

Scale 1:1200/1250

Waterline Model Ships

An international history with focus on the developments on the Swedish scene.



The early years

Small waterline ship models were produced in Britain already before the First World War. The first models were released as a compliment to **Jane's Fighting Ships** by *Frederik T. Jane*. These models were of 1:1800 scale and intended for "**The Jane Naval War Game**". Early models were made of wood but later **Janes** produced models of metal.

During this period the British firm **Basset-Lowke** produced very fine waterline models. Starting with 1:1800 scale **Basset-Lowke** soon changed to 1:1200, which scale allowed for finer details. These models were all made of hard wood.

In the US the firm **H.E. Boucher** for a short time during World War I produced waterline models for US Navy Bureau of Ordnance.

Basset-Lowke continued after the War to produce scale models for shipbuilders, shipping companies, travel agencies and museums.



Early models from **Wiking** and **Pilot** (*Kenn Eilersen Collection*)

Pilot and Wiking

Production of ship models in the scale 1:1250 was started in the late 1920-ties by *Henning Cortsen* from Copenhagen. Together with *Friedrich Peltzer* from Berlin he developed the technique to produce ship models in metal. In the beginning they used no common scale, but later on they decided on the 1:1250 scale. According to *Peltzer*, this represented the view of a ship in a distance of about 2000 meters.

The early models were sold under the trade marks **PILOT** by *Cortsen* and **Wiking** by *Peltzer*. The models were identical for both firms. During the 1930-ties production developed and quality improved. **Wiking** also tested other scales and materials (hard wood). **PILOT** introduced models of cars and trains (not working) of solid metal.

During the Second World War production diminished. As metals no longer were available, **Wiking** was forced to use other materials such as plastic.



PILOTs production (photo from pilotmodeller.dk)

Developments in Britain and USA

Basset-Lowke continued after the First World War to produce ship models in different scales for professional customers.

The Nazi takeover of Germany in 1933 forced some of *Peltzer's* work staff in Berlin to leave the country.

Friedrich Leo Winkler fled to Britain already in 1935. His escape was assisted by *Curt Wennberg*, who was a Swedish Army officer interested in small scale waterline models. *Winkler*, who had been master builder and designer with **Wiking**, settled down in Treforest near Cardiff. He named his business **Treforest Mouldings Ltd.** or **TREMO**. *Winkler* entered on an ambitious program of models of military ships, which also included Japanese ship, a sector which *Peltzer* had neglected. *Winkler's* models were relative simple compared with contemporary models by **Wiking**.

When the war started in 1939 *Winkler*, coming from Germany, was considered as an "enemy alien" and was accordingly interned on the Isle of Man. After being released in 1942/43, he was unable to restart his business, as both materials and work force no longer were available. After the war *Winkler* opened up a new factory, which however soon burnt down.

In the US an enormous production of waterline models was initiated by the military early during the war. The models were mainly used for training pilots in identification of enemy and friendly ships. The models were produced by companies such as **Bessarabis**, **Comet**, **Framburg** and **South Salem**. These models, which often came in large wooden transport boxes, were of very varying quality.

After the war all except **Comet** went out of business or concentrated on other products. **Comet** changed the name to **Authenticast** and continued production until early 1960's. Later during the 1960's *Ian John Carter* took up the production with help of the remains from **Comet/ Authenticast**. *Carter* also succeeded in acquiring models and equipment from the other American manufacturers. Under the trademark **Superior Model Inc** he also started selling models outside the US. Some of these models even reached the Swedish market.



Framburg box with models of British capital ships

After 1945



Wiking WM 81 Halland

After the war *Peltzer* and **Wiking** slowly was able to take up production, which was mainly based on the pre-war models. During the 1950's **Wiking's** main production successively shifted to plastic model cars in the scale 1:100 (for HO-scale model trains). In 1960 a new series of model ship were introduced (both made of metal and plastic). Finally **Wiking** in 1968 came out with a large series of "Veterans", which were older models released in a much improved condition. After that **Wiking's** production of ship models ceased.

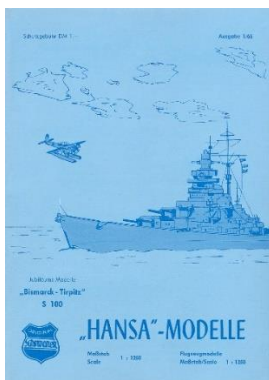
PILOT during this period mainly focused on waterline models in larger scales (mainly 1:1000) for professional customers such as Nordic shipping companies and the Swedish shipbuilding industry. A long series of remoulds of early **Wiking** navy models were also produced by **PILOT** during the 1950- and 1960's (of much inferior quality).

During the 1950-ties several producers of toys and plastic kits in the UK started production of model ships in the 1:1200 scale. These models were of much inferior quality compared with contemporary German models. The price levels were accordingly much lower and the number of different models rather limited.

Also in Italy metal waterline models in the scale 1:1200 were produced under the trade mark "**Mercury**". These included a series of post war Italian passenger liners and a sole military vessel - the light cruiser *Raimondo Montecuccoli*.

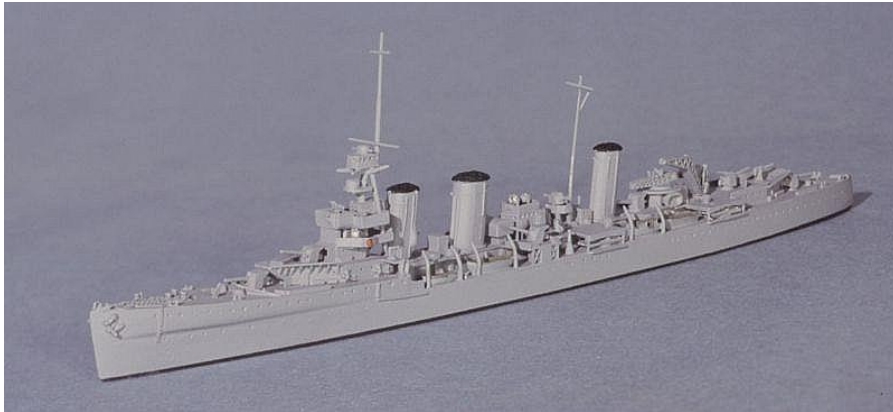
New producers enter the market

Late in the 1950's the toy manufacturer **Schowaneck** released a long series of waterline models under the trademark **Hansa**. These models, of both military and commercial ships, were of a relatively high standard. Some year later *Robert Sattler* introduced a series of models of very varying quality under the name **Delphin**. *Sattler* was a former employee of **Schowaneck**.



Hansa catalogue 1966

In the early 1960's an enormous development of ship models of high quality in the 1:1250 scale took place. *Gerald Schweizer* started, in cooperation with **Schowaneck**, under the trade mark **Mercator**, a long series of very exclusive models of older warships and passenger liners.



Neptun 1147 *Emerald*

In 1962 *Rudolf Kraus* founded **Navis**. Six years later his brother *Willi Kraus* founded **Neptun**. While **Navis** focused on World War I warships **Neptun** chose Second World War ships. Both **Navis** and **Neptun** are still considered the leading manufacturers of model warships in this scale.

During later years a great number of producers have entered and left the market. Several were collectors who have started production on their own. Most of them worked at home with no employees. Models were often sold direct to other collectors or through the few distributors.

Among the producers, who are active today, are *Norbert Bröcher* (**Rhenania**), *Burkhard Schütt* (**Risawoleska**), *Carlo Marquart* (**CM**), *Matti Bröcher* (**Rhenania Junior**) and *Peter Krtina* (**Hai**).

Other active producers are **Albatros**, **Argos**, **Carat**, **Hydra**, **Klaubatermann**, **Mare Nostrum**, **Sextant** etc. **Classic Ship Collection** produces very exclusive models in different scales and with or without full hulls. **Modellbau Conrad** produces models mainly for professional customers.

During the later years a great number of new producers have entered the market in Britain, often of very high quality in 1:1200 or 1:1250 scale (**Clydeside**, **Mountford**, **Wirral** etc.).

Len Jordan for several years produced hulls in resin (a kind of plastic material) which the buyers had to complete themselves (masting, painting etc).

In Japan **Konishi** produces waterline metal models, mainly of Japanese warships from World War II. **Konishi** also makes models in other scales and with full hulls.



Konishi 203 *Shokaku*

The Swedish scene



Wiking WM 478 Gotland

The main distributor of **Wiking** ship models in Sweden has through the years been **Eskader**. Mr *Hans Langhorst* had already during the 1930's built up a good relationship with Mr *Peltzer* and was able to support **Wiking** with large orders. The models were only sold through **Eskader's** own shop in Stockholm. Later during the 1950's **Wiking's** ship models were also sold by the large department stores in Stockholm. In the 1960's **Wiking's** models were sold in shops all over Sweden. **Pilot's** models were at the same time sold by several toy-shops in Sweden.



Pilot French destroyers

The small firm **Tennjuteriet** in Stockholm for a time produced metal waterline models in approximately the same scale. These models were sold by a few shops in Stockholm. The production, which was restricted to models of Swedish navy ship, were of much inferior quality. The main production of **Tennjuteriet** was household goods and art objects made of tin.

During the latter 1950's and early 1960's several firms in Germany and Austria started manufacturing of ship models in the 1:1250 scale (**Hansa, Delphin, Mercator, Star, Trident, Copy** m fl). **Eskader** sold **Hansa** and **Delphin**. To make the other brands available to the Swedish collectors Mr *Åke Nyberg* and Mr *Jerry Clausen* imported several of these models under the designation **Commando**. Mr *Nyberg* had after the war built up extensive contacts with producers and collectors in Germany and Austria. He has since that time been the central person on everything concerning waterline ship models (and on **Wiking** model aircraft in 1:200 scale) in Sweden.

Eskader's role as a distributor of water line ship models successively diminished through the years and is now restricted to second hand models.

After the war **Wentzel's** in Stockholm for a short time sold ship models from the US manufacturer **Comet**.



Tri-ang TR-M 705 *Aquitania*

During the 1960's, models from the British toy-manufacturer **Tri-Ang** were available throughout Sweden. Although these models were considered toys by the collectors, some models – such as the RMS *Aquitania* - attracted several collectors. At this time plastic kits from British **Airfix** and **Eagle** and American **Renwal** – all in 1:1200 scale - could be found in several hobby shops around the country.





Birger Jarl (Hansa S16) on board Birger Jarl in Stockholm

Models of Swedish ships

Good connections with German producers and collectors have resulted in a rather large supply of models of Swedish ships. Today almost every Swedish warship from 1900 up to today are represented. Several commercial ships, especially Swedish or Swedish owned ferries are also represented among the producers.

The major producers **Wiking**, **Hansa** and **Delphin** only produced a few Swedish models.



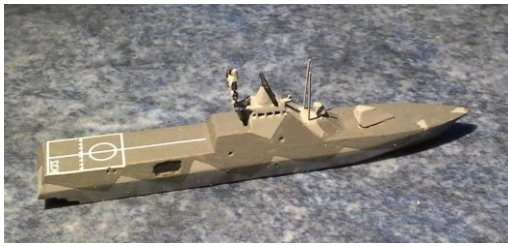
Wiking WM 477 Tre Kronor

Mercator and **Argonaut** have produced a great number of Swedish warships. **Mercator** during the 1980's and 1990's produced a long range of older Swedish warships. **Mercator** ceased production in the 1990's. **Argonaut** introduced in early in the 2000's a long series of warships from several nations, of which Sweden was one. Unfortunately **Argonaut** soon left the market and several of the announced models probably never appeared. Today it is very hard to get these fine models.

Peter Krtina under the trade mark **Hai** produced a series of early Swedish torpedo boats.



Mercator M 218 Oscar II, M 227 Drott och M 213 Wrangel



Rhenania RHE 152 *Helsingborg*



Rhenania RHE 95 *Manligheten*

In recent years *Norbert Bröcher* under the trade mark **Rhenania** has produced a series of excellent models of Swedish warships from the inter war era until today.

Burkhard Schütt introduced under the trade mark **Risawoleska** and *Matti Bröcher* under the trade mark **Rhenania Junior** a number of passenger vessels and ferries of Swedish or Nordic origin. Several models of Swedish owned ship under foreign registration are also available, such as several *Stena* ferries and RoRo-vessels. *Ralf Baumanns* has under the trademark **Laiva** produced some of the classical ships on the route between Finland and Sweden and the small icebreaker *Ale*.



Manufacturing of a master model;
Burkhard Schütt **Risawoleska**
RI 53 *Prinsessan Birgitta*



Risawoleska RI-0702 *Kapella*



Rhenania Junior RHE-JUN 260
Stena Flavia



Ostrowski OS 61 Traviata

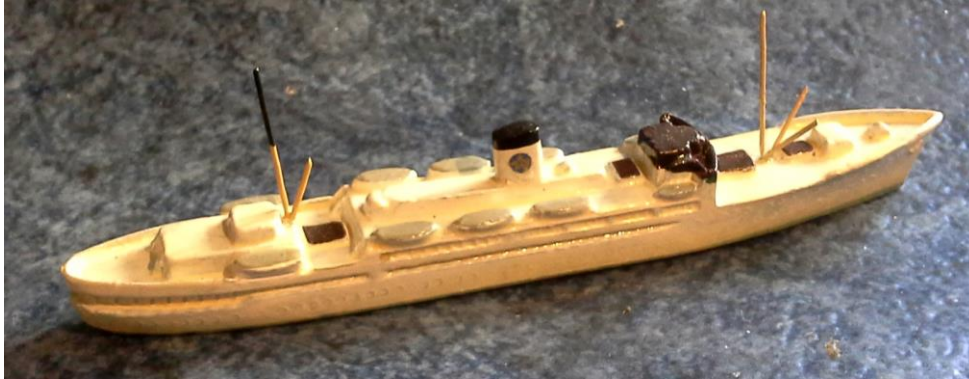
On orders from Stena, Modellbau **Conrad** has produced a number of models in the scales 1:1000 and 1:1250, both waterline models and model with a complete hull. These models, which come in small plastic boxes with wooden sockets, are also sold on board.



Conrad Stena Germanica

Swedish Producers

Tenngjuteriet produced some very simple models which did not attract the established collectors.



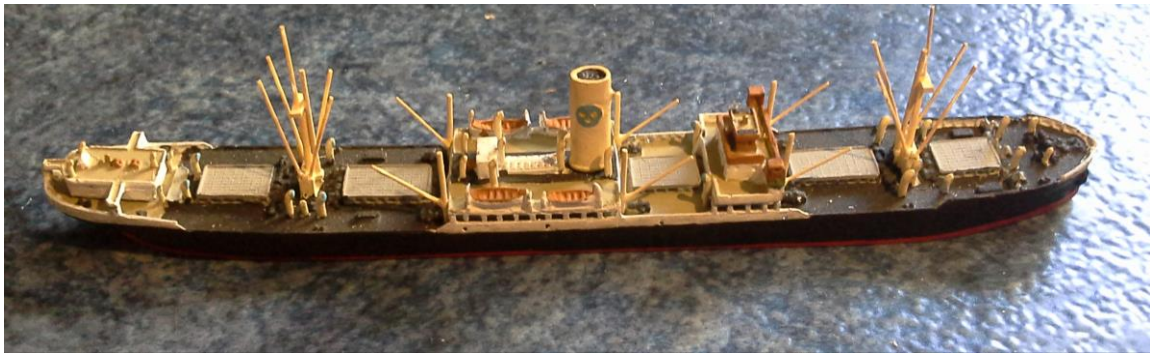
Eskader *Saga*

Eskader, which was the main distributor of **Wiking's** models in Sweden, also did some own models of Swedish ships. Among these models were the light cruiser *Tre Kronor*, the destroyer *Öland*, the motor torpedo boat *T21*, the passenger liners *Kungsholm* (1928) and *Saga* (1948) and some very small craft. The quality was at the same level as **Wiking**.



Commando Swedish destroyer

Commando (*Åke Nyberg* and *Jerry Clausen*) in 1966-1967 produced on a very small scale some nice models made of a kind of composite material. They were copies of **Wiking** (a *Hunt Class* destroyer and a *Flower Class* corvette) and a Swedish destroyer (*Kalmar*, *Hälsingborg*, *Visby* and *Sundsvall*). The models were of good **Wiking** standard.



Lasse Forsberg Ægir 56 Nagara

The great pioneer in Sweden was *Lasse Forsberg*, who in the 1970's introduced production of waterline models in metal. Mr *Forsberg* was a professional jazz musician (saxophone) who later turned into model building (his profession was construction of models of buildings for architectural purposes). Under the trade-mark "**Ægir**" *Lasse Forsberg* released a series of mainly British cargo liners from the inter war period. The quality of the models were of a standard not seen before. The models were based on original drawings from the shipbuilders. They were moulded in cooperation with Mr *Norbert Bröcher* in Germany. Mr *Bröcher* also assisted in introducing the "**Ægir**" models on the German market.

Lasse Forsberg also inspired and trained *Lennart Hagbjer* and *Richard Areschoug*.



Lennart Hagbjer LH 34 the minesweeper Landsort

Lennart Hagbjer is a civil engineer and is retired from the Swedish Defence Materiel Administration. His main field of action was mines. Under the trademark "**LH**" Mr *Hagbjer* produced a series of models of both military and commercial ships (British, Italian and Swedish cargo ships and some Italian and Swedish warships).



Lennart Hagbjer tanker Sveadrott in wartime markings



Richard Areschoug RA9 Nimbus

Richard Areschoug was a successful author of World War II history and wrote several books and articles for popular history magazines. Mr *Areschoug* was also a well-known builder of airplane models in larger scales. *Richard Areschoug* produced in cooperation with Mr *Bröcher* a series of cargo liners of outmost quality under the designation “**RA**”. *Areschoug*’s models of the Swedish cargo ships *Nimbus* and *Stratus* are considered among the best models ever produced.



Christer Hagild UVM 3 Bonanza

Christer Hagild issued under the name “**Uddevalle-varvet Modell - UVM**” a small series of Norwegian cargo ships and tankers together with the small passenger liner *Nordstjernen*.

As can be seen a very important person for the Swedish producers was *Norbert Bröcher* from Weser in Germany. Mr *Bröcher* introduced new moulding techniques and assisted the Swedish producers in the process.

Several Swedes also produced models on a very small scale, mainly to complete their own collections. One of these - Navy surgeon Dr *Peter Herlitz* - produced several models of modern Swedish naval vessels in metal.



Peter Herlitz minesweeper Bremön

Many collectors built their own models – normally of wood. These models were often based on the drawings published by Mr *Gösta Bäckdahl* in the magazine **Sveriges Flotta**.



Organisations of collectors in Sweden

The number of collectors of ship models/waterline models in the scale 1:1200/1250 has never been large. During the most popular period 1950-1990 the number of active collectors in Sweden was a few hundreds, in Germany some thousands. In other part of Europe only a few hundreds. In UK and the US there were almost no collectors of model ships in these scales during this period. The interest for ship models in these small scales started later in the 1990's.

Collecting waterline models in the scale 1:1250 began in Sweden in the 1930's. After the war the **Youth Section** of the **Swedish Navy League** in Stockholm was the central place for many maritime interested youngsters and collectors of ship models. Under the leadership of *Gösta Bäckdahl* large war games were played every week during seasons. The enormous table in the Boardroom of the League was covered with square plates. The games were based on computations representing every individual ships displacement and speed with special rules concerning torpedoes, mines and different gun calibres.

In connection with these games members sold and bought models.

The **Navy League** was closed down in 2002, but the **Youth Section** remained. Thanks to Mr *Åke Nyberg* the activities - in a much reduced form - still live today. Mr *Nyberg* performs, four times a year, auctions of waterline model ships in Stockholm.

In the early 1960's the **Ship Lovers Club** was founded by a small group of maritime interested gentlemen. Members, coming from all parts of Sweden, met several times every year until recently. A great number of these members were also active collectors of waterline models.

Among the members of **Ship Lovers Club** and collectors in Sweden *Erik Gradelius* stands out. Lieutenant commander *Gradelius* was an artillery officer in the Swedish navy and had a huge collection of waterline models. After his death all his models were donated to the members of the Club - every member receiving hundreds of these fine models.



Mr *Åke Nyberg* performing auctions in Stockholm spring 2018

Museums with waterline models in the scale 1:1250



The Toy- and Collectors Museum

The **Toy Museum** of Stockholm was founded in 1980. Since then the Museum have gone through a series of events and different locations. Since 2018 the Museum is housed east of Stockholm in the archipelago. The founder and driving force behind the Museum has through all years been Mr *Stig Dingertz*. The museum has a collection of about 750 waterline models in the scale 1:1250. Responsible for this part of the museum is Mr *Nyberg*.



Leksaks & Samlarmuseet in Nacka



The Maritime Museum of Viken

Vikens Sjöfartsmuseum



Viken's Sjöfartsmuseum in the small harbour at Viken along the Sound

The Maritime Museum of Viken outside Helsingborg in south Sweden houses a collection of about 1000 waterline ship models in the scales 1:1250 and 1:1200. This collection was donated to the museum by Customs officer *Nils-Erik Kullberg*.



The collection at Viken's Sjöfartsmuseum

The new **Maritime Museum** at Viken



In addition to the collection at the Maritime Museum of Viken, a large collection of waterline ship models will be on display at the nearby private maritime museum now under construction. The man behind this new project is Mr *Carl-Johan Hagman*, who for this purpose has acquired an old estate in central Viken. The object is to be able to display all his maritime objects - among these a large collection of waterline model ships in 1:1250 scale.

The building also displays furniture from and models of the ferries of the *Trelleborg – Sassnitz* route. In the garden the radio operator's cabin from the old railway ferry *Konung Gustav V* is built up. The main hall is dedicated to the Royal Swedish Navy and contains large paintings of three Swedish Kings and several admirals. These paintings derive from the old Navy Officer's Mess in Stockholm, which sadly has been closed as the Government decided to sell the building from 1754, which since 1849 housed the Officer's Mess. Much of the furniture in Viken derive from the old Swedish cruiser *Fylgia*.

The collection of waterline models derives from *Bernhard von Schenck*, *Richard Areschoug* and *Bo Jarlinger* – all well-known collectors. *Von Schenck's* and *Jarlinger's* models are displayed in very beautiful dioramas showing the model ships in different scenes as harbours, naval bases and yards.



Paintings from the Navy Officer's mess in Stockholm

On the next page some of the dioramas made by *Bernhard von Schenck's* and *Bo Jarlinger's* are pictured.



Bernhard von Schenck
Yard model



Bernhard von Schenck
Large port ca 1960's



Bernhard von Schenck
view from the early 1900-
hundreds



Bo Jarlinger
HMS Temeraire 1877



Internationales Maritimes Museum Hamburg



The large **Internationales Maritimes Museum** in Hamburg, was opened in 2008 on the initiative by Professor *Peter Tamm*. Though cooperation with City of Hamburg the **Peter Tamm Foundation** acquired an old warehouse in Hamburg Speicherstadt. Professor *Tamm* died in 2016. Today his son *Peter Tamm Jr* is heading the Foundation.

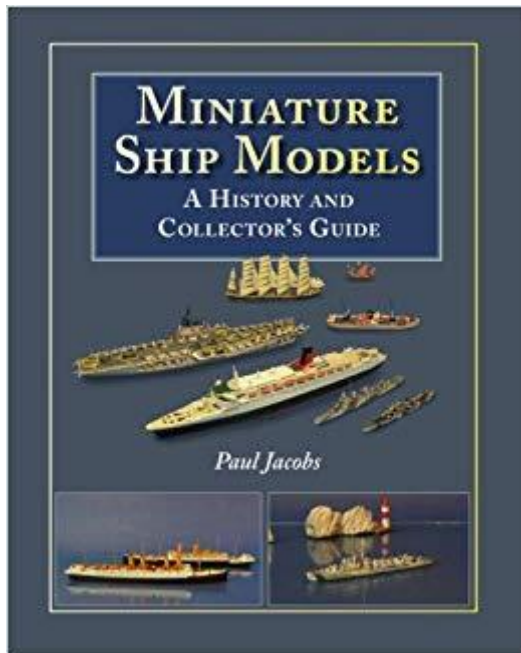
Professor *Tamm* began his collection of waterline ships as a young boy and kept on all his life, buying almost every model on the market for more than seventy years. Today 45 000 waterline models are on display in the Museum.

The Museum also contains models of bigger scales and a large collection of other maritime memorabilia.



Prof. *Peter Tamm*

Books presenting waterline miniature ship models in the scales 1:1250/1:1200



Paul Jacobs

Miniature Ship Models

History and Collector's Guide

Paul Jacobs Seaforth Publishing, Barnsley 2008

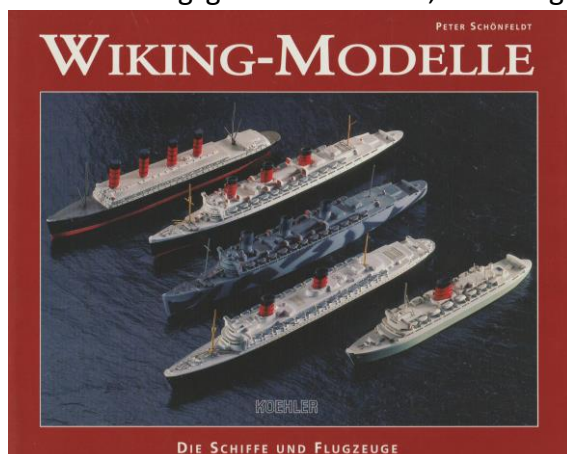
A book covering **Wiking's** ship and airplane models

Peter Schönfeldt

WIKING-MODELLE

Die Schiffe und Flugzeuge

Koehler Verlagsgesellschaft mbH, Hamburg 1998



Recommended web-links:

PILOT's models on the web-page of the Danish PILOT-Club

www.pilotmodeller.dk

All of **Wiking's models** are presented on

www.wiking-schiffsmodelle.de

A complete register covering models from all known producers

www.sammelhafen.de

Galerie Maritim in Hamburg also have a similar list covering 23 000 models

<http://www.galerie-maritim.de/downloads/GesamtkatalogSchiffsmodelle05.05.2015.pdf>

Muenchner Rundbrief

<http://muenchner-rundbrief.xobor.de>

covers 36829 models, updated 2017.

An excellent history and one of the sources for this narrative is

A Guide To WATERLINE MODEL SHIPS in 1/1200 & 1/1250 scale

By *Kelvin Holmes*

Issue 11, April 2017

<http://sammelhafen.de/files/WaterlineGuideIssue11.pdf>

	<p>© Viken's Sjöfartsmuseum 2019</p>	<p><i>Carl-Johan Jargenius</i></p> <p>cj.jargenius@gmail.com</p>
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<https://vikensbyaforening.se/vikens-sjofartsmuseum/>