



Marine Modelling – Revisited

The year 2010 saw twenty five years of Marine Modelling International magazine and for the author fifty years of waterline ship collecting. So here is a chance to re-visit some of those early articles virtually as they were – minimal editing/updating apart from the addition of new digital illustrations and the deletion of ‘swapmeet & model news’. **Please remember** that reported model availability and any prices quoted were at the time of writing. Each re-issue will attempt to maintain a theme and this time it is the Royal Navy. By way of an introduction this very first re-issue launches with ‘Waterlines’ from Marine Modelling International #164 which was the author’s 100th article describing how it all started.

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NOVEMBER 2000 – AN INTRODUCTION

Can it have been 1985 when Broadside, as it was called then, first got underway? Having just checked, I can confirm it was indeed and that this particular Waterlines is my 100th article for Marine Modelling; to think they said it would never last! With the editor’s blessing (thanks Chris) this article reflects on the last 15 years and for those of you who don’t know me gives a little background on who I am and how I became involved in waterline models. First and foremost it is simply one of my two main hobbies and one which has been going, albeit with occasional breaks, since 1960. Then aged 12 and with my now long time friend Dave Willcocks (he of Dreadnought Models), I became interested in Eaglewall Plastic Kits. My first purchase was their set of 5 U-Boats, which I still have, and over the next few years Dave and I bought all the Eagles we could afford, scratch-built the ships that Eagle did not make and developed our own simplistic naval wargaming rules. Triang Minic we did not buy as they were not from the 1939 – 45 era. Still even if we had we would probably have repainted them in camouflage. Late

teenage years and then work, which meant moving away from home, brought an interruption to the hobby but by the mid 1970s life had settled down and there was plenty going on, in particular the emergence of German made models (in 1:1250 but close enough) covering a vast range of ships, albeit at higher prices than UK kits.



Airfix conversion to Blucher

The latter now included metal models from Fleetline, Ensign and Oceanic, plus from Airfix a small range of 1/1200 plastic kits. I carried out some simple conversions with the Airfix Suffolk and Prinz Eugen models, writing these up as articles for Scale Models in 1979/80.

So by the early 1980s I had also written a few naval wargaming articles for Military Modelling and in mid 1985 I was contacted by Traplet Publications and asked if I could contribute an article on Naval Wargaming and associated miniatures for the first issue of their new magazine Marine Modelling which was due in October. Five more articles followed in 1986 and somehow ‘Broadside’ became a column. This name, selected by the then Editor Gordon Batt, was not my preferred choice being that adopted by the 1/1200 Ship Society back in 1970 for their magazine. To be fair the original Broadside had long since ceased production and the society had been absorbed by the Naval Wargames Society (NWS) with their publication Battlefleet. The NWS have probably always preferred 1/3000 scale so over the years many of the 1/1200 enthusiasts, myself included, have fallen by the wayside. I am very pleased to say however that both the NWS and Battlefleet are still going strong even if I have more trouble than ever in seeing the models. In 1987, the column became bi-monthly and by the end of 1989 most UK and a couple of popular continental 1/1250 makes had been described plus various other subjects – camouflage, modern naval wargaming, Soviet warships – as took my collecting



interest. In October 1988, Marine Modelling turned monthly and most of 1990 was consumed by an eight part guide to as many 'overseas' manufacturers for whom information could be found – an amazing 70 even if some were only a few lines. This series eventually became a self published booklet – A Guide to 1/1200 and Waterline Model Ships - which has so far progressed through three editions the last of which, now out of print, was issued in April 1999. May I thank all those who have supported this venture.

In October 1988 Martin Brown, Vic Harman, Roy 'resin' Measday and I organised the first waterlines swapmeet which was held at Hemel Hempstead. Everything was in place, with dealers from as far as Glasgow (thanks Bill Gilpin), and the only question was would anyone turn up? Fortunately 96 like minded souls, plus 2 who thought it was a jumble sale, took the trouble and at times you could hardly get through the door. Since then swapmeets have become a regular feature of the collecting scene using various venues the most memorable of which was on a RFA at Southampton. Theale has become the most popular place with meetings organised by Len Jordan (of model ship fame) and more recently by the Waterline Ships Enthusiasts. The prime movers here, and thanks to them, are Alan Hatcher, Nigel Robinson and Andy Hack with the latter often found seemingly before dawn on meeting day erecting the tables in readiness for the dealers arrival at 9am. All the preparations needed mean that the public are not supposed to enter before 11am and I give everyone a personal assurance that all the best deals do not take place in that critical two hour period. Further north we must thank Tim Hudson for his organisation of the meetings at Welton in Lincolnshire. All these events are great fun and it's always a pleasure to meet people.



Visitors to Hamburg with mystery man

1988 was a milestone year with my first visit to Hamburg, which at the time had more 1/1250 model shops than the whole of UK (which wasn't difficult). The prices were remarkable, particularly for second-hand ships, and coming back through customs at Harwich it was difficult to give the impression that my overnight bag contained nothing weighty. Even my glasses case had about ten submarines inside, all carefully wrapped in tissue paper. By co-incidence, by the time this is published I will have just been to Hamburg; as with recent visits it's likely to be fewer and more expensive models.



Hamburg shop

In September 1991 Broadside became Waterlines with the first article under the new name looking at British merchant ships in 1/1200 – 1250. In fact this was a new area for me as previously my main interest had been warships. In the early days it was just 1939 – 45, but involvement in a 1982 BBC documentary about the Battle of Jutland, which used 1/1250 models on an Battle of Britain plotting table at RAF Uxbridge (!), brought about an

interest in pre-1920 ships which continues to this day. Then in 1986 as part of one of those mega swaps which make Theale look trivial, Martin Brown foisted on me four modern USN and Russian warships; this has led to all sorts of fun not least of which were modern naval wargaming rules and all day battles in my local village hall. It was meeting with other collectors outside of my immediate circle of warship enthusiasts which introduced me to merchant ships. The advantage of gatherings such as Theale and Welton is getting to see some different models and once you become familiar with the style and standards of a particular manufacturer buying by mail order is no problem. Remember those nightmare days when HM Customs would inspect parcels from Germany and not necessarily pack them as carefully as we would have wanted. Fortunately cases of damage were rare but having to pay duty was bad enough in itself.

Traplet have always supported waterline collecting and at one stage carried two columns on the subject. Their main readership, however, are sailing and radio controlled model enthusiasts so in 1993 the decision was made to restrict Broadside to a bi-monthly event. From 1996 this was further reduced to quarterly and possibly a few waterline subscribers have fallen by the wayside. At swapmeets I am often asked whether I still write for MM – the answer is always an emphatic yes, with a request to keep on looking – the normal pattern is for Waterlines to be featured in March, June, September and December. MM is still the only magazine to give regular coverage to small scale waterlines and we owe it to them to provide support. As always if there are subjects you would like to see covered please write in and I will do my best.

Perhaps the best story of my years with Traplet was the occasion when a colleague at work (then Siemens Plessey Defence Systems) responded to a call from the editor saying that I was away on classified defence business and couldn't be contacted. At the time I was in fact in Malvern but staying at the White Lion Hotel in Upton-upon-Severn which was actually next door to Traplet's offices. On another such trip I called in and very much enjoyed my guided tour. I currently work for BAE



SYSTEMS (formerly British Aerospace) and for the last five years have been responsible for test, trials and acceptance of a new warship communications system for the Royal Navy – that’s me in the picture and also in view are the antennas for our project; I guess I’m not allowed to say which they are!

So there you have it; I’m now 52 and still collecting. The collection is quite large – circa 3600 models – and I wish I had space to display rather than just store them. The vast majority are warships with about 500 from the era 1880 to 1925, 1300 from 1925 to 1945, 1350 post-war and some 450 merchants. My one real regret is my lack of ability with the paintbrush as I have seen some superbly painted models in 1/1200-1250 and none of it my work. Indeed some unkind friends call me ‘Dulux’ but I don’t take it too much to heart. Of all my scratch-builds, the two I am most proud of are an oil drilling rig and the modern Russian carrier Kuznetsov.

Milestone Models

Over the years and probably like most collectors, I have always maintained a couple of ‘sought after’ model lists, the first a ‘wants list’ of models that have been catalogued and were either out of production when I decided I wanted them or have yet to be released. A second list provides a ‘building programme’ of ships that no-one even catalogues and are candidates for the scratchbuild workbench. Probably neither list will ever be completely empty and indeed some models have been impatiently transferred from list 1 to list 2 and built. Very often hours of scratch building are the cue for some manufacturer to surprise release some model but some ships just never appear. In the very early days, as evidenced by adverts in the original Broadside all I wanted was Wiking’s



Scratchbuilt Kuznetsov

plastic model of the French destroyer Guepard, then it was Argonaut’s HMS Iron Duke, various Japanese warships unique to Konishi and more recently the final battleship class that was eluding me – Argentine Rivadavia; my friend Bernd Schwarz (of Hamburger Rundbrief) found this little gem by Star models. The Japanese ships were bought for me a colleague working in Tokyo; the models were posted surface mail and two memories linger – the via Trans Siberian Railways stamp on the parcel and the amount of duty HM Customs decided they wanted; thank goodness they were superb models!

APRIL 1995 – RN PRE-DREADNOUGHTS

Tracing the development of the battleship in a particular navy has always been a popular theme for waterline enthusiasts with research into the ships themselves and of course collecting some representative models most rewarding. Waterlines, in the past, has covered the Royal Navy from the early ironclads up to the Majestic class of 1895 and the dreadnoughts from 1906 to circa 1960 when HMS Vanguard went for scrap. This issue fills the gap by describing the so-called pre-dreadnought battleships. For the sake of completeness the Majestics have been included with a further eight classes giving a total of 41 ships in all.

Majestic class

The first RN pre-dreadnought class, also numerically the largest battleship class ever built, were the nine Majestics commissioned between 1895 and 1898. They were the last RN battleships with twin funnels side-by-side and in terms of technical development represented a number of major advances. Gun size was reduced to 12" but the gun itself was superior in performance to earlier weapons. The two turrets were to a modern design, with sloping armour, and mounted on steel barbets. By this time the word barbettes was taken to mean the base for a turret, rather than a gun mount as before. Another innovation, introduced with the sixth in class HMS Mars and gradually extended to all but two, was the use of oil sprayed on coal to aid combustion giving a speed of 17 knots. Two ships were also provided with a different gun mounting (Whitworth BIII) permitting reloading from all angles of train.

Canopus class

This class of six was completed between 1899 and 1902 and although given a similar armament to the preceding class introduced two significant improvements - Krupp steel armour and water tube boilers. The new armour was some 50% stronger than Harvey steel meaning that the required protection could be achieved with less weight of steel. By way of comparison HMS Majestic had a 9" belt and 14" barbets whereas the respective figures for HMS Canopus were 6" and 12" contributing to an



Navis HMS Goliath (Canopus class)

overall reduction in displacement of 2000 tons (about 13%) to 12,950. The new boilers were smaller, lighter and more efficient than earlier types enabling the ships comfortably to achieve 18 knots without recourse to forced air.

Formidable class

Even before HMS Vengeance, the final vessel of the Canopus class, had been laid down in August 1898 at Vickers, all three of the succeeding class, HMSs Formidable, Irresistible, and Implacable, were under construction at the Naval dockyards of Portsmouth, Chatham and Devonport. On 15,000 tons these ships carried the standard armament of 12", 6", 12 pdrs and 18" torpedo tubes but introduced the latest Mark IX version of the 12", with a calibre of 40, as opposed to 35. Completion of the second of class was delayed until 1902, the others completing in 1901, and brought in the BVIII gun mounting which permitted re-loading at all angles of elevation and train - an immense tactical advantage. The Krupp armour belt was increased to 9" .

Bulwark, Duncan and Queen classes

The next three classes were all very similar, both to each other and to the Formidables, and many reference books list them together. Chronologically the 3 Bulwarks were completed in 1902, the 6 Duncans between February 1903 & February 1904 and the 2 Queens in March 1904. Armament was 12", 6", 12 pdrs and 18" torpedo tubes although in the Duncan class 6 fewer 12 pdrs (10) were carried and the armour belt was limited to 7". This gave a displacement of 14,000 tons, a saving of 1000, and aided by a moderate 5 foot increase in length, afforded a 1 knot increase in speed to 19 knots, the fastest pre-dreadnoughts to date. HMS Venerable (Bulwark class), when commissioned at Chatham in November 1902, was the first British battleship to enter service in an all grey colour scheme.

King Edward VII class

As before, development of the next class was already underway and the first of 8 King Edward VII class ships was laid down at Devonport just as soon as HMS Bulwark had been completed at that same yard. This class was saw two main developments - a mixed 'main' armament of 12" & 9.2" guns and a general increase in armoured protection. Displacement increased sharply to 16,350 tons but 19 knots was still possible. As these ships were being built the so-called 'battle of the boilers' continued with various combinations of water tube and cylindrical boilers from different manufacturers being fitted for trials purposes. Ultimately these were the last examples of the cylindrical boiler and indeed any foreign-made boiler in a British battleship. The 9.2" guns were in four single turrets, two on each beam, giving a mixed 6 gun broadside which should have been quite effective at the short battle ranges envisaged circa 1901/02. At longer ranges, however, there were spotting problems when trying to distinguish between the fall of shell of the two gun types. These ships formed the 3rd Battle Squadron in 1914 when they were known as the 'Wobbly Eight' because of a tendency to move in a crab-like fashion in anything of a sea-way.

Swiftsure class



Navis HMS Swiftsure

distant waters. Technically the ships were dissimilar to their RN contemporaries, being only 11,800 tons, more lightly armoured and equipped with a mix of 10", 7.5", 14 pdr and 12 pdr guns. Design speed was 19 knots but with their long, slim hull form 20 knots plus was achieved during trials. A prominent recognition feature was the goose neck cranes more common in German pre-dreadnoughts of the same era.

Not part of the mainstream of RN pre-dreadnought development, HMSs Swiftsure and Triumph, were under construction in British yards for Chile and, having been put up for sale in early 1903, were bought by the British government in December of that year. This was not because the Royal Navy wanted the two ships but rather to prevent their purchase by Russia which in turn would have altered the balance of naval power between Russia and Japan. In RN service they were mainly deployed as flagships in

Lord Nelson class

This two strong class was the culmination of the pre-dreadnought design and would have set the pattern for future battleships had not HMS Dreadnought herself been a success. With a displacement increase of just 250 tons over the preceding class, armament, protection and radius of action were all increased. A nominal reduction in speed of 1/2 knot was accepted but in service



Navis HMS Lord Nelson

they were as fast as the King Edwards. The armament was rationalised with the 6” gun abandoned and the number of 9.2” increased from 4 to 10 in two twin and one single turret on each beam. The high superstructure accommodated a total of 24 quick firing 12 pdrs, whilst the usual 18” torpedo tubes were increased by 1 to 5. Taking over three years to build, HMSs Agamemnon and Lord Nelson were completed in the June and October of 1908 respectively, by which time HMS Dreadnought had been in service for over a year and a further six dreadnoughts were already under construction. This class set a number of RN battleship machinery ‘lasts’ with reciprocating engines and inward turning twin screws replaced in the future by turbines and quad screws.

1/1250 models

The table lists all 1/1250 waterline models of RN pre-dreadnoughts at the time of writing. Skytrex have covered each class in turn as part of their Mercator series (catalogue numbers M201 to 209). The other manufacturer featured is Navis/Neptun with the original grey painted models. Apparently Navis/Neptun will be releasing further models in different colour plus super-detailed versions



Skytrex Pre-dreadnoughts

Class (no. of ships)	Make/Catalogue	Notes
Majestic (9)	M201	Victorian colours (M201A in grey)
	NM114	114S in tropical colours
Canopus (6)	M202	Victorian colours (M202A in grey)
	NM113	113S in Victorian colours
Formidable (3)	M203	Victorian colours (M203A in grey)
Bulwark (3)	M204	Victorian colours (M204A in grey)
	NM115	
Duncan (6)	M205	Victorian colours (M205A in grey)
	NM116	
Queen (2)	M206	in grey
King Edward VII (8)	M208, NM111	in grey, NM111N to Neptun standard
Swiftsure (2)	M207	Far Eastern colours (M207A in grey)
	NM112	
Lord Nelson (2)	M209, NM110	

List: RN pre-dreadnought classes in 1/1250

FEBRUARY 1999 - RN CRUISERS PART 1

For this issue Waterlines returns to a Naval theme with the intention of looking at cruisers of the Royal Navy, ships and models. Of course there are far too many classes to be covered in a single article so on this occasion the general subject area will be those ships designed and built in the inter-war period, specifically the County, York, Leander and Arethusa classes. The design of the first of these ships was influenced by the 1922 Washington Treaty which referred to Class A 10,000 ton and Class B 8,000 ton cruiser types, further qualified by the limitation that ships with larger than 8” guns would be classified as capital ships. Any such ships would form part of the capital ship building allowance of the nation concerned. In the United States Navy particularly, these classifications lead to the term heavy cruiser being applied to 10,000 tons 8” gun equipped ships and although the descriptions heavy (8” gunned) and light (6” gunned) cruisers are widely used today, they were not adopted by the Royal Navy. Another factor was that the Counties were lightly armoured and that only post refit. The eight inch gun certainly has the advantage at long range but in these pre radar days this demanded good visibility. More often the better protected 6” cruiser, with higher rates of fire and often more guns would have the edge. The London Naval Treaty of 1930 redefined the cruiser categories as Types A (guns over 6.1”) and B (6.1” or smaller) with the British Empire limited to 146,800 tons and 192,200 tons respectively. The former was consumed by the 15 ships of the County and York classes already built, with the Type B allocation largely earmarked for the other the classes covered by this article.

There are a number of excellent books on British Cruisers - British Cruisers of World War Two by Raven and Roberts is without doubt the primary reference and covers ships from the Arethusa class (1912) to the last RN cruisers of the Tiger class. For an overview try Cruisers of the Royal and Commonwealth Navies (1879 - 1979) by Douglas Morris; this title is published by Maritime Books (01579 343663). Another book, unfortunately out of print, is British Cruisers by H.T.

Lenton; this was one of 21 concise volumes in the MacDonald's Series Navies of the Second World War published in the 1970s.

County Class

Although frequently referred to as the County class, these thirteen heavy cruisers built in the 1920s were strictly of three classes - the Kent class (HMSs Berwick, Cornwall, Cumberland, Kent and Suffolk, HMASs Australia & Canberra), the London class (HMSs Devonshire, London, Shropshire and Sussex) and the Norfolk class (HMSs Dorsetshire and Norfolk). Two further vessels of the Norfolk class, to be named Northumberland and Surrey, were planned but both were cancelled in 1930. All can be classified as 10,000 tonners



Mountford HMS Kent

and carried eight 8" guns in twin turrets with a secondary armament of four or eight 4"; when fully loaded speed was typically 30 knots. HMSs Berwick and Cumberland conducted trials with short funnels and these were lengthened by 15 feet in the RN vessels and 18 feet in the two Australian ships. On completion all were found to be some 250 tons under the Treaty limit of 10,000 tons so in the period 1929 - 1933 catapults and aircraft were added. Apart from the Kent herself and the two RAN vessels, the remaining four ships of this first group were modified in the mid 1930s to add a large hangar with 3 aircraft being carried (rather than one). In the case of Cumberland and Suffolk only (the first to be altered) the quarterdeck was cut down to minimise the increase in displacement caused, thereby remaining within Treaty limits (from 1942 hangars and aircraft were removed).

In the London class, catapults and aircraft were added in 1932 and, apart from HMS Sussex, AA armament was increased during refit in 1936/37. HMS London was modernised at Chatham Dockyard between 1938 - 1941 emerging with new superstructure, two funnels and hangars either side of the fore funnel; in general layout she looked more like one of the new Fiji class, albeit with 8", rather than 6" guns. All aircraft handling equipment was removed from the ships of this class during the war, including from HMS London. The two Dorsetshire class ships received their aircraft in 1932 - 33 and the surviving ship, HMS Norfolk, retained hers until 1944 when X turret also was removed.



Neptun HMS Suffolk

Most of the County class received modifications during their service lives, particularly AA armament, radar equipment and tripod vice pole masts. All saw extensive action in the war - HMSs Suffolk and Norfolk are particularly well known for their detection of the German battleship Bismarck in 1941. The three war losses were to the Japanese Navy - Cornwall and Dorsetshire were sunk

by carrier aircraft of Ceylon in March 1942, HMAS Canberra was torpedoed by Japanese ships (and eventually sunk by USS Ellet) in August 1942. The longest surviving County was HMS Cumberland - she was converted to a trials ship in 1949 - 1951, serving in this role until 1959.

York Class

HMSs York and Exeter were designed as heavy, i.e. eight inch gunned, cruisers - Class B type according to the dictates of the Washington Naval Treaty. The main armament of six guns in three twin turrets was dictated by the needs of visual spotting where a broadside available would be the minimum acceptable. Built by two different yards (Palmers & HM Dockyard Devonport respectively), the experiences gained with HMS York (launched 1928) resulted in the second ship being completed to a very slightly larger and modified design (8,390 vs. 8,250 tons). Fully loaded speed was about 30 knots. The initial fit of secondary guns was four single 4"; in HMS Exeter these were replaced by twins. They were handsome ships and unfortunately both were lost during the war - HMS York to attack by an Italian explosive motor boat in 1941 and HMS Exeter to the gunfire of two Japanese heavy cruisers in 1942. Before then of course HMS Exeter was one of the three cruisers (the others being HMS



Neptun HMS York

Ajax and HMNZS Achilles) which defeated the German pocket battleship Graf Spee at the Battle of the River Plate in 1939.

Leander Class

With the preceding class the RN abandoned the construction of heavy cruisers and turned to the light, i.e. six inch gunned, ship and although later classes would exceed the 10,000 ton limit they would not be classified as heavy cruisers by virtue of their 6" gun armament. The aim for the Leander class was a battery of eight main guns (four twin turrets) on a displacement of about 6500 tons making use of the turret developed for the secondary armament of the Nelson class battleships. Five vessels - HMSs Leander, Ajax, Neptune, Orion and Achilles were completed between 1933 and 1935, with the last named on the strength of the RNZN from 1936 - 1943. On just over 7000 tons standard, these ships carried eight 6", typically eight 4" and when fully loaded (about 9,200 tons) top speed was 31 knots.



Neptun HMS Ajax

The only war loss was HMS Neptune, mined in 1941, whilst the Achilles went on to serve in the Indian Navy as the Delhi and also starred in the film Battle of the River Plate - history revisited. Three improved Leanders, nominally the Amphion class, were built for the Royal Australian Navy - HMASs Perth, Hobart and Sydney (completed 1935/36) eventually becoming known as the Perth class. In general the improvements related to machinery layout, necessitating two, rather than a single funnel, and resulted in the ships being supposedly less susceptible to battle damage, although only HMS Hobart was to survive the war.

Arethusa Class

These four ships - HMSs Arethusa, Galatea, Penelope and Aurora - were intended as escort rather than fleet cruisers and it was decided that a reduced armament of six 6" (plus eventually eight 4") would be adequate in this role. Displacement was brought down to about 5250 tons standard. Completed in 1935/36, all four saw much action, particularly in the Mediterranean where HMSs Galatea and Penelope were lost. HMS Aurora had the unusual fate of being transferred to the Nationalist Chinese Navy in 1948 (as the Chungking) before serving the Communists under a variety of names until about 1955.

1/1200-1250 Waterline Models

The various cruiser classes mentioned above have been popular subjects amongst 1/1200-1250 manufacturers with models of the Leander class issued by Eagle, Clydeside, Fleetline & Superior, the County class by Airfix, Eagle, Superior & Clydeside, the Arethusa class by Superior and Exeter/York by Ensign. Of these Clydeside and Ensign are still available; both these makes are white metal kits offering an alternative to the more expensive 'collectors' models. The latter are much more detailed with Neptun having the edge over Argonaut in terms of sharpness and accuracy; having said that Argonaut's re-issues are giving Neptun a run for their money. The tables list relevant models produced by these two 1/1250 manufacturers - N catalogue numbers are Neptun models and ARs are by Argonaut.

Ship	as in	Models
Australia	1928	AR199
Berwick	1934	AR25, re-issued as AR1025; N1134b as in 1941
Norfolk	1941	N1132
Cornwall	1939	AR61
Cumberland	1937	AR64
Devonshire	1938	AR29
Dorsetshire	1938	AR44 re-issued as AR1044
Exeter	1931	N1130
Kent	1940	AR120; N1134 as in 1941 but not yet released
London	1942	AR114, re-issued as AR1114; N1133a as in 1943 but not yet released
Suffolk	1942	N1134a
Sussex	1942	N1133
York	1930	N1131; AR39 as in 1935

List: RN Heavy Cruisers

Ship	as in	Models
Achilles	1933	N1146a
Ajax	1935	N1146
Arethusa	1935	AR28, re-issued as AR1028

Aurora	1937	AR108, re-issued as AR1108
Galatea	1938	AR28, re-issued as AR1202
Hobart	1937	AR32
Leander	1932	AR37
Orion	1938	AR37a
Penelope	1936	N1144; AR1204
Perth	1936	N1145
Sydney	1935	N1145a; AR109 as in 1941

List: RN Light Cruisers

MAY 1999 - RN CRUISERS PART 2

This issue picks up the theme introduced last February and considers more Royal Navy cruiser classes, both ships and 1/1200-1250 scale waterline models. The previous article covered the County, York, Leander and Arethusa classes, so here the story is continued with the Southampton, Dido, Fiji and Minotaur classes. The principle reference consulted for this article is Navies of the Second World War - British Cruisers by H.T. Lenton (published by MacDonald in 1973). Further books to look for in a second-hand shop or at a swapmeet are the Ensign series of monographs published by Bivouac Books - No. 2 Dido class (published 1973) and No.5 Town class (1975) are relevant here, and to a similar format Man o' War No 1 (RSV Publications, 1978) describes County class cruisers. Ensign 2 was written by Alan Raven and H.T. (Trevor) Lenton, the remainder by Alan Raven and John Roberts. All have excellent illustrations including coloured profiles showing a variety of camouflage schemes.



Argonaut HMS Gloucester

Southampton Class (aka Town Class)

Taking account of developments in foreign navies, particularly the USN and IJN, the British 1933 estimates were revised to abandon further building of the Leander and Arethusa classes and consolidate the treaty tonnage allowance into two larger 6" gunned vessels, known initially as the Minotaur class. The names chosen were Minotaur and Polyphemus but before long it was decided to re-name the ships with the former becoming HMS Newcastle and the latter HMS Southampton. The first group (those already named, plus HMSs Glasgow, Sheffield & Birmingham) were all launched in 1936. The second group (HMSs Liverpool, Manchester & Gloucester) were all launched in 1937 and introduced a more rounded bridge and extra fire control equipments. All were fitted initially with twelve 6" guns in triple turrets and eight 4" (twins) and had a maximum speed of 32 knots. HMS Sheffield was the first warship to receive an operational radar - type AW 79Y - in 1938. During the war extra AA armament was fitted in the four surviving ships of the 1st Group (HMS Southampton was lost in 1941), albeit at the expense of 'X' turret. Of the 2nd Group, only HMS Liverpool survived the war and having been heavily damaged in 1942 she saw no further war service. HMSs Belfast and Edinburgh (the 3rd Group) were launched in 1938 to a substantially re-worked design with four extra 4" guns and internal changes which resulted in a new funnel arrangement. Full load displacement was increased to 12,675 tons (vice 11,350) and length 613 feet (vice 591). HMS Edinburgh was lost in 1942 but her sister ship is now moored by Tower Bridge and well worth a visit. The other survivors were scrapped in the 1950s and 60s.



Argonaut HMS Edinburgh

Dido Class

This class was built in two groups of eleven and five respectively. The initial design featured ten 5.25" dual purpose guns in twin mounts and this did away with the need for an intermediate AA fit (such as the 4" in the previous class). The five main turrets, all the centreline, were designated (from the bow) 'A', 'B', 'Q' and aft 'X' and 'Y'. Light AA fit comprised multiple light guns and on 6,850 tons (full load), speed was 33 knots. Of the 1st Group, six (HMSs Dido, Euryalus, Naiad (lost 1942), Phoebe, Bonaventure (lost 1941) & Hermione (lost 1942)) were launched in 1939, four (HMSs Sirius, Charybdis (lost 1943), Cleopatra & Scylla) the following year and the last, HMS Argonaut, in 1941.

On completion HMSs Dido, Naiad and Bonaventure had only four main turrets ('Q' missing in Dido and 'X' in the other 2). HMS Bonaventure was lost to submarine attack in 1941 unchanged, but the other two received the full fit. A continued shortage of turrets resulted in two - HMSs Charybdis and Scylla - being completed with eight 4.5" (in twins). During the

war Phoebe, Cleopatra and Scylla had 'Q' turret (still a 4.5" mounting in the latter) removed in favour of further light AA. During this refit HMS Scylla finally received her 5.25" guns.



Neptun HMS Black Prince

The 2nd Group (HMSs Bellona, Black Prince, Diadem, Royalist & Diadem) were launched in 1942 and sacrificed 'Q' turret in favour of extra and improved light AA guns. The funnels and masts lost the pronounced rake found in the first Group. HMS Spartan was sunk by a radio controlled glider bomb in 1944, the only ship of the class to succumb to air attack. Three of the class served in the Royal New Zealand Navy in the period 1947 - 1956 and HMS

Diadem joined the Pakistan Navy in 1956 as the Babur; renamed the Jahangir in 1982 when her name was transferred to the former RN County class guided missile destroyer HMS London. The earlier ship vanished from Janes by 1989 and has surely been scrapped by now.

Fiji Class (aka Colony Class)

These were the second batch of cruisers under the Royal Navy's re-armament programme and although based on the earlier Southamptons (with four triple 6" turrets), the 1936 London treaty limit of 8,000 tons was applied. Eleven were built with the last three completed (those asterisked) to a modified design with a square bridge, three turrets and no aircraft handling facilities; these are sometimes referred to as the Ceylon class. 1939 saw the launching of four ships - HMSs Fiji (lost 1941), Kenya, Mauritius & Nigeria; 1940 three - HMSs Trinidad (lost 1942), Gambia (RNZN 1943-46) & Jamaica, 1941 a further three - HMSs Uganda*, Bermuda & Newfoundland*, and in 1942 HMS Ceylon*. Apart from the two war losses and Nigeria & Gambia, those with four turrets had 'X' removed in 1944/45 with extra light AA added. HMS Uganda was renamed HMCS Quebec in 1952 (scrapped 1961), Nigeria became the Indian Navy's Mysore in 1957 (paid off 1985), while HMSs Ceylon and Newfoundland hoisted Peruvian colours as the Colonel Bolognesi and Almirante Grau in 1959. With the acquisition of the Dutch cruisers De Ruyter (as Almirante Grau) and De Zeven Provinciën (as Aguirre) in 1973, the former Grau became the Capitan Quinones; the two ex-RN ships were taken out of service by 1982 but may still be in existence. The other vessels were scrapped in the 1960s.



Neptun HMS Uganda

Minotaur Class

These seven ships were planned to be an improvement on the original Fiji design omitting from the outset 'X' turret & aircraft facilities and adding improved light AA & associated fire control. HMS Swiftsure was completed in June 1944 with HMS Minotaur following in May 1945 (when she was transferred to the RCN as Ontario) and HMS Superb in November 1945. All three survived until the early 1960s.



Hansa HMS Tiger

Of the remainder, Tiger under construction at Vickers Armstrong was scrapped whilst after some juggling of names HMSs Bellerophon, Defence and Blake were finally completed in 1959 - 1961 as the Tiger, Lion and Blake with four 6" and six 3" guns. I was fortunate enough to enjoy a families day at sea in 1959 in HMS Tiger - this included a shoot and to this day I remember the 6" shell splashes in the distance and the 3" performing like a machine gun. Between 1965 - 1972 HMSs Tiger and Blake were given helicopter hangar/flight decks and Seacat guided missile launchers (two each in place of the midships 3" guns). HMS Lion was scrapped in 1975, Blake in 1982 and Tiger in 1986.

1/1200-1250 Waterline Models

The first three cruiser classes mentioned above have been covered for the modelling wargaming/community by US manufacturer Superior and by Ensign (Dido class 1st Group, catalogue M35 & HMS Belfast, M36), whilst the Triang range included the Minotaur class ships HMS Swiftsure (M761) HMS Superb (M762). The old German Wiking range featured plastic castings of the Fiji class (3 and 4 turret versions) and Dido class (4 and 5 turret versions). For collectors the definitive sources are Neptun and Argonaut - the tables list relevant models produced by these two 1/1250 manufacturers

plus some corrections to last issues details - N catalogue numbers are Neptun models and ARs are by Argonaut. N1140 was initially listed by Neptun as a Fiji class cruiser whereas the current equivalents are N1140 HMS Nigeria and N1140a HMS Uganda. The earlier Fiji class model featured twin cranes, whereas the later versions have single cranes and a generally improved level of detail. The Tiger class have been produced both as gun vessels and helo-cruisers by Hansa and Skytrex although none are in current production.

Ship	as in	Models	Class
Belfast	1939	N1142 but not yet released	Southampton 3rd Group
Birmingham	1937	AR68, N1143b (1944)	Southampton 1st Group
Black Prince	1943	AR142, N1141b	Dido 2nd Group
Ceylon	1943	AR1186	Fiji
Charybdis	1942	AR140	Dido 1st Group
Dido	1940	AR78, N1141	Dido 1st Group
Edinburgh	1939	AR63, N1142a	Southampton 3rd Group
Euryalus	1941	AR77	Dido 1st Group
Fiji	1940	AR1167a	Fiji
Gambia	1941	AR167, AR1185	Fiji
Gloucester	1938	AR45	Southampton 2nd Group
Manchester	1941	N1143	Southampton 2nd Group
Nigeria	1940	N1140	Fiji
Scylla	1941	AR102, N1141a	Dido 1st Group
Sheffield	1937	AR08, N1143a (1942)	Southampton 1st Group
Swiftsure	1944	AR1230	Minotaur
Uganda	1943	N1140a	Fiji

List: British Cruisers 1939 - 45 in 1/1250

MAY TO JULY 1992 - RN BATTLESHIPS

Between 1905 and 1946 the Royal Navy built no less than 43 dreadnought battleships, with in general each successive class providing improvements in capability as technology evolved. This article traces the development of the type and identifies sources of 1/1250 and 1/1200 waterline models. Where models exist of cancelled classes these are also mentioned. The three principle sources of models are continental 1/1250 manufacturers Neptun, Navis and Argonaut and to save space below the following standard abbreviations have been used - N, NM and AR respectively. In general Navis concentrate on the era 1900 to 1920 and their models usually reflect the ships appearance during World War 1. Neptun and Argonaut tend to emphasise a ship at a particular time and thus the date associated with the model is of great significance. This applies especially to ships with long careers which have received modifications and refits resulting in substantial changes in appearance. Perhaps the best example of this are the five ships of the Queen Elizabeth class. Notes on appearance of individual models has been given where information is available to the author.

HMS Dreadnought



Navis HMS Dreadnought

On completion in 1906 HMS Dreadnought represented a logical but nevertheless significant advance in the design of capital ships. Principle advances were the adoption of main guns of single size, in this case 12"/45, controlled centrally to enable salvo firing, and the use of steam turbine propulsion with its inherent advantages of increased speed (21kts), range and reliability yet decreased weight. The use of four screws and twin rudders was another innovative feature. The tall single tripod mast was a further interesting characteristic, and was built with sufficient

strength to withstand the loss of one leg. Positioning immediately aft a funnel was somewhat suspect, however, and was rectified in most later classes. Superimposed turrets, as adopted in the first American dreadnought, were considered but not implemented because of fears of mutual blast damage between adjacent turrets.

HMS Dreadnought joined the Home Fleet in 1907 serving until 1919. From 1916 her lack of speed when compared to later ships resulted in a transfer to the Thames based 3rd Battle Squadron composed of the older pre-dreadnought types. Although scrapped by 1922 she paved the way for the battleship of the future and her name became the generic title for all ships of the type. NM109 depicts HMS Dreadnought on completion, albeit with torpedo net booms omitted. Turret mounted 12 pdr guns are featured but those on deck have perhaps been assumed to be 'disappearing mounts' in the 'disappeared' (lowered?) position.

Bellerophon class

With the lead ship laid down a mere two months following the launch of Dreadnought, the three strong Bellerophon class were very similar to the earlier ship. The two most obvious enhancements were the second tripod mast, but with both positioned to avoid interference from funnel smoke and the upgrading of secondary armament from 12 pdr to 4". All three served with the Grand Fleet, taking part in the Battle of Jutland, and by 1922 had been sold for scrap. Elswick built HMS Superb is NM108 and examples have been seen with no, some and all 4" guns on the turrets. The ships were completed with the full set but all were removed by 1916.

St Vincent class

Outwardly identical to the preceding Bellerophons, the three St Vincents completed in 1910 were slightly larger as a result of the decision to fit 12"/50 guns. The longer barrel increased muzzle velocity and offered greater penetration of the target's armour albeit at the cost of shorter barrel life. All three served with the Grand Fleet at Jutland although HMS Vanguard was tragically destroyed by an internal explosion whilst at anchor at Scapa in 1917. The other two were sold in 1922. NM107 is listed as HMS Vanguard and shows the ship in 1916 with nets and turret mounted 4" removed.



Navis HMS Vanguard

HMS Neptune

HMS Neptune was the first British dreadnought to have superimposed turrets (X and Y) and to be able to train all main battery guns on either beam. The positioning of secondary guns on the main turrets was also abandoned. A further development was the installation of separate cruising turbines which provided a substantial increase in radius of action. In 1911 she became the first ship to be fitted with director gun control. Neptune was part of the Grand Fleet going into reserve in 1919 and sold for scrap in 1922. NM106 shows the ship circa 1912 with gunnery director on the foremast and the forward funnel heightened by 10ft. The model also clearly shows the limited arcs of fire of the midships turrets.



Navis HMS Neptune

Colossus class

The Colossus and Hercules were built to a modified Neptune design which saw a reversion to one tripod mast. The reasons quoted for this were that the aft tripods fitted to earlier ships suffered badly from smoke and gas fumes from the funnels, wireless aerials could be strung from the single tripod to short stump masts without loss of performance and finally there would be a 50 ton saving in topweight. The positioning of the tripod was somewhat strange as it too would be very prone to smoke and gas but the somewhat flimsy justification was that it could provide a support structure for the boom for handling the ship's boats. Colossus introduced the 21" torpedo whereas the 18" had been used before. The forward funnels of both ships were raised as in HMS Neptune. NM105 Colossus dates at about 1915 with nets omitted but prior to the removal of the aft flying deck which occurred two years later. Representation of ships boats is rather nominal and seems to have been mastered from original Eagle moulds. HMS Colossus served as a cadets training ship in 1919/20 and was painted in a Victorian black, white and buff livery which could add some contrast to the more usual rows of grey models. Both ships were sold by 1920.

Orion class

HMS Orion and her three sisters introduced a number of gunnery firsts - 13.5" guns (first dreadnought so equipped), all main guns on the centreline with superimposed turrets fore and aft and a true ten gun broadside. The single tripod positioned immediately aft of a funnel was, however, retained. The Orions also saw the biggest jump in displacement between classes, namely 2500 tons. The 13.5" guns had a lower muzzle velocity than the 12" and this resulted in increased barrel life and accuracy, whilst the



Navis HMS Orion

heavier shell improved striking power. Orion and Conqueror were sold by 1922, whilst Thunderer served until 1926 as a training ship; HMS Monarch 'survived' 3 years as a target ship finally succumbing to the 15" guns of HMS Revenge in 1925.

Navis' model NM104 Orion captures the rather austere and purposeful appearance of the design with minimal superstructure and prominent main battery. The model has been remastered at least once as later versions offer a more detailed boat fit.

King George V class



Navis HMS Ajax

flanges were used, whereas Centurion was refitted with a small tripod mast which was found to be perfectly adequate. The two other ships were equipped with the tripod during construction and in any event the huge tripod was a thing of the past, boat handling being provided by a derrick stump between the funnels. The KGV was finally given a small tripod in 1917 when a larger director was installed. The class had the same 13.5" and 4" armament as the Orions and at the time the



Argonaut HMS Centurion

Although based on the Orions, the four strong King George V class differed substantially in appearance and in many ways established the pattern for all subsequent designs. The introduction of the Dreyer fire control system with main range finders on B and Y turrets and atop the armoured conning tower obviated the need for a large high spotting top and the first two ships were completed with a simple pole mast. Trials with this new system were however unsatisfactory and when the decision was taken to re-introduce the central director produced by Vickers and this was achieved by merely strengthening the pole mast. In King George V reinforcing flanges were used, whereas Centurion was refitted with a small tripod mast which was found to be perfectly adequate. The two other ships were equipped with the tripod during construction and in any event the huge tripod was a thing of the past, boat handling being provided by a derrick stump between the funnels. The KGV was finally given a small tripod in 1917 when a larger director was installed. The class had the same 13.5" and 4" armament as the Orions and at the time the secondary 4" was seen as somewhat of a disappointment when contemporary foreign navies were opting for 5" or 6" guns. The ships entered service in 1913 and were the last class to be fitted nets. HMS Audacious was the only dreadnought battleship to be lost through enemy action during World War 1; she hit a mine off Loch Swilly in October 1914 and sank some hours later. King George V and Ajax were sold in the mid 1920s and Centurion served until 1944 in the various

roles of target ship (1926-41), dummy battleship (41/42), floating AA battery (42/43) and finally blockship off Normandy (44).

NM103 HMS Ajax has been cast more than once and early versions have a substantial polemast that could represent KGV as described above; current models have the small tripod and additional detail worked into the boat deck and aft superstructure. No nets are shown. HMS Centurion converted to a target ship is available as AR161.

Iron Duke class

Another class of four ships and the Iron Dukes retained the 13.5" gun but introduced the 6" secondary battery, and were also the first to be fitted on completion with anti-aircraft guns (3 pdrs). HMS Iron Duke initially carried anti-torpedo nets but these were removed during trials and not fitted in the remainder of the class or any subsequent RN dreadnoughts. Benbow, Emperor of India and Marlborough remained until service until 1931/32, whilst Jellicoe's Jutland flagship, HMS Iron Duke became a gunnery training ship in 1929. Some 10 years later she was deployed to Scapa Flow as a depot ship, with a secondary role as AA gun platform. Although damaged by air attack she remained in service, albeit immobile and grounded, until 1945.



Navis HMS Iron Duke

Early versions of NM102 Iron Duke feature pairs of AA guns to port and starboard on the aft superstructure as drawn by Breyer whereas the



Argonaut HMS Iron Duke

current model conforms closely with RA Burt's book and also has much better definition, in particular on the forecastle area. HMS Iron Duke survived until 1946 and is modelled in her 1938 appearance as a gunnery training ship by Argonaut.

Foreign Orders

The outbreak of the First World War caused the British Government to purchase compulsorily three dreadnoughts under construction in British yards for foreign navies. The first of these had been laid down at Vickers as the Turkish Reshad and became HMS Erin. The ship was armed with 13.5" and 6" guns, although the former were Mark VIs and not found in any other ship with just 10 produced. The design was similar to the Iron Duke, although the midships 'Q' turret was mounted one deck higher. Unique to the ship was the tripod mast with forward facing legs. Erin was scrapped in 1923. The Navis model, NM118, represents the ship circa 1915 with, as is usual, torpedo nets removed. One prominent feature on the actual ship was the ribbed funnels but this detail is not found on the model.



Navis HMS Agincourt

HMS Agincourt was laid down as the Brazilian Rio de Janeiro in 1911, sold to Turkey in 1913 as Sultan Osman 1. Shortly after completion the following year she was taken over by Britain.

The design was remarkable with seven centreline main armament twin turrets, widely spaced funnels and huge amidships flying decks. The combination of 12" main guns and 6" secondaries was unique in the RN, and weight of fire impressive. 12" broadsides were fired at Jutland and unlike the usual convention of A, B, Q, X and Y, Agincourt's turrets were named after the days of the week. NM119 shows the ship in 1917 with flying decks and aft tripod mast removed.

The third ship, this time purchased with the agreement of the original owner, was Chile's Almirante Latorre. One of a pair under construction, the Latorre became HMS Canada whilst sistership Almirante Cochrane was ultimately completed as the carrier HMS Eagle.

The Canada was laid down in 1911, acquired in 1914 and completed in 1915. Apart from the WW2 King George V class she was the only RN dreadnought to carry 14" guns and these were of a special type developed especially for the Chilean ships, with just 14 being manufactured. In 1920 she was repurchased by Chile, with her original name, and managed to survive until 1959 when sold to Japanese scrappers. Almirante Latorre was the last surviving dreadnought to have participated in the Battle of Jutland. NM117 shows the ship on completion.

Queen Elizabeth class

This class comprised five ships and introduced oil as the source of propulsive power and perhaps more significantly the 15" gun. The power of this weapon was such that Q turret could be omitted and the space saved utilised for an additional (fourth) boiler room making the ships the fastest RN dreadnoughts yet at 24kts. HMS Queen Elizabeth was fitted with a sternwalk on completion but this was removed in late 1915/early 1916. Similarly this ship was the only one of the class to carry 6" guns aft although by 1915 these had been taken out and two single mounts fitted on the forecastle deck abaft the second funnel. Ammunition supply was always a problem for these mounts and they were removed by 1916.



Navis HMS Revenge and Queen Elizabeth



Neptun HMS Barham

The first set of modifications was applied to Queen Elizabeth, Malaya, Valiant and Warspite during the late 1920s and included the following; bulges, trunking of funnels, rework of bridge with enlarged control top and additional AA guns. HMS Barham, meanwhile, was similarly modified in 1930/33 but also received extra deck armour and a catapult on X turret. In 1934-36, HMS Malaya was altered again, this time being given aircraft hangars (the first to be fitted in a British battleship) and cross-deck catapult amidships, plus yet more AA guns. The Warspite entered dockyard hands in 1934 and three years later emerged with an entirely new bridge, hangars and midships catapult,

and modern high pressure boilers. At the same time the elevation of the main guns was increased to 30o giving an improvement in range of some 9000 yards. Valiant and Queen Elizabeth were similarly rebuilt between 1937/39 and 1937/41 respectively but with some significant differences - all the casemate 6" were removed and the hull plated up to upper deck level; a secondary battery of 10 twin 4.5" dual purpose guns was installed. All five saw extensive service during World War 2, with Barham lost to submarine torpedo attack in 1941; by 1948 the others had been sold.

- NM101 Warspite has seen at least two re-castings with improvements, mainly in ships boats, each time. No sternwalk is fitted and whereas midships 3" AA guns are shown, the two 6" singles are not. This model shows the ship circa 1916.



Argonaut HMS Warspite

The inter-war period is represented by the following:

- Warspite 1931 (AR122) - appearance after first set of modifications, features 4" singles, reduced 6" armament and has sternwalk. Barham 1935 (AR34); Malaya 1938 (AR46) and Warspite 1938 (AR74)

Wartime appearance is reflected by:

- Barham 1941 (N1105a) - four twin 4" guns, catapult on X turret;
- Warspite 1943 (N1104b) - fully modernised, heavy AA armament;
- Valiant 1940 (AR75) and 1943 (N1104a) - latter fully modernised, radar, dotted with AA guns including on B and X turrets;
- Queen Elizabeth 1941 (AR88) and 1943 (N1104) - latter similar to Valiant but with different AA armament;
- Malaya 1943 (N1105) - midships catapult removed, 20mm guns on B and X turrets, increased 4" armament of 6 twins.

Queen Elizabeth and Malaya circa 1940 are also produced by American firm Superior and the former is available from Ensign (Model Figures and Hobbies, Lower Balloo Rd, Groomsport, County Down, Northern Ireland); Warspite circa 1940 has been modelled by Wiking, Eagle (plastic kit), Ensign (still available) and Superior.

Royal Sovereign class

This class of five was similar to the preceding QEs. They were, however, initially designed for coal and the engines fitted could only produce 21 kts, even when the boilers were modified for oil as occurred during construction. Main armament was the 15" gun (20o elevation) with a secondary battery of 14 6". The latter were mounted farther aft than in the QEs and less susceptible to interference from heavy seas. HMS Ramillies was the first dreadnought to be fitted with an experimental bulge on completion. Revenge and Resolution were given an improved form of bulge in 1917/18, with Royal Sovereign and Royal Oak similarly fitted in 1920 and 1924 respectively. In Royal Oak the bulges were of a different design, being much higher above the waterline; Ramillies was also given these bulges in 1927 when the original prototypes were removed. Other modifications in the inter-war period included quarter deck catapults (Resolution 1929/31, Royal Sovereign 1933/36) and X turret catapults (Royal Oak from 1935, Ramillies 1933/39, Resolution from 1936); extra bridgework, enhanced AA armament and funnel clinker screens (Resolution in 1922, remainder bar Royal Oak in 1938/39). Only Resolution and Royal Oak retained their catapults during the war.

Revenge and Resolution were active until 1943 and Ramillies until 1945; all were sold by 1949. Royal Sovereign was loaned to the Russians in 1944, becoming the Archangelsk; she was returned in February 1949, apparently in rather a poor state, and sold immediately. HMS Royal Oak was torpedoed at Scapa Flow in 1939.



Argonaut HMS Resolution

NM100 is the Revenge without bulges but with 4 midships AA guns that were fitted in the 1920s. However as the bulges would not be visible at deep load it is not a real problem. Converting the model to 1916/17 appearance is best achieved by

removing the two forward AA guns as the other pair are nearest to the correct position of the 3" originally shipped. Inter-war versions comprise:

- Revenge 1935 (AR42) - single 4" AA, no clinker screen;
- Royal Sovereign 1935 (AR43) - single 4" AA, no clinker screen, catapult and crane on quarter deck;
- Resolution 1939 (AR47) - twin 4" AA, clinker screen on funnel, catapult fitted on X turret;
- Ramilles 1939 (AR115).

Wartime appearances are reflected in the following:

- Royal Oak 1939 (N1103) - twin 4", catapult on X turret;
- Royal Sovereign 1943 (N1103a).
- Ramilles 1943 (N1103b) - clinker screen fitted, additional light AA dotted around including on B and X turrets.

A generic WW2 R class is also produced by Superior and Ensign.

Nelson class

Following the 1921 Washington Conference, Britain was permitted by treaty to retain the 10 QEs and Rs, 4 Iron Dukes, 3 King George Vs, Thunderer (Orion class) as a training ship, and to build 2 35,000 tonners armed with guns of up 16". The new ships, Nelson and Rodney, were laid down in 1922 and 1927 respectively and were the only British battleships to have 16" guns and triple turrets, and the first to be flush decked. Their appearance, with three turret main armament all forward, was unique and the only similar-ish battleships were the French Richelieu with 2 quad 15". On completion the ships also had twelve 6" in twin turrets, six 4.7", eight 2 pdrs and a pair of 24.5" torpedo tubes. They were not significantly modified in service but did receive additional AA guns, radar and, on HMS Rodney, a catapult on X turret. The ships had much improved armour, in particular at deck level, when compared to earlier classes but at 23kts were on the slow side. Both ships gave sterling service in WW2 and were sold in 1948. HMS Rodney, in 1938, became the first RN battleship to be fitted with radar.



Neptun HMS Nelson

These ships have been modelled as follows:

- Rodney 1935 (AR35) and 1942 (N1102) - latter some additional light AA and catapult still in place (this was removed in mid-42);
- Nelson 1944 (Delphin 67) and 1945 (N1102a) - latter with heavy AA armament.
- Superior and Wiking have also listed HMS Nelson, with the former still available.

King George V class

This 5 strong class, somewhat controversially, reintroduced the 14" gun with the unusual arrangement of two quads fore and aft and a twin mount in B position. The design was constrained by the terms of the Washington Treaty which imposed limits of 35,000 tons and 16" guns; apparently the choice of 14" was because as participants in developing the treaty Britain had recommended the smaller calibre. Secondary armament included 16 5.25" DP and an ever increasing number of AA guns peaking at over 150 barrels (2lbr, 20mm and 40mm) by 1945. Armour protection was thorough and speed about 28 kts. All were laid down in 1937 and progressively completed between December 1940 and August 1942. On completion the ships were fitted with a fixed cross-deck catapult amidships; this was replaced with a boat deck (see photo) in 1944. All were very active during the war and notably HMS Duke of York sunk the German 11" gunned battlecruiser Scharnhorst in 1943. HMS Prince of Wales was a war loss, to Japanese air attack in 1941. King George V and Duke of York served with the Home Fleet after



Neptun HMS Prince of Wales

the war, whereas Anson and Howe, the last two to be completed, were given a training role from 1946. All four were scrapped in 1957.

Neptun models are as follows:

- King George V 1940 (N1101) - has been remastered, original version features prominent degaussing cable and UP launchers on B and Y turrets, the fourth on the quarterdeck is missing;
- Prince of Wales 1941 (N1101b) - as in December 41 with 6 pom poms, 40mm bofors on quarterdeck and seven 20mm oerlikons;
- Duke of York 1943 (N1101c) - catapult still in place and greatly enhanced AA armament.
- Anson and Howe are also listed by Neptun but at the time of writing remain unreleased. The class have also been covered by Copy (a forerunner of Neptun), Eagle, Wiking, Revell (plastic kits - rather underscale but cheap!) and Superior.

Lion class

This cancelled class would have been similar in appearance and design to the KGVs but without treaty constraint would have been some 40ft longer, capable of 30kts and armed with three triple 16" turrets. The gun itself was to have been the Mark 2 version of that used on Nelson and Rodney. HMS Lion has been modelled by Superior (1/1200) and Nautilus (1/1250). Neither are thought to be in current production.



USA model HMS Lion

HMS Vanguard

The last British dreadnought, HMS Vanguard, was laid down in October 1941 as part of an emergency war building programme. A major factor in battleship construction being the provision main armament, the decision was taken to utilise the 15" guns and four turrets taken from the light battlecruisers Glorious and Courageous during their rebuild as carriers. The design was based on that of the KGV/Lion with lengthening to accommodate a fourth turret.



Albatros K HMS Vanguard

The requirement to be able to fire main guns directly forward at 0° elevation, as evidenced in the KGVs, was abandoned and Vanguard was given a pronounced sheer. Construction became prolonged as the opportunity was taken to work in design changes as a result of experience during the war and she was finally completed in 1946. From 1949 she was mostly involved in training duties and she entered the reserve 5 years later. 1960 witnessed the Vanguard leaving Portsmouth under tow for the scrapyard, an event witnessed by the (very young) author and for the Royal Navy at least the dreadnought era was over. Models of the ship have been issued by Triang, Hornby, Delphin (Catalogue D110) and Skytrex Triton, of which just the latter is still available both as a kit and assembled and grey painted.

DECEMBER 1995 - FIRST RN AIRCRAFT CARRIERS

The chosen subject this month is the Royal Navy's first aircraft carriers prompted by the 'discovery' of a small collection of photographs in a junk shop. The original owner must have served in HMS Furious during the late 1920s and obviously took an interest in other carriers and aircraft of the era. Waterline models have been produced of all the ships involved although not of any contemporary aircraft; for the latter most manufacturers seem to prefer the war years and even Ensign only have a Sopwith Camel which is marginally too early for the period covered, namely about 1920 to 1936. During this time the RN completed just six aircraft carriers but these pioneering vessels set the pattern for the future of all carrier navies.

HMS Furious



Navis HMS Furious (1917)

By early 1917 the Admiralty had purchased two available hulls, those of the Italian liner Conte Rosso and the Chilean battleship Almirante Cochrane, for conversion to aircraft carriers. As completion would not be for several years, it was decided that the light battlecruiser Furious, currently fitting out at Armstrongs, would be conscripted. The forward 18" turret, which had probably not been installed, was replaced by a

flying off deck from bow to bridge, with a hangar underneath (this is the configuration shown in the Navis model - see table). By the end of 1917, further modifications were in hand with the aft 18" turret removed and a second flight deck and hangar installed aft, the two decks being joined by ramps, sufficiently wide for an aircraft, either side of the funnel and superstructure. The latter together with hot gases from the funnel hindered flying operations aft and a full conversion was undertaken, mainly by Devonport Dockyard, between 1921 and 1925. As completed, HMS Furious appeared as in the photo, with a main flight deck some 4/5 the ship's length and an auxiliary flying off deck forward. Two conning positions were fitted to port (flying control) and starboard (ship's navigation) forward at flight deck level and a small retractable chart house on the centreline. Armament comprised 10 5.5" guns on the broadside and four 4" AA fore and aft; aircraft complement was thirty three and speed 29 knots on a full load tonnage of 28,500.

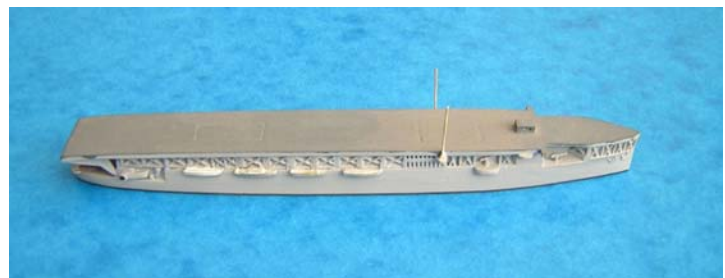
As the weight of aircraft increased the flying off deck fell into disuse and on refit in 1931-32 the quarterdeck was raised a level and armament increased with a pair of multiple 2pdrs forward. Cross deck arrestor gear was installed by the mid 1930s and in 1938-39 an island superstructure was added to starboard and armament completely upgraded. During the war radar and additional AA guns were added and HMS Furious served in Home and Mediterranean waters until entering reserve in 1944.



Argonaut HMS Furious

HMS Argus

Completed as a carrier in September 1918, HMS Argus had a full length flight deck, lifts fore and aft and a small retractable charthouse. Her initial role was that of a strike carrier with a total of twenty Sopwith Cookoo torpedo bombers and Sopwith Camel fighters. Circa 1919 a dummy canvas island was fitted to determine the effect of such a structure on wind flows over the deck, this information required for the development of HMS Eagle. In 1925-26 she was fitted with bulges and after refit in 1936-38 relegated to a support role. Armament was removed and the flight deck forward fitted with two catapults for the launch of target drones. She saw limited operational service during the war becoming an accommodation ship in 1944 before going to scrap in 1946. Full load tonnage was 17,000 but maximum speed about 20 knots.



Navis HMS Argus

HMS Eagle

Following her purchase in 1917, the Almirante Cochrane was towed to Portsmouth Dockyard for completion as an aircraft carrier. This took nearly six years but during this time the full length flight deck had become accepted and one further innovation developed - the island



Argonaut HMS Eagle

superstructure to starboard. Following early sea trials in 1920, with only one funnel fitted, the full conversion continued and HMS Eagle joined the fleet in February 1924. On 26,880 tons full load she carried twenty one aircraft and a defensive armament of nine 6" and five 4" guns, with a maximum speed of about 23 knots. Some war modifications - fire control, radar and guns - were made and following service in the East Indies, Mediterranean and South Atlantic she was lost to a submarine torpedo in August 1942.

HMS Hermes

The first to be designed as an aircraft carrier, HMS Hermes suffered ultimately from her slowish speed (25 knots) and small aircraft complement, initially twenty reducing to fifteen when a second hangar lift was fitted. She was commissioned in 1923 and at that time was fitted with six 5.5" and three (later four) 4" guns. Full load displacement was 13,000, so ton for ton she gave a better return, in aircraft, than the other ships. By the 1930s her small size was seen as an operational limitation not helped by the hangar modification mentioned above and by 1939 just twelve aircraft, torpedo bombers, were carried. Arrestor gear and a catapult were added during the 1930s. HMS Hermes served in the East Indies from 1939 until her loss to Japanese air attack in April 1942.



Neptun HMS Hermes

HMSs Courageous and Glorious

Under the terms of the Washington Naval Treaty these two ships could either be counted under the tonnage allocated to capital ships, be scrapped or be modified for another role. Given their size and speed, conversion to carriers seemed very sensible and both were taken into dockyard hands in 1924. The design was similar to HMS Furious, with a



Argonaut HMS Glorious

main flight deck and auxiliary flying off deck forward although the eventual installation of two catapults was a new feature. Finally a small island bridge was fitted to starboard. Armament was restricted to AA guns with sixteen 4.7" guns and on 26,500 tons a respectable 48 aircraft could be carried. HMS Courageous was completed in 1928, with HMS Glorious following two years later. At that time a typical air group would comprise 16 Flycatchers, 16 Fairy IIIF spotter/recce and 16 Ripon torpedo bombers. Refits were undertaken in 1934 - 36 when extra AA guns were fitted and on HMS Glorious the quarterdeck was raised one level and the flight deck extended to the stern. Both were lost early in the war, HMS Courageous being sunk by a submarine in September 1939 and HMS Glorious succumbing to the heavy guns of the battlecruisers Scharnhorst and Gneisenau in June 1940.

Waterline Models

The table gives information on models past and present. Wiking Modelle (WM) produced models of Hermes and Courageous in their original pre-war range, both having been re-issued in the 1950s/60s and the latter again more recently; it would seem that both Eagle and Furious were issued in the 1950s only. NMA refers to the original Navis range (currently listed as NM), which, apart from the numbers inscribed underneath, can be generally recognised by the dark blue-grey paint and more simplistic level of detail. The four Argonaut models (AR) have been discontinued although the entire range is being reworked to an improved standard. There may be a ship building race here as Neptun (N) seek to add to their definitive HMS Eagle with Hermes, Furious, Glorious and Courageous which are listed for future release (as respectively N1115, N1117, N1118 & N1119), albeit in their 1939 appearance. The other makes mentioned are Delphin (D), Tremo, Pilot (from Denmark) and the American 1/1200 Superior range; all but the latter are out of production. Pilot have in the past issued an extensive range of warships and merchantmen with a quality similar to Wiking; much more recently they are thought to be the manufacturer of promotional models of DFDS/SS ferries; these are not to a constant scale and typically are about 1/1000.

Ship	Models	Notes
HMS Furious	AR99, NMA21, Tremo, Superior, WM	AR with island added, also NM120 as in 1917
HMS Argus	NM180	as in 1918; with chart house raised
HMS Eagle	AR51, N1116, WM	
HMS Hermes	D115, AR127, WM, Pilot	
HMS Courageous	AR105, WM	
HMS Glorious	AR100	post 1936 with extended flight deck

List: RN Aircraft Carriers

NOVEMBER 1999 - RN WARSHIP CAMOUFLAGE

This issue's article has been prompted by the arrival in August of the latest release from colour chip experts Snyder and Short Enterprises, namely a set of colours used by the Royal Navy (RN) during World War II. These complement earlier releases for the United States Navy (USN) and Imperial Japanese Navy (IJN) but as far as is known represent the first ever release of such authentic information for the RN. The chips have been produced using Admiralty issued paint chips or in accordance with the 1929 Munsell book of colour. The full S&SE range to date comprises USN WWII Set 1 (20 colours; pre-war greys and purple-blues), USN WWII Set 2 (30 colours; greens, browns and 1945 neutral greys), IJN WWII ship colours (8 colours plus shipyard reference list) and the RN set (22 colours). Future planned releases are Set 2 for the RN and sets for the Italian (Regia Marina) and German (Kriegsmarine) Navies of WWII. Prices per set vary from \$10 to about \$20, plus P&P; Snyder and Short Enterprises can be contacted at 9175, Kiefer Blvd #224, Sacramento CA 95826, USA, by fax (916 455 8871) or e-mail (John_Snyder@macnexus.org).

The table details the 22 colours in the initial RN set. Admiralty Patterns (AP) 507A and 507C were the standard grey colours used respectively in the Home and Mediterranean Fleets. The MS and B series were Admiralty camouflage colours, with MS 1 being a very dark, almost black, grey with each successive number representing a lightening of tone, MS 4a being the lightest. Initially just two shades of blue were available - B 5 and B 6. By 1943 a new paint designation scheme was implemented with the letter indicating the colour and a number the reflection factor, e.g. G 5 was grey with minimal reflectivity i.e. a very dark grey and B 55 was a very pale blue equivalent to Western Approaches Blue. This new scheme caused MS 1 to be re-designated as G 5, MS 2 as G 10, MS 3 as G 20, B 5 as B 15 and B6 as B 30. PB 10 was a royal blue introduced, according to one source, in 1944 for use on submarines only. Semtex and Corticene are decking materials whilst the other non-numbered colours are believed to be those in the so-called Unofficial Schemes which, nevertheless, seem to have been widely used. Hopefully all will become much clearer with a new book due shortly (see below).

507A (1920)	1920, dark grey	MS 1	1941, very dark grey
507B (1940)	1940, medium grey	MS 2	1941, medium grey
507C (1920)	1920, light grey	MS 3	1941, light grey
B 5 (1941)	1941, medium grey	MS 4	1941, light grey
B 6 (1941)	1941, blue-grey	MS 4a	1941, light grey
PB 10 (1940)	1940, blue	Dark brown	1940
Western Approaches Blue	1941	Light green	1940
Western Approaches Green	1941	Berwick blue	1941
Pink	1941	Dark blue	1941
Mountbatten Pink, light	1940	Semtex	early war
Mountbatten Pink, dark	1940	Corticene	

List: RN Paint Chips

Almost as tricky as finding the most appropriate model paints to match the chips, is determining the correct scheme for any particular ship. Even more annoying is a beautiful scheme for one side of a vessel, but nothing for the other. For RN battleships and battlecruisers much useful information, including colour illustrations (drawings) and details of the various schemes carried by different ships during the war, can be found in British Battleships of World War 2 (ISBN 0 85368 141 4) by Alan Raven & John Roberts. Also worth looking for, especially for their coverage of RN cruisers, are the Ensign and Man o' War monographs; these are out of print but can be found second-hand, albeit with difficulty - the list details the camouflage schemes which are included in each volume - all colour drawings. This should help in determining which volumes to search for and which modelling projects might be worth pursuing. There have been only a few publications devoted to RN warship camouflage; as far as is known just the following:

- RN Warship Camouflage 1939 - 1945, by Peter Hodges; published in 1973 by Almark and pending the new Alan Raven book, the only book on this particular subject.
- The Painter's Guide to WW2 Naval Camouflage, Patrick Hreachmack published in the USA in 1996 by Clash of Arms (ISBN 1 85818 000 7). Contact address is Clash of Arms Games, Byrne Building #205, Lincoln & Morgan Streets, Phoenixville, PA 19460, USA.

Of the books mentioned above, only the Floating Drydock and Clash of Arms titles are likely to still be in print. The latter covers all the Navies of the WWII era with nine pages devoted to the RN. In addition to general discussion of Admiralty

colours, patterns and schemes, there are b & w drawings showing the schemes applied to certain destroyer classes and to various cruisers, as listed in the table. Full cross reference is made to commercially available model paints, albeit by the American company Floquil - perhaps if someone knows how best to obtain these paints in the UK, they could write in, please. The Humbrol range widely available here used to feature a set called Naval Vessels which comprised Light Grey (HN1), Dark Grey (HN2), Deck Green (HN3), Deck Bleached Teak (HN4), Hull Red (HN5) and Black (HN6). On their printed colour chart Humbrol confirm that 'colour shades are as near as printing processes permit, for actual colours see tinlet lids'. Following that advice and comparing tins with chips I reckon HN1 is closest to B6 & HN2 to 507B, and of their other paints H140 to MS 2, H87 to MS 3, H27 to B 5 and H79 to 507A. HN3 is the green used on RN ships decks in the 1960s/70s and not relevant here. Of course Humbrol produce a wide range of colours with many greys, greens and blues so the best course is a visit to your local model shop armed with the list of colours needed for the ship to be painted and a copy of the chip sheet for ready reference. Apparently Floquil do intend to produce a set of RN paints and surely these will be made available in the UK.

Ship	Scheme/Date Illustrated
Tribal class destroyer	Western Approaches Scheme, used from 1939
Tribal class destroyer	Admiralty Disruptive Light Scheme, used from 1940,
Tribal class destroyer	Admiralty Disruptive Medium and Dark Schemes, again used from 1940
Tribal class destroyer	special Home Fleet Destroyers Scheme, circa 1943/44
Tribal class destroyer	Simplified Scheme (3 versions)
Tribal class destroyer	Standard Pattern, circa 1944
L or M class destroyer	Western Approaches Scheme
L or M class destroyer	Admiralty Intermediate Scheme, used from 1939
HMS Furious	as in 1939 and in 1941
HMS Suffolk	in 1943
HMS Cumberland	not specified
HMS Berwick	circa 1941/42
HMS Southampton	1940
HMS Sheffield	late 1942
HMS Sirius	1942
HMS Naiad	1940

List: Ships featured in 'The Painter's Guide to WW2 Naval Camouflage'

There has been some magazine coverage on the subject of camouflage, specifically a series about the USN by Del Palmieri in Scale Models many years ago (between 1979 & 1981), my own 'Broadside' article in Marine Modelling in December 1987/January 1988 and much more recently (1996 - 97) by Alan Raven in a series called 'The Development of Naval Camouflage 1914 - 1945' in the US magazine Ship Modeller; contact address is Dan Jones, Plastic Ship Modeller, PO 2183, Arvada CO 80001 - 2183 USA. It seems likely that at least some of the material to be found in the Ship Modeller articles will appear in Alan Raven's forthcoming book about RN WWII Camouflage to be published by White Raven press.

► 2010 Update:

- Naval Camouflage 1914 – 1945, Williams, D (ISBN 1 86176 154 6),
- Camouflage Volumes 1 – 3: RN 1939-41, 1942, 1943-44, Raven A, published by Warships Perspectives,
- Camouflage Volume 4 RN Supplemental, Raven A, published by Warships Perspectives.

Finally if anyone has colour photographs of completed models with authentic camouflage, I would be very happy to borrow them with a view to publication - keep those brushes clean!

Title	Camouflage Information
Ensign 1: King George V class battleships	King George V in Admiralty Standard scheme Type B, 1945 Prince of Wales in Admiralty Disruptive scheme, 1941 Duke of York in a ship unique scheme, 1941 Anson in Admiralty Intermediate Disruptive scheme, 1942
Ensign 2: Dido class cruisers	Sirius in Admiralty Disruptive, 1942 Scylla in Admiralty Intermediate Disruptive, 1942 Argonaut in Admiralty Light Disruptive, 1942 Charybdis in Admiralty Intermediate Disruptive, 1942 Naiad in brown & green scheme, 1940 Euryalus in Admiralty Disruptive, 1942 Phoebe in brown & green scheme, 1940 Black Prince in Admiralty Intermediate Disruptive, 1943
Ensign 3: Flower class corvettes	Orchis in Western Approaches scheme (2 colour), 1942 Montbretia in Western Approaches scheme (3 colour), 1942 Lavender in Western Approaches scheme (2 colour), 1943 Campion in Peter Scott scheme, 1941

	<p>Polyanthus in Western Approaches scheme (3 colour), 1942 Alisma in Western Approaches scheme (2 colour), 1942 Loosestrife in Admiralty Light Disruptive, 1944 Bergamot in Admiralty Dark Disruptive, 1943 Snowberry in Western Approaches scheme (2 colour), 1943</p>
Ensign 4: Queen Elizabeth class battleships	<p>Warspite in unofficial two tone scheme with 507A/507B, 1942 Valiant in unofficial two tone scheme with 507A/507C, 1942 Malaya in Admiralty Disruptive, 1943 Queen Elizabeth Admiralty Disruptive, 1941 & 1943</p>
Ensign 5: Town class cruisers	<p>Southampton in brown & green scheme, 1940 Sheffield in Admiralty Intermediate Disruptive, 1942 Glasgow in two tone (507A/MS4) scheme, 1943 Birmingham in Admiralty Disruptive, 1943 Liverpool in Admiralty Disruptive, 1942 Glasgow in Admiralty Disruptive, 1942 Birmingham in Admiralty Light Disruptive, 1943 Sheffield in Admiralty Disruptive, 1942</p>
Ensign 6: War Built O to Z class destroyers	<p>Rapid, 1943 Roebuck, 1943 Quentin, 1942 Grenville, 1944 Quilliam, Admiralty special disruptive for Q class, 1942 Petard, Admiralty Standard, 1944/45 Undine, 1943 Swift, Admiralty Dark Disruptive, 1943 Oribi, 1942</p>
Ensign 8: Renown and Repulse	black & white photos only
Ensign Special: Hood	not applicable
Man o' War 1: County class cruisers	<p>London, 1943 Norfolk, 1943 Sussex in Admiralty Light Disruptive, 1942 Devonshire, 1941 (in 507A/507C) & 1944 (G20, B30 & B55) Suffolk, 1942</p>
Man o' War 2: V & W class destroyers	<p>Broke in Western Approaches scheme (3 colour), 1942 Whitehall in Western Approaches scheme (3 colour), 1942 Whiteshed in Western Approaches scheme (3 colour), 1944 Verity in Admiralty Light Disruptive, 1942 Watchman in Admiralty Light Disruptive, 1943 Worcester in Western Approaches scheme (3 colour), 1941 Vanoc in unofficial scheme (using 507A/507C), 1941 Verdun in Admiralty Light Disruptive, 1942 Wallace in Admiralty Light Disruptive, 1943 Wolsey in Western Approaches scheme (3 colour), 1942 Vanity in Western Approaches scheme (3 colour), 1942 Vidette in Admiralty Light Disruptive, 1942 Wolverine in Admiralty Dark Disruptive, 1942</p>
Man o' War 3: Rodney and Nelson	<p>Rodney in 507C, B5, MS1 and MS2, 1942 & 1943 Nelson in 507C, B5, MS1, MS2 and MS3, 1942 & 1943</p>
Man o' War 4: Hunt class escort destroyers	<p>Catterick in a one-off Admiralty Disruptive, 1942 Fernie in Western Approaches scheme (2 colour), 1943 Eskdale in Admiralty Light Disruptive, 1942 Zetland in Western Approaches scheme (2 colour), 1942 Brissenden in Western Approaches scheme (3 colour), 1943 Holderness in Western Approaches scheme (3 colour), 1942 Melbreak in Western Approaches scheme (3 colour), 1942 Liddesdale in Admiralty Light Disruptive, 1942 Avondale in Admiralty Light Disruptive, 1944 Middleton in Admiralty Dark Disruptive, 1943 Middleton in Admiralty Disruptive, 1942 Badsworth in an unofficial scheme, 1941 Cotswold in Admiralty Light Disruptive, 1942</p>

List: Ensign and Man o' War Titles

AUGUST 1998 – MODERN RN

Hard to believe that it is now over a decade since Waterlines, or Broadside as it was then, surveyed the 1/1250 scene for models of modern Royal Navy warships and auxiliaries. There have been plenty of new models during the last ten years so for this article the intention is to provide a mention at least of most, if not all, models of RN 1/1250 ship models that have been produced, with more detailed information concerning those in current production.. Two main tables are provided, one listing by class major RN



Albatros K HMS Kent

warships and RFAs annotated to record those manufacturers who have produced relevant models (catalogued but unissued models are omitted). The second is a list of Albatros RN models, this being the primary source of such models with the added benefit of mostly being still available. Also, and best left to another time, are various 1/1200 models from the likes of Triang, Oceanic, Clydeside and Broadwater (note that if you do encounter any 1/1200 modern RN submarines they will probably be from the latter). Triang is surely very well known to Waterliners and the only other likely source is Fleetline.



Hansa HMS Fearless

Although this manufacturer ceased production some ten years ago, models that may turn up are HMSs Dreadnought, Swiftsure, Resolution and SSKs of the Oberon and A classes. Earlier versions of the Resolution model had the diving planes in the vertical as opposed to horizontal position, and these are now quite rare. The Fleetline RN/RFA surface fleet comprised HMS Invincible, the Type 42 destroyer HMS Sheffield and the LSL Sir Tristram, all as built, and lastly the fast training boat HMS Cutlass. All these models were produced as 1/1200 white metal kits.

The other manufacturer of particular relevance is Skytrex although their 'Triton 1250' range is currently discontinued, reportedly for re-work to a better standard. The original kits were somewhat variable in level of detail and accuracy which is perhaps why Skytrex decided to withdraw them. They do however regularly appear on offer at swapmeets, typically in assembled and painted form with the price dependent on the quality of workmanship invested. To their credit Triton 1250 covered virtually every class and batch in operational service circa 1980 to 1995, plus a selection of ships from earlier years. Currently available and relevant to this article are the liners Canberra and Uganda as taken up from trade circa 1982.

The RN/RFA table, which has been broken into two parts, gives an idea of the models that may be found - about a third of the Skytrex items (those annotated 'I') were produced to an improved standard before the entire range was suspended. In



Skytrex HMS Hermes

this table the different manufacturers are abbreviated as follows: ALK signifies Albatros K, D - Delphin, S - Hansa, Sk - Skytrex Triton, T - Trident, Ta - Trident Alpha and WM - Wiking. Of the non-UK makes, Anker, Delphin, Star, Westfalia and Wiking are discontinued, whilst the Hansa models mentioned are not in their current catalogue. Catalogue numbers (where known) are included - these are normally engraved underneath a model and should help with identification. In some instances, e.g. Trident Rover class, more

that one model for a particular class have been issued - in this instance the two models have different helicopter flight decks. Note that in current dealers' catalogues all Trident Alphas have been renumbered - however the numbers given here are those which will be found on the actual models. In the case of Skytrex, all the catalogue number are prefixed by R; in the table /a indicates a separate model, normally a modified version, although in some instance the 'a' version only was produced. Unissued from the last Triton 1250 list are HMSs Daring, Battleaxe, Crossbow, Corunna and Samaurez (all destroyers), the repair ship HMS Pioneer and RFA Lyness. Hopefully these are an indication of things to come.

Albatros K Series

The 'K' here is an abbreviation for kriegschiff, the German for warship, and although this series includes modern German and Dutch vessels, it is the RN that concerns us here. The table gives the entire RN catalogue just two of which are no

longer in production and a further half dozen are planned future releases. As well as warships ALK produce the Royal Yacht Britannia and the SS Uganda as a hospital ship circa 1982; the latter model is in overall white with red cross markings and a helo deck fitted aft. Of interest in the main Albatros series is the diving support ship Seaforth Clansman (AL70). The deleted ALK items are HMS Illustrious and HMS Manchester; the former showed the carrier circa 1982 prior to the installation of Phalanx, whilst the Type 42 (a Batch III) unfortunately features a rounded stern as in the original design, rather than the square stern which was ultimately adopted; the discontinued Skytrex version is also incorrect in this respect. Yet to be released are HMSs Valiant, Bulldog, Challenger, Polar Circle, Ocean and the research ship Charles Darwin; of these the helicopter carrier HMS Ocean may be the first to appear and it would not be a surprise if Challenger and Polar Circle are abandoned; hopefully Albatros will prove me wrong.

Their three Type 42s cover all Batches with HMS Glasgow showing the class as first completed with large T965 radar and ships boats fitted amidships. HMS Exeter reflects the typical state of the class in the late 1980s with the T965 replaced by a T1022 and Phalanx in place of the ship's boats. HMS Edinburgh is depicted as in the late 1990s with two Phalanx installed and strengthening beams on the hull. Note that at one stage HMS Edinburgh was fitted with a single Phalanx just aft of the Mk. 8 4.5" gun and BMARC 30mm either side of the funnel; this was a temporary trials arrangement. The model of HMS Bristol shows the ship on completion - she was of course fitted with additional light AA guns and extra chaff launchers in the wake of the Falklands.

The Type 21 model is with Exocet fitted but prior to the hull strengthening, although on my model there is no Seacat launcher and a pair of light guns are fitted either side of the hangar. No photographic evidence can be found to support this appearance so it looks as if for once (twice if you count ALK82) Albatros have made a mistake. Does anyone know of HMS Active in this configuration, perhaps at the end of her RN service when Seacat was no longer considered effective?



Albatros K HMS Endurance

The majority of models are in overall grey, often with helicopter deck markings and hull pennant numbers. More colourful are the two red hulled Endurances and HMS Hecla either white with buff funnel and mast (as a survey ship) or white overall with red crosses on hull, deck amidships and either side of the funnel (as a hospital ship). The ocean going tug Rollicker is correctly depicted in her black and buff scheme - a few more RMAF vessels would be good.

Worth searching for

Of the other manufacturers' models listed in the RN/RFA table a few are definitely worth searching out, either because they are especially good models or the only model of a particular ship. To be recommended are the Trident RFAs Olwen and Stromness plus RCT landing ship Ardennes, Trident Alpha HMS Fearless and RFA Sir Lancelot, Delphin Type 42 (HMS Sheffield, as built) and Tribal class frigate HMS Ashanti, Hansa HMS Amazon (a Type 21, as built), Star Type 14 utility frigate HMS Blackwood and Wiking HMS Daring.



Wiking HMSs Daring and Leopard

Absent without Leave

There are a number of ships that are conspicuous by their 1/1250 absence. No doubt readers will have their own preferences but the following must be candidates - HMS Eagle as in the 1970s, RFA Fort Victoria, RFA Oakleaf, RFA Sir Galahad (1987), Centaur class (forgetting for a moment the old Triang version) and HMS Invincible in her current appearance with extended ski jump and 3 Goalkeepers. Hopefully Albatros will model this ship and eventually keep up with the planned modifications to the Invincible class which will see the Sea Dart go and the flight deck area slightly enlarged. Given that Skytrex's attempt is not one of their best it would also be good to see Albatros offer either HMS Boxer or HMS Beaver - these are the first two of the Type 22 Batch II and feature a smaller hangar/flight deck than the other four, suitable only for a Westland Lynx (as opposed to a Sea King or Merlin). It is a bit soon to expect models of new generation of assault ships (HMS Albion and Bulwark), but they are certainly something to anticipate.

ALK70	Britannia, royal yacht	ALK84	HMS Cleopatra (Leander - Exocet)
ALK71	Uganda, as hospital ship	ALK84a	HMS Arethusa (Leander - Ikara)
ALK72	HMS Illustrious	ALK84b	HMS Andromeda (Leander - Sea Wolf)
ALK72a	HMS Ark Royal	ALK84c	HMS Achilles (Leander - gun)
ALK72b	HMS Illustrious (post 94 refit)	ALK85	HMS Glamorgan (with Exocet fitted)
ALK73	HMS Resolution	ALK85a	HMS Kent (as built)
ALK74	HMS Trafalgar	ALK86	HMS Active (T21)
ALK75	HMS Valiant	ALK87	HMS Orkney
ALK76	HMS Leeds Castle	ALK88	HMS Hecla
ALK77	HMS Brecon	ALK88a	HMS Hecla (as hospital ship)
ALK78	HMS Bulldog	ALK89	Roysterer (RMAS tug)
ALK79	HMS Endurance (ex Anita Dan)	ALK90	Charles Darwin (research ship)
ALK80	HMS Broadsword (T22 Batch I)	ALK91	HMS Challenger
ALK80a	HMS London (T22 Batch II)	ALK92	HMS Carron
ALK80b	HMS Cumberland (T22 Batch III)	ALK93	HMS Norfolk (T23)
ALK81	HMS Bristol	ALK94	HMS Sandown
ALK82	HMS Manchester (T42 Batch III)	ALK95	HMS Polar Circle (1991)
ALK82a	HMS Edinburgh (T42 Batch III)	ALK95a	HMS Endurance (ex Polar Circle)
ALK83	HMS Glasgow (T42 Batch I)	ALK96	HMS Ocean (1998)
ALK83a	HMS Exeter (T42 Batch II)		

List: Albatros K series - RN Warships and Auxiliaries

Type	Class/Type/Ship	Notes	1/1250 Models
Carriers	HMS Eagle)	Westfalia 1
	HMS Ark Royal) see Nov 97 issue	Westfalia 2, Sk R1023 (I)
	HMS Victorious) for more details of	Anker 25, Sk R1021(I)
	Invincible class) the carrier models	T975, Sk1025/a (I), ALK
Battleship	HMS Hermes)	Sk R1024 (I)
	HMS Vanguard		Sk R1000 (I), D110
Cruiser	Tiger class	(gun & helo versions)	S75, S215, Sk R1030/a (I)
Destroyers	CA class	HMS Cavalier	Sk R1057a (I)
	Weapon class		Ta21
	Battle class	(radar conversion)	Ta118
	Daring class		WM
Frigates	County class		S102, Sk R1029a, ALK
	HMS Bristol	(Type 82)	ALK, Sk R1028
	Type 42	Batch I - III	Sk R1026, R1027/a-d, ALK, D129
	Blackwood class	(Type 14)	Star 122, Sk R1051
	Type 15	(full DD conversion)	Sk R1053/a
	Type 16	(limited DD conversion)	Sk R1058a (I)
	Leopard class	(Type 41)	WM, Sk R1050
	Salisbury class	(Type 61)	Sk R1049
	Tribal class	(Type 81)	D15, Sk R1045
	HMS Mermaid	ex Ghanaian Navy	Sirene (resin)
	Whitby class	(Type 12)	S64, R 1048
	Rothsay class	(Type 12)	WM, Sk R1047
	Leander class	various versions	ALK, Sk R1044/a/b/c, Star 84, Star 111, Ensign
	Submarines	Type 21	
Type 22		Batches I - III	ALK, Sk R1041/a, R1042/a/b.
Type 23		(Iron Duke class)	ALK, Sk R1040
Resolution class		(SSBN - Polaris)	ALK, T214
Vanguard class		(SSBN - Trident)	T213
HMS Dreadnought		(SSN)	Star 3, T152
Valiant class		(SSN)	Sk R1007, T217
Swiftsure class		(SSN)	T216, Sk R1006
Trafalgar class		(SSN)	ALK, T215
A class		(SSK)	S94
Oberon class	(SSK)	Star 4, T219, Sk R1004/a (I), Ensign	
	Upholder class	(SSK)	T218

List: Modern RN ships in 1/1250 (Part 1)

Minewarfare	HMS Abdiel		T908, Sk R1091
	Ton class		Sk R1079a
	Ham class		S265
	Ley class		Ta15
	Hunt class		ALK, Sk R1081

Misc.	Sandown class		ALK
	River class		ALK, Sk R1080
	Britannia	Royal Yacht	ALK
	HMS Endurance	1960	ALK, T924, Sk R1077 (I)
	HMS Endurance	current	ALK
	Hecla class	survey	ALK, Sk R1078
	Bulldog class	survey	T864
	Island class	patrol	ALK, Sk R1083
	Castle class	patrol	ALK, Sk R1084
	Peacock class	patrol	Sk R1082
	HMS Triumph	repair ship	Sk R1098 (I)
	Roysterer class	RMAS tug	ALK, Sk R1095 (I)
Amphibious	Girl class	RMAS tug	Sk R1096 (I)
	Fearless class	LPD	S227, Ta100, Sk R1075
	Ardennes	RCT LCL	T901
RFAs	Sir class LSLs	(RFA)	Ta101 (Sir Lancelot), Sk R1076, D134
	LCM 9	(carried by Fearless)	Ta Z25
	Engadine	aviation training	Ta80, Sk R1090
	Argus	aviation training	Sk R1088
	Diligence	forward repair ship	Sk R1097 (I)
	Resource class	fleet replenishment	Sk R1087
	Stromness class	fleet replenishment	T920
	O1 class	large fleet tanker	T907, Sk R1086
	Rover class	small fleet tanker	T974, T998, Sk R1085
	Fort Grange Class	fleet replenishment	Sk R1089
	Tide class	large fleet tanker	Sk R1092
	Appleleaf class	support tanker	Sk R1100

List: Modern RN ships and RFAs in 1/1250 (Part 2)

A BRIEF HISTORY OF THE 'GUIDE TO WATERLINE MODEL SHIPS'

The first issue of the guide was compiled in 1990 and was based on a series of eight articles published in Marine Modelling magazine during 1989. In producing a booklet it was possible to include much additional detail and to provide listings for certain manufacturers whose ranges were out of production and whose models would therefore not be listed in dealers' catalogues. Issue 1 then contained listings for Eagle*, Ensign, Hornby Minic/Rovex*, Airfix*, Casadio*, Triang*, Delphin, Hansa, Star and Wiking. Issue 2 (which appeared in 1996) repeated those asterisked and added full lists for Len Jordan Models, Pedestal, Fleetline and Nelson. With UK collectors in mind, all British models produced by a further eighteen manufacturers were listed in tables.

Issue 3 appeared in 1999, followed five years later by Issue 4 which was available on CD only but added a digital photo library. Issue 5 in 2008/09 heralded the pdf download version with many new images. With all issues most entries are reviewed and of course new manufacturers added.

Courtesy of Marine Modelling International (see www.traplet.com, then 'Online shop', then 'Marine Modelling', then 'Books') Issue 6 (2010) is the first for many years to find its way into print. With new models constantly appearing (and going out of production) it can only be a snapshot at the time of writing so please refer to the monthly MMI-Waterlines column for all the latest news and that extra level of detail re ships and models. Issue 6 was last amended in January 2010.

