
Scuttlebutt from the CO

- Mike Duffy, CO

I noticed at the November build session that we have a lot of ships in progress. I'm aware of a few other ships under way that weren't at the build session. Add to that, John M. and Billy have ships currently in shake down. We are in the midst of a ship expansion. I want to offer to all of you, the wealth of experience within this club. I'm certain that help has been offered before, but I feel it is important that we continue to make known.

We set a goal of 6 build sessions for 2005, I'm very happy that we held all of these. Recently, as we have discussed the changes to club meetings, it has been suggested that build sessions replace most of the meetings. I think this is a good idea. But let's not stop there, by all means if you have a question, call or email someone in the club. Get the quick answer or schedule sometime to meet and work together on your ship. I would be surprised if any member would hesitate to help get a new ship on the water. If anyone has other ideas to spread ship building knowledge or technology, please bring it up at our December meeting. Remember that meeting is to set the goals for 2006; some ideas may spawn ideal goals.

To the friends of the NTXBG, if you are considering building a ship, some recent developments might make this an ideal time to jump on in. We currently have a proto-type being built LOCALLY of the Indiana gun. If this pans out (early reports are very positive), this resolves the most critical resource of a warship. Also, an abundance of hulls are now

December Events:

11-December 1:00 PM	Goal Setting Meeting Star Brand Ranch, Kaufman
17-December 9:00 AM 11:00 AM	Battle Setup Start of Battle

available from several sources. One source is going way above and beyond the basics by adding cap rail, water channeling, shaft tubes and cutting out the windows. The availability of radios and smaller servos make many once impossible ships now at least plausible. Be sure to tap the experience of club to determine how plausible.

What this boils down to, 2006 looks to be a target rich environment. More ships in the pipeline means many more ships on the water. A ship recognition drill maybe in order especially for me.

Lastly, I personally want to invite all active and inactive members, along with the friends of the NTXBG to the December and January meetings. As mentioned above we set the goals for 2006 in December and we will elect officers in January. If we haven't seen you in awhile, we'd like to catch up with you and show you what we've been up to. Check out the date's in this newsletter or on the web.

November Battle Report

- Michael Weber, XO

The battle was a fast and furious event that resulted in all but one combatant being sunk. The day was beautiful and the weather perfect for battle. The morning was marred by some wind and as a result some rogue waves swamped Logan Huffines' PT boat and it foundered and

arrival of the Scharnhorst (emergency work call). The battle consisted of the Scharnhorst, Richelieu, Missouri, Graf Spee, Akagi, AK 74 and Cimmaron. This turned into an Axis vs. allies battle with Richelieu coming over to air the Missouri to fill in the allied ranks. and The

sank in the bay. No recovery float was deployed and the recovery effort was unable to find the little boat.

The battle got off to a late start due the the late When the transport ships made their appearance the Axis ships were already damaged to some degree. The Akagi experienced some difficulty and withdraw from battle without making any successful runs. The Cimmeron drove on to the opposite buoys amking hard for earning some transport runs. Ak 74 started out of port and had a problem with power. The Scharnhorst, smelling an easy opportunity, observed AK74 with very little power attempting to return to port. Crossing the transport's "T" and firing a single salvo gave the transport large enough holes to force a sink.

That sink would turn out to be the only sink for the Axis side that day. Missouri and Richelieu, working with tremendous teamwork moved on the Graf Spee when the Scharnhorst moved to attack the transports. The Spee put up a fight, making a few more holes in the allies, while making her way over to attack the Cimmeron as she made her laps. Just as the Scharnhorst rejoined the fight the Spee took a salvo that left a large hole. Attempting to retire she sank halfway back to the port. Scharnhorst remained on the water with the two Allies dealing significant punishment to her until her bottle was empty. She retired to the port for a bottle refill with her pump going nonstop. Getting over the crane to lift her

call to battle resulted in some very intense, and accurate, fire from the involved captains. The four warships mixed it up heavily prior to the transport ships making their sorties.

out of the water the total damage was noted and her free draft was decreasing by the second. Instead of pulling her out and prolonging the inevitable Scharnhorst sat over the crane for a minute and slipped beneath the waves. The allies had eradicated the Axis force with very little damage returned, a most disappointing event.

With both Axis ships suffering significant damage the captains declined to put them back out for another attempt at the allied leviathans. The two remaining ships agreed to a final last man standing battle for the last part of the battle. The few holes in the ships were patched and they went back out on the water.

Both captains close din for shots and both scored some heavy blows early in the confrontation. After Several broadsides the ships separated and circled. It was noted the Missouri was down a in the water. The Pump was quickly turned on and a steady pump stream started. The Damage turned out to be significant and the Missouri continued to settle and finally sank in the shallow water near the bank Leaving Richelieu the uncontested winner.

Battle results:

Ship	Above	On	Below	Sunk	Combat Points	Cargo Runs
Missouri	5	0	0	No	50	0
Richelieu	7	1	0	No	95	0
AK 74	0	0	3	Yes	2700	0
Cimmeron	2	0	0	No	20	4
Scharnhorst	8	2	4	Yes	8100	0
Graf Spee	7	0	2	Yes	5400	0
Akagi	0	0	0	No	0	0

Treasurer's Report

- Wreno Wynne, Treasurer

Annual Summary:

Beginning Balance: \$763.37

Receipts:

Membership Dues, 15 individual, @ 20 each Family Membership	\$300.00
2 Dues @ \$30 each	\$60.00
Battle Assessments	\$395.00
Fund Raiser Sales	\$60.00
NABGO	\$617.00
Gifts	\$5.00
Equipment	
Reimbursements	\$0.00
Total Collected in Period	\$1,437.00

Expenditures:

Shows	\$46.36
Food	\$39.13
NABGO (other than CO2)	\$552.38
Ammunition	\$0.00
CO2	\$47.00
Newsletter	\$82.04
Equipment	\$500.00
Other	\$0.00
Total Expenditures	\$1,266.91

Net Change for Year to
Date: \$170.09

Ending Balance: \$933.46

There have been some appropriations that have been voted on that we have not yet transacted. The Treasurer is looking for any of these items that have been voted on, approved and need to be recorded. If you have any transactions as such please submit the amounts so they can accurately be accounted for every month.

-Michael Weber- XO

Safety Report

- William Jowers, Safety Officer
- Notes by Michael Webe, XO

Just a couple of notes here. First we had the loss of a small ship due to lack of a recovery float. We need to make sure that every boat on the water, combatant and non-combatant, has some form of recovery float to enable us to find it in case of calamity.

Frequency control: We have a frequency board that we need to get in the habit of using. We need to find a prominent spot to put the board and ensure all transmitters have a clothes pin on it. We need to build this discipline as we get more folks on the water and the potential of a frequency overlap grows.

North Texas Battle Group Board of Admiralty (Club Officers) – 2005:

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The Littorio (Italia) Class

Displacement: **41377 t.** Length: **237.8 m.** Width: **32.9 m.** Draft: **10.5 m.**

Engine: **4T 8B**
(T=Turbine, B=Boiler) HP: **140000** Propellers: **4** Speed: **30 kts.**

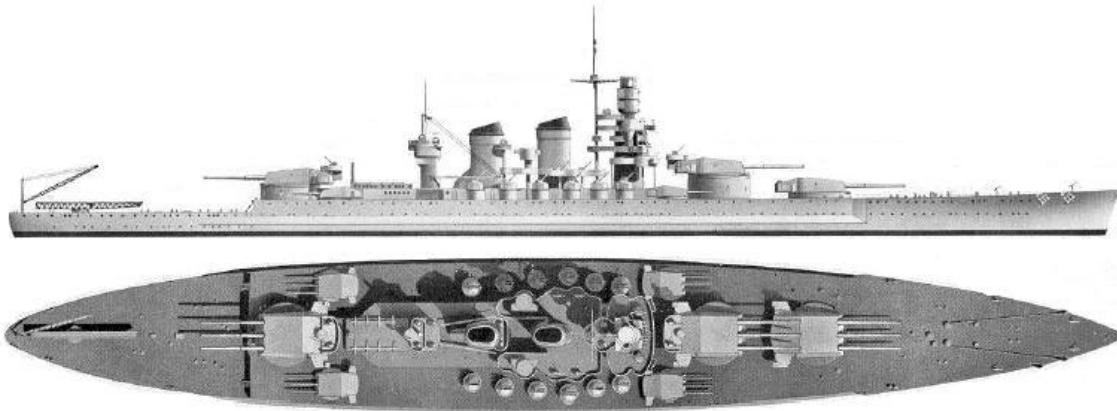
Fuel: **4000 t.** Range: **4580@16**

Armament: **9x381 , 12x152 12x90 , 20x37**

Torpedo Launchers: Mines: Airplanes: **3**

Armor: side **350 mm.**, deck **100 mm.**, turret **350 mm.**

Crew: **120 officers, 1800 petty officers and sailors.**



The battleship of the Littorio class, which in 1943 was renamed Italia, were the only Italian battleships armed with triple turrets, two forward and one aft, configuration typical of those of other navies. These ships had a power plant capable of generating 140,000 HP distributed over 4 propellers, while the Cavour had only 93,000 HP over 2 propellers. These new units, both for their seagoing and fighting performances, were comparable to those of other navies. Unfortunately, they were not equipped with RADAR.

While the protection of the Cavour class battleships was the original dating back to 1914-15, the new units had a more modern armor similar to the one adopted by other navies such as in the British battlecruiser H.M.S. Hood, the battleships H.M.S. Nelson and H.M.S. Rodney, the German Graf Spee, the French Richelieu, or the Japanese Yamato.

The armour was not built by vertical plates, like the Cavour, but by two layers of plates placed an

at angle protruding on the high part and caving on the lower one. The external plate was 350mm thick and at about 600mm a second armor of about 36mm served as a shield against shrapnel. The horizontal armor was designed against the new aerial bombs and was organized over three bridges. This protection was inadequate against the new German rocket bombs, which were able to penetrate the vital parts of the battleship Roma and blow it apart.

Underwater defenses were particularly taken care of, on both the Cavour and Littorio class with the adoption of an "absorbent structure" invented by General Umberto Pugliese. This structure was made of a large cylinder of low resistance contained in a stronger structure filled with liquid and completely surrounding the inner cylinder. The explosion of a torpedo was to cause the external bulkhead to give way and the pressure generated by the explosion would be transferred by the liquid and absorbed by the internal cylinder thus preventing damage to the internal bulkhead.