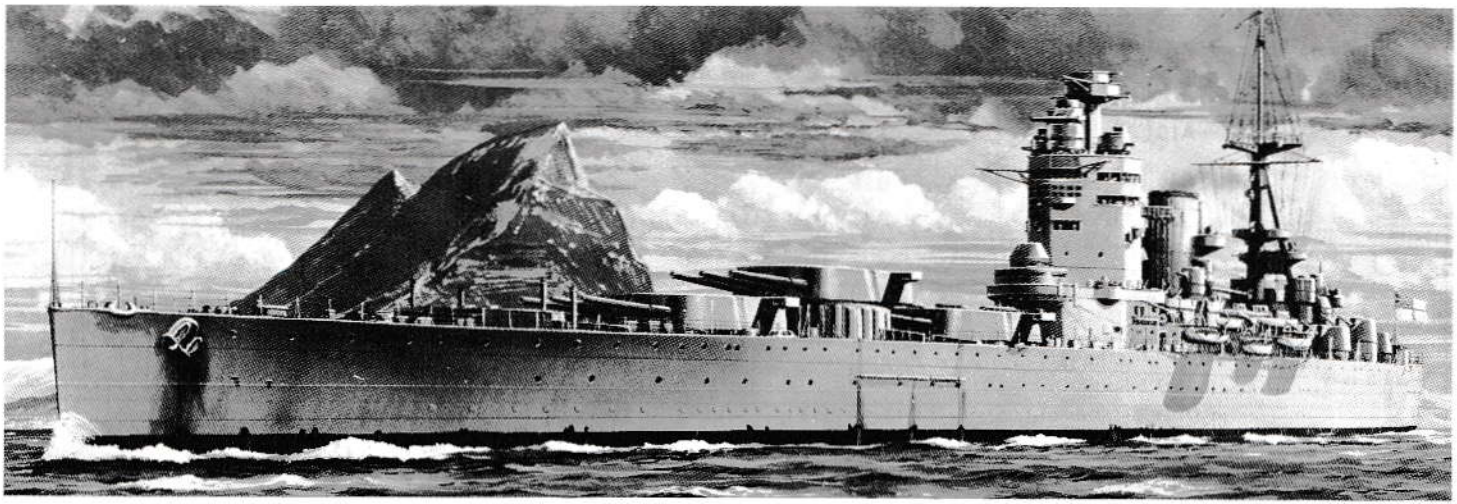
ITEM 77502

RODNEY

BRITISH BATTLE SHIP

TAMIYA



WATER LINE SERIES

〈H.M.S. RODNEY - A BACKGROUND〉

In November 1921 the then five great Naval powers held a conference in Washington to discuss the reduction of their fleets then in existence to an agreed tonnage. Further to set limitations on the number, size and armament of new ships, either building or projected. These discussions resulted in the signing of a Treaty known as the Washington Agreement.

At this period in time the Royal Navy was the largest and most powerful fleet in the world. As signatories of the Treaty the British Government agreed to scrap some 657 ships of a total displacement of 1,500,000 tons. Among these were some 22 battleships and the four new 16 inch battle-cruisers on which work had commenced just prior to the invitation to attend the Washington Conference being received.

The Japanese 16 inch gunned battleships Nagato and Mutsu had just been completed, as had the similarly armed American battleship Maryland. After much manoeuvering it was agreed that in order to maintain a balance of power in the Pacific area where the major ambitions and interests of these two great powers were centered, the Americans could complete two further ships of the Maryland class, the Colorado and West Virginia. The fourth ship, The Washington, although 75% complete to be scrapped.

The British delegation led by its Chief Negotiator, Rear Admiral Chatfield, no doubt with an eye to its own interests in the Far East, held out for permission to build two new ships carrying the 16 inch gun, and finally after much debate Britains demands were agreed to.

The Treaty had allowed for a maximum displacement for Capital ships, namely 35,000 tons—this displacement not to include the weight of fuel oil or water—and showed an increase on that originally proposed during the Conference by the U.S.A. of 32,500 tons. Although the British could now have their new ships the problems facing the Admiralty and the Director of Naval Construction were much more complex than those of the other countries involved in the Treaty. The ships of the Royal Navy were built to cover greater distances and to stay at sea longer than those of the other nations, yet must of necessity, carry their equivalent both in armour and firepower to be effective, also a great deal of the time and money had been spent in the development of the four cancelled 16-inch battle cruisers. The Navy's answer to these and other problems was to revert to the plans for the cancelled ships in a highly modified form. Although the Treaty limitations imposed a maximum of 35,000 tons which meant a reduction of some 13,000 tons from the original design. Thus evolved the first two warships to be built which met the terms of the Washington Agreement. These were to become famous as H.M.S. Rodney and her sister ship H.M.S. Nelson.

〈DETAILS OF H.M.S. RODNEY (1922 PROGRAMME)〉

Rodney was laid down in December 1922 at the Birkenhead yard of Cammell-Laird & Co. She was launched on the 17th December 1925 and completed in August 1927. Her cost including fitting out reaching a final figure of £7,617,799.

Her armament consisted of nine 16-inch guns in triple turrets all sited forward of her bridge. Twelve 6-inch guns in twin turrets, six 4.7-inch A.A. guns and eight 2 pounder pom-poms. Also two submerged torpedo tubes housed one on each beam forward below the lower deck line. It is interesting to note these torpedos were of the 24.5-inch type common in the Japanese Navy, but unique to the Rodney and Nelson within the Royal Navy as were their 16-inch guns.

In order to save weight extensive use was made of new materials in her construction, such as light weight steel, aluminium, fir for her deck in place of the traditional teak, and plywood for many internal non structural bulkheads and fittings, all of which was fireproofed. Her completed displacement was 33,950 tons over a thousand tons under the limit imposed.

Rodney and Nelson were the first British warships to have a tower bridge and mast, also the first to have flush decks since the "Lord Nelsons" of 1908 and have their engine rooms forward of the boilers.

As protection she carried a 14-inch armour belt along her beam which ran from slightly ahead of her fore turret aft to her steering compartment. Her main turrets carried armour 16-inches thick except for their backs which were 9-inch plate, the barbettes were of 15-inch plate and her middle deck A.P. was 6¼-inches thick over her magazines, varying to 3-inches over her machinery spaces.

She was powered by Brown-Curtis geared turbines driving two shafts and her machinery was supplied by her builders. These gave her a speed of 23.5 knots for 46,000 H.P. at her standerd displacement on trials, though this speed was seldom attained in service. She carried a complement in peacetime of 1,300 Officers and men, this being increased in wartime to 1,700.

Because of her design, a compromise at best, she handled very badly under most conditions, and especially in cross winds or in shallow water. In a following sea or going astern she steered poorly, and was slow to answer the helm under all conditions.

In regard to accommodation for Officers and men she was a great improvement on her predecessors having reading and recreation rooms, dressing rooms, wash rooms, drying rooms, stowage spaces, etc. in abundance. Her galleys were ultra modern by the standards of the day including electric bakery ovens in their equipment. The one bad point of her design in this area was not apparent until wartime, when it was found that with the ship darkened and or closed up for action, the ventilation systems left much to be desired, especially in the gallevs which became barely habitable under such conditions. Rodney only carried a catapult on "C" turret which was fitted in 1934. During the 30's she carried two Fairy F.III's, during W.W.II she had Walrus aircraft.

〈H.M.S. RODNEY IN SERVICE〉

Rodney commissioned on the 10th November 1927 and served with the Atlantic Fleet until 1932 in which year she transferred to the Home Fleet, where she served until 1941. During 1939-40 she often operated in company with her sister ship Nelson in the North Sea and Atlantic. In late 1939 she had trouble with her steering gear and became operational again at the end of December. While operating as flagship of Admiral Sir Charles Forbes off Norway, on April 9th 1940, she was struck by a 1,000 lb. bomb which penetrated her armoured deck aft killing fifteen of her crew, but luckily failing to explode. During the later part of 1940 she was engaged on convoy duty in the Atlantic in January of 1941 she took part in the unsuccessful search for the Scharnhorst and Gneisenau which were at large in the Atlantic. In May of that year she was ordered to leave the convoy she was escorting to take part in the Bismarck action when she achieved speeds which were considered impossible, especially in view of fact she had been suffering badly for some time from mechanical breakdowns as she was long overdue a complete engine and boiler overhaul. On May 27th 1941 her third 16-inch salvo scored the first hit on the Bismarck. After this action she sailed to Boston U.S.A. for engine repairs.

In September 1941 she joined "Force H" as Flagship of Admiral Sir James Somerville taking part in Malta convoys, from December 1941 until May 1942 she underwent as complete a refit as conditions permitted, then rejoined "Force H". She supported the allied landings in North Africa in November 1942 during which she bombarded the Djebel Santon Fort into submission. June 1944 found her in the channel in support of the D-Day landings bombarding German strong points in the Caen area. Although the Germans attacked her with E-boats, human torpedos, aircraft and shellfire she was undamaged. In August of 1944 she attacked the German gun emplacements on Alderney in the Channel Islands wiping them out completely. She later escorted a convoy to Murmansk in September of '44 then remained at Scapa Flow in reserve as owing to the fact that she had steamed over 156,000 miles since her 1942 refit with virtually no other servicing she was in bad way mechanically, and in imminent danger of a serious engine breakdown. In February 1948 she was sold to Thomas Ward & Co. who commenced to break her up at Inverkeithing on March 26th 1948.

〈THE PAINTING OF BRITISH WARSHIPS〉

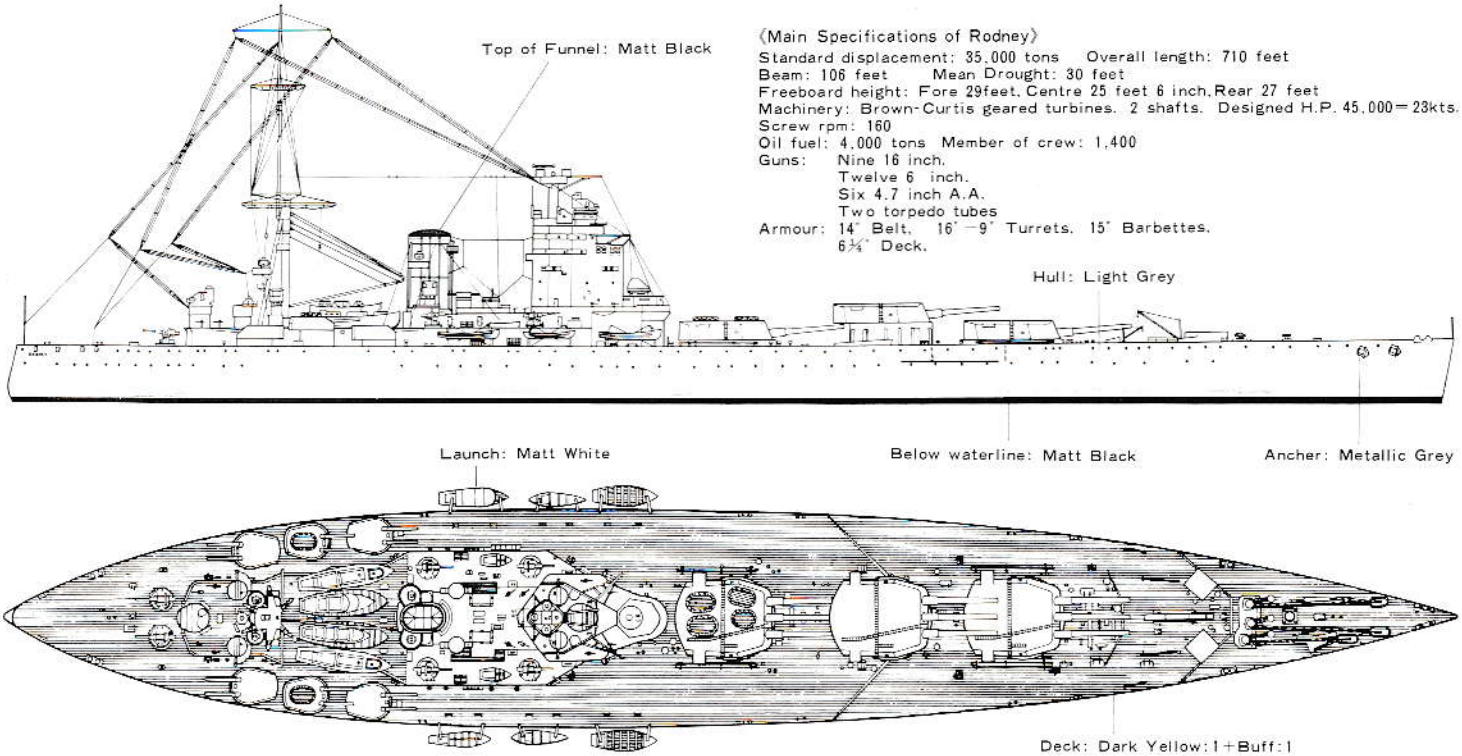
During W.W. I. the Royal Navy experimented with a variety of camouflage and dazzle schemes intended to make spotting, identification and range finding of its ships more difficult to the enemy. At the end of the war the Admiralty were still unconvinced as to the effectiveness of these measures.

With the coming of peace standard paint schemes for the ships of the Royal Navy were laid down by the Admiralty and these were as follows:

Ships of the Home and Atlantic Fleet were painted in an all over finish of dark grey (AP 507A), those of the Mediterranean Fleet in light grey (AP 507c), for ships serving in the Far East, East Indies and the Pacific, white being a heat reflective colour was widely used in varying degrees. On the China station ships with white hulls and pale grey upperwork were a common sight in the 20's and 30's. On other "tropical" stations such as the East Indies, ships were painted in an all over white scheme with funnels and masts finished in a bright buff yellow colour. There has always been a friendly rivalry between the Merchant Service and the Royal Navy, and when this latter finish was adopted such ships were humorously labelled "P. & O. boats", a reference to the famous shipping companys passenger liners of the day which were painted in the same way.

When modelling a ship of the inter wars period, it should be remembered that the men of the Royal Navy took great pride in "their ship", and it was always, in the sailors terms, "tight and tiddly" therefore on such a ship paintwork was immaculate, bare metals such as brass and steel sparkled as did any linoleum fitted, and in those days it was said of a ship with an expanse of wooden decking that "you could eat your breakfast off it", the inference of course being it was so clean that no germ could survive on such a spotless surface! Therefore a ship model of this period to be accurate must reflect these attitudes.

In late 1939, shortly after the outbreak of World War II, camouflage schemes, many unofficial, began to appear. In the early days the Admiralty issued a number of directive on the subject, and by 1943 an official handbook had appeared which laid down several official schemes, provided sample colour chips for matching purposes and even expounded the theory of camouflage, colour tones, etc. The painting of H.M. ships during the six years of W.W.II is possibly the most badly documented subject in the whole spectrum concerning the period and on which many questions can never be answered.



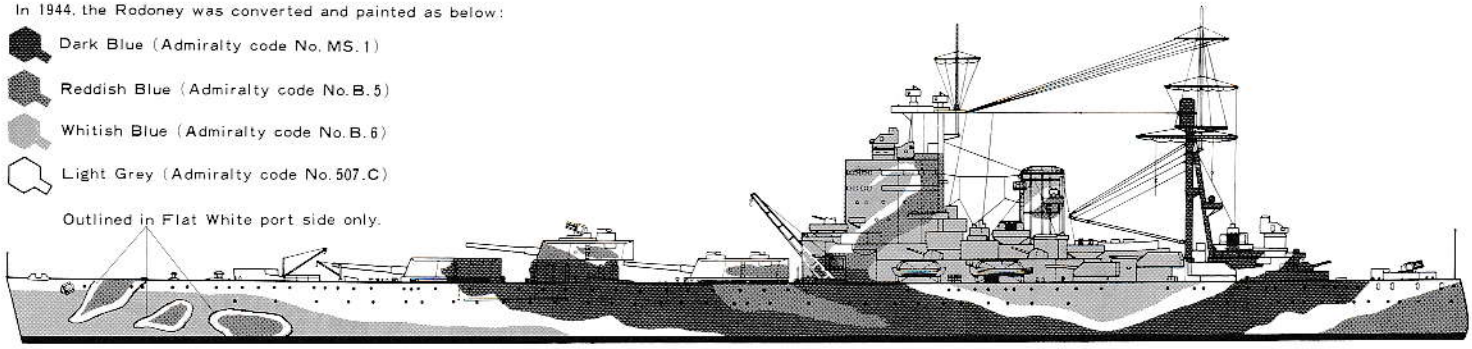
〈Main Specifications of Rodney〉

Standard displacement: 35,000 tons Overall length: 710 feet
Beam: 106 feet Mean Drought: 30 feet
Freeboard height: Fore 29feet, Centre 25 feet 6 inch, Rear 27 feet
Machinery: Brown-Curtis geared turbines. 2 shafts. Designed H.P. 45,000=23kts.
Screw rpm: 160
Oil fuel: 4,000 tons Member of crew: 1,400
Guns: Nine 16 inch.
Twelve 6 inch.
Six 4.7 inch A.A.
Two torpedo tubes
Armour: 14" Belt, 16"-9" Turrets, 15" Barbettes.
6¼" Deck.

In 1944, the Rodoney was converted and painted as below:

- Dark Blue (Admiralty code No. MS. 1)
- Reddish Blue (Admiralty code No. B. 5)
- Whitish Blue (Admiralty code No. B. 6)
- Light Grey (Admiralty code No. 507. C)

Outlined in Flat White port side only.

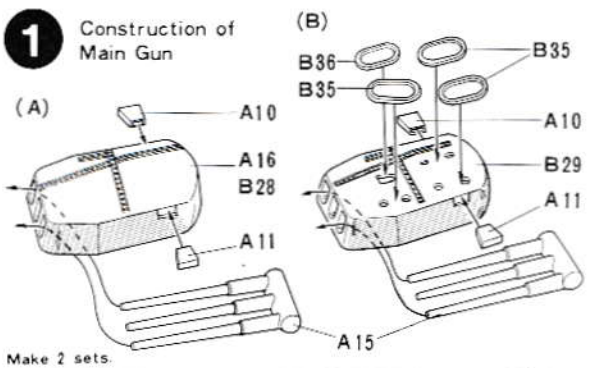


RODNEY ロドネイ

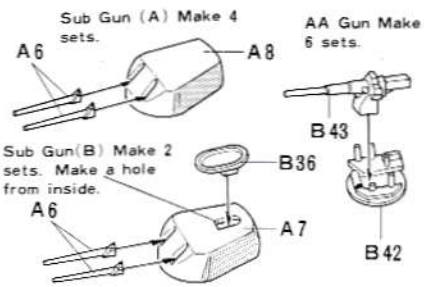
(Please read this before commencing assembly)
★Do not break parts away from sprue, but cut off carefully with a pair of pliers.
★Apply cement to both parts to be joined.

TAMIYA
TAMIYA PLASTIC MODEL CO.
3-7 ONDAWARA, SHIZUOKA-CITY, JAPAN.

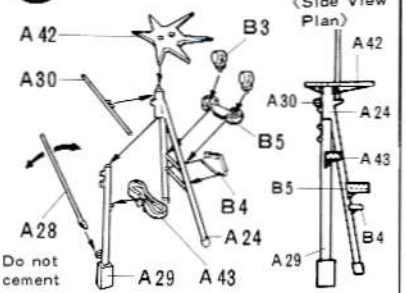
1 Construction of Main Gun



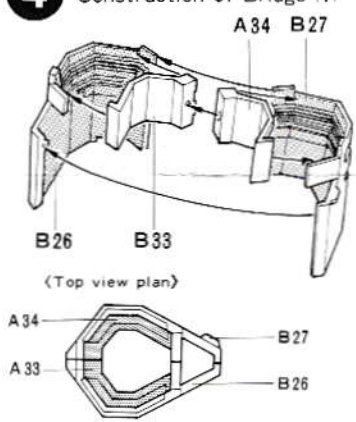
2 Construction of Sub Gun and AA Gun

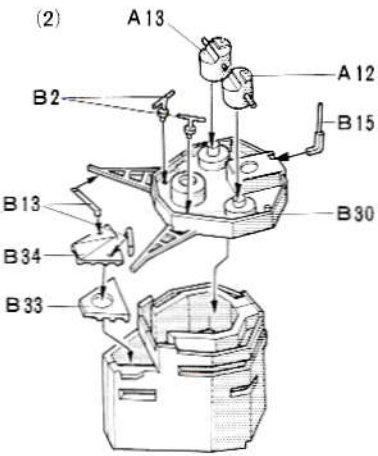


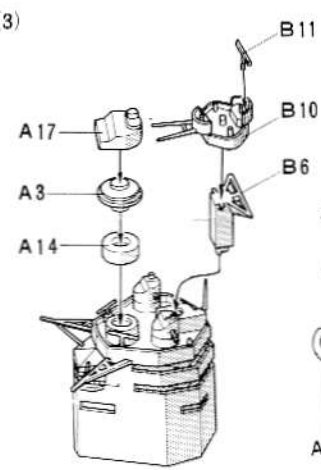
3 Construction of Mast



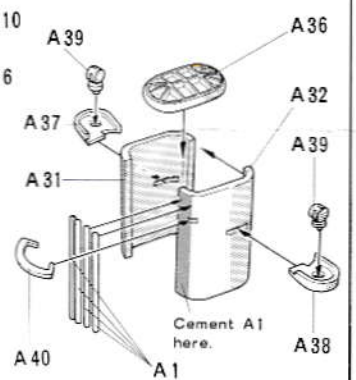
4 Construction of Bridge (1)



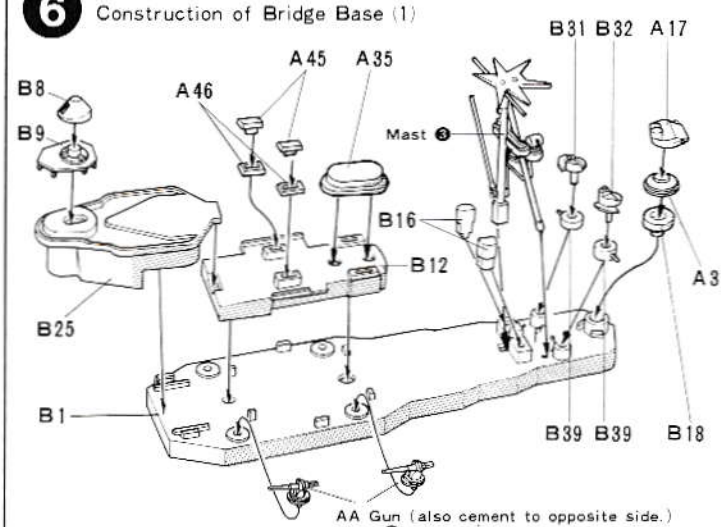


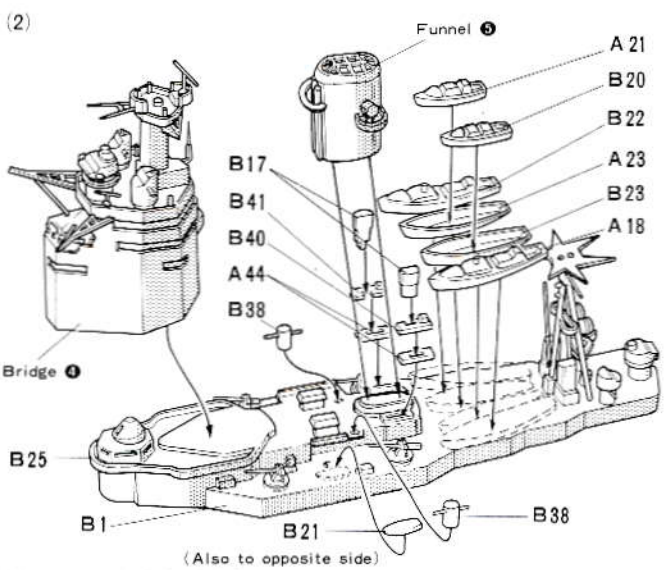


5 Construction of Funnel



6 Construction of Bridge Base (1)





7 Construction of Hull (1)

★If you perfer to revolve Main Guns and Sub Guns, heat-fix the shaft tips.

Main Gun (A) ❶

Main Gun (B) ❶

Sub Gun (A) ❷ Sub Gun (B) ❷ Sub Gun (A) ❷

AA Gun ❷

A41 (Note the direction.)

A41 (Note the direction)

B37

A2

B7

Balast
Apply cement and fasten.

Waterline plate
Apply cement to four pins and fix to Hull.

8 Construction of Hull (2)

★Launchs and Cutters look alike. Make sure of their number before assembly.
From right forward: A19, A22, A20.
From left forward: B24, A22, B19.

Bridge Base ❻

A19 A22 A20

A26 A25 A4 A5

A9 or B14

A9 or B14

B24 A22 A9 B19

A2 A4 A5

Place this name plate in front of the model when you display it.

HMS RODNEY

0598 PRINTED IN JAPAN