

MINUTES



HRSMS Monthly Meeting
August 12, 2005
Host, Charles Landrum
Guest, Abe Taubman

The meeting was called to order by the Skipper at 2000 hours.

When the Skipper, Dave Baker, asked for corrections to the minutes, a funky blunder was noted and noted and noted. Also, the word decision instead of discussion was inserted in the comment about certificates for junior model builders. Eric Harfst gave the Treasurer's report. Greg Harrington said there were no items for the Webmaster's report. The Clerk, Tom Saunders, said that he received correspondence from Model Shipways with the name of a person looking for a model ship building organization and said that the gentleman was added to the Logbook distribution.

Old Business: A report on the NRG Conference plans was given. A vendor list was read and the number of registrants was given. John Cheevers gave the Skipper a letter from a vender who was not going to attend the conference but wanted to donate a model kit as a door prize. For a moment we all thought the Skipper was getting emotional about the donation, but it turns out that he is allergic to Cats. The Skipper thanked those who helped assemble the NRG favors. The Tom Saunders said that he has received no response from the pig cook. Jack Bobbitt said that he knows someone that may do it. There is a cryptic note about a birthday cake but it is not recorded what we could do with it.

New Business: Charles Landrum gave some comments on the IPMS Convention in Marietta, Georgia. There were 1200
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Mystery Photo



Mystery Photo #230: OK, the Mystery gods smiled on us this month. The Photo shows a ship, which is fairly easy to identify; easy that is, if you don't misidentify some very common features. I would be very disturbed, or more disturbed than I already am, if anyone failed to identify this vessel as an aircraft carrier. That much is painfully obvious. But whose aircraft carrier is it? I think I would be inclined to 'cut the tiniest bit some slack' to anyone who got the navy and country wrong.

Well, with all that's happened this month, to me personally and to the world at large, my time to write has evaporated and I cannot follow through with a column to match the introduction. So, short column this month—lots to do, so little time. Here are the responses as I received them:

From Bob Comet: "The mystery photo is the HMS Eagle. The ship started out as a battleship designed and begun by Whitworth in 1913 for Chile as Almirante Cochrane. Work stopped in 1914 until 1917 when she was bought by UK from Chile. The ship design was converted to an aircraft carrier by Sir E. H. Tennyson d'Eyencourt. Originally built and commissioned with one stack in 1920. Finally reconfigured in 1923. She was later torpedoed by enemy submarine in Western Mediterranean Aug 11, 1942."

From Rob Napier: "Very distinctive features on that early flat-top: tandem funnels (!); horizontal crane for retrieving and launching floatplanes; ram bow (!); enormous top platform (what else would you call it?) way up at the top of that tripod mast. Must be HMS Eagle, the first one, the one whose building extended from 1913 'til about 1924 and whose service life ended on 11 August 1942 when four U-73 torpedoes sent her down. Looks like the MP view is sometime in the 1930s, before the HACS director was added to the top."

And, finally, from Steve Rowe: "I believe that the August Mystery ship is the Royal Navy aircraft carrier HMS
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NAUTICAL RESEARCH GUILD CONFERENCE

Hampton, Virginia
November 4 - 6, 2005

(Mystery Photo—Continued from page 1)

Eagle. I knew when I first saw the photo that the ship was laid down prior to or early in WW2. The two stacks in the island are extremely unusual, and I found during my research that she was the only UK carrier -- and I believe the only carrier in the world -- to have such a stack arrangement.

I would also venture to guess that this photo was taken shortly before or during the War. Eagle had an anti-aircraft gun mount added between the stacks. While I couldn't find any good before and after shots, this mount seems to be present in the mystery photo."

Did the responses do the image justice? Yes, as you can see. And Steve was thoughtful enough to provide a concise history of HMS Eagle that he gleaned from someplace on the Internet. Here it is as received:

"HMS Eagle was built by Armstrong Whitworth and laid down on 20 February 1913. She was launched on 8 June 1918 and commissioned 26 February 1924. She was sunk on 11 August 1942 by 4 torpedoes from German submarine U73 while escorting a convoy to Malta in operation 'Pedestal'.

HMS Eagle was converted from the partially built Chilean battleship *Almirante Cochrane*, a Dreadnought Battleship and sister ship to the Chilean *Almirante Latorre*. All work on this ship ceased in 1914 and she lay on her slip until 1917 when her purchase by the Admiralty was negotiated with the Chilean Government, the purchase price being £1,334,358. Her design was modified to aircraft carrier by Sir E H Tennyson d'Eyncourt.

Eagle went under conversion, first to a sea-plane carrier and then to a strike carrier, which was started during WWI but slowed when it became clear that the ship could not be completed before the end of the war. It was decided to continue with the conversion 24 September 1920. The ship was eventually completed with a full length flight deck and a large starboard island. She was finally completed on 20 February 1924. She became renowned across the navy for her engine room instruments which were displayed only in Spanish and in metric.

Just pre-war, a HA/DCT was added on the fore-top, an octuple pom-pom was added between the two funnels, and four quad machine guns were added. Later, a second pom-pom was added, the machine-guns were replaced by twelve 20mm Oerlikons along the flight deck sides, AW type 290 and AR type 285 were added, and some furnace-oil bunkers were replaced by aviation fuel storage. Eagle remained the only British carrier with more than one funnel, two units being fitted atop the island.

At the outbreak of World War II, Eagle was at Singapore and in October 1939 was part of Force I hunting for the German ship *Graf Spee*. For the first two months of 1940 she was escorting troop transports in the Indian Ocean but on 14 March 1940 was damaged by an internal explosion in her fore bomb room, when 13 ratings were killed, and she returned to Singapore for repairs.

Eagle joined the Mediterranean fleet in May 1940, and on 5 July her aircraft from 813 squadron attacked enemy shipping in Tobruk. They sank the Italian destroyer *Zeffiro*, the merchant ships *Manzoni* (3,955 tons) and *Serenitas* (5,171 tons) besides damaging the *Liguria* (15,354

tons) which was later scuttled. After four days she was in action off Calabria when her aircraft attacked the Italian fleet. During her return to Alexandria after this engagement she was heavily bombed and four Italian bombers were shot down during the attacks.

On 20 July 1940, on another attack on shipping in Tobruk, her aircraft from 824 squadron sank the Italian destroyers *Ostro* and *Nembo* as well as the merchant ship *Sereno* (2,333 tons). On 22 August her aircraft (824 Squadron) attacked and sank the Italian submarine *Iride* in the Gulf of Bomba. At the end of the month she took part in Operation 'Hats' in a reinforcement of the Mediterranean fleet, and her aircraft attacked the airfield at Maritza, Rhodes.

For the next six months she provided cover for convoys in the Eastern Mediterranean, her aircraft attacked Italian airfields, laid mines, and attacked shipping.

HMS Eagle took part in one of the most memorable Fleet Air Arm events in history. On 11 November 1940, five of her aircraft which were embarked in HMS *Illustrious* took part in the attack on Italian battleships at Taranto.

Subsequently, she was ordered through the Suez canal in March 1941. Her aircraft flew to Port Sudan and assisted in the destruction of the Italian ships at Massawa and in the Red Sea. She arrived at Simonstown, South Africa on 8th May and then proceeded to Freetown, remaining on the South Atlantic station until October 1941. On 6 June 1941 her aircraft sank the German MV *Elbe* (9,179 tons) and on 15 June 1941, in conjunction with HMS *Dunedin*, she intercepted the U boat supply ship *Lothringen* (10,746 tons) which surrendered about 1000 miles west of the Cape Verde Islands.

After refitting in the UK she returned back to the Mediterranean early in 1942. In February 1942 she carried aircraft for Malta and took part in Operations "Spotter" and "Picket". In June 1942, Sea Hurricanes from 801 Squadron on HMS Eagle provided top cover for Harpoon, the essential supply convoy heading for Malta. Upon entering the Mediterranean, the convoy came under almost constant attack from the Germans and Italians. The Sea Hurricanes and Fulmars from HMS *Argus* did an outstanding job of defending the convoy, with No 801 Squadron claiming six Italian planes. This was the beginning of the Sea Hurricane's escapades in the Mediterranean.

She was later involved in the famous August 1942 convoy (Operation 'Pedestal') when 41 warships fought through just five out of 14 merchantmen to lift the Malta siege. On 11 August 1942 whilst still in the Malta bound convoy she was hit by 4 torpedoes from the German U-boat U-73 and sank in position 38°05' N: 3°02' E."

Where's my slack?????

John Cheevers



(Continued from page 1)

people pre-registered with 3200 models in the ship modeling competition. Greg Harrington said that he still has all the material that was donated from Florida. Dave Baker said we would have our auction at the February meeting at his house.

Show & Tell: Bob Comet showed his Oslo Ferry, a Norwegian kit. Alan Frazer had some comments on the Dumas Jersey City Tugboat. Bill Clarke said the Army Transportation Museum has a good collection of transport ship photos. Greg Harrington showed his progress on rebuilding his mini-lathe.

The meeting was adjourned to a presentation on "Photo Etching", by Charles Landrum.

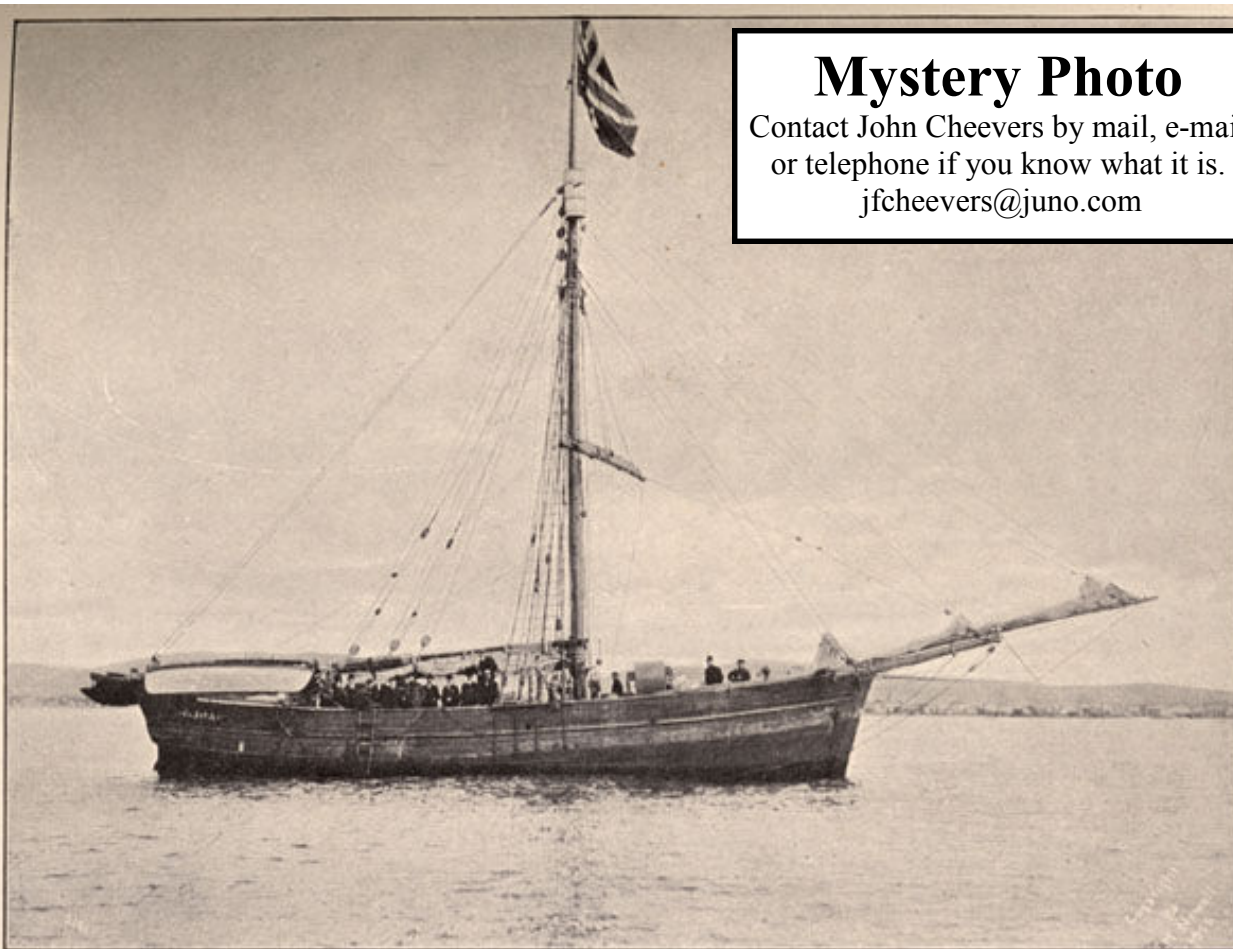
Thanks

The members would like to thank Charles Landrum and his wife for hosting the August meeting.

PICNIC

There is good news, there will be pork to pull at the picnic. So far the head count is 22. If you would like to attend, please contact Tom Saunders. While the flier indicated a response is needed by September 9th, you can respond through the picnic date. Guests are welcome. Come on out and enjoy an afternoon in the park.

HRSMS Picnic September 17



Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is.
jfcheevers@juno.com

NOTABLE EVENTS

SEPTEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
"Building the Confederacy", Dean Sword
- 17 **HRSMS** Picnic, Newport News Park

OCTOBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
"Types and Sources of Wood", Jack Bobbitt

NOVEMBER

- 4 - 6 **NRG Conference**, Hampton, Va.
- 12 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
"Building the San Felipe", Heinz Schiller

DECEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
"Building the Blue Nose II", Tim Wood

JANUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers
"Elements of Makink P.O.B. Hulls", Bob Comet

FEBRUARY

- 10 **H.R.S.M.S.** Monthly Meeting:
Election of Officers,

MARCH

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

APRIL

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

MAY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

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

JULY

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

AUGUST

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

Next Meeting

Date: September 9, 2005
Place: 2 Lynn Drive, Portsmouth, Va.
Time: 2000 Hours
Host: Dean Sword

(Note the change in directions.)

From the Peninsula West: Take I-64 East. Take the I-664 S exit- exit number 264- towards DOWNTOWN/NEWPORT NEWS /SUFFOLK /CHESAPEAKE. 0.53 miles 3: Merge onto I-664 S.12.62 miles. Take the VA-164 E/US-17 N exit- exit number 9- towards PORTSMOUTH/JAMES RIVER BR. 0.24 miles. Keep LEFT at the fork in the ramp.0.64 miles. Merge onto VA-164 E. 5.89 miles. As you cross the West Norfolk Bridge (the end of Rte. 164) you will need to follow the signs marked "Port Norfolk" (essentially you should stay in the right lane and continue to bear to the right when you have a choice). This will lead to an off ramp that dead ends on Cleveland St., which also has a stop, light. Turn right on Cleveland St. (which is also marked Port Norfolk) and go to the second traffic light which is Chautauqua Ave. Turn right on Chautauqua and go one block and turn left on Detroit Street. 8: Turn SLIGHT LEFT onto WILLIAMSON RD. 0.04 miles. Stay straight to go onto SURRY ST. 0.16 miles. Turn RIGHT onto LYNN DR. 0.35 miles.

From Virginia Beach: Take the I-264 W towards I-64/ NORFOLK/I-264 W/RICHMOND. 0.32 miles. Merge onto I-264 W. 9.75 miles. Take the exit- exit number 7- towards DOWNTOWN PORTSMOUTH/NAVAL HOSPITAL/ NAVAL SHIPYARD. 0.04 miles 4: Keep LEFT at the fork in the ramp. 0.09 miles. Merge onto BART ST. 0.11 miles. Turn RIGHT onto EFFINGHAM ST/VA-141. 0.37 miles. Turn LEFT onto LONDON BLVD/VA-141 N. 1.24 miles. LONDON BLVD/VA-141 N becomes LONDON BLVD/US-58 W. 0.37 miles. Turn RIGHT onto VA-164/MT VERNON AVE. 0.80 miles. Turn LEFT onto DETROIT ST. and proceed as above

**WATCH, QUARTER
AND
STATION BILL**



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