



Quarterdeck

APRIL
2021
Our 90th

THE PHILADELPHIA SHIP MODEL SOCIETY.

www.philadelphia ship model society.com

Launched January 7, 1931

Minutes of the Meeting

The 881st meeting of the Philadelphia Ship Model Society (PSMS) (virtually) was called to order by Vice-President Mike Weaver at 19:00 and began with the Pledge of Allegiance to the flag.



Sick Call: Fred Signor on the mend. Kathleen Wheeler hospitalized. We wish Kathleen a quick recovery.

Visitors: Tom Ruggiero and Bill Brown- the Ship Model Society of New Jersey and Ryland Craze- Hampton Roads Ship Model Society

Presentation; Henry Roger's Collection Video.- presented by Ryland Craze. of the Hampton Roads Ship Model Society.

Show and Tell:

Joshua Fichmann: Progress on the Black Pearl sails and the IJN Morgami.

Spence Delin: Scratch built Chesapeake Skipjack.

Fred Signor: Model Shipways Chesapeake Skipjack.

Joe Jordan: Chesapeake Skipjack.

Ron Spicer: C-2 Scout

Treasurer's Report: No Transactions. Balance the same as last month.

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

The Shack: Joe Jordan and Mike Weaver are back to covering the Shack on Saturday and Sunday.

April minutes and newsletter were accepted.

Farm Days Pennsville, N.J - Set for June 5th

Banner Sign; Nothing to report.

NORTHEAST CONFERENCE: Scheduled for October 2nd 2021, Port and Starboard Conference Center. New London Connecticut.

THE 2021 NAUTICAL RESEARCH GUILD CONFERENCE has been cancelled.

PSMS Modelcon: The Battleship reached out, date set August 7th. Available areas to exhibit are the Officer's Wardroom, Admiral's Quarters, and a tented area on the fantail. All areas are accessible by elevator pending the environment and Battleship NJ schedule. NY Shipcraft Guild would like to participate.

Respectfully submitted.
Joshua Fichmann
Secretary

OTHER NEWS

INDEPENDENCE SEAPORT MUSEUM

Hours of operation (as of April 12, 2021)

Saturday, 10 to 5 PM, Sunday, Noon to 4 PM.

Thurs., Fri., 10AM to 5 PM Closed Mon., Tues. Wed.

Tickets in advance are highly encouraged as well as the requirement that all guests wear masks, ensure social distancing and utilize hand sanitizer stations.

May 10th, will open full time.

*Please note that the National Historic Landmark Ship Submarine *Becuna* remains closed.

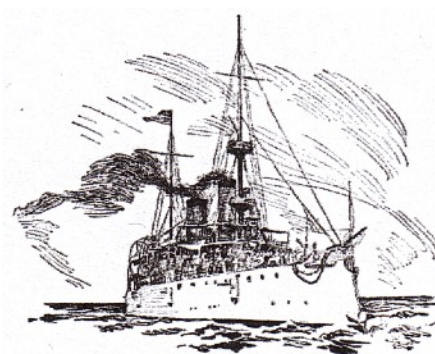


BATTLESHIP NEW JERSEY:

The battleship is open on weekends for tours of engine room and turrets only. The battleship plans to reopen in April with a full arsenal of programs.

MAY PSMS ZOOM MEETING

The next PSMS meeting is scheduled for Thursday, May 6th at 7:00PM. The ZOOM application password will be sent to members.



SHOW & TELL

ED LEAF

IMPERIAL RUSSIAN NAVY SIDEWHEEL GUNBOAT

Patrolled the Alaskan panhandle in the 1860s

POLITKOFISKY, nicknamed POLLY.

Scale 1/8"=1'

The model is wood



Ed says, "All I had to work from was the photo, so much of the work was suppositional, but there were a lot of good clues. Note one unusual feature- the paddle wheels were enclosed by the hull to protect them from ice and debris".

Built of yellow cedar in Russian America at New Archangel (now Sitka Alaska), in the 1850s and was 120 feet in length and 152 displacement. She had early copper boilers and a crosshead steam engine taken from the Imperial Russian Navy ship *Imperator Nikolai I*.

When Russia sold Russian Alaska to the United States in 1876, *Politkofsky* was included in the deal. The gunboat was then sold into civilian service as a tugboat.

As the tugboat Polly, the ship worked along the northwest coast of North America. During the Klondike Gold Rush and into the late 1890s, she operated on the Yukon River, where she sank in 1906.

Photo: Pat Leaf

FRED SIGNOR

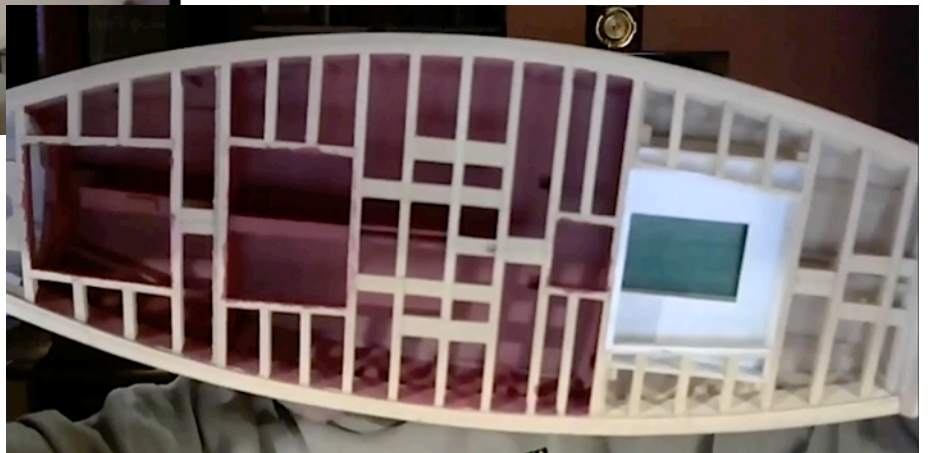


CHESAPEAKE BAY SKIPJACK

Willie Bennett kit. A work in progress.

Fred says some of the framework may be left open on the finished model.

The cabin will be removable to show a completed interior and reveal a stove that Fred has made. The hatch cover will slide open. Photo at upper left shows the herring bone pattern of the planking on the bottom of the hull.



Photos: Screen Capture

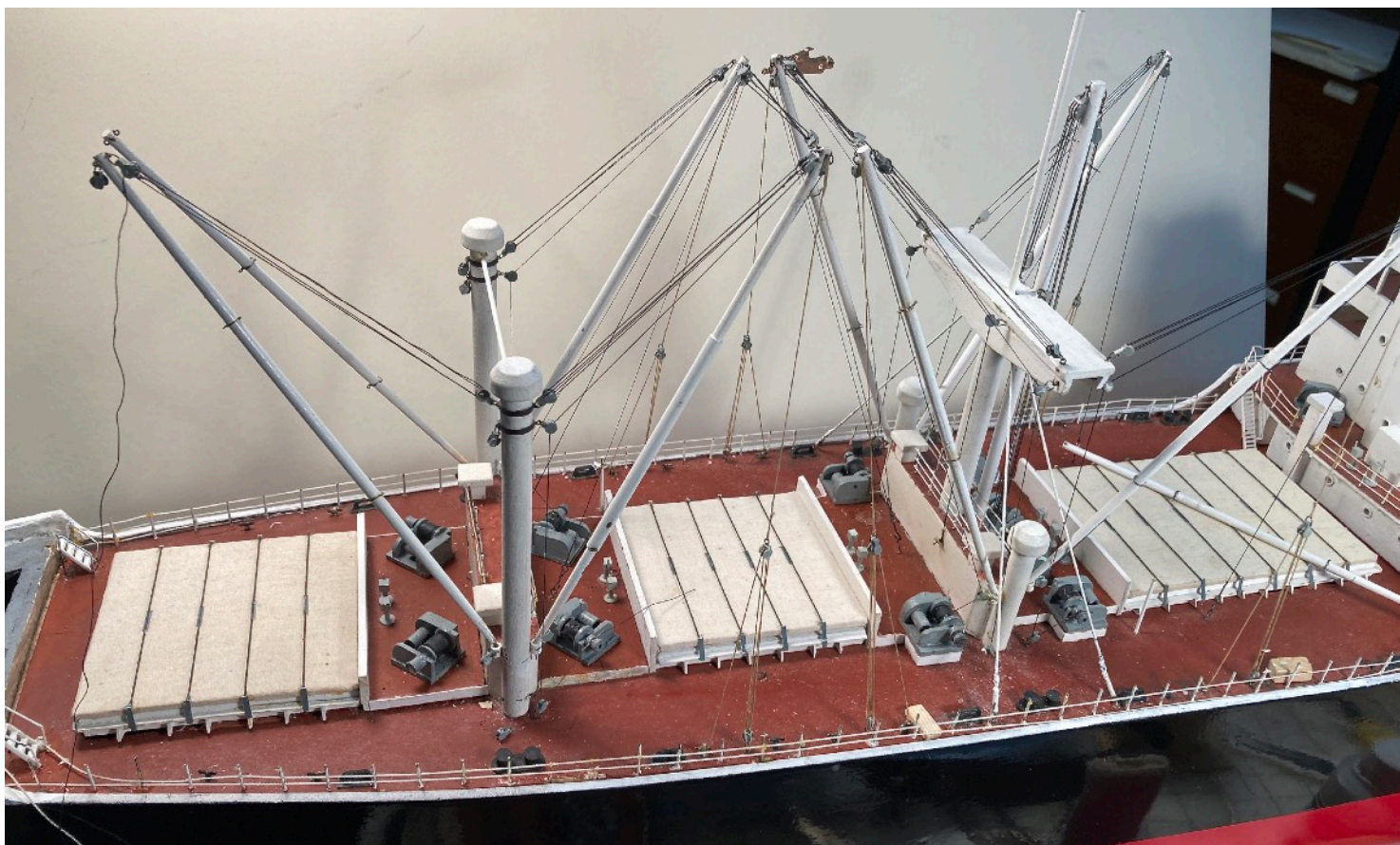
SHOW & TELL

RON SPICER

Photos: Ron Spicer



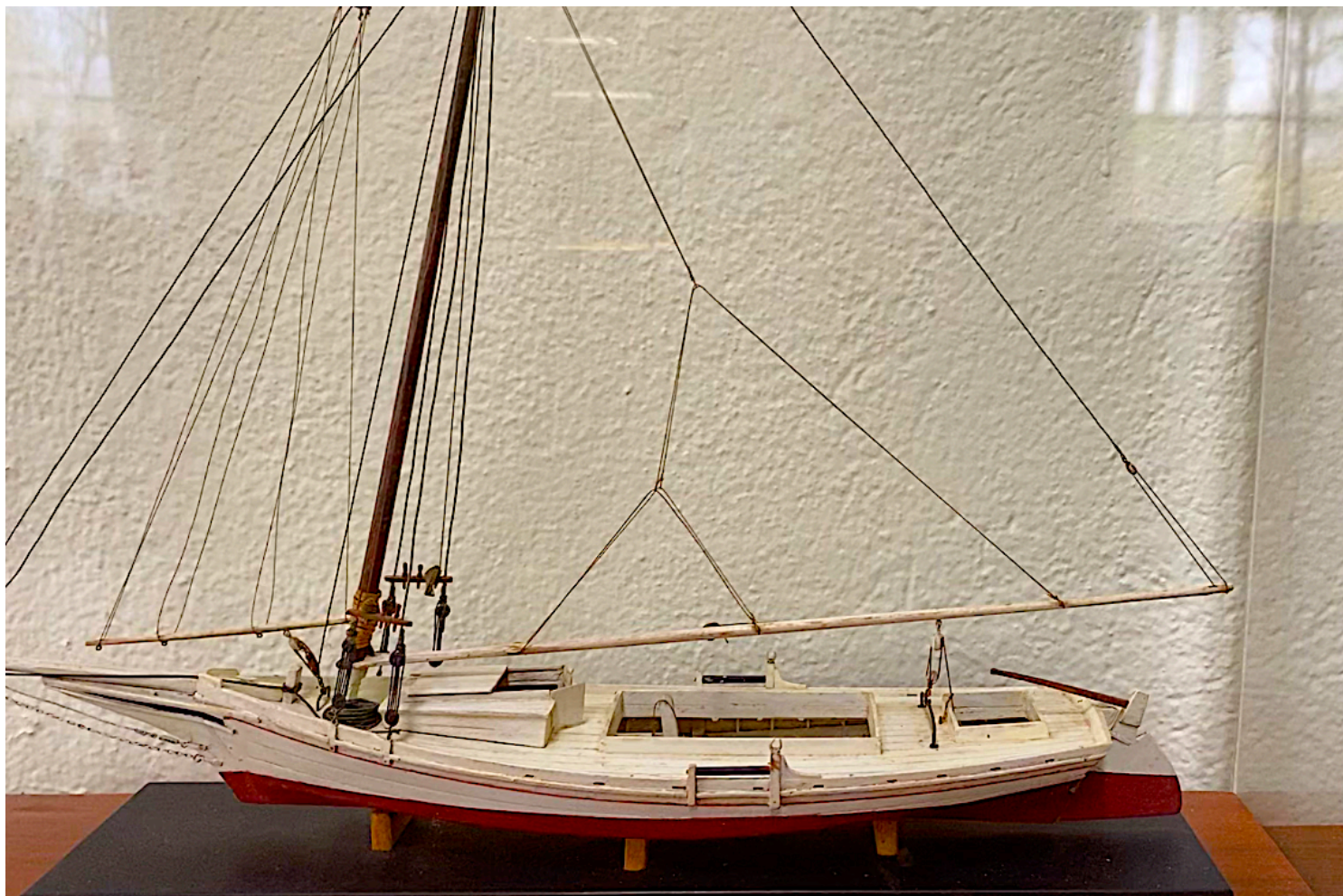
C-2 CARGO SHIP, "American Scout". Circa 1946. Scale 1/110. Sterling Kit, length 50". A work in progress. Rescued wood kit that was missing many parts and all hardware. All metal parts are fabricated including winches, pulleys and blocks.



SHOW & TELL

SPENCE DELIN

Photos by Spence Delin

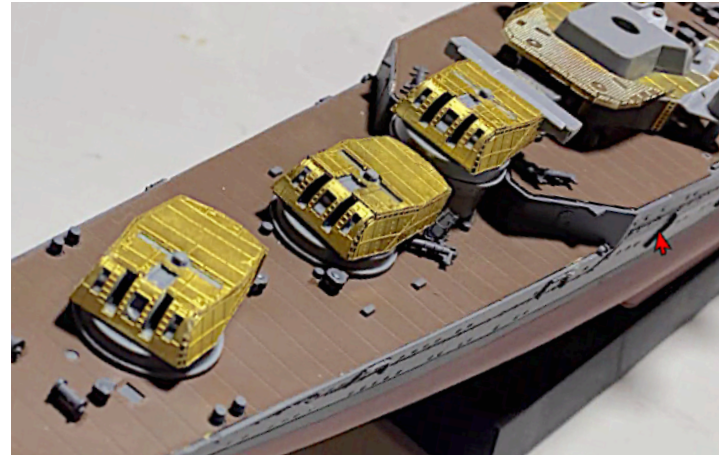


CHESAPEAKE BAY SKIP JACK OYSTER BOAT (DREDGER) Circa 1920. Scratch built by Spence while in the service and stationed in Thailand (50 years ago). Some of these are very old and being used today. Built to be faster than the other boats because it was illegal to fish from an oyster boat. You can see the herring bone pattern in the interior bottom planking,

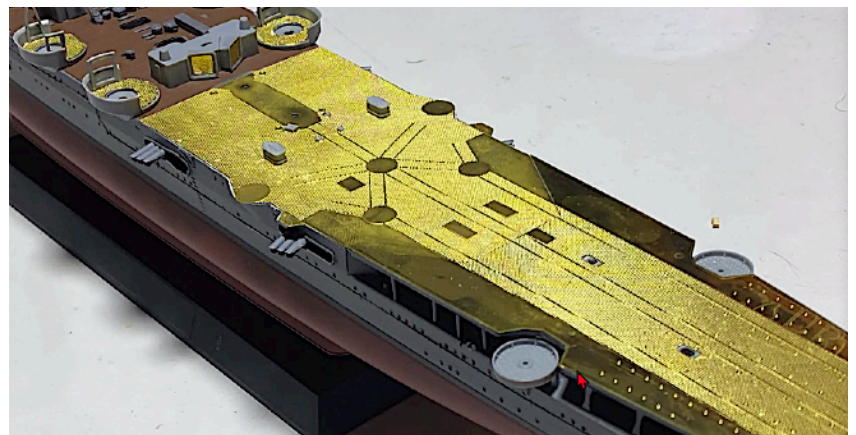
SHOW & TELL

JOSHUA FICHMANN

Photos by Joshua Fichmann

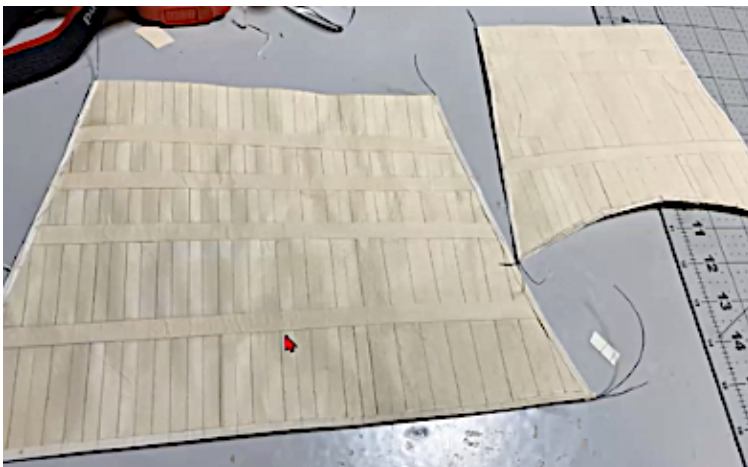


MORGAMI - IMPERIAL JAPANESE NAVY HEAVY CRUISER /AIRCRAFT CARRIER WWII. Scale 1/350
As shown, the brass parts are dry fitted. The hull is airbrushed to preserve the detail.



Wax Rhinestone picker pencils- used for setting beads, buttons and sequins. Joshua used them here for setting the small part by putting a small drop of glue on the back of the part and then attaching it to the model as shown in the upper left of the photo. The photo at right demonstrates how it is used by crafters.

When it was suggested he use a bending brake to bend the brass parts, Joshua responded that he has one, but it seemed to be cumbersome to use compared to using a good pair of tweezers.



Joshua also showed sails from the BLACK PEARL model. Scale 1/150. A work in progress. The fore topsail and to the right, the mizzen. Using the Ron Neilson approach for making sails, (Ron did a demo at the last NE conference which is posted on the PSMS web site) Joshua used silkspan combined with a sheet of paper to give it some rigidity and used 28 gauge annealed wire around the edges in order to shape it. Horizontal reinforcing strips of paper are glued on using acrylic matte.

Photos by Joshua Fichmann

SHOW & TELL



TIPS FROM JOSHUA

FLEXY 5K CA - CONTACT ADHESIVE FOR PHOTO ETCHED PARTS

Joshua bought his from Poland, but now can be bought on line. This CA glue forms a flexible bond that withstands much more punishment than classic, brittle CA. Extended open (150% the standard CA) allows for good positioning of parts. Also good for glueing tricky parts (both PS and metal) that produce tension.



ALSO FROM JOSHUA

Deterrent cat spray protects indoor areas and objects from your pets, including your work bench or exposed models. Uses motion activated infrared to monitor movement up to 3ft. away. When it detects your pet entering an off-limit area, it emits a harmless, odorless and stainless spray to deter your pet from continuing. He leaves them turned on at night on his desk - cats get a blast of fresh air!

JOE JORDAN

Photo by Joe Jordan



CHESAPEAKE BAY SKIPJACK. This model was built by Joe about 30 years ago. He especially likes the sails although he doesn't remember how he did them.

April presentation:

The Henry Huddleson Rogers Collection of Ship Models at the U.S. Naval Academy.

Ryland Craze, a member of the Hampton roads Ship Model Society, showed his copy of the Rogers Collection of ship models.

After acquiring this vast collection of models, The Naval Academy dispersed them throughout the academy. They were displayed on desks in hallways, various other places in the buildings on campus. Damage and deterioration and damage was the result.

To rectify this neglect, a building was constructed and dedicated to the display of this vast collection of priceless works of art and priceless links to our naval heritage.

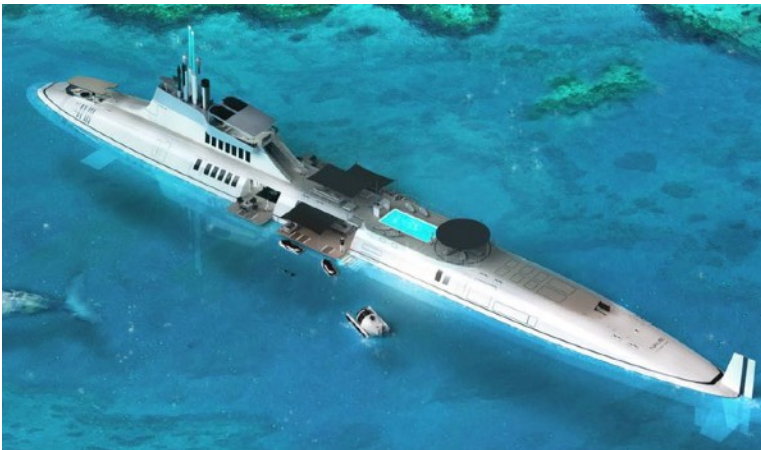
The presentation included below deck scenes of finished rooms, finished walls and floors, capstans, etc.



Ryland Craze

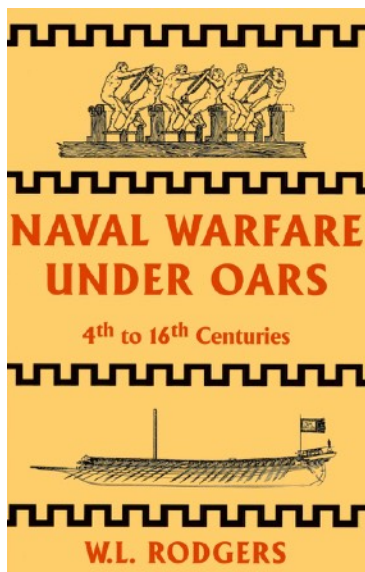


MOTIONCODE BLUE PRIVATE SUBMERSIBLE YATCH MIGALOO



The 377-foot craft mixes pleasure with privacy in a way that no other yacht can. Her cylindrical hull resembles modern navy submarines, but there is no confusing this ship with a war machine, thanks to the bar, in-deck-pool, lounge areas, sun beds and helipad.

The chairs and other furniture. are stowed below decks when Migaloo is submerged, and the pool bottom rises to form a flush deck. There's also a full beam lounge and owner's suite on the forward deck. Eight VIP suites, a cinema, a library, a gym and a gaming room keep guests entertained. Will the Migaloo concept sink or swim?



Naval Warfare Under Oars, 4th to 16th Centuries

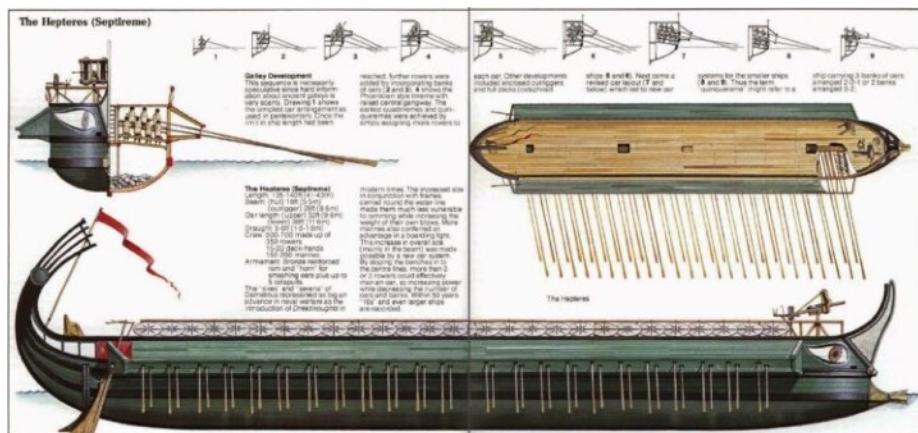
A Study of Strategy, Tactics and Ship Design

By William Ledyard Rodgers

Galley warfare in the the Classical Mediterranean was based on the ram-equipped trireme, which reached its highest level of development in ancient Greece from the 5th to the 1st century BC. Ram-equipped trireme were extraordinarily nimble and fleets of these vessels employed a variety of formations from which they could maneuver to ram and disable other ships During the Hellenistic period, very large galleys were used mainly as platforms for missile weapons and boarding. Once Rome had achieved control of the Mediterranean, galleys became fewer and smaller. During the Dark Ages, the ram was abandoned, and boarding to capture became the dominant tactic.

In the second golden age of Mediterranean galley warfare, from about 1200 to the mid 1600s, the galleys were rowed by single oarsmen on a single level on the upper

deck, rather than in multiple tiers with some of the oarsmen below decks as was common in antiquity. Cannon-armed galleys dominated war at sea in the Mediterranean until the early 1600s, occasionally venturing into the English Channel, and they were used in the Red Sea, Persian Gulf, Caribbean and in Indian waters. In the 1540s, war galleys were introduced into the Baltic Sea, were they were used into the 18th century.



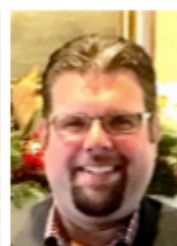
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WRECK OF THE USS JOHNSTON DISCOVERED 77 YEARS AFTER ITS SINKING

In October 2019 a Fletcher-class destroyer was located more than 20,000 feet below the surface, the deepest ever discovered, by the research vessel *Petrel*, but the identity of the ship remained unconfirmed until recently. Now it has been identified by its hull number, 557.



“This is going to be fighting ship. I intend to go in harm’s way, and anyone who doesn’t want to go along had better get off right now”.

Those were the words of Commander Ernest E. Evans on the day The *USS Johnston* (DD557) was commissioned, 27 October, 1943.

On October 20, 1944, *Johnston* joined the Seventh Fleet’s Escort Task Unit 77.4-call sign “Taffy 3” - to defend north Leyte Gulf east of Samar and off San Bernardino Strait and General McArthur’s Leyte beachhead. A pilot reported the powerful Center Force, consisting of four battleships-including super battleship *Yamato* - six heavy cruisers, two

light cruisers, and 11 destroyers, steaming into Leyte Gulf heading directly toward *Johnston* and her small escort carrier task unit. Despite being heavily overmatched, Evans gave the order to attack the Japanese fleet. Under a hail of Japanese fire, *Johnston* fired more than 200 rounds and 10 torpedoes at the Japanese heavy cruiser, *Kumano*, which limped away and survived the battle. Although *Johnston* had hit the heavy cruiser, enemy shells struck *Johnston* as well causing widespread damage and casualties. Evans was seriously wounded. Despite grave damage, no torpedoes remaining, and reduced speed and firepower, *Johnston* commenced a second attack firing 30 rounds into a 30,000-ton Japanese battleship.

Noticing the Japanese were targeting the escort carrier *Gambier Bay* (CVE-73), Evans gave the order to “commence firing on that cruiser, draw her fire on us and away from *Gambier Bay*.” One by one, *Johnston* took on Japanese destroyers, although *Johnston* had no torpedoes and limited firepower. After two-and-a-half hours, *Johnston*-dead in the water-was surrounded by enemy ships. At 9:45a.m. Evans gave the order to abandon ship. Twenty-five minutes later, the destroyer rolled over and began to sink.

Of the 327 man crew, only 141 survived. Evans was not among them. The commander was later awarded the Medal of Honor becoming the first Native American in the U.S.Navy and one of two destroyer captains in WWII to receive the honor.

“In no engagement in its entire history has the United States Navy shown more gallantry, guts, and gumption than in the two morning hours between 0730 and 0930 off Samar”. Rear Adm. Samuel Eliot Morison wrote.

THE SHIP SHACK

The Seaport Museum has chosen PSMS to demonstrate ship modeling to the public. We are one of the few exhibits that can respond when asked a question _one other being the boat shop). To fulfill this responsibility, we need member volunteers to sit the shack on weekends.

The Ship Shack will be open on weekends. Saturday from 10 AM to 5 pm.

Sunday from 12 noon to 4 p.m.

Meet the public, share our hobby and support our Society.

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





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



**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**

FORTHCOMINGEVENTS

June 5th

July 31st

August 7th

August

October 2nd

December

Pennsville N.J. Farm Show

IPMS MosquitoCon Wayne, N.J.

Modelcon

Society Picnic Date to be announced

NE conference

Registration and fees on hold.

Holiday Brunch

Date to be announced

The 2021 Nautical Research Guild Conference has been cancelled.



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 sldvesshsa@gmail.com or 215-495-8889 for more details or if you are interested in joining

Attention: All in person meetings by the Philadelphia Ship Model Society have been put on hold until the Philadelphia Seaport Museum reopens. Our current meetings are held on line.

CORRECTED FLYER FOR THE NORTHEAST SHIP MODEL CONFERENCE

Some of you may have received a complimentary copy of the USSCMSG newsletter, the Broadside. In it was a copy of the flyer which announced the change in date for our next clubs conference to be held on October 2, 2021. However, we should have omitted the registration information, as the registration is on hold. We anticipate activating the registration link in approximately 5 or 6 months. Attached is a new temporary flyer which serves to announce the official change in date. Please feel free to share this.

38TH ANNUAL
NORTHEAST SHIP MODEL CONFERENCE



Saturday, October 2, 2021 - 9:00 AM to 3:00 PM

Port'n'Starbord Convention Center

Ocean Beach Park, New London, Connecticut

- Up to 100 detailed models on display from award winning craftsmen and artists
- The opportunity to display & enter your own model(s) in competition judged by fellow conference attendees
- Vendors offering maritime & modeling books, kits, tools & supplies
- Demonstrations of modeling techniques & procedures
- Featured guest speaker is author & USSCMSG member, Rob Napier who will be speaking about aspects of his life in ship modeling
- Continental breakfast & buffet lunch
- Renew old friendships and make new ones

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

Conference Registration Fees
(All fees are per person)

To Be Determined

Registration Options

To Be Determined

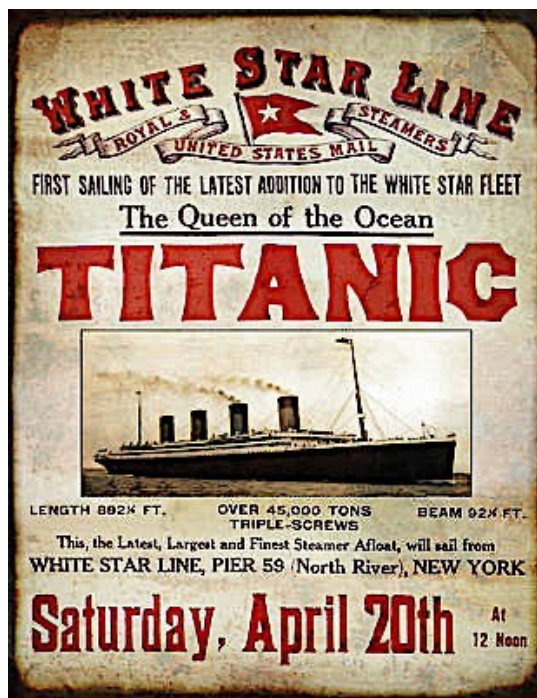


Josh Pyke's guitar boat. Photo by David Boud - Australia

TATE'S WATCH CO.

Back in the 1800s, the Tate's Watch Co. of Mass. wanted to produce other products, and since they already made cases for watches, they used them to produce compasses. However, the compasses were so bad that people often ended up in the wrong city. This of course is the origin of the expression, "He who has a Tate's is lost!"

Contributed by Jerry Kates



109th Anniversary

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

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

River Rockets of the Soviet Age

BY MESSYNESSY



It looks like a prop from Star Wars doesn't it? Trust the Soviets to have the coolest abandoned stuff lying around. During the cold war period and into the 1980s, this rusting behemoth was once part of a fleet of vessels which rose out of the water at high speed and were considered the hero's of Russian river ways. The streamlined Soviet passenger boats used a hydrofoil technology that lifted the boats hull out of the water, decreasing drag and allowing it to travel at incredible speeds of up to 150 km/hr.

They were nicknamed Raketas ("Rockets") and some models were even fitted with airplane engines on each side. Soviet inventor Rostislav Alexeyev was considered the "father" of modern hydrofoil and nearly 3,000 vessels were built for Russian and Ukrainian waterways. Over the years, many different models were introduced with name inspired by the Soviet space age, like "Sputnik", "Comet", "Meteor" and "Stormbringer".

But then came the economic collapse of the Soviet Union and production of the hydrofoils ceased. Vessels were decommissioned, sent to rust away in ship graveyards, like these (below) in a forrest near the city of Perm.

Others found their way out of the Soviet Union as far as Vietnam, where the Voshkod hydrofoil boats are still in

in service. Others are still gliding down rivers in Canada , Greece, Yugoslavia, Netherlands Thailand and Turkey.

For many Russians, hydrofoils are a fond childhood memory from the golden age of Soviet innovation. One wealthy Russian even converted one into a luxury yacht. The one pictured below, found a less glamorous fate as a bar inside what looks like a housing estate in Ukraine.

