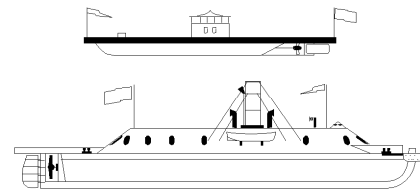


# Hampton Roads Ship Model Society

# Logbook



No. 200

FEBRUARY, 2003

## MINUTES



HRSMS Monthly Meeting  
January 10, 2003  
Host: Bob Comet

Guests: Tim Wood, 1<sup>st</sup> Meeting  
Gene Andes, 3<sup>rd</sup> Meeting

The meeting was called to order by the Skipper at 2000 Hours.

The Clerk acknowledged several typos and misspellings in the current Logbook.

Gene Andes was asked if he wanted to join the HRSMS. With a reply in the affirmative he and the other guest were asked to leave the room while the members conducted their ritual. When Mr. Andes returned, he was welcomed as the newest member of the HRSMS.

The Skipper asked for a report from the Nominating committee. Jack Bobbitt presented the names of Joe McCleary for Skipper and Dave Baker for First Mate. Other nominations will be taken from the floor prior the election at the February meeting.

Joe McCleary presented the menu for the banquet to be held on March 29<sup>th</sup>.

The Skipper appointed members to the Founders' Award nominating committee. The members are, Jack Bobbitt, John Cheevers, Bill Clarke, Bob Comet and Alan Frazer (chairman). The Clerk will send the ballots with the February newsletter.

The Skipper discussed educational presentations. Several members said they would be willing to give talks. (The revised schedule is in Notable Events)

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## Mystery Photo



Answer to Mystery Photo #199: This will be an abbreviated column as I lost my hard drive last month (no puns please) and I had to create this sort of on the fly. This paper may set a record for the 'most number of computers needed to compose.' My apologies are here, up front, to all respondents for the things I didn't have time to include from your excellent replies. Well, here goes...

With Bill in dry dock for much needed repairs, I think its safe to say he didn't contribute this month's image; besides it doesn't fit his style. But, if it's not his, whose is it? Dave Baker and Joe McCleary have been known to send in the occasional image, but this is not their work because they both sent a response. It's not mine; I don't supply the mystery photo. Could it be cabin boys? You never know!

The image looks like a print made from an old glass negative. Notice the large format and the amount of spotting around the edges. The very strange shading of the background indicates that the image came from an electronic computer file. Most likely it was scanned and saved at a low resolution (This was common a few years ago when computer memory wasn't as cheap and plentiful as it is now.) If you look close, you can see the computer monitor's pixelations in the guys and stays. Our mystery Photo is somewhat enlarged over the original.

It's been my experience that a lot of these low-resolution images are often found on the Internet. And that's where I looked to solve this mystery. Let's see what the membership thinks.

There were only four responses this month, brave souls all. Mark Heilenday was first to respond, followed closely by Dave Baker and Joe McCleary. Bob Comet was a distant last, explaining that he was out of town for 12-days. While these guys don't exactly pick the same vessel, they do present a somewhat unified front. Out of three possible solutions, submitted by Heilenday, these guys pick them all. Also, Dave and Joe's responses confirm my suspicion that

*(Continued on page 2)*

## HRSMS ANNUAL BANQUET

Mark your calendars. The HRSMS Annual Banquet will be held on Saturday, March 29, 2003 at the Radisson Hotel in downtown Hampton. The menu and reservation form are enclosed in this issue of the logbook.

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they didn't submit the photo.



One thing you can say about the Mystery Photo column in the HRSMS *Logbook*, the plot can have more twists and turns than twenty-five miles of West Virginia backcountry road. You can get yourself turned around very quickly, and I'll wager that's what happened to Mark; look at his response: "Must be one of either DON JUAN DE AUSTRIA, ISLA DE LUZON or ISLA DE CUBA. A quick look at a picture of the former convinced me that it was not DJ De A. So either of the ISLAs... A photo I have of ISLA DE CUBA as USN shows only one funnel. I knew from somewhere that at least one of these two ships had been fitted with two funnels later in their American service. So, I'll guess ISLA DE LUZON - though it could be CUBA." I have to sit down; I'm getting dizzy.

In Dave's response, he immediately selects "the U.S. Navy gunboat ISLA DE LUZON, sister of the ISLA DE CUBA that appeared as the mystery photo a couple of months ago. The photo would have been taken after her reboiling with Babcock and Wilcox boilers, as prior to circa 1908-1911, she had only one funnel."

Joe's response came on fast and furious: "In the Hawaiian language there is an expression "hana ho", which means, "one more time" or, "let's do it again". So the mystery photo in the January Logbook must be the USS Hana Ho, also known as the USS Isla de Cuba, which was featured as the February, 2002 mystery photo. Actually there was some attempt to disguise the repeat by depicting the ship after her 1905-1906 overhaul in which she received new boilers and a double funnel configuration." Joe, you're either right, or your desk is in the wrong corner of the room.

Finally, Bob checked in and here is part of his honest reply: "I don't know the identity of the ship. I have looked in Conways and James for the appropriate 1880-1900 period, and have checked the US History channel for Spanish American War period ships. It looks like a small gunboat or patrol vessel or dispatch boat... it has a vaguely familiar look, and I probably have seen it before but can't recall where."

The vessel should be very familiar as Bob and Joe suggest, we ran an image of her sister in the February 2002 Mystery Photo. This month's mystery vessel is the former Spanish and United States Navy gunboat *Isla De Luzon*. But in the guise we see here, she is in service with the State of Illinois Naval Militia employed as a training vessel. The image shows the vessel's starboard side as she rides at anchor on Lake Michigan near Chicago, Illinois. I found the image by searching through the Library of Congress' on line libraries. Dated August 5, 1914, the image is filed as negative #DN-0063298, in the Chicago Daily News negatives collection, Chicago Historical Society. This image is one of two listed for this ship, and they are among thousands of images available on-line at this site. The web address is: <http://memory.loc.gov/ammem/mdbquery.html>.

The long quote that follows highlights *Isla De Luzon's* career. It comes from Dave Baker's response and says things better than I:

"ISLA DE LUZON and ISLA DE CUBA were sister "3rd-Class Cruisers" ordered for the Spanish Navy

during January 1886 from Sir W.G. Armstrong from their Elswick Yard on the Tyne. The ship was laid down on 25 Feb. 1886, launched on 13 November 1886, and ran trials on 22 Jan. 1887; she and her sister departed English waters on 6 January 1888 and spent most of their Spanish Navy careers in Philippine waters. They were sunk by Dewey's forces at the Battle of Manila Bay in shallow water off Cavite Bay on 1 May 1898, and both were raised on 2 December 1898 and incorporated into the U.S. Navy as gunboats. ISLA DE LUZON left for the U.S.A. on 15 August 1902 and arrived at Pensacola, Fla., via the Suez Canal, on 16 March 1903. On 6 December 1903, she was assigned to the Louisiana Navy Militia [sic] and later to the Illinois Naval Militia, for whom she operated on the Great Lakes. Taken over again by the USN during WW I, she was moved in September 1918 to Narragansett Bay as a service craft and torpedo firing trials ship for the Naval Torpedo Station at Newport until decommissioned and stricken on 23 July 1919. The old ship was then sold commercial on 10 March 1920 as the salvage ship REVIVER, a Bahamian flag ship that was not scrapped until 1940. At the time of her builder's trials, the ISLA DE LUZON displaced 1,053 tons (contract displacement was 1,038 tons full load). The ship was 197 ft over all (185 pp) by 60-ft. beam and 11.5-ft. draft. Armament as completed was six 4.7-in. Armstrong-made Hontoria breech-loading guns on Vavasseur mountings; four 6-pdr quickfiring guns, 2 1-in. machineguns; 2 smaller machineguns; and three 14-in. torpedo tubes (one bow, two fixed broadside). The 'midships 4.7-in guns were soon removed, and the military masts was reduced, eliminating some of the machinegun positions. In USN service, she initially mounted six 3-in. guns, but again the midships pair were removed. Their armor consisted of a protected deck 2.5-in thick on the slopes, and 1.5-in. thick on the horizontal portion; it was closed by 1-in armor on the ends, and the conning tower had 2-in armor.

The pair were propelled by two sets of horizontal triple-expansion Hawthorne-Leslie reciprocating steam engines, and they initially had two single-ended cylindrical boilers. The engines gave problems because their tight confines (the engines were mounted horizontally to keep them below the armored deck). They were intended to produce 1,700 ihp and provide 14 kts sustained (2,200 ihp for 15 kts), and the ISLA DA CUBA made 14.19 kts on trials, 15.49 kts on the measured mile, and 15.22 kts for two hours on her trials. They carried 100 tons of coal in normal conditions but could accommodate twice that if necessary. The crew totaled 70 in Spanish service.

The white and buff paint scheme was supposed to be eliminated from the USN in 1909, but it may have been retained in the state militia ships for a while longer. Since the pair were both given new boilers in 1908-1911 and the number of stacks doubled, the photo pretty much has to have been taken after 1908 and may have been taken prior to the end of 1909. Sorry I can't provide any more detail on them. The USN never did assign them PG-series hull numbers; both were gone before the system was installed in 1920."

I know who sent the image; would you like to know?

John Cheevers

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The Skipper noted that the opportunity to host the August, September or October meeting was still available. Greg Harrington said that he would host the October meeting and Gene Andes accepted the September meeting.

Show & Tell: Joe McCleary auctioned a book on Mastig and Rigging and it was won by Eric Harfst. Jack Bobbit showed an issue of Ships in Scale. Dave Baker had several issues of Naval History Magazine. Joe McCleary showed a model railroad tool catalog, surplus center catalog and his collection of duel-purpose canes. Gene Andes showed linen thread from Webb's Weaving Supply (<http://www.yarn.com/>).

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### The Answer

The answer to Mystery Photo 199.

Library of Congress, American Memory Collection

CREATED/PUBLISHED, ca. 1914 Aug. 5.

SUMMARY, Image of the Isla de Luzon, Illinois Naval Militia training vessel, viewed looking toward the starboard side, on Lake Michigan near Chicago, Illinois.

NOTES, This photonegative taken by a Chicago Daily News photographer may have been published in the newspaper.

Cite as: DN-0063298, Chicago Daily News negatives collection, Chicago Historical Society

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From: *Dictionary of American Naval Fighting Ships*, Vol.III, p 512

### Jefferson

The first *Jefferson* was a schooner purchased in 1802 by the United States Revenue Cutter Service and stationed at Norfolk, Va., where at the beginning of the War of 1812, she was placed under Navy orders, Captain William Ham,

### Founders' Award Notice

The committee has two nominations for the award this year, Tom Saunders and David Baker. Members should receive, or have already received, a separate mailing from me, giving information on both candidates and enclosing a ballot. Please select one of the three optional methods of voting and follow appropriate procedure as stated on the ballot.

—Alan Frazer, chairman, Founders' Award Committee

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Thanks and a tip-o-the-hat to Joe McCleary for his suggestion for a change in the HRSMS roster format. Included with the Founders' Award ballot in the special mailing to HRSMS members is a roster. Please contact the Clerk with corrections and additions.

If a member was omitted from the special mailing, please contact the Clerk or Alan Frazer for the material.

Clerk

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USRCS, in command.

She captured a British brig bound for Halifax from the West Indies in June 1812 and later in the summer she took British schooner *Patriot*. She captured three English barges in the James River 11 April 1813 and freed the crew of American schooner *Fright*, seized only a few hours before by the barges.

In the summer of 1817, she captured Spanish brig *Providentia*, the unlawful prize of Buenos Aires privateer *Mangero*. Inconclusive evidence indicates that about this time *Jefferson* may have taken a second Spanish ship, also a prize of *Mangero*. Later in the year *Jefferson* was sold.

The third *Jefferson*, a schooner built for the United States Revenue Cutter Service in 1833, was placed under orders of the Secretary of the Navy 6 January 1836 for service against the Seminole Indians in Florida, Captain John Jackson, USRCS in command. She sailed from Charleston 19 February and arrived Pensacola 30 April. From that time until

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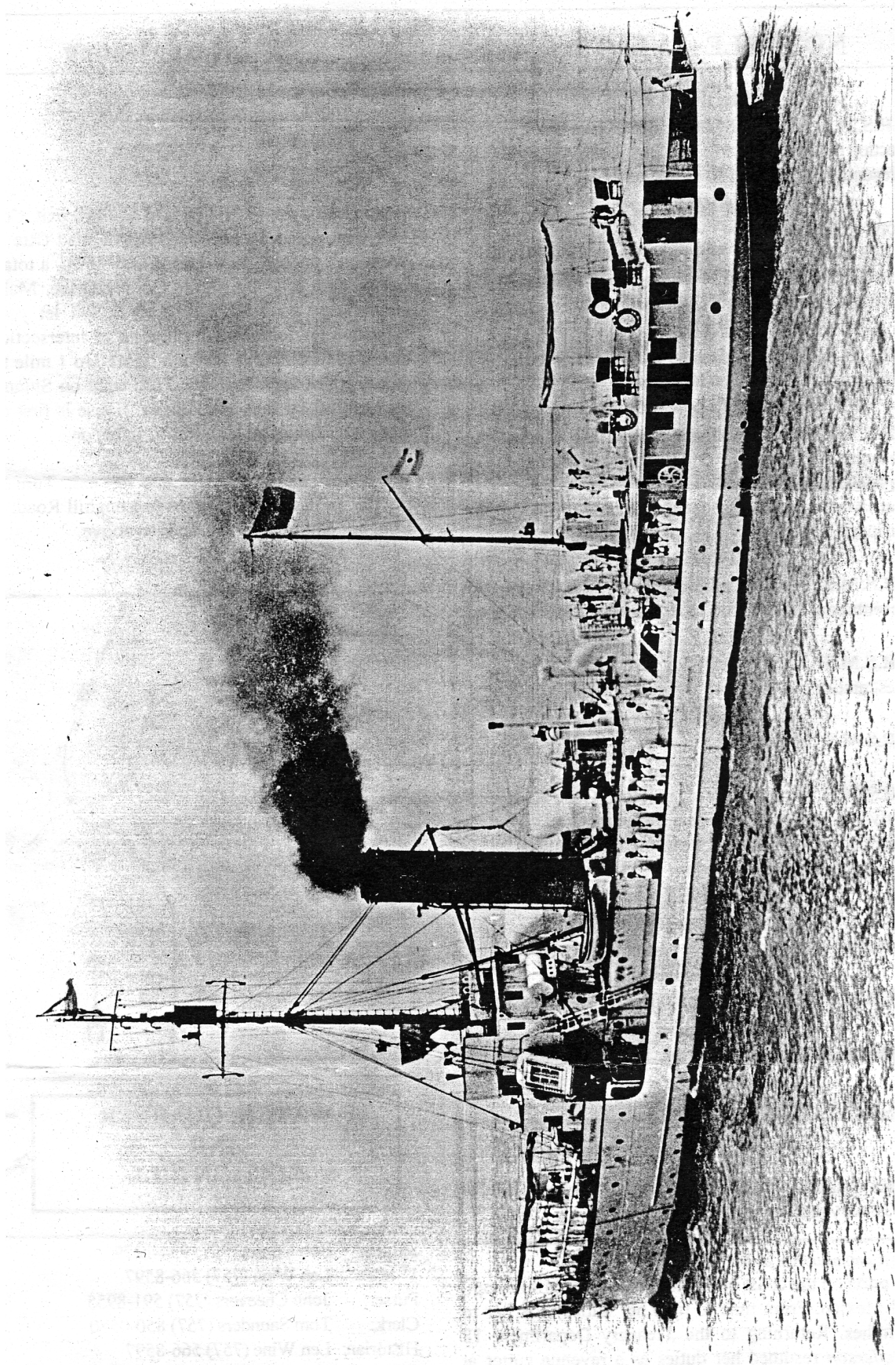
**This space is reserved for coments to be sent to Joe McCleary or Bill Clarke.**

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## NOTABLE EVENTS

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### FEBRUARY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker  
Election of Officers  
Presentation, Rigging II, Bob Comet

### MARCH

- 8 Monitor Day, Mariners' Museum  
14 **H.R.S.M.S.** Monthly Meeting: South Side Bunch  
Presentation, Building Methods, Frank Mastini  
29 HRSMS Annusl Banquet, Radisson Hotel

### APRIL

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword  
Presentation, Casting, Joe McCleary

### MAY

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke  
Presentation, Gratings, windows and sky lights,  
Joe McCleary  
17 International Small Craft Center Opening,  
Mariners' Museum

### JUNE

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer  
Presentation, Lofting for Modelmakers, Jack Bobbitt

### JULY

- 11 **H.R.S.M.S.** Monthly Meeting: McCleary, Wine  
Presentation, Rigging III, Bob Comet

### AUGUST

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

### SEPTEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Gene Andes  
20 Festival in the Park, Mariners' Museum  
27 Scientific & Navigational Instrument Exhibition  
Opening, Mariners' Museum

### OCTOBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Greg  
Harrington

### NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

### DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt

### JANUARY

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

The members would like to thank the Bob and Karen Comet for hosting the January meeting.

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*(Continued from page 3)*

18 October 1837 she was active in the Gulf of Mexico visiting ports on the coast of Florida, Alabama, Mississippi, Texas, and Mexico. From time to time her duties took her to the West Indies. Returning to the Treasury Department 18 October, *Jefferson* resumed her duties as a revenue cutter at Mobile, Ala. Her name was changed to *Crawford* in April 1839. As *Crawford* she was lost at Gardiner's Point, Long

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## Next Meeting

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Date: February 14, 2003

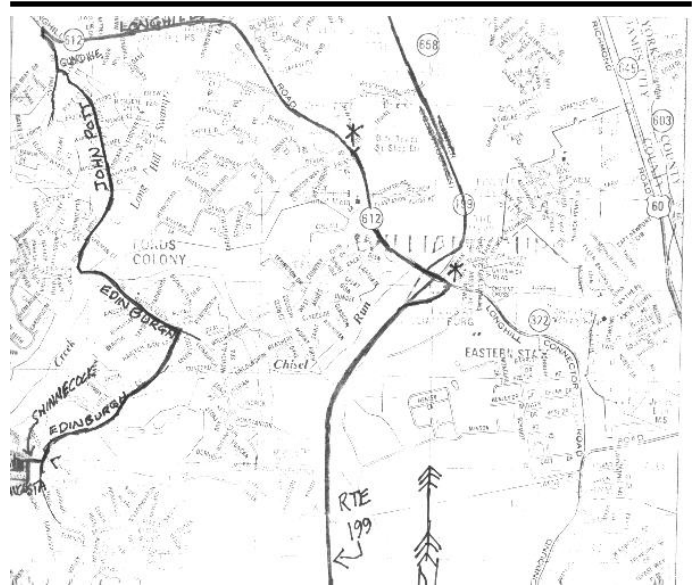
Place: 100 Agusta, Williamsburg, Va.

Time: 2000 Hours

Host: Dave Baker

From East: Take Rte 64 west to Rte 199 exit. Continue on Rte 199 west about 8 miles to Longhill road (Rte 612 exit). Go West on Longhill, past light at Old Town, a total of about 2.5 miles. Turn left into Ford's Colony Drive. Make first left to Guardhouse on John Pott (guards will let you in, honest). Continue on John Pott for 1 mile to intersection with Edinburgh and Edinburgh (second right). Go 1 mile to Shinnecock (fourth right turn, well lit). Turn right on Shinnecock and go about 200ft. to first left, Agusta. House is first on the right, 2 story white colonial with lots of lights on.

From West: Take Rte 64 east to 199 exit. Turn right (east) on rte 199 and go about 4 miles to Longhill Road. Turn right on Longhill and follow directions as above.



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**WATCH, QUARTER  
AND  
STATION BILL**



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Skipper: Bob Comet (757) 934-1279  
1<sup>st</sup> 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