



Minutes of the Meeting

The 874th meeting of the Philadelphia Ship Model Society (PSMS) was held on the internet utilizing the Zoom application. The meeting was called to order by Fred Signor at 19:30 and began with the Pledge of Allegiance.

Nine members signed on.

Treasurer's Report: Steve Bulova - Submitted and accepted.

Name Tags; Contact Spence Delin: sdelin@verizon.net

Club Outings: All outings have been put on hold until further notice.

Holiday Brunch: The Corinthian Yacht Club has the deposit for the December brunch. Treasurer Steve Bulova suggested that we hold off on canceling until a future date.

2021 Slate of officers

Polled during the meeting, These will be the nominees for officers of the Society for the 2021 ballot. Jim Wheeler, President, Mike Weaver, Vice President, Joshua Fichmann, Secretary, Steve Bulova, Treasurer,

Battleship New Jersey

The Historic Battleship New Jersey on the Camden Waterfront closed temporarily on Monday, September 7th. Fewer people had been visiting, so they made the decision to close until conditions improve.

Independence Seaport Museum

The ISM, according to management, will close after Columbus Day, October, 12th, until spring.

A thank you from the Battleship New Jersey:

A special thank you to the Philadelphia Ship Model Society members who displayed some of their work in the officer's Wardroom Sat Aug. 8th. Guests touring the Battleship New Jersey were treated to models as part of their Fire Power tour.

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

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

or by mail, 4631 Larchwood Ave. Philadelphia PA 19143

INDEPENDENCE SEAPORT MUSEUM'S PRESIDENT & CEO TO RETIRE AT THE END OF THE YEAR

*John Brady has served as ISM's President
and CEO since 2011*

August 12, 2020. John Brady announced today that he plans to retire as President & CEO of the Independence Seaport Museum at the end of the year.

Before taking on the leadership role, Brady was director of the Museum's Workshop on the Water, which he brought to national prominence in the world of traditional boat building. That experience led the museum to an investment in hands-on learning as a way to fully engage high school students.

Accomplishments in John Brady's ten-year term include doubling attendance as well as doubling the endowment. Building renovations have included opening the structure to Penn's landing and the Delaware River on the ground level and renovating the galleries. Outdoor docks were expanded to accommodate 15,000 people a year who enjoyed the museum's small boat rentals before the shutdown. The museum's two National Historic Landmark ships have been reinterpreted and extensive work has been done to secure the *Olympia* - the world's oldest steel warship.

Brady also serves on the Boards of Bayshore Center at Bivalve, N.J., Tall Ships America, and the Greater Philadelphia Cultural Alliance. In 2019, he was named Person of the Year by the Ports of Philadelphia Maritime Society.

SS JOHN S. TAYLOR RESTORATION

Joe Jordon reports that this project has been put on hold until a future date. A meeting with Craig Bruns, Chief Curator, Pat Weeks and Joe Jordan will be held to establish guidelines for the work. For further information, contact Joe at 609-518-9672 or e-mail jjvtown@aol.com

OCTOBER PSMS MEETING

The next PSMS meeting is scheduled for October. It will be a ZOOM meeting. The password will be sent by Joshua Fichmann. Reminder emails will be sent in advance. Watch your inbox.

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 to talk.

A word about pictures. Make sure they are well lighted, (possibly take them outside) 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



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

October.: **TO BE ANNOUNCED**

November : **TO BE ANNOUNCED**

December. **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, AN 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 EMAIL.



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

SHOW and TELL

MIKE ZIMMERMAN



RMS LUSITANIA. Scale 1/350. RMS means = Royal Mail Ship.

A 40 year old Anmark kit. Found by and built for one of my Villanova students. It featured a couple of warped decks, missing props and decals, and a heavy cigarette smell. I washed the smell off and had to use some white putty to fill in some gaps. It took over six months to complete, but did come out quite well.

Bobbie and I met the student on a Queen Mary 2 transatlantic crossing (his high school graduation present). The student, Calvin, is in the NROTC, loves ocean liners but in 3 years, he'll be in a submarine.

Photo : Mike Zimmerman

MIKE WEAVER



LOS ANGELES CLASS LARGE ATTACK SUBMARINE

Dimensions: 360 ft. X 33 ft. Nuclear powered. Armament: 4x21" torpedo tubes with harpoon and Tomahawk missiles.

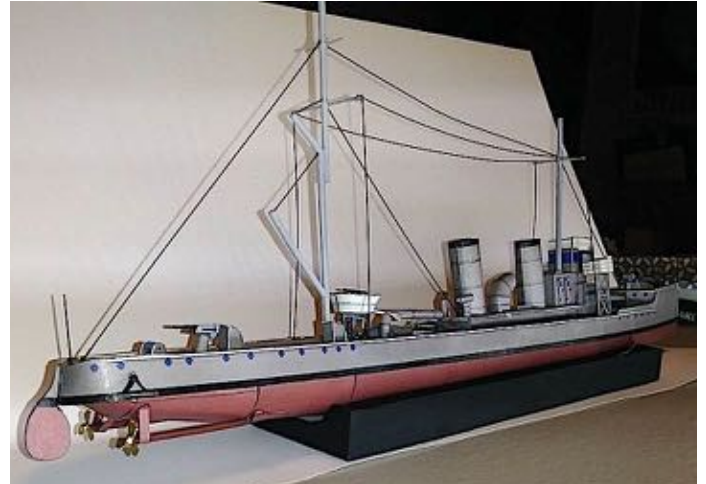
Scratch built with cardboard and balsa wood. Stand is mahogany blocks with maple plywood base.

The class was built from 1972 to 1966. 62 built, 33 active, 29 retired.

Photo by Mike Weaver

SHOW and TELL

AL CURATOLO



V108 TORPEDO BOAT, PRE WWI. Digital Navy paper model.
Al says “ Finally! V108 is complete. Scale 1/150. Bulkheads and keel made of wood. Rigging made from recycled guitar strings. Guns made from piano wire.The rest is made out of paper.”

Al showed the beginnings of this paper model last year.



“Time for something different”

Some of my PSMS buddies may recognize this one from last year’s White Whale Sale. Starting the Widow Maker aka K-19 today. Famous last words: “This one should go pretty quick.”

ZVEZDA kit
Scale 1/350

Photos:Al Curatolo

SHOW and TELL

STEVE BULOVA



Pre-WWII Italian Tugboat
1981 Panart Kit .
Scale 1/30

A work in progress. Radio Controlled. Steve has put the finishing touches deck structures of the paint scheme and stern deck structures.

Mid-ship and stern structures removed to show servo and rudder controls and the motor and propeller drive shaft..... waiting for the Electronic speed control.

THE SHIP SHACK

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.

PARKING FEES WILL BE REIMBURSED

Contact Joe Jordan. jjvtown@aol.com Or sign up on the web: philadelphiahipmodelociety.com



Society President Fred Signor, in covid mask, shared the Shack with Mike Weaver on Sunday August 30th. Here Fred shows his detailed model the *Vasa*, a 17 century Swedish warship. Scale 1/76. Famous for having capsized on its maiden voyage.



MYSTIC SEAPORT UPDATE



As with everything else these days, there have been changes at the Mystic Seaport Museum. As a result Ed Leaf was notified to retrieve his model from the Seaport Gallery. Below are observations about the trip.

Submitted by Pat Leaf.

The Seaport is open, sort of. The historic buildings have been removed and have been replaced by a modernist building that is intended to represent a wave. It can be toured in about five minutes. New Director. The Gallery is permanently closed, as are the second floor book store and print shops. The ground floor has a few books as well as a small amount of other items, things that they usually carried, a bit of glass and pottery, a few items of shirts and wooden things, the usual museum store stuff. The bakery, fudge and other food products sections are also closed, which is to be expected.

In the area just off I-95, the Holiday Inn Express is open, though on the Wednesday and Thursday before a holiday weekend, there were very few cars in the parking area. There is a breakfast area but it is not allowed to be used. Quite generous bagged breakfasts were provided to eat in the rooms. Next door, the seafood restaurant has been replaced with a Mexican restaurant. Social distancing was observed and the wait staff wore masks. It was quite good.

Old Mystic Village is totally open. Masks are required but there was no distancing. We go to Best More (grandmother) for our Norwegian fix and to Franklin General Store for New England specialties. The drives up and back were tedious but the traffic was far lighter than usual.

THE MYSTIC SEAPORT MUSEUM IS OPEN. Visitors can currently access: Outdoor portions of the grounds, Top decks of the historic ships, The shipyard portions of the historic village, select indoor exhibitions, family activities on the village green, planetarium shows and presentations, river cruises on the launch Liberty are FREE as are the boat rentals and restaurant and coffee bar are open. Masks and social distancing are required.

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.thengr.org or call 585 968 8111

PSMS OFFICERS & EXECUTIVE BOARD 2019

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IT'S TERRIFYING; CAN ANYONE STOP CHINA'S VAST ARMADA OF FISHING BOATS?

Ecuador stood up for the Galapagos, but other countries don't stand a chance against the 17,000-strong distant water fleet.

The recent discovery by the Ecuadorean navy of a vast fishing armada of 340 Chinese vessels just off the biodiverse Galapagos Islands stirred outrage both in Ecuador and overseas.

Under pressure after Ecuador's strident response, China has given mixed signals that it could begin to reel in its vast fishing fleet. Its embassy in Ecuador declared a "Zero tolerance policy towards illegal fishing", and announced it was tightening the rules for its enormous flotilla with a series of new regulations.

But with 325 of those 340 ship remaining off Ecuador, and the local navy commander Darwin Jarrin saying last week that nearly half those vessels had intermittently switched off their satellite communications - breaching the rules of the regional fisheries management organization - the episode has shown how difficult it is for small nations to stand up to China's distant fleet

China's new regulations include harsher penalties for companies and captains involved in illegal, unreported and unregulated or - IUU - fishing. But conservationists monitoring the Galapagos episode are skeptical.

"Beyond this one-sided announcement, the problem remains the same," says Pablo Guerrero, marine conservation director for WWF Ecuador. "These boats operate without observers on board, they do not return to port, they transship their catch to vessels, which land the catch at ports. So, in a nutshell, they are fishing all the time, the fishing operation doesn't stop".

The fleet is a vast and complex network. Among hundreds of vessels are fuel providers, fishing boats, tender boats and reefers, some of which camouflage unregistered boats. Many ships spend long periods at sea where shocking human rights violations have been reported. NGO global Fishing Watch and the overseas Development institute (ODI) have used technology and data analysis to reveal that the size and scope of China's distant-water fleet has been hugely underreported. It found the fleet had 16,966 vessels, five times more than previous estimates. In contrast, the U.S. distant water fleet comprises 300 boats.

Most of this overfishing is not illegal, and that's the problem, as most of it goes on in international waters. To shift the dynamic, there needs to be radical transparency. So far, the evidence has not shown that (the Chinese government) has taken it further than rhetoric.

Ecuador is one of the few small nations that have pushed back Chinese flotillas. In the hotly disputed South China Sea, Indonesia sent F-16 fighter jets along with navy coastguard and fishing boats to repel 63 Chinese fishing boats and four coastguard vessels from its waters in January.

Excerpts from an article in the Guardian by Dan Collins



An Ecuadorian naval vessel challenges a fishing boat on the 7th of August after a fleet of mostly Chinese flagged ships were detected in the Pacific Ocean.

Photo: Santiago Arcos/Reuters

PIRATES OF THE MODEL SHIP WORLD

Model Ship World, the forum of the National Research Guild has put out this list, shown below, of known 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



THE ORIGINS OF THE LOST FLEET OF THE MONGOL EMPIRE

by Randell James Sasaki

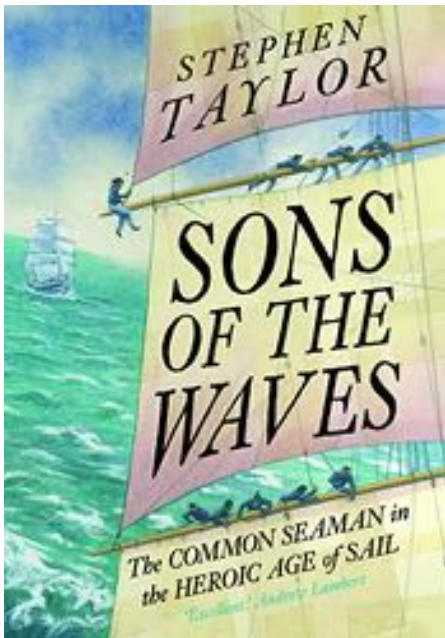
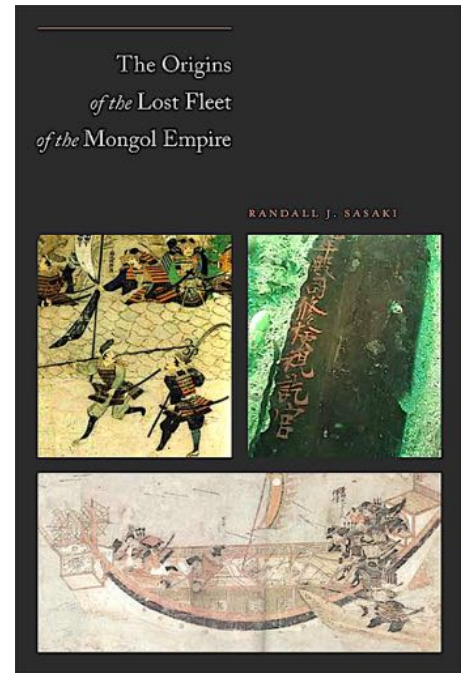
This book provides a starting point for understanding technology of the failed Mongol invasion of Japan in 1281 CE, as well as the history of shipbuilding in East Asia. Has created a timber category database, analyzed methods of joinery, and studied contemporary approaches to shipbuilding in order to ascertain origins and types of vessels that composed the Mongol fleet.

Many of the remains analyzed were from smaller vessels built in China's Yangtze River Valley. Large, V-shaped cargo ships and Korean vessels probably represent a small portion of the timbers raised at the Takashima shipwreck site.

Reviews: "Randle Sasaki provides an insightful, detailed forensic study of the lost fleet of Khubilai Kahn. The legend of the 'Devine Wind' is peeled back with careful details archaeology shows why such a well-equipped and experienced armada failed some seven centuries ago." - *James P. Delgado, author, Khublilai Kahn's Lost Fleet: In Search of a Legendary Armada*

"This book reveals the interesting history and details of ship building and strategy of the 2nd Mongol invasion of Japan in 1281 through new archaeological findings." - *Di Wang, Professor of History, Texas A&M University*

"If you want to know how Korean and Chinese ships were built during this period, it provides a wealth of valuable information... for the model maker, it contains enough information to make a start on building a representative model of a Korean, Yangtze, or Fujian ship.... for those whose focus is maritime history, it offers a window into the Mongol invasion fleet, including its origins, organization, and loss. For those interested in archaeology, it is a fascinating look at how research is done." - *Nautical Research Journal*



SONS OF THE WAVES: A brilliant telling of the history of the Common Seaman in the Heroic Age of Sail, and his roll in Britain's trade, exploration and warfare.

by Stephen Taylor

British maritime history in the age of sail is full of the deeds of officers like Nelson but has given little voice to the plain, "illiterate" seaman. Now Steven Taylor draws on the published and unpublished memory, letters, and naval records, including court-martials and petitions, to present these men in their own words.

In this exhilarating account, ordinary seaman are far from the hapless sufferers of the press gangs. Proud and spirited, learned in their own fashion, with robust opinions and courage to challenge overweening authority, they stand out from their less adventurous compatriots.

Taylor demonstrates how the sailor was the engine of British prosperity and expansion up to the industrial Revolution. From exploring the South Seas with Cook, to establishing the East India Company as a global corporation, from the sea battles that made Britain a superpower to the crisis of the 1797 mutinies, these "sons of the waves" held the nation's destiny in their calloused hands.

Bermuda Triangle Mystery: What Happened to the USS Cyclops?

By Natasha Frost



How could the biggest ship in the U.S. Navy vanish without a trace? This was the question on many people's minds in March 1918, when an enormous collier, the *USS Cyclops*, disappeared on a voyage between the West Indies to Baltimore. A century on, it's no closer to being answered.

The *Cyclops* was nearly 550 feet long, with a crew of 306 people and around 11,000 tons of manganese aboard. She had been sailing successfully since 1910, traveling between the Baltic Sea, the Caribbean and Mexico and assisting with moving coal around the world and helping refugees. But in 1917, when America entered World War I, *Cyclops* became a key naval asset, transporting troops and coal to fuel other ships all over the world.

In March 1918, the ship was given a new cargo: Tons and of dense manganese ore used in steelmaking. She left Brazil loaded up with the brittle metal, then voyaged to Barbados to resupply for the long journey home to Baltimore. The last known message from the ship said simply: "Weather fair, All Well". But on the ninety day journey, something went awry, and no one from the ship was ever seen or heard again- vanishing without even an SOS.

In a feature published a couple of years after the ship's disappearance, *Santa Fe Magazine* described the strangeness of the disappearance: "Usually a wooden bucket or a cork life preserver identified as belonging to a lost ship is picked up after a wreck, but not so with *Cyclops*. She just disappeared as though some giant monster of the sea had grabbed her, men and all, and sent her in to the depths of the ocean, and the suddenness of her destruction is amplified by the absence of any wireless calls for help being picked up by any ship along the route".

Throughout the decade, there have been a flurry of sometimes sensational theories about the ship's disappearance, as one of the more than 100 ships and planes to have mysteriously disappeared in the so-called Bermuda Triangle- the region

roughly bounded by Bermuda, Miami and Puerto Rico. Was the ship eaten by some beast of the deep, carried off as evidence of UFO's or simply scuppered by a storm? At the time, people wondered whether the ship and the crew had been the victim of a German submarine or raider. It was barely a year into the war, and *Cyclops* would have made a strategic target, Yet nothing materialized, and as time went on, it has become less and less likely that the German crafts had been in the area at all.

Others have pointed fingers at the Captain, George W. Worley. Months earlier, some of the crew claimed Worley was a drunk, unsuitable to steer a ship. There were even reports of a minor mutiny on board the ship. The Navy defended Worley of these charges, and he returned to his command with apparently little fanfare.

The U.S. Navy says in its official statement about *Cyclops*, "The disappearance of this ship has been one of the most baffling mysteries in the annals of the Navy. All attempts to locate her have proved unsuccessful".

But some still cling to investigations- particularly those with with a personal connection the ship. Marvin Barrash is the decendent of one of the firefighters aboard the ship. He has spent more than a decade researching its history, painstakingly gathering Navy records, ship logs and any ephemera that might come in useful- including a blackened bag of manganese ore. "The whole existence of the ship has been swept under the rug," he told the *Baltimore Sun*. "It wasn't like it was lost in a glorious battle. It just fell off the face of the earth."

Barrash has his own suspicions about what happened to this lost colossus- series of mechanical failures, a crew unused to the heavy cargo- and a great rolling wave that tipped the ship and her passengers into the ocean forever. All of this, he thinks, may have coincided with the ship passing over the Puerto trench, the deepest part of the

CYCLOPS continued

Atlantic, where she would be near irretrievable.

Despite his misgivings, Barrish retains some hope that the ship will be discovered, especially as undersea exploration technology improves. There are fewer and fewer lost ship wrecks every year., with high-tech devices spotting vessels believed to e gone for good. The Cyclops may be next on the list. “I just want her to be found”. Barrash said. “I want the 309 to be at rest, as well as the families. It’s something everybody needs: some resolution.”



Boat. Some assembly required.

Credit Joe Jordon