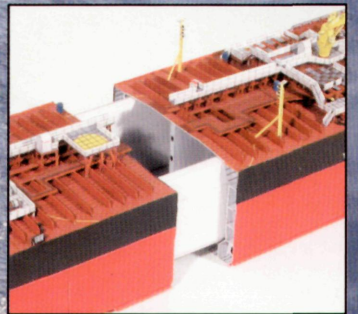
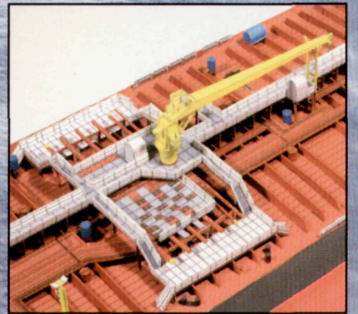
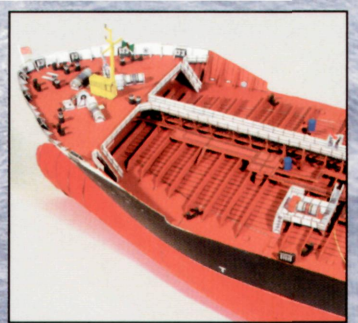


Doppelhüllentanker TMS » SEATROUT «

der TMS Seatrout GmbH & Co. KG
c/o German Tanker Shipping GmbH & Co. KG Bremen
(2006)

Modellbaubogen
für ein Vollrumpf- oder Wasserlinienmodell

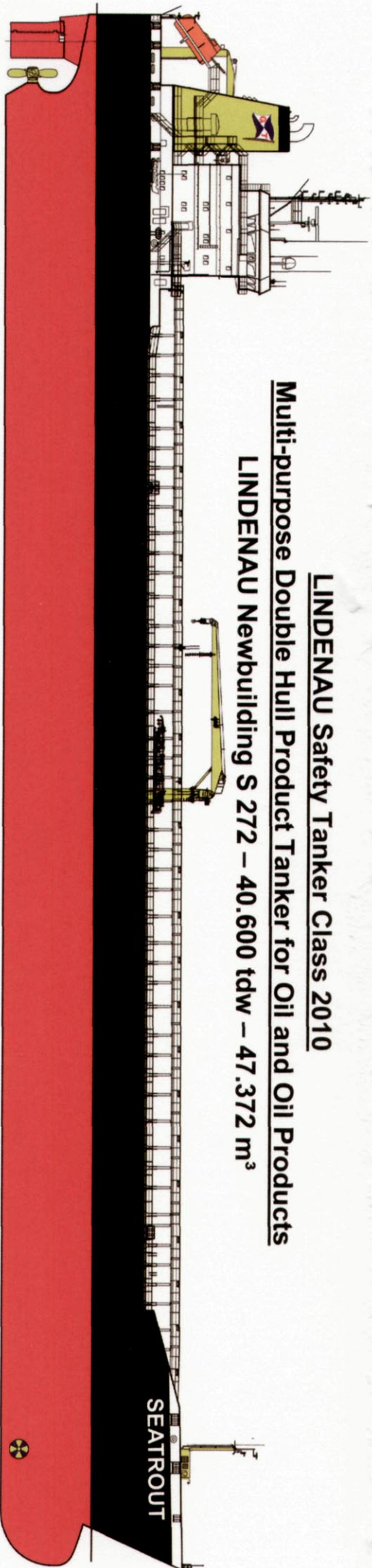
Maßstab 1:250 · Länge 75 cm
32 Bogen · 850 (1228) Teile



LINDENAU Safety Tanker Class 2010

Multi-purpose Double Hull Product Tanker for Oil and Oil Products

LINDENAU Newbuilding S 272 – 40.600 tdw – 47.372 m³



Class GL 100 A5 E3 PRODUCT CARRIER OIL TANKER ESP ERS COLL 3 ERS VEC "Suitable for the carriage of various oil products"

MC E3 AUT INERT

Main characteristics

Transport of oil and oil products up to spec. gravity of 1,1 t/m³
 High cargo volume (spec. gravity homogenous loaded T_{des.} abt. 0,74 t/m³, T_{sea.} abt 0,84 t/m³)
 Highest level of safety and environmental protection, optimized economy
 Unlimited trade acc. to class requirements and equipment specified
 Cargo- and oil storage tanks protected by double hull, volume cargo tank bulkheads
 Separate steering gear room, separate diesel generator room and separate separator station
 Fulfilment of EXXON Marine environmental and safety criteria for industry vessels in EXXONMOBIL affiliate service, Edition 2002, including strongly preferred items and SOLAS 2002 (automatic identification system, voyage data recorder, FWBLAFFS)

Main Dimensions

Length over all abt. 188,33 m
 Length between pp abt. 179,50 m
 Breadth abt. 32,20 m
 Depth main deck abt. 17,05 m
 Draught design abt. 10,00 m
 Draught scantling max. 11,00 m
 Gross tonnage abt. 26.548 GT
 Deadweight design abt. 35.400 tdw
 Deadweight scantling min. 40.600 tdw
 Cargo+Slop tank volume, 100% abt. 47.200 m³
 Residual tank volume, 100% abt. 172 m³
 Maximum Speed abt. 17,2 kn
 Design draught 10.0 m, 100%MCR
 Trial Speed abt. 16,1 kn
 Design draught 10.0 m, 8.200 kW
 Complement, 22 cabins for up to 28 Pers

Machinery / Ship's Equipment

1 Main engine, MAN 8 L58/64, 428 rpm abt. 11.200 kW
 1 Gear box with secondary PTO 428 / 115,7 / 1.500 rpm
 1 Variable pitch propeller, LIPS dia. abt. 5,9 m
 3 Gen. sets (MDO), Wärtisilä/Avk, each abt. 1.425 kVA
 1 PTO generator, abt. 1.700 kVA
 El. power management system
 El. System with 400 / 230 V - 50 Hz, 24 V DC
 1 BECKER-flap-type rudder 2 x 45°
 1 Bow thruster, el. driven, CPP abt. 1.250 kW
 1 oil fired steam boiler, abt. 15,0 t/h
 1 exhaust gas steam boiler, abt. 1,1 t/h
 Fresh water generator 20 t/d
 1 Provision/lifeboat/spare part crane, 6,0 t SWL / 13,0m
 2 combined anchor/mooring winches, 3 Spek anchors
 6 mooring winches with double drums, 160 KN
 ETS fore and aft, SPM fore (200 t)

Cargo Equipment

12 cargo/slop tanks and 1 residual tank,
 3 manifolds with cross over, 6 grade segregation
 El. deepwell pumps, 10 x 600 m³/h / 2 x 250 m³/h
 Max. discharge capacity up to 3.600 m³/h
 Single circuit steam cargo tank heating system
 StSt deck heat exchanger for cargo tanks, 65 °C
 StSt coils for residual and slop tanks, 65 °C
 2 Tank cleaning heaters, 2 Tank cleaning pumps
 1 Fixed cargo tank washing machines per tank
 Remote control system for cargo and ballast pumps and valves
 Tank radar for cargo and slop tanks, Pneumatic level measurement system for other tanks.
 Cargo, slop and residual tanks coated with Epoxy
 Cargo pumps, pipes and fittings stainless steel.
 Manifold crane 12,5 t SWL / 21,1 m

... the future in shipbuilding





LINDENAU GMBH
SCHIFFSWERFT & MASCHINENFABRIK

... the future in shipbuilding



Total area: 70.200 m²
Hull preparation area: 32.300 m²
Length of outfitting quay: 750 m
Building berth:
1 for ships up to 185,00 m length and 32,30 m breadth = 50.000 tdw

Floating docks :
No. 1 for ships up to 85,00 m length, 12,64 m breadth and 3,60 m depth, lifting capacity: 1.600 tonnes.
No. 2 for ships up to 165,00 m length, 25,40 m breadth and 6,50 m depth lifting capacity 10.000 tonnes

Pre-fabrication quays:
No. 1 for ships up to 50 m length and 14,00 m breadth
No. 2 for ships up to 60,00 m length and 14,00 m breadth

Doppelhüllentanker »SEATROUT«

der Bremer Reederei German Tanker Shipping

(2006)

Erbaut von der LINDENAU-Werft, Kiel

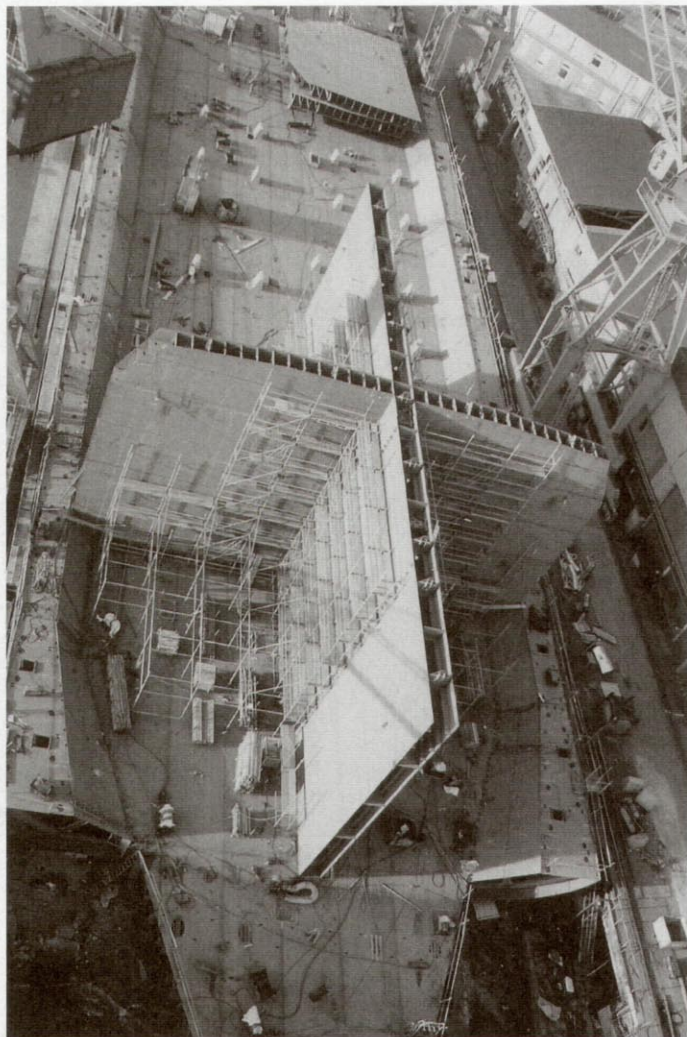
Die LINDENAU GmbH, Schiffswerft & Maschinenfabrik, ist eine der modernsten und leistungsfähigsten mittelständischen Werften in Deutschland und ideal in Kiel am Ausgang des Kiel Kanals gelegen. Die Werft ist als Systemhaus in der Lage, alle Arten von Spezialschiffen (Nischenmärkten) in enger Zusammenarbeit mit den Kunden, Forschungseinrichtungen und der Zulieferindustrie in kürzester Zeit zu entwickeln, zu konstruieren und zu produzieren. Die Lindenu-Werft ist spezialisiert auf

1. Entwicklung und Bau von allen Schiffstypen bis 50.000 tdw
2. Umbau und Verlängerung von Schiffen aller Art
3. Reparatur- und Klassifikationsarbeiten von Schiffen aller Art
4. Diversifikationen und neue Technologien
5. Marineinstandsetzung und Marinetechnologien
6. Beratung und Ingenieurdienstleistungen auf dem maritimen Sektor

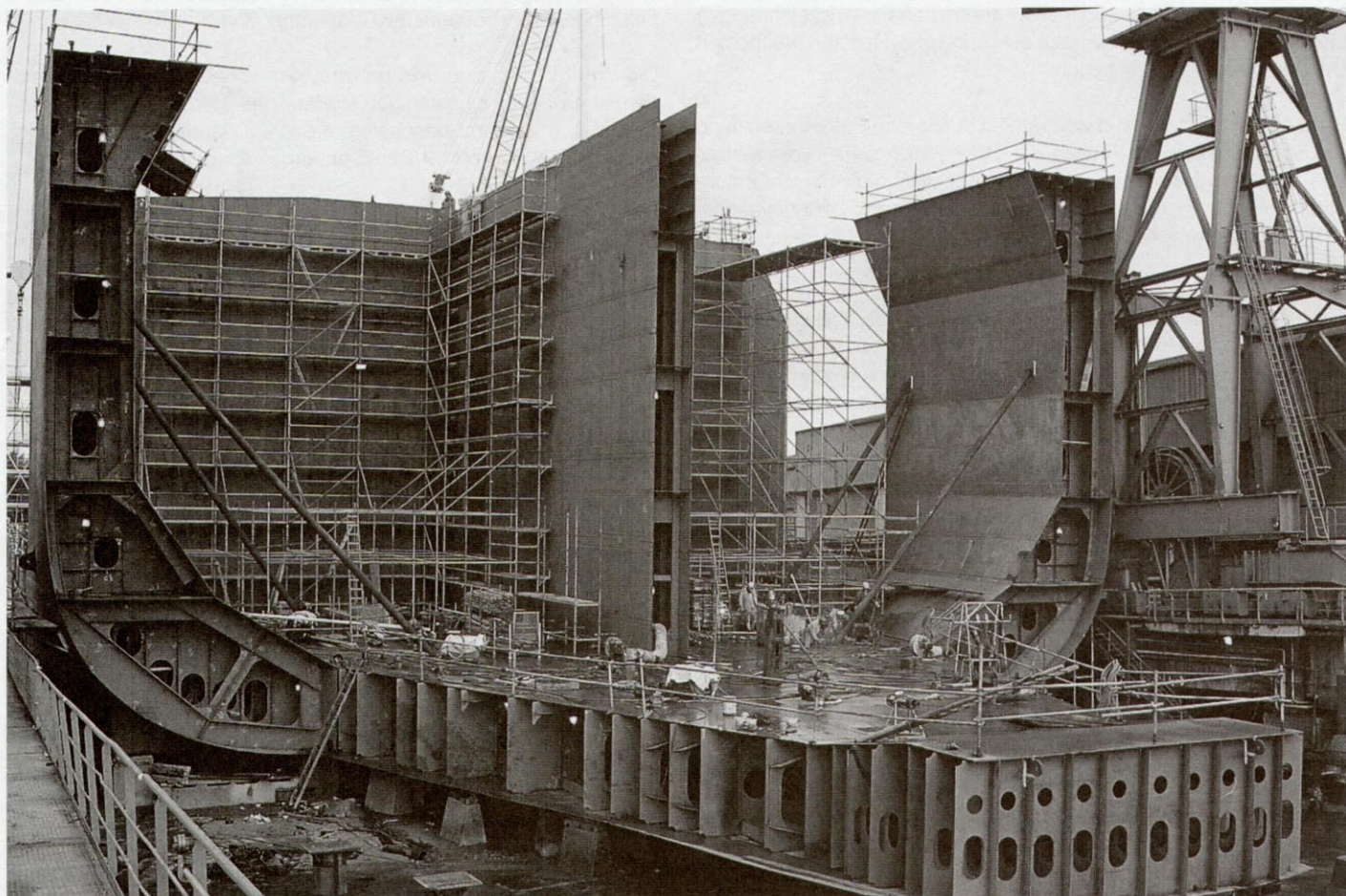
Die 1919 von Herrn Paul Lindenau in Memel / Klaipeda gegründete Werft ist heute europäischer Marktführer bei der Entwicklung, der Konstruktion und dem Bau von Doppelhüllentankern. Die Werft genießt internationales Renommee und liefert Schiffe weltweit aus, z. B. an die Seychellen, in die Volksrepublik China, nach Äthiopien oder nach Italien.

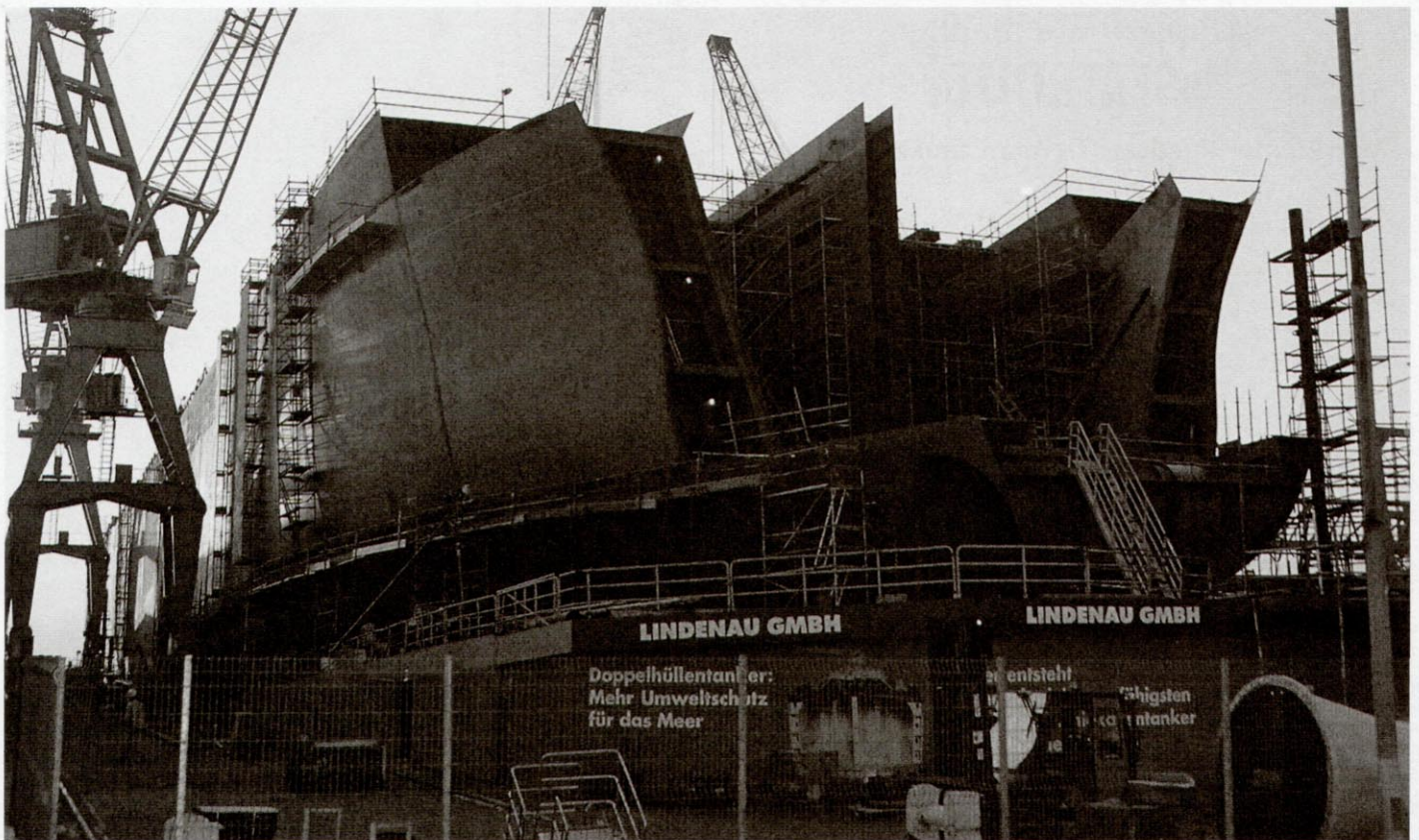
Schon 1976 lief bei der Lindenu-Werft der erste Doppelhüllentanker in Deutschland vom Stapel. Bis heute folgten weitere 43 Neubauten.

Hier sind die Doppelhüllen und Ladetankschotte auf dem Doppelboden montiert.
The doublehull sections are already mounted on the double bottom.



Doppelboden mit den ersten Volumen Längs- und Querschotten.
Doublehull with longitudinal and transversal volume bulkheads.





Der Rumpf ist schon zu drei Viertel auf der Helling vormontiert. Auch hier sind die doppelten Aussenwände zu sehen.

Three quarters of the hull are erected on the slipway. The doublehull are visible here.

Die LINDENAU GmbH ist die einzige Werft in Deutschland, auf der Doppelhüllentanker dieser Größe und Bauart entwickelt und gebaut werden. Die LINDENAU-Sicherheitstankerklasse-2010 ist ein Synonym für Umweltfreundlichkeit, Wirtschaftlichkeit und Sicherheit.

Der bisher größte in Deutschland gebaute und einer der sichersten Doppelhüllentanker weltweit, die „SEATROUT“, wurde am 03. Juni 2006 abgeliefert. Dank zahlreicher internationaler Auszeichnungen steht die Werft heute bei Fachleuten in dem Ruf, die weltbesten Doppelhüllentanker zu bauen.

Dieser Entwicklungsstand wird derzeit durch eine Patentanmeldung zur Sollbruchstelle im Bereich der Doppelhülle weiter vorangetrieben, basierend auf einer Idee des Gesellschafter/Geschäftsführers Günter Steen, der dafür am 22. Juni 2006 den Stahlinnovationspreis 2006 – Bereich Forschung und Entwicklung – in Essen erhalten hat.

Führend im Wettbewerb ist die Werft neben den Spezialschiffbau außerdem in der Offshore-Technik, bei dem Bau von Spezialschiffen wie Roll-On/Roll-Off- und Lift-On/Lift-Off-Schiffen, sowie beim Bau von Spezialcontainern. So präsentierte die Werft auf Basis eigener Entwicklung ein Offshore-Umspannwerk, über das der von Offshore-Windparks erzeugte Strom in das Stromnetz weitergeleitet und eingespeist werden kann.

Die Werft hat ein modulares Forschungsschiff entwickelt und wird im Auftrag eines Windenergieanlagen-Herstellers ein Spezialschiff liefern, das zusätzlich als Hilfsantrieb Flettner-Rotoren, die von dieser Firma entwickelt wurden, erhält. Ebenso hat die Werft einen Hochleistungsschlepper gemeinsam mit einem Kunden aus Schleswig-Holstein entwickelt, der Ende 2006 abgeliefert wird.

Die Mitarbeiter

Ihre führende Position im Wettbewerb verdankt die Werft insbesondere der Arbeit der zum Unternehmen gehörenden Abteilungen für Entwicklung, Konstruktion, der kaufmännischen Abteilung, der zentralen Planungsabteilung und für die gesamte Werft der Kalkulationsabteilung.

Damit ist die Werft unabhängig und kann als Systemhaus schnell und flexibel auf Kundenwünsche eingehen und verfügt über ein großes Innovationspotential.

In der Produktion verfügt die Werft über hervorragende Spezialisten, die dank langjähriger Erfahrung und erstklassiger Schulung für die Leistungsfähigkeit der Werft und die hohe Qualität ihrer Schiffe und Leistungen von besonderer Bedeutung sind.

Die Werft verfügt über alle notwendigen Gewerke und ist mit modernsten und leistungsfähigen Produktions- und Krananlagen ausgestattet. Insgesamt beschäftigt die Werft derzeit 380 Mitarbeiter, gegenwärtig werden 19 Berufsanfänger ausgebildet.

Die Werftanlagen

Die Lindenau-Werft hat 3 größere Bauplätze, die mit Kränen bis zu 100 t Hebeleistung ausgestattet sind. Weiterhin stehen Kaianlagen von ca. 500 m und eine Ausrüstungsbrücke mit 200 m Länge sowie 2 Schwimmdocks, in denen Schiffe mit bis 165 m Länge und 10.000 t bzw. 1500 t Gewicht gedockt werden können, zur Verfügung. Im Kaibereich und im Bereich der Docks der gesamten Werft können auch Schwimmkräne eingesetzt werden, die Lasten bis zu 1000 t heben. Die Lage der Werft im Zufahrtbereich des Nord-Ostsee-Kanals innerhalb der Kieler Förde erweist sich als optimal.

Das Schiff

Bei der TMS „SEATROUT“ handelt es sich um eine Neukonstruktion, die in sehr enger Zusammenarbeit mit der Reederei German Tanker Shipping & Co. KG entstanden ist und die sowohl in der Größe als auch in vielen technischen Details eine optimierte Weiterentwicklung der bisher für die Reederei gebauten und erfolgreich eingesetzten Tankschiffe TMS „SEACONGER“ und seiner Schwester-schiffe ist.

Bei der Entwicklung dieses Neubaus wurden von der Reederei und der Werft besondere Anstrengungen für den umweltsicheren und wirtschaftlichen Transport von Öl und Ölprodukten unternommen.

LINDENAU is one of the most modern and productive, medium-sized shipyards in Germany and ideally located in Kiel, close to the Kiel Canal. The shipyard is as a system house in the situation to develop, design and produce all kinds of special ships (niche markets) in close co-operation with the customers, the research establishments and the supply industry in shortest possible time.

LINDENAU is your specialist:

- Designer and builder of all types of shipnewbuildings up to 50.000 tdw
- Conversions and Lengthenings
- Repair and Classification work
- Diversification and New technologies
- Consulting and Engineering

The shipyard, founded by Mr. Paul Lindenau in Memel / Klaipeda in 1919 is now the European market leader with the development, the design and the building of double hull tankers. The shipyard enjoys international reputation and delivers vessels world-wide, e.g. to the Seychelles, into the People's Republic of China, to Ethiopia or to Italy.

In 1976 at the LINDENAU shipyard was the first launching of a double hull tanker in Germany. Until today further 43 new buildings followed. The LINDENAU GmbH is the only one shipyard in Germany, on which double hull tankers of this size and this design are developed and built. The LINDENAU Safety Tanker Class 2010 is a synonym for environment friendliness, economy and safety.

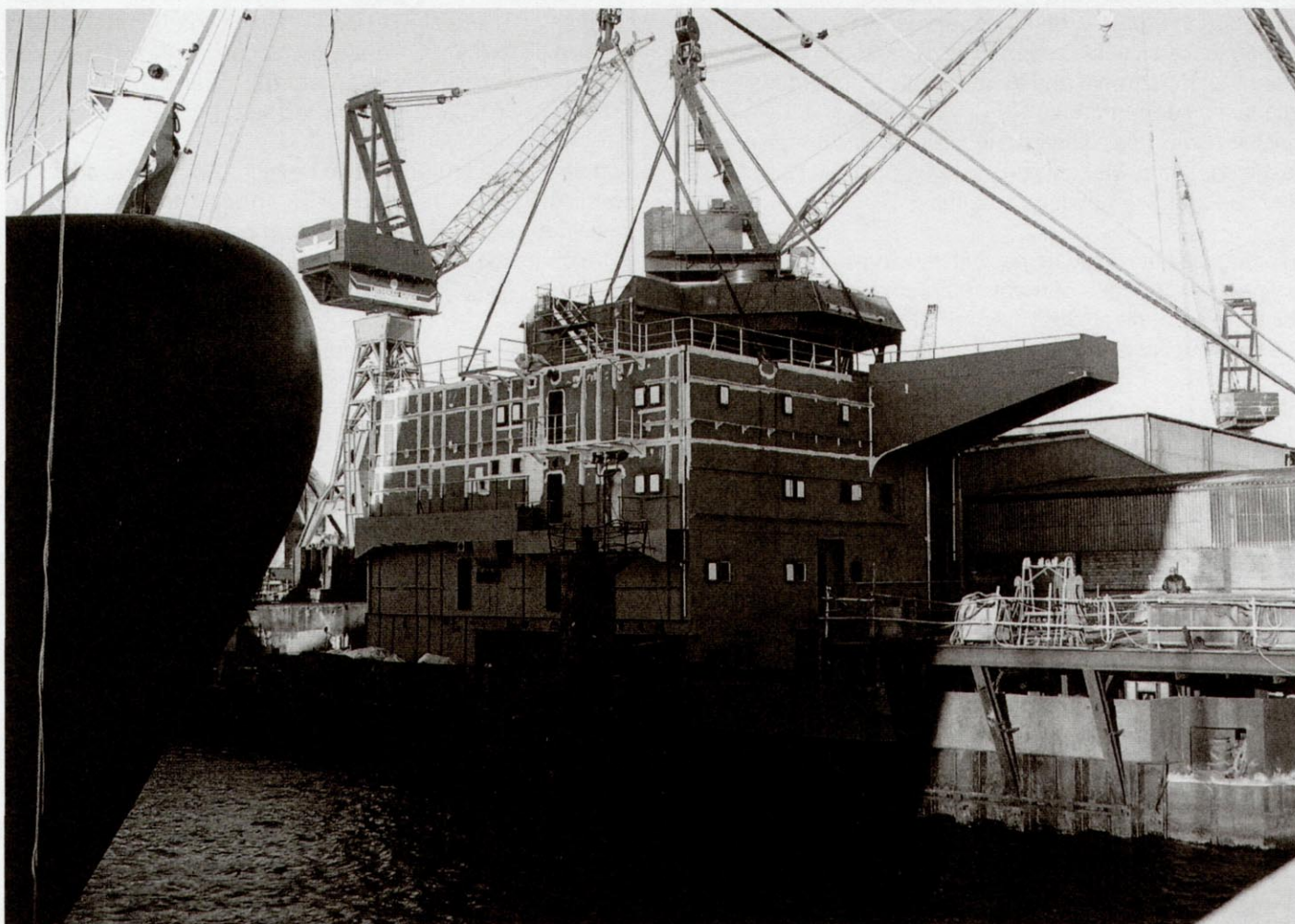
Das Deckshaus wird getrennt gebaut und nach dem Stapellauf mit Hilfe eines Schwimmkrans auf den Rumpf aufgesetzt.
The decks house is being built separately and gets put on the ship with a floating crane after the launching.

The largest in Germany built and one of the safest double hull tankers world wide, named „SEATROUT“, was delivered on the 03rd of June 2006. Thanks to numerous international awards, the shipyard enjoyed now the reputation in experts to build the world best double hull tankers.

This development status is continued to advance at the present by a patent application to the defined breaking point within the range of the double hull, based on an idea of the partner/managing director Guenter Steen, who received the steel innovation award for it on the 22nd of June 2006 – in the domain research and development in Essen.

The shipyard is not only leading in the competition of building special vessels but also in the offshore technology, the building of special vessels like Roll-On/Roll-Off and Lift-on/Lift-off vessels as well as the building of special containers. Thus the shipyard presented an offshore transformer station of own development, over which the electricity produced by offshore wind parks can be passed on and fed into electricity network.

The shipyard developed a modular survey vessel and will deliver on behalf of a WEA-producer a special vessel, which receives Flettner rotors, which were developed of this company, additionally as auxiliary drive. Likewise the shipyard has developed one large energy tug, which will be delivered in the end of 2006, with a customer from Schleswig-Holstein.





Der Stapellauf der „SEATROUT“ steht kurz bevor...
The launching of the „SEATROUT“ is about to begin...

The staff

The leading position in the competition the shipyard owes in particular to the work of the departments for development, for construction, of the commercial department, of the central planning department and for the whole shipyard of the cost accounting department.

For this reason the shipyard is independently and can respond to the customer wishes as a system house fast and flexibly and has a large innovation potential.

In production the shipyard has outstanding specialists, whom owing to experience of many years and first-class training for the efficiency of shipyard, are of special importance in the high quality of their vessels and achievements.

The shipyard has all necessary trades and is equipped with most modern and efficient construction sites and cranes. Altogether the shipyard has 380 employees at present, including 19 trainees.

Facilities

The LINDENAU shipyard has 3 larger construction sites, which are equipped with cranes with a load capacity of up to 100 t. Further piers of approx. 500 m and a fitting-out bridge of approx 200 m in length stand by as well as 2 Floating docks, in which vessels with to 165 m length and 10.000 t accordingly 1.500 t weight can to be docked. Within the pier area and within the area of the docks of the entire shipyard can also floating cranes be used, the loads up to 1000 t. The location of the shipyard within the access road of Kiel Canal within the Kieler Foerde proves as optimal.

The vessel

With the TMS „SEATROUT“, it concerns a redesign, which is developed in very close co-operation with the shipping company „GERMAN TANKER Shipping & Co. KG, and in the size as well as in in many technical details an optimized advancement of the successfully used tanker TMS „SEACONGER“ and its sister vessels.

With the development of this new building by the shipping company and the shipyard, special efforts for the environmental-safe and economic transport of oil and petroleum products were undertaken.

Der Stapellauf der „SEATROUT“ am 4. 2. 2006
„SEATROUT“ launches! February 4th 2006



BAUANLEITUNG

Doppelhüllentanker

TMS »SEATROUT«

Allgemeines:

Kartonmodellbau verlangt wenig, dafür aber gutes Werkzeug, und vor allem Ausdauer.

Werkzeug und Hilfsmittel

Folgende Grundwerkzeuge sind zum Bau eines Modellbaubogens erforderlich:

1. Schere: Eine handliche Büroschere, scharf und sauber schließend. (Schnitte in dickem Graukarton machen Scheren stumpf, dafür sollte man immer Messer verwenden.)
2. Bastelmesser und Skalpell: Cutter mit erneuerbarer Klinge, die in Segmenten abgebrochen wird, sobald das vorderste Element stumpf ist. Skalpell ist wichtig zum genauen schneiden kleiner Teile.
3. Lineal: Nur mit Linealen ist kontrolliertes, gerades Rillen und Schneiden möglich. Am besten ist ein Metalllineal, das man beim Schneiden nicht beschädigt.
4. Nadeln: Sie dienen nicht nur zum stechen und markieren, sondern auch zum rillen. Eine Pinnwandnadel, oder ein altes, stumpfes Skalpell ergeben viel feinere Rillen. Zuerst auf Abfallkarton üben.
5. Pinzette: Zum Halten kleiner Teile und zum Positionieren der Teile beim kleben an Stellen, für die unsere Finger zu dick sind.
6. Rundstäbe: Mit Rundhölzern diverser Durchmesser, vom Zahnstocher und Schaschlikspieß bis zum Besenstil kann man Karton knitterfrei runden. Mit Abfallkarton erst üben.
7. Schneidunterlage: Glatter Graukarton schützt den Tisch vor Schnitten. Da Schnitte im Karton diese Unterlage nach einiger Zeit uneben machen, lohnt sich für Modellbauer der Kauf einer Gummischneidematte, in welcher sich Schnittspuren immer glatt schließen. Die Matte flach liegend aufbewahren, da Beulen sonst erhalten bleiben.
8. Klebstoff: Alleskleber, Weißleim (Holzleim) und spezieller, matt trocknender Kartonklebstoff sind geeignet. Nicht verwenden sollte man Klebestifte, Lösemittelfreien Kleber, diese wellen den Karton. Zahnstocher helfen auch beim gleichmäßigen auftragen und verstreichen von Klebstoff, vor allem bei Tubenkleber.

Besondere Hinweise zur SEATROUT

Dieser Modellbaubogensatz enthält alle Teile für den Bau von zwei Ausführungen des Modells.

1. - komplettes Vollrumpfmodell, aufgeschnitten zur Präsentation des Innenlebens
2. - Wasserlinienmodell nicht trennbar

Wir bitten den Modellbauer vor Beginn des Ausschneidens sich zu entscheiden, welche der beiden Varianten gebaut werden soll. Nach dem Baugebinn ist ein Wechseln aufgrund der unterschiedlichen Spantengerüste nicht mehr möglich.

Das Vollrumpfmodell ist NICHT in Über- und Unterwasserteil trennbar, sondern wird als eine komplette Einheit gebaut.

Das Spantengerüst muss auf einer ebenen Fläche (Glas- oder Marmorplatte, oder andere, absolut ebene Fläche aufgebaut werden). Es sollte stets mit kleinen Gewichten (Schrauben, kleine Farbdosen, o.ä.) beschwert werden.

Das fertige Spantengerüst sollte vor dem Anbringen des Decks und der Bordwände mindestens 24 Stunden trocknen! Sonst besteht die Gefahr, dass sich die Rumpfteile verziehen und Über- und Unterwasserteile des Modells nicht mehr plan zusammen kleben lassen.

Zuerst die Anleitung genau lesen und Teile vergleichen. Bitte richten Sie sich beim Bau nach dem unten angeführten Liniencode.

Nun viel Spaß beim Bau Ihrer SEATROUT

Liniencode:

- - - - - Auf der bedruckten Seite rillen und nach hinten knicken.
- - - - - Auf der Rückseite rillen und nach vorn knicken, dazu ggf. mit einer Nadel die Eckpunkte durchstechen.
- Begrenzungslinie für aufzuklebende Bauteile. Die kursivgeschriebene Nummer gibt das anzuklebende Teil an.



einschneiden



alternatives Bauteil



Kann durch ein Fotoätzteil ersetzt werden (in extra erhältlichem Super Detail Set enthalten).



Mit Abfallkarton verdoppeln.



Mit Abfallkarton verdreifachen.

Bb = Backbord (links), Stb = Steuerbord (rechts) V = vorn H = hinten



Bauteile bzw. Anleitungsbilder
betreffen nur das Wasserlinien-Modell



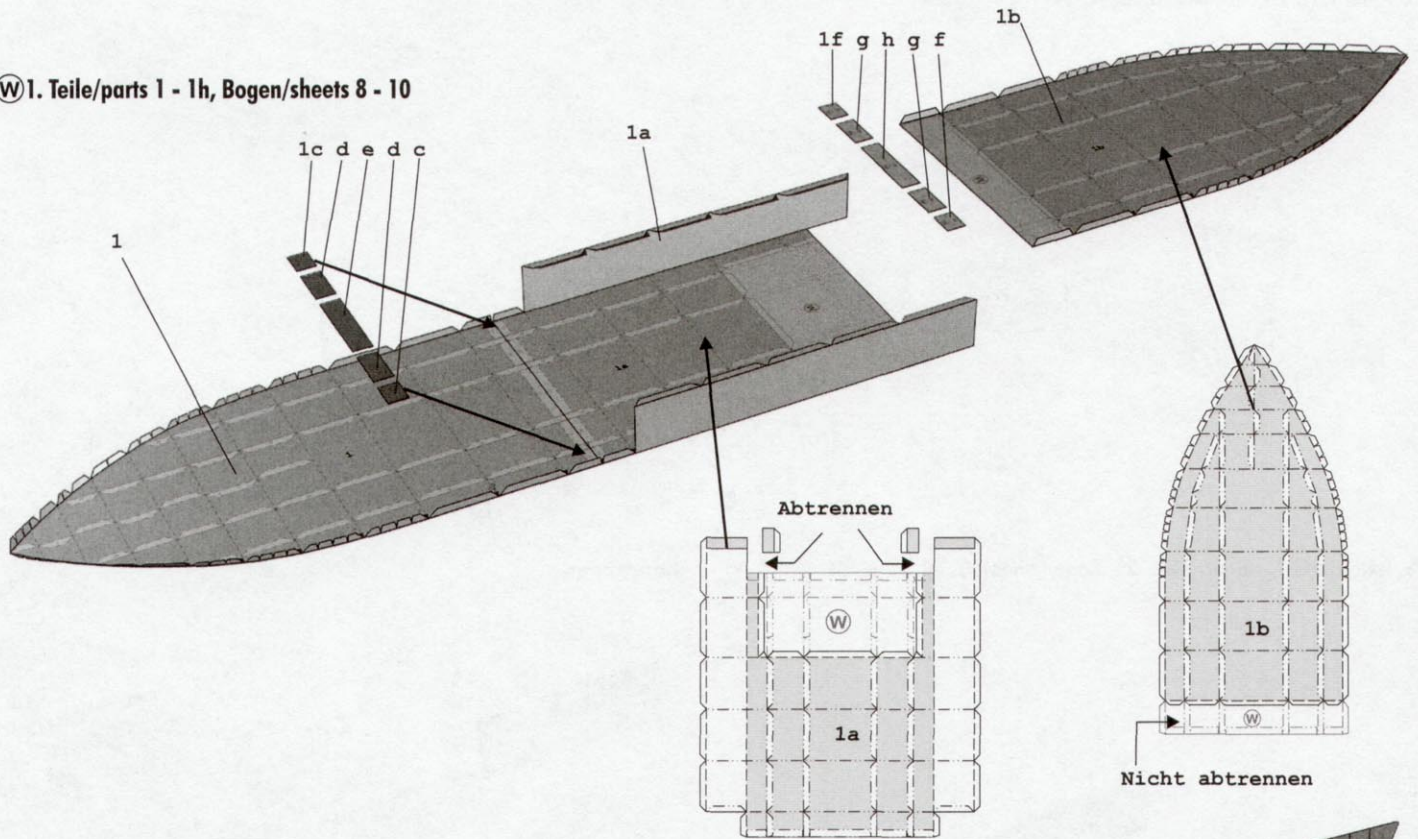
Keinen normalen Alleskleber verwenden.

Für Kleinteile und die Querträger auf dem Oberdeck:

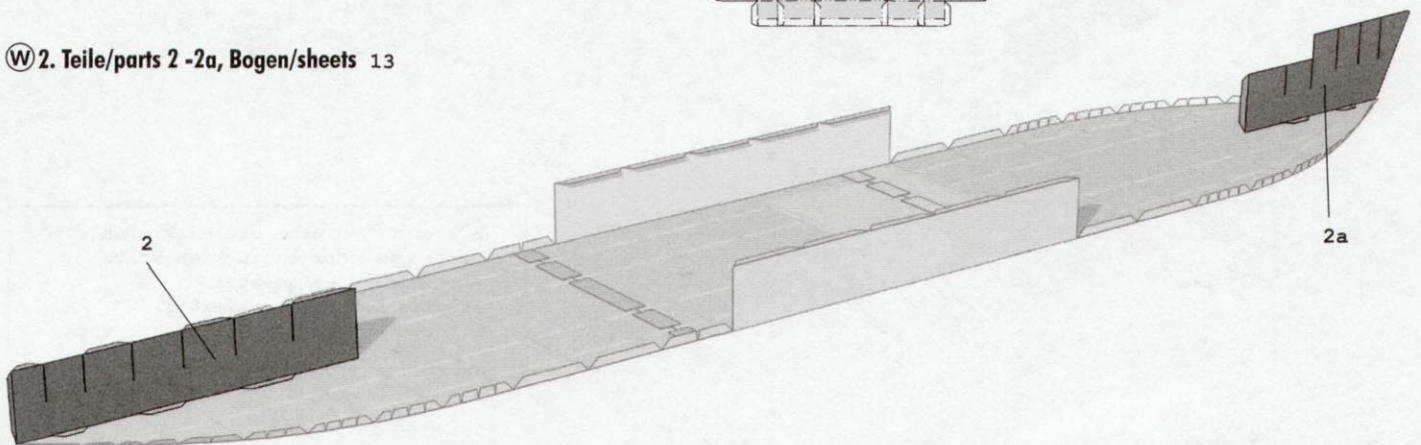
Mit ca. 20% Wasser verdünnten Weißleim benutzen. Nicht für große Flächen!

Aufbau des Überwasserteiles für das Wasserlinienmodell

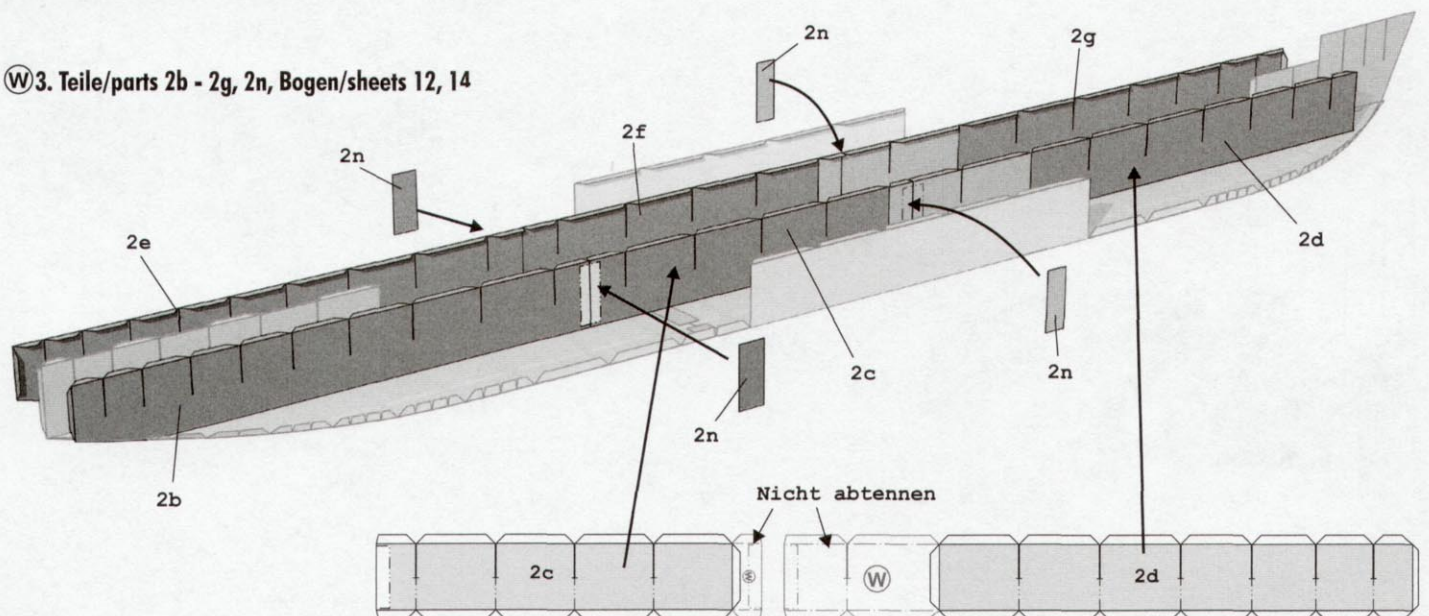
Ⓜ1. Teile/parts 1 - 1h, Bogen/sheets 8 - 10



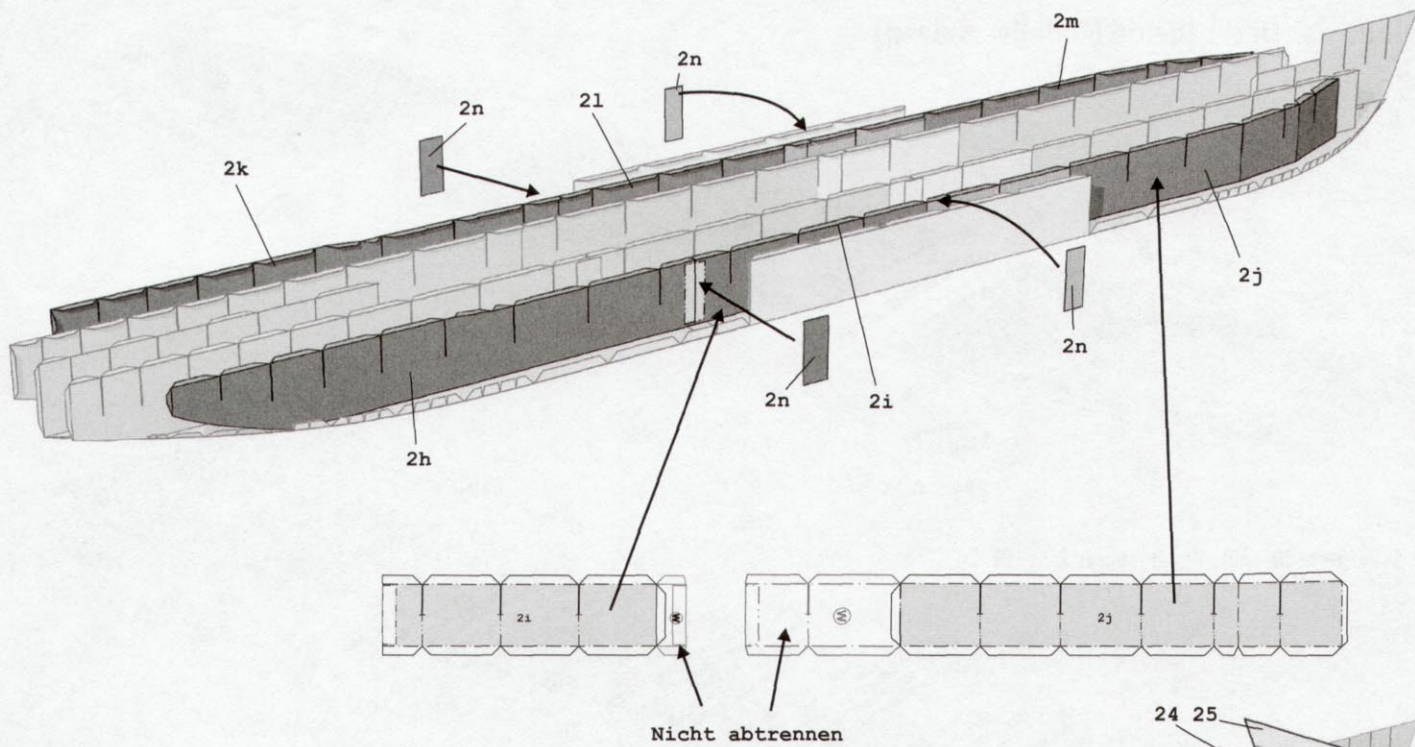
Ⓜ2. Teile/parts 2 - 2a, Bogen/sheets 13



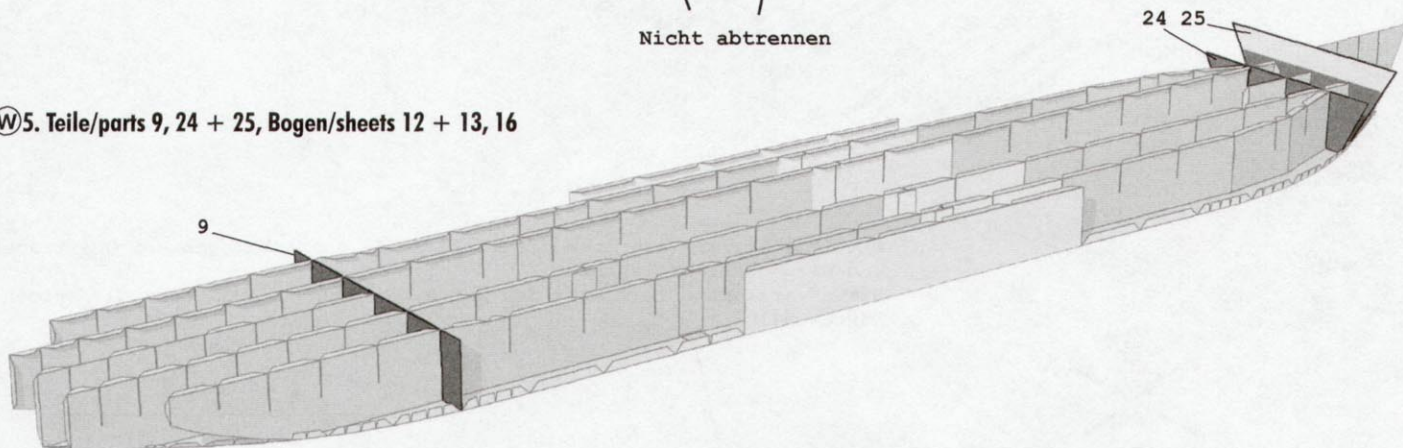
Ⓜ3. Teile/parts 2b - 2g, 2n, Bogen/sheets 12, 14



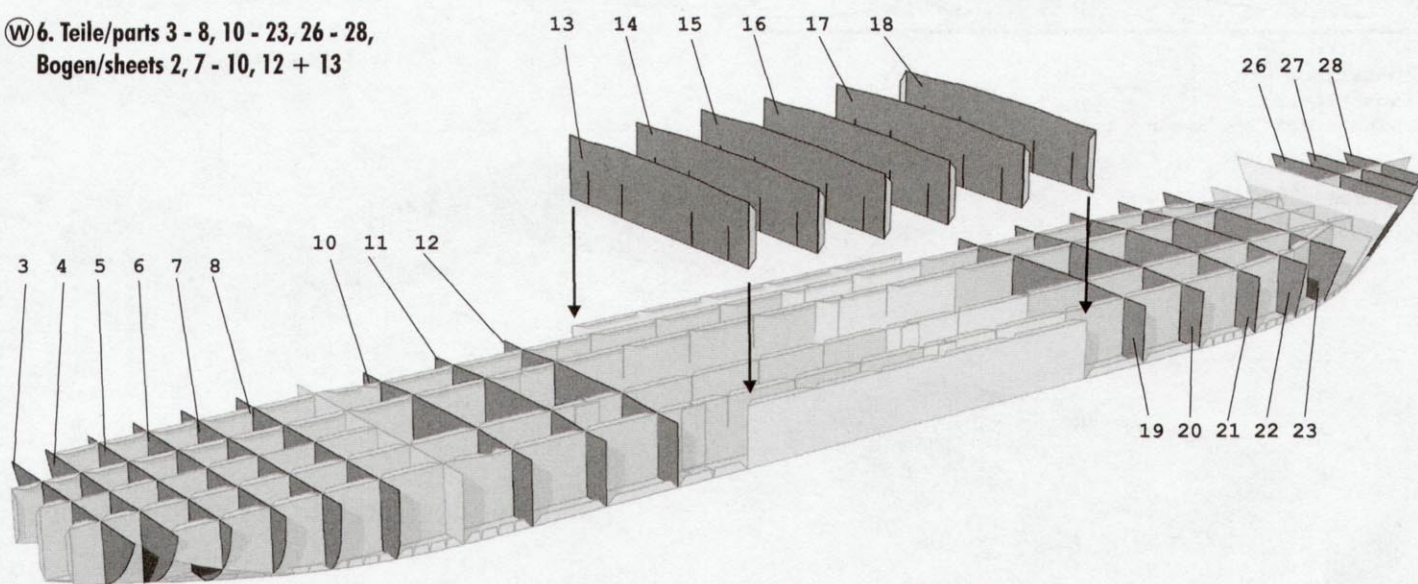
Ⓜ 4. Teile/parts 2h - 2n, Bogen/sheets 11 + 12



Ⓜ 5. Teile/parts 9, 24 + 25, Bogen/sheets 12 + 13, 16

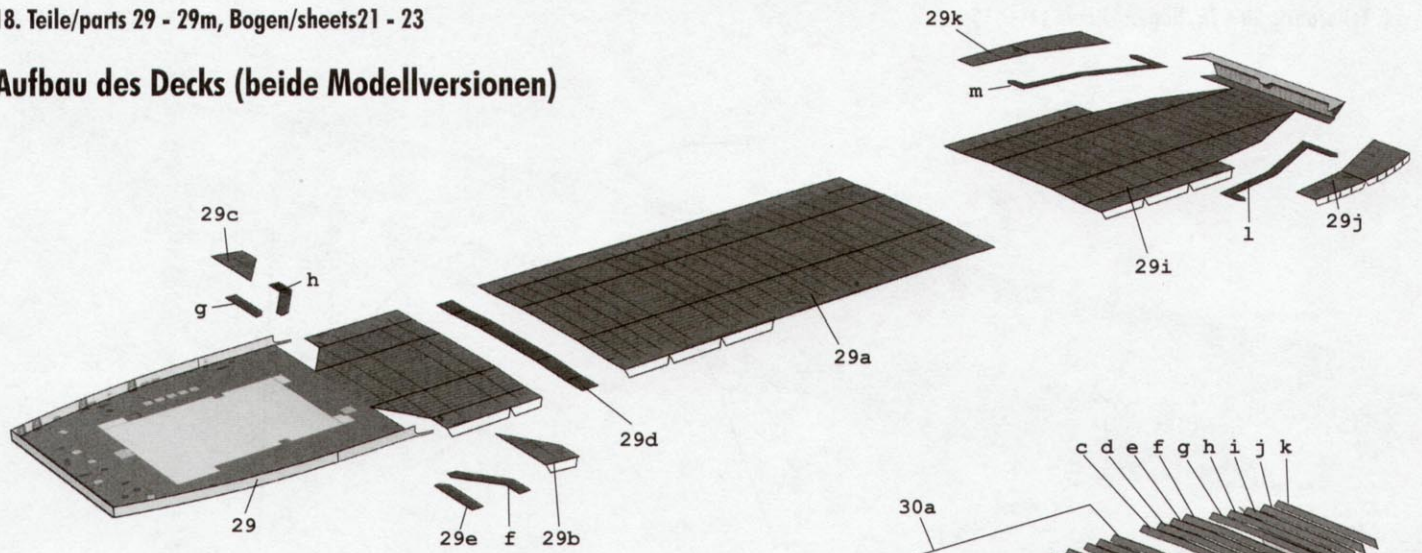


Ⓜ 6. Teile/parts 3 - 8, 10 - 23, 26 - 28, Bogen/sheets 2, 7 - 10, 12 + 13

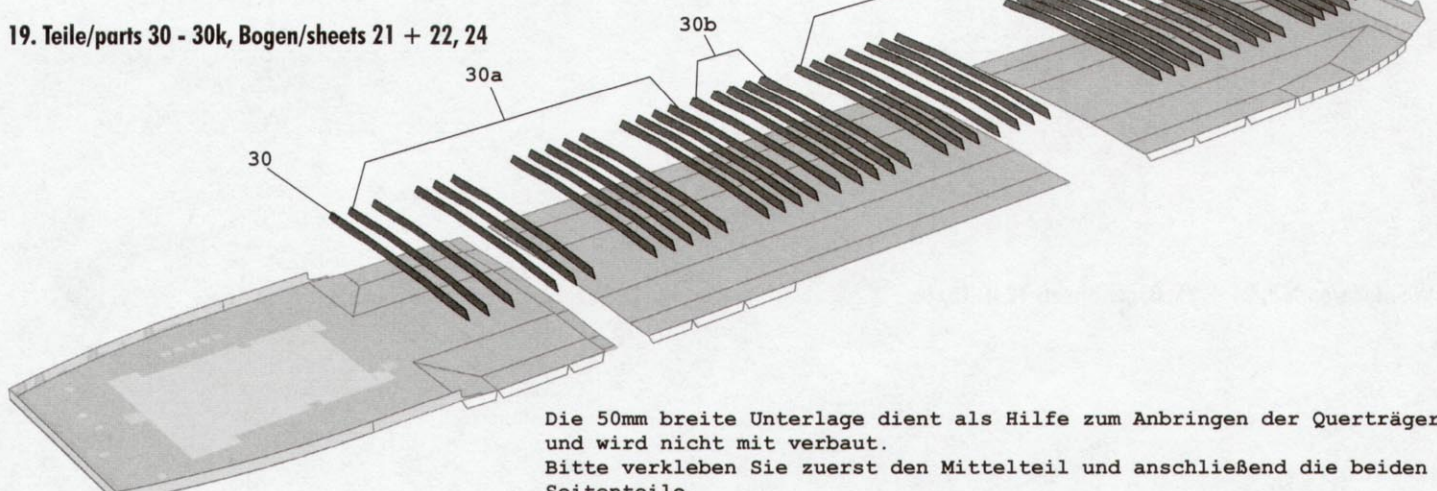


18. Teile/parts 29 - 29m, Bogen/sheets 21 - 23

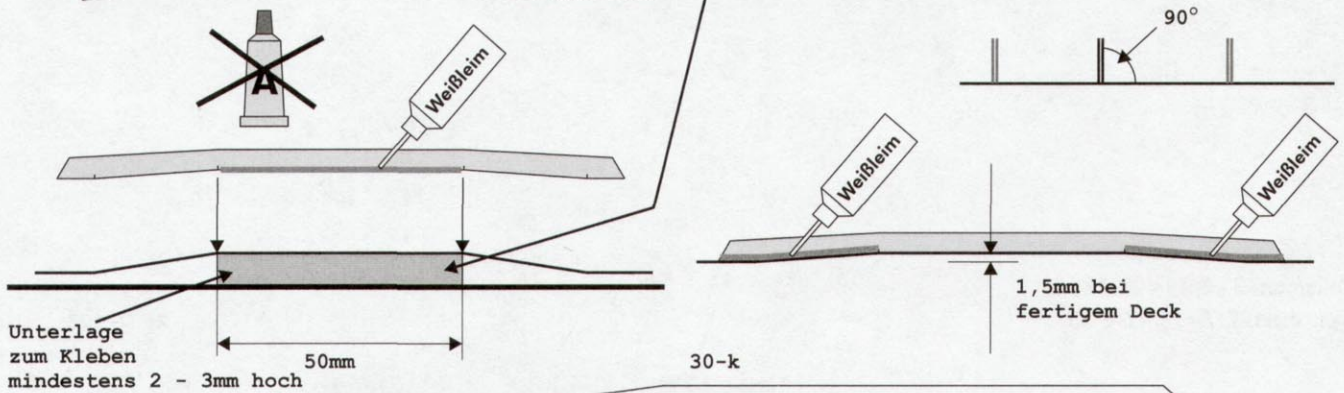
Aufbau des Decks (beide Modellversionen)



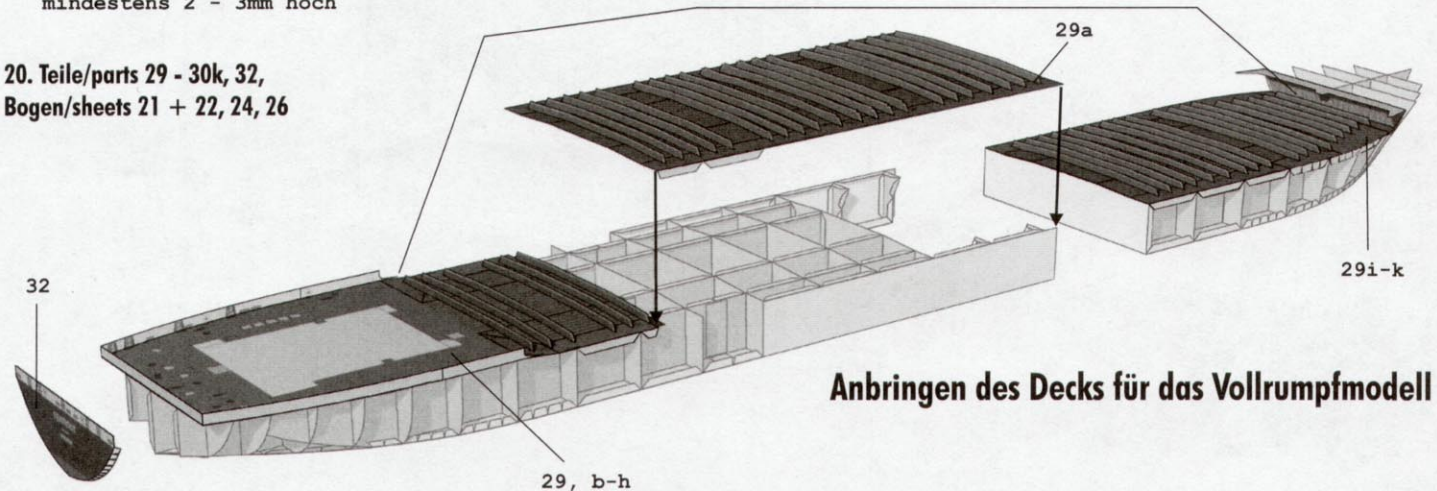
19. Teile/parts 30 - 30k, Bogen/sheets 21 + 22, 24



Die 50mm breite Unterlage dient als Hilfe zum Anbringen der Querträger und wird nicht mit verbaut.
Bitte verkleben Sie zuerst den Mittelteil und anschließend die beiden Seitenteile.



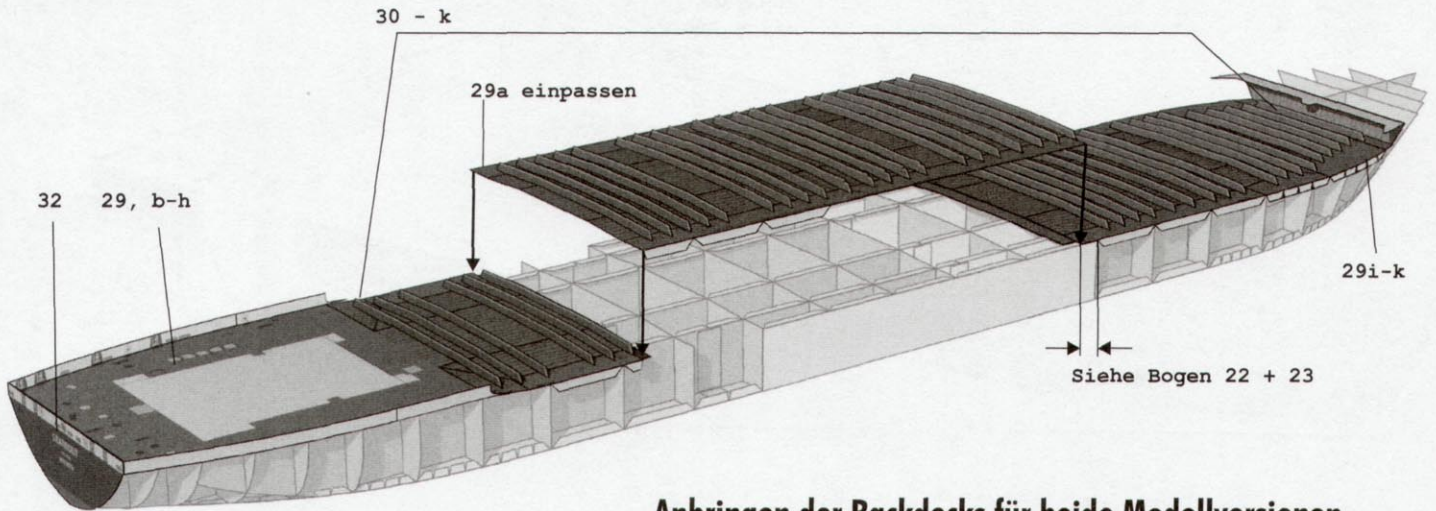
20. Teile/parts 29 - 30k, 32, Bogen/sheets 21 + 22, 24, 26



Anbringen des Decks für das Vollrumpfmodell

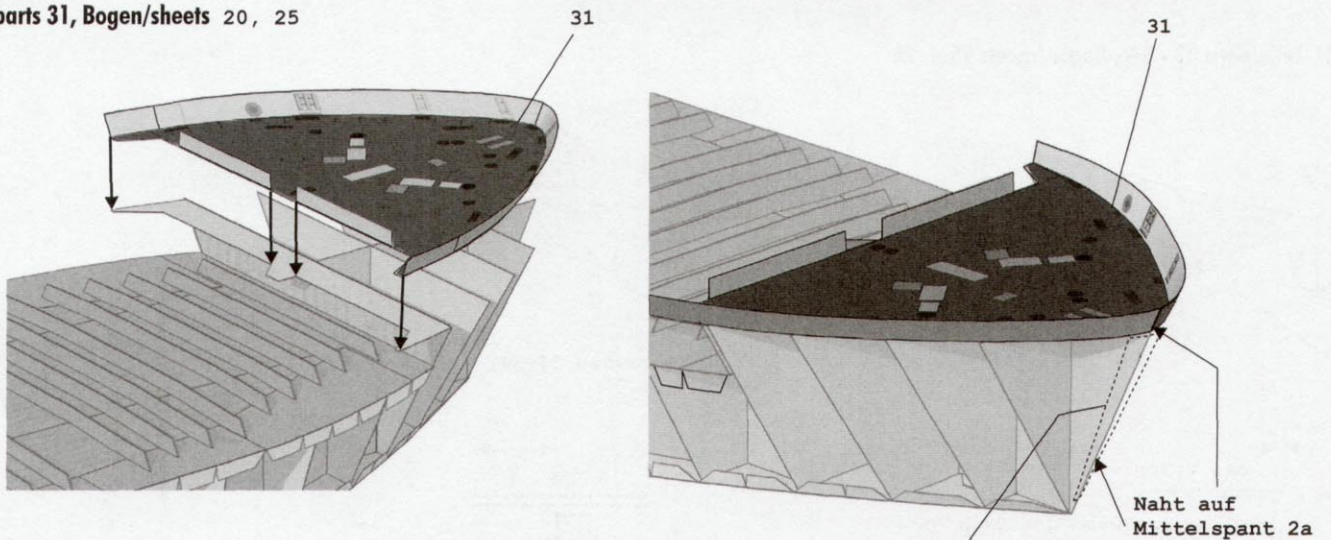
Anbringen des Decks für das Wasserlinienmodell

7. Teile/parts 29 - 30k, 32, Bogen/sheets 21 + 22, 24, 26



Anbringen der Backdecks für beide Modellversionen

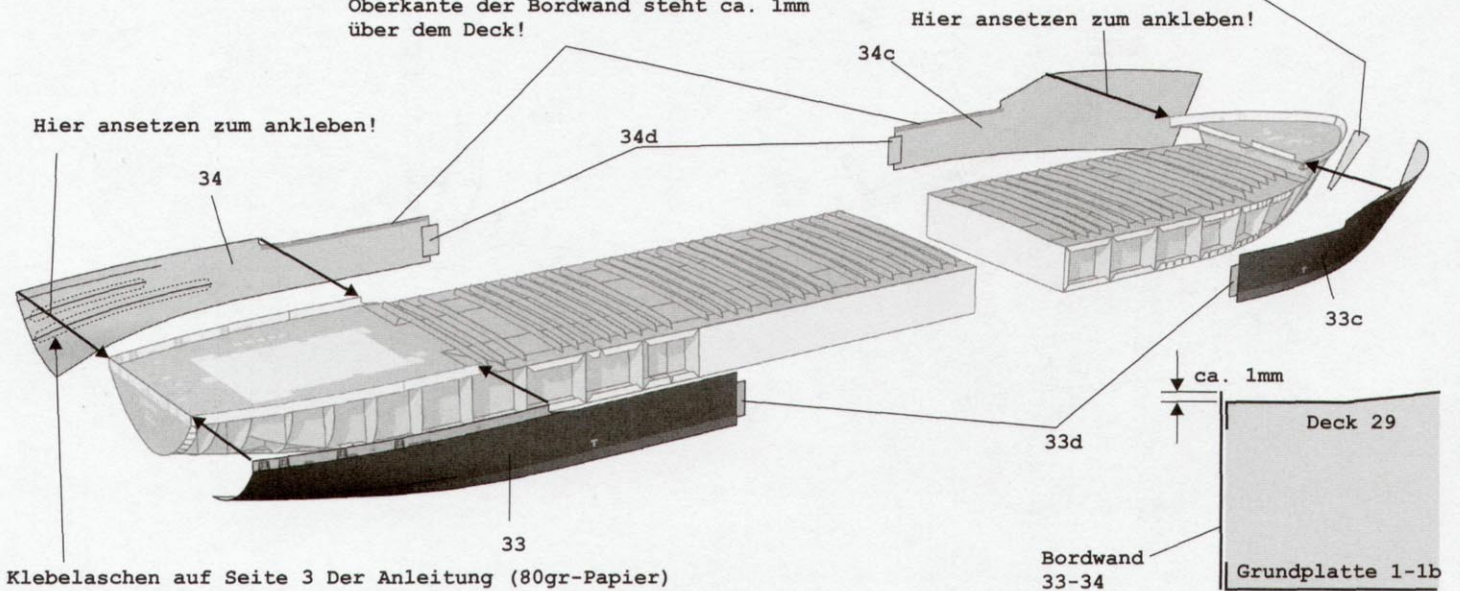
21. Teile/parts 31, Bogen/sheets 20, 25



Anbringen der Bordwand für das Vollrumpfmodell

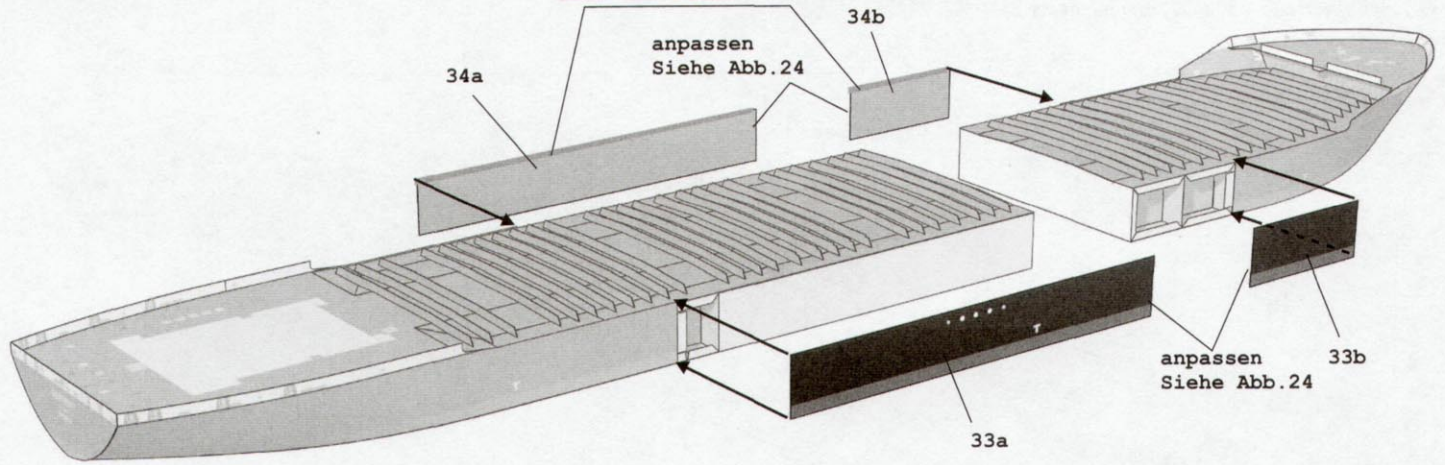
22. Teile/parts 32a, 33, 33c + d, 34, 34c + 34d, Bogen/sheets 25 + 26

Hier ca. 2mm rotbraun anmalen.
Oberkante der Bordwand steht ca. 1mm
über dem Deck!

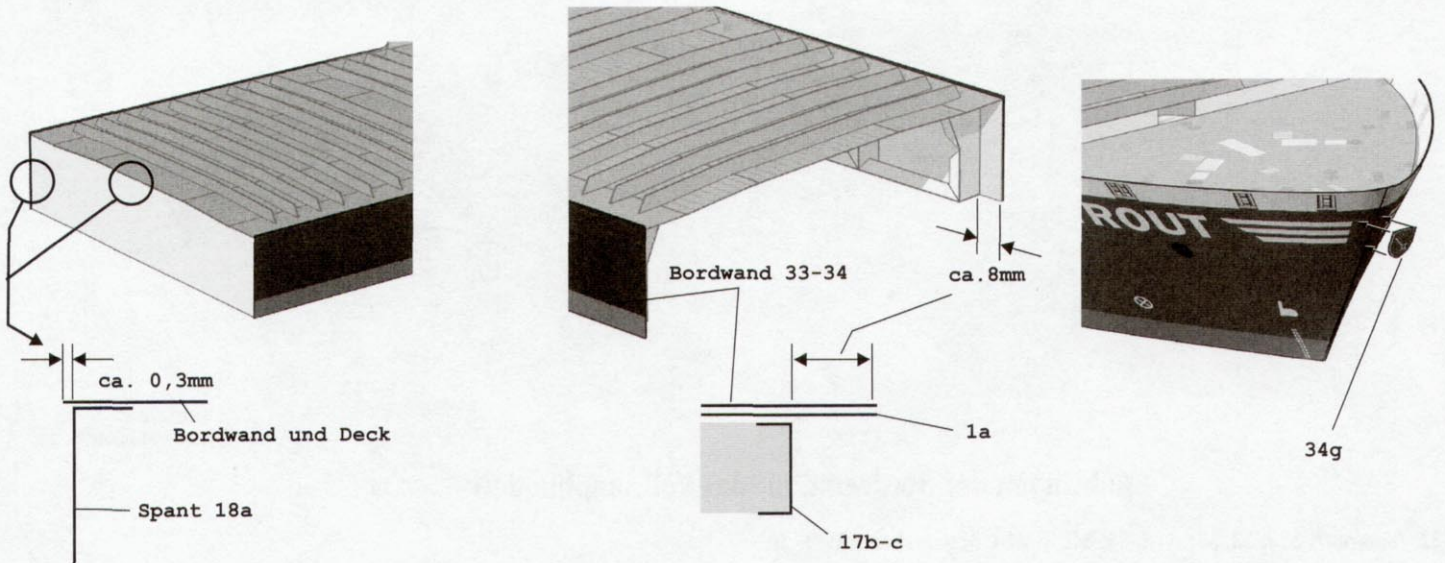


23. Teile/parts 33a + b, 34a + b
Bogen/sheets 25 + 26

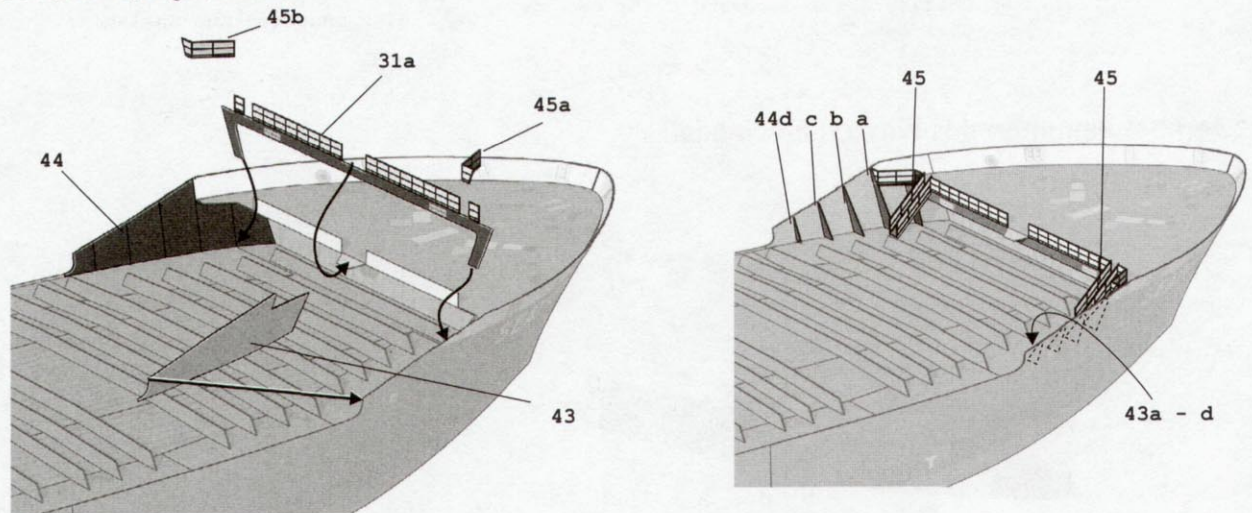
Hier ca. 2mm rotbraun anmalen.
Oberkante der Bordwand steht ca. 1mm
über dem Deck!



24. Teile/parts 33 - 34e, Bogen/sheets 25 + 26



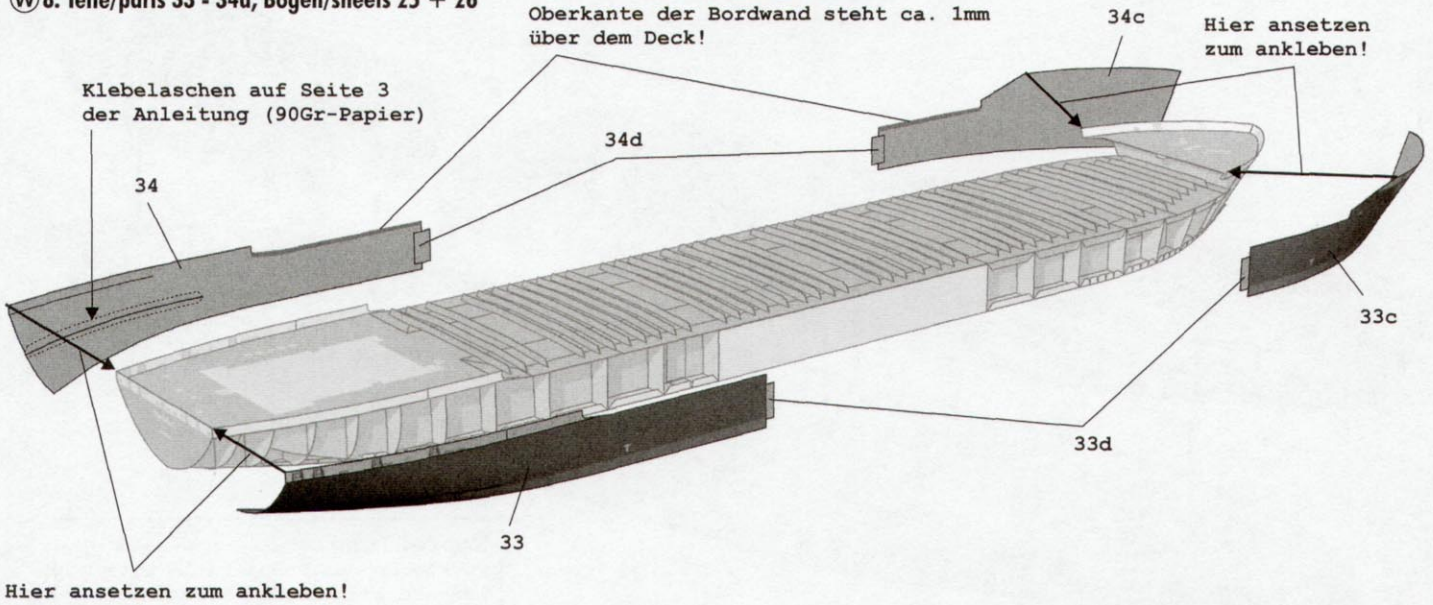
25. Teile/parts 31a, 43 - 45, Bogen/sheets 20



Anbringen der Bordwand für das Wasserlinienmodell

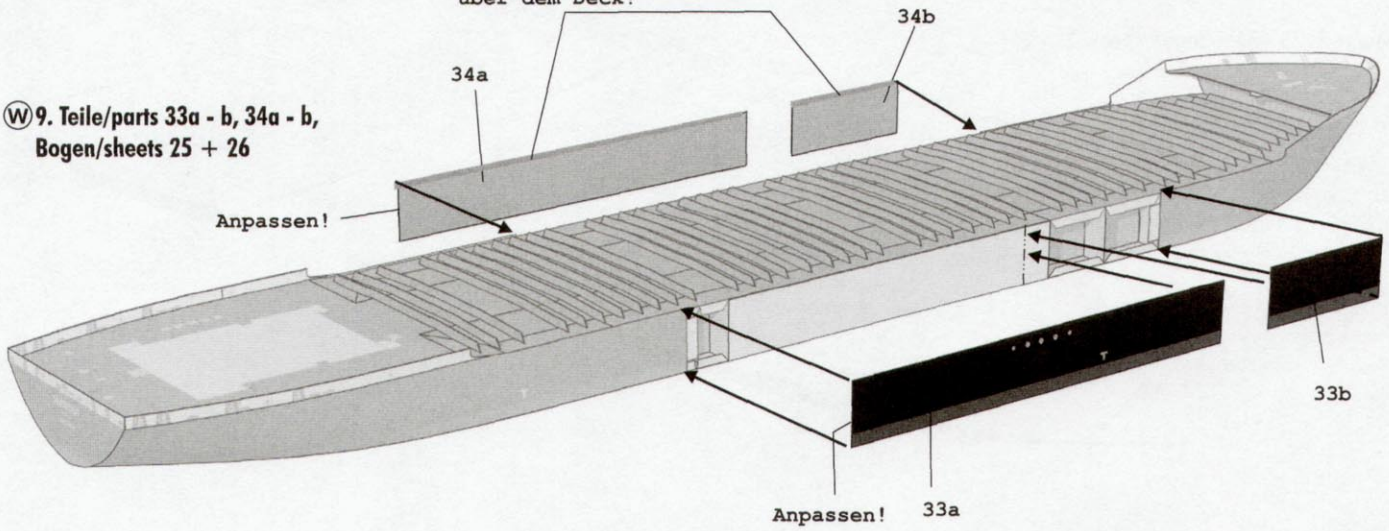
Ⓢ 8. Teile/parts 33 - 34d, Bogen/sheets 25 + 26

Hier ca. 2mm rotbraun anmalen.
Oberkante der Bordwand steht ca. 1mm
über dem Deck!



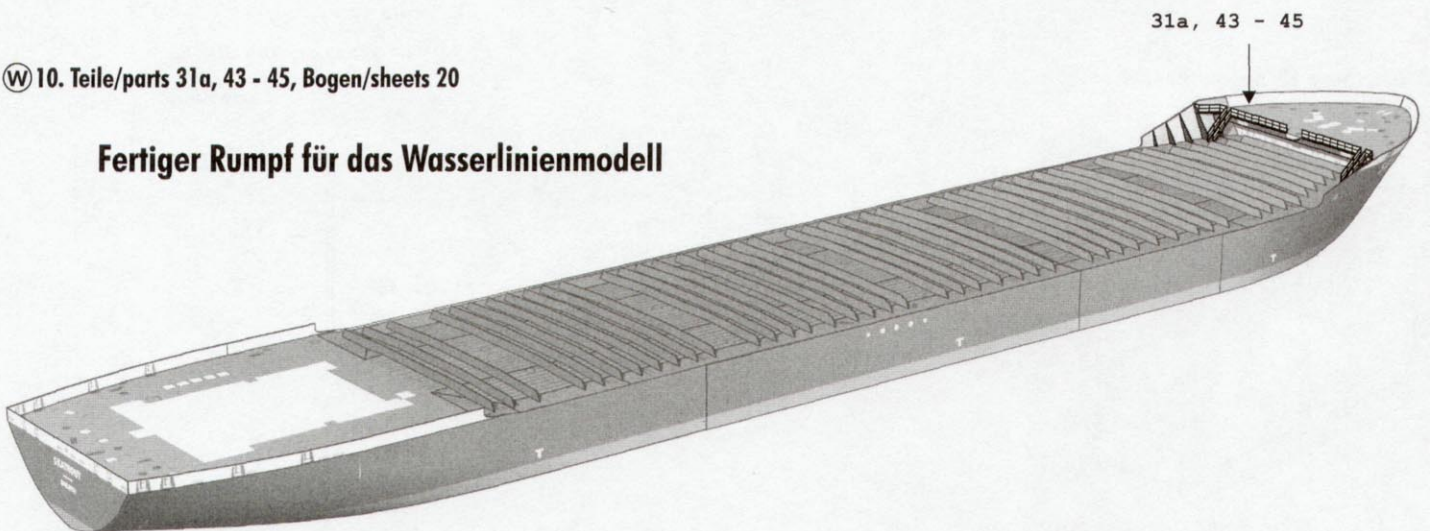
Hier ca. 2mm rotbraun anmalen.
Oberkante der Bordwand steht ca. 1mm
über dem Deck!

Ⓢ 9. Teile/parts 33a - b, 34a - b,
Bogen/sheets 25 + 26

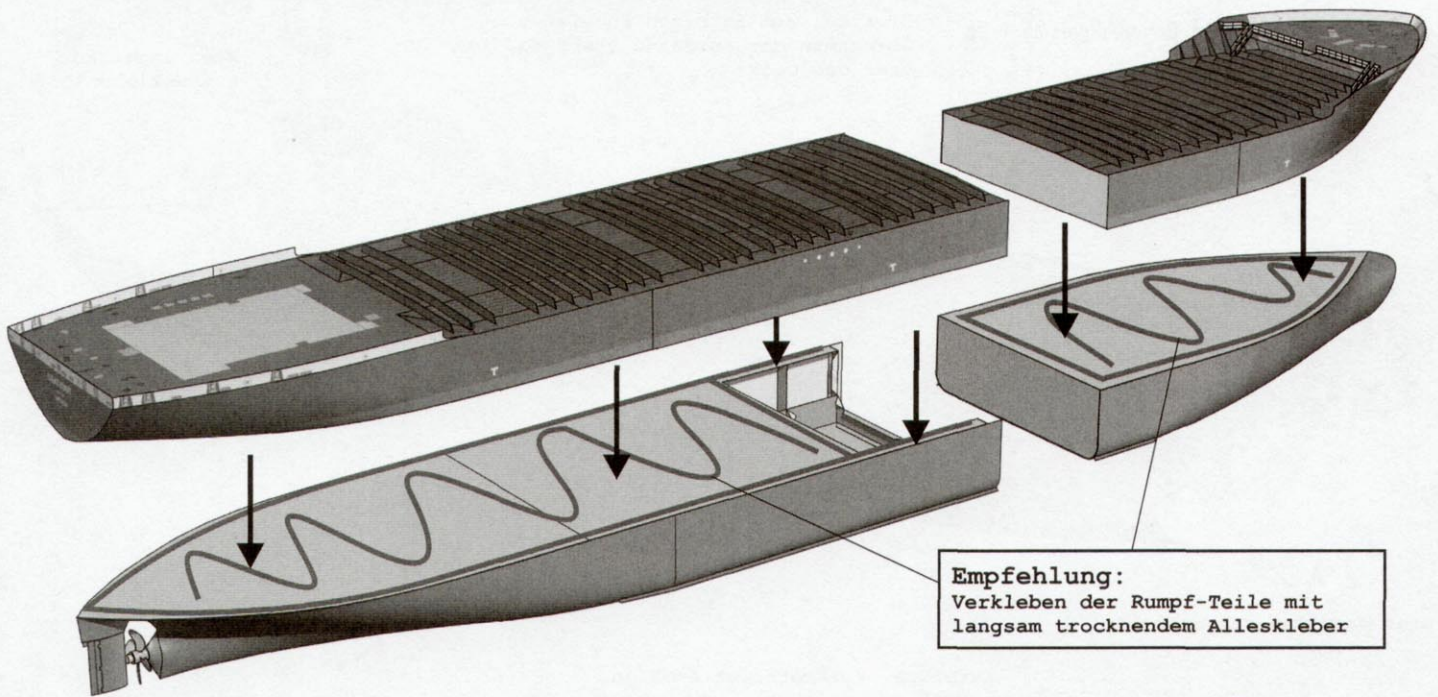


Ⓢ 10. Teile/parts 31a, 43 - 45, Bogen/sheets 20

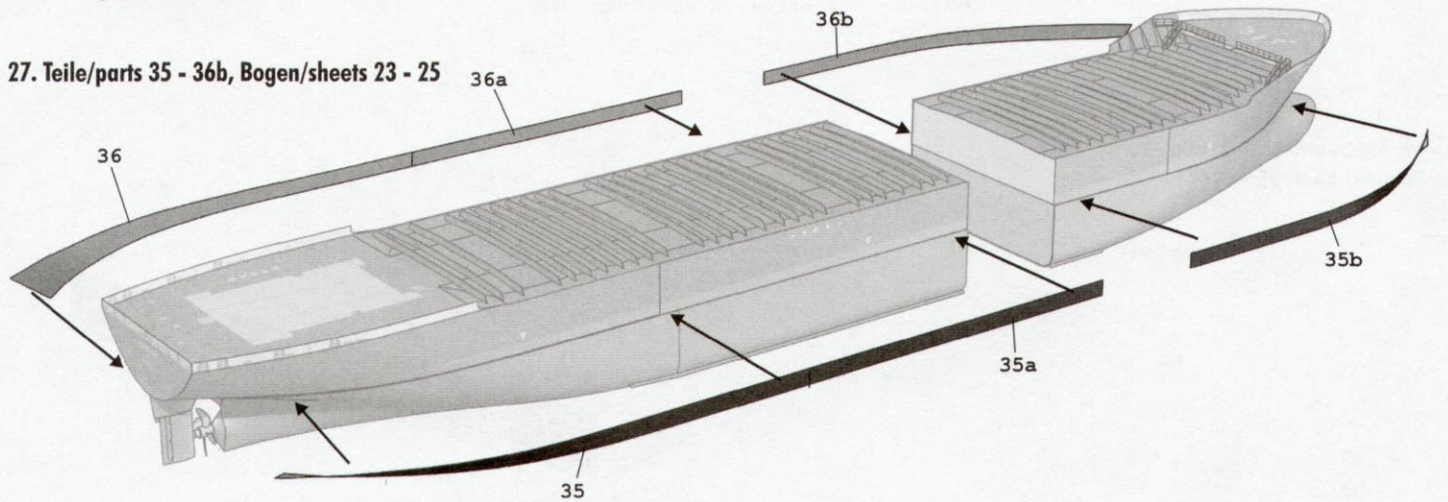
Fertiger Rumpf für das Wasserlinienmodell



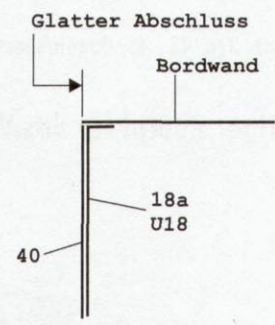
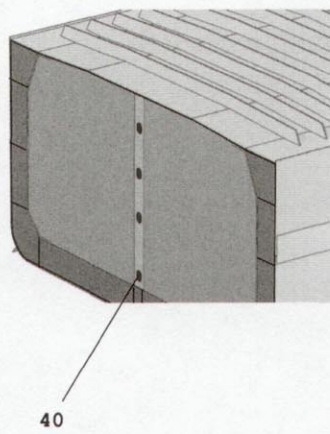
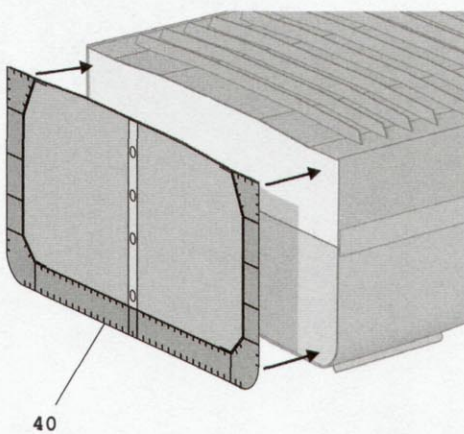
26. Zusammenkleben der Rumpf-Teile für das Vollrumpf-Modell



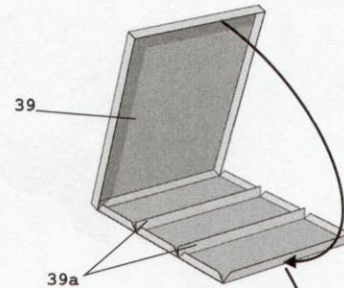
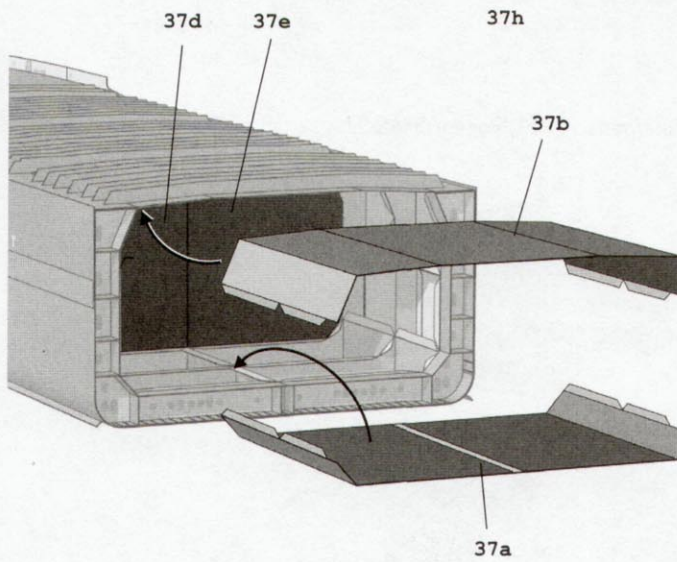
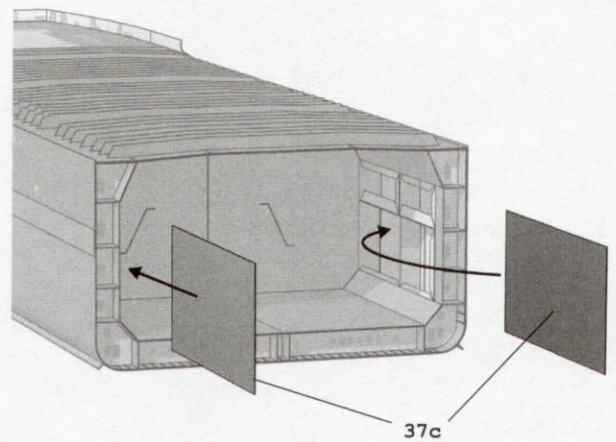
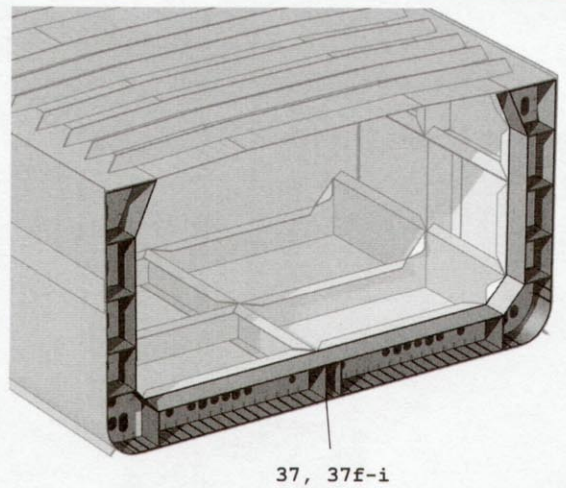
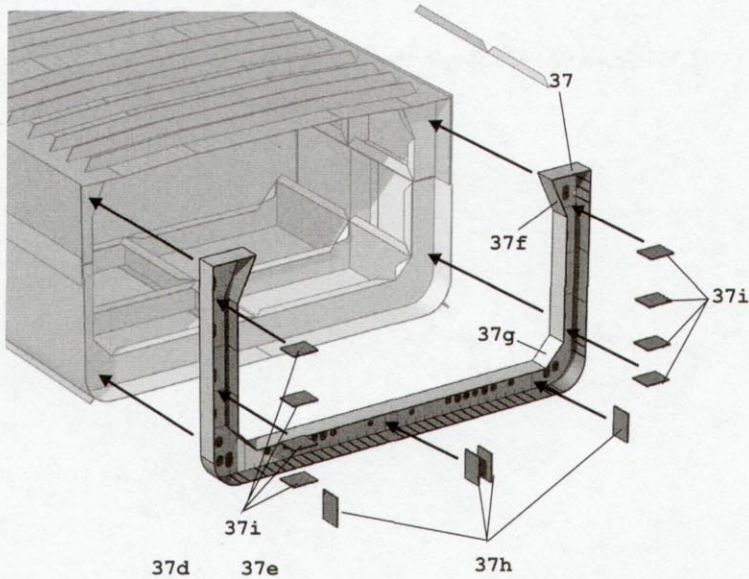
27. Teile/parts 35 - 36b, Bogen/sheets 23 - 25



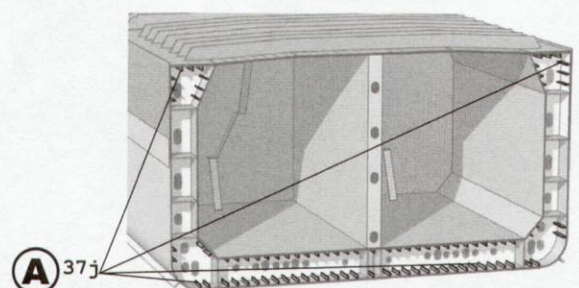
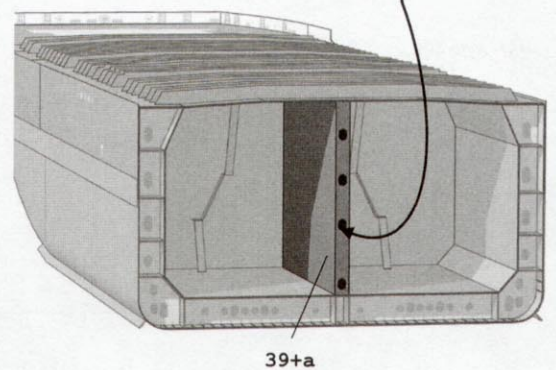
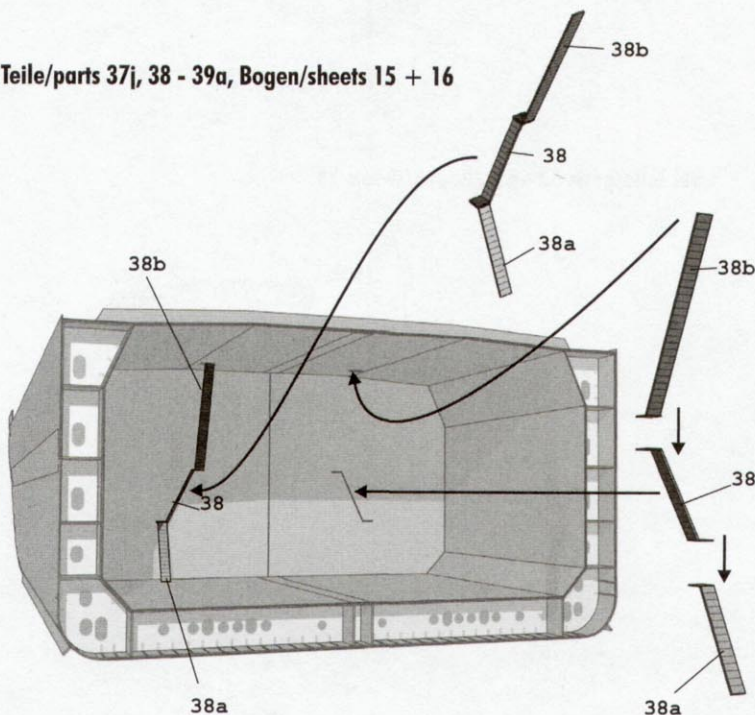
28. Teile/parts 40, Bogen/sheets 9



29. Teile/parts 37 - 37i, Bogen/sheets 14 + 15

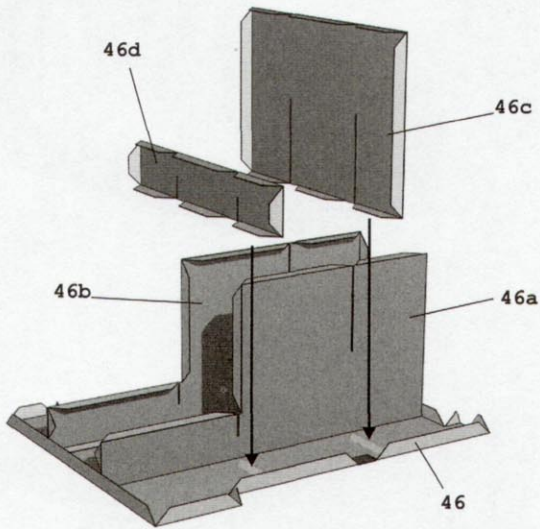


30. Teile/parts 37j, 38 - 39a, Bogen/sheets 15 + 16

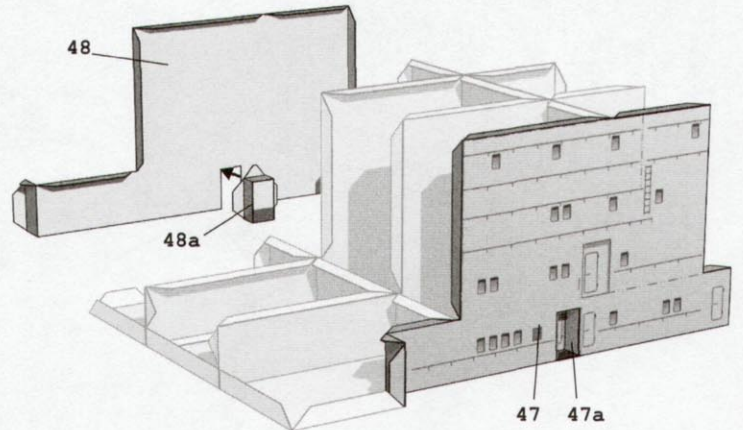


Aufbau des Deckshauses

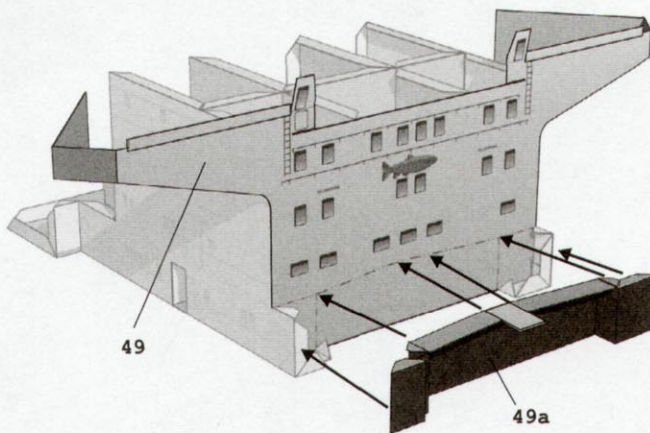
31. Teile/parts 46 - 46d, Bogen/sheets 27



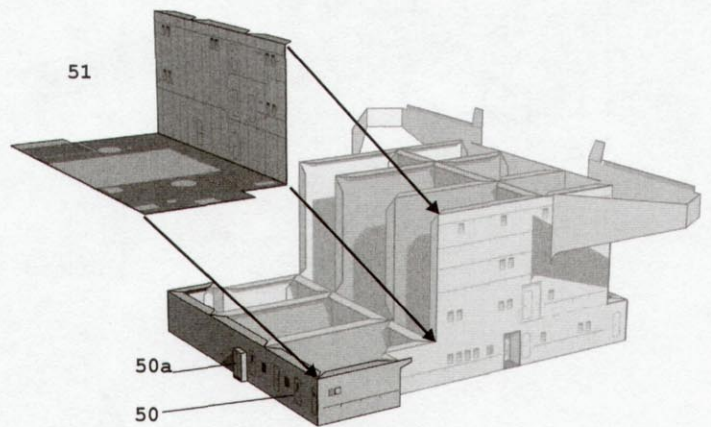
32. Teile/parts 47 - 48a, Bogen/sheets 27



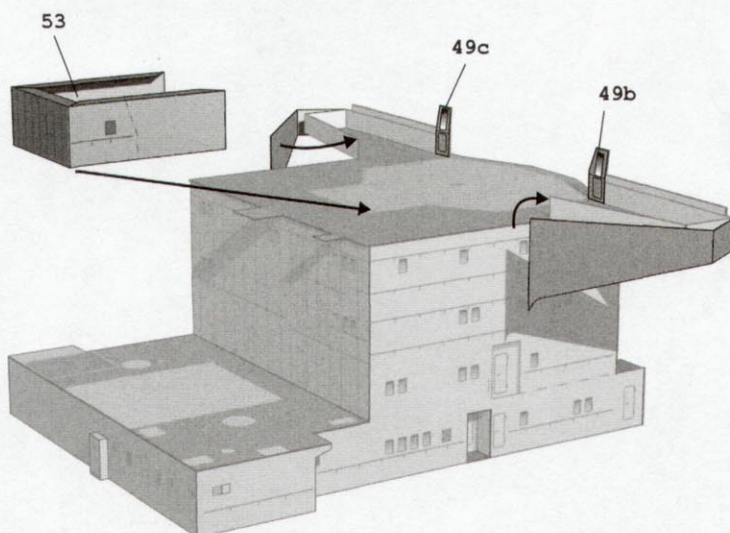
33. Teile/parts 49 - 49a, Bogen/sheets 28



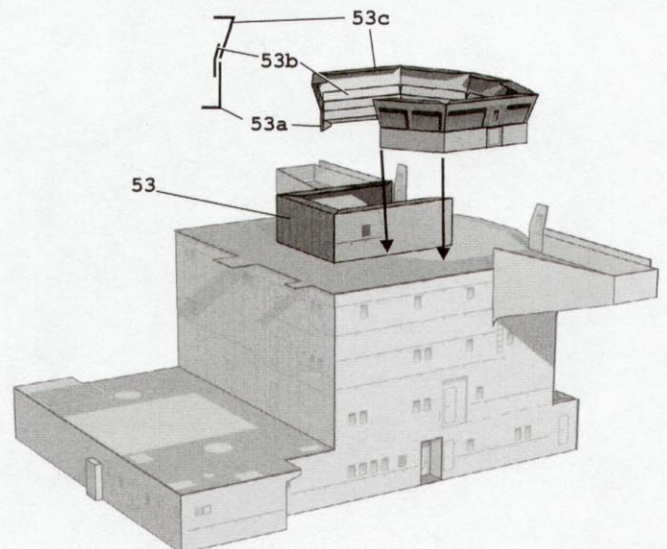
34. Teile/parts 50 - 51, Bogen/sheets 27



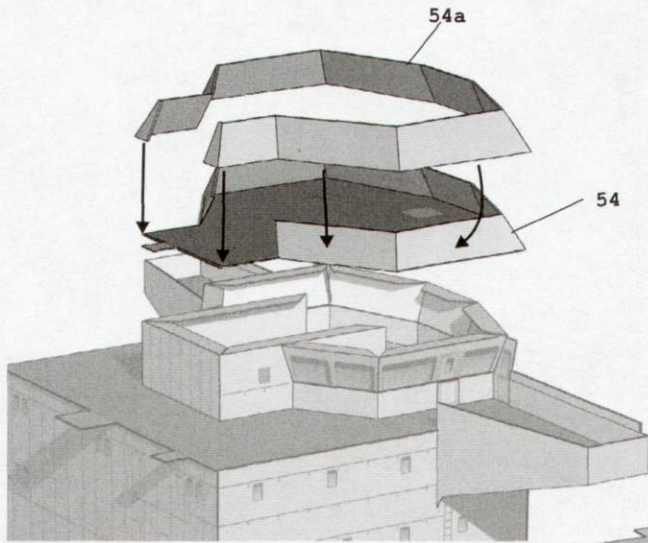
35. Teile/parts 49b - c, 53, Bogen/sheets 28



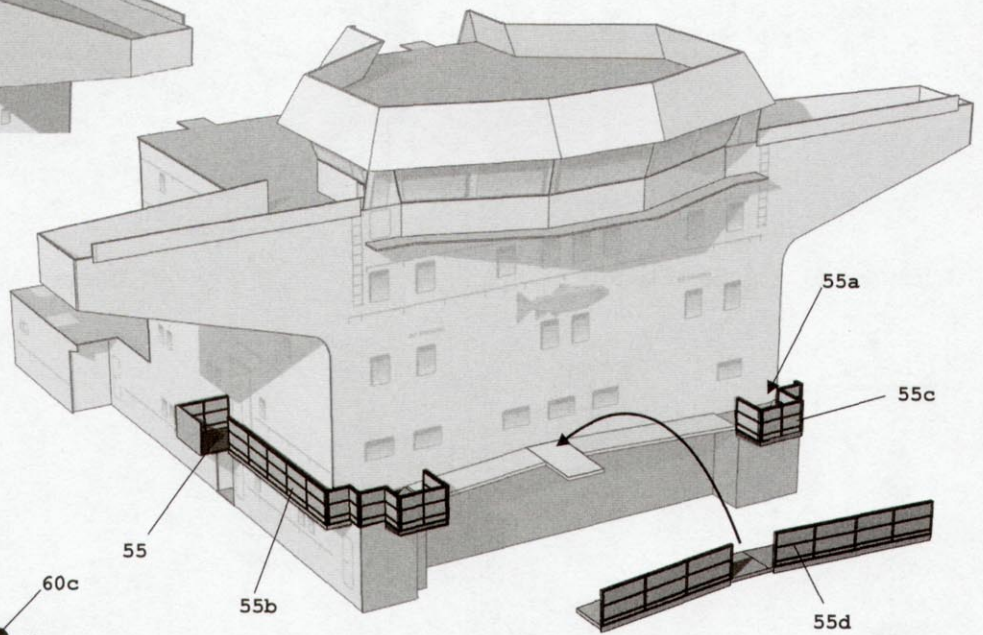
36. Teile/parts 53 - 53c, Bogen/sheets 28



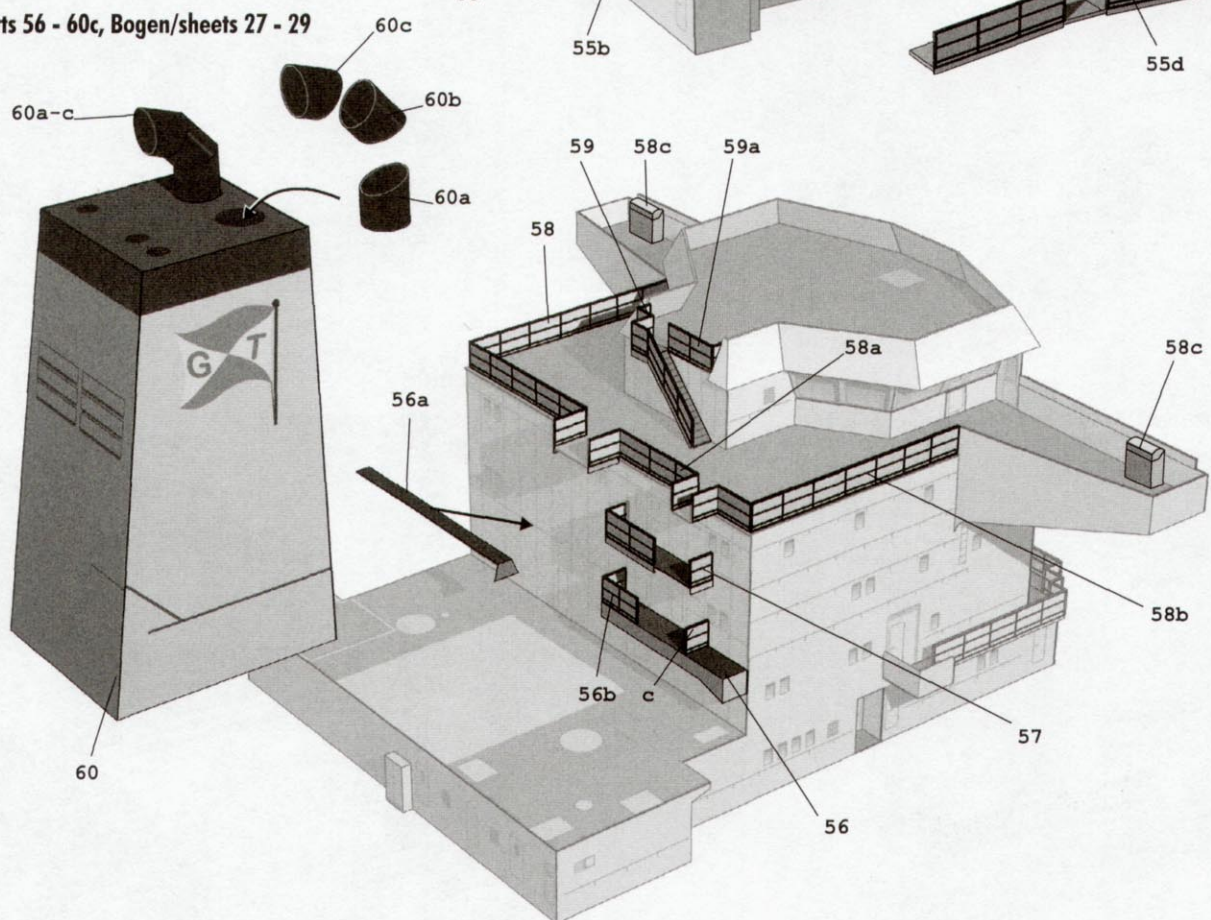
37. Teile/parts 54 - 54a, Bogen/sheets 28



38. Teile/parts 55 - 55d, Bogen/sheets 28



39. Teile/parts 56 - 60c, Bogen/sheets 27 - 29



General Instructions

You do not need much for cardboard modelling, but you do need good tools and most importantly stamina.

Tools and aids

1. Scissors: handy scissors for simple office use, sharp and well-closing. (Cuts into thick cardboard can blunt scissors. Therefore for cardboard, always use a cutter.)
2. Cutter and scalpel: cutter with renewable blade, with small segments that can be broken off when blunt. Scalpels are useful for cutting smaller parts.
3. Ruler: only a ruler guarantees exact and straight creasing and cutting. We recommend using a metal ruler, which can not be damaged while cutting.
4. Needles: they are not only useful for pricking and marking, but for creasing, too. Pin board needles or an old blunt scalpel produce much finer creases. Please practice on cardboard clippings.
5. Tweezers: perfect for holding small parts and positioning parts when glueing in areas which fingers are too large for.
6. Sticks: sticks of various kinds, from toothpicks and skewers to broomsticks, enable you to round off cardboard flawlessly. Practise on cardboard clippings first!
7. Cutting mat: smooth cardboard protects the table from cuts. Since cardboard gets rough and uneven through frequent use we recommend modellers buy a rubber cutting mat, in which cuts do not show. Please always lay your cutting mat out flat to store it, as bumps cannot be smoothed out later.
8. Glue: all-purpose glue, PVA, and special, matt-finish cardboard glue are suitable for working on cardboard models. Please never use glue sticks and solvent-free glue, as they make the cardboard look uneven. Toothpicks help to apply glue evenly

Special tips for building the SEATROUT

This kit contains all parts to build either a complete full hull model, cut to the presentation of the interior, or a water line model.









We ask to decide it before beginning the model, which of the two variants is to be built. After starting the construction a change is no longer possible.


The full hull model is not separable, between waterline and complete unit kit.

The vertical framework has to be built on a flat surface (pane of glass, marble slab or any other completely flat surface). It should always be weighed down with small parts like screws, paint tins or similar items.

Leave the finished vertical framework to dry for at least 24 hours before attaching it to the decks and the ship's sides! Otherwise the ship's hull could become deformed and the top and bottom parts of the model might not fit together exactly.

First read the instructions carefully and check all parts. While building, please follow the line code below. And now, have fun building your SEATROUT!

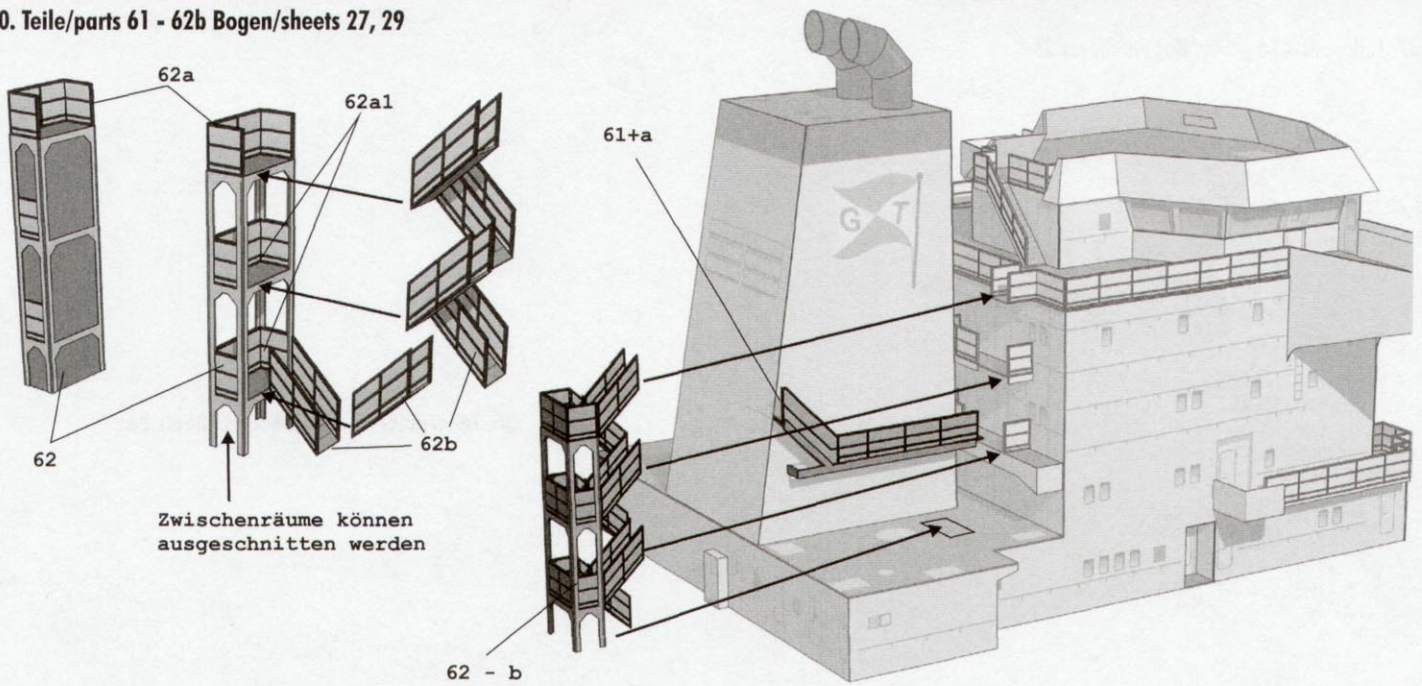
- Linecode:**
-  Score on the printed side and fold down.
 -  Score on back side and fold up. Make pinholes at the ends of the lines, turn over and score between them.
 -  Outline of area on which another part is glued. The number inside the area is that of the part to be attached.
 -  Cut along this line.
 -  alternative
 -  Can be replaced by photo-etched fine detail components (extra set available, not included).
 -  double  triple
 - Bb = Port (left), Ssb = Starboard (right) V = bow H = stern

 Construction parts/Instruction graphics only pertain to the waterline model version

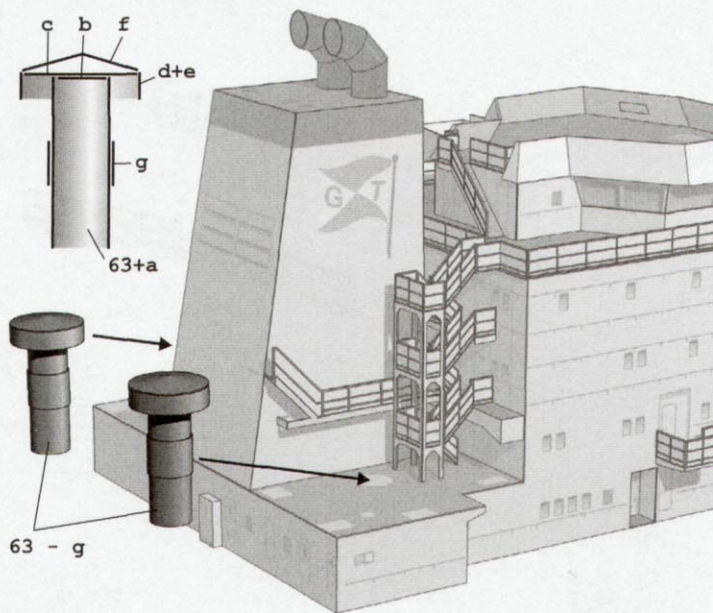


Please don't use all-purpose glue!
For small parts or crossbeams on the upper deck.
Please dilute PVA with approx. 20% water before use. Do not use for large parts!

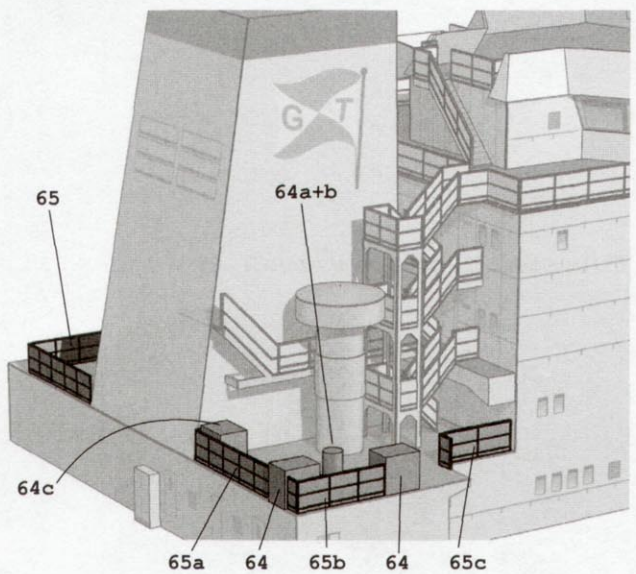
40. Teile/parts 61 - 62b Bogen/sheets 27, 29



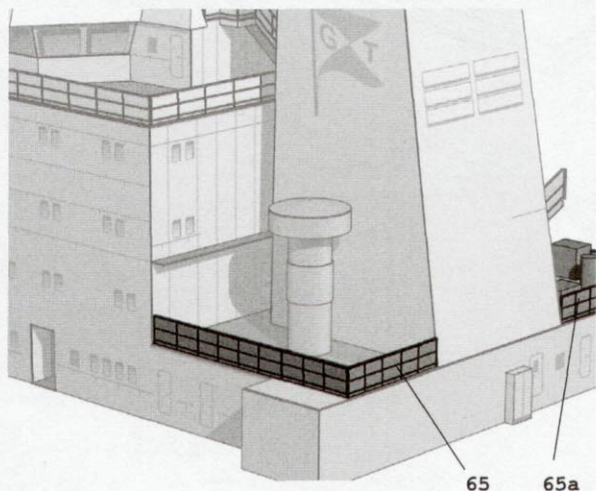
41. Teile/parts 63 - 63g, Bogen/sheets 29



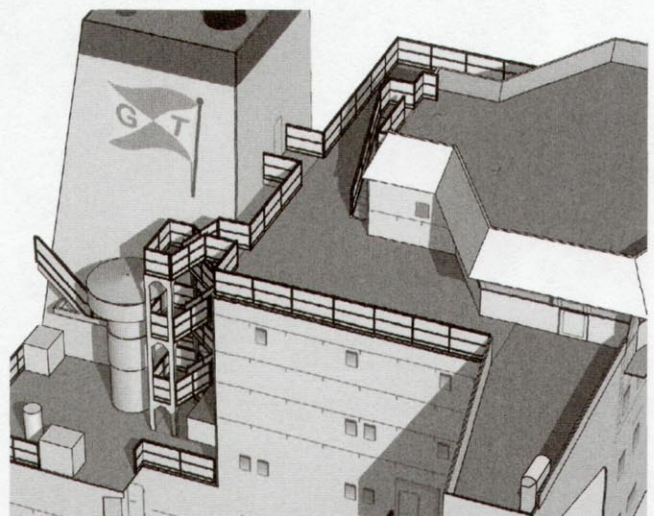
42. Teile/parts 64 - 65c, Bogen/sheets 27



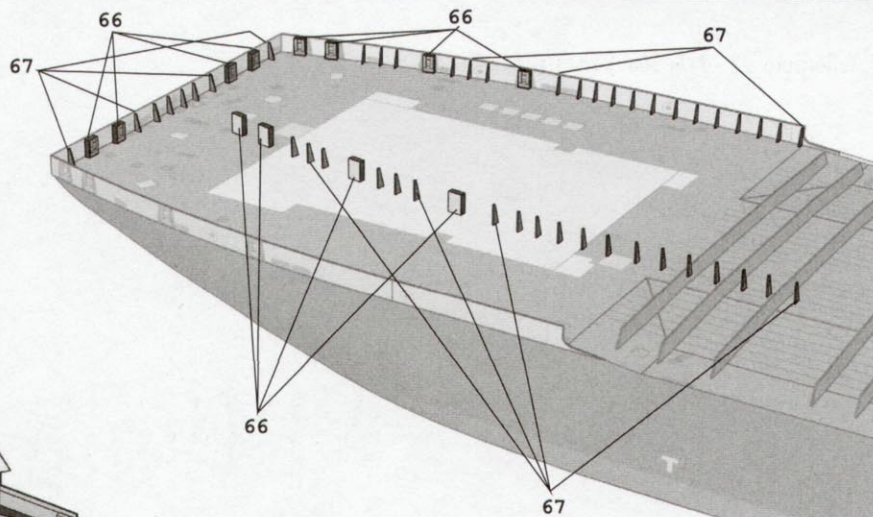
43. Teile/parts 65 + 65a, Bogen/sheets 27



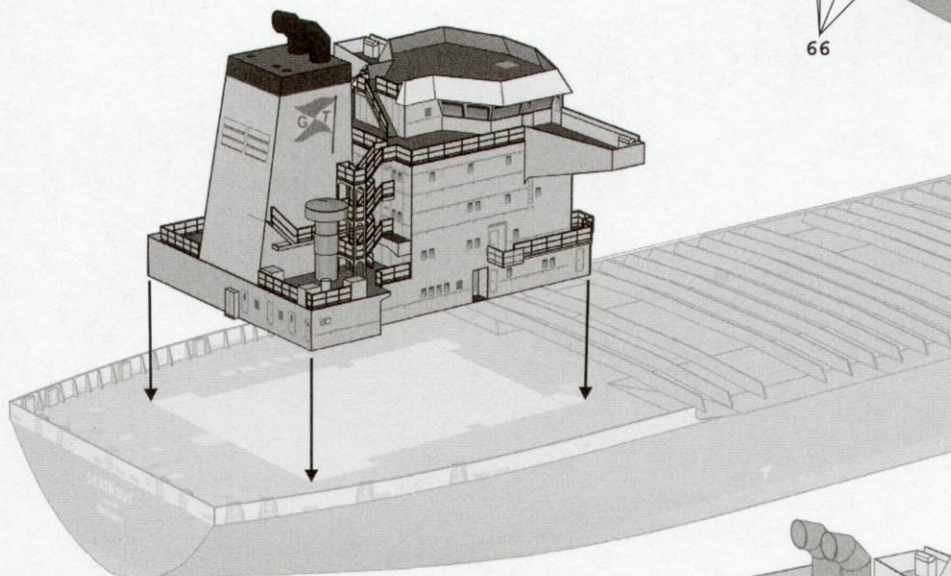
Übersicht



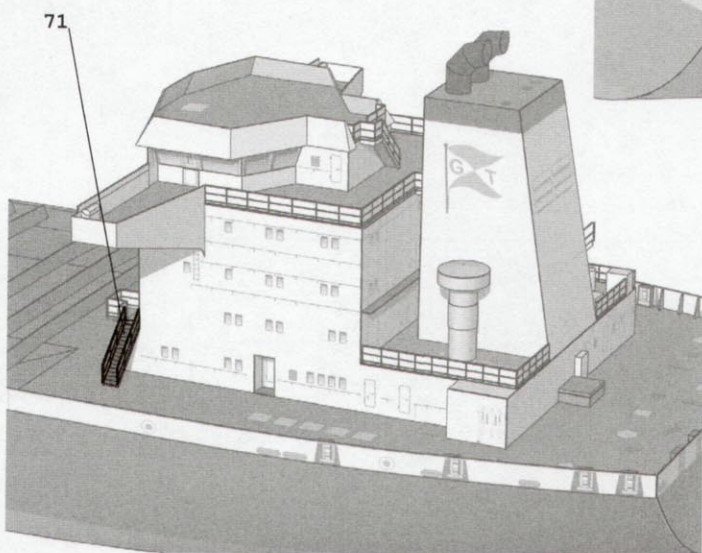
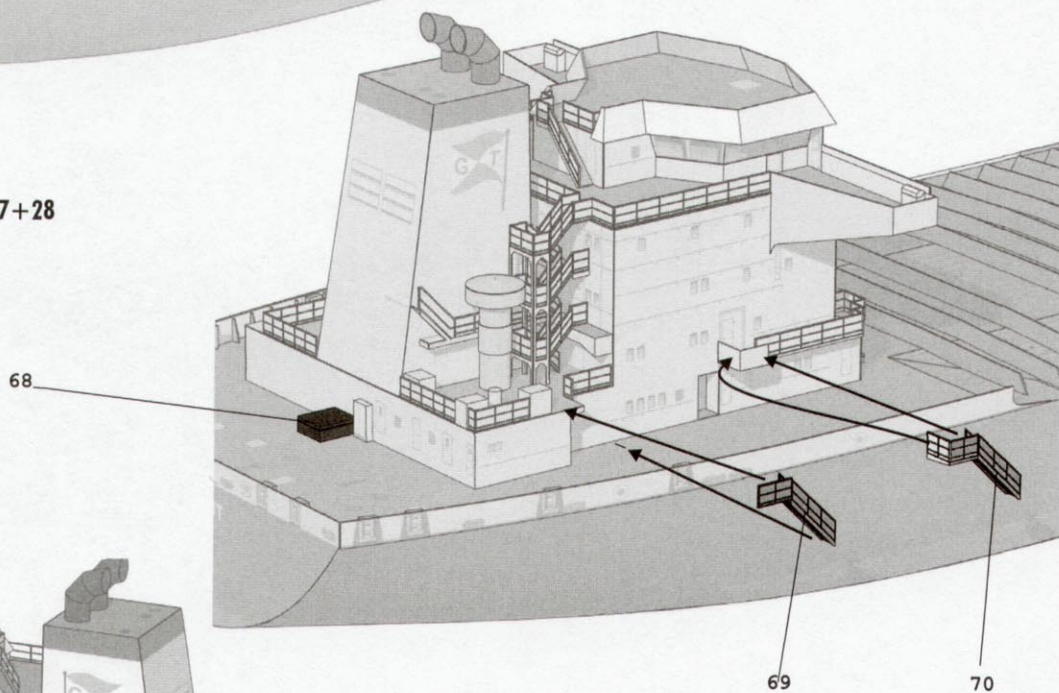
44. Teile/parts 66 + 67, Bogen/sheets 6, 10, 16



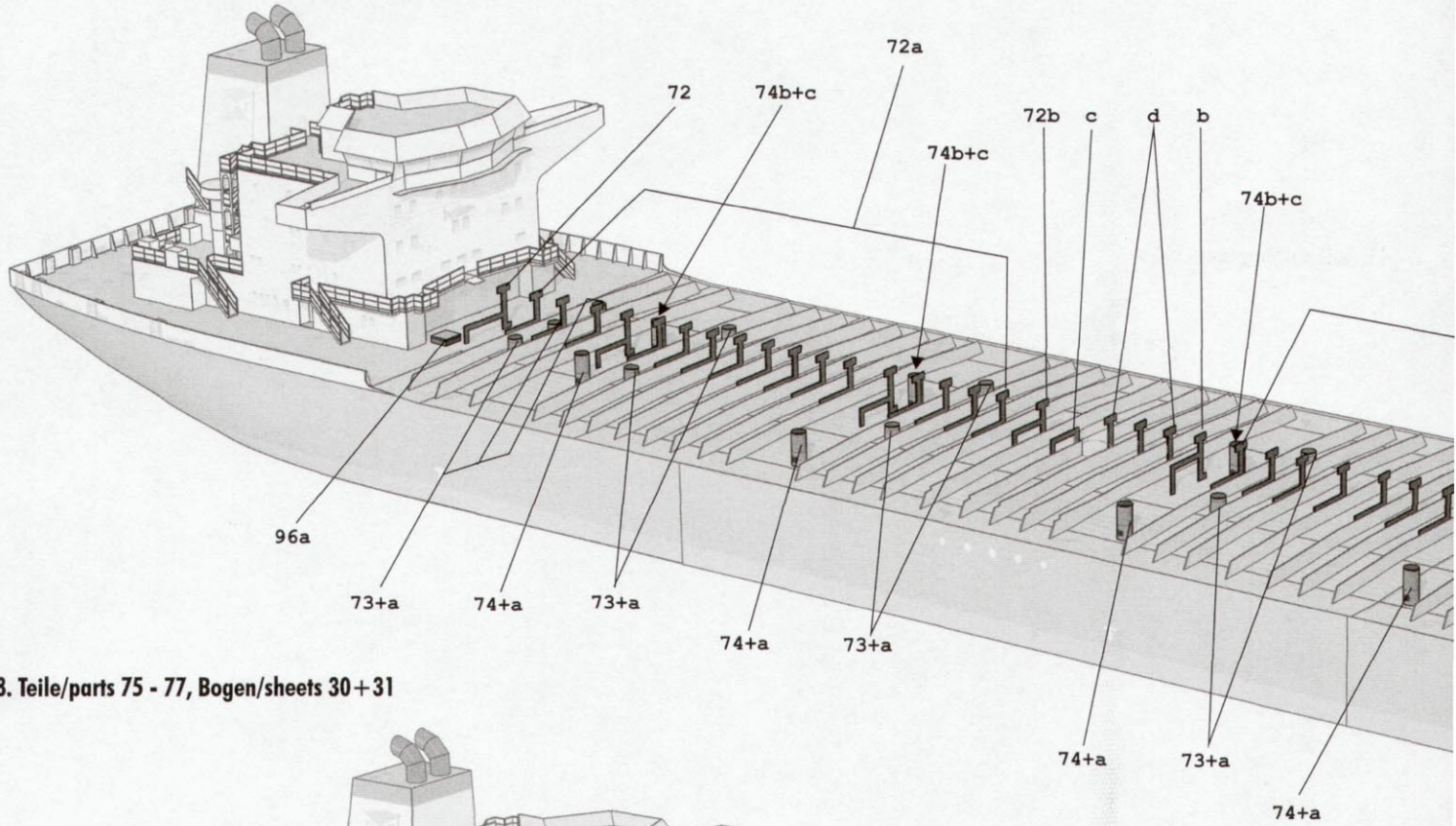
45. Aufbau-Montage



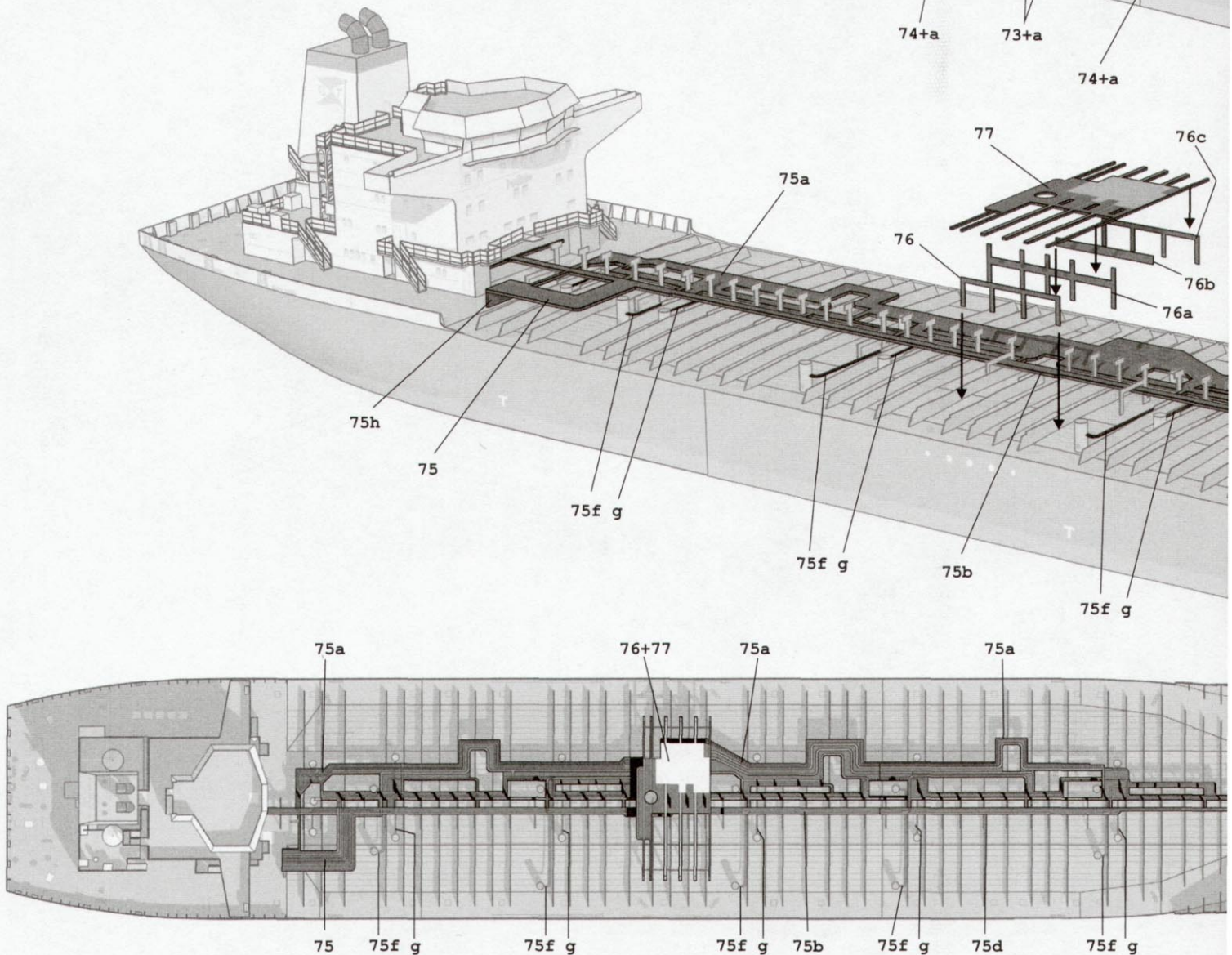
46. Teile/parts 68 - 71, Bogen/sheets 27+28

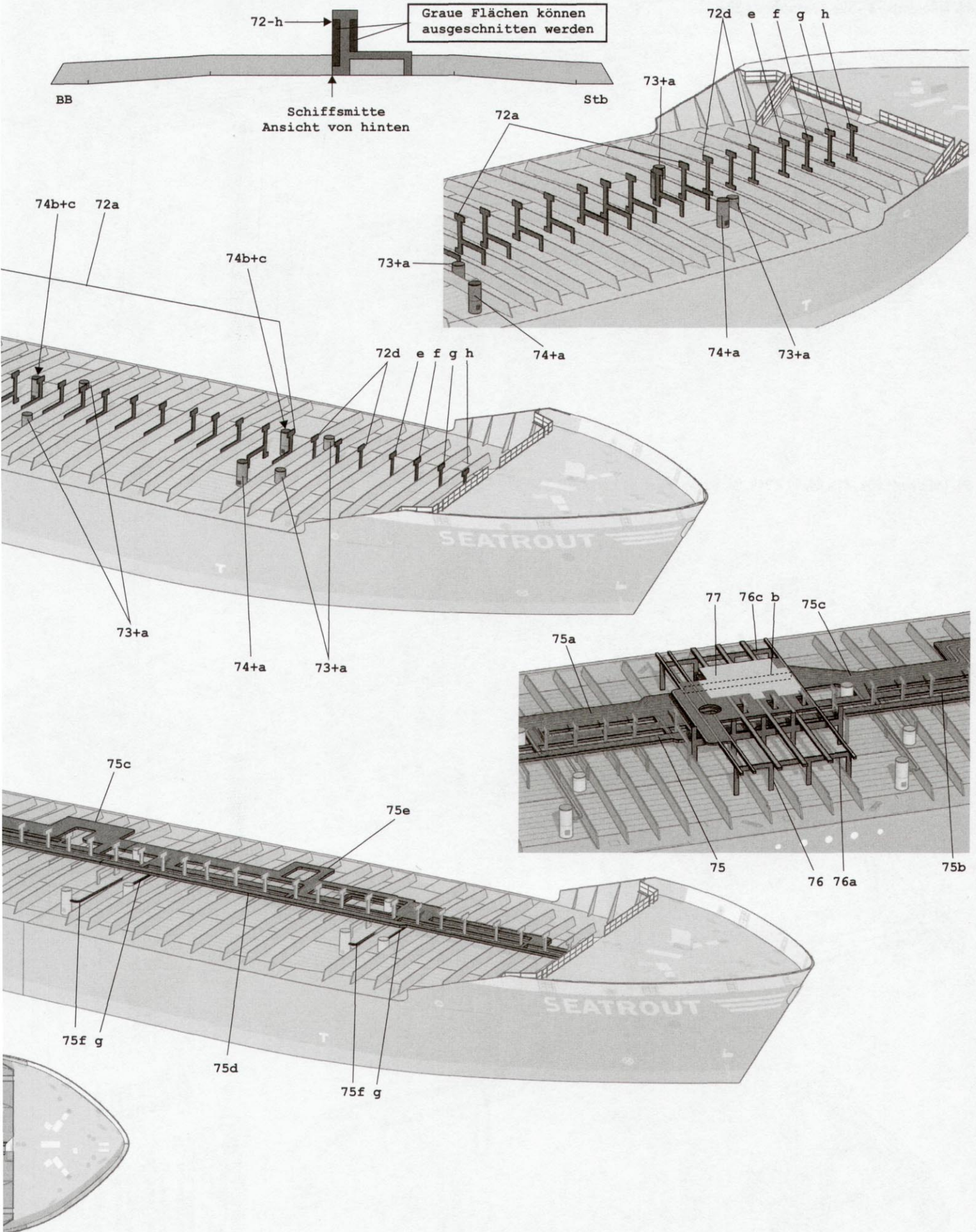


47. Teile/parts 72 - 74h, 96a, Bogen/sheets 21, 30

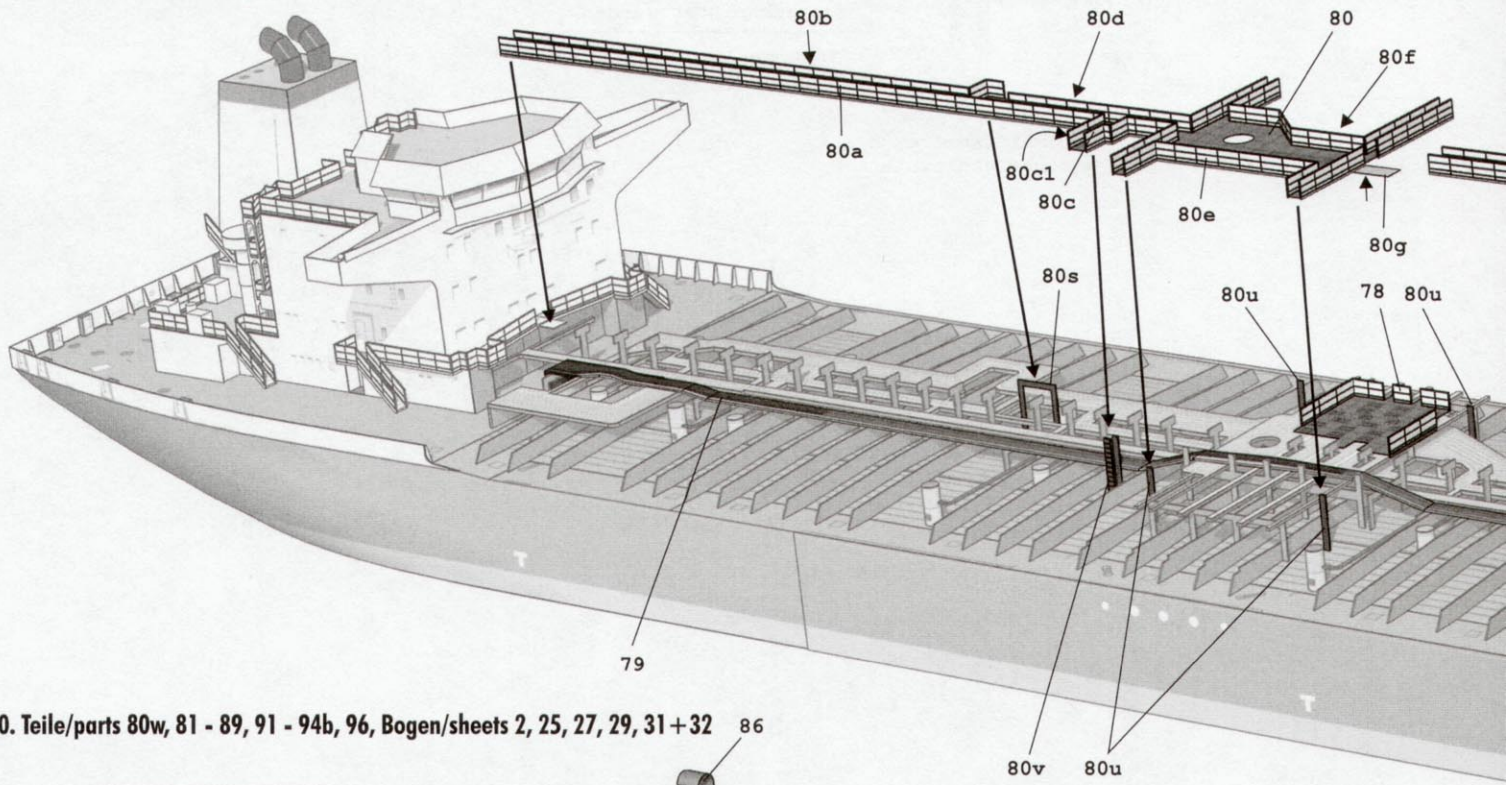


48. Teile/parts 75 - 77, Bogen/sheets 30+31

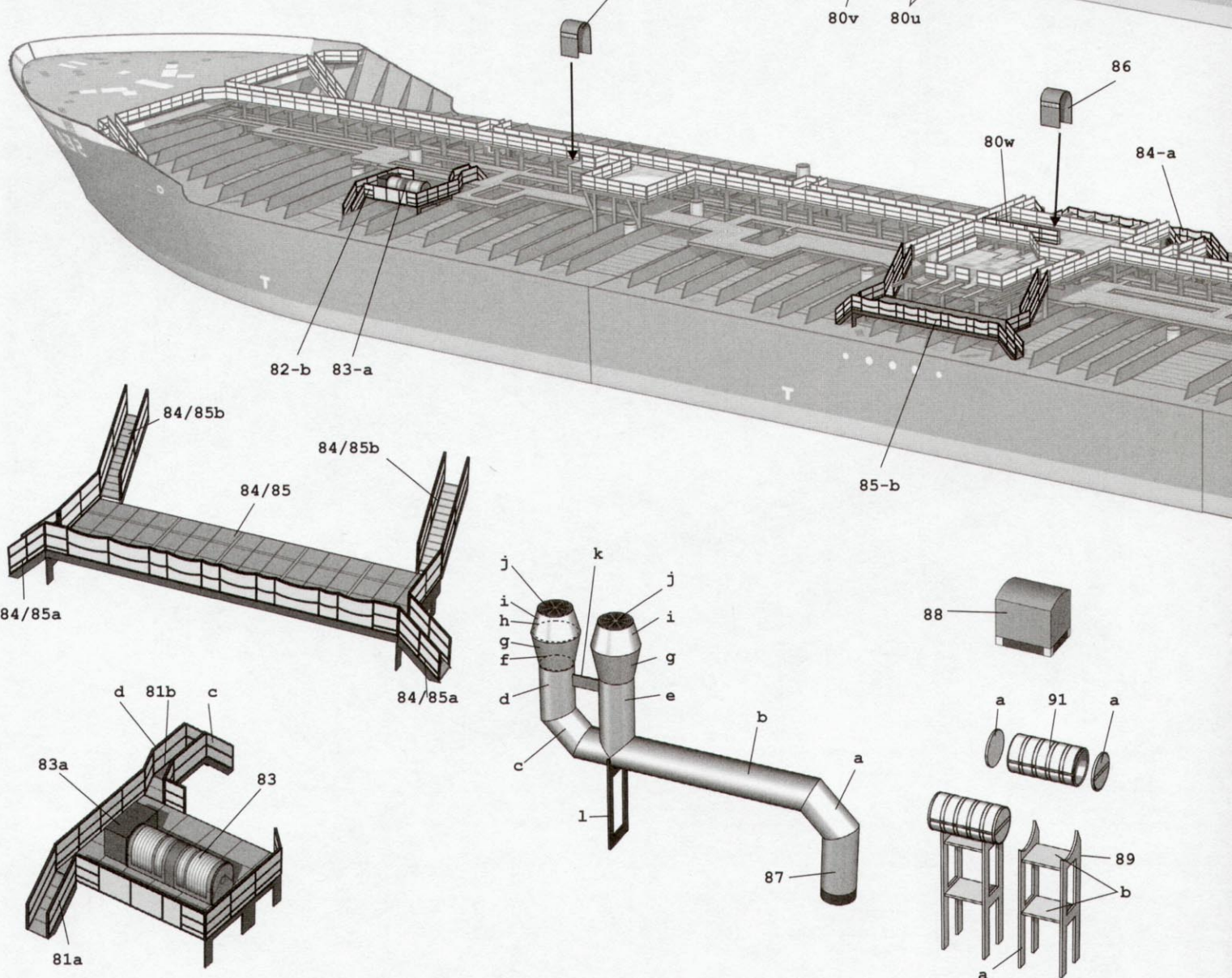


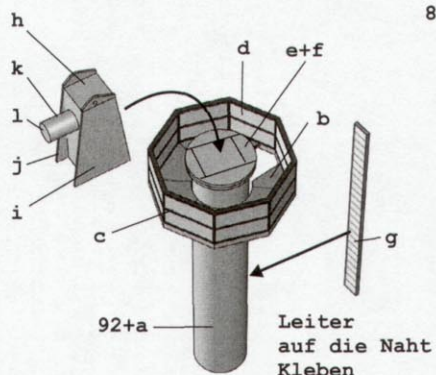
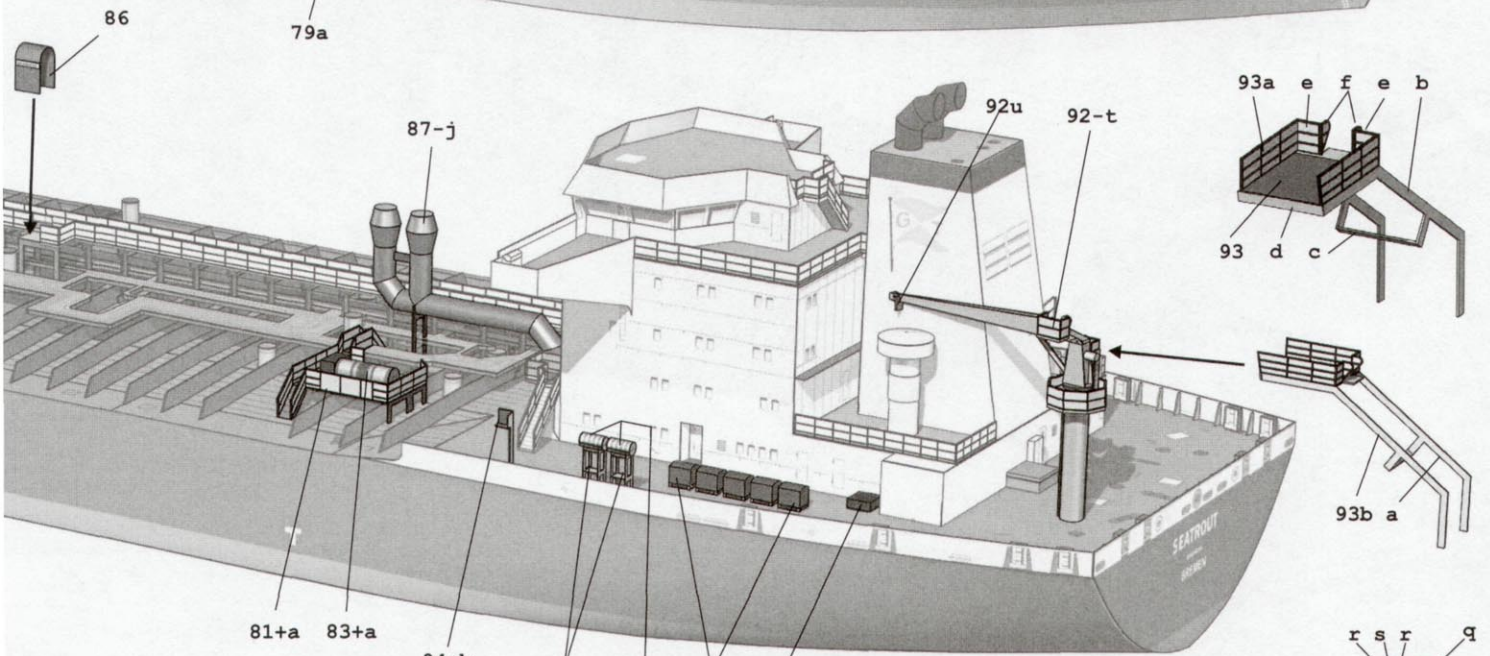
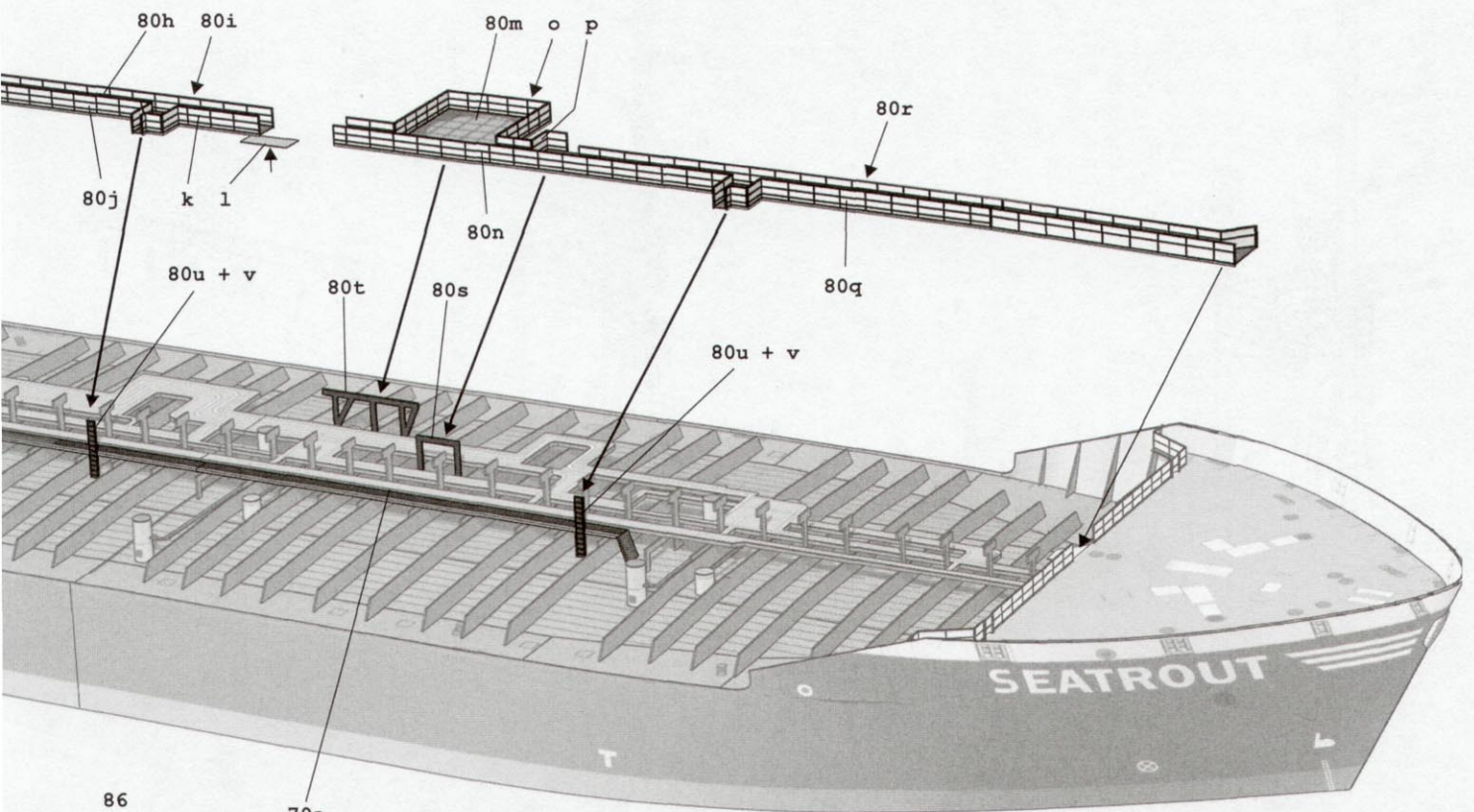


49. Teile/parts 78 - 80v, Bogen/sheets 30 - 32

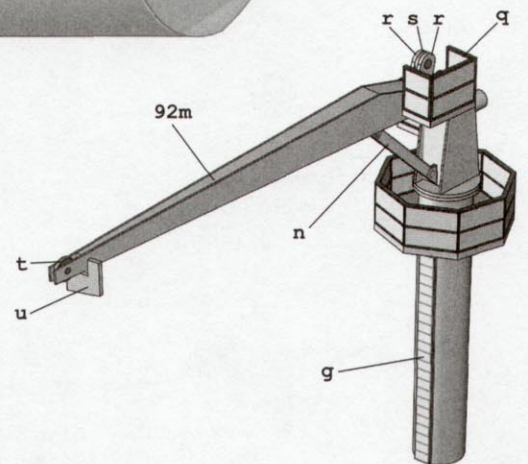
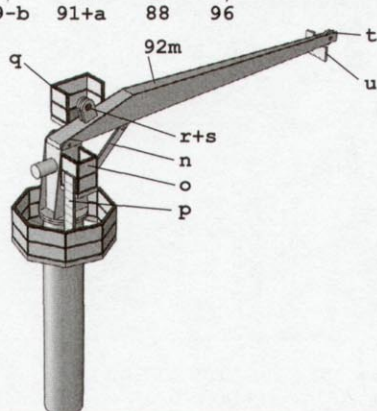


50. Teile/parts 80w, 81 - 89, 91 - 94b, 96, Bogen/sheets 2, 25, 27, 29, 31+32

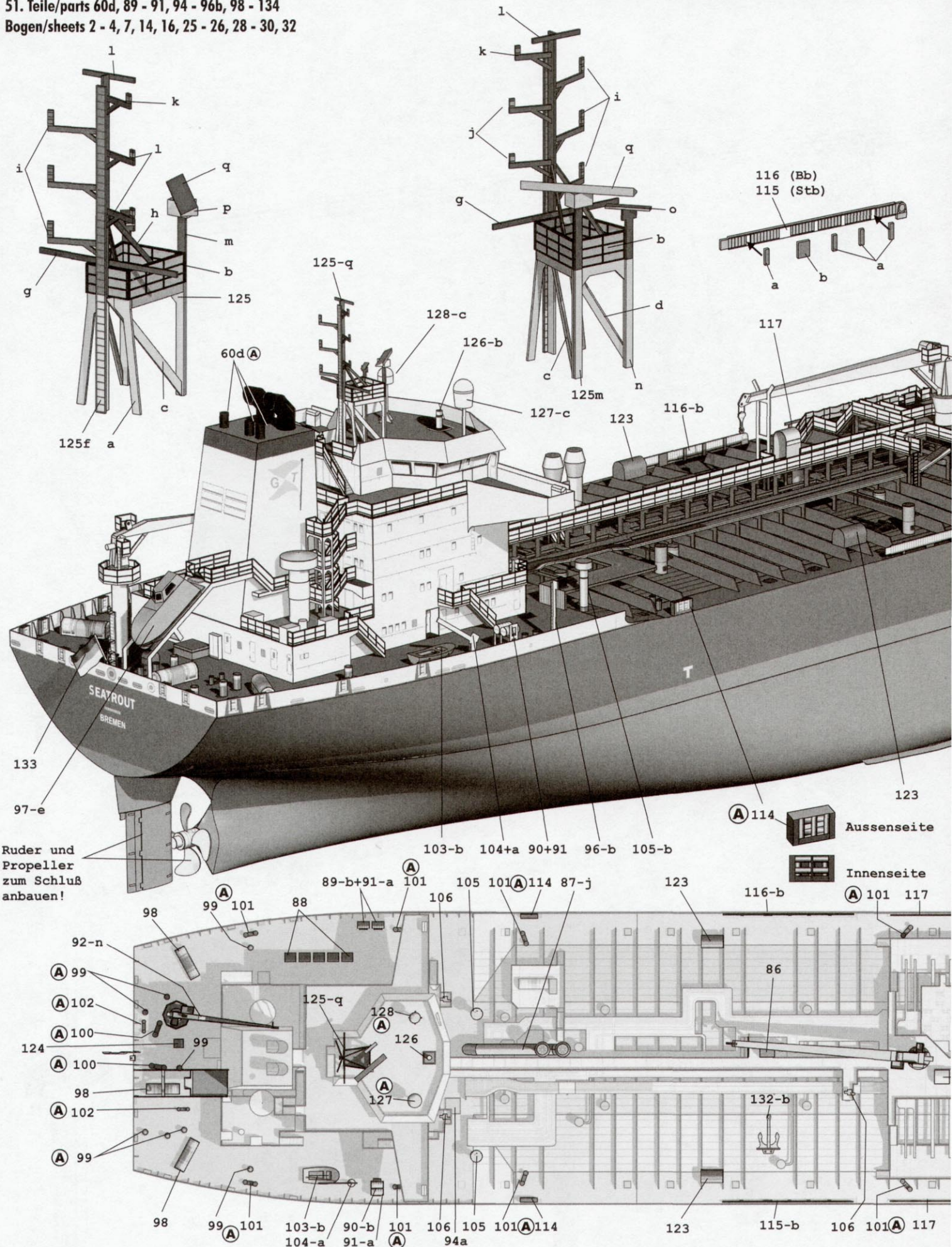


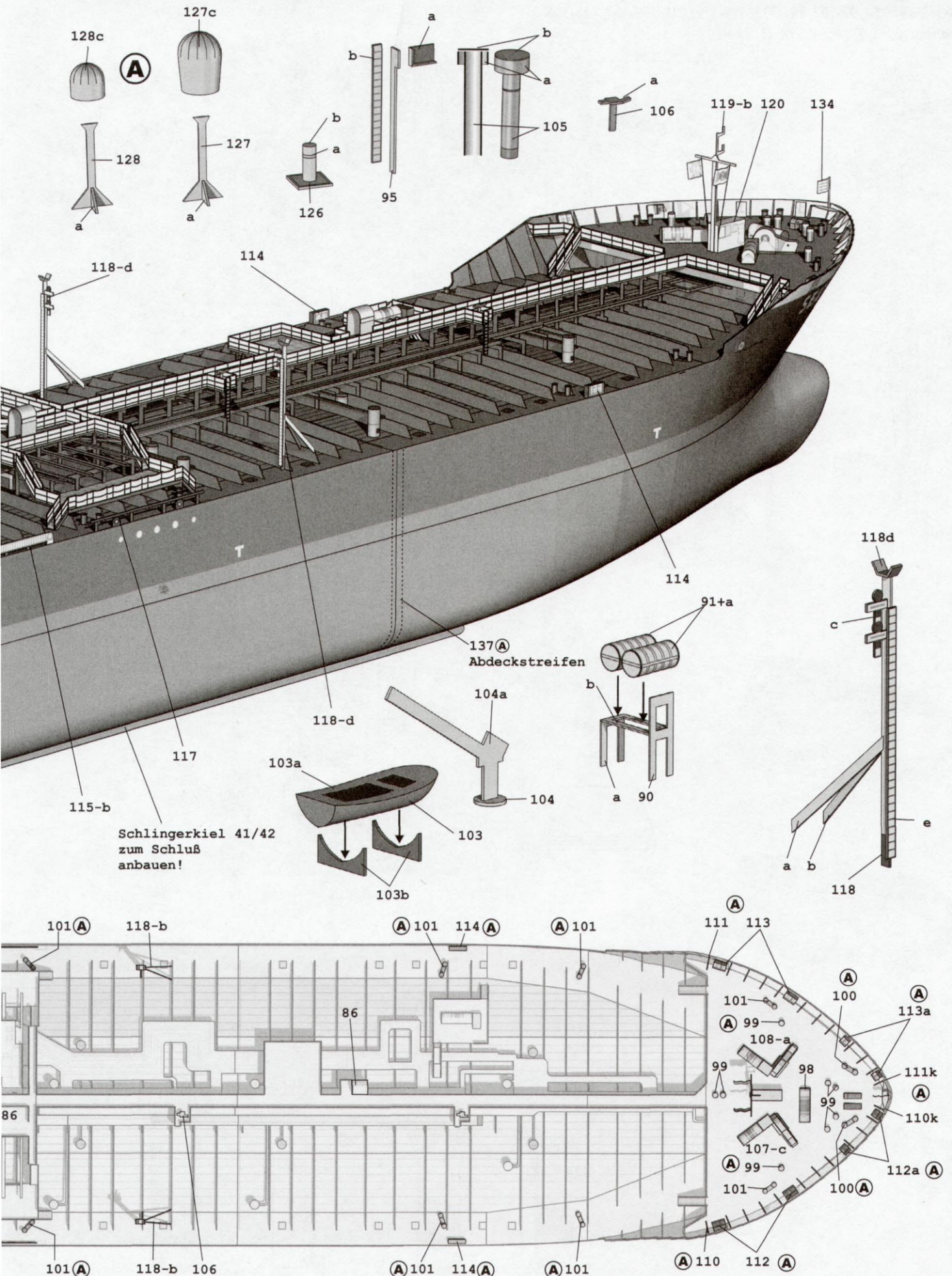


Leiter
auf die Naht
Kleben



51. Teile/parts 60d, 89 - 91, 94 - 96b, 98 - 134
 Bogen/sheets 2 - 4, 7, 14, 16, 25 - 26, 28 - 30, 32



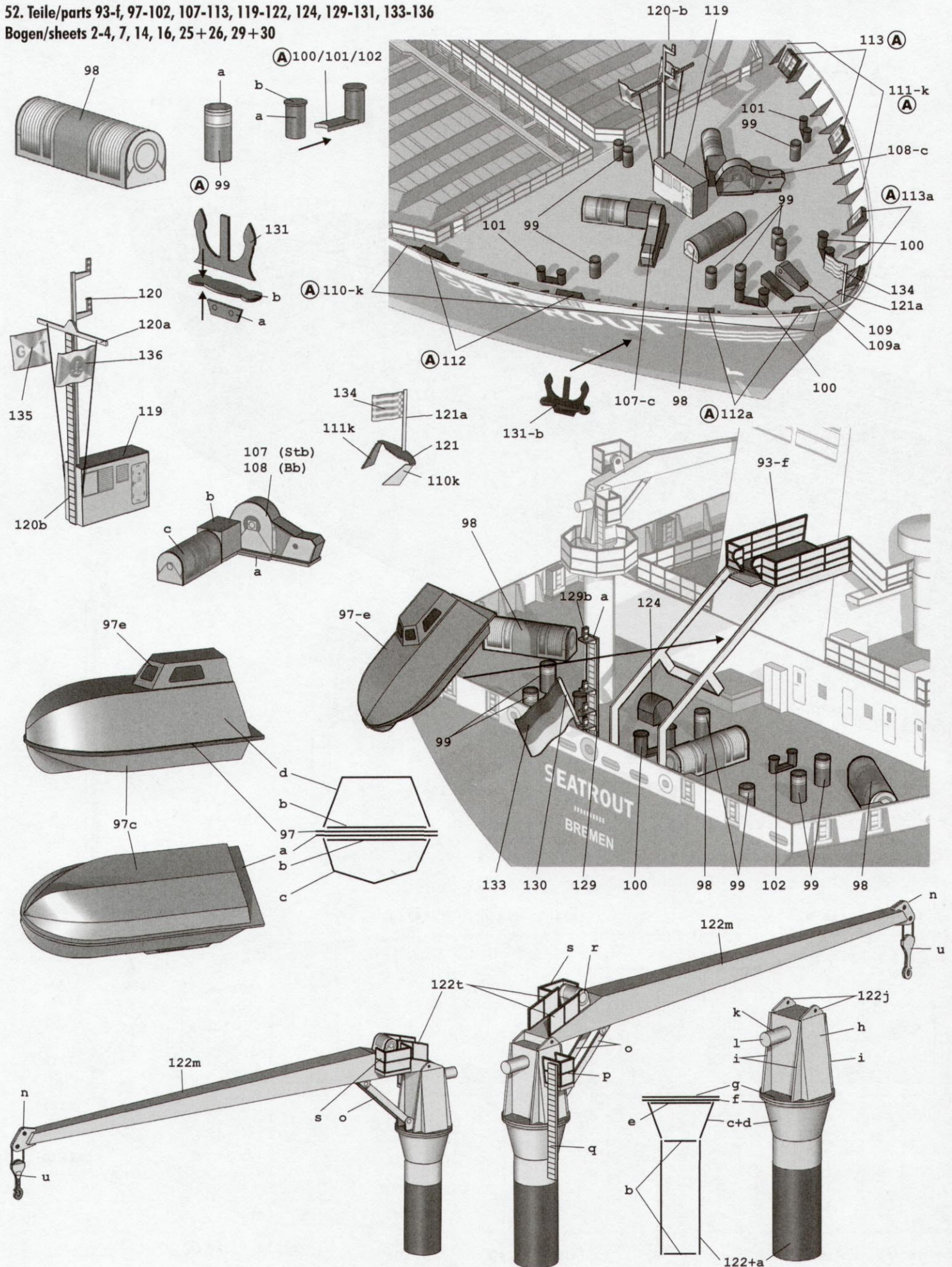


Schlingerkiel 41/42
zum Schluß
anbauen!

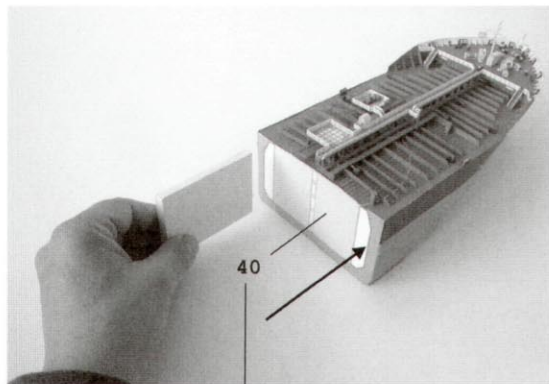
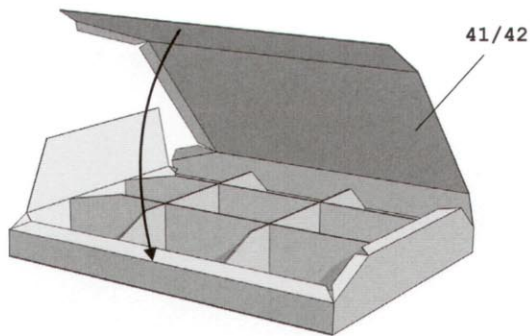
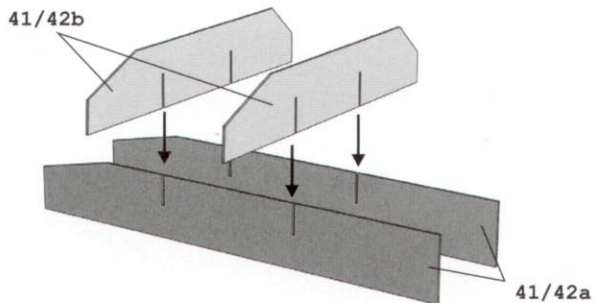
137(A)
Abdeckstreifen

52. Teile/parts 93-f, 97-102, 107-113, 119-122, 124, 129-131, 133-136

Bogen/sheets 2-4, 7, 14, 16, 25 + 26, 29 + 30



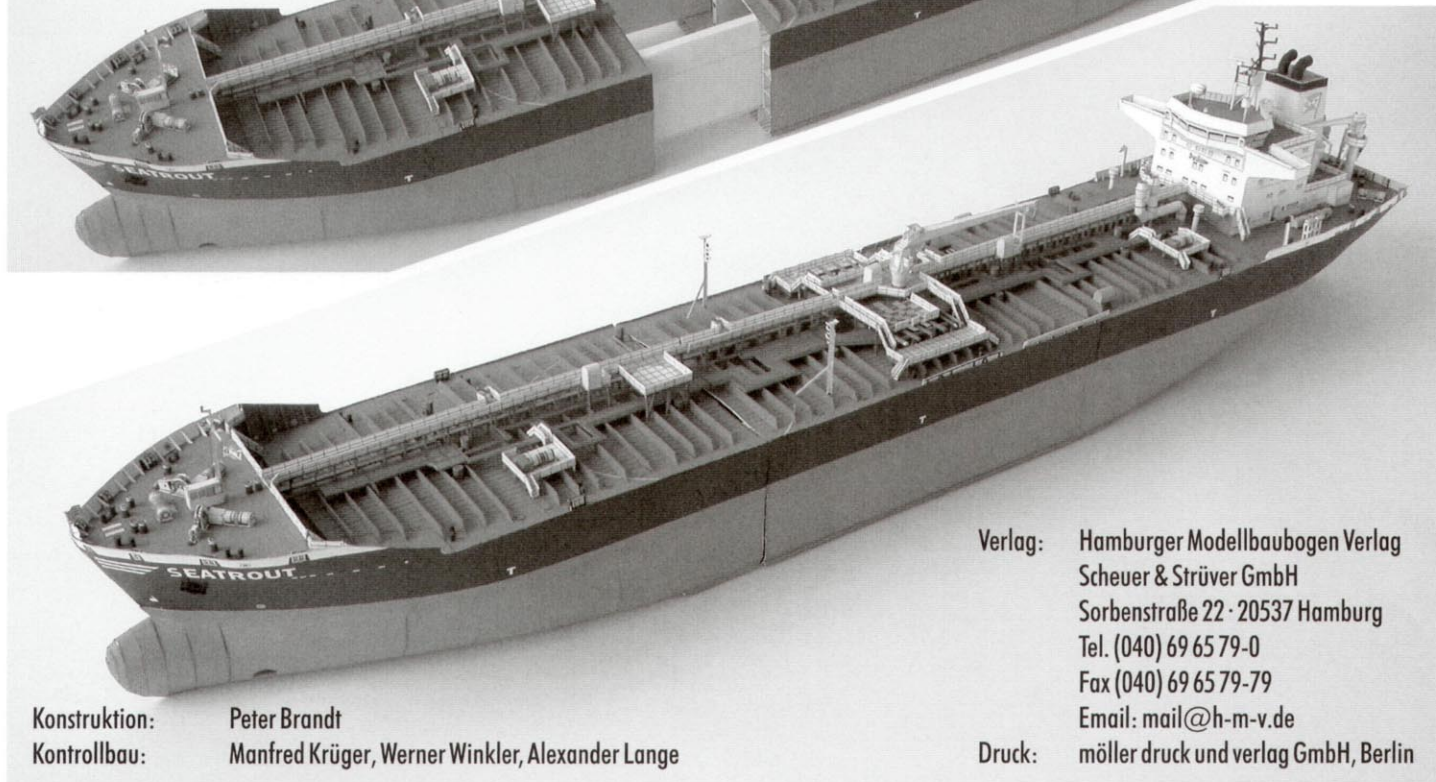
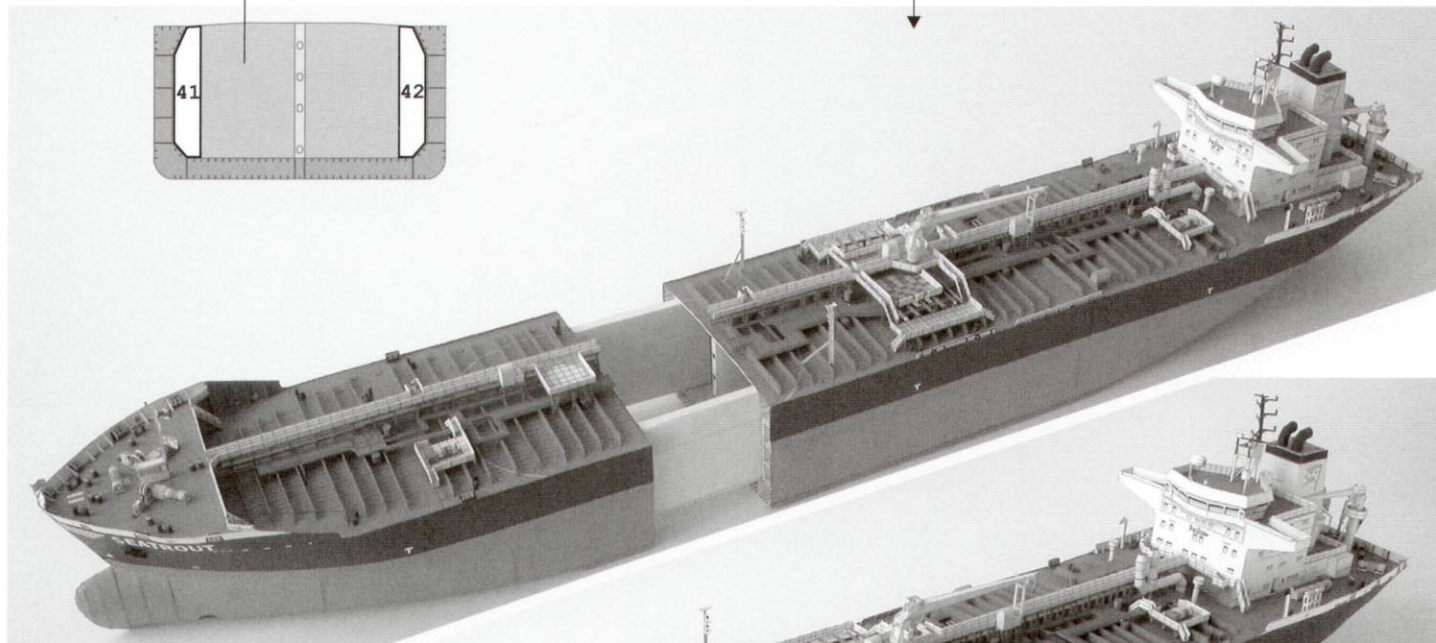
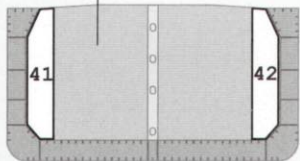
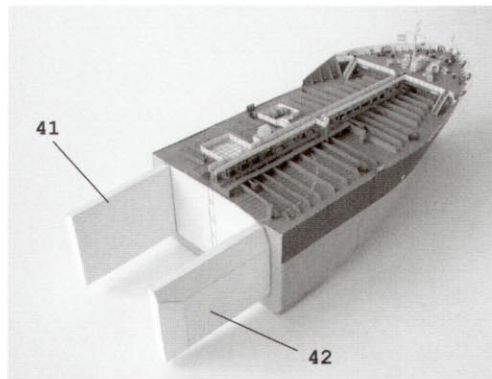
53. Teile/parts 40 - 42b, Bogen/sheets 15



Ankleben an der Stirnwand

Das Vorschiff mit den angeklebten Zapfen

Beide Schiffsteile werden zusammengeschoben



Konstruktion: Peter Brandt
 Kontrollbau: Manfred Krüger, Werner Winkler, Alexander Lange

Verlag: Hamburger Modellbaubogen Verlag
 Scheuer & Strüver GmbH
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 Tel. (040) 69 65 79-0
 Fax (040) 69 65 79-79
 Email: mail@h-m-v.de
 Druck: möller druck und verlag GmbH, Berlin

Haupt-Bestandteile des Vollrumpf-Modells

Aufbauten

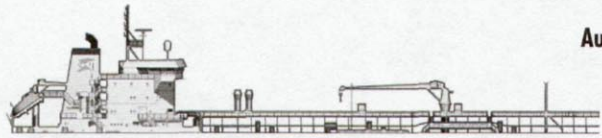


Bild 31 - 52
Seite 18 - 28



Rumpf Überwasser hinterer Teil

Rumpf Überwasser Vorderer Teil



Bild 12 - 22
Seite 8 - 13



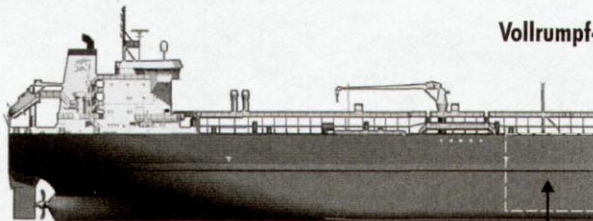
Bild 1 - 9
Seite 4 - 7



Rumpf Unterwasser hinterer Teil

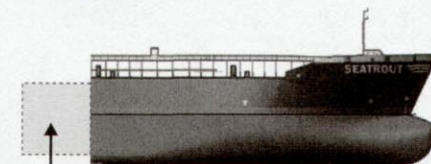
Rumpf Unterwasser vorderer Teil

Vollrumpf-Modell auseinandergezogen



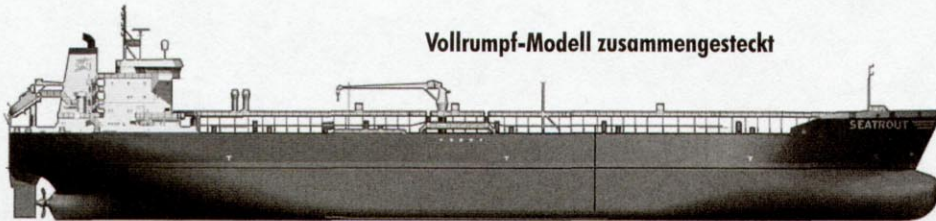
Laderaum

Bild 53
Seite 29

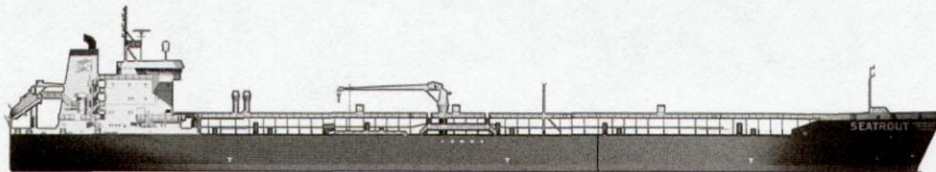


Verbindungszapfen

Vollrumpf-Modell zusammengesteckt

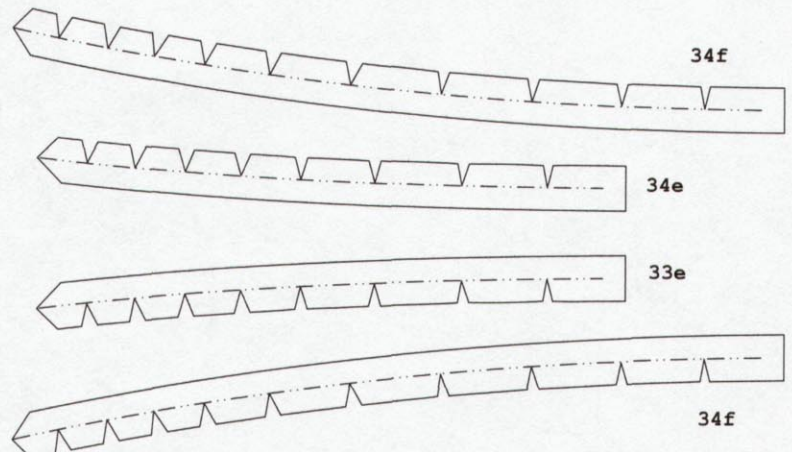
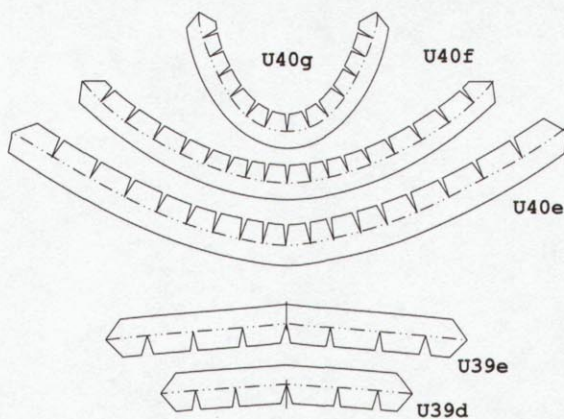


W Wasserlinien-Modell



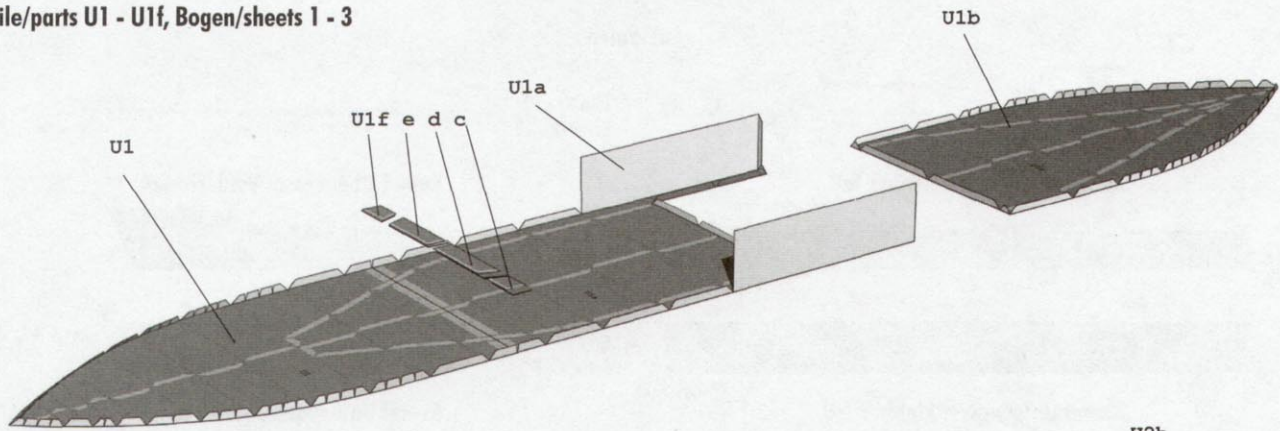
Wasserlinien-Rumpf
Bild W 1 - W 10
Seite 10 - 15

Klebelaschen auf 80gr-Papier (siehe Bild 10)

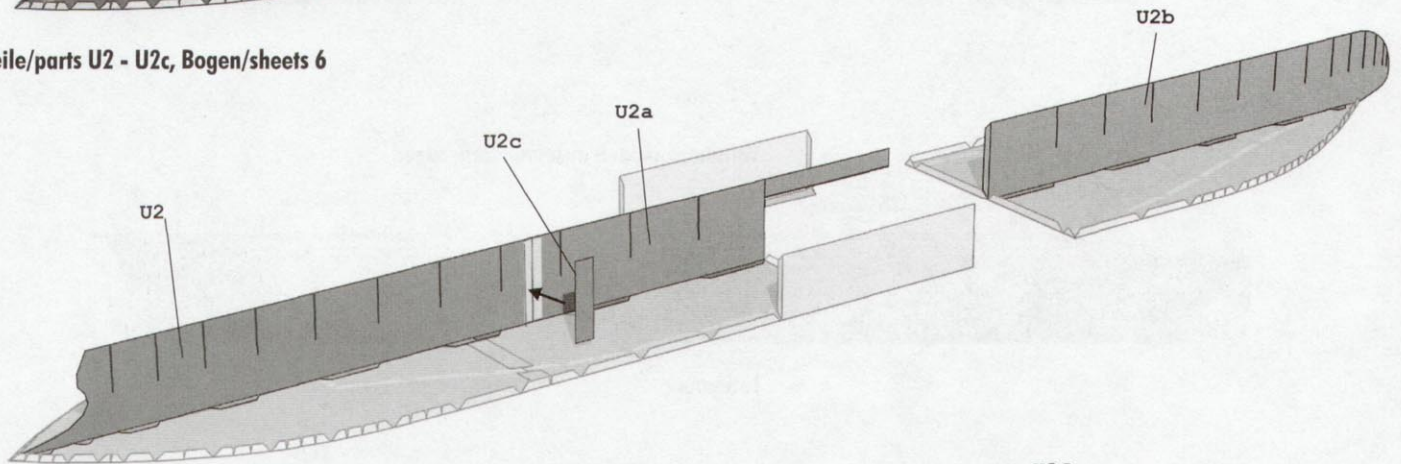


Aufbau des Unterwasserschiffes

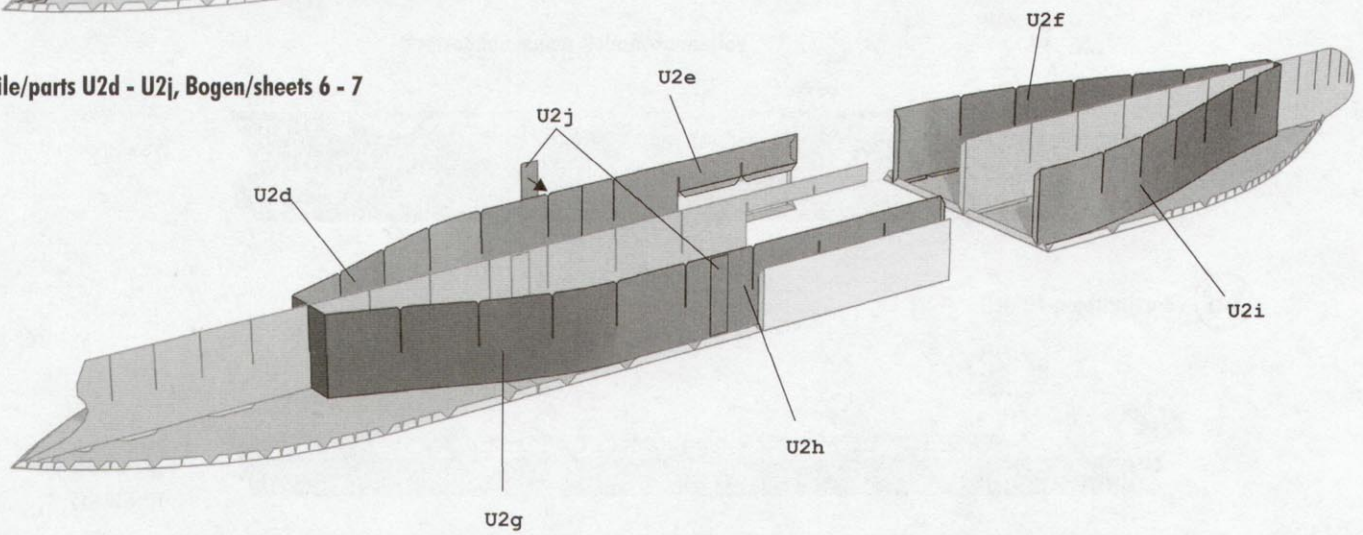
1. Teile/parts U1 - U1f, Bogen/sheets 1 - 3



2. Teile/parts U2 - U2c, Bogen/sheets 6



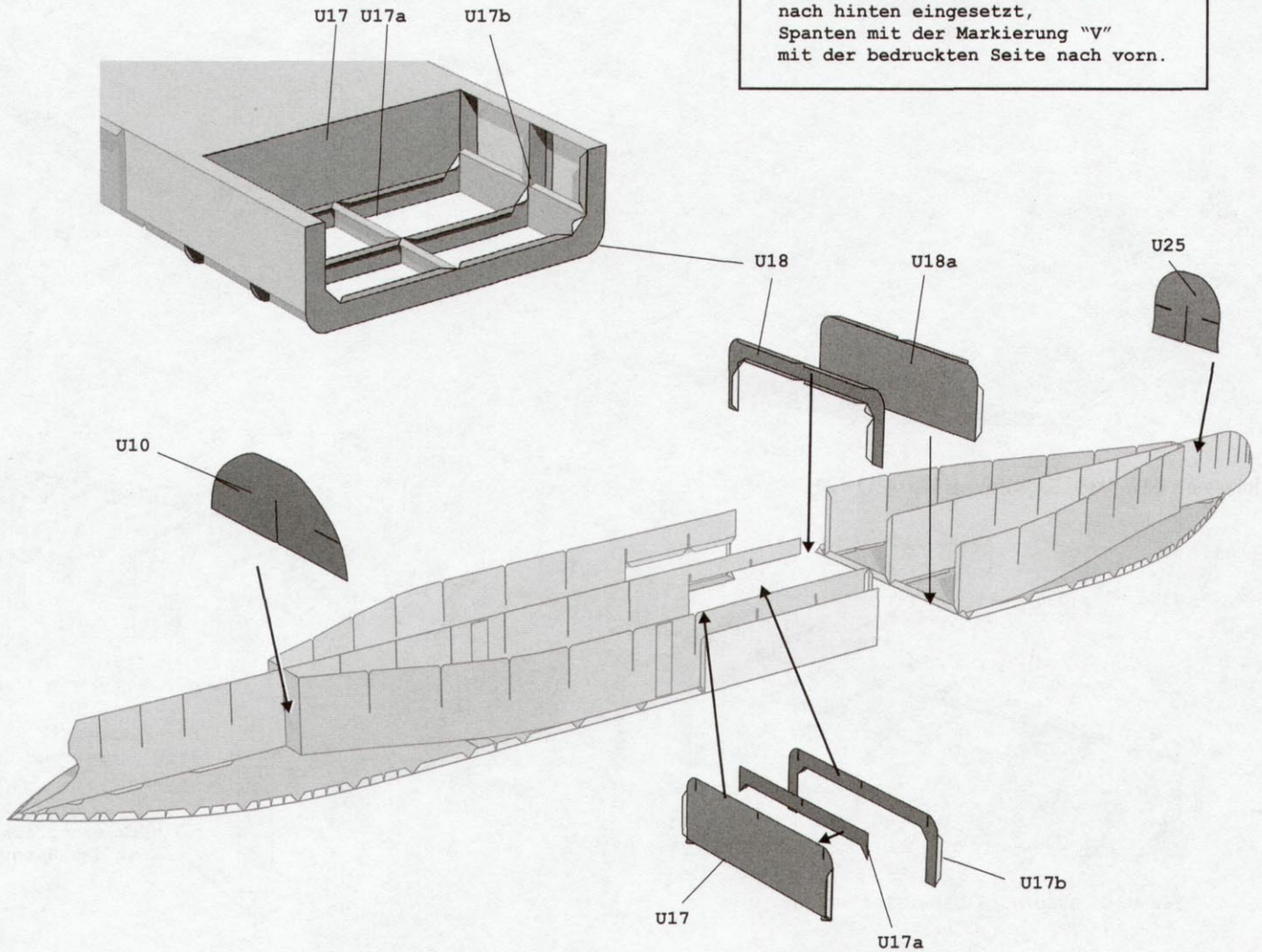
3. Teile/parts U2d - U2j, Bogen/sheets 6 - 7



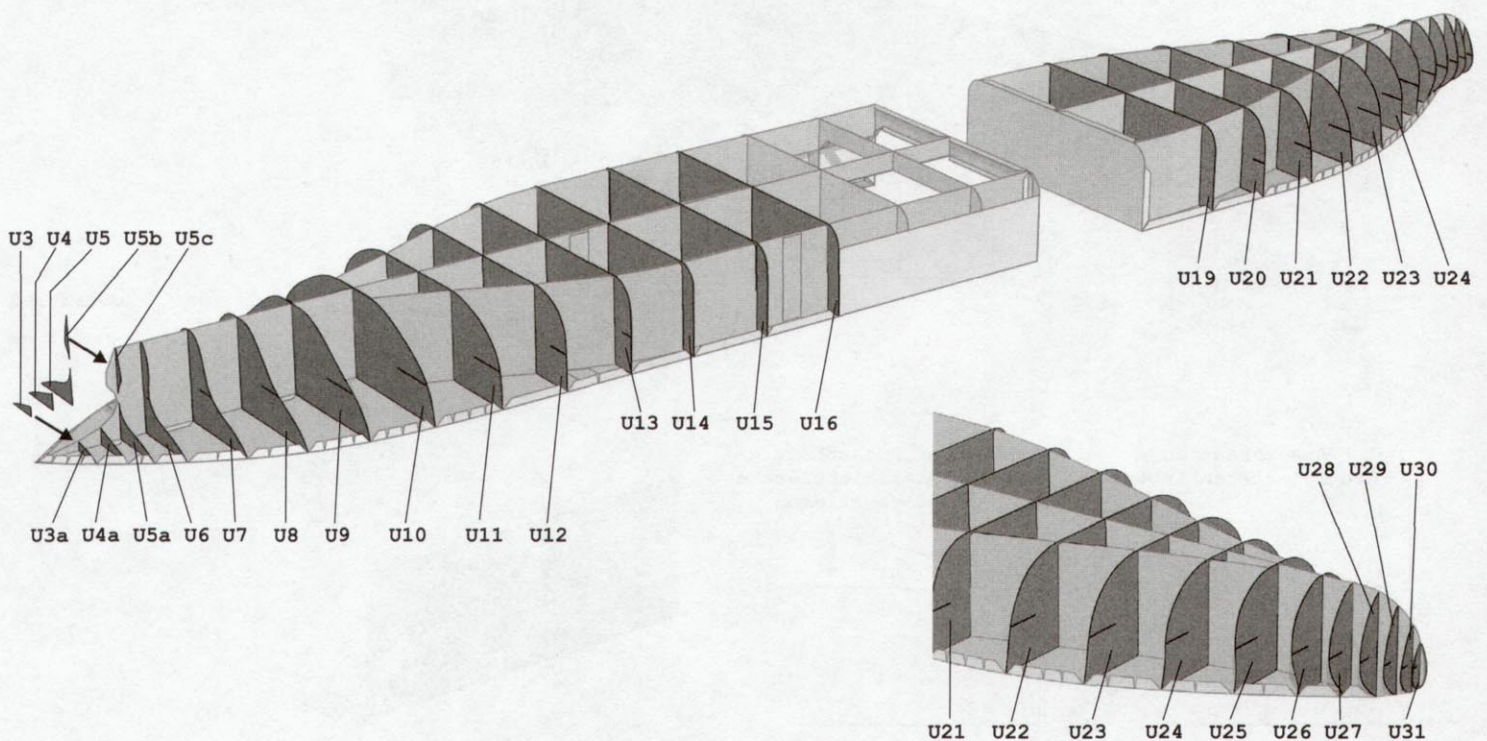
Rückseite: Klebelaschen

4. Teile/parts U10, U17 - U18a, U25, Bogen/sheets 2, 4 + 5

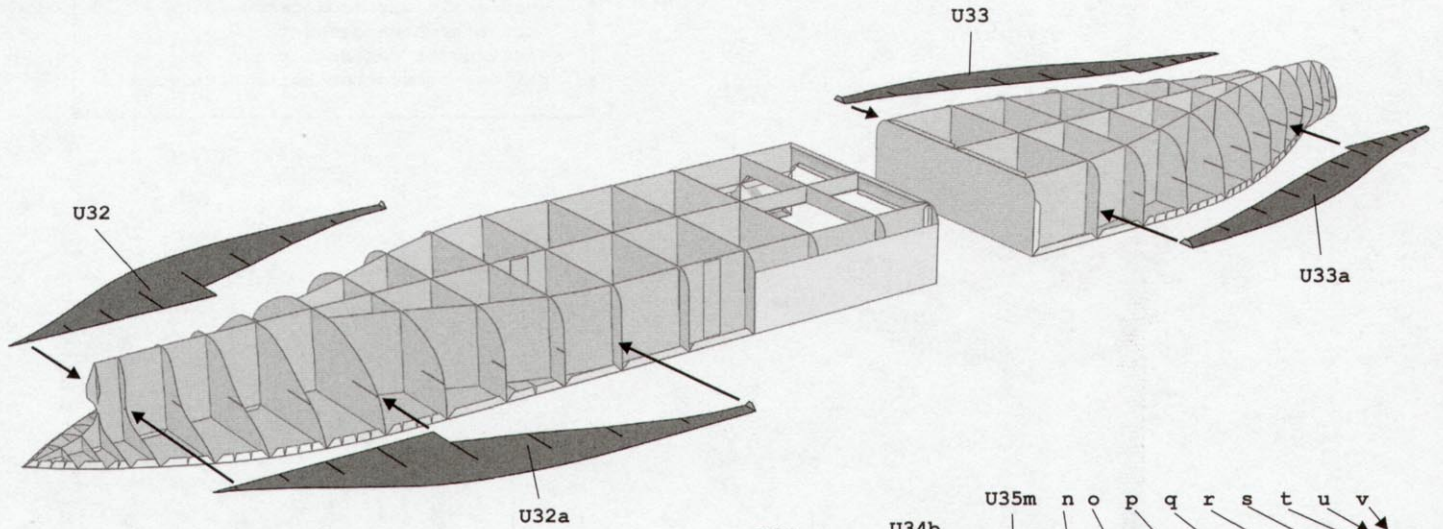
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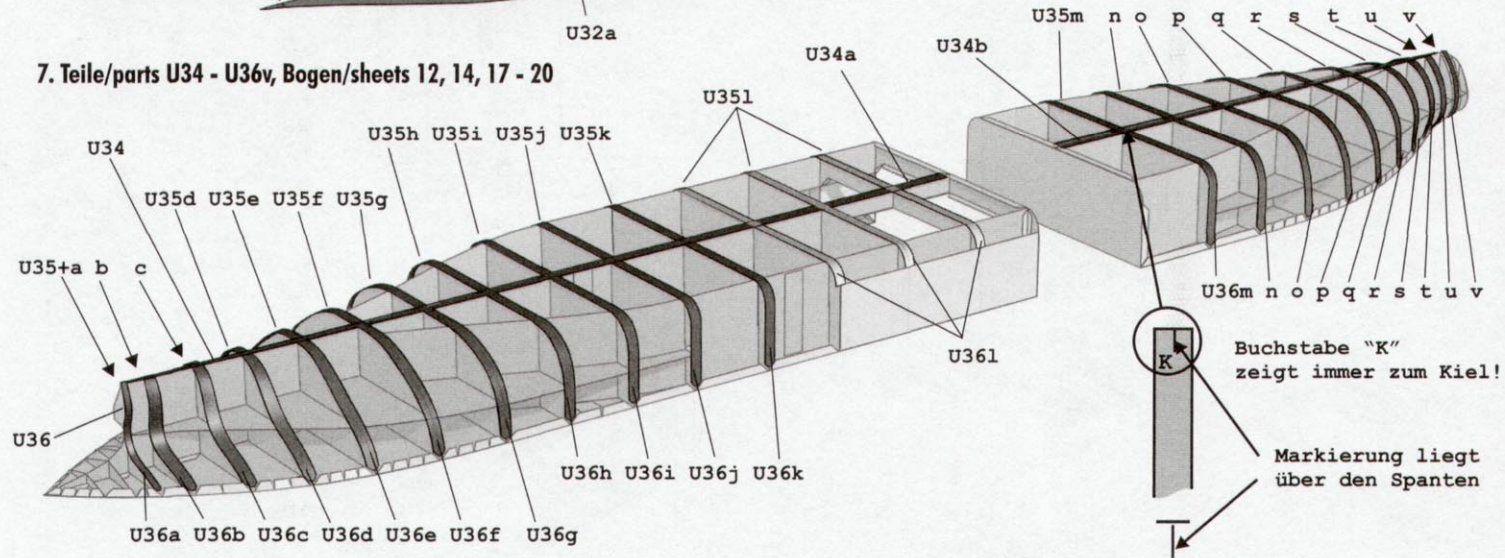
5. Teile/parts U3 - U16, U19 - U31, Bogen/sheets 1, 4 + 5



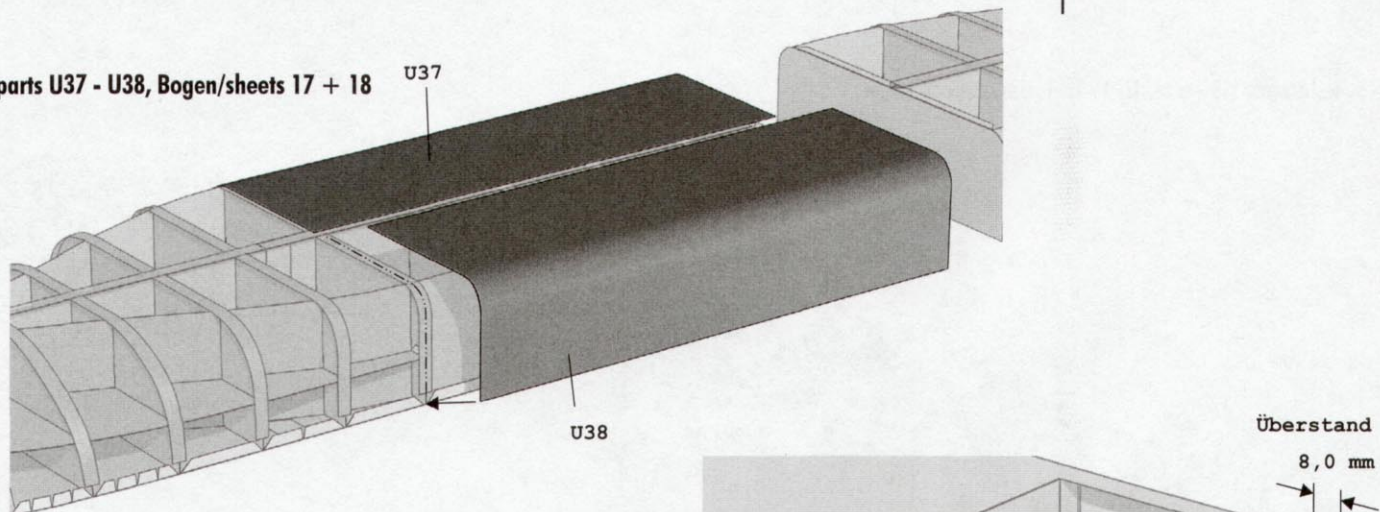
6. Teile/parts U32 - U33a, Bogen/sheets 1 + 3



7. Teile/parts U34 - U36v, Bogen/sheets 12, 14, 17 - 20

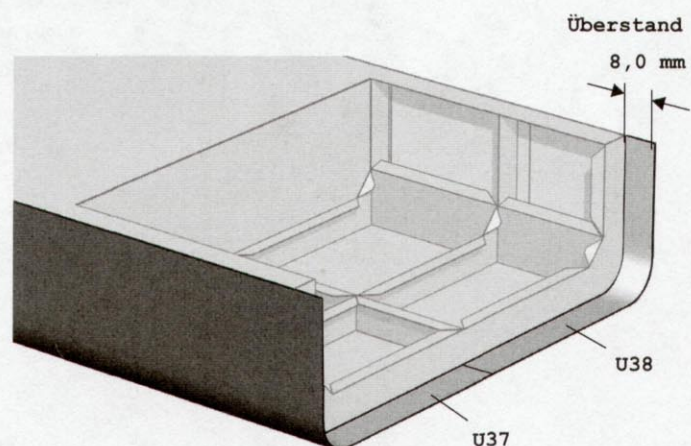
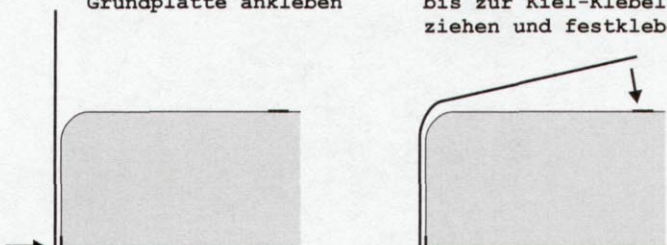


8. Teile/parts U37 - U38, Bogen/sheets 17 + 18

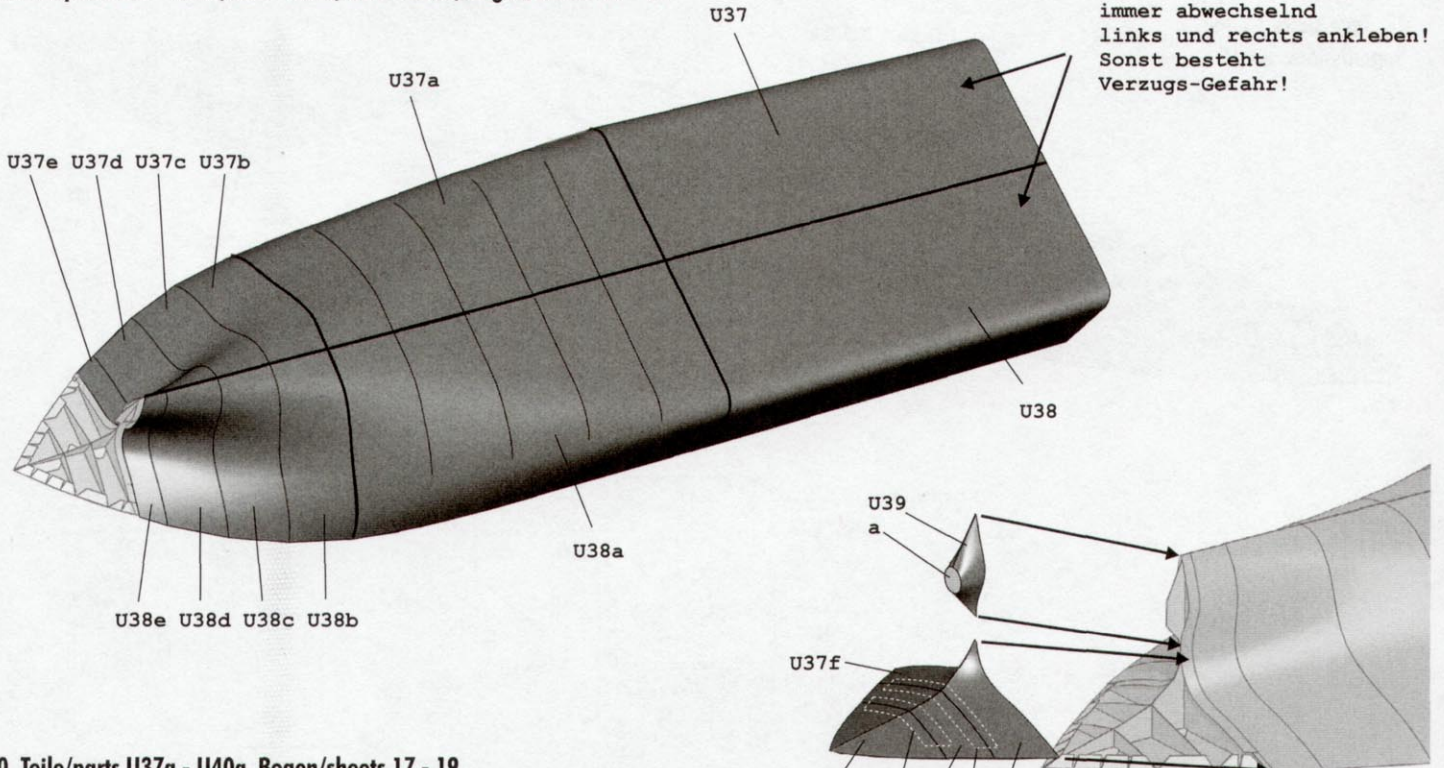


1.) Aussenhaut an Grundplatte ankleben

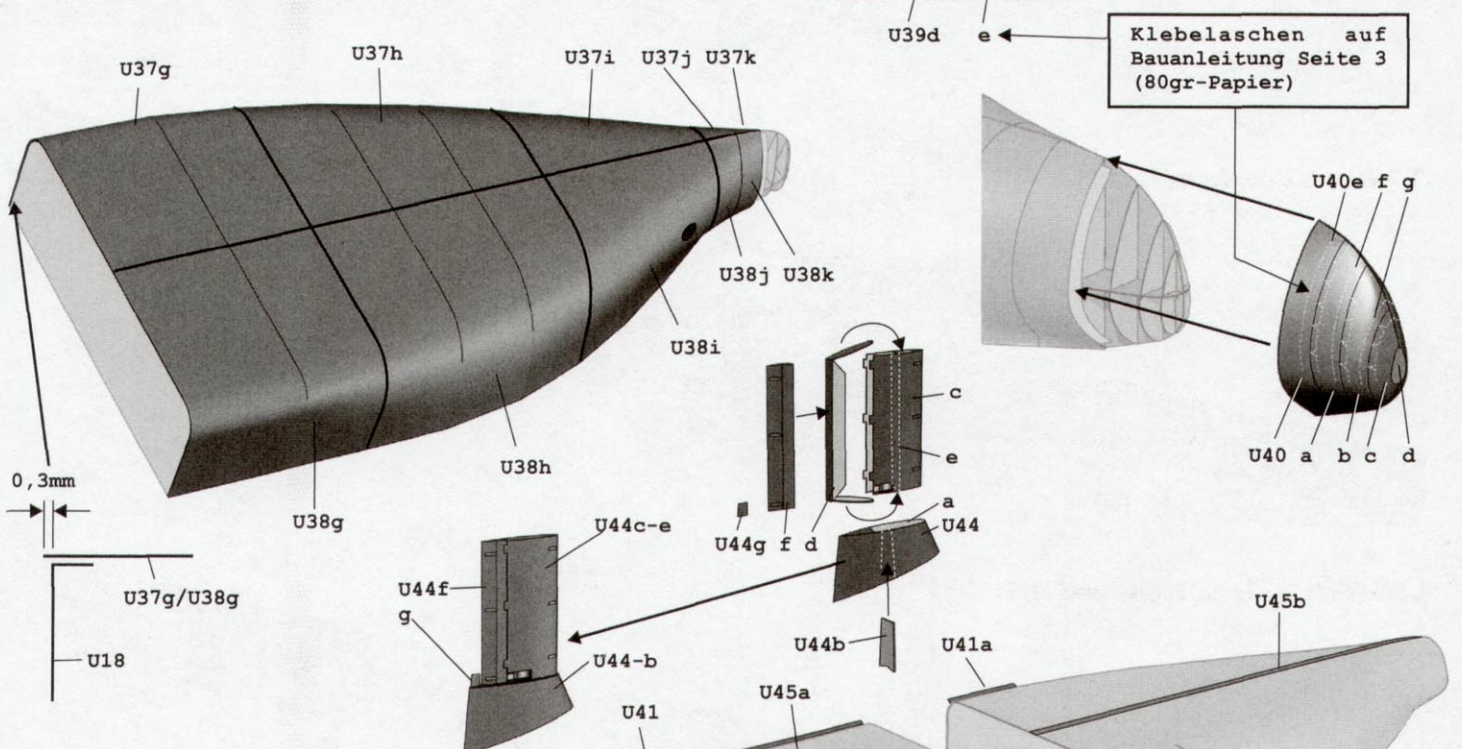
2.) Danach Aussenhaut bis zur Kiel-Klebelasche ziehen und festkleben



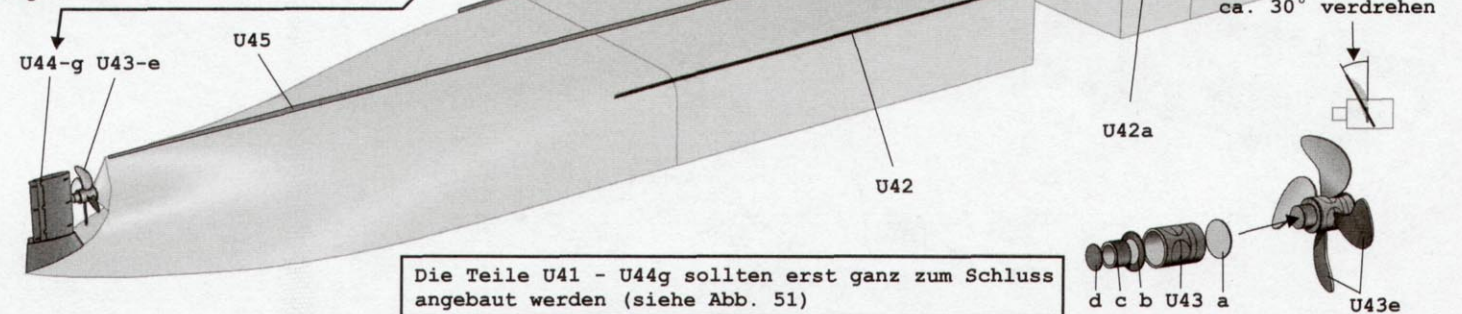
9. Teile/parts U37 - U37f, U38 - U38f, U39 - U39e, Bogen/sheets 17 - 19



10. Teile/parts U37g - U40g, Bogen/sheets 17 - 19

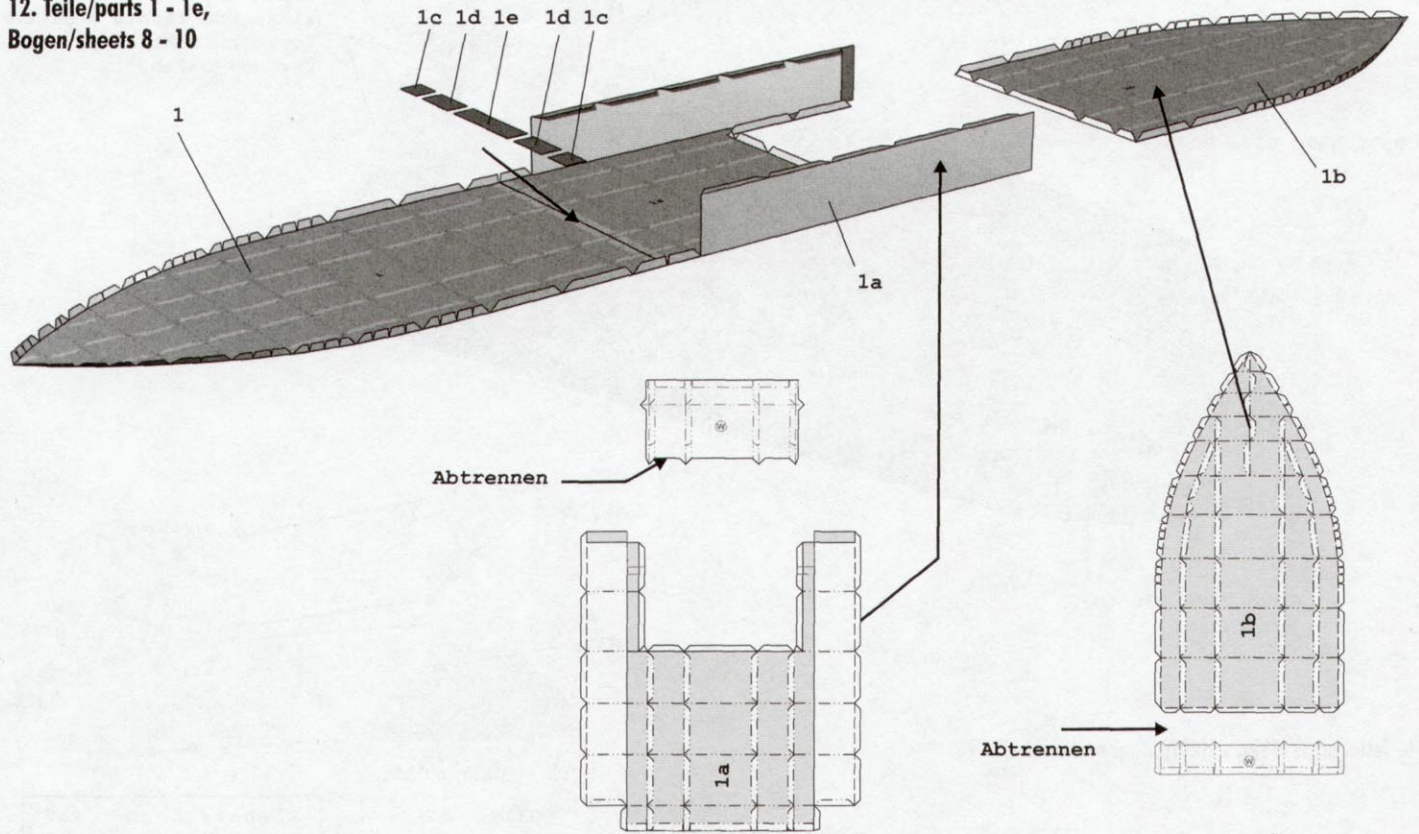


11. Teile/parts U41 - U45b, Bogen/sheets 17 + 18, 20

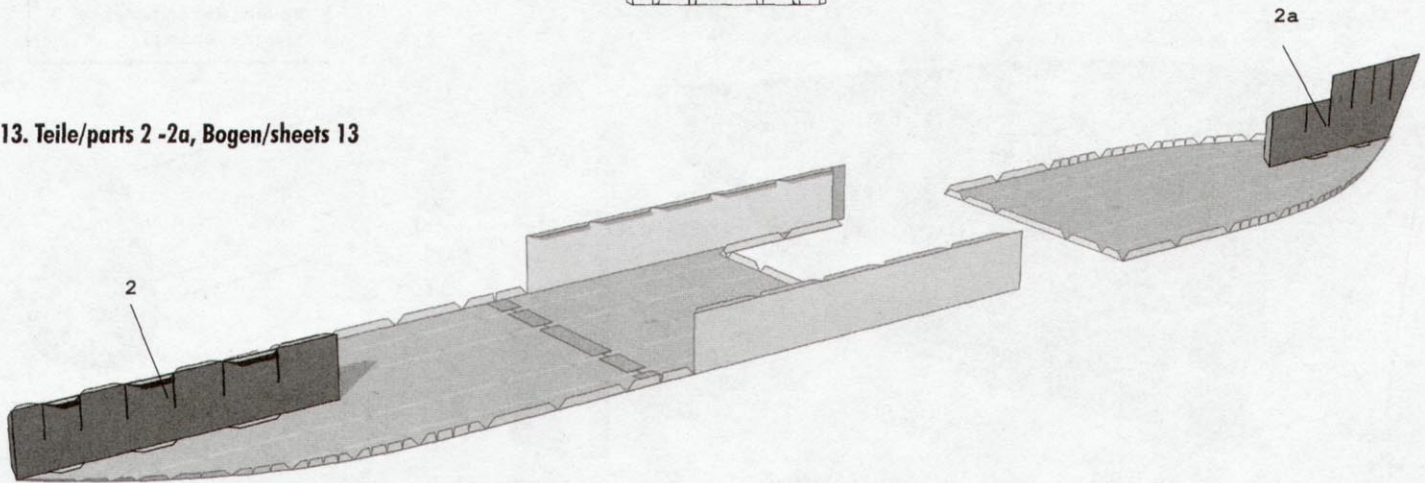


Aufbau des Überwasser-Teiles für das Vollrumpfmodell

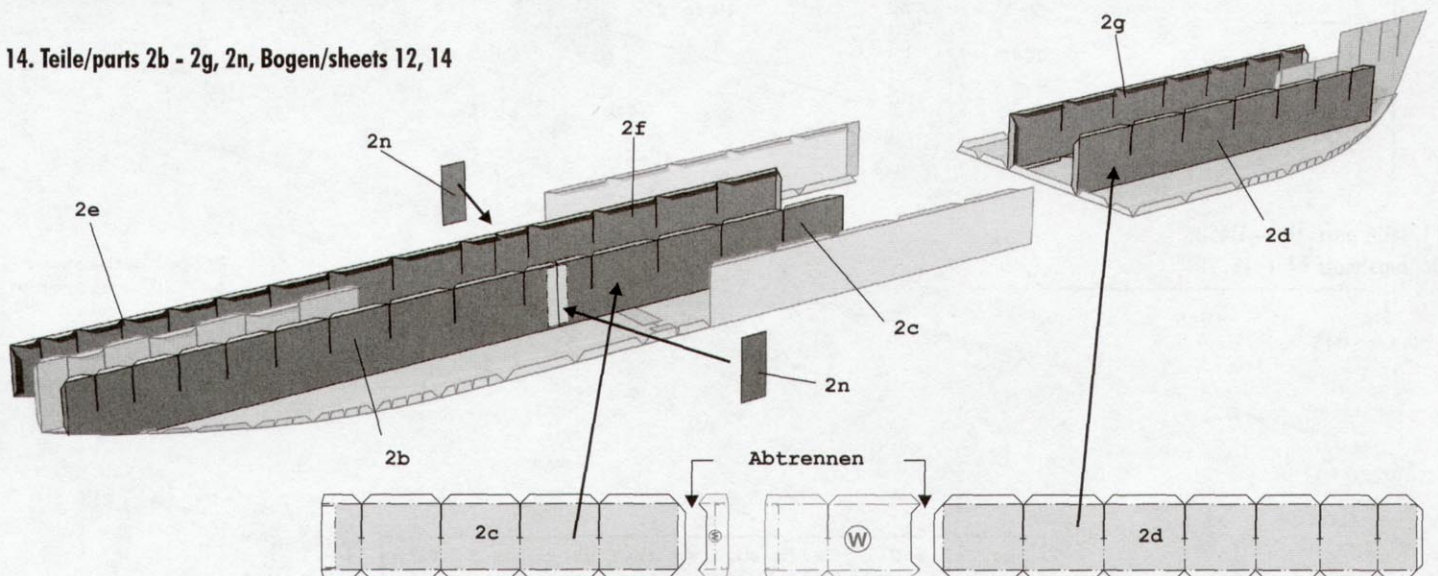
12. Teile/parts 1 - 1e,
Bogen/sheets 8 - 10



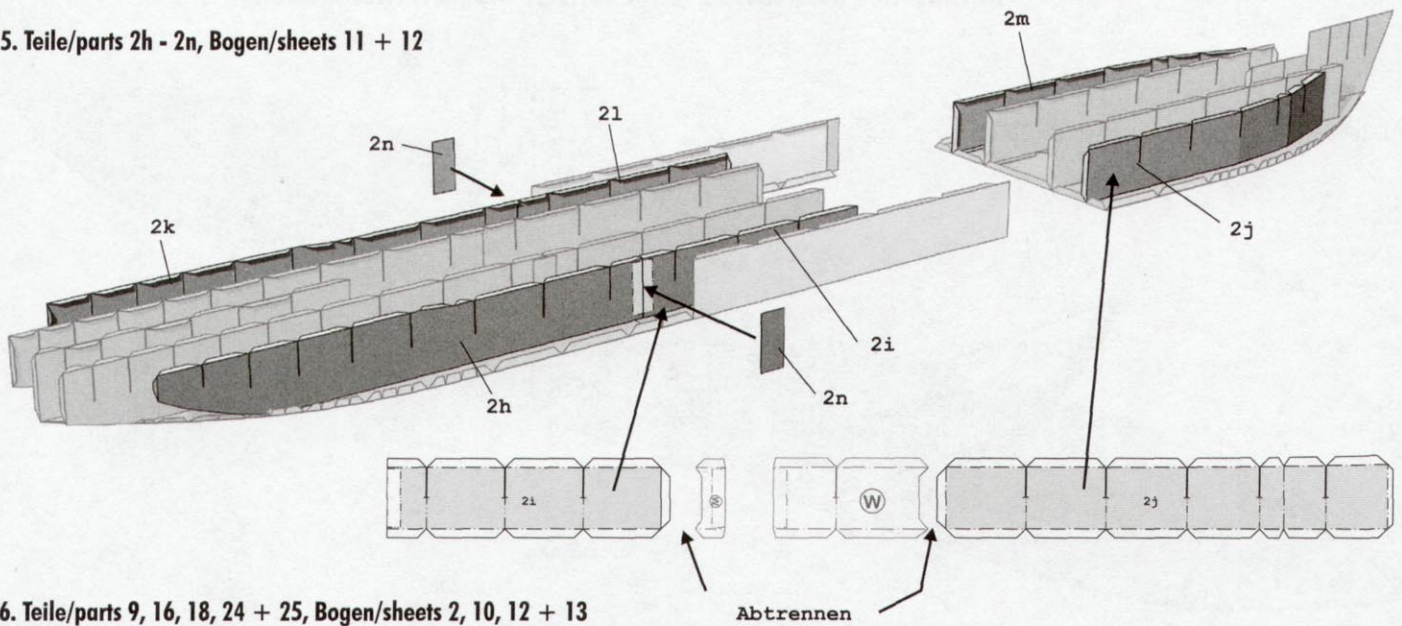
13. Teile/parts 2 - 2a, Bogen/sheets 13



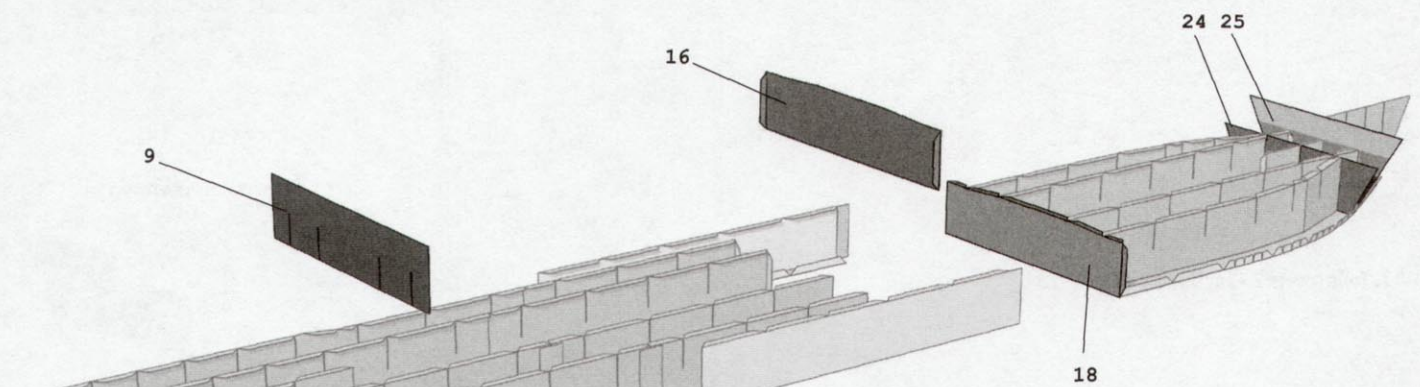
14. Teile/parts 2b - 2g, 2n, Bogen/sheets 12, 14



15. Teile/parts 2h - 2n, Bogen/sheets 11 + 12

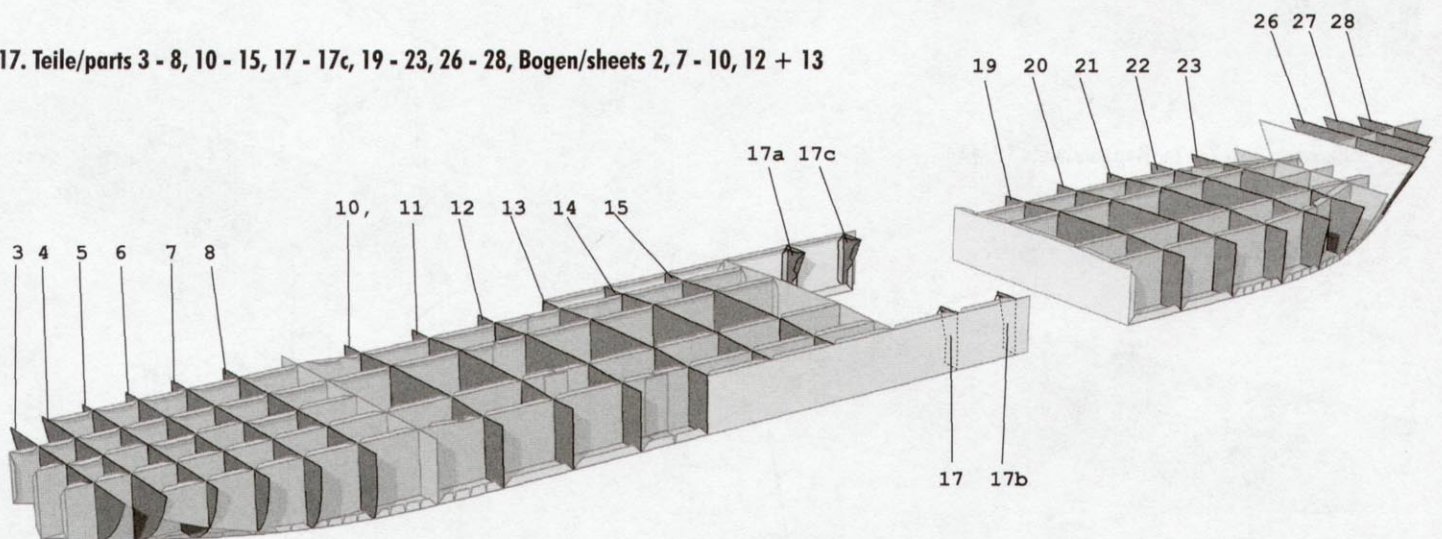


16. Teile/parts 9, 16, 18, 24 + 25, Bogen/sheets 2, 10, 12 + 13

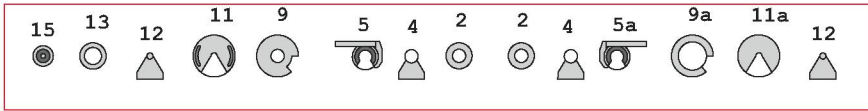
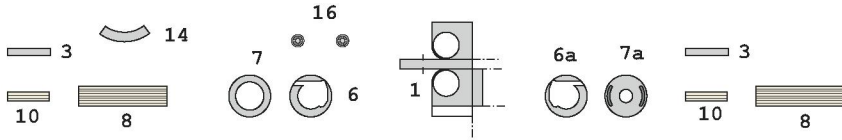
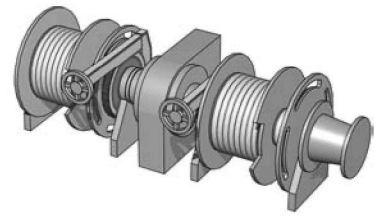


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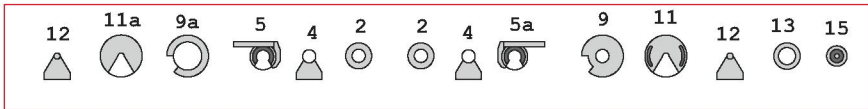
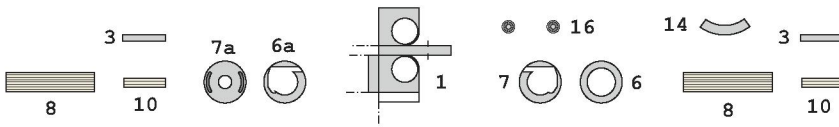
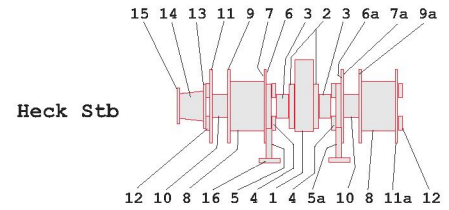
17. Teile/parts 3 - 8, 10 - 15, 17 - 17c, 19 - 23, 26 - 28, Bogen/sheets 2, 7 - 10, 12 + 13



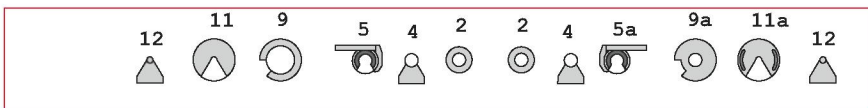
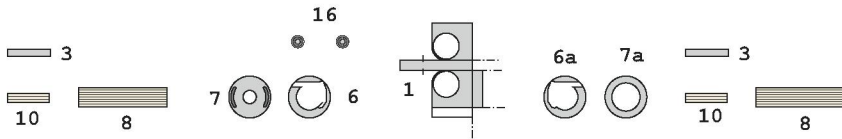
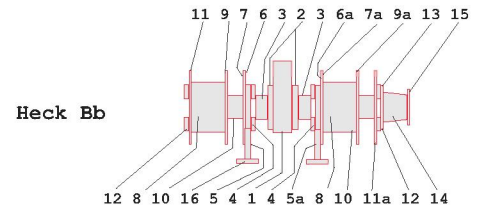
Winden für die Seatrout, Bogen 1



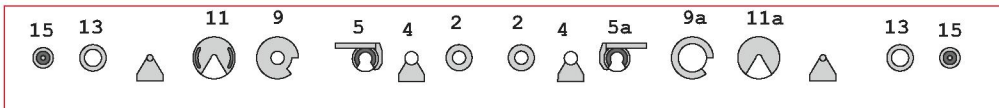
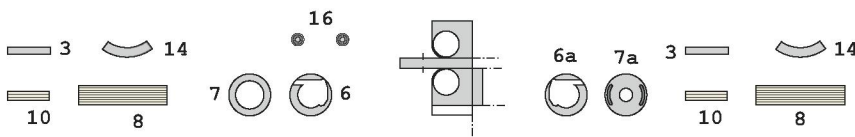
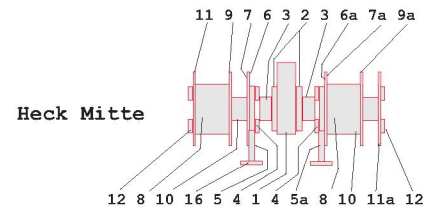
Rückseiten-Druck grau



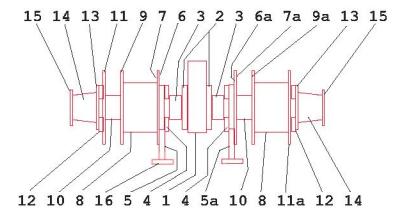
Rückseiten-Druck grau



Rückseiten-Druck grau



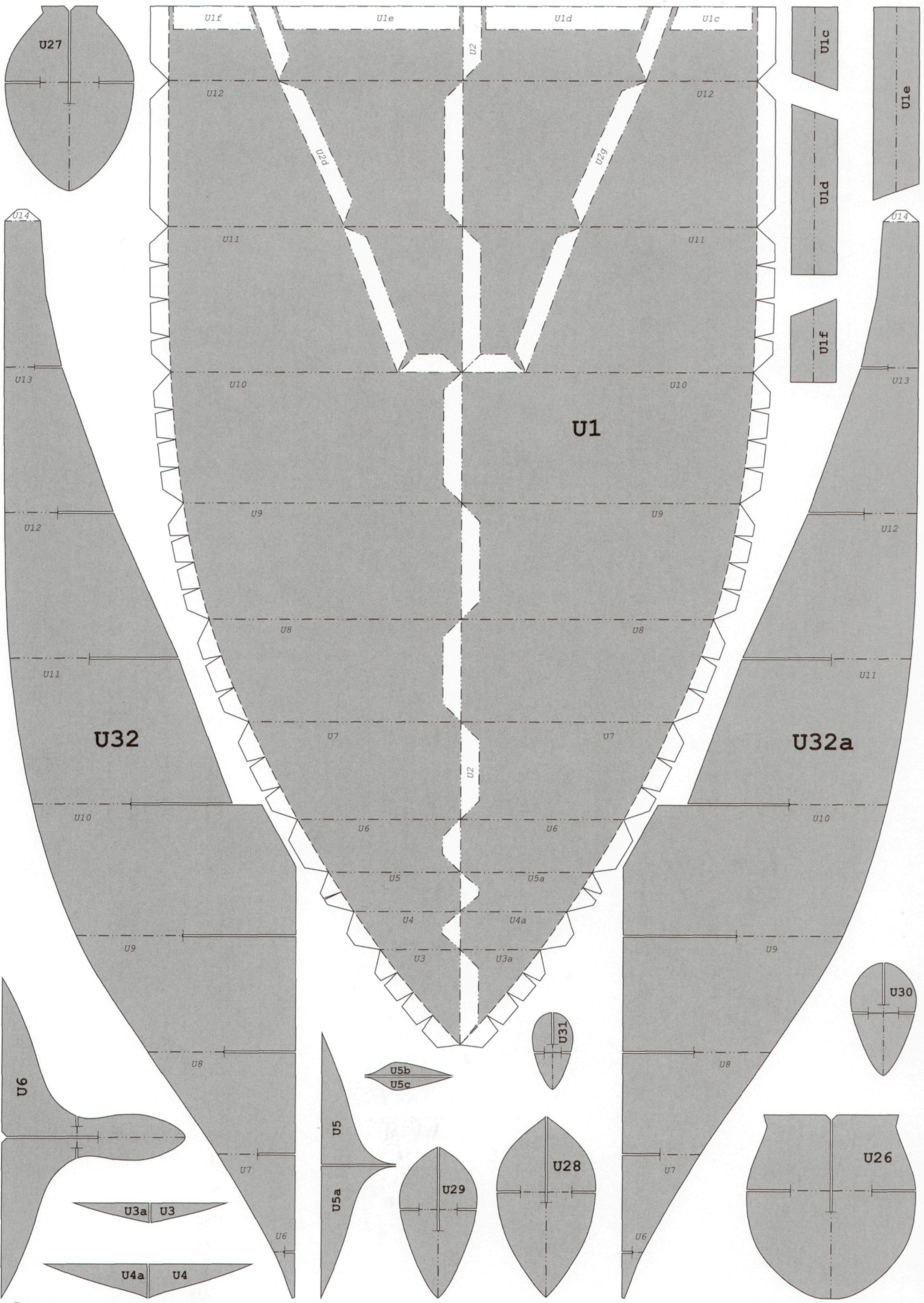
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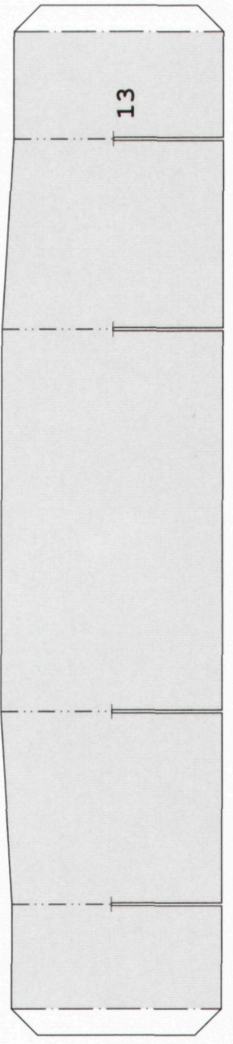
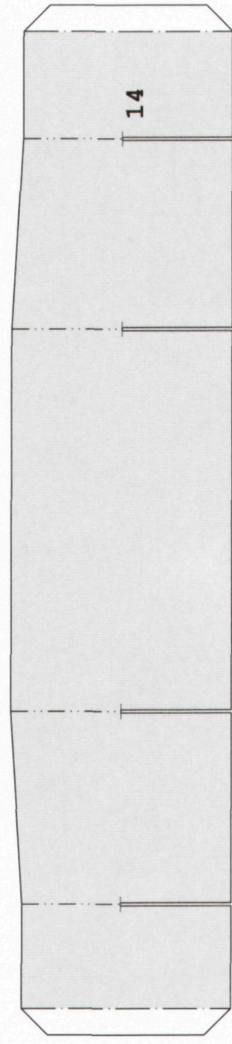
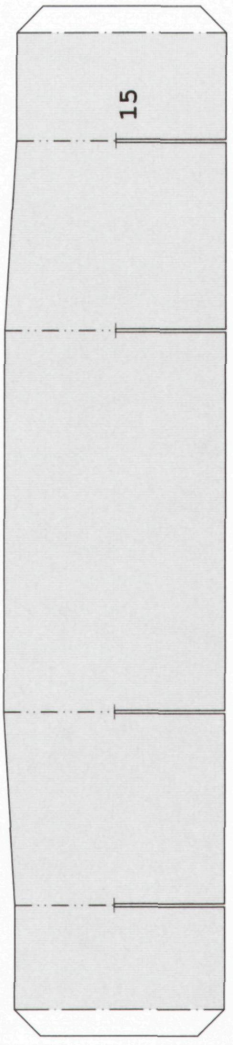
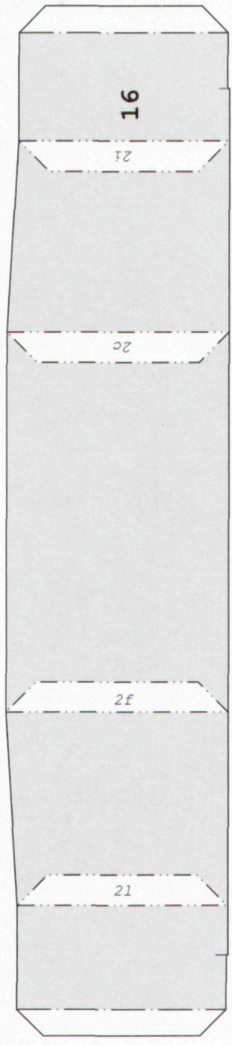
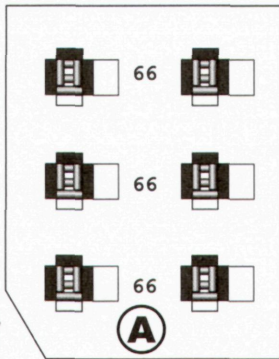
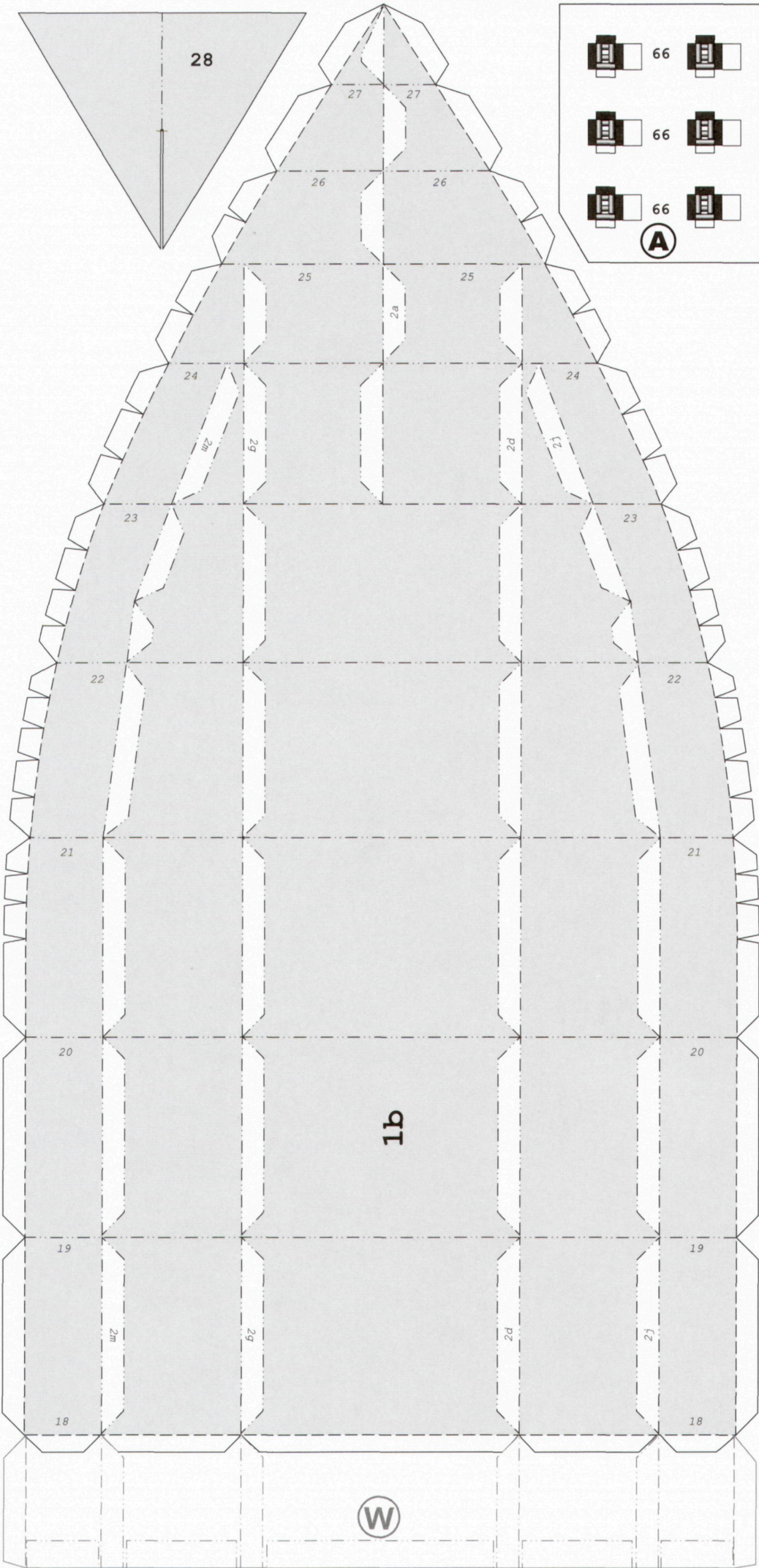


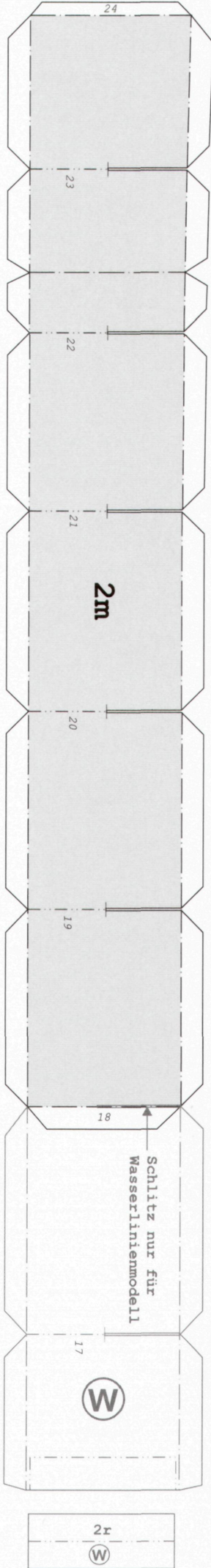
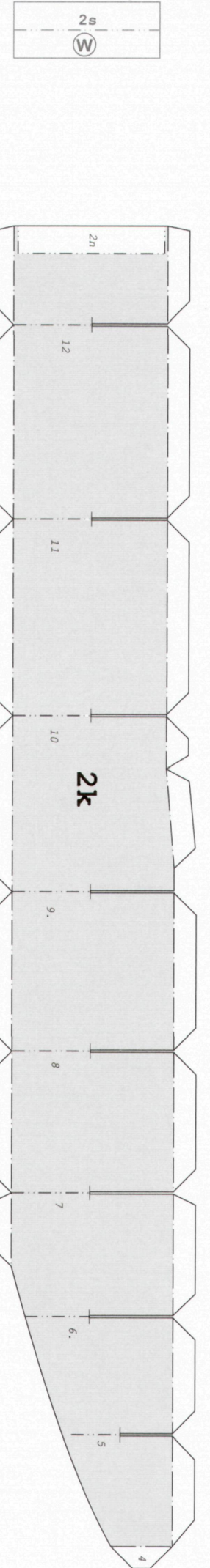
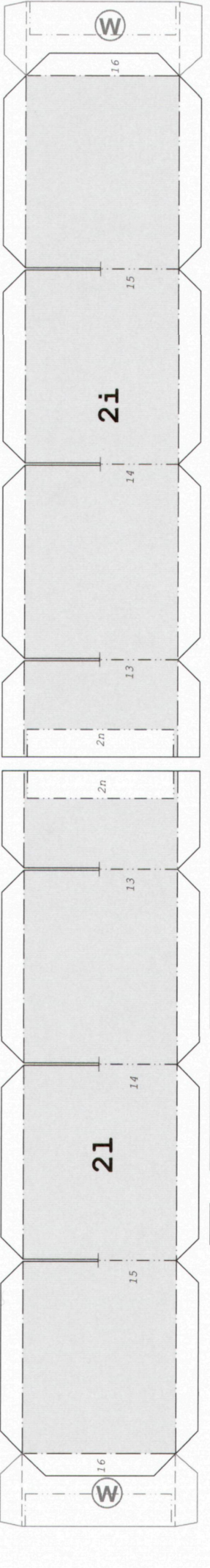
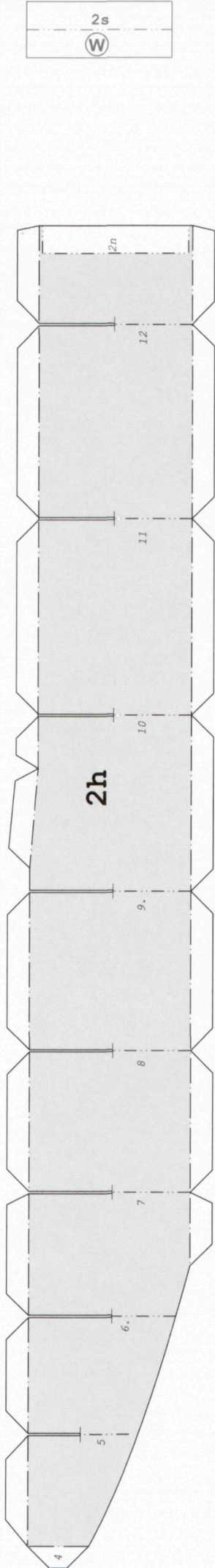
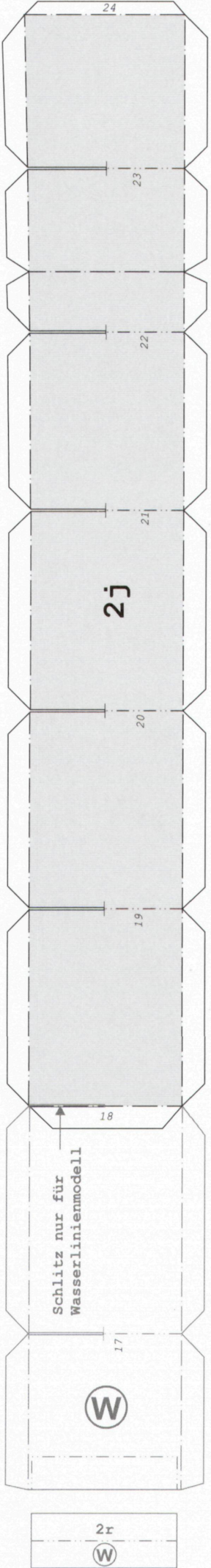
Back Mitte

Rückseite für Bogen 1





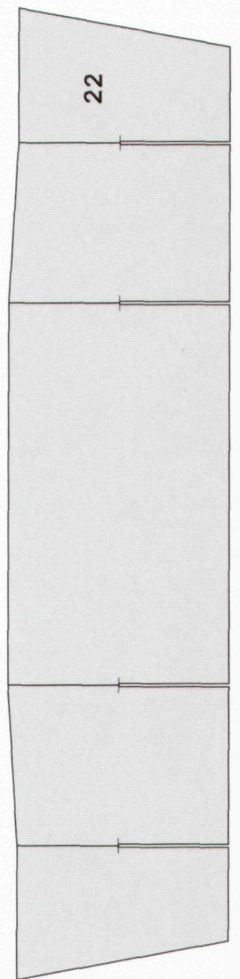
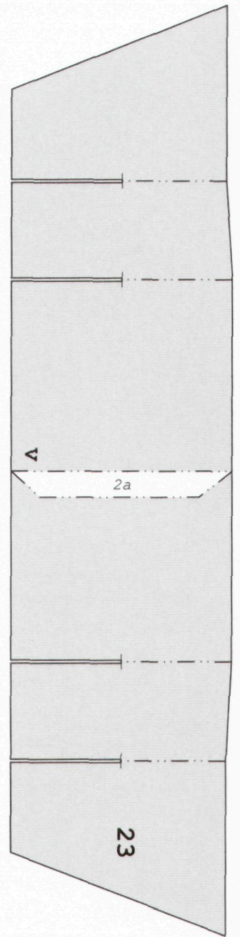
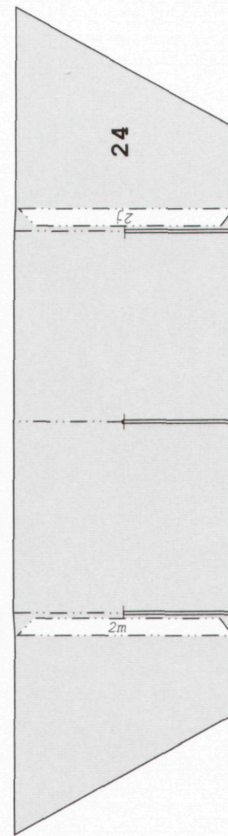
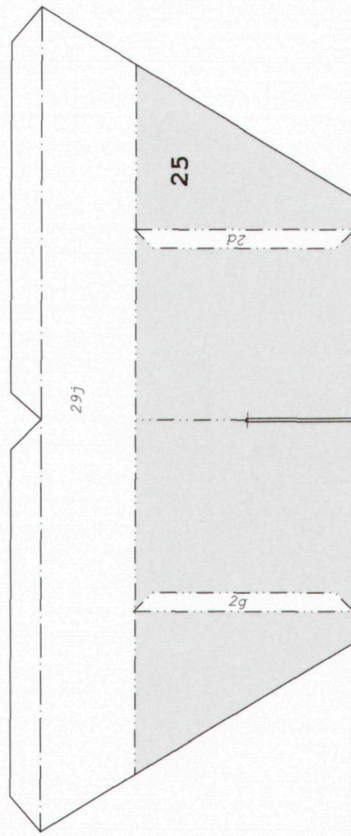
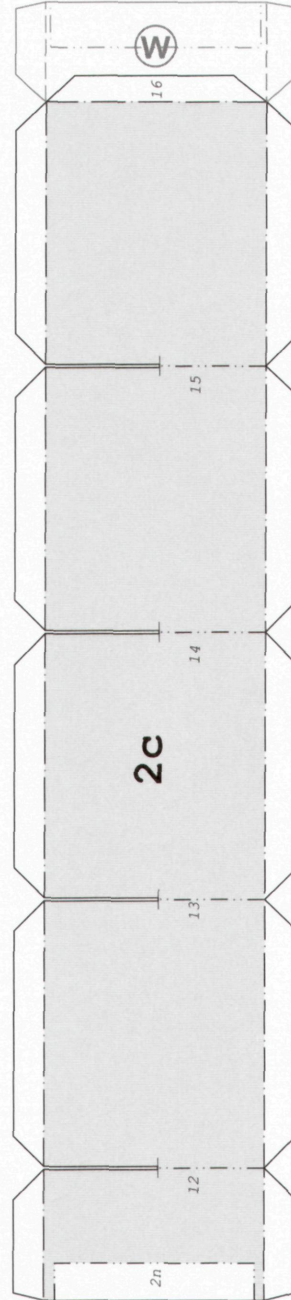
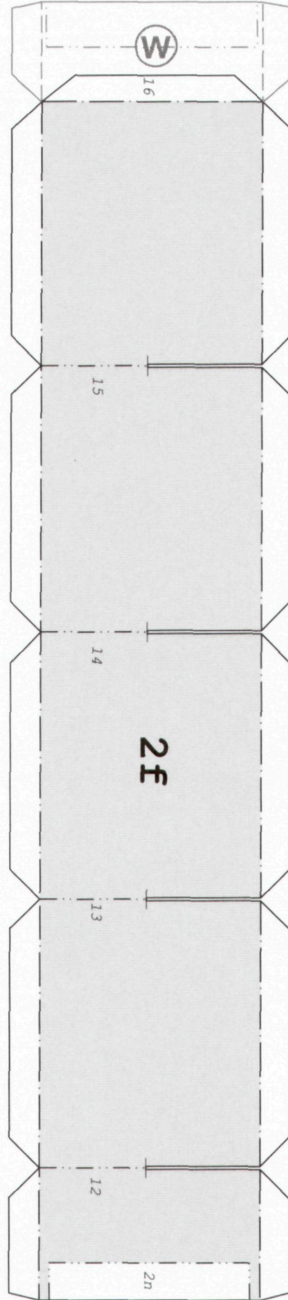
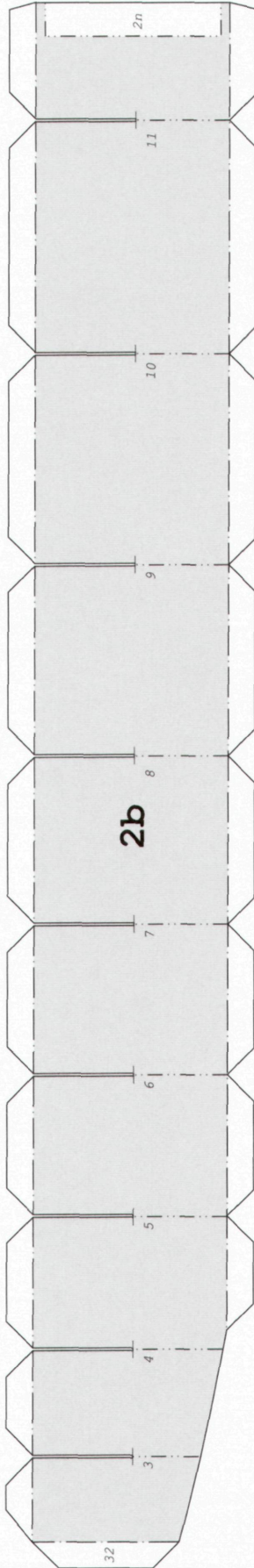
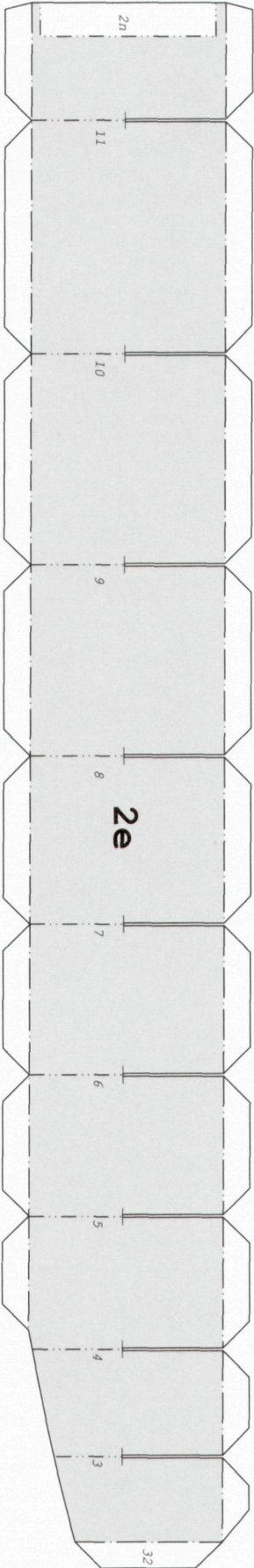


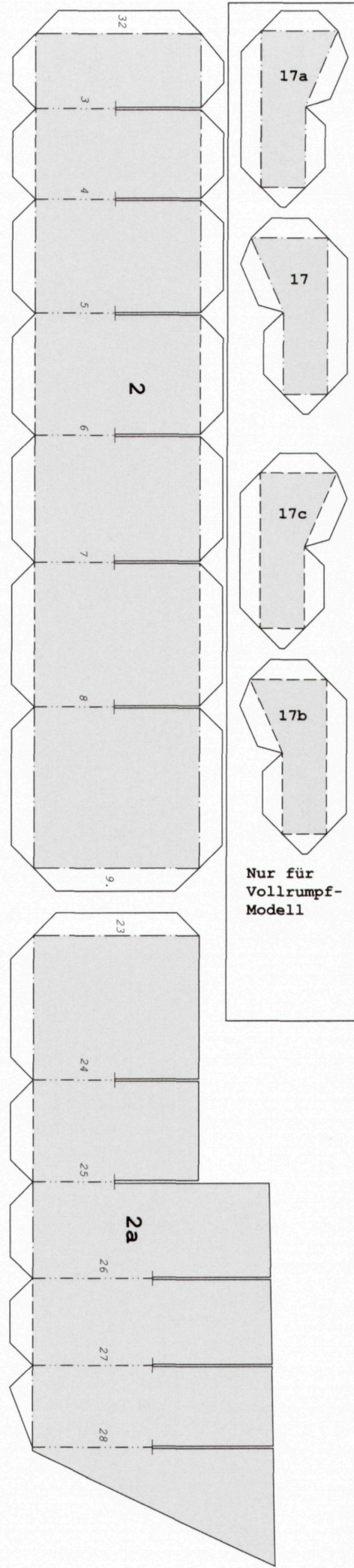
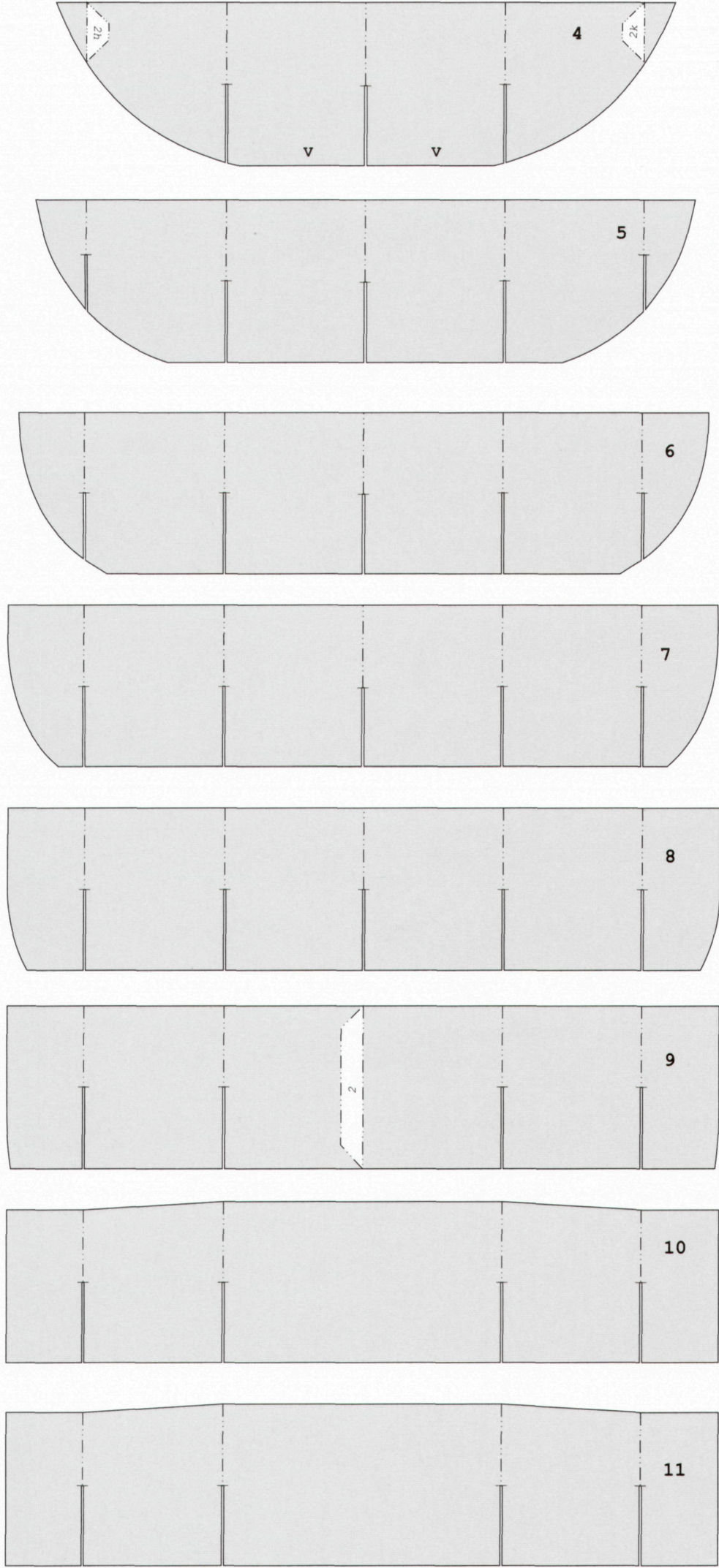


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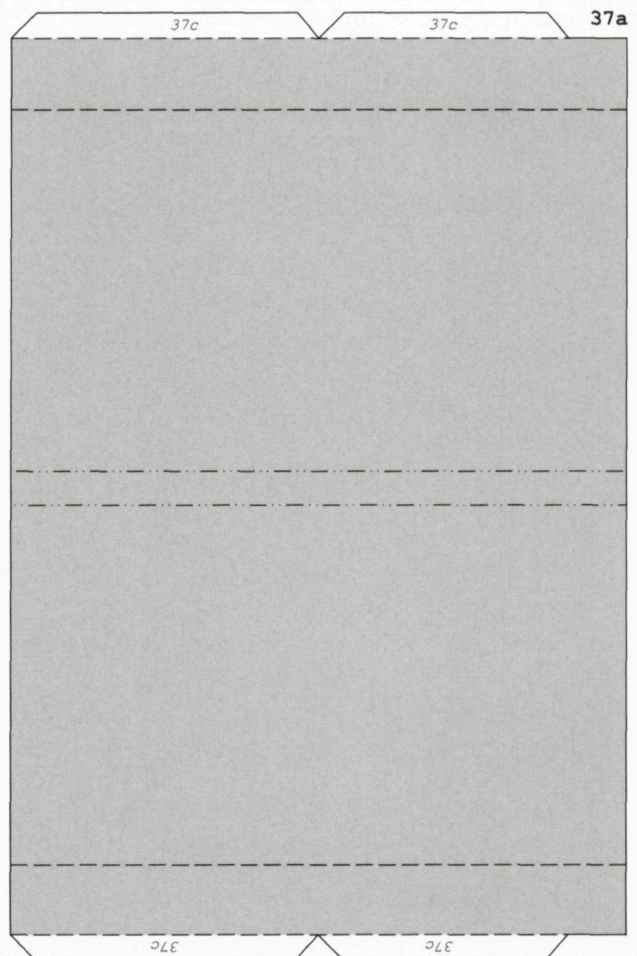
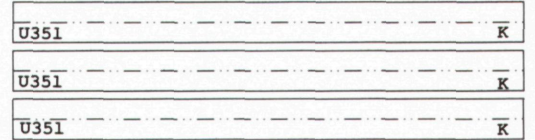
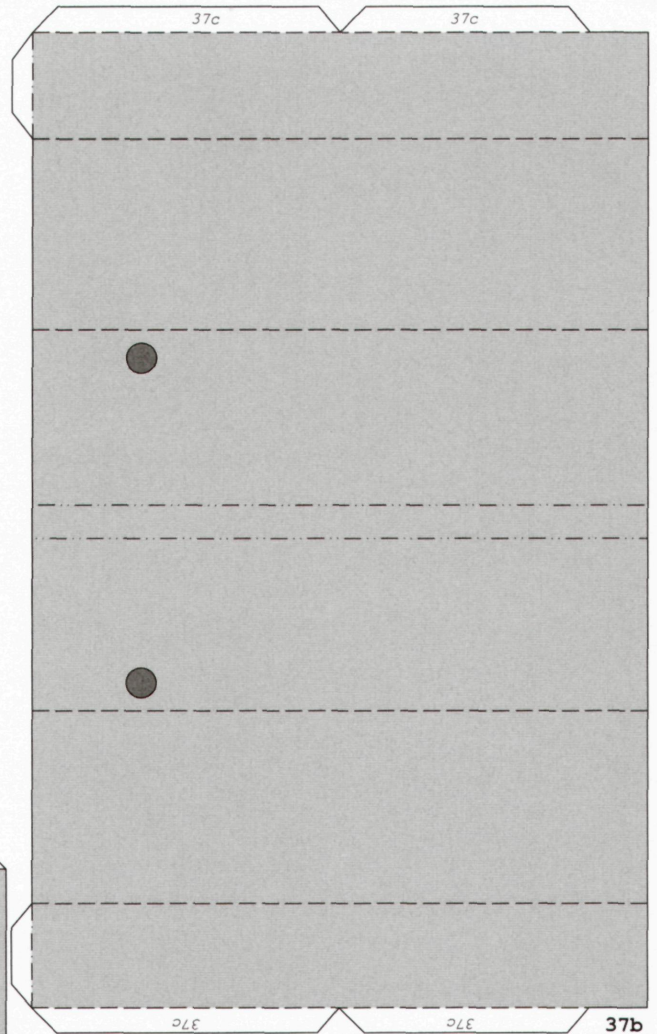
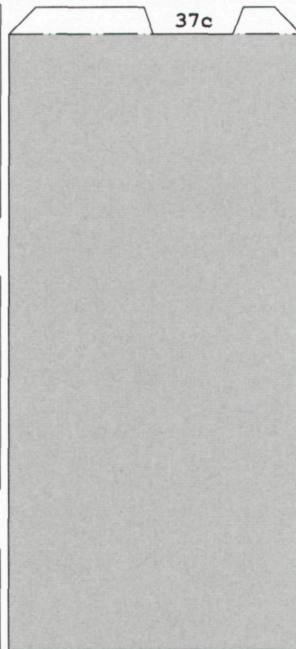
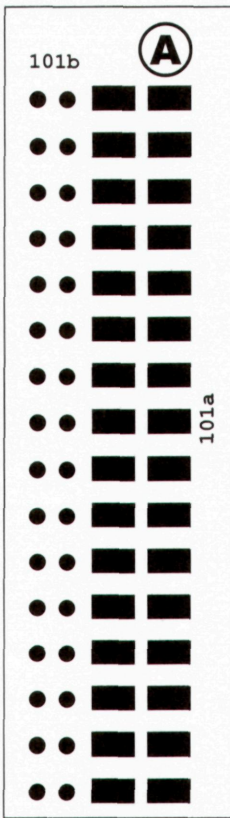
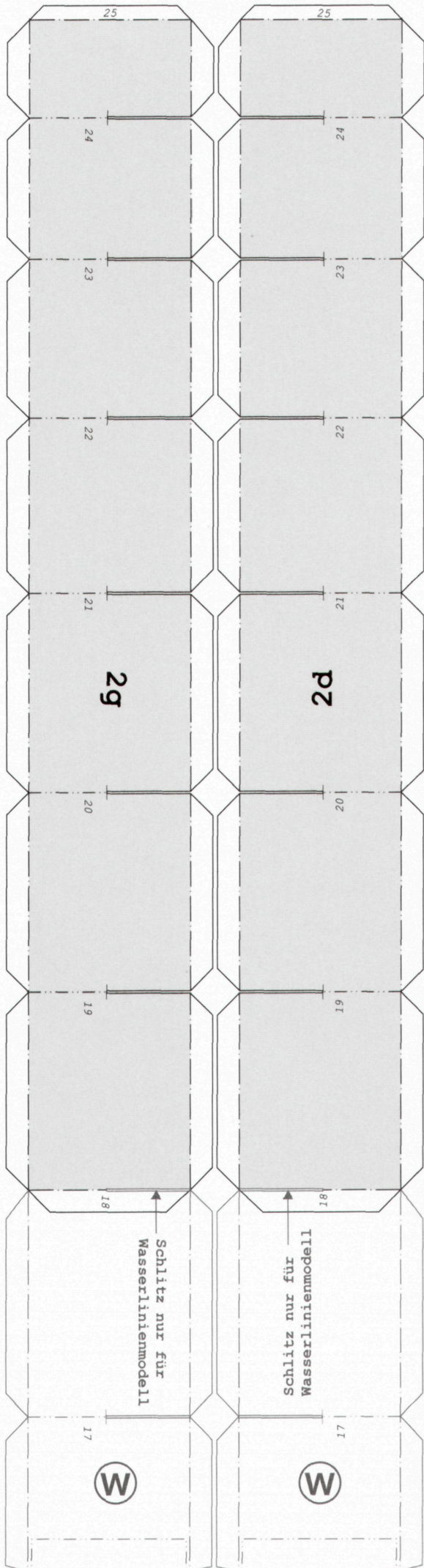
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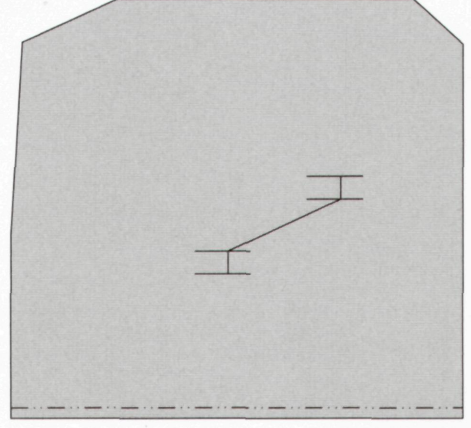
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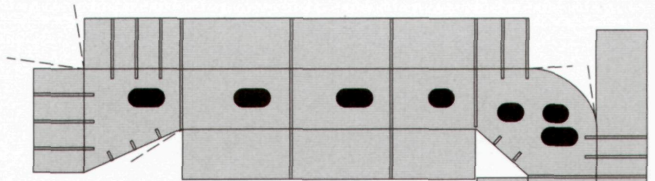
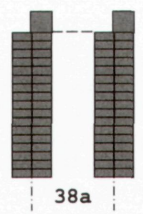


Nur für
Vollrumpf-
Modell

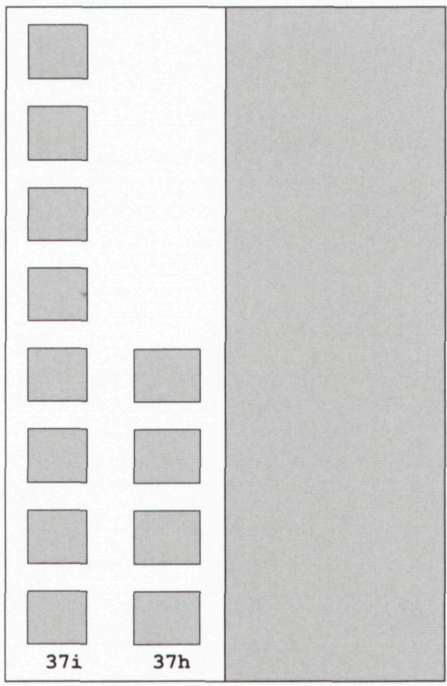




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38a

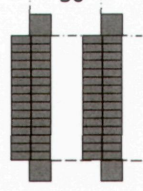


37i

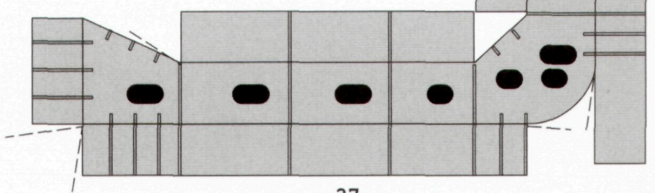
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38b

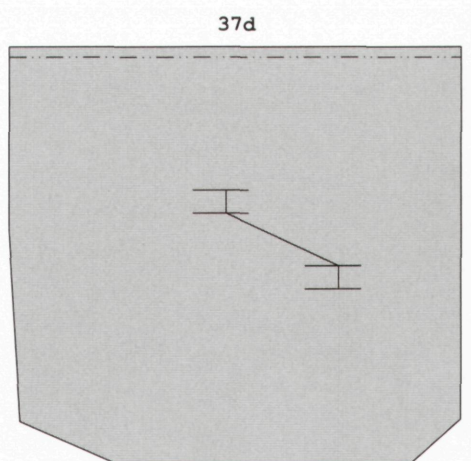
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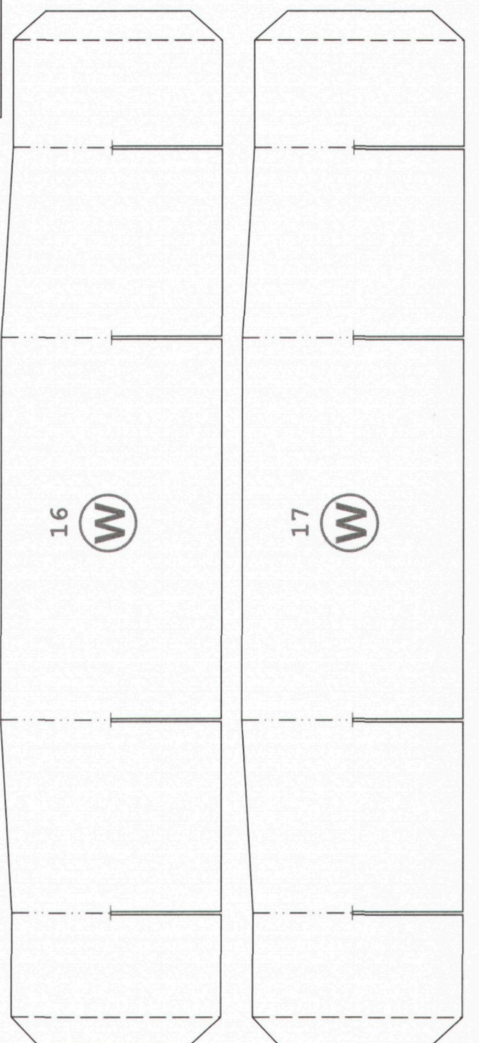
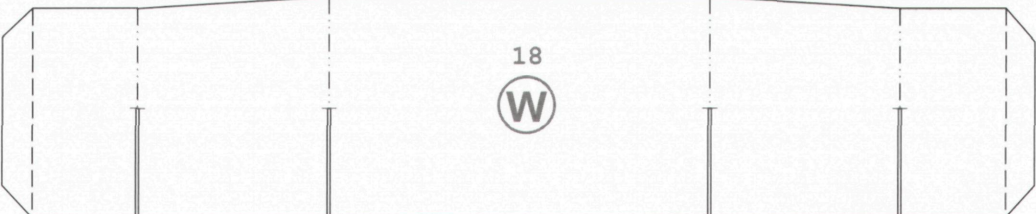
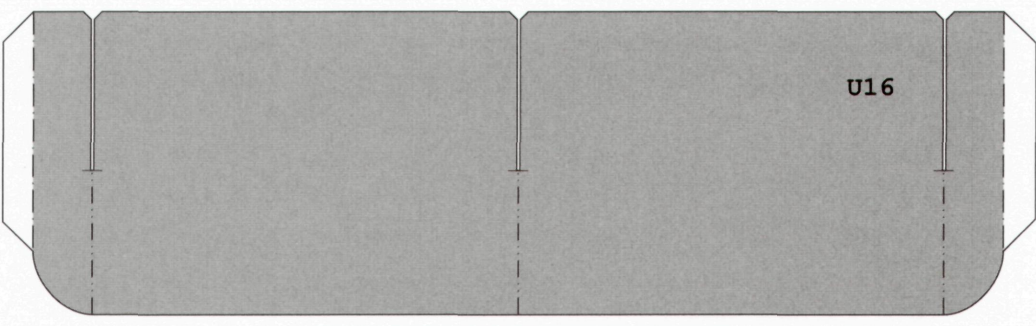
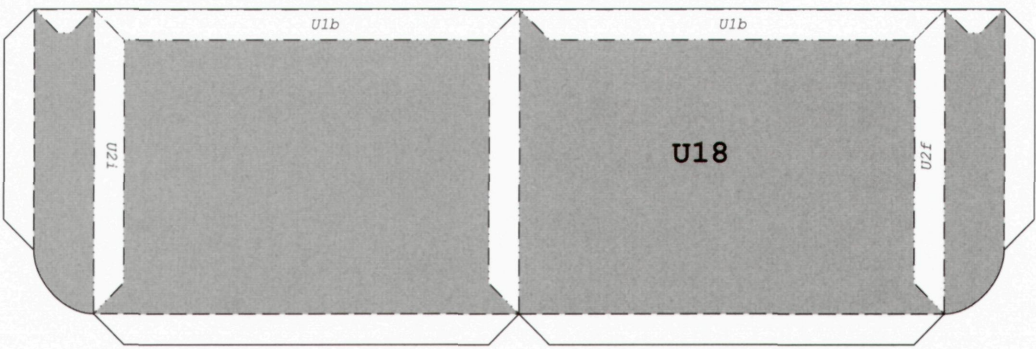
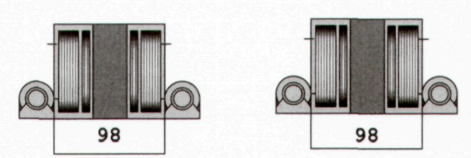
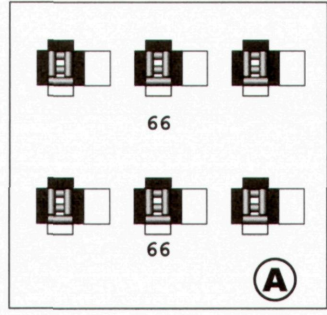
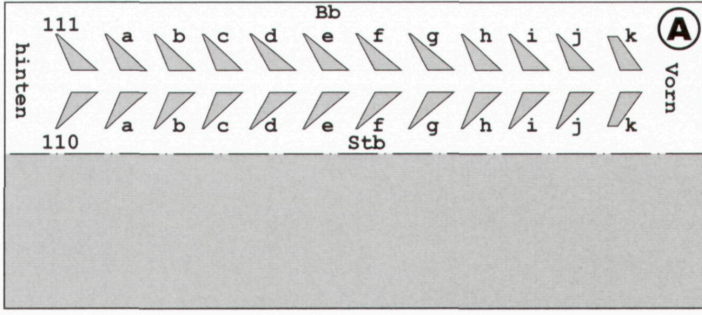
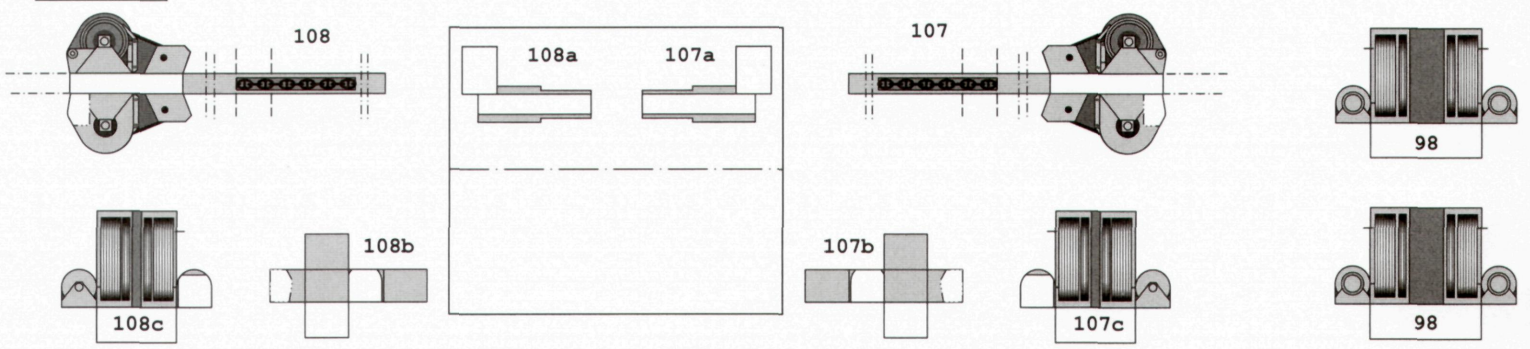
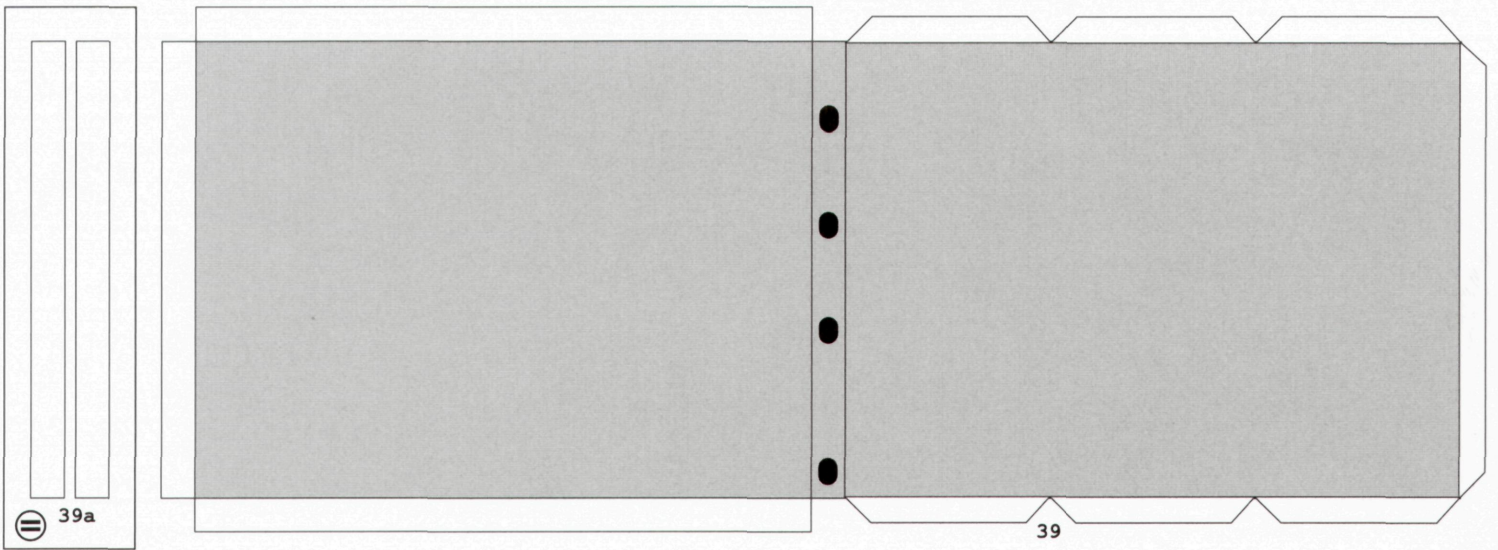
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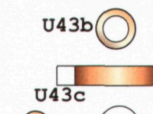
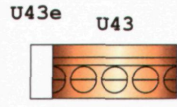
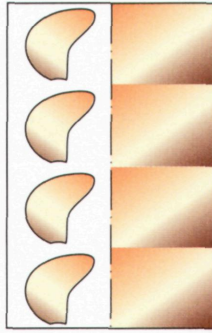
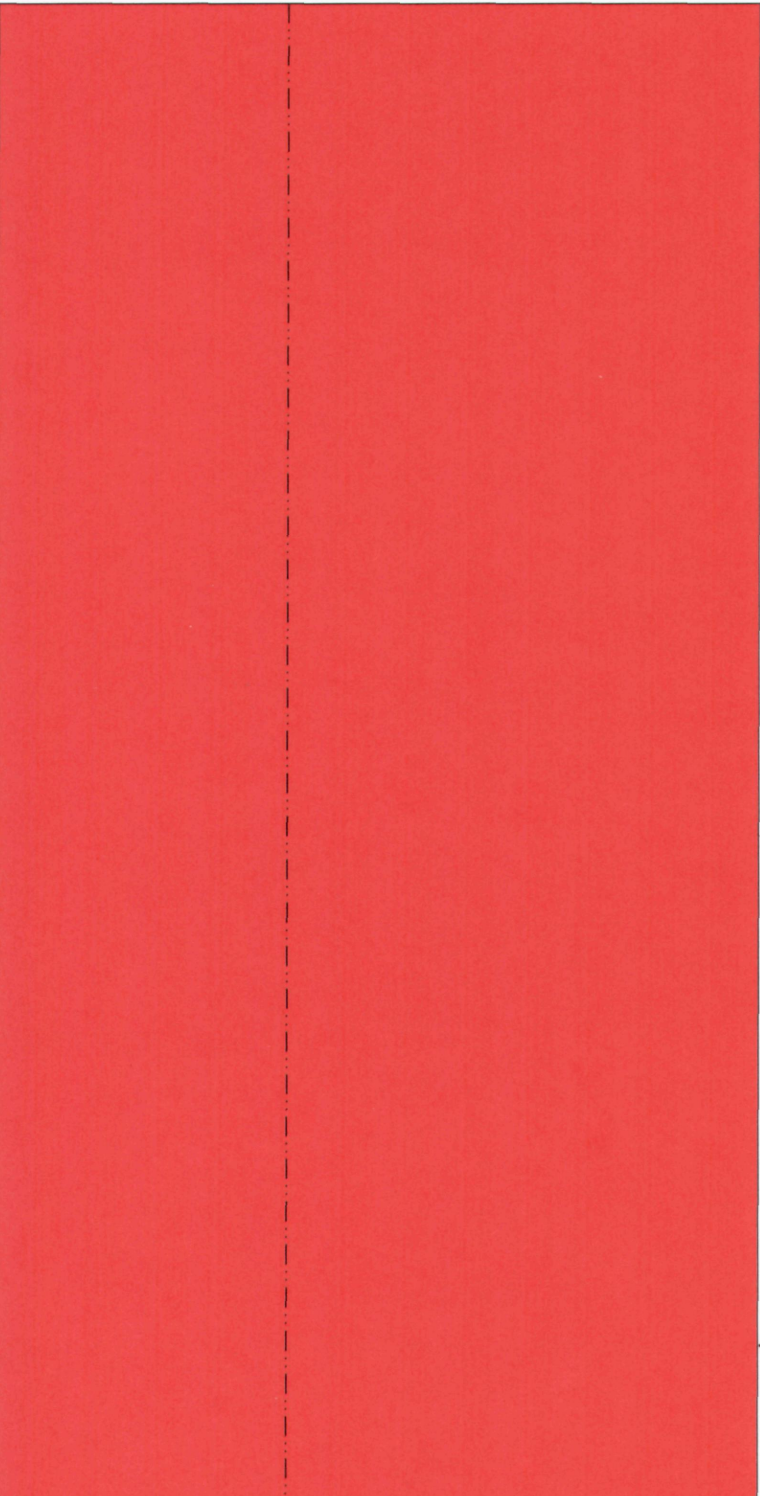
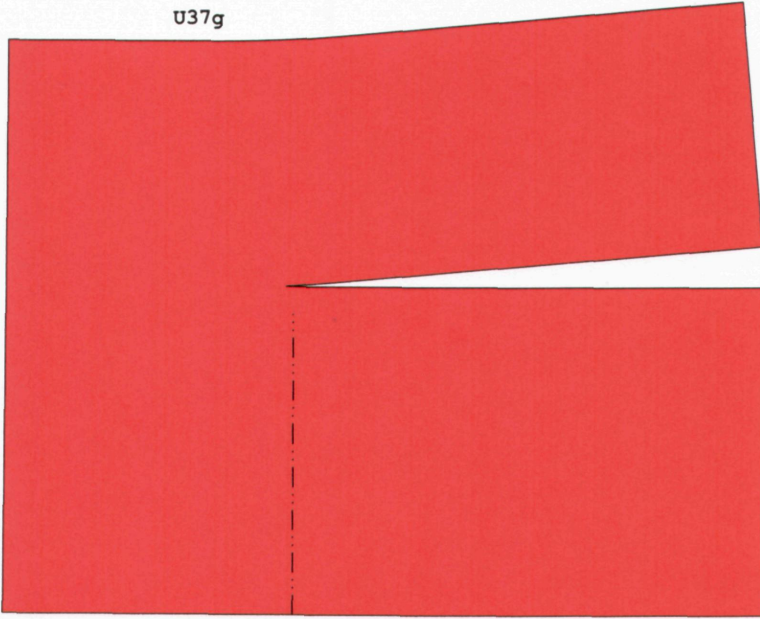
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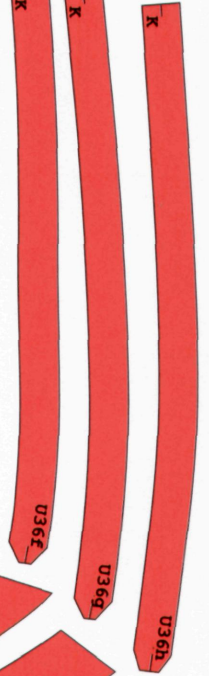
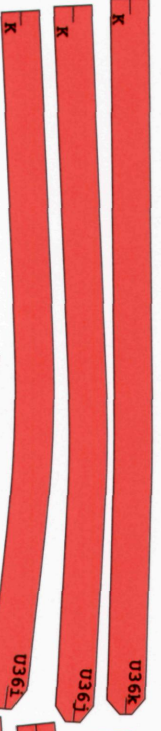
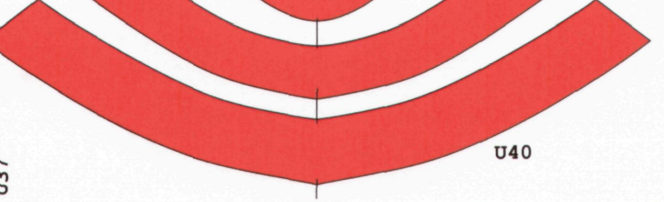
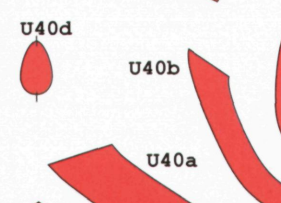
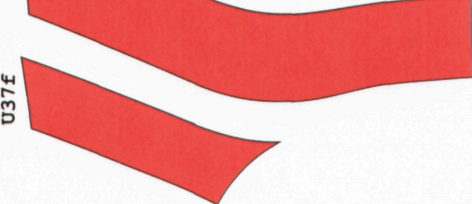
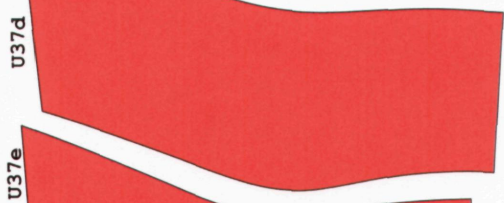
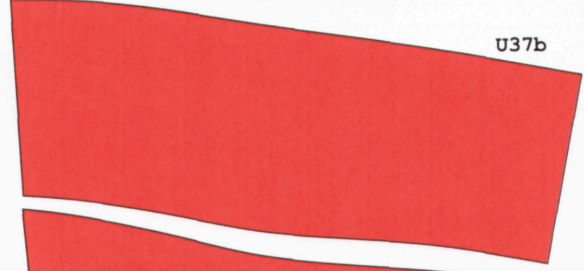
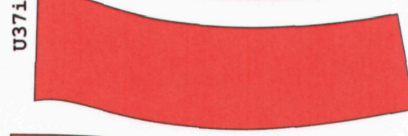
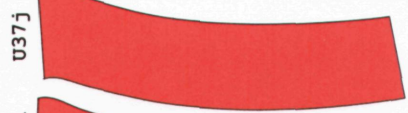
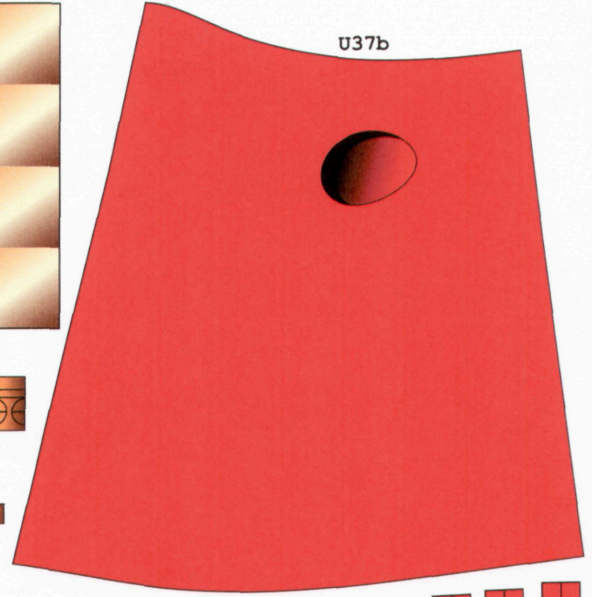
37d



U37g



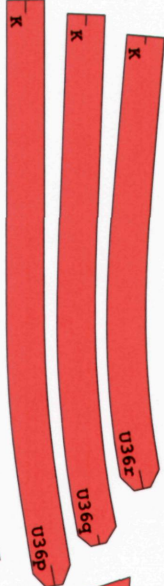
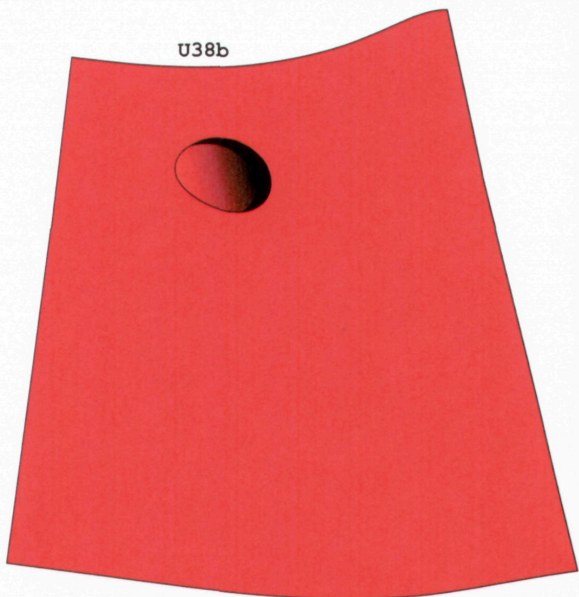
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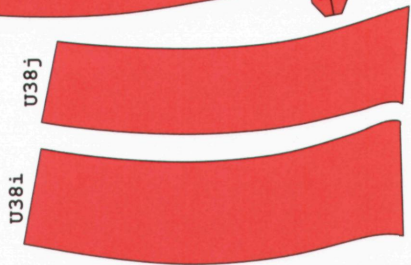
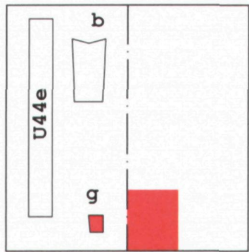
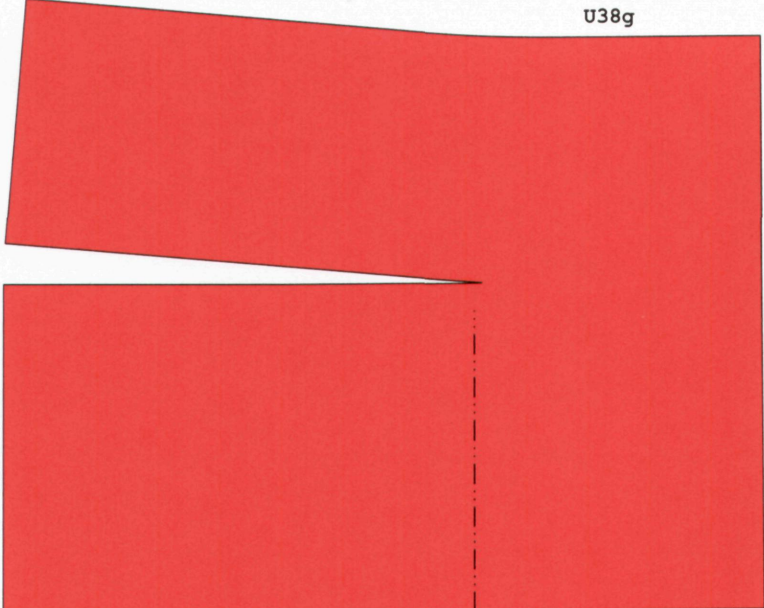
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U40

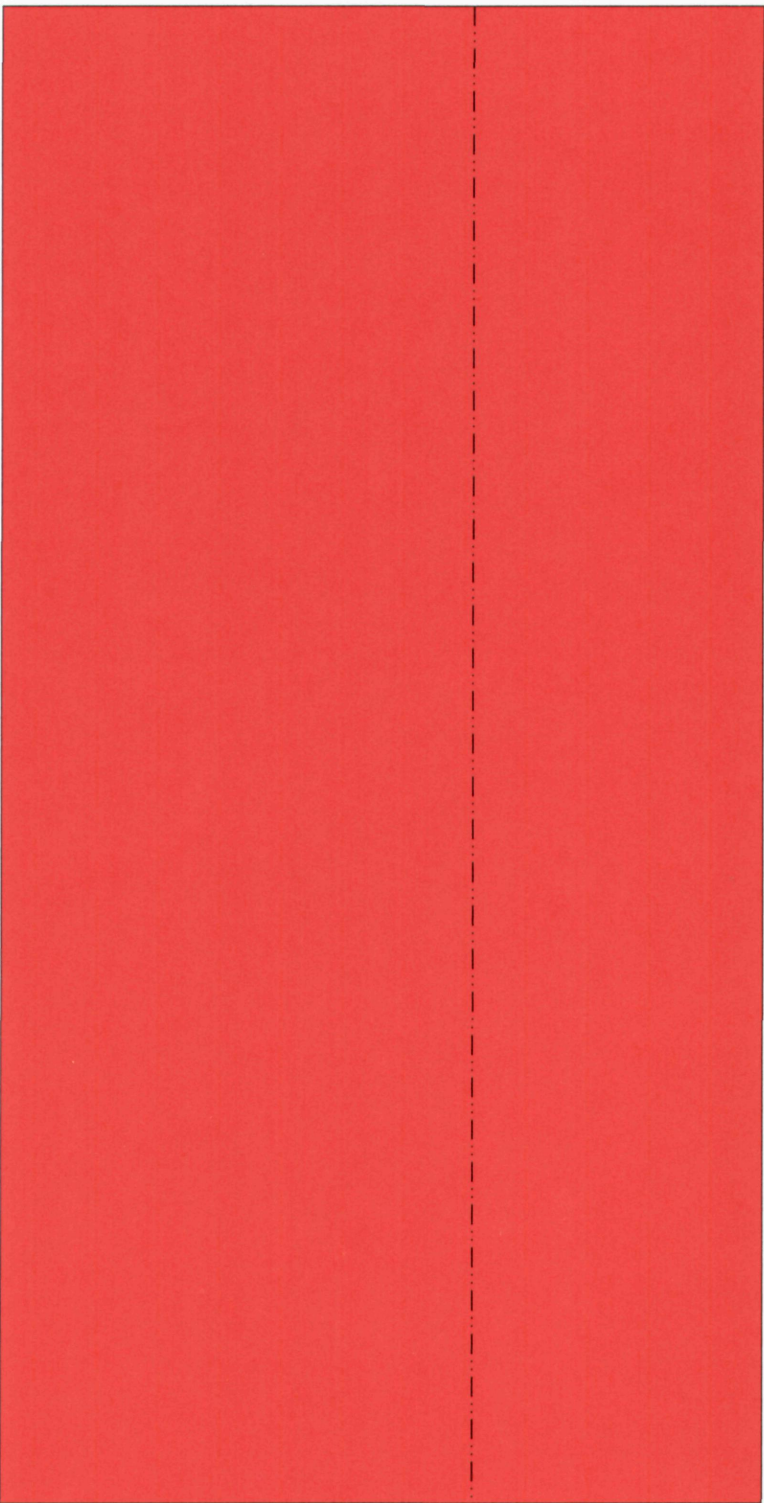
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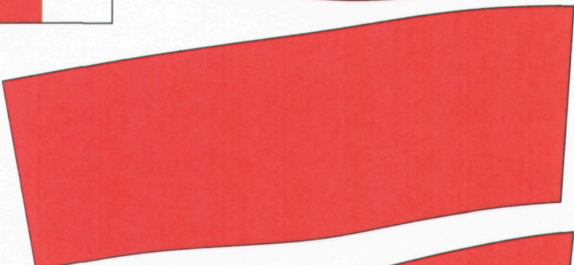
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U38



U44d



U38b

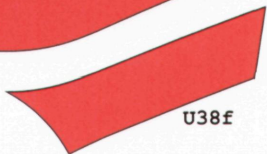
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U38d

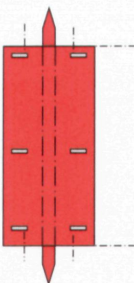


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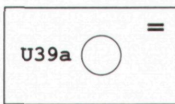


U38f

U44f



U39a



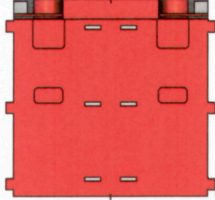
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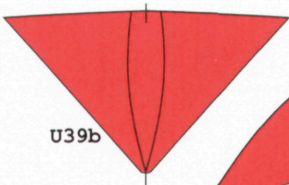
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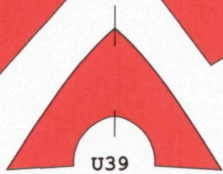
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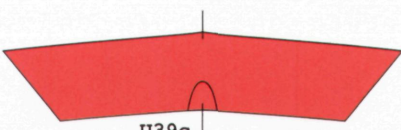
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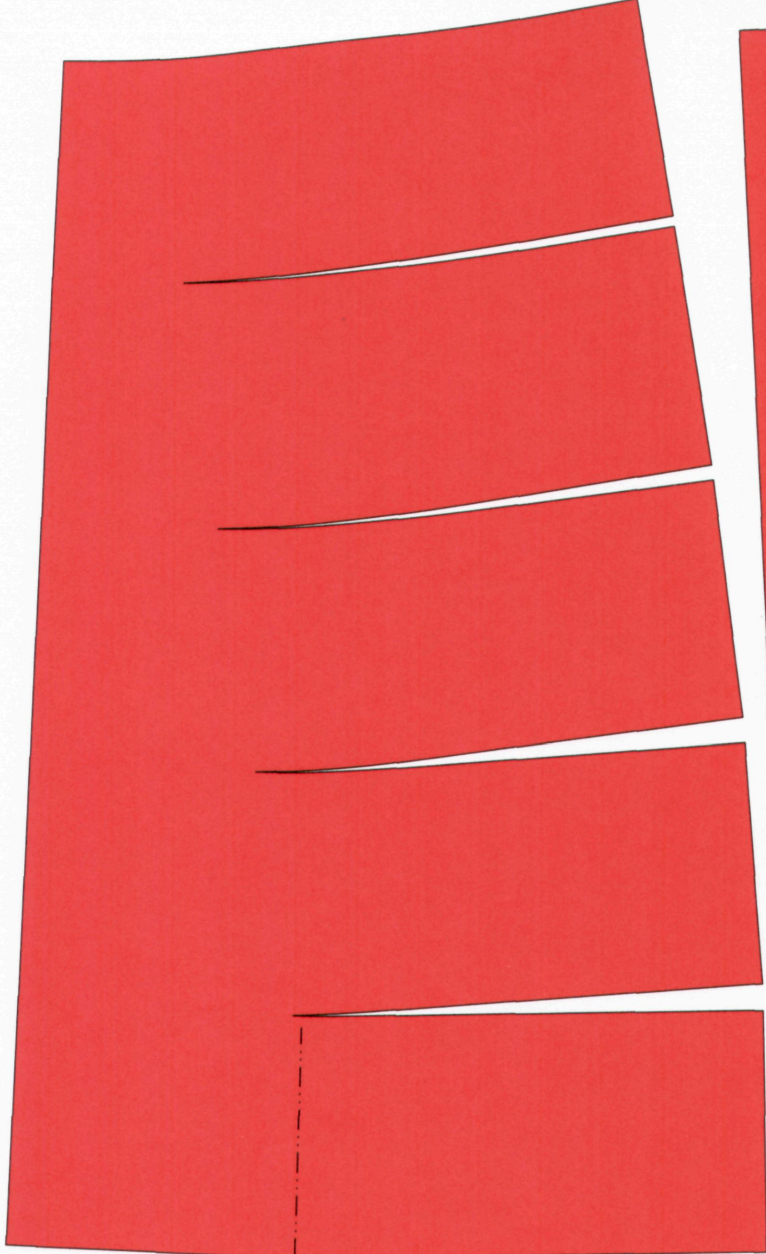


U39



U39c





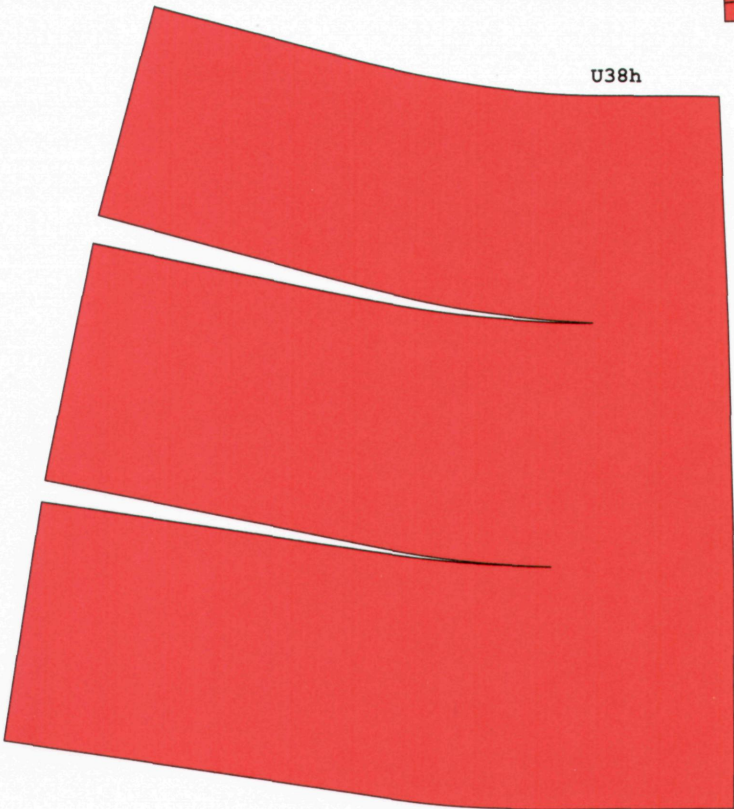
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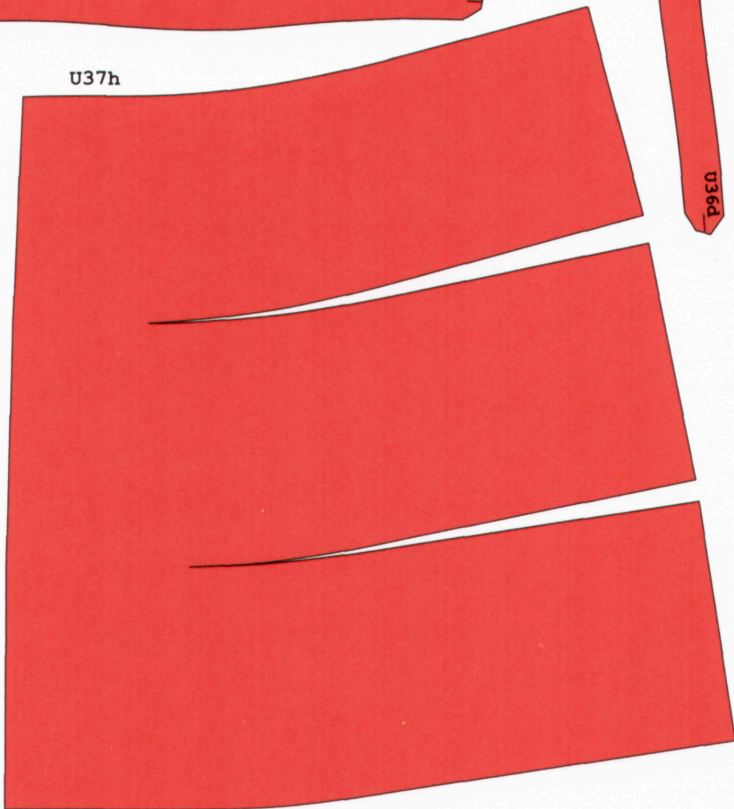
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U36a



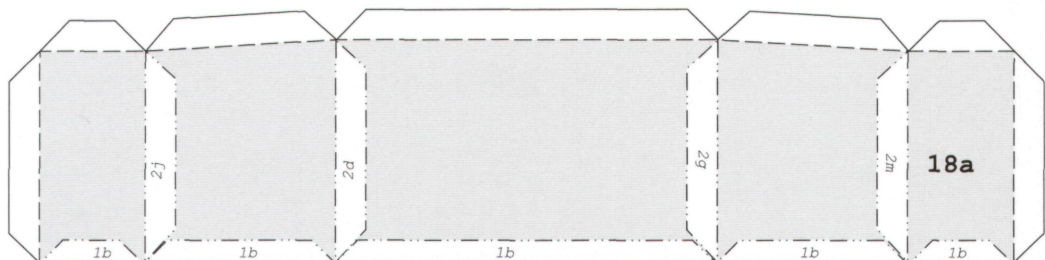
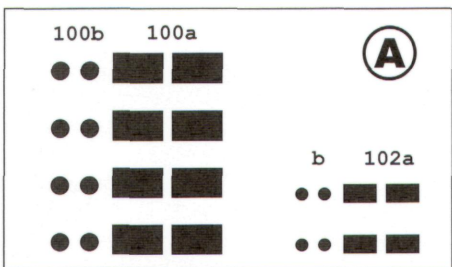
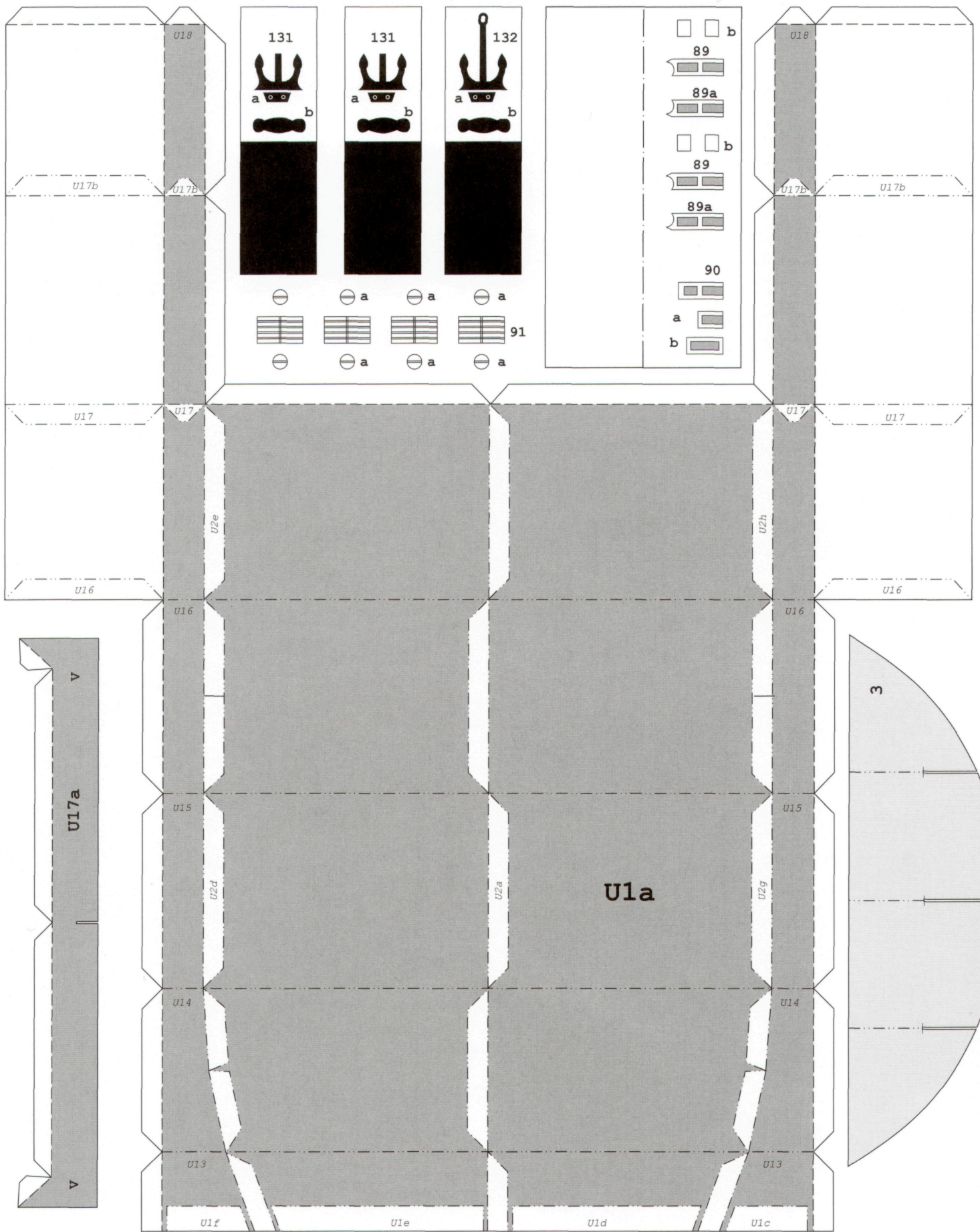
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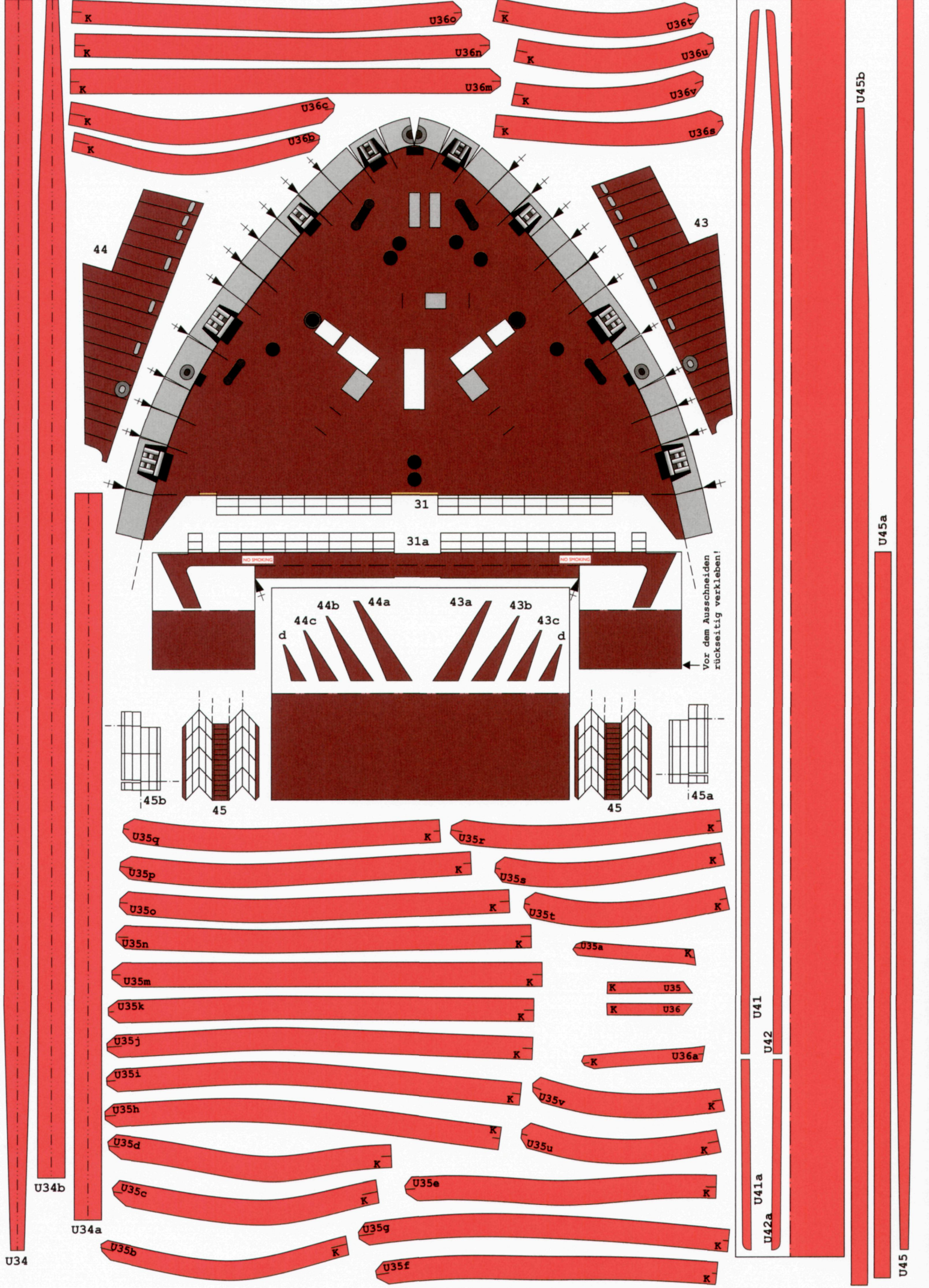


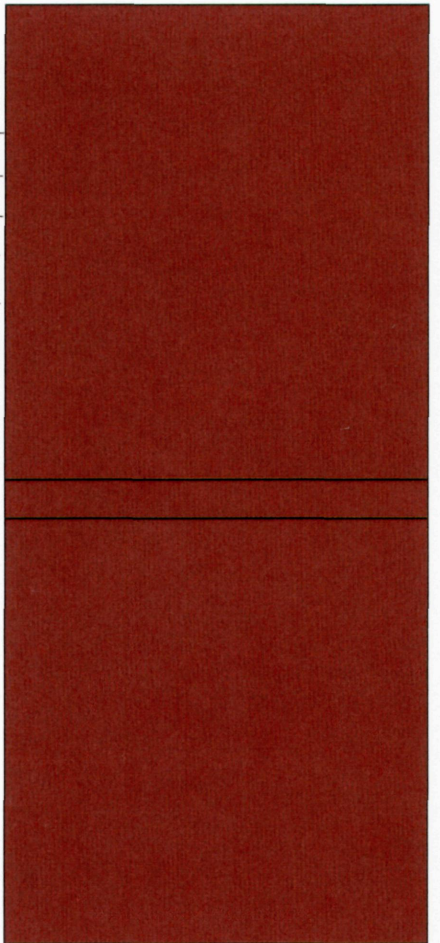
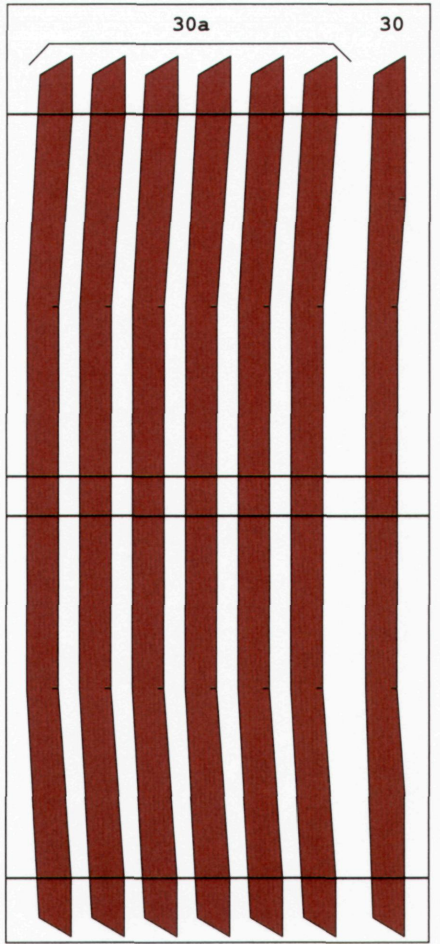
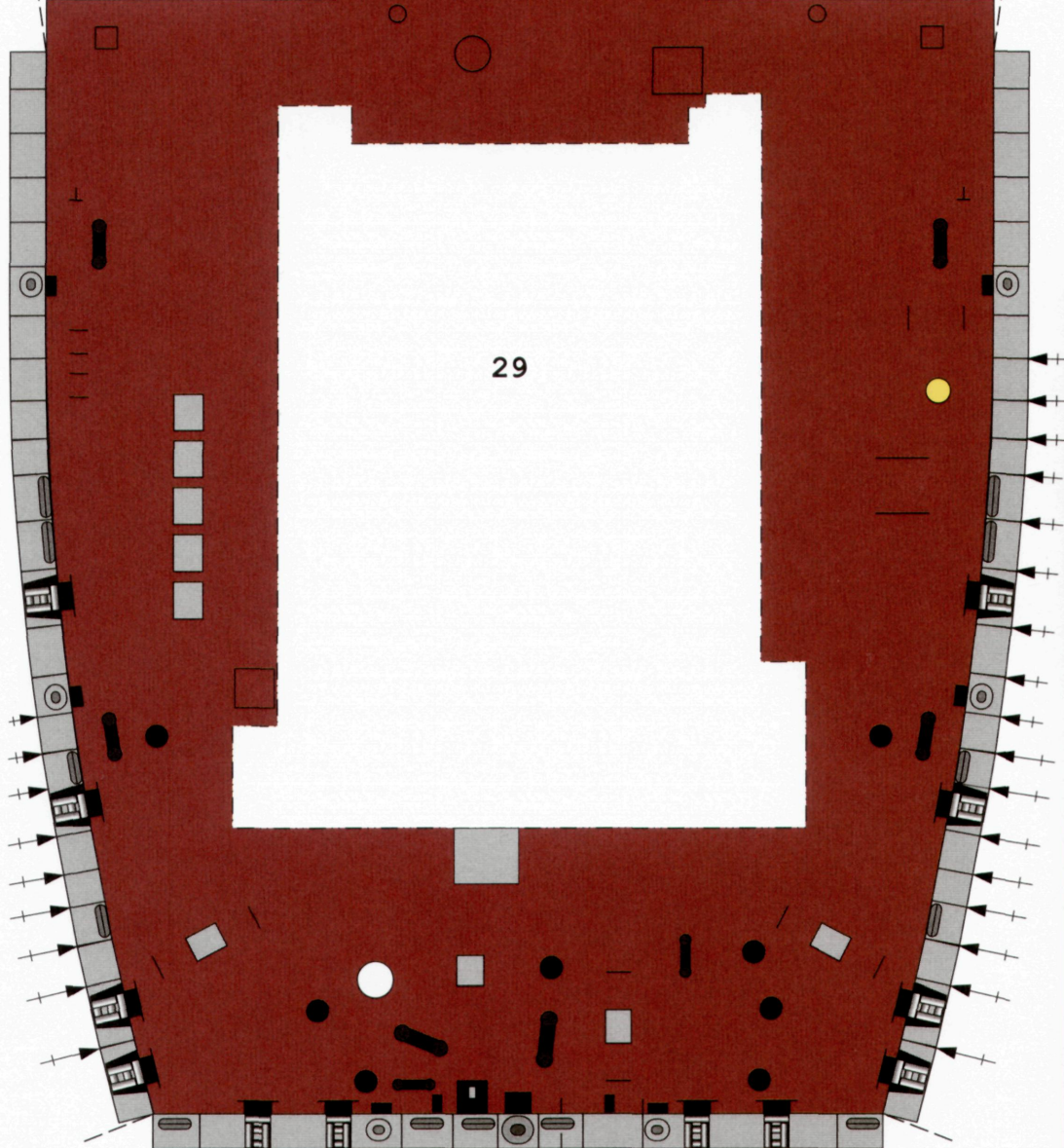
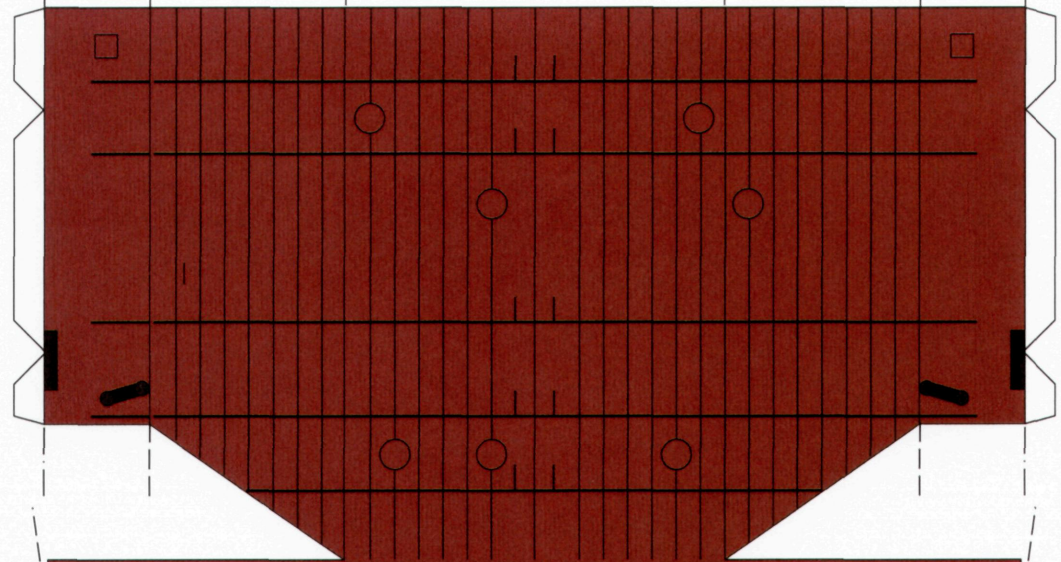
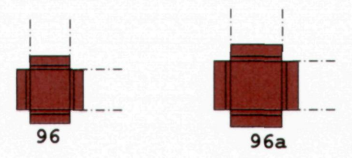
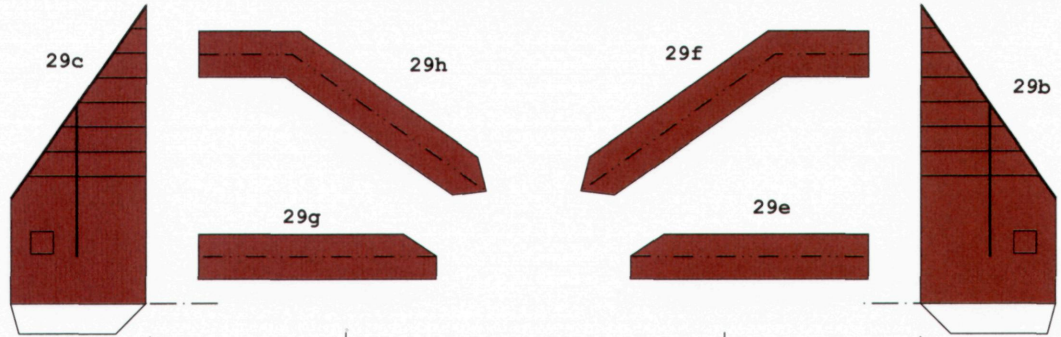
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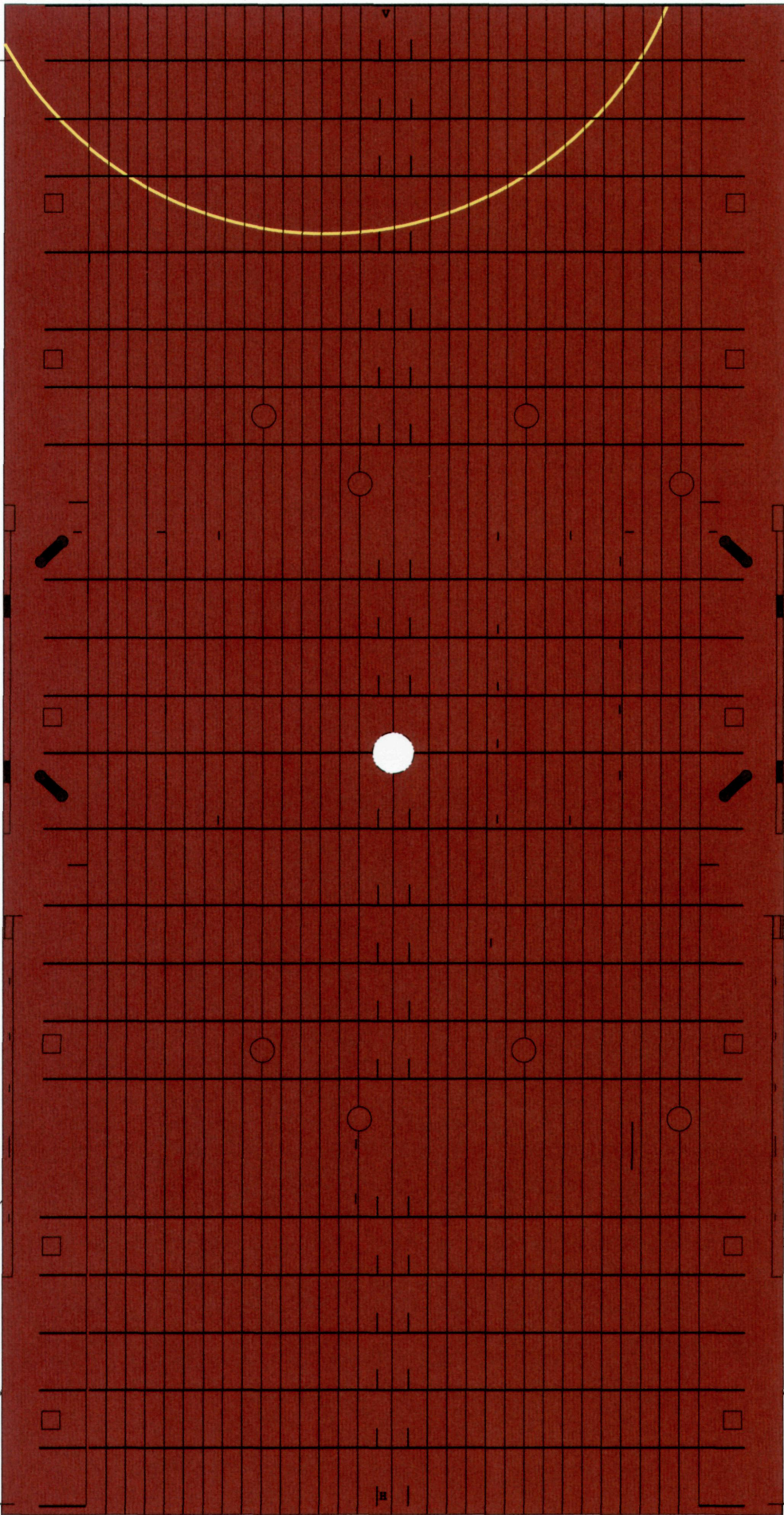
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29a

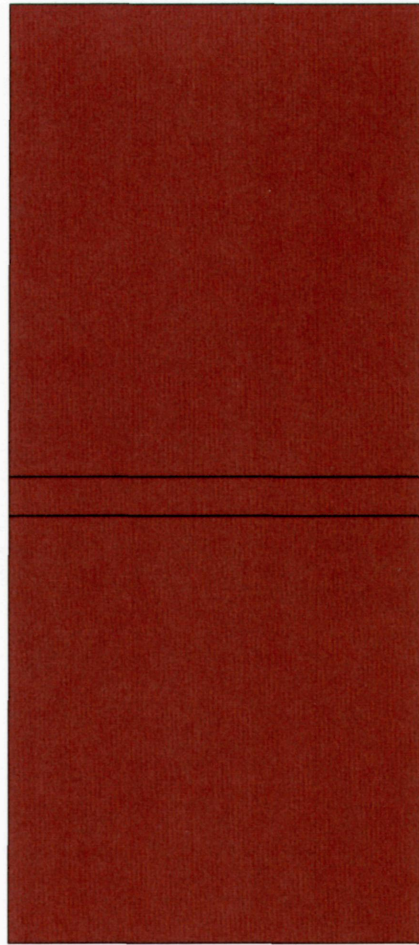
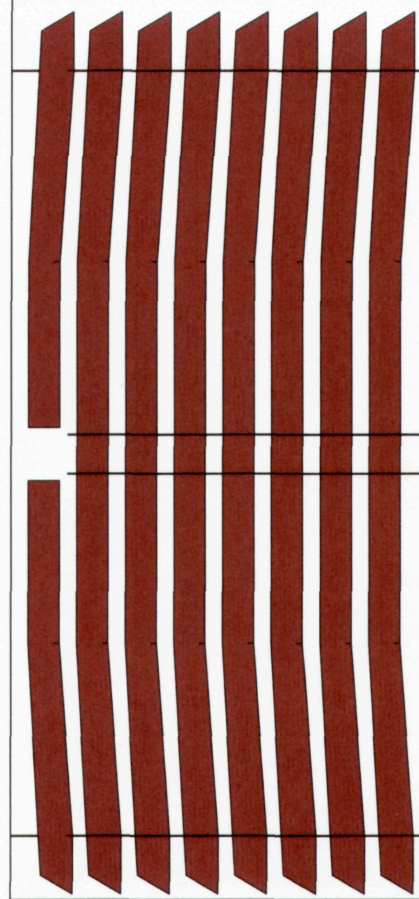


W

Für Schnitt-Modell dran lassen
Für Wasserlinien-Modell hier abschneiden

30a1

30a



anpassen!

29d



29d

W



36b

35b

29m

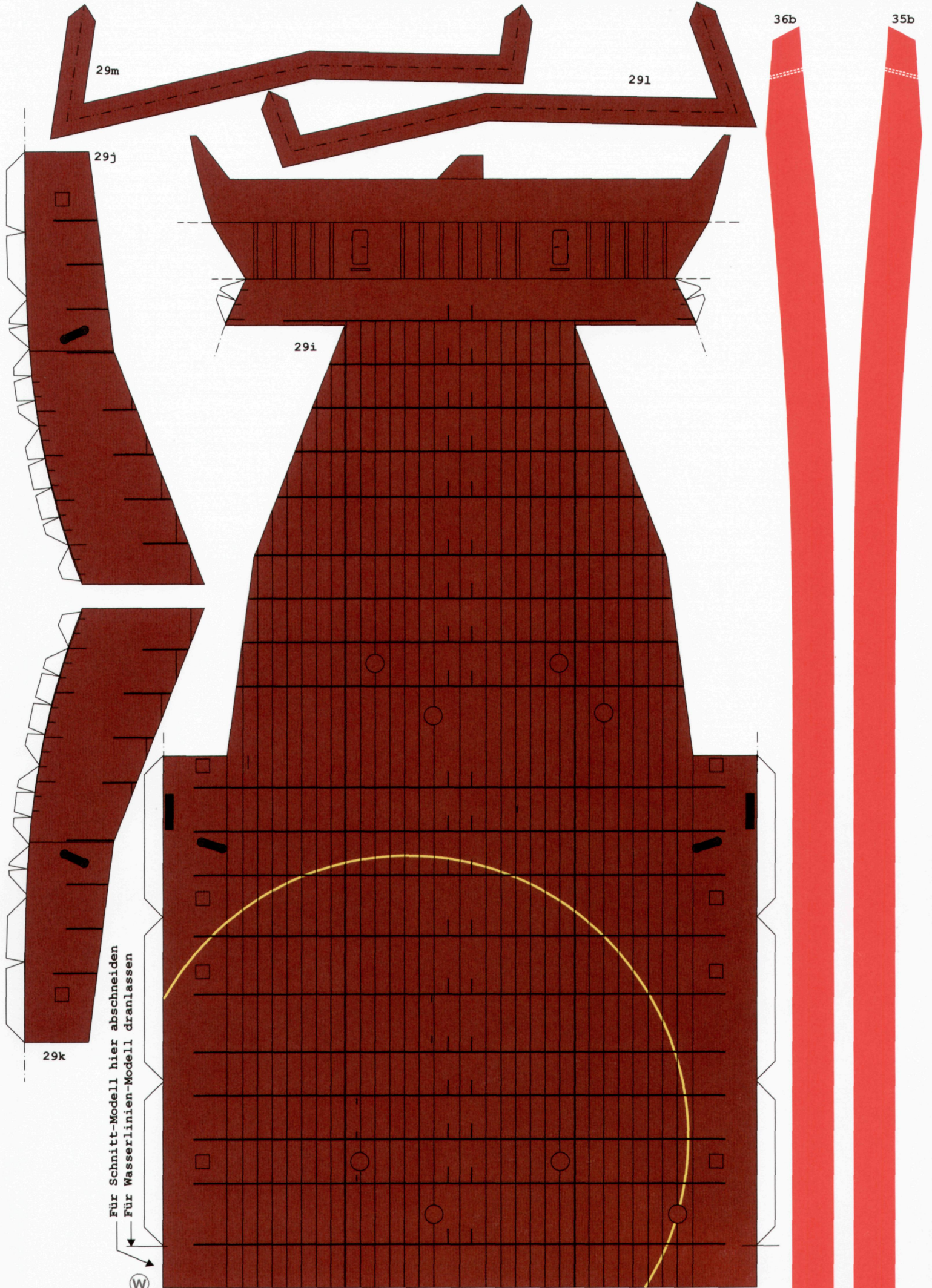
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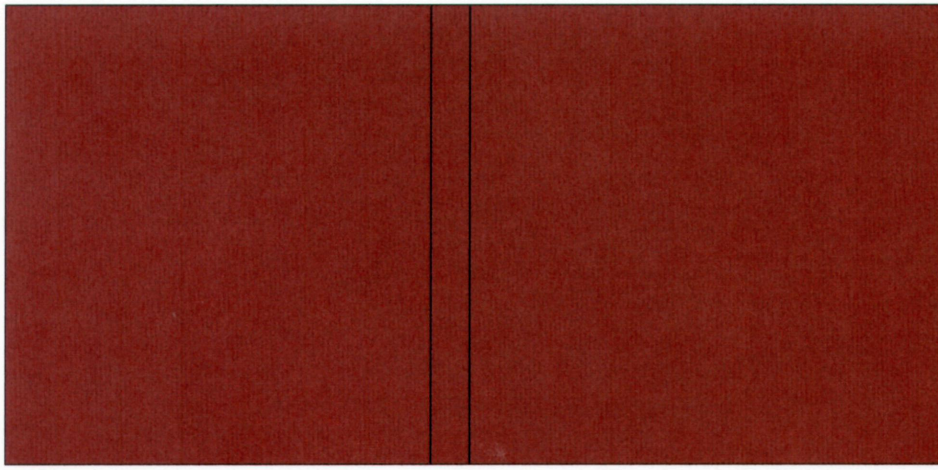
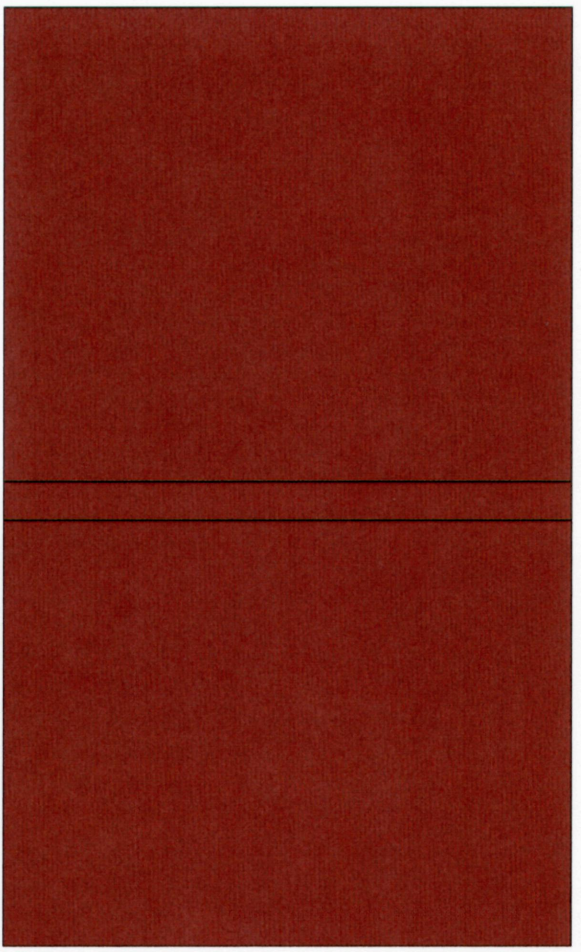
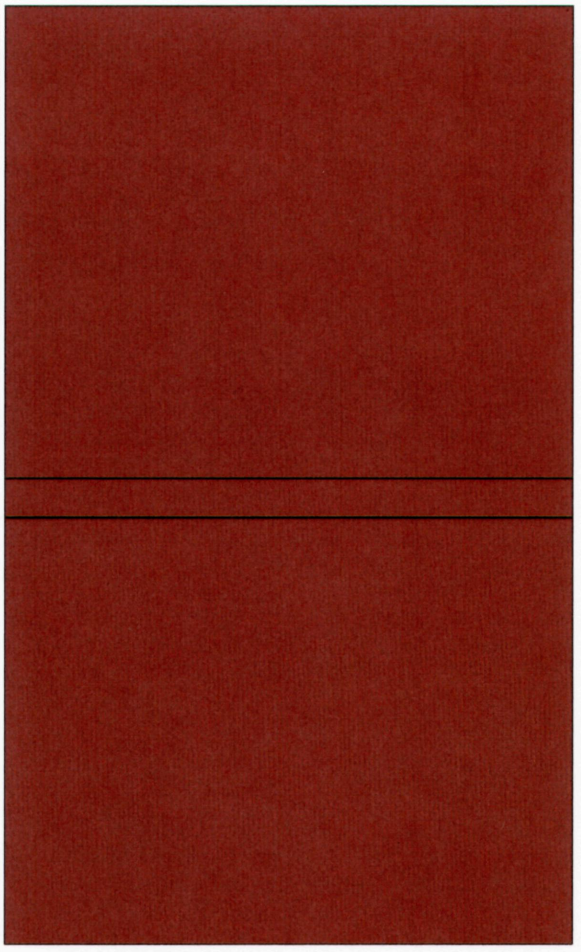
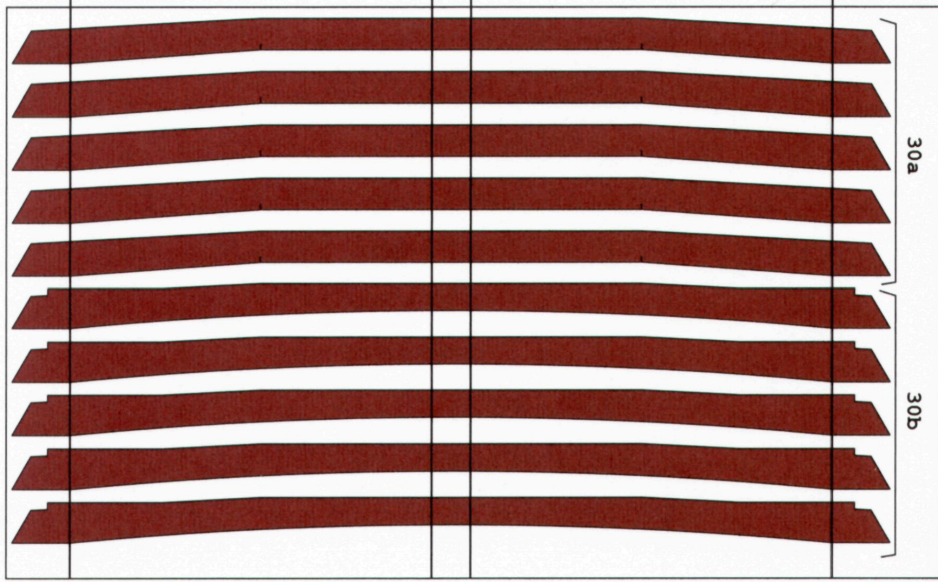
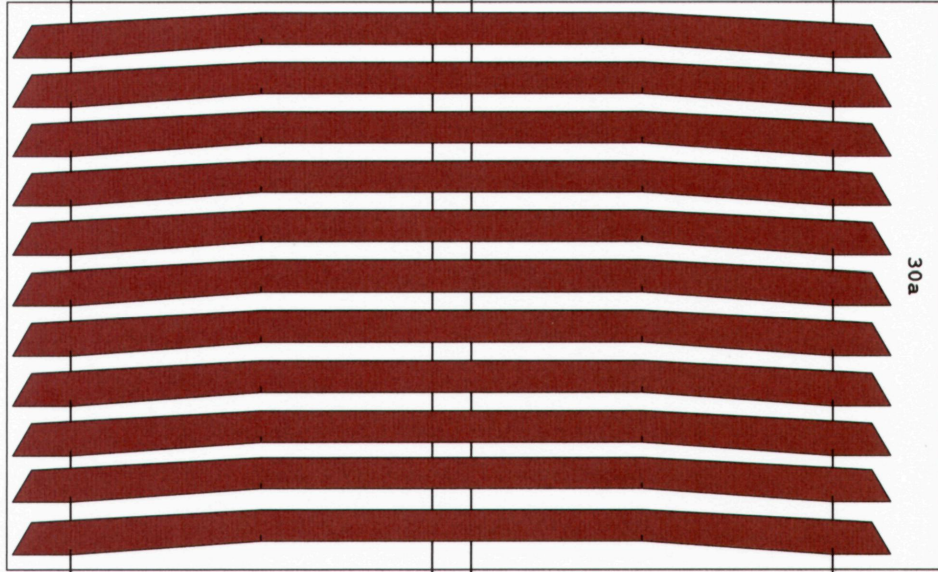
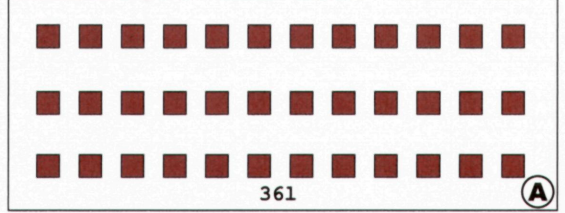
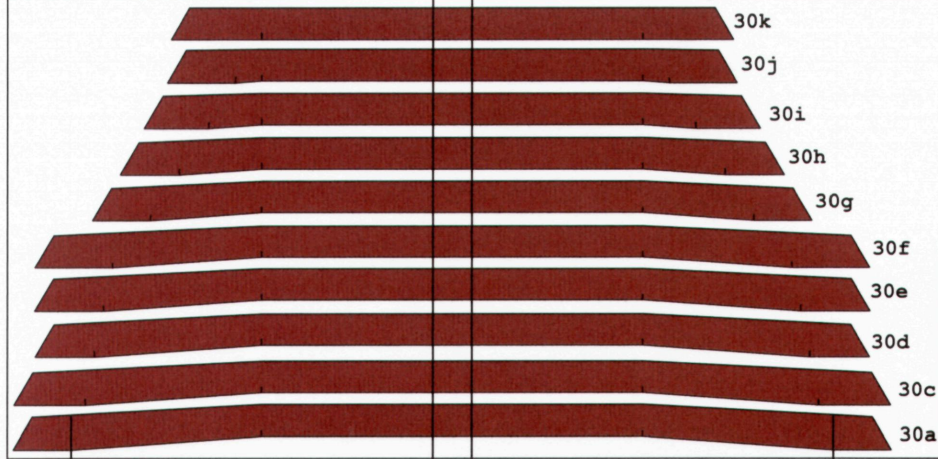
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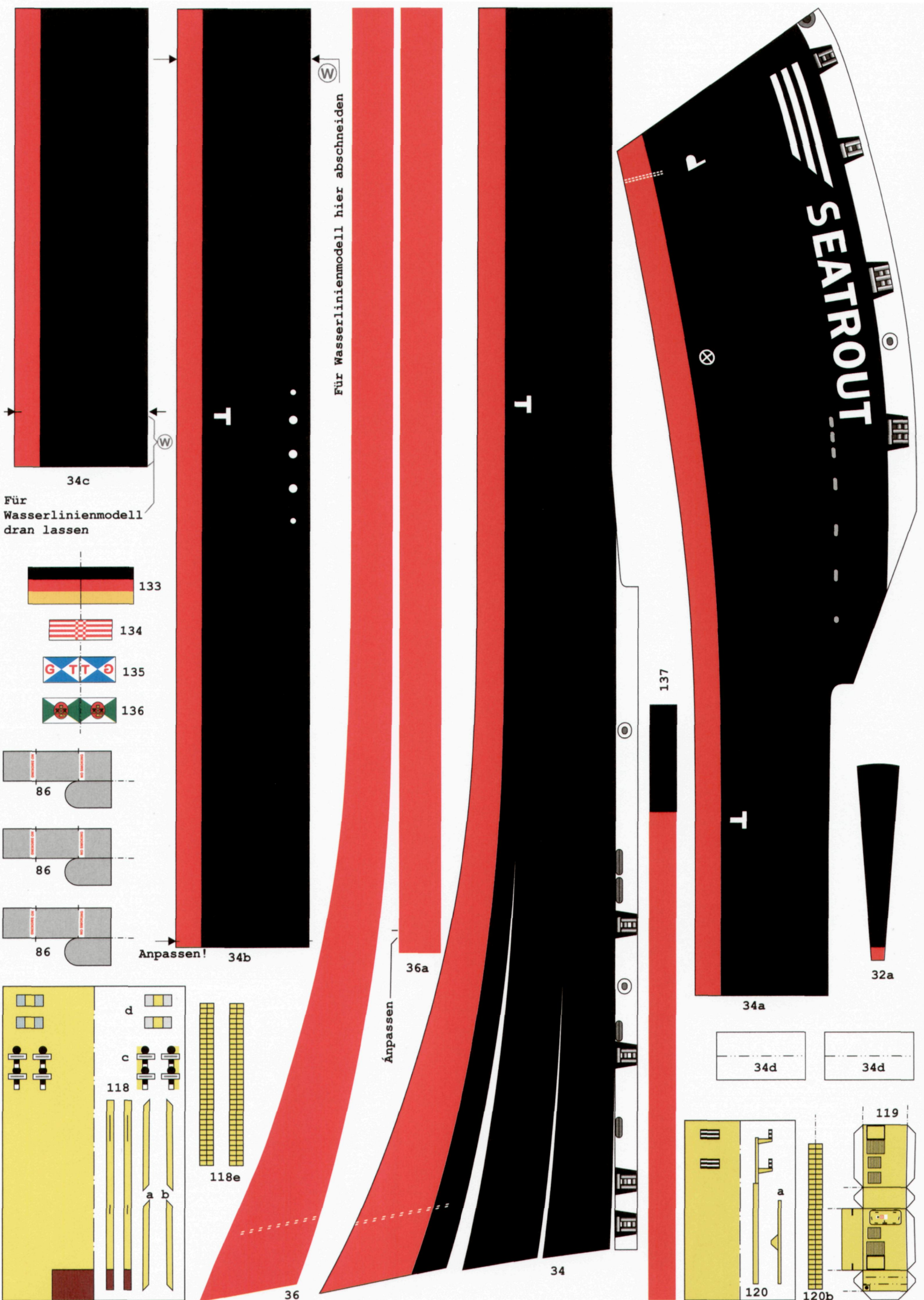
29i

29k

Für Schnitt-Modell hier abschneiden
Für Wasserlinien-Modell dranlassen

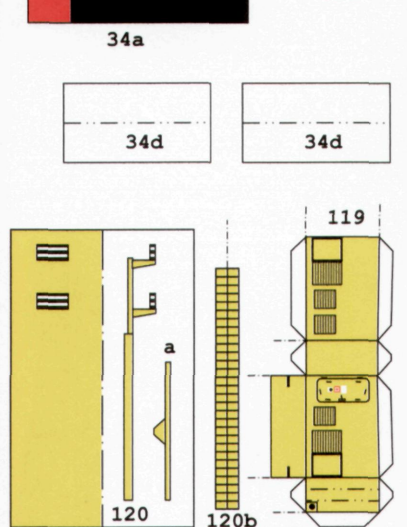
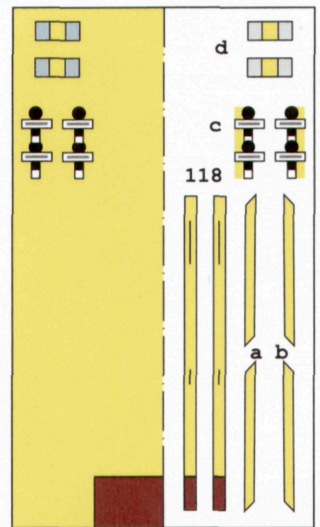
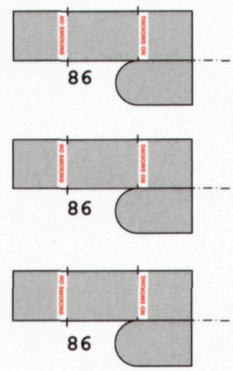
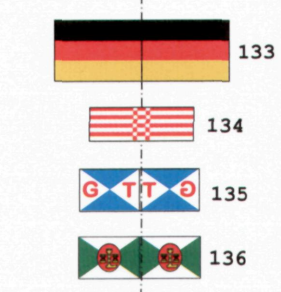


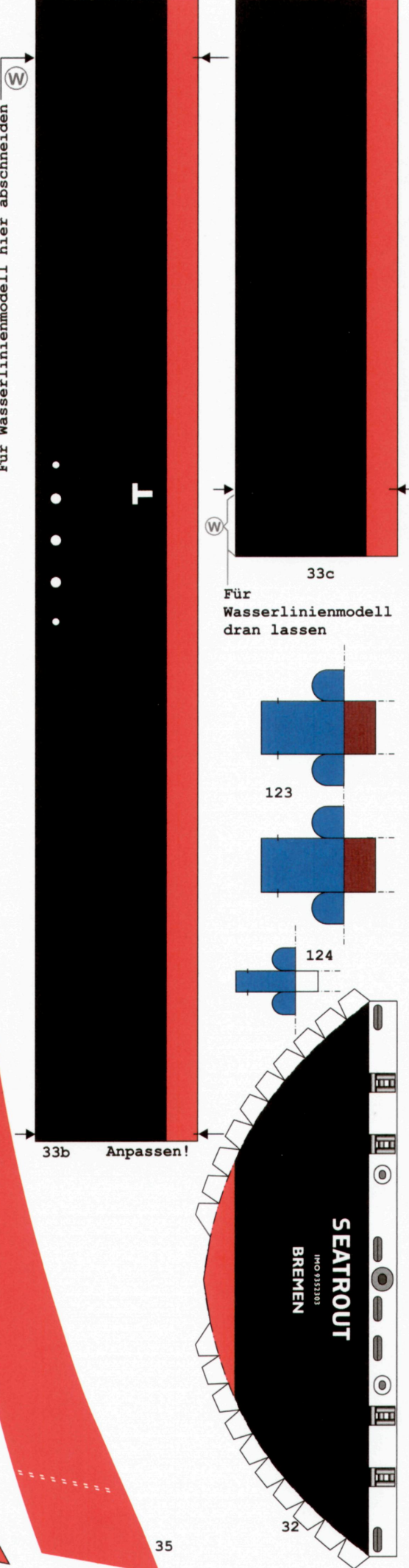
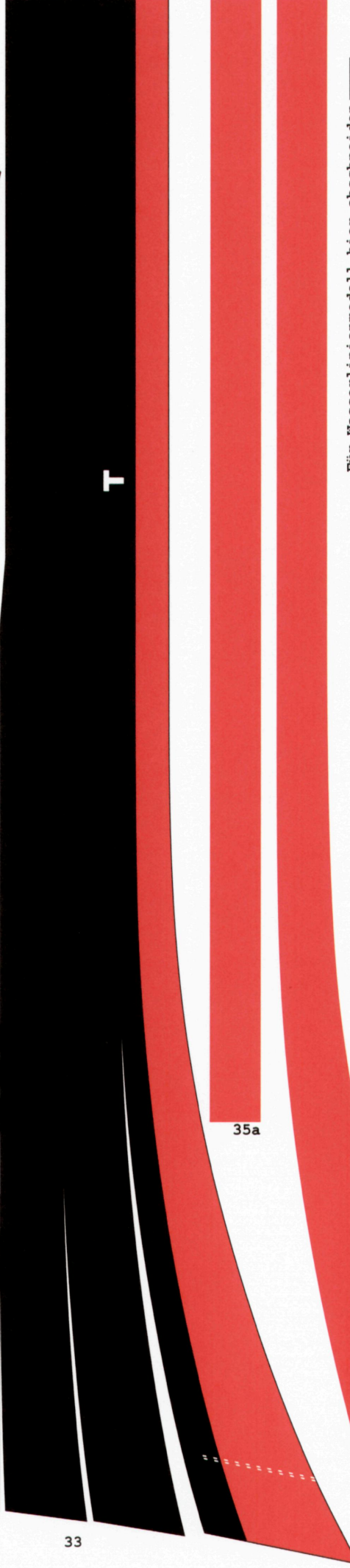
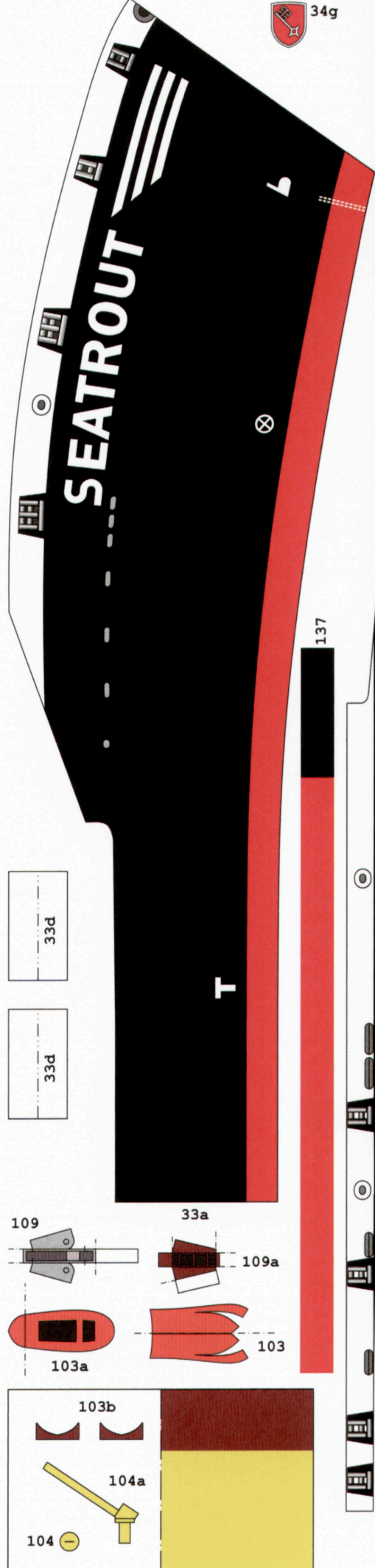


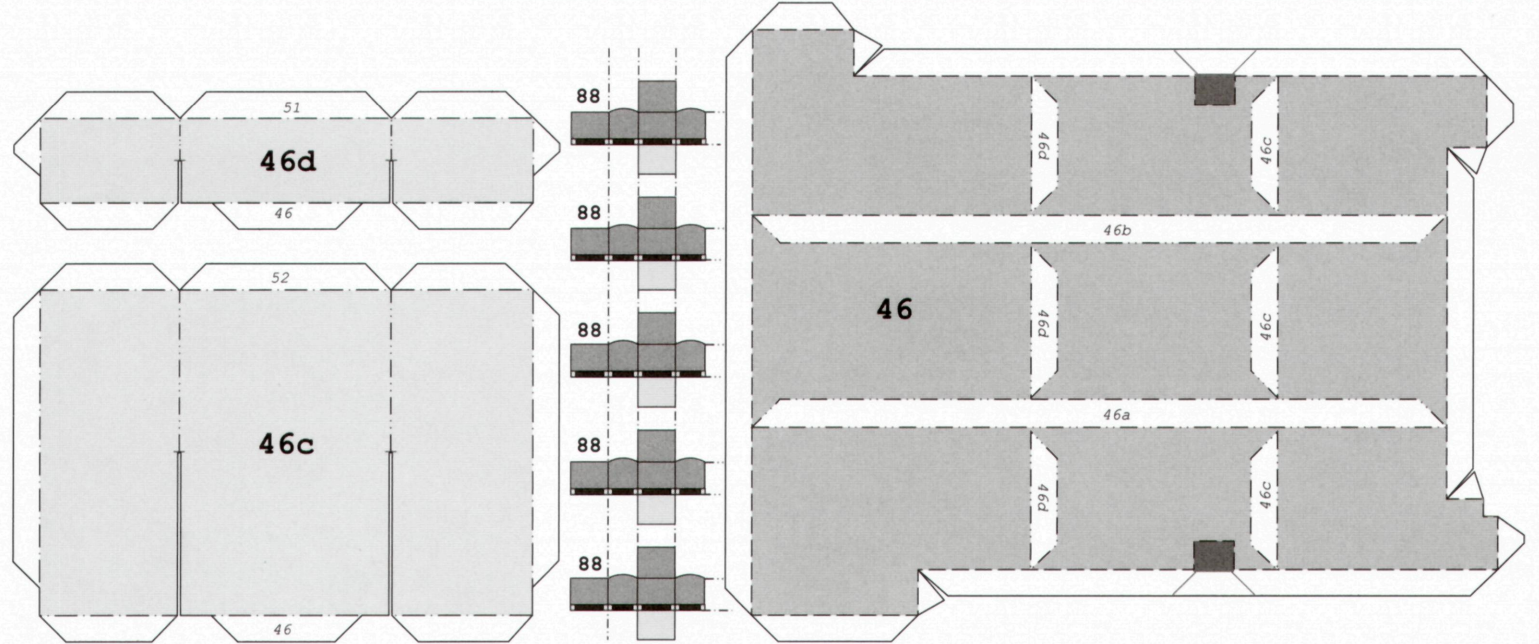
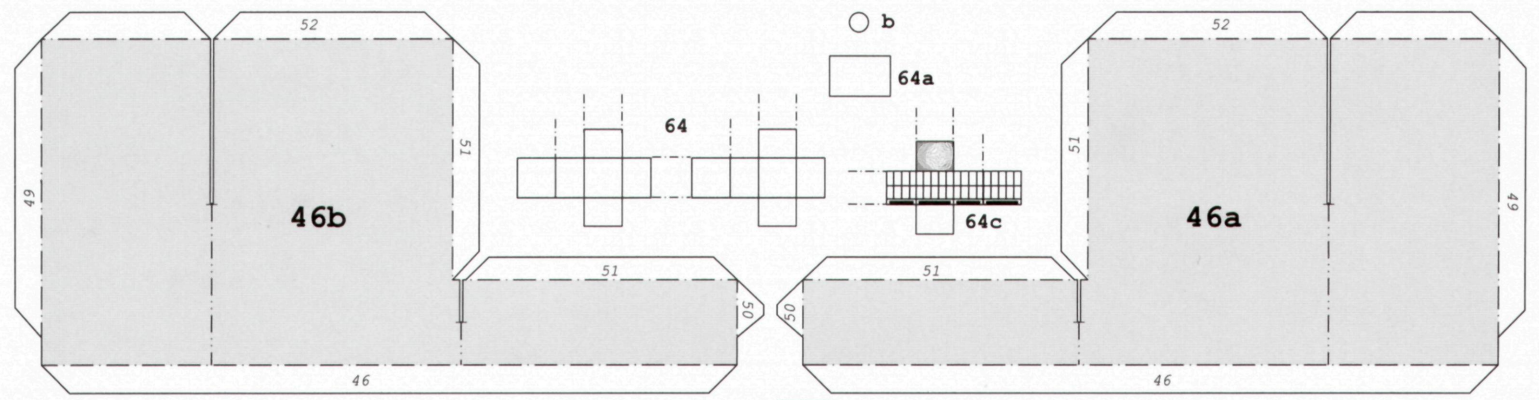
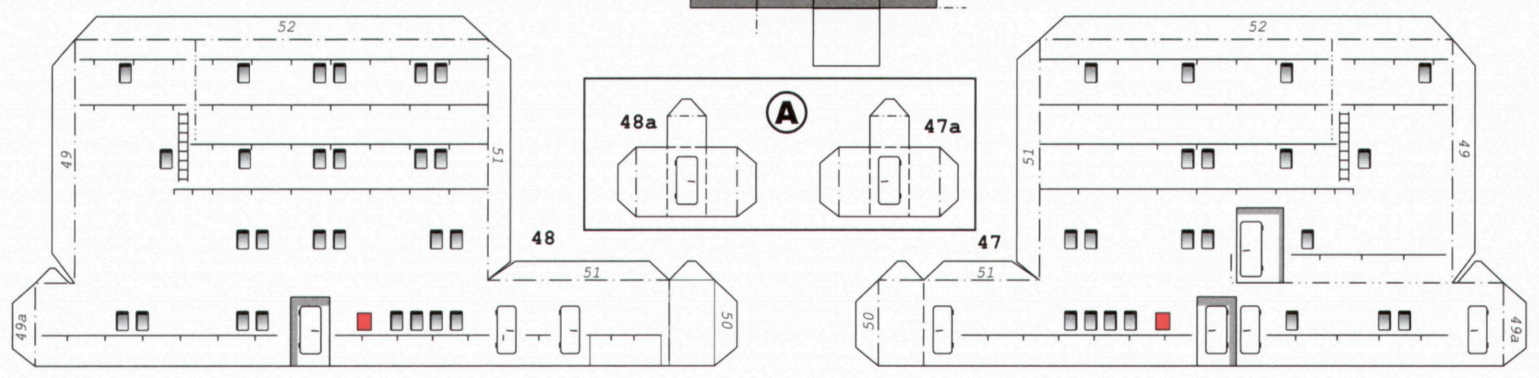
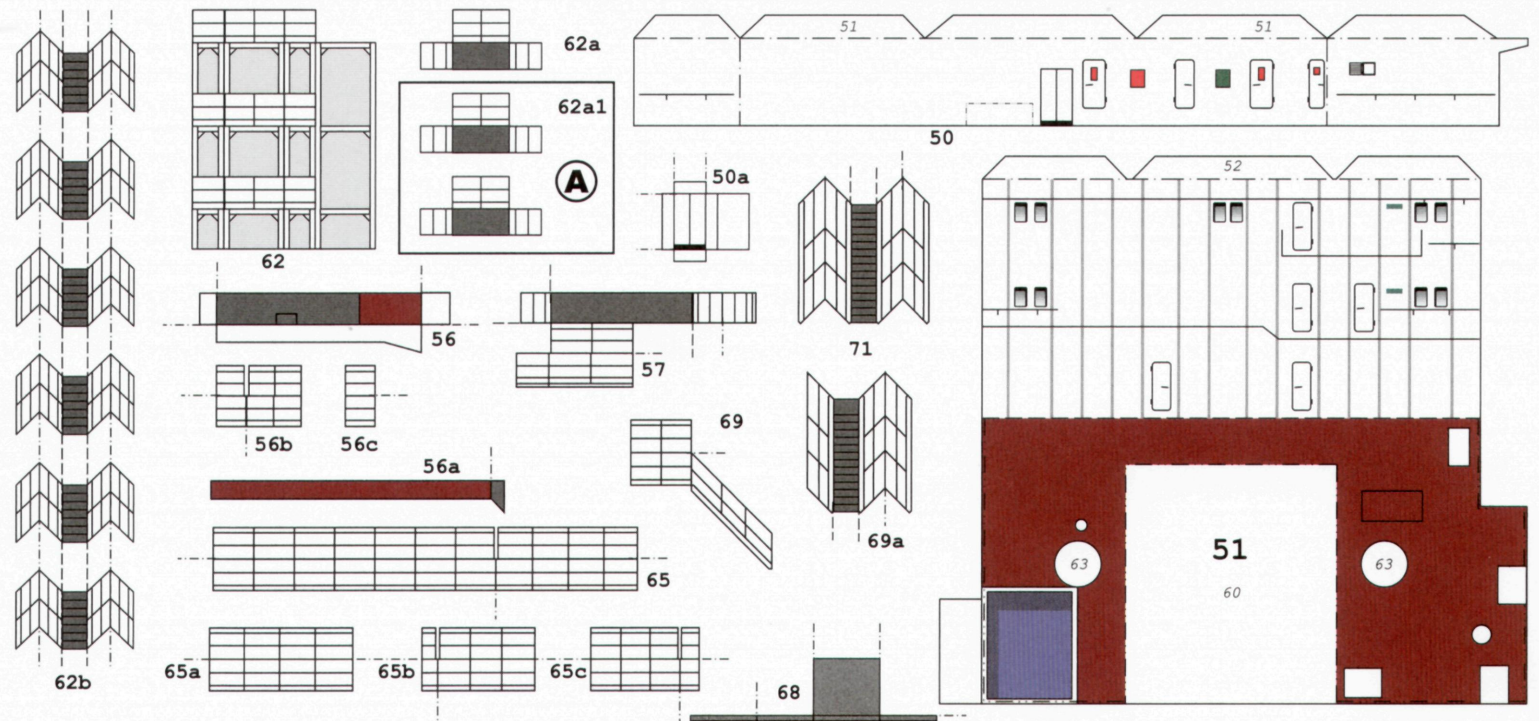


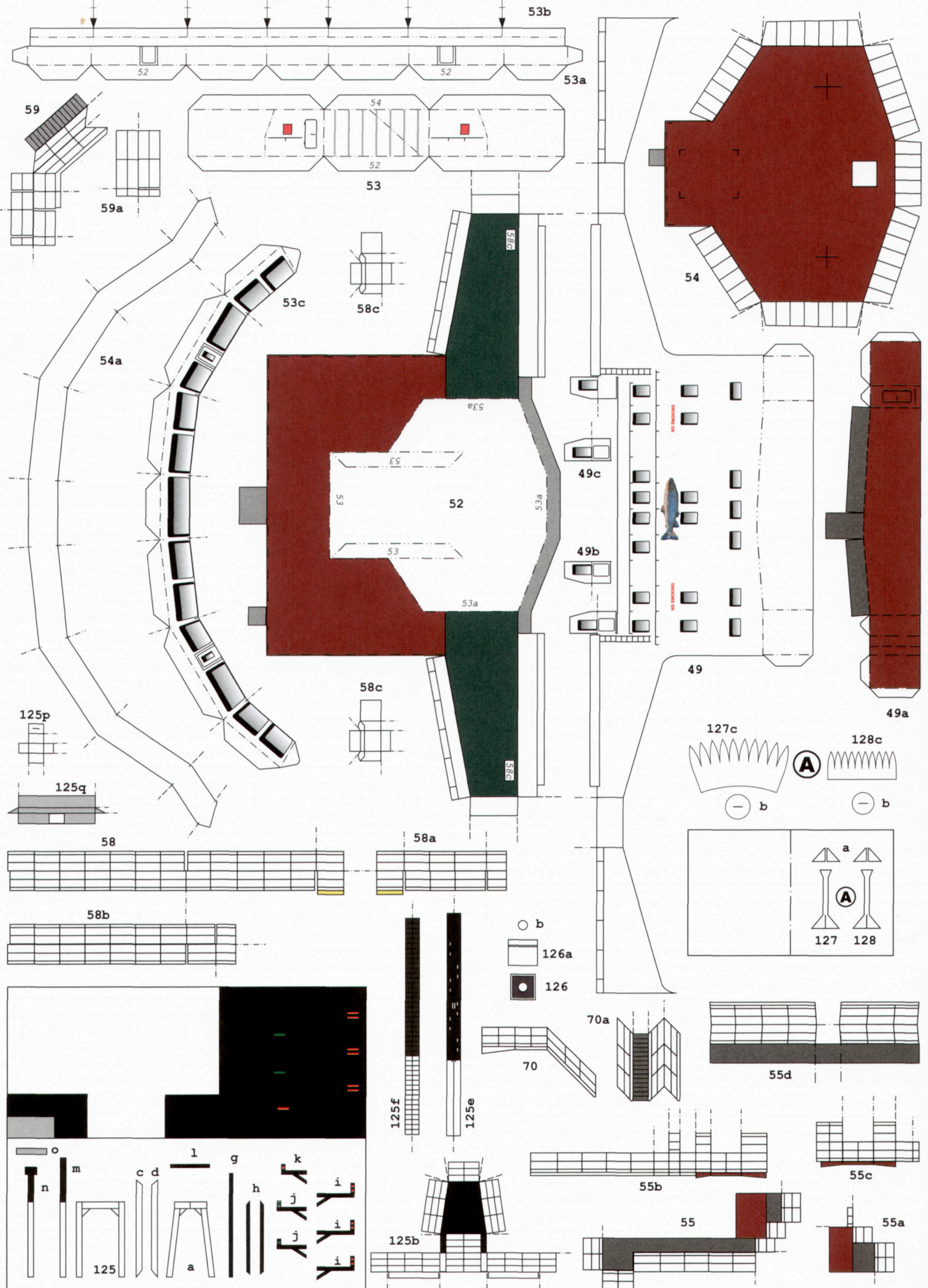
Für Wasserlinienmodell hier abschneiden

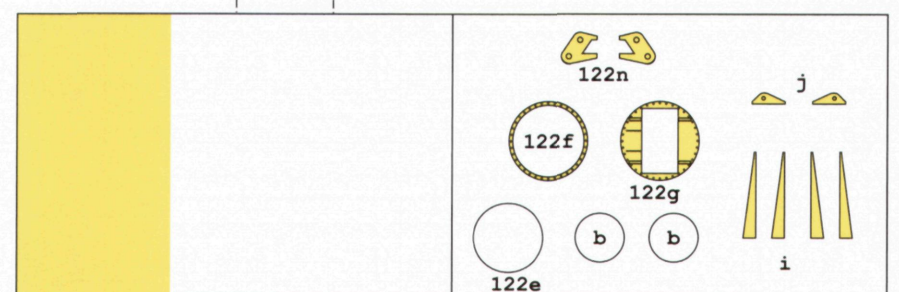
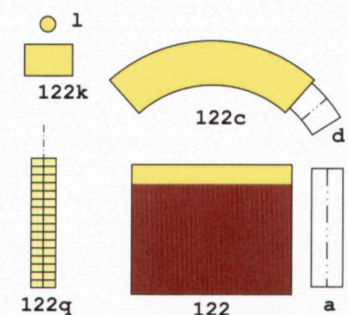
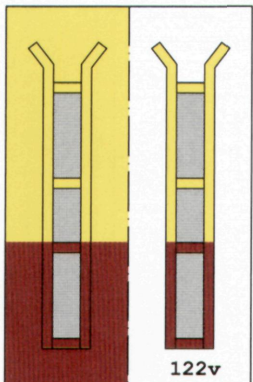
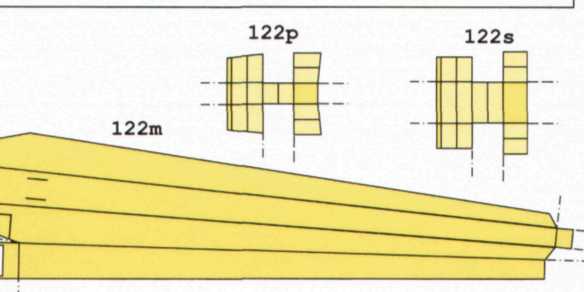
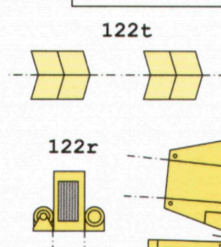
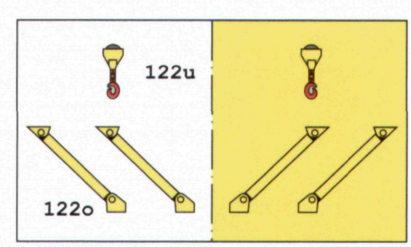
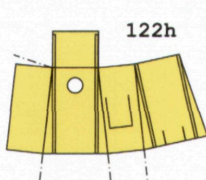
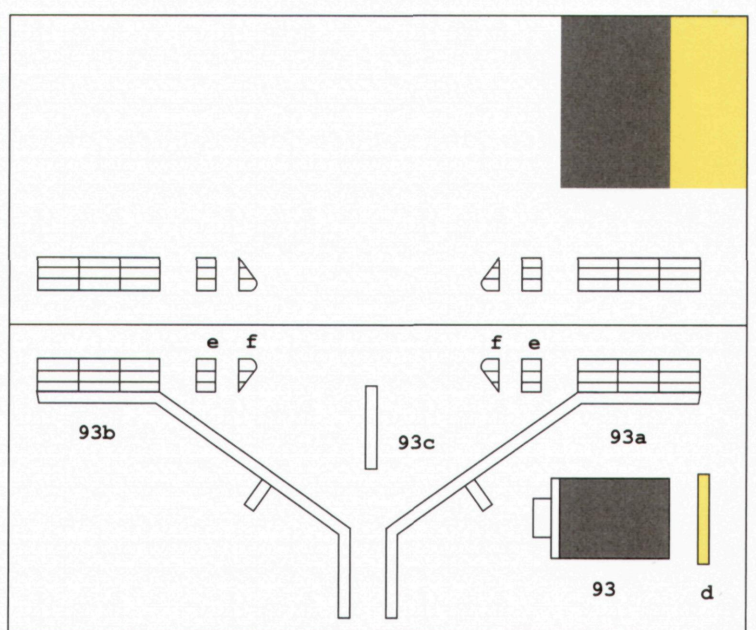
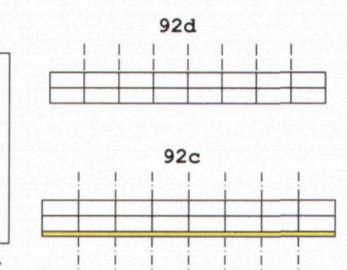
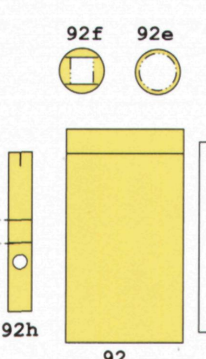
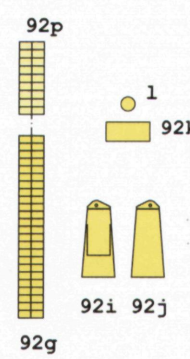
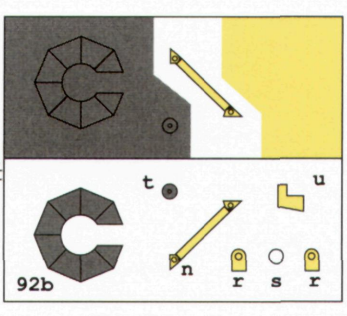
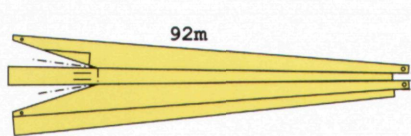
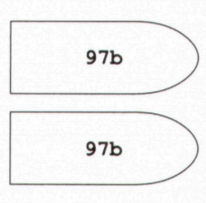
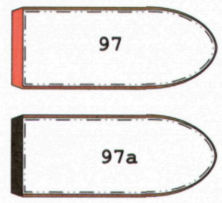
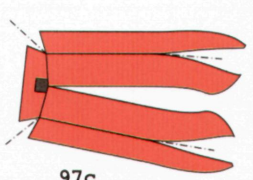
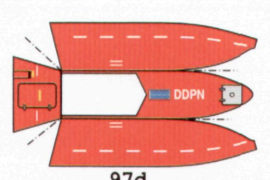
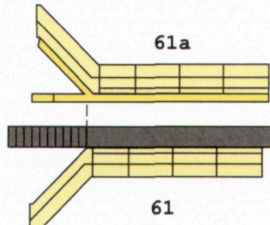
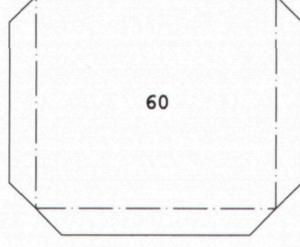
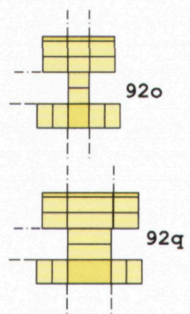
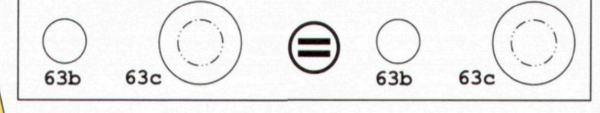
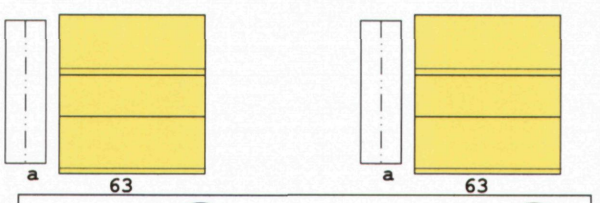
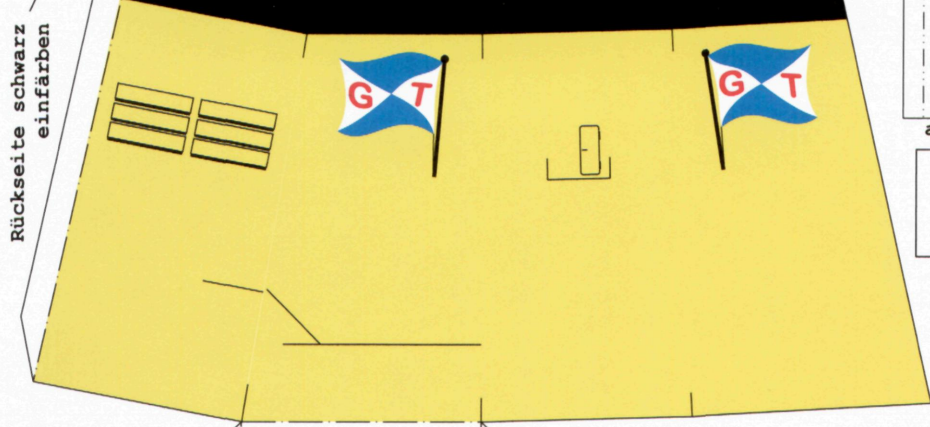
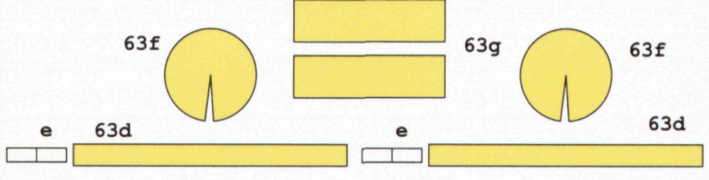
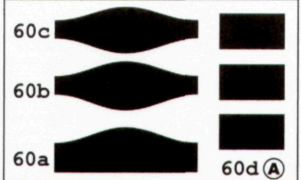
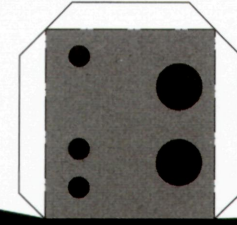
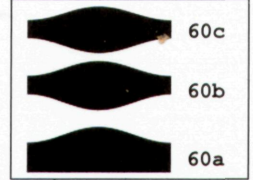
Für Wasserlinienmodell dran lassen

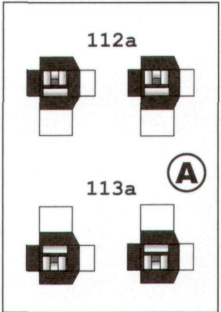
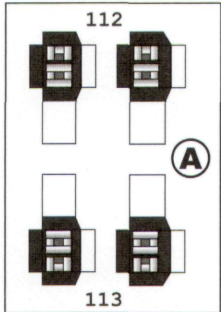
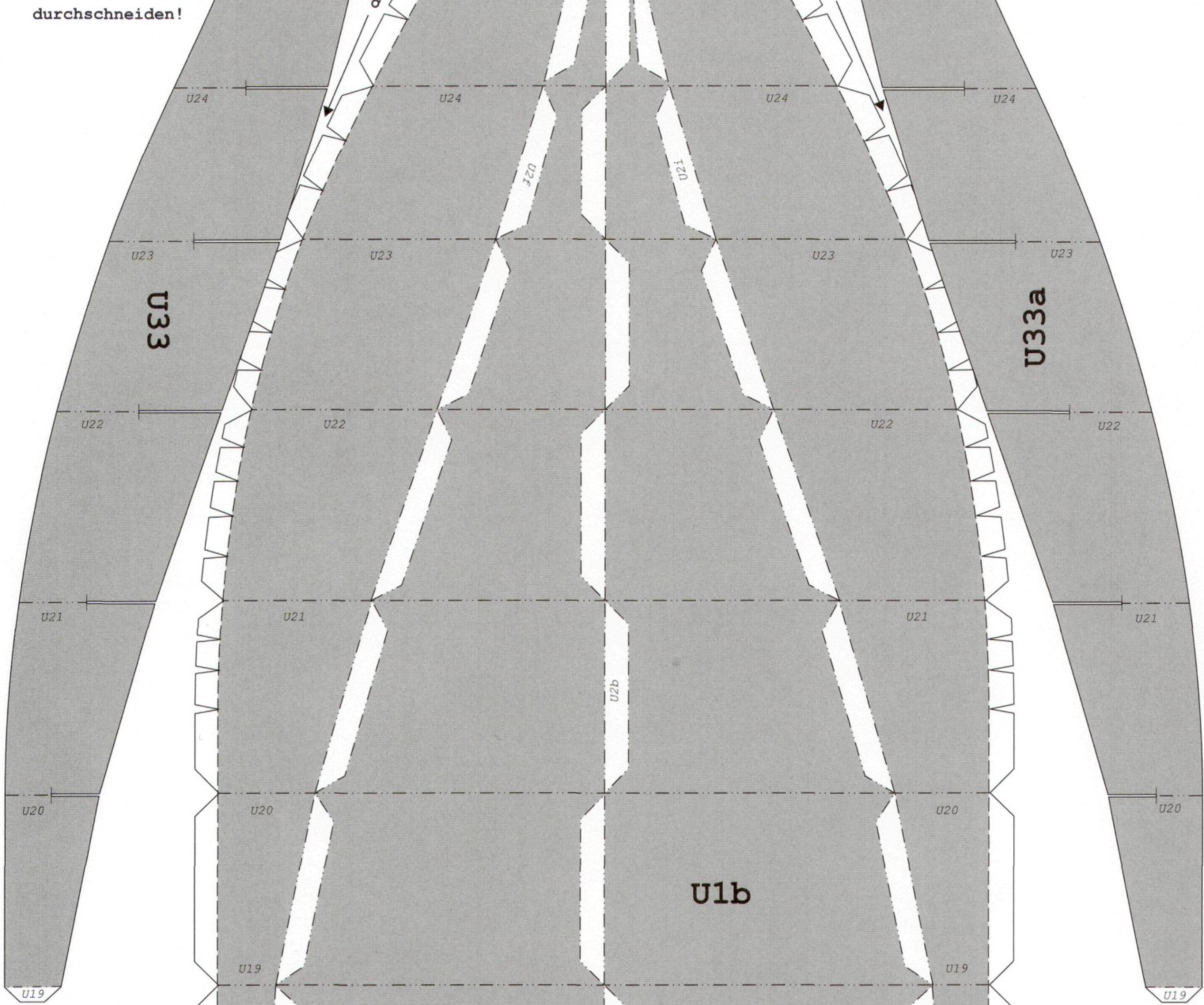
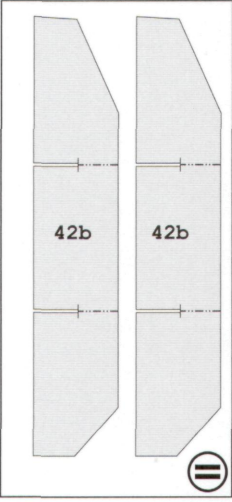
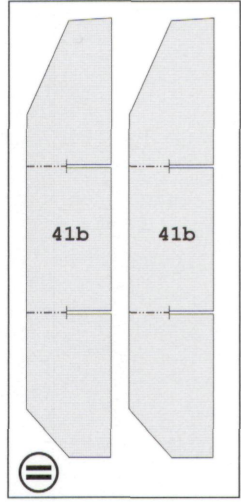


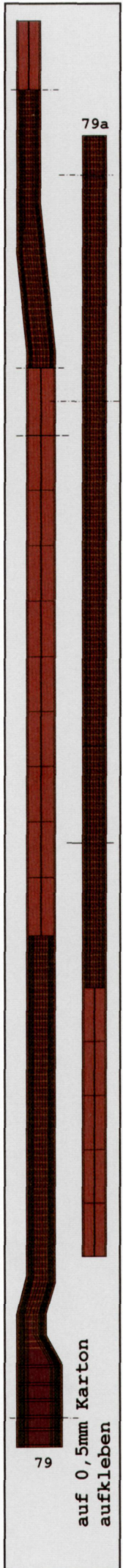
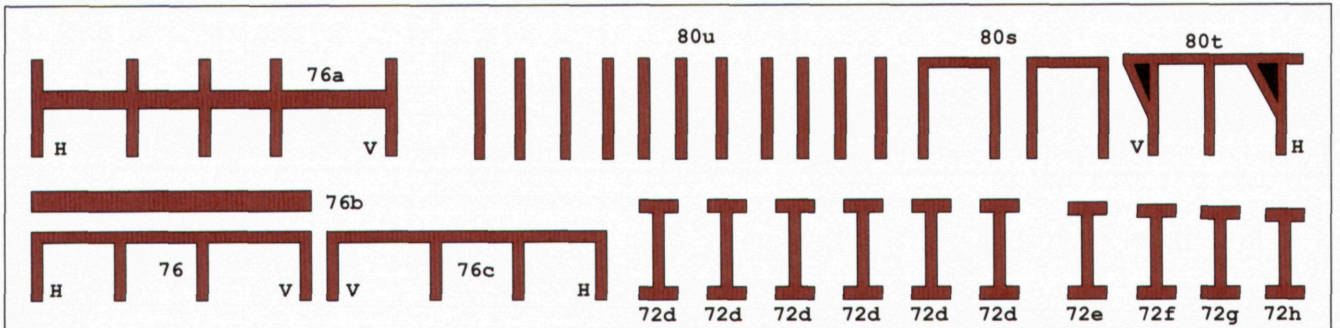
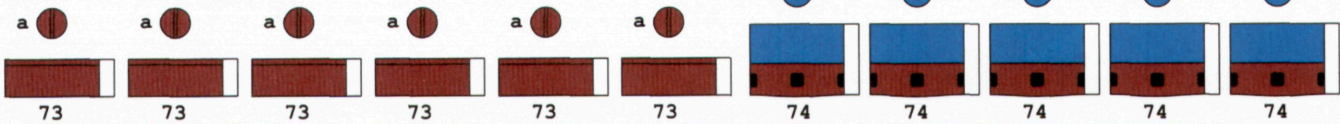
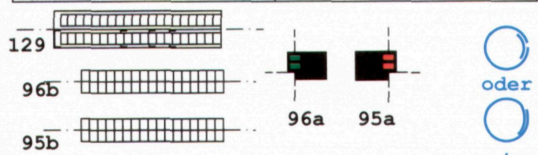
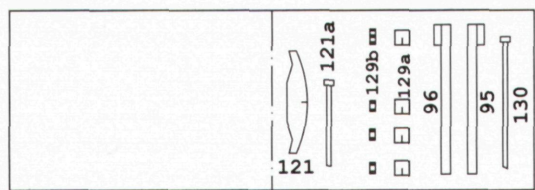
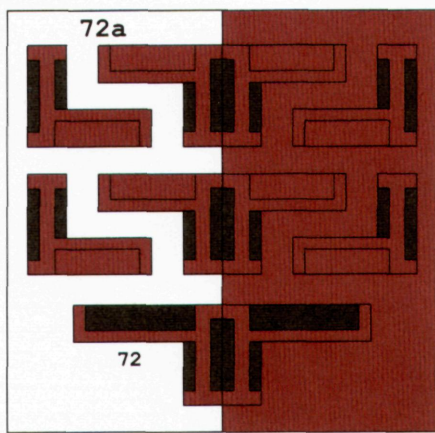
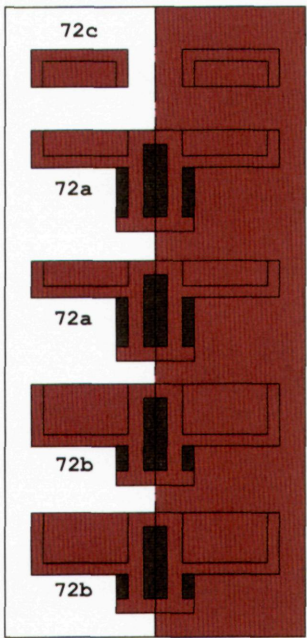
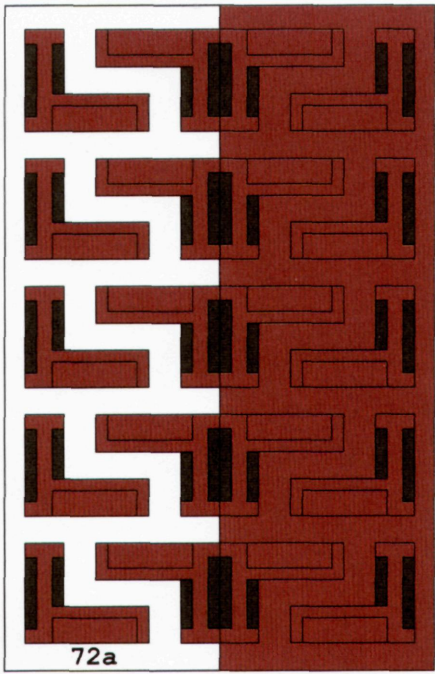
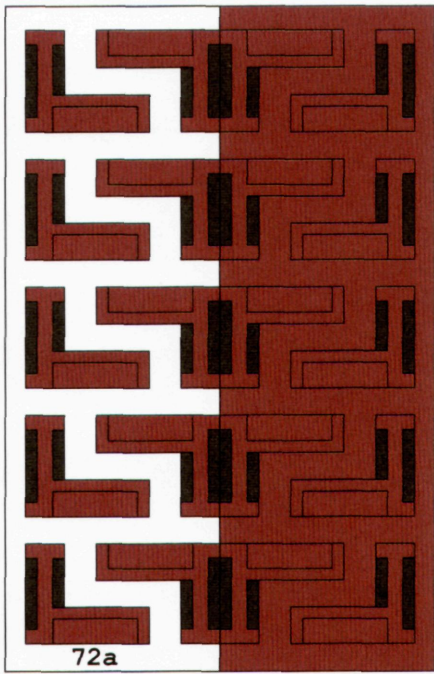
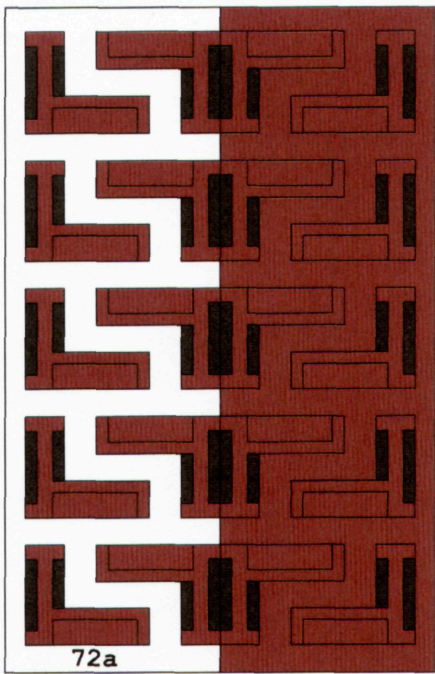




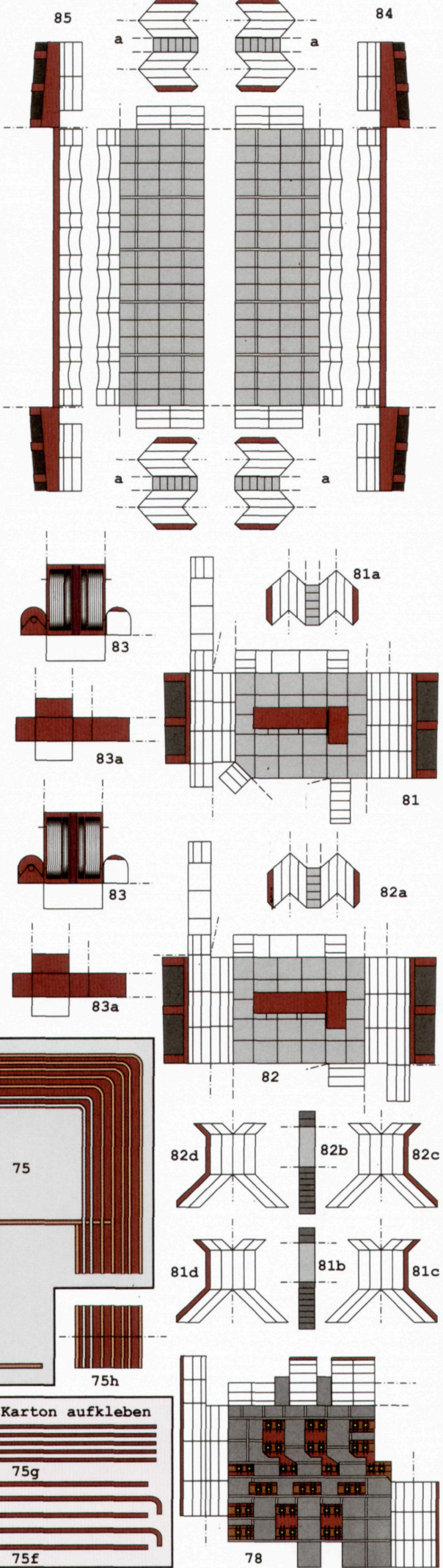
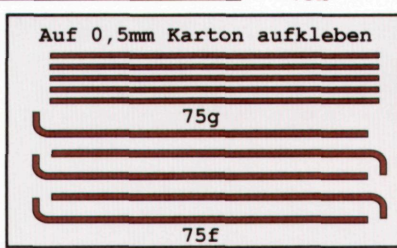
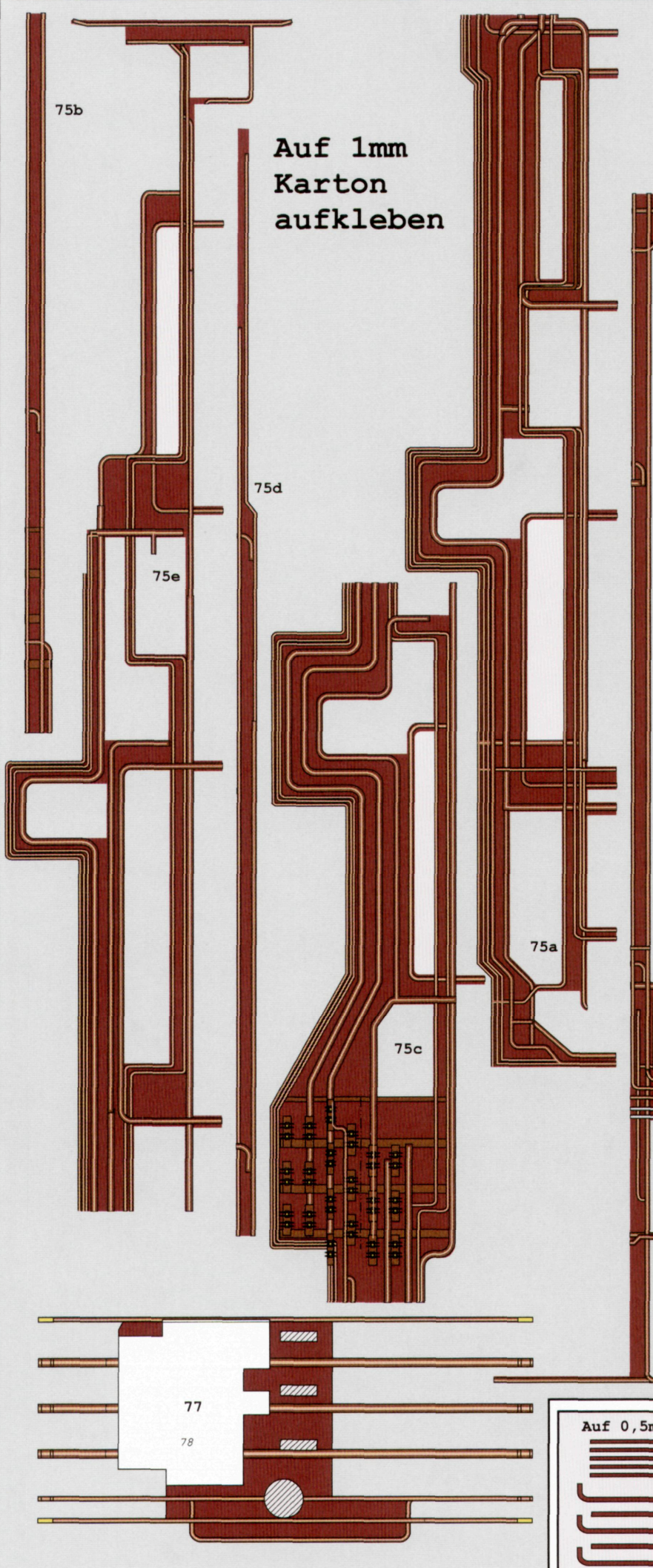


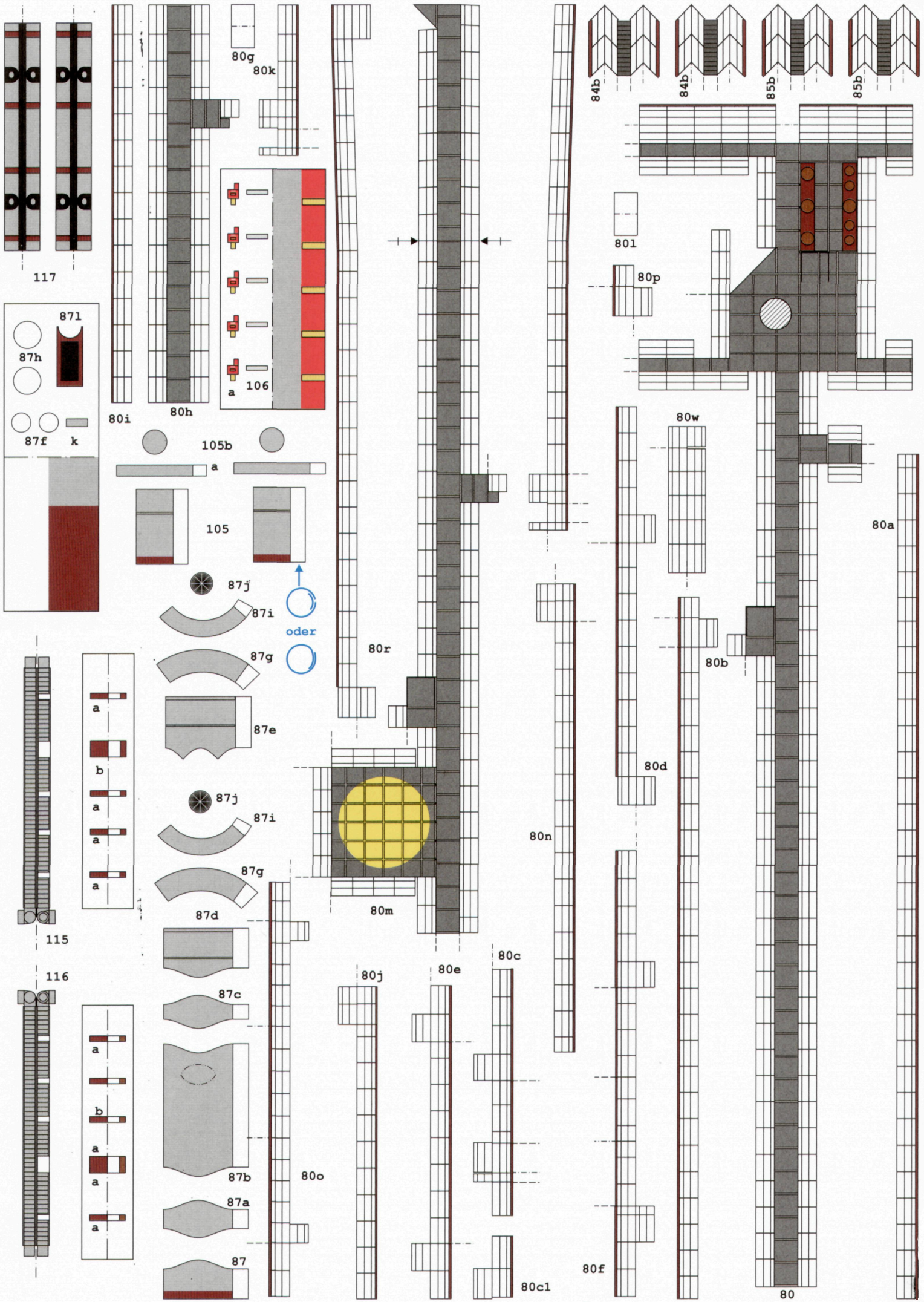






auf 0,5mm Karton aufkleben





117

871

87h

87f

k

80g

80k

b

b

b

b

a

106

80i

80h

105b

a

105

105

87j

87i

87g

87e

87j

87i

87g

87d

87c

87b

87a

87

80r

80m

80j

80e

80c

80n

80d

80w

80b

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115

116

a

b

a

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b

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a

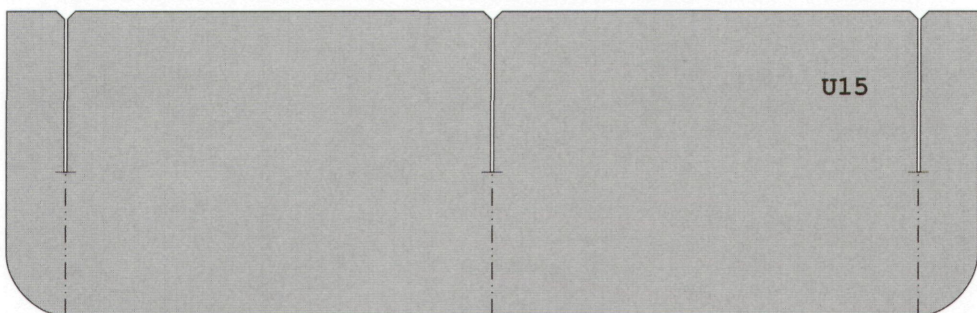
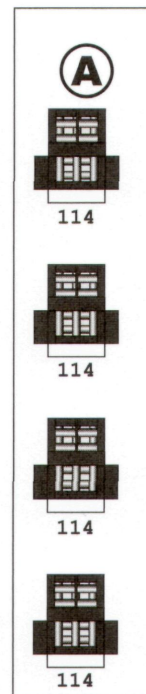
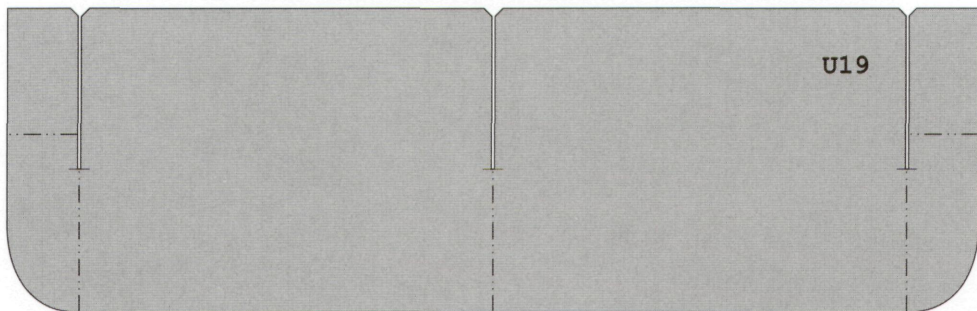
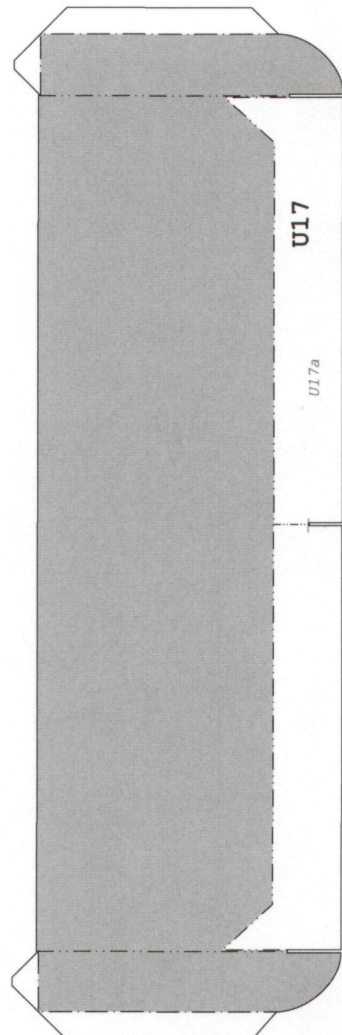
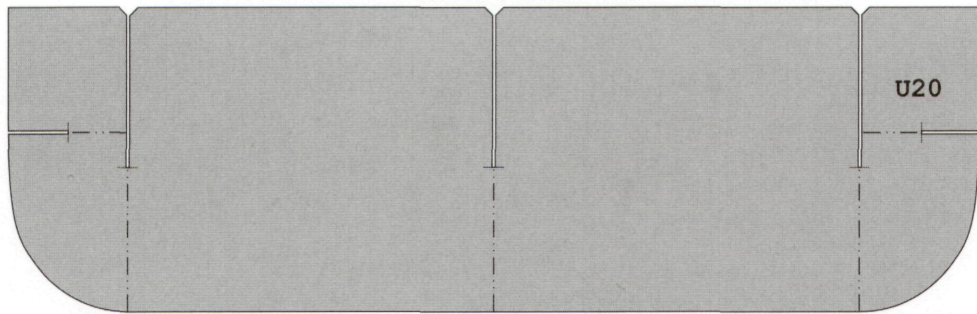
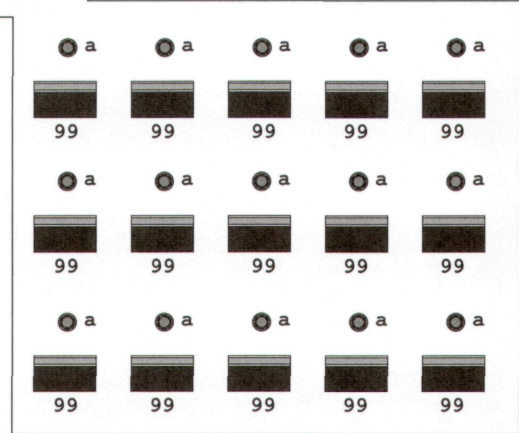
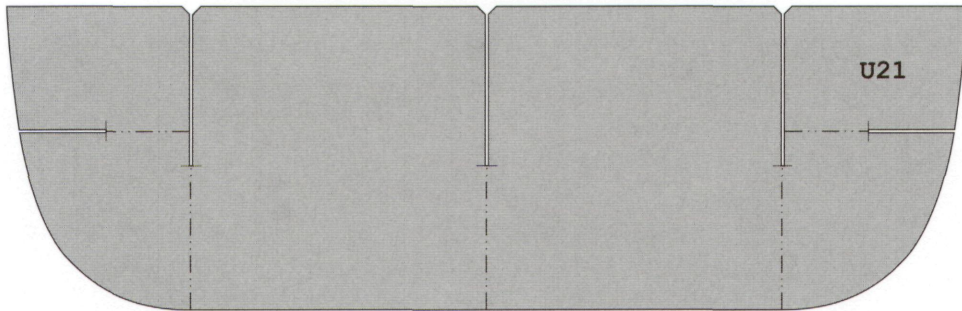
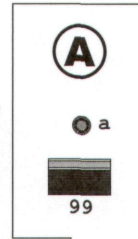
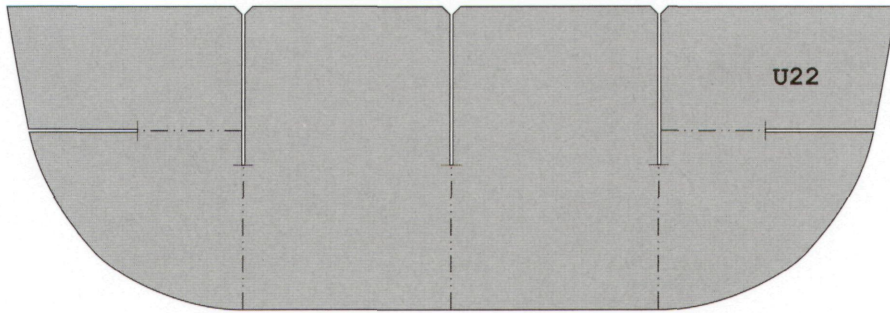
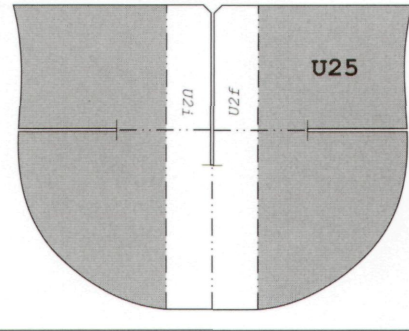
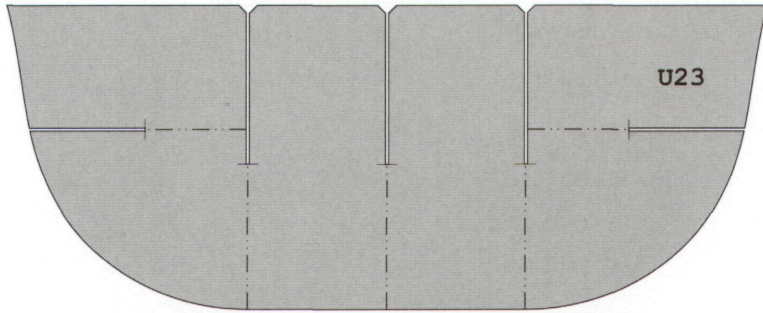
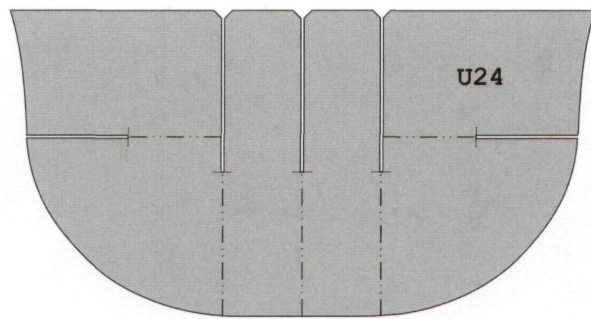
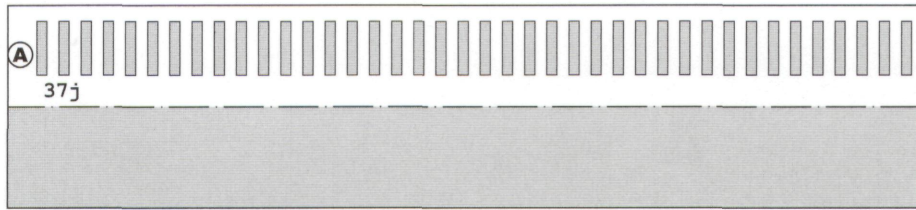
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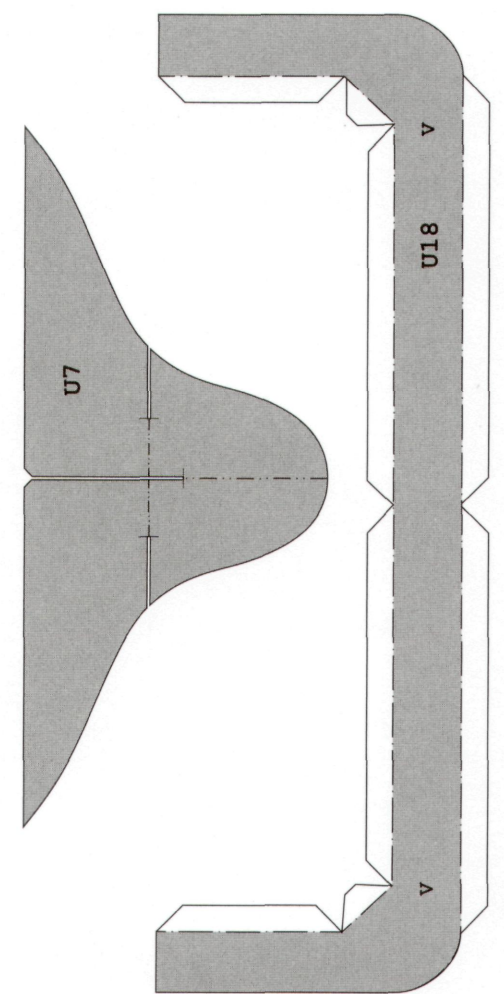
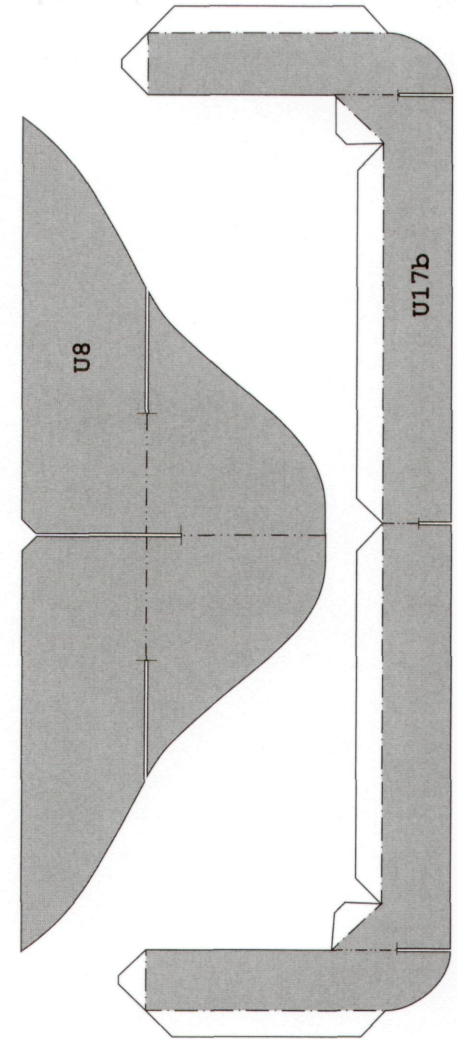
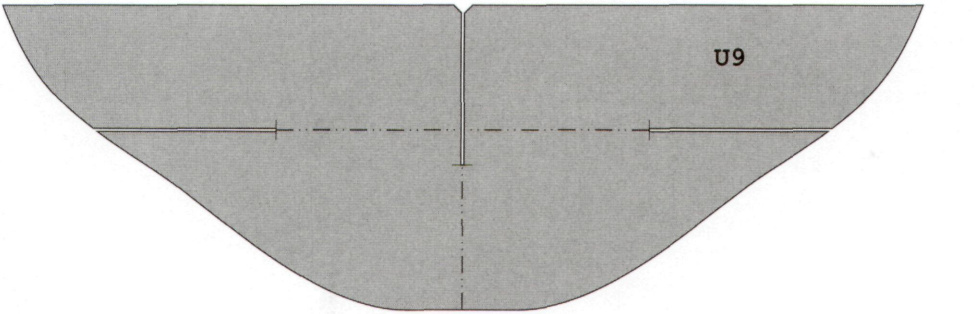
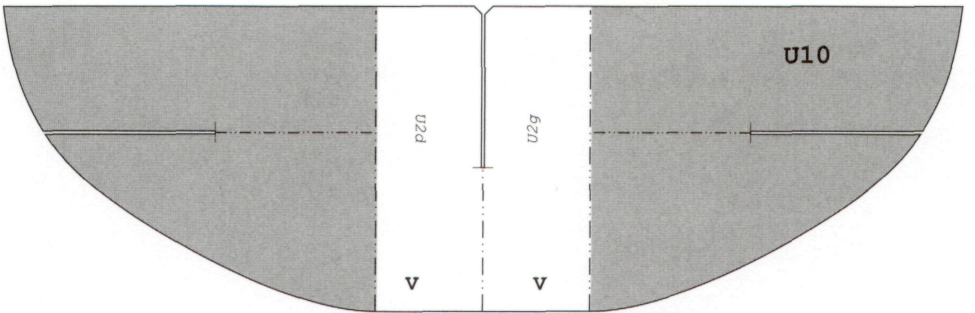
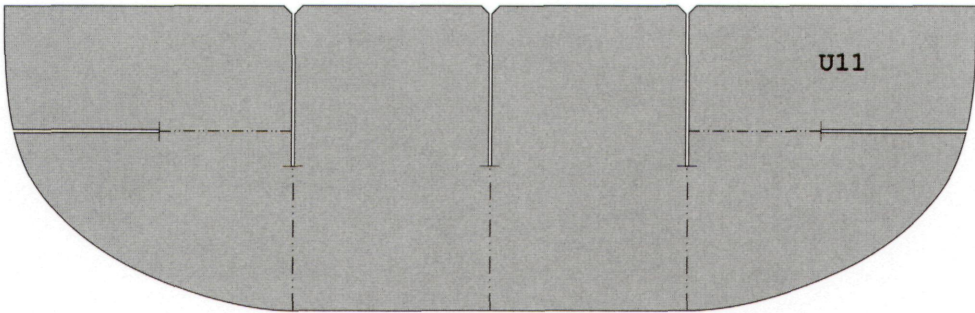
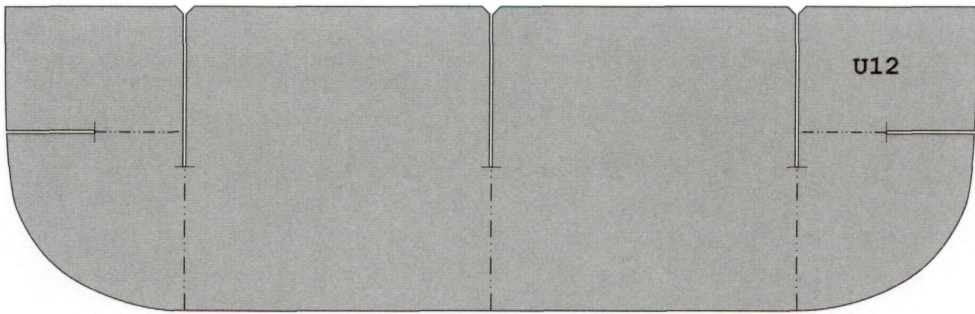
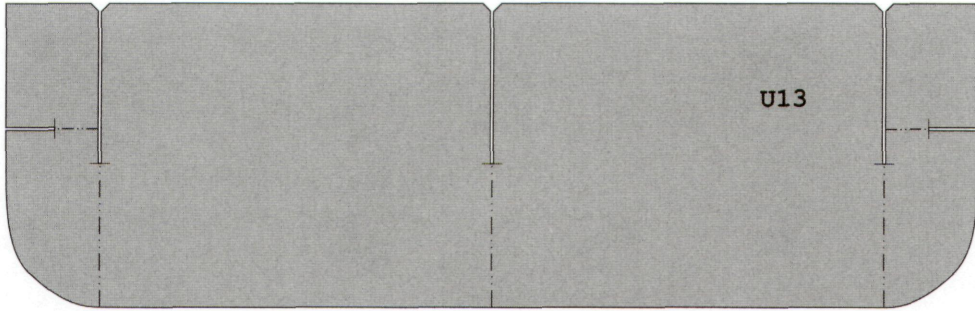
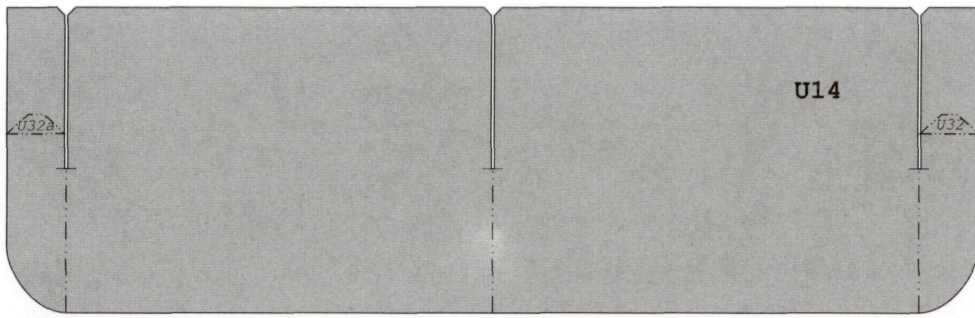
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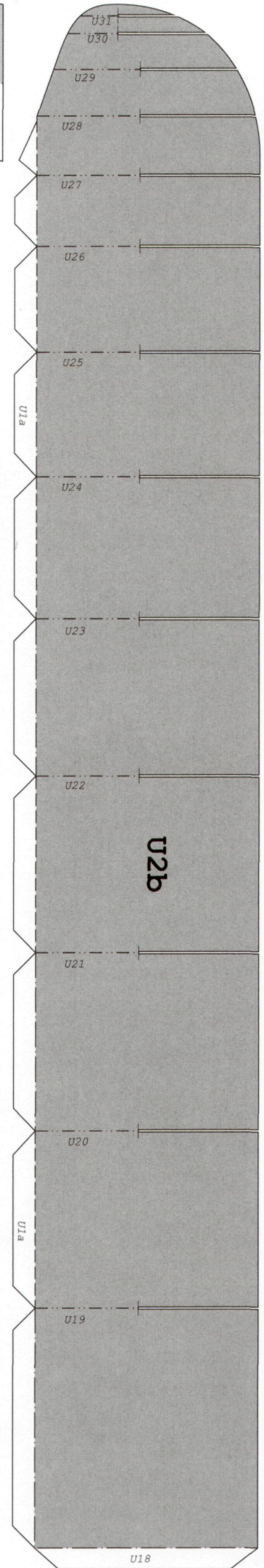
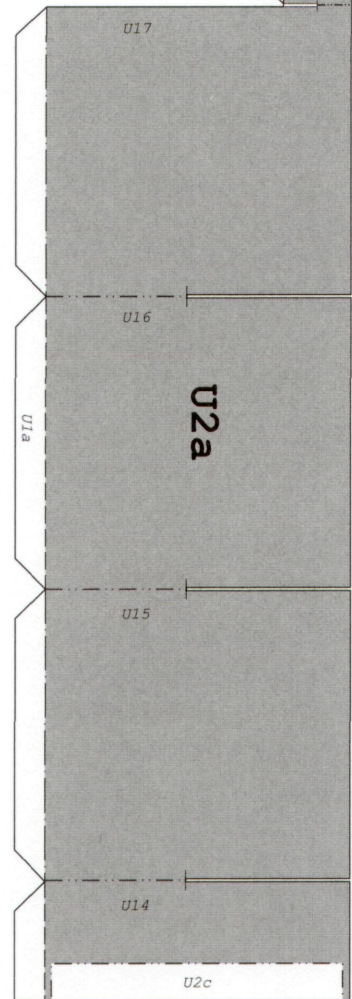
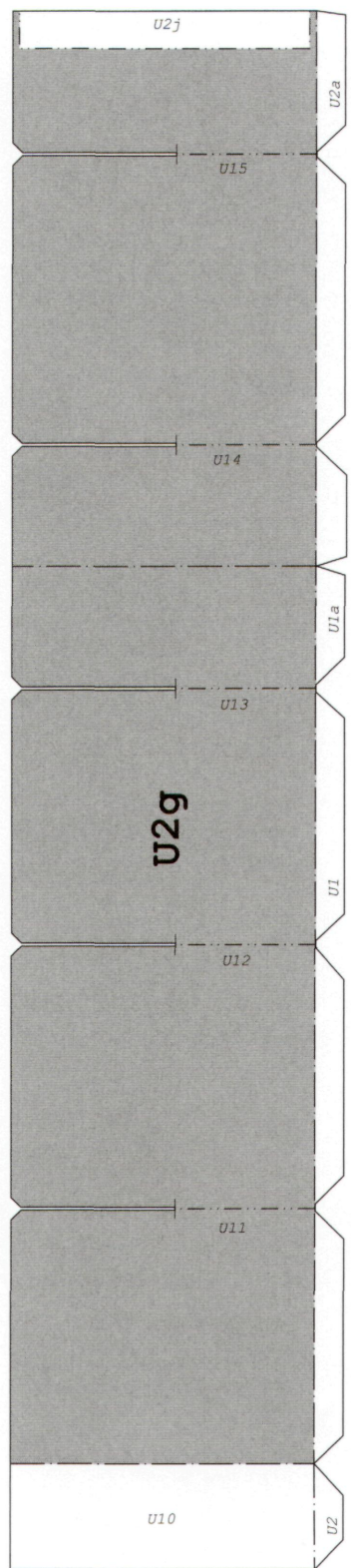
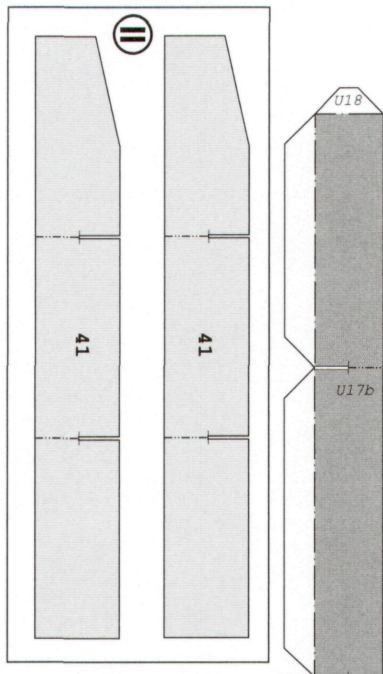
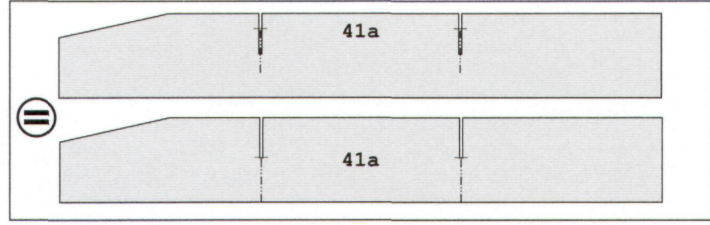
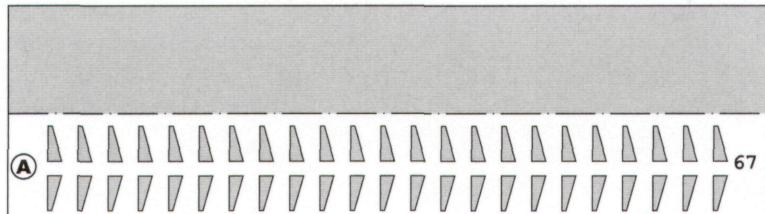
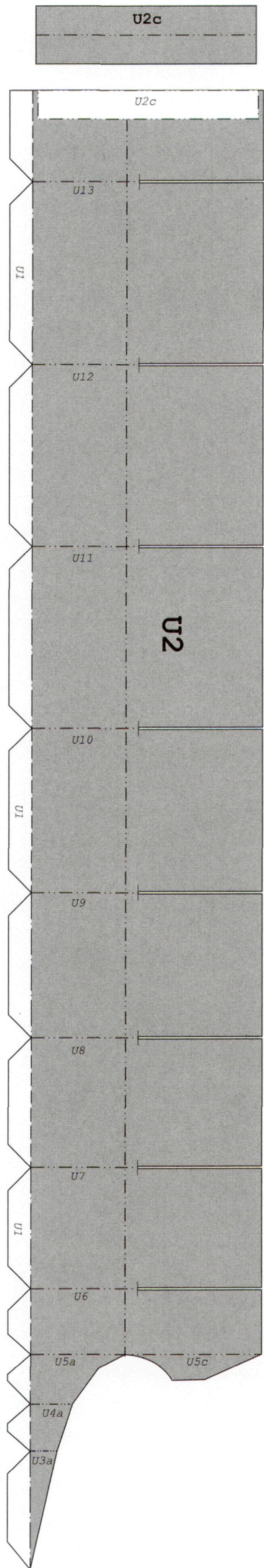
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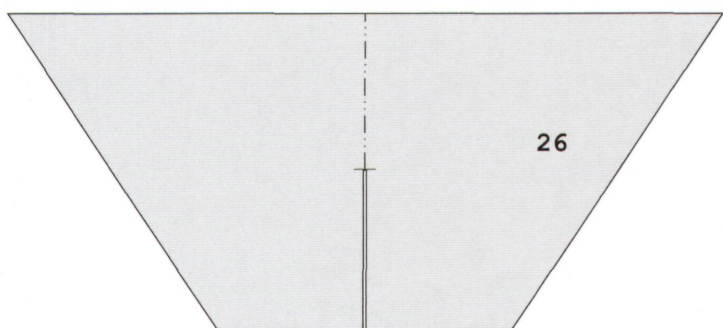
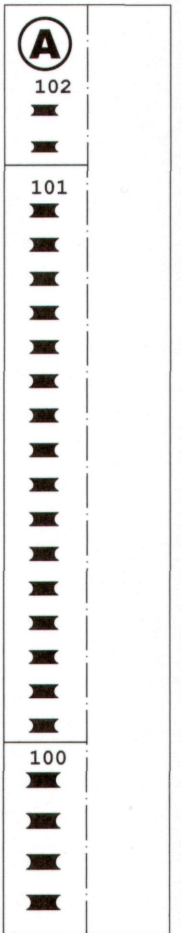
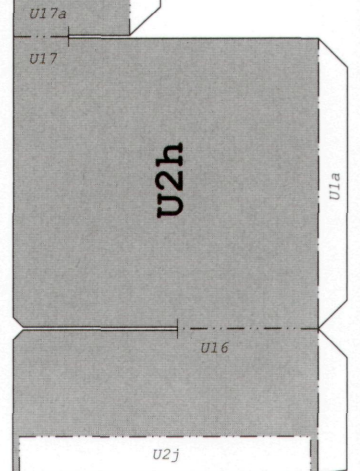
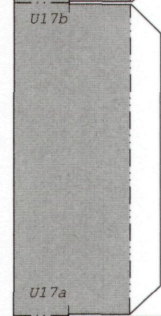
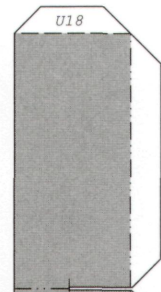
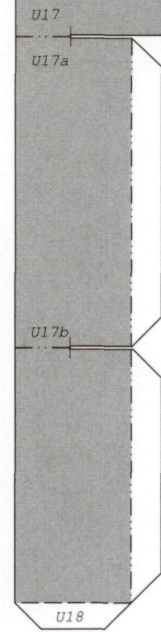
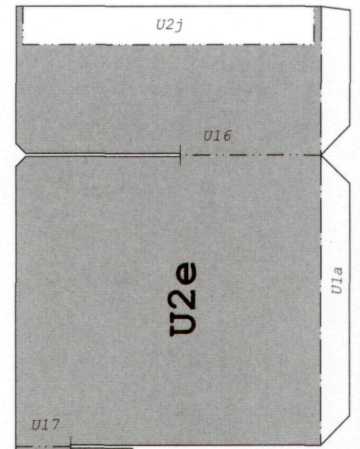
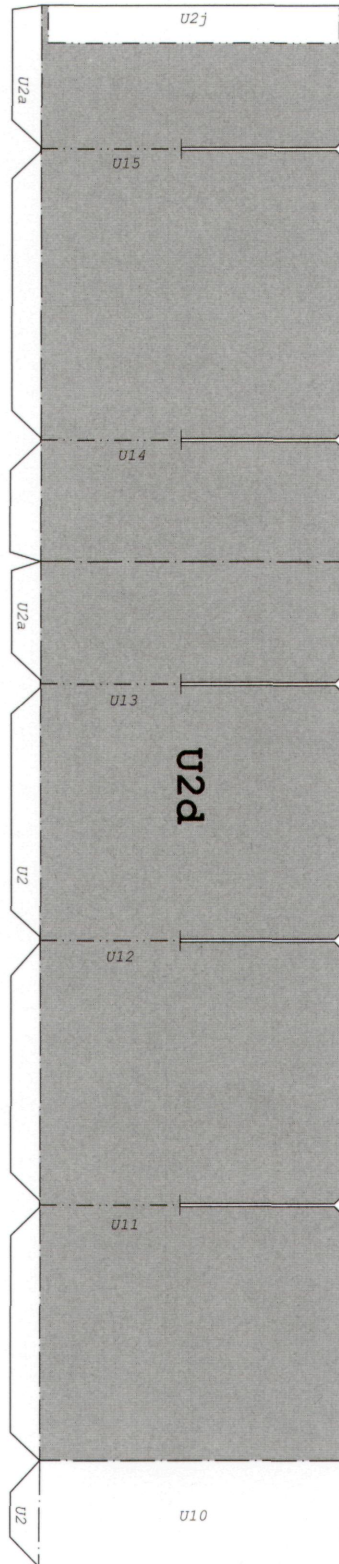
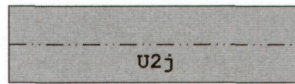
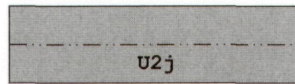
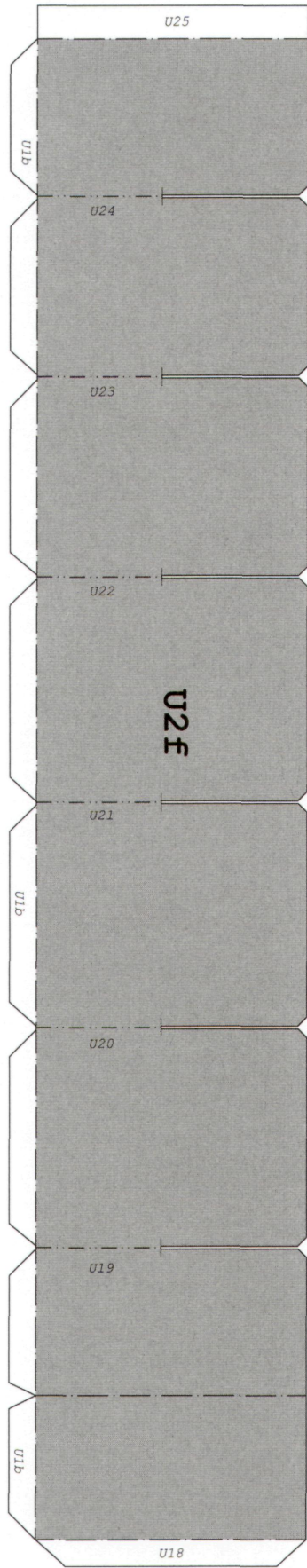
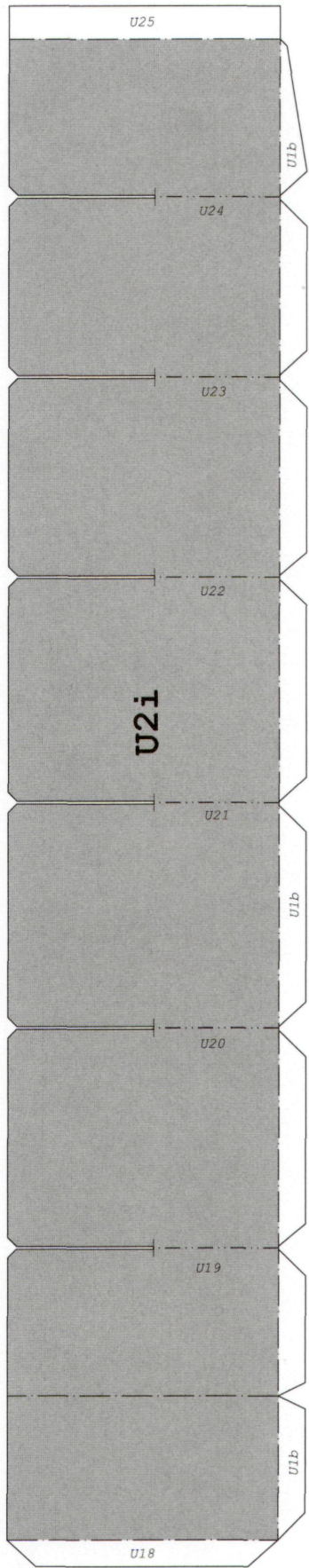
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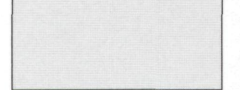
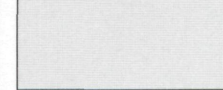
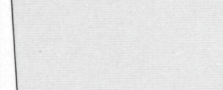
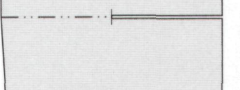
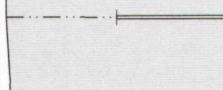
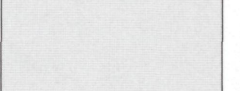
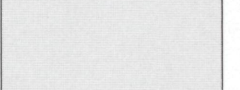
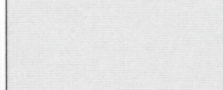
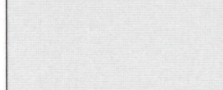
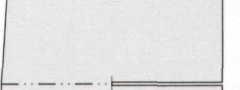
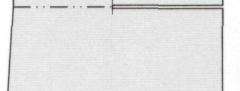
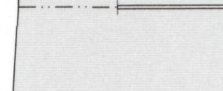
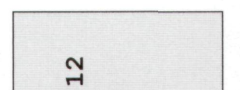
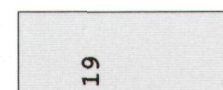
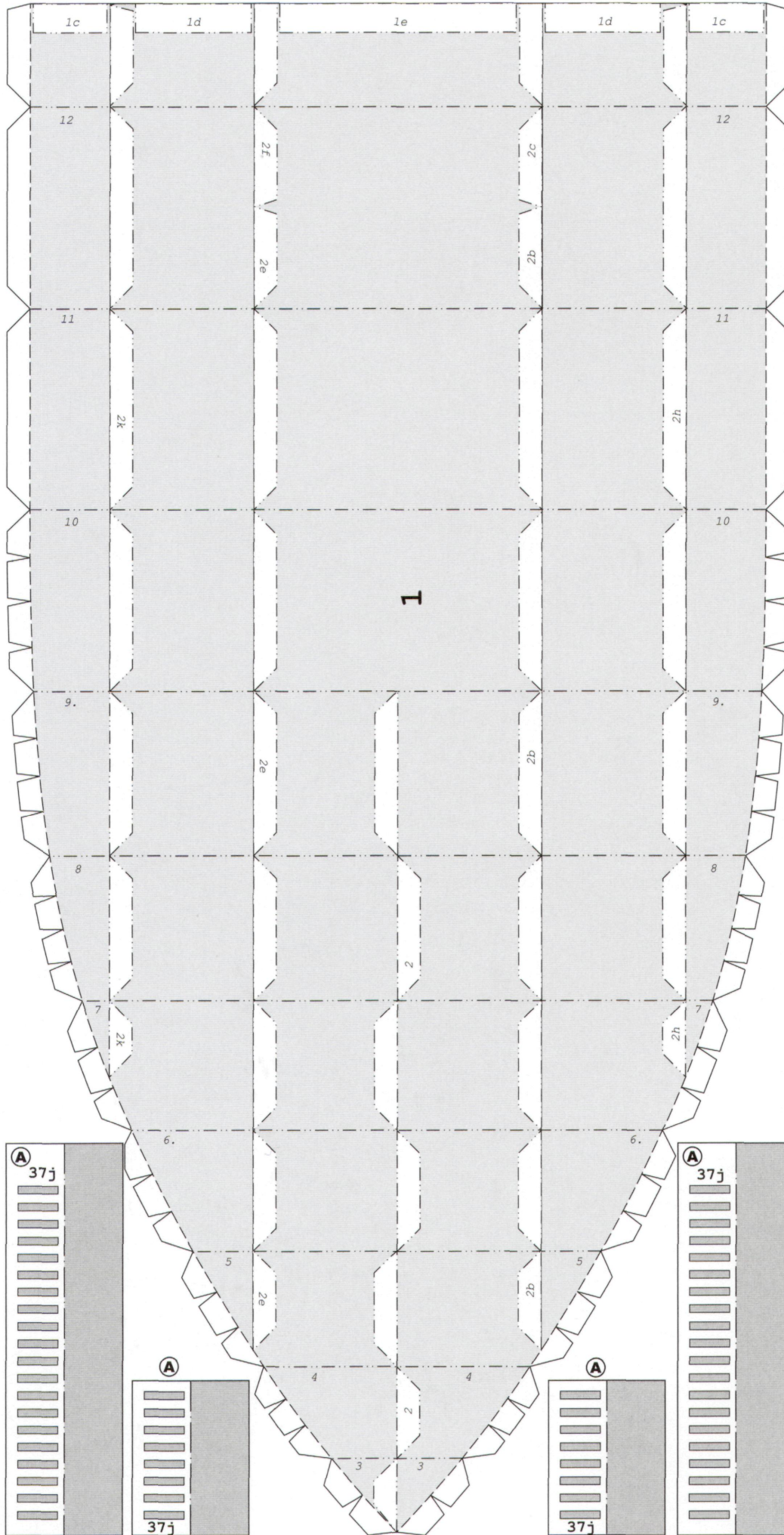
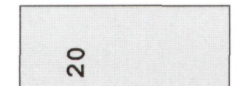
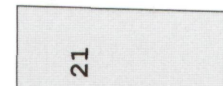
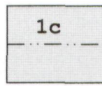
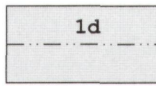
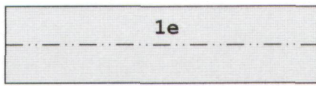
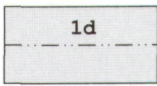
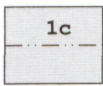
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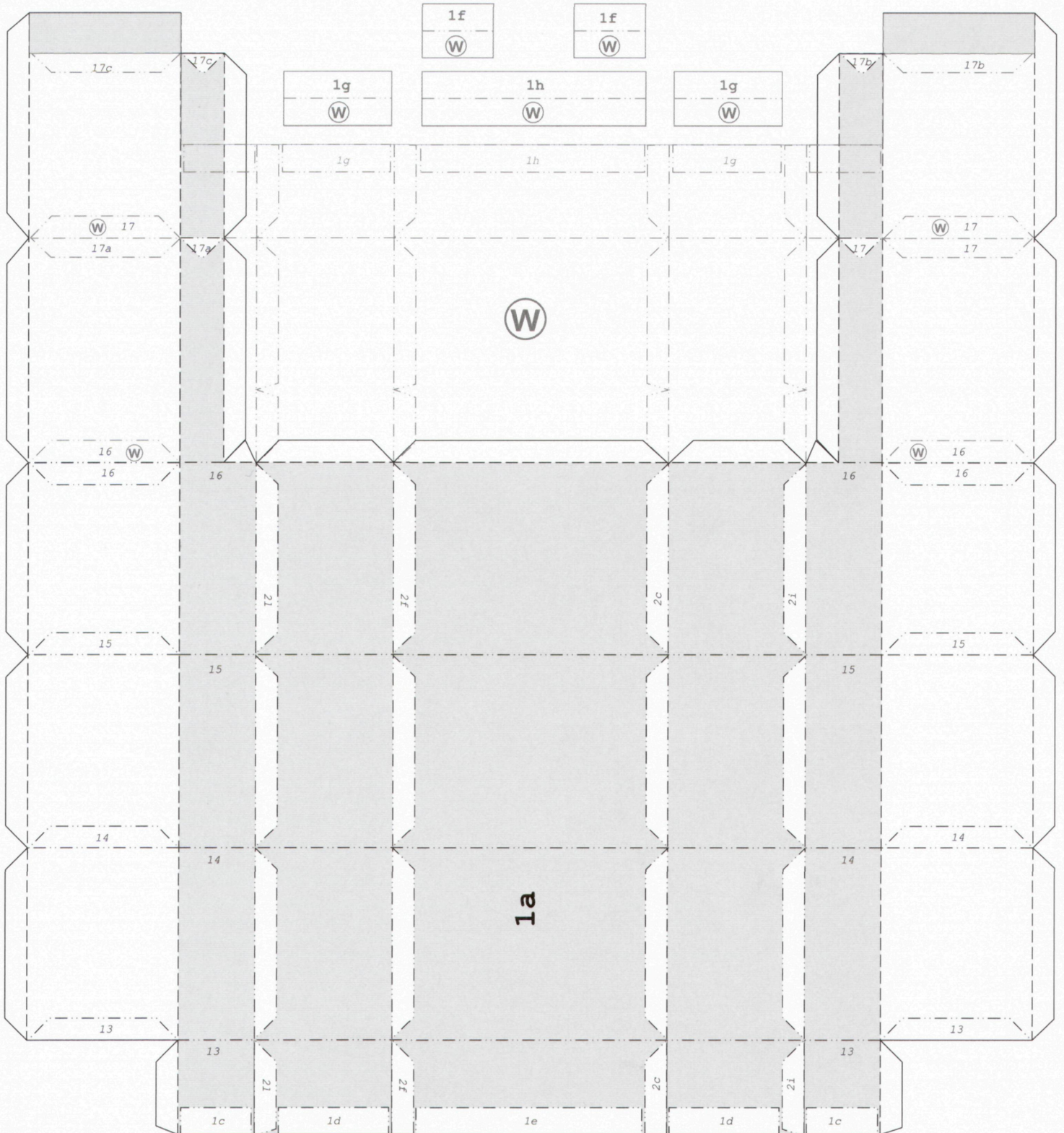
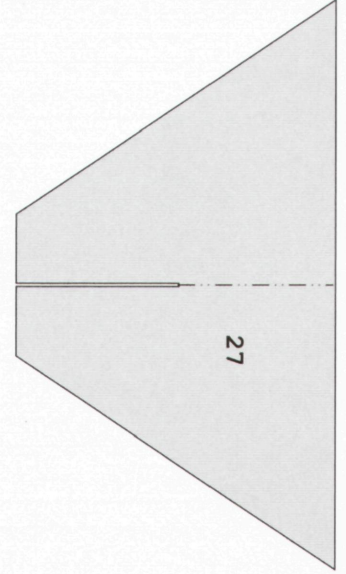
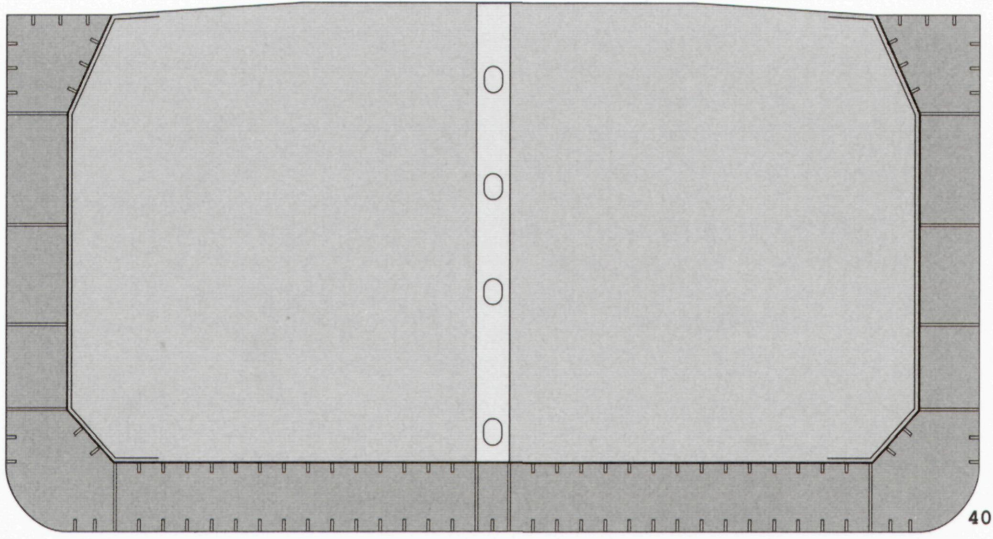












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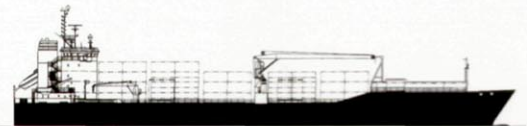
River/Sea Tankers



Fast RoRo/RoPax Vessels



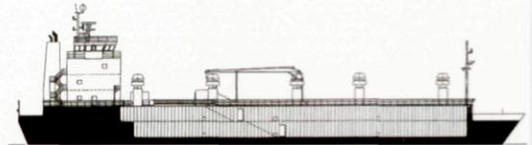
RoRo / Paper Cassette and Container Carriers



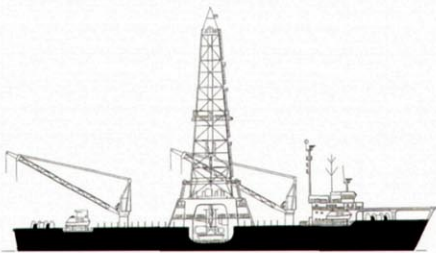
Reefer Ships 150.000 - 750.000 cbft



Modular Research Vessels



Livestock Carriers



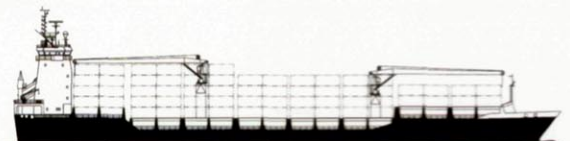
Viking 1000 Class Drillship



Offshore Supply Vessels



Safety 2010 Catamaran



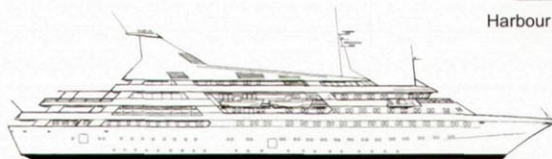
Multi-Purpose Container Vessels 150 - 2.000 TEU



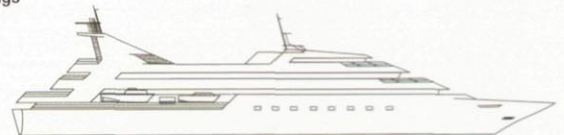
Small Passenger Ships



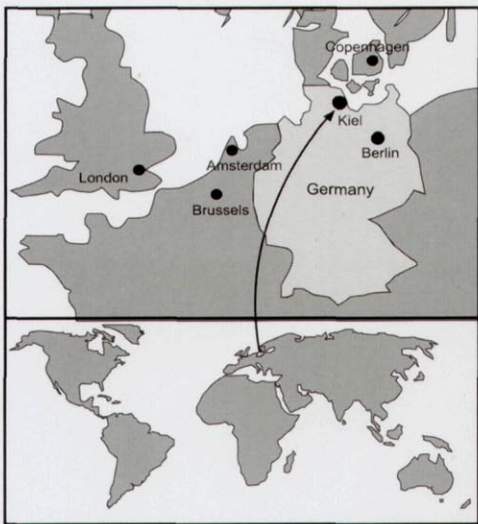
Harbour Assistance and Anchor handling Tugs



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