

MINUTES



HRSMS Monthly Meeting
March 9, 2001
Host, Dean Sword

The meeting was called to order at 2010 hours by the Skipper. It was Bob Baycar's third meeting. He was asked to leave the room while the ritual was observed. Upon his return, he was welcomed as a new member. A Purser's report was given as John Cheevers was off Mickey-Mousing around.

Old Business: Bill Clarke asked the membership to support the HRSMS Banquet to be held on the 31st of the month. Ballots for the Founders Award were passed to the members. The ballots were returned to the skipper, with the winner of the honor to be announced at the banquet. The Clerk was asked to note that Tom Tragle's name was omitted from the list of previous Founders Award Winners.

New Business: None

Show & Tell: Bill Clarke spoke of the Winston Churchill commissioning to be held on April 1st. Niam Balta said that he visited Frank Mastini and commended him on his hospitality and wealth of information. Tom Saunders showed a banquet notice from The Engineers Club of the Virginia Peninsula. The speaker was to talk on the "Crabtree Collection of Miniature Ships". He noted that guests were welcome. Dave Baker showed his Fantail Launch. Joe McCleary spoke of his visit to the Mercer Tool Museum in Doylestown Pennsylvania and Hopewell Furnace, an old foundry (See page 2). Bob Baycar asked about sources for tools, and was referred to the NRG homepage.

The Meeting was adjourned to a presentation by Harvey Williams on the subject of "Floating Drydocks".

HRSMS BANQUET

The HRSMS held its annual banquet on Saturday March 31 at the Radisson Hotel. Those in attendance enjoyed an evening of fine dining and good fellowship. The Skipper was very entertaining as he sang several sea chanties. He announced the winner of the Founders Award, Joe McCleary.

AN INTERESTING WEB SITE

On June 1, 1813, USS CHESAPEAKE, a 38 gun American frigate accepted a challenge to fight from HMS SHANNON, a British frigate of equal strength, off Boston Harbor. CHESAPEAKE was commanded by Captain James Lawrence. SHANNON was commanded by Captain Philip Bowes Vere Broke. Lawrence made a serious mistake in accepting Broke's challenge to a fight. The American frigate had just enlisted a green crew after Lawrence had assumed command. Although the ship had conducted some training in Boston Harbor she was not ready to take on an adversary like SHANNON. Broke had been in command of this ship for several years and had trained his crew to a fine edge. Broke was also a gunnery expert who had thoroughly drilled his gun crews to fire both accurately and with great rapidity. The battle was over in a few minutes and was a complete victory for the Royal Navy. Lawrence was mortally wounded, and as he was carried below, he uttered the immortal words, "Don't give up the ship".

CHESAPEAKE was taken into the Royal Navy, but in 1819, with the Napoleonic Wars at an end, was found to be redundant. The ship was sold for scrap and a man named John Prior purchased part of the timber from the ship's gun deck to build a mill on the River Meon in the town of Wickham in Hampshire, England, just a short distance north of Portsmouth where HMS VICTORY is preserved. In time the mill became known as the Chesapeake Mill and continued to operate until about ten years ago. I visited the mill when I was the U.S. Naval Attache in London in the late 1980's. It is obvious from the appearance of the timbers used to construct the mill that they were at one time part of the fabric of a ship. In recent years the mill has become a derelict building.

In February, 1998, the Hampshire County Council purchased the mill with the object of restoring it and making it into a center to support local history, heritage and ecology as well the history of USS CHESAPEAKE. To do this the county is trying to raise 715,000 pounds. In the meantime, they have set up a web site:

www.cronab.demon.co.uk/cmll.htm

Check it out, it is very interesting. Want to know more? Read BROKE AND THE SHANNON by Peter Padfield.

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THE FINAL END OF USS OREGON

While researching Bill Clarke's mystery photo (poor bugger has no chance of stumping us) I came across some interesting material on the final demise of the battleship OREGON and I thought I would pass it along. USS OREGON (BB-3), the third ship of the INDIANA class was built at the Union Iron Works in San Francisco from 1893 to 1896. She was commissioned on July 15, 1896 and made a monumental dash from the Pacific to the Atlantic around Cape Horn at the start of the Spanish American War in early 1898 to reinforce the Atlantic Fleet.

This long dash was one of the galvanizing events that caused the United States to decide to embark on construction of the Panama Canal. After excellent service in the Spanish American War and WWI, the ship was finally decommissioned on October 4, 1919. Under the terms of the Washington Naval Armaments Treaty of 1924, which was designed to limit the size of navies, the ship was rendered "unfit for further warlike service" and lent to the State of Oregon for use as a museum. At the start of WWII, the ship was reclaimed by the Navy but was put up for scrapping in November, 1942. President Roosevelt wanted to preserve a ship from the Spanish American War era, but the decision was made to keep OLYMPIA and not OREGON. The ship's foremast was removed and mounted near the seawall in the city of Portland, Oregon (Clarke will probably try and get a photo of this mast and have us guess what ship it came from).

Although the ship had been stripped of her guns and superstructure, the Navy made the decision in early 1945 to use her hull as a barge to ship a load of explosives to Guam. Just before V-J Day, a typhoon tore the hulk from her moorings and left her aground on a coral reef near Guam. In 1948 another typhoon again dislodged the hull and she was located three weeks later, 500 miles from Guam, still afloat. Towed back to Guam, OREGON remained there until 1956 when she was sold for the last time. She was towed to Kawasaki, Japan where she was finally cut up for scrap. During her active life, OREGON earned the nickname, "Roosevelt's Bull Dog". If ever there was a ship that went down hard, it was USS OREGON. Ref: AMERICAN BATTLESHIPS, 1886-1923 by John C. Reilly and Robert L. Scheina.

Mercer Museum

84 South Pine Street
Doylestown, PA 18901

Hours:

Monday-Saturday 10 a.m.-5 p.m.
Tuesday 10 a.m.-9 p.m.
Sunday noon-5 p.m.

The Mercer Museum is a towering castle that houses dramatic displays of the implements, folk art and furnishings of early America before mechanization. Walking into the museum's

Central Court, visitors can see a Conestoga wagon, whaling boats, carriages and antique fire engines suspended overhead. There are 50,000 tools of more than 60 early American crafts and trades displayed. Constructed in 1916, it is a National Historic Landmark.

Hopewell Furnace National Historic Site

Founded in 1771 by ironmaster Mark Bird, Hopewell Furnace National Historic Site offers a glimpse into 19th century America. Operating through 1883, Hopewell Furnace and the surrounding iron plantation made a variety of iron goods for the United States and for export (iron was one of the colonies biggest exports prior to the American Revolution of 1776). Today a total of 14 restored buildings including the ironmasters mansion, furnaces, the store, tenant houses, barn, and charcoal house can be toured on a series of short interpretative trails.

Address: 2 Mark Bird Lane, Elverson, PA 9520
Phone: (610) 582-8773

Mystery Photo



A guest Mystery Master, the "Sliver-Tongue Devil" a.k.a. Joe McCleary, has thrown down the gauntlet. For those who are game, send your answers to:

Joseph R. McCleary
3312 Running Cedar Way
Williamsburg, Virginia 23188
or
e-mail: olddolphin@juno.com

Joe's Challenge:

Here is Mystery Photo #178. To "win" this month's mystery you must obviously identify what ship this is. But, to win extra credit also answer the following questions:

What were the names of the other ships in this class?

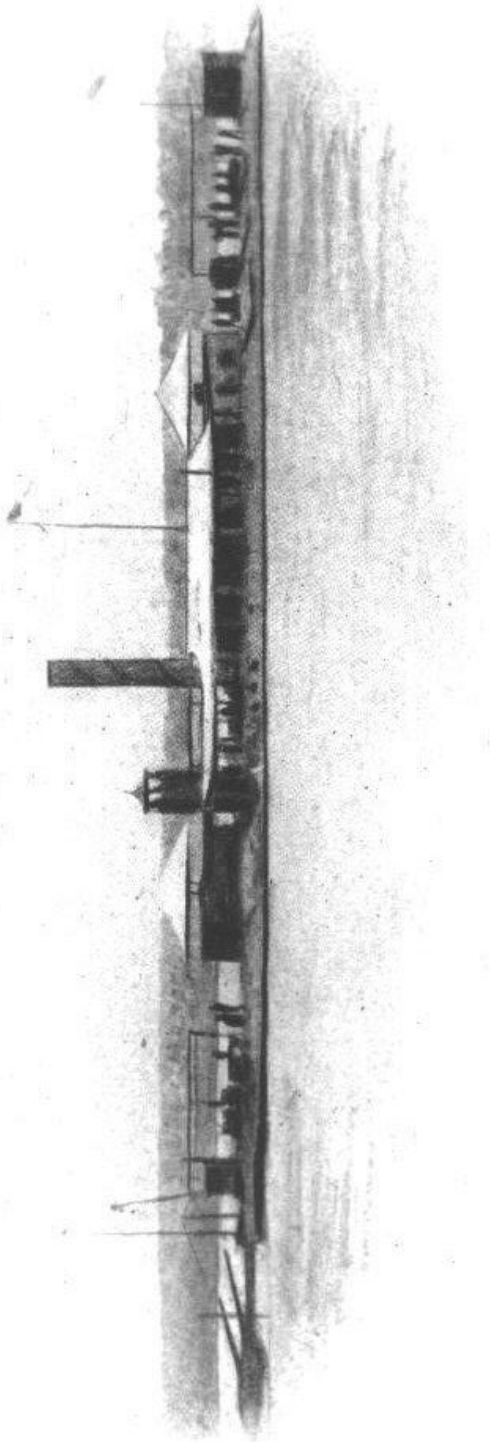
What is the strange device attached to the bow of this ship?

Who designed this ship and her class mates?

What was unusual about the gunnery and turret systems in three members of the class?

What particularly valuable service did two ships in the class render?

Of the members of this class, what ship lasted the longest and what unusual end did she meet?



NOTABLE EVENTS

APRIL

- 13 **H.R.S.M.S.** Monthly Meeting: Williamsburg Bunch
Joint Meeting Pond Yacht Club

MAY

- 11 **H.R.S.M.S.** Monthly Meeting: Bill Clarke
Bill Clarke - Photography
- 18-20 **9th Annual Mid-Atlantic Maritime Arts Festival**
Chesapeake Bay Maritime Museum

JUNE

- 8 **H.R.S.M.S.** Monthly Meeting: Brad Grey
John Cheevers - Something

JULY

- 13 **H.R.S.M.S.** Monthly Meeting:
Bob Sanderson - Steamships

AUGUST

- 10 **H.R.S.M.S.** Monthly Meeting:
Graham Home - Incompetence & Treachery

SEPTEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Ford's Colony Group

OCTOBER

- 4-7 **NRG Conference**, Rockville Maryland
- 12 **H.R.S.M.S.** Monthly Meeting: host, Graham Horne

NOVEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: host, Heinz Schiller

DECEMBER

- 14 **H.R.S.M.S.** Monthly Meeting:

JANUARY

- 11 **H.R.S.M.S.** Monthly Meeting:

FEBRUARY

- 8 **H.R.S.M.S.** Monthly Meeting:

MARCH

- 9 **H.R.S.M.S.** Monthly Meeting:

Next Meeting

Date: April 13, 2001

Time: 2000 Hours

Place: 302 St. Andrews Drive, Williamsburg, Va.

Host: Williamsburg AARP

The next meeting will be hosted by our Williamsburg Bunch on April 13, 2001 at 2000 hours. The meeting will be held at the Ford's Colony Swim and Tennis Club, 302 St. Andrews Dr., Williamsburg Va.

Take I-64 to exit 234. Take Rte.199 south 1.5 miles to Rte. 60. Make left turn (west) to first light (Rte.614, Centerville Rd.). Turn left, go 3 miles to Rte. 612 (Longhill Rd.). Go .7 miles to Fords Colony. Check in at the brick gate-house on the left. Go .9 miles (on John Pott) to Edinburgh. Make right turn. Go .5 miles to St. Andrews. Make left turn and go .9 miles to the Swim and Tennis Club building.



WATCH, QUARTER AND STATION BILL



| | | |
|-----------------------|---------------|----------------|
| Skipper: | Bob Comet | (757) 934-1279 |
| 1 st Mate: | Len Wine | (757) 566-8597 |
| Purser: | John Cheevers | (757) 591-8955 |
| 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 |

Want The Correct Time?

The United States Naval Observatory can be found at the following location:

<http://tycho.usno.navy.mil/what.html>

Thanks

The members would like to thank Dean Sword for hosting the March meeting.