

MARK TWAIN

BOCZNO -KOŁOWIEC

KARTONOWE **mini ABC** 12'2000

ISSN 1428 - 4626



DŁUGOŚĆ MODELU 40 cm
SZEROKOŚĆ MODELU 11 cm
WYSOKOŚĆ MODELU 19 cm

skala 1:150

STOPIEN TRUDNOŚCI

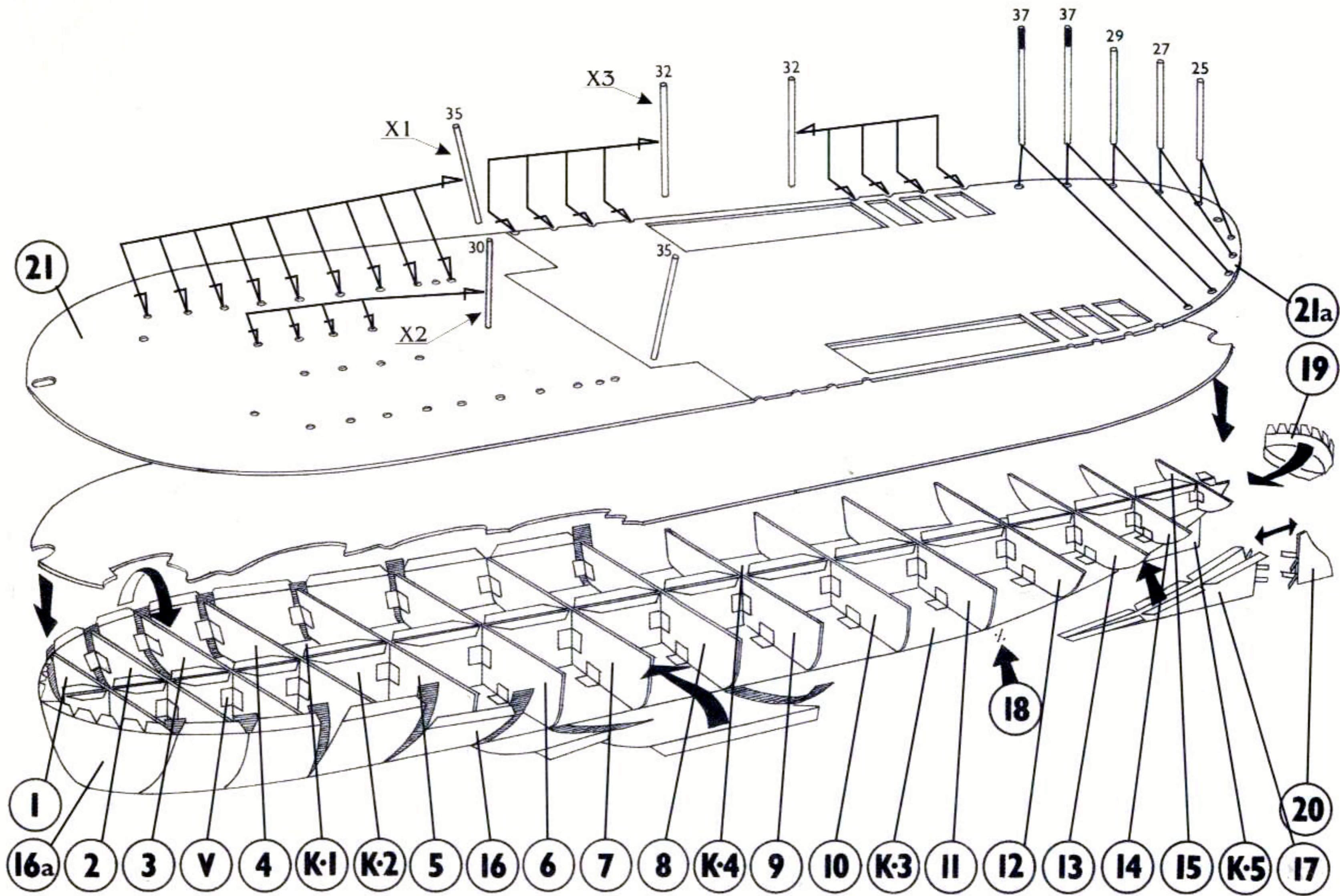


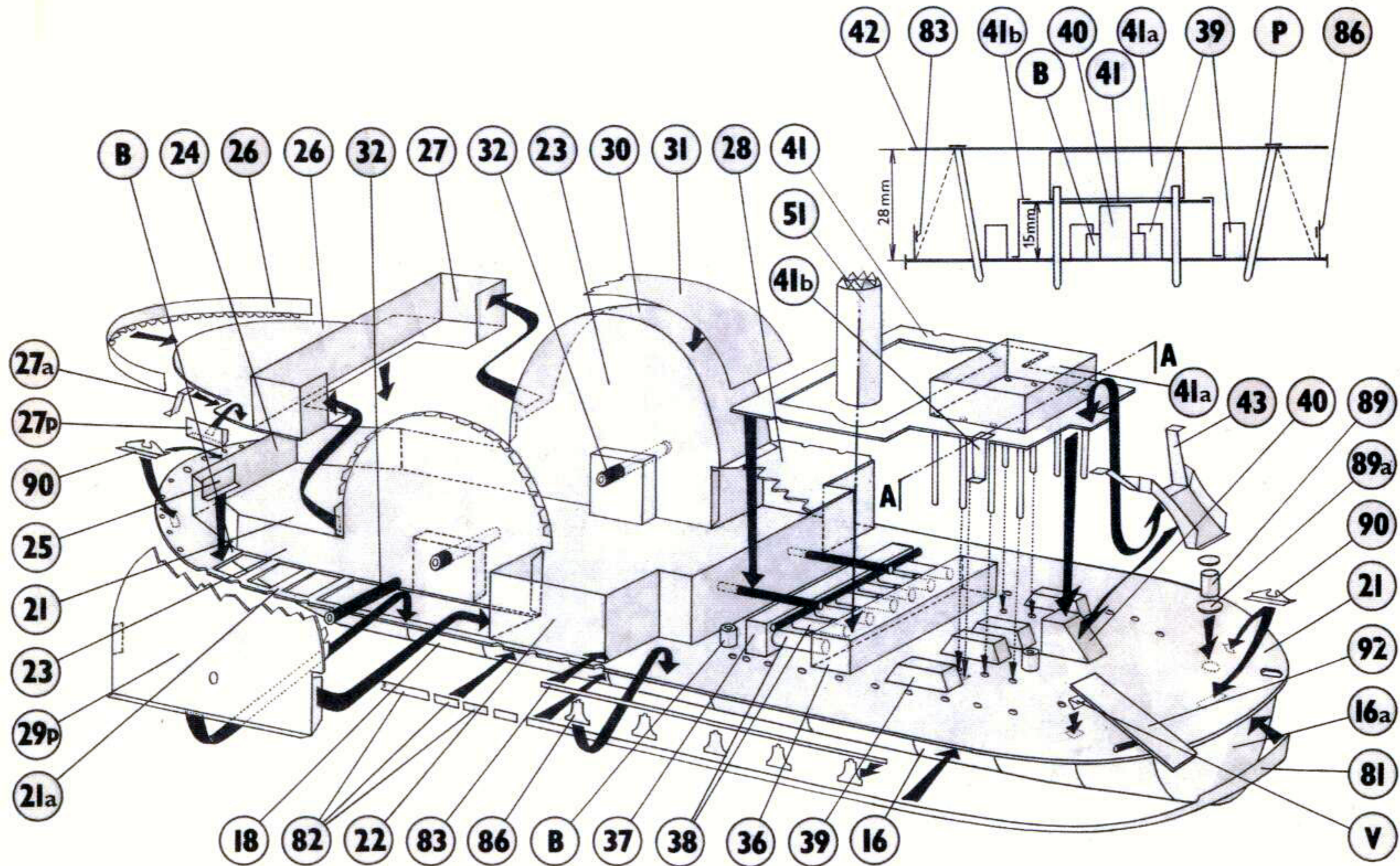
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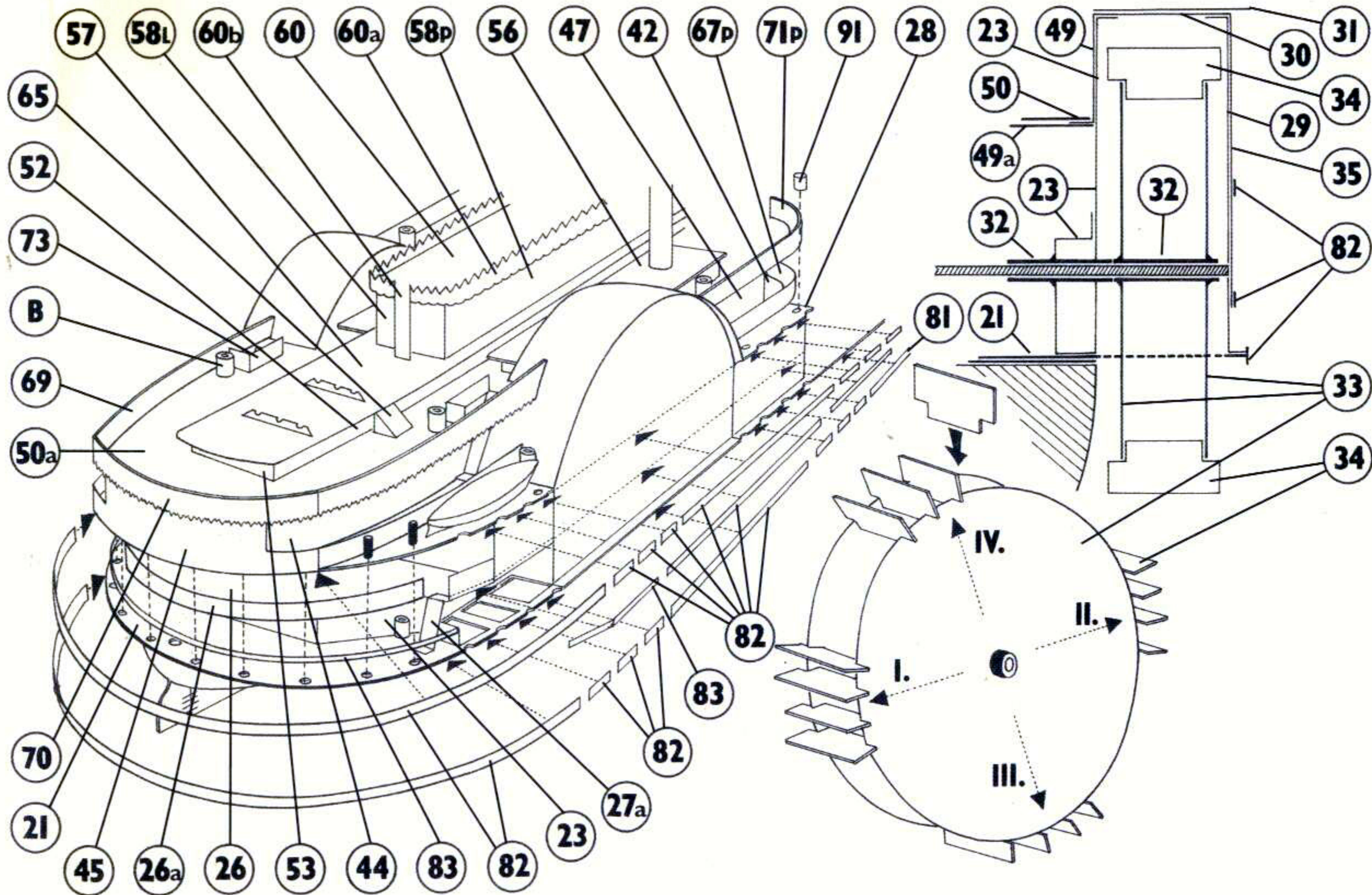
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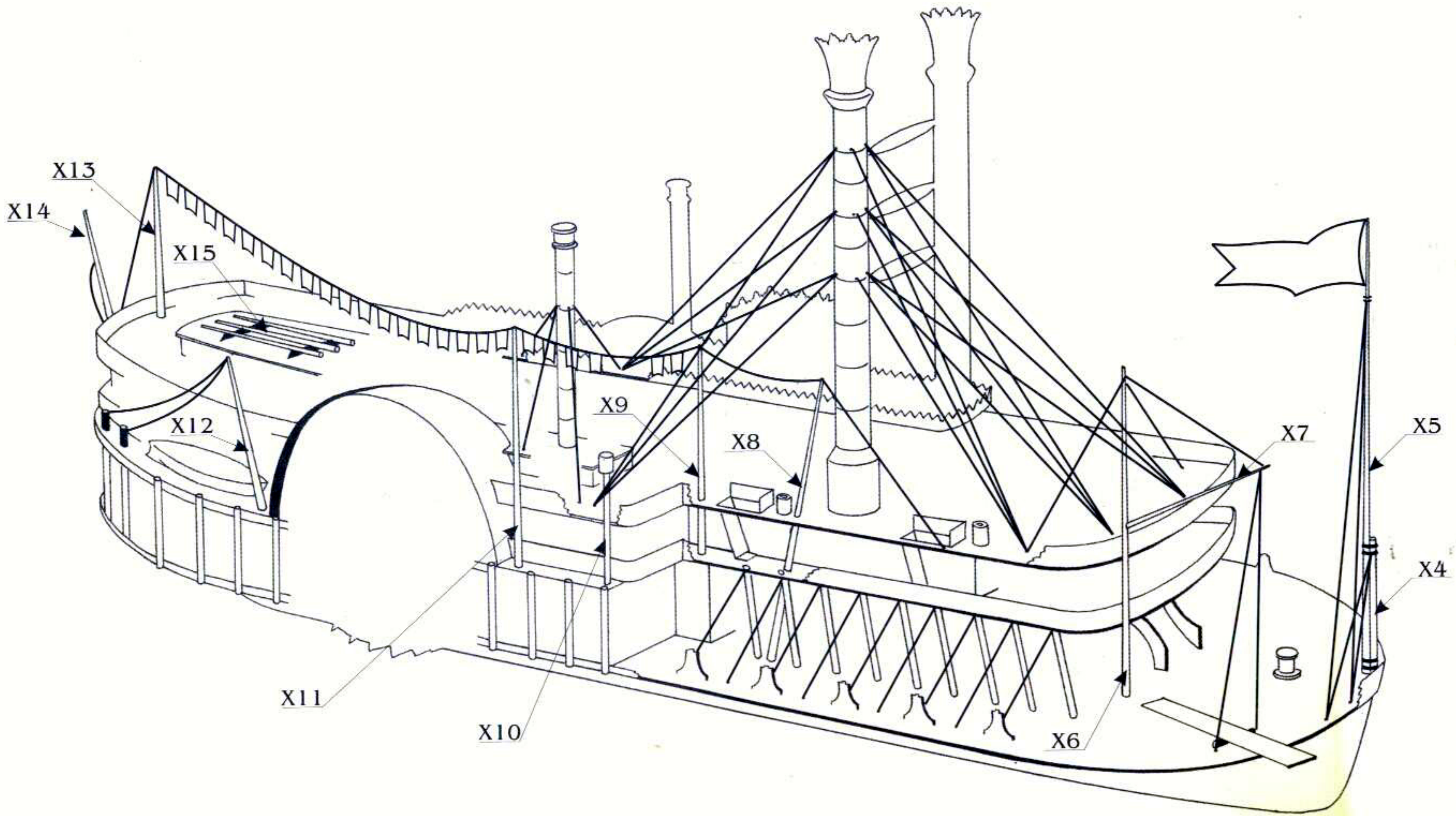
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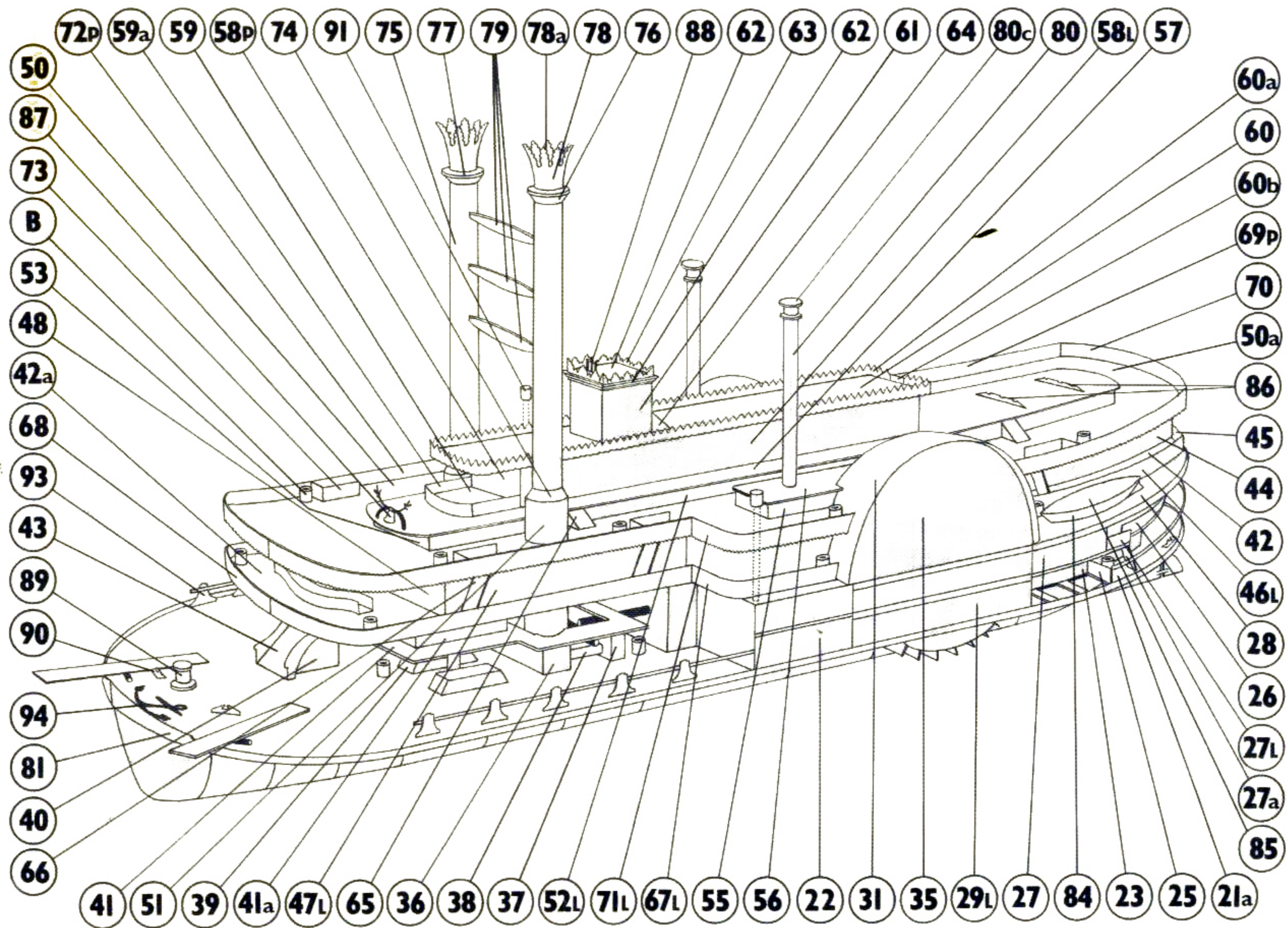
SERIA "D"


















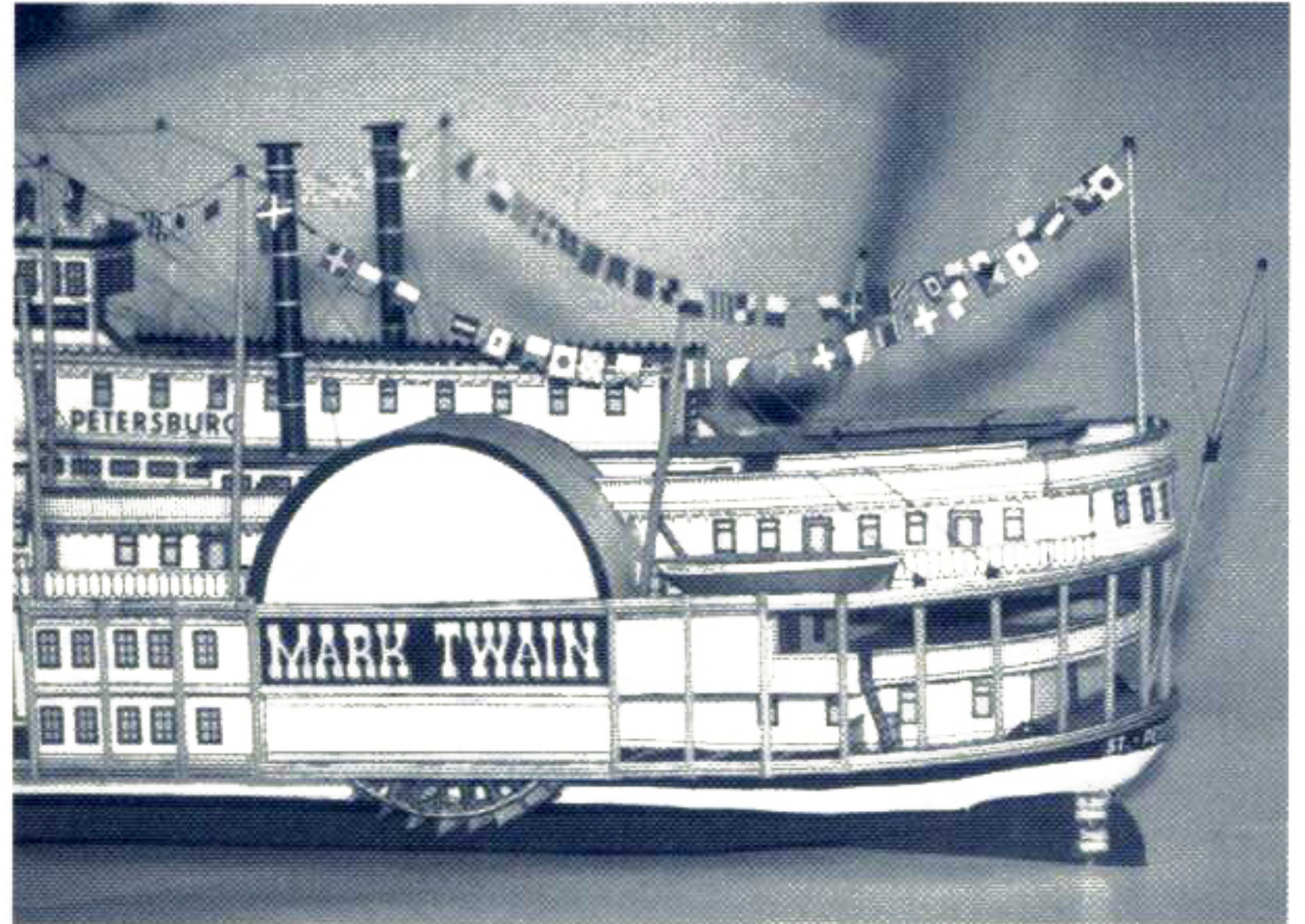
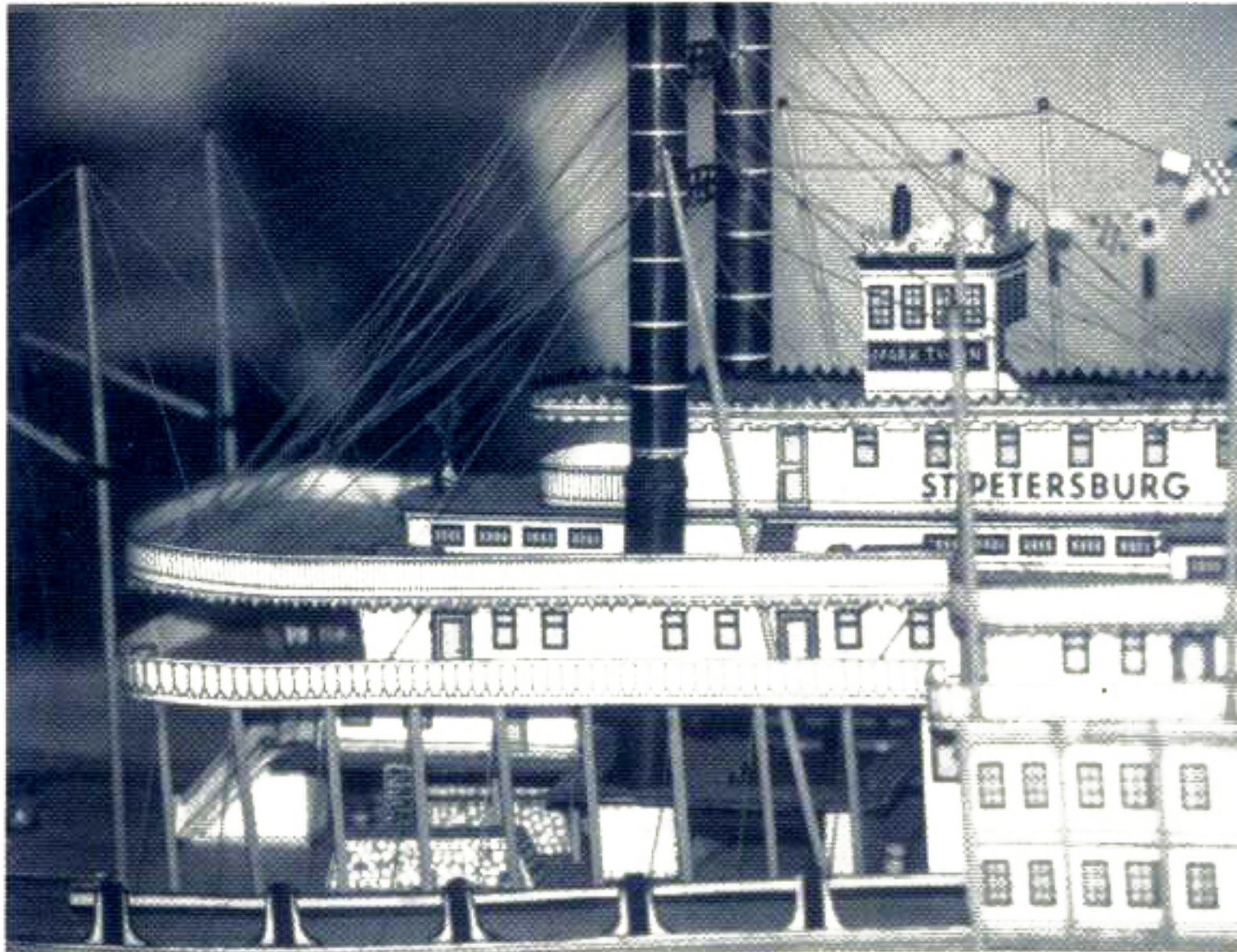
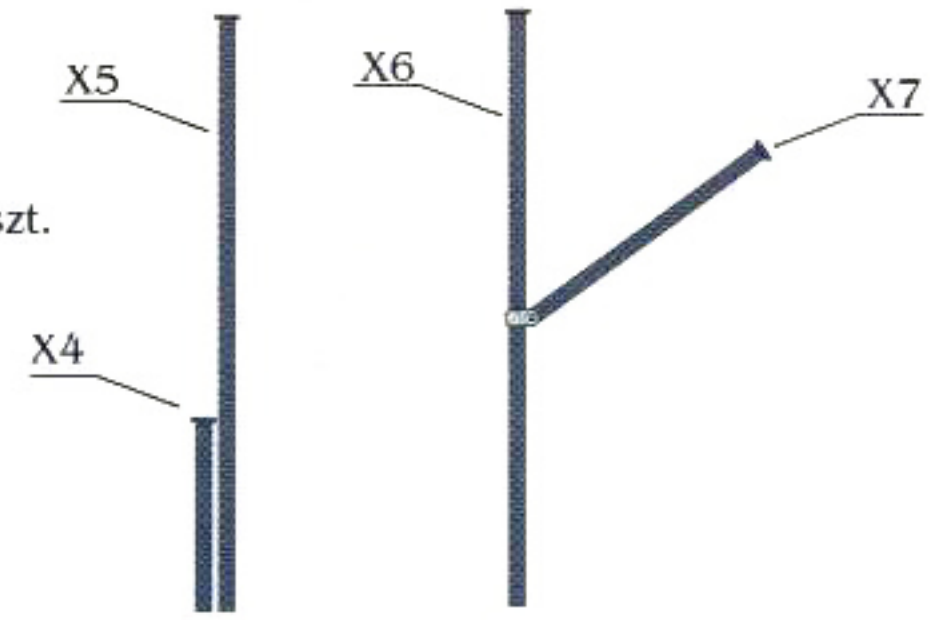








- X1...  18 szt.
- X2...  8 szt.
- X3...  (25-37mm) 26 szt.
- X4...  1 szt.
- X5...  1 szt.
- X6...  2 szt.
- X7...  2 szt.
- X8...  2 szt.
- X9...  2 szt.
- X10...  2 szt.
- X11...  2 szt.
- X12...  2 szt.
- X13...  1 szt.
- X14...  1 szt.
- X15...  3 szt.



The Paddle Steamer Mark Twain

Have you ever heard about the Mississippi Champion's races? They used to be very famous along the Mississippi River. Events that were talked about long before the beginning of the races and analysed weeks after they had ended.

At the time of the settlement of the American West the Mississippi was an important transport and supply line. Its surface was ploughed by ships of all shapes and sizes - from the immigrants boats to big river steamers. These last of course were the pride of the Mississippi flotilla. And they were certainly something to look at! The very first glance at the steamboat with its three decks and two mightily smoking chimneys awoke admiration. The lowest deck was also called the boiler deck, because here was the entrance to the steam boilers - the heart of the whole ship. But it might also well have been called the hell deck - for the sight of the blazing flames obtained through the open doors of the boilers. Over this was the upper deck thronged with passengers. And uppermost was the little deck with the helm. A steamboat like that was really just a splendid amusement center. The passengers had at their disposal several restaurants, a stage where all sort of entertainers appeared every evening, and gambling houses where games of hazard were played.

And now try and imagine races between these boats! They were one of the most exciting events on the river. An attractive sight for hundreds and thousands of spectators crowing both banks of the river. The route of the race measured almost two thousand kilometers and not a few treacherous dangers lay in wait for the boats. The date of the race was known many weeks beforehand. The weather, politics, all sorts of quarrels were all forgotten for a time, everyone in the river valley talked only of the race. Bets were laid on the the winner, the bravery of the crews was discussed, the skill of the pilots and the quality of the "racing machines".

The great day drew near. The crews dismantled the steamboats - all unnecessary weight had to go, only the most essential things remaining on board - and they were prepared as "racing specials". And feverish preparations went on along the route of the race as well. The boats could not take large supplies of fuel with them, they would have been too heavy. So they had to take on loads of wood along the way. Neat piles of pitchy logs grew up at regular intervals along both banks. That was something for the boys of the neighbourhood, who of course could not be missing. It was the height of bliss for them if they were allowed to help load the wood onto the boat. They were, in a way, taking part in the race. Then the day came at last. The competing boats, mostly there were two, sometimes three, lined up on the "starting line". Music played and flags flew.

The tension grew with every minute. Fire roared under the boilers, steam pushed its way out under the safety valves, thick smoke poured from the chimneys. Each member of the crew was at his post, waiting tensely for the gunshot that started the race. Anyone who had enough money for a ticket was standing amongst the passengers on the upper deck. Some people were following the hands of their pocket watches, others gazing at the embankment where the gun stood. The music fell silent. All that could be heard was the hiss of steam and the steel beat of the steam machines. At last the gunshot roared out. The paddles of the two steamers start turning almost simultaneously. The boats dart forwards, the crowd on the banks and the passengers on board cheer. Everyone is waving and shouting hurrah! The race has begun.

But sailing on the Mississippi did not only mean races. It was hard, drudging work that called for real men. It was no easy life for the sailors. In times when gangs of gold miners and all kinds adventurers were going up-river; the boats were frequently attacked so all members of the crew were armed. But it was not only people that made sailing difficult. The river itself prepared a quantity of tricks in the form of moving shallows and other traps. It is said that the section below St. Louis was so dangerous that there was one sunk ship there to every kilometer. In those days there were not maps of sailing routes, no warning systems. Boats sailed by memory. That is why the most important man on board was no the captain, but the pilot.

The writer Mark Twain was himself such a pilot in his youth. So his boyhood dream was fulfilled. For he spent his childhood in Hannibal in the state of Missouri. Hannibal was a typical Mississippi small town. Life in such a place flowed slowly and lazily, almost without excitement. The arrival of a steamboat was an event. The sleepy afternoon was suddenly rent by the cry: "Steamboat's a comming!" And all at once there was an end to the sleepy calm. Anyone who had legs ran to the landing place to see the boat arriving. It is beautiful. The crew is assembled at the bow, two men prepare to push out the gangway. Near them stands a sailor holding a coil of rope that he twists round the bollard on the bank. The boat drops anchor, the gangway is pushed out, passengers pour from the ship to the bank and from the bank to the ship with all sorts of goods. In less than half an hour the steamboat leaves and the town again falls back into its doze.

It is not surprising that it was the dream of perhaps all the boys along the Mississippi to get onto such a ship.

His years as a pilot on the river gave Mark Twain much. Here he came to know all types of human character and gathered heaps of experience. This was the greatest use to him later in his work as a journalist and writer. And his *nom de plume* Mark Twain comes from the Mississippi too. This was the call of the sailors who measured the depth of the water in the treacherous shallows, announcing that the water reached the second mark and the boat could sail through.

Mark Twain took the subjects of several of his books from life on the river. You probably know *The Adventures of Tom Sawyer* and *The Adventures of Huckleberry Finn*, and maybe also the other Tom Sawyer books. These are really the author's memories of his childhood in Hannibal on the banks of the Mississippi. In his novels Mark Twain rechristened Hannibal St. Petersburg. And our steamboat bears this name also. It is one of those that last century sailed the surface of the "Father of the Waters", the majestic Mississippi, and that so enchanted the boys on the river banks.

We hope that you too will be enchanted by the model of the "Mark Twain" and will be very happy and satisfied with it.

Method of Assembly

First study the instructions and diagrams thoroughly. This is an untraditional model, very intricate, that requires concentration and precision in building. It is suitable for advanced modellers, but we don't want to put anyone off trying - even a less experienced modeller can test his skill and gain experience on the MARK TWAIN, and if he stays the course it will also be a test of patience, necessary for all kinds of work. The result of the building and pleasure in success will be worth the effort.

First of all prepare everything that you are going to need besides the cut-out itself: Little and bigger sharp scissors and adhesive. If you decide to make the model so that it can actually sail (the ship is carefully balanced and floats on the surface exactly to the plimsoll line), we recommend waterproof adhesive for the skeleton and bodywork. Then you will also need several sheets of drawing paper for reinforcing the parts. The paper should be approximately the same thickness as that of the cut-out. Then you will need a knife, a razor blade, a needle, dividers and a small round file. Then you will need about 25 round wooden skewers 2 mm. (1/16 in) in diameter, water colors, Indian ink, a brush, a pencil, a ruler, Thick black cotton thread, a roll of masking tape, a piece of fine emery-paper and a little colorless varnish to off the surface of the hull. [As with most models that PMI carries, we recommend scissors and an Xacto type hobby knife with a No. 11 blade for cutting, a dull knife for scoring the fold lines, a ruler for straight cutting and scoring, a pair of tweezers for handling and folding small parts and, most importantly, thickened white craft glue, "tacky" type, for putting the model together with. A waterproof glue would be wooden model cement or Duco type glues. But for display only models the tacky type is the best to work with. The other items mentioned are elaborated on in the instructions. LD]

The various building parts are marked with numbers and letters in yellow and green circles. The green circles mark those parts that need reinforcing before being used in the building. This is done by gluing layers of drawing paper under the part. The number of exclamation marks after the number of the part show how many layers, for example part No. 26(!!) should have two layers of paper under it. The letters L and P show whether they belong to the left (L) or right (P) side of the ship. Red arrows by the circles indicate that in the direction shown there are other identical parts drawn in the cut-out. The numbering in the drawings show the order in which the parts should be put together, the mark /· means that the part bearing it should be glued to the previous part from the reverse side (or from the back, form underneath ect.). The big black arrows in the drawings of the parts show their position from the stern to the bow of the ship. Red crosses, lines and dots show where an area should be cut out or cut away, in the case of dots pricked through and threaded with cotton. Throughout the work all decks and superstructure roofs should be doubly reinforced before use, always carefully cutting out all the details on the areas of these parts along the lines marked with a red dotted line. After the parts are reinforced you need not remove the inner part of the area unless the instructions say so. A broken line ----- means that you should score the line and bend it towards the reverse side of the paper[backwards], pressing

it [scoring it] with the edge of a knife along a ruler on the printed side. A dot-dash line -·-·- means a bend in the paper towards the drawing. Mark [score] this from the back of the cut-out first by pricking through the two ends, turning the paper over and scoring between the two pin holes. the line shows the edge of the area where the following piece should be glued on. Do not cut out more parts than you are going to need, and mark each piece on the reverse side with its number and other necessary details. Try out each completed part "dry" before applying adhesive, so as not to make mistakes that cannot be corrected and would spoil the whole model. Take care when cutting out parts drawn in the inner areas of larger parts, so that they don't spoil one another or get lost. Shape curved parts by pulling them lightly over the edge of a table, parts intended to be made into a tube can be wound round a pencil till they acquire the required size. Do not under-estimate the instructions, and always proceed according to the instructions. All the above hints should be adhered to, including those that result from the instructions in the course of building and are also seen clearly from the drawings and diagrams.

Instructions

1. Building the Hull - diagram 1

The keel consists of parts K-1, K-2, K-3 and K-4. Complete the parts on a flat surface and before gluing K-3 and K-4 place the area K-5 between them (extended keel). Make the cuts for the frames only after all the parts have been glued together and have dried. The same applies to frames Nos. 1 to 15 after they have been reinforced (!!). Insert the frames into the keel gradually from the bow to the stern, gluing them to the bottom of the keel with the aid of angle plates, which are drawn on the first two pages of the cut-out marked with a V. You can make further such angle plates yourself if you need them.

When cutting out the outer plating of the hull, parts 16 and 18, pay attention to the cuts in the sides, any cut into the drawing would have a bad effect on the hull. Shape the individual wings of the outer plating and fix a strip of masking tape to one side of each of them. Complete part 16 with the bow 16a, gluing the bottom of it to the keel so that the last wing lies exactly against the frames Nos. 6, 7 and 8. Glue over the extended keel in the stern part 17 (the hangers for the rudder must remain free) and complete the hull with outer plating 18. Now glue the wings one after the other, from the bow to the stern, by their strips of paper to their neighbouring wing and to the frames; here again make use of angle plates placed from inside according to need, so that the result is a smooth cover with no disturbing fractures. Make a curved stern of part 19, glue the rudder 20 into the hangers of the keel. In building a sailing model the whole of the interior of the hull must be varnished at least 3x at this stage, i.e. the plating and the frames, to ensure that the whole is watertight. Only then can the upper part of the hull be covered with the auxiliary area, also varnished from underneath, so that there is a firm basis for the main deck. Glue over the area 2x, obtaining the required curves for the bow and the stern: don't forget here to cut away the paper over the openings for the masts.

2. Building the main deck, forecastle and poop - diagram 1 & 2

Complete the two-part deck 21 and 21a (!!) but make the first reinforcement with a larger sheet of paper, the outline being cut out only roughly. After the following reinforcement and when the adhesive is dry carefully cut out the areas of the gridirons on both sides and open all the round holes in the deck for the pillars and masts (they are best pricked with a large needle), also make the semi-circular cuts for the side pillars. Smooth the underside of the holes (best with a round file and razor blade), then cut out the deck exactly. Now carefully glue the deck and the whole area onto the hull at the axis so that the mast holes follow the cuts fore and aft and the holes for the pillars in the fore half of the deck copy the two sides of the hull. Then pierce the holes again, in the reinforcement layer as well - take care when cutting the holes for the pillars of the main superstructure which enter the tween-decks at a slight angle. See diagram 2, cut A-A. Now paint all the lower areas of the deck, including the gridirons and edges with Indian ink [A black felt pen will do. Just test to see that it doesn't bleed through the paper. LD], and blacken the white parts of the tween-decks and the black band on the hull. The floating version of the model must now again be painted as least 3x with acetone varnish, this time from the outside.

Start building the superstructure of the main deck - the engine room and the galley - from part 22, which should be placed according to the marks in the center of the deck. Take parts 23L and 23P and first glue together the paddle-boxes for the shafts of the wheels and then place them along the cuts for the gridirons. Close the galley with wall 24, put two pieces of railing 25 along both sides on the last rung of the gridiron. Glue the poop deck 26 (!!) over the galley ceiling, and put the strip of railings 26a round its edge. Close the superstructure behind the engine room with the wall of restaurant 27. Complete the poop deck with 2 pieces of railing 27L-P and join it to the main deck with 2 pieces of companionway 27a. Place two fire barrels in the corners behind the companionway, making them by rolling the bands marked with the letter B. Note: Blacken the openings and edges of the barrels with Indian Ink (felt pen), and do the same in making other parts where white places or edges of paper would spoil the effect. These are, particularly: joints in the funnels, capstan winches, batten holders, bollards, bases for gangways, the arched suspension for the ship's bell edges of the anchor, tops of the signal lamps etc., as you will see in the course of building.

Next cover the whole of the engine room and restaurant with roofs 28 and 28a (both parts !!), having previously pierced holes for the pillars and masts; place them so that the holes are vertically above the corresponding holes in the main deck. Viewed from the front the roof must be level with the lower deck and the inner side of the paddle-boxes must be perpendicular. You can ensure this if you weight down the roof in the middle while the adhesive is drying, with the aid of a ruler and a suitable weight. Now complete the engine room with the two outer covers of the paddle-box 29L and 29P, which should be set on the outer gridiron slat. Check the axial alignment of the holes in the covers and the paddle-boxes with straight sticks. Cover the arch of the paddle-box with bands 30, gluing all the flaps well from inside.

Next prepare the following pieces for further building: the shafts, shaft bearings, the boards of the paddle wheels and both wheels. Make the shafts of straight sticks, 124 mm. in length, slightly sanded. Make the sleeve bearings of the 4 parts 32 rolled round a pencil in the direction of the arrows, and the paddle wheels of parts 33 and 34. The making of the mechanisms of the free-turning wheels on the shafts inside the paddle-box is shown in diagram 3, as is also the procedure in assembling the wheels. Always between the two circular areas 33 (!). Push them onto tube 32 with the drawing to one side. You should glue on the boards 34 "clockwise" one after the other. The number of boards corresponds to the drawn struts in the construction of the wheel. The paddle wheels must be fixed exactly vertically on the tube, so only glue the circular areas to the bearing after at least half the number of boards are in place. The width of the paddle wheels is given by the cuts in the boards, the placing and gluing of the tube bearings must be in the exact center, so that when the wheels are put on the shafts in the paddle-box they do not rub when turning. For the floating model it is essential to varnish the paddle wheels 33 and 34 thoroughly before assembly and to glue them with waterproof glue, after assembly all the boards should be varnished again at least twice.

Push the two tubes 32 into the paddle-box between the covers, with about 2mm. overhang inside: to check the running insert the shafts and tubes into the paddleboxes and glue them to the wall of the inner cover, taking care though not to glue the shafts. When the adhesive is dry, take the shafts out of the superstructure and sand off the two ends again so that the wheels turn on them quite easily.

Putting the shafts and paddlewheel into the superstructure: push one end of the shaft to one of the inner bearing, place the wheel into the cover with the drawing outwards, and draw the shaft through it to the free space in the opposite cover. Insert the other wheel and push the shaft back, with both ends to the outer sides of the covers. If you have been precise in the building the wheels will turn freely on the shafts without rubbing and without the boards bumping the cover walls. If this is not the case the wheels must be "centered" by cutting the boards on the required side or, which is more difficult, by restricting the movement of the wheels on the shaft with the aid of paper blocks. If everything is all right, glue the shafts with the wheels inside the covers in the superstructure to the bearings in the paddle-boxes. Then put the casings 31L and 31P over the two covers, level with the edge of the inner wall of the covers, then cover the sides with the faces with the name of the ship MARK TWAIN, the two pieces 35L - P. Blacken the two undersides of the arches, and the engine room is complete. Take great care of the two paddlewheels during the building from now on, making sure not to damage them.

Now build into the forecastle, according to diagram 2, the furnace and steam boilers - parts 36, 37 and 7 pieces of 38, which must be rolled into tubes with a diameter of 4mm. Make the steam pipes of 3 sticks painted black. Lay a stick of 50 mm. over the boiler at the back, push two discharge pipes - sticks of 30 mm. - into the opening in the front of the engine room. 4 piles of logs and 2 barrels should stand in front of the furnace; for the time being put both barrels B on the marked

places and two piles of logs 39 behind them. Place the landing of the main companionway 40 in front of the barrels. The stokers cabin needs special care, particularly in assembling the gallery 41 (!) and superstructure 41a. First prick holes in it for the pillars, then glue it onto the gallery in the direction of the arrows and pierce the holes again. Push the pillars (8 pieces of stick 30 mm.) in from underneath, leaving them sticking out about 5mm. inside the cabin. There are two places marked on either side of the gallery where you should glue the ladders 41b. Now insert the whole thing carefully into the opening in the deck. Center the whole superstructure according to the cuts for the smokebox flue; the depth of the pillars and the height of the superstructure is determined in front by the companionway landing, at the sides by the two vertical ladders, and at the back by the wall of the gallery that fits against the piping. The best way to get the superstructure in place is to tap the floor of the cabin and the tops of the pillars lightly with a pencil. Place further supplies of logs and barrels behind the furnace in the remaining space.

3. Passenger deck and superstructure - diagrams 3 and 5.

Complete the roof of the poop deck with 42 (!). Cut out from deck 42a all parts of companionway 43 and reinforce the deck (!) leaving a free space over the furnace (marked with the red lines). Pierce all the holes in the deck and put the railings into the holes in the fore part: 43a forward, 43b aft, with the drawing towards the bow. Put the companionway 43c on the landing, completed by 2 pieces of outer and inner railings 43d - e. Now lay the deck exactly on the axis on the engine room and the cabin on the gallery - again so that the openings in the decks are exactly above one another; this can be checked by introducing the two slanting masts into the deck at the sides of the center part. When the deck is laid glue the flaps of both branches of the companionway 43 to it from underneath. Now place all 18 pieces of the supporting pillars (sticks 35 mm.) into their appropriate holes, putting them into the main deck at a slight slant to a depth of about 3 mm., then lightly support the passenger deck on them only to the thickness of the paper, and put a drop of glue in the openings. These joints can later be covered over with auxiliary "boards" marked with the letter P. For the time being do not build the outer pillars on either side of the engine room. Prop the roof of the poop deck on pillars, the length of which changes from the stern to the bow - see diagram 1. 6 pillars under the next back wall of the passenger cabin are again pushed in to the thickness of the paper, the last 2 pillars on both sides will stick up above the deck as bollards, which you should paint black. Then place on the deck the walls of the cabin 44L, 44P and the front 48. Cover the inner walls of the paddle-box with the 2 sideplates 49, which means that at the same time you will join and prolong the wall of the passenger cabin "near the ceiling". Join the sideplates in the middle under the flaps by inserting part 49a (!). Now place the deck called Hurricane and the superstructure St. Petersburg on the flaps you have on top of what you have already built.

4. Building the Hurricane deck and the superstructure St. Petersburg - diagram 5.

The deck consists of parts 50 and 50a (!), in which, after the glue has dried, you should again pierce the openings marked for the masts, as well as those for the flues and the 6 companionways. The deck must again be placed along its axis;

to check you can set up in the central part the 4 masts that pass through all the decks - in the corners 2 vertical ones, in front of them 2 slanting ones. The deck must be a completely flat surface, only slightly rising towards the stern and over the main approach companionway.

Take the 2 smokebox flues 51, push them through the larger round holes and glue them to the furnace. place the ventilators of the passenger cabins 52L and 52P according to the marks, as well as the two fronts 53 and three pieces of reinforced partitions 54. put 2 ventilation vents from the engine room 55L and 55P along the covers of the wheels, and cover them with roofs 56L and 56P (both !). Cover the ventilators carefully in the axis with the "St. Petersburg" deck 57 (!). Then build the cabin for the crew - parts 58L and 58P - putting the deck of the captain's bridge 59 (!) in front of it, with the railings 59a. Cover the superstructure with 60 (!), having first edged it from front to back with the ornamental strip 60a. This may be painted yellow on the wrong side before it is cut out [yellow felt pen]. Make the roof accessible from the stern with the vertical ladder 60b. Complete the whole superstructure with the rudder 61 and the reinforced roofs 62a, b, and c (!). On the roof of the steering bridge again put the ornamental strip 63, painted yellow on the back side. Place companionways 66 at the proper slant according to the hatches in the Hurricane deck.

Now complete all the railings, i.e.: on the passenger deck the two broadened sides parts 67L and 67P, continue from the corner to the bow parts 68L and 68P. The Hurricane deck will be surrounded by two-sided railings, the outer one always decorated with gold edging round the bottom: in the stern parts 69L, 69P and 70, on the broadened sides the double parts 71L, 71P, round the flues 72L and 72P. Over the companionway hatches put the corner railings in the right direction, 3 pieces each of 73L and 73P.

Make the chimneys by rolling the double parts 74, 75, and 76, the shaft mouths by rolling parts 78, and stick into these the grids 78a (!). Erect the chimneys on the smoke boxes at right angles to the decks. You can get them equally spaced from one another by gluing the 3 supports (made of parts 79). Make the small chimneys of the engine room by rolling parts 80, their shaft mouths of parts 80a, b and c (parts 80a and 80c (!!!)).

Now prepare 16 sticks 32 mm. long, from which you can make the outer side pillars. Under numbers 81, 82 and 83 you will find a set of abrasion slats, which you should reinforce (!) all together and then cut out as required. When you have cut out a blue and white slat you will have a grey one. According to diagrams 2 and 3 edge the main deck with blue and white slats 81, starting with the raised ends at the bow, forming a breakwater, and working towards the first outer pillar, then with further slats 82 surround the curved stern and the roof over the poop deck, then the upper and lower edge of both nameplates and all the spaces between the outer pillars on the main and passenger decks. Before putting in the pillars stick on a grey slat 83 between the two levels of the engine room and complete the edging of the restaurant and the railings of both sides of the poop deck. Lay the remaining grey slats aside for the time being. Although the slats are drawn rather longer than you will actually need, use them on the principle "waste not - want not".

5. Building the ship's accessories, masts, rigging - diagram 5

Put the remaining fire barrels B on the passenger and hurricane decks according to the marks, 6, on the passenger deck and 8 on the hurricane. Put 2 lifeboats at the sides of the stern of the passenger deck, making them from parts 84 and 85. On the stern to the green "St. Petersburg" deck place 2 pole racks 86 for poles and reserve masts, and put in them 3 emiered poles, stick 50mm. In front of the captian's bridge put the completed ships bell 87 suspended on the ornamental hanger with the antlers 87a. Put the ship's siren 88 on the helm bridge. On the fore part of the main deci put the pillar of the capstan made of the strip 89 and the rounded fronts 89a (!!!), Also the 4 bollards 90.

Now put the masts in place: on the stern part of the main deck the slanting flagmast - a stick 90mm. long, the stern mast from the hurricane deck - vertical - 65mm., 2 operational masts in front of the lifeboats, slanting -60mm., in the middle of the passenger deck: in front of the paddle-box 2 pieces vertical - 90 mm., 2 pieces behind the central hatches, vertical - 90 mm., 2 pieces behind the central hatches, vertical - 95 mm., 2 pieces behind the flues, slanting - 100 mm. , 2 signal peices in the corners of the engine room, vetrical - 65 mm., in the bow of the main deck: 2 pieces operational yard masts - mast 110 mm., yard 50 mm., flag mast reinforced vertical - 150 mm., reinforcement 50 mm.

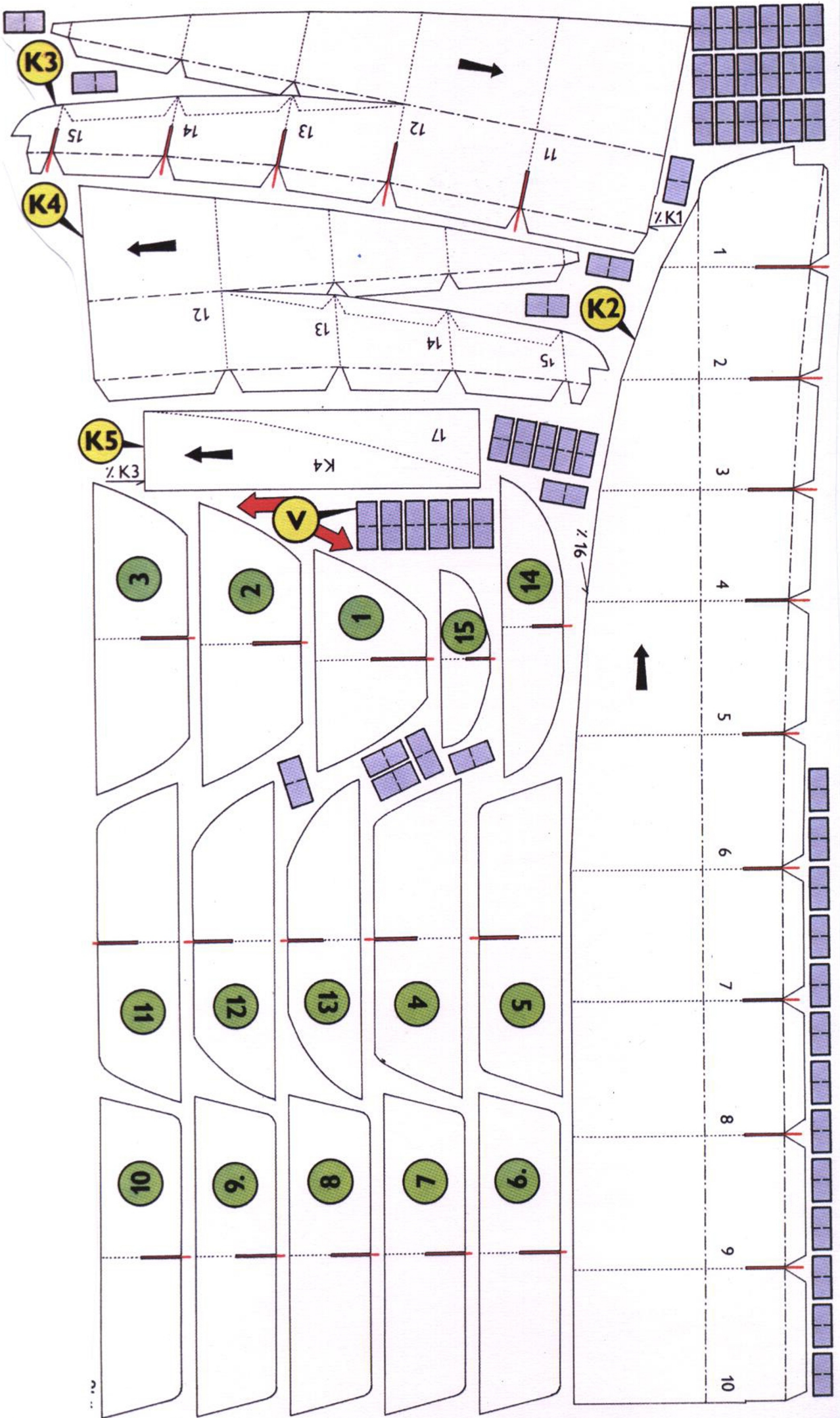
Work over all the masts with sand paper to about 1 mm. thick and with a pointed end, and varnish them. Leave the signal masts over

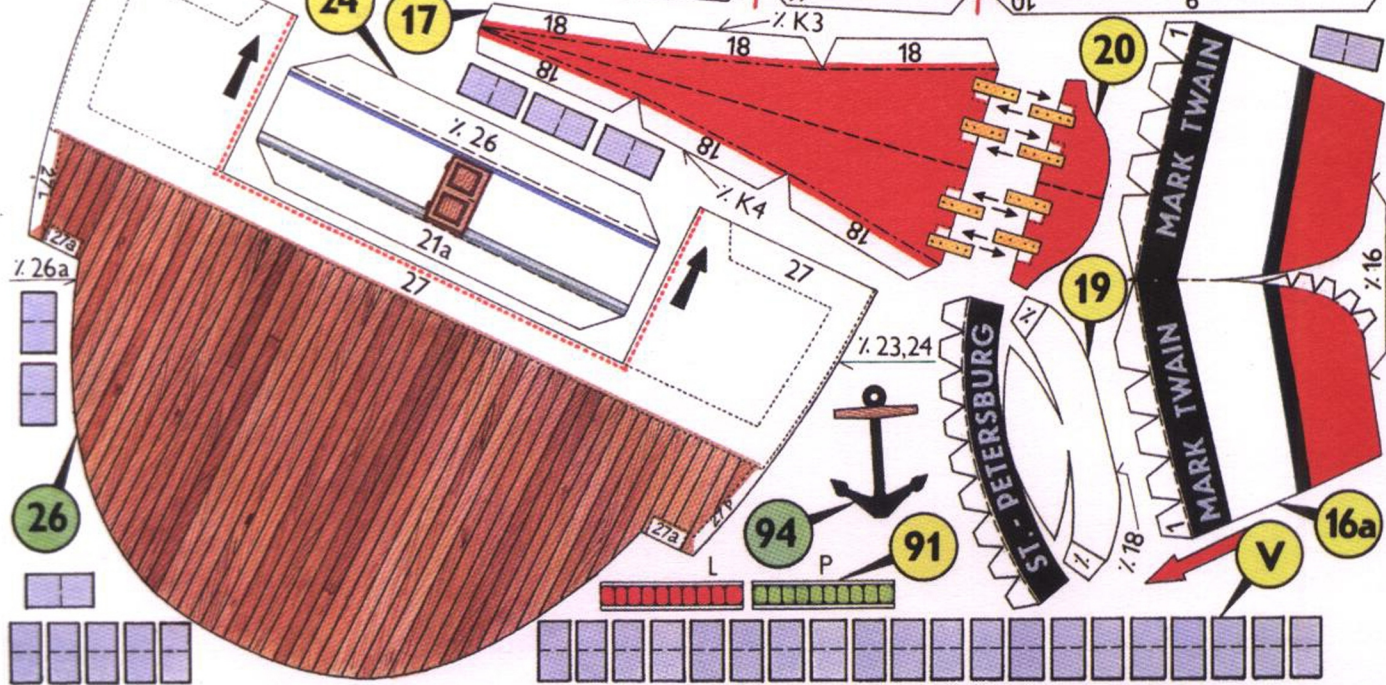
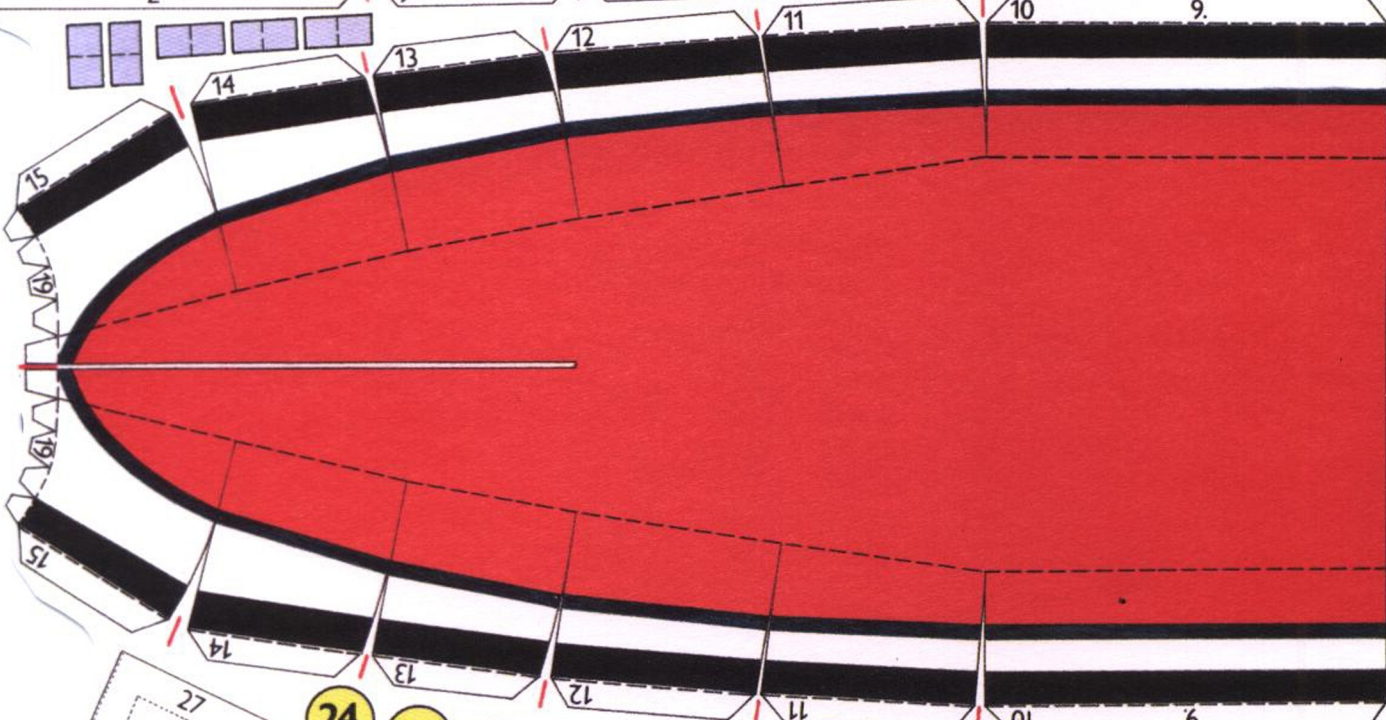
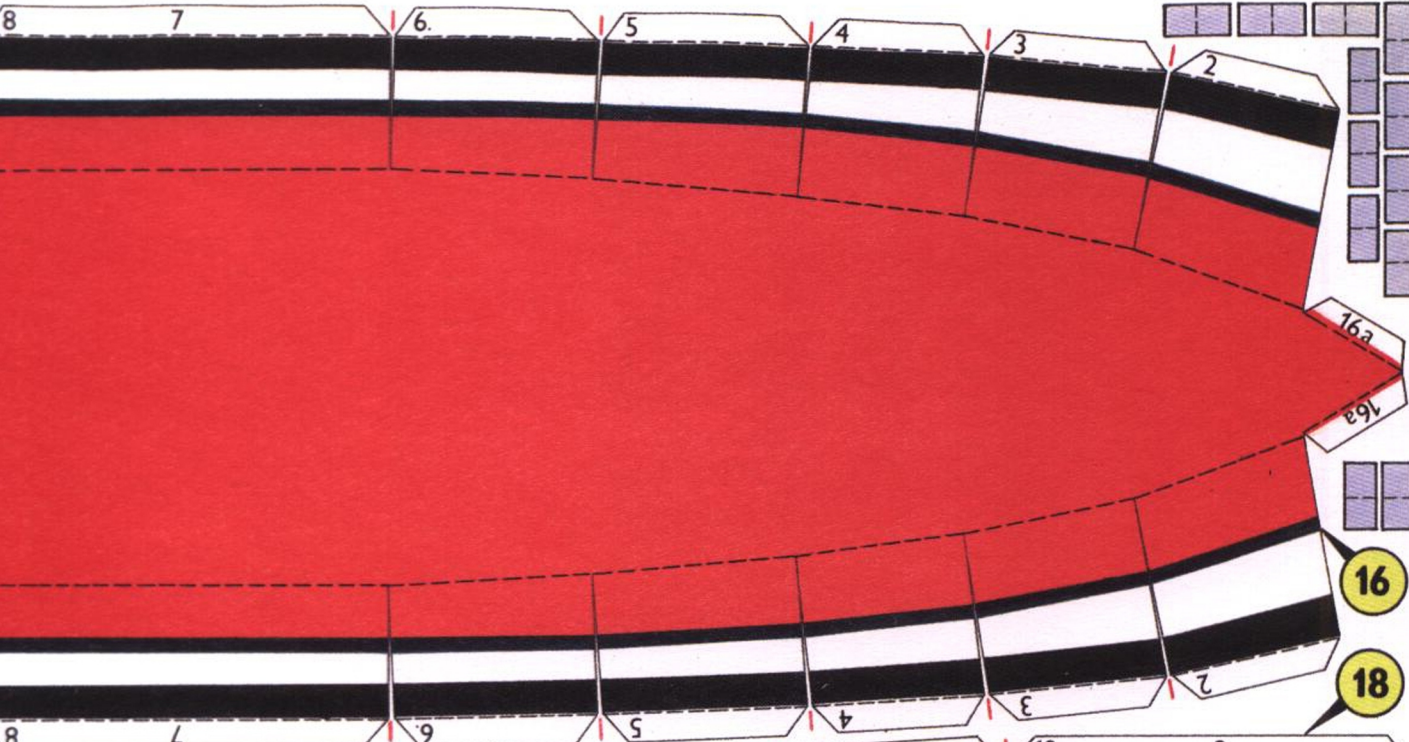
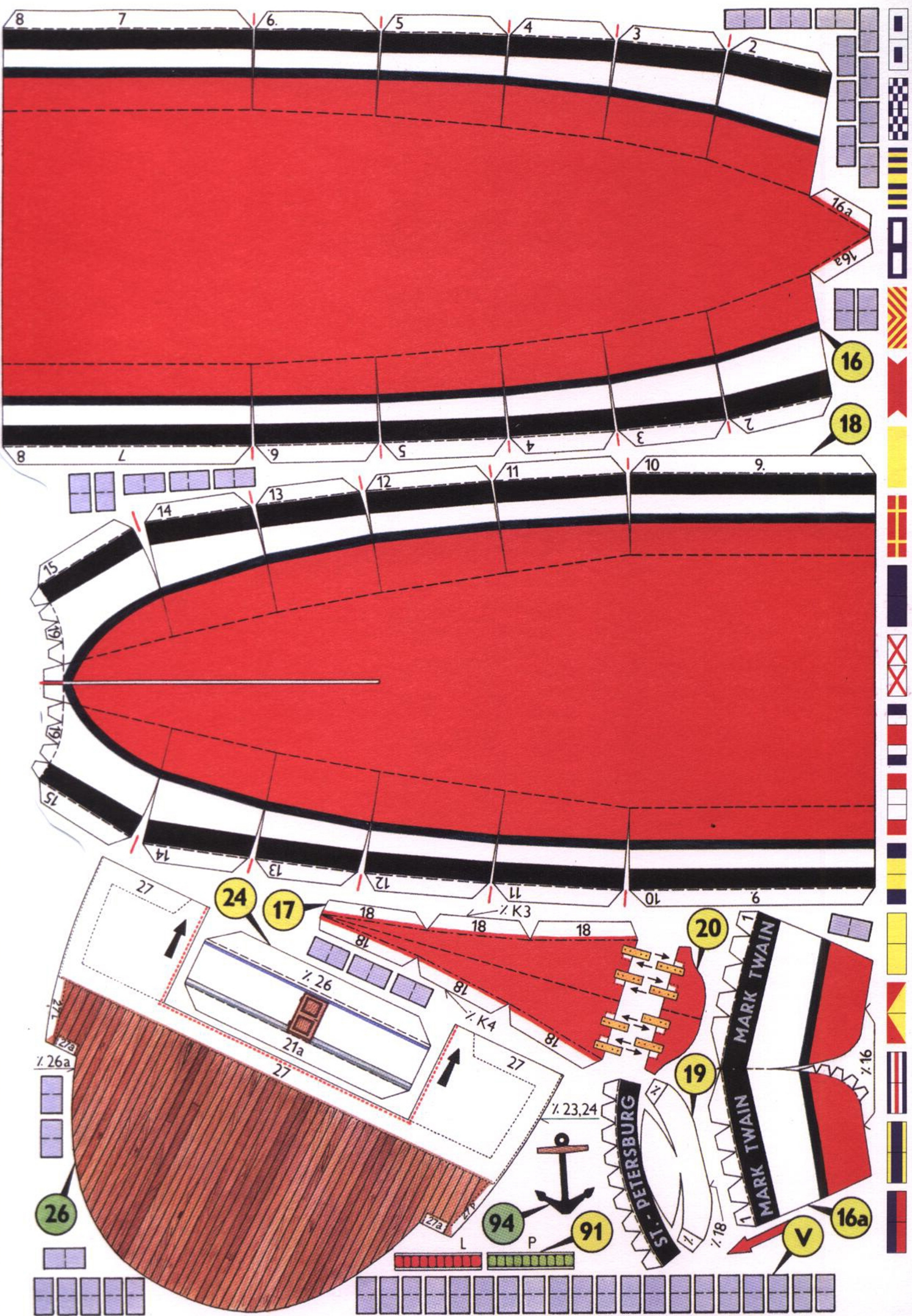
the engine room at thier original diameter of 2 mm. and put the signal lamps at the top of them - rolled strips 91 L-P, the red light being on the port side and the green on the starboard side.

Build the rigging and fastening of the chimneys according to diagram 4 with black cotton. The best way is to work from the bottom upwards, the walls of the chimneys can be carefully pricked with a needle, threaded with the cotton, then draw the thread through the holes prepared in the decks. Draw the cotton tight and sipmly glue it down from underneath. All the masts and the slanting side support pillars of the forecastle superstructure can be secured in the same way. In the case of the operational masts in the bow set the yardarm into little notches and glue them well. Place on the deck in from of them 2 gangways 92 (!!!), which you can either support in front with short sticks painted black, or you can maked them really hinged by putting angle plates V on the back end from underneath, which is sufficient to make the gangways movable. Then on both sides of the main deck put 10 pieces of support pillars 93 and join the tops to the grey strip 83 as far as the sides of the engine room. you can make the top of the railings in the stern with the same strip, leaving the support pillars about 7 mm. high. Place the anchor 94 (!) by the capstan with a piece of thread twisted like a coil of rope.

The signal flags, which are around the edges of pages, can be cut out and placed along the lines as shown in the cover picture and the photographs.

This completes the building of your MARK TWAIN. Looking forward to working with you again in building similar models.





- Legend of symbols and colors used in the drawing, including a color bar and a grid of symbols.

