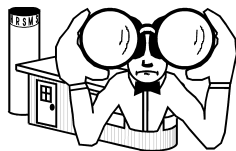


From The Bridge



Uh oh

There I stood looking at the notch in the hull—right at the focal point, the simulated waterline, the glue seam between the lifts. I had carved the hull to fit the templates as best as I could, but that notch stood out like a pimple on Prom night. I suspected this might happen when I began carving, my instincts were telling me the piece of wood was too narrow. There were a couple of clues to the problem; trouble was I wasn't sure if they related to the hull or the plans. Turns out it's a combination of both. The good old copying process had distorted the plan and widened the body lines by a touch and the good old boy [not me] at the band saw had cut the blank to the wrong side of the line. Looks like another piece for the kindling box.

Not so fast!

There may be a way to recover this model, it just depends on what scale fidelity you need or wish to maintain. I tell this story because someone once asked: "How can you tell if a hull is right?" While I'm not sure what "right" means in his question, I will try and provide an answer: Right could

(Continued on page 2)

NAUTICAL TERM

Studding Sail (Contracted to Stub's'l) A sail on a special spar, extending outboard of a square sail or sails, for added sail area in moderate winds. An earlier spelling was stayten sale. Its origin is not clear; it possibly is from Middle Dutch, stodinge, thrust-and that they did add.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #272: "It was the best of times; it was the worst of times." I always wanted to start this essay with a quote from some great work of literature. This month's Mystery Photo provides a stretch opportunity because, quite frankly, we have the tale of two shippies. Although this story is not set in Dickinsonian European dualism, the setting is the economic whirlwind extant after the Great War and features the dichotomy between two engineering paradigms. Of course if you don't like what you've read so far, you can go with this simpler thought: This Mystery Photo gives a new meaning to being lead around by the nose. Or maybe you'll have to satisfy yourself with John Wyld's quip: "It should be obvious to the most casual observer that the mystery photo in the February Newsletter is a photo of the Lone Ranger and his trusty sidekick Tonto." What shtick!

This should be an interesting essay!

One thing about using images of popular(?) subjects for the Mystery is they are recognizable at a glance and a lot of folks respond. The ship or airship in this image must be popular. Dave Baker, John Wyld, Bob Comet, Bob Baycar, and (finally) Tim Wood all responded and identified the ship as the former tanker as USS Patoka, AV-6. Armed with that knowledge all five responses take us through the many reclassifications of the vessel during its varied and interesting career. The same can be said of the airship. The four replies identify her as USS Los Angeles, ZR-3 and trace her history as well.

The United States was not a leader in lighter-than-air or even dirigible development. The United States Navy was,

(Continued on page 2)

MEETING NOTICE

Date: Saturday March 14, 2009

Place: Mariners' Museum

Time: 1400 Hours

HRMSMS Banquet

Saturday March 28, 2009

See the notice inside

(Continued from page 1)



Mystery Photo

however, the lucky recipient of one excellent example of this craft, receiving the Mystery version as war reparations from the defeated Kaiser's Germany on, according to Baker, "12 October 1924." The reason she was received so late after the armistice is due to the fact that she did not exist during the war. Quoting from an on-line source: "Her construction was partially funded by German World War I reparations and was conditional on her being employed for "civil" purposes." Later, "in the winter of 1931, with her "civil use" restrictions diplomatically eased, she really "joined the navy" and flew to Panama to participate in Fleet Problem XII."

To help the Navy use and control these awkward craft, a series of bases was built around the coastal perimeter and a tanker was drafted into naval service and converted into the dedicated mobile platform seen in the photograph. Several years ago, we were presented with the



(Continued from page 1)



mean a dead nuts match with the lines plan; right could mean a dead nuts match with the builder's lofting; right could mean a dead nuts match with the actual hull; or right could mean it's close and in the same harbor. You decide; you provide the proof.

Until recently it was not possible to verify the actual build of a ship's hull (real ship or model) against the theoretical design...but it is now. The technology to do this is expensive, so the next question is: is it cost effective to use these tools and techniques, and what do the results prove? Well to me, they prove that we can check things a whole lot closer than we can build them—unless you're building the B-2 bomber for instance. You can be sure that aircraft's hull is guaranteed to be almost a dead nuts match with the design, proofed and verified to work as advertised. But is your lowly ship model in need of that sort of precision? Is your sanity? Will its length or width be checked with a micrometer? Will the wetted surface area be checked against a theoretical calculation to see if it's acceptable? Will someone painstakingly check to see if each frame section absolutely matches the body plan? Will stem and stern and body and water-plane templates be used to ensure accuracy? Will a spatial grid (Point Cloud) be made from the model and checked against the mathematical design surface (NURB)?

More than likely a reasonable check for accuracy is all that will happen. In the case of this ship model, I will locally re-fair the hull to remove the notch, sacrifice a little width, and seamlessly blend the new hull shape. I will tell the client exactly what has happened and why; I feel that it is compulsory and fair. But if he never knew, would it matter?

It would to me.

John

USS Los Angeles (ZR-3)

Flying over southern Manhattan Island, New York City, circa 1924-1932.

Mystery Photo of a Horton Sphere—do you remember it? The sphere was used to store the lifting gas used in these airships. The large internal volume of the tanker provided room to store the lifting gas while at sea, a fact not missed in any reply.

There were five very good replies, most admitted to gathering their data from the Internet. The exceptions were Baker who, I'm sure, gathered his data from his excellent library and Baycar who wrote from memory about how he "became interested & intrigued by the Airship Navy" while "stationed at Lakehurst 1970-74." Bob also cites a book not often mentioned in this column; that would be Bill Fox's Always Good Ships, History of Newport News Ships, an excellent survey of ships built at the Newport News Shipbuilding and Dry Dock Company. And while most replies make mention of the other airships, it is Baker who reminds us that *Los Angeles* was "the only one of the U.S. Navy's four large rigid airships not to be lost to accidents or structural failures."

This image can be found rather easily on the Internet—most replies indicated such. It is one of two images I found showing the mooring tower shrouded in what looks like canvas. There is some speculation that it was intended to channel the wind to reduce turbulence while the airship approached to dock. I don't think the test was a success as the shroud is not evident in any later images. Comet gives us the Internet source where he found the image, "flickr.com/photo/publicresources" and Wood's reply gives us the photo credit we are looking for: "SI Neg. 2000-11187. Date: na." (SI standing for Smithsonian Institution)

Usually I craft an essay concerning the Mystery

(Continued on page 3)

(Continued from page 2)



Mystery Photo

Photo using all of the threads I receive in the replies and patch the quilt where necessary with what I find.

This month, while I do not wish to discount information received from anyone, one reply was so much fun to read that I wish to present it in its entirety and forgo crafting a detailed essay. You can be assured that much of the information in their collective replies exists in the following essay. Kudos to John Wyld (the recovering ship mod-

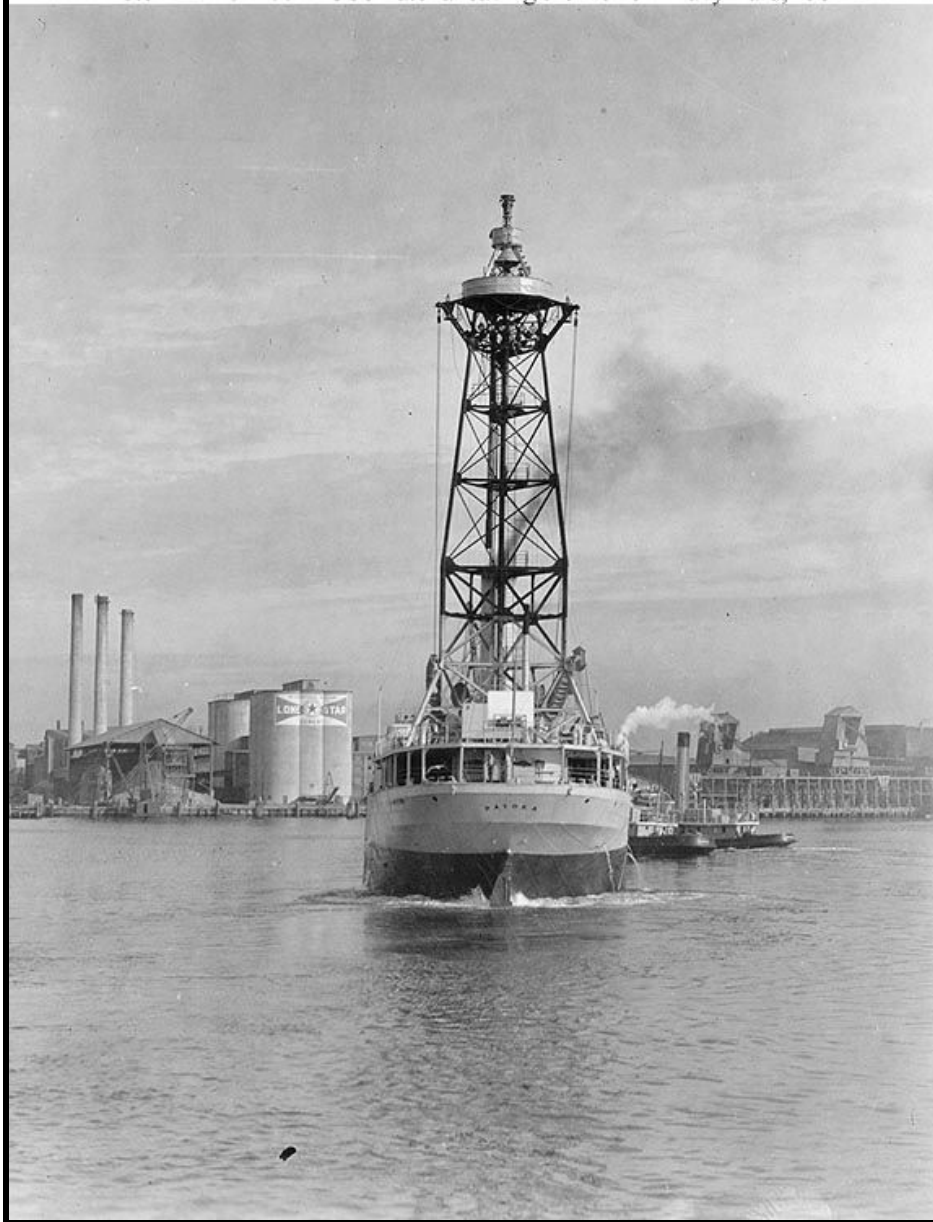
the Chesapeake Bay from Baltimore". While the ship in the photo does not appear to be making much headway 'steaming' - only a very modest wake can be seen - the surface of the water does appear to be consistent with the surface of the Chesapeake Bay in 1925 though the direction of travel cannot be determined. I estimate the ship's speed at 1.263 Knots. When able, I shall investigate the records of wind direction on that date as well as sun angle in order to determine the actual ship's course and time of day. I apologize for my less than complete answer on these points.

The occasion for the photograph is stated as the "first ship-mooring test" for a USN dirigible. It is further stated that the test lasted for 55 minutes, being curtailed due to a storm warning. Due to the early termination of the testing, the aviators, like many before and since (based on my experience) headed directly to the nearest O Club to swap stories and solve problems by drawing pictures on cocktail napkins in the bar.

Now for the characters in the photo: 'Tonto' is portrayed by the USS PATOKA, AO-9, built at Newport News Shipbuilding and Drydock Company in 1919 as a fleet oiler. She was converted in 1924 with the addition of the prominent mooring mast and associated booms seen aft, as well as storage tanks for helium and aviation fuel as well as additional (dirigible) crew quarters for the USN's expanding dirigible fleet. I uncovered only one other photo of PATOKA with the mooring mast shrouded, USS ARTHUR B. RADFORD-like as shown here. Every other photo over the years 1925 - 1939 shows the mooring mast exposed as a triangular cross-section lattice mast. I conclude that the shrouding was probably sail cloth or some similar material and was applied to reduce turbulence of air flowing through the open lattice work. Since later photographs do not show the shrouding, I assume someone concluded after the initial trials (shown in this photo) that the shrouding was wasted effort. PAKOTA would serve as a seaplane tender (AV-9) retaining the moor-

(Continued on page 4)

Photo # NH 91177 USS Patoka leaving the Norfolk Navy Yard, 1932



eler) for this effort:

"Esteamed (sic) Skipper -

It should be obvious to the most casual observer that the mystery photo in the February Newsletter is a photo of the Lone Ranger and his trusty sidekick Tonto.

The photograph, according to my sources, is dated January 16, 1925, and the location is noted as "steaming up(?)

THE ANSWER

The answer to Mystery Photo 272:

USS Patoka

Smithsonian Institute Number: 2000-11187

January 16, 1925

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
February 14, 2009
Mariners' Museum
Guests: Fitz Shriver 1st mtg.
Dave McManaway, 1st mtg.
Wayne Moyer, 1st mtg.
John Homatidus, 2nd mtg

The meeting was called to order by The Skipper, John Cheevers. The Skipper asked the guests to stand and introduce themselves. There were no corrections to the minutes as published. Tony Clayton offered a more fitting name for the Chicago Sanitary and Ship Canal. Eric Harfst gave a detailed Purser's report. There was no Webmaster report.

Old Business: Election of officers was the first order of business. The Skipper directed the Clerk to cast a single vote for the unopposed slate of officers. The new officers are, John Cheevers - Skipper, Ryland Craze - Mate, Eric Harfst - Purser and Tom Saunders - Clerk. After some discussion concerning the banquet, the Riverwalk Restaurant was selected by acclamation. Dave Baker was instructed to proceed with arrangements at the Riverwalk. Bob Comet talked about the Founders' Award. The ballot for the Founders' Award will be in the March Logbook.

New Business: Ron Lewis talked about the opening of the Antarctica Exhibit at the Mariners' Museum. Dave Baker opened discussion about filling the weekend dates at the Modelers' Booth at the Mariners' Museum. Graham Horne asked about the IPMS show in Richmond. There was some discussion about a picnic. Bill Dangler was asked to reserve a shelter in Newport News Park in September.

Show & Tell: John Cheevers showed a book River Class Destroyers, by Keith Butterley. George Livingston showed the Model Shipways *America*. Henry Clapp showed a picture of a C4 converted to passenger service on the Great Lakes. Alan Frazer talked about his model of the steamship *Mary Powell* is a Johnny Walker bottle, an article from Steamboat Bill and several books. Bob Comet showed and talked about the books, Arming the Fleet by Spencer Tucker and The Age of Fighting Sail, by C. S. Forester. Tony Clayton Showed and talked about a diary of the Royal Naval Association, and a photograph of the *Charles W. Morgan*. Tim Wood showed progress on his Bluenose II. John Wyld showed his work on the resin hull of the *USS Hornet*. David Tagg showed his paper model of the *Titanic* and talked about its construction. Henry Clapp showed an article on the *Aquarama*.

The meeting was adjourned to a presentation by Tony Clayton.

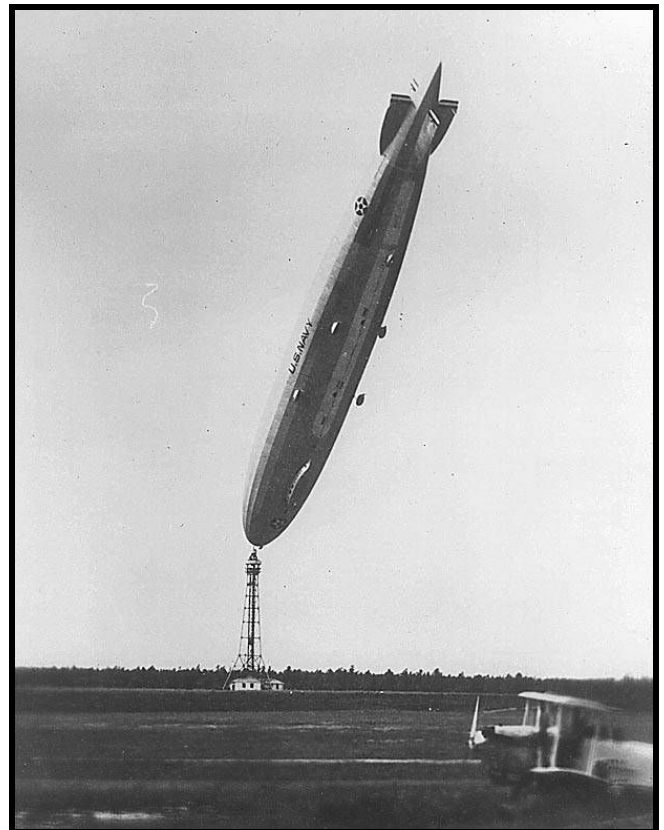
(Continued from page 3)

ing mast after the dirigible program was terminated in 1934, and she was converted back into a fleet oiler for service in WW II (which she survived). (Low marks for the crude 'X' over the name, by the way.)



Mystery Photo

The 'Lone Ranger' is portrayed by the USS LOS ANGELES, ZR-3, manufactured by the Zeppelin works in Friedrichshafen, Germany, in 1924, as part of war debt compensation to the U.S. from Germany after WW I. Of note, this company is one of the few which did not become part of either Lockheed-Martin or Northrup-Grumman. Zeppelin ZR-3 made her Trans Atlantic crossing from Germany filled with Hydrogen. After her arrival in the US, the Hydrogen was replaced by less flammable Helium, and her name changed to the decidedly less Germanic-sounding USS LOS ANGELES. LOS ANGELES, alone among her three sisters - SHENANDOAH, MACON, AKRON - survived to be scrapped (in 1939) making LA the true 'Lone Ranger' of the USN dirigible program. LOS ANGELES is clearly differentiated from outwardly similar SHENANDOAH by a larger and more pleasing looking control gondola. AKRON and MACON both featured prominent vertical columns of engine radiators on the sides of the airship near the engines, and the mystery photo airship clearly lacks these features. While size does matter, and AKRON and MACON were considerably



larger than LA - which was the largest airship in the world when built - relative size is hard to discern from this photo. When I later found this same picture, it confirmed my conclusion that the airship in the picture is LOS ANGE-

(Continued on page 8)

Hampton Roads Ship Model Society Founders' Award Nominations and Ballot

The Founders' Award is voted by the Membership to the person who has most furthered goals of the Hampton Roads Ship Model Society. This year three members have been nominated.

Tony Clayton ---

Tony initiated and carried out a program to design and manufacture several hundred (to date) simple wooden ship model kits for use by the HRMS volunteers at the Mariners' Museum's Ship Modeling Demonstration Booth. The models, complete with all necessary materials and instructions, are given to young children as a means of getting them interested in making ship models. Tony has performed all the work on the project and has paid for all the related materials, and he continues to make new model kits as the supply is used up. In addition, Tony is a regular attendee and participant at HRSMS meetings

Ryland Craze ---

Ryland has been a faithful attendee at meetings, banquets, and picnics, despite the fact that he has a considerably longer drive time than most of our members. He is a frequent contributor in the show and tell portion of the Society's meetings. He actively pursues ship-modeling activities and has made presentations in the technical portion of our meetings. He has conducted audits of the Society's fiscal accounts, and has served ably on committees that he has been appointed to. He currently is serving his third term as First Mate of the HRSMS.

Bill Dangler---

Bill is nominated for the Founders Award primarily because of the work he does in support of our annual Picnic. Bill contacts the city reserving a suitable site, at the time desired by the Society. On the day of the picnic, Bill is there early to start the fire in the grill and to ensure that the site is clean and ready to go. This last year he additionally took on the task of coordinating the food. Bill is usually the last member to leave, doing what is necessary to leave the picnic site as good or better than when we arrived.

Bill is a regular attendee at the HRSMS meetings, participating frequently in the show and tell portion, and updating the membership with items of interest. He further supports us by attending events which spotlights the Society to the public, such as the NRG Conference, the Plastic Modeler's show at Virginia Beach Conference Center, our annual banquet.

2009 FOUNDERS' AWARD BALLOT

Vote for one:

_____ Tony Clayton

_____ Ryland Craze

_____ Bill Dangler

Member's Name: _____

Signature: _____

Mail this ballot to the Skipper not later than March 20, 2009.

(John Cheevers, 414 Burnham Pl. Newport News, Va. 23606) or give the completed ballot to the Skipper at the March meeting, or vote by e-mail by sending your vote to the skipper at: jfcheevers@verizon.net

Only members in good standing may vote.

Hampton Roads Ship Model Society

Annual Banquet

Saturday March 28, 2009

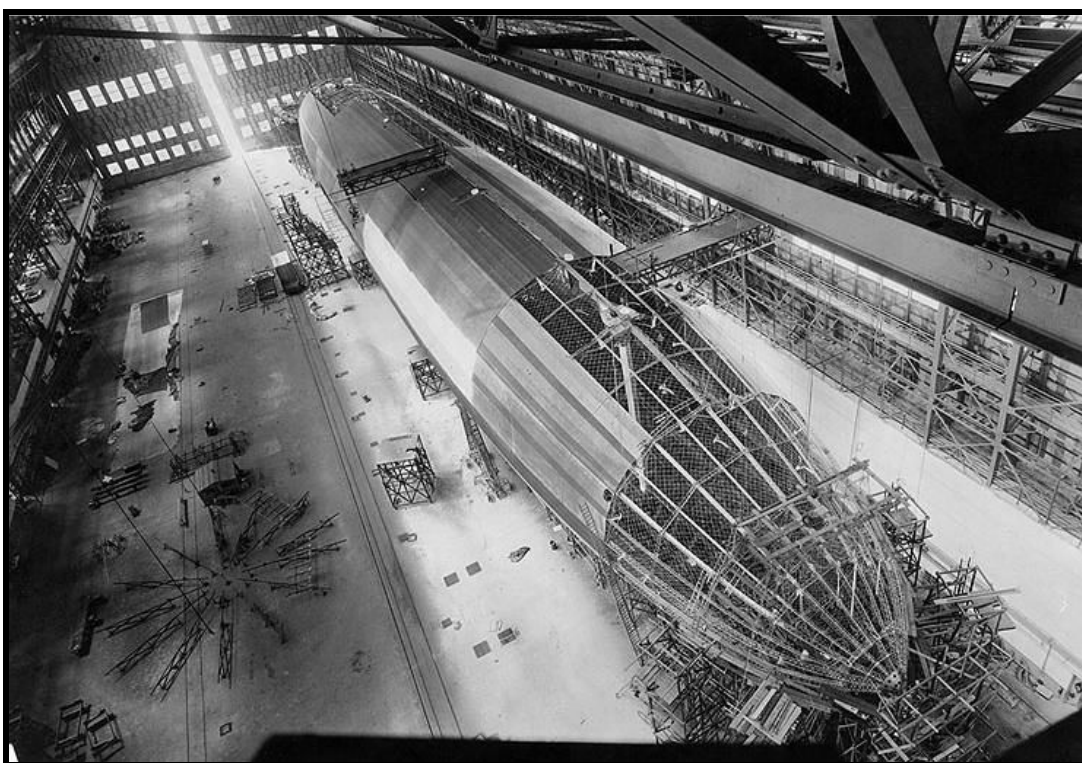
Riverwalk Restaurant, Yorktown, Va.

The annual banquet for the Hampton Roads Ship Model Society will be held Saturday March 28, 2009 at the Riverwalk Restaurant on the waterfront at Yorktown, just a few feet downriver from the Coleman Bridge. The event will begin at 1830 with a cash bar in the restaurant's The Landing banquet room, and dinner will be served there at 1930.

The meal will begin with Lobster Bisque with Sherry and Herb Cream, followed by either Sliced Roast Beef Tenderloin of Beef with Garlic Mashed Potatoes and Red Wine Sauce OR Seared Maine Salmon Filet with Sticky Rice and Dill Butter Sauce (or a vegetarian entree if you wish). Dessert will be New York Style Cheesecake with Fresh Seasonal Berries. There's no need to choose which entree you or your guest will want before the dinner; the waiters will take your order.

The price per person is \$46.00, which includes the 9 percent tax and 18 percent gratuity. Please send your checks made out to the HRSMS to Eric Harfst at 133 Mid Ocean, Williamsburg, VA 23188. Reservations are due by March 25th.

Hope you can all attend and give your friends and spouses a very nice dinner in a great location. As an added enticement, there are several very nice gift shops in the surrounding new waterfront commercial development in historic downtown Yorktown, and free covered parking is available just across the street from the restaurant.



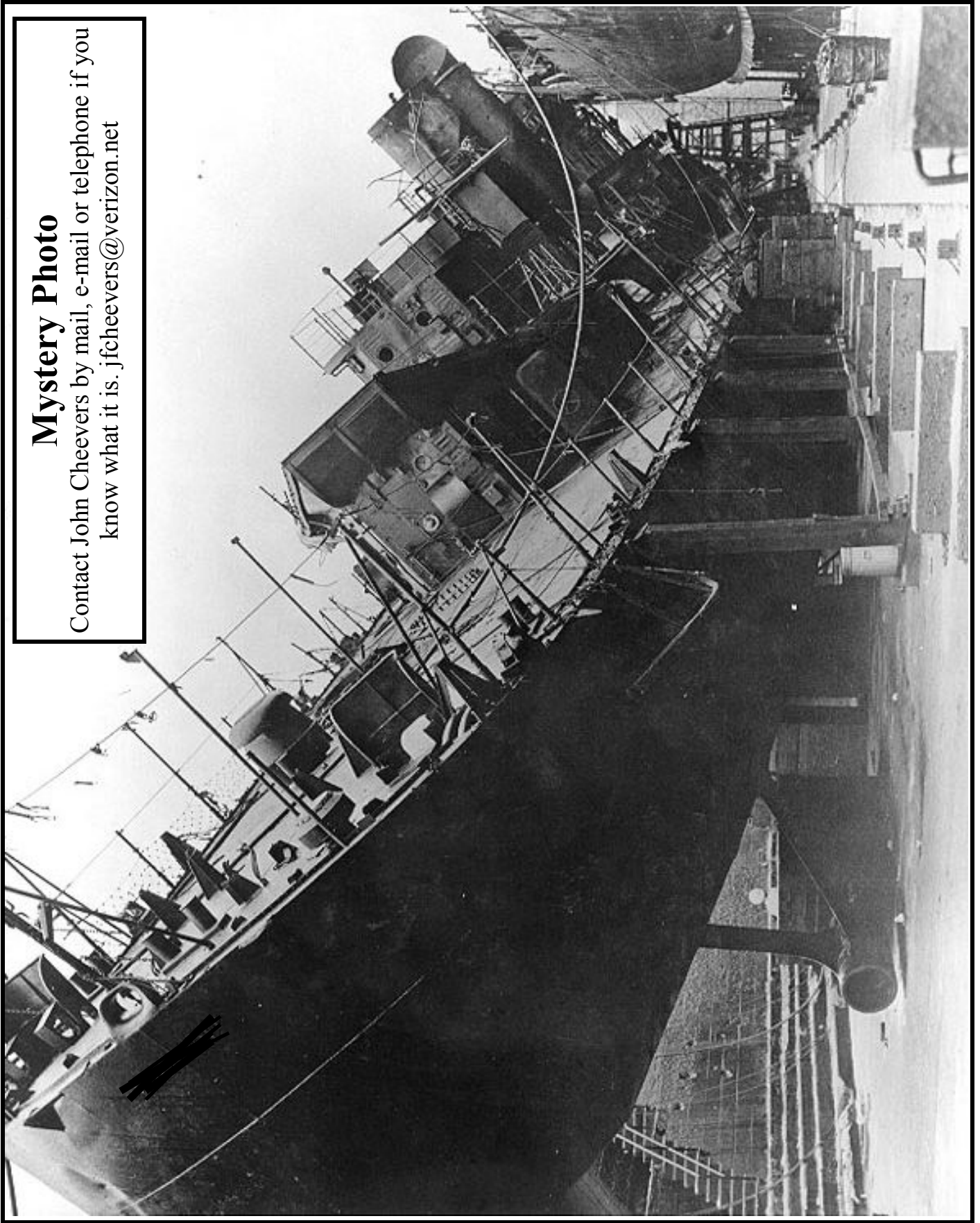
USS Shenandoah (ZR-1)

Under construction inside the airship hangar at Naval Air Station Lakehurst, New Jersey, 1923. Collection of Admiral Thomas C. Kinkaid, USN, 1973.

U.S. Naval Historical Center Photograph.

Mystery Photo

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



NOTABLE EVENTS

MARCH

- 14 HRSMS Monthly Meeting: Mariners' Museum
Presentation, John Wylid
28 HRSMS Banquet, Riverwalk Restaurant, Yorktown

APRIL

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Bob Comet

MAY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Greg Harrington

JUNE

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Charles Landrum

JULY

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, George Livingston

AUGUST

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Tim Wood

SEPTEMBER

- 12 HRSMS Monthly Meeting: Mariners' Museum
19 Talk Like a Pirate Day

OCTOBER

- 6-11 NRG Conference, Buffalo, NY
10 HRSMS Monthly Meeting: Mariners' Museum

NOVEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum

DECEMBER

- 13 HRSMS Monthly Meeting: Mariners' Museum

JANUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Election of officers

**WATCH, QUARTER
AND
STATION BILL**



Skipper: John Cheevers (757) 591-8955
Mate: Ryland Craze (804) 739-8804
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
Chaplain: Alan Frazer

(Continued from page 4)



Mystery Photo

LES. Note also the 'U.S. NAVY' on the side, the US National roundel forward of the control gondola as well as (faintly) on the starboard quarter of the airship.

LOS ANGELES pioneered the use of small fighter aircraft carried internal to the airship in a hangar. These aircraft were both launched and retrieved via a trapeze-like bar suspended below the airship to which the fighter would attach itself via a snap-ring type affair attached to the upper wing of the fighter near the cockpit.

LOS ANGELES achieved some tawdry fame as the result of a decidedly unladylike display while moored to a mast at Lakehurst, NJ, Naval Air Station on 25 August, 1927. While she was tethered by the nose, a rapid ambient temperature change due to the arrival of a cold front led to her raising her butt completely over her head (an angle of about 85 degrees to the horizontal) before the airship was able to swing into the wind and return to a more ladylike horizontal position.

Of further note, during the summer of 1925, while undergoing overhaul at Lakehurst, LOS ANGELES had her expensive and scarce ship fill of Helium off loaded. The gas was transferred to SHENANDOAH which was subsequently destroyed in a crash on 3 September 1925. LOS ANGELES was not able to return to service until a sufficient quantity of Helium was produced - March 1926.

The history of U.S. Naval Aviation during the period from 1918 to 1939 is quite interesting, the dirigible program being one of the more interesting threads during that period."

We'll close with information concerning the fate of these two vessels:

"At the end of June 1932, [*Los Angeles*] was decommissioned and placed in preservative storage in Lakehurst's airship hangar. Following reconditioning in 1934, she began three years of non-flying experiments, including open-air moorings. *Los Angeles* left her hangar for the last time in November 1937 and, in October 1939, was stricken from the Navy list and began the dismantling process. Within a few months, USS *Los Angeles*, the most successful of the Navy's rigid airships, had been reduced to scrap."

Baker reports that following the "decommissioning of the LOS ANGELES in June of 1932, the PATOKA was placed in reserve on 31 August 1933 until recommissioned (under the command of later Admiral Clifton Sprague) as sea-plane tender AV-6 on 11 October 1939, although most of her activities as reactivated revolved around acting as a freighting tanker in the Atlantic (and South Atlantic during WW II) until 1944 when, shorn of her mooring mast, she was reclassified as miscellaneous auxiliary AG-125 and equipped to support mine countermeasures ships, a function she performed in the Pacific, operating out of Guam from September 1944. She was decommissioned on 1 July 1946 and sold for scrap in March 1948."

It may not have been the best of times, it may not have been to worst of times, but it sure was an interesting time.

John Cheevers