

## MINUTES



Hampton Roads Ship Model Society  
Date: June 14, 2002  
Place: Mariners' Museum Library

The meeting was called to order by the Skipper at 2000 hours.

The Skipper announced that the business meeting would be abbreviated to permit maximum time for the program. He then called for urgent old business. No old business issues were raised, so the Skipper called for urgent new business. With no pressing issues, the Skipper closed the business meeting and asked Joe McCleary to make introductory remarks for the scheduled program. The program began with an overview of the Mariners' Museum Library resources and how to access them. Those in attendance were divided into two groups and given tours of the stacks and archives.

## THANK YOU

The Hampton Roads Ship Model Society gives a tip-of-the-hat and a salute to Greg Cina and Josh Graml for their presentation at the HRSMS June meeting held at the Mariner's Museum Library.

Web link to the Mariners' Museum Library:  
<http://www.mariner.org/librarchives.html>

## NOTICE

Due to a change in circumstances, Alan Frazer will not be able to host the August meeting of the HRSMS. Please contact the Skipper or First Mate if you can host the August meeting

## Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 192. This is the photo that Bill has been waiting for the editor to print for months! I wonder why? Does he particularly like the photograph? Does he think we can't identify the vessel? Does the image capture a rare or special event? Are we getting access to ancient naval secrets? Is the photograph of exceptional quality or composition? Let's see, perhaps we'll find the same reasons to like it as Bill does.

Close-up images like this usually make it very hard to identify the specific vessel depicted. Its doubly so if the design was built in series. On the other hand, if you can identify the vessel, you will generally find a wealth of detail that is invaluable to the modeler. From my own research and from discussions with Dave Baker and Mark Heilenday, it appears we have an image taken aboard one of the *Pennsylvania*-class armored cruisers built for the United States Navy shortly after the turn of the century—twentieth century, that is! Judging from the amount of 'build-up' on the superstructure, Dave and Mark place the time frame as sometime after World War One. In addition, the enclosed bridge and large windscreens on the bulwarks are not original to the ship. Also the original military-type foremast has been replaced by the ubiquitous cagemast that came into favor about 1910. The detail that clinches the class identification is the enclosed anchor windlass house in the foreground below the twin 8-inch turret. This feature was not repeated in the other two armored cruiser classes.

Following our informal discussion at the last HRSMS meeting, Dave Baker sent a detailed report formalizing his choice and making an important point. That is, Dave points out that these *Pennsylvania*-class armored cruisers were re-named for major cities located within the state of their original name. Thus, the *Pennsylvania*-class was re-designated the *Pittsburgh*-class and the state names were reused for new-built battleships—a naming convention was followed until very recently. Dave continues: "*Pittsburgh* (ex-*Pennsylvania*, CA 4); *Huntington* (ex-*West Virginia*, CA 5); *Pueblo* (ex-*Colorado*, CA 7); and *Huron* (ex-*South Dakota*, CA 9). *San Diego* (ex-*California*, CA 6) was lost on 19 July 1918 and so did not get the post-war bridge modifications, and *Frederick* (ex-*Maryland*, CA 6) does not seem ever to have received the bird-cage masts fitted to the others in 1911. Of the four "possibles," however, *Pittsburgh* was the only one

(Continued on page 2)



(Continued from page 1)

to have had the forward funnel removed, and I don't seem to see one through the clutter of the forward birdcage mast; she also had the forward-projecting extension to the pilothouse shown in the photo, and it was not fitted to all of the others." With that, Dave identifies the vessel as *USS Pittsburgh* and dates the image as "circa 1922."

So there you have it. The best we can do is to choose *USS Pittsburgh* as the vessel in this month's mystery photo. The class numbered six ships and all were placed into commission in 1903 and 1904.

Following the Spanish American War, the United States found that her existing navy was sorely inadequate for the task of providing security to her new and far-flung territories. As existing battleship designs were expensive to build and slow, a new type of warship was needed to provide patrol and defensive duty to help protect this new empire. What came from the drafting tables of the Bureau of Construction and Repair came to be known as the *Pennsylvania*-class of armored cruiser. The design followed some ten years after the well liked and one-off armored cruiser *New York*. The design, arrangement, and style followed more closely that of obsolete battleship design except for greater speed and endurance—they were a lot like an enlarged Maine-class battleships in appearance and less like their own class progenitor the odd styled *Brooklyn*. Their two tiered, casemated secondary gun emplacements were a throwback to an earlier age. The four mighty and tall smokestacks call attention to the tremendous coal-burning power plant that produced 23,000 IHP to drive these ships at 22-knots. Their size reflected the large bunker space needed for a large radius of action. In fact, while their displacement equaled that of contemporary battleship design of the time, their greater length reflects that much less hull weight was consumed by armor.

Most naval experts, then and now, agree that this type of vessel was designed and built without a clear mission in mind. This probably has more to do with the difficulty these experts have in fitting these vessels into the specific classification groupings we have become accustomed to. Probably the best description of them calls them weak battlecruisers. Indeed, the emergence of the battlecruiser in the British and German navies made these vessels wholly obsolete. Dave reflects this condition by referencing the fact that they were used for troop transport. (A duty they were employed in for more than just to "Bring the boys home" following World War One!) Dave adds: "Post-war, they were also little used, serving as receiving ships and the like and going out of commission around 1926-1927 and being scrapped 1930-32."

As I've already stated, this image offers an excellent opportunity to study ship construction and fittings used two generations ago for ship building in the age of riveting. This type of image doesn't turn up every day and rarely finds it's way in to illustrating books and papers, but it should be studied carefully by the modeler who wishes to give a compelling impression of the vessel he is modeling. Don't

think so? Then remember this: I knew about the windlass house on the deck, It can be seen in other photographs. But I didn't know about the two rectangular hatches in the housetop!

John Cheevers

---

## From: Dictionary of American Fighting Ships

Diligence

Assiduous application; industry.

(Ctr: t. 187; l. 58'; b. 20'; dr. 9'; cpl. 50; a. 12 6-pdr.)

Diligence was built at Philadelphia, Pa., in 1797 for the Revenue Cutter Service. Her commanding officer was Captain John Brown, USRCS. She was transferred to the Navy Department in 1798 under authority of an act providing for a naval armament approved by Congress 1 July 1797. In September 1798 Diligence sailed from Philadelphia for Wilmington, N.C., and Savannah, Ga., with arms for the protection of the southern coast. After completing the delivery she cruised for a time along the North Carolina and Virginia coasts. On 15 December she was transferred to Prince Ruperts Bay, Dominica, to rendezvous with Commodore John Barry in frigate *United States*, from whom she would receive further orders. Diligence performed convoy duty out of that bay until 15 April 1799 when she returned to Wilmington, N.C. Since her small size handicapped her for full naval service, she was returned to the Treasury Department 4 June 1799. Transcribed by Yves HUBERT (hubertypc@aol.fr)

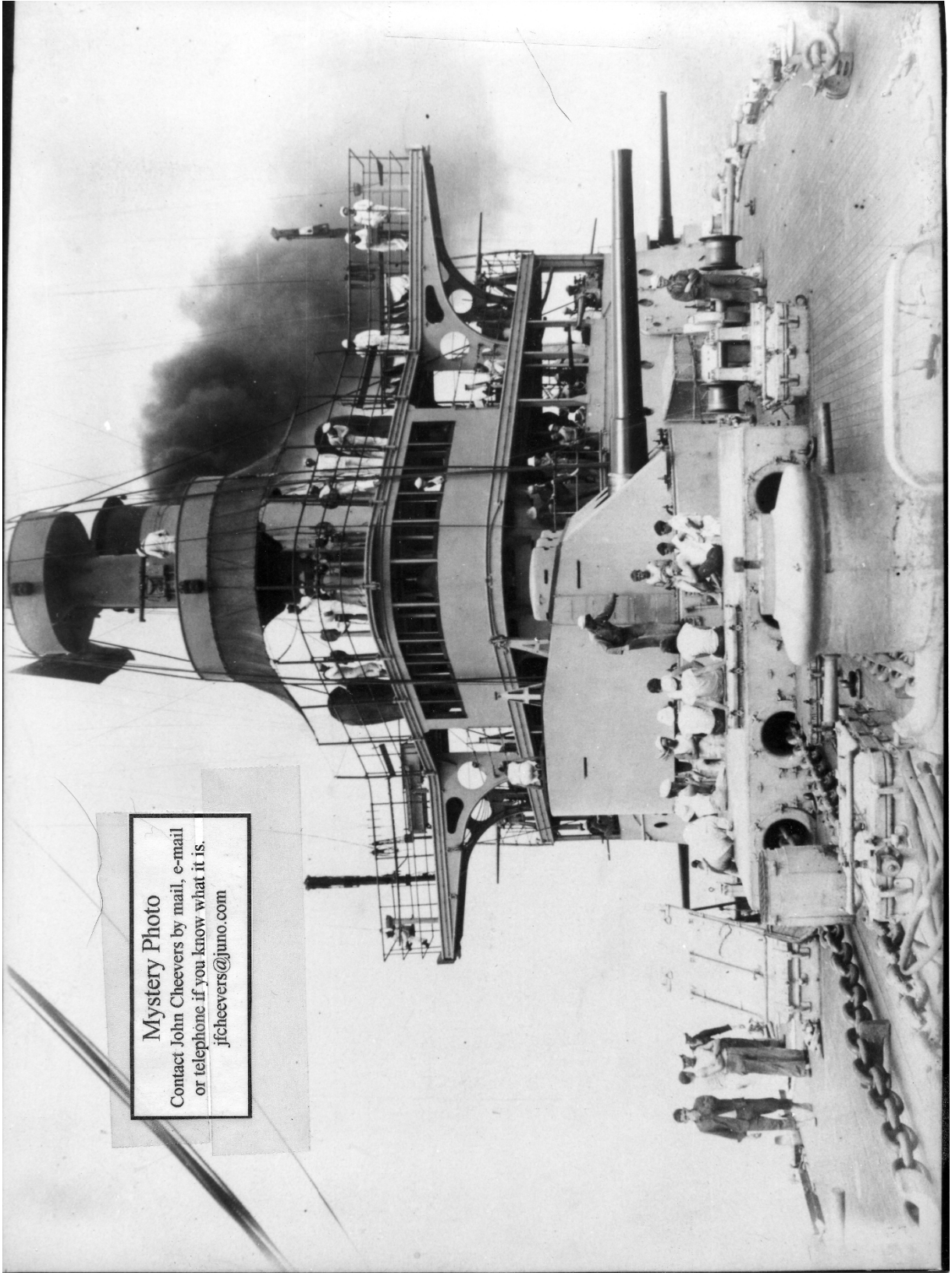
---

# CLARKE !

I need pictures.

---

The Members of the Hampton Roads Ship Model Society extend our condolences to John Berry of the Washington Ship Model Society and his family on the loss of his wife, Marguerite on July 2, 2002.



**Mystery Photo**  
Contact John Cheevers by mail, e-mail  
or telephone if you know what it is.  
[jfcheevers@juno.com](mailto:jfcheevers@juno.com)

---

## NOTABLE EVENTS

---

### JULY

- 12 **H.R.S.M.S.** Monthly Meeting: McCleary - Wine  
Presentation: Dave Baker, 1/1200 Sacle

### AUGUST

- 3 2002 Model Ship Regatta, Philadelphia, Pa.  
9 **H.R.S.M.S.** Monthly Meeting: Host ???????  
Presentation: Alan Frazer, Subject TBD

### SEPTEMBER

- 14 **H.R.S.M.S.** Monthly Meeting:  
Presentation: Bob Comet, Sail Making

### OCTOBER

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

### NOVEMBER

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

### DECEMBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host: Jack Bobbitt

### JANUARY

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

### FEBRUARY

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

### MARCH

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

### APRIL

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

### MAY

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

### JUNE

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

## Thanks

The members would like to thank Bill Clarke for hosting the May meeting.

---

### WATCH, QUARTER AND STATION BILL



---

Skipper:	Bob Comet	(757) 934-1279
1 <sup>st</sup> 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

---

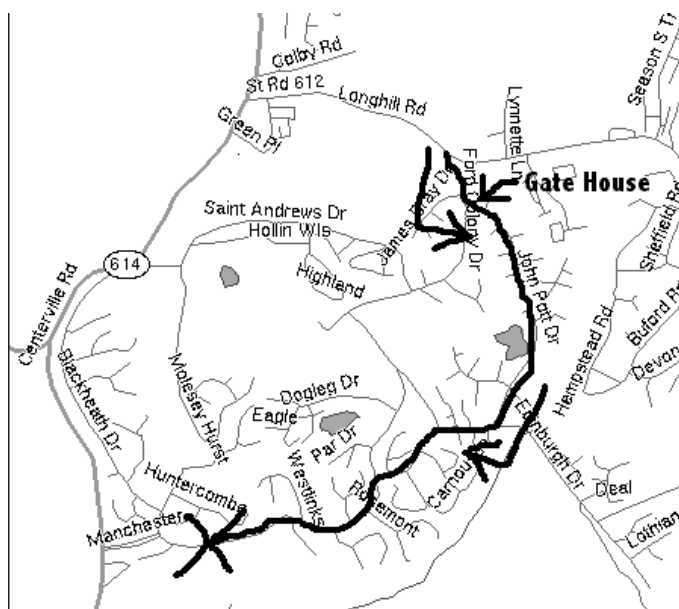
---

## Next Meeting

---

Date: Julu 12, 2002  
Place: 302 Saint Andrews Dr., Williamsburg, Va.  
(Ford's Colony Swim and Tennis Club)  
Time: 2000 Hours  
Host: Joe McCleary & Len Wine

Take I64 to exit 234. Take 199 south 1.5 miles to Rte. 60. Make left turn (west) to first light (Rte 614, Centerville Rd.). Turn left, go 3 miles to rte 612 (Longhill Rd.). Go .7 miles to Ford's Colony. Check in at the brick gate-house on the left. Go .9 miles (on John Pott) to Edinburgh. Make right turn. Go .5 miles to Saint Andrews. Make left turn and go .9 miles to the Swim and Tennis Club (on right).



---

## The Answer

The Answer to Mystery Photo 192:

U.S.S. Pittsburgh CA-4  
NH 71964, China

Circa 1930

---