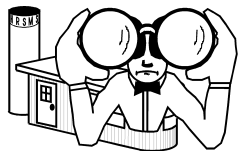


## From The Bridge



## Mystery Photo



I hope everyone enjoyed the 4<sup>th</sup> of July holiday weekend. The community that I live in held a concert and a fireworks display to celebrate the holiday. While watching the fireworks, I was amazed how fireworks programs have changed over the years. Now they are set off to burst in carefully planned sequences which produce beautiful patterns in the sky. Many of the larger displays, such as the ones held in major cities, are controlled by computers and are choreographed to music. Some even use lasers to create additional images in the sky. Technology has changed the way we view fireworks displays.

Have you wondered how technology has changed the ship modeling hobby? We all know that kit production has changed over the years. It used to be that the kits had all of the parts printed out on sheets of wood and you had to cut them out with a coping saw or a scroll saw. Now the individual parts are cut out using lasers or CNC (Computer Numerically Controlled) cutting machines. This speeds up the building process for the modeler.

On one of the internet ship modeling forums, there is a discussion going on about using technology in the scratch building of a ship model. Some scratch builders are now using computers, using a program called CAD (Computer Aided Design) to draw their plans. They will even draw individual components of the build, such as the keel, stem, stern, frames, etc. Some modelers will send these computer files to a laser cutting service and have the parts cut out for them. Some even supply their own wood. The parts are returned to the modeler and with minor cleanup are ready to be assembled just as if it were from a kit.

Is this scratch building? Is this any different than using a scroll saw to cut out your parts? Or how about using a lathe to turn parts for your build? As technology advances, is there anything wrong with using the technology that is available? This is probably a debate that will go on for a long time.

I want to thank Charles Landrum for his presentation on airbrushing at the last meeting. You could tell that this was a topic that generated a lot of interest from the memberships. I know of several airbrushes that were purchased from Harbor Freight immediately after the meeting.

I look forward to seeing everyone Saturday.  
Ryland

Mystery Photo #300: Chrysler has its 300; Sparta had their 300, now the Hampton Roads Ship Model Society has its 300. Quite a unique milestone to achieve! Looking back over 300 issues of this nautical abstract we call a bulletin you can see how each editor and contributor has enriched the newsletter into the fine publication it is today. Please join me in congratulating those who have made this possible, and three cheers for its continued success!

Now, this month's Mystery Photo will be something different. Due to severe time constraints, I would like to reveal that the Mystery Photo documents the Italian Battleship *Caio Duilio* wearing a unique camouflage pattern sometime during World War Two. The photograph can be found on the web and you can fact check the responses yourself. With that said, I offer the replies of those who played almost verbatim:

Hi John,

Here is my stab at this month's mystery photo. I believe it is a photograph of the Italian Battleship *Andrea Doria*.

The *Andrea Doria* was one of two Italian Dreadnoughts laid down the *Caio Duilio*. They were modified *Cavour*-class vessels with 6in (152mm) secondary armament. Completed in 1916, *Andrea Doria* operated in the southern Adriatic during World War I. Both she and *Caio Duilio* underwent a major reconstruction program in 1937; subsequently the *Andrea Doria* was not recommissioned until October 1940. A month later at Taranto, British naval aircraft damaged her with an aerial torpedo, but she was repaired by May 1941. She took part in a number of naval engagements against Allied forces in the Mediterranean in 1941-2, including the First Battle of Sirte on 17 December 1941. In March 1942, she was placed in the reserve, and on 9 September 1943, following the conclusion of an Armistice between Italy and the Allies, she sailed to Malta to be interned. She was reactivated for a time in 1947-49, as the flagship of the Italian Navy, but was stricken in 1956 and broken up in 1961.

(Continued on page 2)

## MEETING NOTICE

**Date:** Saturday July 9, 2011

**Place:** Mariners' Museum

**Time:** 1000 Hours

(Continued from page 1)

**Displacement:** 22,964t standard; 25,200t full load

**Dimensions:** 577ft 9in x 91ft 10in x 31ft 2in

**Machinery:** four screws, geared turbines; 31,000hp

**Armament:** 13 12in (305mm); 16v6in (152mm); 13 3in (76mm); two 17.1in (450mm)TT

**Armor:** belt 9.2in-5in (235mm-127mm); turrets 11in (280mm); deck 6.6in (170mm)

**Speed:** 21.5 knots

**Range:** 480nm (889km) at 10 knots

**Complement:** 1233

Thanks,

Tim

Mr. Cheevers -

Must cut the note short today, but the Mystery Photo is the Regia Marina (Italian Navy) battle ship CAIO DUILIO of the ANDREA DORIA class - a product of WW I. She is shown after her modernization in the '30s. Her biggest claim to fame that I could discover is having taken a torpedo during

the British attack on Taranto, 11-12 November 1940, by Swordfish aircraft. She was sufficiently damaged that she had to be towed first to Naples, then on to Genoa for repairs. Due to fuel shortages, she did not re-enter the war until after Italy capitulated. She was later scrapped in the '50s.

I would like to note her interesting camouflage which appears to be half 'splinter' camouflage and half 'deceptive outline' to make the ship appear to be steaming at an angle oblique to her actual course.

John Wyld

Some people make you happy, then they leave,  
Some make you happy when they leave.

John:

This time I'll give you more than a one liner. I believe the Mystery Photo is the Italian Battleship Caio Duilio. The ship carried this camouflage scheme between May 1942 to summer 1945; the only Italian battleship to carry it. It's

(Continued on page 3)



The torpedoed Italian battleship Caio Duilio rests on the seabed after the Fleet Air Arm raid on Taranto, 11 November 1940.

# MINUTES



Hampton Roads Ship Model Society  
Monthly Meeting  
Mariners Museum  
June 11, 2011

Guests: Jim Colangelo, 2<sup>nd</sup> meeting—Lee Martin, 2<sup>nd</sup> meeting

The meeting was called to order by the skipper, Ryland Craze at 1015 hours. The Skipper noted that a correction to the minutes was in order. Mike Amicone was voted into the society at the May meeting, not Mike Vanture as was reported. Eric Harfst gave the Purser's report.

Old Business: Due to Greg Harrington's absence, discussion on the procurement of a video frame for the Model Builder's Booth at the Mariners' Museum was deferred. Ron Lewis said that he would notify the museum that due to the September

picnic, we would not need the meeting room.

New business: Bob Moritz contacted the Skipper and asked if we would be interested in participating in a model contest sponsored by the International Plastic Model Society. The IPMS Old Dominion Open will take place on February 25, 2012 in Richmond, Virginia. The Skipper said he would have more details at the July meeting. Ron Lewis announced that the museum would hold a "Celebrate the Chesapeake Bay" event on June 18th

Show & Tell: Ryland Craze passed around a copy of the current Nautical Research Journal and samples of wood from HobbyMill. Dave Chelmow showed the progress on the model of the *Hannah*. John Cheevers showed a book that contained information on last month's Mystery Photo. Dave Baker showed a copy of Norm Friedman's latest book on British Cruisers and a modeling book covering British Battle Cruisers of WWI.

The meeting was adjourned to a presentation on airbrushing by Charles Landrum

(Continued from page 2)

unique to this ship only.



Mystery Photo

The photo makes the color scheme to look to be three colors but is only two. They are Matt Light Grey (Grigio Chiaro Opaco) and Matt Dark Grey (Grigio Scuro Opaco). You will find this information in the book 'Regia Marina - Italian Battleships of World War Two' by Erminio Bagnasco and Mark Grossman on page 58.

Thanks Bob Moritz

## Mystery Photo in Logbook # 300

The ship is either the Italian Battleship Andrea Doria or her sister ship Ciao Duilio. As both ships were built to the same plans, albeit in different yards, and were later modernized at the same time to the same plans, with Andria Doria going to Trieste and Ciao Duilio to Genoa, I could not find any differences in photos of the two ships. Most photos I found were titled Andria Doria and there were very few of Ciao Duilio. I chose to call the mystery ship Andria Doria. She is shown in the Mystery Photo as she was after her modernization which occurred between 1937 and 1940.

Andrea Doria was named after the Genoese Admiral Andria Doria who lived from 1466 to 1560, making him a contemporary of Admiral Christopher Columbus. Andria Doria was the class ship of two, with Ciao Duilio being the second ship. Andria Doria was laid down March 24, 1912 in the Naval Shipyard at La Spezia, launched March 30, 1913 and commissioned March 13, 1916 into the Regia Marina, or Italian Navy. She was the second battleship to bear the name; the previous ship had been laid down in 1885. There was also an Italian sailing man-of-war by the

(Continued on page 4)

## HRSMS NAME TAGS

**Pin Back \$5.25**

**Magnetic Back \$7.25**

If you need a name tag contact Ryland Craze

E-Mail [CKart55@aol.com](mailto:CKart55@aol.com)

or

See him at a meeting

## NAUTICAL TERM

**Cutting the Painter...**(sneaky departure) A nautical painter is a length of rope by which a boat is secured to a pier, buoy, dock, or to a ship itself. The expression *cutting the painter* means making a getaway or a clandestine departure, for when a boat's painter is cut, the boat can drift silently away. In a sailor's lingo, since it is the painter that secures a small boat, *cutting the painter* also means to sever one's lifeline or to die, the landlubber's equivalent of *buying the farm*.

Submitted by: Tim Wood

(Continued from page 3)

same name before that. In 1920 Andria Doria was involved in the Italo-Yugoslav dispute over the City of Fiume.



Mystery Photo

These ships were unique in that as built they carried 11 12.6-inch guns in five turrets with three guns in each of the main the main turrets, two in the two upper turrets and one in Q turret sited amidships between two well-spaced, very high funnels. At that time she was fitted with steam turbines and 20 boilers producing 30,000 shaft horsepower, driving four shafts giving a maximum speed of 23 knots. Andria Doria saw no action during WWI, coming into the war too late to do so.

During the 1937-1940 refit, or modernization, the Q turret was removed and the space taken by the turret and its magazine was used to enlarge the engine room capacity when she was fitted with new steam turbines, 8 yarrow-type boilers producing 75,000 shaft horsepower raising her maximum speed to 27 knots. At the same time her secondary armament was improved, her 12.6-inch guns were rebored to 320/44 mm to match the French Dunkerque Class Battleships. It would also appear that her bow was reworked to provide more rake and flare producing a rounded top of the stem at the deck; her armour was also strengthened. Following the engine room modernization she was fitted with two new and much shorter funnels installed in the space previously taken by the old funnels and Q turret. The overall appearance of the ship was changed significantly. Even in WWII Andria Doria saw very little action with her primary role being that of a convoy escort between Italy and Libya, and she also took part in the First Battle of Sirte. It is possible that Andria Doria never fired a shot in anger.

When the Italians signed the Armistice on September 8, 1943 Andria Doria was sailed to Malta along with all other operational ships of the Italian fleet, with one ship being sunk en route. Those unfit for sea were scuttled and fell into German hands. The fleet was interned in Malta until 1944 when it was returned to Italy where Andria Doria was used as a training ship and also served as the Flagship of the Regia Marina from 1949-50 and again from 1951-53 when she was scrapped. Shortly after that the name Andria Doria passed on to a new class of Italian cruisers.

Roger Cole

Congrats to these 4 for zeroing in on the correct class of battleship. ...till next time

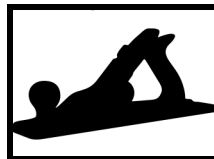
John

### THE ANSWER

Italish Battleship *Caio Duilio*  
Undated Photo

It is the weather, not work, that wears out sails.  
-Thomas Fleming Day

## Scottish Thrift in Model Making



One of the beautiful things about the ship modeling hobby is adding that old "Scottish Thrift" into the equation. Unlike hobbies such as golf, fishing, climbing Mount Everest, or flying vintage WWII fighter planes, ship modeling allows the industrious person to practice his craft on the preverbal shoestring, if he chooses. For instance, the hobby allows for the making of your own tools, jigs, plans, rope, lumber—almost everything from soup to nuts that is required to make a truly quality ship model can be made right in the ole' shop. Just peruse old copies of the Nautical Research Guild Journal (NRJ) and you will find articles from some of the top modelers—and novices—that describe the making of miniature power tools like table saws, disc sanders, thickness sanders, and rope walks, and also hand tools like chisels, hand planes, and other devices. Sometimes its finances that force this innovation and sometimes its necessity that drives the behavior, but I like to think it's more the reward offered by the process that powers what we do.

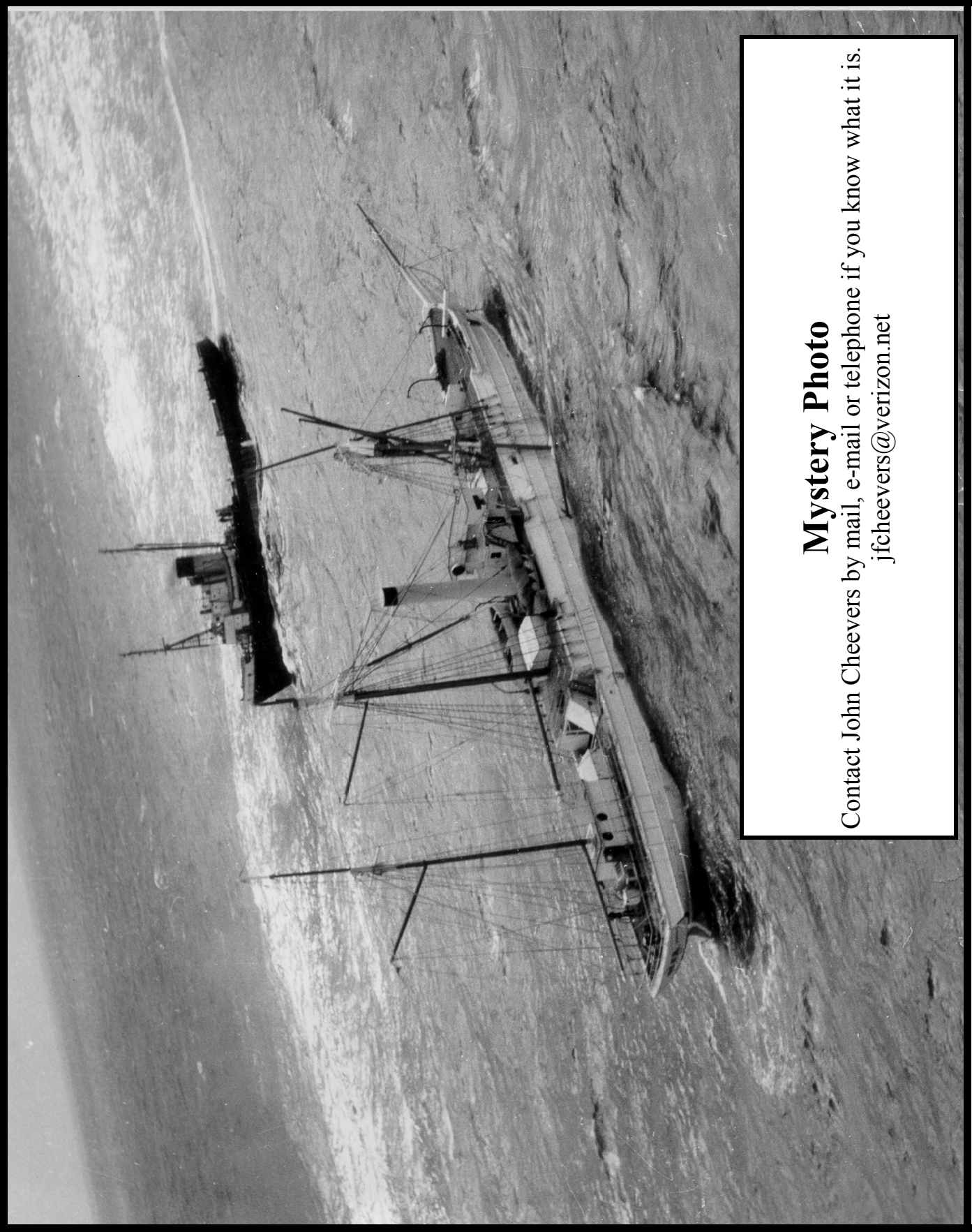
Now, the glass-half-empty crowd is probably tearing up about now over how ship models makers must be impoverished if they cannot afford tools like a Byne's table saw and have to resort to strapping a hand drill to a board, mounting a saw blade, and rigging up a Rube-Goldberg table to cut those impossibly small wood strips for decking and planking. Conversely, I bet the glass-half-full bunch doesn't give the hand built saw a second thought. They think the effort to make the tool has its own infinite rewards.

I agree. However, the practical hobbyist usually draws a line somewhere in between these extremes and operates in his own happy place. I mean who ever heard of going so far as growing your own flax to spin your own linen line to make your own scale rope? Isn't growing the flax just a bit extreme? There are practical limits to where we need to be and each of us must decide what they are.

Which brings me to the purpose of this essay—and it's all about being thrifty in this hobby. Several months' back Heinz asked about where a really decent miniature plane could be found; a fair question which I looked into. For the hobbyist, the answer to the question covered the entire range of possibility. There are really good how-to articles on making your own small hand plane—right up to but not including growing your own tree and mining your own iron ore. Basically, you can build your own or buy what is available on the market—it just depends on you.

Understanding what's available on the market is tricky, the price for these offerings ranges between next to nothing to several hundreds of dollars. The quality and usefulness of these tools spans the gauntlet as well. And, if you buy, you need to be aware of what you are getting. If you pay a lot, you expect a quality tool, and for the most part you get one. But who has "a lot" to pay for all the tools we need and want? Most of us are always on the lookout for a bargain (Scottish

(Continued on page 6)



## **Mystery Photo**

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

## NOTABLE EVENTS

---

### JULY

- 9 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: Santa Maria, Ron Lewis

### AUGUST

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: U.S. Navy Steam Torpedo Boats  
1895 - 1920, Dave Baker

### SEPTEMBER

- 10 **HRSMS** Monthly Meeting, Picnic, NN Park  
19 Talk Like a Pirate Day  
29 Mariners' Museum: 125 Years of Good Ships, Bill Fox

### OCTOBER

- 8 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation: TBD, Graham Horne

### NOVEMBER

- 13 **HRSMS** Monthly Meeting: Mariners' Museum  
Presentation:

### DECEMBER

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

### JANUARY

- 14 **HRSMS** Monthly Meeting: Mariners' Museum  
Nomination of officers

### FEBRUARY

- 11 **HRSMS** Monthly Meeting: Mariners' Museum  
Election of officers  
25 IPMS Old Dominion Open , Richmond, Va.

### MARCH

- 10 **HRSMS** Monthly Meeting: Mariners' Museum

### APRIL

- 14 **HRSMS** Monthly Meeting: Mariners' Museum

### MAY

- 12 **HRSMS** Monthly Meeting: Mariners' Museum

### JUNE

- 9 **HRSMS** Monthly Meeting: Mariners' Museum

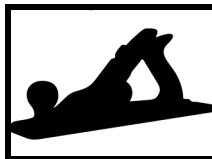
**WATCH, QUARTER  
AND  
STATION BILL**



Skipper: Ryland Craze (804) 739-8804  
Mate: Tim Wood (757) 934-1450  
Purser: Eric Harfst (757) 221-8181  
Clerk: Tom Saunders (757) 850-0580  
Historian: Bill Dangler (757) 245-4142  
Editors: John Cheevers (757) 591-8955  
Bill Clarke (757) 868-6809  
Tom Saunders (757) 850-0580  
Webmaster: Greg Harrington (757) 930-4615  
Chaplain: Alan Frazer (757) 867-7666

*(Continued from page 4)*

thrift) and the patient buyer will usually find one. In the venue of the miniature hand plane there are some good choices ranging in price from a few dollars to about 20 dollars or so—new or used.



When making your choice I would stay away from the models with flexible blades like the X-Acto brand that uses a razor blade, it's basically not robust enough for what we do. However, Great Neck makes one called the LSO that features a heavy cast aluminum frame and heavy gauge blade. It's a nice tool that retails around \$7 – 9 dollars; but can you do better? Stanley used to make one, the model 101, that featured a cast steel body, cast frog, and heavy gauge blade that is a real jewel. They are sort of collector's items now and show up from time to time on EBAY and go for more than \$20 on average. Stanley replaced that model with a bent (double flanged) steel frame model of the same size called the model 12-101. Sears carries it for about \$9 and change. (I've had one for years.) If you find one at auction, a tool sale, or at a yard sale buy it, but watch what you pay.

Then there are the higher end models. Robert Larson produces the model #672-7050 that is beautifully made of rosewood and brass that goes for around \$19 – 21. Bridge City tools at one time offered the Cadillac, the prima-donna of miniature block planes, the HP-5. This now discontinued model featured a cast brass body and other heavy brass parts. The adjusting knob had a rosewood inlay. You could enjoy it, or display it for the down home price of \$239.00. There are others, just Google "Miniature block plane" for an enjoyable tour of what is available.

For the real Scotsman out there, there is a truly inexpensive alternative. Harbor Freight offers a Taiwanese knock-off of the Stanley plane for the bargain basement price of \$3.99. I tried it out and it's a steal for the asking price. While it's a real bargain, you can improve on the deal! If you follow the Sunday paper and collect the 20% off any one item coupon, you reduce the sales price to \$3.19. And if you also take the free flashlight coupon with you, you get a 9 LED pocket light that retails for \$7.99 as part of the bargain. So, for the whopping sum of \$3.35 including tax, I came away with \$11.98 worth of merchandise; the receipt says I saved \$8.79, so why am I broke?

Who would a thought that you could combine super couponing with ship model making? Now that's Scottish Thrift for you.

John

**No one likes an ugly boat, however cheap or fast.  
-Roger Duncan**

HobbyMill is a custom wood milling shop located in Cincinnati, Ohio that caters to hobbyists and model shipbuilders

<http://www.hobbymillusa.com/>