AUSTRALIAN COLONIAL SERIES WOODEN MODEL KIT

SLOOP NORFOLK 1798

SCALE 1:36

LENGTH: 590mm HEIGHT: 450mm

ITEM CODE: KTMS1002



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Modellers Shipyard

www.modellersshipyard.com

BUILDING INSTRUCTIONS

Version 5.0

1.0 Introduction

Modeller's Shipyard is proud to present another wooden model ship in our Australian colonial vessel series. This model of the Colonial Sloop *Norfolk* is based on a typical English sloop of the late eighteenth century. Additional information on the ship was obtained from *"Matthews Flinders—Navigator & Chartmaker"* Geoffrey C. Ingleton 1986.

2.0 Historical Notes

The sloop *Norfolk* name was from Governor Hunter's simple description of her arrival at Sydney Cove, 15 June 1798 - it was a sloop, and was from Norfolk Island, having been built there, on a decked longboat pattern. Built on Commandant John Townson's orders but contrary to Governor Hunter's orders, she was promptly confiscated by Hunter on her arrival in Sydney Cove. Governor Hunter ordered the sloop to be fitted out from June to October for Lt Matthew Flinders and George Bass to explore south and to prove whether Van Diemen's Land was an island separated by a strait.

Flinders as captain, along with Peter Hibbs as master, and George Bass, and their eight crew with 12 weeks provisions departed Sydney, 7 October 1797 ,sailed southwards. They were the first to circumnavigate Van Diemen's Land making many discoveries and naming some, e.g. Point Hibbs. The strait was named after Bass on Flinders' request. They returned to Sydney 12 January, 1799. *Norfolk* departed Sydney again this time with Flinders' young brother Samuel on board to replace Bass, and sailed as far as Hervey Bay (Queensland), arriving back in Sydney, 20 August, 1799. On the 7 January 1780 *Norfolk* went together with the HM schooner *Francis* on a supply voyage to the Hawkesbury River both returning to Sydney with cargoes of timber and planks for building vessels at Sydney.

On a subsequent voyage in October to the Hawkesbury for a cargo of grain for Sydney, the *Norfolk* was seized by 15 convicts in Broken Bay at the mouth of the Hawkesbury River. The convicts sailed north and ran into a storm. Attempting to shelter in Coal River (Hunter River) they only succeeded in wrecking her in November 1800 at what is now Stockton opposite Newcastle - a point named officially Pirate Point. A commemorative plaque, unveiled by Bern & Jan Cuthbertson, January 1999, marks the point near the wreck site.

Six of the escaped convicts ran into the bush. The others took a small boat and went to sea but were soon recaptured. Two were hanged and seven were sent to Norfolk Island. Much later it was learned that those who went bush got to Port Stephens, and sick and hungry three decided to give themselves up and started walking to Sydney. They met Lt James Grant at Pittwater in *Lady Nelson* and surrendered.

The sloop *Norfolk* had a short 2½ years life but a very eventful one for the colony at a critical time, providing superior service.

Lieutenant Matthew Flinders: Born 16 March 1774 at Donington, England. His father and grandfather were doctors, expecting him to follow. However, with other ideas, he was on a quarter deck August 1791 in the *Providence*, sailing to Tahiti with Captain Bligh on his second voyage - following the *Bounty* mutiny of 28 April, 1789. Flinders arrived in Australia on *Reliance,* September 1795.

Surgeon George Bass: Born Aswarby, Lincolnshire, early 1771, later moving to Boston, when George was 7 after his father had died. His mother wished him to be doctor and he wished to go to sea. He did both. He was at sea as a naval surgeon July 1789. At 23 he joined *Reliance* arriving Sydney with Flinders and also Daniel Paine, a boat builder, selected by Governor Hunter at Deptford Dockyard, for the settlement.

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 achievement.

1. It is **essential** that the modeller study these instructions and plans 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—please 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 Sloop
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SHEET 1

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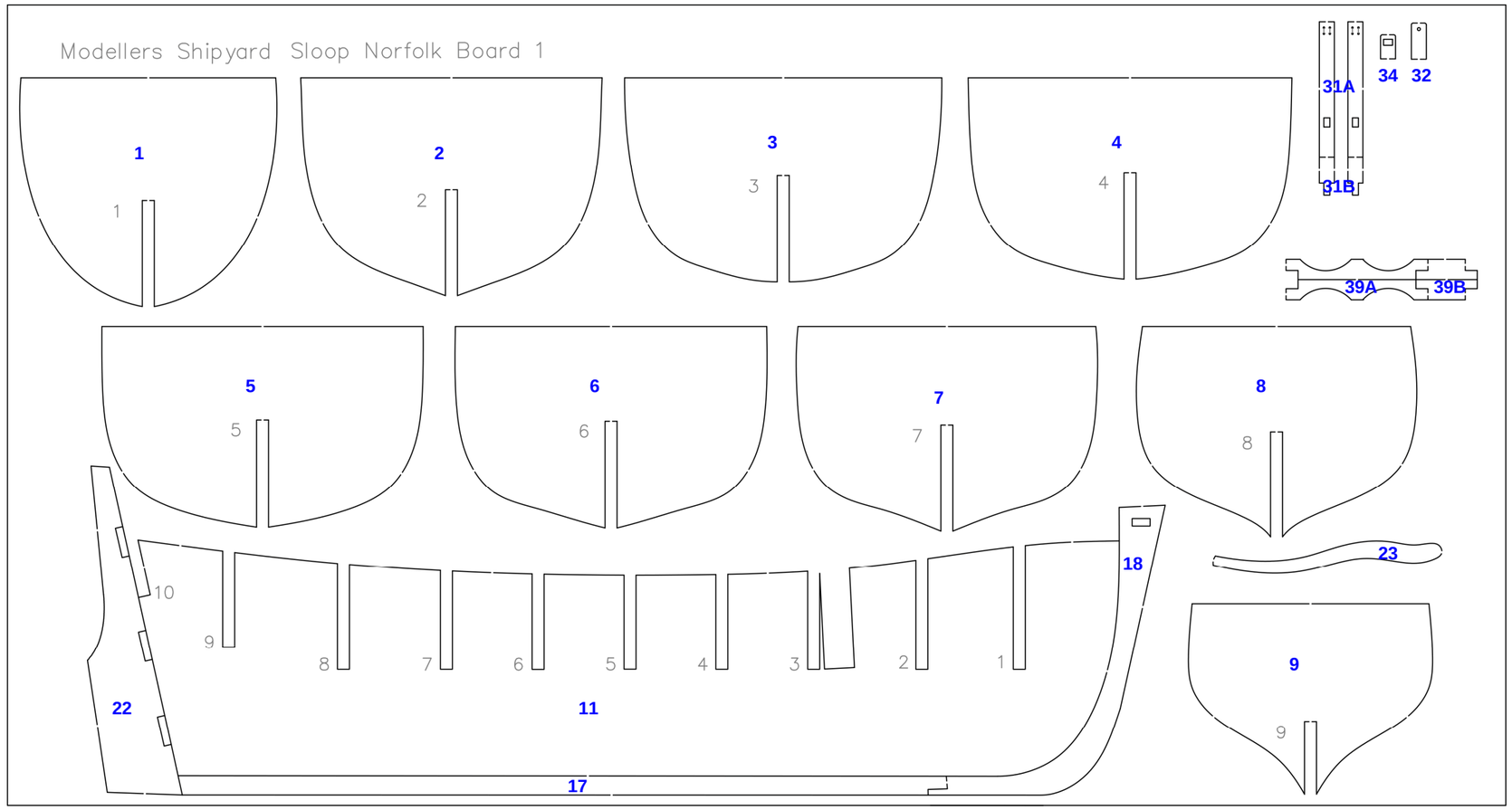
4.0 **Parts List** (Modeller's Shipyard reserves the right to make changes to the instructions, components &/or kit contents at any time without notice)

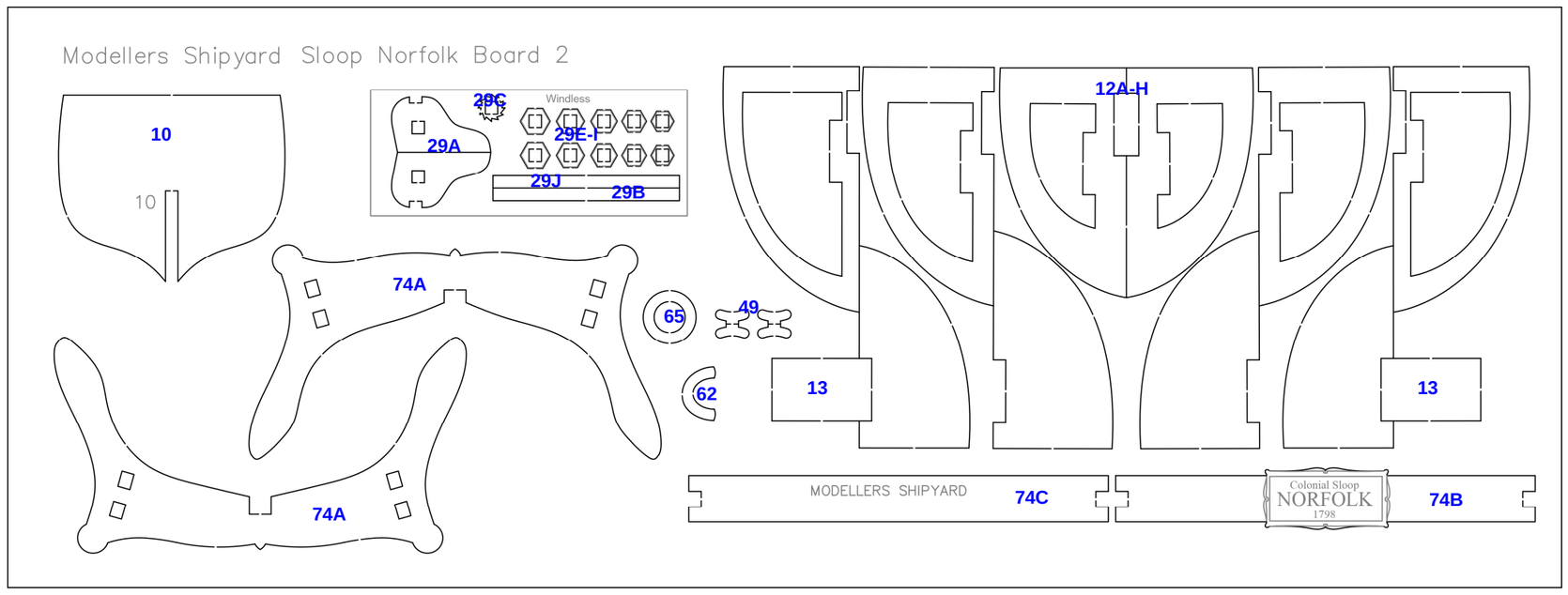
Part No	Description	Quantity	Material
1-9	Bulkhead Frames	9	Board 1
10	Transom	1	Board 1
11	False Keel	1	Board 1
12A-H	Bow Blocks	16	Board 2
13	Bow Block Key	2	Board 2
14	Deck	1	Board 3
15	Basswood - 2x5x400mm	50	Timber Stock
16	Bulwarks	2	Board 3
17	Keel	1	Board 1
18	Stem Post	1	Board 1
19	Teak - 0.6x5x400mm	60	Timber Stock
20	Margin planks	2	Board 4
21	Bulwark frames	4	Board 3
22	Rudder post	1	Board 1
23	Tiller	1	Board 1
24	Rudder Hinges	3	Parts Card 2
25	Nails - Brass	Pkt	Parts Card 2
26	Cap rail	2	Board 3
27	Transom cap	1	Board 3
28	Basswood - 4x4x500mm	1	Timber Stock
29A-J	Windless	1	Boards 2 & 3
30A-F	Companionway	6	Boards 3 & 4
31A-B	Catheads	4	Board 1
32	Head stock	1	Board 1
33	Rod - Brass - 1mm x 100mm	1	Parts Card 2
34	Base	1	Board 1
35	Anchors	2	Parts Card 2
36	Pumps	2	Parts Card 2
37A-B	Grating & coaming	2	Board 5
38A-G	Barrel	26	Boards 3,4 & 5
39A-B	Barrel rack	1	Board 1
40	Eye Pins	Pkt	Parts Card 2
41	Cord F - Anchor 2x500mm	1	Parts Card 1
42	Cord G - 0.25mm - grey	1	Parts Card 1
43	Cord H - 0.5mm - grey	1	Parts Card 1
44	Cord J - 1.0mm - black	1	Parts Card 1
45	Block A - 5mm 1 Hole	18	Parts Card 2
46	Block B - 5mm 2 Hole	5	Parts Card 2
47	Block C - 7mm 2 Hole	3	Parts Card 2
48	Block D - Violin 7mm	2	Parts Card 2
49	Cleats	4	Board 2

Part No	Description	Quantity	Material
50	Hawse Pipes	2	Board 4
51	Stanchions	16	Board 5
52	Rowlocks	6	Board 5
53	Belaying pins	2	Parts Card 2
54	Dowel - 10x500mm	1	Timber Stock
55	Dowel - 8x250mm	1	Timber Stock
56	Dowel - 6x330mm	1	Timber Stock
57	Dowel - 5x250mm	1	Timber Stock
58	Bannister railing	2	Board 3
59	Transom bannister	1	Board 3
60	Copper Strap - 3x100mm	1	Parts Card 2
61	Shroud cleats	3	Board 3
62	Boom Support	1	Board 2
63	Gaff Yoke	1	Board 3
64	Boom Yoke	1	Board 3
65	Mast Heel	1	Board 2
66	Deadeyes - 7mm	12	Parts Card 2
67	Deadeye - 5mm	6	Parts Card 2
68	Deadeye Straps	6	Parts Card 2
69	Lanyard strip	2	Board 3
70	Chain plate	6	Parts Card 2
71	Ring - brass 10mm	1	Parts Card 2
72	Rings - brass 3mm	Pkt	Parts Card 2
73	Parrals	Pkt	Parts Card 2
74A-C	Cradle ends	4	Board 2
75	Red Ensign	1	Sheet 36

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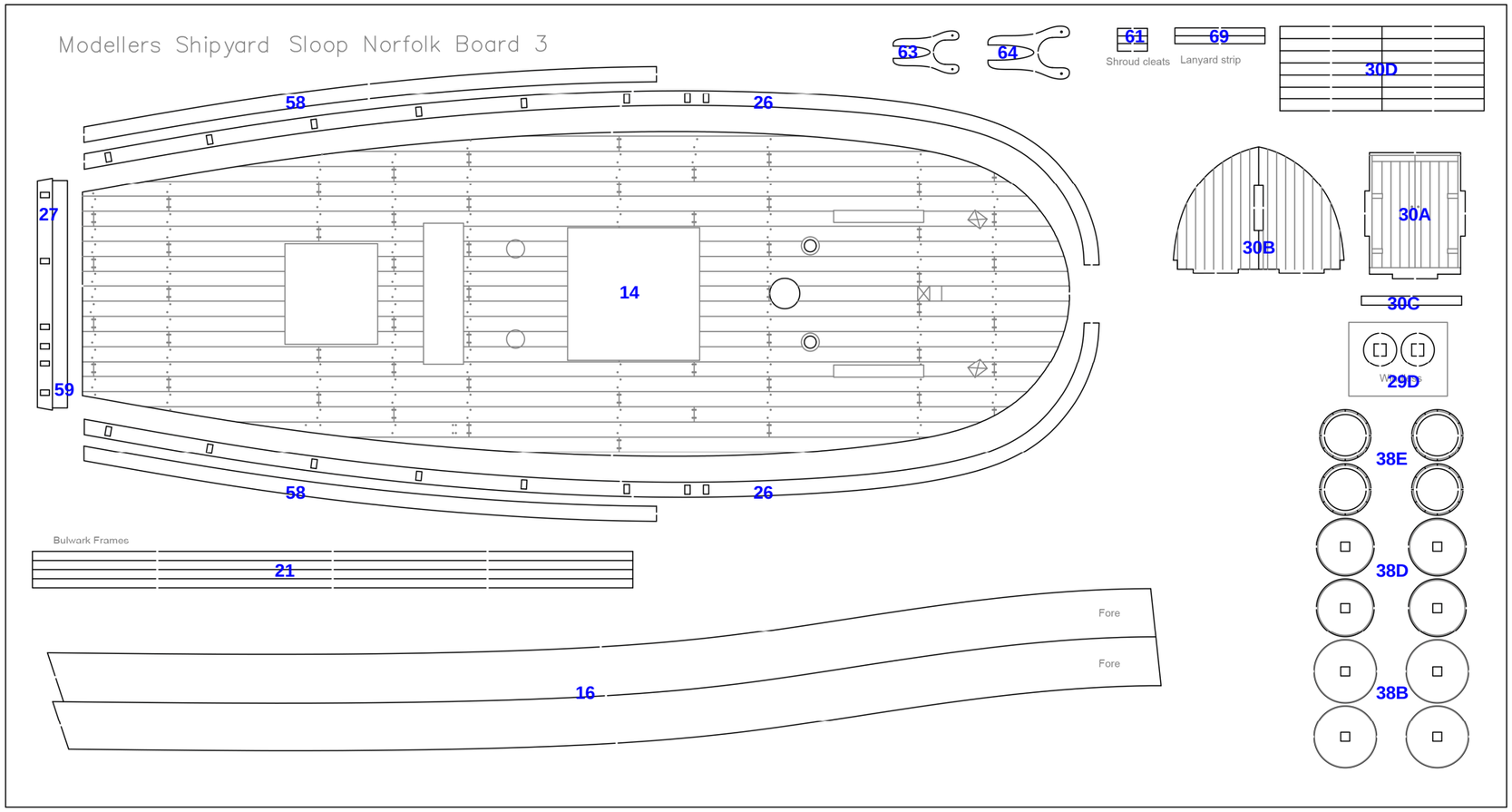
5.0 Plywood Boards

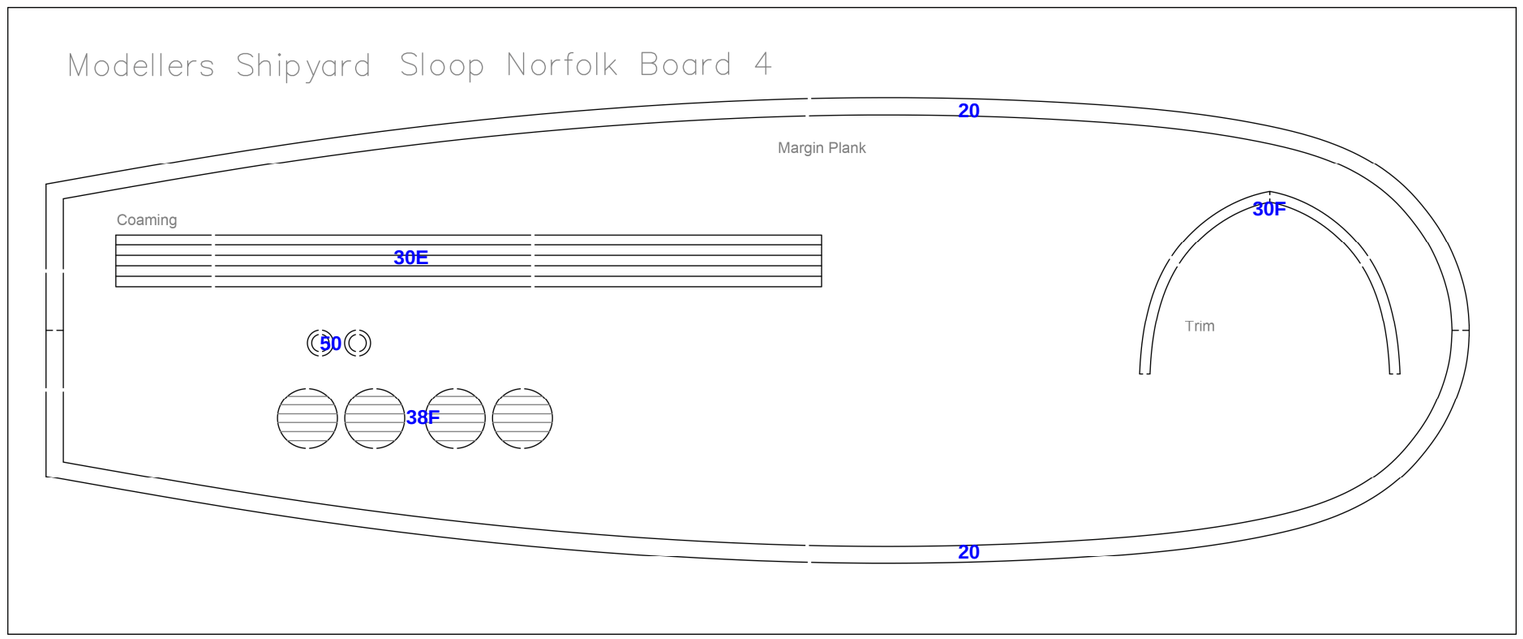




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SHEET 3

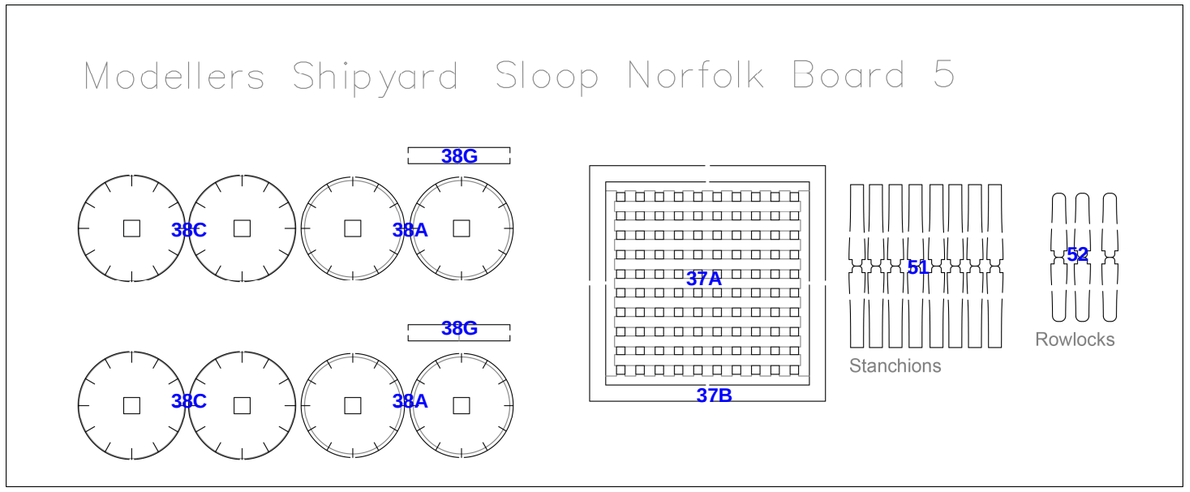
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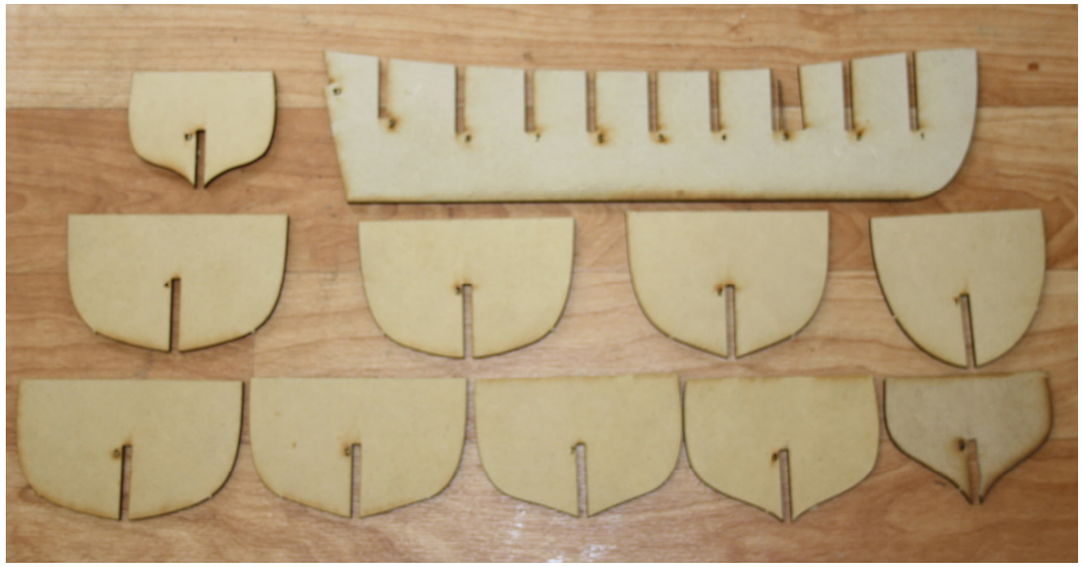
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SHEET 5

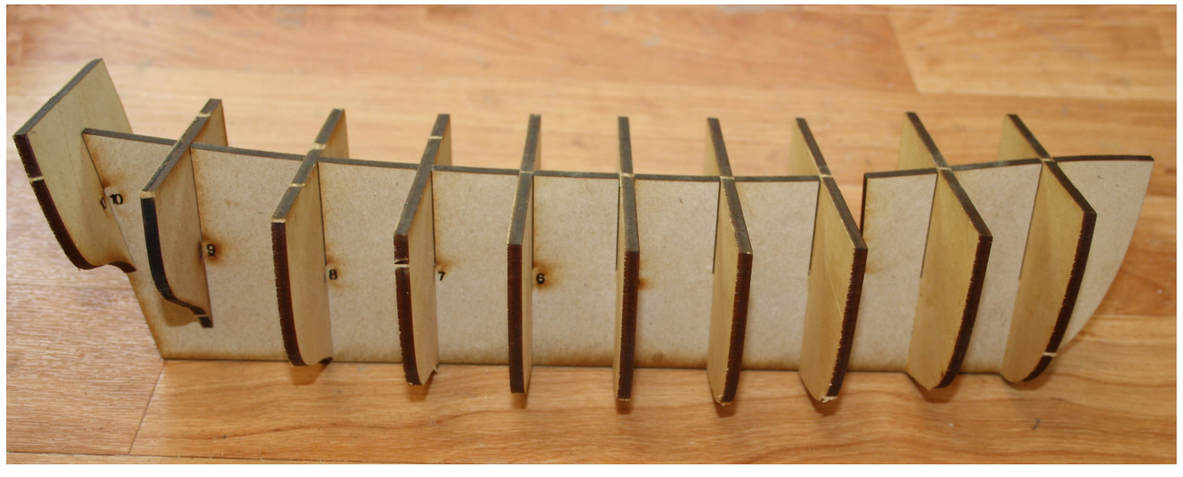
6.0 Hull Construction
6.1 Assemble the Keel & Bulkheads

Step 1 On the laser cut sheets in your kit use a pencil to mark the relevant numbers on each piece before removing them from the boards. Remove the keel, bulkheads and transom.



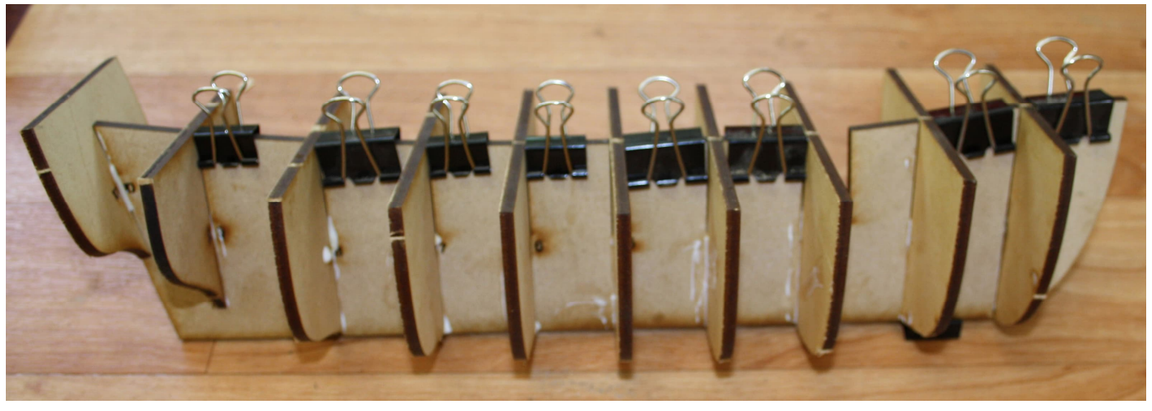
Step 2 Dry fit the bulkheads into the keel slots. Do not glue anything at this stage. Do not force the bulkheads into their keel slot. You may need to use a flat needle file to fractionally open the slot in both the keel and bulkhead. The fit should be firm but no loose.

There may also be a need to adjust the slot depth in the keel and/or bulkheads to ensure the top edge of each bulkhead is flush with the top edge of the keel. Do not glue anything at this stage. Also ensure bulkheads 1 to 8 are level with the bottom of the keel.



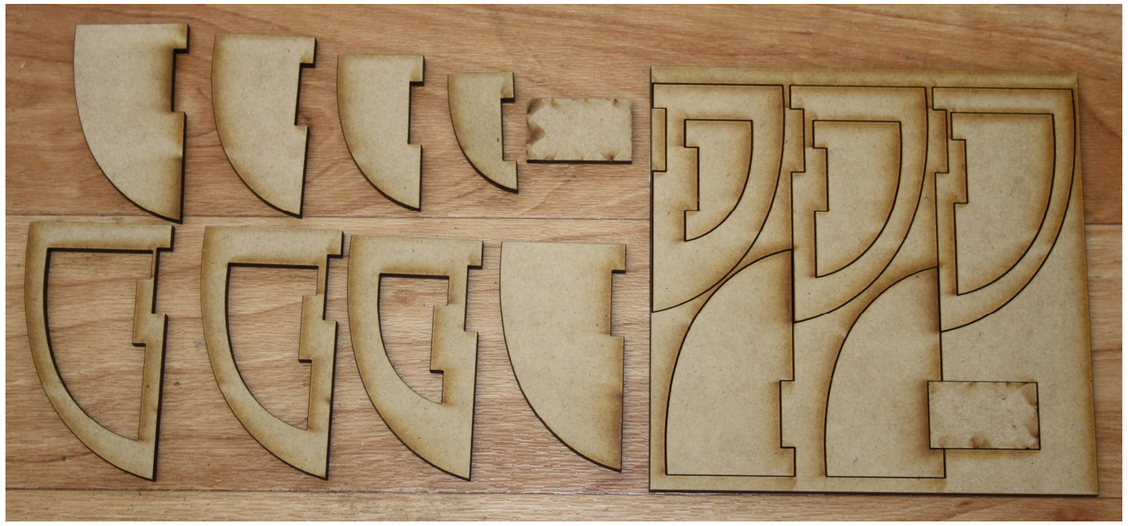
Step 3 Once you are satisfied with the dry fit of the bulkheads and keel, glue each bulkhead and the transom in place with white wood glue. It is important to make sure the bulkheads are square to the keel. Place a “bull dog” clip on the keel against each bulkhead to ensure it remains square while the glue sets. Use a cotton bud to remove any excess glue. Place the keel and bulkhead construction aside and allow 24 hours for the glue to set.



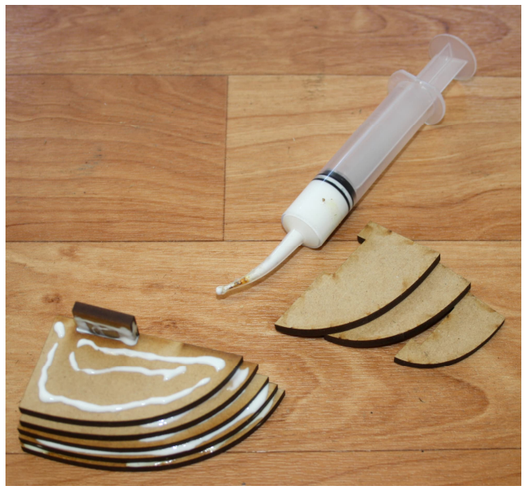


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Step 4 Bow Filler Blocks Identify bow filler blocks P12A-H and key P13. Dry fit the blocks as shown. Once satisfied glue each together as shown. Use an adjustable clamp to hold the blocks in place while the glue sets. Repeat for the second set of bow blocks. Allow 24 hours for glue to set.



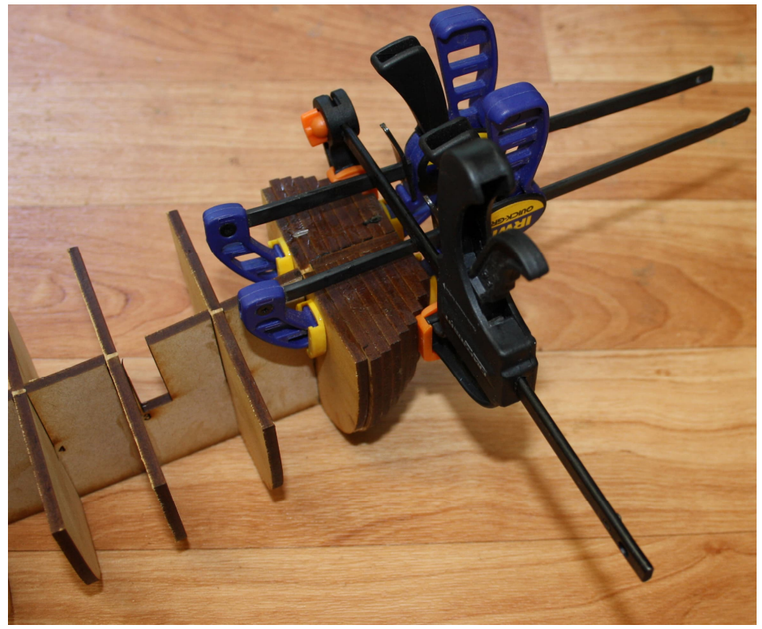


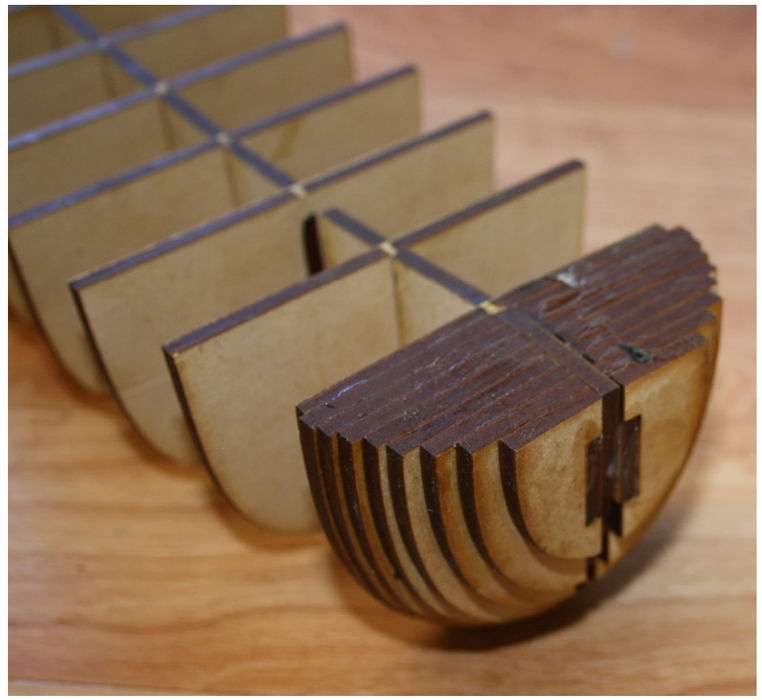






Use white wood glue to fix the two sets of blow blocks in place as shown. Use clamps to hold the blocks in place against bulkhead 1. You may also need to use a clamp to hold the blocks against the keel as shown. Allow 24 hours for the glue to set.





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Step 5 Identify the deck P14 - temporarily pin the deck in place on the top of the bulkheads and align it with the front of the keel. Use a pencil to draw the outline of the deck across the top of the bow blocks as shown - then remove the pins and deck.



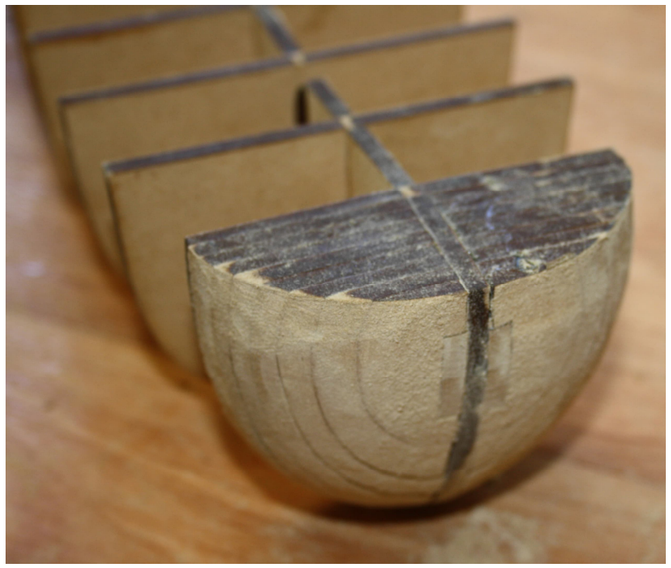


Use the deck outline, bulkhead 1 and the keel at the bow to shape the bow blocks. Using a range of shaping and filing tools, shape the bow block to these curves. Continually check the shape against these three (3) lines. Also file the individual bow block pieces from one edge to the other until you achieve the required curvature as shown.





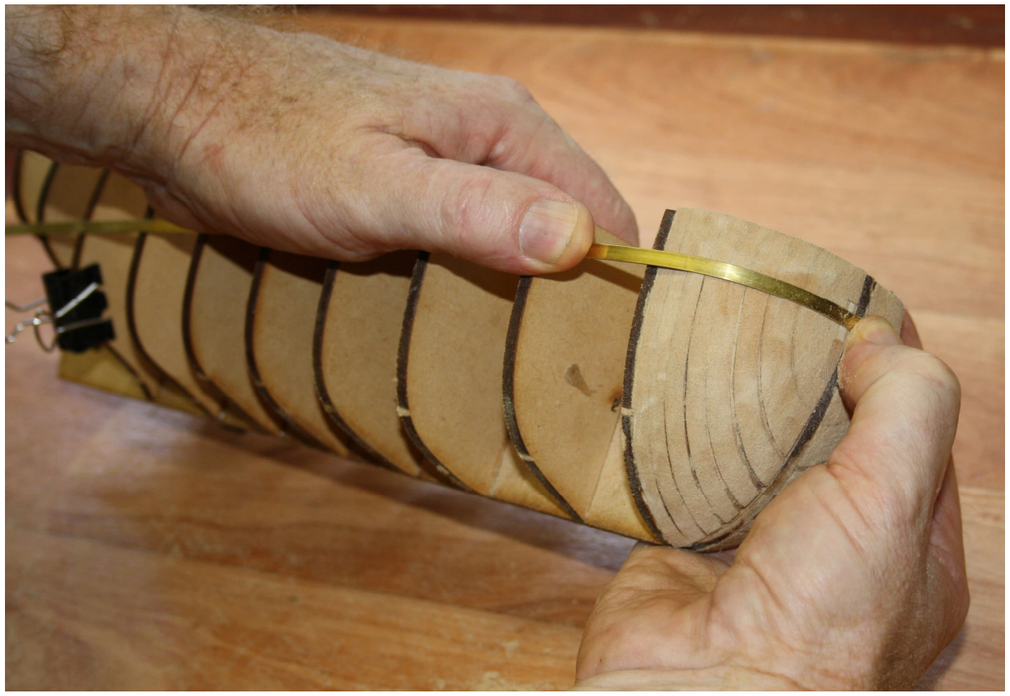




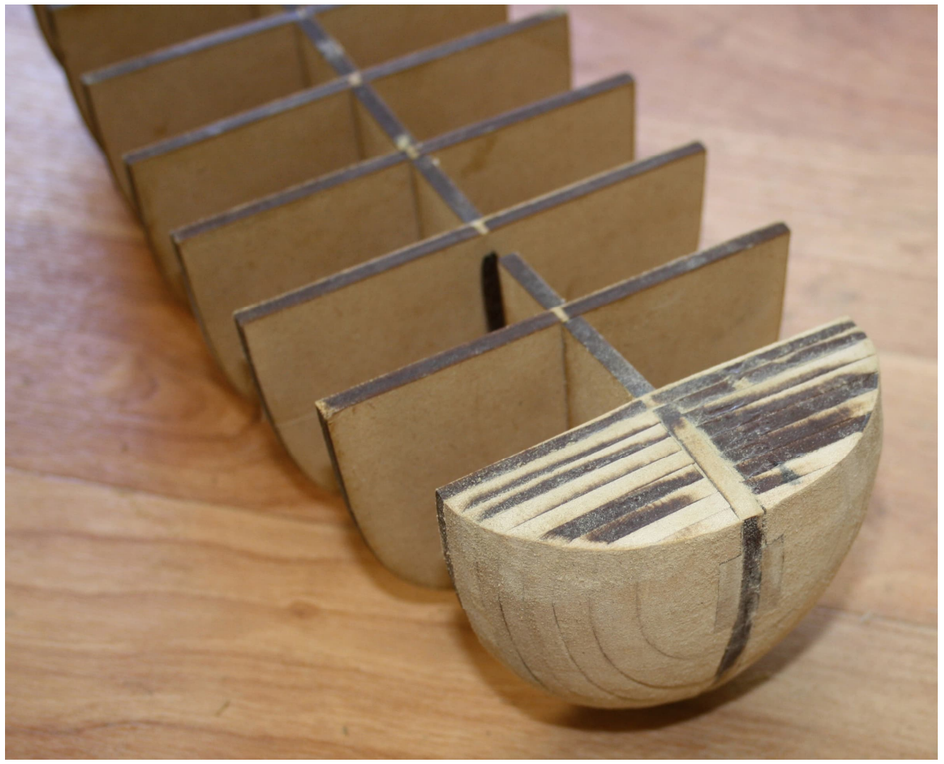
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Use a flexible brass strap to place around the curvature of the bow blocks to ensure a continuous curved surface as shown. Finally, use a flat file to ensure the top of the bow blocks are flat - this will ensure a good glue bond between the deck and bow blocks when the deck is fixed in place later.







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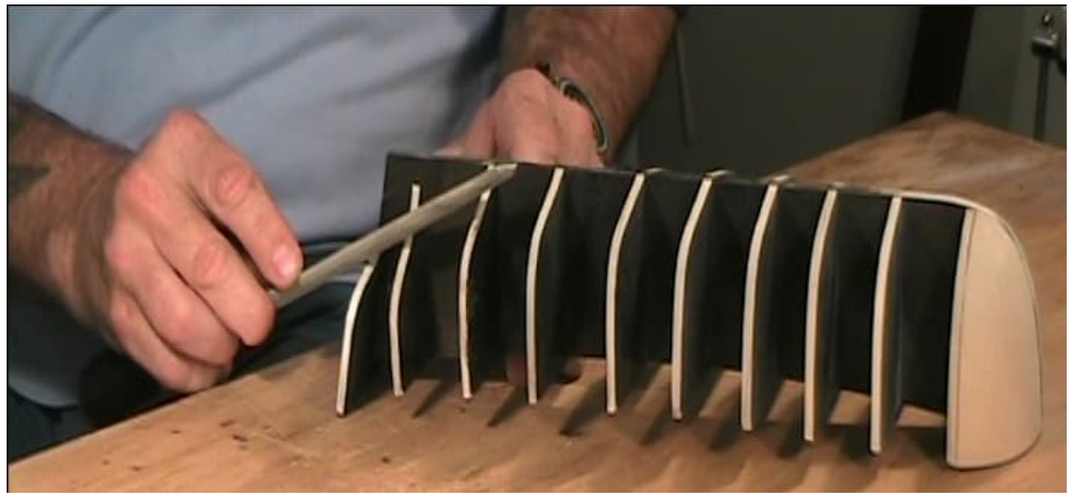
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Step 6 Fairing the Bulkheads



“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 of each bulkhead to ensure a good glue bond is established between each plank and the bulkhead of the model - this will 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.
Using a pencil number the frames starting at the bow - 1, 2, 3 , through to 9 with 10 being the transom. 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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Step 7 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. 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 false keel.

The false keel, stern post & rudder are all 4mm plywood. However the false keel in the deadwood area will be planked with the first layer of planking - 2mm thick (on each side) . 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 false keel and the stern post and rudder.

To ensure there is consistency of thickness between the hull, stern post and rudder in the deadwood area 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 1mm on each side - i.e. reduce the false 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 1mm on each side as well - fractionally adjusting to meet required thickness.

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



7.0 Planking the Hull

Planking the hull is not technically difficult but it does require some thought and study so that the principles are understood. It also requires some patience. Once mastered the process is straight forward.

There are a few points to remember:

- Use a mini plane to taper the planks.
- Always taper the **lower** edge of the plank - ie the edge that will be closer to the keel.
- 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.

7.1 Planking—First Principles

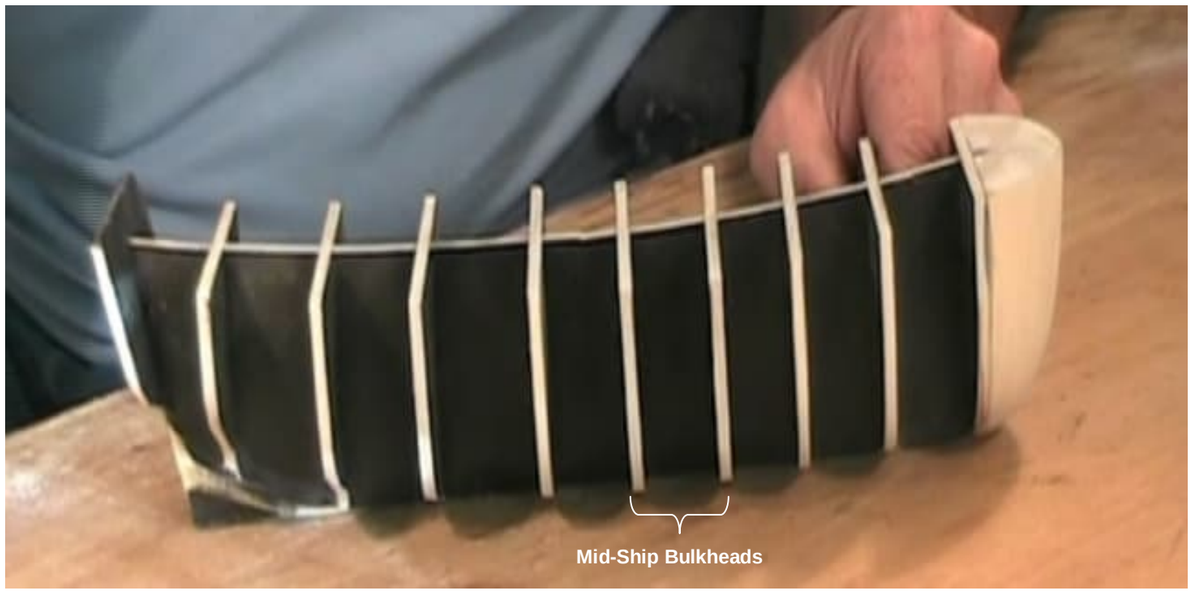
Spend a few moments with a dressmakers tape measure and measure from the top of the each bulkhead around the outside of the bulkhead to the toe of the bulkhead where it meets the keel. You will notice that the measurements around the bulkheads in the middle or “mid-ship” of the model are greater than the measurement around the bulkheads at the bow (front) of the model.

We always assume that the “mid-ship” bulkheads are the largest distance and it is at this part of the model the planks will be at their full width. On the Norfolk the mid-ship frames are 4 & 5.

From your measurements it will be clear that the planks will need to be tapered at the bow across frames 1, 2 & 3.

When making your measurements of bulkhead 9 & the transom 10, 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 bottom of the keel will be greater across say bulkhead 9 & the transom 10 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.



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7.2 First Layer of Planking

Identify the first layer of planking timber P15.

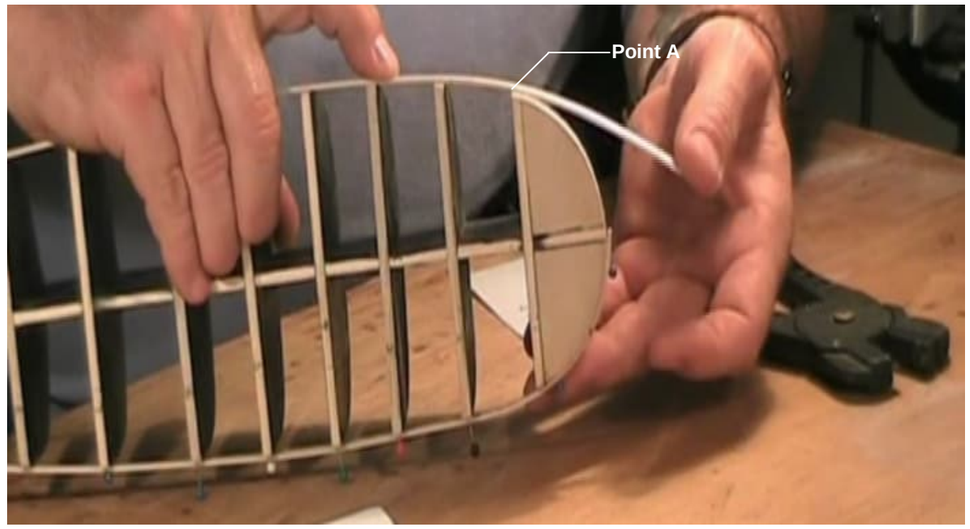
7.3 Fitting the First Plank

The placement of the very **first plank** (plank 1) is most important. The placement of the first plank needs to be 3.5mm down from the top of the bulkheads. This space will allow for the bulwark to be fitted later. Using one of the identified planks 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.

Take a second plank and transfer this point on to it. On each plank mark an arrow pointing towards the bow. Also mark each plank “P” for port (left) and “S” for starboard (right). We will do this for all the planks we prepare. We will also make all planks in pairs. **The first plank will not be tapered.**

From Point A use a hand held plank bender to gently crimp the plank toward the bow. Trial fit the plank. If needed use the plank bender again by gently crimping between the previous crimps. This will increase the curvature of the plank. Repeat this process until you are satisfied with the curvature of the plank..

From the top of each bulkhead mark a line 3.5mm on the frame. Fit this first plank along this line starting at the bow and work towards the stern. Apply white wood glue to this plank and use planking screws/map pins to hold the plank in place while the glue sets. Repeat this process for the other side of the hull. Note again that the first plank will **not be tapered**. Check to make sure that both planks (left and right or “port” and “starboard”) follow the same line and are a mirror image of each other.



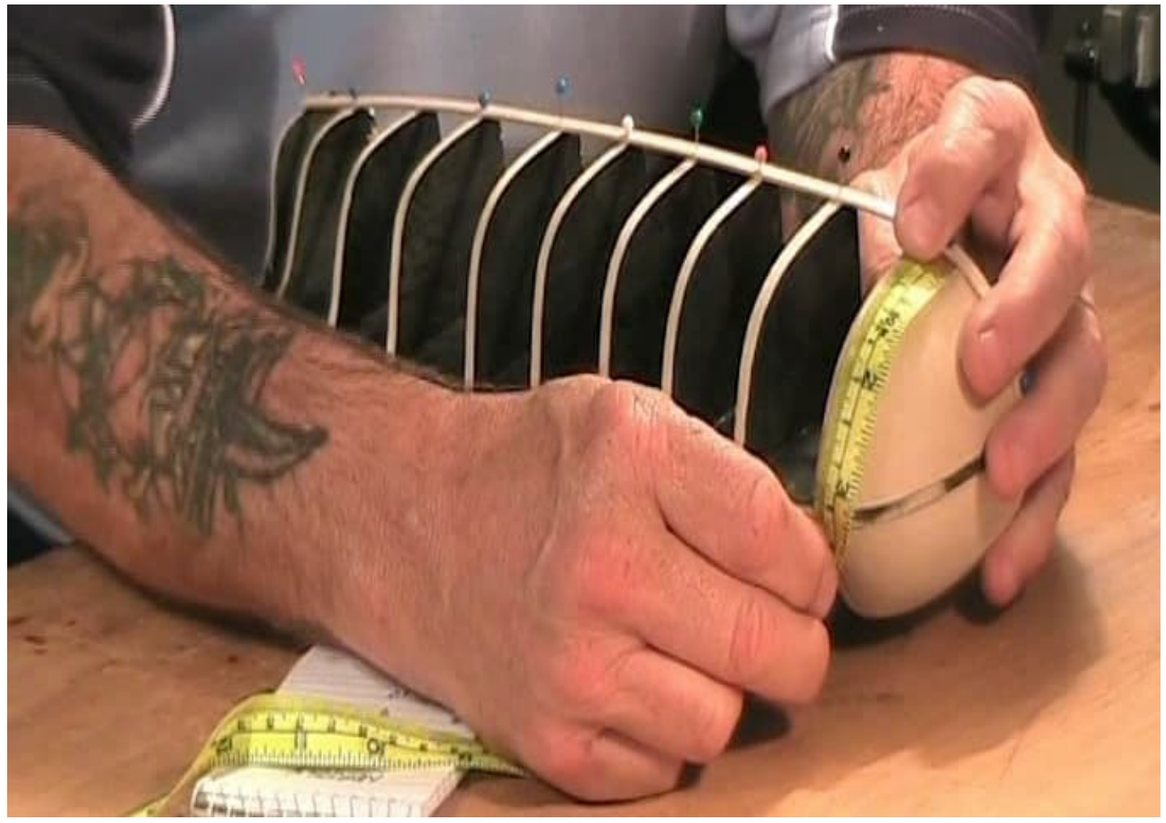


7.4 Completing the first layer planking

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 between Plank 1 and the keel at each bulkhead frame. Record these measurements in your table.

The distance between Plank 1 and the keel at the mid-ship bulkhead frames is 88mm. The plank width is 5mm. Therefore there will need to be 88/5 = 17.6 planks to be fitted to cover the hull. We will approximate this figure to 17 planks as there will always be a small amount of creep in plank width as you progress down the hull.

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



Bulkhead	1	2	3	4	5	6	7	8	9	Transom
Measurement mm				88	88					
Plank Width mm				5	5					

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From your measurements you will find that approximately 1mm will need to be tapered off the bow and stern end of the planks. *Y*ou will find the planks will need to be tapered from Point A (where the plank starts to bend around the bow) previously identified.

At the stern the planks will need to be tapered from approximately half way between bulkhead frames 8 & 9. Clearly mark each of these points on your planks - always prepare two planks together.

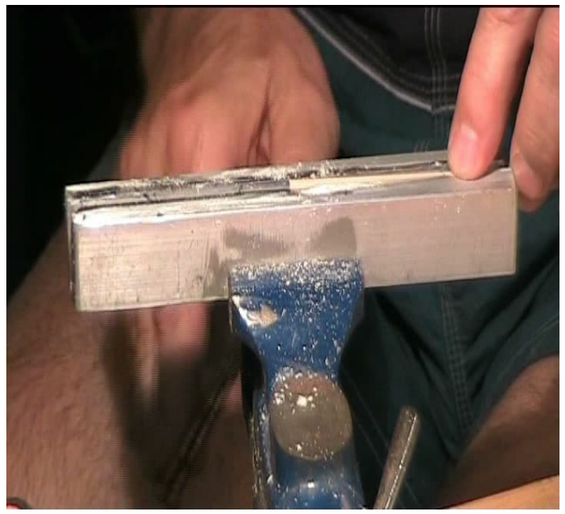
Don't forget to mark your planks as previously described.

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.









Fit each plank under the previously placed plank. Glue and pin in position.

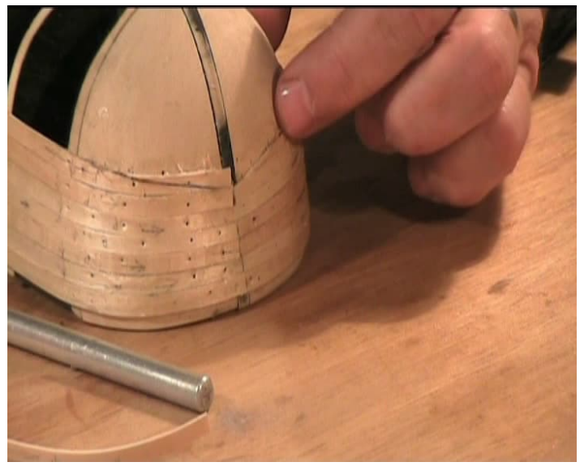
The next point is most important:
As you progress with you planking down the hull you will arrive at a point where the plank does not want to lay flat. Forcing the plank into position will cause it to twist and a gap will appear between the plank and the bow block.

At this point you will have to **change the direction of the plank** to ensure it sits flat on the hull. Follow the steps below to achieve this change in plank direction.

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

This process is called **Directional Change.**



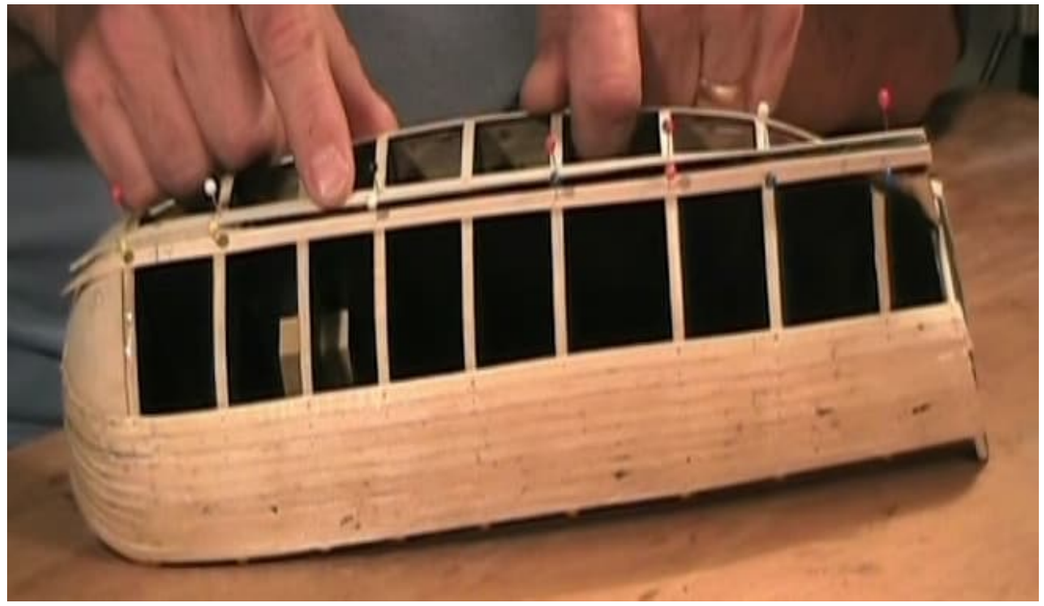




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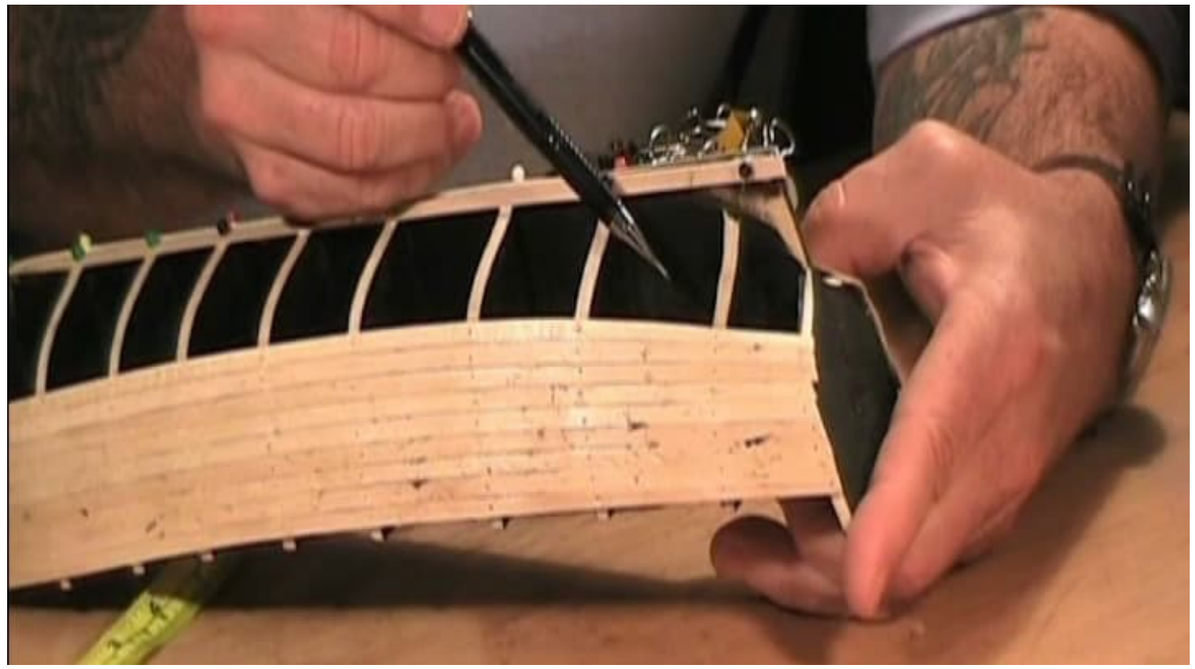
The next step is fit & fix the garboard plank. This is the plank that is fitted adjacent to the keel. Place a plank along the keel and notice at the bow you will have to trim the edge of the plank that fits against the keel to a sharp point. Do not glue the garboard plank in place yet.





Next use your tape measure and take some measurements between the garboard plank and the last plank fitted from the mid-ship bulkhead frames to the bow. We want to create the same distance across these frames. This measurement is approximately 40mm. Don't worry about the distance across the frames at the stern area. As this area will include the deadwood you will need to fit stealers or wedges in later.

You may find the distance at bulkhead 1 is slightly less than 40mm. You will need to trim the garboard plank at bulkhead 1 to make the distance of the gap along the bulkheads the same.



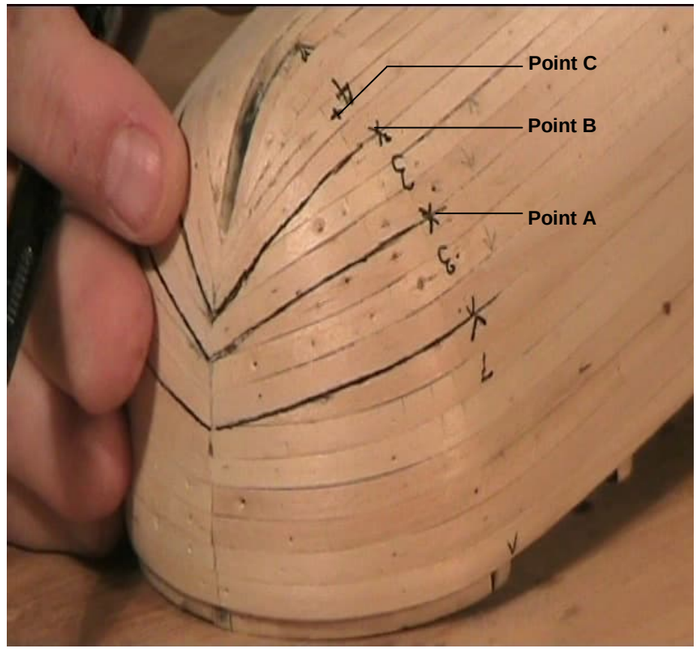


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Fit one more plank on each side of the hull. Repeat the process to change and straighten the direction of the planks - Point A. Take measurements again. Adjust the width of the planks to ensure they fit into the reduced gap. Fit three more planks on each side of the hull.

Repeat the process to straighten the direction of the planks - Point B. Take measurements again. Adjust the width of the planks to ensure they fit into the reduced gap.

Repeat the process to straighten the direction of the planks - Point C. Fractionally fit the final four planks to fit into the remaining gap.

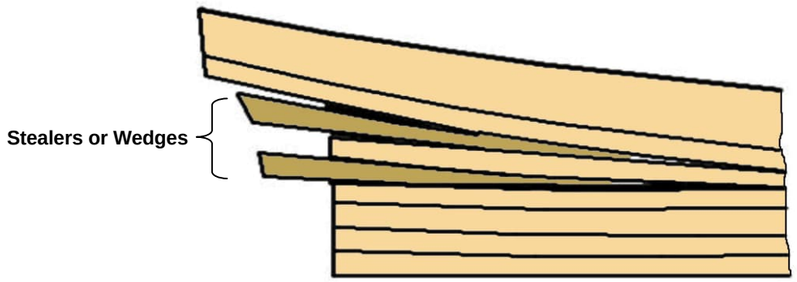


7.5 Stealers or Wedges

At the stern area allow the planks to follow their natural course. Do not force them. A gap will be formed in the “deadwood” area at the stern. This is where a “Stealer” or “Wedge” needs to be fitted to fill the gap. Fix and glue each plank in place. Shape and fit the “Stealers” into the remaining gaps at the stern.

To finish the first layer of planking trim - off any excess overhang of planking. Sand the finished hull using a medium and fine grade sandpaper. Apply wood filler if needed.

This completes the first layer of planking of the hull.



7.6 Deck

Identify the deck P14 - apply white wood glue across the top of the bulkheads - fit map pins in place to hold the deck in place while the glue sets. Once the glue has set remove the pins and use a file to shape the deck edge to align with the Bulkheads if needed. Once the glue has dried spray a clear matt or satin polyurethane finish on to the deck to seal and protect the deck surface.



7.7 Bulwarks

Identify the bulwarks P16. The bulwark has to be shaped to fit around the bluff bow. This is achieved in the following manner.

- Trial fit the bulwarks to fill the 3.5mm gap at the top of the planking. Use a pencil to mark where the bulwark starts to bend.
- Use a hand held plank bender to shape the bulwark from the pencil mark around the bow area. Fill a container with boiling water and place the shaped end of the bulwarks into the container. Let the bulwark pieces soak for approximately 10 minutes.
- Remove the soaked bulwark pieces and fix in place around a circular container and allow to dry naturally overnight - do not dry in sunlight.
- Fix the bulwarks in place using a two part epoxy glue.









7.8 Keel & Stem Post

Identify the keel is P17 and the stem post is P18. Stain both parts with diluted teak. Trial fit the parts in place - fractionally adjust as required - once satisfied fix the parts in place using a two part epoxy glue.



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7.9 Second Layer of 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. Identify the 0.6x5x400mm teak strips P19. To glue the planks in place use a non-drip contact type adhesive. 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.



7.10 First Planks

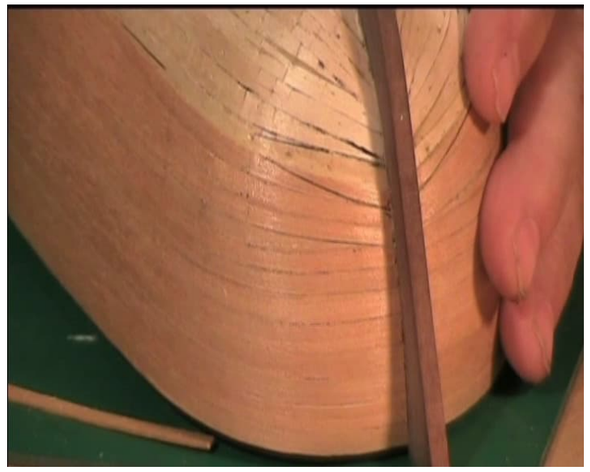
The first few planks of the second layer to be fitted are over the bulwark and some way down the hull. These planks will **not** be tapered. The first six planks can be fitted and glued in position without any tapering.

As you progress with your planking down the hull continually check the measurements between the bottom of the last plank fitted and the keel at a few points along the hull. These points would be the mid-ship area, the bow area and the stern area. As you start to see some reduction in the measurement at the bow area you will need to start tapering the planks at their bow end from this run of planks. Use the same process as previously described for the first layer of planking. Apply the contact glue to both surfaces with a brush and allow the surfaces to dry completely. Take care when placing the plank in position as once contact has been made the plank cannot be moved. If a plank is wrongly positioned it will have to be cut and scraped off.



Continue this process until you reach a point where the plank will not lay flat along the line of planks particularly at the bow area - across the bow area the plank will distort and buckle.

This is where you will need to change the direction of the plank. Use the same principle to change the plank direction as previously presented.





Continue to work down the hull and applying the directional change when required. Continually check the distance between the plank just placed and the keel.

At the stern area you will allow the planks to run along their natural direction. You will need to place stealers or wedges where there are gaps left.

Once you have completed the second layer of planking give the whole hull a light sanding and finish with 2 or 3 coats of a clear satin varnish - this will protect the hull from scratches and marks while building the rest of the model.





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7.11 Margin Plank, Inner Bulwark and Transom

Identify the margin planks P20 - stain with diluted teak. Trial fit in place around the deck edge - fractionally as required - once satisfied glue in place. Plank the inside of the bulwark and both sides of the transom using 0.6x5mm teak strip P19.

Identify the bulwark frames P21 - stain with diluted teak. Cut 36 pieces 13mm long. These pieces simulate the frames of the sloop. Fit and glue these pieces in place approximately 12mm apart along the inside of the bulwark on the port and starboard sides making sure they are square to the deck.



7.12 Rudder

Identify the rudder post P22 and the tiller P23 - shape the rudder to remove edges and slightly taper to the rear edge - stain both rudder and tiller with diluted teak. Shape a hole 5mm from the top of the rudder post and fit the tiller.

Identify the rudder hinges P24 and the nail P25 - fit & fix the rudder to the transom and hull as shown .





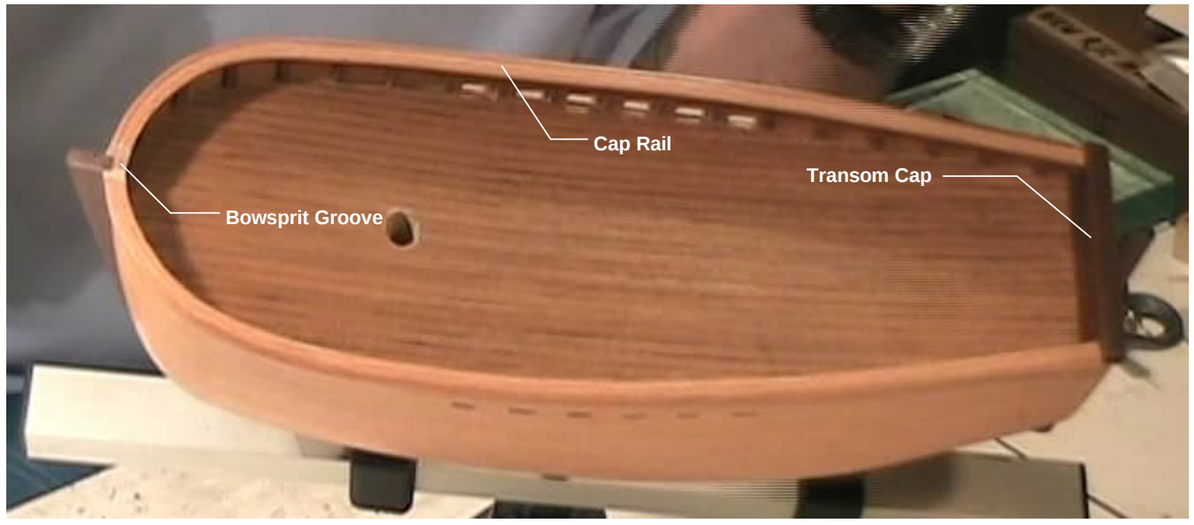
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7.13 Cap Rails
Identify the cap rails P26. Trail fit in place across the top of the bulwark - fractionally adjust as required - once satisfied glue and pin place - remove pins once glue has set - apply shellac finish.

7.14 Transom Cap
Identify the transom cap P27.Trail fit in place across the top of the transom - fractionally adjust as required - once satisfied glue and pin place - remove pins once glue has set - apply shellac finish.

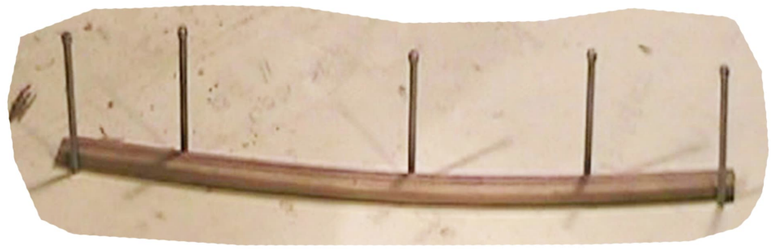
7.15 Wash Holes
Cut-out the wash holes at deck level between the false ribs as shown.

7.16 Bowsprit Groove
Use a round file to hollow-out a shallow groove in the stem post and cap rail for the placement of the bowsprit later as shown.

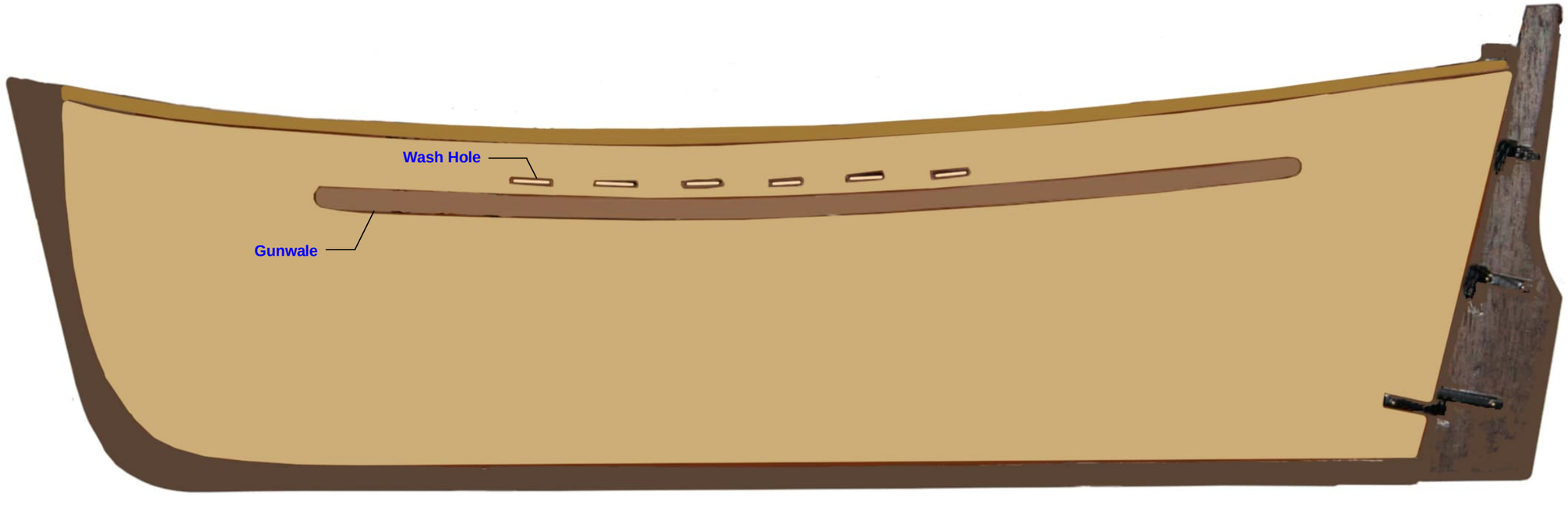


7.17 Gunwales
Identify the 4x4mm basswood P28. Cut two lengths to 220mm. The gunwales will need to be bent to fit on the side of the hull. To achieve this retrieve Board 3 from where the deck was located. Using the mid-ship area as a guide draw a line on a flat piece of timber. Hammer some nails along this line to make the jig as shown.

Next, fully immerse the timber lengths in a container of boiling water and allow to stand for about 15 minutes. Take the timber out of the water and place both lengths in the jig as shown and leave overnight to completely dry. Once dry a teak stain. Once dry fit and fix the gunwales to the side of the hull at a distance of 15mm from the underside of the cap rail as shown.







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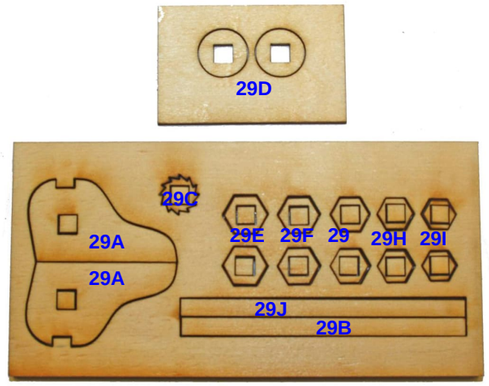
8.0 Deck Furniture

The next step is to assemble and fit in position the deck furniture. The deck furniture includes the catheads, companionway, pumps, winch, headstock, barrels, cargo hatch and anchors. The following describes the assembly and placement of each of these items. See Deck & Belaying Plan for placement.

8.1 Windlass

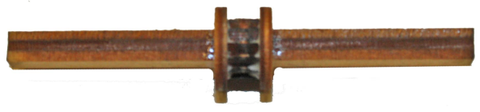
Identify the windlass P29A-J Follow the steps to assemble as shown. Glue in place on the main deck in the pre-scored location.

Step 1 Identify all the parts



Step 2 Identify P29B and P29C - fit and glue in place centrally along P29B as shown.

Step 3 Identify P29D and glue in place.



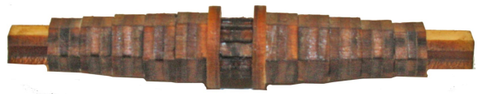
Step 4 Identify P29E - fit and glue in place against P29D.



Step 5 Identify P29F - fit and glue in place against P29E.



Step 6 Identify P29G - fit and glue in place against P66F. Follow same sequence for Ps 4 & 5 as shown



Step 7 Use a sanding block or flat file to shape the barrel.

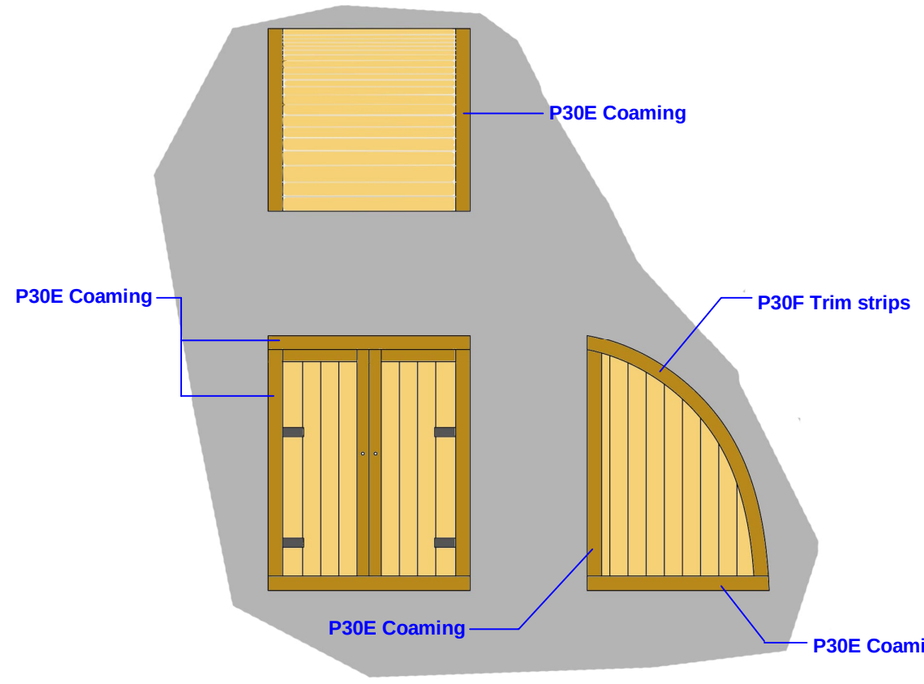


Step 8 Glue P29A and glue in place. Glue P29J in place. Stain finished winch with teak.



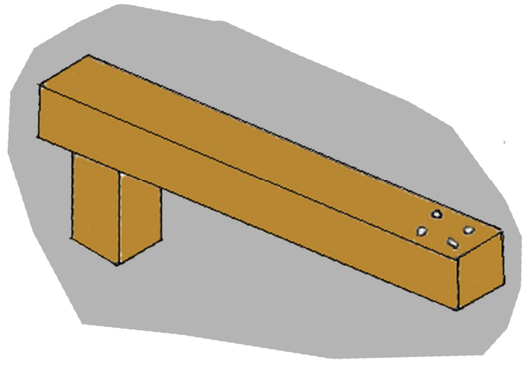
8.2 Companionway

Identify the companionway parts P30A-F. Apply shellac to to the doors of P30A and P30B and stain P30E and P30F diluted teak. Glue P30B to the sides of P30A - glue P30C to the base of P30B. Plank across the curved sides of P30B using P30D. Identify the coaming P30E - cut lengths to fit as shown. Identify the trim P30F - fit as shown. Colour the door hinges black. Glue in place on the deck in the



8.3 Catheads

Identify the catheads P31A and post P31B. Trial fit as shown - fractionally adjust and file excess post protruding through arm. Stain a diluted teak. Fit a pin into the centre of the post base - drill a 0.6mm hole into the pre-scored location on the deck - glue the assembled catheads in place.

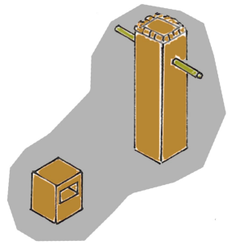


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8.4 Head Stock and Base

Head stock: Identify the head stock P32 - stain diluted teak. Identify the brass rod 1mm P33 - cut a 15mm length and fit through the pre-cut hole in the head stock - locate centrally and fix in place. Fit a pin into the centre of the post base - drill a 0.6mm hole into the pre-scored location on the deck - glue the head stock in place.

Base: Identify the base P34 - stain diluted teak. Glue the base to the front of the head stock.



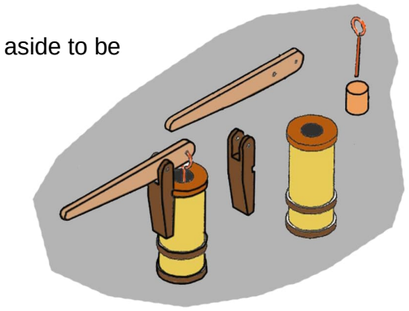
8.5 Anchors

Identify the anchors P35. Assemble as shown. Set aside to be fitted later



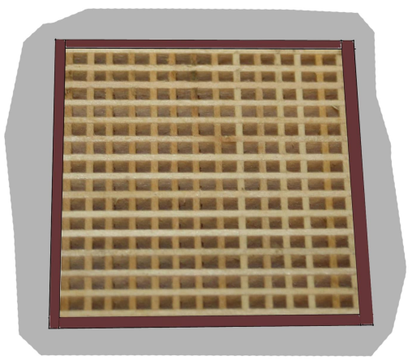
8.6 Pumps

Identify the pumps P36. Assemble as shown. Set aside to be fitted later



8.7 Cargo Hatch Grating

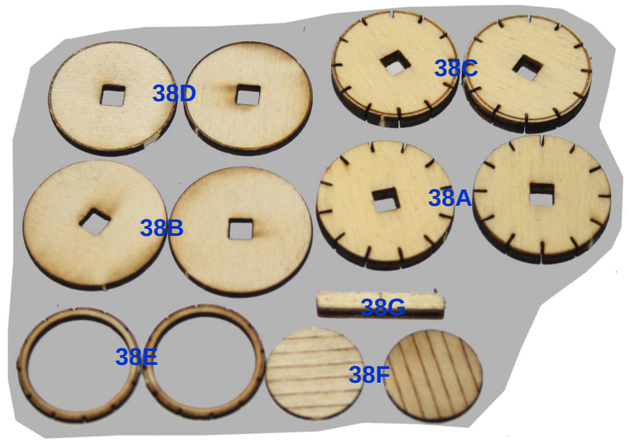
Identify the cargo hatch grating P37A and coaming P37B. Lightly sand the grating and apply shellac. Stain coaming diluted teak. Glue coaming to the grating. Glue assembled cargo hatch in the pre-scored location on the deck.

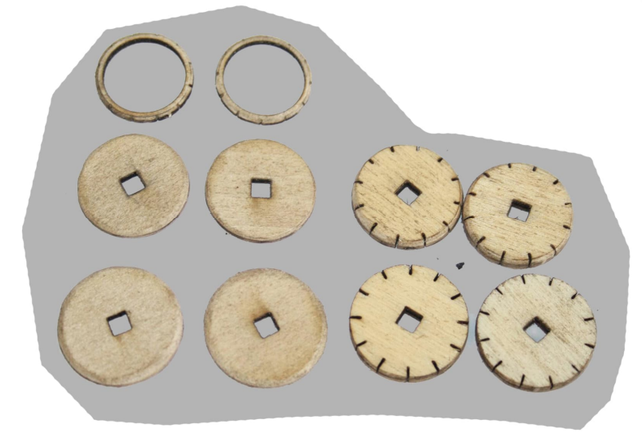


8.8 Barrel

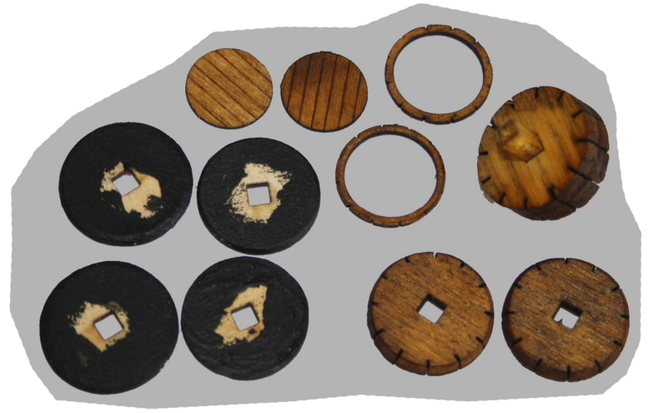
Identify the barrel parts P38A-G. Use a fine grade sanding board to remove the laser burn from the edge of P38A. On parts P38C use the sanding board to create a chamfer from the score line to the outer edge as shown. Parts 38B & 38D represent the iron bands holding the barrel together - for 38B lightly sand round the edges. For 38D sand from the score line to create a small chamfer to the outer edge and slightly round the edge as well.

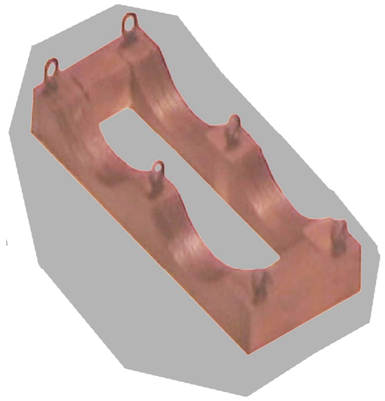
For part 38E **very carefully** sand from the score line to create a small chamfer to the outer edge. Note part 38G is the key and has a score line across the centre. Trial fit parts 38A onto the key fitting the two pieces either side on the centre line as shown - make sure to align the notches. Next trial fit parts 38B as shown - then parts 38C - align the notches - then fit parts 38D as shown. Fractionally shape P38B & P38D as needed - once satisfied disassemble the parts. Next paint the edges on P38B & 38D 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 P38E with the other slat cuts. Repeat for the second barrel. Identify the barrel rack P39A-B - trial fit and fractionally adjust. Once satisfied glue parts together - stain diluted teak. Fit & fix in place 6 eye pin P40 in place as shown. Glue each barrel in place - use cord H P43 to tie the barrels in place on the rack. Glue assembled barrel rack in the pre-scored location on the deck.











CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

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8.9 Deck Furniture Placement

Fit & fix the deck furniture as shown below. See legend for identification of furniture items.

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DECK & BELAYING PLAN

BELAYING POINTS

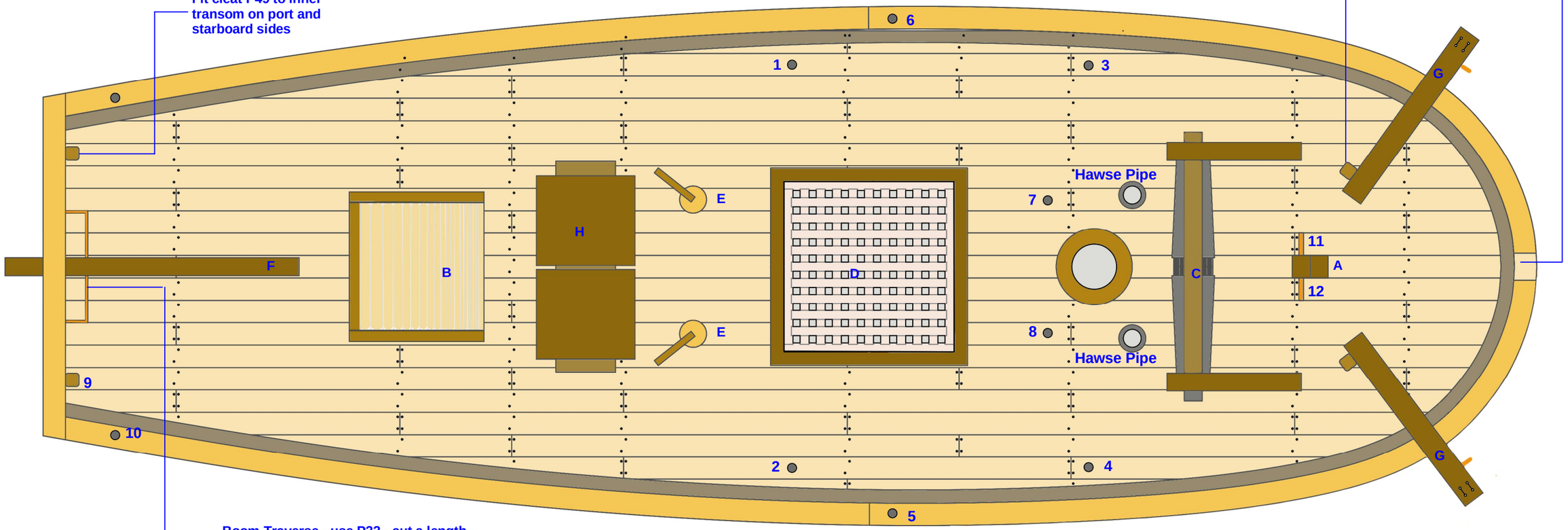
1 Backstay - Port
2 Backstay - Starboard
3 Jib Halliard - Port
4 Jib Halliard - Starboard
5 Throat Halliard
6 Topping Lift
7 Peak Halliard - Port
8 Peak halliard - Starboard
9/10 Flag Hoist
11 & 12 Jib In/Out Haul

At belaying points 1, 2, 3, 4, 7 & 8 fix an eye pin P40 into the deck.

At belaying points 5 & 6 fix belaying pins P53

LEGEND

A Head Stock & Base
B Companionway
C Windless
D Main Cargo Hatch
E Pumps
F Rudder Tiller
G Cat Heads
H Barrels & Base



NOT TO SCALE

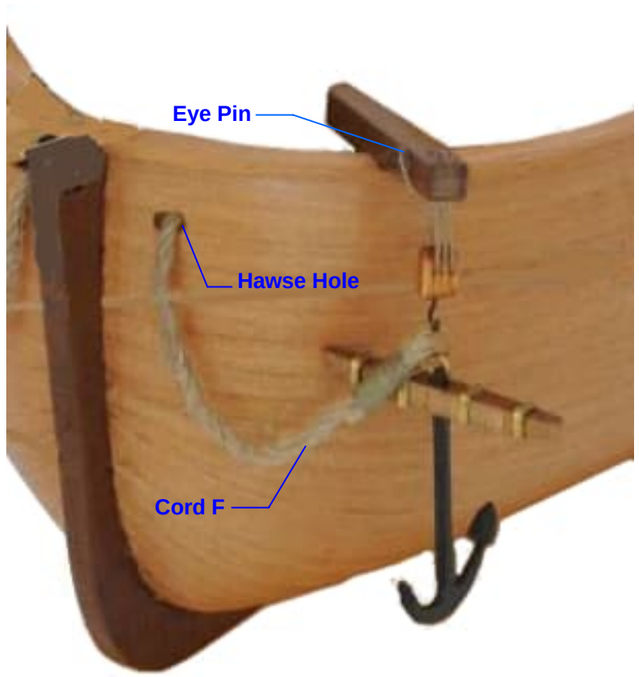
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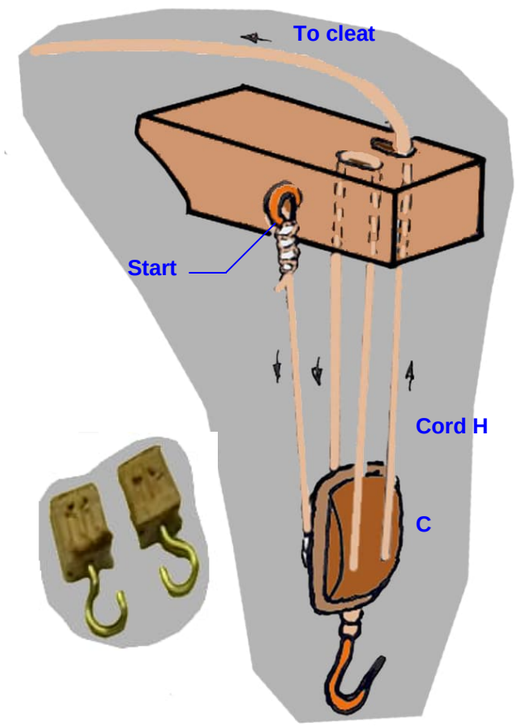
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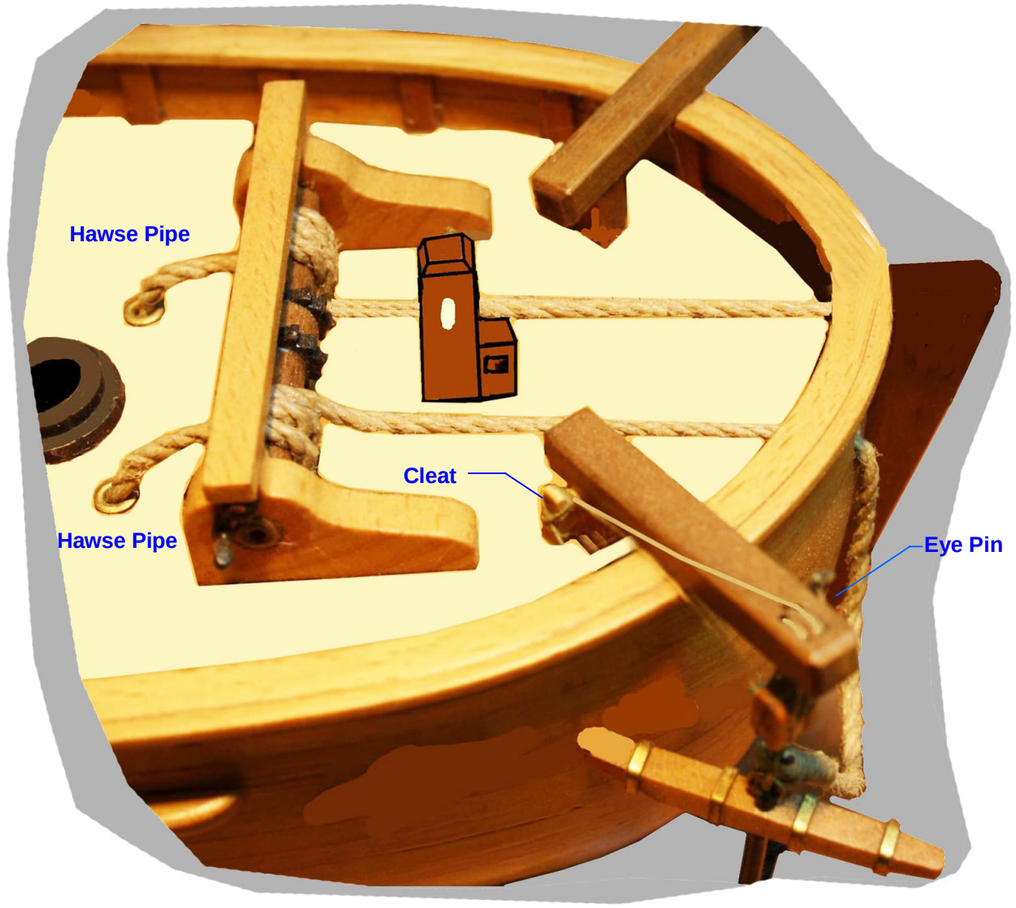
8.10 Anchors

Identify the hawse pipes P50 - fit each to the pre-cut holes in the deck.. Using 2mm cord P41 cut two lengths 250mm long. Taking one end of the 2mm cord, thread it through the large brass ring on the end of the anchor shaft, wrap approximately 15mm back on itself and secure with 0.25mm cord P42. Feed the other end of the 2mm cord through the hawse hole in the bulwark and wrap around the windless as shown. Thread the remaining 2mm cord into the hawse hole into the deck.

Fit an eye pin P40 to the side of each cat head as shown. Identify the 7mm 2 hole blocks P47 - fit an eye pin P40 to the end of each and shape into a hook as shown. Use 0.5mm cord P43 to rig the anchor pulley as shown. Terminated at the cleat on the cathead post. Repeat the sequence for the second anchor.







CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

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

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8.11 Stanchions & Banister Railing

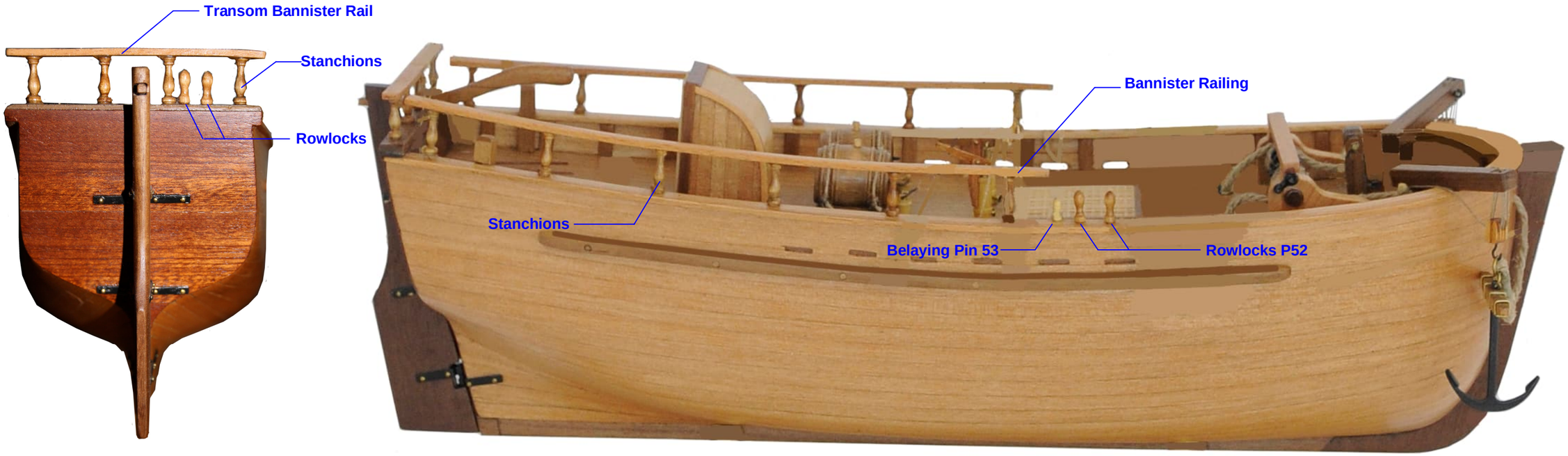
Identify the stanchions P51. Fix each into the pre-cut locations on the port & starboard and transom cap rails as shown Identify the bannister railing P58 the transom banister rail P59. Trial fit each railing in place - fractionally shape and adjust as required and fix the port and starboard banisters rails in place followed by the transom bannister rail.- note there are rowlock locations also on the cap railings

8.12 Rowlocks

Identify the rowlocks P52. Fix into the re-cut locations on the port and starboard cap rails and on the transom cap rail as shown.

8.13 Belaying Pins

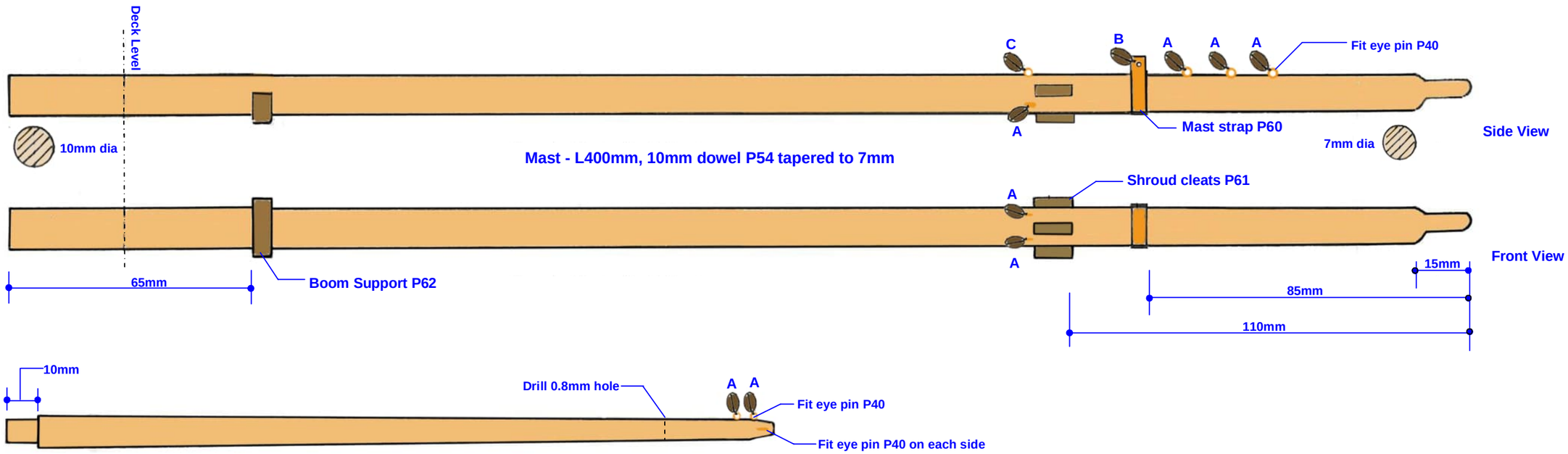
Identify the belaying pins P53. Fix in place on the port and starboard cap rails as shown.



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9.0 Mast, Bowsprit, Gaff and Boom

Identify the dowels for mast, bowsprit, gaff & boom. Also identify the blocks and fittings to be used. Shape the mast using dowel P54. Fix in place the boom support P62 on fore side of mast as shown. Identify the three shroud cleats P61 - stain diluted teak and fix to the port, starboard and fore sides of mast. Shape and fix in place the mast strap P60. Shape the bowsprit with dowel P55 as shown. Shape the gaff with P57. Shape and fit the gaff yoke P63. Shape the boom with dowel P56. Shape & fit the boom yoke P64. Fit eye pins P40 to the mast, bowsprit, gaff and boom and attach relevant blocks to each as shown. Fix the mast heel P65 to the deck. Fit & fix the mast in place.



NOT TO SCALE

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

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10.0 Rigging

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 P49. The running rigging is grey and of two sizes, 0.25mm P42 and 0.5mm P43.

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.

10.1 Standing Rigging

The standing rigging includes the rigging of the shrouds, forestay and backstays and is completed before the running rigging.

Completing the standing rigging is fairly straightforward and should present few difficulties. Work from the centre of the model out and try to avoid difficult and confined spaces. The rigging of the shrouds, forestay and backstays are each shown in detail in this section.

The standing rigging should be taut but not over tensioned so as to cause bending of any mast.

Before starting the standing rigging the deadeye straps with lower deadeyes need to be fitted. Fitting these parts is the next step.

10.2 Deadeye Straps & Lower Deadeyes

Identify the 7mm deadeyes P66 and the deadeye straps P68. Fit the deadeyes into the straps. Make sure the three holes of the deadeye are positioned with the lowest one being the centre of the three. Apply a small amount to glue to hold each deadeye in position.

The placement of the deadeye straps is shown below. The first deadeye strap is placed in line with the centre of the mast. The next deadeye strap is fitted 10mm toward the aft of the model. The third deadeye strap is again fitted a further 10mm toward the aft of the model. Fit the deadeye straps so as the top of the deadeyes are inline with the top of the cap rail. Use brass nails P25 to fix the deadeye straps to the gunwale & hull as shown.



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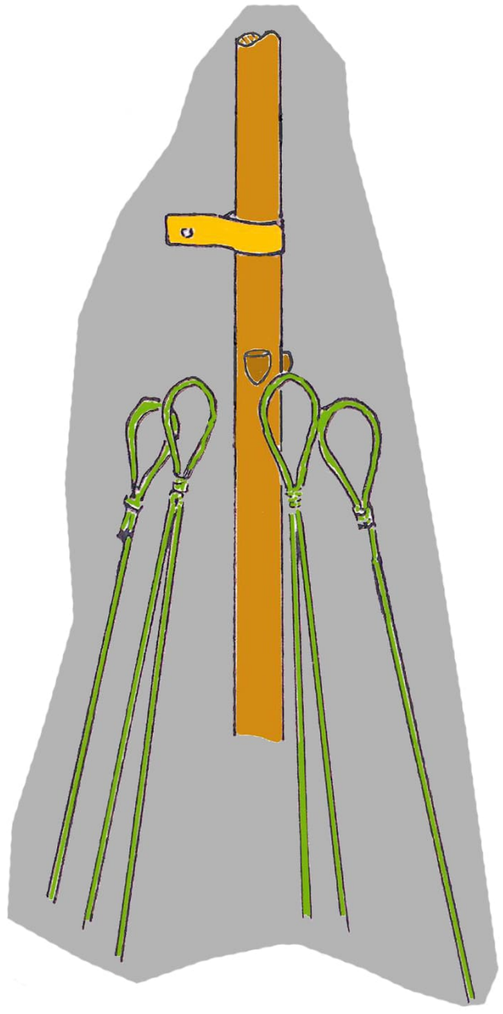
10.3 Shrouds

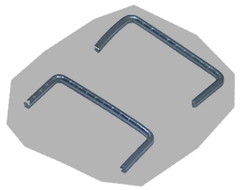
Fit the shrouds to the model. On the port side fit the first pair of shrouds by cutting a piece of 1mm black rigging cord P44 to a length long enough to go from the lower deadeyes to the shroud cleat twice with approximately 30mm overhang. Using an alligator clip glue one end of the rigging cord around a deadeye. 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 jig as shown below. This jig will provide the correct spacing between the upper and the lower deadeye and ensure the deadeyes are in straight rows parallel each other.

The loose end of the rope then goes up and around the mast and over the shroud cleat and down to the position of the lower deadeye immediately behind the first. Using super glue, alligator clip and the jig, the upper deadeye is attached to the shroud. Using a short length of 0.50mm rigging cord P43 seize the two shrouds together around the mast. Once the first pair of shrouds has been completed, the exercise is repeated on the starboard side.

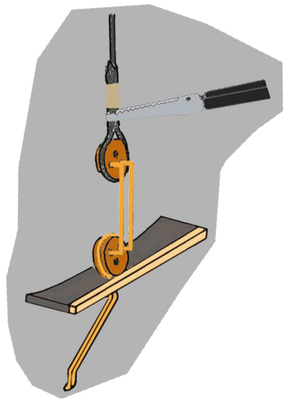
For the port side single shroud cut a piece of 1mm black rigging cord P44 to a length long enough to go from the lower deadeye around the mast and over the shroud cleat with approximately 30mm overhang. Using an alligator clip glue one end of the rigging cord around a deadeye. Repeat the process for the starboard single shroud. At the upper deadeye seize the double thickness of cord immediately above the upper deadeye with 0.50mm rigging cord P43. Seize the end of this cord with a dab of glue.

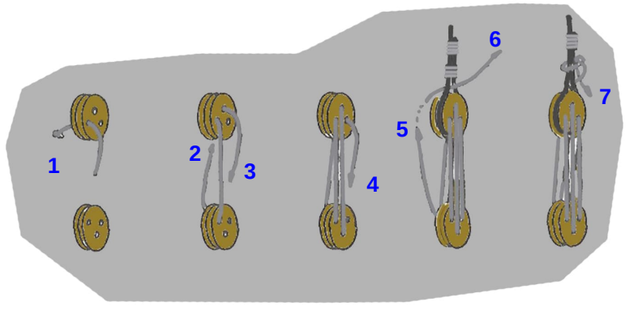
Deadeye Spacer Jig is a piece of pliable steel wire (paper clip) bent at right angles at each end - long enough to fit into and hold the upper and lower deadeyes. Make the distance between the two bends approximately 20 to 25mm.





Deadeye Spacer Jig





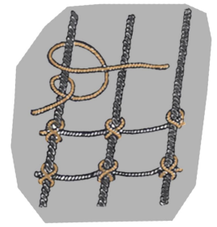
Reeving Deadeyes

10.4 Lanyards

Identify the lanyard strip P69 - cut two lengths to fit across the shrouds as shown - stain diluted teak - use 0.25mm cord P42 to tie the strips in place. 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 0.50mm cord P43 and reeve as shown.

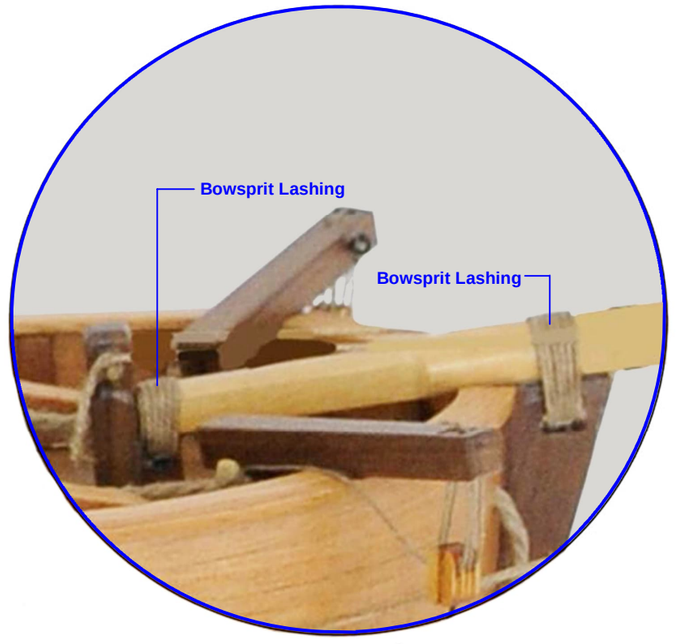
10.5 Ratlines

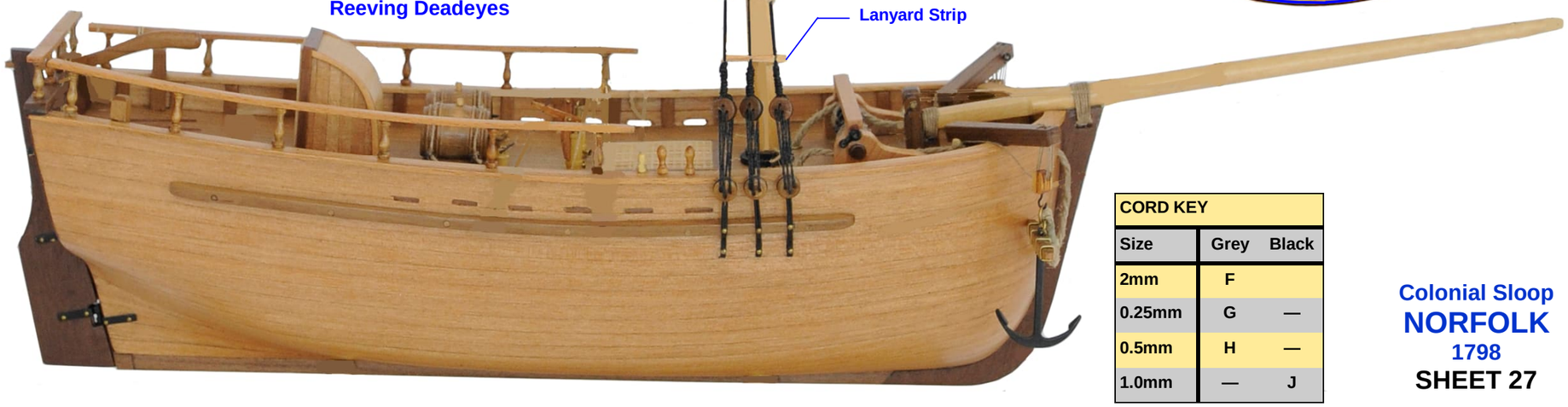
The ratlines are the rope ladders used by the crew to climb up the mast. Using 0.50mm cord P43 tie off the ratlines to the shrouds. Space the ratlines approximately 10mm apart making sure they are parallel with each other. Seize each knot with a dab of glue and trim excess cord



10.6 Bowsprit Lashing

Lash the bowsprit to the stem post and the headstock base. Fix the bowsprit in place and lash to the headstock base and at the stem post with 0.5mm cord P43 as shown.





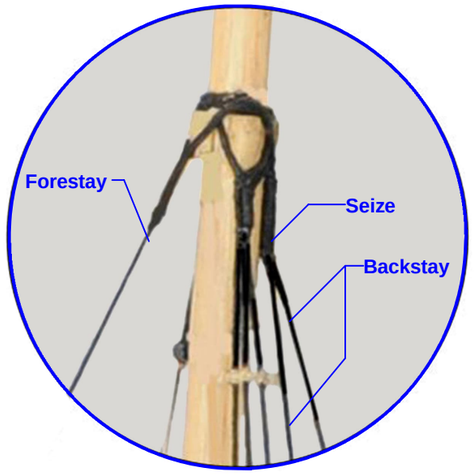
CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

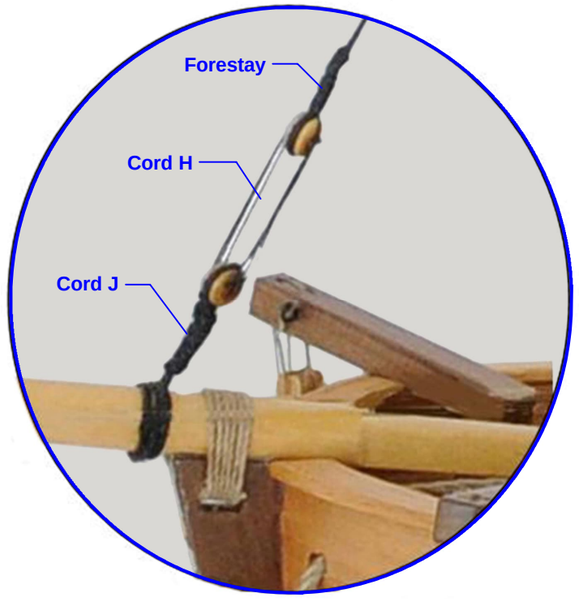
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10.7 Forestay

Using a length of 1mm black cord fit P44, seize and glue one end around the mast above the shrouds and shroud cleats as shown. Fit a 5mm deadeye P67 to the other end of this cord. Fit a 5mm deadeye P67 to the bowsprit using 1mm black cord P44 as shown. Use 0.50mm cord P43 to reeve between the two deadeyes as shown.

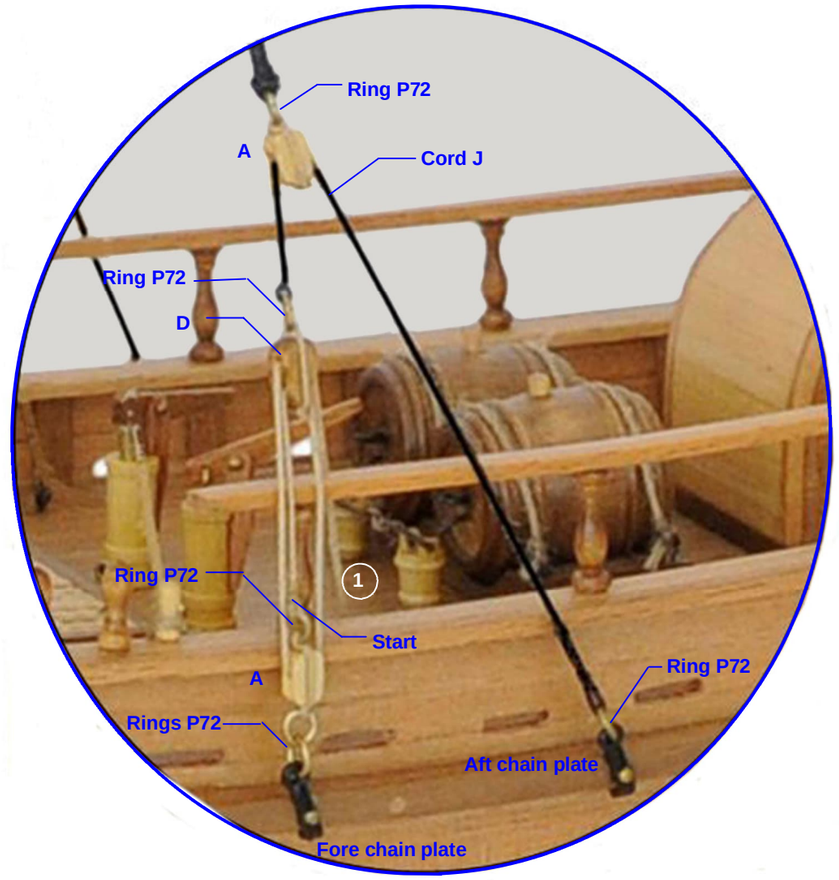




10.8 Backstays

Identify chain plates P70 - attach the fore and aft plates along the gunwale as shown. Fit and seize at the mast a length of cord J P44 as shown. Fit rings P72 & blocks A & D as shown. Rig the backstay as shown.

On the port side finish at the belaying point 1. Do not over tighten. Repeat these steps for the starboard side backstay finishing at belaying point 2. See Belaying Plan.



CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

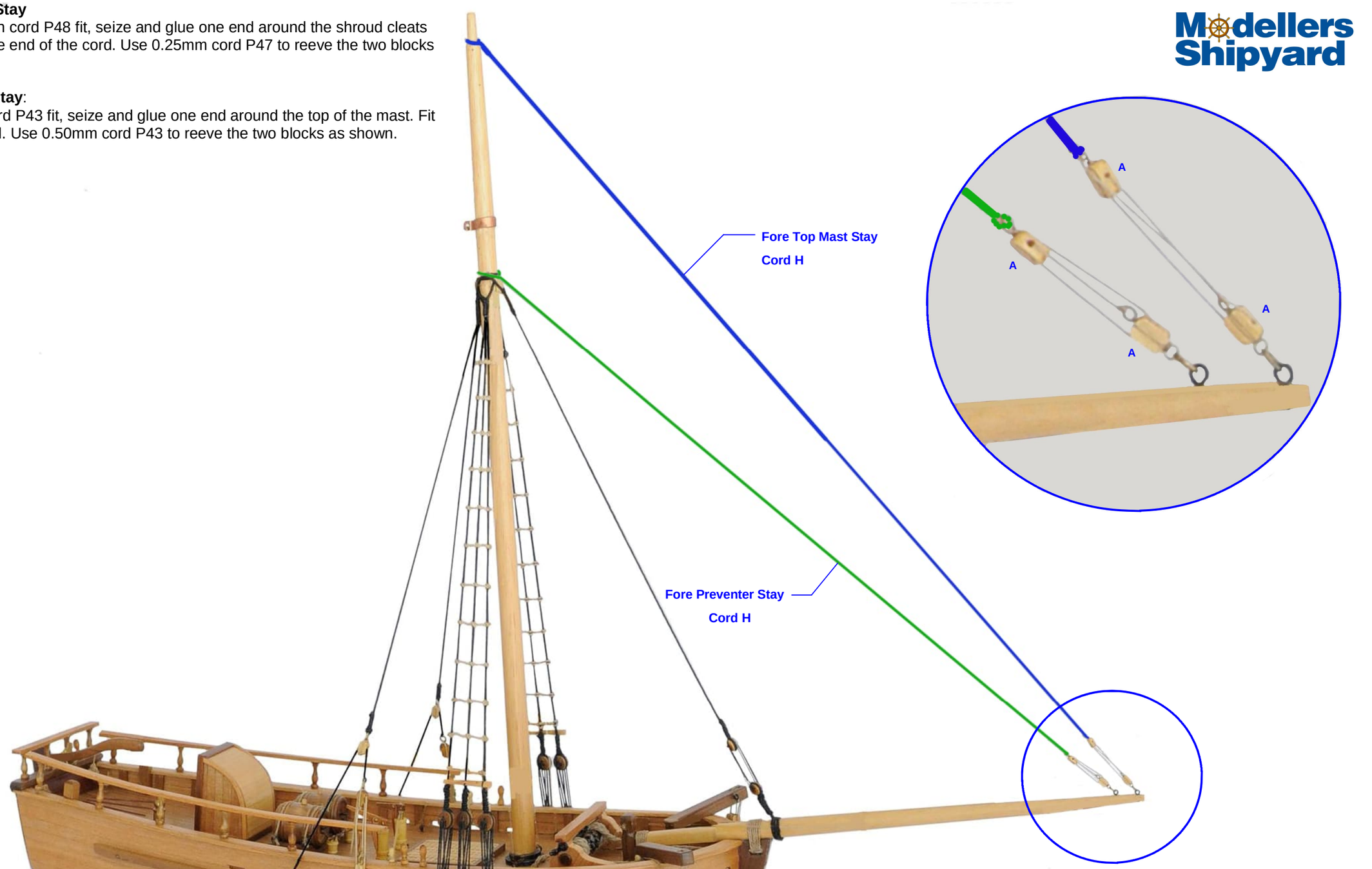
BLOCK KEY		
Size	1 Hole	2 Hole
5mm	A	B
7mm	—	C
Violin	D	—

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10.9 Fore Preventer Stay
Using a length of 0.5mm fawn cord P48 fit, seize and glue one end around the shroud cleats on the mast. Fit block A to the end of the cord. Use 0.25mm cord P47 to reeve the two blocks as shown.

10.10 Fore Top Mast Stay:
Using a length of 0.50mm cord P43 fit, seize and glue one end around the top of the mast. Fit block A to the end of the cord. Use 0.50mm cord P43 to reeve the two blocks as shown.



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

CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

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10.11 Jib Halliard

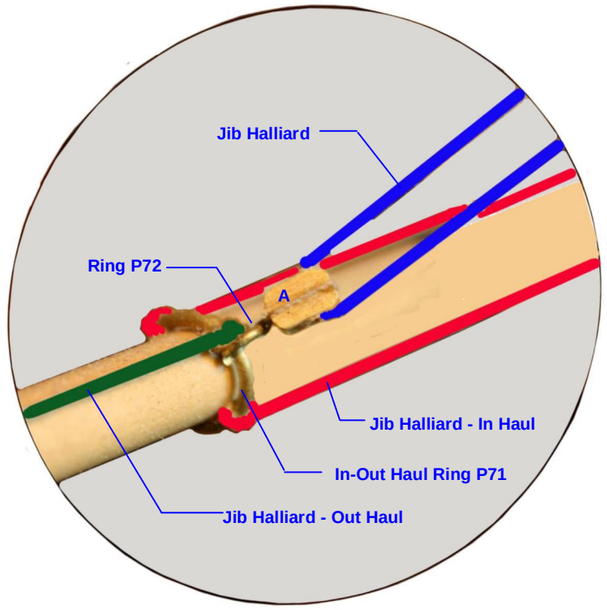
Identify the 10mm brass ring P71 - fit to the bowsprit as the In-Out Haul ring. Fit a ring P72 to the top of the in-out haul ring as shown. Attach a block A to the ring P72 as shown. Rig as shown and terminated at belaying points 3 & 4 - see Belaying Plan.

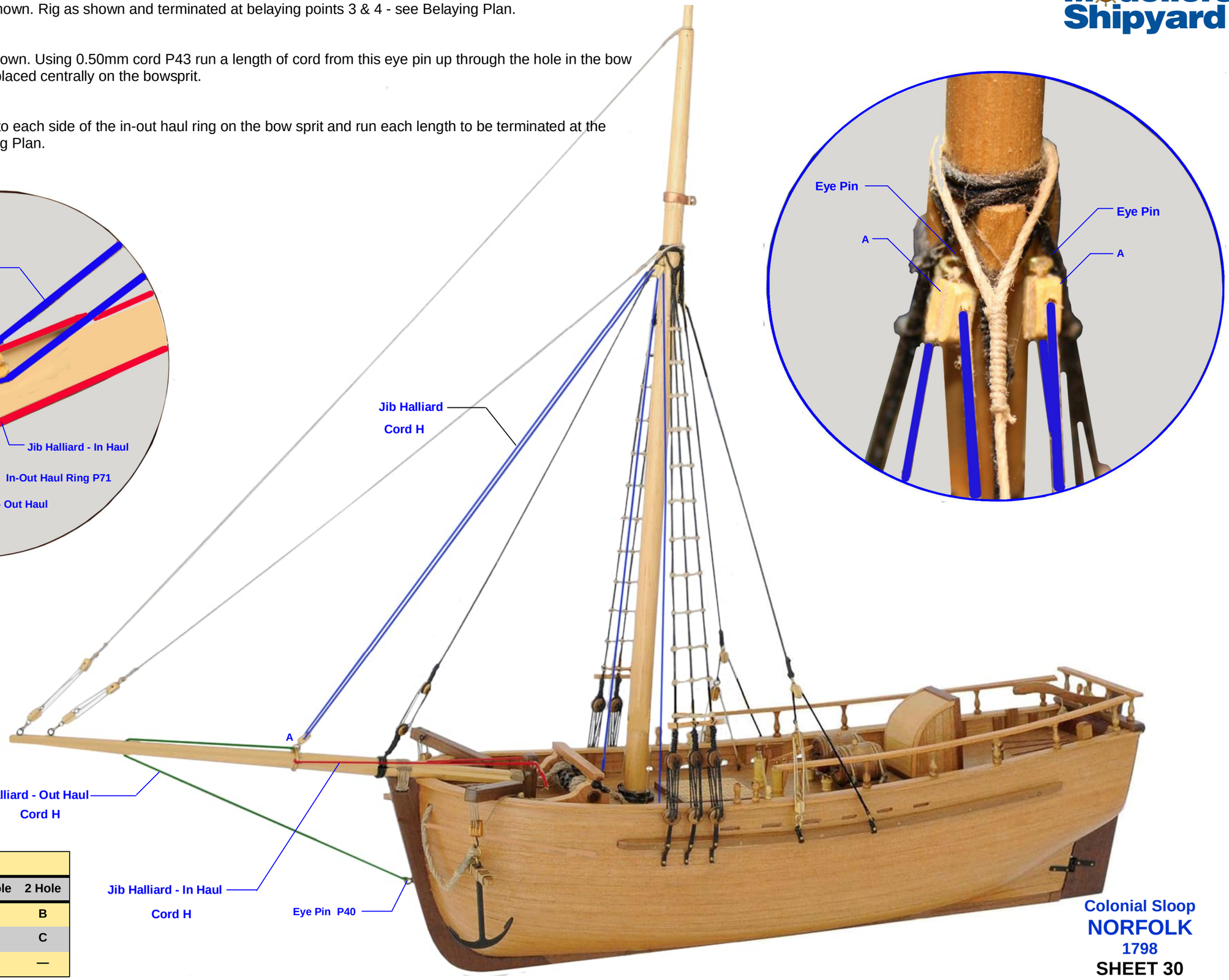
10.12 Jib Out Haul

Fit an eye pin P40 to stem post as shown. Using 0.50mm cord P43 run a length of cord from this eye pin up through the hole in the bow sprit and terminate at the brass ring placed centrally on the bowsprit.

10.13 Jib In Haul

Attach a length of 0.50mm cord P43 to each side of the in-out haul ring on the bow sprit and run each length to be terminated at the belaying points 11 & 12 - see Belaying Plan.





CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

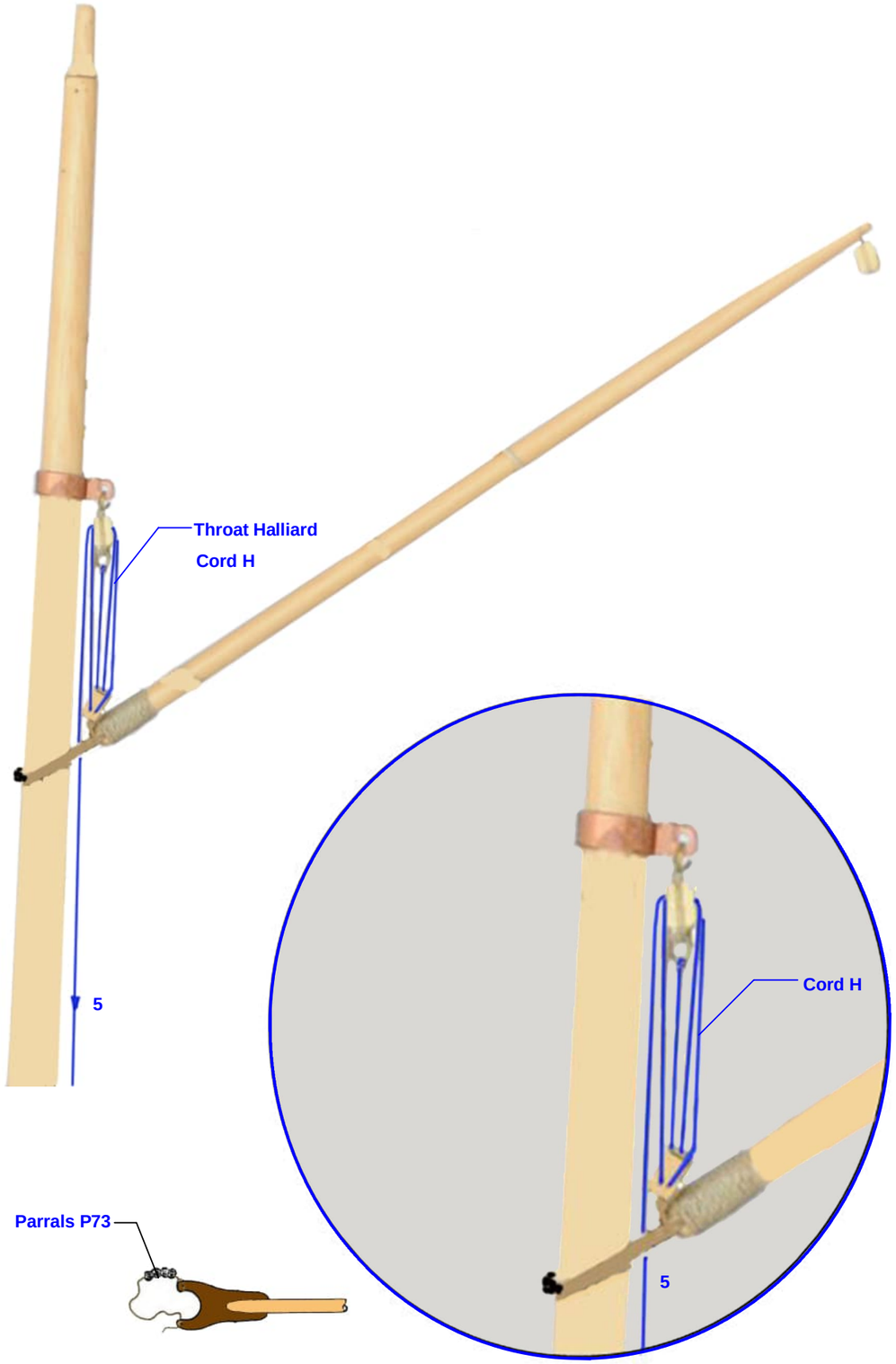
BLOCK KEY		
Size	1 Hole	2 Hole
5mm	A	B
7mm	—	C
Violin	D	—

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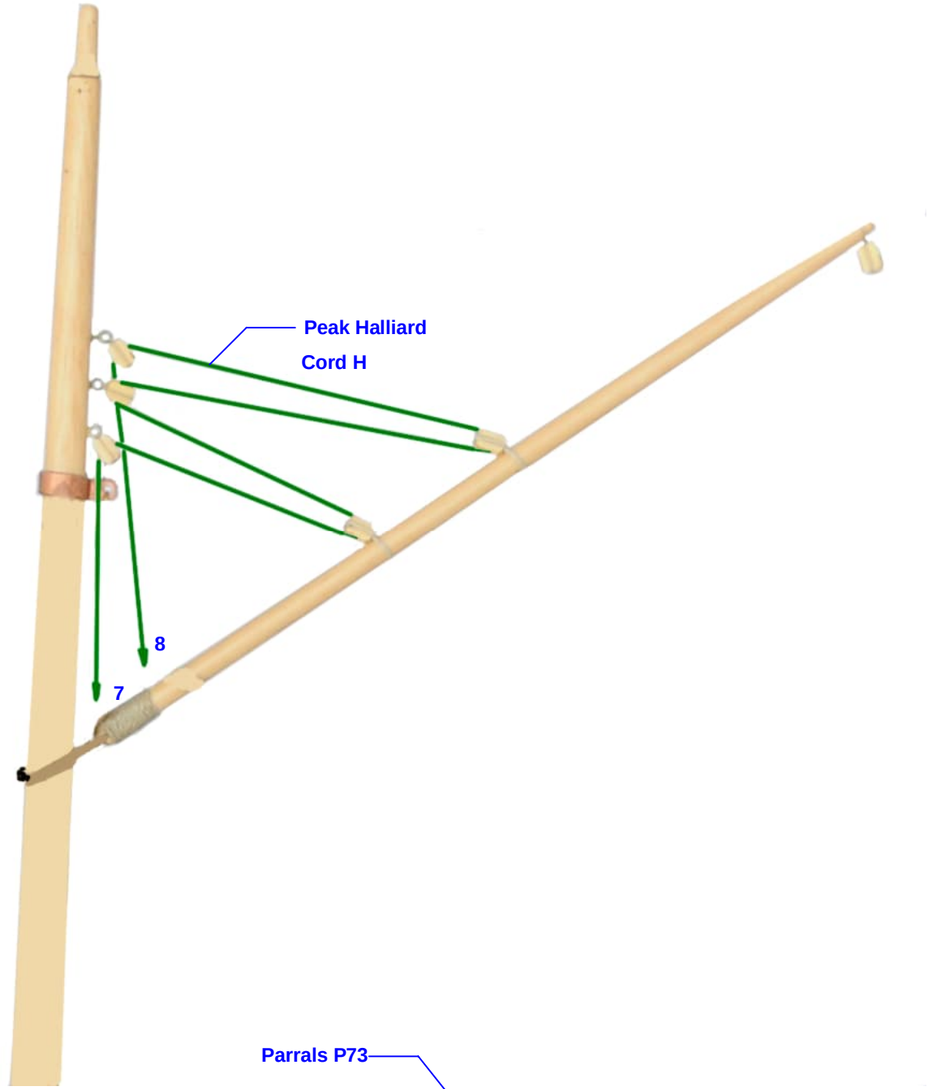
10.14 Throat Halliard

Attach the gaff to the mast as shown - use parrals P73 and cord P43 to attach the yoke to the mast. Rig the throat halliard as shown. Terminated at the starboard side belaying point 5 - see Belaying Plan



10.15 Peak Halliard

Rig the peak halliard as shown. Terminate at belaying points 7 & 8 - see Belaying Plan.



CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

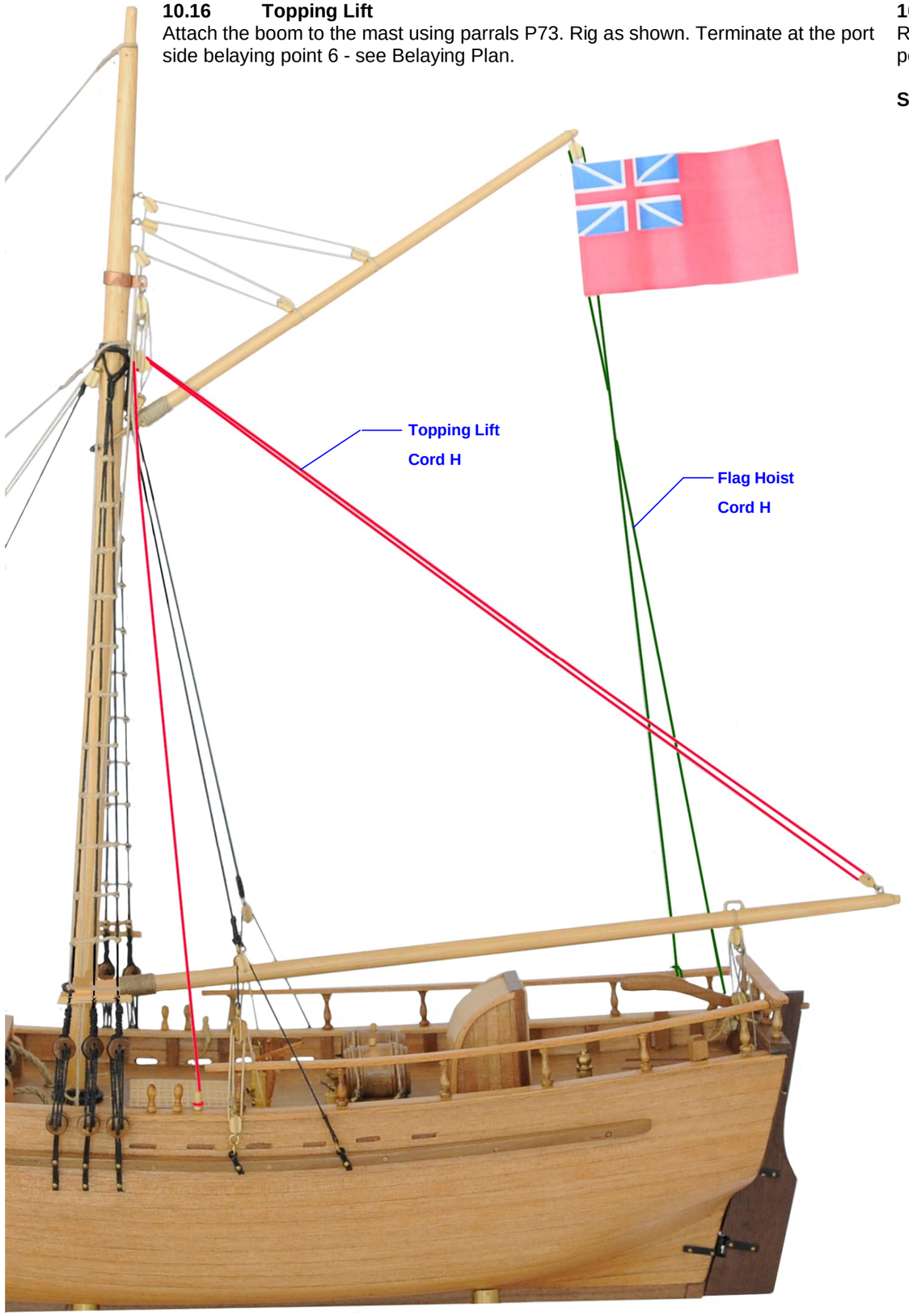
BLOCK KEY		
Size	1 Hole	2 Hole
5mm	A	B
7mm	—	C
Violin	D	—

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10.16 Topping Lift

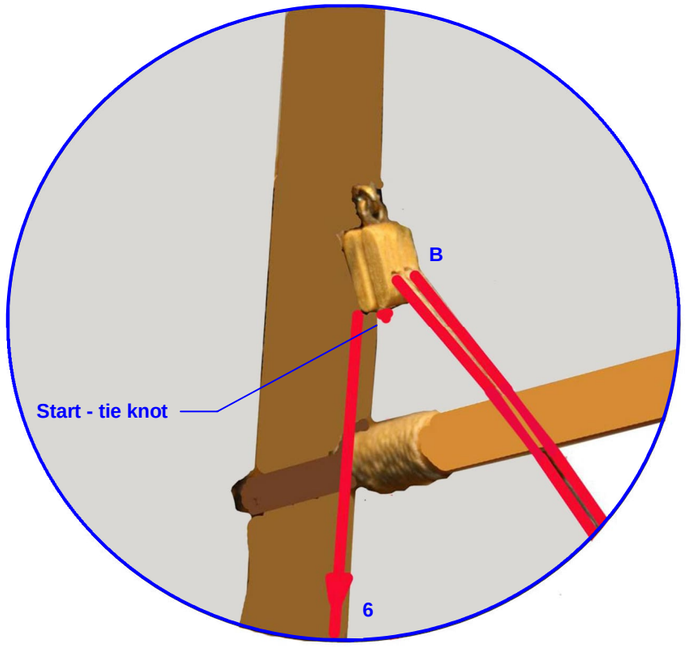
Attach the boom to the mast using parrals P73. Rig as shown. Terminate at the port side belaying point 6 - see Belaying Plan.

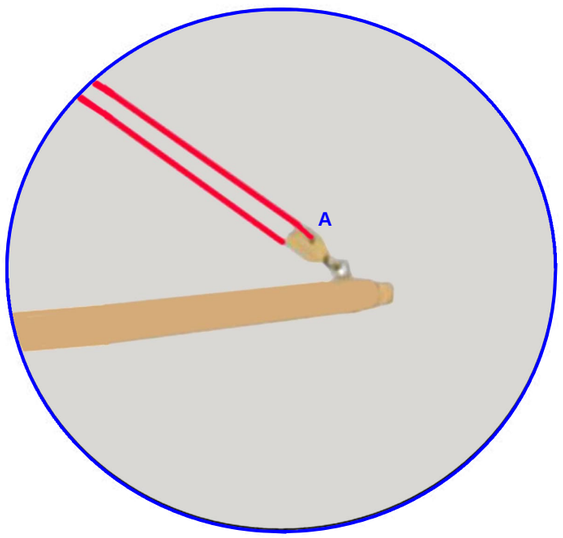


10.17 Flag Hoist

Rig the flag hoist by starting at the cleat on the inner starboard side of the transom - belaying point 9 as shown. Tie-off on the banister rail at belaying point 10 - see Belaying Plan.

See section 10.21 to mount flag





CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

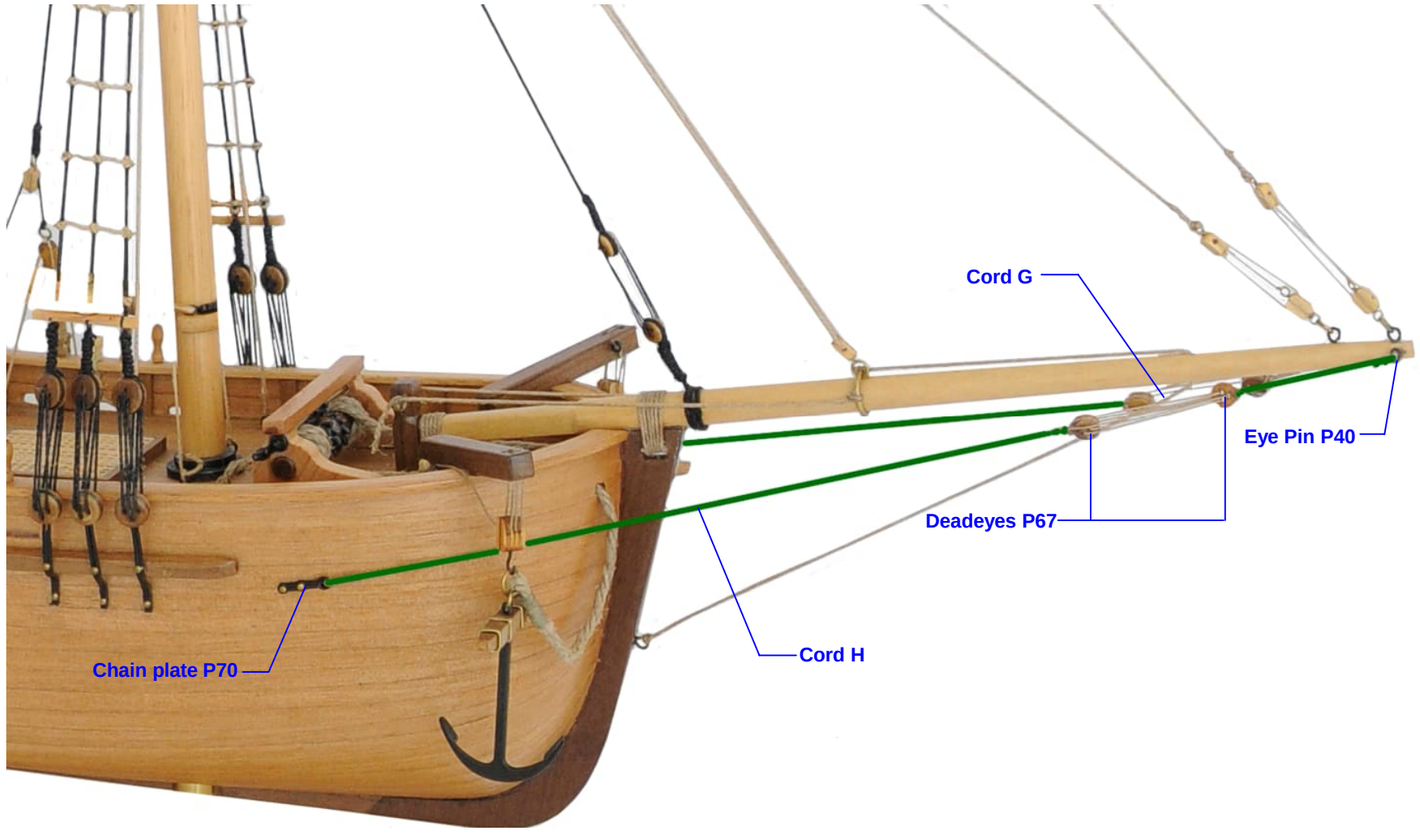
BLOCK KEY		
Size	1 Hole	2 Hole
5mm	A	B
7mm	—	C
Violin	D	—

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10.18 Bowsprit Guys

Fit a chain plate P70 to each side of the hull immediately in front of the gunwale as shown. Rig the guys as shown. Reeve the two dead-eyes as shown. Repeat the steps for the starboard side.



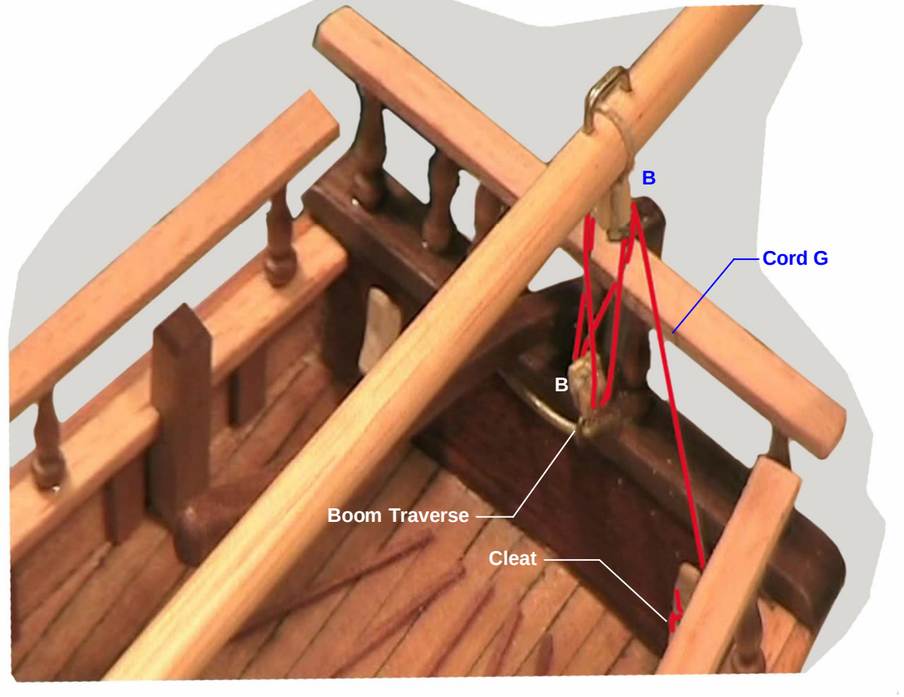
CORD KEY		
Size	Grey	Black
2mm	F	
0.25mm	G	—
0.5mm	H	—
1.0mm	—	J

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

10.19 Mainsheet

Attach block B P46 to the boom traverse as shown.

Reeve the two blocks as shown. Terminate the cord at belaying point 9 - cleat attached to the inner port side of the transom - see Belaying Plan.



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10.20 Rope Coils

Use cord P43 to make rope coils to be place at the various belaying points on the deck a shown.



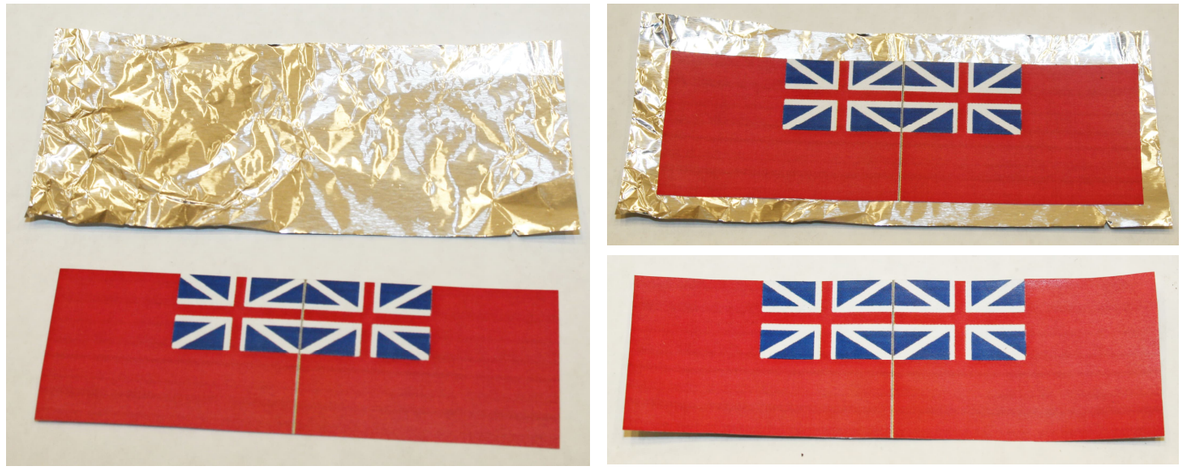
10.21 Flag

Identify the Red Ensign flag P75. 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.



10.22 Cradle

Identify the cradle P74A-C. Assemble and paint black or stain diluted teak if desired.

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11.0 Finishing Touches

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

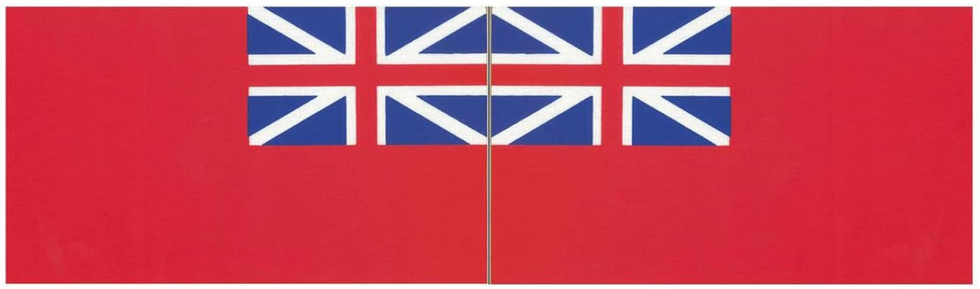
Proudly display your model and take great pride in your achievement of building a work of art to be handed-on to future generations and contributing to the perseveration of Australia's rich maritime history.



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BLANK



Flag - Red Ensign P75

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BLANK