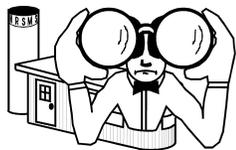


## From The Bridge



## Mystery Photo



The passing of a member is news that no one wants to hear. I was deeply saddened to hear that Peter Tagg had passed away on May 20. In the ten years that I have been a member of the HRSMS, I have just recently got to know Peter. He started attending the meetings after a long absence, when we switched to meeting on Saturday afternoons. He had been unable to attend the Friday night meetings due to difficulty in driving at night. Peter was an accomplished modeler and I think we all learned a lot about paper ship models. From a few feet away, you could not tell that his models were made of paper. I also enjoyed his discussions on how he was going to obtain his next tube of UHU Glue. In addition to his modeling, Peter had been very active in the Society many years back. He was awarded the Founder's Award in 1992. We are all going to miss Peter. May he rest in peace.

I also want to thank those that attended his memorial service on May 27<sup>th</sup>. I understand that the Society was well represented.

Do not forget that the 37<sup>th</sup> annual NRG Conference will be held from August 23<sup>rd</sup> thru August 29<sup>th</sup> in Annapolis, Maryland. Don Preul and his crew have planned a very interesting and informative Conference for ship modelers and their spouses. Discount rooms are still available at the Sheraton in Annapolis, which is the location of the Conference. You can make your reservations by calling their toll free number (866) 716-8115. Please do not delay in making your reservations as the block of rooms are going fast. I hope that the HRSMS will have a large turnout for the Conference. This will be an informative and fun time for all attendees.

Please bring your current modeling project to the meeting to share its progress with the other members. See everyone Saturday.

Ryland

### MEETING NOTICE

**Date:** Saturday June 12, 2010

**Place:** Mariners' Museum

**Time:** 1400 Hours

Mystery Photo #287: Etiquette, etiquette, etiquette. This month we will learn a bit of etiquette as we decipher the clues that identify the vessel presented so well in the latest Mystery Photo. When we finish, Emily Post and Miss Manners will have nothing on us as all will be according to Hoyle. Those that don't get it will continue to arrive by the larboard rail and imitate Martha Stewart. Hopefully, you will all know your place when we are through.

We have a lot to cover, so let's begin.

Before we delve into what our expert reporters have to say, let's see if we can follow our charter and identify the ship and scene using clues captured by the photograph. Those of you who are keen of eye will no doubt understand that the image captures a vessel arriving in some protected water. I say arriving, not departing, because I don't think the carriages would wait around empty if their hires were going aboard the vessel and it had left the dock. Also the ship has its fenders rigged, there is little headway, an officer or two occupy the starboard bridge wing as if docking, and the crew seems to be forming on deck to render honors. Most of the carriages are a type known as the Phaeton, which was sort of a chauffeured buggy and indicates wealth and ownership, not a hired post chaise or jitney. Also on the hard, on the left near the edge stands a group of people in uniform. Here is how Bob Comet describes it: "The several officers on the pier look like they are in their dress canvas and what could be an honor guard standing by suggests VIP treatment." He, like I, noticed the group of folks to the right just behind the fellow dressed as an officer. Again, in Bob's words: "Some of the civilians, pretty well looking like servants are wearing peasant garb--boots belted tunic, cap."

I don't know about you but when I see bloused trousers in knee boots, a long tunic, and that style of cap, I'm reminded of those Cossack dancers—you know those fellows who fold their arms, do deep knee bends, and jump high? My sources tell me that that style of dance was made popular by a stone mason named Petro Preesyadka who, after "spending all day in a squatting position with heavy stones and instruments in his strong toil-hardened hands," would walk "...every evening after work ...and after having some wine and a loaf of kalatch (bagel) he started jumping up trying to release tension in his tired legs." I guess it caught on. Research indicates that

*(Continued on page 3)*

## BOOK REVIEW

---

### Sea Wolf

A Biography of John D. Bulkeley, USN  
by William B. Breuer  
Published by Presidio Press, 1989

It is hard to know where to start a short review of this man's life. He was the first real hero of World War 2., He earned more medals than just about any other serviceman, including the Medal of Honor for which he was nominated by General Douglas MacArthur! The author did such a good job of describing Bulkeley's life, and, particularly, his Naval career of 59 years, that I read it like a novel. I quoted parts of the book to my wife and this inspired her to read it too! She commented that he was an amazing man and that he was just the right person to be in his several leadership roles at the right times.

John Bulkeley received his commission in 1934. In December, 1936, he went to Shanghai and served on the coastal gunboat Sacramento. In 1937 the Japanese invaded China from Manchuria. Bulkeley saw Japanese atrocities first-hand and developed a deep hatred for them. The Japanese sank the U. S. gunboat Panay on the Yangtse River and gunned all the survivors---without a major protest from the U.S. government. Early in 1939, Bulkeley returned to the United States and was asked if he would "join up" with an "exciting new branch of the service"---Patrol Torpedo Boats. These PT boats could travel at 55 knots for long distances with four torpedoes aboard. In September of 1941, he traveled to the Philippines with a squadron of six new PT boats. Then on December 8 of 1941, the Japanese attacked Pearl Harbor. However, people seem generally unaware that two days later, on December 10, 1941, the Japanese attacked Manila with possibly even more devastating results! Nichols airfield and Cavite Navy Yard were destroyed--- Incredible! The planes were lined up wing-tip to wing-tip, presumably to protect them from saboteurs, as at Pearl Harbor. Three of the PT boats were on patrol off Bataan. Bulkeley had the foresight to lead the other three boats out into Manila Bay before the Japanese bombers arrived over Manila. The Zekes and Zeroes tried to bomb and machine gun the PT boats, but the boats were very maneuverable and managed to survive, and actually shot down three Japanese planes!

Bulkeley's PT boats took General MacArthur and family with his aides from Corregidor in the Philippines to Mindanao (about 580 miles) through a blockade of Japanese vessels. They also took Philippine president Manuel Quezon from the island of Negros to Mindanao. MacArthur, Quezon and Bulkeley all flew to Australia. In the book there is a reproduction of a "Report on the Fitness of Officers" of Lieutenant John D. Bulkeley signed by General Douglas MacArthur. That has to be a little out of the ordinary! Bulkeley caught malaria in New Guinea and was ordered back to the United States for treatment. Then he was sent to England to

work for the O.S.S. taking agents to occupied France. Then he took part in the D-Day invasion in Normandy and the second D-Day invasion in the south of France!

After promotion to rear admiral, in 1963, Bulkeley took charge of the U.S. Base at Guantanamo Bay, Cuba. He was involved in several "face-offs" with Fidel Castro during his 2 and 1/2 years defending the base. At his first press conference he told U.S. reporters : " Gitmo is sure as hell not going to be another Pearl Harbor- for Castro or anyone else." ("anyone else" was the Soviet Union). A Marine Corps Gunnery Sergeant said: "Somewhere along the line Admiral Bulkeley took a wrong turn- he should have been a *Marine Corps general*."

After reaching retirement age , Admiral Bulkeley retired one day and was rehired the next day as President of the Board of Inspection and Survey (INSURV) where he served for 20 years. He was told that there would be no promotions during this job. He put heart and soul into this work and was responsible for major improvements in the safety and readiness of the fleet for combat, including improvements in working conditions for the men who manned the ships. He finally retired in 1988 after a well- deserved promotion to Vice Admiral.

Tony Clayton

---

## Special Meaning

Last night I attended the farewell service for HRSMS Peter David Hockerston Tagg. It was a fine service and many of his friends spoke highly of him, his community service, his sense of family, and sense of duty to his native England and this, his adopted country. We all remember his contagious smile, his very British wit, and his great modeling skill. And for a few we found out what the "H" in Peter D.H. Tagg stood for. He will be sorely missed.

One remark touched me more than all the rest. His neighbor and lifelong friend mentioned his membership in the HRSMS and commented how much it meant to him to belong to our special group wood benders and splinter makers. It meant so much that Karen brought several tokens of our association to the service for all to see---his Founder's Award and his certificate of membership. Two very outward signs of what the Society meant to him and should mean to us.

Referring to the certificate, Eric Harfst asked, "where was his?" A fair question and one we should address. Several years ago the practice of awarding new members this certificate at the annual banquet quietly slipped away. David thought enough of his certificate to have it framed and displayed in his home for all to see. When Bill spoke during the service, he mentioned the document and said that since he

*(Continued on page 8)*

(Continued from page 1)



Mystery Photo

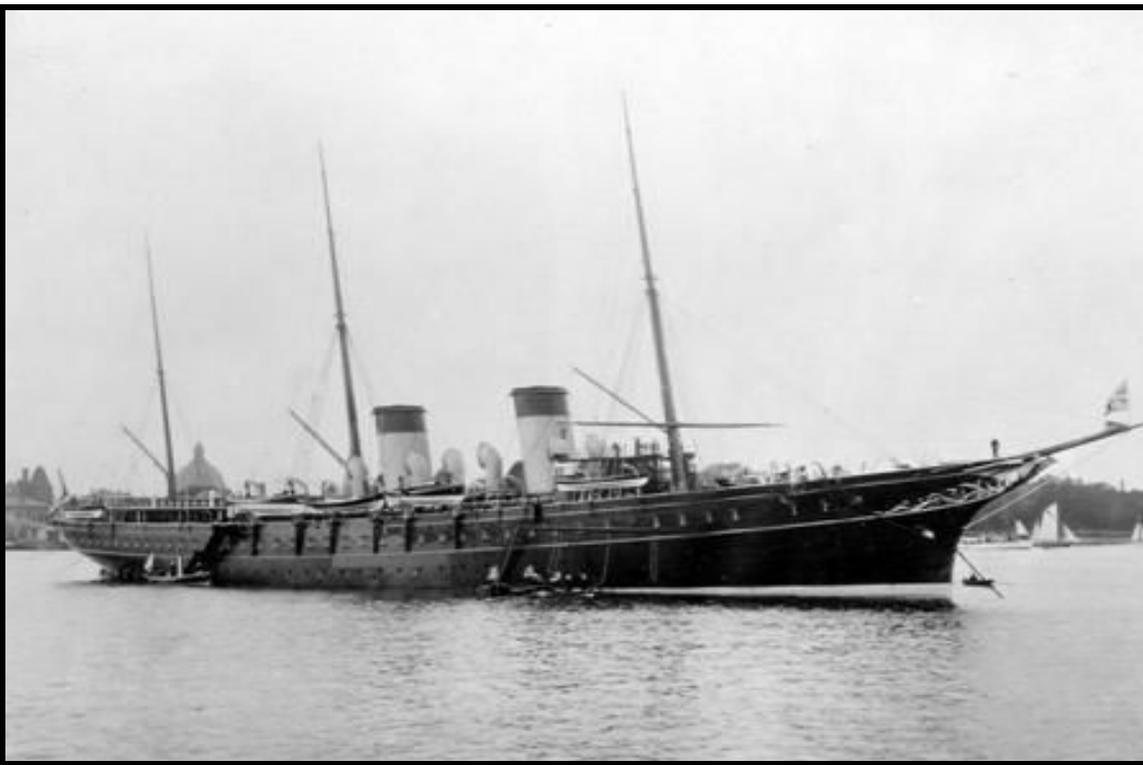
the Cossacks inhabited the Ukraine; and I guess if you interpret the first two clues correctly, you should look for an important vessel that is in the Ukraine or southern Russia. The Black sea and the Crimea

two headed eagle we find that the “Double-headed eagle emblem of the Ecumenical Patriarchate of Constantinople (Istanbul), [is] based on insignia of the Byzantine Empire. The head on the left (West) symbolizes Rome; the head on the right (East) symbolizes Constantinople. The cross and orb in the claws symbolize, respectively, spiritual and secular authority. Several Eastern European nations adopted it from the Byzantines and continue to use it as their national symbol to this day, the most prominent being Russia.”

That makes another clue pointing toward Russia. The next clue is the vessel itself. It’s not a warship, yet we see men in uniform and people paying attention to honors. It doesn’t appear to be a passenger vessel; again I call attention to the folks in attendance. Could it be a yacht? That’s

a distinct possibility. Perhaps it’s a yacht for a head of state or royalty—that would explain her size. Bob says this about her appearance: “The relatively low profile of the stacks and three masted barkentine rig place the yacht in the late 1800’s.” The “lack of automobiles” that Bob points out cements his motion in time.

Well, four good clues should drive the prudent researcher to look for a royal yacht or stately vessel from around the late 1800’s; one belonging to the Russian heads of state perhaps. Sound good? That’s where I searched. And so did John Wyld, Tim Wood, Bob Comet, and Tony Clayton. They all agree that the vessel in the Mystery Photograph “is the Russian Imperial Yacht *Standart*.” Tony was so elated he began his reply like this: “I finally found one!!!!!!!!!!!!!!” Other than Tim’s confessing to following an engineer’s advice that he “should expand [his] line of thought,” he, Bob, and Tony do not really get into the details of how they found the vessel. (I don’t think we’ll delve into what expands an engineer’s line of thought.) I do, however, suspect some collusion as everyone other than John seems to have searched or Googled this: “Russian Imperial Yachts.” John the engineer, the lone hold out, apparently got there, as I did, by searching for “a British Royal Yacht.”



Standart at her best - Elegant and Gracious in all Respects (1896)

come to mind.

I know the more attentive of you noticed the rather odd figurehead. Tim Wood certainly did, but was not able to capitalize on the clue, but it was not for lack of trying. “I have to confess, I thought it would be a cinch to figure it out based on the double headed eagle figurehead, not so easy after all. I knew I was close, but all the avenues I took weren't hitting the mark. I did a search on the "Double Headed Eagle" which told me that Greece, Germany and Russia all used a variation of the double headed eagle at one point in time. I then searched ships figureheads until I exhausted that particular avenue too.”

Its not that the eagle is an odd figurehead or the fact that it isn't the more traditional robust, bosomy woman, it's because the eagle is two-headed that it is a great clue! Researching the

### NAUTICAL TERM

**Oakum** Caulking material made of tarred yarn fibers, earlier of flax, the latter also called tow. The origin of the word is Anglo-Saxon, *acumba*, tow; the Middle English sometimes was *ockam*.

“This month's Picture is **STANDART (or SHTANDART)** [or Штандартъ in Cyrillic]; the Imperial Russian

(Continued on page 4)

(Continued from page 3)



Mystery Photo

Yacht built in 1895 for Tsar Nicholas 2 in Copenhagen by the Danish shipbuilder Burmeister-Wain to the Tsar's own specifications. The picture shows *Standart* arriving in Yalta in 1917.” Says Tony Clayton stating facts agreed to by Bob who adds: “[she] is shown arriving at Yalta, The Crimea. The yacht was ordered by Emperor Alexander III of Russia...also served as Czar Nicholas II's Imperial Yacht.” John Wylde, of



Emperor Nicholas II  
on Board the Imperial Yacht Standart (1912)

course, puts his always pragmatic spin on things: “The picture shows STANDART arriving at the Crimean port of Yalta in the Ukraine, date unknown, but probably before the Soviets decided that horse carriages were too up-market for the country.”

Bob and Tony provided some specifications for the vessel, each in their native unit of measure – Tony in metric and Bob in standard format. Here goes: “The ship displaced 5557 tons (Bob - 5557 tons), was 112.8 M long (Bob - 401 feet), beam 15.8 M (Bob - 50 feet), draft 6.0 M (Bob - ?). Two triple expansion engines drove her to a top speed of 21.18 kts. (Bob - ?).” John’s reply agrees with the length ‘in feet’ and tonnage figures but adds “*Standart* was as large as a small cruiser in WWI.” Tony’s rich detail contin-

ues: “The bowsprit was covered with gold leaf! The main deck had a dining saloon that could seat up to 72 guests at one long table for lunch or dinner. This yacht carried a crew of 275 from the Russian Imperial Navy, plus a platoon of marines and a balalaika orchestra. Also she was equipped with radio (in 1912?).” From a web site that Tim provided we find that “*Standart* was outfitted with ornate fixtures, including mahogany paneling, crystal chandeliers, and other amenities that made the vessel a suitable floating palace for the Russian Imperial Family. The ship was manned and operated by a crew from the Russian Imperial Navy.”

Those familiar with Russian history will understand why *Standart* had a short career as an Imperial yacht. She served just short of 25 years in this role. The February Revolution of 1917 and the murder of the entire Romanov family put an end to this aristocratic extravagance. Indeed, according to John Wylde who manages to compresses her years of service into one short statement, “It was aboard this yacht that Nicky and Alexandra heard of the assassination of the Archduke Ferdinand in Serbia, which triggered the beginning of the march into WW I and ultimately to their deaths at the hand of the Bolsheviks. With no heads of state, er, at the head of the state, the Soviets decided the yacht should be renamed VOSEMNADTSATE MARTZA, stripped of the lavish furnishings, reconfigured and pressed into service as a minelayer. Circa 1936, she was renamed MARTI probably because even the Russians couldn’t pronounce her name correctly and because it sounded a bit more exotic to make a minelayer sound Italian or Spanish anyway.” Tony fixes the date of her name change to *Marti* at 1932. And to this Bob adds that “during WWII [*Marti*] played a significant part in the defense of Leningrad.”

Following the war, The Great Patriotic War as the Soviets see things, our reporters note another name and occupational change for the Mystery vessel. Bob says that “she was converted to a training ship and renamed *Oka* (not orca or okra) in 1957. It is Tony who says that “during this refit the steam engines were replaced by diesels.” They all agree that she was “scrapped in 1963”, but Tony adds that the scrapping happened “at Tallinn in Estonia.”

*Standart* was special in yacht terms. One web site dedicated to recording her history reports that she was “one of the most exclusive and magnificent yachts ever built...At her time (late nineteenth - early twentieth century) she was the most elegant ship in existence and was the dream of every crowned head or millionaire. Purpose built to serve the Russian Emperor and his family she became the classic example – or standard (pun intended) - of how yachts at that time were to be designed. More or less the design of future yachts was based on “[her] magnificent lines and technology.” What is not so well known is that the *Standart* presented in this Mystery Photo is the second imperial yacht to carry that name. Her predecessor, the first *Standart*, was built by Alexander II in Bordo, France in 1858 and was used till 1892.

Something that is even more intriguing is the existence of *Standart*’s immediate predecessor, *Etoile Polaire* (*Polyarnaya Zvezda* or *Polar Star*); a yacht of such striking similarity that photos of her and *Standart* are often confused

(Continued on page 5)

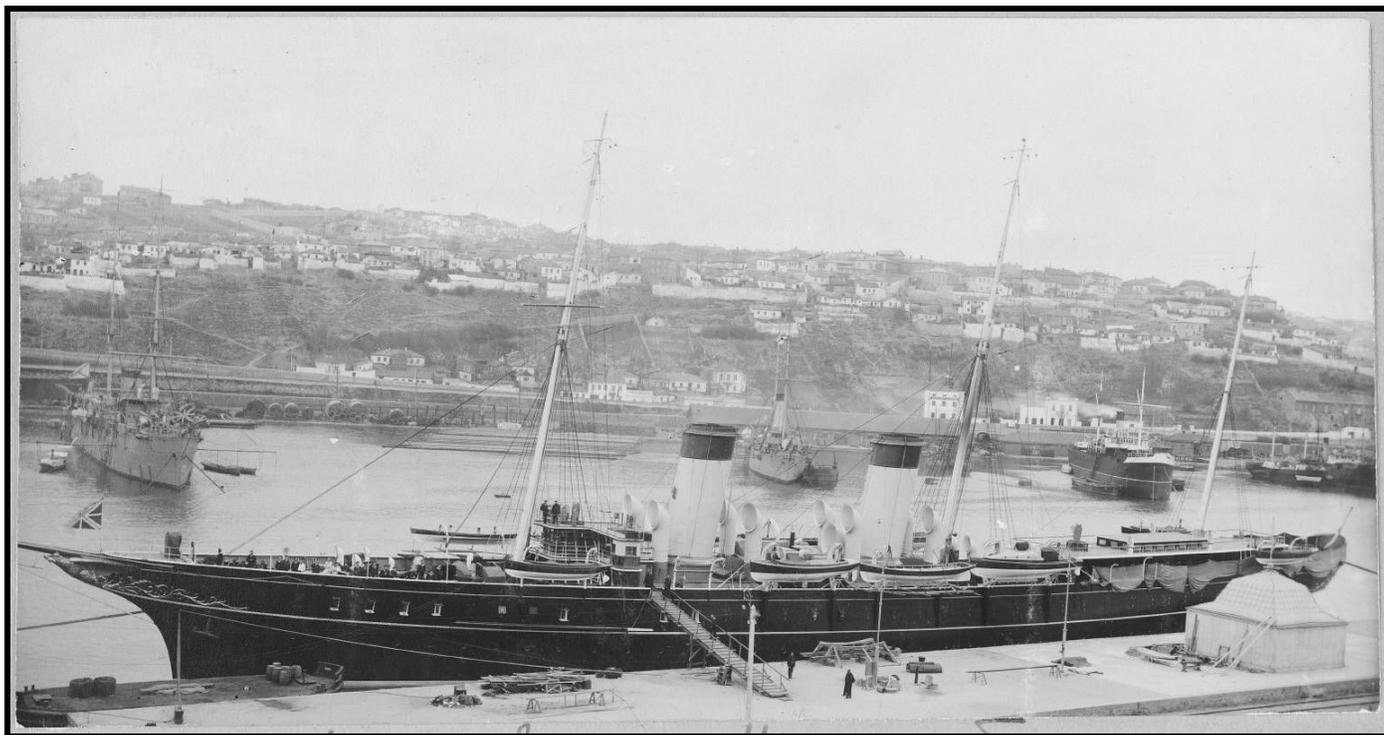
(Continued from page 4)



Mystery Photo

by naval historians and ship enthusiasts. It would make a great twist to this essay if the story that is unraveling for *Standart* as the identity of our Mystery Photo actually pointed us to this yacht, but that is not the case. *Polyarnaya Zvezda*, built in St. Petersburg at the Baltiski Vavod Shipyard for Emperor Alexander III, this 4,160 ton ship had overall dimensions of 96.2 x 14.0 x 6.0 meters - her two triple expansion engines, totalling

of trivial points. I could not find any pictures of the V&A with stacks quite that chubby. Nor did the figurehead of the V&A match the golden eagle of the MP. Upon closer examination, the figurehead is clearly a double - eagle. No Brit this, I was forced to conclude. Maybe it was British-built for another of the intermarried and inbred monarchs of the European region during that period. Wrong on the British-built assumption, but right on the inbreds. This is none other than Cousin Nicky's (Czar Nicholas II's) STANDART.



7,496 hp, gave her a maximum speed of 17.5 knots. She served him and his family from 1890 to 1917 and after the revolution the Soviets in the much reduced capacity as a submarine support ship until 1961. With two very similar yachts in service at the same time it is easy to see how the Imperial family's rich excess so irritated the Russian peasants in 1917 and the Bolsheviks in 1918.

As far as being irritated goes, the same could be said for one John Wyld. It seems that Mr. Wyld, like I, initially sought the Royal yacht Victoria and Albert (V&A) as the identity of the ship in the Mystery Photo. He was a bit more ship savvy than I as he indicated that V&A was followed by the Roman numeral III.

Some of his esoteric response:

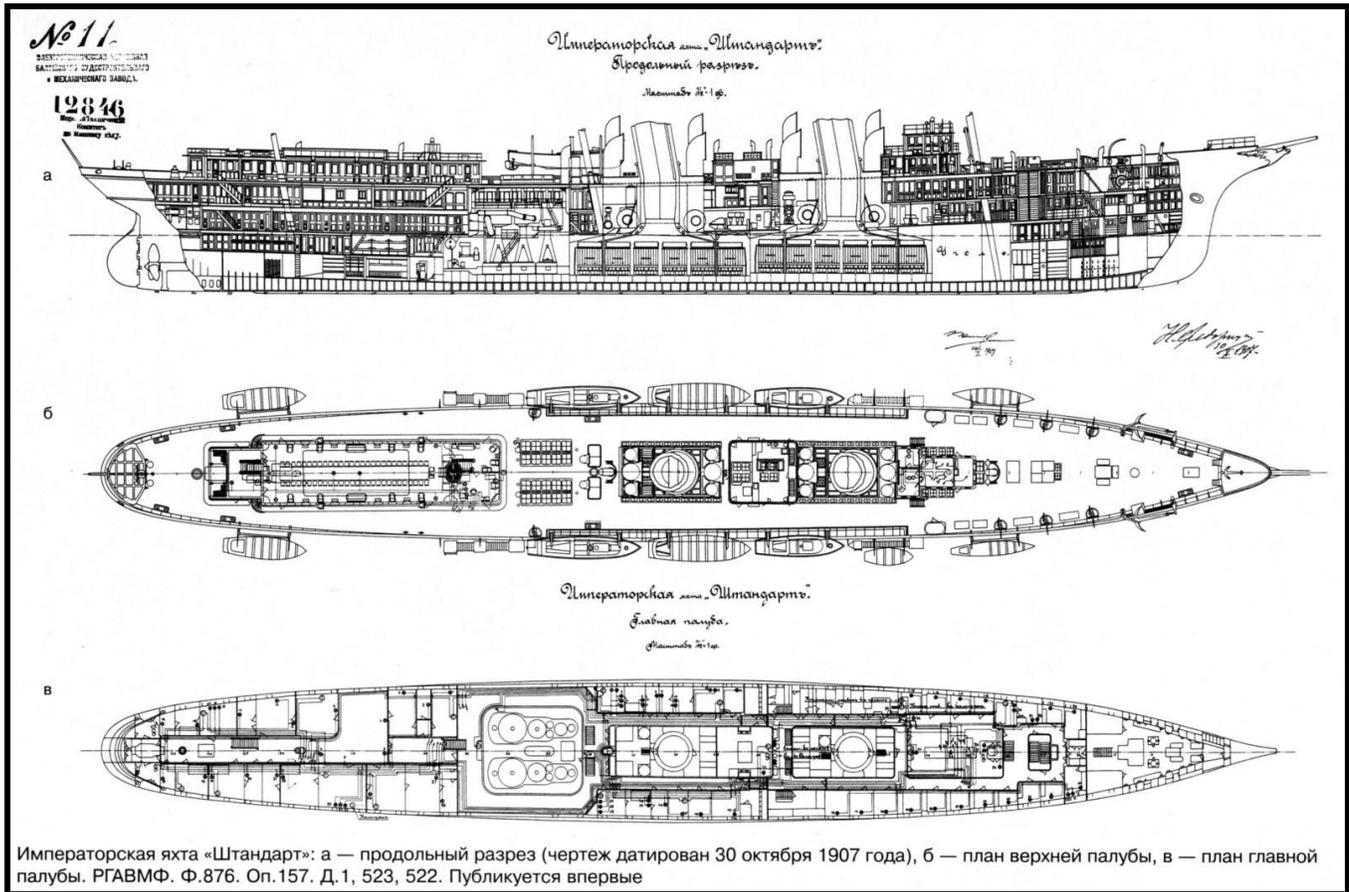
"Monsewer Cheevers (apparently a veiled reference to my night job) -

Accepting that all's well that ends well; the tale of this photo was a bit more intricate than I had first supposed. Clearly the subject of this photo is a British Royal Yacht, the time frame of the picture clearly being the turn of the last century. A quick Google search determined that VICTORIA and ALBERT III would be the appropriate yacht based on that time frame. Photos of the V&A clearly match all the key points of the mystery photo (MP). That is, except for a couple

Upon reading more of the history of this ship it became apparent why this MP looked so very British to me. Actually, the future King Edward VII ("Berty" to those in the know because he was named Albert Edward when born to Victoria and Albert) obtained a copy of the STANDART plans when he began the construction of the Royal Yacht VICTORIA and ALBERT III in 1895. So it appears the Brits did the copying here, though happily they put more graceful looking funnels on her as well as dispensing with a mutant figurehead. Does that make me right with my first guess after all?"

In John's decipherable way we see that he gets it, although I'm not sure I agree with his conclusions concerning style and grace. It's been stated in many places how much Queen Victoria loved V&A III's predecessor V&A II. The deuce was a powered yacht from a different era in as much as she was fitted with side mounted paddle wheels. History tells that it was also fitted with an anachronistic, and dummy, capstan as the Queen took great delight in watching the crew work the windlass. So enamored was she of her V&A II that when Victoria & Albert III showed some initial instability during her launch, the enraged Queen vowed that she would never sail her which, of course, she never did.

For our etiquette lesson: A **Royal Yacht** is a ship  
(Continued on page 6)



Императорская яхта «Штандарт»: а — продольный разрез (чертеж датирован 30 октября 1907 года), б — план верхней палубы, в — план главной палубы. РГАВМФ. Ф.876. Оп.157. Д.1, 523, 522. Публикуется впервые

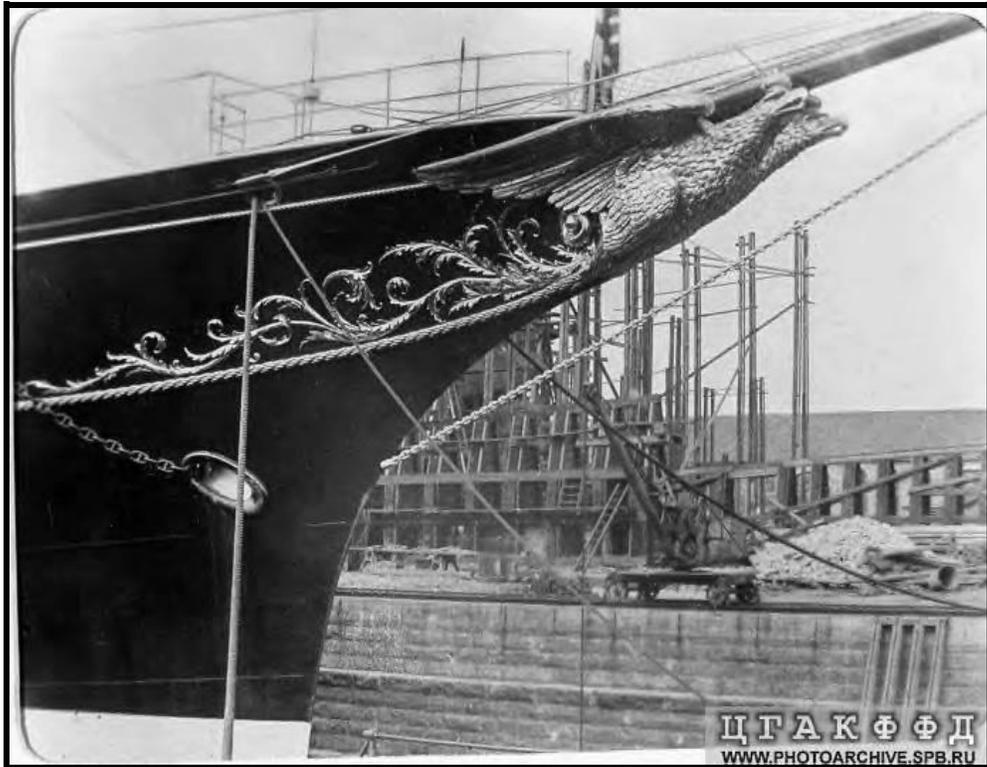
(Continued from page 5)

used by a monarch or a royal family. If the monarch is an emperor the proper term is **Imperial Yacht**. Most of them are financed by the government of the country of which the monarch is head. The Royal Yacht is most often manned by personnel from the navy and used by the monarch and his/her family on both private and official travels. Kings and Queens are royalty, while Czars and Czarinas are Imperialists. There you have it, the reason why *Standart* is classified as an Imperial yacht. This splitting of hairs over a title is like trying to understand what all the silverware in a formal place setting is for.

Finally, if you are interested in learning more about the political climate of the Russia that surrounds this fine vessel I suggest you consult Soviet Warship Development, Volume 1: 1917-1937 by Siegfried Breyer



Mystery Photo



ЦГАКФФД  
WWW.PHOTOARCHIVE.SPB.RU

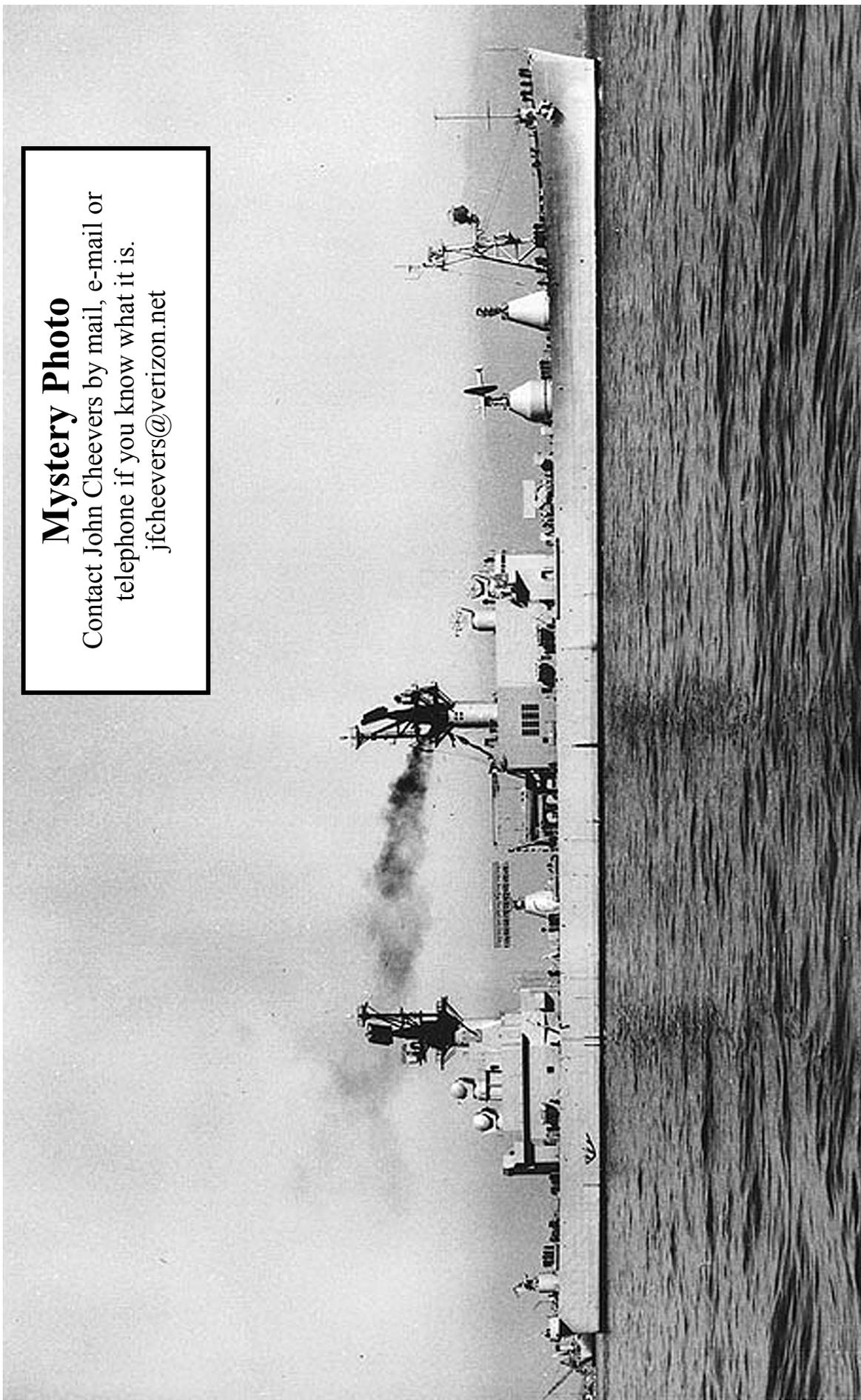
You can't change the wind, you can however adjust your sails."

John Cheevers

-- Unknown

## 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

---

### 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  
Presentation: TBD

### 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  
Presentation: Tony Clayton

### DECEMBER

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: John Cheevers

### JANUARY

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

### FEBRUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers

### MARCH

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

**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 934-1450  
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 (757) 867-7666

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
May 12, 2010  
Mariners' Museum  
Guest, Bill Abbott

The meeting was called to order by the Skipper, Ryland Craze at 1410 hours. Bob Comet noted the misspelling of Bill Co-gar's name in the minutes (mea culpa-Ed.). Eric Harfst gave the Purser's report.

Old Business: All old business was differed until next month.

New Business: Tim Wood made a proposal to procure a lap-top computer for presentations at the meetings. A motion was made and passed to authorize Tim to authorize Tim to spend up \$1000.00 to procure a computer. It was noted by one of the members that Bob Krumpen had fallen and broken his hip.

Show & Tell: George Livingston talked about the Charles W. Morgan. Bob Moritz talked about his kit of the Wasp. Bill Clarke talked about the 2010 Nautical Guild Conference and inquired as to possible attendees.

The meeting was adjourned to a presentation by concertina virtuoso Bob Comet.

---

*(Continued from page 2)*

**HRSMS** signed it David had indeed been a member of long standing; I believe 22 years was the measure. After the service I looked at his certificate and was surprised to see my signature there as first mate.

This certificate is a tradition, just like several other traditions we have in this Society that sets us apart from the random model maker. We should not ignore or lose our traditions, our sense of community, or our pride. I call on the special skill and talent of this group to resurrect the membership certificate, have it issued to all active members who don't have one, and dedicate it to the memory of Peter D.H. Tagg.

John Cheevers

## THE ANSWER

The answer to Mystery Photo 287:  
Imperial Yacht Standart  
Standart arriving at Yalta, The Crimea, Date not given