



Quarterdeck

**AUGUST
2018
OUR 87th
YEAR**

THE PHILADELPHIA SHIP MODEL SOCIETY.

www.philadelphiahipmodelsociety.com

Launched January 7, 1931

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Representatives to ISM

Joe Jordon
Pat & Ed Leaf
Tom McElhinney

PSMS ANNUAL PICNIC

Once again Jim and Betsy Nutt opened their home to the membership for our Annual Picnic. The weather forecast predicted rain and after a sunny start lived up to that prediction. The rain held off long enough for RC in the pool. Then the picnic moved indoors to the lovely dining room.

The food was delicious and the deserts were outstanding. Many thanks to those who donated food items including our hosts who provided the hamburgers, hotdogs, rolls and condiments.



Photo: Betsy Nutt

Our cooks, were Spence Delin (with the rakish set to his hat) and Cone-head Rick Rathgeber.



SEE YOU NEXT YEAR!



Photo: Ron Spicer

THE SHIP MODEL SHACK

At left: Fred Signor talks to visitors to the Shack

The Seaport Museum has chosen PSMS to represent ship modeling to the public. We are one of the few exhibits that can respond when asked a question (one other being the boat shop). **We need volunteers** to sit the shack on weekends. Take a model, meet the public and share our hobby. Contact: Joe Jordan at JJVtown@aol.com Or sign up on the web: philadelphiahipmodelsociety.com

THE PHILADELPHIA SHIP MODEL SOCIETY

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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!



Parking - a reminder

DRWC, the owners of the parking lots at the Independence Seaport Museum, will have a list of names at both the Walnut Street lot entrance lot and they Lombard Street lot entrance. Members who have sent their auto information will simply have to give their name to get free parking. If DWRC does not have your information, you may be refused access to the lot. This is only for volunteer days (PSMS members are considered volunteers) and not for visiting Penn's Landing during non-volunteer hours.

NOTICE:

The Walnut St. entrance to the parking lot is not manned after hours. Members should use the Market Street entrance to the parking lot. That entrance is 2 blocks north of the Walnut Street entrance.

If you have not registered your vehicle, email your name, car make, model and color, along with your license plate number (please include the state as well). State that you are a member of PSMS. If you use a 2nd car, register that car as well.



As we have in past years, PSMS will participate in Coast Day at ISM on September 15th, from 1PM to 4PM. The crowds will be large and the "meet and greet" will be great exposure for the society. We will have tents and 7 tables for display. Bring plenty of items: ships, nautical items, works in progress, and anything that would be of interest.

FORTHCOMING EVENTS

Sept. 6th.	PSMS meeting No program scheduled
Sept. 15th	Coast Day at Independence Seaport Museum
Oct. 4th	PSMS meeting Program to be announced
Oct. 27th.	Navy Day
Nov. 1st	White Whale Auction
Nov. 11th	Veterans Day
Nov. 22nd.	Thanksgiving
Dec. 7th	Pearl Harbor Remembrance
Dec 16th.	Holiday Brunch Corinthian Yatch Club



The Delaware Valley Chapter meets at The Independence Seaport Museum at Penn's Landing on the Delaware River at 2:30 pm. Membership is \$15 for one year. Contact Chapter Chairman Steve Loveless at sloveless1959@gmail.com or 215-495-8889 for more details or if you are interested in joining.



PSMS SHIRTS & CAPS WITH EMBROIDERED SOCIETY LOGO

LONG SLEEVED POLO SHIRTS NAVY BLUE
Men's sizes small thru 4 XL.
 Add \$2.00 for 2XL, \$3.00 for 3XL and \$4.00 for 4 XL
\$35.00

Women's sizes thru 2X. **\$35.00**
 SHORT SLEEVED POLO SHIRTS, NAVY BLUE
Men's sizes small thru 6XL and tall in XL thru 3X
Women's sizes small thru 3XL **\$28.75**
Hat 6 panel wave cap, navy with white trim **\$14.50**

FOR ORDERS:

Contact Pat Leaf at pjlebl@comcast.net

THE SSMA JOURNAL

Become a member of SSMA
 Annual dues are \$25.00
 All membership applications and renewals should be sent to:
Heinz Ricken
514 Cranford Avenue
Cranford NJ 07016



STORAGE LOST

Recently, John Christinzio received notification that the Regatta Islands must find a new home. The building, including the storage space is to be remodeled into a restaurant. John had no other option but to ask those who built the islands to store them. All declined as did Task Force 50.

As a result, and do to their deteriorated condition, 5 islands were scrapped. Three were saved- King Kong, the Airfield and the Iceberg along with 2 docks. Their home with John is temporary. One sits in the garden and the others are in his basement.

If anyone can store 1 or more of these items, contact John at:

215-271-0447

johnchristinzio@hotmail.com

Don't wait too long !

COMING UP IN NOVEMBER

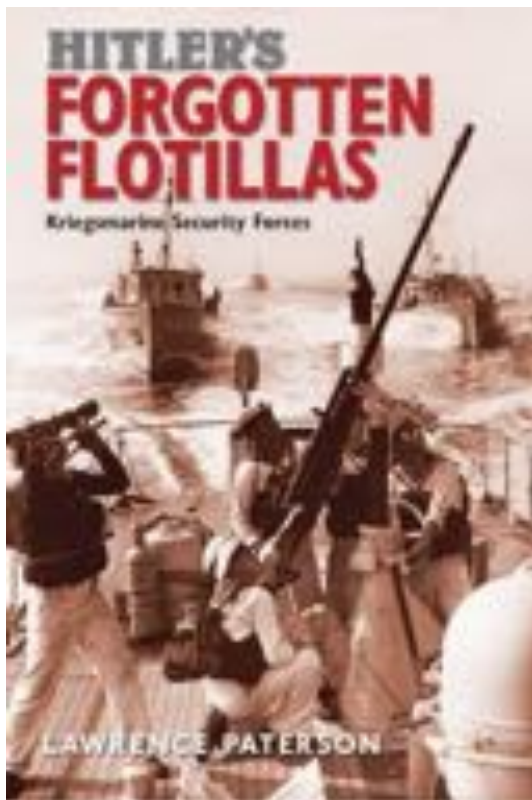
THE WHITE SALE

It's not too early to dig around. Bring out the items you know you will never use: that old model kit, the tool you couldn't do without and have never used. Those books you've outgrown, old plans, or make your wife happy- **get rid of something !!!**

All proceeds benefit PSMS

Member Eric Zimmer just cleaned out his house and has several boat kits he is donating to the White Whale auction. Among others are:

- Billing Boats - Calypso
- Artesmia - Helen R/C
- Krick - U boat (partial)
- Model shipways - Miss Adventure
- And a few more.



HITLER'S FORGOTTEN FLOTILLAS

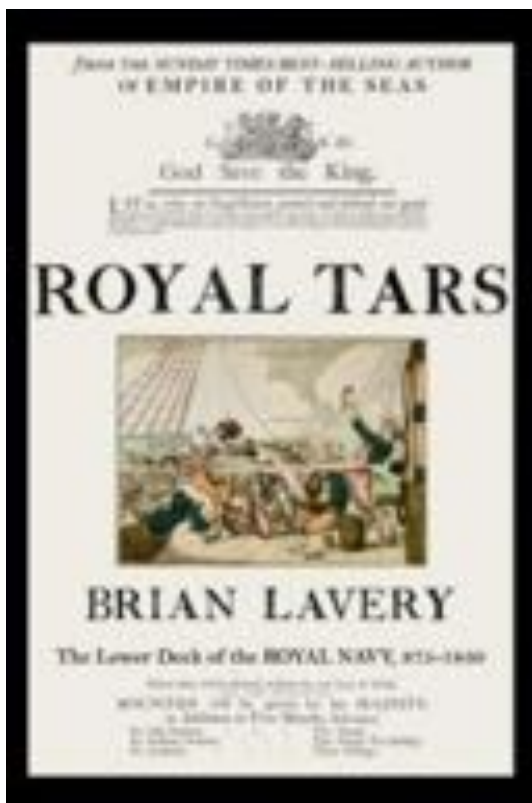
Kriegsmarine Security Forces

By Lawrence Paterson

This study of the Kriegsmarine's Sicherungsstreikräfte, and their security forces fills a gap in the study of the German navy during World War II. This book describes the wide array of vessels including patrol boats, minesweepers, submarine hunters, barge breakers, landing craft, and even the riverine flotilla that patrolled the Danube as it snaked toward the Black Sea. These vessels may not have provided the glamor associated with capital ships and U-boats, but they were crucial to the survival of the Kriegsmarine at every stage of hostilities.

As naval constructions unable to keep pace with the demand for security vessels, Grossadmiral Erich Raeder turned to the conversion of merchant vessels. For example, trawlers were requisitioned as patrol boats (Vosposttenboote and minesweepers (Minensucher), while freighters, designated Sperrbrecher, were filled with buoyant materials and sent to clear minefields. Submarine hunters (U-Boot Jager) were requisitioned fishing vessels.

More than 120 flotillas operated in wildly different conditions, from the Arctic to the Mediterranean, and eighty-one men were awarded the Knight's Cross; some were still operating after the cessation of hostilities clearing German minefields.



ROYAL TARs

The Lower Deck of the Royal Navy, 1715 - 1850

By Brian Lavery

With this work, one of the pre-eminent historians of the Royal Navy turns his analytical eye to the Navy's lower decking explores culture with its own distinct scale of values, language and rituals. Based on diverse first-hand accounts, rare letters, primary documents and an examination of changing practices and regulations, the book presents a social history of Royal tars from Medieval times through 1850. It examines the seaman's skills, daily outlines and living conditions, his attitude towards officers and their regulations, and his battle experience. If not totally overlooked in the grand narratives of the senior service, the lower deck is often only noticed when it is a problem. Seaman are difficult to recruit, sometimes they mutiny on board ship. They are liable to drunkenness and venereal disease, and they tend to desert or behave in a feckless manner. For the first time in a dedicated volume, the Royal Tars of Old England presents the authentic voice, life and social history of the lower deck

The Secret Language of ships

Signs and symbols on the sides of ships tell stories about an industry few outsiders understand.



By Erin Van Rheenen,
Photos by David Smith

The white rectangle edged in yellow- a pilot boarding mark- tells the maritime pilot where to board the ship. Maritime pilots (also called harbor or bar pilots) are experts on the navigational hazards of their home harbor and crucial characters in the drama of maritime life.

The pilot catches a ride out to the ship on a boat about the size of a tug, scrambles up a ladder hanging off the clifflike side of the ship, and takes over for the captain just before the ship comes into port. The rope ladder may not yet be deployed when the pilot boat approaches a ship, so the boarding mark is an important guide.

The white marks on the red are battle scars, reminders of scuffles with docks, other vessels (mostly tugs), and the sides of canals.



USS Long Beach (CGN 9)

Decommissioned in 1995 and partially scrapped

USS LONG BEACH, the third ship in the Navy to bear the name, was the first nuclear powered surface warship in the world and the first large combatant with its main battery consisting entirely of guided missiles. She was also the first American cruiser since the end of WWII built entirely from the keel up, and when completed, boasted the highest bridge in the world. She was also the last warship to be fitted with teakwood decks.

Launched; July 1959, commissioned; September, 1961, LONG BEACH was decommissioned and stricken from the Navy list on May 1, 1995.

Propulsion: 2-Westinghouse C1W nuclear reactors,
2-gearred turbines

Propellers: Two

Length: 721 feet

Beam: 73 feet

Displacement: 17,500 tons

Speed: 30 knots

Aircraft: none, but a helicopter landing platform




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

WHAT'S GOING TO HAPPEN TO THE \$17 BILLION TREASURE FOUND ON THE 'HOLY GRAIL' OF SHIPWRECKS?



An oil painting of the explosion of the San Jose during a 1708 battle off Cartagena, Columbia, SA

A shipwreck possibly containing \$17 billion worth of lost gold has been found off Columbia, and everyone wants a piece.

In 1708, A Spanish galleon carting 600 people and laden with gold, silver and emeralds -thought to be worth as much as \$17 billion by today's standards, was sunk by British ships during a battle off the coast of Cartagena , Columbia.

More than 300 years later in November, 2015, the San Jose which is often referred to as the "holy grail shipwrecks," was discovered by an international team of scientists and engineers in collaboration with the Columbian Navy.

The Woods Hole Oceanographic Institute (WHOI) and Maritime Archaeology Consultants (MAC), who both helped find the wreck, released the first information describing exactly how the wreck was found. Up until this point, many aspects of the discovery have been covered up out of respect for the Columbian government, which is keeping the exact location of the wreck a secret.

Among those interested is a U.S.-based salvage company known as Sea Search Armada (SSA). Immediately after the Columbia government announced the finding in 2015, SSA staked a claim to the wreck, arguing that they actually identified it first in 1982.

Spain has also claimed the wreck as its own, highlighting that the ship sailed under that country's flag and was crewed mostly by Spaniards.

To complicate matters even further, other experts have argued that the treasure onboard the shipwreck should not leave Columbia because it resulted from the conquest of the Americas.

"All this precious cargo was taken away from the indigenous people," said Charles Beeker, a director of the Center for Underwater Science at Indiana University who has worked with the Columbian government.

Among the new details released, WHOI announced that the galleon was found about 2000 feet below the surface using sonar instruments onboard an autonomous underwater vehicle known as REMUS 6000 which helped to uncover the wreckage of Air France 447 in 2011.



"The wreck was partially covered with sediment, but with the camera images from the lower altitude missions (30 feet above the seafloor) we were able to see new details in the wreckage and the resolution was good enough to make out the decorative Dolphin carvings on the cannon." said Mike Purcell a WHO engineer and expedition leader.



PSMS DEMONSTRATION REQUEST

Do you have a skill you need to learn?

Suggestions for for a demonstration.

PRESENTERS ONLY

DEMONSTRATORS NAME _____

TYPE OF DEMONSTRATION _____

SUBJECT MATTER _____

DATES YOU CAN PRESENT SKILLS _____

**THANK YOU FOR PARTICIPATING IN SHARING YOUR SKILLS AND REINFORCING THE SKILLS
OF OTHERS IN THE ART OF SHIP MODELING**