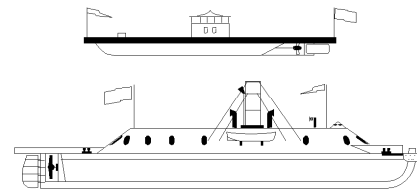


Logbook



MINUTES



Summer sloth having set in, and the Skipper's workroom seldom being visited, he found himself with nothing to work on at the Taco Stand last weekend. Aha, says he, time to drag out that bargain kit bought this spring in a hobby shop in Traverse City, Michigan. Time at the Taco Stand being what it is, after about three hours of yakking with visitors, the Skipper got down to opening the box and getting out his tools (a number 11 X-Acto knife and a nail file . . .). Hmmm, what gives here. Well, suffice to say, the "High Tech Cut" (i.e. laser cut) parts, all six sheets of them, in the Artisania Latina BREMEN North Sea prawn trawler kit had absolutely nothing to do with the kit itself and appeared to be for some sort of 3-masted sailing craft. Gloom Ah, well, with nothing to do and bad weather approaching, the skipper decided to leave early so as to be able to write a diplomatic note to the friendly folks at Artisania Latina in Madrid. The Skipper's tool box carrier collapsed as he stepped outside the doors of the Mariners' Musuem, dumping not only the contents of his toolbox but also those of the kit box on the walkway. The message to the kit manufacturer did go out that night, but, of course, there's been no reply. It's a nifty looking little craft, however, and I'll figure out some way to recoup the missing wooden parts.

Many thanks to all who worked to assemble the 160 (final count) resin diorams of the Monitor and Virginia as favors for the attendees to the Nautical Research Guild convention this November. Our second building session was attended by Eric Harfst, Graham Horne (who was left off by his wife on her way to the Williamsburg Outlet Mall), George Livingston, and Brad Granum finished off the remaining kits, aided in absentia by Bob Comet, who took a large number with him on vacation on the Outer Banks. Now all that remains ("all", he

(Continued on page 4)

Mystery Photo



Mystery Photo #229: OK, this is a difficult mystery photo and may be reserved for the big dogs! The rest of you can get off the porch. To get this investigation underway we need to expertly dissect the image for clues; we need to study the parts of the vessel for ideas. We need to pull at the smallest threads to help unravel the yarn contained in this image. We need a dose of luck and maybe some fairy dust. Are you sick of my metaphorical diatribe, yet? (This is actually just filler to gain column length.) What if no one identifies this image? What if the responses fail to make the cut? After you finish reading this column, check out the editor's answer and see how close we come to solving this Mystery Photo.

Obviously, the most telling clue is also the most visual, the very unusual camouflage paint scheme. I doubt that many vessels carried this measure and I doubt it was formally adopted by an Allied Navy. The ships painted on the side seem to be very crude and the work amateurish. Could it be experimental? Was it done on a spur of the moment? Did it work? Through my research, I find that this is not the only vessel to sport painted vessels as camouflage. Robert Sumrall's article, Ship Camouflage (WWI): Deceptive Art, USNI Proceedings, Vol. 97, No 7, pp. 57-77 (July 1971), is illustrated with several examples of this type. Sadly, our mystery ship was not among them. The interesting thing about this camouflage is that it should isolate our search to just two navies—Great Britain and The United States.

The remaining clues deal with structural and architectural items and their style and arrangement on the vessel, and there are many. I believe that by studying them closely we will at least be able to determine the country of origin and perhaps the builder.

My first impression of this image was of an old cruiser built in the late 19th century; say sometime between

(Continued on page 2)

NAUTICAL RESEARCH GUILD CONFERENCE

Hampton, Virginia November 4 - 6, 2005

(Mystery Photo—Continued from page 1)

1885 and 1895. She shows the classic layout for warships of that era: high freeboard, a very minimal superstructure consisting almost entirely of a raised bridge; two well separated masts; flags displayed at both the jack and ensign staffs; two rather large smoke stacks; a casemated opening in the hull forward and large, rectangular openings spaced evenly along the hull; two openings on a lower level and two ash chutes; quite a few ventilators; two accommodation ladders, and many ships boats on davits. It must be wash day as there is a fair amount of laundry drying on all available lines. The vessel is at anchor and the power plant seems to be secured.

A closer look shows many period naval fittings: multiple anchor handling davits forward, what appears to be a circular gun tub sitting right above the forward casemate, a tall circular pipe on each side of the bridge protruding vertically from the deck, purpose unknown. I originally thought they were canvas vents, but they seem to have caps on them so they may be charley nobles serving makeshift, additional galleys. Two large carley floats are strapped to the hull, and there appear to be more than a few stacks of smaller, rectangular floats or rafts.

If you look at a line extending to the bow that originates at the painted waterline of the forward painted-on vessel, you will just make out the demarcation between the regular shell plating and the forward extent of the armored belt. Armoring warships this way was the norm before the very early 1900s when the all-or-nothing armor scheme revolutionized warship protection. It also locks in our time frame to those years of the late 19th century as proposed earlier. Furthermore it eliminates all civilian vessels from consideration.

Since we cannot see weapons protruding from the identifiable gun emplacements and since the area surrounding the aforementioned gun tube is bathed in shadow, I think it is safe to assume we are looking at a former warship that is converted for another use—one supporting a large manning requirement, quite possibly a troop ship or troop transport.

A study of the flags might be interesting and fruitful. The jack hangs limp and is no help, but the ensign shows promise. You can just make out three vertical fields, a dark field at each end and a light field in the middle with some sort of logo or symbol in the center. I just visited Canada and the flag is very similar to that country's national flag. Could the vessel be Canadian? A check of their navy, at that time Canada was a commonwealth of Great Britain, yielded nothing. So Canada was out and I shelved this idea for the time being.

Now, back up a bit!

Before I got serious and thoroughly dissected the image, I had a hunch (first hunches are always best!) that this was a former US Navy cruiser converted for use as a minelayer. She reminded me of the minelayer *Baltimore* (CM-1) and, in fact, closely resembles her in many ways. But, she is not the *Baltimore*; her bridge is sited after the foremast not before as in the Mystery. With my hunch shot to heck, I cannot say she's American as I cannot find a close enough physical match to any US Navy warship to say so! We must

look abroad.

Dave Baker in our only response seems quite convinced that this is an image of an American armored cruiser and says so this way: "This month's mystery ship is the U.S.S. MINNEAPOLIS, Cruiser Number 13. The photo was probably taken around the time of her recommissioning on 2 July 1917 to act as a convoy escort; she'd been in reserve at Philadelphia Navy Yard since 17 November 1906, and I'd guess the photo was taken there..." About her rather odd paint scheme he has this to offer: "The destroyer silhouettes painted on her side may have been part of the U.S. Navy's experiments in the spring of 1917 to develop suitable camouflage both for warships and merchant vessels." Dave also supplied much statistical data on *Minneapolis* and her near-sister *Columbia*. Again, I don't think this ship is American so I feel that Dave's guess is incorrect.

Following the only avenue left, I looked as closely into British cruiser history as my library and the internet would allow. After a spell it dawned on me that this vessel's features had more in common with the Sir William Armstrong, Whitworth & Co. export cruisers, built primarily at their Elswick yard, than the mainstream Royal navy brand. An article in the No. 3, issue of the 1971 Warship International illustrated many of these vessels and some were a close enough match to warrant a look through their history. The Argentinean *Veinticinco De Mayo* and the Japanese *Yoshino* are very similar in appearance and arrangement. Sadly, there was still no match.

I was about to shoo all the big dogs from the porch and call it a column when I decided to try one last thing. Suppose we switch gears and play a kid's pool game. If I say Marco, you say Polo...got it? What better way to find something you are blindly searching for. If you call out a name—Marco--and get no answer you either quit the game or go find another pool to play in. I headed to the Mariners' Museum Library. I needed to search in a bigger pool for the identity of this Mystery ship. Marco...

Sometimes it's amazing how easy this game is and I'm ashamed to admit how little time it actually took at the library to identify this vessel. I'd also like to add how lucky I was this time. You see, I'm missing the middle volume of Conway's All the Worlds Warships, the volume that covers the years 1906 to 1922. The MM Library has one. Searching in it, I called out 'Marco' and there in the Italian section, on page 256, bottom left, was a rather poor copy of our mystery Photo. The caption read ironically: "*Marco Polo* as the troop transport *Cortellazzo* 1918." For kicks I checked in the 1918 issue of Jane's Fighting Ships to see if Italian naval ensign matched that in the Mystery and there it was, three vertical fields the outer two were dark (green on the left and red on the right) and the center field was light (white.) A royal crest is displayed in the center of the white field. I think we have our ship.

Armed with a name it's very easy to Google the world in search of information on our Mystery vessel. It didn't take long to find the image Tom used for this submission. In the upper right corner of the image, hidden

(Continued on page 3)

(Mystery Photo—Continued from page 2)

under his carefully placed reminder to contact me if you know what it is, is the caption: “Navi E Marinai, WWI Cortellazzo, Transport, Ex-Cruiser Marco Polo, Brindisi 1918” I suppose Brindisi is the location; Frank, can you help us out, here?

The armored cruiser *Marco Polo* was the first Italian armored cruiser. Laid down in 1890 at the Castellammare Naval Yard and commissioned in 1894, she was 327 feet long, 48 feet wide, and drew 19.25 feet of water. She was designed by Eng Insp Carlo Vigna, who modified an earlier Italian cruiser design. Her twin shafts made 17.8 kt on 10,663 lhp. Her main armor belt was 4 inches and her deck was 1 inch. Her armament as built consisted of 6-6inch rifles, 10-4.7 inch secondary guns, 9-57mm, 2-37mm guns, 2 machine guns, and 5-17.7inch torpedo tubes. She was criticized as being too lightly armed and armored and for not attaining her contract speed, she was considered to be unsuccessful. I

would say ‘not bad’ for a first effort.

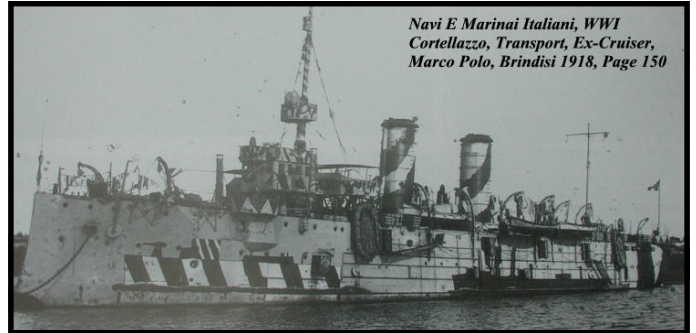
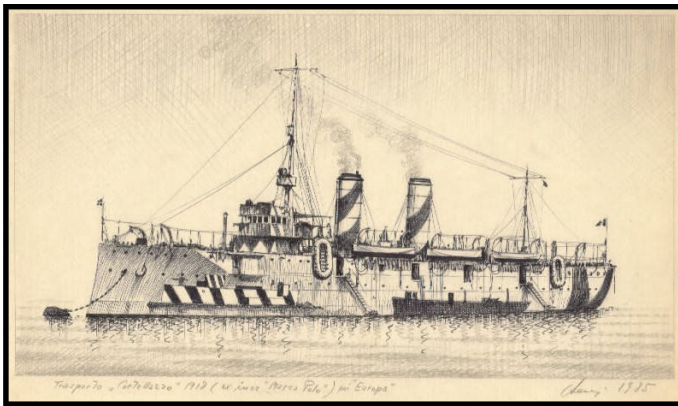
In 1917-1918, she was converted into an unarmed troop transport at the Venice Naval yard and renamed *Cortellazzo*. In 1920 she was again renamed *Europa*, but was discarded in 1921. Renamed one final time as *Volta* she was finally sold to the breakers in 1922.

In hindsight I see that the camouflage didn’t play a very large role in identifying this vessel. I also see that we needed to expand our search to include more than two countries. It is also clear that what is true today was just as true then, that is: ships from similar eras designed for similar missions tend to look very similar—so it pays to search all navies.

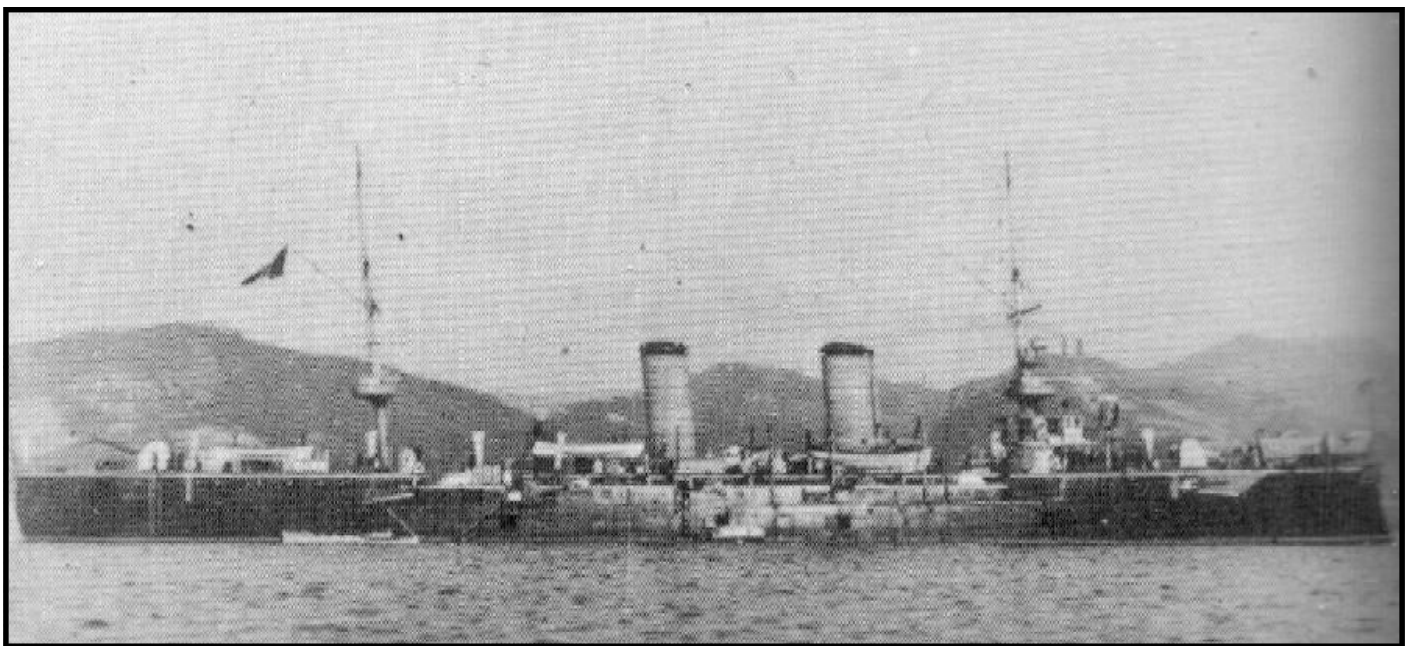
For grins, I include a copy of a pencil sketch of *Cortellazzo* and you can see how much license the artist took in cleaning up what he saw in the photograph.

I remain at constant vigil ...on the porch.

John Cheevers



Navi E Marinai Italiani, WWI
Cortellazzo, Transport, Ex-Cruiser,
Marco Polo, Brindisi 1918, Page 150





(Continued from page 1)

said . . .) is to paint them, mount them on the bases provided by Tim Woods, and put them in the cardboard gift boxes (anybody want to assemble 160 cardboard boxes?). As we get closer to the NRG conference, Bill Clarke will be asking for volunteers to handle some of the administrative matters at the conference. We hope you can help.

Do register with John Cheevers to come to the NRG conference. The speaker list is excellent, the tours are fascinating, and we've got some very interesting vendors coming, including Pier Books, Model Expo, two machine tool manufacturers, and Bluejacket. And Bill Clarke has selected a fine menu for the reception on Friday and the banquet on Saturday night. No prawns, however. Now, how do you say "Artisanía Latina" in Spanish?

Dave

From Herman Melville's White Jacket Published in 1850

Dunderfunk is made of hard biscuit, hashed and pounded, mixed with beef fat, molasses, and water, and baked brown in a pan. And to those who are beyond all reach of shore delicacies, this *dunderfunk*, in the feeling language of the Down Easter, is certainly "*a cruel nice dish.*"



HRSMS Picnic September 17

(Continued from page 6)

Meeting directions contnued from Page 6

Proceed down Colonial 4 blocks to Shirley Ave. – Turn right on to Shirley Ave. (it is a one way street)
The house is on the corner of Shirley Ave. and Manteo St.

From the Peninsula via the Monitor Merrimac Bridge Tunnel

Once on the southside take the right exit for 164/US 17 – stay in the left lane of the off ramp, the road splits. Stay left and follow the road around until 164.

Follow 164 for 2 miles over the Western Branch of the Elizabeth River

The bridge is in the final stages of completion, so there is two-way traffic on the south span.

At the east end there is a left turn lane with a temporary light – get in the left lane

Follow the ramp down to the Mid-town tunnel.

Once through the Mid-town tunnel, bear left. The road makes a “S” and becomes Hampton Blvd.

At the 2nd light turn right onto Princess Anne Rd.

Cross Colley Ave. take a left at the single flashing amber light onto Manteo St.

Go up Manteo for three block until the intersection with Shirley Ave. House is on the right.

From Chesapeake/Suffolk

From Chesapeake take I-464, From Suffolk take I-264

Once on the Berkley Bridge get/stay in the left hand lanes. The road becomes a ramp that veers to the left. You want to be to the right lane of these two lanes.

At the intersection of St. Pauls St. turn right (Nordstroms is dead ahead)

Follow St. Pauls St. for 6 lights (you will pass Scope on your left)

Turn Left at Princess Anne Road (gas station is to your right)

Proceed down Princess Anne Rd for 3 lights (past 7-11)

At the single flashing amber light turn right onto Manteo St.

Go up Manteo for three block until the intersection with Shirley Ave.

House is on the right.

From Virginia Beach

Take I-264 to Norfolk and take the City Hall Ave. exit.

At the intersection of St. Pauls St. turn right

Follow St. Pauls St. for 7 lights (you will pass Scope on your left)

Turn Left at Princess Anne Road (gas station is to your right)

Proceed down Princess Anne Rd for 3 lights (past 7-11)

At the single flashing amber light turn right onto Manteo St.

Go up Manteo for three block until the intersection with Shirley Ave.

House is on the right.

MINUTES



HRSMS Monthly Meeting
July 8, 2005
Host Eric Harfst

The meeting was called to order by the Skipper at 2000 hours. The Skipper asked for corrections to the minutes. It was noted that there was a misspelled word in the in the Logbook. Eric Harfst gave the Purser's report. Greg Harrington gave the Webmaster's report and said that he had posted the NRG Conference registration form and asked for information on new member Don Dixon.

Old Business: Bill Clarke reports the NRG Conference fliers have been printed. Dave Baker said that he and Heinz Shiller were going to visit the Virginia Air and Space Center to check on conference arrangements. Dave Baker talked about venders

conference participation. The Skipper again broached the need for volunteers to man the model building stand at the Mariners' Museum. The Skipper gave thanks to Tim Wood for his work on the completed HRSMS brochure.

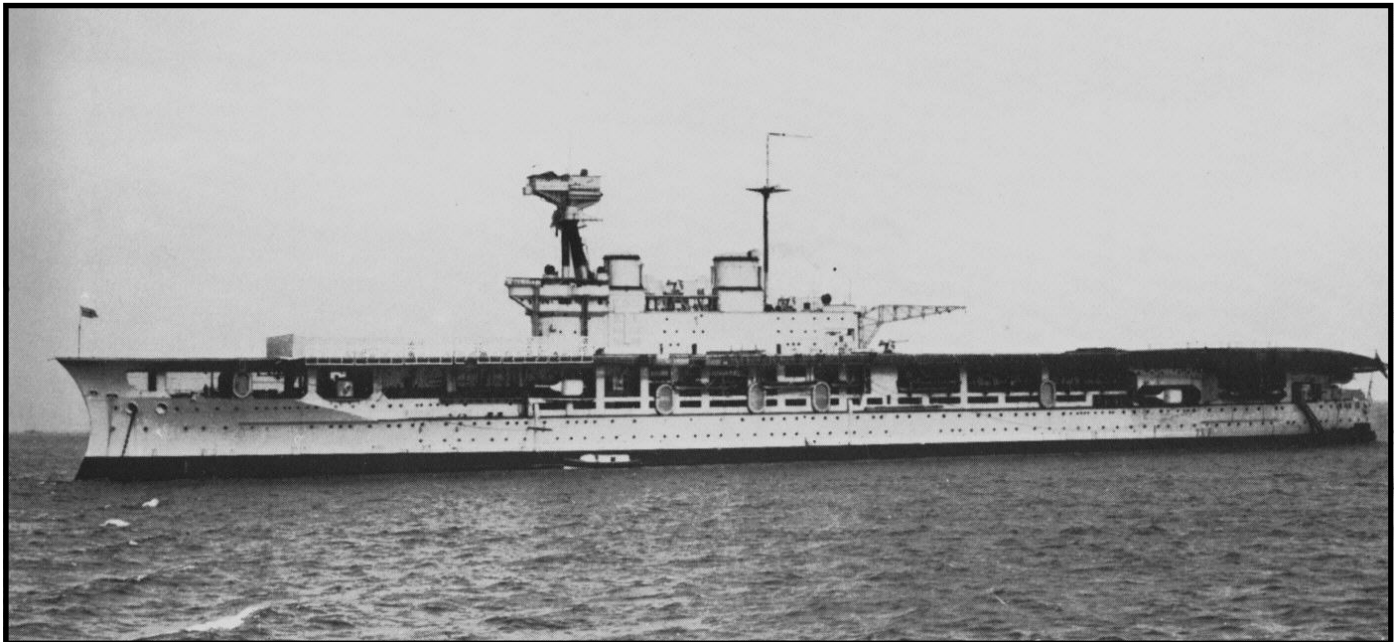
New Business: The Clerk reported that he received a communication from Model Expo wanting to list the HRSMS in their fall catalog. The Skipper gave his blessing to the listing. The Clerk said he would return the form to Model Expo. Bill Clarke said the Blunderfunk Society of the Hampton Roads Naval Museum would be hosting an event at the Norfolk Marriott on July 28th and Bob Sumrall would be speaking about battleships. Dave Baker would like to present certificates to kids who assemble model kits that he distributes at the Mariners' Museum. Oh, the decision that followed. A discussion of the proposed loan of the Crabtree Collection to the South Street Museum led to varied observations by those in attendance.

Show & Tell: No notes were recorded.

The meeting was adjourned to a presentation "Building the Virginia Sloop" by Ryland Craze

Mystery Photo

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



NOTABLE EVENTS

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:

JULY

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

**WATCH, QUARTER
AND
STATION BILL**



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: August 12, 2005

Place: 630 Shirley Avenue, Norfolk Virginia

Time: 2000 Hours

Host: Charles Landrum, 625-7787

A large two story red brick Tudor with the Maryland Flag on a pole out front

One block east of the Colley Ave. restaurant and shopping district.

From the Peninsula via the Hampton Roads Bridge Tunnel

(Not recommended on a summer Friday night)

Take the exit for Granby St.

Proceed South on Granby St. for several miles (you will cross the Lafayette River and pass a 7-11 on your left)

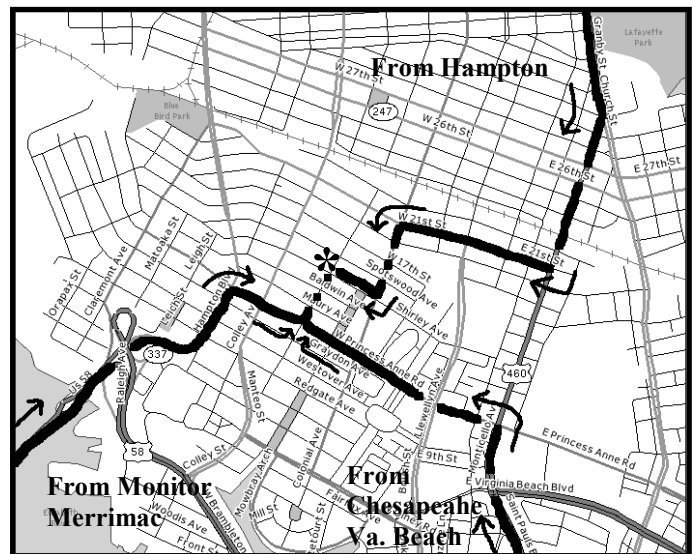
Just Past the Virginia Zoo (formerly Norfolk Zoo) Granby bears right - stay straight the Road becomes Monticello Ave. – move to the right

Monticello then turns off to the right, stay on Monticello.

You will pass under the Norfolk Southern right away, at the light turn right onto 21st street (Taco Bell is across the road)

Proceed down 21st street until Colonial Ave., turn left (at the Hardees)

(Continued on page 4)



Thanks

The members would like to thank Eric Harfst and his wife Patricia for hosting the July meeting.