



Quarterdeck

**FEBRUARY
2020**
OUR 89th

THE PHILADELPHIA SHIP MODEL SOCIETY.

www.philadelphia_ship_model_society.com

Launched January 7, 1931

**MATERO
THE OLDEST MUSEUM
SHIP MODEL**



Minutes of the Meeting

The 867th meeting of the Philadelphia Ship Model Society (PSMS) was held at the Independence Seaport Museum (ISM) on the sixth day of February, 2020. President Jim Wheeler called the meeting to order at 19:30 and opened with the Pledge of Allegiance.

Visitors: None

Presentation: Hal Taylor, Historian and author. "Before Penn"

Business Meeting

Treasurer's Report: Was presented by Treasurer Steve Bulova. Motion to accept was offered and accepted by all present.
Collected \$235 in dues
Paid SSMA \$135, received certificate
Paid Holiday Brunch Deposit of \$200

Name Tags; Spence Delin

Northeast Conference: The Ship Model Society of New Jersey would like to coordinate the night before dinner in order to be able to meet up. Registration forms were handed out. Mike Zimmerman will be donating his kit of the Vasa as a door prize. Mike Zimmerman and Mike Weaver offered to be judges.

Philly ModelCon: Joshua Fichmann has been working with the surrounding clubs to determine if there's any conflicts with an August date, looking to finalize this so that we can be adequately planned for. Jim Wheeler indicated that the USS New Jersey was interested in hosting it onboard the battleship in the ward room which is completely accessible via elevator. Joshua and Joe Jordan to arrange meeting with the New Jersey Curator to finalize the details.

Website: Nothing to report

New Member Committee: Mike Weaver-Nothing to report.

Holiday Brunch: The brunch will be held again at the Corinthian Yacht Club on December 6th. (Note the change of date)

Future Presentations:

March - Mike Zimmerman - Rogue Waves

April - Jim Wheeler - RC Speed Controllers

Respectfully Submitted,

Joshua Fichmann

CHANGE OF DATE FOR THE HOLIDAY BRUNCH

Due to a conflict dates at the the Corinthian Yacht Club, the PSMS Holiday Brunch will be held on December 6, 2020. Please mark your calendars



PSMS OFFICERS & EXECUTIVE BOARD 2019

President: Fred Signor fsignor@comcast.net

Vice-President: Jim Wheeler, jrwheeler@att.net

Secretary: Joshua Fichmann fichmann@yahoo.com

Treasurer: Steve Bulova bulovastavel@msn.com

Joshua Fichmann fichmann@yahoo.com

Editor: Ron Spicer, rspicer33@aol.com

Francine Serratore 2019

Todd Wardwell. President 2018

Jim Wheeler, President 2017

Fred Signor, President 2016

Mike Zimmerman 2014

Francine Serratore, President Emeritus

Joe Jordan, Representative to ISM jjvtown@aol.com

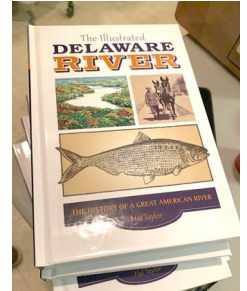
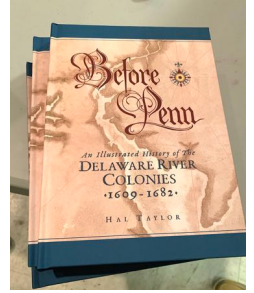
FEBRUARY PRESENTATION

Hal Taylor, historian and author of two books, “The illustrated Delaware River” and “Before Penn”.



Hal provided discussion summarizing the content of his newest book, “Before Penn”, which encompassed the story of the initial settlement of Europeans along the Delaware River. Essentially it was prompted by developing desires of goods coming from Asia which was traded over landing subsequently blocked by the Ottoman Empire. The desire to find a new economic route caused the discovery of the New World. Even though it wasn't the expedition investors' original goal was to reach Asia. The value of the New World became pretty quickly realized, which turned into a scramble by the European powers to stake a claim. Hal continued to discuss this theme as it directly relates to the Delaware River Coast and some of the transitions of ownership until ultimately the River Front of New Jersey became largely populated by Quakers. Hal's presentation was very engaging and a wonderful preamble to reading his book, “Before Penn”.

Joshua Fichmann



THE JOHN S TAYLOR RESTORATION PROJECT UPDATE

The model was perhaps given a name when it was built in 1845, 175 years ago, But that has been lost to time. It was not identified by any records as being a particular ship. It was gifted by William H. Lauderback to the Mariner's Bethel. He may have been the builder, But there is no way to know.

It was presented on May 25th, 1945, during Maritime Week to the Seaman,s Church Institute.

Several members of the Philadelphia Ship Model Society, in 1945, restored the model to the current look. They were members George T. Ross, who did the bulk of the restoration, but failing health prevented it's completion. It was finished by another member, Thomas Hornsby. At that time it is believed that the rigging was replaced and sails added. They are not present and were not preserved so far as is known. A picture available in sails, does not flatter the model.

The models taken the name of a Pastor serving the church at the time of the building of the ship model. The model was never named before that ceremony.

Our mission is to restore the model to the 1945 era, since it is believed that all the rigging was replaced at that time. No rigging is evident that appears to date from the 1875 era. We will have whatever time is needed to do the delicate work.....and not over clean it. We are not removing or revarnishing the model. Replacement rigging of the appropriate style will be used. Is there a budget? Not known at this time.

I would like to have 4-5 people who are able to do the work at whatever time they choose, while the ISM is open to the public. This will be done where the model sits now in full view of the visitors.





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 Or sign up on the web: philadelphia_ship_model_society.com



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

SHOW and TELL

Photos by Joshua Fichmann

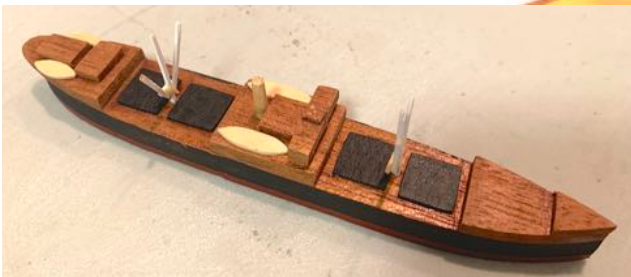
MIKE ZIMMERMAN

POURQUOI PAS? 1908 -1936
French 3 masted wood barque.
Heller Kit. Scale 1/400
A motorized barque, that made
exploration trips to the
Antarctic 1908-10.
Struck rocks in a storm on a
voyage to Copenhagen in 1936.
Sank with a loss of 40 people.



MIKE WEAVER

RMS TITANIC
Scale 1/2400 Rehab of a yard sale
model.
Below : A Tramp Steamer, scratch
built in 1/2400 scale to represent
the ship called upon for help
while the Titanic was sinking.



To the right: A BATTLESHIP.
Mike sits the shack on a regular basis and has made
up ten 14 piece kits in the boat shop at ISM from
scrap wood, for visiting kids at the Ship Shack to
build quick models. What a great idea!



SHOW and TELL

JIM MACINTYRE

P.S. WAVERLY 1947

Scale: 1/84. Scotland

Scratch built using plans from the magazine "Model Builder".

Jim brought in his Waverly to show his progress. He is currently looking for commercial paddles instead of having to scratch build them.

The Waverly is the world's last paddle - wheel steamship still in operation as a passenger cruise vessel.



TODD WARDWELL



Showed a belying pin from the Whaler Wanderer he picked up at the White Whale sale at the New Jersey ship Model Society.

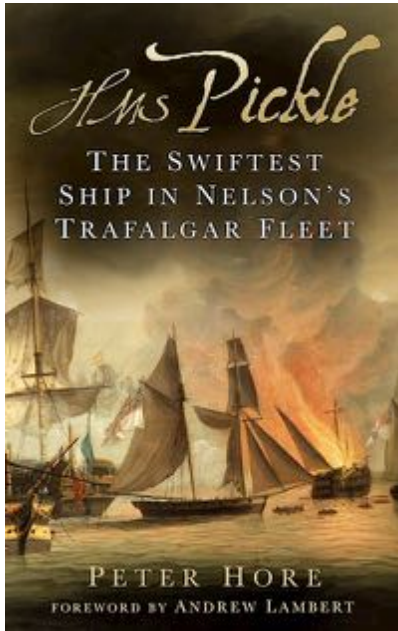
THE LAST WHALER

From The Vineyard Gazette, Tuesday, August 26, 1924

Twenty-four hours after she had sailed bravely from New Bedford on what was to be her "last voyage", the staunch old bark, Wanderer, last of New Bedford's once glorious fleet of square-rigged whaling vessels, came to a tragic end off Cuttyhunk Island late Tuesday afternoon, when mountainous seas and a shrieking northeast gale drove her on the jagged teeth of Middle Ground Shoals.

The 15 man crew was rescued by Cuttyhunk life saving station and the Sow and Pigs lightship.





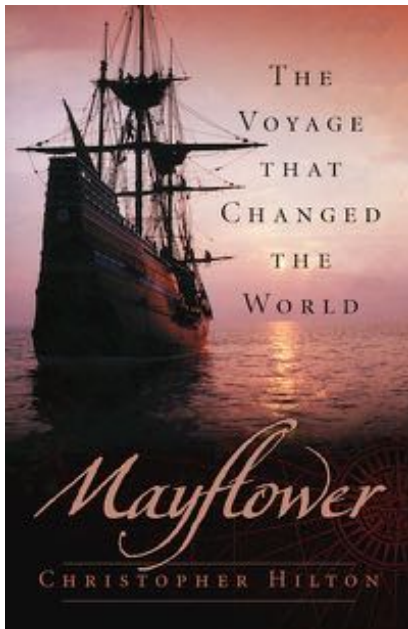
HMS PICKLE

THE SWIFTEST SHIP IN NELSON'S TRAFALGAR FLEET

By PERER HORE

The smallest ship in Nelson's fleet at the Battle of Trafalgar, was the curiously named HMS Pickle. The ship was a topsail schooner and, though deemed too small to take part in the fighting it distinguished itself as the ship to bring Captain John Lapenotiere with the news of Nelson's victory at Trafalgar and his death. The schooner set off on October 26th and took nine days to reach Britain after facing a gale off Cape Finisterre. After the Pickle anchored in Falmouth Bay on November 4th, Lapenotiere started his journey to London (a trip that usually took a week was covered in 37 hours with 19 horse changes).

Captain Peter Hore describes the ship's beginnings as a civilian vessel called Sting, through conversion to 10 guns and its roll with Admiral Cornwall's Inshore Squadron for French reconnaissance in 1803. HMS Pickle was also involved in the rescue for the crew of HMS Magnificent in 1804 and further reconnaissance missions. This full history details other colorful episodes including a single ship action against the French privateer in 1807. Pickle was wrecked in July 1808 when she was grounded as she entered Cadiz harbor but without loss of life. The Pickle's journey is commemorated by Royal Navy Warrant Officers on November 5th.



MAYFLOWER

THE VOYAGE THAT CHANGED THE WORLD

By CHRISTOPHER HILTON

The little band of Puritan emigres that left Southampton in 1620 to found a godly colony in Virginia (as the eastern seaboard of the North American continent was known then) carried with them the ideological seed-corn of a new nation. They were leaving England so that they could worship God in the way their conscience told them was right, but in fact they were forerunners of the greatest feat of nation-building in the early modern world. The vibrant self-determination of these protestant exiles would play an important part in precipitating the imperial conflict with Britain after 1763 and would later stand at the core of the American ideal during the centuries after Independence, providing a powerful pull factor for aspirant migrants the world over. Mayflower is the story of their voyage, their settlement in New England and the influence they had on the forging of a nation.



Futuristic concepts for container ships powered by alternative energy range from windmill-powered propellers to banks of vertical metal sails. Even though most are still on the drawing board, one concept is starting to be reviewed seriously by the shipping industry.

Airfoil design Called the "Vindskip", The Norwegian design uses the high sides of its container ships as sails, turning the whole vessel into a wind-assisted airfoil.

Designed by Lade AS, the oslo-based company says the hybrid merchant ship—which would still have a liquified natural gas-powered engine—could achieve fuel savings of 60% and reduce emissions by 80%.

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 Penns 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 pjlebl@comcast.net

Please be sure of your size

FORTHCOMING EVENTS

- March 5th **PSMS Meeting**
Program: Mike Zimmerman
Rogue Waves
- April 2nd **PSMS Meeting**
Program: Jim Wheeler
RC speed controllers
- April 25th **38th Annual NE Ship Model Conference New London Conn.**
- May 7th **PSMS Meeting**
Program to be announced
- June 1st **PSMS Meeting**
Program to be announced
Pennsville Outing
- June 2nd **PSMS Meeting**
Program to be announced
- August 6th **PSMS Meeting**
Program to be announced
- September 3rd **PSMS Meeting**
Program to be announced



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 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

MATARO - THE OLDEST MUSEUM MODEL



Maritime Museum Rotterdam

One of the oldest and most famous medieval ship models in Western culture is the Mataro. Presently housed in the Maritime Museum Rotterdam in the Netherlands,

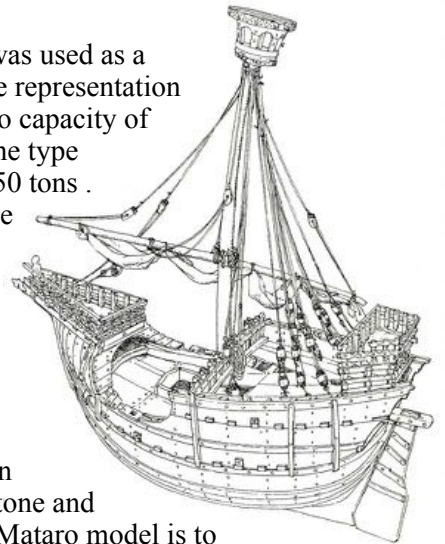
This Mediterranean trading ship was built in the 15th century according to recent carbon date testing. What makes the Mataro so remarkable is it is believed to have been presented to the Chapel of San Simon in the Spanish town of Mataro as a dedicated gift (or ex-voto) to the Virgin Mary. In Latin, ex-voto translates into 'in fulfillment of a vow'.

In Mediterranean countries, maritime ex-votos are fairly common. Sailors or other people who traveled by sea, vowed when they were in danger, they would dedicate a gift to the Virgin Mary or another Saint if their lives would be spared. Maritime ex-votos were often made in the form of paintings, but ship models were not unusual. Ship models were given as far back as the 15th Century. This original tradition of donating ship models was adopted by congregations of Protestant churches in Scandinavia, England, Germany and the Netherlands during the 16th century.

The Mataro model was at one time probably placed in a church as well. As described above, it is presumed to have come from the Chapel of Saint Simon in Mataro. But was it really an ex-voto? To date, no sources have been found that unequivocally verify that the model was made and offered as an ex-voto. The church records of Mataro were lost in the Spanish Civil War, but it cannot simply be assumed that all ship models in churches were given as ex-votos. Models can be placed in churches for other reasons, for example, as decoration, to commemorate an event, or in memory of a person.

The Mataro model is more than 48 inches long and 22 inches wide. In the 1980s, it was used as a basis for naval architecture research. Assuming that the Mataro model is a fairly accurate representation of a late medieval Catalan trading ship, an attempt was made to determine what the cargo capacity of the ship would have been. Depending on the chosen scale, the length of the real ship of the type represented by the model must have been from 52 to 72 ft. and its cargo capacity 50 to 150 tons. In spite of the model's coconut shape, it has been calculated that the actual ship must have been relatively maneuverable even when carrying a large cargo. It represents a genuine Mediterranean merchantman for transporting grain, wine, oil, or salt. The Mataro model was made by an expert, probably a shipbuilder. Large number of factors indicate that it is a scale model of an actual ship and a great deal of attention has been paid to the details. One example of this is the real oakum that has been placed in between the planks.

The Mataro is probably the oldest known scale model in western culture. Our knowledge of ships of the late Middle Ages is mainly based on pictures. We can see ships in miniatures, the seals and stamps of cities, as well as in drawings, prints and sea charts, stone and bronze. These are all valuable sources, but the images are mostly two dimensional. The Mataro model is to all intensive purposes the only reliable three dimensional representation from the second half of the fifteenth century. With the help of the model, it is therefore possible to obtain a more accurate impression of a Mediterranean ship from the second half of the fifteenth century. It can also be used as a guide for correctly interpreting ships in paintings and drawings from the same period.



The USS Constitution Model Shipwright Guild Presents

38th ANNUAL NORTHEAST JOINT CLUBS NORTHEAST SHIP MODEL CONFERENCE AND SHOW

ABOUT THE CONFERENCE

38th Northeast Ship model Conference will be held at the Port'n'Starboard Convention Center at Ocean Beach Park in New London, CT and will be hosted by the USS Constitution Model Shipwright Guild on **Saturday, April 25, 2020 from 9AM - 3pm.**

*Up to 100 detailed models on display from award winning craftsmen and artists.

*The opportunity to display and enter your own model(s) in competition judged by fellow conference attendees.

*Vendors offering maritime and modeling books, kits, tools & supplies

*Demonstrations of modeling techniques & procedures.

*Featured guest speakers author & USSCMSG member, Rob Napier who will be speaking about aspects of his life in ship modeling.

*Continental buffet lunch

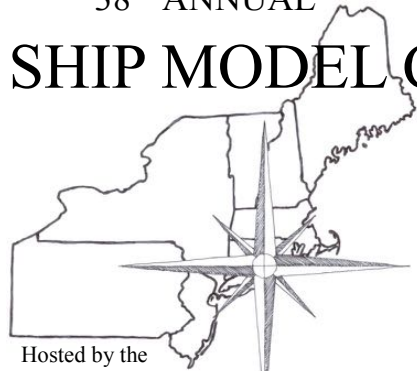
Conference attendees who wish to display models must pre-register. We need to know how many models and their display area requirements in order to allocate enough space when setting up the room.

To the PSMS Membership

This years conference is hosted by the USS Constitution Model Shipwright Guild. **It's our turn next year.** So please keep that in mind for planning purposes. Although we are farthest from New London/Mystic, we have always had the most participation after the host club. We hope to continue that tradition. - *Pat Leaf*



38TH ANNUAL
NORTHEAST SHIP MODEL CONFERENCE



Hosted by the
USS Constitution Model Shipwright Guild

REGISTRATION FORM

Registration Options

This form can be printed, filled out and mailed with your check to cover the registration fee.

Alternatively you can follow this link to an electronic registration form:

www.usscmsg.org/home/nsmc

Name: _____ E-Mail: _____

Street: _____ City: _____ State & Zip: _____

Club Affiliation: _____

of Guests: _____ Guest Name (s): _____

Model Name: _____ Scale: _____

Sail () Power () Other () Display Area Required (inches) _____ x _____

Peoples' Choice Competition () Jim Roberts Award Competition ()

Use the rear of this form if you are displaying additional models.

Conference attendees who wish to display models must pre-register. We need to know how many models and their display area requirements in order to allocate enough space when setting up the room.

Conference Registration Fees

(All fees are per person)

\$42.⁵⁰ If received by 3/1/20

\$47.⁵⁰ If received by 4/1/20

\$49.⁰⁰ After 4/1/20 or on day of conference

Return completed form to:

USSCMSG c/o John O'Donnell, Purser

17 Madeline Drive

Groton, MA 01450

Make check payable to: USSCMSG

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

**JELLYFISH HAVE SURVIVED
650 MILLION YEARS,
DESPITE NOT HAVING A BRAIN.**



THIS GIVES SO MANY PEOPLE HOPE.