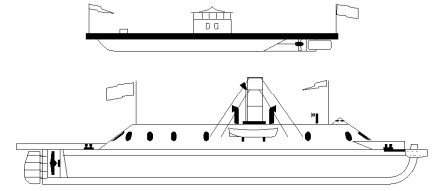


# Logbook



## FROM THE PILOTHOUSE



### Proposed Bylaw Amendments

The January meeting is the time when we nominate candidates for all of the Society's offices, for election in February. And this year, having elected the same bridge gang for the past three years, bylaws require us to find a whole new crew of willing candidates. (Do I hear four sighs of relief from the current elected officers, or a lot from everyone else?)

A proposal was offered and discussed at the November meeting to remove the term limitation from the offices of Clerk and Purser—the officers responsible for the down-and-dirty routine work and continuity of the Society, while continuing it for the muckity-mucks who get all the publicity and attention (and get to ring the bell if they bother to bring it). I know from experience that the Clerk's and Purser's duties, and especially *Logbook* production (all one job when I had them/it) can grow to be more satisfying than the "higher" offices. With the limits of the word processor I had at the time, I felt that my last two newsletters (Numbers 92 and 93, February and March 1994), on a single four-page folder and including some nice plans, were the best up to that time (The current product, of course, is regularly better, so Tom is justified if he feels some of that same satisfaction).

The means of carrying out this proposal is to amend Article V, Section 3, to read as follows (added language is underlined):

Term of office shall be one year, and the Skipper and the Mate shall serve no more than three consecutive terms in each or either of those offices.

In a related housekeeping measure that seems to have been overlooked when the Historian's title was expanded and the Editor was established as a separate office in January 1994, Article V, Section 1-A, should be amended to add the underlined language as follows:

**The Skipper**, who shall have general supervision over the Society and its functions, preside over meetings, call special meetings as needed, appoint the Historian-Librarian and the



Editor, and appoint committees as needed.

Adoption of the proposed changes will not, of course, obligate the incumbent Clerk and/or Purser to accept any additional terms in either office. So, as we proceed with the amendment process in December and January, give some thought to new and willing candidates. "Willing" is the key word.

### Skipper's Removal

Don't get your hopes up; this is not another bylaw proposal, although we have no provision for impeachment and trial. But Jane and I have bought a home in Running Man, at 105 Accomac Turning, Yorktown VA 23693-2600, and expect to finish moving by about December 18. The new phone number is (757) 867-7666 (already connected, but the answering machine remains on the old number until we actually move and discontinue that line). No e-mail as yet. We look forward to seeing you there on February 11, 2000.

### THE DICTIONARY OF PHRASE AND FABLE

BY E. COBHAM BREWER

**Dead Reckoning** A calculation of the ship's place without any observation of the heavenly bodies. A guess made by consulting the log, the time, the direction, the wind, and so on. Such a calculation may suffice for many practical purposes, but must not be fully relied on.

## To Build A Ship Model



Our speaker for November was once again Jack Bobbitt and he addressed the essential properties of glue. This was an in depth approach to the various types that are commercially available. As this presentation developed, members were made aware of the products best suited to their needs; beginning with those for bonding wood to wood, metal to wood, glass to metal, waterproof glues and the durability of each kind.

Many interesting aspects were covered which will not be enumerated because a far better way of communicating is to attend the meetings and get the details first hand in the company of friends.

Thanks Jack, for offering such sound advice on a subject so fundamental to our interests.

This series will resume in January with a talk given by John Cheevers. Watch for details in the next edition of "Logbook"

Christmas is coming! Do not go out shopping at a mall or browse through catalogs before attending the December auction.

Graham Horne

## Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 161! Let me begin by stating up front that I like this photograph! It would be a treat to see the original or maybe even get a copy for my collection. There are two things that draw me to this picture: the clarity and detail of the shell plating and the overall busy appearance. Her smallish size and neat arrangement would make for her an excellent candidate for an R/C model. From her markings, I knew immediately that she belonged to the US Navy, but I also knew that we had a somewhat obscure ship. My first thought was, "How am I going to identify this!" Well, perhaps Clarke called my bluff and picked this vessel so that identification could prove near impossible! After all, she looks like some converted merchant ship. How many did the US Navy acquire just prior to and throughout World War Two? Hundreds? Thousands? I knew we had our work cut out for us. What is surprising was how easy the identification became and how it happened!

As per our usual routine, at the last HRSMS meeting, Bill asked if I had identified the mystery photograph. This time I

had not, but I mentioned that it might be an Amphibious Force Flagship (AGC) or Attack Transport (AK). (Actually I was thinking "weather ship".) This vessel wasn't all that familiar to me but I felt I had seen photographs of her or, maybe, her sisters somewhere. She has a general cargo-carrying appearance, but a lack of cargo booms seems to suggest some sort of command ship or something with a limited transport function. The not-so-obvious raised-deck at the stern was the feature that kept nagging at me (It is difficult to discern in the mystery photo and didn't seem to belong to the vessel as designed for civilian service.) Without a raised forecastle this vessel didn't fit the standard three-island tramp steamer layout. I doubt the raised poop was original to the design because carrying an enclosed space aft would make the design unbalanced and ugly. It has not been my experience to see vessels with this arrangement as designed. Wartime conversions of merchant ships sometimes lead to ungainly arrangements as designers try to fit gear spaces not suited, and sometimes not large enough, for the purpose. I knew that that feature would help identify this vessel.

But what about the rest of the vessel, are there other distinguishing features? Notice the heavy round chock at the stem and the fairlead above it. How about the hull plating and visible rivets of the bow plating, can they date the design? What about the quad 40-mm gun, in its protective tub, or the location of the mast are they keys? Is the shape of the stack distinctive? What about the interrupted rubbing or spray strake along the hull, the radar at the top of the mast, and the arrangement of fittings and miscellaneous gear, do they help in the identification? Can the condition of the paint and general rode-hard appearance suggest a time and place? Perhaps!

As we will see, the armament and location of the mast do play a part in helping identify this vessel. But the most important clue is the not-so-obvious raised deck at the stern. Let's see what those who picked up the gauntlet have to say.

As it turns out, Bob Krumpen and I were the only two to identify this vessel. Our paths converged at the Mariners' Museum Library to study photographs of CMc-4, later ACM-10, *USS Monadnock (ex SS Cavalier)* and CMc-5, *USS Miantonomah (ex SS Quaker)*. As Bob states, "Both ships were built by Pusey & Jones Corp. of Wilmington, Delaware, in 1938. They operated as fast inland-water passenger and freight carriers. They were taken over by the Navy in 1941 and converted to coastal minelayers by Bethlehem Steel Corp., Atlantic Works of East Boston, Massachusetts." Having identified the two possible candidates, he continues, "The original primary armament of the conversions included two 3-inch guns, one forward and one aft but the mystery photo shows a quad 40-mm mount forward. The mystery photo also shows the foremast stepped aft of the bridge rather than forward as in most of the conversion photos available."

(Continued on page 3)

(Continued from page 2)

Bob didn't say how he selected these two vessels, so I will recount my story. I reasoned that the best place to look for these ships was in a wartime volume of Jane's Fighting Ships --1944/45 seemed like the best choice. Jane's has, to my knowledge, always carried silhouette drawings of naval combatants, usually at the front of each navy's section. I began there, looking for a silhouette of a vessel with the raised enclosure aft. Actually, it was that easy, because on page 442, located just below a silhouette of CM-5, *USS Terror*, was the silhouette I was looking for, *USS Monadnock*, converted coastal steamer fitted for coastal minelaying. From there I skipped to page 491 to review vessel data and look for a photograph. Not only did the vessel carry the afore-mentioned enclosure on deck at the stern, but she also carried two mine chutes that protruded from her counter stern. Quite an unusual appearance, indeed!

Bob is correct in stating that there are no [late-war] conversion photos available to illustrate either *Monadnock* or *Miantonomah* in their late wartime appearance; at least those on file with local sources and in published material at our disposal. So are we able to choose the correct ship as our mystery vessel? I think it is possible to do so by examining the available data. Bob Krumpen theorizes that the mast location, appearance of the hull, and armament shown in the mystery photo would tend to favor *Monadnock*, which served throughout the war. According to *The Dictionary of American Naval Fighting Ships* (DANFS), both vessels served together, early in the war, in the Atlantic and Mediterranean theaters. *Miantonomah* ultimately served her entire career there until sunk by a mine off the coast of France on September 29th, 1944. A photo dated April 29, 1944, published in Paul Silverstone's *U.S. Warships or World War II*, on page 206, shows *Miantonomah* in her original converted appearance.

*Monadnock*, on the other hand, transited to the Pacific theater reporting to Commander Minecraft, Pacific Fleet, January 7, 1944. Over the next year she operated in various parts of the Pacific, finally steaming to Ulithi to stage for the forthcoming Okinawa campaign. She operated there until departing for the United States, arriving at San Francisco, June 24, for conversion to ACM-10 (effective July 10, 1945). With her conversion complete, she departed for Japan September 6, transporting troops to Eniwetok, Guam, and Okinawa while en route and arriving at Sasebo, Japan October 22nd. It would seem that her conversion came too late for any further wartime service.

It is possible that this photograph shows *Monadnock* during her initial Pacific cruise. The deplorable condition of her hull paint would almost guarantee that time. The altered armament would suggest her value during the final island hopping landings and the seriousness of the kamikaze threat. It would have been possible to re-step the mast and change the armament at a forward repair base or maybe during her stay at Mangarin Bay, on the southwest coast of Mindoro

from January 3rd until February 6th, 1945. I don't think we see a converted *Monadnock* as ACM-10 sometime during her final deployment to the Pacific. After the war there would have been time to chip the rust and paint.

I think this is conclusive proof that our mystery photo shows *USS Monadnock*

I hope everyone has a safe and happy Holiday Season!

John Cheevers

## More, Straight From the Horse's

A little more information about last month's photograph. It is an original photograph supplied by Atlantic Fleet Sales (Mr. Nobe Smith) in Norfolk, and was taken in the San Francisco / Oakland Bay area of California.

The ship was commissioned on 2 December 1941 as CMc-4. On 10 July 1945 the classification was changed to ACM-10 (Auxiliary Minelayer.) The ship was in the bay twice: from 10 July 1945 to 6 September 1945 and from 7 April 1946 until decommissioned on 3 June 1946. My personal time-frame guess of when the photograph was taken is 1946 since I can not picture the Navy being receptive to ship photography during the war by private individuals. If you look closely at the photo, you will note a number on the small boat tied to the ship's boom (CM-10.)

The ship is the *USS Monadnock*. Do you remember a photo of another *USS Monadnock* (the Monitor) in the Logbook a couple of issues back.

Bill Clarke

### THE DICTIONARY OF PHRASE AND FABLE BY E. COBHAM BREWER

**Log** An instrument for measuring the velocity of a ship. It is a flat piece of wood, some six inches in radius, and in the shape of a quadrant. A piece of lead is nailed to the rim to make the log float perpendicularly. To this log a line is fastened, called the log-line (*q.v.*).

**Log-book** The journal in which the "logs" are entered by the chief mate. Besides the logs, this book contains all general transactions pertaining to the ship and its crew, such as the strength and course of the winds, the conduct and misconduct of the men, and, in short, everything worthy of note.

# Auction

The auction to be held at the December meeting will include the following items:

From Jack Bobbitt:

Magazines SHIPS IN SCALE, editor Scottie Dayton. They number from Vol. 2, # 9 through Vol. 8, # 46. They run from January 1985 through the March-April issue of 1991. Total of 33 issues. There is enough reading material, modeling tips etc. to keep one busy for a year!

Booklets:

1. Chesapeake Bay Crabbing Skiffs, by Howard Chapelle
2. The Bronze Cannon, by John P. Richardson
3. Modeler's Guide for Skipjack Willie L. Bennett, by Ben Lankford.

Books:

1. Romance of the Sea, by J.H. Perry
2. The Model Shipbuilder's Manual of Fittings and Guns, by Capt. A. P. Isard
3. Knots and Splices, by Percy Blandford
4. The Low Black Schooner (America), by John Rousmaniere
5. Philadelphia On The River, by Phillip C.E. Smith
6. Sailing Ships of War, by Dr. Prank Howard
7. Visual Dictionary of Ships and Sailing

Heinz Schiller Donation:

Box #1

Parallel ruler  
Dremel drill press (w/o Dremel tool)  
Staple gun  
Small model plane  
Gold metallic striping tape  
Mini spoke shave  
Sub-miniature electric motor (28v)  
Glue syringes (2)  
Mini bungee cords (pkg of 5)  
Jewelers saw  
Draftsman's ruler  
Draftsman's linen or fine cotton  
Brass shim pieces (pkg of 3)  
Brass tubes (2)  
Dremel table saw blade (4 inches dia)  
Razor back saw with spare blades  
Package of small carving tools  
Package of small pliers  
Large magnifying loupe  
Small soldering gun  
Small surform plane

Small multi-circuit tester  
Small motor (120v/60hz) w/o case  
Large steel disc (could be used as small anvil)  
Bench top hand drill holder  
Lazy susan  
Brass sailboat wall ornament (12" high)  
Large poster of sailing ships

Box #2:

Black and Decker multi-speed electric drill  
Wen vibrating sander  
Skil saber saw (this is a candidate for the Antique's Road Show)

Box #3:

Eight empty cigar boxes

Box #4:

Non model making tools and "stuff" (one item to be given away to each successful bidder until the box is empty - approximately 24 items or groups of items, ie. four 8" x 3/8" carriage bolts, one 10" pipe wrench, package of assorted small screw drivers)

Books donated by Graham Horne:

Ticonderoga, by Jack Somer  
Men Ships and the Sea, Alan Villers  
History of the Sea, Peter Kemp  
Romance of the Sea, Jonathon Eastland  
Hunt for Red October, Tom Clancy

# MINUTES



November 12, 1999  
Host, Heinz Schiller

The meeting was called to order by the Skipper at 2005 hours.

Guest Bryan Peach was present. This was his second meeting. (Bill Clarke noted that there is no statute stating a maximum length of time between meetings for a guest to remain eligible for membership.) Mr. Peach is Chairman of the Mid-Thames Model Boat Club. You can visit their web site:

<http://www.offiler.demon.co.uk/MTMBC/index.html>

*(Continued on page 6)*

# MYSTERY PHOTO

Contact John Cheevers by mail or telephone  
if you know what it is



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## NOTABLE EVENTS

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### DECEMBER

10 **H.R.S.M.S.** Monthly Meeting: host, Jack Bobbitt

### JANUARY

14 **H.R.S.M.S.** Monthly Meeting: host, Watson, Soulé

### FEBRUARY

11 **H.R.S.M.S.** Monthly Meeting: host, Alan Frazer

### MARCH

10 **H.R.S.M.S.** Monthly Meeting: host, Southside Bunch

### APRIL

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

### MAY

12 **H.R.S.M.S.** Monthly Meeting: host, Bill Clarke

### JUNE

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

### JULY

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

### AUGUST

*(Continued from page 4)*

The Skipper thanked the First Mate for providing the Pilothouse column for the October issue.

There was no Purser's report.

**Old Business:** Discussion continued on items to be given as gifts at the 2000 conference. Jack Bobbitt showed a large notepad and said that he was looking for one in a smaller size. Bill Clarke passed around a nice letter opener that he received at a car show. Joe McCleary asked for volunteers to work in the Mariners Museum model shop during the model competition next year. He said that volunteers would receive a NRG shop apron. Joe recapped the 1999 NRG Conference and said that 12 models were reviewed by the NRG Review Service.

**New Business:** Bill Clarke asked about the HRSMS library material and was told that it has not been retrieved by the current Historian. Bill also asked about extending the term-of-office for the Purser and Clerk. There was discussion of the merits of his proposal. Further discussion will be held at the December meeting. Alan Frazer said that he was inquiring about using the York County Library for HRSMS meetings.

**Show & Tell:** John Cheevers reports no progress on his *Rachael Carson*. Joe McCleary showed two books, Midget Submarines of the Second World War and Civil War Small Arms of the Navy and Marine Corps.

The meeting was adjourned.

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## Next Meeting

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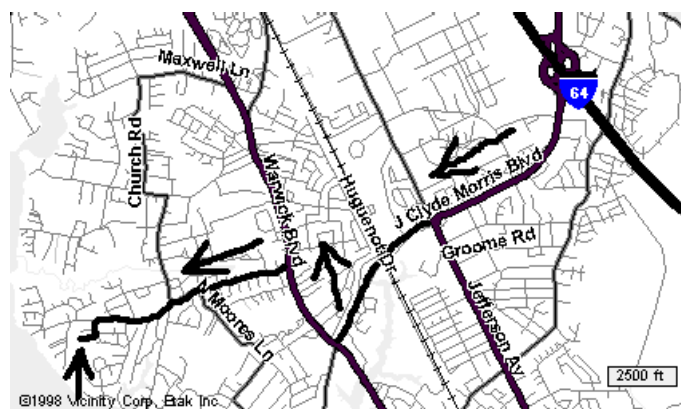
**Date:** December 10, 1999

**Time:** 2000 Hours

**Location:** 69 Queens Court  
Newport News, Va.  
599-0557

**Host:** Jack Bobbitt

From I-64 go west on J. Clyde Morris Boulevard to Warwick Boulevard. Turn right on Warwick, proceed to Hiden Blvd. Turn left on Hiden. After Hiden Blvd. narrows, turn left on James Landing Road and proceed to Queens Court. Turn right on Queens Court. Number 69 will be several blocks down Queens Ct. on the right.



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## Thanks

The members would like to thank Heintz Schiller and his wife Mareke for hosting the November meeting.

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## WATCH, QUARTER AND STATION BILL



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Skipper:	Alan Frazer	(757) 865-7300
1 <sup>st</sup> Mate:	Joe McCleary	(757) 253-1802
Purser:	Bob Comet	(757) 934-1279
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