



# Quarterdeck

OCTOBER  
2020  
Our 89th year

THE PHILADELPHIA SHIP MODEL SOCIETY.

www.philadelphia shipmodel society.com

Launched January 7, 1931

## Minutes of the Meeting

The 875th meeting of the Philadelphia Ship Model Society (PSMS) was held on the internet utilizing the Zoom application arranged by Joshua Fichmann. The meeting was called to order by President Fred Signor at 19:00 and began with the Pledge of Allegiance. Fourteen members signed in on the internet.

It was good to see Tom McElhinney once again signing in from his new retirement home in Maryland.

**Guests:** 0

**Treasurer's Report:** Steve Bulova - Read and accepted.

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

**Club Outings /Events:**

**MODELCON: CANCELLED** until summer of 2021.

New date to be announced.

**PSMS INDEPENDENCE SEAPORT ROTUNDA**

**EXHIBIT:** Through the efforts of member Joe Jordan, PSMS representative to the Seaport Museum, the Society now has more than 30 ship models on display in the rotunda of the museum that fronts on the Delaware river across from the Battleship New Jersey. Installed during the week of September 28th. See page 2.

**Mike Weaver** suggested we look into the possibility of having a permanent case inside the ISM to display Society ship models on a rotating basis.

**Joe Jordan** - There are plans to have PSMS ship models displayed on the Seaport Museum web sight.

**BATTLESHIP NEW JERSEY:**

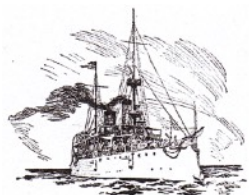
Has reopened on Saturdays and Sundays with self-guided tours of turrets and the engine room until December 31st. The ship will be closed for January and February 2021.

**INDEPENDENCE SEAPORT MUSEUM:**

Opened on July 18th. The museum is 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 served basis. Both the Submarine Becuna and "Paddle Penn's Landing" remain closed but the USS Olympia has remained open.

**THE HOLIDAY BRUNCH**

Nothing heard at this point. Treasurer Steve Bulova will contact the Corinthian Yacht Club in Essington, PA to get an update.



## REOPEN OLYMPIA'S QUARTERDECK

The Independence Seaport Museum is conducting a donation campaign to upgrade the quarterdeck that has been off limits to walk-on visitors for nearly two decades.

If you wish to support this effort and donate .Go to <https://charity.gofundme.com/o/en/campaign/cruiser-olympia>



## THE DECEMBER ELECTION OF OFFICERS

Nominees for the year 2021 are published in the October and November Quarterdeck. The election will be held at the December Zoom Meeting.

### THE NOMINEES ARE:

President: Jim Wheeler

Vice-President: Mike Weaver

Secretary: Joshua Fichmann

Treasurer: Steve Bulova

## NOVEMBER PSMS MEETING

**The next PSMS meeting is scheduled for Thursday, November 5th at 07:00 It will be a ZOOM meeting. Watch your Email for the password notification.**

### 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](mailto:rspicer33@aol.com)

# THE PSMS ROTUNDA DISPLAY AT THE INDEPENDENCE SEAPORT MUSEUM



Photo” Ron Spicer

## HOW IT HAPPENED

On September 16th, Joe Jordan sent this Email to the membership.

“As I sat in the Shack Saturday, I saw many people walk by. Some looked into the rotunda to see empty space. As you walk around the outside of the building, there is not one thing of interest to a passerby. So I’m thinking, how about placing tables up against or close to the rotunda doors and put our ship models on them for the public to see.”

And so, Joe set up a meeting with the personnel at the ISM and received their permission.

The display consists of one long table, 40 inches high by 24” wide, covered with white cloth that hangs down the front facing the windows. Models are placed comfortably next to each other on an angle. Outside, is a sandwich board that alerts the passerby.

Signs were made that included the web address and telephone numbers of who to contact, for those who may be interested in joining the PSMS membership.

Because this is expected to be a long term exhibit, the models are set up so that they can easily be rotated in and out of the exhibition. Any member who has a model that they want to display in the Rotunda, may bring it in on a Saturday or Sunday after 10 am. Park in the Hilton garage circle. Ring your way in at the museum front door. Joe Jordan (on Saturday) or Mike Weaver (on Sunday) will help you unload and will put your model where it is appropriate in the exhibit. Email Joe Jordan and he will make a sign for your model.

## SAFETY

The models are displayed at the owner’s risk. The Seaport Museum is not responsible for the safety of the models. However, the rotunda is monitored by video camera. The glass doors behind which the models are displayed open out. They are fire doors and cannot be entered from the outside. The rotunda is off limits to visitors inside the museum. If necessary, they must be escorted inside by the Shack sitter. The Shack sitter determines who goes into the rotunda.

## QUESTIONS?

If you have any questions, contact:

**Joe Jordan** jjvtown@aol.com

**Mike Weaver** eghannah@gmail.com

**Ron Spicer** rspicer33@aol.com

Dear Philadelphia Ship Model Society,  
We should all be very proud of ourselves for the fantastic response to Joe Jordan’s initiative to display our art and hobby in the ISM rotunda.

The model collection looks great! Our diverse collection highlights all of our disciplines: stick and string, military, fishing, work boats, merchants, historical pleasure craft and RC. There is so much talent on display.

Within two days of the call to bring models, the tables were filled with our phenomenal collection. The display, along with our club banner, presents a positive image of the PSMS to both the ISM and the public.

The viewing public observing our display from Penn’s landing yesterday were quite enthusiastic!

Well done to all,  
Mike W. and Joe J.





Interior view



Outside



Looking in.



Joe Jordon interacts with a visitor.



Photos: Ron Spicer



## REMEMBER THE SHACK!

**AHOY! Shack sitters.** On July 18th ISM opened and so has the Shack. Joe Jordan and Mike Weaver have been filling in on alternating Saturdays and Sundays. Volunteer to sit a day or join them. There are guidelines. Masks, 6' distancing and lots of sanitizing.

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.**



Joe Jordan in the shack on Saturday, October 3rd

## 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 [bulovastevil@msn.com](mailto:bulovastevil@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](mailto:jjvtown@aol.com) Or sign up on the web:**

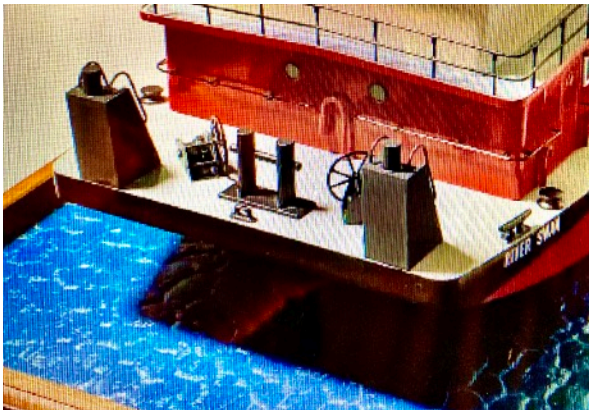
**[philadelphia shipsociety.com](http://philadelphia shipsociety.com)**

**KEEP THE LIGHTS ON IN  
THE SHACK!**



# SHOW and TELL

JOSHUA FICHMANN



## TOW BOAT, RIVER SWAN

Joshua acquired this model from the estate of Al Sebode who was a model maker, pattern maker, designed his own kits and was a past president of The Philadelphia Ship Model Society. This model was built for the Swan Oil Co, which has since gone bankrupt.

The model was rescued from Al's garage and was dirty, with a broken railing, bow bumpers and vent. Joshua cleaned it, made two new bumpers, and repaired the railing and vent. The top of the Bridge house came off and revealed a complete interior with charts on the bench top and controls overlooking the bow. Joshua also acquired the plans that Al drew as well as photos of the actual boat.



One remaining hand made ladder was replaced with two by Joshua.

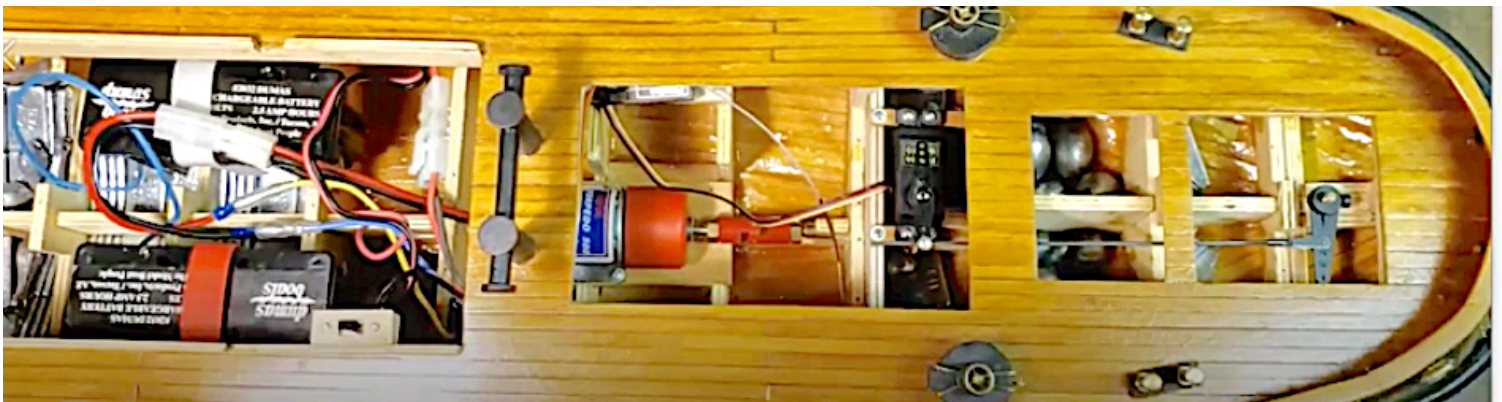


Photos: Screen capture from zoom





Previously shown as a work in progress in past issues of the Quarterdeck, here are photos from a video he showed at the Zoom meeting, of the the completed model of Steve's tugboat, Anteo, a 1981 kit by Panart. Scale 1/30. Shown at its initial launching in Pastoria Park in Chestnut Hill, Philadelphia. Great for radio controlled boats and shallow enough to walk in!



Interior detail with the hatches removed shows the arrangement. The hull contains 21 lbs. of ballast weights, and two large batteries of 6 volts each. The speed controller hooks into the motor. The stern hatch shows the motor attached to the propeller shaft with a universal coupler (in case it doesn't line up properly) and the servo that controls the rudder.



Screen capture photos by Ron Spicer

Nicely ballasted with good speed and turning radius.





ENGLISH REVENUE CUTTER, TRUE BRITTON  
Circa 1776

Built by my father, August L. Delin in the 1930s to 1/48 scale. He used boxwood, Swiss pear, ebony, rosewood and brass for construction. Twisted silk was used for the rigging. Hull length was over 70' and was lapstrake planked, very rare for a ship of this size. The driver saloon he stern had to be dismantled to change the boom over.



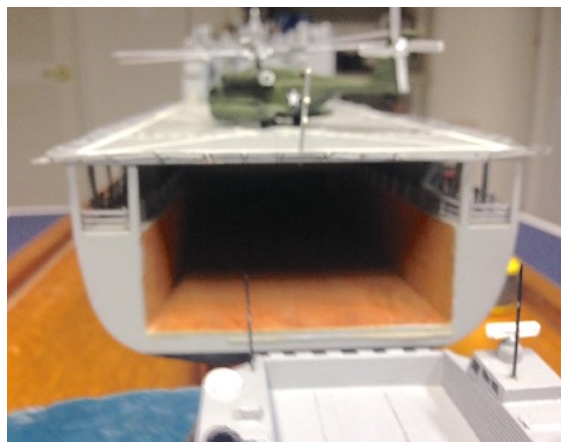




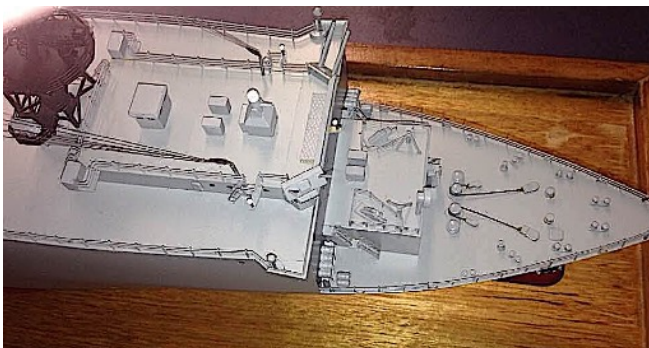
LANDING SHIP DOCK, LSD 41 Designed to put Marines ashore.

A ship model by Al Sebode. Al did government work including test tank models for the U.S.Navy. Joe pointed out the incredibly detailed workmanship. Scale, 1/16, 38" long. Solid hull, the model weighs about 30 lbs. The model was made for the engineering company that designed the ship. The case for the ship weighs about 50 lbs. Another rescue from Al's estate. Joe would like to see it go to a good home. Maybe someone who served on it would like to have it.

Image capture from the zoom meeting



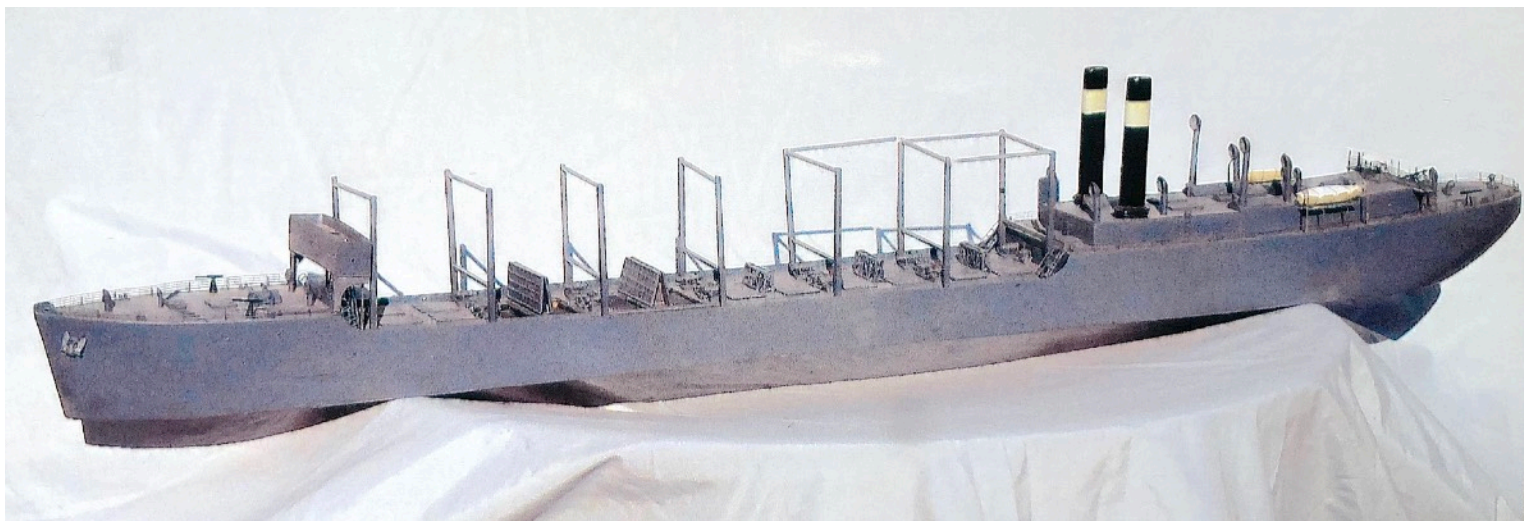
These photos show the LCAC (landing craft air cushion) and how it enters and exits the well deck.



These photos show the the detailed helicopter and the detail on the main and upper deck.

Beautifully detailed radar antenna.





USS CYCLOPS, Collier. Circa 1918

Scratch built. A work in progress.

Here is my follow-up to the article in last months Quarterdeck on CYCLOPS by Natasha Frost.

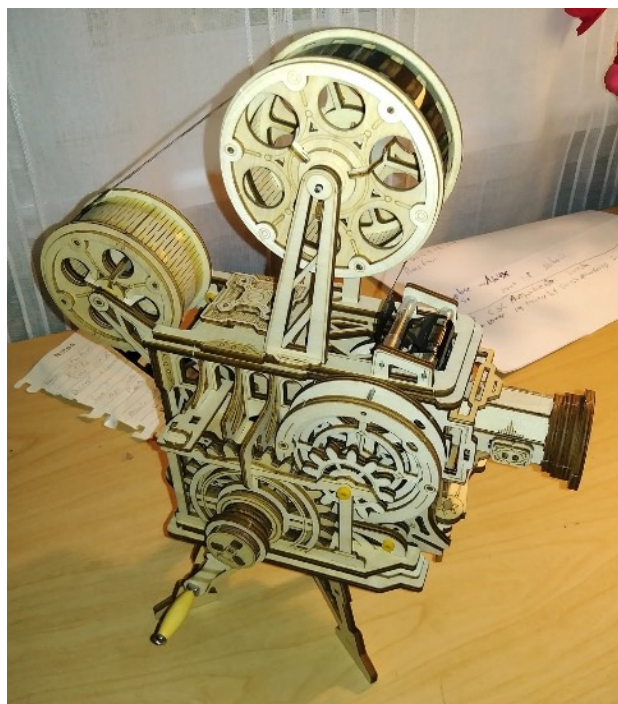
First, here is my Cyclops model. Scale 1/16" = 1ft. Plank on bulkheads to the waterline. I can see the rigging is going to give me problems.

A couple of years ago, Marvim Barrash, who wrote the book on Cyclops, gave a lecture at the meeting on, Cyclops. He had a theory that the last load of manganese reacted with residual coal in the holds, caught fire and burned out the boats bottom of the boat. He was looking forward to the day that Ballard would dive on it.

## FROM THE WORKBENCH

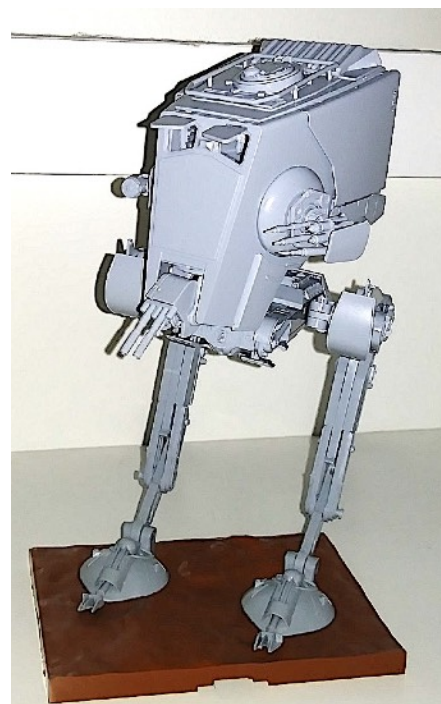
Photos :Al Curatolo

ALI CURATOLO



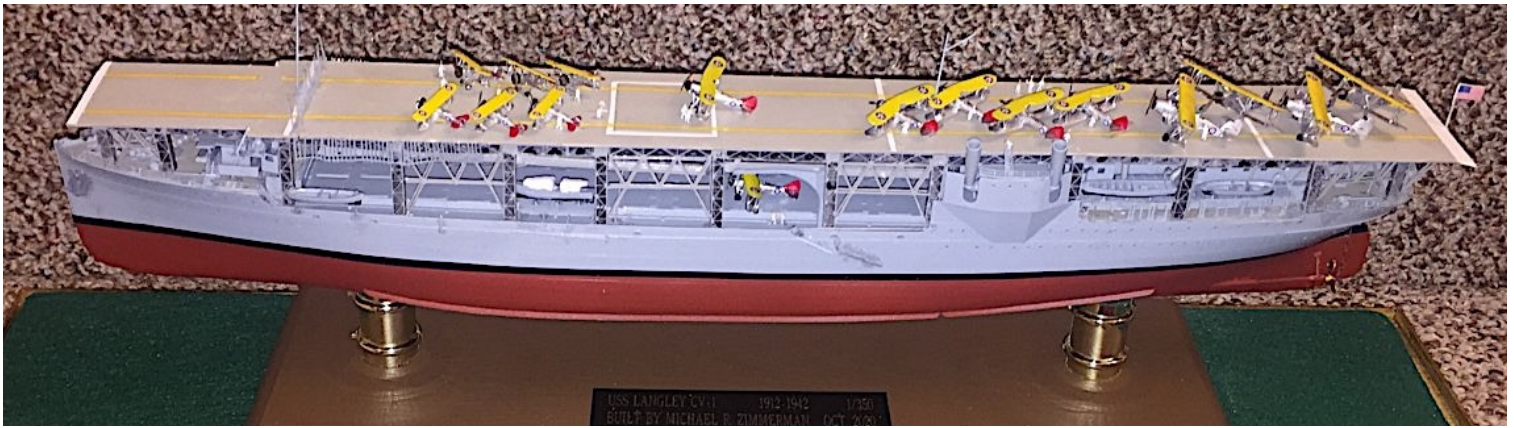
3D mechanical Jigsaw puzzle. Hand cranked movie projector. Laser etched bass wood.  
Scale unknown.

ENZO CURATOLO



Enzo's Star Wars AT-ST.  
Plastic, by Bandi Models.  
Scale: 1/48

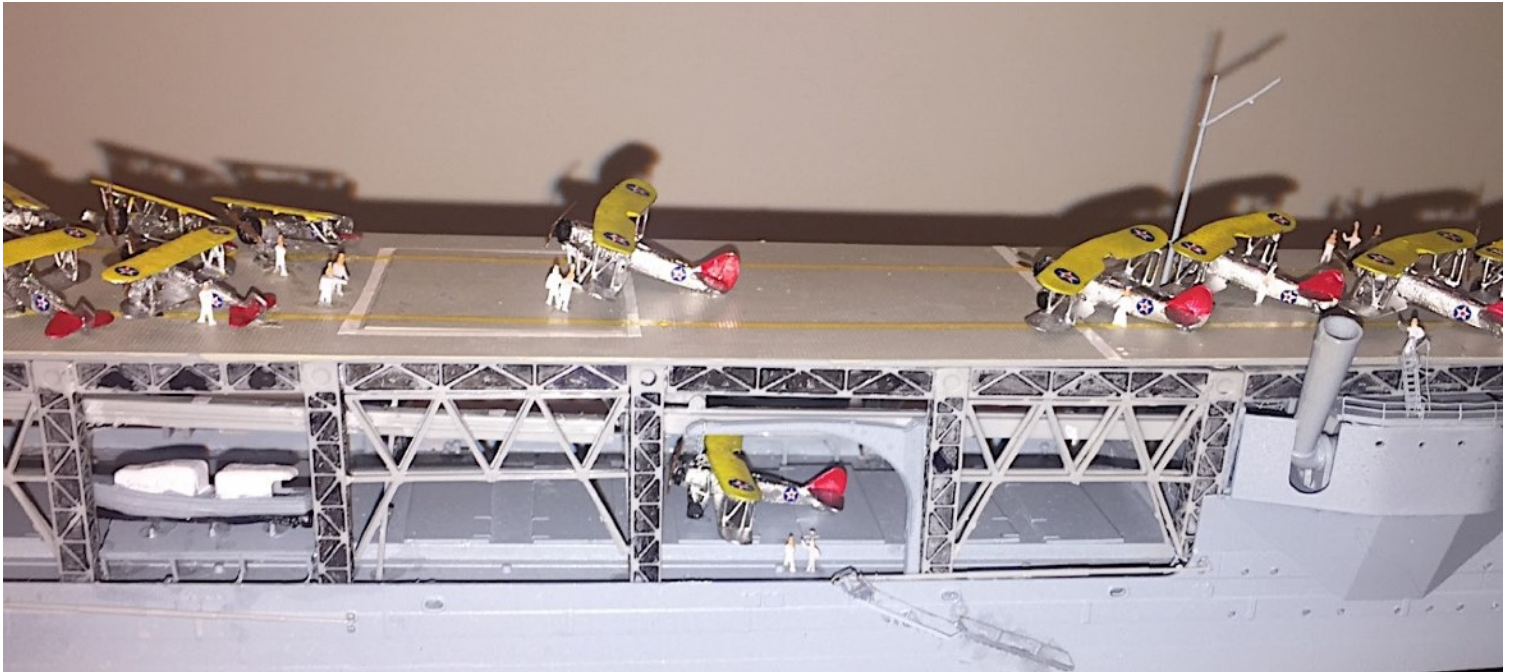




### USS LANGLEY, CV-1

Plastic Trumpeter kit Scale 1/350

The U.S. Navy's first aircraft carrier. Built as a collier in 1912. Converted to an aircraft carrier in 1920 from the collier USS Jupiter and in 1936 to a seaplane tender.



Detail shot of the port side section of the flight and open hanger deck. Mike said There is photo etch available for the girders holding up the flight deck but it is quite expensive and probably hard to do, so I chose to fill in the plastic pieces with a flat black marking pen. Each aircraft had 8 photo etched brass parts. I used some plastic men from one of my junk drawers for the crew. Never throw anything away! Mike recommends Model Master liquid cement. The fine tip helps with the assembly of the plastic model.

### PSMS OFFICERS & EXECUTIVE BOARD

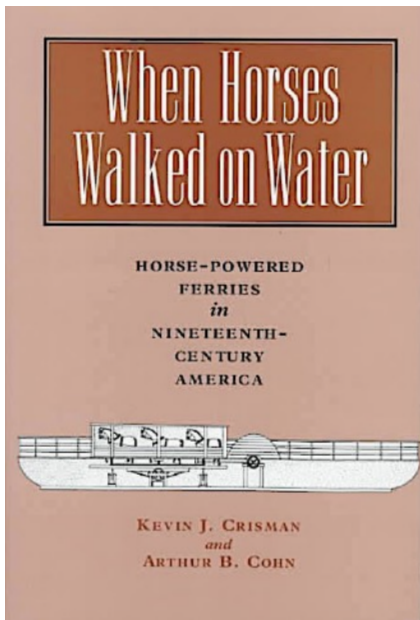
President: Fred Signor [fsignor@comcast.net](mailto:fsignor@comcast.net)  
 Vice-President: Jim Wheeler [jrwheeler@att.net](mailto:jrwheeler@att.net)  
 Secretary: Joshua Fichmann [fichmann@yahoo.com](mailto:fichmann@yahoo.com)  
 Treasurer: Steve Bulova [bulovasteval@msn.com](mailto:bulovasteval@msn.com)  
 Webmaster: Joshua Fichmann [fichmann@yahoo.com](mailto:fichmann@yahoo.com)  
 Editor: Ron Spicer, [rspicer33@aol.com](mailto:rspicer33@aol.com)

Francine Serratore, President 2019  
 Todd Wardwell, President 2018  
 Jim Wheeler, President 2017  
 Fred Signor, President 2016  
 Mike Zimmerman, President 2014  
 Francine Serratore, President Emeritus

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



# BOOKS

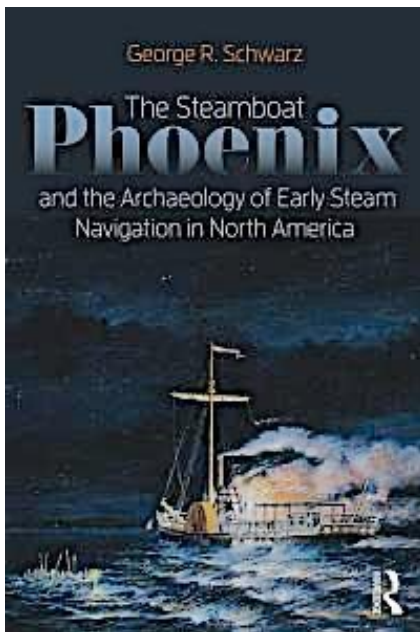


## WHEN HORSES WALKED ON WATER

by Kevin J. Crisman and Arthur B. Cohn

HORSE POWERED FERRIES IN THE NINETEENTH CENTURY

The authors show how a confluence of geographic, technological, economic and social conditions in the United States and Canada, turned an ancient idea into a practical alternative to more expensive and dangerous steamboats. Reviewing evidence from travelers' memoirs, regional histories, pictorial records, and the only horse boat ever studied by archaeologists - a wreck on the floor of Lake Champlain's Burlington Bay, in Vermont - the authors trace the evolution of the horse boats from early mechanisms that forced the animals to walk in tight circles, to "endless floor" treadmills that resembled modern exercise machines. In a lively narrative interspersed with quotes from passenger accounts, the book charts the rise and demise of horse boat businesses on the Hudson River as well as in New York city, St. Louis, and Halifax, Nova Scotia. The authors also describe and record the underwater excavation of the Lake Champlain wreck revealing a wealth of detail about construction and operation of a typical treadwheel horse boat of the 1830's and 1840's.



## THE STEAMBOAT PHOENIX and the ARCHAEOLOGY of EARLY STEAM NAVIGATION in NORTH AMERICA

by George R. Schwarz

This book offers an in-depth exploration of the archaeological and cultural aspects of early American steamboat development. It also tells the story of the *Phoenix*, the second steamer to operate on Lake Champlain and the worlds earliest archaeologically studied steamboat wreck. In doing so, this book provides a unique insight in to early perceptions of steam navigation, including both the wonder and fear elicited by the comfort efficiency they promised and the hazards with which they came to be associated.

Using *Phoenix* as a case study and comparing it with the archaeological remains of other contemporary steamers, this book offers a detailed and extensive insight into the development of early steam propulsion and of steamboat culture in America, as well as a look at what life was like on board through the analysis of recovered artifacts and contemporary accounts. With over 90 illustrations, including a reconstruction of the steamboat, this book is ideal for archaeologists and maritime historians, but also for those with a general interest in American maritime history.



## PIRATES OF THE MODEL SHIP WORLD

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  
LHQB  
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





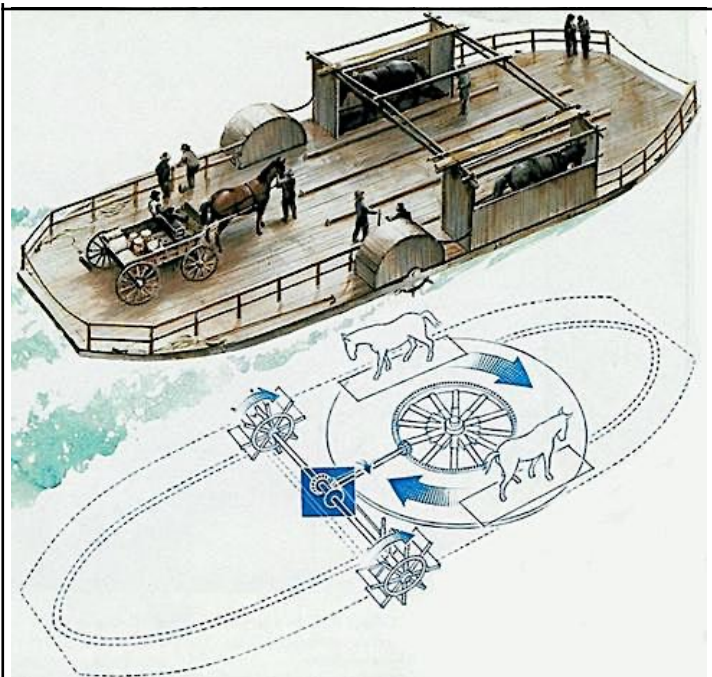
# THE HORSE BOATS



*A team boat, horse boat or horse ferry is a boat powered by horses or mules, generally using a treadmill, which serves as a horse engine. The boats were popular as ferries from the 1810s to the 1850s. The first documented horse-powered boat in the United States was built on the Delaware River in 1791 by John Finch.*

The horse-powered ferryboat, though patented in 1819, can trace its origin of design back to the time of the Romans. The Roman ox boat was an early war vessel propelled by a team of oxen.

During the 1700s boats propelled by horses could be found on various rivers and canals of Europe. By the 1800s, horse powered boats could be found in Lake Champlain and the Hudson River. By the 1820s, this mode of Transportation had spread to the Ohio and Mississippi Rivers, the Great Lakes, and to several other rivers and lakes in the Northeast. This type of vessel was generally utilized for journeys of only a few miles.



In 1819, Barnabas Langdon patented his horizontal-tread wheel horse boat machinery.

There are three types of team boats. In one, four or five horses are placed on each side of the boat on a circular tread-wheel. Paddle wheels, arranged like the side wheel steamboat, were turned by means of cogs and gearing were connected to the paddle wheels. The horses were connected to strong timbers and by forward movement caused the treadwheel upon which they stood to revolve and thus operate the gear wheels connected to the paddle wheels.

Another had a large revolving wheel in the middle, and a center post known as a "whim," (or horse capstan). The horses attached to the whim, walk in a circle, causing the capstan to revolve which rotates the gears that rotate the paddle wheels. The team boat of this style consisted of two hulls united by a deck with the paddle wheel set between them. The hulls are sharp at both ends, and could be propelled backward or forward with equal ease.

A third design was invented in 1819, by Barnabas Langdon and permitted the the horses to walk straight ahead instead of in circles. Langdon placed a rotating turntable slightly below the level of the boat's deck; horses stood atop the turntable through large slots in the deck and drove the wheel backward while walking in place. This design eased the burden on the horses, freed up valuable deck space, and allowed the ferry to be built atop one hull. This design was a reliable, well built device, inexpensive and became the preferred way to propel a horse boat.

The first documented horse-powered boat in the United States was built on the Delaware River in Philadelphia 1791 by John Fitch. The team boats on the Delaware River serving Camden, N.J., stopped for an hour at lunch time to feed the horses. The *Ridgeway* was a double team boat, propelled by nine horses walking in a circle. She ran from the foot of Cooper Street. There was also a team boat named the *Washington*; She ran from Market Street, Camden, to Market Street, Philadelphia. Other team boats followed in succession, namely the *Phoenix*, *Constitution*, *Moses*, *Lancaster* and *Independence*.

*The Cooper's Ferry Daybook, 1819-1824*, documenting Camden's *Point Pleasant Teamboat*, survives to this day.

In their book "When Horses Walked on Water", Kevin J. Crimson and Arthur B. Cohn (Smithsonian Institution Press) wrote, "Horse boats may have begun as a substitute for steam boats, but their utility and cheapness made them attractive even to companies working under a Fulton/Livingston license. (Fulton and Livingston held a monopoly on steamboat freight hauling on the Hudson River).

A shipwreck discovered in 1983 in Lake Champlain, the Burlington Bay Horse Ferry, is an example of a turntable team-boat. It served on one of approximately 5 horse ferry crossings on Lake Champlain from 1820 to 1850. it measured 63 ft. long and 23 ft. wide. After the steamboat had been perfected, there were instances where the quiet, reliable and safe horse ferries were preferred over the noise and ...steamboats were known to explode.



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

**Please be sure of your size**

## FORTHCOMING EVENTS

November 5th

**PSMS ZOOM meeting**

December 3rd

**PSMS ZOOM meeting**

### 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.



Delaware Valley Chapter meetings are held at The Independence Seaport Museum at Penn's landing 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.

To keep members safe, all meetings have been cancelled until Jan 2021. At that time, a future course of action will be determined.



## 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**





In the last Quarterdeck, Chris showed his tree. Here is my weeping cherry trying to start over. Joe Gudonis



## 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

" WHEN THEY DISCOVER THE CENTER OF THE UNIVERSE,  
A LOT OF PEOPLE WILL BE DISAPPOINTED THEY ARE NOT IT."







