



Quarterdeck

AUGUST
2020
OUR 89th
YEAR

THE PHILADELPHIA SHIP MODEL SOCIETY.

www.philadelphiahipmodelsociety.com

Launched January 7, 1931

Minutes of the Meeting

The 873rd meeting of the Philadelphia Ship Model Society (PSMS) was held on the internet utilizing the Zoom application arranged by Bobbie Zimmerman. The meeting was called to order by Joshua Fichmann at 19:00 and began with the Pledge of Allegiance.

Guests: Elliot Howell

♥ Sick Call: Rick Rathgeber - Doing well after double knee replacement.

Treasurer's Report: Steve Bulova -

Name Tags; Spence Delin: sdelin@verizon.net

Club Outings /Events:

Five members of the PSMS displayed their military ship models on the Battleship USS New Jersey.

MODELCON: CANCELLED until summer of 2021.

New date to be announced.

BATTLESHIP NEW JERSEY

Allowing visitors inside the ship. Resuming operations with their pre-pandemic tour routes with some concessions to safety in place. No guided tours or hands-on activities are permitted; overnights are not resuming yet.

INDEPENDENCE SEAPORT MUSEUM:

Opened on July 18th. The museum will be operating on a weekend-only schedule, from 10AM to 5PM with imposed capacity limits to provide a social distance. Purchasing tickets in advance is recommended as they are being sold in limited amounts on a timed entry system on a first come, first serve basis. Both the Submarine Becuna and "Paddle Penn's Landing" remain closed.

Support the SS United States

A 5 day round trip SS United States Conservancy Cruise from New York to Bar Harbor and Halifax and return. It's on the *Norwegian Breakaway*, August 24-29, 2021.

Information is available from:

gcumberbatch@poling group.com, or Geisha Cumberbatch: 703-389-4617. It is reasonably priced and supports the effort to save the SS United States.

SEPTEMBER PSMS MEETING

The next PSMS meeting is scheduled for September. It will be a ZOOM meeting. The password will be sent by Bobbie Zimmerman. Reminder emails will be sent in advance. Watch your inbox.

ZOOM MEETING NOTES

Secretary Joshua Fichmann pointed out that we have Mike and Bobbie Zimmerman to thank for contributing their Zoom account to PSMS for our Zoom meetings. Other clubs are not so fortunate with Zoom costs. A premium Zoom account costs \$140. In the spirit of "we're all in this together", PSMS voted unanimously to contribute \$50 toward a premium Zoom account that will be shared by other clubs, two of which are the Hanpton Roads Ship Model Society, and the Ship Model Society of New Jersey.

PARKING FEES TO BE REIMBURSED

Voted and passed unanimously.

Members who volunteer to sit the Seaport Museum Ship Shack will have to pay \$20 to park. There will be no parking lot attendants for the remainder of the year.

However, the \$20 cost will be reimbursed by sending an e-mail to the Treasurer Steve Bulova at

bulovastev@msn.com or phone 215-747-7441

or by mail, 4631 Larchwood Ave. Philadelphia PA 19143

JOHN S. TAYLOR RESTORATION

Joe Jordan would like to have a few people who think they might want to participate contact him. A meeting with Craig Bruns, Chief Curator, Pat Weeks and Joe Jordan can be held on any Wed.-Saturday to establish guidelines for the work. Contact Joe at 609-518-9672 or e-mail

jjvtown@aol.com

QUARTERDECK SUBMISSIONS

Take pictures with your camera or cell phone of a current or past project that you would like to show (maybe you already have). Include a description. Be sure to include the name of your (project, ship), scale, scratch or kit (manufacturer), era (year) and country and anything you would want to say about your project. Just as you would when you fill out the presentation sheet at the meeting or stand up and talk.

A word about pictures. Make sure they are well lighted, (possibly take them outside) and in focus and no more than 2 or 3. Put them against plain backgrounds if possible - not on your oriental rug. **But workbench shots are welcome.** Send them to the editor:

rspicer33@aol.com

A DAY AT THE BATTLESHIP August 8, 2020

By Joshua Fichmann

2020 has been the year of cancel-culture thanks to the pandemic and PSMS 2020 ModelCon originally planned for August 1, 2020 onboard the Battleship New Jersey was not spared from the uncertainty of acceptable risk. After our first ModelCon in 2019 at the Independence Seaport Museum, the PSMS was very motivated to organize it again after receiving an invitation from the Battleship New Jersey Marketing head, Jack Willard. We had subsequently met with Jack roughly in middle of June and agreed that postponing the 2020 ModelCon to 2021 is the safest course for everyone.

Now, the Battleship is re-opened for tours with strict preventative measures in place to mitigate the dangers of Covid-19. All who visit are required to wear masks, maintain social distancing, participate in a health screening and document their visit for proper contact tracing. Jack reached out to the PSMS to see if 4-5 people would be willing to bring models onboard the ship and share them with guests doing tours. PSMS answered the call and even though there was only four of us, we managed to make a decent showing of it. Mostly because Joe Jordon and Jim Wheeler each filled a table with close to a dozen models a each. Each model was an excellent specimen of detail and workmanship including the eye catching 1/200 HMS Hood brought by Dennis Levitt. The kids and young at heart adults loved how many of the models were remote controlled. I managed to scrounge one model that met the criteria of being "military" and was the only wood hull on display, the Civil War Picket Boat constructed from a Model Shipways Kit.



Participants; From left: Joshua Fichmann, Jim Wheeler, Dennis Levitt, and Joe Jordan

SMS as planned, arrived at 9am, completed our COVID health procedures, and were able to drive our vehicles onto the slip right next to the elevator that carries guests to the main deck of the ship. PSMS was all set up by 9:30am including our banner proudly mounted on the starboard side. The Battleship provided Dunkin Donuts and Coffee refreshments as well as a pizza lunch. During the day, at almost an hourly interval, the ship was allowing guests to fire the anti-aircraft gun on the fantail and the port side salute gun which was popular. The model show ran until 3pm before we started packing up.

We had a fair number of guests, roughly 75 which is similar to a decent day at the Ship Shack but definitely a light day for the Battleship. The Battleship had done some light advertising which resulted in some of the guests visiting specifically to see the model show. We were gratified and enjoyed having such a number of genuinely interested people asking questions and complimenting the models. Everyone wore masks at all times, except to slip in some pizza or coffee, enjoyed some sorely missed comradery and had some laughs.

All in all, this was a big success in my opinion considering the circumstances of the current environment and the short notice to organize. The Battleship was a very gracious host. The event served as an educational dry run for the bigger events we hope to hold in the future and fosters goodwill with Battleship New Jersey which PSMS is interested in continuing to nurture. A big thank you to Jim Wheeler, Joe Jordon, and Dennis Levitt for taking the time and contributing! Here's to the next show (whenever that happens)!

Continued, next pg.

A DAY AT THE BATTLESHIP (Continued)



Top: Exterior photo of the Battle Ship New Jersey taken from the bow and interior photo of the exhibition display area aboard ship.



PSMS banner displayed on the ship railing.



Chris Anderson

*WHAT EVER HAPPENS IN
YOUR LIFE, YOU CAN
START OVER*

REMEMBER THE SHACK!

AHOY! Shack sitters. On July 18th ISM opened and so has the Shack. Joe Jordan sat the shack on Saturday the 18th and Mike Weaver did so on Sunday. There are guidelines. Masks, 6' distancing and lots of sanitizing. In addition, **if you are going to sit the shack, you must fill out the form at the address below and bring it with you when you sit the shack.**

<https://phillyseaport.wufoo.com/forms/certification-of-employee-for-return-to-work/>

It's easy and common sense..... ISM will need to have it on file.

There are **no special precautions to be dealt with, just wear a mask. The table extension gets us over the 6' problem with glass doors clamped to the edges. Since the Ism is only open on weekends, leaving the shack open is fine.**



PARKING

PARKING FEES WILL BE REIMBURSED

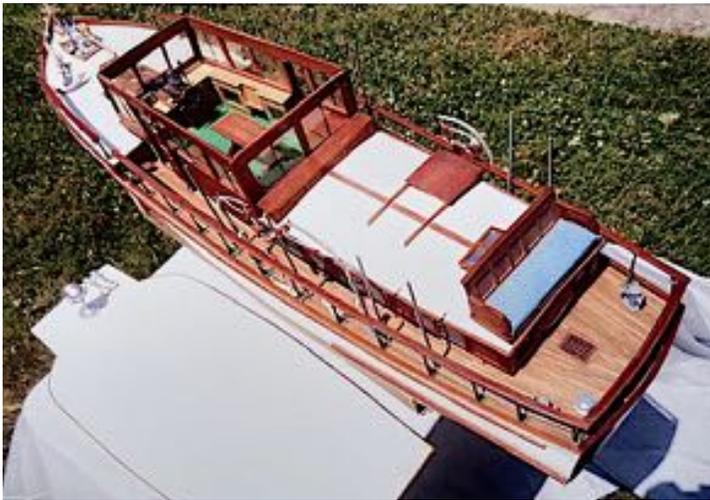
Members who volunteer to sit the Seaport Museum Shack will have to pay \$20 to park . There will be no parking lot attendants for the remainder of the year. However, the \$20 cost will be reimbursed by sending an e-mail to the Treasurer Steve Bulova at bulovastevel@msn.com

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:** philadelphiaishipmodelsociety.com

KEEP THE LIGHTS ON IN THE SHACK!

SHOW and TELL

JOE GUDONIS.



Here is my latest Covid Virus project.
1929 Elco "GATSBY" Scale 1/2" = 1ft.
Scratch built.

Built from photographs of the real boat. Seems
easy to build during the virus.

Below left: The life boat stowed in its roof
position.

Below right: The interior of the pilot house.
Note the old compass and strange motor
throttles.

As usual, Joe's meticulous detail and research.



Photos: Joe Gudonis

SHOW and TELL

MIKE WEAVER



Two 1/700 scale models of the Constitution. Plastic manufacturer unknown. Rigging is black cotton sewing thread. Both models will be part of a battle scene diorama (between England and the United States), with paper mache ocean and cotton gun smoke.

The photo below, is mike Zimmerman's idea for mounting a model using chess pieces. Use two of the same size, from the same set, and cut off the decorative top, sand smooth and attach model, mount on base.



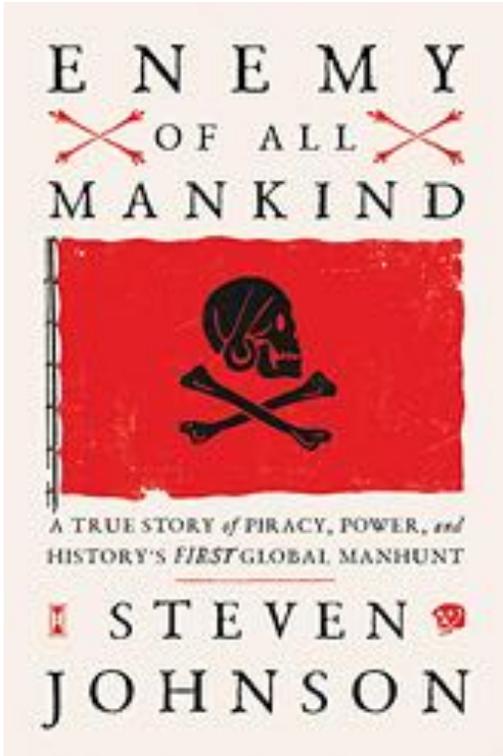


Here are some photos and details of the Anteo, the tugboat I am building. It is a model by Panart from 1981. It has since been upgraded by Mantua and is still available for purchase. It is an Italian tugboat produced before the second world war and saw service in the Italian Navy during the war. Its type, upgraded, was still in service when the model was made. The scale is 1:30. The kit features various hardwoods and brass fittings. The model will be radio controlled. The rear deck structures are removable to allow access to the hull interior

Excellent detail behind the pilot house



BOOKS



ENEMY OF ALL MANKIND by Steven Johnson

A true story of Piracy, power and histories first global manhunt

Henry Every was the 17th century's most notorious pirate. The press published wildly popular and wildly inaccurate-reports of his nefarious adventures. The British government offered enormous bounties for his capture, alive or (preferably) dead. But Steven Johnson argues that Every's most lasting legacy was his inadvertent triggering of a major shift in global economy.

Enemy of All mankind focuses on one key event- the attack on an Indian treasure ship by Every and his crew-and its surprising repercussions across time and space. It's the gripping tale of one of the most lucrative crimes in history, the first international man hunt, and the trial of the seventeenth century.

Johnson uses the extraordinary story of Henry Every and his crimes to explore the emergence of the East India Company, the British Empire, and the modern global marketplace: a densely interconnected planet ruled by nations and corporations. How did this unlikely pirate and his notorious crime end up playing a key roll in the birth of international capitalism? In the same mode as Johnson's classic nonfiction historical thriller *The ghost Map*, *Enemy of All Mankind* deftly traces the past from a single struck match to a global conflagration

"Steven Johnson gives us history at its best: colorful, connected and compelling". The Wall Street Journal

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

PSMS OFFICERS & EXECUTIVE BOARD 2019

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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

September: **TO BE ANNOUNCED**

October.: **TO BE ANNOUNCED**

November : **TO BE ANNOUNCED**

THERE ARE NO SCHEDULED EVENTS

DURING THESE UNCERTAIN TIMES, IT IS NOT POSSIBLE TO SAY WHEN OR HOW FUTURE MEETINGS WILL BE HELD AT THE SEAPORT MUSEUM. WHEN WE RESUME OUR REGULAR SCHEDULE, A SPECIAL ANNOUNCEMENT WILL BE SENT TO THE MEMBERSHIP.

AS OF NOW, ALL MONTHLY MEETINGS WILL BE BY ZOOM APPLICATION ON THE INTERNET. DATES AND TIMES WILL BE SENT BY E-MAIL



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



PIRATES OF THE MODEL SHIP WORLD

Model Ship World, the forum of the National Research Guild has published this list, shown below, of known kit manufacturers that steal and duplicate kits from reputable manufacturers. This is called "PIRATING". These companies are known to have pirated either plans or designs from another source in order to profit from the original author's work...stolen really.

Here is a list of companies that rip off and duplicate kits from reputable manufacturers.

JD Model
LHQK
Huasong
Shi Cheng
woodenkit (Russian Mfg)
YengFan

ZHL
RealTS
Snail Model
XinFeng
Crown
Unicorn Model.

YQ (YaungQihg)
Master
CN
CF
ship hai
4H Model

Moxing
Microcosm
WN
SC
DUJIAOSHOU



Oxford Community Center

Cancelled this year but pleased to announce the

EIGHTH ANNUAL MODEL BOAT SHOW

SATURDAY, NOVEMBER 13, 2021

Of course, this means we will be unable to enjoy sharing our modeling skills, expertise and insights with each other and with many interested and interesting visitors this year.

So, make new models, repair old ones, and look forward to sharing it all when we are able to congregate once again. Until then, stay home, practice distancing and social isolation. Wear a mask when in close conversation with others.

Edward R. Thieler III, M.D.
28289 Oaklands Rd.
Easton, MD 21601
410-820-5028
edthieler@yahoo.com

THE PLYWOOD DERBY

The development of the PT Boat

In the early morning hours of July 24 1941, as the darkening clouds of a impending world war loomed, the rumble of throaty marine engines roared in the waters off Sarah's Ledge in Long Island Sound. Nine boats jockeyed for position at the starting line awaiting a radio call that would indicate that they could commence with their 190 mile race that would eventually be coined the first Plywood Derby. A special type of boat was needed for America's Allies, and the race was on to supply that boat.

The need for small coastal motor boats had become apparent during WWI, and during the inter-war years, European navies had incorporated various designs of coastal motor boats into their navies but the U.S. waned in the wake of their progress.

On December 5, 1936, Rear Admiral Emory S. Land, Chief of the Construction and repair issued a memorandum to the Chief of Naval operations highlighting the need for the U.S. Navy to look into the possible utilization of coastal motor boats for the Navy. "Motor torpedo boats could not in all probability be used offensively. That type might very well be used to release offensive service ships otherwise assigned to guard important geographic points such as an advance base itself."

Congress appropriated \$15 million in 1938 for the construction of experimental vessels no more than three thousand tons displacement. Builders and naval architects were invited to submit designs for several small displacement vessels including two classes of motor torpedo boats (54' and 70') not to exceed 80', a speed of 40 knots and a minimum service radius of operations of 275 miles at top speed and 550 miles at cruising speed. In addition, the larger of the two classes of motor boats must carry at least two 21' torpedoes, four depth charges, and two .50 cal. machine guns. The boats would have to be fast and lethal. In Sept. of 1938, winners were announced in the two classes of motor torpedo boats and contracts were provided for construction under design stipulations. While the boats were structurally sound and apparently of good quality, the British had beaten the U.S. designers to the drawing board and into the water. By the time the experimental boats hit the water, they were arguably inadequate to fulfill the needs of the U.S. Navy.

A British designed, Scott-Paine motor torpedo boat was approved for purchase and review by the Navy Department. On Sept. 5th, the Scott-Paine boat arrived in New York, was unloaded and transported to Electric Boat Company in Groton Connecticut.



The newly named PT-9 was reviewed and tested on Dec. 7th, 1939. The U.S. Navy, after receiving positive reports from U.S. Navy officers who were aboard during rough water tests, granted Elco the contract for construction, testing and further evaluation. After discovering and overcoming problems with the accompanying plans, the designers and builders delivered their entry to the Navy in June, 1940. The Navy additionally authorized other designers and boat builders to build their own versions of the classified patrol boat. They were: Fisher Boat Works, the Miami Shipbuilding Co., Higgins Industries and the Philadelphia Navy Yard. All constructed PT Boats that were to form Squadron One. Squadron Two followed. Both squadrons were a mixture of designs and sizes. The two squadrons set out for testing and though the tests would prove difficult for all boats, they provided valuable information for further design and construction

And so, on July 24th, 1941, a total of nine boats of various designs rallied at the starting line at Long Island Sound, all of their crews with hopes of finishing first in the competition. The course, a total length of 190 miles, would run from Sarah's Ledge, in the waters off New London, Connecticut, to the eastern end of Block Island, out to the Fire Island light ship, and then to the Montauk Point buoy. Two Elco designed boats took first and second place with average speeds of 39.72 knots and 37.01 knots. The U.S. Navy's aluminum hulled PT-8 finished with an unimpressive 30.72 knots.

On August 12, 1941, a newly determined field of entrants totaling 6 boats rallied at a new starting point, Race Rock, to start the second Plywood Derby. The Elco boat PT-21 was deemed the winner with an average speed of 27.5 knots with the Higgins designed PT-70 close with a 27.2 knots. The two Plywood Derbies that took place in the waters of Long Island Sound in July and August of 1941 provided the U.S. Navy with a wealth of information that would ultimately lead to the construction of fast, lethal and efficient boats that would, unlike Admiral Land's initial assessment of defensive use only, have both offensive and defensive capabilities that would serve the U.S. Navy throughout the Second World War. The Plywood Derbies, a series of endurance tests provided the information needed to design and build hundreds of deadly boats also capable of a host of missions of mercy.