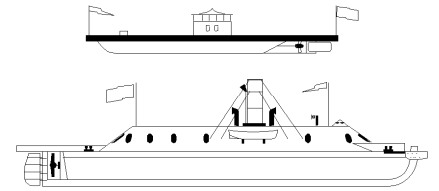


Hampton Roads Ship Model Society

Logbook

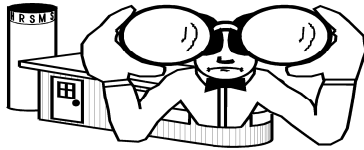


No. 245

WWW.HRSMS.ORG

NOVEMBER, 2006

From the Pilothouse



HRSMS members triumphed at the recent International Plastic Model Society Tidewatercon in Virginia Beach. Alan Frazer's Virginia pilot schooner JANE took two prizes, one for best ship model in show and the other a special award offered by the Richmond IPMS chapter for a model depicting Chesapeake regional culture and innovation (I hope I got that right . . .); his diorama showing a Lake-class freighter in heavy weather also took an award in the diorama category. Heinz Schiller won best model in two categories, his handsome, battleship MAINE taking best large scale ship model and his miniature Admiralty-type, scratch-built sailing ship in the scratch-built category. And Charles Landrum, in addition to heading up the team that organized the convention, took an award for his finely built 1:350-scale model of the battleship ARIZONA. The HRSMS had funded the award for best ship model, and it was a treat that it "stayed in the family."

The club members who helped man the HRSMS desk in the lobby of the Virginia Beach Conference Center got to meet a great variety of visitors, from fellow ship modelers to casual members of the public who attended to see what was going on. Some of our members blew their annual allowances for toys in the vendor section, which offered a wide variety of kits, accessories, and books of interest to ship and aircraft modelers. Also attending were radio-controlled ship modelers and radio-controlled submarine modelers, not to mention radio-controlled vehicle enthusiasts, whose tracked vehicles made extremely realistic, high-decibel engine noises in the cavernous and echoing lobby.

Special thanks to Charles Landrum and the members of the

(Continued on page 2)

NAUTICAL TERM

Shellback (1) An old experienced sailor, a nickname of uncertain origin, which could refer to the lack of fancy bathing facilities in the forecabin. (2) Any mariner who has crossed the equator, and has been inducted into the "Ancient and Honorable Order." The custom of celebrating "crossing the line" is said to have originated with the Vikings, who did so on crossing various parallels on their voyages.

Submitted By: Tim Wood

Mystery Photo



Mystery Photo #244: Oh, we're going to have fun this month! After 110 mystery photos have things finally gotten contentious? I was wondering when something like this would happen—someone would cast accusation and dispersion in the direction of another player. To be honest only one response was received this time and it was positively dripping with satire. It also, apparently, raises the white flag in despair. Tom, perhaps we need to change our bait.

Before I get deeply into the brouhaha of the ensuing e-mail battle, I thought I would present the single response and expound on several other possibilities. John Wyld provided the response and its tongue-in-cheek nature begs for it to be presented in its entirety:

"The ship is clearly the SS BRONX CHEER. It was the first attempt to build a large-displacement, lighter-than-water (LTW) cargo ship. The design concept was to use large pressure vessels, clearly visible in both views, filled with hydrogen or helium to reduce the ship's displacement weight. By floating the ship higher in the water than other ships of equivalent displacement, the reduced wetted area surface would result in reduced hydrodynamic drag, and therefore greater efficiency and greater speed for the same power plant. Also visible in both pictures is the prominent Right Whale deflector patterned after the Bottle-nosed Dolphin's prominent proboscis. All in all, a very revolutionary design for 1947. The design was not successful, however. Postwar speculators had cornered the market on Hydrogen in the mistaken notion there would be a great demand and profits in it for nations pursuing Hydrogen bombs. Helium had likewise been hoarded for the burgeoning market in birthday party balloons and for use at Frat parties to make people talk like Donald Duck. Methane seemed a logical choice at the time, but leaking tanks led to the characteristic noise and smell suggested by the ship's

(Continued on page 2)

**PLEASE NOTE THE MEETING
LOCATION ON PAGE 6**

(Pilothouse—Continued from page 1)

Tidewater chapter of IPMS, who were kind enough to invite us to participate and who organized and staged a fine show indeed. Those who might want to enter models in other IPMS shows (and wooden models are eligible) might be interested in attending next year's National IPMS conference next July in Roanoke, Virginia, while in 2008, Charles and his team will be handling the national conference at Virginia Beach. And, of course, thanks too to all those who helped with the HRSMS table in the lobby, especially to Bob and Karen Comet, who were present throughout both days along with Heinz Schiller, and Ryland and Pam Craze, who stayed until closing on Saturday; Bob and Ryland even managed to work on models while talking with the public.

Hope to see you all at this Friday's monthly meeting, hosted by Heinz and Mareke Schiller. Remember that it will be at the Port Anne community building just inside the community on the left side of William St. and not at Heinz's house.

Dave Baker

(Mystery Photo—Continued from page 1)

name. Withdrawn from service in 1948. Destroyed by mysterious explosion and fire on March 23, 1949 - rumored to be due to a Frat prank gone horribly wrong."

Tongue-in-cheek? I should have said thumb-on-nose. Either way it's very entertaining and clever.

In fact, it got me to thinking about other possible reasons to build a vessel like this. For instance, we could hypothesize that it was built for the Campbell Soup Company with the five large spheres actually being well insulated steam kettles to deliver delicious, piping-hot soup straight from the company kitchen's in New Jersey to starving third world countries. Could you imagine getting a hot bowl of Mulligatawny right at the dock? OK, if that's not your taste, how about we imagine this vessel fitted with five huge popcorn poppers sent, again, to the third world (or New York City) to deliver freshly popped popping corn to folks who don't really eat corn (or in New York's case, a treat for all those theatre goers!) We could hark back to a previous MP and suggest that this is a vessel specially constructed to deliver Horton Spheres. And finally, for those of you who reason in a more practical way, how about we imagine this vessel as a delivery vessel for the Sea World theme parks. Imagine, five tanks full of very cold salt water each containing a different major attraction. One tank could hold Shamu, another could carry the beluga whales...you get the picture.

Imagine the possibilities.

Don't you think this vessel is really just a giant thermos bottle with a propeller at one end? Cause that's exactly what it is! In day's gone by, one of the products from the oil fields was gas—the gaseous kind—and it was not considered to be profitable to package and deliver to market so it was burned off either in the field or at the refinery. Such a waste! In the sixties and early seventies when cheap energy

was beginning to become hard to find and deliver economically to market, scientists and engineers began to develop the technology to capture and make this cast off energy profitable and useful. The technology exists in the field of science dealing with cryogenics—in this case, the lowering of the gasses temperature until it turns into a liquid and then handling it as such. From this, we laymen get to bat about terms like Liquid Natural Gas (LNG) and Liquid Propane Gas (LPG). The problem scientists faced with this new technology was how to get the new product to market? The solution was in developing several competing storage media that could be mated to a ship's hull to transport the LNG and LPG from the oil field or refinery to the end user—usually a large city half way around the world.

Cryogenic storage is interesting and simple. You cool down the gas to condense it into a liquid. From a friendly web site: "Natural gas turns into a liquid at minus 260-degrees Fahrenheit and occupies only 1/600th the volume of gas per unit of measure. LNG weighs less than one-half that of water, actually about 45% as much. LNG is odorless, colorless, non-corrosive, and non-toxic. When vaporized it burns only in concentrations of 5% to 15% when mixed with air. Neither LNG, nor its vapor, can explode in an unconfined environment." As a liquid the transporting of a large volume of LNG starts to become economical.

To do this, engineers have developed three common tank types, which are really just large thermos bottles: the membrane (prismatic), the Moss Rosenberg (spheres) or the Self-Supporting Prismatic Type. LNG tanks are always of double-wall construction with extremely efficient insulation between the walls. Land-bound tanks are usually low aspect ratio (height to width) and cylindrical in design with a domed roof. Storage pressures in these tanks are very low, less than 5 psig. Smaller quantities, 70,000 gallons and less are stored in horizontal or vertical, vacuum-jacketed, pressure vessels. These tanks may be at pressures any where from less than 5 psig to over 250 psig. LNG must be maintained cold (at least below -117°F) to remain a liquid, independent of pressure.

The insulation, as efficient as it is, will not keep the temperature of LNG cold by itself. LNG is stored as a "boiling cryogen," that is, it is a very cold liquid at its boiling point for the pressure it is being stored. Stored LNG is analogous to boiling water, only 470° colder. The temperature of boiling water (212°F) does not change, even with increased heat, as it is cooled by evaporation (steam generation). In much the same way, LNG will stay at near constant temperature if kept at constant pressure. This phenomenon is called "autorefrigeration". As long as the steam (LNG vapor boil off) is allowed to leave the tea kettle (tank), the temperature will remain constant. If the vapor is not drawn off, then the pressure and temperature inside the vessel will rise. Clever marine engineers have taken advantage of the boil off to power the ship's power plant.

Our mystery vessel should be easily identified now. She contains 5 Moss-Rosenberg spheres. The piping at the top is used to collect or vent the boil off. The piping at the deck edge is used for filling or offloading the product. To help in

(Continued on page 3)

(Mystery Photo—Continued from page 2)

the identification you can use the bow chevron to identify the shipping line (how many can there be?) A creative search of the Internet reveals the chevron belongs to Golar LNG Limited the world's largest independent owner of LNG transportation. From there it was not hard to identify the vessel as *Golar Freeze* (cute!)

With an LOA of 287.51M, a beam of 43.44M and a draft of 11.523M she is physically a large ship. Her gross tonnage is 95,879 tons, with a deadweight tonnage of 66,200 tons. She has a liquid cargo capacity of 126,000 cubic meters. She was built at the Howaldtswerke-Deutsche Werft (HDW) AG in Kiel, Germany in 1977. She was that yard's building number (hull number) 83. The accompanying two illustrations show the relative difference in size and arrangement between the containment vessels and their impact on a vessel's design.

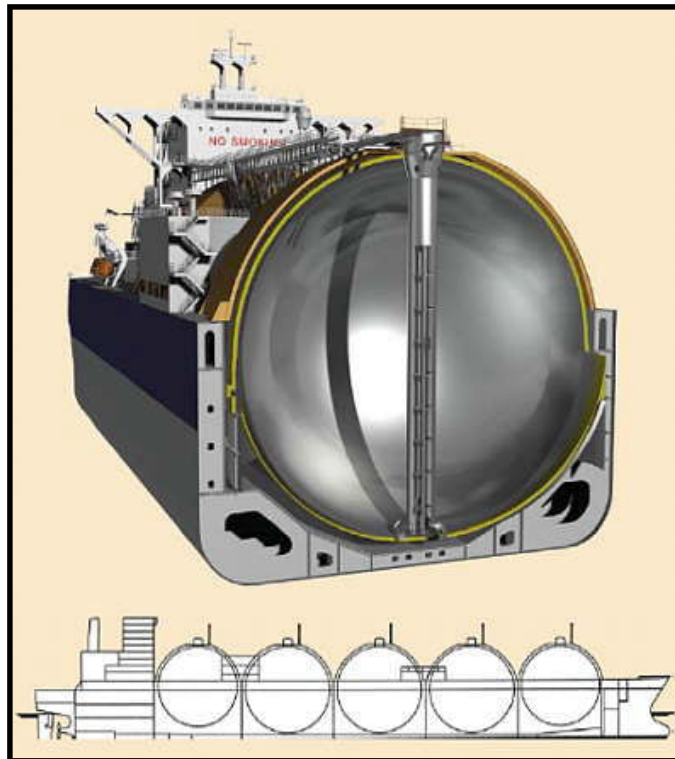
So what was so contentious? Immediately after John Wyld's satiric melt-down Charles Landrum leapt into the fray in a chivalrous attempt to help defend John by calling foul to the previous month's photo. And I quote: "I would like to call a party foul on last month's mystery ship photo. So who else got the answer right? Don't the "also-rans" get a mention? Perhaps it needs to be a Miller Man-Law update in the "even a blind squirrel finds a nut once in a while" category. If not we can just pre-print Dave Baker in the newsletter and fill in the mystery ship answer around his name." (It was later determined that Charles either sent a response or thought he sent a response to the previous mystery and that it was not included in the column. I checked all of my e-mail logs and still cannot find evidence of receiving that response. Charles if you sent it, I either destroyed it without knowing or it never arrived.)

Well enough was not sufficient because John responded to Charles with this: "I wonder, if you Google 'A.D. Baker III' do you think we would find 'Did You Mean "Mystery Ship"?"

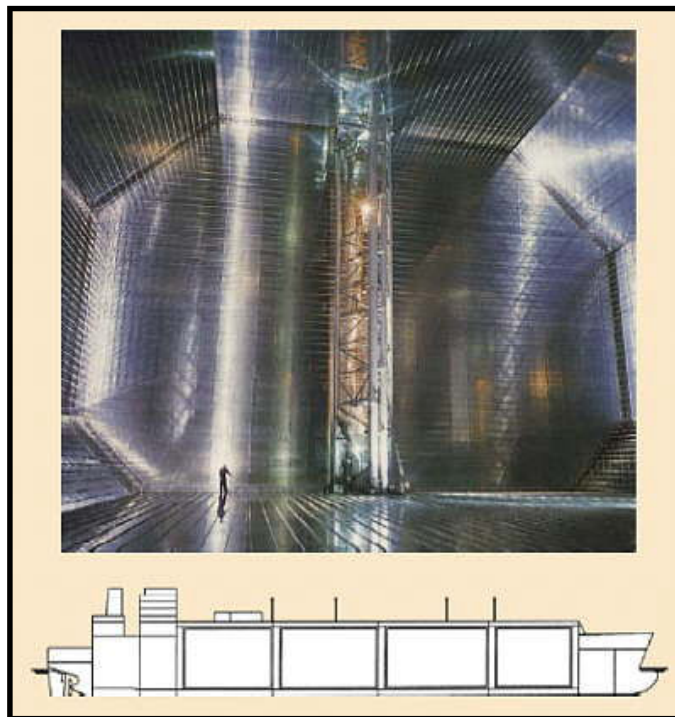
At the very least I think that Mystery ship replies ought to be broken down into categories such as 'Those folks with under 40,000 personal reference publications'; 'Best answer without resort to facts'; 'Most obscure fact about any item in the picture'; 'Best scratchbuild of subject in wood after receipt of picture and before the next monthly meeting'; 'Best kitbash in non-standard metric scale'."

And finally Dave defended his honor with this: "Ahem: For the record, gents, I get about half of them right. I've no references, for instance, that would tell me just which LNG ship that is in THIS month's contest. If you Google A.D. Baker III (I tried it once), you don't get much of anything; that's very good for the ego, by the way."

Unless I mess up, all responses are included and receive equal treatment. Not sure if fixing this requires a man-law change—the equal treatment part, that is. And I guess a duel is in order for these fellows to settle their squabble. I think a plastic hull at twenty paces is appropriate.



Moss design (courtesy of Moss Maritime)



Membrane design (GTT)

THE ANSWER

The answer to Mystery Photo 244
Golar Freeze

MINUTES



Minutes of Hampton Roads Ship Model Society October 13, 2006

Hosted by Greg Harrington at his office

Meeting Called: 20:03 by Skipper Dave Baker
Meeting Adjourned: 21:10

Treasurer's Report: A comprehensive report was given by Eric Harfst who indicated an amount of \$4283.39. He indicated that the newsletter editor owed the club an invoice for past publishing and mailing.

Members: No count was taken, no guests in attendance.

Additions or Corrections: none—no one mentioned that the issue number and month were incorrect.

Web Master's Report: Greg indicated that (**) meant that the word for the crossword puzzle was very, very obscure.

Special notice for November meeting: Heinz and Mareke will host the November meeting as planned but not in their home. Instead the meeting will be at the Port Anne clubhouse at the entrance to Heinz's development. So if you were looking for relief in the driving distance to the meeting you only save a block or two.

Old Business:

- Discussion centered on final plans for attending the upcoming IPMS meeting. Dave had a list of attendees and a work schedule laid out.
- The Skipper formally thanked Bill Dangler for all the great work he put into planning and executing the September picnic.

New Business:

- Mention was made that the Mariners' Museum is inviting the club to upgrade its membership.
- The Skipper mentioned an upcoming Russian ship model contest. Details on the web at www.shipmodelsru.com

Show and Tell:

- George Livingston shared his plank-on-frame model of Hannah.
- Tony Clayton had brochures and photos from his recent

(Continued on page 6)



Mystery Photo

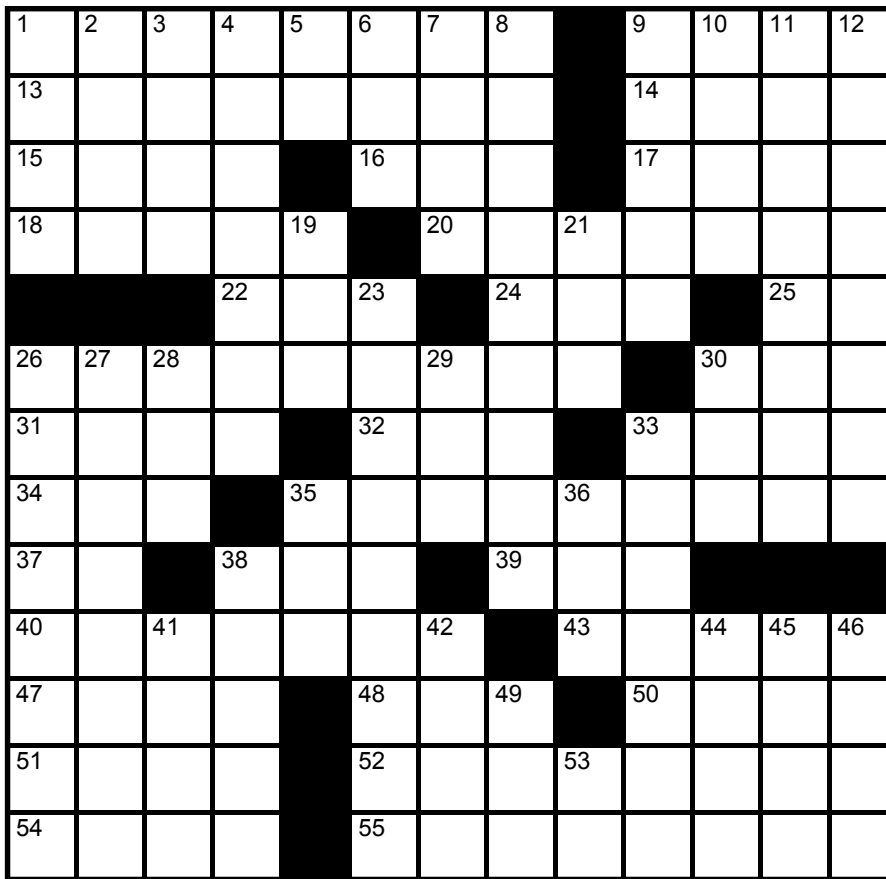
Contact John Cheevers by mail, e-mail or telephone if you know what it is.
jfcheevers@juno.com

October Crossword Answer

1	S	A	G	S	5	U	S	7	8	U	L	N	A	E			
13	T	U	R	K	14	S	P	A	S	15	16	G	A	U	L	S	
17	E	R	I	E	18	C	O	C	K	19	L	I	M	E	S		
20	P	I	P	I	N	G	T	H	E	S	I	D	E				
23	S	C	E	N	E	24	E	E	C	25	R	E	D				
					28	S	T	E	A	M	T	U	R	B	I	N	E
33	O	P	A		36	C	B	S		37	T	O	U	C	A	N	
38	C	A	R	V	E	L	S		41	A	T	T	R	A	C	T	
42	E	N	C	I	N	A		43	L	W	L			44	L	T	S
45	A	D	H	E	S	I	V	E	N	E	S	S					
49	N	O	D		50	R	I	P		51	K	A	S	H	A		
				55	U	N	E	S	T	A	B	L	I	S	H	E	D
60	L	O	C	A	L		62	A	N	O	A		63	S	A	N	D
64	A	P	H	I	S		65	E	T	A	S		66	E	R	N	E
67	S	T	Y	L	E		68	O	T	T		69	S	P	A	R	

NAUTICAL CROSSWORD

Greg Harrington



Clues in bold text are related to ships and nautical history

Across

- 1. Causing embarrassment
- 9. Great gulp
- 13. 1970 America's cup challenger
- 14. "for" in Valparaiso
- 15. Greek counterpart of Juno
- 16. **Fore and aft center of immersed volume, abbr.**
- 17. A representation
- 18. The sanctum in an ancient temple
- 20. Archaic "soon"
- 22. Brown truck company
- 24. **Affirmative, at sea**
- 25. **British ship registry, initials**
- 26. **Steel rod seized to the base of the shrouds**
- 30. To petition a court for redress of grievances
- 31. Fishes that begin life in the Sargasso Sea

32. Pos. between the poles

33. Control the course of a vessel

34. Contains the ulna

35. A standardized system of conductor sizes

37. World's largest automobile manuf.

38. **Direction of the tide or the position of a sail**

39. Hit sharply and swiftly

40. Requiring a bigger gamble

43. Restore to proper position

47. Top notch, informally

48. **Part of a rope bound by a seizing around a thimble or the tucks of an eyesplice**

50. ____ de France

51. Name the type of rig (see picture)

52. Small rodent with orange-brown fur and long furry tails

54. Movie locations

55. Difficult to detect

Down

- 1. Title for a Turkish civil or military leader
- 2. Mated
- 3. Ethereal
- 4. Stone figures
- 5. Element with atomic number = 2, abbr.
- 6. Not well
- 7. City on the French riviera
- 8. **Battle of ____, where a Dutch fleet surprised and totally destroyed their enemy during the Eighty Years' War**
- 9. **To cut and fit hull planks**
- 10. Location of standoff between Branch Davidians and the BATF
- 11. Negative pressure ventilator
- 12. Death of tissue caused by loss of blood supply
- 19. Spring month, abbr.
- 21. **Circular loop in a shroud or stay where it passes over a mast**
- 23. Frayed hair
- 26. Used to make baskets in the coastal South East
- 27. **Ship on which occurred the bloodiest mutiny in the history of the Royal Navy**
- 28. Dutch ____ disease
- 29. **It has a loom, a shart, and a blade**
- 30. A former French coin of low denomination
- 33. The building in which a state legislature meets
- 35. Name of several Chinese dynasties ruling from A.D. 220 to 265 and from 386 to 556
- 36. Long-jawed fish
- 38. Distorts
- 41. Arrogant and annoying person
- 42. Violent disturbance
- 44. Painful inflammation resulting from elevated levels of uric acid
- 45. Quiet
- 46. A card, die, or domino with three pips
- 49. In advance, pref.
- 53. Mother, informal

NOTABLE EVENTS

NOVEMBER

10 **H.R.S.M.S.** Monthly Meeting: Host, Heinz Schiller
Presentation, "Restoring a Clipper Ship Model", Brad Granum

DECEMBER

8 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt
Presentation "Submarine vs. ASW situation and threats",
Dave Baker

JANUARY

12 **H.R.S.M.S.** Monthly Meeting: Host, Bob Comet
Nomination of Officers

FEBRUARY

9 **H.R.S.M.S.** Monthly Meeting: Host, Dave Baker
Election of Officers

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

**WATCH, QUARTER
AND
STATION BILL**



Skipper: Dave Baker (757) 565-7991
Mate: John Cheevers (757) 591-8955
Purser: Eric Harfst (757) 221-8181
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
Webmaster: Greg Harrington (757) 930-4615

The History of the HRSMS will continue in a later issue.

Thanks

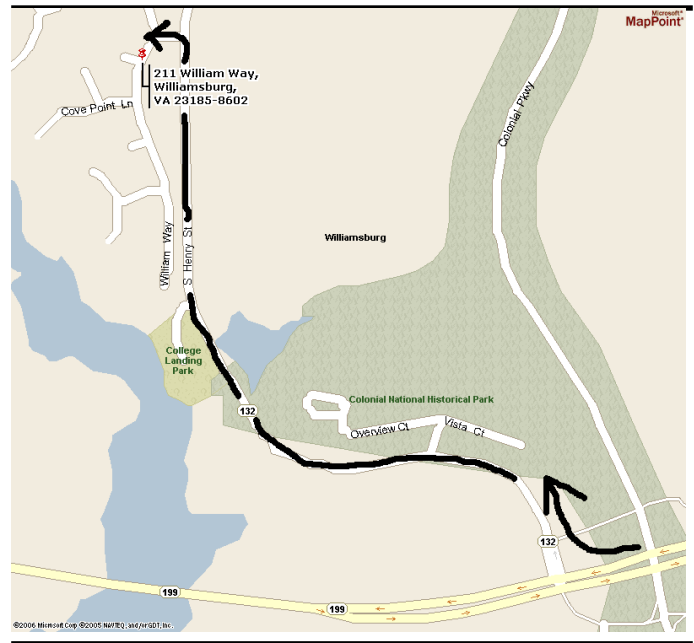
The members would like to thank Greg Harrington for hosting the October meeting.

Next Meeting

The November meeting will be held on November 10, 2006, at 2000 hours. The meeting will be hosted by Heinz and Mareke Schiller at the Port Anne Community Building, 211 William Way Williamsburg, VA 23185. Phone: 757.564.8471

Directions;

From points East: I-64 W, Take the VA-199 WEST exit 0.4, Merge onto VA-199 W. 3.0, Turn RIGHT onto S HENRY ST/VA-132. 0.9, Turn LEFT onto WILLIAM WAY. The Community Building is on the left. From Points West: I-64 E., Take the VA-199 WEST exit and proceed as above.



MINUTES

(Continued from page 4)

trip home to Great Britain.

- Bill Clarke mentioned that Bill Abbott was currently in IRAQ with his special warfare detachment. We will him well and a safe return home.
- John Cheevers presented a book The Blackwater, Nottoway, and Meherrin Rivers Atlas.

Program: To Build A Ship Model

- Bob Comet presented a "hands on" demonstration in making tapered spars, complete with handout and wood shavings. He also had his excellent model of the gunboat Nashville on display and discussed progress and details and fittings.

Following the meeting we all enjoyed the snacks and goodies laid on by the host.

Submitted by John Cheevers (silent partner)