

JUNYO 隼鷹

JAPAN AIRCRAFT CARRIER

KIT. NO. WLA076

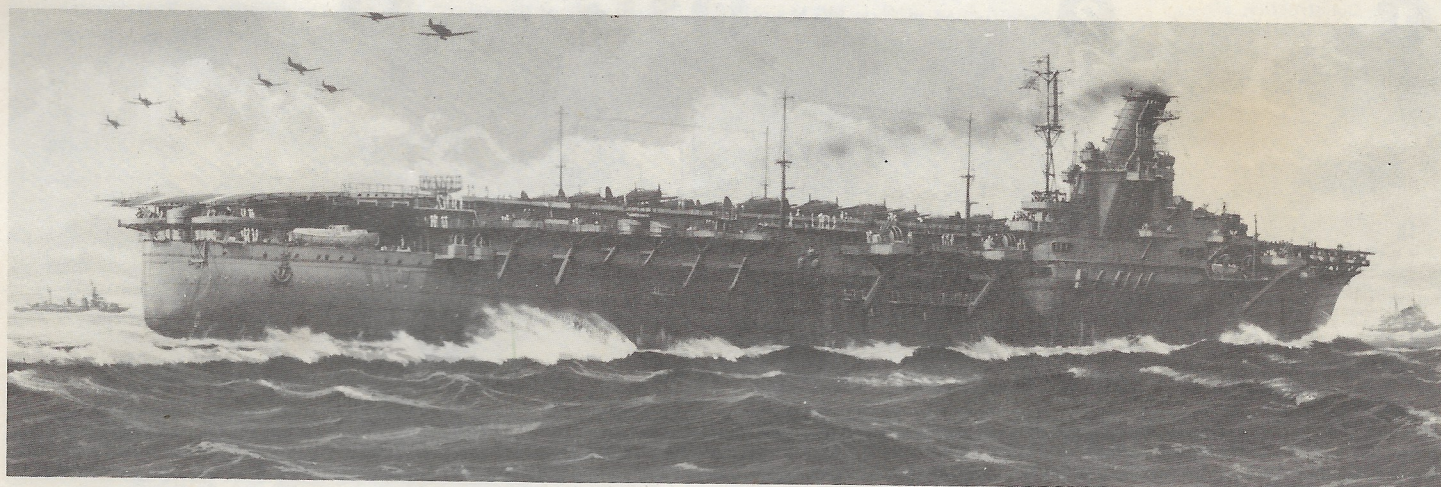


Illustration: Kihachiro Ueda
Photo: "THE KOKU-FAN", Bunrindo

WATER LINE SERIES

《Aircraft Carrier JUNYO》

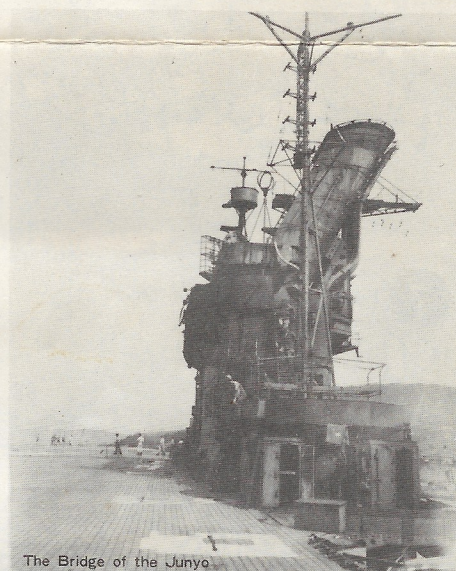
The Junyo was an aircraft carrier converted from a merchant ship and was almost unguarded as compared with regular aircraft carriers originally constructed as warships. After having been completed in May 1942, however, the aircraft carrier took part in various battles in the Pacific Ocean from the Aleutian Islands in the north to the Solomon Islands in the south and showed activity until the end of the war in spite of repeated damages. It was one of the few Japanese warships favoured by the fortune of war.

The Junyo was originally a large-sized high-speed liner called Kashiwara Maru that Nippon Yusen planned for use in the North American line. In the prewar days when passenger planes were not so highly developed as today, overseas travellers had to use ships and a number of countries competitively put luxury ships on service in the Pacific and Atlantic Oceans. In 1937, Nippon Yusen, the Japan's biggest shipping agent that was said to be one of the symbols of maritime power Japan, planned to build de luxe liners including the Nitta Maru, the Yawata Maru and the Kasuga Maru as the so-called Olympic Boats for the Tokyo Olympic Games of 1940. Especially the Kashiwara Maru and the Izumo Maru designed for the San Francisco line were super-luxury ships having a gross tonnage of 27,700 tons and a speed of 24 knots and compared favourably with the "sea queens" of Britain, France, etc. that were then active on the Atlantic lines. The two super-luxury ships were expected to be completed as the "sea queens" to dominate the Pacific Ocean.

Having planned to convert large-sized high-speed merchant ships into aircraft carriers, the Japanese Navy

mance to regular ones. The National Diet of 1938 carried out the budget allowing that the Government would bear 60% of the building expenses of the Kashiwara Maru and the Izumo Maru under the condition that they would be converted into aircraft carriers in war time. Design work was immediately started. The main requirements set out by the Navy were as follows: Overall length of over 210 m; width of over 25 m; trial speed of 24 k (half-loaded); full power of 60,000 hp; regular power of 48,000 hp; and convertibility into aircraft carrier within three months in case of need. Design work was conducted on the assumption that the ships should be convertible into aircraft carriers in all respects. I was the custom of Nippon Yusen to name its large passenger ships after shrines. The Izumo Maru was so named after the Grand Shrine of Izumo and the Kashiwara Maru was so called after the Kashiwara Shrine which had been built in dedication to the Emperor and Empress Jimmu in Kashiwarabara (now Kashiwara City of Nara Prefecture), the legendary place of Japan's founding.

In March 1939, the construction of the Kashiwara Maru was started at Mitsubishi Nagasaki Dockyard. The international situation began to deteriorate soon after that and became more strained in 1940. In October 1940, it was decided that the Kashiwara Maru etc. then in course of construction should be converted into aircraft carriers. The Kashiwara Maru was officially taken over by the Navy on 21st January, 1941 and launched under the name of the 102nd Vessel on 26th June. The Kashiwara Maru, which had been expected to become the queen of the Pacific Ocean, changed its shape and name and completed as the grandiose aircraft carrier Junyo of the Japanese Navy on 5th July, 1942. The aircraft carrier Junyo had a trial displacement of 27,500 tons. This means that the Junyo was larger than the medium carrier Soryu and ranked second only to the Shokaku class in Japanese carriers constructed till then. The speed of 25.5 knots was lower than that



The Bridge of the Junyo

was the first Japanese carrier to adopt the funnel design, which was then being tested for use in the Taiho.

The Junyo first saw action in the MI Operation of June 1942, where it attacked Dutch Harbor on 3rd and 5th in concert with the Midway Attack. The carrier was subsequently incorporated into the 2nd Air Fleet and sailed to the Solomon Seas early in October, taking part in the Guadalcanal Attack, the Battle of the South Seas (24th October), the 3rd Battle of Solomon (9th November) and the Withdrawal from Guadalcanal. In March 1943, the Junyo moved toward Truk Island and its planes were sent to Rabaul for the "I-Go"

financially assisted Nippon Yusen through the Government in building the Asama Maru, the Tatsuta Maru and the Chichibu Maru (later Kamakura Maru). Since these ships were not sufficient in size or speed to be converted into aircraft carriers, however, the Japanese Navy began to hope around 1933 to build super-large ships convertible into carriers almost equal in perfor-

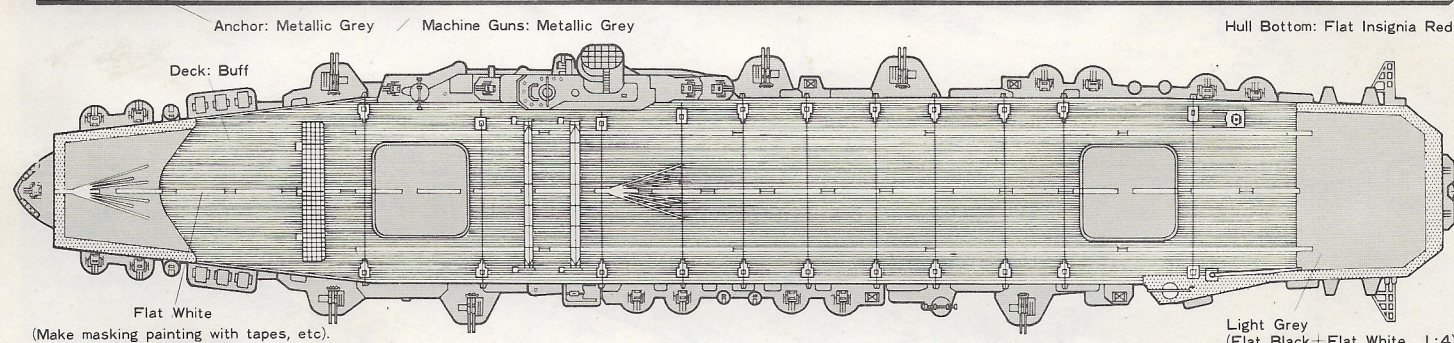
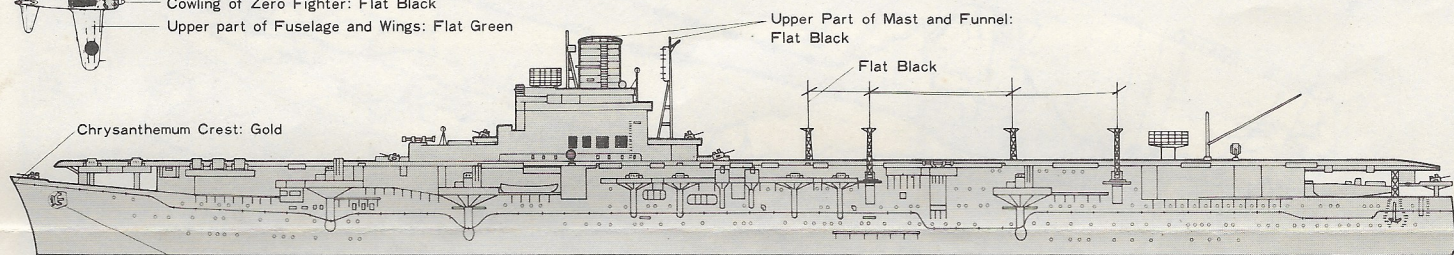
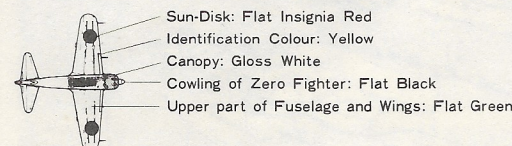
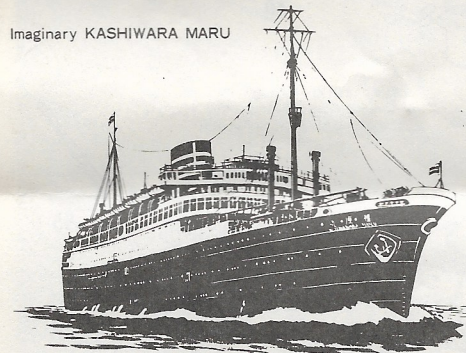
of regular carriers but much higher than that of other converted carriers. The airplane sheds were of two-story type and contained 53 planes consisting of 48 regular planes and 5 auxiliary planes, the total number of which was second to that of the Soryu class but larger than that of any other converted carriers. The flying-off deck was slightly shorter but wider than that of the Soryu class. The Junyo was superior also in armament to other converted carriers and mounted twelve 12.7 cm AT guns and eight 25 mm triple machine guns, which were the same as those of the Soryu class. Subsequently, the 25 mm guns were increased to fifteen triple guns, two double guns and twenty-seven single guns, and six 12 cm twenty-eight-barrelled rocket guns were newly mounted. If the rather low speed and the vulnerability, a fatal defect of a converted carrier, are left out of account, the Junyo was almost equal in ability to the medium Soryu class. The converted carrier really showed almost the same fighting power as regular carriers and showed activity as the main body of the Japanese Navy tank forces. The Junyo was distinguished by its funnel constructed in a body with the bridge and inclined outward by 26°. The Junyo

Operation. In June, it sailed to Truk Island again and its planes flew to Buin. The Junyo now with no planes on board engaged in transportation to Singapore and Truk from August to October. The Junyo was damaged by torpedoes from an enemy submarine near Okinoshima Island on 5th November and towed back to Kure by the Tone. Completely repaired by February 1944, the Junyo showed activity as the flagship of the 2nd Air Fleet in the Battle off Mariana of 19th—20th June. In this battle, it was caught by two direct hits near the funnel and returned to Japan for repair. While subsequently engaging again in transportation to Brunei, the Junyo was submarined and damaged in its hull on 9th December, returning to Sasebo for repair. The aircraft carrier was repaired by March 1945, but it neither had any planes to carry on board nor left Sasebo until the end of the war.

Essential Specifications of the Aircraft Carrier Junyo

Trial Displacement : 27,555 t
Water Line Length : 215.30 m
Breadth Maximum : 26.70 m Maximum Speed : 25.5 k
Number of Planes Carried : 48 (regular) and 5 (auxiliary)
Flying-off Deck : 210.3 m in length, 27.3 m in width
Date of Completion : 3rd May, 1942, at Mitsubishi Nagasaki Dockyard.

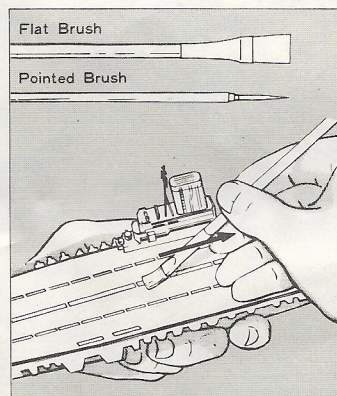
PAINTING



Painting

In case of parts to be painted in the same colour, it is recommended to assemble them together, adjust seams and remove adhesive pressed out before applying paint.

Use a flat brush for large areas such as the deck and the ship's bottom. Use a pointed brush for the funnel and planes. Do not rub paint over the surface. Instead, apply paint in such a manner as "putting" it on the surface with a brush. Thickly applied paint will not make carved lines invisible after it has become dry.



Construction of Antenna

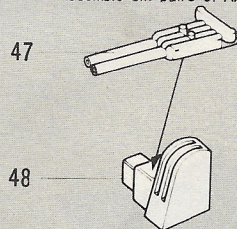
Stretch an antenna to make your model look better. Keep in mind that the antenna should be stretched after your model has been painted.

Cut off a piece of the runner (the frame to which parts have been attached) to a suitable length. Warm it by fire until it becomes soft. Then, take it away from the fire and quickly pull it both ways to make a slender thread.

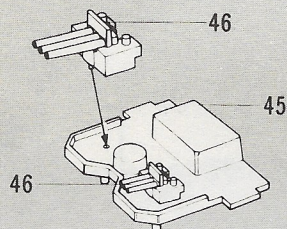
See the two figures given above. Cut the thread a little longer than needed, and glue it to antenna supports using a match with adhesive on one end. The excessive length of the thread should be cut off after adhesive has become dry.

(Please read this before commencing assembly)
 ★ You will require a pair of tweezers and a sharp hobby knife when removing parts from the plastic sprues.
 ★ Always use glue very sparingly. Too much glue will spoil your finished model.

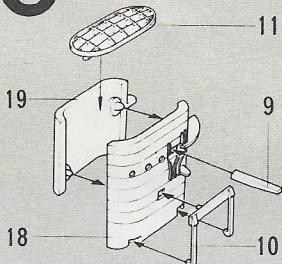
1 Construction of Anti-Aircraft Gun Assemble six pairs of AA Gun.



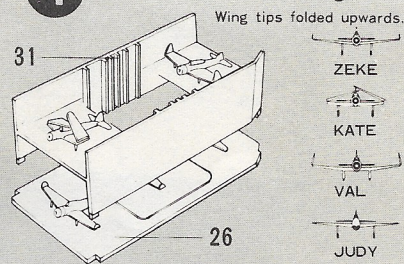
2 Construction of Rear MG Mount



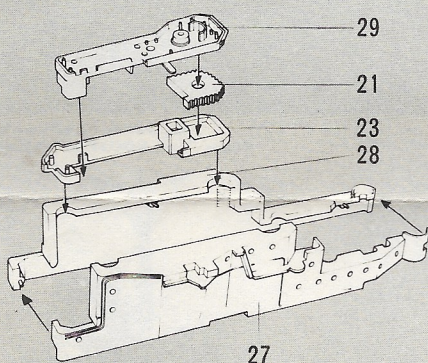
3 Construction of Funnel



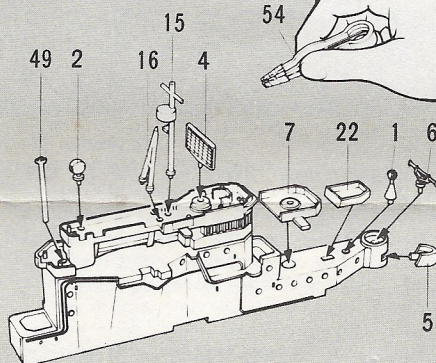
4 Construction of Rear Hangar



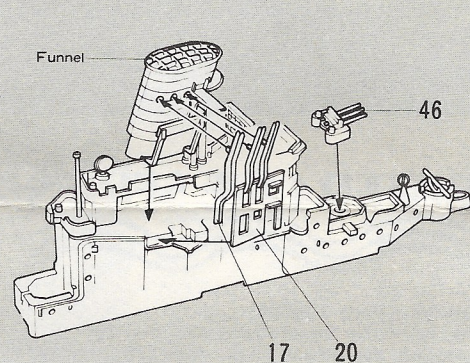
5 Construction of Bridge (1)



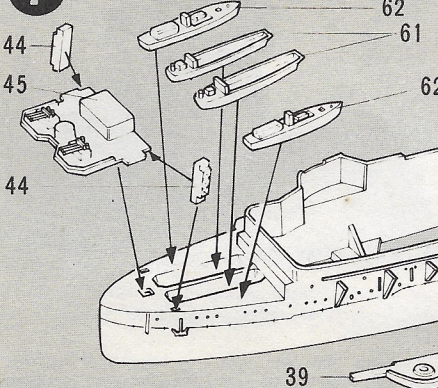
Pincette 54 should be used after its ends have been planed with a knife and wrapped with tape.



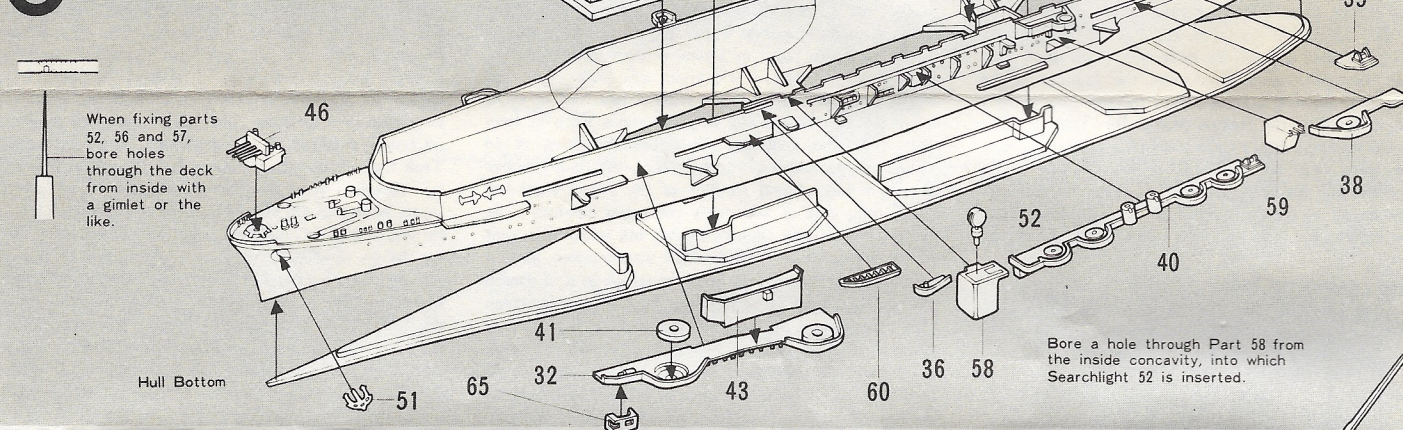
6 Construction of Bridge (2)



7 Fixing of Machine Gun Mount (1)

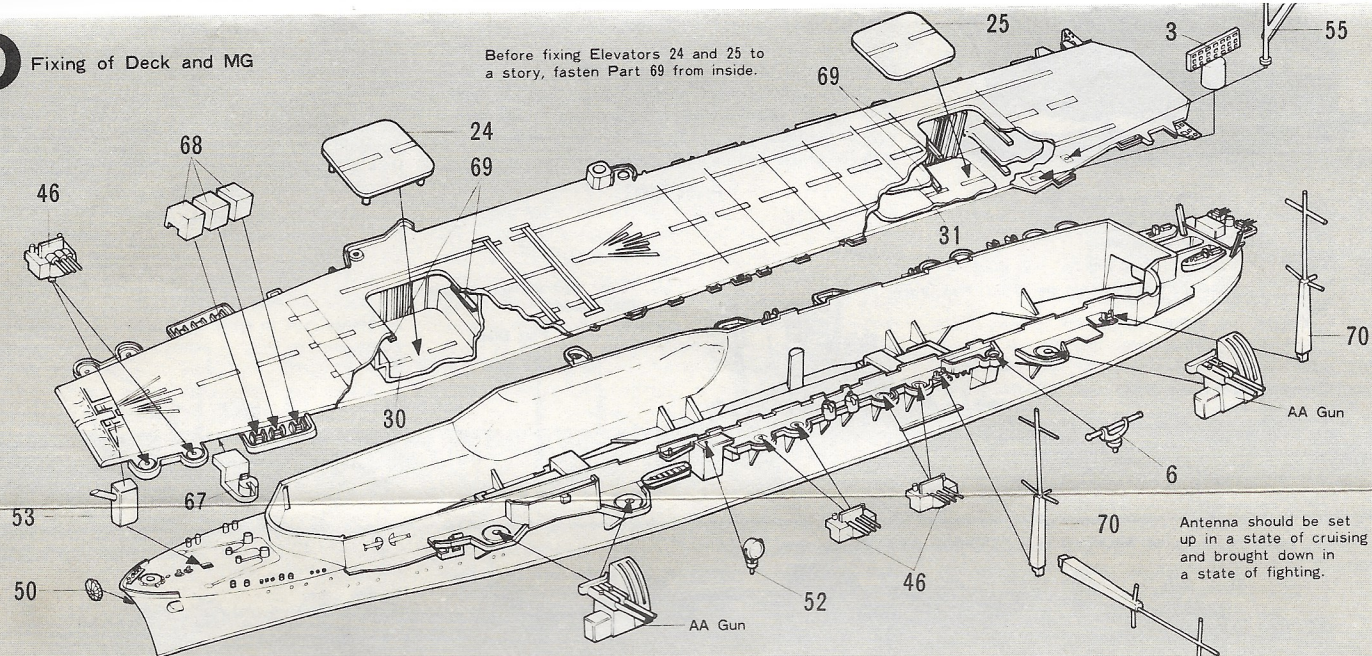


8 Fixing of Machine Gun Mount (2)



9 Fixing of Deck and MG

Before fixing Elevators 24 and 25 to a story, fasten Part 69 from inside.

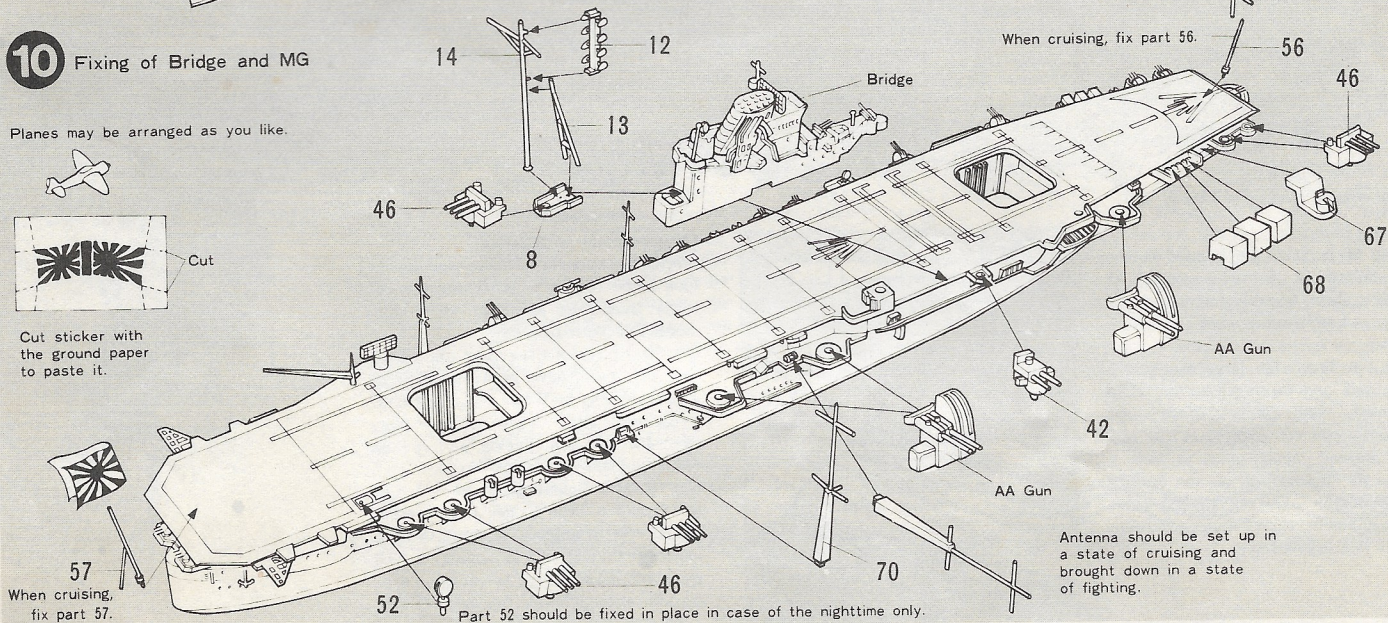


10 Fixing of Bridge and MG

Planes may be arranged as you like.



Cut sticker with the ground paper to paste it.



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