

MINUTES



HRSMS Monthly Meeting

July 12, 2002

Ford's Colony Swim & Tennis Club

Hosts: McCleary, Wine

Guest: Sean Pritcatard, from the U.K.

The Meeting was called to order by the Skipper at 2005 hours.

There were no corrections to the minutes as published.

A purser's report was given.

Old Business: There was discussion on the date for the 2005 NRG Conference. There may be a conflict with the Hampton University Homecoming. It was suggested that the Conference could be held on November 4th. No course of action was decided. Conference finances were reviewed. Options were discussed for disbursement of contributions. Corporate sponsorship was discussed.

New Business: A motion to donate \$500.00 to the Mariners' Museum Library was made by Dave Baker. There was a second to the motion by Joe McCleary. The motion was passed. The editor of the Logbook were asked to correct the dates for the 2003 meetings in the "Notable Events" column. The Skipper asked for a host for the August meeting. Dave Baker stepped to the plate and said that the Ford's Colony Gang would host the August meeting (Thanks Gang). Joe McCleary said that he would do the presentation.

Show & Tell: Jack Bobbitt extolled the virtues of Weldbond Glue. He had a few brochures for the taking. Bill Clarke said he was collecting model kits with the notion that he may actually build one some day. Jack Bobbitt showed the

(Continued on page 3)

Mystery Photo



Solution to Mystery Photo, *Logbook* No. 193: My guess is, if we don't get the identification correct the first time, Clarke just has the photographer back up 50-feet to give us a better look at the subject. But we have two things to consider here: this image is not from the same time period as last month's mystery photograph, and it may not be of the same vessel. What is true is this is the second go around for this class of vessel. Aside from knowing that, there isn't much to pin a definitive identification on. Bill, you gotta provide something these guys can identify.

OK, Clarke, I'll be fair. This image doesn't really look like one of yours. It reminds me of the images you can download from the Library of Congress web site (the site that has the Detroit Publishing Company images.) Does this mean you didn't heed the call for "**MORE PICTURES**" forcing our tireless editor to forage for himself! Or did someone else submit this photograph?

In the current image, we see a larger and better-defined view of the fore deck space of an American armored cruiser. She seems to be in some disarray, she's not shipshape and Bristol Fashion, as the British like to say. Interesting photograph, though—probably made a good fifteen years before last month's offering. The image has merit because it allows us to consider the vessel in model builder's terms. Many distinct evolutions are captured in this image and lots of detail is visible in the fittings. This collection of parts, when modeled properly could provide hours of enjoyment to a builder. So, what can we identify? What can we say about this "then" state-of-the-art equipment? And, what can we say about the large number of sailors in the image and their seemingly random appearance and placement?

Only one response this month; and it arrived either

(Continued on page 2)

NOTICE

The August Meeting will be held on the third Friday of August, the 16th.



(Continued from page 1)

very late or I am very early in writing the column (probably the latter as I have other commitments.) Our old friend and master of ship identification--Dave Baker--sent in that response and after chiding Clarke for his lack of originality in selecting the image proceeded to offer about all that is possible with the image. Dave has this to say, "...The mystery photo in Logbook No. 193, July 2002, shows a PENNSYLVANIA-class armored cruiser, but which one I could not determine. This is the second month in a row for a fore-castle-to-aft shot of a PENNSYLVANIA, and one hopes that the purveyor of mystery photos now has this out of his system and will move on to something else--preferably a full-length view that will give folks a somewhat better chance of identifying the ship."

Following the pleasantries, Dave continued by getting right to the point: "The photograph was taken prior to the fleet-wide change of color for USN ships that was imposed during the Great White Fleet around-the-world flag-showing cruise ordered by President Theodore Roosevelt in 1908-09. Thus, the ship in the photo is still painted with a white hull and buff superstructure, masts, gunmouts, etc. The forward 8-in. 45-cal. gunmount is trained to port and two of the 6-in. 50-cal. single mountings on the upper deck can also be seen trained out. Visible on the 01 deck on the port side are 2 6-pdr. Anti-torpedoboat guns. Around 1911, as was pointed out last month, this class and the similar TENNESSEEs all had their forward military masts replaced with cage masts (except for the PA-class FREDERICK).

Sure hope we don't see another fore-castle next month!"

Well Dave, you pays your dues and you takes your chances!

With that being said, I thought it would be fun to discuss some of the finer points of the hardware visible in this image and see how they relate to what we saw last month. These distinctions are important to note if you plan to model one of these vessels—you must pick a date and get the details correct. One of the things that I always find interesting when I study images of these old ships is the openness of the structure. Take, for instance, the bridge deck. This is certainly a throwback to the age of sail. The wide-open deck with just pipe rails to block the onrushing wind and sea. I'm sure that canvas dodgers were fitted when the vessel was not cleared for action. Certainly the old salts that worked this vessel weren't bothered by the elements. If you look at the bridge in last month's image, you can see how much that idea has faded from practice. Below the open bridge is an enclosed bridge or conning station. Again, the enclosure is very simple in design—just vertical stave construction with single pane windows that drop into slots in the woodwork. The window casing is unremarkable except for the dark mahogany finish. Above the bridge on the lower tub of the military mast we can see a rudimentary optical sight. This is quite a contrast to the huge, optical stereo-range finding gun directors used twenty years later. You'll notice that no such sight is visible in last month's image. A conical shaped awning spreads between the bridge and lower mast tub to provide some measure of relief

from the sun.

One of the more interesting features that are found on this vessel is the curved arm support of the bridge wings. Notice how these legs have lightening holes that let the wind flow through and how slender they get at their outboard edge. Their differing parabolic arcs make for a neat geometric contrast to the angular lines of the deck edges. Again if we contrast them with those shown in last month's image we see how much lighter the scantling is. Obviously in the current image the deck is lighter and doesn't require a very robust support. Another consideration for the shape of the support is that it clears the support legs from the field of fire from the 6-pounder cannon locate just aft of there and from blast damage if the main guns are trained past 90-degrees of arc from the bow when they fire.

Speaking of the main armament, notice the sloping face and top turret. Also we see three cupolas arrayed along the forward edge—one for the turret commander, and one for each gunner. They have small, almost cross-shaped slots in them for the gun crew to see through. On top of the turret is a mount for a small caliber rifle, possibly a 3-pounder used for gunnery practice? Firing this gun couldn't be as much fun as firing the main guns, but I understand they were used in-lieu-of the main guns as an economical way to keep the gun crews proficient in determining range and bearings.

Down on main deck we see many fittings related to ship handling, what a treasure trove of period pieces. Notice the dog biscuit shaped, wooden chafing block fitted under the starboard anchor chain to keep the chain from scraping and wearing the strike plate. The protective housing for the anchor windlass is quite evident, as are the round chain openings with the locking keys for their cover plates. (Study this housing carefully and you will see it is not as tall as the housing fitted to last month's vessel.) Several raised watertight hatches are clearly seen as are their hinges and dogs. The port auxiliary deck winch is plainly visible, especially the warping drums. At the extreme right edge of the image lay two double blocks. Could they be part of the tackle for the port bow boat davits? And finally, right dead center in the lower edge of the photograph is the rough casting of a single bit with a guide arm. Remember, while castings aren't smooth in real life, they are smooth in modeling scales, but not mirror finishes. Who wants to bet that the absence of rails is the best signal we have that this ship is cleared for gunnery practice and that the scene we see is a rest period? I bet that the sailors crowded between the turret and the anchor house are the forward 8-inch gun crew

(Continued on page 3)

Glue of the Month

While looking for information on Weldbond Glue, I found this web site. It has reviews if glues used for various purposes.

Ed.

<http://www.thisisthat.com/gom/current.shtml>



(Continued from page 2)

and they are reviewing their performance—aside from cooling off.

Stop the presses!

Just as I was about to lick the envelope and sent this column off to our aforementioned tireless servant, along comes word from Lefty McCleary that adds greatly to the fray. In his inimitable style, Joe offers excellent insight into areas not previously considered. (I guess it pays to have been an apprentice seaman in the last century—right Joe?)

Joe begins: “At first glance this month's mystery photo might trick the unwary into believing that the ship in question is a U.S. Navy battleship, but it is not. It is one of the six ships that made up the *Pennsylvania*-class of armored cruisers.” Joe adds that they were all “commissioned between 1904 and 1907.” (Since their names and physical characteristics were given last month, I won't repeat them here--JFC.) Joe includes this new data concerning their design: “Interestingly, the two Newport News ships, *West Virginia* and *Maryland*, were designed with inward turning screws, as the Navy tried to sort out which method of propulsion (inward turning or outward turning) was the most efficient. Outward turning won out of course. The ships were armored with 6 inch main belts, 6 inch barbets and 6 1/2 inches on turret faces. Interestingly, the barbet armor only went down to the main deck, leaving the turret turning mechanisms and ammunitions supply trunk very much in danger.”

Joe is able to narrow our time window by studying the main armament and the forward mast. “Beginning in 1908, all ships had their Mark 5 eight inch guns replaced with Mark 6 guns that had stronger muzzles, after Colorado blew off the muzzle of one of her guns. The ships also had their original military masts replaced with cage masts starting in 1911.”

Then he, too, hits the proverbial brick wall and asks, “So which ship is portrayed in the mystery photo?” Referring to a new source to this column, Ivan Musicant's book, U.S. ARMORED CRUISERS, Joe hopes to close the deal on identification. Sadly, it was not to be. Although I agree with

Joe that Musicant's book is the best reference for U.S. armored cruisers, the photographic data in the book is second rate. So, Joe resorts to the brute strength method (frequently the Cheevers' method) of analyzing details, such as funnel caps, bridge structure (particularly the lightening holes in the flying bridge supports) and other small details. Although he doesn't disclose his sources, Joe says, “...It quickly became apparent that the mystery photo is of either *Maryland* or *West Virginia* and I finally came to favor the latter as the actual ship. The photo was taken between 1909, when the new Mark six guns were installed and 1911, when the cage mast was installed.” (Do you suppose that this image captures the testing of the new Mark 6 guns?)

In an effort to confirm Joe's choice, I set about trying to find similar photographic evidence myself in hopes of selecting one of the six candidates. I had the best luck at the Library of Congress' web site. There, on the Detroit Publishing Company's page, I found a bow-on image of *Maryland* (neg. 4a15770r) that is very similar to our Mystery Photo. Even so, there is nothing definitive. I submit it for your perusal.

Conclusion: I can't tell which ship she is, Dave can't tell, Joe can't tell but picks *West Virginia*. I hope Clarke or the real owner of this image comes forth with the correct answer.

John Cheevers

Addendum to Mystery Photo, No. 186: Joe, who authored that column, now thinks information in Musicant's book solves the mystery of where the floating dry-dock *Dewey* was located when *Iowa* was dry-docked. Says Joe: “On page 114, Musicant shows *Maryland* in the Dewey Drydock at Olongapo Naval Base, Subic Bay, the Philippines in 1906. DANFS shows the same photo and notes that the drydock was brought out to the Philippines shortly after the Spanish American War and remained there until it was destroyed during WWII.” I remember writing that I thought the dock was in Pensacola, Florida at the time. My choice made sense to me because in another photograph I have from that docking scene, the sailing vessels in the background look like those found along the East Coast.

Now that Joe raises the issue again, I must report that I have obtained an additional image from the *Iowa* dry-docking set that clarifies the matter somewhat. In this new image there are two tugboats guiding the battleship into the

(Continued on page 4)

What is Gesso ?

Main Entry: ges·so

Pronunciation: 'j e- (") s o

Function: noun

Inflected Form(s): plural gessoes

Etymology: Italian, literally, gypsum, from Latin *gypsum*

Date: 1596

1 : plaster of paris or gypsum prepared with glue for use in painting or making bas-reliefs

2 : a paste prepared by mixing whiting with size or glue and spread upon a surface to fit it for painting or gilding



(Continued from page 1)

progress on his *George Latimore*. He gave details of constructing the flywheel pump and trailboards. Joe McCleary offered a copy of the *American Sailing Navy* for \$10.00. Bob Comet showed a 28 ft. cutter and aluminum templates. Brad Gray showed trailboards made of 1/32-in. boxwood. The meeting was adjourned to a presentation on 1/1200 scale by Dave Baker. There was also a presentation on the casting of 1/1200 models by guest, Sean Pritchard.



(Continued from page 3)

dock. Clearly labeled on the stern of one tug is the word "Baltimore." My guess is that Iowa was dry-docked in Dewey while she was in the Chesapeake Bay.

The saga continues...

HAVE YOU PAID YOUR 2002 HRSMS DUES?

From the "Dictionary of American Naval Fighting Ships,"

(1969) Vol. 4, pp.256-257.
MARYLAND

ACR-8

Displacement: 13,680 t. (norm)
Length: 503'11"
Beam: 69'7"
Draft: 26'
Speed: 22.4 k.
Complement: 890
Armament: 4 8"; 14 6"; 18 3"; 4 3-pdrs; 2 18" torpedo tubes
(submerged)
Class: PENNSYLVANIA

The second MARYLAND (ACR-8) was laid down by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., 7 October 1901; launched 12 September 1903; sponsored by Miss Jennie Scott Waters; and commissioned 18 April 1905, Capt. R. R. Ingersoll in command.

In October 1905, following shakedown, MARYLAND joined the Atlantic Fleet for operations along the east coast and in the Caribbean, where she took part in the 1906 winter maneuvers off Cuba. The next summer, she conducted a training cruise for Massachusetts Naval Militiamen, and then readied for transfer to the Pacific. Departing Newport 8 September 1906, she sailed, via San Francisco and Hawaii, for the Asiatic station where she remained until October 1907. She then returned to San Francisco and for the next decade she cruised throughout the Pacific, participating in survey missions to Alaska (1912 and 1913); carrying Secretary of State Knox to Tokyo for the funeral of Emperor Meiji Tenno (September 1912); steaming off the Central American coast to aid, if necessary, Americans endangered by political turmoil

in Mexico and Nicaragua (1913, 1914, and 1916); and making numerous training cruises to Hawaii and the South-Central Pacific.

When Congress declared war on Germany, 6 April 1917, the armored cruiser, renamed FREDERICK, 9 November 1916, was en route from Puget Sound to San Francisco. Taking on men and supplies at the latter port, she got underway for the Atlantic. From May 1917 through January 1918, she patrolled the southeastern Atlantic off the coast of South America.

On 1 February, she was assigned to escort duty in the North Atlantic and until the signing of the Armistice she convoyed troopships east of the 37th meridian. By 20 November, she was attached to the Cruiser and Destroyer Force and before mid-1919 had completed six round trips returning troops from France. Detached from that duty, she entered the Philadelphia Navy Yard where she was briefly placed in reduced commission.

FREDERICK crossed the Atlantic again, carrying the U.S. Olympic Team to Antwerp, Belgium, as she conducted a naval reservist training cruise in July of 1920. At the end of that year she returned to the Pacific Fleet. Serving as flagship of the Train, Pacific Fleet, for the next year, she conducted only one lengthy cruise, to South America in March 1921. Operations off the west coast took up the remainder of her active duty career and on 14 February 1922 she decommissioned and entered the Reserve Fleet at Mare Island.

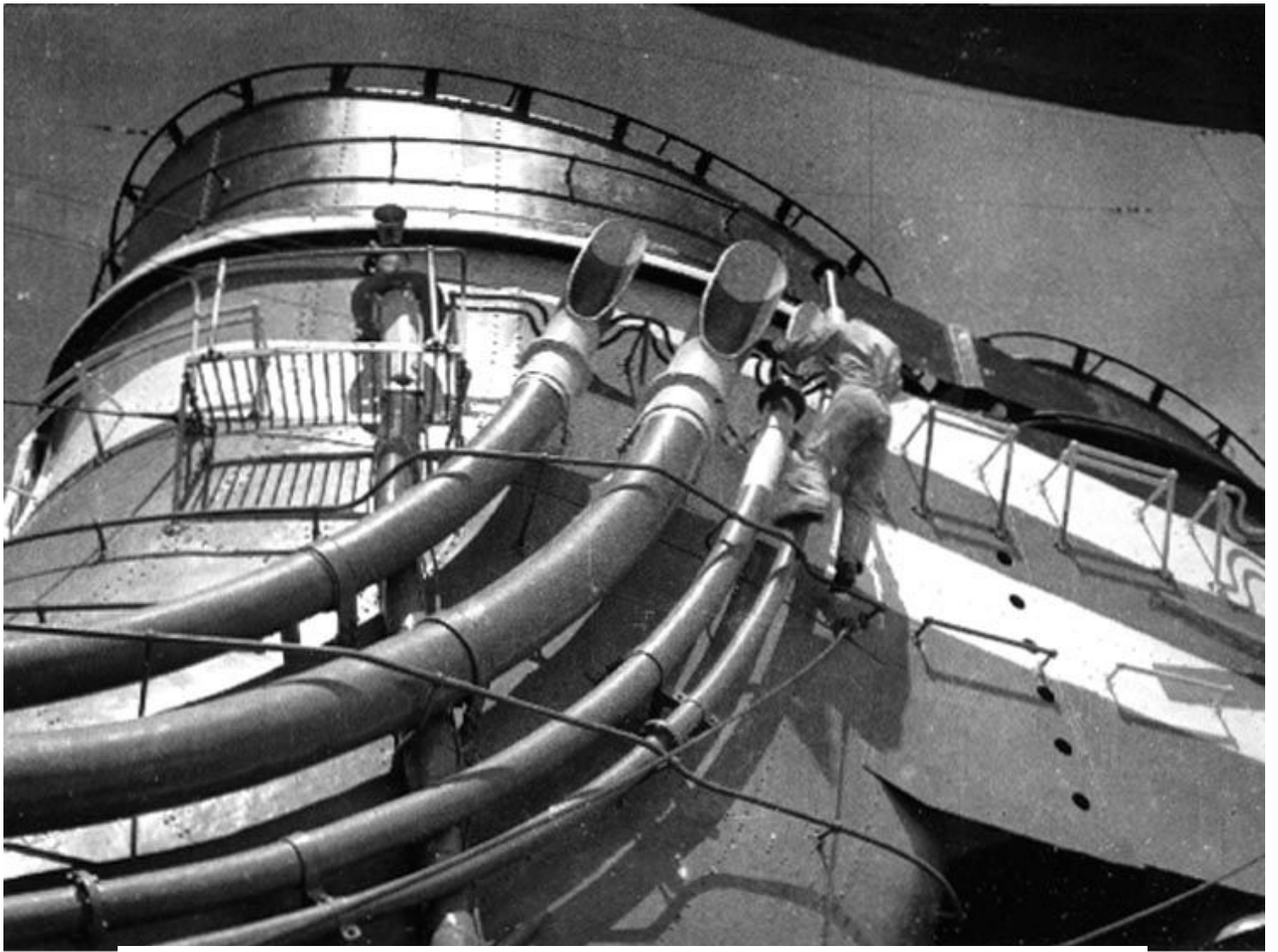
She was struck from the Naval Register 13 November 1929 and sold 11 February 1930.

Transcribed by Michael Hansen,
mhansen2@home.com

A VIEW FROM THE BILGE

As an infrequent visitor to the HRSMS meetings, I find it interesting to listen to the conversations that take place outside of the official business. Due to the fact that I am a little hard of hearing and that older men tend to mumble, only snippets of conversation are comprehensible. I am still trying to figure out who is the horny guy that hasn't been seen for a while. And there is supposed to be some slick fellow referred to as the silver-tongued-devil, although I could have sworn they said sliver-tongued. Some of the members are also interested in astronomy, as they would not start the meeting until they went outside and looked for a comet. One fellow must have a drinking problem because he seemed overly concerned that there would be no wine at the meeting.

(Continued on page 6)



NOTABLE EVENTS

AUGUST

- 10-11 Mariners' Museum, Monitor turret arrival
 16 **H.R.S.M.S.** Monthly Meeting: Ford's Colony Gang
 Presentation: Haan / McCleary Method

SEPTEMBER

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

OCTOBER

- 11 **H.R.S.M.S.** Monthly Meeting:
 17-20 **NRG Conference**, Langhorne, Pennsylvania

NOVEMBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host; Alan Frazer

DECEMBER

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

JANUARY

- 10 **H.R.S.M.S.** Monthly Meeting: Host: Bob Comet

FEBRUARY

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

MARCH

- 14 **H.R.S.M.S.** Monthly Meeting: South Side Bunch

APRIL

- 11 **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:

JULY

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

Thanks

The members would like to thank the Williamsburg Group for hosting the July meeting

WATCH, QUARTER AND STATION BILL

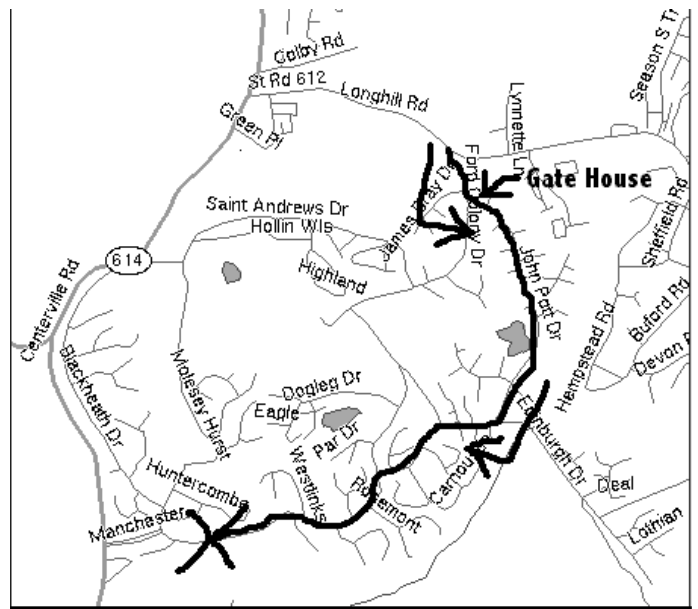


Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

Next Meeting

Date: August 16, 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).



(Continued from page 4)

With this eclectic group of individuals, a return visit is in order, as the technical presentations are outstanding. As for me, I wish the good ole boys wouldn't mumble.

Cabin Boy

THE ANSWER

The answer to Mystery Photo 193:
 USS Maryland CA-8
 Manila Bay, 1908 NH73127