

## From the Pilothouse



Those who attended the HRSMS Picnic at Newport News Park had a fine time on a beautiful fall day. Many thanks to Bill Dangler for booking the site of the picnic, cleaning the area up, and helping with the cooking; Bill's hard work and generous donation of his time are greatly appreciated. Special thanks, too, to Bob Comet for organization and for his burger and hotdog cooking skills, and to Brad Granum for buying food and supplies for the picnic. And, of course, wives who made all the delicious salads, beans, desserts, etc., made the event a very happy and fulfilling occasion.

For the members who are helping with the HRSMS demonstration table at the IPMS Tidewater convention at the Virginia Beach Convention Center on 20-21 October, please don't forget to come. Still needed are more models to display, and if you are working on a model and could do some of the work at the convention, that would be a great help to spur public interest in ship modeling.

Hope to see you all at this Friday's meeting at Greg Harrington's workplace in Hampton.

Dave Baker

## NAUTICAL TERM

**Martingale** (1) A stay running from the forward end of a jib boom or a spike bowsprit of a sailing vessel, to the end of a strut under the bowsprit called a martingale boom, also dolphin striker. (XVIII) (2) The spar itself is sometimes called a martingale. The term was adopted from the horse world, in which it is a strap to hold a horse's head from moving up excessively. It came from Middle English.

Submitted By: Tim Wood



Carrick Bend

## Mystery Photo



Mystery Photo #243: For this month's curious entry, Dave Baker was the first to reply and after apologizing for failing to identify last month's mystery ship says he claims to have "found this month's to be a snap." His reply was complete and accurate right down to the name and classification change. In his own words: "The ship is the *USNS Corpus Christi Bay* (T-ARVH-1), the former seaplane tender *Albamarle* (AV-5)." Bob Comet also sent a reply but it was slightly vaguer: "The mystery photo shows a *Currituck*-class seaplane tender that has been modified..." Neither hinted as to how they arrived at this class of vessel, but Bob did supply two neat tidbits that helps to date the image and places it in proper context: "The photo is dated after 1955 since there is an Agile class MSO in the background, which were not commissioned until 1955. The mystery photo is probably out of commission, since it is daylight and she is not flying her jack at the forward flag staff."

What follows is the bulk of Dave's reply. I couldn't do a better job so here it is:

"The photo has to have been taken between the completion of her conversion completion at Charlestown (S.C.) Naval Shipyard in January 1966 and her layup at the end of that year; she operated in her intended new role for far less than one year! As a "floating aeronautical maintenance facility for helicopters, the ship made one deployment to Cam Ranh Bay, Vietnam, during 1966, with a crew of 129 naval personnel and the 308 aircraft technicians of the Army 1st Transportation Corps Battalion (Seaborne). DANFS is extremely vague about when she was laid up by the Military Sealift Command, but she was struck (for the second time) from the Naval Vessel Registry on 31 December 1974 and was sold to a Brownsville, Tex., scrapper on 17 July 1975.

Commissioned at Philadelphia on 29 December 1940 as the *Albamarle*, the ship spent almost the entire World War II conflict in the Atlantic, except for a brief foray to the Galapagos Islands while still under LANTFLT control. Unlike her Pacific Fleet sister, the *Curtiss* (AV-4), the ship never saw any combat, and her wartime career was distinguished primarily by a series of freighting and personnel transport duties when she wasn't engaged in supporting seaplanes. Her seagoing actions included running aground and damaging propellers no less than three times, and she seemed to have a penchant for encountering extremely heavy weather. Post-WW II, the ship transferred to the Pacific Fleet and was used as laboratory ship during several nuclear weapons tests in 1948. Again, unlike the *Curtiss*, which remained active throughout her long

(Continued on page 2)

# MINUTES



HRSMS Monthly Meeting  
September 2006  
Host, Tim Wood

The meeting was called to order by the First Mate, John Cheevers at 2000 hours. There were no corrections to the minutes. The Purser, Eric Harfst detailed expenditures for printing brochures and the renewal of our web site hosting fee. The Webmaster, Greg Harrington gave details of roster updates and gave some comments on the Nautical Crossword. Tim Wood offered to scan the pre-1996 issues of the Logbook to the PDF format for inclusion on the web site.

Old Business: The picnic was discussed. A list was passed so members could indicate items they would like to bring. The next item was the International Plastic Model Society (IPMS) conference. Charles Landrum gave updates on the vendors and talked about an aircraft restoration project based in Suffolk with an airstrip and a hanger facility in the Pungo area of Virginia Beach.

New Business: None

Show & Tell: Tom Saunders noted that Harbor Freight had opened a new location on Jefferson Avenue in Newport News. Dean Sword talked about an antique dealer who was interested in selling models on commission. Interested individuals should contact Dean for more details. Ryland Craze his model of the cutter *Sherbourne*. Charles Landrum talked about a Japanese model magazine, Model Art, and an article on the battle of Midway.

The meeting was adjourned to a presentation , “Tools” by John Cheevers with a talk by Greg Harrington on his thickness sander.

(Mystery Photo—Continued from page 1)

career, the *Albamarle* was decommissioned to reserve on 14 August 1950. In 1956, she was selected for conversion as tender to the Martin P6M Seamaster jet-propelled attack seaplane program, but after a lengthy conversion that saw an elaborate ramp cut into her stern up which the seaplanes were winched for service on the ship's stern, she made one voyage supporting P5M Marlin prop-driven seaplanes in 1958 and was again laid up in reserve on 21 October 1960, stricken from the Naval Vessel Registry on 1 September 1962, and transferred to the control of the Maritime Administration.

Once again, however, the ship was rescued from the fate of the scrapyards when she was transferred back to the Navy on 7 August 1964. The ship became ARVH-1 and received her new name of *Corpus Christi Bay* on 27 March 1965 and was transferred to the Military Sealift Command for operation on 11 January 1966 at the completion of her conversion. During conversion to support Army helicopters, the ship had the roof of her former seaplane repair hangar

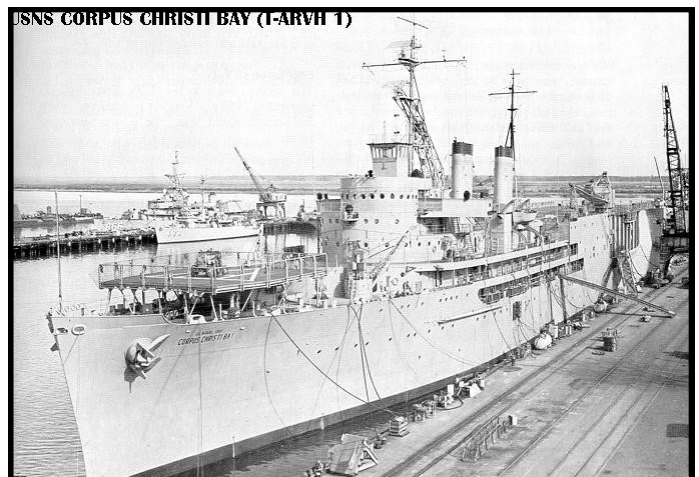
extended to the stern and a large deckhouse built beneath it. Two 20-ton cranes replaced the seaplane derricks she formerly carried, and the new superstructure aft on the now-armed vessel provided a 150-ft. long by 50-ft. broad helicopter flight pad. An enclosed conning position-cum-flight control cubicle was added atop the original pilothouse.

On trials in 1940, the *Albamarle* displaced 12,053 tons, and her full-load displacement was 14,079 tons as of 1945, when her antiaircraft armament and other equipment had considerably increased her burden. The ship was some 527-ft. 4-in. overall by 69-ft. 3-in beam and drew 21 ft. 11 in. at maximum displacement. Her 2-shaft steam turbine propulsion plant delivered 12,000 shaft horsepower and a maximum speed of 19.3 kts. The ship had Parsons steam turbines and De Laval reduction gearing, and her four Babcock & Wilcox boilers operated at 400 psi and 690-deg. Fahrenheit. The initial armament was four single 5-in 38-cal. dual purpose single gunmounts and two quadruple 1.1-in. AA mounts, and she initially had three seaplane derricks, including one at the extreme stern. AV-5 was built by the New York Shipbuilding Corp., at Camden, New Jersey. Laid down on 12 Jun 1939, she was launched on 12 July 1940. By 1945, her assigned

crew included 100 officers and 1,035 enlisted. Seaplanes could be lifted onto her open fantail for maintenance and repairs, but her hangar would not accommodate any of the seaplanes employed by the Navy during World War II.”

To better show the helicopter maintenance conversion, I offer a second view of *Corpus Christi Bay*. This view shows the extensive reworking of the stern that eliminated the former seaplane platform and aircraft ramp. Also, the extreme vee-shape of the stern is visible as is the single rudder. A note about the major recognition feature between the *Curtiss* and the *Currituck* classes: the former has two stacks while the latter carried only one.

John Cheevers



# A 25-YEAR HISTORY OF THE HRSMS

By William A. Fox, Historian (April 1992)

The founders of the Hampton Roads Ship Model society (HRSMS) first met at the home of Walter F. Keil in Hampton on March 3, 1967. Those present, considered to be the founders of the HRSMS, were as follows:

Tommy Tragle	Fred Nelson
Walter "Tim" Keil	Norvell Watkins
Marvin Bryant	Dennis Stieffen
Kent Palmer	

At this meeting, the organization was named, the officers' titles (Skipper, First Mate, Purser, and Historian) were selected, annual dues of \$6.00 were set, and monthly meetings on the second Friday were agreed upon. The first regular meeting of the HRSMS was planned for the following March 17, with all present at that meeting to be deemed charter members.

It should be noted that Tommy Tragle, more than, any other, was the guiding light of the organization from the beginning. He had previously founded the Richmond Ship Model Society (RSMS) and was instrumental in the founding of the HRSMS.

The first regular meeting was held at Tommy's home on March 17, 1967. In addition to all of the founders, Paris Aiken and Dwight Foster also attended and became charter members. Richard Brant also attended, but did not become a member. The first officers were elected as follows:

Tommy Tragle - Skipper  
 Tim Keil - First Mate  
 Kent Palmer - Purser  
 Norvell Watkins - Historian (appointed by the Skipper)

A photo article in the Daily Press and Times-Herald announced the formation of the club. The newly-founded club began to meet regularly at members' homes, as detailed in the meeting minutes.

The first bylaws were passed at the January 1968 meeting.

To celebrate the HRSMS' first anniversary, the club's first annual banquet for members and their spouses was held at Seawell's Ordinary on March 2, 1968. Cocktails at the Tragles' preceded the banquet. (The banquet was once called the "Wives' Banquet" to denote its purpose of thanking members' wives for patience with the members' hobby. Later it was called the "Spouses Banquet".

In April 1968 the HRSMS awarded honorary memberships to Robert Burgess, August Crabtree, and John Lochhead. Also in that month the HRSMS hosted the RSMS in Newport News for their 20th anniversary. Activities included a tour of the James River Reserve Fleet, a visit to The Mariners' Museum, and dinner at the Gourmet Inn. As usual, Tommy made sure that these events were covered in the local press.

Tommy Tragle served as Skipper for three years, then Kent Palmer was elected for three years. In addition to their regular meetings, members enjoyed occasional meetings, outings, and banquets with the RSMS and the Washington Ship Model

Society (WSMS). In June 1969 the first Tri-Society event, a Hampton Roads harbor tour and a banquet, was held.

In September 1972 an exhibition of HRSMS members' models opened at The Mariners' Museum for a two-month showing. Among the models exhibited were Tommy Tragle's PC-496 and Marvin Bryant's BLUENOSE. Also in September 1972 a Tri-Society Banquet was held at the Hispaniola in Hampton.

In 1973 Marvin Bryant was elected Skipper, and he also served for three years. In 1974 HRSMS members volunteered to man an exhibition booth- at the Mariners' Museum. This continued for a number of years. A club project, the restoration of 18th' Century French ship models for the U.S. Naval Academy, began around this time. Work on this project, principally on a model of the JEAUNON, went on for a few years.

The third national conference of the Nautical Research Guild (NRG) was hosted by the HRSMS at The Mariners' Museum in 1974. This was a highly successful event, with over 250 in attendance. In 1975 several HRSMS attended the NRG conference in Marietta, OH.

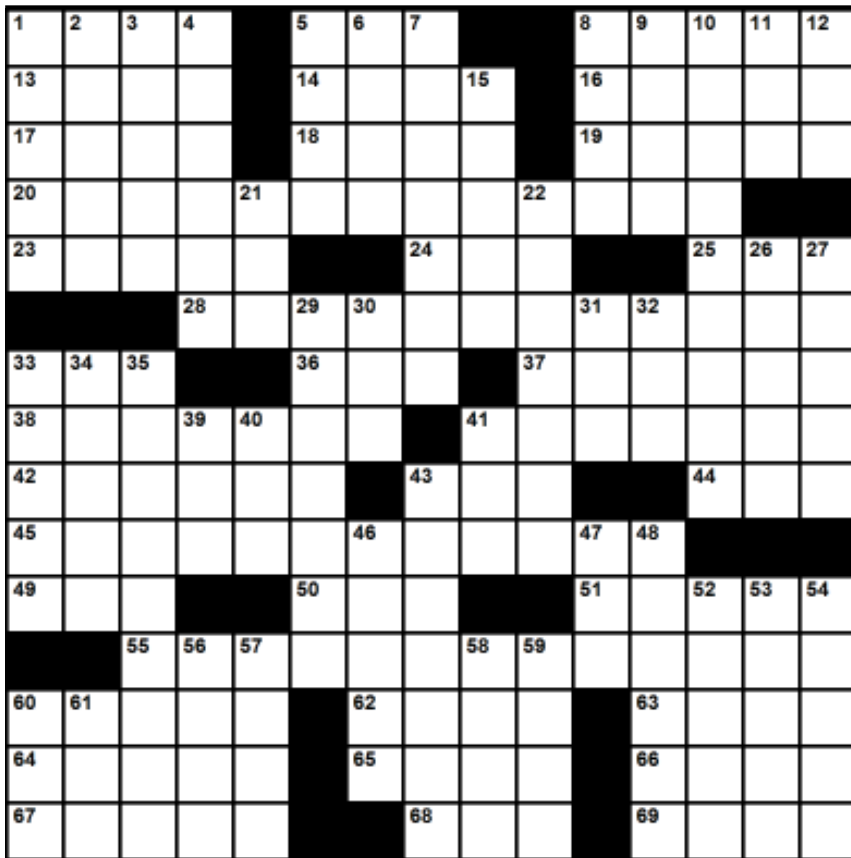
(To be continued next month)

## September Crossword Answer

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	S	A	T	Y	R		T	A	F	F	E	R	E	L
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G	A	R	B	O	A	R	D		L	A	T	H	S	
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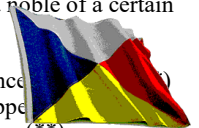
# NAUTICAL CROSSWORD

Greg Harrington



- (abbr)
6. Chesapeake Bay fish known for drumming sound made with inflatable bladder
  7. Members of the ruling council of the Iroquois confederacy (\*\*)
  8. Jamaican \_\_\_\_ fruit is believed to be a tangerine-grapefruit hybrid
  9. Term for how a rope is composed and twisted
  10. Dealing with digits
  11. Pub pull
  12. A dangerous type of turn
  15. Form of gun contest
  21. Gill or pound
  22. Circular port cut in the side of a ship
  26. To make into a law
  27. Auto imperfections
  29. Elongated custard-filled pastries
  30. A North American classification society (abbr)
  31. Decay
  32. A rough protuberance
  33. Indian or Artic
  34. Who's flag is this?

35. An area controlled by a noble of a certain rank
39. Strive for victory
40. Entity, being, or existence
41. A slender, bristlelike appendage of the spikelets of many grasses (\*\*)
43. Great naval battle fought between Christians and Turks
46. Curriculum \_\_\_\_
47. You can do it on snow or water
48. Talks back to
52. Abrupt or acute
53. A reddish-orange dye
54. Thick-bodied venomous snake
56. Plank fastener, perhaps
57. Or \_\_\_\_ what?
58. A small open watercraft
59. After all others
60. Scottish miss
61. Choose



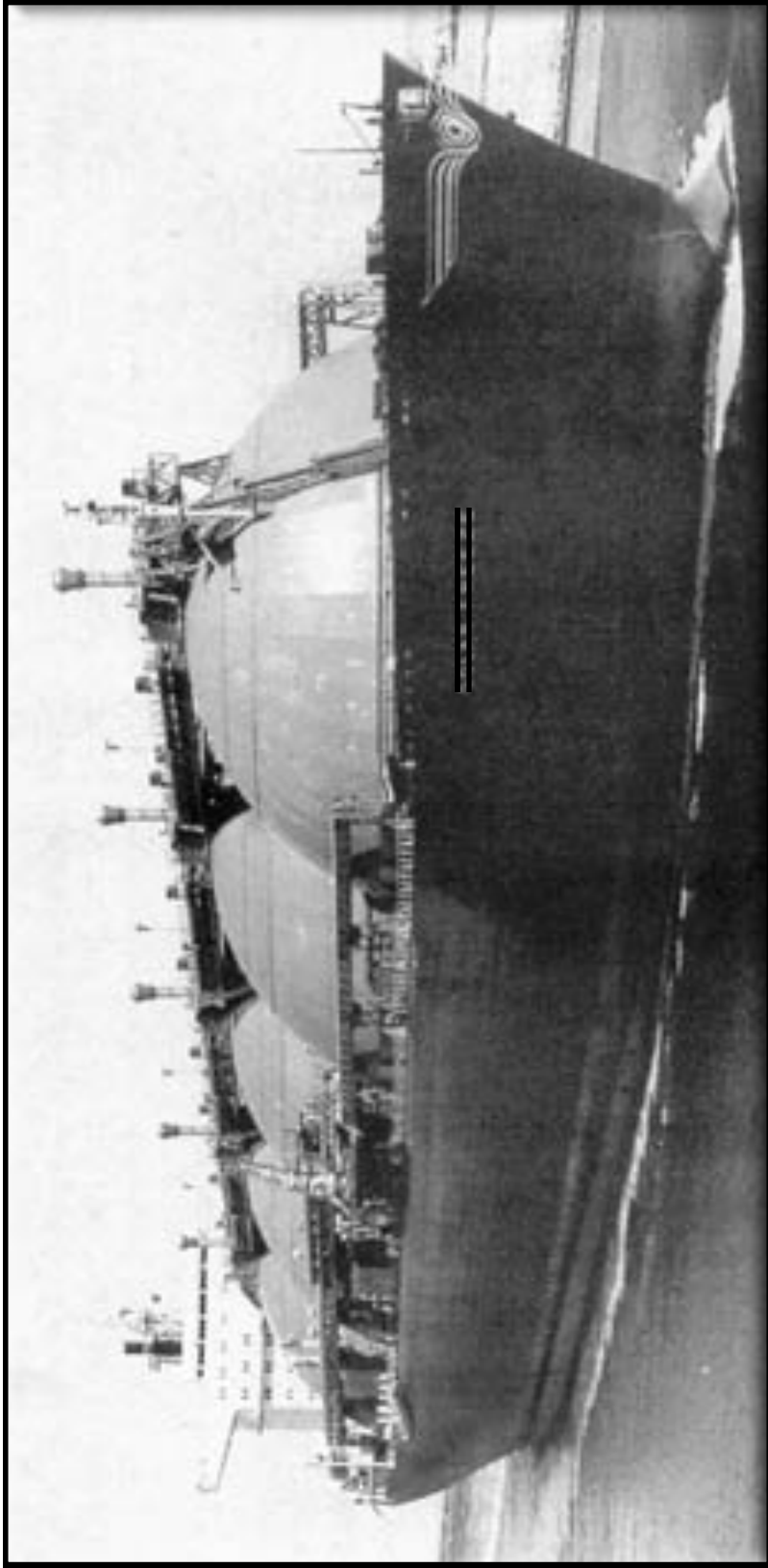
## Across

1. A ship \_\_\_\_ if heavily loaded at midships and there is too much buoyancy at the fore and aft ends
5. Prefix for American warships (abbr)
8. Forearm bones
13. Member of the Ottoman Empire
14. Resorts with mineral springs
16. Sackers of Rome, circa 390 BC
17. Lake \_\_\_\_, stomping grounds of Oliver Hazard Perry
18. Fitting to prevent entry of sea water through internal piping
19. They can prevent scurvy
20. British ceremonial call on the boatswain's whistle for royals, dignitaries, and senior officers
23. Portion of a play
24. Free trade organization established in 1957 (abbr)
25. Squadron of the British 'admiral of the fleet'
28. Technology debuted at the 1897 British Naval Review
33. Legislation resulting from the grounding of the Exxon Valdez (abbr)
36. 'Nightline' network (abbr)
37. Very-large-billed tropical bird
38. Mediterranean lateen-rigged ships of the middle ages, used to carry small cargoes
41. What opposites do

42. Spanish for name for a Mediterranean evergreen oak (\*\*)
43. Key factor in determining theoretical 'hull speed'
44. American naval officers ranking above 'J.G.'s'
45. How well it sticks
49. Movement of assent
50. Last letters?
51. Roasted buckwheat groats (\*\*)
55. Not in place
60. In the vicinity
62. A small buffalo of the Philippines (\*\*)
63. Beach dirt
64. HMS \_\_\_\_ see pictorial clue
65. Listings at the airport
66. European sea eagle
67. A quality of individuality
68. New York Giant Mel \_\_\_\_







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



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## NOTABLE EVENTS

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### OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington  
Presentation "Making Tapered Spars", Bob Comet  
20-21 IPMS Region 2 Convention, Virginia Beach, Va.

### NOVEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller  
Presentation, "Restoring a Clipper Ship Model", Brad Granum

### DECEMBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt  
Presentation "Submarine vs ASW situation and threats",  
Dave Baker

### JANUARY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet  
Nomination of Officers

### FEBRUARY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker  
Election of Officers

### MARCH

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

### APRIL

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

### MAY

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

### JUNE

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

### JULY

- 13 **H.R.S.M.S.** Monthly Meeting

### AUGUST

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

### SEPTEMBER

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

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**WATCH, QUARTER  
AND  
STATION BILL**



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Skipper: Dave Baker (757) 565-7991  
Mate: John Cheevers (757) 591-8955  
Purser: Eric Harfst (757) 221-8181  
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  
Webmaster: Greg Harrington (757) 930-4615

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## Thanks

The members would like to thank Tim Wood and his wife Sally for hosting the October meeting.

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## Next Meeting

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**Date:** October 13, 2006

**Place:** 2713 Magruder Blvd Hampton, Virginia

**Time:** 2000 Hours

**Host:** Greg Harrington

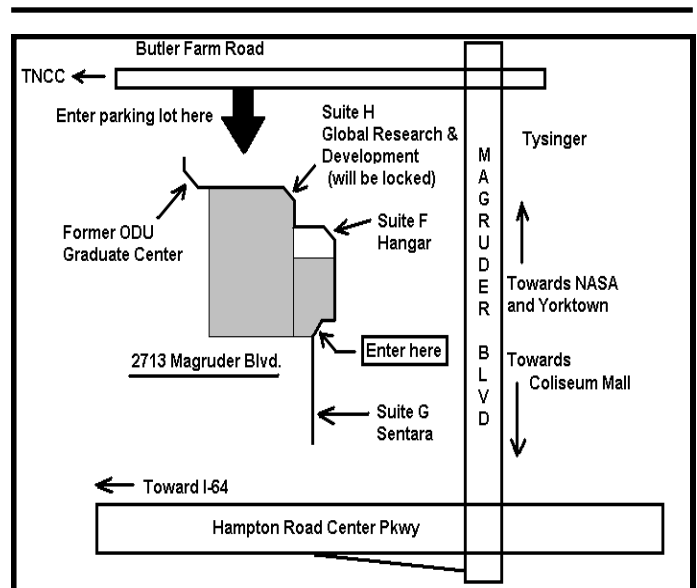


### From Richmond

- 1: Merge onto I-64 E. 70.58 miles
- 2: Take the HAMPTON RDS CENTER PKWY EAST exit-exit number 261B. 0.40 miles
- 3: Stay straight to go onto HAMPTON ROADS CENTER PKWY. 0.75 miles
- 4: Take the VA-134/MAGRUDER BLVD ramp. 0.16 miles
- 5: Keep LEFT at the fork in the ramp. 0.08 miles
- 6: Merge onto VA-134 N. 0.21 miles
- 7: Turn LEFT onto BUTLER FARM RD. 0.01 miles
- 8: Turn LEFT into parking lot

### From Norfolk

- 1: Merge onto I-64 W. 15.30 miles
- 2: Take the VA-134 N/MAGRUDER BLVD exit- exit number 262B- towards NASA/POQUOSON. 0.25 miles
- 3: Stay straight to go onto VA-134 N/MAGRUDER BLVD. 0.81 miles
- 4: Turn LEFT onto BUTLER FARM RD. 0.01 miles
- 5: Turn LEFT into parking lot



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## THE ANSWER

The answer to Mystery Photo 243  
*USS Corpus Christi Bay*