

From The Bridge



I know that everyone was glad to see the month of August come to an end. The month started off with its usual hot and humid weather and ended with the after effects of Hurricane Irene. In between, we also had an earthquake that affected most of the Mid-Atlantic States. I was in San Francisco attending the NRG Conference when all of this took place. We first learned of the earthquake when we overheard a cell phone conversation with a woman concerned about the well being of her daughter in Washington DC. We were thinking of a terrorist attack and were kind of relieved and surprised to learn that it was an earthquake. Thank goodness there was no loss of life and the damage was minor.

Hurricane Irene was a different story. When we arrived in San Francisco on Saturday, Irene was well southeast of the US and her path had her traveling up the east coast but far out to sea. This changed over the next several days as it became evident that she would make land fall in North Carolina and follow the coast northward. Many of the Conference attendees were from the northeast and they had to make a decision whether to stay or go home. By Wednesday there was no going home as it was almost impossible to get a flight to the east coast. At the Friday night reception and all of the Saturday events, a lot of the talk among attendees was not about ship modeling but about their loved ones and property back home. Many felt helpless as they were not home to weather the hurricane with their families. The Conference turned into a large support group for those attendees whose homes and families were getting hammered by the hurricane. Many would not get home until Tuesday or Wednesday after the storm due to the disruption in the air traffic.

I know a lot of members of the Society felt the wrath of Irene. In the Tidewater area, damage was done by the storm surge, heavy rain and high winds. Most of us had power out-

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Mystery Photo



Mystery Photo #302: Before we begin, there is a matter of significant grammatical importance to clear up regarding the spelling of a word in the last Mystery Photo. The controversy centers around the use of “flounder” verses the more nautically familiar term “founder” when describing *Bear’s* final moments as a buoyant object. According to Webster’s Ninth New Collegiate Dictionary, flounder is defined, in addition to being a tasty flat fish, as “to proceed or act clumsily or ineffectually”, while founder is defined as “to sink below the surface of the water.” To keep the record clear, the author’s reply contained the word “founder” while I added the offending letter “L” to the word altering the intent of the sentence. In fairness to all, I made the change outside of the quoted portion of the reply and in total ignorance, so the substitution is mine and not attributed to the author.

What does this mean to our nautical lexicon? By going back to the image we see a vessel is in some distress but still afloat. An on-line photo caption is not descriptive enough to determine if the “L” is redundant or not, so let’s play a little semantics. Is the vessel afloat or not afloat in the image? Is the vessel acting clumsily or is it in the act of sinking? From what you see and according to the Webster’s definitions, should we excise the dreaded letter “L” from the word? I guess the answer could be a matter for your physiological state of mind—is the vessel half empty or half full? Enquiring minds definitely want to know.

Dave, no fie on you as you suggest, but a pox on me. Feedback, like knowledge is good. Having feedback provides the proper bell weather to gauge the worthiness of the content in these essays. It is not this writer’s prerogative to alter the intent of a response by presenting something out of context. But enough of this, the debate is for everyone to decide. Let

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**Hampton Roads Ship Model Society Picnic
Saturday September 10, 2010
Newport News Park**

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Mystery Photo

me get the "L" out of here and back to the Mystery at hand.

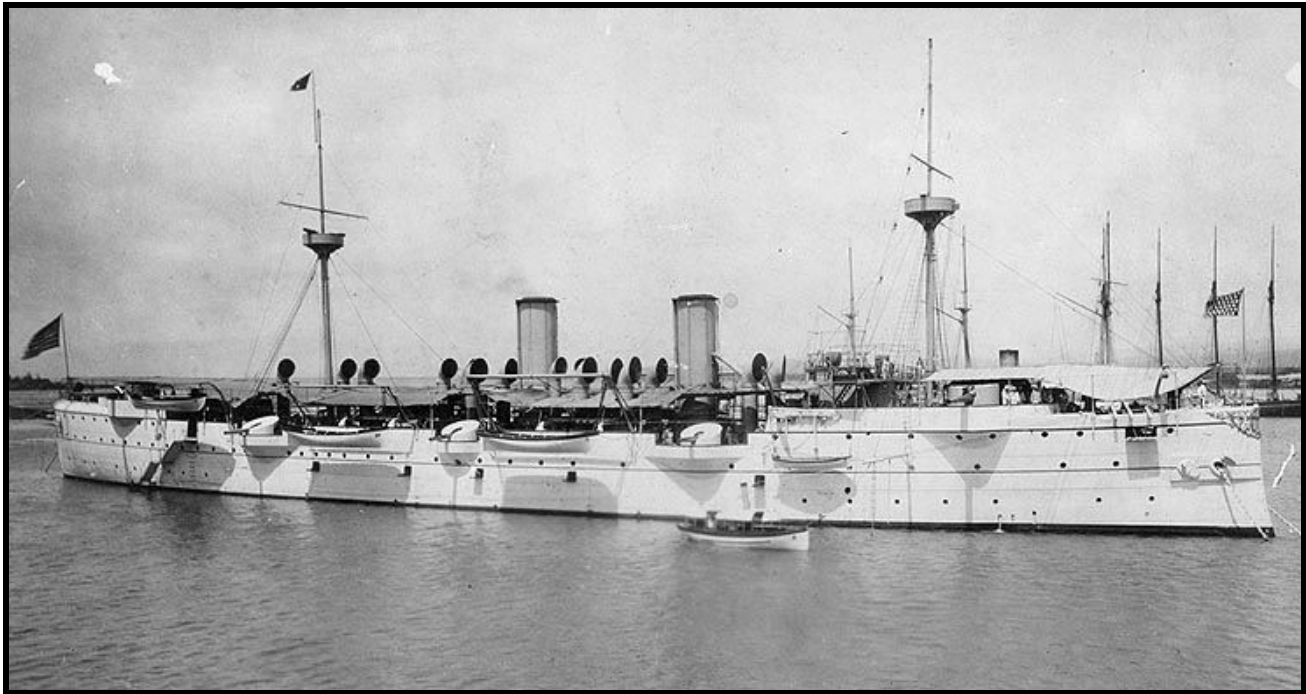
Sometimes even a seasoned Bingo caller has to go down the "B" row. That may be what's happening here with Mystery Photo. Last Month the Mystery

Charles landrun's reply where he agrees with Dave in identifying the vessel as "*USS Baltimore (CM-1)*".

Three replies, two opinions; is either of them the right? Let's see...

The image is fairly clear and reproduced well (at

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USS Baltimore anchored stern to the reef at Honolulu, circa 1897-1898

Photo highlighted a vessel named *Bear*, this month you will see another vessel whose name begins with "B". Are we in a rut?

Three responses received with two definite viewpoints. Dave Baker replied first identifying the vessel as *USS Baltimore*. Following him is a reply from Alan Frazer imploring us passionately to write to our Senators and Representatives, or even President Obama to save an unnamed vessel in Philadelphia that he says "we might now call a frigate, but it was, when built, probably a cruiser." This vessel is, of course, the Armored Cruiser *USS Olympia*. Bringing up the rear is

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ages, but this was minor when compared to the homes and businesses that were flooded. I hope that the damage was minimal and that everyone is getting their life back to normal. I hope this is the end of the 2011 hurricane season for us.

Do not forget that Saturday's meeting is our annual picnic at the Newport News City Park on Jefferson Avenue. The picnic will start at 11:30 and we will eat shortly after noon. I am looking forward to seeing everyone there. Please come with a hearty appetite.

Ryland

NAUTICAL TERM

Loose Cannon...(reckless and dangerously out of control)

When cannon on a wooden warship broke loose from their restraining tackle, they posed a serious threat to life and limb as they crashed into personnel and through bulkheads. In 1545, as Henry VIII's great ship *Mary Rose* sailed out of Portsmouth harbor to engage the French fleet, she was flooded through her lower gunports. When she began to list sharply to starboard and her twenty heavy guns began to break free from their carriages, the fate of the *Mary Rose* was sealed. As an incredulous King Henry watched from a nearby promontory, the pride of his fleet sank quickly to the bottom with a loss of nearly all hands. Loose cannons have contributed to many disasters at sea, but not all loose cannons are found aboard ship. Some are found in the political arena, as Maureen Dowd reported in the 10 September 1989 issue of *The New York Times*: "he seemed to fulfill predictions by White House advisors that he would be a black sheep, a bull in a china shop, a loose cannon.... A Mr. Aggressive Steam Roller."

Submitted By: Tim Wood

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Mystery Photo

least on my copy of *Logbook* it is.) We see an old, classically arranged steel—perhaps Iron—hulled vessel and we know from experience that these were produced from about 1880 to the very early

January 7, 1890. Displacing 4413 tons, and with a length of 335 feet, width of 48 feet-8 inches, a draft of 20 feet – 6 inches she is not large by today’s “cruiser” standard, but she was plenty big in her day. As a cruiser, she was armed with 4-8 inch and 6-6 inch rifles, and 4-6pdrs for defense against



Hulk of the USS Baltimore moores in Pearl Harbor, circa 1941

1900’s. Two, tall masts; 2 short somewhat squat funnels; A raised forecastle deck; very minimal bridge work, a forest of ventilators, numerous small boats and davits, and a smattering of guns and searchlights adorn this classic ship. One boat boom is erected to port without a tether, and she is painted in overall military gray. This ship just happens to be part of the US Navy as evidenced by the flags at the jack and ensign poles—the stars and stripes greatly simplify identification.

Armed with this information and after a quick perusal through Silverstone’s US Warships of World War One, we see that Dave and Charles correctly identify the Mystery vessel. Dave narrows the time line to sometime after 1916 “after her conversion as a minelayer.” He adds that her designation “became CM 1 in the numbering system instituted during 1920-21.” Charles for his effort found the photograph online and reports that the image was made at “Hampton Roads, Virginia December 10th, 1916” and offers that he “liked her better in white and buff.”

Indeed! *Baltimore* (Cruiser No. 3) was launched October 6, 1888 by William Cramp and Sons Ship and Engine Building Co., Philadelphia, Pennsylvania and commissioned

small boats. With a speed 16 knots and a compliment of 386 she was contemporary with cruisers of her day. Regarding the armament we see in the Mystery Photo, Dave notes that her “guns amidships have been removed, while the guns in the sponsons look like the open mounts she carried as a mine-

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HRSMS NAME TAGS

Pin Back \$5.25

Magnetic Back \$7.25

If you need a name tag contact Ryland Craze

E-Mail CKart55@aol.com

or

See him at a meeting

HAMPTON ROADS SHIP MODEL SOCIETY ANNUAL PICNIC

Saturday, September 10, 2011

11:30 am, until. The event will be held rain or shine.

WHERE: Newport News City Park, Shelter #11. Enter off Jefferson Ave, just north of Fort Eustis Boulevard. Our picnic site is in a tree-sheltered area with rest rooms nearby, a lakeside view, tables, benches and barbecue grills. Guests are welcome.

The HRSMS will provide soft drinks, hotdogs, and hamburgers with all the condiments. Other items needed are salads, side dishes and deserts.

Contact:

Event Coordinator: Bill Dangler (757) 245-4142
or Tom Saunders, E-mail, tesaunders@verizon.net

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layer.”



Mystery Photo

Though built on the East Coast, she spent the bulk of her “cruiser” career in Pacific waters, first as part of the South Pacific Station and later she became the flagship of the Asiatic Station. She was part of Commodore Dewey’s flotilla that sailed into Manila Bay, Philippines to destroy the Spanish Naval Squadron there during the Spanish American War. She was finally placed out of commission as a cruiser at New York Navy Yard on May 15, 1907.

Following a short stint as a receiving ship at Charleston Navy Yard, Charleston, South Carolina she was taken in hand and converted to a minelayer at the same yard and re-commissioned March 8, 1915. “During 1915-16 she carried out mining experiments and operations in Chesapeake Bay and along the Atlantic coast.” Later she traveled to Europe and took part in the mining of the North Sea in support of the Great War.

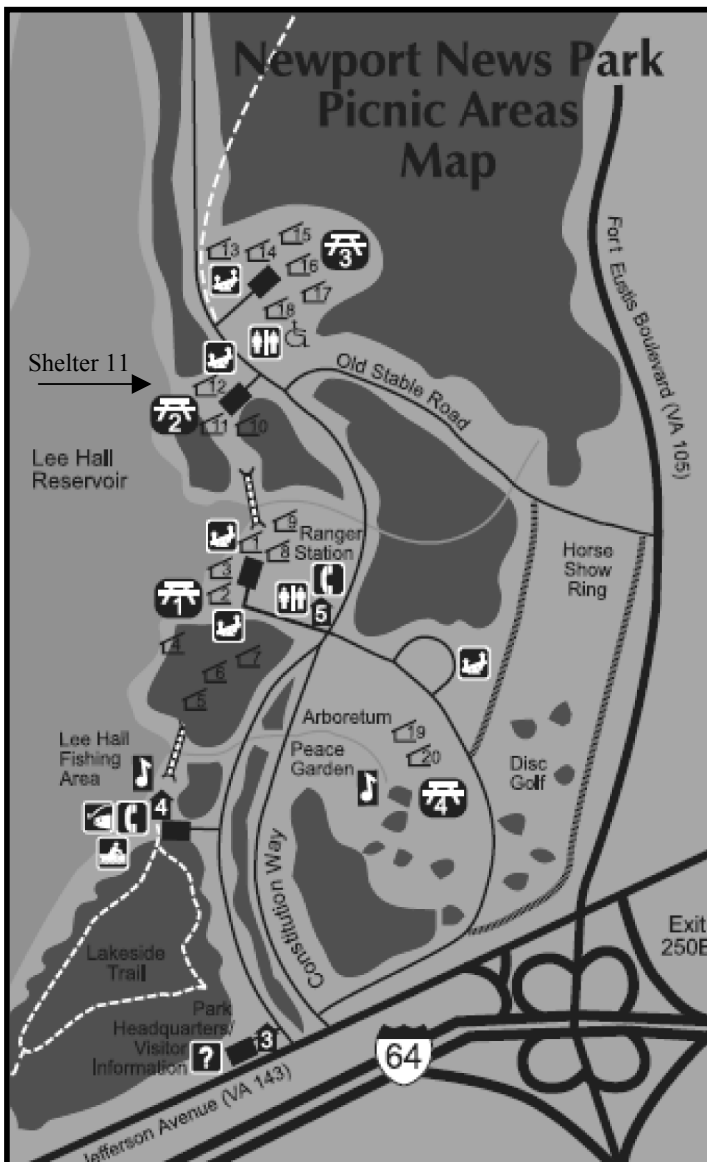
Following service in World War One (the Great War) and a small stint in the Virgin Islands, *Baltimore* rejoined the Pacific fleet and remained there until January 1921. She then proceeded to Pearl Harbor, where she was subsequently placed out of commission on September 15, 1922. Dave mentions that she remained there until February of 1942 when, as he puts it, she was “hulked”.

This image is available on-line and that is where your editor found it. The usual computer searches will reveal this image and many more. It is interesting to note that *Baltimore* was present at the bombing of the US Navy at Pearl Harbor on December 7, 1941. One very eerie image captures the destroyed superstructure of *USS Arizona* with an equally untouched *Baltimore* swinging at her buoy in the distance.

The “hulked” images of *Baltimore* are a bit distressing. Gone is the neat, orderly appearance of an active warship. Gone is the efficient war like appearance of even a workman-type minelayer. Charles mentioned earlier that he liked the vessel “better in white and buff.” I have to agree. In our portrait of *Baltimore* where she is rigged as a minelayer, you can see where several distinct objects and at least one definitive piece of ornamentation are missing from the old cruiser. Gone are the yards, booms, and gaffs from her masts. Several amidships gun sponsons are also missing as well as her delicate bow scroll work. The bare patch of shell plating above her highly visible anchor strike plating stands out, at least to my eye, and contrasts noticeably with the rest of the hull.

When you get right down to it, for a second call from the “B” row, *Baltimore* is a good choice. I wonder how much harder the mystery would have been to solve if the editor had chosen an image of her in her “hulked” state.

John Cheevers



THE ANSWER

Mystery Photo 302

USS Baltimore

Hampton Roads, Virginia , 10 Dec. 1916

Photo # NH 54427

Mystery Photo

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



NOTABLE EVENTS

SEPTEMBER

- 10 **HRSMS** Monthly Meeting, Picnic, NN Park
- 19 Talk Like a Pirate Day
- 29 Mariners' Museum: 125 Years of Good Ships, Bill Fox

OCTOBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: TBD, Graham Horne

NOVEMBER

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

DECEMBER

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

JANUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers

FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Election of officers
- 25 IPMS Old Dominion Open , Richmond, Va.

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Ryland Craze (804) 739-8804
Mate: Tim Wood (757) 934-1450
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Bill Dangler (757) 245-4142
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 (757) 867-7666

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
August 13, 2011
Mariners' Museum

Guests: Jim Beale, 2nd meeting

The meeting was called to order by the Skipper, Ryland Craze at 10:13 hours. The Skipper announced that Tim Woods was moving to Virginia Beach and that Dennis Hobbs had undergone by-pass surgery. The Clerk fessed up to misspelling Jimmy Colangelo's last name in the minutes. No other corrections to the minutes were noted. Eric Harfst gave the purser's report. The Webmaster was not in attendance.

Old Business: The Skipper noted that Greg Harrington is working on the video frame for the model builder's booth at the Mariners' Museum. Bob Moritz was not present at the meeting, so discussion of HRSMS participation in the IPMS show in February was tabled. Bill Dangler circulated a sign up sheet for the September picnic. Bill noted the the start time as 1130 hours.

New Business: Tony Clayton said that we were in need of speakers and passed around a sign up sheet for future presentations.

Show & Tell: Ron Lewis had several pieces of wood that he needed to have sawn into usable sizes. Henry Schekulin said that he would be glad to do the task. John Cheevers showed some spindles he turned for the restoration of a chair. John also showed several copies of the old magazine *The Mariner*. Charles Landrum showed some samples of wood from an ornamental cherry tree he took down and was offering the lumber to the members. Charles also showed the book *Yangtze River Gunboats 1900 - 49*. Henry Clapp showed his model of the *Bluenose*. Lee Martin showed his progress on the Corel kit of the 1637 French ship *La Couronne*. Jimmy Colangelo asked questions about using styrene parts on a wooden ship model. This prompted discussion among the group. Jim Beale had several books to give away. Tom Saunders said Dave Baker has Blue Jacket kit of the 1877 Gloucester schooner *Smuggler* for sale for \$100.00. Ryland Craze showed instructions various kits.

The meet was adjourned to a presentation "Restoration of the Charles W. Morgan", by Ryland Craze.

"You can't change the wind,
you can however adjust your sails."
-- Unknown