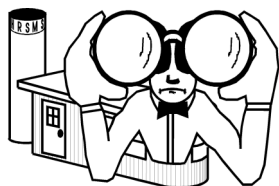


From The Bridge



Greetings all. I'm writing today as both skipper and webmaster. First of all, I want to thank and congratulate John, Ryland, and Tim for running another successful auction. There were a ton of items, some gems and some junk. I think we were thoroughly worn out by the end, no one more so than Tim. He may have walked 5 miles inside the hall that day. Congratulations to everyone that took home a treasure, and thank you for supporting the club with your purchases and donations to the auction.

Next I want to congratulate John on another excellent Mystery Photo article. He really nailed this one, and obviously put a lot of effort into it. As you may have guessed, I supplied the photo. I sent it to John with the idea that the one-and-only subject was the aircraft carrier in the background, and asked if he thought the photo lacked enough detail. By way of an answer he forwarded it to Tom, but didn't specify the subject was the carrier. I presumed the small craft in the foreground would not be of interest or would be too obscure to identify. I underestimated him!

He noted the fishing boats to the left in the foreground and pointed out sails rigged for shade. No doubt a good idea, but I am certain these are fishing nets hung up to dry. Note that you can see through them. As for the importance of drying nets, I presume it prevents rot. I learned from an article read while researching my current project that it can also be important for nets that have a particular shape, presumably those that are trawled: "The coal-tarred nets used at the turn of the century fished best when they were dry; if they were permeated with water, this caused them to become sluggish and unable to stand with the right shape in the water."

He pondered whether *culé* was the name of a vessel or a type. I can say with certainty that it is a type which (as he noted earlier in the article) is also known by the alias "varino de pau de aresta". I think the use of this term in the mystery image caption is a mistake - that it applies only to the double-ended *culé*, with its peculiar rudder arrangement, and not to the transom-sterned *varino*, which has a tiller. The *culé* was extinct by the time this photo was taken, but the *varino* (and *fragata*) were still working as late as the 70's, as described in the article "Tagus River Barges and Passenger Carriers" by John M. Kochiss (The Mariner's Mirror, Volume 64, 1978, Issue 2 - available at the Mariners' Museum library). The *Ponte 25 de Abril* (25th of April Bridge) linking Lisbon and Almada may have been the last tree-

(Continued on page 2)

Mystery Photo



Mystery Photo # 422: "Round up the usual suspects." Arguably one of the more familiar lines from a 1942 film starring Humphrey Bogart and Ingrid Bergman. Are you familiar with it? For those who may not know, the quote comes from the cinematic classic *Casablanca*. In it an "American expatriate must choose between his love for a woman or helping her and her husband" escape the clutches of evil in the form of Vichy-controlled authorities in the city of the same name. It is the typical struggle of good over evil, love over greed, and hope over despair. Powerful emotions that force men to choose, hopefully wisely and with honor. In this case good triumphs over evil when the expatriate shoots the protagonist in front of the civil authority, allowing the woman and her husband to escape. The authority now chooses wisely to side with good. He tells his subordinates "Major Strasser has been shot, round up the usual suspects"

Well this ship has been shot. The photographer provides us with an excellent image of a vessel in profile. Judging from the flag and the smoke, if the vessel had some sail set she would scoot across the anchorage. I do not see an anchor deployed, so it might be fair to say that she is making very slight headway under engine power. I also do not see any day shapes to indicate this or otherwise. But she definitely appears to be heading out, and I think all those officers on the flying bridge would agree.

She looks splendid in her fresh white and buff livery. With her all boats hoisted and stowed in their davits, with her raised accommodation ladder, and with her sails flaked, she is as ship shape as a government vessel can be. But is she U.S. Navy or some other government agency asset? We'll have to round up the usual suspects and see what develops.

I seems that we have two detectives this month: Dave Baker and I, and we produced the usual suspects. I had an initial

(Continued on page 3)

Hampton Roads Ship Society Picnic
Saturday September 11, 2021
Newport News Park

11am

Shelter No. 10

(Continued from page 1)



nail in the coffin. Though no longer working, a number of varinos are preserved and sailing as pleasure craft to this day.

I was impressed with the depth of his knowledge on the carrier profile and how he used it to narrow the timeline, along with the logs listed on DANFS. I probably could have identified it as an Essex class with a reference book at hand, but it would take much more familiarity to pick out 5" guns from this small, grainy image. Kudos.

He went on to praise my monograph (a work in progress) for the culé, and I thank him for the kind word. A bit of a clarification is in order with regard to posting pages for your own models. Because we have more information included for each model, it is not as straight-forward to create a page on our website as it is on Model Ship World, and I have more or less given up making it so. However, with a little guidance anyone can do it. It is not rocket science, else I certainly would not be capable. That being said, permission to create pages is as of this moment restricted to myself. If you want to give it a go, I can set up for you to do your own work and show you what to do. Don't hesitate to ask! The alternative is for you to send what you want in an email, a Word document, PowerPoint, etc. It is certainly not too much to ask if all I have to do is copy and paste.

When sending pictures, it is best to send full-size copies as attachments. When put directly into an email, Word doc, PowerPoint, etc. they are often shrunk down and do not look as good on the website. Full-size images also allow me to crop an area to highlight it and still have enough detail for a good-looking image. Instead of email attachments, you could also use Google Drive, DropBox, or a similar service. If you send an article combining text and images I will be able to see how you'd like it all laid out. If you do this, still attach copies of the photos (as noted above) unless you can tell that the article you're sending includes the full-size version.

You are invited to write as little or as much as you wish. Look at my pages or Gene Andes' for ideas. It can be a single paragraph or a long essay. The more the better, but just a few pictures without a single word is better than nothing. You are by all means encouraged to participate. We want to see your work, and so do others. Don't be shy. If you're thinking your work is not good enough to post, I say "hogwash" (that's as strong as I can get in a public newsletter). The least of the models I've seen produced by a club member is still something to be proud of. Send me your skipjacks, you tugs, your huddled mast(es)....

Greg Harrington

Nautical Term

Scuttlebutt: Shipboard rumors of gossip. The scuttlebutt was a cask with scuttle, for drinking water and other potables, around which the men could be expected to gather and chat. The term is still used in the U.S. Navy for a drinking fountain.

Tim Wood

AMERICAN NAVAL HISTORY THE CIVIL WAR

1861

June 10: Work begins on the CSS Virginia at Norfolk, Va. Lt. John M. Brooke, CSN, is placed in charge of converting the former wooden frigate Merrimack into the ironclad ram CSS Virginia.

June 27: Commander James H. Ward becomes the first U.S. Navy officer killed in the Civil War when a Confederate sharpshooter picks him off during an engagement at Mathias Point, Virginia.

June 27: Blockade Strategy Board is convened to consider the implementation of the blockade and the seizure of bases on the Confederate coast.

June 28-29: Confederates capture the passenger steamer St. Nicholas.

June 30-January 18, 1862: Sailing from New Orleans, the screw steamer Sumter slips past the blockader Brooklyn at the mouth of the Mississippi. In six months she takes 18 prizes. Her cruise ends at Gibraltar, where she is unable to obtain coal. The Sumter is soon blockaded by three Union vessels and in April 1862 she is laid up.

July 2: The blockade of Galveston, Texas, is established by the screw steamer South Carolina.

July 8: The screw tug Resolute picks up two floating "torpedoes" -mines- in the Potomac River.

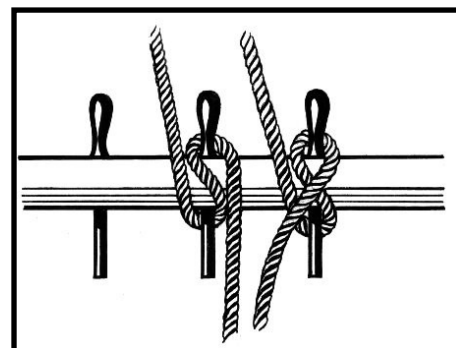
July 14: The blockade of Wilmington, North Carolina, is established by the screw steamer Daylight.

July 21: The Battle of Bull Run.

July 24: Congress passes an act "for the temporary increase of the navy" authorizing President Lincoln to expand the service.

1861 End of part 3 of the Civil War.

Bob Moritz



(Continued from page 1)

guess which corresponded with the reply from Dave. Per my usual, I make a reply to the editor as to the vessel's identification as soon as the *Logbook* arrives—it's a little game we play to see how fast I can identify the image. Then we get serious as additional replies arrive. And we usually receive one from Dave later in the day or maybe the next. My initial identification was U.S.S. Dolphin a Navy despatch boat, a few hours later I changed that guess by supplying a second suspect. Dave's reply came in after that.



According to Dave, "The latest mystery ship is the "despatch vessel" U.S.S. DOLPHIN. As to date, I was able to blow up the image to allow counting the number of stars on the U.S. flag in an attempt to be more precise but discovered it was a standard 48-star flag, so all that I can determine is that the photo was taken during the years when USN ships were painted white and after her main armament had been changed."

And then Dave locks us in to an important time in the development of the U.S. Navy during its change from wood to steel construction. "As to history, the ship was one of the ABCD series of new vessels ordered for the USN to start on the building of a new, then-modern Navy and was authorized on 3 March 1883. She was built by John Roach & Sons at Chester, PA, and was commissioned on 8 December 1885. In effect a gunboat, the despatch vessel was literally intended to deliver tactical and strategic information to a USN fleet at sea or back to home base (not that Navy had much of a fleet to deliver to in



SS Governor

the 1880s.)"

"Built for what was then considered a high speed, the DOLPHIN displaced 1,485 tons normal and was 240 feet long at the waterline, with a beam of 32 ft. and a mean draft of 14-ft. 3-in. Initially, the ship carried a single 6-in. 30-cal. gun, but it was soon replaced by two 4-in. breech-loading rifles. Also carried were two 6-pounder guns, four 47-mm guns, and two gatling guns. The single-screw propulsion plant had a vertical compound engine that produced 2,240 indicated horsepower for a maximum speed on trials of 15.5 knots. The DOLPHIN was also rigged as a 3-masted schooner. Her crew as completed was ten officers and 80 enlisted personnel."

Is he right? Law enforcement, or actually defense lawyers are quick to tell you that eyewitness testimony is not all that reliable as it is fraught with error, bias, distortion, and prejudice. Witnesses tend to suffer from fuzzy memory. They tend to inadvertently distort facts as they recall events, and it happens for lots of reasons which we won't go into here. But from multiple testimonies, you can get congruent facts. And from that evidence a thread of activities can be stitched and truth will emerge. That's why we 'round up the usual suspects'—emphasis on the plural.

There are facts in this Mystery Photo! These facts began to emerge when I made a side by side comparison of U.S.S. Dolphin and the vessel that eventually became the answer to this month's Mystery Photo. First let's look at what is the same or similar: The white-hulled livery, the bridge and stack arrangement, the 3-masted schooner rig, the fantail stern, the bowsprit, most of the ship's boats and most of their locations, the presence of a gun mount sponson, port lights in the hull, and scrollwork at the bow.

Now let's look at the differences between Dolphin and our Mystery vessel: Dolphin has a hawser hole with chain going up to an anchor stowed on an angled plate at the deck edge. The Mystery has no anchor bed plate at the deck edge and a sponson gun mount is behind the chain. Dolphin has two guns mounted to the foreccastle deck while the Mystery vessel does not. Dolphin has a sponson gun mount directly in line with the bridge and one near the aft mast. The Mystery vessel, in addition to the sponson behind the anchor chain, has one near the aft mast. And where the top of the bulwark on Dolphin is about chest high all the way to the fantail, the Mystery vessel has a turn-up of the bulwark near the mizzen mast to facilitate a poop deck. Dolphin does not have the raised poop deck. But the most telling feature of the Mystery vessel are the round port lights in the hull, not at all like the rectangular port lights in Dolphin. In addition, the Mystery has an upper row of port lights at the stern which Dolphin lacks. Best feature of the Mystery is the torpedo tube molded into the stem, a feature that Dolphin lacks.

So now we must turn one suspect loose and identify the Mystery. Cutting to the chase I will tell you that the Mystery Photo shows the U.S.R.C. McCulloch steaming in the Mare Island channel in 1888. The image can be found at the Navsource web site by looking under civilian vessels (SP) and go all the way to the end of the listing where the lists for the 'other' Government vessels are. The Revenue Cutter group is last—so be it.

McCulloch is famous in a way, but that celebrity is not widely known. From the DANFS log we find that she was "Built by William Cramp & Sons, Philadelphia, McCulloch commissioned 12 December 1897 as a cruising cutter of the Revenue Cutter Service."

"As the Spanish-American War was about to commence, the new cutter was steaming via the Suez Canal and the Far East

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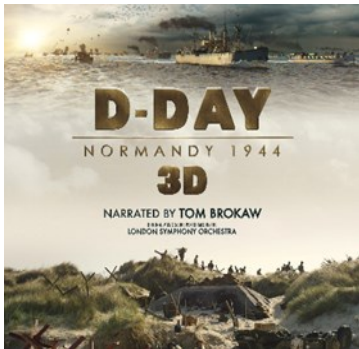
What's Happening at The Museum

Welcome, Fall! After our pandemic nightmare, the Museum has been reopened for three months and attendance is looking good! You may have noticed that there were no cobwebs, no dusty shelves, no lightbulbs out... Our maintenance and clean-up crews have done a good job and continue to keep TMM one of the cleanest and most orderly of museums. Now, with the new Delta virus (Corvid 2.0) we'll need to get back into an "abundance of caution" mode and maybe even get another shot in the arm! *C'est la vie*. Not what we want but it beats a shut-down hands down! One feature I've missed has now reopened! You walked past it every time you came in for a HRSMS meeting! The most up-to-date 3-D High Def Theater in the entire region! And it reopened a few days ago! Yep! For a small fee you can sit comfortably and watch your choice of three hi-def feature presentations, two in 3-D, that will amaze, entertain and educate you! Here, in much abbreviated intro form, are your options:

Expedition Chesapeake, A Journey of Discovery

This super hi-def movie/travelogue takes you on a stunning giant screen visual journey aboard a three-masted schooner from New York to Virginia with Emmy Award-winning expedition leader and biologist Jeff Corwin. Along the way, you'll meet animals and people who call this watershed home and learn more about the issues facing the largest estuary in the United States. It's our home, folks, and we need to be better stewards of this wealth of maritime culture, a microcosm of the world's estuaries. It's a 45 minute presentation showing at 9:30, 12:30 and 3:30.

Take your pick! P.S. Tim, you will love the filmography!



D-Day 3D: Normandy 1944

Your next choice brings this monumental event to the world's largest screens for the first time ever. Audiences of all ages, including new generations, will discover from a new perspective how this landing changed the world. Exploring history, military strategy, science, technology and human values, this documentary will educate and appeal to all.

And it's about the ships, boats (and planes, Marty!) and the indomitable sea! Normandy, now a household word...let's

THE ANSWER

Mystery photo 421:

Barco De Agua Acima or Varino DE Pau De Arista -Gaines-B-1863-TL unloading salt at the Caisdo Sodre

not forget! This is a 44 minute 3D Hi Def experience narrated by Tom Brokaw. *D-Day 3D: Normandy 1944* pays tribute to those who gave their lives for freedom. Show times? 10:30, 1:30 and 4:30.

Oceans 3D: Our Blue Planet

This one is my hands-down favorite! It takes us on a global odyssey to discover the largest and least explored habitat on earth. New ocean science and technology has allowed us to go further into the unknown than we ever thought possible. From the coastal shallows to deeper, more mysterious worlds, we reveal the untold stories of the oceans' most astonishing creatures. Oceans, the last frontier. This is a 40-minute BBC thrill ride! It shows at 11:30 and 2:30.

Now I have to brag! The auction was good to me! The Ship Model Shop now has a number of new instructional books and I went home with over \$600.00 worth of great stuff for \$100.00! If you missed it, don't miss it again!

And that's a wrap! See you in the Park!

Ron Lewis

(Continued from page 3)



to her first station at San Francisco. Upon her arrival at Singapore 8 April 1898, 2 full weeks before war was declared, orders directed McCulloch to report to Commodore Dewey on the Asiatic station."

"Dewey's squadron was composed of cruisers Olympia, Boston, Baltimore, and Raleigh; gunboats Concord and Petrel; and cutter McCulloch, with her charges, the valuable storeships Nanshan and Zafire. The squadron stood out of Mirs Bay, China, 27 April, and entered Manila Bay the evening of 30 April. By midnight Olympia had stealthily passed into the harbor. Successive ships followed in close order."

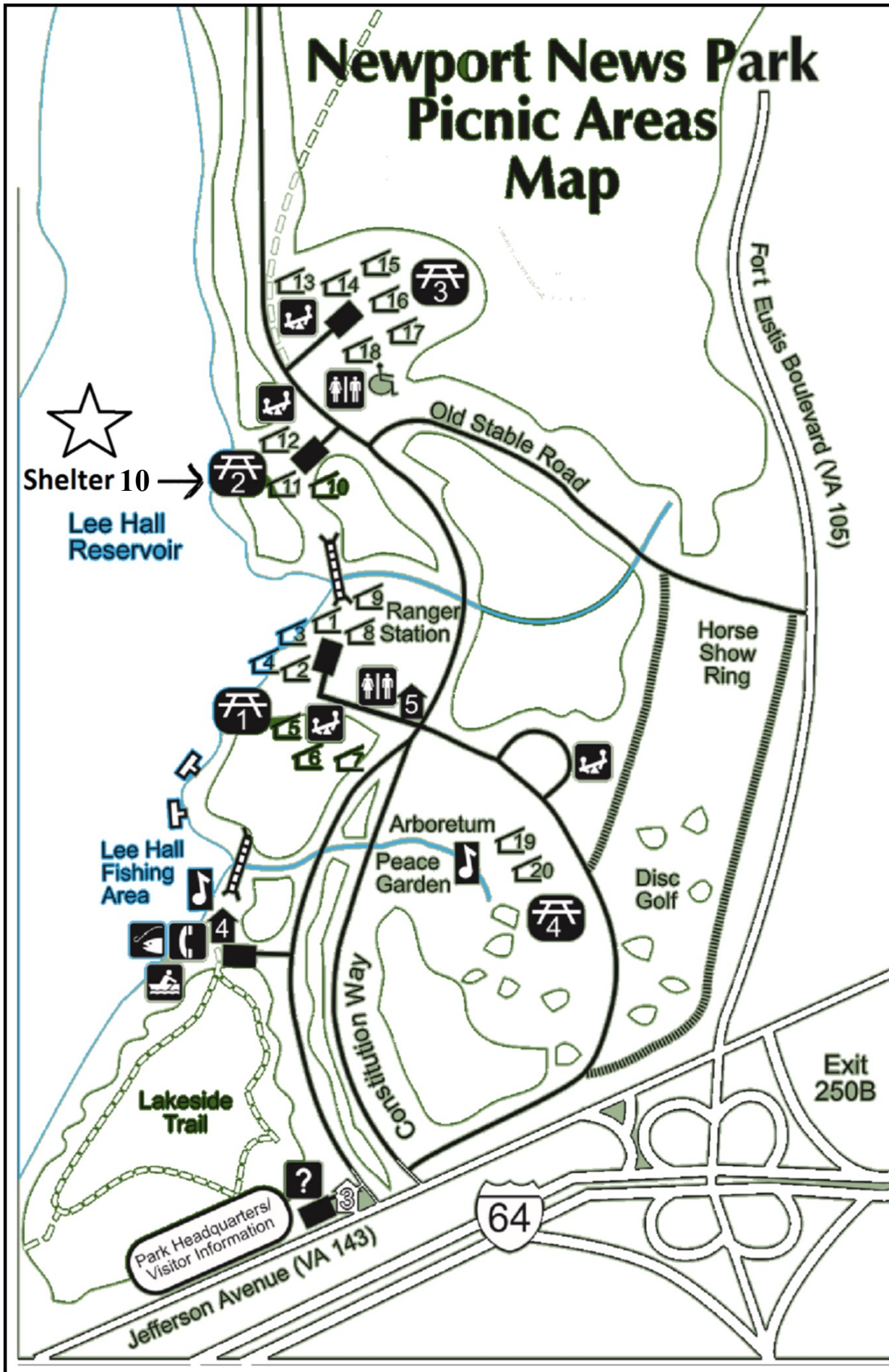
"Just as McCulloch brought El Fraile Rock abaft the starboard beam, the block stillness was broken. Soot in the cutter's stack caught fire and sent up a column of fire like a signal light. Immediately thereafter a battery on El Fraile took McCulloch under fire. Boston, in column just ahead of the cutter, answered the battery, as did McCulloch, and the Spanish gun emplacement was silenced." One crewman was lost.

Afterwards she was assigned duty which would classify her as a usual suspect. "In a message to the Secretary of the Navy, Dewey commended Captain Hogsdon for the efficiency and readiness of his ship. After the battle, because of her speed, McCulloch was dispatched to the closest cable facility, that at Hong Kong, bearing the first dispatches of the great naval victory."

Following the overwhelming victory of the Spanish at Manila Bay, "McCulloch arrived at San Francisco 10 January 1899 and operated on patrol out of that port, cruising from the

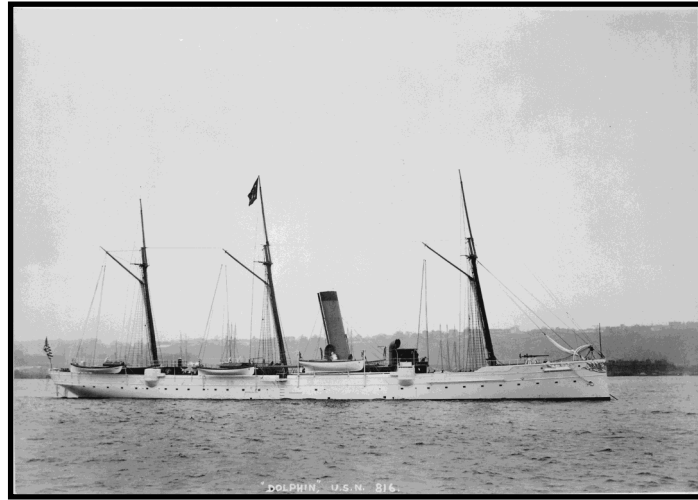
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Newport News Park Picnic Areas Map



(Continued from page 4)

Mexican border to Cape Blanco. Designated to enforce fur seal regulations 9 August 1906, she operated in the vicinity of the Pribilof Islands until 1912. During these years of service in the Bering Sea patrol, she was especially well known because of her services as a floating court to the Alaskan towns. Upon return to San Francisco in 1912, McCulloch resumed patrol operations in her regular west coast cruising district." Since the photo in Navsource is dated 1888, a date that has to be wrong, we should alter our timeline to the window between 1889 and 1906.



Dolphin (unarmored). Starboard side, 1891

I know you guys like specifications as much as I do, so here they are for McCulloch:

Displacement 1,432 t.
 Length 219'
 Beam 32' 6"
 Draft 16'
 Speed 17 kts.
 Complement 130

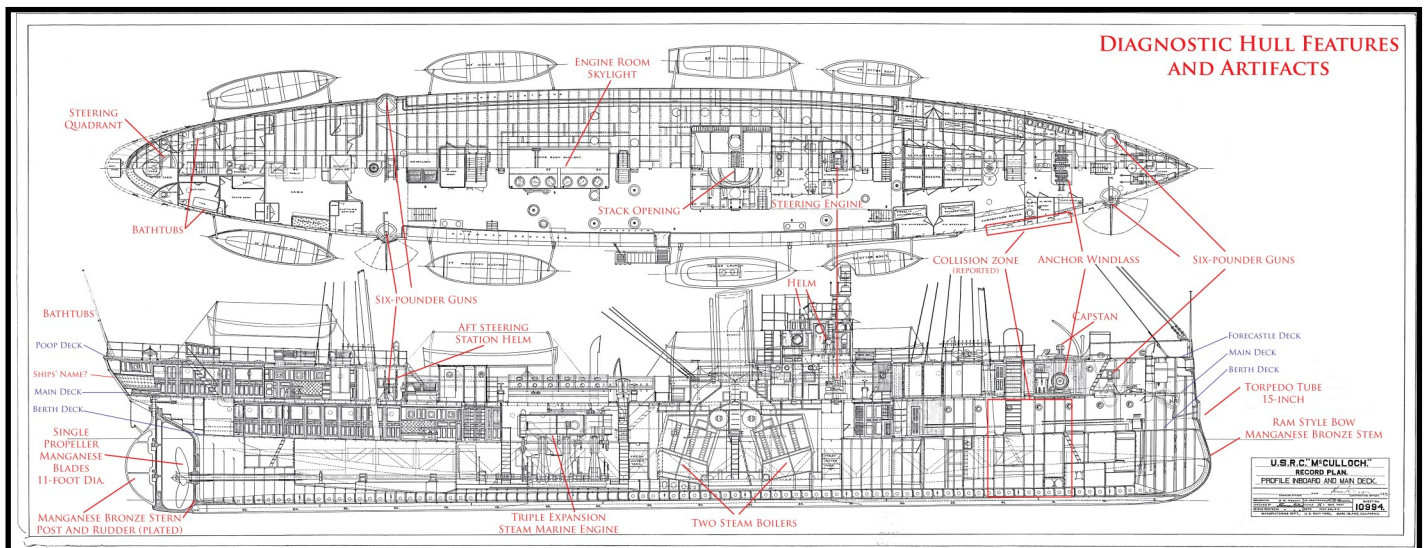
Armament: Four 3" mounts and one torpedo tube

Propulsion: Two 200psi boilers, one triple expansion 21½", 34½" and 56½" diameter x 30" stroke steam engine, one shaft.



Additionally it should be stated that she featured composite construction. That is she was wood sheathed over her steel frames below the waterline and steel sheathed above. Vessels of this era that were intended to spend long periods on patrol in colder climates were built this way. The wood was copper sheathed to keep marine growth and worms away. Ah, the days before Tributyltin. You can see evidence of this in the

(Continued on page 7)



(Continued from page 6)



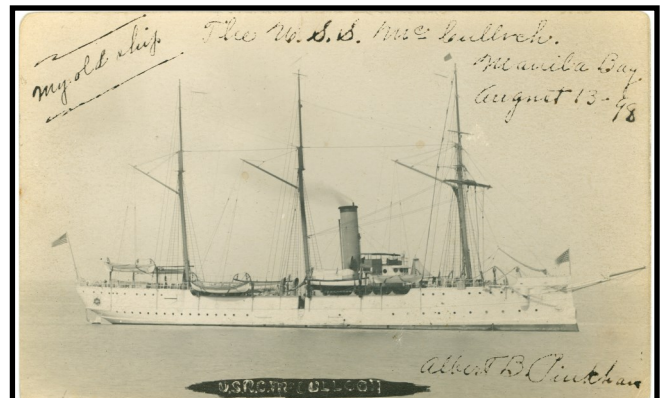
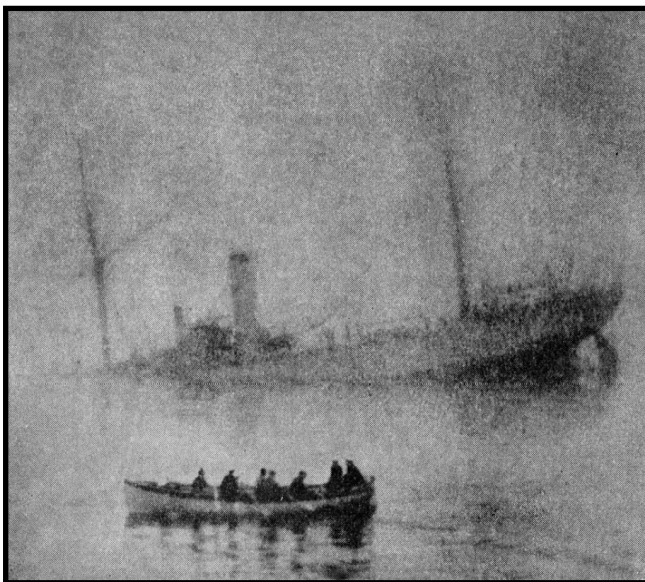
Mystery Photo.

The ship is “Named after Hugh McCulloch, the gold-standard-loving Secretary of the Treasury under Presidents Lincoln, Andrew Johnson, Chester A. Arthur, and Grover Cleveland, the cutter McCulloch followed the longstanding tradition of the USRCS of naming large cutters after past Treasury bosses. President Abraham Lincoln nominating Hugh McCulloch to be Secretary of the Treasury of the United States on 9 March, 1865.”

But this is not the end of the story. Now that we have a suspect it’s time to send for the Governor to commute McCulloch’s service.

On April 6, 1917, the same day that the United States formally entered into the Great War, McCulloch was transferred to the Navy for use as a patrol vessel. By this time she had lost her main mast, it being removed in 1914. This and a shortening of her bowsprit signaled less of a reliance on her sailing rig and altered her appearance. As a Naval asset she continued patrol operations along the Pacific coast as German ‘raiders’ had been reported to be operating along the west coast of South America. “On the morning 13 June 1917, three miles northwest of Point Conception, California, she collided with the Pacific Steamship Company’s steamer Governor (5,474-tons) in dense fog. A court of inquiry showed that the cutter had stopped in the fog and turned her signals on, while SS Governor was making 14 knots.” One crewman was lost

“During the collision with the McCulloch, there were 429 passengers and crew aboard the Governor with no reported injuries. The big steamer was found at fault for not obeying the ‘rules of the road’” by “barreling through the fog bank at 14 knots in a dangerous area known as the “Cape Horn of the Pa-



cific.” The Pacific Coast Company “agreed to a settlement payment to the U.S. government of \$167,500 in December 1923.”

Now on to the suspect wreck.

“On April 22, 2021 the shipwreck remains of the USCG Cutter [sic] McCulloch was officially listed on the National Register of Historic Places. The nomination to the register was a joint submission by NOAA’s Office of National Marine Sanctuaries and the U.S. Coast Guard. The National Register listing highlights the national significance of the archaeological remains of the shipwreck, and McCulloch’s role for the U.S. Revenue Service in the Bering Sea Patrols as a floating courtroom, and serving at the Battle of Manila Bay under the command of Commodore George Dewey. The ship’s precise location was unknown for nearly 100 years. During a joint NOAA – USCG remotely operated vehicle (ROV) training mission in October 2016, the science team confirmed the historic remains

“Neptune Claims a Good Ship”; newsprint image

(Continued on page 10)

Scenes from the August Auction
submitted by Ron Lewis



Auctioneer, John Cheevers



Mystery Photo

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



NOTABLE EVENTS

SEPTEMBER

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

OCTOBER

- 9 HRSMS Monthly Meeting: Presentation, TBA

NOVEMBER

- 13 HRSMS Monthly Meeting: Zoom Presentation, TBA

DECEMBER

- 11 HRSMS Monthly Meeting: Presentation: TBA

JANUARY

- 8 HRSMS Monthly Meeting: Online Zoom Nomination of officers

FEBRUARY

- 12 HRSMS Monthly Meeting: Mariners' Museum Election of officers

MARCH

- 12 HRSMS Monthly Meeting: ,

APRIL

- 9 HRSMS Monthly Meeting: Zoom

;

MAY

- 14 HRSMS Monthly Meeting:

JUNE

- 11 HRSMS Monthly Meeting: Mariners' Museum

JULY

- 9 HRSMS Monthly Meeting: Mariners' Museum

AUGUST

- 13 HRSMS Monthly Meeting: Presentation: TBA

WATCH, QUARTER AND STATION BILL



- Skipper: Greg Harrington (757) 218-5368
- Mate: Gene Berger (757) 850-4407
- Purser: Ryland Craze (804) 739-8804
- Clerk: Tom Saunders (757) 850-0580
- Historian: Tim Wood (757) 481-6018
- Editors: John Cheevers (757) 591-8955
Tom Saunders (757) 850-0580
- Webmaster: Greg Harrington (757) 218-5368
- Photographer: Marty Gromovsky

MINUTES



Hampton Roads Ship Model Society
Monthly Meeting
Norge Hall
August 28, 2021

Guests: John Jones, 2nd Meeting
Mitch Woods, 3rd Meeting

This was an abbreviated meeting due to the auction. A show of hands indicated a continuing interest in having the picnic. With an affirmative show of hands, Ryland circulated sign-up sheets for the picnic. Mitch Woods was recognized as attending his third meeting and was voted into the HRSMS.

There was no further business and John Cheevers conducted the auction.

A note of thanks goes to Tony Clayton and his wife, Dorothy for providing snacks at the August meeting.

(Continued from page 7)



of the USCG Cutter McCulloch off Point Conception, known as the 'Cape Horn of the Pacific.'" Back in September 2017, we ran the same photograph as Mystery Photo 375. For that essay, I likened the search to the board game Clue. For this Mystery I moved the argument to Casablanca. In MP 375 we had replies from Dave Baker and Tim Wood, and they both correctly identified the Mystery vessel as the USRC McCulloch, after we vetted the usual suspects.

Contrary to popular myth, in the movie Casablanca, Rick never says "play it again, Sam". It is Ilsa, played by Ingrid Bergman, who says: "Play it, Sam. Play "As Time Goes By." There is much dialogue until Rick finally says, "If she can stand it, I can! Play it!" Well here in MP 422 we just played it again, Sam. You'll have to re-read MP375 to see what happens to the Governor...

John Cheevers

