



Background – the ‘King George V’ class:

The detailed design work for what would become the *King George V* class battleships began in 1934. At the time, new battleship construction was restricted by various naval treaties to a maximum of 35,000 tons and a main armament of 14" guns. An escalation clause to a 16" main armament was included in the 1936 London Naval Treaty if any of the various nations who were party to the agreement failed to ratify it. As orders for the main armament had to be placed in 1935 in order to be ready for the projected completion dates in 1940, the decision was made to go ahead with the 14". The US *North Carolina* class were also originally designed with a 14" main armament for the same reason.

The 14"/45 Mk VII was an excellent gun, its performance only marred by problems with the quadruple turrets which were the first of their type to be fitted to Royal Navy vessels. In keeping with Royal Navy practice, the gun fired a heavy shell at a low muzzle velocity which made for more accurate shooting. To compensate for the lighter weight of the 14" shell in comparison with a 15" or 16" shell, three quadruple turrets were to be fitted.

The secondary armament was the 5.25" dual purpose mount being developed for the *Dido* class cruisers and eight of these mounts were fitted. This was not an ideal AA gun as the associated twin mounting was complex and heavy with a slow training speed and low rate of fire. It would however, prove to be a very good gun in its low angle role.

The light AA armament as designed was four octuple pom-poms and four quad 0.5" mounts; the 0.5" were never fitted.

Prince of Wales completed with three UP mounts; one on 'B' turret and two on 'X'. These were removed by mid-1941. By December 1941, she was fitted with six pom-poms, seven 20mm, and a single 40mm Bofors.

Weight was critical and some compromises had to be accepted in order to provide an adequate level of protection. Rather than increase the height of 'A' barbette to allow it to fire straight ahead at zero degrees elevation, the sheer of the forecastle deck was reduced instead. This allowed a reduction in height of both 'B' barbette and the bridge, saving valuable weight. However the reduction in sheer meant that the ships were very wet forward. Deck heights were also reduced. 'B' turret was reduced to a twin mount in order to save even more weight.

The weight savings meant that a considerable amount of armour protection could be worked in; 12,500 tons or 35.5% of total weight, making the ship proof against 14" shell fire. The side belt was 15" thick abreast the magazines and 14" abreast the machinery, thinning at the lower edge to 5.5" abreast of the magazines and 4.5" abreast of the machinery. The main deck was the armour deck and it was 6" thick from 'A' barbette to 'X' barbette, thinning to 5" over the machinery spaces. All fire control communications were below this deck.

In contrast, the *Bismarck* had two armoured decks of 2" and 3.1" which made her much more vulnerable to plunging fire; her side belt was 2.4" thinner.

The anti-torpedo defence consisted of 2 watertight compartments with an oil tank space between outboard of a 2" torpedo bulkhead. This was a sound system developed through much experience, but it was not adequate to defend against a torpedo hit on a rapidly spinning propeller shaft as was suffered by the *Prince of Wales*.

The machinery was arranged on the unit system principal, with alternating boiler and engine rooms capable of being cross-connected in the event of damage. Four boiler rooms each contained two Admiralty type 3 drum boilers; each engine room contained a turbine driving a single propeller shaft. The resulting quadruple screw arrangement gave a speed of 27.5 knots at 110,000 SHP; 29.5 knots at an overload 125,000 SHP could be attained.

The ships retained the large bridge and flush deck of the *Nelson* class. They came out slightly overweight at 35,990 tons designed displacement.

Her final radar fit in December 1941 was: Type 271 lantern between the forward HACS directors, Type 281 on the masts, Type 282 on the pom-poms, Type 284 on main armament director, and Type 285 on the HACS.

As completed the *King George V* class had several unique design features for British dreadnoughts:

- The only ones to be fitted with the 14" gun, apart from the ex-Chilean *HMS Canada*.

- The first to have a combined HA/LA secondary armament
- The first to complete without torpedo tubes
- The first designed to carry aircraft
- The first to complete without a heavily armoured conning tower
- The first to complete with radar

It is a Royal Navy tradition to name the first new capital ship of a monarch's reign after that monarch. King George VI was adamant that the new battleship was to be named for his father instead, so the first ship became the *King George V*, the second of that name in the Royal Navy. In a nod to George VI, the third ship of the class was named *Duke of York*, his former title.

Prince of Wales was built by Cammell Laird at Birkenhead. She was laid down on January 1, 1937, launched on February 21, 1939, and completed on March 31, 1941 taking 51 months to complete.

While fitting out, *Prince of Wales* was near missed by a bomb on August 31, 1940 which fell between the dock and her port side causing considerable flooding and a 10° port list; the repairs delayed her completion. It is possible that the damage from this hit was not completely repaired in the rush to get the ship into service and this could have contributed to the failure of the side protection system when this same area was struck by torpedo in December 1941.

Accepted into service on March 31, 1941 she ran her trials on May 8 and was at Scapa Flow for gunnery practice on May 10. The new 14" gun mountings were subject to frequent interlock failures and a civilian technician was assigned to each turret; workers from Cammell Laird were also aboard to assist with compartment air testing. When she sailed in company with *HMS Hood* on May 22 to intercept the *Bismarck*, the civilian technicians were still aboard.

In action against *Bismarck* and *Prinz Eugen* in the Denmark Strait on May 24, *Prince of Wales* acquitted herself well. Her first salvos were 1,000 yards over, but she was straddling *Bismarck* by her third salvo. She scored two hits on *Bismarck*; one in the bows which contaminated 1,000 tons of fuel, the other was a diving shell that flooded the boiler auxiliary machinery room and caused the shutdown of 2 boilers. The two hits played a considerable part in the decision by the German Admiral Lutjens to abandon his sortie and make for a French port.

One gun barrel in 'A' turret broke down after the first salvo; the entire turret jammed after the hits on the *Bismarck*. 'X' turret also jammed after firing 20 salvos when a shell fell against the revolving tray while it was locked to the central rotating trunk; this buckled the tray and jammed the rotating mechanism.

Prince of Wales was hit by four 15" and three 8" shells during the battle. All the hits were on the unarmoured part of the ship's side; neither the side belt nor armoured deck was penetrated. Nevertheless, the damage was substantial. All personnel on the bridge were killed or wounded except for Captain Leach; 600 tons of water was taken on due to a hit below the side belt; both forward HACS directors and the after starboard HACS director were put out of action by splinters; the after port HACS

director was out of action due to concussion suffered by the crew from the firing of 'X' turret; the starboard boat crane was damaged; and the wings of the Walrus about to be catapulted were so riddled with splinters that it was jettisoned over the side. Splinter damage was suffered in varying degrees throughout the ship.

After only 12 minutes of action with both main turrets out of action and *HMS Hood* blown up, *Prince of Wales* broke off the battle and retired under cover of a smoke screen. It is interesting to note that only one of the 15" hits detonated and that only partially.

After repairs at Rosyth, *Prince of Wales* took Churchill and the Chiefs of Staff to Argentia in Newfoundland to meet with President Roosevelt. The meetings took place from August 10 to 12 and the Atlantic Charter was signed at the completion of the meetings.

In September the ship was assigned to Operation Halberd, a Malta convoy operation. *Prince of Wales* shot down several attacking aircraft with her 5.25" guns and was detached with *Rodney* to pursue elements of the Italian fleet that were in close proximity; no interception was made. During the pursuit, *Prince of Wales* signalled to *Rodney* for 28 knots; this was greeted with much amusement aboard *Rodney* with her maximum speed of 22 knots.

On October 25, *Prince of Wales* sailed for the Far East, arriving at Singapore on December 2 in company with *HMS Repulse*. On December 8 she sailed with *Repulse* and destroyers *Express*, *Electra*, *Vampire*, and *Tenedos* to intercept Japanese landings at Kota Bharu on the Malayan peninsula, the ships being designated Force Z. The essential element of surprise was lost when the ships were spotted the next day; the sortie was broken off and the force headed back for Singapore.

Dawn on December 10 found Force Z off the small town of Kuantan investigating a reported Japanese landing. At 1100, radar detected large groups of aircraft approaching; Japanese aircraft had spotted Force Z and were homing in to attack.

No doubt the British crews were both concerned and confident as they closed up to Anti-Aircraft stations. The Royal Navy had considerable experience with air attack off Norway and in the Mediterranean and to date no capital ship had been hit by an air launched torpedo. Any optimism quickly vanished as the Japanese aircraft pressed home their attacks from a higher height and at much higher speeds than the ship's crews had ever practiced for; the directors and 5.25" gun mounts were not able to train fast enough to keep the aircraft under fire.

At 1144 the ship was hit by one and possibly two torpedoes on the port side. The most damaging one was in the vicinity of the 'A' bracket for the port outer propeller. The propeller shaft suffered massive damage; all of the bolts in the connecting flanges along its entire length were sheared off, rupturing bulkheads in the shaft tunnel and tearing open the after bulkhead of 'B' engine room. The engine room was flooded completely within 18 minutes. Flooding occurred all along the shaft tunnel and in the amidships compartments.

The other torpedo hit distorted the transverse bulkhead at frame 206, causing flooding in the action machinery space and port diesel generator room. The 5.25" magazine spaces were abandoned without the watertight doors being closed. 'Y' boiler room and 'Y' engine room slowly flooded. An attempt to restart the port inner shaft turbine failed due to shaft distortion. It is possible that this damage was also caused by the hit further aft and that there wasn't a second torpedo hit – sources differ. Nevertheless, the side protection system failed and left the ship with a heavy port list and trimmed down at the stern. To what extent this damage was exacerbated by inadequate repairs to the bomb hit in August 1940 is unknown.

Making matters worse, five of the eight electrical generators failed leaving the after part of the ship without power for the pumps or for lights. All four after 5.25" gun mounts were out of action due to loss of power and the forward port side 5.25" mount jammed. None of these guns were restored to service before the ship sank. Flooding continued rapidly through the ventilation systems and watertight doors left open as the crew were forced from their posts.

By 1150 the ship was listing 11.5° to port and speed was down to 16 knots. By 1215 counter flooding had reduced the list to 1°, but flooding continued mostly unchecked despite the best efforts of the damage control teams. No longer able to effectively maneuver or to defend herself, the ship was hit at 1223 by four more torpedoes on the starboard side. This jammed the starboard outer propeller shaft and reduced the ship's speed to 8 knots on the sole remaining shaft. It is a measure of the severity of the first hit and the effectiveness of the side protection system that the list to port began to increase again after this attack.

Repulse sank at 1233 after being hit by five torpedoes.

At 1241, Prince of Wales was hit by a bomb on the catapult deck. With the ship dead in the water and the list to port steadily increasing, the word was passed to abandon ship at 1315. At 1320, the list to port suddenly increased rapidly and the ship capsized and sank, nearly taking HMS Express with her as the destroyer momentarily was hung up on the battleship's bilge keel.

HMS Prince of Wales was in service for nine months and won two Battle Honours

It is sad to note that illegal salvage operations are slowly destroying the wrecks of both *Prince of Wales* and *Repulse*.

The Kit:

This features *Prince of Wales* as she appeared in December 1941 just before her loss.

Packaging:

The kit comes in a large well-constructed box featuring a painting of *Prince of Wales* coming alongside in Singapore on December 2, 1941. On the side of the box are pictures of the upcoming kits of *Konigsberg* and *Bismarck*.

Each of the sprues is individually sealed in plastic bags. There is also a large full colour card featuring the box art on one side and a ship's history with general characteristics on the reverse. There is no photo-etch.

The kit comprises 593 parts on 44 sprues with all parts moulded in medium grey; the upper hull, lower hull, waterline plate, main deck, and aft superstructure boat deck are separate pieces not attached to any sprue. The deluxe edition adds 26 machined gun barrels, 27 brass ventilators, 64 resin ventilators, and 219 etch parts on three photo-etch sheets. The deluxe edition brass and resin parts are in their own plastic box.



---- Box Art ----



---- Box Contents ----



The HMS Prince of Wales was a King George V-class battleship of the Royal Navy, built at the Cammell Laird shipyard in Birkenhead, England, finished on January 2, 1937. She was launched on May 3, 1939 and officially entered service on January 19, 1941. Due to the impact of the war, much of the work was not finally completed until March 31, 1941.

At the start of her service, Prince of Wales, together with the battlecruiser Hood, were ordered to intercept the German battleship Bismarck. Hood was sunk in this battle, while Prince of Wales was damaged and withdrew from combat. Prince of Wales attacked Bismarck during this battle.

On August 12, 1941, Prince of Wales transported Prime Minister Winston Churchill across the Atlantic for a secret conference with US President Franklin D. Roosevelt at NS Argentia in Newfoundland. At this meeting, the Atlantic Charter was signed on board, which was the foundation for the Charter of the United Nations.

At the end of 1941, the situation in Southeast Asia was increasingly tense, so the Royal Navy sent Force Z to the Far East. As the main fleet force, Prince of Wales and the battlecruiser Repulse docked in Singapore on December 4. The Pacific War officially began on December 8 with the Japanese attack on Pearl Harbor. Knowing that the Japanese troop convoys were landing at Kuantan in Malaya, under the command of Admiral Sir Tom Phillips, Prince of Wales, Repulse, and 4 destroyers were assigned to intercept the Japanese forces. The Japanese Navy's 22nd Squadron based in Sai Kung located Force Z. With no air defenses, Prince of Wales was attacked and hit by 6 torpedoes and 1 bomb from the Japanese forces. Both Prince of Wales and Repulse were sunk in this battle. Admiral Sir Tom Phillips and Captain Leach along with hundreds of sailors were killed in this battle, which was noted as a clear sign of the beginning of air superiority over battleships as the main force of the seas. The famous warship Prince of Wales, although in service for only one year, witnessed and participated in many important historical events.

General characteristics:
 Standard Load Displacement: 36,727 tons
 Full Load Displacement: 43,786 tons
 Length: 227.1m
 Beam: 34.3m
 Speed: 28 knots
 Complement: 1,521
 Range: 14,000 nautical miles at 10 knots per hour
Armament:
 Quadruple Guns 14 inch (356mm) Mk VII Naval Guns x 2
 Dual Guns 14 inch (356mm) Mk VII Naval Gun x 1
 Dual Guns 5.25 inch (133mm) Mk ICF 2-pdr x 8
 Octa QF 2 pdr (40mm) "Pom-Pom" Guns x 5
 Quadruple QF 2 pdr (40mm) "Pom-Pom" Gun x 1
 Single Machine Gun 40mm Bofors Machine Gun x 1
 Single Machine Gun 20mm Oerlikon Machine Guns x 7

PH 1117 - 005

イギリス海軍戦艦プリンス・オブ・ウェールズは、キング・ジョージ5世級の2番艦です。建造は1937年1月2日にキャメル・リード社バーケンヘッド造船所で開始、1939年5月2日下水し、1941年1月19日に就役しましたが、戦争の影響で完成は3月31日となりました。

同年5月24日にはドイツ海軍のビスマルクとプリンツ・オイゲンを迎撃する為にフレッドと共に作戦行動を行いました。この激戦で敵艦のフレッドはビスマルクにより轟沈、プリンス・オブ・ウェールズも被弾し、その後退避に乗り修理を行いました。

修理後、同艦は、米国ルーベン・M・グレンとの会談のために、チャーチル首相を乗せアルゼンチンに向かいました。8月12日には艦上で大西洋憲章が締結されました。

チャーチルより日本への抑止力としてプリンス・オブ・ウェールズをアジアへ派遣することが要請され、1941年12月2日には南洋艦隊(部隊)に入りました。12月8日には太平洋戦争が勃発し、2部隊のプリンス・オブ・ウェールズとレパルス、駆逐艦4隻は、日本軍を阻止する為に出撃しました。

2部隊はマレー半島の日本軍上陸部隊を目指しましたが、9日には日本海軍伊56に発見されました。10日早朝、日本海軍航空隊もサイゴンより多数機を派遣しましたが、2部隊は容易に発見されませんでした。しかし早朝には艦隊に発見され、現在位置を知られなくなった上、日本軍司令部も各攻撃隊に部隊の位置を打ました。最初に攻撃を受けたのはレパルスで、同艦隊に大きな被害をもたらすことが予想された。この後、更に魚雷44発以上命中し、13時20分には艦隊から沈没しました。プリンツ・オイゲンも艦隊を拒否し、リーチ艦長を含む数百名が死傷しました。プリンス・オブ・ウェールズは一生にも満たない生涯において最後に航空空母の艦隊に対する地位を決定することとなりましたが、歴史的にも重要な海戦で活躍した戦艦として記憶に残るものです。

性能諸元:
 標準排水量: 36727トン
 満載排水量: 43786トン
 全長: 227.1メートル
 幅: 34.3メートル
 最大速度: 28ノット
 定員: 1521人
 航続力: 14000/10ノット
 兵装:
 4連装14インチ(356mm) Mk VIIガン2基
 2連装14インチ(356mm) Mk VIIガン1基
 2連装5.25インチ(133mm) QF Mk I高角砲8基
 8連装2ポンド(40mm) 5基
 4連装2ポンド(40mm) 1基
 単装ボフォース40mm機銃砲1基
 単装オリコン20mm機銃砲7基

威爾士親王號戰列艦是英王喬治五世級戰列艦的二號艦，于1937年1月2日在英國伯肯黑德的坎邁爾船塢開工建造，1939年5月3日下水，1941年1月19日正式服役。由于戰爭的影響，很多艦艇工作直到1941年3月31日才結束。

服役伊始威爾士親王號與胡德號一起參加了截擊德國戰列艦與新裝號的戰鬥，戰鬥中胡德號戰沉，威爾士親王號受彈并退出戰鬥，同時也擊傷了胡德號。

1941年8月，威爾士親王號搭載英國首相溫斯頓·丘吉爾穿越大西洋到達加拿大紐芬蘭島的阿金夏海軍基地與美國總統富蘭克林·羅斯福于8月12日會晤，這次會晤簽署了著名的《大西洋憲章》，成爲後來聯合國憲章的基礎。

1941年底，東南亞局勢日益緊張，英國皇家海軍派出2艦隊開赴遠東，作爲艦隊主力的威爾士親王號戰列艦、反擊號戰列巡洋艦于12月4日抵達新加坡，12月8日太平洋戰爭爆發，得知日軍飛機在馬來半島登陸的消息後，2艦隊司令利華爾斯中將決定由威爾士親王號、反擊號和4艘驅逐艦截擊日本登陸部隊。12月10日紐芬蘭的日軍海軍第22航空艦隊在蘭丹東南70英里處發現2艦隊，由中隊空中指揮，威爾士親王號先後被6枚魚雷和1枚炸彈命中，最終和反擊號一起被日本陸基戰機擊沉，包括艦隊司令利華爾斯上將、艦長普魯在內的數百人戰死，此戰成爲高航空力驅取代戰列艦成爲海上霸主的標誌性事件之一。

作爲一代名艦，威爾士親王號戰列艦擁有不足一年的短暫服役生涯，却多次參與見證了著名的歷史事件。



主要性能:
 標準排水量: 36727噸
 満載排水量: 43786噸
 全長: 227.1米
 寬: 34.3米
 最大航速: 28節
 定員: 1521人
 續航力: 14000海裏/10節
武裝:
 四連裝14英寸(356mm) Mk VII艦炮 X2
 雙連裝14英寸(356mm) Mk VII艦炮 X1
 雙連裝5.25英寸(133mm) QF Mk I高角再月炮 X8
 八連裝2磅(40mm) X5
 四連裝2磅(40mm) X1
 單裝博福斯40mm機砲 X1
 單裝厄利孔20mm機砲 X7

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--- Front and Rear of included card ---

Hull:

The one piece hull is 322mm long which scales out perfectly to the actual waterline length of 740 feet. A lower hull and a waterline base plate and weight are supplied giving the modeller the option to build either a full hull or a waterline version. There are no stands included so those wishing to build the full hull version will need to come up with some arrangement to display the completed model.

The lower hull itself has finely molded bilge keels and just the very bottom of the side armour belt. Rudder, propellers, and propeller shafts are included as separate pieces. Raised tabs will ensure a precise fit to the upper hull.

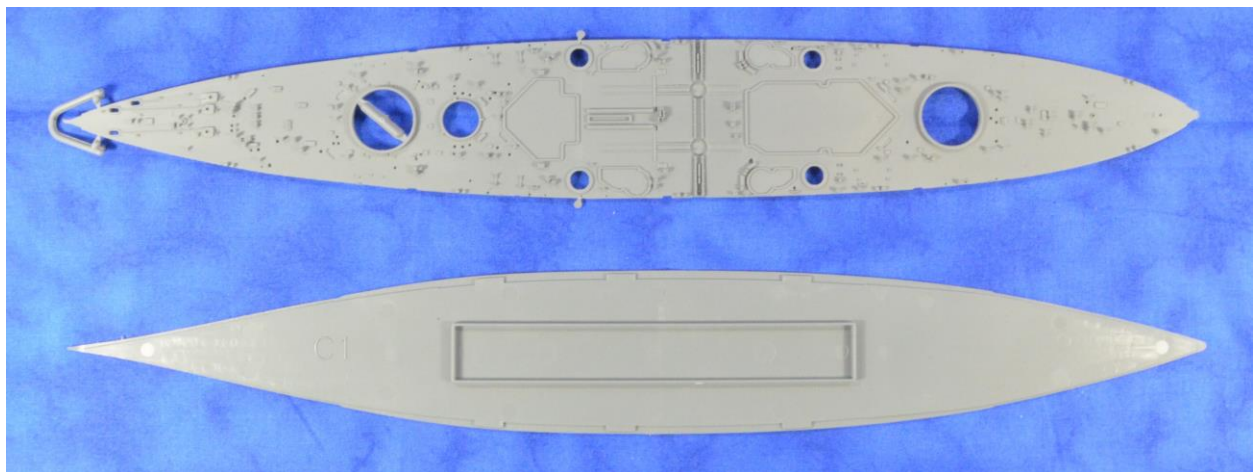
The upper hull has the very small upward sheer of the bows forward of 'A' turret and the outwards flare of the bow. The side armour belt and the anchor hawse openings are crisply defined and there are raised strakes running from the bow to the stern. The portholes all have rigols ('eyebrows') and the hull incorporates fairleads and the catapult extensions.



----- Upper and lower hulls -----

Main Deck:

The main deck is one large piece and incorporates amazing levels of detail with individual deck planks, catapult tracks, cable reels, boat skids, anchor chains, and hatches. The many ventilators are separate pieces as are the breakwaters. The deck drops right into place on the main hull in a good display of precision fitting.

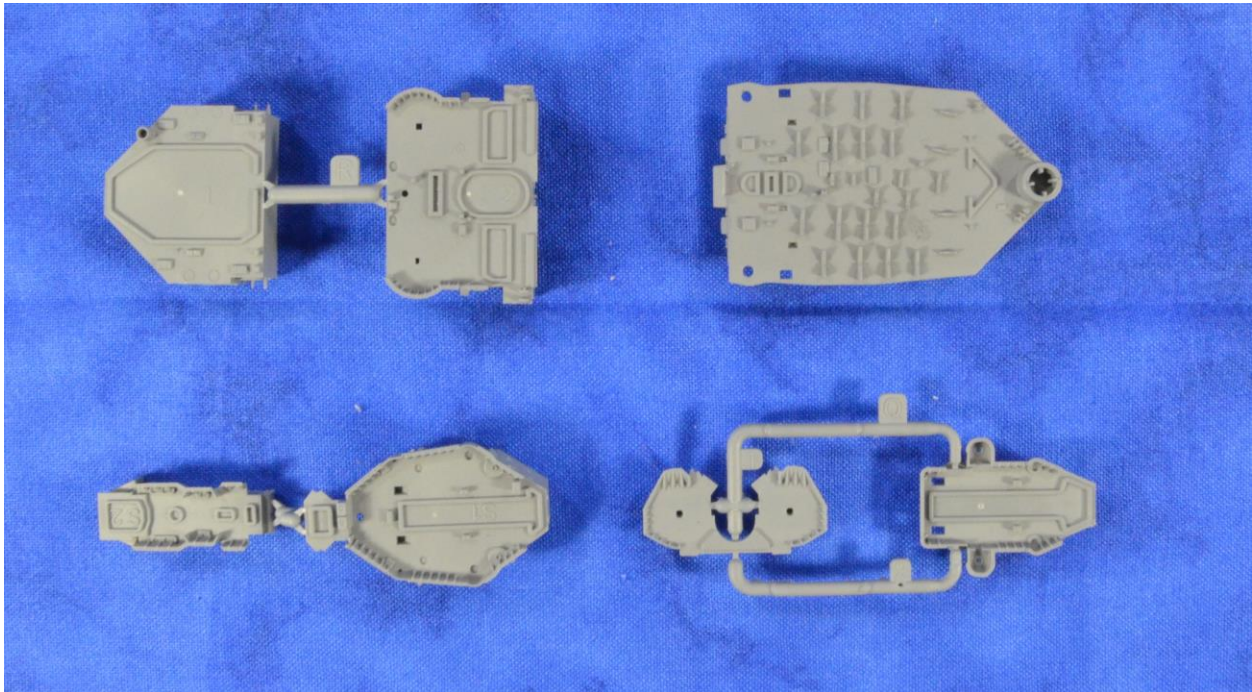


----- Main deck and waterline hull plate -----

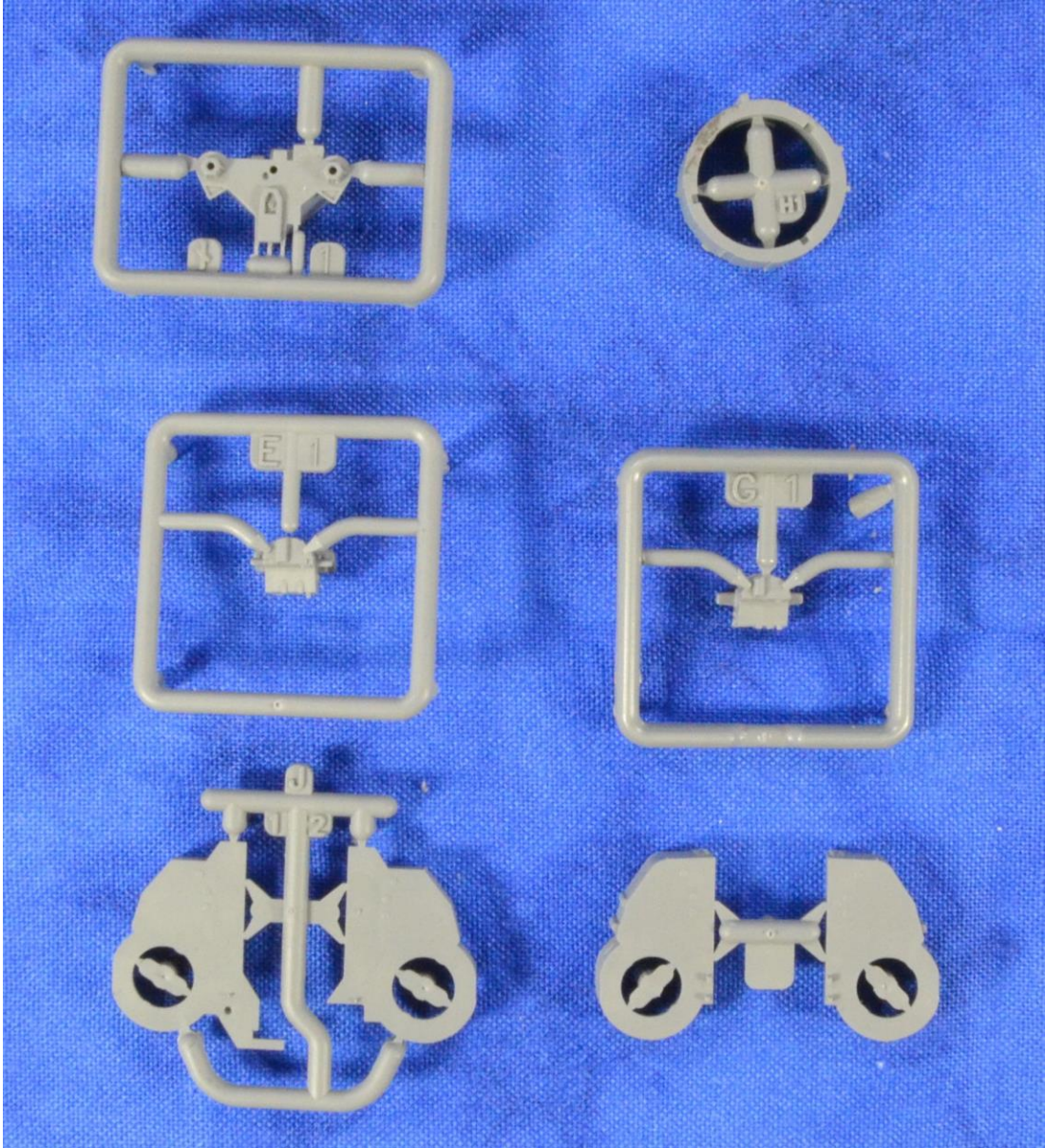
Superstructure:

There are seven main superstructure parts: after superstructure, hangars, four pieces for the bridge, and the pom-pom platforms that go around the forward funnel. There are also four pieces for the raised 5.25" guns. They are all attached to separate sprues with minimal attach points which minimizes the chances of any damage from sprue cutters and the like. They all feature immense detail on every face: hatches, handrails, portholes, deck fittings, detailed bulwarks, slots for fitting other pieces. Each of the four bridge pieces have many smaller detail parts; the main gun director has separate pieces for the Type 284 radar, the HACS directors are open at the top and have separate Type 285 aerials.

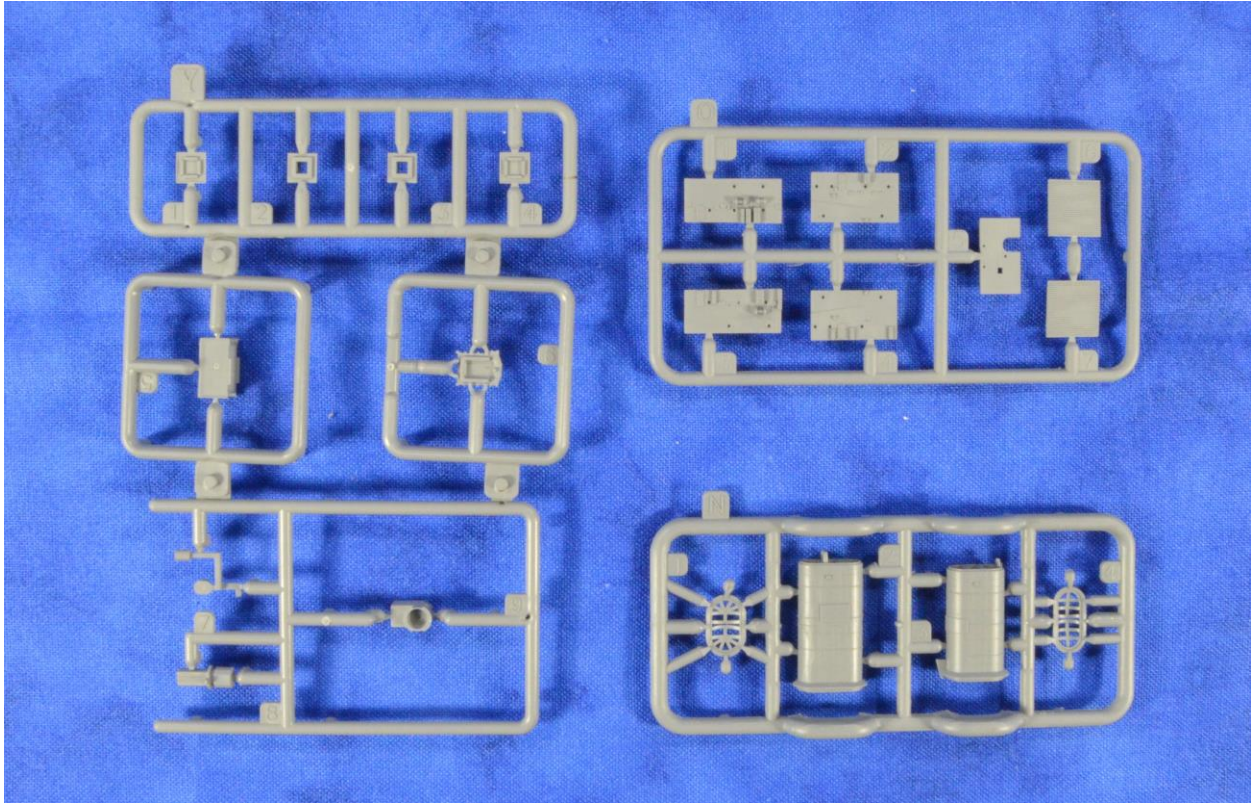
The funnels are hollow single pieces with engraved lines, raised rivets, and separate caps.



----- *Main superstructure pieces* -----



----- Gun directors, twin 14" barbette, and raised decks for 5.25" mounts -----



----- *Funnels and other fittings* -----

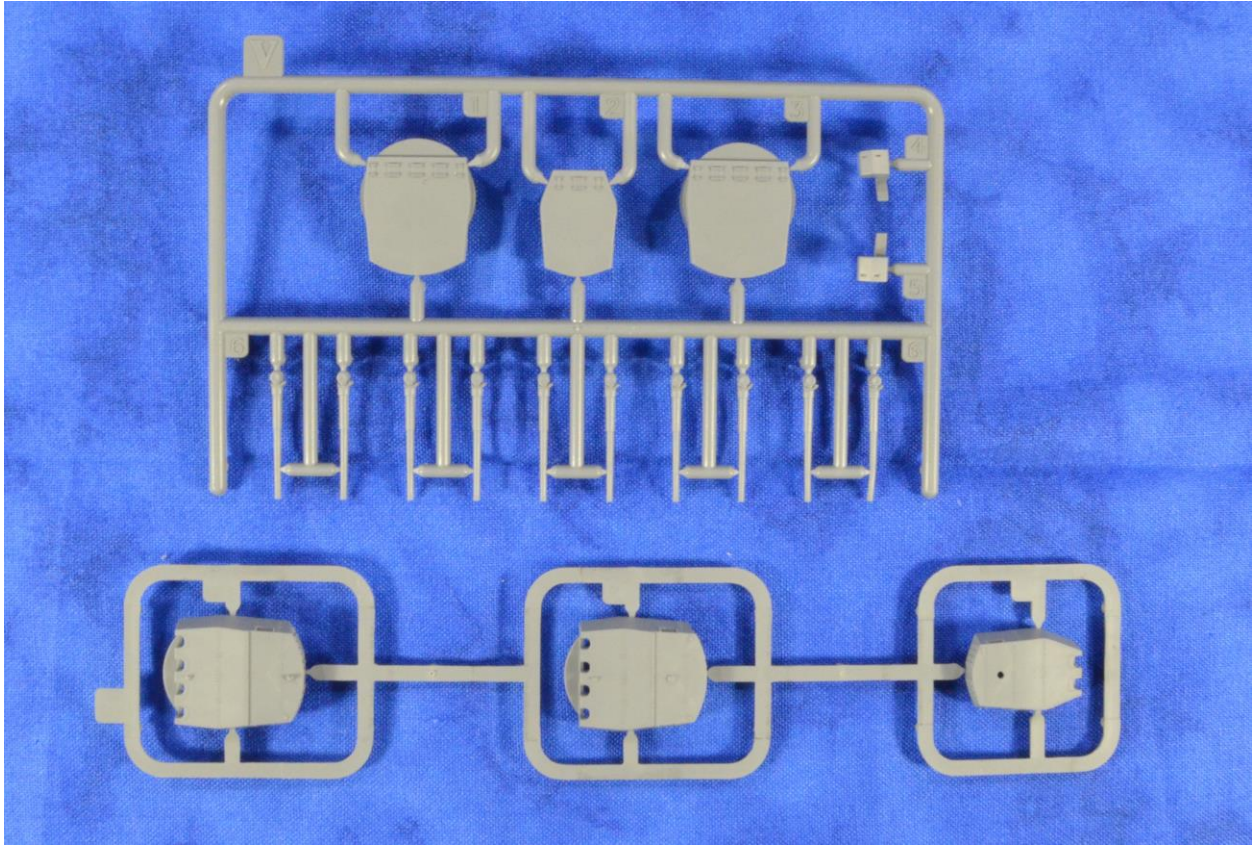
Weapons:

Each 14" turret consists of four pieces: floor, gun-house, and rangefinder extensions. 'B' turret also has a separate raised barbette. Each turret has raised rivets, ladders, and ports on the rear faces. 'B' has a quad pompom on the roof; 'X' has an octuple pompom. Each 14" gun barrel is a separate piece, tapered with raised steps towards the breech, and hollowed out muzzles.

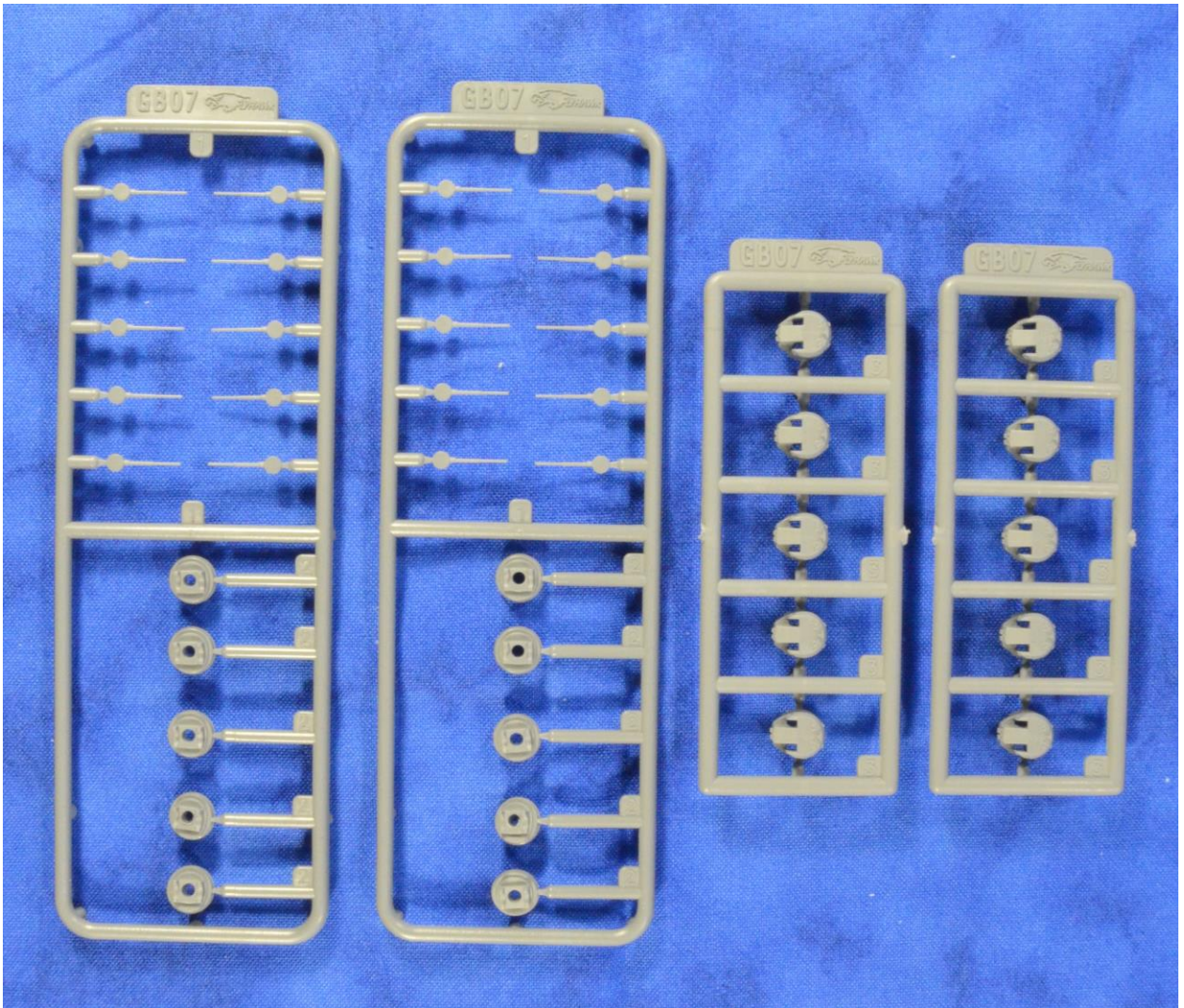
The main 5.25" gun turrets are the same ones supplied with the *Naiad* kit and consist of two pieces, with separate gun barrels. The turrets are outstanding, correctly shaped with plenty of roof and side details.

The quad and octuple pompoms consist of three pieces and have plenty of detail on the actual gun platforms.

The 40mm mount on the quarterdeck consists of two pieces, and there are multiple single 20mm unshielded guns. They all feature raised detail.



----- 14" turrets and barrels -----

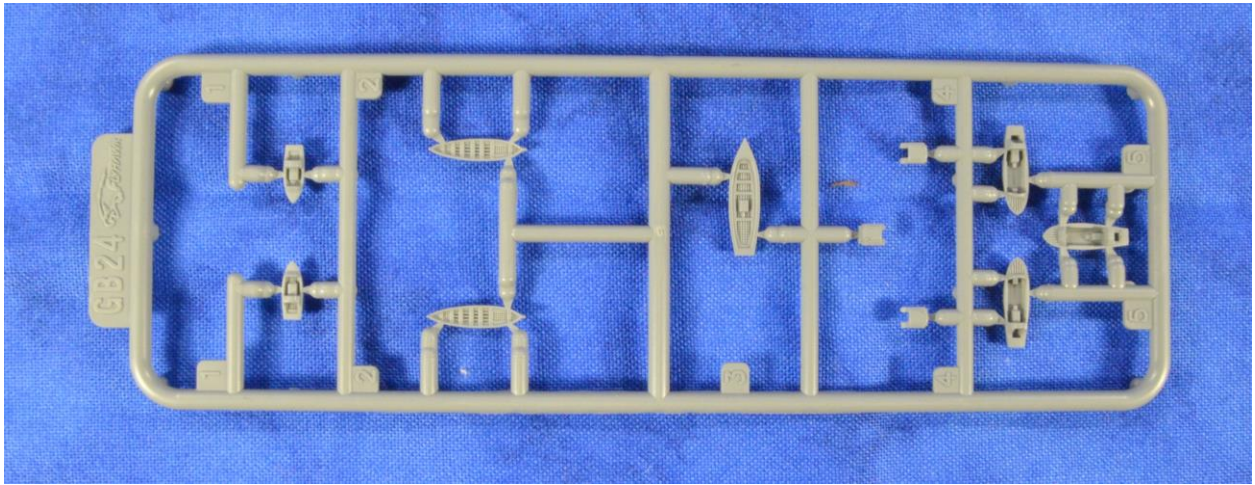


----- 5.25" turrets and gun barrels -----

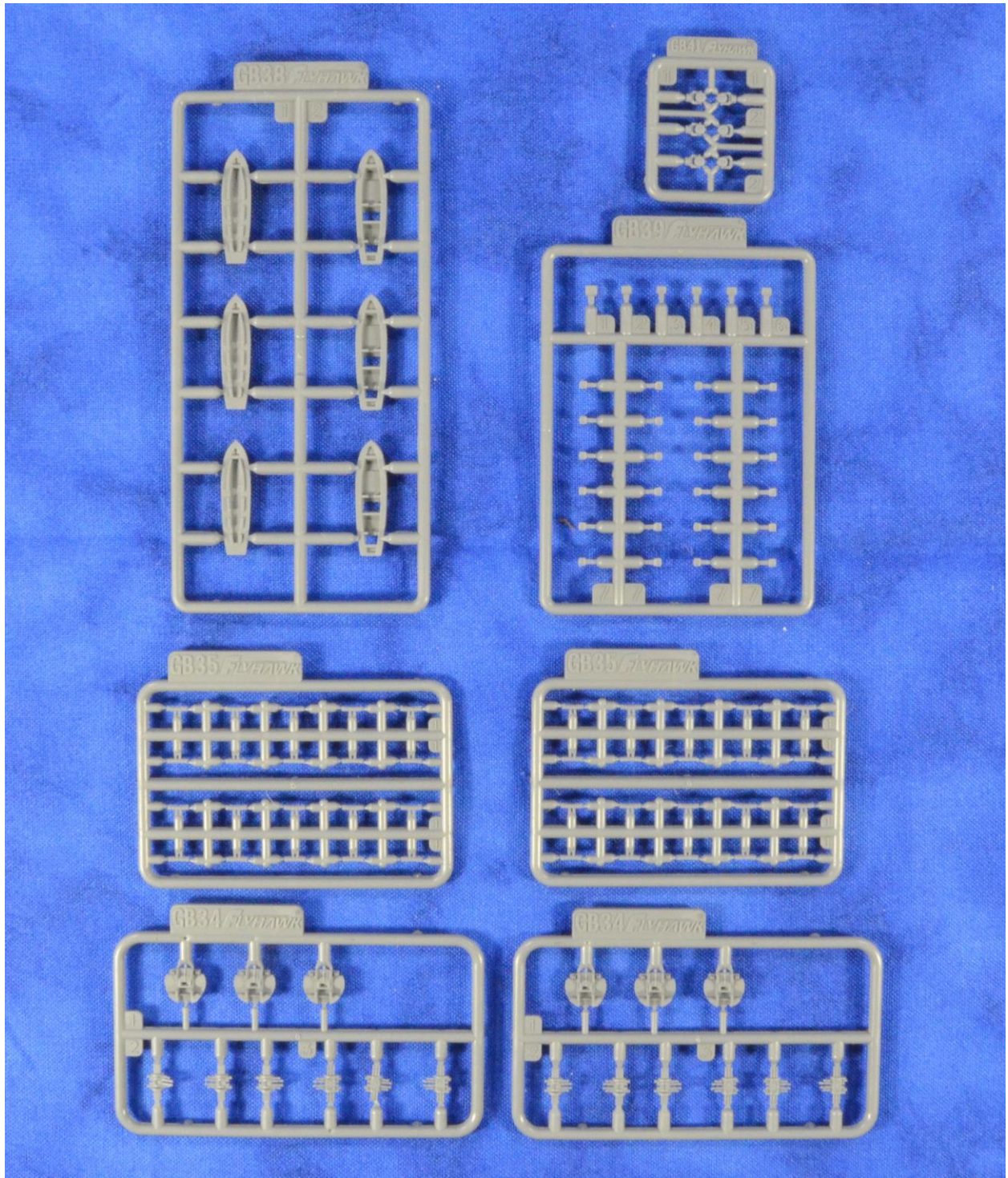
Boats and fittings:

There are seven open boats and seven motor launches, each one features deck planks. The large motor launches consist of two pieces.

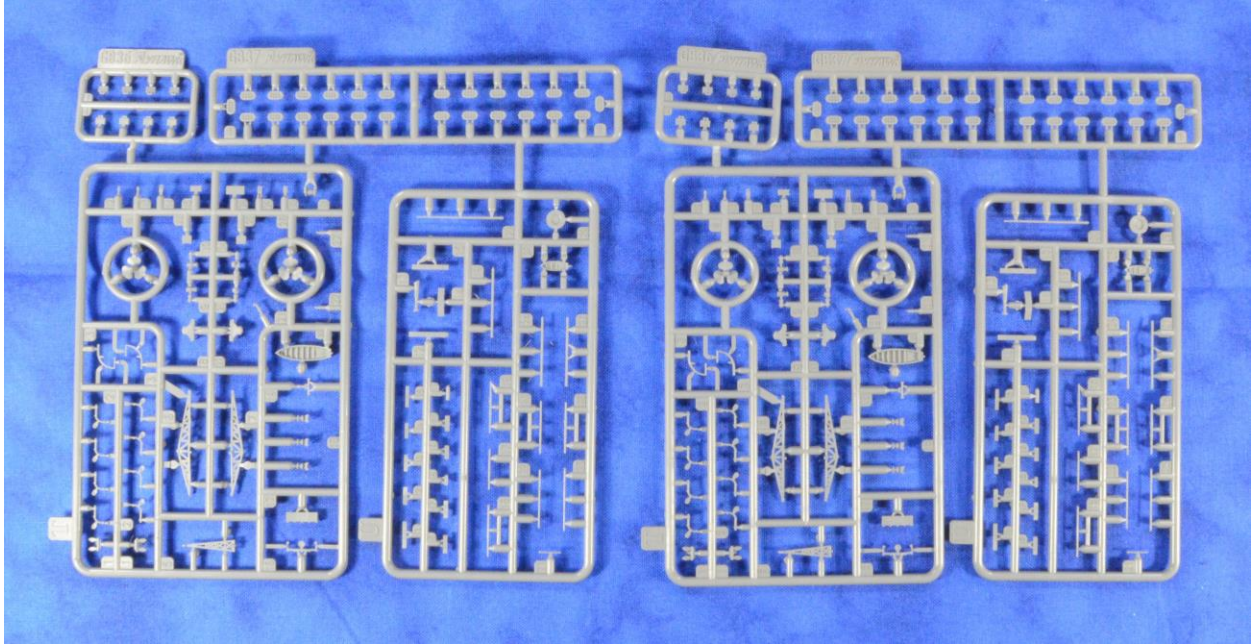
There are many smaller fittings, every piece of which is incredibly detailed. The main air intakes have grills, the deck winches have detailed motors, the life rafts are detailed both top and bottom, the davits are extremely thin, the paravanes are accurately shaped, ammunition lockers have doors and hinges, boat booms are tapered, the cranes have open lattice work. There are Type 282 aerials for the pom-pom directors.



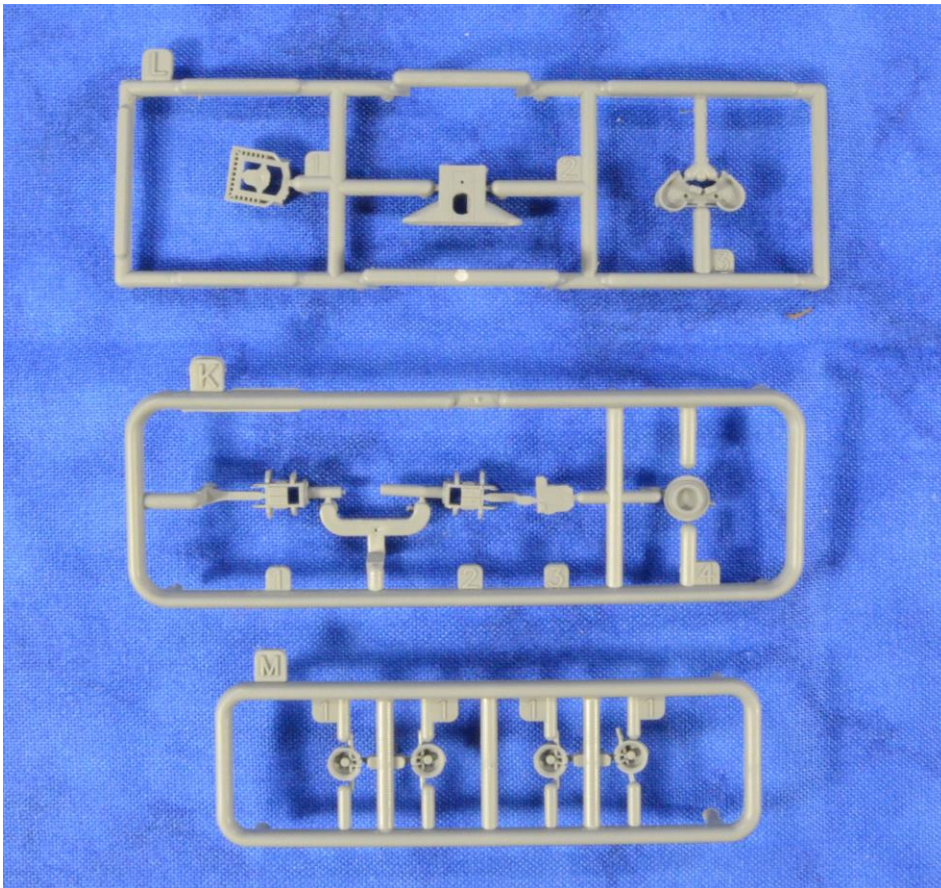
----- Boats -----



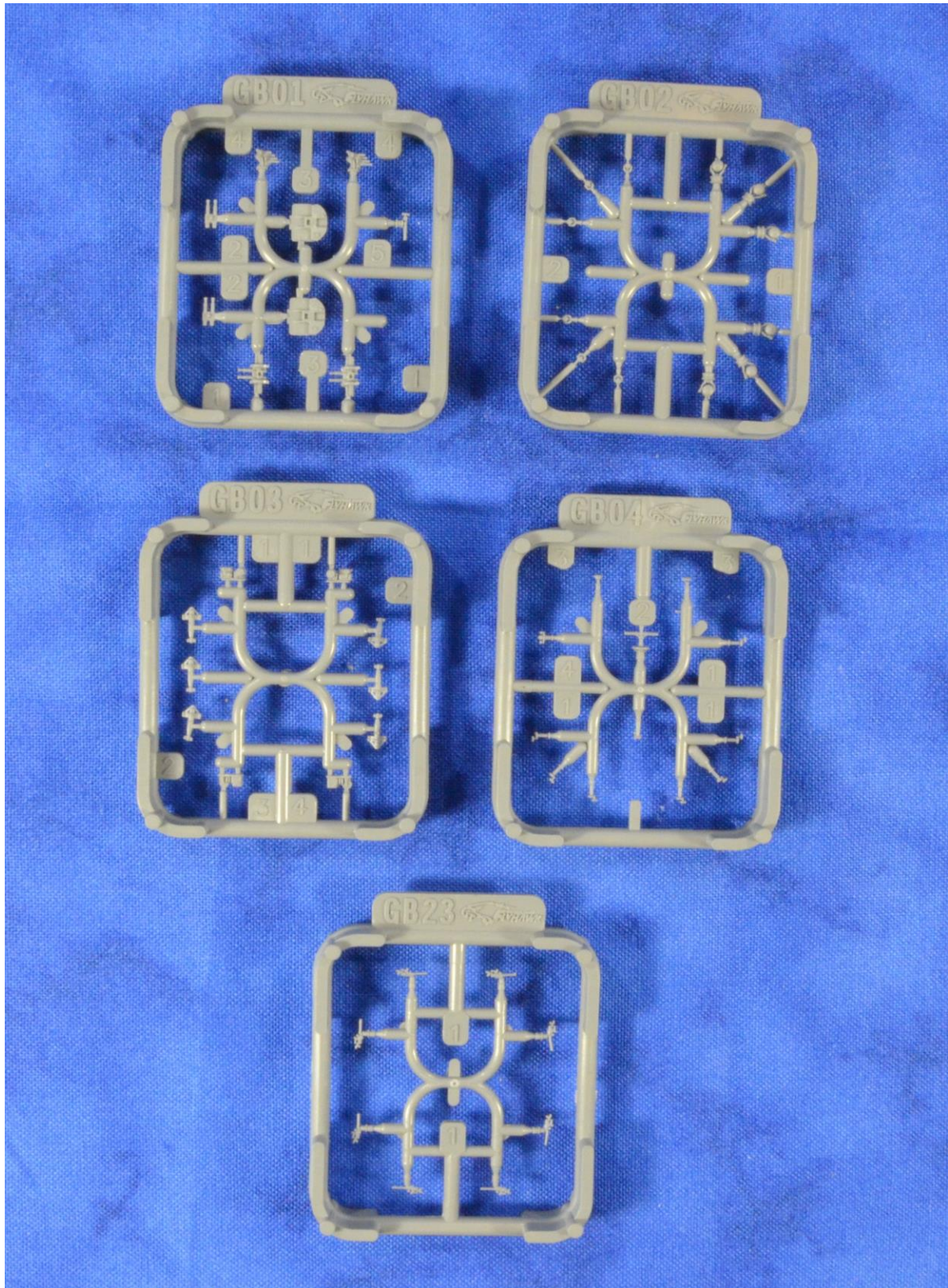
----- Boats, life raft parts, and pom-poms -----



---- Life rafts, propellers, cranes, davits, booms ----



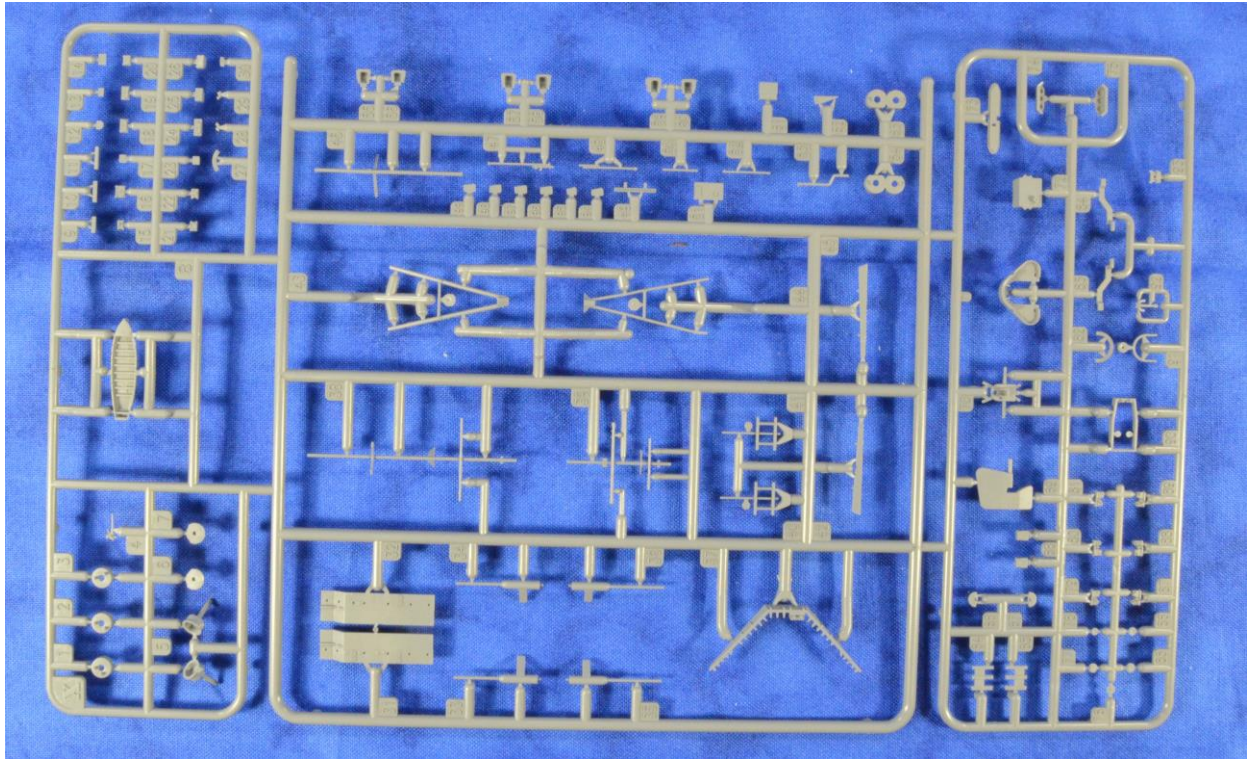
---- Bridge pieces and HACS positions ----



----- AA guns, searchlights, and paravanes -----

Masts:

The foremast consists of four parts; the mainmast of three parts. The yards are moulded in place on the masts. They are extremely thin and can be used as is without resorting to replacements built from rod. Aerials for the Type 281 radar are supplied for the tops of both masts.

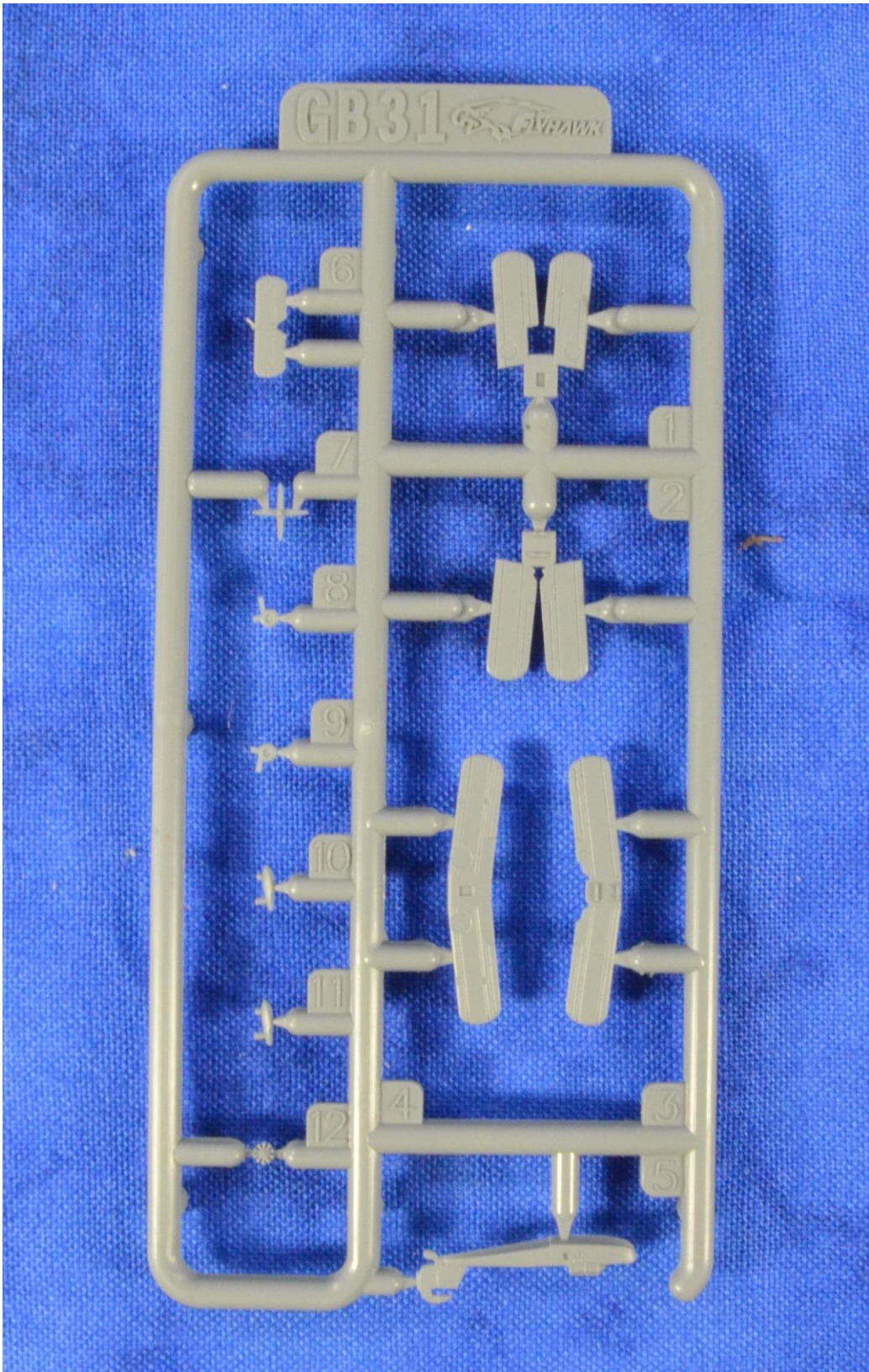


----- Masts, breakwaters, and other fittings -----

Aircraft:

A Walrus is included for fitting on the catapult, and can be assembled with wings folded or unfolded.

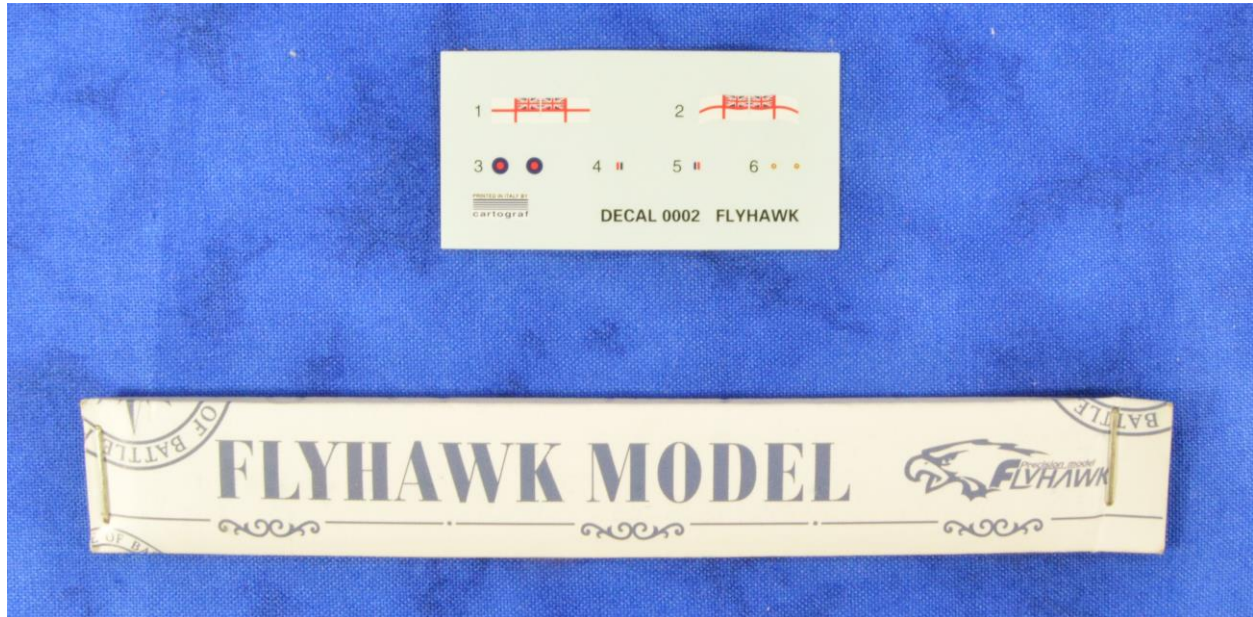
It consists of ten parts: fuselage, upper and lower wing, tailplane, engine, propeller, wing floats, and landing gear. There are raised ribs on the tops of the wings, and recessed panel lines on the top and bottom of the wing and on the fuselage. The fuselage features clearly defined windows for the cockpit, ribbing on the rudder, and a moulded-in tail wheel. The landing gear has detailed wheels and tires. The propeller is very finely moulded and includes the nose spinner. The underside of the lower wing has wheel wells in case the modeller prefers to show the aircraft with wheels retracted. The engine has raised detail and recessed attach points for each wing.



---- Walrus ----

Decals:

As Royal Navy battleships did not carry pennant numbers as a rule, the decals are very minimal consisting solely of two White Ensigns and markings for the aircraft.



----- *Weight and Decals* -----

Instructions:

The instructions come on two large, double sided full colour pages. There are 15 assembly steps with 29 sub-assemblies. Steps 11 through 15 are devoted solely to showing where the life-rafts are positioned. The assembly steps for the Walrus are shown separately along with pictures of the wood deck and deck mask for *Prince of Wales*, and the box art for the upcoming kits of *Legion* and *Kelly*.

Some care will need to be taken at each step as many of the larger parts are shown already in place.

The instructions are very clear and comprehensive and also feature a drawing showing all the sprues and parts included. Flyhawk uses colour coding to assist with placement of smaller parts; this is a very good feature which takes out a lot of guess work.

FH 1117

HMS Prince of Wales 1941:12

FULL HULL
UNASSEMBLED MODEL KIT

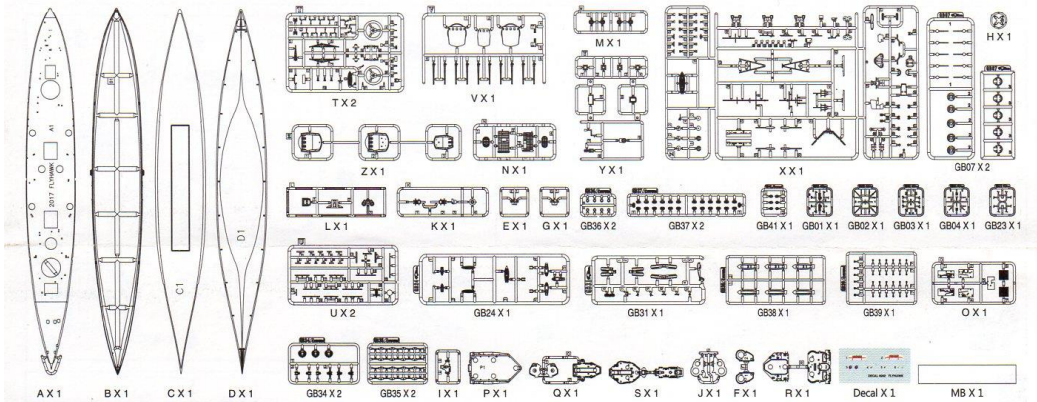
FLYHAWK

1/700 SCALE

イギリス海軍プリンス・オブ・ウェールズ戦列艦1941.12
英國皇家海軍威爾士親王號戰列艦 1941年12月



The cover painting by Pei Xin



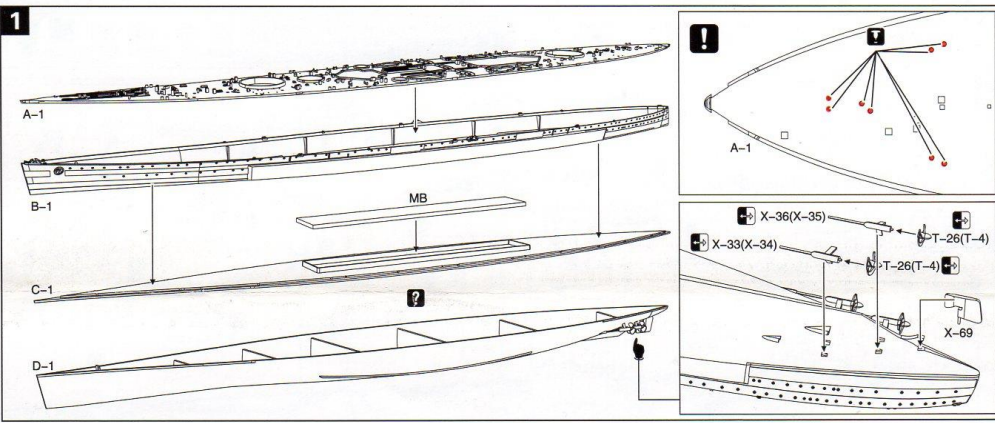
READ BEFORE ASSEMBLING

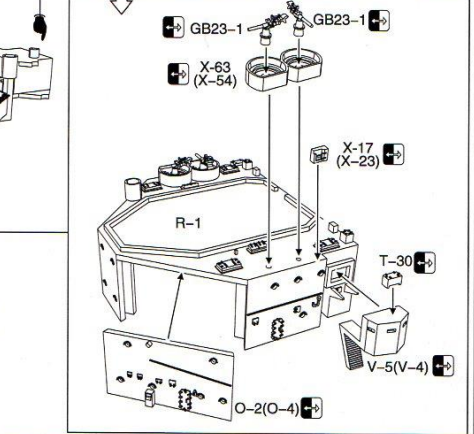
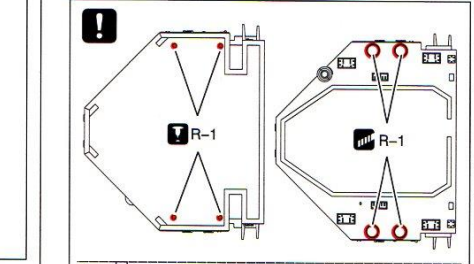
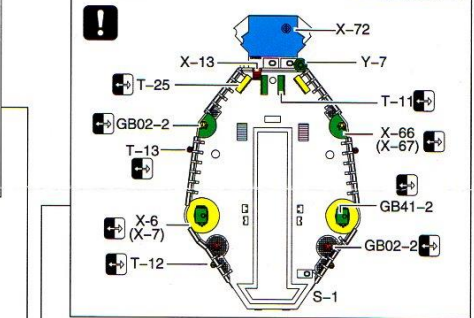
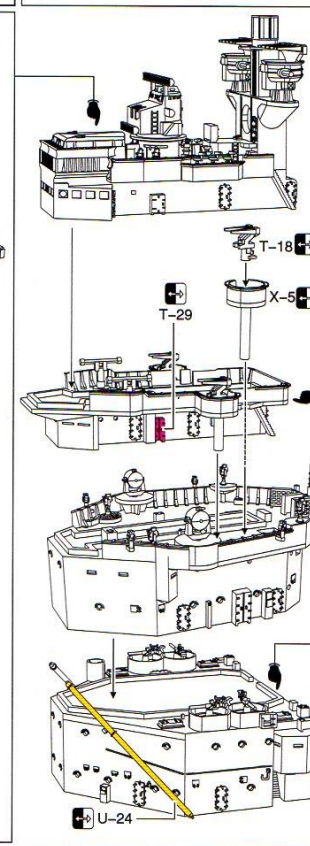
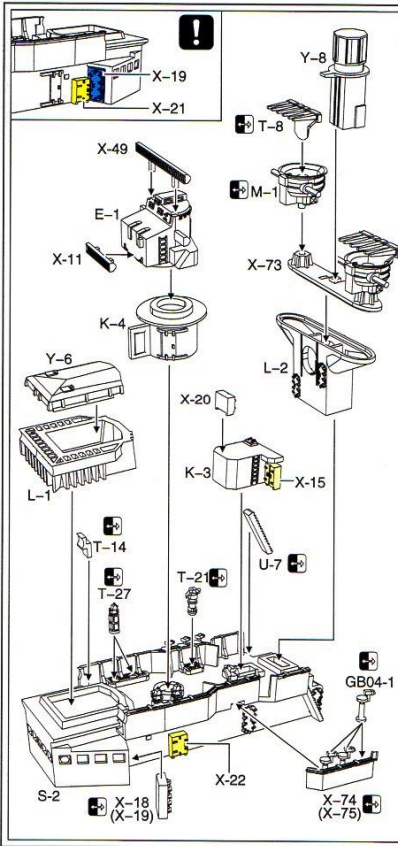
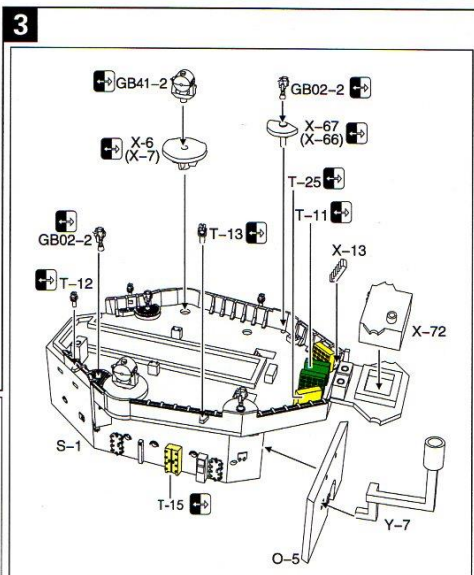
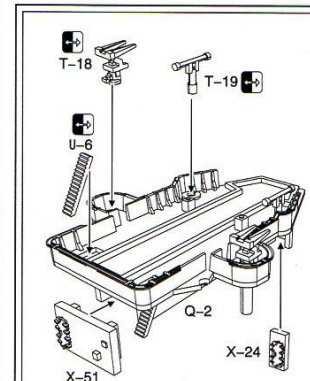
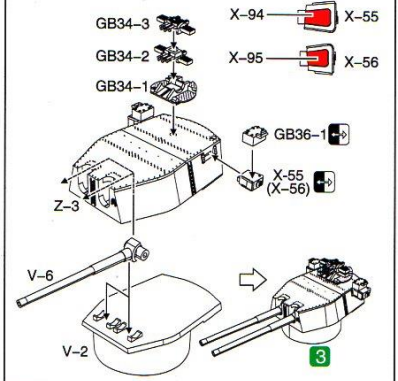
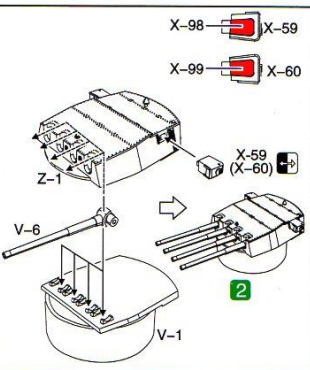
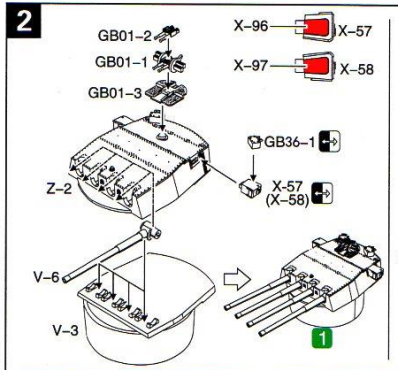
組み立て前に必ずお読みください 組裝前必讀

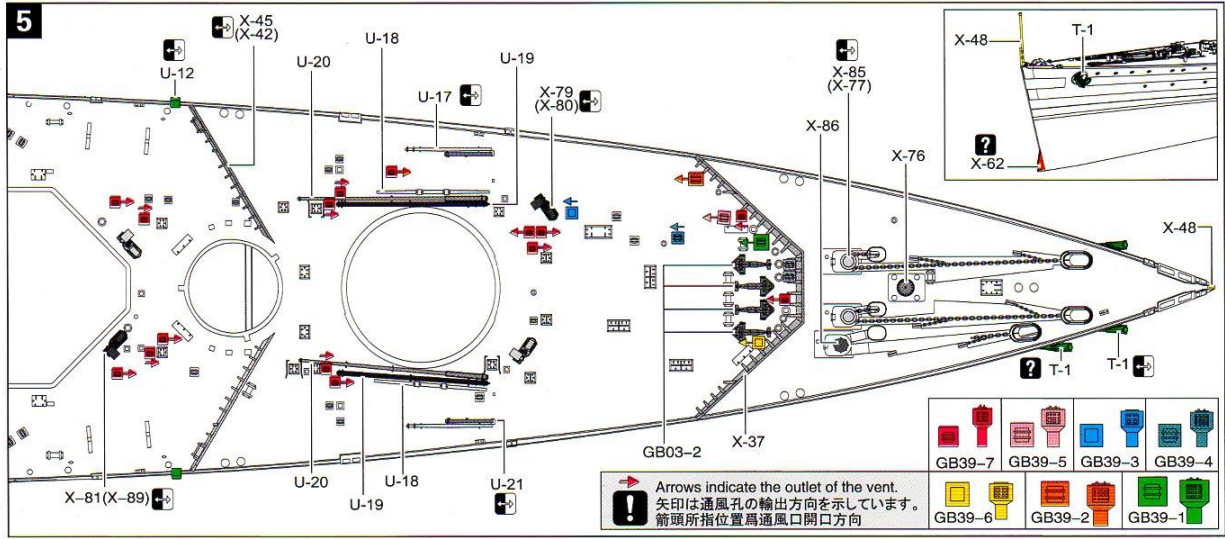
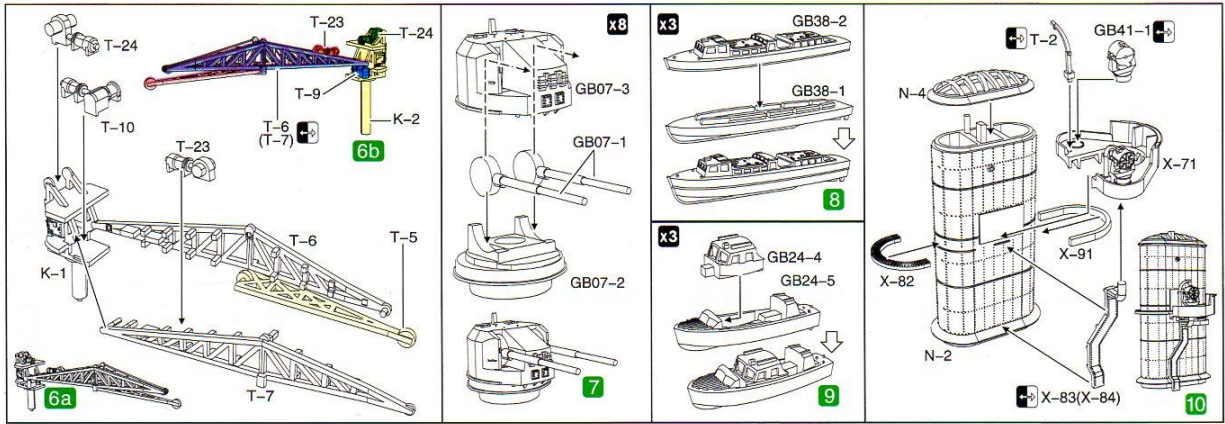
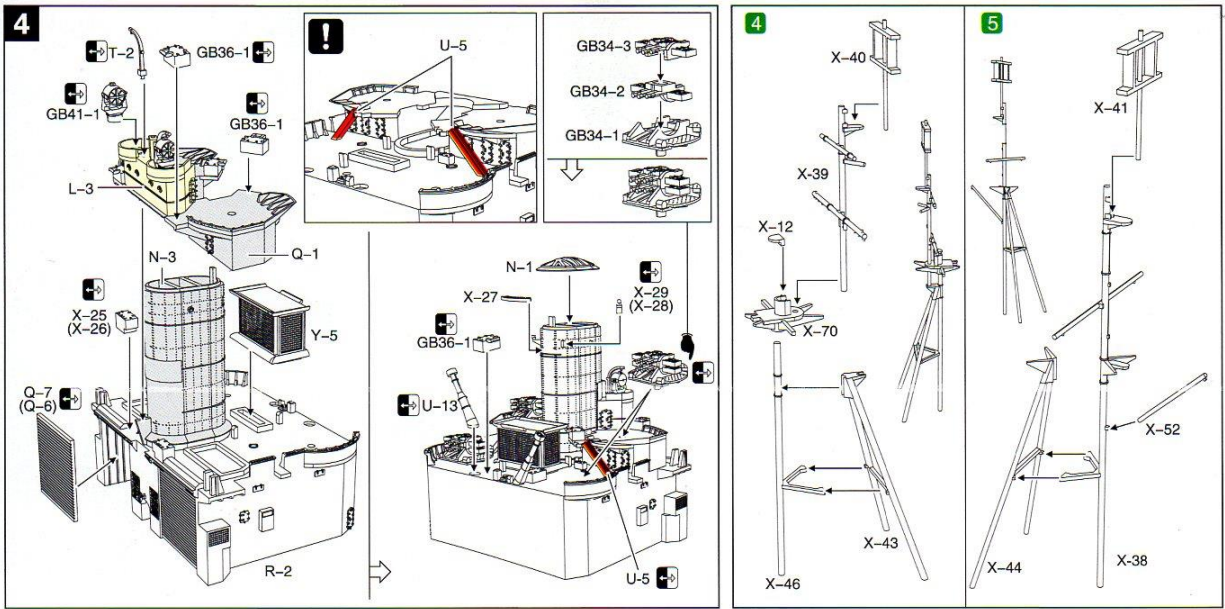
- | | | |
|---|--|---|
| <ul style="list-style-type: none"> ● Please check out the instruction before assembling. ● Glue and paint are not included. ● Glue, paint and other tools are not allowed to be reached by children. ● Please take care while using tools, glue and paint should be kept away from fire and be sure not working with models in confined chamber. ● The suite may contain metal parts, please be careful while working. | <ul style="list-style-type: none"> ● 組み立て前説明書をよくお読みください。 ● 本キットは接着剤とペンキを含みません。 ● 接着剤とペンキと道具などを子供に接触しないでください。 ● 工具を使用する時安全に注意し、接着剤とペンキは火種に近づかないでください。また、密封の場所で模型を制作しないでください。 ● 本キットは金属パーツがある可能ですから、制作する時気を付けてください。 | <ul style="list-style-type: none"> ● 組裝前請仔細閱讀說明書。 ● 本套件不含膠水和油漆。 ● 膠水、油漆、工具等不可讓小孩接觸。 ● 使用工具時請注意安全，膠水和油漆請勿靠近接觸火種，請勿在密封的方制作模型。 ● 套件中可能帶有金屬零件，請小心制作。 |
|---|--|---|

ICON INSTRUCTION

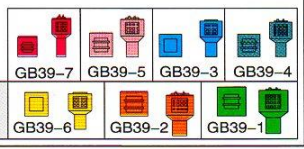
圖例

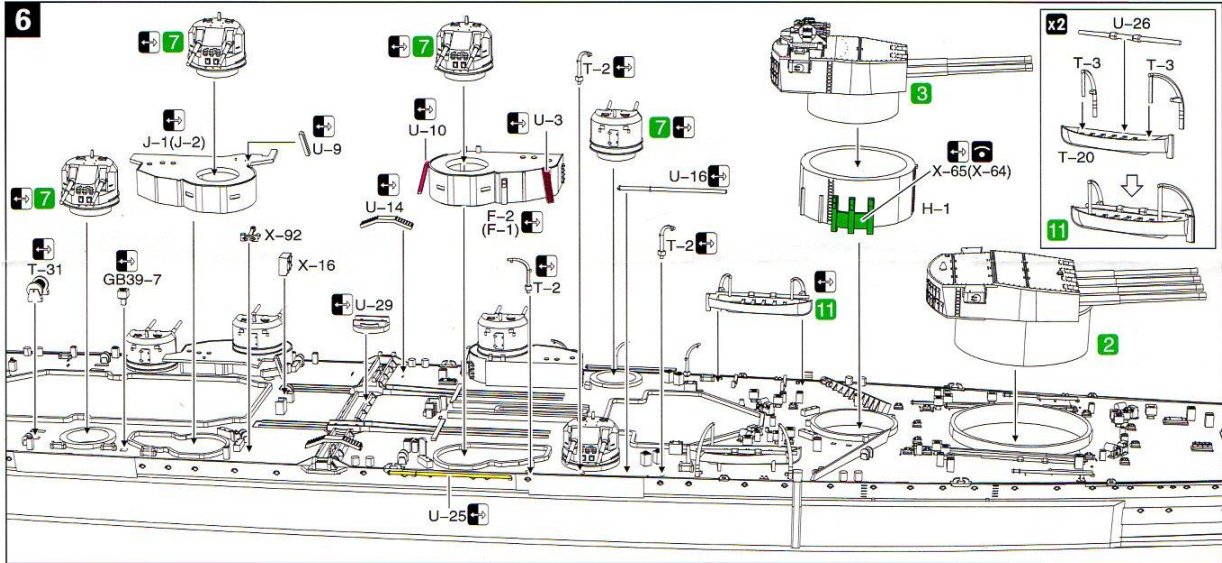


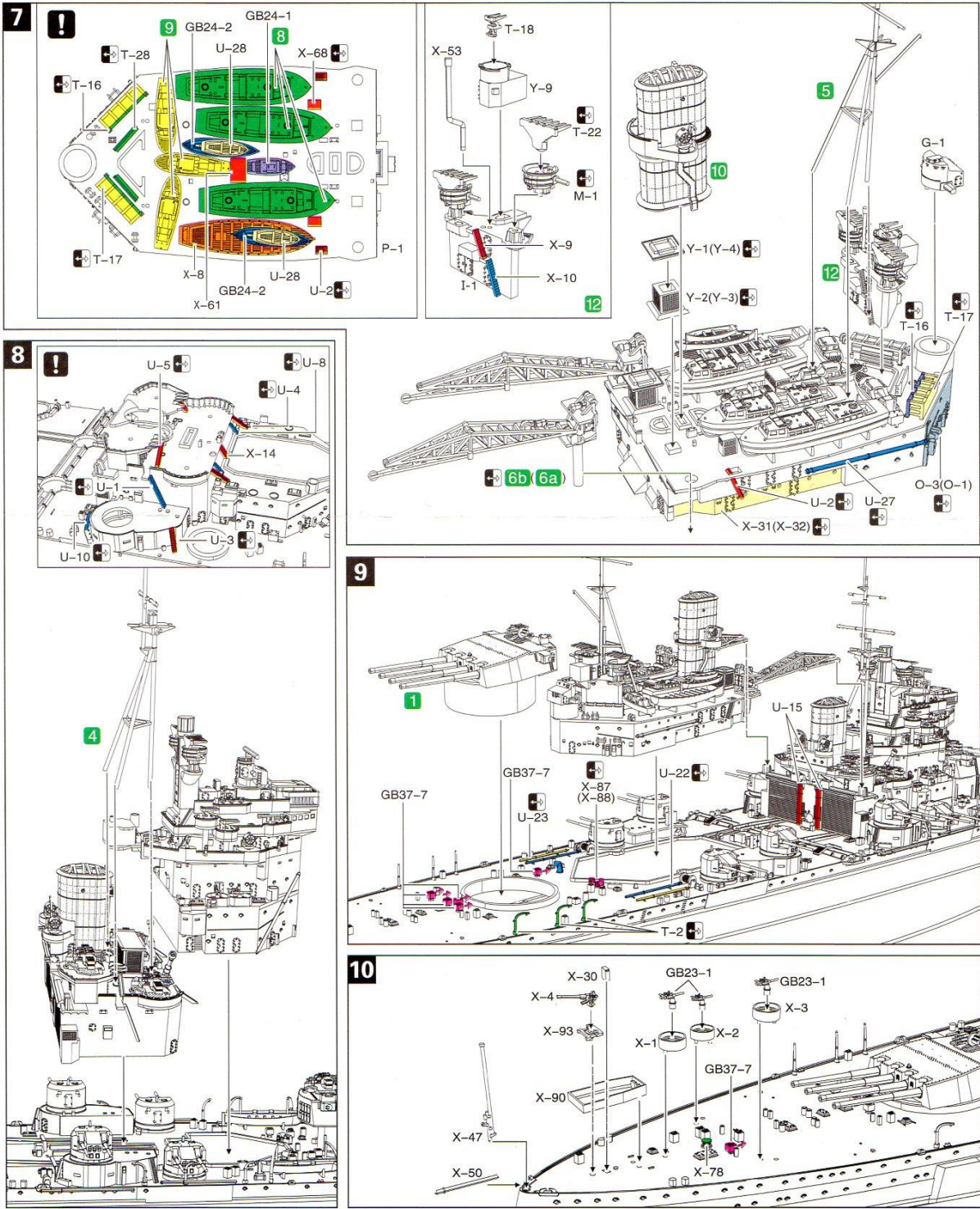


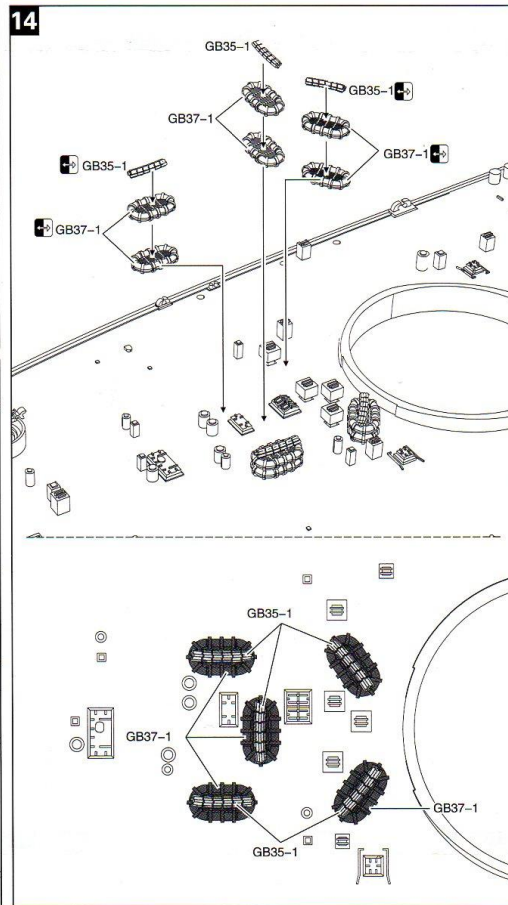
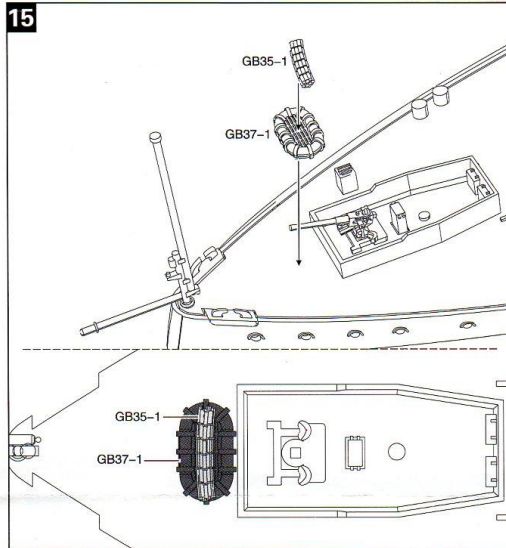
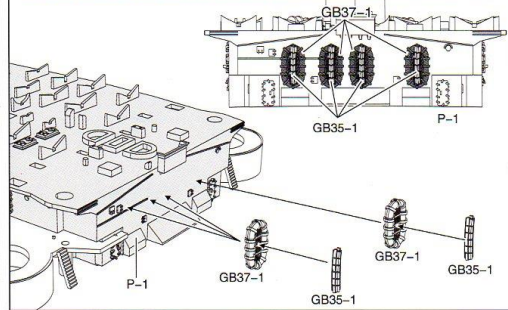
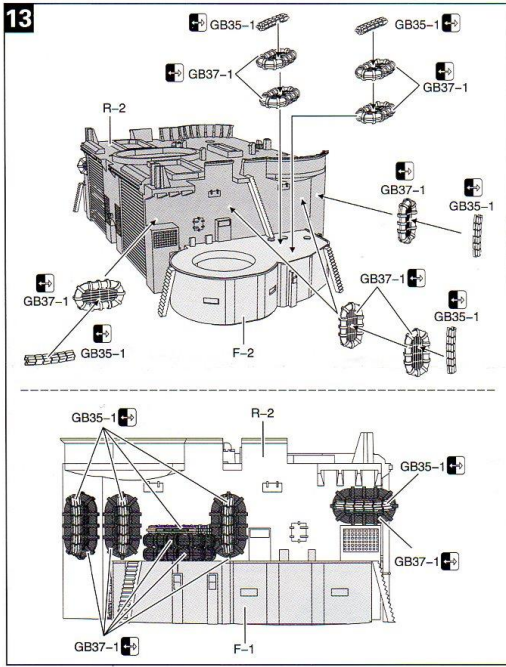
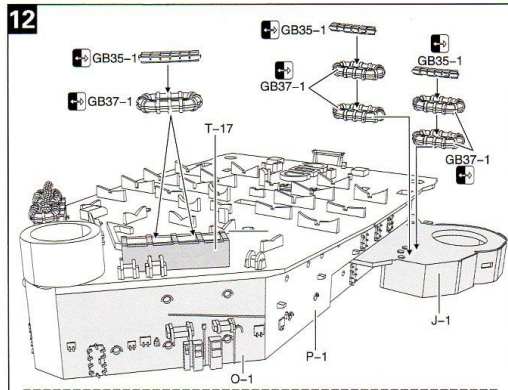
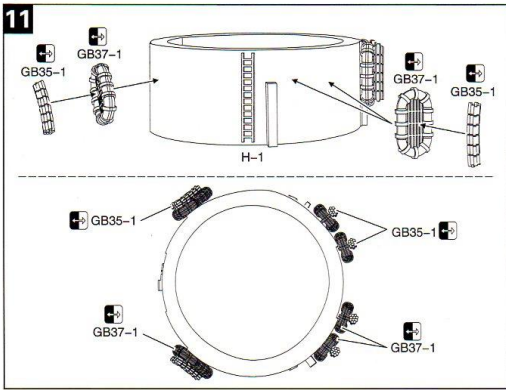


Arrows indicate the outlet of the vent.
 矢印は通風孔の輸出方向を示しています。
 箭頭所指位置為通風口開口方向

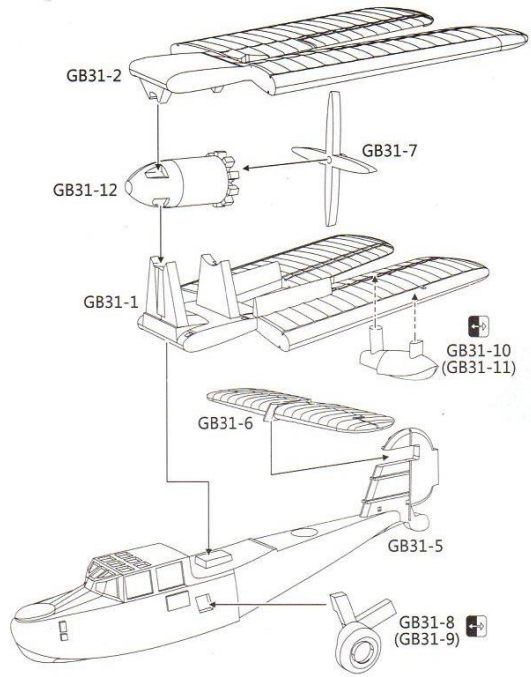
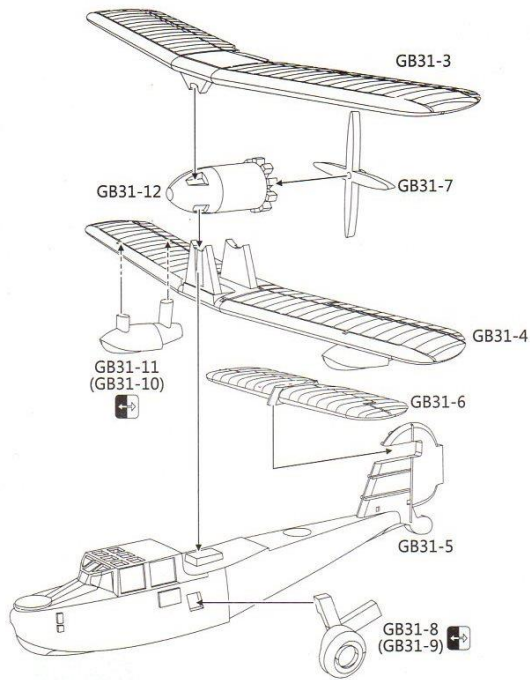




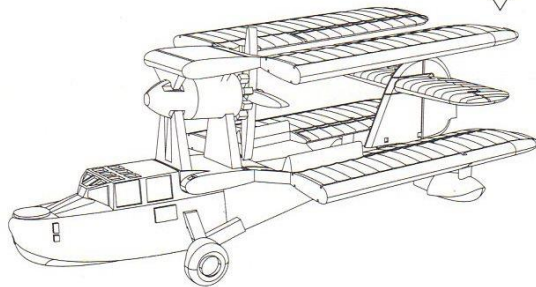
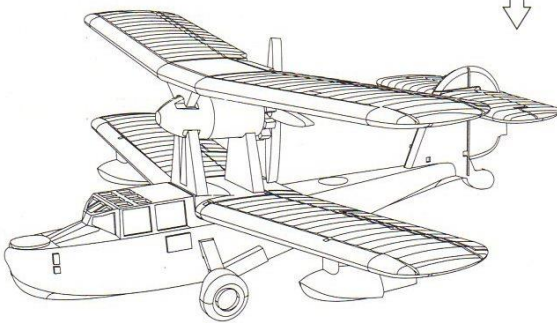




Supermarine Walrus 海象



?



New Arrivals

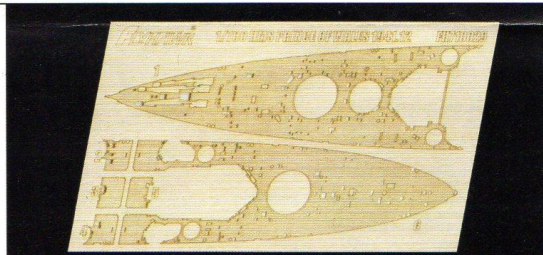
新製品
新品推薦

FH 710029
FOR FH 1117
1/700

HMS Prince Of Wales 1941.12

英國皇家海軍威爾士親王號戰列艦1941年12月
イギリス海軍プリンス・オブ・ウェールズ戦列艦1941.12

Wooden Deck 木製甲板



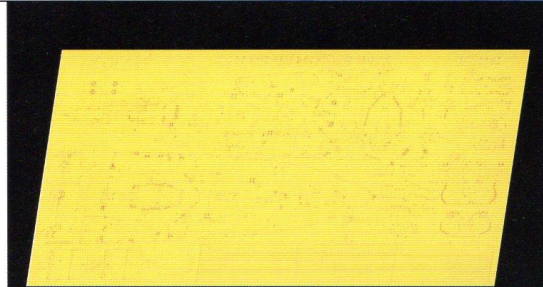
圖片僅供參考，產品請以實物為準 The pictures are for reference only, the actual item is the standard.

FH 710030
FOR FH 1117
1/700

HMS Prince Of Wales 1941.12

英國皇家海軍威爾士親王號戰列艦1941年12月
イギリス海軍プリンス・オブ・ウェールズ戦列艦1941.12

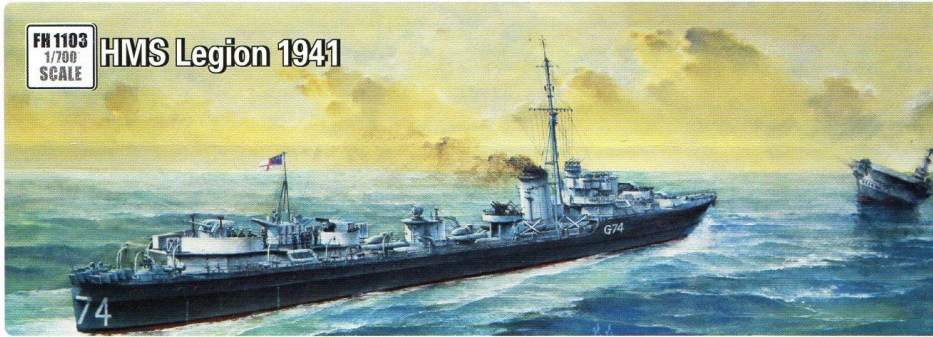
Masking Seal マスキングシール



圖片僅供參考，產品請以實物為準 The pictures are for reference only, the actual item is the standard.

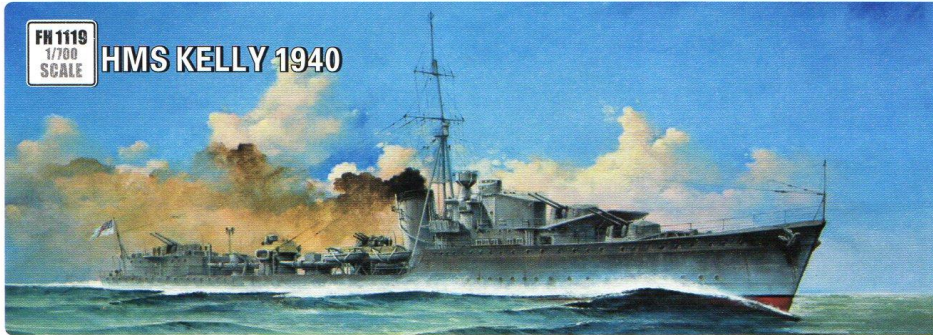
FH 1103
1/700
SCALE

HMS Legion 1941



FH 1119
1/700
SCALE

HMS KELLY 1940



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Service time: Monday to Friday, 10:00AM - 16:00PM
E-mail address: flyhawkmodel@vip.163.com

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コールセンター: +86 023 8816 4381
受付時間: 月-金 / 10:00 - 16:00
お問い合わせメールアドレス: flyhawkmodel@vip.163.com

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客服電話: +86 023 8816 4381
營業時間: 周一至周五 10:00AM - 16:00PM
郵箱: flyhawkmodel@vip.163.com

Colour scheme:

There is a full colour diagram of the camouflage scheme carried by *Prince of Wales* in December 1941 with references to the Mr. Hobby, Tamiya, and WEM Colourcoats paint ranges. A note is included that states that the colours shown are a suggestion as there is some controversy about the actual colours that were worn.

The Warship Perspectives title 'Camouflage Volume Four: Royal Navy: Supplemental' by Alan Raven and published in 2003, has a drawing on page 28 showing both sides of *Prince of Wales* in December 1941. There are a few differences from the Flyhawk pattern and Mr. Raven notes that the MS3 colours had been painted out prior to the trip to the Far East and that the top section of the after funnel was solid white on both sides.

Royal Navy World War II camouflage still remains a complex subject and for those in search of absolute accuracy, some research will be required. Otherwise you cannot go too far wrong using the Flyhawk supplied patterns and colours. As always, it's your model; paint it the way you want to!

There is also a full colour diagram for the Walrus.

PAINTING & MARKING GUIDE

Decal Application:

1. Cut the pictures from sheet as needed.
2. Dip the pictures in warm water for about 10 seconds.
3. Hold the picture backing sheet edge and gently slide the picture onto the model.
4. Please move the picture to the proper position on model.
5. Please gently press picture down with a soft cloth until excess water's out and no air bubbles.

塗装とラベリングの指示

デカルの使用方法:

1. デカルから図案を切り取ります。
2. 図案を温かい水の中で10秒浸します。
3. 図案のボール紙を使って、図案を模型に移動します。
4. 図案を適当な位置に移動してください。
5. 柔らかい布で水が乾燥するまで図案を押さえて、気泡を消します。

塗裝與標貼指示

水貼紙の使用:

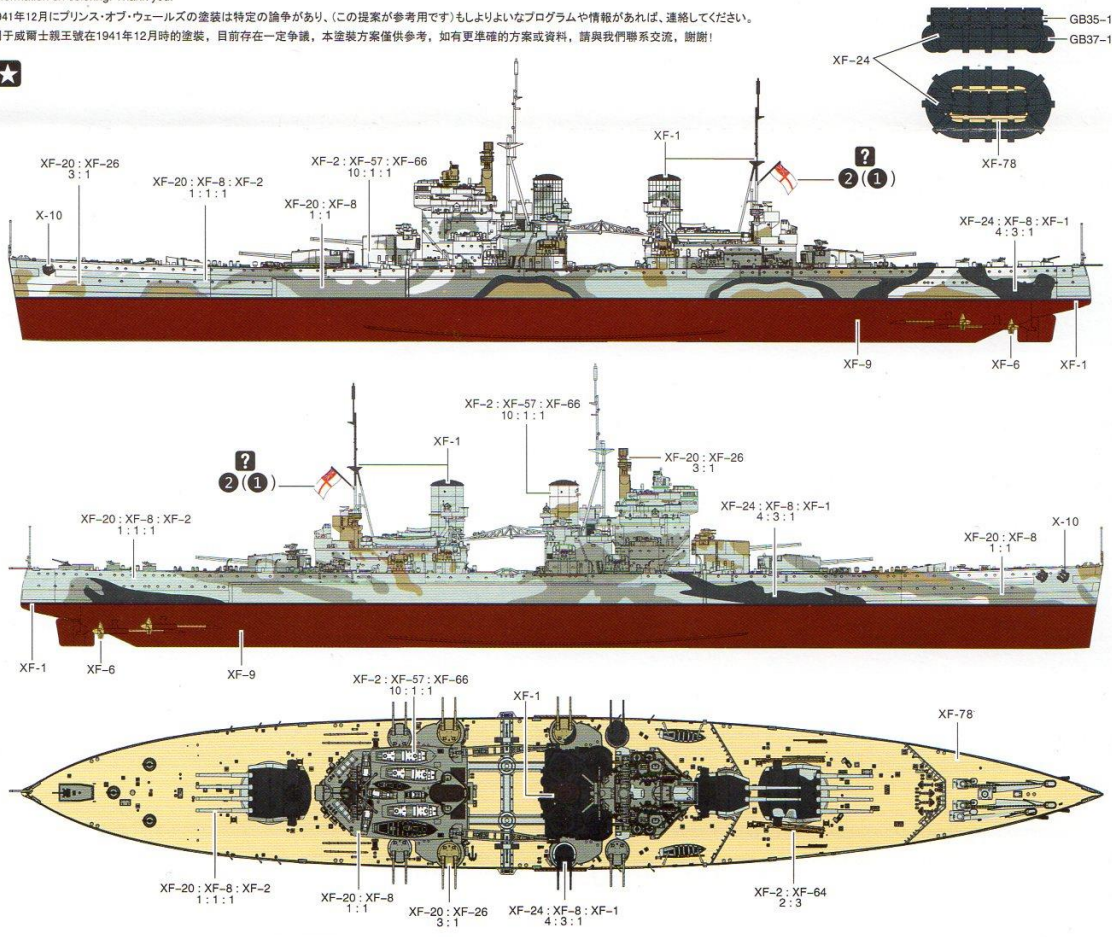
1. 從水貼紙上剪下圖案;
2. 將圖案放入溫水中浸泡10秒;
3. 拿著圖案紙板將圖案移到模型上;
4. 將圖案移到適當的位置;
5. 用軟布輕壓圖案直至水幹,消除掉氣泡。

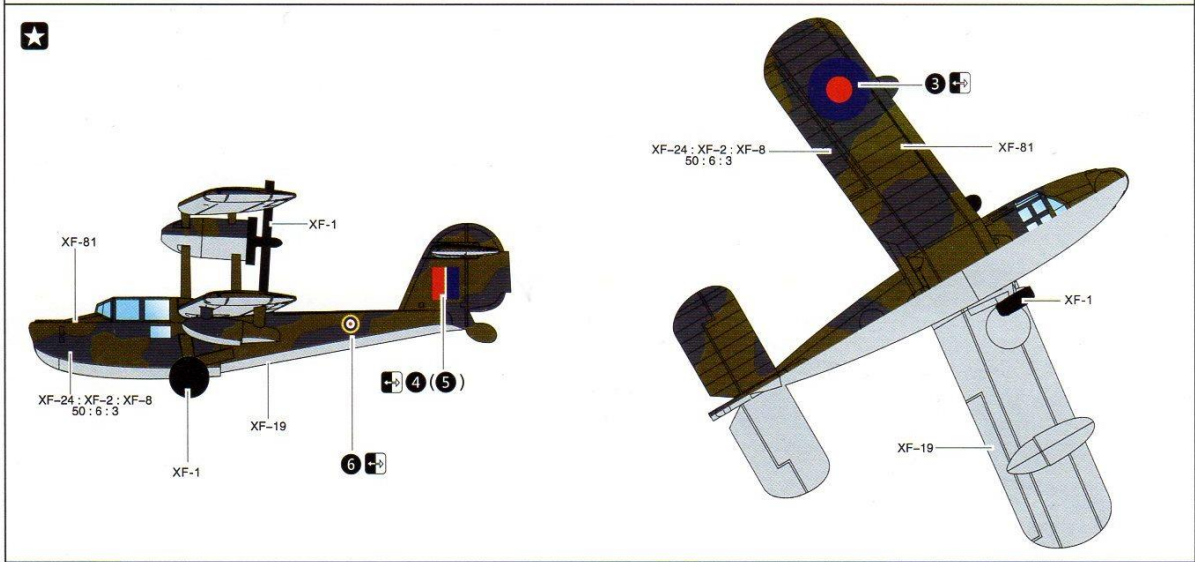
	Color	色	顏色	Mr.Hobby	Tamiya	WEM Colourcoats
	Sky Grey	スカイグレー	天灰色	---	XF-19	ACRN13
	507C Light Grey	507C ライトグレー	507C浅灰	H 338	XF-2 : XF-57 : XF-66 10 : 1 : 1	RN03
	507A Dark Grey	507A ダークグレー	507A暗灰	H 331	XF-24	RN01
	B5 Medium Blue	B5 メディウムブルー	B5中藍	H 335 : H 328 1 : 1	XF-20 : XF-8 1 : 1	RN07
	B6 Light Blue	B6 ライトブルー	B6淡藍	H 335 : H 328 : H 11 62 1 : 1 : 1	XF-20 : XF-8 : XF-2 1 : 1 : 1	RN11
	MS3 Medium Grey Green	MS3 メディウムグレーグリーン	MS3中灰緑	H 335 : H 302 3 : 1	XF-20 : XF-26 3 : 1	RN06
	Extra Dark Sea Grey	エクストラダークシーグレー	深海灰	H 333	XF-24 : XF-2 : XF-8 50 : 6 : 3	ACRN02
	Hull Red	ハルレッド	艦底紅	H 17 29	XF-9	RN19
	Deck Brown	デッキ・ブラウン	木棕色	H 37 43	XF-2 : XF-64 2 : 3	---
	Coppery	カッパー	銅	H 10 10	XF-6	---
	Wooden Deck Tan	ウッドン タン	木甲板色	H 27 44	XF-78	C01
	Dark Slate Grey	ダークスレートグレー	暗石板灰	H 64 17	XF-81	ACRN06
	Flat Black	フラットブラック	消光黒	H 12 33	XF-1	C02
	Steel	スチール	黒鐵色	H 18 28	X-10	C08
	MS1 Dark Grey	MS1 ダークグレー	MS1 深灰	H 331 : H 328 : H 12 33 4 : 3 : 1	XF-24 : XF-8 : XF-1 4 : 3 : 1	RN04

As there are some controversy about the coloring of HMS Prince of Wales Dec. 1941, the coloring solution we suggested here is only for your reference. Please feel free to contact us if you have better ideas or accurate information on coloring. Thank you.

1941年12月にプリンス・オブ・ウェールズの塗裝は特定の論争があり、(この提案が参考用です)もしよりよいなプログラムや情報があれば、連絡してください。

關於威爾士親王號在1941年12月時的塗裝，目前存在一定爭議，本塗裝方案僅供參考，如有更準確的方案或資料，請與我們聯系交流，謝謝！





----- Colour schemes -----

Limited Edition Parts:



----- Limited edition components -----

The limited edition comes with 53 machined metal pieces, 64 resin pieces, and three photo-etch sheets of 219 parts.

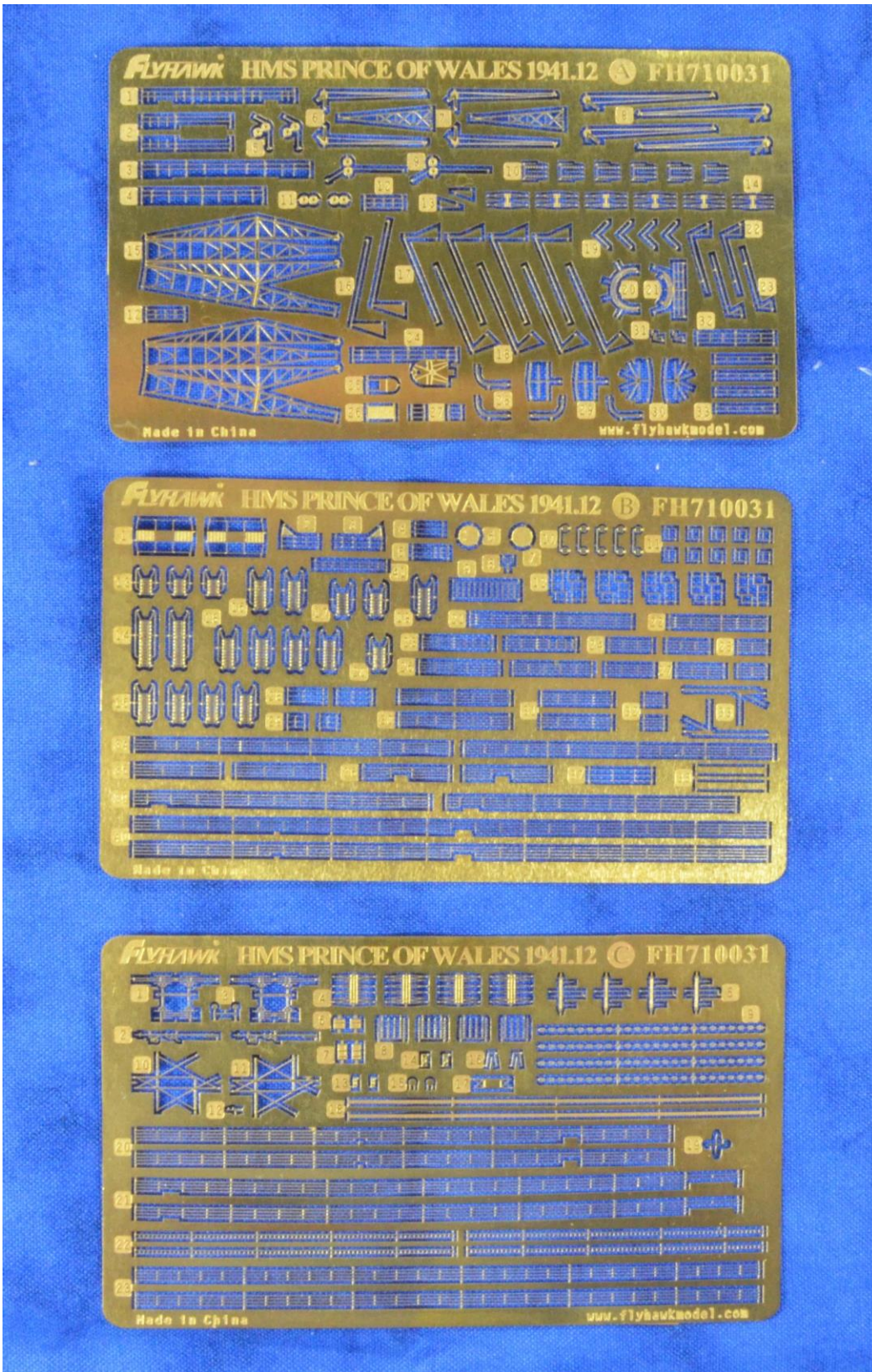
The metal parts consist of machined 14" and 5.25" barrels, and 27 ventilation vents. The resin pieces are ventilation vents; the brass and resin vents are to replace the ones supplied with the kit. Some of the replacement vents require cutting away some vents that are moulded directly onto the deck. They will add considerable detail, but care will need to be taken due to their small size; I suspect that most modellers will find the basic vents supplied with the kit to be perfectly adequate.

The three photo-etch sheets contain (among other things) replacement cranes, Type 281 masthead aerials, Type 282 aerials for the pom-pom directors, Type 285 aerials for the HACs, a Type 271 radar lantern, funnel platforms, grills and sirens, rigging for the masts, pom-pom details, ladders, struts for the Walrus, anchor chain, and pre-cut railings.

A double sided instruction sheet in full colour indicates how the photo-etch pieces are to be folded and attached. Another double sided full colour instruction sheet is specifically for the placement of the replacement vents. The railing placement diagram is on the etch sheet instructions; an enlarged diagram is on a separate sheet as well.



----- Limited edition metal and resin parts -----



----- Limited edition photo-etch sheets -----

FH710031 HMS Prince of Wales 1941:12

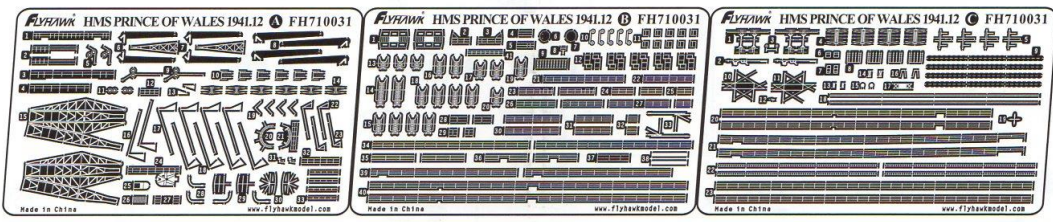


1/700 SCALE
 1/700 比例
 伊予里士海軍プリンセスオブウェールズ戰列艦1941:12
 英國皇家海軍威爾士親王號戰列艦1941年12月

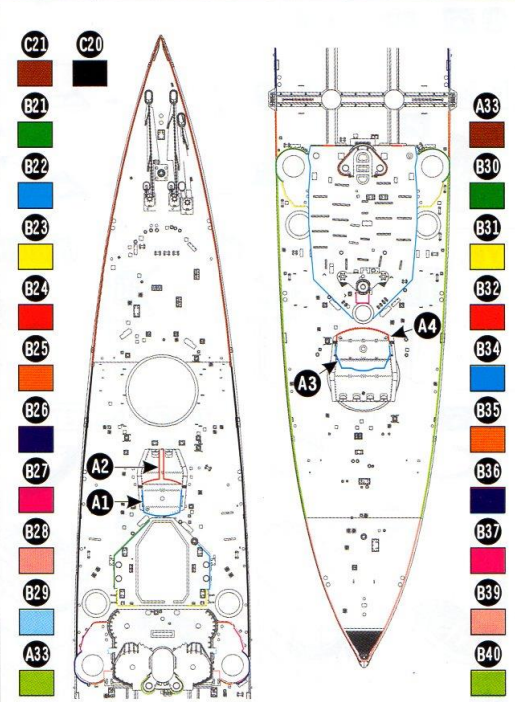
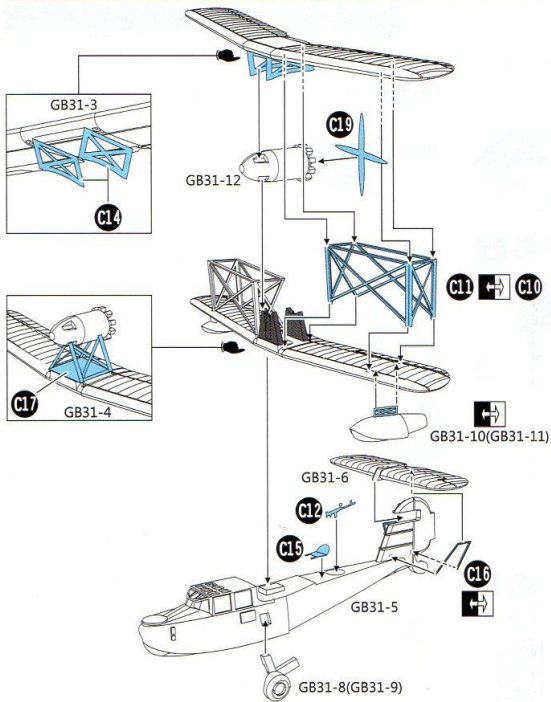
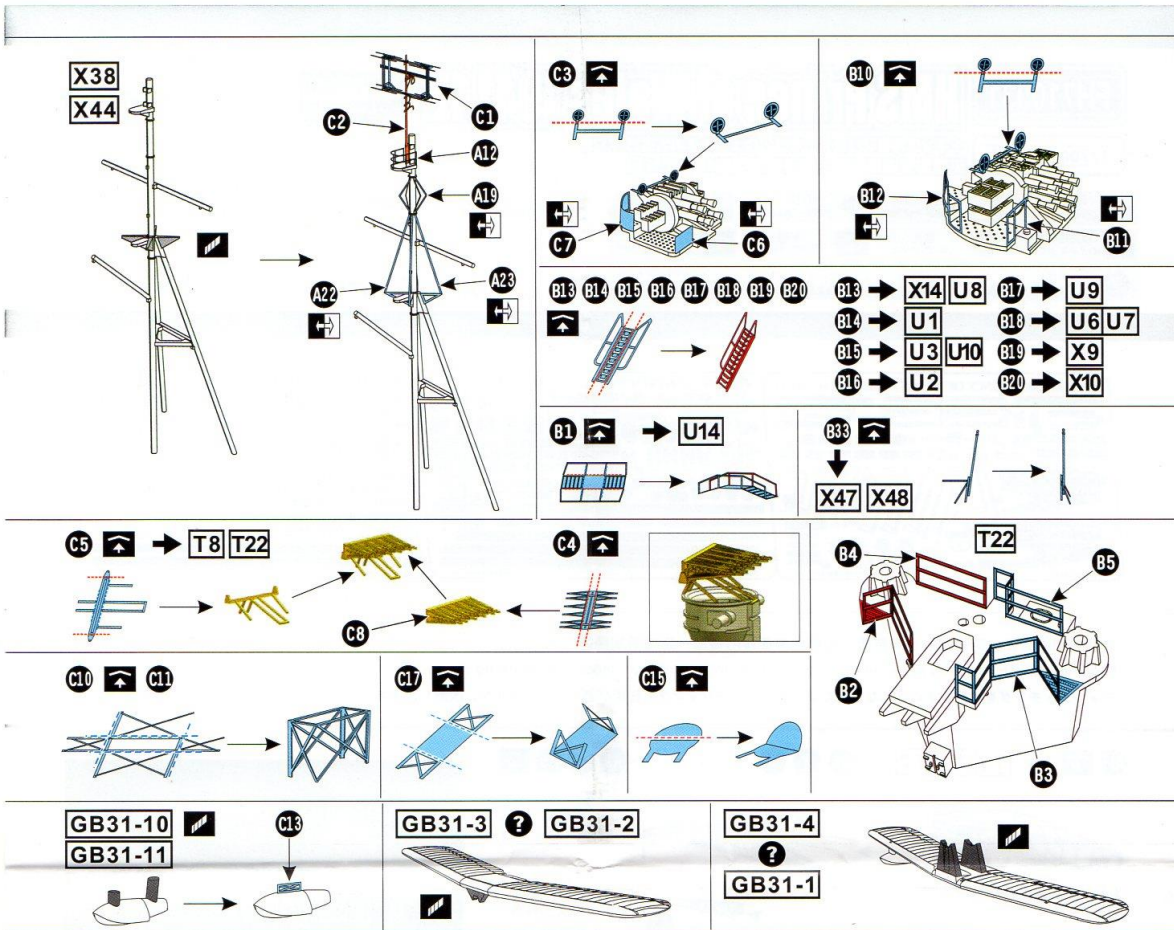
FOR FLYHAWK 1117
 對應翔 1117

銘刻零件號 (PE Part NO.)	原零件號 (Original Part No.)	替換原零件 (Replace Original part)	另一側相同制作 (Same another side)
與充部分切除 (Cut the shadow)	鑽孔 (Make Hole)	折彎 (Sharp Bend)	卷曲 (Roll)
選擇 (Option)	把孔填平 (File Hole)	紅色向上折 (Red up flood)	藍色向下折 (Blue down flood)

推薦使用工具 RECOMMENDED TOOL



處理蝕刻片需要您更多的耐心和技术，但經過改造後的模型一定會更加精彩！
 Dealing with PE requires more patience and technology, however, models after being upgraded must be more excellent!
 フォトエッチングを処理するのはあなた様より多くのベーションと技術が必要ですが、改造した後の模型はきっともっと素晴らしいになりますよ！



FH 710042
FOR FH 1117
17789

FLYHAWK®

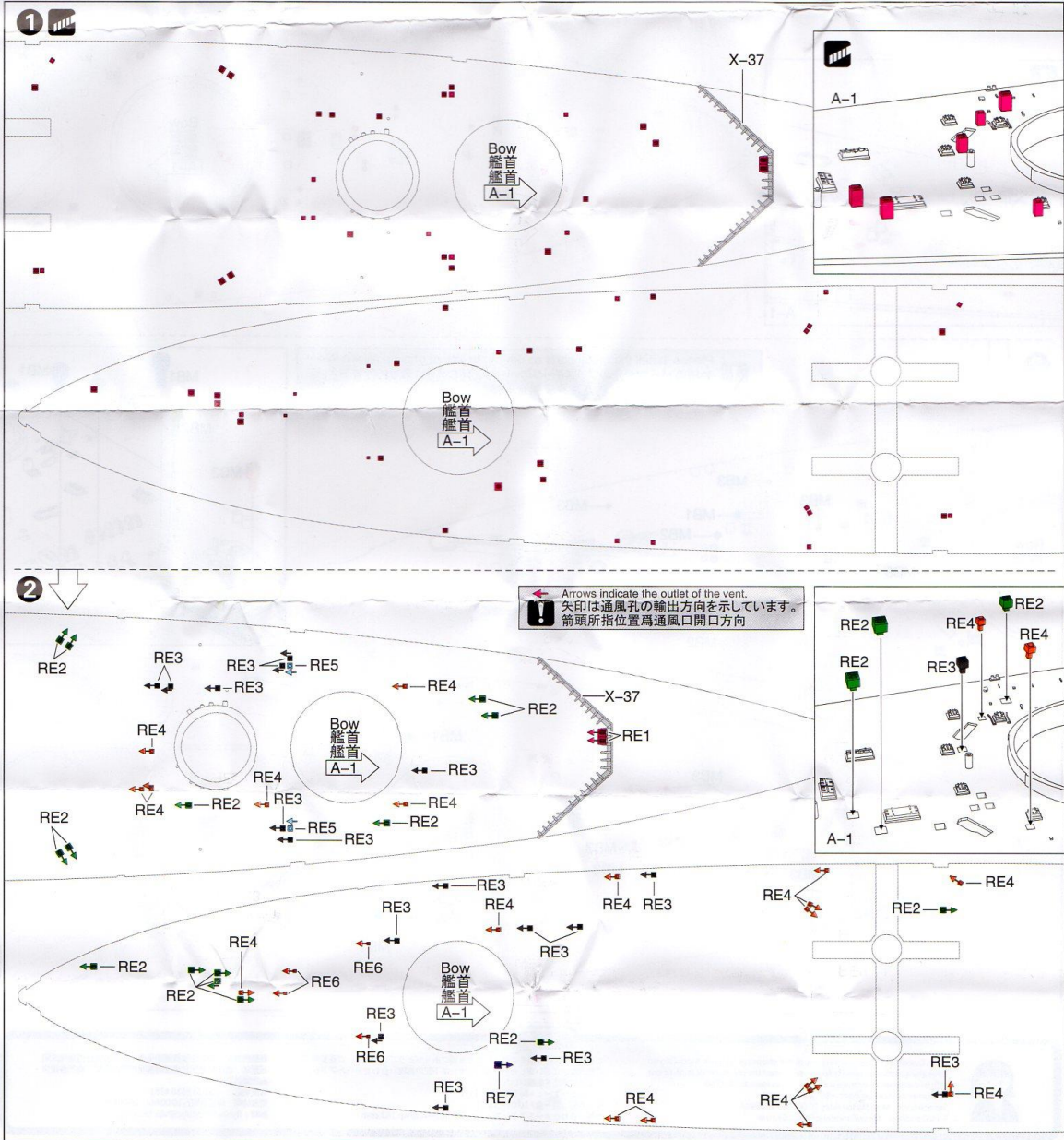
The Ventilating Orientation for HMS Prince of Wales

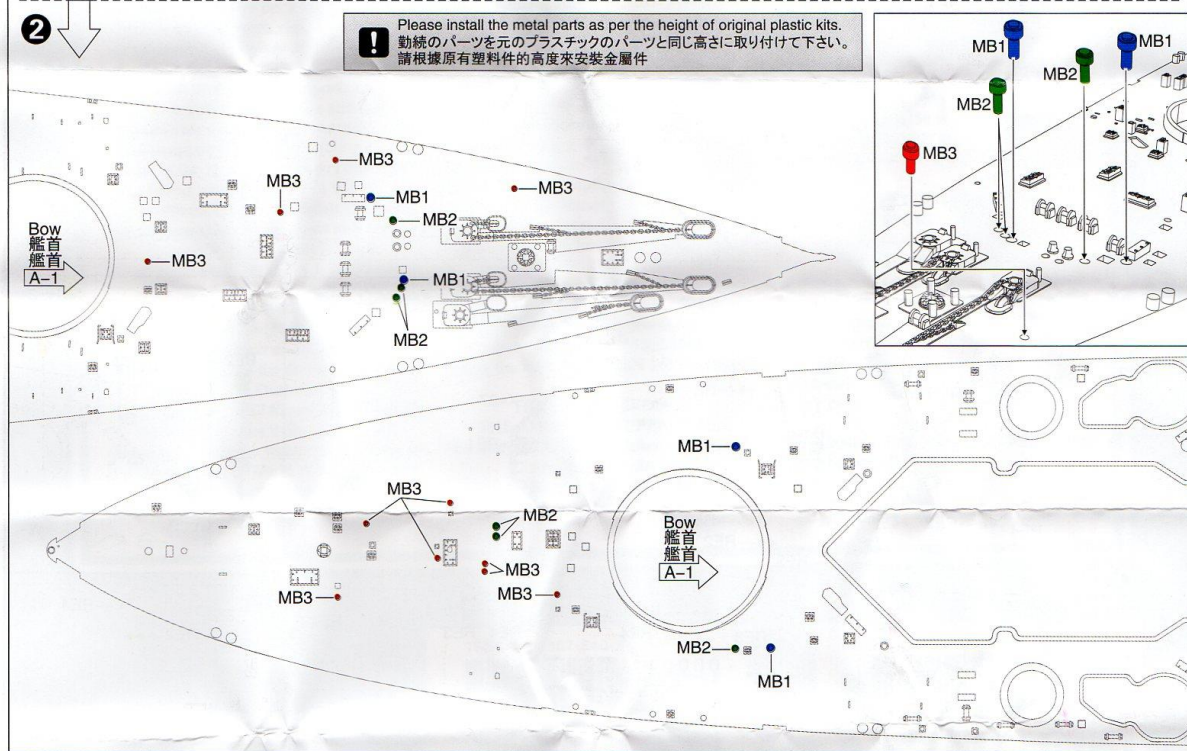
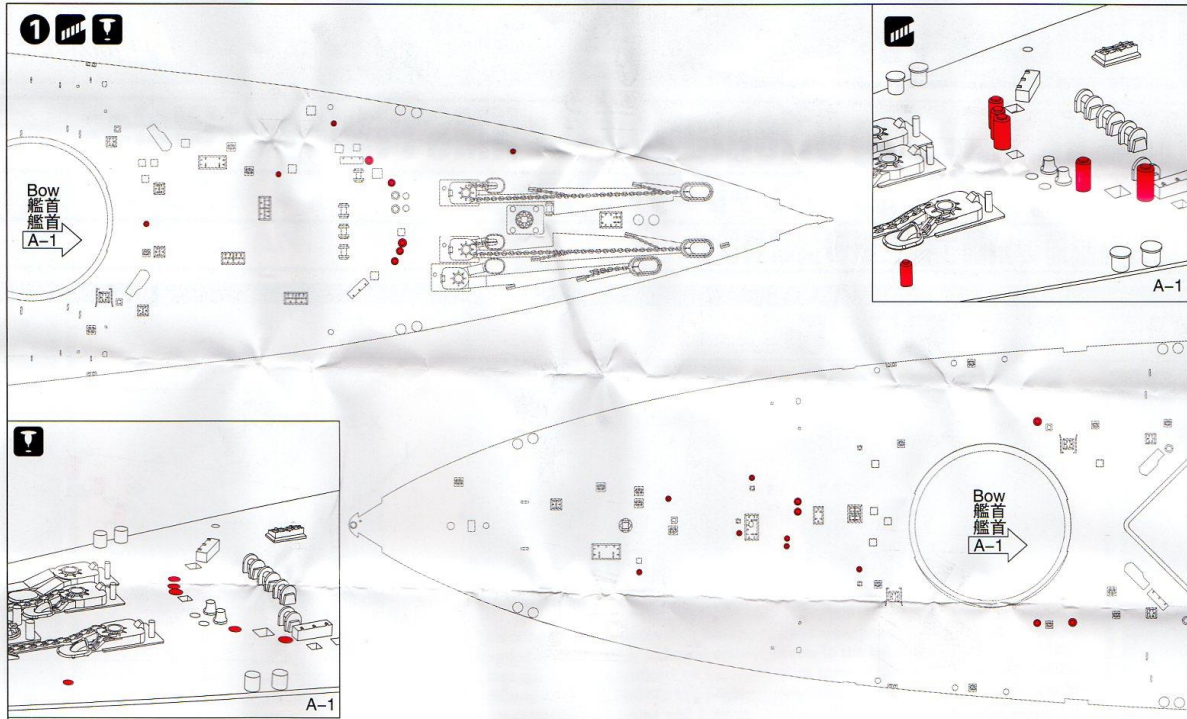
プリンス・オブ・ウェールズのベンチレーターのアリエンテーション

英國皇家海軍威爾士親王號戰列艦通風孔

ICON INSTRUCTION 図 圖例

- BE CAREFUL
SI È ATTENTO
PREZIOSO
DARE ATTENZIONE
注意してください
- REMOVE
TO
ESTERMINI
REMOVING
取り除く(はずす)
- OPEN HOLE
TO
FARE UN FORO
FORO APERTO
穴を開ける(ほら)
- INSTANT GLUE FOR METAL
METALLKLEBER
COLLA A METAL INSTANTANEA
COLLA ISTANTANEA PER METALLO
瞬間接着剤(瞬間接着)





! Please install the metal parts as per the height of original plastic kits.
 動線のパーツを元のプラスチックのパーツと同じ高さに取り付けて下さい。
 請根據原有塑料件的高度來安裝金屬件

 Dear Customer, Thank you very much for choosing Flyhawk Model. If you have any question or need help, please contact the purchase location or our official customer service, we will serve you as soon as possible.
 Customer service number : +86 023 8816 4381
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 營業時間 : 周一至周五 10:00AM - 16:00PM
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HMS Prince of Wales 1941:12

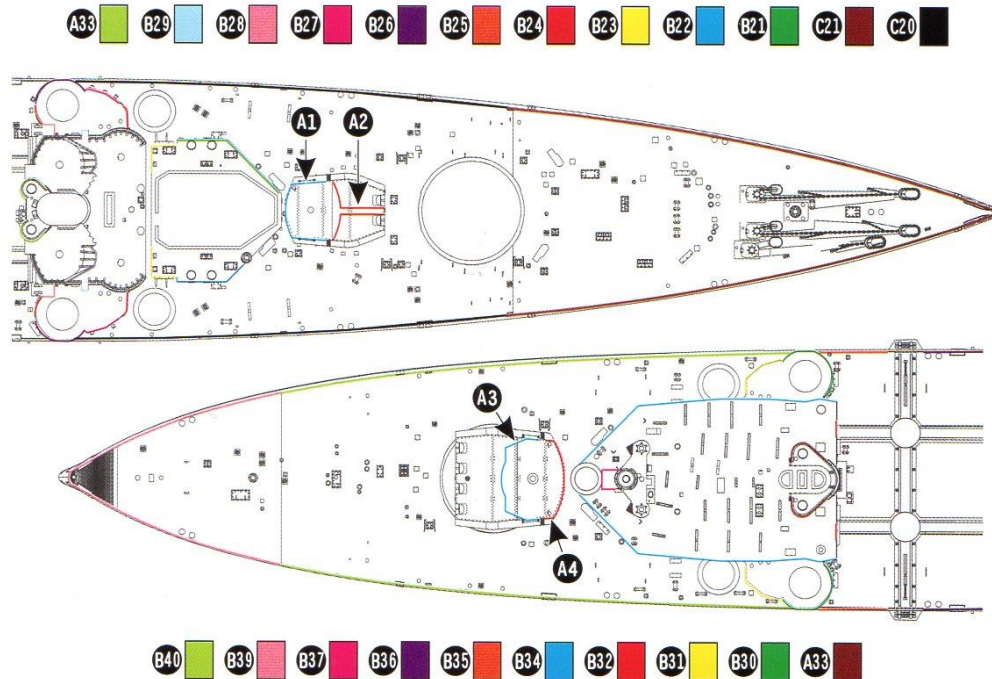
FULL HULL
UNASSEMBLED MODEL KIT

FLYHAWK®

1/700 SCALE

イギリス海軍プリンス・オブ・ウェールズ戦列艦1941:12
英國皇家海軍威爾士親王號戰列艦1941年12月

FOR FLYHAWK 1117
配屬期 1117



----Limited edition instructions ----

Overall Impression:

As we have come to expect from Flyhawk, this is a very impressive kit. The model is just over 12.5" long and it is packed with detail featuring precision moulded parts with no flash. The fineness of detail does not imply fragile pieces; the pieces stand up to rough handling. The main superstructure parts will easily detach from their sprues, limiting the possibilities of damage. The instructions are very comprehensive and the use of colour coding will ease the assembly of the smaller parts.

It is also very accurate, matching up very well with the drawings and photos in my various reference books. It even has the 40mm Bofors on the quarterdeck.

There are a lot of pieces but modellers will have no problems assembling this kit. It is very well-engineered and the parts will fit together very easily. I note that there has been some comment about the large part counts in Flyhawk kits and how that discourages some modellers from purchasing their kits. The large part count is mainly due to the number of small fittings that are not moulded in place. They can easily be left off and their locating holes filled; the amount of moulded in detail will still produce an exceptional model. So don't let the box full of parts dissuade you.

The Deluxe Edition parts add another level of detail to this already incredible kit. Experienced modellers will appreciate the opportunity for super-detailing, and even those not particularly fond of photo-etch will find the cranes and funnel platforms very easy to assemble and attach. The only other item that modellers may consider would be anchor chain.

This is a highly recommended kit, the first RN battleship produced by Flyhawk and it will make a splendid addition to any collection. I suspect that it will be quite easy for Flyhawk to produce the other members of the *King George V* class from this kit so perhaps we will see them in future. Congratulations once again to Flyhawk for providing such a well-researched and well-engineered kit.

References:

- *Battleship* by Martin Middlebrook and Patrick Mahoney. Charles Scribner's Sons, 1979
- *Battleships: Allied Battleships in World War II* by William H. Garzke and Robert O. Dulin. Naval Institute Press 1980
- *British Battleships* by Oscar Parkes. Seeley Service & Co. 1973
- *British Battleships 1919-1945* by R.A. Burt. Seaforth Publishing 2012
- *British Battleships of World War Two* by Alan Raven and John Roberts. Naval Institute Press 1981
- *Ensign 1: King George the Fifth Class Battleships* by Alan Raven. Bivouac Books 1972
- *Warship Perspectives Camouflage Volume Four: Royal Navy: Supplemental* by Alan Raven. WR Press Inc. 2003

Review kit courtesy of Flyhawk Models