

LIST OF WORKING DRAWINGS FOR SCALE SHIP MODELS

SAILING SHIP DRAWINGS (LIST P)



by

HAROLD A. UNDERHILL, M.C., AM.I.E.S.
and **JOHN L. LANGFORD**

WORKING DRAWINGS AND PLANS

by

**HAROLD A. UNDERHILL, M.C., AM.I.E.S.
and JOHN L. LANGFORD**

FOR SCALE SHIP MODELS

The drawings described in this list have been produced to meet the needs of those wishing to build authentic scale models, and every care has been taken to ensure accurate detail. In the case of named ships they have been compiled from the original builders' plans and specifications, personal survey of the actual vessel, or both. Where possible, any changes made during the life of the ship have been noted on the drawings, but in cases where this has not been done, any further information on the subject will always be welcomed.



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LIST OF PLANS

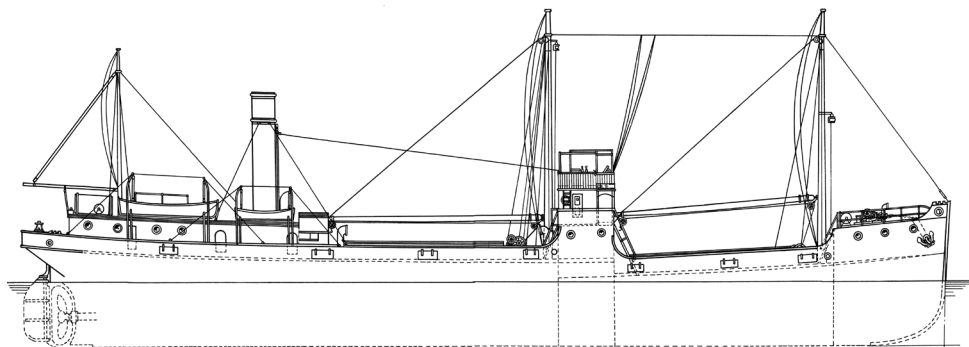
WITH SCALES AND SPECIFICATIONS

Page	Vessel / Description	Scale	Hull Dimensions in Inches			Displacement as Drawn	
			L	B	H	lbs	Kg
1	Steam Coaster, 800 Tons						
1	Print N° 37	$\frac{1}{10}''=1'0''$	19 $\frac{3}{4}$	3 $\frac{1}{4}$	2 $\frac{3}{4}$	2-17	0-98
1	Print N° 38	$\frac{1}{10}''=1'0''$	19 $\frac{3}{4}$	3 $\frac{1}{4}$	2 $\frac{3}{4}$	2-17	0-98
1	SS Caledonian Monarch / SS Celtic Monarch						
1	Print N° 57	$\frac{1}{6}''=1'0''$	28	3 $\frac{5}{8}$	3	3-66	1-66
1	Print N° 58	$\frac{1}{6}''=1'0''$	28	3 $\frac{5}{8}$	3	3-66	1-66
1	Print N° 59	$\frac{1}{6}''=1'0''$	28	3 $\frac{7}{8}$	3 $\frac{3}{4}$	5-39	2-44
2	Steam Tug						
2	Print N° 103	$\frac{1}{8}''=1'0''$	24 $\frac{1}{2}$	5 $\frac{1}{2}$	5	7-70	3-49
2	Print N° 104	$\frac{1}{8}''=1'0''$	24 $\frac{1}{2}$	5 $\frac{1}{2}$	5	7-70	3-49
2	Ocean Going Motor Yacht						
2	Print N° 105	$\frac{1}{8}''=1'0''$	24	4 $\frac{1}{2}$	5 $\frac{5}{8}$	5-32	2-41
2	Print N° 106	$\frac{1}{8}''=1'0''$	24	4 $\frac{1}{2}$	5 $\frac{5}{8}$	5-32	2-41
3	Auxiliary Barque Rigged Whaler						
3	Print N° 110	$\frac{1}{2}''=1'0''$	21 $\frac{3}{8}$	3 $\frac{1}{2}$	3 $\frac{3}{4}$	Case Model	
3	Print N° 111	$\frac{1}{2}''=1'0''$	21 $\frac{3}{8}$	3 $\frac{1}{2}$	3 $\frac{3}{4}$	Case Model	
3	Print N° 112	$\frac{1}{2}''=1'0''$	21 $\frac{3}{8}$	3 $\frac{1}{2}$	3 $\frac{3}{4}$	Case Model	
3	Print N° 113	$\frac{1}{2}''=1'0''$	21 $\frac{3}{8}$	3 $\frac{1}{2}$	3 $\frac{3}{4}$	Case Model	
3	Steam Pinnace						
3	Print N° 132	$\frac{1}{2}''=1'0''$	24	6 $\frac{1}{8}$	4 $\frac{1}{4}$	7-41	3-36
3	Print N° 133	$\frac{1}{2}''=1'0''$	24	6 $\frac{1}{8}$	4 $\frac{1}{4}$	7-41	3-36
4	Police Patrol Boat						
4	Print N° 134	$\frac{1}{2}''=1'0''$	24	6 $\frac{1}{8}$	5	7-06	3-20
4	Print N° 135	$\frac{1}{2}''=1'0''$	24	6 $\frac{1}{8}$	5	7-06	3-20
4	Steam Trawler						
4	Print N° 140	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
4	Print N° 141	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
4	Print N° 142	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
4	Print N° 143	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
5	Armed Trawler / Fishery Protection Cruiser						
5	Print N° 144	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
5	Print N° 145	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
5	Print N° 146	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
5	Print N° 147	$\frac{1}{5}''=1'0''$	24 $\frac{3}{4}$	4 $\frac{7}{8}$	5	7-39	3-35
5	Oil Tanker						
5	Print N° 148	$\frac{1}{16}''=1'0''$	24 $\frac{1}{4}$	3 $\frac{5}{8}$	3 $\frac{1}{4}$	3-60	1-63
5	Print N° 149	$\frac{1}{16}''=1'0''$	24 $\frac{1}{4}$	3 $\frac{5}{8}$	3 $\frac{1}{4}$	3-60	1-63

Page	Vessel / Description	Scale	Hull Dimensions in Inches			Displacement as Drawn	
			L	B	H	Lbs	Kg
6	'R' Class Torpedo Boat Destroyer – WW1						
6	Print № 150	$\frac{1}{10}''=1'0''$	24½	2¾	2¼	0-74	0-34
6	Print № 151	$\frac{1}{10}''=1'0''$	24½	2¾	2¼	0-74	0-34
6	Print № 152	$\frac{1}{10}''=1'0''$	24½	3	3	2-30	1-04
6	50 Foot Motor Cabin Cruiser						
6	Print № 291	$\frac{1}{2}''=1'0''$	25⅛	6¼	5⅝	5-30	2-40
6	Print № 292	$\frac{1}{2}''=1'0''$	25⅛	6¼	5⅝	5-30	2-40
6	Print № 293	$\frac{1}{2}''=1'0''$	25⅛	6¼	5⅝	5-30	2-40
7	Diesel Ring Net Fishing Boat						
7	Print № 650	$\frac{1}{2}''=1'0''$	24¼	7½	5⅛	4-28	1-94
7	Print № 651	$\frac{1}{2}''=1'0''$	24¼	7½	5⅛	4-28	1-94
7	Print № 652	$\frac{1}{2}''=1'0''$	24¼	7½	5⅛	4-28	1-94
7	Isle of Man Steam Packet TSS <i>Lady Of Mann</i>						
7	Print № L1	$\frac{1}{10}''=1'0''$	31	4⅛	2½	2-70	1-22
7	Print № L2	$\frac{1}{10}''=1'0''$	31	4⅛	2½	2-70	1-22
7	Print № L3	$\frac{1}{10}''=1'0''$	31	4⅛	2½	2-70	1-22
8	Salvage Tug						
8	Print № L7	$\frac{1}{8}''=1'0''$	26½	4	5⅛	5-20	2-36
8	Print № L8	$\frac{1}{8}''=1'0''$	26½	4	5⅛	5-20	2-36
8	Print № L9	$\frac{1}{4}''=1'0''$	53¼	8	10⅛	45-00	20-41
8	<i>Margaret</i> – Fast Cabin Cruiser						
9	Print № L10	1"=1'0"	49½	10⅛	7½	15-20	6-89
9	Print № L11	1"=1'0"	49½	10⅛	7½	15-20	6-89
9	Print № 898	INSTRUCTION SHEET FOR BUILDING HARD CHINE MODELS					
9	<i>Elizabeth</i> – Fast Day Cruiser						
9	Print № L14	1"=1'0"	49½	10⅛	7½	15-20	6-89
9	Print № L15	1"=1'0"	49½	10⅛	7½	15-20	6-89
9	Print № 898	INSTRUCTION SHEET FOR BUILDING HARD CHINE MODELS					
9	<i>Barbara</i> – Cabin Cruiser						
9	Print № L18	1"=1'0"	49½	10⅛	7½	15-20	6-89
9	Print № L19	1"=1'0"	49½	10⅛	7½	15-20	6-89
9	Print № 898	INSTRUCTION SHEET FOR BUILDING HARD CHINE MODELS					
10	<i>RMS Queen Mary</i>						
10	Print № 230	$\frac{1}{32}''=1'0''$	30¾	3⅝	3⅝	4-46	2-02
10	Print № 231	$\frac{1}{32}''=1'0''$	30¾	3⅝	3⅝	4-46	2-02
10	Print № 232	$\frac{1}{32}''=1'0''$	30¾	3⅝	3⅝	4-46	2-02
11	Print № 243	$\frac{1}{16}''=1'0''$	64¼	7½	6¼	25-50	11-56
11	Print № 244	$\frac{1}{16}''=1'0''$	64¼	7½	6¼	25-50	11-56
11	Print № 245	$\frac{1}{16}''=1'0''$	64¼	7½	6¼	25-50	11-56
11	Print № 246	$\frac{1}{16}''=1'0''$	64¼	7½	6¼	25-50	11-56

Page	Vessel / Description	Scale	Hull Dimensions in Inches L B H			Displacement as Drawn lbs Kg	
12	RMS Queen Elizabeth						
12	Print № L35	$\frac{1}{32}''=1'0''$	$32\frac{3}{8}$	$3\frac{3}{4}$	4	5-20	2-36
12	Print № L36	$\frac{1}{32}''=1'0''$	$32\frac{3}{8}$	$3\frac{3}{4}$	4	5-20	2-36
12	Print № L37	$\frac{1}{32}''=1'0''$	$32\frac{3}{8}$	$3\frac{3}{4}$	4	5-20	2-36
12	45 Foot Motor Picket Boat						
12	Print № 922	$\frac{3}{4}''=1'0''$	$33\frac{3}{4}$	$8\frac{1}{2}$	6	10-00	4-54
12	Print № 923	$\frac{3}{4}''=1'0''$	$33\frac{3}{4}$	$8\frac{1}{2}$	6	10-00	4-54
12	Print № 924	$\frac{3}{4}''=1'0''$	$33\frac{3}{4}$	$8\frac{1}{2}$	6	10-00	4-54
13	Anchor Liner RMS Circassia						
13	Print № 930	$\frac{1}{16}''=1'0''$	$31\frac{1}{8}$	$4\frac{1}{4}$	$3\frac{3}{4}$	7-65	3-47
13	Print № 931	$\frac{1}{16}''=1'0''$	$31\frac{1}{8}$	$4\frac{1}{4}$	$3\frac{3}{4}$	7-65	3-47
13	Print № 932	$\frac{1}{16}''=1'0''$	$31\frac{1}{8}$	$4\frac{1}{4}$	$3\frac{3}{4}$	7-65	3-47
13	Print № 933	$\frac{1}{16}''=1'0''$	$31\frac{1}{8}$	$4\frac{1}{4}$	$3\frac{3}{4}$	7-65	3-47
13	Print № 934	$\frac{1}{8}''=1'0''$	$63\frac{1}{8}$	$8\frac{3}{8}$	$8\frac{1}{4}$	61-20	27-76
13	Union-Castle Liner RMS Edinburgh Castle						
13	Print № L40	$\frac{1}{16}''=1'0''$	47	$5\frac{1}{4}$	$5\frac{1}{4}$	14-00	6-35
13	Print № L41	$\frac{1}{16}''=1'0''$	47	$5\frac{1}{4}$	$5\frac{1}{4}$	14-00	6-35
13	Print № L42	$\frac{1}{16}''=1'0''$	47	$5\frac{1}{4}$	$5\frac{1}{4}$	14-00	6-35
14	Ships' Boats						
14	Print № 687	$\frac{3}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
14	Print № 789	$\frac{1}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
14	Print № 790	$\frac{1}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
14	Print № 791	$\frac{1}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
14	Print № 792	$\frac{1}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
14	Print № 900	$\frac{1}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
14	Print № 901	$\frac{1}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
14	Print № 902	$\frac{1}{4}''=1'0''$	N/A	N/A	N/A	N/A	N/A
15	90'0" Motor Fishing Vessel (M.F.V.)						
15	Print № 940	$\frac{3}{8}''=1'0''$	$36\frac{1}{2}$	$8\frac{1}{2}$	$7\frac{1}{2}$	13-90	6-30
15	Print № 941	$\frac{3}{8}''=1'0''$	$36\frac{1}{2}$	$8\frac{1}{2}$	$7\frac{1}{2}$	13-90	6-30
15	Print № 942	$\frac{3}{8}''=1'0''$	$36\frac{1}{2}$	$8\frac{1}{2}$	$7\frac{1}{2}$	13-90	6-30
15	Cunard Liner SS Servia						
16	Print № 1004	$\frac{1}{16}''=1'0''$	$33\frac{1}{4}$	$3\frac{3}{8}$	$3\frac{5}{16}$	Case Model	
16	Print № 1005	$\frac{1}{16}''=1'0''$	$33\frac{1}{4}$	$3\frac{3}{8}$	$3\frac{5}{16}$	Case Model	
16	Print № 1006	$\frac{1}{16}''=1'0''$	$33\frac{1}{4}$	$3\frac{3}{8}$	$3\frac{5}{16}$	Case Model	
16	770 Ton Steel Motor Yacht						
16	Print № 1153	$\frac{1}{4}''=1'0''$	42	$8\frac{1}{4}$	$7\frac{1}{4}$	18-82	8-54
16	Print № 1154	$\frac{1}{4}''=1'0''$	42	$8\frac{1}{4}$	$7\frac{1}{4}$	18-82	8-54
16	Print № 1155	$\frac{1}{4}''=1'0''$	42	$8\frac{1}{4}$	$7\frac{1}{4}$	18-82	8-54
16	Print № 1156	$\frac{1}{4}''=1'0''$	42	$8\frac{1}{4}$	$7\frac{1}{4}$	18-82	8-54

Page	Vessel / Description	Scale	Hull Dimensions in Inches			Displacement as Drawn	
			L	B	H	Lbs	Kg
17	West Highland Steam Coaster "Clyde Puffer" Sealight						
17	Print № 1119	1/4"=1'0"	22	5	4 1/2	6-68	3-03
17	Print № 1120	1/4"=1'0"	22	5	4 1/2	6-68	3-03
18	Iron Paddle Tug						
			Not incl. sponsors				
18	Print № 1157	1/4"=1'0"	34	6 3/4	5 1/2	14-66	6-65
18	Print № 1158	1/4"=1'0"	34	6 3/4	5 1/2	14-66	6-65
18	Print № 1159	1/4"=1'0"	34	6 3/4	5 1/2	14-66	6-65
18	Print № 1160	1/4"=1'0"	34	6 3/4	5 1/2	14-66	6-65
18	Working Model Paddle Steamer						
			Not incl. sponsors				
19	Print № 1161	1/4"=1'0"	50	6 3/4	5 5/8	25-60	11-61
19	Print № 1162	1/4"=1'0"	50	6 3/4	5 5/8	25-60	11-61
19	Print № 1163	1/4"=1'0"	50	6 3/4	5 5/8	25-60	11-61
19	Print № 1164	1/4"=1'0"	50	6 3/4	5 5/8	25-60	11-61
19	Sea-Going Tug						
19	Print № 1166	1/4"=1'0"	30	7 1/2	7 3/4	14-50	6-58
19	Print № 1167	1/4"=1'0"	30	7 1/2	7 3/4	14-50	6-58
19	Print № 1168	1/4"=1'0"	30	7 1/2	7 3/4	14-50	6-58
19	Print № 1170	3/8"=1'0"	45	11	11	49-40	22-40
19	Print № 1171	3/8"=1'0"	45	11	11	49-40	22-40
19	Print № 1172	3/8"=1'0"	45	11	11	49-40	22-40
20	Motor Trawler						
20	Print № 1173	1/4"=1'0"	42 3/4	8	8 1/4	26-50	12-02
20	Print № 1174	1/4"=1'0"	42 3/4	8	8 1/4	26-50	12-02
20	Print № 1175	1/4"=1'0"	42 3/4	8	8 1/4	26-50	12-02
20	Coastal and Bunkering Tanker						
20	Print № 1177	1/4"=1'0"	42 1/2	9	9 1/2	39-00	17-69
20	Print № 1178	1/4"=1'0"	42 1/2	9	9 1/2	39-00	17-69
20	Print № 1179	1/4"=1'0"	42 1/2	9	9 1/2	39-00	17-69
21	114 Foot Streamlined Tug						
21	Print № 1183	3/8"=1'0"	43	10	6 1/2	31-10	14-10
21	Print № 1184	3/8"=1'0"	43	10	6 1/2	31-10	14-10
21	Print № 1185	3/8"=1'0"	43	10	6 1/2	31-10	14-10
21	Print № 1186	1/4"=1'0"	28 3/4	6 5/8	5 5/8	9-10	4-13
21	Print № 1187	1/4"=1'0"	28 3/4	6 5/8	5 5/8	9-10	4-13
21	Print № 1188	1/4"=1'0"	28 3/4	6 5/8	5 5/8	9-10	4-13
22	Liverpool Pilot Vessel Sir Thomas Brocklebank						
22	Print № 1180	1/4"=1'0"	43 1/2	8	8	24-90	11-29
22	Print № 1181	1/4"=1'0"	43 1/2	8	8	24-90	11-29
22	Print № 1182	1/4"=1'0"	43 1/2	8	8	24-90	11-29

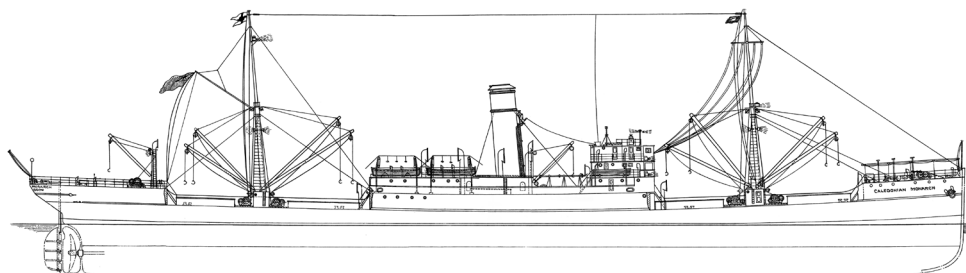


STEAM COASTER, 800 Tons

The Steam Coaster, with her midship bridge and engines aft, was one of the most familiar types at one time, and were to be found in large ports and small tidal harbours alike. The following drawings have been prepared for the construction of a detailed scale model of one of these interesting craft:

Print № 37 **LINES FOR SCALE MODEL. Size of Sheet: 27"×15".**

Print № 38 **ELEVATION & DECK PLAN. Size of Sheet: 22"×15".**



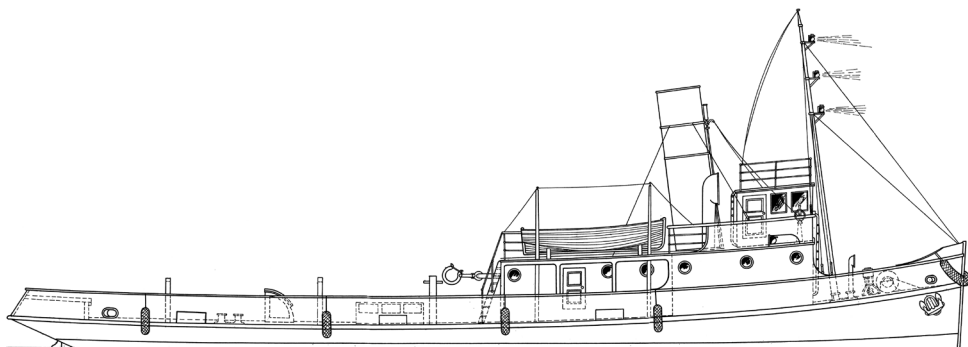
SS CALEDONIAN MONARCH and SS CELTIC MONARCH

These two sister ships are typical examples of the 'Three- Island' type Cargo Steamer, and the following drawings supply all the necessary information for a 'super detail model. Alternative lines drawings are available, one for a scale showcase models and the other with increased displacement for small working models.

Print № 57 **ELEVATION AND PLANS OF EACH DECK, Size of Sheet: 30"×21".**

Print № 58 **SCALE LINES FOR SHOWCASE MODEL. Size of Sheet: 35"×15".**

Print № 59 **LINES FOR SMALL WORKING MODEL. Size of Sheet: 35"×17".**

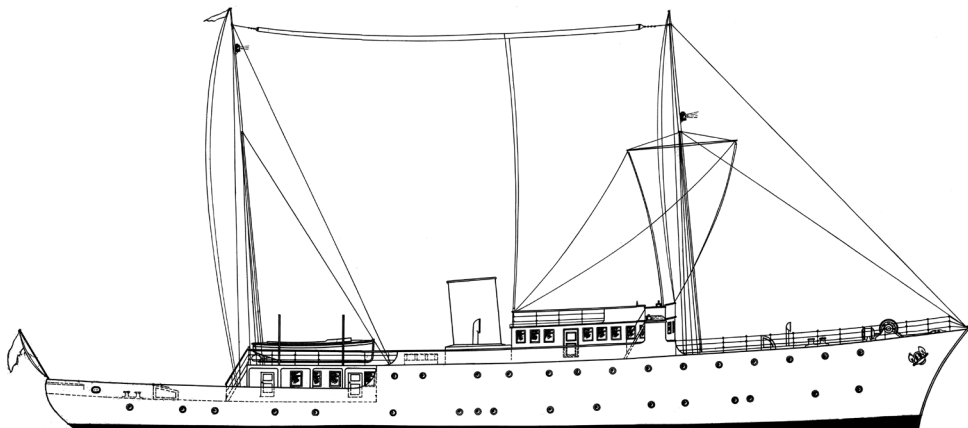


STEAM TUG

The Steam Tug is always popular with the model builder, and the following drawings, which have the underwater body increased to give ample displacement for a small working model, are based on one of the well-known Mersey types.

Print № 103 LINES FOR WORKING MODEL. Size of Sheet: 30"×17.5".

Print № 104 ELEVATION, DECK PLAN AND SECTIONS. Size of Sheet: 22"×15".



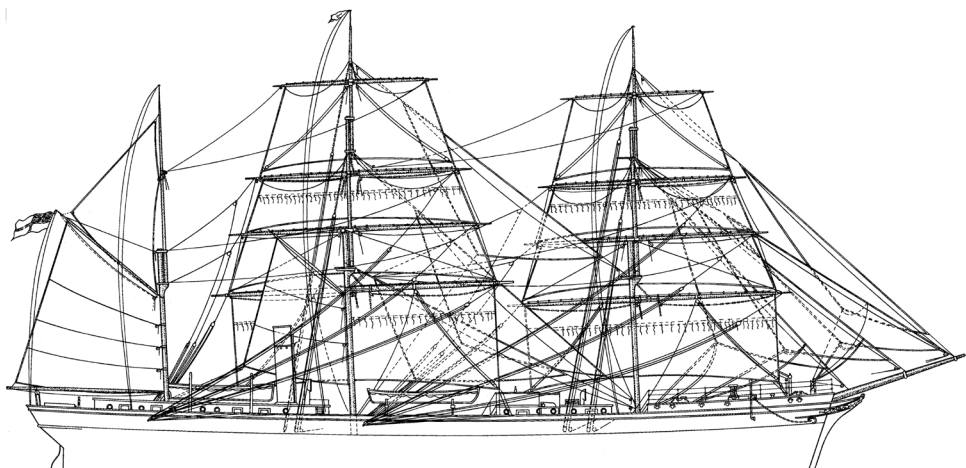
OCEAN GOING MOTOR YACHT

This set is intended to produce a simple representative model which, while having few fittings to damage in transit, has a fine appearance afloat.

The drawings are not based on any particular vessel.

Print № 105 LINES FOR WORKING MODEL MODEL. Size of Sheet: 27"×18".

Print № 106 ELEVATION, DECK PLAN AND SECTIONS. Size of Sheet: 30"×22".



AUXILIARY BARQUE RIGGED WHALER

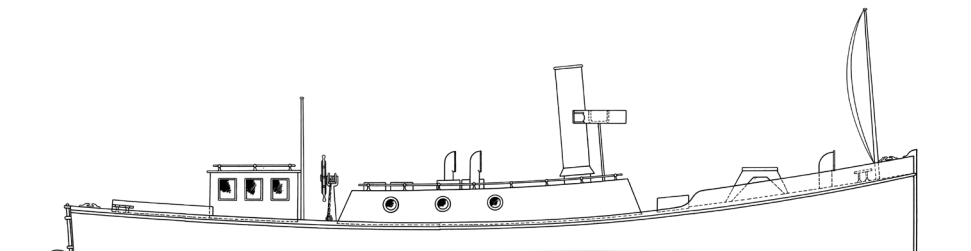
These prints are based on a vessel similar to Captain Scott's famous RRS *Discovery*, now moored at Dundee, but are not offered as authentic drawings of that ship.

Print № 110 LINES FOR SCALE MODEL. Size of Sheet: 29"×13".

Print № 111 ELEVATION AND PLANS OF EACH DECK, masts showing position of yards when sails are furled. Size of sheet. 30"×21".

Print № 112 DETAIL OF SPARS AND STANDING RIGGING. Size of Sheet: 29"×19".

Print № 113 DETAIL OF SAILS AND RUNNING RIGGING. Size of Sheet: 29"×19".

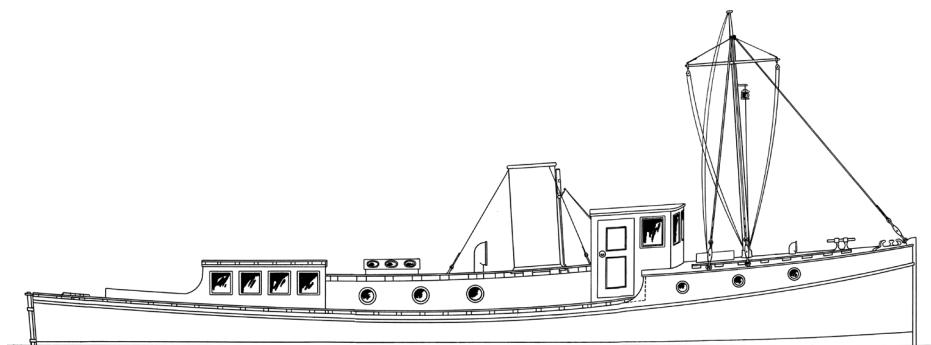


STEAM PINNACE

The older type Steam Pinnace is well suited as a model where the machinery is of first importance. Fittings are extremely simple, and the power plant exposed by merely lifting the casing, while the lack of deck fittings makes for ease when in transit.

Print № 132 ELEVATION AND DECK PLAN. Size of Sheet: 30"×22".

Print № 133 LINES FOR WORKING MODEL. Size of Sheet: 30"×19".

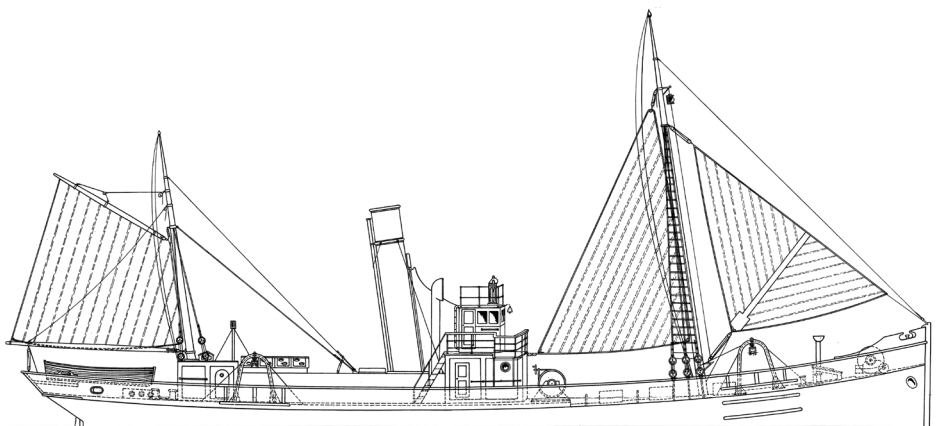


POLICE PATROL BOAT

This, like the Steam Pinnace, is an excellent subject for a working model. The simplicity of the Deck fittings means easy access to the power plant and little risk of damage in transit to the water.

Print № 134 ELEVATION AND PLAN. Size of Sheet: 30"×22".

Print № 135 LINES FOR WORKING MODEL. Size of Sheet: 30"×19".



STEAM TRAWLER

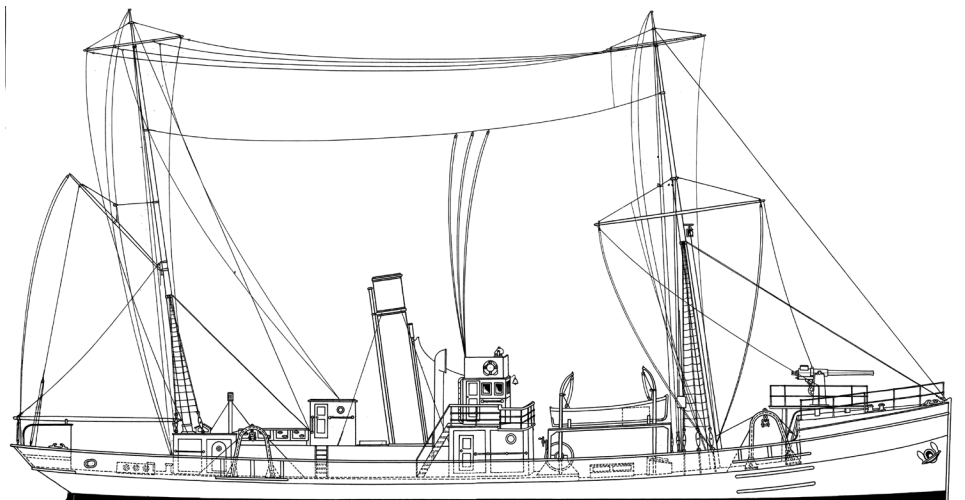
Here we have a type once well known, to all who had served at or near a Naval Base, where dozens of these vessels were employed in servicing both ships and land forces, This set includes alternative machinery layouts for those not wishing to design their own plants.

Print № 140 ELEVATION, DECK PLAN AND SECTION. Size of Sheet: 30"×22".

Print № 141 LINES FOR WORKING MODEL Size of sheet 30"×19".

Print № 142 SIMPLE MACHINERY LAYOUT FOR ELECTRIC MODEL Size of sheet. 30"×19".

Print № 143 SIMPLE MACHINERY LAYOUT FOR STEAM MODEL. Size of Sheet: 30"×19".



ARMED TRAWLER or FISHERY PROTECTION CRUISER

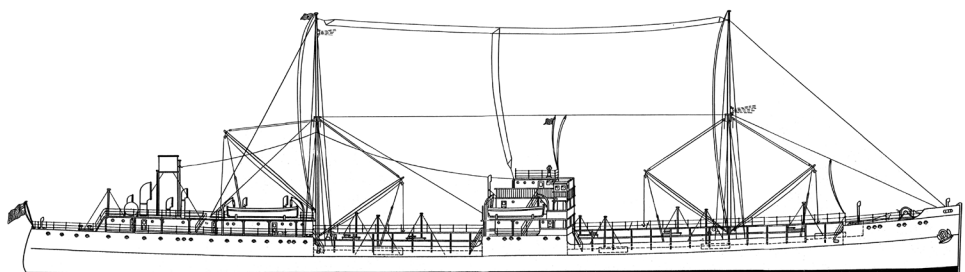
This represents one of the 1914–18 wartime conversions, a trawler of the topgallant fo'castle type with gun platform and additional boats. Like the previous set alternative simple machinery layouts are available.

Print № 144 ELEVATION, DECK PLAN AND SECTION. Size of Sheet: 30"×22".

Print № 145 LINES FOR WORKING MODEL Size of Sheet: 30"×19".

Print № 146 SIMPLE MACHINERY LAYOUT FOR ELECTRIC MODEL Size of sheet. 30"×19".

Print № 147 SIMPLE MACHINERY LAYOUT FOR STEAM MODEL. Size of Sheet: 30"×19".

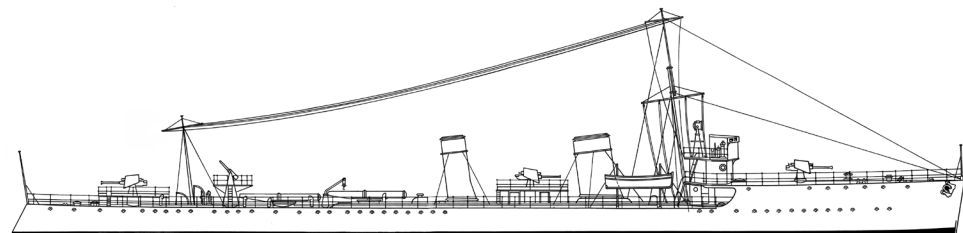


OIL TANKER

The importance of the Oil Tanker was fully appreciated in war time when many of them made Naval History. The following drawings are suitable for the construction of a typical vessel of this class.

Print № 148 ELEVATION, SECTIONS AND PLANS OF EACH DECK. Size of sheet 30"×22".

Print № 149 LINES FOR SCALE MODEL. Size of sheet 30"×18".



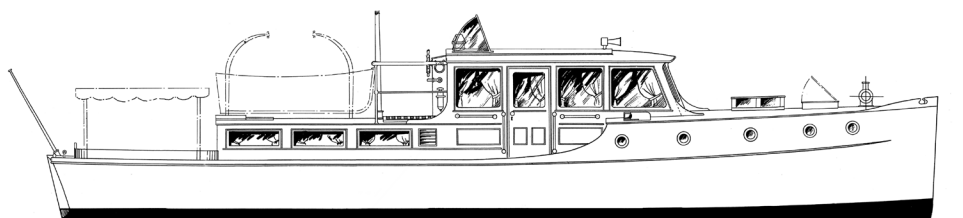
'R' CLASS TORPEDO BOAT DESTROYER – WW1

During WW1 the Torpedo Boat Destroyer was perhaps one of the most important ships in the Royal Navy; general 'maid of all work' to the fleet, convoy escort, patrol boat, etc. These drawings are intended for scale models, but lines with increased displacement for small working models are available on request.

Print № 150 ELEVATION, DECK PLANS AND SECTIONS. Size of Sheet: 30"×22".

Print № 151 LINES FOR SCALE MODEL. Size of Sheet: 30"×18".

Print № 152 LINES FOR SMALL WORKING MODEL. Size of Sheet: 30"×18".



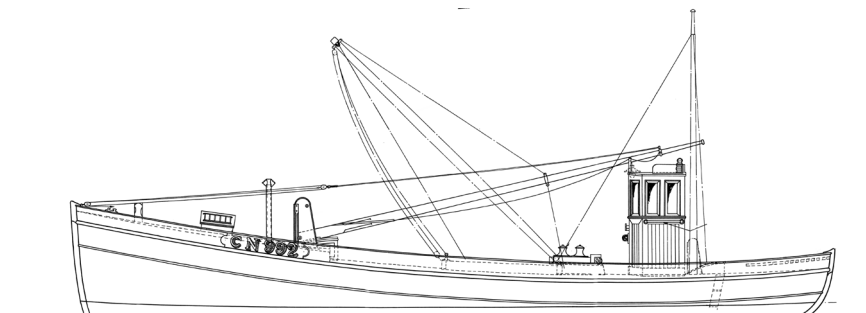
50 FOOT MOTOR CABIN CRUISER

This set was originally designed for a working model and has the underwater body increased to provide additional displacement, but this type of vessel would make a good showcase model, as owing to the amount of open glass work and companionways, there is plenty of scope for the model maker who cares to furnish the interior, details of which are shown on the third sheet of the set.

Print № 291 ELEVATION, DECK PLAN, BOW AND STERN VIEWS. Size of Sheet: 30"×22".

Print № 292 LINES FOR WORKING MODEL. Size of Sheet: 28"×22".

Print № 293 DETAILS OF INTERNAL FITTINGS. Size of Sheet: 30"×22".



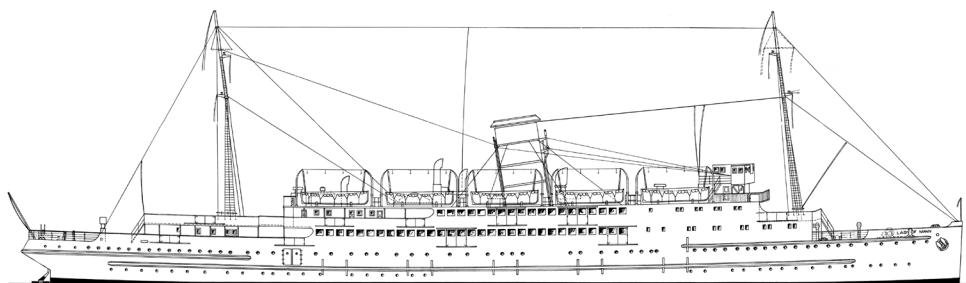
DIESEL RING NET FISHING BOAT

This is one of the 48 ft. bright varnished fishermen once well known in Britain's smaller fishing ports and harbours. The plans, which are to a scale of $\frac{1}{2}'' = 1'0''$, have been prepared to meet the needs of those desiring a really authentic scale model, and are suitable for either showcase or working models. This type of hull is an excellent subject for first class plank on frames construction.

Print № 650 LINES FOR SCALE MODEL. Scale, $\frac{1}{2}'' = 1'0''$.

Print № 651 ELEVATION AND DECK PLAN. Scale, $\frac{1}{2}'' = 1'0''$.

Print № 652 DETAILS, Separate details of individual deck fittings, and interior of wheelhouse. Scale, $\frac{1}{2}'' = 1'0''$.



ISLE OF MAN STEAM PACKET TSS LADY OF MANN

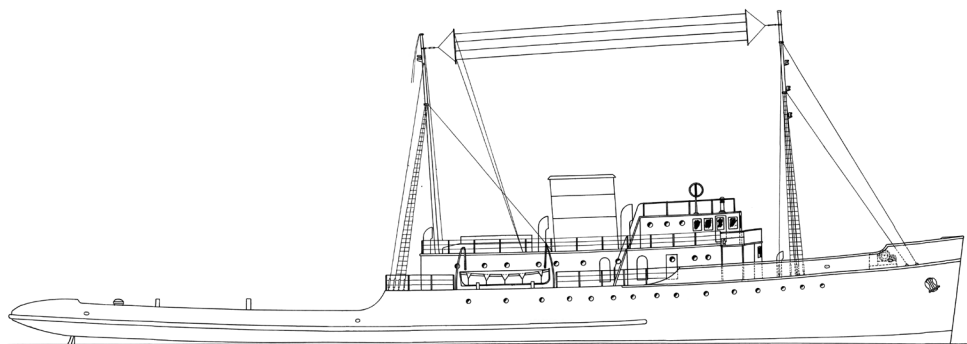
Drawn by JOHN L. LANGFORD

This vessel was built in 1930 by Vickers-Armstrong at Barrow-in-Furness for the I.O.M. Steam Packet Company, and, up to the outbreak of WW2 was the largest vessel employed by them on the Fleetwood – Isle of Man Service.

Print № L1 LINES FOR SCALE MODEL.

Print № L2 ELEVATION AND PLANS OF PROMENADE AND BOAT DECKS.

Print № L3 SHELTER DECK, SECTIONS AND DETAILS.



SALVAGE TUG

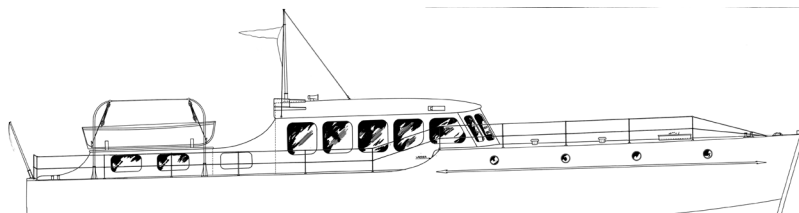
Drawn by JOHN L. LANGFORD

The design of this model has been based upon the famous Dutch tug *Zwarte Zee* which, at the time of her completion in 1933, was the largest Salvage Tug afloat.

Print № L7 ELEVATION, DECK PLAN AND DETAILS.

Print № L8 LINES FOR 26½" WORKING MODEL.

Print № L9 LINES FOR 53" WORKING MODEL.



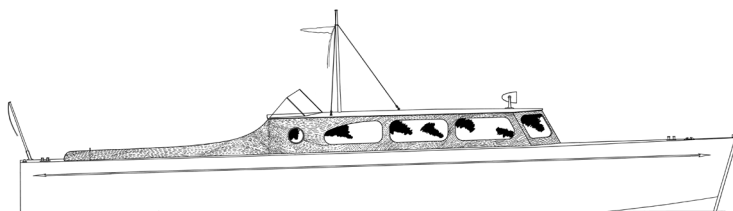
MARGARET- FAST CABIN CRUISER

Drawn by JOHN L. LANGFORD

This design will appeal to the power boat man requiring a scale job of relatively simple construction, yet large enough to carry a really powerful plant and look well on a large sheet of water. The hull is of the hard chine type, planked in plywood on built up frame's, and the drawings include all constructional details, with full size templates ready for laying off directly on to the material.

The hull is 48 in. on the waterline and the method of construction entirely obviates all risk of distortion during building or in the finished model, producing a very light yet strong ship. The external design is that of a vintage fast cabin cruiser.

- Print № L10 ELEVATION, PLAN & SECTIONS. Size of Sheet: 64"×28".
- Print № L11 CONSTRUCTIONAL DRAWING, including full size templates of frames, stem, keel, bulkheads, etc. Size of Sheet: 64"×28".
- Print № 898 BUILDING INSTRUCTION SHEET, printed instructions, details and perspective diagrams illustrating the various stages of construction. Size of Sheet: 40"×28"

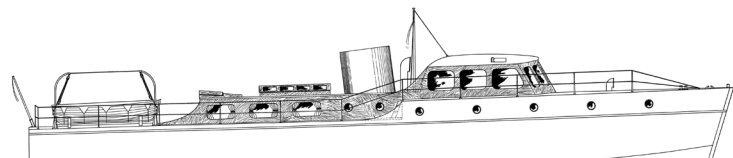


ELIZABETH – FAST DAY CRUISER

Drawn by JOHN L. LANGFORD

The overall dimensions and method of construction are the same in this set as for *MARGARET* described on page 8, but the general design is based on a vintage day cruiser and therefore calls for a less elaborate superstructure.

- Print № L14 ELEVATION. PLAN & SECTIONS. Size of Sheet: 64"×28".
- Print № L15 CONSTRUCTIONAL DRAWING, including full size templates of frames, stem, stern, keel, bulkheads etc. Size of Sheet: 64"×28".
- Print № 898 BUILDING INSTRUCTION SHEET, containing printed instructions, details and perspective diagrams illustrating the various stages of construction. Size of Sheet: 40"×28"



BARBARA – CABIN CRUISER

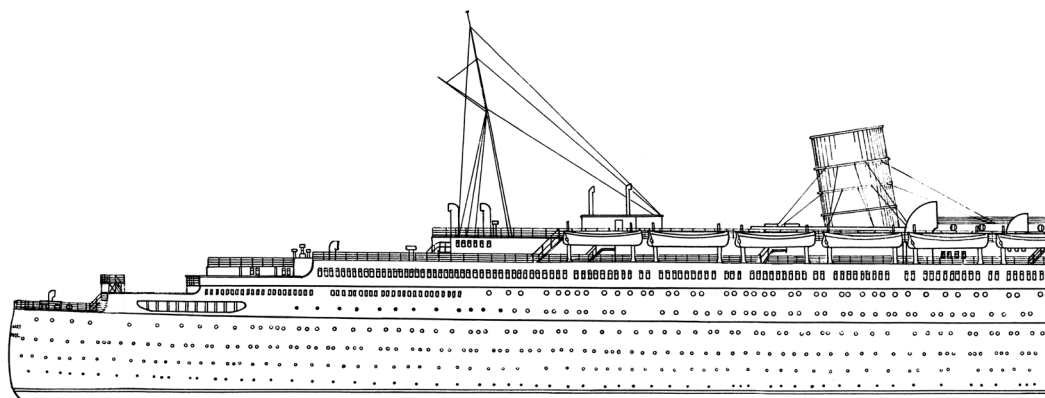
Drawn by JOHN L. LANGFORD

The dimensions and construction of this model are as described for *MARGARET* on page 8, but the superstructure is arranged to suit steam or diesel plant.

- Print № L18 ELEVATION, PLAN & SECTIONS. Size of Sheet: 64"×28".
- Print № L19 CONSTRUCTIONAL DRAWING, including full size templates of frames, stem, keel, bulkheads, etc. Size of Sheet: 64"×28".
- Print № 898 BUILDING INSTRUCTION SHEET, containing printed instructions, details and perspective diagrams illustrating the various stages of construction. Size of Sheet: 40"×28".

RMS QUEEN MARY

Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

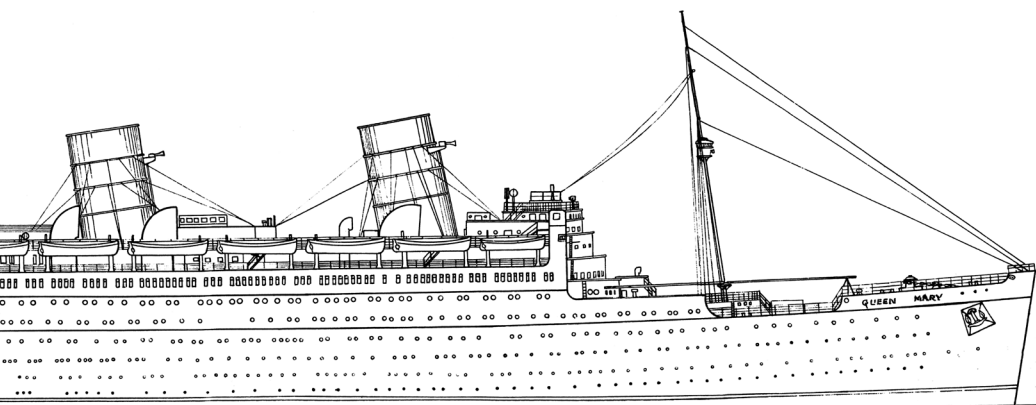


There is no need to describe this famous vessel, for which two alternative sets of plans are available, construction of small scale or working models, large scale or super detail models.

PRINTS FOR SMALL SCALE OR WORKING MODELS

This set, being intended for small scale work and working models, has all the main features and superstructure of the prototype, but without some of the minor details. Above the water-line all principal dimensions and outline have been strictly adhered to, although certain slight modifications have been made for the sake of simplicity. The underwater body has been designed to provide ample displacement for small working models, and is therefore slightly out of scale.

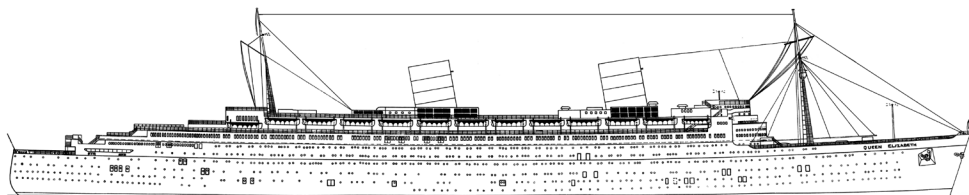
- Print № 230 LINES FOR WORKING MODEL. Size of sheet, 31"×20".
- Print № 231 ELEVATION, PLANS OF "A" DECK AND MAIN DECK WITH BULKHEAD ELEVATIONS OF EACH. Size of Sheet: 31"×20".
- Print № 232 PLANS OF PROMENADE, SUN AND SPORTS DECKS, NAVIGATION BRIDGE, WHEELHOUSE, SECTIONS AND BULK- HEAD ELEVATIONS. Size of Sheet: 31"×20".



PRINTS FOR LARGE SCALE SUPER DETAIL MODELS

This set has been produced in response to a demand for a larger scale and more fully detailed edition of the above, and is suitable for super detail models. The drawings have been compiled from plans and data furnished by the Cunard White Star Company for that purpose, and I am indebted to them for their assistance and permission to produce this set. The plans are drawn to a scale of $1/16 = 1' 0''$, and are full size for a model $63\frac{1}{2}''$ O.A.

- Print № 243 LINES FOR A SCALE MODEL. Size of Sheet: $70'' \times 30''$.
- Print № 244 ELEVATION AND PLANS OF SPORTS DECK, BRIDGE, AND TOP OF WHEELHOUSE. Size of Sheet: $70'' \times 30''$.
- Print № 245 PLANS OF SUN DECK, PROMENADE DECK AND DETAILS OF WINCHES, FITTINGS, etc. Size of Sheet: $70'' \times 26''$.
- Print № 246 PLANS OF MAIN DECK, "A" DECK, BULKHEAD ELEVATIONS, THWARTSHIP SECTIONS, AND SEPARATE DETAILS OF PATENT DAVITS, BOAT WINCHES, VENTILATING UNITS, etc. Size of Sheet: $70'' \times 26''$.

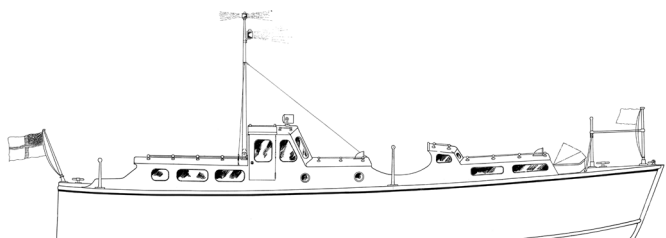


RMS QUEEN ELIZABETH

Drawn by JOHN L. LANGFORD

The following drawings are intended for the construction of small scale working models of this famous vessel, although sufficient detail is given for showcase work if desired. The Lines Drawing has the underwater body increased out of scale to provide the necessary displacement. The drawings are full size for a model approximately 32½" long.

- Print № L35 LINES FOR WORKING MODEL. Scale: 1/32"=1'0".
- Print № L36 PROFILE AND PLANS OF HOUSE TOPS AND SUNDECK. Scale: 1/32"=1'0".
- Print № L37 PLANS OF BOAT, MAIN AND 'A' DECK. Scale: 1/32"=1'0".

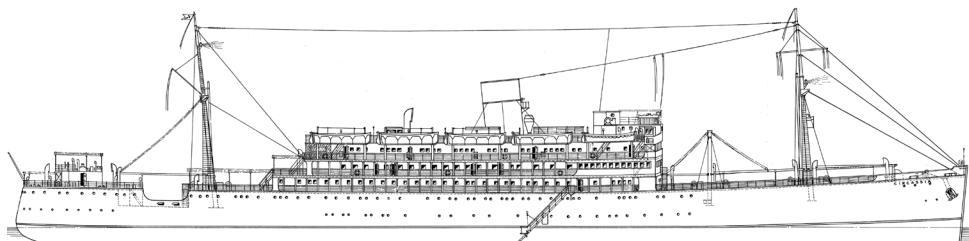


45 FOOT MOTOR PICKET BOAT

Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

This Naval Picket Boat makes an pleasing model and being relatively small, means the large scale used results in complete detail. The hull is of the hard chine type suitable for composite plywood construction. The drawings are to 3/4"=1'0" scale and fully detailed, including internal furnishings, offering plenty of scope for the real craftsman. The motor is installed in the engine room and the battery carried between the cockpit seats, out of sight in use yet readily accessible. With the battery out and the electrical leads stowed, the model becomes, a completely fitted and furnished showcase model, with no power plant visible.

- Print № 922 LINES DRAWING. Scale: 3/4"=1'0" (producing a boat 34" long x 8.5" beam).
- Print № 923 PROFILE, DECK AND ACCOMMODATION PLAN. Scale: 3/4"=1'0".
- Print № 924 LONGITUDINAL SECTION, CROSS SECTIONS AT VARIOUS POINTS AND PLANT LAYOUT FOR WORKING MODELS. Scale: 3/4"=1'0".



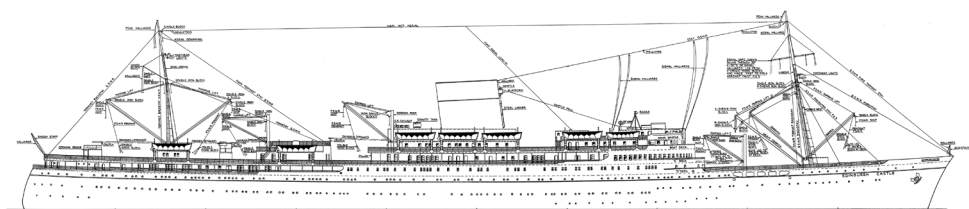
ANCHOR LINER RMS CIRCASSIA

Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

This set is one of the most fully detailed Liner plans yet produced and includes all information necessary for the construction of a perfect scale model up to "Builders Model" standard.

Separate working drawings of all davits, winches, capstans, etc., are included together with separate details of each mast with its fittings and rigging. Two Lines Drawings are available, one for scale showcase models, the other with increased displacement for working models.

- Print № 930 PROFILE SECTION, END ELEVATIONS AND PLAN OF "A" DECK.
Drawn, to a scale $\frac{1}{16}" = 1' 0"$ or full size for a $31\frac{1}{2}"$ model.
- Print № 931 PLANS OF WELL, PROMENADE AND BOAT DECKS, HOUSE TOPS, NAVIGATING AND DOCKING BRIDGES. Scale: $\frac{1}{16}" = 1' 0"$.
- Print № 932 SEPARATE DETAILS OF MASTS, RIGGING, WINCHES, WINDLASS, DERRICK POSTS, DAVITS, etc., ALSO ELEVATIONS OF POOP AND "A" DECK. Scale: $\frac{1}{16}" = 1' 0"$.
- Print № 933 LINES FOR SCALE, MODEL. Scale: $\frac{1}{16}" = 1' 0"$.
- Print № 934 LINES FOR WORKING MODEL, Scale: $\frac{1}{16}" = 1' 0"$.



UNION-CASTLE LINER RMS EDINBURGH CASTLE

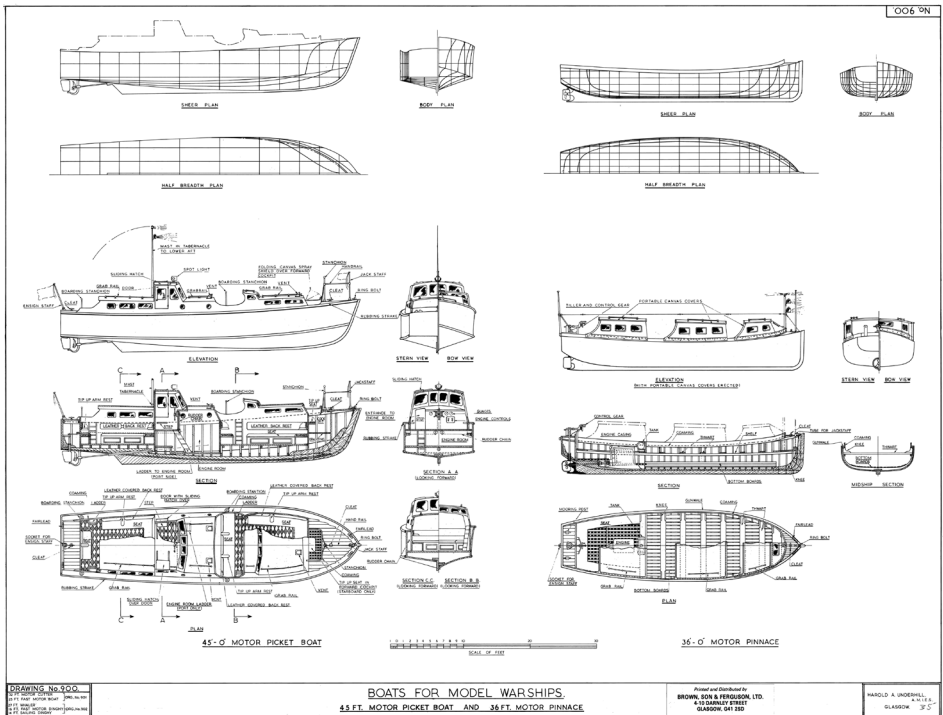
Drawn by JOHN L. LANGFORD

This set has been designed to a scale of $\frac{1}{16}" = 1' 0"$ with the underwater body increased or a working model having a displacement of 14 lbs and a water line length off $43\frac{5}{8}"$.

- Print № L40 LINES FOR WORKING MODEL.
- Print № L41 PROFILE, RIGGING AND PLANS OF "D" AND "E" DECKS.
- Print № L42 PLANS OF BRIDGE, SUN AND BOAT DECKS, SUPERSTRUCTURE, THWARTSHIP ELEVATIONS, DETAILS OF WINCHES, etc.

SHIPS' BOATS

These drawings, consisting of Lines, Plans, Elevations, Sections, both longitudinal and thwart-ships, showing full constructional details, are suitable for the building of large scale planked models of individual boats. They are also invaluable in providing information as to the design, construction and fittings of boats to be carried by scale models of larger ships, particular men-of-war.



GENERAL BOATS

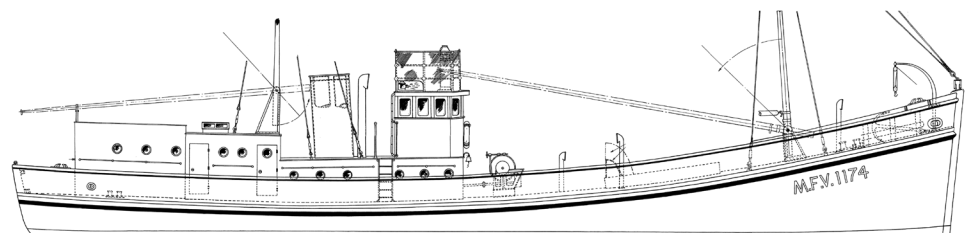
- Print № 687 Smacks Dinghy or fisherman's Beach Boat. Scale: $\frac{3}{4}" = 1' 0"$.
- Print № 789 Standard 30' 0" double ended ships' lifeboat, and 30' 0" transom sterned work boat. Sail plans, fittings and equipment. Scale: $\frac{1}{4}" = 1' 0"$.

BOATS FOR SAILING MEN-OF-WAR

- Print № 790 30' 0" Cutter and 28' 0" Pinnace. Scale: $\frac{1}{4}" = 1' 0"$.
- Print № 791 30' 0" Launch or Longboat and 27' 0" Whaler. Scale: $\frac{1}{4}" = 1' 0"$.
- Print № 792 28' 0" Yawl, 22' 0" Cutter and 16' 0" Dinghy. Scale: $\frac{1}{4}" = 1' 0"$.

BOATS FOR WARSHIPS

- Print № 900 45' 0" Motor Picket Boat and 36' 0" Motor Pinnace.
- Print № 901 32' 0" Motor Cutter and 25' 0" Fast Motor Boat.
- Print № 902 27' 0" Whaler, 16' 0" Fast Motor Dinghy and 14' 0" Sailing Dinghy.



90'0" Motor Fishing Vessel (M.F.V.)

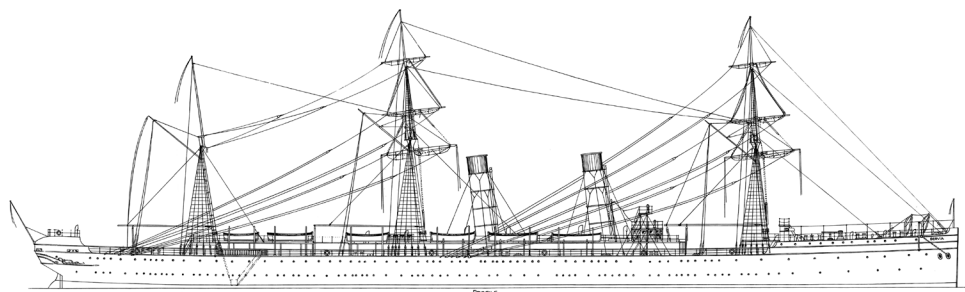
Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

These sturdy Fleet Auxiliaries, designed by the Admiralty on fishing-boat lines and suitable for immediate conversions to fishing when released from service, were well known in anchorages round our coasts. The following drawings are very fully detailed for a $\frac{1}{16}$ " = 1' 0" model, either working or showcase. The plans show the vessels as used in the Naval service but include details of the ships as converted for fishing. Size of finished model 36½ LOA.

Print № 940 LINES DRAWING. Size of Sheet, 38"×21".

Print № 941 PROFILE & DECK PLAN. Size of Sheet: 41"×25".

Print № 942 SAIL AND RIGGING PLAN, THWART-SHIP ELEVATION, DETAILS OF HOUSE TOP, WHEEL HOUSE, etc. Size of Sheet: 39"×21".



CUNARD LINER SS SERVIA

The transition period from sail to steam in the Ocean Passenger Services is one which has been sadly neglected by the model builder, yet it offers some really fascinating ships, combining interesting features of both eras. A very good example of this class was the Cunarder SS *Servia* built by J.&G. Thomson of Glasgow in 1881. She was a vessel of 7,392 tons gross and might truly be described as one of the ocean greyhounds of her period,

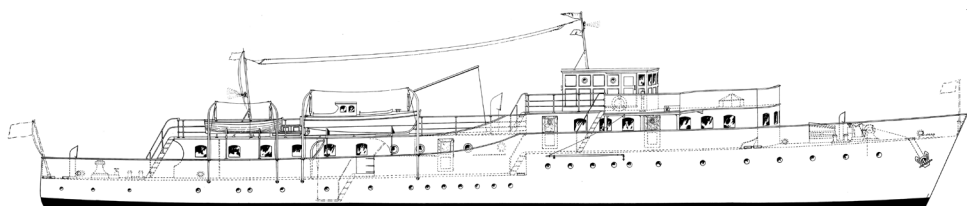
a long sleek steel vessel carrying a modified barque rig and two raking funnels, she looked and was a real thoroughbred.

From the model-man's point of view she has much to offer, providing plenty of scope for fine detail about her decks and superstructure without the monotonous repetition work of multitude of identical fittings to be made for the modern liner. Her rig too provides the interesting features of a sailing ship's spars without the amount of detail found in the true square-rigger, while lastly, it is out of the ordinary run of models. Scale: $\frac{1}{16}" = 1' 0"$. Length O.A. $33\frac{1}{4}"$.

Print № 1004 PROFILE SUPERSTRUCTURE, ELEVATIONS, DECK PLAN AND CROSS SECTIONS.

Print № 1005 LINES FOR SCALE MODEL

Print № 1006 DETAILS OF MASTS, SPARS AND RIGGING.



770 TON STEEL MOTOR YACHT $\frac{1}{4}" = 1' 0"$ SCALE WORKING MODEL

Designed by by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

Although designed as a working model, the hull is to $\frac{1}{4}" = 1' 0"$ scale dimensions with very complete detail and is therefore quite suitable for a showcase model if desired.

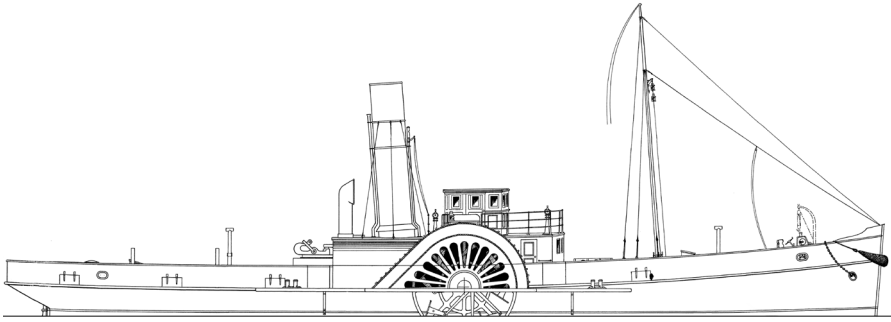
Print № 1153 LINES, SPECIFICATION AND TABLE OF WEIGHTS.

Print № 1154 PROFILE AND PLANS OF FO'C'SLE AND MAIN DECK.

Print № 1155 PLANS OF UPPER & BRIDGE DECKS, WHEELHOUSE & THWARTSHIP SECTIONS.

Print № 1156 FUNNEL EXPANSION TEMPLATE AND SEPARATE DRAWINGS OF EACH DECK FITTING AND ALL BOATS.

Length 42". Displacement 18-82 lbs.



IRON PADDLE TUG – $\frac{1}{4}"=1'0"$ SCALE WORKING MODEL

Designed by by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

The fussy little paddle tug, once a common sight in all our ports, forms an out-of-the-ordinary working model of great interest, the following plans cover one of these vessels in complete detail.

Working constructional plans for feathering paddles, are included together with details of a simple fixed-float paddle, if that is preferred. Machinery layout, for electric drive. Specification and table, of weights completes all the data required for a perfect model.

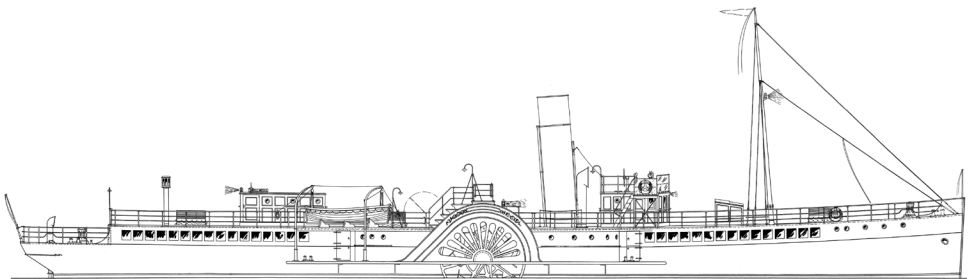
Print № 1157 LINES. SPECIFICATION AND TABLE OF WEIGHTS.

Print № 1158 PROFILE AND DECK PLAN.

Print № 1159 DETAILS SUPERSTRUCTURE, SPONSONS AND SECTIONS.

Print № 1160 MACHINERY, PADDLES, WINDLASS. BOAT, etc.

Length 34". Beam $6\frac{5}{8}"$. Beam over Sponsons $12\frac{5}{8}"$. Displacement 14.86 lbs.



WORKING MODEL PADDLE STEAMER – SCALE $\frac{1}{4}"=1'0"$

Designed by by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

Although designed as a working model, these designs include all details down to electric light fittings, ship-to-shore gangways and mooring lines. Working drawings of both feathering and simple fixed-float paddles are provided.

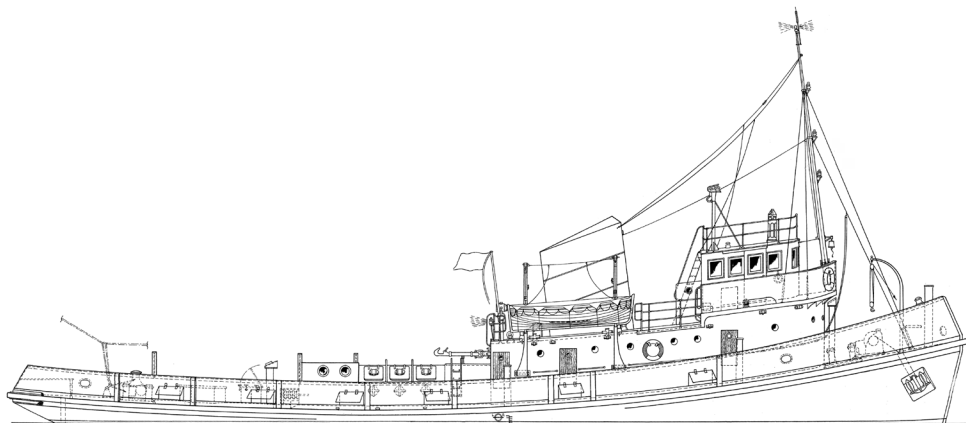
Print № 1161 LINES FOR WORKING MODEL, SPECIFICATION AND TABLE OF WEIGHTS.

Print № 1162 PROFILE, RUDDER DETAILS, etc.

Print № 1163 DECK PLAN AND SUPERSTRUCTURE DETAILS.

Print № 1164 SPONSONS, MACHINERY, PADDLE DETAILS, etc.

Length 50". Displacement 25.5 lbs.



SEA-GOING TUG

Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

This fine tug, which has been drawn complete to the smallest detail, is available in both $\frac{1}{4}$ " and $\frac{3}{8}$ " scales, providing ample displacement for radio control in a scale hull suitable for either steam or electric power.

$\frac{1}{4}$ "=1'0" SCALE MODEL

Length 30 $\frac{1}{4}$ ". Displacement 14.5lbs.

Print № 1166 LINES DRAWING.

Print № 1167 PROFILE AND DECK PLANS.

Print № 1168 CROSS-SECTIONS AND DETAILS.

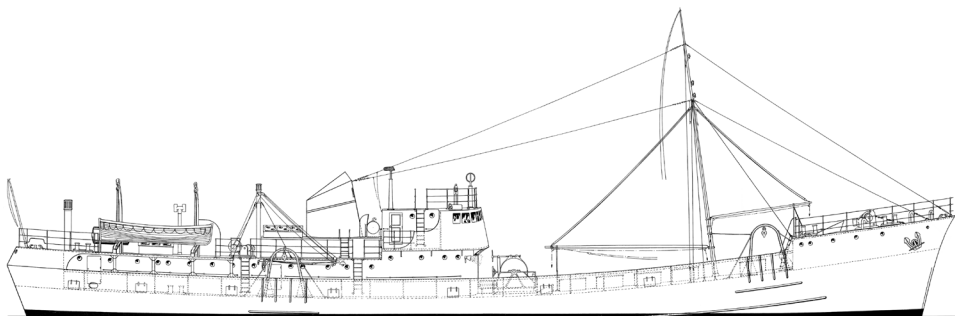
$\frac{3}{8}$ " SCALE MODEL

Length 45-75". Displacement 49.4 lbs.

Print № 1170 LINES DRAWING.

Print № 1171 PROFILE AND DECK PLANS.

Print № 1172 CROSS-SECTIONS AND DETAILS.



MOTOR TRAWLER – SCALE $\frac{1}{4}"=1'0"$

Designed by by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

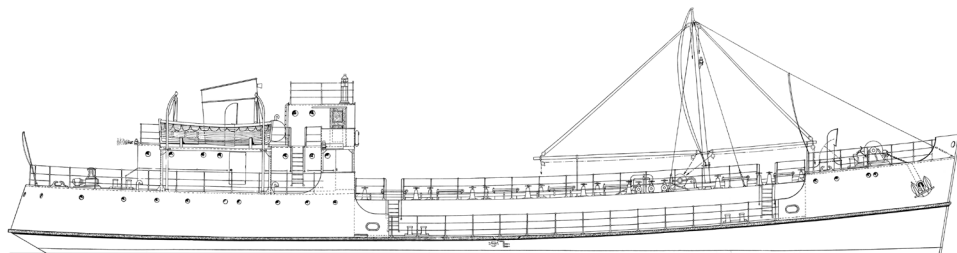
These plans will produce a model of scale dimensions and up to show-case standard in fittings, yet: with ample displacement for a good working model. Full working drawings of all fittings are included.

Print № 1173 LINES DRAWING.

Print № 1174 PROFILE AND UPPER DECKS.

Print № 1175 MAINDECK, THWARTSHIP ELEVATION AND DETAILS.

Length 42-5". Displacement 26-5 lbs.



COASTAL AND BUNKERING TANKER – SCALE $\frac{1}{4}"=1'0"$

Designed by by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

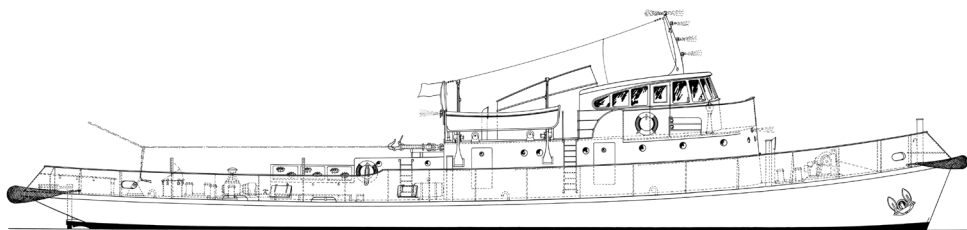
Once a familiar sight in all large ports and estuaries was the small Tanker employed bunkering the big ships and on coastwise passages to near-by harbours. This type of vessel forms, a novel and unusual subject for model work, yet, thanks to its, large displacement and ample space below decks, well suited for radio control.

Print № 1177 LINES DRAWING.

Print № 1178 PROFILE AND DECK PLAN.

Print № 1179 SUPERSTRUCTURE, CROSS-SECTIONS, AND DETAILS OF FITTINGS.

Length 42-75". Displacement 39 lbs.



114 FOOT – STREAMLINED TUG

Designed by by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

This vessel has many advantages as a working model, being low in build and therefore easy to transport, while the absence of the normal mast and rigging allows the superstructure to be made removable as a complete unit with nothing to be disconnected. It is a beautifully proportioned design.

The hull lines are fine for this type of craft, which results in great flare at bow and stern in spite of the high beam-length ratio which is a feature of all tugs.

The plans are very fully detailed – up to the exhibition standard – including all fittings on the arrangement drawing, with separate plans of each of the detail sheet as well as cross-sectional elevations of superstructure at several points along the hull.

The Drawings are available in Two Scales:

$\frac{3}{8}"=1'0"$ SCALE MODEL

Length O.A. 43". Displacement 31.1 lbs.

Print № 1183 LINES DRAWING.

Print № 1184 PROFILE AND PLAN OF MAIN DECK.

Print № 1185 PLANS OF BRIDGE DECK, HOUSE-TOP, BOATS, THWARTSHIP ELEVATION AND SEPARATE DETAILS OF DECK FITTINGS etc.

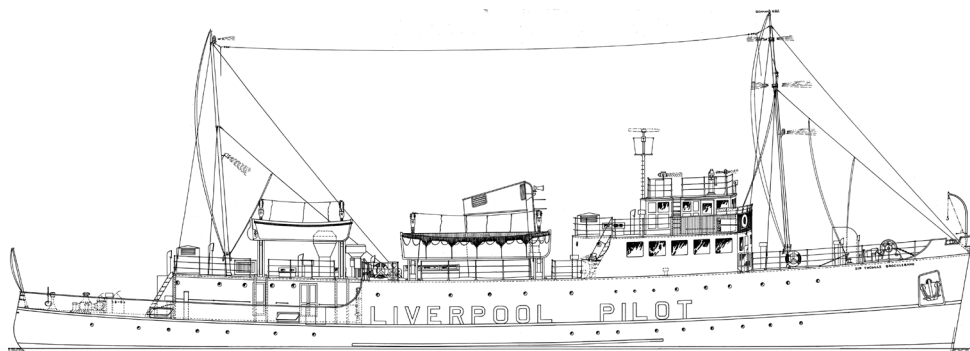
$\frac{1}{4}"=1'0"$ SCALE MODEL

Length O.A. 28.25". Displacement 9.1 lbs.

Print № 1186 As № 1183 but to $\frac{1}{4}"=1'0"$ scale.

Print № 1187 As № 1184 but to $\frac{1}{4}"=1'0"$ scale.

Print № 1188 As № 1185 but to $\frac{1}{4}"=1'0"$ scale.



LIVERPOOL PILOT VESSEL SIR THOMAS BROCKLEBANK

Drawn by HAROLD A. UNDERHILL, M.C., A.M.I.E.S.

This fine ship is an excellent subject for either showcase or working models. She has a beautiful profile, without too much superstructure to get damaged in a sailing model. The scale allows full detail on a hull length which is easy to handle, yet has ample displacement to carry plant.

The drawings are detailed to showcase or exhibition standard, and the set includes separate working drawings of all major fittings such as davits, boat-winchs, windlass, capstan, lead of falls, etc.

Print № 1180 LINES DRAWING.

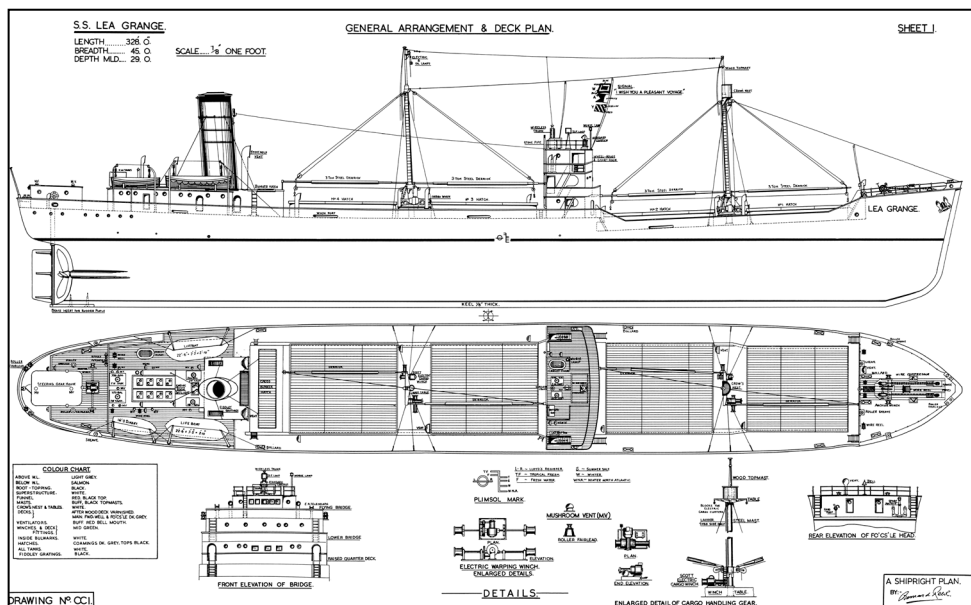
Print № 1181 PROFILE AND PLAN OF UPPER DECKS.

Print № 1182 MAINDECK, BRIDGEDECK, HOUSE TOPS. CROSS SECTIONS AND DETAILS.

Length O.A. 43·25". Displacement 24·9 lbs.

'SHIPRIGHT' PLANS

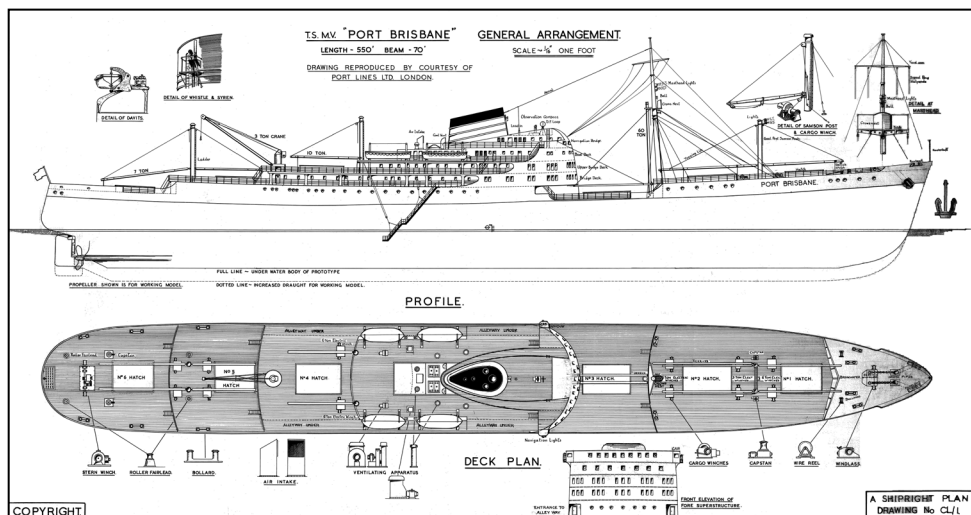
A series of designs by Mr B. Reeve and Mr P.W. Thomas



Prints No CC1 & CC2

Cargo Carrier SS Lea Grange

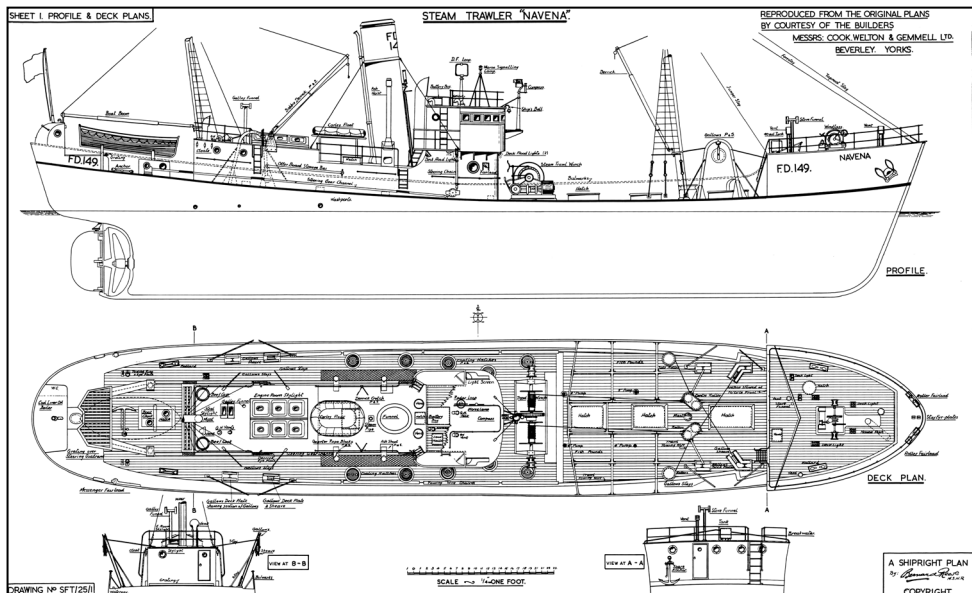
Scale: 1/8"=1'0"



Prints No CC1 & CC2

Motor Ship TS Port Brisbane

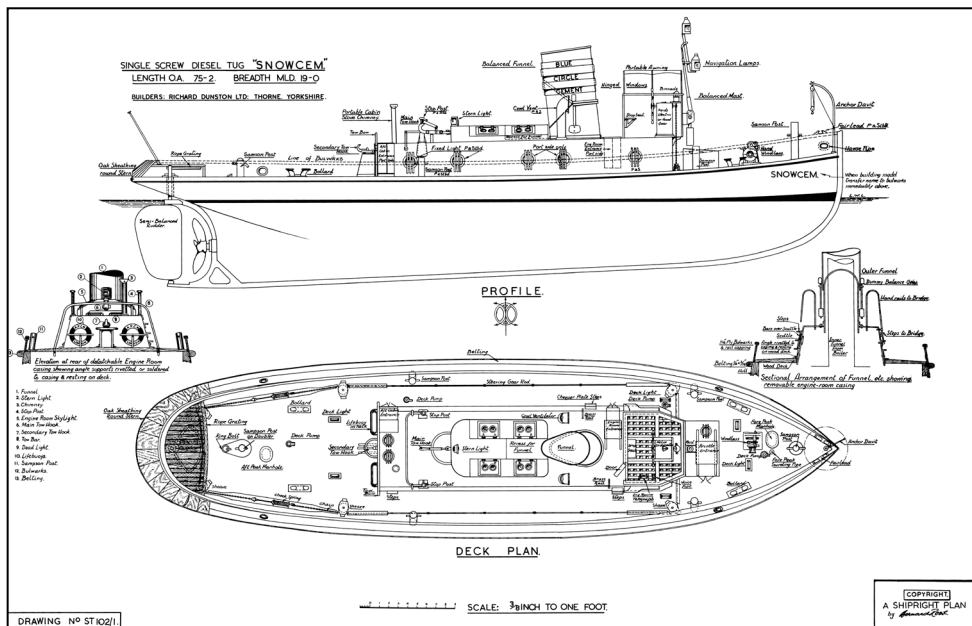
Scale: 1/16"=1'0"



Prints № SFT21/1 & SFT21/2

Trawler SS Navena

Scale: 1/4" = 1' 0"



Print № ST102/1

Diesel Tug Snowcem

Scale: 3/8" = 1' 0"

WORKING DRAWINGS FOR SCALE SHIP MODELS

by

**HAROLD A. UNDERHILL, M.C., AM.I.E.S.
and JOHN L. LANGFORD**

The drawings described in this list have been produced to meet the needs of those wishing to build authentic scale models, and every care has been taken to ensure accurate detail. In the case of named ships they have been compiled from the original builders' plans and specifications, personal survey of the actual vessel, or both. Where possible, any changes made during the life of the ship have been noted on the drawings, but in cases where this has not been done, any further information on the subject will always be welcomed.



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