Building instruction
MS LOFOTEN

revised Juli 2018

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The following instruction is valid fort he kit including hull, decks and superstructure.
Please note, that propshaft and propeller are not included in the kit, allthough it is explained how to mount them.

This building instruction was revised in july 2018. All alterations regarding railings (now included) have been considered.

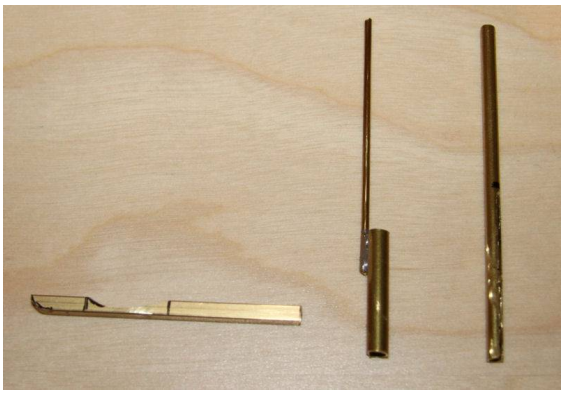
The selected sequence takes into account the accessibility of the individual components, in particular also with regard to the painting. Corresponding instructions are included in the description text if painting is advisable before installation.

For the assembly of the components is recommended plastic adhesive (rower, UhuPlast or the corresponding adhesive from Revell or Humbrol) or a superglue (possibly with activator). Attention when gluing the windows (Material: Vivak) - Superglue can cause cloudiness, whereas with the mentioned plastic adhesives a perfect, clear bonding can be achieved.

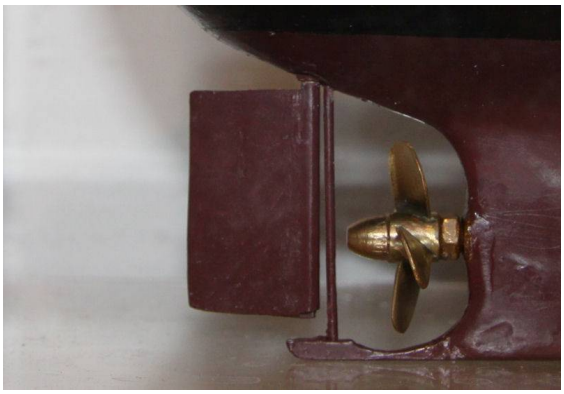
The laminated Gfk hull is already trimmed and the portholes of the B deck are already milled out. Likewise, the support strips of the A-deck are already glued.

Helm and stern tube:

Drill a hole with 6mm diameter 19mm above the bottom of the hull for the stern tube (not included in the kit). Inside, the stern tube has to be stored on a block of some residual polystyrene material. When inserting the sterntube, do not use force as the thin brass tube may bend (that will cause bad operation / higher power consumption. For permanent lubrication, I recommend lubricating the shaft with a suitable medium before the first ride, but after completing the painting (for example, robbe shaft grease or similar). The shaft can later only be pulled inwards when removing the engine.



The U-profile (3mm) of the helm is mounted with the opening facing upwards. For this it is necessary to mill corresponding slots in the hull at a distance of 2 mm. The length of the supernatant aft is 27 mm.
For the rudder trunk, drill a 4mm hole 24mm behind the vertical edge of the steven. The rudder trunk is already soldered with a brass rod (1.5mm / 5.5cm long). The lower end is later soldered or glued to the hoe, resulting in optimal stability. For this rod, the hole of the rudder coker must be worked out a little bit (in front of the actual hole of the rudder coker!).



Before gluing / soldering installation of the rudder is recommended! Unfortunately, it can not be dismantled after assembly because the helm is above the rudder axis.

Once all parts fit well, they can be glued / soldered. With 2-component adhesive / epoxy, the U-profile can be filled up and the shape adapted to the form given by the drawings. During the subsequent grinding work, make sure that you will leave a bit of the sides of the U-profile at the place where it is very thin - otherwise the profile loses its stability.

Glazing of the portholes in the hull

For the glazing of the portholes of the A and B decks, which are already embedded in the fuselage, it is possible to use the porthole glasses, which are milled in the acrylic glass panel. With a cutter is slightly scratched between the windows of the smooth back - then at this point the material can be broken. It is ideal if around 1mm stops around - then the windows can be used and with plastic glue (I like to use Revell or Humbrol glue with the metal needle) are easily fixed. After drying, the portholes can be additionally secured from the outside by a small drop of glue.

Attention! This work should be done only when the hull is painted, as it is difficult to glue the whole porthole, if later painted. (at the back of the ship you can get to the portholes later, but the portholes below the front deck are practically impossible to reach after gluing the deck!

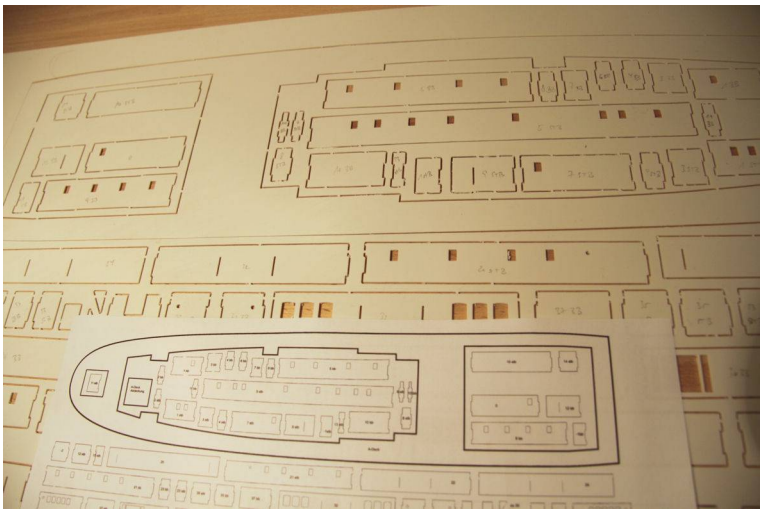
To give you an alternative, I added some clear VIVAK strips, that may be used instead.

The milled construction parts are required for the following construction phases. To ensure a secure assignment, these are still attached to the plate with small bars - the enclosed overview drawings indicate the part numbers or their use.

For a better overview, the following points have been taken into account:

a. The back of the parts is slightly sanded - this side of the wall always points inwards, or downwards regarding decks.
b. Wall sections with two pins are normally transverse to the ship's axis (except for the two spacers 23bb and 23stb).
c. Wall parts with two recesses are usually longitudinal to the ship's axis
d. at the corners always meet pin and recess together
e. the distances from the pin / recess to the horizontal edge of the part is always chosen so that the shorter end is at the bottom (4mm) and the longer one at the top (6.5mm).
f. The numbering of the individual wall parts begins on each deck aft with the first transverse wall. The other parts are then consecutively numbered with the addition bb = port (left in the direction of travel) or stb = starboard (right in the direction of travel). Missing part numbers indicate that a new section of superstructure starts.

Before releasing the parts from the plate, I recommend writing down the part number on the back with a pencil. When transferring the numbering, make sure that the polystyrene plate is exactly mirrored to the enclosed part overview.



Building section: A-Deck

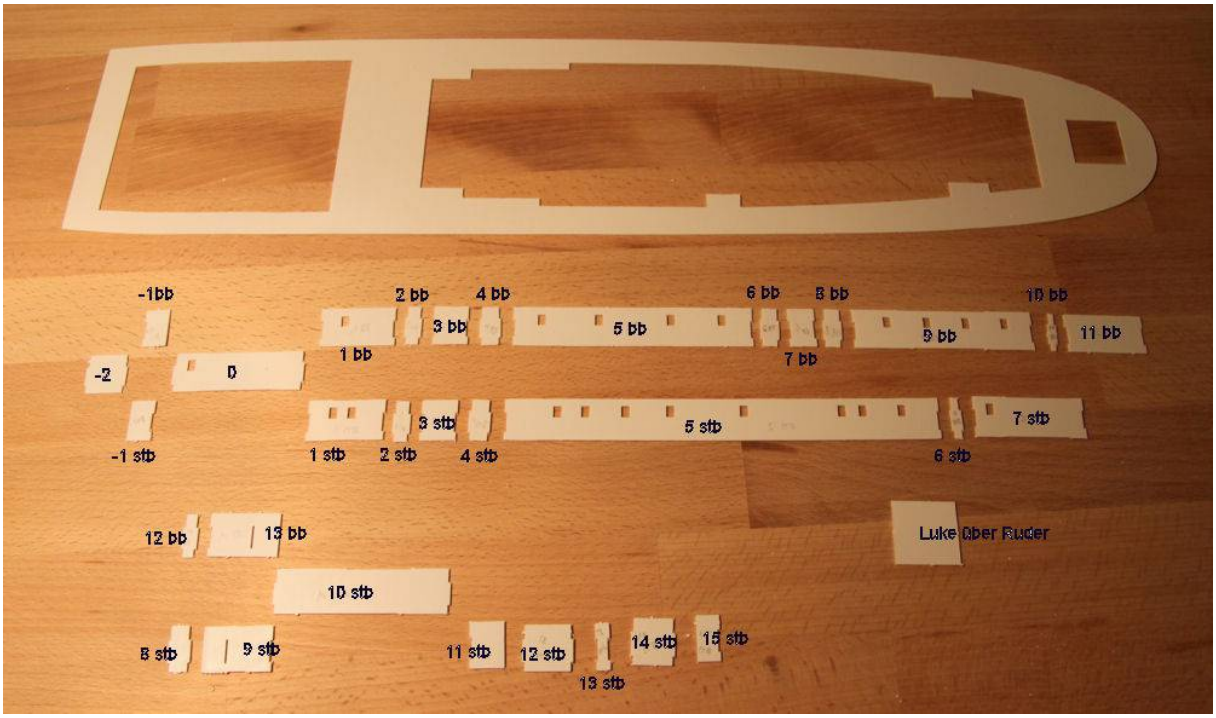
For the first construction phase parts -2 to 15 and the deck are needed.

Before starting to assemble the walls, check if A-deck fits well into the hull. The deck should rest exactly on the pre-assembled strips without tension or cracks. Possibly the outer shape is still to be adjusted (so that the deck does not fall downwards because the sideboards press outward amidships, you can pull them together with the help of a tesa or similar).
When you glue the deck to the hull it is important to ensure that the gatches must be open.

Now the deck can be glued in (alternatively you can also mount the walls on the deck first).

Please note: during milling, small radii (0.5mm) are produced in the inner corners due to production reasons. The pins and recesses must therefore be slightly reworked to ensure optimum fit of the parts. Likewise, the slots are likely to be widend slightly - the parts fit together with a little pressure, but would cause a slight kink in the slotted wall.

I recommend to lay down the individual parts in the correct order before you glue them. It will be easier to control if they fit together already.

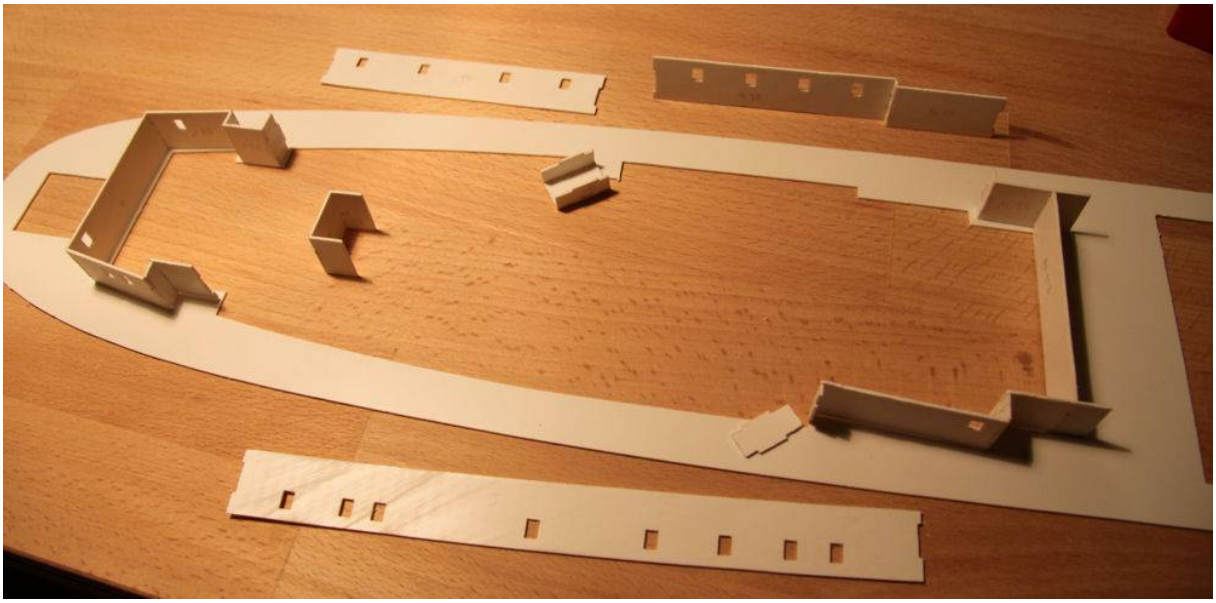


You start the assembly with the rear transverse wall 0 to which the parts 1 stb and 1 bb join. Please note! The angle between the transverse wall and the adjoining parts is greater than 90°! Please use the drawings for the correct angle.
These parts will be followed on both sides with parts 2-4 stb / bb (the recessed entrance). With part 12bb you reach on the port side the last part, which has a slot and a straight wall side - on the starboard side corresponds to the part 9stb. In the slots part 10 stb is inserted.

On the wall of part 10 stb the parts 11-15 stb are glued midships and showing to the front.

Parts -1bb, -1stb and -2 form the aft stairwell. They are stuck in the middle of part 0. Inside, the supplied plastic staircase is mounted (this is the only steel staircase - all others between the decks are wooden stairs!).

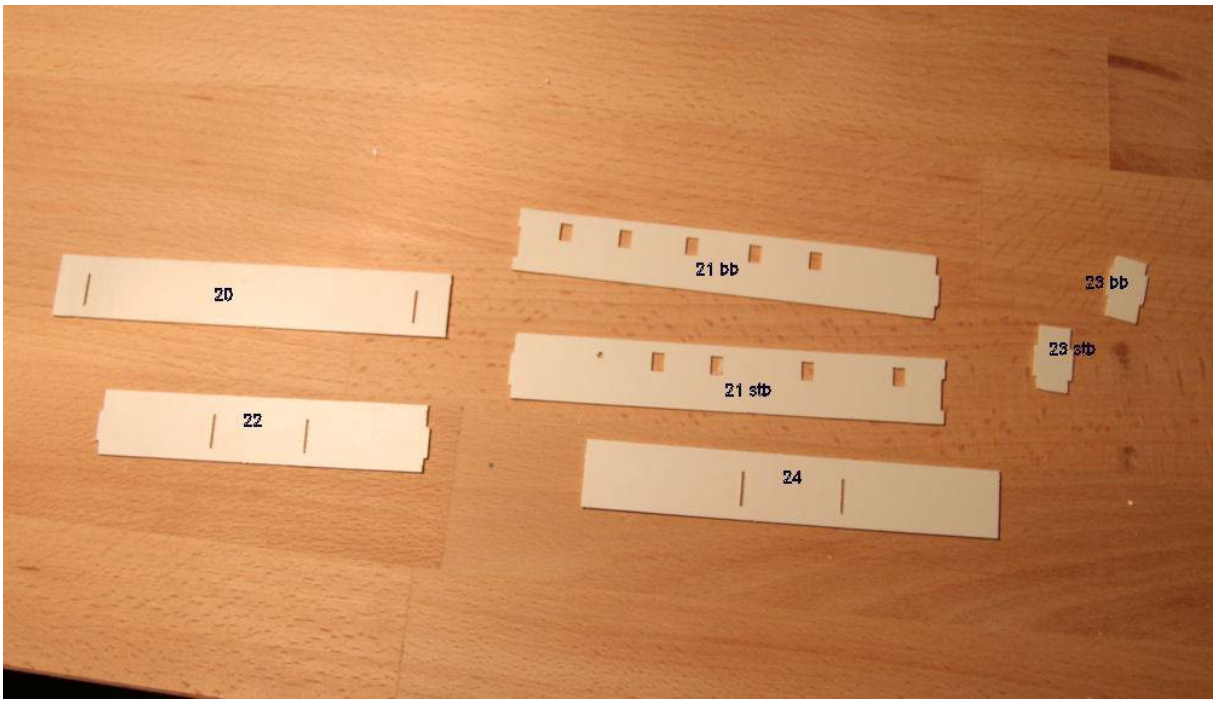
If a higher rigidity of the wall structure is desired, the inner corners can be reinforced with sections of 2x2mm profile.



Rear construction of the A-deck

The pins / recesses may need to be topped up or re-sharpened.

When fixing the wall parts on the deck, it is recommended to put about 3mm of material on the rear to compensate for the jump in the deck (which is taken into account in the parts).



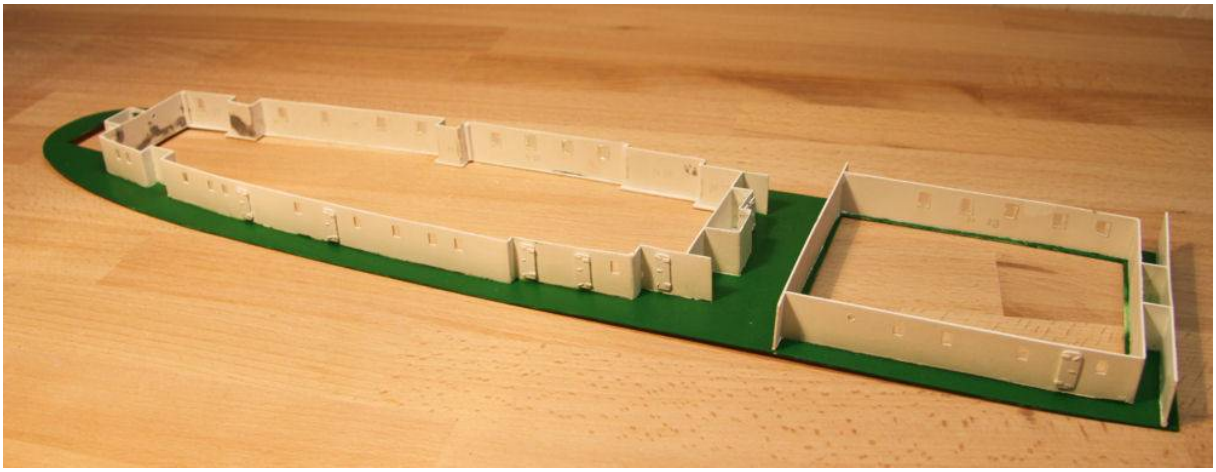
The front part of the superstructure of A-deck is mounted in the same way than the rear superstructure. The pictured part 20 was later modified (2 passages on the sides and in the middle a recess for the staircase access (door). Then the steel doors are mounted (please note - there are hinged doors on the left or right side, the door handles are located slightly above the center). Take the drawings to find out, where they have to be placed.

It is easier to mount the supports of the handrail now. For this, the enclosed 0.5mm brass wire is used. The distances between the supports are 10-12 mm, or in similar distances on the total running length on the wall. The overhang to the outside should be 1-1.5mm (the wooden handrail has to be mounted later on and has about 1.5mm width (wooden hand rail only applies to lounge, boat and bridge deck!).

After that, the walls and the deck can be painted.

Finally the wooden doors are mounted: on parts 3 bb and 3 stb wooden doors with portholes, on part 12 stb a wooden door with window, on part 20 in the middle of the double-leaf wooden door and between this and the starboard side passage another wooden door with window (Doctor).

The windows are all on the acrylic part. Please note the instructions at the portholes for processing. For the double-leaf wooden doors, there are window parts that close the complete opening in the wall.



A-Deck, with mounted bodies, doors (without glazing, handrail supports, wooden doors)

If you intend to equip the model with lights, it is advisable to prepare this already for the mounting of the lamps, as this is difficult on the mounted model.
Recommended are light bulbs with 2.3mm diameter or smaller. 3-4 lights on the whole lenght of the rear A-deck starboard and port 3-4, aft and in the passage each one bulb, in the front port and starboard 2 each..

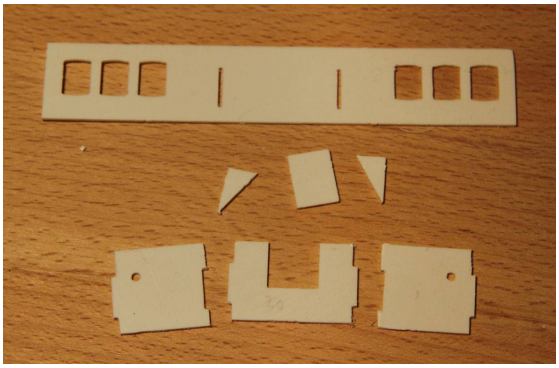
Then the deck can be glued into the hull (make sure the gatches stay open).

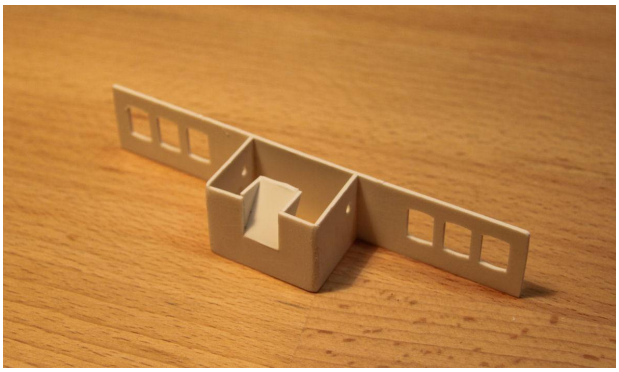
Building section: upper superstructure

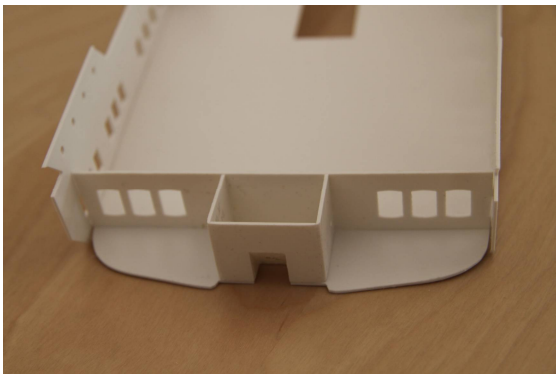
The upper superstructure is designed so that you can remove it completely – inside parts of decks are left free. This saves some weight and simplifies the assembly of the parts and a subsequent installation of cables for light.
When this part is finished, you push it from the aft under the foredeck. Tabs on the side supports of the A-deck will hold it in position.

You should not start with lounge deck (which would follow the finished A-deck), but with the boat deck - also the two long side panels and four to five supporting walls per side, which give the distance between lounge deck and boat deck. These supporting walls should be flush with the outside edge of the boat deck so that the bevelled side is outward and the small recessed corner is up on the inside.
Make sure that the supports are between two windows! For the control, it makes sense to place the side panels next to the deck. Since the distribution of the windows on both sides is not identical, you really have to be careful.

In order to achieve an absolutely correct position of the side parts, it is recommended to first install the parts of the aft lounge wall (parts 30-32).



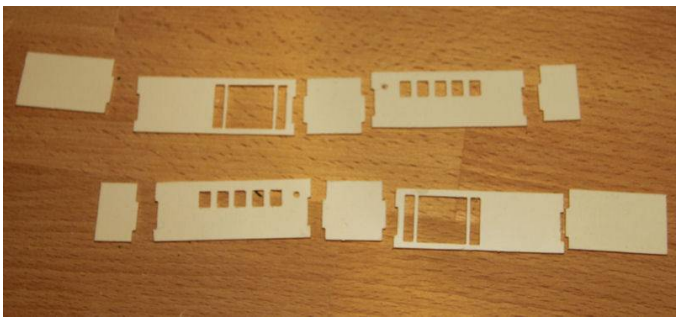


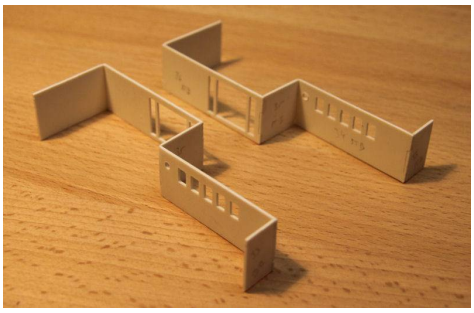


The last picture shows the wall already glued to the boat deck (in the photo the part is overhead!).

If the side parts are in the correct position, the beginning of the wall on the bow side should be approx. 8mm before the beginning of the large deck recess.

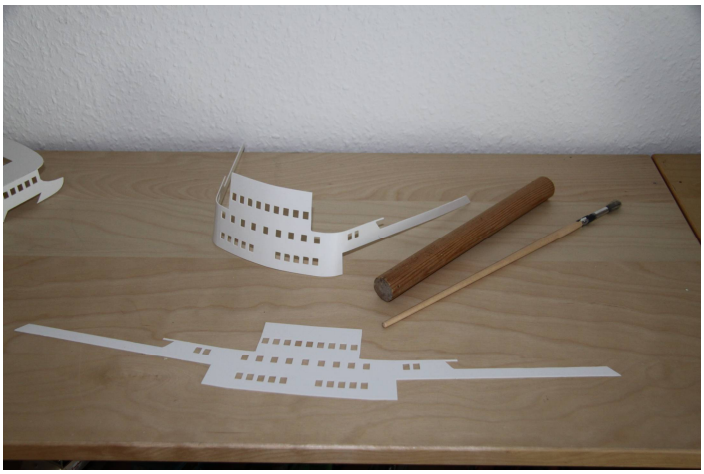
Another segment of lounge deck constructions consists of parts 33-37. These are mounted amidships at the recessed area / deck (there are also the elongated recesses of the side walls).





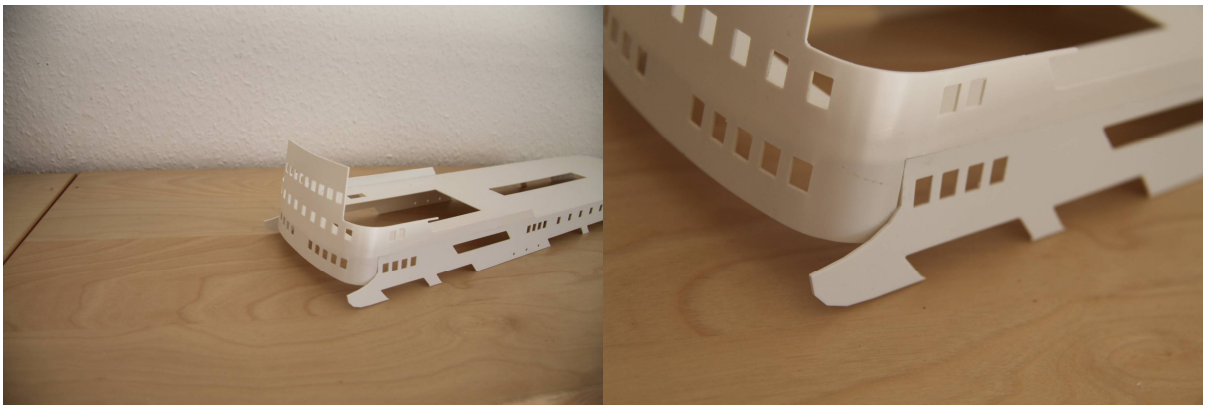
After installing the front side panels and a handrail (0.5mm brass) below the windows, these parts should be painted and placed on the lounge deck according to the drawing.
It is also recommended to install the wooden frame of the doors and to paint the deck green now. After complete assembly, only the small slit in the side wall remains!
(As an alternative, if necessary, only gluing on the lounge deck later - but this is very much at the expense of stability during the further assembly of the body)

Now follows the assembly of the front. For this you should first bend the part at the provided curves on a round wood. Care must be taken to avoid kinking, especially in the area of the windows. Slight warming of the polystyrene simplifies the whole. The radius can be found in the plan - the final dimension is specified when glued by the boat deck. The front is arched aft above the bridge windows - this rounding can not be done with the part and must be created later differently. For the further procedure it is irrelevant for the moment.



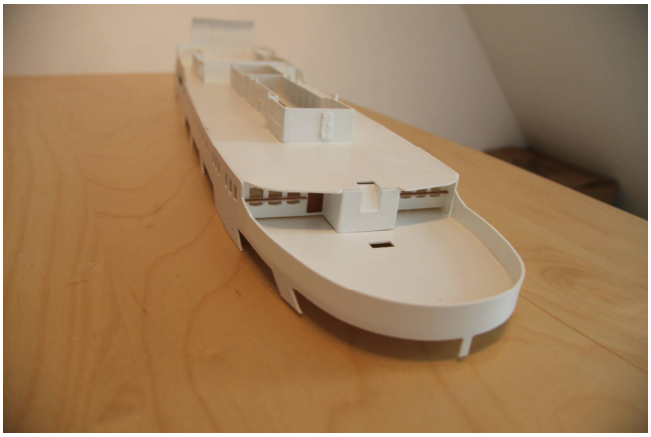
This picture shows a plan front part, a rounded part as well as the roundwood (in about broomstick thickness).

The front has to be adapted a little bit to the boat deck with the mounted sidewalls, because the bumper between the front part and the side wall contains some excess material (usually 2-3mm must be shortened). The long side strips of the front part are the bulwarks of the boat deck - these are glued flush on the already mounted side wall.
Practical tip: for assembly, first pre-fix the front part with crepe and then tack with glue from the inside and later seal the seam completely with polystyrene adhesive.

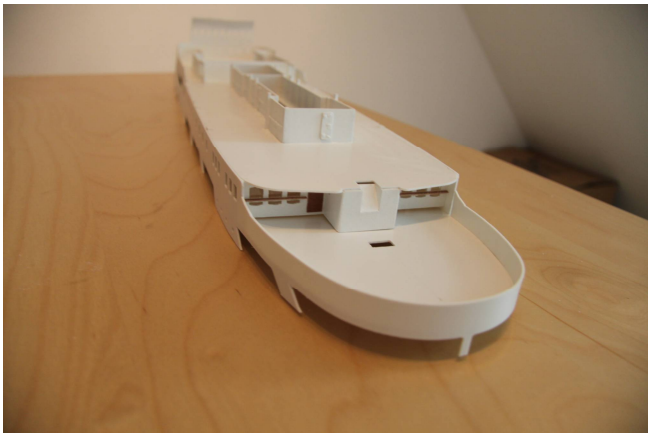


(these photos show pre-series parts that do not yet have the slightly rounded windows)

Finally the aft deck is mounted. On the deck, a center line is marked on the underside, as well as on the bulwark. Then it is glued with 1mm supernatant down to the deck. Again, there is a slight material overhang at the transition to the side walls - but this can also be adjusted later with a cutter.



The oblique supports on this component to the bulwark of the A-deck must later be scored on the edge of the lower edge of the bulwark of the saloon deck with the cutter and then bent slightly inwards. The right angle is best to be found, when the assembled structure is placed on the hull. The bending edge is later fixed with a little superglue and the slight gap can then be filled with plaster.

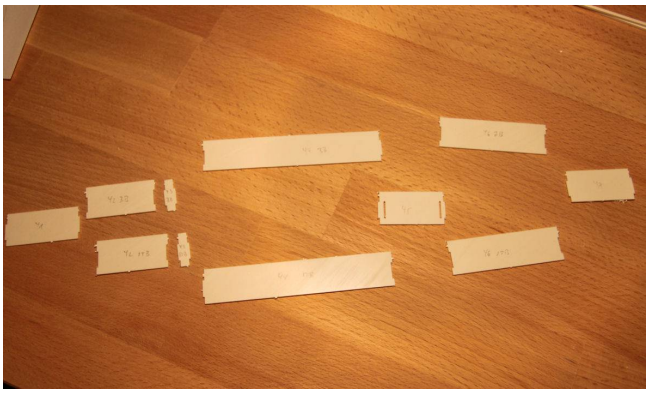


Then the aft deck and the mounted body part are put together. For this you should put the body on the fuselage to determine the exact length. Between the back wall of the lounge, or better the wall with the small recess (for the stairs) and the hole for the stairs to the A-deck must remain about 11mm distance.

(Photo shows the already preassembled walls of the boat deck)

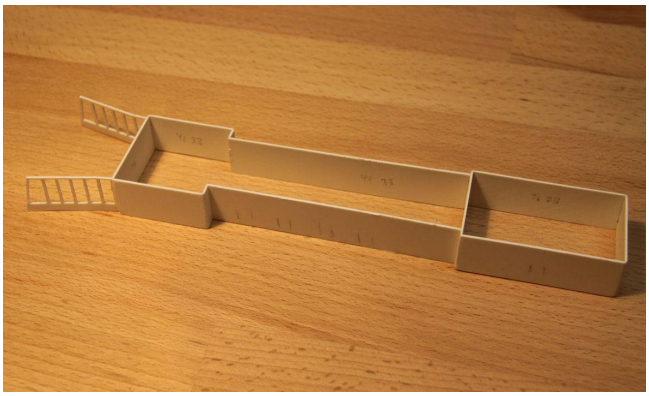
The bulwarks to the sidewall are reinforced with a strip of 0.4mm polystyrene before they can be filled on the outside.

Building section: superstructure boatdeck

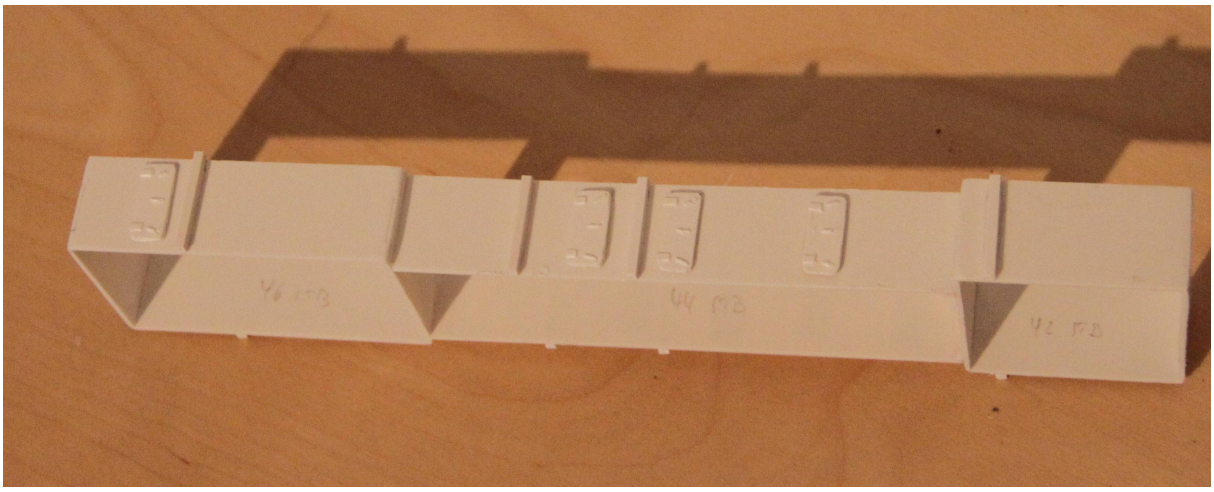


From parts 40-47, the rear part of the boat deck superstructures is created. Compared to the parts in the following photo, the two short wall parts were replaced by a continuous wall, as this has significantly improved the stability.

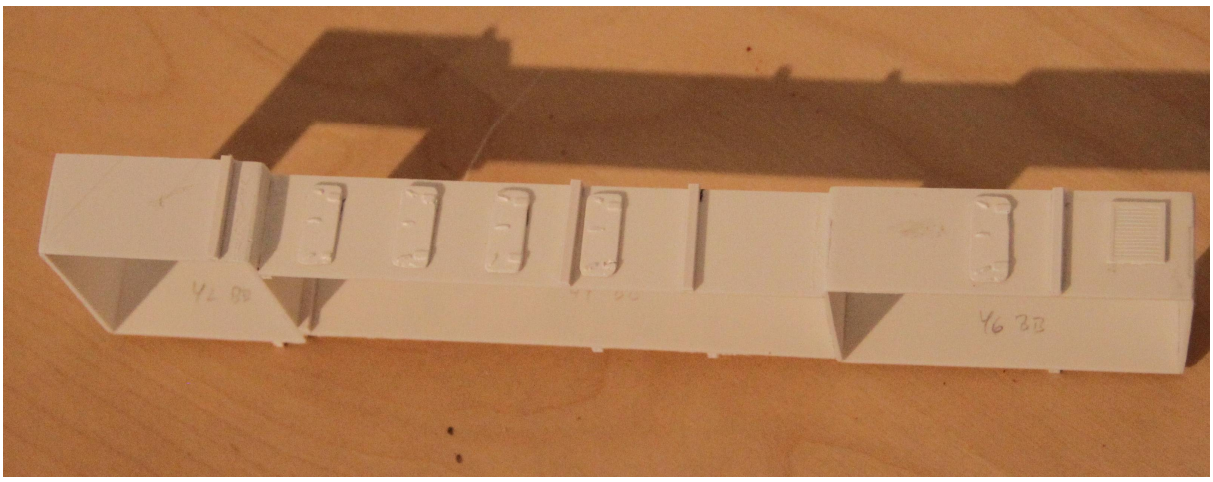
The side walls of the porch mounted in this photo should not be mounted until this part is glued to the deck - otherwise it will result in frequent re-gluing during further processing. Similarly, the fan-shaped roof element is mounted with the short feet only when this part was glued to the deck.



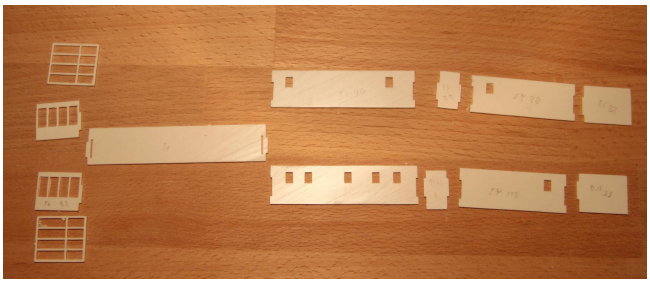
Waterproof doors are mounted on both sides of this section. To the starboard side there are five right-hinged doors (everyone 2mm above the deck level - at the long recessed wall at 9, 28, 44 and 64mm from aft (measured to the left door edge) - at the front wall at 28mm).
On the port side there are four left-hand doors (at the front wall 13mm from the front edge, at the recessed wall at 21, 48 and 67mm from aft (measured at the right edge of the door).
In addition, supports made of 2x2mm polystyrene profiles are to be mounted, which support the davits (34, 101, 121, 187mm in front of the aft wall). Furthermore, a louvered fan is mounted on the starboard side. In addition, handrails of 0.5 MS profile and a strip of veneer are mounted 10mm above the deck. (not mounted on the following pictures)



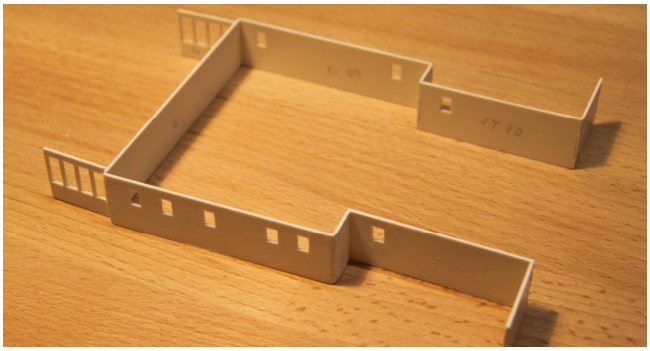
portside



starboard

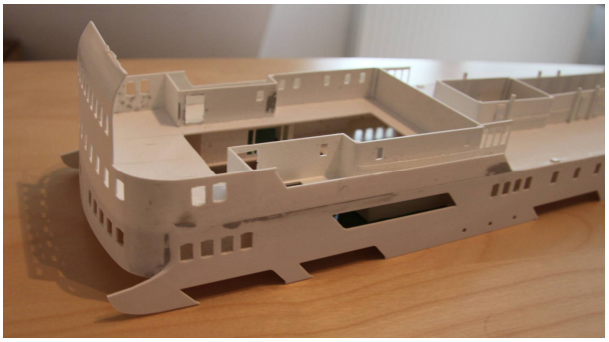


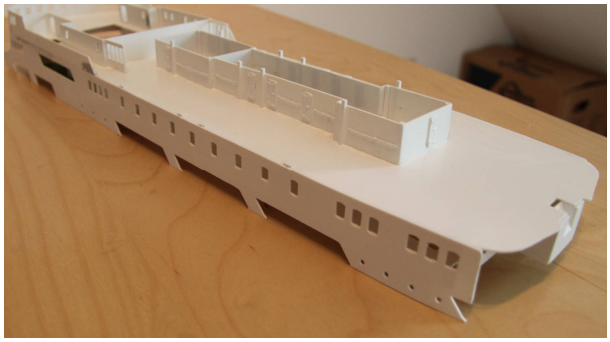
The front part of the superstructure consists of the parts 50-55. The assembly takes place according to the known scheme. The parts 54 were later changed and incorporate the door to the stairwell (the opening is located at the front end of the inward jumping wall).



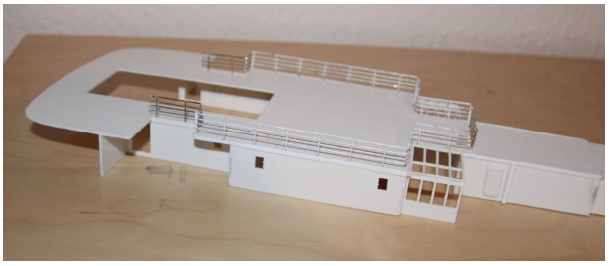
The upper frame for the short veranda has to be cut to approx 45° - same the upper frame at the side with the smaller windows. Roof windows need to have a slight inclination of the roof to the outside. The roof parts can only be mounted when the bridge deck is glued on.
Again, the handrails should be conveniently assembled from 0.5mm brass (10mm above deck level).

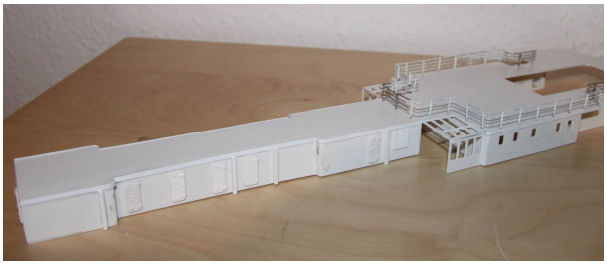
These parts can then already be placed on the pre-assembled body. It is advisable to extend and mark the position of the davits 'supports to the outer edge of the deck, as the davits' feet must be glued there.





Now the bridge deck can be glued on. All around, a 2mm wide strip is glued from the thin (0.5mm) polystyrene material as a final profile. Likewise, the assembly of the railing can already be started on the bridge deck. Etched stanchions and 0.3mm wire are now included in the revised kit (prefabricated stanchions were used in the prototype pictures).

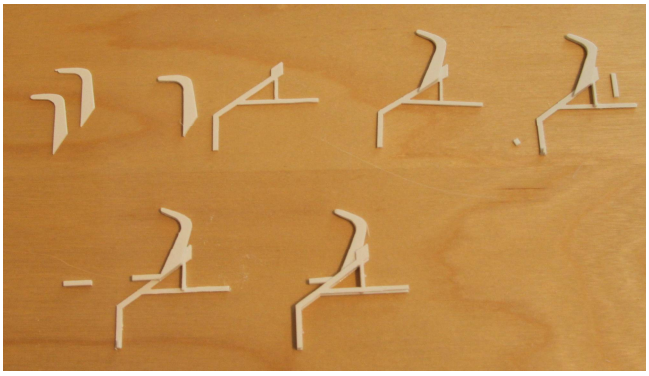




Mounting of railings on boatdeck:
You should start to outline the course the railing takes on boat deck first. This can be found in the following photos or the drawings.
The holes for the stanchions are made with a 0.5 or 0.7mm drill, but I suggest not to glue them directly to the deck, as this makes it difficult to attach the passages and the formation of the railing. The wire from the roll should be shortened to the required length and then slightly stretched with two pliers. Side effect is that it is easier to thread through the holes in the stanchions.
Appropriately, you start aft with the railing and work towards the bow.
Below the lifeboats, the railing is not entirely on the outside (there is place to store Jacob's ladder on the real one). The wooden handrails are made of enclosed wood strips.

deck and superstructure allready painted and davits mounted

Mounting of davits:
The davits consist of 2 supports and 2 suspensions each - in addition, something of the 1x2mm and the 1x3mm polystyrene profile is needed. From the 1x3mm polystyrene 5mm long sections (8 pieces) are separated and then glued to the outer edge of the boat deck as a foot of the davit support - keep 1mm distance to the ship's side!



The 2 suspensions are glued to each other and then glued between the two supports, which closes the slope of the lower edge with that of the support. The length of the supports may need to be adjusted, both to the boat deck (the struts must point to the wall of the structure must be level and close in height with the wall) and the wall of the structure.
Between the two supports is additionally glued to the 1x2mm profile a 9mm long piece between the vertical struts inside and a 3mm long at the foot and a about 8mm long piece below the suspension part (which later serves as a support for the lifeboats).

(from top left to bottom right: the two suspensions of the boats - double suspension plus carrier - both mounted - reinforcement of the vertical support - dinghy support - with second support) Of these davits 8 pieces are needed.

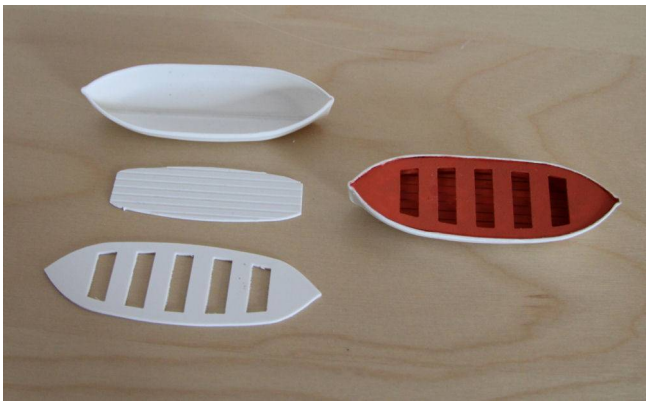
Winches for lifeboats:
The winches of the lifeboats are made of a 6mm long polystyrene tube with 2mm diameter. In the middle and on the sides, it is recommended to postpone a really thin pipe segment of 3mm (this is the outer boundary of the drum, or the separation for the two ropes). With a short section 1x2 mm polystyrene are later mounted on each of the aft columns.

If the lifeboats are to be suspended with ropes, pulleys are needed in the corresponding places - I have simulated them on the suspensions with a short section of a 1mm round rod and at the points with the polystyrene flat profile to be recognized in the following pictures.

The davits should not be mounted on the deck until the painting of the deck is finished!

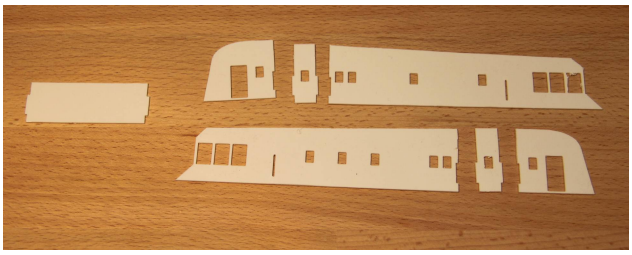
After installing the davits, the walkways can be mounted. This requires 1x1mm polystyrene profile and the 0.5mm polystyrene profile (included with the kit). The 1x1mm profile serves as a frame for the walkways, the longitudinal frames run from the first to the last carrier - the walkways are interrupted between the boats.

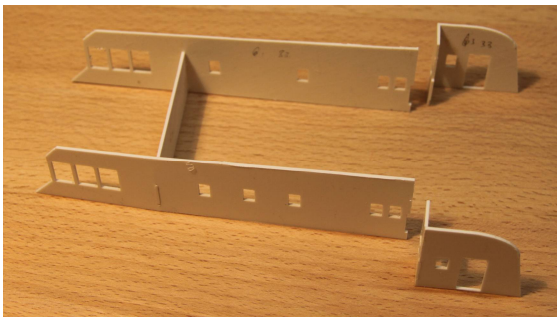
Lifeboats:



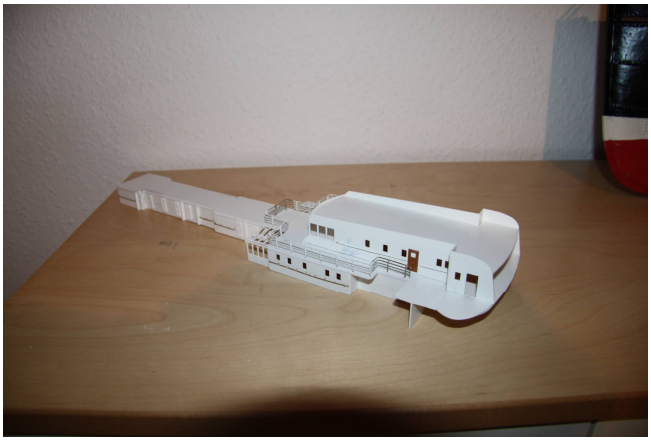
The lifeboats consist of 2 milled parts and the deep-drawn hull shell. The board replica is glued down into the hull shell. Then you should paint the boat inside, as you get badly to the interior after mounting the seat plate.

Bridge-Deck superstructure:
The construction of the bridge deck consists of parts 60-63 and the bridge house roof. The installation of the wall parts is done as usual. The slots for the transverse wall in the sides must be filled after bonding. For the stability of the component and if the model is to be equipped with a lighting later, it is advantageous to connect the short transverse walls with a residual piece of polystyrene, so that the bridge remains unlighted later. At the height of the upper edge of the transverse wall, a short 2 x 2 mm polystyrene strip is glued to the side parts as a support for the bridge house roof (can be omitted if you install a rear wall fort he bridge).



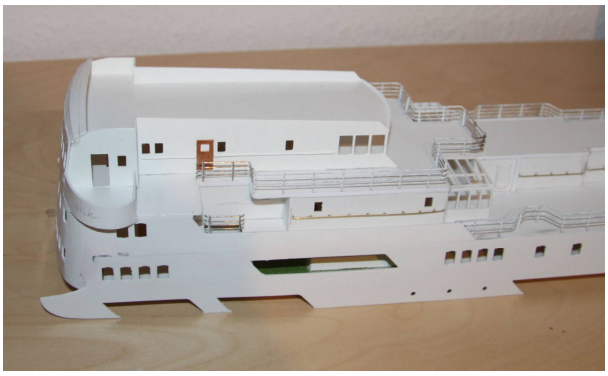


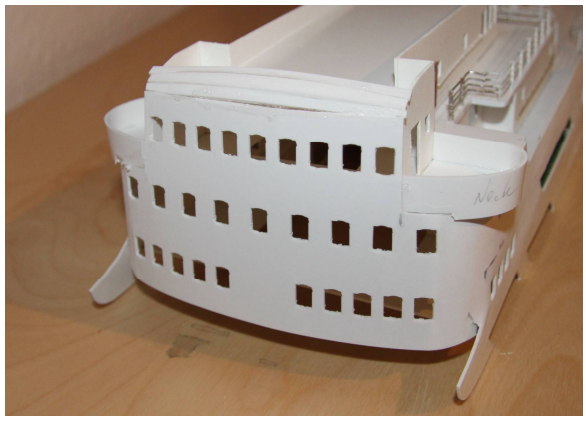
After gluing the parts, the roof of the bridge house is closed aft with a 2mm wide strip of enclosed 0.5mm polystyrene. In addition, the handrails are mounted. The installation of the windows and wooden doors should be done only after painting (through the deck recesses you can actually get to the window openings from the inside, even with a fully assembled frame segment).



Bridge construction, boat deck construction and the already assembled component "side walls / lounge deck" should now be painted and glued together.

The bridge skirt must now be doubled with the corresponding cover part. The two parts are on the bow with the davits below the already installed front part. These include the two elongated strips that serve as a parapet of the bridge deck. The length must be adapted to the structure. The slightly higher section of the balustrade protrudes downwards - otherwise the parapet is glued to the side facing aft at the edge resulting from the doubling of the deck. (there are two possibilities: passage to the bridge cam closed - then you can just indicate the joints by scoring with the cutter.) Passage to the bridge open open - then you should still glue the parapet closed and then work out the opening with the cutter / file.





Now it is time to tackle the bulge of the front part above the bridge house windows.
Unfortunately, the polystyrene can not bend into the right shape as it has to follow two different directions in the curvature of the front (transverse and aft). I separated the polystyrene about 2mm above the bridge windows. Then I cut 2mm wide strips with some extra length. These were spotted on one side with superglue and then glued under slight pressure slightly vaulted on the opposite side. The resultant gaps were then filled (this can be solved more elegantly if the strips are made somewhat narrower to the sides - then there are no or less wide gaps in the middle).

Construction of masts:
The masts are attached in the fittings box, but they still have to be filled up with plaster and need some grinding. And there are some additional brass parts necessary.

For the mast base, a 5mm wide strip is taken from the remaining material (1mm) so that it is slightly wider than the mast. 3mm below the top of the mast, drill a 1mm hole for the (1mm brass) cross member (32mm long) for the signal lines and then glue the carrier in place. For the toplantern a small plate of 1mm polystyrene is to be made. The lantern itself can be made of 4mm polystyrene tube (if you install lights better take brass tube!) As a mast finish, a 20mm long antenna is mounted at the top of 0.5mm brass (this is still wrong on the pictures of the prototype!).

At the smaller mast on the bridge house roof, a 0.5mm hole has to be drilled 16mm below the mast top for the 16mm crossbar (0.5mm brass). The two radars are to be mounted according to the plan below this crossbeam - the larger radar beam is located on the upper beam. Note: this corresponds to the condition on delivery of the MS LOFOTEN - later modifications led to the fact that the radar now stands separately on the bridge roof of the house.

Chimney:
The chimney is enclosed as a deep-drawn molding. This drop-shaped top can be opened at the top - the enclosed plate is then glued inside approx. 3mm below the top of the chimney. Front should be attached to a Typhon (not included), as this also affects the overall appearance of the chimney. The situation can be found in the plan (as well as the inclination of the stripes).

Fans, skylight, antenna:
0.5mm brass material is included for the antennas. The fans can be made from leftover Polystryol round profile. Likewise the skylight in front of the chimney.

Staircase:
For the stairs, the revised kit includes small wooden staircase kits.

Winddeflektors:
Wind deflectors are mounted on the upper edge of the bridge floor parapet. These are made of 0.5mm polystyrene (5mm high and 17mm long). As support (4mm long) polystyrene

sections (1x2mm) are taken, which are centered with a half-round file down to just below 1mm. This results in the gluing the slightly concave curvature (seen from the bow).

Redirector for hatch covers:
3mm below the third bridge window from the outside, the attachment points for the deflection of the steel cables for the hatch covers are mounted. These have trapezoidal shape (5mm wide at the front wall, 3mm deep, 2mm wide bow-sided).

Booms and their support:
The supports of the booms are mounted directly next to the windows of the salon deck (lower row of windows), whereby the upper edge of the beam is approximately 2/3 of the window height. The beams themselves are due to the curvature of the deck to produce from a slightly oversized polystyrene and adapt after assembly of the horizontal plate with the vertical support of the curvature. For the plate is first taken a 8x5mm wide section. This is then brought to the appropriate shape by trimming. First, measure the inside of the front 3mm and then set to the outer corner of the wall connection a cut. Then 3mm from the outside and 1mm from the inside are marked on the side facing the bow and then cut off to the respective corners on the wall connection. The support is 4mm high at the wall connection, 2mm and 3mm deep at the front. The support should be mounted under the plate so that it sits centrally under the front edge of the plate facing the bow. Left and right of the carrier then still has room for a 1x1mm profile, which is glued into the angle. The front end then gives an area of about 2x3mm in the center of a 1mm hole is introduced (but can also be made if the carrier is already mounted on the body). The boom is made of 2mm brass tube (length 62mm) - the connection to the carrier can be made with a section 1mm brass.

Rope deflection for the loading trees / loading winches:
Above the outer windows of the lounge on the boat deck (middle row of windows), the deflection points for the loading trees are to be mounted.
For this, a trapezoid is required for the substructure (6.5 mm on the side, 5 mm on the bow, 2 mm depth). This is mounted vertically and intercepted laterally with supports (so that then a cross results with equal side edges).
It is made of 0.5mm material, a plate mounted: 5mm high, 16mm long, where seen from the outside at 6 and 10mm each is a kink. The "wings" seen from the middle section are to be worked out as a triangle. The loading winches must not be mounted on the foredeck, as this does not allow a clean separation of body and fuselage during RC operation. I recommend to make these from 1mm polystyrene residues and 3mm tubing and glue them directly to the front.

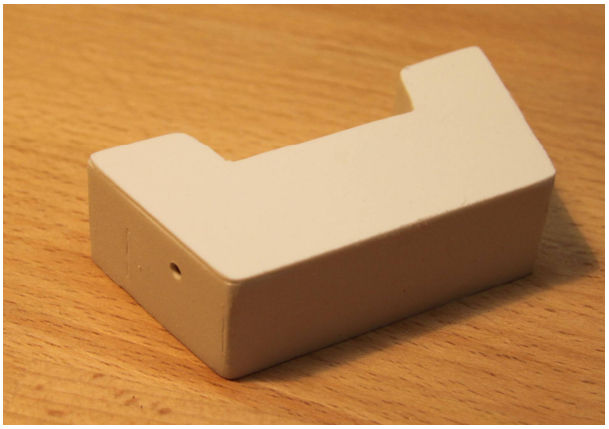
Carrier of the crane jib:
For the crane boom, a U-shaped beam is to be made and glued in the middle between the windows of the lower row. The support surface must have a width of 3mm (depth approx. 2mm).

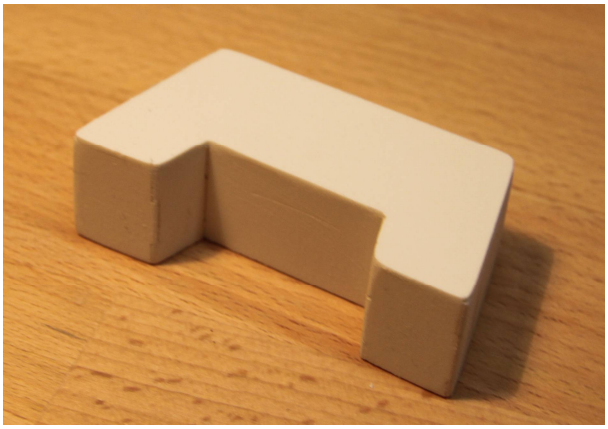
Installation of the foredeck and the accessories:
If the hull is painted and the portholes are mounted in the area of the foredeck, the foredeck can be glued on. Subsequently, the position of the individual components on the foredeck should be transferred from the plan to the deck (deckhouse, hatchway position, companionway, deck crane, windlass, bollards and bulwark supports). Note, that there is only one crane in the middle – no additional cranes as mentioned in the drawing!

The pipes for the anchor chains are made of pipe with 3mm internal dimensions and glued. Please test before gluing that the anchor shaft also fits into the pipe.

The bulwark supports can be made relatively easily from the 1x4mm polystyrene profile. It is important to ensure that the angle between the deck and bulwark is greater than 90 °! The easiest way is to take something from the 1x4mm profile and hold it to the bulwark and make a mark parallel to the deck, then chamfer accordingly, put on again and mark on the top of the bulwark on the profile. Then this length can easily be applied several times on both sides of the profile - connect points and then divide diagonally again - already you get a larger number of matching columns. The upper end of the Schanzkleids then forms a 1x2mm profile which is glued on both sides supernatant (inside / outside). In the area where this conclusion runs out into the deck, the material must be scaled accordingly.

The **deckhouse** consists of parts 70-74 and the deckhouse roof. During assembly, however, care must be taken here that the slots in the side walls 71 and the transverse wall 72 must be somewhat bevelled, since the deckhouse is narrower towards the bow. On the walls 70 waterproof doors are mounted - the last then belongs to the right of the middle of the transverse wall 70. In front of the deckhouse, the front mast is mounted in the middle (2mm brass).
On the deckhouse, a 2-speed rail is mounted (must be soldered from 0.5mm MS wire). Likewise come here still the roles for the mooring lines. From 1mm material, a 5x9mm piece is taken for the ground. The side straps (0.5mm polystyrene) are 8mm high, 9mm wide at the base and have a width of 1mm at the top. For the drum, a section is taken 4mm tube and two sides (0.5mm) with a diameter of 9mm. For the mooring lines I recommend 0,5mm whipping yarn.





The parts for the **hatch** are on the plate with the saloon and boat deck. First, the long side panels are connected to the 3 cross beams. The same length piece with the inside curved side is the horizontal conclusion of the hatch to the vaulted front. If these parts are glued together, a 3mm wide strip of polystyrene is glued horizontally over the entire length of the

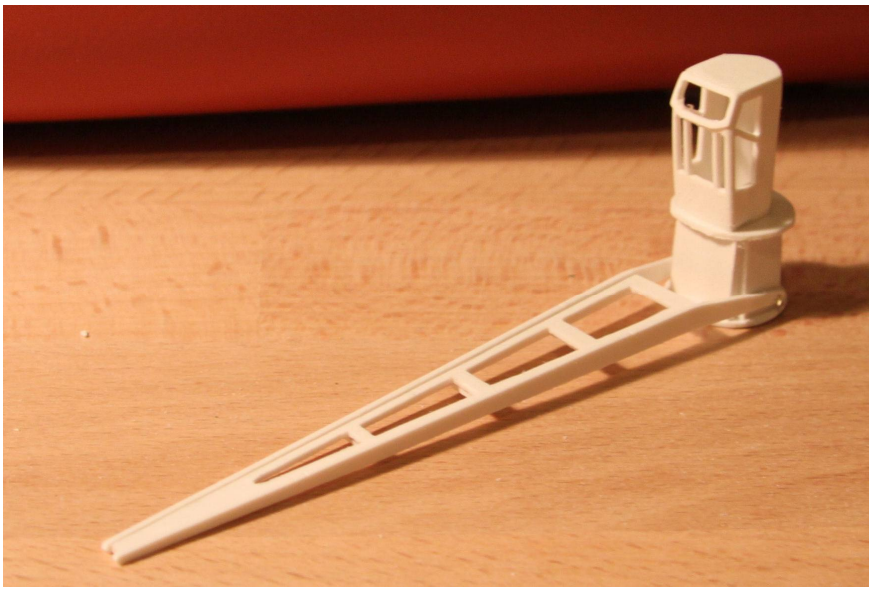
side wall at the upper edge plus 10mm protrusion to the front. This profile should survive 1mm to the outside!
The edges of the hatch plates should be easily broken before gluing on the top, so that after painting the individual parts also stand out from each other. Then, starting with the widest plate, the plates are glued to the bow from the superstructure (stuck in the polystyrene plate in order).

The **companionways** next to the hatch are made of residual material. They have a length of 18mm, a width of 7mm and are 10mm high. Please make sure during installation that there is a small gap between the hatch and the port side decline (the plan is misleading).

The **bollards** can also be made from residual material (1mm polystyrene and 3mm tube). The height should not exceed 6mm, because the optics are otherwise wrong. Alternatively, you can also use finished bollards.

The four-railed **railing** will be adjusted according to the plan - in the area of the rear bollards, the lower two passages must be removed. On the stanchions, a handrail of 0.5 polystyrene of 2mm width is glued.
The rear end of the railing engages in the rounding on the bodywork - it lies a few millimeters before the end of the milled foredeck.

Deck crane:
The assembly of the crane starts with the boom. The side parts are connected to the cross strut part, which ends all three parts blunt end. The cross connection is glued in such a way that a uniform, narrow edge remains at the top of the side parts.
Optimization suggestion: Extend the crane boom a bit and insert a small roller over which the ropes can be guided.
Floor and roof of the cabin are two identical hexagonal parts. On the floor first the side walls and the part with the windows facing the bridge are glued on. Then follow the two narrow strips. The gap left on the back is closed off by the 3x3mm post (made from leftover material). Later, the ropes will run over this post.
Before the roof is installed you should paint the cabin inside black or dark and insert the windows. The roof consists of the part identical to the floor and the smaller one with the window.
The cabin is then glued on one of the round plates so that the post is at the very edge of this plate.
Under this round plate, a base of the two trapezoidal parts and the two spacer strips (6x14mm) mounted - the narrower end of the base points upwards and the base is mounted transversely to the ship's axis. Holes for receiving the crane boom are drilled in the sides of this base.
The crane trestle is made of residual material again: the top plate has a diameter of 22mm, the bottom one has a diameter of 28mm. Between upper and lower plate a ring with 8mm side height is mounted, which is supported by 16 struts.
The rope drums for the crane are mounted on the back below the post.



(in the photo, posts and rope drums are not mounted)

color:
For painting, I recommend semi-gloss paint from Revell:

Hull / Underwater Hull: 381 Brown + 330 Fire Red + 302 Black (Blend 6: 2: 1)
Hull / chimney: 302 black
Superstructures: 301 white
Decks: 360 deciduous green
Chimney / VDS Blue: 157 blue gray (matt color!)
Rescue boats inside: 370 yellow + 380 fire red (mixture approx. 5: 1)
Bulwark Foredeck / Hatch / Crane: 374 light gray
Crane booms and loading beams: 370 yellow + 301 white (mix approx. 1: 4)

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