



THE PHILADELPHIA SHIP MODEL SOCIETY

# Quarterdeck

JANUARY  
2022  
Our 91st  
Year

Launched January 7, 1931

[www.philadelphia\\_ship\\_model\\_society.com](http://www.philadelphia_ship_model_society.com)



THE USS QUINCY SHOWN IN THIS PAINTING SERVED DURING THE SECOND WORLD WAR IN THE PACIFIC THEATER. THE CRUISER PROVIDED FIRE SUPPORT FOR THE MARINE LANDINGS AT GUADALCANAL, SOLOMON ISLANDS.

USS Quincy, Jack Coggins, painted around 1950. Philadelphia Independence Seaport Museum Collection

Photo: Ron Spicer





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[www.philadelphia ship model society.com](http://www.philadelphia ship model society.com)

Launched January 7, 1931

The 890th meeting of the Philadelphia Ship Model Society was held virtually by Zoom application on January 6th, called to order by President Mike Weaver at 7:10 P.M. and opened with the Pledge of Allegiance to the flag. There were 12 members in attendance. Members present: Ron Neilson, Ron Spicer, Mike Weaver, Steve Bulova, Spence Delin, Joe Jordan, Todd Wardwell, Dr Jim Nutt, Mike Zimmerman, Fred Signor. Meeting recorded by Webmaster Joshua Fichmann. Guest: Tom Ruggiero, Ship Model Society of N.J

**PROGRAM:** Todd Wardwell presented an extremely detailed account of the battle of Turtle Shell Inlet during the American Revolutionary War which occurred over 250 years ago in Wildwood Crest New Jersey. He gave a detailed account of the battle between the Continental Navy and the British. At the end of the power point , he reviewed the naval ships that were involved in the battle from a ship modeler's viewpoint. Great presentation Todd, Well done.

**SHOW AND TELL:** Tom Ruggiero, HMS Liverpool. Mike Zimmerman, carrier USS John F. Kennedy. Mike Weaver, 1778 US navy brig.

**SHACK DUTY:** If you would like to volunteer to sit the shack, call or email Joe Jordan, [jjvtown@aol.com](mailto:jjvtown@aol.com)

**COMMUNICATIONS:** It has been decided. Any information concerning the general membership should be forwarded to [eghannah@gmail.com](mailto:eghannah@gmail.com) and the information will be sent to all members.

## NORTHEAST CONFERENCE REPORT. 4/30/22

**Northeast Conference Committee:** Steve Bulova, Ron Neilson, Fred Signor, Todd wardwell, Joshua Fichmann, Mike Weaver, Pat Leaf , Chair Emerita

The committee has established the following:

Spence Delin-making trophies (9). Todd Wardwell-Supplying speaker and will contact BlueJacket. Ron Neilson -will contact Model Ship World. Todd Wardwell and Ron Neilson-advertising and communications. Mike Zimmerman-table top demonstration. Joshua Fichmann-fundraising raffle prize (Spray booth). Fred Signor-Northeast Conference judge. Steve Bulova-raffle drum. Somewhere on a cargo ship on the seven seas!

We will also need help stuffing envelopes.

**MODELCON COMMITTEE:** Chairman: Joshua Fichmann, Jim Wheeler, Joe Jordan, Mike Weaver, Ron Neilson, and Todd Wardwell-advertising and communications.

**JOSEF MESSMER PASSING:** Joe Jordan announced that the estate attorney for Mr Messmer wants someone to take his entire shop away- -models, tools etc. Two large suv's will be required.

**SECRETARY:** The Society is without a secretary. If you think you can fill the vacancy, contact President Mike Weaver.

**PARKING:** PSMS will subsidize member parking cost at \$10.00 per meeting at ISM until further notice.

**TREASURER REPORT:** Accepted as read .

**NAME BADGES:** Those who need badges contact Spence Delin [sdelin@verizon.net](mailto:sdelin@verizon.net)

**LAST BUT NOT LEAST:** Tom McElhinney wants everyone to know that if you are in the Washington, D.C area, you are welcome to stop in for a visit. His address is 3128 Gracefield Rd., Silver Spring, MD. Phone 410-804-1868. His email is [shipshape51@verizon.net](mailto:shipshape51@verizon.net) Meeting adjourned 9:10 PM.

Respectfully submitted,  
Mike Weaver, President

## FEBRUARY MEETING

### EMERGENCY CANCELLATIONS DUE TO COVID SPREAD

Dr Rathgeber, Dr. Zimmerman and Dr Nutt will be consulted in 3 weeks ( Jan. 27, 2022) and a decision will be made to see if the Society meets face to face at the Seaport Museum or Zoom again.

### BATTLESHIP NEW JERSEY:

The battleship is open for tours every day from 11 am to 3pm. Add a free guided tour of turret II or an engine room

### INDEPENDENCE SEAPORT MUSEUM

#### Hours of operation

Open full time: 10AM to 5PM seven days a week.

#### For PSMS Name Tags

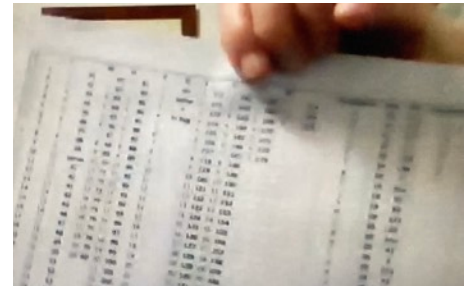
Contact Spence Delin [sdelin@verizon.com](mailto:sdelin@verizon.com)

# SHOW AND TELL

MIKE ZIMMERMAN

Photo: Mike Zimmerman

Photos: Screen capture



AIRCRAFT CARRIER USS JOHN F. KENNEDY CVA 67. Scale 1/700. Trumpeter Plastic kit.

Pictured on his work bench. The 26 planes and 4 helicopters ( with their hundreds of decals) are now on the flight deck. Almost finished, just a few of the deck vehicles to build and add.

Because of the large number of parts, and to make it easier to find them, Mike created a chart and a sheet of small numbered boxes to hold the parts.

Of interest- Mike's wife Bobbie was, at one time, mysteriously stationed on the ship while working at Lockheed Martin. She will never be able to tell him what she did.



MIKE WEAVER



BRIG BLUE SHADOW 1778

Photo; Screen capture

American Navy- a rescued model. A Mamoli kit. Scale 1/64.

The hull has been repaired, stripped of paint, given a honey maple stain and mounted on a base.



## SHOW & TELL

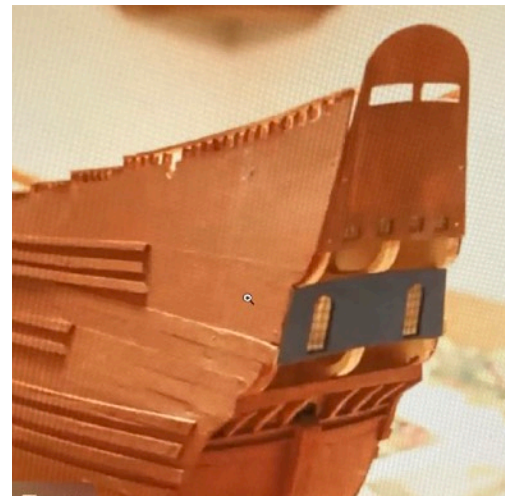


Photo: Screen capture

Mike also showed this nightmare for restoration. Mike has more than once, been “gifted” with models like the one pictured, by visitors to the Shack. What does he do with them? He saves them as a future project. Mike is a regular Shack sitter at ISM. He enjoys the interaction with the visitors and has been known to take them on a spur of the moment tour of the museum.

### JOSHUA FICHMANN: BILLINGS VASA PROJECT HAPPILY RE-HOMED

Photos: Lorraine Ennis



The email traffic is pretty steady for the PSMS and our team does our best to respond to every email. One of those was from a local model builder, Lorraine Ennis of Depford, New Jersey seeking someone to take on her build of the Billings Kit, Vasa No. 490. She had completed the hull planking but physically isn't able to continue. She was very careful with this model and its remaining parts. I agreed that this model should be continued. I posted it on [modelshipworld.com](http://modelshipworld.com).

And very quickly got a message from Robert of Philly. He's fairly new to the ship modeling hobby, however, has recently completed a fully rigged Occre HMS Beagle as his first model. Through meeting Robert, I discovered he is interested to join our club and will be attending the next meeting. And! Because Robert is documenting his build in a log on [modelshipworld.com](http://modelshipworld.com), Lorraine will be able to follow Robert's progress.



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## SHOW & TELL

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JOSHUA FICHMANN

Photo: Joshua Fichmann



A RAVENSBURGER PUZZLE - THE BOMBARDMENT OF ALGIERS by Thomas Luny. It depicts the heavy bombardment of the harbor of Algiers by a fleet of Anglo-Dutch ships under the command of Admiral Lord Exmouth, and the ensuing destruction on 27 August 1816.

Joshua says, "A 9000 peice puzzle I saw in an education store in Peddlers Village, Pennsylvania but it took a couple of years before life allowed me to build an 8'by 5' puzzle. It started with building a frame. Plywood comes 8'x 4' but I wanted a single smooth surface to build on , so I turned to fiber board. The rest of the frame was 1" x 3"s and 1" x 6"s and very heavy. I transported the frame with me from New Jersey to New Orleans and back to New Jersey before I was able to commit a space to build. It took a year to complete. The plan always was to mount the puzzle once it was completed.

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*"A mind that is stretched by a new experience  
can never go back to its old dimensions."*

*Oliver Wendell Holmes*



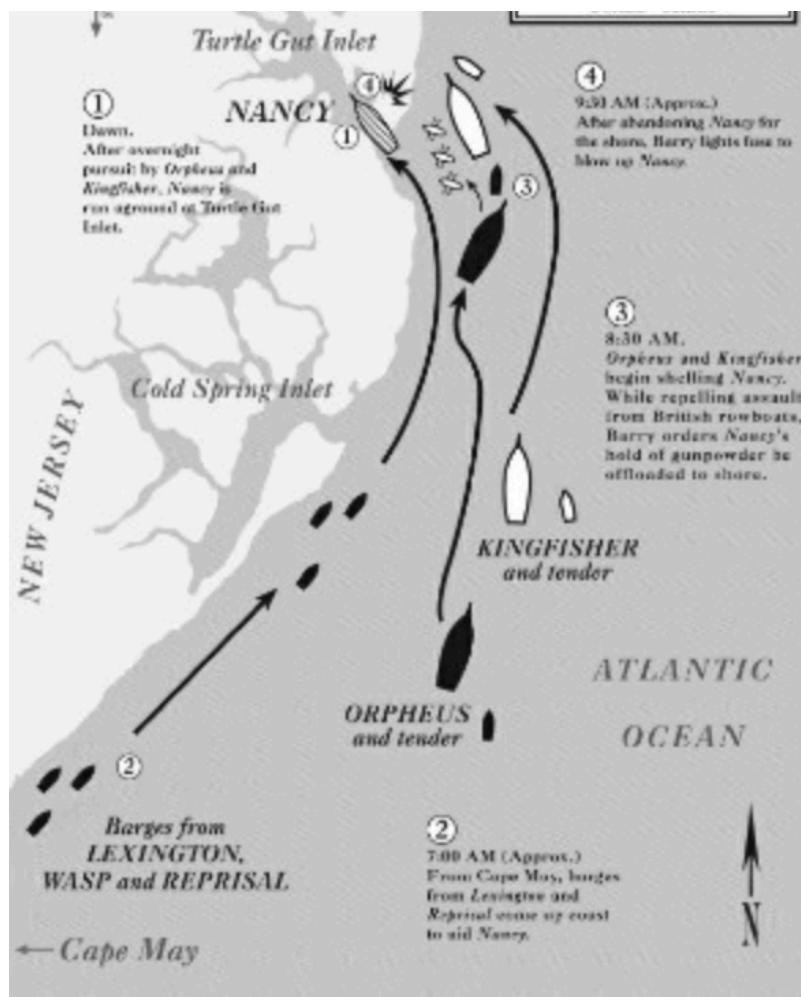
## January Program:

# THE BATTLE OF TURTLE GUT BAY

By todd Wardwell

*Reviewed by Mike Weaver*

If you tuned in to the January Zoom meeting you were treated to a well researched and illustrated presentation of the June 28-29, 1776 of the Battle of Turtle Gut, New Jersey, during the American Revolutionary War presented by Todd Wardwell. Todd presented a detailed account of the Battle of Turtle Shell Inlet during the American revolutionary War which occurred over 250 years ago in Wildwood Crest, New Jersey. He gave a detailed account of the battle between the Continental Navy and the British. At the end of the power point presentation, he reviewed the naval ships involved in the battle from a ship modeler's eye. A great presentation Todd. Well done.



## TOM RUGGIERO

### HMS LIVERPOOL

Built in 1757

A 28 gun Coventry class sixth rate frigate.

A participant in the battle of Turtle Gut Bay.

Previously reviewed in the December 2020

Quarterdeck. An excellent scratch build with a painted 5 man crew in HO scale.



Screen capture





# TEST FIRING A 1628 VASA REPLICA 24 POUND GUN

A 2014 You Tube posting by GunFun



A 24-pound gun was successfully fired at a newly-built section of the Royal Swedish warship Vasa's hull on Wednesday (October 22, 2014). The firing was part of a research project which aimed to show how sea battles during the early 17th century were fought and the effect guns had in these battles. The research project, funded by Friends of the Vasa Museum support association, will look at the firing distances chosen and the impact of different kinds of ammunition. It also sought to understand under what conditions the gun crews were operating, exposed to blast waves, noise and smoke and operating heavy weights on a moving platform. According to the Friends of the Vasa Museum, the test firings were successful and showed the Vasa's cannon had considerable fire power and fairly good precision at moderate distances. The Vasa sank on her maiden voyage in Stockholm in 1628 and was salvaged in 1961. It is the only preserved 17th century ship in the world and can now be seen in a specially built museum in Stockholm. Copies of Vasa's gun carriage, cannon, a 24-pound cannonball and a 4.5 x 3.4 meter section of its hull in solid oak were produced for the test. Gun powder with a similar chemical composition as used on Vasa was also made in Germany. The photos below demonstrate the widespread wounding effect oak splinters would have on the crew.



Thanks to Todd Wardwell who included this You Tube video at the end of his presentation.



*Happy Valentines Day*



## PSMS SHOW N' TELL PRESENTATION FORM

Member: \_\_\_\_\_ Date: \_\_\_\_\_  
Model presented: \_\_\_\_\_ Kit manufacturer: \_\_\_\_\_  
Country of manufacturer: \_\_\_\_\_ Scale: \_\_\_\_\_ Scratch built: \_\_\_\_\_  
Materials used in kit (wood, plastic, resin, etc): \_\_\_\_\_  
Type of vessel (sailing, pleasure, military, etc): \_\_\_\_\_  
Circa: \_\_\_\_\_ Ships origin (country): \_\_\_\_\_ % of completion: \_\_\_\_\_  
Estimated date of completion: \_\_\_\_\_  
Additional comments (ship's history, unique features, etc):  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Were you happy with the kit? \_\_\_\_\_  
\_\_\_\_\_

What were you most pleased with regarding this project?  
\_\_\_\_\_  
\_\_\_\_\_

If you were to build this model again, what would you do differently (if anything)?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you have any suggestions regarding building techniques that you would like to share with our membership?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Would you like to ask our membership for advice on how to overcome any problem areas, which you may have encountered?  
\_\_\_\_\_  
\_\_\_\_\_

Is there anything else that you would care to share with us concerning this project?  
\_\_\_\_\_  
\_\_\_\_\_

If you presented something other than a Ship Model describe it below.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**IF ADDITIONAL SPACE IS REQUIRED USE THE BACK OF THIS FORM. PLEASE SUBMIT THIS COMPLETED FORM TO THE SECRETARY AT THE CONCLUSION OF YOUR PRESENTATION FOR QUARTERDECK INPUT PURPOSES.**



# THE SHIP THAT BECAME A BOMB

by Ed Caesar

Excerpts from *The New Yorker* magazine article

Stranded in Yemen's war zone, a decaying supertanker has more than a million barrels of oil aboard. If—or when—it explodes or sinks, thousands may die

Soon, a vast, decrepit oil tanker in the Red Sea will likely sink, catch fire, or explode. The vessel, the F.S.O. Safer - pronounced "Saffer" - is named for a patch of desert in central Yemen. In 1987, the Safer was redesigned as a floating storage-and -off-loading facility, or F.S.O., becoming the terminus of a pipeline that began at the Marib oil fields and proceeds westward, across mountains and five miles of seafloor. The ship has been moored there ever since, and recently it has degraded to the verge of collapse. More than a million barrels of oil are currently stored in its tanks. The Exxon Valdez spilled about a quarter of that volume when it ran aground in Alaska in 1989.

The Safer's problems are manifold and intertwined. It is 45 years old—ancient for an oil tanker. Its age would not matter so much were it being maintained properly, but it is not. In 2014, members of one of Yemen's powerful clans, the Houthis, launched a successful coup presaging a brutal conflict that continues to this day. The Houthi leadership has obstructed efforts by foreign entities to inspect the ship or to siphon its oil.

A vessel without power is known as a dead ship. The Safer died in 2017, when its steam boilers ran out of fuel. A boiler is a tankers heart, because it generates the power and the steam needed to run vital systems. Two diesel generators on deck now provide electricity for basic needs, such as laptop charging. But crucial processes driven by the boiler system have ceased—most notably, "inerting," in which inert gases are pumped into the tanks where the crude is stored, to neutralize flammable hydrocarbons that rise off the oil. Before "inerting" became a commonplace safety measure, in the 1970s, tankers blew up surprising often, with lethal consequences: in December, 1969, three of them exploded within 17 days, killing four men. Since the boilers on the Safer stopped working, the ship has been a tinderbox, vulnerable to a static-electric spark, a discharged weapon, a tossed cigarette butt.

Many people familiar with the Safer liken it to the dockside warehouse in Beirut, packed with ammonium nitrate, that exploded last year. That blast killed 218 people and destroyed a swath of the city: nearly eighty thousand apartments were damaged. Beirut's plight was predicted too—six months before the explosion. Safer has recently been described as a "bomb."



Yachts are compared by length, and containers ships are compared by cubic capacity, but oil tankers are compared by "deadweight"—the maximum tonnage they carry when fully laden. The Safer is one of the biggest ever built. Completed in 1976, it measures more than four hundred thousand deadweight tons. It is eleven hundred feet long and two hundred feet wide, and can carry more than three million barrels of oil.

Owned by Exxon and classifieds an ultra-large crude carrier, it resembled a giant barge more than a traditional seagoing ship. When the ship was fully laden, its "draft"—or depth below the waterline—extended more than seventy feet. It could be berthed only in the world's deepest ports. The English Channel was very nearly impassible for the ship and it could not steam through the Suez Canal.

In the years when the ship was being built, this unwieldiness was hardly considered a liability. From the beginning of the six day war in 1967, until 1975, the Suez Canal was closed to commercial shipping, and for most of this period oil was relatively cheap. Shipbuilders and oil companies began designing ever-bigger tankers, to make the transport of crude oil more economical. Ultra-large crude carriers were so enormous that Exxon offered bicycles to senior officers stationed on them, to make crossing the deck faster.



## 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

## PARKING

**PSMS WILL  
SUBSIDIZE YOUR  
PARKING COST**

**AT \$ 10.00  
PER MEETING AT ISM  
OR SHACK SITTING  
UNTIL FURTHER  
NOTICE**

## MODELING TIP OF THE MONTH



## WAXED RIGGING LINE

The easiest way to wax rigging line is to take a small bottle and fill it with lighter fluid. Cut up some pieces of bees wax and place them in the fluid. The wax will dissolve and you will end up with pasty wax cream. When the mixture is ready, fold the line into the bottle with a forked stick. Pull the line out through the mixture. The fluid will evaporate leaving an even coat of wax on the line. You can also apply the mixture with a paintbrush to the lines already on the model. The advantage to this is that there is no damage or unraveling of the line. It is also fast.



## 2022 DUES NOTICE

Bring a check or cash to a meeting. Dues are \$35.00 for an individual membership or \$40.00 for a family membership. Please make the check out to PSMS. Fill out the form and return with cash or Check in the proper amount

### CLIP AND RETURN WITH YOUR PAYMENT

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

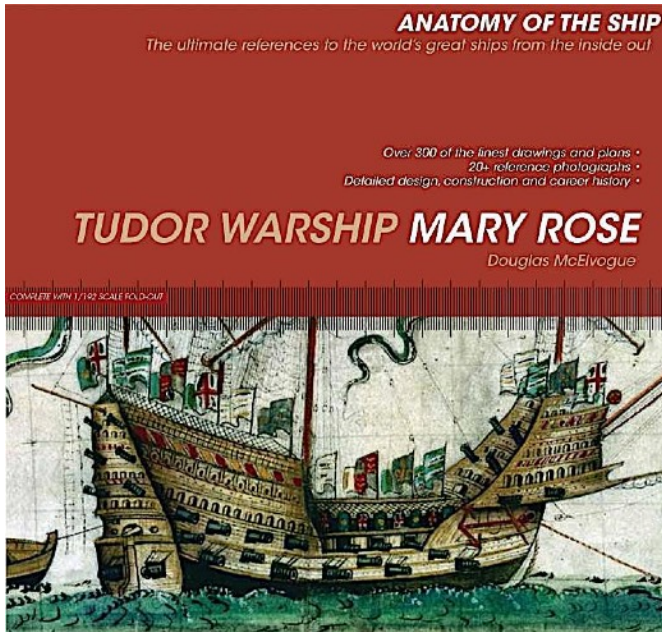
PH \_\_\_\_\_ EMAIL \_\_\_\_\_

AMOUNT ENCLOSED \_\_\_\_\_

### SEND TO:

**Steve Bulova  
Treasurer, PSMS  
4631 Larchwood Ave.  
Philadelphia, PA 19143**



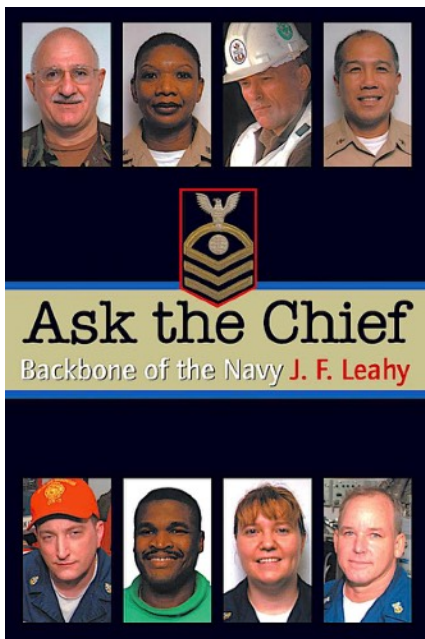


## ANATOMY OF THE SHIP TUDOR WARSHIP MARY ROSE

By Douglas McElvogue

A new selection in the Anatomy of the Ship series, Tudor Warship Mary Rose is a unique insight into the architecture and construction of the iconic ship of the Tudor period. This comprehensive reference includes over 200 scale drawings detailing every part of the ship's interior and exterior from keel to masthead. As with other books in the series, Tudor Warship Mary Rose is a radical departure from the usual monograph approach, instead providing conventional ship plans as well as explanatory perspective views with fully descriptive keys.

In addition to describing the ship's structure and anatomy, McElvogue also utilizes archaeology to trace the development and career of Henry VIII's famous warship while placing it in the context of wider developments in shipbuilding. This book will surely appeal to model makers, historians, archaeologists and enthusiasts alike.



## ASK THE CHIEF Backbone of the Navy

By J.F. Leahy

Whenever sailors are confronted with the “unsolvable” problems— be it a fouled anchor or paint that won't dry— they often throw up their hands and exclaim, “ We'd better ask the Chief.” That refrain heard through generations throughout the Navy, is the theme of Jack Leahy's newest book. Written at sea, his book provides a compelling picture the Chief Petty Officer's community in the U.S.Navy. As a guest of the Chief Petty Officer's mess aboard USS *George Washington* during Operation Enduring Freedom, Leahy was granted complete and unfettered access to all areas of the massive carrier and the other ships in her battle group. He interviewed Nearly one hundred Navy Chiefs from the aviation, surface, submarine and special warfare communities and recounts their stories of daily life at sea. In doing so, he presents the true backbone of the modern Navy: the wisdom, character and dignity of the Chief Petty Officer's community. This book of contemporaneous oral history follows the format that proved so successful with Leahy's earlier book on Navy boot camp. Color photographs help bring the story to life.

## PIRATES OF THE MODEL SHIP WORLD



Support legitimate kit makers.

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 SHIP MODEL SHACK



## SHACK DUTY - A REMINDER

Our club has worked very hard to establish the Shack. We, as a group, have to share the coverage and the responsibility of promoting ship model building and the club. Those who can are urged to step up. See if you can volunteer one day a year.

Thank you.

(Mike Weaver)

**PARKING COSTS WILL BE REIMBURSED !**



**Give a day to the ISM Shack experience.**

Sat. 10 AM to 5 PM or Sunday 12 noon to 4 PM

Contact: Joe Jordan [jjvtown@aol.com](mailto:jjvtown@aol.com) 609 518-9672

**NOTICE : At the present time, Shack sitters will have to pay to park. Parking costs will be reimbursed thru the Treasurer Steve Bulova. Call 215-747-7441 or email [bulovasteevel@msn.com](mailto:bulovasteevel@msn.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**



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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

## FORTH COMING EVENTS

April 30th

**Northeast Conference**

**PSMS host**

August

ModelCon Date to be Announced

June

Pennsville Farm and Craft Show

Date to be announced

July 4th

Independence Day



### SOCIETY SECRETARY PSMS needs a secretary!

The Secretary records the minutes of pertinent activities and business details at membership meetings and Board meetings.

If you are willing to volunteer

Contact Mike Weaver at:

[eghannah@gmail.com](mailto:eghannah@gmail.com)



## 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**



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

# 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



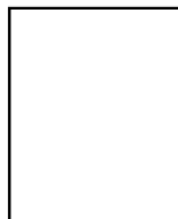
President  
Mike Weaver.



Vice President  
Mike Zimmerman



Treasurer  
Steve Bulova



Secretary

## PSMS OFFICERS AND EXECUTIVE BOARD

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Vice-President: Mike Zimmerman [mzimmer5936@gmail.com](mailto:mzimmer5936@gmail.com)  
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Jim Wheeler, [President, 2017](#)  
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Jim Wheeler, [President Emeritus](#)

## 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:

[spicer@icloud.com](mailto:spicer@icloud.com)