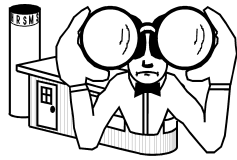


From The Bridge



Mystery Photo



Captains' Log 2.09.19

Weather your favorite prognosticating rodent goes by Jimmy, Phil, Willie, Woody, General Beauregard Lee, Sir Walter Wally or the late Staten Island Chuck (thanks to Bill de Blasio), we can all agree on one thing. The plethora of mammoth marmots around the country couldn't find a consensus on the coming of spring. Therefore, I have declared at least six more weeks of quality indoor building time left. There's no overgrown squirrel big enough to get between me and my glue. Relax, take a big breath and go whittle more parts. Whistlepigs have nothing on me. The grass can wait.



Speaking of prognosticators, we have the opportunity, this month, to vote for the 2018 Founders Award recipient. Three nominees, John Cork, Stewart Winn and Greg Harrington have been selected for consideration and all exhibit quality and devotion to the HRSMS. The Founders Award will be announced and presented at this year's banquet in March.

As a reminder, The IPMS Richmond Show on February 23, still needs help. Please consider volunteering to set up and/or man our table with current projects. Ryland will give an update at this upcoming meeting. It's shaping up to be the largest show yet. There's possibly a trophy with your name on it. See you there.

Dear Leader

Mystery Photo #391: On January 12, 2019, I read in fakebook where the Chinese have flown the world's "largest" floatplane—I don't think so, but we'll continue with the story, as therein lies one of the problems with fakebook. Wikipedia offers this about that plane: "The AVIC AG600 Kunlong, or "Kun Dragon", is a large amphibious aircraft designed by AVIC and assembled by CAIGA. Powered by four WJ-6 turbo-props, it is one of the largest flying boats with a 53.5 t (118,000 lb) MTOW. After five years of development, assembly started in August 2014, it was rolled out on 23 July 2016 and it made its first flight from Zhuhai Airport on 24 December 2017; it should be certificated in 2021, with deliveries starting in 2022." Maybe not the largest, Howard Hughes and the Soviets can contest that battle, but certainly the newest.

You could say that World War Two got in the way. Prior to the war, there was a burgeoning enterprise to ferry people around the globe using airplanes for transport and the seas for runways. Ok, in hindsight, maybe it wasn't the best plan. But it was a good plan at the time and the technology and takes its place in the transportation evolutionary scale along with balloons and horses. For a brief period of about ten years this was a viable enterprise, and some aspects of seaplane travel are still superior to the modern equivalent. It's a shame the war happened.

For the US Navy, most of their first military aircraft were seaplanes or floatplanes. After all that was the medium

(Continued on page 2)

THE ANSWER

The answer to mystery photo 391:
Special Lighter (AVC1)
Bow view of ways and vessel
Navy Yard Phila. Pa. Aug-17-1940

MEETING NOTICE

Date: Saturday February 9, 2019
Place: Mariners' Museum
Time: 1000 Hours

Hampton Roads Ship Model Society Banquet

Saturday March 16, 2019

Warwick Yacht and Country Club, 400 Maxwell Lane, Newport News, Virginia

Modeler of the Month, January 2019

ULRICH GUENTHER



Almost 60 years ago, I carved my first crude models of Columbus' ships from balsa wood, matchsticks and paper, approximately 2 inches in size. Paper and plastic models followed, then life happened, and I lost interest in building models. Years later, in 1989, I completed my first "real" wooden ship model: "Essex" 1799, 5/64 scale. Ever since, I was hooked. After moving to the Tidewater area, I joined the HRSMS in 1994 which helped me in no small way to become a better modeler. Members Bill Altice, Henry Schekulin and others are to blame for this. I am a slow builder; it took up to four years and more to complete some of my models. Looking at the stash of kits I have accumulated over the years, it will take another lifetime to build those. Ship modeling has inspired me to research the history, design and development of ship building over the centuries and has taught me patience and attention to detail, especially scale authenticity. My interests besides ship modeling are fishing, reading, traveling, history, and of course, foosball. I am retired and happy to have a rewarding hobby/obsession to keep me busy and out of trouble, my wife says. For the future, I see myself doing more scratch building and learning how to do intricate carvings, so I can one day build an awesome model. My thanks to all members who gave me help, advice and support to make me grow and learn as a modeler.

It's scary to have a 30 foot wave chasing you. If you are steering, you don't look back. The crew looks back for you, and you watch their faces. When they look straight up, then get ready!

Magnus Olsson

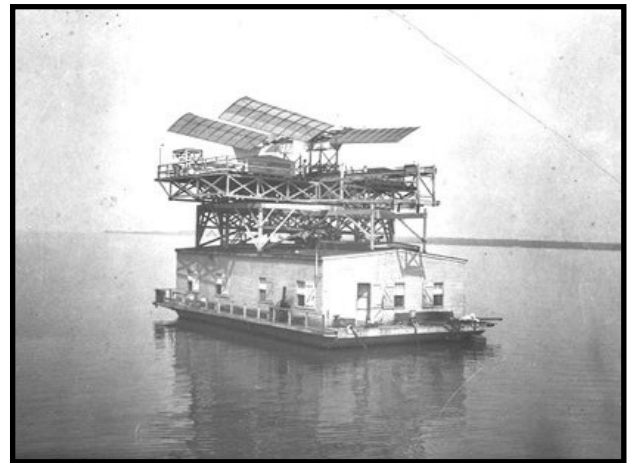
(Continued from page 1)



they operated in. The value of aircraft in warfare was proven in the First World War and development of "at sea" aircraft continues to this day. For airplanes that operate off of the water, there are special considerations in their design—they are called tradeoffs in the business. Good design is always the result of balancing these tradeoffs—optimizing might be a better word. For instance, floats are inherently heavier than wheeled landing gear. They are also inherently less efficient in terms of drag on the airframe.

Alright you say, this writer is talking about airplanes when the Mystery Photo clearly shows what could only be called a barge in most circles, and a lighter if it were military. If you want to know why which is which, don't bother, the words are almost interchangeable depending on your level of snootiness. WikiDiff settles it: "[a] lighter can be a flat-bottomed boat for carrying heavy loads across short distances (especially for canals or for loading or unloading larger boats) while barge is a large flat-bottomed towed or self-propelled boat used mainly for river and canal transport of heavy goods or bulk cargo." Easy Peasy!

And to be sure, that barge stymied all but two very hardy players. We received replies from Kevin Ritton and Rob Napier who both managed to identify the vessel and its purpose. I apologize here for not including Rob's reply as I somehow managed to lose the damn thing after it arrived, but he gets full credit. Kevin has this to say: "The mystery photo is of the USS



USS Langley 1903

AVC-1, a barge mounted hydraulic catapult to be used for launching flying boats. A modified Martin Mariner flying boat was used for testing the catapult. Bill Lee wrote a nice article on this in the Apprentice Alumni Association website memories section." And I know about that article as I read Bill's work there as well. And some of it, if not all, is available on-line. I understand that this article was the impetus for the editor who scrounged around to supply the photograph. Baring that Alumni site, you can also find a great deal about AVC-1 at a website called shipscribe.com. It is managed by Dave Baker's good buddy Stephen S. Roberts, a name that should be familiar to some of you. And, of course, if you know what the vessel is or stumble across it during a Google search, some good photographs can be viewed at NavSource.com.

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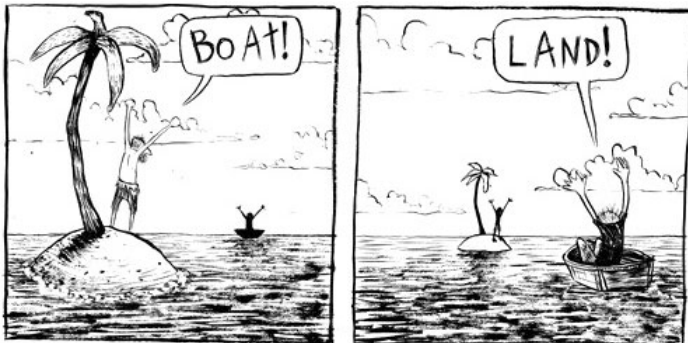
What's Happening at the Museum

January, February, sort of the doldrums for museums and other tourist attractions. Those of us in the Modelmakers' Workshop are actually getting work done! By the way, I think we have John Cheevers and Heinz to thank for the new power tools! Sure is a time saver. Although I know electricity is just a passing fad, I'll enjoy it while it lasts. You've probably noticed that the Age of Exploration gallery is blocked off. Sorry, but it's a necessary evil. There are quite a few air handlers in our vast system that are in urgent need of repair, replacement and serious maintenance and one happens to be over this gallery. While the HVAC mechanics are working, exhibits and programs folks are reexamining the Age of Ex gallery and, upon completion of a renewal program, you'll see a broader cultural emphasis in the gallery. Also, the orphan artifacts are finally getting some respect! An ongoing and very aggressive program has been initiated and it's bearing fruit. The "boneyard" behind the museum containing old artifacts needing restoration, looked very unorganized last year. Our Chief Conservator, Will Hoffman, has catalogued and moved pieces around to make them come into some sense of order. A quick look out the back door shows off a much neater arrangement than I remember over the last 25 years!

"Seizing the Moment", incidentally, is our next big exhibit opening. The exhibit will feature never before seen images from noted photographers showing the evolution of marine photography. Documentary works, artistic interpretations, very old gelatin silver prints and contemporary art will be on display. The gallery opens on February 23rd. Be there at the right time and you may get an informal tour by our curator, Sarah Puckett Scruggs.

The Museum Challenge

Well, you're batting .500. Don't know whether that would get you a starting position or not but this month's challenge has a lot of clues AND a close relationship to our Society. The challenge is a ship model that was restored by one of our past members and it is one of the oldest in our collection, dating to the late 19th century. It's unique in several of its features but the one I like best is this: the main job of the masts was not to support yards and sails although it does have sails. "Sailing, sailing over the bounding main" was not a primary consideration; in fact, she had very few sailing miles in her near thirty year service history! And no one ever bothered to give her a proper name! The model, sort of like the *Queen Elizabeth* model, was built for an exposition, the Centennial Exhibition in Philadelphia in 1876! Know the answer? Tell me! rlewisclu@aol.com First in wins this month's prize!



AMERICAN NAVAL HISTORY War of 1812

1814 Part 2

June 8-10: In the St. Leonard's Creek off the Patuxent River, Maryland, the gunboats of Commodore Joshua Barney's Chesapeake Bay Flotilla repulse attacks by British boat parties.

June 19: On Lake Ontario, 3 boats commanded by Lieutenant Francis H. Gregory capture and scuttle the British gunboat *Blacksnake*.

June 22: The brig *Rattlesnake*, is captured by the British frigate *Leander* off Cape Sable, Nova Scotia.

June 26: The British frigates *Lorie* and *Narcissus*, retire down the Patuxent River, Maryland, after being shelled by Commodore Joshua Barney's Chesapeake Bay Flotilla.

June 28: The new sloop *Wasp* captures the British brig *Reindeer*, after a 29 minute action in the North Atlantic.

July 1: At Presqu'île, Lake Ontario, a boat party commanded by Francis H. Gregory burns a 10-gun British schooner on the stocks ready for launching.

July 14: Off the coast of New England, Gunboat No. 88, *Sailing Master G Clement*, captures the British schooner *Chebacque*.

July 20: Captain Arthur Sinclair enters Lake Huron in command of an amphibious force composed of the brigs *Niagara*, *Lawrence*, *Caledonia*, and the schooners *Scorpion* and *Tigress*, with 750 troops embarked. His mission is to disrupt the British fur trade and recapture Fort Mackinac. The attack on Fort Mackinac on August 4 is repulsed.

July 25: An American invasion of Canada across the Niagara River is checked at the Battle of Lundy's Lane near Niagara Falls.

July 31: On Lake Ontario, the British brig *Magnet* is chased ashore and burned by the schooner *Sylph*, Master commandant Jesse D. Elliott.

The War of 1812 Continues

Bob Moritz

2019 Dues

Membership dues for 2019 are due and payable by the March meeting. The annual dues for Regular members are \$24.00 and Associate members are \$18.00.

I will be collecting dues at Saturday's meeting or you can mail a check payable to "HRSMS" to:

HRSMS
c/o Ryland Craze
5708 Oak Knoll Lane
Midlothian, VA 23112-2405

(Continued from page 2)



So, finding the vessel might not be as hard as finding out about the vessel, or placing it in context with developments concerning its primary feature, the catapult. From Bill Lee's article we find that "In the late 1930s, the US Navy was engaged in the development of flying boats for long range patrol and bombing purposes. However, the amount of fuel and bomb load such amphibian aircraft could carry was limited by the considerable drag experienced during water takeoffs. Calculations



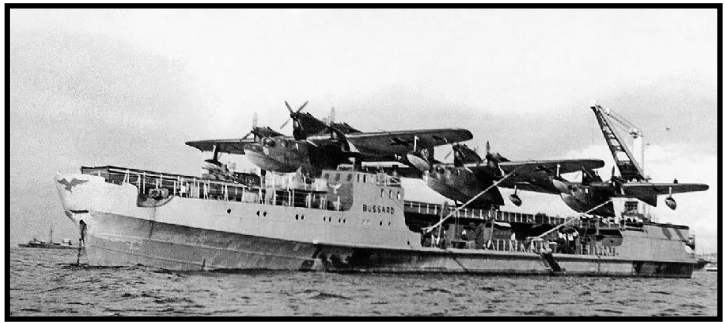
indicated that once airborne, such planes could carry more fuel and a much bigger payload than they could manage to lift during a normal takeoff from water. Thus was born the idea of catapulting such aircraft from a floating platform."

The beginnings of catapult launches were exciting. Experiments in launching aircraft by a vessel in water using a catapult began around 1903. Samuel Pierpont Langley (CV-1 and that place over in Hampton, VA were both named for him) conducted the first experiments using a spring loaded catapult that, while unsuccessful, paved the way for others. Wikipedia says that "On 31 July 1912, Theodore Gordon Ellyson became the first person to be launched from a U.S. Navy catapult system. The Navy had been perfecting a compressed-air catapult system and mounted it on the Santee Dock in Annapolis, Maryland...On 12 November 1912, Lt. Ellyson made history as the Navy's first successful catapult launch, from a stationary coal barge. On 5 November 1915, Lieutenant Commander Henry C. Mustin made the first catapult launch from a ship underway." Lee mentions that Mustin's launch "took place...from the stern of the coal-fired USS North Carolina (ACR-12); built by Newport News Shipbuilding as Hull #57 and delivered in 1908." (And it's interesting to note that USS Mustin (DD-413), named for the aviator, was also built at Newport News Shipbuilding in 1937.)

With the technology somewhat proven, The US Navy as well as some foreign powers, namely the British Navy, continued to develop and employ the catapult. Propulsion methods changed over time; compressed air yielded to gunpowder charges, that yielded to hydraulics which became the mainstay of catapult propulsion up to the early fifties when the British developed a catapult powered by steam. But this gets ahead of our story.

Back to the barge at hand. From the middle 1930's to after the Second World War maritime patrol and long range reconnaissance fell primarily to the seaplane or flying boat. They had long range and the ability to land at sea which made

them ideal to patrol the vast expanses of ocean that the Navy was charged to monitor and protect. That range was a trade-off and meant that they could only carry minimal armament and



German Catapult Barge, Bussard

bomb loads. To boost this performance (range and payload) the German navy built special purpose vessels, powered lighters really, fitted with catapults. It's not clear whether the US Navy had the idea concurrent with the Germans or as a result of espionage or in collaboration with the British but "On 14 Mar 38 the

(Continued on page 5)

(Continued from page 8)



er largely kit-bashed due to the unsuitability of many of the kit parts. Greg showed a plank-on-mold framing project of a fishing trawler he is scratch-building at 1:24 scale. He also showed a Micro Mark tool for punching soft metal which he is employing to create roves for the clincher effect he is representing on the clincher-built

trawler. Bruce showed a scratch build of the *York*, a ferry that plied the York River at the current location of the Coleman Bridge. The model is built for the Watermen's Museum. He also showed a finished kit of the *USS Kidd*. Hank Ghittino showed a stick-on remote LED light source that would solve some lighting problems easily and at little cost. Hank discussed some of the woes he has encountered trying to assemble a ship from two Mamoli kits, both of which were missing a number of parts. Gene showed a rather large (1:48) model of the *Olympia* which he built a number of years ago and has returned to it in an effort to rework it and perfect some of the missteps he has noticed. The main deck planking, neatly nibbed, seems complete and very accurate.

The meeting was adjourned to a video presentation brought by Tony Clayton of "*SPRAY, the Last Severn Trow*".

Nautical Term

Rabbet A recess cut into a timber to accommodate another. Common among shoreside carpenters today, it is believed to have been exclusively a shipbuilder's term. It appears to have come from Old French *rabbat*, recess.

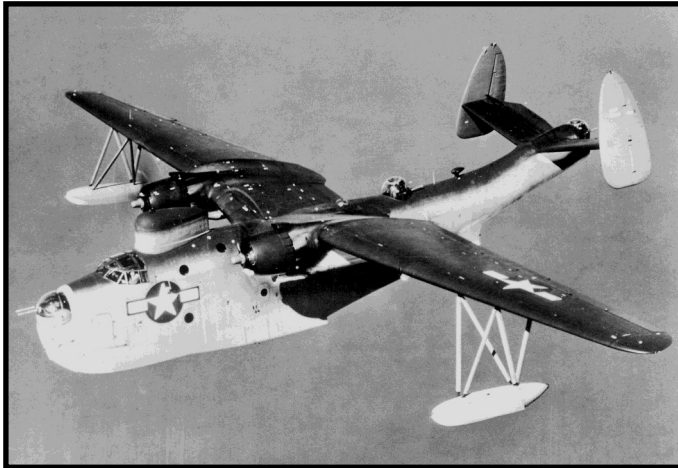
Tim Wood

(Continued from page 4)

Bureau of Aeronautics informed the Bureau of Construction and Repair that it was considering building a waterborne catapult unit..." "This unusual naval unit was classified...and commissioned...as an Auxiliary Vessel - Catapult Lighter (AVC). Once it was built and successfully tested, using a one-of-a-kind modified Mariner that was given the designation



XPBM-2 [depicted to the right], the Navy envisioned adding propulsion capability to the AVC design, and positioning a number of the barges at advanced island bases in the Pacific to



Martin PMB 5, c1945

further expand the aircraft's range and bomb-delivery capability."

Bill Lee's article continues: "In March 1939 the Philadelphia Navy Yard was selected to construct a prototype catapult lighter, which was assigned just a number...AVC-1...but no name. It essentially was a 424 foot-long barge that displaced a little over 5,800 tons. The nearby Baldwin Locomotive Works was asked to design a giant hydraulic catapult capable of launching a 60,000 pound flying boat at a speed of 120 MPH.

This catapult, given the classification XH Mark 3, was several times larger than the hydraulic catapults being installed in the US Navy's fleet aircraft carriers at that time. Consequently, it was a huge device, requiring the AVC-1 to be built around it. The following image, and a stern view on the next page shows AVC-1 on her building ways in August 1940, on the day of her no-ceremony launch and before the catapult was installed. She was 72% complete at the time.

Once launched, completion of the AVC-1 was delayed as the navy yard awaited delivery of the catapult. That didn't begin until almost a year later, in late July 1941, and further delays in delivery of some of its parts resulted in the barge not being completed until early May 1942. Oddly, the incomplete barge was commissioned as USS AVC-1 several months earlier, and one officer and forty enlisted men were assigned as her crew; most likely to assist in catapult installation and preliminary testing.

The vessel was then towed into the Delaware River and moored. Dead load testing of the catapult using weights of up to 60,000 pounds were then successfully conducted. Available records do not indicate when the modified Martin Mariner was first catapulted from the barge, but that event likely took place in late May 1942. The XPBM-2's airframe had been reinforced to survive the stress of repeated catapult launches. Overloaded,

its fuel capacity had been increased from 2,700 gallons to 4,815 gallons, giving it a range of 4,000 miles. It is not known how much...if any...its bomb load was increased. The following image is the only known picture of the XPBM-2 being successfully catapulted into the air from the AVC-1. It is dated June 2, 1942. It is also unknown how many catapult launch tests using the modified Martin Mariner were made. What is known is that by mid-1942 the US Navy's priorities had shifted radically from using long range flying boats for bombing to the development and mass production of fast attack aircraft carriers whose embarked multi-purpose aircraft were far superior and less vulnerable. Plans to add propulsion and living spaces onboard AVC-1 were soon terminated."

Changing times doomed the project.

"This put the AVC-1 in limbo, and she remained tied up, unused at the Philadelphia Navy Yard until early 1944. At that time, contemplating the need to preserve a large number of decommissioned combat vessels at the end of World War II, plans were advanced to test proposed methods of preservation and dehumidification. Officially placed 'in commission in reserve' on March 3, 1945, the AVC-1 was used as test bed for such systems for several months. In August of 1947 she was decommissioned. In November of that same year, her catapult and associated equipment were removed and installed ashore at the Naval Air Material Center, Philadelphia. Although taken out of service in 1947, she languished in the backwaters of the Philadelphia Naval Base along with other discarded naval units until April 1956, when she was sold for scrap. But rather than being scrapped, the AVC-1 lived on for many more years. Apparently sold by the firm who procured her from the Navy, she was towed to Jacksonville, Florida where she became an undocumented pulpwood barge. Designated by a Bahamas logging company as Pulpwood Barge No. 1, the former catapult lighter AVC-1 transported pine logs from the Bahamas to Florida paper mills until 1979. That year, she was sold to a Canadian firm and



Barge Jean-Raymond ex ACV 1

for the first time was documented as a commercial vessel and given an actual name: JEAN-RAYMOND. The JEAN-RAYMOND (ex-AVC-1) plied the waters of the Great Lakes for decades before being discarded by her last owner in 2011, and presumably has now been scrapped."

(Continued on page 6)



Bruce Brown's ferry, York

Gene Berger's Olympia



Marty Gromovsky's Fishing Schooner



(Continued from page 5)



Bill Lee's article is dated April 2016. And his assumption based on available data is that ACV-1 has been scrapped. Scrapped she will be, but evidence shows that that has not happened yet. If you go to ShipSpotting.com or Boatnerd.com or ShipFax.com and search for information regarding the barge Jean Raymond you get more of the story, also dated 2016: "Paper pulp carrier Kathryn Spirit a ship laid up since 2011 and certainly in decline "was towed to Beauharnois, [QC, Canada] where it was tied up alongside the barge Jean-Raymond where Groupe Saint-Pierre had plans to scrap the ship. When this activity was forbidden, Saint-Pierre sold the ship to Reciclajes Ecologicos Maritimos of Mexico." The Mexican outfit hired a tug to haul the ship away, but the tug was abandoned in Halifax. A second tug hired to tow the ship to Mexico had engine trouble and also sank. It was abandoned as well. The Mexican firm renounces ownership (?)."Groupe Saint-Pierre, who have been maintaining the ship on their behalf, [announce] that they would no longer pay to have pumps running. The mayor of Beauharnois has stated that it is only a matter of time before the ship sinks and its contents of oily waste will spill into the waters of Lac-St-Louis." The ship and the barge are there today, a dike has been built around the two vessels to protect the fragile habitat and ecosystem there. Using Google maps you can go to the site, Beauharnois is just across the river and south of Montreal, QC. There you will see an undated aerial view showing the scrapping of Kathryn Spirit. The Wikipedia entry for Kathryn Spirit states that the ship's demolition was complete by October 2018. Was Jean Raymond far behind?

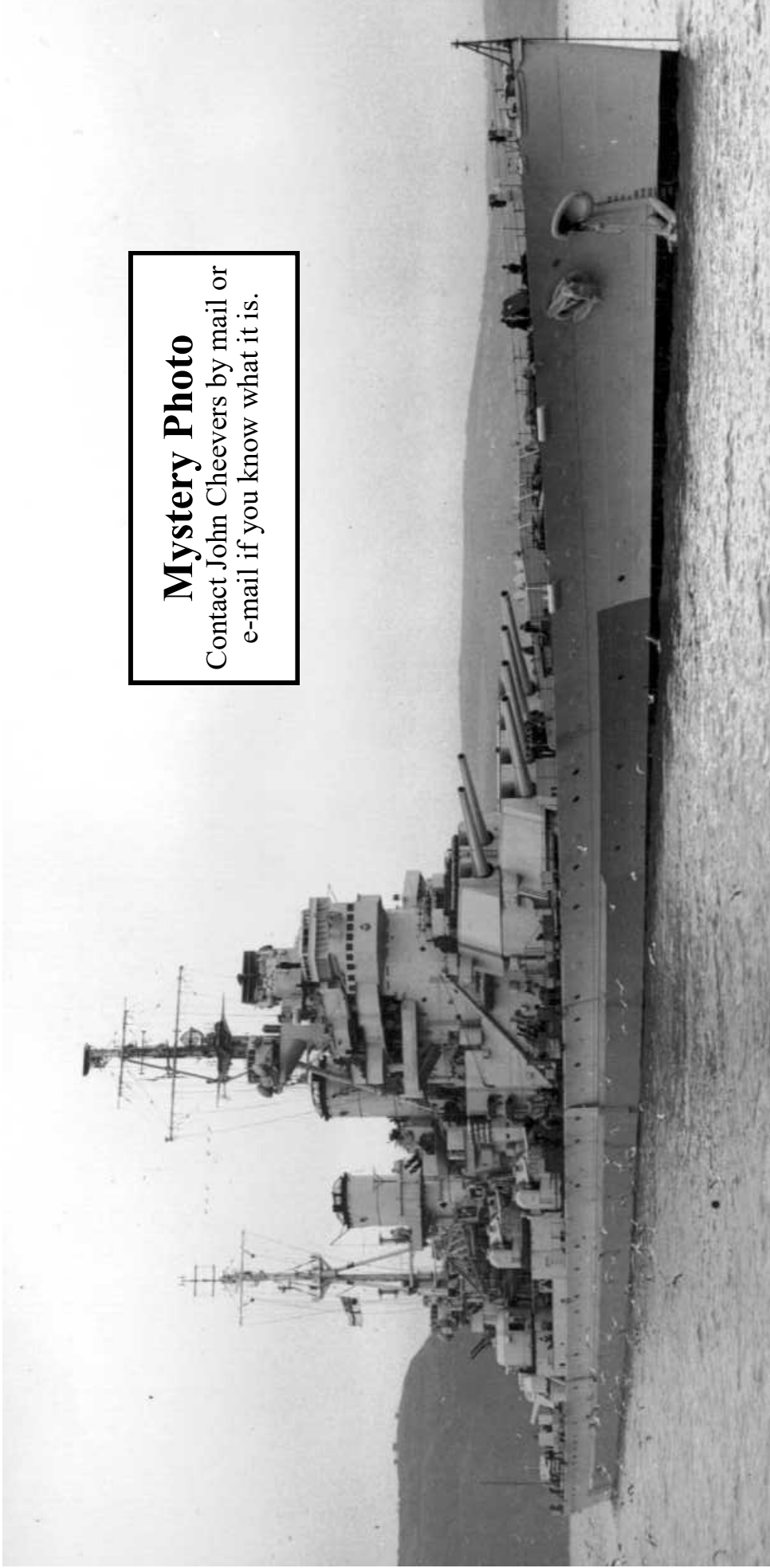
John Cheevers



Jean Raymond at Beauharnois

Mystery Photo

Contact John Cheevers by mail or e-mail if you know what it is.



NOTABLE EVENTS

FEBRUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Making Gratings, Dave Chelmow
Election of officers
Presentation, Tony Clayton, "Miscellany"
23 IPMS Old Dominion Open, Richmond Raceway.

MARCH

- 9 HRSMS Monthly Meeting: Auction, Norge Hall
16 HRSMS Banquet, Warwick Yacht Club

APRIL

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, John Wyld, "Doolittle Raid"

MAY

- 11 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Air Brushing, Charles Landrum

JUNE

- 8 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Round Table, Bruce Brown, Dave Chelmow,
A.N. Other

JULY

- 13 HRSMS Monthly Meeting: Mariners' Museum
Presentation, Stewart Winn, Intrepid

AUGUST

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

SEPTEMBER

- 14 HRSMS Monthly Meeting
19 Talk Like a Pirate Day

OCTOBER

- 12 HRSMS Monthly Meeting: Mariners' Museum
Presentation, John Cheevers, TBA

NOVEMBER

- 9 HRSMS Monthly Meeting: Mariners' Museum

DECEMBER

- 14 HRSMS Monthly Meeting: Mariners' Museum
Presentation:

JANUARY

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

WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407
Mate: John Cheevers
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Tim Wood (757) 481-6018
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Photographer: Marty Gromovsky

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
January 12, 2019
Mariners' Museum

Thanks to Ron Lewis for taking the minutes in the Clerk's absence.

The meeting was called to order by the Skipper, Gene Berger at 11:11. It was noted that a previously lapsed member has returned. Len Wine (sp) has made the sound decision to resume his ship modeling habit. He was re-welcomed by the membership. No visitors attended. Gene announced that the Modeler of the Month for January is Marty Gromovsky. He then asked for a volunteer to present the February program as the scheduled presenter, Dave Baker, will not be available due to a scheduling conflict. Gene also referred to a communique from the IPMS coordinators and deferred to Ryland Craze to inform the membership of the content. Ryland summed up the gist of the mail being a request for help. The vendors intending to set up have overfilled the space available and, while the committee has taken steps to expand the space, the enlarged scope of the show and its peripherals will require additional manpower support. Gene asked for those who could lend a hand to communicate with Ryland. The duties would range from judges, door monitors, set-up and take-down help, and everything between. Gene also observed that HRSMS has clearly been a factor in the significant growth of the show.

December's minutes were approved without correction. Ryland announced the treasury summary which was accepted without comment, and Greg Harrington announced no notable changes in our website structure.

The key business issue for January is the presentation of a slate of officers for the 2019 year, due at this meeting to be ratified in February and installed in March. After a brief discussion the membership moved to leave the current administrative structure in place through 2019. The motion carried unanimously. There was no old business. Under New Business, Ron Lewis announced that the December Museum Challenge had not been answered but John Cheevers, without knowing that the deadline had passed, identified the McNarry model that was the object of the December Challenge. He was awarded a "1/2 well done" but Ron also announced that, as soon as the January Logbook hit the newsstands, John also correctly and completely answered the January challenge as to the name and the whereabouts of the largest model the Museum had ever put on display although it is not on display now. The answer was the 33 foot long model of the *Queen Elizabeth* displayed for over 70 years in the Great Hall of Steam, and she's still there, behind a false wall!

Moving on to Show and Tell, Bob Moritz and Ryland Craze showed progress on a Midway longboat in different scale. Tony Clayton offered some beech wood stripwood in different gauges. Beachwood is notable for its extreme flexibility. Marty Gromovsky showed an old kit model of a fishing schooner.

(Continued on page 4)