AUSTRALIAN COLONIAL SERIES WOODEN MODEL KIT

COLONIAL SCHOONER PORT JACKSON 1803

SCALE 1:50







Modellers Shipyard

www.modellersshipyard.com



LENGTH: 590mm HEIGHT: 450mm

ITEM CODE: KTMS1000

BUILDING INSTRUCTIONS

Version 4.0

1.0 Introduction

Modeller's Shipyard is proud to present another wooden model ship in our Australian colonial vessel range. We are the only manufacturer of period wooden model ships in Australia.

2.0 Historical Notes

The following is a condensation of a detailed article prepared by Karl Marquardt for the internationally renowned "Nautical Research Journal".

In September 1788, only 18 months after the founding of the new colony on the shores of Port Jackson—now better known as Sydney Harbour, Governor Arthur Phillip sent a message to his superiors in England *"……. The settlement on Norfolk Island and the extent of this harbour will render two vessels of thirty or forty tons of infinite service to this settlement. I presume they might be sent out in frame, but it will be necessary to send a few shipwrights to put them together, and who, as well as a mastmaker …….. Will be of great service"*

Almost two years later, in August 1790, and having become more than slightly impatient in the meantime, Governor Phillip followed up his first request with the following: "*I have mentioned to the Navy Board the necessity of two schooners and a barge that would draw little water, for the purpose of sending provisions etc to Rose Hill …….. "*

It should be remembered that the trip from Australia to England and back again took at least 12 months and more often 15 to 18 months, plus of course, the time needed to gather together the materials for the vessels to be sent out "in frame". Bearing this in mind, it appears that although the wheels of the English bureaucracy ground slowly they had nevertheless been set in motion before the arrival of Phillip's despatch of August 1790. To Australia came the message *" ……. You will receive by the (ship Pitt) a vessel in frame, which when set up will, I have no doubt, be found extremely useful to you ……"* The *Pitt* sailed from England on 17 July 1791 with the first vessel "in frame" which when constructed was named "*Francis".*

Governor Phillip's reminded letter arrived in England at a bad time. War clouds were gathering in Europe and the use of scarce shipbuilding resources for a settlement on the other side of the world rated very poorly on the list of priorities, however, after considerable delay, drafts were prepared for "*A Schooner for Port Jackson"*.

The original drafts are still in the National Maritime Museum, Greenwich, England and are the raw material on which our drawings and kit of the *"Colonial Schooner Port Jackson"* are based.

A note written on the original drafts states: *" A copy of this was sent to Chatham 22 January 1803 to be forwarded by the "Calcutta" bound for Port Jackson".* On arrival at Port Phillip in the southern part of the colony, Captain Woodriff of the "*Calcutta"* wrote to the then Governor, Phillip Gidley King, confirming his arrival in the colony and advising that " I have received a quantity of colonial stores, as also stores to His Majesty's ships "*Investigator"* and "*Porpoise"* and furniture for a schooner and sailing barge to be built at Port Jackson".

Confirmation of the arrival at Sydney Town of the plans and fittings for the Schooner is contained in Governor King's dispatch of 1 March 1804: *"….. I have received the plans of two vessels, also mast and other yards which Captain Woodriff informs me, together with the copper work is designed for those vessels; one of which will be begun as soon as possible after the "Calcutta's departure as that ship has taken away every carpenter we have to repair her defects ….. ".*

There are no records available to show whether in fact the schooner was actually constructed or if so what became of her. There is however a drawing in the Mitchell Library, Sydney, NSW showing a vessel very similar to our schooner on the stocks during construction at Sydney Cove. This model is in every way an accurate representation of an early Australian colonial schooner as constructed by the infant industry that emerged during the 15 years waiting for a complete response to Governor Arthur Phillip's original request. .

In 1995 a drawing of "*Mercury"*, owned by Mary Reiby an early Sydney merchant appeared on the Australian $20 polymer bank note. The *"Mercury"* is identical to the Colonial Schooner "*Port Jackson"*.

3.0 General Instructions

These instructions and kit are designed to make the construction of the model as trouble free as possible. Everyone who completes their model in accordance with these instructions and using the materials supplied will have good cause for pride and satisfaction in their

1. It is **essential** the modeller study these instructions and associated drawings thoroughly before commencing construction. While reading these instructions, familiarise yourself with the contents of the kit.

2. Parts are numbered in the approximate order of assembly—note there are some minor variations in this numerical order. Parts are identified as, for example P25 — means Part No 25.

3. Few, if any, parts can be simply glued in place without some preparation. Always dry fit parts and if necessary reshape the parts before final gluing.

4. Don't hurry. Take your time. If you are uncertain of anything take the time to study the instructions, the diagrams and your kit parts. Most problems will be overcome with a little time spent pondering the issue at hand.

5. Check the contents of the kit against the Parts List. Note that some parts need to be made by the modeller from the stock of timber supplied in the kit.

6. The construction of a wooden model ship can be divided into the following steps.
   - Hull Construction
   - Deck & Deck Furniture
   - Masts & Yards
   - Rigging

These written building instructions are to be followed to build your model.

Colonial Schooner
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4.0 **Parts List** (Modeller's Shipyard reserves the right to make changes to the instructions, components &/or kit contents at any time without notice)

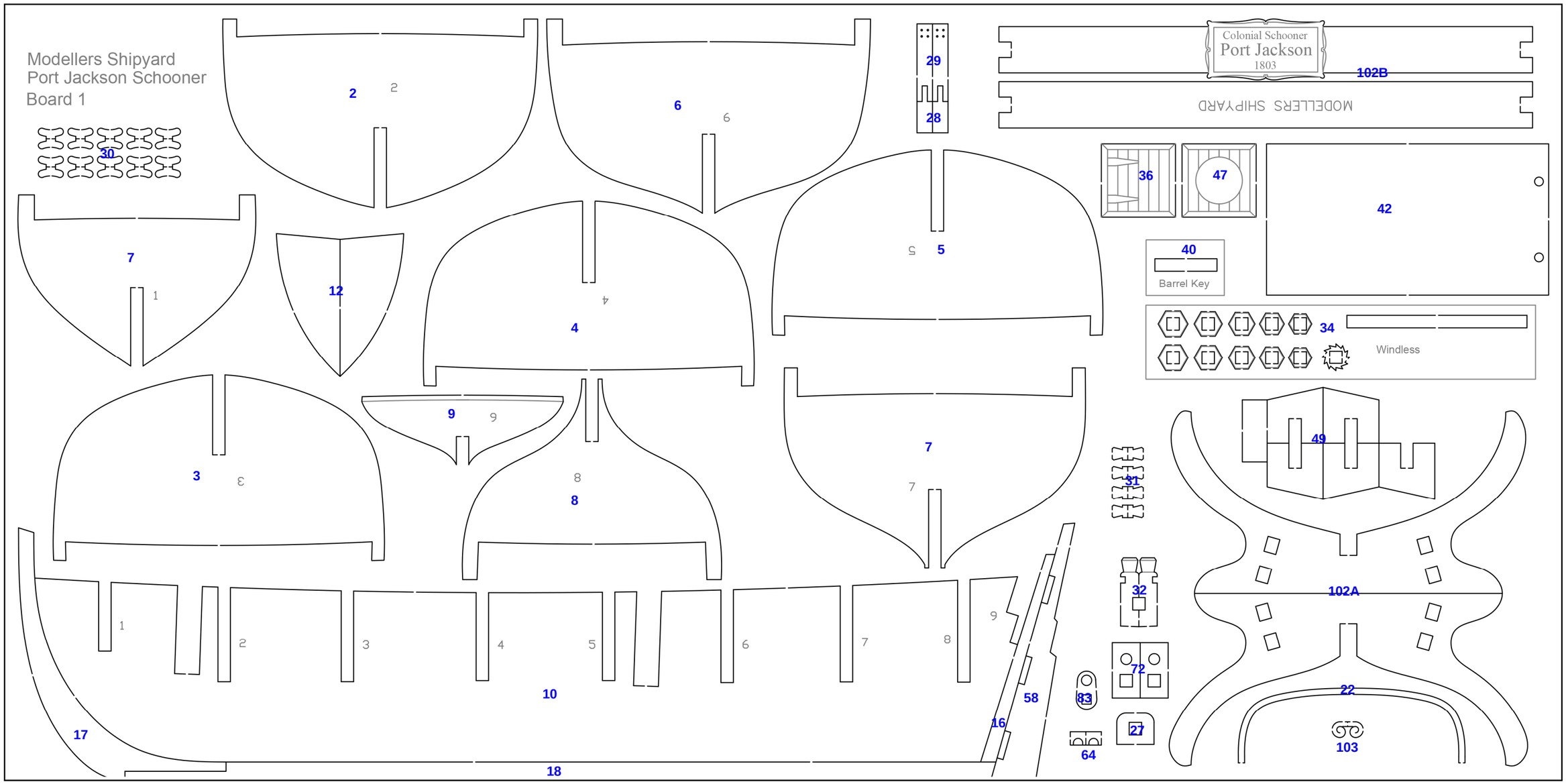
Part No	Description	Quantity	Location
1 - 9	Bulkhead Frames	9	Board 1
10	Keel - false	1	Board 1
11	Deck	1	Board 2
12	Bow blocks	2	Board 1
13	Transom	1	Board 2
14	Teak 0.6x5x400mm	60	Timber stock
15	Basswood 2x5x400mm	60	Timber stock
16	Stern Post	1	Board 1
17	Stem Post	1	Board 1
18	Keel	1	Board 1
19	Waist cap rail	2	Board 2
20	Bulwark cap rail	2	Board 2
21	Bow cap rail	2	Board 2
22	Transom cap rail	1	Board 1
23	Hawse Bolsters	2	Board 2
24	Mast heels	2	Board 2
25	Head timber A	2	Board 2
26	Head timber B	2	Board 2
27	Bowsprit stock	1	Board 1
28	Cathead post	2	Board 1
29	Cathead arm	2	Board 1
30	Cleats A	20	Board 1
31	Bitt Heads	8	Board 2
32	Windless knightheads	2	Board 1
33	Windless retainer	2	Board 2
34A-H	Windless barrel	14	Boards 1 & 2
35	Belaying rail	1	Board 2
36	Hatch	1	Board 1
37	Hinges	4	Board 3
38	Eye pins	Pkt	Parts Card 1
39	Rings 3mm	Pkt	Parts Card 1
40A-H	Barrel	15	Boards 1, 2 & 3
41	Belaying pins - 8mm	22	Parts Card 1
42	Cargo hatch base	1	Board 1
43A-B	Cargo hatch frame	4	Board 2
44	Cargo hatch coaming	1	Board 2
45	Hatches covers	12	Board 3
46	Pump	1	Parts card 1
47	Capstan base	1	Board 1

Part No	Description	Quantity	Location
48A-D	Capstan	11	Boards 2 & 3
49A-B	Companionway base	5	Board 1
50	Door frame	1	Board 2
51	Roof frame	1	Board 2
52	Nails - Brass	Pkt	Parts Card 1
53	Companionway Coaming	1	Board 3
54	Boom Supports	2	Board 2
55	Quarter rail stanchions	6	Board 2
56	Quarter rails	2	Board 2
57	Wire - brass 1mm x 200mm	1	Parts Card 1
58	Rudder	1	Board 1
59	Rudder Hinges	3	Parts Card 1
60	Rudder tiller	1	Board 2
61	Channels - main mast	2	Board 2
62	Channels - foremast	2	Board 2
63	Anchors	2	Parts Card 1
64	Hawse covers	2	Board 1
65	Hawse cover back	2	Board 2
66	Dowel 3mm x 500mm	1	Timber stock
67	Dowel 4mm x 330mm	2	Timber stock
68	Dowel 5mm x 250mm	1	Timber stock
69	Dowel 6mm x 200mm	1	Timber stock
70	Dowel 8mm x 330mm	2	Timber stock
71	Mast Cheeks	4	Board 2
72	Mast Cap	2	Board 1
73	Trestle Trees	4	Board 2
74	Cross Trees	6	Board 2
75	Boom rest	1	Board 2
76	Boom rest supports	3	Board 2
77	Foremast Gaff Yoke	1	Board 2
78	Main Mast Gaff Yoke	1	Board 2
79	Boom Yoke	1	Board 2
80	Cleats B	12	Board 2
81	Parral Beads	Pkt	Parts Card 1
82	Margin plank	2	Board 3
83	Bowsprit Cap	1	Board 1
84	Traveller	1	Board 2
85	Copper strap 0.5x4x50mm	1	Parts Card 1
86	Wire-Brass - 0.5mmx1m	1	Parts Card 1

Part No	Description	Quantity	Location
87	Deadeyes 3mm	18	Parts Card 1
88	Deadeyes 5mm	18	Parts Card 1
89	Deadeye Heart - 7mm	2	Parts Card 1
90	Channel Cap	1	Board 3
91	Cord G - Fawn 0.25mm	1	Parts Card 2
92	Cord H - Fawn 0.5mm	1	Parts Card 2
93	Cord J - Fawn 0.75mm	1	Parts Card 2
94	Cord K - Black 1mm	1	Parts Card 2
95	Anchor rope 2mm	1	Parts Card 2
96	Block A - 1 hole 3mm	7	Parts Card 1
97	Block C - 1 hole 5mm	28	Parts Card 1
98	Block E - 1 hole 7mm	9	Parts Card 1
99	Block B - 2 hole 5mm	13	Parts Card 1
100	Block D - 2 hole 7mm	2	Parts Card 1
101	Block F - Violin - 12mm	4	Parts Card 1
102A-B	Display Cradle Parts	4	Board 1
103	Cap scroll	2	Board 1
104	Bolsters	4	Board 2
105	Flag - Red Ensign	1	Sheet 43

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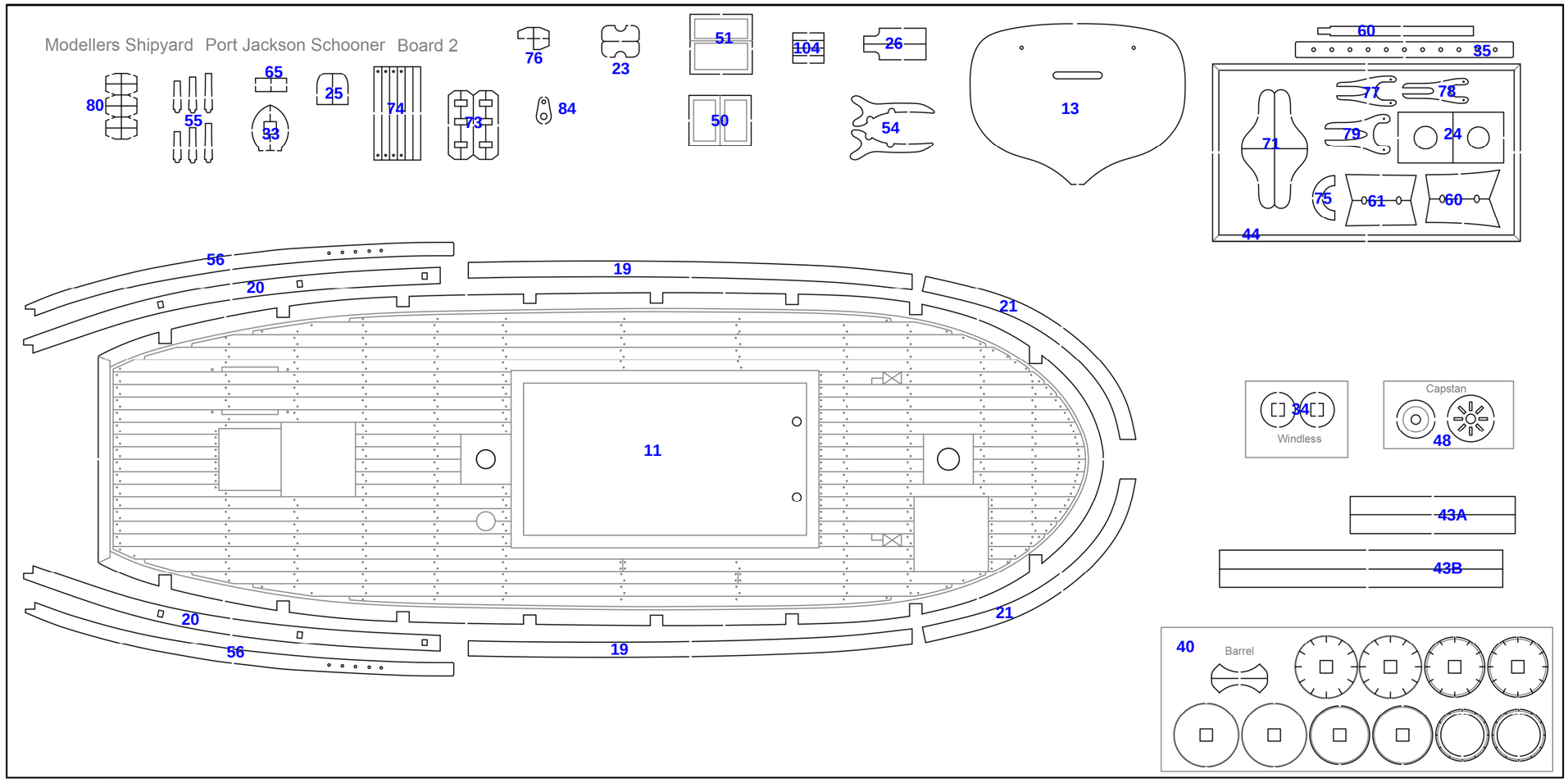
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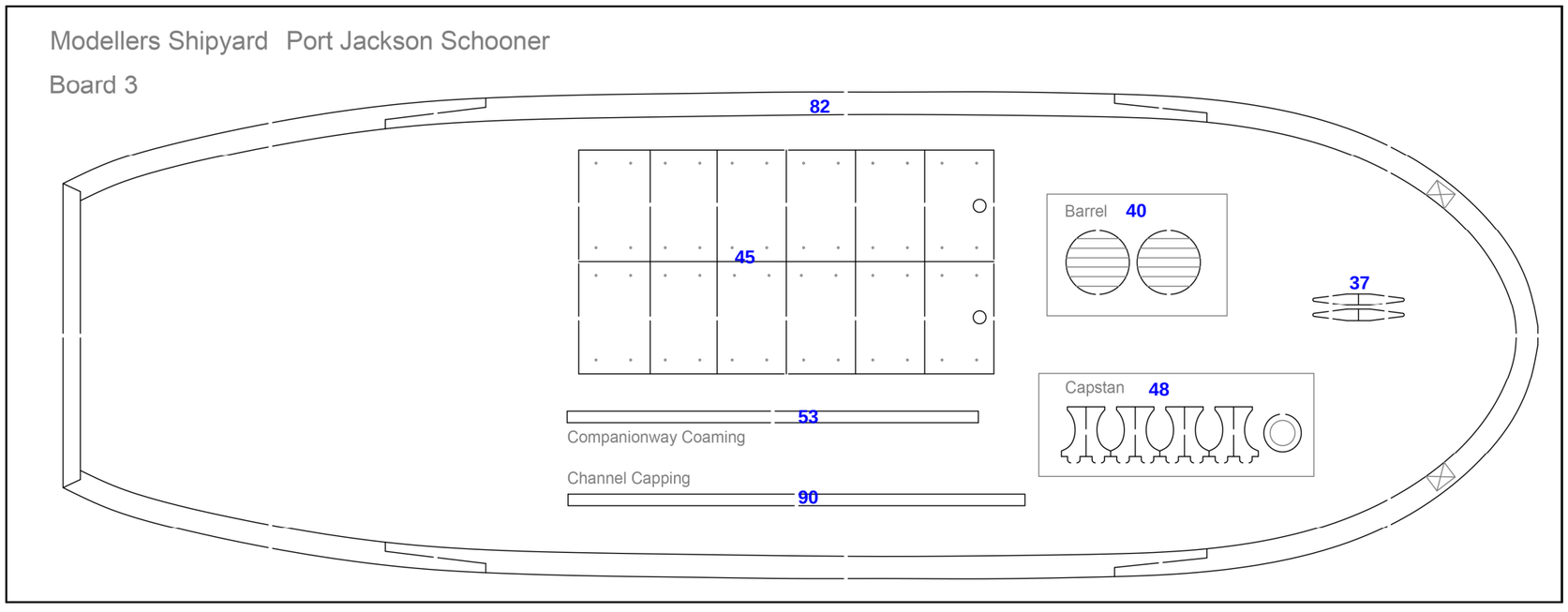


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5.0 Laser Cut Boards continued

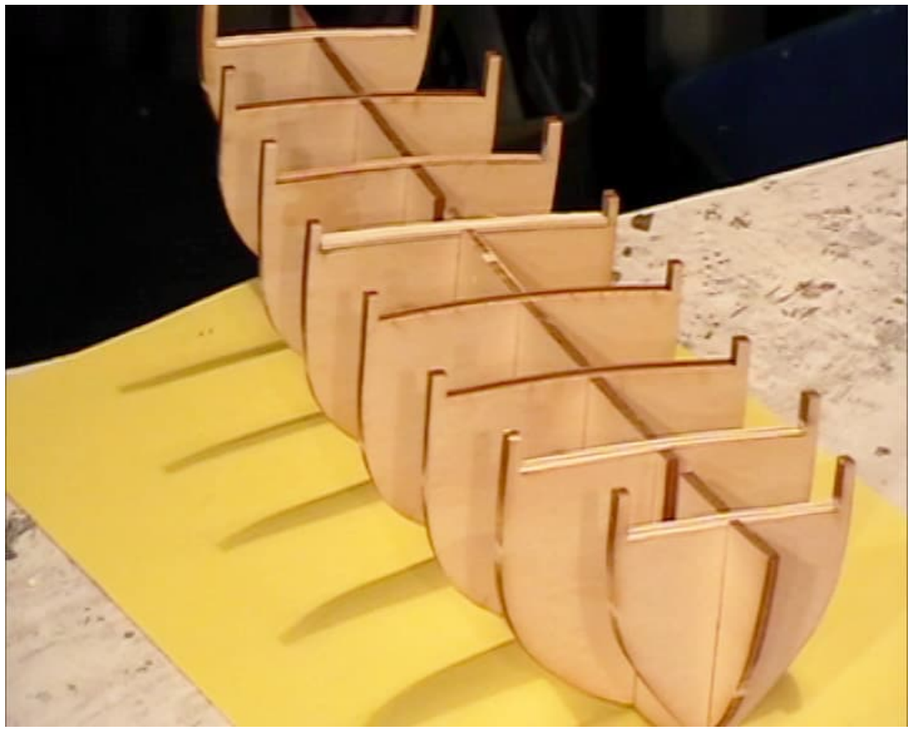


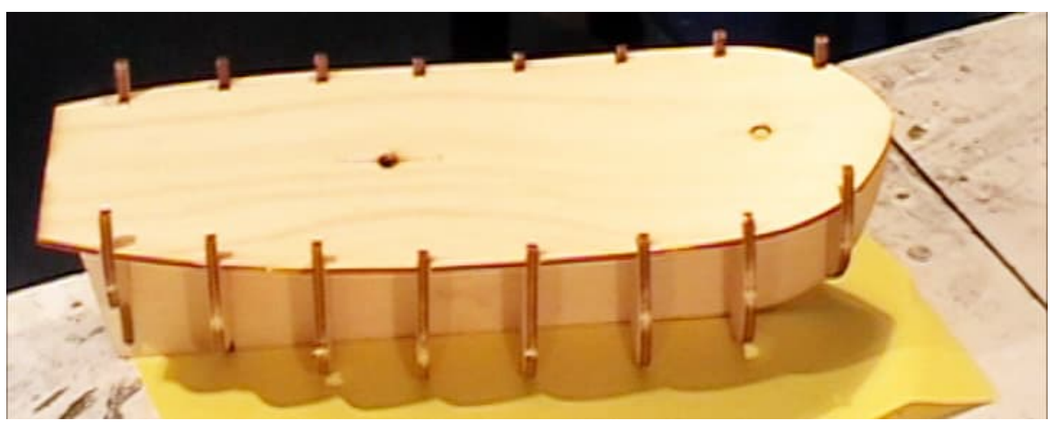


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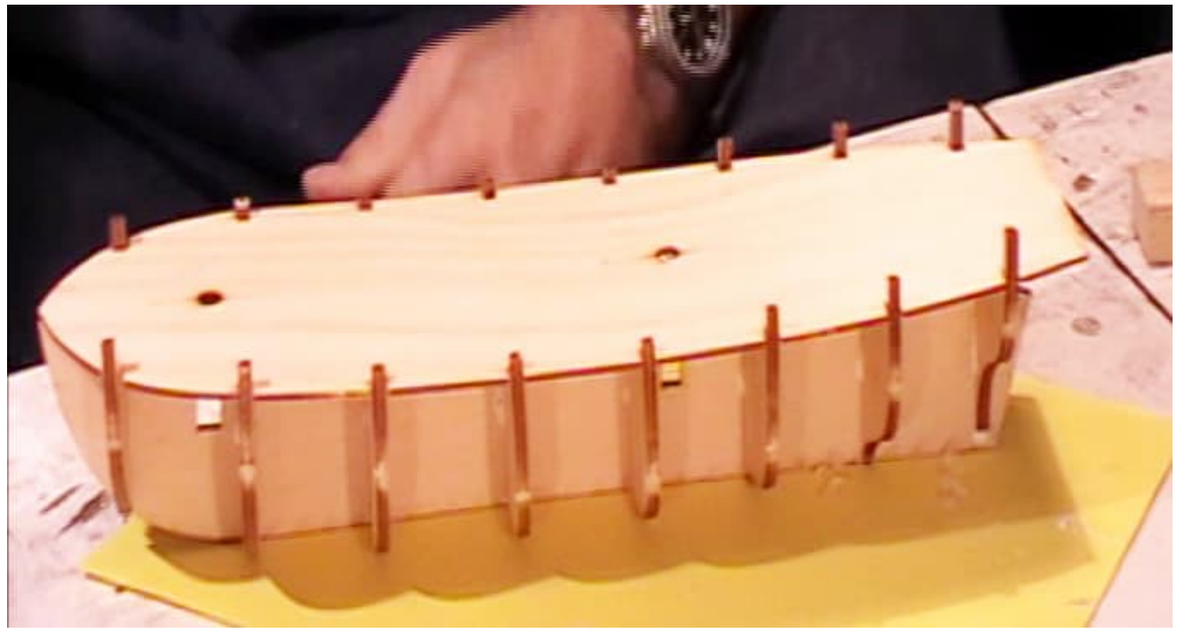
6.0 Hull Construction
6.1 Keel, Bulkheads and Deck
Identify the bulkheads P1 to P9 and the keel P10 The bulkheads and their respective slots are numbered as shown - P9 forms the base of the transom P13 and will be fitted later. Starting at the bow (front) of the keel insert (dry fit) bulkheads 1, 2, 3, 4 etc in their respective slots of the keel. Some adjustment to slot width and length may be necessary. Use a small flat to achieve this. These parts should fit firmly. Do not force the parts into place. Ensure the tops of the frames are level with the top of the keel (deck level). **Do not glue the bulkhead into the keel yet.**

Once satisfied with the fit of all the bulkheads identify the deck P11 and dry fit it in place - some adjustment of the deck bulkhead horn slots may be necessary - use a small flat file to make the fractional adjustments to ensure a firm fit. Any oversize of slots in the deck will later be covered by the margin plank to be fitted later.

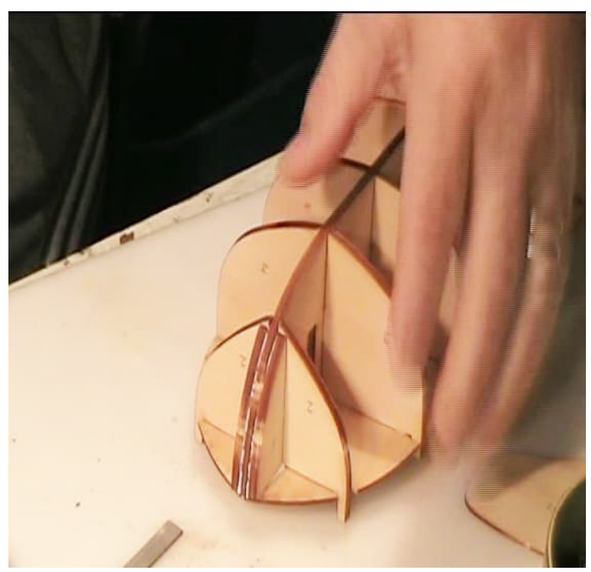


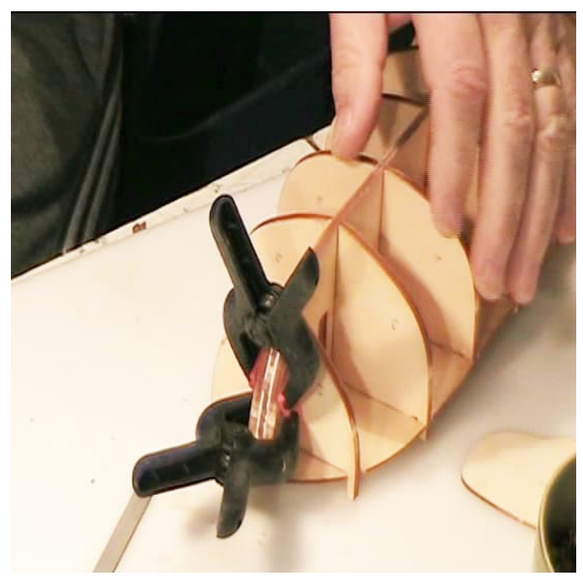


Next, remove the deck and bulkheads and set aside. Apply white wood glue to the bulkhead keel slots and re-insert the bulkheads into their correct slots. Apply glue to the top of the bulkheads and the top of the keel. Re-fit the deck in place - fit rubber bands around the hull and deck to hold the deck in place while the glue sets - allow a few hours. The deck will hold the frames square to the keel while the glue sets.



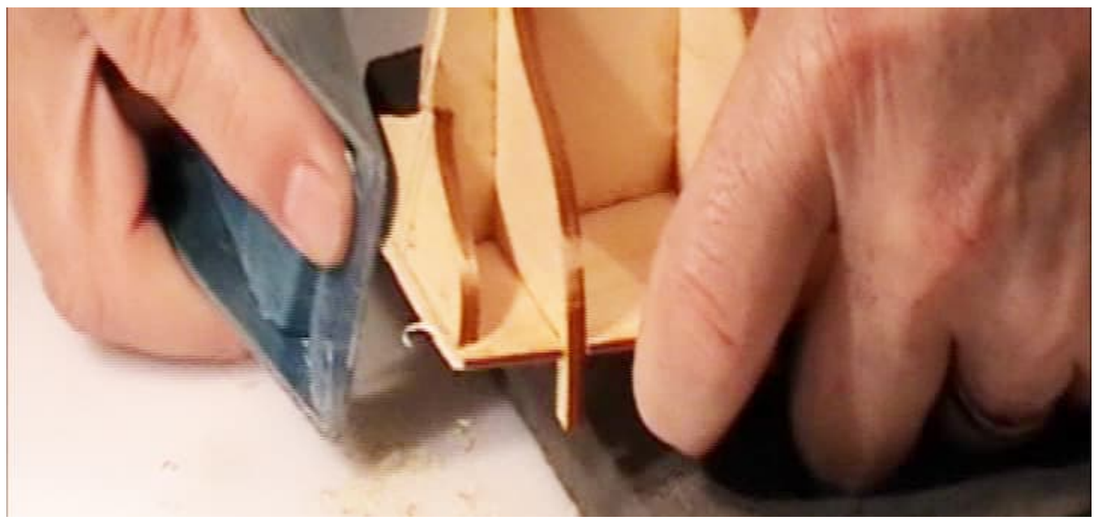
6.2 Bow Blocks
Identify the bow blocks are P12. They provide an area for gluing the planks at the bow. Glue a bow block to each side of the keel as shown - clamp and allow to fully dry.





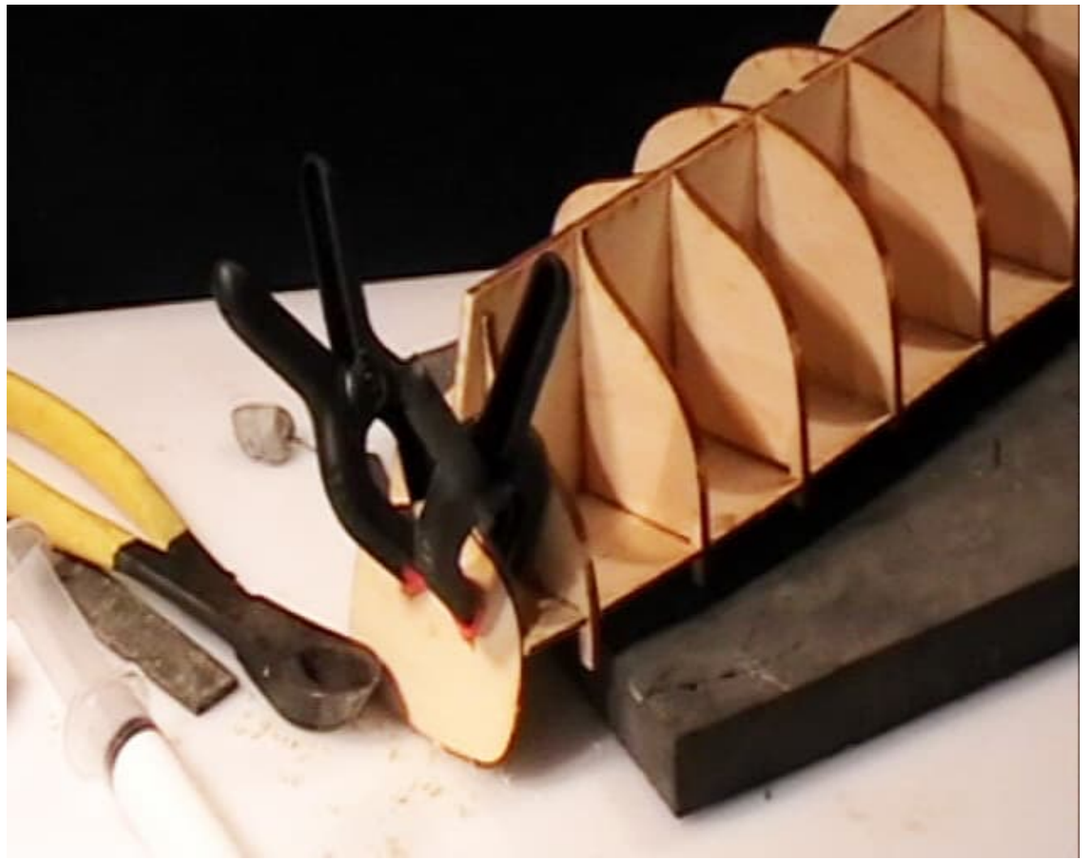
Next identify bulkhead 9 - notice the score line along the top of the bulkhead - file a chamfer from this line to the top edge of the other side. Trial fit the bulkhead in place to fit snugly under the deck as shown - fractionally adjust as required. Once satisfied glue the bulkhead in place. Once the glue has set plane and file the deck overhang to be flush with the angle of the bulkhead.



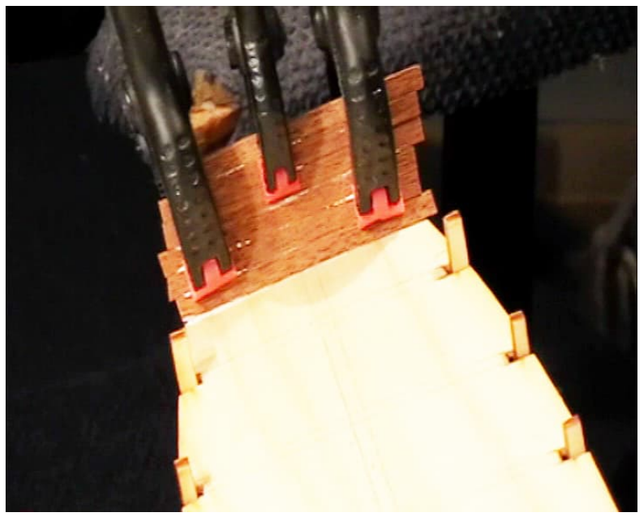


6.3 Transom

Identify the transom P13. Trial fit in place against bulkhead 9 - once satisfied glue and clamp it in place as shown.



Plank the inboard side of the transom using 0.6x5mm teak planks P14. The outside planking of the transom is completed at a later stage. Trim any excess planking.

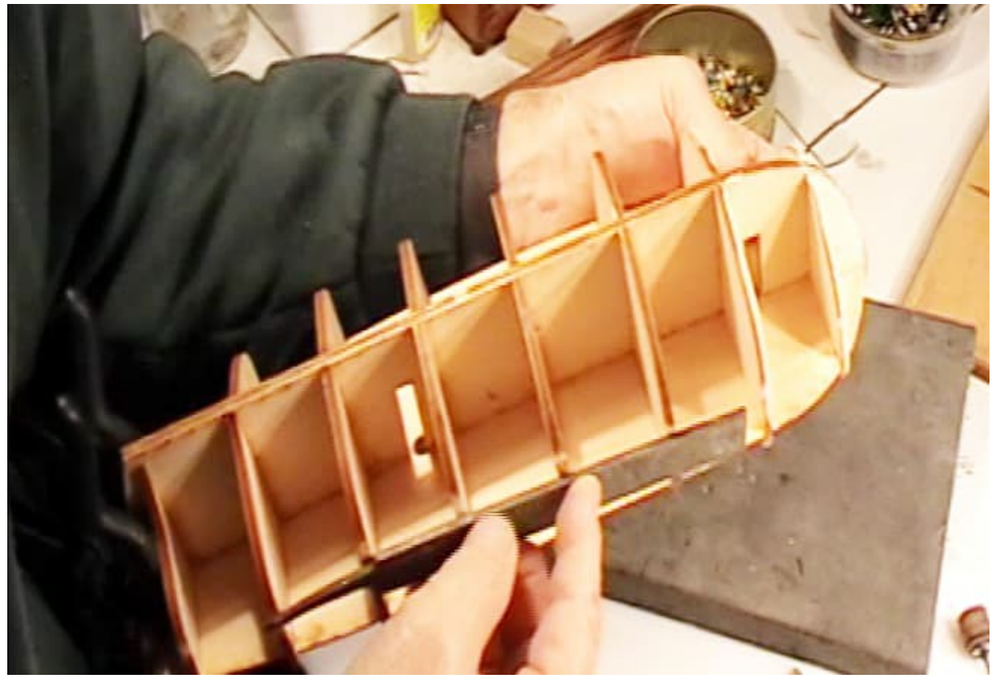


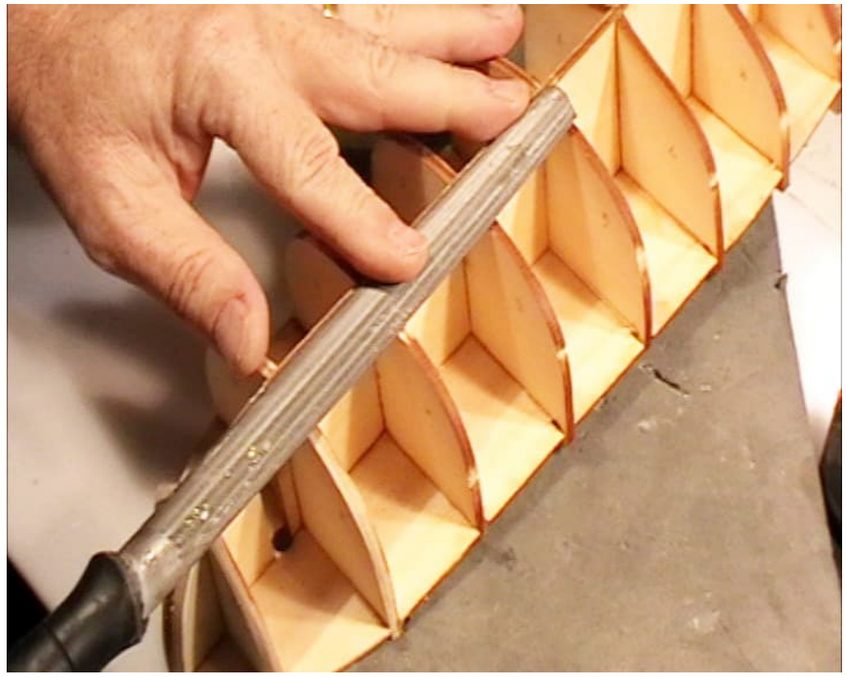
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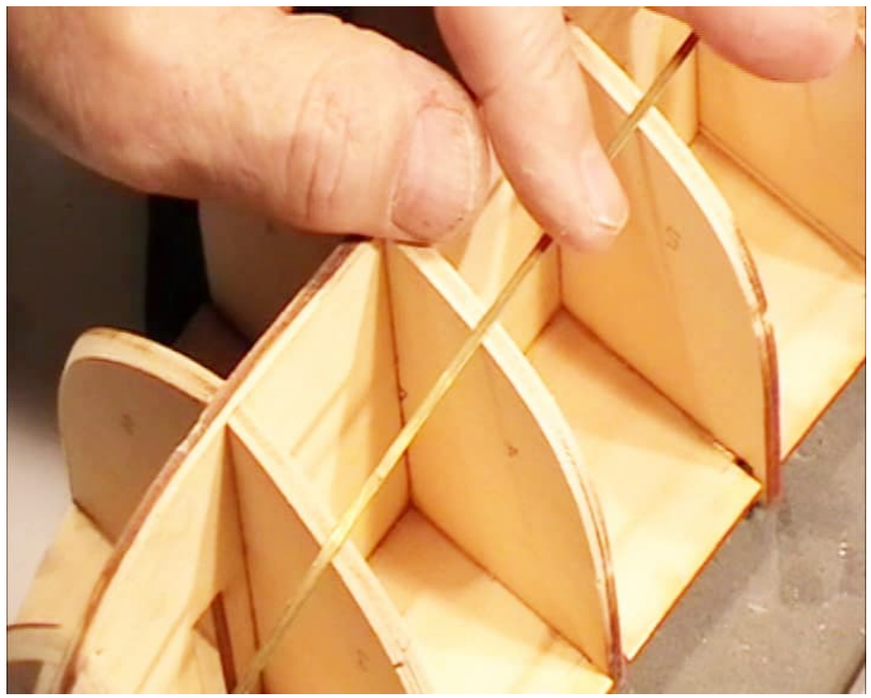
6.4 Fairing the Bulkheads

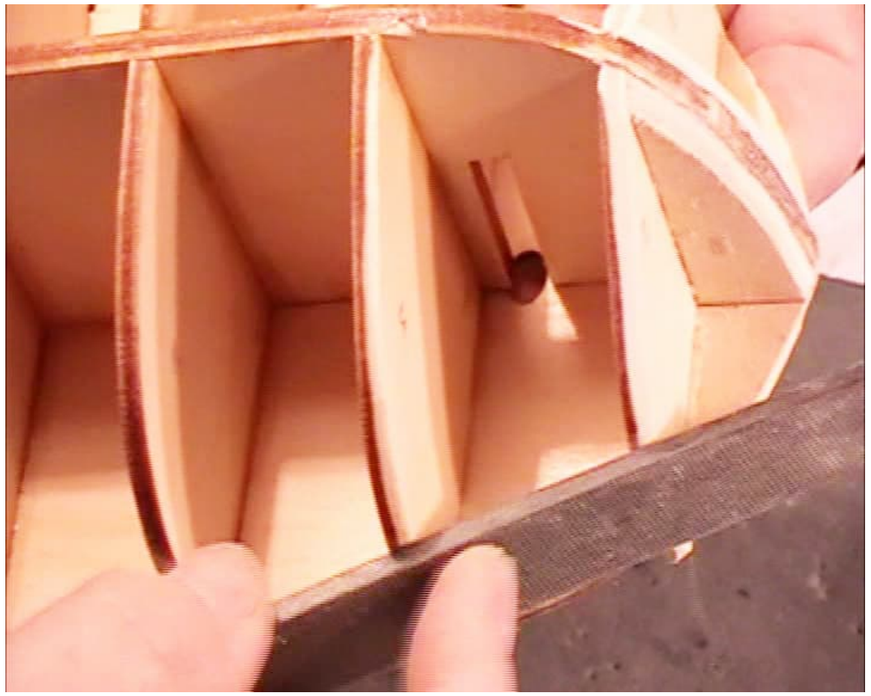
“Fairing” the bulkheads is a very important part of the preparation for planking the hull. The principle of “fairing” is to ensure the planks lay flat on the edge face of each bulkhead to ensure a good glue bond is established between each plank and the bulkhead and to ensure that when planked the hull is smooth and free of bumps or hollows. Take your time. Completing this process properly will ensure a good finish to the hull.

Lay a plank over a few bulkheads. You will see that the plank does not sit flat across the edge of all bulkheads. Use a file to move across the edges of two bulkheads at a time. Once two bulkheads are complete move to the next one. Always make sure you are filing across two bulkheads. Regularly check by laying a plank across the bulkheads. Move to the bow applying the same approach as above. Move to the stern and transom applying the same approach as above. Move to the top of the bulkheads and repeat the process. Check across all bulkheads along the complete length of each. Move the plank across all bulkheads to ensure a good fit.









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6.4 Fairing the Bulkheads continued

Take your time and resist the temptation to start planking before the frames are satisfactorily “faired”.

Using a rasp file or sandpaper and a block, or a combination of all of these, to bevel the edges of the bulkheads

At the bow fair the bow blocks as shown making sure to leave the keel as a flat surface. You will need to glue the stem post P17 in position later.

Remove any excess deck protruding beyond the bulkheads.



6.5 Deadwood Area

The area between the bottom edge of the keel and the bottom of the bulkheads at the stern is known as the **deadwood area**. The deadwood area will be planked with two layers of planking consistent with the rest of the hull.

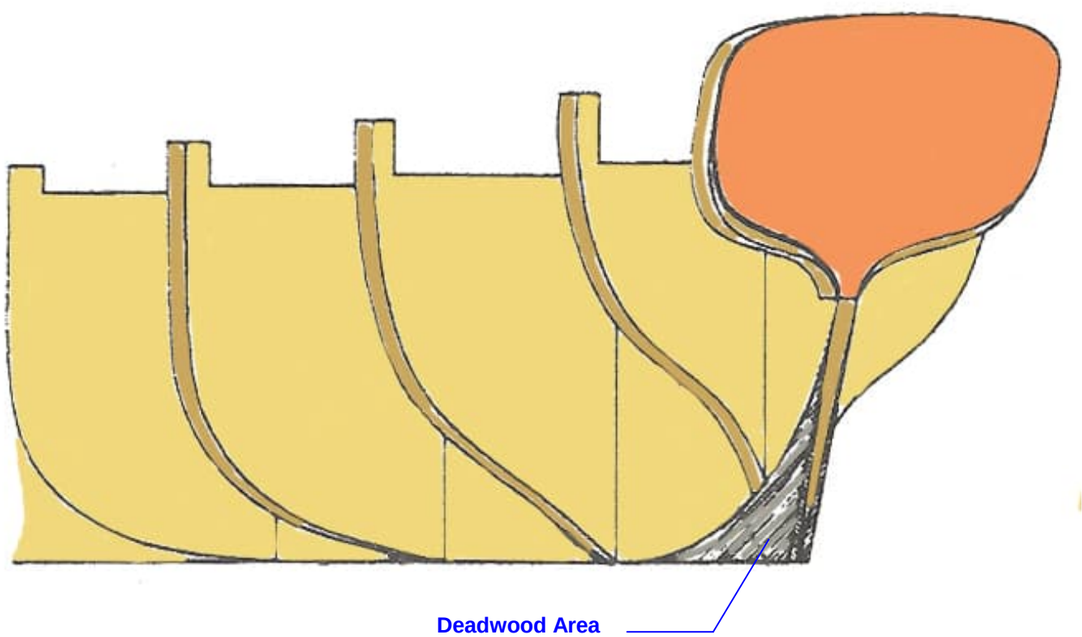
The stern post and rudder however will only be planked with the second layer of planking. So when the stern post and rudder are eventually fitted you need to ensure there is a consistent thickness between stern post, rudder and the stern area of the keel.

The keel, stern post & rudder are all 4mm plywood. The stern post and rudder will be planked with 0.6x5mm teak P14. However the keel will be planked with the first layer of planking - 2mm thick (on each side) and then planked with the second layer of planking. Clearly, if no adjustment is made when the stern post and rudder are fitted there will be a significant discrepancy between the thickness of the stern area of the keel and the stern post and rudder.

To ensure there is consistency of thickness there is the need to ensure that when the first layer of planking is fixed in place the total thickness does not exceed the thickness of the stern post/rudder post.

To achieve this you will need to take two steps.
Step 1. Before fitting the first layer of planking reduce the thickness of the keel in the deadwood area by approximately 1mm on each side - i.e. reduce the keel thickness by about half in the deadwood area.
Step 2. Once the **first layer of planking** has been fitted then reduce the thickness of this planking by approximately 1mm on each side as well - fractionally adjusting to meet required thickness.

This will then reduce the total thickness of the keel and first layer of planking in the area to be 4mm thick. This will ensure that when the second layer of planking is fitted there will be the same thickness between the keel, stern post and rudder.



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6.5 Hull Planking - First Layer

This model is “double planked” - the first layer is basswood 2x5x400mm P15. Identify this timber. The advantages of double planking are twofold:

- You have the opportunity to practice your hull planking technique on the first layer knowing any mistakes will be covered later.
- Any “hills” can be sanded and “hollows” can be filled with a wood filler before the second layer is applied.

Hull planking can be a daunting task. It is not technically difficult but does require some thought and study so that the principles are understood. It also requires some patience. Once mastered the process is straight forward.

A few points to remember are:

- Use a mini plane to taper the planks.
- Always taper the **lower** edge of the plank.
- Prepare two planks together—one for each side of the hull. It is most important to fit and glue the planks in pairs - one on each side of the hull as this will minimise the chance of the keel being distorted or bent.
- It should be noted that the hull planking of a model starts at or near the deck level.

If you spend a few minutes with a dressmakers tape measure you will see why it is necessary to taper the planks to a narrower width at either one or both ends of the plank. When you measure the distance from the top of the bulkheads to the bottom of the keel, around the outside of one of the mid-ship bulkheads (No 4, 5 & 6) and then compare that measurement with the distance from the top of the bulkheads to the bottom of the keel on a forward bulkheads such as say (No. 1 or No. 2), there will be an obvious difference.

In purely theoretical terms, if the measurement at bulkhead No 2 is (say) 80mm and at bulkhead No 5 it is (say) 120mm then each plank needs to be narrowed down to 2/3 (80/120) of its full width at bulkhead No 2. By doing this all planks will arrive at the keel together.

We always assume that the “midship” frames are the largest distance and it is at this part of the model the planks are at their full width. The midship frames on the Port Jackson are frames 4, 5 & 6. From your measurements it will be clear that the planks will need to be tapered at the bow across bulkheads 2 & 3.

When making your measurements of the rear bulkheads 8 & 9, include the “deadwood” which is the distance from the bottom of the bulkhead where it fits into the keel to the bottom of the keel. Across these bulkheads you will find the measurement from the first plank to the bottom of the keel will be greater across say bulkheads 8 & 9 than it is at “midships”. Where this occurs we will be inserting short triangular planks known as “stealers” or “wedges” to cover the extra distance This will be shown later.

To bend the planks it is recommended to use a hand held plank bender. The tool is something like a pair of pliers. To use the tool:

- The blade does not need to be sharp
- Squeeze the wood gently with the tool and at the same time twist your wrist slightly
- Repeat the above step after moving the tool about 5-10mm along the plank - then keep repeating.
- Practice on a piece of scrap planking to find the best combination of pressure and twist.

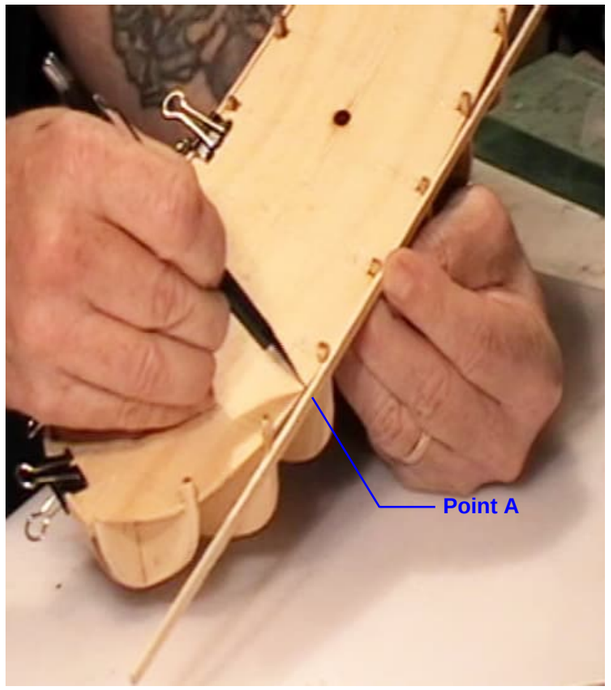
Use map pins or planking screws to hold the planks in position while the glue sets.

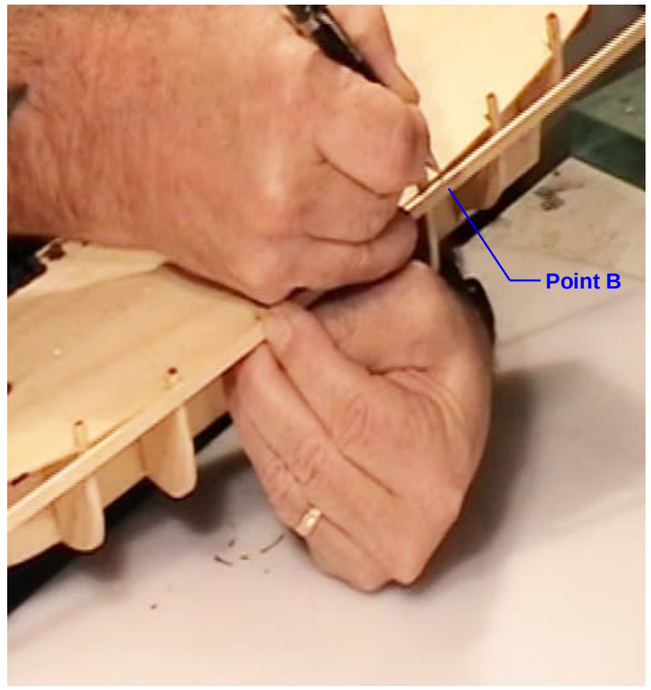
6.5.1 Starting the First Layer of Planking

The first pair of planks start at the bow and follows the **line of the deck** with the **top edge of each plank level with the top of the deck.** These planks are not tapered.

Using one of the 2x5mm limewood planks lay it across the bulkhead level with the deck line and spring it gently around the curve of the bow. Note where it starts to bend. With a pencil mark this as Point A on the plank.

Using this same plank spring it gently around the curve of the stern. Note where it starts to bend. With a pencil mark this as Point B on the plank. Using a hand held plank bender gently crimp the plank from Point A towards the front of the plank and from Point B towards the rear. Trial fit this plank to the hull along the line of the deck

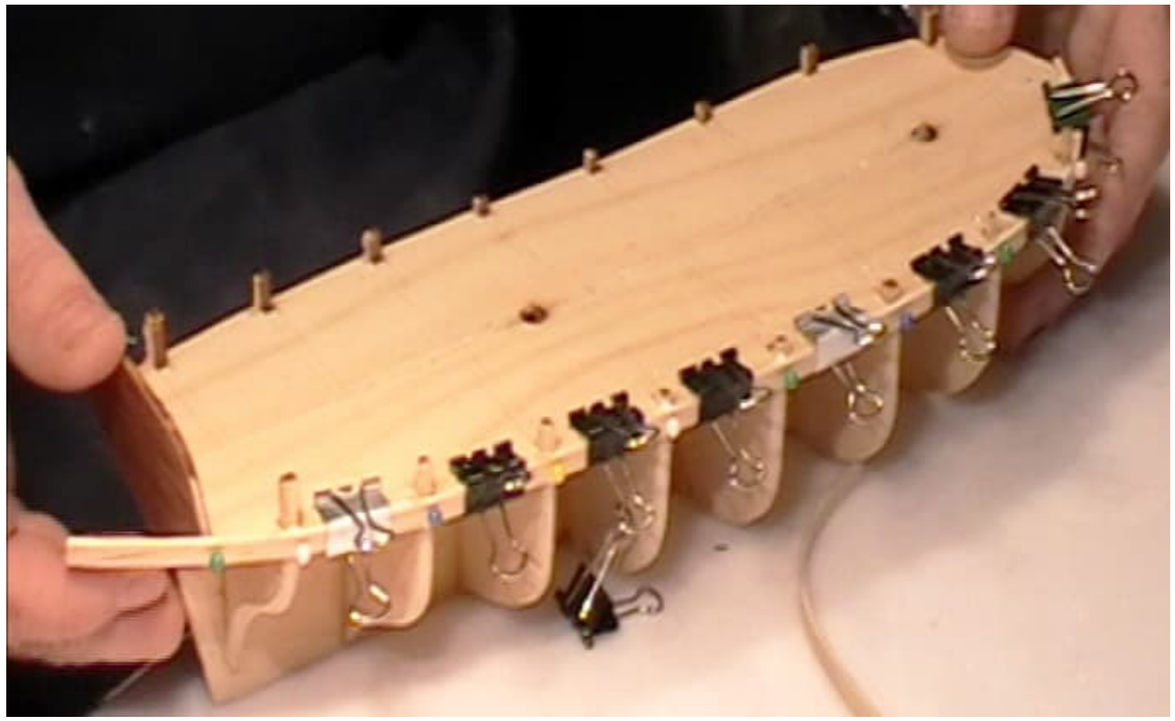






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Fit this first plank along the line of the deck starting at the bow and work towards the stern. Apply PVA glue to this plank and use planking screws or map pins pushed in to the bulkhead to hold the plank in place while the glue sets. Repeat this process for the other side of the hull. The surplus length of plank can be cut off later. No tapering is required to this pair of planks.



6.5.2 Completing the first layer of planking

Establish a table as shown below representing the number of bulkheads - include the transom.
To determine the plank width at each bulkhead use a dressmakers tape measure to measure the distance from the underside of Plank 1 to the keel at each bulkhead. Record these measurements in your table.

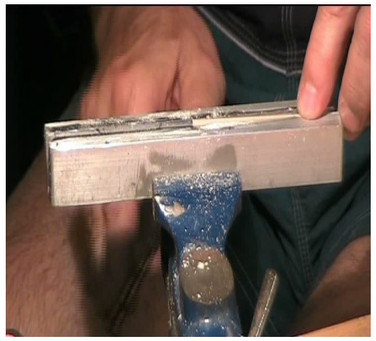
The distance from the bottom of Plank 1 to the keel at the mid-ship bulkheads (5 & 6) is 82mm. The plank width is 5mm. Therefore there will need to be 82/5 = 16.4 planks to be fitted to cover each side of the hull. We will approximate this figure to 16 planks as there will always be a small amount to creep in plank width as you progress down the hull.

Using the measurements you have made and recorded in the Table 1, divide each by the number of planks to determine the plank width at each bulkhead frame. Record in your table.

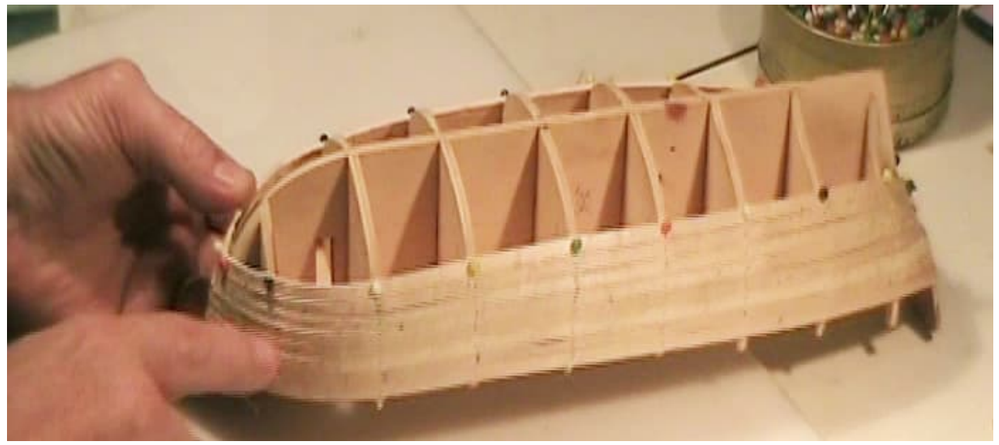
Bulkhead	1	2	3	4	5	6	7	8	9
Measurement mm				82	82				
Plank Width mm				5	5				

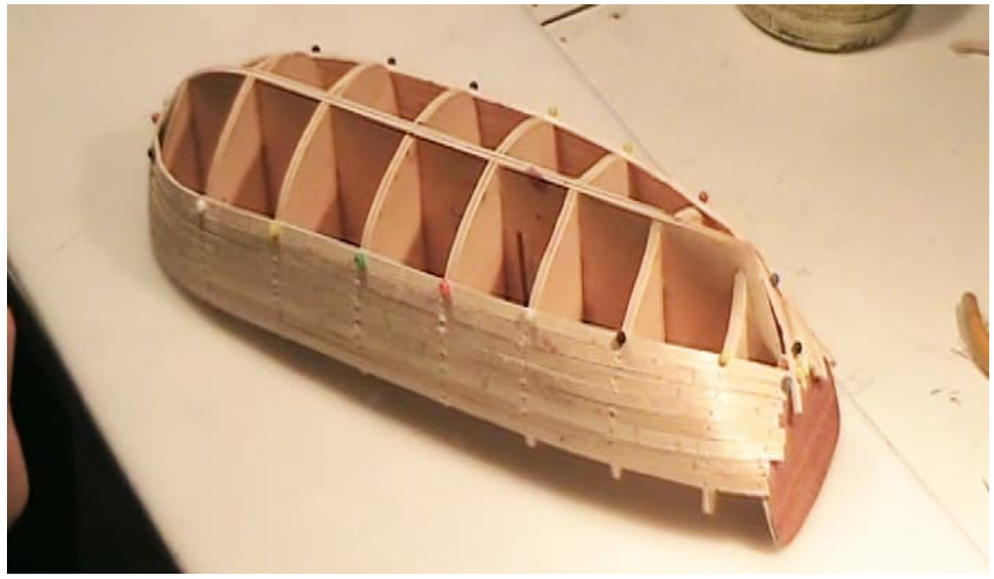
From your measurements you will find that approximately 1.6mm will need to be tapered off the bow end of the planks and approximately 0.7mm at the stern. *You* will find the planks will need to be tapered from bulkhead frame 4 at the bow end.

At the stern the planks will need to be tapered from bulkhead 7. Clearly mark each of these points on your planks.



Taper the two planks together. To taper the planks place them in a vice with the amount to be taken off sitting proud of the vice jaws and position the marked point sitting flush with the jaws. Use a mini plane and/or file to remove the unwanted timber. Use this approach for all the planks to be prepared. Taper, fit & glue the planks to the hull in pairs. Fit each plank under the previously placed plank. Glue and pin in position. Continue this process fitting 10 planks on each side of the hull then **stop**.



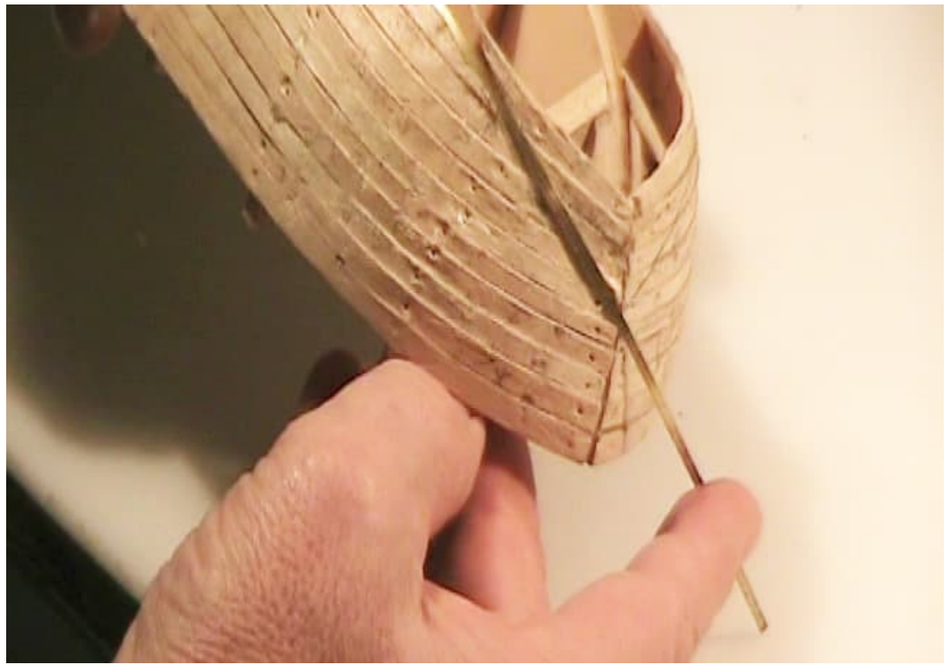


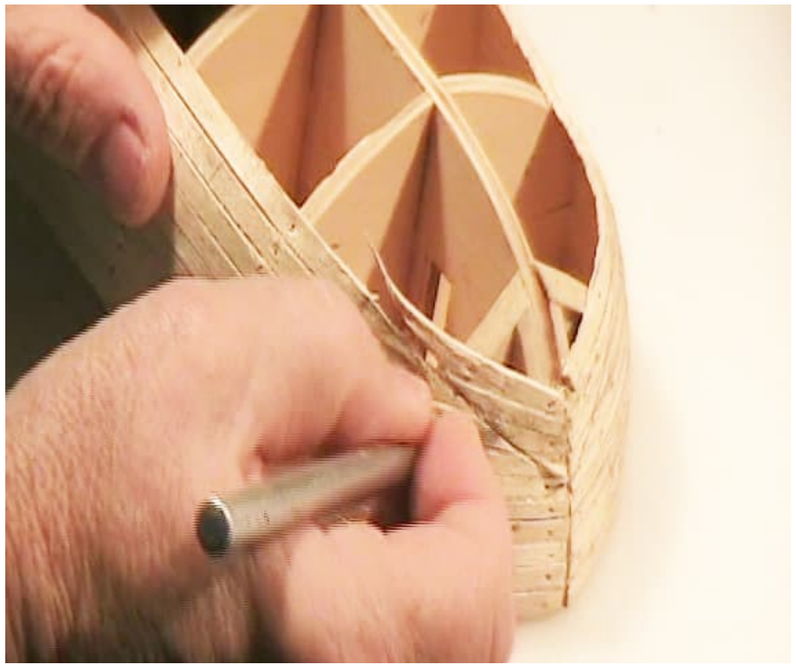
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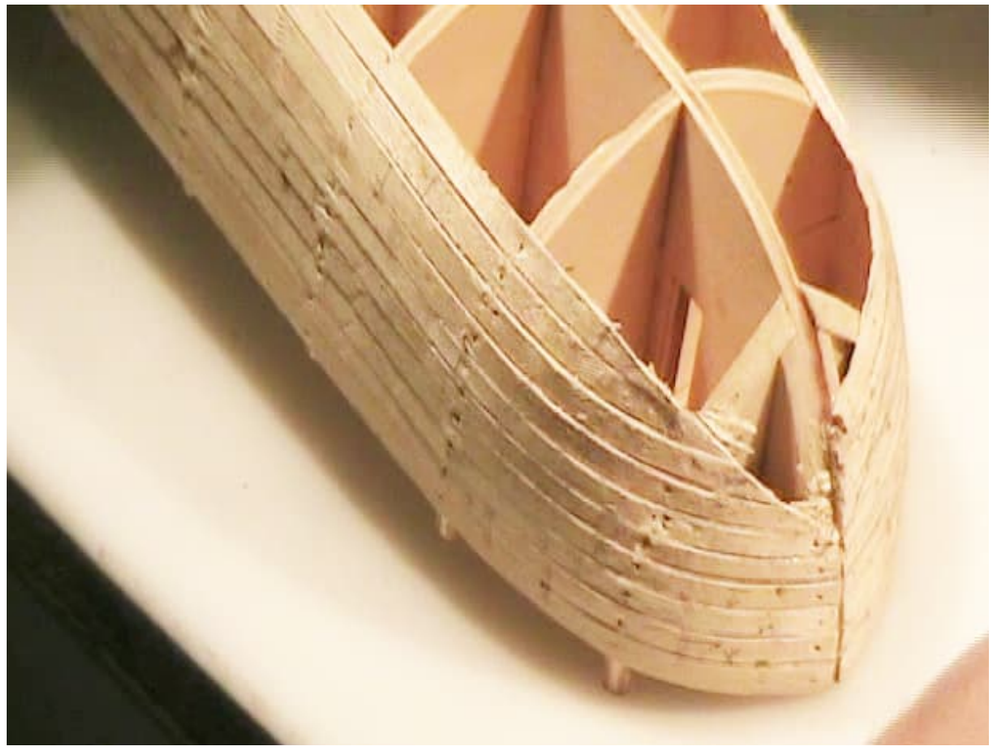
6.5.3 Directional Change

As you progress with you planking down the hull you will arrive at a point where the plank does not want to lay flat across the bulkheads at the bow. Forcing the plank into position will cause it to twist and a gap will appear between the plank and the bow block. At this point you will have to **change the direction of the plank** to ensure it sits flat across the bulkheads. Follow the steps below to achieve this change in plank direction.

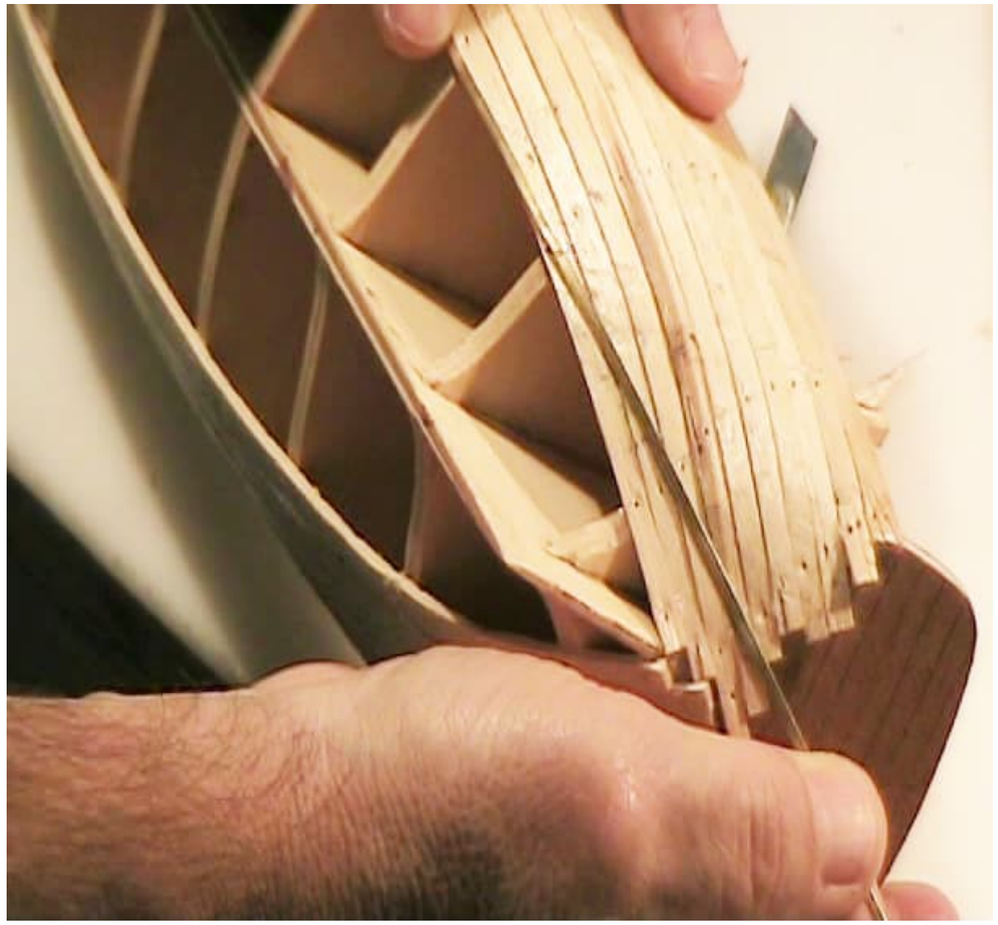
1. Lay a plank/brass strap along the length of the hull against the previously placed plank. At the bow you will see the plank/strap wants to take a different direction - allow the plank/strap to follow its natural course and lay over the previously placed plank. Hold the plank/strap in position and use a pencil to mark the line of plank/strap overlap.
1. Use a sharp blade to fractionally remove the marked area of the **previously** placed planks.

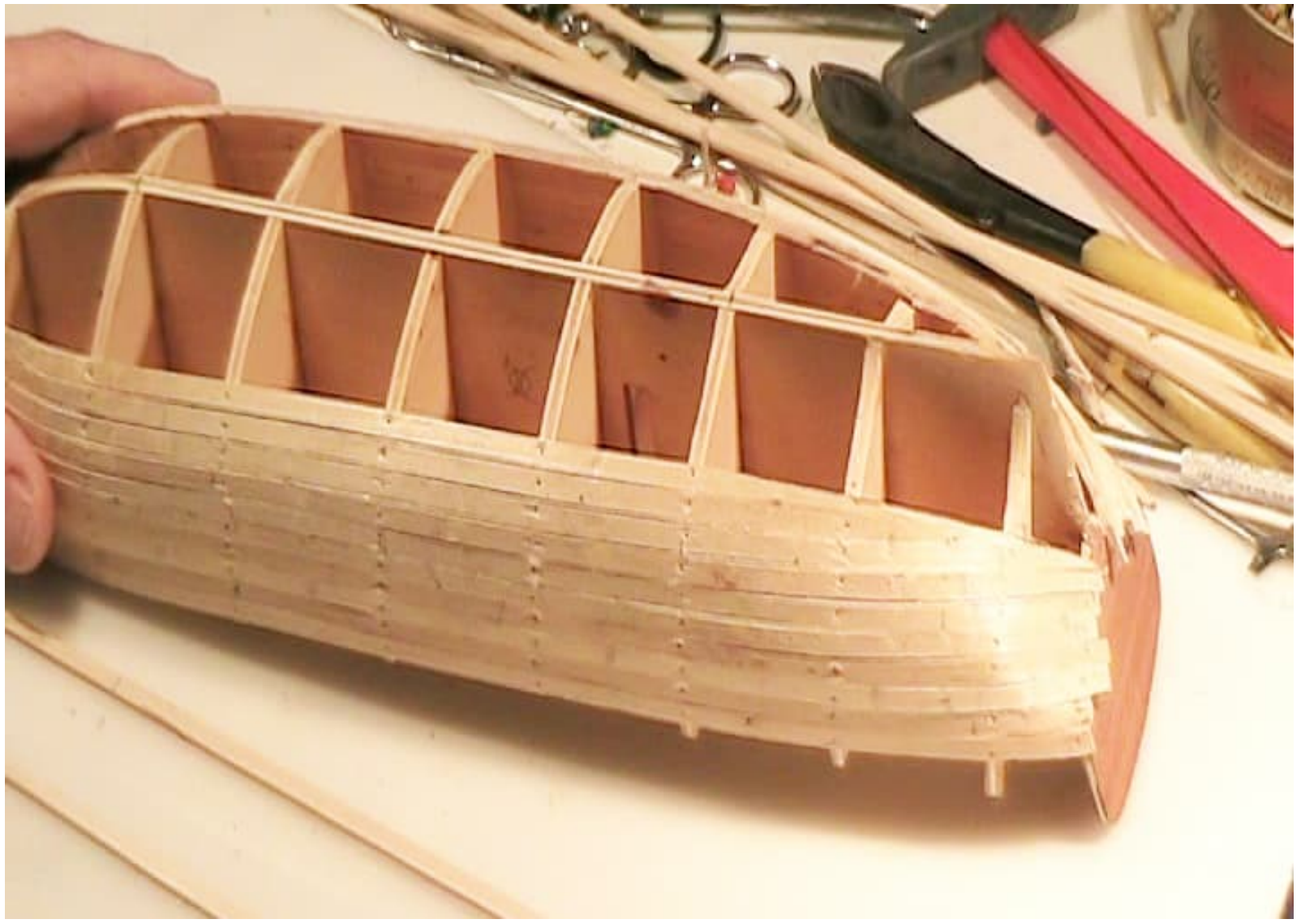






6.5.3 Directional Change continued
You will also need to follow the same process at the stern.



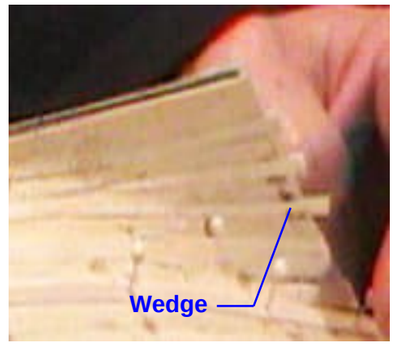


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6.5.4 Continue Planking

Repeat the process of measuring from the underside of the last plank fitted to the keel and record in the below. Perform your calculations based on the planks being 5mm wide across the mid-ship bulkheads.

Bulkhead Frame	2	3	4	5	6	7	8	9	10
Measurement mm									
Plank Width mm				5	5				



Continue planking the hull allowing the planks to follow their natural course. Do not force them into a position. A gap will be formed in the “deadwood” area at the stern. This is where a “stealer” or “wedge” will be fitted later to fill the gap. Fix and glue each plank in place.

Continue planking until the hull is completely closed on both sides.

Shape and fit the “wedges” into the remaining gaps at the stern. Trim-off any excess overhang of planking. Sand the finished hull using a medium and fine grade sandpaper. Apply wood filler if needed.





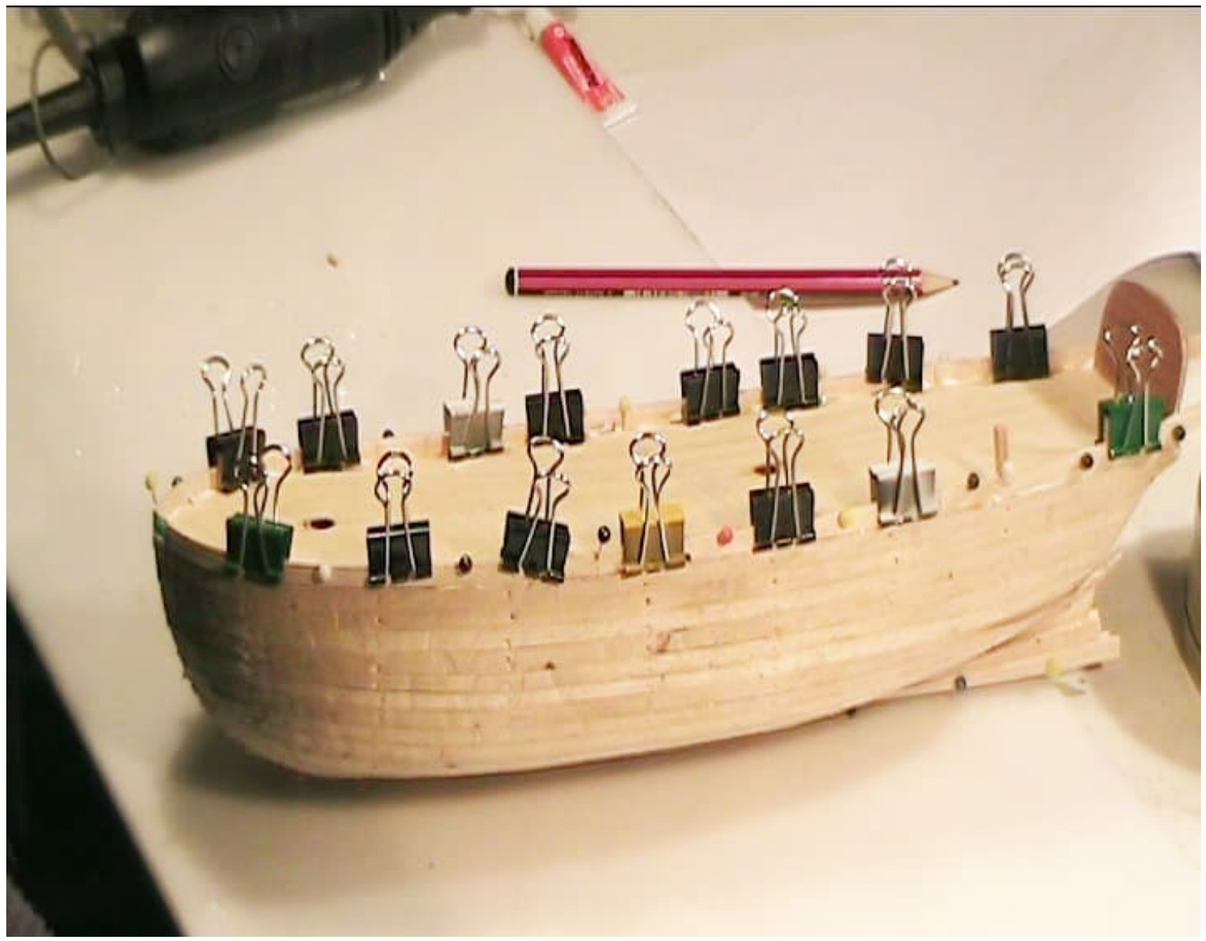
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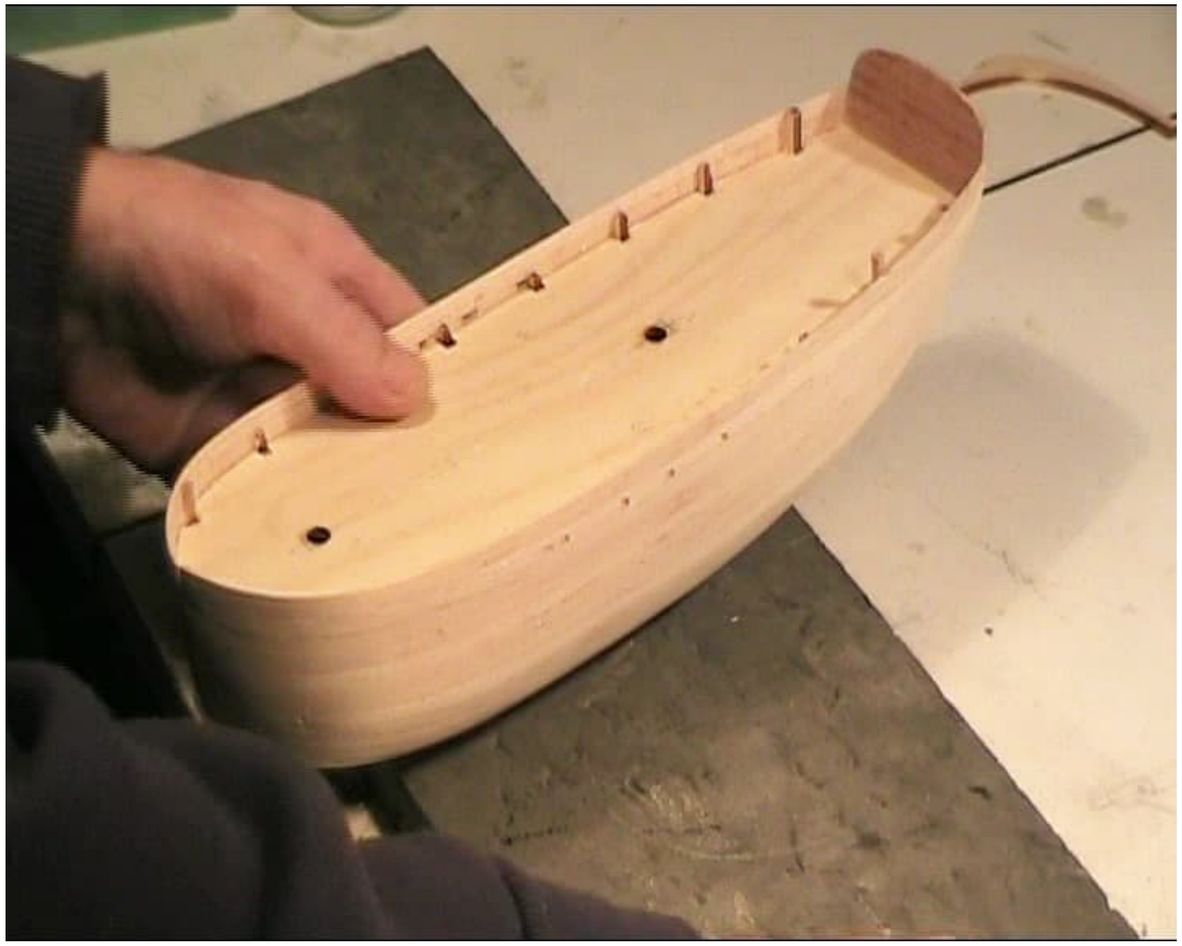
6.6 Bulwark



The next step is to create the bulwark. This is achieved by planking the section above the deck using the 2x5x400mm basswood P15. You will fit and glue in place two of these planks on each side of the hull. Do not taper these planks. Before progressing view the hull side elevation on Sheet 15 where you will see 4 wash holes at mid-ship deck level to allow water to wash off the deck. You will need to cut these holes in the first of the bulwark planks before fixing it in place. To identify the location of these wash holes first take a plank and shape and fit it around the hull above the plank at deck level. Second, referring to Sheet 12 project the location of the wash holes from the side elevation drawings down to the plan drawing. Lastly, lay the shaped plank around the edge of the plan drawing and use a pencil to mark where the wash holes are located. Cut the wash holes out of the two planks that will fit along the deck level

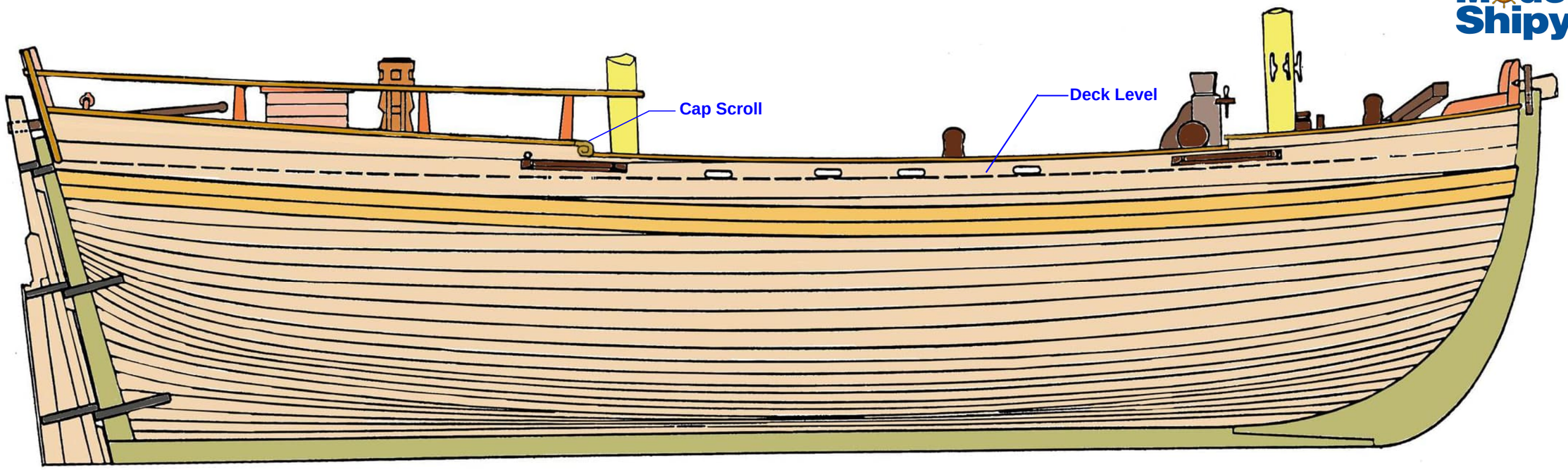
Before fixing the bulwark planks place a strip of masking/sticky tape over the bulkhead horns above the deck to make sure the planks are not glued to them as these horns are removed later. Now fit and glue in place two planks on each side of the hull - run a bead of glue on the side edge of each plank fixing it to the plank below. Pin and clamp to hold in place. Any plank width extending above the tops of the bulkhead frame horns will be removed later. Sand the finished hull using a medium and fine grade sandpaper. Apply wood filler if needed to fill in any hollows. Plank the outside of the transom with 0.6x5 teak P14. Trim off any excess planking.



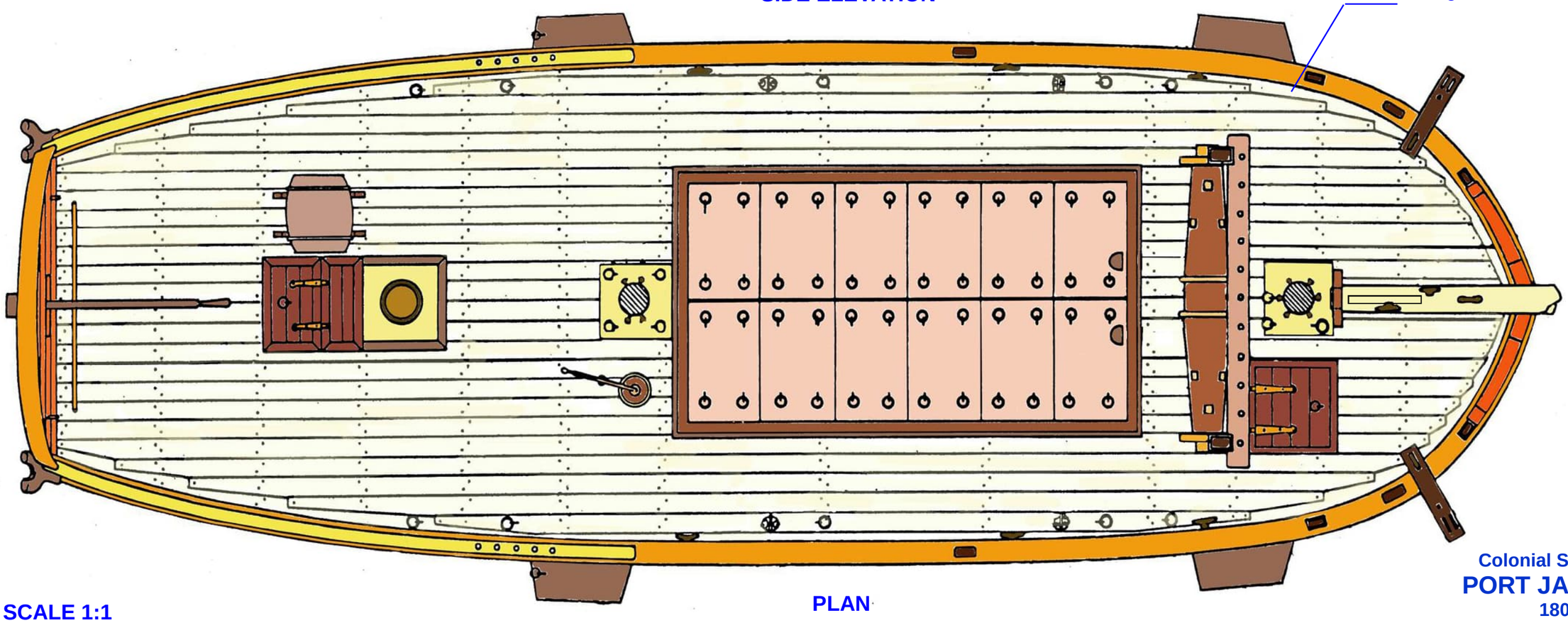


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Modellers Shipyard



SIDE ELEVATION



PLAN

SCALE 1:1

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6.6 Bulwark continued

Refer to the side elevation of the hull on Sheet 15. From the position of the stem post to aft side of bulkhead 2 the bulwark height is 9mm above the deck line - this is Point A. From Point A the bulwark steps down to 6.5mm above the deck line. Mark a point 11mm in front of bulkhead 6 - this is Point B. From Point B the bulwark steps backup to 9mm above the deck line.

Carefully pencil the height of the bulwark and remove the surplus material from the top of the planking. When satisfied remove the bulkhead horns using a razor saw blade and a knife blade to cut through the horns. Take care not to cut through the bulwark planks previously fitted. Once removed use sand paper to sand the horns flush with the deck and sand the inside of the bulwark to remove any glue residue. Next, identify the margin planking P82 - trial fit around the deck edge as shown Sheet 15 - fractionally adjust as required - once satisfied glue planks in place - use a damp cloth to remove any excess glue.
To protect the deck apply a light spray of clear matt polyurethane varnish.

6.7 Display Cradle

Identify the display cradle parts P102A-B - assemble the cradle and use to mount the model while completing the construction.





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6.8 Second Layer of Hull Planking

Completing the second layer of hull planking is largely a repetition of the process for completing the first layer but with the added advantage of having a more solid foundation on which to work. The second layer of hull planking is the 0.6x5mm teak strips P14. Identify these planks before proceeding. To glue the planks in place use a non-drip contact type adhesive such as “Selley’s Gel Grip”. This type of glue will help stop any tendency for the edges of the thin second layer of planking to buckle and at the same time generally speeds up the planking process. As you progress with the planking make directional changes as necessary.









6.8 Second Layer of Hull Planking continued

Continue to progressively apply the second layer planking to complete the hull. Once complete lightly sand the hull with a fine grade sandpaper.**Before progressing apply a light sealing coat of clear matt polyurethane varnish, sand lightly and repeat. This will protect the hull from minor accidents.**



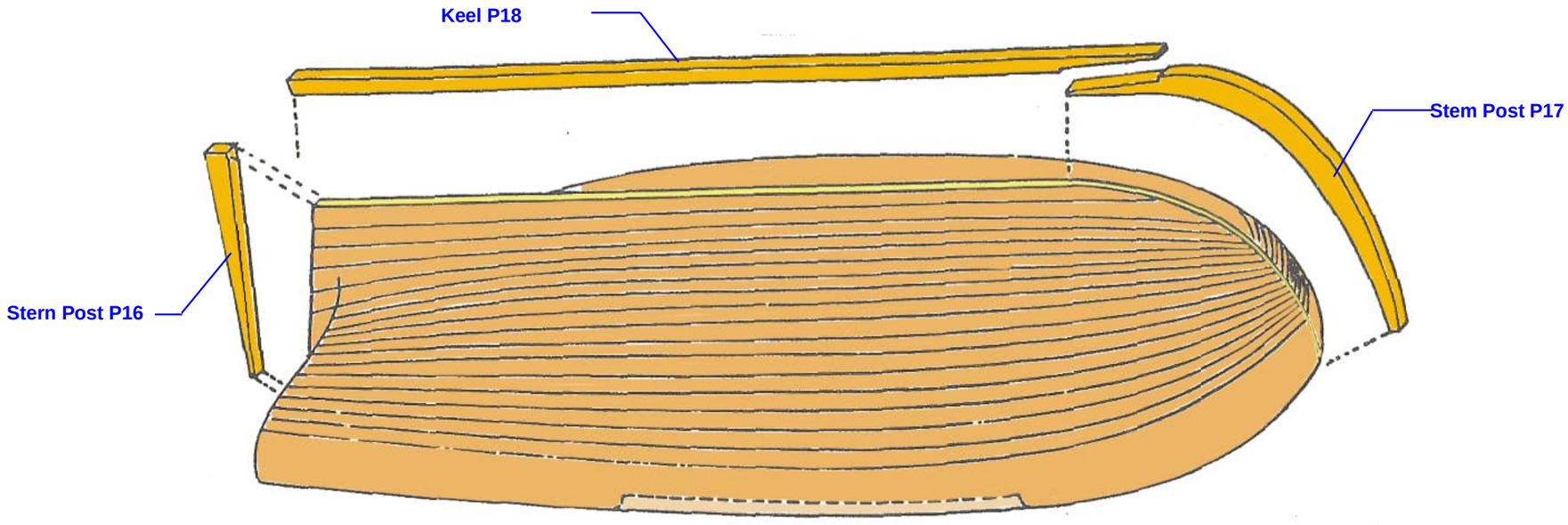




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6.9 Fitting Stem Post, Stern Post & False Keel

Identify the stern post P16. Identify the stem post P17. Identify the keel P18. Trail fit each part in place - fractionally adjust as required. Once satisfied glue the stem post, stern post keel and keel in place in that order - remember to use a water dampened cloth to immediately remove and excess glue. Once glue has set apply a clear matt polyurethane varnish to these parts and lightly sand.



6.9.1 Inner Bulwark

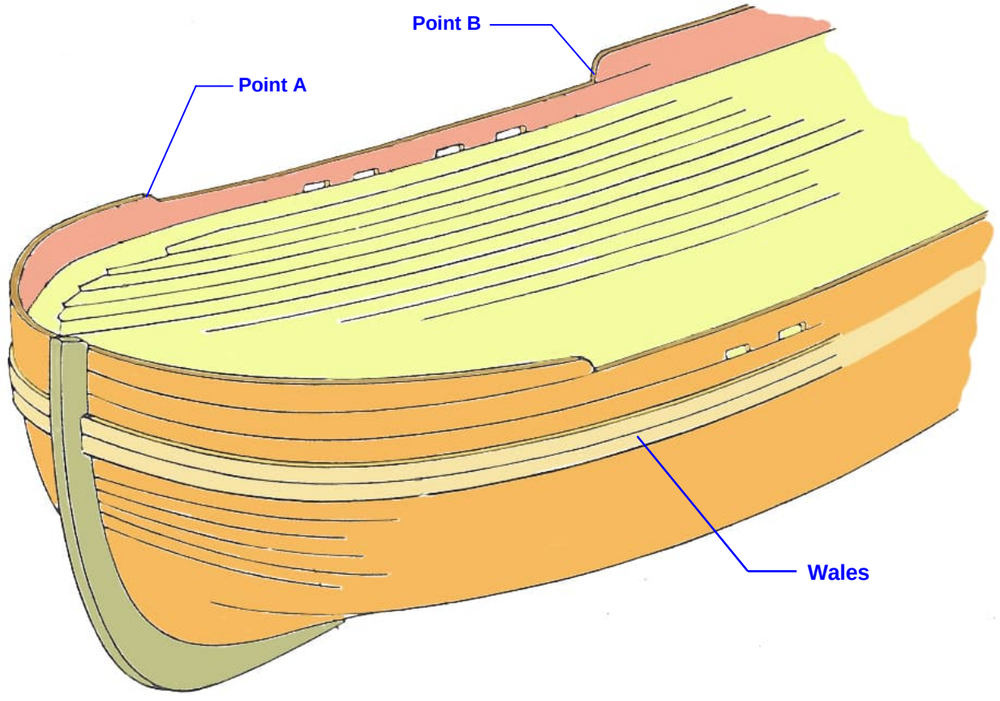
Plank the inner bulwark with 0.6x5mm teak strips P14. Use a fine grade sandpaper to finish.

6.9.2 Waist of Ship

Remove the waist of the ship. Refer to Sheet 15 to mark on the bulwark the outline of the waist. Use a pointed blade knife to remove the unwanted bulwark timber.

6.9.3 Wales

For the wales use the 2x5x400mm basswood strips P15. The wales fit around the hull as shown. Refer to Sheet 15 for the placement of the wales - mark with a pencil on the hull. Shape and fit the two pairs of wales as shown.



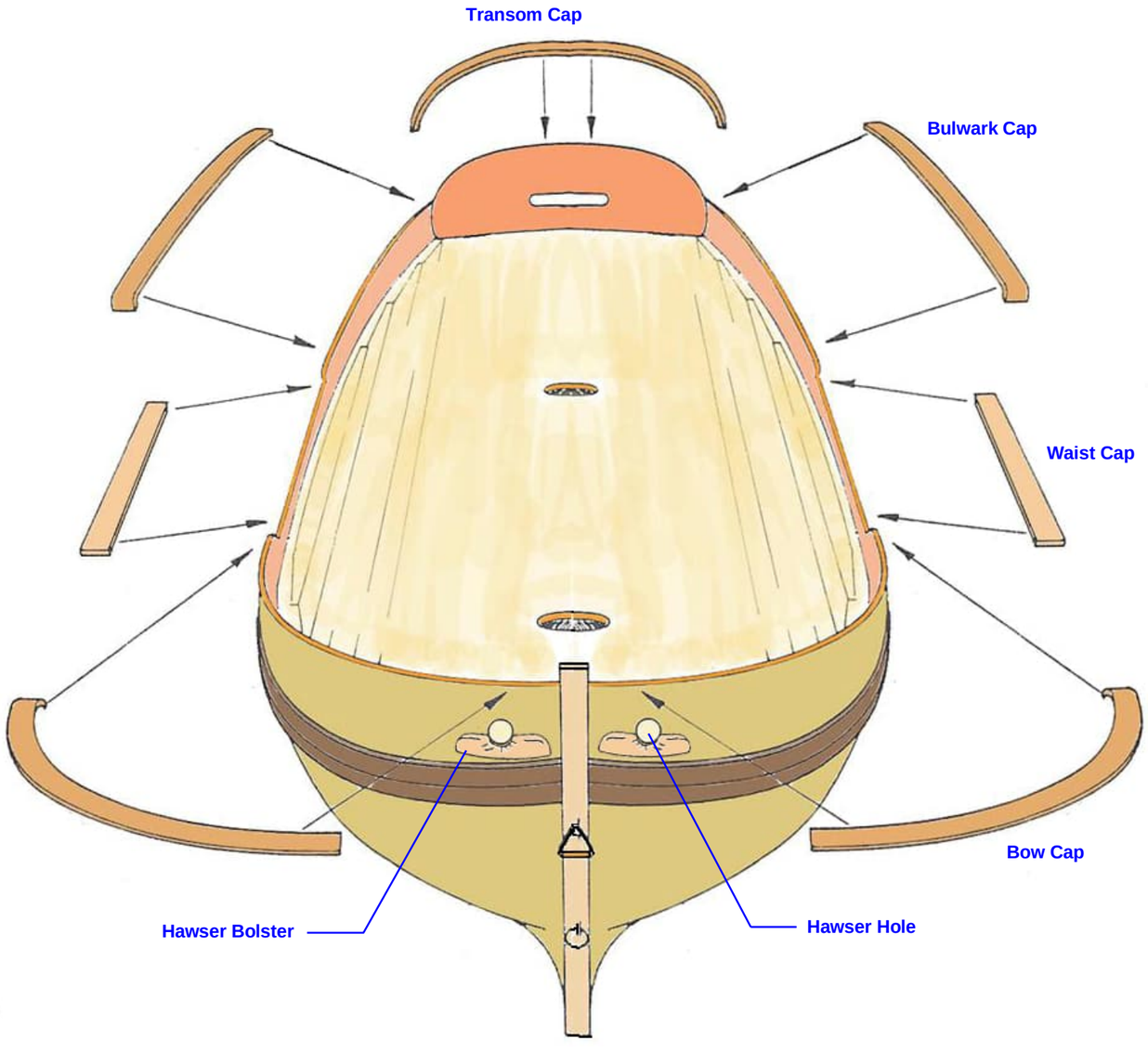
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6.10 Finishing the Hull

6.10.1 Cap Rails

Identify each cap rail - trial fit each in place - fractionally adjust as required. Use fine grade sandpaper to round the rail edges and to remove the laser burn. Once satisfied apply coats of shellac to each cap rail. Once dry glue each cap rail in place as shown. Fit the waist cap rail first, followed by the bow cap rail, the bulwark cap rail and finally the transom cap rail. Identify the cap scrolls P103 Glue in place at Point B as shown Sheet 15.

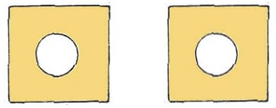


6.10.2 Hawse Holes & Bolsters

Drill the hawse holes for the anchor rope using a 3mm drill. Identify the hawse bolsters P23. Fractionally shape the inside face of each to fit snugly on the bow immediately beneath the hawse holes as shown.

6.10.3 Mast Heels

Identify the mast heels P24. Fit to the deck over the mast holes - Sheet 15.



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7.0 Deck Fittings & Furniture

Make the following parts using the identified timbers and fittings supplied and following the relevant figure. Fit the parts to the model as shown on Sheet 15

7.1 Head Timber A

Identify the head timbers A P25 - lightly sand to round the edges and to remove the laser burn - stain with shellac. Identify the 6mm dowel P69 - temporarily place a length at the centre of the bow and protruding beyond the bow as shown. Fit and glue in place the head timbers on the bow capping as shown.

7.2 Head Timber B

Indentify the head timbers B P26 - lightly sand to round the edges and to remove the laser burn - stain with shellac. Fit and glue in place the head timbers on the bow capping as shown.

7.3 Bowsprit Stock

Identify the bowsprit stock P27 - lightly sand to round the edges and to remove the laser burn - stain with shellac. Fit and glue in place as shown.

7.4 Windlass Barrel

Identify the windlass barrel parts P34A-H.Identify the key P34A, toothed wheel P34B and wheel sides P34C. Glue P34B centrally on the key and glue the wheel sides as shown.



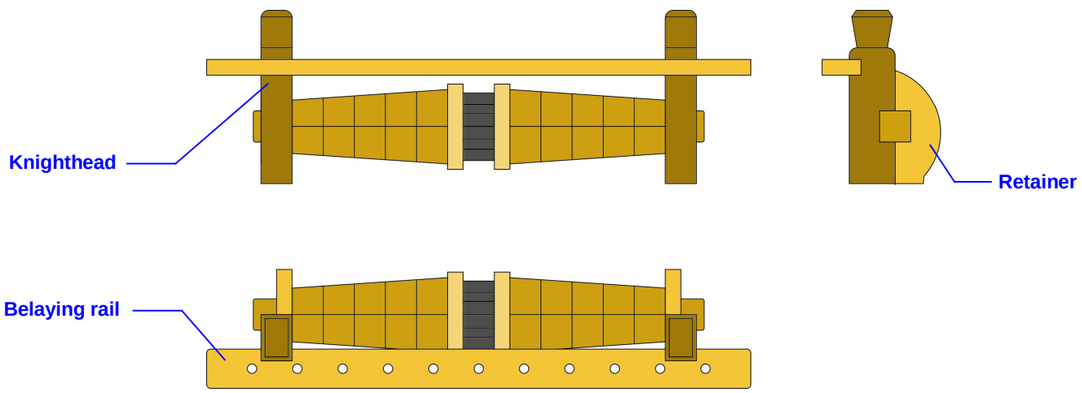
Identify P34D-H - notice the score line around the edge of each part - sand from this line to the back edge to create a chamfer on each face. Glue D to H in descending order as shown.

Once glue has set use sand paper to shape the barrel as shown. Stain with diluted teak or walnut wood stain.



7.5 Windlass Assembly

Identify the windlass knightheads P32. Identify the windlass retainers P33. Lightly sand each part - finish the knightheads and retainers with shellac. Identify the belaying rail P35 - finish with walnut stain. Assemble the windlass as shown. Identify the belaying pins P41 - glue 11 belaying pins in place along the belaying rail.

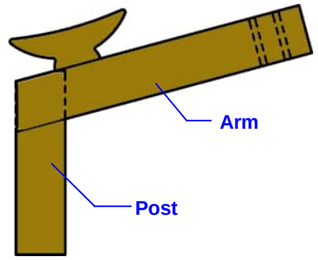


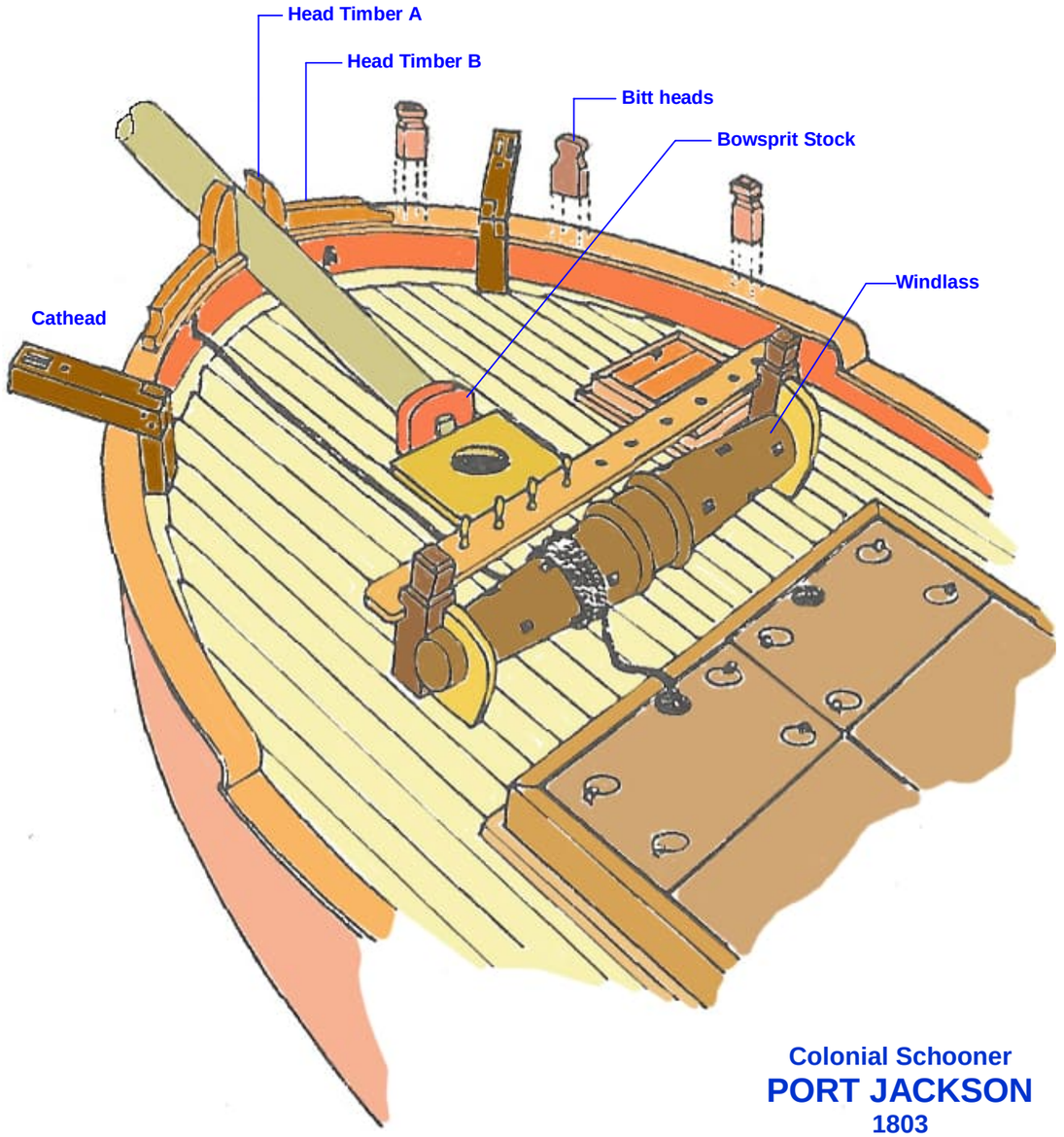
7.6 Bitt Heads

Identify the bitt heads P31 - fit pins to the centre of each bitt head base. Apply walnut stain - fix 3 of the bitt heads to the bow cap rail as shown - repeat for the other side of the hull. Fix the remaining 2 bitt heads to the centre of the waist cap rail.

7.7 Catheads

Identify the cathead posts P28 and cathead arms P29. The location of the cathead post is marked on the margin place. Trial fit a cat head in place - with the post vertical against the bulwark set the angle of the arm to fit over the capping. Once satisfied with the fit glue the two parts together and shape to remove any protruding excess at the joint. Fix a cleat A P30 to each cat head arm as shown. Finish the assembled catheads with walnut stain. Once dry glue each assembled cathead in place.



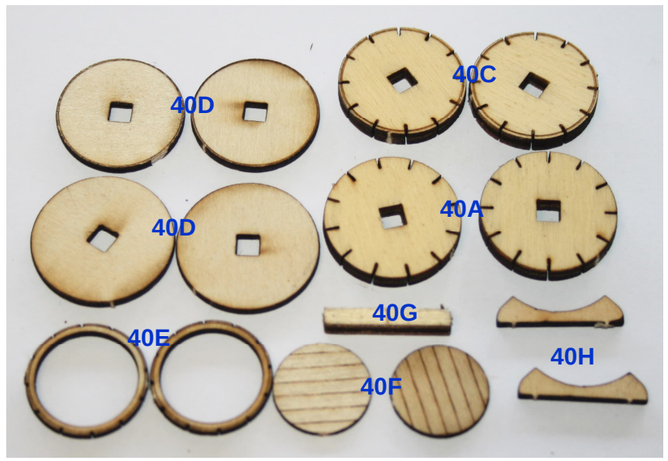


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7.8 Barrel

Identify the barrel parts P40A-H. Use a fine grade sanding board to remove the laser burn from the edge of P40A. On parts P40C use the sanding board to create a chamfer from the score line to the outer edge as shown. Parts 40B & 40D represent the iron bands holding the barrel together - for 40B lightly sand round the edges. For 40D sand from the score line to create a small chamfer to the outer edge and slightly round the edge as well. For P40E **very carefully** sand from the score line to create a small chamfer to the outer edge. Note P40G is the key and has a score line across the centre. Trial fit P40A onto the key fitting the two pieces either side on the centre line as shown - make sure to align the notches. Next trial fit P40B as shown - then P40C - align the notches - then fit P40D as shown. Fractionally shape P40B & P40D as needed - once satisfied disassemble the parts. Next paint the edges on P40B & 40D matt black as shown. Using diluted teak wood stain apply to the remaining parts - apply a second coat. Glue the parts together to assemble the barrel as shown - make sure to align the slat cuts on P91E with the other slat cuts. Glue the barrel stand P40H - glue each in position.

Fit & fix in place four eye pin P38 in place at the pre-scored positions on the deck. Glue the barrel in place as shown - use cord H P92 to tie the barrel in place on the deck.







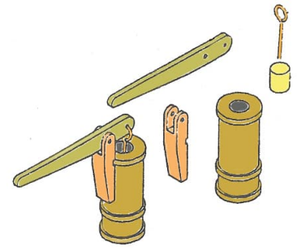






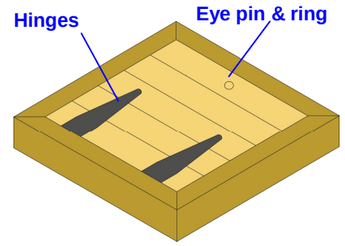
7.9 Pump

Identify the pump P46 and assemble as shown. Fix in place as shown Sheet 15.



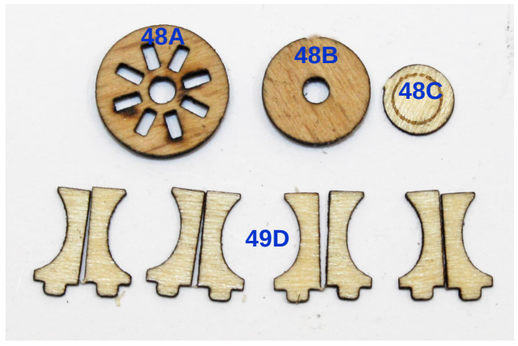
7.10 Hatch

Identify the hatch P36. Apply diluted walnut stain to hatch. Identify the hinges P37 - paint black and fix to the hatch top as shown. Fit an eye pin P38 and a ring P39 as shown. Glue the finished hatch on the deck in the pre-scored location.



7.11 Capstan

Identify the capstan base P47. Identify the capstan parts P48A - P48D. Cut a short length of 2mm dowel and glue into base PP48A. Glue the whelps P49D into the slots on base. Glue head P48B in place. Cut-off excess dowel. Glue cap P48C in place as shown. Paint the assembled capstan matt brown. Glue assembled capstan to the base and glue in place on the deck in the pre-scored location shown Sheet 15.







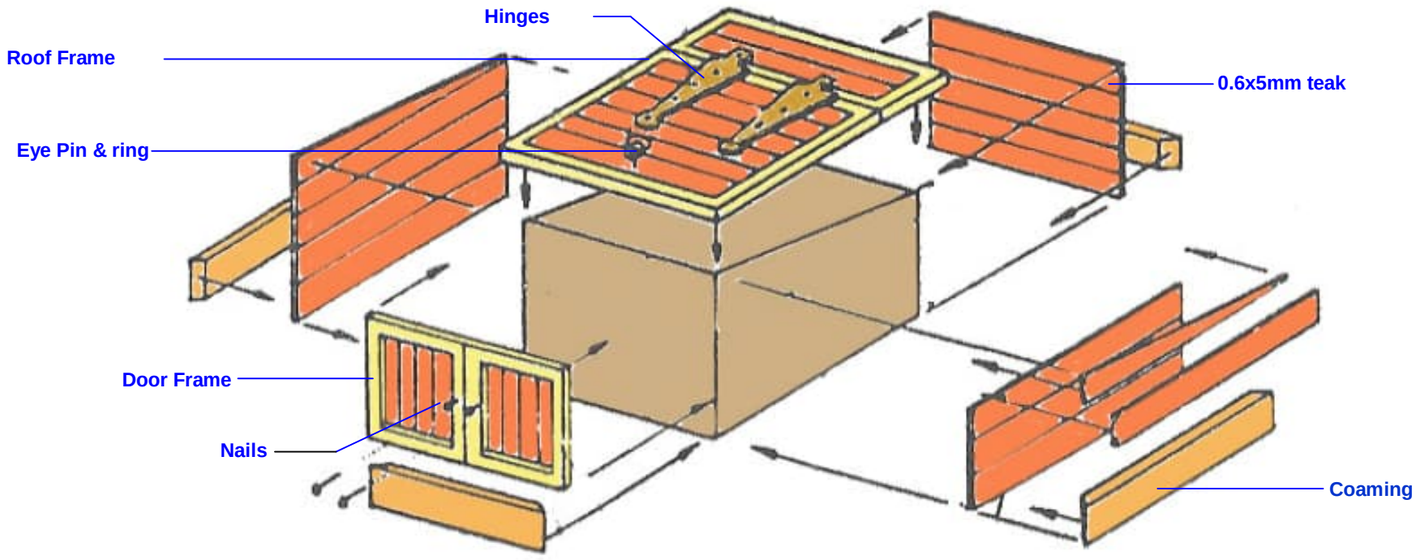


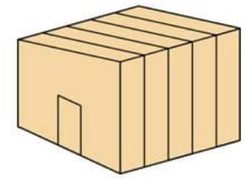


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7.12 Companionway

Identify the companion base P49A-B - glue parts together as shown. Assemble the companionway as shown. Identify the door frame P50 - apply diluted walnut stain - then glue in place with the top edge aligned with the top of the larger face of the assembled base. Indentify the roof frame P51 - apply diluted walnut stain - then glue in place on the top of the base. Cut lengths of 0.6x5mm teak P14 to cover the two sides and smaller face of the base as shown. Using the same timber cut lengths to fit within the roof and door frames as shown. Fix two nails P52 as the door knobs. Fit two hinges P37 to the top as shown - paint black. Fit an eye pin P38 & a ring P39 as shown. Identify the coaming P53 - cut and fix lengths to fit around the base as shown - apply diluted walnut stain - then fix in place. Fix the assembled companionway to the deck as shown Sheet 15.

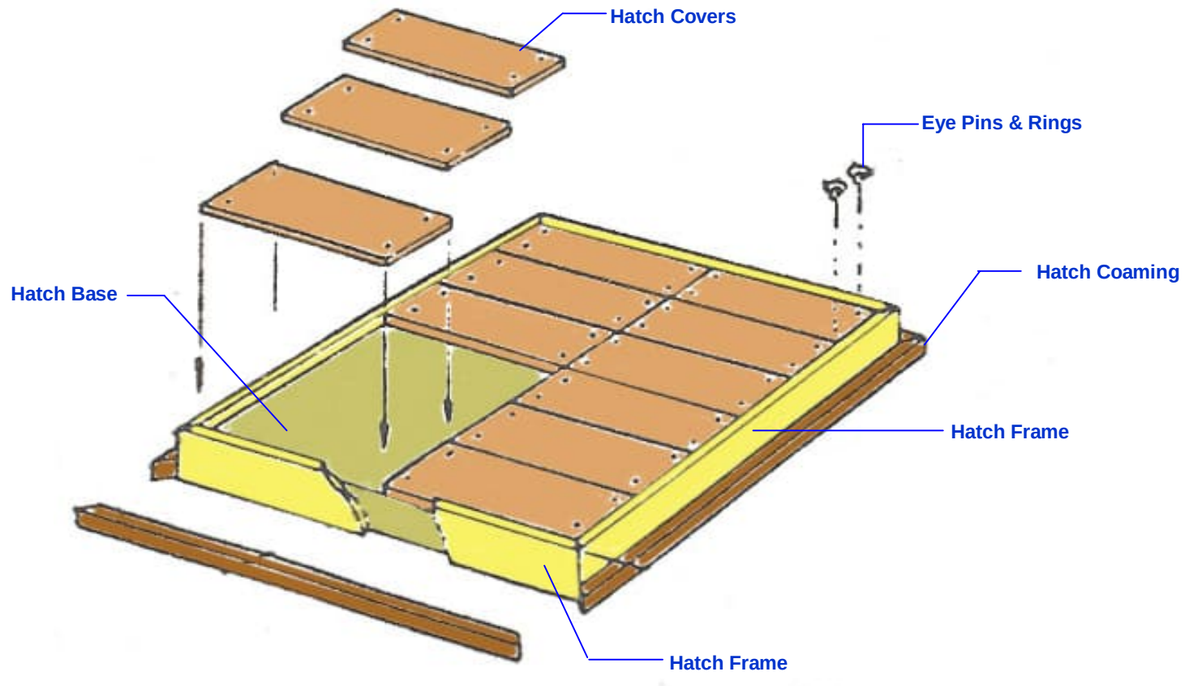




Companion Base

7.13 Cargo Hatch

Identify the cargo hatch base P42. Identify the cargo hatch frames P43A & P43B. Glue 43A in place at the shorter ends of the base - then glue 43B in place fit around the base - finish with shellac. Identify the cargo hatch coaming P44 – finish with diluted walnut stain and glue in place as shown. Identify the hatch covers P45 - apply shellac and then glue in place onto the base as shown. Fit eye pins P38 and rings P39 as shown at each of the marked locations on the hatch covers. Fix assembled cargo hatch to the deck Sheet 15.



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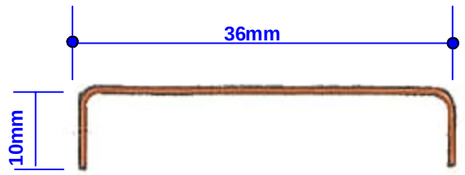
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7.14 Boom Supports
Identify the boom supports P54 - apply shellac. Trial fit as shown below - shape the notches to suit the hull placement. Once satisfied glue in in position.

7.15 Quarter Rail Stanchions
Identify the quarter rail stanchions P55 - apply shellac, Trial fit into the locations on the bulkark cap rail - fractionally adjust as required.

7.16 Quarter Rails
Identify the quarter rail P56 - apply shellac. Trial fit in position - once satisfied glue the rails in position.

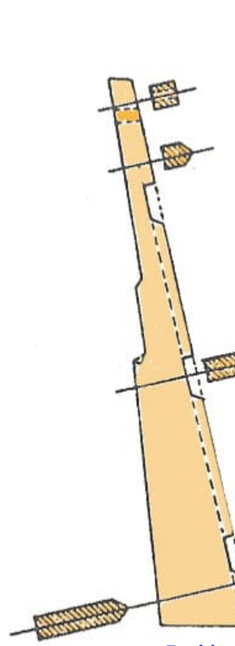
7.17 Boom Sheet Traveller
Identify the 1mm brass wire P57 - cut shape to dimensions as shown. Fix in place into the two pre-cut holes in the transom.

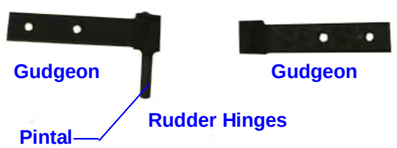


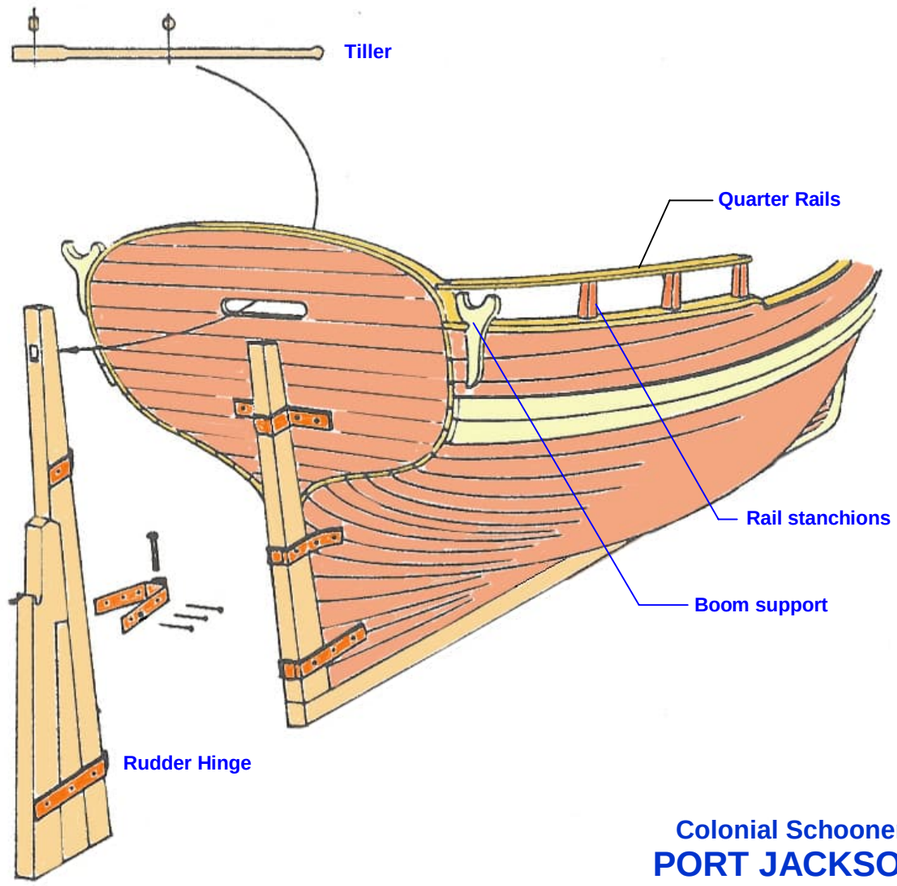


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7.18 Rudder and Tiller
Identify the rudder P58 - shape as shown below. Scribe lines into the rudder with a semi-sharp tool to simulate the rudder made from individual timber pieces. Trial fit the rudder in place marking on the rudder the location of where the tiller will be fitted. Also mark on the hull the location of the rudder hinges. Remove the rudder. Identify the rudder tiller P60 - shape the tiller as shown below. At the marked tiller location on the rudder drill and file a square hole for the tiller - trial fit the tiller - fractionally adjust the tiller end and hole until satisfied. Set the rudder and tiller aside for fixing in place later. Identify the rudder hinges P59 - the rudder hinge is in two parts - gudgeon and pintal as shown. Fit the gudgeon **without** the pintal to the hull at the marked locations - shape and fit as shown - fix to hull with brass nails P52. Fix the hinges with the pintal to the rudder - adjust the arm lengths as required - fix to rudder with brass nails P52. Attach by lifting the rudder allowing pintal to fit into gudgeons on the hull. Next fix the tiller to the rudder as shown.





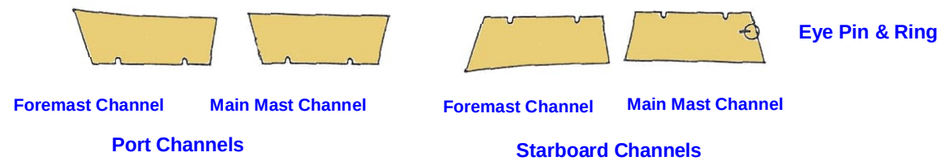


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7.19 Channels

Identify the foremast channels P62 & the main mast channels are P61. Paint the channels black if desired. Fix an eye pin P38 with a ring P39 to the main mast channels as shown. Mark the location of each on the hull as shown Sheet 15. Next cut the heads off map pins and drill 2 holes into the inside edge of each channel and glue the pins in place as shown. Place a channel in place and mark where the pins will be located - drill holes at these places - trial fit in place - when satisfied apply super glue to the pins and inside edge of channel and push into place as shown. Repeat for the other channels.









CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

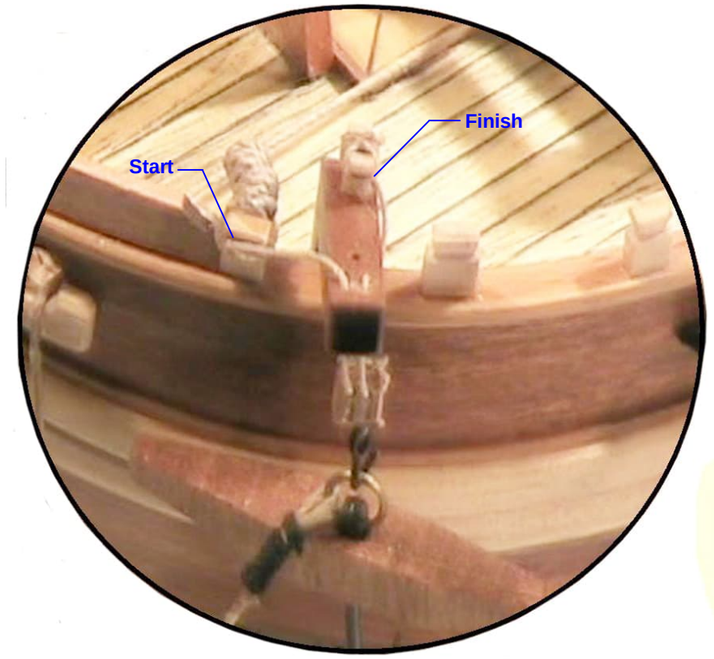
BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

7.20 Anchors

Identify the anchors P63 and assemble as shown. Identify the anchor rope P95 - cut the length in half and attach one end of the rope to the anchor ring and seize with cord G P91. Leave the rest of the anchor rope hanging loose at this point.

7.21 Anchor Cranes

Identify two block B P99 - drill a hole into one end and fix an eye pin P39 in place - slightly open the eye pin to make a hook as shown. To rig the anchor crane use cord H P92 - start at the bitt head as shown and rig through the block and finish at the cleat on the cathead as shown. Attach anchor ring to hook as shown.





Identify the hawse covers P64 & 65 - glue together as shown - file the edges round and then stain walnut. Feed the anchor rope through the holes in bulwark and wind around windlass in the directions shown. Feed the rope into the pre-cut holes in the cargo hatch cover and then fix the hawse covers in place as shown.





Hawse Covers

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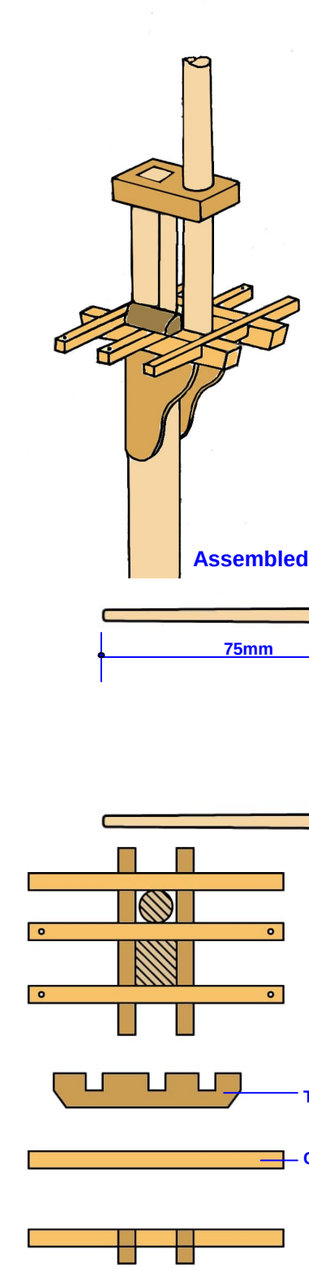
8.0 Masts, Yards, Gaffs & Boom

8.1 Main Mast

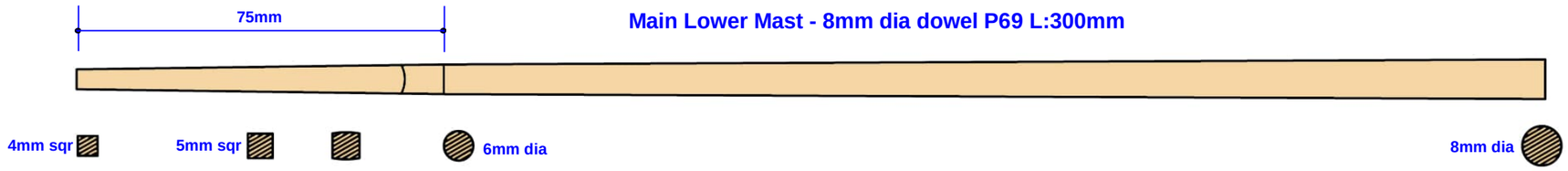
The next step is to shape and assemble the main mast. Refer to the figures below - identify the 8mm dowel P70 & the 4mm dowel P67 - cut and shape to the dimensions as shown - stain the lower and upper masts dowels with shellac. Identify the mast cheeks P71 - stain with shellac and fix to each side of the mast at the distance shown from the top of the lower main mast. Identify the mast cap P72 - stain with walnut - trial fit in place. Identify the trestle-trees P73. Identify the cross-trees P74. Assemble the trestle & cross trees as shown - resting the trestle-trees on the mast cheeks as shown - glue in place. Stain with shellac.

Trial fit the top mast in place to the dimension shown. Once satisfied with the fit glue the mast cap and top mast in place. Identify the bolster P104 - shape as shown - stain with walnut and glue in place as shown. Next mark the location where blocks will be fitted - drill 0.6mm holes and fix an eye pin P38 into each hole. Identify blocks B P99 & blocks C P97 - use cord G P91 to attach blocks to the relevant eye pin as shown. Identify cleat B P80 - stain walnut and fix in place as shown. Identify the boom rest P75. Identify the boom rest supports P76 - stain these parts with walnut - fix the boom rest and supports in place as shown. Identify cleat A P30 - stain walnut and fix 4 to mast as shown. **Do not fit the mast to the model yet.**

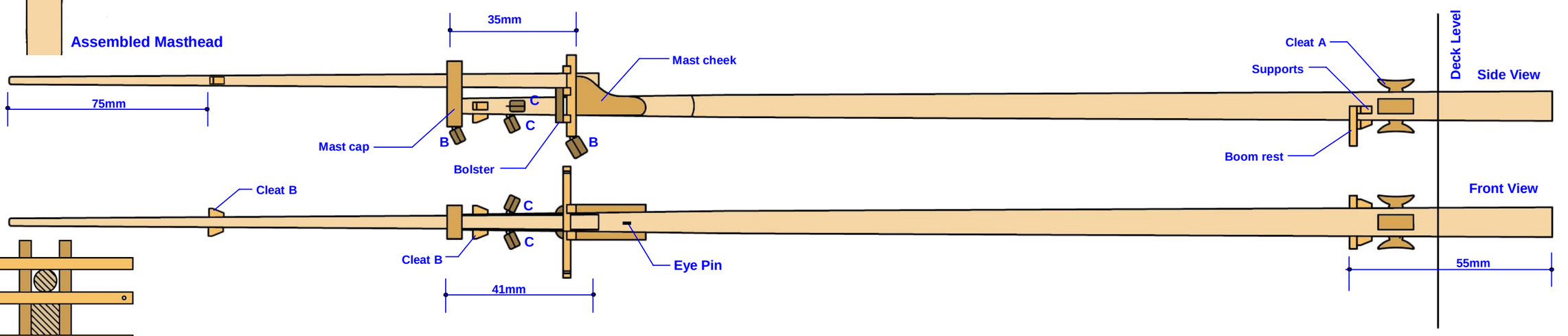
NOT TO SCALE



Assembled Masthead







Assembled trestle & cross trees

BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

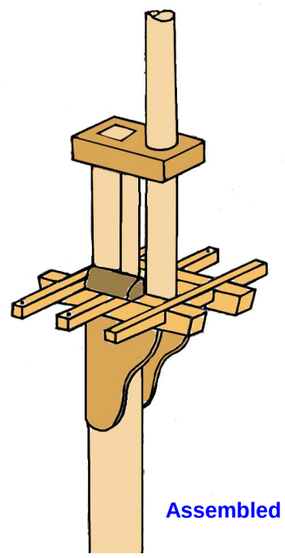
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8.2 Foremast

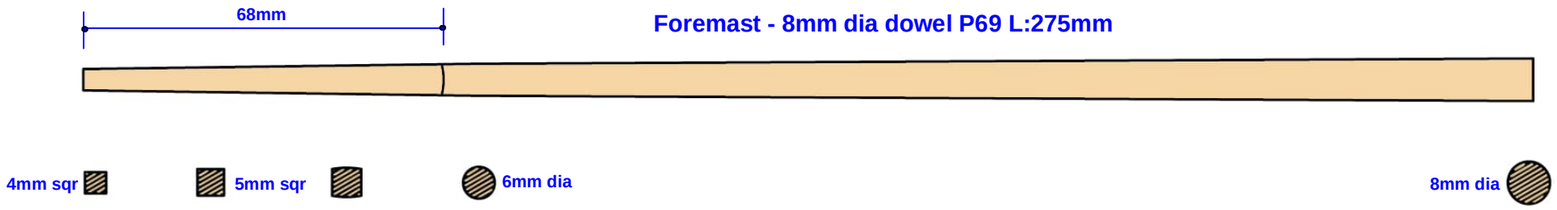
The next step is to shape and assemble the foremast. Refer to the Figures below - identify the 8mm dowel P70 & the 4mm dowel P67 the relevant dowels - cut and shape to the dimensions as shown - stain the lower and upper masts dowels with shellac. Identify the mast cheeks P71 - stain with shellac and fix to each side of the mast at the distance shown from the top of the lower main mast. Identify the mast cap P72 - stain with walnut - trial fit in place. Identify the trestle-trees P73. Identify the cross-trees P74. Assemble the trestle & cross trees as shown - resting the trestle-trees on the mast cheeks as shown - glue in place. Stain with shellac.

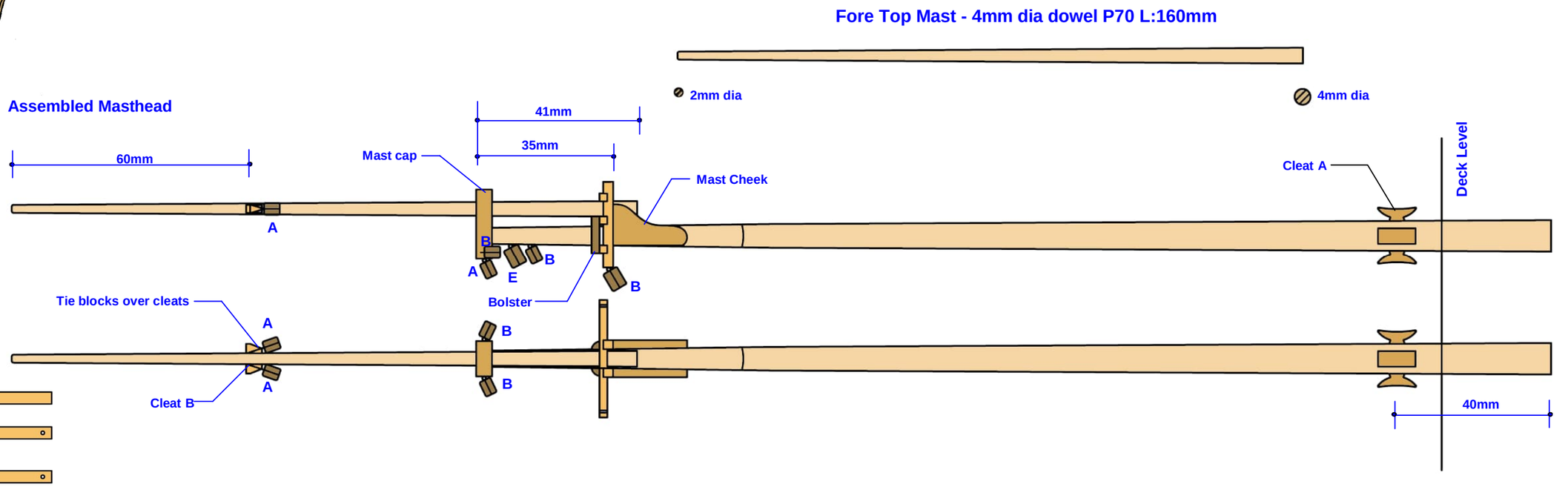
Trial fit the fore topmast in place to the dimension shown. Once satisfied with the fit glue the mast cap and topmast in place. Identify the bolster P104 - shape as shown - stain with walnut and glue in place as shown. Next mark the location where blocks will be fitted - drill 0.6mm holes and fix an eye pin P38 into each hole - except where shown. Identify blocks A P96, blocks B P99 & block E P98 - use cord G P91 to attach blocks to the relevant eye pin as shown. Identify cleat A P30 - stain walnut and fix 4 to mast as shown. Identify cleat B P80 - stain walnut and fix to mast as shown. **Do not fit the mast to the model yet.**

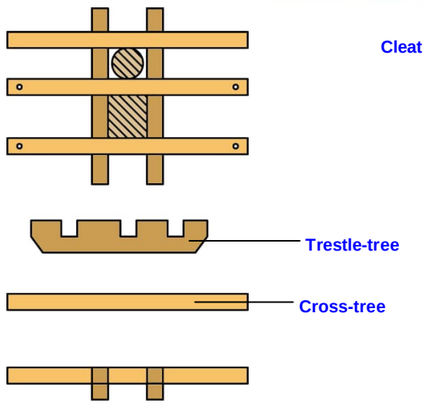
NOT TO SCALE



Assembled Masthead







Assembled trestle & cross trees

BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

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SHEET 27

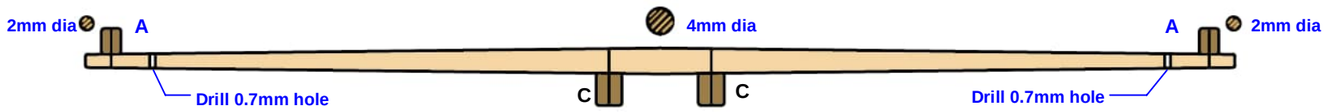
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8.3 Yards, Gaffs and Boom

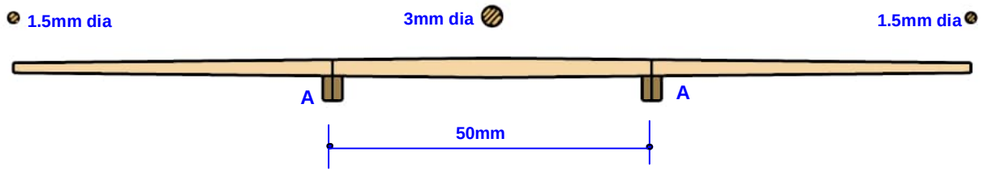
The next step is to shape and assemble the yards, gaffs and boom. Refer to the figures below - identify the relevant dowels - cut and shape to the dimensions as shown - stain with shellac. Identify the blocks shown and attach with cord G. Identify the relevant yokes - P77, P78 & P79 - shape end of boom and gaffs to fit the yoke. Identify cleat B P80 and fix in place as shown. Identify cleat A P30 and fix as shown. Fix eye pins P38 as shown. **Do not fit to the model yet.**

NOT TO SCALE

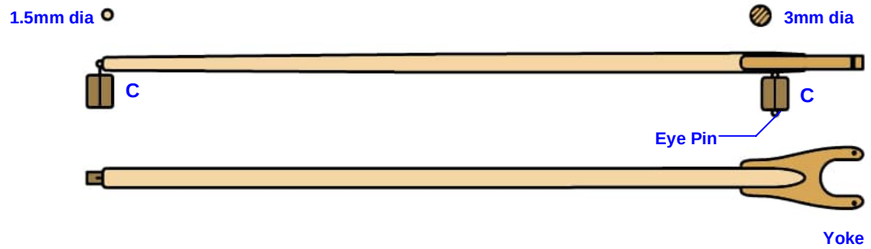
Fore Lower Yard 4mm dia dowel P70 L180mm



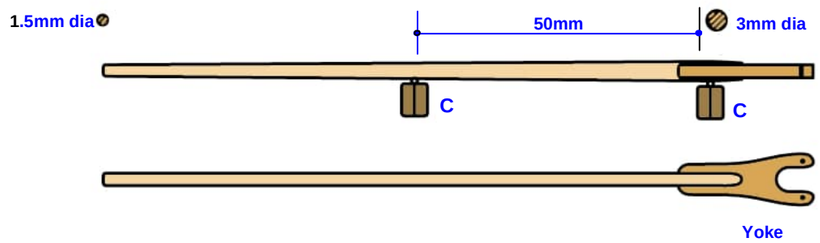
Fore Top Yard 3mm dia dowel P82 L: 150mm



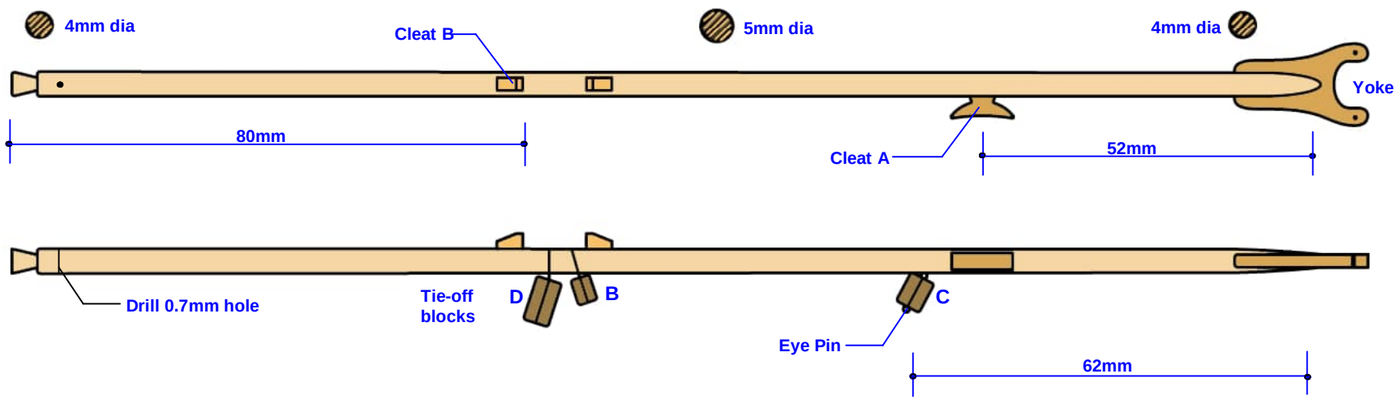
Main Mast Gaff 3mm dia dowel P82 L:110mm



Foremast Gaff 3mm dia dowel P82 L: 100mm



Boom 5mm dia dowel P83 L: 205mm



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

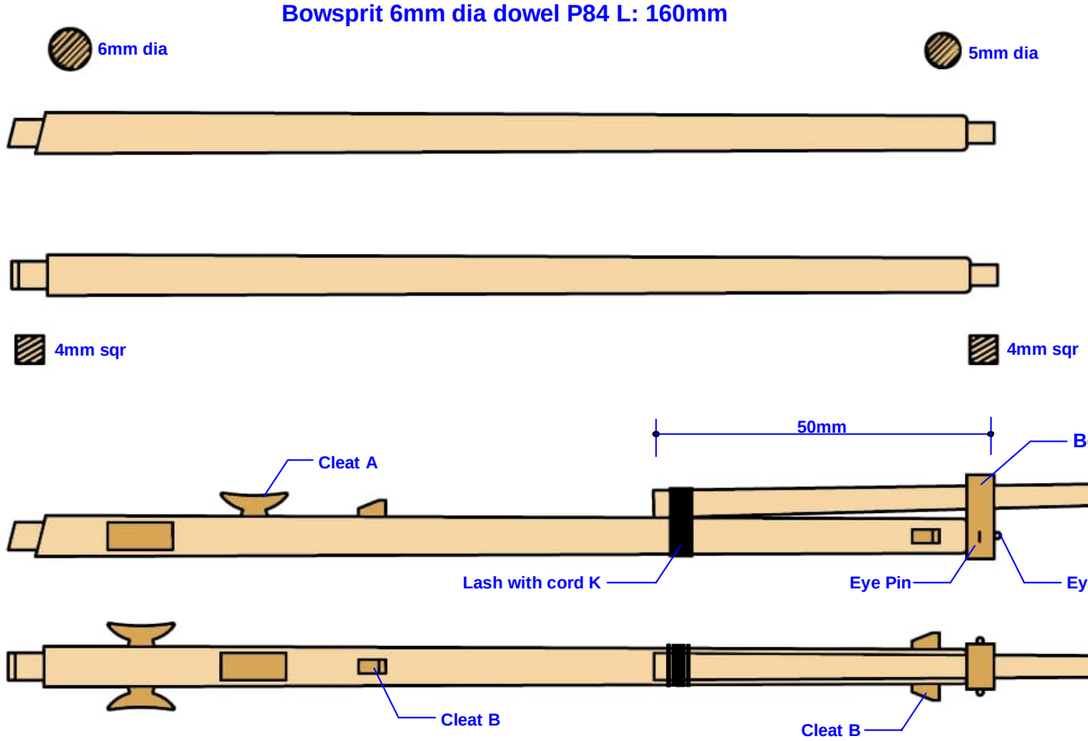
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8.4 Bowsprit and Jib Boom

The next step is to shape and assemble the bowsprit and jib boom. Refer to the Figures below - identify the relevant dowels - cut and shape to the dimensions as shown - stain with shellac. Identify the bowsprit cap P83 - fix to forward end of bowsprit. Trial fit the jib boom in place - note the jib boom is off-set to the port side by approximately 5 degrees - once satisfied glue jib boom in place. Use cord K to lash the jib boom to the bowsprit as shown. Identify cleat B P80 and fix as shown. Identify cleat A P30 and fix as shown. Identify the traveller P84 - stain walnut and fix to the jib boom as shown. Fix eye pins P38 as shown. **Do not fit to the model yet.**

NOT TO SCALE

Bowsprit 6mm dia dowel P84 L: 160mm



Jib Boom 4mm dia dowel P70 L: 150mm

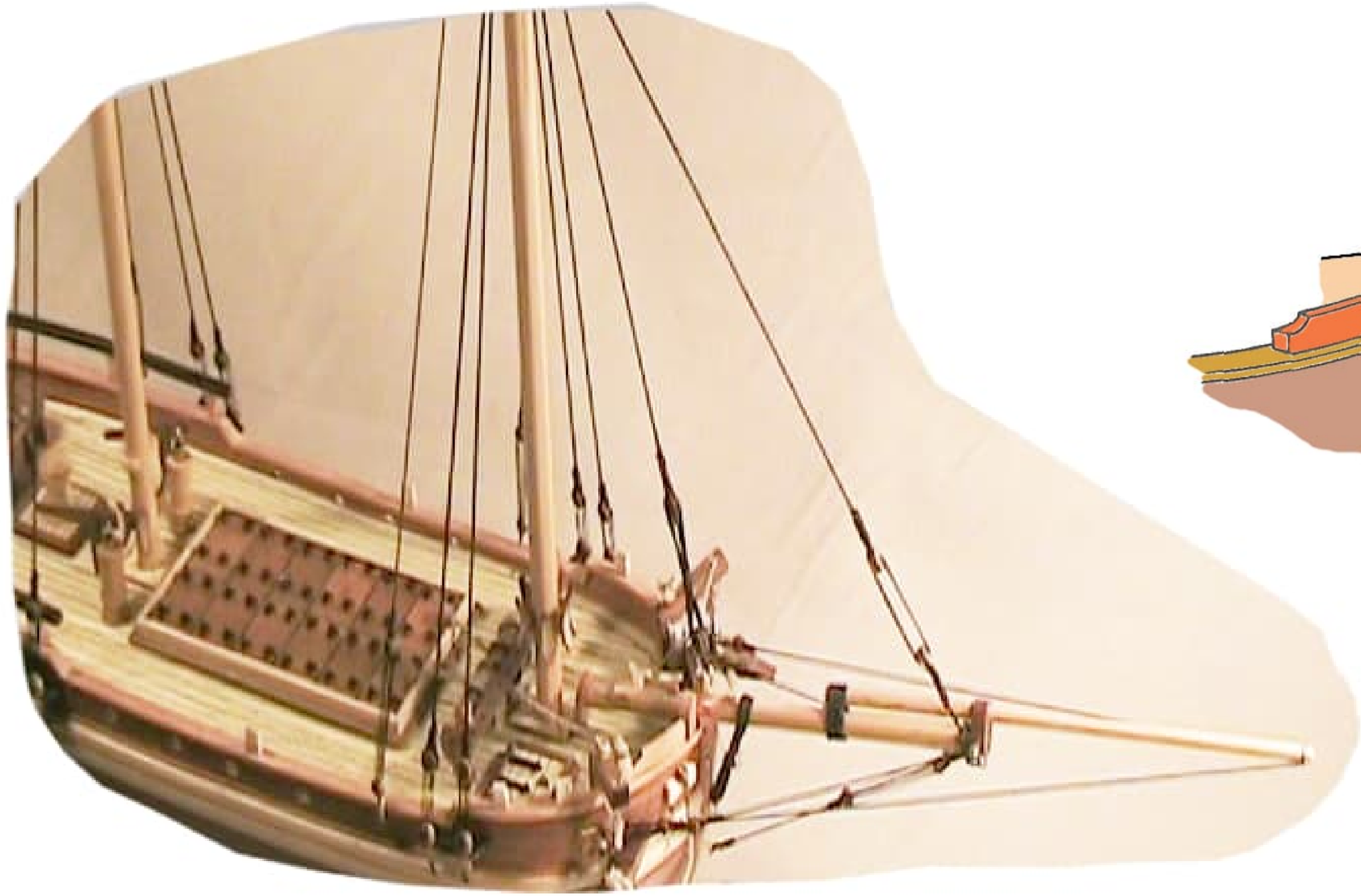


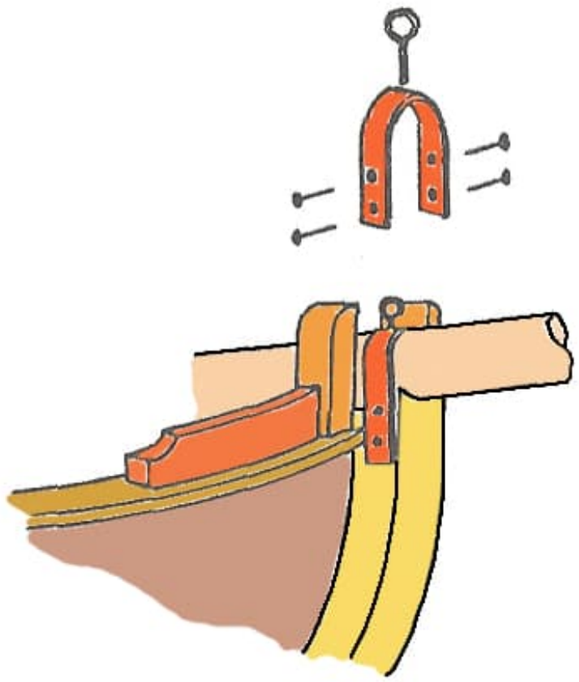
BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

8.5 Masts & Bowsprit

Trial fit each mast in place - fractionally adjust the base of the mast as required to make sure each mast is fully inserted into the keel slot - once satisfied glue each mast in place. Trial fit the bowsprit in place - some fractional adjustment of the hole in the bowsprit stock may be necessary - once satisfied glue bowsprit in place. Identify the copper strap P85 - shape and fix in place over bowsprit to stem post as shown - fix with nails P52. Fit an eye pin P38 as shown.





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8.6 Deadeye Straps

Identify the 0.5mm brass wire P86 - cut 8 x 60mm lengths. Identify the 5mm deadeyes P88. Fold the length of brass wire in half with a deadeye in the fold as shown. Align the deadeye so the single hole is at the bottom as shown. Use long nose pliers to twist the wire at the deadeye as shown - straighten the remaining length of wire. Repeat for the remaining 7 deadeye straps. Paint the straps black if you wish.

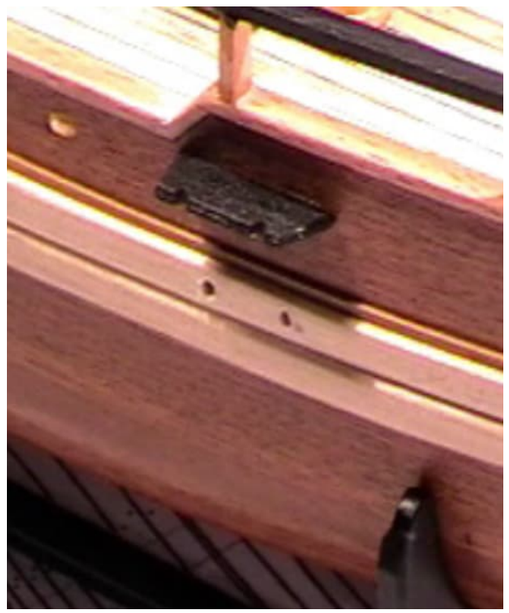
8.7 Shroud Extension Angle

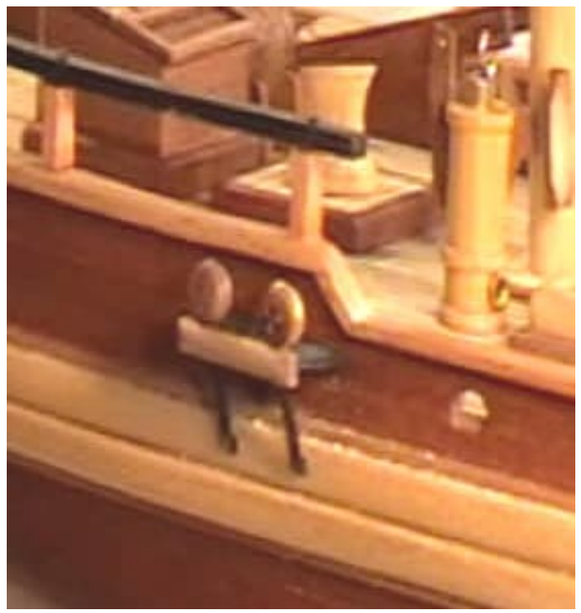
The deadeye straps need to be fitted to the side of the hull as an extension of the angle of the shrouds. Before fixing the deadeye straps to the side of the hull we need to determine the extension angle. To achieve this follow the steps below:

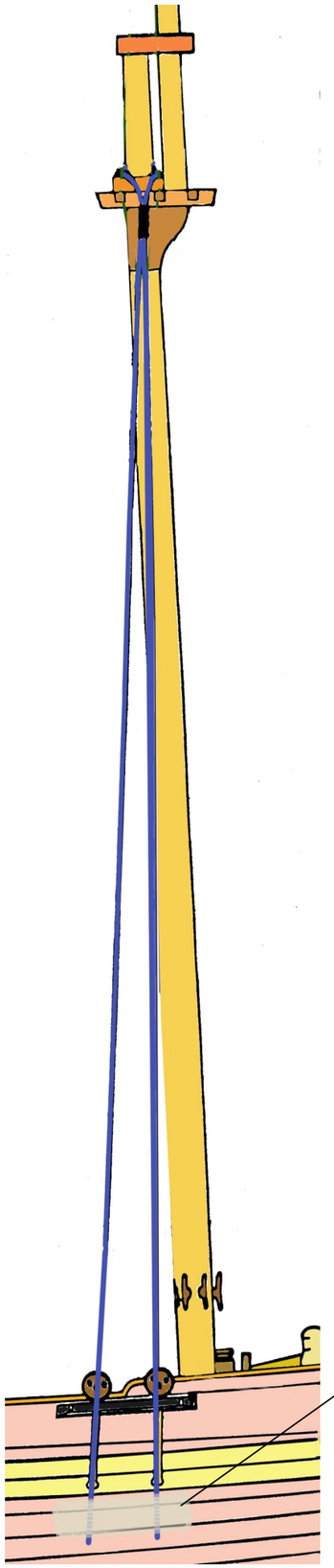
1. Temporarily fit the deadeye straps in place on the channel.
2. Temporarily attach a lengths of rigging cord from the mast head down to below the channel as shown - use sticky tape to hold the cords in place.
3. Align each strap with the cord - use a pencil to lightly mark the extension angle onto the top wale as shown.
4. At these points on the wale drill a hole large enough to accept the deadeye strap.
5. Remove the sticky tape and cords
6. Fit the deadeye strap in place by bending the strap so as it will fit into the hole - trial fit and once satisfied glue in place.
7. Apply a dab of glue where the deadeye strap fits on the channel - identify the channel capping P90 - cut lengths to fit across the face of each channel over the deadeye straps as shown - glue each in place.











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9.0 Rigging

9.1 Types of Rigging

The rigging of a ship can be divided into two main parts:
1. “Standing” rigging, which is used to support the Masts and Bowsprit.
2. “Running” rigging, which is used to manipulate yards and sails through pulley blocks.

On an “actual” ship any rigging that did not pass through a pulley block was coated with tar to help prevent it rotting. To simulate this the cord supplied in the kit for the standing rigging is black 1mm cord. The running rigging is fawn and of three sizes, 0.25mm, 0.5mm and 0.75mm

9.2 Preparation for Rigging

If needed drill out the holes in the blocks and deadeyes to facilitate the threading of the rigging cord when the time comes. For the most inaccessible blocks, insert a short piece of thin rigging cord through the hole and glue it to itself forming a loop. Later, when you wish to insert the permanent running rigging you cut the loop, glue the new cord to one end and pull it through the hole using the other end of the pilot cord.
There are a few points to remember when rigging.

- Never cross rigging lines with each other.
- Never run rigging lines on the forward side of the yards.
- Never bend rigging lines around obstacles.
- Never run rigging lines through ratlines.
- Never make knots in rigging lines.
- Work from the centre of the model out and try to avoid difficult and confined spaces.

9.3 Standing Rigging

The standing rigging includes the rigging of the shrouds, gammoning, backstays & forestays and is completed before the running rigging. The standing rigging should be taut but not over tensioned so as to cause bending of any mast.

9.4 Shrouds

9.4.1 Shrouds - Lower Main & Foremast

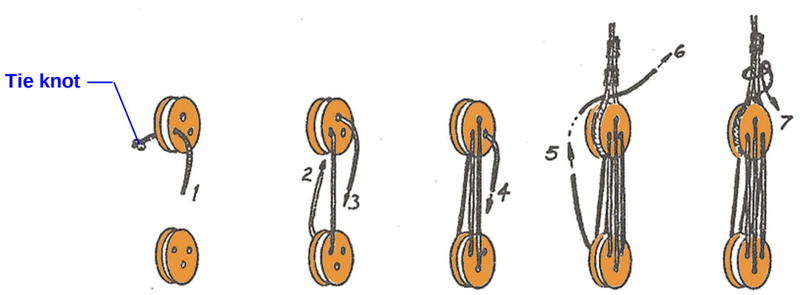
The lower shrouds are fitted from the mast head to the shrouds are made up in pairs with a deadeye attached to the end of a single cord. On the port side fit the shrouds by cutting a length of cord K long enough to go from the channel to the mast cap twice with approximately 30mm overhang. Using an alligator clip glue one end of the rigging cord around a 5mm deadeye P88. Make sure the centre hole of the upper deadeye is the highest of the three. This deadeye should then be temporarily connected to the front portside lower deadeye using the deadeye wire jig - see figures below. This wire jig will provide the correct spacing between the upper and the lower deadeye and ensure the deadeyes are in straight rows parallel with the channels and with each other. The loose end of the cord then goes up and around the mast and down to the position of the lower deadeye immediately behind the first. Using super glue, alligator clip and another wire jig, the upper deadeye is attached to the shroud. Using a short length cord G, seize the two shrouds together around the mast at the mast head - see figures below. Once the first pair of shrouds has been completed, the exercise is repeated on the starboard side. At the upper deadeye bind the double thickness of cord immediately above the upper deadeye with cord G. Seize the end of this cord with a dab of glue.

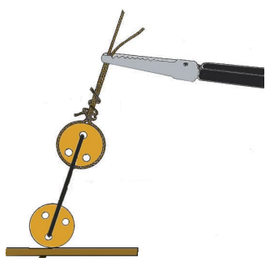
9.4.2 Shrouds - Upper Main & Foremast

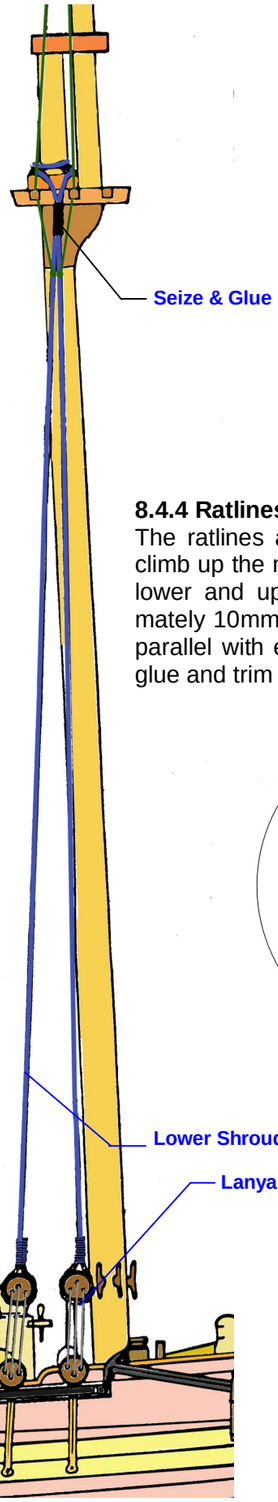
The upper shrouds are in pairs and are fitted around the cleats B on the top masts - they pass through the holes in the ends of the centre and aft cross trees and are tied off on the lower shrouds as shown.

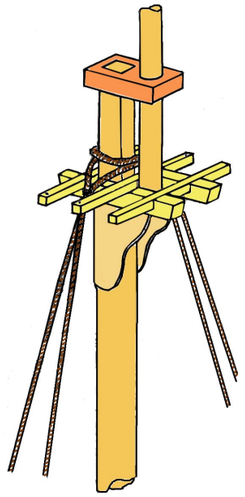
9.4.3 Lanyards

The lanyards are the cords that tie (reeve) the upper and lower deadeyes together and are used to tension the shrouds. For the lanyards use cord H and reeve as shown.



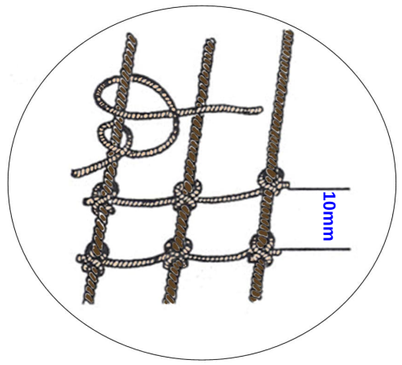




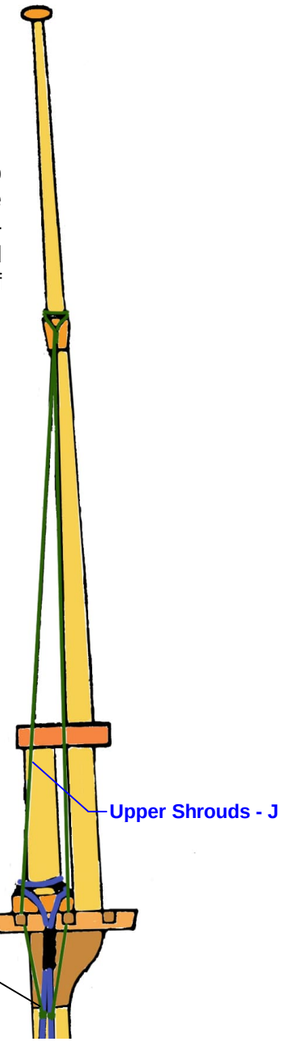


8.4.4 Ratlines

The ratlines are the rope ladders used by the crew to climb up the mast. Using cord G tie off the ratlines to the lower and upper shrouds. Space the ratlines approximately 10mm apart making sure they are horizontal and parallel with each other. Seize each knot with a dab of glue and trim excess cord as shown.



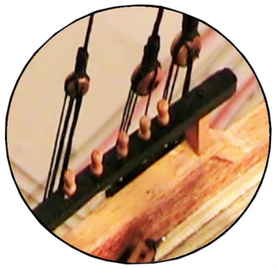
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

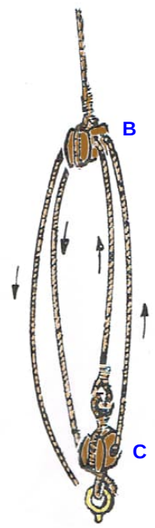


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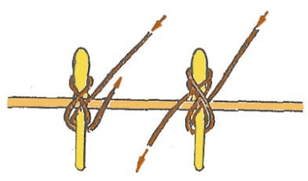
9.5 Belaying Plan

The belaying plan shows where the rigging starts and finishes. This plan will be used in each of the following sheets. The numbers presented on the following drawings correspond to the belaying points shown below. Fix cleat A at points 12B, 16A, 25 & 26. Fix eye pins P29 with a ring P30 attached to the following points: 1, 2, 3, 4, 7, 8, 12, 12A, 13, 16. Fix eye pins P38 to the following points: 9 & 14. At the following points attach block C: 6, 8,13 and16. Glue belaying pins P41 in place on each quarter rail.

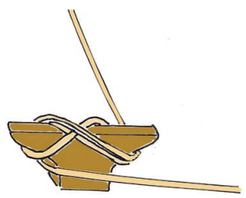




Reeve 2 hole block to 1 Hole block



Tie-off Belaying Pins



Tie-off Cleat

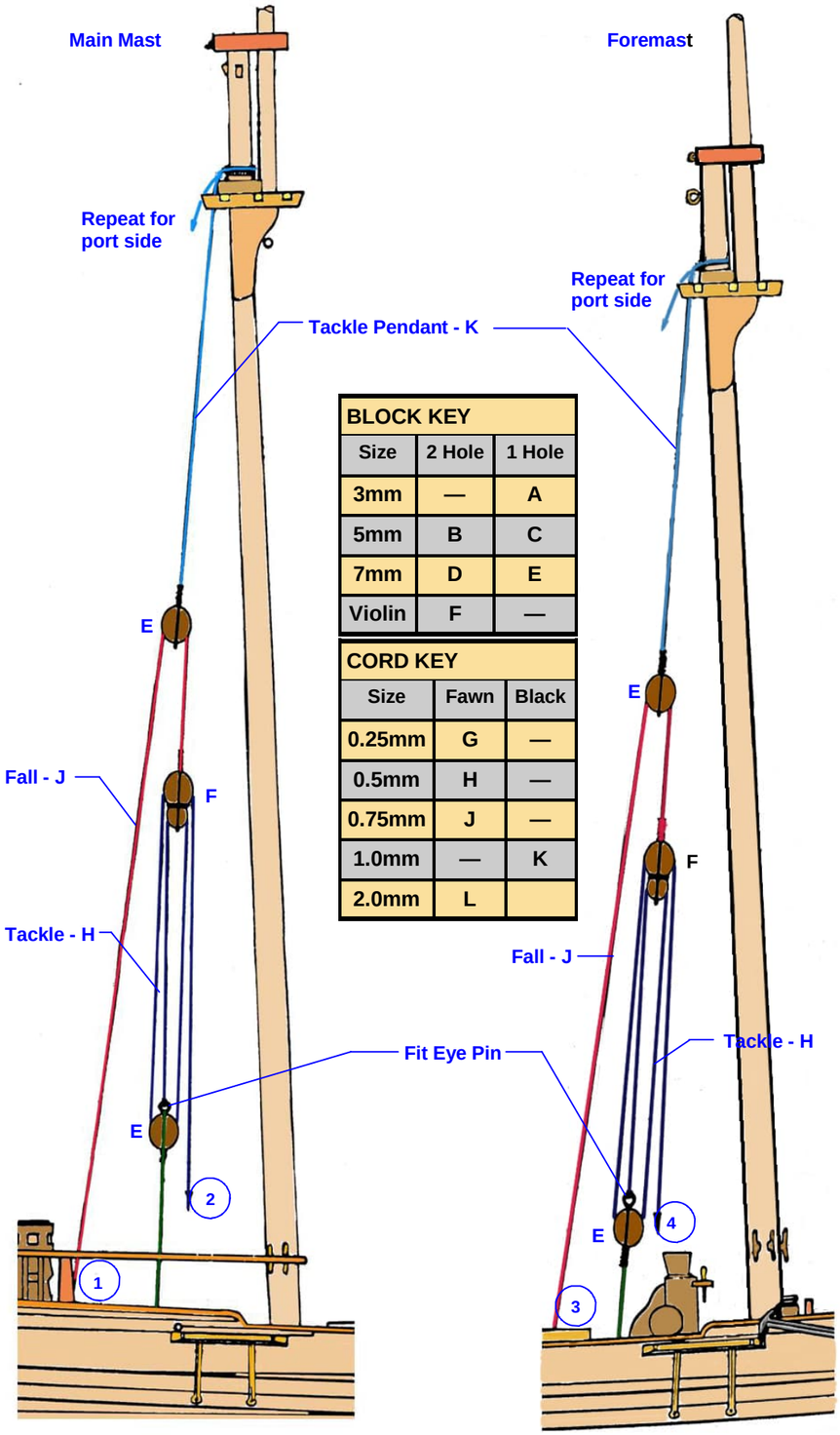
BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

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9.6 Tackles

Rig the foremast and main mast tackles with the blocks E P98 & blocks F P101 and cord K P95, cord J P94 and cord H P66 as shown. Fix an eye pin P38 to the blocks as shown. Main mast tackle terminate tackle at 2 and tie-off at 2A. Foremast tackle terminate at 3 and tie-off at 4. Repeat for other side of hull.

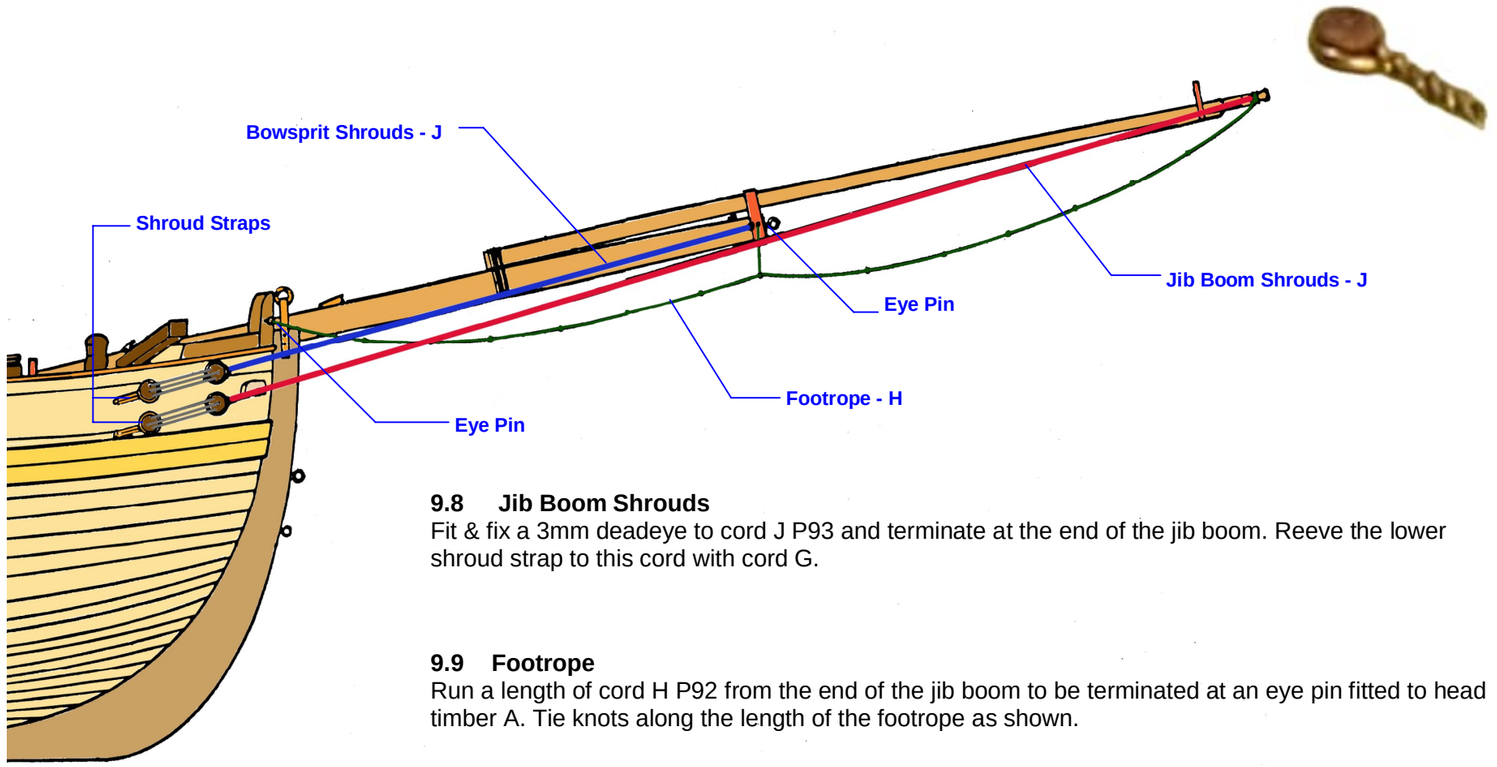


BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

9.7 Bowsprit Shrouds

Use 0.5mm brass wire P86 to make 4 shroud straps using 3mm deadeyes P87 as shown. Drill holes into the bulwark and fit & fix the shroud straps to the hull as shown. Fit & fix a 3mm deadeye to cord J P93 and terminate at the previously fitted eye pin on each side of the bowsprit cap. Reeve the upper shroud strap to this cord G.

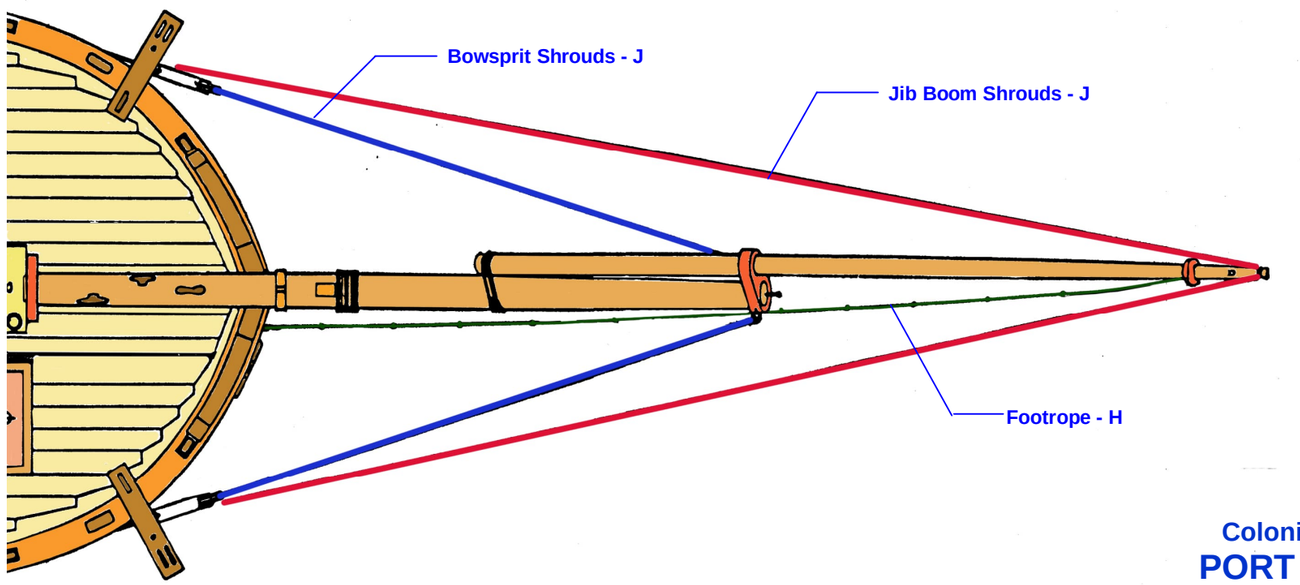


9.8 Jib Boom Shrouds

Fit & fix a 3mm deadeye to cord J P93 and terminate at the end of the jib boom. Reeve the lower shroud strap to this cord with cord G.

9.9 Footrope

Run a length of cord H P92 from the end of the jib boom to be terminated at an eye pin fitted to head timber A. Tie knots along the length of the footrope as shown.



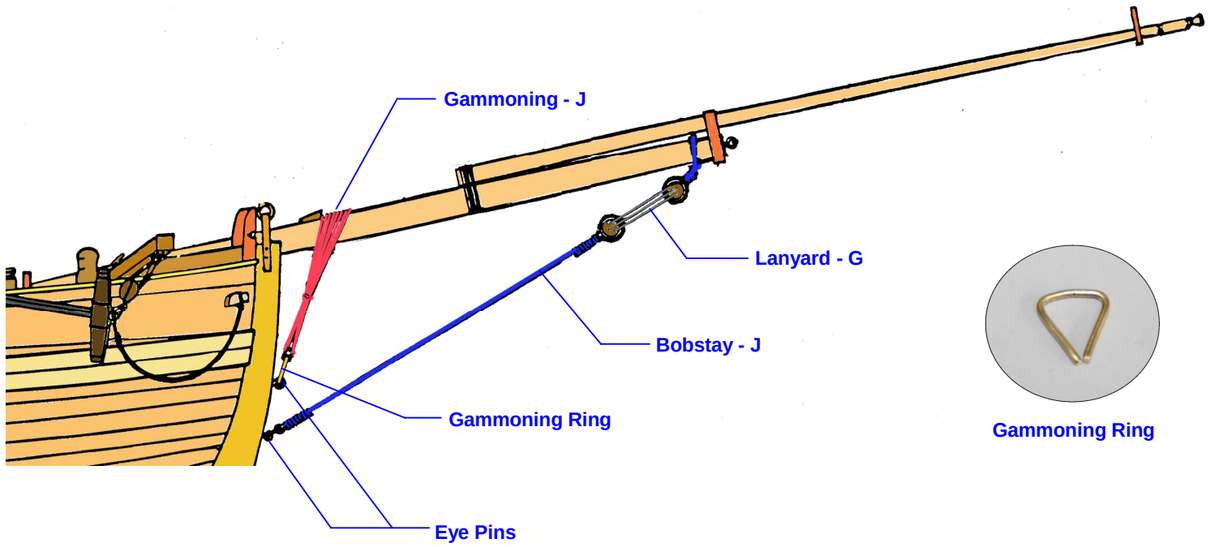
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9.10 Gammoning

Use a length of 1mm brass wire P57 to make a 10mm triangular gammoning ring as shown. Fix eye pins P38 to the stem post as shown - attach the gammoning ring to the top eye pin. Using cord J start by fitting the line to the gammoning ring in the starboard corner; then lead upward diagonally on the port side of the bowsprit; over against the cleat and down to the port side of the ring, then up in the opposite direction and back to the starboard side of the ring. Continue for eight turns over the bowsprit. The end of the line should be seized around the centre crossed part.

9.11 Bobstay

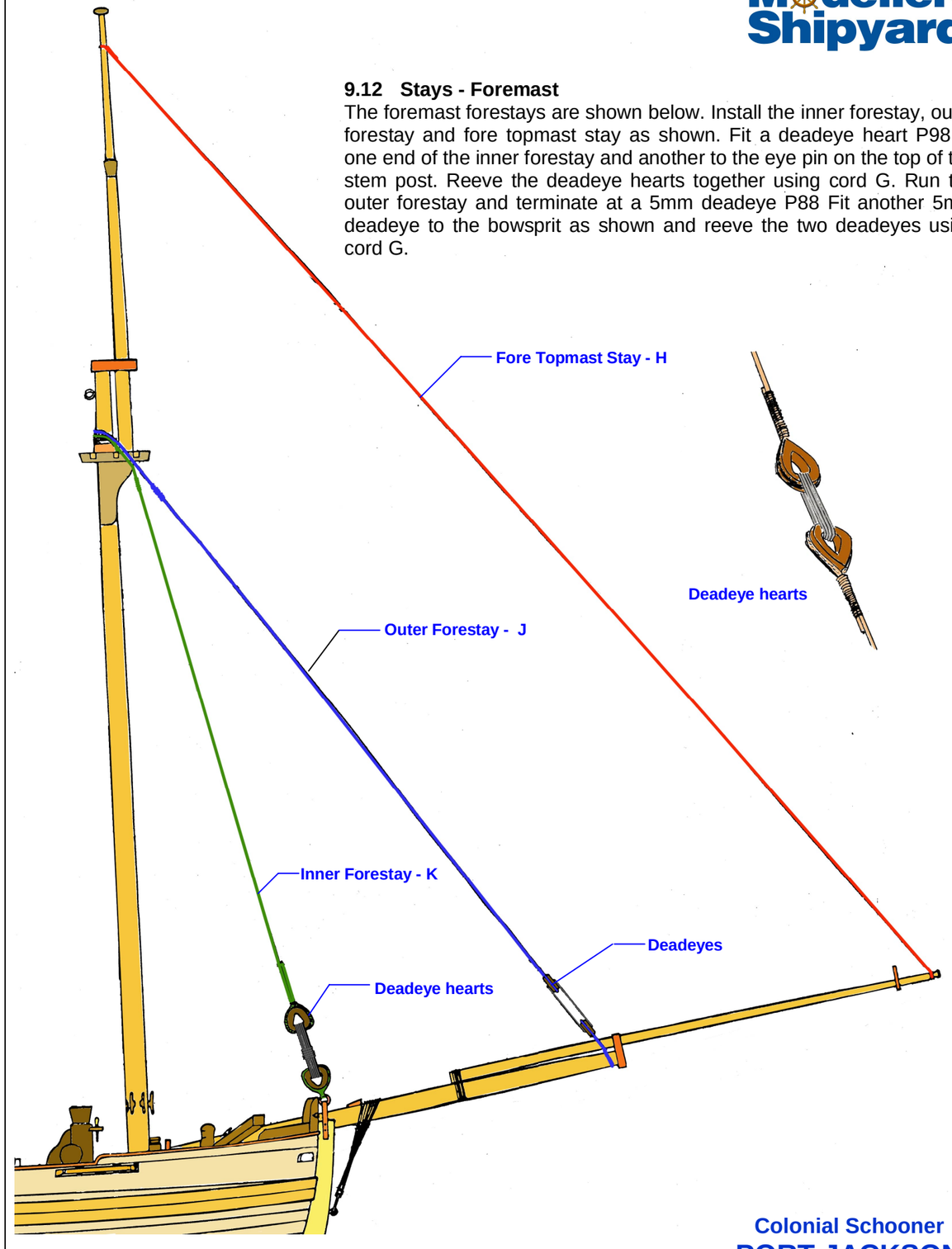
Using cord J tie a 3mm deadeye P87 to the bowsprit as shown. Cut a length of cord and fit another 3mm deadeye to one end. Tie the other end off at the eye pin P38 fitted to the stem post. Reeve the two deadeyes together with cord G.



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

9.12 Stays - Foremast

The foremast forestays are shown below. Install the inner forestay, outer forestay and fore topmast stay as shown. Fit a deadeye heart P98 to one end of the inner forestay and another to the eye pin on the top of the stem post. Reeve the deadeye hearts together using cord G. Run the outer forestay and terminate at a 5mm deadeye P88 Fit another 5mm deadeye to the bowsprit as shown and reeve the two deadeyes using cord G.



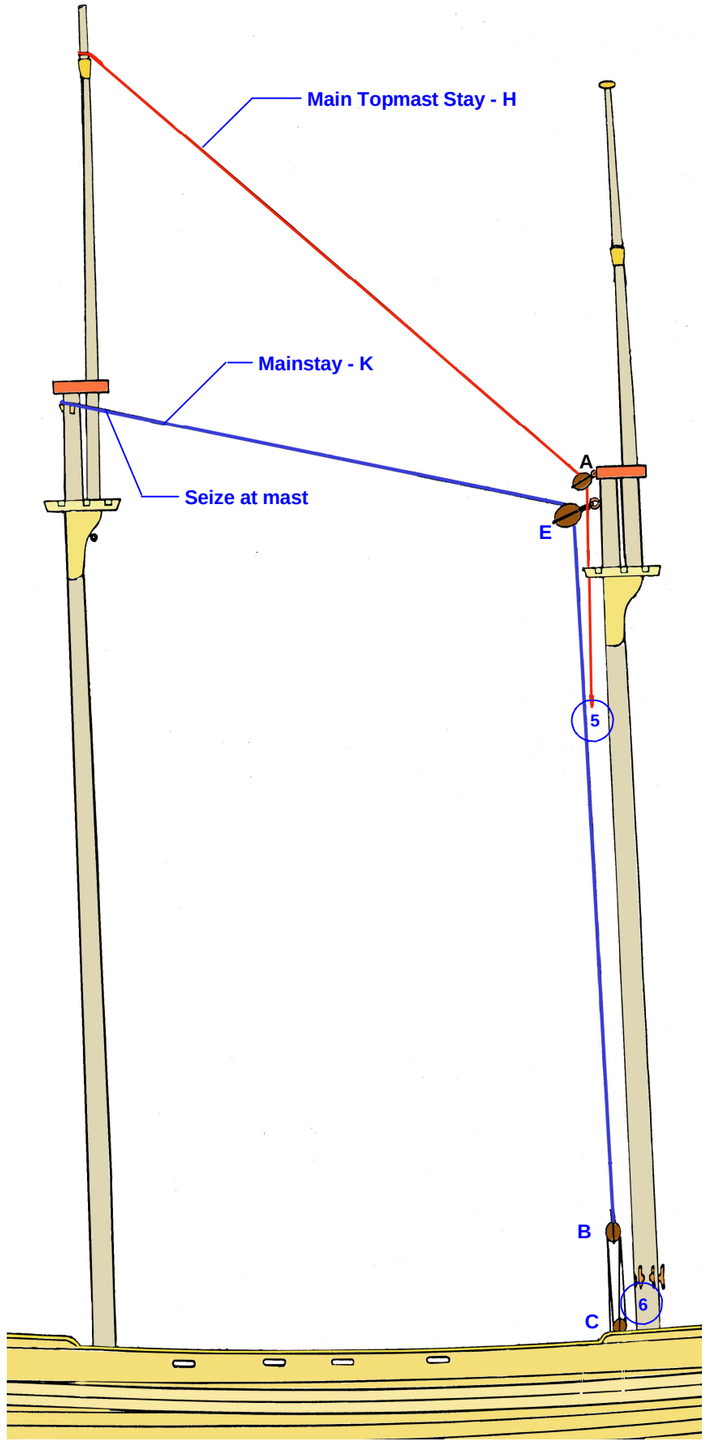
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9.13 Mainstay

Install the mainstay and fit a block B to one end as shown. Reeve block B to previously fitted block C - terminate at Point 6 and tie-off at 6A.

9.14 Main Topmast Stay

Fit the main topmast stay and terminate at 5.



9.15 Backstay Straps

Use 0.5mm brass wire P86 to make 4 deadeye straps using 3mm deadeyes P87 as shown. Drill holes into the bulwark and fit & fix the shroud straps to the hull as shown.

9.16 Main Topmast Backstay

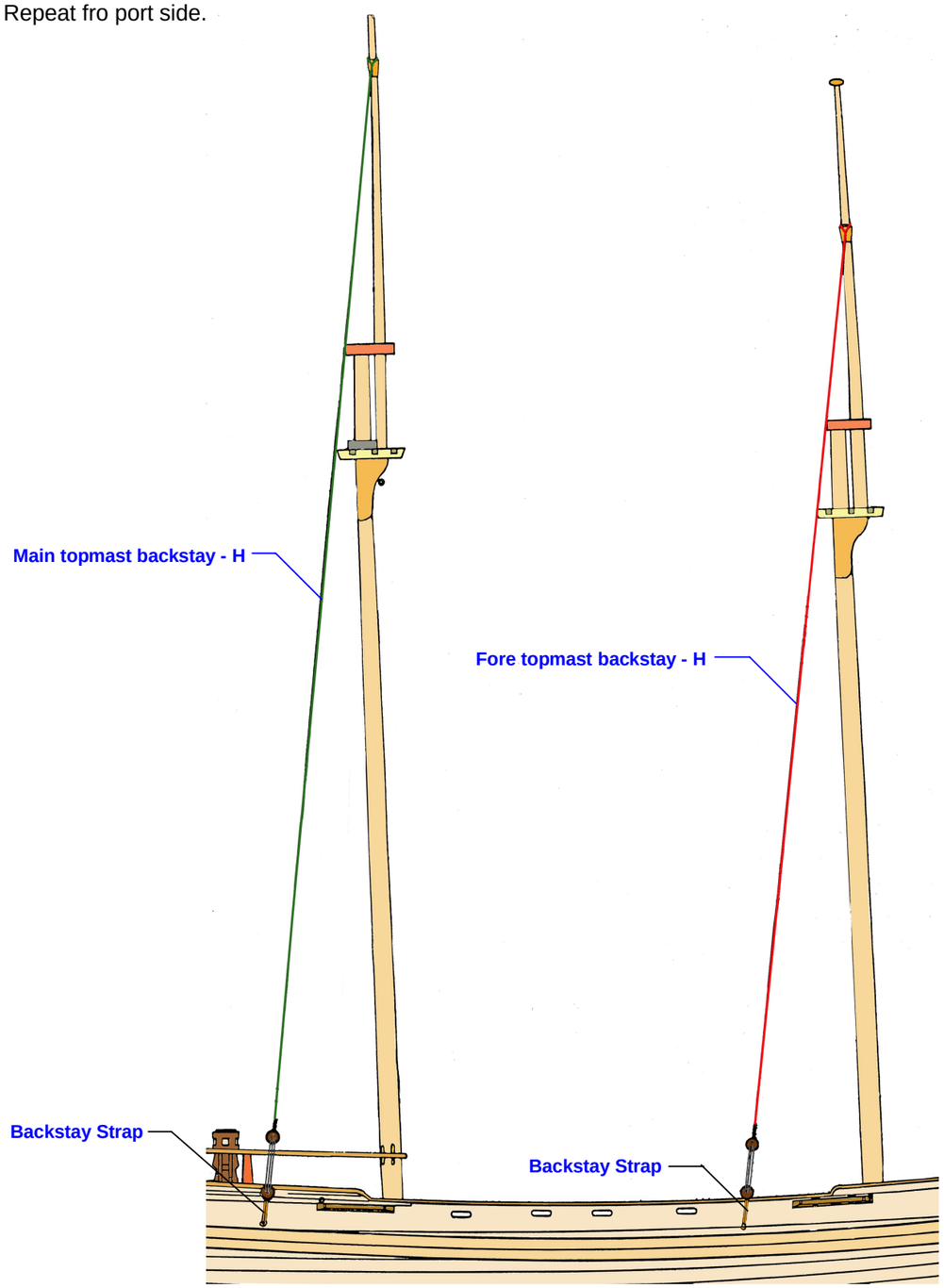
Fit the Main Topmast Backstay - attach 3mm deadeye to end and reeve the deadeyes with cord G. Repeat for port side.

9.17 Fore Topmast Backstay

Fit the Fore Topmast Backstay - attach 3mm deadeye to end and reeve the deadeyes with cord G. Repeat fro port side.



Backstay Strap



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

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10.0 Running Rigging

The running rigging is not tensioned but left slightly loose except for the bowsprit guys. While completing the running rigging make sure to follow the rigging points previously presented. Fit each rigging line in sequence and as shown using the cord indicated. All rigging points are as shown previously.

10.1 Main Gaff Throat Halliard

Identify the main mast gaff previously made. Using cord G fit parrel beads P81 as shown. Attach the gaff to the mast and tie off the cord. Rig the throat halliard as shown. Terminate at 7.

10.2 Main Peak Halliard

Rig the main peak halliard as shown. Extend to the tackle. Reeve the B block & the previously fitted C block together and terminate at 8 and tie off at 8A

10.3 Flag Line

Rig the flag line as shown. Start/finish at 9.

10.4 Fore Gaff Throat Halliard

Identify the foremast gaff previously made. Using cord G fit parrel beads as shown Figure 45. Attach the gaff to the mast and tie off the cord. Rig the throat halliard as shown. Terminate at 10.

10.5 Fore Peak Halliard

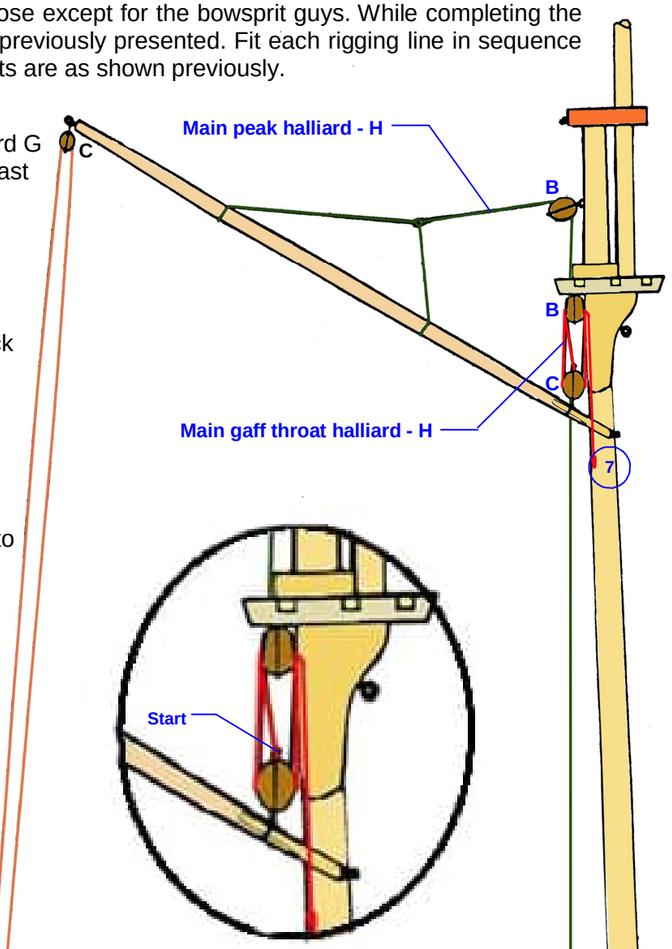
Rig the main peak halliard as shown and terminate and tie off at 11.

10.6 Pendants

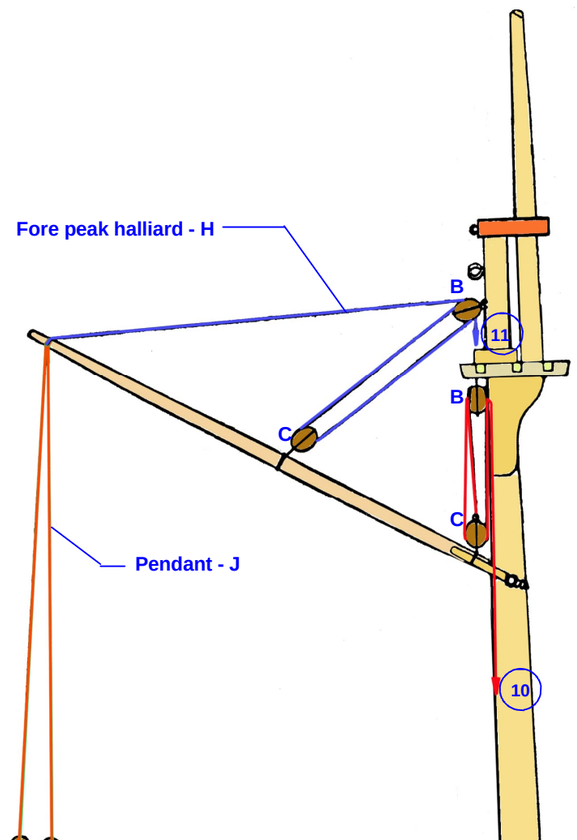
For the pendants fit block C to the cord ends and rig as shown.

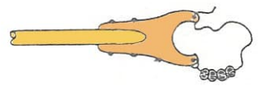
10.7 Vangs

Rig the vangs as shown. Start at 12, terminate at 12 A and tie-off at 12B



Throat Halliard Rigging





BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

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10.8 Boom
Identify the boom previously made. Using cord G fit parrel beads P81 as shown. Attach the boom to the mast and tie off the cord.

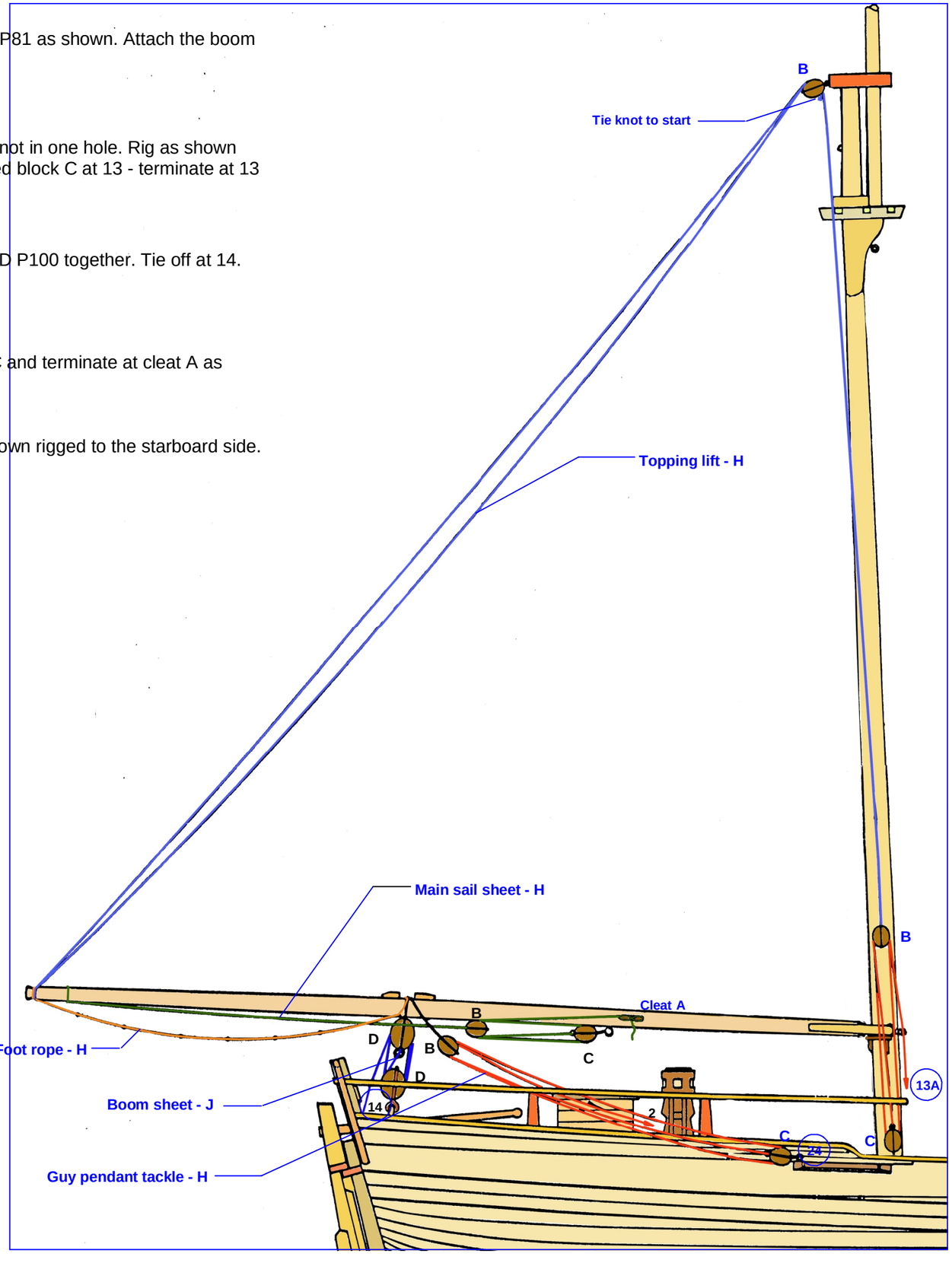
10.9 Topping Lift
Rig topping lift as shown starting at the mast cap block B with a knot in one hole. Rig as shown fitting a block B to the end as shown. Reeve to the previously fitted block C at 13 - terminate at 13 and tie-off at 13A

10.10 Boom Sheets
Fit block D to the Boom Sheet Traveller P. Reeve the two blocks D P100 together. Tie off at 14.

10.11 Main Sail Sheet & Tackle
Rig as shown fitting a block B at the end. Reeve the blocks B & C and terminate at cleat A as shown.

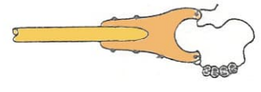
10.12 Guy Pendant Tackle
Reeve blocks together and terminate at 2. The guy pendant is shown rigged to the starboard side. It can be rigged to the port side if desired.

10.13 Foot Rope
Use cord H to run the foot rope - tie knots in its length as shown.



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—



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10.14 Fore Lower Yard
Identify the fore lower yard previously made. Make the sling using cord H as shown and attach one end to the yard and the other is slung over the mast cap as shown. Attach the yard to the mast with the truss using cord H

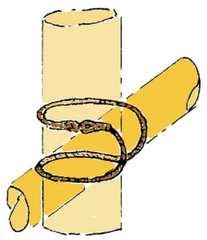
10.15 Lifts - Lower Fore Yard
Rig as shown. Start at block B on side of mast cap with a knot in one hole - rig as shown and terminate at 23. Repeat for port side.

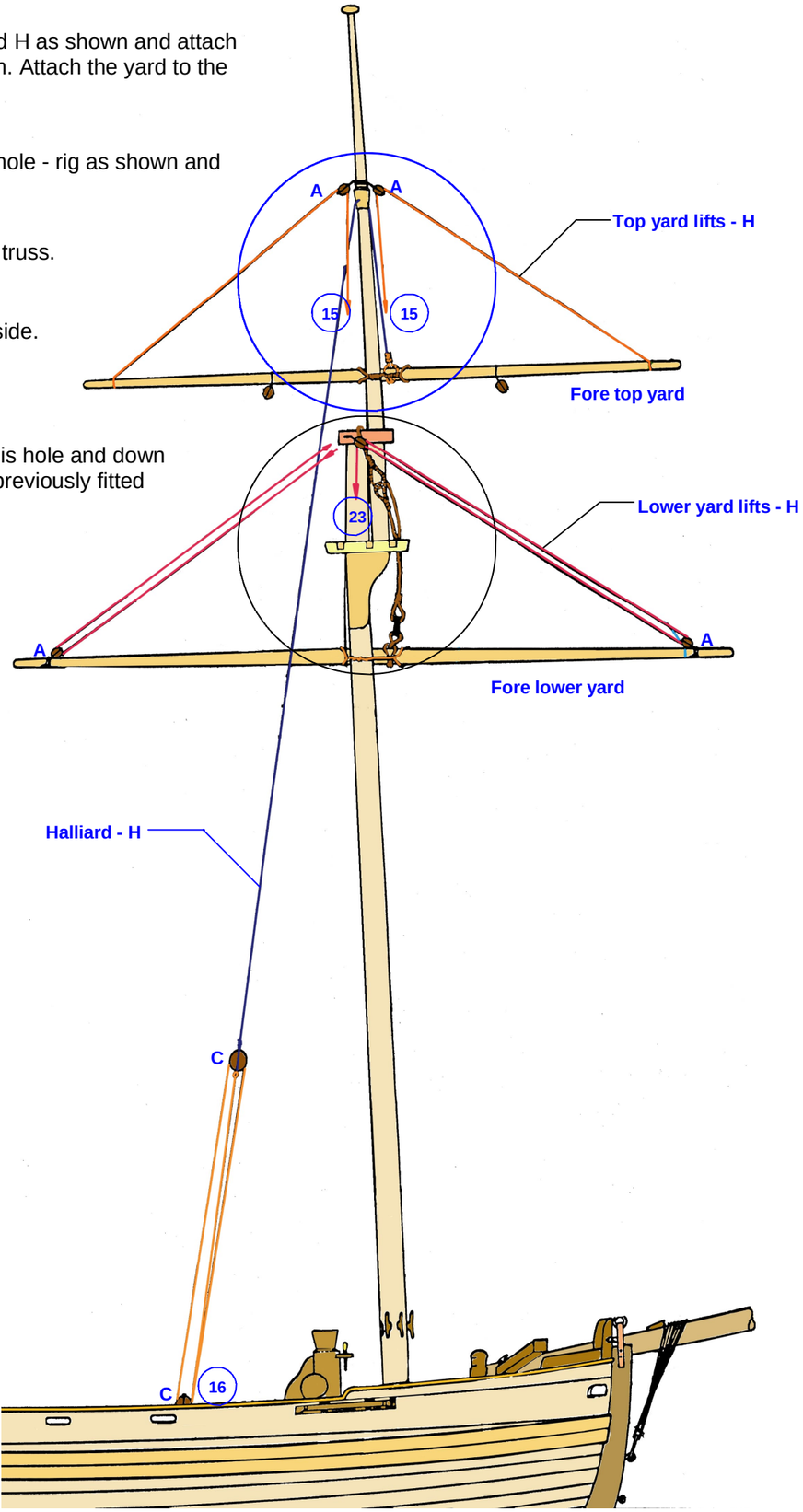
10.16 Fore Top Yard
Identify the fore top yard previously made. Attach to the mast with the truss.

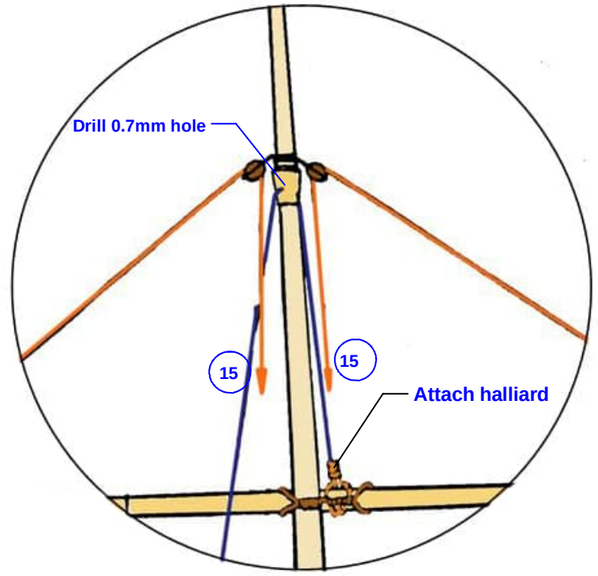
10.17 Lifts - Fore Top Yard
Rig as shown - start at yard end and terminate at 15. Repeat for port side.

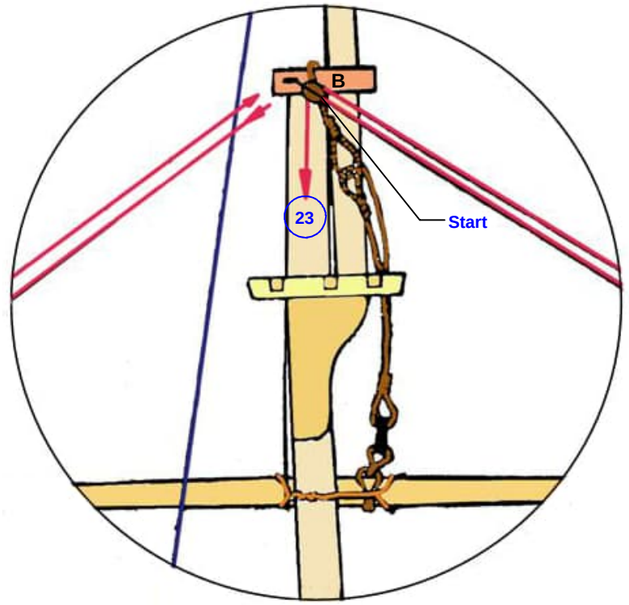
10.18 Halliard - Fore Top Yard
Drill hole in top mast as shown. Tie cord to fore top yard up through this hole and down as shown - attach block C to cord end as shown. Reeve this block to previously fitted block on deck at point 16 - terminate at 16 and tie off at 16A.











CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

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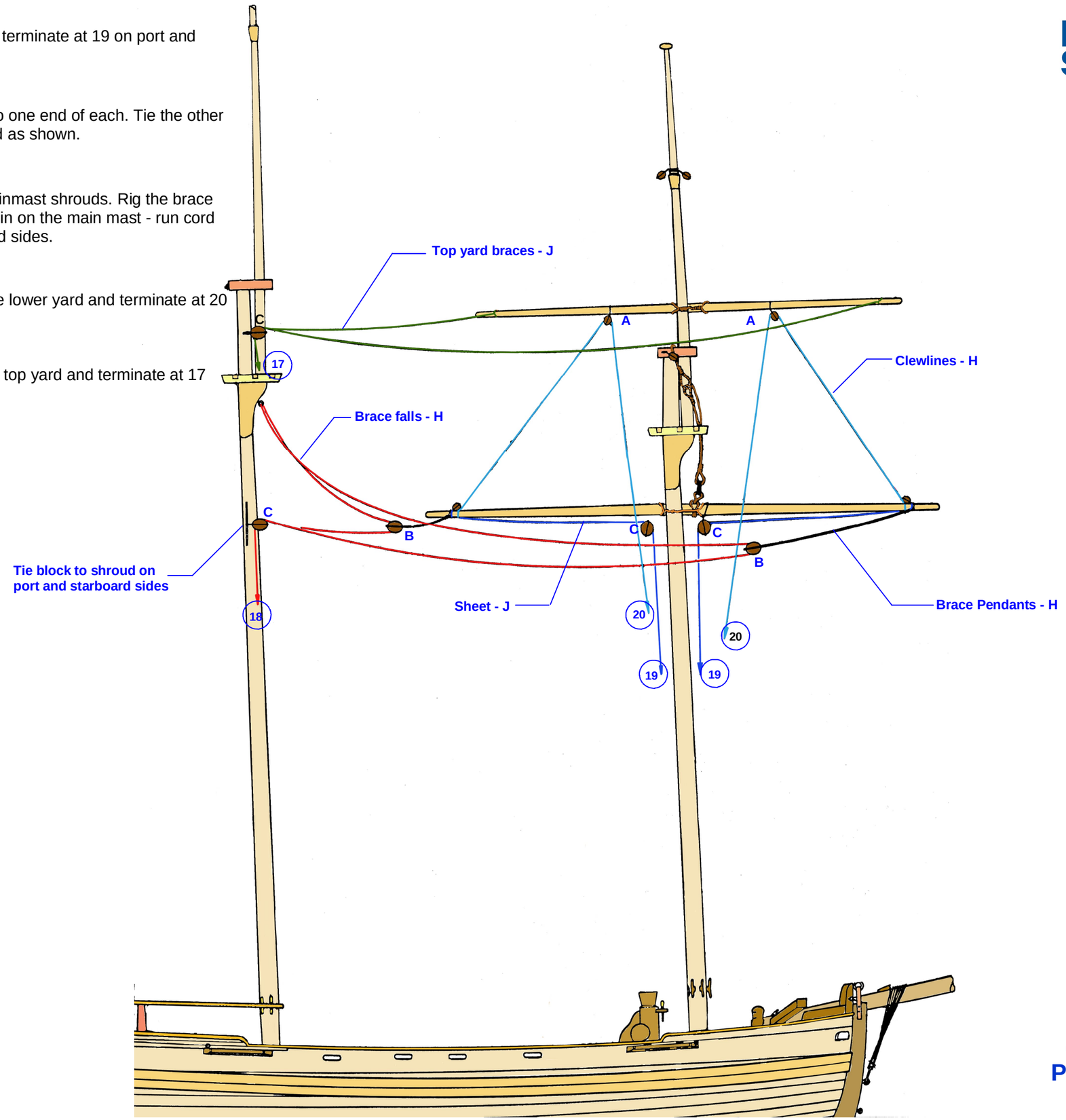
10.19 Sheets
Rig cord from end of fore lower yard as shown and terminate at 19 on port and starboard sides.

10.20 Brace Pendants
Cut two 75mm lengths of cord H and fit a block B to one end of each. Tie the other end of the pendant to the end of the fore lower yard as shown.

10.21 Brace Falls
Attach a block C on the fore port and starboard mainmast shrouds. Rig the brace falls as shown starting at the previously fitted eye pin on the main mast - run cord as shown and terminate at 18 on port and starboard sides.

10.22 Clew lines
Rig the clew lines a shown starting at the end of the lower yard and terminate at 20 on the port and starboard sides

10.23 Top Yard Braces
Rig the braces as shown starting at the ends of the top yard and terminate at 17 On the port and starboard sides.



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

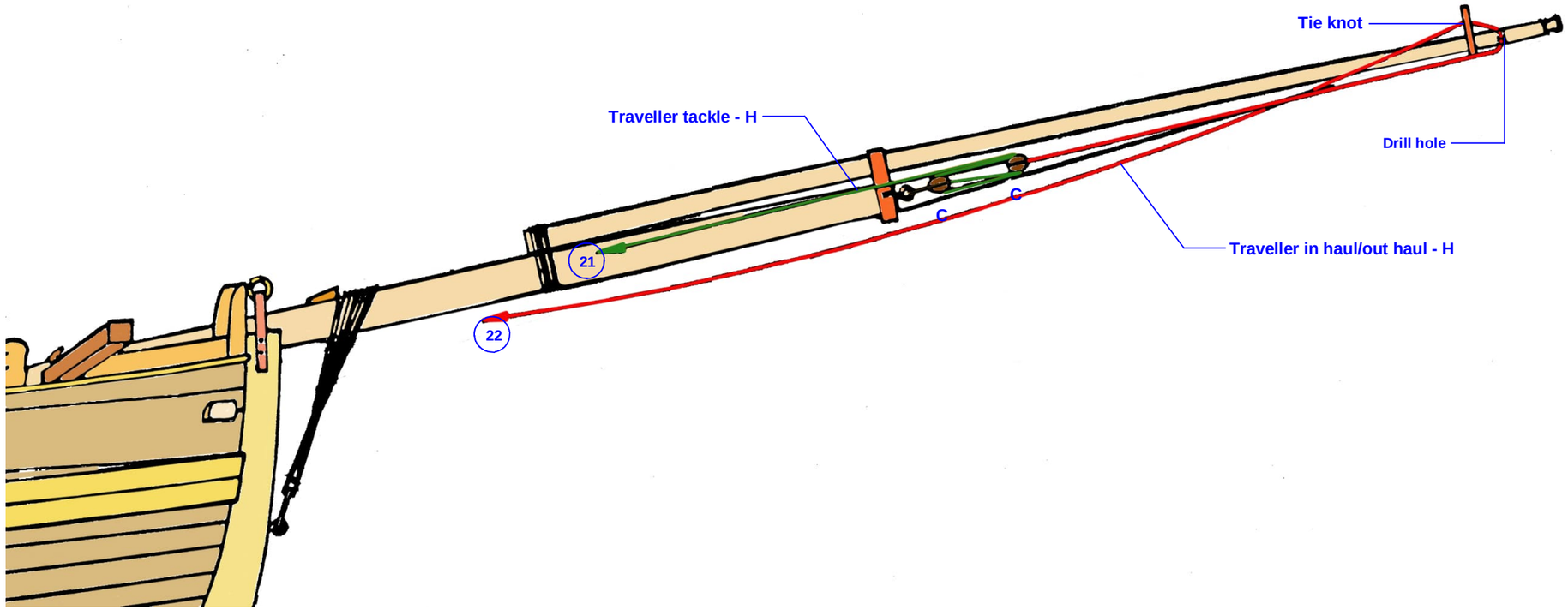
BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

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10.24 Traveller Out haul/In Haul & Tackle

Drill 0.7mm hole in end of jib boom. Tie a block C to a short length of cord H and tie-off to the eye pin to the end of the bowsprit as shown. Fit another block C to the end of a length of cord H run cord as shown - terminate at 22. Reeve the two blocks together with cord H - terminate at 21.



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.5mm	H	—
0.75mm	J	—
1.0mm	—	K
2.0mm	L	

BLOCK KEY		
Size	2 Hole	1 Hole
3mm	—	A
5mm	B	C
7mm	D	E
Violin	F	—

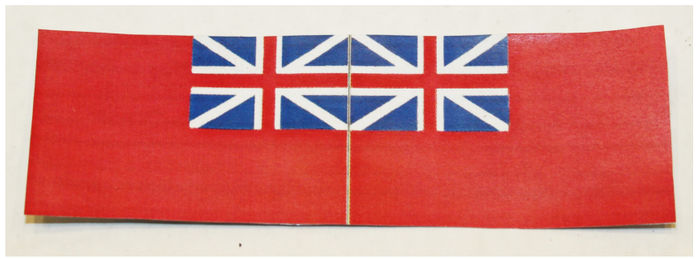
10.25 Flag

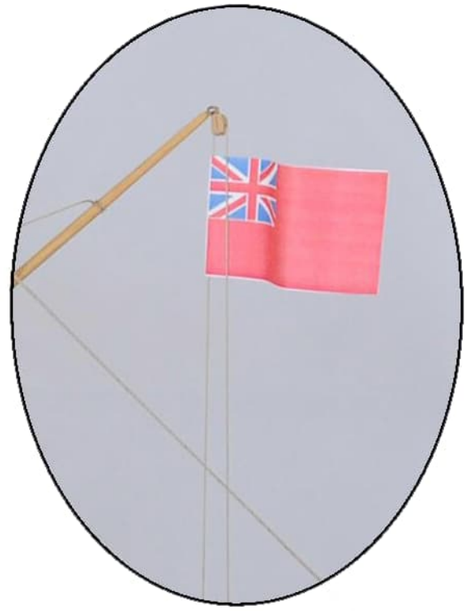
Identify the Red Ensign flag P105 To create the effect of wind blowing the flags follow the steps below.

1. Select a paper based glue and aluminium foil.
2. Trim any excess paper around the flag. Apply the glue to the reverse side. Cut a piece of foil slightly larger that the shape and size of the flag.
3. Lay the flag face up onto the foil - centrally locating the flag on the foil. Press firmly down on the flag to remove any air bubbles.
4. Apply glue to the foil surface and fold around the flag line - allow time for glue to dry.
5. Once glue has dried shape the flag to give the effect of blowing in the wind as shown.









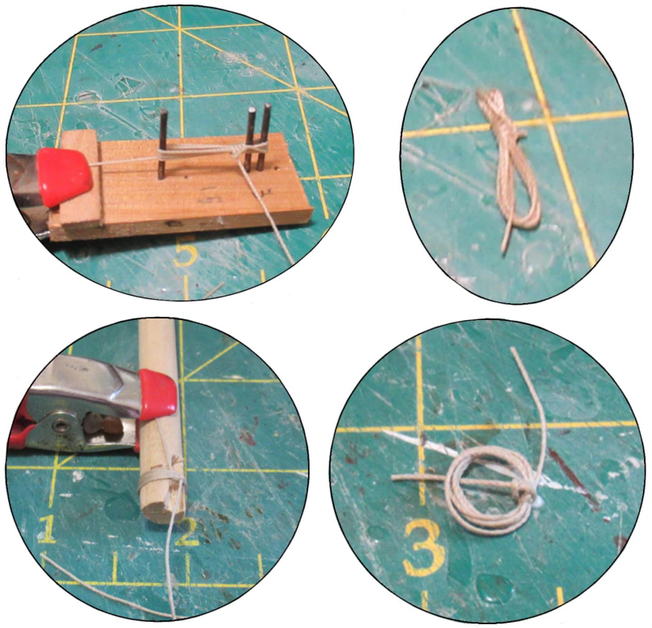
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11.0 Finishing Touches

Look carefully over all the drawings & photos and check to ensure that you have not forgotten anything.

You can make a few rope coils with cord H to place around the deck. Some small rope coils placed over the belaying pins will add a professional touch to your model.

You might consider a display case which will protect your model from dust and accidental damage.









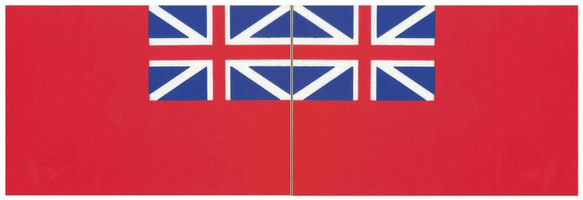
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P105 Red Ensign Flag

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