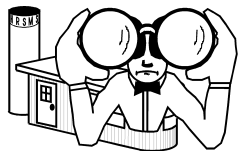


From The Bridge



The power of conversation

A few month's ago I found myself on shore leave in, of all places, Atlantic City, New Jersey. It was the weekend of the hurricane Bill scare; remember? It was in all the papers. Well, in and amongst all the right arm workouts, card play, and free drinks, I found time to cross the street and visit an interesting little used book store I spied on the way in. From the street, all you could see was two wooden doorways and a wall of books under glass.

Calling it a bookstore might be a stretch. What it really is is a used book and antiques emporium that features just about anything that finds its way over the bulwark; bulkhead to bulkhead, deck to ceiling collections of stuff—my kind of joint. Close inspection of the building's façade revealed no glass covering the street display; the books were there, but out in the open, for the taking...or perusing as it were. I learned that strong steel plates were securely fastened to the case frames each night to discourage self pricing.

This place is formally known as Princeton Antiques and Books and is presided over by a very interesting man named Robert Ruffolo, but you can call him Bob. The answer to my Cavalier inquiry was that Bob just happened to have a small collection of nautical books tucked away on the second floor securely held—I learned—behind two large, heavy wooden barn doors and two sturdy padlocks. His son had the keys and we were on our way.

Did I mention that it was hot? Well it was hot and very humid where I found those books. I suppose it was just a typical day at the Jersey shore, but it was rough on this Tide-water boy. I stayed to look at the collection as long as I could eventually choosing two likely candidates for Bob to price and then beat it out of that hot oven.

Returning to the relative comfort of the office/showroom I took station in front of an unoccupied fan to see

(Continued on page 2)

NAUTICAL TERM

Clinker: (also *Clinker-Built*) A method of ship and boat construction dating from Viking-ship days, of overlapping planks or strakes. A British term osiclench-built, and the word relationship is apparent, as both are derived from Old English, *klenken*, to hold fast.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #279: It seems that places named Samoa are in the news a lot lately—and not for good reason. While the world watches the devastation caused by an earthquake induced tsunami on the island nation of Samoa and American Samoa, we, as good Mystery Photo followers, learn the fate of a stranded warship in another time and at another place named Samoa.

Five replies were received naming the warship in question and detailing her fate. If you follow American nautical history you may have instantly reduced the suspect list to two vessels—*USS Milwaukee* a large protected cruiser and *USS Memphis* an armored cruiser, both built in the early 20th century. *Memphis* has an eerie coincidence with current events as she was driven ashore and wrecked by an unexpected tsunami at Santo Domingo, Dominican Republic on 29 August 1916. Her skipper, if you'll pardon this aside, was Captain Edward L. Beach Sr., father of the decorated World War Two submarine skipper and author who happened to have the same name. Besides writing the award winning Run Silent Run Deep, Beach Jr. also wrote about his father's misfortune in the Wreck of the Memphis. With beach, of course, being the operative word.

I guess it is ironic then when Dave Baker reports that our Mystery Photo shows "*USS Milwaukee* (Cruiser No. 21), which ran aground on 13 January 1917 at Samoa Beach, off Eureka, California at Humboldt Bay while attempting to salvage the submarine *H-3*, which had gone aground at the same location." Besides Dave, Dean Sword, Rob Napier, Bob Comet, and Charles Landrum replied with the correct identification and particulars to our "beach blanket bingo!" While Dean, Charles and Bob all mention finding this image at the on-line web source, Navsource; Bob provided the negative number—Photo #NH 46151.

We know from history when this vessel became stranded, what we don't know is exactly when this image was taken. Charles uses the condition of the ship and the surround-

(Continued on page 2)

MEETING NOTICE

Date: Saturday October 10, 2009

Place: Mariners' Museum

Time: 1400 Hours

(Continued from page 1)

if I could return to my cool, modest self while Bob calculated the tariff. Meanwhile I asked his son to search for a decidedly un-nautical novel that I was keen on. When the tower of literature was assembled the real talking began. Bob gave me a price. I said, "Ouch!" He said to make him an offer. I did! At his price I decided that I really didn't need that un-nautical tome and made an offer on the two boilermakers from the attic. Bob countered with a lower quote for all three but I said, "No, I'll just take the two from upstairs." He said fine.

Liking my surroundings, I began a conversation about things nautical. Bob said that he had just returned from the land of the Tar Heel but really wanted to tell me all about his stop at NOB where he treated his sons to a bus tour of the base. He was telling me which carriers were there and what not but gave me a real puzzled look when I mentioned a few changes in the pier-side lineup. That was when I told him I lived in Newport News and saw these ships almost daily from my office window. He was intrigued as I offered up other nautical tidbits and perspectives about Hampton Roads.

It was about that time that an unnamed man dressed as a tourist dropped in and joined the conversation. I found out that he was a Terrapin but reserved judgment until I heard all of his testimony. He was interested in Depression glass or blue willow china or some nonsense but his message was nautical. He heard us talking about nautical interests in the Tidewater area and recommended that Bob visit the Mariners' Museum Monitor Center. He had just come from there, was very enthusiastic, and presented a fine description of its offerings. I let him talk—Bob was interested.

After the man from Maryland left I told Bob how I had worked on the Monitor Evocation and how members of the HRSMS manned the modeling booth, etc., etc. He seemed interested in the Society, so I had his son pause his SIM routine and pull up the club web page and together we checked out a few models. He seemed impressed. The discussion continued on the nuance of fine ship model making. We had fun and the time passed quickly.

Before I knew it several hours had passed, I no longer looked like a sweaty mess, and it was time to go. With thanks for the visit and good conversation and handshakes all around I pulled out what I owed Bob and waited for my change. As a final gesture he offered the non-nautical tome as a gift for the conversation. I accepted.

If you find yourself in Atlantic City, by all means look up Bob and check out his place. You'll be glad you did.

(Continued from page 1)



Mystery Photo

ing beach to offer this best guess: "She stranded January 13, 1917, but it is hard to fix the date of the photo since she flew her ensign well into March as salvage preparations were underway. My guess is that it is the day of the grounding or next, because there is little evidence of scouring or filling by wave action."

Charles gives us good detail on how Milwaukee became stranded: "USS Milwaukee was brought in to help tow the stranded submarine H-3 which had run aground on the same beach on December 14, 1916 enroute to a port visit to Eureka. After the initial attempt to float the submarine failed,



Postcard of **USS Milwaukee** stranded on Samoa Beach, 8 MAR 1917. Note the pier being built to facilitate salvage of the **Milwaukee**.

the Navy retried in January with Milwaukee. "In the grip of the powerful Pacific coast currents, the cruiser began to swing southwards. The cruiser's crew tried to cut the steel cable between her stern and the H-3, but it was too heavy for the hacksaw work required. It formed an inescapable leash, at the outer end of which the current and waves moved Milwaukee inexorably southwards and toward shore. Her engines, some twenty-one-thousand horsepower, were helpless against the sideways force of the current and the cable's backwards pull. Anchors dropped from her bow were too close to the ship to have any meaningful effect. By about 4 a.m. on 13 January 1917 Milwaukee was hard aground, broadside to the beach. The pounding surf rolled her hull, which gradually opened, letting in the sea, extinguishing the fires under the ship's boilers and dismounting some of her machinery." She herself became beyond salvage."

Charles also provided this bit of American entrepreneurial spirit regarding salvage of these two vessels: "As for the H-3, "the Mercer-Fraser company, a local construction firm, had offered to do the job for just \$18,000, an amount

(Continued on page 3)

(Continued from page 2)



Mystery Photo

originally thought unrealistically low. On 17 January 1917 this bid was accepted. Work began about a month later, progressing simultaneously with Mercer-Fraser's construction of a pier connecting Mil-

to Humbolt Bay, refloating the sub in April 1917. The hull of *Milwaukee* meanwhile was never removed and it slowly broke apart – the wreckage is still there today.” And, if you are interested, the wreckage is visible at low tide.

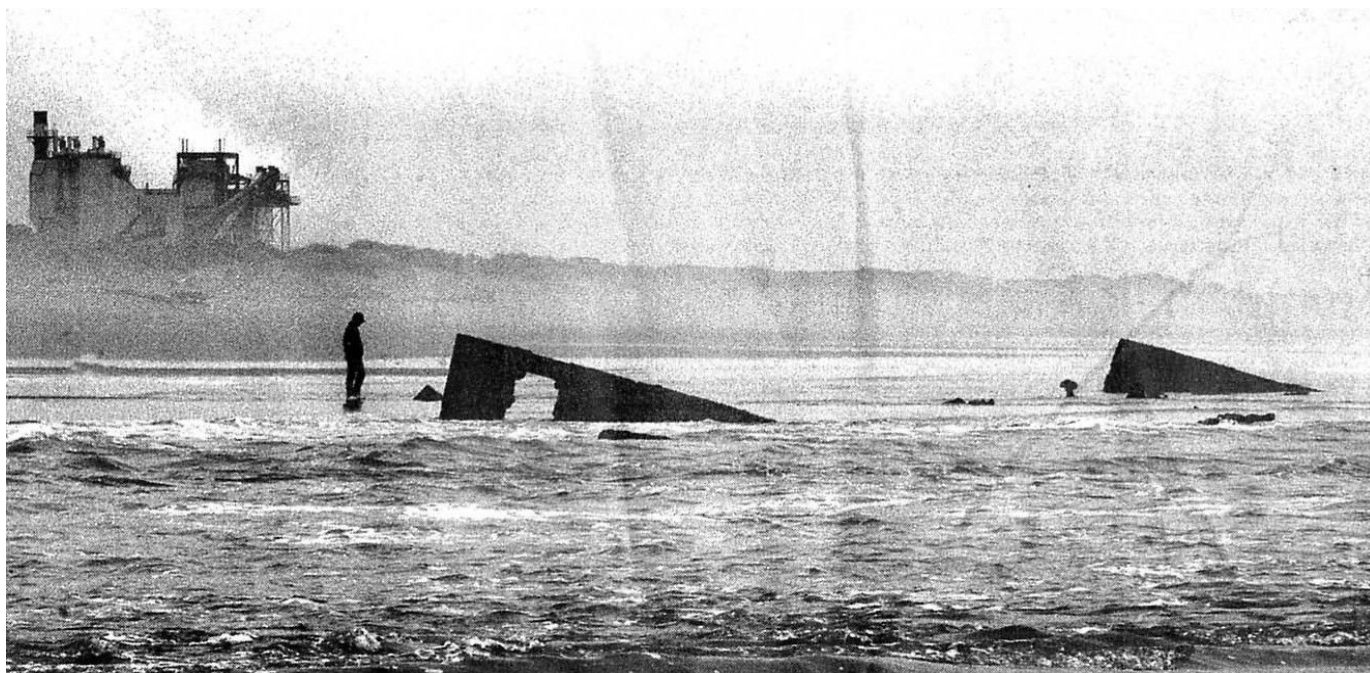
We will not discuss particulars for the submarine *H-3* as she is not our focus this month. But we will discuss particulars submitted by Dave for “*Milwaukee* [which] was one of the three *ST. Louis* Class [protected] cruisers.” These two vessels, along with *Charleston*, formed “a class considered either a very large protected cruiser because their largest guns were only of 6-in. bore, or as armored cruisers, due to their fairly thick and extensive armoring. When cruiser definitions were revised and codified under the 1921 Washington Naval Disarmament Treaty and the Navy gave sequential hull numbers to its ships in 1921, however, the two survivors were rated as heavy cruisers...”

Milwaukee and her sisters were commissioned in 1905 and 1906. The service history of the survivors suggests that this design was not all that successful. Dave states that “*Charleston* had a relatively short active career and was used from 1912 to 1916 as a stationary receiving ship and then, from 1917 to her decommissioning on 4 December 1923, as a submarine tender. *St. Louis* had an even briefer time with the fleet, being relegated to reserve training in 1912 and then also being employed as a submarine tender until decommissioned on 4 December 1923.”

(Continued on page 4)



waukee's wreck with the shore.” Over several months it built a marine railway and carried the submarine across the beach



The remains of the **USS Milwaukee (C 21)** at Somoa beach during a -2.2 foot tide, taken on 4 June 2004. The photo appeared in the Eureka, CA newspaper "Times-Standard" on 5 June 2004.

MINUTES



Hampton Roads Ship Model Society Monthly Meeting
Newport news Park
September 19, 2009

The all business was deferred until the October meeting.

FROM THE CUTTY SARK WEB SITE

The ship was originally due to re-open in 2009 but Cutty Sark suffered a major fire on 21 May 2007 which resulted in a 14-month delay on the project and significantly increased costs. Thankfully, due to heroic fire-fighting there was amazingly little damage to the ship's original material and the Conservation Project can continue as planned. With additional significant financial contributions from The Heritage Lottery Fund and Sammy Ofer, The Cutty Sark Conservation Project is back on course, due to re-open Spring 2011.

(Continued from page 3)



Mystery Photo

According to her DANFS' entry, *Milwaukee's* service was similar: Following an early "decommissioning 3 May 1910, [she] recommissioned in ordinary 17 June 1913 and was assigned to the Pacific Reserve Fleet. In the next 2 years the ship made several brief cruises, one to Honolulu with a detachment of Washington State Naval Militia, 1 through 22 July 1914, and several along the coast of California. On 18 March 1916, *Milwaukee* was detached from the Reserve Fleet and assigned duty as tender to destroyers and submarines of the Pacific Fleet. Based at San Diego, the cruiser participated in exercises and maneuvers off the coast, patrolled Mexican waters, transported refugees, and performed survey duty." Heady stuff for a protected cruiser.

"The ships had "normal" displacements of 9,700 tons (10,964 full load) and were some 426-ft. 9-in. in overall length, with a beam of 66 ft. The armament included no less than 14 6-in. 50-cal. guns, all of them singly-mounted and without shields, while the secondary armament consisted of 18 3-in. guns, 12 3-pdr guns (37-mm), eight 1-pdr. quick firers and ten .30-cal. machine guns. Oddly for major ships of their era, they carried no torpedo tubes. Coal fired and with all those guns, they required large crews: 673 as commissioned. During World War I, the armament was reduced to a dozen 6-in. guns, only two 3-in. guns (new, anti-aircraft mountings), and only two 3 pdrs.

The ST. LOUIS class had two propellers; 16 coal-fired, 250 p.s.i. Babcock and Wilcox boilers provided steam the steam for their two sets of triple-expansion reciprocating

THANKS

The members express their thanks to Bill Dangler for his work in making the picnic a success. The weather was cooperative, the food was tasty and a good time was had by all.

USNA MUSEUM

The new main gallery of the US Naval Academy Museum is now open on the 1st Deck of Preble Hall. Thus completing a 1 1/2 year renovation of exhibition spaces.

Hours:

Monday – Saturday 9 am to 5 pm

Sunday 11 am to 5 pm

If I had been censured every time I have run my ship, or fleets under my command, into great danger, I should have long ago been out of the Service and never in the House of Peers.

Horatio Nelson

steam engines, which generated about 26,980 indicated horsepower for what was quite a high speed at that time: 22 kts. Some 1,640 tons of coal could be carried.

Their armor scheme included a 4-in. belt and deck armor of 2-in. on the flat and 3-in. on the slopes over the machinery spaces, while the conning tower had 5 inches of vertical armor and a 3-in. roof. To provide some protection for the guns, the dozen mounted in casemates had 4-in. armor around the openings and 2-in. on the interior bulkheads; the center-line mounts for and aft had no protection at all. The two survivors were given cage masts in place of their forward military masts, around 1916."

I can only conclude with the last quote from one of the replies..."What a sad story!"

John Cheevers

THE ANSWER

The answer to Mystery Photo 279:

From the photo caption

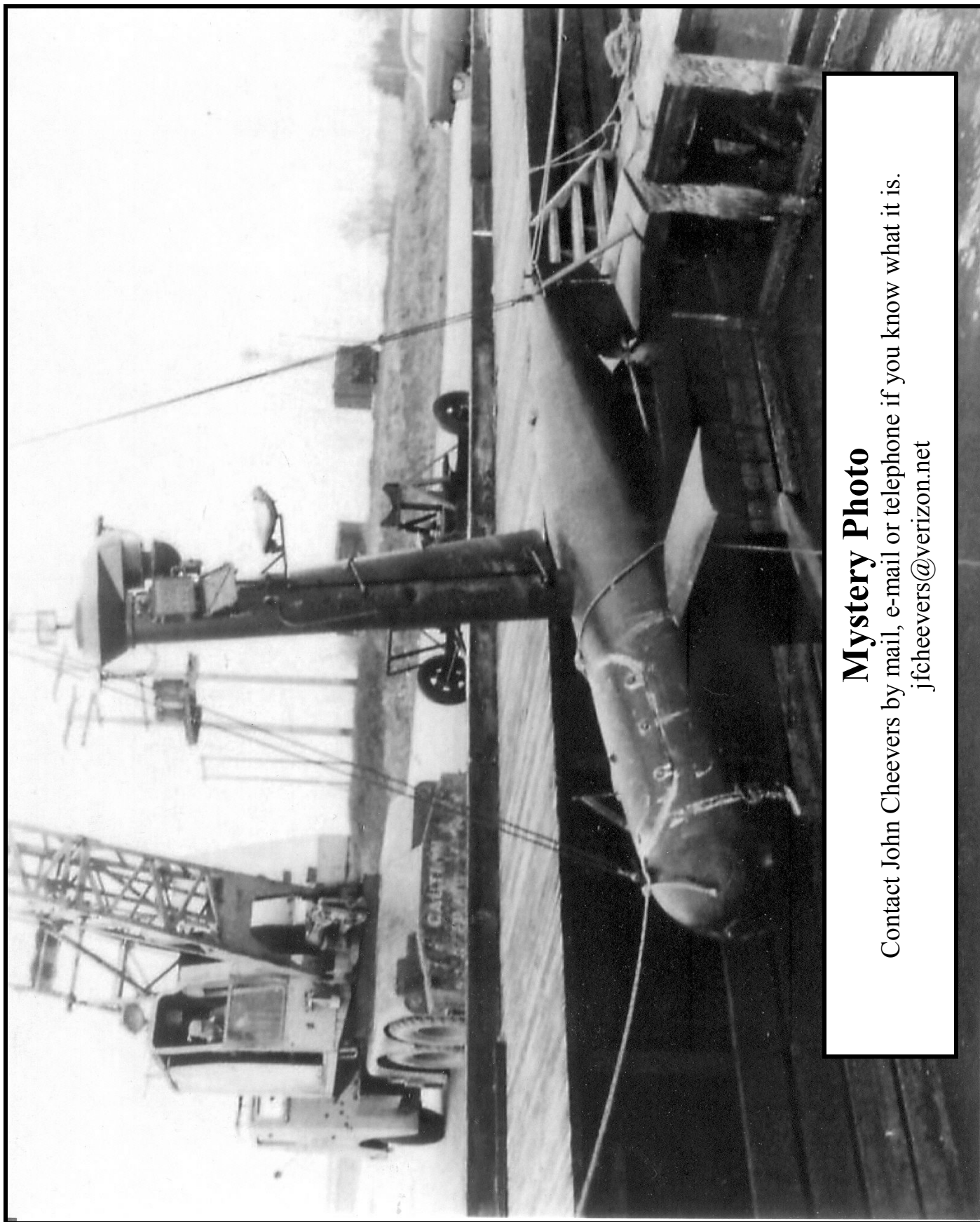
USS Milwaukee (C-21)

Samoa Beach, Eureka, Cal. 13 Jan. 1917

Photo No. 80G-658764

"Set your course by the stars, not by the lights of every passing ship"

Omar Bradley



Mystery Photo

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

NOTABLE EVENTS

OCTOBER

- 6-11 NRG Conference, Buffalo, NY
10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Ryland Craze

NOVEMBER

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, John Cheevers

DECEMBER

- 12 **HRSMS** Monthly Meeting: Mariners' Museum

JANUARY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers
Presentation, John Cheevers

FEBRUARY

- 13 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers

MARCH

- 13 **HRSMS** Monthly Meeting: Mariners' Museum

APRIL

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

MAY

- 8 **HRSMS** Monthly Meeting: Mariners' Museum

JUNE

- 12 **HRSMS** Monthly Meeting: Mariners' Museum

JULY

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

AUGUST

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

SEPTEMBER

- 11 **HRSMS** Monthly Meeting,
19 Talk Like a Pirate Day

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
Chaplain: Alan Frazer

S.S. Victorio Louise [sic] entering Havana Harbour 1912

