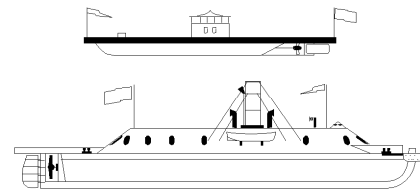


Hampton Roads Ship Model Society

Logbook



No. 214

WWW.HRSMS.ORG

APRIL, 2004

FROM THE PILOTHOUSE



Mystery Photo



NOW DO YOU HEAR THERE FORE AND AFT-

Please note from the headline that the April meeting of the HRSMS has been moved from the second Friday (April 9th) to the third Friday (April 16th), so as not to interfere with the observance of Good Friday. The Southside Bunch deserve our thanks as they were able to reschedule the use of the Old Coast Guard Station in Virginia Beach.

Many thanks to Bob and Barbara Krumpen for sponsoring the March meeting of the HRSMS in their home in Hampton once again. The hospitality was warm and generous as always. We have to convince the Krumpens to host a meeting in the summer sometime so that we get a chance to see their neighborhood in the daylight. The area appears to be very beautiful by moonlight, it must be even better when the sun is up.

Also many thanks to Bill Clarke for the superb arrangements of another very successful banquet at the Radisson Hotel. The idea of having our own cocktail bar right in the banquet room was brilliant. We had a good crowd and everyone appeared to have a good time - except for Bill Clarke. Poor Bill almost died of an over-clenched sphincter waiting for someone to recount an embarrassing sea story about him in front of his very charming date. But it did not happen, and Bill's "sigh of relief" was almost audible. The big question for Bill now is, did we give him the free ride because down deep inside we love him, or we just wanted to drive him crazy. The Iron Man Award goes to Jack Bobbitt who showed up at the banquet after being in the hospital only two days before. We all wish Jack a speedy and complete recovery.

It was suggested at the banquet that the HRSMS might want to get together for a pot luck picnic in either the late spring or the early autumn. That general time period was suggested so as to avoid the hot humid weather and the time when many

(Continued on page 2)

Answer to Mystery Photo No. 213: Club member Jack Bobbitt once quipped, "The aging process ain't for sissies!" A popular corollary is the often told joke about two things that change when you get old...One is; you forget things, and the second one you can't remember. It seems I had a senior moment concerning this month's Mystery Photograph. I simply forgot that I was there when Bill found it at an antique/tool sale, and how much I pressed for him to buy it. Damn fine photograph, don't you think?

With those two obsolete, 13" guns poking out of what Bob Comet calls a "pill box turret", I imagine that this class of vessel will be easy to identify. It may be somewhat harder to identify the specific ship, though. We'll see. Clear, bright images such as this are rare, and close-up, on-board images rarer still. I'm curious: Can we determine from the information in the image what day of the week this might be?

What we can determine with reasonable certainty is that the image was made at or very near noon on a bright sunny day. Notice the shadow from the old-style anchor and the absence of shadow just about everywhere else. The photographer was careful to keep the sun at his back while making this image. He also set his camera tripod just port of center on the aft end of this large warship - a fact noted by Dave Baker and Rob Napier.

A brisk month for replies; I'm not sure whether the replies were brisk because March is brisk or because the image is easy to identify. Replies came from Joe McCleary, Rob Napier, Dave Baker, Tim Woods, and Bob Comet. For whatever reasons, everyone who played this month chose *USS Oregon*, BB-1, as the Mystery ship. And they all agree that the image was made on the afterdeck looking forward. I like Rob's reason for picking the afterdeck best when he says the "Mystery Photo in Logbook 213 shows an American battlewagon's after deck, 'cause its unlikely marines would be

(Continued on page 2)

MEETING NOTICE

The April meeting of the HRSMS will be held on Friday April 16, 2004

(Pilothouse—Continued from page 1)

people go on vacation. We would need to find some park area that we could reserve for our use that hopefully had a covered area in case of rain. We will talk about this more at our next meeting.

I have been discussing the idea with Vince McCullough, of the WSMS, of having a Tri (or more) Society Meeting later this year. He is also talking to the people in Annapolis and Philadelphia. So far nothing concrete has gelled. But the idea of having each participating society provide a speaker to talk on some aspect of ship model building has been put forth. I talked with John Cheevers about being our potential speaker using his present tugboat project as his subject. John has tentatively agreed. Anyone else have any good ideas?

Last, but certainly not least, sincere congratulations to First Mate Dave Baker who was elected as this year's winner of the Founder's Award. The award will be presented at the April meeting. Well done Dave!

THAT IS ALL

Joe McCleary

(Mystery Photo—Continued from page 1)

found up forward and there is no bridge atop the superstructure." Pity the Marines; I guess once a dog-face (grunt) always a dog-face (grunt).

Leading us into the vessel's classification, Dave Baker says, "I believe the latest mystery ship is the OREGON (BB-3) of the INDIANA class." The class consists of three vessels – with two built at William Cramp and Sons shipyard, Philadelphia, and the third built on the West Coast at Union Iron Works, San Francisco. The object, mentioned by four out of the five respondents, that clinches the identification is the lack of a large, prominent centerline ventilator aft of the stack. It certainly is a defining feature. For a change of pace we are determining identification not by what is there but by what is not there. Actually this is not a true statement. The ventilator is there, but it's not capped by a fluted cowl-shaped hood as we see in contemporary images of *Indiana* and *Massachusetts*, but by a flat pan. One has to surmise that the style of ventilator was not specified in the ship's specifications, so the building yard opted to supply either a cheaper or more logical alternative. Perhaps the Captain had a strong desire to actually look dead astern from the after steering station and had the ventilator altered to suit his wishes. Comet offers one last identifying feature: "The mystery photo is the *USS Oregon*, BB3, which is distinguished from the others of the class by the angular after bridge as opposed to rounded structures in the others of the class."

Oregon, or as Joe says: "McKinley's Bull Dog," displaced 11,688 tons, with a hull 351' 2" long, 69' 3" wide, and a draft of 24'. He completes her spec list: "She could make a maximum of 16 knots and had a compliment of 473. Her armament consisted of four 13 inch guns in two twin

turrets, eight 8 inch guns, also in twin turrets, four 6 inch guns, twenty 6 pounders and six 1 pounders. She also carried six 18 inch surface torpedo tubes." Bob adds that her turrets "had hydraulic turret controls" verses steam in the other units. He follows with this gem: "Although originally designed with bilge keels, they were omitted when first commissioned, [the ships] gained a reputation for being terrible rollers, so much so that the turrets broke loose and slewed around on the *Indiana* to the extent that they had to be restrained first with 11" hawsers, which broke and then were restrained using 13" hawsers. Bilge keels were added before the Spanish American war!"

Joe thoughtfully provides a recap of her career: "She served in the Pacific until war with Spain seemed imminent in the spring of 1898. *Oregon* departed San Francisco on 12 March 1898 and made a 66 day, 14,000 mile high speed trip around the Horn arriving on 24 May off the coast of Florida ready for action. The ship played a major role in the defeat of the Spanish Fleet at the Battle of Santiago on 3 July 1898. Following the Spanish American War, *Oregon* returned to the Far East and remained there until 1906 at which time she returned to the American West Coast. The ship went in and out of reserve for the next several years and during WWI she patrolled the West Coast and escorted convoys to Siberia. She was decommissioned in 1919 and six years later she was loaned to the State of Oregon as a museum ship. During WWII her superstructure and machinery were removed and the hull converted into an ammunition barge. She was towed out to Guam in July 1944 and remained there for several years. A typhoon struck in November 1948, the ship broke her moorings and drifted for 500 miles before she was located and towed back to Guam.

In March 1956 she was sold for scrap and was broken up by the Iwai Sanggo Co. of Kawasaki, Japan." Joe and Bob agree that "her epic voyage in 1898 finally caused the United States to recognize the need for [what became] the Panama Canal."

By way of answering our standing question to define the images time and place, here is what the responses brought. From Joe: "I would guess that it was taken in late 1898 at the New York Navy Yard, just before the ship returned to the Pacific. Navy photo, NH 82656, shows the ship in almost the exact same configuration. The only difference being that this latter photo is taken from a boat just off the stern not on the fan tail itself. Many of the same people are visible in both photos, though they are in different positions. Also the port boat crane is rigged toward the centerline in NH 82656." (Joe must have Googled a photo search to find the Navy photo, I did!) Dave Baker offers this: "The photo was taken after her funnels had been raised (circa 1900, and definitely after the Spanish American War) and before the cage mainmast was added around 1907-1908. She also still has the 6-in guns in casemates on the main deck; these guns were removed in 1908, according to Reilly and Scheina, *AMERICAN BATTLESHIPS 1886-1923*, Naval Institute Press, 1980."

While I agree with Joe and Dave, its Rob and Bob who found the sister image needed to absolutely nail this Mystery. As Rob succinctly says: Of all the photos of *Oregon*

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(Mystery Photo—Continued from page 2)

“the best picture is certainly on page 209 of [John Alden’s book, The American Steel Navy], ‘cause it must have been taken only a few minutes before or after The Mystery Photo. The camera is in damn near the same position, the awnings are the same. The port boat crane has been rotated inboard in the image in Alden. I can’t quite tell if any of the men are the same actual characters. In the Mystery Photo there are two marines and two sailors clearly present, but that seems to be a fedora-wearing civilian lurking far to starboard. In Alden there is a bowler-hatted civilian, and another man with what appears to be the sack of what used to be called mailmen, but are now letter carriers. To starboard in the Alden image some ladies gather at the edge of the awning’s shade.” Bob’s comments were much the same: “I found a near perfect match to the logbook image in Battleships by Paul Stillwell. It is shot from exactly the same location, but at a different time because the shadows have moved and included in the photo are several naval and marine officers in service dress uniforms. The presence of ladies and civilian men would indicate some sort of social function occurring, either before or after the time of the mystery photo.” The photo caption from page 209 in Alden reads: “By the mid-1890s, thirteen-inch-caliber guns like these aboard the *Oregon* had become the standard for U.S. battleship main-battery ordnance.”

Early in his response, Rob Napier mentioned looking through his stack of stereo card images for one closely resembling our Mystery Photo. A note from me that the Mystery Photo came from a stereo card occasioned a second reply from him. He has a few images of *Oregon* published by Underwood & Underwood, but the images are copyrighted by Stromeyer & Wyman, 1899. There is no way to say if these match the markings on Bill’s image, the editor can tell us that. But what is important is that the Mystery is one half of a first rate stereo image. For everyone else, the image from Alden’s and Stillwell’s books can be found on the Library of Congress web site. Look in the American Memory Collections under Collections under “Turn-of-the-Century America ~ Detroit Publishing Company ~ Photographs ~ 1880-1920.” Search by

subject for *Oregon*. The image is credited to photographer Edward H. Hart and dated between 1896 and 1901. If you check, you will be rewarded with a third image from the set.

One of the things I hoped would come from this image was for someone to make a reasonable guess of the day of the week for this image. Alas, I could not locate my list of the naval days of the week; you know the one that makes Monday wash day, and so on... Even without proof, I’m almost certain that the image was made on a Sunday because of the neatness of the ship and the civilians on deck. Since Sunday was inspection day it would stand to reason that visitors to the ship arrived on Sunday as well.

So, before I forget anything else; what say you, Captain?

John Cheevers

THE ANSWER

The answer to Mystery Photo 213.

From the photo caption:

“After Deck on the “Oregon,” – showing two 13 – inch, four 8 - inch and two 6- inch guns. Copyright 1899 by Stohmeyer & Wyman.

(You will have to do better Bill.)

The answer to Mystery Photo 212.

From the photo caption:

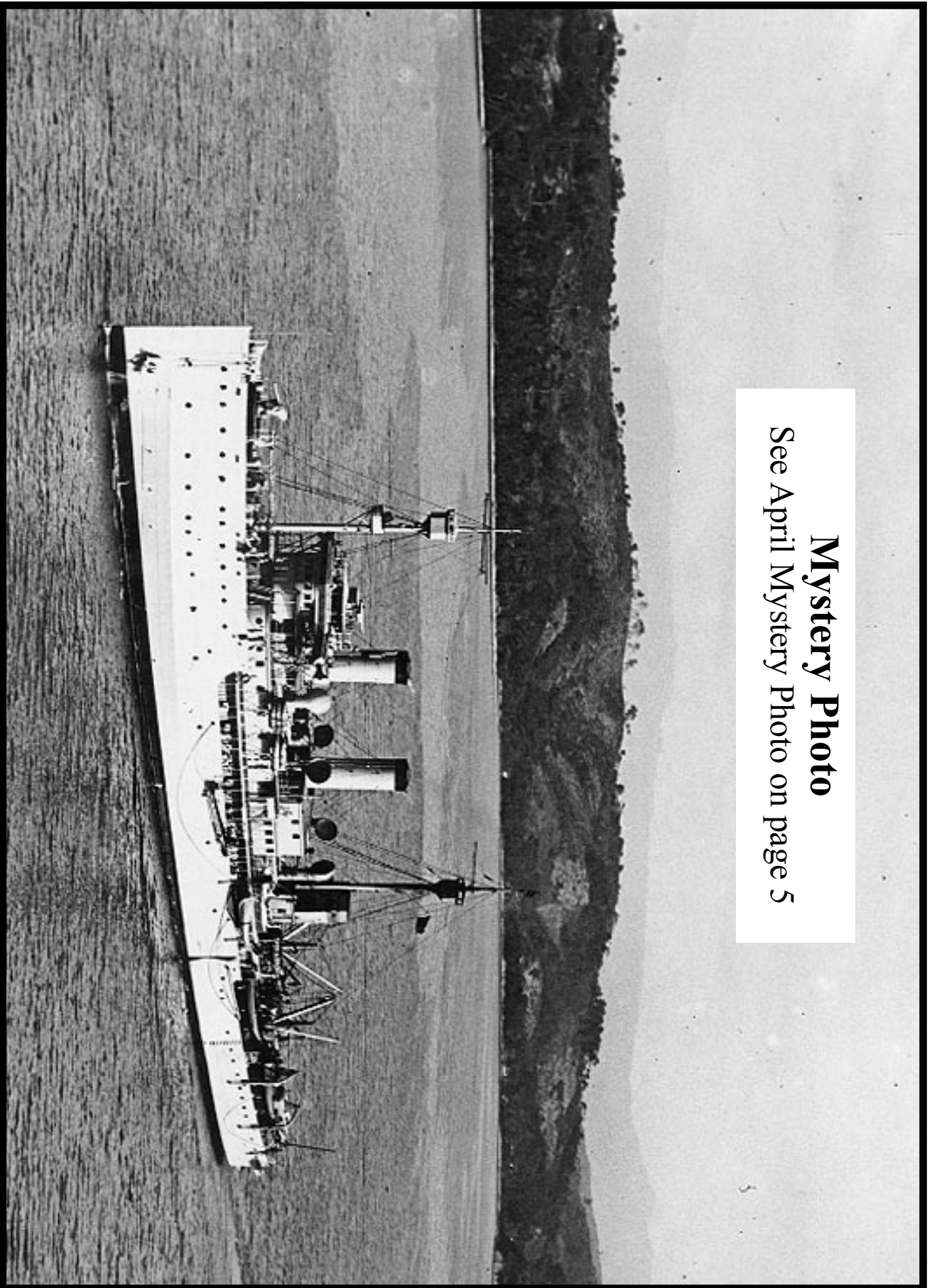
U.S.S. PANAY (PG45)
STANDARDIZATION TRIAL
10.00 KNOTS
30 – AUGUST – 1928
OFF WOOSUNG, CHINA

C – R 12672

2400 Atlantic Ave,
Virginia Beach,
VA 23451 April
09, 1990



Mystery Photo
See April Mystery Photo on page 5



MINUTES



BILGEWATER ALL THAT IS FIT TO PRINT AND SOME THAT IS NOT

HRSMS Monthly Meeting
March 9, 2004
Host, Bob Krumpen

Guest: Bill Dangler, 2nd meeting
Charles Landrum, 1st meeting

The meeting was brought to order by the Skipper at 2010 hours.

A Purser's report was given.

John Cheevers was recognized for his Mystery Photo column in the newsletter. The Webmaster (Greg Harrington) gave a report on the web site. Had no e-mail to report and said a chat room is on line

Old Business: The Skipper said that the matter of the Scale Ship Model Competition is dead. Thanks to Heinz Schiller, other arrangements are being made. (Note: Details of the 2005 NRG Conference planning will not be published in the minutes.) A joint function with the Washington Ship Model Society is still desirable. The Skipper is still pursuing the joint function.

New Business: A question of name tags for the newer members was raised. The Skipper said that Len Wine had handled them in the past. Bob Comet offered to host the January 2005 meeting. Tim Wood then offered to host the March 2005 meeting. The Mariners' Museum Library was being discussed when it was stated (name was not recorded) that a group of ship modelers would be visiting the Museum on May 22nd. Joe said that he would make arrangements for them to be welcomed.

Show & Tell: Jack Bobbitt is reviewing a trieste on a 42 foot long boat to be published in the next NRG Journal. Dave Baker showed a Garrett Wade tool catalog. Dave said that he will be on the History Channel on June 22nd covering the subject of stealth warships. Our guest showed a monitor model. John Cheevers had a box of boats. He went over on his progress on his tugboat project.

Broadside view of
the SEA MULE,
docked at the
Small Boat
Harbor, HRPE.

April 9, 1945



For those of you who have not been to The Old Coast Guard Station, it is an interesting meeting venue. Get there early and look around. Below are some excerpts from their web site.

The Old Coast Guard Station is housed in a 1903 Life-Saving / Coast Guard Station. There are two floors of exhibits. The old boat room, the Lower Gallery, tells the story of the Life-Saving Service. Exhibits show rescue equipment and methods.

The Old Coast Guard Station holds approximately 1500 photographic images in the museum archives. The museum's extensive collection of originals and copies of photographic prints covers Princess Anne County / Virginia Beach history, United States Life-Saving / Coast Guard history, personnel and stations in Virginia, sailing vessels and shipwrecks on the Virginia coast. These images are available to researchers by appointment with the Administrator during museum business hours. The scanned images will be available for viewing on the museum's web site in the future.

The Old Coast Guard Station holds approximately 650 volumes in the museum library. These volumes encompass nautical and maritime history, United States Life-Saving Service, United States Coast Guard and Princess Anne County / Virginia Beach history, and shipwrecks along the Virginia coast. The library is open to researchers by appointment with the administrator during museum business hours.

Thanks to those members who graciously volunteer to host a monthly meeting. They deserve a salute and a tip-o-the-hat.

Did the waiters at the banquet have a late date? They stole my cake!

Cabin Boy

APRIL MYSTERY PHOTO

Can you identify this ship?
How many navies did this ship have?
How many roles did she play?
Where was this photo taken?

Contact Joe McCleary
By phone (757) 253 – 1802
Or e-mail olddolphine@juno.com

NOTABLE EVENTS

APRIL

- 16 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch
Rigging Tips; Jack Bobbitt
30-May 2 Western Ship Model Conference

MAY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
Making Treenails, Special Hull Planks; Bob Comet

JUNE

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Model Painting ,Part 1; Jack Bobbitt
18-20 Antique and Classic Boat Festival , CBMM

JULY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, McCleary - Wine
Model Painting, Part II; Jack Bobbitt

AUGUST

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
Jigs, Mass Production Techniques, Making Close Fits: Joe
McCleary

SEPTEMBER

- 4 Mid-Atlantic Maritime Festival, CBMM
10 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
Making Tapered Spars; Bob Comet
17-19 NRG Conference, Portland Maine

OCTOBER

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
How To Make Art Work and other tips on Ordering
Brass Etchings; John Cheevers

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
Making Scale People; Bob Comet

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Making Ventilators and other Metal Forming
Techniques; Joe McCleary

JANUARY

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

FEBRUARY

- 11 **H.R.S.M.S.** Monthly Meeting:
Election of Officers

MARCH

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood

Thanks

The members would like to thank Bob Ktumpen and his wife Barbara for hosting the March meeting.

Next Meeting

The next meeting will be Friday, April 16, 2004 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.



WATCH, QUARTER AND STATION BILL



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