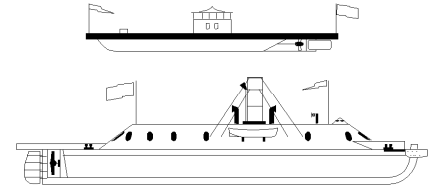


Hampton Roads Ship Model Society

Logbook



No. 173

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

NOVEMBER, 2000

Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 171. I find it interesting that this photograph follows so closely on the heels of *Concord*, *Logbook* No. 167. If you think that this vessel and *Concord* are similar, you have a good eye. While they didn't serve in the same service, they were designed with somewhat similar roles in mind. The untrained eye may not gather the evidence that differentiates the two—but its there! The story that surrounds this vessel and its near-sisters is very interesting. Stick around and see how this mystery unwinds.

Many of us are familiar with the Revenue cutter *Harriet Lane* of the 1850's; her design set the style for cutters for nearly fifty years. But, by the mid 1890's the United States Revenue Service (RCS) possessed a fleet of vessels that was beginning to get way long in the tooth. According to Donald L. Canney, in his book *U.S. Coast Guard and Revenue Cutters, 1790-1935*, page 53, a survey of extant vessels showed that over two-thirds had been in service since before 1880, and six of these were constructed in the Civil War era. There were few modern cutters and those were iron-hulled and relatively small. The full extent of the problem became apparent when the Service studied their fleets' ability to deal with modern merchant vessels. Something had to be done! Looking into their neighbor's backyard, they saw that the U.S. Navy was undergoing a renaissance of sorts—building vessels that incorporated the latest marine and naval technology. They were anxious to 'get on board' and procure similar vessels!

The rebuild actually began a few years earlier in 1886 when an organizational rearrangement brought significant change to the cutter fleet. Now the service had its own naval architects and engineers.¹ They quickly set about producing 'modern' vessels built of steel, with hull compartmentation and triple-expansion steam powered machinery. "By the close of the century, the new generation of revenue vessels was fully

compatible with the ships of the U.S. Navy in terms of weaponry and equipment, as well as in their range and seakeeping performance. The performance of revenue ships in the far Pacific during the Spanish-American war signaled the emergence of a revenue service no longer tied to the coasts by short-legged, unseaworthy, and obsolete vessels."² These new cutters broke with the old traditions and established many design trends that lasted until the service was reorganized into the United States Coast Guard in 1915.

With all that said, and after providing a major clue, did anyone identify the vessel? This month, two adventurous souls stepped to the plate; both are 'old salts' with lots of sea service—real veterans. Here's what they have to say: Joe McCleary thought that this was a tricky one and accused us of dragging a red herring across his path, while Bob Comet chastised the sneaky rascals who slipped in a vessel of the Hooligan Navy. In the end, they agreed that this photograph shows *McCullough*, RCS #3.

Joe zeroed in and found *McCullough* the old fashion way, by process of elimination (after quite a bit of digging.) Just as he did with *Concord*, Joe initially thought we were showcasing the dispatch vessel *Dolphin*. He changed his tune when he realized that "That whip never had a bow sprit." Joe then goes on to praise the abilities of the Revenue Service and briefly capture *McCullough's* career—more on that later. Bob, on the other hand, used the modern media to find *McCullough*. As he puts it, "[I] Found it under Ships of the Revenue service in the Navy Historical Center Photo Section, after exhausting the list of Navy Gun Boats of the Spanish American War." In short, Bob looked on the Web.

Of the new breed of cutters, *McCullough*, designated RCS #3, was the largest. She was built by William Cramp & Sons, Philadelphia, and commissioned into the RCS on 12 December 1897. She had a displacement of 1,432 tons, a length of 219 feet, a breadth of 32 feet 6 inches and a draft of 16 feet. She was armed with four 3-inch guns. Her hull was

(Continued on page 2)

NOTICE

The November meeting is changed to the third Friday,
November 17, 2000

(Continued from page 1)

of composite construction: steel hull planked in wood. She made 17-1/2-knots on trials and was the only new cutter fitted with three masts. Her size and outward appearance closely resembles that of the new navy gunboats—*Yorktown-class*--then joining the fleet. The absence of gun sponsons along the hull and the bowsprit are the major physical differences.

A lesser but more important difference is the torpedo tube aperture on her stem near the waterline. This fixture alone might steer a would-be sleuth to look only in US Navy records while trying to identify this ship. In fact, the first five of the new cutters all carried it. But why was it fitted? Was it intended to help destroy floating wrecks or was it part of a design package enabling these vessels to act as naval auxiliaries in time of war? Canney's synoptic coverage of the events and design evolution that produced the modern cutter leaves these questions unanswered. *Gresham*, RCS #1, operated for a time on the Great Lakes with the torpedo tube and one thing is certain, the presence of the torpedo angered the Canadians who accused the United States of violating the Webster-Ashburton Treaty limiting naval strength on the Lakes.

McCullough's career could be described as eventful if not entertaining. Joe summarizes it as well as anyone, and doesn't mince words in the process. "[After commissioning] the cutter was en route the next year to her home port of San Francisco via the Suez Canal ...and was in port Singapore in April, 1898. While there, she received a telegram that war with Spain was imminent and that she should change her assignment and join Commodore George Dewey's Asiatic Squadron at Hong Kong. When war broke out a couple weeks later, Dewey set out with his squadron to destroy the Spanish fleet in the Philippines. Using the element of surprise, Dewey led his squadron into Manila Bay under cover of darkness during the night of 30 April/1 May. As the squadron was quietly slipping past Spanish batteries on the island of El Frail at the entrance to the bay, *McCulloch*, in the "tail en Charlie" position experienced a soot fire in her stack (typical poor combustion management) and shot flames high into the night sky. This alerted the Spanish gunners who opened fire, but the Navy vessels opened fire and silenced the batteries. The next day the Navy vessels attacked and annihilated the Spanish squadron at Manila. Dewey sent the *McCulloch* off to Hong Kong (which was the closest cable station - wireless did not become available for another eight years) with dispatches announcing his victory.

After the war, *McCulloch* went on to her homeport of San Francisco, arriving on 10 January 1899. She served on the West Coast until WWI broke out in April 1917, when she was transferred to the USN control, which is required by law in time of war. Unfortunately *McCulloch* was sunk, while still manned by her RCS crew, when she was rammed by the steamer Governor off Point Conception, CA on 13 June 1917."

As far as identifying the photograph is concerned, Bob nailed it. On the Naval Historical Center web site he found the identical photo. ID#: NH 46473, and captioned "off the Mare Island Navy Yard, California, circa 1900." Another view of *McCullough*, taken off the starboard aft quarter, is absolutely irresistible.

Well our boys of October came through with flying colors. Both men apparently know how to hit a curve ball. Kudos: Joe and Bob!

John Cheevers

¹ Donald L. Canney, U.S. Coast Guard and Revenue Cutters, 1790-1935 (Annapolis: Naval Institute Press, 1995), 53.

² Ibid, 53.

The Dictionary of American Naval Fighting Ships

Virginia

The first English colony in America and one of the original 13 states. Virginia ratified the constitution on 26 June 1788 to become the 10th state to enter the union.

(Sch.: t. 187; l. 50' on keel; b. 18'10"; dph. 8'6"; cpl. 70; a. 6 6

(Continued on page 3)

NAME TAGS

Please contact Len Wine if you would like to order a HRSMS name tag. The cost will be approximately \$5.00. Please pay the Purser upon delivery.

DUES

If you have not paid your dues for the current year, Please open your kit, retrieve the paltry sum and pass it to the Purser. Failure to do so may result in your name be bandied about in your absence.

Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 172. With all of the NRG Conference activity of the past several weeks, this column will be decidedly shorter than usual. I hope no one is disappointed. For this month's mystery Bill chose a photograph of a very obscure and unusually arranged vessel. Her appearance, especially with the torpedo net booms, has "European" written all over it. The sailor's uniforms and the glimpse of the ship's flag support that assumption. The four distinct funnels give the impression of two vessels rafted together. Notice the aspect she presents as she passes the camera, her hull is very short, squat, and low. Was anyone able to identify this vessel?

Yes, actually! Two of our better sleuths were able to narrow the identification down to the ship's class but not the individual ship. Dave Baker and Bob Krumpfen suggest that this ship is one of the four *Sachsen*-class battleships of the Imperial German Navy.

According to Conway's *All The World's Fighting Ships 1860-1905*, page 245, the *Sachsens*-class consisted of four units originally classed as armored corvettes. The class names were *Sachsen*, *Bayern*, *Wurtemberg*, and *Baden*. Their original appearance was somewhat unusual with four funnels spaced in two tandem sets. The main armament arrangement was also unusual with two guns mounted forward in a pear shaped barbette and four more placed just behind the four funnels, in one large square barbette. The after barbette is not discernable in our mystery photograph. They were armored with a patented sandwich of wrought iron plate. According to Dave Baker, "They were armored, but not very heavily, using a patent sandwich scheme with four layers totaling 203-mm on the sides. 254 mm on the end bulkheads of the central citadel, and not more than about 75-mm on the deck; plunging fire was not much of a threat in 1880!"

This class shared the following particulars: Displacing around 7,635 tons full load when new, they were 98.2 meters (322'-2") overall by 18.4 meters (60'-4") beam and drew 6.53 meters (21'-5") (aft). The original armament was six 26-cm 22-cal. hooped breechloading guns, located four singly in the amidships barbette and a pair in the forward barbette. Secondary armament included six 87-mm 24-cal. slow-fire cannon, eight 37-mm machine cannon, and, after 1886, three 35-cm torpedo tubes (one above water, centerline aft, swiveling; and two fixed underwater at the bows). They had a range of only about 1,940 nautical miles at 10 kts as built, and only 700 nautical miles at full power.

Both men were able to date the photograph fairly closely by using features of the ship itself as reference. These ships were placed in service between the years 1878 and 1883. Dave states, "The photo was taken after 1885, for the class carried

anti-torpedo nets only from that year to 1897. The color scheme is a bit hard to figure from the print, but it seems to be all of one color, which would indicate Scheme 4, introduced for ships in home waters on 29 March 1895 (all one color, blue-gray)." Bob offers a similar time frame: "The photograph must have been taken between 1877 and 1898 because the rebuildings reduced the number of funnels from four to one."

Dave apparently went right to the correct navy and class for his identification while Bob got there after finding five candidates in the 1898 *Jane's*. Refining his list to two, Bob eliminated one very similar Russian offering after noticing that she carried her main armament in turrets. Dave credits his source for information as *GERMAN WARSHIPS, 1815-1945, Volume One: Major Surface Vessels*, originally by Erich Groener but revised by Dieter Jung and Martin Maass (English-language edition: U.S. Naval Institute, 1990. Bob found his information using *Jane's Fighting Ships*, years 1898 and 1899.

John Cheevers

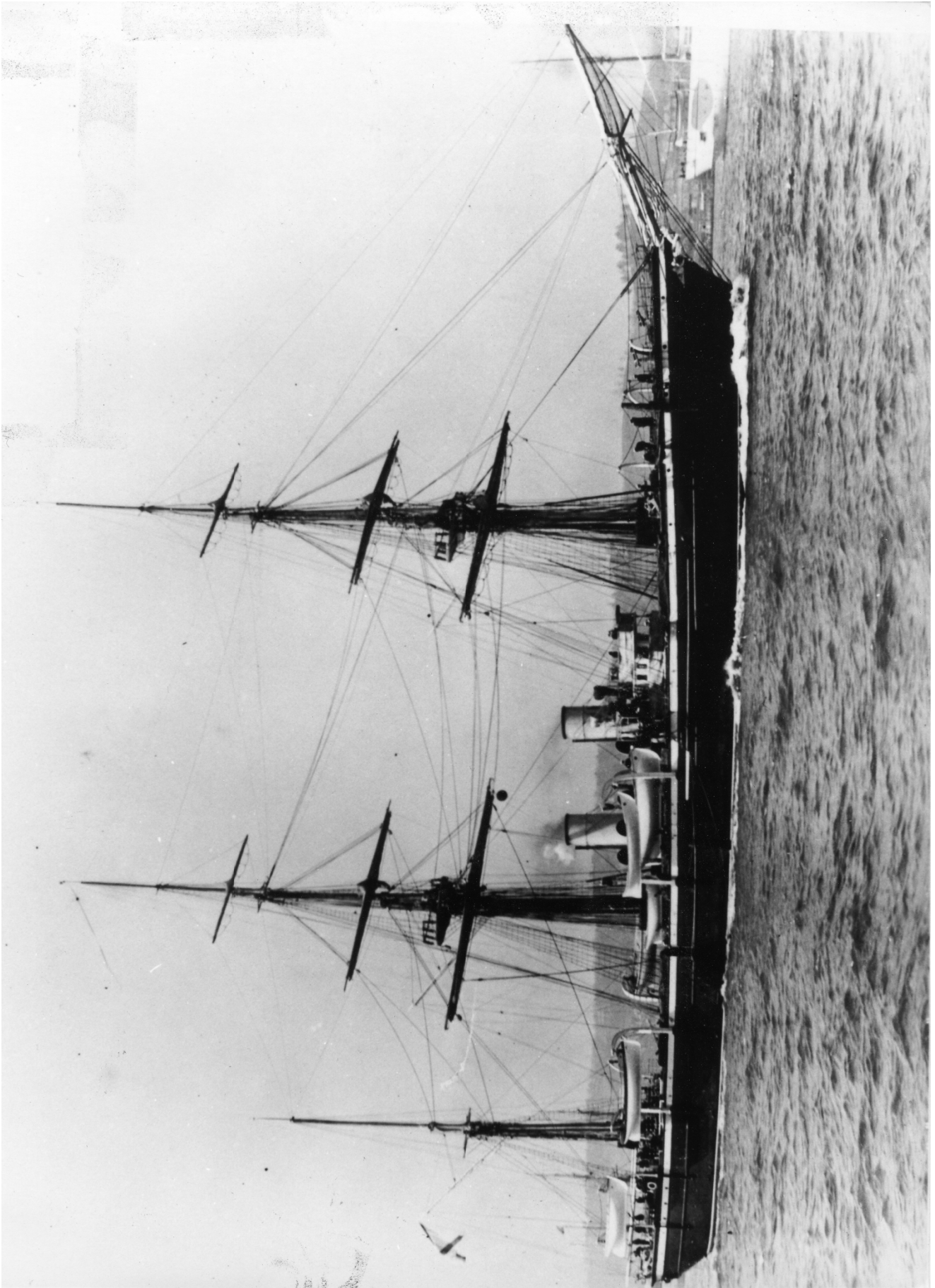
The Answer

S.M.S. Baden Photo taken in 1892, NH65748

(Continued from page 2)
-pdrs., 8 4-pdrs.)

The second *Virginia*--a schooner built in 1797 for the United States Revenue Cutter Service at Portsmouth, Va.--was transferred to the Navy for use in the undeclared naval war against France in the early summer of 1798 ; and was commissioned on 25 June, Capt. Francis Bright in command.

In August 1798, *Virginia* received orders to join the frigate *Constitution* off the eastern seaboard of the United States for operations against suspected French warships and merchantmen. She remained on this station until December, when she was assigned identical duty in the West Indies between St. Christopher Island and Puerto Rico as part of the squadron commanded by Commodore Thomas Truxtun. While helping to defend American interests in the Caribbean, *Virginia*, assisted by *Richmond* and *Eagle*, captured the armed French schooner *Louis* and her cargo on 26 April 1799. Despite this success, in the following June, the fragile vessel was declared unfit for further naval service and was returned to the Revenue Cutter Service.



MINUTES



October 10, 2000
Host Graham Horne
The Meeting was called to order at 2110 hours.

Guests:
Ryland Craze of Richmand. He heard about the HRSMS through a conversation at the Taco Stand at the Mariners' Museum. He brought his current modeling project. He became stalled came to us for help.

Fred Hemmingston, of Ford's Colony. He has been building models for 25 years. He brought his small scale model of the colonial schooner *Hannah*.

It was Brad Gray's third meeting and he was dutifully elected to the club.

Harvey Williams made note that Bill Peach had passed away on October 6th, 2000.

Old business:
Bill Clarke gave a round up of Conference preparations. Both Bill and Joe presented sample bags to use to carry conference info, goodies, and "other" items that might find their way inside. Cheevers presented a sample packet of the goodies available at that time. It was agreed to hold a packet stuffing party at Cheevers' home the Sunday before the conference at 1:00 PM. All were invited. Details of the agenda, preparations and registration schedule were discussed.

New Business:
Joe McCleary has the program schedule set for the monthly meetings through April. Due to schedule conflicts, the November meeting will be moved to Friday the 17th. A motion was made and passed to confer an honorary membership in the Hampton Roads Ship Model Society to Roger Cole.

Due to the late hour, the scheduled presentation by Alan Frazer was deferred to another meeting.

The meeting was adjourned at 2155 hours.

The Dictionary of American Naval Fighting Ships

Yorktown

A town in Virginia where the climactic battle of the American Revolution was fought in the autumn of 1781.

I
(Slp: dp. 566; lbp. 117'8". b. 32'11"; dph. 15'0"; dr. 15'6"; cpl. 150; a. 16 32-pdrs.)

The first *Yorktown* -- laid down in 1838 by the Norfolk Navy Yard and launched in 1839 -- was commissioned on 15 November 1840, Comdr. John H. Aulick in command.

Yorktown departed Hampton Roads on 13 December, bound for the Pacific. After calling at Rio de Janeiro from 23 January to 5 February 1841, the sloop rounded Cape Horn and arrived at Valparaiso, Chile, on 20 March.

The ship operated along the Pacific coast of South America until 26 May. when she sailed from Callao, Peru, bound for the Pacific isles. Looking after the interests of the American whaling industry and of the nation's ocean commerce, she called at the Marquesas, the Society Islands, New Zealand, and the Hawaiian Islands. After completing her mission in the South and Central Pacific, she departed Honolulu on 6 November and headed for the coast of Mexico.

Yorktown called at Mazatlan before heading south to resume operations along the coast of South America. She continued her cruising -- primarily out of Callao and Valparaiso -- through the early fall of 1842, when she departed Callao on 23 September, bound for San Francisco, where she arrived on 27 October.

Shifting to Monterey on 11 November, the sloop called again at Mazatlan on the 22d before she proceeded to Valparaiso. *Yorktown* remained at that port until she got underway on 2 May 1843 for the east coast of the United States. After rounding Cape Horn and calling at Rio de Janeiro, she arrived at New York on 5 August. Six days later, the sloop was decommissioned.

Placed in active service once more, on 7 August 1844, with Comdr. Charles H. Bell in command, *Yorktown* departed New York on 11 October, bound for Funchal, Madeira. After proceeding thence to Porto Praya, the sloop joined the Africa Squadron on 27 November.

Yorktown ranged up and down the west coast of Africa, going as far south as Capetown, Cape Colony, as she labored to curtail the slave trade. In the course of her patrols, the vigilant sloop captured slave-ships *Pons*, *Panther*, and *Patuxent*.

On 2 May 1846, *Yorktown* departed Porto Praya and returned to the east coast of the United States, reaching Boston on the 29th. There, on 9 June, the sloop was once again decommissioned.

Subsequently recommissioned at Boston, she sailed on 22

(Continued on page 6)

NOTABLE EVENTS

NOVEMBER

17 **H.R.S.M.S.** Monthly Meeting: host, Heinz Schiller

DECEMBER

8 **H.R.S.M.S.** Monthly Meeting: host, Jack Bobbitt
12 Bill Clarke will start a ship model

JANUARY

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

FEBRUARY

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

MARCH

9 **H.R.S.M.S.** Monthly Meeting: Dean Sword

APRIL

10 **H.R.S.M.S.** Monthly Meeting: Williamsburg Bunch

MAY

11 **H.R.S.M.S.** Monthly Meeting: Bill Clarke

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

14 **H.R.S.M.S.** Monthly Meeting: Ford's Colony Group

OCTOBER

13 **H.R.S.M.S.** Monthly Meeting: host, Graham Horne

2001 MEETINGS

If you would like to host a meeting next year, please contact the Clerk. Several months have been taken and are shown in the "Noted Events" column.

Thanks

The members would like to thank Graham Horne and his wife Moria for hosting the October Meeting meeting.

WATCH, QUARTER AND STATION BILL



Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
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

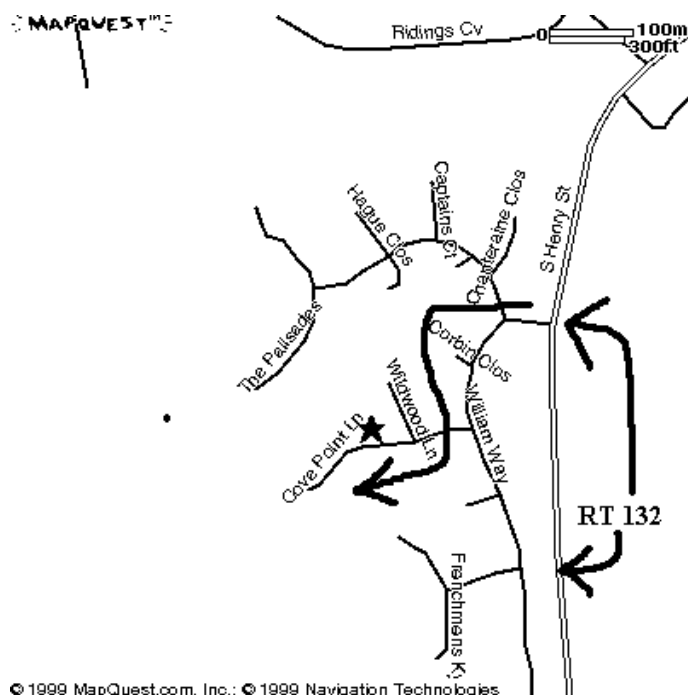
Next Meeting

The November meeting will be held on November 17, 2000, at 2000 hours. The meeting will be hosted by Heinz and Mareke Schiller, 133 Cove Point Lane, Williamsburg, VA 23185. Phone:757.564.6471

Directions;

From points East: I-64 W, Take the VA-199 WEST exit 0.4, Merge onto VA-199 W. 3.0, Turn RIGHT onto S HENRY ST/VA-132. 0.9, Turn LEFT onto WILLIAM WAY. 0.1, Turn RIGHT onto COVE POINT LN. 0.1

From Points West: I-64 E., Take the VA-199 WEST exit and proceed as above.



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(Continued from page 5)

November 1848 for her second deployment with the African Squadron. Still engaged in hunting down slave ships, *Yorktown* cruised along the African coast, carefully observing each ship she encountered for any sign of the illicit traffic in human flesh. On 6 September 1850, she struck an uncharted reef at Isle de Mayo in the Cape Verde Islands. Although the ship broke up in a very short time, not a life was lost in the wreck.