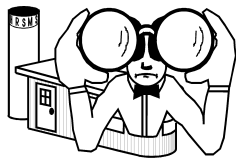


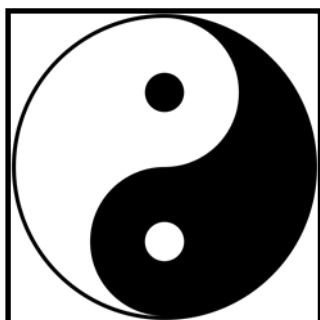
## From The Bridge



## Mystery Photo



### Captain's Rant 6.9.18



As I was Zen-ing (zoning out) at the workbench, the philosophical nature and balance of modeling evolved from the purple haze precipitated from the cloud of primer still lingering in the air. This state of consciousness comes occasionally as I wait for the glue to take hold. Then a voice spoke to me ... this time with the clarity of a laser and shook me abruptly from my blissful state. "When are you go-

ing to clean-up your messy closet," challenged the heavenly specter. Silence fell upon the room. Apparently, my closet had succumbed to its natural order of things.

Drifting back into the peaceful realm, my mind dwelled on the physical and metaphysical meaning of... modeling. On the one hand is Nietzsche's "order from chaos," which I have unwittingly embraced, and on the other, Taoism's "Yin and Yang." Seriously? ...remember that toxic cloud slowly drifting out the door.

As I open a newly purchased kit or unroll a set of perfectly drawn plans, my mind's eye vision of a ship model presents itself in all its excellent potential. Laid out in front of me is a perfect model in complete order, without flaws. Each piece and plan presented in harmony and balance. Order in the modeling universe is established, or so I thought. There is that "butterfly effect" to contend with. Thanks, Lorenz. And Murphy, why must you also skulk about? My new model now takes an unexpected turn, and all of my energies will be consumed trying not to let it decay to the inevitable natural order of things--chaos. To abate such inevitabilities, my workbench and tools are all arranged in impeccable order and organization so as to permit the flow of unimpeded progress. I try to forestall their eventual disorder, but, as everyone knows, the management of the workspace requires constant energy to curb chaos.

*(Continued on page 3)*

## MEETING NOTICE

**Date:** Saturday June 9, 2018

**Place:** Mariners' Museum

**Time:** 1000 Hours

Mystery Photo #383: The message in the insurance commercial is clear: you have to be much more than just a monitor. The message is you have to be proactive, engaged, and committed; you can't just monitor something and not work the problem. But what if the answer to the problem is a monitor? Can you be just a monitor monitor? Apparently you can, but that's not what we're looking for. We need folks to engage in the process. Folks willing to go beyond monitoring and work the problem.

The problem: we have a rather old and small vessel resting at anchor. Judging by the lack of detail in some of the features, we might be tempted to call the vessel an evocation. But then, for those of you who are just monitoring the situation that could be enough. For everyone else, we'd have to settle for an anachronism. The vessel is real, it has received extensive reconstruction to fittings. Her general appearance has not been altered and her livery is fairly correct. If the photographer had had a stiffer breeze, we might get a useful clue from the flag flying from the ensign staff.

Here is how one replier presents the problem: "It appears be a well maintained Ugly Betty with a slight identity crisis! Is it a fishing trawler? The bow is shaped like a "V" Plow, something one would find in states that are blessed or cursed with large quantities snow in the winter. It has two masts, one forward and one amidships; they are definitely not rigged for sails. The mast amidships has what appears to be a large crow's nest or what a lubber might call an observation platform. She is rigged with four sets of boat davits and two boats, a small deckhouse amidships and more of the same aft with ornate scrollwork on her stern. She also has a cylindrical object just forward of the main deckhouse, also she appears to be coal or oil fired with her boiler and stack amidships...The photograph has the ship anchored in calm water possibly in a large bay or some sort of protected water." That pretty much offers the casual reader a decent shopping list of items to search on.

But he continues: "At this point I would have to guess Pre-WWI, could the cylindrical object mounted forward behind the forward mast possibly be a gun turret? Many countries sported coastal protection ships also called monitors; some were quite large as with the British Monitors. Could our mystery ship be a forerunner to the larger coastal monitors?"

Yes it is an interesting looking vessel and, yes, it does resemble any number of monitors. The reply came from Tim Wood who "did a Google search for "Early British built Monitors" and came up with a photo of HMS Kite, she looked like she could somehow be a relative of our Mystery Ship. After

*(Continued on page 4)*

## What's Happening at the Museum

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First things first: It worked so well last year, we're doin' it again! One dollar admission till Labor Day! Why one dollar? Good question. The Museum's vision and mission is encapsulated in one collective thought; we are all connected as one global community through our maritime experience. As the seas are one, we are one. Cool! Are you a Mariner?

June is a busy month for us all, with graduations, vacation planning, reunions and barbecues. Lots of weddings and wedding anniversaries (my 50th)! But even if none of these apply, you'll have a full-time job keeping up with your museum! Let's start with Saturday, our monthly meeting date. The 9th also brings us noted historian John Quarstein and an interesting perspective on the Civil War, *The Battle of Wassaw Sound*. On 17 June 1863, in a bay in present-day Georgia, the Confederate ironclad ram, *CSS Atlanta*, attacked two Union monitors. Unfortunately, the *Atlanta* ran aground due to its deep draft of 16 feet and after sustaining significant damage from the *Weehawken*, the Confederate ship surrendered. Captain John Rodgers, commander of *Weehawken*, captured the *CSS Atlanta*. This surrender was the first Confederate ironclad to be captured by US naval forces. Mr. Quarstein will present his talk at 2:30. This event is free with admission. A week later, on June 16th, *The Mariners' Museum International Wine Classic* opens in the Grand Entrance Hall at 6:00. Over 85 upscale wines will be presented in a spectacular setting with music by the Jae Sinnett trio and paired food stations. Tickets are available on line with a discount for early purchases. All proceeds benefit the collections of The Museum. Then, on the 19th, at 7:00 we will host a private screening of "Red Dot on the Ocean", a story about sailing, but also a story about inspiration, perseverance, and the human capacity to do what seems impossible. This event is a special production of the Mariners' Museum and FATHOM, a Christopher Newport University program, and the film has been called "One of the best sailing documentaries ever made!" Tickets are \$5.00 but free to members.

In his new book, *Oceans Ventured: Winning the Cold War at Sea*, former United States Secretary of the Navy John Lehman provides readers with the ultimate insider's perspective on America's Cold War struggles on the high seas. Lehman's position as one of the chief architects and leaders of the navy's Cold War resurgence gave him unprecedented access and unparalleled insight into the personalities, theories, and command decisions that helped America win the Cold War. Mr. Lehman will present a discussion of his book at 7:00 on the 21st. Tickets are \$20 for guests and \$15 for members. A ticket and a book are available while supplies last at \$40 for guests and \$35 for members.

Whew!! OK. On the 23rd The Museum will host a World War One symposium, *The War to End All Wars: America Transformed*. World War I wrought dramatic changes on our home state as new ships were built, neighborhoods were constructed, industries grew, and the population shifted dramatically. It was, essentially, a new century for the whole world. Join us as three renowned historians share their insights about this pivotal and transformative time in our history. Craig Symonds, Professor of Maritime History, Naval Institute, Al Barnes, Command Historian, Virginia National Guard, and Lynn Rainville, Visiting Fellow at Virginia Humanities, author of *Virginians in the Great War: Uncovering One State's Role in Mobilizing For, Fighting, and Commemorating World War I* will be our guest presenters. The lecture begins at 1:00 and is free with admission but reservations are highly recommended. Then, to cap off

## AMERICAN NAVAL HISTORY War of 1812

### 1812 Part IV

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October 18: *Wasp* vs. *Frolic*. *Wasp* encounters a British merchant convoy of 6 ships escorted by the sloop *Frolic*, which she attacks. The *Frolic* surrenders after a spirited action of 43 minutes. The *Wasp* and her prize, both crippled, are captured by the British 74-gun ship-of-the-line *Poictiers*.

October 25: United States vs. *Macedonian*. The British frigate *Macedonian* surrenders to the frigate *United States* after an action lasting one hour and 50 minutes in the central Atlantic. A prize crew sails the *Macedonian* to Newport, Rhode Island. She is repaired and taken into the U.S. Navy.

October 28 – March 28, 1814: The frigate *Essex*, sails from Chester, Pennsylvania, to join the frigate *Constitution* and sloop *Hornet* on a raid on British commerce extending as far as the Indian Ocean. Not making contact with these vessels at the pre-arranged rendezvous in the South Atlantic, the *Essex* proceeds into the Pacific becoming the first American warship to round Cape Horn while destroying the British whaling industry and annex American's first overseas territory.

November 9: On Lake Ontario, a squadron of 7 American ships, shells the forts guarding Kingston, on the Canadian shore. The weather soon becomes threatening and they withdraw.

November 19: An attempted invasion of Canada along the Lake Champlain route by an army of 5,000 men, is stymied when the militia units refuse to leave American soil.

November 22: The American schooner *Vixen* is captured by the British frigate *Southampton* in the West Indies.

November 29: *Constitution* vs. *Java*. The U.S. Navy wins its third consecutive frigate action when the *Constitution* meets the British *Java* 30 miles off the coast of Brazil. The two vessels are well matched and the engagement which lasts almost 2 hours, is the hardest fought of the frigate actions to date. The American superior gunnery and heavier broadside are decisive.

December 26: Britain proclaims a blockade of the Chesapeake and Delaware Bays. This leaves New York and the New England states open to trade with the intention to divide American opinion and strengthen antiwar sentiment in New England.

The War of 1812 Continues

Bob Moritz

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the month, on June 30th at 2:30, our Maritime Connections Lecture series presents "The SS *Mark Ensign*". Marc Nucup, Museum Curator, shares the history of a German ensign flag, *Reichsdienstflagge*, carried aboard the North German Lloyd cargo ship *SS Mark*. The flag, preserved by Captain Ernst Loeve while imprisoned in the United States, serves as a microcosm of the merchant maritime experience in World War I. The presentation is free with admission. Now, I know I didn't answer last month's question concerning the Ronson timbers, but I've run out of sp.....

Ron Lewis

# Modeler of the Month June 2018

**Tony Clayton**



I started model building in my early teens, mainly rubber-powered, balsa wood flying models from kits. Also, I built one small “jet” powered speedboat (about 6 or 7 inches long) which I tested in our bath tub. It almost flew from end to end of the bath.

Like many other modelers, there was a big gap in my modeling due to family and career. My restart came after we moved to Virginia. The first model ship I built was Phantom, a pilot boat, from a Model Expo kit. After working on other models from kits, I found some of them not historically accurate, or having parts that didn’t fit too well. So I made modifications to some kits to make the finished items more to my taste (technically known as “kit bashing”).

An example of this was a “museum quality” kit of the Oseberg Viking Ship ( built about 820 AD and excavated from a burial mound in 1904 ) which was short two planking strakes, including the main wale or meginhufr (the strongest plank from end to end of the ship), so I made these and incorporated them in the model.

In 2005, my wife and I took our two young granddaughters to the Mariners’ Museum. We spent time at the Model Makers Booth talking with Dave Baker, HRSMS Skipper at that time. As a result, I joined HRSMS to take part in the NRG conference which we hosted that year. Since then, I’ve been quite active with HRSMS, including arranging monthly program topics and presenters for the last eight years.

In 2007, I designed a small (6” long) model kit of a steam tug boat, based on the Dorothy (Hull #1 from the Newport News

Shipbuilding Company). This is a simple kit of four parts which can be assembled by beginning modelers. The kits are given to interested youngsters at the Model Makers Booth. I am aided in this endeavor by my wife (chief inspector, etc.) and occasionally Dave Baker (machining). We have completed 600 of these kits. In 2016, we added another kit, based on the USS Monitor (also about 6” long and made up of four parts). We have completed 200 of these kits. My workshop has taken on the appearance of a factory production line! I am now retiring from this in order to devote more workshop space and time to my own modeling.

I tend to make boats rather than sailing ships in order to avoid large amounts of rigging work, e.g. R/C model of Speakeasy, 27” long, a 1920’s rum-runner. I use R/C equipment from toy cars, and it works well. I’ve made several small boats and take pleasure in ensuring they look realistic. They take less time to build than sailing ships and take up less workshop space. However, now I intend to get back to building a model of the

Lake Washington, a 45” long R/C walking-beam steamboat, which I started years ago, but left on the workbench to complete “later.”

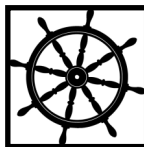
## Nautical Term

Hawse - There are several uses for this term, but it generally pertains to the area in the bows, outboard under the bows, to anchoring and mooring. Earlier it was seen often as haes. The term was very generally Nordic, but was also seen in French. The Middle English bale, pertaining to the bows, was found in Old Norse and Icelandic, and appeared as beals in Old English and in Anglo-Saxon.

Tim Wood

*(Continued from page 1)*

I bring balance to my modeling by keeping order in my tools and cleanliness of the workspace, my “Yang.” To complement this most natural harmony, and I can’t stress enough the importance of maintaining this equilibrium, I therefore must maintain my closet in its current disheveled state, the “Yin.” To be contrary would tear at the very fabric of the universe and existence.



OOOMMMMM! Oh, oh... that the heavenly voice, again?

Nietzsche, Dong Zhongshu, Lorenz and his butterflies, surely must all have been modelers. I can’t make this stuff up. That’s my Yang, and I’m sticking to it.

SD

## THE ANSWER

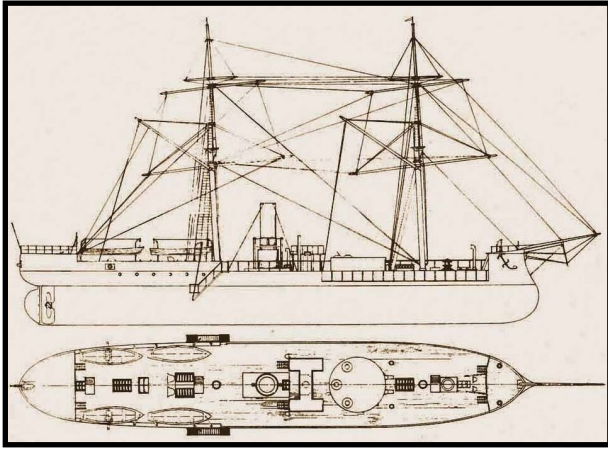
The answer to mystery photo 383:  
Museum Ship Huascar, Talcahuano, Chile

(Continued from page 1)



more searching I came up with a color drawing of a ship that closely resembled and I use the word very loosely, of this month's photo. After a more in-depth Google search I came up with Huascar. Seems she is an ironclad turret ship built in Brittan for Peru in the 1860's."

The second reply came from Dave Baker who cut right to the

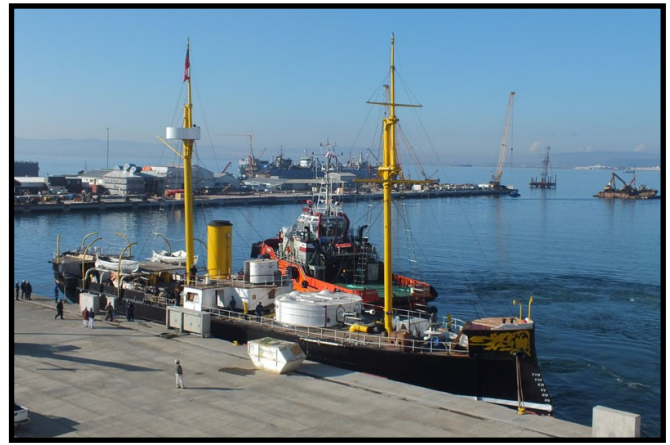
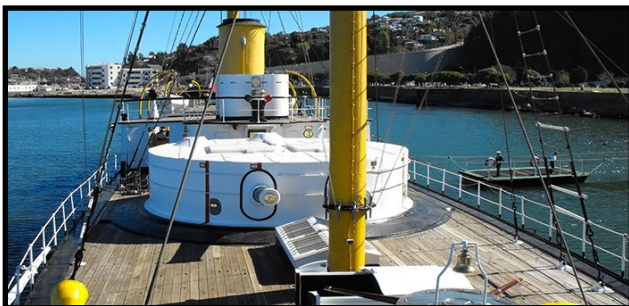


chase, "The mystery ship is the monitor HUASCAR, now resident at Talcahuano, Chile, after her restoration in 1984." And just to prove that he is not just a monitor, he adds: "The builder's plate says that she is a "monitor," and who is to argue with them? The rig shows the ship after her arrival in Peru, when the topmasts were stricken. The foremast was removed in 1878 and a small armored conning tower was added on the bridge at that time." Who can argue with that!

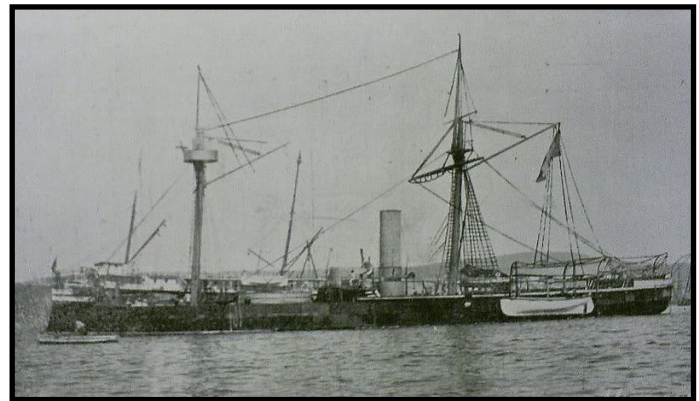
Dave in his wonderful style solves our problem by recapping the vessel's history in four succinct paragraphs.

"HUASCAR was ordered by Peru from Laird's shipyard in Birkenhead, United Kingdom, in 1864 in anticipation of a war with Spain and was designed by Captain Cowper Coles, the unfortunate designer of the even more unfortunate H.M.S. CAPTAIN, and used a turret of Cole's design, with the weight resting on rollers around its circumference.

HUASCAR displaced 1,130 tons and was 220-ft. overall by 36-ft. beam and had a draft of 13.5 ft. Her armament as completed was two Armstrong muzzle-loading 10-in. cannon in the turret, two 40-pounder cannon n deck, and one 12-pounder as completed, but after an 1899 refit in Chile, the 10-in. guns were replaced by two 8-in. breech-loading guns and the other guns by three 4-in. Armstrong quick-firing guns, with a single Gatling gun added. The normal crew was 200 officers and men. The ship had two boilers and two horizontal Penn trunk-type steam engines that developed 1,500 indicated horsepower to drive the single 4-bladed screw for a maximum speed of 11 knots.



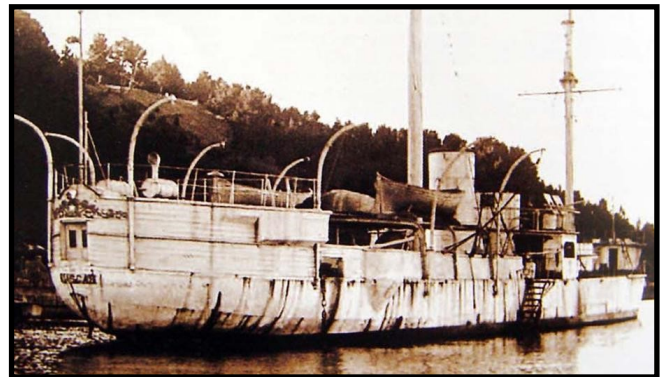
The HUASCAR captured two Spanish merchant ships on her delivery voyage (mostly under sail) to Peru but arrived at Callao after a peace treaty had been signed with Spain. HUASCAR was captured by Peruvian rebels in 1877 and was used by them to harass merchant vessels. The Royal Navy's steam frigate H.M.S. SHAH and corvette AMETHYST were sent to capture the ship, but her gunfire only resulted in one shot piercing the HUASCAR's armor, and the Peruvian rebel ship became the first ship targeted by a self-propelled torpedo, fired from one of SHAH's boats. It missed. Two days later, however, the HUAS-



Huascar circa 1903

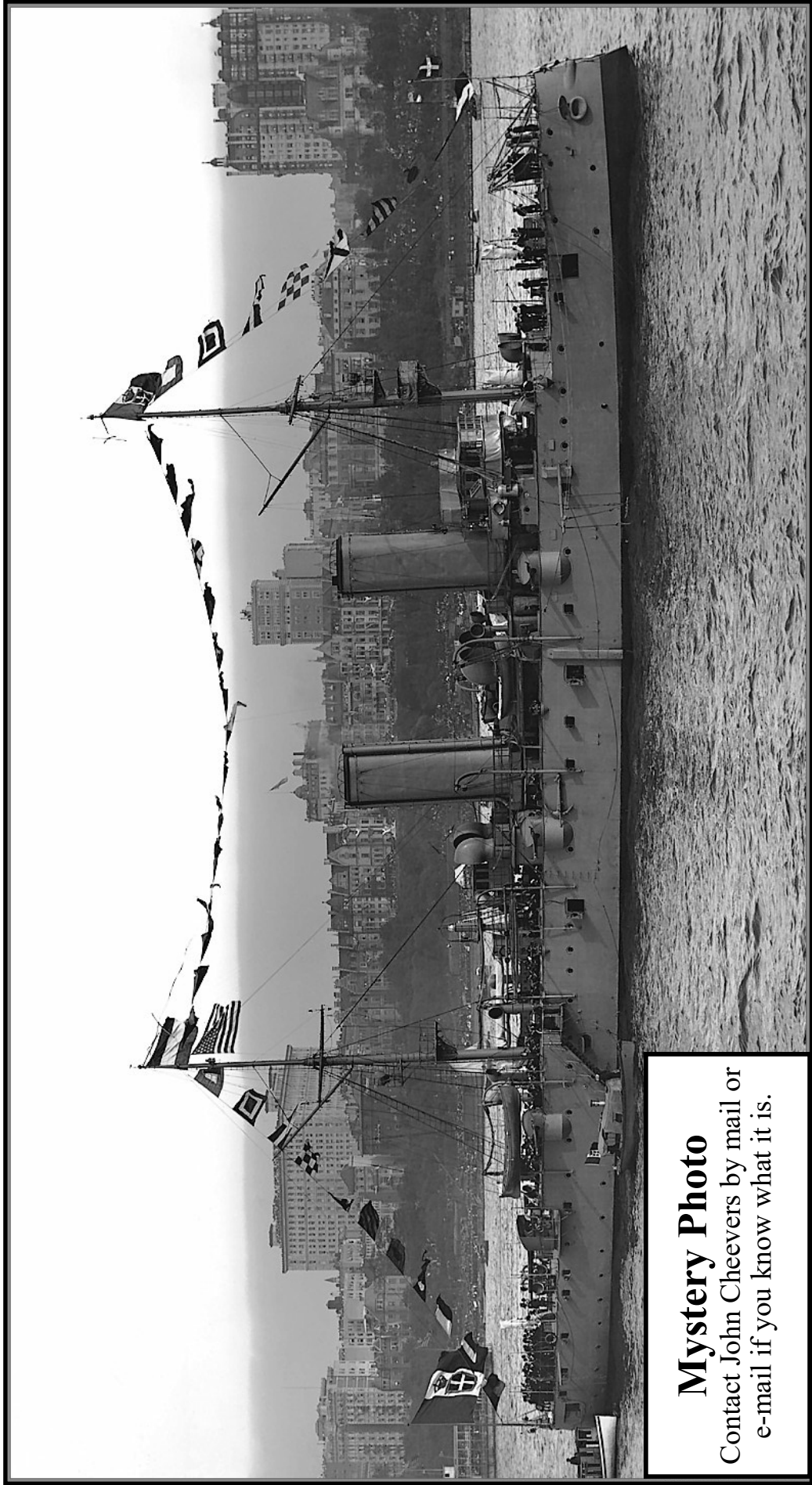
CAR surrendered to the Peruvian government.

HUASCAR participated in the "War of the Pacific" with Chile in 1879, sinking the Chilean Navy's ESMERALDA



Huáscar after the Combat of Angamos

(Continued on page 6)



## **Mystery Photo**

Contact John Cheevers by mail or e-mail if you know what it is.

## NOTABLE EVENTS

### JUNE

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Tim Wood, Photography

### JULY

- 14 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, John Cheevers, TBA

### AUGUST

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Tom Matthews, Silver, Tea & Opium

### SEPTEMBER

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

### OCTOBER

- 13 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Gene Berger, TBA

### NOVEMBER

- 10 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, Marty Gromovsky, TBA

### DECEMBER

- 8 HRSMS Monthly Meeting: Mariners' Museum  
Presentation: Dave Baker, TBA

### JANUARY

- 12 HRSMS Monthly Meeting: Mariners' Museum  
Nomination of officers,

### FEBRUARY

- 9 HRSMS Monthly Meeting: Mariners' Museum  
Presentation, TBD  
Election of officers

### MARCH

- 9 HRSMS Monthly Meeting:

### APRIL

- 13 HRSMS Monthly Meeting: Mariners' Museum

### MAY

- 11 HRSMS Monthly Meeting: Mariners' Museum  
Presentation,

## MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners' Museum  
May 12, 2018

Guest: Bryan Pitts, 2nd Meeting

The meeting was called to order by Skipper, Gene Berger at 1005 hours. Bryan Pitts was recognized as a guest attending his second meeting. It was announced that Dave Chelmow was to be the modeler of the month. There was no correction to the minutes as published. Due to the absence of the Purser, the Skipper gave the Purser's report.

Old Business: The changes to the bylaws as published were discussed. A motion was made, seconded and passed to amend the bylaws.

New Business: Bill Clarke reported that honorary member Bob Sumrall had passed away and that no further details were available. Ron Lewis noted that there were several new models in the museum's model gallery and reminded everyone of the upcoming Mariner's International Wine Classic to be held on June 16th.

Show & Tell: John Cheevers showed a propeller jig that he was building. Stewart Winn said that his finished model of the Duke William that he built for the Mariners' Museum is in the model builders stand. Bob Moritz showed a Polish nautical magazine. Ron Lewis said that a WW I exhibit would open at the museum on May 19th.

The meeting was adjourned to a presentation "Photo Etching", by Gene Berger.

*(Continued from page 4)*

### WATCH, QUARTER AND STATION BILL



Skipper: Gene Berger (757) 850-4407  
Mate: John Cheevers  
Purser: Ryland Craze (804) 739-8804  
Clerk: Tom Saunders (757) 850-0580  
Historian: Tim Wood (757) 481-6018  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615  
Photographer: Marty Gromovsky



and sank a further 17 Chilean ships before being cornered and captured by a superior Chilean squadron at the Battle of Angamos on 8 October 1879, and Peru occasionally makes claims demanding her return. HUASCAR operated until 1908, was placed in reserve in 1909, and had her boilers removed in 1910 but remained afloat. The 1984 reconstruction was an almost complete rebuilding, even to replacing the hull plating.

My guess is that the photo was taken as part of a visual tour of the ship that is available on the internet, but it is a recent shot. My information comes from the notes about the ship in the instructions to a card model of her and from a very detailed article about the ship's history in an issue of a military history quarterly."

Thanks to Dave and Tim for not being just monitors.

John Cheevers