AUSTRALIAN COLONIAL SERIES WOODEN MODEL KIT

HMS SUPPLY 1759

SCALE 1:60







Modellers Shipyard

www.modellersshipyard.com

LENGTH: 610mm HEIGHT: 580mm

ITEM CODE: KTMS1015



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.

The 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 HMS *Supply* was a small armed tender that sailed with the First Fleet and played an important part in the foundation of Australia.

Built in 1759 the *Supply* was 175 tons, 70ft (21m) long and 26ft (8 m) wide. As a small Royal Navy ship based in Portsmouth she carried naval stores between the different naval yards on the Thames and Channel ports for 27 years.

When it was decided to establish a penal colony in New South Wales the Royal Navy had difficulty in finding a suitable ship to be a tender for the flag ship HMS *Sirius* for the long and hazardous journey to New South Wales. Several ships were considered but were not seen as suitable for the journey. A French store ship, the *Eclipse* had been damaged when it ran ashore; and an American ship, the *Rattlesnake* was not of suitable quality. The Navy purchased the British made *Grantham*, a packet boat, used for the quick transport of mail. When it was partly taken apart for repairs, the Navy decided it needed so much work, that it would cost too much to repair or rebuild it.

The Royal Navy then selected the *Supply* which was refitted as an armed tender. Her primary role as a ship of the First Fleet was to support the First Fleet flag ship HMS *Sirius* (1786). The First Fleet carried the convicts and soldiers to New South Wales to establish a penal colony. The ships left England in May 1787 and arrived in New South Wales in January 1788. This was the start of European settlement of Australia.

HMS *Supply* was the oldest, smallest and fastest of the eleven First Fleet ships. She was a brig rigged sloop. A sloop is a small ship with a single gun deck. A brig rig means the ship had two masts and carried square sails. She had eight small three pounder guns and carried 50 men.

Supply left Spithead on 13 May 1787, and arrived at Botany Bay on 18 January 1788 with the First Fleet under the command of Captain Arthur Phillip (who had transferred from the HMS *Sirius* at Cape Town). She was captained by Henry Lidgbird Ball and the surgeon was James Callam. *Supply* was the first ship to sail into Port Jackson after the original Botany Bay landing was found unsuitable for settlement.

After the establishment of the initial settlement at Port Jackson, *Supply* was the link between the colony and Norfolk Island, making 10 trips. Following the loss of *Sirius* in March 1790 at Norfolk Island *Supply* became the colony's only link with the outside world. On 17 April 1790 she was sent to Batavia for supplies, returning on 19 September, having chartered a Dutch vessel, the *Waaksamheid*, to follow with more stores.

HMS *Supply* left Port Jackson on 26 November 1791 and sailed via Cape Horn reaching Plymouth on 21 April 1792. She was sold at auction in July that year, renamed *Thomas and Nancy*, and carried coal in the Thames area until 1806.

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 photos & 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.

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

Part No	Description	Quantity	Material
1-15	Bulkheads	15	Boards 1 & 2
16	Transom	1	Board 2
17	False Keel	1	Board 2
18	Main-Aft Deck Bulkhead	1	Board 2
19	Main-Fore Deck Bulkhead	1	Board 2
20	Bow Blocks - Outer	2	Board 2
21	Bow Blocks - Inner	2	Board 1
22	Stern Counters - Inner	2	Board 2
23	Stern Counters - Outer	2	Board 2
24	Main Deck	1	Board 4
25	Aft Deck	1	Board 4
26	Fore Deck	1	Board 4
27	Stern Blocks	2	Board 1
28	Basswood - 2x5x500mm	50	Timber Stock
29	Stern Post	1	Board 2
30	Keel	1	Board 2
31	Stem Post	1	Board 2
32A-C	Margin planks	6	Board 6
33	Teak - 0.6x5x500mm	30	Timber Stock

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4.0 Parts List continued

Part No	Description	Quantity	Material
34	Cap rail - main deck	2	Board 5
35	Cap rail - aft deck	2	Board 5
36	Cap rail - fore deck	1	Board 5
37	Basswood - 1.5x5x500mm	4	Timber Stock
38	Bulwark frames	6	Board 5
39	Basswood - 1x2x500mm	2	Timber Stock
40	Rudder Post	1	Board 2
41	Rudder Hinges	4	Parts Card 2
42	Nails - Brass 10mm	Pkt	Parts Card 2
43	Rudder Tiller	1	Board 1
44A-C	Rudder Box	4	Board 4
45	Hinges	14	Board 6
46	Doors	2	Board 4
47	Aft deck edge	1	Board 5
48	Fore deck edge	1	Board 5
49	Gun Port Lids	4	Board 4
50	Cleats	14	Board 1
51A-D	Deck Cannons	16	Board 5
52A-B	Aft Deck Hatch	2	Board 5
53	Eye Pins 3dia x 12mm	Pkt	Parts Card 2
54	Rings 3mm dia	Pkt	Parts Card 2
55A-D	Bannister	7	Boards 1, 5 & 6
56	Ladder Platform	1	Board 4
57A-B	Aft Deck Ladder	1	Board 4
58A-B	Capstan Base	2	Board 5
59A-F	Capstan	17	Board 5
60	Pumps	2	Parts Card 2
61A-B	Main deck aft hatch	2	Board 5
61C-D	Main deck fore hatch	2	Board 5
62A-B	Main deck hatch	2	Board 5
63A-B	Belfry	3	Boards 2 & 4
64	Rod - brass 1mm x 100mm	1	Parts Card 2
65	Bell	1	Parts Card 2
66A-J	Windless	1	Boards1 & 4
67A-B	Fore Deck Hatch	2	Board 5
68	Main pin rail posts	2	Board 3
69	Main pin rail	1	Board 4
70	Pin rail braces	2	Board 4
71	Belaying Pins	22	Parts Card 2
72	Bowsprit pin rail posts	2	Board 3
73	Bowsprit pin rail	1	Board 4
74	Foremast pin rail posts	4	Board 3

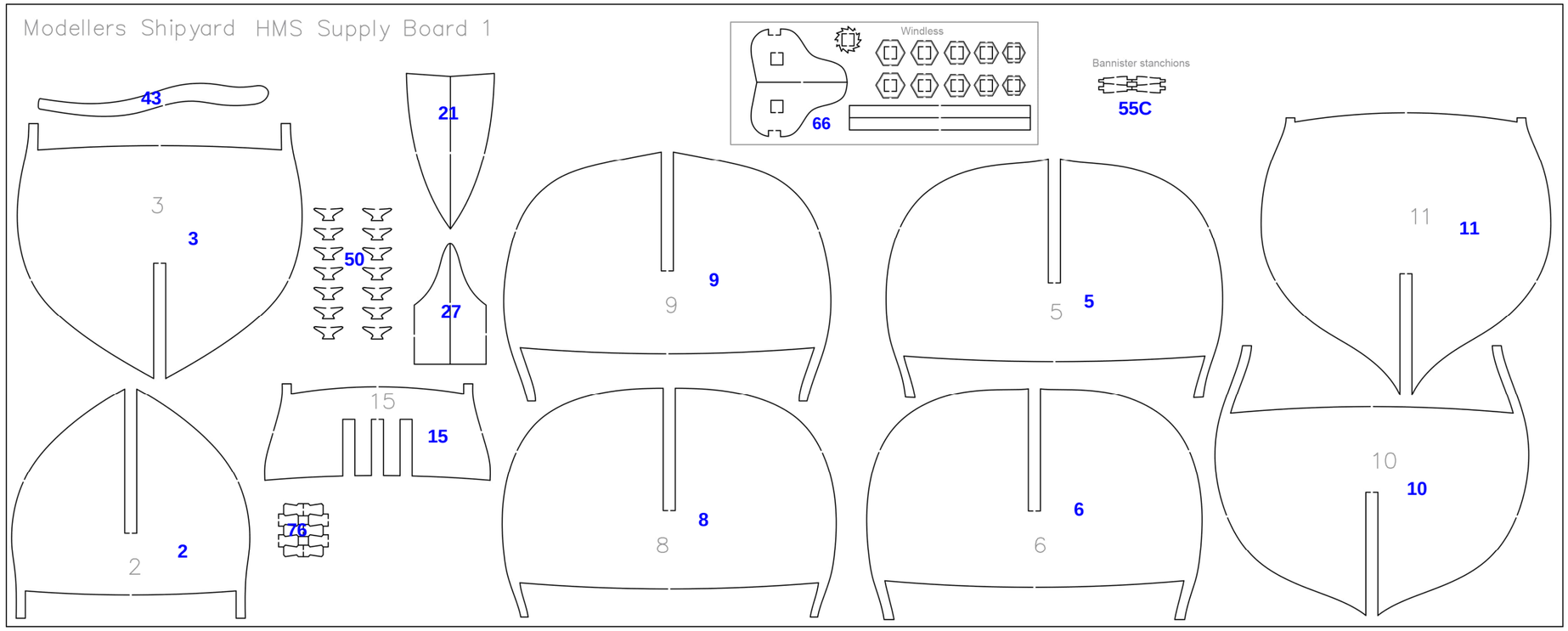
Part No	Description	Quantity	Material
75	Foremast pin rails	2	Board 4
76	Bitt heads	10	Board 1
77	Stanchions	6	Board 5
78	Rope racks	2	Board 5
79	Brace spreaders	2	Board 5
80	Stem Post Decorations	2	Board 4
81	Hawse plates	2	Board 4
82	Transom decoration	1	Board 4
83	Name plate	1	Board 4
84	Chain 3mm x 250mm	1	Parts Card 2
85	Cap rail bridging	1	Board 5
86	Cannon barrel 30mm	4	Parts Card 2
87	Dowel - 2mm x 500mm	3	Timber Stock
88	Dowel - 3mm x 330mm	2	Timber Stock
89	Dowel - 4mm x 330mm	1	Timber Stock
90	Dowel - 4mm x 250mm	1	Timber Stock
91	Dowel - 5mmx 500mm	2	Timber Stock
92	Dowel - 6mm x 400mm	1	Timber Stock
93	Dowel - 8mm x 250mm	1	Timber Stock
94	Cord - 2mm Grey	1	Parts Card 1
95	Cord G - 0.25mm Grey	1	Parts Card 1
96	Cord H - 0.5mm Grey	1	Parts Card 1
97	Cord J - 1mm Black	1	Parts Card 1
98	Cathead arms	2	Board 3
99	Cathead bases	2	Board 3
100	Cathead knees	2	Board 4
101	Channels - Foremast	2	Board 4
102	Channels - Main Mast	2	Board 4
103A-B	Fore Deck Ladder	1	Board 4
104	Hawse pipes	2	Board 6
105	Anchors	2	Parts Card 2
106	Side Gallery Windows	2	Board 4
107	Culverin posts	2	Board 3
108	Culverins	2	Parts Card 2
109	Mast tops - fore & main	2	Board 5
110	Mast top cap - fore & main	2	Board 5
111	Trestle Trees - fore & main	4	Board 4
112	Cross Trees - fore & main	4	Board 4
113	Fore & Main Top – Trestle Trees	4	Board 4
114	Fore & Main Top - Cross Trees	6	Board 4
115A	Mast Cap - Lower Main Mast	1	Board 2
115B	Mast Cap - Lower Foremast	1	Board 2

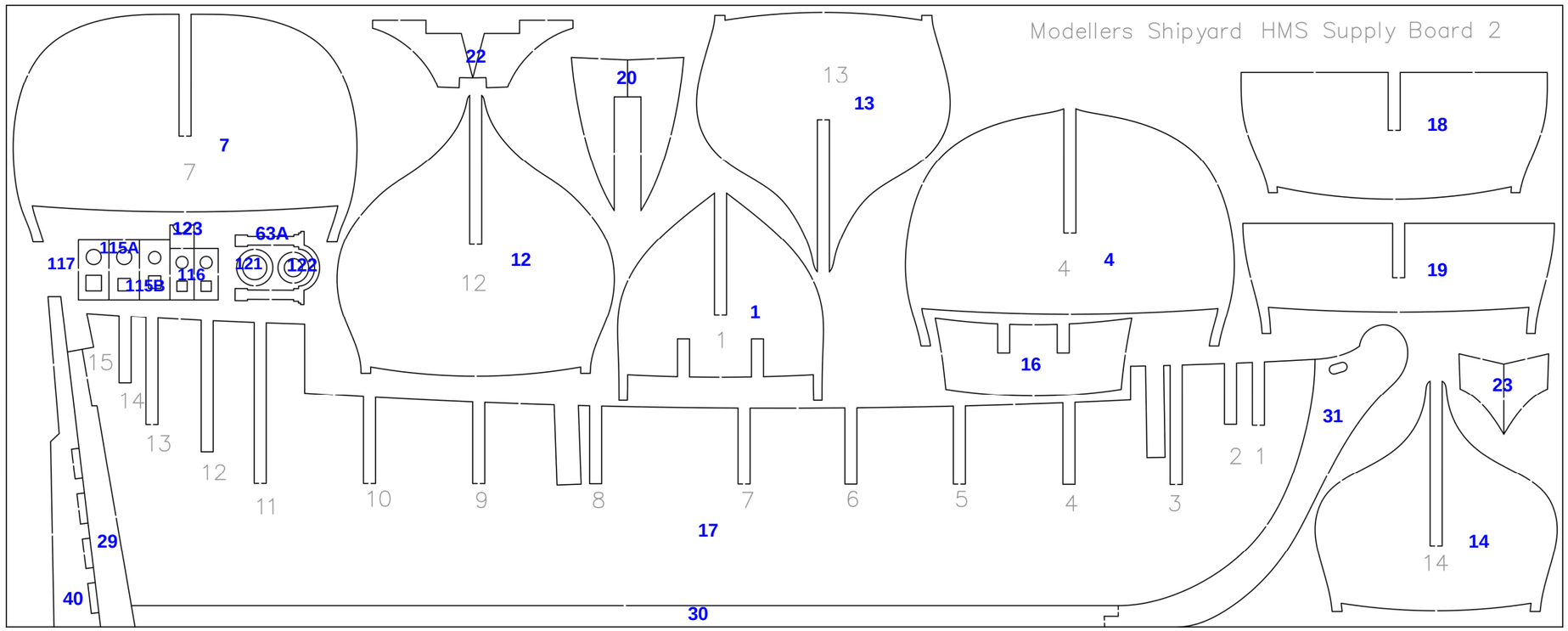
Part No	Description	Quantity	Material
116	Mast Cap - Upper Masts	2	Board 2
117	Mast Cap - Bowsprit	1	Board 2
118	Mast Cheeks	4	Board 4
119	Mast strengthener	2	Board 6
120	Bees	2	Board 4
121	Mast Heel - Main	1	Board 2
122	Mast Heel - Fore	1	Board 2
123	Bowsprit Saddle	1	Board 2
124	Eye pins 3.5dia x 20mm	20	Parts Card 2
125	Yoke - Gaff	1	Board 4
126	Yoke - Boom	1	Board 4
127	Deadeyes N - 3mm	16	Parts Card 2
128	Deadeyes P - 5mm	60	Parts Card 2
129	Deadeye Heart Q - 7mm	14	Parts Card 2
130	Wire - Brass 0.5mm x1000mm	2	Parts Card 2
131	Block A - 3mm 1 Hole	50	Parts Card 2
132	Block B - 5mm 1 Hole	80	Parts Card 2
133	Block C - 5mm 2 Hole	7	Parts Card 2
134	Block D - 7mm 1 Hole	10	Parts Card 2
135	Block E - 7mm 2 Hole	4	Parts Card 2
136	Block F - 7mm 3 Hole	4	Parts Card 3
137	Block G - Violin	2	Parts Card 2
138	Lanyard & sheerpole strip	4	Board 5
139	Parrals	Pkt	Parts Card 2
140	Euphore Block.	2	Board 4
141	Hull steps	4	Board 5
142A-C	Cradle	4	Board 3
143	Flag - Red Ensign	1	Sheet 72
144	Flag - Pennant	1	Sheet 72
145	Bolster	4	Board 4

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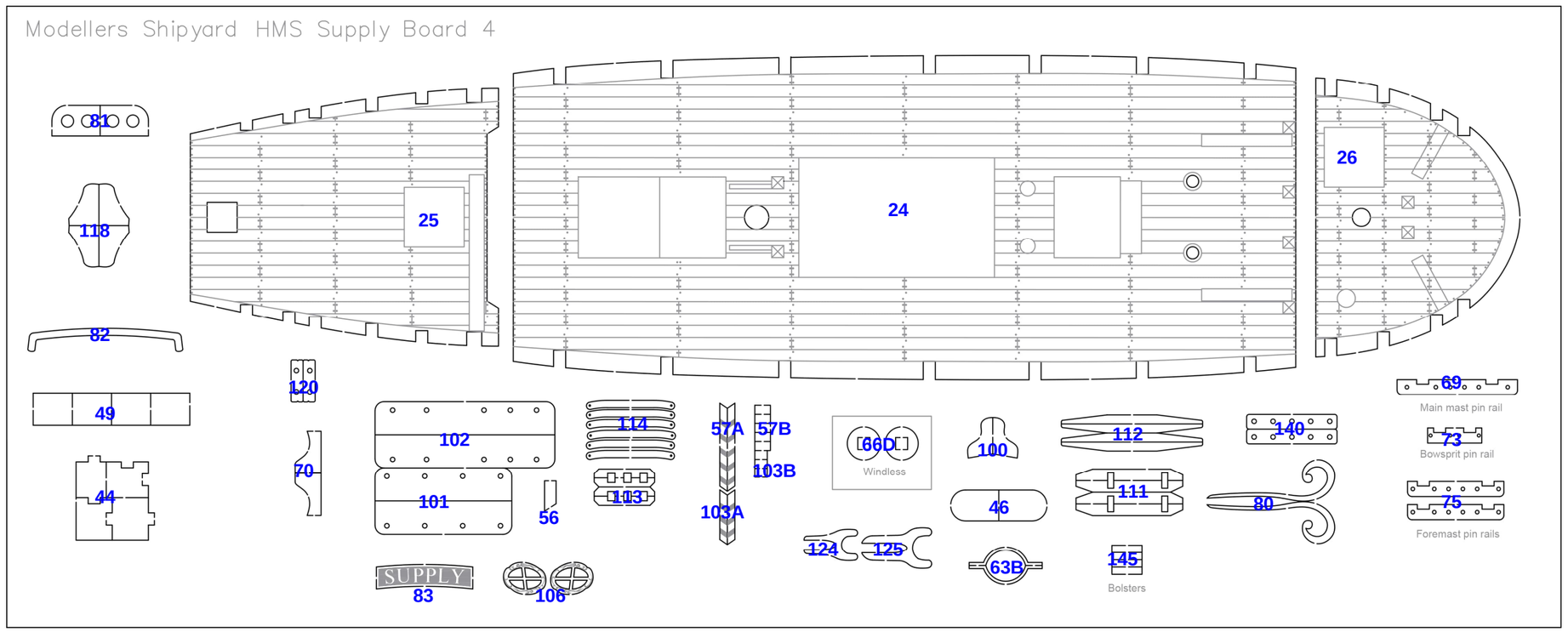
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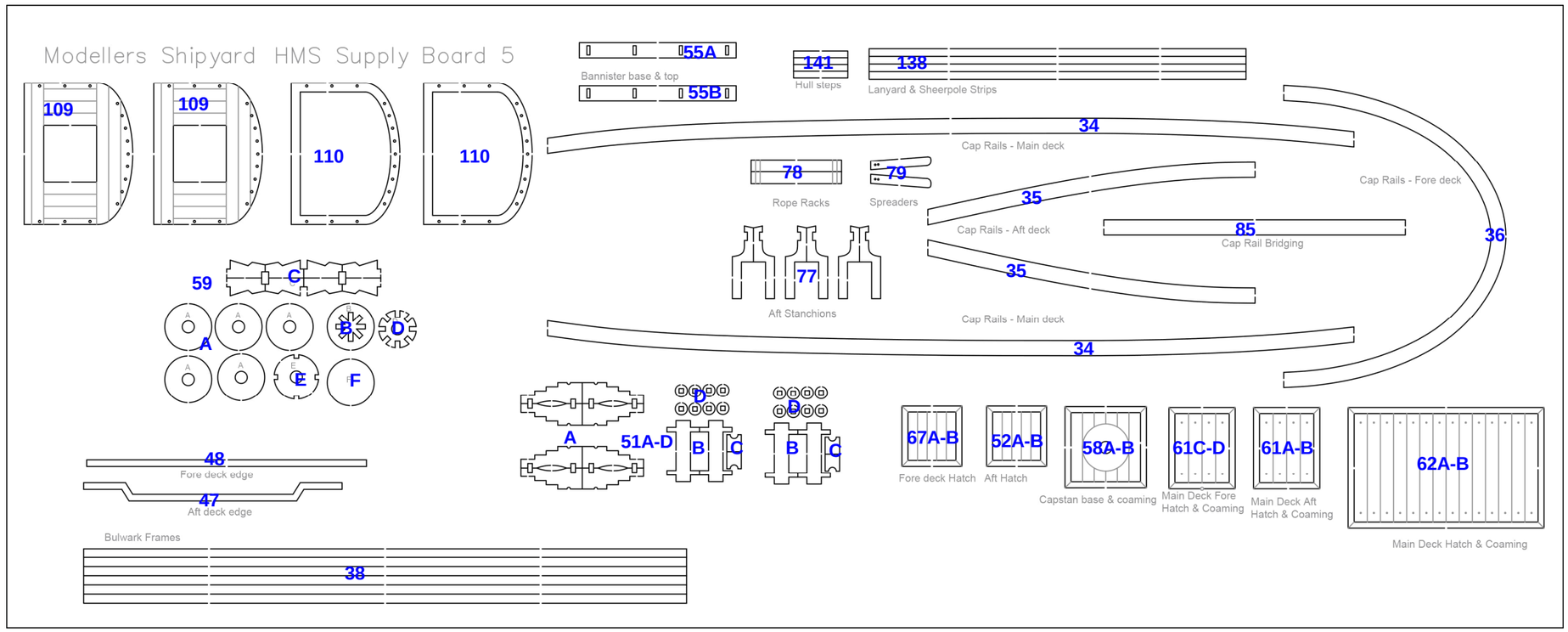
5.0 Plywood Boards



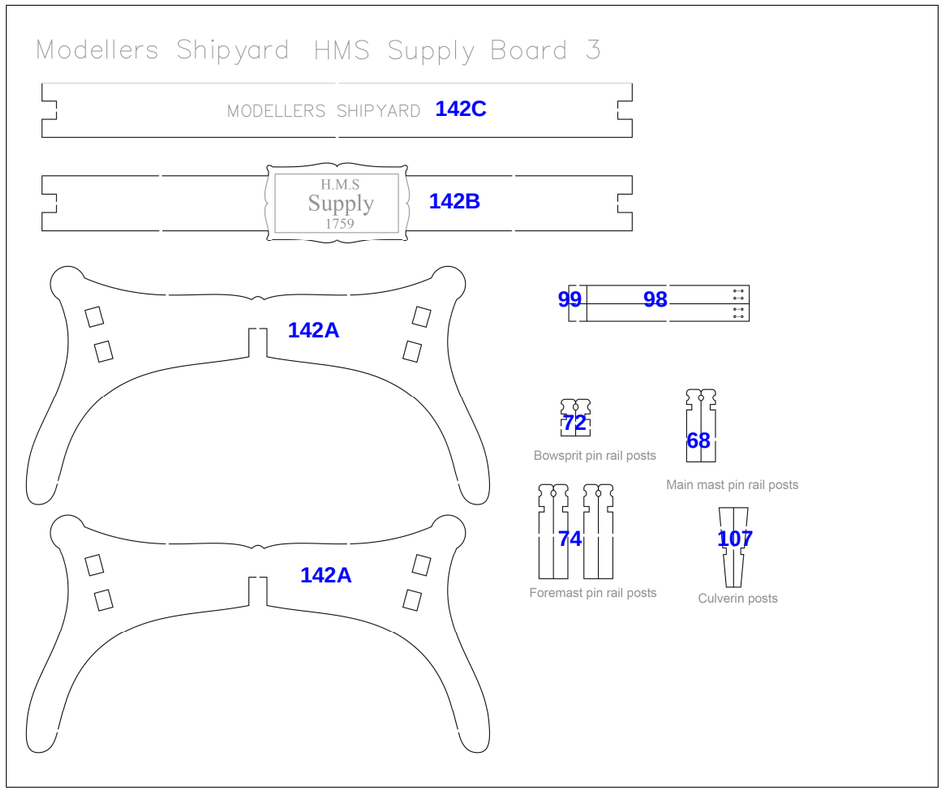


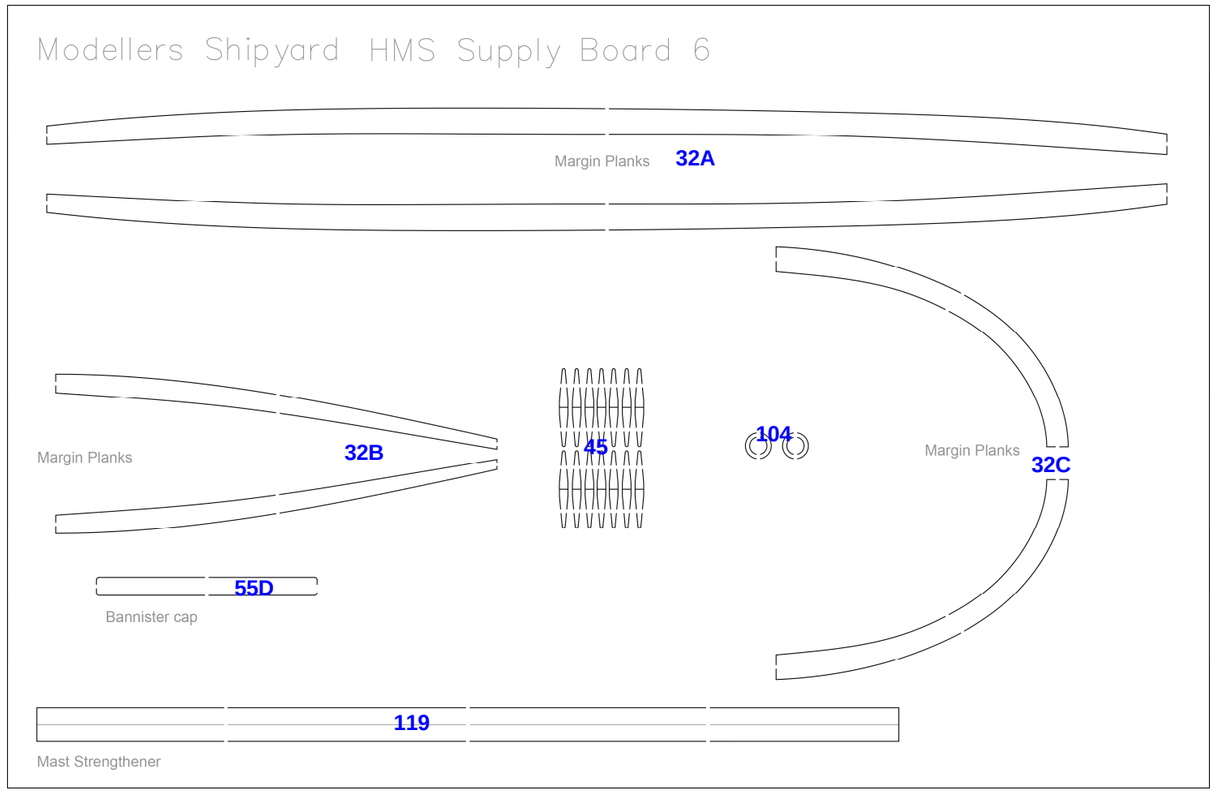
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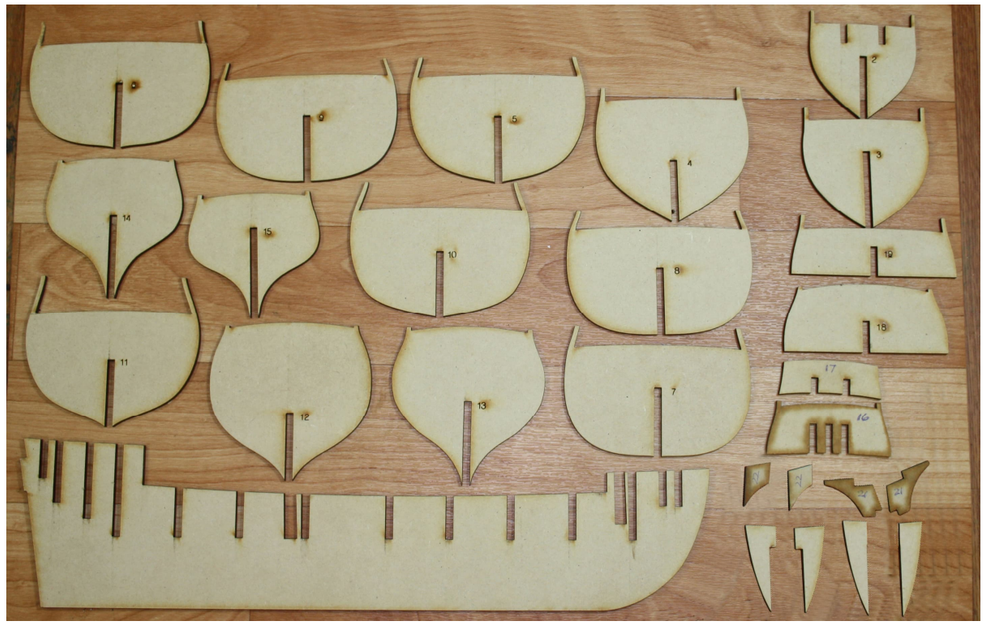


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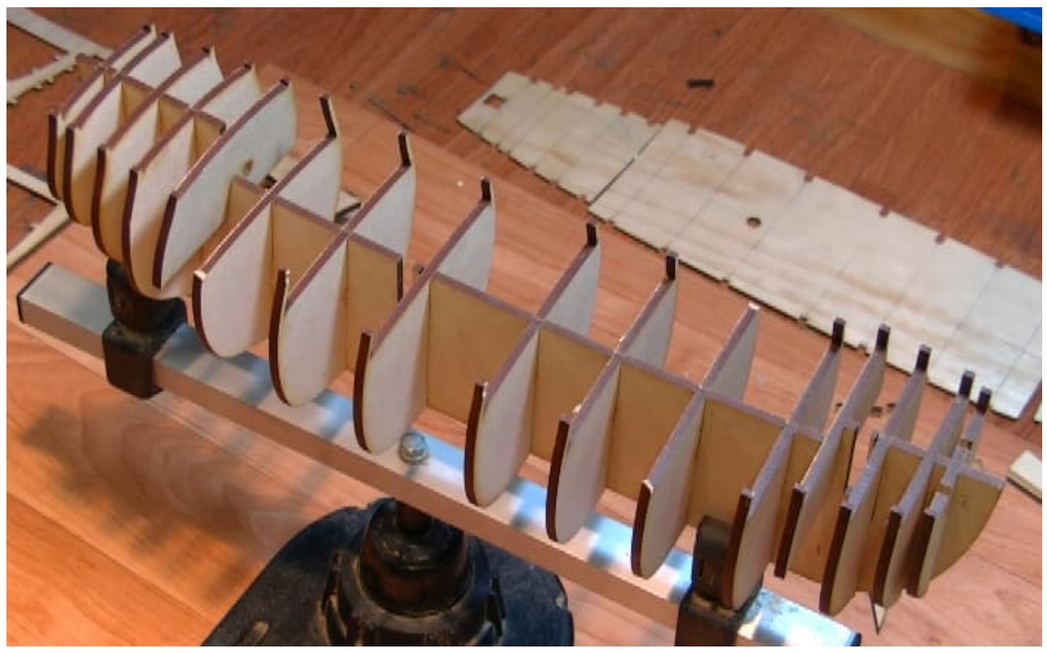
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6.0 Hull Construction
6.1 Assemble the Keel & Bulkheads

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



Step 2 Dry fit the bulkheads into the keel slots. Do not glue anything at this stage. Do not force the bulkheads into the keel slots. You may need to use a flat needle file to fractionally open the slot in the keel and/or bulkhead. The fit should be firm but no loose. There may be a need to adjust the slot depth in the keel and/or bulkhead to ensure the top edge of bulkheads 4 to10 are flush with the top edge of the keel along the main deck. The same applies to bulkhead frames 1,2,3 & 19 at the fore deck and to bulkheads 11,12,13,14,15 & 18 at the aft deck. Do not glue anything at this stage.



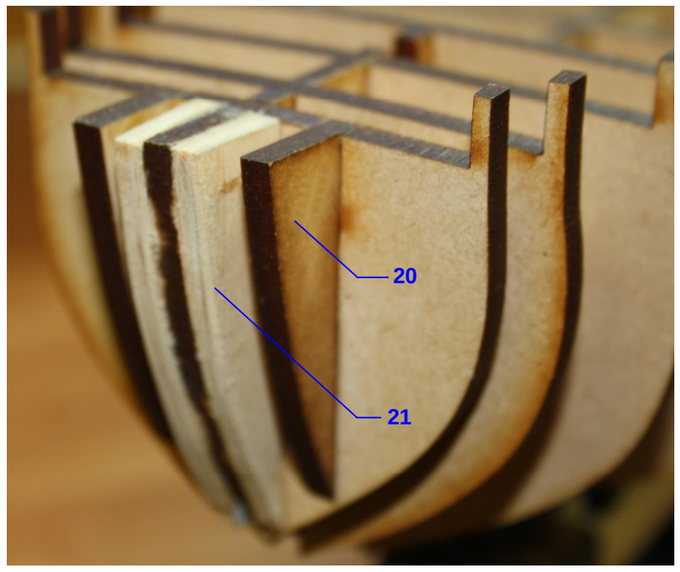
Step 3 Once you are satisfied with the dry fit of the bulkheads and keel, glue bulkheads 1 to 14, 18 & 19 in place with white wood glue. It is important to make sure the bulkheads are square to the keel. Using a square piece of timber place it along the keel against a frame. Adjust the frame to ensure it is square to the keel.

Place a “bull dog” clip on each side of each frame to ensure it remains square while the glue sets. Place the keel and frame construction aside and allow 24 hours for the glue to set.



Step 4 Bow Filler Blocks

Identify the outer bow filler blocks are P20 and the inner bow filler blocks are P21. They provide an area for gluing the planks at the bow. Glue the bow blocks in place as shown each side of the keel.

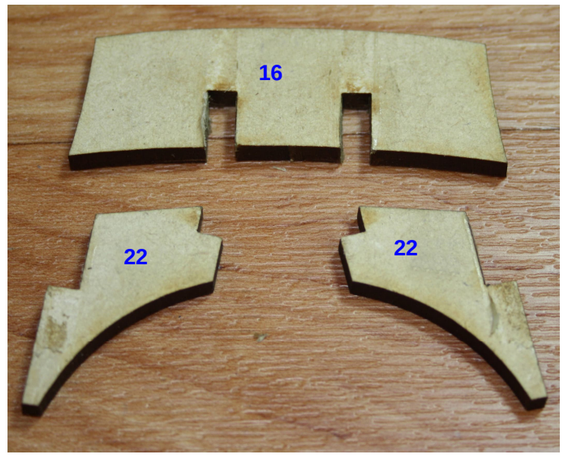


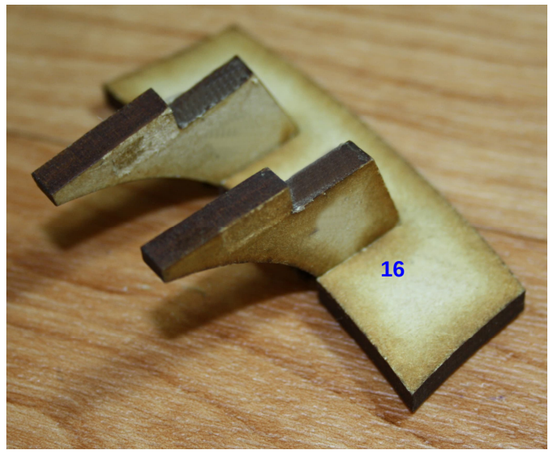
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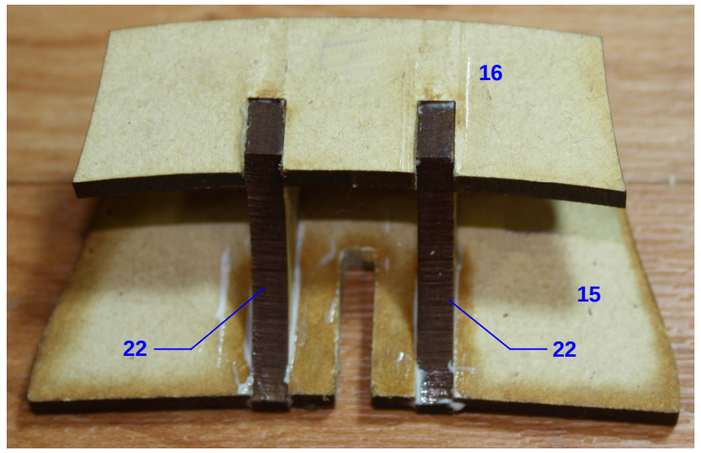
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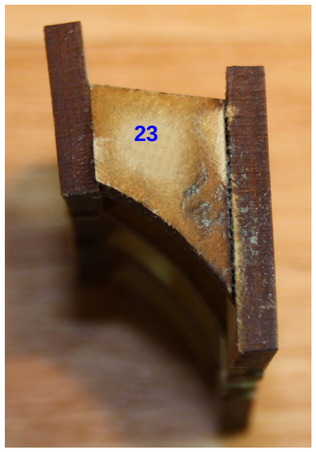
Step 5 Wing Transom

The wing transom is assembled from P15, P16, P22 and P23. Identify the parts and assemble as shown **off** the model. Once the glue has set fit the assembled wing transom to the keel using a two part epoxy glue. Use clamps to hold the wing transom in place while the glue sets. Some shaping of P23 will be required as shown.

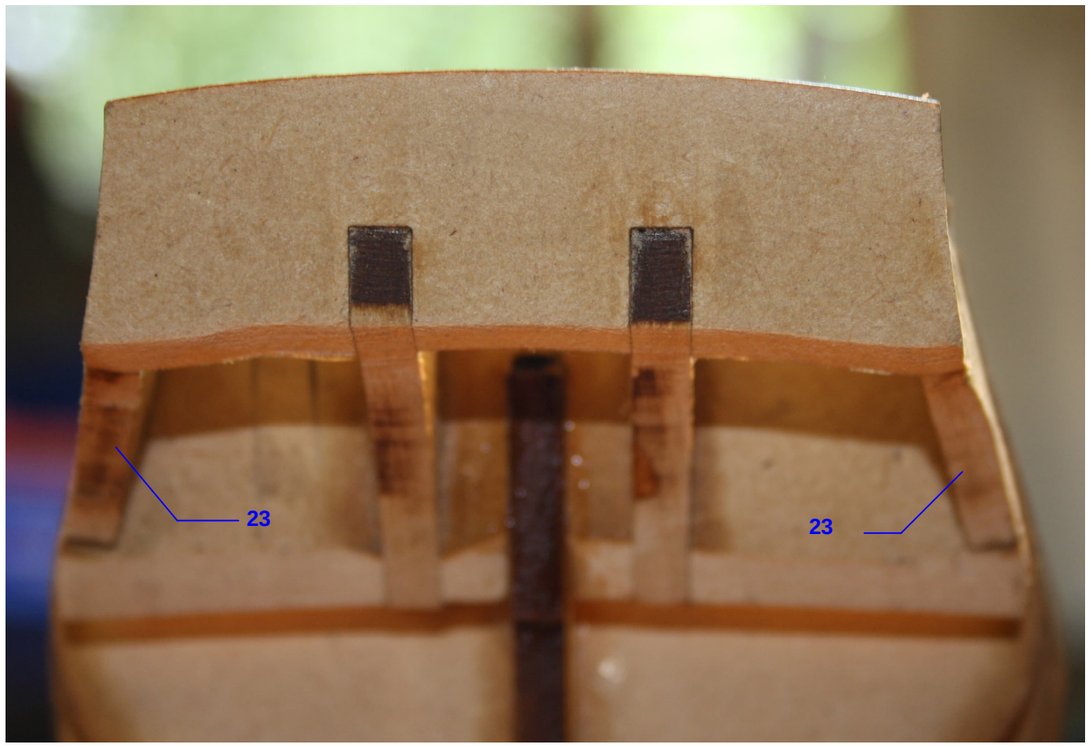












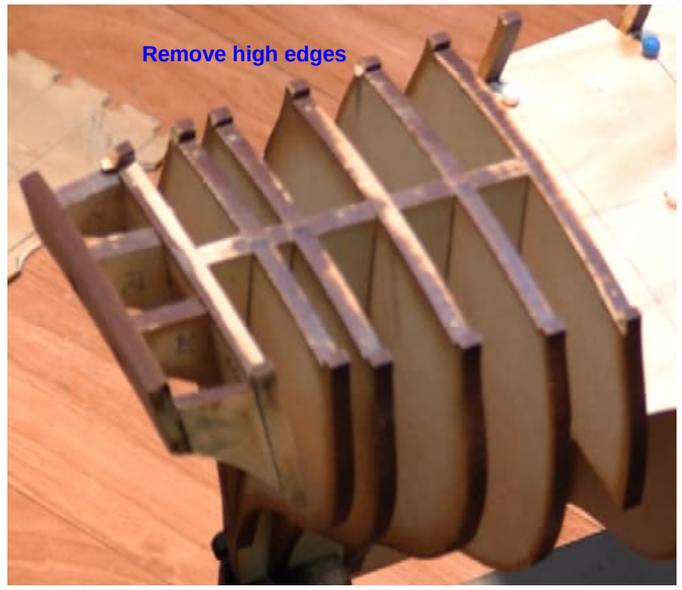
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6.2 Fit the Decks

Identify the main deck P24, aft deck P25 & fore deck P26. Dry fit each deck - fractionally adjust the depth of the deck slots to fit the bulkhead horns. Before fitting the aft deck run a flat file across the top of the bulkheads to remove the top edge of any bulkhead that may be sitting proud of the keel - this will ensure the deck sits flat across the bulkheads. Once satisfied remove the decks and apply white wood glue to the tops of the bulkheads and keel - refit each deck - start with the main deck then fore deck followed by the aft deck - drill 0.6mm hole through the deck edge at bulkhead locations and insert map pins to hold each deck in place while the glue sets - start with the main deck followed by the fore deck and lastly fit the aft deck. Once dry remove all pins. Use a flat file to fair the edge of the decks to the bulkheads.





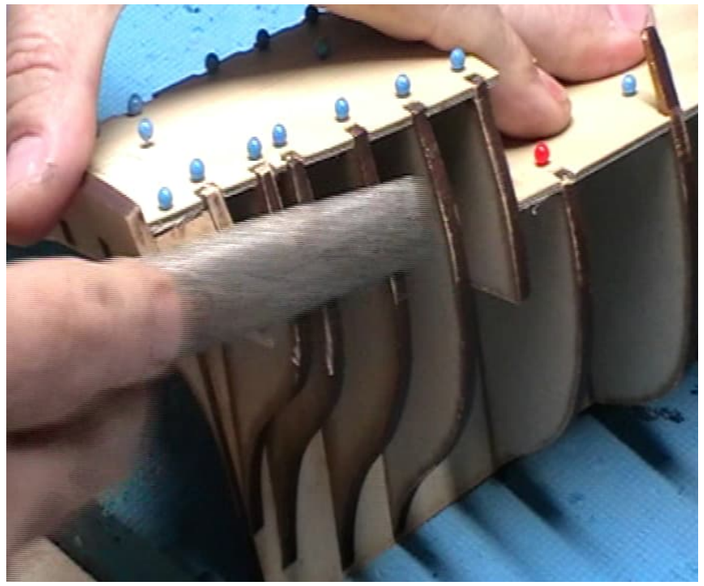
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6.3 Fairing the Bulkheads

“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 of the model and to ensure that when planked the hull is smooth and free of bumps or hollows. Take your time. Completing this process properly will ensure a good finish to the hull.

Lay a plank over a few bulkheads. You will see that the plank does not sit flat across the edge of all 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. Start at the stern area at deck level and moving towards the toe of the keel. Once two bulkheads are complete move to the next one. Always make sure you are filing across two bulkheads. Regularly check by laying a brass batten across the bulkheads. Move to the mid-ship bulkheads applying the same approach. Then move to the bow applying the same approach as above - at the bow fair only the bow blocks - leave the keel untouched. Check across all bulkheads along the complete length of each. Continue the fairing process until you can see the batten will sit flat across each bulkhead.











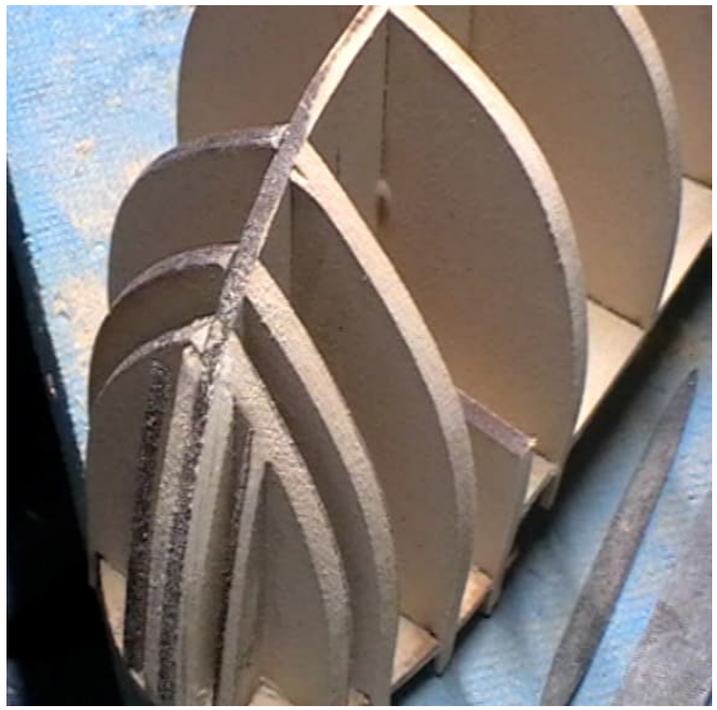


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Continue the fairing process. Continually check with the batten by laying it over the bulkheads to make sure it is sitting flat across the frames. At the bow only fair the filler blocks either side of the stem keel - do not touch the keel in the stem post area.











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6.4 Deadwood Area

The area between the bottom edge of the keel and the bottom of the bulkheads at the stern is known as the **deadwood area**. The deadwood area will be planked with the first layer of planking.

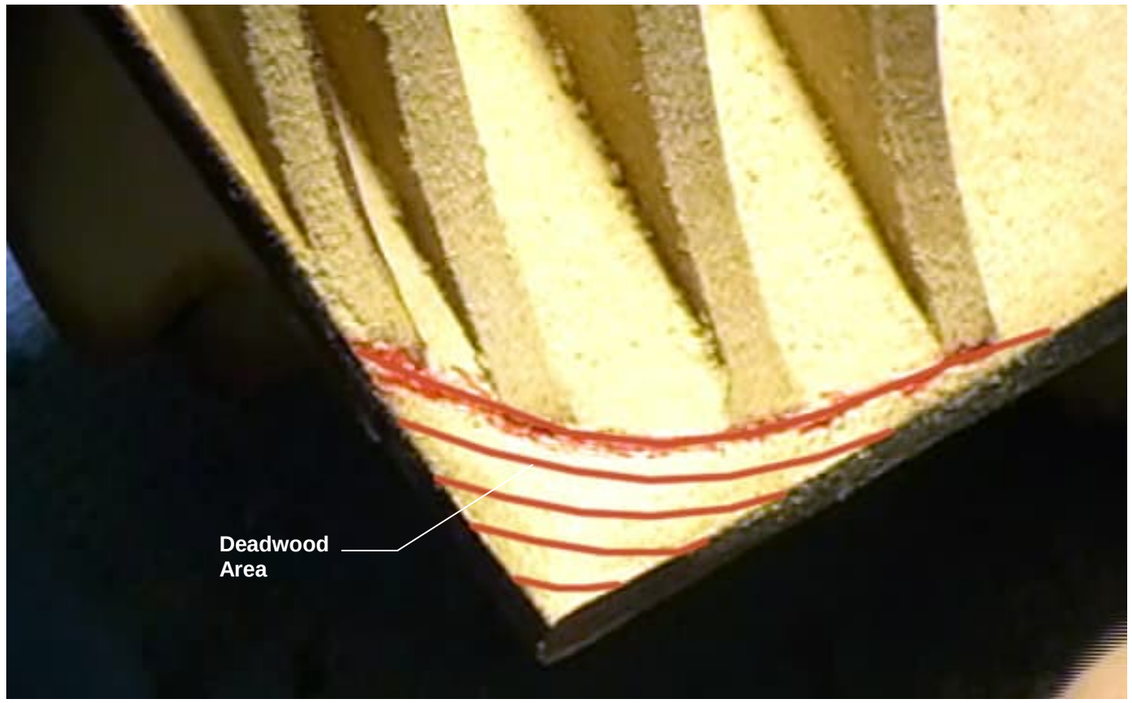
The stern post and rudder are 4mm thick. So when the stern post and rudder are eventually fitted you need to ensure there is a consistent thickness between stern post, rudder and the stern area of the keel.

The keel, stern post & rudder are all 4mm plywood. However the 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 the stern post, rudder and the hull in the deadwood area there is the need to ensure that when the first layer of planking is fixed in place the total thickness does not exceed the thickness of the stern post/rudder post.

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



7.0 Hull Planking Introduction

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. This will minimise the chance of the keel being distorted or bent.

7.1 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 that the measurements around the bulkheads in the middle or “mid-ship” of the model are greater than the measurement around the bulkheads at the bow (front) of the 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 *Supply* are 6 & 7. From your measurements it will be clear that if you are to fit each plank along the full length of the hull you will need to taper the planks that fit across the bulkheads at the bow of the hull.

7.2 Mid-Ship Bulkheads

It is assumed that the planks laid across the mid-ship bulkhead are at their maximum width. If our planks are 5mm wide we need to determine how many of these planks will fit into the area between the top of these bulkheads and the keel. For example let’s say the measurement from the top of the mid-ship bulkheads 6 & 7 to the keel is 120mm. To determine how many planks will fit into this area across the mid-ship frames divide 120mm by 5mm that is 120/5 = 24. This means that 24 planks will be needed to fit into the area. These planks laid across the mid-ship frames will **not** be tapered or reduced in width across these bulkheads.

7.3 Fore Bulkheads

Now let’s say the measurement from the top of the bulkhead 1 to the keel is 80mm. As 24 planks will also have to fit into this area then the plank width at bulkhead 1 will need to be reduced. To determine the width of the plank at bulkhead 1 you divide 80mm by 24 planks that is 80/24 = 3.33mm. So the plank wide at bulkhead 1 needs to be 3.33mm to ensure that 24 planks will fit into this area. The same approach can be applied to determine the plank width at bulkhead 2 etc.

7.4 Stern Bulkheads

You will recall that 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.** When making your measurements of these stern bulkhead frames include the “deadwood” in the measurement. Across these bulkheads you will find the measurement from the top of the bulkhead to the bottom of the keel will be **greater** than it is at the “mid-ships” bulkhead frames. Where this occurs short triangular planks known as “stealers” or “wedges” are inserted to cover the extra distance. The use of stealers or wedges will be dealt with later.



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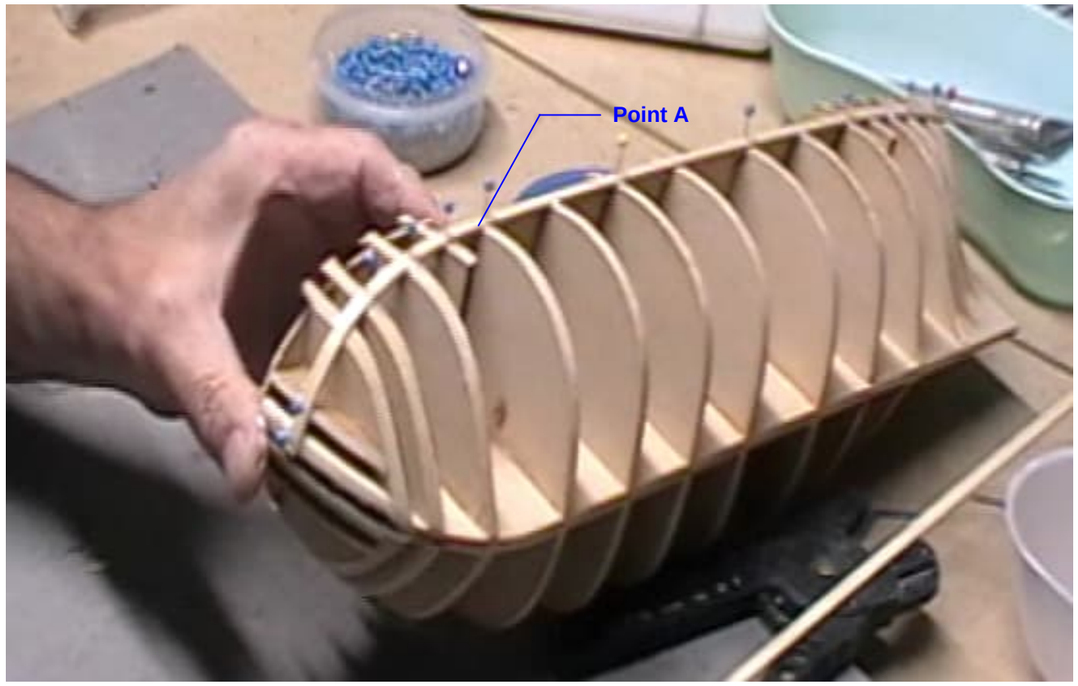
8.0 Hull Planking—First Layer

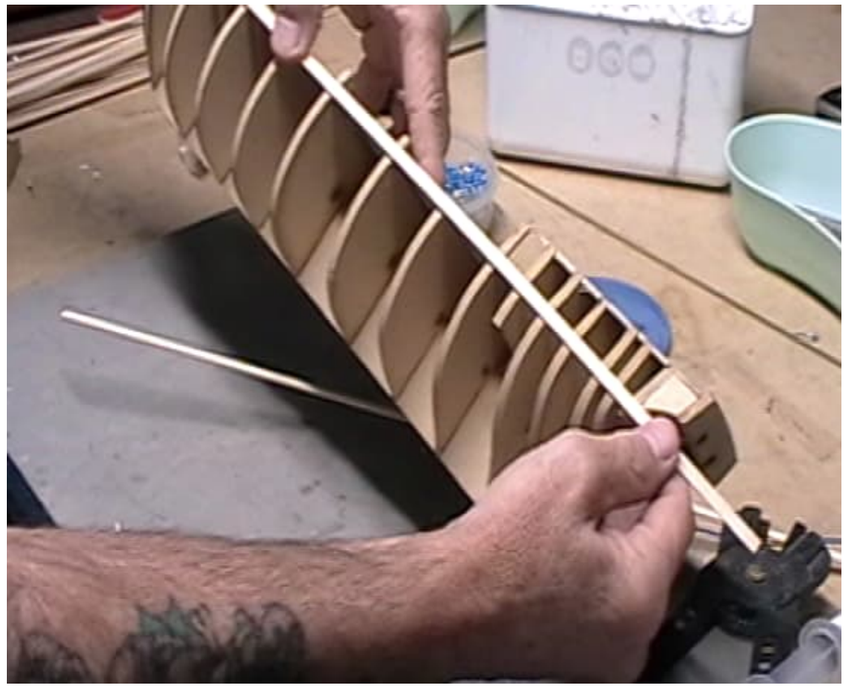
Identify the 2x5x500mm basswood P28 as the timber for the first layer of planking.

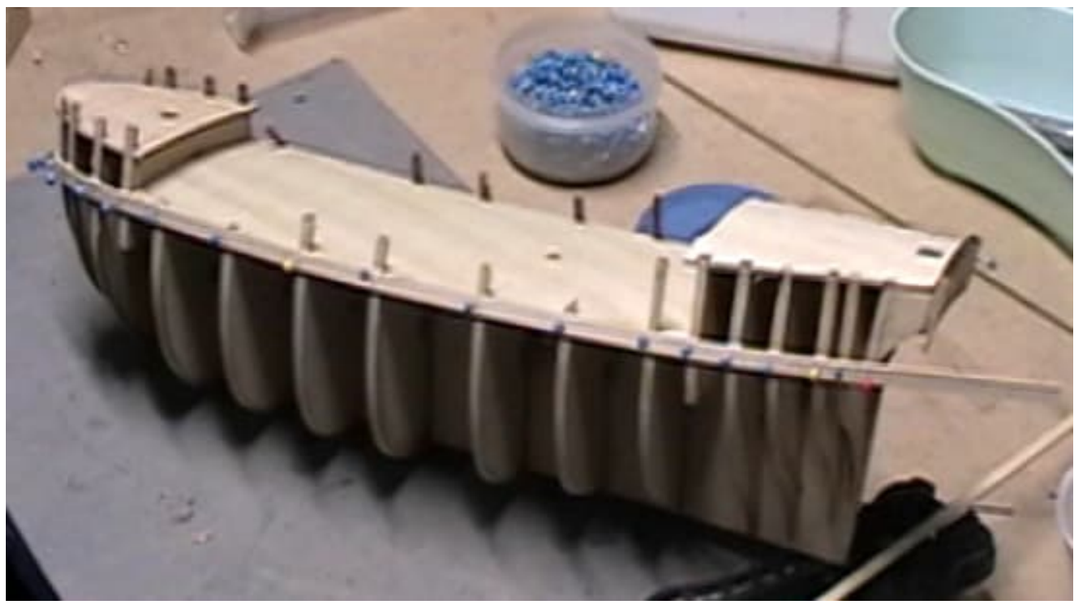
8.1 Fitting the First Plank

The first plank is placed along **the line and level with the top edge of the main deck**. There is no need to taper this first plank. Using one of the identified planks spring it gently around the curve of the bow. Note where it starts to bend—mark this point as A with a pencil on the plank. Use a hand held plank bender to create a curve in the plank starting at Point A.

Trial fit the plank around the bow. Continue to adjust the curve until satisfied with the fit. Apply white wood glue to the bulkheads then fit this first plank along the line and level with the top of the main deck starting at the bow and work towards the stern - allow the plank to follow its natural run towards the stern. Use planking screws or map pins to hold the plank in place while the glue sets. Repeat this process for the other side of the hull. Make sure the two planks fitted are a mirror image of each other. Cut off any excess plank length at the stern.







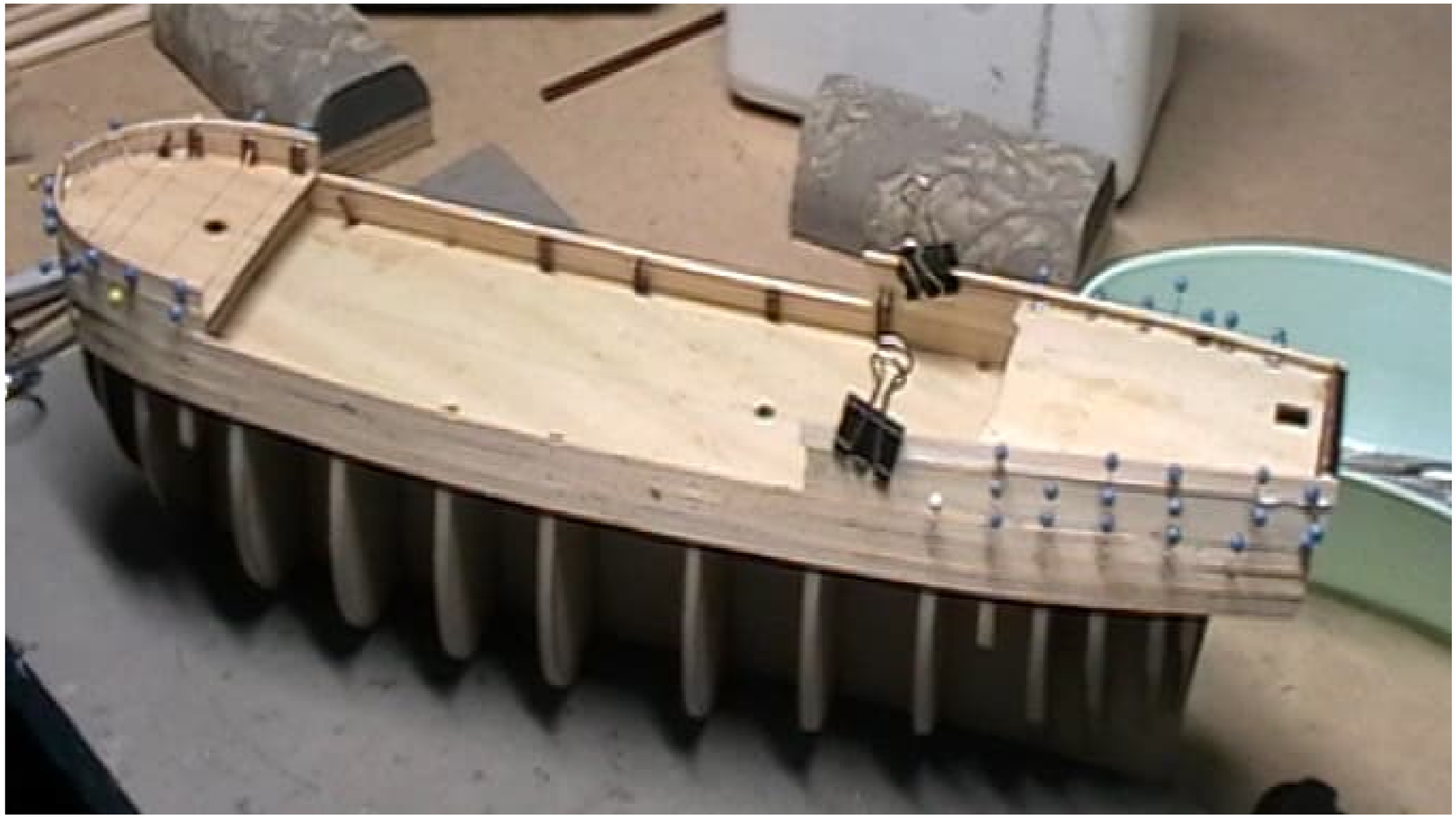


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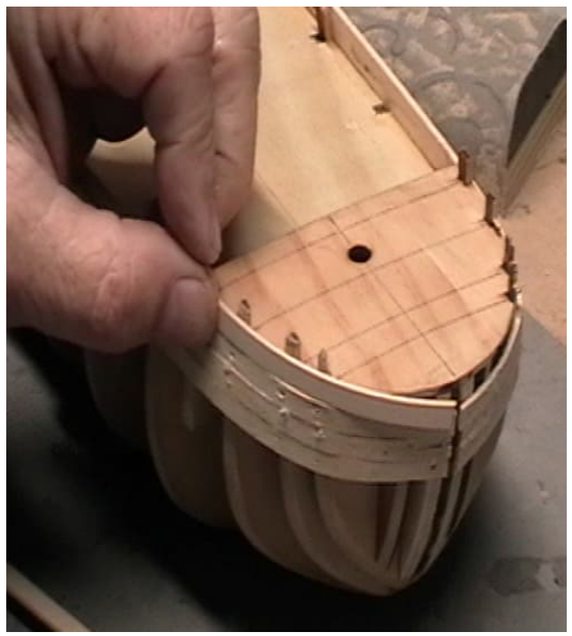
8.2 Next Planks

The next two planks will be fitted **above** the first plank. Before progressing, place some masking or sticky tape over the frame horns that project above the main deck and fore deck as we do not what the planks to be glued to these frame horns. Fit a plank to both sides of the hull above the first plank. Follow the same approach as for fitting the first plank by identifying Point A and using a hand held plank bender to shape the plank and then fix into place. Do not taper this plank. Apply glue along the top edge of the first plank and pin the plank in place. Repeat for the other side of the hull. Fit and fix another plank above this second plank following the same approach as described.

At the stern area cut and fit 3 lengths of planking to run from the stern to the bulkhead horn of bulkhead 9 above the previously placed planks. These planks are not tapered. Repeat for the other side of the hull. Glue and pin in place. At the fore deck cut and shape planks to fit around the bow and to cover the bulkhead horns. Glue and pin the planks in place. Do not be concerned that the planks may be above the bulkhead horns - this will be adjusted later.







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8.3 Completing the first layer of planking

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

The mid-ship bulkheads are 6 & 7. The distance from the bottom of the first plank fitted - Plank 1 - and the keel at the mid-ship bulkheads is 98mm. The plank width is 5mm. Therefore there will need to be 98/5 = 19.6 planks - we will round this to 20 planks to be fitted to cover the hull on each side.

Using the measurements you have made and recorded in the table, divide the measurements for frames 1 to 14 by the number of planks to determine the plank width at each bulkhead - record in table below.

Bulkhead	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Measurement mm						98	98							
Plank Width mm						5	5							



From your measurements you will find that the plank width at bulkhead 1 will be tapered to approximately 2.7mm . The tapering of these planks will need to start between bulkheads 4 & 5 - mark this point on your plank. Also from your measurements you will find the plank width at bulkhead 14 will be tapered to approximately 3.8mm. The tapering of these planks will need to start between bulkheads 9 & 10 - mark this point on your plank. Clearly mark each of these points on your planks - always prepare and fit two planks together.

Taper the two planks together. To taper the planks place them in a vice with the amount to be taken off sitting proud of the vice jaws and position the marked starting point for tapering sitting flush with the jaws.

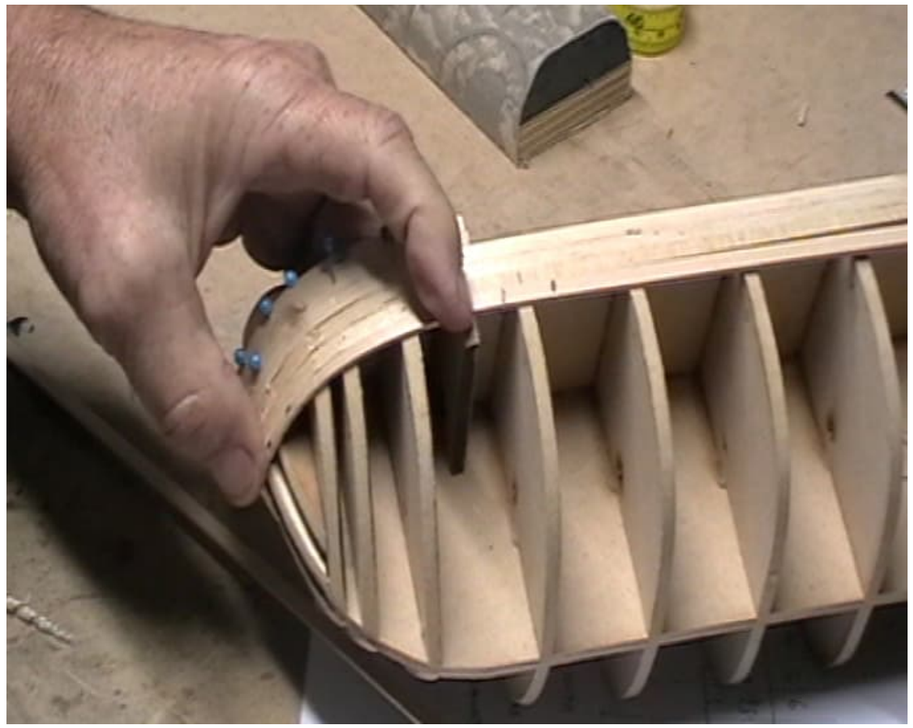
Use a mini plane and/or file to remove the unwanted timber. Use this approach for all the planks to be prepared.

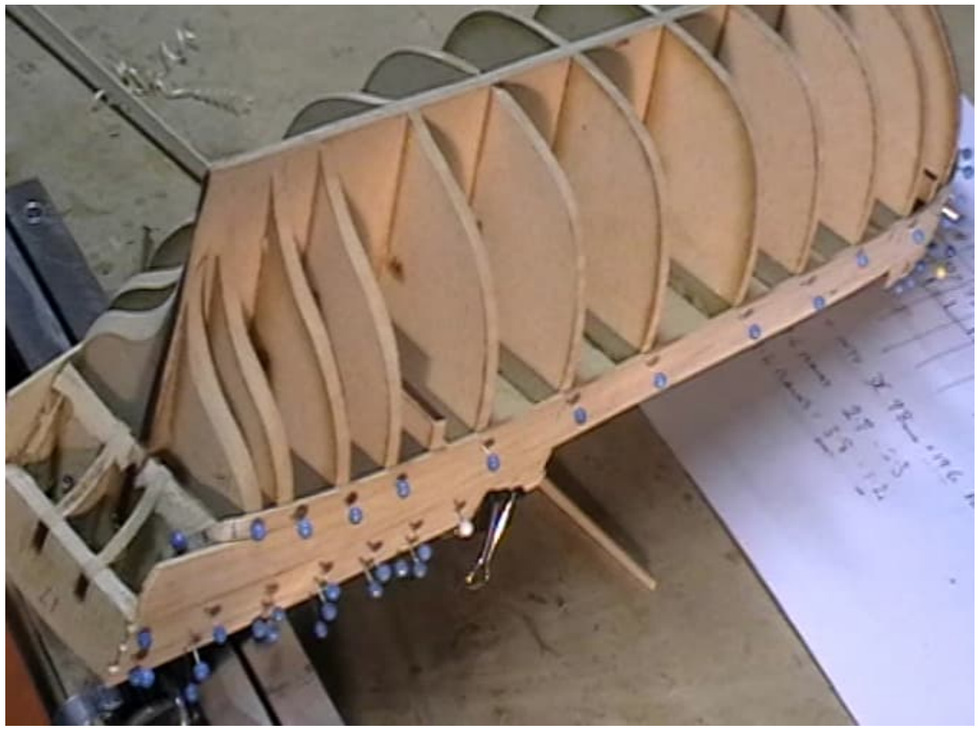


Make a number of planks in pairs remembering to identify the planks as previously presented. Fit each plank under the previously placed plank. Place glue on the lower edge of the previously placed plank and on the bulkheads. Pin the plank in position, remove any excess glue with a damp cloth and use bulldog clips to hold the planks together. Repeat for the other side of the hull.

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Continue with the hull planking below the previously placed planks following the steps described above. Take particular note and care with bending the planks onto the transom as shown. Use bull dog clips to hold the planks together while the glue sets. When fixing the planks to the hull apply glue to the bulkheads as well as along the length of the previously placed plank. This will add strength to the whole finished hull.









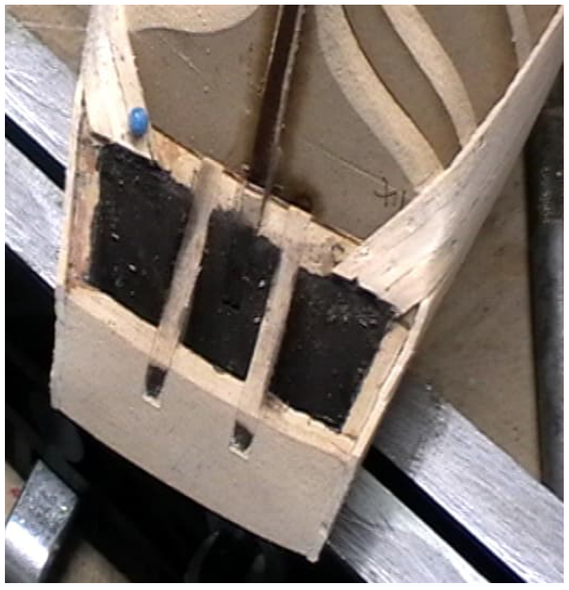
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Counter Area: After you have fixed a total of 6 planks down from the deck level on each side of the hull it is time to tidy up the counters in transom area. Use a sharp blade to remove the over hang of the first few planks fitted. As planks will be fitted later laterally across the counters to cover this area make sure to leave the side planks approximately 2mm proud of the external counter so any end grain will be concealed as shown. Next trim off the excess plank where they come over the base of wing transom as shown.







Stern Blocks After fitting two more planks on each side of the hull we need to fit, shape and fix the stern blocks P27. Shape the stern blocks with a file so each fits against bulkhead 14. Make sure to shape and taper each block to ensure that where it fits against the stern of the keel there is a recess of approximately 2mm so the planks fit flush with the keel. Once satisfied with the fit glue the blocks in place and allow 24 hours to dry. Lastly, fair the stern blocks with bulkhead 14.









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8.4 Planking Directional Change

The next point is most important. After fitting about 8 planks down from the deck level you will arrive at a point where the plank does not want to lay flat across the bulkheads. Forcing the plank into position will cause it to twist and a gap will appear between the plank and the bow block.

8.4.1 Directional Change

At this point you will have to **change the direction of the plank** to ensure the plank lays flat on the bulkheads Follow the steps below to achieve this change in plank direction to make a new straight edge.

1. Lay a brass strap or similar flexible straight edge along the length of the hull against the previously placed plank. At the bow you will see the strap wants to take a different direction - allow the strap to follow its natural course and lay over the previously placed plank. Use bull dog clips to hold the strap in position. Then lay the strap down over the previously placed planks and use a pencil to mark the line of strap overlap at the bow.
1. Use a sharp blade knife to fractionally remove the marked area of the **previously** placed plank as shown.
2. Repeat this process for the other side of the hull making sure both sides are a mirror image of each other

This process is called **Directional Change.** You will need to do this again as your progress with the hull planking.





Continue planking by fitting and gluing in position the next plank along its new direction on both sides of the hull. Be aware you will need to make further directional changes as you progress down the hull.

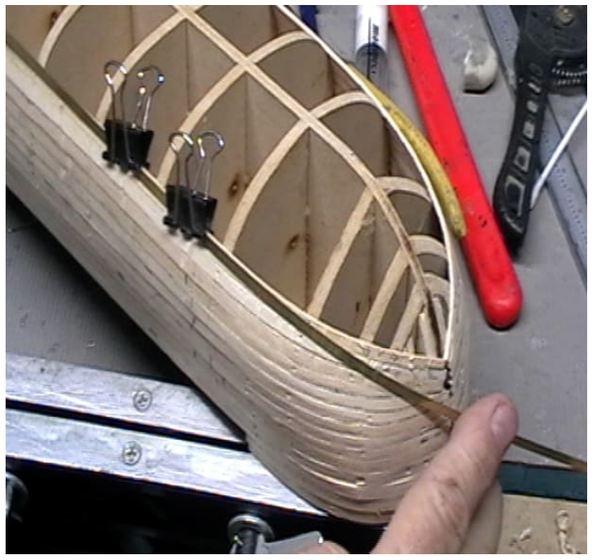
At the stern make sure the planks are glued to the stern block and are in and up against the stern part of the keel. Some sanding later may be needed to achieve a final flush finish.





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After fitting about 12 planks you may find there is a need to make a further directional change again. Follow the same process as previously described to achieve the new straight edge.







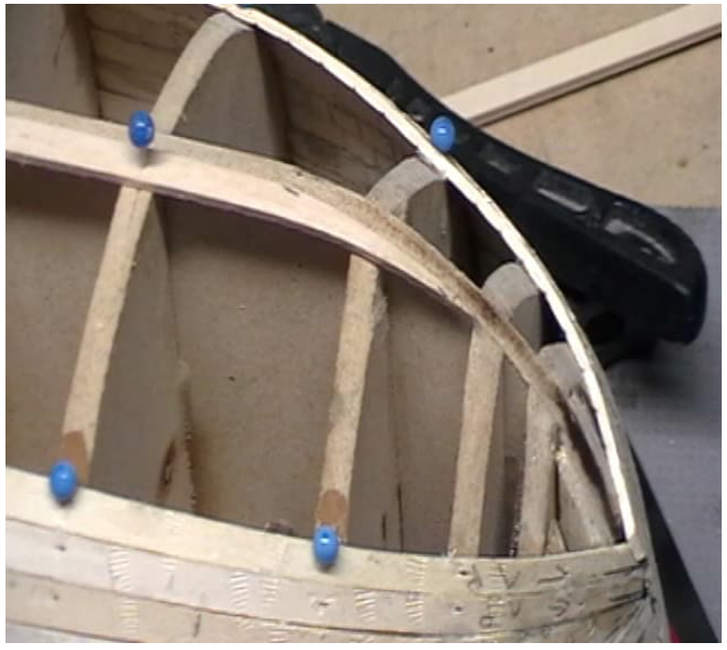
Continue planking by fitting and gluing in position the next plank along its new direction on both sides of the hull. Be aware you will need to make further directional changes as you progress down the hull.

8.5 Garboard Plank

The next step is fit & fix the garboard plank. This plank is fitted adjacent to the keel. Do not taper this plank. Place a plank along the keel and notice at the bow you will have to trim and shape the edge of the plank where it fits against the keel as shown. Glue the garboard plank in position of each side of the hull.









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8.6 Hull Planking Continued

Fit another plank adjacent to the garboard plank. Do not taper this plank. Allow the plank to follow its natural curve across the stern area - notice a gap will appear as shown. A stealer or wedge will be fitted later to fill this gap. At the bow trim and shape the edge of the plank where it fits against the garboard plank. Glue and pin this plank in place. Repeat for the other side of the hull.





After fitting this second plank take measurements again at each bulkhead of the gap remaining and record in the table below.

Note the plank width at the mid-ship bulkheads will be 5mm. Determine the number of planks required to be fitted in the remaining gap - don't worry if there is a fractional plank width - this will be catered for later.

Once the number of planks is determined divide the measured gap distance at each bulkhead by the number of planks required to fit into the gap remaining. This will give you the plank width at each bulkhead. Record in table. Taper the planks as required and use a plank bender to shape the planks if needed.

When fitting & fixing these planks allow them to follow their natural course across the bulkheads. Do not force them. A gap will be formed in the "deadwood" area at the stern. This is where a "stealer" or "wedge" will be fitted later to fill the gap. Continue with your planking, tapering each plank as determined until the gap remaining is approximately one plank width wide.

Bulkhead	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Measurement mm														
Plank Width mm						5	5							

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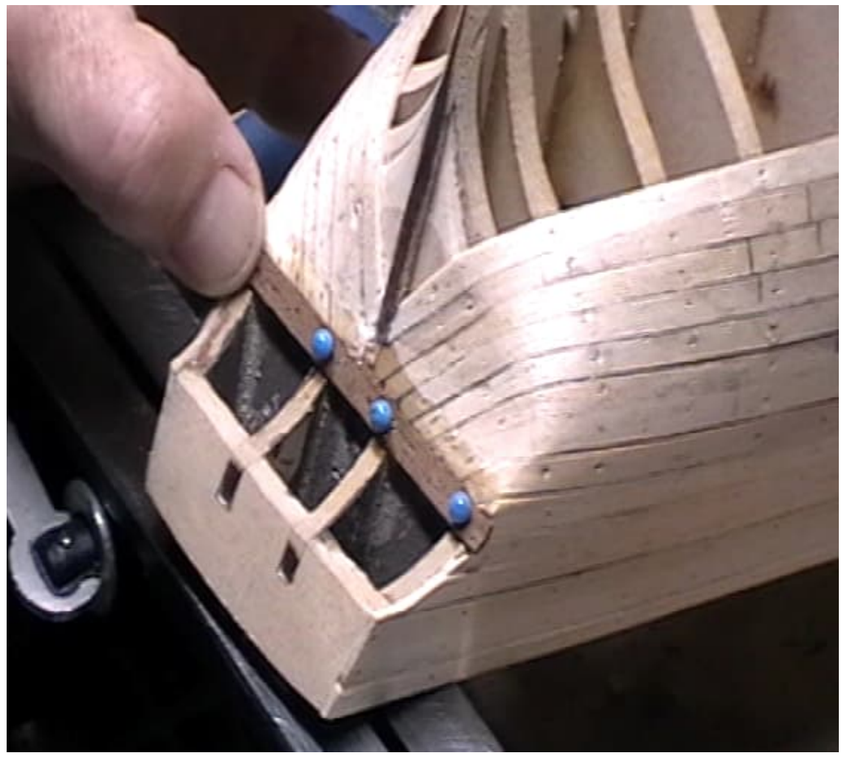
Use a razor saw to cut away any excess planking from the keel. Use a pointed blade knife to remove the excess. This will allow for the stem post and keel to be fitted later. Check the gap width and use to file to fractionally fit the stem post and keel in position.






8.7 Counter Planks

Cut and shape a length of planking P28 to fit across the counters. Fit & fix one length in place. Identify the stern post P29. Place it in position and mark with a pencil on the first counter plank where the stern post will need to be fitted later. The marked area will be removed later. Fit and fix the second counter plank.





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8.8 Hull Planking Continued

Continue with your planking, tapering each plank as previously determined. Re-check your measurements as you progress and make any adjustments as required. Trim-off any excess overhang of planking and file flush with the keel stern. To close the hull up we will spile a plank into the last remaining gap. To achieve this take one of the tapered and shaped planks and lay it over the small gap remaining. Temporarily pin this plank in place. Then use a pencil to mark the overlap of this plank onto the previously fitted plank. Remove the temporary plank and use a pointed knife blade to **slowly & carefully** cut through the plank along the pencil line. Remove the unwanted plank material. Trial fit the new plank into the gap - some fractional fitting of this plank may be required. Once satisfied with the fit glue and pin the plank in place. Repeat for the other side of the hull.





Shape and fit the “stealers” into the remaining gaps in the deadwood area.



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8.9 Finishing the Hull

The next step is to sand the hull with fine grade sandpaper. Then identify the stern post P29, keel P30 and stem post P31. Trial fit in place - fractionally adjust as required and glue in placeand fix in place. For the stern post cut the slot for the stern post in the previously marked counter planks. Some adjustment of the stern post and the rear part of the keel may be needed to ensure the post fits flush to the keel. Once satisfied fix in place. Next use planks P28 to close up the rest of the counter as shown.











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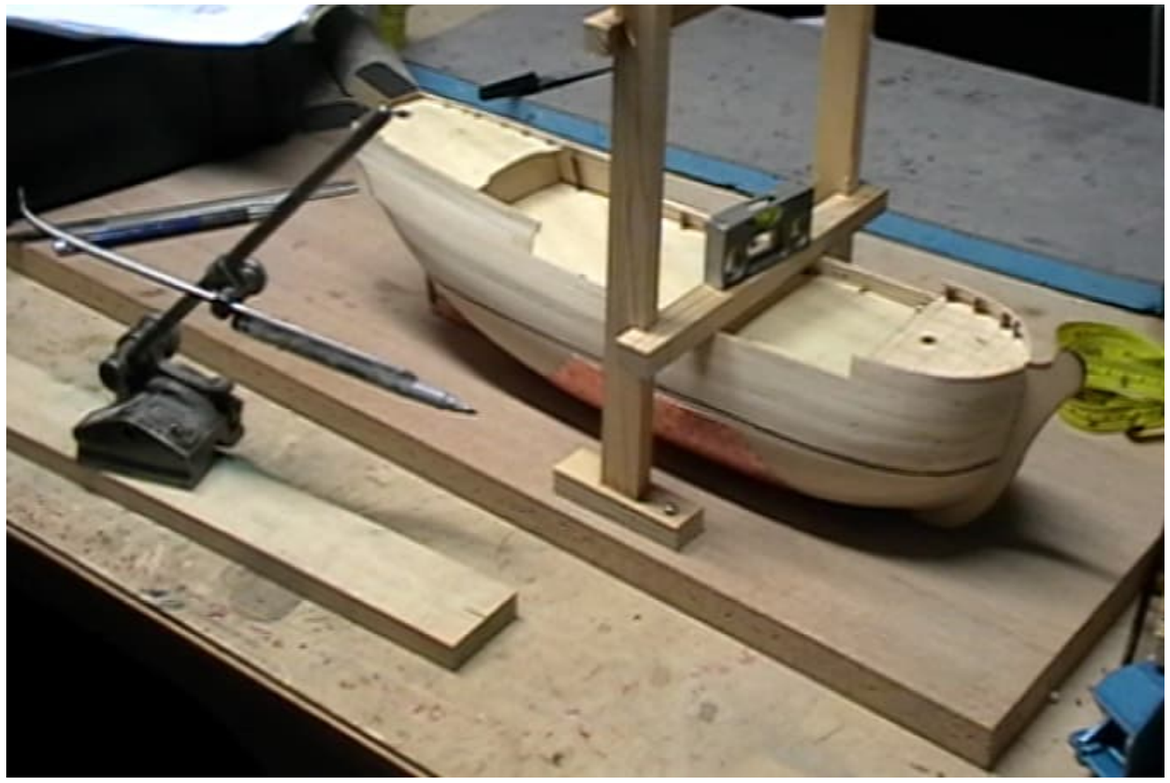
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9.0 Copper Line

The copper line is a line drawn around the hull. The copper paint will be applied below this line over the hull. To draw the copper line around the hull first build a frame on a base board to hold the hull secure. Use a spirit level to ensure the hull is level. At mid-ships measure 43mm down from the top plank. Using a waterline marker or similar tool with a pencil or pen to mark a line around the hull at this level. Take your time. This will be the copper line.

9.1 Copper Paint

Use a paint brush to evenly apply the copper paint - allow the paint to fully dry - apply a second coat. Set hull aside to allow to dry for at least 24hrs in a well ventilated dry area - apply additional coats if required. If you wish to give a weathered effect to the hull use a soft cloth to sparingly apply the patina. Use long sweeping strokes. Allow the patina to dry and time for the patina effect to appear - apply additional patina if required.







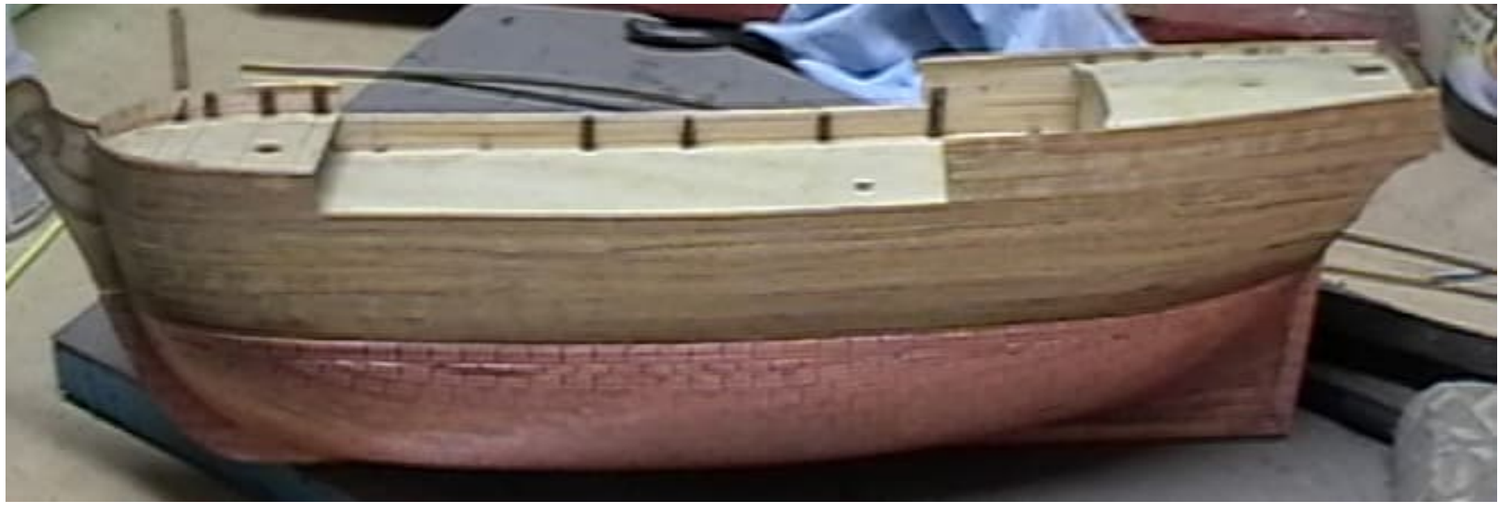
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10.0 Finishing the Hull

10.1 Second Layer of Planking

It is now time to fit the second layer of planking above the copper line to complete the hull. Using the teak planks P33 previously identified fit and fix them in place as shown below. You will need to taper the planks at the bow and stern. You will also need to apply a directional change at the bow.

As you progress up the hull you will find the last few planks to be fitted will not need tapering. Repeat for the other side of the hull. Once complete lightly sanding. Lastly apply two or three coats of clear satin polyurethane finish. Now identify the cradle parts P137A-B and P138A-B. Assemble the cradle and use the cradle to support the model as you progress.



10.2 Transom & Counter Planking

Using the teak planks P33 plank the outside of the transom and the counter planks as shown. Use a contact adhesive to fix the planks in place. Paint the top edge of the transom matt black.



10.3 Bulwark Planking and Margin Planks

Remove the bulkhead horns - use pliers to snap-off the bulkhead horns or a razor saw to carefully cut through each horn. Use a sanding block to sand any excess. Also sand the inside of the bulwark to remove and glue residue - if needed use wood filler to fill any undercut on the bulwark. Sand again after any filler used is dry. Using the teak planks P33 plank the inside of the bulwark on the three deck levels and across the inside of the transom. Use a contact adhesive to fix the planks in place.

Identify the margin planks for the main deck P32A, aft deck P32B and fore deck P32C - stain each plank a diluted teak - trial fit each in place at the edge of each deck to cover the bulkhead tops - once satisfied glue each plank in place.

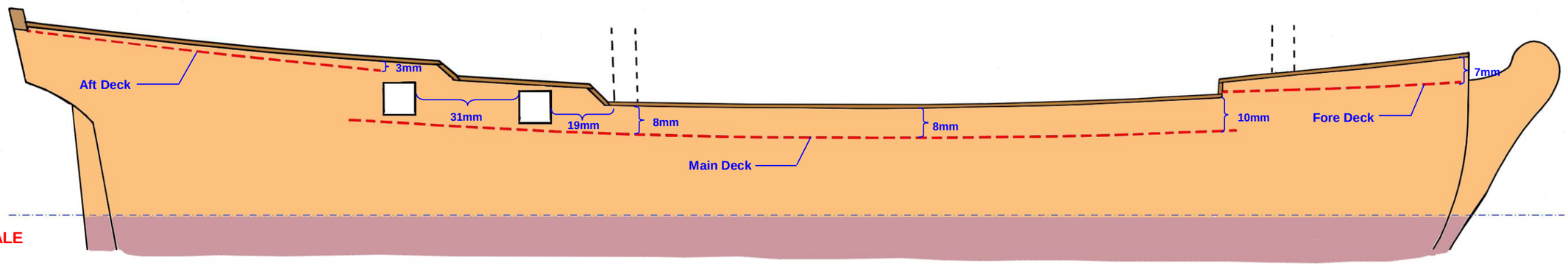


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10.4 Bulwark Profile & Gun Ports

Shape the bulwark and cut out the gun ports in the bulwark of the main deck. Measure from the relevant deck as shown and mark the position on the bulwark - these points will be without the cap rails fitted. Use a plank to draw the bulwark profile - shape the bulwark. Mark the location of the gun ports - use the gun port lid P49 to mark the port outline - cut out the gun port.



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10.5 Cap Rails

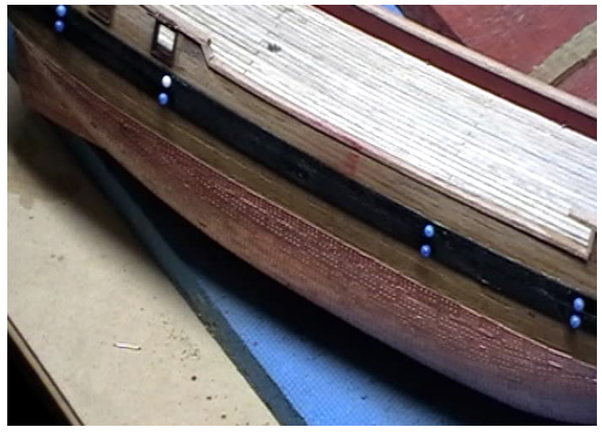
Identify the cap rails - main deck P34, aft deck P35 and fore deck P36 - centrally trail fit each in place across the top edge of the bulwarks - fractionally adjust as required. Identify P74 - use as bridging pieces between cap rails. Pin and glue to fix the cap rails in place. Lightly sand and apply shellac to finish the cap rails. **Do not** fit a cap rail across the transom.

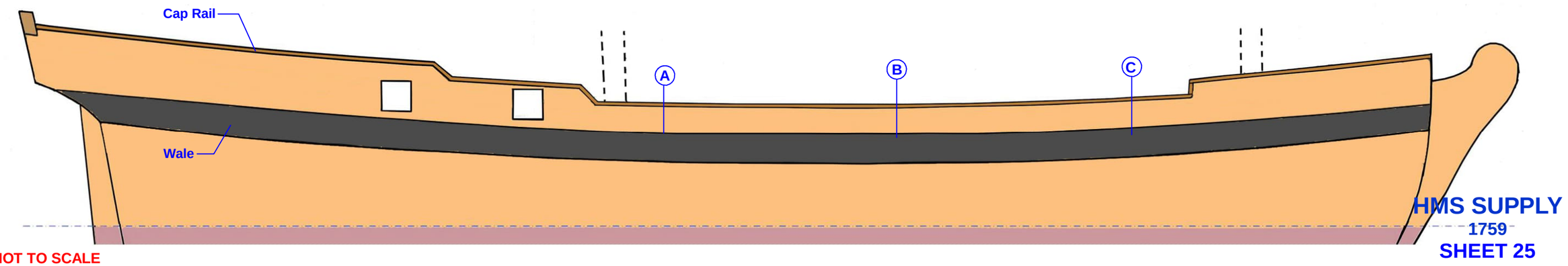
10.6 Wales

The wales are made from 1.5x5 basswood P37. In the mid-ship area at Points A,B & C measure down 10mm from the underside of the cap rail - mark these points with a pencil. Use a hand held plank bender to shape one length of basswood P37 to fit around the bow. Once satisfied with the bend align this plank with the three marked points at A, B & C. Place the plank in place. Allow the plank to follow its natural curvature fore and aft of these points. Once satisfied temporarily pin the plank in place. Shape a second plank of basswood P37 and fit and pin in place immediately below the first plank. Mark the outline of the wales on the hull with a pencil - this will be used later to glue the wale in place. Repeat for the other side of the hull. Remove the wales and paint matt black. Use a contact glue to fix the wales in place using the guide lines previously marked. Pin in place while the glue sets. Once the glue has set remove the pins.









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10.7 Painting the Bulwark

10.7.1 Inside of Bulwark

Paint the inside of the bulwark and the inside edges of the gun ports a deep red. Use masking tape to protect the deck. Apply extra coats as required.

10.7.2 Outside of Bulwark

Paint the outside of the bulwark yellow ochre. Use masking tape to protect the wale. Apply extra coats as required.

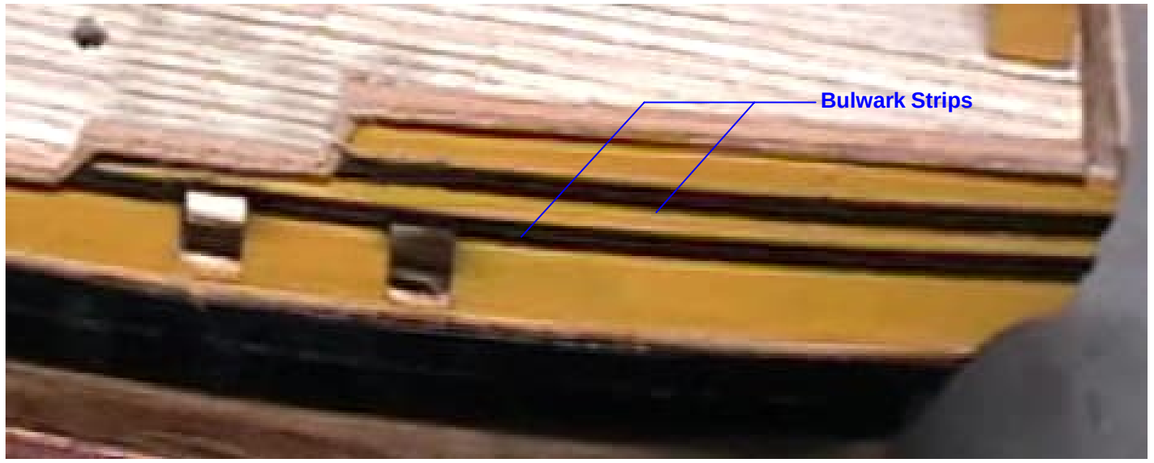
10.8 Bulwark Frames

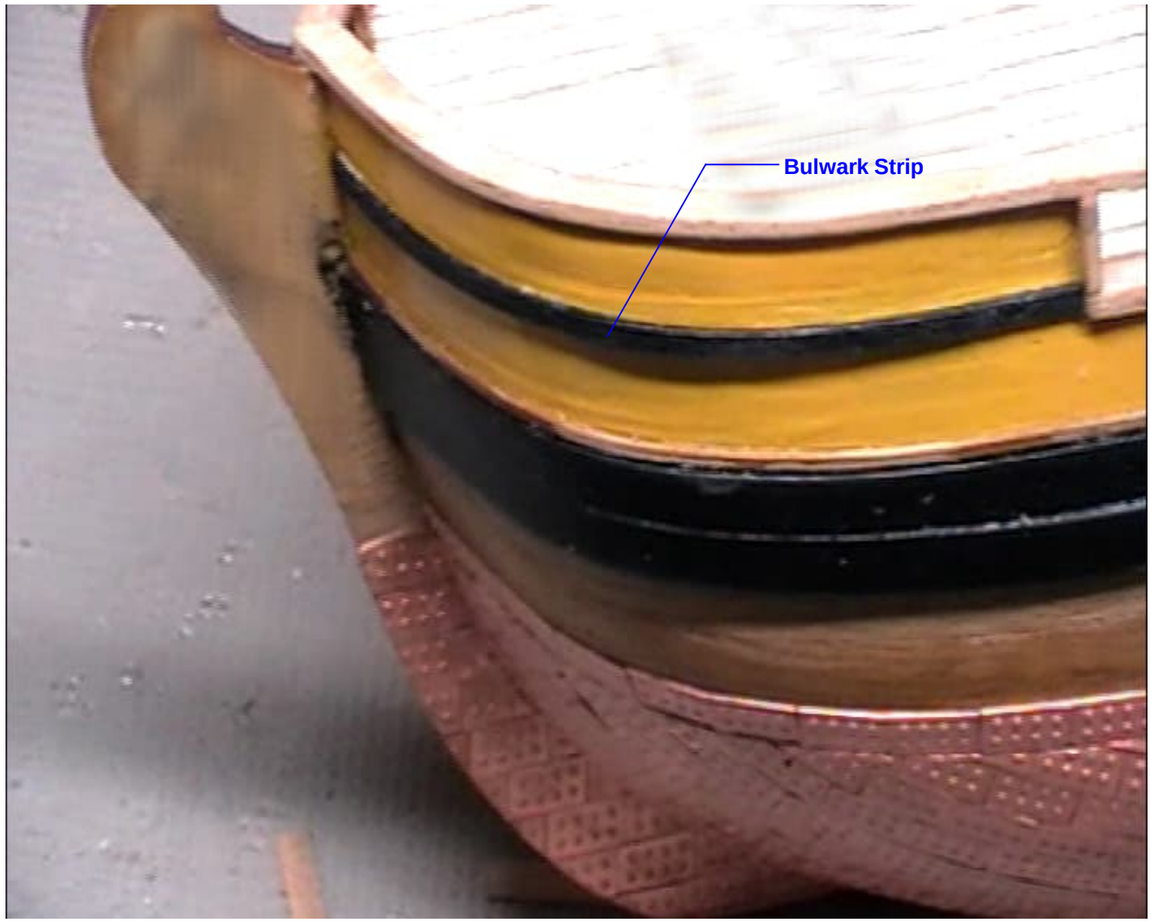
Identify the bulwark frames P38 - cut lengths to fit between the deck and the underside of the cap rails. Fit at 20mm centres along the inside of the bulwark as shown - fractionally adjust and glue in place.



10.9 Bulwark Strips

Identify the 1x2mm basswood P39. Cut lengths to fit along the bulwark as shown as extensions of the cap rail. Cut and shape and then paint black as shown. Fix in place on both sides of the hull once the paint is dry.



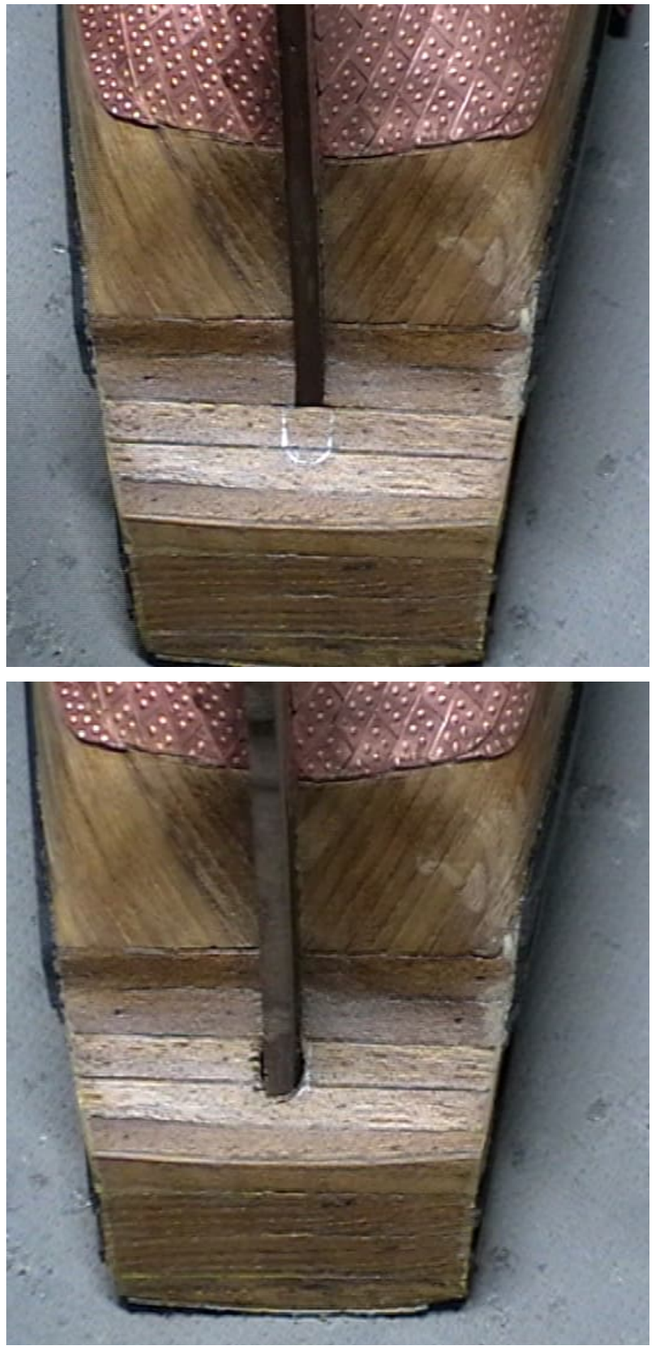


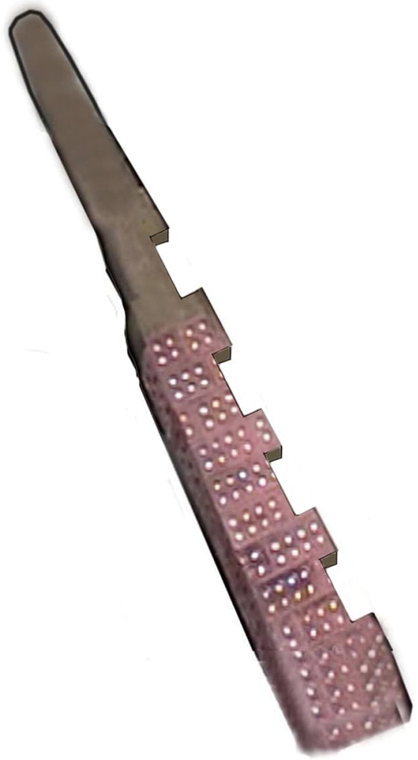
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10.10 Rudder

10.10.1 Identify the rudder post P40. Fit against the stem post. Mark where the rudder post is required to enter the tuck. Use a drill and small round file to open and shape this hole to accept the rudder post. Fractionally fit as required. Allow a small area around the rudder post to allow it to move marginally from side to side.

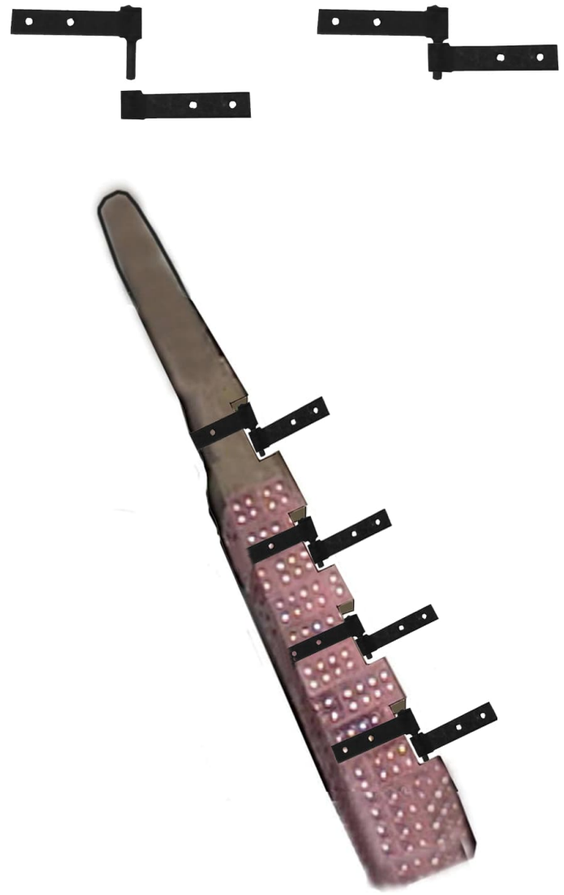
Align the bottom of the rudder post to the bottom of the keel and with the rudder post temporarily held in place mark the copper line from the hull onto the rudder post. Paint the rudder post with copper paint as shown. Use teak planks P33 to cover the rudder post above the copper line.





10.10.2 Rudder Hinges

Identify the rudder hinges P41. Fit the rudder hinges as shown to the rudder post. Use nails P42 to fix the hinges to the rudder post. Use scrap timber as spacers and a clip to hold the rudder post in place. Use nails P42 to fix the rudder hinges to the hull.





10.11 Cradle

Identify the cradle P142A-C. Assemble the cradle - apply shellac - apply additional coats as desired.

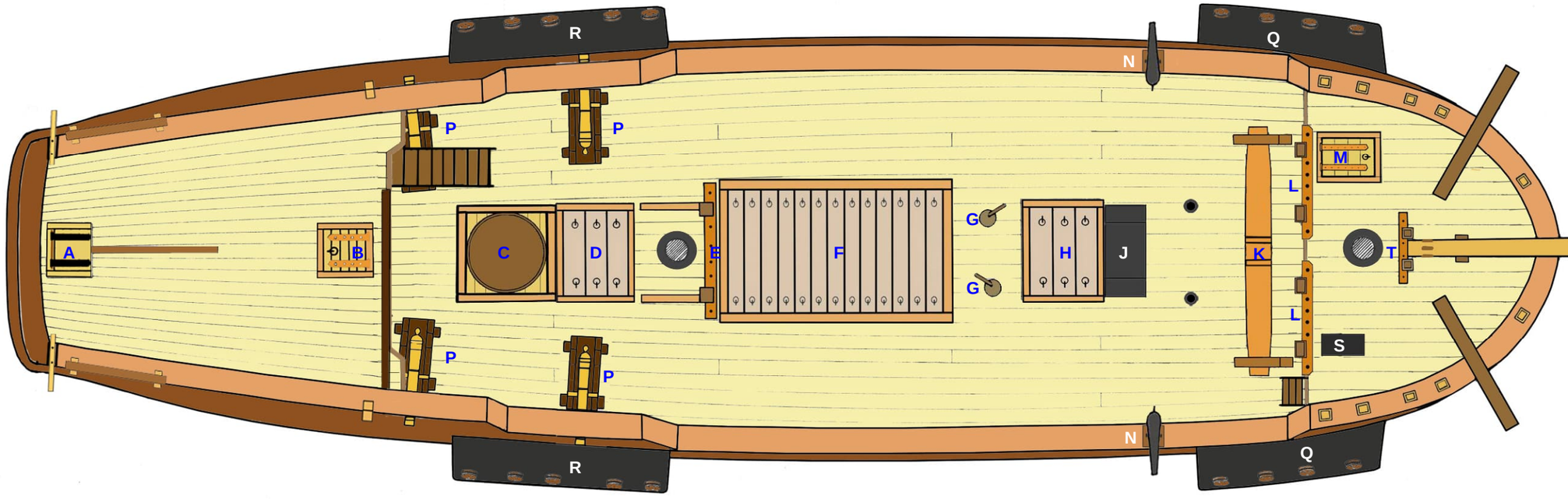
Use the cradle to hold the model safely.

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11.0 Hull & Deck Fittings

The next step is to assemble and fit in position all the fittings and furniture to complete the hull and deck. The placement of the deck furniture is as shown below. Assemble all items before placing on the model.



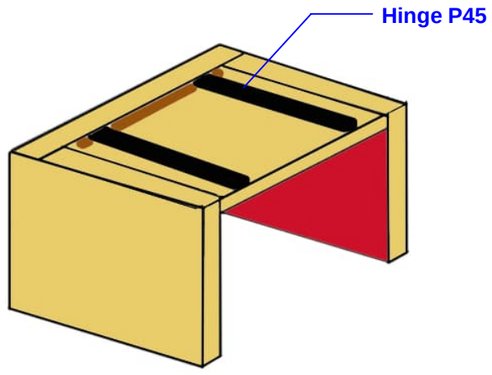
Key

A	Rudder Box
B	Aft Deck Hatchway
C	Capstan
D	Cargo Hatch A
E	Main Mast Pin Rail
F	Cargo Hatch B
G	Pumps
H	Cargo Hatch C
J	Belfry
K	Windless
L	Foremast Pin Rails
M	Fore Deck Hatch
N	Culverins
P	Deck Cannons
Q	Foremast Channels
R	Main Mast Channels
S	Chimney
T	Bowsprit Pin Rail

11.1 Rudder Tiller & Rudder Box

Identify the rudder tiller P43. Cut a slot into the top of the rudder post. Shape the end of the tiller to fit into the slot. Glue in position. Identify the rudder box parts P44A-C. Assemble the box parts as shown. Paint the inside of the box red and the outside ochre yellow. Identify the hinges P45. Fix the rudder box to the deck above rudder post as shown.





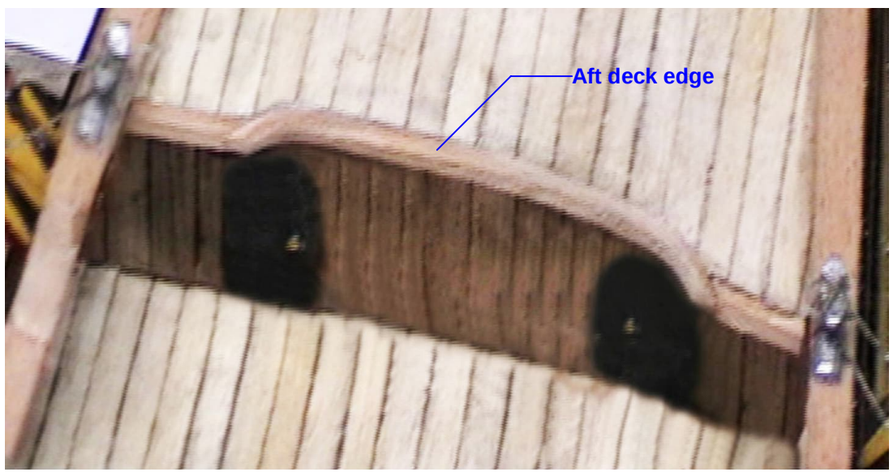


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11.2 Main Deck & Aft Deck Bulkhead

Plank the bulkhead between the main & aft decks with the teak planks P33. Identify the doors P46 from the plywood sheet. Paint the doors black. Fit & fix the doors as shown. Use nails P42 as the door knobs.

Identify the aft deck edge P47 - trial fit in place - fractionally adjust as required - once satisfied glue in place. Identify the fore deck edge P48 - trial fit in place - fractionally adjust as required - once satisfied glue in place.

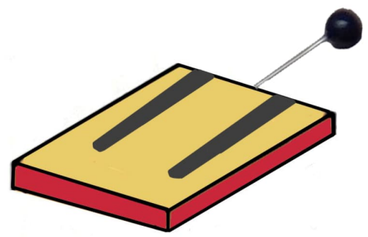


11.3 Gun Port Lids

Identify the gun port lids P49. Trial fit the lids and adjust to fit the gun ports. Paint the inside and sides of the lids a deep red and the outside yellow ochre. Identify the hinges P45 and paint black. Fix the hinges to the gun port lids.

Insert a map pin into the top edge of the gun port lid. Cut-off the head of the pin leaving approximately 5mm of the pin remaining. Temporarily fit the gun port lid in place and mark where the pin will fit to hold the gun port lid open. Drill a 0.6mm hole to take the pin. Fix the gun port lid in place. Identify the cleats P50. Fix the cleats to the cap rail as shown. Attach lengths of cord G to the ends of the gun port hinges and tie back to the relevant cleat as shown.

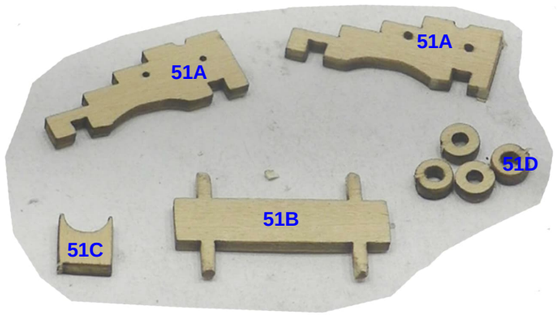


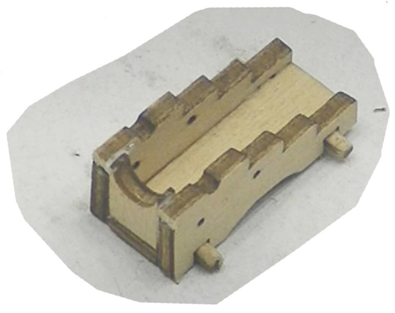


CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

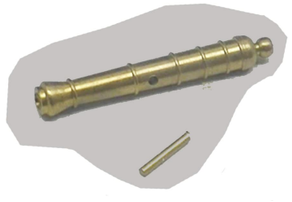
11.4 Cannons

Identify the cannons P51A-51D. Assemble as shown. Apply diluted teak stain. Identify the cannon barrel P86 - paint matt black. Identify the 1mm brass rod P64 – cut lengths to mount the barrel as shown. Glue cannons in place on deck as shown.







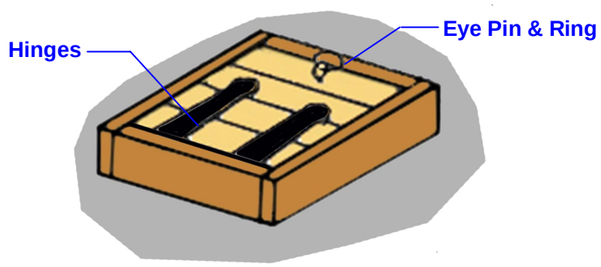




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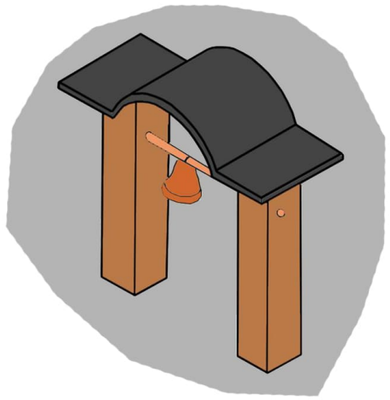
11.5 Aft Deck & Fore Deck Hatchways

Identify the aft deck hatch base P52A and coaming P52B. Identify the fore deck hatch base P67A and the coaming P67B. Stain coaming a diluted teak. Stain base with shellac. Glue coaming in place. Fit hinges P45 and eye pin P53 and ring P54 as shown. Fix assembled hatchways to the aft and fore decks in the pre-scored locations.



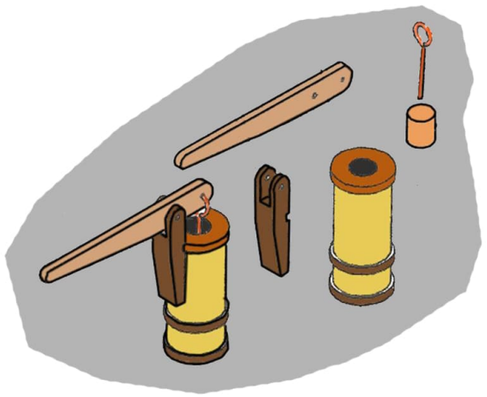
11.6 Belfry

Identify the belfry parts P63A-B. Assemble & paint the belfry roof matt black and stain the stands teak. Identify the 1mm brass rod P64. Drill a 1mm hole into the two uprights - cut the rod length to fit. Attach the bell P65 to the rod. Fix the assembled belfry to the deck in the pre-scored locations.



11.7 Pumps

Identify the pumps P60. Assemble as shown and fix to the deck.

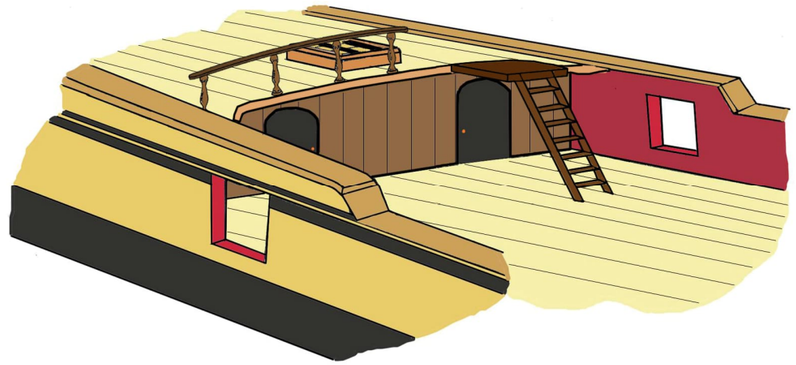


11.8 Bannister

Identify the bannister base P55A, top plate P55B, stanchions P55C and capping P55D. Assemble the bannister. Trial fit the stanchions into the base slots - fractionally adjust as required and glue each in place. Fit the top plate in place aligning the stanchions with the slots - fractionally adjust as required and glue each in place. Fit the capping to cover the top. Stain assembled bannister a diluted teak. Glue in place on the aft deck fixing to the pre-scored location on the aft deck.

11.9 Platform & Ladder

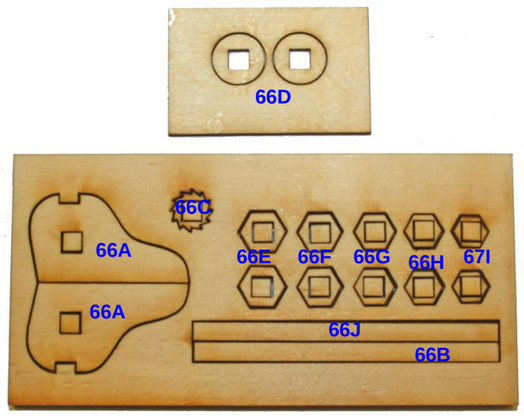
To ensure the ladder reaches beyond the location of the deck cannon fit the ladder platform P56 from the aft deck. Identify the ladder P57A-B. Assemble the ladder. Stain the platform and ladder diluted teak. Fix the platform and ladder in place as shown.



11.10 Windlass

Identify the windlass P66A-J Follow the steps to assemble as shown. Glue in place on the main deck in the pre-scored location.

Step 1 Identify all the parts



Step 2 Identify P66B and P66C - fit and glue in place centrally along P66B as shown.



Step 3 Identify P66D and glue in place.



Step 4 Identify P66E - fit and glue in place against P66D.



Step 5 Identify P66F - fit and glue in place against P66E.



Step 6 Identify P66G - fit and glue in place against P66F. Follow same sequence for Ps 4 & 5 as shown



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



Step 8 Glue P66A and glue in place. Glue P66J in place. Stain finished winch with teak wood stain.

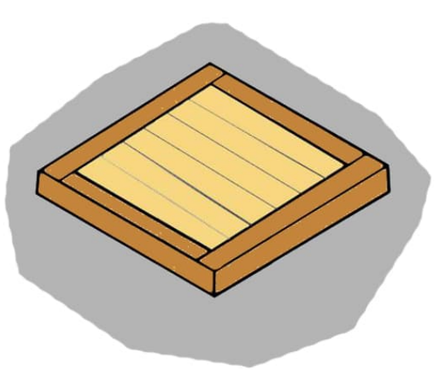


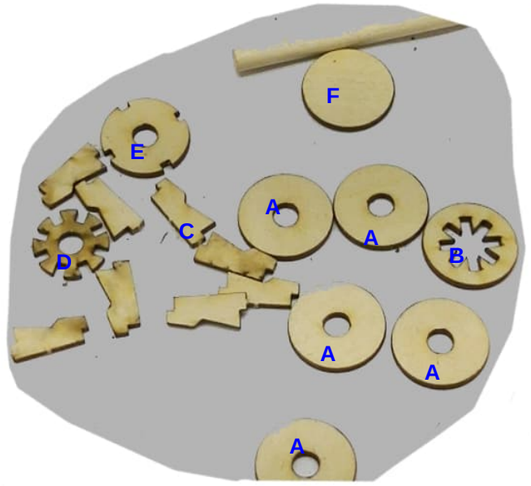
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11.11 Capstan Base & Capstan

Identify the capstan base P58A and the coaming P58B. Stain coaming diluted teak. Stain base with shellac. Glue coaming in place. Fix the assembled base to the pre-scored deck location.
Identify the 4mm dowel P106 - cut a length 25mm - stain diluted teak. Next glue two disc P59A pieces in place followed by the whelp base P59B. Glue the whelps P59C in place. Glue the whelp top P59D in place. Glue P59A in place. Glue the slotted bar disc P59E in place. Next glue two P59A in place followed by P59F.

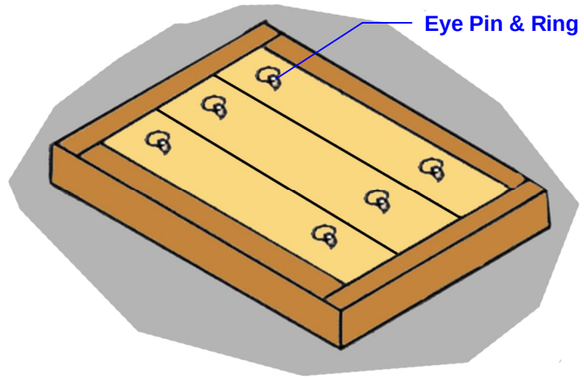






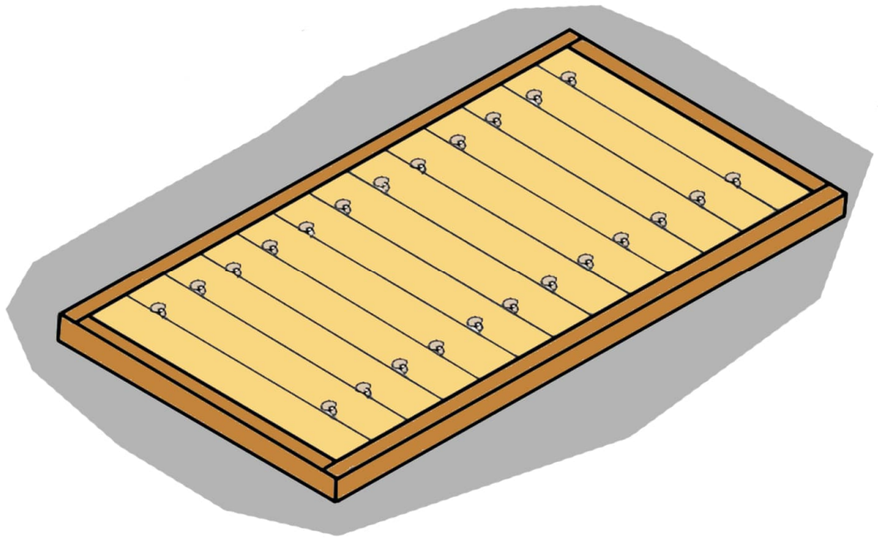
11.12 Main Deck Aft and Fore Hatches

Identify the main deck aft hatch base P61A and coaming P61B. Identify the main deck fore hatch base P61C and coaming P61D. Stain coaming a diluted teak. Stain base with shellac. Glue coaming in place. Fit eye pin P53 and ring P54 as shown. Fix assembled hatches to the main deck in the pre-scored locations.



11.13 Main Deck Hatch

Identify the main deck hatch base P62A and coaming P62B. Stain coaming a diluted teak. Stain base with shellac. Glue coaming in place. Fit eye pin P53 and ring P54 as shown. Fix assembled hatch to the main deck in the pre-scored location



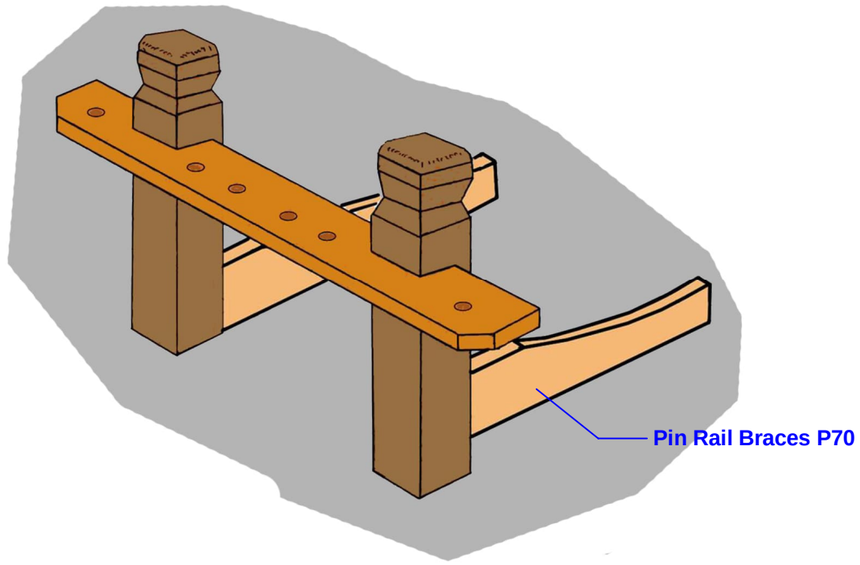
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11.14 Pin Rails

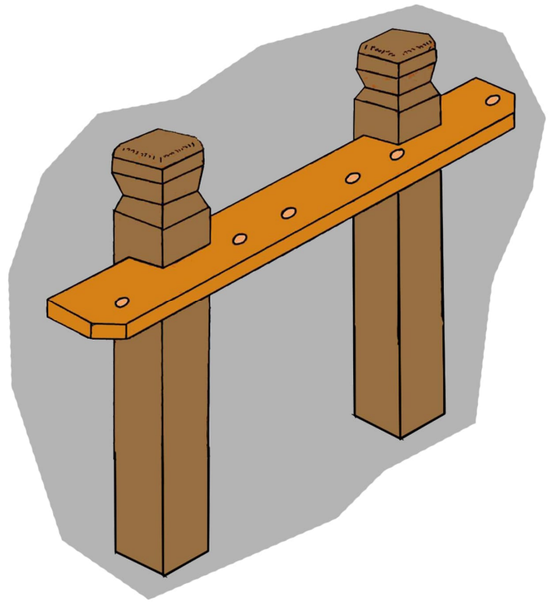
11.14.1 Main Mast Pin Rail

Identify the main pin rail posts P68, pin rail P69 and pin rail braces P70. Fix map pins into the centre of each post - snip off head. Assemble as shown. Fix to the main deck in the pre-scored location - drill holes to fit the map pins. Identify the belaying pins P71 - Fix in place on the rail.



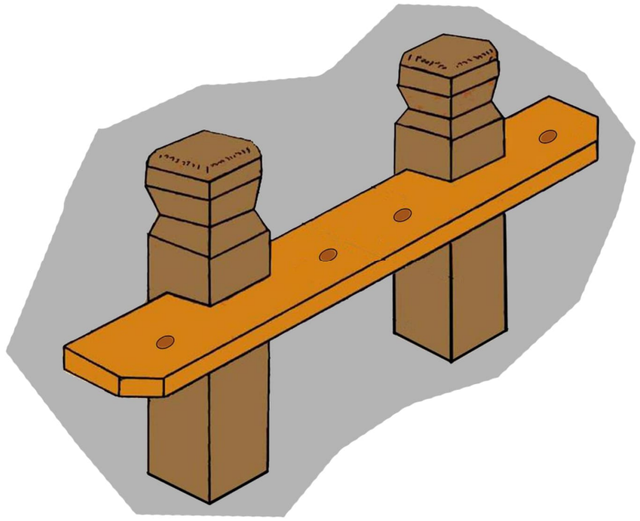
11.14.2 Foremast Pin Rails

There are two foremast pin rails. Identify the foremast rail postsP74 and pin rail P75.Fix map pins into the centre of each post - snip off head. Assemble as shown. Fix to the fore deck in the pre-scored location - drill holes to fit the map pins. Identify the belaying pins P71 - Fix in place on the rail.



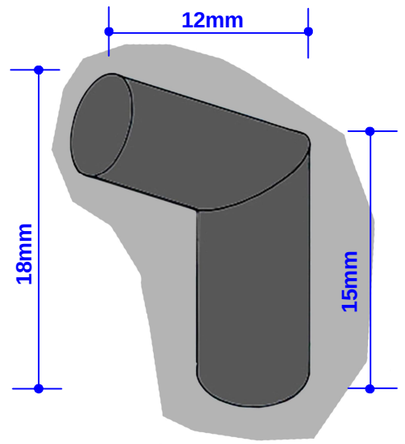
11.14.3 Bowsprit Pin Rail

Identify the bowsprit rail posts P72 and pin rail P73.Fix map pins into the centre of each post - snip off head. Assemble as shown. Fix to the fore deck in the pre-scored location - drill holes to fit the map pins. Identify the belaying pins P71 - Fix in place on the rail.



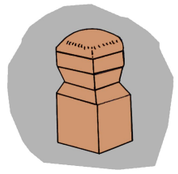
11.15 Chimney

Using 6mm dowel P92 cut two lengths as shown. Fit & fix together and paint matt black. Fix the chimney to the fore deck in the pre-scored Location.



11.16 Bittheads

Identify the bitt heads P76 - fix to the fore deck cap rail as shown Deck Plan.

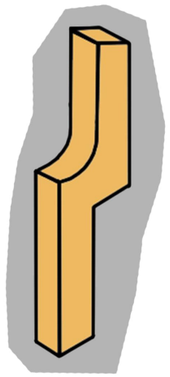


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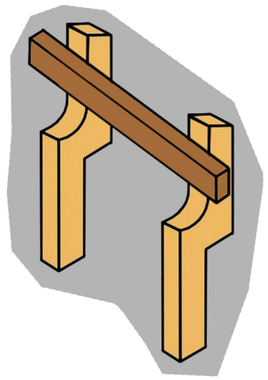
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11.17 Aft Stanchions, Deck Rope Racks & Brace Spreaders

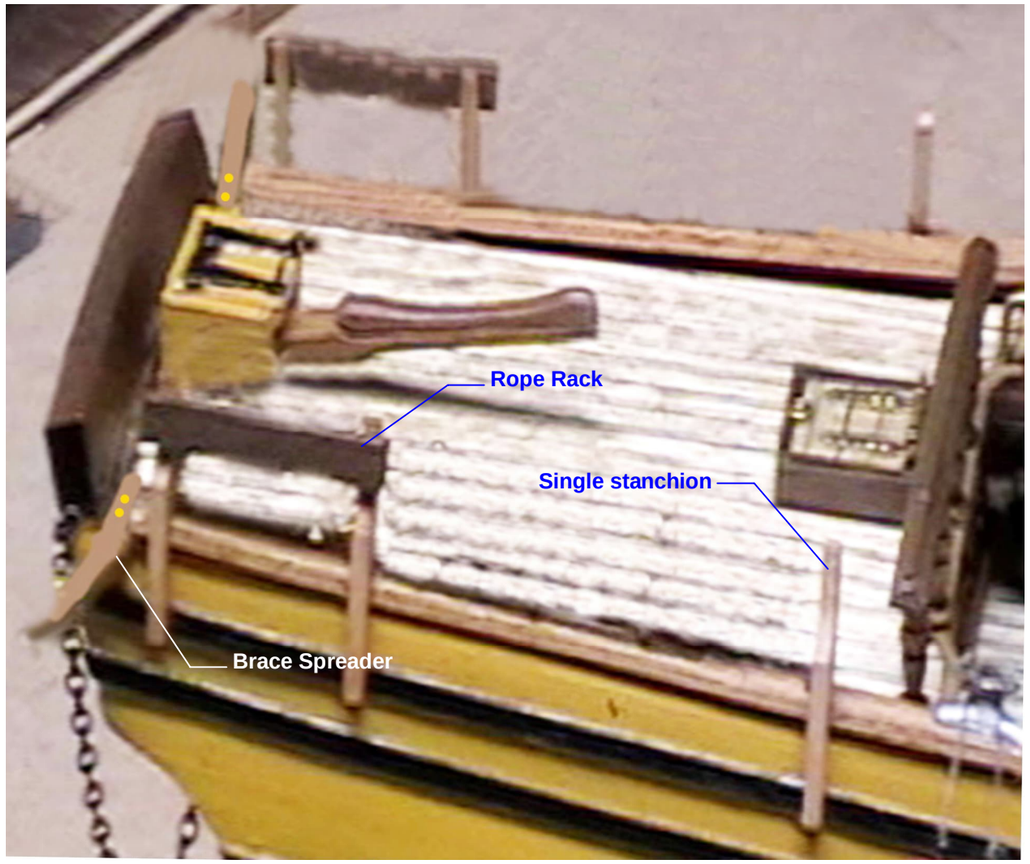
Identify the stanchions P77 - stain with shellac. Identify the rope racks P78 - stain with diluted teak.. Fix the single stanchions to the aft deck as shown. Fix the rope racks to the other stanchions - use the score marks on the racks to locate the stanchion placement. Fix the assemble stanchions and racks to the aft deck as shown. Identify the brace spreaders P79.Cut out a 3mm section of the cap rail immediately in front of the transom. Glue and nail each speader in place in the gap created as shown.



Stanchion



Aft Deck Rope Rack



11.18 Stem Post, Decoration & Hawse Plates.

Paint the stem post matt black above the copper line. Identify the stem post decoration P80. Paint gold and when dry fix to the stem post as shown. Identify the hawse plates P81. Use the plate as a guide to mark the bulwark strip to be removed and to locate the holes as shown. Dry fit the plates in place - use a round file to shape the inside face of each plate to give enough curvature to ensure the plate sits flat on the bulwark. Drill a 3mm drill holes through the bulwark. Once satisfied paint the plates matt black and fix each to the outside bulwark as shown.







11.19 Transom Decoration, Name Plate & Rudder Chain

Identify the transom decoration P82 - paint gold and fix in position as shown. Identify the name plate P83 - paint the lettering gold and fix in position on the transom. Fit eye pins P53 as shown to the transom and rudder. Attach the rudder chain P84 to the eye pins as shown.

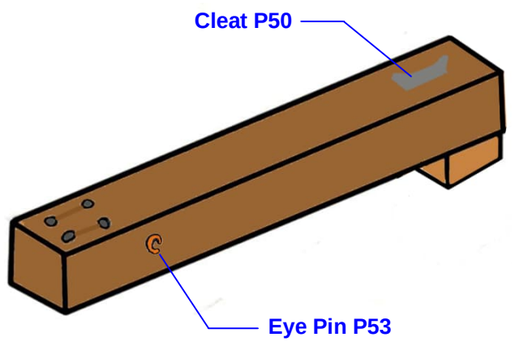


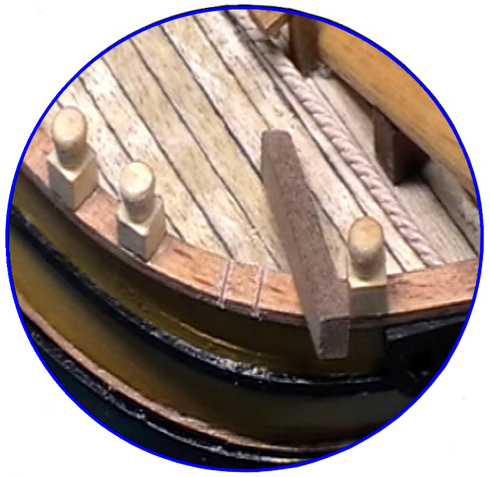
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11.20 Catheads & Knees

Identify the cathead arms P98, bases P99 and knees P100 - stain each part with diluted teak. Notice the pre-score lines on the foredeck for the placement of the arms - cut a 5mm gap into the cap rail at this location as shown. Dry fit the arm in place - fix the knee in place under the arm overhang as shown. Shape and fractionally adjust the base to support the base of the arm at the angle of the knee - once satisfied fix the base and are in place. Fix an eye pin P53 to the stem post side of the cathead. Fix a cleat P50 to the rear end of the cathead as shown.



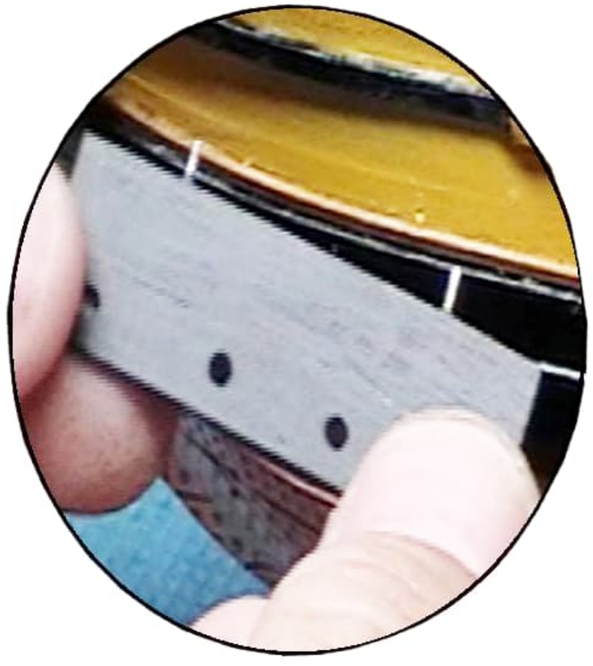






11.21 Channels

Identify the foremast channels P101 and the main mast channels P102 - fit map pins to each as shown - remove the pin heads. Paint the channels matt black. Use the pins to mark the location of the channels - align the first (fore) hole of each channel with centre of the relevant mast hole in the deck. Mark the locations of the relevant channel pins - drill a 0.7mm hole at each of these points and apply super glue to the pins and inside edge of the channels and fix in place.





11.22 Fore Deck Ladder

Identify the fore deck ladder parts P103A-B. Assemble and fit & fix in position as shown.



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11.23 Windless & Anchors

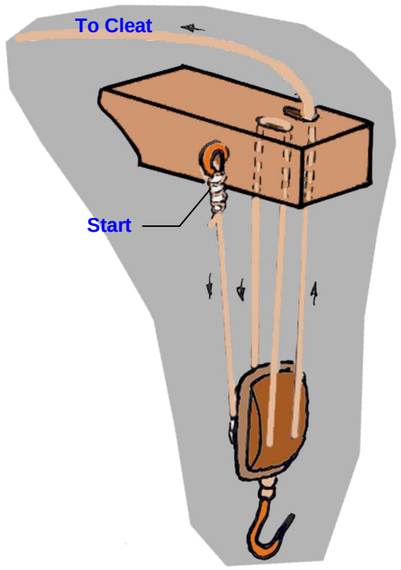
Identify the hawse pipes P104 - paint matt black and fix in position at the pre-scored location on the main deck. Identify the anchors P105 and assemble as shown. Using 2mm cord P94 cut two lengths 250mm long. Taking one end of this cord, thread it through the large brass ring on the end of the anchor shaft, wrap approximately 15mm back on itself and secure with cord H P96. Feed the other end of the 2mm cord through the hole in the bulwark and wrap around the winch - note the direction shown. Thread the remaining 2mm cord into the hawse pipe into the deck cavity.

11.24 Anchor Crane

Shape an eye pin P53 as a hook. Drill a hole in the base of a 5mm 2 hole block P132. Fit an eye pin P53 to the side of the cathead. Use cord H P96 to reeve the block to the cathead as shown starting at the eye pin and terminating at the cleat P50 on the cathead. Attach each anchor to the hook as shown. Repeat the process for the second anchor.











CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

11.25 Side Gallery Windows

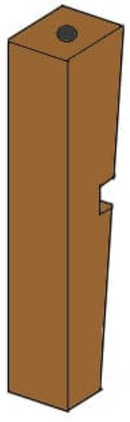
Identify the side gallery windows P106.Trial fit in place - remove the required length of bulwark strip. If desired cut a piece of thin clear plastic to fit behind the windows before fixing in place. Fix the side gallery windows to the hull as shown.





11.26 Culverin Post & Culverins

Identify the culverin posts P107 - stain diluted teak. Drill a 1mm hole in the centre of the mount top. Identify the culverins P108 - fix in place as shown. Fix the culverin mounts to the cap rail as shown on Deck Plan.





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12.0 Masts, Yards and Bowsprit

Assemble the masts, yards, bowsprit, gaff & boom. Locate and identify the various sizes of dowels, blocks and fittings to be used for this stage. The masts, yards, bowsprit, gaff and boom will need to be shaped and tapered. This can be achieved using a mini plane, a file and sandpaper.

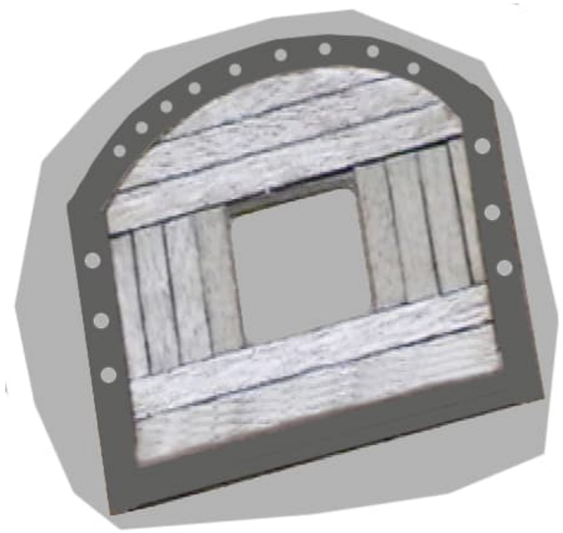
Once they have all been shaped and tapered apply the finish as presented. Alternatively apply a clear matt or satin polyurethane spray finish. Fit any eye pins, blocks and stirrups as shown on the following sheets. **Do not fit the masts or yards to the model yet.**

Identify the bolster P104 - shape as shown - stain with walnut and glue in place as shown.

12.1 Mast Tops, Trestle Trees & Cross Trees

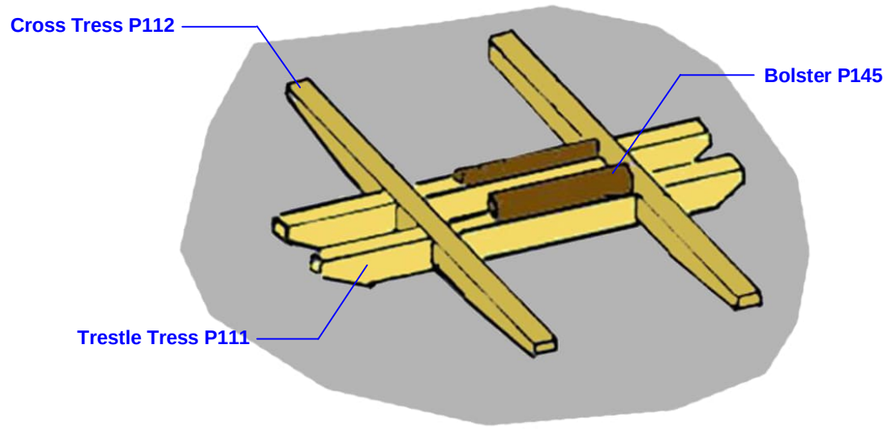
12.1.1 Fore & Main Mast Tops

Identify the mast tops P109 and the mast top capping P110. Stain the mast tops with shellac. Paint the capping and edges of mast top matt black. Fix the capping to the mast tops. Set aside the assembled mast tops for fit-



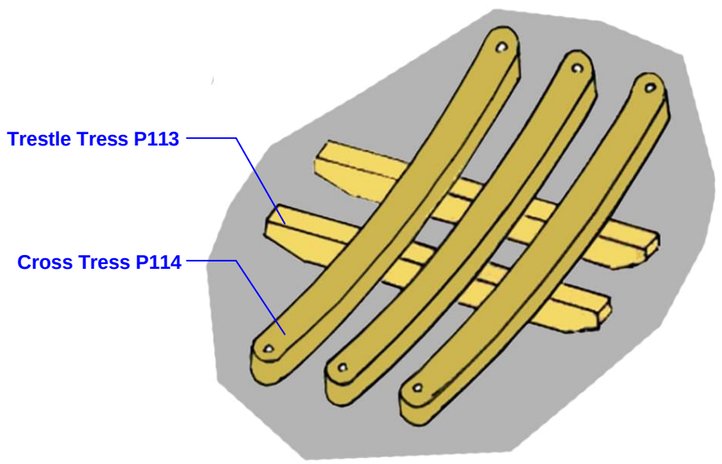
12.1.2 Fore & Main Trestle & Cross Trees

Identify the fore & main mast trestle and cross trees P111 & P112. Identify the bolsters P145 - round one edge as shown. Assemble as shown. Once completed set aside for fitting to the masts later.



12.1.3 Fore & Main Topmast Trestle & Cross Trees

Identify the fore & main mast trestle and cross trees P113 & P114. Assemble as shown. Paint matt black. Once completed set aside for fitting to the masts later.



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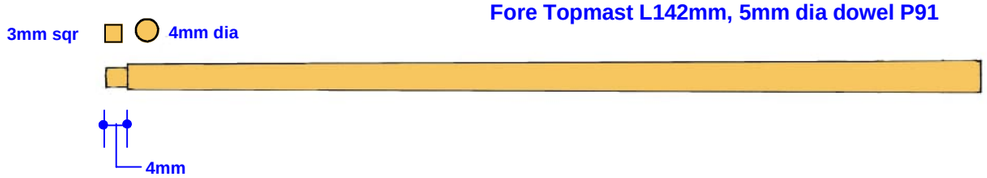
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12.2 Masts
12.2.1 Foremast

Identify the various dowels. Cut each to length and shape according to the figures. Assemble the foremast as shown. Fit the trestle & cross trees. Fit the assembled mast top in place. Fit any blocks as shown. To attach blocks in place fix eye pins P53 in place and attach block to eye pin using cord G.

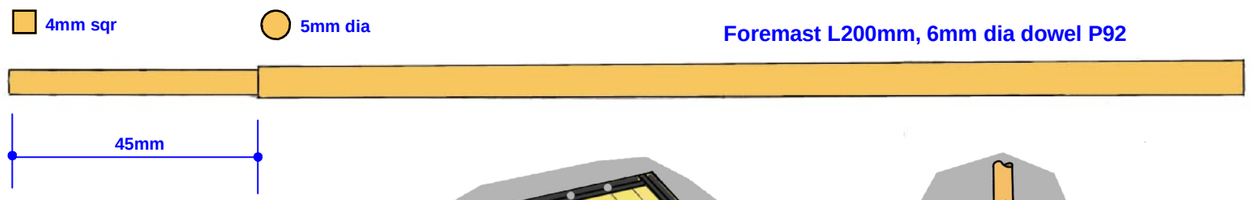
NOT TO SCALE

Fore Topmast L142mm, 5mm dia dowel P91



Fore Topgallant Mast L160mm, 4mm dia dowel P89

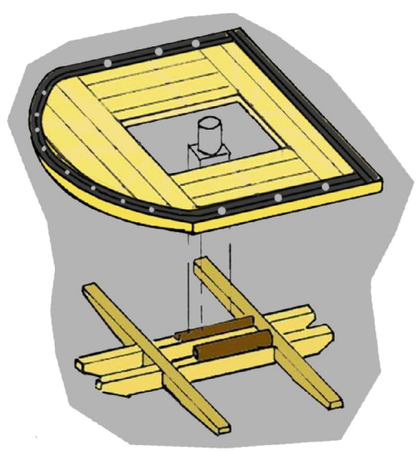


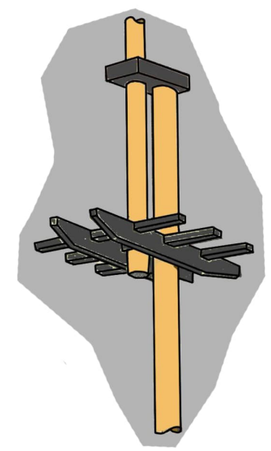


Foremast L200mm, 6mm dia dowel P92

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

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J





Foremast Assembled

Fore & Main Trestle & Cross Trees

Fore & Main Topmast Trestle & Cross Trees

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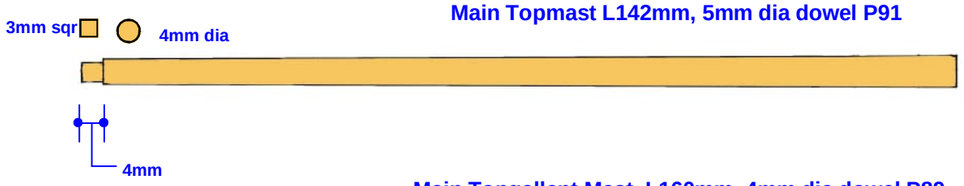
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12.2.2 Main Mast

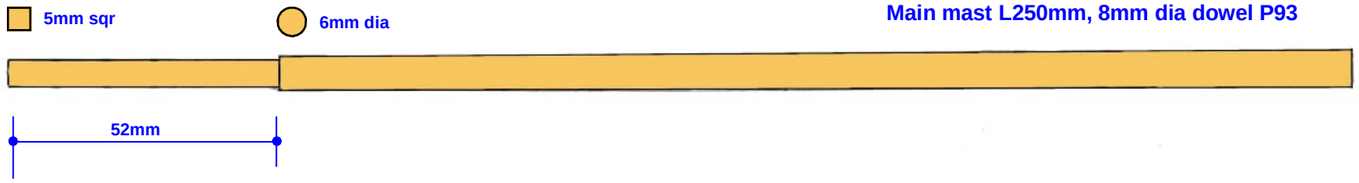
Identify the various dowels. Cut each to length and shape according to the figures. Assemble the main mast as shown. Fit the mast strengtheners P119. Fit the trestle & cross trees. Fit the assembled mast top in place. Fit any blocks as shown. To attach blocks in place fix eye pins P53 in place and attach block to eye pin using cord G.

NOT TO SCALE

Main Topmast L142mm, 5mm dia dowel P91

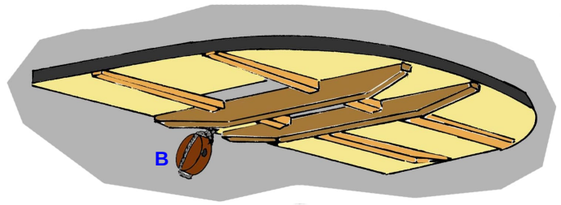


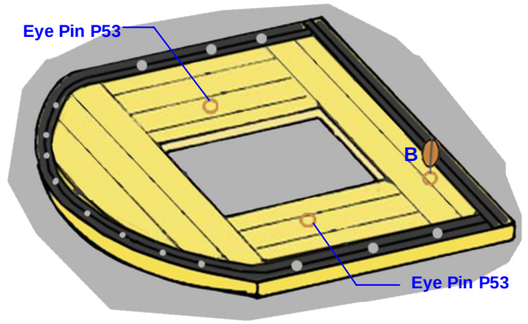
Main mast L250mm, 8mm dia dowel P93



Main Topgallant Mast L160mm, 4mm dia dowel P89



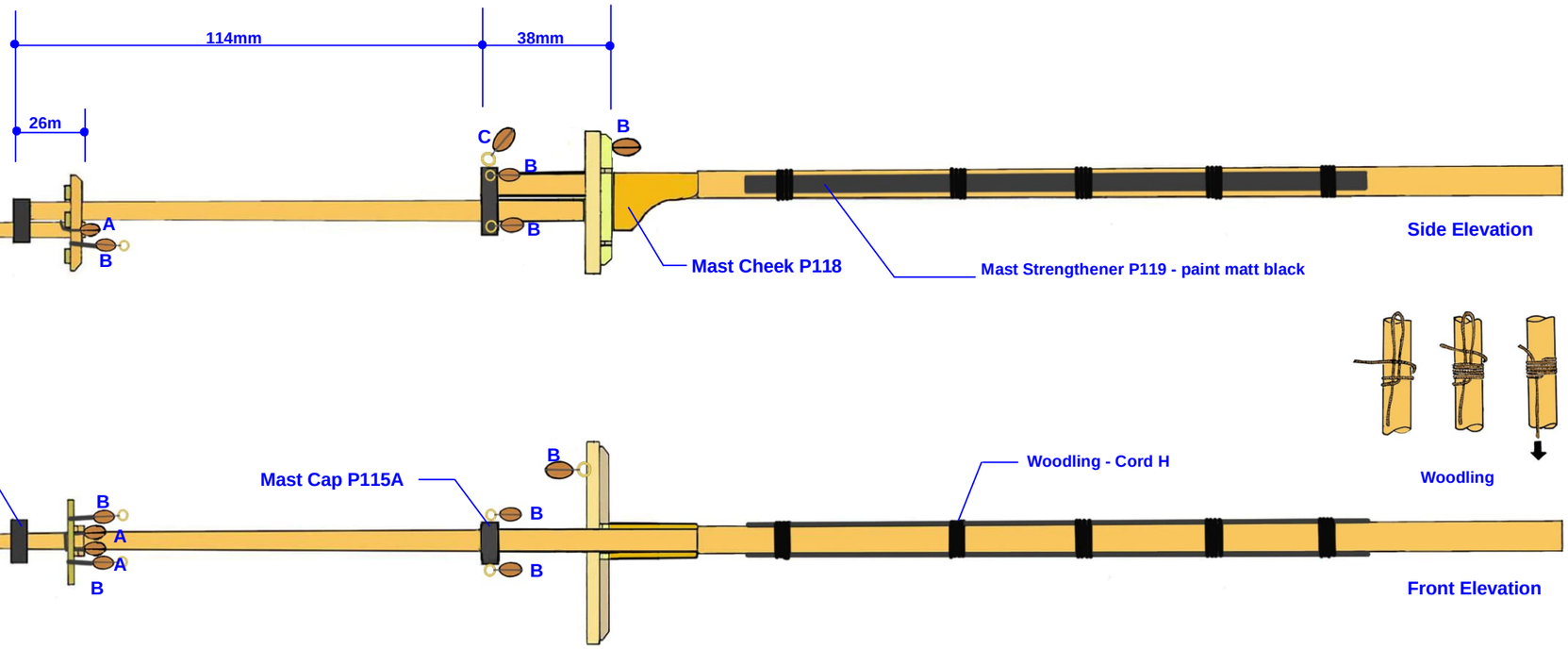




BLOCK KEY			
Size	1 hole	2 hole	3 hole
3mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

Main Mast Assembled



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12.2.3 Bowsprit, Jib-Boom, Martingale & Spritsail yard

Identify the various dowels. Cut each to length and shape according to the figures. Assemble the bowsprit, jib-boom and martingale as shown. Identify the bees P120 - fit to the assembled bowsprit. The spritsail yard will be fitted later.

Bowsprit L155mm, 6mm dia dowel P92



NOT TO SCALE

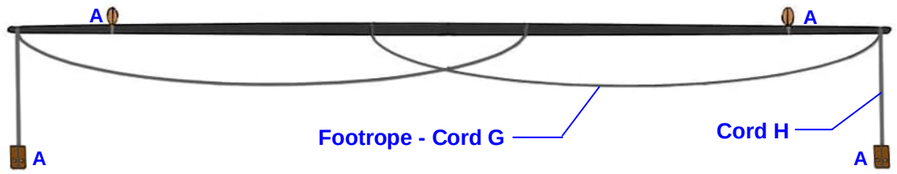
Jibboom L110mm, 4mm dowel P90

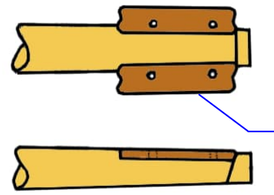


Martingale L 40mm, 2mm dia P87

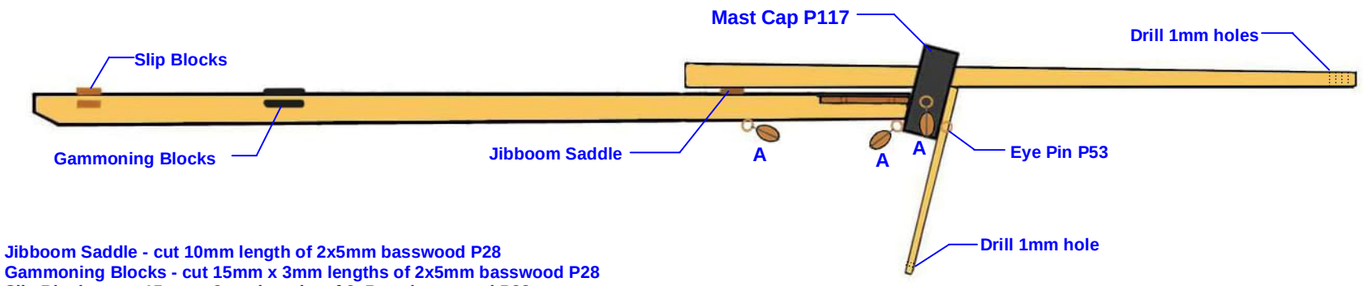


Spritsail Yard L144mm, 3mm dia dowel P88 tapered to 2mm at each end





Bowsprit Assembled



Jibboom Saddle - cut 10mm length of 2x5mm basswood P28
Gammoning Blocks - cut 15mm x 3mm lengths of 2x5mm basswood P28
Slip Blocks - cut 15mm x 3mm lengths of 2x5mm basswood P28

12.2.4 Fit Bowsprit & Masts

Identify the mast heels P121 & P122 - fit and fix the mast heels in place at their respective mast hole. Fit & fix the fore & main masts in position - make sure each mast is laterally vertical. Fit & fix the bowsprit in place - first fit the bowsprit saddle P123 in place on the deck. Use a small round file to adjust the saddle to achieve the required bowsprit angle and a good seat for the bowsprit - trial fit with the bowsprit. Use cord J as the gammoning - fit as shown.



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

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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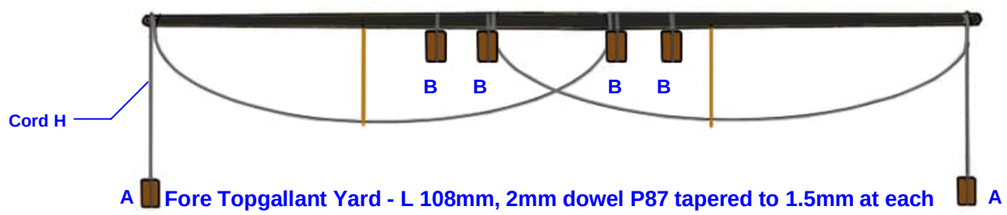
13.0 Yards

The next step is to shape and assemble the foremast yards, main mast yards, the gaff, boom and stunsail booms. Once all yards have been shaped and tapered paint the yards matt black or apply a walnut or teak stain if desired. Finish by spraying with a clear matt or satin polyurethane finish. Once all yards are finished put them safely aside to fitted to the model later. **Do not fit any yards to the model yet.**

13.1 Foremast Yards

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

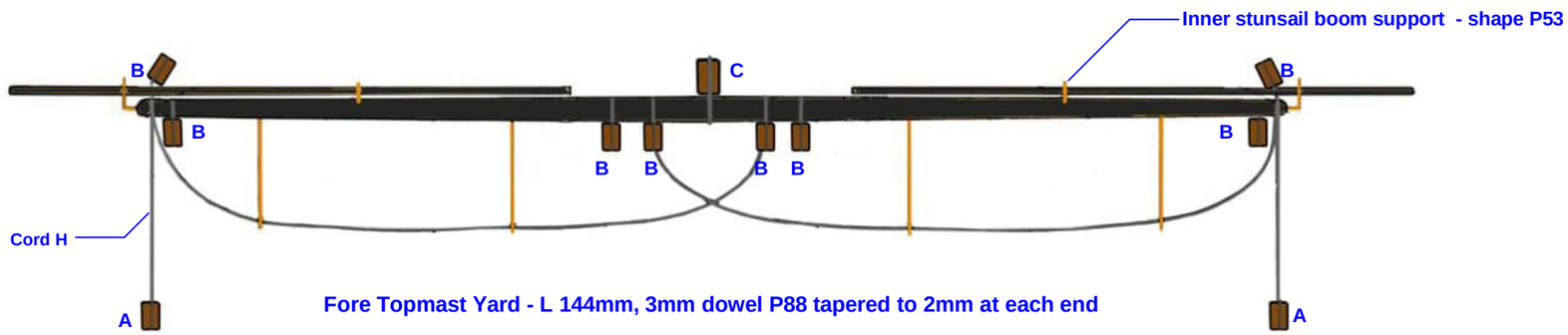
NOT TO SCALE



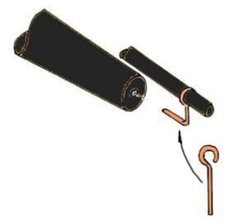
Fore Topgallant Yard - L 108mm, 2mm dowel P87 tapered to 1.5mm at each



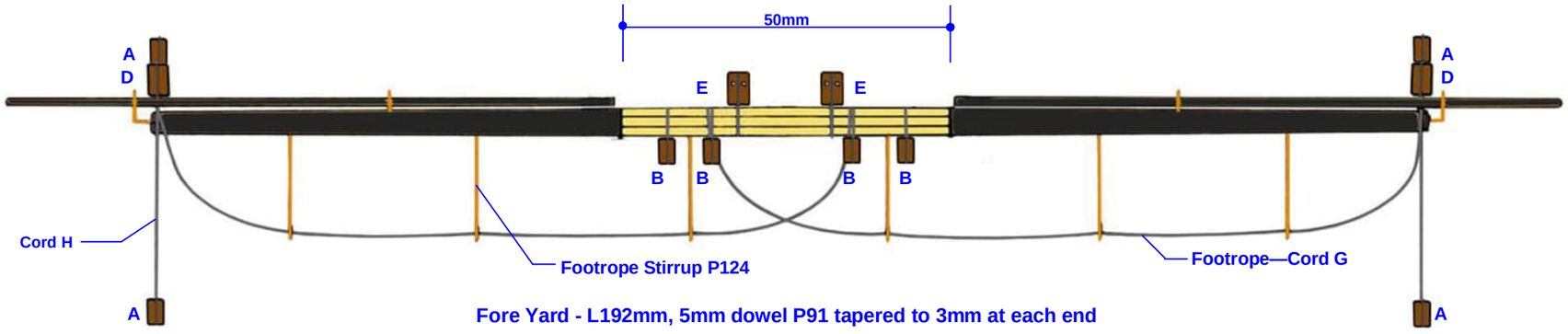
Use P33 to make octagonal section around yard



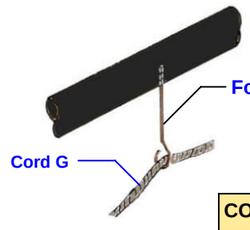
Fore Topmast Yard - L 144mm, 3mm dowel P88 tapered to 2mm at each end



Outer stunsail boom support - drill hole in end of yard and shape eye pin P53 to fit.



Fore Yard - L192mm, 5mm dowel P91 tapered to 3mm at each end



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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

13.2 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 above.



Main & Fore Yard stunsail booms - L96mm, 2mm dowel P87 tapered to 1.5mm



Main Top Yard & Fore Top Yard stunsail booms - L90mm, 2mm dowel P87 tapered to 1.5mm

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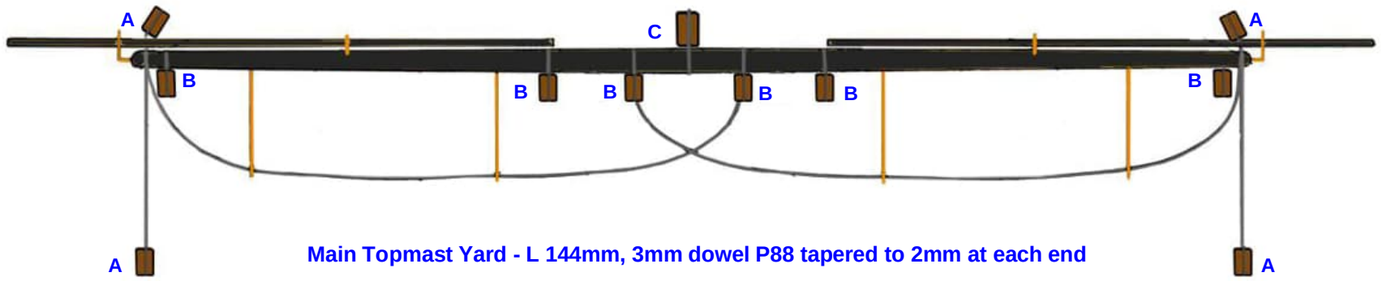
13.3 Main Mast Yards

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

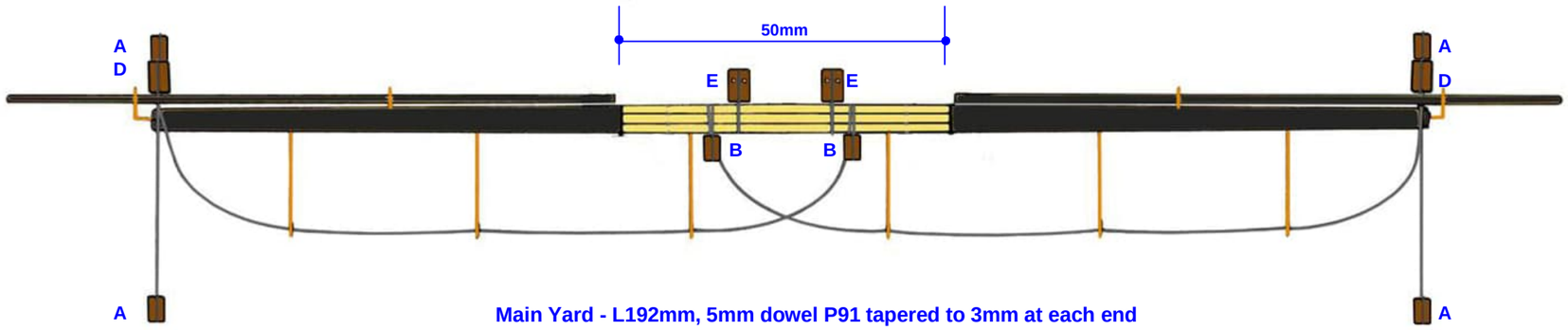
NOT TO SCALE



Main Topgallant Yard - L 108mm, 2mm dowel P87 tapered to 1.5mm at each end



Main Topmast Yard - L 144mm, 3mm dowel P88 tapered to 2mm at each end



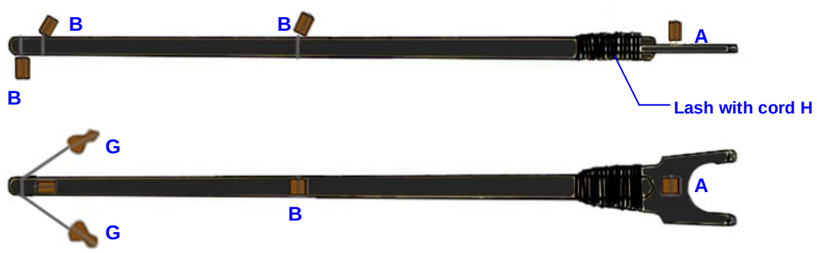
Main Yard - L192mm, 5mm dowel P91 tapered to 3mm at each end

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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

13.4 Gaff

Identify the dowel for the gaff. Cut to length and shape according to dimensions given. Fit the gaff yoke P125 as shown. Fit blocks as shown.



Gaff - L 120mm, 4mm dowel P90 tapered to 3mm

13.5 Boom

Identify the dowel for the boom. Cut to length and shape according to dimensions shown. Fit the boom yoke P126 as shown. Fit blocks as shown.



Boom - L 200mm, 5mm dowel P91 tapered to 4mm

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14.0 Rigging

14.1 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 of two sizes 1mm & 1.5mm. The running rigging is fawn and of two sizes, 0.25mm and 0.5mm.

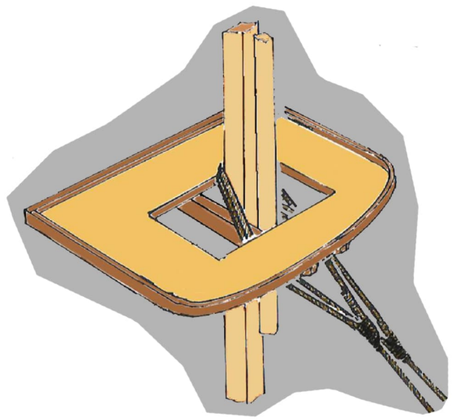
14.2 Preparation for Rigging

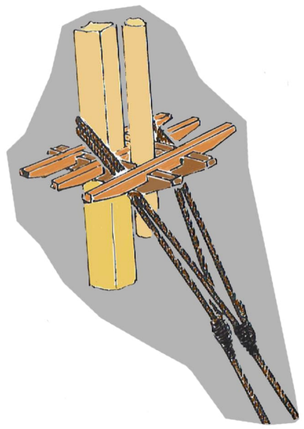
If needed drill out the holes in the blocks and deadeyes to facilitate the threading of the rigging cord when the time comes. For the most inaccessible blocks, insert a short piece of thin rigging cord through the hole and glue it to itself forming a loop. Later, when you wish to insert the permanent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

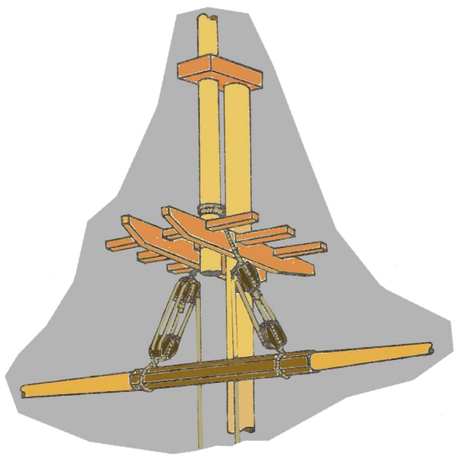
There are a few points to remember when rigging.
- Never cross rigging lines with each other.
- Never run rigging lines on the forward side of the yards.
- Never bend rigging lines around obstacles.
- Never run rigging lines through ratlines.
- Never make knots in rigging lines.

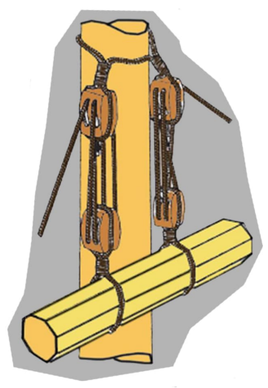
14.3 Typical Rigging Applications

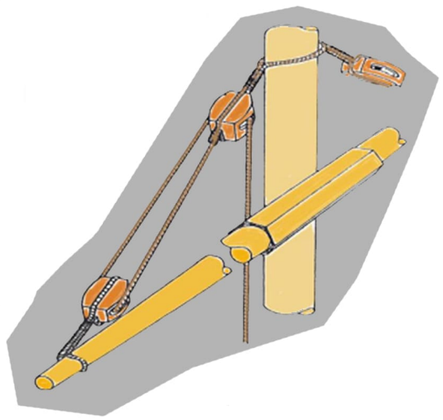
The following figures represent a range of rigging applications you may encounter as you rig a model.

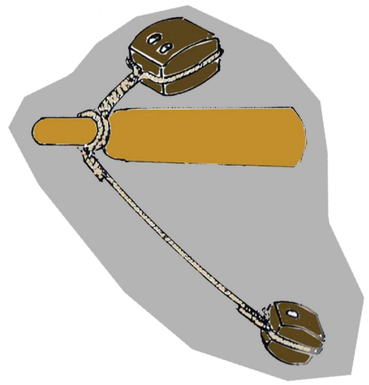


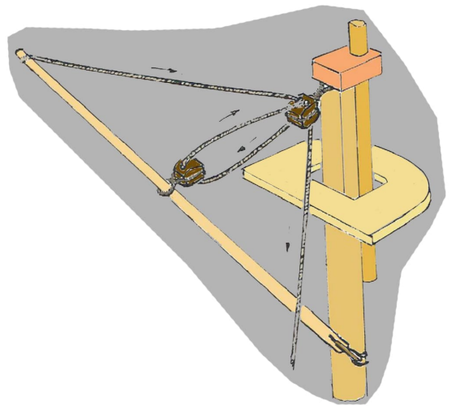


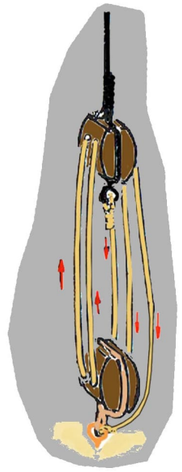


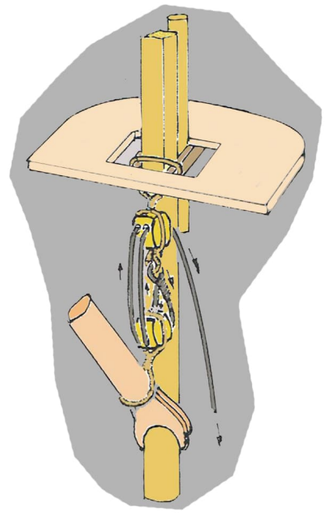




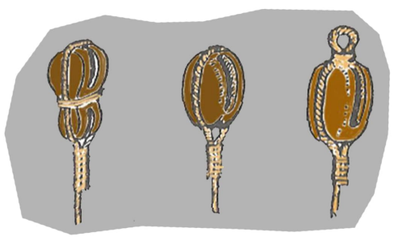












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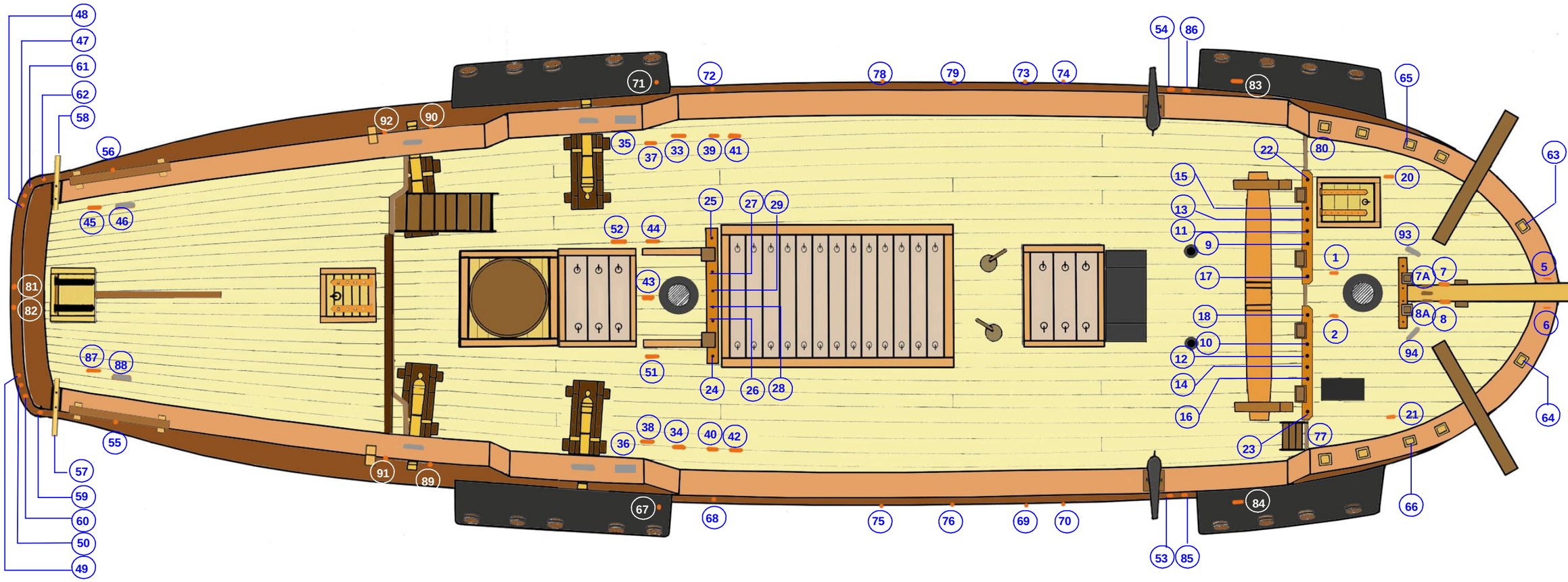
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14.4 Belaying Plan

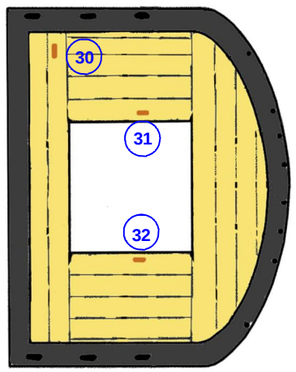
Fit cleat P50 at points: 7A, 8A, 35, 36, 46, 88, 93 & 94.

Fit eye pins P53 to points: 1, 2, 3, 4, 5, 6, 7, 8, 19, 20, 21, 30, 31, 32, 33, 34, 37, 38, 39, 40, 41,42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 59, 60, 61, 62, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 78, 79, 81, 82, 83, 84, 85, 86 & 87.

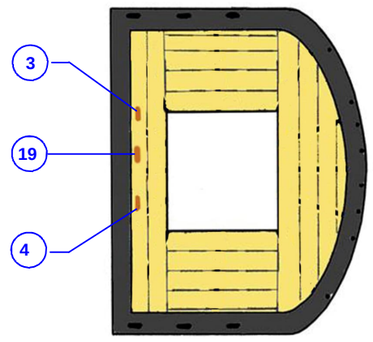
Tie off block B to the eye pin at the following points: 7, 8, 19, 20, 21, 30, 33, 34, 37, 38, 43, 45, 47, 50, 60 & 61.



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



Main Mast Top



Fore Mast Top

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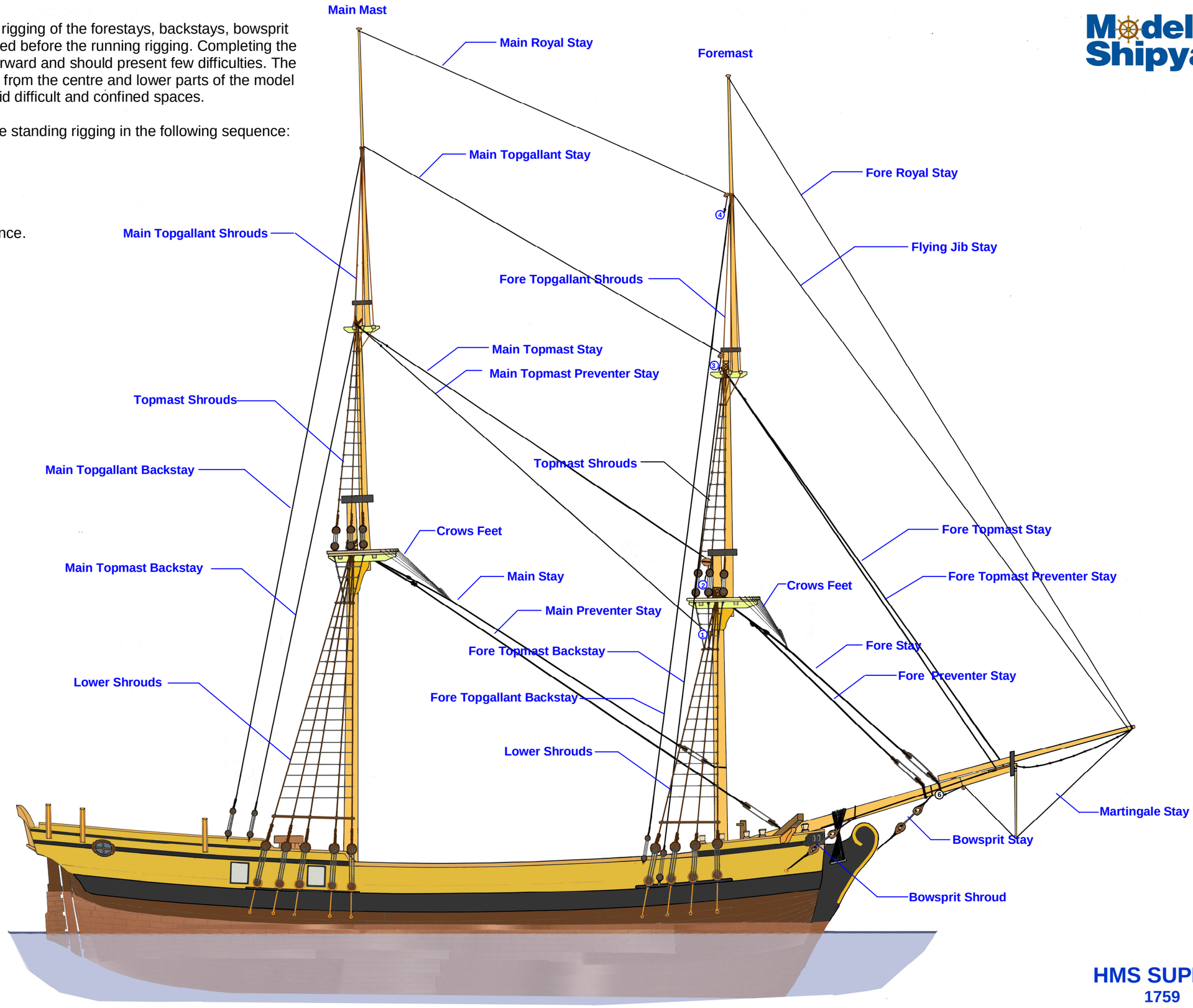
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15.0 Standing Rigging

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 shrouds & stays
4. Fore & Main Mast Shrouds.

The instructions follow this sequence.



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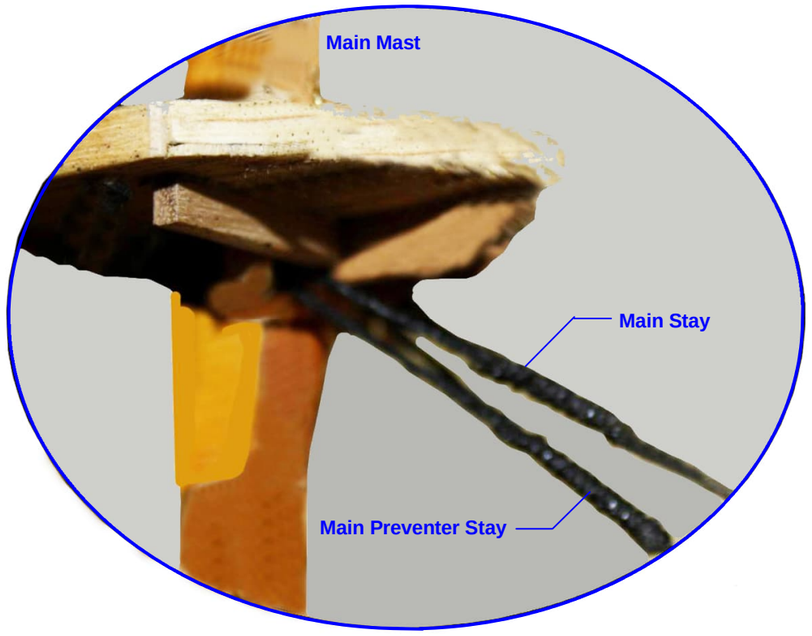
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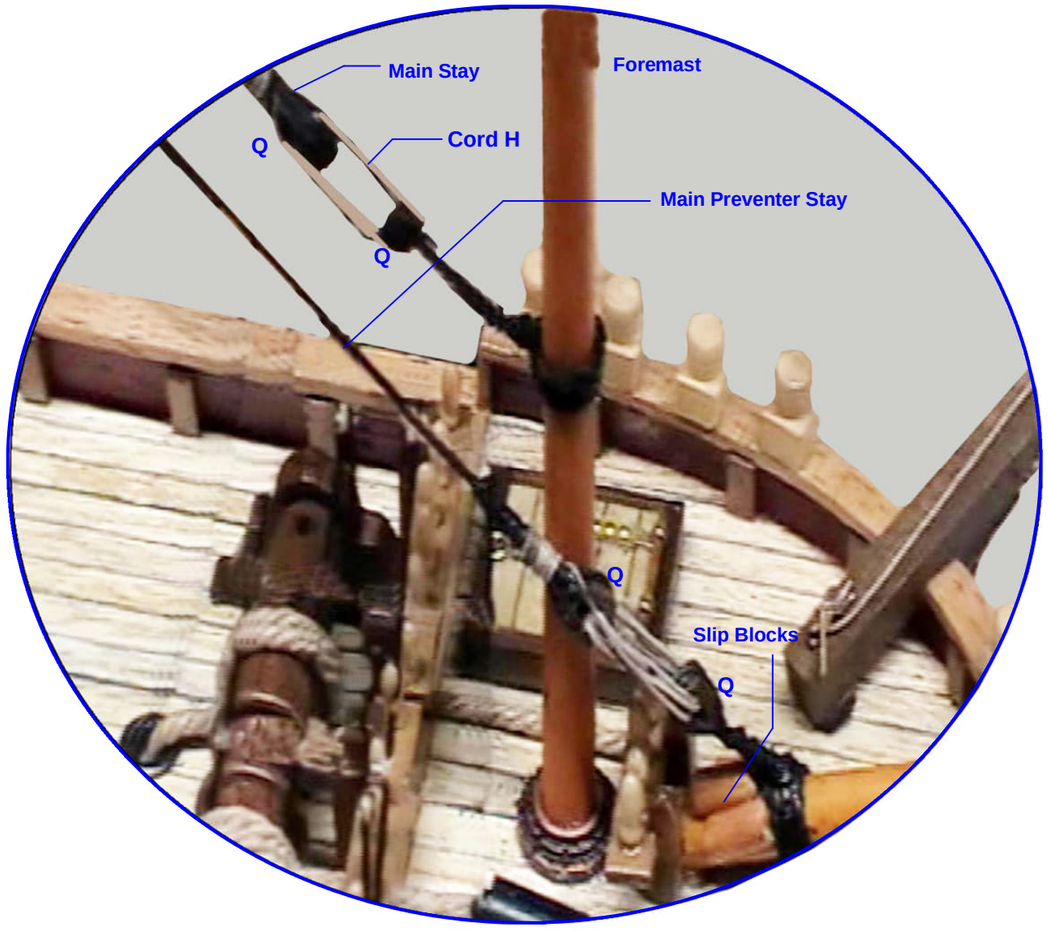
15.1 Forestays

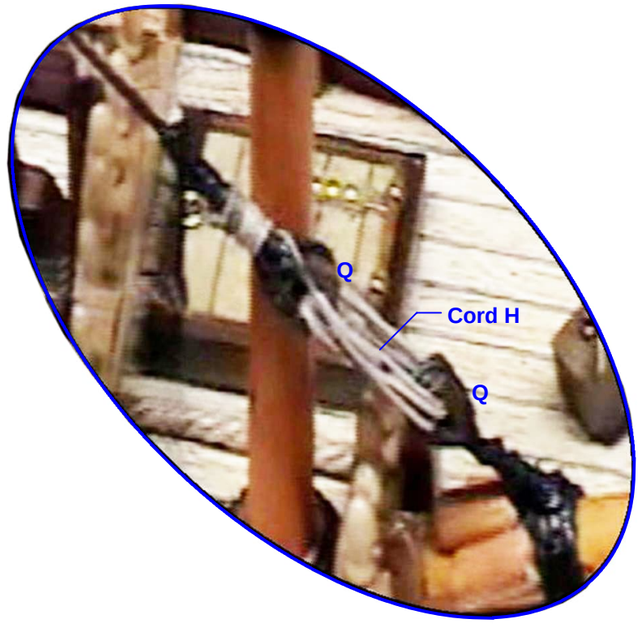
Fit the forestays in the order presented below. Refer also to the Belaying Plan for belaying points.

15.1.1 Main Stay & Preventer Stay

Use cord J to rig the preventer main stay between the mainmast head and the slip blocks at the base of the bowsprit as shown. Terminate upper and lower sections with a deadeye heart Q P129. Reeve together with cord H as shown. Use cord J to rig the main stay between the mainmast head and the foremast as shown. Terminate upper and lower sections with deadeye heart Q P129. Reeve together with cord H as shown.







DEADEYE KEY	
Size	
3mm	N
5mm	P
7mm heart	Q

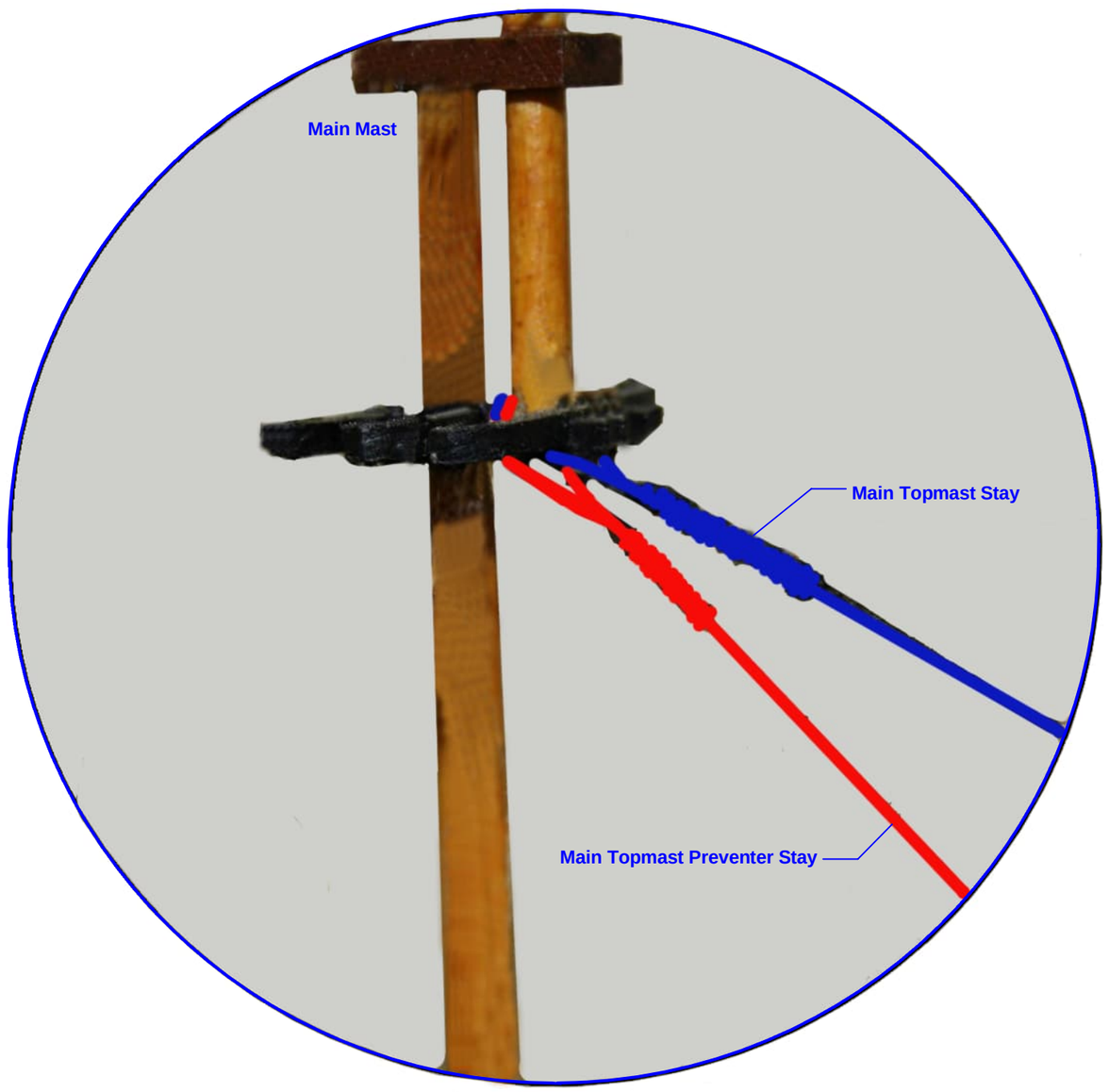
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

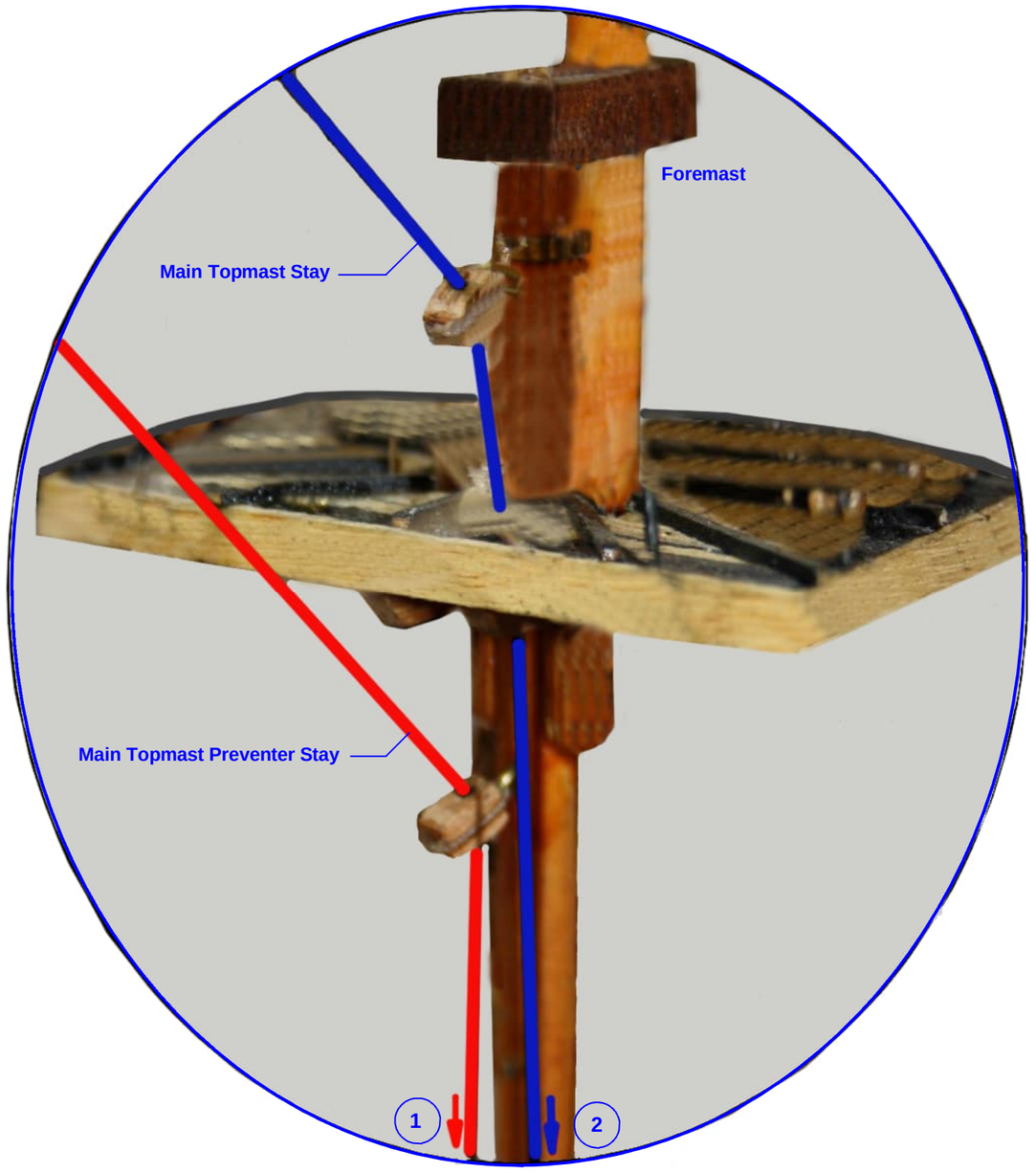
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15.1.2 Main Topmast Stay & Preventer Stay

Use cord J to rig the stay between the mainmast and the foremast as shown. Tie the stay around the masthead as shown. Rig to the block previously fitted on the foremast and terminate as shown.
Use cord J to rig the main topmast stay between the mainmast and the foremast as shown. Tie the stay around the masthead as shown. Rig to the block previously fitted on the foremast and terminate as shown.





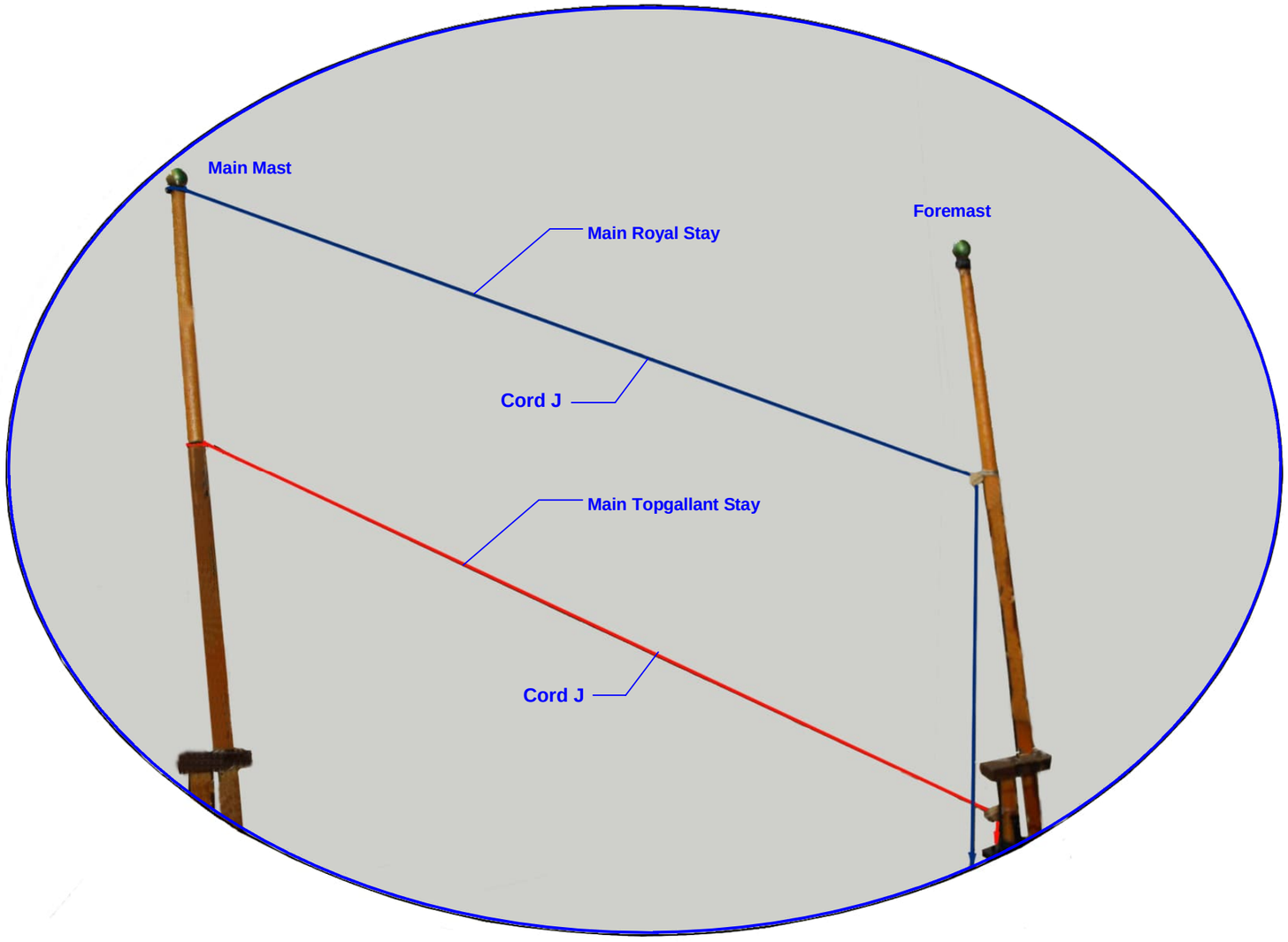
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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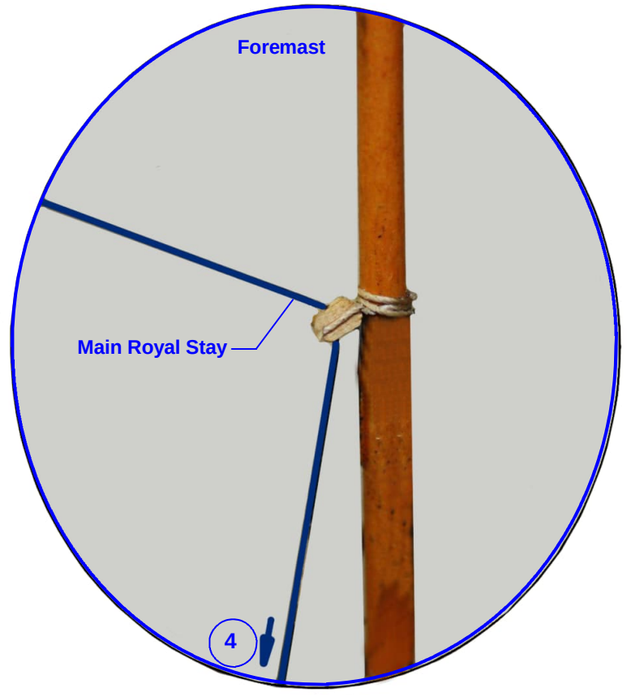
15.1.3 Main Topgallant Stay

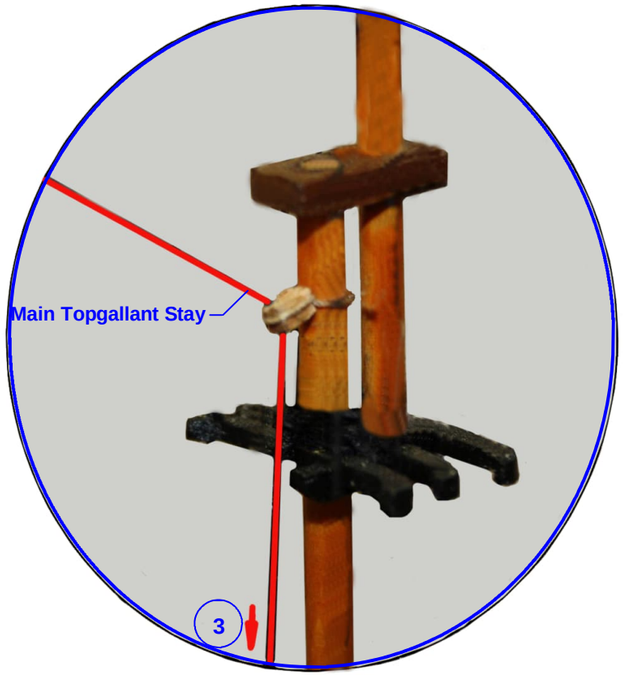
Rig the stay between the mainmast and the foremast as shown. Tie the stay around the masthead as shown. Rig to the block previously fitted on the foremast and terminate as shown.



15.1.4 Main Royal Stay

Rig the stay between the mainmast and the foremast as shown. Tie the stay around the masthead as shown. Rig to the block previously fitted on the foremast and terminate as shown.





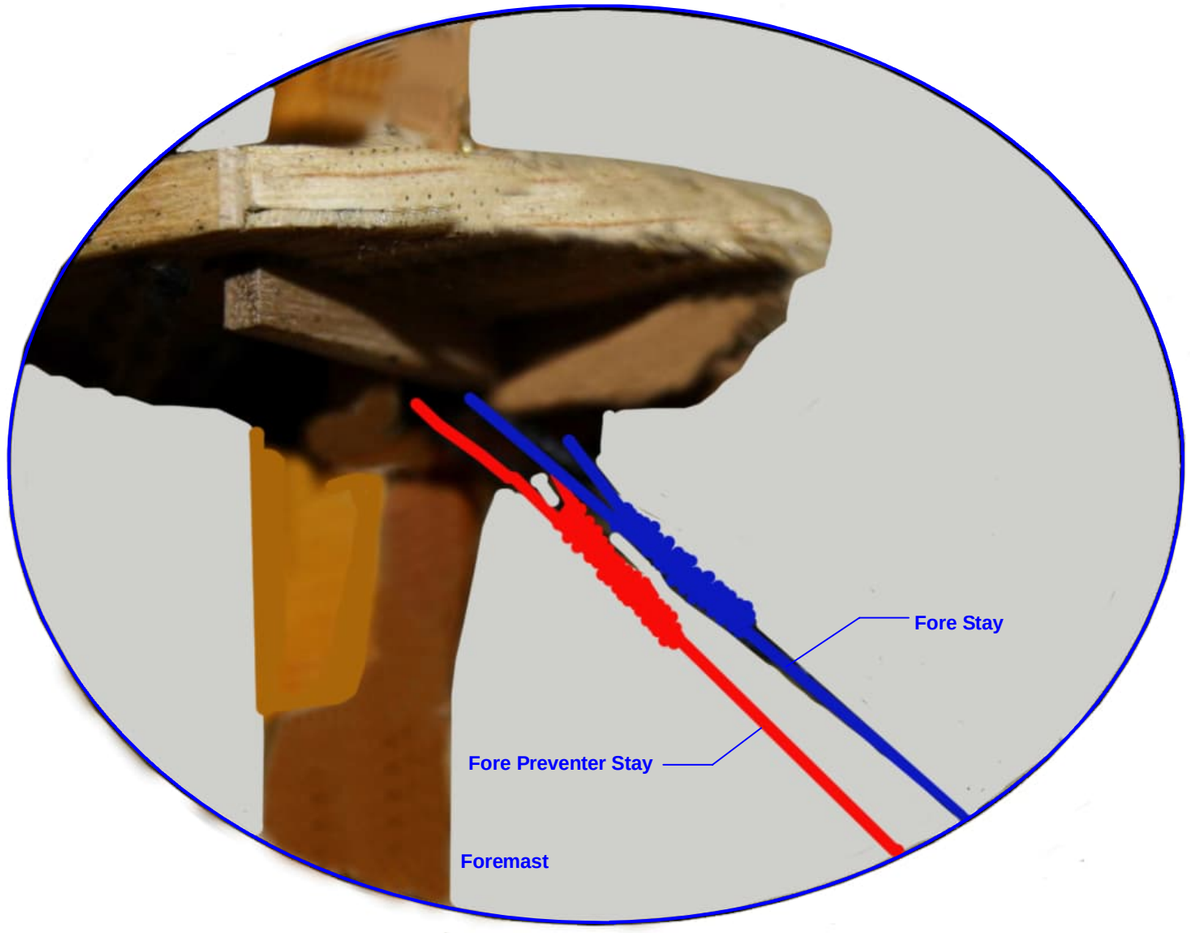
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

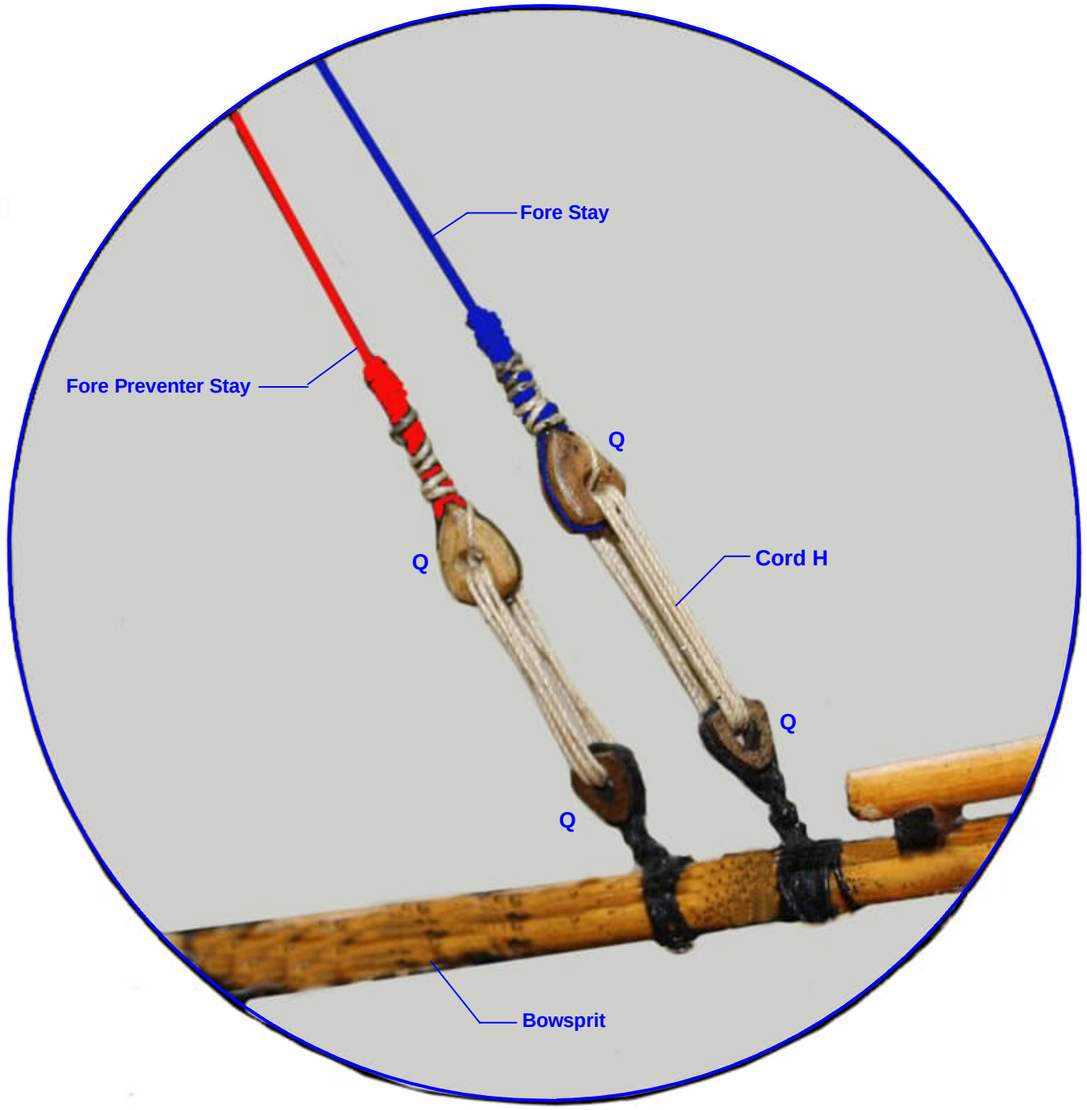
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15.1.5 Fore Stay & Fore Preventer Stay

Fit a deadeye heart Q to the bowsprit as shown. Rig the fore preventer stay between the foremast head and the bowsprit as shown using cord J. Terminate with a deadeye heart Q P129. Reeve together with cord H as shown. Fit a deadeye heart Q P129 to the bowsprit as shown. Rig the fore stay between the foremast head and the bowsprit as shown using cord J. Terminate with a deadeye heart Q P129. Reeve together with cord H as shown.





DEADEYE KEY	
Size	
3mm	N
5mm	P
7mm heart	Q

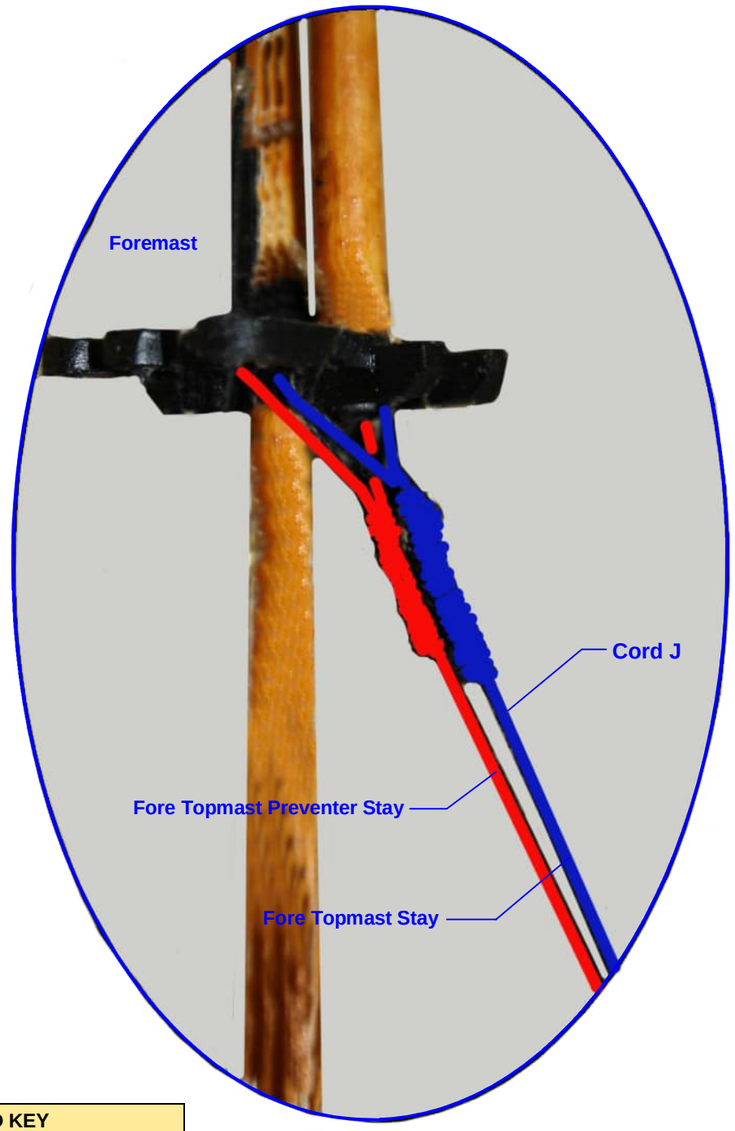
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

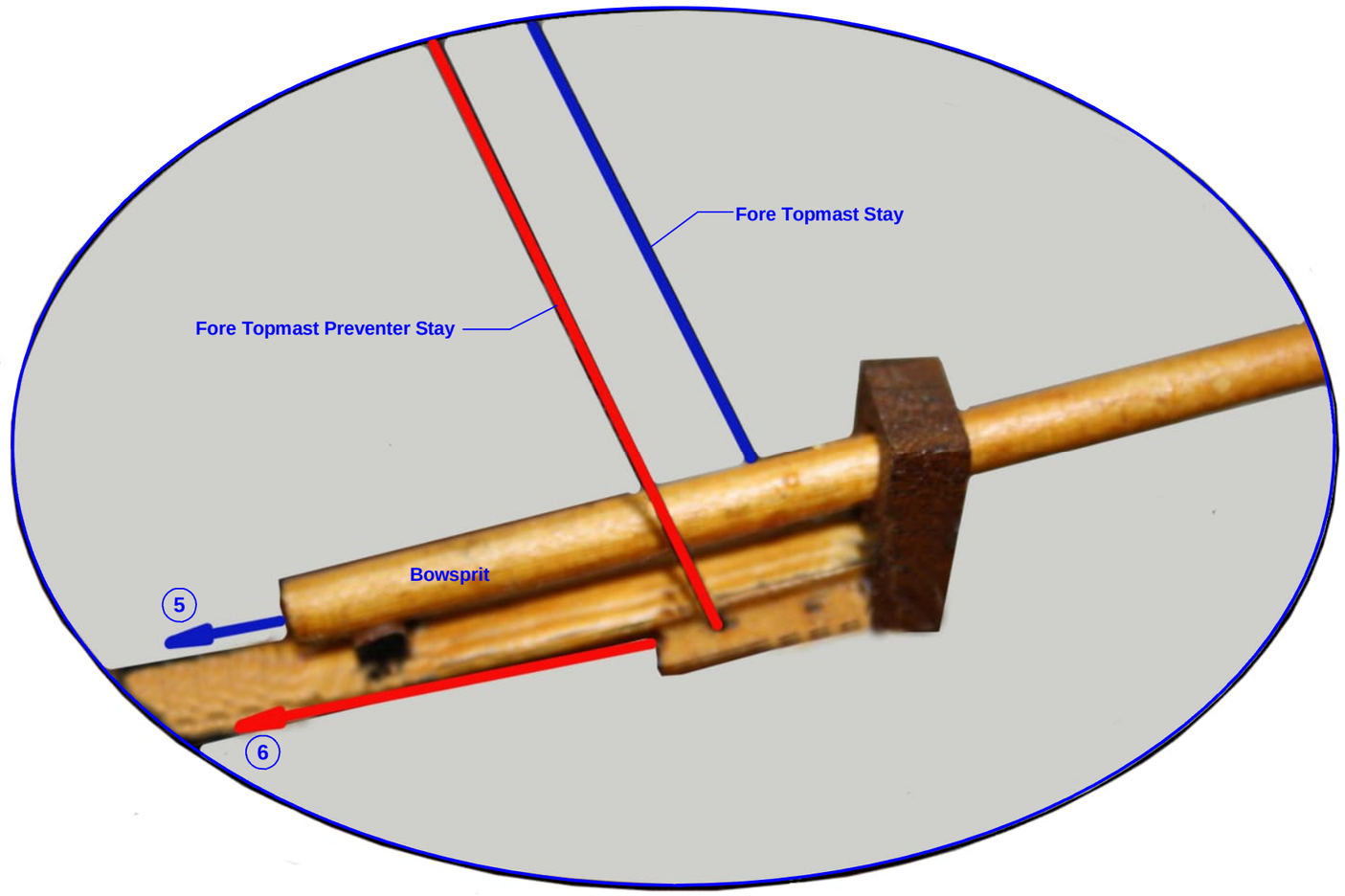
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15.1.6 Fore Topmast Stay & Topmast Preventer Stay

Rig the fore topmast preventer stay between the foremast topmast head, passing through the starboard side hole on the bee and terminating as shown. Rig the fore topmast stay between the foremast topmast head, passing through the port side hole on the bee and terminating as shown.





CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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15.1.7 Flying Jib Stay

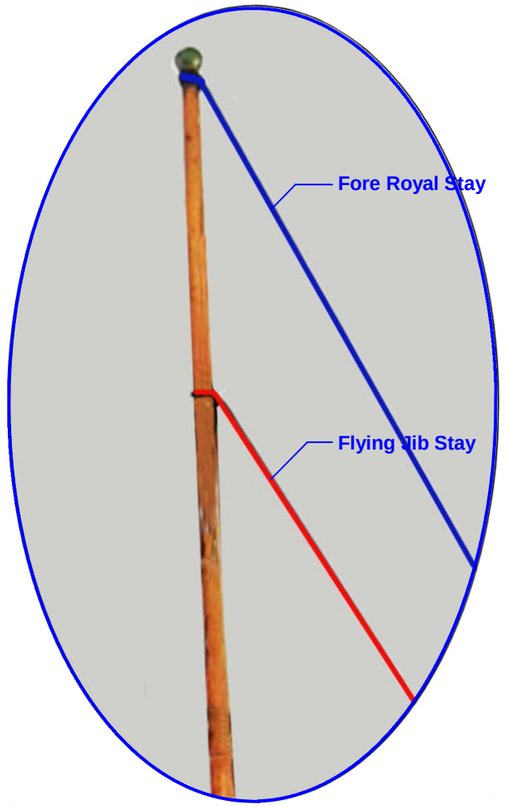
Rig the flying jib stay as shown. Fit an eye pin P53 to the bowsprit with block B attached. Fit a block C to end of stay and reeve the blocks together as shown. Terminate at cleats as shown.

15.1.8 Fore Royal Stay

Rig the fore royal stay as shown. Fit an eye pin P53 to the bowsprit with block B attached. Fit a block C to end of stay and reeve the blocks together as shown. Terminate at cleats as shown.

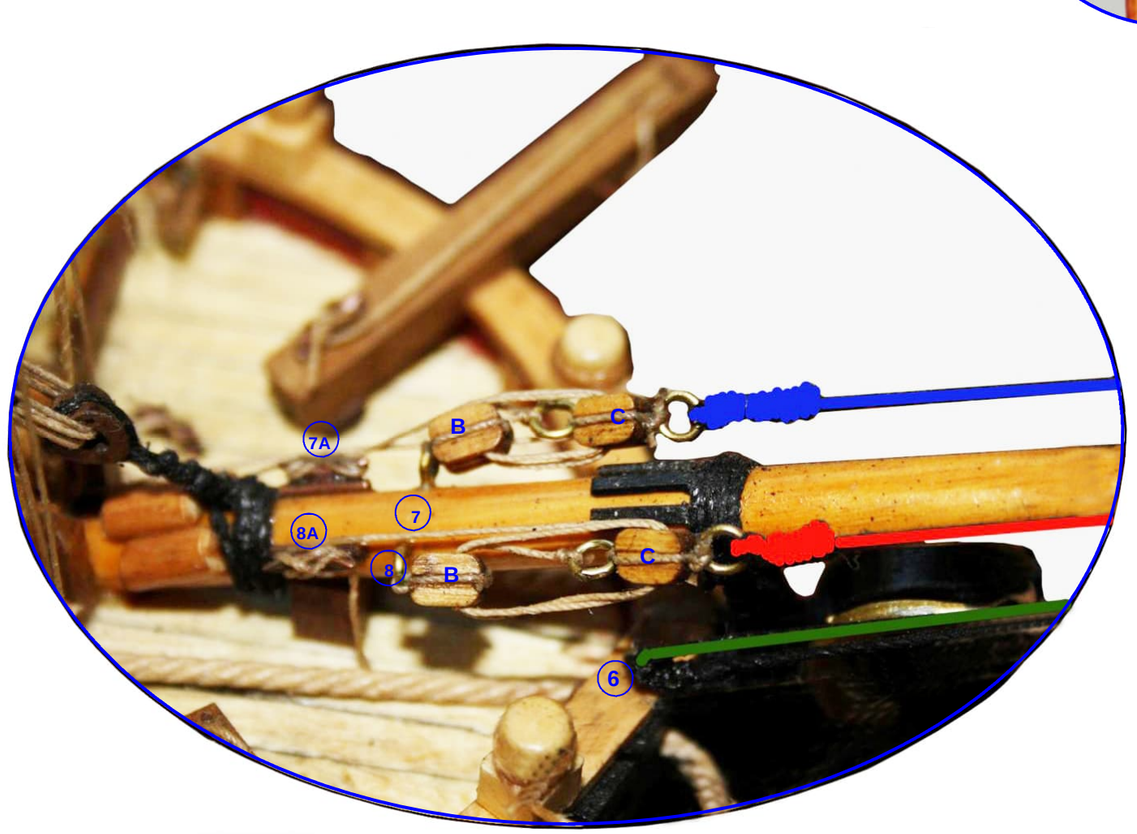
15.1.9 Martingale Stay

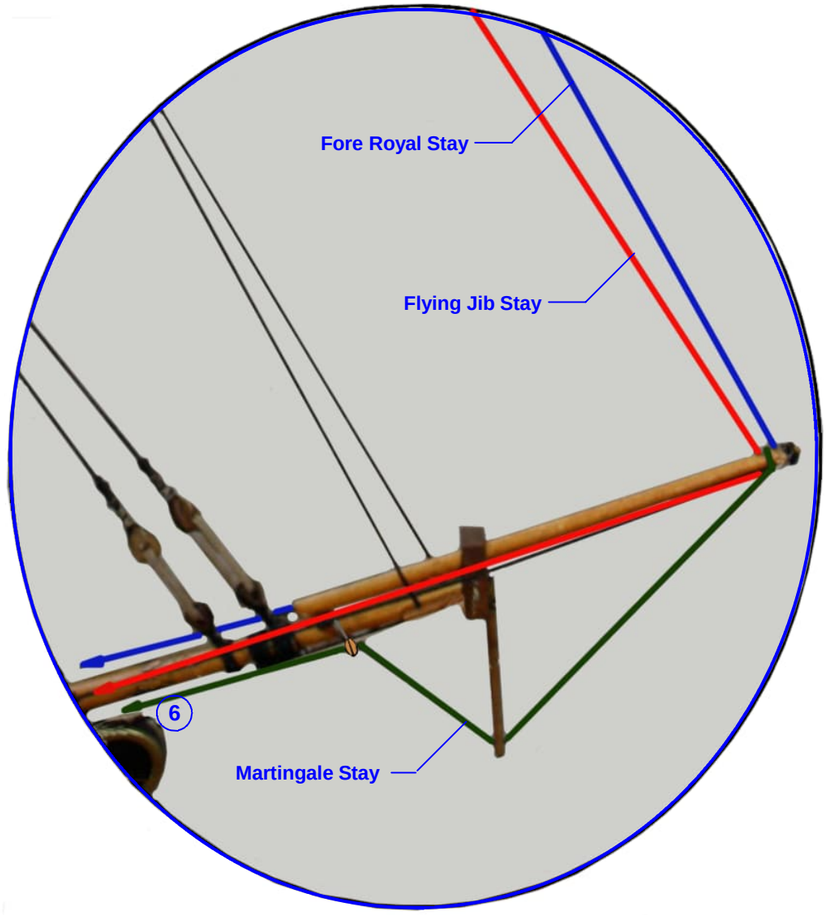
Rig the martingale stay as shown. Terminate as shown.



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		





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15.1.10 Fore Topmast Backstay

Fit an eye pin P53 to the foremast channel belaying points 83 & 84. Attach deadeye N P127 to these points. Run cord J from mast top as shown and attach deadeye N to the end. Reeve the two deadeyes together.

15.1.11 Fore Topgallant Backstay

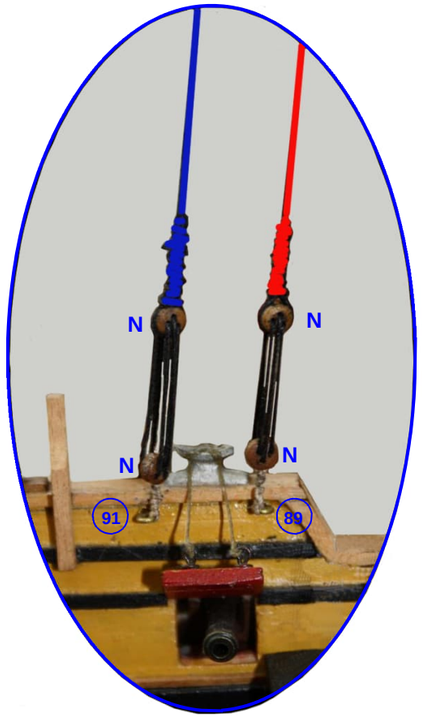
Fit an eye pin P53 to the bulwark belaying points 85 & 86. Attach deadeye N P127 to these points. Run cord J from the topgallant mast as shown and attach deadeye N to the end. Reeve the two deadeyes together.

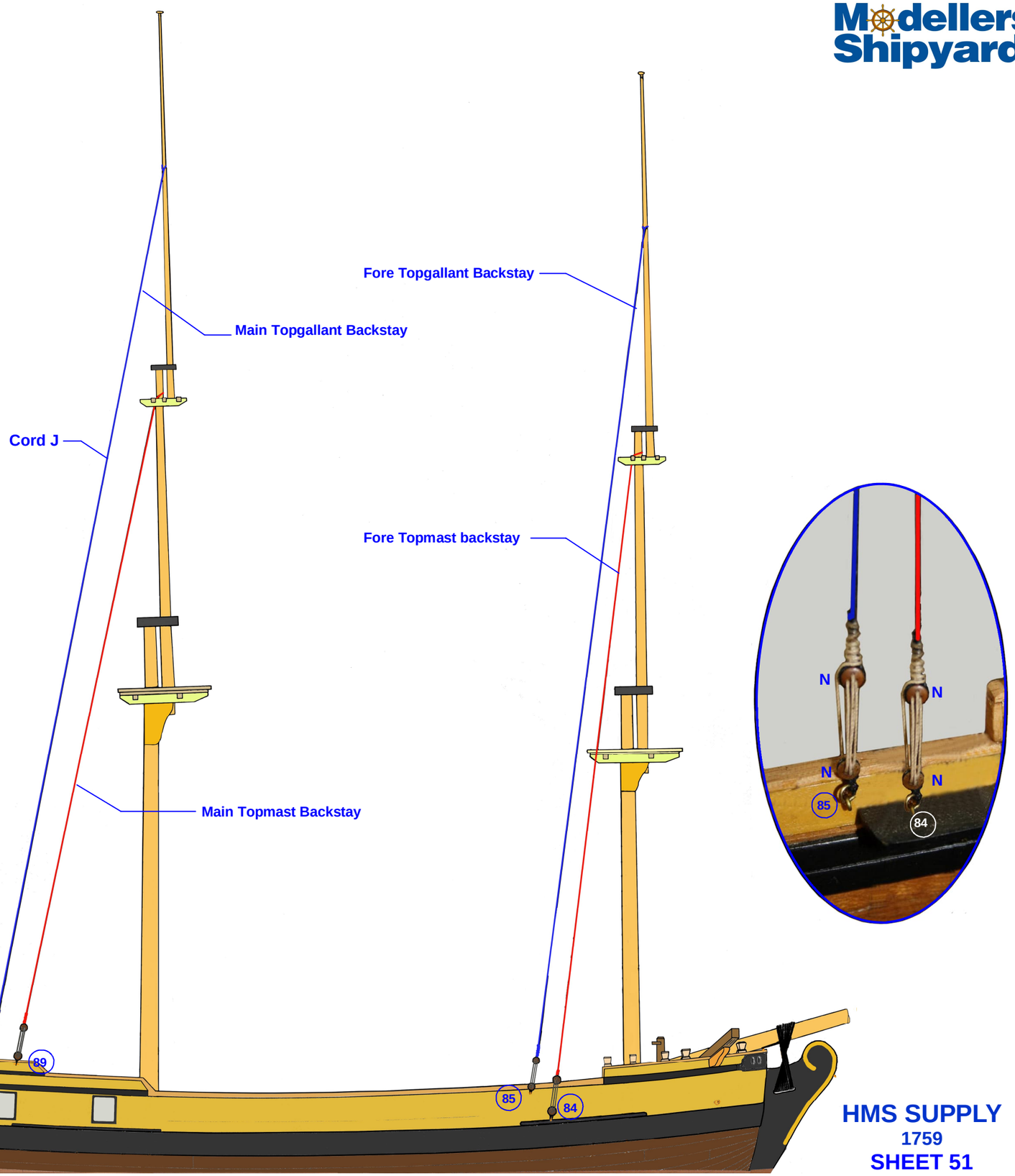
15.1.12 Main Topmast Backstay

Fit an eye pin P53 to the bulwark belaying points 89 & 90. Attach deadeye N P127 to these points. Run cord J from mast top as shown and attach deadeye N to the end. Reeve the two deadeyes together.

15.1.13 Main Topgallant Backstay

Fit an eye pin P53 to the bulwark belaying points 91 & 92. Attach deadeye N P127 to these points. Run cord J from mast top as shown and attach deadeye N to the end. Reeve the two deadeyes together.





DEADEYE KEY	
Size	
3mm	N
5mm	P
7mm heart	Q

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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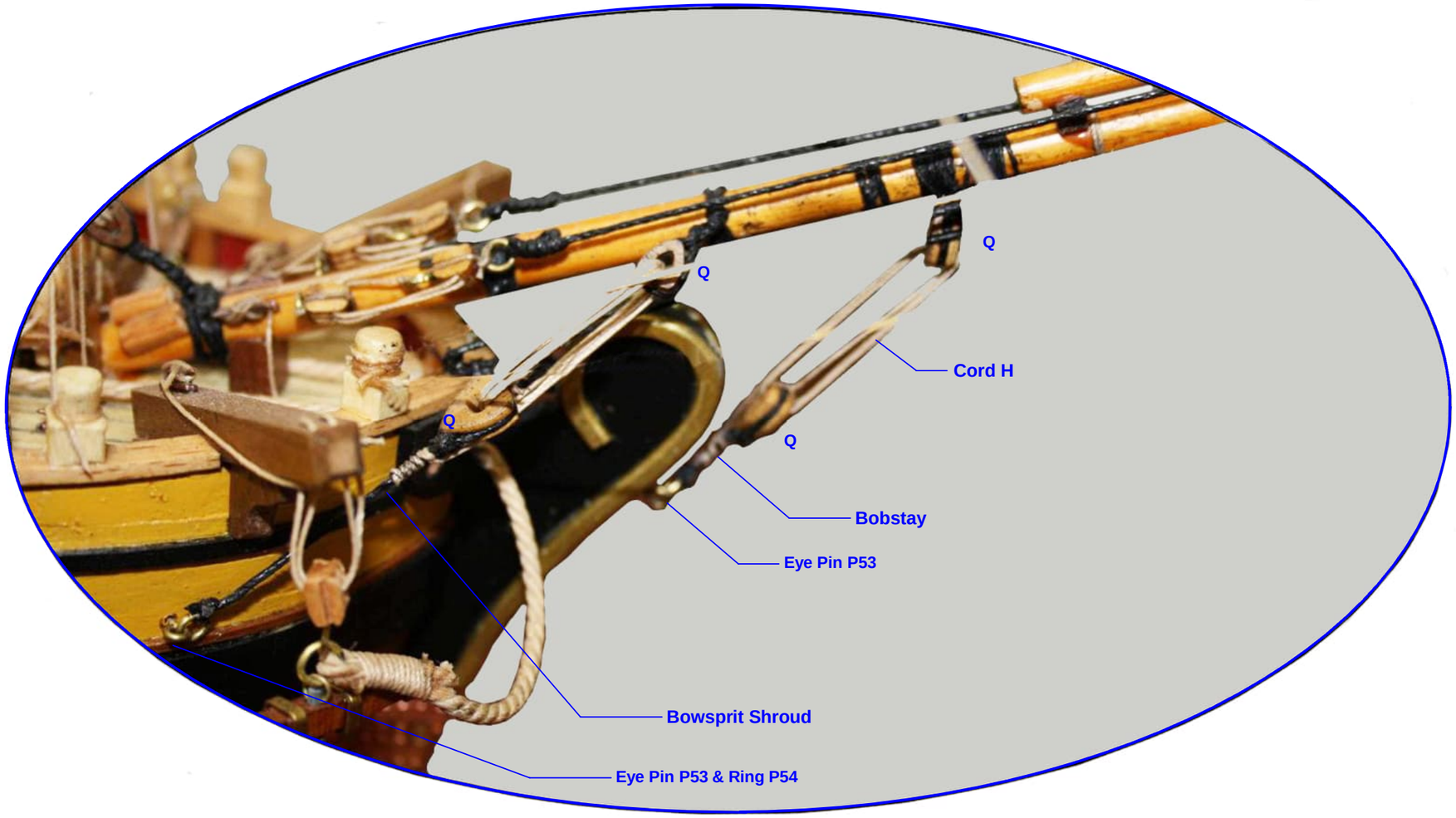
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15.1.14 Bobstay

Fit eye pins P53 as shown. Attach deadeye hearts Q P129 to stem post & bowsprit. Use cord H to reeve the hearts together.

15.1.15 Bowsprit Shrouds

Fit eye pins and rings as shown. Attach a deadeye heart Q P129 to a length of cord J and attach to the ring. Attach a deadeye heart Q to bowsprit. Reeve the deadeye hearts together as shown with cord H. Repeat for the port side.



DEADEYE KEY	
Size	
3mm	N
5mm	P
7mm heart	Q

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

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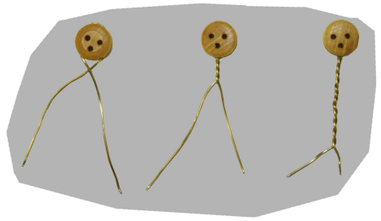
15.1.16 Shrouds

The next step is to fit the main mast and foremast 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.

15.1.17 Preparation for Lower Mast Shrouds

15.1.18 Deadeye Straps

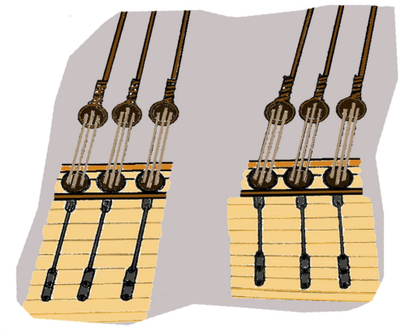
The deadeye straps are fixed to the hull over the channel and hold the lower deadeyes of the shrouds. Identify the 5mm deadeyes P128. To make the deadeye straps cut a 80mm length of 0.5mm brass wire P130 and with long nose pliers twist the wire around the deadeye as shown. Make 18 deadeye straps. Do not fit the straps to the channel yet.



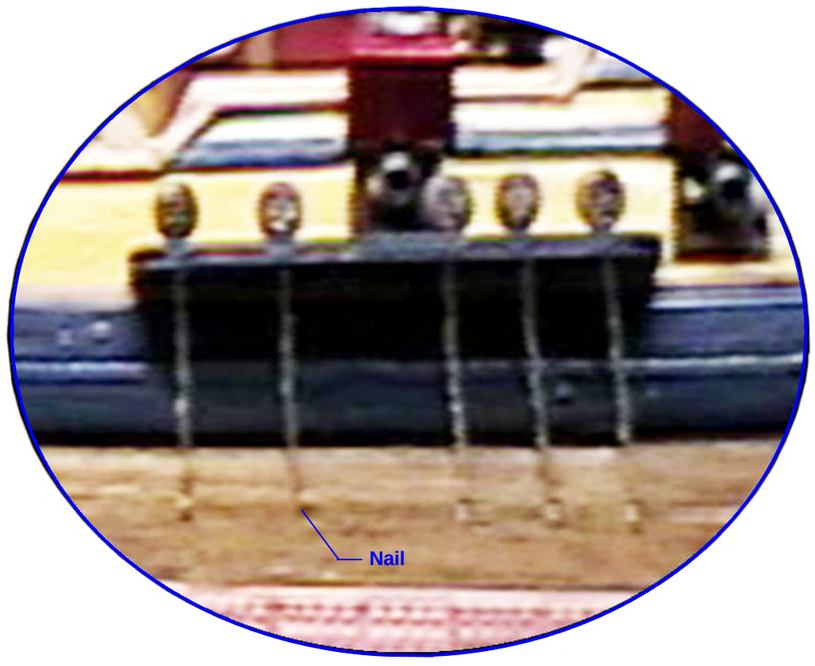
15.1.19 Shroud Extension Angle

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

1. Temporarily attach a length of rigging cord from the mast head down to below the channel. Tape the cord to the hull below the channel as shown.
2. Each deadeye strap is fixed to the hull 6mm below the wale. For each deadeye strap mark on the hull the fixing hole at the relevant angle. Do this for each shroud.
3. Drill a 0.8mm hole at each point to accept the strap. Pass the deadeye strap through the hole in the channel. Align the strap length to the hole and bend at a right angle. Fix the deadeye strap into the hole. Finish by pushing a nail P42 into each hole and fix with a dab of super glue. Use this approach to fit & fix all deadeye straps in place to both sides of the hull.



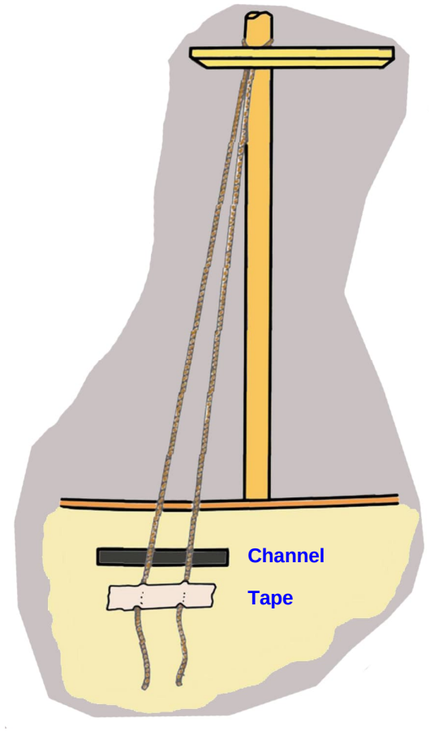
Correct Incorrect



Main Mast Deadeye Straps



Foremast Deadeye Straps



Shroud Extension Angle

DEADEYE KEY	
Size	
3mm	N
5mm	P
7mm heart	Q

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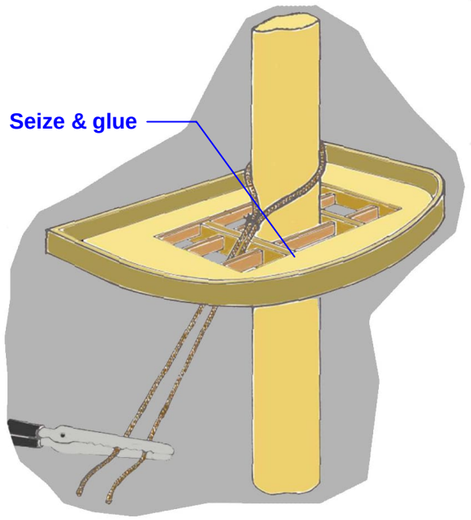
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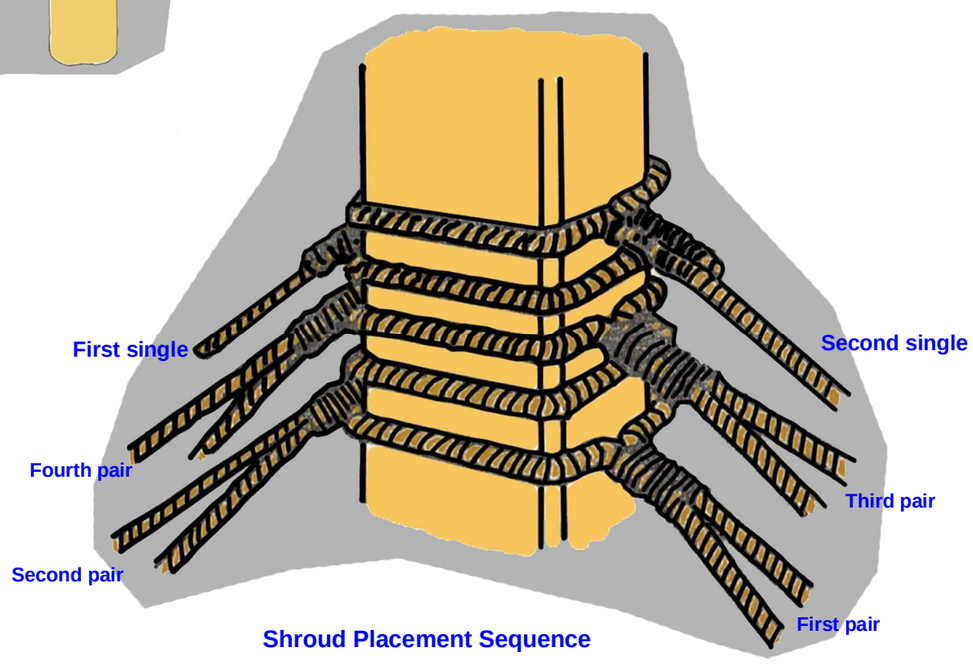
15.1.20 Lower Shrouds

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 J long enough to go from the channel to the mast top twice with approximately 40mm 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 jig as shown. This wire jig will provide the correct spacing between the upper and the lower deadeye and ensure the deadeyes are in straight rows parallel with the channels and with each other.

The loose end of the cord then goes up and around the mast and down to the position of the lower deadeye immediately **behind** the first. Using super glue, alligator clip and another wire jig, the upper deadeye is attached to the shroud. Using a short length of cord J, 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 J. Seize the end of this cord with a dab of glue. For the fifth shroud on the main mast wrap around the mast and seize & glue to its self at the mast head as shown.

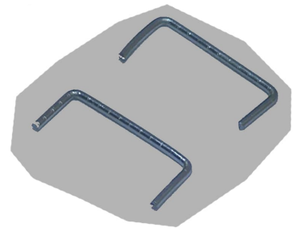




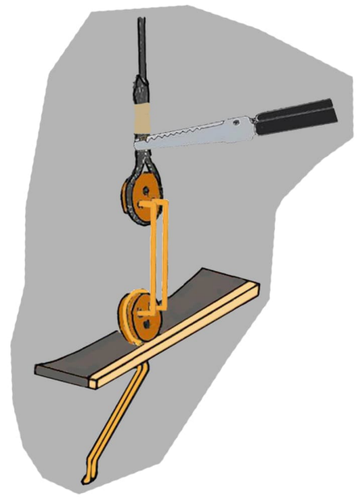
Shroud Placement Sequence

15.1.21 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.

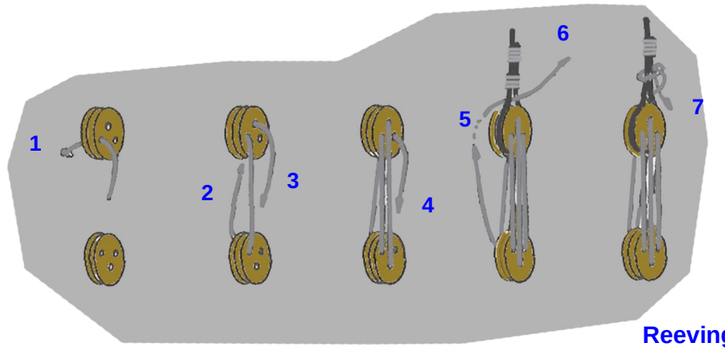


Deadeye Spacer Jig



15.1.22 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 G and reeve as shown.

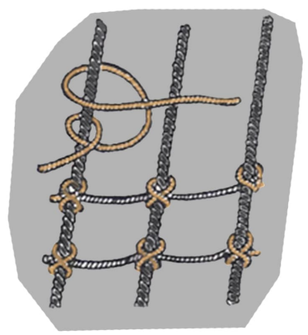


Reeving Deadeyes

15.1.23 Ratlines

The ratlines are the rope ladders used by the crew to climb up the mast. Using cord G tie off the ratlines to the shrouds. Space the ratlines approximately 5mm apart making sure they are horizontal and parallel with each other. Seize each knot with a dab of glue and trim excess cord.

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J



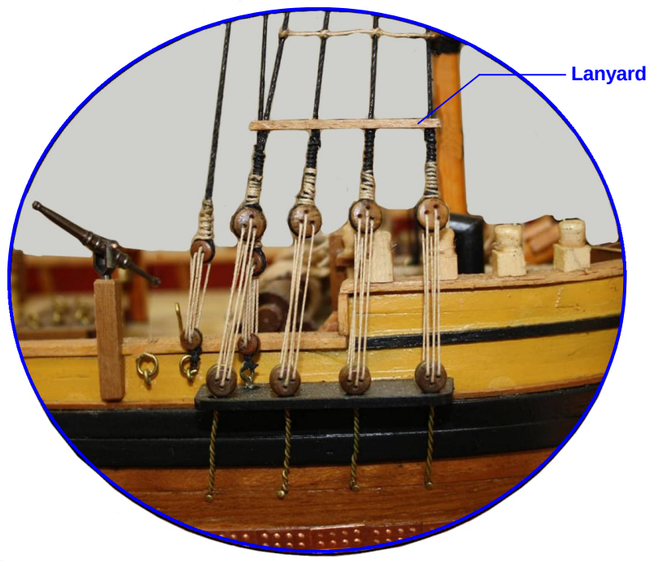
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15.1.24 Foremast - Lower Shrouds

Following the approach previously presented to complete the shrouds for the lower fore and main masts. Note the shroud placement sequence. Identify the lanyard strips P138. Glue and tie the lanyard strips as shown. Lastly, fit the ratlines.





15.1.25 Main Mast - Lower Shrouds

Following the approach previously presented to complete the shrouds for the lower fore and main masts. Note the shroud placement sequence. Identify the lanyard strips P138. Glue and tie the lanyard strips as shown. Lastly, fit the ratlines.





CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

DEADEYE KEY	
Size	
3mm	N
5mm	P
7mm heart	Q

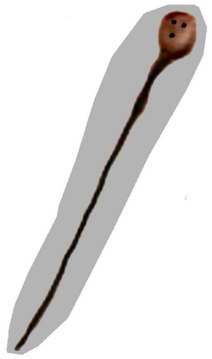
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15.1.26 Fore & Main Masts - Top Mast Shrouds

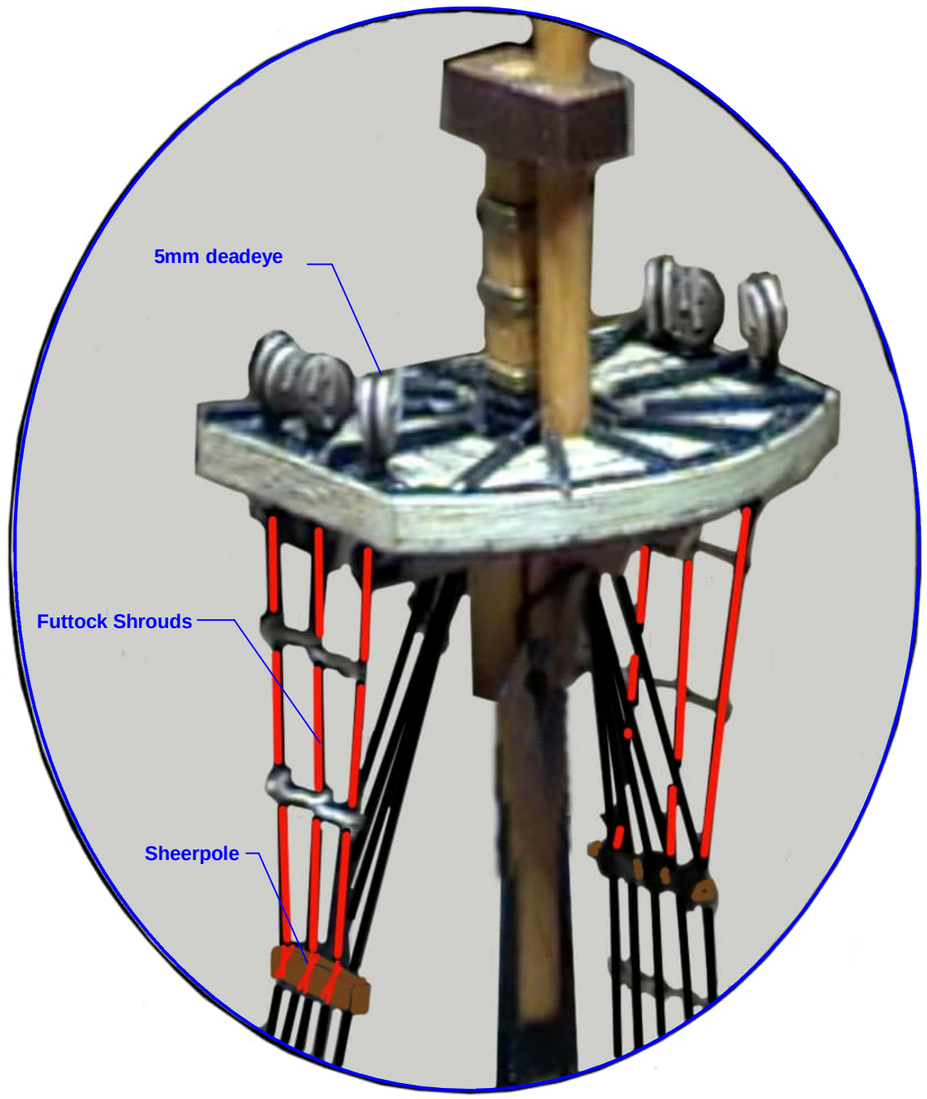
For the top mast shrouds the first step is to make the futtock shrouds. These take the lower deadeyes for the topmast shrouds. To make the futtock shroud cut a 60mm length of cord J. Fix a 5mm deadeye P128 to one end of this cord as shown. Make 12 futtock shrouds. Fit each futtock shroud into place in the pre-drilled holes in the mast tops as shown. Tie off the futtock shrouds to the lower mast shrouds and fit a sheerpole using P138 across the joints as shown. The next step is to fit the top mast shrouds using cord J. Follow the shroud placement sequence - for the odd shroud tie off to its self as shown. Lastly, fit the lanyard strip using P138 and the ratlines.

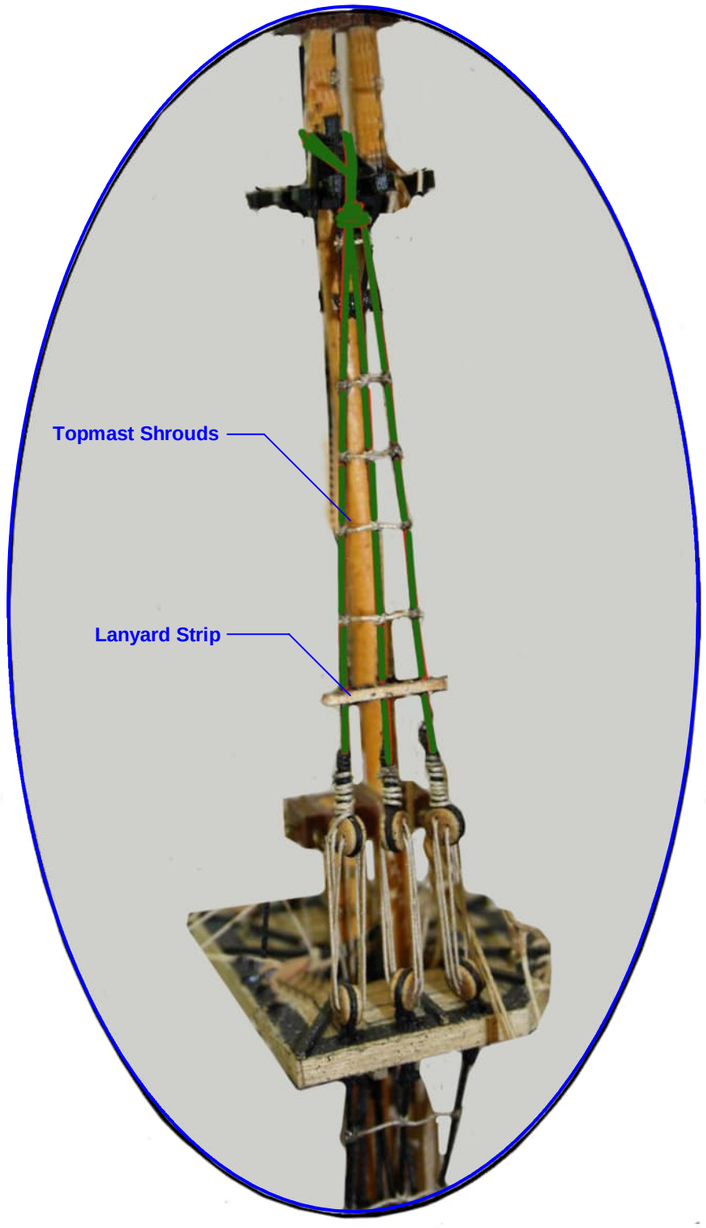
15.1.27 Fore & Main Masts - Topgallant Shrouds

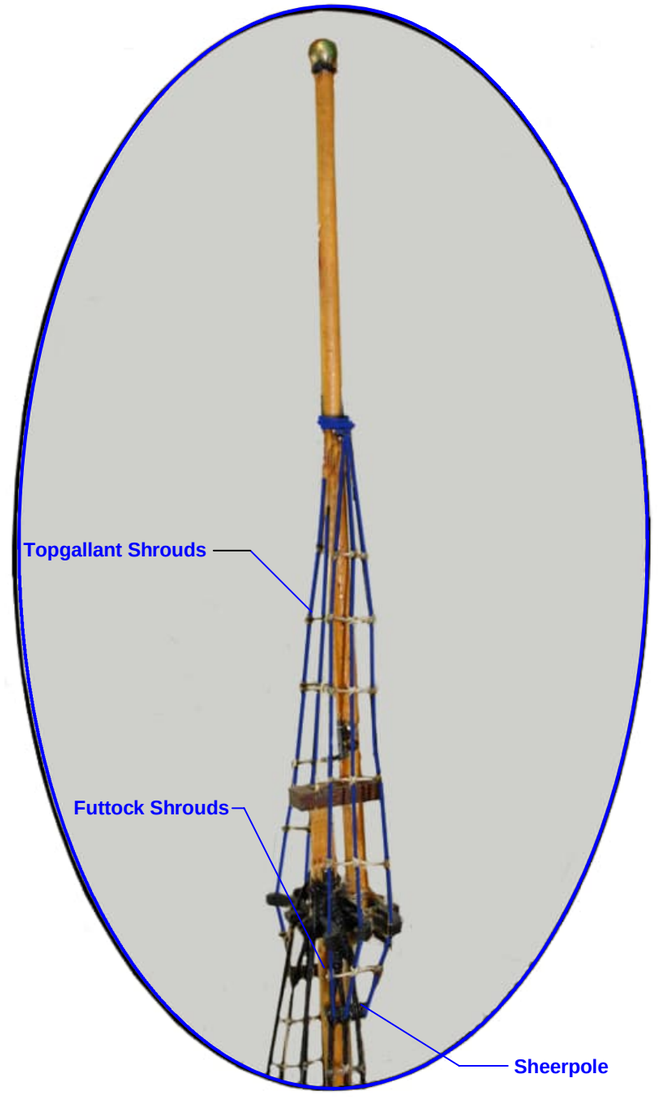
For the fore and main mast top gallant shrouds cut 12 lengths of cord J. Attach the top gallant futtock shrouds to the topmast shrouds as shown. Fix a sheerpole using P138 across the joints. Lastly, fit the ratlines.



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CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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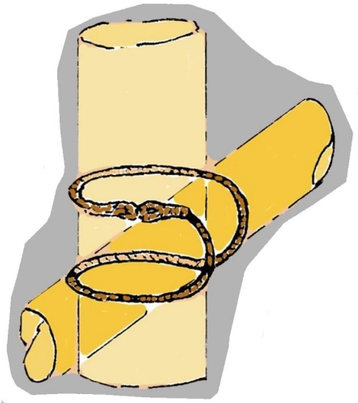
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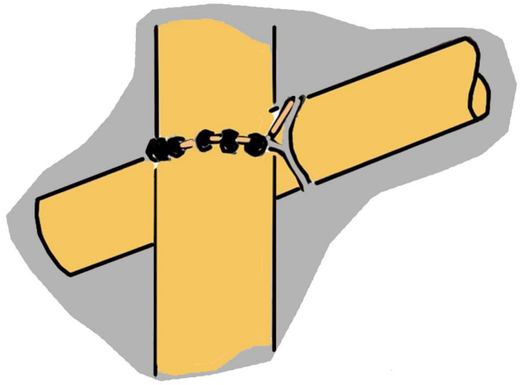
16.0 Running Rigging

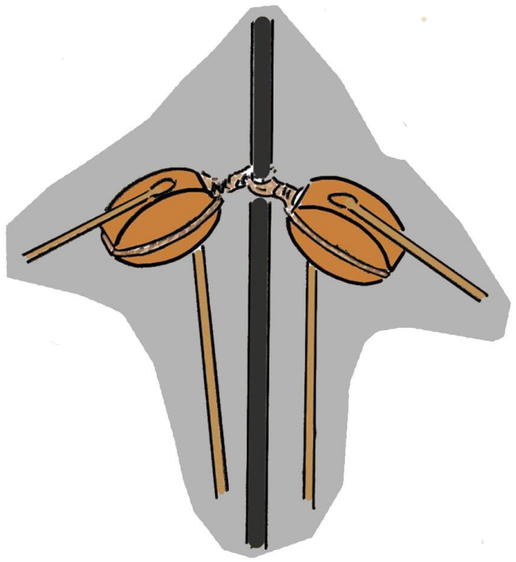
The next step is to complete the running rigging. The running rigging includes rigging for the yard lifts, braces, pendants, halliards, and guys. If the model is fitted with sails there will be other running rigging associated with the sails not covered in these instructions. Completing the running rigging 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. The running rigging is fawn and of two sizes, 0.25mm - cord G and 0.5mm - cord H.

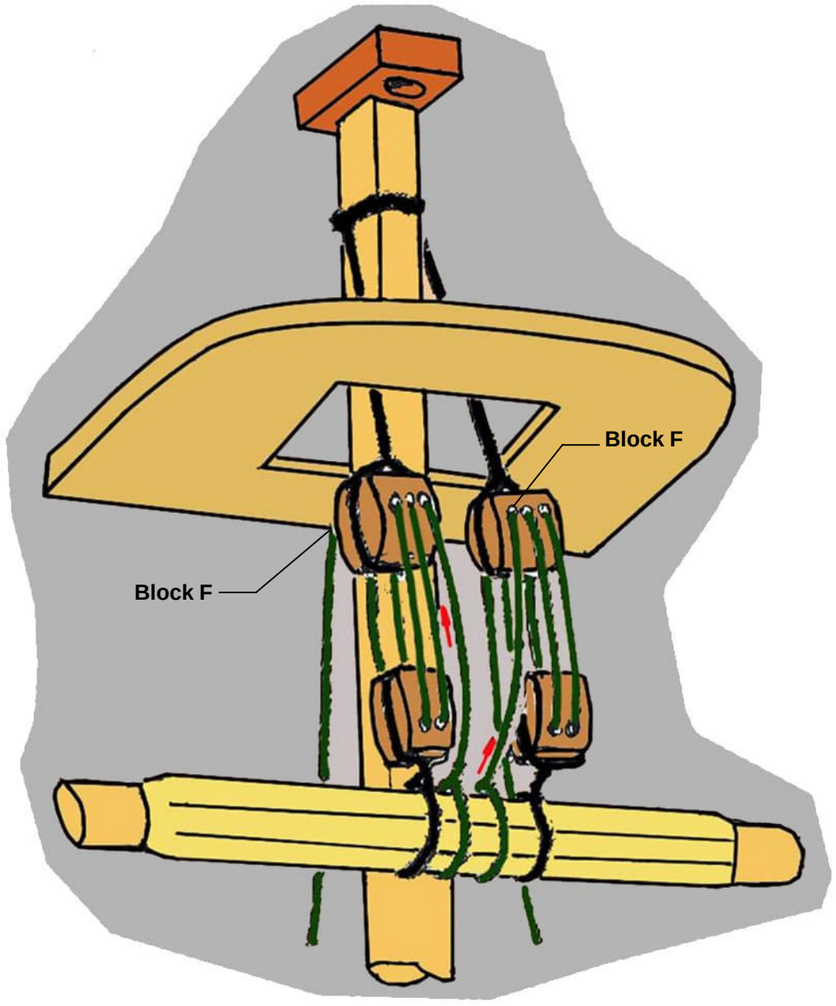
16.1 Typical Rigging Applications

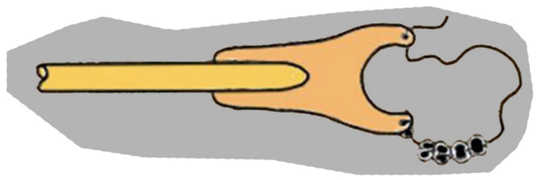
The following figures represent a range of rigging applications you may encounter as you rig the model.

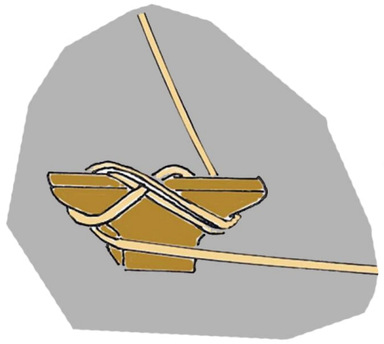


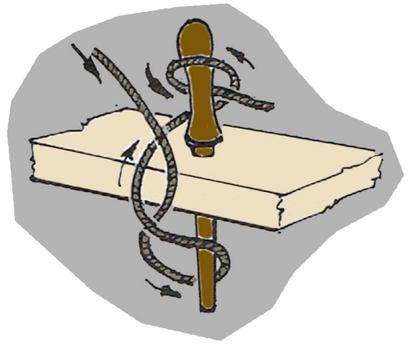












16.2 Yards, Gaff & Boom

To fit & rig the yards, gaff & boom refer to the Belaying Plan. The following sequence is recommended.

1. Attach the foremast yards to the mast - fore yard, fore top yard 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. Tie off with parral P139
4. Attach the gaff. Tie off with parral P139

Once each yard is attached to its respective mast:

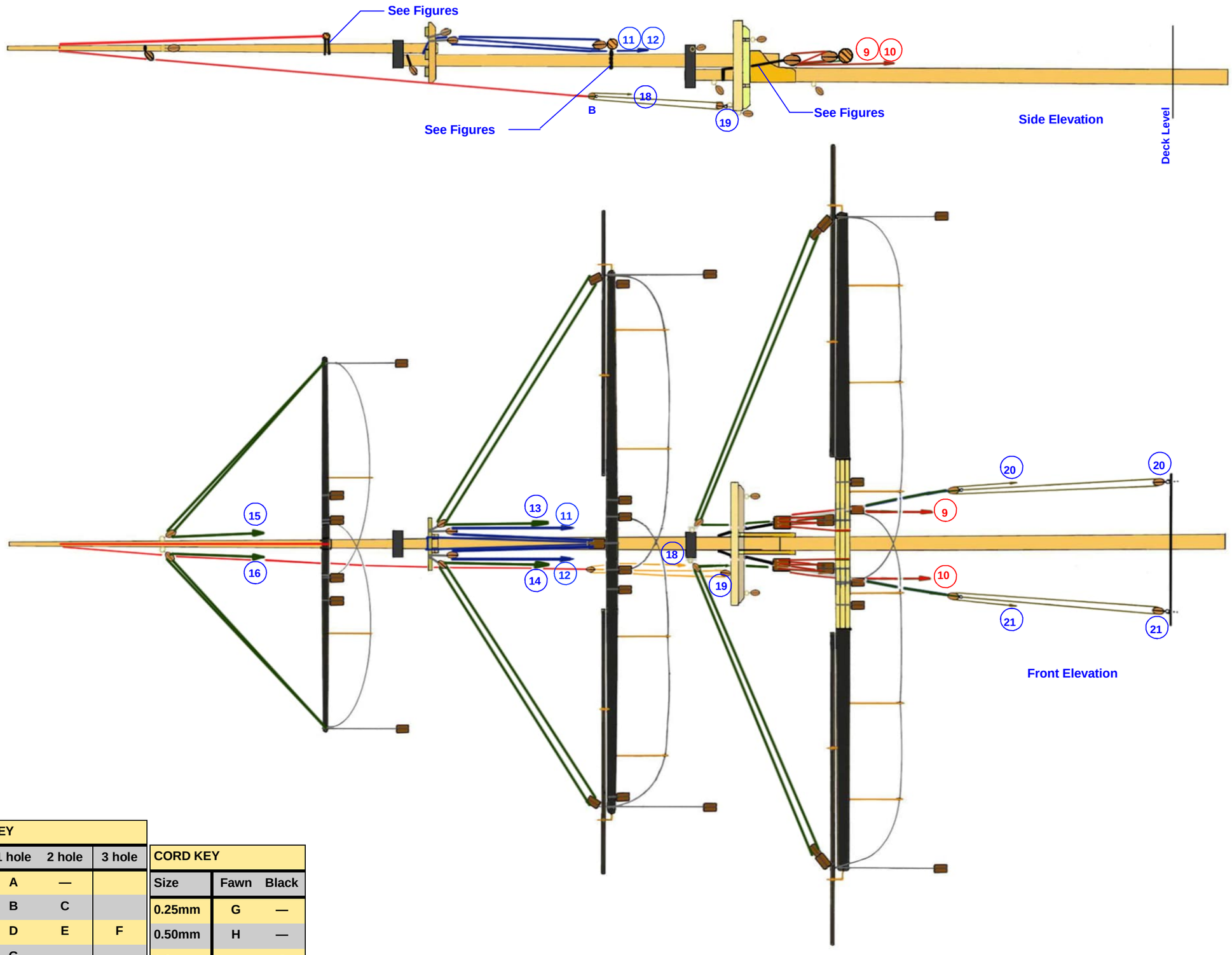
1. **Rig the lifts for each yard as shown.**
2. **Rig the clue lines & sheets as shown.**

CORD KEY		
Size	**Fawn**	**Black**
0.25mm	**G**	**—**
0.50mm	**H**	**—**
1.0mm	**—**	**J**

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16.2.1 Lifts - Foremast

Rig with cord H and terminate as shown.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

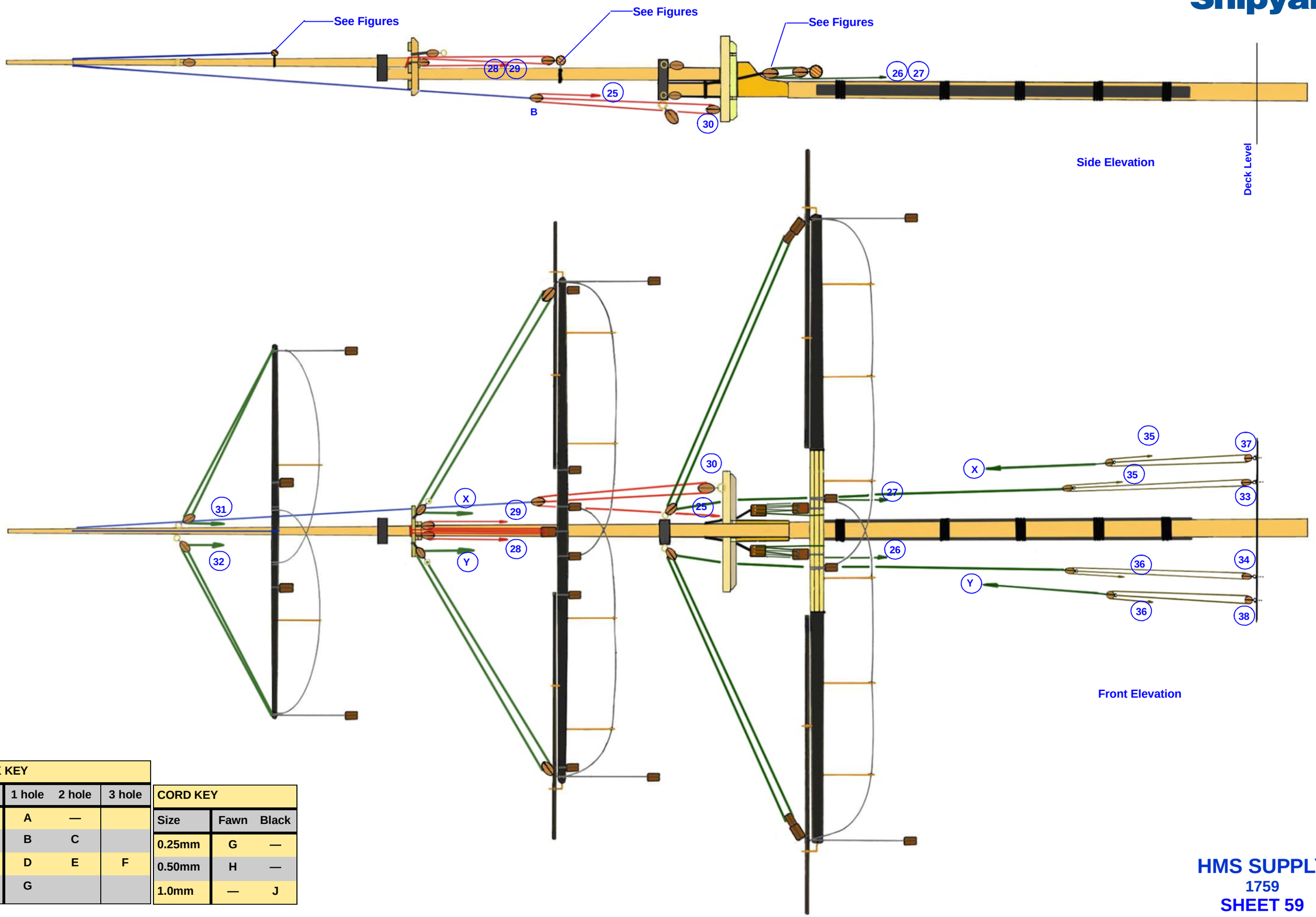
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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16.2.2 Lifts - Main Mast

Rig with cord H and terminate as shown.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

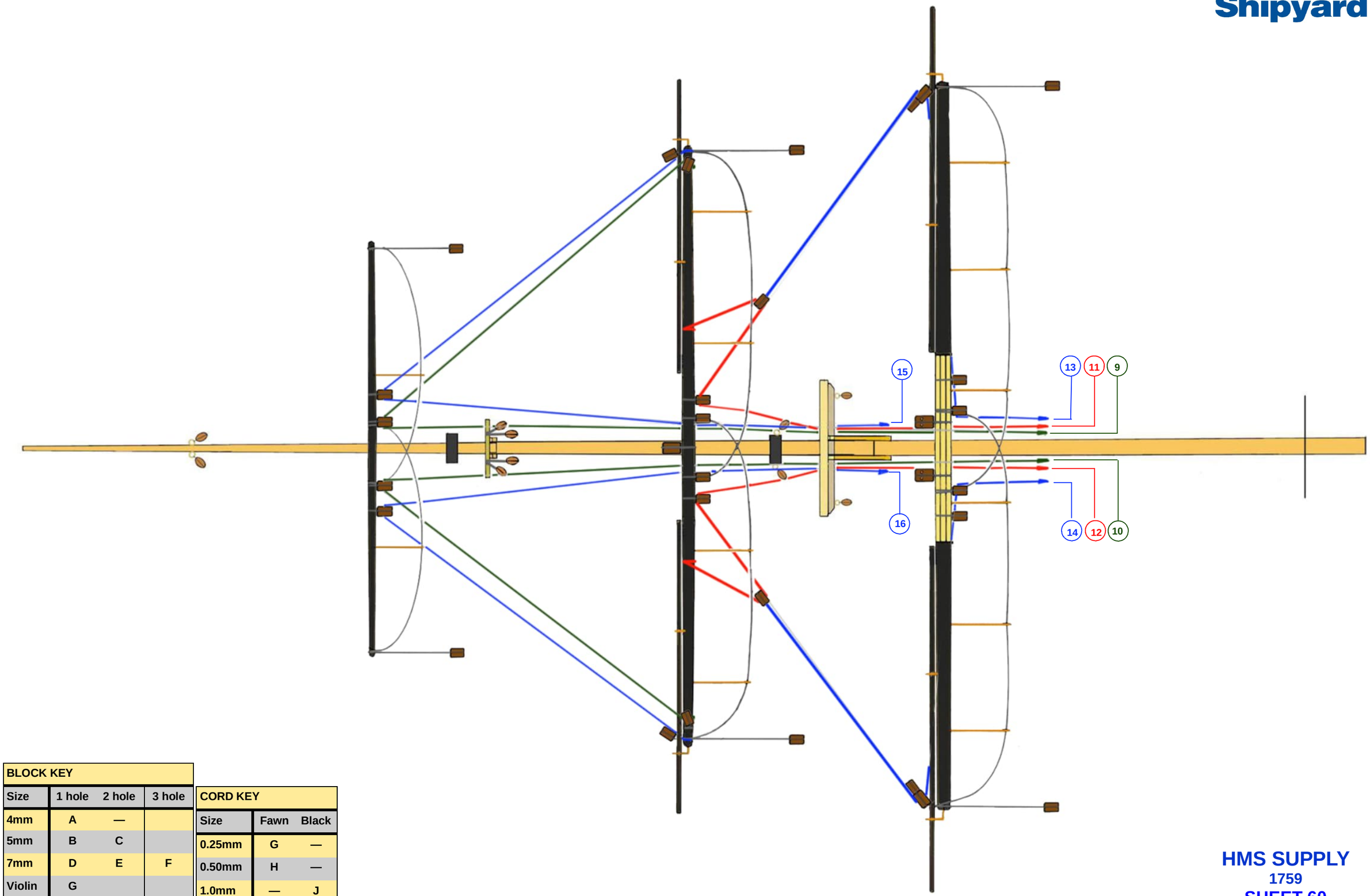
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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SHEET 59

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16.2.3 Cluelines & Sheets - Foremast

Rig with cord H and terminate as shown.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

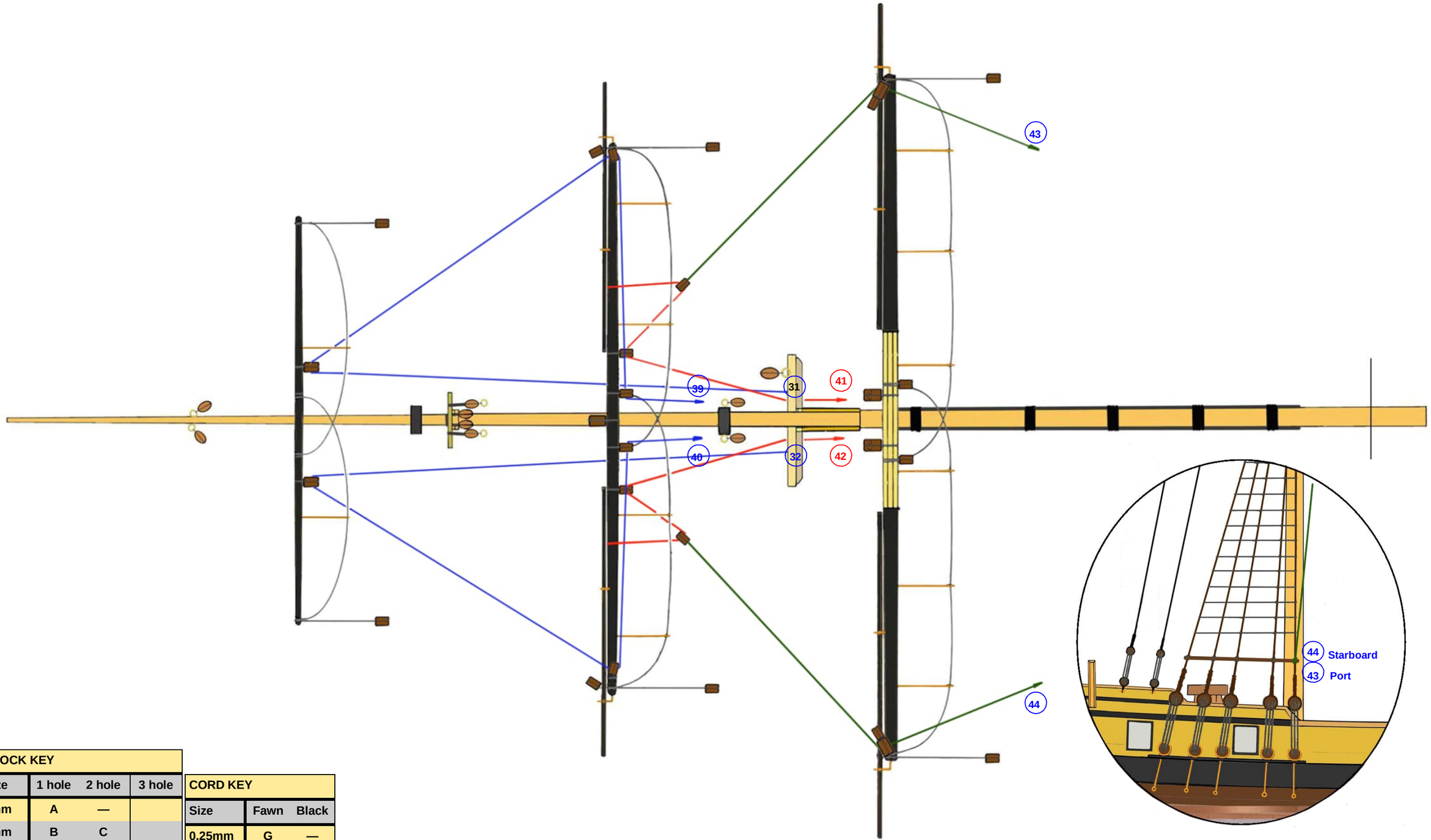
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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16.2.4 Cluelines & Sheets - Main Mast

Rig using cord H & terminate as shown.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

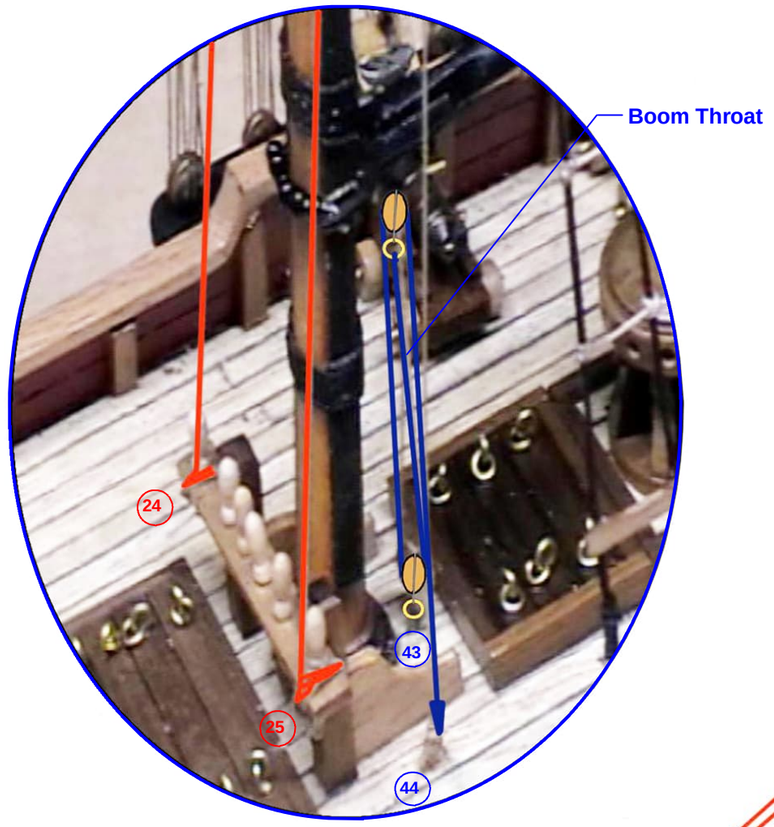
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

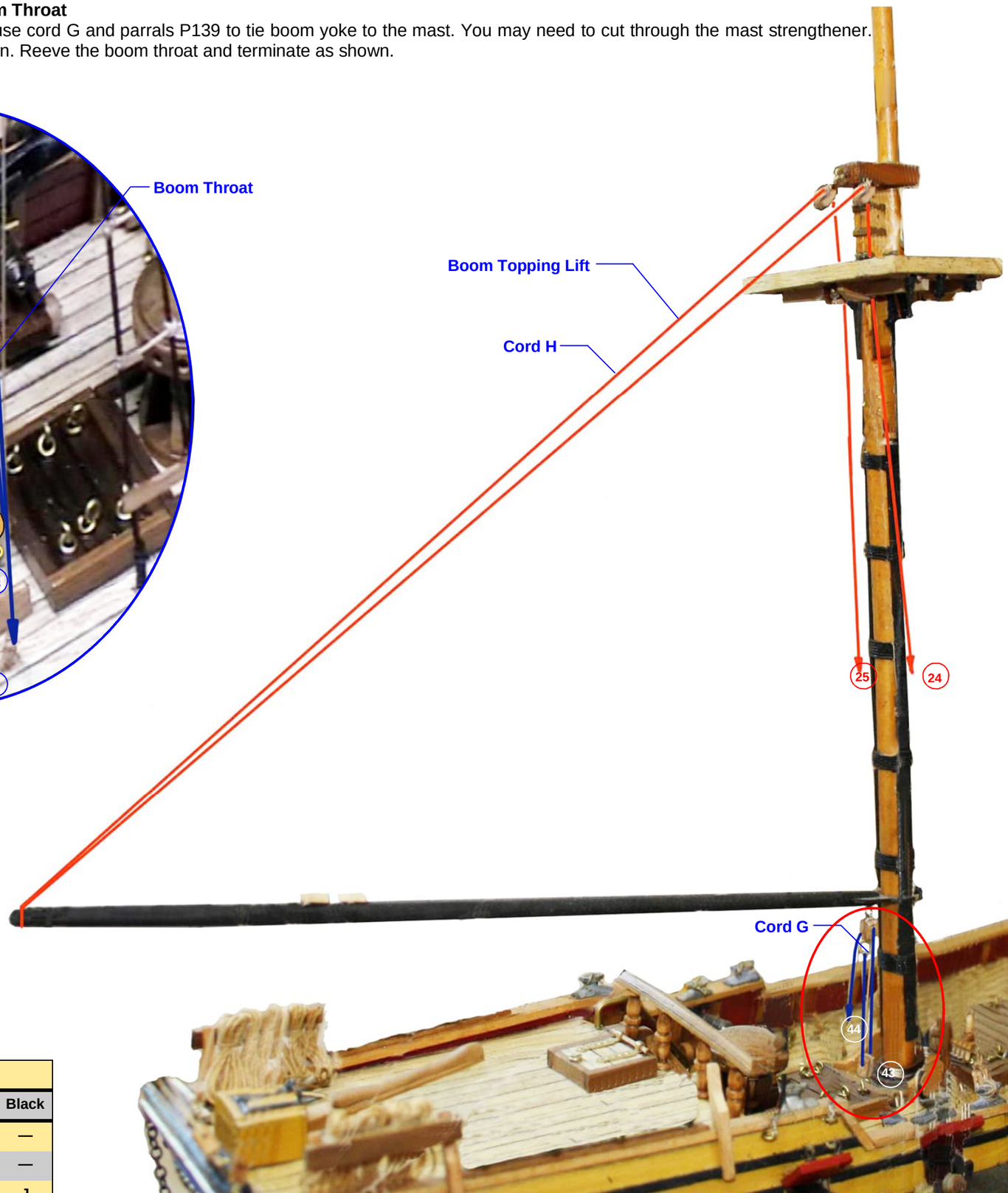
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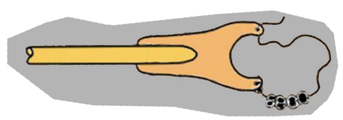
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16.2.5 Boom, Boom Topping Lift & Boom Throat

Attach the boom to the main mast as shown - use cord G and parrals P139 to tie boom yoke to the mast. You may need to cut through the mast strengthener.
Rig the boom topping lift and terminate as shown. Reeve the boom throat and terminate as shown.







BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

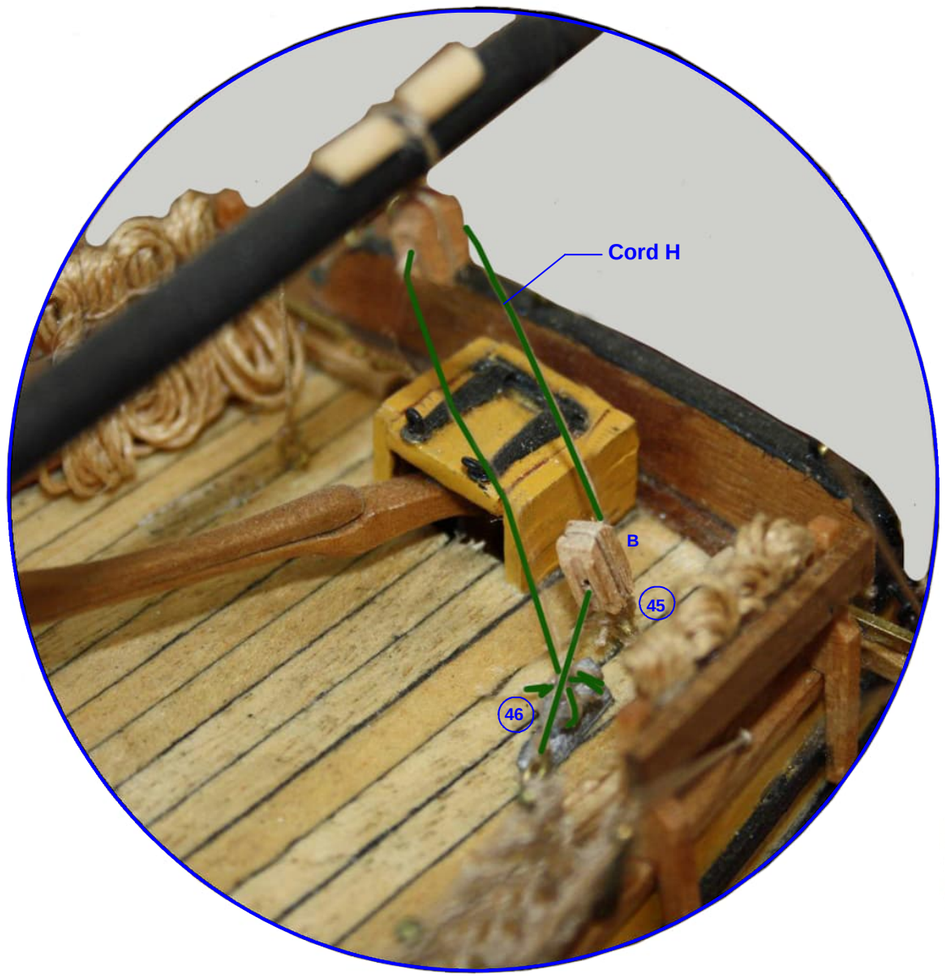
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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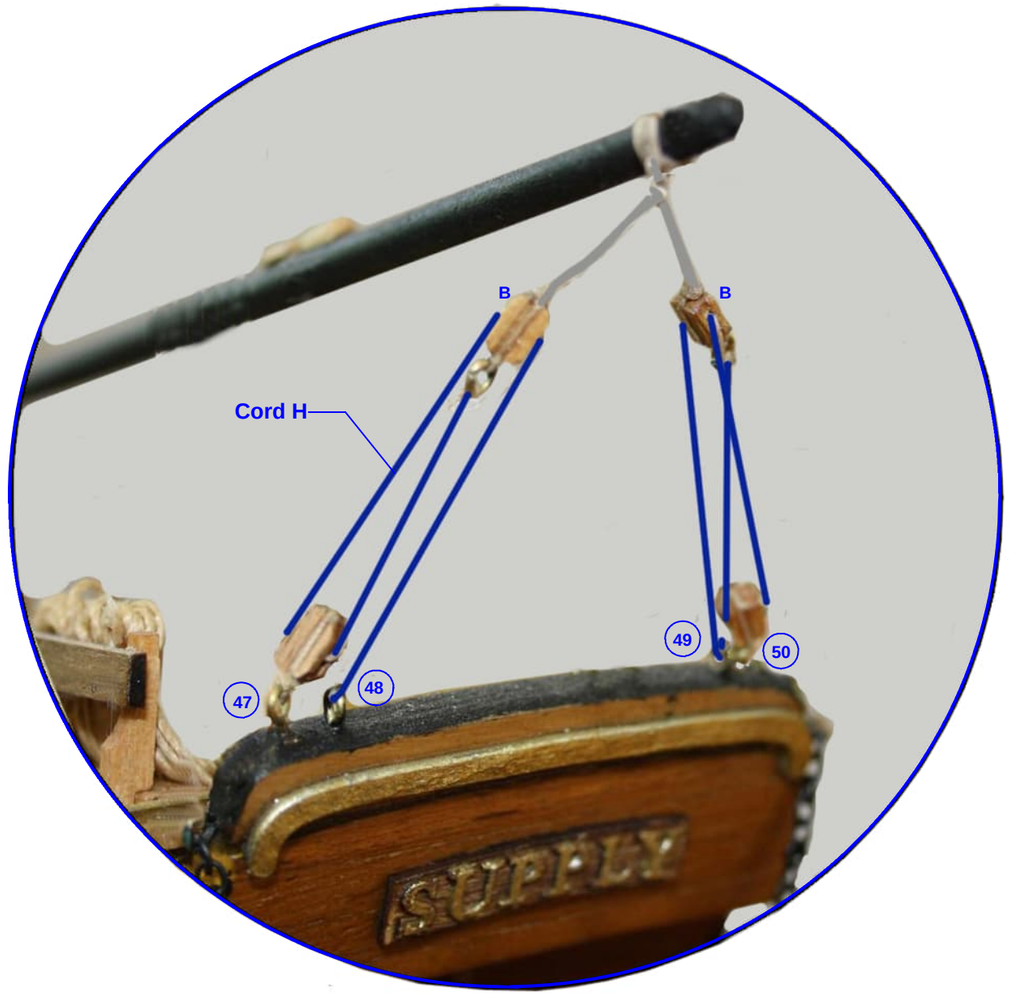
16.2.6 Mainsheet

Fix an eye pin P53 with block B attached as shown. Rig the mainsheet and terminate as shown.



16.2.7 Boom Pendants

Fix eye pins P53 at belaying points 47,48, 49 & 50 as shown. Attach block B to points 47 & 50. Reeve the boom pendants and terminate as shown.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

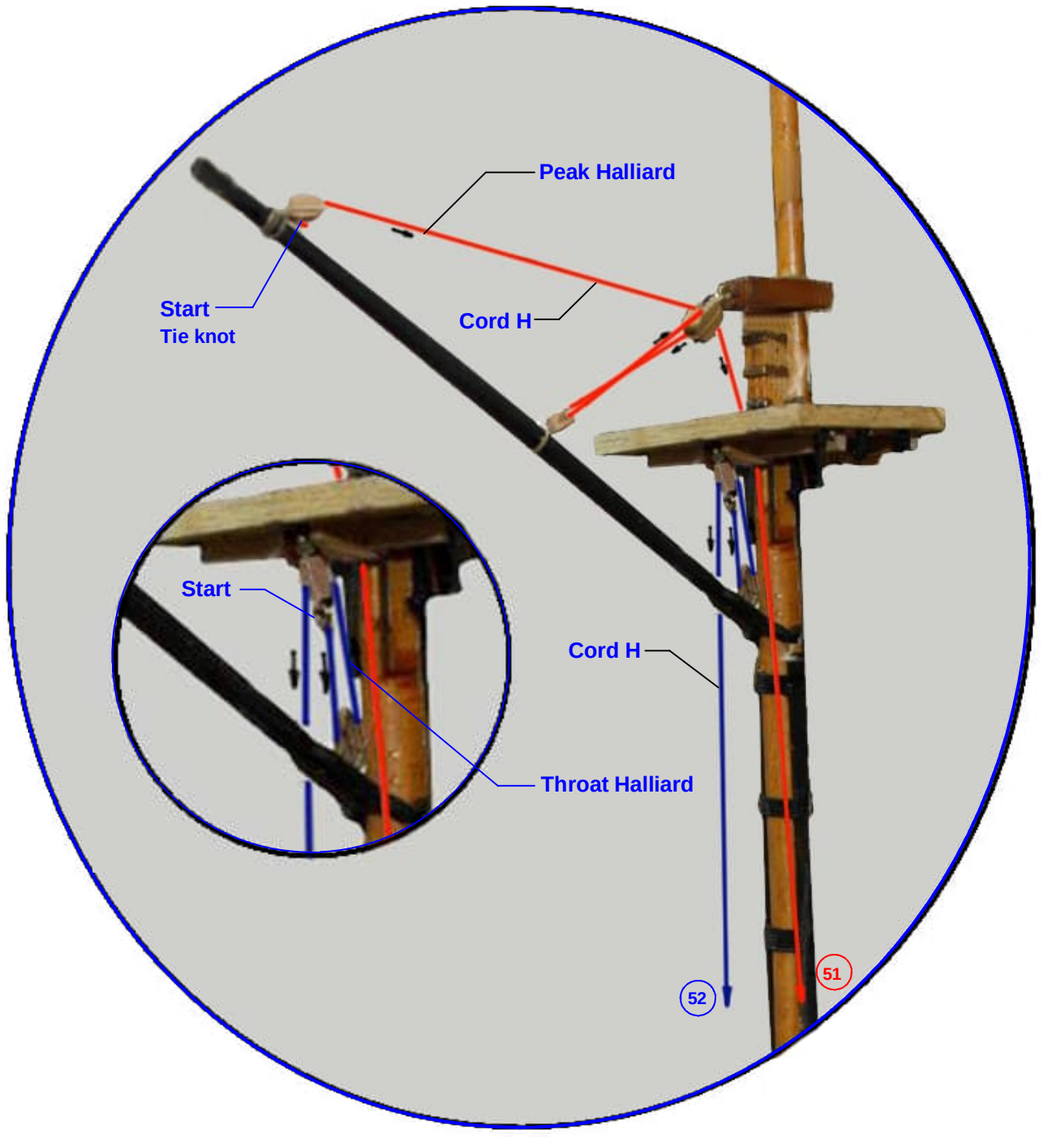
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16.2.8 Throat Halliard & Peak Halliard

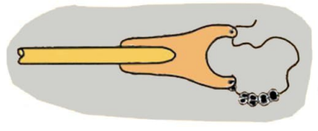
Fit the gaff to the main mast. You may need to cut through the mast strengthener. Attach the gaff yoke to the mast as shown - use cord G and parrels P139 to tie gaff yoke to the mast. To rig the throat halliard reeve the two blocks together at the yoke and underside of the mast top and terminate as shown.

Rig the peak halliard and terminate as shown.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

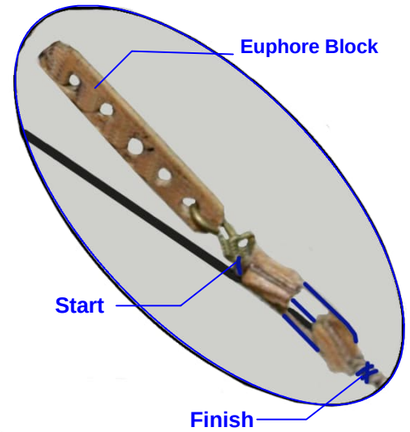
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

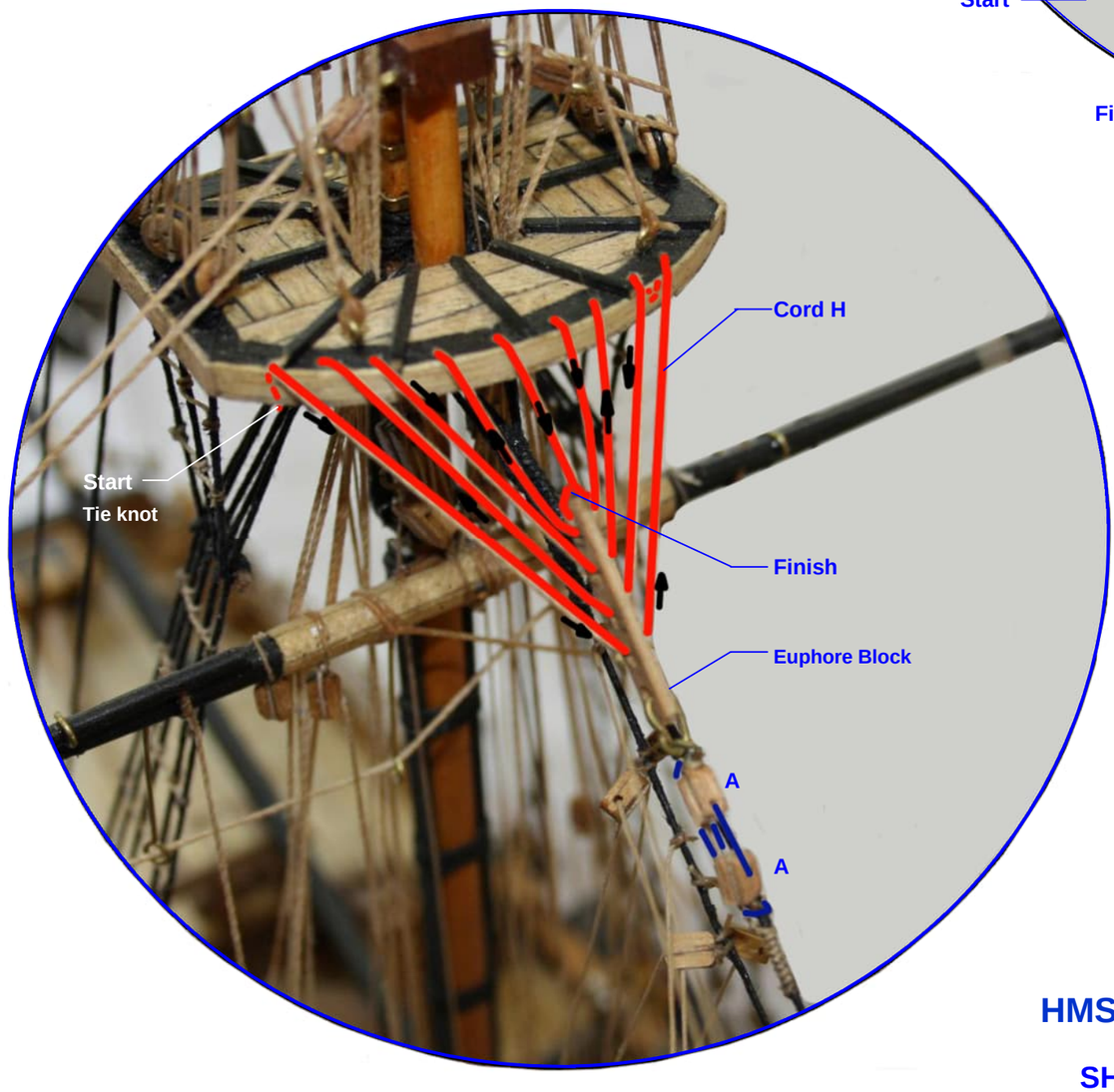


16.2.9 Crows Feet

Identify the euphore block P140. Fit block A P130 to one end. Attach a second block A P131 to the stay. Start to reeve these two blocks—do not tighten yet. Rig the crows feet for the main & fore masts as shown. Start to reeve these two blocks—do not tighten yet.

Rig the crows feet for the main masts as shown. Start as indicated and progress as shown Photo 184. 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 the foremast.





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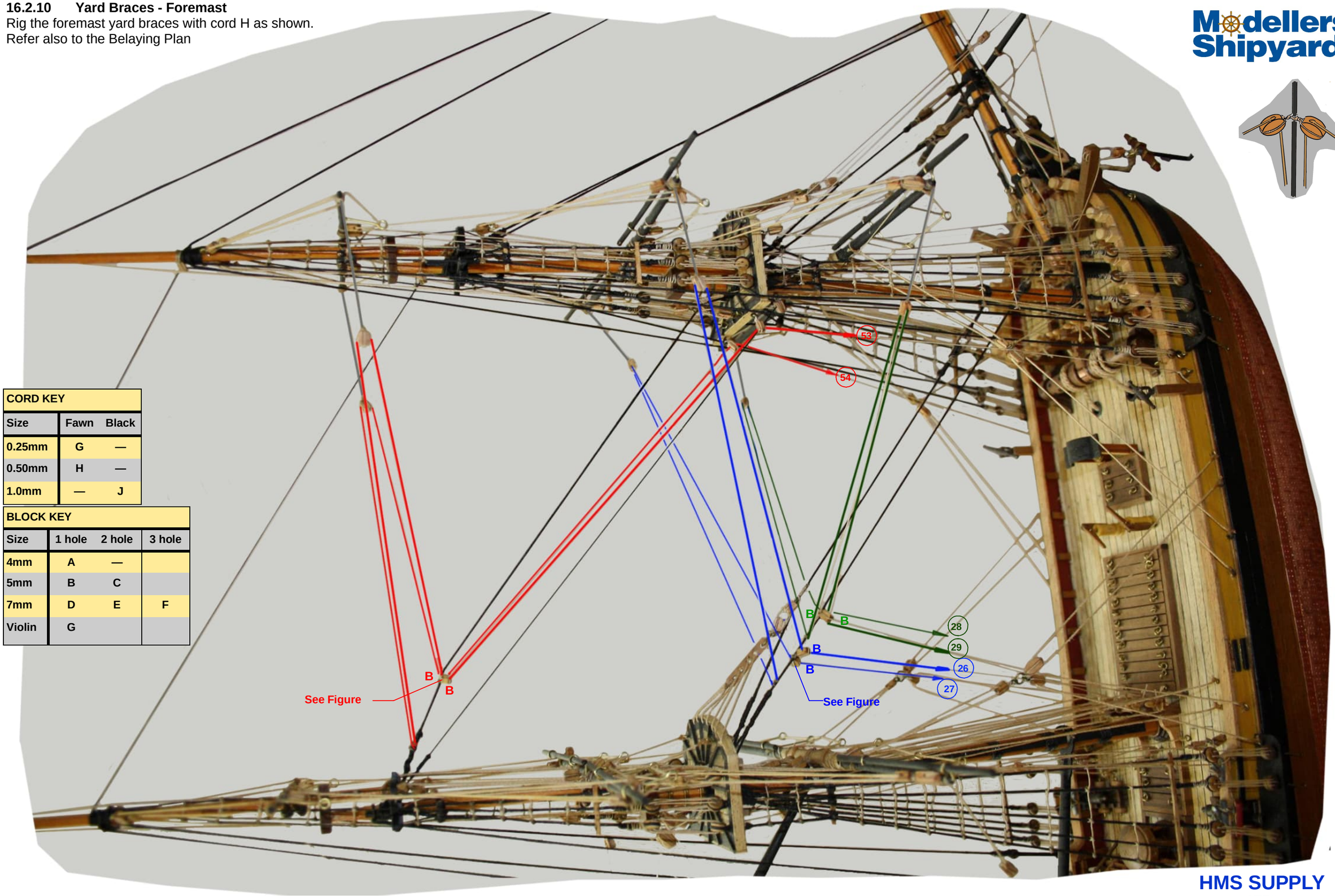
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16.2.10 Yard Braces - Foremast

Rig the foremast yard braces with cord H as shown.
Refer also to the Belaying Plan

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

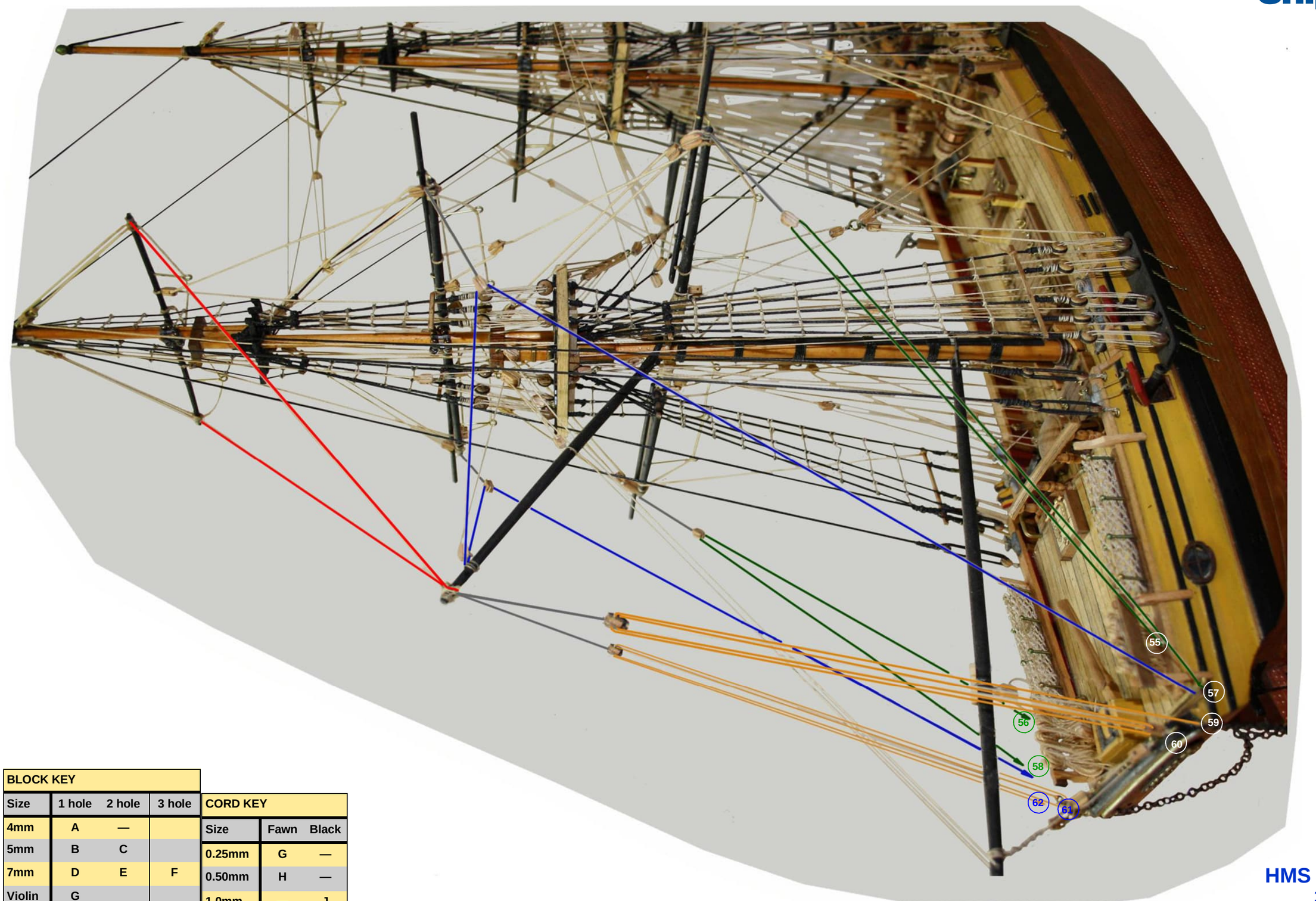


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16.2.11 Yard Braces - Main Mast

Rig the main mast yard braces with cord H as shown. Refer also to the Belaying Plan.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

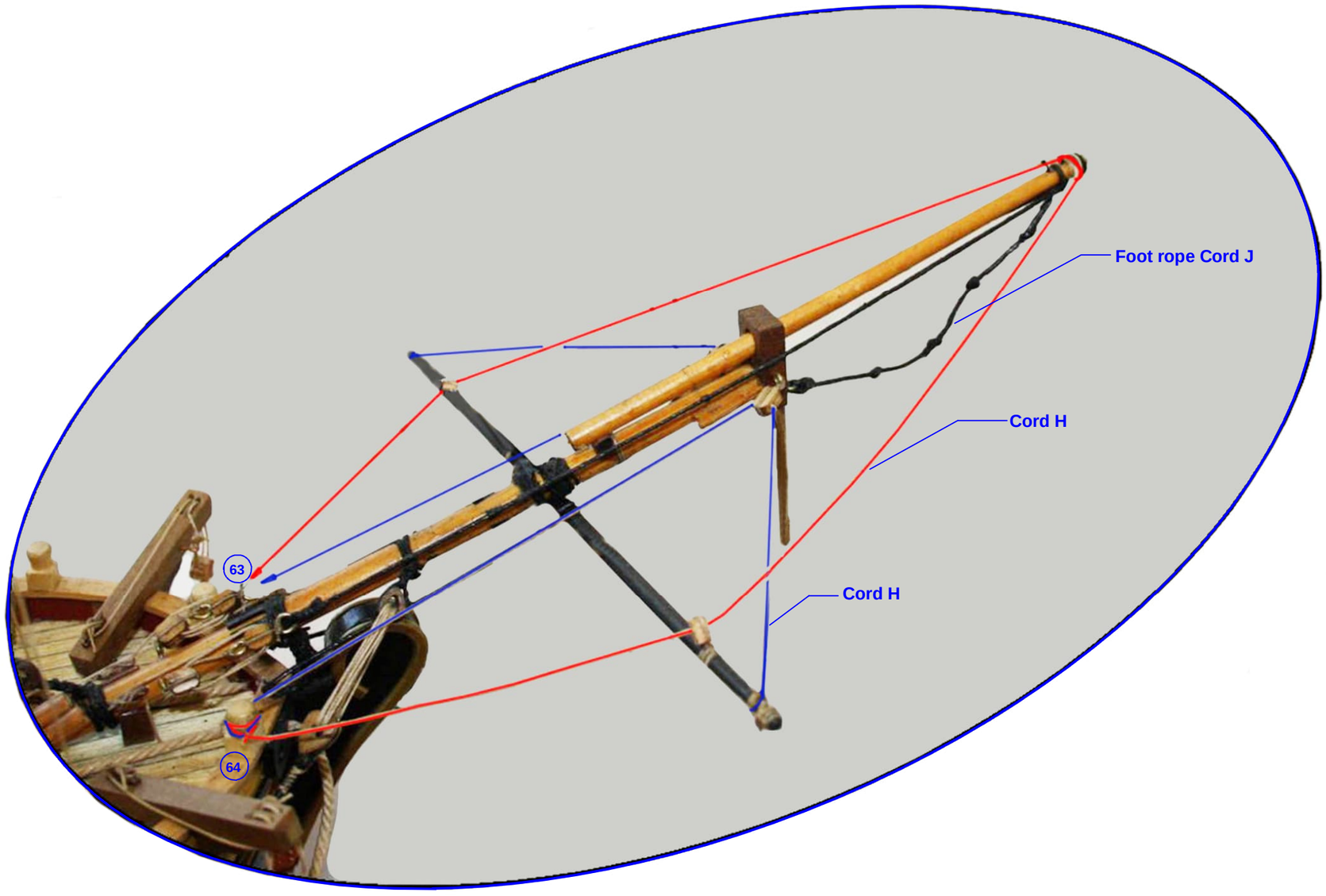
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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16.2.12 Spritsail Yard & Bowsprit Guys

Lash the spritsail yard to the bowsprit with cord J. Rig the bowsprit guys as shown. Run the footrope as shown.



BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

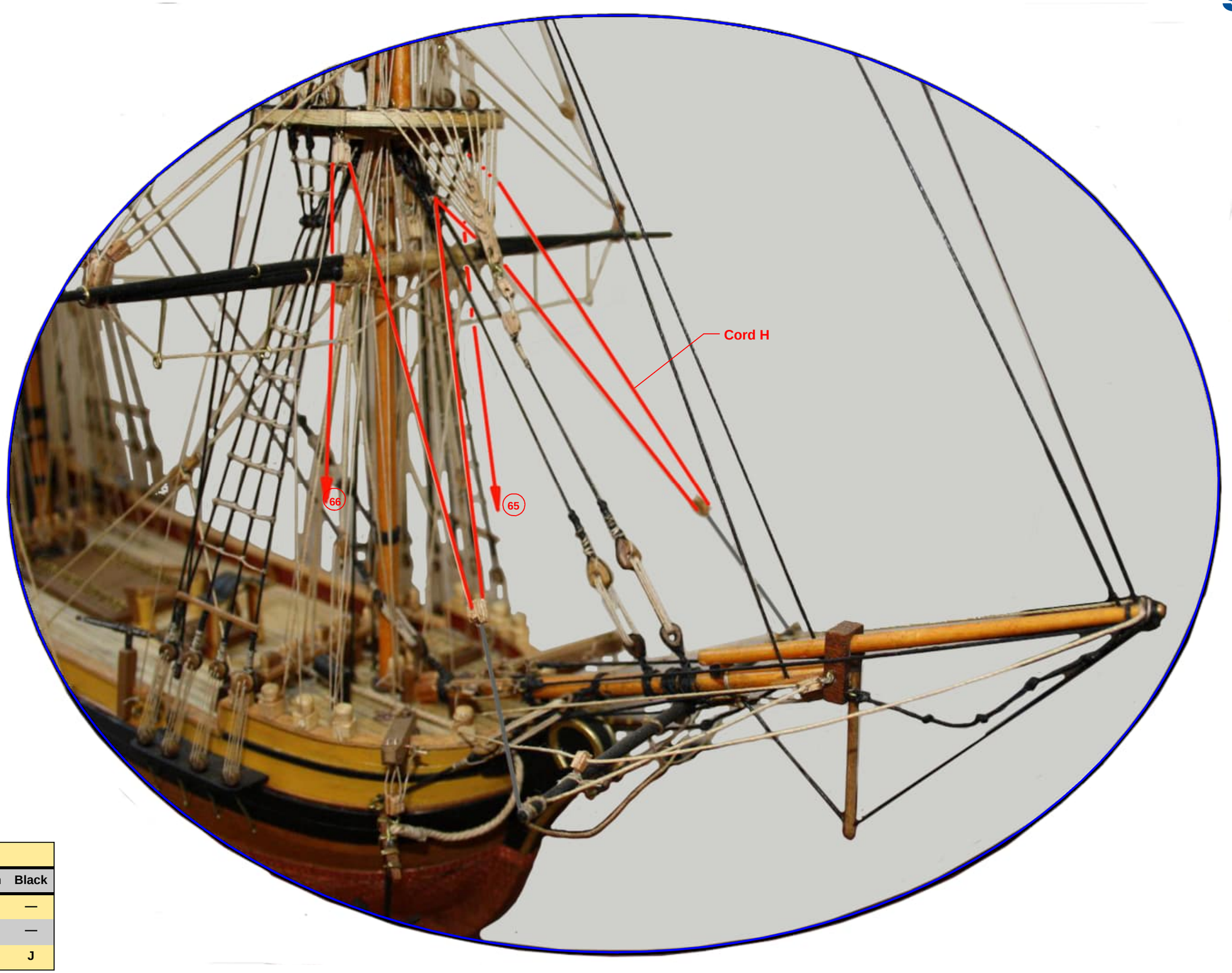
CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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16.2.13 Yard Braces - Spritsail Yard

Rig and terminate the spritsail yard braces as shown.



CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

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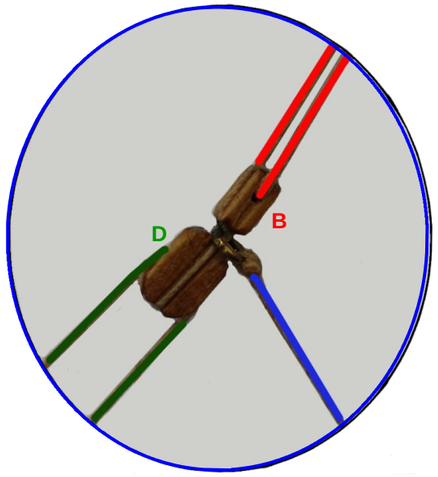
16.2.14 Clueline & Tack - Main Sheet & Fore Sheet

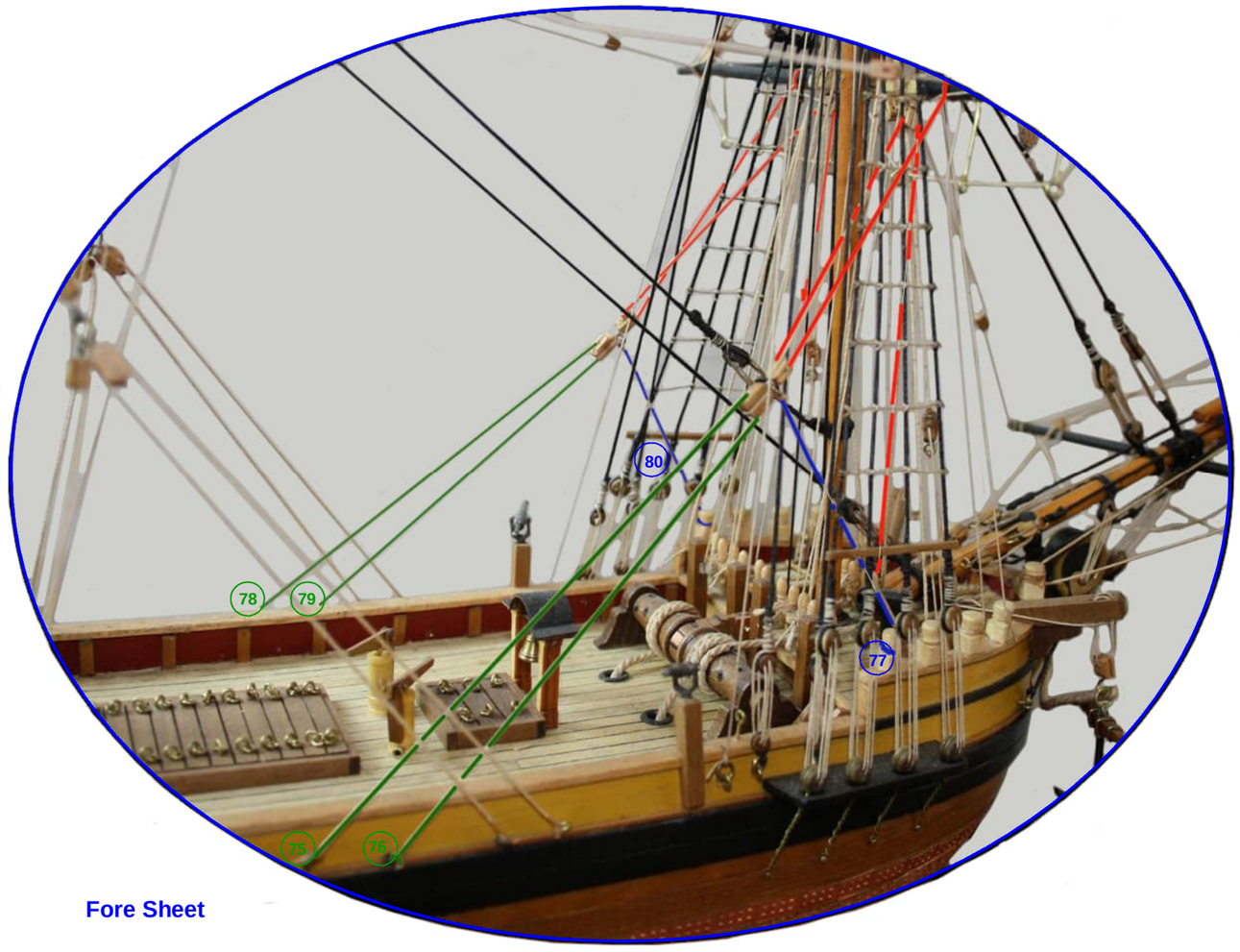
Main Sheet: Prepare a three block clove as shown Photo 191. Rig with cord H & terminate as shown.

Fore Sheet: Prepare two blocks as shown. Rig with cord H & terminate as shown. Identify the hull steps P141 - fix to side of hull as shown.



Main Sheet

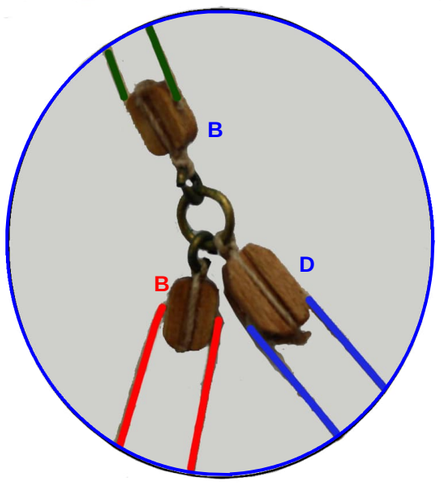




Fore Sheet

CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

BLOCK KEY			
Size	1 hole	2 hole	3 hole
4mm	A	—	
5mm	B	C	
7mm	D	E	F
Violin	G		

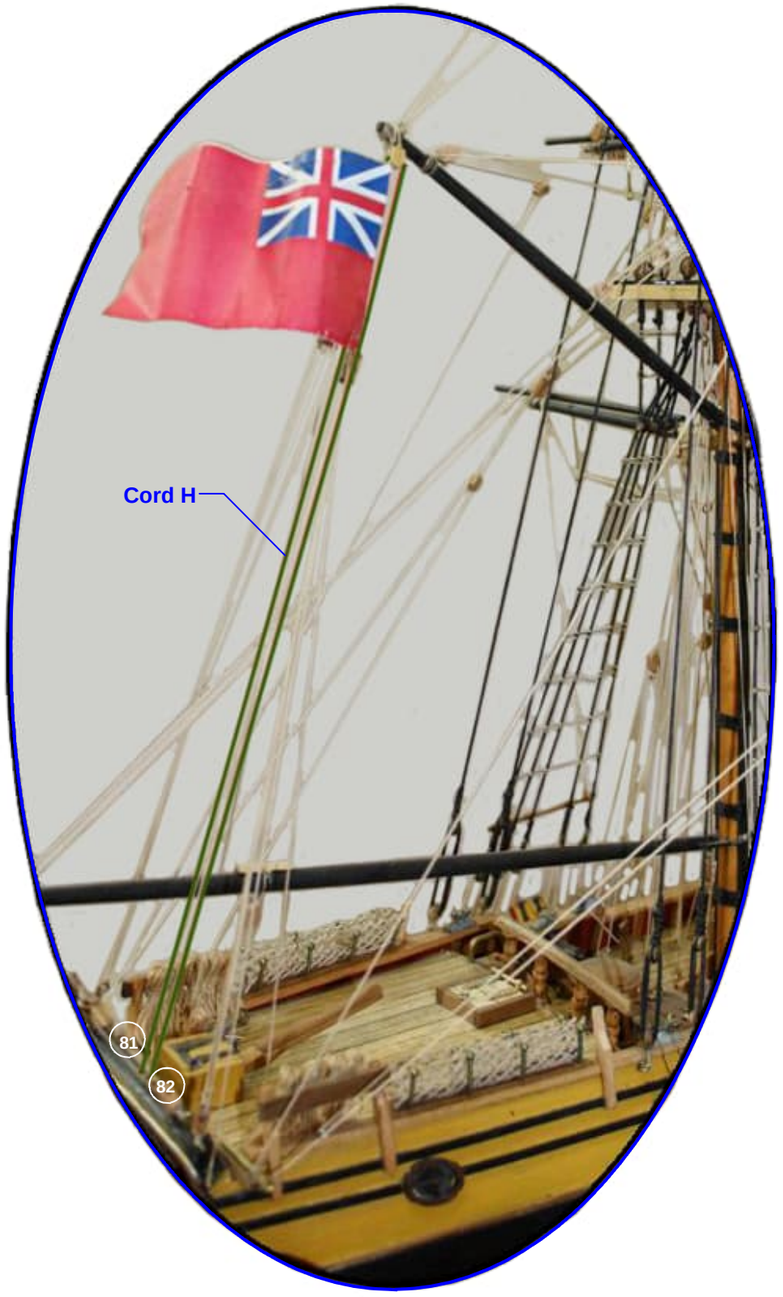


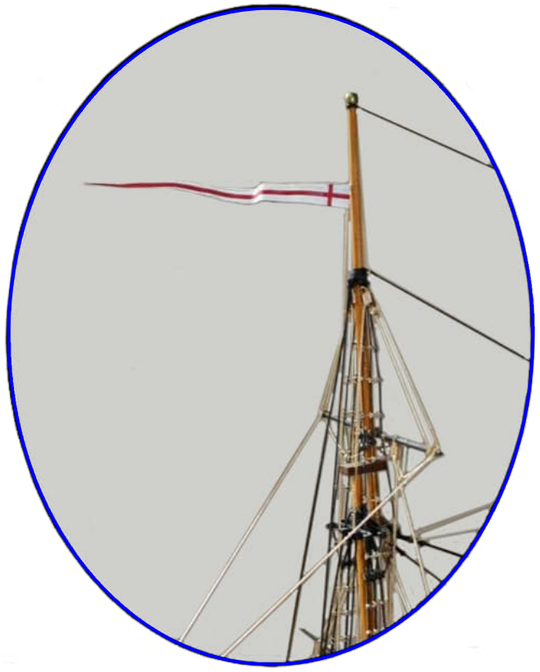
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16.2.15 Flags

Run a flag hoist from the gaff as shown. Attach the Red Ensign P143 flag to the hoist. Attach the pennant P144 to the main topmast yard lift as shown. See Sheet 72 on how to shape the flags a give realistic appearance on the model.





CORD KEY		
Size	Fawn	Black
0.25mm	G	—
0.50mm	H	—
1.0mm	—	J

16.2.16 Finishing Touches

Make rope coils with cord H to be placed on the various belaying points on the deck.



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17.0 Completed Model

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

Take great pride in your achievement of building a work of art to be handed-on to future generations.

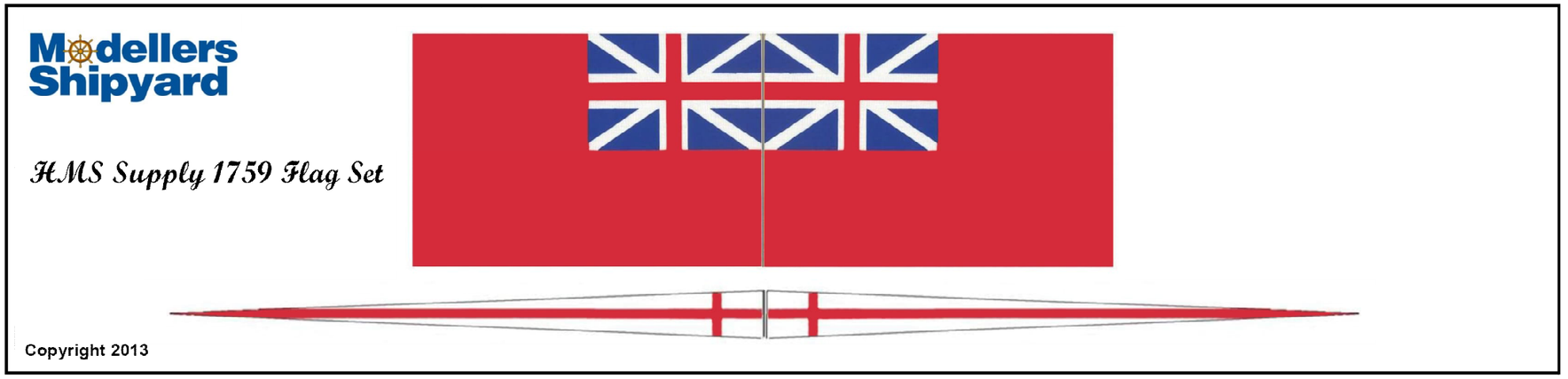


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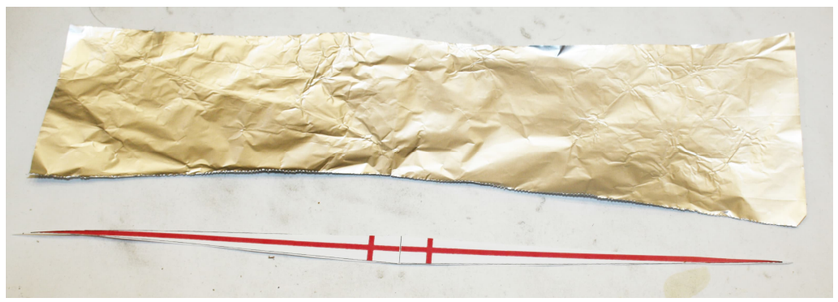
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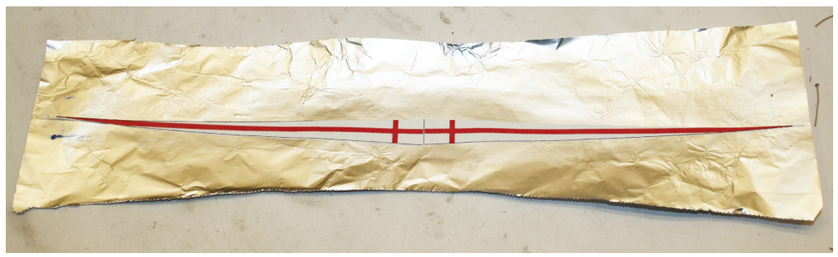
P143 and P144

Flags To give a realistic appearance to the flags follow the steps below.

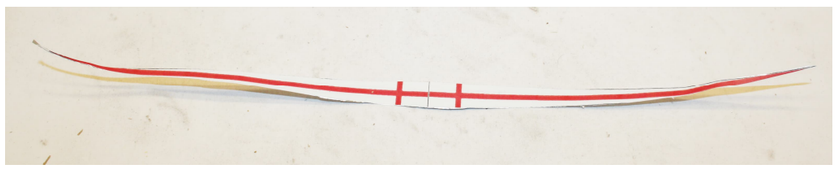
Step 1: Cut-out pennant. Use a length of aluminium foil - enough for the pennant to fit over



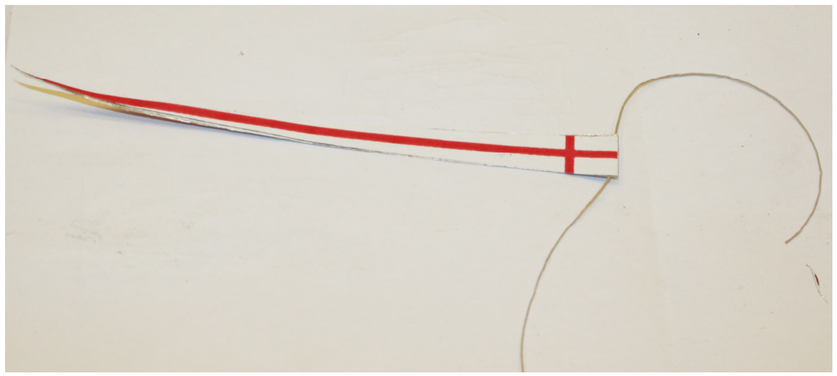
Step 2: Apply a paper based glue to the face of the foil - lay the pennant on the foil and press firmly down.



Step 3: Cut away the excess foil



Step 4: Cut a length of 0.5mm grey cord - enough to run from the mast top down to the mast pin rail with some extra. Fold the pennant in half and open out again. Turn the pennant over and apply the paper based glue to this surface. Lay the cord in the fold of the pennant with a short length over-hang at the top as shown. Fold the pennant onto its self and press firmly.



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