

MINUTES



Mystery Photo



HRSMS Monthly meeting
April 11, 2005
Host, Tim Wood
Guests: Don Dixon, 2nd meeting
George Livingston, 2nd meeting

The meeting was called to order at 2000 hours by the Skipper, Dave Baker.

Guests were recognized.

Old Business: Bill Clark gave a report on the NRG Conference detailing the list of speakers and topics. He announced that an advertisement would be placed in Ships n Scale Magazine, the next meeting would be held on March 30th at Jack Bobbitt's house and that Tim Wood and Greg Harrington are drafted to be members of the Conference Committee. The issue of insurance for the conference was discussed. This issue was deferred to the conference committee.

Bill said that he would have the menu for the banquet the following week.

Corrections to the Minutes: Ryland Craze's name was omitted as auditor for the HRSMS finances.

A Purser's Report was given. (\$4861.80 cash on deposit) John Cheevers stated that this would be his last report as the account should be transferred to Eric Harfst by the next meeting.

Webmasters Report: Gerg Harrington was asked about a "hit counter" on the HRSMS homepage. He stated that we did not
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Mystery Photo #225: Gosh, I hate to be teased with an image that contains the vessel's name; even if it's just out of focus. However, I like it when a copy of a poor copy of a warship photograph that has been scanned once and copied again is not too difficult to identify, even if you cannot decipher the name so visibly unreadable on the stern. We have one of those this month.

For some time now, I have pushed the idea that ships can be identified by country of origin simply by studying the styling traits of their designers. For the major navies of the twentieth century this is a given, but for smaller navies (second and third world) you need to study a little history to understand from where they bought or received their ships. This Mystery Photo is a classic example of what I mean. Clearly, this is an image of a battleship and one from the dreadnought school of design. Visible are five major-caliber turrets arranged along the centerline of the hull. The middle turret is set low in the hull, equal in height to the after most turret. I imagine it tended to be a wet mount, but obviously it is set low to save weight and preserve the KG (the height of the center of gravity above the base line) designed into the class. The hull's shape and arrangement is not unusual for the time and yields few if any identifying features; additionally, the quality of the image obscures many details – like the little tug boat tied along the bow and the ship's boats arranged along the main deck.

So if we want to identify this vessel, we have to rely on the prominent, tall masts and trunked smoke stacks, and the equally prominent life raft stored against the after stack, to clue us in. That is exactly where we need to focus, and these features belong to battleships of the Italian Navy. Three members submitted replies to this month's mystery. Here is what they think:

Bob Krumpen, who for the second month in a row
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NAUTICAL RESEARCH GUILD CONFERENCE

Hampton, Virginia
November 4 - 6, 2005

(Mystery Photo—Continued from page 1)

proves that the postal service is faster than e-mail, is positive that “Mystery Photo #225 shows the Italian Dreadnought Andrea Doria (1912-16).” Bringing yet another new source to the table, he adds: “The same photo was published in Dreadnought a History of the Modern Battleship by Richard Hough on page 64.” I have that source and, sure enough, the same image is there, reproduced much clearer, and credited to the Imperial War Museum. I also found the same image, again a better reproduction; in Antony Preston’s book Battleships of World War One on page 179. Preston’s book is neat because he offers 1:1250 scale line drawings of each vessel class permitting one on one comparison of differing designs.

Close behind Bob came responses from Tim Wood and Dave Baker, respectively, and they, too, agree that the vessel is the Italian Dreadnought Andrea Doria. Tim adds that “the Andrea Doria was one of two Italian dreadnoughts laid down in 1911, the other being the Caio Duilio. They were modified [Conte di] Cavour-class vessels with a 6in (152mm) secondary armament.” Earlier I mentioned the lower center turret. It is because of the change to the larger secondary armament, from 5in to 6in, that the turret was lowered preserving the design’s KG. Also this class fixed the misplaced forward mast location found in the Conte di Cavour’s. This distinctive mast placement is what Dave Baker uses to cement his bid on Andrea Doria over vessels from the earlier class. (One has to wonder whether the waning days of sail and the old sailing captains unduly influenced early steel design by recommending placement of the fore mast aft of the forward stack in so many, and differing navy’s, vessels. Think about the mechanics, here.)

While Bob doesn’t offer a bid to date and locate the image, Tim Wood offers that “Andrea Doria was completed in 1916 and operated in the southern Adriatic during World War I.” Dave Baker add his twist to the argument: “The photo was taken some time after the ship’s completion on 13 March 1916, as an enclosed structure had been mounted at the upper formast platform level, probably for gun fire direction. But I doubt the photo was taken much after the conclusion of World War I.” I found the image on-line (probably the same image the editor used as this looks like his work.) This copy of the image is a scan of a relatively poor image that appears to have come from an old book as much of the detail that is visible in the ‘Hough’ copy is obscured. The photo caption states: “The Italian Dreadnought Andrea Doria shortly after the armistice. Note the AA guns on the crown of No. 4 turret, and the tripod masts arranged in front of the tall funnels.” The on-line source is www.gwpda.org ...check it out!

Bob and Dave offer class statistics, the gist of which is largely taken from Dave’s response:

“Andrea Doria was built by Cantieri Riuniti dell’Adriatico at Trieste. Laid down on 24 March 1912, she was launched on 30 March 1913. Along with the two surviving Conte di Cavour’s (Leonardo da Vinci was blown up by Austrian saboteurs at Taranto on 2 August 1916 and, although salvaged upside down, was never put back into service), the Doria’s were drastically rebuilt during the 1930s. In the case of the Doria, the work took place between 8 April 1937 and 26 October 1940.

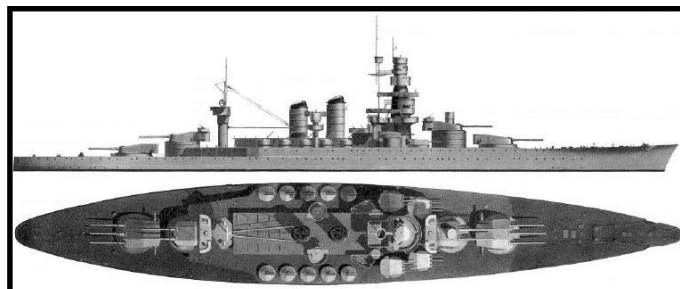
Andrea Doria displaced 22,956 long tons full load as originally completed (after modernization, she displaced 29,000 metric tons full load) and was 176.09 meters overall by 28 meters beam and 8.91 meters draft. She has a 4-shaft propulsion scheme powered by four Parsons steam turbines that together produced about 32,000 shp for a maximum speed of a bit over 21 kts--not very impressive for her day. After rebuilding, the Doria and Duilio could make 27 kts on their new 85,000 shp plants. The main armament as completed was 13 12-in 46-cal. guns in five turrets, three triple and two twin; that was changed to two twin and two triple during reconstruction, when the amdships triple turret was replaced by the new propulsion plant. (Bob offers that the main gun caliber was increased to 12.6” during this rebuild.) Secondary armament as built was 16 single 6-in. 45-cal. in casemates, and she also carried 13 76-mm quick-firing guns and six 3-in. high-angle guns, the latter for anti-aircraft duties. There were also three underwater 17.7-in. torpedo tubes. The crew as completed was 35 officers and 1,198 sailors, and the ship had an endurance of around 4,800 nautical miles at 10 kts, adequate for her intended Mediterranean service. The main armor belt was some 250-mm in thickness (about 10 inches and far lighter than what was being installed in contemporary battleships); the conning tower had 320-mm armor but the deck armor was only of 40-mm thickness, inadequate to defend against plunging fire. The 12-in turrets had 240-mm armor and the casemates were protected by 152-mm armor--bringing the total weight of armor to 5,138 metric tons.”

Although I would consider this class and the preceding class to be handsome vessels, they were transformed from ugly ducklings to swans during their 1930’s rebuilds.

This illustration shows Andrea Doria’s new plan and profile following the rebuild.

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**BRING YOUR MODELS
AND
CURRENT PROJECTS
TO THE MEETING**



(Mystery Photo—Continued from page 2)

All in all, I would consider Andrea Doria's to be a lucky class, they did not suffer the fates of their near sisters the Cavour's. Bob says that "The ship survived WWII and was scrapped in 1958, 42 years after being built." Duilio enjoyed a similar, long lived career. Dave adds: "Of the earlier Cavour class, the Conte di Cavour was sunk during the Taranto raid on 12 November 1940 and was refloated and towed to Trieste for repairs; captured by the Germans on 10 September 1943, she was sunk by aircraft bombs on 15 February 1945, again salvaged, and finally broken up in 1952. The Giulio Cesare was handed over to the Soviet Union in 1948 and renamed the Novorossiysk; the ship blew up from an internal explosion at Sevastopol in 1955, a disaster still attributed in Russia to vengeful Italian combat swimmers but almost certainly due to hitting a mine or detonation of her own powder magazines (or both).

I would like to offer one last item: While researching this Mystery Photo, I came across another on-line image of Andrea Doria that I think is better and offers much more of a challenge. What do you think?

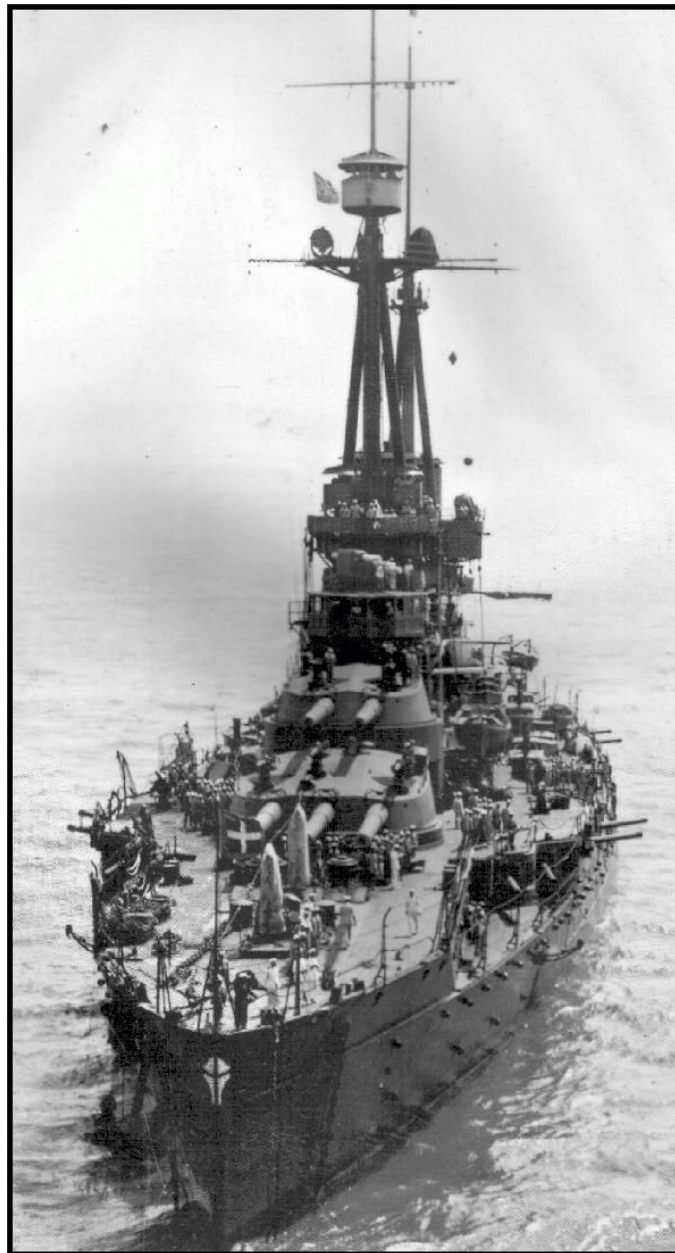
John Cheevers



Sloop A fore and aft rigged vessel with one mast is a sloop. In the early 1800s some large sloops traded with the West Indies, but most sloops in the 19th century were small inshore fishing vessels. In the 20th century, sloops became the most popular rig for yachts.

FORUMS & TIPS

<http://forum.drydockmodels.com/>
<http://members.cox.net/elarson5/>
<http://www.finescale.com/fsm/community/forum/>
<http://www.ship-modelers-assn.org/tpsmain.htm>



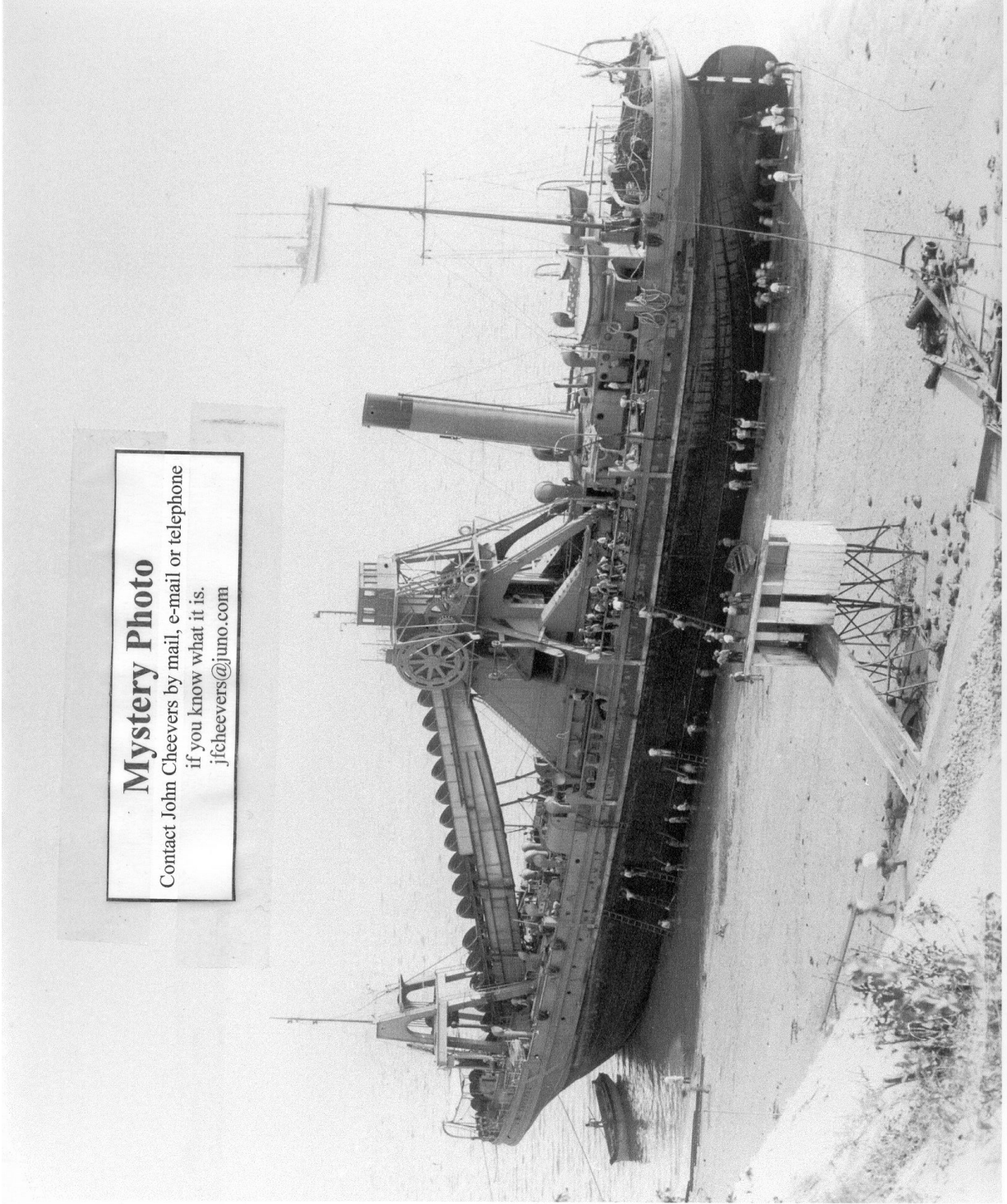
From the Chesapeake Bay Maritime Museum Calendar

Maritime Model Expo

Saturday and Sunday, May 21-22, 10am-4pm
The North American Steamboat Modelers Association's (NASMA) second annual expo will include radio-controlled steam and electric powered models. The CBMM Model Sailing Club will sail a number of radio controlled model skipjacks. Models and kits will be exhibited and for sale. Included with Museum admission.

Mystery Photo

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



(Minutes—Continued from page 1)

have one on the current site. He also gave a description of materials that had been donated to by a person in Florida and made a motion that the person be reimbursed his shipping costs along with a notebook from the last conference and a favor from this year's conference. The motion was carried. Dave Baker will send a note of thanks along with the reimbursement.

Bill Clarke said it looked like thirty-two people would be in attendance at the banquet.

New Business: Dave Baker asked for volunteers to man the model builder's booth at the Mariners' Museum. Discussion followed. Dave broached the subject of a permanent meeting place and that it will be discussed at the next meeting. Bob Comet asked to schedule people to show models and talk about their construction at the meetings as part of the monthly presentation. Alan Frazer will talk about building his Virginia Sloop at the June meeting, Tim Wood October and November Hintz Schiller. Others will be scheduled as Bob can contact them.

Tim Wood showed samples of the wood base for the NRG favor with different stains. It was decided to use mahogany stain on the bases. Tim will procure the wood and stain for the bases and invoice the society.

John Cheevers was contacted by Bill Lee about writing an article on the SS America model at the Mariners' Museum. John showed the article and had very favorable comments.

Dave received ballots for the Founder's Award.

Show & Tell: Dave showed a pile of catalogs that he received from Helen McCleary. Alan Frazer showed his Whaleboat and a "cold heat" soldering iron.

Due to the late hour, the scheduled presentation was deferred.

BILGEWATER ALL THAT IS FIT TO PRINT AND SOME THAT IS NOT

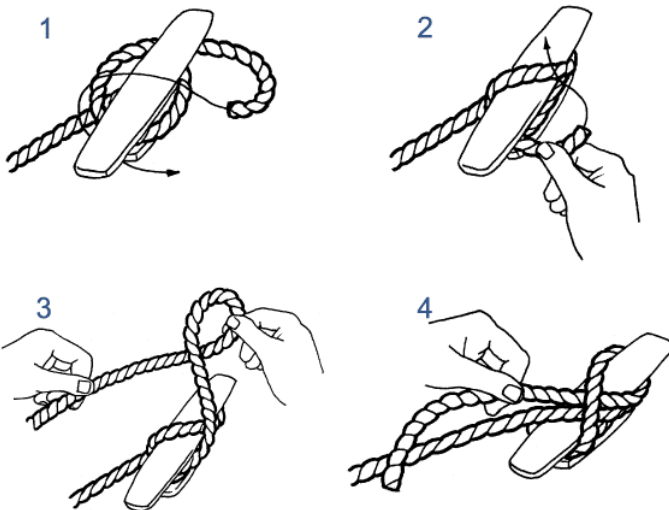
A New Word

Ya know, model building can be very educational. At a recent meeting of a local mini-boat building club, I learned me a new word. It pertains to us souls (more to some than others) who ain't quite up to the times. We may use a hailing horn, semaphore (the art of flag wiggilin), or signal lamp but for all that, can't muster the moxie to tickle a PC keyboard. PC is not politically correct. PC is a personal type computer thingy. Among other uses, the computer thingy can get letter without using the post office. Think of that, no stamp. The words fly through the ether and appear in the bowels of the PC. Since ether-mail can be most a mouthful, they call it E-mail. So, I better get off me duff, get with it, or be tagged as "Emailsculated".

Thanks to Professor Dave for learning me a new word.

Cabin Boy

Cleat Hitch - In order to secure the boat to a dock or secure a line to the boat you will probably use the cleat hitch. Take the line to the ear of the cleat furthest from where the line comes from (the load). Take one wrap around the base of the cleat and then start a figure eight across the top of the opposite ear. Finish with a half hitch turned under so that the line is coming away from the cleat in the opposite direction from which it came in.



Waterman Billy Moore tongs for oysters on the James River.

The Library at The Mariners' Museum

NOTABLE EVENTS

APRIL

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Bob Baycar
"How to Sharpen Tools" John Cheevers

MAY

- 13 **H.R.S.M.S.** Monthly Meeting: Host, Bill Clarke
"Types and Sources for Wood for Ship Modeling"
Jack Bobbitt

- 21-22 Maritime Model Expo, NASMA, CBMM

JUNE

- 10 **H.R.S.M.S.** Monthly Meeting: Host, Alan Frazer

JULY

- 8 **H.R.S.M.S.** Monthly Meeting: Host, Eric Harfst
20-23 IPMS Convention, Atlanta Ga.

AUGUST

- 12 **H.R.S.M.S.** Monthly Meeting: Host, Charles Landrum

SEPTEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Dean Sword

OCTOBER

- 14 **H.R.S.M.S.** Monthly Meeting: Host, Greg Harrington

NOVEMBER

- 4 - 6 **NRG Conference**, Hampton, Va.

- 12 **H.R.S.M.S.** Monthly Meeting: Host; Heinz Schiller

DECEMBER

- 9 **H.R.S.M.S.** Monthly Meeting: Host, Jack Bobbitt

JANUARY

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

FEBRUARY

- 11 **H.R.S.M.S.** Monthly Meeting:
Election of Officers,

MARCH

- 11 **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: Vacant
Editors: John Cheevers (757) 591-8955
Bill Clarke (757) 868-6809
Tom Saunders (757) 850-0580
Webmaster: Greg Harrington (757) 930-4615

Next Meeting

Date: April 8, 2005

Place: 813 Veronica Dr, Virginia Beach, Va.

Time: 2000 Hours

Host: Southside Bunch

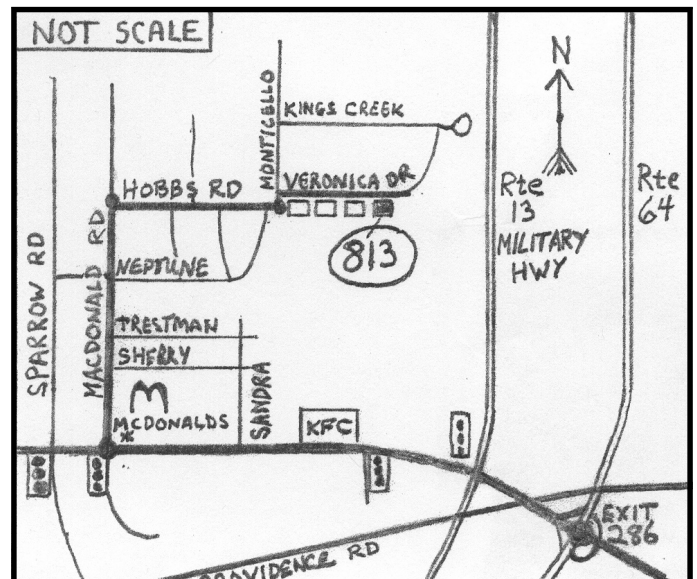
The meeting will be held at the residence of Bob Baycar. As a courtesy,

PLEASE CALL IF YOU WILL BE IN ATTENDANCE

(757) 424-3036

Directions:

Take I-64 to exit #286, Indian River Road, west. For those heading eastbound, I-64 exit is the first ramp. Heading west, exit I-64 at the second ramp. Proceed west on Indian River Road. Cross Military Highway, Rte 13. At the second traffic light, turn right on Macdonald Rd. McDonald's Restaurant is located at the turn. Proceed on Macdonald Rd. to Hobbs Rd. Turn right and proceed to Monticello Rd. Then immediately turn right on Veronica Dr. The house is fourth on the right, #813.



CONTRIBUTIONS WANTED

If you have tips for model construction send them to the editor for inclusion in the Logbook. If you have any unique tools let us know.

Thanks

The members would like to thank Tim Wood and his wife, Sally for hosting the March meeting.