

LIST OF WORKING DRAWINGS FOR SCALE SHIP MODELS

SAILING SHIP DRAWINGS (LIST S)



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

WORKING DRAWINGS

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HAROLD A. UNDERHILL, M.C., AM.I.E.S.

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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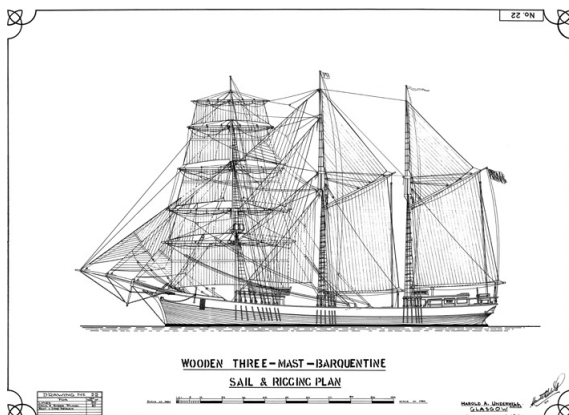
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WOOD THREE-MAST BARQUENTINE



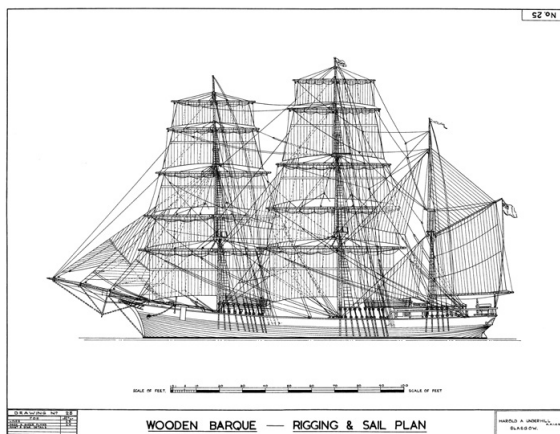
This set is intended for the construction of a simple representative model, and shows a typical wood barquentine of the monkey-poop type. The drawings are not recommended for the construction of super-detail models.

Print № 20 LINES. Size of sheet, 38"×24".

Print № 21 ELEVATION & DECK PLAN. Size of sheet, 38"×24".

Print № 22 SAIL & RIGGING PLAN. Size of sheet, 27"×20".

WOOD THREE-MAST BARQUE, 750 Tons



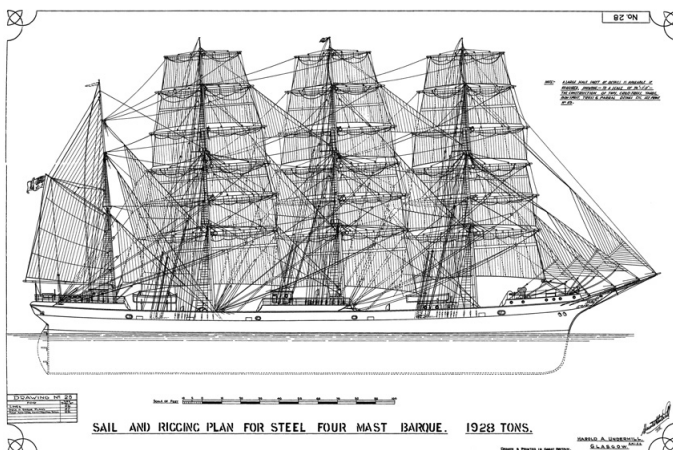
These drawings are based on one of the Baltic Traders, but, like the previous set, are only intended for the construction of simple models.

Print № 23 LINES. Size of sheet 38"×24".

Print № 24 ELEVATION & DECK PLAN. Size of sheet, 38"×24".

Print № 25 SAIL & RIGGING PLAN. Size of sheet, 27"×19".

STEEL FOUR-MAST BARQUE OF 2,000 TONS

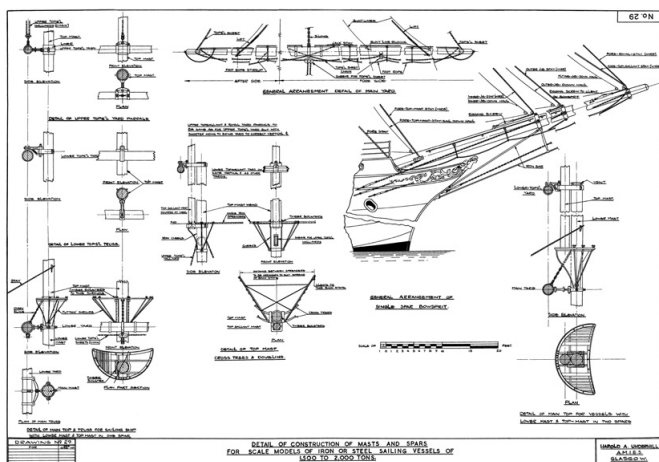


These drawings do not represent any particular vessel, but are intended for the production of a simple model of a large barque of the midship bridge deck type. They are not suitable for fully detailed models.

Print № 26 LINES. Size of sheet, 32"×14".

Print № 27 ELEVATION & DECK PLAN. Size of sheet, 32"×14".

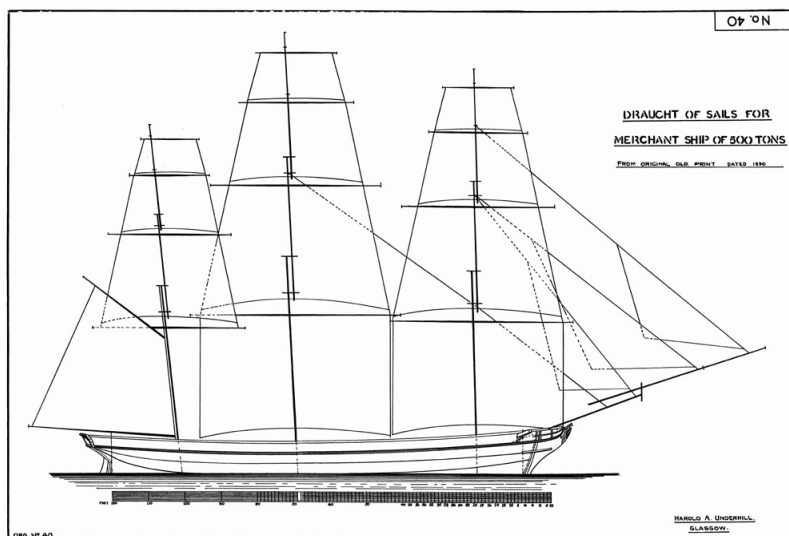
Print № 28 SAIL & RIGGING PLAN. Size of sheet, 29"×19".



Print № 29 DETAILS OF MASTS AND SPARS. Size of sheet, 30"×21".

This sheet has been produced as a guide to those who are not familiar with the construction of the masts and spars of the modern sailing vessel. The drawing shows constructional details of typical tops, cross-trees, doublings, yards, slings and bowsprit.

HISTORICAL DRAWINGS



The following prints Numbers 39 to 48 are copies of old drawings and are included as a matter of historical interest only. They are not named ships, and all the sail plans are single outline. No details of rigging or deck arrangements are available.

EARLY MERCHANT SHIP

Print № 39 LINES. Size of sheet, 31"× 14".

Print № 40 OUTLINE SAIL PLAN. Size of sheet, 20"× 14".

EARLY TYPE CLIPPER SHIP

Print № 41 LINES. Size of sheet, 37"× 14".

Print № 42 OUTLINE SAIL PLAN. Size of sheet, 23"× 14".

EAST INDIAMAN

Print № 43 LINES. Size of sheet, 36"× 14".

Print № 44 OUTLINE SAIL PLAN. Size of sheet, 22"× 13".

STEAM FRIGATE

Print № 45 LINES. Size of sheet, 44"× 14".

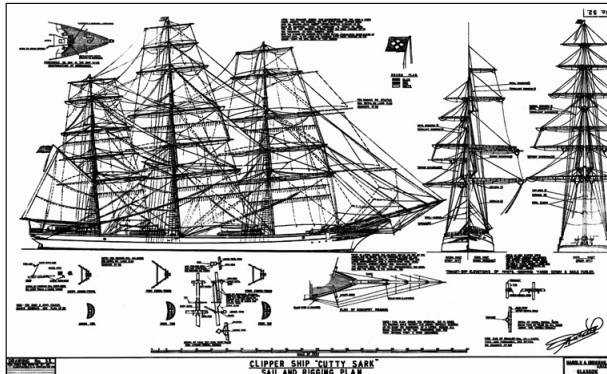
Print № 46 OUTLINE SAIL PLAN. Size of sheet, 25"× 15".

SCHOONER of 94 Tons

Print № 47 LINES. Size of sheet, 29"× 14".

Print № 48 OUTLINE SAIL PLAN. Size of sheet, 17"× 13".

Composite Clipper "CUTTY SARK"



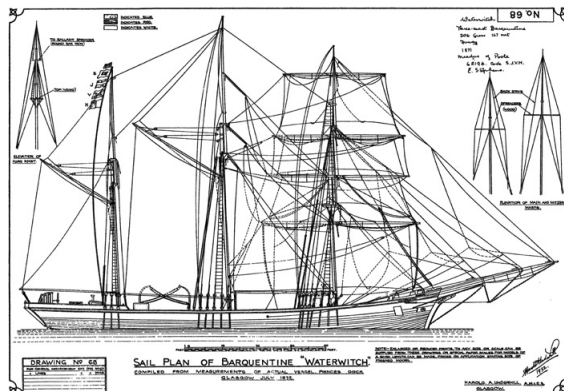
966 tons. Built 1869 by Scott & Linton of Dumbarton. This vessel is too well known to require further description, and the following drawings have been produced for the construction of simple scale models.

Print № 50 LINES FOR SCALE MODEL. Size of sheet 30"×22".

Print № 51 ELEVATION, DECK PLAN & THWART-SHIP SECTIONS. Size of sheet, 30"×22".

Print № 52 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Wood Three-mast Barquentine "WATERWITCH"



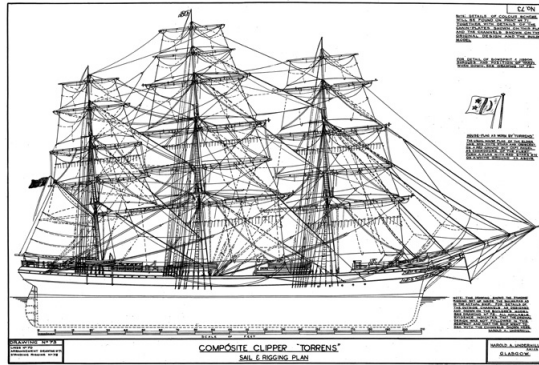
206 tons. Built 1871, by Medus of Poole. This, perhaps one of the most famous vessels on the British Coast, is an excellent prototype for a small plank built model, and the drawings listed below are the result of a personal survey of the ship. This set is suitable for small scale work.

Print № 66 LINES FOR SCALE MODEL. Size of sheet, 22"×13".

Print № 67 ELEVATION, DECK PLAN & DETAILS. Size of sheet, 19"×11".

Print № 68 SAIL & RIGGING PLAN. Size of sheet, 20"×14".

Composite Clipper "TORRENS"



1306 tons. Built 1875, by Laing of Sunderland. This famous skysail yarder is well known as the favourite ship of Joseph Conrad, and the following drawings have been produced from the original builders' plans edited and brought up-to-date with the assistance of Captain Angel.

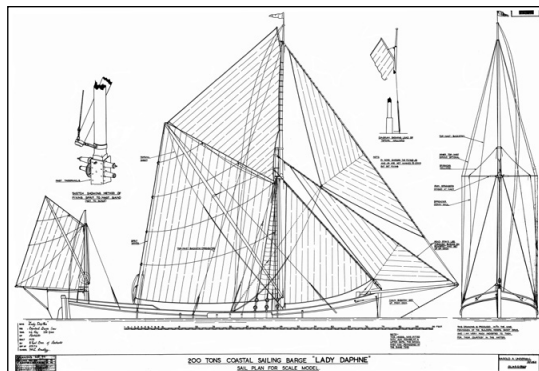
Print № 70 LINES FOR SCALE MODEL. Size of sheet, 30"×16".

Print № 71 ELEVATION, DECK PLAN & DETAILS. Size of sheet, 30"×21".

Print № 72 DETAIL OF SPARS & STANDING RIGGING. Size of sheet, 30"×21".

Print № 73 DETAIL OF SAILS & RUNNING RIGGING. Size of sheet, 30"×21".

Thames Coastal Sailing Barge "LADY DAPHNE"



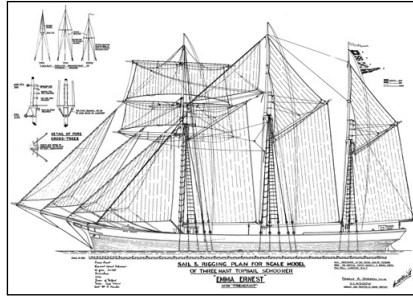
116 tons. Built 1923, by Short Bros., of Rochester. *Lady Daphne* is a typical coastal barge and is still sailing today (2015). This set of prints includes all details necessary for the construction of a super-detail model.

Print № 75 LINES FOR SCALE MODEL. Size of sheet, 28"×21".

Print № 76 ELEVATION, DETAILS & DECK PLAN. Size of sheet, 28"×21".

Print № 77 SAIL & RIGGING PLAN. Size of sheet, 38"×26".

Three-mast Top-sail Schooner "EMMA ERNEST"



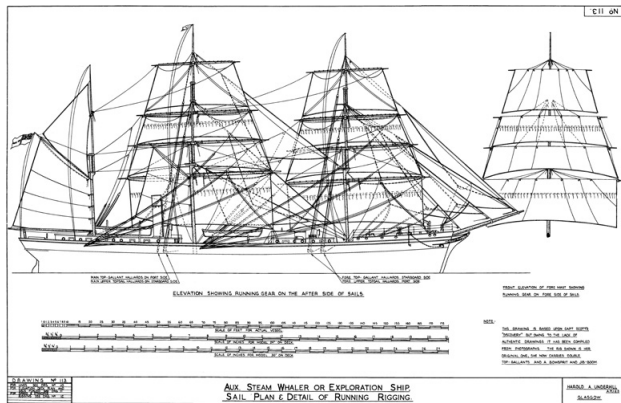
191 tons. Built 1876, by Jones of Milford. Many Londoners would have known this vessel as the *Seven Seas* or *Friendship*, for she was for many years moored off the Thames Embankment under one or the other of these names.

Print № 80 LINES FOR SCALE MODEL Size of sheet, 28"×21".

Print № 81 ELEVATION, DECK PLAN & DETAILS. Size of sheet, 30"×22".

Print № 82 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

BARQUE RIGGED AUXILIARY WHALER



This set has been given the name *Discovery*, but it must be understood that the prints are NOT authenticated or accurate for that particular ship. The drawings were produced from very scanty data at a time when the ship was not available, and should therefore be regarded as merely representative of the type.

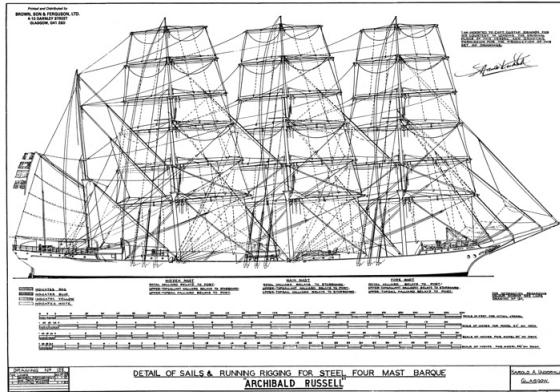
Print № 110 LINES. Size of sheet, 29"×13".

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

Print № 112 DETAIL OF SPARS & STANDING RIGGING. Size of sheet, 29"×19".

Print № 113 DETAIL OF SAILS & RUNNING RIGGING. Size of sheet, 29"×19".

Steel Four-mast Barque “ARCHIBALD RUSSELL”



2,385 tons. Built 1905, by Scott of Greenock, a typical example of the Clyde-built four-poster, and once well known to all lovers of sail. Broken up in 1949.

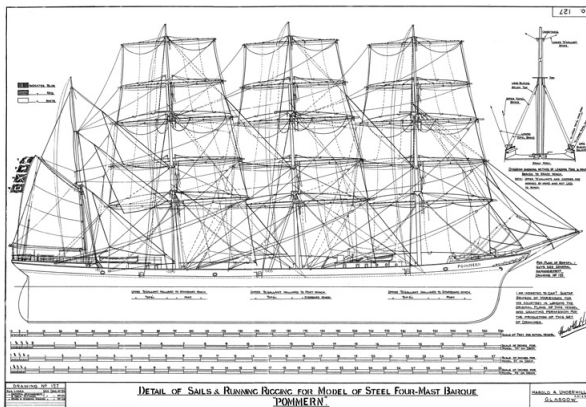
Print № 120 LINES FOR SCALE MODEL Size of sheet, 29"×20".

Print № 121 ELEVATION, DETAILS & PLANS OF EACH DECK. Size of sheet, 30"×21".

Print № 122 DETAIL OF SPARS & STANDING RIGGING. Size of sheet, 29"×20".

Print № 123 DETAIL OF SAILS & RUNNING RIGGING. Size of sheet, 29"×20".

Steel Four-mast Barque “POMMERN” (ex “MNEME”)



2,423 tons. Built 1903, by Reid of Glasgow. This ship is a very good example of the stump-topgallant, or bald-headed rig. She was at one time one of the old Flying P Line and is now a museum-ship at the Åland Maritime Museum

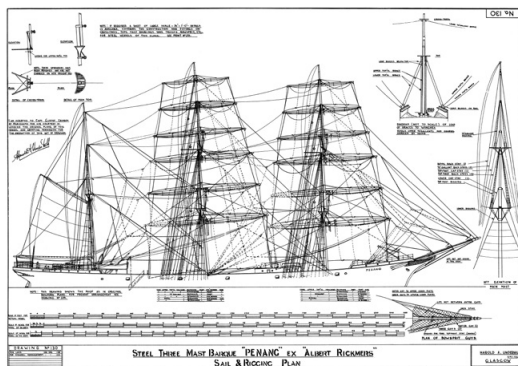
Print № 124 LINES FOR SCALE MODEL. Size of sheet, 29"×20".

Print № 125 ELEVATION, DETAILS & PLANS OF EACH DECK. Size of sheet, 30"×21".

Print № 126 DETAIL OF SPARS & STANDING RIGGING. Size of sheet, 30"×21".

Print № 127 DETAIL OF SAILS & RUNNING RIGGING. Size of sheet, 30"×21".

Steel Three-mast Barque "PENANG" (ex "ALBERT RICKMERS")



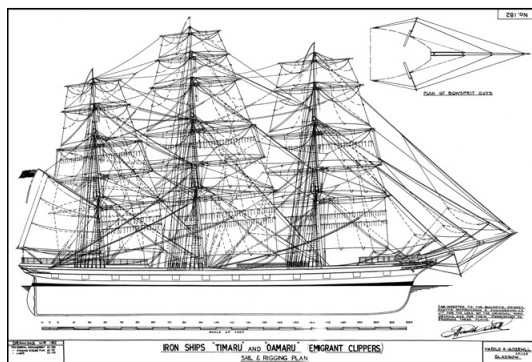
2,039 tons. Built 1905, by Rickmers of Bremerhaven. This was a very fine example of the modern three-mast barque before being torpedoed in December 1940, and is still a good prototype for model work.

Print № 128 LINES FOR SCALE MODEL Size of sheet, 28"×20".

Print № 129 ELEVATION & PLANS OF EACH DECK, together with thwart-ship sections at poop and fo'c'sle. Size of sheet, 30"×22".

Print № 130 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Colonial Clippers "TIMARU" and "OAMARU"



1,306 tons. Built 1874, by Scotts of Greenock. These iron skysail-yarders made great names as emigrant clippers, and their fine lines and long poops make them excellent examples for clipper models.

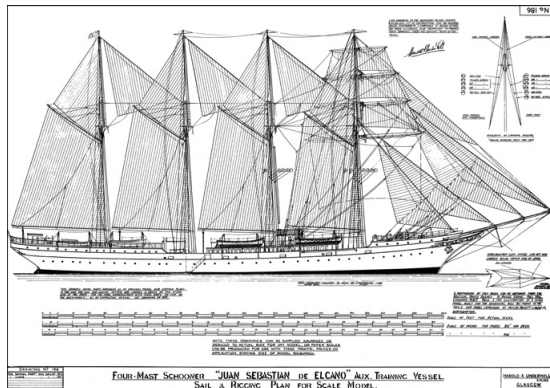
Print № 180 ELEVATION, DETAILS & PLANS OF EACH DECK. Size of sheet, 30"×22".

Print № 181 DETAIL OF MASTS, SPARS & STANDING RIGGING, showing all fore and aft sails. Size of sheet, 30"×22".

Print № 182 DETAIL OF RUNNING RIGGING & SQUARE SAILS, Size of sheet, 30"×22".

Print № 183 LINE FOR SCALE MODEL & LARGE SCALE DETAIL OF FIGURE-HEAD, Size of sheet, 29"×15".

Auxiliary Steel Four-mast Topsail Schooner "JUAN SEBASTIÁN DE ELCANO"



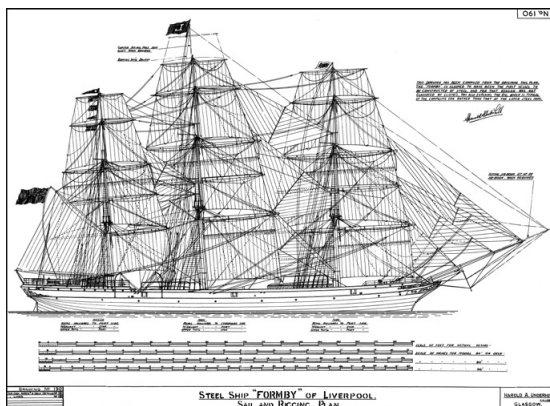
3,220 tons. Built 1928, by Echevarrieta y Larrinaga of Cadiz, currently a training ship for the Royal Spanish Navy. The following drawings, which have been produced from the original designs with the permission of the Spanish Admiralty, contain all the information necessary for a super-detail model, but if slightly modified, this vessel would make a very fine sailing model.

Print Nº 185 ELEVATION & PLANS OF EACH DECK, Size of sheet 30"×22".

Print Nº 186 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Print Nº 187 LINES FOR SCALE MODEL Size of sheet, 30"×15".

Steel Three-mast ship "FORMBY" of Liverpool



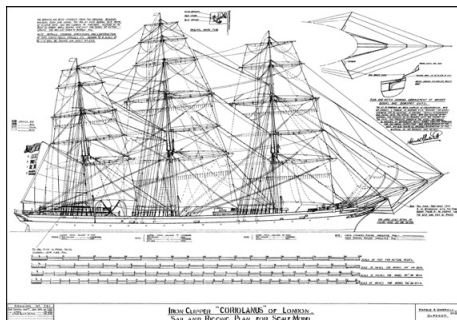
This vessel from 1864 is reputed to have been the first ship to be constructed of steel throughout.

Print Nº 190 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Print Nº 191 ELEVATION, SECTION & DETAILS OF EACH DECK. Size of sheet, 30"×22".

Print Nº 192 LINES FOR SCALE MODEL Size of sheet, 29"×14".

Iron Clipper “CORIOLANUS” – “Queen of the Jute Clippers”



1,053 tons. Built 1876, by M'Millan of Dumbarton. *Coriolanus* is said to have been one of the most beautiful iron ships ever turned out, and her model gained the highest award at the Shipwrights' Exhibition in 1877.

Print № 200 ELEVATIONS, THWART-SHIP SECTIONS & PLANS OF EACH DECK. Size of sheet, 30"×22".

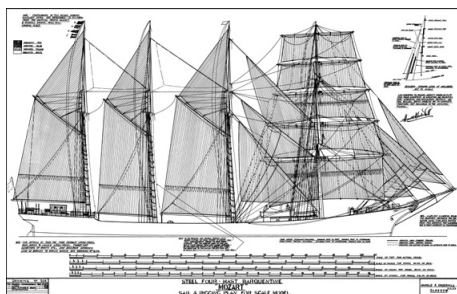
Print № 201 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Print № 202 LINES FOR SCALE MODEL. Including large scale detail of figurehead; head-boards, and stern mouldings. Size of sheet, 29"×14".

Print № 203 SHEET OF DETAILS. Giving ¼" scale drawings of individual fittings, anchor gear, tops, cross-trees, etc. Size of sheet, 30"×22".

Note – Sheets No. 200, 201 and 202 give all information necessary for small scale models, but where super-detail is required the full set is advisable.

Steel Four-mast Barquentine “MOZART”



2,003 tons. Built 1904, by the Grangemouth & Greenock Dockyard Company at Greenock. This is a fine example of the big steel barquentine, and the following drawings are very fully detailed and suitable for the construction of a first-class model.

Print № 206 SAIL & RIGGING PLAN. Size of sheet, 32"×20".

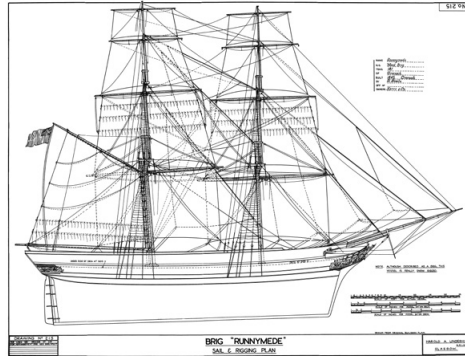
Print № 207 ELEVATIONS, THWART-SHIP SECTIONS & PLANS OF EACH DECK. Size of sheet, 30"×22".

Print № 208 LINES FOR SCALE MODEL. Size of sheet, 29"×14".

Print № 209 SHEET OF DETAILS. Giving ¼" scale drawings of deck fittings, mast and spar details, deck-houses etc. Size of sheet, 30"×22".

Note – Sheets No. 206 to 208 contain all data necessary for small scale models, but for super-detail work the full set is advisable.

Wood Snow "RUNNYMEDE"



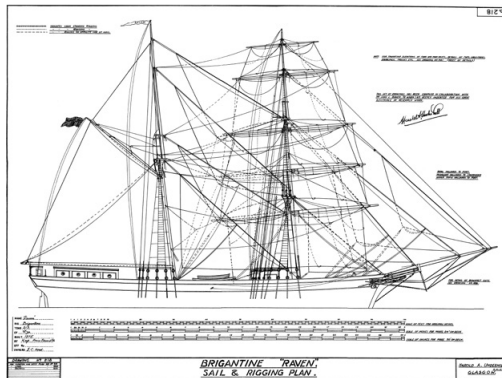
236 tons. Built 1845, by Steel of Greenock. This is an interesting example of the snow rig with single topsails. The lines and sail plan have been produced from the original builders' drawings, but as no arrangement drawing could be found, this is not authentic but is based on similar ships of the type.

Print № 215 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Print № 216 LINES FOR SCALE MODEL. Size of sheet, 26"×19".

Print № 217 ELEVATION, DECK PLAN & DETAILS. Size of sheet, 30"×22".

Wood Brigantine "RAVEN"



213 tons. Built 1875, by Keefe of Prince Edward Island. A typical wood brigantine and an excellent model. Several of these little ships have been built as sailing models and proved very satisfactory.

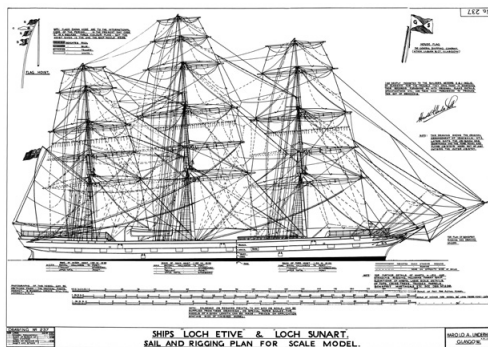
Print № 218 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Print № 219 ELEVATION & DECK PLAN. Including detail of bulkheads. Size of sheet, 30"×20".

Print № 220 LINES FOR SCALE MODEL. Size of sheet, 26"×16".

Print № 221 SHEET OF DETAILS. Including separate drawings of fittings, masts, spars, tops, cross-trees, etc. Size of sheet, 29"×21".

Iron Clipper Ships “LOCH ETIVE” and “LOCH SUNART”



1,288 tons. Built 1877, by Ingles of Glasgow. The following drawings contain all the information necessary for the construction of fully detailed large scale models of these famous Loch Line clippers.

Print № 235 LINES FOR SCALE MODEL Size of sheet, 27" × 19".

Print № 236 ELEVATION, THWART-SHIP SECTIONS & PLANS OF EACH DECK.
Size of sheet, 30" × 21".

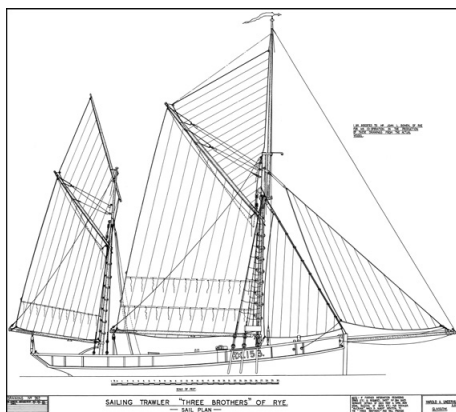
Print № 237 SAIL & RIGGING PLAN. Size of sheet, 30" × 21".

Print № 238 SHEET OF DETAILS. Separate Drawings of each fitting, deck-house, etc.
All to ¼" scale. Size of sheet, 30" × 21".

Print № 239 SHEET OF DETAILS. Thwart-ship mast elevations, tops, cross-trees, doublings, slings, bowsprit, etc., all ¼" scale. Size of sheet, 30" × 21".

Note – The first three sheets are sufficient for small scale work, but where full detail is desired, the full set of drawings is advisable.

Rye Smack “THREE BROTHERS”



These drawings are to a scale of ¾" – 1' 0" and includes all detail necessary for the construction of a perfect scale model. They have been compiled from a survey of the actual vessel carried out by John L. Bowen, Esq., of Rye.

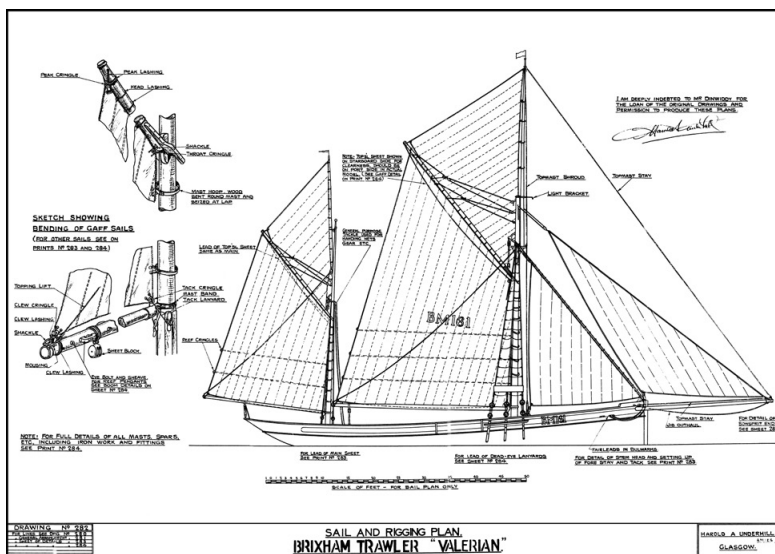
"THREE BROTHERS" continued

Print № 260 LINES FOR SCALE MODEL. Size of sheet, 27"×20".

Print № 261 ELEVATION, DECK PLAN & DETAILS OF FITTINGS. Size of sheet, 30"×22".

Print № 262 SAIL & RIGGING PLAN. Size of sheet, 33"×28".

Brixham Trawler "VALERIAN"



The object in producing this set of prints is to provide a complete range of drawings of one of these famous trawlers, and they have been compiled from the original drawings of the actual vessel.

The prints listed below supply all information necessary for the construction of perfect large scale models and are all drawn to a scale of $\frac{3}{8}$ "-1' 0". The two sheets of detail include full working drawings of each individual deck fitting, mast and spar, together with details of bending the sails, etc.

Print № 280 LINES FOR SCALE MODEL. Size of sheet, 30"×22".

Print № 281 ELEVATION, DECK PLAN & DETAIL OF TRAWL END.
Size of sheet, 30"×22".

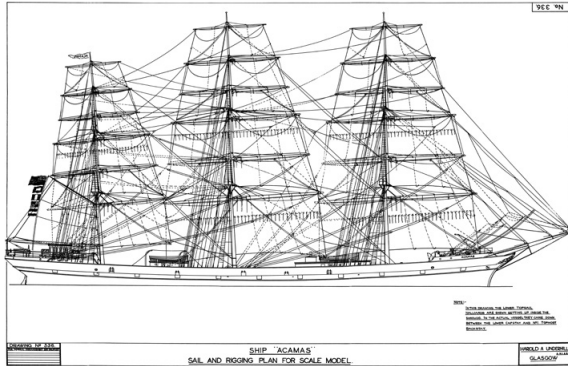
Print № 282 SAIL & RIGGING PLAN, WITH DETAILS OF BENDING OF SAILS.
Size of sheet, 30"×22".

Print № 283 SHEET OF DETAILS. Containing full working drawings of each individual Deck fitting. Size of sheet, 30"×22".

Print № 284 SHEET OF DETAILS. Containing details of masts, spars, iron work, reeving of gear, etc. Size of sheet, 30"×22".

Note - For small scale models where super detail is not required, Prints Nos. 280, 281 and 282 will be found to contain all the information necessary, but where accurate large scale detail is intended, the full set is advisable.

Steel Ship "ACAMAS" (later GEZINA)



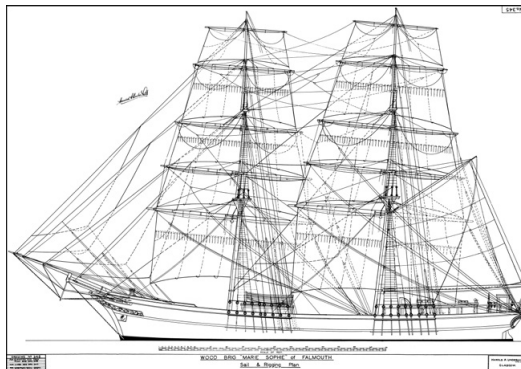
1,860 tons. Built 1897, by Ritson of Maryport. This is an excellent example of one of the latter day steel ships. Sold and renamed *Gezina* in 1907.

Print № 336 SAIL & RIGGING PLAN. Size of sheet 31"×21".

Print № 337 ELEVATION, PLANS OF EACH DECK, and seven thwart-ship sections.
Size of sheet, 31"×22".

Print № 338 Belaying Pin Table. Size of sheet, 31"×22".

Wood Brig "MARIE SOPHIE"



234 tons. Built 1879, by Wempe of Elsfleth. The *Marie Sophie* was owned in Falmouth and forms a good illustration of the wood brig at its best. The following drawings are to a scale of 1/4-1' 0" and include a constructional drawing for building a simplified plank on frame model. This latter sheet gives the size and nature of all material used.

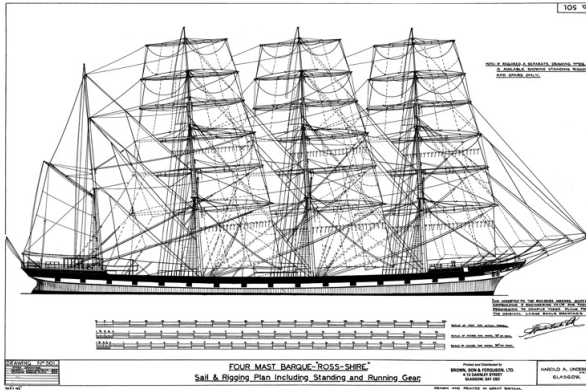
Print № 345 SAIL & RIGGING PLAN. Size of sheet, 42"×30".

Print № 346 ELEVATION & DECK PLAN. Size of sheet, 38"×27".

Print № 347 LINES FOR SCALE MODEL. Size of sheet, 38"×16".

Print № 348 CONSTRUCTIONAL SHEET. Showing constructional details of a plank on frames hull, with sizes of all material. Size of sheet, 42"×32".

Steel Four-mast Barque "ROSS-SHIRE"



2,257 tons. Built 1891, by Scotts of Greenock. This was a well-known member of Thomas Law's famous fleet of sailing ships, and will make a fine model.

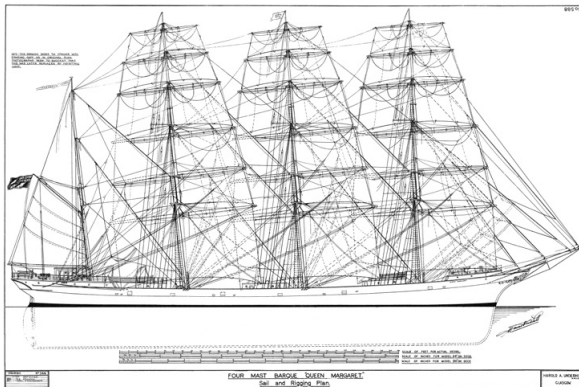
Print № 500 ELEVATION & PLAN OF EACH DECK. Size of sheet, 30"×20".

Print № 501 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

Note – if required drawing № 502 showing standing rigging only can be supplied.

Print № 502 STANDING RIGGING ONLY. Size of sheet, 30"×22".

Steel Four-mast Barque "QUEEN MARGARET"



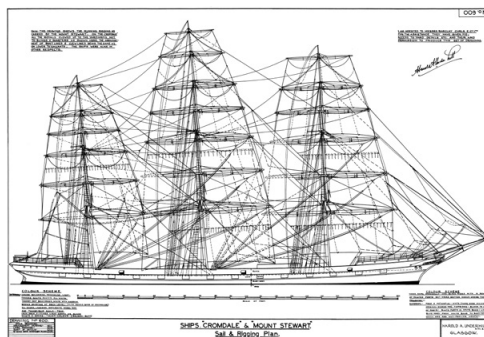
2,144 tons. Built 1893, by M'Millan of Dumbarton. In his book, *The Last of the Windjammers*, Basil Lubbock refers to "The Lovely Queen Margaret" and says, "This four-mast barque was considered by experts to be one of the fastest and most beautiful of the carriers of the nineties". The drawings listed below are to a large scale, being full size for a model 40½" overall.

Print № 586 LINES FOR SCALE MODEL. Size of sheet, 40"×18".

Print № 587 ELEVATION & DECK PLANS. Size of sheet, 40"×24".

Print № 588 SAIL & RIGGING PLAN. Size of sheet, 42"×26".

Steel Clippers “MOUNT STEWART” and “CROMDALE”



1,903 tons. Built 1891, by Barclay Curle of Glasgow. These two well-known Wool Clippers are excellent subjects for scale model construction, and the drawings listed will furnish all the information necessary.

Print № 600 SAIL & RIGGING PLAN. Size of sheet, 30"×22".

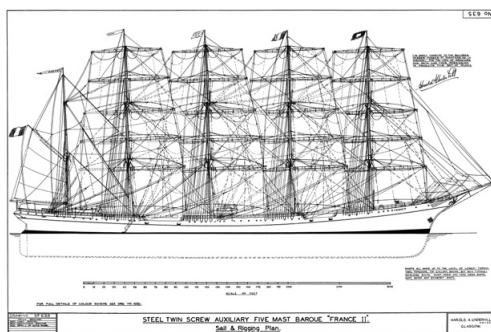
Print № 601 ELEVATION, DECK PLAN & SECTION. Size of sheet, 30"×20".

Print № 602 LINES FOR SCALE MODEL Size of sheet, 30"×15".

Print № 603 SHEET OF DETAILS OF DECK FITTINGS, etc. Size of sheet, 30"×22".

Print № 604 SPAR & STANDING RIGGING DIMENSION PLAN. Size of sheet, 42"×27".

Steel Auxiliary Five-mast Barque “FRANCE II”



5,633 tons. Built 1911, by Forges et Chantiers de la Gironde of Bordeaux. This famous auxiliary barque was the largest sailing vessel ever built, and exceeded the German *Preussen* by some 550 tons. She was of course the second five-mast barque of that name.

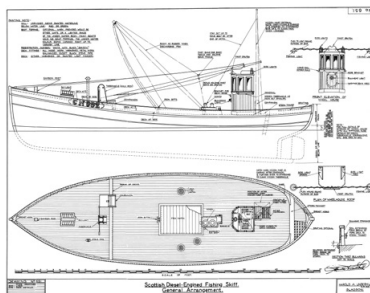
Print № 633 LINES FOR SCALE MODEL Size of sheet, 30"×15".

Print № 634 ELEVATION & PLANS OF EACH DECK. Size of sheet, 33"×22".

Print № 635 SAIL & RIGGING PLAN. Size of sheet 31"×22".

Print № 636 SHEET OF DETAILS. Separate drawings of individual deck fittings, etc. Size of sheet, 30"×22".

DIESEL RING NET FISHING BOAT



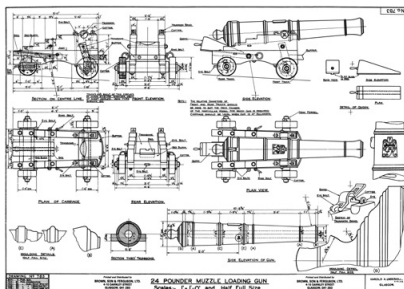
This is one of the bright varnished, cruiser-sterned fishermen so well-known to our smaller fishing ports and harbours. The prototype was a 48' 0" boat and the drawings are to a scale of $\frac{1}{2}$ "–1' 0". This is an excellent boat for plank on frame construction, either as a showcase super-detail model, or a working model for actual sailing.

Print № 650 LINES FOR SCALE MODEL. Size of sheet, 28"× 19".

Print № 651 ELEVATION & DECK PLAN. Size of sheet, 30"× 23".

Print № 652 SHEET OF DETAILS. Separate drawings of individual fittings and interior of wheel-house. Size of sheet 26"× 14".

PLANS OF OLD TIME GUNS



The following drawings have been produced to meet the needs of those requiring accurate and fully detailed plans of the various types of gun carried in the sailing man-of-war. The plans are drawn to a scale of 1"–1' 0" and include fully dimensioned details of all component parts, together with the assembly drawing. These prints are suitable for the construction of large scale models of individual guns, or of course, can be scaled down when making guns for a ship model.

Print № 782 32 Pounder Carronade.

Print № 783 24 Pounder Muzzle Loading Gun.

Print № 784 32 Pounder Muzzle Loading Gun (46 cwt. Upper Deck Gun).

Print № 785 32 Pounder Muzzle Loading Gun (50 cwt. Gun Deck Gun).

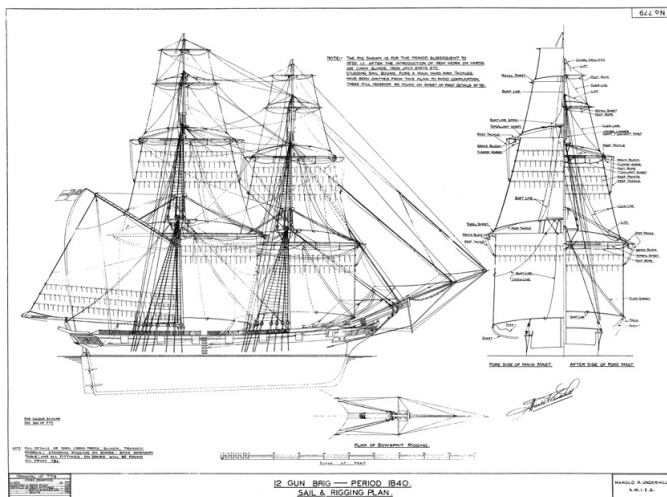
Print № 786 32 Pounder Muzzle Loading Gun (56 cwt. Lower Deck Gun).

Print № 787 32 Pounder Muzzle Loading Gun (Short 25 cwt. Gun for use in small craft).

Print № 904 9 Pounder Muzzle Loading Gun.

Print № 905 32 Pounder Carronade, old type with Screw Elevating Gear.

12 GUN BRIG-OF-WAR



In the days of the sailing man-of-war the gun brig, like her modern counterpart the destroyer, was "Maid of all work" to the fleet, running dispatches, scouting, convoy work, etc. She also played a very important part in stamping out the slave traffic. The drawings described below fully detail one of these interesting little ships, and in selecting a prototype I have chosen one of normal lines in preference to the more extreme experimental classes such as the *Symondites*. She carries a battery of eight 32 pounder carronades and four short (25 cwt.) 32 pounder guns. A number of these brigs remained in commission in the Royal Navy well into the twentieth century, serving as sea-going sail training ships, and perhaps the best remembered were H.M. Brigs *Martin*, *Seafflower*, *Sealark*, *Pilot*, *Nautilus* and *Liberty*. In preparing these drawings I had in mind those wishing to build a model equal in standard to the old Dockyard Models, and with that end in view have gone very fully into all details. The scale is $\frac{1}{4}$ "-1' 0" and producing a hull $31\frac{1}{2}$ " O.A. The full set - the sheets run to $40" \times 27"$ in size - is advisable if super detail is intended, but sheets 777, 778 and 779 contain all information necessary for completing an average model.

Print № 777 LINES. Scale $\frac{1}{4}$ -1' 0".

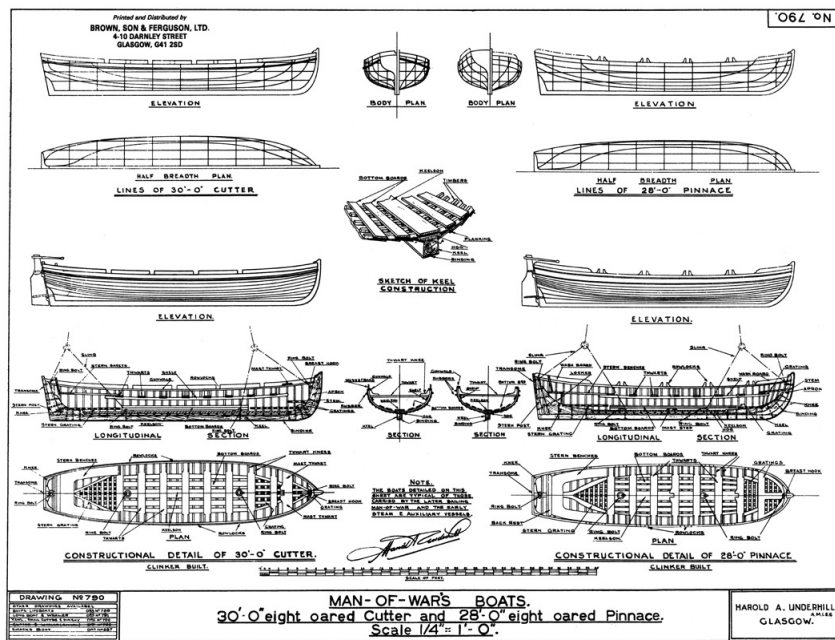
Print № 778 GENERAL ARRANGEMENT. Including Deck Plan with all fittings, guns, etc. Elevations, End Views, Section, and layout of inside of bulwarks. Scale $\frac{1}{4}$ -1' 0".

Print № 779 SAIL & RIGGING PLAN. Including Standing and Running Rigging. Scale $\frac{1}{8}$ -1' 0".

Print № 780 DECK FITTINGS. Separate details of individual fittings, guns, boats, etc. Scale $\frac{1}{4}$ -1' 0".

Print № 781 SPAR DETAILS. Separate detail of each individual spar, together with its rigging, constructional Details of Tops and Cross-trees, Diagrams of lead of gear, Fully Dimensioned Spar Table. Scale $\frac{1}{4}$ -1' 0".

SHIPS' BOATS



The following 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, particularly men-of-war.

MODERN BOATS

Print No 789 Standard 30' 0" double ended ships' lifeboat, and 30' 0" transome sterned workboat. Sail plans, fittings and equipment. Scale 1/4-1' 0".

Print No 687 Smacks Dinghy or fisherman's Beach Boat. Scale 1/4-1' 0".

BOATS FOR MODERN WARSHIPS

Print No 900 45' 0" Motor Picket Boat and 36' 0" Motor Pinnace.

Print No 901 32' 0" Motor Cutter and 25' 0" Fast Motor Boat.

Print No 902 27' 0" Whaler, 16' 0" Fast Motor Dinghy and 14' 0" Sailing Dinghy.

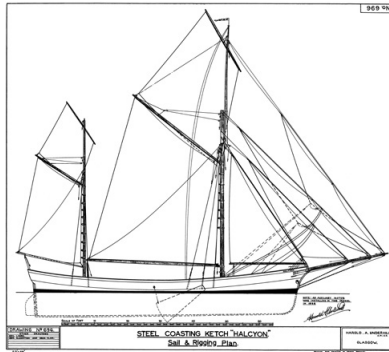
BOATS FOR SAILING MEN-OF-WAR

Print No 790 30' 0" Cutter and 28' 0" Pinnace. Scale 1/4-1' 0".

Print No 791 30' 0" Launch or Longboat and 27' 0" Whaler. Scale 1/4-1' 0".

Print No 792 26' 0" Yawl, 22' 0" Cutter and 16' 0" Dinghy. Scale 1/4-1' 0".

Steel Coasting Ketch "HALCYON"



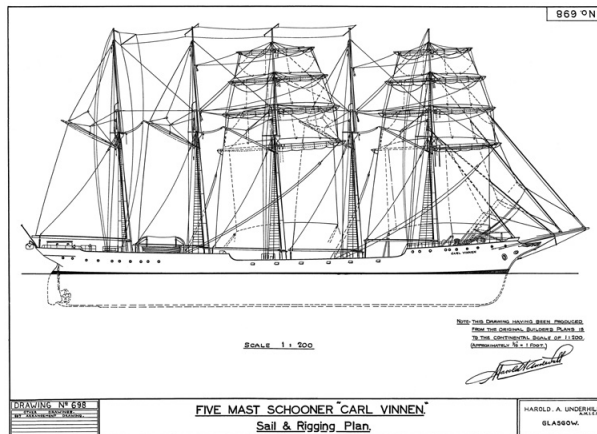
This is an interesting example of the modern lee-board ketch.

Print № 694 LINES FOR SCALE MODEL. Size of sheet, 22" × 14".

Print № 695 ELEVATION & DECK PLAN. Size of sheet, 21" × 16".

Print № 696 SAIL & RIGGING PLAN. Size of sheet, 23" × 20".

Steel Five-mast Auxiliary Two-topsail Schooner "CARL VINNEN"

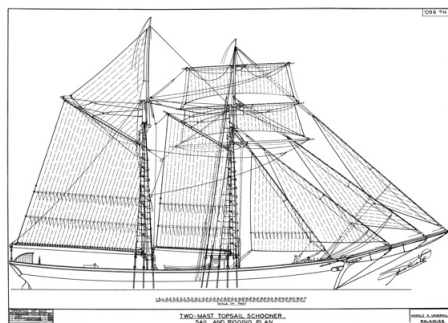


1,827 tons. Built 1922, by Krupps of Kiel. In 1921 Messrs. F. A. Vinnen launched the first of five new sister ships for their "Vinnen" fleet, and perhaps the best known of these were the *Carl Vinnen* and *Sussanne Vinnen*. All these sisters were identical and of an entirely new rig, being five-mast schooners with square yards on the fore and mizzen. The following drawings are suitable for the construction of small scale models of these interesting vessels.

Print № 697 ELEVATION & PLANS OF EACH DECK. Size of sheet, 22" × 16".

Print № 698 SAIL & RIGGING PLAN. Size of sheet, 20" × 15".

TOPSAIL SCHOONER



The Topsail Schooner, once such a common sight all round our coasts, has now almost completely vanished and many lovers of these grand little ships will be interested in accurate plans of them. The undermentioned prints are very fully detailed and drawn to a scale of $\frac{1}{4}$ "–1'0" which will produce an exceedingly fine model 31" over all.

Print N° 860 SAIL & RIGGING PLAN.

Print N° 861 ARRANGEMENT DRAWING & DETAIL OF BULWARKS.

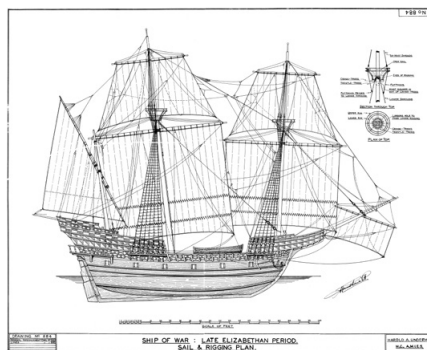
Print N° 862 LINES FOR SCALE MODEL.

Print N° 863 SHEET OF DETAILS. Individual Deck Fittings.

Print N° 864 SHEET OF DETAILS. Separate details of individual spars, etc.

Note—Sheets 860, 861 and 862 contain all the information necessary for small scale models but where super detail is required, the full set is advisable.

ELIZABETHAN GALLEON



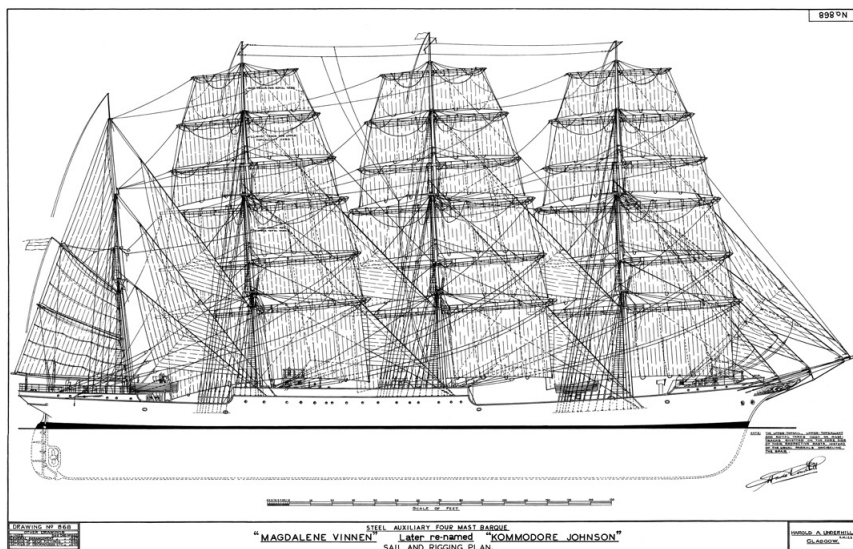
This set of three drawings has been produced in response to the demand for models of the "Galleon" type and show a typical Ship-of-War of the late Elizabethan period. The drawings are not claimed as authoritative, although, having been compiled from old models, plans and prints, they will produce a fine decorative model which will be true to period.

Print N° 882 LINES with diagram for setting out external timbering.

Print N° 883 DECK PLAN / SECTIONAL ELEVATION: Section looking forward, Section looking aft, Bow Elevation and Stern Elevation.

Print N° 884 SAIL & RIGGING PLAN, with all standing and running rigging.

**Steel Auxiliary Four-mast Barque
"KOMMODORE JOHNSON"
(ex "MAGDALENE VINNEN II" now renamed "SEDOV")**



This famous training ship of 3,476 tons register represents one of the finest examples of the twentieth century square rigger, and will make a really excellent model. She was built in 1921 by Krupps of Kiel for the Vinnen Fleet, and was launched under the name of *Magdalene Vinnen II*. It is, however, as the sea-going training ship *Kommodore Johnson* or as the present-day *Sedov* that she will be best known to most shiplovers.

The following prints give all the detail necessary for a super detail model, and include separate drawings of each individual deck fitting, erection, etc. although for small scale work, Sheets Numbers 866, 867 and 868 will provide all that is required.

The sheets average 36"×26".

Print № 866 LINES.

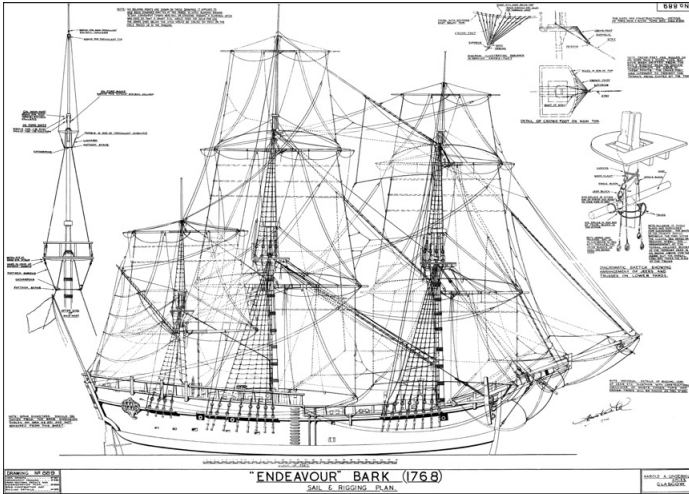
Print № 867 ELEVATION & PLANS OF EACH DECK,

Print № 868 SAIL & RIGGING PLAN.

Print № 869 SHEET OF DETAILS, giving a separate drawing of each deck fitting.

Print № 870 SHEET OF DETAILS, giving separate drawings of each deck house together with Thwartship detail of Mast and Rigging.

Bark "ENDEAVOUR", 1768



Captain Cook's *Endeavour* is one of the few ships of this period for which really reliable data is available, the original drafts, both of the ship as purchased from her original owners and also as refitted at Deptford Naval Yard, being still in existence, together with all spar dimensions. No actual rigging details are available, but for the purpose of these drawings, this has been reconstructed, based upon the following authorities. Naval Establishment 1719, Falkner 1769 and Steel 1794. This was a period of transition, and further *Endeavour* was a Merchant Ship converted for naval use, therefore some items in the Sail Plan, the use of certain staysails for instance, may be open to controversy, but no definite proof is available either way.

In producing these drawings, the fullest possible detail has been given and the full set is sufficient for the construction of really first class scale models, although for simpler models, the first three sheets are adequate. The scale is 1"=5' 0" and the hull details include all internal accommodation. The mast and spar details show the position and use of all blocks rigged on masts, spars, etc., amplified by small perspective sketches to illustrate certain rigging details. For the sake of simplicity, modern designing technique and terminology have been used in preference to that of the period, although, of course, the ship has not been altered in any way. The set is strongly recommended to those desiring to build a really accurate historical model.

Print № 887 LINES FOR SCALE MODEL. Size of Sheet, 30"×15".

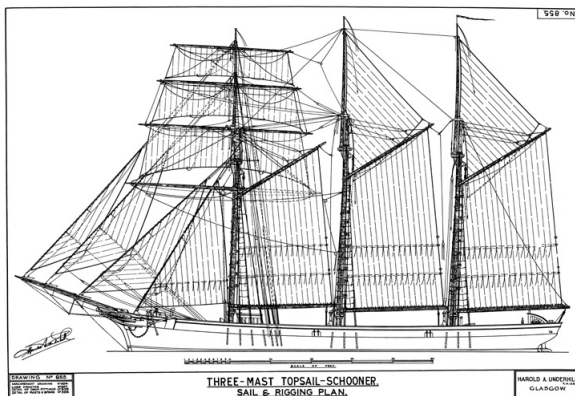
Print № 888 ELEVATION, DECK PLAN, BOW & STERN VIEWS & LONGITUDINAL SECTION. Size of Sheet, 38"×25".

Print № 889 SAIL & RIGGING PLAN. Size of Sheet, 38"×28".

Print № 890 EIGHT CROSS SECTIONS, DECK & INTERNAL FITTINGS with Small Scale ACCOMMODATION PLAN. Size of Sheet, 33"×24".

Print № 891 CONSTRUCTIONAL DETAILS OF MASTS & SPARS with Details of Rigging. Size of Sheet, 34"×29".

THREE-MAST TOPSAIL-SCHOONER



These plans show the schooner as she appeared when coastwise sail was at its best. For small scale models the first three sheets will contain all the information required, but for super detail the full set is advisable. The plans are full size for a model 25½" over all.

Print № 855 SAIL & RIGGING PLAN.

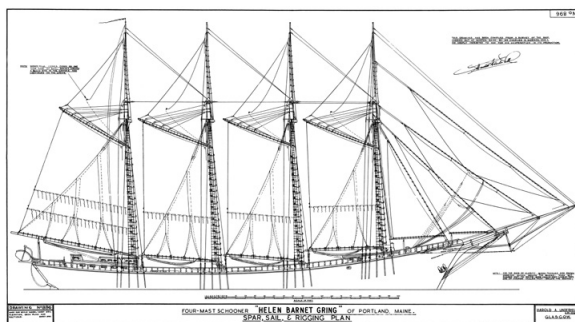
Print № 856 DECK PLAN, ELEVATION & DETAIL OF BULWARKS.

Print № 857 LINES FOR SCALE MODEL

Print № 858 SHEET OF SEPARATE DETAILS OF ALL DECK FITTINGS.

Print № 859 DETAIL DRAWINGS OF INDIVIDUAL SPARS.

American Four-mast Schooner "HELEN BARNET GRING"



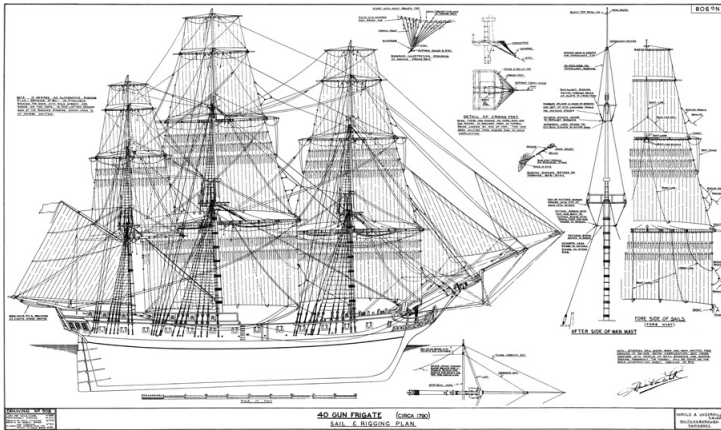
This is a typical example of the American fore-and-aft schooner and the drawings, which were produced from a survey carried out in 1939 by Mr. Charles S. Morgan, are to a scale of ⅛"–1'0", producing a fine model 37" over all.

Print № 894 LINES FOR SCALE MODEL.

Print № 895 ELEVATION, LONGITUDINAL SECTION & DECK PLAN.

Print № 896 SAIL & RIGGING PLAN.

40-GUN FRIGATE (Circa 1790)



This sailing frigate has figured so largely in our Naval History that its appeal to the model builder is only natural, and the following drawings, which are to a scale of $\frac{1}{8}$ – 1" 0" will enable the enthusiast to produce a really accurate Scale Model of one of these vessels. As all students of Historical Naval Architecture will appreciate, it is almost impossible to obtain complete details of any one ship of this period, therefore, in accordance with the policy of not issuing drawings as named ships unless certain of all data, this set is offered simply as representative of the class, although the principal source of inspiration has been the captured French Frigate *La Pomone* (1794), and the *Endymion* which was largely copied from it, but it is again emphasised that owing to lack of detailed information the plans are NOT true to either of these Vessels. Due to its great reduction from the original (38"×29"), the above illustration has lost all the finer detail, such as the tracery of Stern windows. Gun tackles, Decking, Mouldings, etc., but the actual drawing is complete to the smallest detail including the colour scheme. Two alternative Rigging Plans are available, one showing sails and all running rigging, the other, for those who wish to build the ships under bare spars, is the same plan but with the Yards down on the caps and the lighter running gear sent down. The plans have been compiled from the known spar dimensions of similar vessels of the period, while the lead of all running gear is based upon *Steele* of 1794. The detail sheets include separate drawings of each spar and fitting, together with the location and use of all blocks and rigging.

Print № 906 LINES FOR SCALE MODEL Size of sheet, 30"×19".

Print № 907 ARRANGEMENT DRAWING, including End views, Longitudinal Section, Cross Sections and details. Size of sheet, 38"×29".

Print № 908 SAIL & RIGGING PLAN, INCLUDING Running Rigging and small details. Size of sheet, 44"×26".

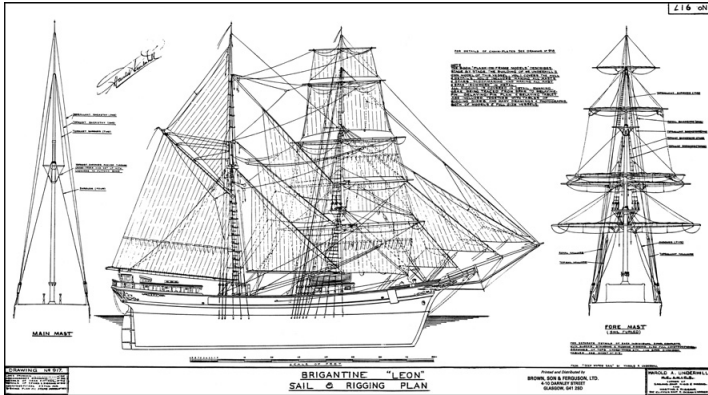
Print № 909 DECK FITTINGS. Separate detail of each individual fitting and structure. Size of sheet, 31"×23".

Print № 910 SPAR DETAILS. Separate drawings of each Mast and Spar, with constructional details of Tops, Cross-trees, etc., and rigging details. Size of sheet, 45"×29".

Print № 911 ALTERNATIVE RIGGING PLAN. As sheet № 908 but with yards down on the caps and sails unbent. Size of sheet, 38"×26".

Note – Three plans, namely Lines, Arrangement Drawing and one of the Rigging Plans, are sufficient for ordinary Model work, and it is only when really first-class detail work is intended that the full set is necessary.

Wood Brigantine "LEON"



302 tons. Built 1880 at Laurvig. Port of registry, Porsgrund, Norway. *Leon* is a very pretty little brigantine, with lofty sail plan and extremely pleasing lines. Her hull layout is very interesting, with sufficient panelled work and ornamental carving on the various deck erections to please the real craftsman.

The drawings, which were prepared by Mr. Underhill when building a fully framed model for his own Collection, are complete in all detail, including separate drawings of deck fittings, Masts and Spars, with rigging details showing the position and use of all blocks and gear. For the plank on frame Model sheet № 920 contains all the necessary data, including table of scantings, true elevations of all cant frames, frame construction details etc.

These drawings should appeal to those wishing to construct a really first-class plank-built hull, without the elaborate carving and ornamentation of the Naval vessel. The Scale is $\frac{1}{8}$ "–1' 0".

Mr. Underhill's own model was completely rigged, but sufficient strakes were omitted from below the waterline on one side to disclose the internal construction.

Print № 915 LINES FOR $\frac{1}{8}$ " SCALE MODEL Size of sheet, 19"×16".

Print № 916 ARRANGEMENT DRAWING, including Profile, Section and detail of inside of bulwarks. Size of sheet, 21"×19½".

Print № 917 SAIL & RIGGING PLAN, with Thwart Ship Elevations of Masts. Size of sheet, 32½"×19".

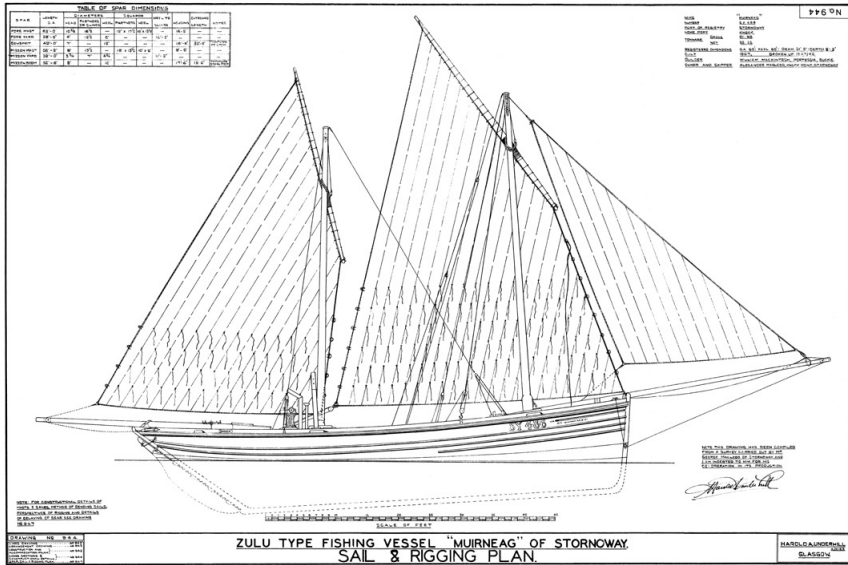
Print № 918 DETAILS OF DECK FITTINGS and Thwart ship Elevations. Size of sheet, 21"×20".

Print № 919 DETAILS OF SPARS & RIGGING, including Spar Dimension Tables, position and use of all Blocks and Rigging. Size of sheet, 39"×25".

Print № 920 CONSTRUCTIONAL DRAWING, for building a complete Plank on Frame model, including details scantlings, etc. Size of sheet, 30½"×21".

Note—The first three sheets Nos. 915, 916 and 917 are ample for simple models, but for really first-class jobs the full set is advisable.

Scottish Zulu "MUIRNEAG" of Stornoway



The Zulu was perhaps one of the finest of all Scottish fishing types in the days of sail, and these drawings are the result of a complete survey of one of the last to survive.

The survey was carried out by Mr. George McLeod of Stornoway when the vessel was finally laid up for breaking up, and much otherwise inaccessible detail was obtained during the latter process.

The plans were prepared from that survey by Harold A. Underhill, and copies lodged with the Society for Nautical Research for preservation. The plans are not drawings of a model, but full constructional details of the original vessel and include specifications of scantlings, painting, stores and gear.

The Scale is $\frac{1}{2}$ –1'0".

Print № 942 LINES DRAWING.

Print № 943 PROFILE, DECK PLAN & DETAILS.

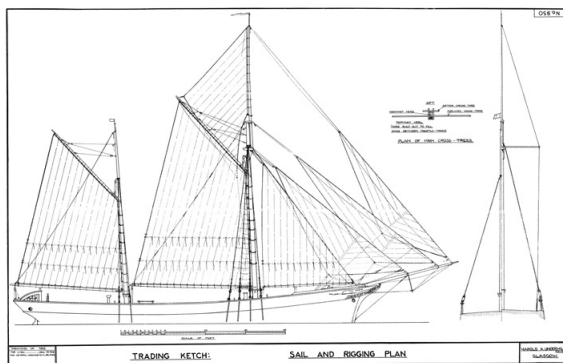
Print № 944 SAIL & RIGGING PLAN.

Print № 945 FULL CONSTRUCTION PLAN, including all internal fittings and accommodation.

Print № 946 CROSS SECTIONS, DETAILS & FITTINGS.

Print № 947 MAST, SPAR & RIGGING DETAILS, with method of bending sails, belaying gear, etc.

WEST COUNTRY TRADING KETCH



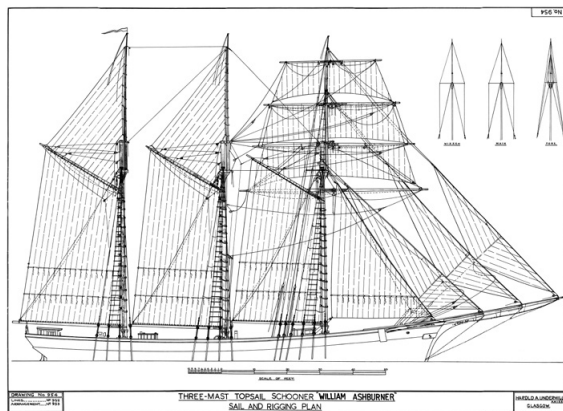
These drawings are based on old unidentified builders' plans and are typical of the fine little ketches which used to be found in such large numbers round our coasts. The Scale is $\frac{1}{4}" - 1' 0"$.

Print № 948 LINES DRAWING.

Print № 949 PROFILE & DECK PLAN.

Print № 950 SAIL & RIGGING PLAN.

Three-masted topsail-schooner "WILLIAM ASHBURNER"



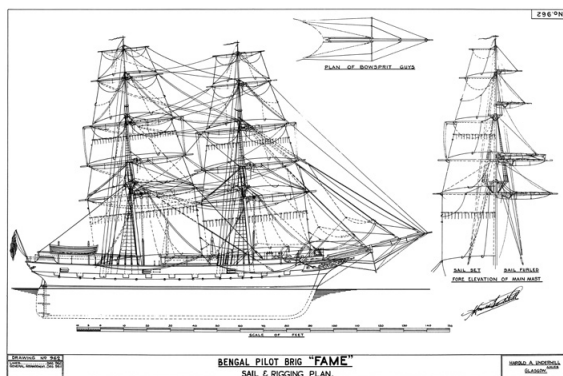
This schooner, a vessel of 205 tons, built by Ashburner of Barrow in 1876, was one of the little beauties of her class, and will be well known to most shiplovers, since she was also one of the last survivors in coast-wise sail, although in her later years she was much cut down. The plans show her in her prime. The Scale is $\frac{3}{16}" - 1' 0"$.

Print № 952 LINES DRAWING.

Print № 953 PROFILE & DECK PLAN.

Print № 954 SAIL & RIGGING PLAN.

Hooghly Pilot Brig "FAME"



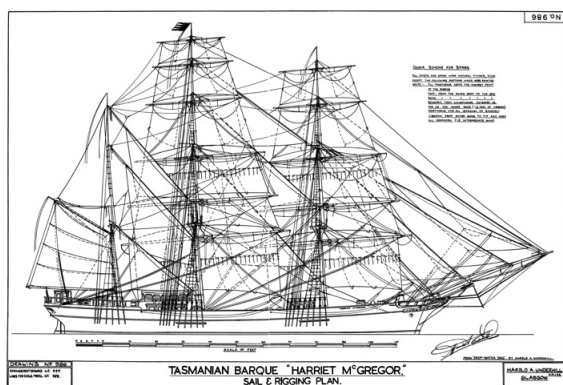
These brigs would have been familiar to all who served in the Calcutta trade in the days of sail. The sister ships *Fame* and *Alice*, built in the Royal Indian Marine Dockyard, Bombay in 1895, were the last of their line. Their design, the result of years of experience, represented the pilot brig at its best. The Scale is $\frac{1}{4}$ "–1'0"

Print № 960 LINES & MIDSHIP SECTION.

Print № 961 PROFILE & DECK PLAN.

Print № 962 SAIL & RIGGING PLAN.

Clipper Barque "HARRIET MCGREGOR"



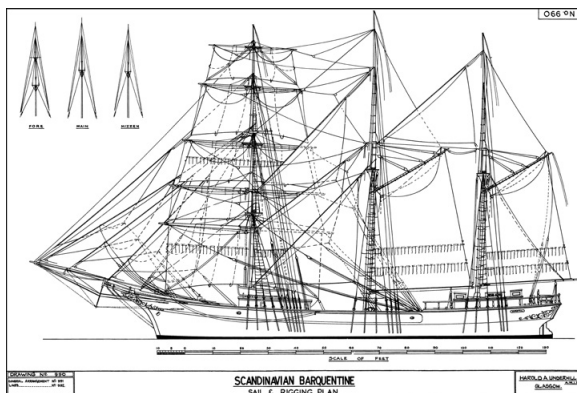
This famous little 331 ton clipper—smaller than many modern steam trawlers—was built at Hobart, Tasmania in 1871, and in spite of her small size, soon made a name for herself by her regular passages between Tasmania and London. A good prototype for a small model. The Scale is $\frac{1}{8}$ "–1'0".

Print № 986 SAIL & RIGGING PLAN.

Print № 987 PROFILE & DECK PLAN.

Print № 988 LINES DRAWING.

SCANDINAVIAN BARQUENTINE



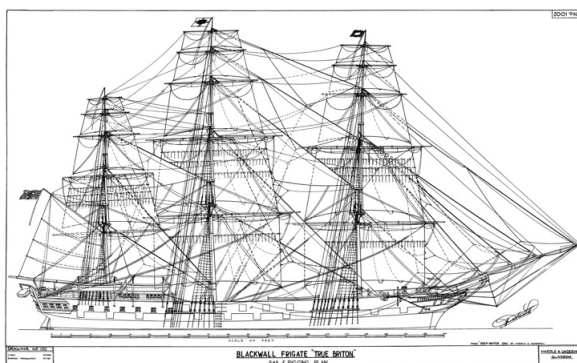
Most of the “Onker” barques and barquentines of the timber trade were pretty little vessels, and this example is no exception. The Scale is $\frac{1}{8}$ "–1' 0".

Print № 990 SAIL & RIGGING PLAN.

Print № 991 PROFILE & DECK PLAN.

Print № 992 LINES DRAWING.

Blackwall Frigate “TRUE BRITON”



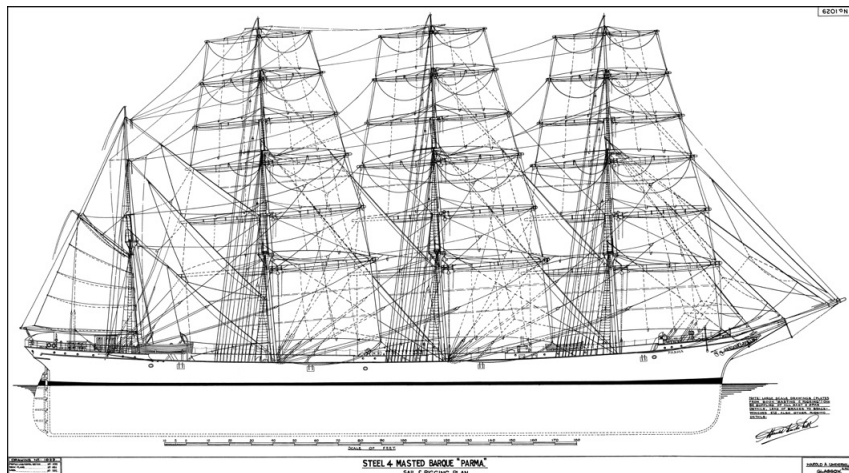
The Blackwall Frigate may be said to represent the highest standard of wood-built passenger ships, and *True Briton* is perhaps one of the best remembered of her class. She was a ship of 1,046 tons, built in Wigram's Blackwall Yard in 1861, for their own service. The drawings show the original rig, in later years she was given double-topsails. The Scale is $\frac{1}{8}$ "–1' 0".

Print № 1000 LINES, STERN DETAIL & GEOMETRICAL CONSTRUCTION OF STERN MOULDINGS.

Print № 1001 PROFILE & DECK PLAN.

Print № 1002 SAIL & RIGGING PLAN.

Steel Four-masted Barque "PARMA"



Parma was a typical modern four-poster of 3,090 tons, built on the Clyde by A. Rodger & Co, Port Glasgow in 1902 under the name of *Arrow*. In 1913 she was purchased by F. Laeisz of Hamburg for his famous "P" Line fleet and her name changed to *Parma*.

She was among the last survivors of the grain fleet and is well remembered in this country, while her deck views and rigging details will be familiar to most ship lovers through the medium of the 200 odd fine photographs which illustrate Alan Villier's well known book *The Last of the Windships*.

The drawings are the originals of plates published in Harold A. Underhill's *Deep-Water Sail* and are available for two different sizes of model as detailed below.

$\frac{1}{8}$ " – 1' 0": Length over bowsprit $47\frac{3}{4}$ "

Print № 1029 SAIL & RIGGING PLAN.

Print № 1030 PROFILE & LONGITUDINAL SECTION.

Print № 1031 DECK PLANS.

Print № 1032 LINES DRAWING & THWART-SHIP ELEVATIONS.

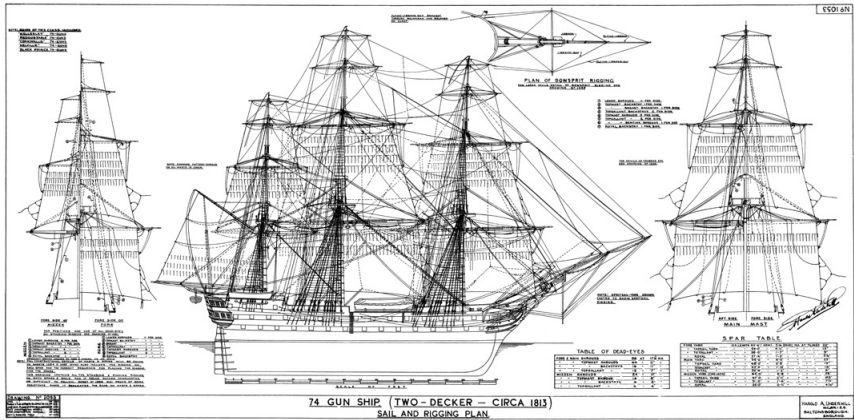
$\frac{3}{32}$ " – 1' 0": Length over bowsprit $35\frac{1}{4}$ "

Print № 1033 SAIL & RIGGING PLAN.

Print № 1034 PROFILE, LONGITUDINAL SECTION & DECK PLANS.

Print № 1035 LINES DRAWING & THWART-SHIP ELEVATIONS.

74-GUN FRIGATE (Circa 1813)



The two-decker of the sailing Navy forms an ideal subject for a first-class model. The following plans, compiled from authentic original draughts from which ships were actually built, supply all the information for such a model, while the scale of $\frac{3}{16}$ "–1' 0" is sufficiently large to enable detail to be faithfully copied, without the finished model being too cumbersome, the length of the hull being 36½".

The drawings are plans of the full size ship, not those of a model, and are true to the original in every way, the only difference being that the original plans have been interpreted into modern drawing technique, and items originally in outline only have been drawn in detail. The production of ship plans instead of model drawings means that the information is there for a true scale model, but for more simple work the builder has only to omit the detail he does not require.

The set includes working drawings of each individual component forming masts, spars, tops, cross-trees etc., but for simple models these sheets can be omitted.

Two alternative sail and rigging plans are available, one with all the sails and gear, the other showing the vessel without sails, the yards down on the caps and much of the lighter running rigging un-bent. Ships of this class included the two-deckers *Black Prince*, *Cornwallis*, *Redoubtable*, *Wellesley* and *Melville*.

Print № 1050 LINES DRAWING & DETAIL DRAWINGS OF ANCHORS, GUNS, CARRONADES, etc.

Print № 1051 PROFILE, PLANS OF FO'C'SLE, QUARTERDECK & UPPER DECKS, ALSO BOW & STERN ELEVATIONS.

Print № 1052 LONGITUDINAL SECTION, THWART-SHIP SECTIONS, BOW CONSTRUCTIONAL DETAILS, PLANS OF MAIN & LOWER DECKS.

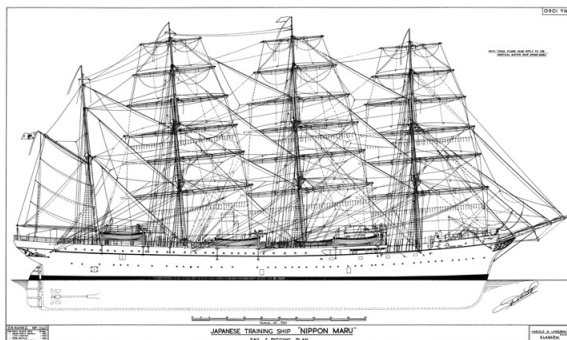
Print № 1053 SAIL & RIGGING PLAN WITH THWART-SHIP ELEVATIONS OF MASTS.

Print № 1054 SEPARATE CONSTRUCTIONAL PLANS OF INDIVIDUAL MASTS, TOPS, CROSS-TREES, BOOMS, ETC.

Print № 1055 SEPARATE CONSTRUCTIONAL PLANS OF BOWSPRIT, JIB-BOOM, YARDS, with details of all blocks & rigging.

Print № 1056 ALTERNATIVE SPAR & RIGGING PLAN for models with sails unbent & yards down on the caps.

Japanese Training Ships “NIPPON MARU” and “KAIWO MARU”



These sister ships are auxiliary four-masted barques of 2,284 tons, and were built in 1930 and 1931 respectively. The drawings are fully detailed for a perfect scale model. The Scale is $\frac{1}{8}$ "–1'0" giving a hull length of $36\frac{1}{4}$.

Print № 1060 SAIL & RIGGING PLAN.

Print № 1061 DECK PLANS.

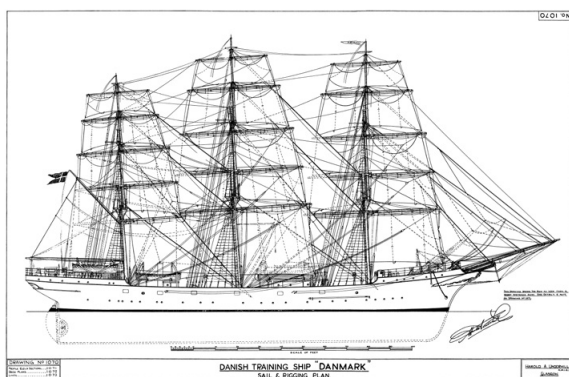
Print № 1062 HOUSE TOPS & THWART-SHIP ELEVATIONS.

Print № 1063 LINES DRAWING.

Print № 1064 THWART-SHIP ELEVATIONS OF ALL MASTS.

Print № 1065 MAST & SPAR PLAN WITHOUT RIGGING.

Danish Training Ship “DANMARK”



This beautiful little full-rigger of 777 tons was built in 1933 as a training ship for the Danish Mercantile Marine. During World War II she served as a training ship under the American flag, but returned to her own country after the war, where she still serves today. The Scale is $\frac{1}{8}$ "–1'0" giving a hull length of $26\frac{1}{4}$.

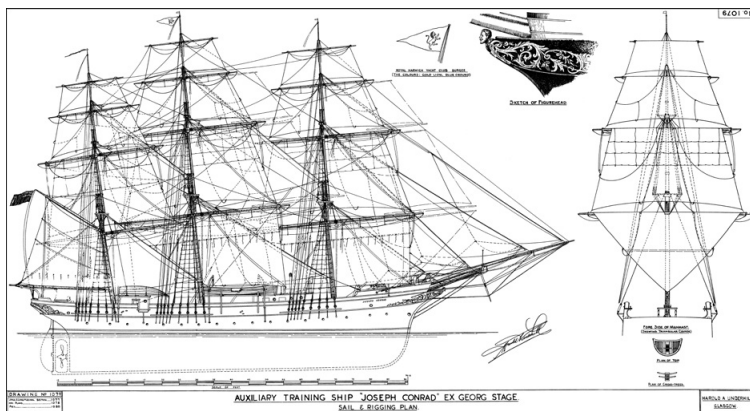
Print № 1070 SAIL & RIGGING PLAN.

Print № 1071 PROFILE, ELEVATION & THWART-SHIP ELEVATIONS.

Print № 1072 DECK PLANS.

Print № 1073 LINES DRAWING.

Training Ship "JOSEPH CONRAD" (ex "GEORG STAGE")



In 1882 the beautiful little iron full-rigger *Georg Stage* was launched in Copenhagen for the newly-formed Training Ship Association. She was a very small ship, only 100ft. long and 203 tons register, but although built of iron her rig was designed on the lines of the old sailing frigate. As originally launched she had a steam auxiliary, with a lifting propeller as fitted to the auxiliary warships of the time. She is sometimes referred to as an auxiliary steamer, but she was always a sailing vessel, with a very rarely used steam engine as an auxiliary. After about 1905 she was given a motor in place of the steam engine, and at this period several alterations were made about the decks, including enlarging both fo'c'sle and deckhouse. She served as a Danish training ship until replaced by the new *Georg Stage* in 1934, when she was bought by Mr. Alan Villiers who renamed her *Joseph Conrad* and then sailed her round the world, making the two-year voyage which forms the subject of his *Cruise of the Conrad*. The plans described below show her at this period, and have been compiled from the original constructional drawings, including the alterations made by Mr. Villiers for his long voyage. In the main these consisted of stowing the boats inboard instead of in davits, and a new companion aft, with these exceptions the plans are also correct to the ship as she was during most of her training days under the Danish flag. Hull plans of the ship prior to 1905, with the steam auxiliary and shorter fo'c'sle and deckhouse, are however available as described below. The Lines Drawing and Sail and Rigging Plan will be the same for both periods. The Scale is $\frac{3}{16}" - 1' 0"$, giving a hull length of $22\frac{1}{4}"$.

Plans as "JOSEPH CONRAD"

Print N^o 1077 PROFILE, LONGITUDINAL SECTION & DETAILS.

Print N^o 1078 DECK PLANS.

Print N^o 1079 SAIL & RIGGING PLAN.

Print N^o 1080 LINES DRAWING.

Plans as "GEORG STAGE" prior to 1905 (with steam auxiliary)

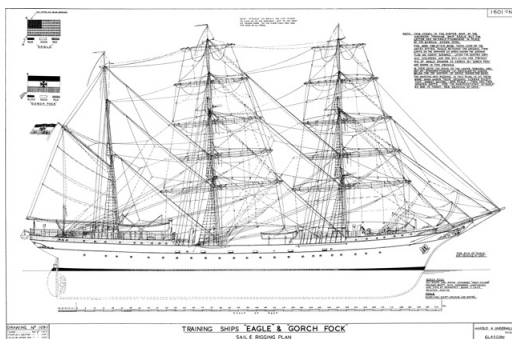
Print N^o 1047 PROFILE & LONGITUDINAL SECTION.

Print N^o 1048 DECK PLANS.

Print N^o 1079 SAIL & RIGGING PLAN. } as *Joseph Conrad*

Print N^o 1080 LINES DRAWING.

Training Ships "GORCH FOCK" and "EAGLE"



This was the first of a fleet of fine barque-rigged training ships built by Germany between the wars. The other ships *Horst Wessel*, (Now *Eagle*), *Albert Leo Schiageter* and the Romanian *Mircea* were also from the same general design. These plans are from the original yard drawings of *Gorch Fock*, but also include notes and separate drawings of the detail differences between that vessel and *Eagle*, and can therefore be used for building an accurate model of either. The Scale is $\frac{1}{8}"-1'0"$ giving a hull length of $30\frac{3}{4}"$.

Print N° 1090 LINES DRAWING.

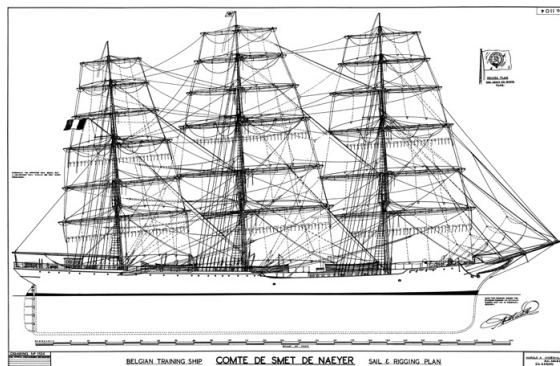
Print N° 1091 SAIL & RIGGING PLAN.

Print N° 1092 PROFILE & LONGITUDINAL SECTION.

Print N° 1093 DECK PLANS.

Print N° 1094 SHEET OF DETAILS.

Belgian Training Ship "COMTE DE SMET DE NAEYER"



Built on the Clyde in 1904 as a cargo-cadet ship, this big full-rigger has a poop extending forward of the mainmast, and the typical "Clyde-rig" of the period. The Scale is $\frac{1}{8}"-1'0"$ giving a hull length of $35\frac{3}{4}"$.

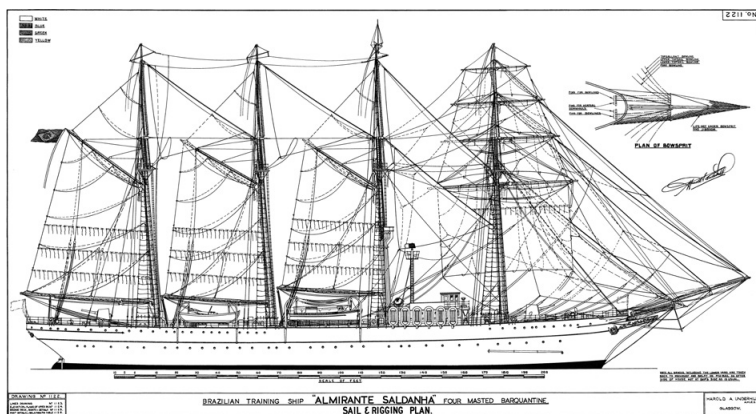
Print N° 1104 SAIL & RIGGING PLAN.

Print N° 1105 PROFILE & PLANS OF UPPER DECKS.

Print N° 1106 SECTIONS & PLAN OF MAINDECK.

Print N° 1107 LINES DRAWING.

Brazilian Training Ship "ALMIRANTE SALDANHA"



Now drydocked at Rio de Janeiro naval base *Almirante Saldanha* was built at Barrow-in-Furness in 1933 as one of the most up-to-date ships of her kind. She has a displacement of 3,315 tons, carried all the most modern equipment, and has many unusual features which make her a very interesting vessel, particularly to the model builder.

At first sight she would appear to be a flush-decked ship, but in fact she has a large open well midships with only narrow gangways along the ship's sides, rather like those of the old sailing frigate. In this well there is a large house with its top level with the ship's side, saluting guns, torpedo tube, mine-laying gear and other small fittings. She is of course an auxiliary, and the exhausts from her various motors, as well as the up-take from a small steam boiler, are carried alongside the mainmast.

On top of the house is the wheelhouse and navigating bridge, as well as searchlights, radar and other gear. The majority of the boats are also carried above this house. The gear on the poop and fo'c'sle includes twin 4-inch guns mounted in shields fore and aft, anti-aircraft guns, windlass and many other fittings, with the after control-position just forward of the jigger, a lay-out which offers plenty of scope for the modeller who appreciates detail.

The rig includes many unusual features, all of which are detailed on the plans, together with a complete belaying-pin diagram and table, in fact the drawings include all the information necessary for a fully detailed model of a vessel which is of outstanding interest and rather away from the normal run of sailing ships. The Scale is $\frac{1}{10}$ "–1'0", giving a hull length of 32 $\frac{1}{2}$ ".

Print № 1122 SAIL & RIGGING PLAN.

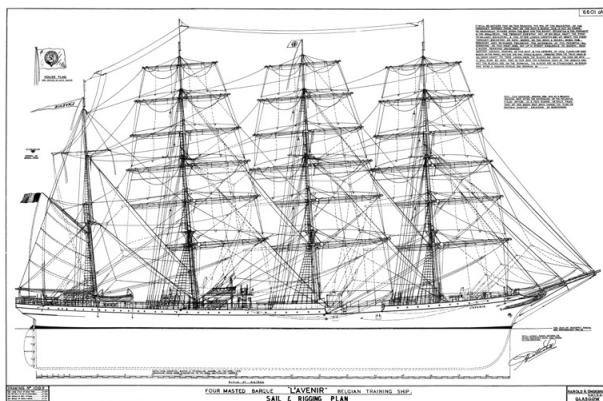
Print № 1123 LINES DRAWING.

Print № 1124 PROFILE, DECK PLANS & THWART-SHIP ELEVATIONS.

Print № 1125 PLANS OF UPPER DECKS, BOATS & DETAILS OF FITTINGS, ETC.

Print № 1126 MAST & RIGGING DETAILS, BELAYING-PIN DIAGRAM & TABLE.

Belgian Training Ship "L'AVENIR" later "ADMIRAL KARPFANGER"



This beautiful 2,738 ton four-masted barque was built in 1908 to replace the cargo-cadet ship *Comte de Smet de Naeyer* which had been lost at sea. *L'Avenir* served her owners as training ship for about twenty years during which time she built up a reputation for smartness and all-round ability. When at last she was replaced by the State owned *Mercator*, she passed into the hands of Captain Gustaf Erikson of Mariehamn, and soon became as well known in his fleet of grain ships as she had been under her original flag. During this time she retained the original white hull and spars of her contemporaries, with the result that she was usually referred to as "Erikson's yacht". About the end of 1936 she was sold to the Hamburg-America Line, who once more fitted her out as a training ship and sent her to sea as the *Admiral Karpfanger*, in November, 1939, she was posted "missing".

This set of plans is probably the most detailed of any produced for a modern sailing vessel, including as they do, separate large scale drawings of almost every individual item of rigging, mast and spar, iron work, deck fittings, houses, boats, etc., and of course the usual scale drawings of the complete vessel. The plans show her at the peak of her training days and have been compiled from the original yard drawings, specifications, detail sheets and amendments, re-drawn to scales suitable for model work and condensed into a reasonable number of sheets. In this work Mr. Underhill had the closest co-operation of Commandant O. Lemaître, who was in her throughout her days as a Belgian training ship, making a voyage or so as first-officer, then in command until she was finally sold. For simple models the first three sheets will be sufficient, but if full detail is required then the complete set is desirable. The Scale is $\frac{1}{8}$ "–1' 0", giving a hull length of $37\frac{3}{4}$ ".

Print № 1097 LINES DRAWING & DETAILS OF BOATS, HOUSE TOPS, ETC.

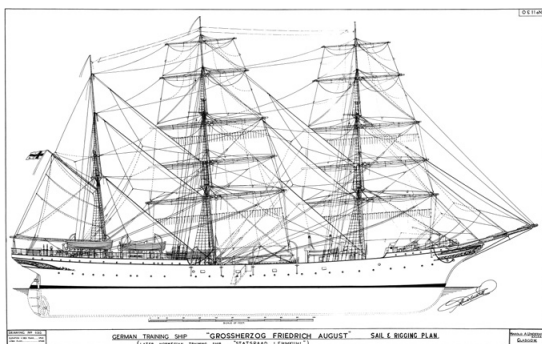
Print № 1098 PROFILE, DECK PLANS & THWART-SHIP ELEVATIONS.

Print № 1099 SAIL & RIGGING PLAN.

Print № 1100 $\frac{1}{4}$ " SCALE DETAILS OF FIGUREHEAD & ALL DECKHOUSES, DECK FITTINGS, etc.

Print № 1101 THWART-SHIP MAST ELEVATIONS, $\frac{1}{4}$ " SCALE DETAILS OF MAST IRONWORK, TOPS, CROSS-TREES & RIGGING.

German Training Ship "GROSSHERZOG FRIEDRICH AUGUST"



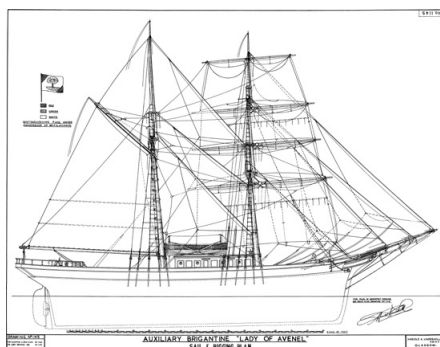
Built in 1914 and still afloat in 2015 as *Statsraad Lehmkuhl*, this is perhaps one of the most graceful barque-rigged training ships ever launched. A small scale drawing of this vessel under her later name also appears in this list, but the plans below are to a larger scale and more fully detailed. The Scale is $\frac{1}{8}"-1'0"$, giving a hull length of $36\frac{1}{4}"$.

Print № 1130 SAIL & RIGGING PLAN.

Print № 1131 PROFILE & DECK PLANS.

Print № 1132 LINES DRAWING.

Brigantine "LADY OF AVENEL"



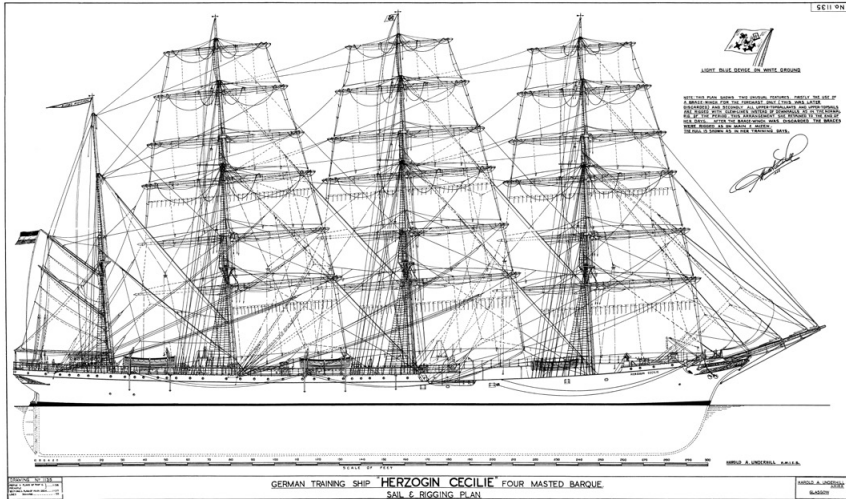
Lady of Avenel had an interesting career. Starting life in 1874 as a rakish topsail schooner often thought, in error, to have been built as a slaver, she usually traded between Dartmouth and Spain or the Azores. Her schooner rig was too lofty so she was re-rigged as a brigantine, and later went into the coasting trade. In 1920 she became a training ship in Falmouth until being replaced by the *Cutty Sark* in 1923. She was re-named *Island* and took an expedition to the Arctic under Cdr. F. H. Worsley. On return her name became *Virgo*. In 1933 she was converted into a yacht and had her original name restored. The conversion was carried out without altering her external trader-like appearance. She was finally destroyed by vandals during World War II. Scale is $\frac{1}{4}"-1'0"$. Length of hull is $28\frac{3}{4}"$.

Print № 1145 SAIL & RIGGING PLAN.

Print № 1146 PROFILE & DECK PLAN.

Print № 1147 LINES DRAWING.

German Training Ship "HERZOGIN CECILIE"



Herzogin Cecilie was the most photographed of all modern sailing ships, and certainly the best known. Built by Rickmers of Bremerhaven in 1902 as an ocean-going cargo-cadet ship for the North German Lloyd Line, she had a registered tonnage of 3,242 and carried a crew of 100 all told, officers, cadets and seamen. She was in the service of her original owners until the end of the 1914-18 war when she was handed over to France and ultimately sold to Captain Gustaf Erikson.

Captain Erikson put her in the grain trade with the rest of his fleet, and in that capacity she was a regular visitor to this country until her stranding in 1936 when she finally broke up near Salcombe, Devon.

The following plans have been re-drawn from the original yard drawings and show her as she was in her training days, at which time she had both bow and stern decorated by scroll boards of teak. At the bow trail-boards swept down from shoulders and feet of the figurehead, while a finely carved arch-board curved across the stern above the knuckle. Unfortunately all these boards were removed when she came under Captain Erikson's flag, leaving the bare figurehead. The plans show the original carved work, but also include a drawing of the figurehead as it was in the days of Captain Erikson's ownership.

The Scale is $\frac{1}{8}$ "-1'0", giving a hull length of $40\frac{7}{8}$ ".

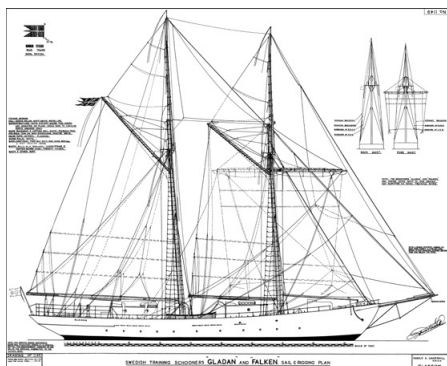
Print № 1135 SAIL & RIGGING PLAN.

Print № 1136 PROFILE & PLANS OF UPPER DECKS.

Print № 1137 PLAN OF MAINDECK, THWART-SHIP ELEVATIONS & DETAILS.

Print № 1138 LINES DRAWING.

Swedish Training Schooners “GLADAN” and “FALKEN”



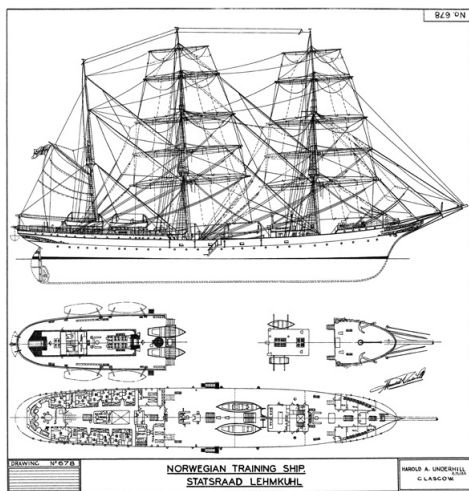
The sister ships *Gladan* and *Falken* are fine modern yacht-like schooners, built specifically as training ships for the Swedish Navy. They are excellent subjects for models of relatively simple rig, and, with slight modification would make good sailing models. The Scale is $\frac{1}{4}$ "–1'0", giving a hull length of 28 $\frac{3}{4}$ ".

Print № 1149 SAIL & RIGGING PLAN.

Print № 1150 PROFILE, DECK PLANS & SECTIONS.

Print № 1151 LINES DRAWING.

Norwegian Training Ship “STATSRAAD LEHMKUHL” (ex “GROSSHERZOG FRIEDRICH AUGUST”)



1,701 tons. Built 1914, by Tecklenborg at Wesermünde. This drawing is intended for the construction of a small scale model of 19" overall of this famous training ship. Details are on one sheet as under. (See also page 38).

Print № 678 SAIL & RIGGING PLAN, ELEVATION & PLAN OF EACH DECK. Size of sheet, 20" × 20".

**TABLE OF PRINCIPAL DIMENSIONS TO WHICH MODELS LISTED IN
THIS CATALOGUE ARE DRAWN**

Print No.	DESCRIPTION	Length		Block Size		Keel to Truck	Scale
		Hull	O.A.	Beam	Depth		
20-22	Wood Three-mast Barquentine	33 $\frac{1}{8}$ "	40 $\frac{1}{2}$ "	6 $\frac{1}{4}$ "	6 $\frac{3}{4}$ "	28"	$\frac{1}{5}$ "
23-25	Wood Three-mast Barque	33 $\frac{1}{4}$ "	41"	6 $\frac{1}{4}$ "	6 $\frac{3}{4}$ "	29"	$\frac{1}{5}$ "
26-28	Steel Four-mast Barque	24 $\frac{1}{8}$ "	27 $\frac{5}{8}$ "	3 $\frac{3}{8}$ "	3 $\frac{1}{2}$ "	14 $\frac{3}{4}$ "	$\frac{1}{12}$ "
50-52	Cutty Sark	22 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	37 $\frac{1}{16}$ "	3 $\frac{3}{8}$ "	16 $\frac{5}{8}$ "	$\frac{3}{32}$ "
66-68	Waterwitch	15 $\frac{3}{4}$ "	19 $\frac{3}{4}$ "	3 $\frac{5}{16}$ "	2 $\frac{3}{4}$ "	13 $\frac{1}{8}$ "	$\frac{1}{8}$ "
70-73	Torrens	23"	28"	3 $\frac{3}{8}$ "	4 $\frac{1}{2}$ "	16 $\frac{5}{8}$ "	$\frac{3}{32}$ "
75-77	Lady Daphne	22 $\frac{1}{2}$ "	32"	5 $\frac{3}{4}$ "	3 $\frac{5}{8}$ "	24"	$\frac{1}{4}$ "
80-82	Emma Ernest	25"	30 $\frac{3}{8}$ "	5"	4 $\frac{1}{4}$ "	19 $\frac{3}{4}$ "	$\frac{1}{5}$ "
110-113	Auxiliary Whaler	21 $\frac{3}{8}$ "	24 $\frac{1}{2}$ "	3 $\frac{1}{2}$ "	3 $\frac{3}{4}$ "	13 $\frac{1}{2}$ "	$\frac{1}{12}$ "
120-123	Archibald Russell	24 $\frac{3}{4}$ "	28"	39 $\frac{1}{16}$ "	3 $\frac{1}{2}$ "	15 $\frac{1}{8}$ "	$\frac{1}{12}$ "
124-127	Pommern	26 $\frac{1}{4}$ "	29"	31 $\frac{1}{16}$ "	3 $\frac{5}{8}$ "	15 $\frac{1}{16}$ "	$\frac{1}{12}$ "
128-130	Penang	24 $\frac{1}{8}$ "	26 $\frac{3}{4}$ "	37 $\frac{1}{16}$ "	3 $\frac{1}{2}$ "	14 $\frac{5}{8}$ "	$\frac{1}{12}$ "
180-183	Timaru and Oamaru	23 $\frac{3}{4}$ "	28 $\frac{1}{2}$ "	3 $\frac{3}{8}$ "	3 $\frac{1}{16}$ "	17"	$\frac{3}{32}$ "
185-186	Juan Sebastian de Elcano	25 $\frac{3}{4}$ "	29 $\frac{3}{4}$ "	31 $\frac{1}{16}$ "	4 $\frac{3}{16}$ "	15 $\frac{5}{16}$ "	$\frac{1}{12}$ "
190-192	Formby	22 $\frac{1}{2}$ "	29"	31 $\frac{1}{16}$ "	3 $\frac{3}{4}$ "	17 $\frac{3}{4}$ "	$\frac{1}{10}$ "
200-203	Coriolanus	23 $\frac{1}{4}$ "	28 $\frac{3}{8}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{4}$ "	16 $\frac{1}{8}$ "	$\frac{1}{10}$ "
206-209	Mozart	29"	32 $\frac{1}{2}$ "	4 $\frac{1}{4}$ "	4 $\frac{1}{2}$ "	17 $\frac{1}{8}$ "	$\frac{1}{10}$ "
215-217	Runnymede	22 $\frac{1}{8}$ "	28 $\frac{1}{8}$ "	49 $\frac{1}{16}$ "	4 $\frac{3}{4}$ "	20 $\frac{1}{2}$ "	$\frac{3}{16}$ "
218-221	Raven	21 $\frac{9}{16}$ "	27 $\frac{3}{8}$ "	47 $\frac{1}{8}$ "	4 $\frac{3}{4}$ "	18 $\frac{3}{4}$ "	$\frac{3}{16}$ "
235-239	Loch Etive and Loch Sunart	24"	29 $\frac{3}{8}$ "	3 $\frac{5}{8}$ "	3 $\frac{5}{16}$ "	17 $\frac{7}{8}$ "	$\frac{1}{10}$ "
678	Statsraad Lehmkuhl	16 $\frac{7}{8}$ "	18 $\frac{3}{4}$ "	3 $\frac{1}{2}$ "	2 $\frac{1}{4}$ "	10 $\frac{1}{2}$ "	—
280-284	Valerian	29 $\frac{1}{2}$ "	42 $\frac{1}{8}$ "	7 $\frac{1}{8}$ "	57 $\frac{1}{8}$ "	33 $\frac{1}{8}$ "	$\frac{3}{8}$ "
336-337	Acamas	28 $\frac{1}{4}$ "	31 $\frac{5}{8}$ "	4"	3 $\frac{3}{4}$ "	17 $\frac{3}{8}$ "	—
345-348	Marie Sophie	34 $\frac{1}{4}$ "	40 $\frac{5}{8}$ "	73 $\frac{1}{16}$ "	6 $\frac{3}{4}$ "	29 $\frac{1}{2}$ "	$\frac{1}{4}$ "
260-262	Three Brothers	22 $\frac{1}{4}$ "	31 $\frac{3}{8}$ "	5 $\frac{3}{4}$ "	4 $\frac{1}{2}$ "	27 $\frac{1}{2}$ "	$\frac{3}{8}$ "
500-501	Ross-shire	25 $\frac{5}{8}$ "	29 $\frac{1}{8}$ "	3 $\frac{1}{2}$ "	3 $\frac{1}{4}$ "	15 $\frac{1}{2}$ "	$\frac{1}{12}$ "
586-588	Queen Margaret	36"	40"	5 $\frac{1}{4}$ "	5"	23 $\frac{1}{8}$ "	$\frac{1}{8}$ "
600-604	Mount Stewart and Cromdale	26 $\frac{3}{4}$ "	29 $\frac{1}{2}$ "	4 $\frac{3}{4}$ "	4 $\frac{5}{8}$ "	18 $\frac{1}{4}$ "	$\frac{3}{32}$ "
633-636	France II	27 $\frac{1}{4}$ "	30"	3 $\frac{5}{8}$ "	3 $\frac{5}{8}$ "	14 $\frac{1}{4}$ "	$\frac{1}{16}$ "
650-652	Ring Net Boat	24 $\frac{1}{4}$ "	—	7 $\frac{1}{2}$ "	5 $\frac{1}{8}$ "	12 $\frac{1}{4}$ "	$\frac{1}{2}$ "
782-787	Guns — All 1" scale	—	—	—	—	—	1"
777-781	12-gun Brig	33"	46 $\frac{3}{4}$ "	7 $\frac{5}{8}$ "	6 $\frac{3}{4}$ "	36 $\frac{1}{2}$ "	$\frac{1}{4}$ "
789-792	Boats — All $\frac{1}{4}$ " scale	—	—	—	—	—	$\frac{1}{4}$ "
694-696	Halcyon	16 $\frac{1}{8}$ "	21 $\frac{1}{4}$ "	3 $\frac{3}{4}$ "	2 $\frac{3}{4}$ "	18"	$\frac{3}{16}$ "

**TABLE OF PRINCIPAL DIMENSIONS TO WHICH MODELS LISTED IN
THIS CATALOGUE ARE DRAWN**

Print No.	DESCRIPTION	Length		Block Size		Keel to Truck	Scale
		Hull	O.A.	Beam	Depth		
697-698	Carl Vimen	17¼"	19¼"	2½"	2½"	8⅝"	1:200
860-864	Two-mast Topsail Schooner	24½"	30½"	5½"	4½"	21⅝"	¼"
882-884	Elizabethan Galleon	17⅞"	23⅜"	3⅞"	5¼"	17¾"	⅛"
866-870	Kommodore Johnson	33½"	36¼"	5½"	4⅜"	19¼"	⅜"
887-891	Endeavour	22¼"	30"	6"	6⅜"	26⅝"	⅕"
855-859	Three-mast Topsail-Schooner	21⅝"	25¾"	4¾"	4¾"	17½"	⅜"
894-896	Helen Barnet Gring	30¼"	37"	5¼"	5"	20"	⅛"
906-911	40-gun Frigate	22½"	32¾"	4⅞"	5"	22⅝"	⅛"
915-920	Brigantine "Leon"	16"	20¼"	3⅝"	2⅞"	15¼"	⅛"
942-947	Zulu Type Fishing Vessel	40"	63½"	10⅝"	7⅝"	39½"	½"
948-950	West Country Trading Ketch	23"	28⅞"	5⅝"	4¼"	22"	¼"
952-954	William Ashburner	25¼"	31⅝"	4⅞"	4⅝"	21¼"	⅜"
960-962	Hooghly Pilot Brig "Fame"	34½"	43¾"	6⅝"	7"	30¼"	¼"
986-988	Harriet McGregor	19"	24⅝"	3⅝"	3½"	15½"	⅛"
990-992	Onker Barquentine	19⅞"	24¾"	4⅜"	3¼"	17⅞"	⅛"
1000-1002	Blackwall Frigate 'True Briton'	27⅞"	36½"	4¼"	4⅝"	21⅞"	⅛"
1029-1032	Steel Four-masted Barque "Parma"	42½"	47¾"	5⅜"	5¾"	24¼"	⅛"
1033-1035	Steel Four-masted Barque "Parma"	31⅜"	35¼"	4⅝"	4¼"	17¾"	⅜"
1050-1056	74-gun Ship	36⅜"	56"	8⅝"	8½"	38½"	⅜"
1060-1065	Nippon Maru and Kaiwo Maru	36¼"	40"	5¼"	5¼"	21"	⅛"
1070-1073	Danmark	26¼"	31"	4⅜"	4¼"	17¾"	⅛"
1077-1080	Joseph Conrad	22¼"	30½"	4¾"	4¾"	19½"	⅜"
1047-1048	Georg Stage	22¼"	30½"	4¾"	4¾"	19½"	⅜"
1090-1094	Gorch Fock	30⅜"	33¾"	4⅞"	5⅞"	19¼"	⅛"
1090-1094	Eagle	30⅜"	33¾"	4⅞"	5⅞"	19¼"	⅛"
1104-1107	Comte de Smet de Naeyer	35¾"	39¼"	5¼"	5⅜"	23"	⅛"
1122-1126	Almirante Saldanha	32½"	37¾"	5⅝"	4½"	20"	⅜"
1097-1101	L'Avenir	37¾"	41½"	5⅜"	5⅜"	23¼"	⅜" ¼"
1130-1132	Grossherzog Friedrich August	36¼"	41½"	5⅝"	5⅝"	23"	⅛"
1145-1147	Lady of Avenel	28¾"	33½"	5¾"	5½"	24"	¼"
1135-1138	Herzogin Cecilie	40⅞"	45"	5⅜"	5½"	24⅜"	⅛"
1149-1151	Gladan and Falken	28¾"	33½"	6⅞"	6½"	30"	¼"

WORKING DRAWINGS FOR SCALE SHIP MODELS

by
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MASTING & RIGGING
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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, or 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 information on the subject will always be welcomed.



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