WATER LINE SERIES

(H.M.S. RODNEY - A BACKGROUND)

In the 1920s and 1930s, the British Navy held a conference in Washington to discuss the reduction of naval armaments, in an attempt to maintain a balance of power. This led to the London Naval Treaty of 1930, which limited the size and number of warships each country could build. The Treaty limited the displacement of battleships to 35,000 tons, cruisers to 10,000 tons, and destroyers to 2,750 tons. The treaty also prohibited the operation of aircraft carriers.

Rodney was laid down in December 1922 at the Birkenhead yard and was launched on the 17th December 1925 and completed in August 1927. She was designed with a fit out reaching a final figure of £7,617,799. Her armament consisted of nine 16-inch guns in triple turrets, two 4.7-inch AA guns, and eight 2-pounder pom-poms. She was designed to be the largest and most powerful ship in the world. As signatures of the Treaty the British Government agreed to scrap some 657 ships of a total displacement of 9,750,000 tons. Among these were some 22 battleships and the four new 14-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 armoured American battleship Maryland. After much manoeuvring 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 California and West Virginia. The fourth ship, The Washington, although 78% complete to be scrapped.

The British delegation led by its Chief Negotiator, Rear Admiral Chartoff, 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 guns, and finally after much debate Britain's demands were agreed to.

In 1927, the Treaty had allowed for a maximum displacement for Captains ships, namely 35,000 tons—this displacement is equivalent to the weight of 35,000 tons of water. And for ships carrying the 16 inch guns, the displacement was 52,000 tons. The Treaty also prohibited the operation of aircraft carriers.

The British delegation held out for permission for two new ships carrying the 16 inch guns, and finally after much debate Britain's demands were agreed to.

(The Painting of British Warships)

During W.W.I, the Royal Navy experimented with 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 convinced 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 the standard scheme of the Mediterranean Fleet in light grey (AP 500c), 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 station ships with white hulls and pale grey superwork were a common sight in the 20's and 30's. On other 'tropical' stations such as the East Indies, ships were painted black with a thin coat of varnish and the upperworks 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 fashion was adopted such ships were humorously labelled "P. & O. Boats", a reference to the lines' shipping company passenger liners of the day which operated in the Mediterranean.

When modelling a ship of the inter-war period, it should be noted that the standard scheme for the Royal Navy took great pride in "their ship", and it was always, in the sailors terms, "light and tidy" 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 deck that "you could eat your breakfast off it", the inference being that it was so clean that no germ could survive on such a spotless surface! Therefore a ship of this period to be accurate must reflect these attitudes.

In late 1939, shortly after the outbreak of World War II in continental Europe, many of the armament of the German fleet were confused with those of the British fleet. In 1941, an official handbook had appeared which listed down several armament model types and their appropriate characteristics 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 in the Home Fleet could be the most badly documented subject in the whole spectrum concerning the period and on which many questions can never be answered.
Top of Funnel: Matt Black

(Main Specifications of Rodney)
Standard displacement: 35,000 tons Overall length: 710 feet
Beam: 106 feet Mean Drought: 30 feet
Freeboard height: Fore 23 ft. Centre 25 feet Rear 27 feet
Machinery: Brown-Curtis geared turbines. 2 shafts. Designed H.P. 45,000 – 23 kts.
Screw rpm: 160
Oil fuel: 4,000 tons Member of crew: 1,400
Guns: Nine 16 inch
Twelve 8 inch
Six 4.7 inch A.A.
Two torpedo tubes
Armour: 14" Belt, 16-9" Turrets, 15" Barbettos,
6¾" Deck,

Hull: Light Grey

Launch: Matt White
Below waterline: Matt Black
Ancher: Metallic Grey

Deck: Dark Yellow:1 + Buff:1

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

- Dark Blue (Admiralty code No. M.S. 1)
- Reddish Blue (Admiralty code No. B.3)
- Whitish Blue (Admiralty code No. B.6)
- Light Grey (Admiralty code No. 507.C)

Outlined in Flat White port side only.
**Construction of Hull (1)**

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

**Main Gun (A)**

**Main Gun (B)**

**Sub Gun (A)**

**Sub Gun (B)**

**Sub Gun (C)**

**AA Gun**

**A41**

(Note the direction)

**B37**

**A27**

**A2**

Balast

Apply cement and fasten.

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**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**

**A26**

**A25**

**A4**

**A5**

**A19**

**A22**

**A20**

**A9**

**B14**

**B24**

**A22**

**A9**

**B19**

**A9 or B14**

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