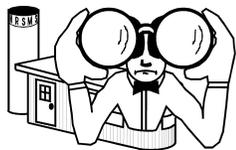


## From The Bridge



### New Year

This will be my last January column and with the New Year here are a few business items for your consideration:

According to our By-Laws, I am nearing the end of my third consecutive year of service and after March I can no longer continue as Skipper. The same is true for Ryland Craze as First Mate. As per the rules, at the January meeting you have the opportunity to nominate members—asked and willing to serve...I hope—to replace us. Also, you will have the opportunity to nominate the current Purser and Clerk for additional service as these posts have no term limits. Service in this Society is not mandatory, but it sure is fun and rewarding. Helping to steer from the bridge and build what is our heritage and legacy is worthwhile. Come prepared.

Also, our annual banquet occurs in March. Last year we enjoyed a terrific meal at the Riverwalk Restaurant on the shore of the York River in Yorktown, Virginia. If you liked that venue, we can inquire about price and reservations. If not, please bring ideas for a different venue.

With the new operating hours at the Mariners' Museum, we have some shuffling to do with manning the Taco stand; and we also have a few open slots for other reasons. Working in the model making booth is a mutually beneficial, two way street for the HRSMS and the Museum. It's an excellent way to meet prospective new members and to demonstrate our hobby to the general public.

January also marks the start of an excellent 4-month model building opportunity as we virtually hibernate for the winter. As I have often done in the past I encourage you to use the time wisely, and when you emerge with the Spring thaw hopefully you will have lots of bits and pieces for a ship model that you can present in "Show and Tell" or in a more formal "To Build a Ship Model" demonstration. Perhaps this will lead to the Tidewater version of Groundhog Day. The idea being that if you emerge in the Spring and see a ship model there will NOT be six more weeks of Winter.

John

The sea finds out everything you did wrong.  
-Francis Stokes

## Mystery Photo



Mystery Photo #282: We start this decade with an image that should tell us who are on their toes and who are not. Hopefully, the image gives you a strong feeling of "déjà-vu...all over again." How many of you felt this when you opened your *Logbook* and hurriedly turned to the Mystery Photo? There is something eerily familiar about this vessel, like we've seen it before.

Do you remember the old Mounds/Almond Joy commercial from 30-odd years ago where they sang the ditty: "Sometimes you feel like a nut; sometimes you don't?" Well, this image could paraphrase that line something like this: Sometimes you think it's a yacht; sometimes you don't! And that may be due to the fact that this vessel does, indeed, look like a yacht. She also made an appearance once before in an as yet unsolved Mystery Photo. A Mystery unanswered by my count because the editor-provided-identification was incorrect (it's not the editor's fault, the image was miss-captioned—jfc). Read on, perhaps we'll clear two mysteries this time.

I don't know the technical term for it, but the skybox says, this image was submitted by Dave Baker. As such, we don't have his usual excellent response to work with. Instead he provided a cracker-jack of an image—perfectly centered, well lit, clear and sharp.

As posed it would be hard to call this vessel a yacht despite her yacht-like conveyance. She is a commissioned vessel in the United States Navy as evidenced by the jack at the stem and the United States ensign at the stern. The sailors

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday January 9, 2010

**Place:** Mariners' Museum

**Time:** 1400 Hours

## NAUTICAL TERM

**Widowmaker** The name given to the long bowsprit on an New England fishing schooner. To be out on one in heavy seas was not a safe place to be.

(See **Knockabout**)

Submitted By: Tim Wood

(Continued from page 1)



Mystery Photo

in view wear uniforms and three guns are in view on the fore deck—not what you’d expect from a yacht. Not being a yacht and not being a true fighting ship limits your choice to looking in the long list of naval auxiliaries for this vessel. She could be a true

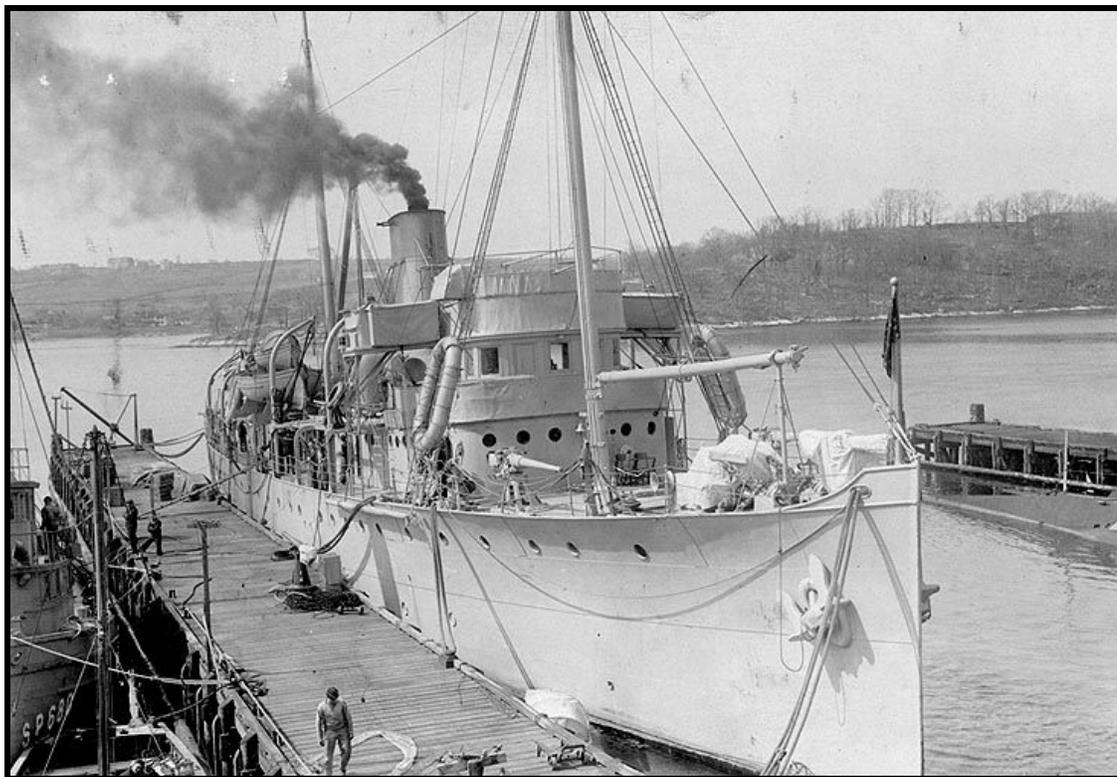


Photo # NH5392 USS Fulton at the Submarine Base, New London Ct.

auxiliary as we know them today, such as a submarine or destroyer tender, or she could be classified “PY” for Patrol-yacht and maybe it could be stretched to “PYc” for coastal Patrol-yacht.

The first time we saw this vessel in Mystery Photo the column focused on the nature of the image—a drydock view—to provide valuable underwater details of a vessel for the serious ship modeler. It is a bit ironic that the previous image appeared as Mystery Photo 182, exactly 100-images ago. I suggest you go back and reread that column. It won’t provide any clues to solving the vessel’s identity but it is a good read. Stanger still is the logbook identification of the image as “*USS Aileen* (PY) New York Navy Yard, May, 1905.” Not correct as already stated, you can check for yourself.

So, what is this beautiful vessel? Is it a yacht? Is it an auxiliary? Not to be fooled twice, I found her listed in the Naval Auxiliary section on the web at NavSource.com. And true to her murky persona more mysteries abound as we discover her past.

Since there were no responses, let’s get straight to the identification. The ship is *USS Fulton*, AS-1, idle at the pier. She has been there for some time as we see canvas awn-

ings spread fore and aft. Does this also suggest a location with a warmer climate? Her service record indicates time spent “assigned as tender for the Submarine Base at Coco Solo, Canal Zone, *Fulton* arrived there 4 April 1923.” Could this be the location of the image? The building seen beyond the bow looks primitive enough and her wide overhangs suggest protection from the sun as well as the drenching rains found in the Canal Zone.

Her power plant is secure as we see no smoke coming from the wide stack. The wide stack suggests service to two boilers fed from a common fire room. Her machinery is listed as steam but the fuel source is not specified. Since her building date is 1914 and her stack is rather short, I would suggest she was powered by oil, but I will state her fuel as coal by virtue of the amount of smoke coming from the stack as seen in the accompanying images.

This vessel was originally “named *Niagara* on 30 April 1912, but was renamed *Fulton* on

10 February 1913. Her keel was laid on “2 October 1913, at Fore River Shipbuilding Co., Quincy, MA.”, or so her NavSource entry indicates. Her DANFS entry lists her builder as the “New London Ship and Engine Co., Groton, Conn.” Huh, more mystery. The New London yard became the famous and familiar Electric Boat Shipyard. I believe the DANFS entry to be correct.

She was launched on 6 June 1914, and was commissioned *USS Fulton* (Submarine Tender #1) on 7 December 1914, with LT. J.D. Wilson in command. Later on 17 July 1920 her designation was changed to AS-1. She was the third vessel to carry the name *Fulton*; named after the famous inventor Robert Fulton from Pennsylvania.

Not a large vessel as you can see, she displaced only 1308 tons and was 226.5-feet in length. Her beam was 35-feet and her designed draft was only 13-feet. Powered by a single steam engine supplied by her builder, she was capable of 12 knots. She carried a crew of 135 and her armament is listed as 2- 3”guns. The sharp eyed player here can see these guns forward and an additional mount right at the stem. Who can identify this third mount?

*Fulton* served continuously as a tender from 1914 to 1925 when she was placed in reserve in Philadelphia. On 2

(Continued on page 3)

(Continued from page 2)



Mystery Photo

September 1930, she was returned to service and saw duty as a surveying ship in the Canal Zone. Oddly, her designation at this time was changed to Patrol Gunboat (PG-49). She served there until August of 1932 when she arrived in San Diego, California to prepare for

infrequent voyages to Cavite Navy Yard in the Philippines, *Fulton* patrolled the south China coast from Hong Kong to Canton, until 14 March 1934. On that day, fire broke out amidships when exhaust lines from two cylinders of a diesel engine carried away and ignited oil on the engine. The crew assembled on the bow and stern, and [was] taken off by *HMS Wishart* and *SS Tsinan*, three of the men having minor injuries. *HMS Whitshed* stood by the burning ship until a salvage party got the fire under sufficient control to allow her to be taken in tow for Junk Bay. On 24 March, an American tug came to tow *Fulton* into Hong Kong, where she received emergency repairs to allow her to be towed to Cavite. There she was decommissioned 12 May 1934." Her final disposition is listed as "sold for scrapping, 6 June 1935, to Lavoniera Filipino of Cavite, Philippines."

Images of *Fulton* are few. Besides the contemporary view of her found by Googling her name (provided), the two or three other on-line images show her partially hidden amongst other vessels. The images provided by Dave and Bill are the best I've seen. To wrap this column up I suggest that Dave's image is of *USS Fulton* dated around 1923 taken in the Canal Zone; and I would say that MP#182 shows *Fulton* in drydock at the Philadelphia Navy Yard undergoing the re-commissioning and conversion process to become PG-49. That would date Bill's

image to sometime in 1930.

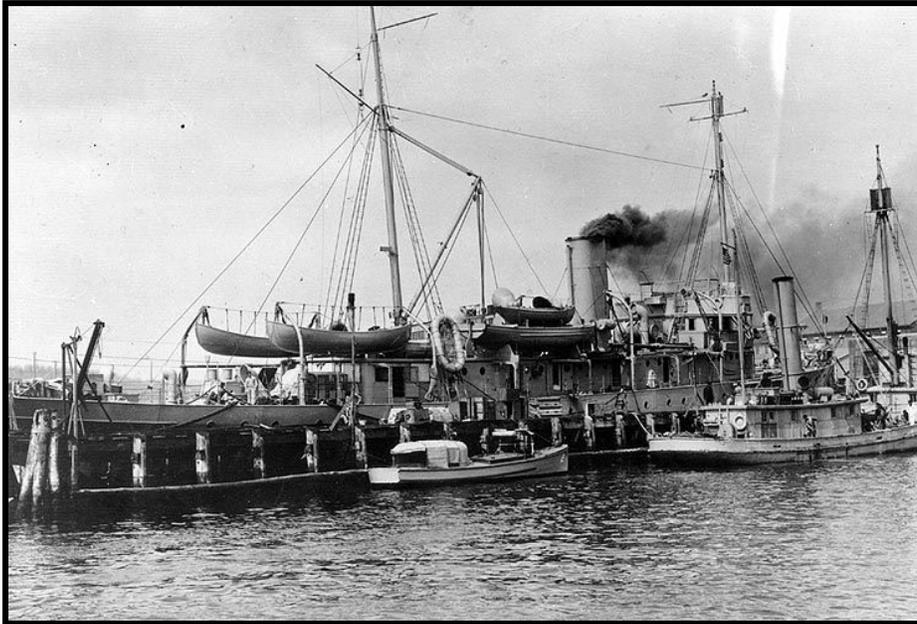


Photo #NH93121 USS Fulton and USS Andes at the Submarine Base New London, Ct.

duty in the Asiatic Fleet. From DANFS: "Her assigned station was Hong Kong, where she first arrived 3 November. With

image to sometime in 1930.

John Cheevers



## THE ANSWER

The answer to Mystery Photo 282:  
PG-49 USS Fulton  
Per Dave Baker, photo taken 1929 - 1933

## Your Articles Are Wanted

Have you read a book, found a new tool, found a source for supplies, or built a kit? Send a note to the Editor.

Believe me, my young friend,  
there is nothing  
-- absolutely nothing --  
half so much worth doing as simply messing  
about in boats.  
-Kenneth Grahame Wind in The Willows

## Captain Angus Walters

Angus Walters was born in 1882 in Lunenburg, Nova Scotia. He gained notoriety as the managing owner of the *Bluenose*, the famed schooner that won five international races in the 1930s. Angus personally supervised the construction of the *Bluenose*, which had been built specifically to restore Nova Scotia's proud seafaring tradition. He was the only skipper the *Bluenose* ever had, and he knew right from the start that she was going to be a winner. The *Bluenose* captured the International Fisherman's Trophy in the fall of 1921 and the trophy never left Nova Scotia again. The *Bluenose* defended the title in 1922 and 1923. (The *Bluenose* retained the trophy in 1923 only because the American challenger refused to take the title by default after Walters was stripped of victory due to a technicality.) The races did not resume again until 1931 and Walters and the *Bluenose* were again victorious. The *Bluenose* represented Canada at the Century of Progress Exhibition in Chicago in 1933 and she sailed to England in 1937 to compete in the Silver Jubilee events of King George V and Queen Mary. The schooner was in its last race in 1938. After that, it was used primarily as a fishing vessel. In 1940, Walters retired as a fisherman and started a drive to save the *Bluenose* and preserve it as a piece of Nova Scotian history. The bid failed, in 1942 Walters had to sell the schooner to the West Indies Trading Company. On January 29, 1946 the *Bluenose* struck a reef off the coast of Haiti and sank. Angus Walters lived to sail on the maiden voyage of the *Bluenose II* in 1963 and to see his ship appear on the Canadian dime. He was inducted to Canada's Sports Hall of Fame and Nova Scotia's Sport Hall of Fame. He passed away on August 12, 1968 at age 87.

Nova Scotia Sports Hall of Fame

[http://www.nsshf.com/inductee\\_view.cfm?InducteeID=335](http://www.nsshf.com/inductee_view.cfm?InducteeID=335)

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## Bluenose: A Canadian Icon

The *Bluenose* is Born (1920-1921)

Experts on the sea and ships believed that New England-built working schooners were lighter and narrower than those from Nova Scotia, and that they consequently sailed better in the wind. Nova Scotian vessels traditionally remained on the Grand Banks for longer periods of time; needing more space to store fish, they were consequently heavier and more awkward to handle.

Nova Scotia obviously needed a vessel which would remain competitive and successful in the Banks fishery, but which would also be fast into and against the wind. Out of the committee which had sponsored the International Fishermen's Race, four Halifax businessmen teamed up with Angus Walters and invited William J. Roué, a local marine architect, to submit a proposal for such a vessel. Throughout the late autumn of 1920, Roué worked to perfect his design, which was

submitted to the committee three weeks before the deadline. Roué was self-taught in marine architecture, and had never designed a fishing schooner; his proposal would be his masterpiece—the *Bluenose*.

*Bluenose* was built in the Smith & Rhuland Shipyard, Lunenburg, for a total cost of \$35,000; the money was raised by the five sponsors, who formally incorporated themselves as the *Bluenose Schooner Company, Limited*. The keel was laid in a formal ceremony in December 1920. So significant was the occasion that the Governor-General of Canada, the Duke of Devonshire, who happened to be touring Nova Scotia at the



time, was invited to drive the golden spike to mark the event. The Duke had just attended another function, however, and it is said that he arrived at the keel-laying ceremony 'inebriated'—too much Lunenburg rum perhaps—and unable to hit the spike with the big iron hammer. After several failed attempts, someone else did the honours for him.

*Bluenose* was built entirely of Nova Scotia oak, pine, birch and spruce, with the exception of the masts, which were tall Oregon pine. With hundreds of onlookers watching, it was launched on 26 March 1921. Someone asked one of the shipwrights, "What's this one going to be like?" The prophetic reply came back, "She'll be alright, but she's a bit different to most vessels."

*Bluenose* was formally registered at the Port of Lunenburg in March 1921; officially it was vessel number 150,404, and already the eighth that year to be entered in the Lunenburg books. Its dimensions were recorded as: length - 143'; beam - 27'; waterline - 112'; draught - 15' 10"; mainmast and topmast, above deck - 125' 10"; foremast and topmast, above deck - 102' 6"; sail area - 10,000 square feet; mainboom - 81'; foreboom - 32' 6"; and displacement - 285 tons. The riggers at Smith & Rhuland quickly completed their work, and by 15 April *Bluenose* was ready to sail for the Grand Banks.

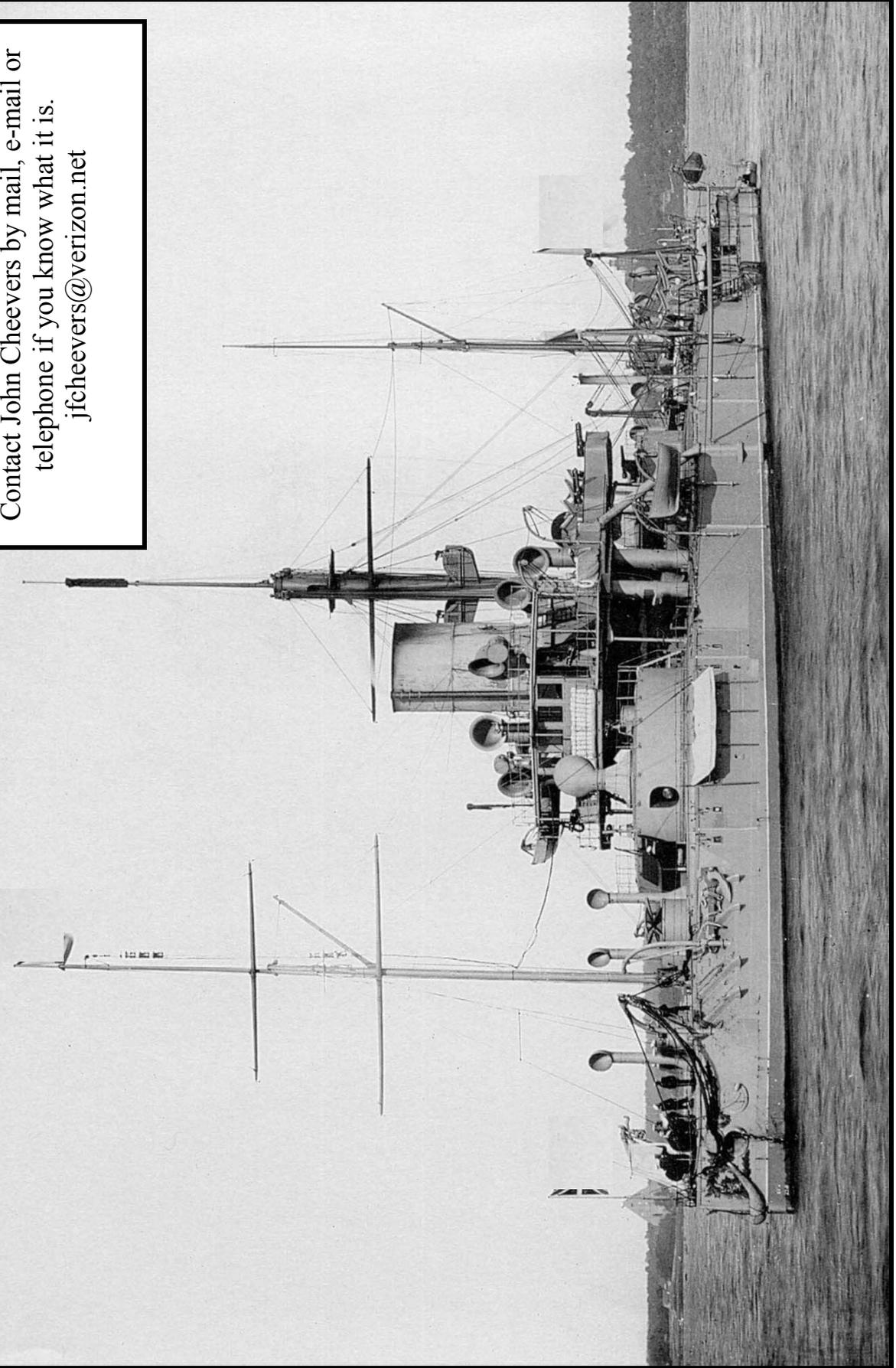
Nova Scotia Archives & Records Management

[http://www.gov.ns.ca/nsarm/virtual/bluenose/ch3.asp?](http://www.gov.ns.ca/nsarm/virtual/bluenose/ch3.asp?SearchList1=3&Language=English)

[SearchList1=3&Language=English](http://www.gov.ns.ca/nsarm/virtual/bluenose/ch3.asp?SearchList1=3&Language=English)

## Mystery Photo

Contact John Cheevers by mail, e-mail or  
telephone if you know what it is.  
[jfcheevers@verizon.net](mailto:jfcheevers@verizon.net)



## NOTABLE EVENTS

### JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers  
Presentation: "Hull Fixture Building", John Wyld

### FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
Presentation: Heinz Schiller

### MARCH

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

### APRIL

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Graham Horne

### MAY

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

### JUNE

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: George Livingston

### JULY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: "The Nemi Ships", Ron Lewis

### AUGUST

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

### SEPTEMBER

- 11 **HRSMS** Monthly Meeting, Picnic, NN Park  
19 Talk Like a Pirate Day

### OCTOBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, Ryland Craze  
16-17 IPMS Region 2 Model Contest, Fredericksburg, Va.

### NOVEMBER

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

## 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

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
December 12, 2009  
Guest Dave McManaway, 2<sup>nd</sup> meeting

The meeting was called to order by the skipper John Cheevers at 1411 hours. There were additions or corrections to the minutes. Eric Harfst gave the Purser's report. Greg Harrington talked briefly about the web site and the suggestion to construct an online database of books, plans and unique tools that the members would be willing to share. John Cheevers asked that the members send the information to him and he would compile the data for inclusion on the web site.

Old Business: Bill Clarke asked the Skipper if the check to the Mariners' Museum Library had been sent. John said no. Bob Comet asked about participation in the International Plastic Model Society (IPMS) model show in Fredericksburg. The Skipper suggested that individuals make plans to exhibit models. There was discussion about providing judges for wooden ship models. There was a consensus that we would work to provide judges and work with the standards provided by the IPMS. We would help develop a set of wooden ship judging criteria for the IPMS if requested. Bill Dangler said that a shelter has been reserved a shelter at Newport News park for the HRSMS picnic. The date has been set for September 11, 2010. Eric Harfst reminded everyone that there were openings to man the Model Builders' Stand at the Mariners' Museum. He emphasized that Saturdays have been open for a while.

New Business: The Skipper expressed thanks to Tony Clayton for his book review in the Logbook. The Skipper said that received a phone message from Harvey Williams pertaining to a story about one of the ships in the Mystery Photo, and said that he would be returning Harvey's call to get the rest of the story. Bob Comet said he has received permission for the model maker to park in the back of the museum to facilitate unloading tools and projects. Eric Harfst asked about the annual banquet and said that the Riverwalk Restaurant was an excellent venue. No action was taken.

Show and Tell: John Wyld showed the book Naval Camouflage 1914-1945: A Complete Visual Reference. Tim Wood showed the progress on his model of the *Bluenose*. Ryland Craze showed a Garrett Wade tool catalog. John Cheevers showed a side scan sonar image of sunken boat in the Ohio River, a set of lines plan for the tug *Hunnington*.

The meeting was adjourned to a presentation "Making a Compelling Presentation to the Hampton Roads Ship Model Society Membership", by John Cheevers