



By
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**HMCS Esquimalt - A 1/72
scratchbuild of the RCN's last
ship loss of WW II**



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Cover Comment: *Ryan Cameron of Langley, BC used a variety of construction materials and building techniques to produce a 1/72 HMCS Esquimalt. See page 27 for the details.*

Future Articles...

Here are some articles that are coming down the **RT** pipeline. If you have something that might fit in with related topic to make it a theme, please contact the Editor. Heck, if you've got something on any modelling topic, get in touch!

1/35 Leopard C2, 1/48 CF-5A/CF-5D, CF-5 'Aggressor' Camo, HWE Hurricanes Pt.2, 1/35 Shermans, 1/35 'Maiale', 1/72 CF-100, 1/72 C-2 Greyhound, 1/72 M113A2, 1/72 CH-124A Sea King, Armour Modelling for Beginners,

Within sight of shore -



HMCS ESQUIMALT



A 1/72 multi-media scratchbuilt model of the RCN's last ship loss of WW II

by Ryan Cameron
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Langley, BC



History

HMCS Esquimalt was a Bangor-class diesel-powered minesweeper that served in the Royal Canadian Navy (RCN) during the Second World War (WW II). Even though Esquimalt was classified as a minesweeper, she carried no minesweeping gear and operated primarily as an anti-submarine escort.

Esquimalt was laid down on 20 December 1940, by Marine Industries Ltd. at Sorel, Quebec, and launched 8 August 1941. She was commissioned into the RCN on 26 October 1942, at Sorel, serving in the Battle of the Atlantic and in the Battle of the St. Lawrence.

On the evening of 15 April 1945, Esquimalt sailed from Halifax to go on an anti-submarine patrol in the harbour

approaches and then proceed to rendezvous with **HMCS Sarnia** (another Bangor). In the early morning of 16 April she was fired upon by **U-190**, a German Type IXC/40 U-Boat that had been operating around Halifax since early April. U-190's torpedo struck Esquimalt's starboard side, with the explosion knocking out the onboard power instantly; this prevented any distress signal being sent. She started to list heavily to starboard, pushing Esquimalt's lifeboat under water, but the crew managed to get four Carley floats clear of the ship. Esquimalt sank in less than five minutes. Because of the lack of distress calls or signals, and the unfortunate timing of the attack itself, the rescue effort was substantially delayed, which resulted in many men losing their lives to exposure. The crew, wearing only light clothing, was adrift on the Carley floats in frigid waters for about six hours. Forty four men died as a result of the attack and the exposure that followed the sinking.



On the Home Front - The RCAF's Hawker Hurricanes



by Jim Bates
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(Editor's comments: This is the first of a two-part article on Canada's home-based use of the Hurricane. The original plan was to publish all of Jim's material in one issue of RT, but there is simply too much great stuff to do it justice in one shot. We hope that you'll see that the decision is the correct one when you receive Part 2 in RT 38-3. SBS)

While the history of the **Hawker Hurricane** in the Battle of Britain is generally well known, less has been written about its tenure with the Royal Canadian Air Force (RCAF) Home War Establishment (HWE). Unfortunately, much of what has been published on that aspect of the Hurricane's history is flawed or incomplete. There are many reasons for this, but the most likely is that much of the story is just plain confusing.

With this series of articles, I'm presenting the often-missing information as I've best been able to research and interpret it. I hope that if I have made any errors, readers with more information will step forward to help complete the story. *(Folks, if you have any additional information to help improve this material, please send it in and we'll publish any updates in RT or beaverTales.)*

Introduction

Canada's long and tortured fighter procurement story is much too complex to be summarized easily - it would take a whole book - but the RCAF has always struggled to find a fighter type to meet its needs. As the calendar turned to 1939, RCAF's only fighters were six **Armstrong-**

(above) The first of the many... in Canada. Hurricane Mk. I, RCAF serial number 310, in 1939. It is wearing the RAF Temperate Land Scheme, in the 'A' pattern, over Aluminum undersides. Type A1 roundels on the fuselage and upper wings, with Type A on the lower wings. The aircraft carried just the ring-and-bead gun sight and sports a two-bladed Watts propeller. Note the rudder has the small antenna wire post, but the forward post is not fitted behind the canopy. (City of Vancouver Archives CVA 260-1021)

Whitworth Siskin IIIA's, which had been delivered in 1926 and 1927. The RCAF had drawn up a list of requirements for a fighter in the mid-1930's and considered a two-place, twin-engine type ideal for its purposes. An evaluation of British and American types was undertaken, but nothing was found to fully meet the RCAF's requirements. (It is interesting to note that the RCAF considered the **Bell YFM-1 Airacuda** a possible fit for their requirements.)

With the clouds of war appearing on the horizon, the RCAF realized it would be forced to field a single-seat type and approached the Royal Air Force (RAF) to see if any **Supermarine Spitfires** or **Hawker Hurricanes** could be made available to Canada. The RAF would not release any Spitfires, but Hurricanes could be made available, and the first ten aircraft arrived in Canada in February and March of 1939. The second batch arrived later in 1939, and these aircraft constituted the RCAF's home front fighter force until May 1940, when No. 1 Fighter (F) Squadron (Sqn) packed up and moved to England, taking their Hurricanes with them. This left the HWE without modern monoplane fighters. The only fighter type (using the term "fighter" loosely) on strength was the Canadian Car and Foundry (CCF) constructed **Grumman Goblin**, of which there were 15 operated by 118 (F) Sqn located at RCAF Station (Stn.) Dartmouth, Nova Scotia. To bridge this gap, the RCAF converted **Bolingbroke Mk. I and Mk. IV** bomber-reconnaissance aircraft into fighters by adding a four-gun

1924 Atkinson



by Al Magnus,
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Regina Scale Modellers,
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As can be guessed, the decals weren't the best as befitting the age of the kit. Parts are somewhat on the thick side, this being very evident on items such as the cabin walls, fenders and mud flaps. Others are very nice, like the boiler, steam engine and wheels. It was obvious that the majority of the kit would need detailing to take it from toy like to display worthy.



I knew nothing about this vehicle before ordering it and I found that information on this vehicle is scarce. Fortunately there's some very useful information to be found on the reverse side of the instruction sheet, something that is sadly lacking in a lot of today's kits. The following snippet of information has been extracted from the very informative instruction sheet.

The Atkinson Vehicle Ltd. built over 500 steam trucks between 1916 and 1929. This kit represents the 1924 Type Model D version. Atkinson steamers used a patented vertical water tube boiler with a working pressure of 230 PSI and a steam temperature of 580 degrees F. It could be fueled with either coke or coal, which was added via a floor mounted chute. The engine was a two-cylinder design; each cylinder had a bore of 7" and a stroke of 10". Maximum RPM was 170. For a total weight of 1,076 lbs it produced 60 BHP at 100 rpm. Power was transmitted to the wheels via a 2.5" roller chain, mounted on an 11-tooth

Introduction

This is an old kit released sometime in the 1980's. Detail is basic but the overall shape is very good. The plastic is excellent - not too soft or brittle and very easy to sand and scrape. There's not a lot to the kit - just a mere 30 parts, a small instruction sheet and an even smaller decal sheet.

You Oughta Build...



...an Otter

By Barry Maddin
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Truro NS



Background

The Otter was built by General Motors (GM) in Oshawa, Ontario to meet the demand for armoured reconnaissance (recce) vehicles. It was based on the Canadian-designed **Chevrolet C15 CMP** (Canadian Military Pattern) truck chassis and used standard GM components. The Otter was used by divisional reconnaissance regiments (e.g., the **Princess Louise Dragoon Guards** in Italy) as well as by **Royal Canadian Engineers (RCE)** Field Squadrons and **Royal Canadian Army Service Corps (RCASC)** Transport Companies. Its many tasks included probing enemy positions, finding minefields and other obstructions, clearing convoy routes and providing escort or liaison duties. The vehicle carried a crew of three (vehicle



commander, driver, gunner), and it could be equipped with a No. 19 radio set, with armament consisting of a hull-mounted Boys Anti-tank Rifle, smoke bomb launcher, and a Bren 0.303" calibre light machine gun mounted in a small open-topped turret.

