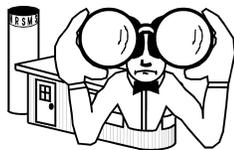


## From The Bridge



### D'you hear there fore and aft

According to the articles in the By-Laws, It is time for me to bring the ship about, lower my pendant from the main truck, and return to my place before the mast. A new Skipper arrives shortly on the quarterdeck to place this ship close to the wind again. It has truly been my pleasure to act as your Skipper these past three years. Leading an organization such as the HRSMS is an honor and a privilege; an easy task thanks to the hard work and dedication of such a fine crew. Hopefully, I leave the deck in as fine a shape as I found it as I pass the glass to the skipper-elect.

Three cheers for the new bridge!

John

## Mystery Photo



Mystery Photo #283: What manner of mystery is this that the editor resorts to blotting out a naval jack and two instances of an ensign to prevent easy identification? Do you see it, there? What manner of secrecy surrounds this image? And, what should we make of some of the unusual features we find on this vessel? Was this a hard mystery to solve? Read on...

It looks British. It looks old. It looks like an ironclad. What better place to begin a search for the identity of this Mystery Photo than in that wonderful book The Birth of the Battleship by John Beeler. This volume documents the development of the British capital ship design from 1870 to 1881. "Should be able to find her there," says I! Not so. Read on...

Maybe my trusty old Conway's 1860 to 1905 would have her. And, indeed, she was there, but I didn't smoke her until I made a Google search under a heading I no longer remember, but I think it was "turret ship." I do remember that the search let me to a site titled (no laughter, please) Cityof-Fart.com., where I was put on to the Russian ironclad *Peter the Great* or *Petr Veliki* or *Petr Veliky* or *Petr Velikiy*—take your pick. There, I found this month's Mystery image and a great story. Besides my luck, three others also smoked this image: Tim Wood, Bob Comet with Lewis Hunt, and Dave Baker. They provided most of the alternative spellings.

For those who may be interested in an alternative strategy to help solve this Mystery, I suggest a Google search titled "naval jacks." Match the results against the scant forward thread of our Mystery jack. This strategy will solve this mystery as you will find (after you discount the Confederate naval jack) that the Russian naval jack stands out among the crowd. I offer it here for your approval:



(Continued on page 2)

### SEND YOU FOUNDERS' AWARD NOMINATIONS TO BOB COMET

rcomet316@msn.com

### PLEASE REMIT YOUR 2010 DUES TO THE PURSER

### MEETING NOTICE

**Date:** Saturday February 13, 2010

**Place:** Mariners' Museum

**Time:** 1400 Hours

### NAUTICAL TERM

**Penny** The long-known designator for the sizes of nails. It refers to the price for one hundred nails, obviously relating to size. The term got its start in British shipyards and chandleries

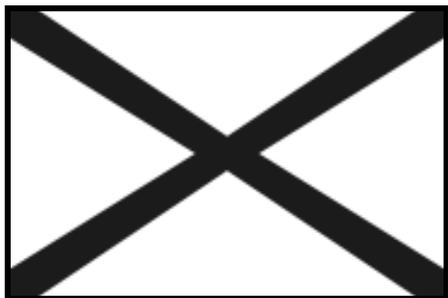
Submitted By: Tim Wood

(Continued from page 1)



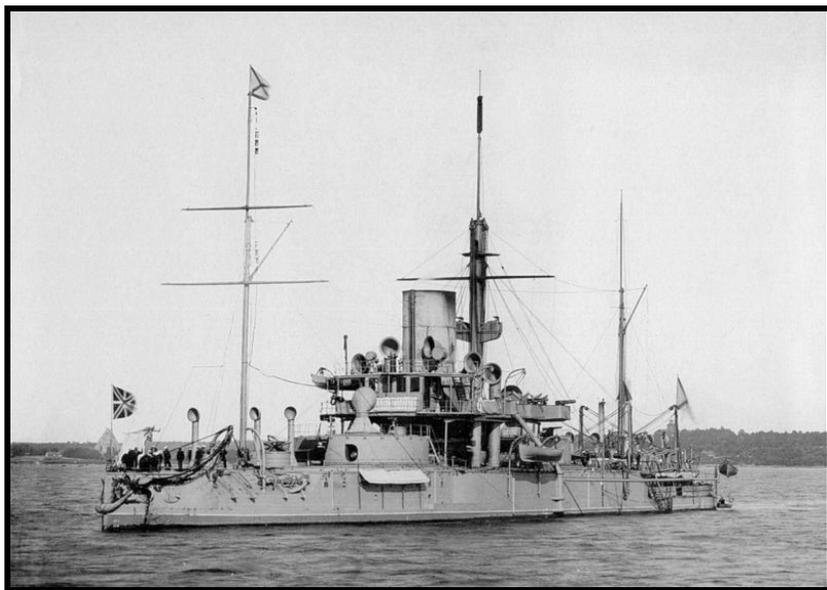
I also offer the Russian ensign and an unaltered copy of the Mystery Photo for your inspection:

Mystery Photo



“Personal observation of ships from this area, [is that they] tend to have many different hull variations, superstructures and main armaments.” And he cites our mystery as an example...“the forward turret on the photo of the month, it looks like it would be more at home on a civil war class monitor.”

Bob Comet however, “was totally misled by what appeared to be the British Union Jack at the bow. I looked in Jane’s of 1878 and found a reasonably close match in Coast Defense Ironclads of the Cyclops, Hecate, Hydra, and Gorgon built in 1871. Since there were only sketches in this Jane’s, what they had was pretty close.” Not being able to really nail down the identification he conversed with “a colleague do-cent, Hunt Lewis, who “found the match” in Conways Fighting ships of 1860 – 1905. They identified the vessel as “the Russian Turret ship *Petr Veliki* as she appeared early in her career.”



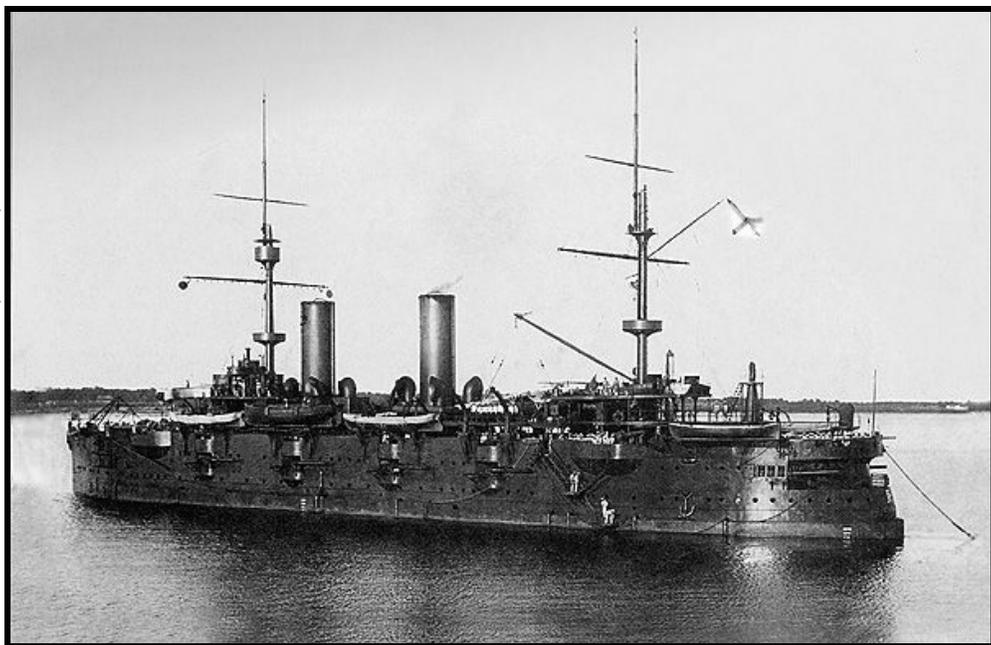
Dave Baker replied and also correctly identified the vessel as “the Tsarist battleship IMPERATOR PETR VELIKIY, launched in 1872 by Koudryavtsev & Co. at St. Petersburg and designed by the Vice Admiral A.A. Popov of round battle-ship infamy.” He also highlights a source new to this group: “The photo appears, undated on pg. 84 of V.M. Tomitch's privately-published WARSHIPS OF THE IMPERIAL RUSSIAN NAVY, Vol. I: BATTLESHIPS, which appeared in 1968 and was not followed by any further volumes, alas, as it was really a fine product; I used its information for the paragraphs above.”

Besides identifying the vessel, these three point out some interesting features and facts from this period of naval construction. Tim focuses our attention on the “three masts, forward, amidships, and aft; none of the three being heavy enough for lifting or carrying any sail for auxiliary propulsion. I assume they must be for signaling or carry radio/wireless com-

Identifying the country of origin almost makes identifying the vessel a cinch.

Tim Wood responded first and says he “was given the impression of a early WWI class battleship, then after closer inspection... settled on something in the range of a pre-dreadnought class ship.” To which he elaborates, “[Guessing] this is a ship built around the time of the Russo-Japanese war 1904-1905 time frame...[and] after some snooping in my three main books I have settled on the answer for this months mystery photo, built somewhat earlier than my first impression. The Mystery Photo is: *Petr Veliki*.” He cites as his source The Encyclopedia of Ships, Thunder Bay Press.

Tim goes on to say that his



(Continued on page 3)

## Mystery Photo #280 Reprise

Extra, Extra... Exclusive! Read all about it! Recently found photographic evidence documents Bull Island oyster dredging...or as one islander reveals, "That ain't dredging, that's Bill Clarke cutting his grass, again."

What was once a mystery is now fact, thanks to a chance encounter with an Air Force Academy graduate turned Bull Island Come Here researching a parochial topic. (Other than the squishy term 'Bull Island', was there anything nautical in that last sentence?) While said Come Here was searching the Internet for anything related to pre-fab churches, he came upon a source that not only attended to his needs but one that shared a page with the accompanying photograph and caption. Had I not shared MP#280 with him out of friendship, we may never have discovered this: I'm continually amazed at how we find answers to our Mystery Photos in the most unlikely of places. That being said, this was a most chance discovery and it would not have happened without some form of divine intervention.

I am not able to, but perhaps the editor can provide you good, loyal readers with a shortcut to the Google on-line magazine Popular Mechanics. The link will put 100-years of that journal in your hands. And in the December 1956 issue, on page 115, you will find what is presented here.

I remember Bill Clarke suggesting that if we ever found a second image of this object that all would be explained concerning MP#280. I think we did, and I think it does.

John

### Snorkel Simulator Tests Sub Detectors

Mounted on a torpedo-shaped hull at the U. S. Naval Air Station, Patuxent River, Md., a captured German snorkel is being used to test new antisubmarine-warfare detection devices. Called the snorkel simulator, it is guided around Chesapeake Bay by remote control or by a man sitting in a seat rigged on the side of the tube. Planes from the test center are then dispatched to search out the simulator.

*(Continued from page 2)*

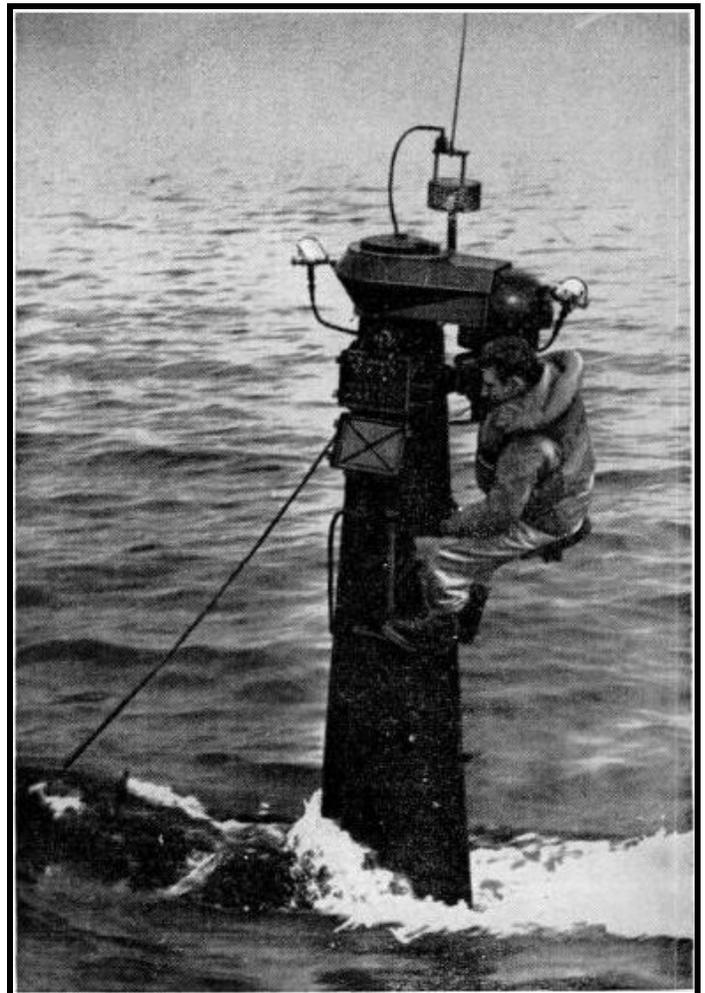
munications. Also evident are many ventilators, smaller forward and aft, with large ventilators on the turrets and in the superstructure. Also somewhat unique is the single large stack mounted amidships." Bob, our old gunnery officer, zeroed in on "at least six..."

Gatling style guns around the bridge level, which are I believe 37mm Hotchkiss guns. The two small guns on the mast abaft the stack are I believe Gardner machine guns, with twin barrels inside a water cooling jacket." And Dave adds: "The ship was laid down in 1869 as the KREISER, but the name was changed on 30 May 1872 soon after her launch to commemorate the 200th Anniversary of the birth of Tsar Peter the Great. The ship was commissioned in 1875 and was the subject of considerable alarm in the UK and France, as her design was actually more modern than anything yet completed for their fleets, especially with regard to its 12-in. breech-loading guns, which were more efficient than any in use elsewhere (especially in the RN, which continued to use muzzle-loading main battery guns in its battleships for an-

*(Continued on page 4)*



Mystery Photo



[http://books.google.com/books/serial/ISSN:00324558?rview=1&rview=1&source=gbs\\_navlinks\\_s](http://books.google.com/books/serial/ISSN:00324558?rview=1&rview=1&source=gbs_navlinks_s)

(Continued from page 3)

other decade) and required remarkably few personnel to operate.

From Dave and Tim's responses, we see that the *Petr Veliki* design was not large by today's standard displacing 10,406 tons full load and was some "331 ft. 3-in overall by 62-ft. 3-in. beam and with a 27-ft. 2-in draft. She was powered by two sets of horizontal compound reciprocating steam engines designed for a total of 7,500 indicated horsepower, but they generated 8,258 ihp on her trials, for a maximum speed of 15 kts (14.5 designed). She had six cylindrical boilers and carried a normal load of 800 tons of coal that could be increased to 1,200 tons. The original crew complement was 21 officers and 353 enlisted.

The original armament included two twin 12-in. guns, four 85-mm quick-firing guns, and ten smaller single-mount guns. The ship's armor was of the "compound" type and included an amidships belt 12-in thick at its lowest edge and 8-in at the top. The two main battery turrets had 8-in. armor on the sides, while the secondary battery had 6-in. armor."

And whereas Tim and Bob didn't elaborate on the vessel's history, Dave provides the rest of the story:

"Due to her growing obsolescence, the ship had been relegated to training duties by the time of the 1904-05 Russo-Japanese war and saw no action. The IMPERATOR PETR VELIKIY was completely reconstructed at St. Petersburg's Franco-Russian Works during 1907 better to serve in her training role with the Baltic Fleet's Gunnery Training Squadron and remained in the training role through 1914-1917; she was renamed RESPUBLIKANETS during February 1917 by the short-lived Kerenskiy government, and the succeeding Soviet government scrapped her during 1922. The ship thus had one of the longest active careers of any pre-dreadnought battleship.

As rebuilt, the ship had had her appearance completely altered, and her new armament consisted of single mountings for eight 8-in. 50-cal., twelve 6-in. 45-cal. twelve 3-in., four 57-mm, eight 47-mm, and two 37-mm guns, six machine guns, and two 2.5-in. howitzers for landing parties. As to appearance, her weather deck was raised one deck and ran continuously from bow to stern, while after reboiling, she had two funnels in place of the original one and two masts in place of the original three."

A photo of *Petr Veliki* after her transformation is provided. It would be safe to say that she is not a very attractive vessel. As *Respublikanets*, she was out of service by 1917

(Continued on page 6)

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
January 9, 2010

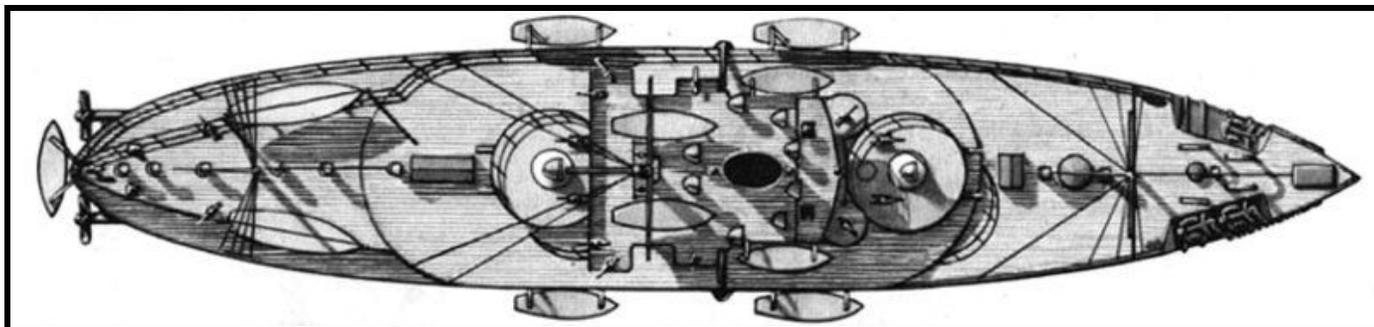
Mariners' Museum

The meeting was called to order by the Skipper, John Cheevers, at 1410 hours. There were no corrections to the minutes as published. The Webmaster, Greg Harrington talked about his response to several older e-mails. The Purser, Eric Harfst gave our financial status and noted an outstanding debt to the Logbook editor.

Old Business: The Skipper said that the contribution check was in the mail to the mail to the Mariners' Museum Library. Bill Clarke had a comment that will not be memorialized in the minutes. There was some discussion about manning the model builders' booth at the Mariners' Museum. The members that were volunteers at the booth talked about open opportunities to man the booth. Greg Harrington showed prints by Joseph Hinds that are still available for purchase with a portion of the sales price going to our treasury. Greg went on to talk about several items (tools) that he had for sale, and offered them to the members with a portion of the proceeds going to the Society.

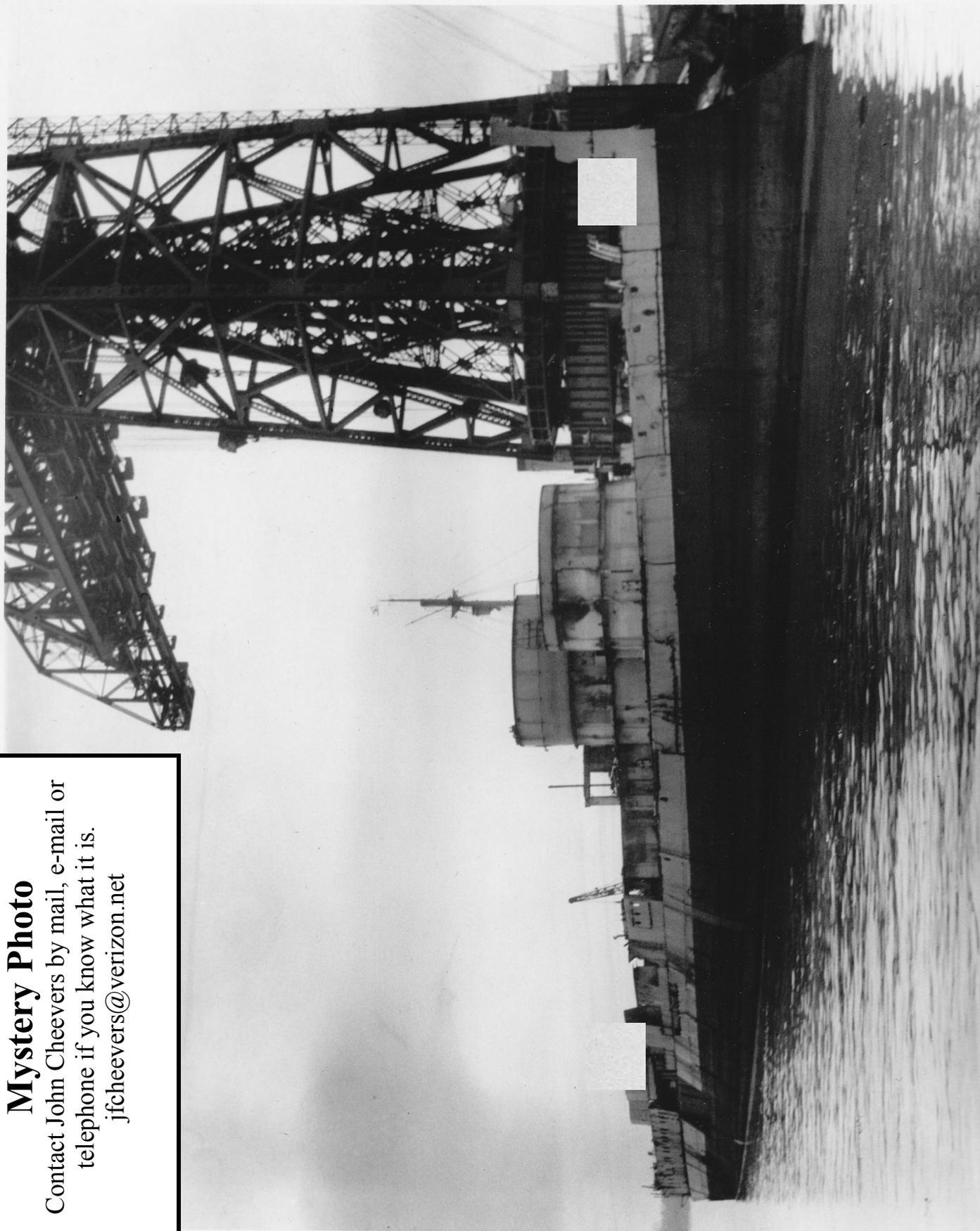
New Business: The Skipper called for nominations for officers. The current Skipper and Mate are not eligible to hold their office for another term. The nominations for Skipper were opened. Ryland Craze was nominated. With no other nominations, the nominations for the office of Skipper were closed. Nominations for the office of Mate were opened. Tim Wood was nominated. With no other nominations, the nominations for the office of Mate were closed. Tom Saunders was the single nomination for Clerk and Eric Harfst was the single nomination for Purser. The Skipper tendered the issue of the annual banquet. After some discussion it was decided to return to the Riverwalk Restaurant in Yorktown in late March. John said that he would make the necessary inquiries. Bob

(Continued on page 6)



## **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

### 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

### DECEMBER

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

**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

(Continued from page 4)



Comet was named chairman of the Founders' Award committee, with Ryland Craze and Tim Wood appointed as members. It was noted that there is no prohibition of repeat winners. Ron Lewis talked about a recently completed model of a Greek Trieme funded by the Bronze Door Society. The Skipper then talked about the development of a standard stationary for use by the society. After some visual options presented by John and some discussion, John said that he would bring samples to the next meeting. Ron Lewis talked a meeting held the previous Thursday between the Mariners' Museum members, the President of the museum and the President of the Board of Trustees on the financial status of the museum.

Show & Tell: John Cheevers showed several tool catalogs and a book by Patrick O'Brian. John also showed a copy of Combat Fleets of the World he procured for five dollars. Bob Comet talked a piece of teak wood from the *USS Oregon* and presented a box of parts suitable for use on a 1/4 inch per foot liner model for a group picking. Greg Harrington showed his model of a Portuguese river cargo boat and talked about his construction techniques. Tony Clayton showed a Russian Christmas tree ornament with the tugboat *Dorothy*.

The meeting was adjourned to the presentation "Fixture Building", by John Wyld.

(Continued from page 4)



Mystery Photo

but she became a stationary depot ship and was re-named *Barrikada* (Barricade) in the 20's. Then at the ripe old age of 90 years, she was finally scrapped in 1959."

John Cheevers

## THE ANSWER

The answer to Mystery Photo 283:  
Russian Battleship *Petr Velikiy*  
From an undated photograph

"The consequences of poor cartography could be dire. During the Napoleonic Wars, British losses by shipwreck, caused by bad charts as well as bad weather, were eight times as great as those inflicted by the enemy. "

Wilford

## 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.