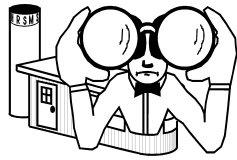


From The Bridge



Seasons Greetings,



Time is at a premium with the holidays upon us. Preparations, families and parties are the order of the day. But don't forget to spend time with what's really important. Oh, I speak of modeling, of course. As I return from my third visit to the National Archives researching my latest project, I can't wait to make some dust. With all the preparations behind me and my family

aware of my task, I'll be partying in the workshop 'til the cows come home....Oh, I meant, spending time decorating, baking cookies, reconnecting with old friends, and celebrating the season.

This month's meeting will feature an auction of a few items to help you stuff your stockings with some tools and perhaps a kit. Also, we'll be spotlighting this month's Modeler of the Month, Mike Amicone.

May you all have a Merry Christmas and Happy Holidays.

SG, from SD

Presenters Needed

Presenters are needed for the 2018 meetings. Please contact Tony Clayton if you are interested.

MEETING NOTICE

Date: Saturday December 9, 2017

Place: Mariners' Museum

Time: 1000 Hours

Mystery Photo



If I asked you to name the most sacred place in the US Navy, how would you answer? Would you say the gun deck of the USS Constitution? Would you say the US Naval Academy? Would you say Holy Loch, Scotland? Would you say the Pentagon? If I added the words "and solemn", would that change your focus? Would you now say the circle of graves in Golden Gate National Cemetery, San Bruno, CA where Nimitz, Spruance, Turner, and Lockwood lie together? Would you say the memorial to the dead from USS Maine at Arlington National Cemetery? Would you say where a certain battleship still lies at Pearl Harbor? Or would you go back to Annapolis and say the grotto below the Chapel at the US Naval Academy?

Like all our modern issues, it's an arguable point. But to the US Navy I'm sure there is no argument. This month's Mystery Photo captures one phase of the creation of that sacred and solemn place. A major clue is embedded in the introductory paragraph, and it serves to focus the body of the essay. Our job is to take that clue, and others, and identify the scene captured in the photograph. Let's see what's hiding in plain sight in this image.

We have a small vessel in some very quiet water nosing into a quay at minimal speed, you can see some churning of the water aft where the propeller is fitted. The sailors aboard, as well as those ashore, wear their summer uniform white dress, complete with the Dixie Cup. Those at the fantail appear to be standing in formation. The single officer visible before the pilot house is also in dress whites, as is the sailor at the bow and those on shore. The national ensign which should fly from the peak of the gaff is being flown at half-staff. The deck and cabin top are covered with awnings. The awnings and white uniforms signal warmer months, but it could be the climate. And finally, her livery is standard for US Navy ships from the late 1800's to the very early 1900's—a white hull and buff upper-works.

In addition to the vessel, we see buildings in the background. Going left to right, we see a work shed of some sort with three tall stacks; A fourth may be just visible behind the center one—no smoke. In front of the work shed we see some heavy cabling or something hanging in a visual catenary. Directly behind the vessel we see a building under construction. The stone façade is framing windows that are not yet in place. To this building's right we see a medium-sized gable-roofed structure with a wooden derrick in the background. Behind these three structures is a hip-roofed three story, stone faced structure with skylight windows in the roof. At the center of the right wing of the building where the roof meets the vertical walls we see a segmental eyebrow. Also, down the left side of the building and atop the roof we see a higher gable structure and what

(Continued on page 2)

What's Happening at the Museum

December already!! Catch you off guard? It's the same date every year but the holidays, the Christmas season, always sneak up on me. It's a dastardly plot engineered to empty my pockets! Well, the kick-off, especially for the Riverside community, is waking up one morning in the early days of the season to find huge wreaths around the necks of the majestic lions on the Lions' Bridge. If you've not experienced this "first miracle of the season", drive down and take a look. We have the Bronze Door Society, a support group dedicated to the stewardship of the vast collections, to thank for this. They've been responsible for the wreaths and ribbons for eleven years. And that's not all. The Museum has always welcomed the season with increased activity and member benefits. If you have a youngster (or are still a youngster!) "Breakfast with Santa" started on the second and may be sold out by now. If so, mark your calendars for next year's breakfast. We also are offering an array of talented and engaging speakers through the season. Their topics range from the Civil War to celestial navigation, storytelling, the history of Hilton Village with a book signing by John Quarstein, and more...much to look forward to. Visit the website, www.marinersmuseum.org for more info and schedules. Now, here's an extra added treat. "Way back there at the top I mentioned "empty my pockets" and The Museum gift shop wants to help us out there also. Shop the "Unclaimed Cargo" store from the 8th through the 23th for an array of nautical gifts and souvenirs and a wide selection of books for young beginning readers to serious scholars of our maritime history. Show your Mariners' Museum membership card or wear your HRSMS shirt and receive a 10% discount on your purchase! Some restrictions may apply but I guarantee you'll save some bucks. And now it's time to wish you a very merry Christmas, Hanukkah Sameach, and Feliz Navidad! May your days be merry and bright!

Ron Lewis

(Continued from page 1)



looks like a large, barrel shaped eyebrow. These features and the skylights will help us to identify the structure.

So we have a few clues, but do we know what they mean? The sole reply this month came from Rob Napier who "was interested in the large number of sailors in whites aft and on the shore. They had to be doing something honorific. And I sort of recognized the Naval Acade-



Tugboat USS Standish on the Cape Cod Canal

Modeler of the Month, December 2017



Mike Amicone

My fascination with sailing ships began over 60 years ago. I grew up in a suburb of Boston and one Saturday morning my father took me on a trip to see the U.S.S. Constitution, the oldest commissioned warship in the United States. This early exposure to the world of "square rigged" sailing ships created an interest that has held my attention ever since.

When I finished my education and had some disposable income, I purchased a small sailing dingy. The combination of my fascination with sailing ships and my engineering background was a good match as the propulsion on a sailing vessel is all about physics, vectors, drag, etc. Over the following years, I sailed boats along the New England coast, much of the Caribbean and most of the Aegean Sea in Greece. Unfortunately, I was never able to sail on a classic square rigged ship.

When not sailing I used my spare time reading about and building model ships. My interests focused on the "sticks and thread" variety as some refer to sail boats with my preference being early 19th century and older designs. Having built model ships over the past 30 years, I've accumulated approximately 30 models. A couple years ago, my wife said there were no more tables or places to put boats in the house. She didn't expect me to stop building more any time soon. So, I built a room over the garage to house my collection.

My room is now finished, and among the many varieties of models ships my favorite remains the U.S.S. Constitution, the kit which I purchased at auction in my very first meeting of The Hampton Roads Ship Model Society many years ago.

Gene Berger

my from old images." As responses go, it's not a bad beginning, only it wasn't his beginning. It's actually a reply to my query of how he went about identifying the image. In his own words..."I think the first thing I did was to cheat." Honesty always works, he photo-shopped the image to remove "that pesky block that

(Continued on page 3)

AMERICAN NAVAL HISTORY

1808

April 17:

Bayonne Decree. Napoleon responds to the Embargo Act. He declares that the claim to American nationality of any vessel entering French-controlled waters will be seized. His Rambouillet Decree of March 23, 1810 orders these vessels sold. 140 vessels valued at \$10,000,000 are victimized by the rulings.

1809

March 1: Non-Intercourse Act. The unpopular Embargo Act is repealed and replaced by the Non- Intercourse Act.

May 1: Paul Hamilton becomes the third secretary of the navy.

1809 Ends with no further actions.

Bib Moritz

(Continued from page 2)



says I should call you” and ran the image through Google Image Search. That led him to an article about John Paul Jones and to the US Navy photo website, NavSource.com. And that got him home and we won’t call it cheating. I’ll reveal his answer a little later.

In my case, by not understanding the clues and lack-



John Paul Jones

ing a visual understanding of the geography, I went back to something I did know. At least I thought I did. During my research into building my little tug boat model of *Dorothy*, NNS hull #1, I found that NNS hull #2 was a sister. That tug was built as the *El Toro* but served in the US Navy during the Spanish American War as *USS Algonquin*. One of the photos that I have of this tug also featured a larger, very handsome tug named *USS Leyden*. *Leyden* interested me as she had a long, lean sil-



Isherwood Hall

houette similar to that of our Mystery vessel and another model I have under construction, the pilot boat *John H. Estill*. I was also aware that an excellent profile image of *Leyden* could be found in Paul Silverstone’s book, U.S. Warships of world War I.

Confused yet? Keep reading.

Well this month’s Mystery Photo reminds me of *Leyden* and I initially thought she was our Mystery. But she’s not. If you go to another website, this time ShipScribe.com and look under “Tugs and Salvage Ships” you will eventually get to a listing of ocean-going tugs of the *Pinta*-class. *Leyden* was one of nine tugs in this class. Searching through all nine listings you come across one stationed at the Naval Academy “between 1880 and 1919.” A Google Image search of this vessel got me to the same point as Rob.

Rob’s first response began this way: “The Mystery Photo is the steam tug *USS Standish* on or about 23 July 1905 transporting the remains of John Paul Jones to the Naval Academy at Annapolis. All those sailors on the after deck are surrounding Jones’s casket. The vessel was attached to the Academy as a practice ship and station tug. Jones had been buried in penury in Paris, but was found, disinterred, autopsied for identity, transported back to the America aboard the cruiser *Brooklyn* --- the one with the tumblehome mentioned elsewhere in Log-book 377, then transferred to *Standish* to get him to the Acade-

(Continued on page 4)

Nautical Term

Heel For a vessel or boat to lean over from the force of the wind. The origin is the Anglo-Saxon word *hieldan*, of this same meaning.

Tim Wood

(Continued from page 3)



my.”

It’s my understanding that my mention of *USS Brooklyn’s* extreme tumblehome last month also led the photo submitter down the path where he learned that *Brooklyn* transported John Paul Jones’s body back from France in 1905. And you see it also rang a bell with Rob. It’s good to see evidence that the column is read.

Back on point.

Rob continues: “The tug was built at Boston, Massachusetts. She was 137’ long, was armed with 2 guns, and had other specifications. She finally entered service in Norfolk Navy Yard in 1871, was assigned to Annapolis in about 1880, was removed from service in about 1921. Fate is unknown.” ShipScribe offers a bit more on her fate: “Ordered placed on sale 16 Jan 20, probably stricken this date. Sold 5 Aug 21 to P Wever & Son of Baltimore for \$1,000.” You can go to ShipScribe to learn more about those elusive “other specifications.” One thing that I find interesting is how Navsource and ShipScribe have a large discrepancy in the vessel’s reported length. Navsource says 137-feet, as reported by Rob, while ShipScribe reports 148.4’. I wonder if one site is reporting Lpp while the other is reporting Loa? With that fantail stern it’s possible.

Now, let’s examine the geography to see if we are indeed correct about *Standish* arriving at the Naval Academy as presented.

If you study maps, aerial photographs, and the physical

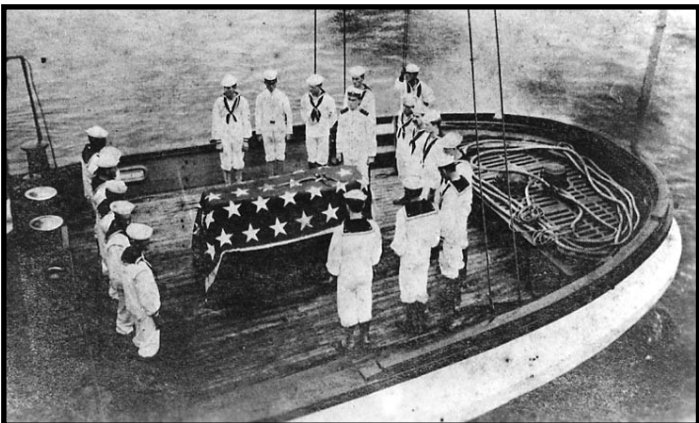


Arial view of Annapolis 1903

facility, is today. A very detailed map of the Academy grounds, dated 1924, shows these basins and surrounding buildings, roads, walking paths, monuments, and such. More importantly, the map has a compass rose so we can determine direction.

If you try and locate the buildings you see in the Mystery Photo using the Santee basin you will strike out. However, if you use the Dewey basin as your setting you find that you are looking due west and you will see that the building under construction is Maury Hall. The building behind Maury, the one with the identifiable eyebrows, is called Isherwood Hall, completed in 1905. Colloquially known as the “steam building”, this

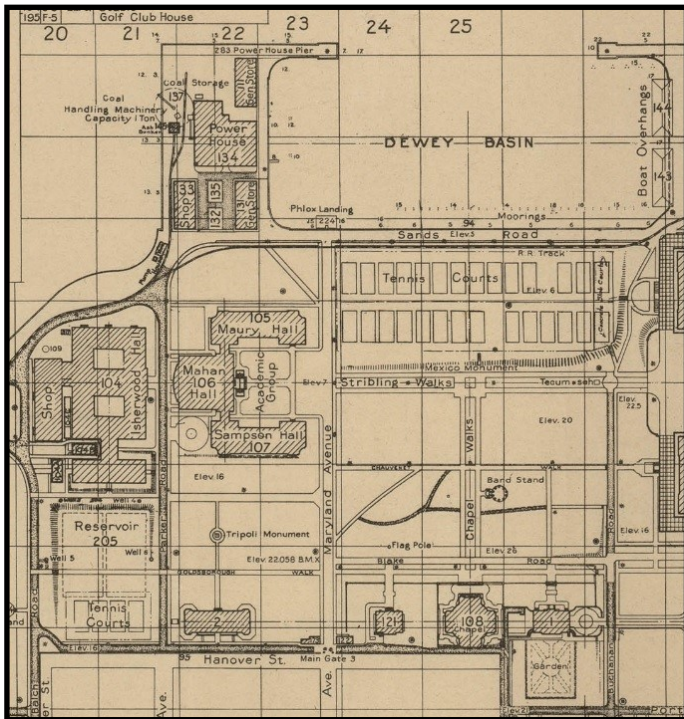
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John Paul Jones’ casket on the USS Standish July 1905

plant of the Naval Academy today you probably wouldn’t hazard a guess that our Mystery Photo documents a scene playing out there. Rob learned of it after finding the image, as did I. But let’s look at the clues again and see if we can place the image from what we see. The best clues are the two stone buildings—one under construction—that are immediately behind the tug and adjacent to the body of water. The windows and roof outline are our clues.

Looking at the Academy’s waterfront today, in addition to a bulkheaded shoreline jutting into the Severn River we see a single ship basin for Academy watercraft. That protected water is named the Santee Basin and today it’s surrounded on three sides by dry land. Prior to the wet expansion of the late 1950’s it was not! Also, prior to the 1950’s reclamation there was another older basin for Academy vessels. It was called the Dewey Basin. This basin was located where Ingram Field, the track and field



Partial Map of USNA Campus circa 1924

(Continued from page 4)



hall was where naval cadets learned “the changing technology of steam propulsion.” Isherwood was demolished in 1981 to make way for Alumni Hall—ironically about the time steam propulsion was exiting the navy. Following the line of sight of the image, the small plot of ground behind the

vessel that lies between the edge of the basin and Maury now sports Michelson Hall. In place of the industrial building on the left with the tall stacks we now find Chauvenet Hall. An aerial photo taken in 1903 looking east down Maryland Avenue, which fronts Maury Hall, confirms these locations and shows the Naval Academy chapel under construction.

Alright, the location is secure, the timeline is secure, and the vessel’s identity is secure. The scene depicts the moment when *USS Standish* delivers the remains of John Paul Jones to the Naval Academy. The proper amount of ceremony is evident. To confirm the importance his final resting place, the crypt beneath the chapel, you only need to gaze upon the “elaborate 21-ton beaux art sarcophagus and surrounding columns of black and white Royal Pyrenees marble, supported by bronze dolphins and is embellished with cast garlands of bronze sea plants.” Additionally, you need to know that the tomb has a 24 hour honor guard.

Lastly, to help inspire you to submit responses to the



John Paul Jones’ Crypt, Annapolis MD

Mystery Photo, I offer this quote from John Paul Jones the father of the US Navy: “It seems to be a law of nature, inflexible and inexorable, that those who will not risk cannot win.” Keep those cards and letters coming and have a great Holiday season.

John Cheevers



Lee Martin’s La Couronne



John Proudley’s Olympia



Bill Altice’s Portland



Bruce Brown's Constellation

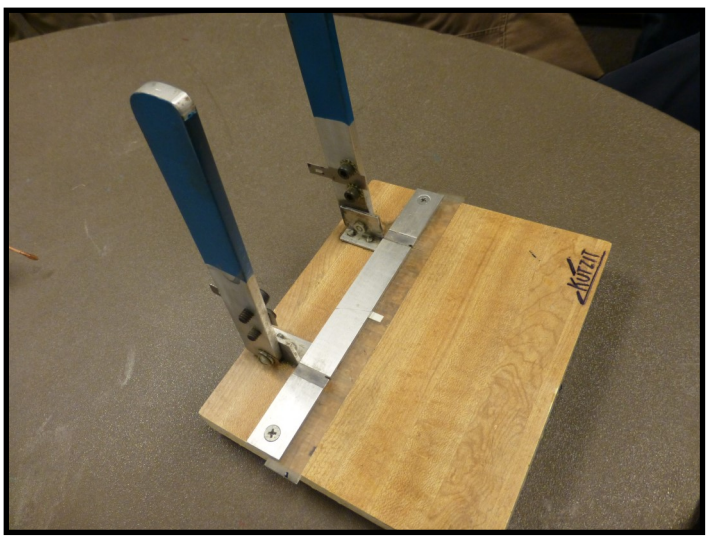
Bob Marchetti's Arizona

Tony Clayton's Spanish Kit



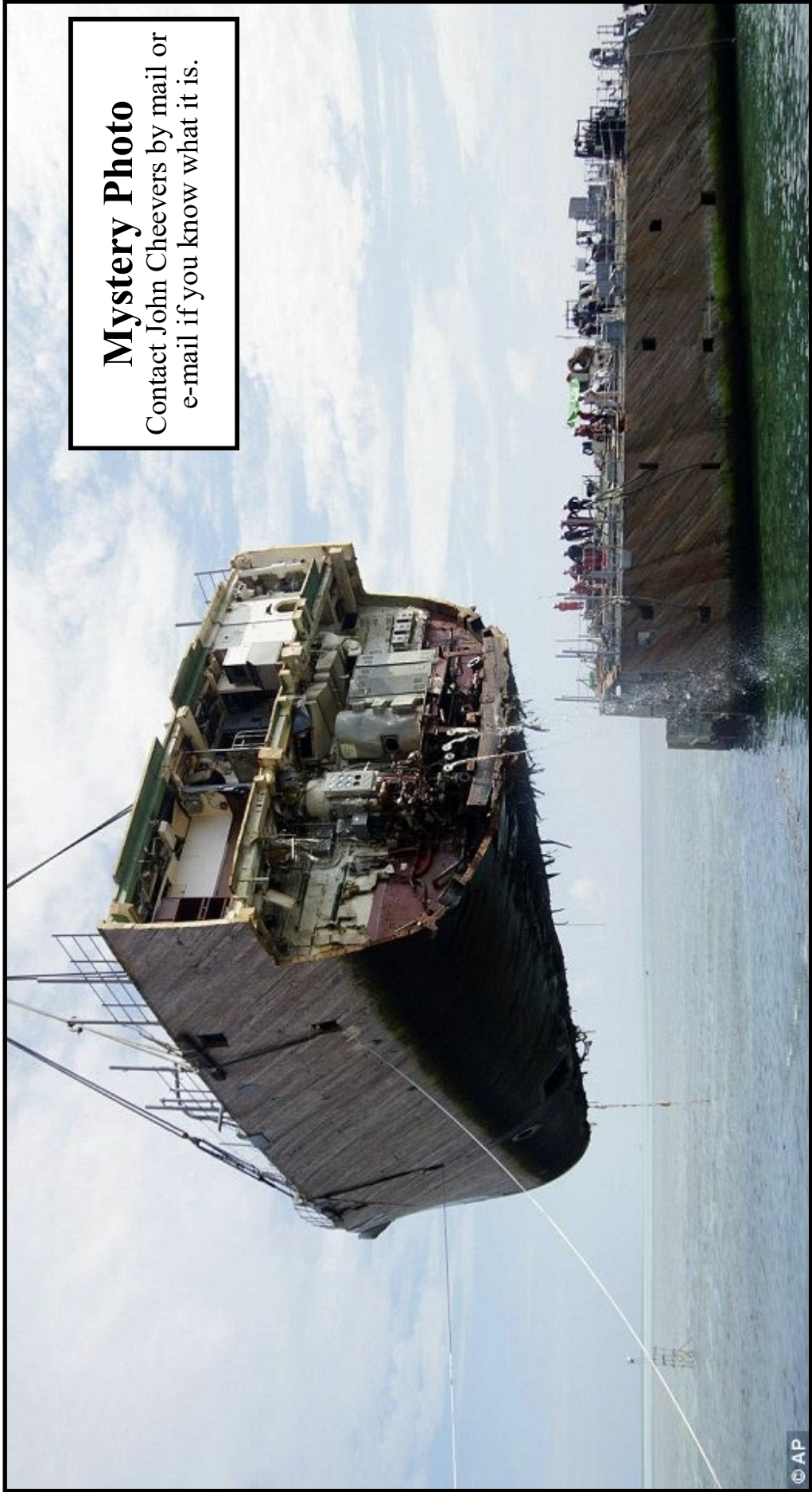
Tony Clayton's Indian Riverboat

Bob Moritz's Plank Cutter



Mystery Photo

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



NOTABLE EVENTS

DECEMBER

- 9 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation: Tim Wood, TBA

JANUARY

- 12-14 Cabin Fever Expo, Lebanon, Pa.
13 **HRSMS** Monthly Meeting: Mariners' Museum
Nomination of officers, Presentation—Tony Clayton

FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation,
Election of officers
24 The Old Dominion Open Scale Model Show & Contest

MARCH

- 10 **HRSMS** Monthly Meeting:
17 **HRSMS** Banquet, Warwick Yacht Club.

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

- 8 **HRSMS** Monthly Meeting

- 19 Talk Like a Pirate Day

OCTOBER

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

NOVEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum
Presentation, Marty Gromovsky

NOVEMBER

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

WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407
Mate: Ron Lewis (757) 874-8219
Purser: Ryland Craze (804) 739-8804
Clerk: Tom Saunders (757) 850-0580
Historian: Tim Wood (757) 481-6018
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615
Photographer: Marty Gromovsky

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Mariners' Museum
November 11, 2017

The meeting was called to order by Skipper Gene Berger. While there was many strange face there was no guest present. Lee Martin thanked the membership for their memorial donation to the Princess Anne Courthouse Volunteer Rescue Squad in his wife's name. Gene said that Luisa Vázquez-López thanked us for our contribution to the museum. Gene then talked about the Modeler of the Month column and said that it would continue. The Skipper wanted to know if anyone was interested in having their models appraised. After discussion not much interest was shown. There was no correction to the minutes as published. Ryland Craze gave the Purser's report. Webmaster Greg Harrington reported that he added a page for Ulrich Guenther's merchant brig, Volante. Greg then stated that he had been in contact with a woman from North Carolina wanting to dispose of her late husband's model kits for a discounted price. Details will follow.

Old Business: The Skipper polled the members to see who brought models to put in the display case by the Model Builders' Stand. Gene said that he would put the models in the case after the meeting. Greg Harrington reported that he made the reservation for the banquet at the Warwick Yacht Club for March 17th, 2018. Ron Lewis stated that the museum had photographic equipment that Tim Wood could use to take pictures of models as they come out of the 50th anniversary exhibit.

New Business: Ron Lewis had four XL club shirts donated by Jane Frazer to give away. John Cheevers said that he met with Jane Frazer and that she donated items for our auction. Tony Clayton was asked if he could reserve Norge Hall for an auction in March. Next there was a protracted discussion on having models judged at the Richmond IPMS show in February. Gene encouraged members to enter models in the competition.

Show & Tell: Bob Marchetti showed the progress on his 1:250 Arizona. Bruce Brown showed the progress on his Constellation and talked about problems he is having in applying a patina to the hull plating. Tom Matthews brought in a magazine with an article on the restoration of the Constellation. Ryland Craze talked about the NRG Conference and went into detail about new accessories for the Byrnes table saw. Tony Clayton showed his Indian riverboat from a Spanish kit and talked about issues with the kit. Bob Moritz showed a tool for cutting deck planks. Bill Fox showed two books to give away. John Proudley need a source for a model case. He was given the names of Norva Plastics and Kay Gee Plastics, both in Norfolk.

The meeting was adjourned to a presentation by Greg Harrington.

THE ANSWER

The answer to mystery photo 377:
Tug, USS Standish, Annapolis, 1905