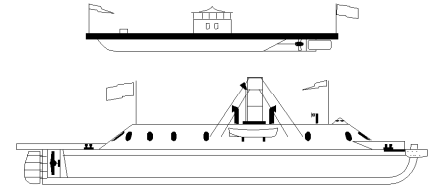


Hampton Roads Ship Model Society

Logbook



No. 164

<http://members.xoom.com/HRSMS>

FEBRUARY, 2000

FROM THE PILOTHOUSE



New Crew

The proposed amendments of HRSMS Bylaws were passed on second reading at the January meeting, and the members immediately proceeded to nominate a new bridge crew: Bob Comet to be the new Skipper; Len Wine, Mate; Tom Saunders, Clerk; and John Cheevers, Purser. Tom was the only one continuing for a fourth term in the same office (shades of FDR, 1944!), as authorized by the amended bylaws. Congratulations to the nominees and to those who so capably pulled the throttle.

If all goes well, the election will be completed on February 11 and the new crew will climb down from the coaches and board the locomotive in March, to *run* the railroad for at least the next year.

New Ideas—

—are where you find them, and I picked up a couple from recent issues of *The Broadaxe*, newsletter of the Ship Model Society of Northern New Jersey. The first of these is “Problem Night,” when members and guests are invited to present problems that may have them stymied, whether relating to research, plans, materials and fittings, or any stage of construction from keel to truck to case, and all in attendance are invited to contribute their experience or ideas. This of course, formalizes the important educational or “mutual assistance” aspect of any model club. And we need not limit it to designated nights, but can include it in our “Show ‘n Tell” time (which a recent issue of the National Model Railroad Association’s *NMRA Bulletin* referred to as “Bring ‘n Brag.” Cute!). So let’s try it: bring your problems on February 11.

Another practice new to the New Jersey club is the “Bridge Meeting.” I believe the USS Constitution Guild does the same thing. No, not on or under a bridge, but a gathering of the officers to discuss the agenda prior to the regular meeting and try to make decisions, or at least recommendations, on projects or future plans. The goal, of course, is to shorten the often-boring “business” portion of the main meeting and leave more time for ship and model stuff. I commend this suggestion to the next HRSMS “bridge.”



New Meeting and Dinner Sites

As mentioned last time, it has become necessary to change the venue for February 11, due to unavailability of the intended hostess. We will meet again at Emmanuel Episcopal Church in Hampton (see directions on back page), the “South Side Bunch” aka H. Williams & Co., will be hosts, and Bob Comet will present the first segment of his program on armament. Jane and I will host the March meeting at our home.

As further business for February 11. Please think of possible locations and dates for the annual Society dinner. Do we all want to sample the Radisson prior to hosting the NRG Conference dinner there? Or return to a previous source of good food, like Seawell’s Ordinary? Other suggestions welcome. The James River Country Club is not available.

—Alan D. Frazer

NOTICE

The Library at the Mariners'Museum is planning to have their first ever book sale during the first weekend in June. More details to follow when they are known.

Mystery Photo



If at first you don't succeed, try again 'til you do succeed. With this slightly misquoted saying in mind, is this Mystery Photo, *Logbook* No. 163, back by popular demand because it's too difficult to solve? Do we owe this encore to some editorial slight-of-hand? Did the editor grab the wrong picture on his way out the door to Kinkos? Has Tom suffered an out-of-body experience? For whatever reason we are seeing this photograph (*MP No. 159*) for the second time. The next questions then, are how many of you spotted the repeat, and how many of you expect a different answer this time? Actually this gaff became a blessing for me when this month's free time evaporated. Now I am free to reprise my previous literary effort and save lost time. (And I can bore you twice with the same material!)

Here is that column, albeit slightly amended, served up warts and all.

Bob Comet responded for a second time, asking if he was experiencing Déjà vu. (*I don't know, you better ask Tom.*) Bob covers new ground with his response by revealing a pamphlet published by the Naval Historical Division of the US Navy called *Monitors of the US Navy 1861-1937*. Published in it is the second photograph, NH 60659, mentioned later in this column. For Joe McCleary, this was his first response. Since he doesn't mention anything about seeing this photograph before but he does identify the ship, I intend to check his story closely for plagiarism. If my memory serves me, Joe was unable to play the first time because of travel. So the question is, "Did he see this photograph before and/or does he read the column?"

For everyone else, let's review the photograph again. For starters, it's quite clear that this is a commissioned vessel in service with the US Navy--she flies the Stars and Stripes from the staff. It is also obvious that she is a monitor. Her design is representative of most "later" US Navy monitors with one deck mounted twin turret at each end of a central superstructure block. A tall military mast with two fighting tops, a single tall stack, and wide bridge wings atop the chart house completes the arrangement. The central superstructure deck provides a platform for the secondary armament half shielded behind tall bulwarks. She carries the typical turn-of-the-century design elements, fittings, and gear of the US Navy, including elevated boat skids. McCleary adds that she carries a "strange tall funnel aft of the funnel with [a] "Y" shaped top and double trumpet openings. The unique design of the ventilator is necessary for it to work in such close proximity to the stack. The twin trumpets would catch the air as it flows past the wide stack.

The lack of decent freeboard would make for a very wet ride in any amount of sea. As seen here in protected water, she

seems to be quite comfortable. I'm sure this Illusion would vanish with any type of sea or ship motion. After stating this, notice how the large caliber gun barrels are covered with protective wrapping. Also, the turret itself has netting of some sort stretched around it. It is possible that the wrapped barrels and the netting securing deck cargo or bagged coal indicate an immanent and certainly wet, long sea voyage!

Do Bob and Joe agree with the findings of the first column? Yes! They agree that this vessel is the same *Monadnock* that sailed to the Philippines in 1898. Bob found the same photograph, ID#: NH 70502, on the US Navy History web site. The photo, taken off the Mare Island navy yard, California, in June 1898, shows the ship preparing for departure on her voyage to the Philippines. A second photograph, ID#: NH 60659, on the same web site shows *Monadnock* at sea between San Francisco, California, and Manila, Philippine Islands, sometime during June-August, 1898. It's worth a look to see first hand the ride this vessel gave in the open ocean--three-quarters of the deck is awash! (Note: The class was designed with a ballast system to allow the ship to trim down several feet to help hide and protect the hull in battle. It is not in affect in either photograph.)

Bob also identified a second monitor, just visible in the background behind the after turret, as *Camanche* one of the *Passaic*-class monitors built during the Civil War. Its history is unique and worth telling. One would wonder how a Civil War era monitor ended its days in California. *Camanche*, built in Jersey City, New Jersey, by Donohue, Ryan, and Secor, was disassembled and shipped to San Francisco, California on board *S.S. Aquila*. She subsequently sank with her cargo at pierside in November of 1863. The monitor's sections were salvaged and reassembled, and *Camanche* launched in November of 1864. She remained on the West Coast until sold in 1899.

Monadnock is one of four monitors loosely grouped as sisters of the *Amphitrite*-class. These ships, along with the *Puritan*, have a convoluted history. They exist only through the slight-of-hand employed to insure their construction. Following the Civil War, Congress would not appropriate funds for new construction. Congress would, however, pay to have existing ships repaired. In 1874-75, Congress appropriated money to repair the rotting hulls of five old monitors, one bearing the same name as our monitor. Construction started immediately but twenty years would elapse before these ships were "repaired" and placed into service. The new hulls were built of iron but each carried a hodgepodge of machinery, armor, and equipment. When finished, only the names remained of the original ships. The protracted construction period insured the Navy a force of five hopelessly obsolete monitors. Shortly after their commissioning, they were pressed into service during the Spanish American War. Here the limitations of their design became obvious. Except for the cross-Pacific voyage of *Monadnock* and *Monterey*, and service as patrol ships in Chinese and Philippine waters, their careers were

(Continued on page 3)

(Continued from page 2)

uneventful. The rest were primarily used for training. Due to their low freeboard, they proved to be ideal submarine tenders during World War I. All were sold out of service in the early 1920's.

Joe shares an interesting tidbit about the difficulties experienced in building iron and steel ships during America's transition away from wood ship construction in the later half of the nineteenth century. He states: "The second *Monadnock* was laid down at the Continental Iron Works in San Francisco in 1874, but this was the first ship built by that company for the Navy and the yard had a lot of trouble building the ship. Finally the Commanding Officer of Mare Island Naval Shipyard showed up with his own workmen, made the ship water tight, launched her and towed her to Mare Island where she was completed in 1896."

Kudos: Bob and Joe for your timely and interesting responses.

Last time I said the column was about grades, and everyone who participated, except the editor, received one. Too bad! This month the editor is the only person who will receive a grade, but I'll leave it up to the reader. Personally, I think three tries on two *Monadnocks* is enough...

John Cheevers

To Build A Ship Model



The presentation at the February meeting will be the first of two parts on "Naval Gunnery " by Bob Comet. The second part will be given at the April meeting. Alan Frazer will give the presentation at the March meeting,

Notice

The Clerk is in the process of revising the HRSMS roster. The new roster will include e-mail addresses. Please contact him at t.e.saunders@worldnet.att.net if he does not have your current e-mail address.

MINUTES



Date: 1-14-00
Place: Wythe Presbyterian Church
Host: Jack Soul^{3/4}, Skip Watson
Guests: Dave Baker, 1st meeting
Frank Mastini 2nd meeting

The meeting was called to order by the skipper at 2000 hours. A Purser's report was given. The minutes were approved as published.

Old Business: There was discussion on favors for the 2000 NRG conference. Bill Clarke said that he had not received information on the letter opener in which he was interested. There was more discussion about notepad holders. A motion was made and second to let our NRG Committee make all decisions related to items to be given away at the conference. The motion was passed and we need not beat this horse in an open forum again. There was a second reading of the proposed change in the by-laws to remove the limit of two terms for the Clerk and Purser. A motion was made and second to adopt the change to the by-laws.

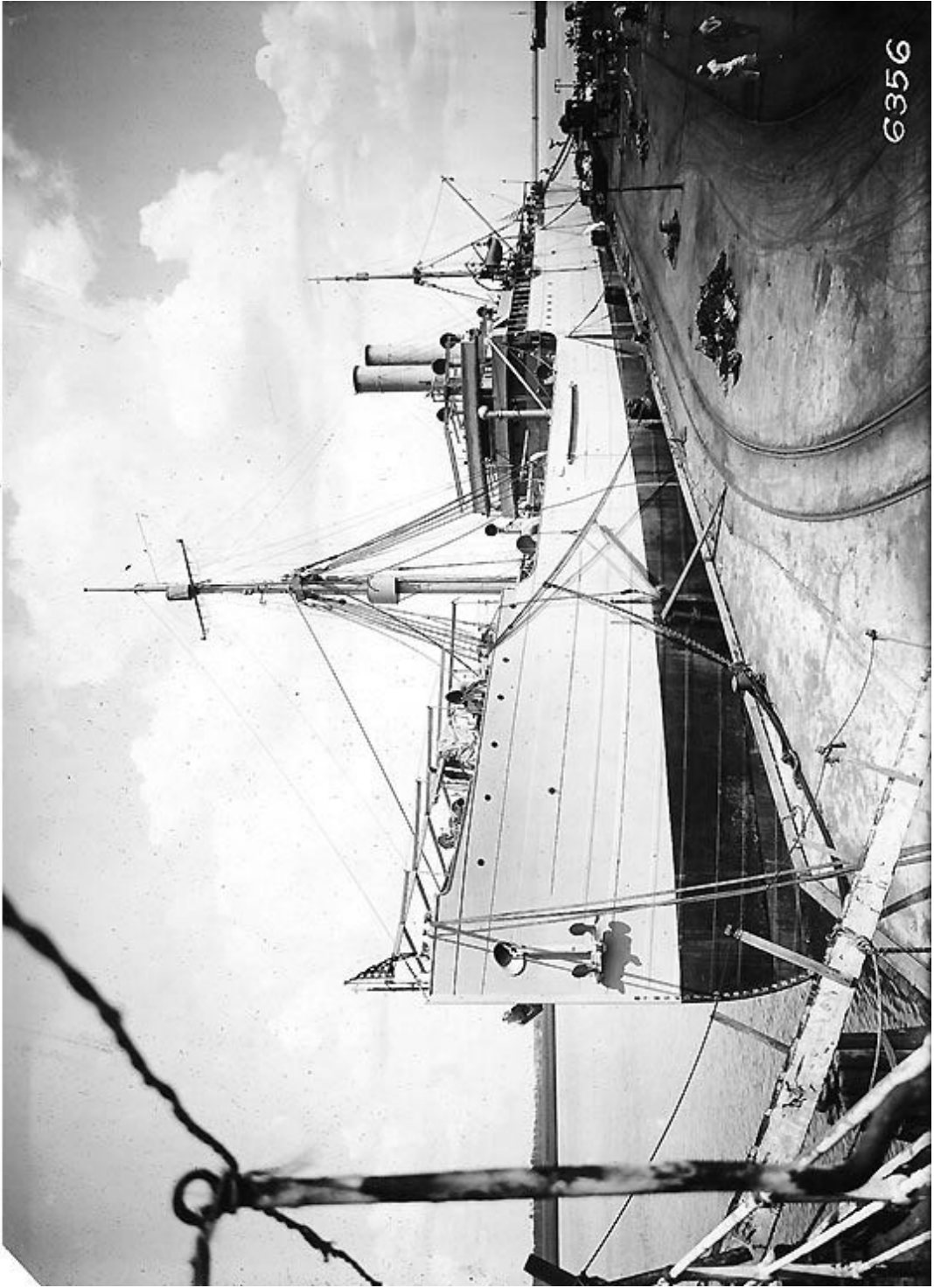
New Business: The Skipper asked for nominations for officers. The nominations for officers are as follows: Skipper - Bob Comet
First Mate - Len Wine
Purser - John Cheevers
Clerk - Tom Saunders

The Skipper read a letter received by the Clerk from The Ship Model Society of Northern New Jersey. It gave the details of the 18th Northeast Ship Model Conference to be held in New London CT, on April 15 - 16, 2000.

Show & Tell: Frank Mastini showed photo-etched eye bolts and stanchions he has for sale. The passing of John Shedd was noted and several of the members reminisced about their fond memories of Mr. Shedd. There was a discussion of the degradation of the quality of some model paint due to EPA mandated reformulation. Jack Bobbitt restated his preference for coachmaker's paint. Ulrich Guenther showed his finished model of an 18th century privateer built from a plank-on-bulkhead Corel kit. His comments; materials - good, plans - suck, rigging plan - disaster. He received plaudits for his treatment of the ships sails. Ulrich said that he used "Swiss Batiste" from a sewing shop in Hidenwood (a section of Newport News.)

The meeting was adjourned at 2110 hours.

John Cheevers gave a hands-on presentation on "Drafting Ships Lines From a Table of Offsets."



This was e-mailed to me a while back and I have the space in this issue to pass it along.

Ed.

A crusty old model yacht salt was stranded on a desert island for 10 years. The island's few palm trees were almost gone due to his attempts at building model sailboats - all of which drifted away.

One day he spied a speck on the horizon. He thought to himself, *It's not a ship*. The speck advanced and he thought, *It can't be a boat*. The speck came even closer and he thought *It's not a raft*. Finally, out of the surf stepped this gorgeous brunette wearing a wet suit and scuba gear.

She approached the old salt and asked, "How long has it been since you smoked a cigarette?"

"Ten years!" he gasped.

She reached over, unzipped a waterproof pocket on her left sleeve, and pulled out a pack of fresh Marlboros. The old tar took one, lit it with a shaky hand, and sucked in a long drag. "Man, oh man! Is that good!" he exclaimed. "How long has it been since you drank a shot of whiskey?" asked the brunette.

He almost fell over as he croaked, "Ten years!"

She reached over, unzipped the waterproof pocket on her right sleeve, pulled out a flask, and handed it to him. He took a long swig, hacked a hoarse cough, and screamed, "Wow, that was fantastic!"

Then, as she slowly began lowering the full-length zipper on the front of her wet suit, she asked, "And how long has it been since you had some *real* fun?"

The befuddled old coot roared, "My Gawd! I can't believe it. You mean you have an R/C boat in there?!?"

From The Dictionary of American Fighting Ships

Barney

(TB-25: dp. 187; l. 167'; b. 17'8"; dr. 4'11"; s. 29 k.; cpl 29; a. 3 1-pdr., 3 18" TT.; cl. Bagley)

The first Barney (Torpedo boat No. 25) was launched 28 July 1900 by Bath Iron Works sponsored by Miss Esther Nicholson Barney, great-grand. daughter of Commodore Barney; and commissioned 21 October 1901, Ensign C. A. Abele in command.

Barney sailed from Newport 6 November 1901 for Port

Royal, S. C.. where she went into reserve. In 1902 she was assigned to the North Atlantic Station and cruised along the east coast and in the West Indies until 1903 when she proceeded to Norfolk and went into reserve 19 February 1903. Between 1903 and 1908 Barney was attached to the Reserve Torpedo Flotilla at Norfolk.

On 1 July 1908 Barney was placed in full commission and assigned to the 3d Torpedo Flotilla. In December 1908 she was again assigned to the Reserve Torpedo Flotilla and until March 1914 was based successively at Norfolk, Charleston and Annapolis. She was placed in ordinary at Annapolis 13 March 1914. On 10 June 1915 she was ordered to temporary duty with the District of Columbia Naval Militia and made training cruises in the Potomac River until 1 September 1915. She then returned to the Reserve Torpedo Division at Annapolis. On 28 February 1916 Barney was ordered to Philadelphia Navy Yard where she was placed in ordinary 5 March and out of commission 21 November 1916.

In May 1917 she was towed to Charleston Navy Yard and after undergoing repairs, she was recommissioned 6 September 1917. She proceeded to Norfolk where she patrolled in and around Hampton Roads and outer Chesapeake Bay. Bay was renamed Coast Torpedo Boat No. 11, 1 August 1918. On 17 January 1919 she returned to Philadelphia; went out of commission 11 March 1919; and was sold 19 July 1920.

From the Museum Homepage Scale Ship Model Competition 2000

To recognize and encourage excellence in the art of building scale ship models, The Mariners' Museum holds an international competition and exhibition every five years, the next one being held in the summer of 2000. The competition is open to completed models built to scale by individual modelers, professional or amateur, of all ages.

For information about the competition; write to Ship Model Competition, The Mariners' Museum, 100 Museum Drive, Newport News, VA 23606-3759; call 800-581-7245 or Patty Andreson at (757) 591-7751; or contact us on the Internet at Collections@mariner.org.

THE DICTIONARY OF PHRASE AND FABLE BY E. COBHAM BREWER

Idiot meant originally a private person, one not engaged in any public office. Hence Jeremy Taylor says, "Humility is a duty in great ones, as well as in idiots" (private persons). The Greeks have the expressions, "a priest or an idiot" (layman), "a poet or an idiot" (prose-writer). As idiots were not employed in public offices, the term became synonymous with incompetency to fulfil the duties thereof.

NOTABLE EVENTS

FEBRUARY

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

MARCH

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

APRIL

14 **H.R.S.M.S.** Monthly Meeting:
15-16 Northeast Ship Model Conference, New London, Ct.

MAY

12 **H.R.S.M.S.** Monthly Meeting: host, Bill Clarke
19-21 8th Annual Mid-Atlantic Maritime Arts Festival:
Chesapeake Bay Maritime Museum

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

8 **H.R.S.M.S.** Monthly Meeting: host, Willamsburg
AARP

OCTOBER

13 **H.R.S.M.S.** Monthly Meeting: host, Graham Horne
27-29 NRG Conference

NOVEMBER

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

DECEMBER

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

JANUARY

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

Thanks

The members would like to thank Jack Soul^{3/4}, and Skip Watson for hosting the January meeting.

THE DICTIONARY OF PHRASE AND FABLE BY E. COBHAM BREWER

Neptune (2 syl.). The sea, In Roman mythology, the divine monarch of the ocean. *A son of Neptune.* A seaman or sailor.

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.

Next Meeting

Date and Time: Friday, February 11, 2000 Hours

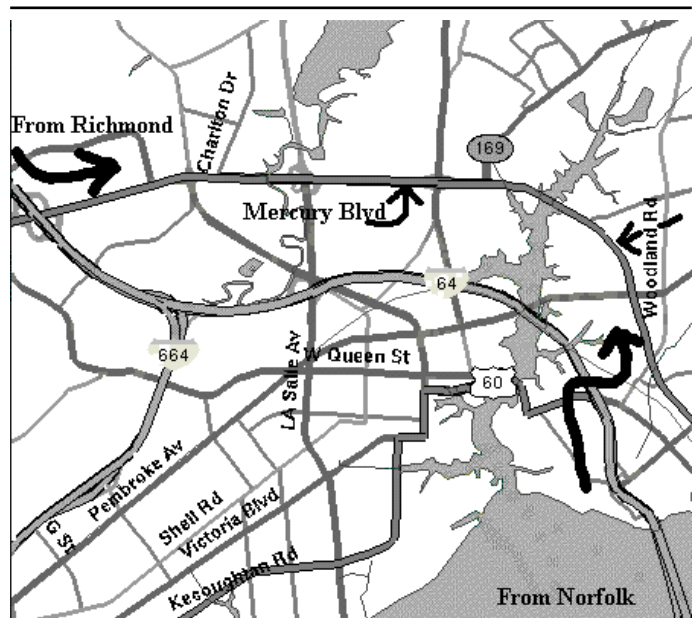
Location: Emmanuel Episcopal Church, 179 East Mercury Blvd., Hampton. Parish Hall open by 1930 Hrs., phone after that time, 723-8144.

Hosts: Southside Bunch

Directions:

From Newport News and West, or from I-664, take I-64 East to Exit 267-A, Settlers Landing Road/Hampton University. Left at light, going under 64, where Settlers Landing becomes Woodland Road. (*) Stay in left lane, about 4/10 mile; turn left at light, Rt. 258 (East Mercury Blvd.). Continue about one mile to brick church on right, just past Woods Orchard, which is opposite Southerland Drive. Parish Hall entrance in right wing.

From Norfolk, I-64 West through Hampton Roads Bridge Tunnel to Exit 267-B, Woodland Road (2nd Hampton exit). Right at light, bottom of ramp, and follow directions from (*) above.



WATCH, QUARTER AND STATION BILL



Skipper:	Alan Frazer	(757) 867-7666
1 st 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