



# Quarterdeck

MARCH  
2021  
OUR 90th  
YEAR

THE PHILADELPHIA SHIP MODEL SOCIETY.

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

Launched January 7, 1931



The Rescue by Howard Barclay French



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## Minutes of the meeting

880th Meeting (Virtually) of the Philadelphia Ship Model Society was called to order at approximately 7pm. President Jim Wheeler opened the meeting with the Pledge of Allegiance to the flag.

♥ Joe Gudonis on the mend- Fred Signor is Covid positive and in quarantine.

**Visitors:** Tom Ruggiero & Bill Brown from the SMSNJ, Ryland Craze & Gregg Harrington from Hampton Roads Ship Model Society.

**Presentation:** N/A

### Show and Tell:

Mike Zimmerman: FultonsClermont - by Lindberg  
Mike Weaver: Mauretania - by Airfix  
Joshua Fichmann: Black Pearl Rigging  
Steve Bulova: Metal Earth Yamato  
Ali Curatolo: RC M-05 Car  
Ryland Craze: Medway Longboat by Syren

## Old Business

Minutes of the February meeting and Newsletter were accepted.

## New Business

**IndependenceSeaport Museum:** No meeting set up yet with Peter Seibert - CEO of ISM - extremely busy.

He has cancelled the employee working environment.

**Pennsville Farm Days:** Set for June 5th. Organizers confirmed that they are excited for PSMS participation. Joshua Fichmann, Joe Jordan, Fred Signor, Ron Spicer, Jim Wheeler, and Tom Ruggiero confirmed that they will participate. Masks are still going to be required.

**Northeast Conference:** Scheduled Oct 2nd 2021 at New London Port and Starboard Conference.

**PSMS MODELCOM:** Banner has been updated and circulated amongst several clubs MSW and on Facebook. Found a vendor for a large banner to mount on the battleship, [Signs.com](http://Signs.com), Josh cleaning up the emblem- initial pricing looks around \$300. Greg Harrington suggested using QR code, (Quick Response Code)

**Treasurer's Report:** No transactions balance the same as last month.

**Michael Mott:** presenting on SMSNJ Club meeting if PSMS is interested-Skilled model maker. 4th Tuesday of the month-link provided.

**Tom McIlhinney** Seeking someone to come and appraise ship models that were damaged and potentially repaired if anyone is interested. Contact Richard Soltan, 321 Levick st, Philadelphia.

Respectfully submitted: Joshua Fichmann, Secretary

## BATTLESHIP NEW JERSEY:

March: Has re-opened and hosts many public and private tours. For further information, go to their website:

**[battleshipnewjersey.org](http://battleshipnewjersey.org)**

## APRIL PSMS MEETING

The next PSMS meeting is scheduled for Thursday,

**March 4, at 7:00PM. The ZOOM**

**The password will be sent to members.**

## INDEPENDENCE SEAPORT MUSEUM

**will reopen the first day of spring, March 20!**

**WEEKENDS - ONLY**

Submarine Becuna will remain closed to the public.

**CORRECTION:** The 90th Newsletter participants announced in the February issue of the Quarterdeck should have included Joe Gudonis. Joe has contributed much in the way of personal archives and recollections. Our apologies for the omission.

Other members that have contributed are Mike Zimmerman, Ed and Pat Leaf and Spence Delin. Members who wish to contribute, contact the editor, Ron Spicer at [rspicer33@aol.com](mailto:rspicer33@aol.com)

or phone 610-449-5639

## 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)



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**

## 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**



## FORTHCOMING EVENTS

March 20th.	<b>Independence Seaport Museum</b> Reopens ( First Day of Spring)
April 1st	<b>PSMS Zoom Meeting 7 PM</b>
May 6th	<b>PSMS Meeting 7 PM*</b>
June 3rd	<b>PSMS Meeting 7 PM*</b>
July 1st.	<b>PSMS Meeting 7 PM*</b>
August 5th	<b>PSMS Meeting 7 PM*</b>
August 7th	<b>Modelcon</b>
August	<b>Society Picnic*</b>
	Date to be announced
Sept. 2nd.	<b>PSMS MEETING 7PM*</b>
Oct. 2nd	<b>NE Conference*</b>
	Registration and fees on hold
December 12th.	<b>Holiday Brunch*</b>



\* Due to Covid, dates and times of future events are tentative and will be listed in the Quarterdeck as they are confirmed.



## THE SSMA JOURNAL

Become a member of SSMA

Annual dues are \$25.00

All membership applications and renewals

should be sent to:

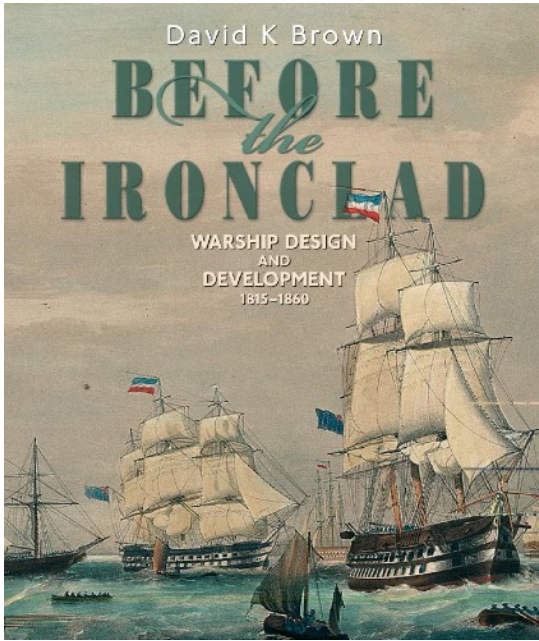
**Heinz Ricken**

**514 Cranford Avenue**



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





## BEFORE THE IRONCLAD

Warship design and Development. 1815-1860

By David K. Brown

When first published in 1990, *Before the Ironclad* was highly regarded and holly unique. Brown's work challenged old assumptions and started a reevaluation of British contributions to naval developments of the period. This book traces the transition from sail to steam power to the construction of HMS Warrior, the first iron hulled warship, and this new edition will feature more extensive illustrations. Written by an eminent naval architect, *Before the Ironclad* is both a balanced account of general developments in shipbuilding and an in-depth study of the ships themselves

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## MISTRESS OF SCIENCE

The Story of the Remarkable Janet Taylor, Pioneer of Sea Navigation.

By John S. Croucher & Rosalind E. Croucher

It's hard to imagine a more male-dominated field in the nineteenth century than sea navigation. This was the high-point of the British Empire and sea navigation drove it. Yet in the midst of this domain, Janet Taylor emerged as a young women able to match the best male minds in the field. She was one of the most remarkable scientists of the period, and yet, until now, her story has not been told.

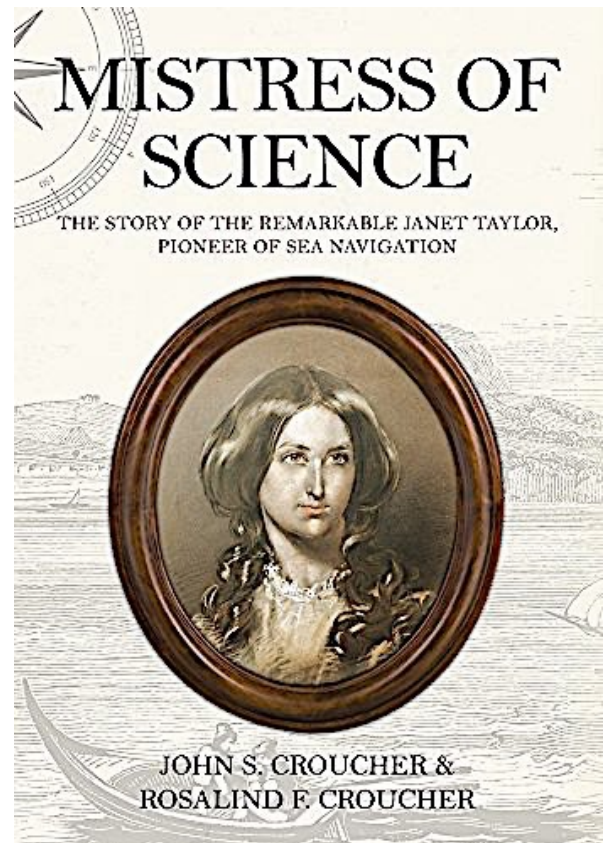
A gifted mathematician, astronomer, author and instrument maker, she also possessed extraordinary skills as a teacher of navigation and a businesswomen.

By the age of nine, Janet's outstanding intellectual abilities were already apparent.

She became the only women in over 200 years to patent a nautical instrument. Her journey led her to extraordinary heights and earned her the respect and admiration of her contemporaries.

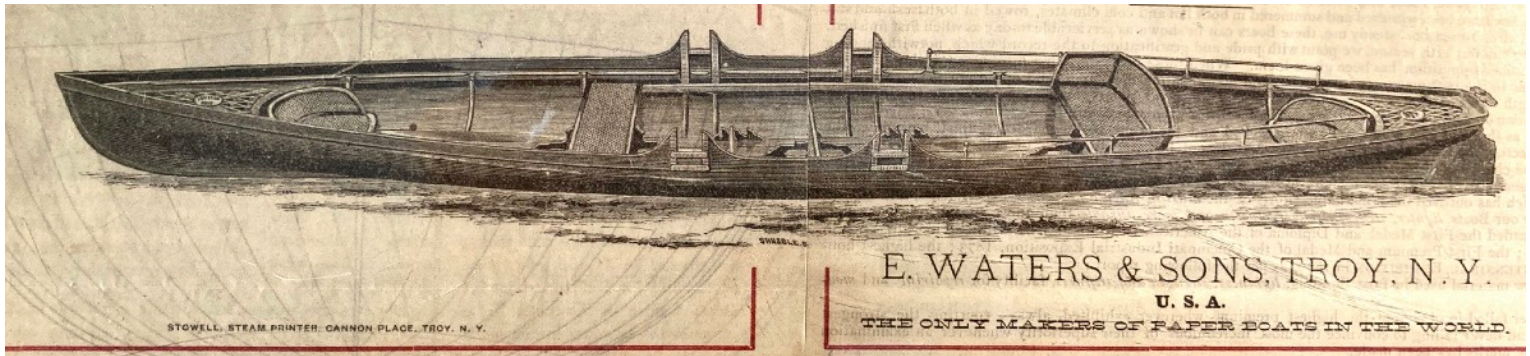
A woman far ahead of her time, this is the story of Janet Taylor's modest beginning and her incredible rise to prominence.

*Published by Amberley Publications*





# WHEN PAPER BOATS WERE KING



*In the mid 19th century, paper was used in ways that anticipated composites and fiberglass*

By Ken Cupery

American Heritages Invention and Technology. Spring 2009 Vol.24 No.1 (Edited and condensed)

In the years following the Civil war, few towns across the United States matched Troy New York in prosperity owing to its access to great water highways. Sited several miles north of Albany, the town faces the eastern terminus of the Erie Canal. Earlier in the 19th century, Adirondack charcoal and iron ore came in by water and fueled a lucrative steel industry. Other businesses flowered here. L.E Gurley Co. built precision equipment, the Meneely Bell Co. forged church bells, the Waverliet Arsenal hammered out cannon and armaments for the Union Armies.

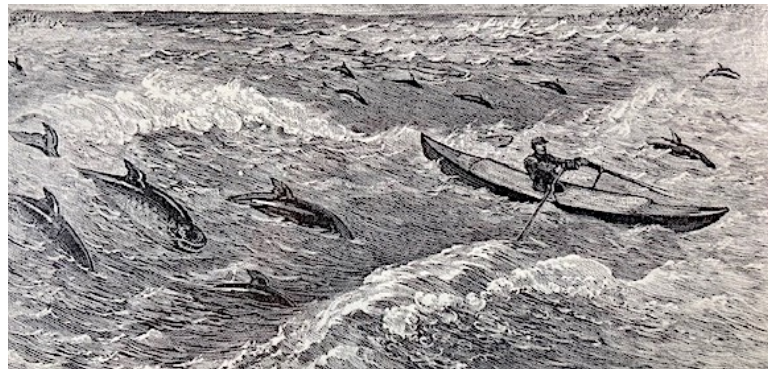
Elisha Waters ran a particularly successful paper box Manufacturing company. One early March day in 1876, the paper box baron's teenage son, George, received an invitation to a masquerade party. He decided to attend as a giant. In short order he designed a costume and found a giant sized mask in a local store. But the eight dollar mask exceeded his budget. Undaunted, he borrowed the mask and layered paper and paste over it at his father's factory to create a copy. If following events are any indication, the overall experiment proved a quite startling success.

This new kind of paper work prompted young George to reexamine the used rowing shell he often took out on the Hudson. The boat leaked badly and required frequent patching, which he did by gluing pieces of thick paper to the hull and then coating it with varnish. Now he wondered whether an entire boat made of paper and varnish might work. In June, George and his father set to work., using the hull of another wooden rowing shell as a mold they created an altogether new type of craft whose skin was formed of continuously adhered sheets of paper extending unbroken from stem to stern, leaving no joints, laps or seams on the surface. It proved light and strong. The father-son team had created the first paper boat, which they christened the *Experiment*, that could successfully carry a human being. ( In 1619, eccentric Thames waterman and self-styled poet John Taylor is reported to have paddled 40 miles from London to Queensborough in a paper boat. He nearly drowned when it sank.) During the remainder of 1867, George and Elisha built three more hulls and refined the process. The family patented the process and formed the

firm of Waters and Balch (later to become Waters and sons). Their invention marked a turning point for the family business, which the 1868 Troy city directory now listed as a boat maker.

In 1932 George Waters's son, Charles Vinton Waters , told the trade journal *Superior Facts* that "after the victory of Cornell rowing a paper six-oared shell, over 12 other colleges in wooden boats at Saratoga Lake in 1875, followed by a clean sweep of all events at the Bi-Centennial regatta on the Schuylkill river 1876, in Philadelphia, they were in general use in this country for more than 30 years."

Their paper armada ranged from simple single-person rowing shells to a 45-foot "pleasure barge," which could seat 17 not counting 6 toiling oarsmen. In 1875 the *New York Daily Graphic* could confidently assert that this family, which eight years earlier had only built the likes of hatboxes, now operated the largest boat factory in the United States.



Adventurers could not resist the appeal of the paper boat, including Nathaniel Holmes Bishop, who rowed his *Maria Teresa* from Troy, New York, to Florida, and published a best-selling account, which contained a drawing of the author (above), crossing Hatteras Inlet and balloon explorer W.H. Donaldson who planned a trans- Atlantic crossing carrying a Water's paper lifeboat, a voyage that never materialized.

The end came suddenly and violently in 1901, when George Waters accidentally started a fire while applying finishing touches with a blowtorch to a shell destined for Syracuse University. George and his father Elisha, died soon after closing their shop, in 1902 and 1904 respectively.

# HOW TO FIX OLD AND CRACKED DECALS

By Alan Bussie

Reprinted from OldModelKits.com

How can old decals fail?

Plastic model kits, like most toys, were intended to be disposable and had a short life-span by design. The quality of decals varies greatly, either by accident or intentionally. For example, MPC decals from the 70's are notorious for lifting completely from the backing paper, even in dry storage. On the other hand, my son and I just built a 1970's US Airfix Banshee with ScaleMaster decals and they functioned perfectly. The quality of the backing paper, adhesive, inks and varnish would contribute to durability. For example, decals can become brittle because the varnish has become inflexible and the varnish may yellow with age. Other than initial quality, the storage environment can hasten the demise. Moisture damage is common or the transfers may develop visible cracks or micro cracks. Scratches, fading and factory printing errors are also common.



DISCOLORED  
VARNISH  
FILM

## Yellowing

Yellowing is probably the most common issue with old decals. A yellow tint can form on paper backing, in the varnish or both. There does not seem to be a pattern as to why yellowing happens. Some swear that if you keep the decals inside the instructions, they will not yellow. Others swear that keeping decals away from paper or cardboard products protects them. Some store them out of the kit in plastic sleeves and avoid direct light. The latter suggestion may be the most effective, but you should simply do what works best in your environment. But decals of lesser quality may yellow regardless. To fix this, simply support the decal inside a sun-facing window with a piece of cardboard backing and tape. The yellow will disappear or be greatly reduced after a few days of exposure to the sun. Regardless of your success, please take the steps below to avoid cracking. If the yellow is not removed, there is another solution that will be discussed below.

## Cracking or Micro Cracking

Cracking is another common defect that can occur in the clear 'carrier' film or protective clear. Some cracks are visible to the naked eye; others may look perfect but may be micro cracked. This can usually be observed at 10x to 14x magnification.

If cracked decals are placed in water, the designs will shatter in to dozens of pieces. If you suspect that your decals have cracking or simply don't want to find out when it's too late, consider applying a new clear coat. Many

Modelers have had great success with these products and similar: Microscale Industries "Liquid Decal Film" (provides the thickest, durable film) -Krylon brand Acrylic "Crystal Clear". It comes in flat, semi-gloss and gloss. -"Future" Floor Polish (when a very thin coat is needed.)



CRACKING (LEFT)  
AND  
MAGNIFIED MICRO  
CRACKING (RIGHT)

All three methods work well, but you will need to experiment to find the coating thickness that works best. If it is too thick, the decals will not handle or adhere well; too thin and they will fall apart in the water. Liquid Decal Film usually needs only one coat; Future may need 2-3 coats and Krylon needs 4-5 medium wet coats. I highly recommend that you experiment with some non-critical samples. In this case, practice really does make perfect.



Future,  
Microscale Film and  
Crystal Clear Krylon

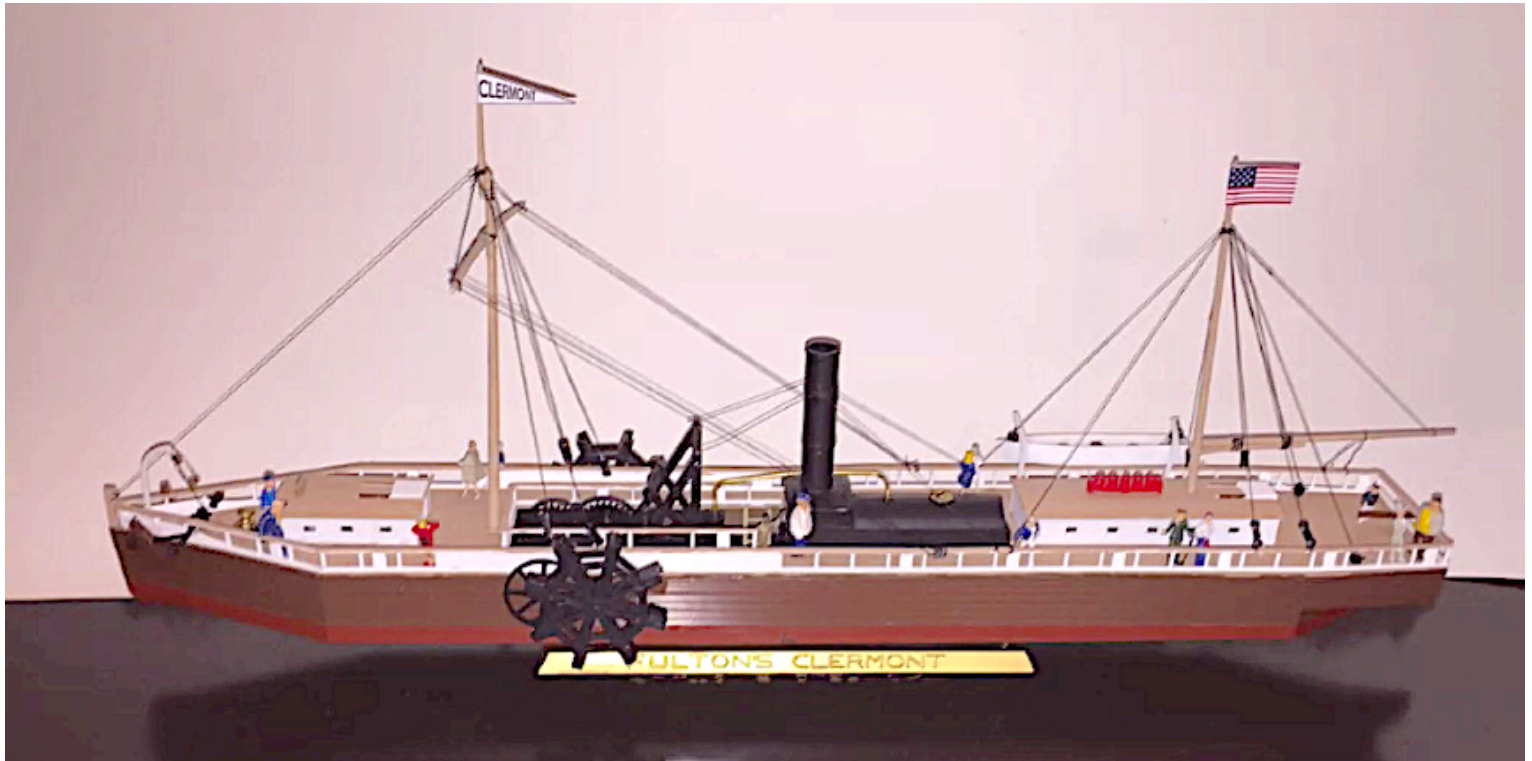
## Lifting and Other Defects

Lifting can happen on poorer quality or environmentally-abused decals. The clear film may lift from the backing paper, the adhesive may fail or other combinations of circumstances. I personally do not try to fix lifting decals and don't recommend it. If you have a computer, photo software and a printer, it may be best to make new decals. This also works best if you have faded colors, factory errors, incorrect colors, scratches or other damage. Luckily, many highly experienced builders and collectors have been willing to share their hard earned knowledge on saving old decals. I would specifically like to thank: Jim Allen, Ken Friend and Larry Johnson for their contributions.



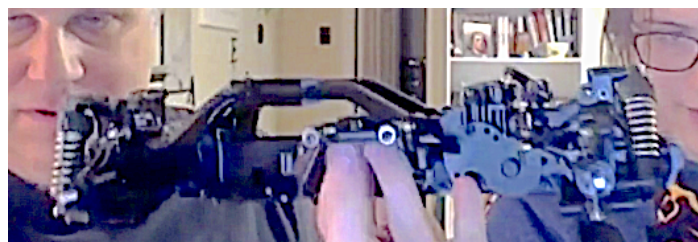
# SHOW & TELL

MIKE ZIMMERMAN



Mike showed his recent build of the 1/96 Lindberg kit of John Fulton's Clermont. Scale, 1/96  
Not called the Clermont at the time, but always referred to as the North River Steamboat, it had a life span of 7 years. It made weekly runs to Albany, N.Y., leaving N.Y. Sunday morning and arriving Albany Monday P.M. Leaving Albany Wednesday A.M., arriving N.Y. Thursday P.M.  
Mike's comments- "Don't buy this kit." The instructions are incomprehensible, parts do not fit, all holes had to be drilled, and, although supposed to be motor driven, parts did not fit. Reviewers said they could not make it work. It does include figures to which he added several more. Figures of Fulton and his partner can be seen on the stern.  
An aside note from Mike. "Don't display a plastic model in a glass case in the sun. It will melt!"

ALI CURATOLO



Ali showed her latest build- the assembly of a TAMIYA MO5 CHASSIS for a RC FWD HIGH PERFORMANCE CAR.  
1/10 scale R/C kit. Length: 393mm. Ali says it took her about 1 week to assemble so far.  
The M-05 chassis is lightweight with a low center of gravity with a 239mm L wheelbase and includes 540 motor. Requires a 2-channel radio, steering servo. 7.s volt Battery & battery charger.





## SHOW & TELL

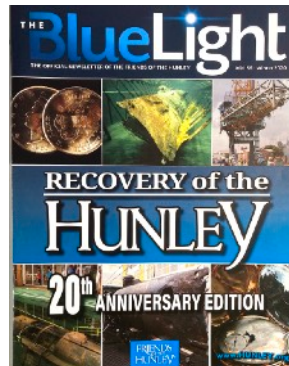
MIKE WEAVER



This photo shows three models of different ships found in his closet clean out, and all at 1:600 scale.

Revell's HMS Queen Mary at the top in military colors as a troop ship during WW2. In the middle is Revell's SS United States. At the bottom is Airfix model of the HMS Mauritania, is a model he was really happy with. He highlighted all the first and second class port holes and doorways. Mike asked if anyone had railing brass etch which Mike Zimmerman offered to supply.

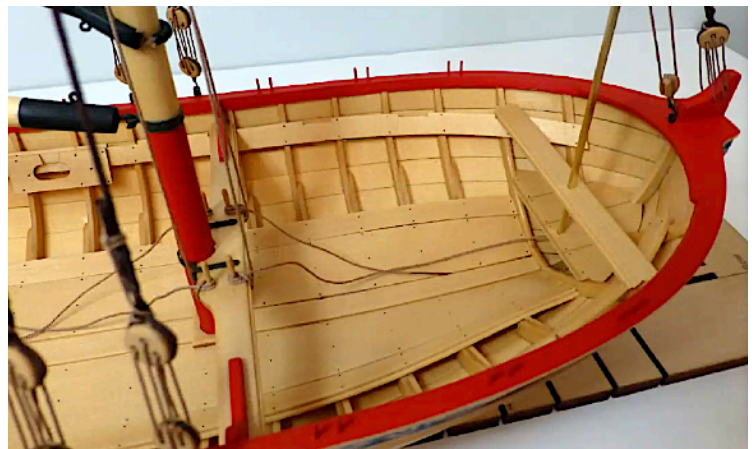
Mike asked two questions. One about repair or rejuvenation old decals that are cracked. Mike Zimmerman said he sprays them with a clear spray and if that fails - xerox them.. and a second about the longevity of old plastic models.



It was agreed that as long as they are kept out of the sunlight, they should survive. Mike Zimmerman said he had no problems with a recent build of an old plastic model.

Mike also presented an issue of The BlueLight, the newsletter of the Friends of the Hunley. This 20th anniversary issue tells the story of the sinking but more importantly, the discovery, raising and excavation of the long lost submarine. The first successful combat submarine in the world.

RYLAND CRAZE. Hampton Roads Ship Model Society



Ryland showed his MEDWAY LONGBOAT by Syren Ship Models. Scale 1/24. Continuing as a work in progress. It has taken Ryland 1 year to get to this point of construction. His work is meticulous and it shows in these photos. The bowsprit is next to be installed.



# SHOW & TELL

JOCHUA FICHMANN



## THE BLACK PEARL

1/50 scale.

Length from bowsprit to the stern is 46"  
The picture was taken in November and Joshua has been working on the masts, yards and rigging since then.

The next step is making sails. He states that the top sails will be set with furled lower sails.

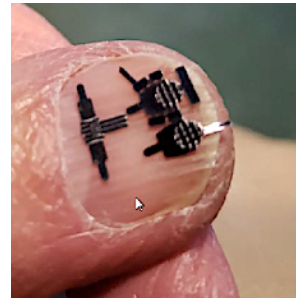
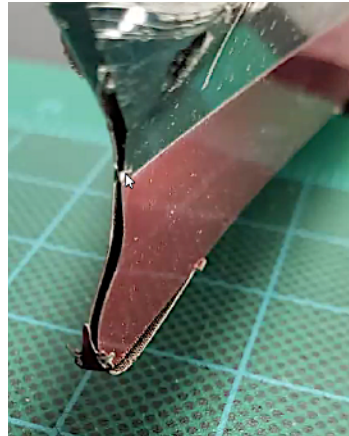
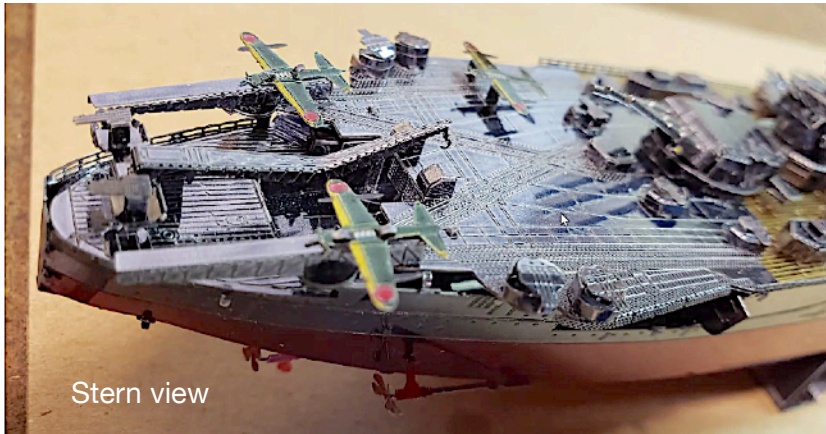
Below are the masts and with shrouds attached and almost all of the hardware. Below left are the rigged spars.



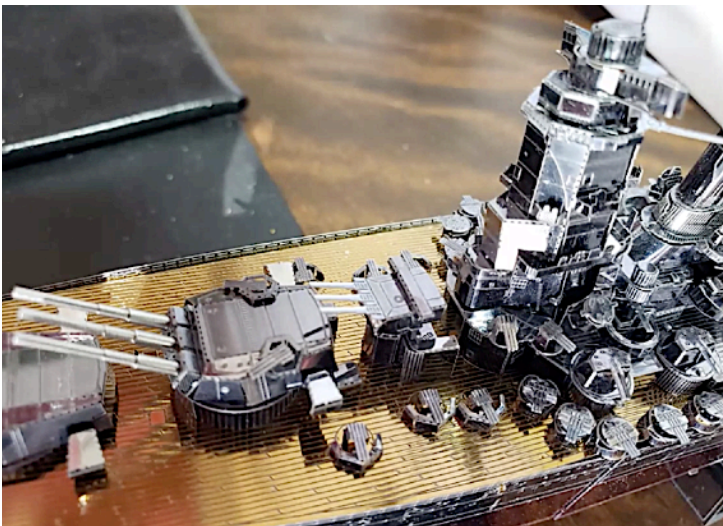


## SHOW & TELL

STEVE BULOVA



Parts on Steve's thumb to show scale.



JAPANESE BATTLESHIP YAMATO Scale 1/700. Built before the second world war. The pictures show the detail of the folded steel parts. The manufacturer is Metal Earth - Iconx. The parts are joined by tabs in slots with the tabs twisted or folded over to hold the parts in place and no glue is used.

Steve pre-painted the deck and hull and suggests that magnetized tweezers are a good tool to have with metal parts this small.





# SHOW & TELL

TOM RUGGiERO Ship Model Society of New Jersey



Tom decided to do some needed repair on some of his models.

DAPPER TOM, Circa 1815, Model Shipways, 8 gun Baltimore topsail schooner, Scale 5:32  
A model built by Tom in 1983.

The rigging was originally linen that came with the kit and was all white. Originally, he had dyed the standing rigging with black shoe polish and the running rigging with Minwax. Over time, the rigging disintegrated.

The flag was made of paper but not acid felt and fell apart. Tom made another using tracing paper, sprayed it with matte medium and furled it. The results are shown at left.



Tom also had some questions

An XY table was given to him by someone that never used it. After sitting for so long, the table was frozen with old grease- would not move. He flooded it with 3 in 1 oil and that did not work. The question is, what to do now?

Mike weaver suggested soaking in naphtha.

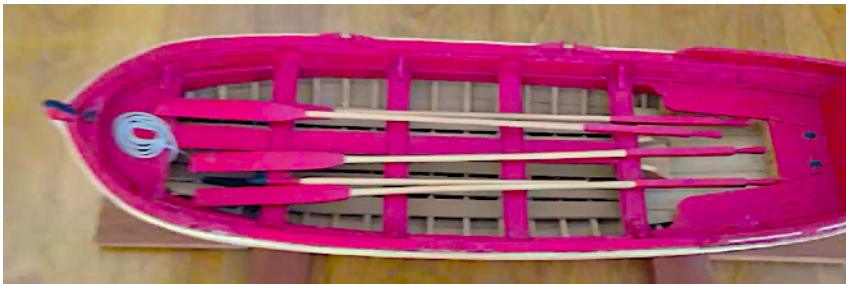
Joe Jordan suggested WD 40.

Ryland Craze suggested Liquid Wrench.

The next question is- once re-assembled, what lubrication is best? Lite oil or grease?

Answers were: silicone grease, 3 in one oil, or any light oil or grease, Gun oil (used inter space).

Joe Jordan suggests: if it slides, grease it, if it is a screw action, oil it.



PINNACE by Syren Ship Models. Scale 1/4"

Tom Displayed this model at the outdoor Pennsville Farm Show. It was blown off the table and the entire stern broken (rudder and everything up to the stern seat, including the oars,) and now repaired.

Interestingly, although 1/2 half the scale of the LONGBOAT, which is made of Alaskan yellow cedar, the PINNACE, made of boxwood and is heavier.



# SHOW and TELL

TOM RUGGIERO



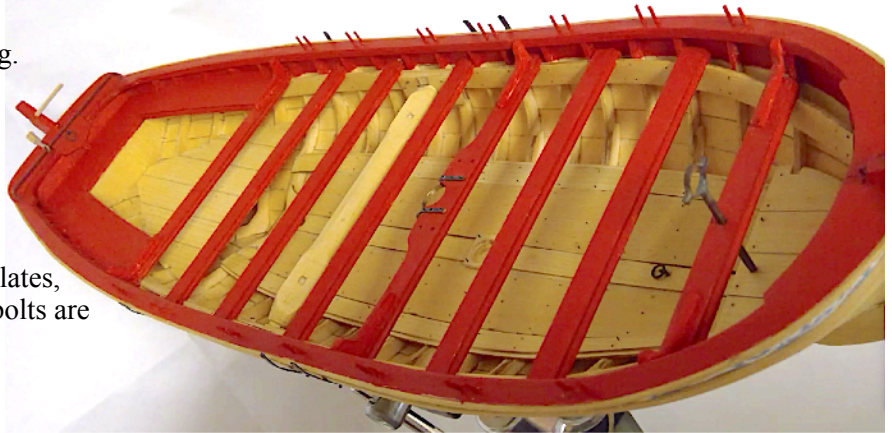
MEDWAY LONGBOAT Circa 1724 By Syren Ship models. Scale 1/48

About is as far as Tom will go with this build.

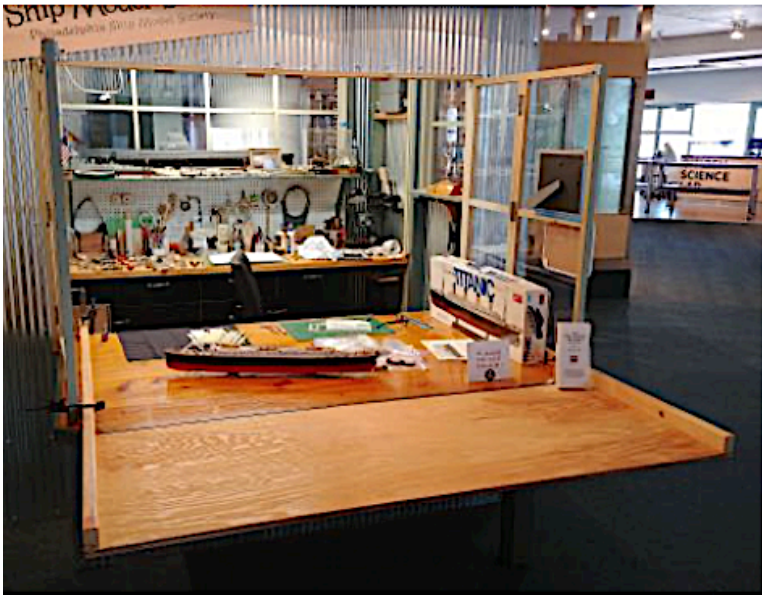
As noted last month, he will not add masts and rigging.

He does however, need to finish the windlass handles and 10 oars. Tom points out that the ironwork should be annealed before the blackening. Makes it easier to drill and form and it takes the blackening solution better.

Even though he is not going to rig the boat, all of the fixtures that you need ; the horse on the stern, chain plates, rigging iron for the bowsprit, lifting and anchor ring bolts are in place.



## THE SHIP SHACK IS BACK!



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 the responsibility, we need volunteers to sit the shack on weekends.

The Ship Shack will be open on weekends starting March 20th. Joe Jordan will sit the Shack on Saturday, March 20th and Mike weaver will do the same on Sunday, March 21st. Please feel free to join them. Meet the public, share our hobby.

# FOR SALE

## USS PERRY BlueJacket Kit

The brig USS Perry was launched at Norfolk in 18143. She was active in suppressing the slave trade, and was active in both the Mexican and Civil Wars.

The kit is 1/8" = 1".

It has a pre-carved bass-wood. It has laser cut wood parts and includes

styrene, brass rod and

thread. the skill level of this kit is marked as high intermediate. She was a beautiful ship.

The price is negotiable.

CONTACT: Ed or Pat Leaf at [pjlebl@comcast.net](mailto:pjlebl@comcast.net) or 609-387-0667



## 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.

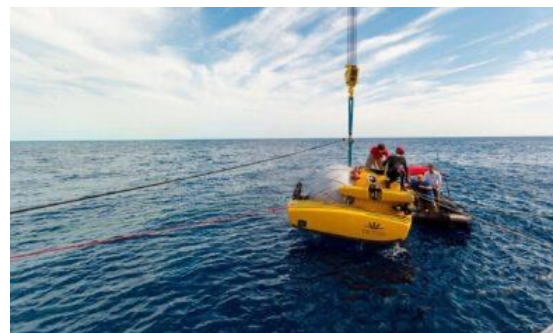
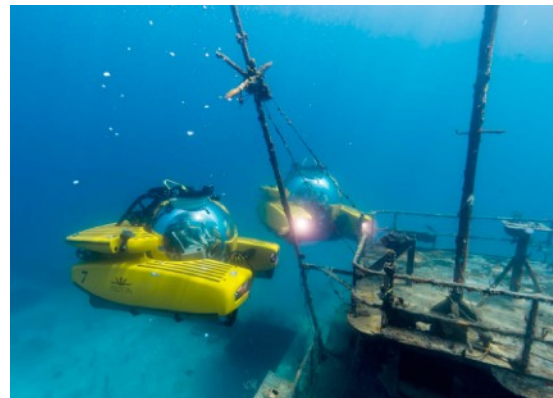
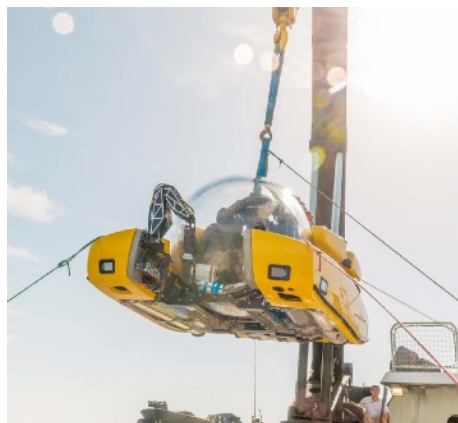


For more information contact us at: [www.thenrg.org](http://www.thenrg.org) or call 585 968 8111



# FOR SALE Triton 006

3 passengers  
2016 TRITON  
located at Triton  
Headquarters  
in Seabastion, FL



Capable of taking a pilot and two  
passengers in comfort and safety to  
depths of 3300 feet (1000 meters)  
Specifications: Length- 13.1 ft  
Height 9.2 ft, Endurance-12 hrs

**PRICE \$3,000,000**



President  
Jim Wheeler.



Vice President.  
Mike weaver.



Treasurer.  
Steve Bulova.



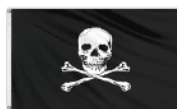
Secretary  
Joshua Fichmann

## PSMS OFFICERS AND EXECUTIVE BOARD

President: Jim Wheeler [jrwheeler@att.net](mailto:jrwheeler@att.net)  
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Secretary: Joshua Fichmann [fichmann@yahoo.com](mailto:fichmann@yahoo.com)  
Treasurer: Steve Bulova [bulovastevl@msn.com](mailto:bulovastevl@msn.com)  
Webmaster: Joshua Fichmann [Fichmann@yahoo.com](mailto:Fichmann@yahoo.com)  
Editor: Ron Spicer. [rspicer33@aol.com](mailto:rspicer33@aol.com)  
Joe Jordan, Representative to ISM. [jjvtown@aol.com](mailto:jjvtown@aol.com)

Fred Signor, President 2020  
Francine Serratore, President 2019  
Todd Wardwell, President, 2018  
Jim Wheeler, President, 2017  
Fred Signor, President, 2016  
Fred Signor, President, Emeritus

## PIRATES OF THE MODEL SHIP WORLD



## DON'T BUY FAKES !!

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

JD Model  
LHQB  
Huasong  
Shi Cheng  
woodenkit (Russian Mfg)

ZHL  
RealTS  
Snail Model  
XinFeng  
Crown

YQ ( YaungQihg )  
Master  
CN  
CF  
ship hai

Moxing  
Microcosm  
WN  
SC  
DUJIAOSHOU



# PSMS ModelCon



The Philadelphia Ship Model Society in partnership with  
the Battleship New Jersey Museum is hosting the

## **3RD ANNUAL 2021 MODELCON**

**ONBOARD THE**

**BATTLESHIP NEW JERSEY**

**7 AUGUST 2021 10AM - 3PM**

## **Seeking Volunteers!**

**COME AND PROMOTE THE HOBBY TO THE GUESTS  
OF THE BATTLESHIP NEW JERSEY!**

- BRING A MODEL **YOU BUILT** OR IS IN PROCESS
- ACTIVELY WORK ON A MODEL
- GIVE AN INFORMAL PRESENTATION
- ENGAGE IN GREAT CONVERSATION
- VOLUNTEERS ENJOY A COMPLIMENTARY TOUR

INTERESTED FOR MORE DETAILS?

**[EMAIL: MODELSHIP@YAHOO.COM](mailto:MODELSHIP@YAHOO.COM)**

