



A.M.O.N. Associazione *MO*dellismo *NAV*igante

www.nonsolovele.com

Fondata nel settembre 1997 da appassionati di modellismo navale radiocomandato

VELA con NOI

... e non solo.

VELA con NOI Notiziario di A.M.O.N. - Milano
NUMERO1, ANNO 8 - Mese di Settembre, Anno 2014
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PREMIO INTERNAZIONALE ARTIGLIO

English Version



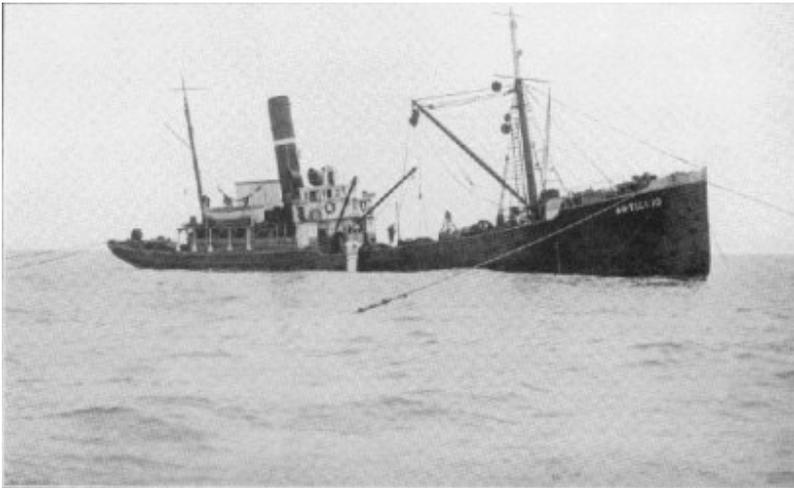
www.premioartiglio.it



INTRODUCTION by Paolo Saccenti (president of AMON)

Dear friends ,

we're back to you with a very special issue of our newsletter devoted exclusively to a beautiful initiative to remember one of the many Italian excellences and to commemorate his tragic conclusion.



This is the story of the ship Artiglio, that in the period 1920-1930, has contributed to the recovery of wrecks from the seabed in both the Mediterranean and the Atlantic seas and securing the sea areas that otherwise could not sailed.

The Artiglio's exploit have been possible thanks to the ability of the divers from Viareggio city, who had been trained at the excellent School of the Italian Navy placed in the

Varignano (La Spezia) and their seamanship, daughter of seafaring tradition of more than a century of the Tuscan and the Ligurian coast.

In reality, the men of So.Ri.Ma (Società Recuperi Marittimi), based in Genoa, were not only skilled divers, but they had developed a revolutionary recovery technique, which anticipated much of modern operating procedures for work at great depths, improving diving suits and observation towers for deep dives. The Artiglio's Foundation, in conjunction with the sections of the Rotary Club of Viareggio and city of Milan East, has launched a competition for model ships construction, where AMON, and Navimodel Federation are pleased and honoured to contribute.



Thanks to the work of the historical research of Roberto Maggi, the Artiglio drawings are available on the basis of which the modellers are invited to create a model of this glorious ship.

The conditions to get the drawings and the time available to make the model are given in the attached notice.. The models will be displayed at the Marine Museum of Viareggio -Italy from April 28th to May 16th 2016.

You are all invited to participate to the competition.

Paolo Saccenti



ANNOUNCEMENT OF COMPETITION “MODEL OF ARTIGLIO SHIP”

A Ship for a Museum

The “Artiglio Europa” Foundation, in collaboration with the Rotary Clubs Milano Est and Viareggio Versilia, and with the Navimodel Federation, announces the competition “Model of Artiglio Ship” in memory of the exploits of the divers from Viareggio, and of their fleet.

The ship in question is the ARTIGLIO 1st, operating at end of the 1920 and sunk in the Quiberon Bay in 1930 (Bretagna – France). The model should be realized according exclusively to the Artiglio 1st plans, which will be supplied to the competitors by the Organizing Committee. Only historically documented modifications or variations relevant to the condition of the ship in 1930, during the Quiberon campaign, will be accepted.

The models will be evaluated by a panel of Judges of the Navimodel Federation (Naviga area).

The models must be delivered from April 28 to 29, 2016 to the Maritime Museum “Alberto Gianni” of Viareggio (Lungo Canale Est - Viareggio (LU) – Italy), that will take care of them since the moment of their delivery. They will be on display at the same Museum from April 30 to May 16, 2016.

Two scale categories are admitted: Category: scale \leq 1:75 or scale $>$ 1:75.

The application form, attached to the present Announcement, should be sent by mail, fax or email to:

Fondazione Artiglio Europa, via dei Calzolari 231 - 55041 Capezzano Pianore (LU) - Italy

Tel. +39 (0)584/969650 - Fax +39 (0)584/969655 - info@premioartiglio.it

and should be received within November 30, 2014, accompanied by a payment of 20• on the Bank account IT70C050342487300000000260, in the name of Fondazione Artiglio Europa Onlus. The sum is a contribution to the mailing expenses of the ship’s plans, which will be sent by regular mail to all applicants by the Organizing Committee.



All competitors will receive a certificate of participation. The winners of each category will be awarded a specially coined medal, and will be allowed to exhibit their winning models on occasion of the 2017 edition of the Artiglio Award, to be held in Viareggio in May, 2017.

Regulations:

- All participants to the Competition commit themselves to accepting integrally the present Regulations.
- When delivering their models, the participants will receive a written receipt, that will constitute the only valid title for collecting the model at end of the competition.
- All models will be put in show in an indoor hall, protected from atmospheric agents. The organizers decline every responsibility for possible damages deriving from calamities or extraordinary meteorological events, not attributable to their responsibility.
- The models’ collection should take place only after the Awarding Ceremony, or at a date to be agreed upon with the organization.
- The organizing institutions don’t assume any responsibility for models not collected within the established date(s).
- The awarding ceremony will take place on May 16, 2016.
- Within the exhibition only opinion exchanges are allowed; buying and selling proposals are expressly forbidden.
- The organizers reserve the right of not exhibiting models not previously agreed upon, or not realized according to the indicated rules.
- The organizing institutions reserve the right of reproducing by picture or video the models on exhibition, and to use said reproductions for publications or articles on specialized journals, in no case at a profit.

The Notice of this competition, the application form, historical data on the Artiglio ship and the ship’s plans (not in scale) are to be found in the website of the Fondazione Artiglio Europa www.premioartiglio.it

For further information:

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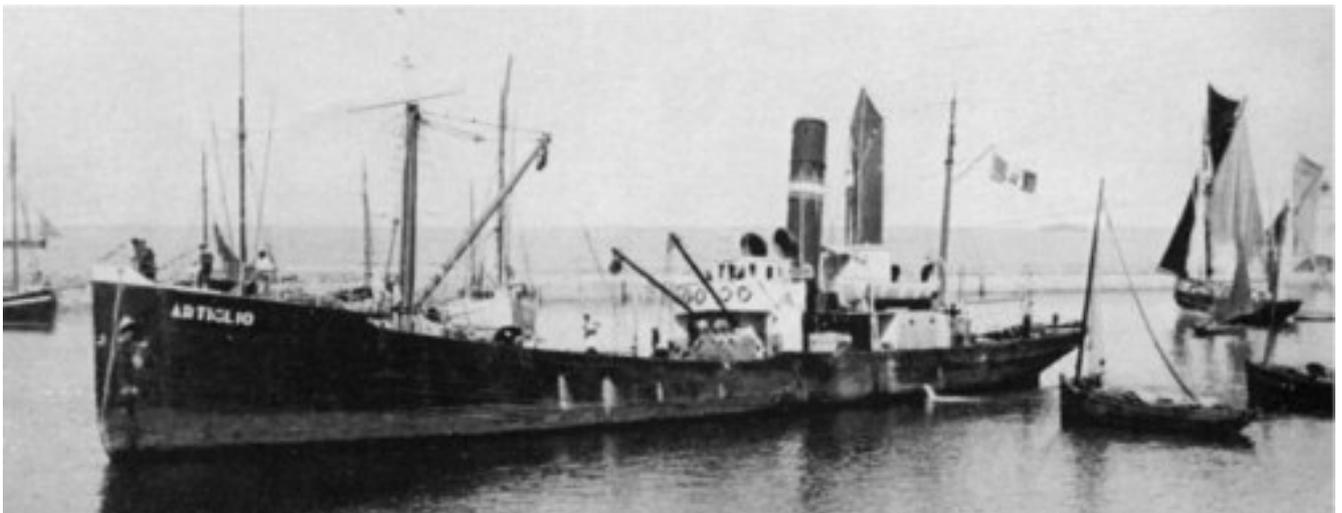
The legend of Artiglio

by Boris Giannaccini
translation by Paolo Saccenti

Boris Giannaccini: was born at Forte dei Marmi (Lucca) on 16.10.1930, he lives actually at Viareggio. Journalist and writer he is member of the board of the Artiglio Foundation Europe. He has been involved in the environmental defense. He has been also involved in the divers history of the town of Viareggio, that thanks to the presence of men of great courage and inventiveness has had rewards at world level. He has written hundreds of papers for journals and magazines, as well as several books, all regarding the deeds of that genuine heroes of the ocean abyss.

From 27 years he is member of the Rotary Club Viareggio Versilia, that in 1998 had established the Artiglio international prize and consequently the Artiglio Foundation Europe.

The legend of the Artiglio begins with the So.Ri.Ma, Company (Società Ricuperi Marittimi) founded at Genova (Italy) in 1926. The first president and CEO was Mr Giovanni Quaglia. The story begins with the call, in the spring of 1927, of the divers from Viareggio guided by the leader Alberto Gianni (born 26.04.1891 died 7.12.1930). Mr Quaglia put in service four vessels: Artiglio, Rostro, Raffio and Arpione (Claws, Rostrum, Gaff and Harpoon). After some times two other vessels will join the fleet: Rampino e Rastrello (Grapple and Rake). To be noted all the names are



related to the sharp nails. Gianni has the clearance to complete the gear of the fleet destined to the venture of the deep sea recovery, down to 70m of water.

The team of the divers has already done many recoveries of ship cargos working with self-owned boats, and even before, all of them has been sailors and seamen on board of schooners and local boats in the area of the Tuscany coast. They are very skilled on works, both on the surface and under the sea. Many of them has done their training in the Italian Navy and in the famous diver school of the Italian Navy placed at the Varignano near La Spezia. Mr Gianni in 1912 had got in this school the license of "Torpedo man", and mine diver.

In 1927, with the So.Ri.Ma. he finishes his period of under-water training, done with a lot of enthusiasm in the previous fifteen years. In that time it also finishes the period of the half-stiff rubber diving suits and begins the one of the metallic diving suits for great depths produced by the German Company Neufeldt & Khunke at Kiel around the 1924. Those new diving suits did not give good results because of the water leakage in the flexible joints. Mr Gianni made some modifications to the project by reducing the number of the joints and providing them with ball bearings, but at such sea depths none was able to use hands and legs. Absurd and wrong, said Gianni. The diver will be only the eye and the brain of the recovery ship, that will operate according to his





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indications. It was born the idea of the "tower" that was called by others "eye". The tower was designed and improved by Mr Gianni in the Shop "Assuero Baroni" in the harbor of Viareggio. This tower will substitute gradually and after definitely any other type of diving suit. It was born as diving tower, but after it will become observation tower and finally, as it is called nowadays, exploring tower. The ventures of the So.Ri.Ma. fleet and of its insuperable divers, are inextricably linked to this dark tool that let, for more than one quarter of century, to operate safely at depths unthinkable for that time. The first recovery that the team did, was the English ship Washington sunk by a German U-boot out of Portofino (Liguria Italy) in the night of 3 May 1917.



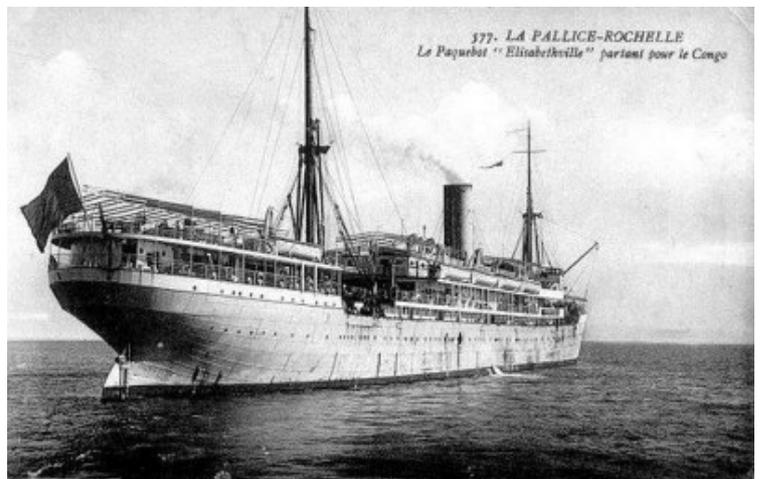
The ship was laying on a sounding depth of 86 meters and it had a cargo of seven complete goods trains, that is seven locos with tender and 350 wagons, in addition to many tons of steel, copper and manganese. Between Capo Mele and the Gallinara isle, that is in few square kilometers of the Ligurian sea, the U-Boote had sunk many many vessels. They were: *Umberto I*, *Hylonian*, *Ravenna*, *Monte Bianco* and the *Stromboli*. The *Ravenna* coming from Argentina was loaded with 6.000 tons of raw wool and agricultural machines. It was sunk in 76 meters water depth, the men of So.Ri.Ma. rescued the entire cargo.

and sailed to the Atlantic ocean. The base was the little harbor of Les Palais in the Belle-ile-in-mer island, in the Breton waters.

In the summer of 1928 the Artiglio left the other ships to recover cargos in the Ligurian waters

The crew of the Artiglio had begun their adventure with the strong Atlantic streams, at around 10 miles south of cape D'Echelle in the Belle-Ile island, on the vertical of the wreck of the Belgian ship Elisabethville coming from the Congo with a cargo of 12 tons of ivory elephant fangs. The ship, torpedoed by a German submarine, was laying o at a depth of 72 meters and , in addition to the ivory, it contained 13.000 carats of raw diamonds enclosed in the bullion room.

The Artiglio never founded the diamonds, also because the captain fell ill before the departure, he had not left any order to the second officer about the presence in the bullion room of the precious cargo. Perhaps the cargo has been secured in another part of the ship. The explosive charges has already torn the bridges and the structures of the topsides, loosing definitely the diamonds. So they devoted to the recovery of the elephant fangs. The complete success of the ivory recovery demonstrated that the divers from Viareggio, unique in the world, were able to reach and to work at depths more than 70 meters, that was considered practically impossible. This recovery was reported by the press and not only by the specialized one.





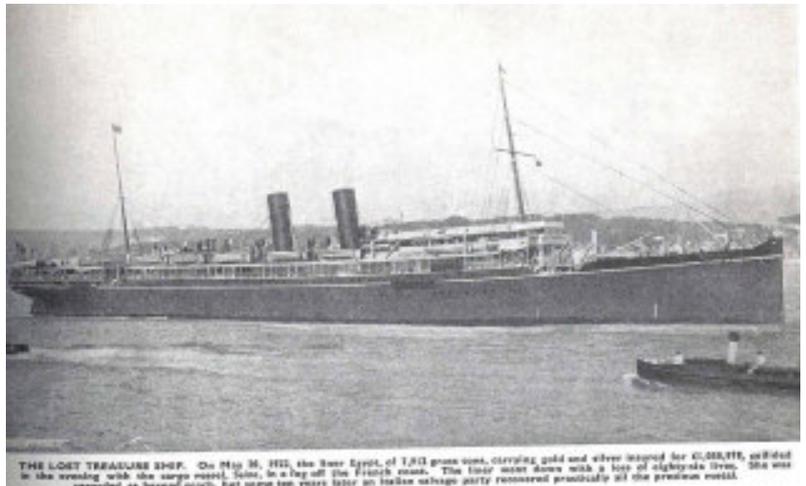
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On May the 19th the liner Egypt of 7941 gross tonnage, 152 m long and 16.5 width built at Greenock in 1867 and belonging to the “Peninsular & Oriental Steam Navigation Co.”, left the piers of Tilbury at London with 44 passengers and a crew of 294 persons. During the first world war the Egypt had been converted to hospital ship escaping so to the U-boote. After the 1918 it had returned in the shipyard to be re-converted and employed in London-Bombay line. The majority of the passengers should have been embarked at Marseille, Mediterranean stop of the route. On 20th May at 19 PM the ship was 25 miles SW of the island Ouessant and at around 30 miles W of the Pointe du Raz, offshore of the western cape of the Bretagne. There was not wind and the sea was calm but a thick fog was limiting the visibility. A horn was listened from another ship, but suddenly a bow collided with the Egypt on the port side. The ship was the Siene, in route from La Palice to Le Havre.

Its ice-breaker type bow stroke so deep into the Egypt's hull, that it sunk in only 20 minutes. The liner was laying on the bottom of 130 meters depth. In the crash 17 passengers and 71 crew members died.

The sinking of the Egypt, filled with dismay not only then parents of the victims, but also the assurance Companies because the ship was carrying a big cargo of gold and silver destined to the Central Bank of India. The assurance companies pointed that the cargo was composed of 40 tons of silver and 5 tons of gold, packed in 156 boxes of various weight (10, 100 and 400 pounds) 37 of which containing only cash in pounds. We will see after which real values the cargo will be at the end of the rescue operations.



THE LOST TREASURE SHIP. On May 19, 1918, the liner Egypt, of 7,941 gross tons, carrying gold and silver valued for £1,000,000, collided in the evening with the cargo vessel Siene, in a fog off the French coast. The liner went down with a loss of eighty-six lives. She was rammed at several points, but some ten years later an Italian salvage party recovered practically all the precious metal.

Before awarding to the So.Ri.Ma. the research of the wreck, many other Companies had tried the recovery, but with almost no results.

On August the 30th 1928 the Lloyd's of London and three other minor assurance Companies, established a contract with the So.Ri.Ma, for the recovery of the precious cargo, “only with their proper tools and proper direction of the works, undertaking the responsibility, the risks and the expenses. It must be said that, at the first moment, the Lloyd's, were so convinced that never and none could have recovered at 130 meters depth neither a minimal part of transported treasure, so they paid immediately the entire assurance.

The next year, on 1929, the *Artiglio* and the *Rostro* began the researches in a square zone of the sea of ten miles by six. During the researches, on June the 26th 1929 a new record of deep dive was got by the diver Franceschi of the *Artiglio*, he reached the depth of 136 metres. This record will after be overcome by the divers from Viareggio Raffaello Mancini (head of the divers on the *Raffio*) and Enrico Petrucci in the seasons 1949-50 offshore of Saint Nazaire, during the rescue of 3 thousands of lead from the wreck of the *Nayo*, sunk in 150 meters of water depth. The work to localize the wreck of the *Egypt* was carried out again on the first days of June 1930. In addition to the *Artiglio* and the *Rostro*, also the *Raffio*, an old Japanese fishing boat of around 150 tons, converted in rescue ship by So.RI.Ma. also participates to the operation. The *Raffio* was sent southern of Guernesey, in the Channel, to recover copper and aluminum bars from a wreck. Unfortunately his crew, not expert in so dangerous waters, returned to Brest becoming the auxiliary ship of the *Artiglio* for the dredging. In his place the *Rostro* was sent.

On the *Artiglio* was also embarked the captain Le Barzic, commander of *Seine*, (the ship that had rammed the *Egypt*), unfortunately his help was not useful.

In the evening of August the 29th the *Artiglio* hoisted on board one arm of the crane, the same used for the lifeboats handling. To be however sure that the wreck was really the *Egypt*'s one, some more proof was necessary. The day



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after Bargellini founded the proof. This is how David Scott in his book: With the divers of the Artiglio, describes the finding. Finally I have seen it, Gianni, Cylinders coupled straight, of the diameter of sixty centimeters, Two head pulleys, there is still attached a piece of rope . I can't see nothing more...Gianni takes away his earphones, and gives it to Franceschini. A deep breathe, it is the Egypt- says Bargellini, at four hundred feet under us, on the bottom of the ocean he hears the enthusiasm screams of the crew. It was August the 30th 1930, exactly two years after the sign of the contract with the Lloyd's. His final position, after many others resulted false, was 48° 07' 45" latitude North. 5° 30' 30" longitude West, at 130 meters deep. Totally 100 square miles of Atlantic Ocean had been dredged.

The first days of September Bargellini recovered the strongbox of the captain. After many trials finally the grab unloaded on the deck the big prey. Inside that, unfortunately there were only wet papers of the Foreign Office full of letters and documents sealed with red wax. The rescued documents were delivered to the English Foreign Office, that on October the 10th, sent to Mr Quaglia a letter with the warmest thanks. That year the *Artiglio* and the *Rostro* had not to return back to Italy, perhaps the crew would return home only for Christmas holidays. The new season for the *Artiglio* would begin again in the next spring.

The *Raffio* had already visited Belle-Ile to work at the scrapping of steel wreck dangerous for the navigation in the area of Quiberon. In October also the *Artiglio* and *Rostro* reached the area. The *Rostro* displaced to north side of the channel that leads to Saint-Nazaire, between the small isle of Houat and the coast to scrap the Ville d'Angers, at about four miles from where the *Artiglio* was operating to detach the Florence H, an American ship of 9.000 tons sunk in the 1917.

The Florence H was a ship loaded with ammunitions just arrived with a convoy from the United States, she was mooring in the harbor when it blew up. All the hands died, killed by the burst or drowned. The wreck was laying in low waters (16 meters) and it was still contained several tons of explosive, and even if it was blocking the entrance of the harbor, it was considered very dangerous. To dismantle the wreck several small explosive charges were used. The last charge was placed on December 1930 the 7th on Sunday. A scary roar provoked a huge crater in the sea that swallowed the *Artiglio*: together with the last charge also the residual ammunition had exploded. The safety distance was less than 200 meters. The *Rostro* steered to the place of the disaster to give help- The power of the explosion was heard from Lorient to Saint-Nazaire. All the people thought to an earthquake. The wave made by the explosion hit the small church of Saint Gildas in the small isle of Houat, where the faithful were listening to the Sunday vespers. Oh my God- all were shouting- the *Artiglio* has blown up . After some hours in the small harbor of Les Palais the *Rostro* was going back with all the corps and the survivors. There were the corps of 12 men of the crew, among them the divers Alberto Gianni and Aristide Franceschi. Never was heard anything about the captains Alberto Bargellini and Giacomo Bertolotto.



An old cart of 350 tons, the *Maurétanie*, once devoted to the fish transport of the banks of Newfoundland, was purchased at Bordeaux and driven to Saint-Nazaire to be converted into rescue-ship. Many tools of the old *Artiglio*, recovered from the wreck, were re-used on the new ship. On May the 4th 1931 the new *Artiglio* left Saint Nazaire directed to Brest. Today many people call this ship *Artiglio 2°*. Really the name remained *Artiglio*, expressed desire of the divers and the sailors who intended to honor, in such a way, the memory of the lost friends. The "second" *Artiglio* finally succeed to recover the cargo of the Egypt in various stages, starting from June the 2nd 1932.



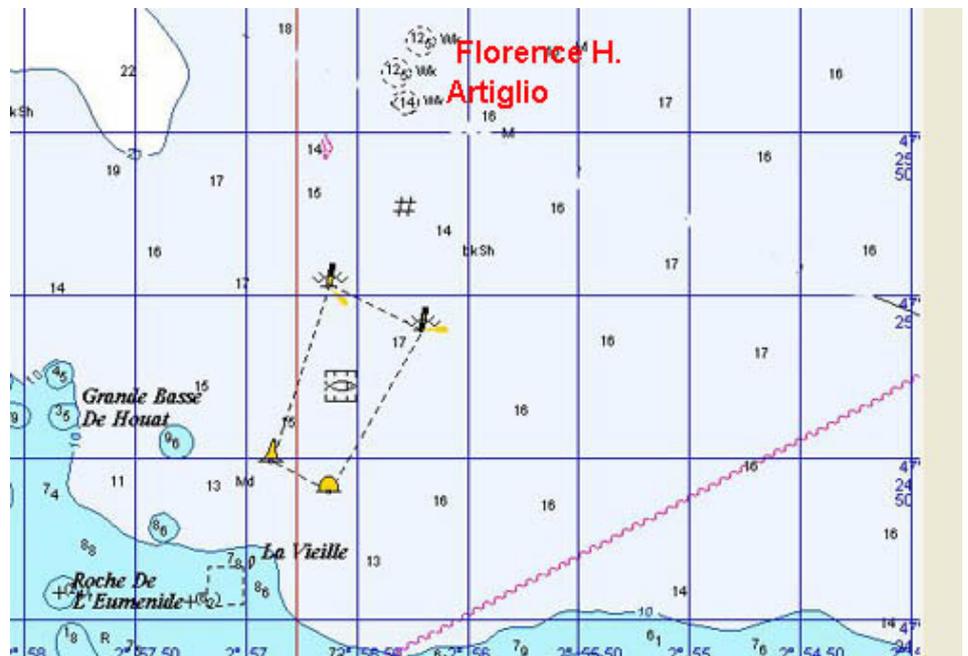
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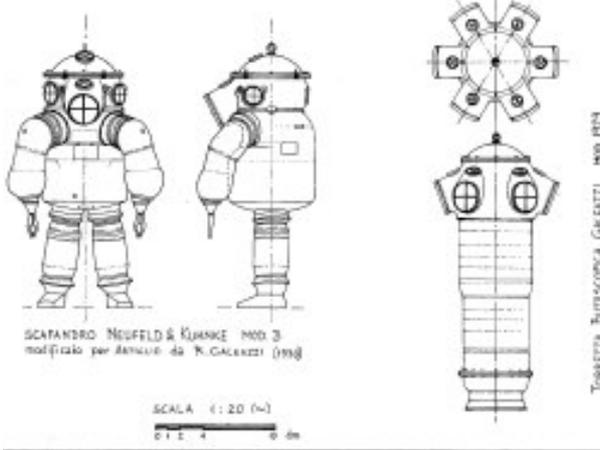
The press of all the world described the fantastic recovery, also because the recovery of the gold of the Egypt had become an event important all over the world. The work of the *Artiglio* was followed in every corner of the earth.

During various expeditions the *Artiglio* brought back to Plymouth 7 tons of gold and 40 tons of silver in total, much more than what was effectively assured by the Lloyd's. The recovery proceeded occasionally until 1939, at that time almost 98% of the treasure was recovered.

The legend of the *Artiglio* stays in that lineage of people pushed to work between many dangers in the sea deep trying to improve their standard of living. They were all "sons" of that Alberto Gianni who was not only a diver, but a real innovator, an incredible creator of underwater devices to improve the work and the safety of the divers. From the "de-nitrogen box" after called hyperbaric chamber, to the modifications of the stiff diving suits and finally to the construction of the "exploration tower". This last intuition, that modified radically the recovery work at sea, pushing them always deeper, was the base of many submarine conquests and made the divers from Viareggio very famous all over the world.



Mr Gianni never patented his inventions, because they must be at disposal of everyone without paying royalties to anyone.



On the base of the monument to the divers, in the Viareggio harbor, it can be read : From the glorious seafaring of Viareggio, well known in all the sea of the world, the divers of the *Artiglio* were born, who investigated the deep abysses of the sea, revealing the treasures and the secrets.



TECHICAL DESCRIPTION AND SHORT HISTORY OF THE SHIP ARTIGLIO (1°) by Roberto Maggi

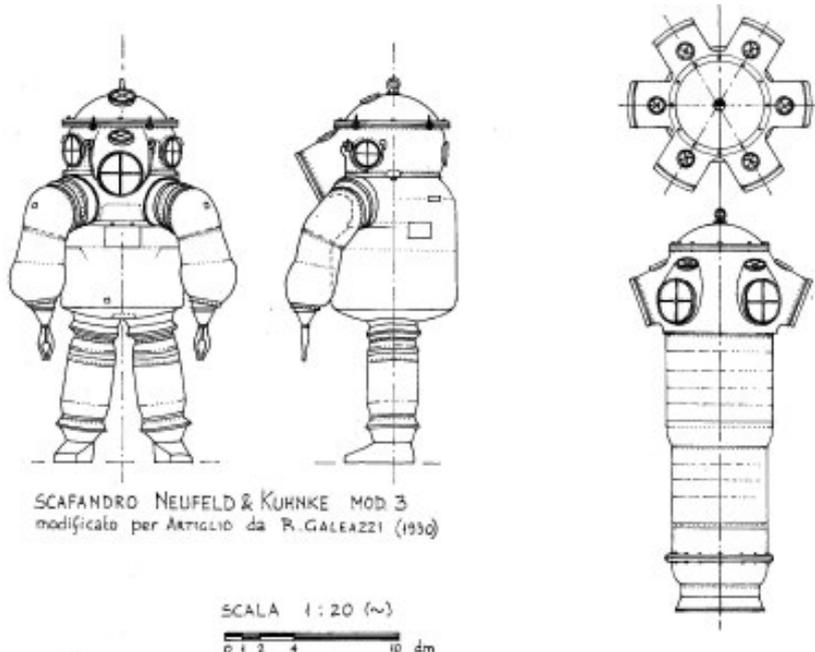
Roberto Maggi : engineer, passionate of navy static models, he is cooperating with many magazines to the restoring of the technical drawing of the big war ships of the past.

The ship ARTIGLIO (1°) was originally the trawler MACBETH, built by Mackie, Thompson & Co. at the Govan "Old Yard" (Glasgow) in 1906. The ship had a 283 grt tonnage, displaced 311 long tons, was 145 feet long between perpendiculars, with a beam of 23 feet over all. She had a steam machinery, built by Lingerwood WVV Co. of Glasgow, with a water tube boiler and a 450 HP alternative, three cylinders machine; a 9 feet, 4 blades iron propeller and a non-compensated, iron framed wooden rudder.

The MACBETH operated in Northern Sea herring fishing for the Hull Northern Fishing Co. until 1914 when, alike many other trawlers, was requisitioned by the Royal Navy, fitted with a few simple military equipment's and used as a coastal minesweeper during the WWI. In 1919 she was sold to the Italian firm G.Molfino & Co. of Genoa, for which she worked again as a trawler in the Mediterranean, with the new name IDEALE.

In 1926 she was inactive and tattered in the Genoa harbor. Here she was seen and chosen by a Mr Giovanni Quaglia, proprietor of the So.Ri.Ma. (Società Ricuperi Marittimi), who was searching ships suitable (in technical and economic terms) to be transformed in tender ships for divers involved in the recovery of wreckage and their loads, even at great depth (over 100 m, with the tools available at the time).

The transformation from a trawler into a recovery ship was made in Genoa in 1927 and – besides the obvious refit to restore her nautical and mechanical efficiency - included: a) installation of a 10 tons derrick, with two steam winches, of 5 and 10 tons respectively; b) adaptation of part of the hold to workshop and warehouse fore the diving equipment; c) addition of two davits to handle the diving suits, driven by electrical winches of the smaller booms; d) fitting accommodations for 3 divers in the fore crew space; e) building a cabin and a radio room abaft the funnel; f) building a small room on the portside (probably an accommodation cabin for a guest, as Mr Quaglia himself, or the British journalist David Scott, who attended several enterprises of the ARTIGLIO and drew articles for The Times).



TORRETTA BOTOSCOPICA GALEAZZI MOD. 4929

The ship had a single continuous deck from stem to stern, divided into 7 compartments by 6 transverse bulkheads, with a small forecabin containing stores and services, supporting a double winch for the anchors, which were of the stockless type, kept in bow hawses. From stem to stern the compartments contained: 1 – Forepeak and chain locker; 2 – Water tanks; 3 – Crew space for sailors and divers, accessible from the hatch afore the foremast; 4 – Hold and diving equipment workshop and warehouse; 5 – Galley, wardroom, officer's cabins, superseded, above the weather deck, by the control room and the wheelhouse; 6 – Charcoal



TECHICAL DESCRIPTION AND SHORT HISTORY OF THE SHIP ARTIGLIO (1°) by Roberto Maggi

stores, boiler and machine, topped by a small deckhouse with the funnel, the air intakes and the machinery hood;
7 – Crew spaces for mechanics, accessible from the aft hatch.

In the years 1928-30 the ARTIGLIO took part – alone or more often along with its similar ships of the So.Ri.Ma. – in several recovery campaigns in the Mediterranean and the Atlantic, acquiring great fame even outside the maritime environment, thanks to her successes, the ability of the divers from the Viareggio school and the innovations made to the diving equipment, such as the Neufeld & Kuhnke atmospheric diving suits (ADS), which were modified to withstand more depth and allow for easier movement, and the underwater observational tower Galeazzi (“torretta butoscopica”), which was literally invented by the ARTIGLIO divers.

The greatest success of the So.Ri.Ma fleet was the recovery of the English steamer WASHINGTON, sunk by a German submarine in front of the Riviera di Levante, whose wreckage was about 80 m deep.

In the summer of 1930 the ARTIGLIO began trying to recover 9 tons of gold in ingots and sterling pounds, plus several tons of silver ingots (for a value of over 21f0 million \$ of today), carried by the British steamer EGYPT sunk May 20, 1922 after a collision with the French ship SEYNE, off Nantes.

The wreckage was located on 29 August about 150 meters deep and preparations for the recovery began. A strong storm at the end of September 1930 prevented the continuation of the work, which would restart in the following spring, so the ARTIGLIO moved to Quiberon, just north of Nantes, for dismantling the wreck of the American steamer SS FLORENCE-H, loaded with ammunition, sunk in the bay in 1917.

The erroneous belief - endorsed by everybody - that the ammunition, after 13 years, had been rendered inactive by the long dive, led to a disaster. On December 7, 1930 a dynamite mine laid to dismantle part of the wreckage (as had been done with other mines before) sparked a general explosion of the ammunition load. A tall water column rose then fell into a crater of over 100 m in diameter that swallowed the ARTIGLIO, that was unfortunately at a too short distance from the wreck. The ship sunk carrying down 12 of the 19 crew members, including three divers, Alberto Gianni, Aristide Franceschi and Alberto Bargellini, all from Viareggio, and the ship's captain, Bertolotto from Camogli.

The enterprise to recover the payload of the EGYPT succeeded the following years. Mr Quaglia in a short time prepared another ship, also named ARTIGLIO, and with another team of divers – again from the school of Viareggio – recovered much of the cargo from May 1932 on.

NOTES on data: data for ARTIGLIO are variously given from different sources: different dimensional measurements in meters or feet, not distinguishing between length between perpendiculars, waterline or overall; different values of displacement and tonnage and exchange between tonnage and displacement; different values of engine power. I indicated the values that seem more likely for similarities with other ships of the type or for the reliability of the source. Data on speed and range have never been found.

NOTES on drawings: Original drawings of the MACBETH or the ARTIGLIO are not available. The drawings drafted for the occasion of the Model Contest, have been derived from three sources: 1) A drawing, in the possession of the Institution Artiglio, made by a French team that worked on the recovery of parts of the ARTIGLIO wreckage at Quiberon, evidently derived from underwater inspections. It is very precise in detail but manifestly mistaken in the proportions. 2) A snapshot available on the web of the original MACBETH, taken as an almost perfect lateral view, from which the invariant proportions can be determined. 3) Photographs available in the library and the books of the Institution Artiglio.



A.MO.N. Associazione MOdellismo Navigante.

A.MO.N. sta per Associazione **MOdellismo Navigante**.

Fondata nel 1977 da appassionati di modellismo navale radiocomandato oggi è un gruppo che ha la propria base a **Laghetto di San Giuliano** a Sud-Est di Milano (dettagliata guida sul nostro sito "www.nonsolovele.com" sezione "Chi / Dove Siamo - La nostra base").

La nostra passione spazia

1) dalla vela radiocomandata agonistica nelle classi

IOM 1 metro,
CR914,
Micro Magic,
e **Luna Rossa**

2) alla vela tradizionale con le classi

M,
RG65,
e **2 metri,**

3) dai **sommergibili** (guardate la sezione "Le attività - Sommergibili")

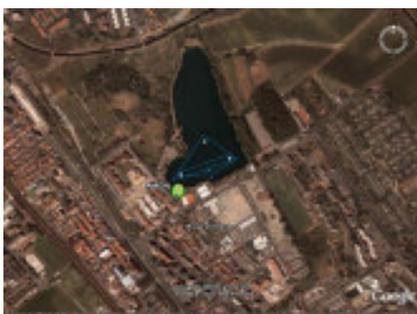
4) ai bellissimi **modelli a vapore** (guardate la sezione "Le attività - Vapore"),

5) dai **modelli elettrici**

6) ai **modelli statici**.

Iniziare con noi è facilissimo. Basta volerlo.

Naviga prima sul nostro sito **www.nonsolovele.com**. Guarda dal' alto con Google Earth.

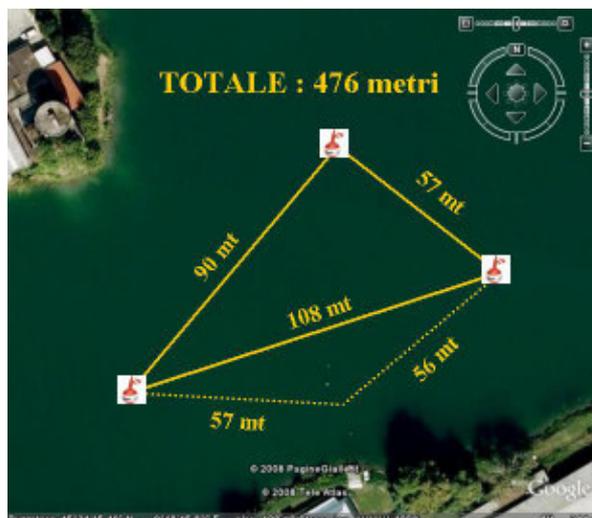


Chiamaci poi (i contatti sotto **CONTATTI** nel nostro Sito). Vieni a trovarci, ci siamo ogni domenica mattina al nostro laghetto.

Oppure potete venire a vederci in una **giornata di regata**, capirete cosa vuol dire regatare con i modelli a vela radiocomandati. Le giornate di regata sono sul nostro sito nella sezione "Le Gare" (dalle 10.00 alle 16.00 su circa 10-15 manche di regata con 10-20 modelli a confronto).

Se vuoi vedere come sono le nostre vele e i loro dettagli entra nel sito nella sezione "Le barche- Classe IOM" e fai lo zoom sulle foto. Altre foto anche nelle altre sezioni.

Se hai dei dubbi sfoglia sul sito la sezione "Faq" che non è una parolaccia ma sta per "Frequently



Ci sarà sempre qualcuno pronto a farvi provare una delle vele o dei modelli in acqua.

Asked Questions" ovvero "Le domande più frequenti"; forse troverai le prime risposte alle tue domande.