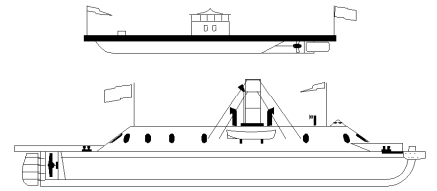


# Hampton Roads Ship Model Society

# Logbook



No. 176

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

FEBRUARY, 2001

## ATLANTIC SLAVE TRADE

By J. R. McCleary



## Mystery Photo



### Part III

After 1839, Great Britain began to add an "equipment clause" to its treaties with other countries which worked like more recent criminal laws concerning burglar tools. The following equipment, if found on board in whole or in part, could be used to convict a suspected slave ship in a prize court even no slaves were on board:

- Grated rather than solid hatch covers
- Extra partitions in the hold
- Spare lumber to build slave deck(s)
- Shackles and locks
- Surplus water
- Extra food stores and cooking facilities

As the price for slaves escalated, the situation could become nasty. In 1841 the American ship CREOLE was en route from Hampton Roads to New Orleans with 135 American slaves on board who being "sold south". This voyage was perfectly legal as it did not involve the export or import of slaves. One of the slaves embarked was Madison Washington. He was an escaped slave who had been recaptured when he returned to Virginia to try and free his wife and children. He led a successful revolt during the voyage that resulted in one crewman's death. The Slaves took the ship into Nassau where British authorities freed them because slavery was now illegal in all British territories. The British also refused to try the slaves for murder on the grounds they had a right to seek their freedom. This did not help Anglo-American relationships. This relationship was further injured when Royal Navy ships were directed to board ships flying American flags if they suspected that the ship was really not American owned and the flag was only a ruse. It must be remembered that the warm special relationship that now exists between Great Britain and the United States only came to exist in the 20th century. In the 19th century there was a marked degree of competition, suspicion and enmity between the two nations.

In 1840's slave ships took to arming themselves and attempted to fight off being boarded and captured. Crews were forced to sign articles that they would not be paid if they did not resist. In 1845, the Royal Navy captured a Brazilian

*(Continued on page 5)*

Welcome to Mystery Photo, *Logbook* No. 175. Let me begin this month by sharing an interesting letter I received from someone. I assume him to be Japanese only because of the name of his E-mail address. He wrote to guess the identity of one of our Mystery Photos; but I don't know which. There was not enough information in his letter to point me to the mystery photo he was referring to. I also cannot tell whether he is playing the mystery photo game from our newsletter or from our Web site. But, the fact that our newsletter is being shared outside our little corner of the world is a tremendous feeling and a testament to the hard work of several of the club members.

On to current business:

Every month I patiently wait for the Mystery Photo to arrive hoping that it won't be the one showcasing a vessel we absolutely cannot identify. Bill, on the other hand, plots and schemes trying to select the perfect image to confound and confuse us. Some month's, as I patiently wait for members to respond, the drama begins to resemble those cheap 'B' movies where all seems lost until the final scene when the hero steps in to save the day. There were no responses at all this month, and for a time, this was almost that photograph.

You know Bill; I hate to do this, but...

On February 9, 1871, Congress established the United States Commission of Fish and Fisheries: the first federal agency concerned with a natural resource. In the same year, The nation's first fisheries laboratory was established at Woods Hole, Massachusetts, by the U.S. Fish Commission, the forerunner of today's National Marine Fisheries Service (NMFS). The agency immediately begins to survey marine life in and around Woods Hole, along the eastern coast of the United States as well as on the Great Lakes. In addition to the Woods Hole facility, many temporary (seasonal) and permanent research stations are located in these areas. For the next ten years additional stations are opened; each tasked with the study of local fish and sea life. During this time many experiments were made to introduce or transplant fish to new areas, also canning methods for sardines, salmon, clams, and crab are developed and introduced.

In order to strengthen these stations, in 1873 the Fish Commission secures the loan of an 80-ton [not identified] steamer from the U.S. Navy. Also in that year, the outer waters between Mount Desert and Cape Cod, Massachusetts

*(Continued on page 2)*



(Continued from page 1)

are explored with the loan of the U.S. Coast and Geodetic Survey steamer *Bache*. No longer tied to local waters (those within a day's sail) the service greatly expands its reach. In 1879 the service secures its first permanent research vessel, the 156.5-foot *Fish Hawk*. The coal-burning steamer is rebuilt to serve as a floating hatchery in coastal waters for shad, herring, and striped bass production.

Following the success of *Fish Hawk*, Commissioner Spencer Fullerton Baird suggested, and Congress authorizes, an appropriation totaling \$148,000 for construction of another research vessel. Charles W. Copeland of New York, New York is selected to draw plans for the new vessel and a contract for construction was awarded to Pusey & Jones of Wilmington, Delaware. The keel was laid in March 1882, the ship was launched in August, and she made her trial run on December 30.

Thus began the long career of the United States Fish Commission steamer *Albatross*, the first vessel built especially for marine research by any government. Built exclusively for fisheries and oceanographic research, the iron-hull, twin-screw vessel was designed to conduct its marine investigations in any part of the world's seas. She was based at Woods Hole. According to an article written by a Mr. Hedpeth and appearing in *American Neptune*, vol 5, 1945, "During her forty years of service she surveyed the Newfoundland Banks, the Bering Sea, visited scattered archipelagoes of the Pacific, and served in two wars."

*Albatross* was an iron-hulled twin-screw vessel propelled by two independent two-cylinder steam engines also designed by Mr. Copeland and built by Pusey and Jones. Each engine developed about 200 net shaft horsepower delivered independently to each of the screws, which were nine feet in diameter and constructed of cast iron. Steam was generated by two coal-stoked boilers, which were placed fore and aft in the hold of the vessel. The vessel had a cruising speed somewhat less than 10 knots and consumed a little over 100 pounds of coal per mile at this speed.

In addition to the engine, *Albatross* was also rigged as a brigantine and carried the following sails: mainsail, gaff-topsail, foresail, fore trysail, foretop-sail, foretop-gallant sail, fore staysail, jib, and flying jib. Her total sail area was 7,521 square feet.

Her hull statistics are as follows:

Length over all	234'-0"
Length at 12-foot water line	200'-0"
Breadth of beam, moulded	27'-6"
Depth from top of floor to top of deck beams	16'-9"
Sheer forward	3'-0"
Height of deck-house amidships	7'-3"
Displacement on 12-foot waterline	1074 tons
Registered tonnage (net)	384 tons

The vessel was provided throughout with electric lights--it is said that it was the first government vessel to be so equipped. The equipment, designed by Thomas Edison, was driven by a

steam engine manufactured by Armington & Sims of Providence, Rhode Island. The dynamo generated 51 volts and a current for 120 lamps. Edison electric lamps also were used for underwater observation of marine organisms at night and for attracting fish and other animals to night light stations. The deep-sea cable used for the light was 940 feet long.

The vessel was especially designed for dredging and collecting of bottom samples and animals at all depths. She had two well-equipped large laboratories for the preservation and study of biological materials and the chemical analyses of water samples. One laboratory on the main deck was 14 feet long and occupied the entire width of the deckhouse. Another laboratory on the deck below was 20 feet long and equipped with a photographic darkroom and a chemical laboratory.

Since *Albatross* was especially designed for deep-sea dredging, the dredging equipment was one of her most interesting features. She carried 4,500 fathoms of 3/8-inch galvanized wire rope. The main dredging winch was on the main deck, but the wire was stored on a reel on the deck below. The wire rope passed over the dredging block at the end of the dredging boom, then under a sheave in the heel of the boom, then upward and over a block suspended from a special rubber accumulator, and then to the central gypsy head of the main dredging winch. After leaving the dredging winch the wire was passed below deck and lead under a governor, then to a leading block forward of the storage winch, and finally back to the reel of this winch. Through the action of the governor, uniform tension was maintained on the rope, compensating for the surging on the dredging winch. A level wind distributed the rope evenly on the storage reel.

*Albatross* carried five boats: a Herreshoff Steam Cutter, a steam gig, a seine boat, a whaleboat, and a dinghy. The 26-foot cutter seated eight people, was powered with a 16-horse-power steam engine, and could make eight knots, but it was also provided with sliding gunter masts and sails, schooner rigged. Her bunkers held 1000 pounds of coal. The steam gig was 25 feet long powered by a 7-1/2-horse power engine and was generally lighter than the cutter. It had a speed of seven knots and seated seven people. A peculiar feature of the boat was the location of the propeller under the bottom, it was about half the length from the stern. This prevented racing in heavy seas and made her performance in a seaway remarkable. The seine boat was designed especially for mackerel seining. It was 38 feet long, was pulled by eight oars, and was schooner rigged with sliding gunter masts. The whaleboat was 26 feet long, was pulled by six oars, and was also schooner rigged with gunter masts. The dinghy was 18 feet long, was pulled by three pairs of sculls, and was rigged with a split lugsail.

From her first cruise in 1883 to her last in 1921--almost 40 years--*Albatross* gathered a wealth of data and discovered many new species of marine life. She amassed one of the greatest collections of marine organisms ever.

(Continued on page 3)

## Antique Tool Sale and Auction

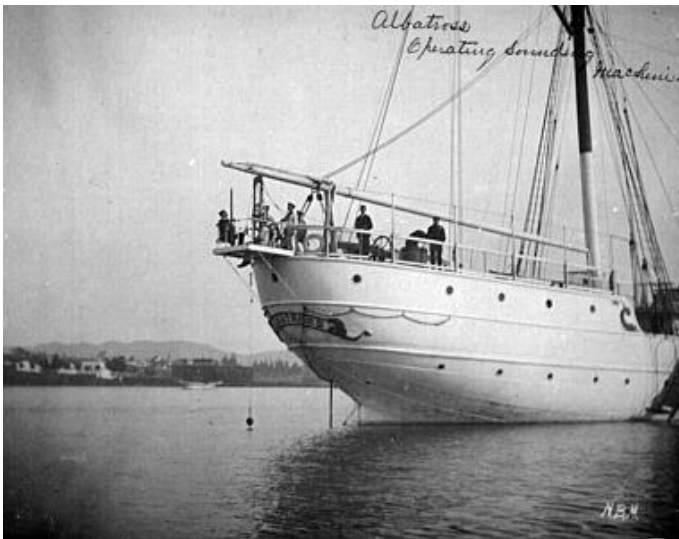
At several recent meetings of the HRSMS there has been some discussion of "antique tools" and the fact that these older, used tools can frequently be purchased at prices which are lower than one frequently has to pay for lower quality new tools. This is particularly true for edged tools and measuring instruments. There is a tools sale and auction held in the Harrisburg, PA area every autumn, generally around the middle of October. This year, the organization which sponsors this sale and auction, has amassed a selection of antique tools faster and in much greater quantity than anticipated. When this happens, they hold an additional sale and auction in the Spring. I have received notice that there will be a sale and auction in the Harrisburg area on April 6 and 7, 2001. It will be held at the Radisson Inn, Camp Hill, PA (just across the river from Harrisburg). The tool sale will be held on Friday April 6th starting at 1:00PM. This sale usually attracts over 300 tool dealers who come from all over the country to show and sell their wares. At this time it is also possible to view the items that will be auctioned. The auction starts at 9:00AM on Saturday, April 7th in the same hotel. Anyone who wishes to purchase an auction catalog should contact Brown's Auction Services, 27 Fickett Road, Pownal, Maine 04069, or call 1-800-248-8114. Cost of the catalog is \$28.00. I have ordered one and will bring it to the March meeting for anyone who would like to see it. If you have any questions, please give me a call or send an e-mail.

Joe McCleary



*(Continued from page 2)*

Some of her dredging surveys and hydrographic studies are still used today. Her Fish Commission duties were interrupted twice for service with the US Navy, once during the Spanish-



American War and the second time during World War One. In 1921 she returned to Woods Hole, Massachusetts for a final time, where she was decommissioned on October 29.

Following her departure from government duty, I can find little about her. Vessels of this size and from this time period are, in my opinion, ideal candidates for model projects. Who do you think holds plans for these vessels? At a scale of 3/16-inch to the foot, this vessel would scale out at 43-7/8 inches. What do you think, Jack? To tempt you, I include another image of Albatross gleaned from the National Oceanographic and Atmospheric Administration web site where most of the material for this column was found.

Till next month...

John Cheevers

## Measuring Time And Distance At Sea

Before chronometers and accurate watches became common in the first part of the 19th century, time on ships was measured mostly by sand glasses. The most common types of glasses measured a half hour, 30 seconds and 15 seconds. The half hour glass was used to measure the length of a four hour watch; the glass being turned every half hour, at which point the bell was struck to announce the passage of this amount of time. At eight bells the watch was changed. These half hour intervals were also used to regulate functions involving the navigation of the ship. The traverse board was marked every half hour to indicate the ship's courses and speeds made good and in East India Company ships and in the Royal Navy, the chip log was cast every hour to determine the speed of the ship.

The shorter duration glasses (30 and 15 second glasses) were used to time the casting of the chip log. Actually the duration of these glasses varied depending on the preference of the navigator or master and what the length of a nautical mile was thought to be at the particular time. By 1756, the French Royal Academy of Sciences determined the nautical mile to be 6080 feet in length. A nautical mile being one minute of one degree of latitude (the distance varies slightly from place to place because the earth is not an exact sphere). For this distance, the space between the knotted cords on the log line, had to be 50 2/3 feet when using a 30 second glass, but some navigators used 48 feet and 28 seconds while others, who were very conservative, used 48 feet and 30 seconds. Prior to 1756, navigators and cartographers thought the nautical mile was as short as 5000 feet, very close to the statute mile. Today the nautical mile has been measured at 6077 feet at the equator, though it is generally rounded off to 200 yards for practical purposes.

It was not until the 19th century that glass blowers learned to make a sand glass in one piece which insured the

*(Continued on page 4)*

(Continued from page 3)

glass was hermetically sealed and the sand impervious to changes in humidity. Up to that point a sand glass was made in two halves. Two squat bottles with thick lips around their mouths were jointed at their mouths by being bound together with tread or very fine cord. Before binding a plug was tightly placed in the two mouths with an aperture through which the sand flowed. The aperture was adjusted so that the right amount of sand flowed through to measure the time accurately. Sometimes the joint at the mouths was also coated with varnish or sealing wax to try to form an air tight seal but nothing was perfect. In hot, damp weather the sand got "sticky" and flowed more slowly than on a cold, dry day. Under these conditions a 30 second glass could vary by as much as plus or minus three seconds. This variation could make a big difference when measuring speed by a chip log.

A navigator needed some reliable method to check the accuracy of his sand glasses. He did this by putting a small loop in a long piece of string; he then took a musket ball and split it open with a knife and clamped it onto the string 39 1/8 inches below the loop measuring from the center of the ball to the end of the loop (the excess string was cut off). He then hung the loop over a nail or hook, in a place where the string and ball could hang without being disturbed by air currents and would set it swinging like a pendulum. This apparatus was a one second pendulum. After several swings, the navigator would commence to count every time the string passed through the vertical, which is the measure of one second. At the count of 30, he had measured 30 seconds and could check his sand glasses against the pendulum to get an accurate time. Obviously this test could only be done on a fairly calm day when the ship was not pitching or rolling very much, as this motion could effect the periodicity of the

pendulum.

Obviously people standing watches wanted the time to pass as quickly as possible so that they could go off watch, especially on the mid watch. It was a significant offense to turn the half hour glass before all the sand had run out, as this could cause errors in navigation. A ship's boy was assigned to watch the glass and to turn it the instance the last grain had passed through and then strike the bell the appropriate number of times. It was thought (incorrectly) that if the glass was slightly vibrated the sand would pass through more quickly, so some mates or officers of the watch might instruct the boy to tap the glass gently with his finger nail. This was known as "flogging the glass" a saying that has been modified in modern times to "flogging the clock" when one wishes time would pass more quickly. It was also thought (again, incorrectly) that the sand flowed more slowly on a cold night, so the boy might be told to hold the glass under his jacket to make it warm. Even today, in the Royal Navy people will say, "Let's warm the glass (or warm the bell)." What they are saying is, "Let's do (or start) something a little earlier than was originally planned".

Reference: A HISTORY OF THE PRACTICE OF NAVIGATION, by Commander J.B. Hewson, FRGS, RNR, Brown, Son & Ferguson, Ltd, Glasgow, 1983

Joe McCleary

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## MINUTES



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HRSMS Monthly Meeting

January 12, 2001

Host, Bob Comet

Guests:

John Wyld 2<sup>nd</sup> Meeting

Dr. Balta 3<sup>rd</sup> Meeting

Bob Bacar 2<sup>nd</sup> Meeting

Bill Lore 1<sup>st</sup> Meeting

Dan Combs 1<sup>st</sup> Meeting

Correction to the minutes: It will be Joe McCleary working the details of the joint meeting with the Pond Model Group and not Bob Sanderson as reported.

A Purser's report was given.

As it was Dr. Balta's 3<sup>rd</sup> meeting, he was asked if he wanted to join the HRSMS. The guests were asked to leave the room. Following the traditional ritual Dr. Balta was approved as a member of the HRSMS.

Old Business: The Pond Model Group will join the HRSMS at the April meeting. Joe McCleary handled the details of the HRSMS donation to the Mariners' Museum. It was earmarked

for the Small Boat Exhibit. It was noted that the Mariners' Museum will cover the cost of 50 meals at the NRG Conference.

New Business: Joe McCleary raised the question of our annual banquet. By a show of hands, it was shown that there was sufficient interest to proceed with banquet plans. It was decided to hold the event in the last two weeks of March, at the Raddison. Joe McCleary and Bill Clarke were asked if they would contact the hotel and make arrangements. Joe and Bill agreed to take the assignment. There were nominations for officers of the HRSMS. The nominations were as follows:

Skipper	Bob Comet
First Mate	Len Wine
Purser	John Cheevers
Clerk	Bill Clarke
	Tom Saunders

(Bill Clarke will not be at the February meeting. If you are tired of reading the dry minutes, vote Clarke for Clerk.) The election of officers will take place at the February meeting. The skipper appointed a committee to select the recipient of the HRSMS Founders Award. A discussion was held concerning the meeting program schedule. It was agreed that, at the conclusion of the currently scheduled programs, that we should resume the "To Build a Ship Model" series. Frank

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(Continued from page 1)

ship, FELICIDADE, which had no slaves on board, but was equipped as a slaver. The ship was detained and a prize crew was put on board with orders to take her into Freetown, Sierra Leone for trial at the local admiralty court. While en route, the Brazilian crew overpowered the prize crew, killed them all, and threw the bodies overboard. FELICIDADE was recaptured by another Royal Navy ship and the boarding party became suspicious when possessions of the prize crew were found on board. Under "interrogation" the ship's cook confessed. The Brazilian crew was sent to Freetown for trial as pirates and murderers. They were found not guilty due to the fact that Great Britain did not have an equipment agreement with Brazil and the crew therefore had the right to resist capture. After that Royal Navy crews boarded suspected ships with the battle cry "Remember the Felicidade" and meted out severe and instant punishment to all who resisted in any way. They also took no further risk of endangering prize crews. The Royal Navy simply marooned the crew of any seized slaver on the nearest stretch of African coast where they were usually killed by the natives.

In 1842 the United States signed the Webster-Ashburton Treaty with Great Britain. This treaty was principally intended to define the border between the state of Washington and Canada. This boundary settlement was favorable to the United States but in turn Great Britain secured a quid pro quo designed to further help stamp out the slave trade. This was a standard modus operandi for the British. The United States agreed to maintain a squadron of ships mounting no less than 80 guns on the West Coast of Africa to help end the slave trade. Prior to this treaty, American naval vessels had only visited the African littoral on rare occasions. The United States did maintain regular naval patrols off the coast of Brazil and in the West Indies, which had helped to combat the illicit slave trade in those areas in addition to suppressing piracy and protecting American commercial interests. The presence of American naval vessels on the coast of Africa had an immediate effect in reducing the slave trade. United States Navy ships routinely flew the British ensign as a ruse and slaving vessels would then hoist American colors which they thought would protect them. There was a sad awakening when the boarding party turned out to be American. As with the Royal Navy, United States Navy crews were paid prize money for slaving vessels that were captured and convicted in prize court and a bounty, called "head money", for every slave that was liberated. These monetary awards were parcelled out to the officers and crewmen in the same fashion as prize money in time of war. Nevertheless, duty in the West African Squadron was never popular due to the boring nature of patrol duty and the enervating and unhealthy climate that prevailed in that region.

To her credit, Great Britain fought to eliminate the slave trade for most of the 19th century, expending millions of pounds in the form of operating costs for the Royal Navy, for prize money and head money, for court costs, and for subsidies paid to African rulers. The British Foreign Office exerted considerable single minded effort in negotiating treaties and agreements designed to stamp out the trade.

The Case of Captain Gordon. Captain Nathaniel Gordon, of Portland, Maine, embarked in August, 1860, near the Congo River, a cargo of 890 slaves on board his ship ERIE, which had been built in Warren, Rhode Island. ERIE had a burden of 476 tons so the slaves must have been very tightly packed. There were 106 women and 612 children in this group of slaves which was a very unusual ratio. ERIE, while en route to Cuba, was intercepted about 50 miles off the African coast by the steam sloop, USS MOHICAN (sister ship of the renowned KEARSARGE). It was a frequent tactic of patrolling navy ships to withdraw from the African Coast at sunset and sail westward all night so as to be in position at dawn to intercept slavers that had tried to escape detection by departing from ports or anchorages just after dark. ERIE's slave cargo was liberated in Liberia, while the ship and Captain Gordon were taken to New York City for trial. Slave ship captains in the past had frequently been permitted to escape by simply forfeiting their bond, but the Buchanan administration decided to vigorously pursue the case against Gordon and he was held for trial. The first trial resulted in a hung jury, but at a second trial in November, 1861 the jury returned a prompt verdict of guilty after a two day trial. Though he was sentenced to death, Gordon refused to implicate the owners of his vessel by revealing their identities. In spite of an appeal by the Governor of New York, President Lincoln refused to grant clemency. A company of Marines was posted at the jail to forestall any mob action. Gordon was hanged on February 21, 1862. He had the dubious honor of being the only person hanged for participating in the slave trade though the punishment had been instituted in 1820. Gordon's execution had the desired chilling effect and Americans almost immediately ceased to do business in this trade.

The End of the Trade. The American Civil War spelled the real death of the slave trade. Extensive United States Navy patrols, primarily established to suppress blockade runners and Confederate commerce raiders, made the slave trade too dangerous to be viable. The Royal Navy's Atlantic Slavery Squadron was disestablished in 1867 due to lack of intercepts. The Courts of Mixed Commissions, which had been long established by the British to serve as prize courts and to adjudicate slave trade matters, were abolished in 1869 and 1869 since there had been no cases to be tried for several years. Even so, there were occasional cases of ships smuggling African slaves into Cuba and Brazil where slavery was not fully abolished until 1886 and 1888 respectively. These were the last countries in the new world where slavery was still legal.

This concludes the article on "The Atlantic Slave Trade". Many thanks to Joe for its submission.

ED.

# From Dictionary of American Naval Fighting Ships

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Vol.V - p 111

## *North Star*

The star of the northern hemisphere toward which the axis of the earth very nearly points, and which accordingly seems almost stationary in the sky.

(WPG--59: dp. 2,200; l. 225'; b. 41'; dr. 12'; a. 11 k.; cpl.105; a. 2 3")

The Coast Guard Cutter *North Star* was originally built as a wooden cruising cutter for the Department of the Interior at Seattle, Wash. in 1932. She commissioned as a Coast Guard cutter 15 May 1941 and steamed to the East Coast, where she was placed on duty with the Navy. She became part of the Northeast Greenland Patrol 1 July 1941. This patrol was formed against the violent background of the Battle of the Atlantic, during which the Royal Navy was valiantly attempting to guard the huge volume of shipping in the North Atlantic.

The Northeast Greenland Patrol, Comdr. Edward H. ("Iceberg") Smith, USCG, in command was organized at Boston and consisted of cutters *Northland* and *Bear*, in addition to *North Star*. The South Greenland Patrol, consisting of cutters *Modoc*, *Comanche*, and *Raritan*, together with ex-Coast and Geodetic Survey ship *Bowdoin* was consolidated with the Northeast Patrol by October 1941 and the whole was designated the Greenland Patrol. The assignment of the Greenland Patrol consisted of "a little bit of everything--the Coast Guard is used to that." Thus convoy routes were kept open; ice was broken and leads were found through it for the Greenland convoys ; ships were escorted ; survivors of submarine attacks were rescued ; aids to navigation were constructed and maintained ; weather and ice conditions were reported; and air and surface patrols were maintained.

Additionally, the patrol craft were directed to seekout and destroy Nazi weather and radio stations, to conduct regional oceanographic surveys, to maintain communications, to supply settlements, and to perform rescue missions. "These duties," writes Morison, "the Coast Guard preformed with exemplary fortitude and faithfulness throughout the war."

A highlight of cutter *North Star's* work with the Greenland Patrol was the assistance she rendered in the 12 September 1941 seizure of the Norwegian trawler *Buskoe*, which was controlled by German interests for the purpose of servicing Nazi radio and weather stations in Greenland. The captured trawler and her crew and passengers were taken to Boston, Mass. for internment.

With the official declaration of war 8 December 1941, *North Star* remained on station with the Greenland Patrol. She was especially useful in providing services to east Greenland stations between 13 August and 23 September

## HELP

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I received this note from a fellow modeler.

T. Saunders

I am a ship modeler in Baton Rouge, LA and have just completed scratch building The Fair American and am trying to set up my next project. I would like to scratch build the frigate Essex. Have found a lot of books, but have not been able to locate a copy of Portia Takakjian's Anatomy of the Ship series "The Frigate Essex 1799". Have checked many book stores, including numerous used book stores. I imagine I will have to find a modeler that wants to sell a copy.

That is my inquiry - does any of your members have a copy of this book and want to sell it?

You can respond by email to: chanjc@lsu.edu or by letter to Dr. J. M. Coleman, 667 Castle Kirk, Baton Rouge, LA 70808

Thanks for you help.

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## New Members

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Naim A. Balta MD  
18 Hodges Dr.  
Hampton, Va. 23666

Brad Granum  
109 Broadmoor  
Williamsburg, Va. 23188  
757 565-3599  
bgranum@erols.com

Ryland L. Craze  
5708 Oak Knoll Ln.  
Midlothian, Va. 23112

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1942. She was attacked by a Nazi reconnaissance plane north of Jan Mayen Island 23 July 1943. The plane withdrew from the engagement and trailed heavy black smoke as it disappeared over the horizon. *North Star* also investigated the German camp at Sabine Island, East Greenland 31 August.

Effective 15 December 1943, classification of *North Star* was changed to IX-148. She was officially transferred from the Coast Guard to the Navy, assigned to the First Naval District at Boston 13 January 1944, and placed in reduced commission. Next assigned to the Fourth Naval District, she departed Boston 3 May to assume new duties in connection with the care and preservation of inactive vessels.

She returned to the Thirteenth Naval District in February 1945 for temporary duty pending return to the Department of the Interior. *North Star* decommissioned at Seattle, Wash. 15 June and was turned over to the Department of the Interior 18 June. She was struck from the Navy List 11 July.

## MYSTERY PHOTO

Contact John Cheevers by mail, e-mail or  
telephone if you know what it is.  
[jfcheevers@juno.com](mailto:jfcheevers@juno.com)



## NOTABLE EVENTS

- 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
- 13    **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
- 14    **H.R.S.M.S.** Monthly Meeting:
- JANUARY
- 11    **H.R.S.M.S.** Monthly Meeting:

### Thanks

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

### WATCH, QUARTER AND STATION BILL



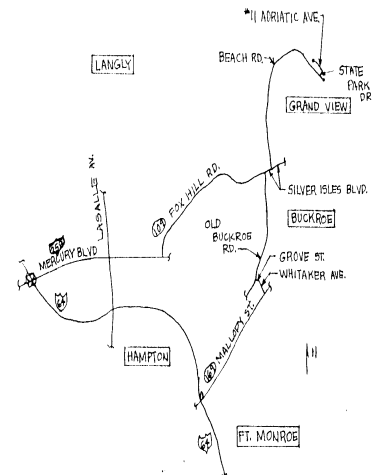
Skipper:	Bob Comet	(757) 934-1279
1 <sup>st</sup> Mate:	Len Wine	(757) 566-8597
Purser:	John Cheevers	(757) 591-8955
Clerk:	Tom Saunders	(757) 850-0580
Historian:	Len Wine	(757) 566-8597
Editors:	John Cheevers	(757) 591-8955
	Bill Clarke	(757) 868-6809
	Tom Saunders	(757)-850-0580

## Next Meeting

**Date:** February 12, 2001  
**Time:** 2000 Hours  
**Place:** 11 Adriatic Drive, Hampton VA  
**Host:** Bob Krumpen

FROM THE WEST: Exit I 64 at Hwy 258 (Mercury Blvd) heading east. After 2.8.miles,turn left onto Hwy 109 (Fox Hill Road.) After 2.8.miles turn left on Beach Rd. After 2.7 miles turn left onto State park Dr. After one block, turn left on Adriatic Ave. No. 11 is the sixth house on the left. Be sure to park on Adriatic or even on Beach Road rather than State Park Dr. Since parking is prohibited on the later after dusk.

FROM THE EAST: Exit I 64 onto Hwy 169 (Mallory St.) heading north. After 2.0 miles, turn left onto Whitaker Ave. Take a short jog to the left on Grove St. And then turn right onto Old Buckroe Rd. After 1.5 miles on Old Buckroe Rd. Take a one block jog to the right on Sliver Isles Blvd. And then turn left on Beach Rd. Then follor the r3maining directions above.



*(Continued from page 4)*

Mastini commented that he provides one-on-one instruction on model building at no charge. Those interested need to contact him. There was a suggestion by Joe McCleary that new members' addresses be published in the Logbook. The Clerk agreed to make it so. The Meeting was adjourned.

Show & Tell: Alan Frazer showed his latest project a whaleboat model that he is building from a set of Eric Ronnberg plans. Joe McCleary showed several high-quality, old tools that he procured at an antique tool auction and sale.