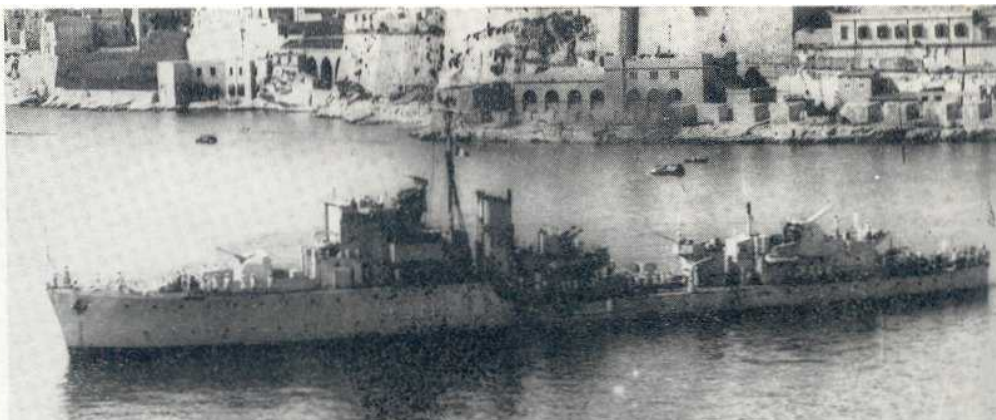


HMS Catterick of the 12th (Royal Hellenic Navy) Flotilla. She flies the Greek ensign aft and became RHN Hastings in 1946. She was one of the earliest Type IIIs and had single Oerlikons. The pendant number, L81, is white with black edging and the ship is light grey overall (A. & J. Pavia).



'Hunt' class destroyers

CONCLUDING ARTICLE
BY PETER HODGES

IN the last issue, the background to the 'Hunt' class was detailed, and this month, we proceed to the construction of the variants. Regrettably, the Type IV is omitted because its special hull is difficult to produce from any existing Airfix kit; but although the earlier groups were about 40 ft shorter than the 'H' class destroyers, their beam was only approximately 1 ft less; and this, coupled with the fact that their respective fo'c'sles were of nearly identical length makes it possible to convert the *Hotspur* hull into a realistic 'Hunt' profile. Despite their differing superstructures, the first three 'Hunt' groups had almost identical dimensions (the Type Is were slightly narrower in the beam) so that one hull will suit any of the ships tabulated. Further, the screws and rudder can remain as they are supplied in the *Hotspur* kit. A good deal of scratch-building is required, of course, but some of the more difficult units—like the 4 inch twins, Carley Floats, boats and davits—are available from several Airfix kits.

Hull construction from the 'Hotspur' kit

Cement the hull halves 1 and 2 together and cut part 6 so as to retain the fo'c'sle deck and the near-vertical bulkhead of the break-of-the-fo'c'sle. File off all the projecting lugs from the fo'c'sle deck; plug the hole for 'A' gun; and cut two access doors into the fo'c'sle immediately inboard of the moulded ladders. Leave the cable gear as it is and cement the modified part 6 into position.

Next, make a vertical cut through the waist of the ship. Anywhere will do, provided that it is in the section where the ship's sides are parallel. Square off the cut vertically and horizontally on the forward section of the hull and fit in a new length of deck. Exactly the same procedure is followed on the after part, except that it must be reduced in length to make the overall dimensions correct.

The best way to ensure a good assembly of the hull ends is to cement a vertical section on the end of the after part—rather like a water-tight bulkhead. Undercut the length of the after hull section to allow for the thickness of this bulkhead and cut the latter well over size. File the bulkhead down to deck level and cement the forward hull to it. It is, of course, vital that the hull ends are square to each other in both planes. Finally, when the cement has set, trim the excess bulkhead edges to the contour of the hull. A scrap sketch shows the trimmed bulkhead in position.

Modelling the details

Some of the gun mountings are available from existing Airfix kits. The quad pom-pom from the *Cossack* kit needs splinter shields added and the barrels are a bit short, but it is otherwise suitable.

The twin 4-inch can be obtained from the *Warspite*, *Suffolk*, or *Ajax* kits but oddly enough, the mouldings are noticeably different from ship to ship. Of these, *Suffolk's* are the best, but as an alternative you can make guns from scrap to the pattern.

The 4-inch mountings can be 'super detailed' in several ways. In small ships they had a canvas 'blast bag' fitted over the barrels, rather like a baggy pair of trousers which not only prevented the blast from affecting the gun's crew but also protected the elevating gear from the weather. The 'blast-bag' effect is obtained by filling in the gap beneath the barrels and the slot in the mounting with body putty. The contour is not important because the canvas was cut full enough to allow the guns to elevate to 80 degrees, and thus fell in folds at the lower angles. A scrap sketch shows the general idea and also the triple rocket flare launchers, which were often fitted to 'A' mounting. The shields were provided with canvas curtains in the rear which were 'drawn' at sea when the gun was not manned and these, with the blast bag give a nice contrast if appropriately painted.

Both twin and single Oerlikons are made from scrap as are the depth charge throwers and their associated ready-use racks. The latter, like the oversterne rails were of girder construction but again, were covered in the non-action state. The throwers and their charges are made from extended sprue, cut to make the thrower body lean outboard.

Each gundeck has its own ready-use ammunition lockers and there were small enclosed casings of similar dimensions nearby which held the magazine flooding and spraying valves. These casings were normally locked but were always opened up in action.

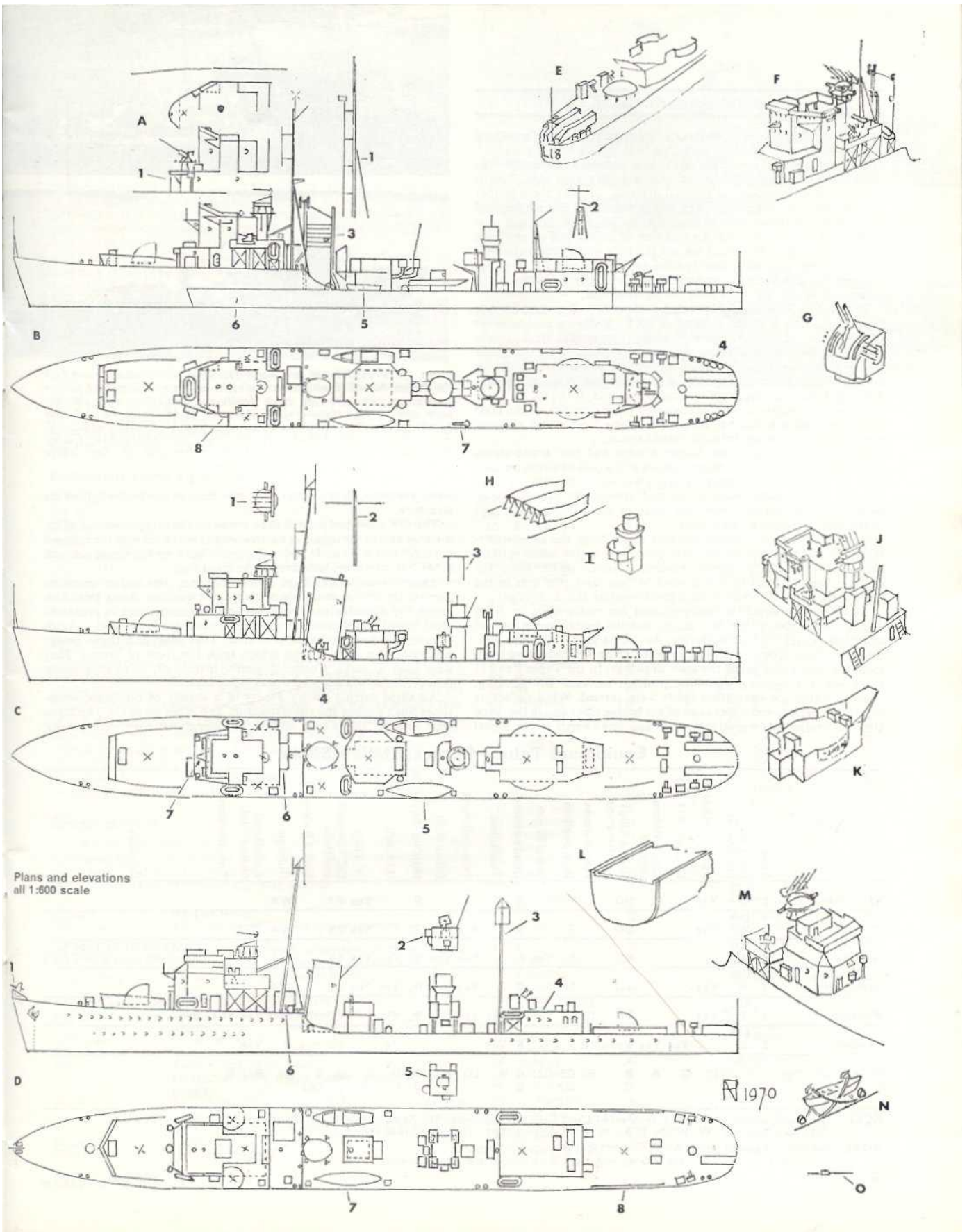
Ventilation trunks rise in three general areas; abaft 'A' gun, from the crew's quarters below; abaft the funnel, from the boiler room; and around the searchlight platform (or equivalent), from the engine room and after crew's spaces. In the early ships the fan inlets were more or less flush with the structures themselves but as the midship units increased in size—like the pom-pom deck in the later vessels—the intakes were extended and often terminated in round or square-sections.

Various other lockers are set about the upper deck for deck gear, fresh vegetables and so on. In fact, when the potatoes were becoming

Continued on page 294

KEY TO DRAWINGS OPPOSITE:

(A) Elevation and half-plan of forward Bofors platform (I) Support stanchion. (B) Plan and elevation of Type III, with twin Oerlikons: (1) Foremast with trunking to Radar aerial (2) End elevation of combined exhaust and tripod mainmast (3) Typical flotilla marks (4) Smoke generators (5) 14 ft dinghy (6) Dark blue camouflage panel (7) Torpedo davit (8) Navigation lamp. (C) Plan and elevation of Type II with sponson for twin 20 mm: (1) Plan of Mk V R/F director (all ships) (2) Position of yard on foremast (all ships) (3) 'Goalpost' style main roof aerial anchorage (4) Waist single Oerlikon position (5) Midship Boat position (6) Signal locker (7) MFD/F Aerial. (D) Plan and elevation of Type I with sponson for single 20 mm: (1) 2 pdr bowchaser (Note; Jackstaff struck) (2) Searchlight platform (3) Pole mainmast with HFD/F Aerial (4) After pom-pom deck (Note; no splinter shield) (5) Plan of searchlight platform (6) Radar office (7) Forward boat position (8) Splinter shield. (E) Platform for after close range weapon on Type III. (F) General view of Type III bridge. (G) Twin 4 inch with blast bag and rocket flare launchers. (H) Webs on twin 4 inch splinter screen breakwater. (I) Radar 'lantern' and Emergency Steering Position. (J) General view of Type II Bridge with screen doors into fo'c'sle. (K) 'X' gundeck. (L) 'Bulkhead' on hull section. (M) General view of Type I bridge. (N) Typical arrangement of gripes. (O) Dan buoy (Usually stowed to port and starboard against foremast tripod legs).



'Hunt' class—continued

rather unpalatable the 'spud-locker' often provided unofficial 'ammunition' with which to bombard rival ships in the Flotilla!

The boat davits were of the screw-jack pattern and several ships carried a 14 ft dinghy below the whaler on the port side. This is shown in profile only on the Type III drawing, while to avoid further complicating the other drawings, the positions of the whaler and motor boat are shown only in plan. The davits should be fitted conventionally and detailed by the addition of gripes and a small reel close to their feet. The reel took up the falls when the boats were hoisted. There were other small radial davits near each DC stowage and on the close-range gundecks but these were usually either collapsible or portable and need not be modelled.

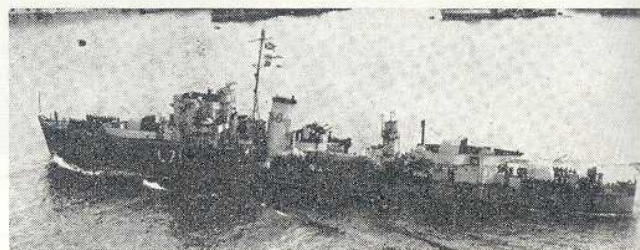
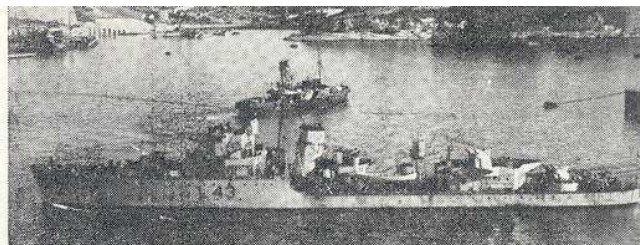
The Mark V Range-finder Director, common to all groups, is made from scrap. Again, it was covered at sea by a sloping canvas cover which makes it possible to make the unit from a solid block. It was topped by the 'fishbone' radar aerial and surrounded by triangular strengthening webs. Similar webs were fitted to the forward-facing section of the splinter shield of 'A' gun which also served as a break-water and was therefore slightly angled towards the bows.

As will be observed, the mast became more complex as the class developed with a number of aeriels projecting from it, but all these can be effectively modelled with plastic sprue.

Irrespective of group, the funnel always had two waste steam pipes, side by side on its forward surface and a pair of sirens on each side. In addition, a number of exhausts—some terminating in a 'Charlie Noble' cowl—were positioned around the funnel casing. Aerial trunking leading from the mast to the various radio and radar 'offices' added to the clutter.

Some ships had a stoutish exhaust rising from the after superstructure and this general area was protected by the usual splinter shields, as was the pom-pom gundeck. Notice incidentally, the differing shape of the shields around 'A' gun and also that in the Type I, those at 'Y' position were positioned on the deck-edge.

All after superstructure configurations are easily made up from styrene sheet, thin paper and scrap; but the bridge needs careful attention to make it look authentic. As can be seen, it differed considerably from group to group, so some scrap sketches have been included in clarification of the scale drawings. In the Types I and II there was a projecting signalling position on each bridge wing, beneath which the navigation lights were carried. Wind deflectors were fitted around the upper edge of the bridge sides and in the Type IIIs, the bridge was angled outwards and downwards to the signal



Top: HMS Blackmore in Grand Harbour with a background of the Royal Naval Hospital on the right and a war damaged tanker awash, on the left. Her boat davits are amidships and she has four sets of DC throwers aft. **Above:** HMS Calpe of the 18th Flotilla after the funnel band scheme had been abandoned; 'X' mounting is trained forward. The ship has red/yellow Carley Floats and carried a stack of three forward of the bridge (A. & J. Pavia).

lamp positions. A triangular fillet was built below to strengthen the structure.

The first ships had a small deck house on the bridge forward of the director and in the others, a narrow shelter was built into the forward part. All had a binnacle and a Captain's Sight on the centre line and a MF/DF aerial projected from the front face.

As stated earlier, the Type IIIs with Bofors guns had no sponsors abreast the bridge and a part plan and elevation shows this. This group had a small circular platform on the quarterdeck to give sufficient height to the close range weapon mounted there, and a sketch (omitting other details) is provided. They also had triple smoke generators on each quarter which took the form of drums. They were used to make 'Chemical' smoke instead of, or to supplement funnel smoke when a screen was being laid.

All ships carried Carley Floats in a variety of positions, sometimes flush against the superstructure and often on skids. The floats were usually 'ship's side' colour, but sometimes they were painted

Equipment Table—Representative Ships

Name	Type	Pend. No. and Colour	2 pdr Bowchaser	RFLs on 'A' 4 inch	Single Bofors forward	Bridge wings and armament	Funnel marks	Boat position	Waist 20 mm	Quad position	Twin tubes	Pole mainmast	Exhaust aft	Midship Structure	'X' 4 inch	'Y' 4 inch	DC Throwers and Rails	Single Bofors aft	Hull colour	Aerial trunk on foremast	Twin oerlikon aft	Remarks	
Southdown	1	L25 B	Yes		SO	F	A							S	Yes	2/1	WA						
Cleveland	1	L46 W	Yes		SO	F	A		Yes					RL	Yes	2/1	WA						
Ledbury	2	L90 W			SO	M	Yes	F	Yes	Yes	Yes	Yes	Yes	RL	Yes	Yes	4/2	WA				Carley Floats as Type 1, Foremast aeriels as Type 3	
Avon Vale	2	L06 W	Yes		TO	M	F		Yes					RL	Yes	Yes	4/2	WA					
Bleasdale	3	L50 B	Yes		TO	2R 1B	F	F	Yes	Yes	Yes	Yes	Yes	RL	Yes		4/2	1943	Yes	Yes	Yes	Boats dark grey, black below W/L	
Haydon	3	L75 B		Yes	Yes	None	1B	F	F	Yes					Yes		4/2	Yes	G	Yes			
Relevant drawing			D1	G	A	A B D	B3 C5 D7	C4	C	B	D	D3	B2	D2 D5	B	C	D	A E B C	(A)	B6	B1	B	

KEY: A: Aft. B: Black. F: Forward. G: Overall Light Grey. M: Midships. RL: Radar 'Lantern'. S: Searchlight. SO: Single Oerlikon. TO: Twin Oerlikon. W: White. WA: 'Western Approaches', 1943. Post 1943 scheme.

NOTE: 'Western Approaches': White/Green/Light Blue camouflage. Post 1943: Light Grey with Dark Blue panel ('standard' scheme).

red and yellow in opposite quarters to make them more conspicuous for rescue purposes.

Masts have already been discussed and details of other mast-like fittings can be seen in the drawings, together with the positions of the bollards, the mounting centres of rotation, the binnacle of the ECP (emergency conning position), etc.

The 'Tribal' fore funnel is just right for the Type I and II ships but needs to be reduced in height for the former. The upright funnel of the third group can be made from one of the narrower *Suffolk* items but this is rather extravagant and it is more practical to make it from stiffish paper formed around something of suitable diameter. The joint can be hidden under the waste steam pipes.

The fore part of 'A' gun's splinter shield-cum-breakwater was used as a stowage for hawsers, fuelling hoses and so on, as was the blast shield over the quarter deck. Further stowages for similar gear were arranged around the splinter shield of 'X' gun and these small details can be modelled by flattened coils of cotton, cemented into position. Dan buoys were frequently stowed more or less upright near the funnel and were painted in red and white hoops or green and white, as appropriate to their side.

The position of the portholes on the superstructure is shown where applicable, together with the screen doors. It is always best to drill these before assembly and they much improve the appearance of the model. Similarly, an authentic look is achieved by drilling out some hull portholes at random. These are only shown on the Type I hull but are correct enough for all.

Armament stowed positions

The twin 4 inch guns were usually laid at about 15 degrees elevation but sometimes the Gunnery Officer preferred them cocked up at 30 degrees. Both 'X' and 'Y' had all-round training and 'X', particularly, was frequently stowed pointing forward. On the other hand, the Mk V director and the bridge twin Oerlikons were mostly trained aft. At 'Defence Stations' the 4 inch mounts were trained on to different 'look-out' bearings, ready to engage aircraft from any quarter; but at 'Action Stations' all 4 inch followed the director, backed up by the close range weapons in local control.

Close range weapons

Although these followed the general lines shown in the Equipment Table—which are correct for the particular ships—they were by no means constant in their allocation, which depended very largely on the availability of the weapons themselves. This was especially true of the power operated twin Oerlikons which, on the whole, were more often replacements for existing singles, rather than first-fittings. It would appear that the Bofors arrangement was regarded as the ultimate, for *Talybont* actually started life with twins but was later refitted as detailed. Perhaps this was done to release her twins for fitting in ships less well off.

Colour scheme

The basic hull colour is given in the Table and is correct for the particular period. It changed from theatre to theatre and indeed, from time to time. In conjunction with the hull, the following should be used (matt unless otherwise stated):

Colour	Part of Ship
Dark grey	All decks except bridge, gun and other 'covers'.
'Varnished wood'	Ensign and jackstaff; 14 ft dinghy (if fitted).
Red gloss	Port navigation lamp, quartering of Carley Floats (where applicable); hoops of port dan buoy.
Green gloss	Starboard navigation lamp, hoops of starboard dan buoy.
Yellow gloss	Quartering of Carley Floats where applicable.
Wood	Bridge deck (to represent gratings), deck of whaler.
Yellow-brown	Radar lantern.
Brick red	Hull below boot topping.
White	Twin 4 inch blast bags, centre recess of Carley Floats, jackstaff tripod, upper mast and yards, gribes.
Black	Funnel top, exhaust and 'Charlie Nobles', middle third of foremast, all gun barrels, searchlights, boot topping, rangefinder 'arms', Draught marks.
Bronze	Propellers.
Silver	Muzzles of 4 inch guns.

February, 1971



Top: The *Leader* of the 18th Flotilla, with a black funnel top over one white and one black band; 'X' mounting is trained aft. **Above:** HMS *Tanatside* was typical of the Bofors-armed Type IIIs with Carley Floats carried on skids in place of the bridge sponsors. Other Floats are fitted abreast the Emergency Steering Position and one is stowed abaft 'X' gun.

CLASS LIST

TYPE I—		Fate		108 Puckeridge		L	
No	Name			115	Silverton		P
05	Atherstone	S		10	Southwold		L
17	Berkley	L		99	Tetcott		S
35	Cattistock	S		98	Tickham		WG
46	Cleveland	W		122	Wheatland		S
54	Cotswold	S		128	Wilton		S
78	Cottesmore	E, I		59	Zetland		N
87	Eglington	S		TYPE III—			
61	Exmoor (I)	L		No	Name		Fate
11	Fernie	S		07	Airedale		L
20	Garth	S		12	Albrighton		WG
37	Hambledon	S		22	Aldenham		L
48	Holderness	S		32	Belvoir		L
60	Mendip	C, E		47	Blean		S
82	Meynell	EC		50	Bleasdale		S
92	Pytchley	S		65	Bolebroke		G
58	Quantock	EC		67	Border		G
66	Quorn	L		81	Catterick		G
25	Southdown	S		83	Derwent		S
96	Tynedale	L		09	Easton		S
45	Whaddon	S		15	Eggesford		WG
TYPE II—		Fate		36	Eskdale		N
No	Name			44	Glaisdale		N
06	Avon Vale	S		27	Goathland		S
03	Badsworth	N		19	Haldon		F, L
14	Beaufort	N		53	Hetherleigh		G
26	Bedale	P, IN		75	Haydon		S
34	Bicester	S		56	Holcombe		L
43	Blackmore	D		57	Limbourne		L
30	Blankney	S		73	Melbreak		S
24	Blencathra	S		91	Modbury		G
51	Braham	G		89	Penylan		L
08	Burton	D		39	Rockwood		S
42	Brocklesby	S		16	Stevenstone		S
71	Calpe	D		18	Talybont		S
31	Chiddingfold	IN		69	Tanatside		G
52	Cowdray	S		86	Wensleydale		S
62	Croome	S		TYPE IV—			
63	Dulverton	L		No	Name		Fate
68	Eridge	S		76	Brecon		S
70	Farnedale	S		79	Brissenden		S
77	Grove	L		Key to list:			
85	Heythrop	L		S: Scrapped. L: Lost. W: Wrecked. E: Egypt. I: Israel.			
84	Hursley	G		IN: India. C: Nationalist			
28	Hurworth	L		China. EC: Ecuador. N: Norway. D: Denmark. G: Greece.			
95	Lauderdale	IN		P: Poland. WG: West			
88	Lamberton	G		Germany. F: France.			
98	Lauderdale	G					
90	Ledbury	S					
100	Liddesdale	S					
74	Middleton	S					
72	Oakley (I)	P, L					