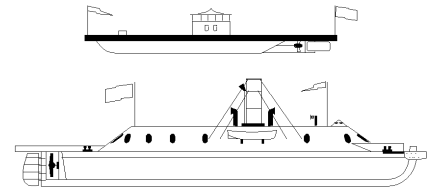


Hampton Roads Ship Model Society

Logbook

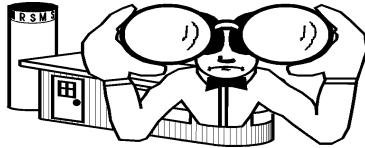


No. 248

WWW.HRSMS.ORG

FEBRUARY, 2007

From the Pilothouse



Mystery Photo



The February meeting will be the undersigned's last session as Skipper. It's been a great pleasure to serve for the past 26 months, and the Hampton Roads Ship Model Society during that time has had a busy time of it. With great success, the Society held the 2005 annual conference of the Nautical Research Guild, thanks to the hard work of Heinz Schiller, Bill Clarke, John Cheevers, Jack Bobbitt, and the many others who assisted with all facets of the event. In 2006, thanks to the invitation of Charles Landrum, we made a big splash at the Mid-Atlantic Region convention of the International Plastic Modeler Society, where members Charles Landrum, Alan Frazer, and Heinz Schiller won several prizes for their excellent ship models. During the past two years, we've had a considerable number of new members join the HRSMS as well, and all of us -- and our families -- have greatly enjoyed the annual banquets arranged by Bill Clarke and the fall picnics arranged by Bill Dangler and catered by Brad Granum. The HRSMS also mans the Ship Modeling demonstration booth at the Mariners' Museum in Newport News, where our modelers have introduced young and old members of the public to our rewarding hobby; thanks to new members Henry Clapp and Dennis Hobbs and "old" members John Cheevers and Greg Harrington, we now have volunteers at the booth seven days a week. And the Skipper also would like to express his deep gratitude to First Mate John Cheevers, Purser Eric Harfst, Clerk Tom Saunders, and Webmaster (for which there is no nautical equivalent term) Greg Harrington for their constant and generous support. And to all the Members, many thanks for your patience and good will.

Dave Baker

When I was a kid living in Northern Kentucky, there was a fellow who ran a small market called "Jonsey's. At least that's what I remember calling it. I believe the owner was John Jonsey, but don't quote me on that; his first name might have been Frank. Anyway, the point of this little trip down memory lane is not to tell you about the man but to introduce the store so I can tell you that it was mobile. You see, "Jonsey's" was not a fixed location. You didn't go to Jonsey's. Jonsey's came to you, because it was in a converted bus. About twice a week, as memory serves, Jonsey's would come down the street playing music like the ice-cream man inviting all the wives to come and buy the little things needed to hold them over until their next shopping trip to the city. It was doubly fun for kids with a nickel in their pocket who could use Jonsey's to load up on candy without having to hike to the corner convenience store.

What in the H&\$\$ does this have to do with the Mystery Photo you say? I'm glad for you to show interest and ask, I guarantee! So, I'll tell you how this little memory jogger works for us. What Bill provides for in the latest Mystery Photo (and yes, it was Bill who supplied this image!) is an opportunity to discuss a not very glamorous, but very vital and clever, aspect of what kept the United States war machine humming along during World War Two—supply, support, and repair.

Not glamorous, indeed! Many of you may have noticed that yard and support craft are not well documented in the reference material available to the layman. I may be wrong but it wasn't until a certain author named Dave Baker began to include these vessels in his most-

(Continued on page 2)

HRMSMS ANNUAL BANQUET

Saturday March 24, 2007

Hampton Marina Hotel

(Formerly, The Radisson)

(Continued from page 1)

excellent warship reference, Combat Fleets of the World, that details, specifications, and photographs became available for our study and use. Baker's work takes care of the near-term history of yard craft but doesn't really help for periods earlier than 1985. And I would have to place our Mystery Photo at about 1945—call it a hunch.

Since no column is complete without a history lesson, let's talk a little bit about US Navy service craft classifications. Along with the much more familiar (and glamorous) combatant ship category, where you find your BBs, CVs, DDs and such, the navy maintains a support craft category, where you would find your basic A and Y-types. The navy definition for service craft goes like this: "A grouping of navy-subordinated craft (including non-self-propelled) designed to provide general support to either combatant forces or shore-based establishments." The "Y" designation denotes "yard craft."

I'm quite sure that before this vessel got those fancy letters, so carefully blocked out on the bow by the editor, we were looking at nothing more than your standard non self-propelled covered lighter (barge to us blue collar types.) The US Navy designated the basic unit as either an YF or YFN thereby grouping them with all the other non combatant yard craft. As these vessels were utilized for more specific duties they gained more letters and combinations of letters in their titles until there was a virtual alphabet soup of designations denoting almost anything. When researching various "Y" designations at the Naval Vessel Register web site, I happened on an obsolete classification system for various specific "Y" designations that began with the letter "B". Could we have one of those this month?

I have no idea what the combination of three letters followed by four letters means or even if all the letters is letters—some may be numbers for all I know. I don't even know what the lighter is being used for. What I do know is that a fair amount of them served as floating corner stores, repair shops, crew accommodation barges, and most anything at all of the little atoll bases we established as our armed forces marched their way west across the central Pacific in the early forties. You see, the US Navy had to construct mobile bases to support the fleet at remote locations far from enemy action. Since there were no large harbors or cities around, these lighters became the substitute shops and warehouses representing that little slice of home in the middle of nowhere. (You see the tie-in with Jonsey's mobile corner store?)

And I do know that we built a goo-gob of them at shipyards and bridge building firms all over the country and that most of them were built to a standard design. While most were built from steel, some were built using the ferro-cement method. Bill has kindly furnished us with a very good image of the standard design.

The specifications are as follows:

Displacement 1,300 t.(lt), 2,580 t.(fl)
Length 261'
Beam 49'

Draft 11'

Heck when I was a kid, in addition to Jonsey's, I remember the bakery truck and the milk truck. I remember the mailman drove a three-wheeled Cushman scooter. I bet some of you can even remember the hurdy gurdy man.

If you're interested, one of these beauties is for sale right now in Florida; just Google images for "covered lighter barge." You can negotiate your own price. Y'all be good now, ya hear?

John Cheevers



APL-11 anchored in the Philippines, circa 1945. Since *APL*'s were un-named the crews often gave them unofficial names of famous luxury hotels, hence *APL-11* was known as "The New Yorker". Capt. Steve Myers, USN (Ret.) for his father, LT. Richard Stoler Myers USNR *APL-11*



YF-606 aground at Okinawa as a result of "Typhoon Louise" on 9 October 1945, refloated, 20 November 1945

THE ANSWER

The answer to Mystery Photo 24
BRL 3072

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
January 12, 2007
Host, Bob Comet
Guest, Joe Stutts, 1st meeting

The meeting was called to order by the Skipper, Dave Baker at 2000 hours. The Skipper asked for corrections to the minutes. There were none. Dave gave kudos for the Logbook and it's contributors. Bob Comet introduced guest Joe Stutts. Dave stated the membership requirements and welcomed Joe to the meeting. Eric Harfst gave the Purser's report. Eric read a note from Nick Rumsey stating that he wishes he could attend more meetings. Greg Harrington gave the Webmaster's report. Greg detailed problems with the members e-mail distribution and his dissatisfaction with our web service provider. He said that he was considering moving to a new service. Greg

Old Business: The Skipper restated the need for hosts for the meetings. Greg Harrington reminded everyone that his place of business was available as a meeting site. Ryland Craze said that he would host the March meeting at Greg's meeting room. Dave recited the current slate of hosts, noting the open months (see Notable Events). Bob Comet reviewed the list of slated presentations and presenters. After some discussion on the Annual Banquet, Bill Clarke was asked to make arrangements with the Radisson for the banquet to be held in late March, with the announcement included in the February Logbook. It was noted that the ballot for the Founders' Award would be included in the March Logbook. The Skipper asked Alan Frazer if he had found a venue for a HRSMS Model Exhibit. Alan stated that he had not located a venue at this time. The Skipper noted that the Mariners' Museum newsletter did not mention an exhibition of their ship models. Alan said that the exhibit has not been put on the schedule. After speculation as to the reasons why the exhibition has not been scheduled, the meeting continued.

New Business: Dave formed a Founders' Award nomination committee with, Jack Bobbitt, Alan Frazer and Greg Harrington as members. Following some form of Robert's Rules of Order, the nomination of officers was conducted. The results are:

Skipper John Cheevers
Mate Ryland Craze
Purser Eric Harfst
Clerk Tom Saunders

After a call for other new business, Bob Comet said that he was asked by Tracy Neikirk if we would be interested in a sailing demonstration of radio controlled monitor models on March tenth and eleventh. Bob said that talks would be given on the models construction. Dave said the Mariners' Museum

management has agreed that the volunteer model builders could have a representative to the museum's Volunteer and Docents Committee. He said that he would get together with the participating model builders to work out the details. Bill Dangler asked if we were going to have a picnic in the fall. Alan Frazer made a motion to have a fall picnic. The motion was passed and Bill was directed to reserve a Saturday date in late September.

Show & Tell: Greg Harrington showed a Portuguese book on sailing ships. Alan Frazer showed his progress on his whaleboat and wagon. Tony Clayton showed magazines containing photographs several precious metal ship models with internal music boxes.

The meeting was adjourned to a presentation "Understanding Ship Plans" by Bob Comet

NAUTICAL TERM

Fathom - Fathom was originally a land measuring term derived from the Anglo-Saxon word "faetm" meaning to embrace. In those days, most measurements were based on average size of parts of the body, such as the hand (horses are still measured this way) or the foot (that's why 12 inches are so named). A fathom is the average distance from fingertip to fingertip of the outstretched arms of a man.. about six feet. Since a man stretches out his arms to embrace his sweetheart, Britain's Parliament declared that distance be called a "fathom" and that it be a unit of measure. A fathom remains six feet. The word was also used to describe "taking the measure of" or "to fathom" something. Today, of course, when one is trying to figure something out, they are trying to "fathom it" or "get their arms around it."

Submitted By: Tim Wood



Thirty-one wooden U.S. Shipping Board steamers go up in smoke on November 7, 1925, the greatest destruction of shipping at one time in the history of the Potomac River. Courtesy National Archive and record Service

THE CONCRETE SHIPS

I have lived in the Hampton Roads area for most of my life. One of the hot fishing spots always talked about in the local watering holes is “the concrete ships”. The concrete ships are located off Kiptopeke Beach on the bayside at the southern end of Virginia’s eastern shore. The nine ships were set as a breakwater for the ferry dock in 1948. The ferry provided the link to Hampton Roads Southside, running between Little Creek and Kiptopeke. With my interest peaked, I decided to find out a little more about the local attraction.

McCloskey & Company, in their Tampa Florida shipyard, built the ships at Kiptopeke. The builder delivered the self-powered vessels to the maritime commission in 1944. They were built as dry bulk cargo ships with a length of 366 feet, beam of 54 feet and deadweight of 4825 tons. A 1300 horsepower, 3-cylinder triple expansion steam engine provided a speed of 7 knots. There were 24 ships of the type C1-S-D1.

The 9 ships that comprise the Kiptopeke breakwater are:

- S.S. William Foster Cowham
- S.S. John Grant
- S.S. Robert Whitman Lesley
- S.S. Richard Kidder Meade
- S.S. Willard A. Pollard
- S.S. Willis A. Slater
- S.S. Arthur Newell Talbot
- S.S. Edward Thatcher
- S.S. Leonard Chase Wason

The material in this article is not from primary sources. For more information and photographs, the following web sites offer some interesting reading.

www.mareud.com/Ferro-concrete/mccloskey_tampa1.html

www.brownmarine.com/story08.htm

www.concreteships.org/

Now my curiosity about “the concrete ships” is satisfied.

Tom Saunders



An unnamed ship of the C1-S-D1 type



An aerial photograph of the Kiptopeke breakwater
By, David Temens

NOTICE

Steve Lund and Bill Holloway will be demonstrating RC Monitor models at the Mariners’ Museum on March 10 & 11 at 11:00 am and 2:00 pm. They will give a brief talk about the models construction at 10/10:30 each day. If anyone has questions they can call Tracy Neikirk at 591-7743.

January Crossword Answer

1	F	2	A	3	S	4	T			5	S	6	C	7	O	8	O	9	P		10	L	11	A	12	H
13	I	S	A	A	14	C				15	A	P	R	I	L					16	E	W	E			
17	R	E	S	P	E	18	C	T	A	B	L	E							19	M	A	X				
20	S	A	H	A	R	A									21	S	E	N	22	H	O	R	A			
						23	S	E	R	V	E				24	R	U	I	N	E	D					
27	O	W	29	E						30	B	E	A	R	31	N			32	M	R	S				
33	R	A	N							34	R	E	R	E	A	D			35		36	Y	O	37	K	E
39	E	S	T	40	U	A	R	Y							41	T	I	42	T	U	L	A	R			
43	O	P	E	N						44	S	A	L	I	V	A				45		46	E	M	S	
						47	R	P	48	M					49	G	I	V	E	N			50	S	E	E
51	A	52	P	I	A	N				53					54	S	E	R	G	E						
56	C	O	R	N	R	O	W			57									58	S	E	N	T	59	R	Y
62	A	L	I							63	Q	U	A	64	D	65	R	E	N	N	I	A	L			
66	R	E	S							67	U	N	T	I	E					68	T	U	L	L	E	
69	I	R	E							70	E	S	S	E	X						71	I	T	E	M	

The Nautical Crossword will return next month.

Mystery Photo

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



NOTABLE EVENTS

FEBRUARY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Election of Officers
Presentation "Building Constructo's model of Thames Steamboat *Elidir*" by, Tony Clayton

MARCH

- 9 **H.R.S.M.S.** Monthly Meeting Host, Ryland Craze
Presentation, "Speaking of Wood", by, Jack Bobbitt
10-11 RC Monitor sailing demonstration, Mariners' Museum
24 HRSMS Banquet, Radisson Hotel, Hampton

APRIL

- 13 **H.R.S.M.S.** Monthly Meeting:
Presentation "The Inclining Experiment or How to Weigh a Ship" by, Bill Fox

MAY

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
Presentation "The Inclining Experiment or How to Weigh a Ship" by, Bill Fox

JUNE

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
Presentation "Building USS Nashville, Part II" by, Bob Comet

JULY

- 13 **H.R.S.M.S.** Monthly Meeting Host, John Wyld
Presentation "WWII ASW Capability" by. John Wyld

AUGUST

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

SEPTEMBER

13-16 NRG Conference, Manitowoc, Wi.

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

OCTOBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington

NOVEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller

DECEMBER

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

JANUARY

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

<p>WATCH, QUARTER AND STATION BILL</p>



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

Next Meeting

Date: February 9, 2007

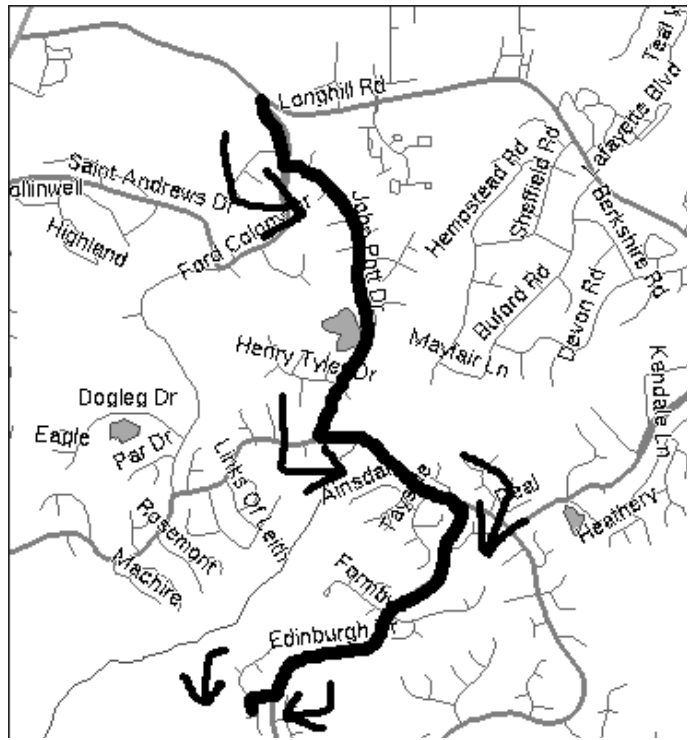
Place: 100 Augusta, Williamsburg, Va.

Time: 2000 Hours

Host: Dave Baker

From East: Take Rte 64 west to Rte 199 exit. Continue on Rte 199 west about 8 miles to Longhill road (Rte 612 exit). Go West on Longhill, a total of about 2.5 miles. Turn left into Ford's Colony Drive. Make first left to Guardhouse on John Pott (guards will let you in, honest). Continue on John Pott for 1 mile to intersection with Edinburgh. Turn left on Edin and Edinburgh (second right). Go 1 mile to Shinnecock (fourth right turn, well lit). Turn right on Shinnecock and go about 200ft. to first left, Augusta. House is first on the right, 2 story white colonial.

From West: Take Rte 64 east to 199 exit. Turn right (east) on rte 199 and go about 4 miles to Longhill Road. Turn right on Longhill and follow directions as above.



Thanks

The members would like to thank Bob Comet and his wife, Karen for hosting the January meeting.