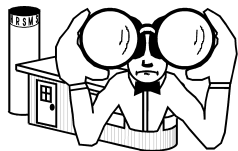


## From The Bridge



## Mystery Photo



I hope that everyone had a Merry Christmas and a Happy New Year. The year 2012 went by quickly and is now just a memory. It seems that it was not too long ago that I was writing my January 2012 article about making New Year's resolutions. For 2012, I have to say that I did not keep any of my New Year's resolutions and will have to carry them over to 2013. I did make some progress on my models, but did not complete any. I hope you had better success with your 2012 New Year's resolutions.

In prior articles, I discussed kit manufacturers and the kits they produced. For the kit builders in the Society, have you ever thought about scratch building? We have several members that build from scratch. They are very adept at taking a set of plans and turning out a highly detailed and well-crafted ship model. For someone that has never built a ship model from scratch, the process can seem very intimidating. There has never been a better time to start scratch building than today. There are plans that you can download from the internet that have detailed drawings of all of the parts. You can order pre-milled wood from HobbyMill or The Lumberyard and fittings from Amati, Model-Expo or Bluejacket. A scroll saw would help to cut out the wood for the frames or bulkheads, or you could use a jeweler's saw or coping saw. With this, you are ready to start a scratch built model.

For those modelers that do not want to try a full scratch build, you can go the semi-scratch route. The Lumberyard sells timbering sets of Harold Hahn's ships. Included in these sets are plans drawn by Mr. Hahn, laser cut wood for the keel, stem and transom and milled wood for the frames, planking and other fixtures.

Instead of building a complete ship, why not try a cross-section build. Admiralty Models has released their *Echo* class cross-section to introduce modelers to scratch building. This is a twelve-frame model that will expose you to the techniques and skills that are required to build a fully framed *Echo* class ship model. This model is constructed in the same manner as the original 18<sup>th</sup> Century ship was built. Included is a set of instructions, plans, all of the pre-milled wood and a power-point presentation on the construction of the prototype model.

As you can see, there are many choices available for the scratch or semi-scratch builders. It is quite possible that once you start scratch building, you may never return to kit

*(Continued on page 2)*

What was it that Sherlock Holmes used to say: "It's elementary my dear Watson...", and who remembers that other delightful English phrase: "Easy peasy, lemon squeezy..."? Well, some would say that solving this Mystery Photo was elementary; some would say it was "easy peasy;" and a few of you might say it was hard work, but most would agree that the right clue, carefully observed and properly analyzed, would break this Mystery wide open. The forensic data contained in and on this Photograph made this a real fun mystery to solve.

What an excellent image! Photographs made using glass negatives and the old large format cameras are real gems. The amount of data captured on that film is tremendous. At times it's easy to say that an image like this could be enlarged to infinity--not exactly true but you get the idea. Couple an excellent image to a good electronic scan and you really have something wonderful. Now I am not a camera geek or very knowledgeable about film and digital photographic processes, but I know a good image when I see one. I was able to blow this image up to 800 percent in Adobe reader before it was affected by pixelation--that's about wall size, and that's a good thing.

And what of the composition? Clearly, the white-hulled yacht in the center is the star. The photographer enjoyed a nice aerial position when he composed the image. And he had a great day to boot; you can see that the weather was fine with reasonably clear visibility. There is just a hint of haze in the background. And there is a light breeze, stiff enough to straighten flags but not hard enough to raise a serious chop. And the absence of long shadows helps determine the time of day. There are five ships in total, all with bow right to the photographer; the aforementioned one moored in the foreground and four in navy gray passing from left to right in the background. The lack of smoke from the four gray ships indi-

*(Continued on page 2)*

## MEETING NOTICE

**Date:** Saturday January 12, 2013

**Place:** Mariners' Museum

**Time:** 1000 Hours

(Continued from page 1)

cates efficient combustion and their Captain's desire to impress as they make their way past the vessel at anchor. The three on the left are almost identical and sport large registry numbers on their bows. The one



Mystery Photo

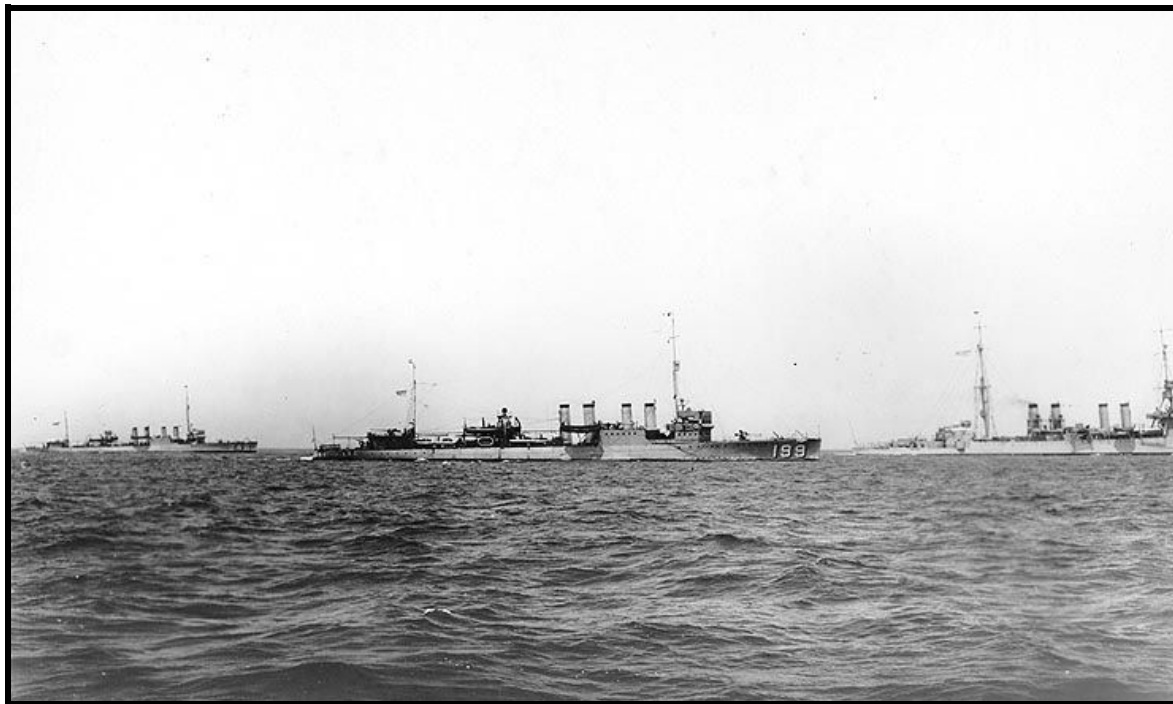


Photo # 52463 USS Dallas at the Fleet Review, 4 June 1927

paraded to be reviewed by the President of the United States or the Secretary of the navy. It often includes warships and delegates from other national navies. It is more regular and frequent than its British equivalent, the Fleet Review, and often occurs on a Navy Day." Now, look closely at the flag standing proud in the breeze at the top of the white hulled vessel's mainmast. That is the flag of the President of the United States,

(Continued on page 3)

on the right is decidedly different. Finally, we see a lot of people in the image; people man the port side of the white hulled vessel and the starboard sides of the four gray warships. Since the photographer made the yacht his focal point, we will focus on it as our Mystery vessel this month. Get it and you win, get the others and you will receive extra credit.

The gray ships seem to be passing in review. Why else would they steam in formation past an anchored vessel while sailors and God knows who else man the rail? From that elementary fact we can conclude that the white vessel must be the reviewing vessel. The flag at the stern of the white yacht assigns nationality to the vessels as we note it is the US Ensign. Look

(Continued from page 1)

building again.



I want to thank Henry Clapp for his presentation on "Ship of Gold – The Central America". That was an interesting time in our history and the stories that went along with the recovery of the treasure were very interesting.

I look forward to seeing everyone this Saturday. Please bring your current modeling project to show the membership the progress you made over the holidays.

Ryland

closely and you will also see the union jack flying from the staff at the bow. So, who reviews US Navy vessels? Is it the Admiral of the Navy? Is it the President of the United States? According to Wikipedia, "A Naval Review is an event, where the whole (or a very large part) of the United States Navy is

## International Plastic Modelers' Society Richmond Chapter

### OLD DOMINION OPEN 2013 Show & Contest

February 23, 2013

Henrico Hall

Richmond International Raceway

Richmond, Virginia;

Event hours 8:30-5:30

The Hampton Roads Ship Model Society is sponsoring the maritime awards for this event. Contest information and entry forms may be found at:  
<http://www.ipmsrichmond.org/contest.html>

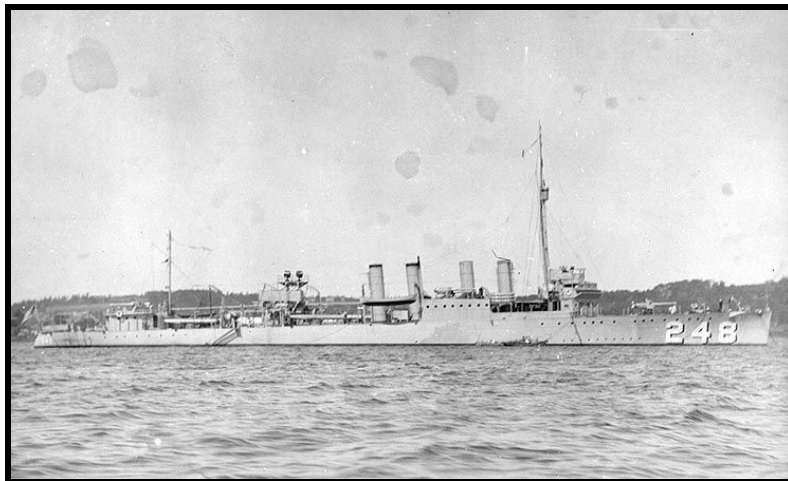
Note: There will be many vendors and fine models to see. The HRSMS will have a table there.

(Continued from page 2)



Mystery Photo

and it is only flown from the mast of a vessel while he is aboard. Since the vessel has that classic yacht appearance, might this ship be the presidential yacht? Elementary or easy peasy?



**Photo # 52423 USS Berry in harbor, March 1928**

If we go with "easy peasy" we could Google a list of presidential yachts and find one that matches our yacht. We don't know what the two fellows who replied did but they had this to say: Tim Wood writes that "this month's mystery photo is of the Presidential Yacht *Mayflower PY-1*," while Bill Clarke, who I understand will very shortly no longer be Internet challenged, offers *USS Williamsburg* as the yacht. The Google search would be fun and fulfilling from a ship enthusiast point of view especially after you make the determination of the vessel's country of origin and mission. I made that search and agree with Tim that the yacht is indeed *USS Mayflower PY-1*.

Identifying the yacht is elementary. Identifying the importance of the scene is a bit harder but by breaking down and understanding what you see in the image, its possible to identify the event and to date the image. A lot depends on identifying the vessel in the upper right of the frame. The four gray-hulled vessels, while all four-stacked, fall into two distinct

## HRSMS Auction

**March 12, 2013**

**Norge Hall**

**7402 Richmond Rd, Norge, VA 23127**

If you have items to donate for the auction, contact Greg Harrington so a catalog can be generated.

warship types. The three on the left with the large bow numbers are all destroyers and easily identified by those numbers. The vessel on the right is a bit larger than the destroyers and not easy to identify due to a lack of a hull number. But nevertheless, the ship is unique enough to easily identify as to class by studying her unique profile. The US Navy only fielded destroyes and cruisers with four stacks. Since this vessel is much larger than the destroyers, it is elementary to deduce that it is a cruiser.

Of the available four-stack cruisers, the reference books reveal the ram bowed *USS Columbia* from the early days of the steel navy which carried her short, squat stacks equally spaced. The somewhat later *Chester-class* scout cruisers also had equally spaced stacks of they were designed with two, noticeably different diameters. We can discount these two cruiser groups as their profiles don't match our vessel. A third class carried 4 stacks, sited in two groups of two, with a noticeable gap between each pair. This group is known as the *Omaha-class* of scout cruisers and their profile matches the vessel in our photograph. The reference lists (In this case I refer you to Paul Silverstone's *US Navy Warships of World War Two*) indicate that all ten ships in this class entered service between 1923 and 1925. This establishes the beginning or lower end of our time window. The

(Continued on page 4)



**USS Mayflower, New York, October 14 1912**

(Continued from page 3)



Mystery Photo

upper end of our window, at the moment, can be set as some time prior to the start of World War Two-- say 1939. We'll dial it back in a minute.

A check of U.S. History tells me that Calvin Coolidge was President when these cruisers were commissioned. His term began when he finished Warren G. Harding's term following an untimely death in 1923 and lasted through his own term ending in 1929. He was succeeded in 1929 by Herbert Hoover. History also tells us that the Presidential yacht *USS Mayflower* was in service during Coolidge's term. Herbert Hoover decommissioned her in 1929 as an economy measure. Several years later, Hoover commissioned the Trumpy designed and Mathis built *Sequoia* as his yacht. *Sequoia* served Franklin D. Roosevelt's during the early part of his tenure as President, and was followed by the more familiar *Potomac*, the converted Coast Guard 165-foot cutter *Electra*. (An interesting aside is that Teddy Roosevelt commissioned *Mayflower* as the presidential yacht in 1905.)

So we now know our time window spans from 1923 to 1929. We also know that the image documents an important function like a naval review.

Back to the search engine of your choice:

Googling 'Naval reviews under Calvin Coolidge' we find various sites documenting a review conducted on June 4, 1927 with President Calvin Coolidge and Secretary of the Navy Curtis D. Wilbur in attendance. We learn that this is the only Naval review Coolidge conducted while President. And, of

(Continued on page 5)

## THE ANSWER

Mystery Photo 318

Photo taken during June 1927 Presidential review (Coolidge) of the fleet, with Presidential yacht MAYFLOWER (PY 1) in foreground, CLEMSON-class destroyers DALLAS (DD 199), KING (DD 242) and BARRY (DD 248) at the left in receding order, and an OMAHA-class light cruiser in the background at the right.

DALLAS, which survived WW II, had her name changed to ALEXANDER DALLAS in March 1945 to free the name "Dallas" for use on a DES MOINES-class heavy cruiser (CA 140) that was, in the event, canceled during June 1946. BARRY was converted to high speed transport APD 29 early in 1944 and was lost on 25 May 1945, while KING and DALLAS were scrapped in 1946.

Thanks to Dave Baker for providing the December Mystery Photo and answer.

# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
December 8, 2012  
Mariners' Museum

The meeting was called to order by the Skipper, Ryland Craze at 1011 hours. There were no guests present. There was no correction needed to the published minutes. The Purser, Eric Harfst was not in attendance, but he had sent a note to the Skipper stating that there was no change in the treasury. Greg Harrington gave the Webmaster report. Greg said the problem with up loading photographs has been resolved. Greg further stated that if a member did not want to upload pictures them self, they could send the pictures to him with accompanying text and that he would post them. Pictures of

(Continued on page 8)

## Nautical Term

### Side Boys

Side boys are a part of the quarterdeck ceremonies when an important person or Officer comes on board or leaves a ship. Large ships have side boys detailed to the quarterdeck from 0800 to sunset. When the side is piped by the BMOW, from two to eight side boys, depending on the rank of the Officer, will form a passageway at the gangway. They salute on the first note of the pipe and finish together on the last note.

In the days of sail, it was not uncommon for the Commanding Officers of ships sailing in convoy to convene aboard the flagship for conferences. It was also not uncommon for COs to invite each other to dine aboard their vessels. Unfortunately, there was no easy way to bring visitors on and off a ship while underway. And there was no dignified way for a high ranking officer to scurry up or down a rope ladder hanging down the side of a ship.

Often the boatswain's chair, a rope and wood sling, would be used to hoist the guest onto and off the ship. The Boatswain's Mate would control the heaving by blowing the appropriate commands with a whistle known as a Boatswain's Pipe. The number of "strong backs" needed to bring the visitor aboard depended upon the size of the "load" being hoisted. Somewhere along the line, it was noted that the more senior the visitor's rank, the more Sailors were needed to "man the side." Over time, the need to hoist visitors onto and off of Navy ships went away, but the custom of mustering the Sideboys and piping distinguished visitors aboard ship remains.

Submitted by, Tim Wood

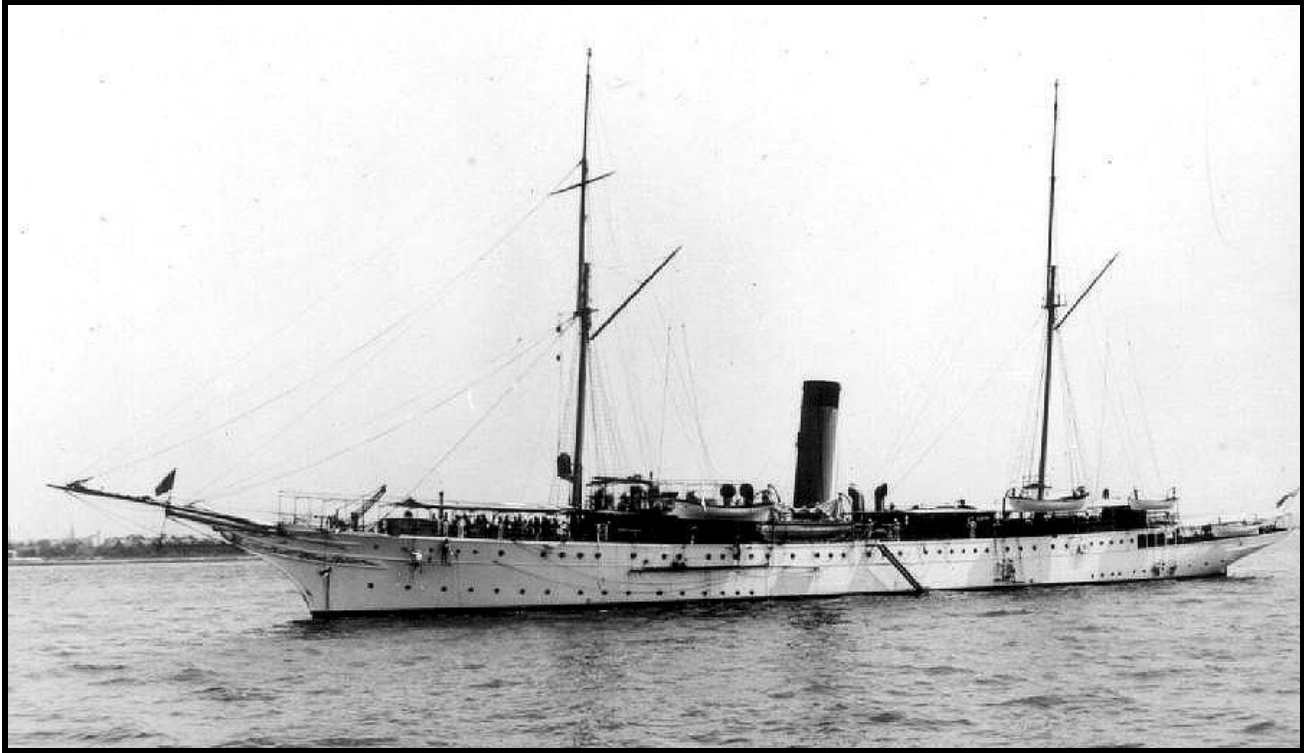
(Continued from page 4)

slightly greater interest to us, we learn that the review was held right here in Hampton Roads, Virginia. Doing a second Google search for the 'naval review of 1927' produced a bonanza of information including some very fine images. One image found on the Naval Historical Center web site is Photo #: NH 52463, showcasing *USS Dallas* (DD-199). The caption states that the



Mystery Photo

route, *Mayflower* captured the Spanish schooner *Santiago Apostol*. She also took a number of fishing boats and coastal trading vessels. On 11 May, she boarded a large British merchant steamer, which also carried the name *Mayflower*, and sent the blockade runner to the United States under a prize crew. On the 14th Alfonso led two Spanish gunboats out of the harbor hoping to break through the American blockade. *Mayflower's* guns engaged the Spanish warships and drove



**PY-1 Mayflower National Archives Photo # 43-1289a, Circa 1905**

destroyer was "photographed during the Presidential Naval Review, 4 June 1927. USS Barry (DD-248) is in the left distance. Ship at right is an Omaha class light cruiser." *Dallas* and *Barry* appear in our Mystery Photo. Elementary, I would say.

Our Mystery Photo documents *Mayflower* as the reviewing ship during the June 4, 1927 Naval review. The photographer captures the moment where the last cruiser and the first destroyers pass in review. For those of you who are gripping the edge of your seats, the remaining unnamed destroyer in our Mystery Photo is *USS Sands* (DD-243).

According to an on-line history, "*Mayflower*, a luxurious steam yacht built in 1896 by J. and O. Thompson, Clyde Bank, Scotland, was purchased by the Navy from the estate of Ogden Goellet and commissioned at New York Navy Yard March 24, 1898. [She was] acquired by the Navy for the impending war with Spain. *Mayflower* joined Admiral Sampson's squadron at Key West, Fla., 20 April. Two days later the American warships sailed to blockade Havana. En

them back to shelter under the guns of Morro Castle. For the rest of the war, *Mayflower* guarded the ports of Santiago De Cuba and Cienfuegos." Not too shabby for a converted yacht. For you engineering types, her vital statistics are: "[Displacement] 2,690 ; [Length] 273' ; [Beam] 36' ; [Draft] 17'2 1/2" ; [Speed] 17 k. ; [Compliment] 171 ; [Armament] 6 6-pdrs."

Following service in the Spanish American War in 1899, *Mayflower* was decommissioned in New York where she was "fitted out for special service in Puerto Rican waters. She recommissioned 15 June 1900, with Comdr. Duncan Kennedy in command." She sailed to San Juan, Puerto Rico where she "served as the headquarters for the government of the island being formed by the first American Governor Charles H. Allen."

"In 1902, *Mayflower* twice served as Admiral Dewey's flagship. In November 1903 Rear Admiral Coghlan flew his flag when off Panama during the revolution which established

(Continued on page 6)

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Panamanian independence and pointed toward the construction of the Panama Canal. She sailed to Europe in the summer of 1904 and in the fall carried Secretary of War William Howard Taft on an inspection tour of the West Indies. *Mayflower* decommissioned at New York 1 November 1904 for conversion to a presidential yacht."

Her first assignment as the Presidential yacht was an important one, one that has been noted in a prior Mystery Photo essay. "Recommissioned 25 July 1905, Comdr. Cameron McRae Winslow in command, she immediately sailed for Oyster Bay, Long Island, New York, to prepare for the peace conference which ended the Russo-Japanese War. President Roosevelt introduced the Russian and Japanese delegations on board *Mayflower* 5 August. The ship continued to play a prominent role in support of the negotiations which won President Roosevelt the Nobel Peace Prize."

"After duty as a dispatch boat protecting American interests in Santo Domingo in 1906, *Mayflower* served as presidential yacht until 1929. She was the scene of many diplomatic and social events during these years. Many members of the worlds royal families visited the yacht and numerous persons of great prominence signed her guest book. President Wilson selected *Mayflower* as the setting for much of his courtship of Mrs. Edith Bolling Gait."

Those were the yacht's glamour days. following Hoover's decommissioning of *Mayflower*, " She was badly damaged by fire while tied up at the Philadelphia Navy Yard 24 January 1931. The yacht was sold 19 October 1931 to Leo P. Coe,

agent for Frank P. Parish, a wealthy financier known as "the boy wizard of La Salle street (Chicago's Wall street). The following year while he was having the ship restored to her original luxurious splendor, by Henry J. Gerlow Inc., of New York City, Parish's fortunes turned forcing him to sell the yacht shortly before he fled from the country to escape from prosecution and elude irate investors, During the depression years, a number of successive owners tried to promote a wide variety of projects for the ship including use in the South America coastal trade, restoration as a historic relic, use as a floating dance salon, and even sale to the Japanese Government to be scrapped as Japan sought still to strengthen her war machine. However, a complex web of legal difficulties, a shortage of money, and marginal business conditions frustrated these enterprises while the ship idled in Atlantic ports from New York to Jacksonville, Fla., awaiting an opportunity for future service."

"After America entered World War II, the War Shipping Administration purchased *Mayflower* from Broad-foot Iron Works Inc., Wilmington, N.C., 31 July 1942 and renamed her *Butte*. Transferred to the Coast Guard, 6 September 1943 the ship recommissioned as *Mayflower (WPE--153)*, 19 October 1943. She patrolled the Atlantic coast guarding against German U-boats and escorted coastal shipping besides serving as a radar training ship at Norfolk and Boston. Decommissioned 1 July 1946. *Mayflower* was sold at Baltimore to Frank M. Shaw 8 January 1947 for use in the Arctic as a sealer. However, while sailing for sealing waters between Greenland and Labrador, early in March, *Mayflower* was damaged by fire off Point Lookout and forced to return to Baltimore. Collins Distributors Inc., purchased the ship early in 1948, installed new

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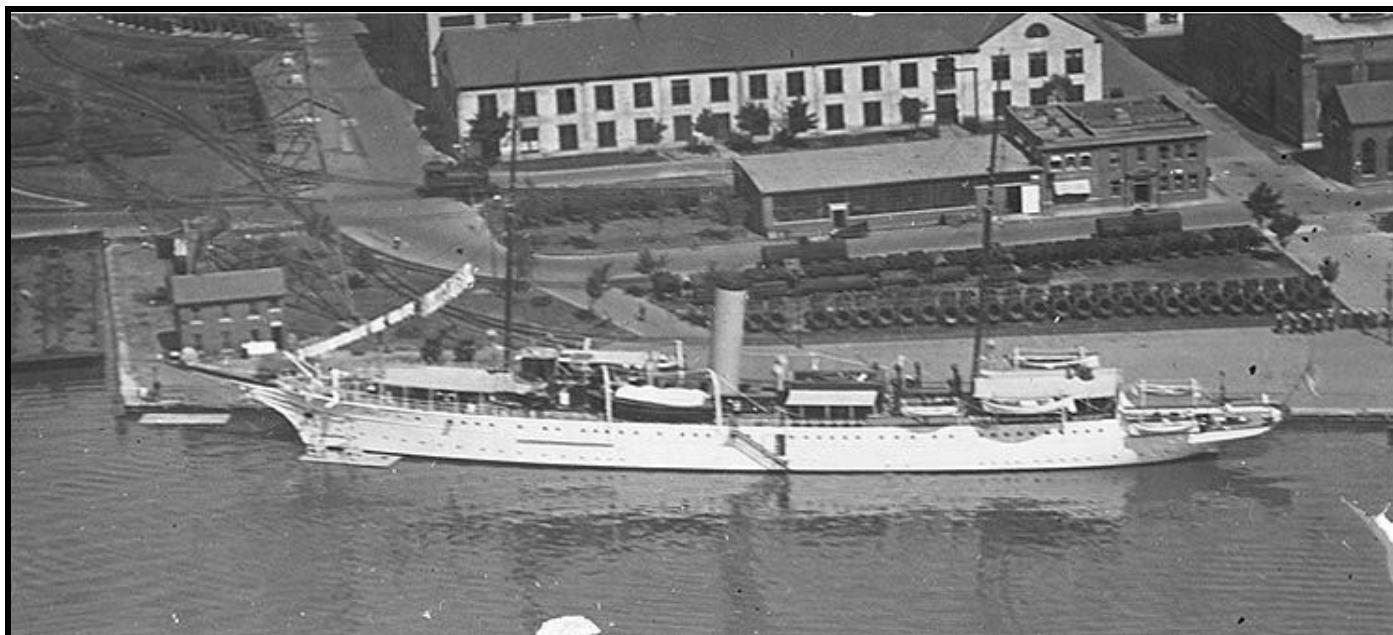
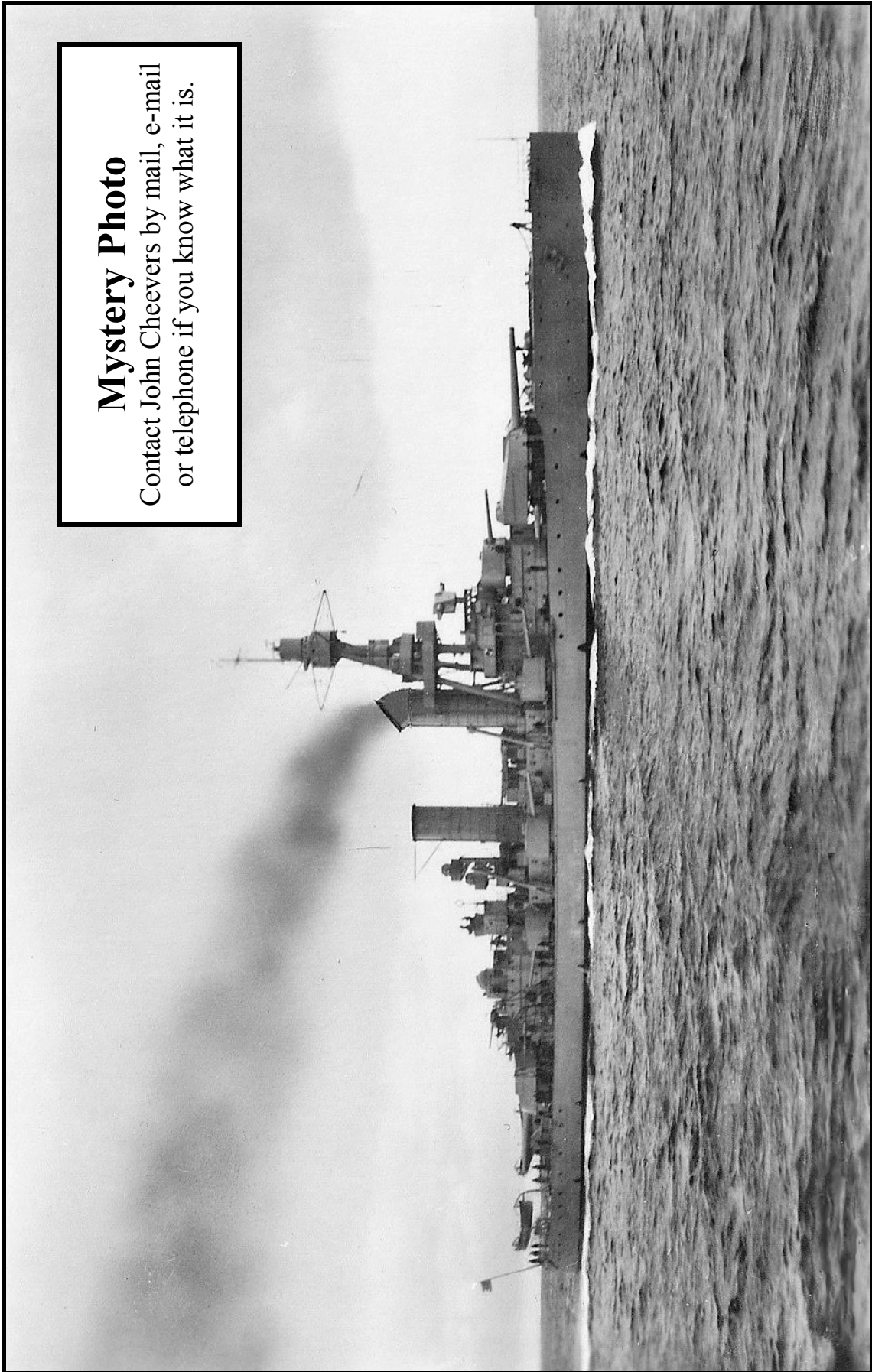


Photo # 709939 USS Mayflower at the Washington Navy Yard, D. C., 1922

## **Mystery Photo**

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



# NOTABLE EVENTS

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## JANUARY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers, Presentation, "Navigating  
ModelShipWorld.com", Ryland Craze  
19-20 Antique Tool Show, Richmond, Va.

## FEBRUARY

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

## MARCH

- 9 **HRSMS** Monthly Meeting: Norge Community Center  
Auction

## APRIL

- 12-14 Cabin Fever Expo York, Pa.  
13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation, John Wyld

## MAY

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

## JUNE

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

## JULY

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

## AUGUST

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

## SEPTEMBER

- 14 **HRSMS** Monthly Meeting, Picnic, Newport News Park  
19 Talk Like a Pirate Day

## OCTOBER

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

## NOVEMBER

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

## DECEMBER

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

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**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 481-6018  
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

(Continued from page 4)

models in progress were welcome.



**Old Business:** The Skipper reminded everyone of the auction to be held on March 9<sup>th</sup>. Members should give Greg Harrington a list of items they are donating to the auction and he will create a spreadsheet to keep the process orderly. Ryland said that he had sent a check to Richmond Chapter of the IPMS to cover our sponsorship of the maritime awards at their Old Dominion Open model competition. The Skipper inquired about arrangements for the banquet. Tom Saunders said that he had contacted the Riverwalk Restaurant and we were "penciled in" for March 23<sup>rd</sup>. He stated that the banquet coordinator had asked him to contact her after the New Year to discuss prices and terms of the contract. The Skipper showed a copy of the NRG's Shop Notes II. The HRSMS received this copy due to our participation in the NRG's membership drive. Members will decide at the January meeting if the Shop Notes will be put in the auction or kept in the Model Builders' stand.

**New Business:** Bill Dangler said that the September Picnic site in Newport News Park has been reserved. The Skipper asked for people to sign up for 2013 meeting presentations. Ryland said that he would give the January presentation.

**Show & Tell:** Henry Clapp showed a "Pinch of Gold". This pinch of gold dust was recovered from the *SS Central America*. Henry also showed a catalog of items for purchase from the wreck. John Wyld showed the progress on his *Hornet*. He said that he was trying to be accurate to the day the Doolittle Raid was launched. John Cheevers showed plans for the Florida class battleships that included the Mystery Photo, *Utah*. John also showed the progress on his scratch-built PT Boat hull. Ryland Craze showed the status of his Caldercraft Sherbourne. At the conclusion of show & tell a name was drawn to receive a donated digital caliper. John Wyld was the lucky winner.

The meeting was adjourned to the video "Ship of Gold", presented by Henry Clapp.

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(Continued from page 6)



Mystery Photo

boilers in her at New York, and documented her as *Malla* under the Panamanian flag. She was subsequently fitted out at Genoa, Italy, ostensibly for coastwise trade in the Mediterranean. After sailing secretly from Marseilles, she arrived Haifa, Palestine, 3 September, on board were Jewish refugees. Most were former passengers of the ill-fated *Exodus* which had been turned back from Palestine the previous summer."

Elementary.

John Cheevers