six

Detailing HMS *Daring*

This is one of the early kits and the instruction sheet is of the more detailed kind, which in itself is of a help to the beginner. Nevertheless, the instructions can well be both expanded and corrected; and a complete building programme for this particular model is given below. Many 'tricks of the trade' can be learned on this one kit, and much that is said of it will be equally applicable to other more ambitious projects.

Having studied the kit instruction sheet and identified the parts, examine the hull sides, parts 1 and 2, and clean off any flash or sprue tags from the fore-and-aft joint line. Retain the boss right at the bow; this is not a moulding stub, but represents a built-in 'bull-ring'.

Check that the 'ledges' inside the hull which will support the deck (part 3) are clear of flash, especially at the stern. Optionally, drill out the scuttles in both hull sides as described on page 11.

The two hawse holes are too near the stem; drill two similar holes 2 mm astern of the existing ones and plug or fill the latter, filing smooth when dry.

It is not a bad plan to make up some lengths of extended sprue at this stage and to use the tapered plastic section for any plugs that may be needed. Enter the plug — in this case into the existing hawse holes — and trim to approximate length; put a *touch* of cement on it, jam it into the hole and bring all smooth when the cement has set (Fig 8). Alternatively, of course, 'customising' body putty can be used.

Check the slots for the propeller shaft 'A' brackets and the hole for the rudder post, and cement the hull halves together, making sure of a good joint between them, particularly at the transom stern.

Allow the hull plenty of time to thoroughly set. When it has, sand off the joint line along the keel and bow, and examine the transom stern. There is almost always a noticeable step at the joint, and the stern often has dimples in it. Dress the stern down to a flat surface with a fine file and sand smooth.

Add four fairleads on the deck edge of the fo'c's'le and on the quarters (Fig 9) made from scrap plastic (commercially produced white plastic sheet is ideal, because, since these fairleads need to be white, they need no painting).

Add also two small semi-circular projections immediately above the final position of the propellers. They are fit-

The name ship of the 'Daring' Class at speed in calm conditions. Compare her high-set yardarm and its supporting struts beneath with the low-set yard and struts above on Defender *(page 12)* (Navy News Photo Series).

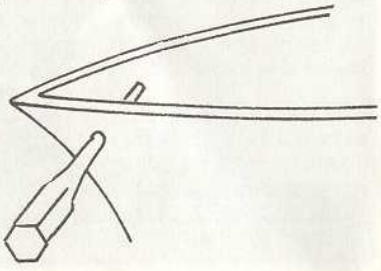
There were many major changes to the 'Daring' Class in the course of their service lives. Here, HMS Daring *is seen in Portsmouth Harbour during the late spring of 1967, having been modernised. She has a new director, twin Mk 5 Bofors have replaced the STAAG mountings on the bridge wings and her after superstructure is continuous from 'X' gundeck to the break of the fo'c's'le. This was probably a ceremonial occasion, for she is flying a Union Jack and two White Ensigns whilst under way. Note the large Ensign on the Ensign staff and the smaller one at the sea position at the peak of the gaff* (Wright & Logan).

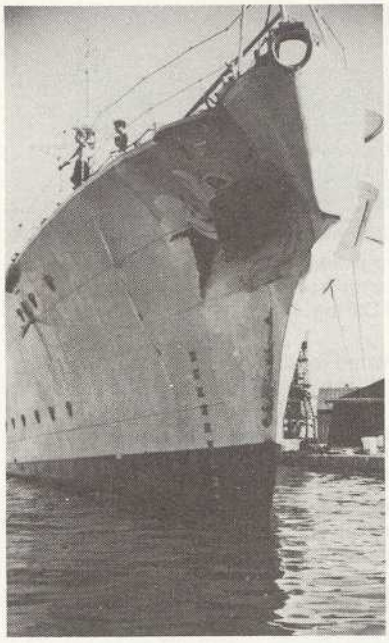
ted in ships whose propeller blades have a greater spread than the beam of the ship, and act as permanent fenders. Do not fit the propellers, the rudder or the anchors at this stage, but simply let the unpainted hull rest in the stand cradles.

Examine the edges of the deck (part 3) and dress down any slight irregularities. Check that the deck fits neatly on to the ledges inside the hull especially at the stern, *but do not cement into position.* Paint the deck surfaces of part 3, Deck Green (M3). Avoid getting deck colour paint on vertical superstructure and 'fitting' surfaces by painting *inwards* towards them (Fig 10). Similarly, paint upwards on the sides of the forward midship and after superstructure. Optionally, mark a line of dots for the scuttles in the forward and after superstructure with a sharp pencil and drill out.

Add two small reels made from plastic sprue to the forward screen (abaft 'A' mounting); similar reels midway between the motor cutter davits on each side and beneath the whaler's davits; and then complete the painting of the moulded deck items as detailed on Fig 11. With care, it is possible to run a part-dry brush over the anchor cables on the fo'c's'le and only pick out independent links, which gives a most satisfactory appearance.

Fig 8. *Plug for hawse-hole, made from sprue stump.*



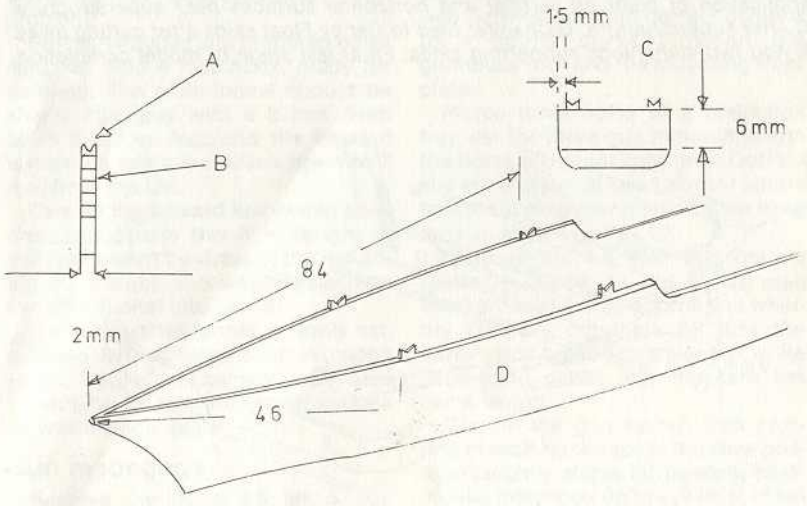


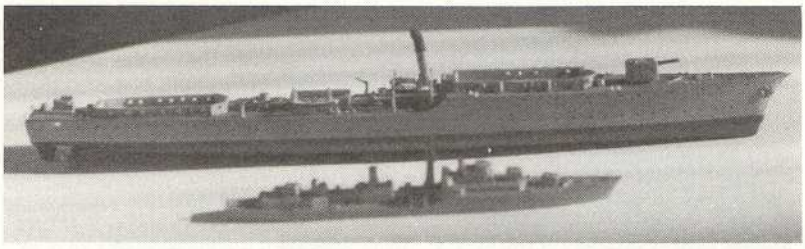
It is all too easy to model this effect by over-enthusiastic use of plastic cement when setting the anchors into their hawse-hole! Apart from the unfortunately rather 'bent' bow, the bull-ring and draught marks are of interest (Anthony Peters).

Check 'B' gundeck, part 4, for fit over the forward superstructure mounting, but *do not* cement into position. Optionally, carefully cut off the Carley Floats to port and starboard, file the butting edge to a slight chamfer and re-cement into position. The Carley Floats were carried on angled skids to allow them to be slipped for launching. Add two extra reels to port and starboard of 'B' mounting's position and complete the painting of part 4 as detailed in Fig 11, which also shows the optional scuttle positions.

Part 5, the Compass Platform and Gun Direction Platform, is a little inaccurate. Slice off the two outboard Air Lookout sights (which look like domes) and re-cement them immediately abaft the forward pair. Cut two small slices of extended plastic sprue (as signal searchlights) and cement on to the positions vacated by the repositioned Air Lookout sights. Paint part 5 as shown in Fig 11 and cement into position on part 4.

Fig 9. A *Cut nick in strip of plastic sheet for additional fairleads.* **B** *Mark equal spaces for fairleads; cut off in sequence.* **C** *Quarterdeck fairleads.* **D** *Additional fo'c's'le deck fairleads.*





The Airfix Daring *hull, early in the building programme. Note the repositioned anchor and the scuttles drilled out in the ship's side and superstructure units. Alongside is a Triang 1:1200 scale diecast* Daring.

Part 9 and part 14 should be treated in the same manner as 'B' gundeck — including the removal and resetting of the Carley Floats. A point about part 9 is that the slim stowage on the deck edge of the starboard side is too long and will foul the after davit of the whaler, but the stowage only needs about 1 mm filed away from its after end to correct the fault. Paint both parts as shown on Fig 11 but *do not* cement into position.

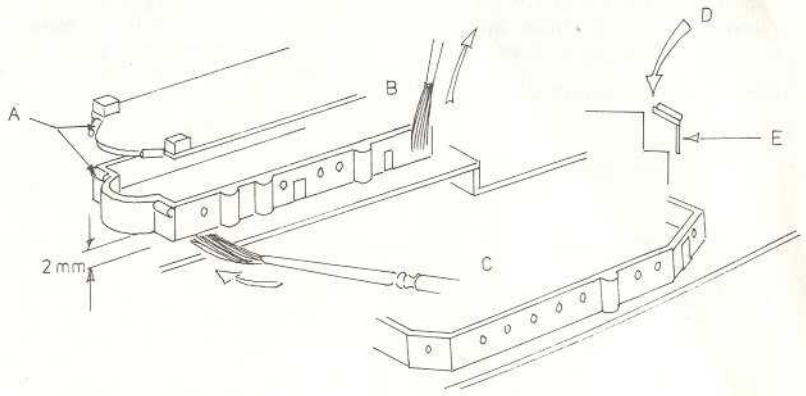
As a general rule with items like these, it is best not to attempt to paint the *inside* edges of the 'wind dodgers' and splinter shields around the deck edge. The fact that they are unpainted will not be detectable on the completed model.

Make up the two funnels, parts 10, 11, 12 and 13, but check their respective halves carefully because the locating pips cannot always be relied upon. On the whole it is better to file off the pips altogether and align the two halves of each funnel during the cementing.

Once set, clean out the vents at the top of each funnel, and trim their locating stubs at the base until they fit neatly into the appropriate slots in the decks.

At this time check the set of the after funnel to make sure that it has a slight rake astern and mark its locating stub with a pencil against a similar mark

Fig 10. A *Additional reels from extended plastic sprue (port and starboard).* **B** *Forward superstructure, showing extra scuttles and paintbrush direction for application of paint on vertical and horizontal surfaces near superstructure.* **C** *After superstructure.* **D** *Chamfer filed to Carley Float skids after cutting away.* **E** *Add two stanchions supporting skids. Fit at last stage of model completion.*



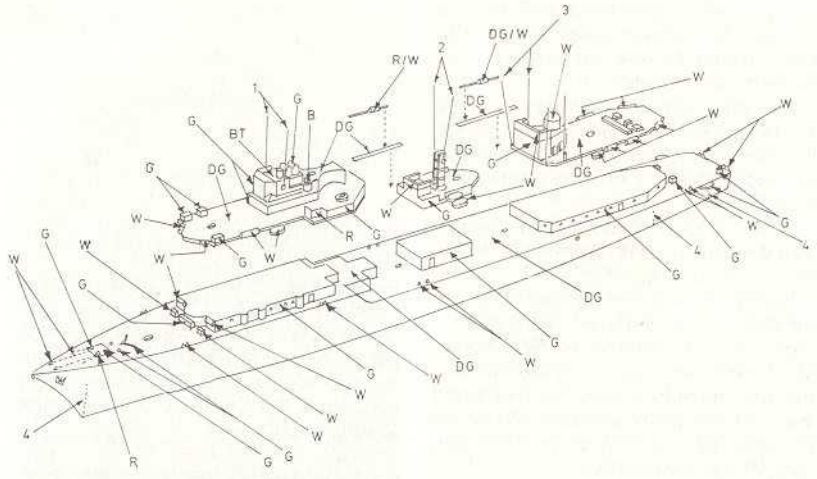


Fig 11. *Colour code and whip aerials.* **1** *10 mm whips from sides of bridge superstructure.* **2** *10 mm whips from after funnel sides, angled outboard.* **3** *10 mm whips (port and starboard) from after superstructure. After whips vertical, forward whips angled forwards and outboard.* **4** *Draught marks: forward, keel cut-away and screws. Dot in white below waterline and black above.* **B** *Black (signal searchlights on bridge).* **BT** *Bleached teak (compass platform).* **DG** *Deck green.* **DG/W** *Deck green/white hoops (starboard dan buoy). Cement to after catwalk.* **G** *Light grey.* **R** *Red (port cable holder, port navigation lamp).* **R/W** *Red/white hoops (port dan buoy). Cement to forward catwalk.* **W** *White.*

underneath part 9. The rake is very slight and it is too easy to put the after funnel into position the wrong way round, although by its shape the forward funnel presents no such problem.

Set both funnels into prepared holes 'stabbed' into a matchbox, ready for painting. The after funnel should be ship's side grey with a 2 mm deep black band on top; and the forward funnel the same, but black down to 7 mm from the top.

Cement the forward funnel into position, taking care that it is upright (it will rake astern by virtue of the moulding of its stub), and similarly position the after funnel into part 9.

When the after funnel is firmly set, cut two 8 mm lengths of extended plastic sprue and cement them side by side on its forward facing surface as waste steam pipes.

Gun mountings

Remove the three 4.5 Mk 6 gun mountings (parts 34, 37 and 40) from the sprue and check that they freely fit into the locating holes on the gun-decks, easing the locating pegs with a file if necessary. File down the central web between the gun barrel positions to a gentle curve between the gunhouse roof and the mounting front plate.

Pierce three holes in a matchbox tray, set the three gun mountings into the holes and paint light grey. Optionally either paint or use Letraset letters to add sighting port marks on the front face as shown on Fig 12.

Paint all six 4.5 inch gun barrels (parts 35, 36, 38, 39 and 41, 42) matt black while still on the sprue and when dry carefully cut them off. Lay the barrels side by side on a piece of white paper and check that they are the same length.

Cement the gun barrels into position in each gunhouse at the stow position (slightly above horizontal), holding the matchbox up to eye level to set

the same elevations to each gun barrel before the cement sets. Check also that the gun barrels are parallel when viewed from above.

For any 'action' elevation at high angle, remember that, in this mounting, *both* barrels elevate together and not independently like the guns in big mountings.

When dry, paint the tips of the gun muzzles silver, and stow away in an empty matchbox.

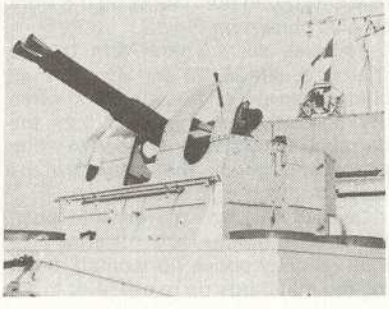
Follow exactly the same procedure for the two twin Bofors STAAG mountings (parts 46, 48) and the twin Bofors Mk 5 mounting (part 44), except that the gun barrels should be cemented into position at 45° elevation. Paint the muzzles red and stow away in the 'gun mountings' matchbox.

Bofors 40 mm guns (and 2 pdr pom-poms) had conical flame guards on the muzzles to prevent their crews from being blinded by flashes during a night action, and it was common practice to paint the inside of the flame guards red.

The directors

The Darings were the first British destroyers to have proper 'divided

The twin Mk 5 Bofors mounting — part 44 of the Daring *kit. Beyond it is its small hand-worked director with canvas 'wind-dodgers' laced to the guard rail stanchions along the director platform. The uppermost flag of the signal on the port yard is the International Code Pennant, and the ship (a 'Loch' Class frigate) is probably exercising her authority to fly the Naval 'Right of Way' hoist* (Anthony Peters).



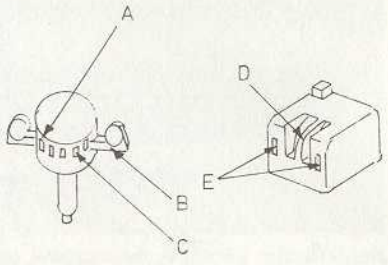


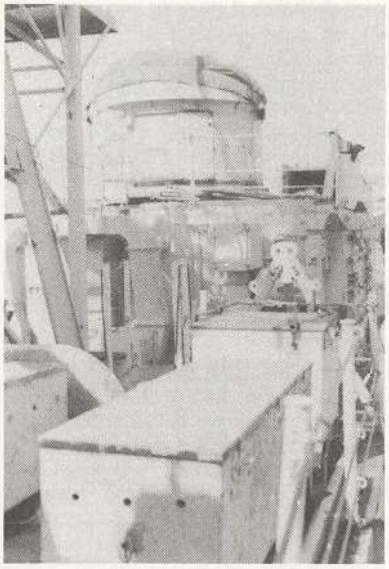
Fig 12. A *Mk 6 Director with rounded front face.* **B** *Modified radar nacelle beam.* **C** *Windows (black).* **D** *4.5-inch Mk 6 mounting, with filed-up centre web.* **E** *Sighting ports (black) only applicable to 'Darings' before major modification.*

control' facilities for their main armament, consisting of a Mk 6*AA/SU director (parts 6 and 7) between the bridge and the foremast; and a CRFBD (part 15) forward of 'X' mounting. Normally the Mk 6* Director controlled all three mountings; but 'X' mounting could be linked to the CRBFD to independently engage a second target.

The Mk 6* Director in the Airfix kit needs some modification to make it correct, but this only entails a little work. Remove the combined director and pedestal, and the radar nacelles and their supporting beam from the sprue. Cut off the upper beam (between the two 'headlamp' radar nacelles).

Cement the lower beam into the slot in part 6 and set aside to dry. Then carefully file it down until the top of the director is circular (Fig 12). Fix the assembled director into a matchbox base — gun mounting fashion — and paint overall light grey. Finally, paint the lenses of the nacelles white and mark in black dots on the director front face between them to represent the sighting windows.

The CRBFD is modelled with its 'pram-cover' canvas hood closed, and needs little special treatment. Simply remove it from the sprue, make sure that the locating peg will fit into the appropriate hole on part 14, and set it in a matchbox for painting. The parallel sides of the drum-shaped director



The CRBFD from the rear with its hood folded back. This one is in grey PVC which generally replaced canvas. Observe clutter of lockers and fittings on the decks (Anthony Peters).

should be painted light grey, and the dome top, white. Stow both directors away in the 'gun mounting' matchbox.

The foremast

The novice can become confused with this item because the assembly drawing on panel 2 of the kit instructions is incorrect. Part 30 is the *starboard* part of the mast and part 29 the *port* part. Both should be fitted so that their long edges are aft, and not forward as shown. In their correct positions, they will fit so as to enclose the fore funnel, and the short forward edges have been bevelled to take part 31.

Mast assembly

Remove the three parts of the foremast with great care from the sprue, because the lattice structure is very delicate. Carefully clean off any flash and then cement part 31 to one of the mast sides. When dry, check in position on the hull without cementing down. The two parts should fit neatly against the after end of 'B' gundeck (part 4), which may need easing out with a file to ensure that the mast does not lean astern. Cement the second side to the first two parts and before it has set, again temporarily place it in position on the hull. Leave the assembly to set, remove it from the hull, and then paint the lower part light grey up to the 4th rung of the lattice, and matt black above, both inside and outside the lattices.

The assembled mast should produce a small locating hole at the top into which the peg on part 32 is to locate, but part 32 is shown the wrong way round. The angled struts should be facing forward, together with the central fore-and-aft strut. Remove part 32 from the sprue, and cut off the locating peg beneath it, finally filing the underside flat. Cement it directly

A typical torpedo davit close to a set of power-operated davits adapted from the earlier hand-worked 'screw jack' type. The 'spurn water' can be seen between the boundary of the deck colour, and the ship's side grey on the deck edge, and is laid inboard of the pair of bollards in the foreground (Anthony Peters).

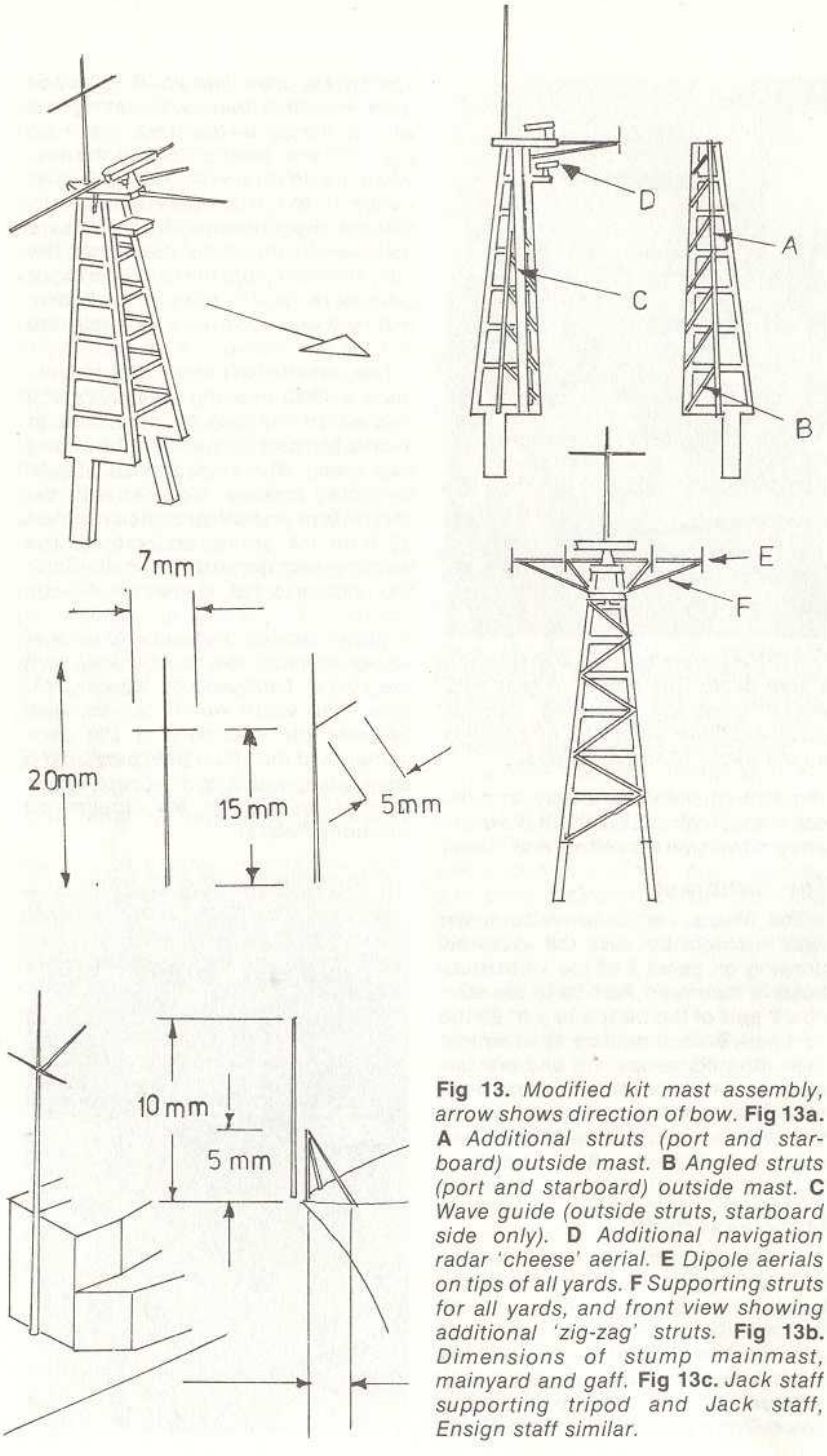


Fig 13. *Modified kit mast assembly, arrow shows direction of bow.* **Fig 13a.** **A** *Additional struts (port and starboard) outside mast.* **B** *Angled struts (port and starboard) outside mast.* **C** *Wave guide (outside struts, starboard side only).* **D** *Additional navigation radar 'cheese' aerial.* **E** *Dipole aerials on tips of all yards.* **F** *Supporting struts for all yards, and front view showing additional 'zig-zag' struts.* **Fig 13b.** *Dimensions of stump mainmast, mainyard and gaff.* **Fig 13c.** *Jack staff supporting tripod and Jack staff, Ensign staff similar.*

on to the top of the assembled lattice mast with the locating hole for the radar aerial (part 33) *directly over the hole in the top of the lattice mast* and with the struts positioned as described above. Check part 32 for level and squareness before the cement has set.

Cut off a 10 mm length of extended plastic sprue and cement it into the platform hole as a topmast, which is not modelled in the kit.

Remove the radar aerial, part 33, from the sprue, and file its locating peg down to a stub of 2 mm length. The aerial should be slightly angled upwards and this can be achieved when the stub is filed down. Directly cement the aerial on the platform as far forward from the topmast as possible. Paint the platform, yards, struts, topmast and aerial white, and set aside.

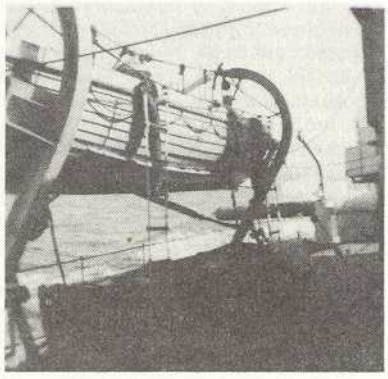
Place the combined 'B' gundeck and compass platform, parts 4 and 5, into position on the deck, and check that the assembled foremast will correctly fit into position. If it tends to lean astern, trim the after end of the superstructure assembly with a file until the mast sets properly. Touch up any paintwork as necessary.

Fig 13 shows the modified mast assembly, and Fig 13a a slightly improved 'super-detailed' mast which is easy to make. Note from the photographs the appearance of the Daring class mast on the ships themselves.

Make up a stump mainmast, yardarm and Ensign gaff from extended sprue to the pattern of Fig 13b/c. Set the assembly into a pierced matchbox, paint ship's side grey, and stow away.

The davits

Three distinct types of davits are featured in the Daring kit; the two torpedo davits, parts 18 and 28, used for on-and-off loading torpedoes from the two sets of 'pentad' tubes; the radial davits at the break of the fo'c's'le for the port and starboard motor cutters; and the 'screw jack' davits on the starboard side abreast the after funnel for the whaler. The latter were pivoted at the deck, and tipped outwards when



Typical view of a 27 foot whaler, secured in its 'screw-jack' style davits. One of the canvas gripes can be seen beneath the keel leading to the foot of the davit and a Jacob's ladder is rigged to give access to the whaler. The photograph has 'caught' a torpedo being discharged beyond the torpedo davit (Anthony Peters).

their screw jacks were extended in preparation for lowering the whaler. They are modelled in their retracted, or stowed position in the Airfix kit and are very fragile. Paint them light grey before cutting them from the plastic sprue and stow them temporarily away. The torpedo davits (parts 18 and 28) are quite straightforward and need no special treatment, but the radial davits for the motor cutters are a different matter.

The stowed position for these was facing *inboard* whereas in the kit they are turned out as though both motor cutters were about to be lowered. Unless the ship was anchored, or moored to a buoy, this would be a somewhat unreal state of affairs. The position of these davits is, of course, entirely a matter of choice, but I preferred to reverse them to their stowed position. The trouble is, that they will then set the motor cutters too far inboard. Fig 14 shows a simple way of overcoming this, which once undertaken, gives a much more satisfactory appearance.

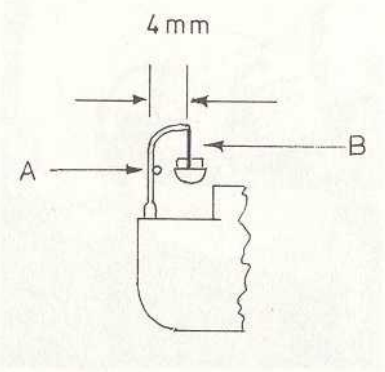


Fig 14. *'Turned in' motor cutters (port and starboard).*

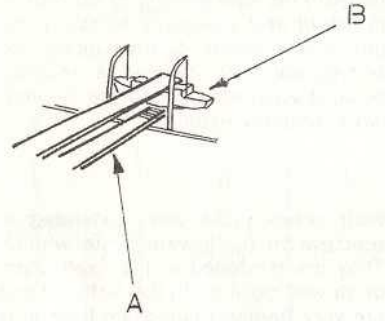


Fig 14a. A *Tweezers.* **B** *'Turned in' motor cutter held up against falls.*

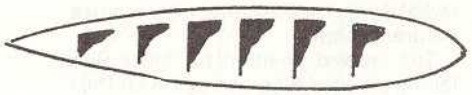
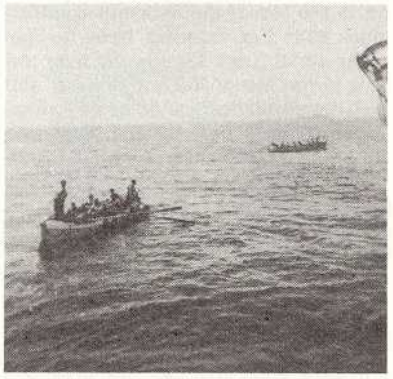


Fig 14b. *'Shadow' effect of thwarts.*

Cement all davits into position; the cutter davits as decided; the whaler davits as shown on the kit instructions; and the torpedo davits slewed astern on the port side and ahead on the starboard. The whaler davits are particularly delicate and should be inserted with tweezers. Make sure that all the davits are upright when viewed from astern and from the beam.



The 27 foot whaler, with a practice torpedo secured, ready for recovery.

The boats

Four boats are modelled in the Airfix kit — two 25 foot (7.6 metre) motor cutters, parts 24 and 26; a 27 foot (8.2 metre) whaler, part 21; and a 16 foot (4.9 metre) motor dinghy, part 8.

The motor cutters need very careful treatment because their bows are buried in the sprue to which they are attached. Paint them in position on the sprue, white decks and canopies, dark blue sides (G13) and white beneath the waterline. When dry cut them carefully from their sprue, trim their bows to a proper contour, taking care to preserve the moulded hole for the davits' falls, and touch-in their forward ends with the appropriate colour.

Scratch out any paint from the two holes in the motor cutters' deck and dry-check that they match up to the falls of the davits. Cement the cutters into position — Fig 14a shows how to hold the boat if 'turned-in' davits have been adopted. Check that they are suspended upright, and are not listing either way.

A detachable 'griping spar' was fitted between each davit to which the boat was 'griped', or held, to prevent it swinging on the falls in a seaway. This is simply made by using a piece of extended sprue.

To launch a motor boat, it was necessary to remove the griping bar, and revolve the davits one after the

Looking down on the lower boom, rigged to starboard, with the 25 foot motor cutter inboard and the 'skimmer' outboard. Note, in the latter, the driver's cockpit forward and the passengers' compartment aft. Both boats have illuminated ship-name boxes on their canopies.

other, to turn the boat out (hence the expression 'turned out'). This was somewhat cumbersome, and was not suitable for rapid emergency lowering, which is why the whaler davits were of a different pattern in small ships.

The whaler, like the cutters, should be painted on the sprue to the same colour scheme. This pattern of whaler had no engine and was pulled by five oars as a work-boat, but sailed for recreational purposes. Never try to paint the thwarts directly, because they will never look right; but Fig 14b shows a trick that is very effective. By simple shading with dark paint, the impression of thwarts is immediately achieved.

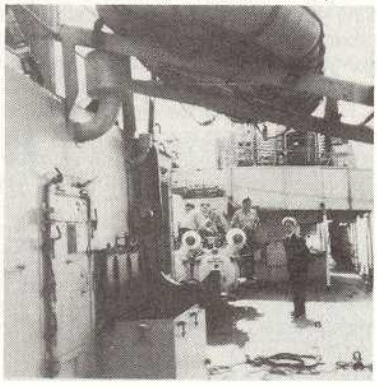
Cement the whaler into its falls. Its davits had no griping spar, but canvas gripes were passed over the boat to secure it from swinging. These are simply made from two narrow strips of white paper cemented from one davit head, diagonally to the foot of the other.

The fourth boat is the 16 foot motor dinghy — or 'skimming dish' — which was controlled by the 'Skimmer Driver' from a small cockpit near the bow. He had a windscreen to protect him and this is modelled by a thin moulded rib which can remain. Abaft his compartment there was a canopy for up to three passengers, and this could be added. But first a word about the locating pegs. Two are moulded, a large one forward and a thinner one aft. It is difficult to get both into their locating holes together, and only one is really needed. File off the thicker one of the pair and check that the skimmer will fit by its remaining peg into the smaller locating hole in the deck.

Having done that, the after moulded rib on the skimmer deck should be filed off and replaced by a small wedge-shaped canopy. File up the canopy to shape at the end of a sprue, and finally cut it off. Paint the upper surfaces of the skimmer white, and when dry, paint the sides dark blue. The underside can be disregarded because it will be unseen.

Finally, cement the skimmer into position. It was actually carried in cradles on a wheeled trolley and was launched by the port torpedo davit (which served for general duties as well as for the torpedoes).

Looking along the Iron Deck of a destroyer towards the torpedo tubes. Note the Carley Floats on skids (which is an easy adaptation of the Daring *kit), a typical 'screen door' and the adjacent locker* (Anthony Peters).



Maintenance work in progress on a set of 'Pentad' torpedo tubes. The door of the cupola is open and a catwalk runs over the tube mounting linking the gundecks. The 'signal box' style lever operated the tube training locking bolt, and the hand-crank was the alternative method of training the tubes outboard to the firing position (Anthony Peters).

Torpedo tubes and Squid mortar

Check the torpedo tubes for flash (especially between individual tubes) but treat them gently because they are rather fragile. Remove them from the sprue, check them for free fitting in their locating holes and paint light grey, underside first, and then topside when dry. They are not vulnerable to damage when once in position on the hull. The moulded strip across the tubes close to the cupola is a servicing gangway, and was usually painted deck-green colour (M17).

The Squid mortar needs filing to remove the joints made by the mould, and this is best done off the sprue. Paint light grey while temporarily set on a matchbox.

Position the torpedo tubes (uncemented) into their locating holes, and cement the Squid mortar in place on the quarter deck, but with its triple barrels facing *forwards*, not aft as shown on the instruction sheet. The Squid was an Ahead Throwing-Weapon and projected its bombs right over the mast, ahead of the ship.

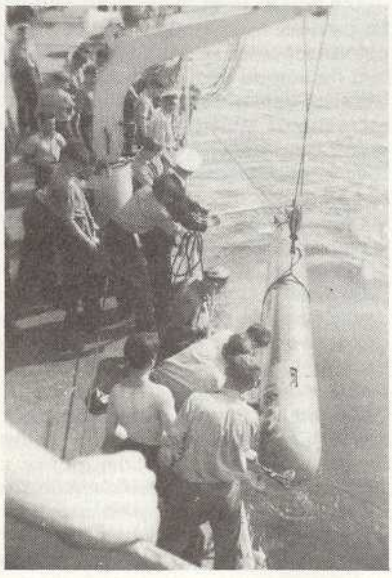
The building programme should now have reached the following stage:

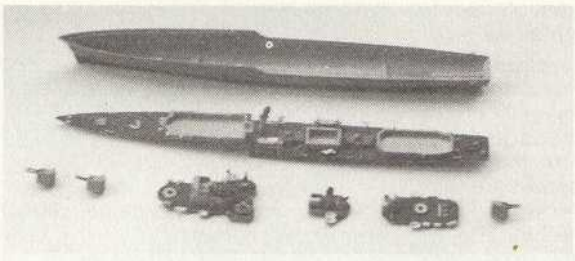
Hull Scuttles drilled out; sides cemented together, re-positioned anchors and additional fairleads in place, shafts, propellers and rudder not yet fitted. Not yet painted.

Maindeck Scuttles drilled out. Painting complete, davits, boats, fore funnel and Squid mortar cemented into position. Deck in position on the hull, but uncemented.

'B' gundeck, Midship gundeck, and 'X' gundeck Painting complete, Compass Platform painted and cemented into position on 'B' gundeck; after funnel cemented into position on midship gundeck; CRBFD cemented into position on 'X' gun-

Recovering a practice torpedo with the torpedo davit. The practice 'tin fish' automatically surfaced at the end of its programmed run, and contained recording instruments allowing its performance to be analysed. It was usually recovered by the whaler which is probably standing-off. Its falls can be seen in the background held into the ship's side to prevent them from swinging (Anthony Peters).





Major components of the Daring *kit, individually painted before assembly.*

deck. All gundecks stowed temporarily.

Gun mountings, torpedo tubes, Mk 6* Director, foremast and main mast All painting complete, all stowed temporarily.

This procedure allows most of the handling of the hull to be carried out before the fitting of vulnerable parts like the propellers, and before final painting. At the same time, the deck is quickly ready for dry-run assembly of the various parts without being permanently cemented to the unpainted hull.

Hull completion

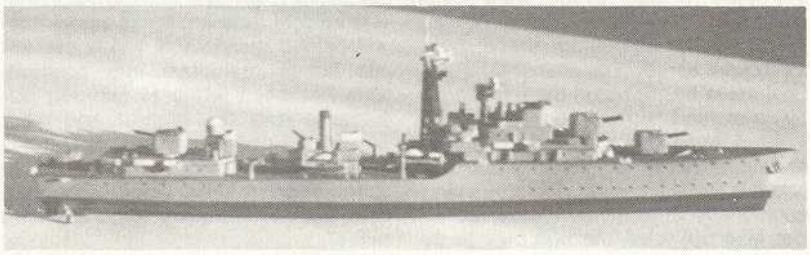
Paint the hull Light Grey (M13) down to the embossed line (which is the waterline), taking care to paint the top edge of the ship's side with brush strokes towards the centre line of the hull. This will ensure that no paint runs inside the hull on to the ledge for the deck. Similarly, paint the top edge of the transom stern with brush strokes, brush handle moving towards the bow to apply paint. When quite dry, paint the underside Brick Red (M1) up to the waterline, leaving unpainted spots where the shafts and 'A' brackets are to be later cemented.

Stick down a 23 cm length of Sellotape for the boot-topping, and paint matt black as described in Chapter 2. Cut off a piece 19 mm long by 2 mm wide and stick this across the transom stem at the true waterline — 6 mm below the deck edge. This will be the 'stern marker' for the boot-topping on the ship's side. Trim the excess Sellotape to the contour of the transom.

Slice off a 2 mm width from the length of the Sellotape, align the top edge of the strip to the waterline mark at the bow, and lay it back to join the boot-topping strip already in position at the stern, leaving plenty of spare Sellotape at each end of the hull. Trim off the excess at the bow and stern, and repeat for the opposite side. Dot in the draught marks with white paint at the positions shown on Fig 11.

Carefully remove the flash from the propeller shafts, *especially* at the ends where the screws are to fit. This really does need care, because the parts are very fragile indeed. Cement into position ensuring that both shafts are slightly outboard, then cement the

A 'dry-run' assembly of the Daring *model nearing completion, with super-detailed lattice mast and extended sprue yards. Note the dead straight Sellotape boot-topping, and the contrast of the white fairleads on the fo'c's'le deck.*



rudder into place. Paint all red to match the bottom colour of the hull.

Again, with great care, clean off any flash from the two screws and paint them bronze (G15), while still on the sprue. Remove the screws from the sprue and cement on to the shafts, making sure that both screws are similarly positioned; in other words, each should have one blade vertically upwards, or one blade vertically downwards. It is quite a good idea to position them in the latter manner, making these the blades by which they were originally attached to the sprue, because the unpainted tip can then most easily be touched in with bronze paint when the screws are in position on their shafts.

Let the hull rest in the stand cradles and cement the main deck into position — just a few dots of cement along the ledge inside the hull are all that is required. Then cement 'B' gundeck, the midship gundeck, and 'X' gundeck into position. Before 'B' gundeck (and the bridge superstructure) have set, double-check that the foremast will fit, because 'B' gundeck may be slightly loose in the fore-and-aft direction.

Remove the foremast, and drop the torpedo tubes into position using tweezers to hold them by their cupolas. They should not be cemented, of course, but they were stowed fore-and-aft and not as shown on Panel 4 of the instructions.

Set the two STAAG mountings into their bridge-wing sponsons trained abeam, and the twin Mk 5 Bofors into its locating hole abaft the after funnel, trained dead astern.

The Carley Float skids and the STAAG gundecks on the port and starboard bridge wings were supported by stanchions and it is well worth while modelling these from stretched sprue. The stanchions are best made by chopping them to length by trial and error; some may be spoiled by being cut too small, but extended sprue is easily produced, and it is really a case of patiently trying each piece until it fits. Above all, do not give up! 'List' the hull over in its

The Daring *model, port side, canted over in the kit stands.*

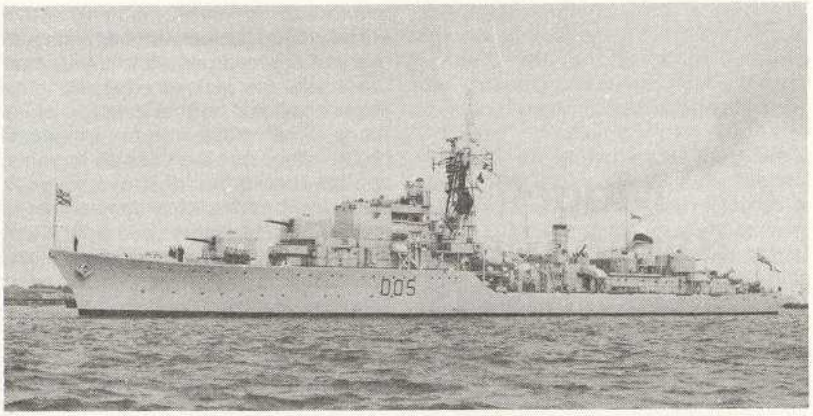
stand cradles to set the stanchions into position.

Make up two catwalks or gangways to link 'X' gundeck to the midship gundeck, and the latter to the fo'c's'le deck level. These gave safe passage over the torpedo tubes when the decks were awash in bad weather.

Make a small tripod for the Jack staff and the Ensign staff from stretched sprue and cement into position at the bow and stern, scratching away small patches of paint to ensure that the parts are properly secured. Touch in each tripod with white paint. Both the Jack staff and the Ensign staff proper were separate from their respective tripods and were of timber. The Jack staff was 'struck' at sea — as was the Ensign staff on occasions — so whether these are actually modelled or not will depend on the situation of the completed model. If they are to be modelled they should both be 'timber' colour.

Drop the three 4.5 inch Mk 6 mountings and the Mk 6* Director into position — the director and 'A' and 'B' mountings trained dead ahead and 'X' mounting dead astern for the normal stowed position.

Cement the stump mainmast against the forward end of the superstructure (Fig 13b) making sure that it is upright (nothing looks worse than a lopsided mast); and finally cement the lattice mainmast into position. This has been left until (almost) last because it is the highest and most vulnerable part — particularly if it has been super-detailed. I don't mind how long I spend getting something accurate, but I hate having to do anything *twice!*



Daring, *re-classified as a destroyer, and wearing her pennant numbers in 1959. She is much as modelled in the Airfix kit, but the after set of torpedo tubes has been removed and inflatable liferafts have replaced the original Carley Floats. Note the height of the Jack staff rigged in the bows* (Wright & Logan).

Next, add the whip aerials (Fig 11) — again from extended sprue, choosing the thinnest available, adjusting the angles to match, port and starboard, before the cement has set.

Finally, as far as the model is concerned, add any flags and/or pennants which may be appropriate, using the guidelines in Chapter 3.

As the kit instructions point out, the 'Daring' Class were not classified as destroyers in their first phase in the Fleet, and the Airfix kit depicts *Daring* at this time, when she had two sets of torpedo tubes. It is, therefore, not necessary to use the pennant number transfers for the model, for none of the class displayed them on the ship's side or stern in their early days.

Normally pennant number transfers should be set in position after hull painting, but many modellers prefer to use Blick or Letraset digits rather than those supplied with the kit. This avoids the problem of the glint of the transfer and also, of course, allows for any pennant number appropriate to the class.

Conclusion

HMS *Daring* was laid down in September 1945 and was completed in March 1952 — a total time of something like 6½ years, or about 78 months. Let us suppose that that represents 70 working months and that each month represents 20 *working* days. If an average of 100 men per day were involved in building and fitting out the ship throughout those 6½ years, and given an eight hour day, the work done comes to 1,120,000 man hours!

Is it not worth while spending a *few* hours on a model of such a famous ship?