

FUBUKI

JAPANESE NAVY DESTROYER

吹雪

ウォーターラインシリーズ
日本駆逐艦
(ふぶき)

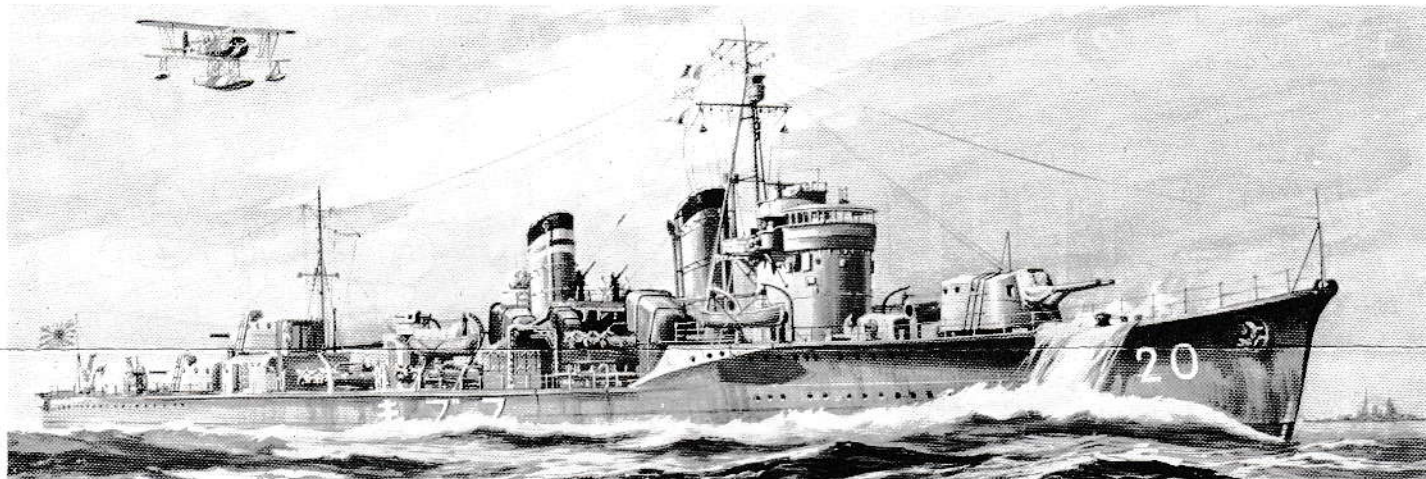


Illustration by Shigeru Komatsuzaki

WATER LINE SERIES

A SHORT HISTORY OF THE FUBUKI

Torpedoes were put to practical use in the latter half of the 1860's. The appearance of a new weapon in naval warfare that had the capability to sink a large battleship completely changed the theory of naval engagement which had so far relied upon exchanges of gunfire. Towards the end of the nineteenth century, small torpedo boats designed to carry torpedoes as their main weapon became a grave menace to the large battleships. How to deal with this new threat on the oceans became the point of serious debate. The solution was found with the advent of a new type of ship called the "torpedo boat destroyer" or "destroyer" for short in 1893, England. The destroyer was designed to be larger and faster than the torpedo boats. With an armament of torpedo tubes and also powerful guns, the new destroyers were capable of making torpedo runs as well as destroy enemy torpedo boats.

The Japanese Navy had shown interest in the use of torpedoes from the outset and had used them with great effect in the China-Japanese War (1894-1895). A plan to construct several torpedo boat destroyers (re-

named destroyer on 1896) was undertaken, and 12 destroyers of the Kaminari and Shinonome type were built by 1900. These vessels were designed mainly for torpedo attacks rather than anti-torpedo boat endeavours. Subsequently a variety of destroyers were built of the Akatsuki and Mutsuki types. However, in 1929, a new destroyer of the Fubuki type appeared which defied conventional theories held about destroyers. It could be easily distinguished from conventional destroyers; the large hull of nearly 2,000 tons; the high freeboard; the bridge with fixed canopy; the fore-castle extending to behind the bridge; the double main gun mounted on the turret; the torpedo tubes with shields and the dynamic funnels. A Fubuki type destroyer could reach a top speed of 38 knots and was superior in seakindness compared to the light cruisers of the 5,500 ton class and an armament 1.7 times more powerful than conventional destroyers. Its design completely revolutionised naval thinking. With superb equipment and handling characteristics, the Fubuki had the potency to fight freely on the high seas, even in rough weather that prevented other destroyers from cruising. A hull defect was the only major drawback to the class. In the autumn of 1935, in typhoon conditions, the bows of the Yuguri and the Hatsuyuki were severely damaged.

The twenty destroyers of the Fubuki type were classified into three models according to the shape of the bridge, gun turrets, funnels and intake pipes. The Fubuki, the name of the ship that bore the name of the

class, belonged to this first model. At first, the destroyers were expected to be called by numbers, and the Fubuki was named the 35th destroyer at the launching ceremony. Soon after, the nomenclature was changed, and the ship was renamed the Fubuki. The Fubuki was built at the Maizuru naval dockyard and completed on August 10th, 1928. The Fubuki belonged to the 11th Destroyer Flotilla, except from the end of 1931 until the end of 1936 when it was attached to the 20th Destroyer Flotilla. It served in the invasion of Malaya, the battle off Batavia (March 1st, 1942) and the transport operation for the reinforcement of Guadalcanal (September-October, 1942). An American force comprising heavy cruisers, light cruisers and destroyers finally sank the Fubuki using radar firing on the night of October 12th, 1942 in the Battle of Cape Esperance.

Specifications

Standard Displacement : 1,680 tons
Waterline Length : 115.3 m
Horsepower : 50,000 hp
Speed : 38 knots
Armament : six 12.7 cm guns. Nine 61 cm torpedo tubes
Date of Completion : August 20th, 1928 at the Maizuru naval dockyard

PAINING

Hulls of the Japanese warships had been consistently painted in the same deep grey with a slight blue-tinge for a long period extending from the end of 1903, when the colour was formally adopted for wartime purposes in anticipation of the Russo-Japanese War. The colour was termed the "wartime painting colour," and is roughly that used on present day warships of the Japan Maritime Self Defence Force. There was, however, one exception to this rule of painting, as aircraft carriers were painted in light green towards the end of the second world war. Camouflage painting in

alternate shades of dark and light grey was also employed.

The bottom of the hull below the waterline was painted in maroon or a brownish-crimson colour. Decks of destroyers and light cruisers were covered with iron plates painted in the same colour as that of the hull. Decks of the heavy cruisers were covered in one of three different ways; either iron-plated, linoleum or boarded. In the latter two cases the decks were left unpainted. Decks of battleships and flight decks of most carriers too, were covered with boards and not paint-

ed.

The funnel top was painted black. The rear tripod mast was also painted black corresponding to a line drawn from the upper blackened limit of the funnel plus nine metres up the mast. The lower painted limit of the mast corresponded to a line drawn from the lower blackened limit of the funnel.

The Imperial Crest of the chrysanthemum was painted gold whilst the canvas covers of the turrets and launchers were a neutral grey.

FUBUKI 吹雪

Name Plate

Read Before You Start Your Assembly Work:

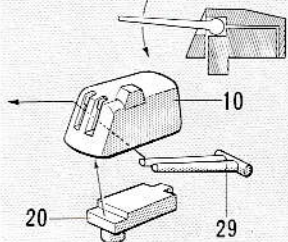
★When cutting Parts off the runner, be sure to do so carefully with the aid of a pair of nippers, a knife or the like.

★When gluing two parts together, always try to apply adhesives sparingly onto both surfaces.

WATER LINE SERIES

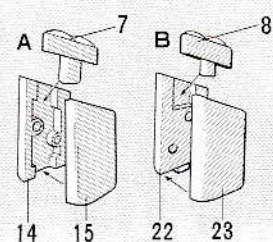
1 Construction of Anti-Aircraft Gun

Don't glue Gun Barrel to move it.

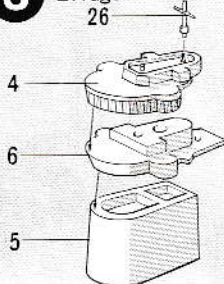


2 Construction of Funnel

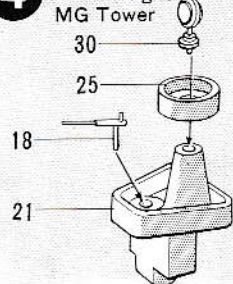
There are two kinds of Funnel, A and B.



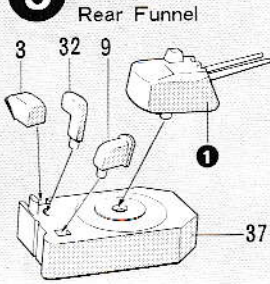
3 Construction of Bridge



4 Construction of Search-light and MG Tower

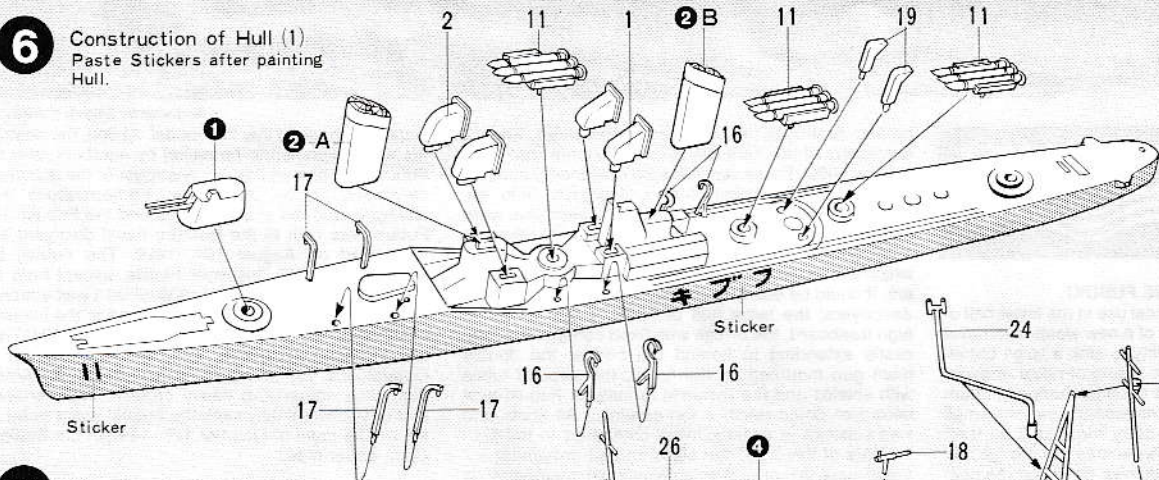


5 Construction of Circumference of Rear Funnel

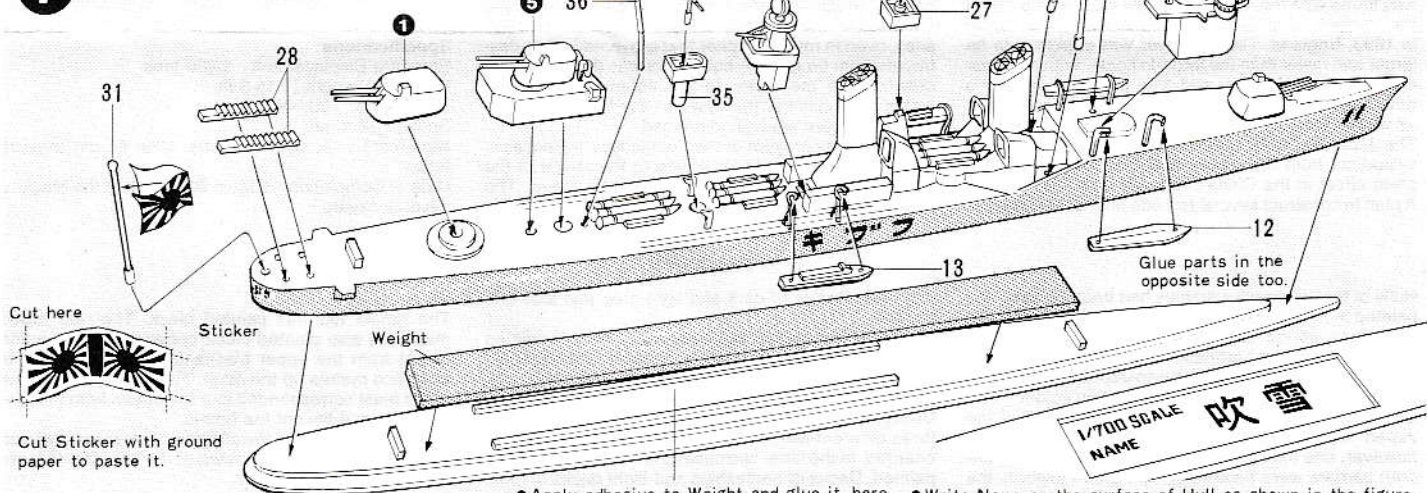


6 Construction of Hull (1)

Paste Stickers after painting Hull.



7 Construction of Hull (2)



●Apply adhesive to Weight and glue it here. ●Write Name on the surface of Hull as shown in the figure.