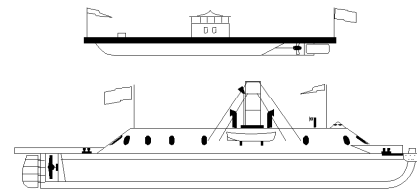


Hampton Roads Ship Model Society

Logbook



No. 236

WWW.HRSMS.ORG

FEBRUARY, 2006

FROM THE PILOTHOUSE



Please don't forget the auction to be held at the February 10th meeting of the HRSMS at the Bakers' in Williamsburg. Thus far, only one member has contributed any goodies, and although his generosity was considerable, it won't make for a very long auction. If you can't bring what you want to contribute prior to the meeting, that evening will be fine, but it would be a help if you could give me a list of what you plan to bring.

Dave Baker

When did the sailing navy change from a yellow or ochre gun port strake to a white strake?



I was asked this question by one of the docents at the Hampton Roads Naval Museum, and endeavored to find the answer. I pass my findings along for the general edification of those in the society who like me, weren't sure or didn't know.

E. W. Petrejus in his book on modeling the Brig of War Irene stated that "the yellow color of the strake gave way to White by 1817." (This would be the case for British ships.)

H. I. Chapelle, in his History of the American Sailing Navy states:

"No regulations for painting ships of the Navy have been found prior to the 1830's."

"In the war of 1812, American Frigates were usually black with a bright yellow streak along the gun ports, British fashion."

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Mystery Photo



Mystery Photo #235: I never thought the faithful followers of these mysteries would be tasked to identify salvage. But, that too, has finally come to pass. Some time ago, there was discussion hinting that our problem solving prowess would incite Bill to offer a photo featuring a single shell plate or perhaps a rivet and ask the loyal following to identify the vessel—he certainly has the inclination and wherewithal to do so. We are almost there with this month's submission. I prefer to take the high road and think of this as a murder mystery where our charge is to gather all of the forensics and let the evidence do the talking.

So be it; let's get started!

The skeletal remains of this vessel rest hard on a sand bar, bow in to shore. Her port side faces the oncoming current while sand backfills along the lee side creating a nice little beach. No sunbathers are evident in the image; in fact, I see no one at all. After being reduced to this state, the remains seem to have been abandoned to the elements.

The vessel is not large. If we assume a frame spacing of 2-feet and count the frames, we arrive at an estimated length between perpendiculars of (2' X 64 frames) or 128-feet. If we double the spacing to 4-feet (current Navy standard for surface ships) the estimated length grows to 256-feet. If we assume the vessels has a straight, vertical stem and we add another 20-foot, or so, for a stern overhang, you have a ship somewhere between 148-150 feet to 276-280 feet long. A corresponding width should not exceed 30 to 35-feet. Looking at it another way; by measuring the image and setting up a ratio (Length/Width) and then multiplying the fraction by the widest estimated width (35-feet) and adding the assumed stern overhang to the result, a maximum length of the 289.5 is calculated. Not a big vessel at all; and a size that logically supports the visual evidence.

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HRMSMS ANNUAL BANQUET

Saturday March 18, 2006

Radisson Hotel, Hampton

MINUTES



HRSMS Monthly meeting
Januaty 10, 2006
Host Bob Comet
Guests: Dennis Hobbs, 2nd meeting
Henry Clapp, 1st meeting

The meeting was called to order by the Skipper at 2000 hours

There were no corrections to the minutes.

The Skipper recognized the guests.

Eric Harfst gave the Purser's report. He noted that a donation of \$500.00 was made to the Mariners' Museum. He is reconciling with the NRG Conference Committee, he also noted that that dues for 2006 are payable in March. John Cheevers gave a report on the conference finances.

Greg Harrington gave the Webmaster's report. He read several e-mails received by the web site. Greg said that pictures from the 2004 & 05 picnics are now posted on the web site. Charles Landrum said he could provide a link from the IPMS website.

Old & New Business: The Skipper asked for a report from the committee formed to look at utilization of the treasury for club benefit. Ryland Craze said the committee recommends not spending funds, at this time. Ryland said a review of future income was necessary before a decision could be made. Bob Comet noted that any funds should be used for the benefit of all members and to further the goals of the HRSMS. Greg Harrington made the suggestion that we could digitize some of the ship plans the Society's library. After some discussion, it was decided to defer all expenditures and let the committee work the issue.

There was some discussion of the status of the club library.

Bill Clarke gave a report on the banquet plans. The banquet will be held at the Radisson Hotel in Hampton on March 18. He asked for menu suggestions and other details of the affair. It was decided to have menu selections similar to previous years (See the banquet flier elsewhere in this newsletter.).

The nomination committee recommended the current slate of officers be reinstated. The Skipper asked for nominations from the floor. There were none received.

The Skipper formed a Founders' Award nominating committee. The members are Bob Comet, Alan Frazer, Tom Saunders. Bob asked that anyone who would like to have a name considered contact a member of the award committee with the name and substantiating comments.

Charles Landrum talked about the IPMS Convention to be held in October in Virginia Beach. He said tables are

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Mystery Photo

(Continued from page 1)

Does the water plane shape suggest a certain type or style of vessel? She is fine at both ends, which may eliminate the cargo/tanker type from consideration. However, the fact that this water plane comes from so low in the vessel may obscure a high block co-efficient hull form, but I doubt it. There is some visual evidence of a short parallel section in way of the boilers and engine spaces, but the parallelism does not extend into the haunches. I think that this is a small warship (gunboat), a coastal passenger ship, or a yacht—the deck framing suggests as much and reveals a style of construction popular in early iron and steel shipbuilding where wood was the primary deck material and iron/steel only lined the edges of lower decks.

Looking carefully at the frames you can spot the blocking for two mast steps; one midway from the stem and the forward boiler, and the other immediately aft of the empty engine cavity. Just after this is a large, framed deck hatch. A second, smaller framed hatch is seen way forward. So, do we look for a vessel with just two masts?

The single three-bladed propeller tells us little more than the fact that the vessel had a single engine. The shape of the blades is interesting; the tip of one blade appears to be square. In reality the tip is in the shadow of the stern and only appears square. Powering this engine would be the steam from four(?) boilers arranged two by two. The arrangement suggests that the boiler vent flues are trunked into a single stack, or two closely spaced stacks. (A competing idea says that there are only two boilers and what we see are the steam tube chambers on the right and the steam domes on the left.) Either way, I suspect that they were stoked or monitored from a single bay—I cannot determine whether the steam plant is coal or oil fired. I would suggest oil, but I suspect this is wrong, even though I cannot see where the bunker space is.

Looking at the lightness of the scantlings, the suggestion can be made that the vessel is made from iron. I ruled out steel due to the lack of deterioration in the material; the remains seems to be well preserved. I also ruled out wood because of the thinness of the remaining scantlings and because of the notched appearance of the plating in the aft port quarter of the hull. The salvaged shell plates have been removed by un-riveting the connections at the seams and butts. The salvers stripped the hull until they neared the hold and continued to remove plating on the port side amidships allowing water to freely enter the hull. Since typical plate seams rise as you round the tuck and go aft, removing them would yield the tell-tale zigzag pattern we see in the image. Likewise, seams low and forward tend to run more horizontally, and that is why we do not see notches there.

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MEETING HOSTS

If you would like to host a meeting in 2006 please review the Notable Events column for open dates and contact the Clerk.



Mystery Photo

(Continued from page 2)

What we learn from this, is this? Turning to the various reference books or ship lists, we can narrow our search to riveted, iron hulled vessels with a single screw, a four(?) or two (?) boiler steam plant noted as oil fired, a vessel sized in the range previously determined that has two masts and more than likely one stack. Sound like one hell of a long list? The lists (Lloyds Register of Shipping and American Bureau of Shipping, among others) are thick and contain multiple volumes with small print, making even our defined search tedious and nearly impossible without a reasonable time frame to help narrow the search window. But, a search could be done. Bill, were there any notes on the image suggesting a time frame? Certainly, we could work backward and only look at ships wrecked or removed from the list by year. But you have to again ask: where or what year do I start?

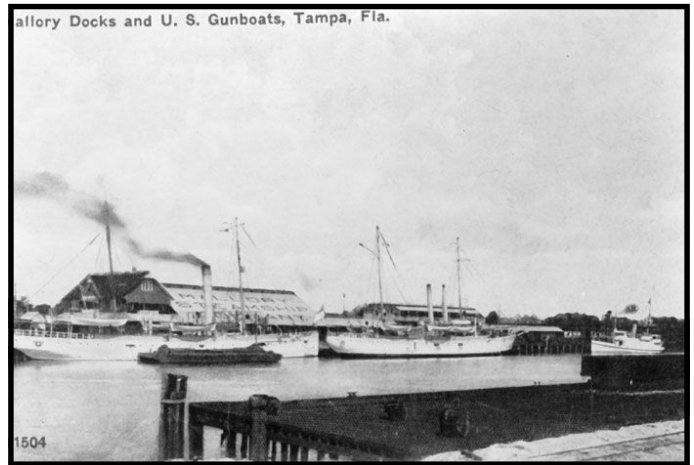
On the visual end of the spectrum, I can find a lot of images of ships that fit the general description we generated. But it's like asking a victim to look for the suspect in a mug book when they never saw their assailant. The accompanying image best illustrates my point.

Defining a mystery vessel is difficult most of the time and even more difficult the rest of the time. The impetus behind the project is to train modelers how to recognize and interpret what they see. It has nothing to do with what makes a photograph great artistically, but everything to do with harvesting information for later use. The images should be

chosen with care and an eye toward giving the players a fair shot at success. This crowd has a small cadre of players who play in the best of times and only one or two players who play when the going gets tough. Through it all, we persevere and manage to solve the mystery most of the time. This particular image seems more rooted in trying to confound the writer than in soliciting responses from the average reader. I would suspect that unless one of our readers played on this wreck as a child, we will not be able to identify it—even after developing a shopping list of clues! Bill, next time give us a fair chance.

For now, this will become a cold case.

John Cheevers



MINUTES

(Continued from page 2)

available for model clubs to display their work. Details will be presented at the next meeting and a decision will be made as to participation. He also said their model competition is open to wooden model builders.

The Skipper made a motion for a silent auction to run parallel to our regular auction to dispose of items in the estate of a model builder. The motion was passed.

Heinz Shiller raised the issue of a permanent meeting place. The Air & Space was suggested as a possible location. After some discussion, Dave made a motion to investigate a permanent meeting place. The motion was carried.

Bill Dangler asked about the date for the fall picnic. The decision was to hold the picnic on the last Saturday of September or the first Saturday of October.

Show & Tell: Charles Landrum, Arsenal 1:350 gun mount. Ryland Craze, Calder Craft HMS Granado

The meeting was adjourned to a presentation on "Ship Plans" by, Bob Comet.



(Continued from page 1)

"About 1825 the yellow streaks became very light in color and gradually became white."

"Frigates and Liners in the 1830's generally had the white bands checker boarded British fashion."

"The inside of bulwarks, from waterways to the rail, was usually red or brown, until the late '30's, when white became common. Decks were left "bright" and holystoned in the Navy throughout the sailing ship period. Deck furniture and the sills of deck structures were red , but later when bulwarks became white, they were painted the same color."

Bob Comet

SEA TERMS

Dasher Block A small block at the aftermost gaff peak of a sailing vessel, used for the ensign, also for signal hoists. It is also a block for a studding sail boom outhaul. In both applications it was also called a jewel block, possibly because of its small size. The derivation of dasher is not known.

Submitted By Tim Wood

Mystery Photo

Contact John Cheevers by mail, e-mail or telephone if you know what it is.
jfcheevers@junco.com



THE ANSWER

The answer to Mystery Photo 235
Photo Caption: #80G-182482
Wreck of Spanish "Renia Christina"
Manila Bay 17 Oct 1927

Information from:
<http://www.spanamwar.com/Reinacristina.htm>

GENERAL:

The REINA CRISTINA was a sistership of the Cruiser REINA MERCEDES which served at Santiago de Cuba. Before the war, REINA CRISTINA was the flagship of Spanish Navy's Asiatic Squadron. During the first Tagalog Revolt against Spanish Rule in the Philippines (1896-1897), the REINA CRISTINA supported to Spanish army in several actions. Later, she was the flagship of Rear Admiral Montojo during the Battle of Cavite/Manila Bay.

BACKGROUND:

This Cruiser was named for the Spanish Regent Queen Maria Cristina, second wife and widow of King Alfonso XII. The vessel was launched on October 24, 1887 at El Ferrol, Spain. Her sisterships were the cruisers ALFONSO XII and REINA MERCEDES, both of which served in Cuba. REINA CRISTINA had many problems with her boilers and she never reached the theoretical speed (16 knots).

On 1894 REINA CRISTINA was transferred to Asiatic Squadron as Flagship to prevent the German attempts for to occupy the Caroline Islands.

During the first Tagalog Revolt, she was active in patrols along the Philippine coasts working to stop smuggling of contraband and arms. She supported the Spanish army's actions at Cavite, Novalleta and Binacayan, opening fire on the Insurgents when necessary.

When the Spanish American War broke out, Montojo's Spanish squadron was sent to Subic Bay, as first planned. When it was found that the coastal defense sent to Subic Bay had not been put in place, Admiral Montojo ordered a return to Cavite. As the wooden Cruiser CASTILLA was unable to steam under her own power, she was towed by the cruiser REINA CRISTINA.

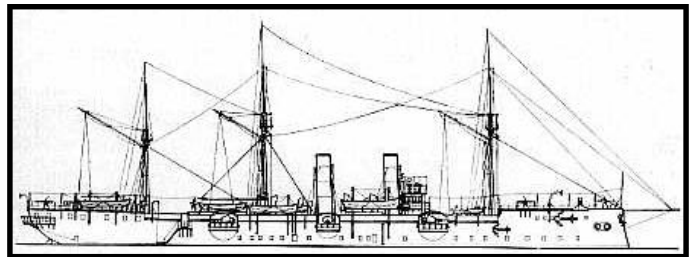
Capt. D. Luis Cadarso y Rey, killed in action. On May 1, at 4:00 A.M., Montojo signaled his forces to prepare for action. When American squadron came into view, the REINA CRISTINA slipped her cables to prepare to move against Commodore George Dewey's American vessels. At 5:20 AM, all Spanish ships opened fire. BALTIMORE, OLYMPIA and BOSTON directed their fire mainly against REINA CRISTINA. Several shots hit both her forecabin and her hull. During the action, the REINA CRISTINA tried to close on the OLYMPIA to try to ram her but the American gunfire

forced her to abandon the attempt.

With half of her crew out of action and the ship a raging inferno, Montojo ordered the vessel scuttled, and tried to save his men. During the abandon of the ship, her commander, Captain D. Luis Cadarso y Rey, was killed by a shell.

ADVANTAGES/DISADVANTAGES:

The Cruiser REINA CRISTINA was built for colonial purposes (intended for high speed and moderate armament) and she was not suited for action against heavily armed vessels. Her speed never came close to what was intended by the designers, compounding the problem. Basically, she was outdated when constructed originally.



GROUP BUILD 2006

At the last meeting Ryland Craze said that he was involved with a "Group Build" of the Caldercraft *Granado*. So I thought I would find out a little more about the idea of a group build.

Navigating the net I came to:
<http://www.snaps-modelers.net/index.html>.

There was a link to Group build 2006. The next mouse click got me to the Group Build Home Page containing a list of members, which included Ryland and Don Dixon.

The web site is well organized and has a page where group members can submit ideas for discussion. At this time there is a submission on this page questioning some details of the model.

Another link takes you to the Member's Forum. The forum is arranged by topic, starting with member introductions and ending with rigging.

While a group build may not be everyone's cup-of-tea, this process looks very informative and provides a lot of interaction with people working on the same thing, at the same time, discussing how they skin-the-cat.

Tom Saunders

NOTABLE EVENTS

FEBRUARY

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Election of Officers, Auction

MARCH

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Tim Wood
18 HRSMS Banquet, Radisson Hotel, Hampton, Va.

APRIL

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Mark Heilenday

MAY

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
20-21 Maritime Model Expo, CBMM

JUNE

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer

JULY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, John Wyld

AUGUST

- 11 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

SEPTEMBER

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

OCTOBER

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
21-22 IPMS Region 2 Convention, Virginia Beach, Va.

NOVEMBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller

DECEMBER

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

JANUARY

- 12 **H.R.S.M.S.** Monthly Meeting:
Nomination of Officers

BRING YOUR CURRENT PROJECT TO THE MEETING

**WATCH, QUARTER
AND
STATION BILL**



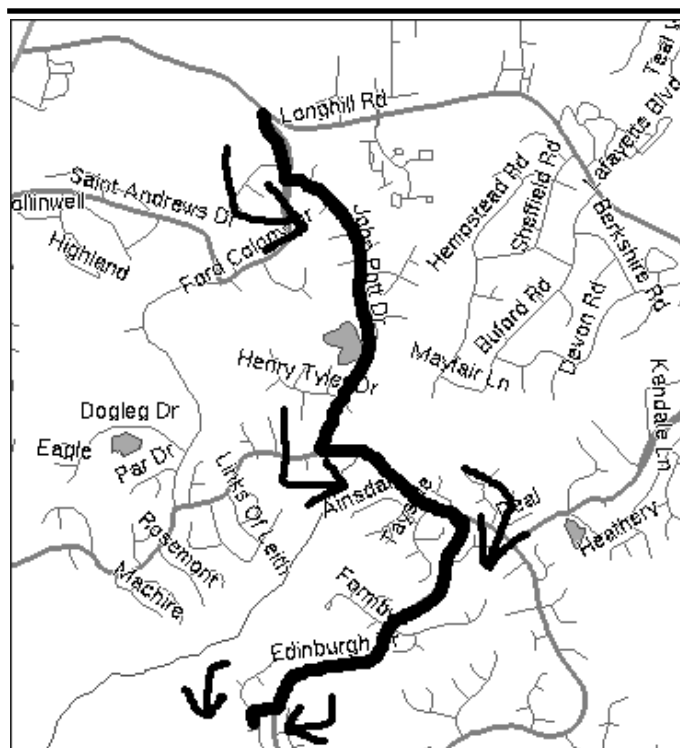
Skipper: Dave Baker (757) 565-7991
Mate: John Cheevers (757) 591-8955
Purser: Eric Harfst (757) 221-8181
Clerk: Tom Saunders (757) 850-0580
Historian: Vacant
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: February 10, 2006
Place: 100 Augusta, 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, 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. Turn left on Edin 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, Augusta. House is first on the right, 2 story white colonial.

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.



The expectations of life depend upon diligence; the mechanic that would perfect his work must first sharpen his tools.
Confucius

Thanks

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