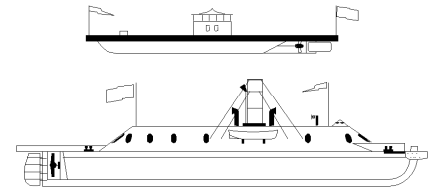


Hampton Roads Ship Model Society

Logbook



No. 207

WWW.HRSMS.ORG

SEPTEMBER, 2003

FROM THE PILOTHOUSE



From the Skipper - D'YOU HEAR THERE FORE AND AFT!

Many thanks to Eric (The Grey) Harfst and his charming wife Pat for hosting the August HRSMS meeting. The refreshments after the meeting were delicious. Since it turned out to be an unusually long meeting, Bill Clarke had to leave before the food was served and you could plainly see tears in his eyes. As a result, Bill has suggested that the refreshments be served BEFORE the meeting. Sorry Bill, you will just have to start stocking your car with Krispy Kremes.

Many thanks also to Bob Comet for a great presentation on rigging techniques and knotting. Bob shared a lot of great information particularly on the art of making scale blocks.

Welcome aboard to our newest member, Pat McCarthy, who was admitted to the membership at the last meeting. Pat nearly broke Graham Horne's record for late arrival, but he made it just in time. Actually you can only equal Graham's record if you do not show up at all - for this reason the record cannot be broken.

Well done to Greg Harrington, the HRSMS Webmeister, for his super work on our new website and the e-mail system. Anyone who wants to send an e-mail to all of our members, who have e-mail access, can send the e-mail to "members@hrsms.org". This e-mail will first go to Greg, who will determine that it is legitimate and make the distribution. The system does not work by magic however. If we do not know your e-mail address, you will not be on the distribution. So be sure that both Greg (webmaster@hrsms.org) and our Clerk, Tom Saunders (clerk@hrsms.org), have your e-mail address.

Members expressed interest in the antique tool that is usually held in the late winter at the Showplace on Mechanicsville Pike in Richmond. We have no information on that show as yet but will publish the details in the Logbook and by e-mail when they are available. A number of us usually attend this show and we always try to buy a "special" present for Bill to add to his tool collection so he can keep on turning out those famous "Food de Lyon" ship models

I do know of an antique sale and auction that is being held this fall. It occurs in October each year (and occasionally in the Spring too). The event will be held at the Sheraton Inn, in Harrisburg, PA on October 24 and 25. The way it works, on Friday starting at 1:00 PM there is a tool sale at the Sheraton, featuring about 200 vendors (that is about 8 times more than the

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Mystery Photo



I wrote two differing introductions to this month's Mystery Photo column. I liked them both and rather than discarding one, as I should do, I decided to leave them both in and totally confuse the reader. Please forgive me...and read on -JFC.

Answer to Mystery Photo No. 206: Imagine this ship decorated with a more festive paint scheme with excited people lining the rail and even more people milling about the pier and you might have the beginning of another cruise to nowhere. The Cruise Line Industry as it exists in the 21st century most likely owes its livelihood to a fleet of surplus troop transports originally built to carry thousands of "GIs" to Europe and to the Pacific during World War Two. As the transports became surplus, upstart cruise lines obtained them, very reasonably, and converted them to serve in the fledgling "cruise" vacation industry. The current generation of purpose-built, 100,000-ton plus cruising giants that grace the seven seas in the 21st century, while not direct descendants of these troop movers, certainly can trace their heritage directly to them. But without the crowds and the inviting paint scheme, our thoughts are directed to an earlier time when necessity dictated the liner wear the standard navy measure 22 camouflage.

After witnessing the incredibly efficient troop movements on television over the past two years, it's hard to imagine that just sixty short years ago it took the better part of a week just to ferry armies to Western Europe and Great Britain (please allow me to make this distinction.) Prior to the introduction of the jet-powered airliner, specifically the jumbo-jet, moving large numbers of combat equipped troops was most efficiently accomplished by ferrying them by sea. Faced with the enormous task of transporting over one million soldiers to foreign battlefields and finding the worlds supply of ocean liners woefully inadequate, the Maritime Commission of World War Two (WWII) set about building troopships as part of the vast naval buildup. The final tally from this effort was an amazing 51 transports (those designated "AP" only) totaling 550,740 tons with a troop carrying capacity of 223,252 men. Our Mystery vessel is a product of that buildup.

This Mystery Photo is arguably not the most difficult vessel we've ever been asked to identify. With her hull number clearly on display, identification should be a snap. (I suppose the photo editor felt it was time to throw a bone to the membership.) To make this mystery a little tougher and to separate the men from the boys, the wheat from the chaff, the curds from the whey, the

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Richmond sale). During the sale, the items to be auctioned off on Saturday are also on display. The auction starts at 8:00 AM on Saturday. Since the auction is held in the same ballroom as the sale, the sale is only held on Friday PM. It is inconvenient, but you cannot come on Saturday and hit both events. There is a catalog published before the auction and it can be ordered by calling 1-800-248-8114. The catalog costs \$28.00 (or \$34.00 in Third World countries such as Pakistan, Liberia and Poquoson). That may seem like a steep price, but the catalog gets you into the sale for free (otherwise there is a \$5.00 admission charge). Or you can buy a catalog on the spot if the sale items interest you. I have ordered a catalog but it will not arrive until mid-September. However, I have an old catalog which I will bring to the September meeting. I have always found the sale to be very interesting and have purchased a few things each year. I rarely buy things at the auction.

For those interested in the Civil War, there will be a Civil War Show and Sale on November 15 and 15 (Sat. and Sun.) at the Richmond Raceway Complex, 600E. Laburnum Ave., Richmond. See "capconcwshow@yahoo.com" for more info.

Jack Bobbitt brought and showed a book titled, SCHOONER SULTANA, BUILDING A CHESAPEAKE LEGACY. This book gives the history of the original 18th century, Boston-built schooner and the work that was carried out at Chestertown, MD to build a replica which was completed in 2001. This really is a beautiful and terrific book. It is published by Cornell Maritime Press and Tidewater Publishers. The book sells for \$55.95 and is well worth the price. Visit "www.cornellmaritimepress.com" for further information and to see what other books are available. You can contact the publisher by phone at 1-800-638-7641. They also publish a catalog and I will bring a copy to the next meeting.

Remember, Christmas is coming, and these are all great opportunities to purchase a present for your wife. Something she will never forget - and may never let you forget either!

THAT IS ALL (for now).

Joe McCleary

\$ For Ship Modeling Opportunity

Larry Iverson, who sells art work and ship models to customers of his office furniture business is looking for someone to repair ship models sold to customers that have become damaged. He is also interested in having modelers sell decorative (not necessarily museum quality) ship models to him for resale to customers who want them. If any of the membership are interested, Larry may be reached at his cell phone 757 615 4522.

Submitted by: Bob Comet

DECEMBER AUCTION

Members wishing to donate items for the December 2003 auction in support of the HRSMS are requested to provide Dave Baker (at davebaker@erols.com or by letter to Arthur D. Baker III, 100 Augusta, Williamsburg, VA 23188-9101) with a list of the items you wish to donate-- kits, plans, books, tools, materials, or whatever else you think might be of interest to the bidders. Price reservations will be honored. The items can either be brought to the December meeting at Jack Bobbitt's house or dropped off earlier at Jack's (telephone (757) 599-0557), where they will be kept until the meeting. Please label all items with your name and the lowest acceptable price, if any. All items for auction will be put on display for 30 minutes prior to the actual auction. Dave will act as auctioneer but reserves the right to bid as well--a blatant conflict of interest, but then he has a very small allowance and shouldn't interfere too much with the serious folks. Payment can be by cash or check. This is a great opportunity to clean out the attic, closet, or workroom while at the same time increasing the size of the HRSMS treasury.

Dave Baker

MINUTES



HRSMS Monthly Meeting

August 12, 2003

Host Eric Harfst

The meeting was called to order by the Skipper at 2000 hour.

Old Business: Dave Baker discussed the auction to be held at the December meeting. The auction will be held in lieu of a presentation. Dave said the he would be sending an article for the September issue of the Logbook. John Cheevers said that Greg Harrington wants to take new pictures of the member's models for the HRSMS web site. It was noted that the brochure for the 2005 Ship Model Competition would be online. Pat McCarthy was attending his third meeting. He indicated that he would like to join the HRSMS. He was asked to leave the room while the members went through the ritual. Pat returned to the meeting and was welcomed as a new member and promptly asked to pay his dues.

New Business: Joe McCleary discussed changes to the HRSMS Constitution, the text of which is contained elsewhere in this newsletter. There was a first reading of the proposed changes. The second reading will occur at the September meeting.

Show and Tell: Jack Bobbitt showed the book Schooner Sultana: Building a Chesapeake Legacy, Photographs by Lucian Niemeyer, Text by Drew McMullen. Alan Frazer commented on and showed the book Lusitania: An Epic Tragedy by Diana

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bulldogs from the yappy dogs, I ask this one simple question: Where and approximately when was the image made? Were any of our photo sleuths up to the task?

I suppose it was the editor's giant hint, but almost from the start responses began to pour in, but they just as quickly dried up. Dave Baker, Bob Comet, and Bob Krumpen all replied and made a unanimous choice. Baker's reply best sums it up: "The ship is the GENERAL M.C. MEIGS (AP-116), the seventh of the eleven GENERAL JOHN POPE-class transports built under Maritime Commission order by the Federal Shipbuilding and Drydock Co., of Kearny, N.J. The ship was Maritime Commission hull #674, and she was built to Maritime Commission design Type P2-S2-R2." (All you serious model makers out there need to contact Bill Clarke and ask him to look for his copy of the *The Maritime Administration Collection of Ship Plans (1939 -- 1970)* from the Smithsonian National Museum of American History to order plans of this vessel. Try it; at least the model will be different from what we usually see on the display table.)

As noted above, the *Pope*-class transports displaced 11,450 tons light ship and 20,175 tons full load. Their principle dimensions as designed were: Length 622' 7"; Beam 75' 6"; Draft 25' 6". The permanent crew numbered 465 officers and men with a troop carrying capacity of 5,142 soldiers. Their armament consisted of four single 5"/38 dual-purpose gun mounts, sixteen 1.1" guns, and twenty 20mm guns. Propulsion came from four Foster-Wheeler "D"-type boilers (465 p.s.i., 765-deg. Fahrenheit steam) providing steam to two sets of De Laval geared steam turbines driving twin shafts. The plant produced 17,000 hp. for a top speed of 20.6 kts.

In addition to the previously listed statistics, Dave provides these specifics for *Meigs*: "On the MEIGS, the rated shaft horsepower was 17,000, but three of the class (AP 110, 111, and 115, had a total of 18,700 shp (I don't know why). The twin screws drove the ships at up to 21 kts, and they carried up to 19,600 barrels of fuel oil, plus 410 barrels of diesel oil for the emergency generator sets. There were four 400 kw d.c. generator sets. In addition to the crew of 46 officers and 372 enlisted, the MEIGS had berthing for up to 393 troop officers and 4,896 enlisted. She also had a cargo deadweight capacity of 2,700 tons, with 144,012 cubic ft of dry storage and 33,984 cubic ft. of refrigerated stores."

For the "shoot-em-up" crowd, *Meigs* did carry a light armament that consisted of four single 5-in. 38-cal. open Mk 37 Mod. 6 dual-purpose guns, four twin 40-mm 60-cal Mk 1 Mod. 6 AA mounts, and 20 single 20-mm Mk 4 Mod. 4 AA mounts. Baker offers this additional information about the particular 20-mm mount: "this was the original mass-production 20-mm mount with the heavy conical pedestal; as they were replaced by the lighter Mk 10 mounts with tripod pedestals, the surplus Mk 4s went aboard large auxiliaries like the MEIGS that had plenty of displacement reserve."

General M.C. Meigs was placed in commission on June 3, 1944, at Bayonne New Jersey, with Capt. George W. McKean, USCG, in command. I suppose that in the spirit of interservice cooperation, *Meigs* she was manned by the Coast Guard but named after an officer who served in the United States Army.

Montgomery Cunningham Meigs, born in Augusta, Ga., 3 May

1816, graduated from the U.S. Military Academy in 1836. He served with the Corps of Engineers for a quarter of a century and in 1861 became Quartermaster General. In addition to equipping and supplying the Union Armies during the Civil War, General Meigs supervised the construction of the Washington Aqueduct and the dome and wings of the United States Capitol. After the Civil War, he was a member of the Commission for the Reform and Reorganization of the Army. General Meigs retired in 1882 and died in Washington, D.C., 2 January 1892.

The log of *General M.C. Meigs* does not reveal anything other than routine troop movements. Her entire wartime service spanned a mere year and a half. Baker sums it up and, in doing so, provides a giant clue to the location where this image was made. He says: "The *Meigs*'s World War II operational experience was all in the Atlantic theater. From July through September 1944, she made two round trips from Newport News to Naples to deliver U.S. Army troops and then went to Brazil to embark 5,200 troops of the Brazilian Expeditionary Force, arriving in Naples on 6 October and returning to the U.S.A. with returning U.S. troops, civilians, and 460 prisoners, with a stop at Bizerte en route. Between November 1944 and early March 1945, the ship made two more round-trip voyages to Italy and North Africa via Brazil, carrying U.S. and Brazilian troops to Italy. On 16 April 1945, she carried troops to Le Havre, France, and made another round trip to Naples during May and June, this time bringing 5,100 troops home to the U.S.A.; this was followed by another run to Naples to pick up returning Brazilian soldiers and airmen--and then made one final voyage to Naples, Brazil, and home before being assigned to the "Magic Carpet" fleet assigned to return troops home en masse from Europe. During December 1945, the ship went to the Far East to pick up troops at Nagoya, Japan, and returned to the United States on 24 January 1946 at San Francisco, where she was decommissioned on 4 March."

Transferred to the Maritime Commission for disposal, custody was assigned by the Maritime Commission to the American President Lines. (The record doesn't say and its unclear whether *Meigs* continued with transporting the military and their dependents while under custody or charter to the American President Lines, but that is my assumption, here. Baker claims and DANFS records agree that she was in service as a Pacific region passenger ship during that time.)

Reacquired by the Navy, 21 July 1950, the vessel was placed In-service with the Military Sea Transportation Service (MSTS) as *USNS General M. C. Meigs* (T-AP-116). Placed in Reduced Operational Status in 1955, she was placed out-of-service and transferred to MARAD, 1 October 1958, for lay up in the National Defense Reserve Fleet, Olympia, WA. During 1971-72 the Olympic Reserve Fleet was phased out and Murphy Pacific Marine Salvage Company was contracted to tow *Meigs* to the Suisun Bay, California Reserve Fleet. While under tow by the Military Sealift Command-operated salvage ship GEAR (T-ARS 34) in heavy weather on 9 January 1972 near the entrance to Puget Sound, the towline broke, stranding *Meigs* on a rocky ledge at Cape Flattery, WA. at 48°16N 124°40W. The ship remained aground, breaking in two; she was broken up on scene.

In an ironic twist, Baker's response provides the clue to answer a

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comment posed by Comet in his response. Bob muses, “It was interesting to note that this class was not included in Friedman’s Amphibious Ships.” Baker unwittingly responded: “The APs did not normally carry landing craft, and the *Meigs* was no exception; all her boats were standard Maritime Commission lifeboats.” Looking closely at the photograph you will notice that they are nested, two per davit.

The extra credit question remains as the only unfinished business. There were three clues in this essay to help in locating and dating the image. In the first introductory paragraph, I mention *Meig*’s paint scheme—measure 22. And later, I noted that Baker hints at the location while he narrates the vessel’s WWII service. Finally I alluded to data that was derived from one of our regular “Steel Navy” sources—DANFS. Did anyone put these items together and determine time and place? If not, here is the photo credit attributed to the image as it reads at the NAVSOURCE photo archives: “Seen here as *USS General M C Meigs* (AP-116), (HR-459), docked at the North Side Pier 4, Hampton Roads Port of Embarkation, Newport News, Virginia; just prior to sailing. Official US Army photo produced by US Army Signal Corps, Hampton Roads Port of Embarkation, 5 July 1944. Photo now in the collections of the Library of Virginia. Image No. C2: 2/20/011. The Library of Virginia, US Army Signal Corps Photograph Collection.”

In the years following WWII most of the AP’s were turned over to the Army Transportation Service (ATF) and used to ferry soldiers and dependents to duty stations around the world. Over time, some were sold into merchant service, the Navy reacquired several, but the majority was placed in the various national reserve fleets. A few vessels were converted for other purposes and have their own interesting stories to tell.

One sister to *Meigs*, *General W.P. Richardson* (AP 118), is very familiar. When I saw her she had just arrived at Newport News Shipbuilding as the cruise liner *Emerald Seas*. I think the year was 1992. She was placed in dry dock #2 to have some of the world’s ugliest hull blisters attached to help restore her reserve buoyancy. By the time the work was complete, she had gone through three name changes—*Fantastica*, *Funtastica*, and *Terrifica*. I remember looking out my office window as the pre-assembled blister sections were wheeled by and thinking that the ship was renamed each time a pair of these blister sections was installed. Finally I decided to walk around the dry dock at lunch and look at this morphing, aging beast and see how the work was coming. As I crossed the dry dock caisson looking closely at the lapped and riveted shell strakes, there in block letters welded to her stern was the name *President Roosevelt* the name she carried in 1961. Once more my thoughts turned to that crowd of excited people lining the rail waiting for their cruise to nowhere.

John Cheevers

Finally, Bob Krumpen asks this question: “In general when Jane’s publishes only one date, what date is used (Keel Laying, Launching, Delivery, or Commissioning?). I can’t find any guidance on this subject in the 1956-1957 Jane’s.” Who knows the answer?

Modeler of the Month



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Preston. Dave Baker showed two magazines, Plastic Ship Modeler (no longer published) and Model Ship Journal. Joe McCleary showed the book A Time to Die: The Kursk Disaster, By Robert Moore, Published by Doubleday.

The meeting was adjourned to a presentation by Bob Comet “Running Rigging”.

Proposed Change To Constitution and Bylaws of the Hampton Roads Ship Model Society

(August 2003)

Art III - MEMBERSHIP

Sec. 1. C.: Change “Honorary Membership” to Sec. 1. D.”

Add new Sec. 1. C.: “C. **Associate Member** - Any person interested in the Society’s purposes, but who cannot attend regular meetings or participate in other activities, may be admitted as an Associate Member upon written application to the Clerk and payment of specified dues. Associate members shall not have the privilege of voting on Society business, but shall receive the newsletter and other general mailings.”

Art. IV - DUES

Sec. 1., Change to read: “Section 1 - Dues of Regular, Junior and Associate members shall be established at the February meeting for the following fiscal year. Junior members shall pay one half of regular dues. Associate members shall pay three quarters of Regular dues. Dues are due and payable at the March meeting. Any member who is delinquent after the June meeting may be dropped from the membership upon written notice. Members thus dropped may be reinstated upon payment of arrears.”

Administrative Note: All future changes to the Constitution and Bylaws will be authenticated by the signatures of the Skipper and Clerk.



NOTABLE EVENTS

SEPTEMBER

- 6 Mid-Atlantic Maritime Festival
6 2003 Ship Model Regatta & Display
Independance Seaport Museum, Philidelphia, Pa.
12 **H.R.S.M.S.** Monthly Meeting: Host, John Cheevers
Making Solid Hull Models the Cheevers Way,
John Cheevers
20 Festival in the Park, Mariners' Museum
27 Scientific & Navigational Instrument Exhibition
Opening, Mariners' Museum

OCTOBER

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington
Making Plexiglas Display Cases, Joe McCleary
17-21 NRG Conference,

NOVEMBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller
Cast Resin Models, Dave Baker

DECEMBER

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Auction, Dave Baker, Coordinator and auctioneer

JANUARY

- 9 **H.R.S.M.S.** Monthly Meeting: Host: Bob Comet
Tips on Rigging and Block Rounding machine, Jack
Bobbitt

FEBRUARY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Election of Officers
How to make art work and other tips on ordering brass
etchings, John Cheevers
29 Cabin Boy's Birthday

MARCH

- 12 **H.R.S.M.S.** Monthly Meeting: Host: Bob Krumpen

APRIL

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Southside Bunch
30-May 2 Western Ship Model Conference

MAY

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke

JUNE

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

JULY

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

AUGUST

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

Next Meeting

Date: September 12, 2003

Time: 2000 Hours

Place: 414 Burnham Place, Newport News Va.

Host: John Cheevers (591- 8955)

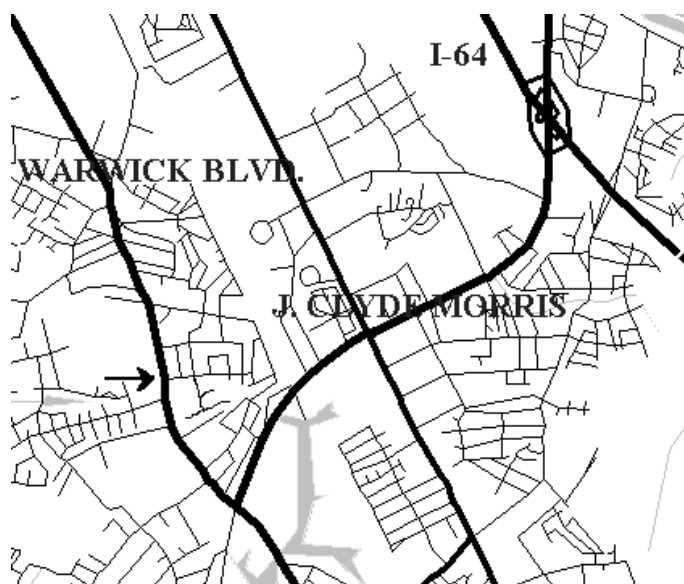
Directions:

Take I 64 to J CLYDE MORRIS BLVD (US 17)
J CLYDE MORRIS BLVD (US 17) heading southwest for 2.7
miles

Turn right on WARWICK BLVD (US 60) heading northwest
for .75 miles

Turn right on GLENDALE RD heading east for 0.2 miles
Turn right on BURNHAM PL heading south

414 will be on the left



WATCH, QUARTER AND STATION BILL



Skipper: Joe McCleary (757) 253-1802

Mate: Dave Baker (757) 565-7991

Purser: John Cheevers (757) 591-8955

Clerk: Tom Saunders (757) 850-0580

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Editors: John Cheevers (757) 591-8955

Bill Clarke (757) 868-6809

Tom Saunders (757)-850-0580

Webmaster: Greg Harrington

Thanks

The members would like to thank Eric Harfst and his wife, Patricia for hosting the August meeting.