



QUARTERDECK

THE NEWSLETTER OF THE PHILADELPHIA SHIP MODEL SOCIETY

Launched 7 January 1931

<http://philadelphiahipmodelociety.com>

October 2015

Philadelphia, Pennsylvania

SUCCESSFUL FUN FLOAT ON COAST DAY



Spencer Anderson, Chairman of the FUN FLOAT, extends kudos to PSMS members participating in the 12 September event: Jim MacIntyre, Jim Wheeler, Gerry Wiegand, Joe Jordan, Mike Zimmerman, Brian Padnes (see his photo journal on page 6 of the *QUARTERDECK*), Steve Bulova, Ron Spicer, Joe Gudonis, John Christinzio and Tom McElhinney. The following awards were given: Joe Jordan (People's Choice); Joe Gudonis (Captain's Choice); Benjamin Eng (Curator's Choice) started this year and judged by the Independence Seaport Museum (ISM) and based on details most matching museum quality standards.

PETER ORVIS WOWS! PSMS RULES CHANGE

The 820th meeting of the Philadelphia Ship Model Society (PSMS) was held at the Independence Seaport Museum (ISM) on the first day of October 2015. President Tom McElhinney called the meeting to order at 1904 and opened with the Pledge of Allegiance. Thirty-two persons attended including the guest speaker, Peter Orvis and his wife, Jean (both honorary PSMS members); Denise Decovic, daughter of Pat and Ed Leaf; Betsy Nutt; and new PSMS member Philip Bodner. (continued page 3)

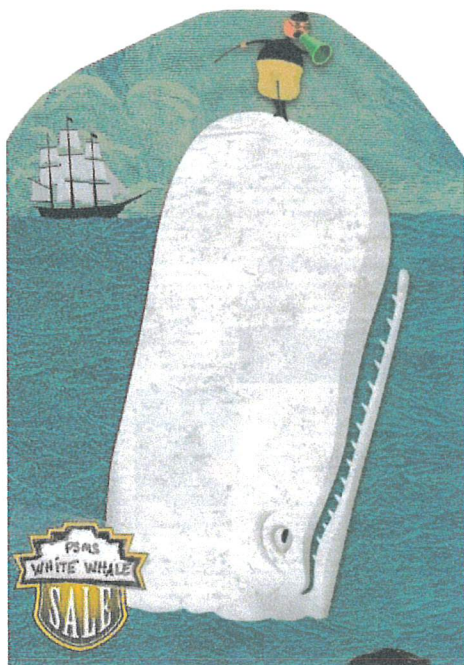


On Monday, 26 October the Independence Seaport Museum (ISM) hosted the Annual Member Meeting for the Greater Philadelphia Cultural Alliance (GPCA). It was a great opportunity to showcase the progress ISM is making at the museum, and there is no better way to represent this by having dedicated volunteers in the galleries. PSMS was well represented as shown above: Front row L-R: Ed Leaf, Pat Leaf, Ron Spicer, and Joe Jordan. Second row L-R: Gerry Wiegand, Craig Bennett, Spencer Anderson, and Jim Wheeler.

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NEXT MEETING: 5 NOVEMBER WHITE WHALE SALE



Hear Ye All ... John (Captain Ahab) Oddo

once again leads the members of PSMS in search of the Great White Whale. As always we will miss the whale but find many distressed and a few intact ship models and other ephemera from our own workbenches and shelves. So check your work area and open up that dusty cardboard box in the corner and see what you can bring to be auctioned off (all sales go to our club). Let there be no buyer's remorse when you find yourself with a new project or two or that piece of equipment that you had been hoping to purchase. Two guarantees: an evening of fun and some good buys.

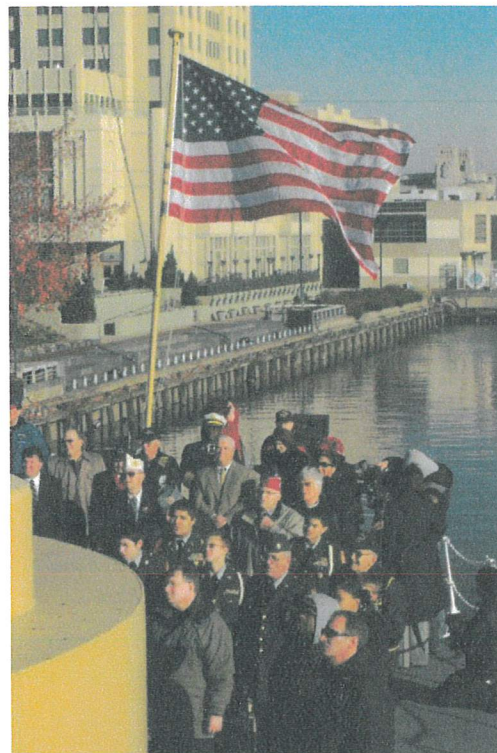


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NOMINATING COMMITTEE REQUESTS VOLUNTEERS FOR PSMS OFFICERS IN 2015



FORTHCOMING EVENTS

- 5 November: 7 p.m. PSMS Meeting, Program WHITE WHALE SALE with John Oddo, Auctioneer
- 11 November: **VETERANS DAY**
- 3 December: 7 p.m. PSMS Meeting, Program TBA
- 12 December, 5:30 p.m. PARADE OF LIGHTS at ISM
- 20 December: HOLIDAY BRUNCH BUFFET, Corinthian Yacht Club, 11:30 a.m.-2:30 p.m.
- 31 December: 4 p.m.-7 p.m. NEW YEAR'S EVE FIREWORKS at ISM



THE PHILADELPHIA SHIP MODEL SOCIETY

Launched 7 January 1931

(See listing of PSMS Officers and Board of Directors on page 14.)

The Philadelphia Ship Model Society (PSMS) meets on the first Thursday of each month at the Independence Seaport Museum (ISM) at 1900 hours. ISM is located at Penn's Landing, 211 South Columbus Boulevard, Philadelphia, Pennsylvania 19106. Guests are always welcome! (For detailed directions to ISM, please see our website at <http://phillyshipmodel.com>). PSMS' annual dues are \$35.00 for an INDIVIDUAL MEMBERSHIP; \$40.00 for a FAMILY MEMBERSHIP (includes member, as well as spouse with children FREE). When attending a meeting discounted parking is available at the garage entrance next to ISM. The hotel is now a Hilton Hotel at Penn's Landing). Please take your parking ticket to the front desk at ISM and have it stamped. This allows parking at the facility for \$12.00. Municipal parking is also available in front of ISM; however, the rates are higher and vary with the season. PSMS also reimburses attendees with \$5.00 toward parking.

The *QUARTERDECK* is the newsletter of the Philadelphia Ship Model Society and is published after each monthly meeting. Copyright © 2015 Philadelphia Ship Model Society. All rights reserved. page 2

PSMS OCTOBER MINUTES

(continued from page 1)

WELCOME: Our speaker, Captain Peter Orvis and his wife Jean Orvis; Denise Decovic (daughter of Pat and Ed Leaf); and new member, Philip Bodner (friend of Jim MacIntyre).

SICK CALL: Francine Serratore brought to our attention that Task Force 50's Tom Flower's wife Leah had passed. A sympathy card was sent from PSMS.

PROGRAM: Captain Peter Orvis gave a fascinating program on the *SS Normandie*, the French Ocean Liner seized by US authorities and renamed the *USS Lafayette* (see page 7 of the *QUARTERDECK*).

SHOW N' TELL: Led by President Tom McElhinney, please see pages 8 & 9 of the *QUARTERDECK*.

50/50 Drawing: Purchase of tickets: Tom McElhinney

BREAK: Special thanks to Pat Leaf and all who brought items for the refreshment table.

BUSINESS MEETING:

The Secretary's minutes were approved as printed in the September *QUARTERDECK*. Ed Leaf presented the Treasurer's report and was approved.

OLD BUSINESS:

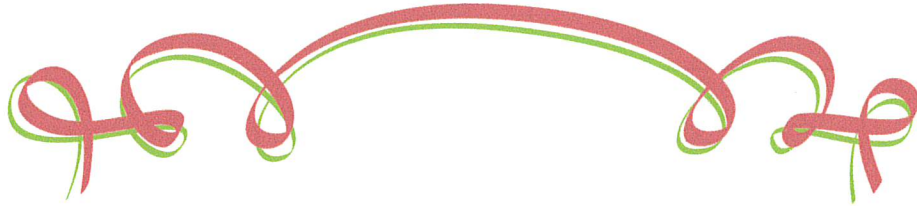
1. **The SHACK:** Joe Jordan. Please sign-up tonight or email that you can volunteer: Joe Jordan (jjvtown@aol.com)
2. **COAST DAY with PSMS FUN FLOAT:** Spencer Anderson: The PSMS "FUN FLOAT" and R/C demonstration has been scheduled for Saturday, September 12 in coordination with Independence Seaport Museum as part of a set of activities observing COAST DAY. Set up will start at 8 AM, the event will begin at 10 AM, awards will be presented at 2 PM, and all ships will be out of the water at 4 PM, followed by clean-up. Each captain will be assessed a \$10 fee, which entitles them to unlimited hulls, and virtually unlimited time on the water. Awards will be the: **People's Choice** and **Captain's Choice** (determined by ballot). An award sponsored by ISM, known as the **Curator's Choice**, will be based on details most matching museum quality standards.
3. **COMMITTEE REGARDING THE WEBSITE AND THE QUARTERDECK:** Spencer Anderson, John Bulloch and Jim MacIntyre are to report.
4. **WEBSITE:** Spencer Anderson asked for volunteers to enter material on the website.
5. **DELAWARE VALLEY CHAPTER OF THE STEAMSHIP HISTORICAL SOCIETY OF AMERICA:** PSMS person is needed to visit this group. Check with Francine Serratore for details.
6. **HOLIDAY BRUNCH BUFFET:** For details, please see page 4 of the *QUARTERDECK*. A sign-up sheet indicates that 31 persons are already interested; invitations have been extended to the two widows and John Brady and his wife.
7. **SEAMEN'S CHURCH INSTITUTE:** For details, please see page 5 of the *QUARTERDECK*. The last collection will be at our November meeting. Mike Weaver has volunteered to deliver the items to the Institute.
8. **ELEVENTH MARITIME MODEL EXPOSITION:** This event was canceled due to bad weather and because it is so late in the year, the event cannot be rescheduled.
9. **NORTHEAST REGIONAL MEETING IN MARCH:** We need a volunteer to assist Ed Leaf in being the Treasurer for this event.

NEW BUSINESS:

10. **PSMS RULES, ARTICLE IV – NOMINATION AND ELECTIONS.** The changes were accepted and will be used in the nomination and election for new PSMS officers in 2015.
11. **NOMINATING COMMITTEE:** Pursuant to the Rules, the President appointed Spence Delin, Joe Jordan and Mike Zimmerman to the Nominating Committee.
12. **NRG, Mystic, CT from 22-24 October:** Regretfully no one from PSMS can attend this year.
13. **NEXT PROGRAM: WHITE WHALE SALE** with John Oddo, Auctioneer
14. **DRAWING of 50/50.**
15. At 2121 the meeting was concluded and adjourned for clean-up.

Respectfully submitted,
Alice McElhinney, Secretary/Editor





THE PHILADELPHIA SHIP MODEL SOCIETY

Requests Your Presence at the

Holiday Brunch Buffet

The Corinthian Yacht Club of Philadelphia
300 West Second Street
Essington, PA 19029

Sunday, December 20, 2015
11:30 – 2:30PM

Adults \$30.00
Children \$15.00
(Tax and Gratuity included)
Cash Bar

BRUNCH BUFFET TO INCLUDE:

Tossed Salad – Choice of Dressings
Grilled Vegetables with Balsamic Vinaigrette
Fresh Fruit Salad

Eggs Benedict, Scrambled Egg Bar, Sausage and Bacon
Oven Roasted Potatoes, French Toast
Assorted Bagels and Pastries
Smoked Salmon with traditional Accompaniments

Roast Beef with Carver
Boneless Chicken Breast with Marsala Sauce
Honey Glazed Salmon

Dessert Table with Assorted Sweets and Ice Cream

R.S.V.P. Reservation Deadline: December 3, 2015

Nora Berlinger njberlinger@comcast.net

Checks for \$30/person payable to: PSMS

c/o Ed Leaf

433 Summer Ave., Edgewater Park, NJ 08010

Directions:

1 95 South or North Exit on 420 South.
Cross Industrial Highway to Dead End
turn right on 2nd St. CYCOP is on the
left after Gov. Printz Park





SEAMEN'S CHURCH INSTITUTE of Philadelphia and South Jersey

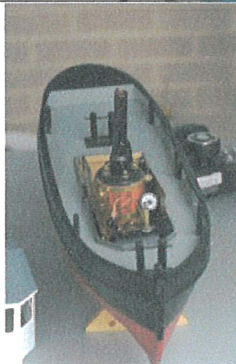
IT'S DITTY BAG SEASON!

Ditty Bag Wish List—PSMS will be collecting these items at our October & November meetings for the Seamen's Church Institute of Philadelphia and South Jersey. They need our support and these items are needed! Thank you! Hats & Scarves (dark colors only & may be store bought), Razors, Cans of Shave Cream (7-11 oz. Can), Toothbrushes, Toothpaste (4-6 oz. Tubes), Combs, Heavy socks, Work Gloves, Deodorant Sticks, Mini Sewing Kits, Nail Clippers, Pens and Writing Paper with Envelopes.

PLEASE BRING YOUR DONATIONS TO OUR NOVEMBER MEETING!

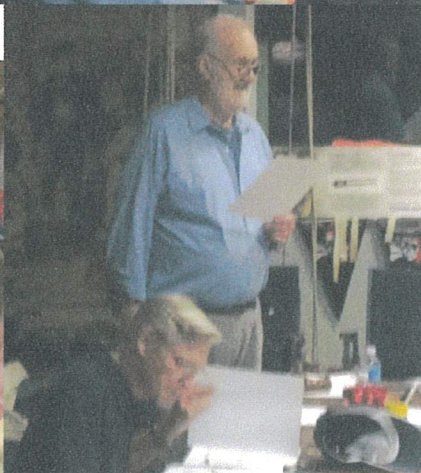


PSMS' FUN FLOAT AT ISM'S COAST DAY



Photos by Brian Padnes
page 6

PSMS *OCTOBER* MEETING



PSMS **OCTOBER** SHOW N' TELL

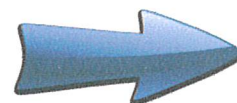


(Left to Right): 1. **Mike Zimmerman** is scratch building a 1/96 model of the **USS Vesuvius**, a dynamite gunship of the US Navy from 1888-1922. Never really successful this unique ship had three guns in fixed positions forward (turn the boat toward the target). As presented the ship is about 10% complete.

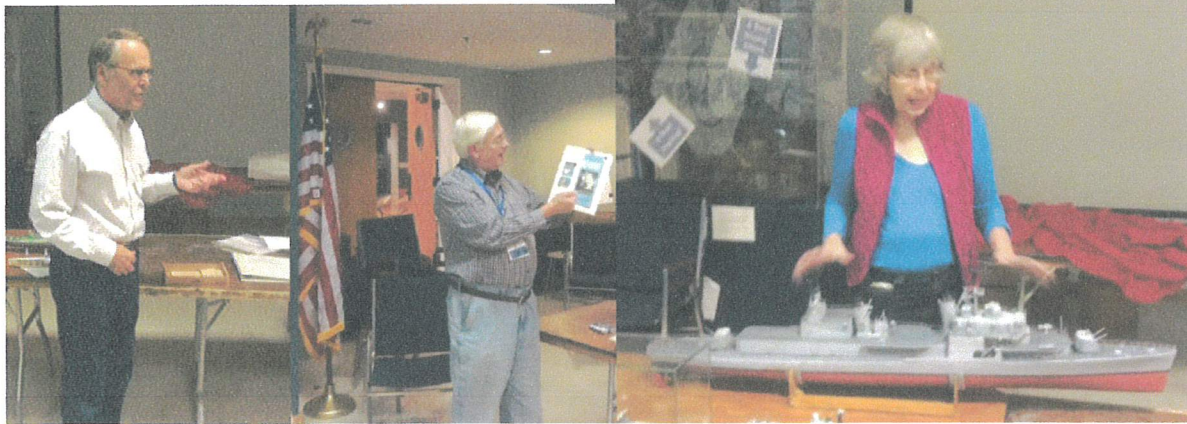
2. **Craig Bennett** brought the book, *Anatomy of the Ship*, on the British Aircraft Carrier, **Victorious**, R38, to accompany his 1/600 Airfix kit of the ship. The carrier served in WWII and then was renovated in the 1950s. The kit was issued in the 1950s and the decals were not as accurate as those that can be purchased today.

3. **Mike Weaver** brought in two excellent models built by a former member, **Keith Bender**, that were given to **Mike**. They are resin kits in 1/350 scale of early 20th century warships – the **USS Michigan** and the **IJN Mikasa**. **Mike** brought these in to honor our speaker, Captain Orvis.

SHOW N' TELL CONTINUED



PSMS **OCTOBER** SHOW N' TELL



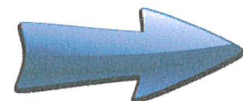
(Left to Right): 4. **Spence Delin** brought equipment that he is using to build the deck furniture of his most recent model. He showed the two jigs and the two tools used for cutting and assembling. These are: (1) parts for gratings jig for holding pieces to be notched; (2) Cutting tool for making notches; (3) tool for positioning cutting tool for each successive cut; and (4) Assembly Jig to space notched pieces to receive cross pieces. Spence uses basswood for his gratings.

5. **Joe Gudonis** decided that since our program was on the *SS Normandie* he brought in a Normandie Hotel brochure. **Joe** is always able to find an appropriate item from his collections.

6. The surprise of the evening occurred when **Francine Serratore** presented her almost complete and mostly scratch built 1/96 *USS Johnston* (DD821). The *Johnston* was one of the destroyers built at the end of the war and remained in service until the 1970s. **Francine** explained the changes, especially what was needed to meet the rocket age that followed WWII. The surprise came when our speaker, **Captain Peter Orvis**, not only gave additional information on 1970s armament but also revealed that one of his commands was a sister ship of the *Johnston*.



HOW ARE SHIPS CLASSIFIED? READ STEVEN GREEN'S RESEARCH



"The Identification of U.S. Navy Ships Using the Ship Classification System of July 17, 1920"

by

Steven F. Green

What's in a name? A whole world of information if you know exactly which ship you are inquiring about.

There are two ways of identifying any individual U.S. navy ship. One method is to cite the ship's laid down, launch, or commissioning date. The other definite way is to cite the ship's letter code and its associated number.

On July 17, 1920 the U.S. Navy officially put into effect the identification system that is at present still used. On July 17, 1920 every active ship or ship in reserve (that is, every single ship on the Navy Register of Ships) was given a letter and number code (example: CL-3). This code, one might say, is the ship's actual name. I will explain.

In every navy of the world ship's names have been and are perpetuated. Examples of perpetuated U.S. names, for instance, are ENTERPRISE, PHILADELPHIA, TRUXTUN, FLASHER, et cetera. The British have their ARK ROYAL, the Indians their MYSORE, the French their JEANNE d'ARC. So, when referring to present and past ships, how do we separate the individual ships from their common names?

The U.S. Navy system uses code letters to denote specific ship types. Below is a short table to illustrate what I mean.

BB=battleship CL=cruiser, light CA= cruiser, heavy (the A in CA originally denoted "armored")

AGOR=oceanographic research ship (A for auxiliary, G for general, O for oceanographic, and R for research)

Then the navy adds a number to this ship category letter symbol (example: BB-38 which means that this U.S.S. PENNSYLVANIA was the thirty-eighth U.S. battleship authorized by the U.S. Congress to be constructed. Thus each U.S. Navy ship has its own identification number.

Prior to 17 July 1920, one was obliged to write out the type of ship it was (example: Cruiser 6, Armored Cruiser 4). This particular system came into effect in December 1889 with the commissioning of the U.S.S. CHARLESTON (Cruiser 2). Before 1889 no designations of any kind were assigned. That is why the first four ships of the "New Navy" were known only by their names and dates. Only the "New Navy" cruisers BOSTON of 1887 and the CHICAGO of 1889 were still on the Navy List on 17 July 1920. On this date BOSTON received the designation IX-2 (unclassified vessel 2) and CHICAGO received the designation CL-14.

This article was prompted by what I have seen in print and on the Internet (in fact, on the "QUARTERDECK" site). The names PENNSYLVANIA, MONTEREY, and LANGLEY were seen with no further identification. Was the PENNSYLVANIA they were referring to the sail-powered warship of the early to mid-1800's, CA-4, BB-38, or SSBN-735? Was MONTEREY the tugboat of 1863-1892, BM-6, CVL-26, or CG-61? Was the LANGLEY the CV-1 or the CVL-27? I am sure you now see the problem.

There are several rules that are present within this 17 July 1920 designation system that SHOULD be followed to avoid any confusion. There can be several different symbol variations within a single numerical lineage. A good example of this are the aircraft carrier type ship designations which are as follows: CV-1-21, CVL-22-30, CV-31-40, CVB-41-44, CV-45-47, CVL-48-49, CV-50-55, CVB-56-57, CVA-58-64, CVAN-65, CVA-66-67, and CVN-68-77. Thus there are five different and distinctive letter designation variations within the aircraft carrier lineage. Within this aircraft carrier symbol field, one type of carrier letter symbol can be changed to another modified carrier letter symbol (CV-16 became CVA-16). The same ship can even carry an entirely different letter symbol and number due to a changing role within the navy. CA-123 became CG-10, a missile (G for guided missile) firing cruiser. JUPITER, designated AC-3 (auxiliary, collier #3) was converted into an aircraft carrier and renamed LANGLEY, with the new designation CV-1 (aircraft carrier #1); it was still the same hull, but performing a different role, and thus given a different designation to reflect its new role.

Conversely, one can use the exact same letter/number designation and for some reason change the name of the same ship.

However, one cannot use the same letter/number designation for two different ships; that would again prompt the question: Which ship are you referring to? The U.S. Navy shouldn't do that, but in one single instance it did!

Our navy tried but failed to do it with the designation SSN-21 for the U.S.S. SEAWOLF of 1997; luckily, the SS-21 of 1912 was not nuclear-powered (SSN means "submarine, nuclear").

The one time the U.S. Navy did succeed in breaking its own rules and causing potential confusion was in the GUNBOAT (PG) category lineage. The ASHEVILLE class of (originally) motor gunboats (PGM-84-90,92-101) were reclassified PG-84-90,92-101 while many were still being built for the U.S. Navy. The difficulty arises because other different ships designated PG-85-90,92-100 were in commission and active during WW II. If one refers to PG-87, for instance, which PG-87 am I referring to? If two identical names were put forth, I could easily refer to the ship actually being discussed by using the 1920 designation system. But if two identical hull numbers were cited, I might want to distinguish the identity of the ship actually being referred to by citing the commissioning date (example: the World War II PG of 1942 or the "ASHEVILLE" class PG of 1967). Thus, if one uses dates in this manner, the purpose of the 1920 designation system is instantly defeated. I much prefer using the 1920 designation system (it is quick and easy).

And by using the Internet, it is easy to find the hull number you require. The series of books entitled "Dictionary of American Naval Fighting Ships" (DANFS) can be found on line. Simply type in a name and the designations and histories are easy to find.

Now Hear this ...



The Independence Seaport Museum is gaining ground in its restoration of the USS *Olympia*, the oldest steel warship afloat in the world. But it's been a slow process that may rely on Gov. Tom Wolf approving millions in grant funding. Restoration for the 123-year-old ship docked at Penn's Landing comes at a price tag of about \$14 million—including \$1 million just to move the ship and \$6 million for restoration work on the aging hull and deck. "That's the biggest challenge, raising the funds," said President and CEO John Brady. [See Jun 2, 2015 story by Fran Millaro in the *Philadelphia Business Journal*.]

Become a Member of ISM ...Independence Seaport Museum members receive free admission to the Museum, Workshop on the Water, the cruiser *Olympia* (shown above) and submarine *Becuna*, as well as invitations to exhibit openings, discounts in the gift shop, special member pricing for special programs and events and preferred access to boating opportunities on visiting tall ships.

Membership levels: Individual - \$45 (benefits apply to one person); Family - \$75 (benefits apply to up to five people in the same household); see their website for other levels.

NOTE: As a member of PSMS you are considered a **VOLUNTEER** at ISM—in addition to working in the SHACK, you are encouraged to volunteer at other events sponsored by the museum!

See the different areas where we are needed and –

VOLUNTEER!

NOTE: All volunteers need to sign in and out from the museum from now on. The sign in book is located by the front desk on the podium. Boat shop volunteers will continue to sign in and out at the boat shop. Ships volunteers will sign in and out on the ships, unless they are coming into the museum and then they would sign in and out there as well. For PSMS, you will also need to sign in and out at the front desk.

Therefore if there is an emergency we will know who all is in the building at that time. If there is an emergency inside the museum, please exit the building and meet at the Walnut Street steps. For those on the ships, you will meet on the landing in front of the ships.

If you have been by the museum lately, you will have noticed the big changes happening on our galleries. We have taken down a large part of the main exhibit to make way for our new schooner, *Diligence II*. It is exciting too for the Seaport Museum and we hope you can come down and lend a hand. (See pictures on the next page.)

Now hear this continued ...

DILIGENCE II UNDER CONSTRUCTION AT ISM



First Plank on Schooner *Diligence*

Workshop on the Water staff and volunteers began planking on *Diligence*, a full-size waterline model of American topsail schooner, *Diligence of 1797*.

Click [here](#) to watch the video.

When completed in 2016, visitors will be able to board the 102 foot vessel as sailors safeguarding the young America. *Diligence* will be the centerpiece of our upcoming exhibit *Patriots & Pirates*.



THE SHACK

Keep the lights on! Volunteer! Contact Joe Jordan (jjvtown@aol.com).

GET YOUR REWARD! Volunteers have the opportunity to receive rewards for the hours they give to the museum. By logging your volunteer hours in VIC Net, which is accessible through the Museum's website on the volunteer page, you can receive free museum gear. ISM will be rewarding goals of 100, 500, 1,000 hours and more. Some volunteers might have already been trained to use the new logging system, but if you haven't, Spencer Anderson will be happy to train you.



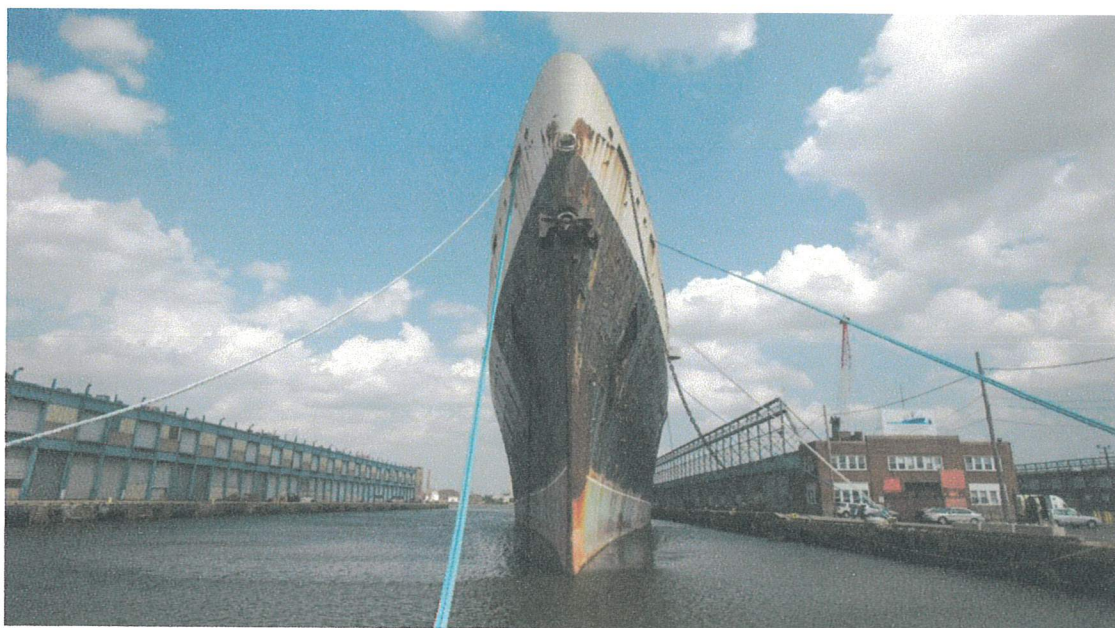
NOTE: Steamship Historical Society of America
meets the third Sunday of each month at ISM from 2-4:30 PM. Visit their website at

<http://www.sshsa-delawarevalley.org/>.

Now hear this continued:



On October 8 after two months in dry dock at the Philadelphia Navy Yard, the **Gazela** and the **Poplar** returned to **Penn's Landing**. **Welcome back!** The **Gazela** was featured in the October issue of **Marlinspike Magazine**!



Sadly the **SS United States**, a former queen of the sea that now rusts at the South Philadelphia, and the conservancy that owns it intends to retrain a broker to explore selling to ship to a metals recycler.

Now hear this continued :

THE NAUTICAL RESEARCH GUILD

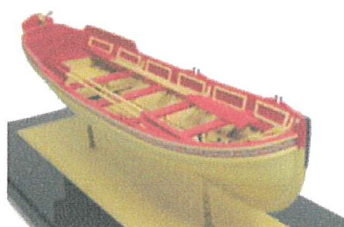
"ADVANCING SHIP MODELING THROUGH RESEARCH"

Annual membership includes our world-renowned quarterly magazine, Nautical Research Journal, which features photographs and articles on ship model building, naval architecture, merchant and naval ship construction, maritime trade, nautical and maritime history, nautical archaeology and maritime art.

Other benefits include discounts on annual conferences, ship modeling seminars, NRG products and juried model competitions which are offered exclusively to Guild members. We hope you will consider joining our ongoing celebration of model ships and maritime history.



YEARLY
MEMBERSHIP
\$48.00 USA
\$60.00 Foreign



For more information contact us at: www.thenrg.org or telephone 585-968-8111



THE SSMA JOURNAL:

Lots of news and pictures about PSMS in their editions. In the **SSMA Journal's 3rd Quarter, October** issue, they have reprinted **Ron Spicer's** story on his building of an Encore plastic kit of the *USS Olympia*, as well as the picture and caption from the "*Now hear this ...*" section of **PSMS' QUARTERDECK**.

Become a member of SSMA; Annual dues are \$25 and it should be sent to Lee Stewart, SSMA Clubs/Membership Director, 7325 176th Street SW, Edmonds, WA 98026. Your check should be made payable to SSMA. Visit them on the web at SSMANA.ORG.

URGENT: Please let our President, Tom McElhinney, know if you are a current member of the SSMA (shipshape51@verizon.net).

