



Quarterdeck

DECEMBER
2018
OUR 87th
YEAR

THE PHILADELPHIA SHIP MODEL SOCIETY.

www.philadelphiaishipmodelsociety.com

Launched January 7, 1931

PSMS OFFICERS & EXECUTIVE BOARD

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highlanderburial@gmail.com

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Joe Jordon

Pat Leaf

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Tom Mc Ilhinney

John Oddo

Rick Rathgeber

Francine Serratore

Mike Weaver

Jim Wheeler

Mike Zimmerman

Representatives to ISM

Joe Jordon

Pat & Ed Leaf

Tom McElhinney

The 853rd meeting of the Philadelphia Ship Model Society was held at the Independence Seaport Museum on December 6th, 2018. President Todd Wardwell called the meeting to order at 19:15 hours. The meeting commenced with the Pledge of Allegiance followed by a moment of silence in remembrance of Pearl Harbor. Welcomed returning member Kurt Faust

MINUTES OF THE MEETING

SICK CALL



Kathleen Wheeler, Recovering from an operation,

Francine Serratore, eye procedure, Joanne Wardwell, having a procedure, Jean Spicer, eye surgery, and Nancy MacIntyre.

There was no presentation or Show and Tell

Treasurer's report: Steve Bulova presented the treasurer's report that was approved.

OLD BUSINESS

Name tags: Anyone in need of a name tag, contact Spence Delin at sdelin@verizon.net

Seaman's Church Donations: Mike Weaver will deliver donations.

The Ship Shack: Volunteers are needed for weekends. Contact Joe Jordan at jjvtown@aol.com

Holiday Brunch the Corinthian Yacht Club: At this writing, 44 people have made reservations including 4 members of the Steamship Historical Society. A final notice will be sent to the membership.

Proposed Club Outings: Annapolis Maritime Museum, Kalmar Nyckel, Camden Ship Museum, Navy Museum, Washington D.C., Nothing to report.

Parade of Lights: Once again, four members of PSMS, Mike Weaver, Joe Jordon, Jim Wheeler and Francine Serratore, showed their lighted models at the Ship Model Shack held this year on December 8th.

NEW BUSINESS

2019 Dues are due: \$35.00 per person, \$40.00 per family. Send a check, made out to PSMS and sent it to: Treasurer Steve Bulova at 4631 Larchwood Ave., Philadelphia, PA 19143.

New Activity Committee: This committee is being set up to conform to the by-laws. Its purpose is to schedule the monthly programs. In the recent past, the Vice-President was tasked with this responsibility. Ideally we will know what activity or who the speakers will be 2-3 months in advance, and to make the emphasis less on historical topics and more about techniques of ship modeling. Rick Rathgeber is willing to head up the Committee along with the Vice-President. The committee members are:

Rick Rathgeber, Spence Delin, Mike Weaver, Todd Wardwell and Joe Gudonis.

Other topics discussed were: *The falling membership-* seeking ideas. Mike weaver is going to contact past and inactive members via mail to try to get them re-involved in the society. One idea is, when new people want to visit, give them a contact number so that someone can meet them at the old gate with a parking pass and refund their \$20.

Lengthy discussion of the website with possible solutions. Todd will update- cutting ties with current IT Co. as they want more money for a system that doesn't work.

Make Facebook our primary outreach page. Take photos of members' models to actively post on Facebook.

Questionnaire: President elect Francine Serratore proposed to email a questionnaire to be sent to the membership about what presentations they would like to see and can they do a presentation.

Elections: 2019 Officers. President: Francine Serratore, **Vice-President:** Fred Signor,

Secretary: Joshua Fichmann, **Newsletter Editor:** Ron Spicer, **Treasurer:** Steve Bulova,

President Emeritus: Mike Weaver, Ed Leaf.

The Executive Committee and PSMS wish to thank John Bullock for his service as Secretary. He volunteered when no one else would. His service kept the information flowing to produce a newsletter and his efforts were appreciated.

December Holiday Party

After discussing the many topics that you have read about-club outings, membership, the web site, Facebook outreach, forming the new activity committee and the election of officers, everyone at the Holiday Party enjoyed the food, refreshments and decorations, supplied by Ed and Pat Leaf.

This year has been a struggle with the weather and conflicting events, but we look forward to a more stable 2019.



JOE GUDONIS

TODD WARDWELL



ED LEAF TODD WARDWELL FRED SIGNOR



photos by Joshua Fichmann

THE PHILADELPHIA SHIP MODEL SOCIETY

Launched January 7, 1931

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!**

PSMS annual dues are \$35.00 for an INDIVIDUAL MEMBERSHIP

\$40.00 for a FAMILY MEMBERSHIP: Includes MEMBER as well as family with children FREE



COMPLIMENTARY EXHIBITS AT ISM



RIVER ALIVE!

River Alive! is ISM's newest exhibit. This is a big deal for visitors and you can tour it for free! It has been more than a year in the making, and replaces the divers exhibit next to the shack. It will focus on the wonders and challenges of the Delaware River watershed, the region's place within that system, and the sophisticated science used to understand the complex nature of the waterways.

The south end of the new show iswait for it.... the Shack!!! We should get every visitor entering the area.

We are also coming up on the anniversary of the opening of the shack which was 12/06/2009.

Joe Jordan



The Ship Model Shack

The Seaport Museum has chosen PSMS to demonstrate 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). To fulfill this responsibility, we need volunteers to sit the shack on weekends. See if you can find the time in your schedule. Take a model, meet the public and share our hobby. Support PSMS.

Contact Joe Jordan:

jjvtown@aol.com

Or sign up on the web:

philadelphiahipmodelsociety.com



Parking

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

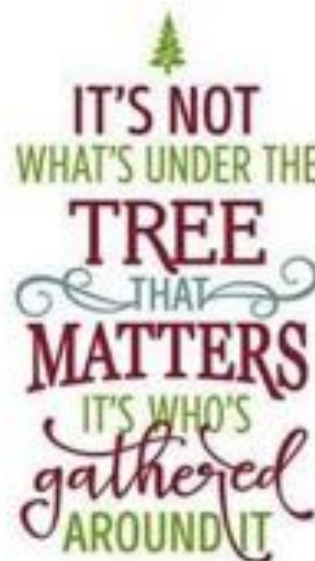
Email your name, car make, model and color, along with your license plate number(s). (please include the state as well). State that you are a member of PSMS. If you use a 2nd car, register that car as well.

Send the information to:

Greg Williams at: gwilliams@phillyseaport.org

Phone 215-413-8679

This policy is for volunteer days, and not for visiting Penn's Landing during non-volunteer hours.



FORTHCOMING EVENTS

Dec 16th.	Holiday Brunch 11:30 to 2:30 Corinthian Yacht Club
Dec. 31st	New Years Eve Fire works at ISM
Jan. 3rd , 2019	PSMS Meeting Program: to be announced
Feb. 7th	PSMS Meeting Program: to be announced
March 7th	PSMS Meeting Program: to be announced
April 11th	PSMS Meeting NE Ship Model Conference Date to be announced



The Delaware Valley Chapter meets at The Independence Seaport Museum at Penn's Landing on the Delaware River, Sunday 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

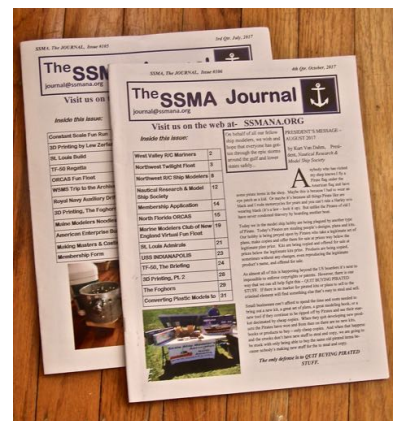
Men's sizes small thru 6XL and tall in XL thru 3X

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

HAPPY NEW YEAR 2019!

2019 DUES NOTICE

Dues are \$35.00 for an individual membership or \$40.00 for a family membership.

Treasurer Steve Bulova requests that you send check by mail or bring a check or cash to the January meeting.

Please make the check payable to PSMS.

If you choose to mail your dues, send them to:

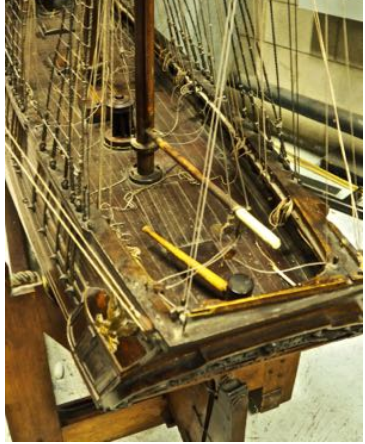
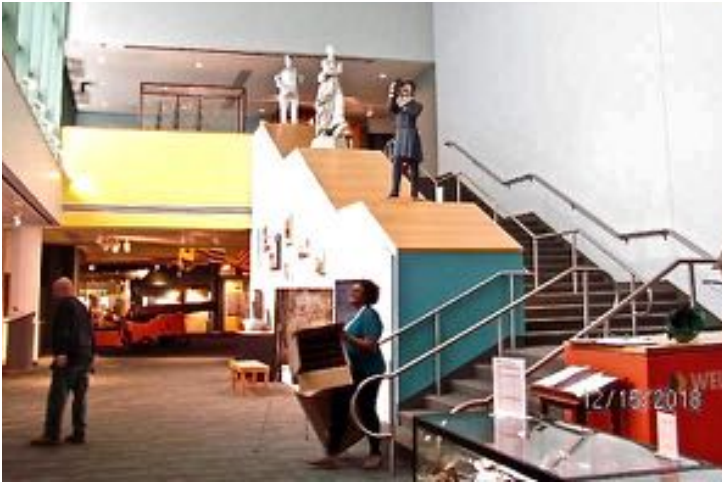
STEVE BULOVA
PSMS
4631 Larchwood Ave.
Philadelphia, PA
19143

To contact Steve by email: bulovastev@msn.com

RESTORATION OF THE JOHN S. TAYLOR

I just got word that John Brady has approved of our offer help get the "John S. Taylor" model cleaned, repaired and mounted on the steps leading to the 2nd floor. Craig Bruns, Chief Curator of the museum, will be in touch after the opening of the River Alive! exhibit. I am hopeful that PSMS can contribute a more than modest sum from our coffers to defray the cost of mounting the model. Jeffrey Huffenburger is anxious to do the blacksmithing of a wrought iron base. Materials should be pretty reasonable. PSMS will be given credit for our help on the display. I will try to get an estimate of the expense from Jeffrey.

From Joe Jordon, PSMS Liaison Officer to ISM



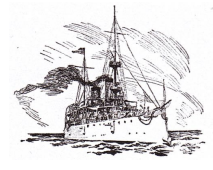
Photos by Ron Spicer

The Secret Language of Ships

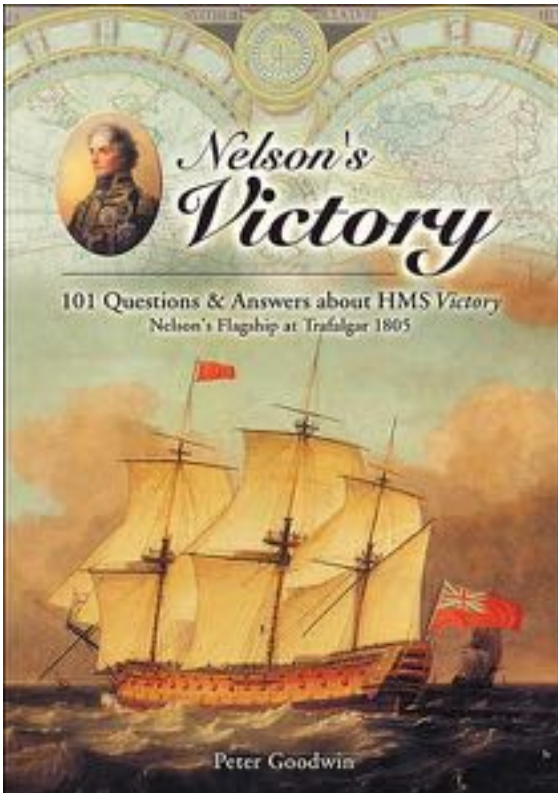


The white rectangle edged in yellow - a pilot boarding mark - tells the maritime pilot where to board the ship. Maritime pilots (also called harbor or bar pilots) are experts on navigational hazards of their home harbor and crucial characters in the drama of maritime life.

A pilot catches a ride 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 be deployed when the pilot boat approaches the ship, so the boarding mark is an important guide.



BOOKS



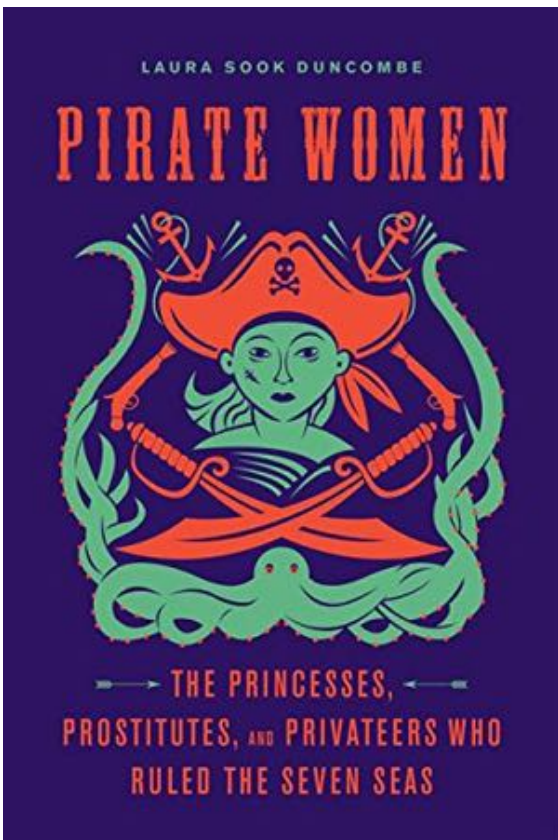
NELSON'S VICTORY

101 Questions and Answers about HMS Victory, Nelson's flagship at Trafalgar

By Peter Goodwin

Noted historian Peter Goodwin. Keeper and Curator of HMS Victory offers a fresh approach to the subject in this book by delving into the workings of the famed ship with lively a question-and-answer format based on thousands of inquiries from visitors and historians alike selecting 101 of the most intriguing questions and provides full and detailed responses on types of wood used in building Victory, why she was named *Victory*, her longest voyage, the amount of shots fired from her guns at Trafalgar, and when her career as a fighting ship ended.

This volume will be enjoyed by age-of-sail buffs and researchers seeking a new reference work on the only surviving line-of-battle ship of the French Revolutionary and Napoleonic Wars



PIRATE WOMEN

The Princesses, Prostitutes, and Privateers Who Ruled the Seven Seas

By Laura Sook Duncombe

The first-ever Seven Seas history of the world's female buccaneers. It tells the story of women both real and legendary, who through the ages, sailed alongside (and sometimes in command of) their male counterparts.

These women came from all walks of life but had one thing in common: a desire for freedom. History has largely ignored these female swashbucklers, until now. Here are their stories, from ancient Norse princess Alfhild and warrior Rusla to Sayyid al-Hurra of the Barbary corsairs; from Grace O'Malley, who terrorized shipping operations around the British Isles during the reign of Queen Elizabeth I; to Cheng I Sao who commanded a fleet of four hundred ships off China in the early nineteenth century

The USS Massachusetts, the worst battleship ever built



The USS Massachusetts (BB-2) was the worst battleship ever built. That has a lot to do with why it has spent the last 95 years rusting on the sea floor just outside the mouth of Pensacola Bay.

Today, the ship is an Underwater Archaeological Preserve managed by the state of Florida. The rusting hulk is considered the oldest battleship still in existence. Scuba diving among the fish swarming over the steam-era wreck provides a portal to another time, when the nation's fledgling Navy was first beginning to flex its muscles.

Knowing a little of the history of this particular ship, a failure of almost comical proportions, it seems something of a miracle that the U.S. became the world's dominant naval power.

Designated BB-2 in 1896 because it was the second "modern" battleship made for the U.S. Navy, the Massachusetts was so poorly designed that it was considered obsolete and retired from the fleet just five years after it was launched.

Two sister ships, the Indiana and the Oregon - BB-1 and BB-3 respectively, suffered the same flaws and the same early retirement although all three were ultimately re-commissioned after extensive repairs and put back in to service in the run up to World War I. Launched to great fanfare in 1893- 15,000 people turned out to see the 350 foot long Massachusetts slide from the dry docks into the water - the boats were an immediate flop. Chief among the flaws on the Massachusetts was this: if you turned both of the giant 13-inch gun turrets to shoot at an enemy on one side of the boat, the weight of the gun barrels caused the entire ship to list so severely to that side, that

much of the deck and many of the other guns on board would go underwater. It's worth noting that the four 13-inch guns together weighed 544,000 pounds and were the largest Navy guns ever made at the time.

Some naval historians have characterized the problem as "attempting too much" on boats that simply weren't large enough to support the incredible number of guns they were outfitted to carry. But really, the ships' failures began with a political compromise.

A panel of officials, not engineers, played a large role in the design of the ships and determined what sort of armor and weaponry they would have, without any apparent consideration for the seaworthiness of the resulting crafts. From the moment the boats first hit the water, it was clear that the panel had designed three comically terrible ships.

In photos from the 1890s, the ships look every bit like they were imagined at the height of the Victorian era, that golden age of mechanization. Festooned with dozens of guns poking from the superstructure in every direction, it appeared the idea was to make up for the missing 32 battleships from the original Navy request by putting as many guns as possible on these boats.

A Philadelphia newspaper reported "Between the turrets for the 13-inch guns there is a superstructure, in which there are placed the six-inch guns; and above, or upon the deck erected thereon, are placed the 8-inch guns. A battery of six pounders is arranged along the top of the hammock berthing and bridge. One pounder is placed two forward and two aft, and one on either side of the berth deck".

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Cont. from page 7

In the tops of the double topped mast, are placed four gatling guns, two in each top. There are also six torpedo tubes, one bow, one stern and two broadside.

The weight of all the guns on board was well over 1 million pounds which explains the terrible listing problem whenever the barrels were swung to one side. Especially when you figure in a million pounds of coal for the engines, hundreds of thousands of pounds of ammunition and supplies for 475 men.

Powered by massive coal-fired engines (imagine the equivalent of four steam locomotives buried in the belly of the ship) the Massachusetts featured armored sides made of solid steel that was five inches thick at the waterline. Unfortunately, it turned out that the armor was placed too low and did little to protect most of the vessel. Meanwhile the hull below the waterline was unarmored and vulnerable, especially for a boat capable of traveling at only 17 miles an hour. The Massachusetts nearly sank three separate times after hitting submerged objects in Florida, New York and Maine.

The hull designs harkened back to the Civil war-class of Monitor style boats 40 years earlier, with their low decks and little freeboard and was constantly in danger of being awash in the most moderate of seas even before the guns were turned to the side. These were the last battleships to feature such a hull design.

Perhaps the most critical design error was the decision to forgo a bilge keel, which would have helped stabilize the ships. The reason to do without the keel? There wasn't a dry-dock in the U.S. that was large enough to build such a big ship with bilge keels and constructing one big enough would have been too expensive.

All three participated in the Spanish-American War when they were brand new playing a crucial roll in the bombardment of Santiago in 1898. But by 1910 despite numerous upgrades and repairs to overcome their flaws, the Secretary of the Navy declared them "worthless and obsolete" and retired them for a second time.

It was from these failed boats that the Navy learned that counterweights were needed to keep the ships level in battle. Such weights were added in 1906 after the ships were retired for the first time and performance improved enough that they saw some action in WWI though not in fighting roles.

In the end, the many compromises in the building process, the inherent design flaws, and the rapid improvement in naval architecture spawned by the failure of the 3 ships meant their days were numbered from the start. The 3 ships were officially retired for the 3rd time in 1919.

The Indiana and the Oregon ended up on the scrap heap, but not the Massachusetts. In 1920 she was sailed to the mouth of pensacola Bay to serve as a bulls-eye. There, the military pummeled her for weeks until she finally sank in 26 feet of water.

By Ben Raines
Edited from Mobile News

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.



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

From the Officers and Executive Board of PSCMS



2019

A REQUEST FROM THE EDITOR

On the following page, you will find a SHOW "N" TELL presentation form. If you plan to make a presentation, please fill it out and bring it to the meeting and leave it on the front table. Give us as much information as you can about your presentation so that we can include it in the newsletter.

PSMS SHOW 'N' TELL PRESENTATION FORM

Member: _____ Date: _____ % of Completion: _____

Model Presented: _____ Scale: _____ Circa: _____

Ship's Origin (Country): _____ Estimated Date of Completion: _____

Type of Vessel (Sailing, Military, Working, etc.): _____

Materials Used (Wood, Plastic, Resin, etc.): _____

Scratch/Kit/Kit Bash: Kit Manufacturer: _____

Kit Manufacturer Country: _____ Were you happy with the kit? _____

Additional Comments (Ship's History, Unique Features, etc.):

What were you most pleased with regarding this project?

If you were to build this model again, what would you do differently (if anything)?

Do you have any suggestions regarding building techniques to share?

Is there a particular problem that you'd like assistance with?

What were some of the most helpful research resources used?

What is the significance of this project to you?

If you presented something other than a ship model, describe it below.

If additional space is required, use the back of this form. PLEASE SUBMIT THIS COMPLETED FORM TO THE SECRETARY AT THE CONCLUSION OF YOUR PRESENTATION FOR NEWSLETTER INPUT PURPOSES.

