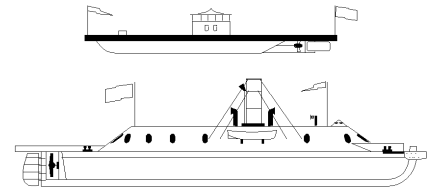


Hampton Roads Ship Model Society

Logbook



No. 296

WWW.HRSMS.ORG

February, 2011

From The Bridge



During the early hours of the Saturday morning of our last meeting, we had a three inch snowfall in the Richmond area. This was somewhat of a surprise snowfall as the band of snow was very narrow. Areas eight miles from my house only received a trace of snow. The snow was light and fluffy and it stuck to everything.

As I left the house to head to the Mariners' Museum, I was struck with the beauty of the snowfall. Mother Nature had painted this beautiful picture on the landscape. The morning sun was rising from the east while the sky was still gray overhead. The sun illuminated the beauty of the snowfall. It was probably one of the prettiest settings that I had seen in my lifetime. I was so amazed at the beauty of the snowfall that I called my wife and asked her to take some pictures of the roads and surrounding landscape heading out of our development. When I got home that night, the images on my Canon point and shoot camera failed to capture the detail in the scenes that I had seen earlier.

This made me think of the power of Nature. The snowfall was picture perfect, but excess snowfall to the north and southwest has caused problems for people living in these areas. At other times of the year, Nature can bring damaging storms that disrupt many people's lives. Nature can bring us a comfortable climate one day and the next day it will be too hot or too cold, too dry or too wet. Nature is something that we cannot control, so we should enjoy the days of comfort and beauty and know that if we get through the unpleasant days, Nature will soon send better days our way.

I want to thank everyone for their patience at the last meeting. We had a lot of business to go over and we accomplished a lot. The presentation was delayed by technical problems with the computer, which was eventually traced to Microsoft updates on the Society's laptop. Everything worked out fine and a thank you goes out to Henry Clap for his presentation on Log Canoes on the Chesapeake Bay.

Before this month's meeting, the Mariners' Museum will be holding a memorial service for Bob Comet at 9:30am. It will be held in front of the Ship Modeling Booth in the Great Hall of Steam. All members are invited and refreshments will be served. After the service, we will meet in the second floor classroom for our meeting. I hope that everyone will be able to attend.

I look forward to seeing everyone this Saturday.
Ryland

Mystery Photo



Mystery Photo #295: When I was younger and the neighborhood gang wanted to have a game, we'd chose up sides and you became either a shirt or a skin. That way we could tell the sides apart relatively easy. When we got to high school the choosing was set aside and teams were determined by geographical region. The sides were split when someone called out: "Four and Twelve Mile against the rest." You knew who you were back then and you knew where you stood in the great scheme of things; you were either a farmer from Four and Twelve Mile or you were from the city or the suburb—seemed to work just fine.

Well we have the makings of just that sort of split with responses to this month's Mystery Photo. It seems that we have two from Bull City and the rest. Hopefully when this column is finished and all the answers are sorted out, you will all know where you stand. I guess you can tell by the way this essay is going where I fall in the split. If not, you must be a farmer.

The vessel in this month's Mystery is not overly large. The large crowd on the stern gives us a good idea of scale. The ship seems to be about the size of an early destroyer...say 300 feet or so long. She also seems to be a conversion of some sort, like she had another life before being pressed into naval service. But the question is whose navy and what service?

John Wyld replied first; and after grouching about his email service eating his carefully prosed invective about a converted ferry, suggests that our Mystery vessel is *HMS Vindex*—a ferry converted into a seaplane carrier. "So *HMS Vindex* has a forward flying off deck for wheeled A/C as well as a small two plane hangar (planes required some assembly) as well as the larger hangar which held six seaplanes." He used Google images to confirm his guess.

The next reply came from our adopted Poquoson zoomie, Ken McFetridge, whose "First insight [is a] sloop-

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MEETING NOTICE

Date: Saturday January 8, 2010

Place: Mariners' Museum

Time: 1000 Hours

(Continued from page 1)



Mystery Photo

style destroyer-gunboat circa 1880 – 1890”... possibly “*ILS Negate* and *SMS Panther* (Germany *Ilitis*-class Kaiserliche Marine.” He finished his response promising additional data as he was “... still looking to find the craft with the large above mid-deck block. Guessing it might have been a storage/weapons make up area for torpedoes.”

Bill Clarke replied next via the telephone (twice) thinking that the mystery vessel was a minelayer of sorts. He was not able to identify a specific ship or class so he suggested no vessel names. In our second conversation he did mention that the ship reminded him of the *Pegasus*. Since the discussions to this point had not been navy specific, I asked if he meant the hydrofoil *USS Pegasus*. He said no the British *Pegasus*, but in the end he seemed to be focused on the minelayer aspect and never followed through on this thought.

Finally Dave Baker replied and very specifically stated that our Mystery image “shows the 23-kt, 2,950-ton seaplane carrier *HMS Vindex* in 1915 shortly after her conversion to carry aircraft and when she still had only a small flying-off platform forward.” As proof he says “the same photo appears on pg. 34 of Norman Friedman’s British Carrier Aviation, Conway Maritime Press, London, 1988;” hard to argue

with a man bearing proof like that. He continues his remarks concerning *Vindex* by adding: “The data in Conway’s *All the World’s Fighting Ships, 1906-1921* are adequate to describe the former Isle of Man Packet Co. steamer *Viking*, which was one of ten small passenger/cargo merchant ships taken over in 1914-15 to serve as seaplane tenders. I was intrigued to read that the ship served again during WWII, but as a troopship.”

My research was simple. Using Google images, I searched under “converted seaplane tender” hoping to find a nice image of *HMS Engadine*—a vessel I was familiar with. Instead after a bit of rooting through the results, I was rewarded with an image of *HMS Ben-My-Chree* that was a close but not exact Mystery match. The site, Hazegray.org, had a nice little historical account of British steamers and ferries converted for naval use during the Great War. In the chapter titled “Channel Packet Steamer type small seaplane carriers,” I found a complete history of the vessel as *Vindex* as well as a copy of our Mystery image and some data concerning her original purpose as the Isle of Man packet steamer *Viking*. It is interesting that one of the accompanying images shows a rather clear, starboard profile view of *HMS Pegasus*. (Bill if you had just called back and been more definite about *Pegasus*, you would no longer be a farmer. Alas, can the Bull

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The Mariners’ Museum

Bill Cogar, President and CEO of
The Mariners’ Museum

Requests the honor of your presence
at a
Memorial Service for
Bob Comet
on Saturday, February 12, 2011 at
9:30 AM
in the Great Hall of Steam



Refreshments will be available following the service
RSVP: mshelton@MarinersMuseum.org or 757-591-7707

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
January 8, 2011
Mariners' Museum
Guest: Mike Amicone, 2nd meeting
Mike Vanture, 1st meeting

The meeting was called to order by the Skipper, Ryland Craze, at 1010 hours. The Skipper asked for a moment of silence in remembrance of Bob Comet. The guests Mike Amicone and Mike Vanture were recognized. There were no corrections to the minutes as published. Eric Harfst gave the Purser's report and noted that the annual dues are due in March.

Old Business: The Skipper gave thanks to John Cheevers for conducting the auction at the December meeting. Ryland had the HRSMS shirts and said that he was satisfied with the quality. They were disbursed later in the meeting. A motion was made, seconded and passed to reimburse Ryland for the shirt logo setup fee. The Skipper asked Tom Saunders to report on the banquet arrangements. He said the banquet manager would be on vacation until the following Tuesday and he

would request the last Saturday in March for the event. Tom requested approval to secure the room if the arrangements were comparable to last year's event. After discussion the approval was given. A motion was made, seconded and passed to limit the cost of the dinner to \$40.00 per person for the members and their guest. A motion was made, seconded and passed to invite to the banquet, as our guests, the widows of members who were deceased in the past year.

New Business: The Skipper noted the contributions received by the Society in Bob's memory and the acknowledgement letters he sent. After some discussion, a motion was made, seconded and passed to procure a plaque for us to place in the model builder's booth at the museum. Tim Wood said that he would investigate procuring the plaque. The Skipper stated that he received a note from Karen Comet inquiring about several of Bob's models left in the model builder's stand. Henry Clapp said that he would retrieve Bob's models and personal effects and return them to Karen. The Skipper noted that there were several functions that would need to be filled. Tony Clayton said that he would be willing to assume the role of program coordinator. Ron Lewis said that he would serve as the liaison between the Society and the Mariners' Museum. Nomination of officers was the next item of business. The nominations were as follows; Skipper - Ryland Craze, Mate - Tim Wood, Purser - Eric Harfst and Clerk - Tom Saunders. The election process will be concluded at the February meeting. The Skipper appointed Dave Baker, John Cheevers and Tom Saunders to be members of the Founder's Award com-

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City tie be broken?)



Mystery Photo

Viking was laid down in 1904 at Armstrong Whitworth, Elswick. She was launched March 7, 1905, was chartered by the Royal navy on March 26, 1915, sold back to original owners 12 February 1920, reacquired by Royal Navy in 1939 as a troopship, returned again to owners 1945, and was scrapped in 1954. Her listed displacement is, as Dave says, 2950 long tons. Her physical size was: length of 361.5 feet, Beam of 42 feet, and draught of 13 feet 8 inches. Power was rated at 11,000 shp driving three propellers through steam turbines. Speed was 23 kts. As a warship her compliment was 218 souls, and she was armed with 4 QF 12-pounder guns and 1 6-pounder AA. She was fitted to carry 7 aircraft which conflicts with John's rating of 6. Upon entering service her name was changed to *HMS Vindex* to avoid confusing her with the destroyer *HMS Viking*.

She along with other packets was taken over by the Royal Navy for conversion to operate seaplanes which were intended to provide reconnaissance and gunfire spotting support for the main battle fleet. They were initially given a very basic conversion, with hoisting booms and canvas shelters fore and aft for the aircraft. A second conversion, like John and Dave found her in the Mystery Photo, included a larger, permanent hangar aft, cranes, and guns. Seaplanes were hoisted out for flying operations, and then hoisted aboard af-

ter landing.

Vindex spent most of her time in service to the Great War operating in the North Sea and twice sent her seaplanes to attack the large German Zeppelin base at Tondern, a town in Germany, in the Prussian province of Schleswig-Holstein. Later in the war, in 1918 she was transferred to the Mediterranean fleet at Malta, serving there until her first dismissal from service in 1919.

OK. My identification counts this month if only to break the tie between the farmers and the rest. The rest have it three to two. There must be something in the Bull City Kool-Aid. If you are interested in seeing how these ships operated, follow this link: [HTTP://wn.com/seaplane](http://wn.com/seaplane), and at its search window type "*HMS Engadine*." You will be rewarded with a short, very clear YouTube video of *Engadine* going through her paces.

John Cheevers

THE ANSWER

The answer to Mystery Photo 295:
HMS *Vindex*
1915 -1918
Source -Fleet Air Arm Museum

**HAMPTON ROADS SHIP MODEL SOCIETY
ANNUAL BANQUET**

**Saturday March 19, 2011
Riverwalk Restaurant
323 Water Street
Yorktown, VA**

**Cash Bar 6:30 pm Dinner 7:30 pm
Price \$40.00 per person, includes tax and gratuity**

Dinner Menu

Lobster Bisque

**House Salad
Warm Bread**

~

**Sliced Beef Tenderloin
Red Wine Sauce**

or

**Seared Maine Salmon Fillet
Dill Butter Sauce**

~

**New York Style Cheesecake
Fresh Berries**

**HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET
Riverwalk Restaurant, Saturday March 19, 2011**

NAME _____

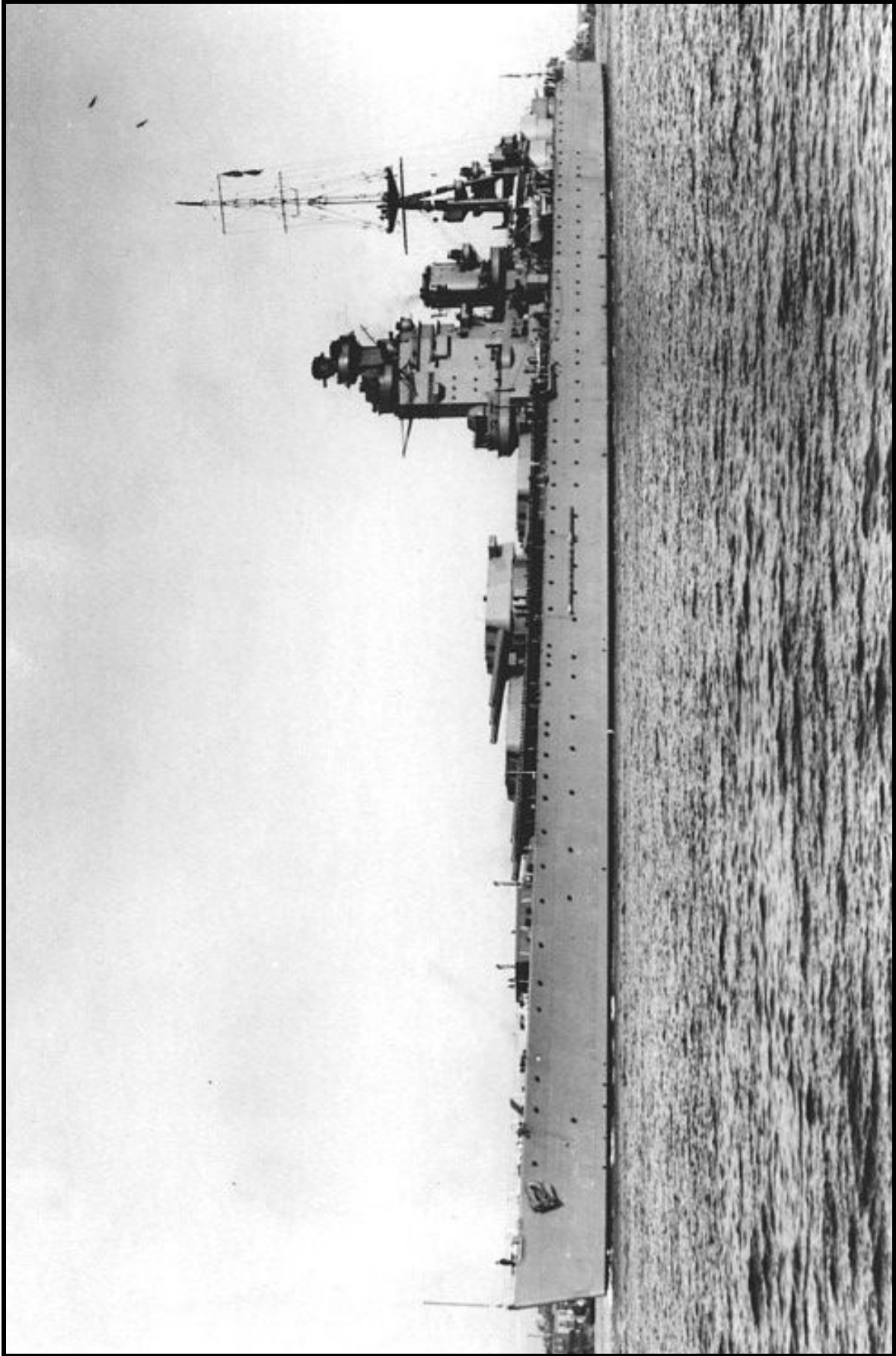
Number in your party _____

**Return this form and funds to Eric Harfst
not later than March 12, 2011.**

X \$40.00

**Eric Harfst
133 Mid Ocean
Williamsburg, Va. 23188**

Total \$ _____



Mystery Photo

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

NOTABLE EVENTS

FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 12 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Moving the Ticonderoga, Tony Clayton
19 **HRSMS** Banquet Riverwalk Restaurant

APRIL

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Santa Maria, Crabtree Version, Ron Lewis

MAY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:

JUNE

- 11 **HRSMS** Monthly Meeting: Mariners' Museum

JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:

AUGUST

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: U.s. Navy Steam Torpedo Boats
1895 - 1920, Dave Baker

SEPTEMBER

- 10 **HRSMS** Monthly Meeting
19 Talk Like a Pirate Day

OCTOBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation,

NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation:

DECEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Ryland Craze (804) 739-8804
Mate: Tim Wood (757) 934-1450
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Bill Dangler (757) 245-4142
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 (757) 867-7666

NAUTICAL TERM

Mother Carey's Chickens A sailor's name for stormy petrels. The name is believed to be a corruption of the Latin *mater cara*, tender Mother, referring to the Virgin Mary. Sailors believed that these little birds were under her special care, due to their hardiness, beauty, size, and skill in flight. (If you have ever seen them "in Weather" at sea, you probably are a believer.)

Submitted by: Tim Wood

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mittee, with John as the chairman. John Cheevers stated that he was contacted by a company located in Norfolk needing to have some ship models repaired. The three-foot models are of a clipper ship and a pond yacht. John Cheevers has the contact information. Dave Baker said that a friend of his was looking for a repository for a collection of tsarist era Russian warship models. He had no further information or photos. Ron Lewis informed the group that the Bronze Door Society commissioned model of a Trireme was on display in the Mariners' Museum Library.

Show & Tell: Henry Clapp said that he had a miter gauge that was supposed to go with combination belt and disk sander that was sold at the last auction. John Cheevers talked about repairing a model of an oyster boat for a company in town center. John also showed the ducted propeller assemblies for his current tugboat project. Dave Baker showed two warship books written in Dutch. Dean Sword talked about his problems in constructing the Billing Boats kit of the *St. Roch*. Henry Schekulin talked his attendance at a David Antscherl workshop. Gene Berger showed propellers he designed and had cast. Dennis Hobbs talked about his construction of the deckhouse for the *Bluenose* and asked for suggestions on preventing the mottled look that occurred during the staining process. Bob Moritz showed his Yankee Model Works 1:350 *Helena*.

The meeting was adjourned to the video "Bugeye: A Chesapeake Legacy"

HRSMS NAME TAGS

Pin Back \$5.25

Magnetic Back \$7.25

If you need a name tag contact Ryland Craze

E-Mail CKart55@aol.com

or

See him at a meeting