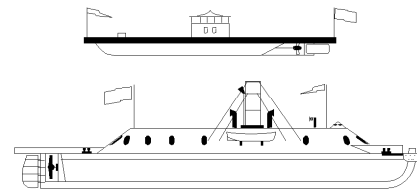


Logbook



No. 175

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

JANURARY, 2001

ATLANTIC SLAVE TRADE

By J. R. McCleary



PART II

Bristol and Liverpool in Great Britain became major trading ports as a result of the slave trade. In the late 18th century about 5K workers in the arms industry in Birmingham supported the trade with firearms as did 18K workers in Manchester, who were involved in the production of trade goods. A great quantity of cheap cloth was also brought from India for use in the trade. The major English banking houses provided the capital and financial acumen that allowed Great Britain to gain ascendancy in the slave trade.

Situation in North America. Slavery in North America was initially not profitable. Although slaves were first brought to Virginia in a Dutch ship in 1619, large numbers of others did not soon follow. Until end of the Anglo-Dutch Wars in 1667, the Dutch had a corner on the slave trade market which they then lost to the British. Prior to that time, the cost of slaves in British North America was very high as the Dutch escalated the price. Indentured servants were plentiful as were transported prisoners (both civil and petty criminals). Work was organized on a task basis, so slaves and servants had free time to work for themselves. Initially slaves were treated much as indentured servants and many were able to purchase their freedom. As time progressed however, it became harder and harder for slaves to buy their own freedom. Slavery was legal and existed in ALL British colonies. The principal slaving ports in North America where the triangular trade was carried on were Bristol and Providence, Rhode Island, Bostn, Massachusetts and Charleston, South Carolina. It is estimated that in the 18th century, 6.1% of the slaves brought to the Americas were carried in ships owned by North American colonials, while 51.0% of the slave cargoes were carried in British owned vessels.

Population shift in Virginia:

Year	Total Population	Slaves	Indentures
1 6 7 0	4 0 K	2 K	6 K
1 7 1 5	9 5 K	2 3 K	?
1 7 5 6	4 0 0 K	1 2 0 K	?
1 7 7 5	5 0 0 K	2 0 0 K	?

Changes in Attitudes and in the Economy.

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Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 174. For the 2000 Holiday season, Clarke treats us to a beauty of a mystery with a bit of a local flair. While this photograph certainly hits close to home, Bill claims that he chose it for a symbolic reason. Can anyone guess what that is?

When I began to gather material for this column, I thought that solving this mystery would be a breeze. I knew our local sleuths would respond with location, date, time, and interesting anecdotal evidence to support their claim. I don't think I was disappointed. There were a record number of players this time, and several new ones! Let's see how we did.

"The Mystery Photo in *Logbook* No. 174 appears to be an *Essex-Class* carrier in the final outfitting stage. The four 5" gun mounts on the wharf near the port bow were only used on the *Essex-Class*." writes Bob Krumpen. John P. Wyld says, "The ship is clearly a long hull *Essex-Class*." Dean Sword adds, "This is obviously a photo of a World War II *Essex-Class* aircraft carrier. This much can be determined by the size and shape of the flight deck along with the location of the island and location of the elevators on the flight deck. The shape of the funnel also helps. This would also appear to be a late in the war version of the ship since it has the elongated bow to allow a better range of fire for the 40mm mounts that are to go in the gun tubs shown in the photo." Bob Baycar, a December meeting guest from Virginia Beach, writes, "At first impression it appears to be an *Essex-Class* carrier." And finally Joe McCleary says, "This was a toughy, made all the harder by the fact that the ship is not finished, so it is hard to determine the exact configuration for comparison. The first thing that is evident from this photo is that the ship under construction is an *Essex-Class* carrier."

Defining the correct aircraft carrier class was fairly easy, but these five players (six--if you count me) go much further. Krumpen, once again, began by defining the building yard, "The lift bridge in the background appears to be the Jordan Bridge between Norfolk and Portsmouth, VA. This would locate the picture at the Norfolk Naval Shipyard in Portsmouth, VA." Wyld agrees, "She is obviously fitting out, so therefore her location is in the yard she was constructed. The yard is the Norfolk Navy Yard, and the ship is located where *Wisconsin* was tied up during her recent cosmetic rehab." Baycar's remarks agree with Krumpen and Wyld, but

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TWO SHOP NOTES

Recently Len Wine, John Cheevers and I attended an antique tool sale up in Richmond. It turned out to be a very good sale and we found some worthwhile bargains (if anyone would like a heads up on future sales, please let me know and I will pass the information along). I do not collect tools per se, but I find these sales an excellent venue to pick up tools for ship model building that are of higher quality than you will find new and at cheaper prices. All three of us walked away with some good bargains. In addition to tool dealers, there was a book dealer from Leesburg, Virginia named Anthony Wikrent, who is the proprietor of Nation Builder Books. He deals mainly through the internet and features books on such subjects as blacksmithing, engineering, machining, machine tools, steam engines, antique tools, woodworking, maritime and nautical (divided into modern and past periods). He carries both new and used books. He represents such publishers as Astragal Press, Cornell Maritime Press, Dover Publications, Linden Press, Lindsay Press, Skipjack Press, Shire Publications and Smithsonian Institution, to name a few of the more familiar ones. He has a website at www.nbbooks.com where his list of wares can be viewed. The only draw back is that he does not accept credit card sales, so you can browse his site and then order by check and snail mail. Check it out.

Does anyone know: One of our members needs some stud-link anchor chain for a model. The scale required the links to be 5/32 inch long. He has gone crazy trying to manufacture chain at such a small scale. Does anyone know of a source for stud-link chain in this size?

Joe McCleary



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he adds, "a work building near the center of the photo has a painted sign, but it is not totally readable '____ N & Sons Co.'" While Sword adds, "I also am comfortable that this photo was taken while this ship was still under construction at the Norfolk Naval Shipyard. (The Jordan Bridge and the old fertilizer plant were located on the southern boundary of the yard.)" McCleary anchors the team effort with, "The shipyard is also most likely a naval shipyard as indicated by the target sled moored just off the starboard bow of the carrier. It would be unusual to find a target sled in a civilian shipyard. Essex-Class carriers were built in three naval shipyards: Philadelphia (3 units), New York (4 units) and Norfolk (3 units). The background scenery shown here does not match Philadelphia or New York but it does work for Norfolk if the photo was taken looking south down the Elizabeth River toward the railroad bridge that runs into the shipyard."

With the class defined and building yard identified, Krumpfen began the individual ship search and was the first to submit a vessel list. He says, "Since this yard only built three

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WIPING VARNISH

Subject: water @ Oil Varnish

Problem: A recent change in formulation has resulted in less than satisfactory results for some woodworkers.

The following is a reply (in Fine Woodworking #144 pg. 108) from Chris Minick, contributing editor.

"I agree with you. The old Watco formulation worked better than the new one, but the old is gone forever. Instead of lamenting your loss, make your own. This statement is not as flippant as it may sound. It is easy to make your own wipe-on / wipe-off finish. Merely add boiled linseed oil to an oil based brushing varnish, then dilute the mixture with solvent (good mineral spirits) to the proper woodworking consistency.

The old 1/3, 1/3, 1/3 formula credited to Sam Maloof (internationally respected woodworker and author/teacher) is a good starting point. Drying oils and oil based varnish are infinitely intermixable, so the exact proportions of drying oil (boiled linseed), varnish and mineral spirits are not critical. However, some trade-offs are involved. More linseed oil in the mix results in better wiping properties but longer drying time and less wood surface protection.

The equal-proportions formula is a little too heavy on linseed oil for my tastes, so I've altered the proportions to suit my method of work. My right-on finish formula consists of 4 oz. Boiled linseed oil, 8 oz. Varnish, and 5 oz. Mineral spirits.

You'll love to decide for yourself which properties are important to you. Mix up a few batches with different ratios of oil, varnish and thinner, then test them on scrap. Eventually you will find a ratio that meets your finishing needs."

I have found the wiping mixtures very satisfactory in ship-modeling and small woodworking projects. The finish can be varied from flat to satin, is very durable, resists fading and is easily repaired by a light sanding and re-application.

Bradley Grey

THE ANSWER TO MYSTERY PHOTO 174

USS Shangri-La CV-38

Date: 5-2-44

Place: Norfolk Navy Yard

Photo No. 80-G-230494



(Continued from page 1)

Following the Revolutionary War, many Americans began to question the morality of continuing the slave system. By 1787, when the Constitution was ratified, most New England states had abolished slavery or were in the process of doing so, but many New England merchants still participated in the triangular trade. Importation of slaves was forbidden by individual state laws in all but North Carolina (which had a crippling excise tax) and Georgia. Slavery did not support the type of agriculture that had evolved. Most slave owners did not own many slaves. George Washington, who would have been considered to be a major owner only owned about 300 slaves. In South Carolina in 1790, 77% of the population did NOT own any slaves. Then in 1793 Eli Whitney invented the cotton gin and cotton became a huge cash crop that shifted the center of effort to the deep south. As with sugar cane, large tracts of cheap land were required for cotton production.

As a result of the cotton boom, the value of a slave sky rocketed. Also in the cotton economy, as the number of slave owners decreased, the number of slaves that they owned increased as the scale of the operation shifted from a small to a large scale operation. Uniquely, the numbers of slaves living in the United States increased by natural birth rate. Only about 600K slaves were brought to this country before the importation of slaves generally ceased. But by 1790 the slave population had grown to 700K; by 1810 there were 1.2 million; by 1860 there were 4 million. In other words, the slave population doubled every 20 years due mainly to birth rate. By 1820, there were virtually no slaves north of the Mason Dixon line. This natural increase in the slave population occurred no where else in the new world.

In 1805 a "prime unskilled field hand" sold for \$500. In 1825 the price was \$1500 and in 1860 the price was \$2500. By comparison, at that time an able seaman in the United States Navy made \$216.00 per year and a full captain made \$3000.00. The Secretary of the Navy was paid \$8,000.00 per annum.

Abolition of the Slave Trade. In the 18th century, Great Britain was the largest trader in slaves, but ultimately led the way in abolition spurred by William Wilberforce and other reformers, as well as certain religious groups, such as the Methodists. In 1772, the Lord Chief Justice, Lord Mansfield, declared slavery in Great Britain illegal. Slavery still remained legal in British colonies. However, a slave was automatically free upon touching British soil.

Abolitionists took whatever advantage they could no matter how small to advance their cause bit by bit. An act was passed in 1778 limiting the numbers of slaves that could be carried in British ships to five for every three tons burden. The abolitionists hoped by this action to cripple the trade by reducing its profitability. Ten years later the carrying rate was reduced even further.

In 1807 Britain outlawed the slave trade but again did not end slavery in her colonies. The abolitionists figured that without a constant resupply, slavery would wither and die naturally because a 3 to 5% yearly replacement rate was required to make up for the death rate. It cost approximately 90 pounds to

raise a slave child from birth to the age when he or she could be put to profitable work, while a newly imported slave could be purchased for less than half that cost. In 1807 there were 1.4 million slaves in the British West Indies, but at complete abolition in 1834 there were only 340K.

Other countries followed suit in outlawing the slave trade:

- Denmark 1802
- U.S 1807
- Sweden 1813
- Netherlands 1814
- Spain and Portugal 1817 (but only north of the equator)
- France 1818

Britain worked constantly to negotiate treaties with all counties involved in the trade to end it and sent large numbers of Royal Navy ships to the African Coast to intercept illegal traders. British and other European merchants very rapidly got out of the factor business but were replaced by renegades and local rulers. Britain attempted to buy off local African rulers in order to get them to end the slave trade but with little success. Many native rulers accepted the British payments, but then continued to surreptitiously trade in slaves. One African king declared that he bought and sold only three things. He accepted for trade guns, powder and brandy and in return sold men, women and children. This situation became an excuse for the British to colonize vast areas in Africa - in order to end the slave trade - or so they claimed).

In 1830's and 1840's a boom in agriculture in both Brazil (by that time an independent county) and Cuba (a Spanish colony) once again spurred the illegal trade. In some years the numbers transported returned to the 60K level.

Britain continued to work to increase the effectiveness of its treaties. The Royal Navy did most of the patrolling but could not search foreign ships until their home countries agreed to searches which came slowly:

- Spain and Portugal 1817
- Netherlands 1818
- Sweden 1824
- France 1831
- United States Never!

Many ships carried the U.S. flag as a ruse and frequently carried one U.S. citizen to whom ownership was instantly transferred if they were stopped by a Royal Navy cruiser. The memory of the Royal Navy searching American ships for suspected British sailors that frequently resulted in the impressment of American seaman, caused the United States to adamantly refuse permission for British ships to search American vessels under any pretext. Politically the American government had not other choice. When asked by British Foreign Secretary George Canning if there was anything more evil than the slave trade, American Secretary of State John Quincy Adams replied tartly, "Yes, admitting

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MINUTES



HRSMS Monthly Meweting
Date: 12-8-00
Host: Jack Bobbitt
Guests: Rylan Craze 3rd meeting
Dr. Balta 2nd meeting
Bob Baycar 1st meeting

The Meeting was called to order by the skipper at 2010 hours. The minutes were approved as published. Corrections to the HRSMS roster were noted. Corrections and gaffes in the rest in the remainder of the Logbook were identified and duly noted. A Treasurer's report was given.

New Business: Mr. Craze was asked if he wished to join the HRSMS. After the usual ritual, Mr. Craze was welcomed as a new member. Subsequent to the NRG Conference, a motion was made and passed to make a contribution to the Mariners' Museum. Joe McCleary will draft the accompanying letter. Bob Sanderson broached the idea of a joint meeting with the Pond Model Group. It was decided to have the joint meeting in April. Bob will make the necessary arrangements.

Old Business: John Cheevers reported on residuals from the 2000 NRG Conference.

Show and tell: Joe McCleary extolled the properties of several types of casting resin. There was a general technical discussion and Alan Frazer gave details of his recent cruise.

The meeting was adjourned.

Thanks

The members would like to thank Jack Bobbitt and his wife Jeanne for hosting the December Meeting meeting.



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the right of search by foreign officers of our vessels upon the high seas in time of peace, for then we would make slaves of ourselves."

When Great Britain and the United States first outlawed the slave trade the penalties for being caught were relatively minor, mainly involving forfeiture of the ship as well as minor prison sentences and fines. But with time both countries increased the penalties such that by 1820 United States law equated the slave trade to piracy, making it a capital offense. However, no American was actually hanged for this crime until 1862.

End of Part II



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ships of this class, the photo must be one of the following:

<u>NAME</u>	<u>Launched</u>	<u>Commissioned</u>
CV-38 Shangra-La	Feb 44	Sep 44
CV-39 Lake Champlain	Nov 44	Jun 45
CV-40 Tarawa	May 45	Dec 45

From the dates shown, the photo must date between Feb 44 and Dec 45." All other players agree with this as the complete list of candidates.

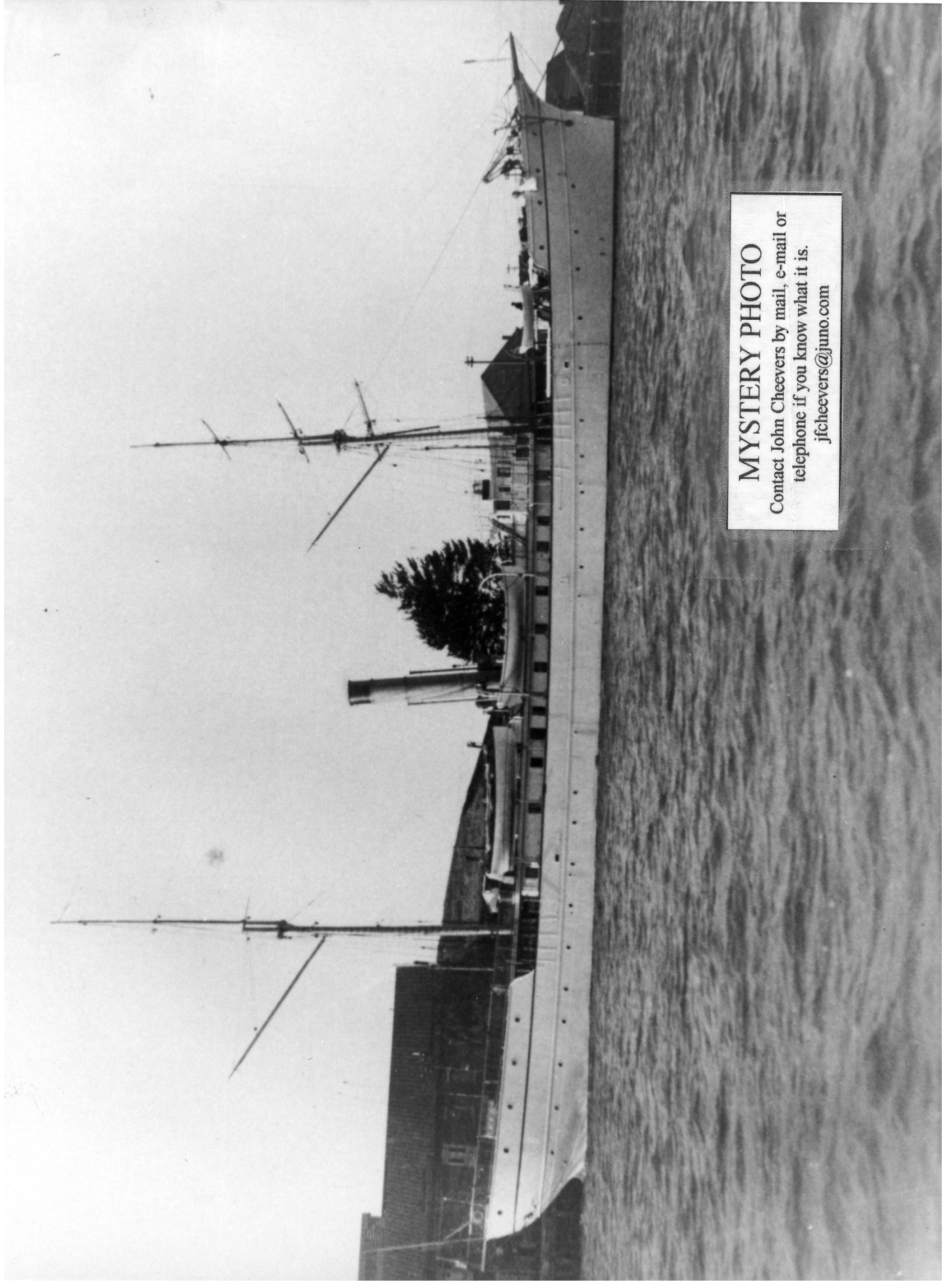
Determining the actual ship was not easy. There are no identifying numbers or special features to single this ship from the other 14 long-hull variants of the class. Baycar tried unsuccessfully to use white marks he found at the base of the island to determine the vessel's identity. I thought I could eliminate *Lake Champlain* from consideration using information from Gareth L. Pawlowski's book *Flat-Tops and Fledglings*, where on page 289, he states: "*Lake Champlain* was wholly constructed in a drydock and her launching and commissioning were held simultaneously on June 3, 1945." This turns out to be a slight misrepresentation of the facts. A check of *DANFS* reveals that the Navy held *Lake Champlain's* launch and commissioning ceremonies on the same day (probably due to wartime security and secrecy requirements), but in reality she was floated from her building dock in Nov 44. That is not enough data to remove *Lake Champlain* from consideration.

Bob Krumpen sent a second letter several days after his first arrived and it contained this interesting tidbit: "I just ran across a photograph, which may help further identify the Mystery Photo in Logbook No. 174. In Robert F. Sumrall's, *Iowa Class Battleships*, on page 55, is a photograph dated June 11, 1945, of the large graving dock at the Norfolk Naval Shipyard with two carriers in the background. One is identified as CV-39 *Lake Champlain*. Since this ship was commissioned in June of 1945, it must be the nearly completed ship with planes on deck in the left background. The ship in the right background is in the position shown in the Mystery Photo. This would mean that the Mystery Photo must be CV-40 *Tarawa* just after it was launched in May of 1945."

As for the rest, Baycar, Wyld, and McCleary have sentimental ties to various ships of this class having spent some of their service time aboard one. Wyld was aboard *Tarawa* in the late 1950's and makes that his sentimental choice. Sword says, "there is not enough for me to pick between the three due to the ship being incomplete." He leaves it at that. Baycar makes *Shangri-La* as his guess. And McCleary says, "I was never able to locate a copy of a photo of any of these ships under construction, but a study of photos of the three ships shortly after completion leads me to believe that it is *Shangri-La*. This was not a perfect match but it is the best that I could do." I pick *Tarawa* solely on a hunch that this is a post war photograph.

The final guess tally shows none for *Lake Champlain*, two for *Shangri-La*, three for *Tarawa*, and one no-pick. Between this bunch someone got it right. Also, Kudos to John Wyld, he identified the symbolic reason behind Bill's

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

NOTABLE EVENTS

JANUARY

- 6 Bill Clarke to finish a ship model
 12 **H.R.S.M.S.** Monthly Meeting: host Bob Comet
 David Baker-Modern Ships Systems

FEBRUARY

- 9 **H.R.S.M.S.** Monthly Meeting: Bob Krumpen
 Alan Frazer - Chesapeake Deadrise

MARCH

- 9 **H.R.S.M.S.** Monthly Meeting: Dean Sword
 Harvey Williams - Floating Dry Docks

APRIL

- 10 **H.R.S.M.S.** Monthly Meeting: Williamsburg Bunch
 Jack Bobbitt - Framing, Room & Space

MAY

- 11 **H.R.S.M.S.** Monthly Meeting: Bill Clarke
 Bill Clarke - Photography

JUNE

- 8 **H.R.S.M.S.** Monthly Meeting: Brad Grey
 John Cheevers - Something

JULY

- 13 **H.R.S.M.S.** Monthly Meeting:
 Bob Sanderson - Steamships

AUGUST

- 10 **H.R.S.M.S.** Monthly Meeting:
 Graham Home - Incompetence & Treachery

SEPTEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Ford's Colony Group

OCTOBER

- 12 **H.R.S.M.S.** Monthly Meeting: host, Graham Home

NOVEMBER

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

DECEMBER

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

Next Meeting

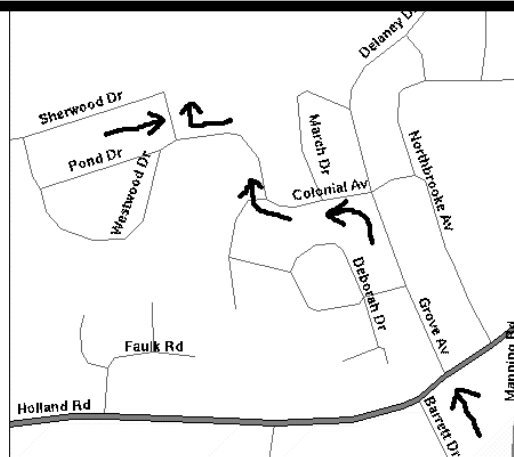
Date: January 12, 2001

Time: 2000 Hours

Place: 316 Sherwood Drive, Suffolk, Va.

Host: Bob Comet

For those coming from Richmond, take either 460 E or 64 E. From 460 E, proceed until it intersects 58 W. Proceed on 58 W, staying on 58 bypass. On the third stop light after 58 by pass joins 58 bus., turn right onto Grove Ave. Take second left onto Colonial. Take second right onto Pond. Take first right onto Sherwood. House is seventh house on right at 316 Sherwood Drive. phone 757 934 1279. For those coming via 64 E, take either James River Bridge (Mercury Blvd exit) or continue to 664 S and cross Monitor Merrimac bridge tunnel. Those taking James River Bridge, follow route 32 (state) south to 58 W then proceed as above. Those taking 664, proceed to 58 W (Suffolk exit 13) and further proceed as above. For those coming from Newport News or Hampton, take either the James River Bridge or 664 S and proceed as above. For those coming from Norfolk, Portsmouth, or Virginia Beach take 64 E to 58 W, or take 264 W to 58W and proceed as above.



WATCH, QUARTER AND STATION BILL



Skipper:	Bob Comet	(757) 934-1279
1 st 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

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choice of photograph.



One last item: McCleary asks, “[if] in his futile efforts to stump us, Clarke will probably give us a photo of an empty building way with the keel plate just laid down and ask for an identification.” Sounds like a challenge to me!

Till next month...

John Cheevers