AUSTRALIAN COLONIAL SERIES WOODEN MODEL KIT

BRIG PERSEVERANCE 1807

SCALE 1:48

Modellers Shipyard

www.modellersshipyard.com

LENGTH: 880mm HEIGHT: 740mm

ITEM CODE: KTMS1003



BUILDING INSTRUCTIONS

Version 4.0

1.0 Introduction

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

Our model of the Colonial brig *Perseverance* kit is double planked on bulkhead construction with laser cut plywood. The kit comes complete with all timber, rigging cord and fittings. All parts and fittings are of the highest quality.

2.0 Historical Notes

The Colonial Brig *Perseverance* was owned by Robert Campbell, a noted Sydney merchant of the time. Campbell launched his first ship the *Perseverance*, a 136 ton brig, at the site of Australia's first shipbuilding yards in 1807. At the time The Dutch East India Company had a monopoly on trade in the South Asia region. In fact it was only in 1806, Governor King proclaimed that 'every British subject is forbid entering into any Mercantile Contract with the Subjects of Foreign Powers, on pain of being sent from the Colony' and stressed that 'no intercourse whatever, will be allowed between this colony and the Honourable East India Company's Territories and the Coasts of China and the islands adjacent thereunto, where European Nations resort'.

Governor Bligh also continued this embargo, yet Campbell's Colonial Brig *Perseverance*, sailed for Canton (Guangzhou, China) in February 1807 with the Governor's blessing. In the early 1800's Robert Campbell's firm was Campbell & Co, and was heavily involved in Australian trade.

In 1810, the *Perseverance* was fitted out for a trip to the southern oceans in search of new sealing grounds. She returned to Sydney on Friday, 17 August, 1810 and was reported as simply arriving "from the Southward, having left part of her crew for the purpose of procuring skins". Every effort was made by the firm Campbell & Co., to keep their new sealing ground secret for as long as possible. Preparations were underway as soon as she returned to Sydney to despatch the *Perseverance* and the *Elizabeth and Mary* for the voyage back to the scene of the new seal oil and skin harvest.

The day after her arrival the owners placed the following advertisement in the "Sydney Gazette":—

> *"Wanted immediately, Ten or Twelve able Hands, to engage on a Sealing and Whaling Voyage, to whom good encouragement will be given. Apply at the office of Messrs. Campbell and Co."*

The new sealing grounds were actually Campbell Island, which was discovered in January, 1810 by Captain Frederick Hasselborough of the colonial Brig *Perseverance*. Hasselborough named the island after his employers, Robert Campbell and Co. of Sydney. During his return voyage on the 11 July 1810 Captain Frederick Hasselborough discovered Macquarie Island, which he named after the then Governor of New South Wales. Though it is interesting to note Frederick observed a wreck "of ancient design" on the island, possibly indicating Polynesian navigators had reached there before.

Campbell Island is a large sub-Antarctic Island which is now a territory of New Zealand situated 700 km south of New Zealand's mainland**.** Macquarie Island is governed by Tasmania, situated approximately mid-way between the south-east of Tasmania and the Antarctic continent, 800 nautical miles from Tasmania.

Hasselborough's main interest was in the enormous numbers of seals on the island - especially fur seals, estimated at the time to number between 200,000 and 400,000. The commercial reaction to his discovery was immediate: during the first 18 months of commercial operations at least 120,000 fur seals were killed for their skins and ten years later the population was almost wiped out.

The *Perseverance* never had less than twenty officers & men on board. There was also a gang of additional men on board to be left at the islands with provisions for the purpose of sealing. The vessel would return from her voyage without these men and to return with fresh supplies and collect the skins and oils that had been collected. The men that were left behind would face months of isolation, with only the hope that the ship would return.

Sadly on his return voyage to the Islands, Captain Hasselborough, along with a woman called Elizabeth Farr and a young boy George Allwright, drowned when their jollyboat capsized in Perseverance Harbour, Campbell Island, 4th November 1810.

The last voyage of the *Perseverance* began on the 7th September 1828, when she departed Sydney with fishing stores, and a call at New Zealand in her programme. Twelve months past before anything was heard of her, when on 22nd September, 1829, the *"Elizabeth and Mary"* returned to Sydney with her crew, with the news that the *Perseverance* had been wrecked at Campbell Island in October, 1828. Sadly the colonial Brig Perseverance and her Captain that discovered Campbell Island both ended their lives there.

The *Perseverance*, was employed in the Southern New Zealand trade the whole of her career, with the exception of a short period when used as a hulk at Sydney.

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 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 photos 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 Brig
PERSEVERANCE
1807
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)

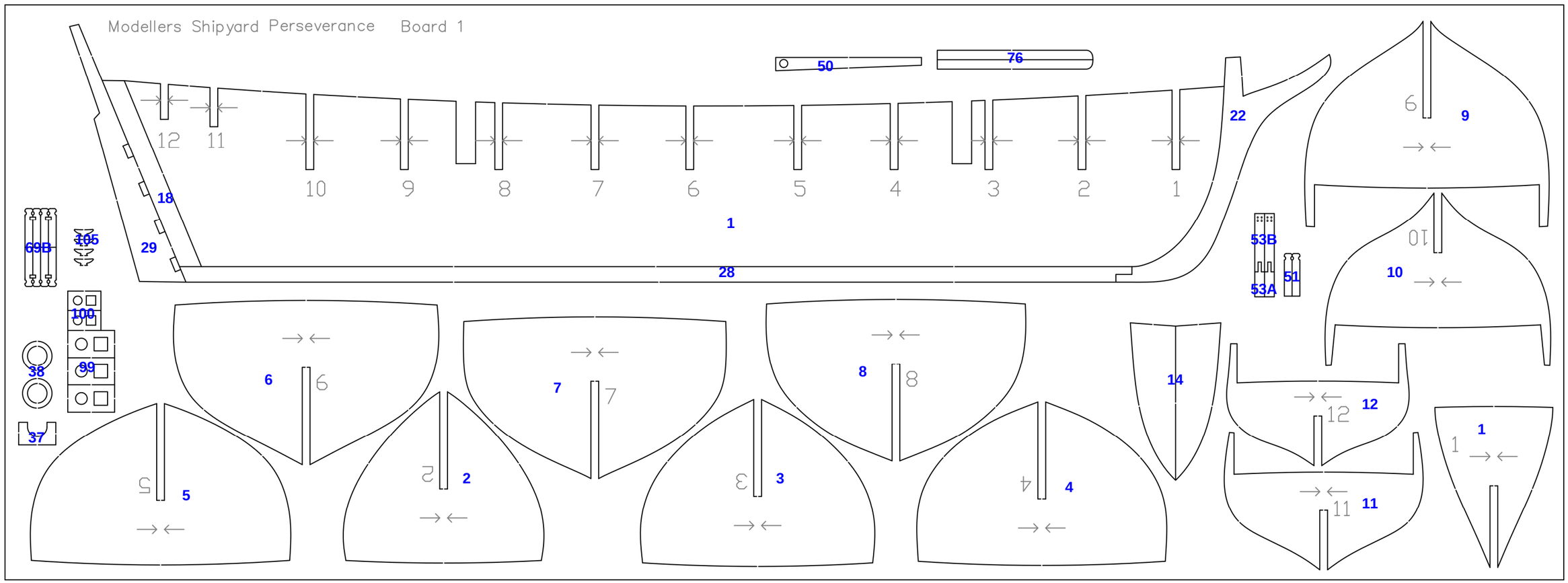
Part No	Description	Quantity	Location
1-12	Bulkhead	12	Board 1
13	False Keel	1	Board 1
14	Bow Blocks	2	Board 1
15	Deck	1	Board 2
16	Transom blocks A	8	Board 3
17	Transom blocks B	8	Board 3
18	Stern post	1	Board 1
19	Transom template T1	1	Board 2
20	Transom template T2	1	Board 2
21	Basswood - 2x5x700mm	64	Timber stock
22	Stem post	1	Board 1
23	Teak - 0.6x5x700mm	70	Timber stock
24	Birch - 1x4x700mm	6	Timber stock
25A-C	Display Cradle	4	Board 3
26	Transom	1	Board 2
27	Not Used		
28	Keel	1	Board 1
29	Rudder	1	Board 1
30	Rudder hinges	4	Parts Card 2
31	Nails - brass	Pkt	Parts Card 2
32	Basswood 2x3x700mm	4	Timber stock
33	Forward deck cap rails	2	Board 2
34	Fore stanchions	28	Board 2
35	Bulwark stanchions	18	Board 2
36	Banister rails	2	Board 2
37	Bowsprit saddle	1	Board 1
38	Mast heels	2	Board 1
39	Transom cap	1	Board 3
40	Cargo ports	2	Board 6
41	Head rails	2	Board 2
42	Trim strips	5	Board 6
43A-F	Forward Companionway	6	Boards 2
44A-E	Main Companionway	5	Boards 2
45	Main grating & cargo hatch	1	Board 5
46	Forward grating	1	Board 5
47	Eye Pins - brass 3x12mm	Pkt	Parts Card 2
48	Rings - brass 3mm	Pkt	Parts Card 2
49A-J	Windlass	17	Board 2 & Board 3
50	Rudder Tiller	1	Board 1
51	Knightheads	2	Board 1
52	Pumps	2	Parts Card 2

Part No	Description	Quantity	Location
53A-B	Catheads	4	Board 1
54	Cathead knees	2	Board 2
55	Anchors	2	Parts Card 2
56	Block 3mm 1 hole - S	6	Parts card 2
57	Block 4mm 2 hole - T	2	Parts card 2
58	Blocks 5mm 1 hole - H	55	Parts card 2
59	Blocks 5mm 2 hole - K	10	Parts card 2
60	Blocks 7mm 3 hole - M	4	Parts card 2
61	Blocks 7mm 2 hole - L	8	Parts card 2
62	Blocks 7mm 1 hole - J	3	Parts card 2
63	Rigging Cord - 0.25mm fawn	1	Parts Card 1
64	Rigging Cord - 0.5mm fawn	2	Parts Card 1
65	Rigging Cord - 1.0mm black	1	Parts Card 1
66	Rigging Cord - 1.25mm grey	1	Parts Card 1
67	Rigging Cord - 2mm grey	1	Parts Card 1
68	Hawse pipes	4	Parts Card 2
69A-B	Pin rails	12	Board 1 & Board 2
70	Belaying pins	34	Parts Card 2
71A-B	Mast pin rails	10	Board 2 & Board 4
72	Boat cradles	2	Board 2
73A-G	Boat 1	7	Board 4 & Board 5
74A-G	Boat 2	7	Board 4 & Board 5
75A-F	Jolly boat	6	Board 4 & Board 5
76	Davits	2	Board 1
77	Dowel -10mm x 400mm	2	Timber stock
78	Dowel -10mm x 200mm	1	Timber stock
79	Dowel - 8mm x 500mm	1	Timber stock
80	Dowel - 6mm x 500mm	2	Timber stock
81	Dowel - 5mm x 600mm	2	Timber stock
82	Dowel - 3mm x 500mm	3	Timber stock
83	Deadeyes 5mm - N	24	Parts card 2
84	Deadeyes 7mm - P	34	Parts card 2
85	Deadeye Straps	16	Parts card 2
86	Deadeye Heart 10mm - Q	2	Parts card 2
87	Deadeye Heart 6mm - R	4	Parts card 2
88	Cross tree - foremast	2	Board 2
89	Cross tree - main mast	2	Board 2
90	Trestle tree - foremast	2	Board 2
91	Trestle tree - main mast	2	Board 2
92	Mast top - foremast	1	Board 2
93	Mast top - main mast	1	Board 2

Part No	Description	Quantity	Location
94	Strips	4	Board 2
95	Topmast cross tree	6	Board 2
96	Topmast trestle tree	4	Board 2
97	Mast strengthener	6	Board 6
98	Mast cheeks	4	Board 2
99	Mast Cap - large	3	Board 1
100	Mast Cap - small	2	Board 1
101	Boom yoke rest	1	Board 2
102	Eye pin - brass 3.5x20mm	24	Parts Card 2
103	Gaff yoke	1	Board 2
104	Boom yoke	1	Board 2
105	Cleats	4	Board 1
106	Slip blocks	2	Board 2
107A-D	Margin plank	8	Board 6
108	Channel - Foremast	2	Board 2
109	Channel - Main mast	2	Board 2
110	Parrals	Pkt	Parts Card 2
111	Euphore blocks	2	Board 2
112	Flag - Red Ensign	1	Sheet 58
113	Flag - Campbell House	1	Sheet 58

Colonial Brig
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SHEET 2

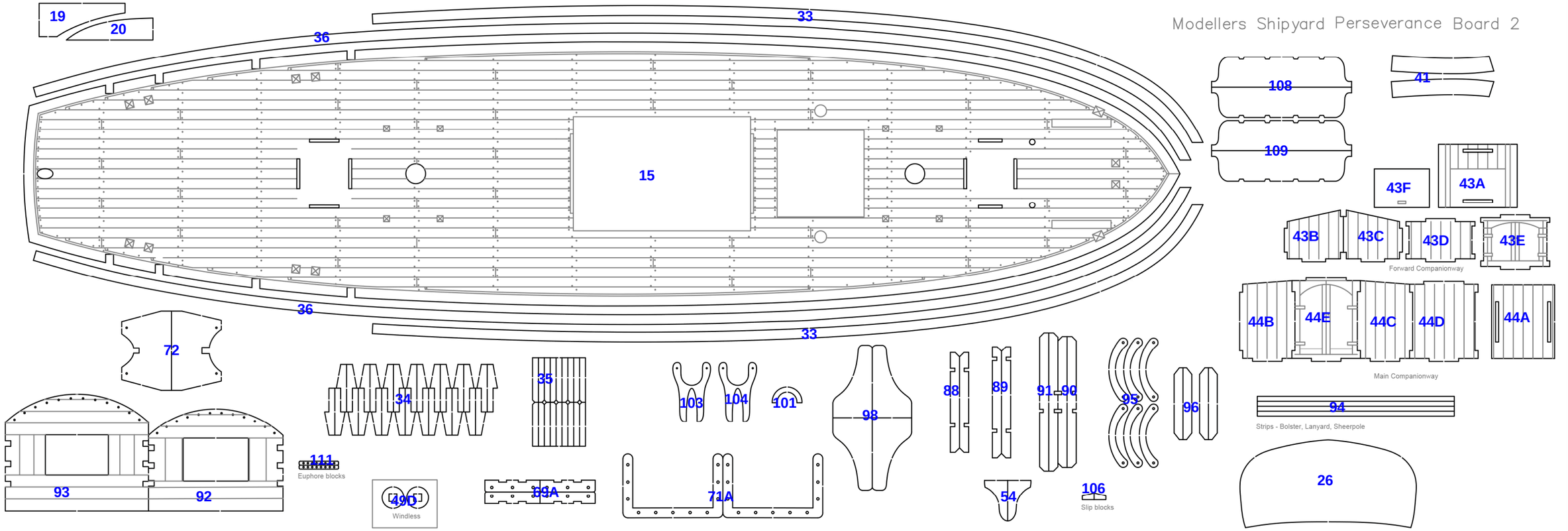
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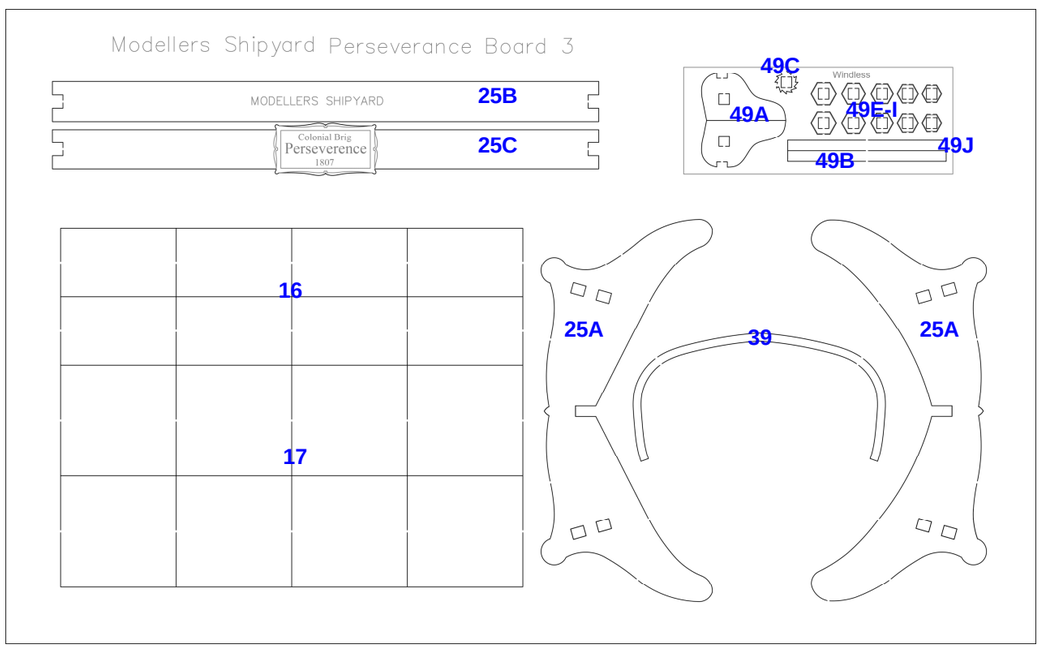
Colonial Brig
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SHEET 3

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Modellers Shipyard Perseverance Board 2

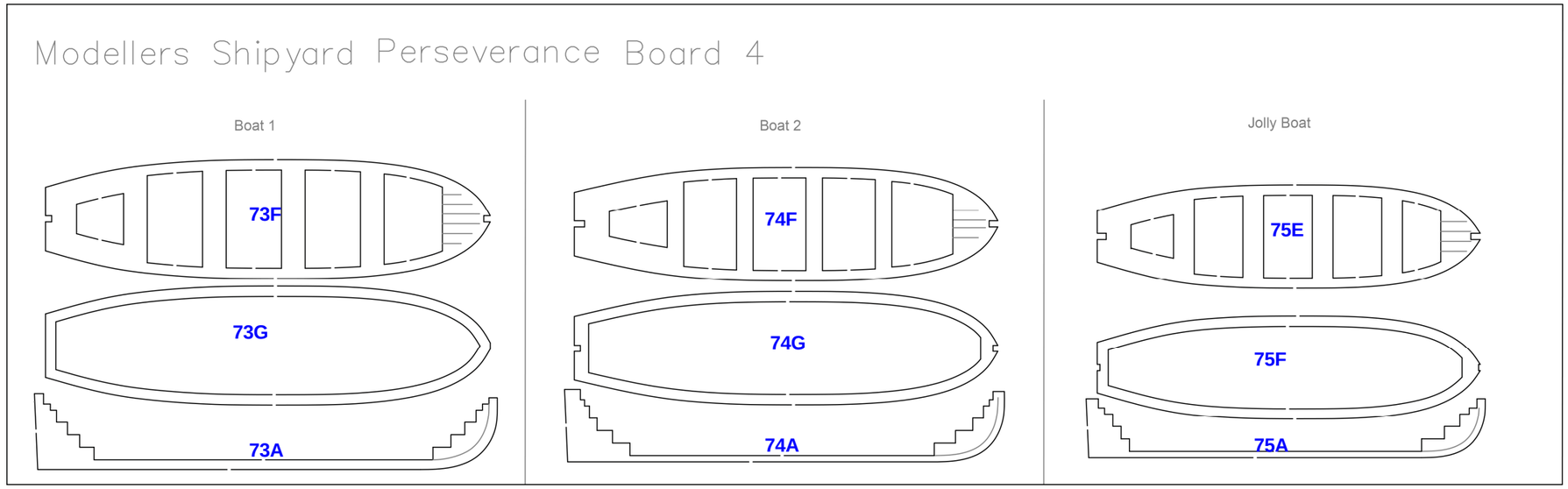


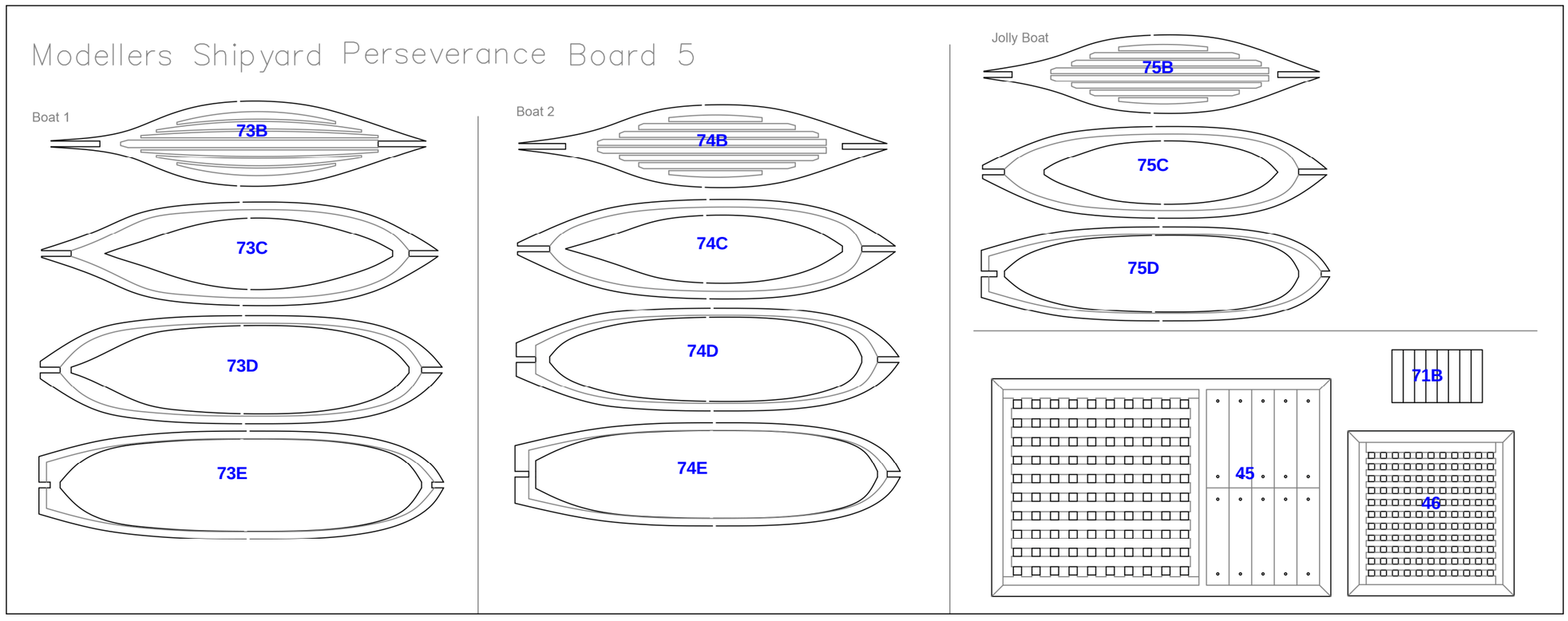
Modellers Shipyard Perseverance Board 3



Colonial Brig
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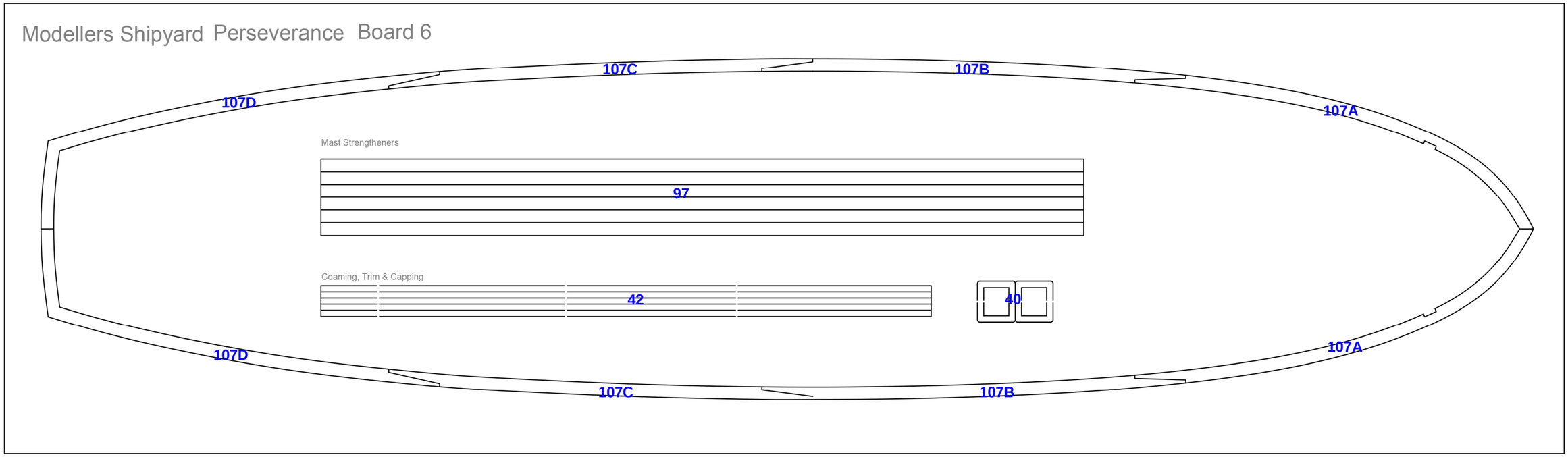
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SHEET 5

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Colonial Brig
PERSEVERANCE
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SHEET 6

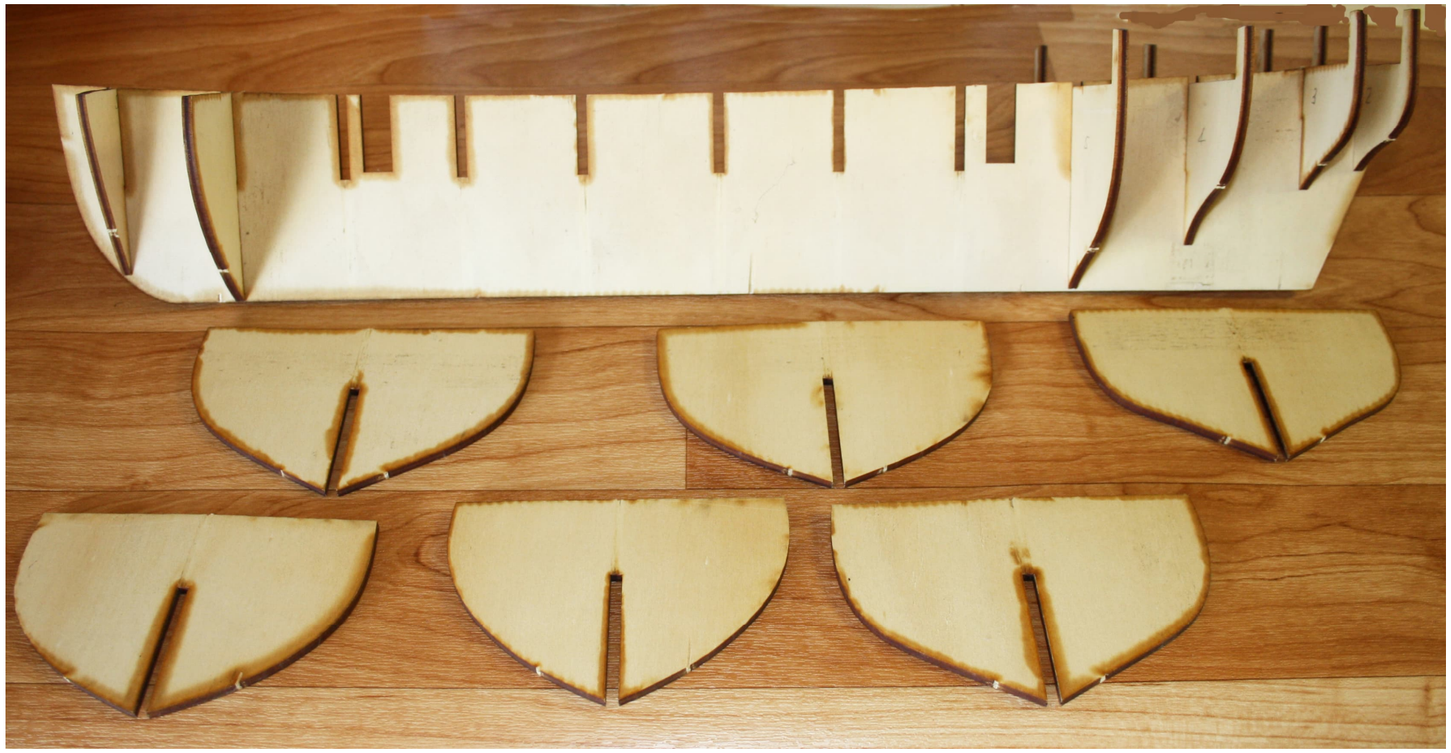
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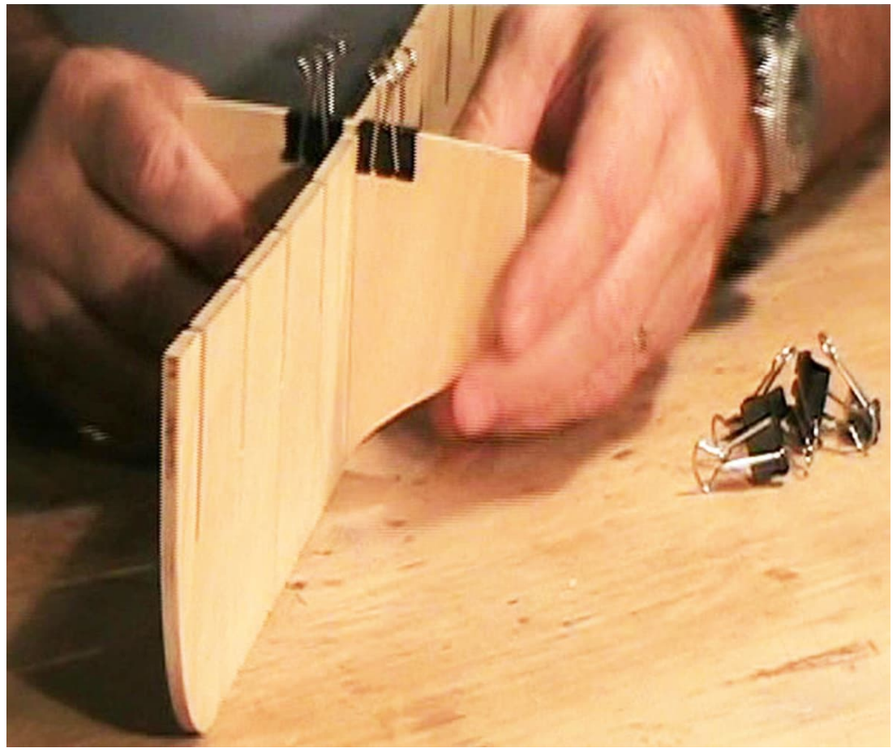
6.0 Hull Construction

6.1 Assemble the False Keel & Bulkheads

Identify the bulkheads P1-P12 and false keel P13.Dry fit the numbered bulkheads into the corresponding numbered keel slots. Do not glue anything at this stage. Do not force the bulkheads into their keel slot. Use a flat needle file to fractionally open the slot in both the keel and bulkheads if needed. The fit should be firm but no loose. There may 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. Once satisfied with fitting the bulkheads remove each and apply

white wood glue to the contact points of each bulkhead and the respective keel slot - use a dampened cloth to remove excess glue especially across the top of the false keel. It is important to make sure the bulkheads are square to the keel - to achieve this place a “bull dog” clip on each side of each frame to ensure it remains square while the glue sets. Allow 24 hours for the glue to set. Identify the bow filler blocks P14.They provide an area for gluing the planks at the bow. Glue the blocks in place as shown.





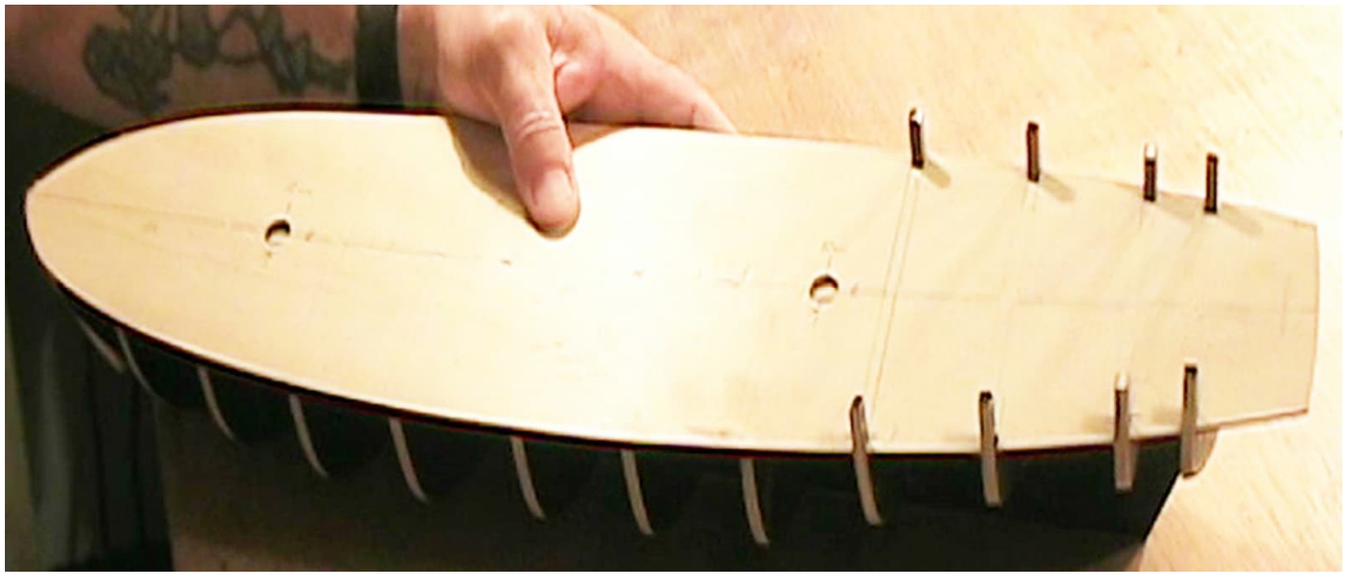


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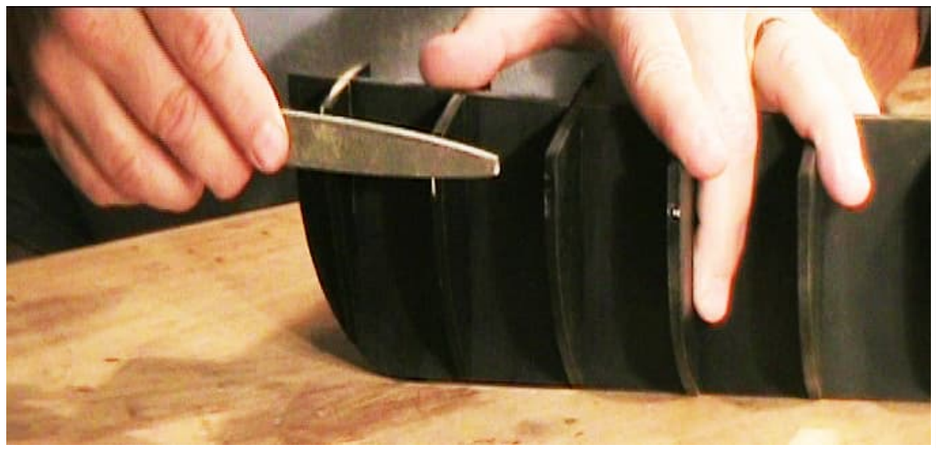
6.2 Fit the Deck

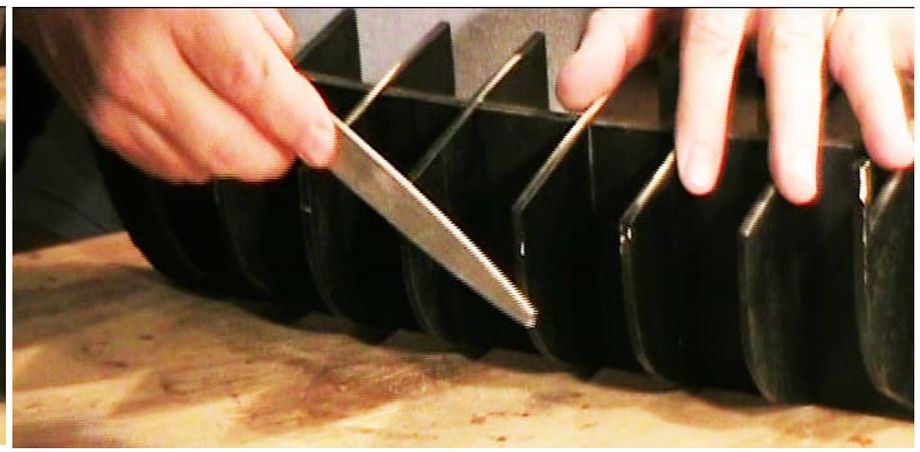
Identify the deck P15. Dry fit in place - some fractional adjustment of the slots for the bulkhead horns may be necessary. Once satisfied remove the deck and apply white wood glue to the tops of the bulkheads. Refit deck - align the bow point of the deck with the centre of the keel and insert map pins through the deck edge into the bulkheads to hold deck in place while the glue sets. Allow 24 hours to dry. Once dry remove all pins. Gluing the deck in place will strengthen the model.

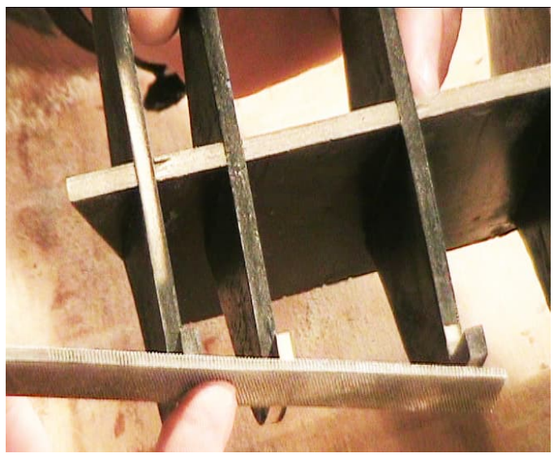


6.3 Fairing the Bulkheads

"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 - this will ensure 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. It will show the plank does not sit flat across the edge of all the bulkheads - especially at the bow and stern areas. To fair the bulkheads use a file to move across the edges of two bulkheads at a time starting at the deck level and moving towards the toe of the keel.. Once two bulkheads are complete move to the next one. Always make sure to file across two bulkheads. Regularly check by laying a plank/batten across the bulkheads. Move to the bow applying the same approach as above—at the bow fair only the bow blocks - leave the keel untouched. Move to the stern and transom applying the same approach as above. Check across all frames along the complete length of each. Move the plank across all frames to ensure a good fit. Continue the fairing process until you can see the plank/batten will sit flat across each bulkhead.



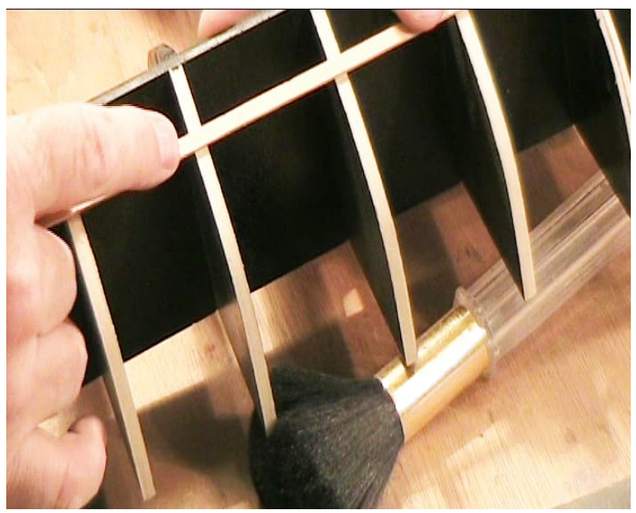




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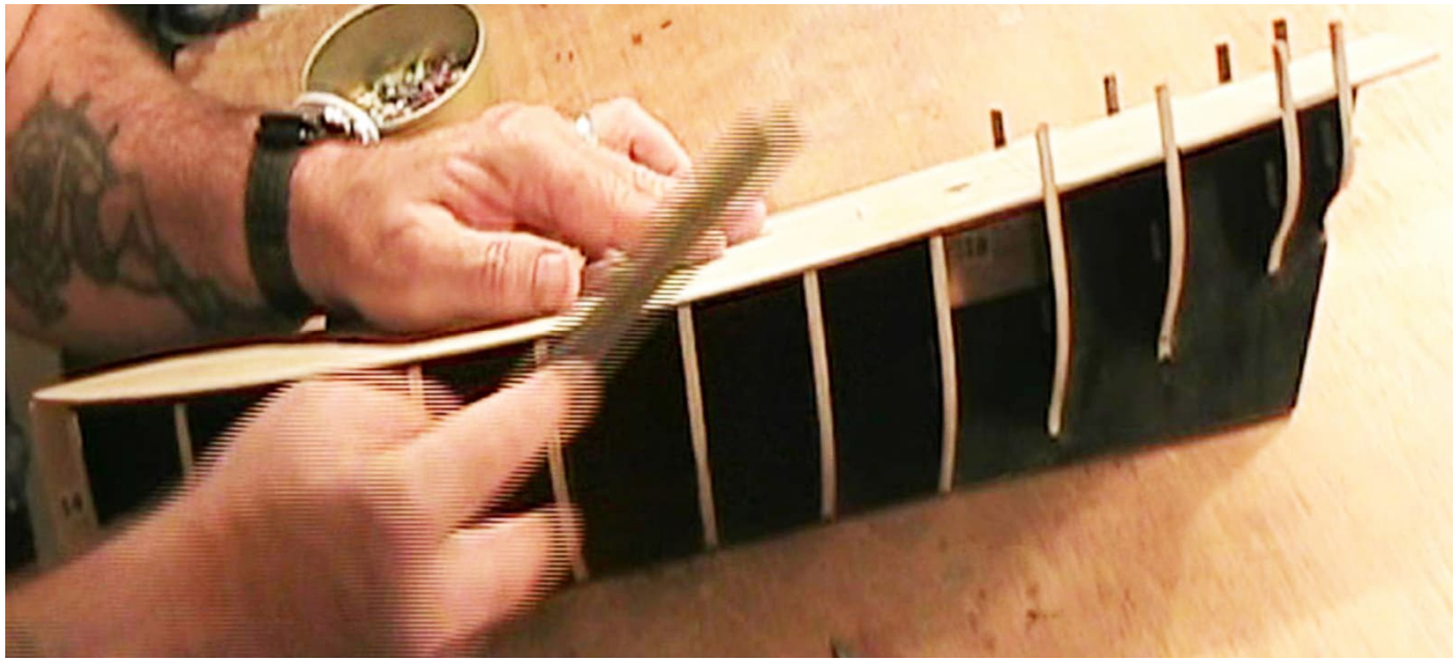
6.3 Fairing the Bulkheads continued

When fairing the bow blocks do not file the false keel as the full thickness of the keel will be needed to attach the stem post later.
File the edge of the deck to align with the top of the bulkheads.









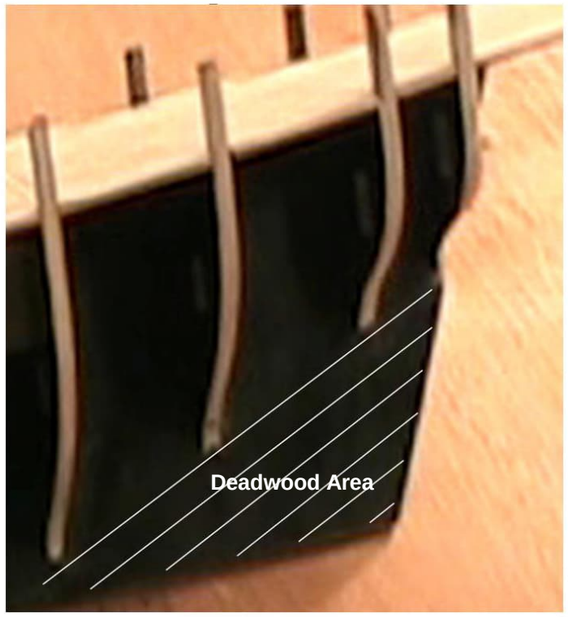
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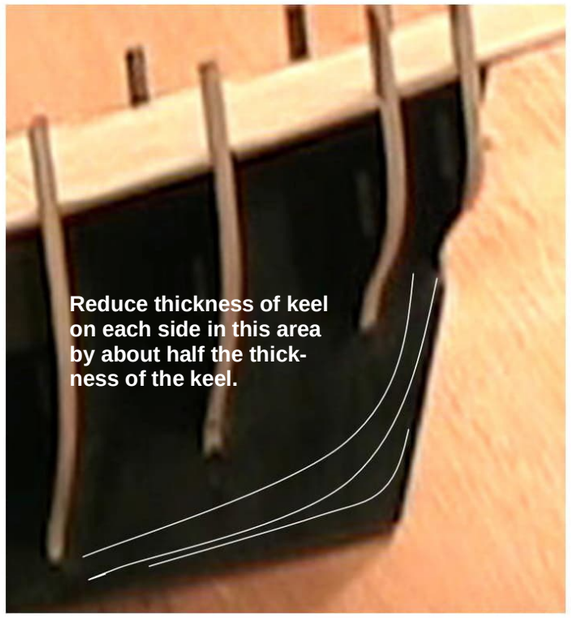
6.4 Deadwood Area

The area between the bottom edge of the keel and the bottom of the bulkhead frames 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. So when the stern post and rudder are fitted there is the need to ensure there is a consistent thickness between stern post, rudder and the stern area of the keel. The false keel, stern post & rudder are all 4mm thick. 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 keel and the stern post and rudder.

To ensure there is consistency of thickness between these parts in the deadwood area there is the need to ensure when the hull is planked in this area 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 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 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.



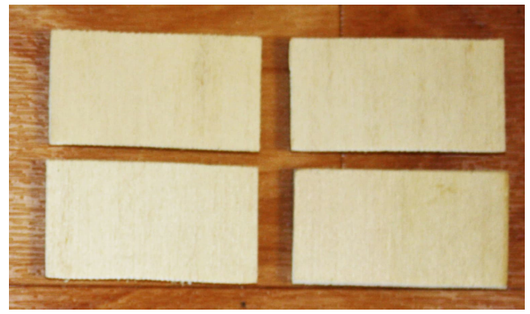


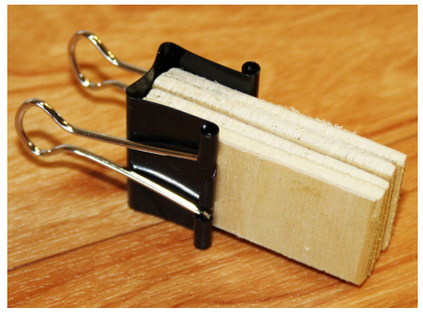
6.5 Transom Blocks

The transom blocks are used to give a large surface area at the stern of the model to fix the first layer of planking in place. The transom blocks are in two parts with each being assembled from layers of 4mm plywood and shaped using a template. The photos below show how the transom blocks are assembled and fitted in place.

6.5.1 Transom Blocks A

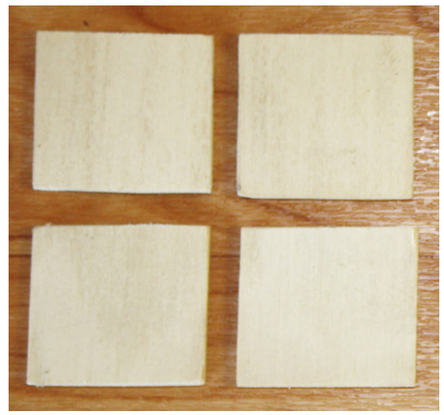
Identify the transom blocks A - P16. Glue 2 x four pieces together as shown.

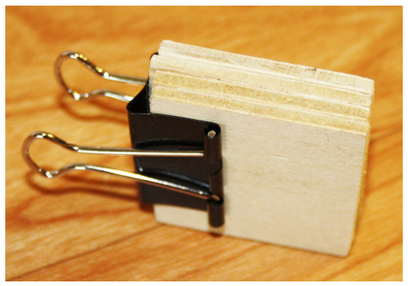




6.5.2 Transom Blocks B

.Identify the transom blocks B - P17. Glue 2 x four pieces together as shown.





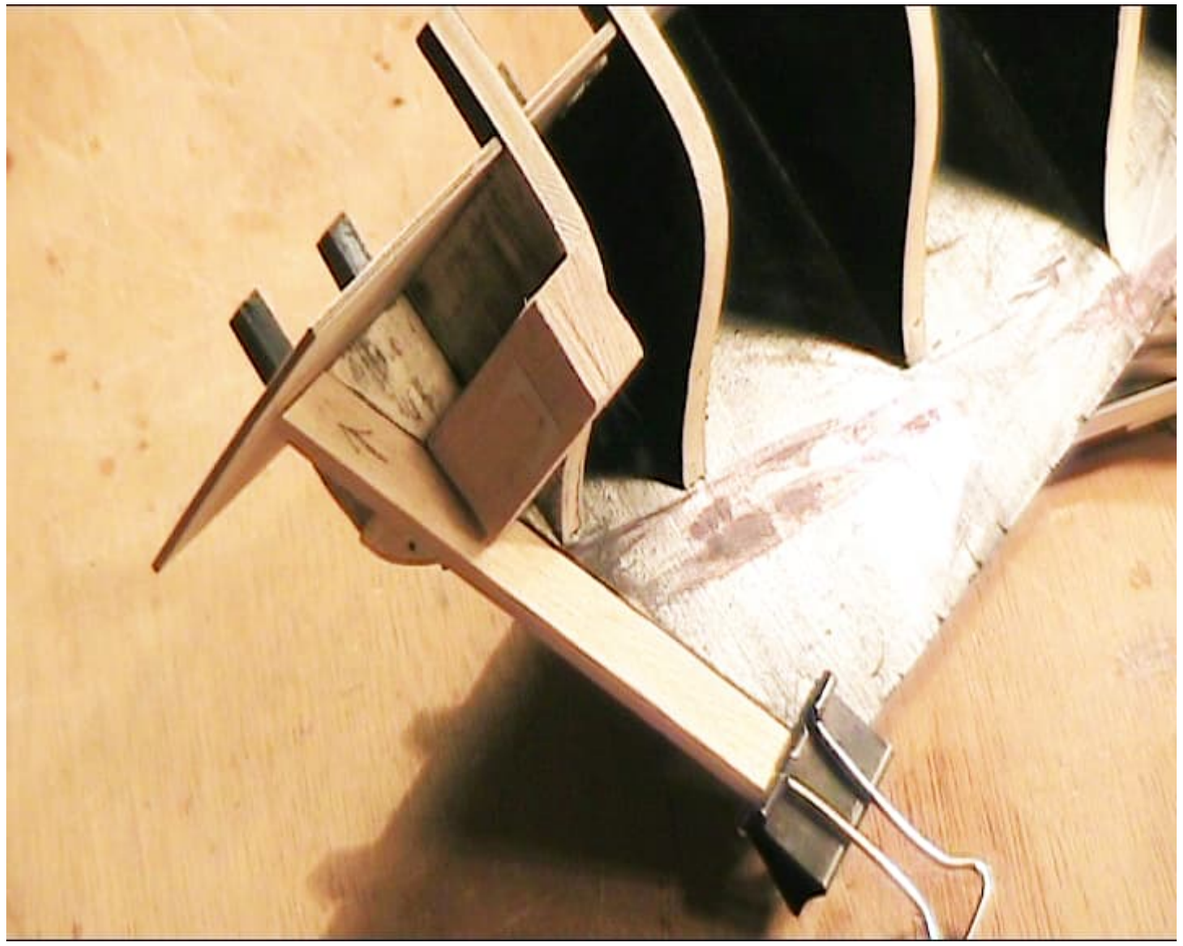
Colonial Brig
PERSEVERANCE
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6.5.3 Fitting Transom Blocks A

Identify the stern post P18 - clamp in position as shown. Do **not** glue it in position yet.

Draw a pencil line 16mm below the deck on bulkhead 12. Fit and glue the transom blocks A in place along this line leaving a 16mm gap between the top of the blocks and the underside of the deck.

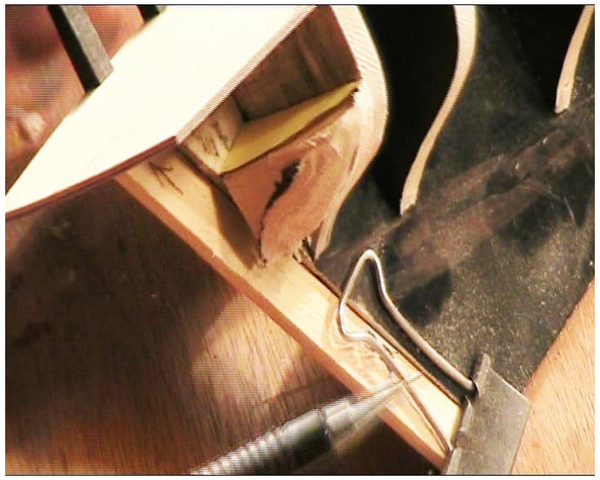


6.5.4 Shaping Transom Blocks A

Shape the blocks to follow the contour of bulkhead frame 12 as shown

Mark-out the area as shown and remove this section of the block. **Take your time**.

Identify transom template T1 P19. Using the template, place it on the top side of Block A and trace the template shape onto the top side of the transom block A. Shape each block to the template line. **Take your time**.





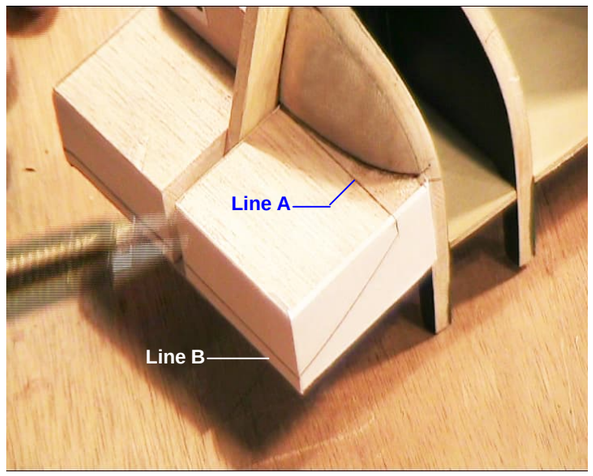


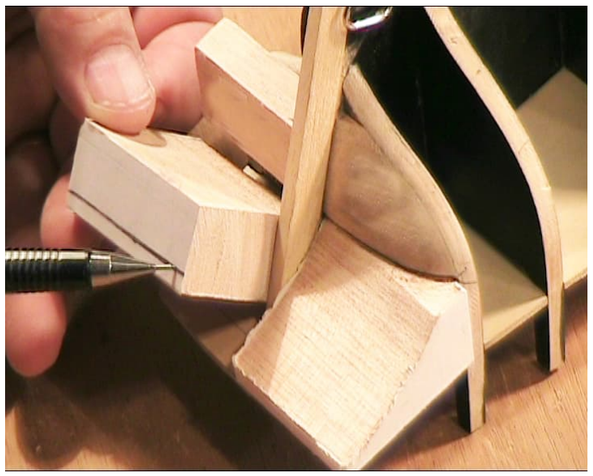
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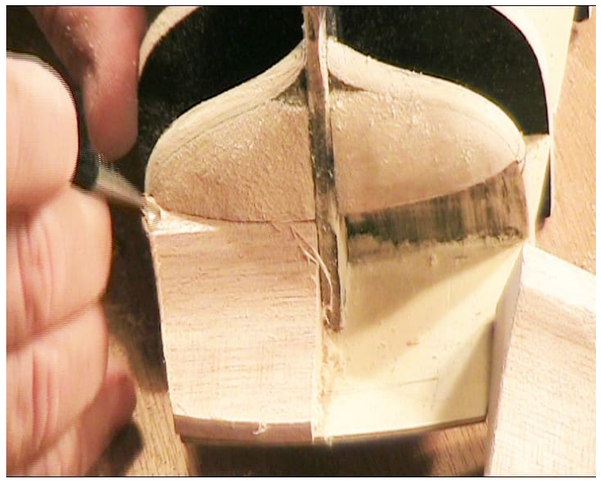
6.5.5 Shaping Transom Blocks B

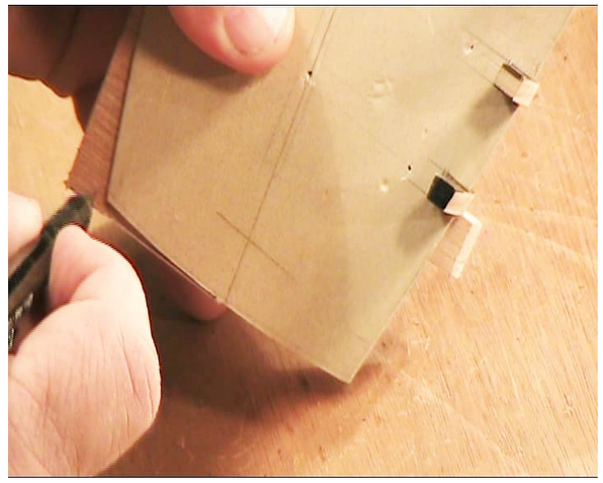
Using transom blocks B - P17 fit into place as shown below.– do not glue in place yet. Identify the transom template T2 P20. Using this template place it on the side of block B - trace the shape onto the side face as shown. Extend the lines from the side onto the other faces of the block - Lines A & B. Holding the blocks in place trace the stern end of the deck onto the block. Remove each block and shape to the marked lines. Re-insert each block and mark the area C. Take the blocks out again and remove area C.

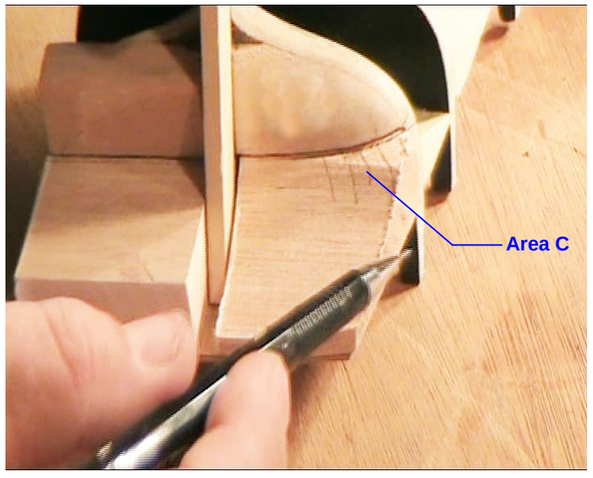
Re-insert each block and hold in place with a bull-dog clip. Use a curved file and sandpaper to shape the blocks to follow the contour of Blocks A. Also shape the side of the block from the edge of bulkhead12 along the underside of the deck. **Take your time.** Once the block is shaped glue in position.

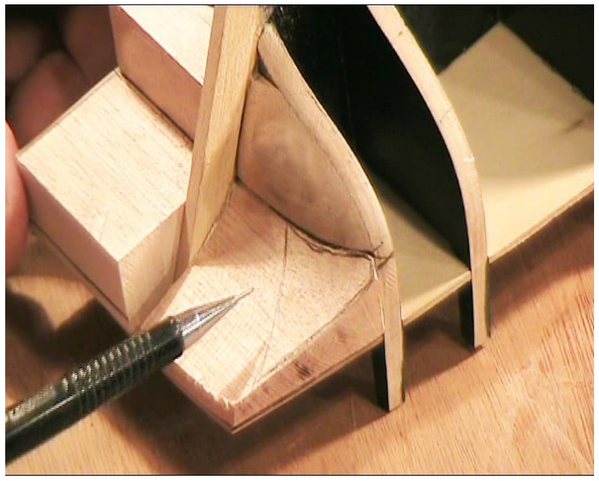


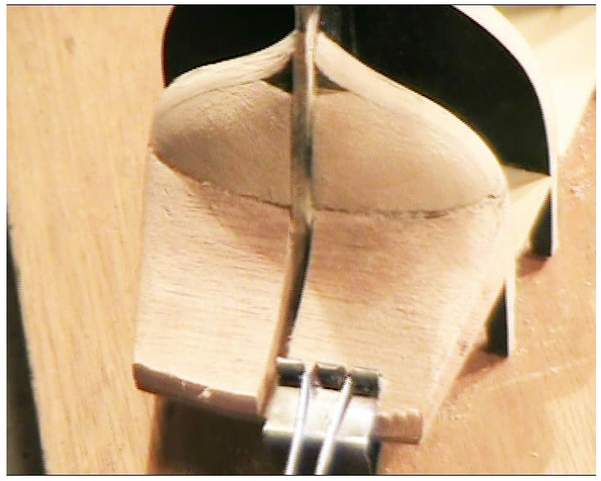














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6.6 Hull Planking

Hull planking 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.

6.6.1 Hull 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 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 of the hull.

We always assume that the “mid-ship” bulkheads are the largest distance and it is at this part of the model the planks are at their full width. The mid-ship bulkheads on the Perseverance are 5, 6 & 7.
From the measurements it will be clear that the planks will need to be tapered at the bow across bulkheads 1, 2 & 3.

When making your measurements of the stern bulkheads 10, 11 & 12 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 the measurement from the first plank to the bottom of the keel will be greater across say bulkheads 10 & 11 than it is at “mid-ships”. 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.

This model is “double planked”. This means there are two layers of planking. The first layer of planking provides strength to the whole hull and a solid base for the second layer of planking which is a more decorative timber.

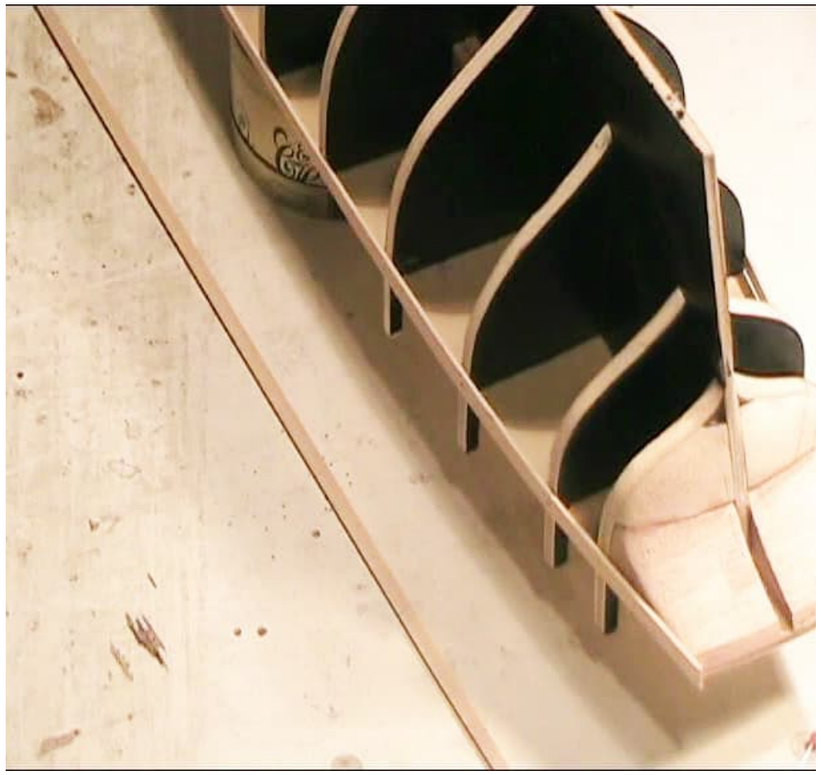
6.6.2 First Layer of Planking

Identify the first layer of planking timber P21 - 2x5x700mm basswood.

a) Fitting the First Plank

The first plank is placed flush with and along the line of the deck. There is no need to taper this first plank. Using one of the 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. Use a hand held plank bender to create a gentle curve around the bow starting at Point A. Using this same plank spring it gently around the curve of the stern. Do not taper this plank. Fit this first plank along the line of the deck starting at the bow and work towards the stern. Apply white wood glue to this plank and use map pins or planking screws to hold the plank in place while the glue sets. Repeat this process for the other side of the hull.





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b) Hull Bands

To complete the first layer of planking a technique is presented where the hull is divided into three bands - Band A, Band B and Band C. To determine these bands across the bulkheads and hull carefully follow the steps below:

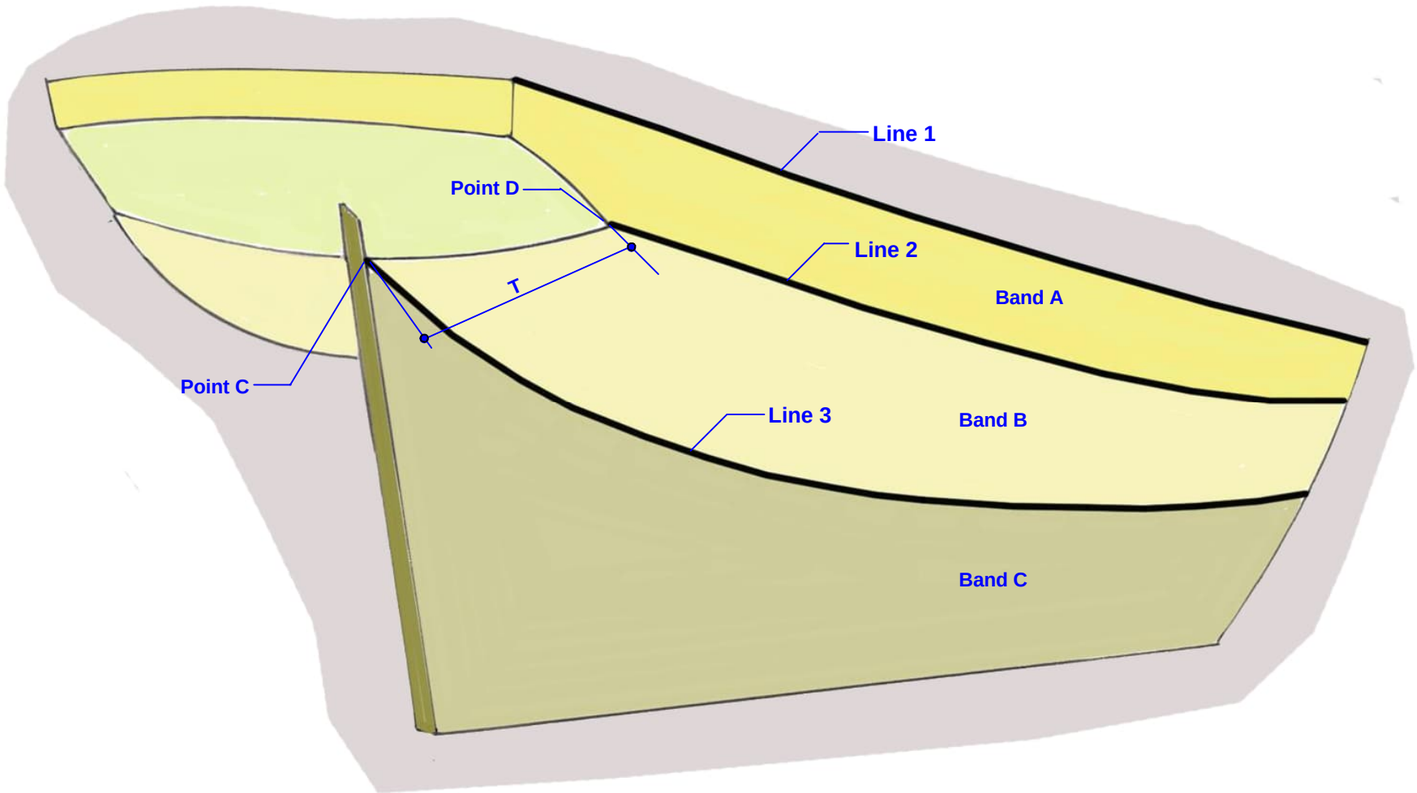
Line 1: The underside of the first plank fitted earlier is Line 1.

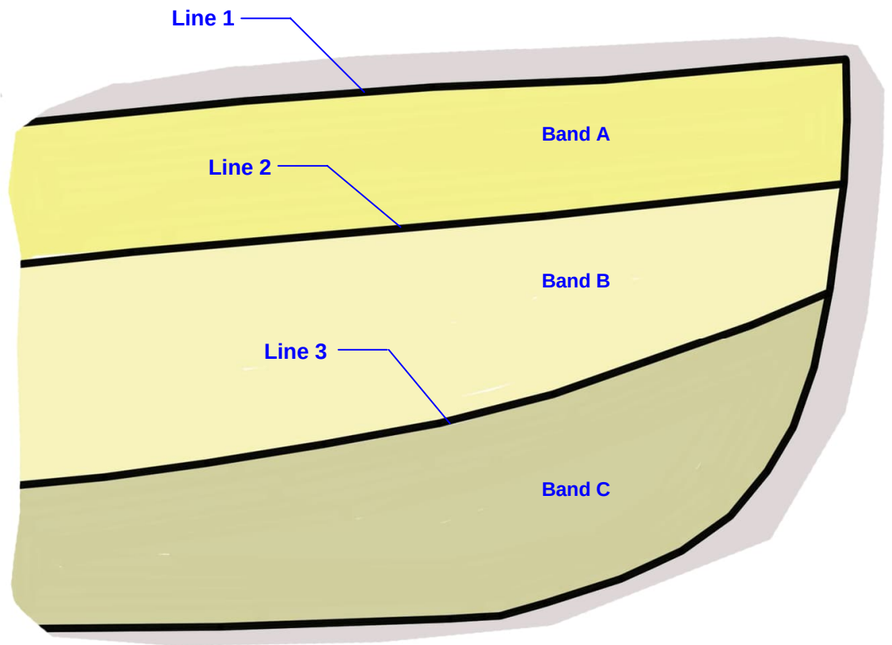
Line 2 The lower edge of the wale is Line 2 - place a plank starting from point D and allow it to follow the natural sheer around to the bow. This plank will finish approximately 15mm below the first plank fitted. Do not taper this plank. Glue this plank in place.

Line 3 The point where bulkhead 11 meets the keel is the start of Line 3 - this is point C. Place a plank starting at point C and allow it to follow the natural sheer around the hull to the bow. Use map pins to temporarily fix this plank in place. Do not taper this plank.

Band A is the area between Line 1 and Line 2.
Band B is the area between Line 2 and Line 3
Band C is the area below Line 3 to the keel.

Mark off on each bulkhead frame the lower edge of **Line 2 and Line 3.** Repeat these steps for the other side of the hull. **Note the dimension between Point C & Point D is "T"**





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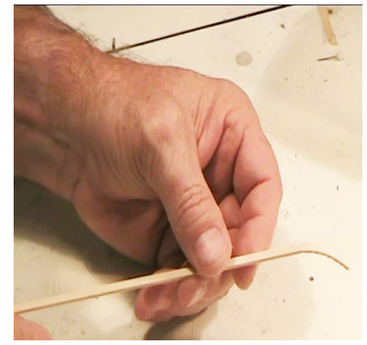
c) Band A

Plank from Line 1 down to Line 2. You may need to taper these planks marginally at the bow. Remember to fit and glue the planks in pairs - one for each side of the hull.

d) Band B

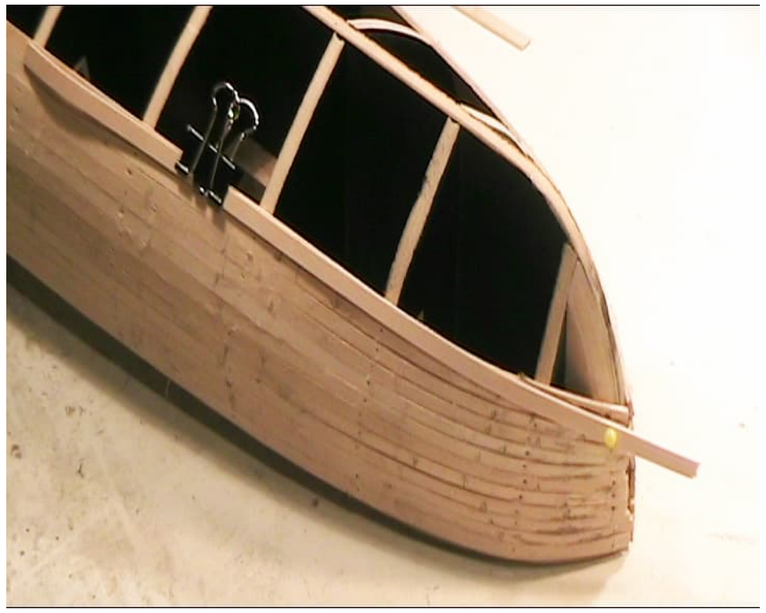
Use a dressmakers tape measure to measure the distance between Line 2 & Line 3 at each bulkhead. Record these distances in table below.

The distance between Lines 2 & 3 at the mid-frames is approximately 55mm. The plank width is 5mm. Therefore there will need to be 55/5 = 11 planks to be fitted within band B and within the distance between Points C & D is dimension T. Using the measurements made above divide each by 11 (number of planks) to determine the plank width at each bulkhead and T. Record in table below.

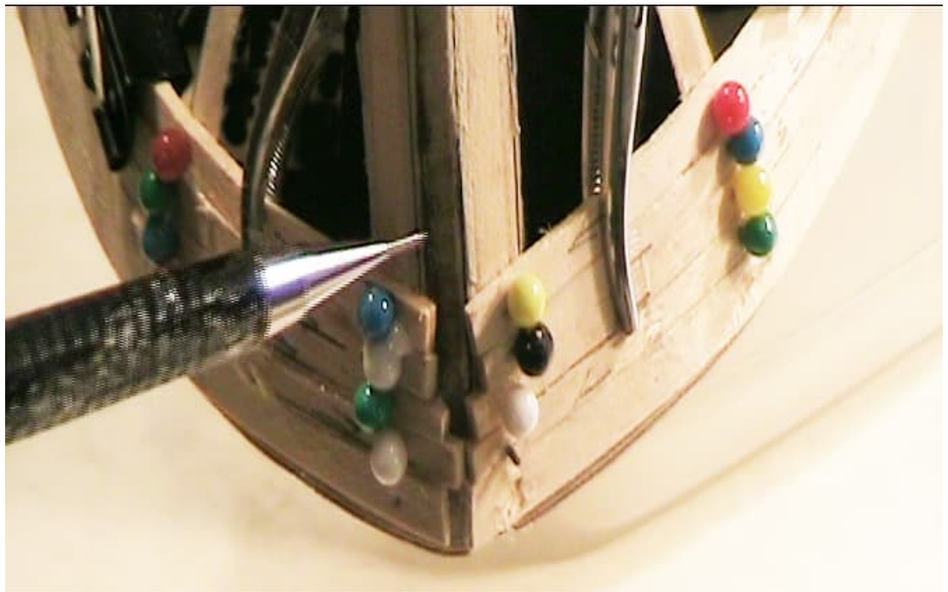


Bulkhead Frame	13	12	11	10	9	8	7	6	5	4	3	2	T
Measurement mm													
Plank Width mm													

Taking a pair of planks taper them to the required width using a mini plane. Use a plank bender to bend the stern end of each plank to fit around the transom area within T.
Fit and glue in place these planks starting from the underside of Line 2. After fitting each pair of planks recheck the measurements to ensure the correct plank width.
Adjust as necessary. Repeat this process until Band B is closed.







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e) Band C

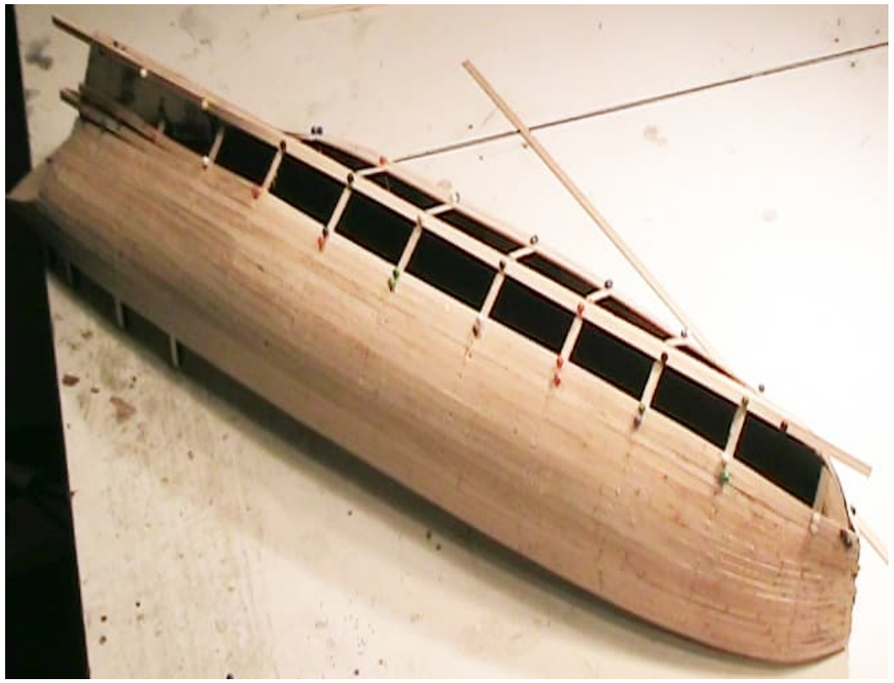
Fix a plank along the edge of the keel on each side of the hull - this is called the garboard plank. Do not taper this plank.

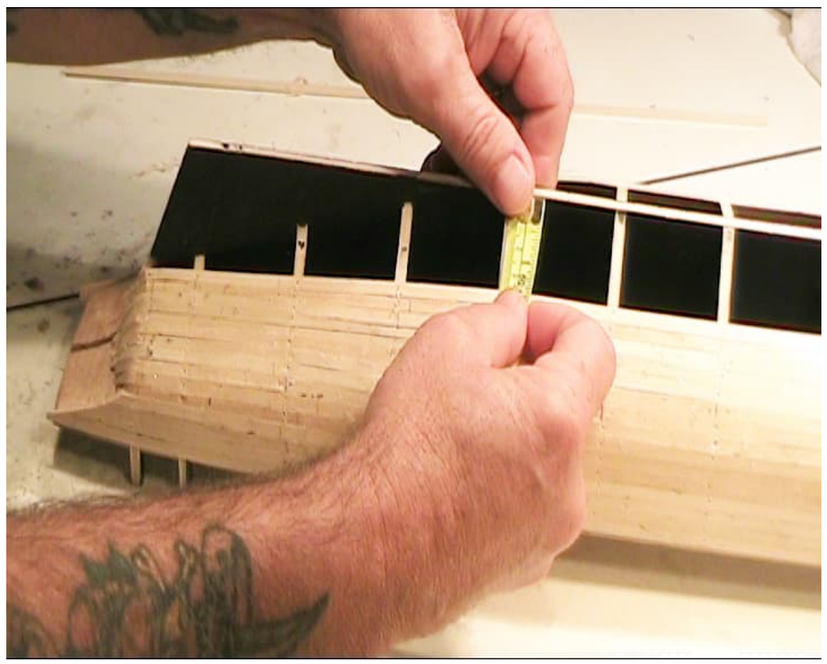
Measure the distance between Line 3 & the garboard plank at each bulkhead frame. Record these distances in table below.

Bulkhead Frame	13	12	11	10	9	8	7	6	5	4	3	2
Measurement mm												
Plank Width mm												

Taking a pair of planks taper them to the required width. The planks at the stern will not need to be tapered. Fit and glue in place these planks starting from the underside of Line 3. After fitting each pair of planks recheck the measurements to ensure the correct plank width. Adjust as necessary. Allow these planks to follow their natural course across the bulkhead frames. Do not force them.

At frames 10, 11 & 12 there is a gap between the bottom of the bulkheads and the keel—this is called the “deadwood” area. As you plank cross this area gaps will form between the planks. This is where a “stealer” or “wedge” will be fitted to fill the gap. To make the stealers use off-cut planking pieces and cut and fix triangular lengths into the gaps as required. Repeat this process until Band C is closed.







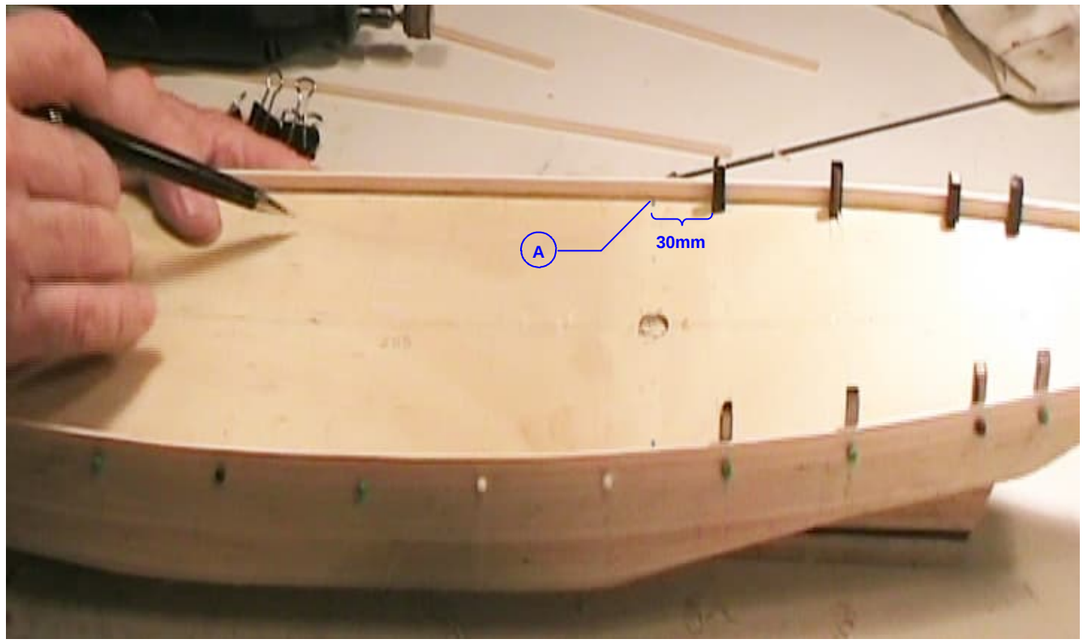


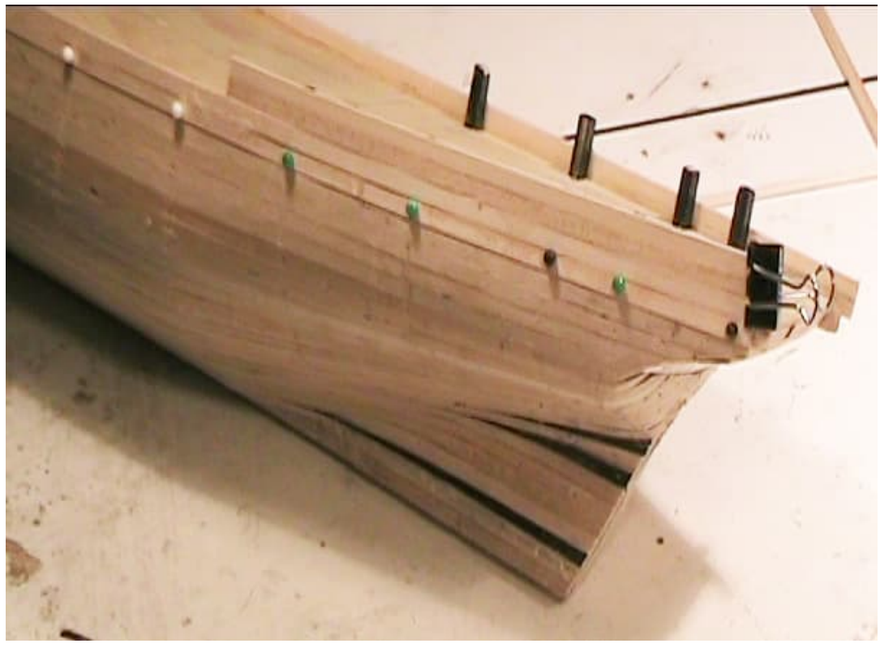
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f) Bulwark & Bulkhead horns removal

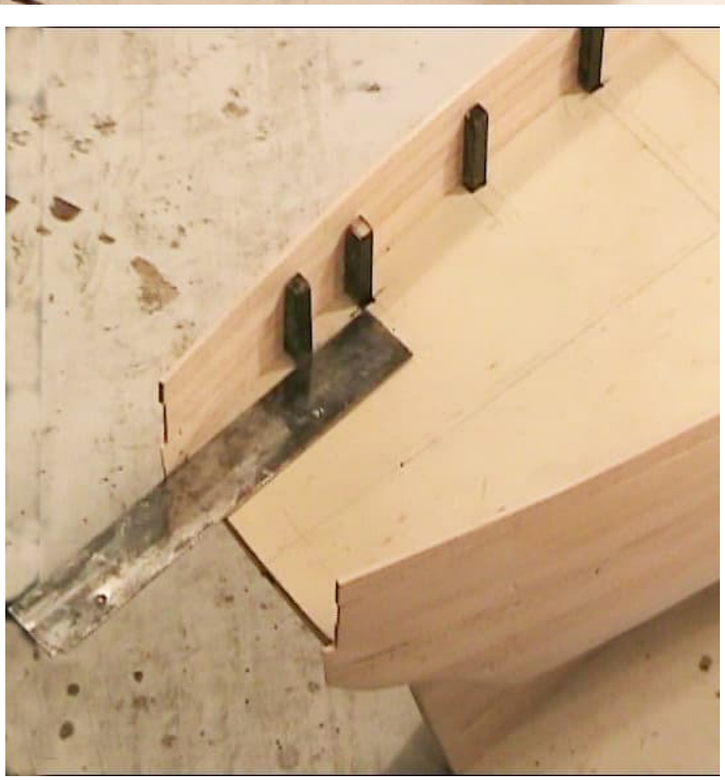
Place a length of masking tape over the protruding bulkhead horns at the stern - this is done to stop the bulwark planks being glued to the horns as they are removed later. Fit a plank along the full length of the hull above the first plank fitted. Do not taper this plank. Only glue this plank along the edge of the first plank. Allow a minimum overhang at the stern of approximately 5mm. From bulkhead horn 9 measure forward 30mm - Point A - and place a light pencil dot on the deck edge. Cut 205mm lengths of planking to extend just above the bulkhead horns. Fit these planks on each side above the last plank fitted starting from Point A. Glue these planks along their edge. Allow a minimum overhang at the stern of approximately 5mm.

Fix planks across the tuck (underside) of the transom. Use a wood filler to fill any hollows and file off any humps in the hull. Sand the hull to a smooth finish. Use pliers to snap-off the horns or use a razor saw blade to carefully remove the frame horns - file and sand to be flush with the false deck line.







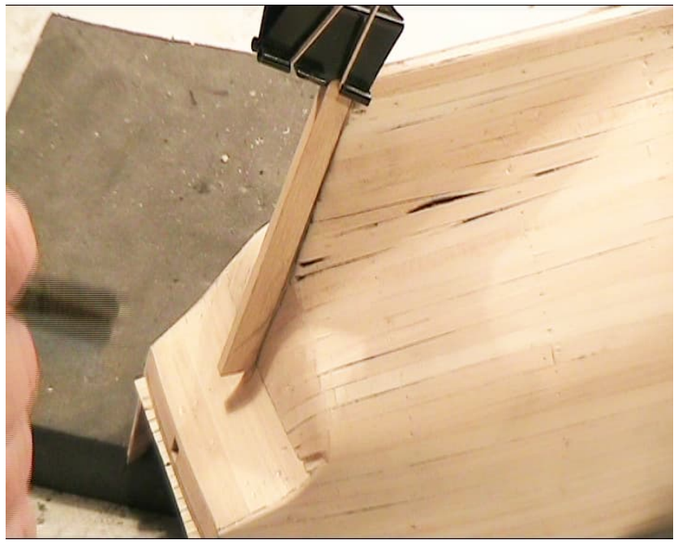


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6.7 Stern Post

Identify the stern post P22. Place the stern post against the back of the keel and hold in position as shown. Mark with a pencil where the stern post will enter the underside of the tuck of the transom. Use a knife blade to fit the stern post. Do not fix the stern post in place yet - this will be done following the completion of the second layer of planking.





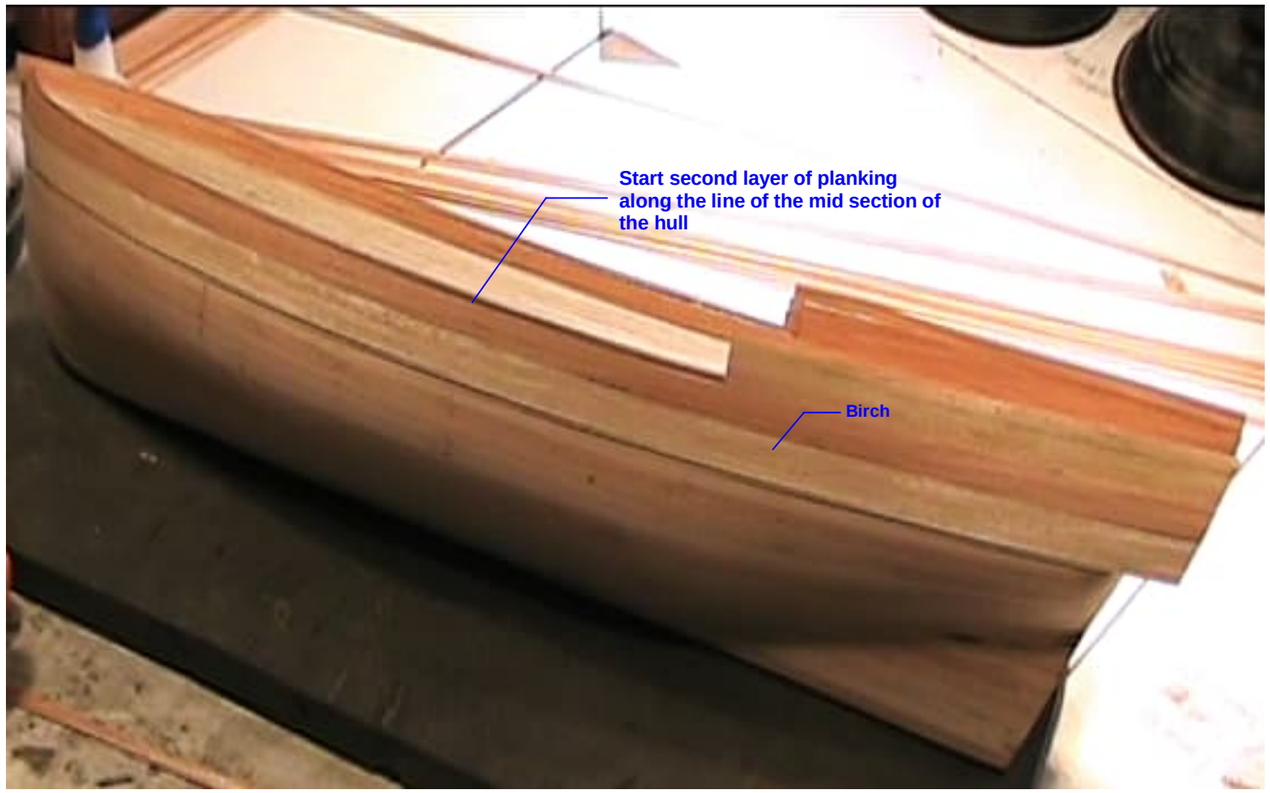


7.0 Second Layer of Hull Planking

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. Identify the second layer of hull planking - 0.6x5x700mm teak P23. Also identify the 1x4x700mm birch timber P24. 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. Assemble the cradle P25A-D and use it as a stand while completing the model.Before progressing plank the inside of the bulwark with the teak timber strips P23

a) Band A

Start the second layer of planking along the line of the mid-section of the hull. The first two planks are teak P23. The next three planks are birch P24. Fix these planks in place as the wale. Do not taper these planks. Follow the line of the first layer of planking to fix these planks. Complete the planking on the stern area of the bulwark with teak strips.



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b) Band B and C

Determine band B and band C areas by applying the same approach as for the first layer of planking. Mark these areas on the hull. Follow the same approach to complete band B and then band C as previously described. Insert “stealers or wedges” where necessary in the deadwood area of the stern. Trim the excess planking off.



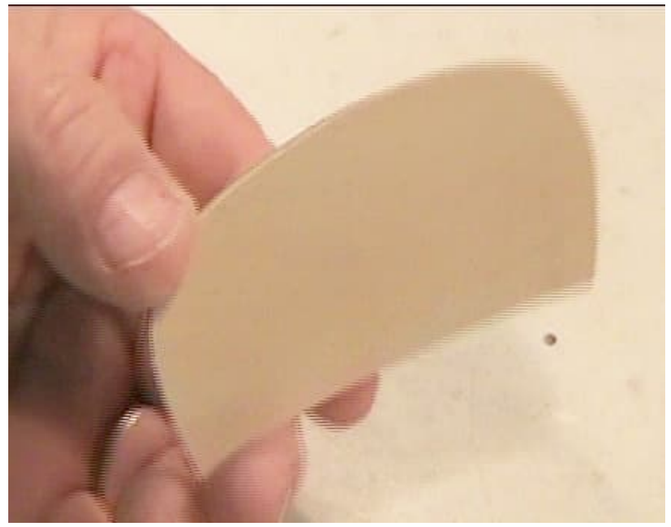




7.1 Transom

Identify the transom P26. The transom will have to be curved to follow the shape of the stern of the model. To achieve this fully immerse the transom in boiling water for approximately 10 minutes.

Remove the transom from the water. With a clamp and two small lengths timber approximately 4mm square - place the two lengths of timber under side each end of the transom and place the clamp in the centre of the transom and clamp it to a bench. This will achieve the required curvature in the transom. Allow 24 hours to dry naturally. Use teak strips P23 to plank the inside and outside of the transom. Centrally fix the transom to the stern of the hull as shown. Use teak strips P23 to plank across the tuck of the transom.





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7.2 Stem Post, False Keel, Stern Post and Margin planks

Identify the stern post P22 - stain a diluted teak and fix in position as shown.
Identify the stem post P27 - stain a diluted teak and fix in position as shown.
Identify the keel P28 - stain a diluted teak and fix in position as shown.
Fractionally adjust the parts as required Lightly sand the hull using a range of fine grade sandpaper. Spray the hull with a clear satin or matt polyurethane finish. Give three coats to protect the hull.





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7.3 Rudder

Identify the rudder P29 - stain a diluted teak. Drill a 2mm pilot hole into the tuck of the transom and through the deck. Expand with a larger drill and use a round file to shape this hole to allow the rudder to be fitted through to the deck. Also use a file to shape the neck of the rudder post to allow it to fit easily through to the deck. Identify the rudder hinges P30. Fit the two parts together - the gudgeon with pintal fits on top of the single gudgeon. Use super glue to fix gudgeon with pintal into the recesses in the rudder - cut the heads off nails P31 - drill holes into the rudder to fit the nail head so as to cosmetically attach rudder hinge arms - shape and trim hinge arms as shown.

Clamp the rudder post in place to locate placement of the rudder gudgeons to the stern post/hull. Ensure a uniform gap between the rudder post and stern post. Use super glue fix these gudgeons in place - use nails P26 to cosmetically attach the rudder arms as previously stated - shape and trim arms as shown.







Gudgeon with Pintal



Gudgeon



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7.4 Gunwales, Deck Cap Rails and Margin Plank

Upper gunwale: Identify the 2x3x700mm basswood P32 - use a plank bender shape the timber to fit around the bow and along the top edge of the birch wale timber. Paint black or stain with a diluted teak. Fix in position.

Lower Gunwale: Identify the 2x3x700mm basswood P32 - use a plank bender shape the timber to fit around the bow and along the top edge of the birch wale timber. Paint black or stain with a diluted teak. Fix in position

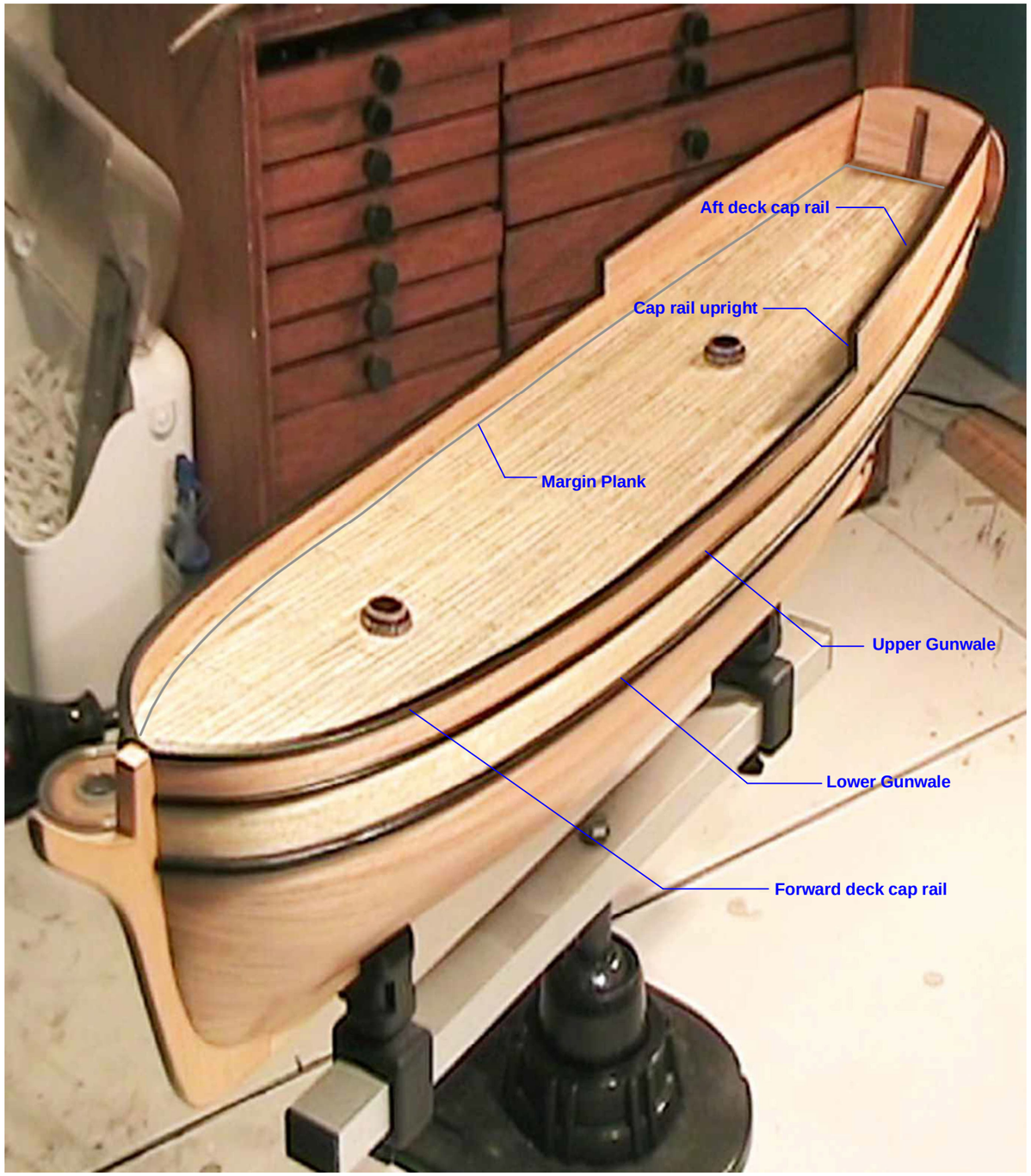
Deck Cap Rails are in two parts.
The forward deck cap rails are P33. Identify these parts. The aft deck rails are 2x5mm basswood P21.

Fit the forward deck cap rails in place - ensure each is fitted centrally on the bulwark. Shape the fore end to allow for the bowsprit to rest on the top of the stem post. Paint black or stain a diluted teak. Fix in place.

Fit the aft deck cap rails in place - ensure each is fitted centrally on the bulwark. Paint black or stain a diluted teak. Fix in place.

For the cap rail uprights use 2x5mm basswood P21.Cut to length and shape these pieces. Paint black or stain a diluted teak. Fix in place.

Identify the margin plank P107A-D - apply shellac. Trial fit in place around the outer edge of the deck - fractionally adjust as required - once satisfied glue in place



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7.5 Banister stanchions and Rails

Banister Stanchions

Identify the **fore stanchions** P34. Fit these stanchions on the inside of the forward bulwark resting flush with cap rail top. Fix them in place at 25mm spacing starting from Point A.
Identify the **bulwark stanchions** P35.Fit these stanchions on the inside of the aft bulwark and flush with the underside of the cap rail. Fix them in place at 25mm spacing starting from Point A and going aft

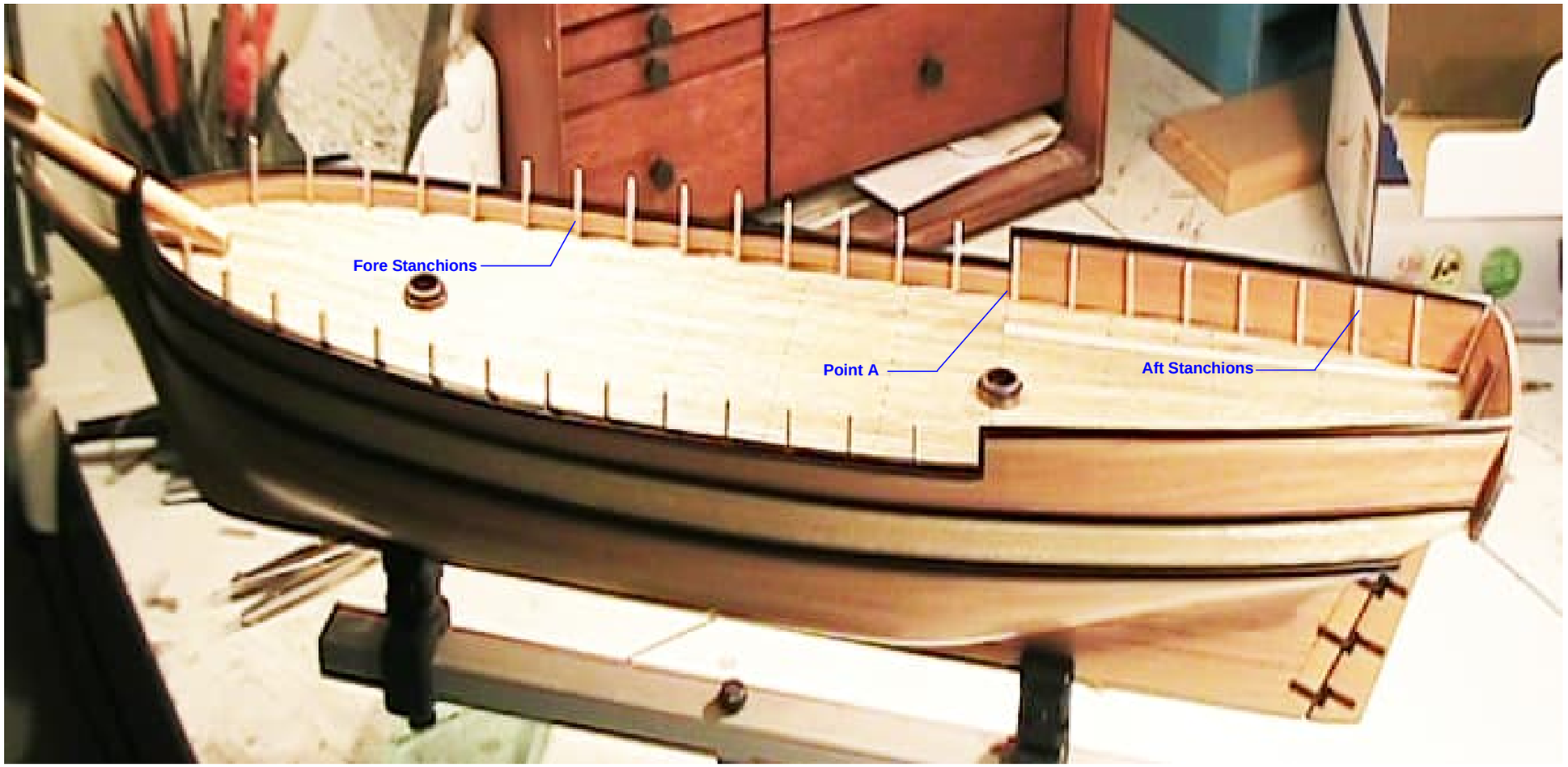
Banister Rail

To trial fit the rail in place first identify the bowsprit saddle P37 and identify the 10mm x 200mm dowel P78.
Identify the banister rails P36. The rails run the full length of the hull across the aft deck cap rail and across the fore stanchions and finishes on top of the bowsprit.
Temporarily fit the rail in place - clamp or pin as required along its length. Next temporarily place the dowel in place - the dowel needs to rest on the top of the bowsprit head - there may be the need to fractionally adjust the bow ends of the rail to allow the dowel to rest on the bowsprit head. Next fractionally shape the arch of the bowsprit saddle so it fits snuggly over the dowel with the two ends resting on the rail. Once satisfied remove the dowel and set aside to be used later. Remove the saddle and rails - paint each black or stain with diluted teak. Fix the rails in place followed by the bowsprit saddle as shown.

Mast Heels

Identify the mast heels P38. Fix the mast heels in place as shown.





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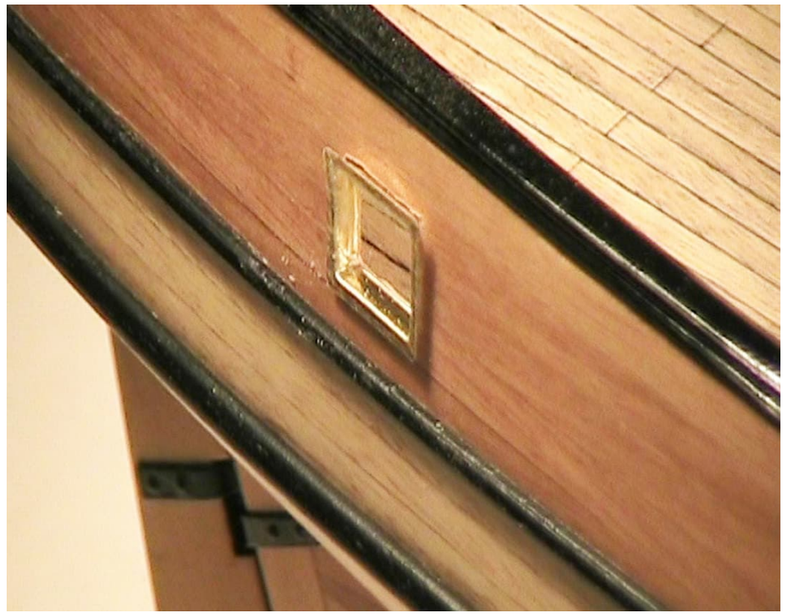
7.6 Transom Cap

Identify the transom cap P39 - trial fit in place - fractionally adjust as required. Paint matt black or stain a diluted teak. Fix the cap in place.



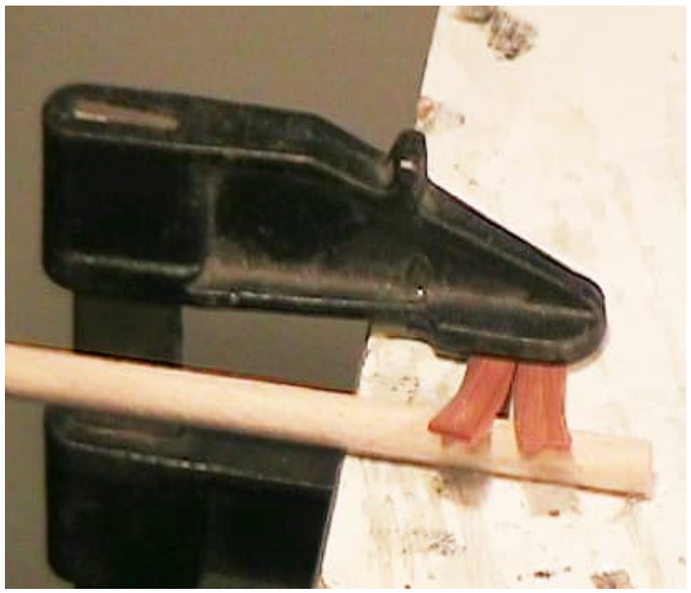
7.7 Cargo Ports

The cargo port frames are P40. Fit one each side of the bulwark between aft stanchions 4 & 5 (counting from the transom). Identify the trim strips P42 - cut lengths to fit on the inside of the cargo port. Stain cargo port frames and trim diluted teak.



7.8 Head Rails

Identify the head rails P41 - note there is a left & right side. The head rails need be bent - to achieve this soak them in a bowl of boiling water for approximately 10 minutes. Remove and place a clamp on one end and clamp to a bench - note the right and left sides. Lift the other end and place a length of 10mm dowel under this end. Allow to dry naturally for 24 hours. Sand lightly - stain with diluted teak. Identify the trim strips P42 - cut two lengths to fit across the top and bottom edges and paint matt black - once dry fix the head rails in place as shown.



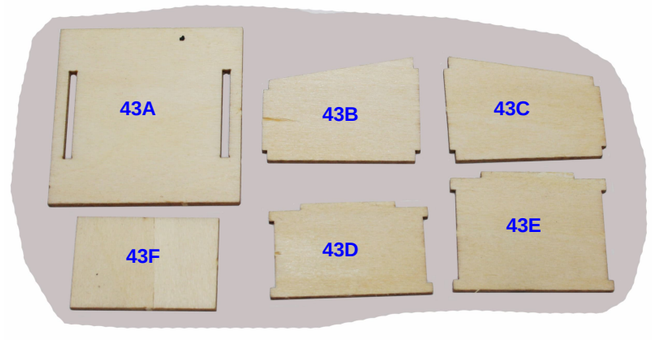


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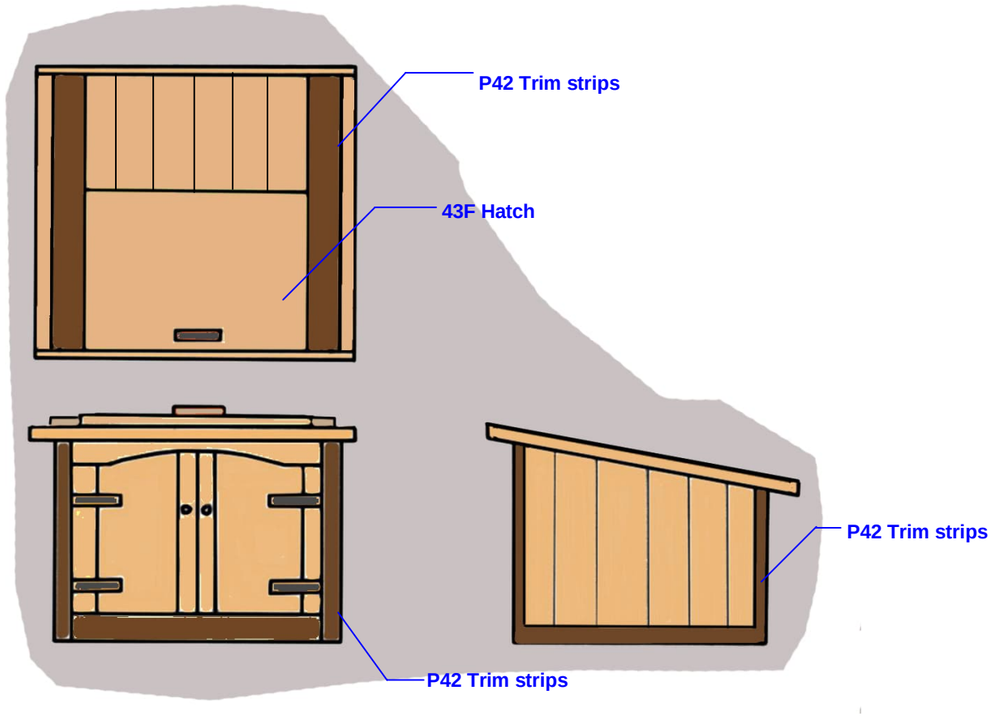
7.9 Deck Furniture

7.9.1 Forward Companionway

Identify the forward companionway parts P43A-F. Apply shellac to all parts. Assemble and glue the parts as shown. Glue hatch P43F in place as shown. Identify P42 trim strips - cut lengths as shown - stain teak. Glue in place lengths as shown. Paint hinges and door & hatch handles matt black. Fix the companionway in place on the deck.

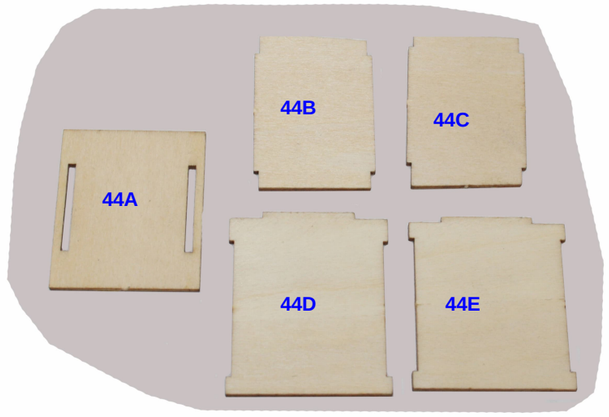




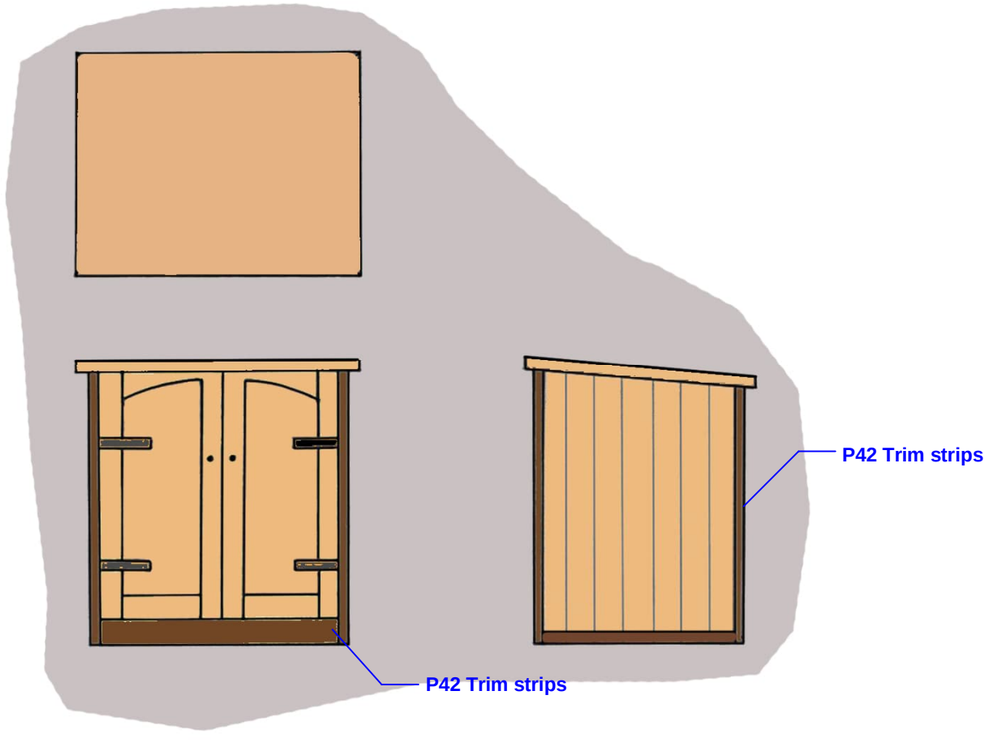


7.9.2 Main Companionway

Identify the forward companionway parts P44A-E. Apply shellac to all parts. Assemble and glue the companionway parts as shown. Identify P42 trim strips - cut lengths as shown - stain teak. Glue in place lengths as shown. Paint hinges and door handles matt black. Fix the companionway in place on the deck.





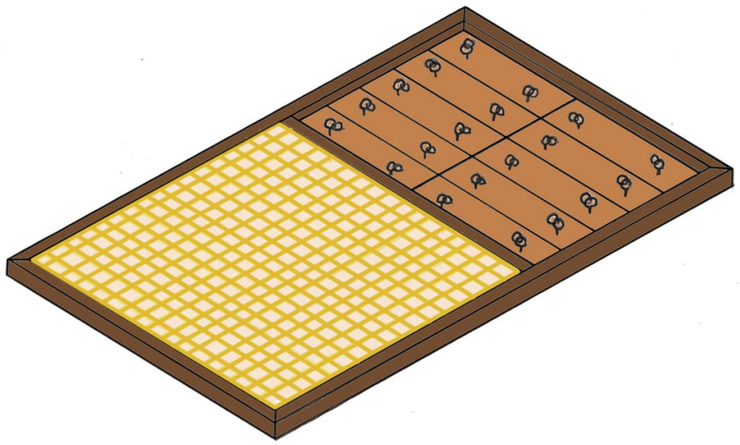


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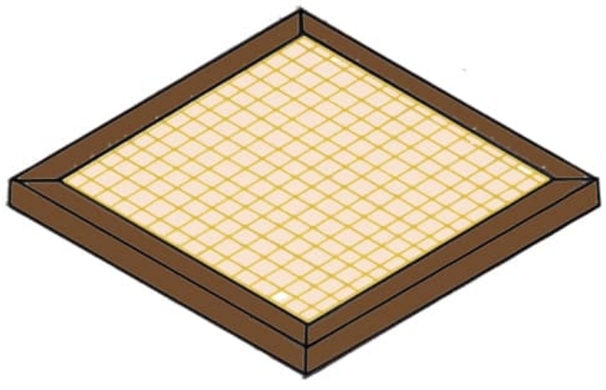
7.9.3 Main Grating & Cargo Hatch

Identify the main grating & cargo hatch P45. Fit eye pins P47 brass rings P48 as shown. Fix in place on the deck.



7.9.4 Forward Grating

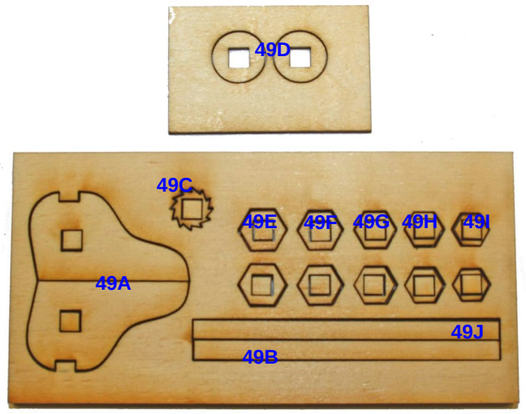
Identify the forward grating P46.Fix in place on the deck.



7.9.5 Windlass

Identify the windlass P49A-J Follow the steps to assemble as shown. Glue in place on deck at the pre-scored location.

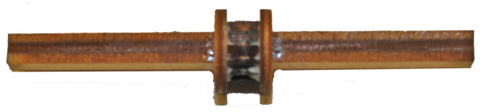
Step 1 Identify all the parts



Step 2 Identify P49B and P49C - fit and glue in place centrally along P49B as shown.



Step 3 Identify P49D and glue in place.



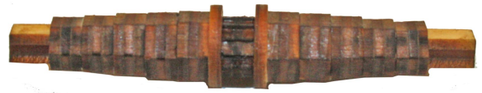
Step 4 Identify P49E - fit and glue in place against P49D.



Step 5 Identify P49F - fit and glue in place against P49E.



Step 6 Identify P49G - fit and glue in place against P49F. Follow same sequence for Ps 4 & 5 as shown



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







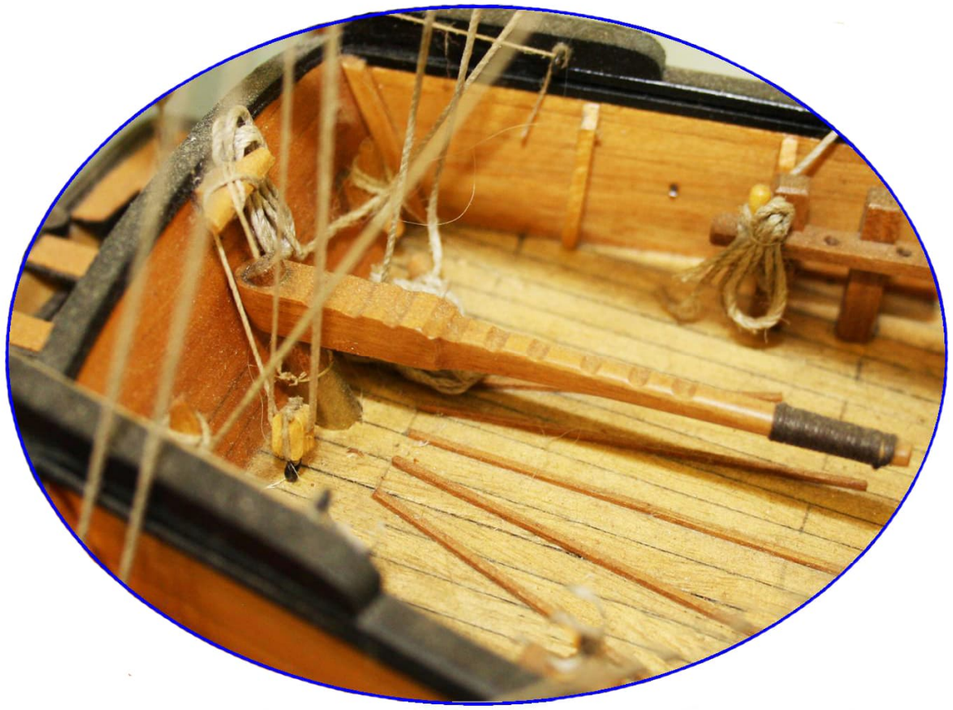
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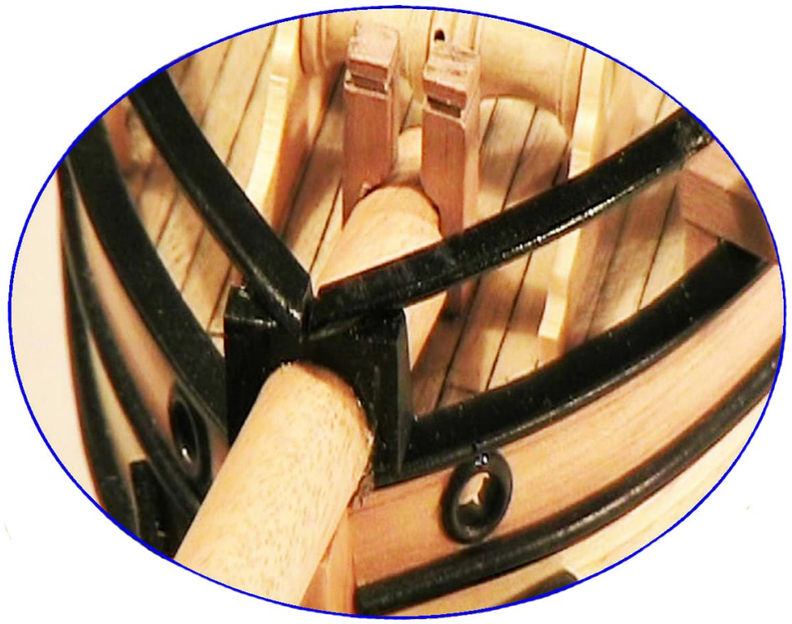
7.9.6 Rudder Tiller

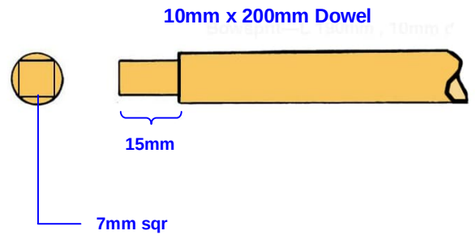
Identify the rudder tiller P50. Use a file to shape the edges of the tiller. Stain a diluted teak Shape the hole in the tiller to accept the rudder shaft. Fix the rudder tiller in place.



7.9.7 Knight Heads

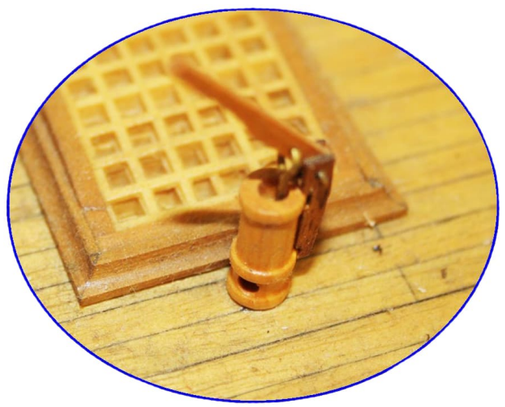
Identify the knightheads P51 - fix a pin into the centre of the base of each head. Identify the pre-scored deck locations for the heads - drill a 0.6mm hole at these points - glue the knightheads in place. Identify the 10mm x 200mm dowel P78 previously used. Shape one end as shown below - trial fit the dowel in place - rest it on the top of the stem post and fractionally adjust to fit between the knightheads and to accommodate the upward angle of the dowel. Once satisfied remove the dowel and set aside to be used later.

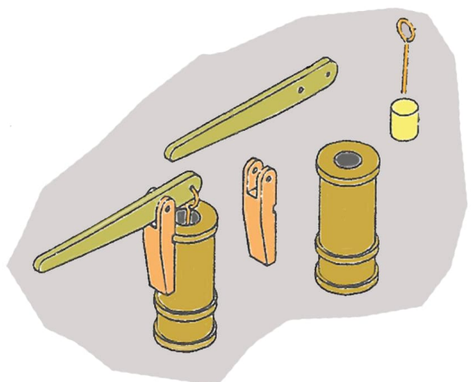




7.9.8 Pumps

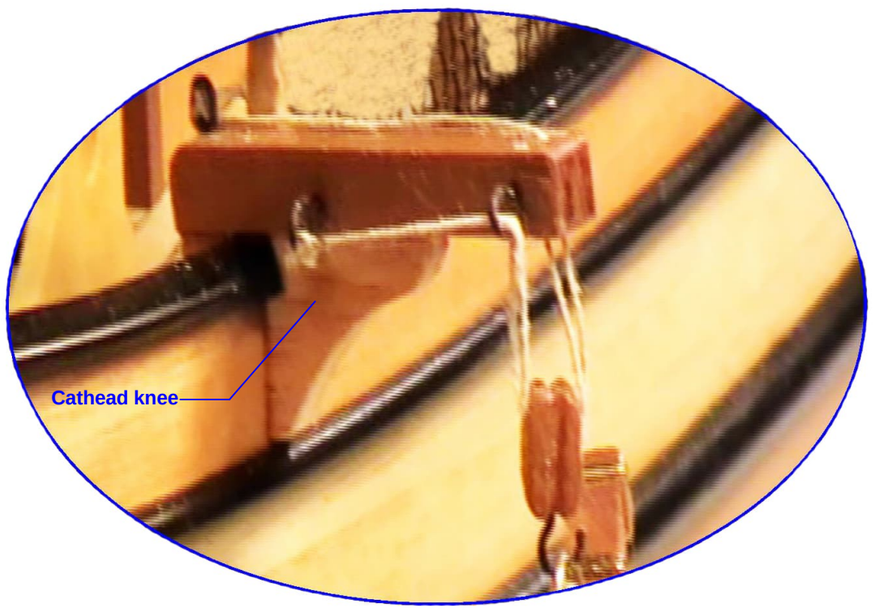
Identify the pumps P52. Assemble as shown. Fix the pumps in place on the deck at the pre-scored locations.





7.9.9 Catheads & Knees

Identify the cathead post P53A, arm P53B and cathead knees P54. Stain each part with diluted teak. Glue post and arm together. Trial fit the catheads in place - some fractionally adjust length of post so the arm rests on the cap rail. Fix a pin into the centre of each post base. Identify the pre-scored deck locations for the catheads - drill a 0.6mm hole at these points - glue the catheads in place. Fit the knee in place as shown - fractionally adjust as required. Fix in place on satisfied

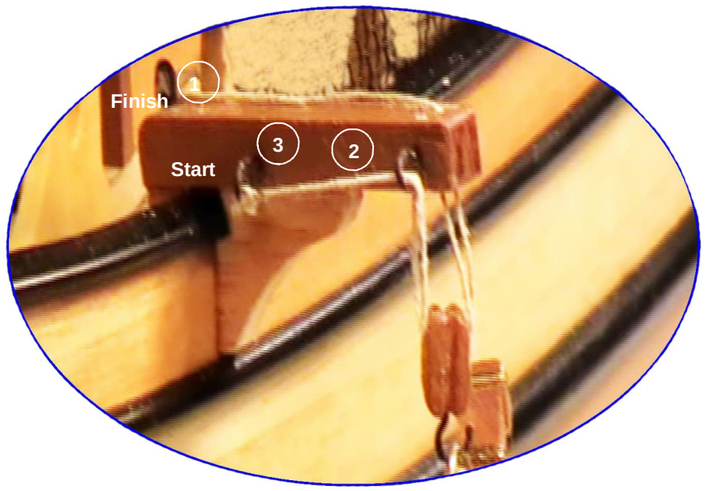


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7.9.10 Anchors, Anchor Crane & Anchor Rope

Identify the anchors P55. Assemble as shown. Fix eye pins P47 at points 1,2 & 3 as shown. Shape an eye pin P47 as a hook. Identify 7mm 2 hole block L P61 - drill a 0.6mm hole into the lower face of the block and fix the hook in place. Using a 7mm 2 hole and 0.5mm fawn cord P64 rig the anchor crane as shown. Repeat the process for the second anchor. Drill a 5mm hole in the bulwark as the hawse hole - identify the hawse pipes P67 and fix into the hole - repeat for the other side on the hull. Fix two hawse pipes into the pre-cut holes in the deck as shown. Paint the pipes matt black if desired. Fit & fix to the anchor crane block and attach each anchor to the hook. Using 2mm cord P67 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 seize with 0.5mm fawn cord P64. Feed the other end of the 2mm cord through the hawse pipe and wrap around the winch - note the direction shown. Thread the remaining 2mm cord into the deck hawse pipe.



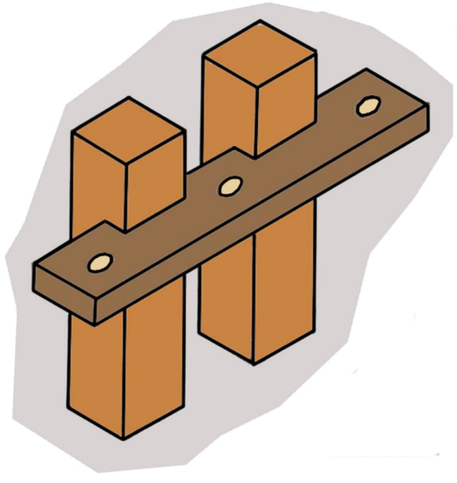






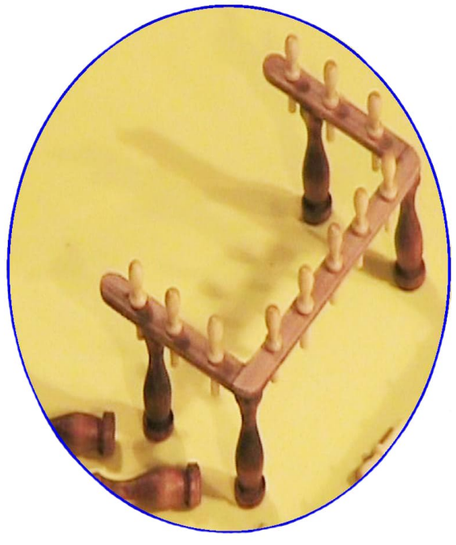
7.9.11 Pin Rails

Indentify the pin rails P69A & pin rail posts P69B - stain each part with diluted teak. Fix a pin into the centre of each post base. Identify the pre-scored deck locations for the pin rail - drill a 0.6mm hole at these points - glue the pin rails in position. Identify the belaying pins P70 - fit in place.



7.9.12 Pin Rails - Fore and Main Masts

Identify the mast pin rails P71A and pin rail posts P71B - stain each part with diluted teak. Fix a pin into the centre of each post base. Identify the pre-scored deck locations for the pin rail posts - drill a 0.6mm hole at these points - glue the posts in position. Locate and glue the pin rail to the top on the posts. Identify the belaying pins P70 - fit in place.



CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

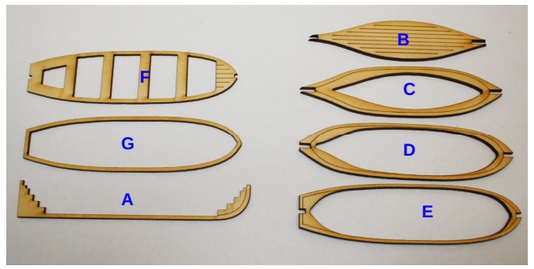
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7.9.13 (a) **Boats 1 & 2**

There are three ship boats. Boat 1 P73A-G assembly is shown below - repeat process for Boat 2 P74A-G. Shape and assemble the parts as presented below.

Step 1 Identify the laser cut parts (A to G)



Step 2 Trial fit B into A - do not glue in place

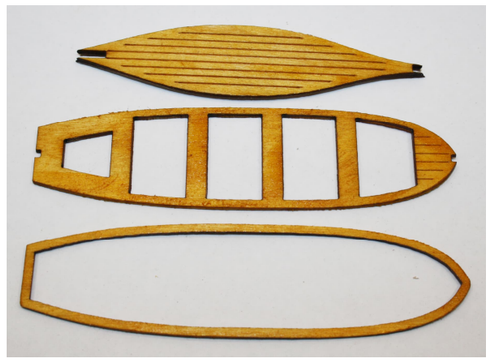


Step 3 Draw a pencil line outline of the keel onto the underside of B. Shape a curve from edges to lines as shown.





Step 4 Apply shellac to B, F & PG



Step 5 Glue A & B together as shown



Step 6 Place C in place as shown - do not glue. Turn over and draw outline of B onto underside as shown. Remove C and shape underside from pencil line to outer edge to make a chamfer. On the top side shape from laser score line to inside edge to make a chamfer as shown.



Step 7 Glue C in place as shown



Step 8 Repeat for D then glue in place as shown



Step 9 Repeat for E then glue in place as shown.



Step 10 Use medium and fine grade sandpaper to shape the inner and outer hull then use a wet small paint brush to apply wood filler - sand smooth - repeat as necessary. Once satisfied paint the inner and outer hull white as shown or to suit the model ship. Glue F and then G in place as shown.







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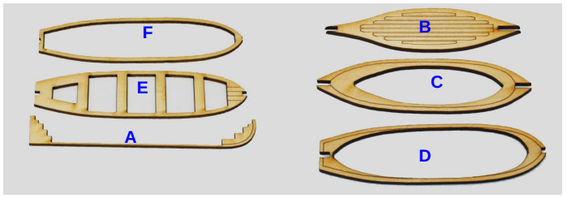
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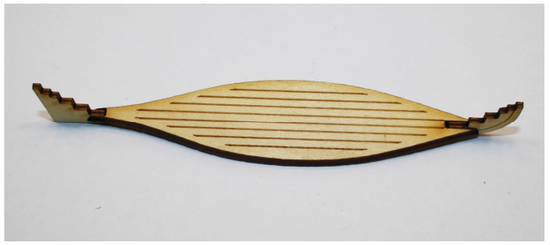
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7.9.13 (b) **Jolly boat** P75A-F - Shape and assemble the parts as presented below.

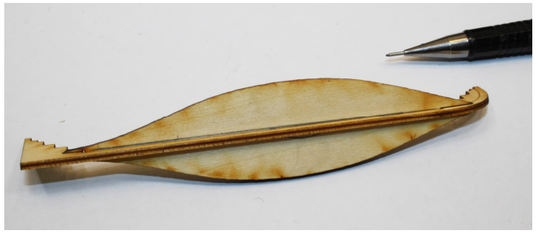
Step 1 Identify the laser cut parts (A to F)



Step 2 Trial fit B into A - do not glue in place

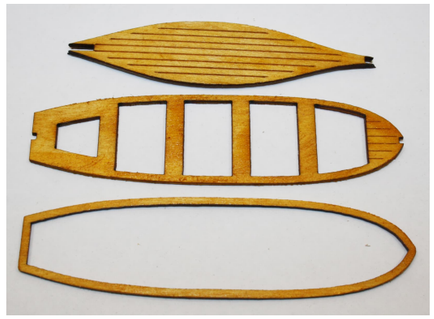


Step 3 Draw a pencil line outline of the keel onto the underside of B. Shape a curve from edges to lines as shown.





Step 4 Apply shellac to B, E & F



Step 5 Glue A & B together as shown



Step 6 Place C in place as shown - do not glue. Turn over and draw outline of B onto underside as shown. Remove C and shape underside from pencil line to outer edge to make a chamfer. On the top side shape from laser score line to inside edge to make a chamfer as shown.









Step 7 Glue C in place as shown



Step 8 Repeat for D and glue in place as shown.







Step 9 Use medium and fine grade sandpaper to shape the inner and outer hull then use a wet small paint brush to apply wood filler - sand smooth - repeat as necessary. Once satisfied paint the inner and outer hull white as shown or to suit the model ship. Glue E and then F in place as shown.





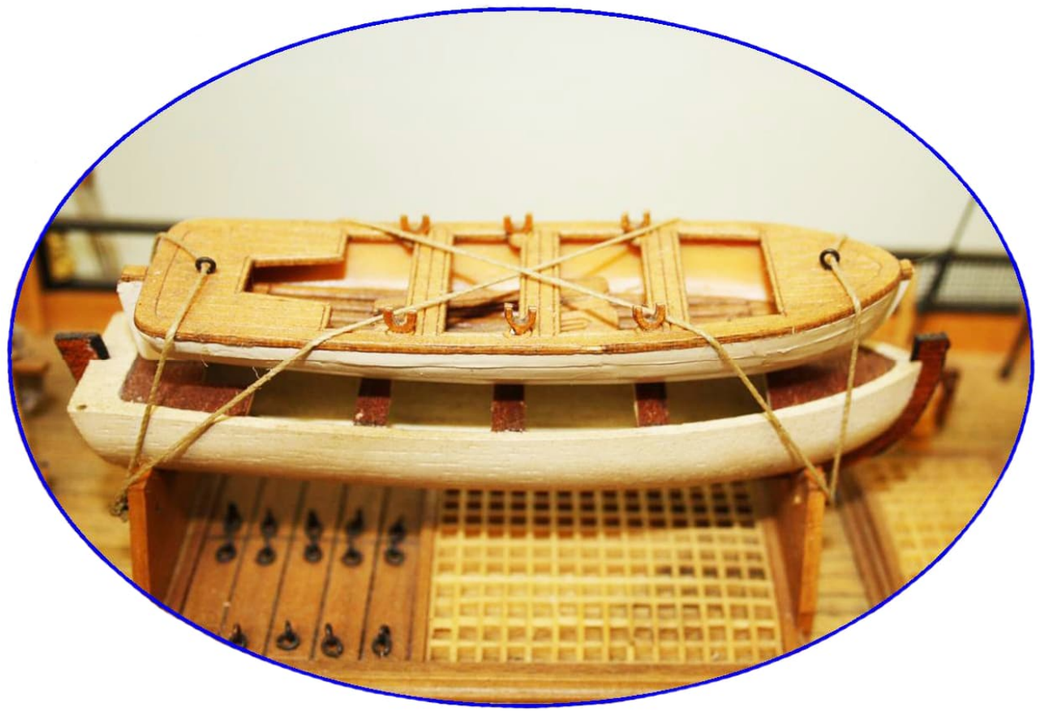


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7.9.14 Boat Cradles and Boats 1 & 2

Identify the boat cradles P72 - stain each part with diluted teak. Note the different profile of each cradle to accommodate the fore and aft hull of boat 1. Trial fit boat 1 into the cradles - fractionally shape each to fit the hull shape. Once satisfied fix the cradles in place at the pre-scored deck location either end of the main grating & cargo hatch. Fix boat 1 in place in the cradles. Fit eye pins P47 to the for and aft of boat 2 as shown. Place boat 2 on top of boat 1 as shown - use cord 0.5mm fawn P64 to tie down both boats as shown.

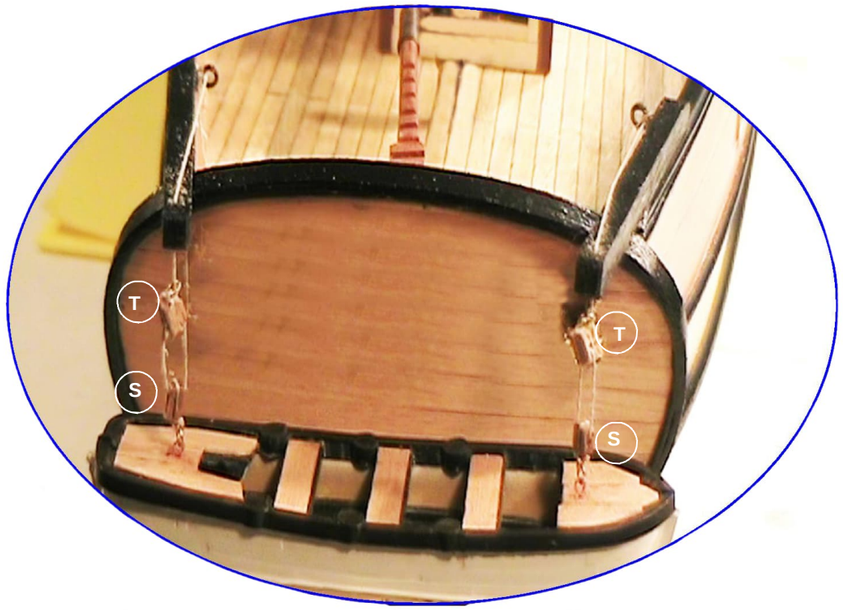


BLOCK KEY				CORD KEY		
Size	1 hole	2 hole	3 hole	Size	Fawn	Black
3mm	S	—	—	1.25mm	A	—
4mm	—	T	—	1.0mm	—	B
5mm	H	K	—	0.25mm	C	—
7mm	J	L	M	0.5mm	D	—

7.9.15 Davits & Jolly Boat

Identify the davits P76. Drill a 0.7mm hole 5mm from the end of each davit as shown. Fix an eye pin P47 on the inside inner edge of each davit as shown. Fix each davit in position ensuring the davit extends 25mm beyond the transom. Paint black or stain a diluted teak.

Retrieve the jolly boat. Fix eye pins P47 to the stern and bow of the boat as shown. Fix a 3mm 1 hole block P56 to each eye pin on the boat. Attach a 4mm 2 hole block P57 by 0.5mm fawn cord P64 to the davit and reeve the two block together - as shown. Tie off to the eye pin on inside of davits.





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8.0 Masts, Yards and Bowsprit

The masts, yards, bowsprit, gaff and boom will need to be shaped and tapered - identify the various dowels to be used for these parts. Shaping the dowels can be achieved using a mini plane, a file and sandpaper. Once they have all been shaped and tapered apply shellac to each. Once shaped fit the blocks and fittings to each part as identified in the following drawings.
Do not fit the masts or yards to the model yet.

8.1 Mast Tops

8.1.1 Main & Foremast Mast Tops

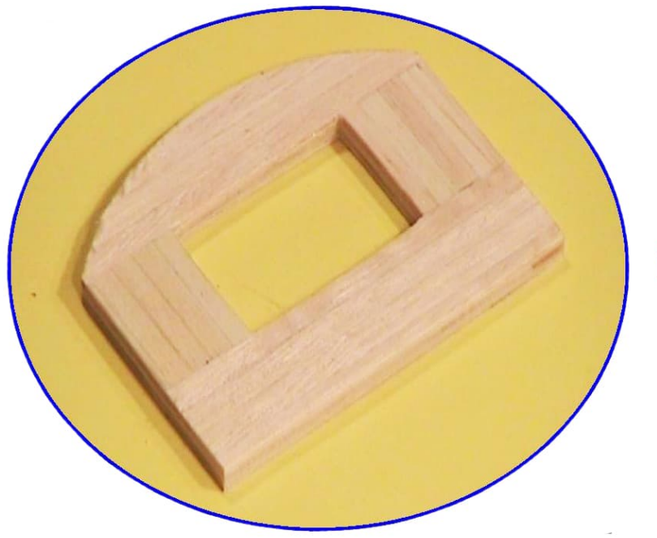
Identify the mast tops - foremast P92 and main P93. Apply shellac to the top of each mast top.
Identify the trim strips P42 - cut and fix lengths to fit around the outside edge of each mast top.

8.1.2 Main and Foremast Cross Trees & Trestle Trees

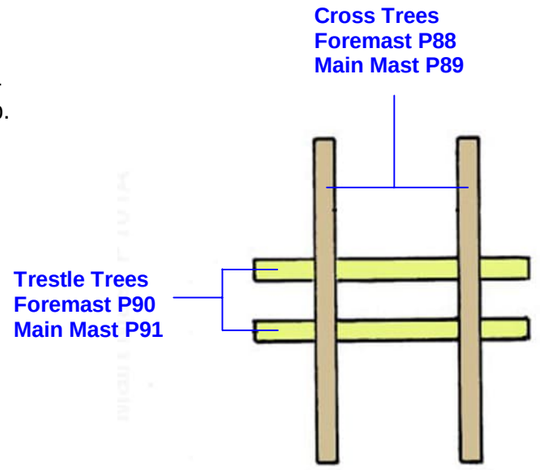
Identify the cross trees P88/89 & trestle trees P90/91 Assemble the cross trees & trestle trees - identify strips P94 as bolster and fix as shown. Fix assembled trees to their respective mast top.

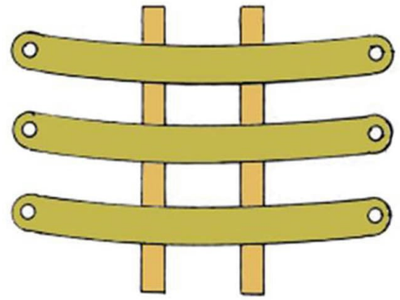
8.1.3 Main and Fore Topmast Cross Trees & Trestle Trees

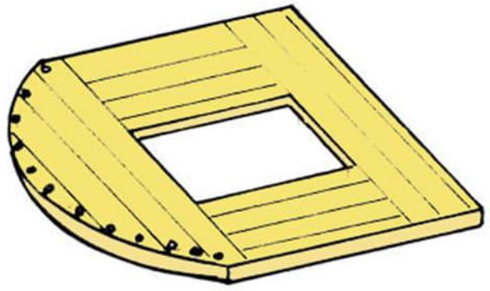
Identify the cross trees P95 & trestle trees P96 Assemble the cross trees & trestle trees as shown and fix assembled trees to their respective topmast..

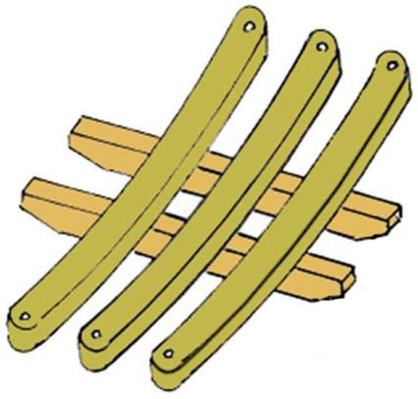


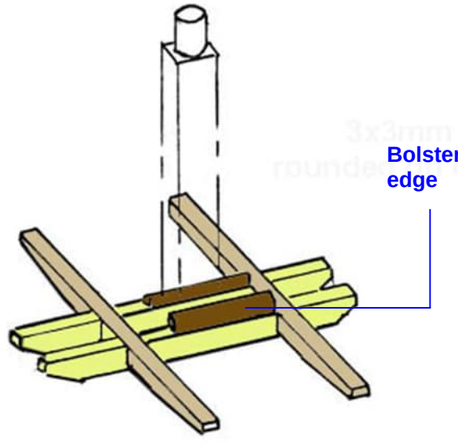








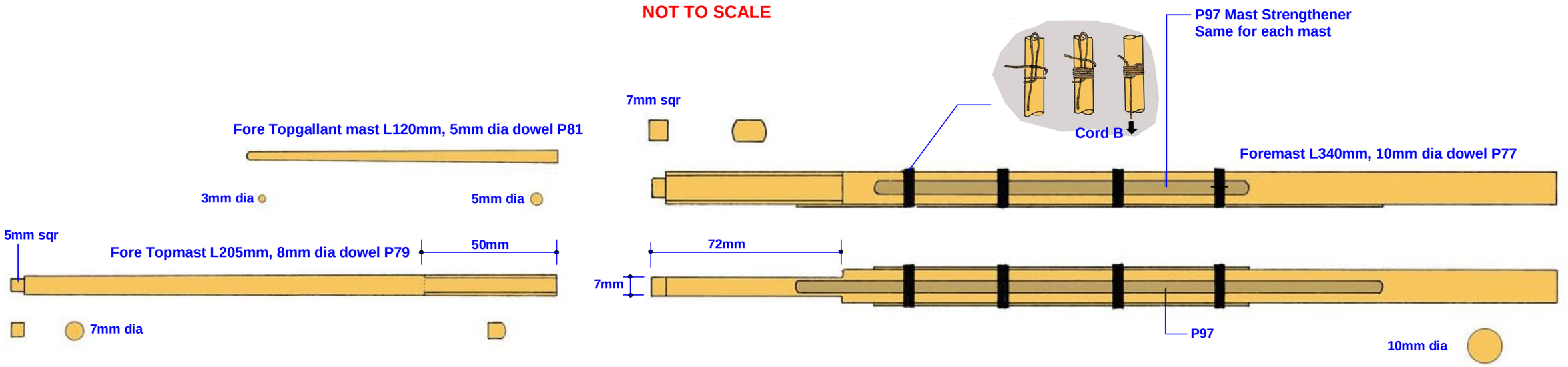




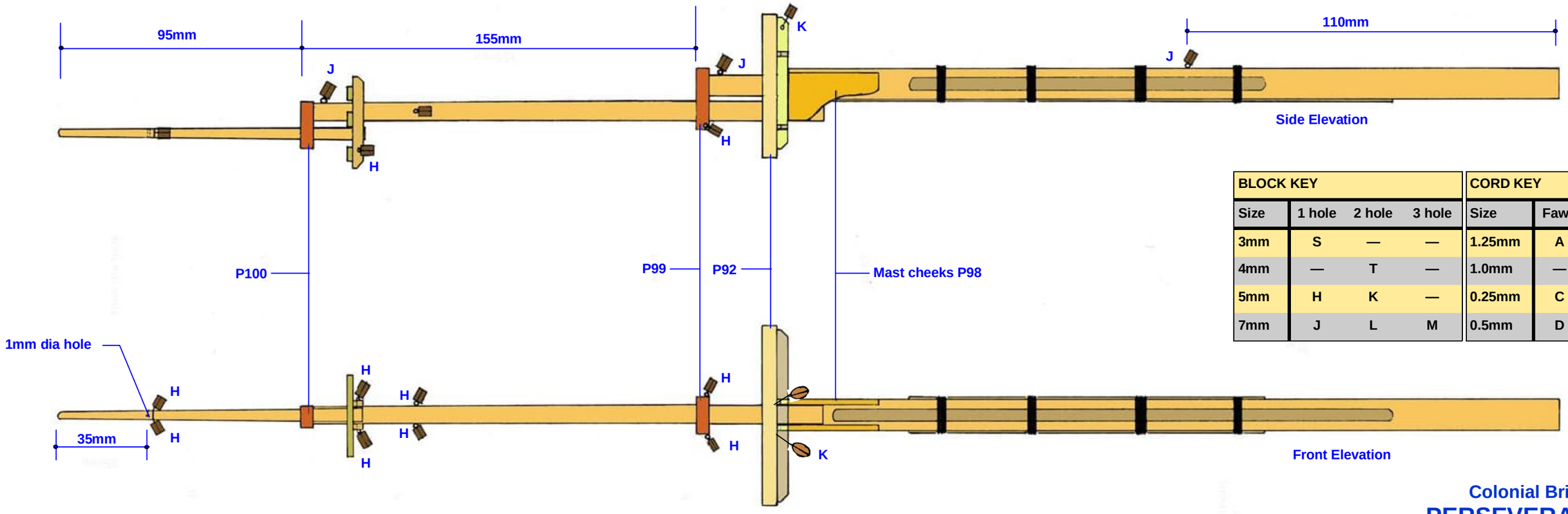
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8.2 Masts
8.2.1 Foremast

Identify the various dowels. Cut each to length and shape according to the figures below. Assemble the foremast as shown. Identify the mast strengtheners P97 - cut and fit in place. Fit the assembled mast top in place. Fit the cross trees & trestle trees Fit any blocks as shown. To attach blocks fix eye pins P47 in place and attach block to eye pin using cord C.



Foremast Assembled



BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

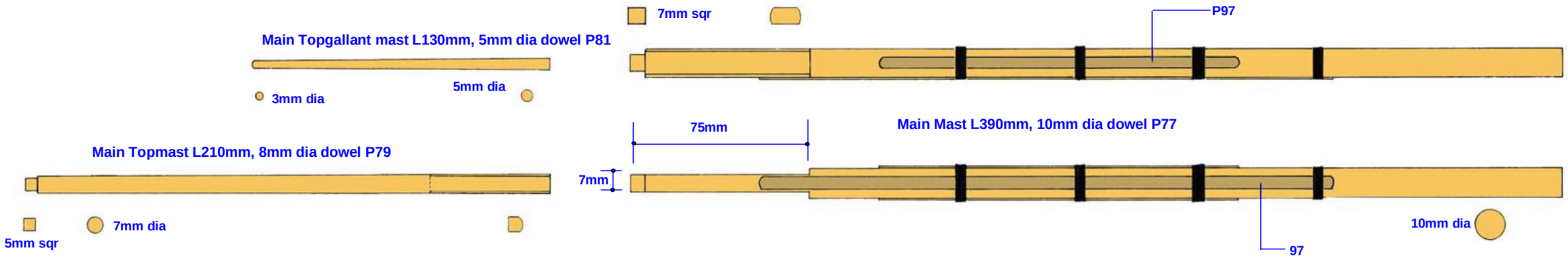
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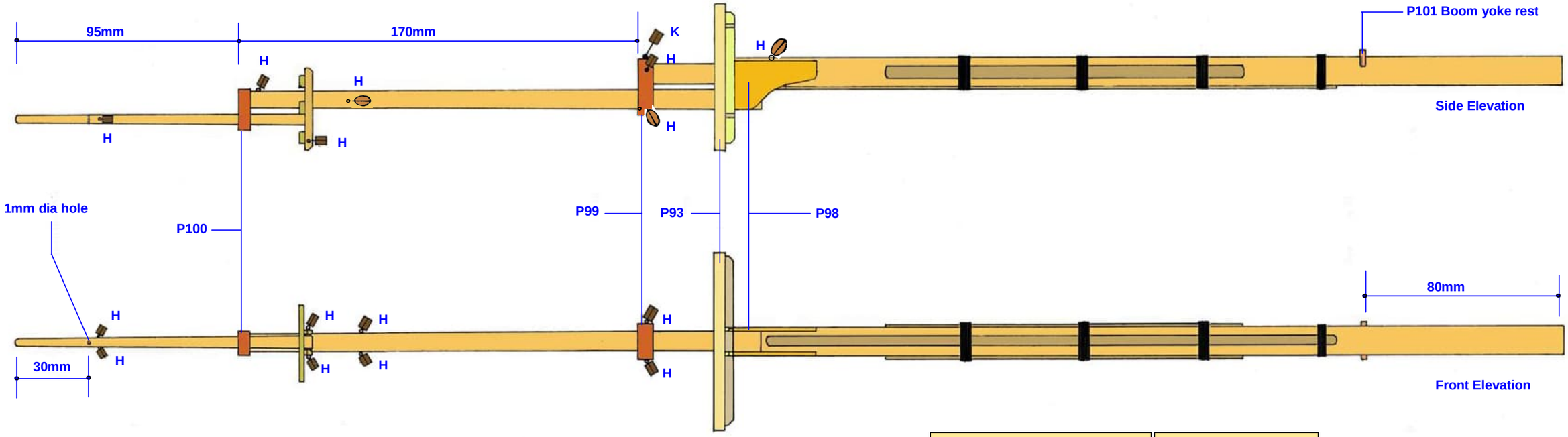
8.2.2 Main Mast

Identify the various dowels. Cut each to length and shape according to the figures. Assemble the mast as shown. Identify the mast strengtheners P97 - cut and fit in place. Fit the assembled mast top in place. Fit the cross trees & trestle trees Glue the boom yoke rest P101 80mm from the base of the mast. Fit any blocks as shown. To attach blocks fix eye pins P47 in place and attach block to eye pin using cord C.

NOT TO SCALE



Main Mast Assembled



BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

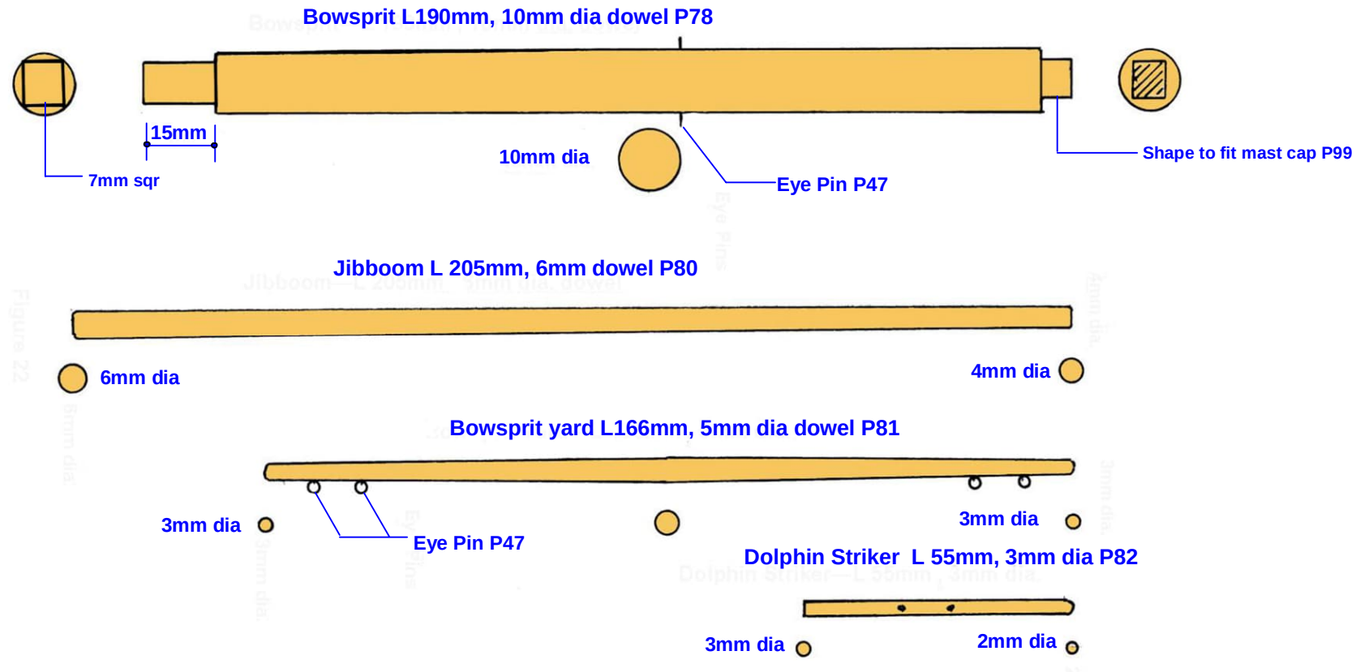
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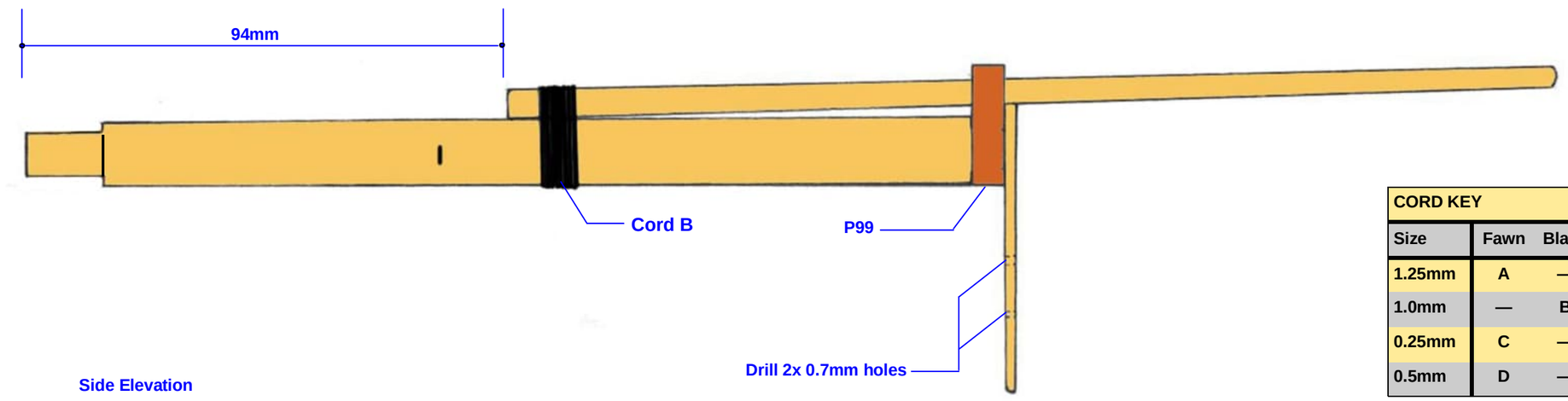
8.2.3 Bowsprit, Jib-Boom & Dolphin Striker

Identify the various dowels. Cut each to length and shape as shown below. Note the bowsprit base has previously been shaped to fit between the knightheads..Assemble the bowsprit, jib-boom and dolphin striker as shown. The bowsprit yard will be fitted later.

NOT TO SCALE



Bowsprit Assembled



Side Elevation

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

8.3 Fit Masts to Model

Fit and fix the foremast, main mast and bowsprit in place on the model.

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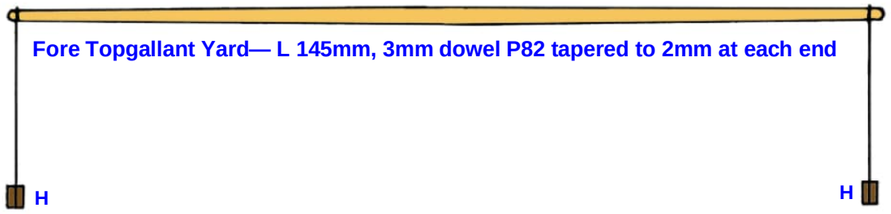
8.4 Yards

The yards will need to be shaped and tapered. Taper dowels as previously described and apply shellac - finish by spraying with a clear matt or satin polyurethane finish. Once finished yards aside to fitted to the model later. **Do not fit any yards to the model yet.**

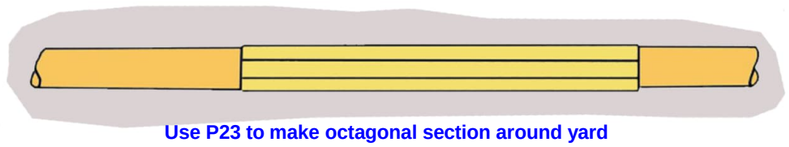
8.4.1 Fore Mast Yards

Identify the various dowels. Cut each to length and shape according to the dimensions given. Fit any blocks and fittings as shown.

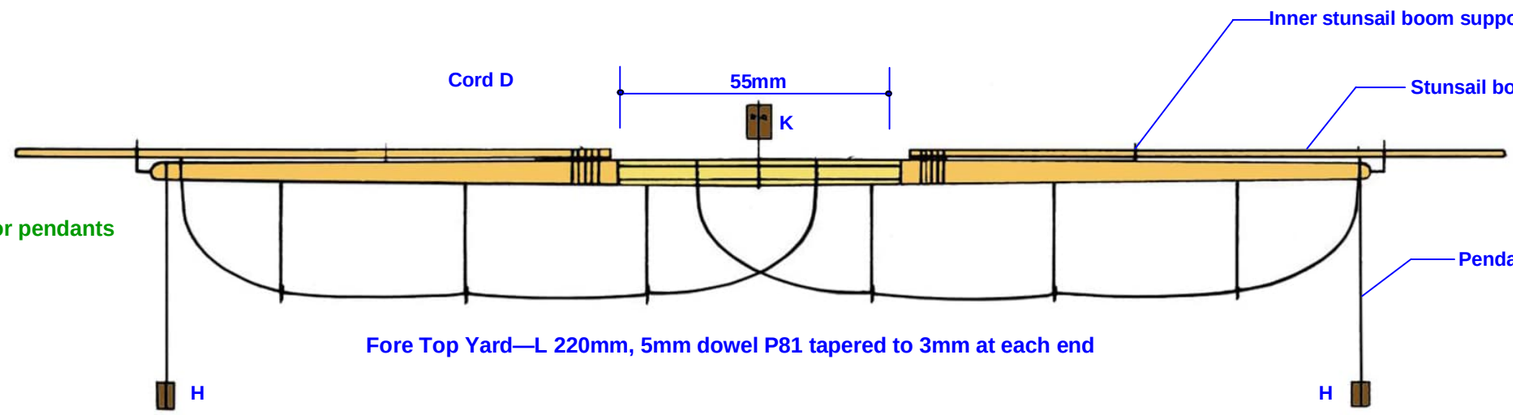
NOT TO SCALE



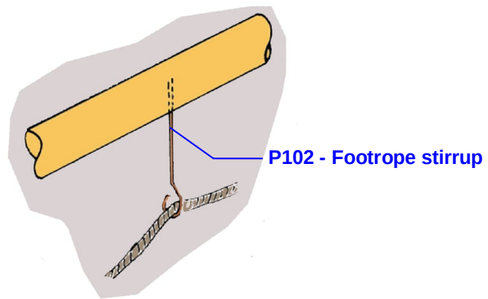
Fore Topgallant Yard— L 145mm, 3mm dowel P82 tapered to 2mm at each end



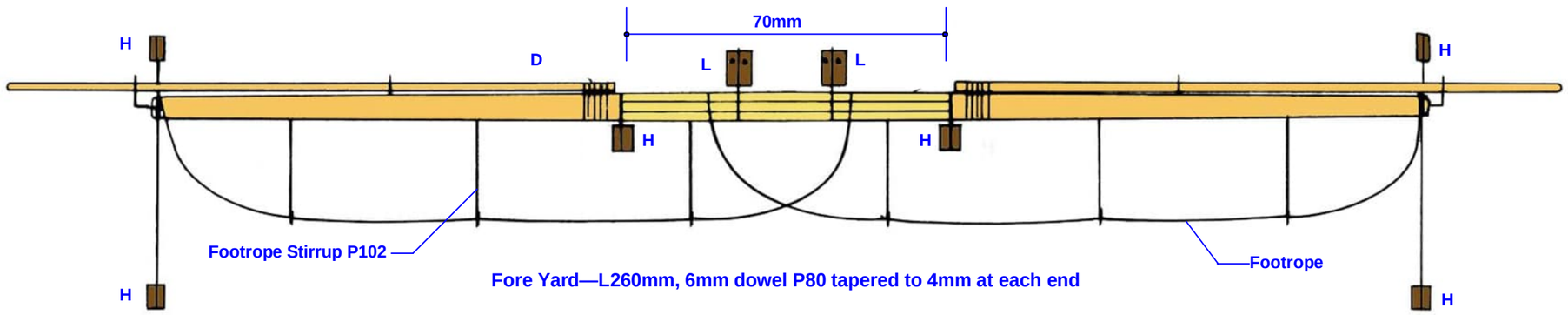
Use P23 to make octagonal section around yard



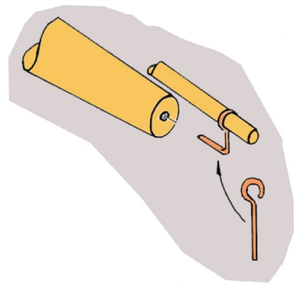
Fore Top Yard—L 220mm, 5mm dowel P81 tapered to 3mm at each end



Outer stunsail boom support



Fore Yard—L260mm, 6mm dowel P80 tapered to 4mm at each end



Outer stunsail boom support - drill hole in end of yard and shape and fit P69.

8.4.2 Stunsail Booms

Identify the various dowels. Cut each to length and shape according to the dimensions given. Attach the relevant stunsail boom to the yards as shown.



Main Yard & Fore Yard stunsail booms—L 130mm, 3mm dowel P82 tapered to 2mm



Main Top Yard & Fore Top Yard stunsail booms—L 105mm, 3mm dowel P82 tapered to 2mm

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

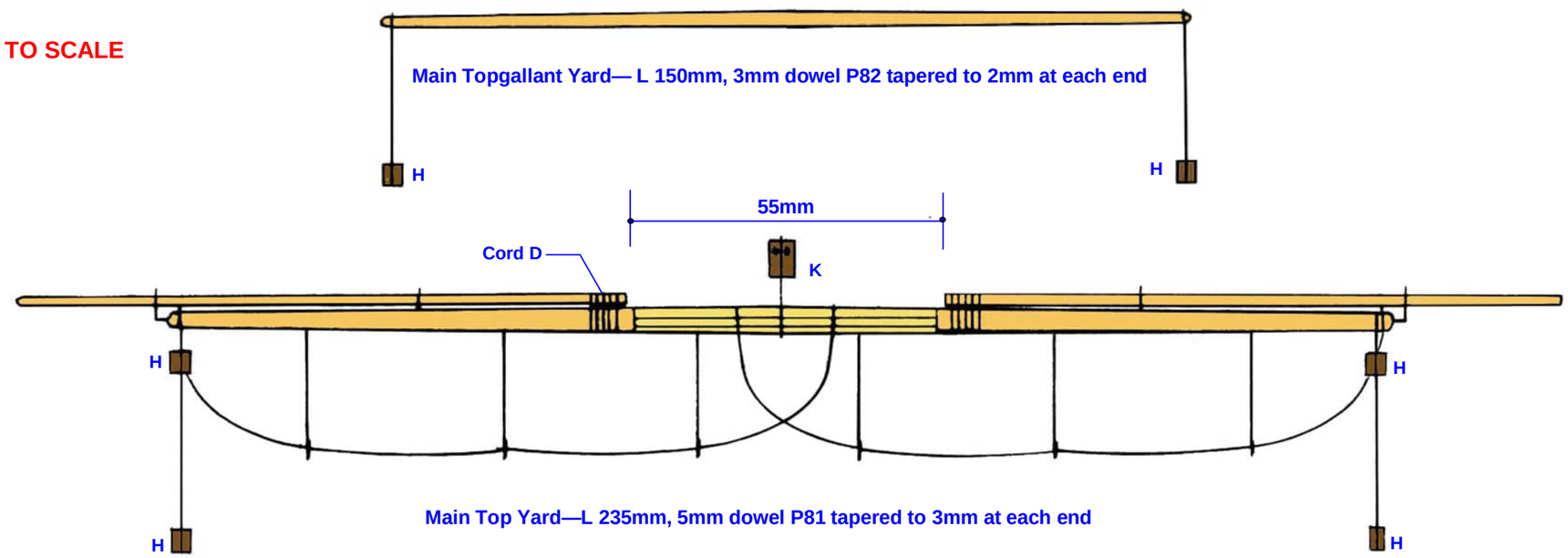
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8.4.3 Main Mast Yards

Identify the various dowels. Cut each to length and shape according to the dimensions given. Fit any blocks and fittings as shown.

NOT TO SCALE



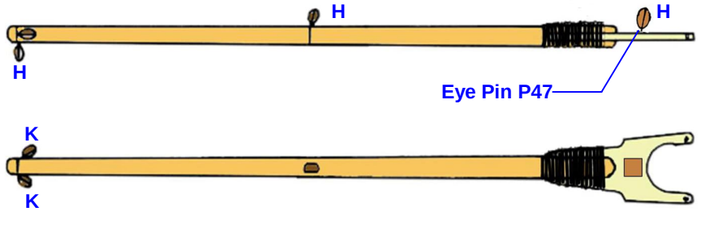
CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

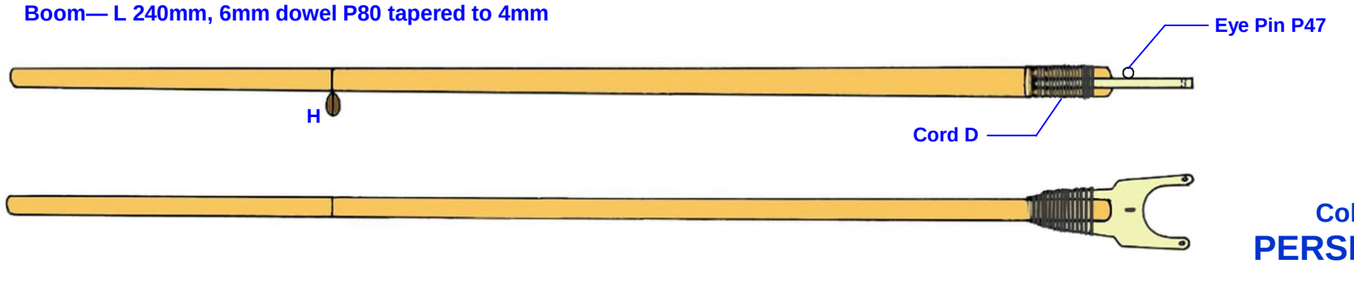
8.4.4 Gaff & Boom

Identify the dowel for the gaff - cut to length and shape according to dimensions given. Fit the gaff yoke P103 as shown. Fit blocks as shown. Identify the dowel for the boom - cut to length and shape according to dimensions shown. Fit the boom yoke P104 as shown. Fit blocks as shown.

Gaff — L 140mm, 5mm dowel P81 tapered to 3mm



Boom— L 240mm, 6mm dowel P80 tapered to 4mm



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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. The running rigging is fawn and of two sizes, 0.25mm and 0.5mm. Also provided is 1.25mm grey cord which can be blackened if desired.

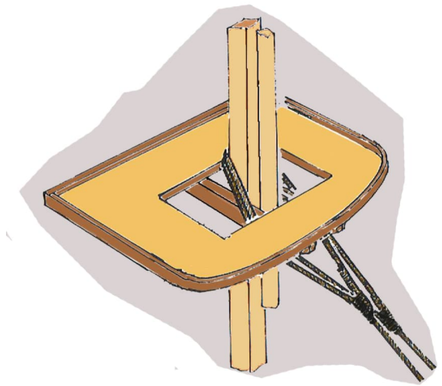
9.2 Preparation for Rigging

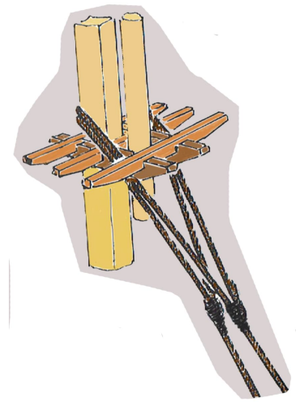
If needed drill out the holes in the blocks and deadeyes to facilitate the threading of the rigging cord when the time comes. For the most inaccessible blocks, insert a short piece of thin rigging cord through the hole and glue it to itself forming a loop. Later, when you wish to insert the permanent 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.

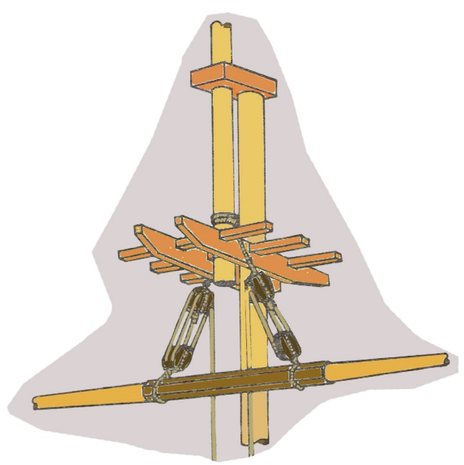
There are a few points to remember when rigging.
- Never cross rigging lines with each other.
- Never run rigging lines on the forward side of the yards.
- Never bend rigging lines around obstacles.
- Never run rigging lines through ratlines.
- Never make knots in rigging lines.

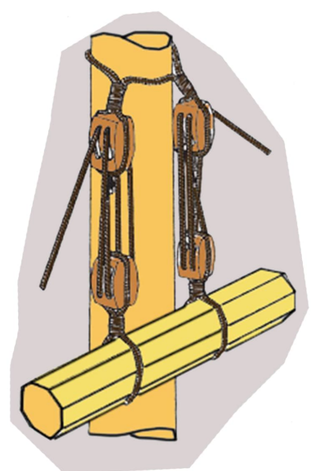
9.3 Typical Rigging Applications

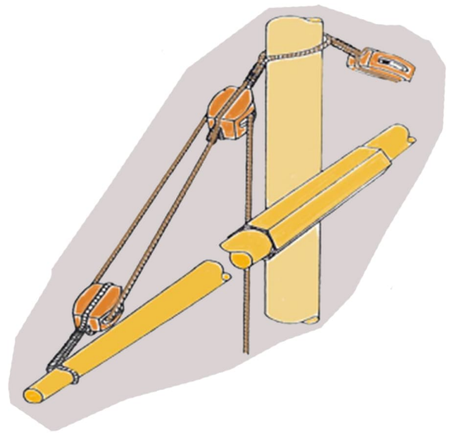
The following figures represent a range of rigging applications you may encounter as you rig the model.

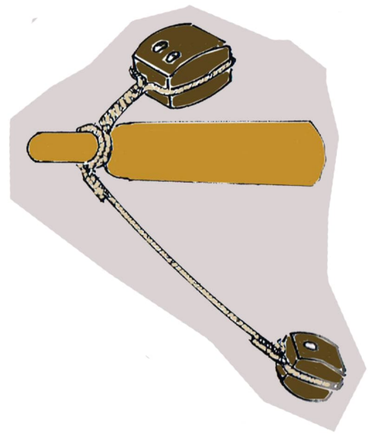


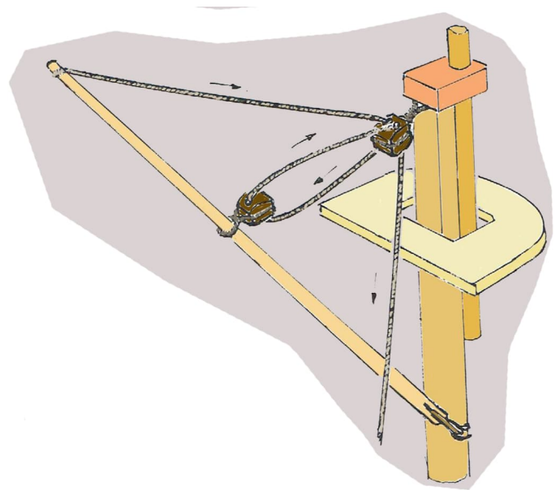


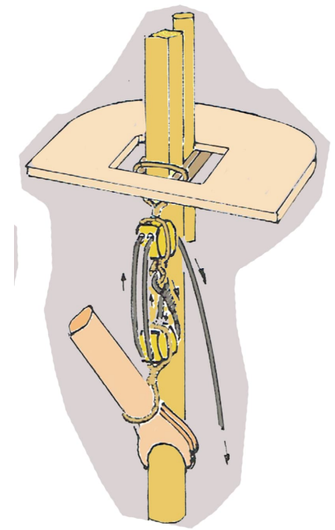




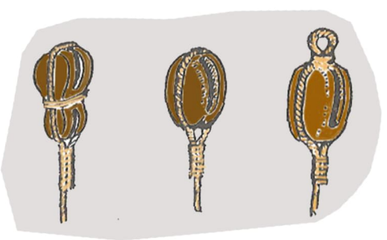












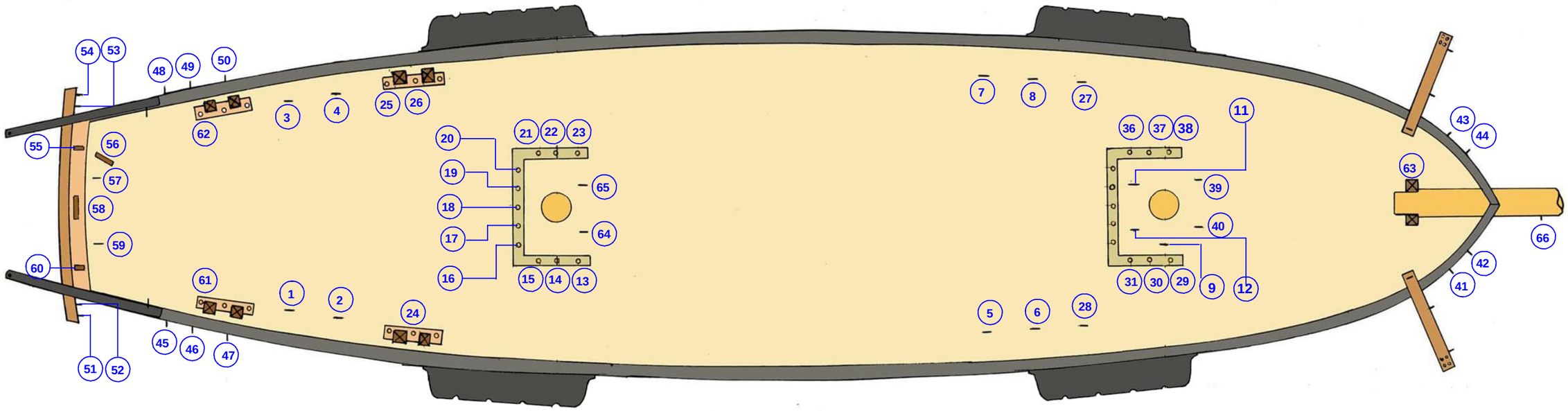
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9.4 Belaying Plan

Fit cleats P105 at points 55, 56, 58 & 60

Fit eye pins P47 to points 1,2,3,4, 5, 6, 7,8, 11, 12, 27, 28, 39, 40, 41, 42, 43, 44, 51,52, 53, 54, 57, 59, 64 & 65 - tie-off blocks to these eye pins.



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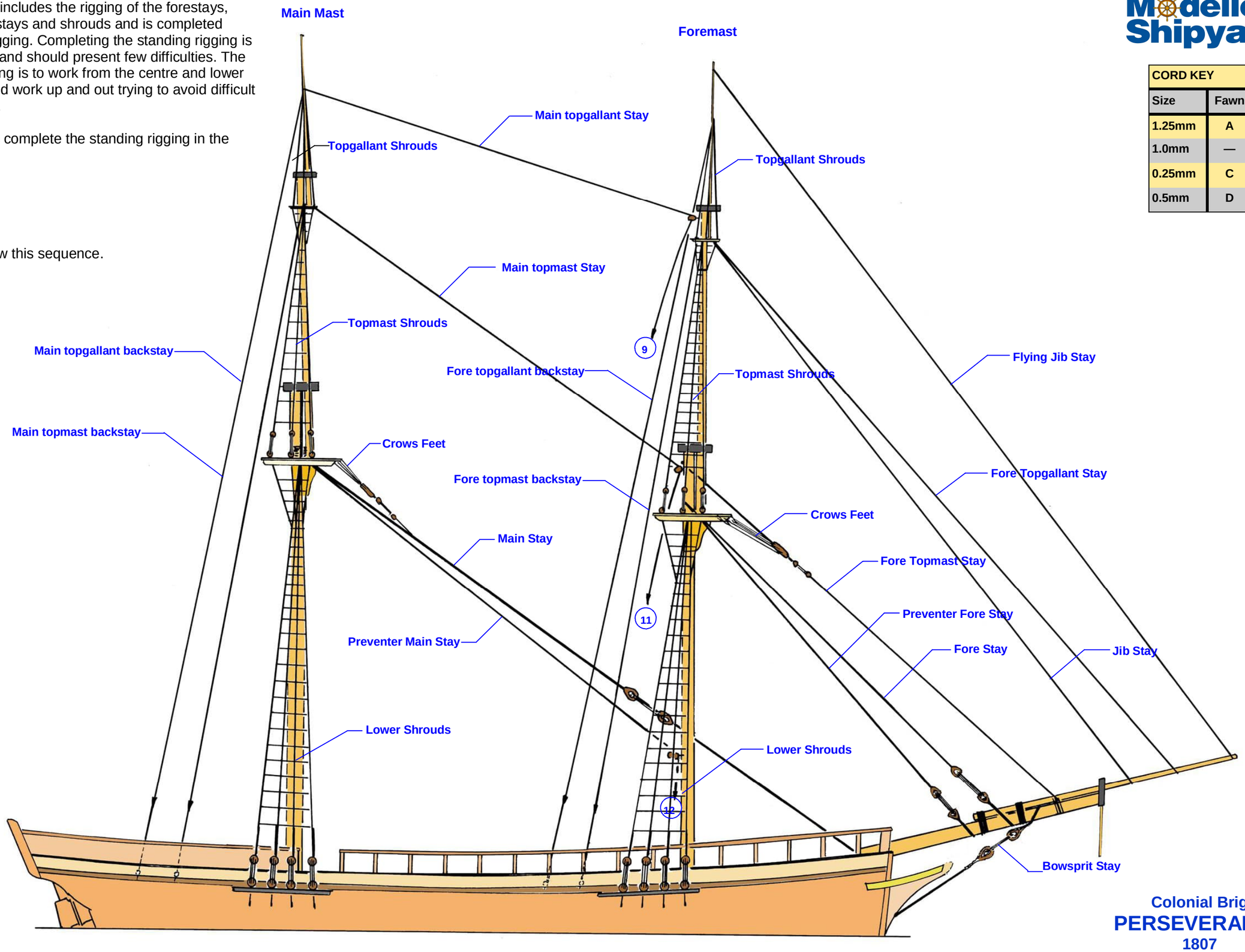
10.0 Standing Rigging

The standing rigging includes the rigging of the forestays, backstays, bowsprit stays and shrouds and is completed before the running rigging. Completing the standing rigging is fairly straightforward and should present few difficulties. The “golden rule” for rigging is to work from the centre and lower parts of the model and work up and out trying to avoid difficult and confined spaces.

It is recommended to complete the standing rigging in the following sequence:

1. Forestays
2. Backstays
3. Bowsprit stays
4. Shrouds.

The instructions follow this sequence.



CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

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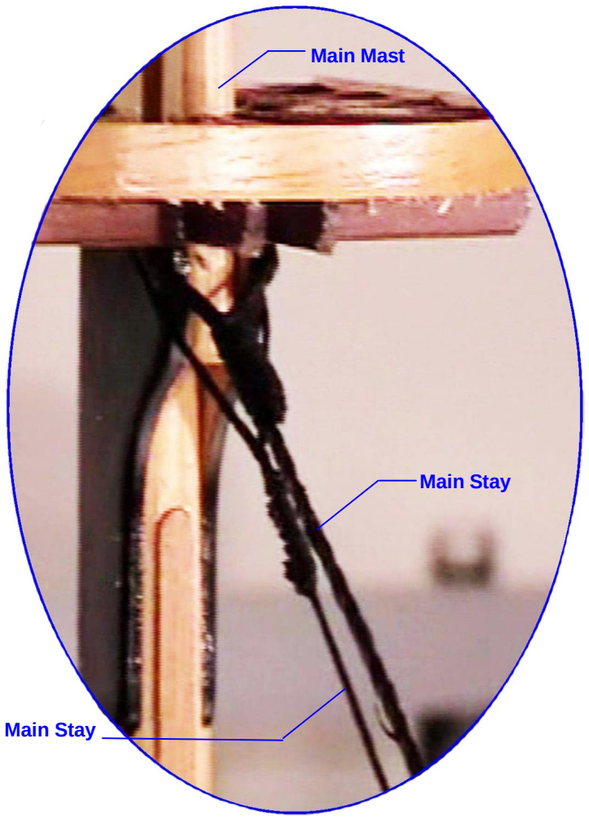
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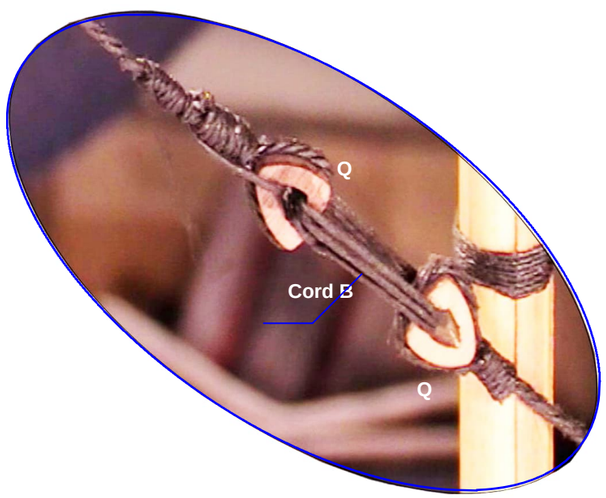
10.1 Forestays

All forestays are shown on the Standing Rigging plan. Fit the forestays in the order presented. Refer also to the Belaying Plan for belaying points.

10.1.1 Main Stay

Use cord A to rig the main stay as shown - blacken the cord is desired. Terminate the upper and lower sections of the main stay with a deadeye heart Q. Reeve together with cord B. Identify the slip blocks P106 - fix to the sides of the bowsprit as shown.

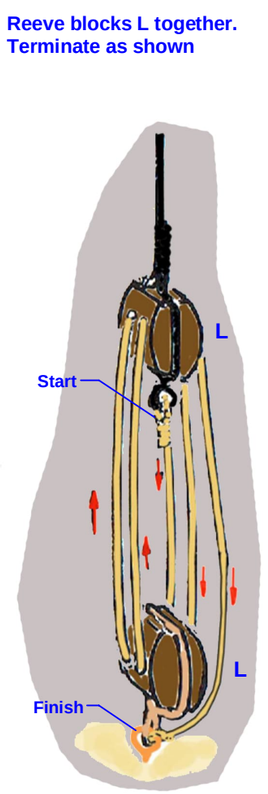


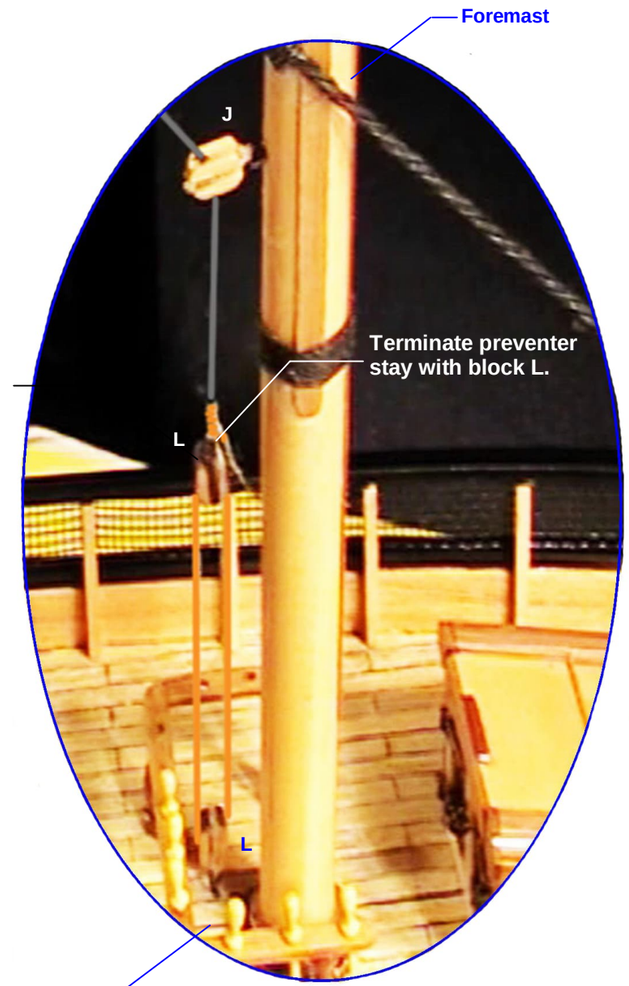




10.1.2 Preventer Main Stay

Use cord B to rig the preventer stay. Follow the steps below to rig the stay.





DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

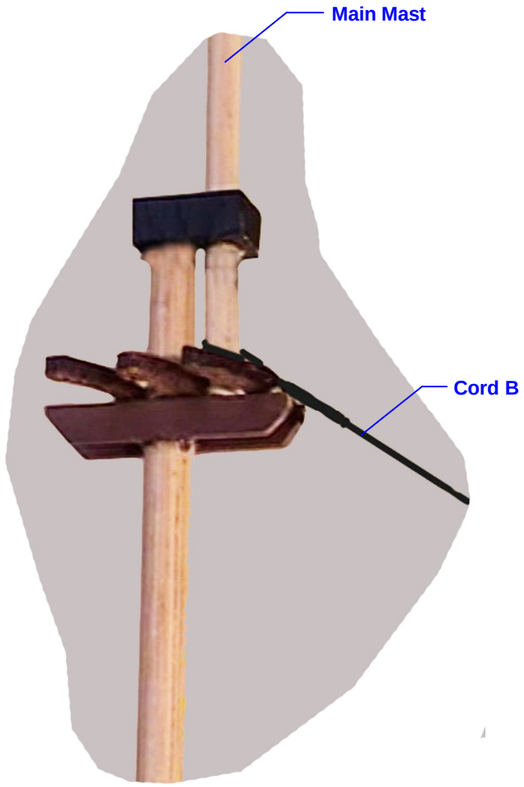
BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

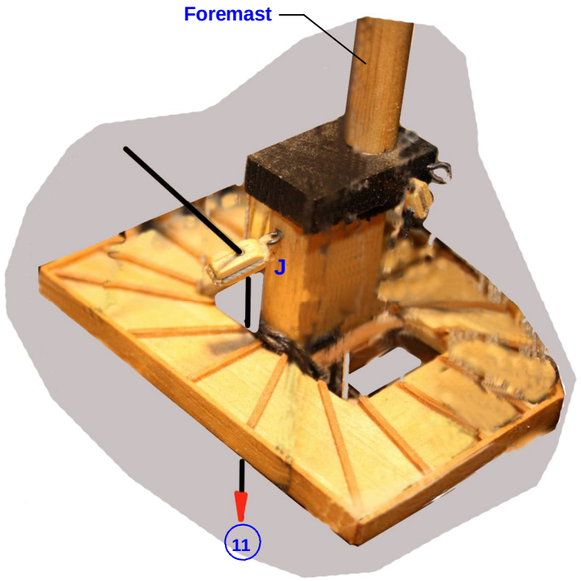
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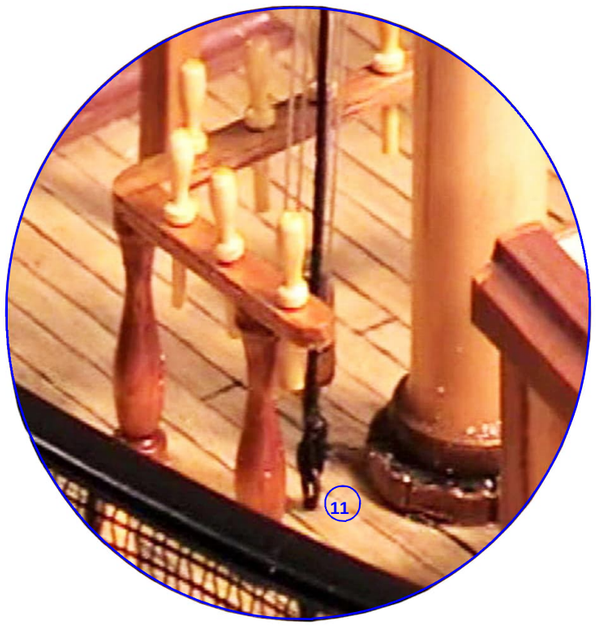
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10.1.3 Main Topmast Stay

Use cord B to rig the main topmast stay as shown. Terminate at point 11 as shown.

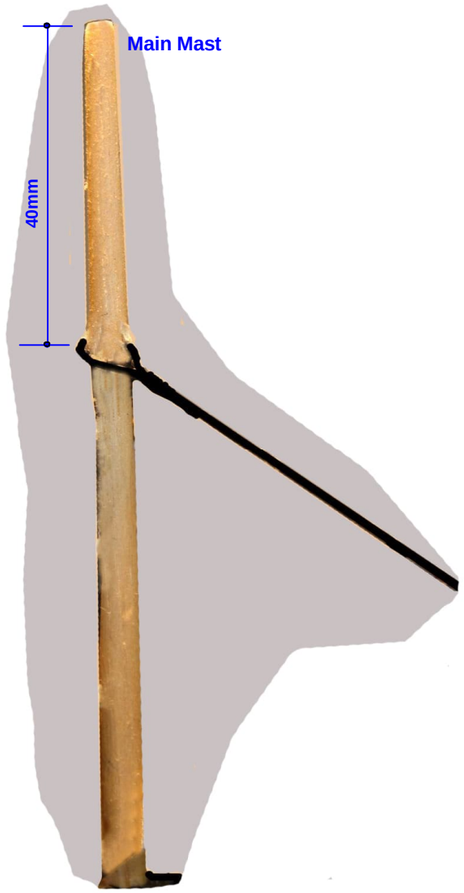


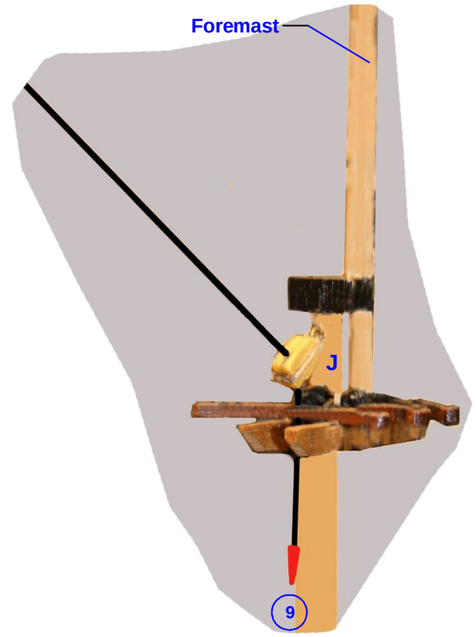




10.1.4. Main Topgallant Stay

Use cord B to rig the main topgallant stay as shown. Terminate at point 9 as shown.







BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

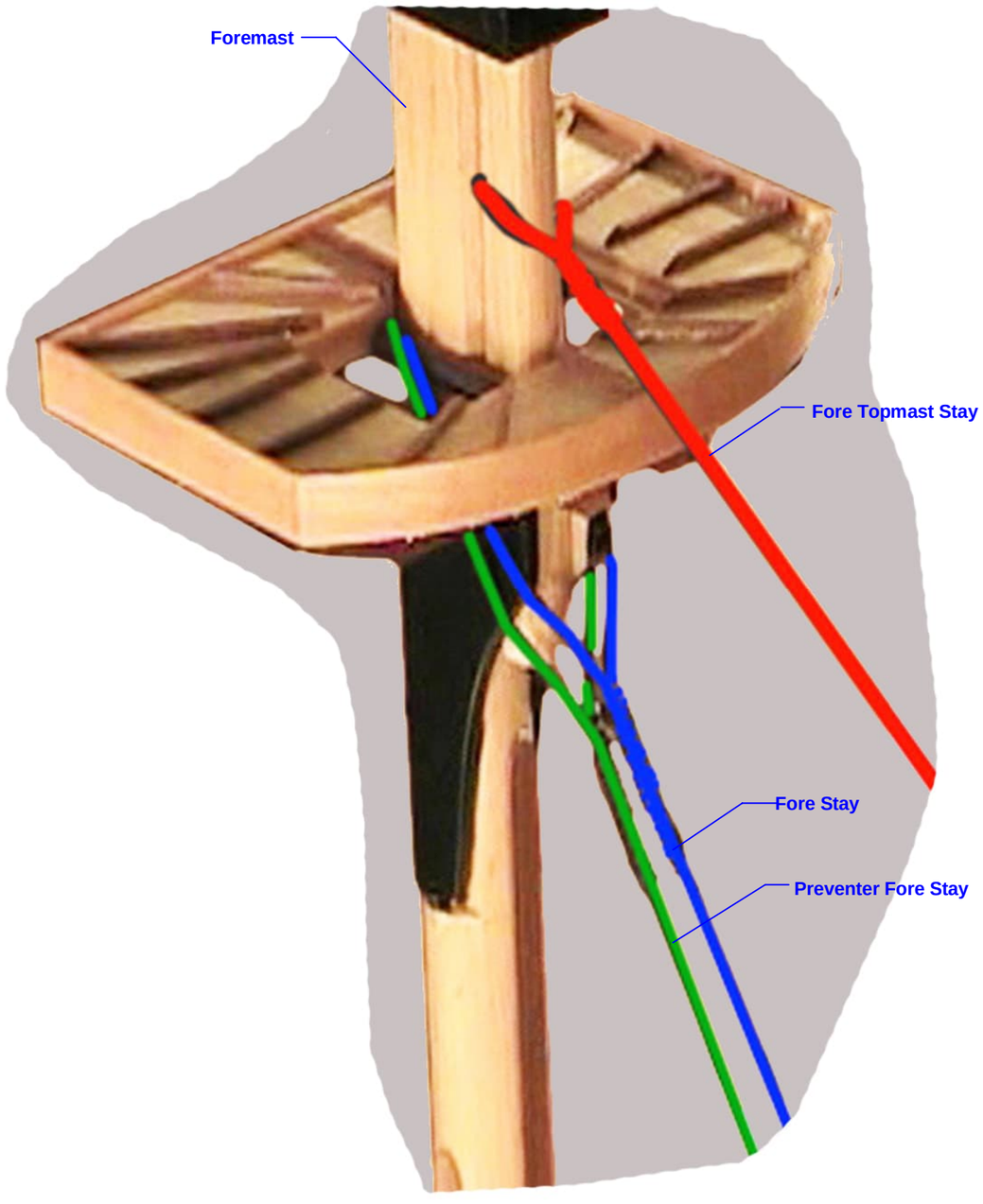
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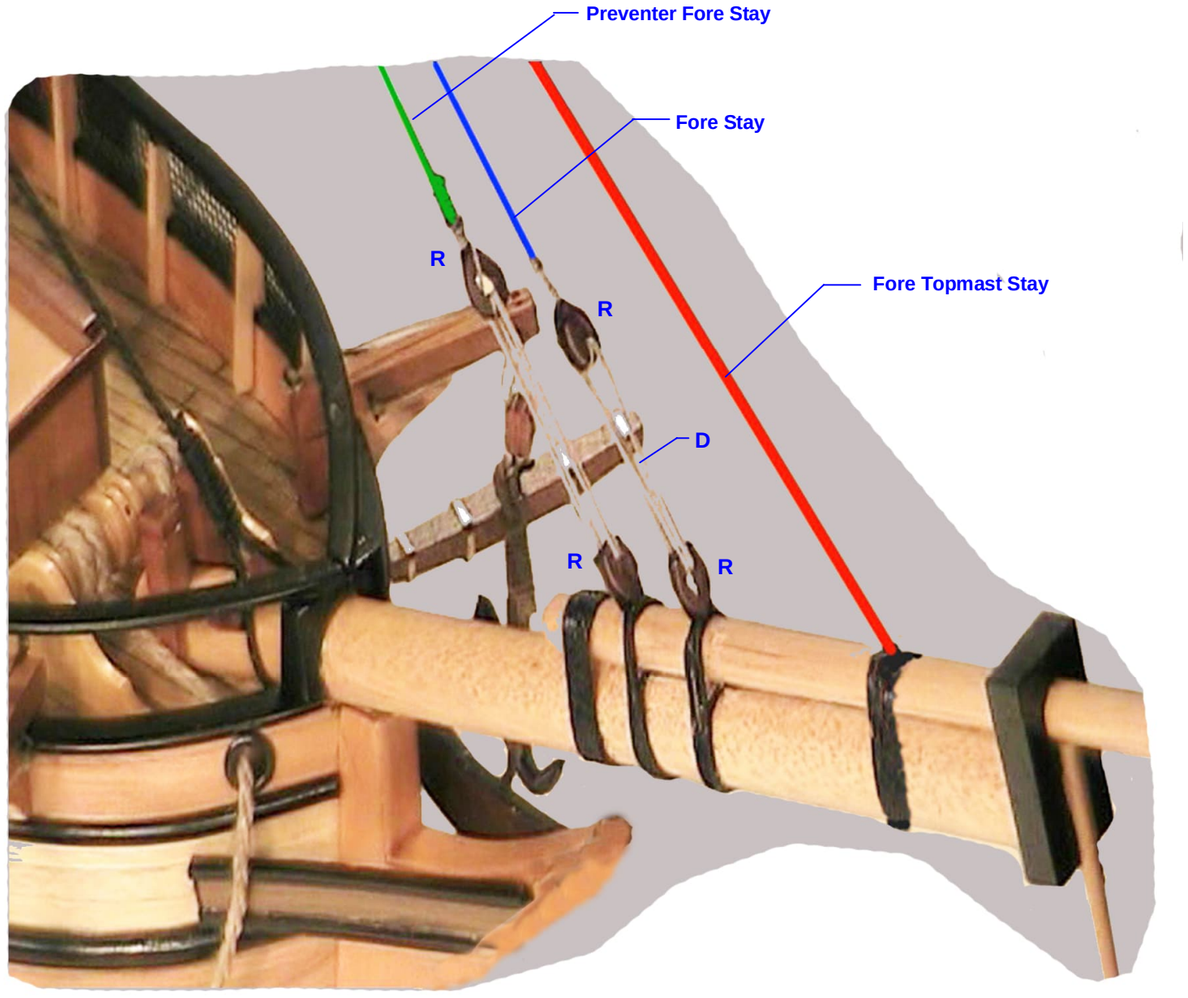
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10.1.5 Fore Stay
Use cord B to rig the fore stay. Use cord D to reeve the deadeye hearts R.

10.1.6 Preventer Fore Stay
Use cord B to rig the preventer fore stay. Use cord D to reeve the deadeye hearts R.

10.1.7 Fore Topmast Stay
Use cord B to rig the fore topmast stay as shown.





DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

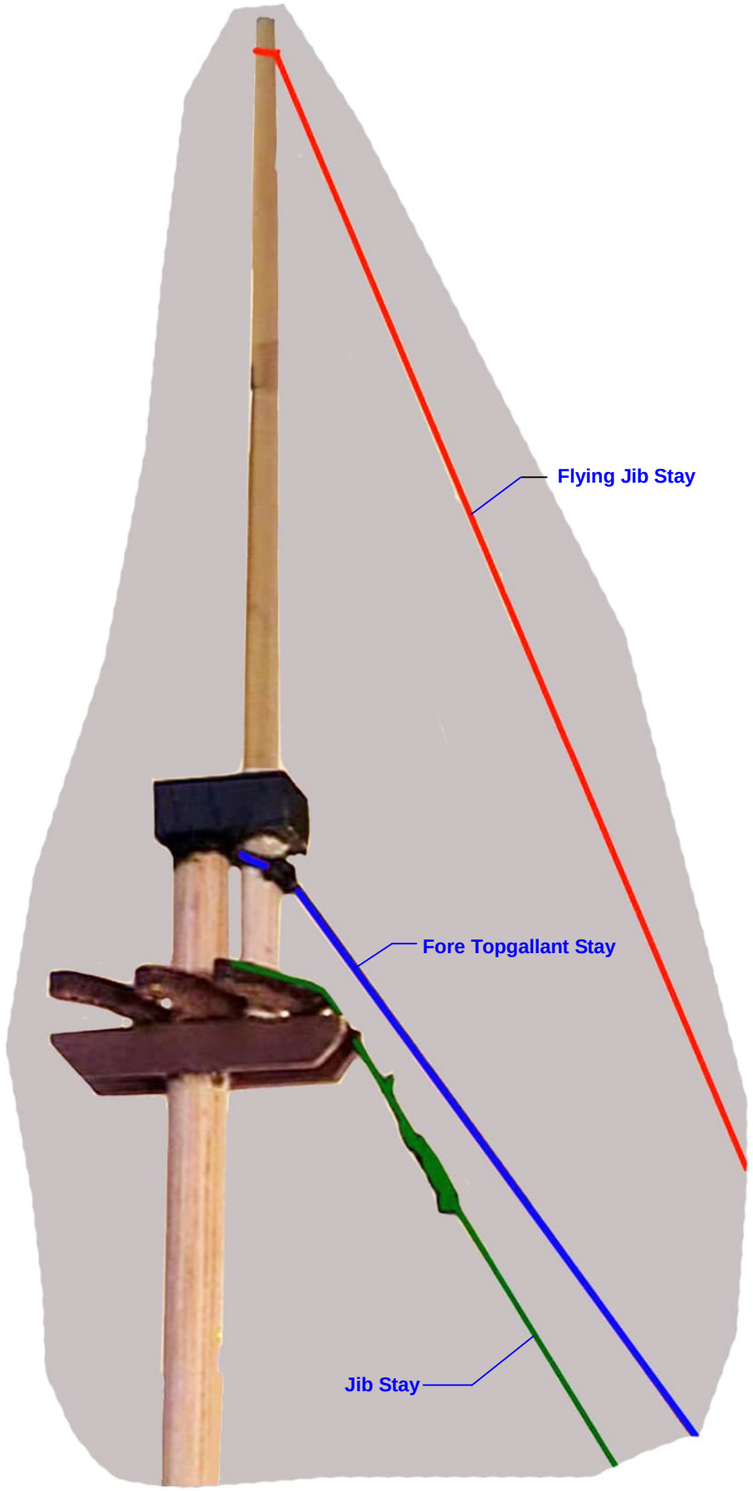
BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

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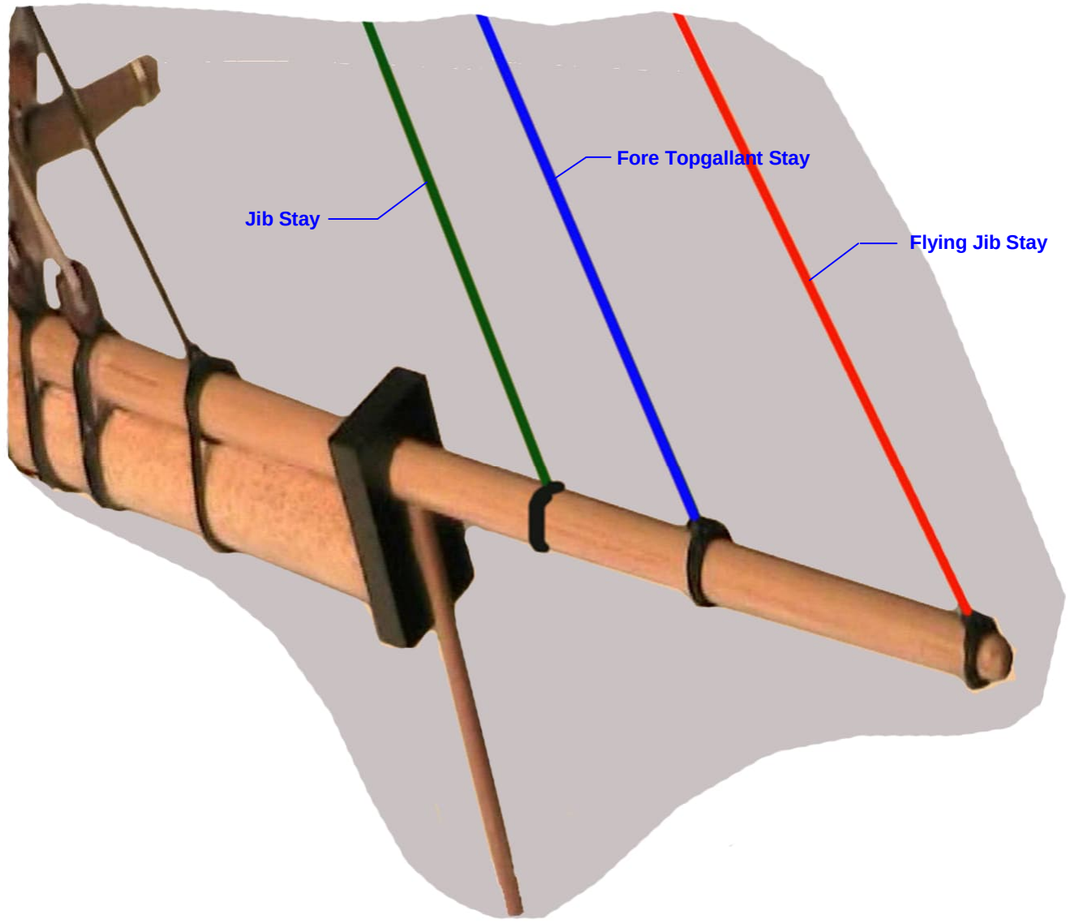
10.1.8 Jib Stay

Use cord B to rig the jib stay.



10.1.9 Fore Topgallant Stay

Use cord B to rig the fore topgallant stay



10.1.10 Flying Jib Stay

Use cord B to rig the flying jib stay.

DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

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10.2 Backstays

The mainmast and foremast backstays are the same. The back stays are terminated at deck level to eye pins P47 on the port and starboard sides

Follow the steps below to fit the backstays.

10.2.1 Main topmast backstay

Use cord B to rig the main topmast backstay. Terminate at belaying point 2 & 4.

10.2.2 Main topgallant backstay

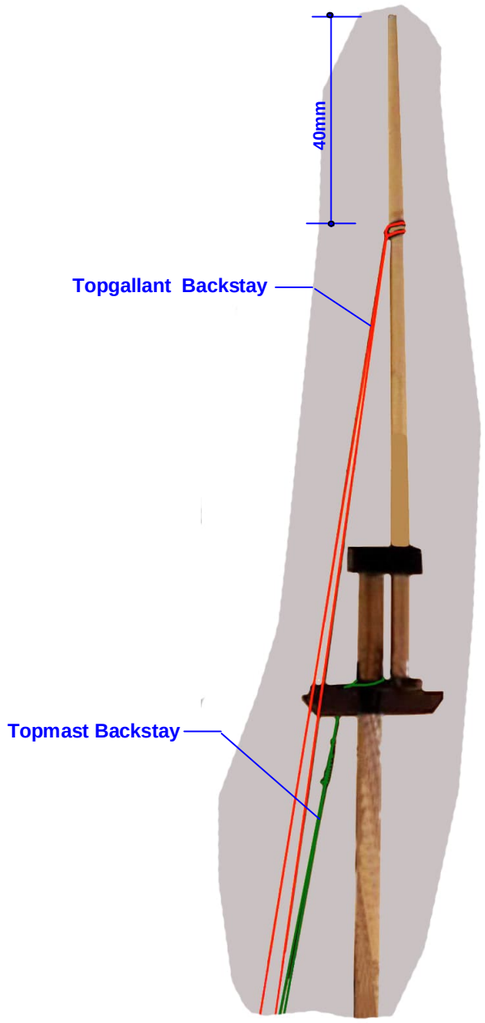
Use cord B to rig the main topgallant backstay. Terminate at belaying point 1 & 3.

10.2.3 Fore topmast backstay

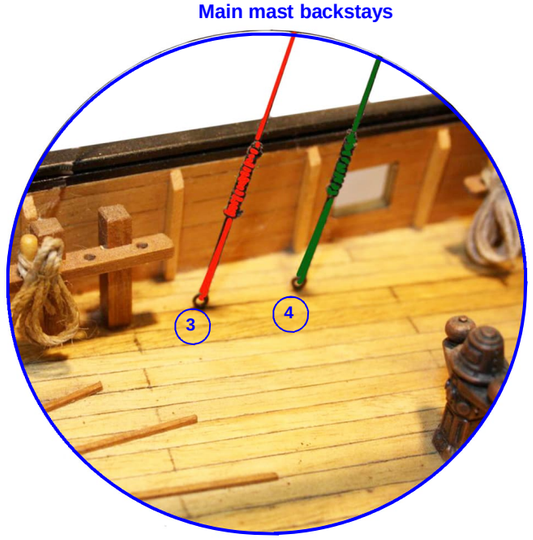
Use cord B to rig the fore topmast backstay. Terminate at belaying point 6 & 8.

10.2.4 Fore topgallant backstay

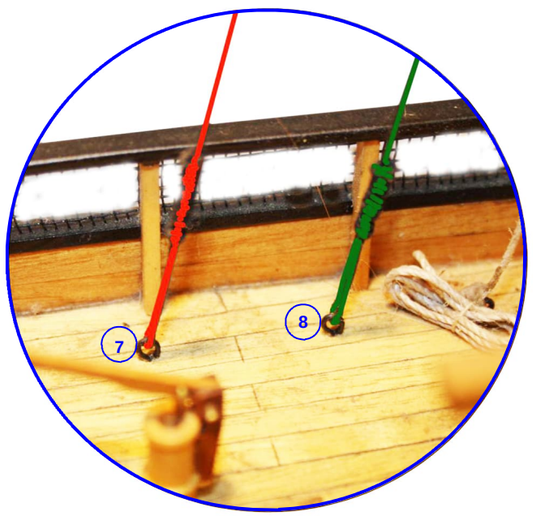
Use cord B to rig the fore topgallant backstay. Terminate at belaying point 5 & 7.



Main mast backstays

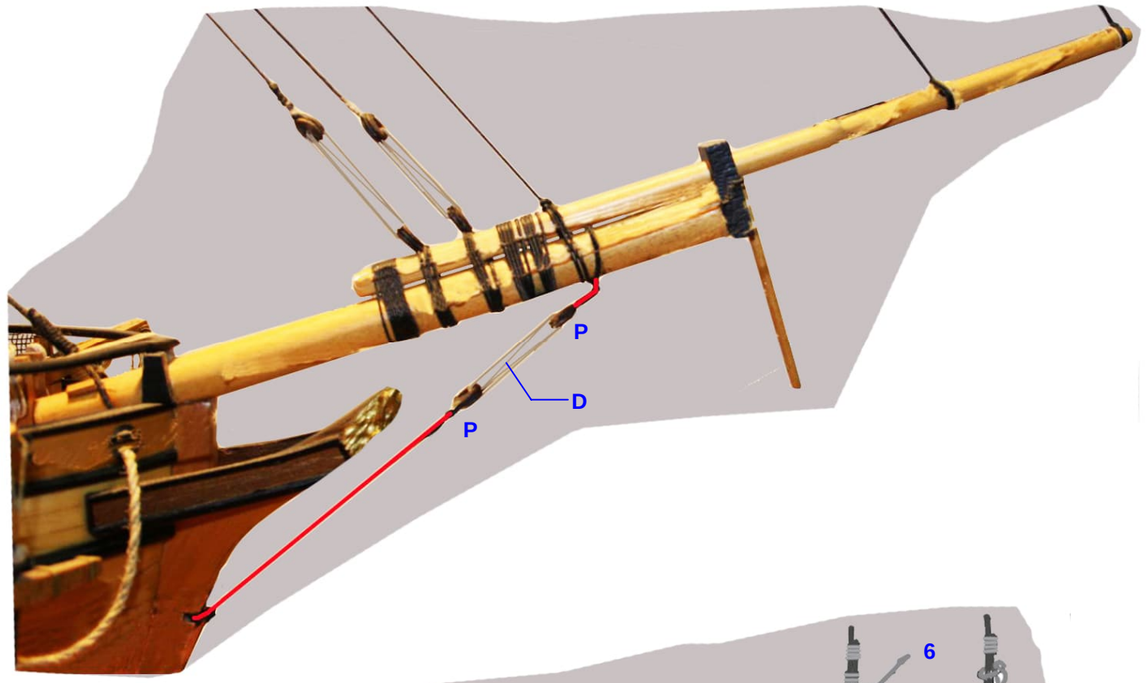


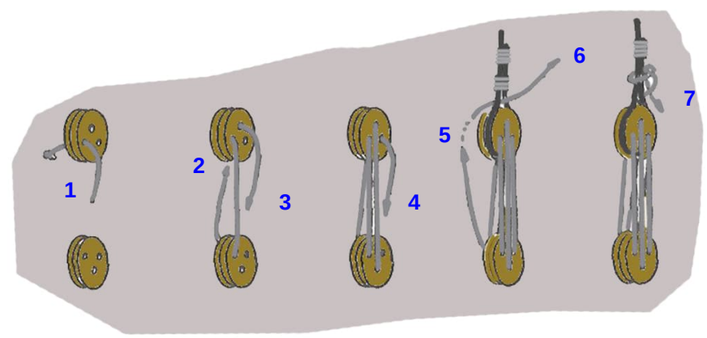
Foremast Backstays



10.3 Bowsprit Stay

Identify 7mm deadeyes P84. Use cord B to rig the bowsprit stay. Reeve the deadeyes P together as shown.





Reeving Deadeyes

DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

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10.4 Channels

Identify the foremast channels P108 and the main mast channels P109. For each channel drill two 0.6mm holes into the edge about 15mm from each end that fits against the hull side. Super glue map pins in place - snip off the map pin heads. Each channel is fixed immediately below the upper gunwale. Align the front slot of each channel with the centre of the mast hole - lay a rule square across the deck at the centre of mast hole - use a pencil to transfer this point onto the underside of the upper gunwale. Repeat for the other side of the hull. Locate each channel marking on the hull the position of the map pin ends - drill 0.6mm holes at these points. Paint the channels matt black - once paint is dry apply glue to fix each channel in position.



Channel - Main mast



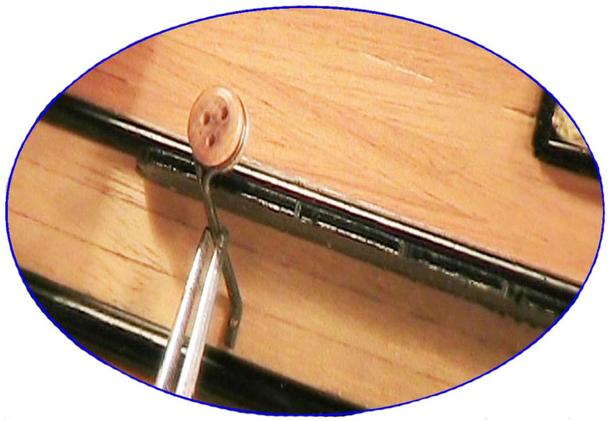
Channel - Foremast

10.5 Shrouds

On each mast the shrouds consist of the lower mast, top mast and topgallant shrouds. Before progressing some preparation for fitting the lower mast shrouds is required.

10.5.1 Deadeye Straps

Identify the deadeye straps P85 and the deadeyes P84. Fit the deadeyes into the straps. Make sure the three holes of each 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. Insert the deadeye straps into the slots on the outer edge of the channel. Shape the deadeye strap to reach from the channel edge to be fitted above the lower gunwale. **Do not fix the straps to the side of the hull yet**. The next step is to determine the **shroud extension angle.**



CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

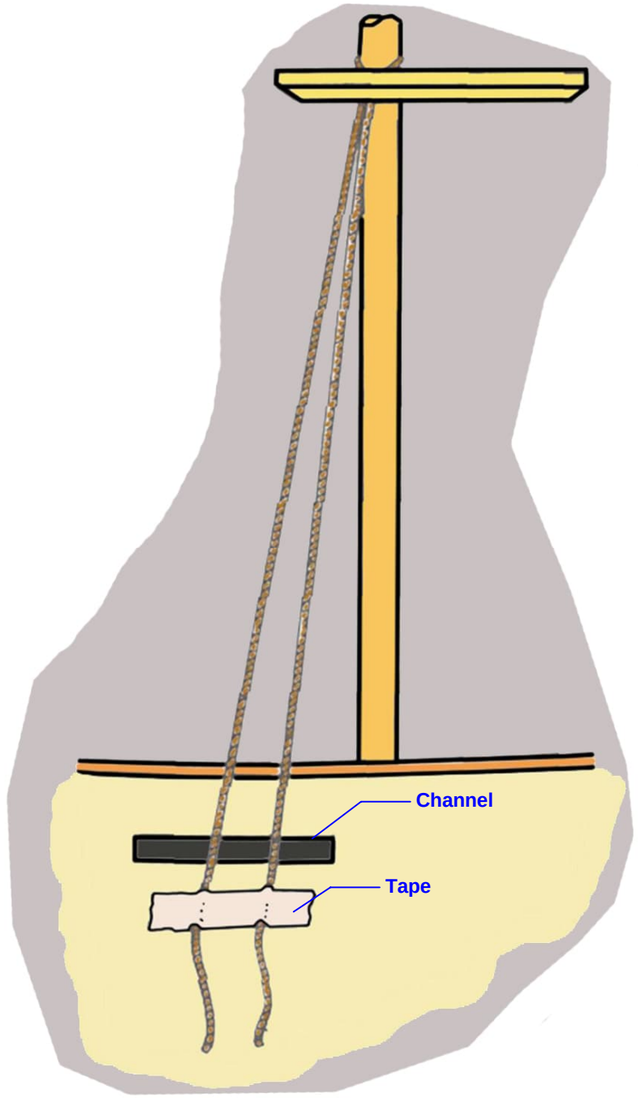
DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

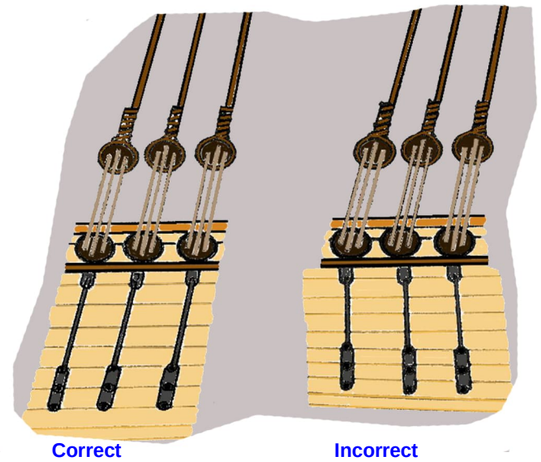
10.5.2 Shroud Extension Angle

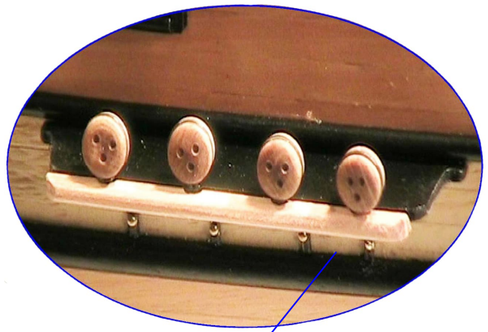
The lower deadeye straps need to be fitted to the side of the hull as an extension of the angle of the shrouds.
Before fixing the deadeye straps to the side of the hull we need to determine the extension angle. To achieve this follow the steps below:

1. Temporarily attach a length of rigging cord from the mast head down to below the channel.
2. For each deadeye strap mark the fixing hole at relevant angle.
3. Fix the deadeye straps to the side of the hull with brass nails P31.

Once all deadeye straps have been fitted cut a length of strips P494 as channel capping to fit across the edge of the channel - glue in place.







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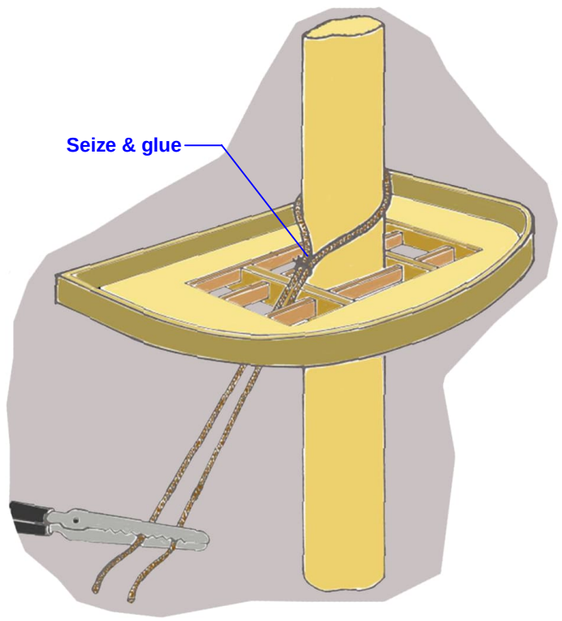
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10.5.3 Lower Shrouds

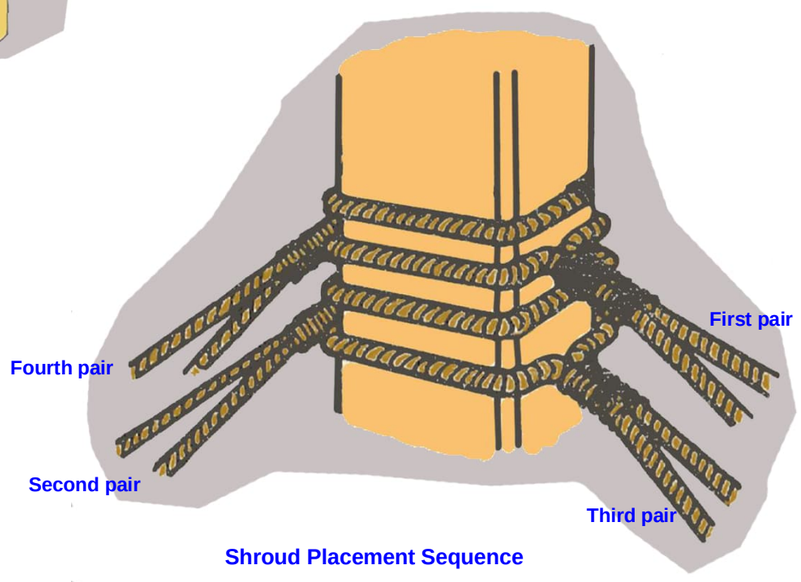
The shrouds are made up in pairs with a deadeye attached to the end of a single cord. On the port side fit the first pair of shrouds by cutting a piece of cord B to a length long enough to go from the channel to the mast top twice with approximately 50mm overhang.

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 wire jigs. The 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 rope 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 of cord D, seize the two shrouds together around the mast at the mast top. Once the first pair of shrouds has been completed, the exercise is repeated on the starboard side, then back to the portside and so on. At the upper deadeye bind the double thickness of cord immediately above the upper deadeye with cord D. Seize the end of this cord with a dab of glue.



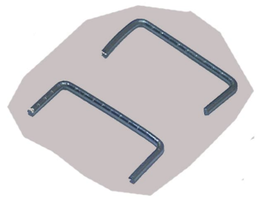
CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—



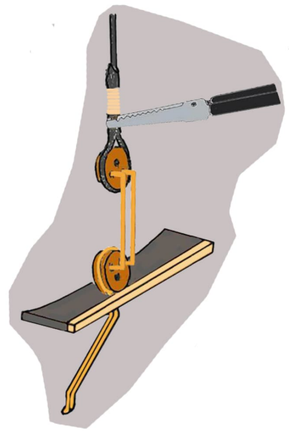
Shroud Placement Sequence

10.5.4 Deadeye Spacer Jig

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.

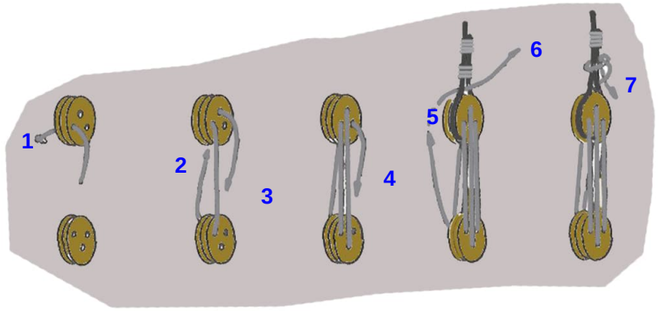


Deadeye Spacer Jig



10.5.5 Lanyards

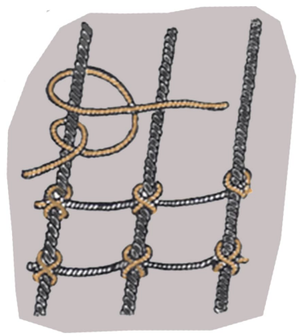
The lanyards are the cords that tie (reeve) the upper and lower deadeyes together and are used to tension the shrouds. For the lanyards use cord D and reeve as shown.



Reeving Deadeyes

10.5.6 Ratlines

The ratlines are the rope ladders used by the crew to climb up the mast. Using cord D tie off the ratlines to the shrouds. Space the ratlines approximately 8mm apart making sure they are horizontal and parallel with each other. Seize each knot with a dab of glue and trim excess cord.



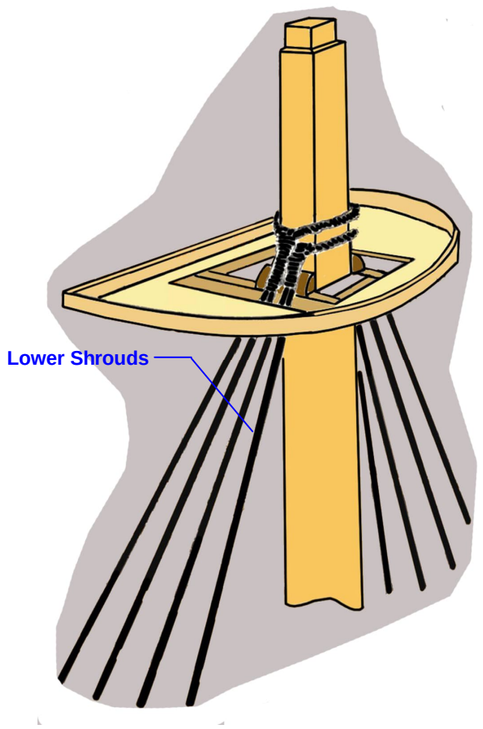
Ratlines

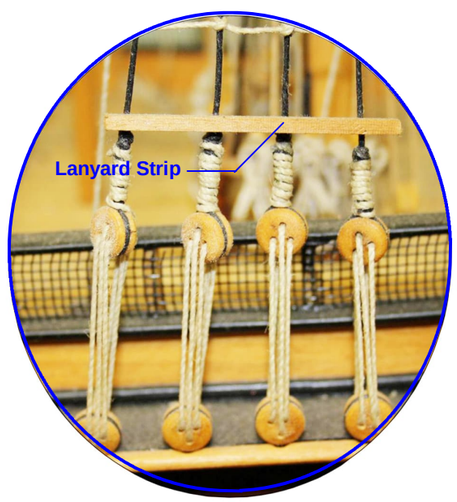
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10.5.7 Lower Shrouds - Fore and Main Masts

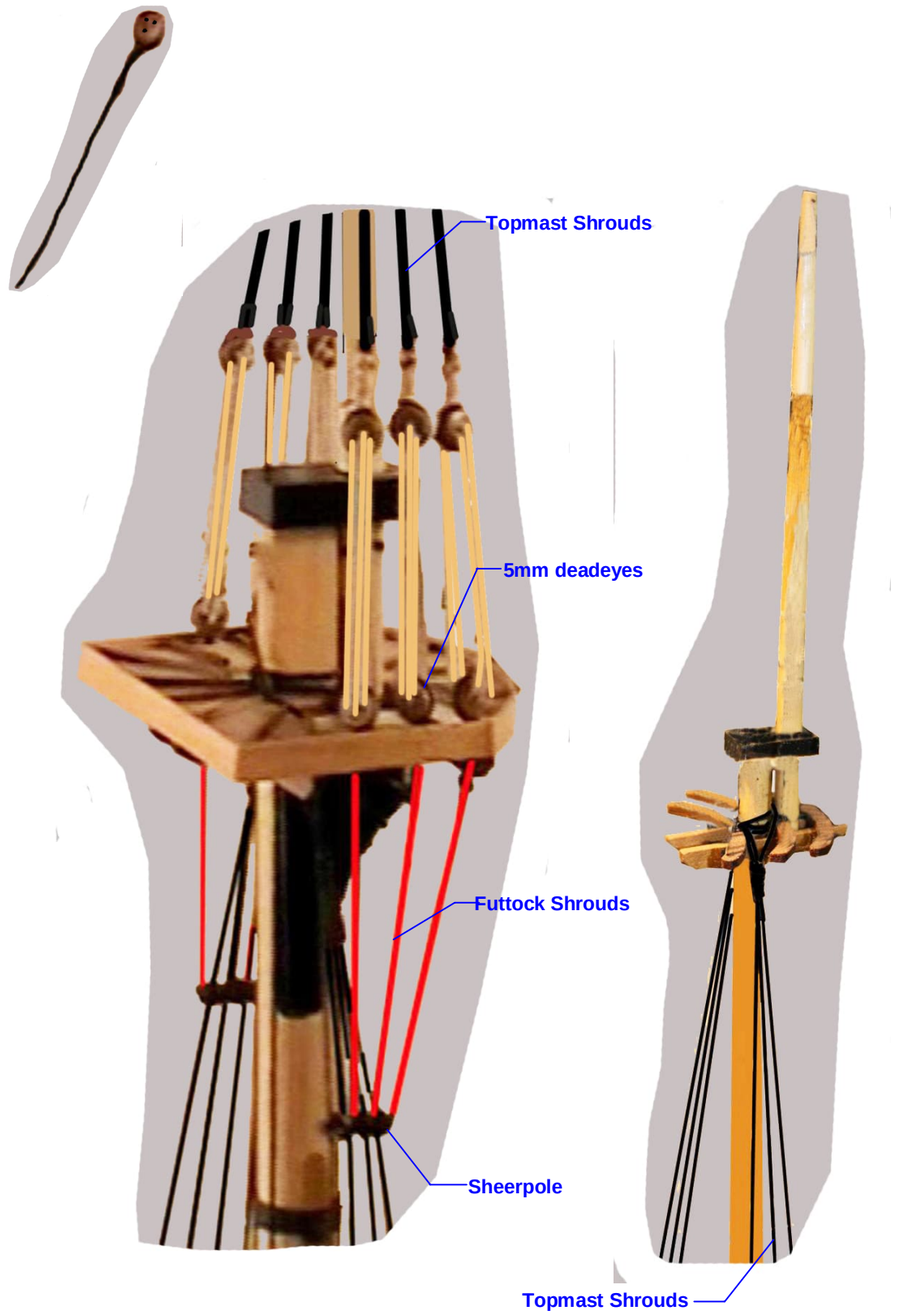
Following the approach previously presented to complete the shrouds for the lower fore and main masts. Note the shroud placement sequence. Cut a length of strip P94 and fix as the lanyard strip. Fit the ratlines.





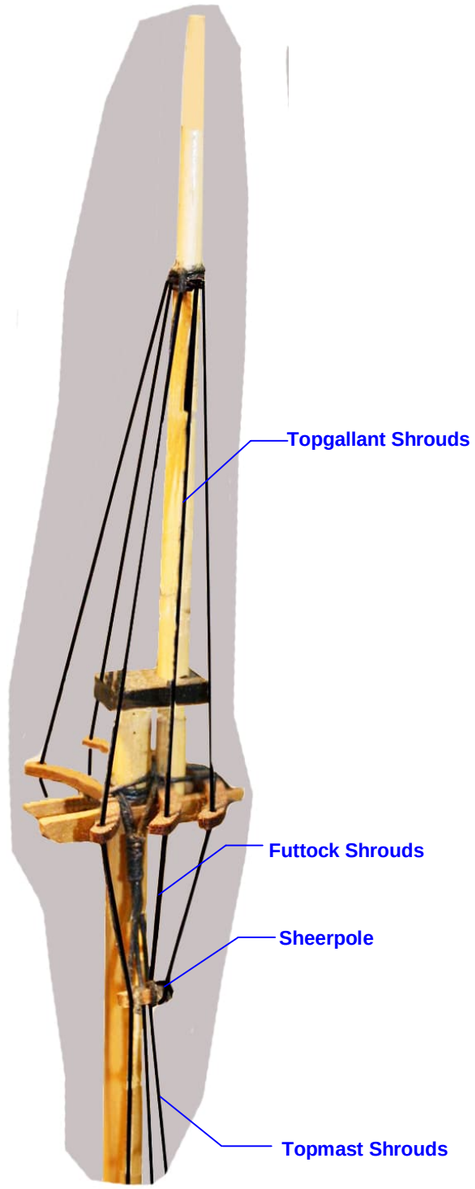
10.5.8 Topmast Shrouds - Fore and Main Masts

Make the futtock shrouds by cutting a 60mm length of cord B and wrapping one end around a 5mm deadeye P83 and seizing the cord. Make 12 futtock shrouds. Fit each futtock shroud into place through the pre-cut slots in the mast tops. Tie off the futtock shrouds to the lower mast shrouds and fit a sheerpole - use strip P94 - across the joints. Fit the top mast shrouds using cord B. Follow the shroud placement sequence and use the deadeye spacer jig - for the odd shroud tie off to its self. Fit the ratlines.



10.5.9 Topgallant Shrouds - Fore and Main Masts

Cut 12 lengths of cord B. Attach the top gallant shrouds and extend as futtock shrouds as shown. Fix a sheerpole as shown - use strip P94 - across the joints. Fit the ratlines.



DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

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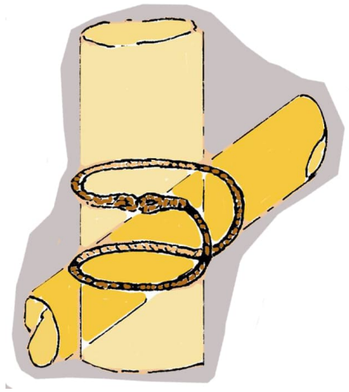
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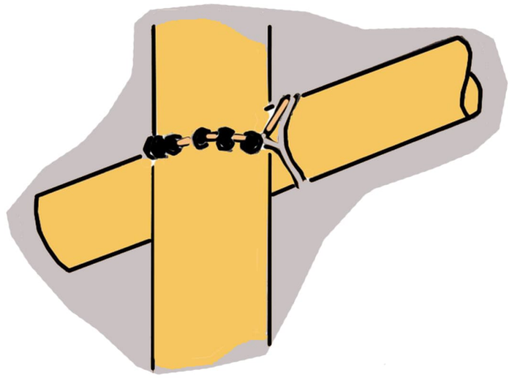
11.0 Running Rigging

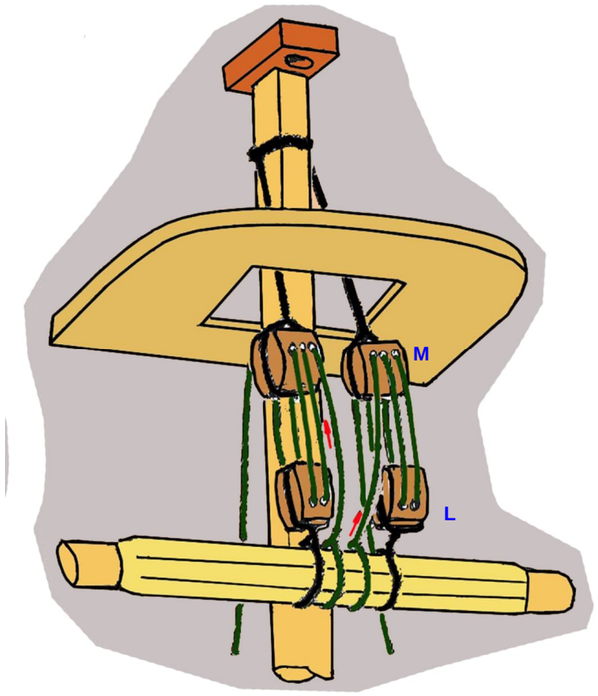
The running rigging includes rigging for the yard lifts, braces, pendants, halliards, and guys. Completing the running rigging can be complicated and time consuming. However, following the “golden rule” for rigging of working from the centre and lower parts of the model and working up and out trying to avoid difficult and confined spaces, will assist in the process. Also taking your time with this building step will produce a superior looking model. **Cord D is used for the running rigging.**

11.1 Typical Rigging Applications

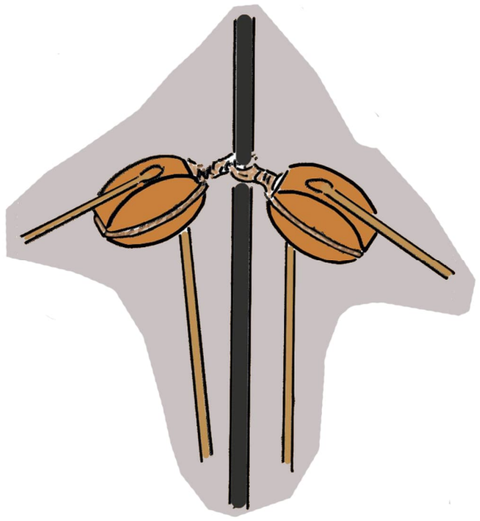
The following figures represent a range of rigging applications you may encounter as you rig the model.

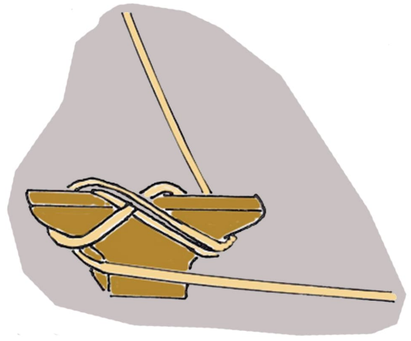


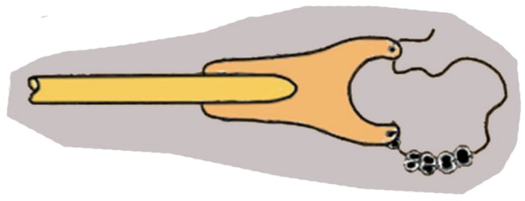


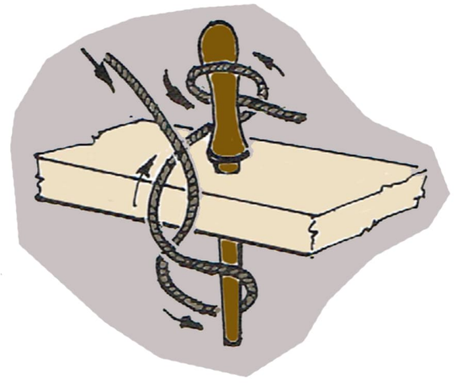


Fore & main yard jeer blocks









DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

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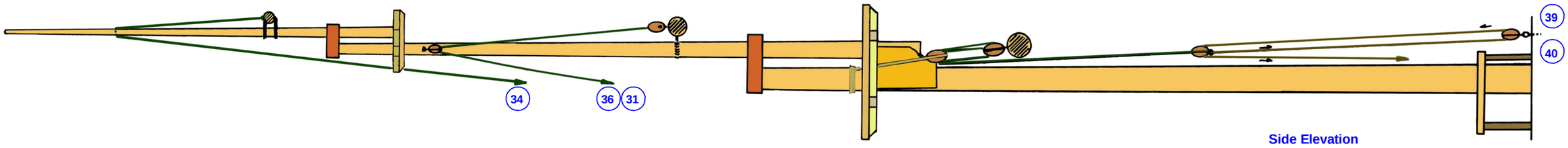
11.2 Yards, Gaff & Boom

To fit the yards, gaff and boom refer to previous diagrams and the Belaying Plan. The following sequence is recommended.

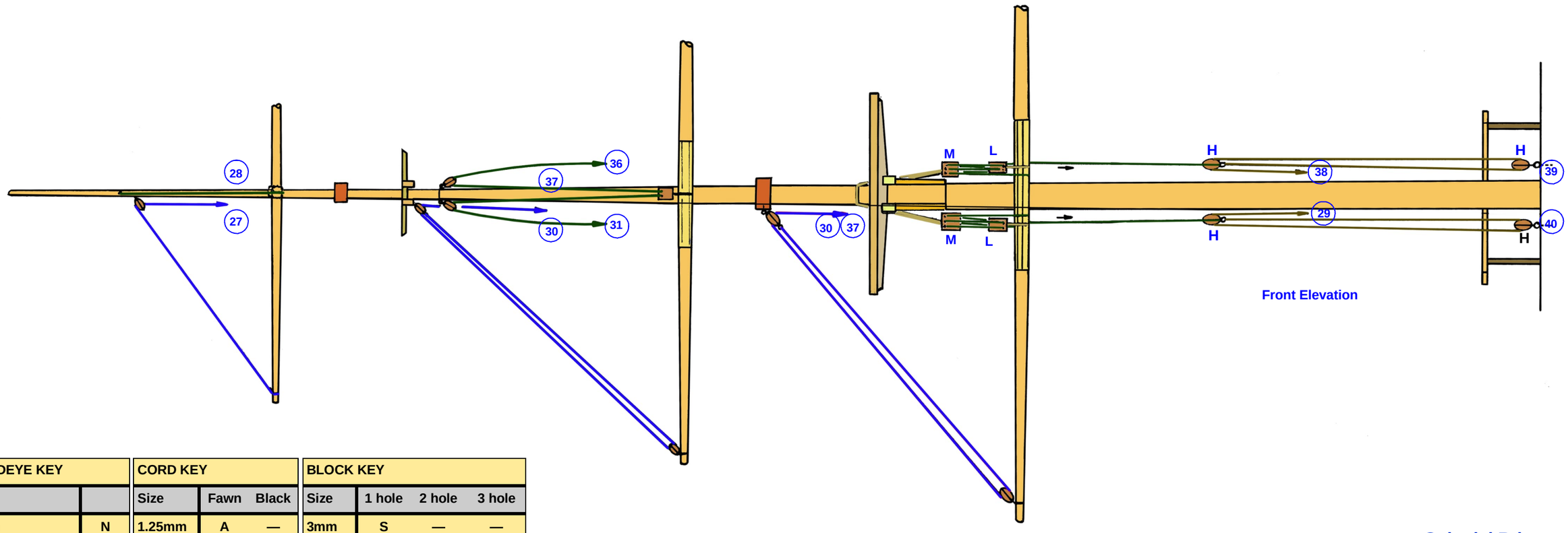
1. Attach the foremast yards to the mast - fore yard, fore topyard and fore topgallant yard.
2. Attach the main mast yards to the masts - main yard, main top yard and main topgallant yard
3. Attach the boom and gaff

Once each yard is attached to its respective mast, rig the lifts for each yard.

11.2.1 Foremast



Side Elevation



Front Elevation

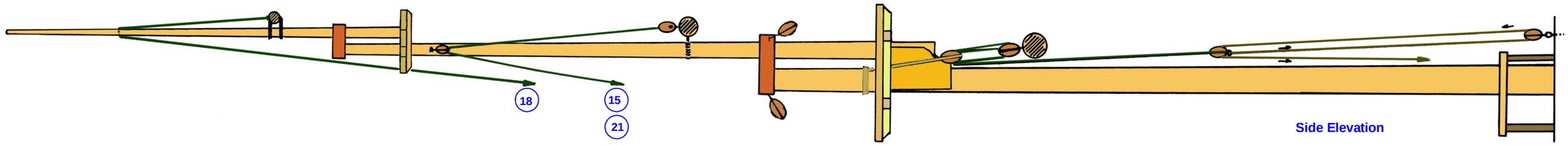
DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

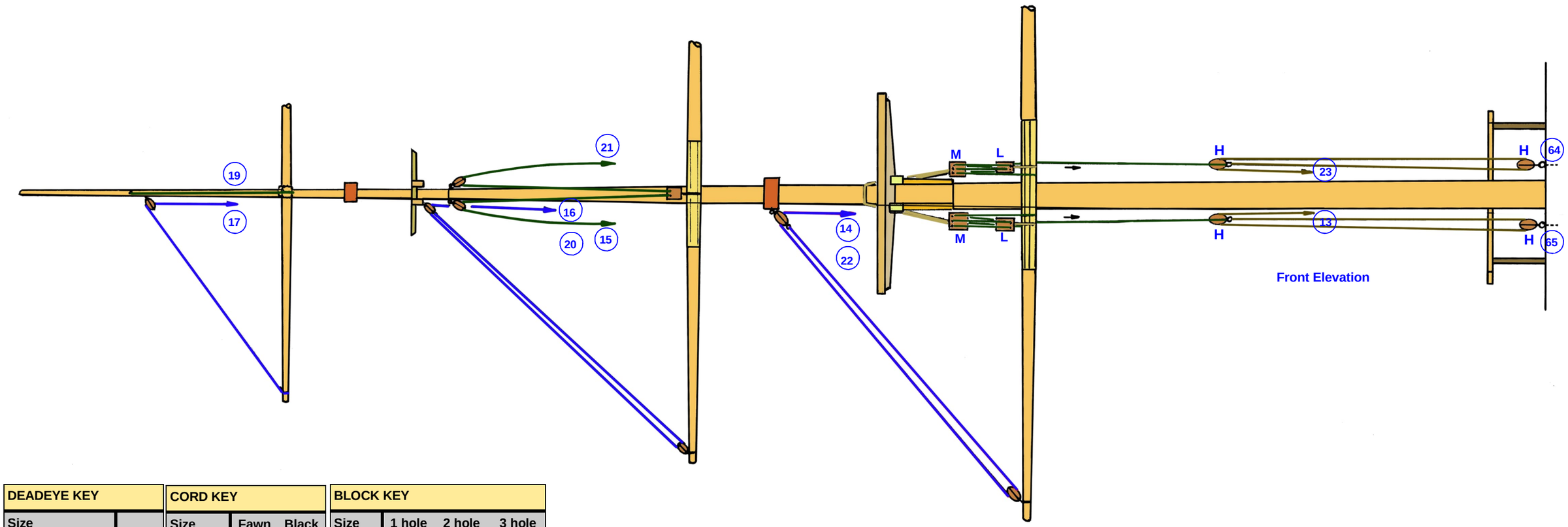
BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

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Side Elevation



Front Elevation

DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—
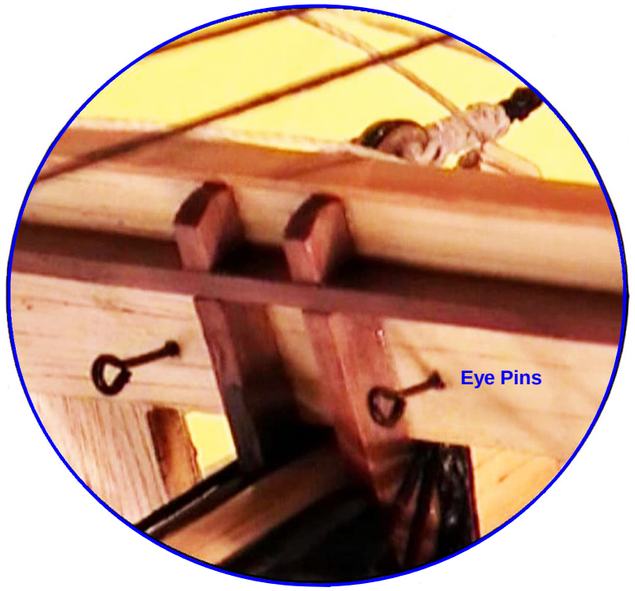
BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

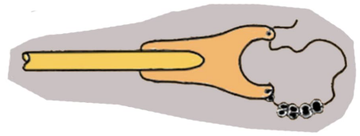
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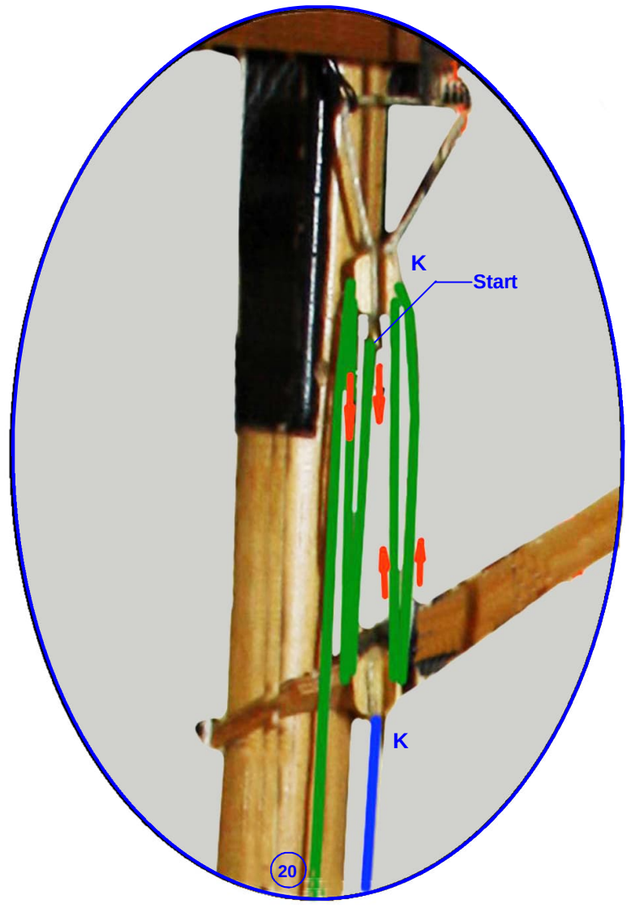
11.2.3 Boom Lift & Topping Lift

Identify the parrals P110. Cut a length of cord C and tie-off to one boom yoke hole as shown. Place the assembled boom onto the boom rest on the mast - place some parrals onto the cord - feed the cord around the mast and tie-off the cord to the other yoke hole - place a dab of glue on each knot. To rig the boom lift, first fit two eye pins P47 to the underside of the mast top as shown - attach block K to a length of cord and fix in place as shown. Rig the boom lift and terminate as shown. Rig the boom topping lift and terminate as shown.

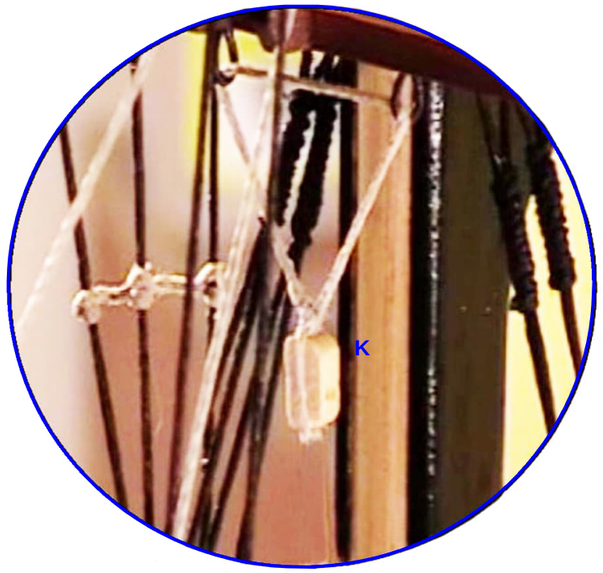


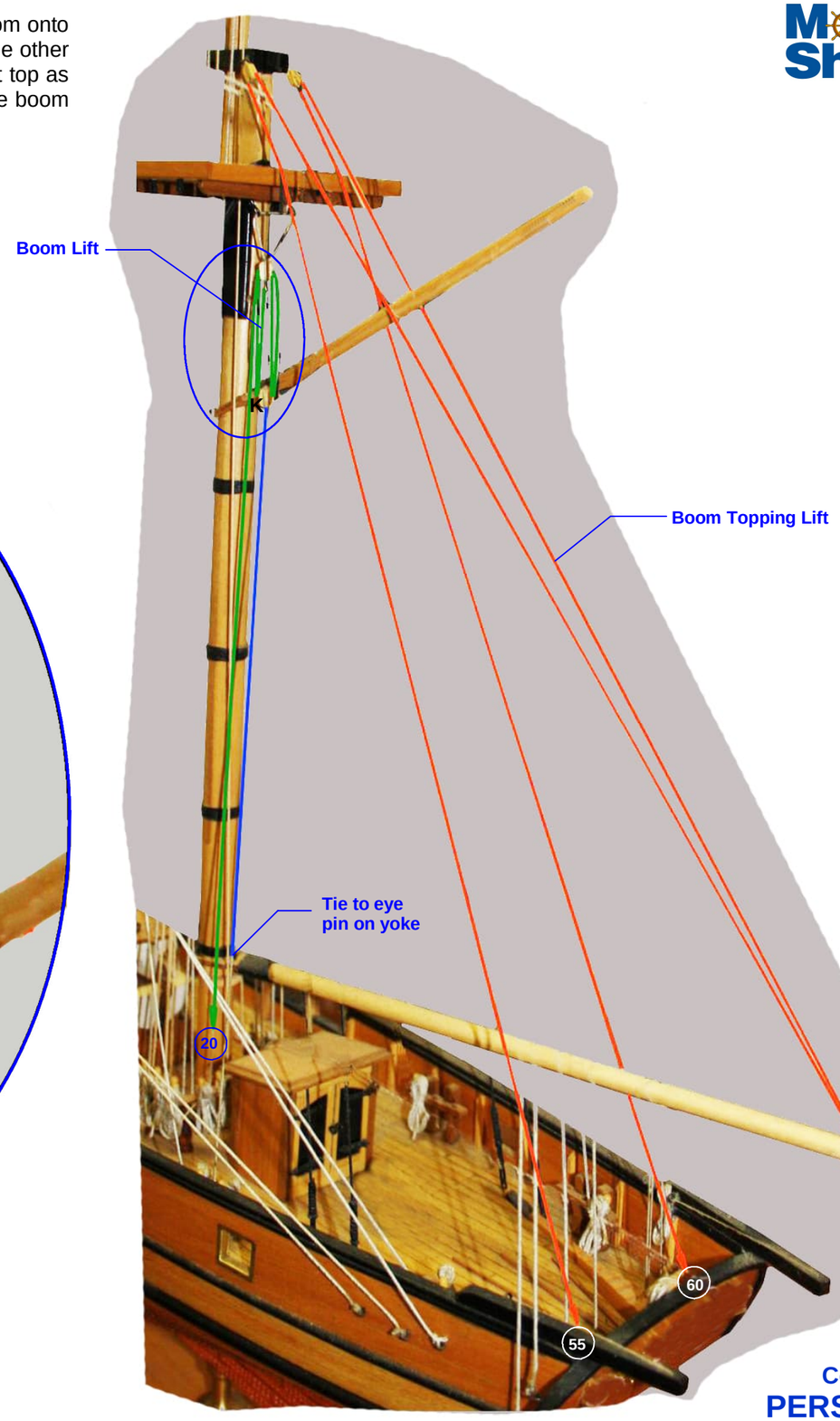


Yoke & Parrals



Boom Lift





DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

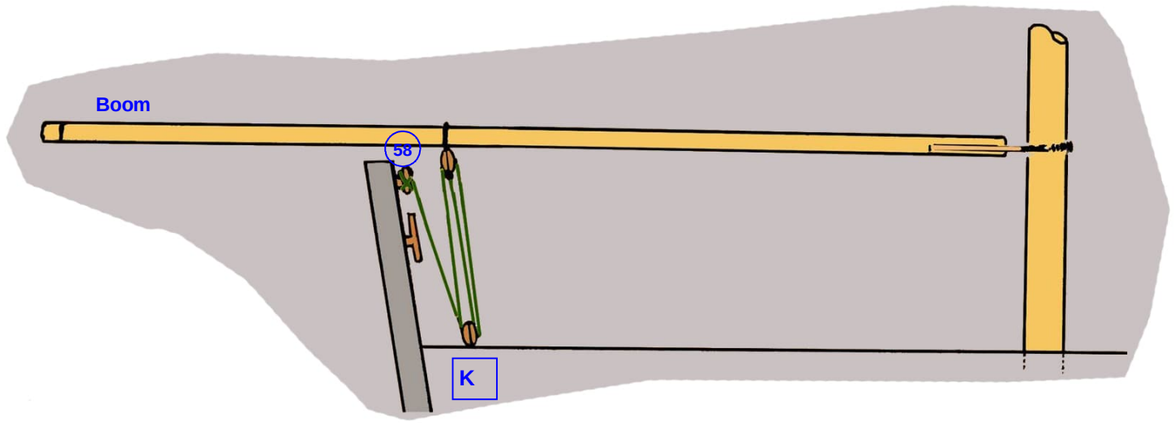
BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

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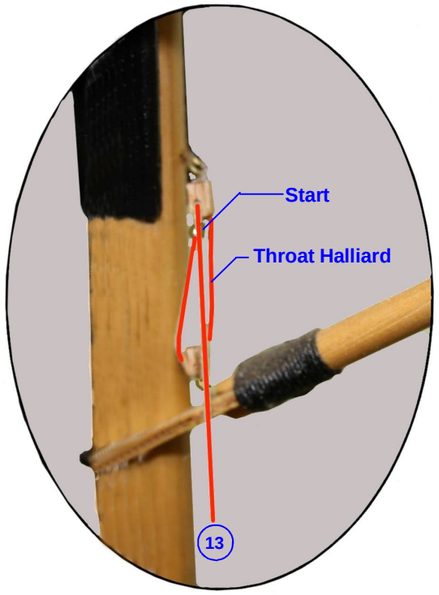
11.2.4 Mainsheet

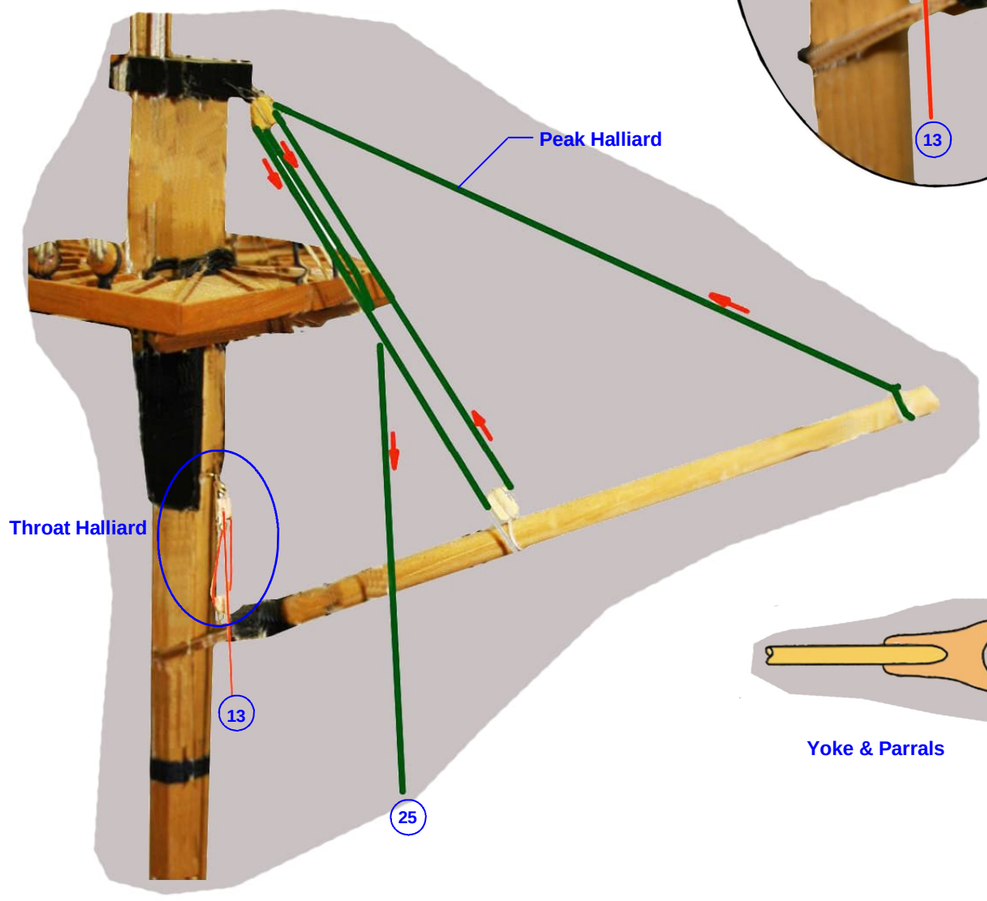
Rig the mainsheet and terminate as shown.



11.2.5 Throat Halliard & Peak Halliard

Identify the parrals P110. Cut a length of cord C and tie-off to one boom yoke hole as shown. Place the assembled gaff onto the mast - place some parrals onto the cord - feed the cord around the mast and tie-off the cord to the other yoke hole - place a dab of glue on each knot. Rig the throat halliard - reeve the two blocks together and terminate as shown. Rig the peak halliard and terminate as shown.





Yoke & Parrals

DEADEYE KEY	
Size	
5mm	N
7mm	P
10mm heart	Q
6mm heart	R

CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

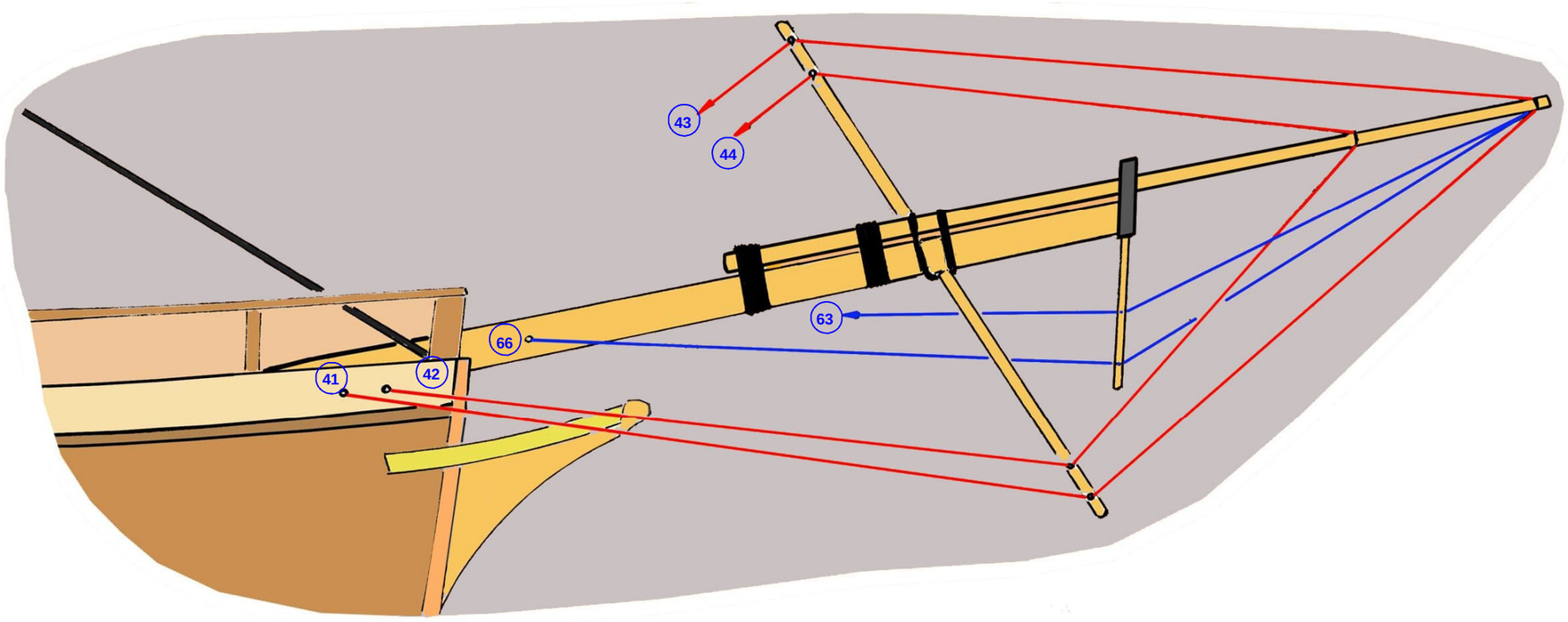
BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

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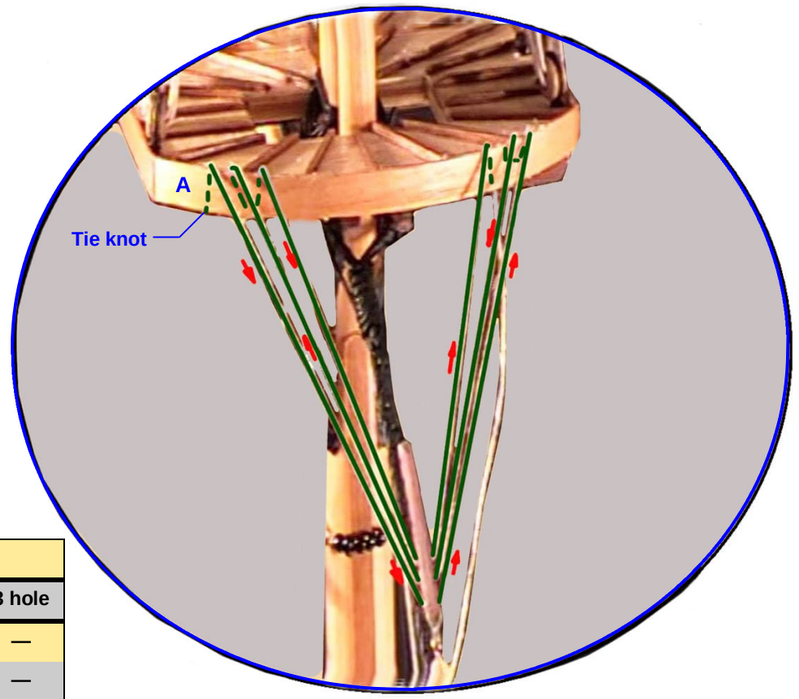
11.2.6 Bowsprit Guys

Rig the bowsprit guys as shown.

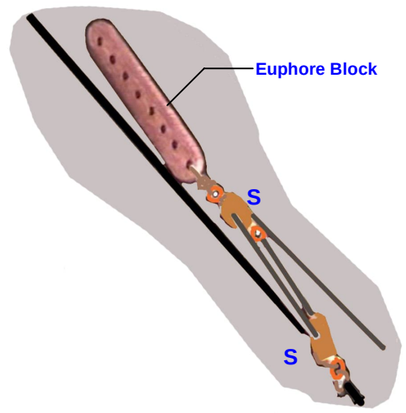


11.2.7 Crows Feet

Identify the euphore blocks P111 - fit block S to one end. Attach a second block S to the stay. Start to reeve these two blocks - do not tighten yet. Rig the crows feet for the main and fore masts as shown. Start at point A and progress as shown Photo 121. At the mast top feed the cord down from the top and then up from the underside to again come down to the euphore block. Finish at the mast top centre hole. Tighten the reeve between the blocks and tie off at lower block. Repeat for next mast.







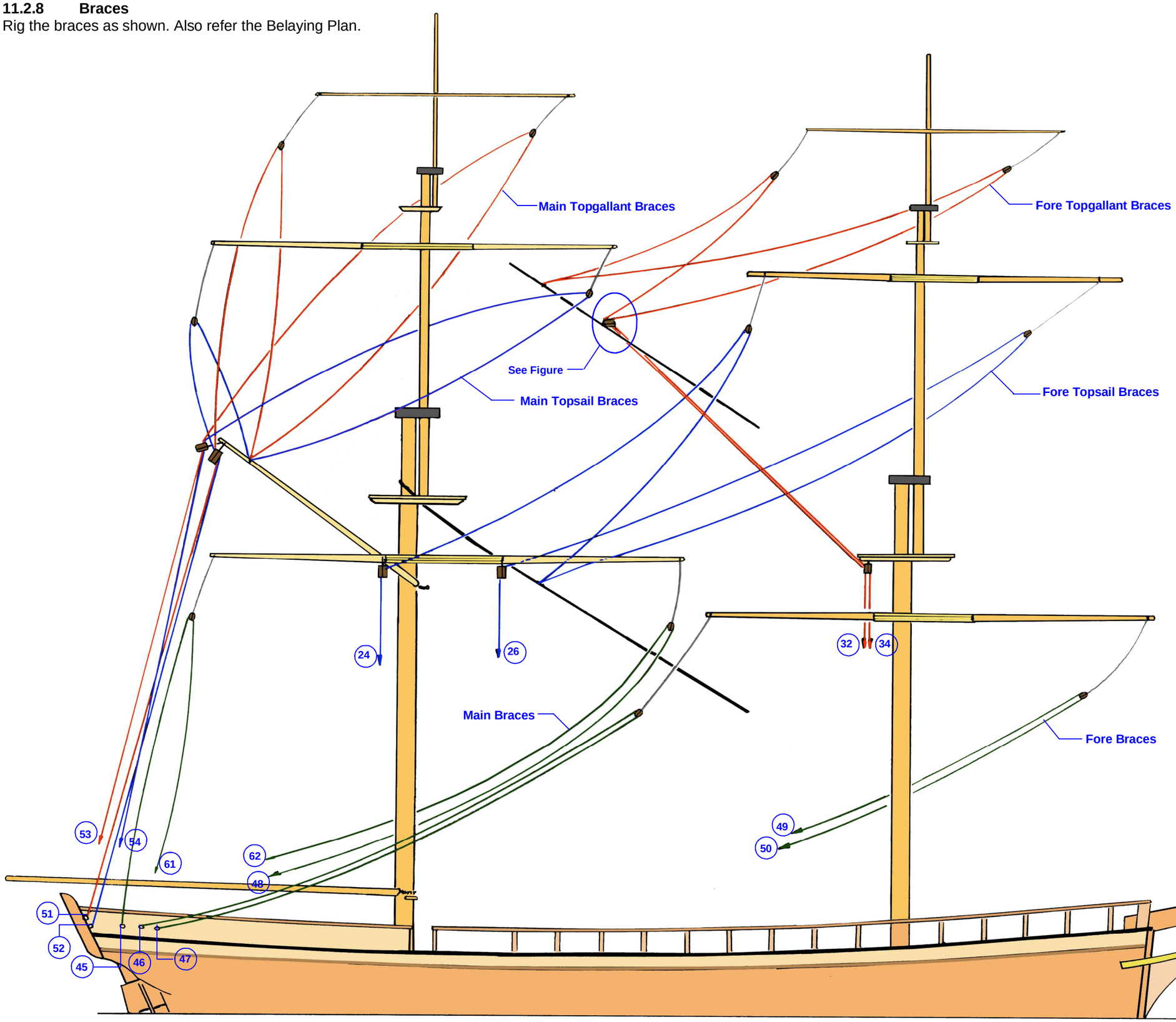
BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

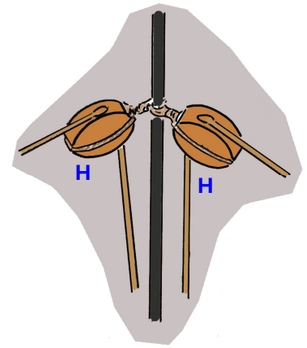
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11.2.8 Braces

Rig the braces as shown. Also refer the Belaying Plan.





CORD KEY		
Size	Fawn	Black
1.25mm	A	—
1.0mm	—	B
0.25mm	C	—
0.5mm	D	—

BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	S	—	—
4mm	—	T	—
5mm	H	K	—
7mm	J	L	M

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11.2.9 Flags

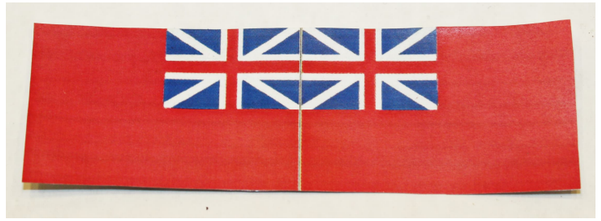
Identify the Red Ensign flag P112 To create the effect of wind blowing the flags follow the steps below.
1. Select a paper based glue and aluminium foil.
2. Trim any excess paper around the flag. Apply the glue to the reverse side. Cut a piece of foil slightly larger that the shape and size of the flag.
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.

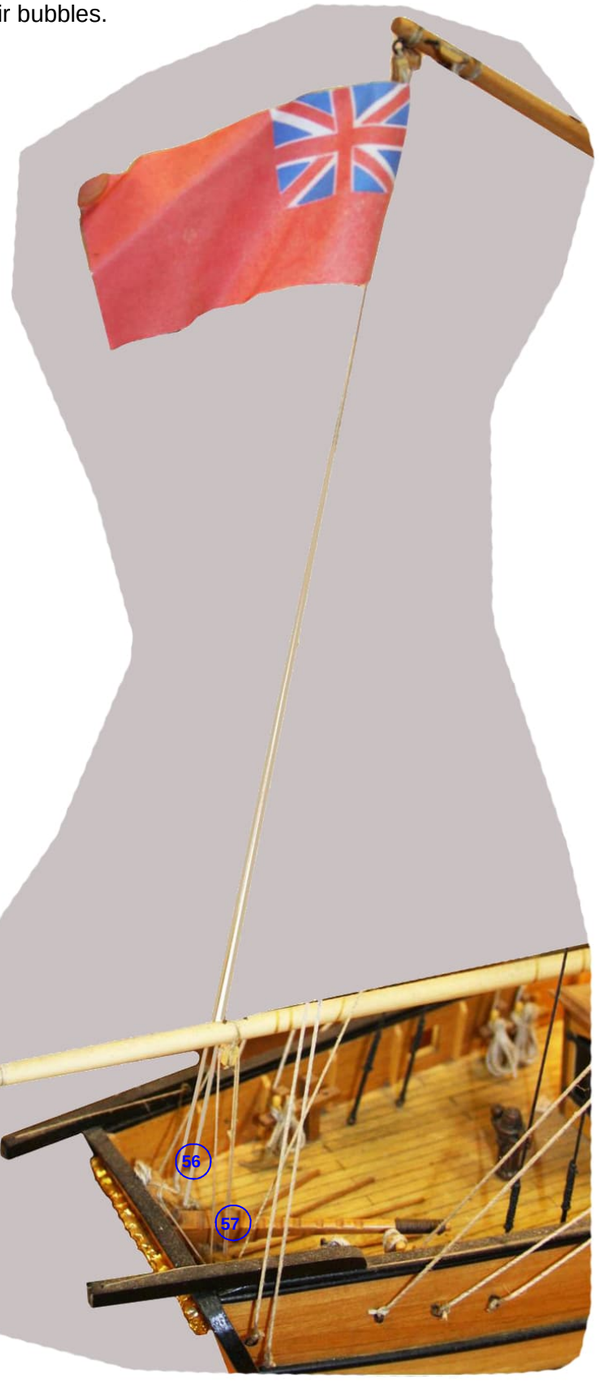
Repeat process for the Campbell House flag P113

Run a flag hoist as show. Fit the Red Ensign flag to the hoist.
Attach the Campbell House flag to one of the foremast back stays.







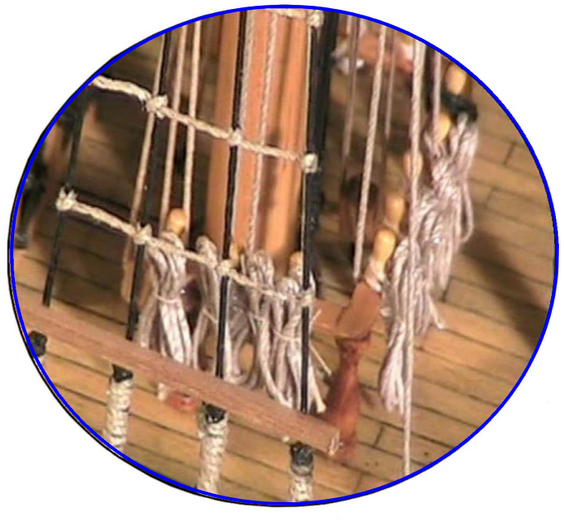




11.2.10 Finishing Touches

Use cord D to make rope coils to be placed at the various belaying points on the deck.



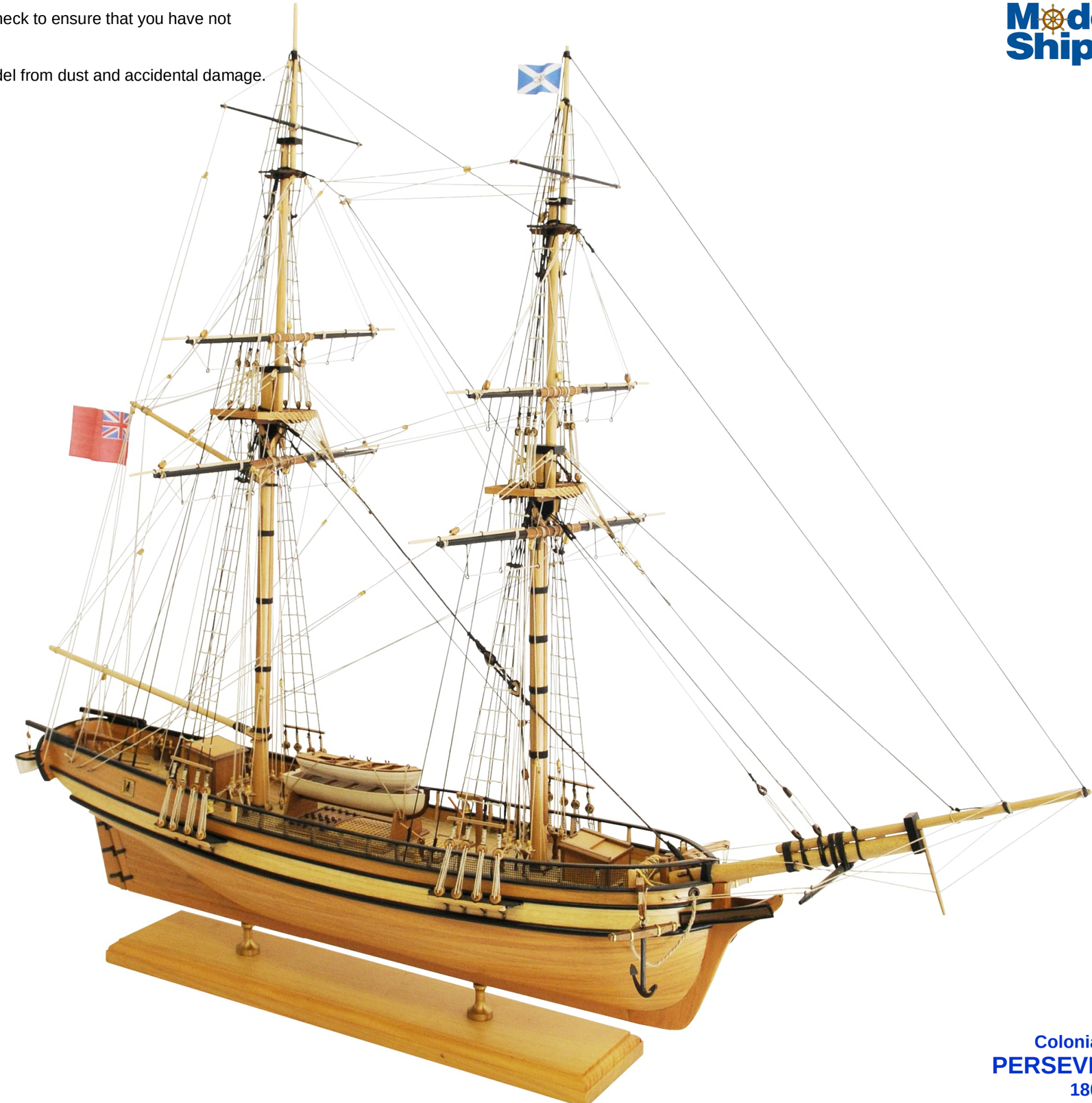


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12.0 Completed Model

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

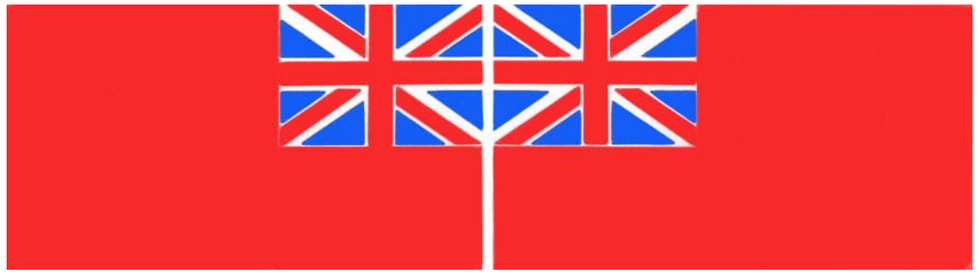
You might consider a display case which will protect your model from dust and accidental damage.



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BLANK



P112 Flag - Red Ensign



P113 Flag - Campbell House Flag

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BLANK