



# Quarterdeck

DECEMBER  
2019  
OUR 88th

THE PHILADELPHIA SHIP MODEL SOCIETY.

[www.philadelphiaSHIPmodelsociety.com](http://www.philadelphiaSHIPmodelsociety.com)

Launched January 7, 1931

## Holiday Party and Auction Enjoyed by All



Todd Wardwell

The business meeting was kept short in deference to the auction and party to follow. There was a quick election of the slate of nominees for next years officers, all elected unanimously.

As in the past few years, member CWO Todd Wardwell was again, the auctioneer. With his usual good humor and quick wit, Todd kept the auction moving while identifying the various models and other items that were donated.

The other half of the evening was spent surrounding beautifully decorated table set with cookies, cakes, pies, accompanied by coffee, eggnog, iced tea and soda, organized and set up by Pat Leaf, who has consistently set up the refreshments and donated food throughout the years. Our thanks to Pat and all those who made this such an enjoyable evening.



Mike Zimmerman. Bobbie Zimmerman. Pat Leaf



Photos : Ron Spicer

# Minutes of the Meeting

The 865th meeting of the Philadelphia Ship Model Society (PSMS) was held at the Independence Seaport Museum (ISM) on the fifth day of December, 2019. President Francine Serratore called the meeting to order at 19:10 and opened with the Pledge of Allegiance.

## Business Meeting

**Treasurer's Report:** Steve Bulova - has made a preliminary budget for 2020, need input for other activities. Please submit.

**Name Tags;** contact Spence Delin [sdelin@verizon.net](mailto:sdelin@verizon.net)

**Club Outings /Events:**

**Lakehurst Airport:** Mike Zimmerman. Will investigate in the spring

**Northeast Conference-** Steve Bulova Next year is our year to host the event.

**Website:** Joshua reports numerous requests requests to sell kits or restore old models.

**New Member Committee:** Mike Weaver- Has contacted former members.

**The Shack:** We need volunteers!!!

**Holiday Brunch:** The brunch will be held again at the Corinthian Yatch Club on December 15th with Forty six attendees.

**Master of Ceremony-** Joe Jordon

## New Business

**Presentation Committee:** Rick Rathgeber, Spence Delin, Tom McElhinney and Fred Signor - to begin again.

**Parade of Lights:** Joe Jordon, Jim Wheeler and Francine Serratore to attend.

**January Presentation:** Jim Wheeler - USS New Jersey

**Nomination and election of officers for 2020.** All elected unanimously.

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## 2020 PSMS OFFICERS and Board of Directors



President  
Fred Signor



Vice-President  
Jim Wheeler



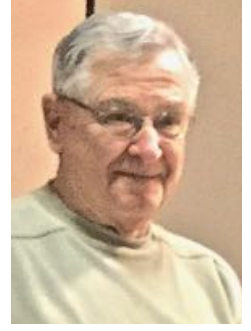
Secretary  
Joshua Fichmann



Treasurer  
Steve Bulova



President Emeritus  
Mike Weaver



Rep. to ISM  
Joe Jordon



Editor Ron Spicer



Francine Serratore - 2019 President

PSMS is very  
appreciative of  
the hard work  
she has done for  
the Society

THANK  
YOU



# THE SHIP 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](mailto:jjvtown@aol.com)

**Or sign up on the web:**

[philadelphiashipmodelsociety.com](http://philadelphiashipmodelsociety.com)

**Please remember, one of the reasons we get  
free parking is because  
WE KEEP THE LIGHTS ON IN THE SHACK!**

# 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



Short Sleeved Polo



## 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 [pilebl@comcast.net](mailto:pilebl@comcast.net)

**Please be sure of your size**

## FORTHCOMING EVENTS

January 2nd

PSMS Meeting

PROGRAM Jim Wheeler

**USS New Jersey**

February 6th

PSMS Meeting

Program to be announced

March 5th

PSMS Meeting

Program to be announced

April 2nd

PSMS Meeting

Program to be announced

May 6th

PSMS Meeting

Program to be announced



## Remember Pearl Harbor



Delaware Valley Chapter meetings are held at The Independence Seaport Museum at Penn's landing on the Delaware River. Membership is \$15 for one year. Contact Steve Lovless at [slldvesshsa@gmail.com](mailto:slldvesshsa@gmail.com) or 215-495-8889 for more details or if you are interested in joining



## 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**



# THE CARAVEL

## Sleek, Fast -and Cramped

For 35 days, Columbus and his crew of 86 Spanish sailors sailed westward hunting for a passage to China and India. With the men close to mutiny against their “Foreign” captain, Columbus was about to turn back when the cry went out at 2 a.m on October 12th that land had been sighted. Columbus hadn’t found a route to India, of course, but his success in crossing the Atlantic was due in large part to the ships he chose for the perilous voyage, particularly the diminutive Nina and Pinta, which were a speedy type of ship called a caravel. Only two of Columbus ships were caravels.

Luis Filipe Viera de Castro, a nautical archeologist at Texas A&M University says that earlier Portuguese caravels, known as *caravels latina*, were rigged with lateen (triangular) sails that hung at a 45-degree angle to the deck. “Lateen sails are almost like wings,” says Castro. “You can point the bow of the caravel with an angle of just 20 degrees off the wind and still get enough lift on the outer edge of the sail to propel forward”.

In addition to their versatile rigging options, 15th century caravels moved the rudder to the rear center of the ship. In the 14th century caravels popular in the Mediterranean, the rudder was still on the side. like Viking ships. The new position allowed for greater control.

### SMALL SHIPS OFFERED ADVANTAGES-BUT ALSO DISCOMFORTS

Small caravels could only carry between 40 and 50 tons and were crewed by fewer than 30 sailors each. Their lightweight design and rounded bottom meant that they rode high in the the water. This proved critical when columbus needed to navigate shallow island coastlines.

The main advantage of the Spanish caravel, namely its compact sizes also its greatest disadvantage. Life aboard a short ship like the Nina or Pinta would have been absurdly crowded and uncomfortable.

Unlike the Santa Maria, which at least had tiny cabins where sailors could sleep, the Nina and Pinta had a single small deck at the rear of the ship with only one cramped cabin reserved for the captain.

If you’re a sailor on a caravel, you’re living on the deck and sleeping on the deck, you’re trying to stay out of the way of the sailors who are working. There’s almost no private space.

Work was relentless on any 15th -century ship. The 20 sailors on Nina and the 26 crewing the Pinta would have been constantly adjusting rigging, trimming sails, inspecting for leaks and plugging them with spongy scraps of old rope called oakum.



The round-the-clock workload meant that even if you were off-duty, good luck trying to sleep on deck while the other sailors stomped around you. Hammocks weren’t yet in use on ships in the 15th century.

### ABOARD THE SHIPS THE FOOD WAS DRY AND OFTEN FILLED WITH MAGGOTS

And then there was the food. Columbus stocked a years worth of food. For food to last at sea, it had to be dry. it included dried and salted anchovies and Cod, pickled and salted beef and pork, dried grains like chickpeas, lentils and beans and, of course hardtack biscuits.

The word biscuit comes from the Latin Bis coccus for “twice baked”. The hardtack biscuits “enjoyed “ by Columbus’s crew were prepared by baking a hockey puck of flour and water multiple times then crushing it into tiny pieces reconstituting it with water and baking it again. They were so rock hard that they could only be eaten if softened with water. or dipped in the communal slurry served every meal in a large wooden trough.

Yet tooth-breaking, dry biscuits were still preferable to those that had been spoiled by exposure to water in their storage barrel. Ferdinand Columbus, the explorer’s 14 year old son reported on conditions Columbus’s 4th voyage to the Americas. “What with the heat and dampness, our ship biscuit had become so wormy that, God help me , I saw many who waited for darkness to eat porridge made of it, of it, that they might not see the maggots” wrote young Ferdinand, and others were so used to eating them that they didn’t trouble to pick them out because they might lose their super had they been so fastidious”.



Excerpts from an article by Dave Roos

## MS TURANOR

30 meters long, MS Turanor has enough solar panels to cover two tennis courts. The Swiss vessel is the largest solar powered catamaran in the world and the first of its kind to circumnavigate the planet.



### PSMS OFFICERS & EXECUTIVE BOARD 2019

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Joe Jordan, Representative to ISM [jjvtown@aol.com](mailto:jjvtown@aol.com)

## 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](http://www.thenrg.org) or call 585 968 8111