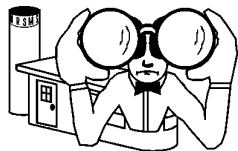


From The Bridge



Why I don't want to own the front page.

I have discovered over the years that I enjoy writing. Writing well was always a challenge for me especially in school where I was immersed in a very good writing program designed to prepare me for higher education and the real world. While the results from that program were not stellar, I did learn many things about research and putting a paper together. What was missing was the ability to assemble the words into a readable and interesting story. My papers read more like Masters Theses than interesting prose. Nevertheless, I persevered.

Thanks to Bill Clarke's offer (a challenge, really) to supply monthly Mystery Photo images if I agreed to write an essay crafted from your responses, I had the opportunity to hone my skills. For over eight years the Mystery Photo column has filled the pages of this log. I don't really know if you enjoy my writing or if you like my style, but you get it anyway. I did receive high praise for my writing from one of the wives whose opinion I value, and I thank her for it.

Now that I sit in the big chair, it occurs to me that I have the opportunity to own the front page of each issue of Logbook. Well I don't want it! This is your newsletter and I'd like to see more of you contribute ideas, thoughts, wants, desires, and needs to help push my words to the back pages. Your essays will help you to share your activity in this hobby with others; and, if you need the practice, will sharpen your writing skills.

That's my challenge to you this month as Skipper.

John

NAUTICAL TERM

Shanghai - Enforced "volunteering" to raise a crew. The story is too long, but the term originated on San Francisco's notorious Barbary Coast, where men were so recruited to ships usually sailing in the China trade.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #250: I hope no one took a close look at this Mystery Photo. If you did, you would have been insulted by the large pixilation. What happened? Did Clarke submit a 3 X 5 image? Is this a "blown up" thumbnail from the Internet? Was it purposely made this way in an attempt to make identification harder?

Whatever happened, I'd like you all to know that it did two things to me: 1) it fooled me into initially thinking that the vessel was a patrol ship, and 2) made it just about impossible to identify the bird swooping by, low in the image (but I suspect it's a Turkish speaking seagull.) A second inspection revealed a warship somewhat large than a patrol ship in camouflage paint belching a fair amount of smoke from the first of two stacks. Its also appears to be heavily armed than a patrol ship.

If for no other reason than they've seen it in the travelogues, everyone should have responded that the scene represented a stereotypical Mediterranean seaside village or harbor. I suspect the image quality kept everyone except Dave Baker from playing. That's a shame, really, because this image captures a great moment in history.

Dave Baker breaks the news to us with the first sentence of his reply. "John: This month's mystery ship is the Turkish Navy battle cruiser *Yavuz*, and I believe the photo was probably taken from the *U.S.S. Missouri* (BB-63) on 5 April 1946 when the battleship arrived at Istanbul with the remains of the Turkish ambassador to the United States, Mehmet Munir Ertegun" who had died in Washington, DC, in November 1944. Later Dave mentioned that this gesture by the United States to personally deliver the remains via the warship almost certainly helped keep Turkey from joining the Soviet block of nations following World War Two.

So the mystery Photo features the Turkish battle cruiser *Yavuz*. The standard reference texts reveal that *Yavuz* began as the German *Molte*-class battle cruiser *Goeben* built by Blohm & Voss in Hamburg, Germany, and

(Continued on page 2)

Thanks

The members would like to thank Tim Wood and his wife, Sally for hosting the April meeting.

(Continued from page 1)



Mystery Photo

placed into service on July 2, 1912. She served her entire career in the Mediterranean Sea and has the distinction of being the only German capital ship not to serve with the High Seas Fleet. After several operations against British naval units and being chased across the length of the Med, she was interned at Constantinople, Turkey in 1914. Almost immediately, she was sold to Turkey in a sham deal to draw that country into the war on the German side. Given the Turkish name *Yavuz Saltan Selim*, the battle cruiser operated as a unit of the Turkish navy but with her original German crew. She continues to challenge Allied forces during several operations in the Black and Aegean Seas. Largely inactive during the '20s, for various reasons, she was refitted and formally accepted into the Turkish navy in 1930. In 1936 her name was shortened to *Yavuz*. From 1948 on she was either stationed or stationary (depending on your source) at Izmir, on the Turkish west coast. Dave agrees by stating that she "was laid up in 1948 and never operated again."

According to Dave's report "the ship remained afloat and on the Turkish naval list until about 1960." Efforts to return her to the Federal Republic of Germany for use as a museum in 1968 failed. In the early '70s she was sold for scrap and broken up.

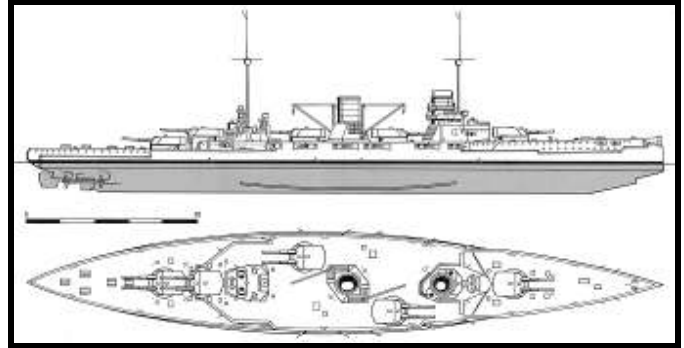
Prior to what became her permanent lay-up in 1948, she happened to be on hand when *Missouri* arrived at Istanbul, Turkey, in April 1946 on her diplomatic mission. The image we enjoy as the Mystery Photo may well have been made by an official Navy photographer aboard *Missouri*. Several other images from the same port call appear on the Naval Historical Center's web site. Filed under *Missouri*, They document the visit; one is nearly identical to our Mystery Photo but without the smoke. In it, the vessel carries the same "camouflage paint scheme" that Baker says "was a late World War II addition." Another frames the capital ships, a destroyer, and the Dolmabahce Mosque. I do believe we have our vessel. (These images appear as part of this report.)

Navy documents report that *Missouri* was at Istanbul from April 5th to the 9th 1946, so the Mystery image was made sometime in that 4 day window. It's fitting and proper that Turkey mustered its largest warship to receive *Missouri* on this occasion.

To document her specifications, Dave lists the following: "The ship displaced 25,400 tons full load as completed and was 186.6-m overall by 29.96-m beam and with a maximum draft of 9.19 meters (aft). She was powered by four sets of Parsons steam turbines that produced a maximum of 85,782 shp. There were 24 boilers and she had six turbogenerator sets providing a respectable 1,500 kw total. Maximum speed was 28.4 kts in German service, but she was said to have maintained 30 kts for four hours on post-refit trials in 1931. Range was 4,120 nautical miles at 14 kts, and 3,100 tons of coal could be accommodated. A crew of 43 officers and 1,010 enlisted was carried in German service, and she could also carry an additional 13 officers and 62 enlisted in flagship service.

The ship's main armament was five twin armored turrets, each with two 11-in. (28-cm) 50-caliber guns with a range of 19,100 meters. The secondary armament was a dozen 5.9-in. (15 cm) 45-cal. guns in individual casemates (reduced to ten in 1915); eight single 88-mm quick-fire guns and four 88-m anti-aircraft guns, all in single mountings. She also carried four 50-cm torpedo tubes and a total of 11 torpedoes, with the tubes mounted below the waterline at the bow, amidships, and at the stern. In 1941, the 88-mm guns were removed and replaced with a dozen single 40-mm AA mounts and four single 20-m AA mounts."

A neat arrangement plan, with a scale bar, is provided for all you steel heads and miniaturists.



One last note to demonstrate the power of the internet: Following a Google search of the Ambassador's name to obtain some facts for this essay, one neat page two item appeared.

On December 13, 2006 a news article featured the obituary of Ahmet Ertegun. It seems that "He was the music executive who brought rhythm and blues to the mainstream and pushed the artistic boundaries of soul and rock as the founding chairman of Atlantic Records. He was instrumental in building the careers of Ray Charles, Aretha Franklin and Otis Redding; and later Led Zeppelin, the Rolling Stones, Cream, Bette Midler, and Sonny & Cher. He founded the Rock and Roll Hall of Fame and Museum in Cleveland"

And the connection with our Mystery Photo: "Born in Istanbul in 1923, Ertegun moved to Washington, D.C., in 1935 when his father, Mehmet Munir Ertegun, became Turkey's ambassador to the United States. Ertegun is survived by his wife, Mica, a sister and several nieces and nephews. He will be buried in a private ceremony in his native Turkey and a memorial will be held in New York."

Weird how small the world seems at times...

John Cheevers

THE ANSWER

The answer to Mystery Photo 250
Yavuz (turkey) in Istanbul
April 1946
80G-382010

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
April 13, 2007
Host, Tim Wood
Guests, None

The meeting was called to order by the Skipper, John Cheevers at 2000 hours. After a call for corrections to the minutes Tony Clayton noted that Tim Wood's name was used with a trailing "s". Eric Harfst gave the Purser's report including an accounting for the March dinner. Greg Harrington gave the Webmaster report. Greg enumerated expenses associated with moving the account to a new host and stated that his budget was exceeded by a few dollars. Greg also talked about several inquires by prospective members.

Old Business: Dave Baker said that he received 20 tugboat model kits from Tony Clayton. The Clayton designed kits are for distribution to children from the model builders' booth at the Mariners' Museum. The Skipper invited the members to come up with other designs for simple model kits to be given away. The Skipper reminded the members of the sale of material and tools from Frank Mastini's shop. John encouraged the members to contact Mrs. Mastini to set up a time to visit and see what they can use. The Skipper thanked the members that supported the group from California that produced the radio controlled Monitor - Merrimack reenactment. Bob Comet showed a review copy of a book on modeling Civil War ironclads by the Old Navy. Alan Frazer gave a report on the status of finding a venue for a ship model exhibition. Alan stated there was a question about insurance subrogation rights if we used the York County Library. Alan then talked about a one-day event at the Watermen's Museum to be held on July 15th. Hampton Bay Days was briefly discussed. Bob Comet talked about using the Suffolk History Museum. After discussion, Bob was directed to pursue the Suffolk History Museum and Alan was directed to start making arrangements with the Poquoson Library. The Skipper asked Bill Dangler if he would act as coordinator for the annual picnic.

New Business: The Skipper presented a caricature of Dave Baker at the drawing board to Dave as the out-going Skipper. Dave expressed his delight at the picture, untied shoes and all. He also thanked everyone for the support he received during his tenure as Skipper. Tim Wood suggested the appointment of a Chaplin to offer the blessing at society functions. As Alan Frazer had traditionally acted in that capacity, Skipper appointed Alan as Chaplin.

Show & Tell: Alan Frazer showed a copy of Steamboat Bill with a 16-page article on a class of tugs used by several railroad companies. Bob Comet showed a book, Standing Into Danger, and asked if anyone else would like to read it before

it was returned to Len Wine. Bob also talked about sources for a small compressor to be used for airbrushing. Greg Harrington sowed the progress in his Portuguese rowing vessel at a 1:40 scale. John Cheevers showed a small *Monitor* model with turned brass cannons. Bill Dangler showed a 1944 Newport News Shipbuilding publication containing photographs and a list of Navy ships built by the yard. Dave Baker talked about his op-ed article in Defense News pertaining to the design of the new class of destroyer. Dave also showed his modification of a Artesania Latina "kit that is not a kit". Heintz Schiller showed tools developed to extend small drill bits for drilling holes for wire rigging.

The meeting was adjourned and in the interest of time, John Cheever's scheduled presentation was postponed so the members could view a video prepared by Tim Wood on the RC Monitor reenactment done at the Mariners' Museum.

Have you paid your dues?

Parts of a Sail

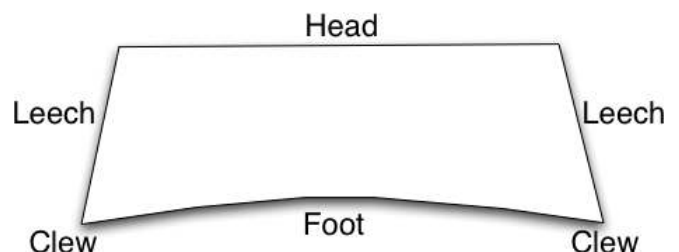
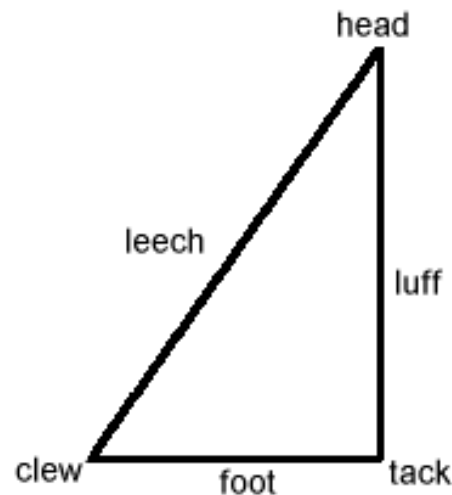




Photo # 80-G-376888 Turkish battlecruiser Yavuz off Istanbul, April 1946

Yavuz

(Turkish Battlecruiser, 1911, formerly the German Goeben)

Off Istanbul, Turkey, in April 1946, during USS *Missouri's* visit there. Photographed by Lieutenant Commander Dewey Wrigley.

Istanbul, Turkey

Funeral procession for the late Mehmet Munir Ertegun, Turkish Ambassador to the United States, passes through Istanbul, 5 April 1946.

The casket's Turkish military escort is accompanied by officers of USS *Missouri* (BB-63), which had carried the Ambassador's body home for burial. The Turkish soldiers have their weapons reversed in mourning.

Official U.S. Navy Photograph, now in the collections of the National Archives.



Photo # 80-G-702555 Funeral procession of Turkish Ambassador to U.S., 1946



Photo # 80-G-366179 USS Missouri off Istanbul, Turkey, April 1946

USS *Missouri* (BB-63) (center)

Off Istanbul, Turkey, 5-9 April 1946. She had brought the body of the Late Turkish Ambassador to the United States, Mehmet Munir Ertegun, home for burial, on a mission that was also made to influence Soviet Middle East policy.

USS *Power* (DD-839) is at left, and the Turkish Battlecruiser *Yavuz* (formerly the German *Goeben*) is at right. Dolmabahce Mosque is in the foreground.

Official U.S. Navy Photograph, now in the collections of the National Archives.



5

Mystery Photo

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

NOTABLE EVENTS

MAY

- 11 **HRSMS** Monthly Meeting: Host, Bill Clarke
Presentation "The Inclining Experiment or How to Weigh a Ship" by, Bill Fox

JUNE

- 8 **HRSMS** Monthly Meeting: Host, Eric Harfst
Presentation "Using Offset Tables for Developing Ship Lines" by John Cheevers

JULY

- 13 **HRSMS** Monthly Meeting Host, John Wyld
Presentation "WWII ASW Capability" by. John Wyld

AUGUST

- 10 **HRSMS** Monthly Meeting:
Presentation "Building the Nashville Part II" By Bob Comet

SEPTEMBER

- 13-16 NRG Conference, Manitowoc, Wi.
14 **HRSMS**. Monthly Meeting:
Presentation "Plastic Resin Casting Demo" by Dean Sword
22 **HRSMS** Picnic, Newport News Park

OCTOBER

- 12 **HRSMS**. Monthly Meeting: Host, Greg Harrington
Presentation "Making Water " by Charles Landrum

NOVEMBER

- 9 **HRSMS** Monthly Meeting: Host, Heinz Schiller
Presentation "Technique for Milling Sheer and Camber" by John Cheevers

DECEMBER

- 14 **HRSMS** Monthly Meeting:
Presentation "Model Ship Research Via the Internet" by John Wyld

JANUARY

- 11 **HRSMS** Monthly Meeting: Host, Bob Comet
Nomination of Officers

FEBRUARY

- 8 **HRSMS** Monthly Meeting: Host, Dave Baker
Election of Officers

MARCH

- 14 **HRSMS** Monthly Meeting

**WATCH, QUARTER
AND
STATION BILL**



Skipper: John Cheevers (757) 591-8955
Mate: Ryland Craze (804) 739-8804
Purser: Eric Harfst (757) 221-8181
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
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: May 11, 2007
Place: 190 Odd Rd Poquoson, VA
Time: 2000 Hours
Host: Bill Clarke

From Points West:

Take I-64 E. 65.88 miles : Take the VICTORY BLVD EAST exit- exit number 256B- towards POQUOSON. 0.30 miles : Merge onto VICTORY BLVD. 5.02 miles : VICTORY BLVD becomes VA-171/LITTLE FLORIDA RD. 0.49 miles : Turn RIGHT onto ODD RD. . 0.25 miles



From Points East:

Take I-64 W. : Take the VA-134 N/MAGRUDER BLVD exit- exit number 262B- towards NASA/POQUOSON. 0.25 miles: Merge onto VA-134 N/MAGRUDER BLVD. 2.92 miles: Turn RIGHT onto Cmdr. Shepard Blvd. 0.02 miles: Turn LEFT onto VA-172/WYTHE CREEK RD. 2.10 miles: Turn RIGHT onto VA-171/LITTLE FLORIDA RD. 0.49 miles: Turn RIGHT onto ODD RD. 0.25 miles

