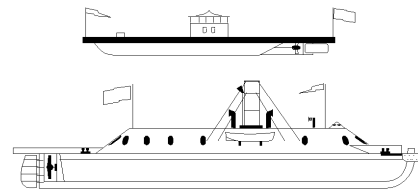


# Hampton Roads Ship Model Society

# Logbook

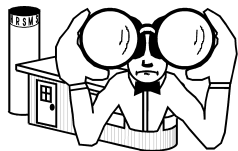


No. 321

WWW.HRSMS.ORG

March, 2013

## From The Bridge



"Time fly's when you're having fun," and yet another year has slipped by.

Once again we have before us a busy March! It starts off with our monthly meeting on Saturday, March 9, along with a highly anticipated auction. The auction will be conducted at an entirely new venue for the club, and that venue is the Norge Community Center, directions will be in the Log Book. At this time I would like to thank Tony Clayton for making this possible. John Cheevers has again agreed to be our Auctioneer. In the past he's done an excellent job squeezing every penny possible from the pockets of our enthusiastic group of ship modelers and I have no doubt he will do the same again this year.

Once the meeting and auction has passed and only a scant fourteen days later, the membership will have the opportunity to enjoy a good meal and camaraderie at our annual banquet. My thanks goes out to Tom Saunders for doing the legwork in making this year's dinner possible, again as in past years our dinner will be held at the River Walk Restaurant, Yorktown. If you haven't attended the banquet in the past I highly encourage and recommend it.

*(Continued on page 2)*

### HRSMS Auction

**March 9, 2013**

**1000 Hours**

**Norge Hall**

**7402 Richmond Rd, Norge, VA 23127**

**See directions on page 5**

## Mystery Photo



Mystery Photo #320: It's all about the music. Who out there remembers the group Bill Deal & the Rhondels? Who out there remembers that they were a local group? Who remembers that Bill Deal died in 2003? Wikipedia says that "Bill Deal & the Rhondels were formed in 1965 in Virginia Beach, crossing blue-eyed soul and beach music. They had three hit singles in 1969, "I've Been Hurt" (U.S. #35), "What Kind Of Fool Do You Think I Am" (U.S. #23) and "May I". If you're into beach music or shag you probably caught them playing along the Virginia Beach strip or maybe down in Nags Head, North Carolina. If you haven't head of them I suggest you check out their music.

Of course this month's mystery is not about Bill Deal but it is a big deal about the Roundels--they are the key. For those of you who are not familiar with a roundel, let me explain. Wikipedia says that "a roundel in heraldry is a disc; the term is also commonly used to refer to a type of national insignia used on military aircraft, generally circular in shape and usually comprising concentric rings of different colors. In heraldry, a roundel is a circular charge. Roundels are among the oldest charges used in coats of arms, dating from at least the twelfth century." In more modern times, "The French Air Service originated the use of roundels on military aircraft during the First World War." So you see, roundels are used to distinguish country of origin on military equipment, say ships and aircraft--something that is quite necessary to keep from shooting at your own forces. Now that's a big deal!

On our mystery vessel we can see a large roundel painted on the ship's hull plating at the bow. Knowing this, it is not too hard to Google "roundel" and then search on the sub topic "military aircraft insignia" for an example that matches. The match to our mystery was used by the United States Army Air Corps and the United States Navy and was active

*(Continued on page 2)*

**Hampton Roads Ship Model Society Banquet**  
**Saturday March 23, 2013**  
**Riverwalk Restaurant, Yorktown, Va.**

(Continued from page 1)



This year we have two nominees for the Founders Award, Ron Lewis and Tom Saunders, both are highly deserving of this award. If you haven't voted yet please take time to do so and forward your ballot to Ryland for tabulation. The award will be presented at the Banquet.

The Society had another good showing this year at the IPMS 2013 Old Dominion Open. We had eighteen members in attendance. It was announced that there were approximately 490 paid attendance with roughly 152 models on display.

I believe most everyone from our group, went home with something purchased from the large selection of vendors. Congratulations go out to Ulrich, who took 1<sup>st</sup> place and Best Maritime Award with his Panart Armed Launch and to Gene took first place with his Monitor model.

I was looking ahead at our calendar and happened to notice we will be in need of training sessions very soon. If you have a particular skill you would be willing to share with the membership please see Tony Clayton and add your name and topic to our training calendar. Please remember the society has a computer at the member's disposal for the help of creating a training lecture. Our computer has Microsoft Word, Power Point and Adobe Photoshop CS2 installed, all of which will make your production easier to create and deliver.

In the coming months, I plan on following Ryland's footsteps in encouraging everyone to bring along their current projects and share it with the membership at our monthly meetings. It's a great way to get helpful tips and a good way to get to know your fellow members better.

I look forward to seeing everyone Saturday.

Tim

(Continued from page 1)



Mystery Photo

from 1917 to 1918 and from 1921 to early 1942. Later in 1942 the red dot in the center was removed to avoid any confusion with the red dot (meatball) used by the Japanese aircraft.

Aside from a roundel that establishes country of origin and plots a preliminary time line, what else does the image offer? Well, the vessel is fairly large. She rests at anchor with a covered lighter and an Admiral's barge alongside. The slightest wisp of smoke is seen from one of the twin stacks. Seven pair of tall booms and lattice kingposts flank each side, with all but the last pair regularly spaced. The bridge sits forward and is a boring rectangular topped by some sort of pyramid affair and a tall foremast. The main mast is equally as tall. While the jack shows a slight breeze forward the ensign hangs



(Continued on page 3)

## 2013 Auction Featuring material from Bob Comet's shop

The 2013 HRSMS auction is at the Norge, VA community center located on Route 60 just a bit north of Williamsburg, and just a wee bit south of Toano as well. New this time is a revamped spreadsheet that will project real time winning bids, bidders, and a running tally of proceeds for all to see. Also, new bid paddles will, I hope, speed the event along. Tony says the doors will open at 9:00AM for room set up, auction set up, and perusal of what is on offer. The auction will start after a very short business meeting at 10:00AM. Tony also promises a bit of refreshment. As always, the minimum bid is 1 dollar and all proceeds benefit the HRSMS treasury. But note: some items may feature a reserve and all offers are subject to withdrawal from bidding at the auctioneers' discretion.

I can see from the huge pile of stuff in my garage that there is a lot of material to move, so we need to be as efficient as possible. To that end and to help you to plan your financial outlay for the event, I think it is fair to at least tease you with some of the big ticket items that will be on offer:

**Books** by authors like: Howard Chappelle, Harold Underhill, Jane's Fighting Ships, and others.

**Tools** like these: Mini lathe, scroll saw, Dremel drill press stand with Dremel, Dremel flex tool and attachments, Dremel router attachment, several tool chests, lots of small hand tools of all types, and more.

**Model kits:** like the Model Shipway's skipjack Willie Bennett and the Aeropicola Bon Homme Richard, etc

**Plans:** sail to steam and in between.

**Supplies:** Wood, brass, jigs and fixtures, fittings... you name it we may have it

We have various art objects and a surprise or two. In the bagged lots, only the feature item(s) will be announced, the remaining stuff is just a bonus.

Please search your shops and storage bins and donate for auction what you no longer need. let's get this surplus stuff into the right hands!

Be there, bring lots of cash or at least have a blank check ready, and don't forget the raffle.

John

### Presenters Needed

If you would like to give a presentation at a meeting, contact Tony Clayton.

(Continued from page 2)



Mystery Photo

limp at the stern. Awnings are rigged fore and aft which indicates a warm environment. And we see aircraft cradled along the main deck--five in all.

So how do we go about solving the identity of this Mystery vessel? Well, we have a large vessel that looks to be configured to carry a loose product like coal or iron ore or something of that nature. We know that the vessel is in government service, most likely for the United States Navy. We have a vessel carrying aircraft, and we have

ferent planet: *USS Jupiter*. *Jupiter's* less than stellar initial performance resulted in a complete top to bottom redesign that became the basis for an aircraft carrier design so completely changed that she was given an entirely different name: *USS Langley*, CV-1. And that's the truth."

Ok, who's right? The answer might lie with *Jason's* and *Jupiter's* service dates and by identifying the aircraft. Charles thinks that "The planes on deck look to be Vought SU-2s which help set the date of the picture in the early 1930s." And he adds "The planes are floatplanes and therefore

require a seaplane tender." That certainly makes sense. When I checked for float equipped Bi-planes of the US Navy in United States Navy Aircraft since 1911 by Gordon Swanborough and Peter M. Bowers, I came up with two possibilities, The Curtis F8C and the Vought O2U Corsair. For all practical purposes the Vought O2U, and the SU-2 are the same aircraft and it was a better match to the plane from the Mystery Photo. The first of these aircraft were placed into service in 1927.

Armed with this data we can safely eliminate *Jupiter* as a candidate for this



**Photo No. 80-G-410001 USS Jason (AV-2) on 29 April 1932**

a time frame to look in. I turned to the auxiliaries section of my 1931 Jane's fighting Ships and looked for ships with this configuration. I struck paydirt with "colliers." Specifically 6 near identical vessels: *Proteus* AC-9 and *Nereus* AC-10; *Jupiter* AC-3 and *Cyclops* AC-4; and *Orion* AC-11 and *Jason* AC-12. *Proteus* and *Nereus* were immediately eliminated because they sported a single funnel. *Cyclops* was eliminated because she disappeared in 1918 in the Bermuda triangle--a mystery yet to be solved. *Orion* was eliminated next because she was never converted for seaplane support and because of the fact that she was damaged in a grounding in 1925 and was never returned to service.

That leaves two near sisters as candidates, *Jason* and *Jupiter*. Tim Wood replied first and he thinks that "This month's mystery photo (very back-lit) is of the Navy Fleet Collier No.12 *Jason*." Charles Landrum replied as well with an emphatic "*USS Jason*." But he goes on to say that "The roundel on the bow signified an aviation support ship." Finally, John Wyld surfaced for air, battery charging, and this burst: transmission: "And what ship is this, responsible for so many firsts yet never the recipient of any Battle E? Well, the pilots, poor sports every one of them, called her the *USS Uranus* because landing aboard her was such a pain in it. The Navy Register, however, shows her name to be that of a dif-

Mystery Photo. There is an image of *Jupiter* that features the aircraft roundel found in the Naval Historical Center's on-line image database and it carries a caption that reads: "*USS Jupiter* moored pierside, location unknown, probably circa 1918-1920 after World War I and prior to being decommissioned for conversion to an aircraft carrier." Her conversion began 24 March, 1920 right here at the Norfolk Navy Yard, Portsmouth, VA. That leaves *USS Jason* as the only ship that our Mystery Photo can be.

If you're still skeptical about our identification, I did find one small difference between the *Jupiter* and the *Orion* classes. This small difference is in the arrangement of the kingpost and booms located just forward of the bridge structure. The *Jupiters* used a sheeve block that was attached to the forward face of the bridge structure to work the boom while on the *Orions* the sheeve was fixed to the top of a stand alone king post. You can see it in the Mystery photo.

According to Charles, "[Jason] was built by the Maryland Steel Co. at Sparrows Point, Baltimore in 1912 as a collier. In 1920 she was re-designated AC-12 and in 1930 as a seaplane tender AC-12. She was struck from the Navy List in 1936." From this his best "guess is that the picture was taken in the early 1930s." Tim's reply contained similar information but he also provided the design's characteristics:

- Class: ORION (Fleet Collier No. 11)
- Design: Navy Fleet Collier No.11

(Continued on page 4)

(Continued from page 3)



Mystery Photo

Displacement (tons): 5,100 light, 19,250 full  
 Dimensions (feet): 536.0' oa, 514.0' wl and  
 pp x 65.0' mld x 27.7' mn  
 Original Armament: 4-4"/50 (1916/17)  
 Later armaments: --  
 Complement: 104 (civ.)  
 Speed (kts.): 14.47  
 Propulsion (HP): 6,943  
 Machinery: Vert. 3-exp., 2 screws

And from Tim's reply we find that *Jason* was "sold to American S.S. Co., Buffalo, N.Y.," and became the "merchant vessel *Jason*. She was scrapped at Baltimore 1948." A contemporary image of *Jason* configured as a self unloading bulk cargo ship is included with his essay. Charles went to "NAVSOURCE.org and looked under Auxiliary and Service Force Ships and then looked under Aviation Support ships and finally Seaplane Tenders. There I found *USS Jason* which was the only ship that sounded like a collier." I urge you to check this site and one called ShipScribe.com for more images of *Jason* and a comprehensive history of these vessels.

In case you were wondering what all the "Firsts" were that John Wyld mentions above, here is the slightly abbreviated balance of his brief transmission: "While not much to look at, this ship is a very significant historical vessel for the USN. It is in fact the USN's Version 1, Mod 0, aircraft carrier. This picture (and the one attached to this e-mail) show the ship before all the bugs associated with landing a heavier than air aircraft on a ship were ironed out. The configuration shown has many of the details commonly associated with later 'bird farms' but lacking the, shall we say, sophistication of later designs. Clearly visible are both the 'flight deck' (as we now know it) and the arrester mechanisms which are clearly quite crude by modern standards. The defects of this design are so clearly evident even at the distance the photo was taken as to make one wonder how they actually reached implementation - even as a first try. As noted later, the glaring deficiencies highlight a rivalry between two Bureaus within the USN that led to many conflicts over a period of decades. This MP ship, therefore, represents a great many firsts, not many of which are actually worth bragging about as the following will detail.

The longitudinal 'flight deck' is clearly exceedingly narrow as can be seen by its placement between the boiler uptakes on the after deck. Attached to the underside of the flight deck are pairs of pulleys which were intended to lift aircraft from on the ship's main deck (where some aircraft are shown in the MP) and to suspend them well above the main deck to allow additional aircraft to be brought aboard. (As will be seen, the attrition rate for aircraft was so high that a large number of spares were required even with a cadre of the steeliest-eyed

(Continued on page 5)

## THE ANSWER

Mystery Photo 320

Name: USS Jason (AV-2)

Date: 4-3-31

Thanks to Dave Baker for providing the Mystery Photo

# MINUTES



Hampton Roads Ship Model Society  
 Monthly meeting  
 February 9, 2013  
 Mariners' Museum

Guest: Sergio Ceballos, 1<sup>st</sup> Meeting

The meeting was called to order by the Skipper at 1005 hours. There were no corrections to the minutes. Ryland did note one correction to the Logbook related to the date of the auction. Eric Harfst gave the Purser's report. He detailed several expenditures related to our web site and the upcoming International Plastic Model Society (IPMS) show in Richmond. The Purser asked the Logbook editor to submit a bill for publishing costs.

Old Business: The first item of old business was the election of officers. The unopposed slate of officers was Tim Wood – Skipper, Bob Moritz – Mate, Eric Harfst – Purser and Tom Saunders – Clerk. The Clerk was directed to cast one vote for the unopposed slate of nominees. Following the Skipper's direction the election was concluded. Tim Wood spoke about the candidates for the Founder's Award, Ron Lewis and Tom Saunders. The Skipper reminded everyone that the ballots for the Founder's Award are to be returned to him by February 28<sup>th</sup>. Bob Moritz talked about the IPMS model contest and some of contest rules. The Skipper reminded everyone of the auction to be held on March 9<sup>th</sup> at Norge Hall. Tony Clayton gave information about facility and said that he would arrive 0900 hours. Tony said that he would like to "spice-up" the auction with a fifty-dollar gift certificate to Model Expo. The Logbook editor said there would be directions to Norge Hall in the March newsletter. There was further discussion of the auction. The next item of business was the annual banquet. Tom Saunders reported that he met with the banquet coordinator at the Rivewalk Restaurant on January 23rd. The menu would remain the same as in previous years, but there was a price increase of five dollars per plate.

(Continued on page 8)

## Nautical Term

### Chewing the Fat

"God made the vittles, but the devil made the cook," was a popular saying used by seafaring men in the last century when salted beef was staple diet aboard ship. This tough cured beef, suitable only for long voyages when nothing else was as cheap or would keep as well, required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as if it were chewing gum and referred to this practice as "chewing the fat."

Submitted by, Tim Wood

(Continued from page 4)

pilots.) This arrangement, for quite obvious reasons, led to the term 'hanger deck'. For inexplicable reasons, this term was changed in spelling to 'hangar' at some later point in history, thoroughly confusing the inattentive.



Mystery Photo

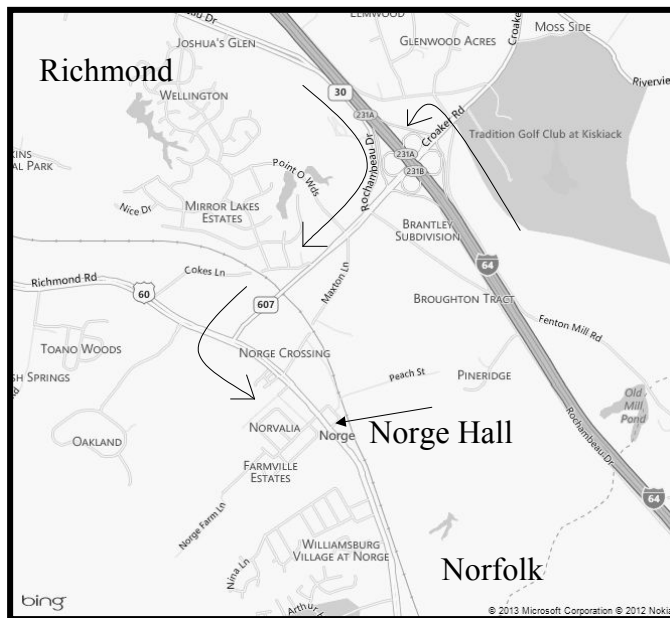
The USN clearly wished to attract only the most self-confident of the available pilots to be certain they had the 'right stuff' to be able to land at sea on so narrow a deck, not to mention avoiding both the mainmast and the foremast at either end of it. Quite a feat to do so one must acknowledge, despite also questioning the pilot's sanity. In fact, originally it was called the 'flight plank' - a term sufficiently unpoetic as to require that it, too, be changed in short order. Clearly the second, and possibly, more important, problem was to slow the aircraft sufficiently for it to come to a stop before the end of the 'flight deck'. The configuration of the ship in the MP is that of the initial design of the arresting system - pairs of parallel vertical poles perpendicular to the 'flight deck' and sufficiently close together as to be narrower than the aircraft wingspan. The theory was that the posts would bring the aircraft to a safe, though abrupt, stop.

The MP shows the ship prior to sailing on its first 'CAR QUAL' as we have come to know it. Alas, the arrestors worked rather too well. As could have (or should have) been foreseen, the arrester posts ripped the wings off every plane able to actually land. The result was not unlike 'walking the plank' in reverse as some historians have noted. Needless to say there was much finger pointing after the first at-sea trial. This conflict began the long history of decades of antagonism between BuC&R (the Bureau of Construction and Repair) and BuAer (the Bureau of Aeronautics). However, the pilots who survived that first sea trial added some gallows humor to the discourse between pilots that survives even to this day with the saying: "A good landing is one you can walk away from, a great landing is on where they can use the airplane again."

Whether John is right in his observation is a subject for another time. MP#320 certainly is a unique photograph that

(Continued on page 8)

## Directions to Norge Hall



From either Richmond or Norfolk, take I-64 toward Williamsburg

Take exit 231A to merge onto State Route 607/Croaker Rd toward Virginia 30/Norge/Toano

1.5 mi Turn left onto US-60 E/VA-603 E/Richmond Rd Destination will be on the left after 0.6 mi

Norge Community Club  
7402 Richmond Rd  
Williamsburg, VA 23188

Photo No. 80-G-68138 S.S. Jason on 26 May 1943



**HAMPTON ROADS SHIP MODEL SOCIETY  
ANNUAL BANQUET**

**Saturday March 23, 2013  
Riverwalk Restaurant  
323 Water Street  
Yorktown, VA**

**Cash Bar 6:30 pm      Dinner 7:30 pm  
Price \$45.00 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**

**A vegetarian dinner is available**

---

**HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL BANQUET**

**Riverwalk Restaurant, Saturday March 23, 2013**

**NAME \_\_\_\_\_**

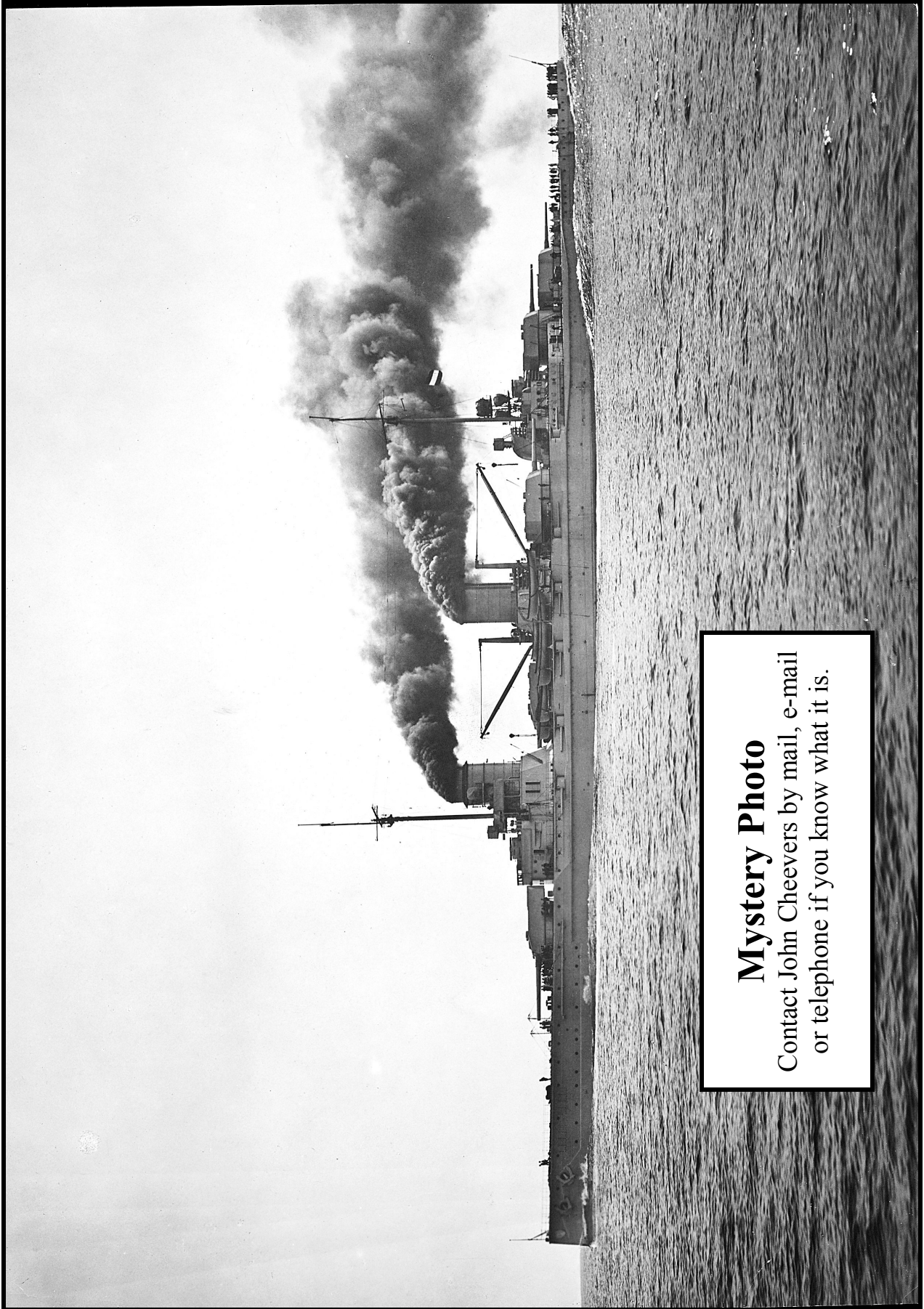
**Number in your party \_\_\_\_\_**

**Return this form and funds to Eric Harfst  
not later than March 15, 2013.**

**X \$45.00**

**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.

## NOTABLE EVENTS

---

### MARCH

- 9 **HRSMS** Monthly Meeting: Norge Community Center  
Auction  
23 **HRSMS** Banquet - Riverwalk Restaurant, Yorktown

### APRIL

- 12-14 Cabin Fever Expo York, Pa.  
13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, John Wyld  
20 NRG Ship modeling Seminar - Houston, Texas

### MAY

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

### JUNE

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

### JULY

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

### AUGUST

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

### SEPTEMBER

- 14 **HRSMS** Monthly Meeting, Picnic, Newport News Park  
19 Talk Like a Pirate Day

### OCTOBER

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

### NOVEMBER

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

### DECEMBER

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

### JANUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers,

### FEBRUARY

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

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Tim Wood (757) 481-6018  
Mate: Bob Moritz (804) 779-3365  
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

(Continued from page 4)



The current price is fifty-four dollars per plate and there would be a charge for the room if we did not reach a forty-person minimum. After discussion a motion was made, seconded and passed to set the price for attendees at forty-five dollars per plate, with the HRSMS treasury subsidizing the remainder and any room fee if applicable. Tom Saunders said that a banquet form showing the price and other details would be emailed to members in the following week and included in the next issue of the Logbook. The Skipper circulated letters he received from organizations recognizing contributions in the memory of Patricia Harfst.

**New Business:** Ron Lewis asked what days the Model Builder's Stand at the Mariners' Museum was being manned. He said that he would start on Wednesdays. He asked that when the stand was being manned, that arrangements be made to have a museum wide announcement that there is a model building demonstration in the Great Hall of Steam. Ron also said that the Mariners' Museum is looking for volunteers for the speakers bureau.

**Show & Tell:** Jim Beale talked about his *USS Commodore Perry* and asked information on its configuration. Ron Lewis talked about using steel fishing leader on the restoration of the *F D Crockett* at the Middlesex Maritime Museum. Tony Clayton showed porcelain Viking ship procured from Ebay. Gene Burger showed his 1:16 operating model of a PT boat. Gene talked its construction and plans for the model's motors. Tim Wood showed the progress on his Glenco PT boat. Bill Altice showed three books, one by Herald Hahn, Lloyd McCaffery's *Ships In Miniature* and *Building a Miniature Navy Board Model* by Phillip Reed. Tim Wood showed his new kit of a China river gunboat. John Cheevers showed the progress on his yardboat, *Snark* and the progress on his PT boat carved hull.

The meeting was adjourned to a video presentation on PT boats, by Tim Wood.

(Continued from page 5)



Mystery Photo

highlights a somewhat confused and austere time in naval aviation. This identification depended on spotting the roundel and understanding it's meaning. Therefore the big deal about this Mystery is, indeed, the roundels.

John Cheevers

**HRSMS DUES**  
Are payable in March