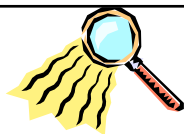


## Mystery Photo



With Mystery Photo, *Logbook* No. 151, we return to the era Teddy Roosevelt's Great White Fleet. Last month our task was to identify one ship from a large class of vessels using an up-close detail photograph. This month the mystery ship comes from a class containing just two examples, making our choice infinitely easier but somewhat tricky nevertheless. One of the challenges is to identify the vessel type; another is to pick the correct class from a series of evolutionary ship designs. While the entire period from 1880 to 1898 was revolutionary in terms of ship design and construction, each advancement in engineering and naval architecture might be considered a "baby step" when considered alone. For the most part, the Navy kept class size small because of the rapid pace of technology. An unwritten rule or adage of the day held that most designs were considered obsolete before construction was finished and the ships commissioned.

What do we have for visual clues this month? The most obvious are: a medium sized flush-decked hull, very slight sheer, two fat smoke stacks, two tall masts, a fighting top on the fore-mast, casemated guns, and scroll work at the bow. Several very interesting features are there as well--period parts, really--and will not be considered here to aid in our identification.

So, does anyone have a clue?

Yes! This month Bob Comet and Bob Krumpen responded and immediately narrowed the search to the *Cincinnati*-class of protected cruiser. This limited their choice to *Cincinnati* and *Raleigh*. What is interesting is the way each arrived at their conclusion. Krumpen used the tried and true method I always use. He identified the class using the 1898 issue of *Jane's Fighting Ships*. Sorting through the evidence provided by profile sketches, he began to look toward *Raleigh* as the mystery vessel. Cross checking his evidence with facts from *The Dictionary of Naval Fighting Ships*, he found a detailed painting of *Raleigh*, on page 19, where the features matched those on our Mystery Photo. Comet, on the other hand, followed the path established by Greg Harrington and found evidence on the Internet. Surfing the Internet, he found the U.S. Navy Museum, Washington, DC web site. Looking under the section dealing with the Spanish American War, he initially searched photos of gunboats but couldn't find a

match. Then he realized the vessel was a little heavier than he first estimated. It was then he found a photo of *Raleigh* that matched our Mystery photo, maybe taken 15-degrees closer to amidship and incorrectly labeled *Cincinnati* ([www.history.navy.mil/photos/images/h44637](http://www.history.navy.mil/photos/images/h44637)). He concludes by stating that photographic evidence of *Cincinnati* reveals different foremast details and bow ornamentation. (*I found Comet's photo on the Internet searching through the on-line photo library of the Naval Historical Center (they are the keepers of the image Bob Comet found). I will make a print available at the next club meeting.*)

Both men were able to identify the ship in our mystery photograph by matching like features and calling attention to differing features. Their work was good and deserves to be complimented. But, have they provided conclusive proof that identifies our Mystery Photo as *Raleigh*? I am not attempting to pick nits, here, but I want to stress that the defining piece of evidence was not uncovered. Comet alludes to it when he states that *Raleigh's* bow decoration was different than *Cincinnati's*. Comet, however, after touching on the very feature that provides conclusive proof in our identification, fails to elaborate on that finding. but, I feel it is worthy of further discussion (not to mention column inches).

As built, *Raleigh* carried a heavy striker plate in way of the anchor hawser hole. *Raleigh's* scroll-work notches around the plate giving the impression of wings. The tip of the scroll work contains a cameo and it's topped by an eagle. *Cincinnati*, lacking the striker plate, had scroll work with a more triangular pattern. At its tip was a shield with stars and stripes. These are the most recognizable and differing features of the sisters. The ornamentation in our mystery photo matches that of *Raleigh* and provides the positive identification we need.

*Raleigh* and *Cincinnati* were built at time when Secretary of the Navy William C. Whitney had "A perfect craze for high speed"--John Alden, *The American Steel Navy*, page 55. At that time, existing American cruiser design was not on a par with foreign design because sufficient speed was lacking. For the next several years the search for speed would dominate cruiser development. Olympia, at 5,870-tons displacement, was the successful result of that development providing an excellent balance of speed, armament, protection, and endurance. The follow-on *Cincinnati*-class, at 3000-tons displacement, suffered from a Congressional mandate to resist cost-escalation. Seeking to retain the same speed advantage in

*(Continued on page 2)*

(Continued from page 1)

a much smaller hull, the Navy attempted to fit too much machinery into too little displacement. From the beginning, these ships were uncomfortable and unpopular with their crews, suffering from short range and extremely hot machinery spaces. Following service in the Spanish American War, they were removed from service for conversion in 1899 and 1900, respectively.

Our mystery photograph shows the vessel in its original appearance. This dates the photograph between 1894 and 1900 --the time from commissioning to decommissioning for reconstruction. Alden notes in *The American Steel Navy*, page 61, that *Cincinnati* recommissioned in 1901 with new, lower-powered machinery, new armament, no main mast, and taller funnels. She also received as a gift from her namesake city a gilt figurehead representing the goddess Liberty. *Raleigh*, recommissioned in 1903, received similar machinery and equipment and no new bow ornamentation. I cannot find whether the mainmast was landed or not. It is likely that our photograph dates before *Raleigh's* Spanish American War service in 1898. For service in that war *Raleigh* lost her peace time white and buff paint scheme in favor of an overall coat of wartime gray. A photograph of *Raleigh* in Alden's book, on page 61, dates to 1895 and matches our mystery photo exactly in appearance and color.

Kudos, Bob and Bob.

John Cheevers

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**The Answer to Mystery Photo 151**  
U.S.S New Orleans (CL-22)  
C & R #12818

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## MISCELLANEOUS JOTTINGS

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In every issue of the Logbook there is a standing invitation for contributions from the membership. One of our current features "Mystery Photo" informs and encourages such a responses.

In a similar vein, Would the club consider it desirable in having a column devoted to questions from individuals? This idea occurred some time ago after asking and receiving an answer to a question during a private conversation and only later was it realized that this newly gained knowledge was

well worth sharing. Answers to such questions could be addressed at our meetings and if there were sufficient response it could lead to an impromptu program of sorts. A good example of this was the question raised by Ulrich a couple of months ago concerning rigging lines and the positive response he received from quite a number of our members.

Come on! Have a jot at the miscellaneous.

Graham Home.

P.S.: In last months issue of the Logbook under the heading of Miscellaneous Jottings, please enlarge upon the involvement of the Polish Air Force and its association with the Royal Navy during W.W. II. I always was suspicious of the Fairey, Polish connection, probably was a Russian inspired K.G.B. operation.

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## MINUTES

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**January 8, 1999**

**Held at the Home of Alan Frazer**

**Meeting Called :** 20:05

**Meeting Adjourned:** 21:35 official timing provided by Seiko

A Treasurer's report was given.

**Members:** 14 present

**Guests:** Bob Krumpen: third meeting

Denis Greaney: first meeting

**Additions or Corrections:** Minutes accepted and approved as presented in the newsletter.

**Prodigal Son(s):** Bill Abbott returns from the Mid-East, none the worse for wear. No sign of Graham Horne.

**Old Business:**

As reported in the last newsletter, Bob Comet and Joe McCleary have graciously volunteered their time to handle all E-mail requests for information received via the Web site. Greg Harrington will forward all E-mail to them. Samples of requests, hopefully , will be shared with the membership at the monthly meetings.

Nomination of officers: Since all incumbents are eligible for one more year of service and because half of them were absent, Bill Clarke made a motion to nominate the existing slate for one last year. Bill Heinrichs, a closet model

(Continued on page 3)

(Continued from page 2)

RAILROADER, quickly moved to close all nominations. Both motions carried.

Greg Harrington graciously agreed to host the February meeting, however, March, July, and November are still open. The skipper will contact Heinz Schiller about November but we need hardy souls to step forward and claim the other months.

Joe McCleary stated that the flyer for the April model symposium at the Mariner's Museum is in the mail and we should receive it soon.

NRG Conference report: Bill Clarke, once again having just returned from the Old Country, brings us good news about our fifth speaker. Dave Abbott of the United Kingdom has agreed to cross the pond and present for us (twice!!) Dave, along with Roger Cole from Canada and our own local and home grown talent, will make this a true an International slate.

In a somewhat related matter, Bill Clarke also tells us that Brian Peach sends his regards.

#### **New Business:**

The Skipper passed around bits of mail he received addressed to the club: various post cards and flyers, also a copy of The Rope the monthly newsletter from our modeling friends from Japan.

Joe McCleary mentioned his resignation as a director of the Nautical Research Guild. He added that the petition he circulated, at the Guild Conference in Morristown, New Jersey, to nominate Rob Napier for election as director in his place went for naught because Rob has decided not run for the office at this time. Anyone who wishes to run for the vacated slot of director should contact Gene Larson for details.

Since it was Bob Krumpen's 3rd meeting and because he expressed a desire to join our ranks, he, along with our guest, was excused so that the election process could take place (all proceedings on this matter are confidential). After due course, Bob was welcomed as the newest member of the Society and promptly told that dues were due.

#### **Show and Tell:**

Joe McCleary brought a piece of Degame, sometimes called Lemon wood, that he purchased from Warner Woods West. After telling us its specific gravity, it promptly slipped from his fingers proving Newton's second law. Degame, most suited for masts and spars, grows mainly in Cuba and certain areas of Central America. Joe claims that his piece is pre-Castro and, much like Bill Clark's models, is difficult to find. He circulated a catalog from the Duluth Trading Company which specializes in tool bags and belts. Last but not least, he showed his copy of the *Mechanics Pocket Reference* (a present from Helen.) This handy little book was soon put to

use converting Celsius to Fahrenheit.

Bill Clarke reported on this year's International Model Show (IMS). He claimed it was smaller than last year and that the winning model was a 1/2" - 1' scale model of *HMS Devastation*.

Bill Abbott and Dean Sword gave narratives highlighting their visits to naval museums in Odessa, Ukraine and Madrid, Spain.

#### **Program: To Build A Ship Model**

There was no model building program this month. Instead, Alan treated us to a slide presentation highlighting the recent NRG group tour of the United Kingdom. Alan's slides illustrated the rich maritime heritage the English people enjoy. We saw everything from a restored eighteenth century frigate to far-to-narrow canal boats.

The meeting was adjourned and all members enjoyed fellowship with club members and the fine fare provided by our gracious hosts--Alan and Jane Frazer. Many thanks to them for their hospitality.

submitted by John Cheevers (silent partner)

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## **A BROWSER'S SOURCE FOR INFORMATION**

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While browsing the net the other evening, I happened upon a web site hosted by Ohio State University that answers many questions for modelers. A few examples are:

What is a good beginner's model kit?

What's the difference between beginner, intermediate, or advanced Kits?

How do I bend wood for a ship model?

How can rigging line be made to hang naturally?

How do I eliminate the fuzz on model rigging?

How do I build small blocks for model sailing ships?

How do I get a ship model appraised (for insurance purposes)?

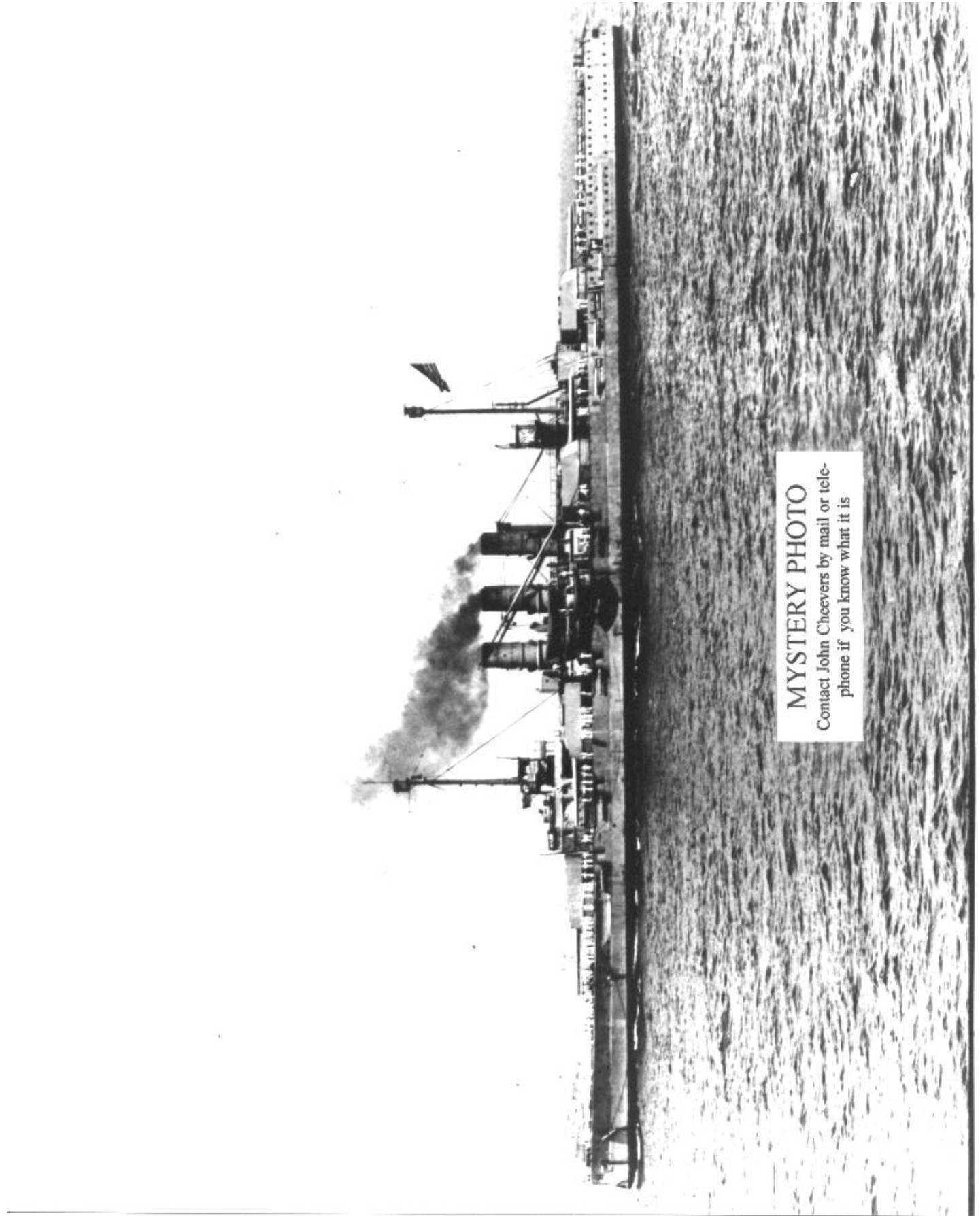
How do I make scale rope?

Does anyone have any experience and/or tips on how to use slide cover glass to make windows?

The questions are answered by contributors in great detail. The site also contains sources of materials, lists of publications and sources of research material. The following web address is worth a visit.

<http://www.cis.ohio-state.edu/hypertext/faq/usenet/ship-models-faq/top.html>

Tom Saunders



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

## HEAVY CRUISER NEWPORT NEWS CA-148

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From the Dictionary of American Naval Fighting Ships, (1970)  
Vol. 5, pp.79-80.

NEWPORT NEWS CA-148

Displacement: 20,980 t.

Length: 717'6"

Beam: 76'6"

Draft: 27'

Speed: 31.5 k.

Complement: 1,667

Armament: 9 8"; 12 5"; 12 3"

Class: DES MOINES

The second NEWPORT NEWS (CA-148), a heavy cruiser, was laid down 1 November 1945; launched on 6 March 1948 by Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia; sponsored by Mrs. Homer T. Ferguson, commissioned 29 January 1949, Captain Roland N. Smoot commanding.

In addition to annual deployments to the Mediterranean from 1950 to 1961 for duty with the Sixth Fleet, she participated in major fleet exercises and midshipman training cruises in the Caribbean and Western Atlantic. In early September 1957, NEWPORT NEWS was on station in the Eastern Mediterranean in preparation for any contingency during the Syrian crisis. In March 1960, while steaming 75 miles northeast of Sicily, NEWPORT NEWS was ordered to proceed to Agadir, Morocco, to render assistance to the survivors of that earthquake shattered city. She steamed 1,225 miles in 40.5 hours at an average speed of 31 knots, arriving on 3 March to provide medical and material aid. With the assassination of General Trujillo and the resulting instability in Santo Domingo, NEWPORT NEWS was underway on short notice on 4 June 1961, and proceeded to a station in international waters off the Dominican Republic to await further orders. When the crisis terminated, the ship returned to Norfolk after conducting training exercises off Puerto Rico.

NEWPORT NEWS' berthing and communications facilities were modified in the winter of 1962 to accommodate Commander, Second Fleet and his staff. In August 1962, she participated in NATO Exercise RIPTIDE III, and upon the end of the exercise, made a month long tour of Northern European ports as flagship of ComStrikFltLant, the NATO role of Commander, Second Fleet.

Within a month after return to Norfolk, NEWPORT NEWS was underway on 22 October along with other units of the Atlantic Fleet for the Cuban Quarantine. For the next month, acting as flagship for ComSecondFlt, CA-148 was on station northeast of Cuba. When the Soviet MRBM's were dismantled and removed from Cuba, NEWPORT NEWS assisted in the missile count. Upon cancellation of the quarantine, she returned to her homeport of Norfolk the day before Thanksgiving.

Operations from 1963 through 1967 consisted primarily of NATO exercises in the North Atlantic, gunnery and amphibious exercises off the Eastern seaboard and Caribbean, and midshipman cruises. When the Dominican Republic crisis of 1965 developed, NEWPORT NEWS sortied from Norfolk on 29 April for Santo Domingo, where she was flagship for Commander, Joint Task Force 122. NEWPORT NEWS remained on station off Santo Domingo until 7 May 1965, when JTF 122 was dissolved, and command was shifted to the Army ashore in the Dominican Republic. She returned to Norfolk, where in June alterations were made to increase her combat capabilities.

On 1 September 1967, Commander, Second Fleet, shifted his flag to SPRINGFIELD (CLG-7), and NEWPORT NEWS departed Norfolk 5 September for a six month deployment to South East Asia. Arriving Da Nang, South Vietnam, on the morning of 9 October, she became the flagship of ComCruDesFlot 3. That night, at 2300, she fired her eight inch rifles for the first time in anger against shore targets in North Vietnam as part of "Operation Sea Dragon". For years her powerful guns had served as a major force to keep the peace. Now, her strength served well in war during the following months in providing interdiction fire north of the Demilitarized Zone and naval gunfire support for American allied troops in South Vietnam.

The cruiser departed Subic Bay 21 April and arrived at her homeport of Norfolk 13 May 1968, via the Panama Canal.

On 1 October 1972, while in action off the Demilitarized Zone in Vietnam, NEWPORT NEWS sustained an in-bore explosion in her center 8-inch gun of number two turret. A defective auxiliary detonating fuze caused the projectile to detonate almost immediately upon firing. Twenty men were killed and thirty six injured. The barrel proper was blown forward from the gun. The damaged gun was removed and its port plated over. The ship completed her career with the turret unusable and locked in train.

The Navy's last conventional cruiser in service, NEWPORT NEWS was decommissioned on 27 June 1975 and stricken from the Navy Register on 31 July 1978. She was sold to Southern Scrap Material Co., Ltd, New Orleans, for scrapping on 25 February 1993.

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DLG-30 *Horne* (Belknap Class)

Laid down by Mare Island Navy Yard on December 12 1962.

Launched October 30 1964 and commissioned April 15 1967.

Reclassified Guided Missile Cruiser CG -30 June 30 1975.

Stricken February 4 1994, Berthed at Suisan Bay awaiting disposal..

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## NOTABLE EVENTS

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### FEBRUARY

12 **H.R.S.M.S.** Monthly Meeting: Harvey Williams

### MARCH

12 **H.R.S.M.S.** Monthly Meeting: Grewg Harrington

### APRIL

9 **H.R.S.M.S.** Monthly Meeting:  
23-25 Nautical Research Guild and Mariners' Museum  
Model Building Symposium

### MAY

14 **H.R.S.M.S.** Monthly Meeting: host Bill Clarke  
14-15 CBMM- 7th Annual Mid-Atlantic Maritime Arts  
Festival

### JUNE

11 **H.R.S.M.S.** Monthly Meeting: David Tagg  
25-27 CBMM- 8th Annual WoodenBoat Show

### 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:

### DECEMBER

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

### JANUARY

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

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## Thanks

The members would like to thank Alan Frazer and his wife Jane for hosting the January 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) 482-5426 |
| 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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The next meeting will be Friday, February 12 at 2000 hours, hosted by the Southside Bunch in The Old Coast Guard Station on the corner of 24th Street and Atlantic Avenue, Virginia Beach, Virginia. Those planning to attend should call Harvey Williams (757) 340-2536.

From all points west:

Take I-64 East (Aprox. 15.5 from the start of the Hampton Roads Bridge Tunnel)

Take the I-264 WEST/VA-44 EAST exit (0.2)

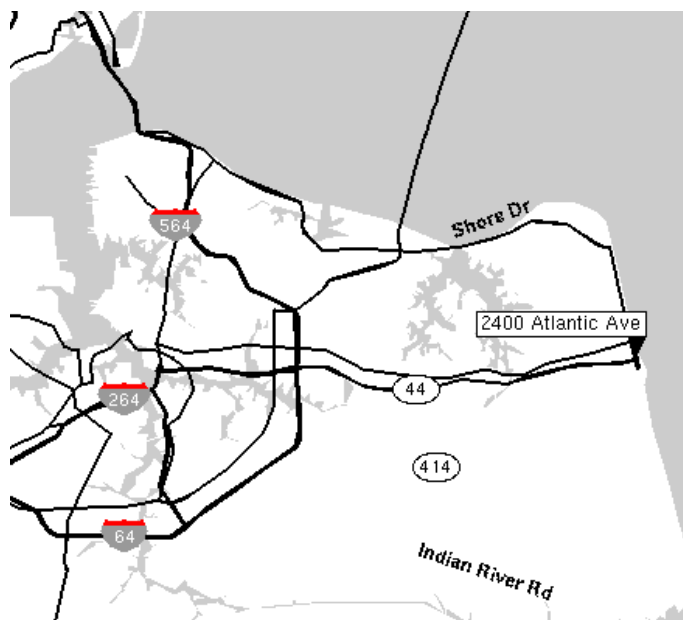
Take the VA-44 EAST exit on left towards VA BEACH. (0.6)

Merge onto SR-44 E. (12.4)

Turn LEFT onto ATLANTIC AVE. (0.2)

The Old Coast Guard Station will be on the right. Parking may be found behind the bandstand to the north. Please do not park in the adjacent hotel parking lot.

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## 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:

Thomas E. Saunders

11 Eldorado Ct.

Hampton, Va. 23669

E-mail: [t.e.saunders@worldnet.att.net](mailto:t.e.saunders@worldnet.att.net)

FAX (prior arrangements required)