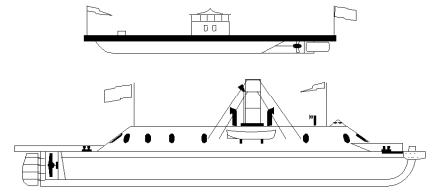


Logbook

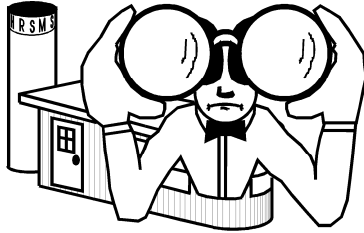


No. 229

WWW.HRSMS.ORG

JULY, 2005

From the Pilothouse



Gentlemen: If any of you are available, I would like to hold another session on the Sunday after next (10 July) at 1:30 at my house to assemble the remaining MONITOR vs VIRGINIA dioramas for the attendee favors for the NRG Conference this November. Don Preul is delivering the remaining 80 unassembled kits to Bill Clarke this weekend, and we've also got about 30 left over from the previous session that have been all drilled and made ready for assembly thanks to Eric Harfst. Many thanks to Eric, Bob Comet, Bob Krumpen, Ryland Craze, George Livingston, and Brad Granum for getting the ball rolling on the first batch of assembled models, and to Tim Wood for making all 180 wooden bases.

Please let me know if you can come at davebaker@erols.com or at (757) 565-7991. Healthful drinks and low-carb snacks will be provided, of course--or you can have Coke and potato chips.

When we've gotten all 180 dioramas assembled, there will be another session or two to paint them, and another to glue them to the baseboards. And THEN, I've got a pile of boxes all ready to assemble and have their labels attached (the latter thanks to Heinz Schiller)..

Hope to see you all at Eric Harfst's on Friday, 8 July. Ryland Craze will be giving us a presentation on his progress with the Model Shipways Virginia Sloop kit, and we should have quite a bit of time for other projects that members might want to bring along.

With regard to the NRG Conference, vendors agreeing to come to date include Pier Books, Bluejacket Ship Crafters, and Model Machines (makers of very fine miniature table saws, thickness sanders, and draw plates). Some

(Continued on page 3)

Mystery Photo



Mystery Photo #228: OK, fellows; fresh meat! Like the credit says, this month's Mystery Photo is supplied by Greg Harrington. Let's see what his offering brings to this crusty old bunch of bottom dwellers (crabs, clams, lobsters, and peelers!)

I suppose that about 100-years ago the sight of this warship would send shivers down the back of many an old salt. And I suppose that 100-years ago the sight of this warship in the large dry dock would be very imposing. Here we have the classic what, where, and when? Answering these three questions is our mission. What is the warship? Where is it docked? Approximately when was this image made? And, for extra credit, is there a special story that accompanies this image? We shall see.

To the untrained eye, there may not be much in the way of clues to pick out of this image. But, look closely, and you will be rewarded with a bounty of objects to help you in your journey. Here is what I mean...

My first impression was of a warship, built around the end of the 19th century, in a dry dock that looked to have been built around the same time and located in a rather hot or temperate climate. With that first impression, I assumed that Mr. Bill had provided an image of a US Navy armored cruiser in dry dock at the naval installation in Panama, or maybe even the Philippines. I thought this because I assumed that the image came from the same source as our bucket dredge from several months' ago; but the vessel's structure didn't say US Navy, it said British Navy. Then I noticed that the image was supplied by Greg Harrington, and that was my big clue. Greg, you see, has just returned from his recent travels to the Mediterranean and Western European countries. Was it possible that the image came from this trip? If so, could this be an image from that locale?

Then, setting those assumptions aside, my trained

(Continued on page 2)

NAUTICAL RESEARCH GUILD CONFERENCE

**Hampton, Virginia
November 4 - 6, 2005**

(Mystery Photo—Continued from page 1)

eye took over and I began to notice all sorts of things that would be useful in solving this Mystery. On the vessel itself: notice the straight stem and minimal flair; the three anchors sited 1 port and 2 starboard; the enclosed bridge and long bridge wings; the enclosed main mount, trained to port; the mast and lookout arrangement; the 2-tiered casemated secondary armament fitted port and starboard; and the hull recess for a small caliber cannon just above and aft of the anchors. Surrounding the vessel is, of course, the dry dock with its unusual, flush rim and steep sides; the oddly shaped but regularly spaced bits; the piles of rubble here and there that could be construction debris or coal/coke; the open-sided shops to either side; other debris lying about; what appear to be rail-mounted cranes here and there; other vessels (warships) in the distance; and a long structure with cranes to the extreme left of the image.

There you have it; all that you need to solve this Mystery. We have an English (?) warship, possibly an armored cruiser (the beam seems too narrow for a battleship), in a dry dock (possibly civilian owned and maintained, judging by all the debris lying about) located somewhere in the Mediterranean (?) maybe, having her hull cleaned (?) sometime about the year 1900. Ta, Da!

But, that explanation doesn't seem to really do justice to this image. Let's see what the responders say?

"This is a shot in the dark," said Tim Woods defining the correct navy and time frame but not a location for our image; "but I keep coming up with H.M.S. *Formidable*, or one of her two sister ships. If it is the *Formidable*, she was launched in November 1898 as the name ship of a class of three first-class battleships. She was torpedoed and sunk by *U24* off Portland on January 1, 1915."

Dave Baker did better than that. He defined the vessel and place this way: "The ship in dry dock in the June Mystery Photo is a Royal Navy armored cruiser of the *Monmouth*- class, but which one of the ten units of the class I could not tell you." Continuing, he adds: "[the] rationale for the identification is the placement of the two anchor hawse holes to starboard, the shape of the twin 6-in. turret forward, the double-deck casemate for single 6-in. mounts visible on the starboard side, the height of the funnels in relation to the main yard arm on the foremast, the single fighting top, and the single small casemate for one of the ship's ten 12-pdr quick fire guns mounted at the main deck level between the hawse pipes and the forward twin 6-in turret." He fails to address the question of location.

Finally, Rob Napier rang in with this: "I believe I'll pass on identifying the vessel and go for the dry dock." But, after a little prodding, sent a little more: "As a complete stab in the dark, I suspect the vessel in the MP is a British light cruiser. Cruisers always seem to have many portholes, a feature not found in abundance on destroyers."

So, four men seem to agree on the vessel's nationality, three who agree on the type, and one who suggests a class. After my usual fact checking, I have to agree that Dave chose the correct class for our Mystery vessel. All of the attributes that he carefully addresses are there to be seen in some very clear on line images from

cruisers.co. (Monmouth image attached.) But is the vessel one of the HMS *Monmouth*-class delivered between 1901 and 1903?

To help answer that question, Dave offers this interesting observation: "[the] photo appears to have been taken rather early in the life of the ship, as none of the WW I changes to the masting and bridge area is visible." Of the ten vessels, a class listing shows that HMS *Bedford* was wrecked in 1910 and *Monmouth* was sunk by gunfire on November 1, 1914. The rest served out their careers and were disposed of in 1920 and 1921. "Of course," Dave adds, "she could be the *Monmouth*, which was sunk by German forces off the west coast of South America in November 1914, which would account for the still-simple rig." (*Monmouth* was sunk off the town of Coronel, Chile. Readers of this column will remember a previous Mystery Photo column that alluded to this action.)

The general history for the *Monmouth*-class in [Conway's All the World's Fighting Ships 1860-1905](#) notes that while most of the class served in home waters, two vessels *Lancaster* and *Monmouth* served in the Mediterranean. An entry on a web site states that by 1906 all vessels of the class were dispersed to overseas stations. If the dock is indeed in the Mediterranean, then we might have our candidates narrowed to two and our time bracketed to the five year window of 1901 to 1906.

Additional class data pieced together from several sources: *Monmouth*-Class armored cruisers of the Royal Navy were HMS *Monmouth*, HMS *Bedford*, HMS *Berwick*, HMS *Cornwall*, HMS *Cumberland*, HMS *Donegal*, HMS *Essex*, HMS *Kent*, HMS *Lancaster*, and HMS *Suffolk*.

(Continued on page 3)

(Mystery Photo—Continued from page 2)

In response to the number of armored cruisers being built by Germany, France and The United States, The Royal navy ordered the 10 cruisers of the *Monmouth*-class, over the naval programs of 1898, 1899, and 1900. These ships were planned to have the same speed as the *Drake* Class, but be smaller and therefore cheaper to build, they also had the same armor arrangement as the *Cressy*-class but the armor was of a reduced thickness. These differences made these ships inadequate to fulfill their functions and were considered by many to be second rate cruisers. They were good steamers but due to the weight of their turrets pitched heavily in bad weather. All the class served in British Home waters except HMS *Lancaster* and HMS *Monmouth* which served in the Mediterranean. From 1906 all the ships were dispersed to overseas stations.

Displacement: 9800 tons, Speed: 23 knots. Dimensions: Length 463'-6", Width 66", Draft 25'. Compliment: 678. Armament: Fourteen 6 inch Quick firing guns, ten 12 pdr QF guns, Three 3 pdr QF and Two 18-inch torpedo tubes submerged.

So, we seem to have adequately addressed the what and the when, what about the where? Can we make a definitive identification of the dry dock and, by default, its location?

Rob's response was the only one to seriously tackle that question by using material from his "collection of dry dock photographs, post cards, and stereo cards." In his words: there "In the "unidentified" section I found an image of what appears to be the same dry dock. The similarities include the style of open sheds with the clerestory ridges for ventilation, the exact arrangements of capstans and bollards (including the latter's' peculiar shape), the light courses of stone around the upper 10 feet or so of the docks, their steep sides, and the arrangement of curves and flats at the landward ends. In both a long mole extends seaward on the left and there are low mountains in the distance."

Rob notes that his image also shows a British *Curacoa* type cruiser in the dry dock and correctly surmises that this is a military dry dock. He adds: "Also in the image are a steel three-masted square-rigger and other distant warships indicating a location central to global trade." He notes that his image and our Mystery Photo are both devoid of "trees or other vegetation, so it's probably arid." And he points out that "the open sheds tell me its warm here most of the time." Finally, his keen eyes note that "the four-wheeled rail cars are European." (I missed the rail cars.)

But where his analysis really nails the location is the data on the back of the image. Says Rob: "The back of my post card says "tarjeta postal," Spanish for post card; thus it is probably a Spanish-speaking place." What a nugget!

Using the clues from his image, Rob "fiddled around on the Internet for a while, then realized that Spanish language post cards would likely have been printed for the British only in Gibraltar. That narrowed my search considerably. I quickly found many images and plans of the three Gibraltar dry docks built by Royal Navy. They are, from the south, the 851-foot Prince and Princess of Wales Dock,

the 450-foot Queen Alexandra Dock, and the 251-foot King Edward VII Dock."

"The Mystery Photo dry dock and the one on my post card are considerably longer than 251 feet. This eliminates the northern-most and smallest King Edward VII Dock. I think the two open sheds to the left of the dock in the Mystery Photo are to the right of the dock in my post card. The vessel in the Mystery Photo is not really huge and appears to occupy most of its dock's length. She may be about the size of the 450-foot *Curacoa* type which occupies only a small portion of the dock in my image. My conclusion is that my post card shows the large 851-foot Prince and Princess of Wales Dock and the Mystery Photo shows a vessel in the medium 450-foot Queen Alexandra Dock."

Rob's response seems to match perfectly with my assumption that Greg submitted an image from the Mediterranean area; and Gibraltar is about as Mediterranean as you can get. But it doesn't answer the question as to why the area is cluttered and unkempt. Well, Mister Harrington, did we get it right? Will we get the real story behind this Mystery Photo?

John Cheevers



(Pilothouse—Continued from page 1)

excellent door prizes have been promised, including a Model Shipways CONSTITUTION kit and a copy of the CD-ROM practicum on building the Model Shipways Virginia Sloop. Hope you will be signing up to attend when the registration brochures arrive in the mail in a couple of weeks. Thanks to all who worked on the brochure, especially Tim Wood, who retyped 1,789 succeeding drafts, or so it seemed.

The Skipper apologizes profusely (if not eloquently) for missing the last two meetings. Special thanks to the First Mate for safely guiding the meetings into port (or soft drinks ...).

See you all Friday--and Sunday, too!
Best/Dave

THE ANSWER

MYSTERY PHOTO 228

When I submitted the photo I was concerned it may not be identifiable due to the head-on view. I was also keen to hear people guess at the location, but the landmarks in the distance are obscured in the haze, and there are few features in the foreground to be of assistance. But I found the photo very interesting, and rushed it off to Tom, anxious to see it appear in the Logbook. Only afterward did I try to determine if there was enough detail to identify the ship and the location. I was relieved to find neither was overly difficult.

I'll point out right away that I do not have a sharp eye for photographic detail, and that I would have been hard pressed to identify the ship and place without already having full knowledge of the answer. But once I started looking, I knew the clues were sufficient for the true sleuths in our group, and I know already that several people are near the mark.

If you can't spot a British design on site (I can't), the Union Jack on the bow is a good clue to start with. But even I can see it is near the turn of the 20th century. So there's a good beginning. The large stack, the small bridge with its wings, the blister mounts on the side, the pocket behind the anchor (later determined to be another 'swivel' gun mount) all seem to be good clues. Knowing the name of the ship I went to search the cyber sea. I found these three sites the most helpful.

http://www.battleships-cruisers.co.uk/hms_berwick1.htm
<http://www.worldwar1.co.uk/armoured-cruiser/hms-monmouth.html>
<http://www.manorhouse.clara.net/book1/drawings.htm>

I ran across several ships that had a similar arrangement of bridge, masts, and main gun, and even some with the same blister mounts. But keying in on the location of the blister and the swivel gun, plus their location relative to the anchor, the MONMOUTH class is a good match. One of the links above contains a very fine drawing showing the portholes and how they are arranged relative to the anchor. It looks more and more like a MONMOUTH. I didn't do an exhaustive search, so perhaps there are others that match just as well, but it seems unlikely.

But where is it located? That's part of the game, right? Well, it's a British ship, so perhaps a British drydock? The buildings are open-sided. Perhaps a temperate climate? There are hills in the distance, but they disappear to the right. A bay, the two sides separated by a low isthmus, perchance? OK, I have to point out again how much I'm aided by knowing the location already. In fact, I was just there. Did any of you consider the fact that I was just on a tour of the Med and the Atlantic Coast of Europe? I was kind enough to drop that hint on one person, so he had an unfair advantage. So, Gibraltar is a British territory in a temperate climate, and it is attached to hilly Spain by a low and narrow isthmus. If you

Google "Gibraltar Drydocks", you'll quickly find:

http://www.battleships-cruisers.co.uk/gibraltar_dockyard.htm

Does the arrangement and style of the open-sided buildings look familiar? What about the hills in the distance and the very long breakwater, faintly visible in the left of the mystery photo?

This is what I thought made the picture so very intriguing as a "Mystery Photo": Do you see all of the construction debris laying around? This drydock is recently finished!! As a matter of fact, according to Luis (?) of Luis Photos, this is the HMS *Berwick*, the very first ship to be docked in Gibraltar's Drydock #2 (actually the first of Gibraltar's drydocks).

If you didn't have the opportunity to talk to the very affable Luis yourself, your copy of *Jane's - All the World's Drydocks* would have contained this crucial little clue (-:

Luis' shop is filled with thousands of old and new prints, both local and of the fleets that have visited Gibraltar. The prices are steep, but he may have the rare gem you are searching for.

Luis Photos
329c Main Street Gibraltar
tel/fax: 50710
"Finest collection of old photographs on the rock"

Greg Harrington

THE ANSWER

MYSTERY PHOTO 226

It was brought to the attention of the editor that "The Answer" to Mystery Photo 226 was not published. So, if you can believe the caption:

Panama Canal Zone
RG 185 #873
Ladder Dredge *Corozal*
June 1912

Ship Modeler's Association Tips

<http://www.ship-modelers-assn.org/tpsmain.htm>

Mayday

The distress call for voice radio, for vessels and people in serious trouble at sea. The term was made official by an international telecommunications conference in 1948, and is an anglicizing of the French "m'aidez," (help me).

<http://www.history.navy.mil/trivia/trivia03.htm>

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
June 7, 2005
Host Alan Frazer

Guest: Ron Lewis, 2nd meeting

The meeting was called to order by the Mate, John Cheevers at 2009 hours. The Mate welcomed the guest. The Purser's report was given by Eric Harfst. (\$3971.00 on hand) He detailed various expenditures. The minutes were approved as published.

Old Business: Bill Clarke distributed copies of the NRG Conference flier for review and gave details of the conference planning. The flier evoked much discussion. The details of the manpower for the registration table will be forthcoming. Greg Harrington said that he created an e-mail address for the conference. Alan Frazer asked if it was possible to reverse the flags on one of the ships in the HRSMS Logo. Again there was much discussion. The editor was given an action item for the next meeting. Bill Dangler reported that Shelter 11 at Newport News Park was reserved for September 17, 2005 for the fall picnic. Greg Harrington asked who would bring a birthday cake for him. By acclamation it was decided that Mary Harrington would provide cake for all. Heinz Shiller asked about cooking a pig at the picnic. Tom

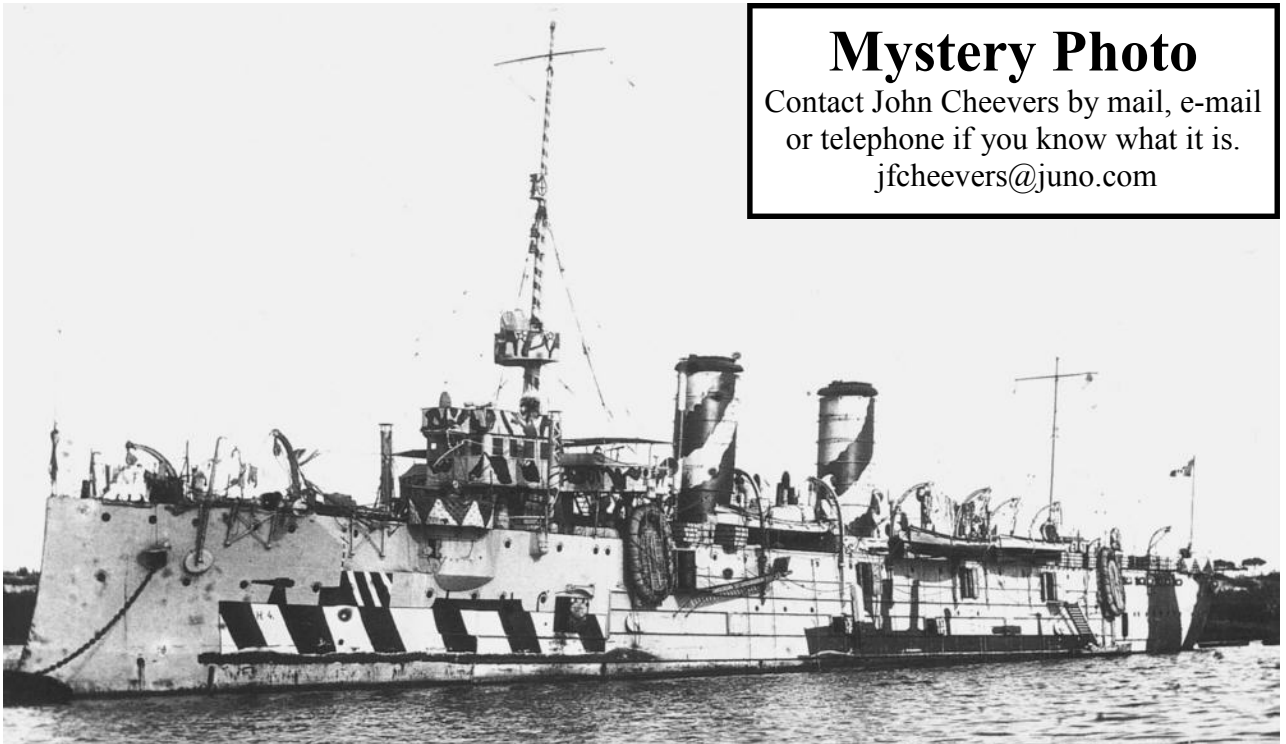
Saunders said he would make inquires and report on the pig particulars at the next meeting.

New Business: Bob Comet reported that the Historic Route Five Association would be placing a plaque honoring Joe McCleary at the model builder's booth in the Mariners' Museum on Tuesday June 11. Alan Frazer reported that Abe Taubman is living in the area and is interested in contacting the society.

Somewhat out of order a webmaster's report was given. After a barrage by bombardier and lipmaster William "the giggler" Clarke, Greg Harrington emphatically stated that he had never given a half-hour webmaster's report, only answered a half-hour's worth of questions. Satisfied that he elicited a nerved response The Clarke gleefully sunk deeper into his seat, trying hard not to wet himself from holding in the laughter that was etched upon his face. The webmaster was able to finish his report without interruption.

Show & Tell: Alan Frazer showed some ship plans he wanted to give away. It was suggested that he hold these items for the next auction. Alan inquired if anyone had received an e-mail pertaining to the repair of a model of the *Ronald Regan*. Don Dixon got a deal on no. 18 Exacto blades. Since he had obtained 2000 them, he made stash available to the members. He also showed progress on his *Pride of Baltimore*. Bob Comet gave a tip on honing cutting tools, using a wooden block with jeweler's rouge to hone blades.

The meeting was adjourned to a presentation on "Lift Hull Models" by Alan Frazer.



Mystery Photo

Contact John Cheevers by mail, e-mail
or telephone if you know what it is.
jfcheevers@juno.com

NOTABLE EVENTS

JULY

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
"Building the Virginia Sloop", Ryland Craze
20-23 IPMS Convention, Atlanta Ga.

AUGUST

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Charles Landrum
"Working with Photo Etched Parts", Charles Landrum

SEPTEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword
"Building the Confederacy", Dean Sword
17 HRSMS Picnic, Newport News Park

OCTOBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
"Types and Sources of Wood", Jack Bobbitt

NOVEMBER

- 4 - 6 **NRG Conference**, Hampton, Va.
12 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
"Building the San Felipe", Heinz Schiller

DECEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
"Building the Blue Nose II", Tim Wood

JANUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers
"Elements of Makink P.O.B. Hulls", Bob Comet

FEBRUARY

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

MARCH

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

APRIL

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

MAY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

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

WATCH, QUARTER AND STATION BILL
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Skipper: Dave Baker (757) 565-7991
Mate: John Cheevers (757) 591-8955
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Vacant
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: July 8, 2005

Place: 133 Mid Ocean, Williamsburg, VA
(Ford's Colony)

Time: 2000 Hours

Host: Eric Harfst (757-221-8181)

As a courtesy,

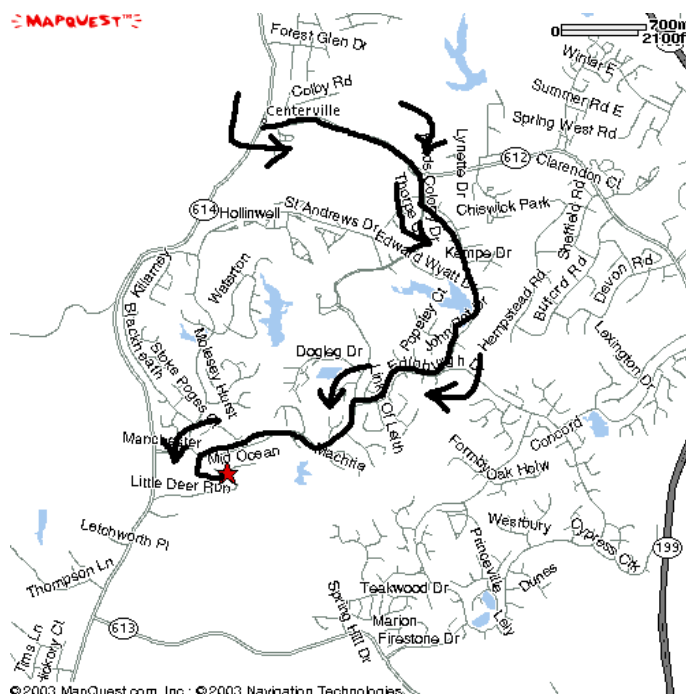
PLEASE CALL IF YOU WILL BE IN ATTENDANCE

FROM EAST

64 West to Exit 234A (Lightfoot), right on to Mooretown Road/Lightfoot; next left on to Lightfoot Road for 1/2 mile; left at light (after RR tracks) on to Richmond Road. Get into right lane, go **one-tenth mile** and turn right at light on to Centerville Road. Go 3 miles and turn left on Longhill Road (Rte. 612). Go 7/10 mile and turn right into main entrance of Ford's Colony. Go 1/10 of a mile and turn left to John Pott Guardhouse. Continue on John Pott 1 mile to end, turn right on to Edinburgh. Continue 5/10 mile to end, turn left on to St. Andrews. Go just under a mile and across from Swim and Tennis Club turn left on to Mid Ocean. House is 3/10 mile on left (next to house under construction).

FROM WEST

64 East to Lightfoot exit 234. First right on to 199 east; next right on to Mooretown Road/Lightfoot, continue as above.



Thanks

The members would like to thank Alan Frazer and his wife Jane for hosting the June meeting.