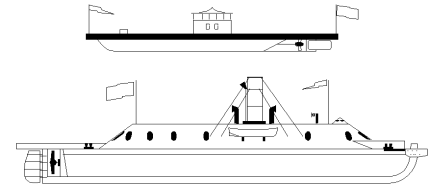


Hampton Roads Ship Model Society

Logbook



No. 166

<http://members.xoom.com/>

April, 2000

MINUTES



Webmaster's Note: The minutes are missing from the original document. These are copied from an html page created from the original document before they were (apparently) deleted by mistake. Some reformatting may have been done at that time.

Date: 3-10-00. The meeting was called to order by the Skipper at 2000 hours.

Place: 105 Accomac Trace, Yorktown Va.

Guests: Dave Baker 3rd, Jim McCarthy 1st, Mark Heilenday 1st

Reports: The minutes were approved as published. The purser gave his report.

New members: It was noted that this was Mr. Baker's third meeting. He was asked if he wished to join the HRMS. When he replied in the affirmative, he and the other guests were asked to leave the room. Following the traditional ritual, the guests returned and Mr. Baker was welcomed as a new member. He was promptly badgered for his membership dues.

Old Business: There was discussion of the HRSMS Annual Banquet to be held on April 1. The question was raised about the location of the April meeting. Len Wine and Tom Saunders stepped to the mast and said they would find a location for the April meeting. Bill Clarke said that five people had registered at the Raddison for the NRG Conference.

New Business: There was a motion to renew [NRG](#) membership at the previous level of \$75. This motion was passed.

Show & Tell: Dave Baker showed fliers for a new magazine *Ship Model Journal*. Alan Frazer had fliers for the Western Ship Model Conference and OpSail 2000. Jim McCarthy presented brochures for the Mantua kit of the Amerigo Vespucci. Jack Bobbitt showed his latest project, the 1867 Baltimore brigantine, George Latimer in 1:64 scale. John Cheevers showed his current project, the yacht Rachael Carson, with attention to the photo-etched parts. He also showed a line plan from the Cramp Shipyard of the collier Lebanon.

Presentation: Due to technical difficulties, the scheduled presentation will be given at a later date.



Mystery Photo



Welcome to Mystery Photo, Logbook No. 166. This month's photograph is a real treat, an outfitter's delight! Who wouldn't want to decorate their model with this kind of detail? If this picture doesn't whet someone's appetite, none will. Heck, I think I'll stop writing and go out to the shop and make some sawdust, or brass filings, or pencil shavings! I really enjoy these good, clean close-up photos that reveal the hidden detail --the nuts and bolts of a vessel.

Since I can't slink off to the shop now--my mission here is see if we identified the vessel or the scene--I'd better get on with the program. What can we say about the information contained in this photograph that could aid our investigation? Should we remark on the twin rifles--one under each bridge wing? How about the water cooled machine gun atop the pilothouse, or the single cowl ventilator, or the massive windlass and neatly fluted chain pipes? Does the sailor in the foreground with the "Dixie cup" hat provide a clue to the

(Continued on page 2)

ANNUAL HRSMS MEMBERSHIP FEES ARE NOW DUE

Annual membership dues are \$12.00. Non-member subscription rate for the Logbook is \$8.00.

Send payment to the Purser, John Cheevers 414 Burnham Pl. Newport News, Va. 23606. Make checks payable to HRSMS.

(Continued from page 1)

vessel's identity? Does his uniform help narrow the time window? What do you think he is doing?

How often do you see an arrangement where the bridge is set so far forward. And when have you seen one that was built so low? Notice the single pole mast with those wide, wide stays. Makes you think either the mast is not all that tall or the vessel is fairly wide. Why was it constructed that way? Look at the amount of camber built into the deckhouse and the absence of camber in the searchlight/signaling lamp platforms! Down on the deck-I think its safe to call it a forecastle-we see wood decking and a low breakwater. Would it be fun to model that decking? Everything is so neat, clean and orderly. Somewhere there is a ship to match to this photo! Do any of these things point anyone to the proper identification?

They should!

I get the impression that we are dealing with a fairly large ship. Furthermore, we know this is a naval vessel but probably not a warship. That must make her an auxiliary of some sort. Marc Heilenday suggested that she might be a collier like Proteus or Orion. My first guess was the converted tanker Patoka. A long distance player even suggested that this might be a harbor defense vessel and his description of the sailor in the foreground probably brings back vivid and quite possibly bad memories. None of these guesses proved right, but the suggestion that she may be a collier was awful close. So, where are my steel navy experts?

To solve this mystery, the first question I asked myself was "why is the bridge constructed so low, and why is it placed so far forward?" This unusual arrangement must have been the result of a modification or special purpose design. It just didn't seem to fit the standard profile for ship design and appearance. Was there a fixed obstacle like a low bridge she had to sail under, a-la the Rhine River barges? Identifying a ship with this bridge along with the twin single 5-inch mounts, one tucked under the leading edge of each bridge wing, proved slightly more difficult than I expected. I had to gather all the usual suspects and sort them out to find this ship. If it weren't for my memory suddenly engaging, there would be no column. The low bridge proved to be the clue and that realization drove me to find the correct ship.

Searching through Paul Silverstone's U.S. Warships of World War I, in the section devoted to naval auxiliaries, I found a photo of Cyclops (AC-4) and she carried her bridge well forward, located just at the after end of forecastle deck. On that forecastle deck was a single, large windlass that served port and starboard anchors. Unfortunately, or fortunately, our vessel wasn't Cyclops since nothing else forward matched our mystery photo and her disappearance in 1918 provides its own mystery. It's her sister ship that we are interested in. Cyclops sister is none other than Jupiter (AC-3). For those of you who still don't know, Jupiter became Langley (CV-1), upon her re-commissioning as Aircraft Carrier number 1 on March 20, 1922. For this discussion, I'll use the particulars that apply to her "carrier" days. While Jupiter was a relatively large vessel for her time, Langley was rapidly being outclassed in size by new construction.

According to DANFS, She displaced 11,500 tons, was 542-feet in length, 65-feet at the beam, and drew 18-feet 11-inches of water. Her speed was outrageous at 15-knots (remember her collier origins.) Her compliment was 468 officers and men, and she carried 4, 5-inch rifles and 55 aircraft.

As part of Jupiter's conversion to an aircraft carrier, her original three deck high bridge was replaced by a shorter two deck high affair that was topped by the forward end of the flight deck. Voila! Things were starting to fit together. But this explanation doesn't explain her appearance in our photo. The answer to that was easy to find, now. In 1937, Langley again completed a conversion when the forward 200-feet of her flight deck was removed and her classification changed to (AV-3). This made her a seaplane tender/aircraft transport. The performance of then modern day aircraft had exceeded her capabilities.

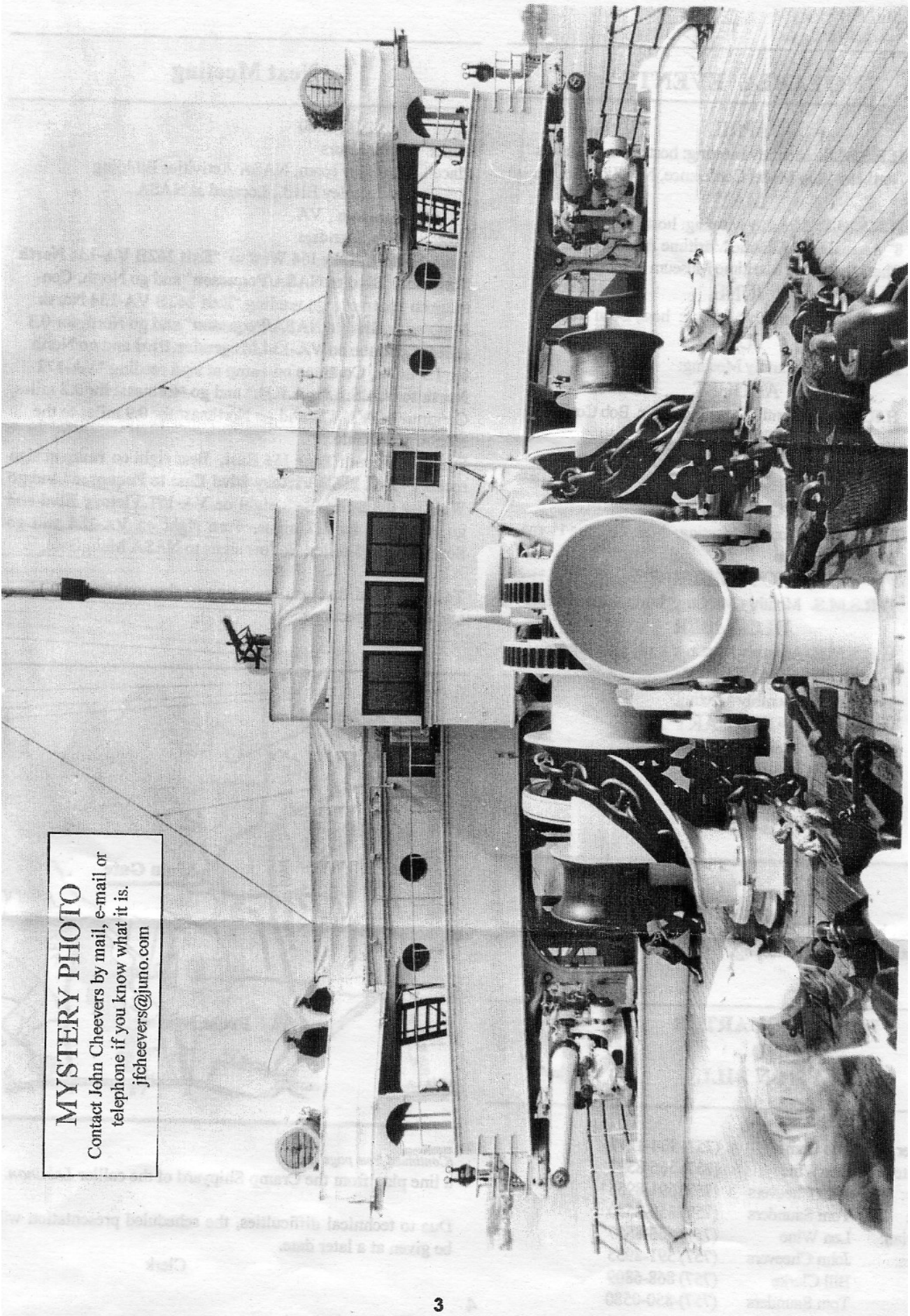
America's entry into World War II added the final chapter to her varied career. This is taken from DANFS: "Early in the morning 27 February, [1942], Langley rendezvoused with her antisubmarine screen, destroyers Whipple (DD-217) and Edsall (DD-219). At 1140 nine twin-engine enemy bomber attacked her. The first and second Japanese strikes were unsuccessful; but during the third Langley took five hits. Aircraft topside burst into flames, steering was impaired, and the ship took a 10-degree list to port. Unable to negotiate the narrow mouth of Tjilatjap Harbor, Langley went dead in the water as inrushing water flooded her main motors. At 1332 the order to abandon ship was passed. The escorting destroyers fired nine 4-inch shells and two torpedoes into the old tender to insure her sinking. She went down about 75-miles south of Tjilatjap with a loss of 16."

Well, that about wraps up this mystery. The photograph was made sometime between 1937 and 1941. During that time she made deployments to locations along both coasts. Clarke will have to give us the correct time and place. As for me I'm off to the shop!

John Cheevers

MYSTERY PHOTO

Contact John Cheevers by mail, e-mail or
telephone if you know what it is.
jfcheevers@juno.com



NOTABLE EVENTS

1 MAY

- 12 **H.R.S.M.S.** Monthly Meeting: host, Bill Clarke
 19-21 8th Annual Mid-Atlantic Maritime Arts Festival:
 Chesapeake Bay Maritime Museum

JUNE

- 9 **H.R.S.M.S.** Monthly Meeting: host, Dean Sword

JULY

- 14 **H.R.S.M.S.** Monthly Meeting:

AUGUST

- 11 **H.R.S.M.S.** Monthly Meeting: host, Bob Comet

SEPTEMBER

- 8 **H.R.S.M.S.** Monthly Meeting: host, Williamsburg
 AARP

OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: host, Graham Horne
 27-29 NRG Conference

NOVEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: host, Heinz Schiller

DECEMBER

- 8 **H.R.S.M.S.** Monthly Meeting: host, Jack Bobbitt

JANUARY

- 12 **H.R.S.M.S.** Monthly Meeting:

FEBRUARY

- 9 **H.R.S.M.S.** Monthly Meeting:

MARCH

- 9 **H.R.S.M.S.** Monthly Meeting:

APRIL

- 14 **H.R.S.M.S.** Monthly Meeting:

Thanks

The members would like to thank Alan Frazer and his wife Jane for hosting the March meeting.

WATCH, QUARTER AND STATION BILL



Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

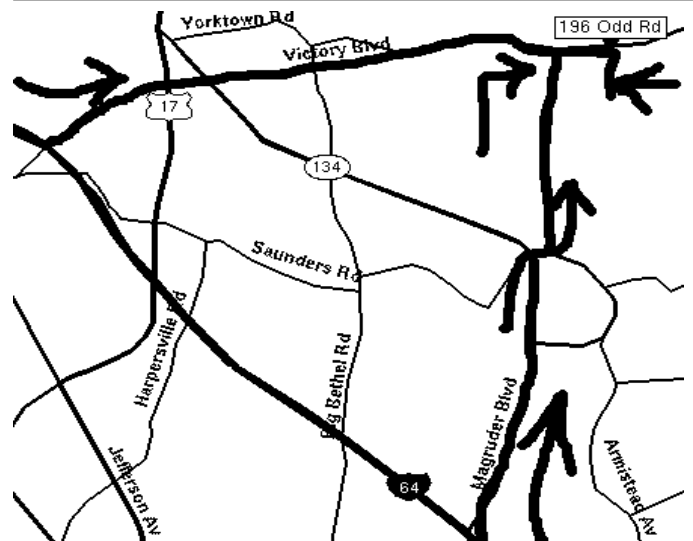
The June meeting of the H.R.S.M.S. will be on May 12, hosted by Joe Ann and Bill Clarke at 190 Odd Road, Poquoson. This will be the annual Strawberry Shortcake Bash. For directions / information call 868-6809.

From Richmond:

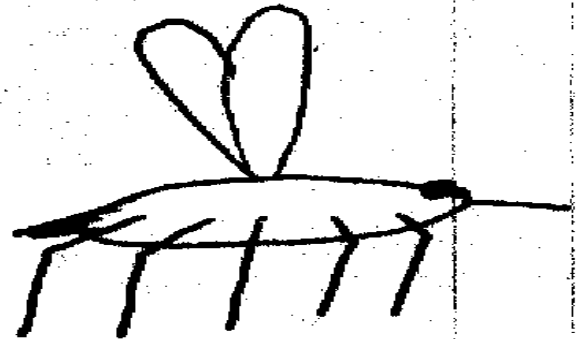
Take I 64 East, Turn left on VICTORY BLVD (HWY 171) heading east for 5.5 miles, Turn right on ODD RD heading South

From Norfolk:

Take I64 West, Turn right on MAGRUDER BLVD (HWY 134, HAMPTON HWY) heading north for 3.2 miles, Turn right on SEMPLE FARM RD heading east for 0.1 miles, Bear right on ARMISTEAD AV heading east, Hard left on WYTHE CREEK RD (HWY 172) heading north for 2.1 miles, Turn right on LITTLE FLORIDA RD (HWY 171) heading east for 0.5 miles, Turn right on ODD RD heading south



CITY BIRD



Clarke