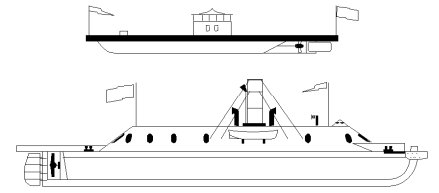


Hampton Roads Ship Model Society

Logbook



No. 150

<http://members.xoom.com/HRSMS/>

December, 1998

NRG Y2K UPDATE

Just a note to let the HRSMS members know where we are on the 2000 Nautical Research Guild Conference.

As you probably know the dates will be October 26 through 29. Our site, the Radisson Hotel in Hampton, is booked. The harbor cruise (the Friday event) is tentatively on the books with the Hampton tour boat (they don't lock up bookings this far in advance). Our details with the Mariners Museum have yet to be done but this has never been a problem.

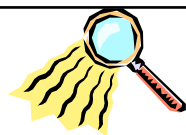
Our Speakers for the tech sessions on Saturday (Roger Cole, John Broadwater, Jack Bobbitt, Joe McCleary & Dave Abbott) have been contacted and all seem agreeable to being a part of our conference.

Our Concerns for a Thursday event may have been premature. Currently the Mariners Museum is considering a short version of their modeling Seminar. And th NRG is considering a coach tour of the maritime mid Atlantic area, either being enough to cover Thursday.

However, there is on area we need to take care of; FAVORS. In the past we have given away brass sailboats, in 1995 we had enough door prizes that half or banquet attendees took something home. Other conferences have given away book bags, personalized note pads, even the NRG passed out hat at Mirristown (50th anniversary of the NRG). We are hosting the first conference of the new century - let's come up with something good! Your ideas please!

Bill Clarke

Mystery Photo



Welcome to "Mystery Photo," the column where Bill Clarke asks, "what ship is it?" Tell Bill what you can about the photograph; help him to identify the ship or the scene. Can you provide a date? Is there a political event or major story associated with the photograph that you might share? Send in your thoughts and ideas and together we can discover the story inside the photograph. Don't let Bill's challenge go

unanswered; help solve the mystery!

With this installment of Mystery Photo, *Logbook* No. 149, we find Bill returning to his roots. His short junket into rougher--and for him, uncharted--water is apparently over; his adventurous spirit somewhat abated; his compass no longer spinning. Once again, we have a photograph of a vessel from the golden age of steam. The photographer was extremely lucky, skilled, or clever to catch the vessel from such a great angle. This photograph reveals the vessel's quite handsome profile and balanced design. It would be difficult for me to imagine anyone not being seduced by the almost perfect sheer. The funnels rake at just the proper angle; their height helps to draw the viewer's eyes up from the hull to concentrate in the area used for boat stowage. Only the two smoke stacks, in the distance between the funnels, spoil the image. This month, I won't bore you with an ad-infinitum description of all the minutia in the photograph. I'll let the photograph speak for itself, and let you discern the relevant details. A handsome and proper vessel she is! But what ship is it?

Shortly before the last HRSMS meeting, 12 November, 1998 to be exact, I received a phone call from none other than Joe McCleary who suggested that the vessel was *Nashville*. He offered as proof the vessel's listing from his coveted 1898 volume of *Jane's Fighting Ships*. I suggested, quickly and off the cuff, that it may have been a sister ship to *Nashville*. This statement caught Joe off guard and momentarily stunned him (my statement had the desired effect). When he recovered sufficiently, he said that he was not sure but that he would check. I later confessed to Joe the nature of my (mis) statement. It seems that I jumped to this erroneous conclusion. Because just that afternoon while perusing the October-November, 1998 issue of *Yardlines: A Monthly Publication of Newport News Shipbuilding*, I studied a photograph of the multiple christening of *Nashville* and *Wilmington* on 19 October, 1895. Without checking facts, I mistakenly assumed them to be sister ships. I know, I know! My mistake and it may happen again, but it was worth the price if only to stop Joe in his tracks for just a moment.

Next, I received a call from Bob Comet on 17 November, 1998, and he also suggested that the vessel was *Nashville*. Bob did his research using *Conway's All the Worlds Fighting Ships 1860-1905* and the *Dictionary of American Naval Fighting Ships (DANFS)*. Bob offered that *Nashville* was an active gunboat serving in the Spanish American War, several

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rebellions in the far East, and World War One--a naval career lasting from 1895 to 1918.

Greg Harrington called and said he would drop off some data identifying the vessel as *Nashville* that he and a colleague gathered using the Internet. This sounds neat!

Bill Clark called to see how I (we) was doing with this month's photograph. After a short recap of the pertinent facts, he offered this tidbit: The suggestion that one of the sailors on the forecandle may have been a young ensign named Bob Comet or maybe Joe McCleary. Bill's eyesight must be terrific or those photography classes have really taught him something.

For my part, I recognize the vessel as *Nashville*, but I cannot positively identify the place or date of the photograph. But, if I had to guess, I would have to say Norfolk Navy Yard about 1900. As I stated earlier, by coincidence *Yardlines* published a pre-launch photograph of *Nashville* and *Wilmington*, so I was already attuned to *Nashville* when I opened my newsletter and checked on this month's mystery photo. Like Bob Comet, I read the vessel history of *Nashville* in DANFS, but as Paul Harvey says, now for the rest of the story. Bill Fox, in his book *Always Good Ships*, page 342, makes mention of a career after naval service. He states: "She was decommissioned on October 29, 1918, and was later sold to Richmond Cedar Works and cut down to a barge. She was renamed *Richmond Cedar Works No.4* and served her new owner until 1954 when she was taken out of service. In 1957 she was sold for scrap." This bit of information struck a chord in my memory, so I spent some time in my own library looking for and dusting off another old volume I hadn't looked at in years. In 1976, Alexander Crosley Brown published a book titled *The Good Ships of Newport News*. In it, he tells the story of a United States Navy Gunboat credited with firing the first shot of the Spanish American War. This Gunboat, *Nashville*, is distinguished for this event, but it is its second career that draws me to Brown's book. On pages 15 and 16, Brown publishes three photographs of *Nashville* as *Richmond Cedar Works No.4*. The images on page 16 show the vessel in a derelict state awaiting the shipbreakers torch. Heady stuff!

For the model maker out there, especially those who cannot make it to the National Archives, there is a source of plans for

A Card of Sympathy

The members of the Hampton Roads Ship Model Society extends sympathy to Jane and Alan Frazer and their family at the passing of Jane's father, the Rev. Aaron C. Bennett, on Dec. 1, 1998.

Nashville, as well as other steel navy vessels, in *Transactions Society Naval Architects and Marine Engineers*. Plans for *Nashville* and *Wilmington/Helena* are in volume 2, 1894, plates 62 - 65. These plates are used to illustrate Naval Constructor J. J. Woodward's paper on "*Recent Light Draught Gunboats of the U. S. Navy.*" They are photo-litho copies of the original ink on linen tracings found in the National Archives and can be considered primary reference material, not to mention their drool quality. Gee, I hate to give up this little piece of data, but isn't that the point of this column after all?

My remarks involve reference sources not seen in this column before. For those of you interested in steel-hulled or steam powered vessels from the turn of the century, but don't know where to find information, the Mariners' Museum Library has a plethora of excellent reference and research material. What I do, is to list the references or bibliographic sources that others use in their work and then go to the Mariners' Museum Library and look up as many as I can find. From my many hours of doing this, I have compiled quite a list of first account or primary sources. It's these primary sources you want to use when writing an article or researching for your latest model. They are the sources that carry the weight when you subject your work to the scrutiny of others.

Until next time...Merry Christmas and Happy Holidays to all!

John Cheevers

MORE FROM GREG HARRINGTON

I am not going to propose that the world wide web is an exhaustive tool for doing your research, or even that the information found thereon is reliably accurate (the source of web material should always be scrutinized). It is undeniably a wonderful place to start. In our mystery photo we have an excellent example of the web's power as a research tool, and our first guess (correct or otherwise) to be turned in by a visitor to our own web site. OK - there are a couple of caveats.

1) As far as getting an answer from a visitor to our web site, I should point out that the person (Mike Johnson) is a friend of mine and did not discover our site on his own - I had mentioned it to him previously. So we are still waiting for our first *real* outsider to send in a response to our monthly contest.

2) Although my friend found the answer entirely by searching on the web, maybe that's not too impressive. Since there are thousands on photos on the web to choose from, it's a likely place to chose the mystery photo from. Still, one must know how to locate the correct photo among the millions of web sites out there today. Was the photo pulled from the web? If so, I still congratulate my friend for finding the answer. If

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not, his work is a little more impressive yet.

How did he find it? The white hull, scrolling on the bow, and the cannon blisters along the side of the hull made him think "Great White Fleet." If not part of that fleet, it gave him a time period to start from. He went to *Infoseek*, a popular web search engine, and did a query on "Great White Fleet." The links provided brought him, indirectly, to the Naval Historical Center's web page. On the main page there is a link titled "Wars and Conflicts of the U.S. Navy". Following that link brings you to a table – "Naval History by Period". Thinking, correctly, that the Spanish-American War was about the right time frame, he followed that link. There he found a link for photos, and from there a link for ships of different classes. After a couple of incorrect guesses he followed the link for "larger" gunboats and found the exact same picture of the USS Nashville at the Navy Yard, Norfolk, VA on January 8th, 1898 (one hundred years ago). There is history here in addition to the photo. Among other things, the site includes illustrations of battle streamers and campaign medals the ship was eligible for, bibliographies (could be very useful), and Secretary of the Navy reports.

After a quick look through this material, I decided to do my own query on "USS Nashville." I found a number of sites. Some of the content is rather interesting, but there is no room here, so check them out for yourselves!

http://www.s1trib.com/1998/apr/04221998/nation_w/34190.htm

<http://www.naut-res-guild.org/museums/newportn.html>

<http://www.erols.com/genenrg/museums/newportn.html>

<http://www.discovery.com/mind/missinglink/missinglink980608/clue.html>

<http://www.ncts.navy.mil/homepages/NAVSTA-Panama/history.htm>

<http://ac.acusd.edu/History/corps/boxernarr1.html>

<http://www.army.mil/CMH-pg/mohspan.htm>

<http://www.history.navy.mil/photos/sh-usn/usnsh-n/pg7.htm>

<http://www.history.navy.mil/medals/haiti.htm>

Greg Harrington

There are still several meeting dates open. If you would like to host a meeting in 1999, please contact the Skipper.

MINUTES



The meeting was called to order at 2007 hours.

Crew Present: 14

Guests: Bob Diaz, Bob Krumpen

Corrections to the minutes: None

The treasurer's report was given.

Old Business:

Bill Clarke had a contract from the Radisson hotel for the members to review. He expressed a concern for all the activity surrounding the date for the 2000 NRG conference. David Tagg vouched for the service at the Radisson, saying that he had recently attended an event there and everyone was very well satisfied with the service and staff.

New Business: None

Show and tell:

Joe McCleary presented several catalogs, including one from the Dover Press. Alan Frazer had a brochure from the Disney Cruise Lines and a copy of Transfer Magazine. Harvey Williams passed samples of a very interesting abrasive pad. Joe McCleary showed the work in progress on his model of the *Pawnee*. John Cheevers showed the progress of his 39foot Mariner *Rachael Carson*.

The Meeting was adjourned.

OVERHEARD IN THE PASSAGEWAY OUTSIDE THE FIRST MATE'S CABIN

Good news! Len and Lois Wine have a contract on their house in Lumberton, North Carolina and in turn have placed a contract on a house near Lake Powell, just west of Williamsburg. If all goes well, they and the three children will make the move up to this area during the Christmas break. Welcome back Wines! It may take a few months for that tar to wear off your feet. Len assures us that he will be present at the December meeting at the Bobbitt's but we have heard this story from Len before. Maybe Lois really will give him his liberty card this time.

Now that Len will be living in Williamsburg, the local contingent of the HRSMS which has been commonly known as the "Williamsburg AARP" may have to change its name to the American Association of Retarded People. This change will be even more appropriate if Bob Sanderson continues to forget what night it is that the meetings take place.

Joe McCleary

NOT TO BE RELEASED
FOR PUBLICATION
NAVY YARD MARE ISLAND, CALIF

RESTRICTED



MYSTERY PHOTO

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



**These pictures of a water spout over
the James River were submitted by
John Cheevers**



NOTABLE EVENTS

- 11 **H.R.S.M.S.** Monthly Meeting: host Jack Bobbitt
 DECEMBER
- 8 **H.R.S.M.S.** Monthly Meeting:
 JANUARY
- 12 **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: Harvey Williams
 MAY
- 14 **H.R.S.M.S.** Monthly Meeting: host Bill Clarke
 JUNE
- 11 **H.R.S.M.S.** Monthly Meeting: David Tagg
 JULY
- 9 **H.R.S.M.S.** Monthly Meeting:
 AUGUST
- 13 **H.R.S.M.S.** Monthly Meeting: host Williamsburg
AARP (Hinrichs, McCleary, Sanderson)
 SEPTEMBER
- 10 **H.R.S.M.S.** Monthly Meeting: host Dean Sword
 OCTOBER
- 9 **H.R.S.M.S.** Monthly Meeting: Ulrich Guenther
 NOVEMBER
- 12 **H.R.S.M.S.** Monthly Meeting:
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Thanks

The members would like to thank Heinz Shiller and his wife Mareke for hosting the November meeting.

WATCH, QUARTER AND STATION BILL

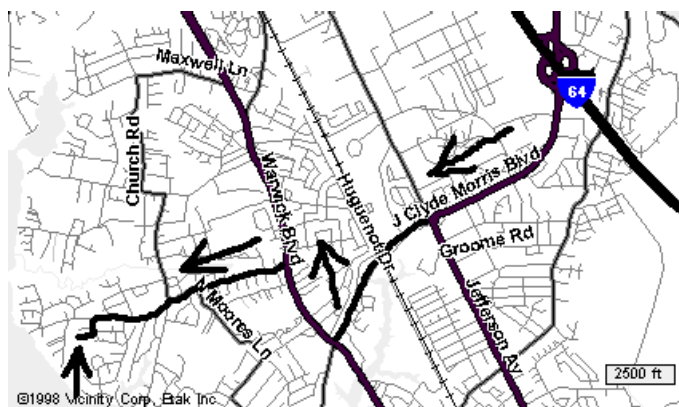


Skipper:	Alan Frazer	(757) 865-7300
1 st Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Jim McCurdy	(757) 482-2846
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

Date: December 11, 1998
Time: 2000 Hours
Location: 69 Queens Court
Newport News, Va.
599-0557
Host: Jack Bobbitt

From I-64 go west on J. Clyde Morris Boulevard to Warwick Boulevard. Turn right on Warwick, proceed to Hiden Blvd. Turn left on Hiden. After Hiden Blvd. narrows, turn left on James Landing Road and proceed to Queens Court. Turn right on Queens Court. Number 69 will be several blocks down Queens Ct. on the right.



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 be submitted by mail to:

Thomas E. Saunders
11 Eldorado Ct.
Hampton, Va. 23669
E-mail: t.e.saunders@worldnet.att.net
FAX (prior arrangements required)