

## The ship Frank Hughes, Sr. served on during WW 1:


### USS Montgomery (C-9)

**The fourth USS Montgomery (C-9) was an unprotected cruiser in the United States Navy authorized in the naval appropriations act of September 7, 1888. Montgomery served during the Spanish-American War and in World War I and was named for Montgomery, Alabama.**

**Montgomery was launched 5 December 1891 by Columbian Iron Works, Baltimore, Maryland; sponsored by Miss Sophia Smith; and commissioned at Norfolk Navy Yard 21 June 1894, Commander Charles W. Davis in command.**

(Source: Wikipedia):



Career	
Name:	USS <i>Montgomery</i>
Builder:	<a href="#">Columbian Iron Works and Dry Dock Co., Baltimore, Maryland</a>
Launched:	5 December 1891
Commissioned:	21 June 1894
Decommissioned:	16 May 1918
Renamed:	<i>Anniston</i> , 14 March 1918
Struck:	25 August 1919
Fate:	Sold, 14 November 1919

### General characteristics

Type:	<a href="#"><i>Montgomery</i>-class unprotected cruiser</a>
Displacement:	2,094 long tons (2,128 t)
Length:	269 ft 6 in (82.14 m)
Beam:	37 ft (11 m)
Draft:	14 ft 7 in (4.45 m)
Speed:	17 <a href="#">knots</a> (31 km/h; 20 mph)
Complement:	125 officers and enlisted
Armament:	<ul style="list-style-type: none"><li>• 9 × 5 in (127 mm) guns</li><li>• 6 × 6-pounder guns</li><li>• 2 × 1-pounder guns</li><li>• 3 × 18 in (457 mm) torpedo tubes</li></ul>

The fourth **USS *Montgomery* (C-9)** was an [unprotected cruiser](#) in the [United States Navy](#) authorized in the naval appropriations act of September 7, 1888.<sup>[1]</sup> *Montgomery* served during the [Spanish-American War](#) and in [World War I](#) and was named for [Montgomery, Alabama](#).

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## Service history

Assigned to the [North Atlantic Squadron](#), the new cruiser operated along the eastern seaboard and in the [Caribbean](#). During the Spanish-American War, she cruised near [Cuba](#) and [Haiti](#) in April 1898 and in May joined the blockade of [Havana](#). She took two prizes, *Lorenzo* and *Frasquito*, 5 May, and shelled the [Spanish](#) forts a week later. On 13 June a 280mm [Krupp gun](#) at the [Santa Clara Battery](#) fired on *Montgomery*, at a range of 9000 meters, apparently without effect.

In April 1899 *Montgomery* transferred to the [South Atlantic Squadron](#) and operated along the Atlantic coast of [South America](#) until returning to the United States and decommissioning at [New York](#) 15 September 1900. Recommissioned 15 May 1902, she was assigned to the Caribbean Division, North Atlantic Squadron, and operated in the [West Indies](#) until decommissioning at [Philadelphia, Pennsylvania](#) 15 September 1904.

*Montgomery* recommissioned 2 January 1908 and operated in the 5th Naval District as a torpedo experimental ship. From 1914 to 1918 she served with the [Maryland Naval Militia](#). Renamed *Anniston* 14 March 1918, she was assigned to Division 2, American Patrol Detachment, for patrol and escort duty along the Atlantic coast and in the Caribbean.

Decommissioning at [Charleston, South Carolina](#), 16 May 1918, *Anniston* was struck from the [Navy list](#) 25 August 1919 and sold 14 November 1919.

## References

- ↑ Burr, Lawrence (2011). *US Cruisers 1883-1904: The birth of the steel navy*. Osprey Publishing. p. 16. [ISBN 9781780962702](#). Retrieved 5 July 2014.

- *This article incorporates text from the [public domain Dictionary of American Naval Fighting Ships](#).*

# USS MONTGOMERY - ANNISTON

(C 9)

## **CLASS - MONTGOMERY**

Displacement 2,090 Tons, Dimensions, 269' (oa) x 37' x 16' 8" (Max)

Armament 9 x 5"/40, 6 x 6pdr, 2 x 1pdr, 3 x 18" tt..

Armor, 7/16" Deck, 2" Conning Tower.

Machinery, 5,400 IHP; 2 Vertical, Triple Expansion Engines, 2 screws

Speed, 18 Knots, Crew 274.

## **Operational and Building Data**

Launched 05 DEC 1891 by the Columbia Iron Works, Baltimore, MD

Commissioned 21 JUN 1894

Decommissioned 15 SEP 1900

Commissioned 15 MAY 1902

Decommissioned 15 SEP 1904

Commissioned 02 JAN 1908

**Renamed Anniston 14 MAR 1918**

Decommissioned 16 MAY 1918

Stricken 29 AUG 1919

**Fate:** Sold for scrap 14 NOV 1919

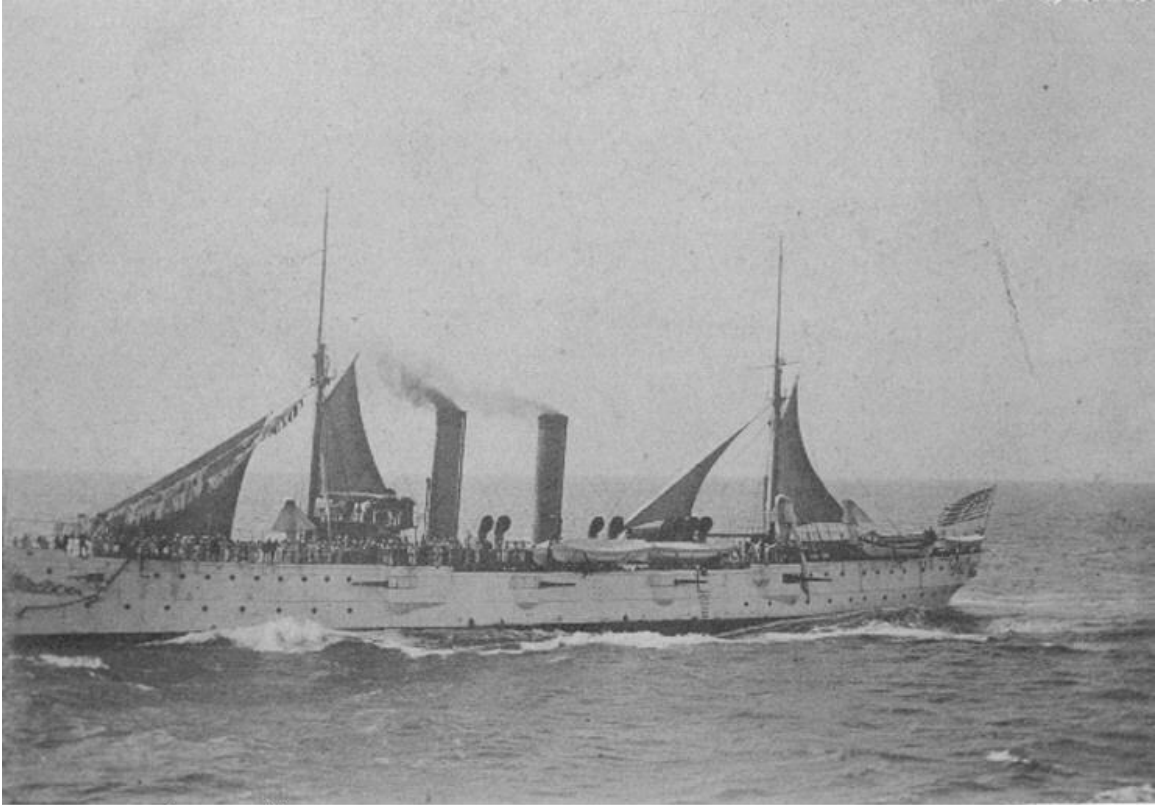


Photo # NH 45718 USS Montgomery at sea

At sea under steam and sail, circa 1894-97, with laundry drying on her foremast rigging and many crewmen on deck. Courtesy of Captain R.H. Johnson, 1932.

U.S. Naval Historical Center Photograph #45718.

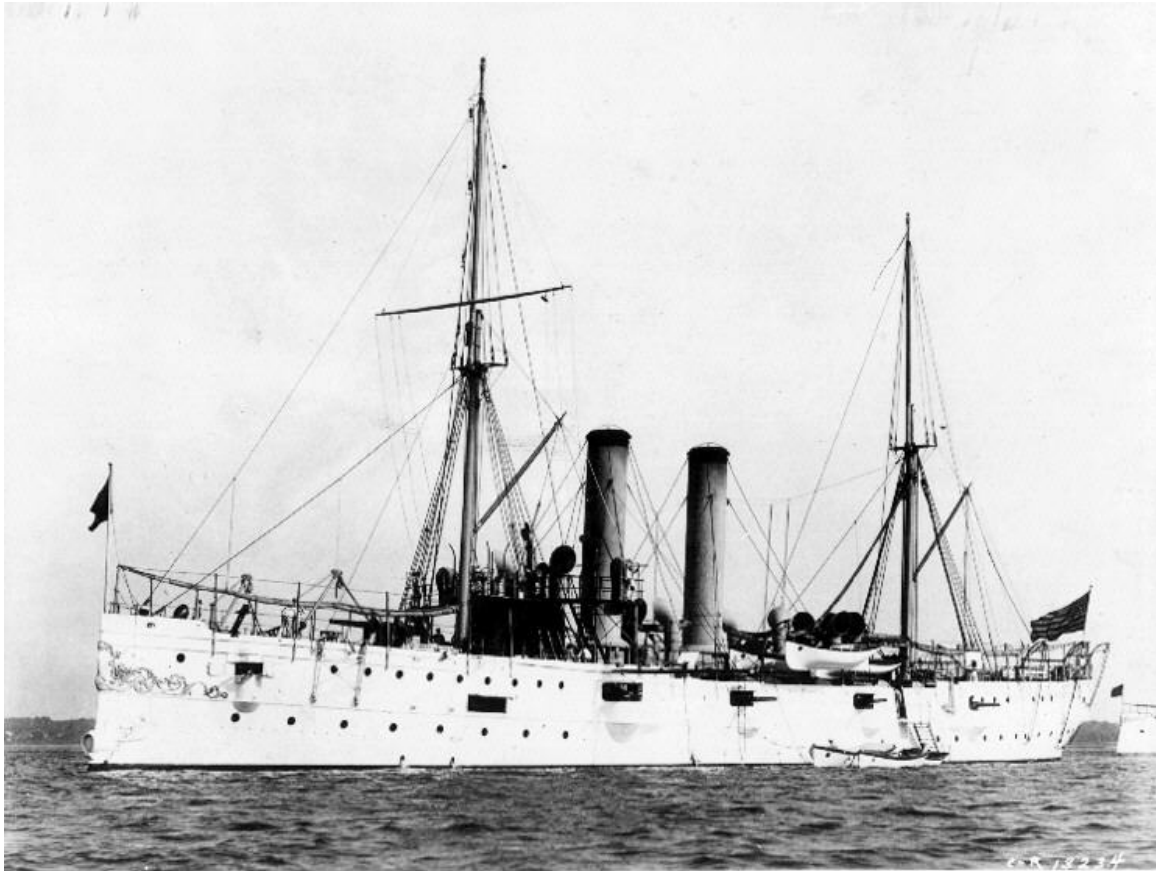
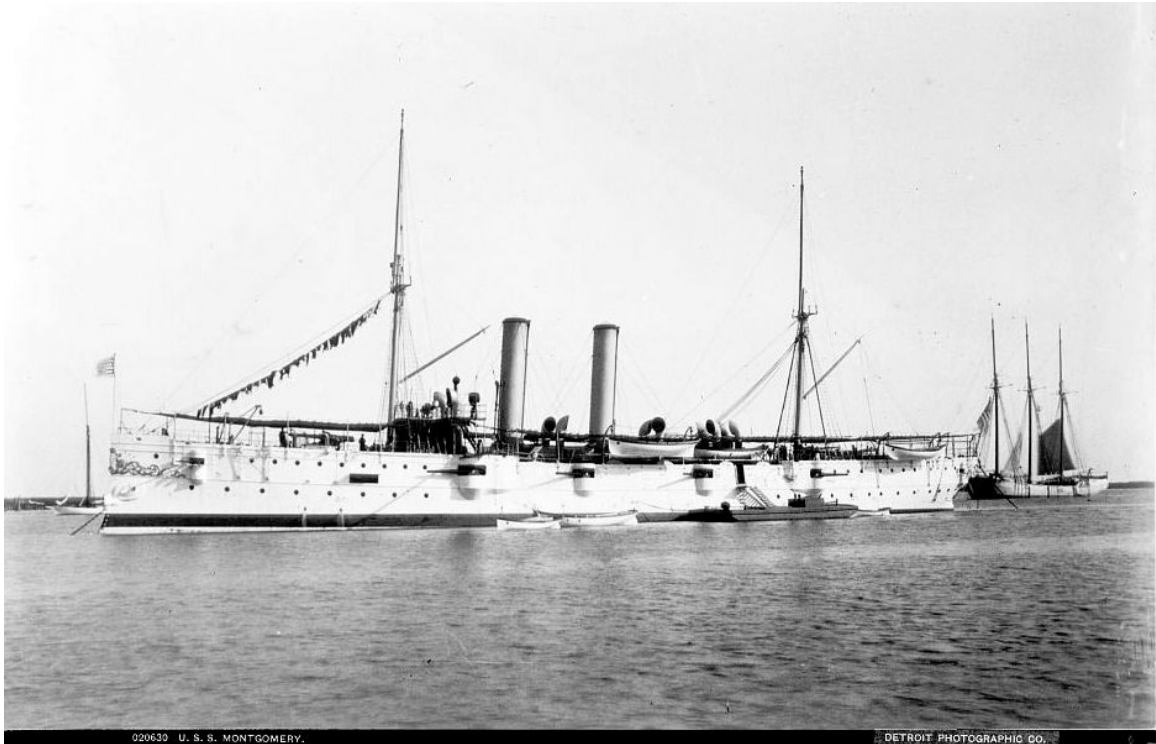


Photo # NH 45717 USS Montgomery, circa 1894-99

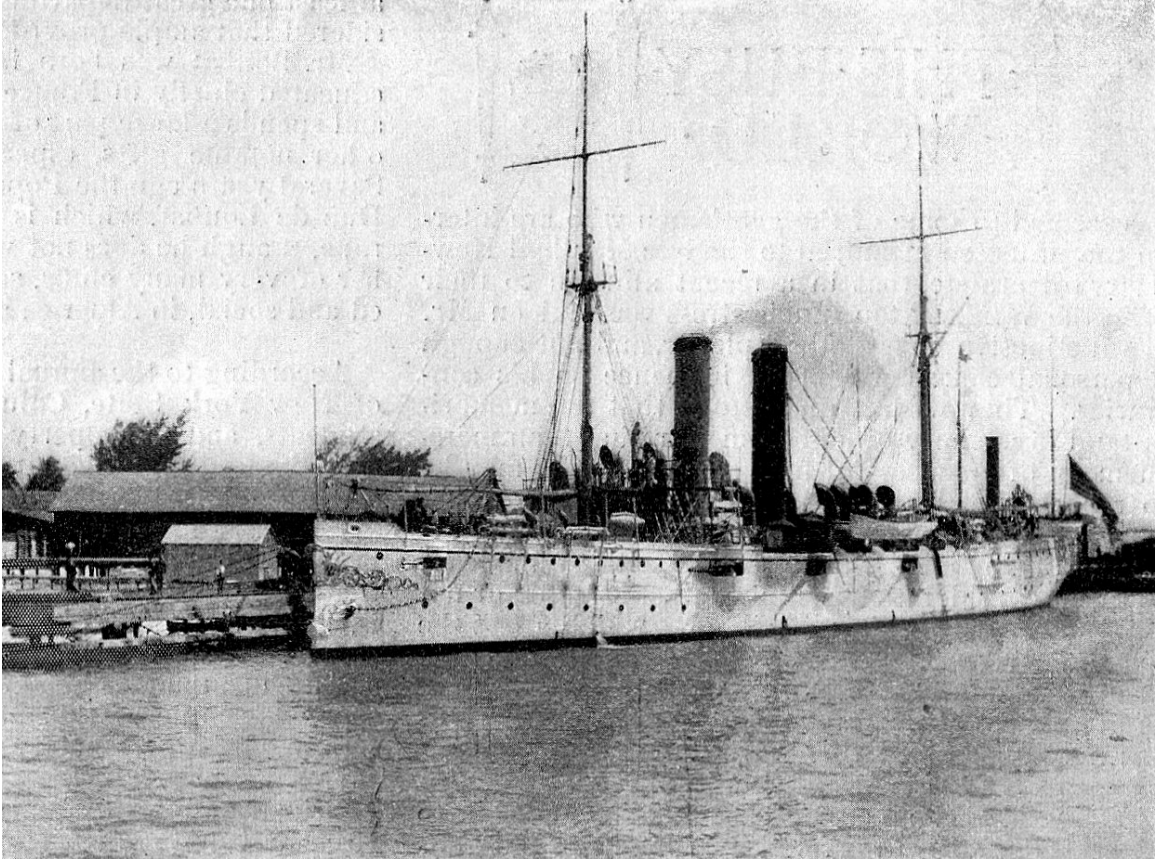
Port bow view, circa 1894-99.

U.S. Naval Historical Center Photograph #45717 .

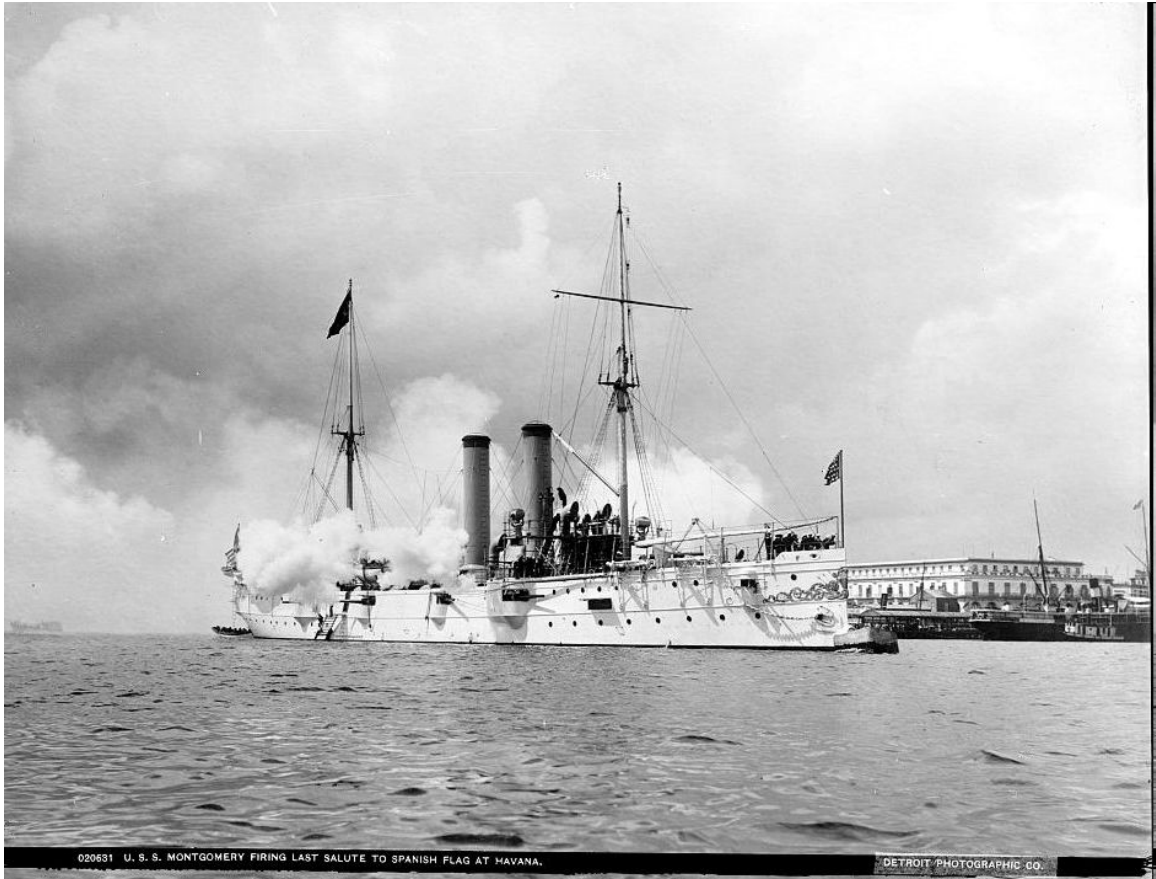


**USS Montgomery (C 9)**, as completed, anchored at an unknown location circa 1894-1900.

Source: Library of Congress, Photo #LC-D4-20630



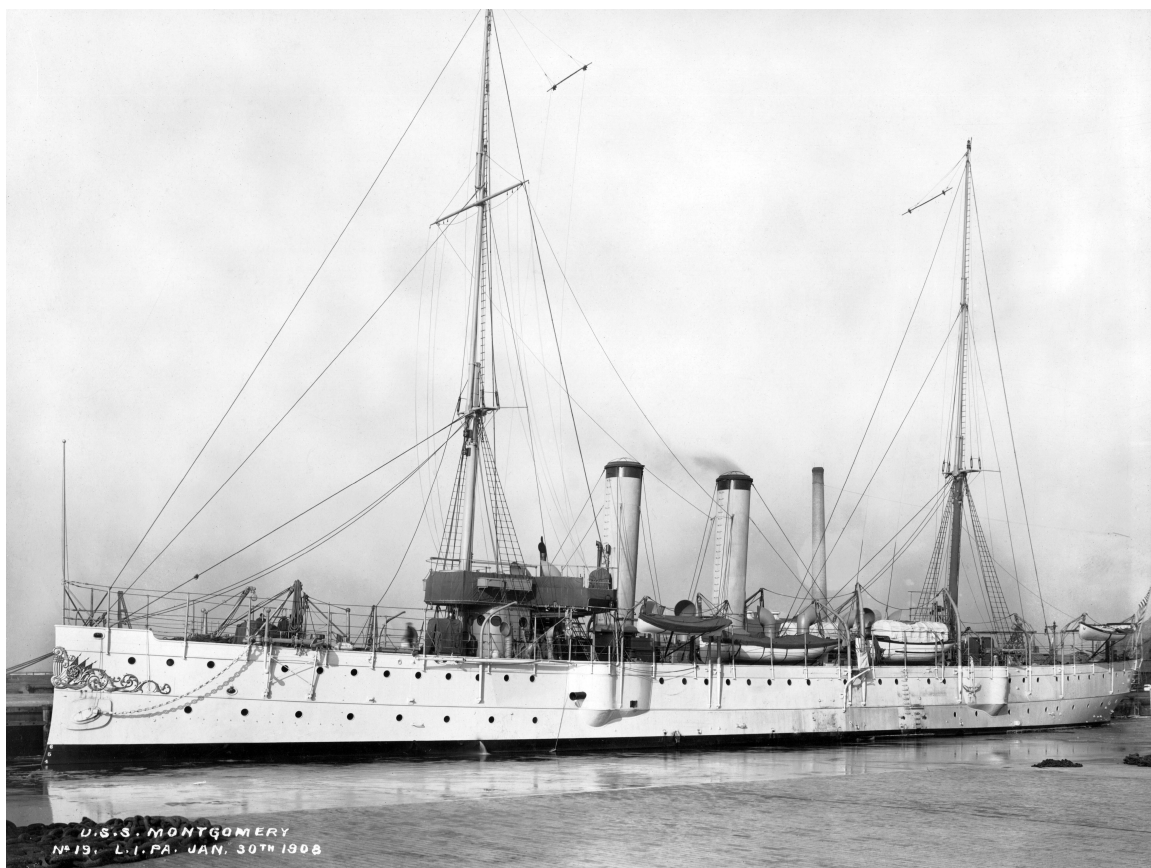
Moored at Key West, 1898.



**USS Montgomery (C 9)** firing last salute to Spanish flag at Havana, Cuba in mid-1898.

Library of Congress, Photo # LC-D4-20631





Moored starboard side to, possibly in Philadelphia, 30 January 1908.



Moored starboard side to, possibly in Philadelphia, 30 January 1908.

## Commanding Officers

Name/Rank	Class	Final Rank	Dates
Davis II, Charles Henry, CDR	1864		06/21/1894 - 07/01/1896
<a href="#">Converse, George Albert, CAPT</a>	1865	RADM	07/23/1897 - 04/01/1899
Merrell, John Porter, CDR	1867		04/01/1899 - 09/15/1900
Decommissioned			09/15/1900 - 05/15/1902
Patch, Nathaniel Jordan Knight, CDR	1869		07/15/1902 -
Curtis, Clinton Kidd, CDR	1869		02/06/1904 - 03/21/1904
Young, Lucien, CDR	1873	RADM	03/21/1904 -

			09/15/1904
Decommissioned			09/15/1904 - 01/02/1908
Simpson Jr., Edward, CDR	1880	RADM	01/02/1908 - 07/21/1908
Strauss, Joseph, CDR	1885	ADM	07/21/1908 -
Chase, Volney Ogle, CDR	1885		05/03/1910 - 1911
Kaiser, Louis Anthony, LCDR	1889		05/01/1912 - 1913
Sinclair, Hugh, CHGUNNER			01/05/1916 - 11/01/1916
McCarthy, Stephen, CHBOSN			11/01/1916 - 04/03/1917
Bostwick, Lucius Allyn, CDR	1890		04/03/1917 - 08/1918
Wait, William Bell, CDR			09/30/1918
Roper, Walter Gordon, CDR	1898		04/03/1919 - 04/19/1919

## **The War-time paint scheme applied to the ship Frank Hughes, Sr. served on during WW 1:**

(Source: Naval Camouflage 1914-1945: A Complete Visual Reference by David L. Williams)

## Watson/Norfolk Disruptive Dazzle System

<i>Origin &amp; Period</i>	United States of America, 1917-18
<i>Application</i>	Battleships Cruisers
<i>Colours</i>	A range of vivid, dark, highly-saturated colours (three to each pattern application) painted in bold, regular and strongly geometric patterns. The actual colours used are not known but it has been suggested that they were stark and unsympathetic in that they did not naturally blend into a marine environment.
<i>Pattern Variants</i>	Numbers 1-4. There may have been other patterns that extended this numerical sequence, but no evidence has been found to support this

supposition. It has not been possible to find photographs or drawings showing the appearance of the Watson/Norfolk designs Numbers 1 and 2.

## GENERAL DESCRIPTION

This was a series of experimental disruptive dazzle anti-range finding schemes devised by a master painter at the Norfolk Navy Yard and tested as part of the Fleet concealment trials programme. They were intended to dazzle the observer, interfering with his perception of vertical and horizontal lines, making it difficult to concentrate and take aim accurately with incidence range finders of the type then in common use. These schemes were devised specifically for ships of the battle line, recognising that the course deception characteristics of Dazzle Painting were inappropriate to these vessels. It was stated that the system combined the principles of the Toch and Mackay systems.

## OBSERVATIONS

Despite considerable investigation no recorded statement or verdict from an assessment of the Watson/Norfolk System has been located. As stated above, the schemes were developed and tested in conjunction with the Fleet System (q.v.) which was not successful and which, as a result, may have been instrumental in

Some cruisers and battleships were painted in the Watson/Norfolk schemes, attributed to a master painter at the shipyard, of which there were several variants as shown here. The *USS Anniston* ex-Montgomery has Scheme 4 painted on her starboard side. Scheme 3 was applied to her port side. (US National Archives: 19-N-2708)



