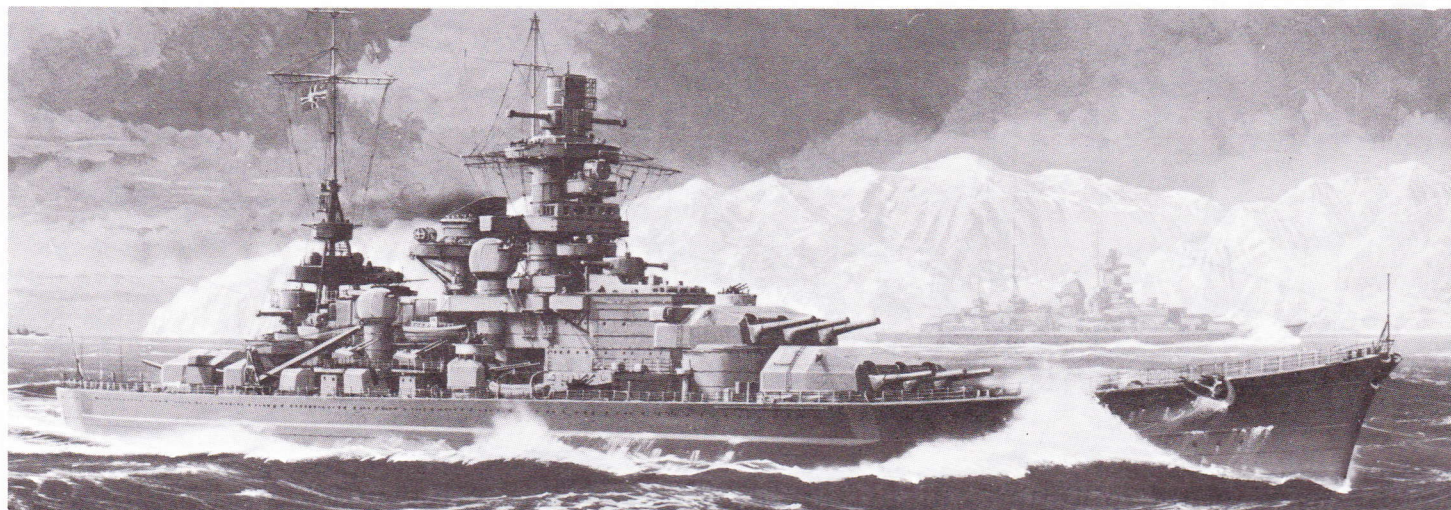


SCHARNHORST

GERMAN BATTLE CRUISER



Illustrated by Kihachiro Ueda.

WATER LINE SERIES

《The Battle Cruiser Scharnhorst》

The battle cruiser Scharnhorst, which sailed about the Atlantic Ocean at a high speed of up to 32 knots with her sister ship Gneisenau and rendered distinguished services, had the most brilliant career of all the capital ships of the German Navy. The two battle cruisers were famous for their beautiful style. It may safely be said that their well-proportioned shape ranked second to no other battleships of the world.

The Scharnhorst was laid down in May 1935 and launched in March 1936. It was officially announced that she was a medium battleship of 26,000 tons displacement. In point of fact, however, she was much larger and her standard displacement reached 31,800 tons. As compared with the French Dunkerque class completed at about the same time (standard displacement of 26,500 tons, eight 34 cm main guns, sixteen 13 cm auxiliary guns and speed of 25.5 knots), the Scharnhorst had a much higher speed of 32 knots and stronger armour. Except for her 28 cm main guns, the Scharnhorst was a masterpiece ship that compared favourably in performance with 35,000 ton class battleships of other nations.

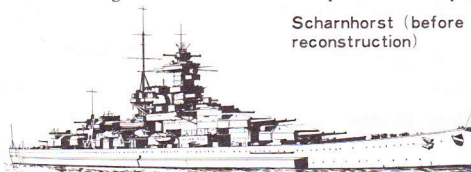
The Scharnhorst was completed on 7th January,

and the engine was also damaged. She gave up her mission and, after temporary repairs in Trondheim, returned homeward.

After thorough repairs, the Scharnhorst left Germany again with the Gneisenau on 27th December, 1940 but could not fulfil the mission this time because the Gneisenau suffered damage off Norway owing to bad weather.

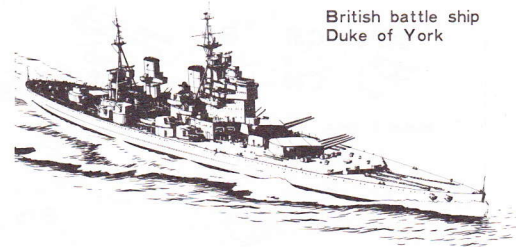
The Scharnhorst set sail again on 22nd January, 1941. Although she failed to destroy the enemy convoys HX106 and SL67 under the escort of battleships, she distinguished herself in commerce destruction warfare by sinking 22 British ships in cooperation with the Gneisenau in the period of two months until she put in at Brest on 22nd March. After repairs in Brest, the Scharnhorst and Gneisenau were to join the battleship Bismarck and heavy cruiser Prinz Eugen to sail about the Atlantic Ocean. It was found, however, that the Scharnhorst should undergo extensive repairs to her engine. In addition, the Gneisenau sustained serious damage to her stern by torpedo attacks from RAF planes and, to make matters worse, the Bismarck met with a tragic end. Therefore the plan was not put

Scharnhorst (before reconstruction)



cruiser squadron and began to search for the enemy convoy JW55B again. Soon after noon, however, she was again found by the British cruiser squadron and the second sea fight began. She, in turn, gave two direct hits of 28 cm shells to the British heavy cruiser Norfolk and destroyed her turret and main radar. The Scharnhorst again escaped from the pursuit of the British cruiser squadron. She knew by a report from a friendly plane that a strong British fleet with battleships as the main body was

British battle ship
Duke of York



approaching her. She gave up attacking the convoy JW55B and started for home. The British fleet, however, had accurately located her. She was forced to fight with the powerful British fleet led by the battleship Duke of York of the King George the Fifth class which Britain was proud of.

At 4:17 p.m., the radar of the battleship Duke of York detected the Scharnhorst. At 4:50 p.m., the cruiser Belfast launched flare bombs, which clearly showed the position of the Scharnhorst. Then, the

1939. Until the completion of the battleship Bismarck, the Scharnhorst and Gneisenau were the largest capital ships of the German Navy and served as its main strength. The Scharnhorst set out upon her first campaign on 21st November, 1939, nearly three months after the beginning of World War II. The Scharnhorst accompanied by her sister ship Gneisenau set sail to war against merchant shipping on the North Atlantic and, on the evening of 23rd November, found the British armed merchant cruiser Rawalpindi off Iceland. At 5:07 p.m., the Scharnhorst fired her 28 cm guns and then the Gneisenau joined the action. It resulted in an easy victory for the German ships. The Rawalpindi resisted bravely and gave a direct hit to the Scharnhorst, which suffered but little damage. The action ended in only ten-odd minutes. Receiving several hits, the Rawalpindi went up in flames and sank at 8:00 p.m. This was the first feat performed by the Scharnhorst. Soon after that, the Scharnhorst found the British light cruiser Newcastle but returned homeward without fighting because it was apparent that a powerful British fleet which received wireless communication from the Rawalpindi was approaching. From 18th to 20th of February 1940, the Scharnhorst and Gneisenau cruised together but did not encounter enemy ships. After that, they took part in the Norwegian Campaign. On 2nd April, they left home to escort destroyers with Narvik landing troops on board to Norway and, on the morning of 9th April on their way home, encountered the British battleship Renown off the Vestfjord. They exchanged fire with the Renown at a long distance under stormy weather, but the both sides lost sight of their enemy and stopped fighting.

In the subsequent Operation "Juno" for destroying British convoys off Narvik, the Scharnhorst achieved brilliant results. A German fleet with the Scharnhorst and Gneisenau as the main body left the anchorage of Wilhelmshaven on 4th June, 1940 and sank three enemy ships including a transport and tanker on the morning of 8th June. On the afternoon of the same day, the Scharnhorst found the aircraft carrier Glorious escorted by the destroyers Acasta and Ardent, and immediately opened fire and sent these three enemy ships to the bottom. In this fighting, however, the Scharnhorst received a torpedo from the Acasta on the starboard side near the rear turret. As a result, the rear turret became unusable

into action. The German Navy thereafter planned to use the Scharnhorst and Gneisenau in cooperative action with the team of the battleship Tirpitz and heavy cruiser Admiral Hipper. The German Navy was again forced to hold up the plan because, on 24th July 1941, the Scharnhorst received five direct hits from Consolidated B-24 and Boeing B-17 planes and her rear turret became unusable.

After repairs, the Scharnhorst left Brest together with her consorts including the Gneisenau and Prinz Eugen at 11 p.m. of 11th February 1942 and successfully broke through the Straits of Dover in the daytime under the cover of Air Force planes, returning to Wilhelmshaven early on the morning of 13th February. During the cruise, however, the Scharnhorst struck a mine two times off the Netherlands and suffered damage. It took about 11 months to repair the damage and she returned to active service early in 1943. She advanced to Ardin Fjord of Norway and, from 6th to 9th of September, bombarded forts and storage parks in Spitzbergen island on the Arctic Ocean in cooperation with the battleship Tirpitz.

The season of "white night" was soon over and Allied convoys became active again in the North Atlantic. On 25th December, 1943, the Scharnhorst in command of five destroyers set sail to war against merchant shipping of British convoys sailing for the Soviet Union. This turned out to be the last sortie in her life. In confident expectation of her movement, British fleets planned to find and sink her by using a British convoy as a decoy to lure her. The Scharnhorst considered the British convoy JW55B as the target of attack. At 8:40 a.m. of 26th December, she was detected by the radar of the cruiser Belfast in a Royal Navy cruiser squadron. The cruiser squadron approached her and at 9:21 a.m. the cruiser Sheffield found her. At 9:29 a.m., the cruiser squadron opened fire on her and the exchange of fire continued for about half an hour. This was the beginning of the Sea Battle off North Cape. The Scharnhorst had to fight all by herself because her destroyers had been far away from her to search for the enemy convoy. She received two 20 cm shells from the British heavy cruiser Norfolk and unfortunately her radar was damaged. She successfully escaped from the pursuit of the British

battleship Duke of York and cruiser Jamaica opened fire. While replying with her 28 cm guns, the Scharnhorst made effort to escape at a high speed from the pursuit of the enemy. The Scharnhorst received 36 cm shells from the Duke of York, which destroyed her two main and one auxiliary turrets and therefore much reduced her fighting capacity. At 6:20 p.m. the Scharnhorst received another direct hit in her first boiler room and began to slow down. She was again overhauled by the British fleet.

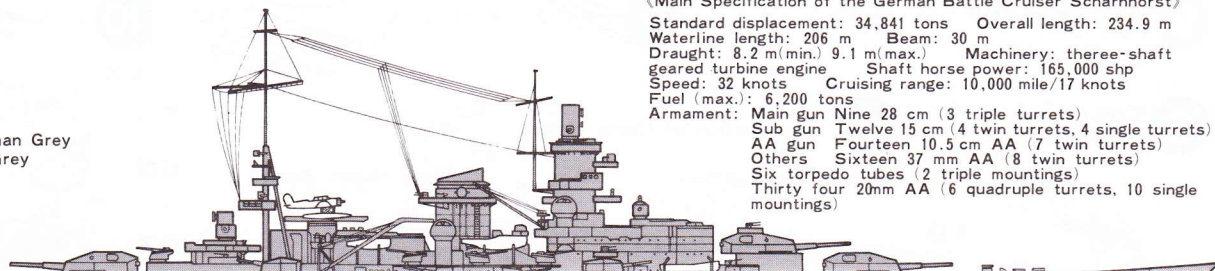
The Scharnhorst still had formidable striking power and gave two direct hits to the mast of the Duke of York. But the Scharnhorst was already going to her fate. At 6:24 p.m., the Duke of York ceased fire and instead the British destroyers Savage, Saumarez and Scorpion and the Norwegian destroyer Stord opened attacks against the Scharnhorst. Receiving four torpedoes, the Scharnhorst became much slower. She, however, continued to fight to the last drop of her blood. Her main guns were destroyed and all her auxiliary gun shells were used up. The Scharnhorst, which had continued stubborn resistance all by herself under the complete siege of the British fleet, was now coming to an end at last. At 7:01 p.m., the Duke of York and Jamaica reopened fire and rained shells upon the Scharnhorst which had already become like a lump of burning iron. She was still moving. Then, British destroyers and cruisers launched as many as 55 torpedoes and at least five of them hit her burning hull. At 7:30 p.m., her engine completely stopped and she began to heel over. At 7:45 p.m., she blew up and found a watery grave in the North Atlantic. Of about 1,900 men then on board the Scharnhorst, only 36 were saved from death.

When completed, the Scharnhorst had a vertical stem. In view of sea kindness, etc., it was changed into a clipper stem and the hull became longer by 5.1 metres in 1939. At the same time, the catapult over the third turret was removed and the after-mast just behind the funnel was moved aft and remodelled into a tripod type. In World War II, a radar was mounted and the number of 20 mm anti-aircraft machine guns was increased to 28. This model ship represents the Scharnhorst in February 1942.

Note: "HX106", "SL67", "JW55B", etc. are code names of convoys.

PAINTING

Hull: German Grey
+ Light Grey



(Main Specification of the German Battle Cruiser Scharnhorst)

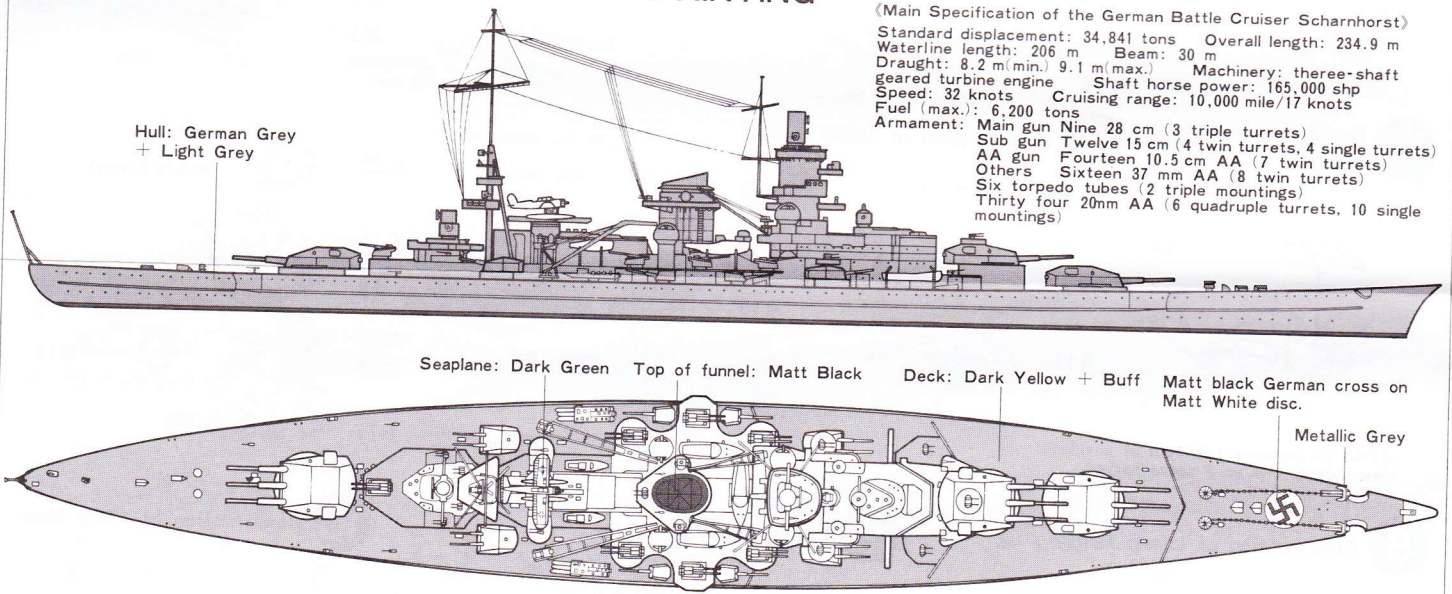
Standard displacement: 34,841 tons Overall length: 234.9 m
Waterline length: 206 m Beam: 30 m
Draught: 8.2 m (min.) 9.1 m (max.) Machinery: three-shaft geared turbine engine Shaft horse power: 165,000 shp
Speed: 32 knots Cruising range: 10,000 mile/17 knots
Fuel (max.): 6,200 tons
Armament: Main gun Nine 28 cm (3 triple turrets)
Sub gun Twelve 15 cm (4 twin turrets, 4 single turrets)
AA gun Fourteen 10.5 cm AA (7 twin turrets)
Others Sixteen 37 mm AA (8 twin turrets)
Six torpedo tubes (2 triple mountings)
Thirty four 20mm AA (6 quadruple turrets, 10 single mountings)

PAINTING

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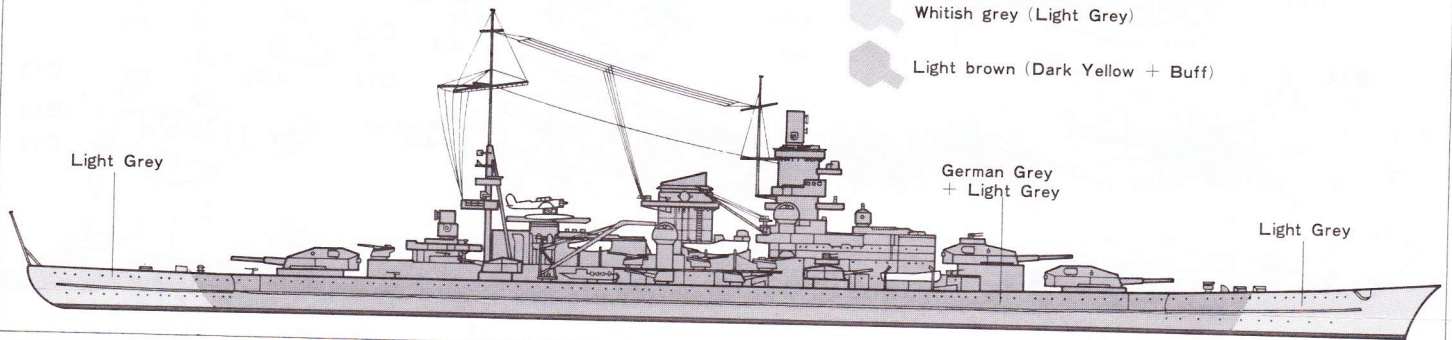
Hull: German Grey
 + Light Grey

Seaplane: Dark Green Top of funnel: Matt Black Deck: Dark Yellow + Buff
 Matt black German cross on Matt White disc. Metallic Grey

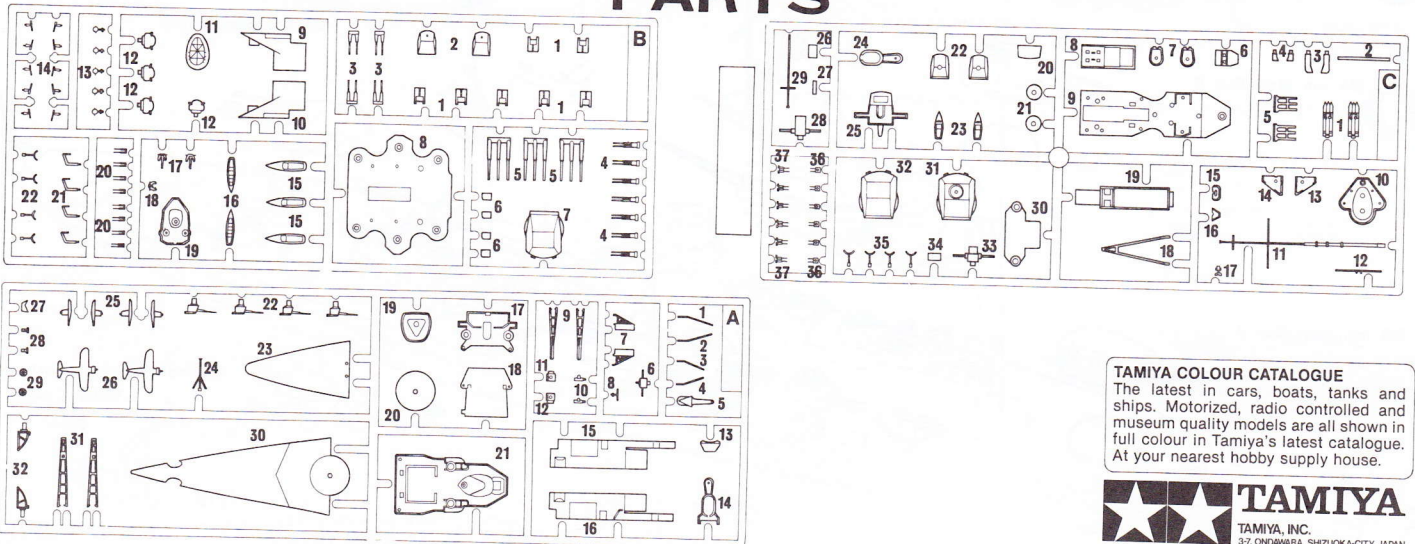


Camouflage on the Northern Theatre.

Grey (German Grey + Light Grey)
 Whitish grey (Light Grey)
 Light brown (Dark Yellow + Buff)



PARTS



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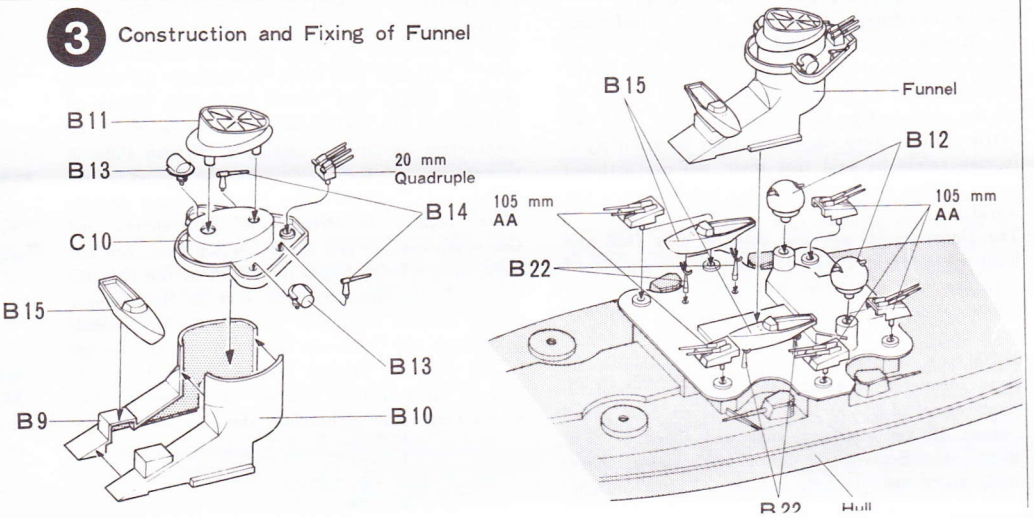
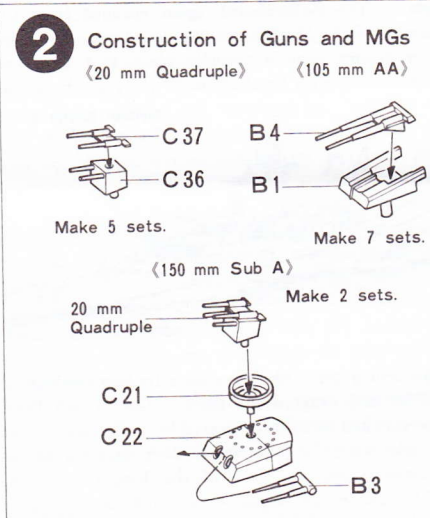
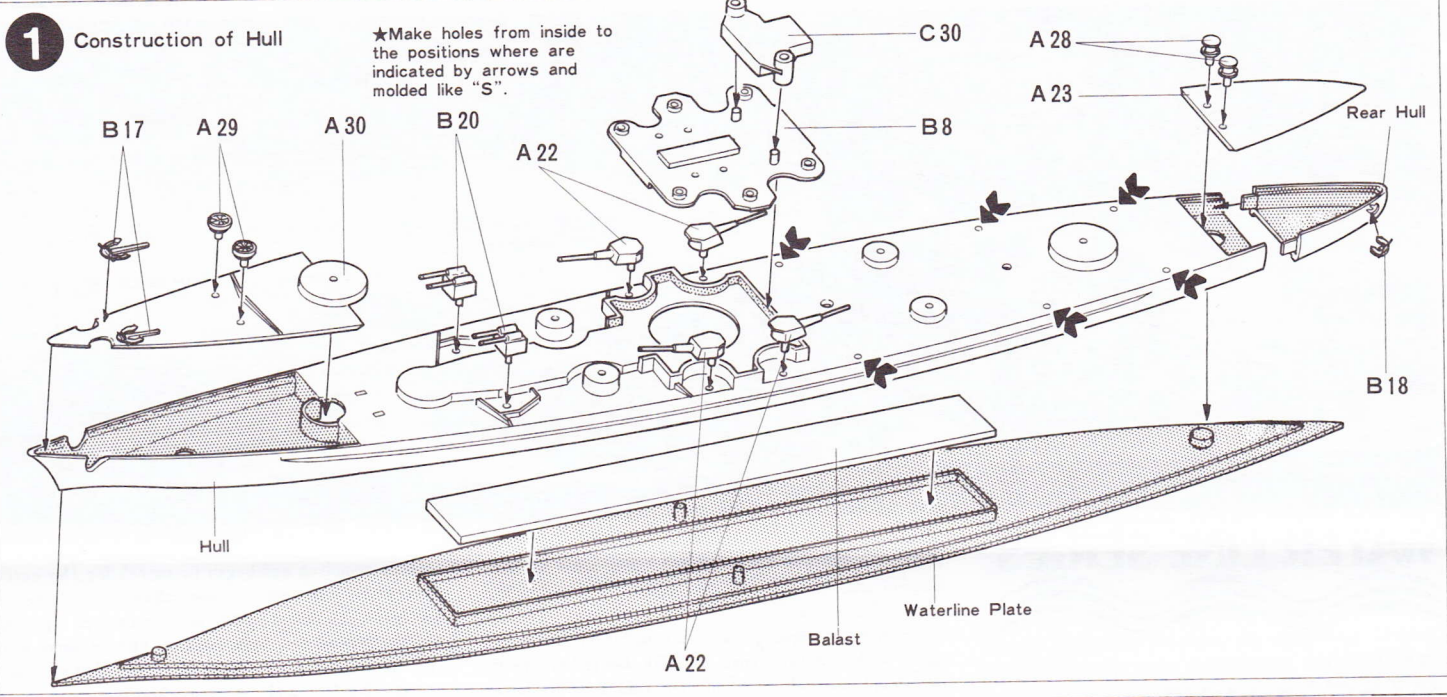
TAMIYA
 TAMIYA, INC.
 3-7, ONDWARA, SHIZUOKA-CITY, JAPAN.

Sub gun Twelve 15 cm (4 twin turrets, 4 single turrets)
 AA gun Fourteen 10.5 cm AA (7 twin turrets)
 Others Sixteen 37 mm AA (8 twin turrets)
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Hull: German Grey
 + Light Grey

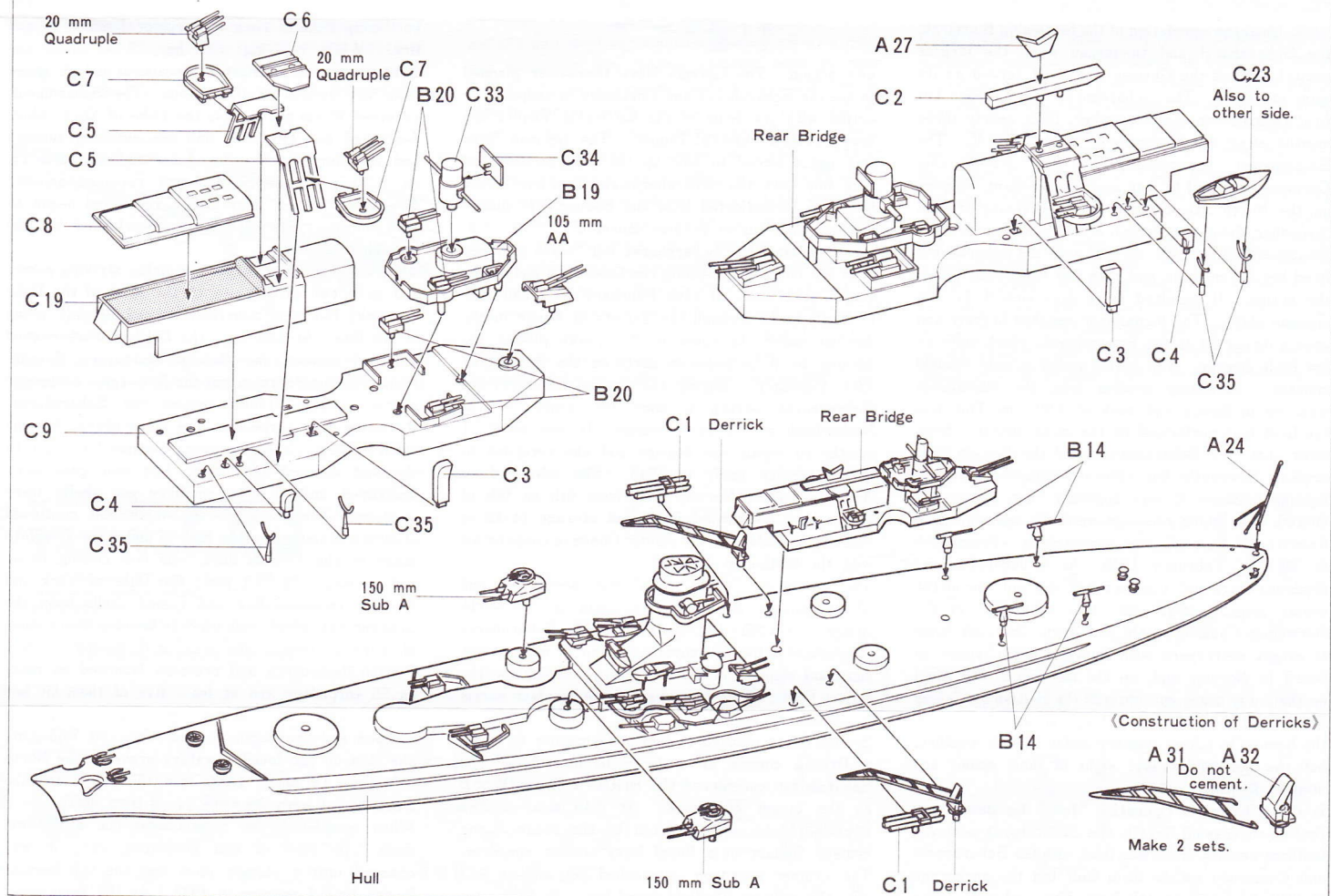
SCHARNHORST

《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. ★To handle small parts, a pair of tweezers may be helpful.

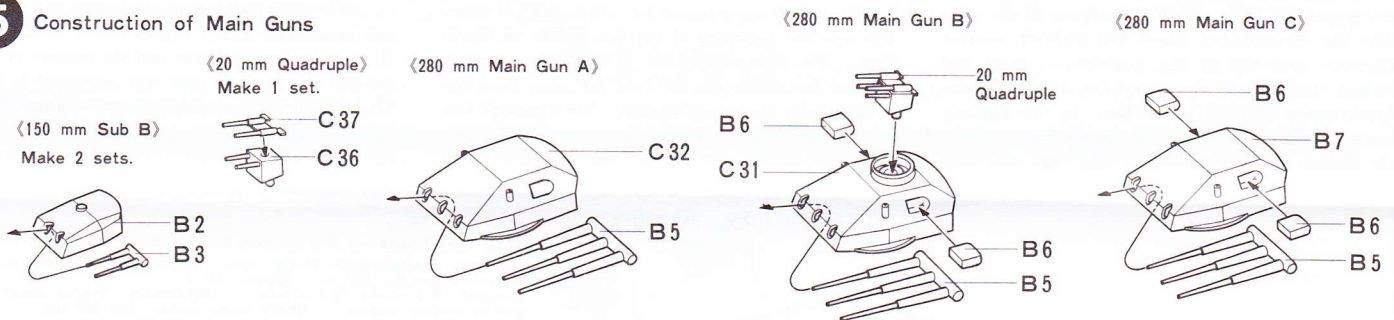


4 Construction and Fixing of Hangar and Rear Bridge

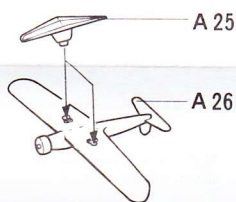
★Fix six 105 mm AAs.



5 Construction of Main Guns



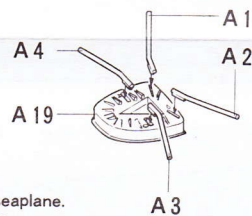
6 Construction of Seaplane



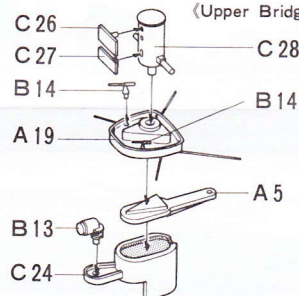
★This kit contains two sets of seaplane. Use another one as a spare parts.

7 Construction of Upper Bridge

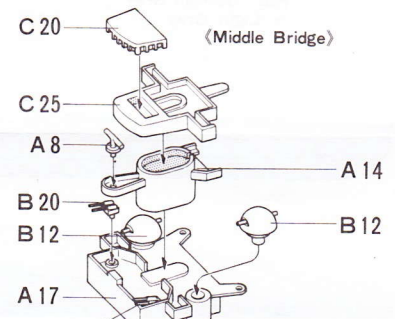
《Bridge Top Deck》



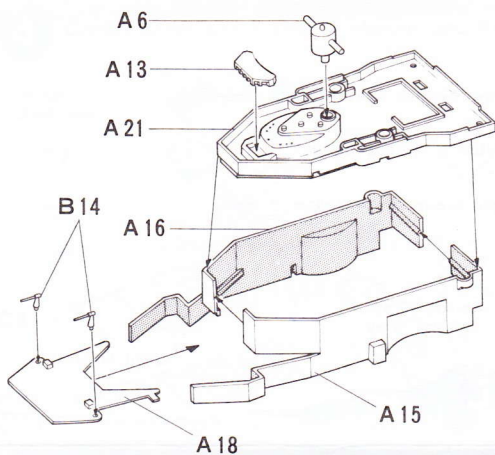
《Upper Bridge》



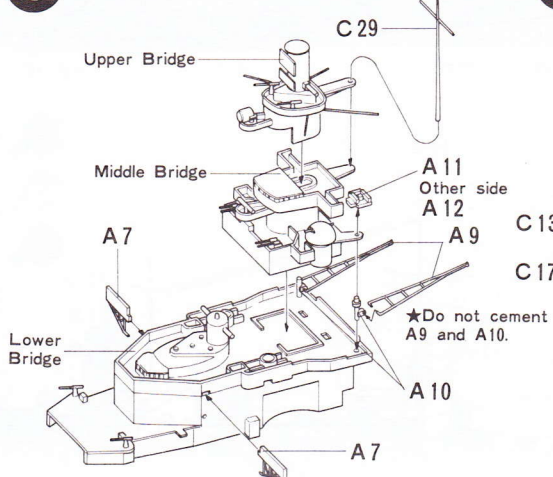
《Middle Bridge》



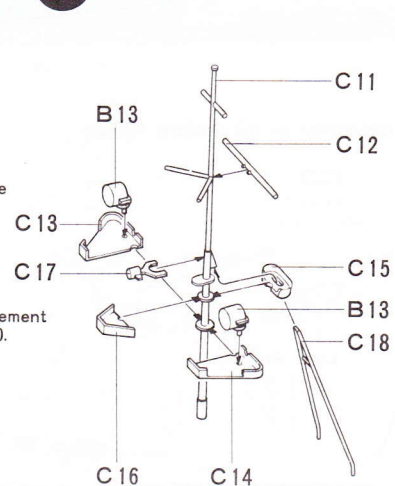
8 Construction of Lower Bridge



9 Construction of Bridge



10 Construction of After-Mast



11 Fixing of Bridge and Main Guns

