

## Mystery Photo



Welcome to the ninth installment of "Mystery Photo," the column where Bill Clarke wants to know, "what Ship Is It?" What can you tell him about the photograph? Can you identify the ship(s) or the scene? Can you date it for him as well? Bill invites you to participate in identifying these images, helping him to complete his archives. If you wish, you may contribute your own mystery photograph. Play along, and learn to use photographs as primary reference sources. By knowing what to look for and understanding how to interpret what you see, you will greatly improve your ability to present your model in the correct way. I will collect all responses, add my own remarks, and present the aggregate to the readership in the next newsletter. Help solve the mystery!

The ninth Mystery Photo, *Logbook* No. 142, presents us with a rather washed-out image of a warship from the early age of steel. This ship is at anchor and in full dress for some formal occasion, perhaps a naval review or an exposition. A large, dominate red and white striped bunting obscures the bridge. Along with flying from its usual place at the stern, the Stars and Stripes also flies from both masts. The Naval Ensign is at its usual place on the jackstaff. A colorful array of signal flags, pennants, and burgees compliments the bunting and completes the decoration. All of these flags seem larger than those usually flown, so it must be an important or unusually festive occasion. The wind is blowing right to left in the photograph, blowing down the length of the ship.

My copy is so poor that it is impossible to determine the exact mooring arrangement. Several ship's boats mill about in the water off the starboard side; one appears to be a steam-powered launch. Along the rail of the fore-deck two more boats hang from davits. The forward of the two appears to be in the process of being either raised or lowered while the after most one looks like a canvas covered punt. There are at least three more boats suspended from davits farther aft. A boat boom projecting from the deck edge is just visible amidships; its rigging details are impossible to see. I count nine guns of mixed caliber in casemated openings along the hull. The shell plating of several of these casemated openings form interesting sponsons along the vessel's side; again, their

image was washed out in reproduction. On the main deck we find a round twin turret forward and a semi-enclosed gun position amidships. The after most gun emplacement is impossible to decipher because the detail gets lost in the shadow created from a rigged awning shade. Forward at the bow you can just make out the shape of the bow scroll. On the fore deck, what I first took to be sailors in winter blues bent forward into the wind, actually became, upon closer examination, a brace of four ventilators equally spaced athwartship. Farther aft you can see an accommodation ladder rigged and lowered to service the away boats. At the extreme stern of the hull you can see the stern gallery walkway. Notice the three tall, wide, equally spaced smoke stacks surrounded by a forest of ventilators. The fore and aft symmetry of the design is worth mentioning; with this vessel's flat sheer and balanced design, the uninitiated may get confused as to which end is forward. Was this a feature deliberately built into the design? There is another more obscure detail located on the fore deck just forward of the turret: the canvas windsail. This simple device provided a steady supply of fresh air to the berthing spaces below deck. Not discernible, but present on the main deck below the middle funnel, is a field gun for use by landing parties ashore.

For those who have been paying attention, you will notice that this is the second time Bill featured this ship in Mystery Photo. By now, though, it should be easy to identify the ship using its obvious physical features alone. The flags tell us that she belongs to the United States Navy. The high freeboard and flush deck, three smoke stacks, and gun arrangement could only belong to *New York*, Armored Cruiser No. 2. This handsome and balanced design displaced 8,200-tons, was built by William Cramp and Sons of Philadelphia, and launched on 2 December 1891. According to *Conway's All the worlds Fighting Ships 1860-1905*, p.147, *New York* had a long and varied career with the US Navy. She was renamed *Saratoga* on 16, February 1911 and again *Rochester* on 1 December 1917; each time to making her name available for a new capital ship. As *Rochester*, she ended her days in the Philippines. After steaming to Cavite to decommission 29 April 1933, she remained at Olongapo Shipyard for the next eight years. She was stricken from the navy register on 28 October 1938 and scuttled to avoid capture by the Japanese in December 1941.

What is the festive occasion behind this photograph? If it was an important occasion, then where was this photograph taken? My guess was that she was taking part in the Jamestown

*(Continued on page 2)*

(Continued from page 1)

300th anniversary fleet review in 1907, but this photograph was taken sometime before *New York's* decommissioning for modernization on 31 March 1905. John D. Alden, in *The American Steel Navy*, publishes, on page 72, an almost exact copy of our mystery photograph--minus the bunting hanging from the bridge. His photo credit, on page 390, lists the Detroit Collection, Library of Congress. Perhaps some enterprising soul with "E-mail" can search this for us. I have to believe both images were made by the same individual, and if roll film was available then, I would venture a guess they came from the same roll. As an interesting contrast to our mystery photo, *The Dictionary of American Naval Fighting Ships* (vol. 5, p. 70), provides a photograph of *New York* sometime after recommissioning 15 May 1909. She has new main and secondary armament, raised funnels, and reduced top-hamper.

Again, no members ventured a guess as to the identity of this vessel or the location of the photograph.

Notes on previous columns:

Several issues ago, *logbook* No. 138, I made mention of peculiar, black conical shaped devices suspended from halyards on the fore yard of a *Kearsarge* class battleship. Well persistence paid off. According to *The Bluejacket's Manual*, eleventh edition, 1943, these things are speed cones. Speed cones were made of canvas and painted yellow; their purpose is to indicate to other vessels in the formation the actual speed that a ship's engines are making. The cones are hoisted from the fore yardarms of vessels in formation. The different positions indicate speeds as follows:

Point up.

1. Two-blocked (at the yardarm): going ahead at standard speed (When set with a red pennant, full speed is indicated.)
2. About two thirds up the yardarm: going ahead at two thirds standard speed.
3. About one third up the yardarm: going ahead at one third standard speed.

Point down.

1. Two-blocked (at the yardarm): engines backing full.
2. About two thirds up the yardarm: engines backing two thirds.
3. About one third up the yardarm: engines backing one third.
4. The cone lowered out of sight: engines stopped.

Speed cones are normally used by ships in formation when entering or leaving harbor. Each cone indicates the speed of the engine on its side. It would be of interest to know what vessels, if any, *Kearsarge* traveled with in Mystery Photo No 138. Understanding what we see in photographs not only helps us to model parts correctly but also lets us interpret them correctly. Not only have the device and its functionality been identified, but I think I now understand the meaning behind a skipper's ordering one third, two thirds, and standard as indicated speeds.

Last issue, *Logbook* No. 141, showed two vessels, one of which was identified as a battleship of the *Illinois* class. Bill asked an interesting question about the four large rectangular objects mounted to the after mast. They are just visible on the starboard side of the mast and were not noted in the column. According to John C. Reilly and Robert L. Scheina in *American Battleships 1886-1923*, page 107, there "devices" are semaphore paddles, designed to pivot in the middle and used for day signaling. Also, I am ready to state that the battleship in the mystery photograph is *USS Illinois*, BB-7. Ask me how I know!

John Cheevers

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## To Build A Ship Model



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The presentation for the April meeting was "Jigs and Fixtures", by Chuck Reynolds. Chuck informed us the correct term for a clamping device to hold parts for machining is fixture. He made an example to show the theory of how to manufacture an inexpensive fixture from scrap wood and machine screws from the junk box. He suggested that Poplar was an ideal wood to make fixtures. He then described variations of the basic fixture, using a set screw in a tapped hole through the pivot arm, aft of the pivot bolt, as an adjustment. Sketches related to this topic will be presented in a later issue.

The speaker for the May meeting will be Joe McCleary on "The Choices of Wood for Building a Ship Model".

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## Spruce Goose

During the course of the April meeting, the dimensions of the Spruce Goose was debated. Wingspans from 150 to 900 feet were guessed. For those who at the meeting, the following information is provided. What was your guess?

Wingspan: 319.92' (97.54m)

Fuselage: 219' (66-75m)

Tailspan: 113.5'

Vertical Tailspan: 49.5'

Gross Weight: Approx. 400,000 lbs. (181,440 kg.)

Fuselage Height: Approx. 30' (9.14m.)

**MYSTERY PHOTO**

Contact John Cheevers by mail or telephone if you know what it is



This chart was taken from the Internet at <http://www.metalworks.com/ProductsMetal.htm> This is a good source for tools, metal and information.

Inch	MM Ga.	Drill #	Inch	MM Ga.	Drill #	Inch	MM Ga.	Drill #	Inch	MM Ga.	Drill #			
0.001	0.025		0.029	0.737	69	0.057	1.448	15	0.085	2.159				
0.002	0.051		0.030	0.762		0.058	1.473		0.086	2.184	44			
0.003	0.076	40	0.031	0.787	68	0.059	1.499		0.087	2.210				
0.004	0.102	38	0.032	0.813	20	67	0.060	1.524	53	0.088	2.235			
0.005	0.127	36	0.033	0.838		66	0.061	1.549		0.089	2.261	43		
0.006	0.152	34	97	0.034	0.864	65	0.062	1.575		0.090	2.286			
0.007	0.178	33	94	0.035	0.889		0.063	1.60		0.091	2.311	11		
0.008	0.203	32	92	0.036	0.914	19	64	0.064	1.626	14	52	0.092	2.337	
0.009	0.229	31	89	0.037	0.940		63	0.065	1.651			0.093	2.362	
0.010	0.254	30	87	0.038	0.965		62	0.066	1.676			0.094	2.388	42
0.011	0.279	29	85	0.039	0.991		61	0.067	1.702		51	0.095	2.413	
0.012	0.305	28	83	0.040	1.016	18	60	0.068	1.727			0.096	2.438	41
0.013	0.330		81	0.041	1.041		59	0.069	1.753			0.097	2.464	
0.014	0.356	27	80	0.042	1.067		58	0.070	1.778		50	0.098	2.489	40
0.015	0.381		79	0.043	1.092		57	0.071	1.803			0.099	2.515	
0.016	0.406	26	78	0.044	1.118			0.072	1.829	13		0.100	2.540	39
0.017	0.432			0.045	1.143	17		0.073	1.854		49	0.102	2.591	10
0.018	0.457	25	77	0.046	1.168			0.074	1.880			0.114	2.896	9
0.019	0.483			0.047	1.194		56	0.075	1.905			0.128	3.251	8
0.020	0.508	24	76	0.048	1.219			0.076	1.930		48	0.144	3.658	7
0.021	0.533		75	0.049	1.245			0.077	1.956			0.162	4.115	6
0.022	0.559	23	74	0.050	1.270			0.078	1.981			0.182	4.623	5
0.023	0.584			0.051	1.295	16		0.079	2.007		47	0.204	5.182	4
0.024	0.610		73	0.052	1.321		55	0.080	2.032			0.229	5.817	3
0.025	0.635	22	72	0.053	1.346			0.081	2.057	12	46	0.258	6.553	2
0.026	0.660		71	0.054	1.372			0.082	2.083		45	0.289	7.341	1
0.027	0.686			0.055	1.397		54	0.083	2.108			Aprox.	1/4"	0
0.028	0.711	21	70	0.056	1.422			0.084	2.134					

# MINUTES



The Meeting was brought to order at 2011 hours by the First Mate.

11 Crew  
1 Guest

The minutes were approved as published.

A Treasurer's report was given.

## Old Business:

Participation in the Hampton Boat Show, to be held on April 25 & 26. was discussed. Members who would like to display models are to contact David Tagg.

It was reported that the club's library inventory is complete. A list of the holdings will be made available soon.

## New Business:

Harvey Williams said that the Southside Bunch would be using Emmanuel Episcopal Church on Mercury Boulevard for the next

meeting site.

Joe McCleary reported that the symposium at the Mariners Museum was a success. All chairs were filled. He also reported that the Western Ship Model Conference and Exhibit, held on the Queen Mary, was outstanding with 270 models on display and many vendors.

Members were reminded of the Steel Navy Conference in Annapolis on the weekend of April 18.

Bill Clarke said that he was starting to explore sites for the year 2000 NRG Conference.

## Show & Tell:

John Cheevers had a tool catalog from Rio Grand. Greg Harrington passed the book Ships and the Sea. Joe McCleary showed a pair of K H Lee clip-on 3X magnifiers.

## Program:

Chuck Reynolds talked on Jigs and Fixtures.

The meeting was adjourned at 2116 hours.

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## TECH NOTE

An excellent presentation, "Finishing Painting and Detailing", was given by Don Preul at the Steel Navy Colloquium in Annapolis. With his permission, the following information is taken from his handout at the colloquium.

### U. S. Navy Colors

- 5P Pale Gray  
50% Haze Gray  
50% Boxcar White - Floquil Railroad Color
- 5L Light Grey  
75% Haze gray - Floquil  
25% Boxcar White
- 5H Haze Grey  
Floquil Straight out of the Bottle
- 5O Ocean Grey  
Floquil Straight out of the Bottle
- 5S Sea Blue  
50% Ocean Gray - Floquil

50% Navy Blue - Floquil

5N Navy Blue  
Floquil Straight out of the Bottle

20B Weather Deck Blue  
Floquil - darken / black to match Poly S (airbrush formula)  
Poly S - (hand Painting)

Anti Fouling Red  
1 Bottle Insignia Red - Model Master FS 31136 ½ Fl. Oz.  
¼ Bottle Testor Tan 1170  
20 toothpick drops Black

Boot Topping  
Flat Black

Camo Black  
Add a little white to your black makes a soft colored black

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## NOTABLE EVENTS

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### MAY

- 8 **H.R.S.M.S.** Monthly Meeting: host Southside Bunch  
 16-17 6th Annual Mid-Atlantic Maritime Festival, CBMM

### JUNE

- 12 **H.R.S.M.S.** Monthly Meeting: host Bill Clarke  
 26-28 "Wooden Boat Show", St. Michaels Md.

### JULY

- 10 **H.R.S.M.S.** Monthly Meeting: host David Tagg

### AUGUST

- 14 **H.R.S.M.S.** Monthly Meeting: host Williamsburg  
 AARP

### SEPTEMBER

- 11 **H.R.S.M.S.** Monthly Meeting: host Dean Sword  
 24-27 NRG Conference, Morristown NJ

### OCTOBER

- 9 **H.R.S.M.S.** Monthly Meeting: host Bob Comet

### NOVEMBER

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

### DECEMBER

- 11 **H.R.S.M.S.** Monthly Meeting: host Jack Bobbitt

### JANUARY

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

### FEBRUARY

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

### MARCH

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

### APRIL

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

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## Thanks

The members would like to thank Ulrich Guenther for his hospitality in hosting the April meeting.

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## WATCH, QUARTER AND STATION BILL




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Skipper:	Alan Frazer	(757) 865-7300
1 <sup>st</sup> Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Jim McCurdy	(757) 482-2846
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

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## Next Meeting

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**Date and Time:** Friday, May 8, 2000 Hours

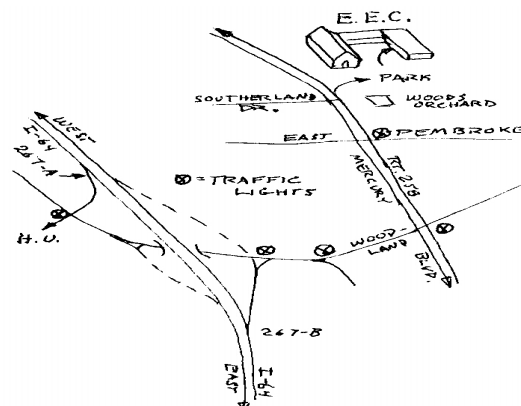
**Location:** Emmanuel Episcopal Church, 179 East Mercury Blvd., Hampton. Parish Hall open by 1930 Hrs., phone after that time, 723-8144.

**Hosts:** Southside Bunch

**Directions:**

**From Newport News and West, or from I-664**, take I-64 East to Exit 267-A, Settlers Landing Road/Hampton University. Left at light, going under 64, where Settlers Landing becomes Woodland Road. (\*) Stay in left lane, about 4/10 mile; turn left at light, Rt. 258 (East Mercury Blvd.). Continue about one mile to brick church on right, just past Woods Orchard, which is opposite Southerland Drive. Parish Hall entrance in right wing.

**From Norfolk**, I-64 West through Hampton Roads Bridge Tunnel to Exit 267-B, Woodland Road (2nd Hampton exit). Right at light, bottom of ramp, and follow directions from (\*) above.



## EDITORS NOTE

The editors encourage participation in the Logbook by the membership. Articles, tips, sources, plans, photos and news are welcome. Submissions should be received 15 days prior to the next meeting. Items may submitted by mail to:

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FAX (prior arrangements required)