

MINUTES



Mystery Photo



HRSMS Monthly Meeting
September 13, 2002
Host, Len Wine
Guests: Benard Smith, Fred Stapelford

The meeting was called to order by the Skipper at 2000 hours. The guests were recognized and asked to introduce themselves to the assemblage. When asked for corrections to the minutes, a salvo was fired. The Clerk caught the round between the eyes for failing to acknowledge Brad Granum with Dave Baker as hosts for the August meeting. The Clerk conceded his failing and slumped in his seat.

A Purser's report was given.

Old Business: Joe McCleary gave insight to meetings he attended regarding the 2005 Ship Model Competition. There was discussion about speakers for the 2005 NRG Conference. The first weekend in November is the target date. Greg Harrington said that he would host the October Meeting, however it would need to be held on the first Friday of the Month. The membership stepped up and committed to host the 2003 meetings, as follows:

January Bob Comet
February Dave Baker
April Dean Sword
May Bill Clarke
June Alan Frazer
July McCleary, Wine
November Heintz Schiller
December Jack Bobbitt

New Business: None

Show & Tell: Alan Frazer showed a 10 Ruble Note as a lead-in to a report on his trip to Russia. Dave Baker had Polish model plans to give away. A discussion of Dave's book review in the *NRG Journal* ensued. Joe McCleary showed and described a Naval & Military book list, and his model of the *Peacock*. Alan Frazer showed the progress on his whaleboat. Ed Saunders had an old copy of *American Practical Navigation* for sale.

The meeting was adjourned to a presentation "Sails" by Bob Comet.

Solution to Mystery Photo, *Logbook* No. 195: OK, I'm confused. I looked at this image and when I decided to congratulate Clarke for breaking out of his photo rut, I realized that this was not his image. All was a mystery until I turned the page in my *Logbook* to find that Bill used last month's allotment of time to make a model. So what gives? It seems that the credit for this month's entry goes to another respected image collector—Dave Baker. I suppose if someone spends twenty or so hours scratch building a garbage scow; he doesn't have much free time left to select the perfect Mystery Photo.

In general and strategic terms, this vessel has important historical significance, one that makes her type all too recognizable. But as far as telling a specific detailed story about this vessel, one doesn't come readily to mind. Frankly, she is not so recognizable that we can name her on sight. Even her name, partially visible on the pilothouse name boards, is lost to obscurity. So what are we dealing with this month? During two World Wars nations armed their merchant fleet in, sometimes, fruitless attempts to fend off attacks from enemy ships and aircraft. The United States was no different, and a rich historical account of the civilian sailor's plight as they faced a determined enemy in large part waits to be told.

My view of this vessel is this: We have a merchantman that, I think, was built sometime between 1915 and 1930. Her straight stem and counter stern define her building time frame. She seems to be a bulk carrier of some sort, possibly built to carry grain or salt, something like that. Her arrangement and appearance is similar to the classic oil tanker, although the lack of piping and manifolds would seem to discount her tanker role. A lack of cargo booms would say that she didn't haul general cargo (bagged, palleted, or boxed goods.) Her funnel is set unusually far forward. The amount of smoke and number of ventilators arranged about the stack would indicate that she burns coal for fuel. In this image our vessel carries many gun emplacements (tubs) but only one gun, at the stern platform. In addition to the four lifeboats, she carries four rafts, or Carley floats, on quick release stands. From her general appearance, I suspect we see a merchantman sometime in 1946. She was obviously armed for duty ferrying goods to support the Allied war effort, and I think we see her after the war when the smaller more automatic weapons had been landed ashore.

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“She seems to look like an American-built vessel. Although weather decks are equipped with good-sized hatches, the rig seems light on masting and cargo booms for a general cargo carrier. The catwalk spanning the forward waist would seem to render cargo handling difficult.” Says Rob Napier, the only player of this month’s Mystery Photo. But then he quickly adds an important piece of information, “I don’t believe she was American when the image was made because the national ensign at the gaff appears to be the Panamanian ensign used during the World War II era.” A quick check of the 1942 edition of Talbot-Booth shows that this assessment is correct. Rob speculates that the vessel’s operation was transferred to Panama for the war and wonders if this was an early flag of convenience. (I seem to remember reading a long time ago how ownership of these armed merchantmen was transferred to third party countries for insurance purposes. Can someone elaborate on this?)

Whereas I placed the image after the war, Rob seems to think otherwise: “...the superstructure components, both larger and smaller, seem to have been modernized and augmented quite a few times. I’ll bet those life rafts and light-colored gun tubs are almost new. The tubs at the bow and the quarters appear so new that they haven’t yet been armed. Perhaps the catwalk is there so gunners can make fruitless rushes to that empty tub more quickly.”

Ok, that’s all we have this month. No positive identification, and more questions than answers. Dave, you play hard!

John Cheevers

BILGEWATER

ALL THAT IS FIT TO PRINT AND SOME THAT IS NOT

From time-to-time a swipe at an individual will appear in this column. I hope that it is taken in good humor. The recipient of last month’s attention was very gracious in taking his turn.

We in the modeling community have an affinity for most things nautical. It is easy to gravitate to the large institutions that are the repositories of our research material and displays of fine models. But let us not forget that there are many smaller organizations that deserve attention. Places such as The Old Coast Guard Station in Virginia Beach, the Watermen’s Museum in Yorktown or the Reedville Fishermen’s Museum in Reedville Virginia are each preserving a piece of nautical history. While they are more narrowly focused than their larger cousins, they all deserve our consideration, if not support.

After reading the Logbook for a while, I think it is time for the HRSMS to take up a collection to buy the Clerk a new pair of glasses. At least convince him to proofread the newsletter before it goes to press.

Cabin Boy

Help Wanted!

The following e-mail was received. If anyone is interested or knows someone who will, please contact me and I will forward the contact information.

Clerk

Does anyone in your club restore model ships?? I have a wooden ship that my great-grandfather built that needs to be restored, specifically in the rigging. My untrained eye knows some over zealous cleaning ladies dusted a bit too eagerly over the decades.. but I’m sure it also needs to be cleaned. I was also hoping for advice on a plexi-glass case to prevent further damage. I live in Pennsylvania but my in-laws live in Virginia Beach and I’m frequently there, if someone in that area might be able to do the work. Anyway, I’m looking at a few other restorers, just because I have NO idea how much this will cost.. but was wondering if I could email you a digital picture for some advice. You’re one of only a few within driving distance with an email address!!

Thanks again,
Liza Douglass



The Answer

The answer to Mystery Photo 195
Tanker Alcibiades, August 1944
Later- USS Andrew Doria, IX 132

<http://www.ibiblio.org/hyperwar/USN/ships/dafs/IX/ix132.html>

Dictionary of American Naval Fighting Ships

Office of the Chief of Naval Operations

Naval History Division · Washington

USS Andrew Doria II (IX-132)

The anglicized spelling of Andrea Doria, a Genoese patriot, statesman, and admiral. Born at Oneglia (now Imperia) on the Gulf of Genoa, on 30 November 1466 of a well-established Genoese family, Doria lost his parents in early childhood. Forced to shift for himself he became a soldier of fortune and, at different times, served under several popes, the kings of Naples and France, and the Holy Roman Emperor. Although, as a mercenary, he fought under many flags, Doria maintained a constant devotion to Genoa, which he liberated from France in the autumn of 1528. Thereafter, he served and controlled the city state for the remainder of his life. Widely recognized as the outstanding naval leader of his era, Doria fought the forces afloat of both the Ottoman Sultan and his Barbary vassals. The Genoese recognized his great contribution to their city by granting him the title, Liberator et Pater Patria, "Liberator and Father of our Homeland." After remaining active into his 10th decade, Doria died on 25 November 1560.

(IX-132: dp. 13,800; l. 395'4"; b. 51'7"; dr. 306"; s. 10 k.; cpl. 102; a. 2 3", 8 20mm., 20 .30-cal. mg.)

Julio Fasio was a tanker built in 108(sic) at Glasgow, Scotland, by Napier & Miller, Ltd. She was owned and operated by the Italian government until scuttled off Tampico, Mexico, in 1941 to avoid capture. Sometime in 1943 the ship was raised, underwent repairs at Galveston, Tex., and renamed Alcibiades. She sailed from Galveston on 16 December, bound for New Guinea, where she plied the coast carrying crude oil for six months. The vessel was acquired by the Navy on a bareboat basis on 18 August 1944 at Brisbane, Australia, and was placed in commission as Andrew Doria (IX-132) on 23 August 1944, Lt. Howard Buehler in command.

Upon her commissioning, Andrew Doria joined Service Force, 7th Fleet. She then steamed to Cairns, Australia, for overhaul. The ship left Cairns on 9 October and proceeded to Manus, Admiralty Islands where she served as a station oiler until 22 December, when she got underway for the Philippine Islands.

Andrew Doria reached Leyte on 9 January 1945 and joined an invasion support group which stood off Lingayen Gulf, where she arrived on the 13th. The tanker fueled various ships during the Lingayen operations and remained in Philippine

waters through the end of World War II. Upon her return to the United States, Andrew Doria was decommissioned on 28 February 1946 and was transferred to the War Shipping Administration on that same day for disposal. Her name was struck from the Navy list on 20 March 1946.

Andrew Doria won one battle star for her World War II service.

Transcribed and formatted for HTML by Patrick Clancey (patrick@akamail.com)

THE NAVAL HISTORICAL CENTER AND NAVY LIBRARY

Ship model builders who are interested in building models of United States Navy vessels from the era of sails down to the time of the steel navy will find the Naval Historical Center to be a great asset. The Center is located in South East Washington, DC in the historic Washington Navy Yard at the corner of 9th and M Streets SE. Civilians can enter the Navy Yard by showing a picture identification and will find parking available along Kidder Breesee Avenue next to Building 57, which is the headquarters of the Director of Naval History. Access can also be gained without an automobile by using the Green Line of the Washington Metro system.

Access to the Naval Historical Center can also be gained electronically by visiting the Center's web site at <http://history.navy.mil>. This web page provides a full briefing on all the services offered by the Center. Those who do not have on-line access should remember that most local public libraries now have on-line capability that is available to the general public. For those who find this sort of access impossible, a free booklet titled, "Guide to the Naval Historical Center", can be obtained by contacting the Naval Historical Center, 901M Street SE, Washington Navy Yard, Washington, DC 20374-5060; telephone 202-433-2005; fax 202-433-3593. This booklet is very useful in that it includes a map of the Navy Yard showing where all the branches of the Naval Historical Center are located as well as the designated parking areas. It also lists all the reference works currently published by the Department of the Navy as well as those works that are now out of print. There is an order form provided for the works that are still available.

Some of the branches within the Naval Historical Center are:
- Early History Branch, Bldg 1, telephone 202-433-2364
- Contemporary History, Bldg 57, telephone 202-433-3891
- Naval Aviation Branch, Bldg 157, telephone 202-433-4355/58
- Navy Art Collection, Bldg 67, telephone 202-433-

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3815 - Operational Archives, Bldg 57, telephone 202-433-2833 - Ships History Branch (including deck logs), Bldg 57, telephone 202-433-3643 or 202-433-0824
Anyone wishing to visit one of these branches should phone ahead to determine their hours of operation and also because some can only be visited by appointment.

Three of the most interesting and useful branches are: - The Navy Museum, Bldg 76, telephone 202-433-4882. The museum displays the history of the Navy from the Revolution to the Space Age and is located in what was formerly the Breech Mechanism Shop of the Navy Gun Factory. Hours of operation are: 9:00AM to 4:00PM Monday through Friday and 10:00Am to 5:00PM Saturday and Sunday (closed Thanksgiving, Christmas Eve, Christmas and New Years).

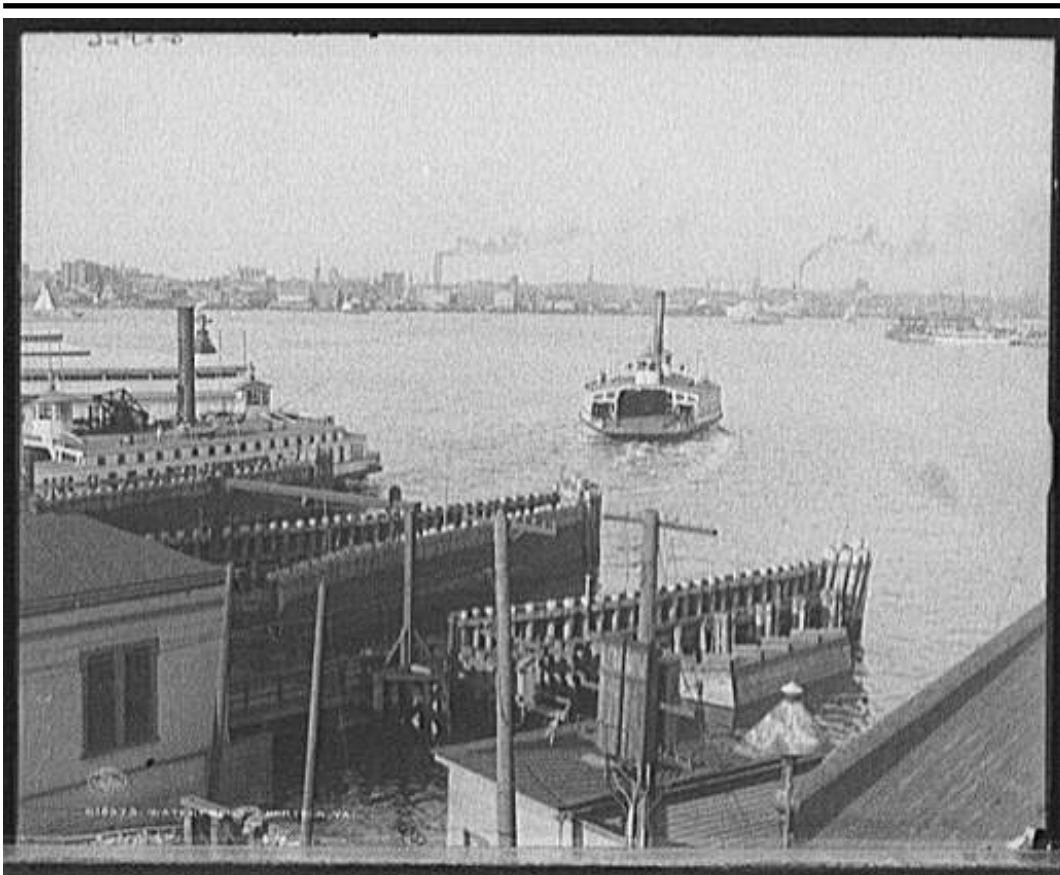
- Photographic Section, Bldg 108, telephone 202-433-2765. The Photographic Section contains thousands of still photos covering the entire period of United State Naval history with an emphasis on the pre-1950 era. This collection includes still photos of art works and other images, which means that coverage extends back beyond the invention of the photographic process. A fee schedule can be obtained via letter or telephone. It is best to write and provide a list of subjects in which you are interested. The Photographic Section will respond with xerox copies of the images they have and a fee schedule from which to order photographic

copies. Service is unfortunately slow. The home page mentioned above features a limited number of photographs of navy ships that can be down-loaded instantly.

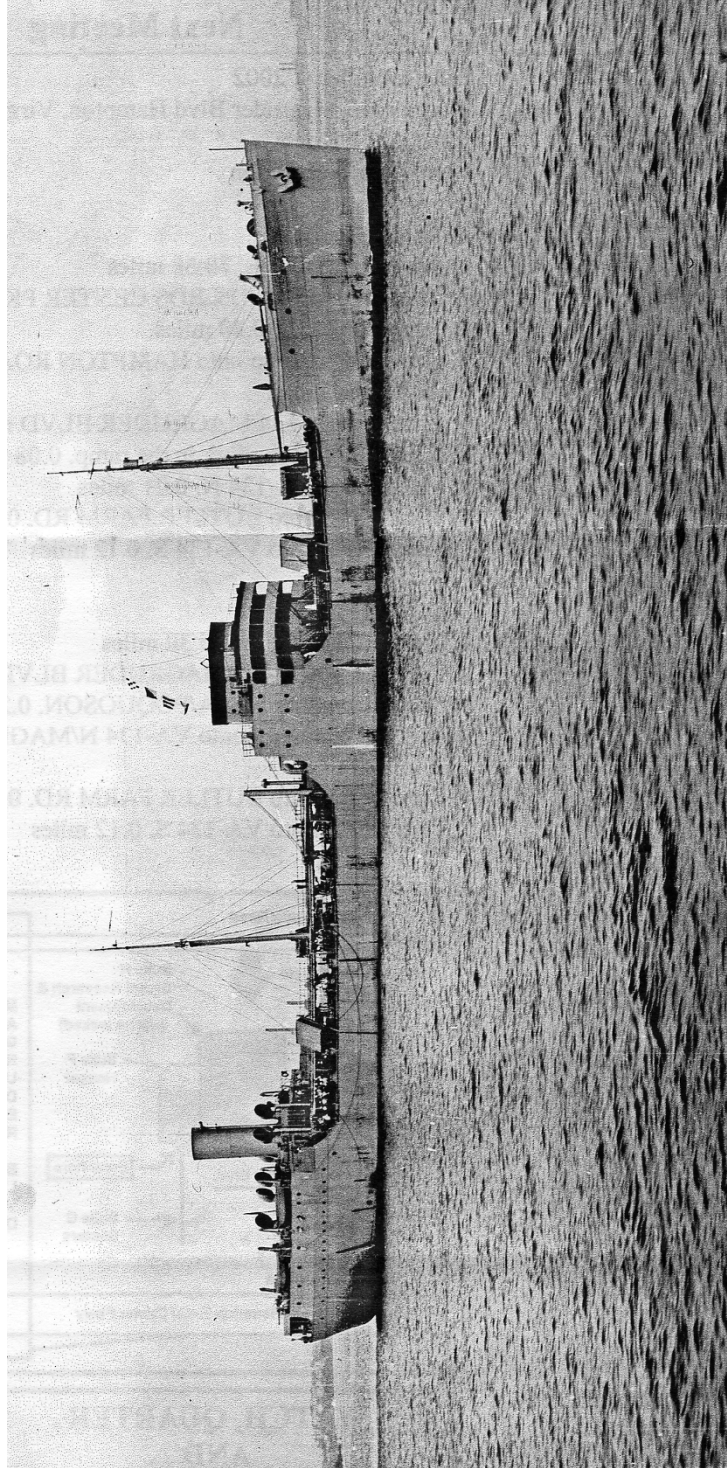
- Navy Department Library, Bldg 44 and 108, telephone 202-433- 4132. Hours of operation: 9:00AM to 4:00PM Monday through Friday (closed Wednesday). The library contains over 150,000 volumes on naval history and the development of the modern fleet. Only active duty military and federal civil servants can take out books but the Navy Library cooperates with other libraries in the inter-library loan system. It is easy to find out what books are in the Navy Library because THE ENTIRE CATALOG IS ON-LINE. Use the on-line address: <http://navylibrary.nhc.navy.mil>. Once you have determined what books the library has that are of interest to you and their catalog numbers, you can go to your local library and arrange for an inter-library loan. The library also has a micro-film collection that includes most of the Record Group 45 documents housed at the National Archives. I have found it easier and less crowded to review this micro-film at the library rather than at the archives.

If you have further questions, visit the web sites and order the information booklet.

Joe McCleary



Waterfront, Norfolk, Va..
CREATED/PUBLISHED
c1905.
NOTES
"G 2526" on negative.
Detroit Publishing Co. no.
018373.



NOTABLE EVENTS

OCTOBER

- 4 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
Presentation; Tool Sharpening by Joe McCleary
- 5 Mid-Atlantic Small Craft Festival, CBMM
- 7-12 WoodenBoat School: Fundamentals of Boatbuilding
Mariners' Museum
- 17-20 **NRG Conference**, Langhorne, Pennsylvania
- 27-29 Vintage Model Yacht Regatta 2002,
Calvert Marine Museum

NOVEMBER

- 2-3 Half-hull Model Class, CBMM
- 8 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Shiller

DECEMBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt

JANUARY

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet

FEBRUARY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker

MARCH

- 14 **H.R.S.M.S.** Monthly Meeting: South Side Bunch

APRIL

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

MAY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
- 17 International Small Craft Center Opening,
Mariners' Museum

JUNE

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer

JULY

- 11 **H.R.S.M.S.** Monthly Meeting: McCleary, Wine

AUGUST

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

SEPTEMBER

- 13 **H.R.S.M.S.** Monthly Meeting:
- 20 Festival in the Park, Mariners' Museum
- 27 Scientific & Navigational Instrument Exhibition
Opening, Mariners' Museum

Thanks

The members would like to thank the Len Wine for hosting the September meeting

It's Not Too Late

There are only 3 meetings in 2003 that need a host. Don't miss the opportunity to sign up.

Next Meeting

Date: October 4, 2002

Place: 2713 Magruder Blvd Hampton, Virginia

Time: 2000 Hours

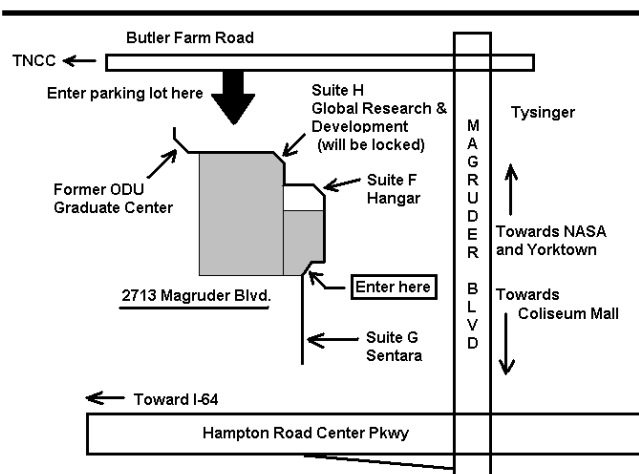
Host: Greg Harrington

Form Richmond

- 1: Merge onto I-64 E. 70.58 miles
- 2: Take the HAMPTON RDS CENTER PKWY EAST exit- exit number 261B. 0.40 miles
- 3: Stay straight to go onto HAMPTON ROADS CENTER PKWY. 0.75 miles
- 4: Take the VA-134/MAGRUDER BLVD ramp. 0.16 miles
- 5: Keep LEFT at the fork in the ramp. 0.08 miles
- 6: Merge onto VA-134 N. 0.21 miles
- 7: Turn LEFT onto BUTLER FARM RD. 0.01 miles
- 8: Turn LEFT onto VA-134 S. 0.12 miles

From Norfolk

- 1: Merge onto I-64 W. 15.30 miles
- 2: Take the VA-134 N/MAGRUDER BLVD exit- exit number 262B- towards NASA/POQUOSON. 0.25 miles
- 3: Stay straight to go onto VA-134 N/MAGRUDER BLVD. 0.81 miles
- 4: Turn LEFT onto BUTLER FARM RD. 0.01 miles
- 5: Turn LEFT onto VA-134 S. 0.12 miles



WATCH, QUARTER AND STATION BILL



- Skipper: Bob Comet (757) 934-1279
- 1st 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