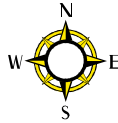


Founders Award



Your committee feels that some explanatory background information is in order since there are a number of recent new members of HRSMS. This award was begun in the mid-1980s to honor members who had made significant contributions to our club. At that time, the ship's bell and mounting board for engraved brass plaques was acquired. Space was provided for two sets of plaques. The first carry the names of past skippers of the club. The second carry the names of the Founders Award recipients. The time, effort and leadership of the skippers have been obvious and deserving of plaques in their honor. The club members felt that these two awards should be completely separate. Whether a nominee for the Founders Award has served as skipper (or other officer) is therefore not considered to be relevant when choosing nominees. The Founders Award was set up to honor an individual who, through club related volunteer work or work that enhanced the club's reputation, deserved separate recognition. There have been years when the Founders Award has not been awarded. The club may want to consider repeat winners in the future. In theory, at least all past recipients of the Founders Award are members of the nominating committee. In practice, however, this has not always been efficient and this year your skipper Bob Comet, asked three of us to provide nominations. After due consideration, we have nominated the following two individuals:

Joe McCleary: Joe has been a very active member. He often brings his current model to share with the group. He has volunteered his time in a number of ways such as helping with the assembly of attendees packs for the NRC conferences and manned the registration desk. He has organized two ship model symposia sponsored by the Mariners' Museum and the Nautical Research Guild. Has been a presenter at numerous NRC conferences.

(Continued on page 3)

Mystery Photo



Welcome to Mystery Photo, *Logbook* No. 176. This column makes forty-three in a row, save one, and I'm starting to see a need for change. So, before I get to the meat of this column, I'd like to share some thoughts that revise the ground rules for future photographs. First I asked Bill and he agreed to go to a BI-monthly format, beginning with the April issue of *Logbook*. I hope the extra time will allow more people to play. Second, Bill agrees to supply a few lines of text with each photograph; maybe seeking the answer to a specific question or pointing out a special feature he wants identified. Third, I want to impose a cut off date for responses, the following month's meeting, and include only responses received prior to that date in the column. I'm making these changes with the intent of keeping the column fresh and make it more enjoyable for all to play!

Now, on to current business:

After last month's very difficult picture, this one might be a bit easier to solve, and twice the fun! It seems we have a two for one this month. Yeah, one drydock filled with two vessels. How many can you identify? Do you think Bill really intends for us to identify both vessels? Maybe he's after just one vessel, or maybe the location. Who knows? I'll give extra credit to anyone who can identify both vessels and the location, but I think that all Bill wants us to identify is the vessel in the foreground.

This neat and appealing little vessel should satisfy the creative modeling urges of both the sticks and strings and steel hull camps. If you look real hard you will find enough detail to torture even the more experienced modeler. Who wouldn't want to build a model of an iron/wood composite-hulled sailing vessel with auxiliary steam power? Just look at her hull shape, there should be no excuses to getting the copper plating right. Where do you begin to list all the details? Did anyone identify this handsome gunboat?

We'll see!

(Continued on page 2)

NOTICE

The HRSMS Annual Banquet will be held on Saturday March 31, 2001. The menu and reservation forms were sent to members and recent guests in the February issue of the Logbook. If you did not receive a form, please contact the clerk.



(Continued from page 1)

Almost three years ago to the day (*Logbook*, No. 140), Bill ran a *Wheeling*-class gunboat as the mystery photo. The *Wheelings* together with the four-ship class represented by this month's mystery shared the 1895 congressional authorization for six gunboats. They were significant in that the Bureau of Construction and Repair finally was finally able to build the composite hull they wanted for long-range patrol vessels. For economy of operation the four ships in this group were each given a full barkentine rig to supplement their single screw steam power plant. Their yacht-like appearance belies their true function. Hidden among all the topside clutter are the devices of war—or deterrents, depending on your political outlook. These four ships formed the *Annapolis*-class gunboats.

For the longest time I received no response to this mystery photograph. I was beginning to think one more column would only have my thoughts and ideas. As usually happens, I found this barkentine's identity by remembering something about the ship or the photograph. But before I could commit my thoughts to paper, Joe McCleary sent his well thought out response. It seems that Joe and I attacked this picture in much the same way--by identifying the battleship first. He arrived at his solution rather serendipitously, as you will see, while I used dumb luck. After we identified the battleship, by consulting the same reference book, we used the data we found to identify the gunboat. Since Joe's story is such a good read, I'll print most of it verbatim and only add my thoughts and maybe a comment or two at the end.

Joe says, "Old Clarke is simply getting so desperate that he will not give us anything close to a broadside view of any of his mystery ships. I thought if I could first identify the battleship in the dry dock, it might make it easier to identify the ship closest to the camera. The name on the BBs stern is not quite discernable, but it is something short like Georgia or better yet Ohio. It could not be USS GEORGIA as that ship, along with the rest of the VIRGINIA class, had superimposed turrets (two eight inch guns over two 12 inch guns). I also thought that I would try and identify the yard where the photo was taken and the approximate year. Due to the architecture of the buildings, I thought that the yard must either be Mare Island or Pearl Harbor. Naturally I did not see either of these yards until about fifty years after the photo but that is only a minute in the architectural life of a shipyard. U.S. Navy ships started to get cage masts in 1909, after the voyage of the Great White Fleet, so the photo has to be post 1909. Finally, the flags are both forty-eight star versions, which were introduced on July 4, 1912 following the admission of New Mexico and Arizona to the union earlier that year. So the photo was taken in the Pacific no earlier than 1912 and probably no later than 1917, when the U.S. entered WWI and all ships would have been painted gray.

The BB is definitely OHIO (BB-12), she was the only battleship in the MAINE class to have that prominent ventilator aft of the after mast. Her twelve-inch gun (Mark 3) mounts with the very prominent sighting hoods were fairly unique to only a few ships. It is also interesting to note that as

built those mounts had no separation at all between the turret and the magazine. A hit in the turret or a flare back from a gun would go straight to the magazine without any obstruction, resulting in a magazine explosion. OHIO was built at the Union Iron Works and commissioned in 1904. The only problem with my theory so far is that DANFS does not place OHIO on the West Coast in the 1909-1917 time-frame, but the write up on OHIO in DANFS is very sketchy and may be in error.

The ship nearest the camera is one of the ANNAPOLIS class of gunboats that included ANNAPOLIS (PG-10), VICKSBURG (PG-11), NEWPORT (PG-12) and PRINCETON (PG-13). VICKSBURG and NEWPORT were both built at Bath Iron Works and commissioned in 1897. The other two were built in Camden, New Jersey and commissioned in 1897 and 1898 respectively. They were strange ships to be that retro in design and be built that far along in the development cycle. They must have been designed at Newport News. NEWPORT did not operate in the Pacific until 1931, when she became a training ship in Aberdeen, WA, so she can be ruled out. So can PRINCETON, which went to the Pacific right after the Spanish American War but operated in the far Western Pacific, was laid up during WWI and was decommissioned in 1919. This leaves ANNAPOLIS and VICKSBURG, which both went to the Pacific in 1900. The former operated on the West Coast until 1918 and then went to New Orleans as a station ship until she was transferred to the Pennsylvania State Marine School in 1920 where she operated until scrapped in 1940. VICKSBURG was transferred to the Coast Guard in 1922 and renamed ALEXANDER HAMILTON. She was decommissioned in 1930 and scrapped in 1946.

Due to various circumstances, I picked VICKSBURG to be the subject of the mystery photo. Then I stumbled onto the book, *American Battleships, 1886-1923*, by John C. Reilly and Robert L Schima, while trying to confirm my identification of OHIO. And on page 130 was a photo of OHIO in dry dock with VICKSBURG at Mare Island Naval Shipyard (#NH59443). This is not the same photo as the mystery photo, this one is taken from the port bow of OHIO looking aft toward VICKSBURG. The dock is also flooded and I would guess the photo I found was taken shortly after the mystery photo which must have been taken just before the dock was flooded. I surmise this due to the very clean bottoms on both ships, which would indicate they were ready to be undocked. In the mystery photo you can just see the jib of a dock wall crane projecting over OHIO's port superstructure. The same crane is visible in #NH59443, but it is turned the other way. VICKSBURG has the same two boats hoisted out in both photos and in #NH59443 you can just see the side shores, which have come loose from VICKSBURG, floating in the water. OHIO has just lit the fires in her after boiler room in the later photo and she also has a boat hoisted out in both photos, although only half of it is visible in the left margin of the mystery photo. Every so

(Continued on page 3)



(Continued from page 1)

Len Wine: Len may be a relative newcomer to many of you as he has recently returned from a job in North Carolina. In the past, he led our efforts in setting up the HRSMS tent at Mariners' Museum functions and recruited radio control modelers for these. He helped man the HRSMS tent at a Norfolk maritime festival. He took over as editor of the newsletter and expanded the content and coverage during the early 1990s before he left for North Carolina. Like Joe, he has helped with attendees packs and worked on the registration desk for NRC Conferences.

Our collective memory recalls the following who have received this award: Tom Abbott, Paris Aiken (a founder), Bill Altice, Jack Bobbitt, Marvin Bryant (a founder), John Cheevers, Bill Clarke, Bob Comet, Bill Fox, Graham Horne, David Tagg.

Jack Bobbitt

Dictionary of American Naval Fighting Ships

Vol. V, p 77

Newport

A city and county in Rhode Island, important as a naval base since the American Revolution.

(PG-12: dp. 1,153; 1. 204'5"; b. 36'; dr. 12'9"; s. 12.8 k.; cpl. 156; a. 1 4", 2 3", 2 6-pdr.)

The first *Newport* (PG-12) was laid down by Bath Iron Works, Bath, Me., March 1896; launched 5 December 1896; sponsored by Miss Frances La Farge ; and commissioned 5 October 1897, Comdr. B. F. Tilley in command.

After fitting out in Boston, *Newport* sailed for duty in the Caribbean 15 October 1897. Between December 1897 and August 1898, the ship patrolled off the West Indies and Central America. During the Spanish-American War, she received credit for assisting in the capture of nine Spanish vessels. The ship returned to the United States and decommissioned 7 September 1898.

Recommissioned 1 May 1900, *Newport* served as training ship at the Naval Academy and at the Naval Training Station at Newport, R. I., until decommissioning at Boston 1 December 1902.

Recommissioned 15 May 1903, she operated with

the Atlantic Fleet along the eastern seaboard and in the West Indies until decommissioned 17 November 1906. *Newport* was loaned to the Massachusetts Naval Militia 2 June 1907 and on 27 October 1907 was reassigned to the New York Public Marine School. She also served as training ship for the 3rd Naval District until June 1918, when she was returned to the Navy for wartime service. On 26 July 1918 she was reassigned to continue duty as a New York State training ship under control of Commandant, 3rd Naval District, The gunboat sailed on a training cruise from New York to the Gulf of Mexico and the West Indies from 9 December 1918 to 25 May 1919. On 3 June 1919, she returned to foil control of New York State. She was redesignated IX-19 on 1 July 1921.

Struck from the Navy List 12 October 1931, she was turned over to the city of Aberdeen, Wash., by Act of Congress 14 May 1934, to be used as a training ship for Naval Reserves.



(Continued from page 2)

often even a blind squirrel finds the acorn.”

Like Joe, I identified the battleship first. For a week or so, I teased Clarke that I thought the battleship was *Oregon*. The flat face of the turret excluded *Oregon* and was the clue I used to find *Ohio*. Then it was off to the book, *American Battleships, 1886-1923*, because I remembered it contained a photograph of *Ohio* in drydock with another ship. That image became my diamond in the rough and identified the barkentine as *Vicksburg*.

It turns out that Paul Silverstone's book, *U.S. Warships of World War One*, has the same photograph on page 36. Silverstone erroneously credits the photograph's location as being Honolulu and does not date it. The same image was also found on the Web at [WWW.navsource.org/Navsource Photo Galleries](http://WWW.navsource.org/NavsourcePhotoGalleries). There the photo is dated 1911.

Happy hunting!

John Cheevers

THE ANSWER (Per Clarke)

USS *Newport* (PG-12)
Mare Island Navy Yard, 1914
NH 69842

Background
USS *Ohio* (BB-12)

MINUTES



HRSMS Meeting
February 9, 2001
Host: Bob Krumpen

Guest
Lee Mickle 1st meeting
Ed Saunders 3rd meeting

A purser's report was given. The NRG Conference account is still open, waiting for all checks to clear.

Old Business: The election of officers was held. The Clerk was directed by the Skipper to cast one ballot for the unopposed slate of officers; Bob Comet - Skipper, Len Wine - First Mate, John Cheevers - Purser, Tom Saunders - Clerk. There was a report from the Founders Award committee. The nominations for the 2001 Founders Award are Joe McCleary and Len Wine (please see the Founders Award article elsewhere in this issue). Joe McCleary asked the membership to participate in the HRSMS Annual Banquet to be held on March 31, 2001. He reiterated the invitation to recent guests at HRSMS meetings to attend the banquet. A motion was made and passed to renew the HRSMS membership in the NRG at the "Sustaining Member" level.

New Business: Joe McCleary suggested that since the April meeting is a joint meeting with the Pond Yacht Club, we postpone the planned presentation by Jack Bobbitt. This

would afford a longer "Show and Tell" period. The membership agreed. Members were encouraged to bring models and other items of interest. Several members indicated that they would bring models tools and jigs. Ed Saunders said that he would bring an RC Model. Since this was Ed Saunders' third meeting, he was asked if he wanted to join the HRSMS. After a reply to the affirmative, Ed and Lee Mickle were asked to leave the room while the membership went through its ritual. Only after Tom Saunders swore on a stack of Howard Chapelle publications, that Ed Saunders was no relation, was Ed voted into the HRSMS. Ed and Lee were asked to return to the room and Ed was welcomed as a new member. Alan Frazer presented a letter to the HRSMS from John Broadwater, Manager *Monitor* National Marine Sanctuary. He is requesting some to build a research model of the Monitor's engine (the full text of the letter is elsewhere in this issue).

Show & Tell: John Cheevers showed a model of a Nimitz Class aircraft carrier. He told of how he cut pieces for multiple models and indicated that it did not take much time once the jigs were made. He noted that even though he had done this work many years ago, that the sugar pine was still weeping sap. He also showed photo-etched parts for the masts. Joe McCleary showed two obscure articles by Howard Chapelle that he gleaned from publications by the Smithsonian Institution. Bob Krumpen showed his models that included a 1:2000 scale *Wasp* and a structural model of a large container ship. The meeting was adjourned to a presentation "The Chesapeake Bay Deadrise" by Alan Frazer.

A PIECE OF FALSE NAVAL LORE THE BRASS MONKEY

Recently I have seen a story concerning a little known item of naval lore appearing on the internet and in e-mails. The story concerns a piece of ship board equipment called the "Brass Monkey". It sounds great, unfortunately it is not true. The story runs like this:

Sailing ships carried cannon muzzle loading cannon. Cannon of that time fired round iron cannonballs, some of which were stored beside the cannon ready for instant use. The problem was that the cannon balls tended to roll around the gun deck. The solution was to stack them up in a square-based pyramid next to the cannon. The top level of the stack had one ball, the next level down had four, the next had nine, the next had sixteen, and so on. Four levels would provide a stack of 30 cannonballs.

The only problem with this configuration was that the bottom level sometimes slid out under the weight of the higher levels.

To solve this problem, they devised a small brass plate ("brass monkey") with one rounded indentation for each cannonball in the bottom layer. Brass was used because the cannonballs wouldn't rust to the "brass monkey," but would rust to an iron one.

When the temperature falls, however, brass contracts in size faster than iron.

As it got colder on the gun decks, the indentations in the brass monkey would get smaller than the iron cannonballs they were holding. If the temperature got cold enough, the bottom layer would pop out of the indentations spilling the entire pyramid over the deck.

Thus it was, quite literally, "cold enough to freeze the balls off a brass monkey."

It all sounds great, but unfortunately none of the story is true. This is in fact a hoax dreamed up by clever submariners, who told the story to surface ship types, who are of course stupid

(Continued on page 5)

(Continued from page 4)

but who believed the story and have passed it around ever since.

A check of various nautical dictionaries, such as The Sailor's Word Book (1867), or the more recent Oxford Companion to Ships and the Sea or the Encyclopedia of Nautical Knowledge reveals that though the word "monkey" is used frequently in nautical language (ie. monkey - the iron weight used on a pile driver, monkey boat, monkey pump, monkey block, monkey tail, monkey jacket, etc., etc.) there is no such term as brass monkey.

First, it only takes a moment's thought to realize that on the rolling deck of a ship it would not be possible to pile up iron shot in a pyramid inside any form of object frequently used to describe the fictional brass monkey. At the first roll, the pyramid would tip over or collapse and the shot would spill across the deck. In the days of iron shot, ready service shot was placed in garlands around hatch combings and along waterways. These garlands took a number of different forms but they were never made of brass (too expensive) and the shot was never placed more than one shot deep to keep them from spilling over when the ship rolled.

Second, although brass and iron do have different coefficients of shrinkage and expansion during temperature change, the difference is minute. So if iron shot was piled up inside a brass frame, it would shrink very nearly as much as the frame or monkey did and the shot would not spill out. Chris Morrison, an NRG member who works at MIT, once did the calculations on this subject and found that iron shot would not fall out of a brass frame (fictional or otherwise) no matter how much temperature change took place. I wish now I had saved Chris's calculations. The whole explanation was pure M I T .

The expression should probably be taken literally. That is to say, if you had a statue of a monkey made of brass, dangly bits could easily be snapped off if the weather got cold enough (perhaps our two in-house urologists would like to comment on this). One winter morning in New London, CT, I snapped the metal handle off of my turn signal switch, after starting my car on a really cold morning, when I tried to signal before I pulled out of a parking place.

Just because a story appears on the internet or in an e-mail is no guarantee that it is true. Caveat emptor.

Joe McCleary

New Members

Ed Saunders
PO Box 221
Surry, Va 23883

February 9, 2001

TO: Members of the Hampton Roads
Ship Model Society
FROM: John Broadwater, Manager I
Monitor National Marine Sanctuary
SUBJECT: Monitor Engine Research Model

I am writing to ask for your help. As you will see from the summary below, NOAA, the U.S. Navy and The Mariners' Museum are embarking on a major expedition to the *Monitor* this summer. We hope to deliver the *Monitor's* engine and support flames, weighing over 50 tons, to The Mariners' Museum for conservation and exhibit. We have engineering drawings being made of the engine, but we also want a model to use for final recovery planning and for on-site diver briefings.

Here's what we need: a scale model of the *Monitor's* engine and associated support flames and hull attachments. The model does not need to be completely accurate nor made of high-quality materials. Its main function will be to serve as a 3D representation of the equipment to be removed something to help the Navy engineers and divers visualize the shape of the engine, the points of access and rigging, and piping that needs to be cut. We also plan to use the model to explain our mission to the media. We had over 4 hours of national media coverage last year, and we expect the same level of interest this year.

I've attached a few sample illustrations. Jeff Johnston and I will supply drawings, measurements and assistance during the model construction. Again, this model does not need to be complex or expensive. I can pay for all materials. If any of you are interested in getting involved in this exciting project, I would love to talk to you.

Phone: 757-599-3122
E-mail: john.broadwater@noaa.gov

USS MONITOR RECOVERY PLANS

Cape Hatteras North Carolina USA - The National Oceanic & Atmospheric Administration's Office of National Marine Sanctuaries and the U.S. Navy's Naval Sea Systems Command are preparing to recover the steam engine from the wreck of the historic Civil War ironclad warship USS Monitor. Dr. John D. Broadwater, Manager of NOAA's Monitor National Marine Sanctuary. The Monitor lies in 240 feet of water, 16 nautical miles southeast of Cape Hatteras.

(Continued on page 6)

NOTABLE EVENTS

MARCH

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

- 31 HRSMS Annual Banquet

APRIL

- 13 **H.R.S.M.S.** Monthly Meeting: Williamsburg Bunch
Joint Meeting Pond Yacht Club

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:

FEBRUARY

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

Thanks

The members would like to thank Bob Krumpen and his wife Barbara for hosting the February meeting.

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

Next Meeting

The next meeting will be hosted by Dean Sword on March 9, 2001 at 2000 hours.

2 Lynn Dr.

Portsmouth, Virginia

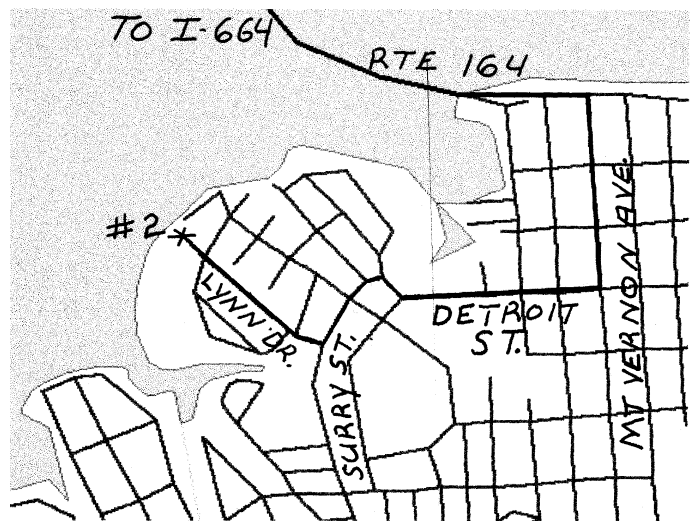
Telephone (757) 399-5415

From north:

I-64 to I-664 south. Cross the Monitor-Merrimac Bridge and take Exit marked Portsmouth Rte 164. Follow Rte 164 to the end (this is an interstate highway type road and after you cross the bridge over the Elizabeth River you are suddenly on a residential type street). At the first stop light turn right (Mt. Vernon Ave.) and proceed to the next stop light (Detroit St.) and turn right. See map below for the rest.

From south:

This greatly depends on from whence you come and I suggest that you call for directions. 399-5415



(Continued from page 5)

During 2000, a Navy team shored up the Monitor's hull with grout bags and deployed an 80-ton Engine Recovery Structure (ERS) over her engine room. The ERS will facilitate the rigging and recovery of the Monitor's engine and the attached engine room hull and framing. NOAA and the Navy expect to recover the Monitor's 120-ton revolving gun turret during 2002. Funding is being provided by NOAA, the Navy, and by the Legacy Program of the U.S. Department of Defense

More at <http://monitor.nos.noaa.gov>