



To Build A Ship Model



Mystery Photo



Dear Members,

The March meeting of the H.R.S.M.S. will include a talk to be given jointly by Bill Clark and Joe McCleary. This will be a topic devoted to Ships Plans and Research.

It should be noted that this presentation will terminate our current list of speakers in the series, To Build a Ship Model.

In one form or another the club has now had a program running consecutively for six years. At this juncture perhaps it is time for the club to discuss what form a future program should take, assuming of course that the membership desires a continuance. That remains for members to decide and to act upon.

For my part, I wish once again, to express my thanks to the people who have supported and given of their time and shared their expertise for the benefit of us all. They set a high standard. I have been taught much and thoroughly enjoyed the learning.

Mid Atlantic Maritime Festival

The news this year is that the Washington Ship Model Society will not be in attendance. The reason given is that their normal exhibition area has been given over to a Fine Arts Display. This is a pity because the W.S.M.S. has supported the Maritime Festival since its inception.

This may work out for the best because there are now plans for a joint meeting in May with the Naval Academy Club. Amongst the highlights is the possibility of getting an insiders view of the "Rogers Collection". This may be an all day affair. For more information contact, Vince McCullough, Captain W.S.N.S. 703-830-3263

Graham Horne.

Welcome to Mystery Photo, *Logbook* No. 188. This month: Home of the 2-fer! Because of an editorial gaff with the real Mystery Photograph, I extended an invitation to the membership at the last monthly meeting that allows everyone to reply to either photograph. I will effectively split the column to discuss both images if warranted. That way those who find little challenge remaining in the actual mystery photo can still play.

February, because it is so short, is always a brutal month when there are deadlines to meet. Once again, I find myself with too little time to organize and write the column I have in mind. I hope you all find what does follow to be interesting and informative. Since there are no replies to the challenge I offered concerning the unmarked photograph, all of the remarks that follow will concern the real mystery photo and any whimsy that happens to enter my conscious thought (you have been warned.) And, for those of you who may be interested, the second image, taken several years ago, is an "at work" photograph that captures a young Bill Clarke busily engaging the engineers who run the NASA wind tunnel. (That's Bill in coveralls receiving instructions via the rearmost speaking tube!)

On to matters at hand:

When I opened my *Logbook* and looked at the Mystery Photo I thought, "oh my gosh, we really screwed up this time!" There, at the bottom of the image, was the vessel's name and a date. Certainly this vessel is either the *Isla De Cuba* or her sister the *Isla De Luzon*, there is no doubt. But by telling the membership, we took the challenge out of the mystery. Is there a way to salvage this column and work the collective intellect of the membership? Yes, actually! From this mess emerged a perfectly exciting query for the membership to solve. So as Bill continues to entice us with "Elswick" photographs, let's see how this all unfolds.

Once again Dave Baker responded first, followed closely by none other than Joe McCleary, and each provided a well-written and informative piece all about the career of the mystery vessel *Isla De Cuba*. With these responses, They

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2002 HRSMS ANNUAL DUES ARE NOW PAYABLE



(Continued from page 1)

actually sowed the seeds that grew into the final query. Here is a compilation of their remarks.

Dave recognizing the vessel at once had this to say, "Even had the photo in the February *Logbook* not borne the name of the ship and the date of the photo in white letters at the bottom, I would have recognized the *Isla De Cuba*." Joe took a little more time to respond but said this: "There is no flag flying, but the small shield on the stem indicates that it is an American ship. But its overall appearance, especially the design of the forward starboard gun mount and the shape of the hull, especially at the stern quarter, makes this vessel look like it was built in Europe." Indeed it was! The vessel is the gunboat *Isla De Cuba*. As Joe puts it, "[She] was built for the Spanish Navy by W.G. Armstrong, New Castle Upon Tyne in 1886 (the same locale as where *Takasago* was built eleven years later)." An article written by Christian de Saint Hubert and Carlos Alfaro Zaforteza that appeared in the 1981, No.3, issue of *Warship International*, and titled *The Spanish Navy of 1898*, lists *Isla De Cuba* as Armstrong's hull number 498. An accompanying photograph, shows the vessel in European or British livery (dark hull with buff upperworks.)

To save time I reprint the physical description and career highlights of the vessel straight from Joe's response. "*Isla De Cuba* had a displacement of 950 tons, on a hull 197 feet long, with a beam of 30 feet and a draft of 10 feet 7 inches. She could make 13 knots (some say 14) and had a complement of 137. Her armament was six 3-inch guns and four 6-pounders. She was built for the Spanish Navy by W.G. Armstrong, New Castle Upon Tyne in 1886 (the same locale as where TAKASAGO was built eleven years later). She was captured in the Philippines by the U.S. Navy in 1898 and sent to Hong Kong for overhaul. After this work, she was commissioned in the USN on 11 April 1900 at Hong Kong. For the next four years, she was a unit of the Asiatic Fleet operating in the Philippines. She departed Cuba in March 1904 and arrived in Portsmouth Naval Shipyard (New Hampshire) in June and was decommissioned for repairs, which took until March 1907. At this point she was loaned to the Maryland Naval Militia for the next five years. She was sold at Charleston to the Venezuelan Navy on 2 April 1912, and renamed MARISCAL SUCRE. She remained in the Venezuelan Navy until she was scrapped in 1940." Likewise, Dave counts a 54-year career for *Isla De Cuba* and states she served in four navies during that time "if [as he puts it] one counts the Maryland Naval Militia as a "navy."

Both Dave and Joe found the same photo appearing on pg. 467 in the *Dictionary of American Naval Fighting Ships, Vol. III—G-K*. And I found it on pg. 160 in Paul Silverstone's *U.S. Warships of World War I*. So it would seem that the photograph is either not very rare or one of the better images of the vessel.

While Dave makes no specific remark as to the location of the vessel in the photograph, I assume it to be in Venezuelan or Panamanian waters some time after her transfer to the Venezuelan Navy. I also assumed that the bow crest remained on the vessel after transfer. The gun shields are

unique and I don't think they were carried during her U.S. Navy service. Referring back to the photograph in *Warship International*, you can see that different shields were fitted. The double booms are also interesting. Perhaps someone smarter than I can shed some light on them and their function. Joe ventures this assessment, "...the photo shows the ship with the USN shield on her bow, I would estimate that it had to be taken after her overhaul and commissioning in Hong Kong in 1900 and before her departure from the Philippines in 1904. The look of the buildings in the background, everything from "grass shacks" to concrete structures, leads me to surmise that the locale is Cavite Naval Base."

Let's end this piece with a little riddle from Dave: "There Is a mystery about the photo though: The white lettering appears to read "11-28-14," which would mean it's a photo of the ship as the Venezuelan MARSICAL SUCRE rather than as the ISLA DE CUBA." Can anyone explain this?

John Cheevers

From the Washington Post, Feb 24th 2002 "Science Notes"
SWEDISH WARSHIP UNDER ATTACK

Sweden's fabled *Vasa*, a 17th century warship rescued from the sterile depths of Stockholm's harbor to become a spectacular museum attraction, is under attack from acid forming deep inside the timbers from an enormous reservoir of sulfur deposited by three centuries of decaying bacteria, researchers have discovered.

Reporting in the Feb 21 edition of the journal *Nature*, University of Stockholm chemist Magnus Sandstrom and colleagues said that sulfuric acid was attacking the wood of the *Vasa* chemically even as it formed sulfate mineral solids that swelled the ship's timbers unnaturally.

The *Vasa*, a 200-foot, 1,331-ton warship, sank in Stockholm harbor on its maiden voyage in 1628 and lay undisturbed for more than three centuries in stagnant, nearly sterile water polluted by municipal sewage.

Resurrected in 1961, the hull was remarkably well preserved because of the anoxic waters. However, bacterial decomposition had saturated the *Vasa's* oaken beams with hydrogen sulfide, which eventually created a huge reservoir of sulfur.

The conversion to sulfuric acid was helped along as about 8,500 iron bolts holding the hull together gradually withered away, emitting a rich supply of ions that served to catalyze acid formation.

The Sandstrom team suggested that the best way of slowing the decay might be to remove the replacement iron bolts in the hull and find an agent that will render inert the old iron still lodged in the timbers.

Submitted by: Joe McCleary

MINUTES



HRSMS Monthly Meeting
February 8, 2002
Host: Dave Baker

The meeting was called to order by the Skipper at 2000 hours. The Skipper asked for a correction to the minutes to indicate the January presentation was on "Planking" not "Plank on Bulkhead" as reported.

A Pursers report was given.

Old Business: Len Wine reported that the HRSMS shirts have been ordered. With no other nominations for officers, the Skipper directed the Clerk to cast one vote for the current slate of officers to serve another term. The officers for 2003 are: Bob Comet Skipper; Len Wine, First Mate; John Cheevers, Purser; Tom Saunders, Clerk. The Skipper asked for a report from the Founders Award Committee. The Committee said they would present the nominees at the March Meeting.

New Business: None

Show & Tell: John Cheevers showed catalogs from Ried Tool Supply and Rio Grande Tools. Dean Sword, ship plans from the Smithsonian Institute.

The Meeting was adjourned.

The *Rio Grande Tools & Equipment* catalog features high-quality tools, equipment and supplies for jewelry design and manufacturing. In it you will find the latest high-tech machines, informative books and videos, a wide array of handtools, and much more. 502 pages. Standard shipping is free and a \$10 gift certificate is included for any purchase of \$75 or more.

<http://www.riogrande.com/>

Useful Websites:

<http://www.navalhistory.dk/> This is a web site on the history of the Danish Navy. It covers the years 1801 to 1993. Those who do not speak or read Danish (unlike John Cheevers who is fluent in this language due to his frequent visits) do not need to worry, the site is in both English and Danish.

<http://www.naval-history.net/> This is an excellent web site on the history of the Royal Navy from the beginning of World War I up through the Falklands War. Unfortunately for those who speak Poquosonese, this site is published only in English.

<http://www.history.navy.mil/> This is the web site of the U.S. Naval History Center in Washington D.C. In addition to general information about the history of our Navy, the site also gives on-line access to some of the photos of Navy ships held in the center's vast collection.

Joe McCleary

Mark Your Calendars!

**2002 Ship
Model Regatta
& Display
Saturday, August 3, 2002
10:00 AM to 5:00 PM**

**Independence
Seaport Museum
Penn's Landing
Philadelphia**
Call 215-413-8658 for FREE registration
Or email dbuchanan@indsm.org

Free Lunch Provided For All Registered
Participants-Plus Free Admission to Museum,
1892 Cruiser OLYMPIA & 1944 Submarine
BECUNA!

Richard A. Young Presents A

**Figurehead
Carving Class
20-25 May 2002**

Young's Model Shipyard
624 N. 8th Street
Manitowoc, WI 54220-3959
(920) 684-5672
www.modelersboatyard.com/young

The Clerk will have the brochure at the March Meeting

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page is not available**

Photo # NH 63502-KN Battleship of BB 49-54 class, by Rose Stokes



NOTABLE EVENTS

MARCH

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch
Presentation: Research, Photos and Plans,
Joe McCleary & Bill Clarke

APRIL

- 5-7 Western Ship Model Conference, Long Beach, Ca.
12 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

MAY

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

- 7 **H.R.S.M.S.** Monthly Meeting:

JULY

- 12 **H.R.S.M.S.** Monthly Meeting:

AUGUST

- 3 2002 Model Ship Regatta, Philadelphia, Pa.

- 9 **H.R.S.M.S.** Monthly Meeting:

SEPTEMBER

- 14 **H.R.S.M.S.** Monthly Meeting:

OCTOBER

- 12 **H.R.S.M.S.** Monthly Meeting:

NOVEMBER

- 8 **H.R.S.M.S.** Monthly Meeting:

DECEMBER

- 13 **H.R.S.M.S.** Monthly Meeting:

JANUARY

- 10 **H.R.S.M.S.** Monthly Meeting:

FEBRUARY

- 14 **H.R.S.M.S.** Monthly Meeting:

Next Meeting

Date: March 8, 2002
Place: 813 Veronica Drive, Virginia Beach
Time: 2000 Hours
Host: Southside Bunch

The meeting will be held at the residence of Bob Baycar. As a courtesy,

PLEASE CALL IF YOU WILL BE IN ATTENDANCE.
(757) 424-3036.

Directions:

Take Rte I-64 to exit #286, Indian River Road, west. For those heading eastbound, I-64 exit is the first ramp. Heading west, exit I-64 at the second ramp. Proceed west on Indian River Road. Cross Military Highway, Rte 13. At the second traffic light, turn right on Macdonald Road. McDonald's Restaurant is located at the turn. Proceed on Macdonald Rd. To Hobbs Rd. Turn right and proceed to Monticello Rd. Then immediately turn right on Veronica Dr. The house is fourth on the right, # 813.

Thanks

The members would like to thank Dave Baker and his wife, Anne for hosting the February meeting.

WATCH, QUARTER AND STATION BILL



Skipper:	Bob Comet	(757) 934-1279
1 st Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

I have a client "JS101" who would like to purchase a model, turn of the 19th century steam powered freighter in a case. He is also interested in a WWII Victory or Liberty ship in a case. Both models in 1/16th scale and well done. If you have one you would like to sell, or know of one please contact me.

Stan Sinowitz

Fiddlers Green Model Ships

245 Prospect Ave. Suite 19B

Hackensack NJ. 07601 FAX and Phone 201-342-1220

www.FiddlersGreenModelShips.com

The Answer

The answer to Mystery Photo Number 188:

USS Isla De Cuba

11-28-14 Photo No. NH53279