

HM Cutter Sherbourne 1763

Building Manual

PART NUMBER – VM-16



VANGUARD MODELS
BY CHRIS WATTON

HM CUTTER SHERBOURNE 1763

HISTORY

HM cutter was a 6-gun cutter of the Royal Navy. She served in the English Channel for her entire career, operating against smugglers. She was sold in 1784.

Sherbourne was built at Woolwich Dockyard under the supervision of Master Shipwright Joseph Harris, to a design by Sir Thomas Slade, and was launched on 3 December 1763, having cost £1,581.8.9d to build and fit.

Sherbourne was commissioned under Lieutenant John Cartwright, later to become a prominent parliamentary reformer, and was assigned to support the work of the Board of Customs by operating against smugglers in the English Channel. Cartwright commanded Sherborne from 7 December 1763 to 14 May 1766. His area of responsibility was the South Coast of England, including Dorsetshire and Devon. His brother George, when at loose ends, went with him in Sherborne on a cruise out of Plymouth to chase smugglers.

Lieutenant Christopher Raper succeeded Cartwright in 1766 as Sherbourne's commander for the next three years. Between 1769 and 1777 the cutter was commanded successively by Lieutenants Stephen Rains, Thomas Rayment and Thomas Gaborian, all the while remaining based in the Channel. Her final commanders were Lieutenant Arthur Twyman, from September 1777 until May 1778, and then Lieutenant Arthur Hayne until September 1779. She was then laid up.

In 1783 Sherbourne participated in William Tracey's unsuccessful attempt to raise HMS Royal George, which had sunk in Spithead in 1782. Although the dockyard rated Sherbourne as unfit for service, Tracey conducted some repairs and she was of some use.

She was finally sold at Portsmouth on 1 July 1784.

Tons burthen - 85

Length - 54 ft 6 in (16.6 m)

Beam - 19 ft (5.8 m)

Complement - 30

Armament - 6 x 3-pounder guns + 8 swivel guns

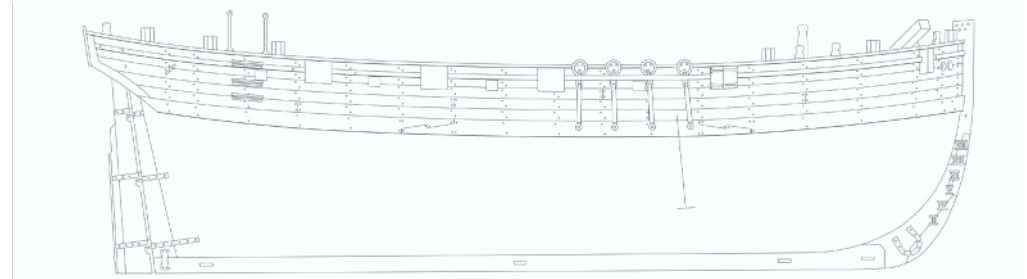
PLEASE NOTE:

We have included 8 x 3-Pounders and 12 x Half-Pounder Swivel guns, but if you prefer historical accuracy, you should fit only 6 x 3-Pounder carriage guns and 8 x Half-Pounder Swivel guns

Reference:

Winfield, Rif (2008). British Warships in the Age of Sail 1793–1817: Design, Construction, Careers and Fates. Seaforth. ISBN 978-1861762467.

Wikipedia



THE KIT

Although the kit has many parts, this does not mean it is more complicated than standard kits you may be used to. It simply means that more parts are pre-made/cut than most other kits of this class, meaning you do not have to manufacture the parts yourself from wood stock supplied in the kit.

This model kit is designed to be as accurate as possible for a commercial kit in both scale and detail. Although Sherbourne is as easy to build as we can make it, very basic woodworking skills (and patience) are still required. Estimated build time is between 30 to 50 hours, so a work space will have to be put aside for the job. Do not remove parts from the laser cut sheets until actually required for fitting, as they can be easily damaged or lost. We recommend all planks and laser cut parts that require bending, are 'pre-bent' before gluing.

PLEASE NOTE - This is very important.

Take plenty of time to study this manual until you are confident enough to tackle each stage of construction. Patience is the key word when building any scale model. Treat each stage as a separate project and the overall effect of the completed subject will be much enhanced.

Care should be taken when cutting parts from the laser and brass etched sheets. The sheet from which you are going to cut the parts should be laid on a hard, flat surface. Use a heavy-duty craft knife (a Stanley Knife is perfect and is and always has been my staple for all manner of cutting) with a good strong blade to cut through the tabs holding the parts in place.

It is easier to paint most of the photo-etched parts before removing them from their sheets. They can be touched up again once in place on the model. When painting parts in wood, use multiple coats with fine sanding in-between each coat to help minimise the grain visibility. Never settle on just a single coat, but instead take your time with every single sub assembly. Consider using a coat of flat varnish under your paint too.

We have included a building cradle on the 2mm MDF laser sheet that is for use when building the model. Do not make up the clear acetate cradle until the model is complete.

Any heat discolouration due to laser cutting/engraving can usually be removed with a very light surface sanding with 320/400 grit, being careful not to damage engraved detail. Then to use a stiff brush to remove any dust from engraved details afterwards.

Finally, Sherbourne's skill level is 'Novice'. This means that it should be well within the grasp of a modeller who has just taken up the hobby. However, the more advanced and seasoned modeller will still benefit from an intuitive build with the same levels of detail you would normally find in a more advanced kit.

Disclaimer

In our continuing effort to improve our product we reserve the right to change plans, features, specifications, prices and materials without notice or obligation.

Wood is a natural material and whilst we try hard to attain an even colour/shade in each batch, this cannot always be guaranteed, even with the highest quality materials Vanguard Models uses. Where there is colour variation, for example, planks, try to utilise these appropriately (darker/lighter planks below the waterline etc.)

Recommended tool list

(All items listed were used by the modeller to build the Sherbourne prototype model)

- 1: Craft knife (or standard Stanley Knife, which is robust enough for most jobs)
- 2: A selection of needle files
- 3: Razor saw
- 4: Pin vice or small electric drill.
- 5: Selection of drill bits from 0.5mm to 1mm
- 6: Selection of abrasive paper and sanding block (110, 180, 240, 320, 400)
- 7: Selection of good quality paint brushes
- 8: Pliers/wire cutters (Good quality side-cutters are excellent for trimming rigging ends)
- 9: Good quality set of tweezers (For small parts and rigging)
- 10: Steel ruler (300mm - for providing a straight edge for tapering the planking)
- 11: Small clamps (2 inch clamps with rubber tips, are very useful for projects like this)
- 12: Good quality pencil or drawing pen
- 13: Masking tape (Tamiya masking tape is perfect for masking areas around the main wale)
- 14: A Pin Pusher (Or you can just use a pair of pliers to push pins into the planking and bulkhead edges)
- 15: Cutting mat

Recommended tools from Vanguard Models



Pin Pusher With Adjustable Depth Stop

This is a slightly larger version of our other pin pusher, and has the added advantage of an adjustable depth stop to ensure that all pins are pushed 'home' to the same depth. It is ideal for model boat/ship hull planking, and setting miniature n-gauge rail track on to board, or for nailing tasks on wooden boat models, dolls houses and picture frames.



Pocket sized Pin Pusher
Can push pins in to 9 mm of plywood or MDF
Ideal for pushing brass pins

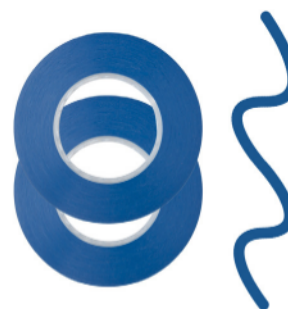


This plank bending tool is the ideal boat modeller's tool for the bending strips to the desired curvature. Used for perfect and precise bending of all wooden strips, such as planking on model boats up to 2mm thickness. For bending at an angle, change the cutting angle and the plank will 'spiral'. The more cuts produced the tighter the bend. Includes a plastic blade stopper.



Spring-Loaded Finger Sanders available in 4 sizes, 10mm, 20mm, 25mm, 40mm (Medium Grade)
Unique shape for flat and curved surfaces
Easy to fit band with spring mechanism

These sanders have a unique shape for working on both flat and curved surfaces and come with pre-fitted medium sander band. The sanders also have an ergonomic shape meaning that they're comfortable when in use.



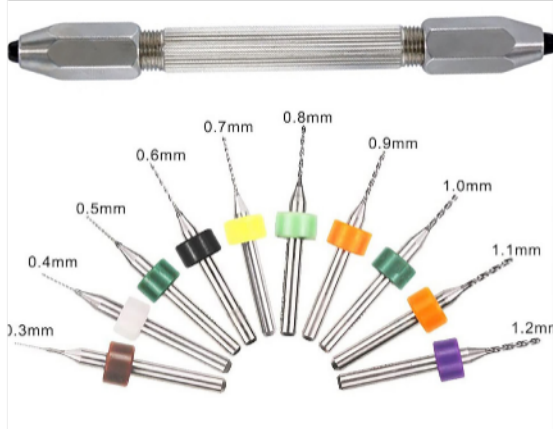
Flexible Masking Tape x2

This is available in TWO sizes, and there are two rolls in each packet.

3mm wide x 18m long

6mm wide x 18m long

Absolutely ideal for masking hull waterlines! These masking tapes are also ideal for general modelling, airbrushing, arts, crafts, and even those smaller DIY tasks. The tape sticks, stays and removes cleanly. This flexible acid-free tape is designed to follow curved lines and contoured surfaces without creasing, tearing or paint bleed.



Pin Vice and Drill set

Pin Vice – Double Ended (0 – 2.9mm)
Handy holder for drills, taps, pins etc. Including: 2 reversible collets, with capacities 0-1.2mm, & 1.3-2.4mm and 0.8-2.0mm, & 1.8-2.9mm. Incorporating an Anti-roll 6-sided body.

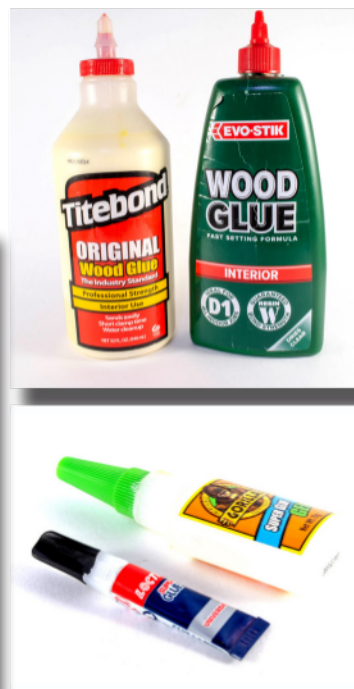
Drill bits

Our Drill Bits are made of high quality tungsten steel, have high wear resistance, precision, and are beautifully sharp. This Set contains 10 different size drill bit diameters: 0.3mm, 0.4mm, 0.5mm, 0.6 mm, 0.7 mm, 0.8 mm, 0.9 mm, 1 mm, 1.1mm, 1.2mm.

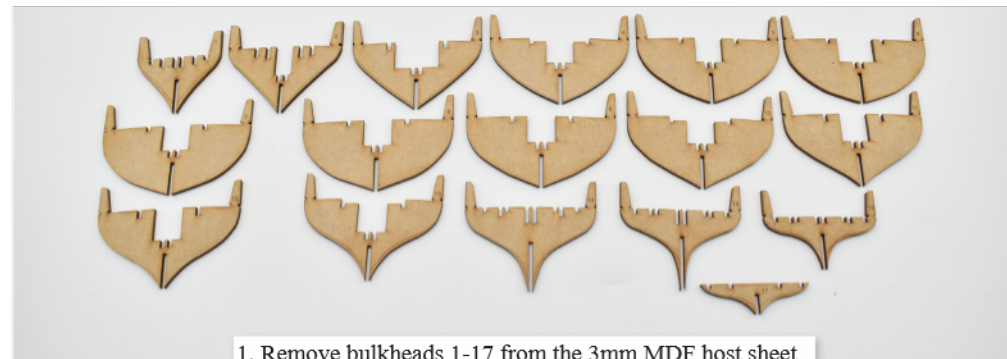
Recommended Paints, stains and adhesives

- 1: White PVA wood glue or suitable Titebond adhesive.
- 2: Cyanoacrylate (superglue) thick and medium viscosity
- 3: Natural colour wood filler (Water based wood filler is recommended as this can be diluted and made thinner)
- 4: Matt polyurethane varnish (Not satin or gloss)

BLACK
OFF-WHITE
MATT RED
VARNISH MATT



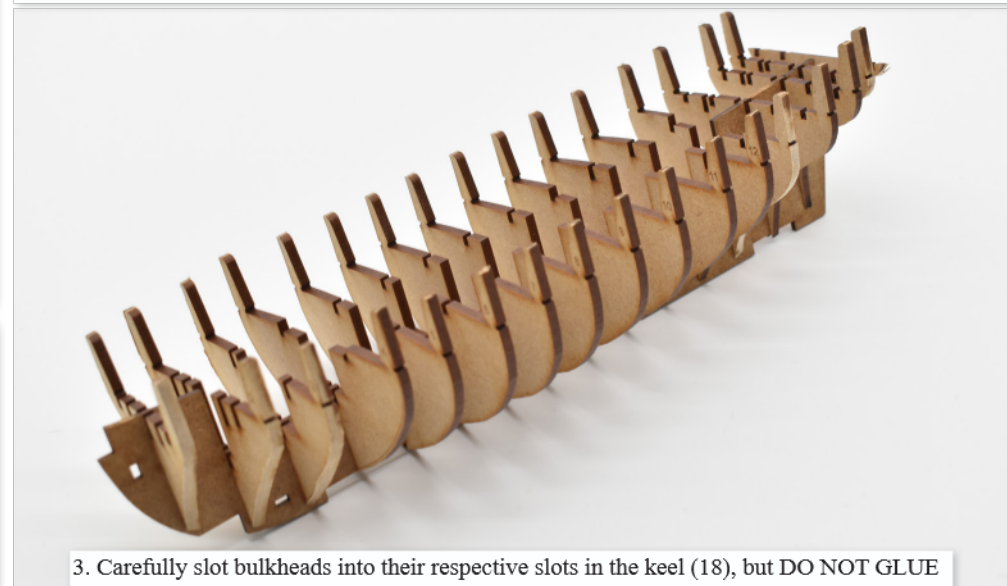
HULL CONSTRUCTION



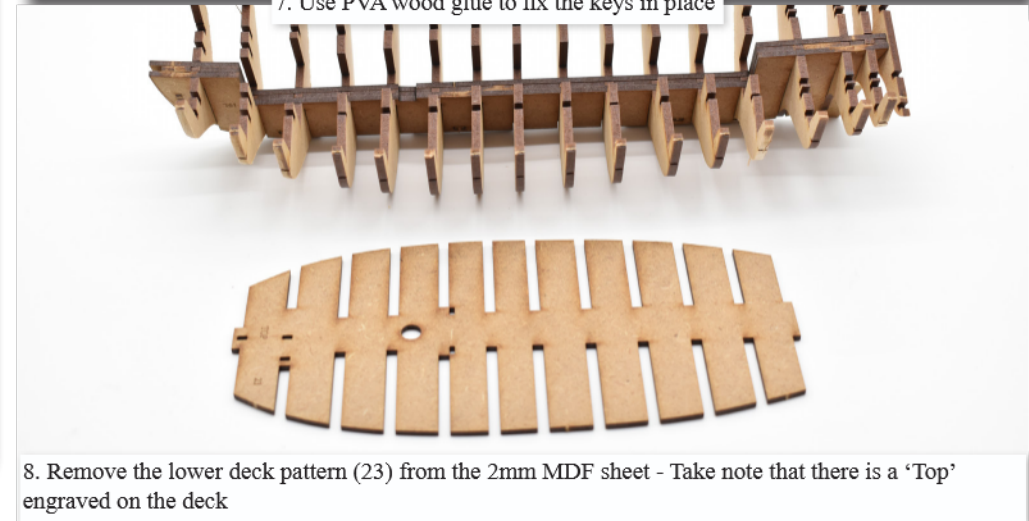
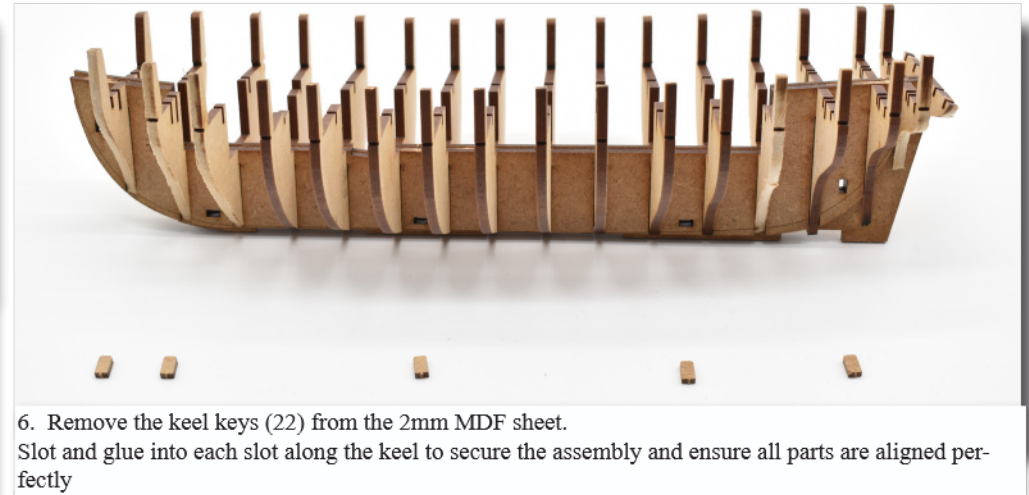
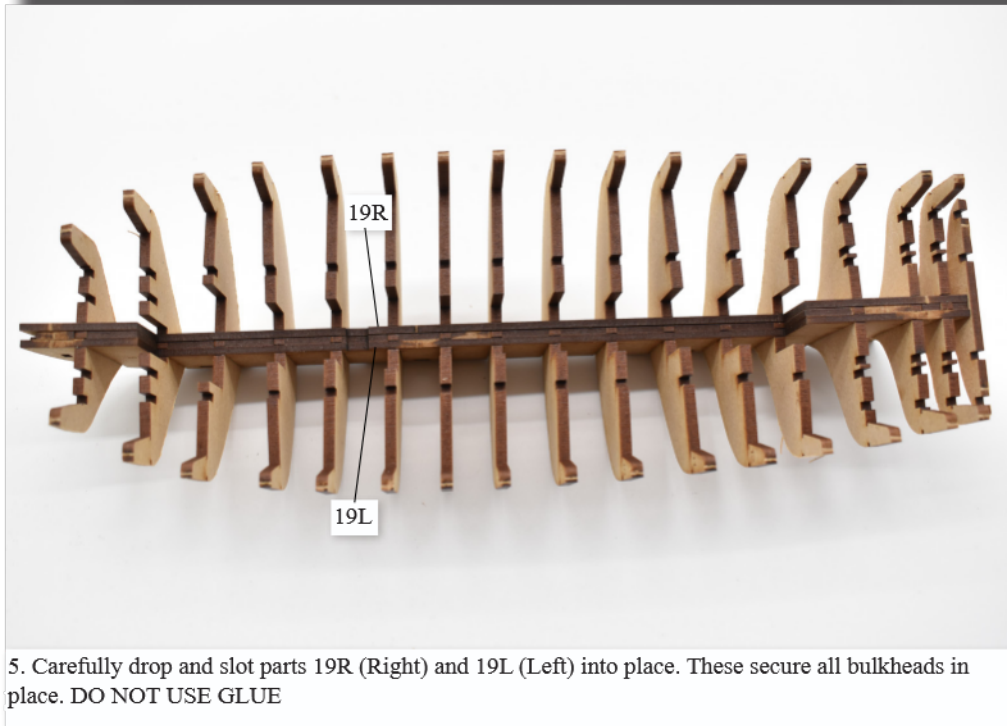
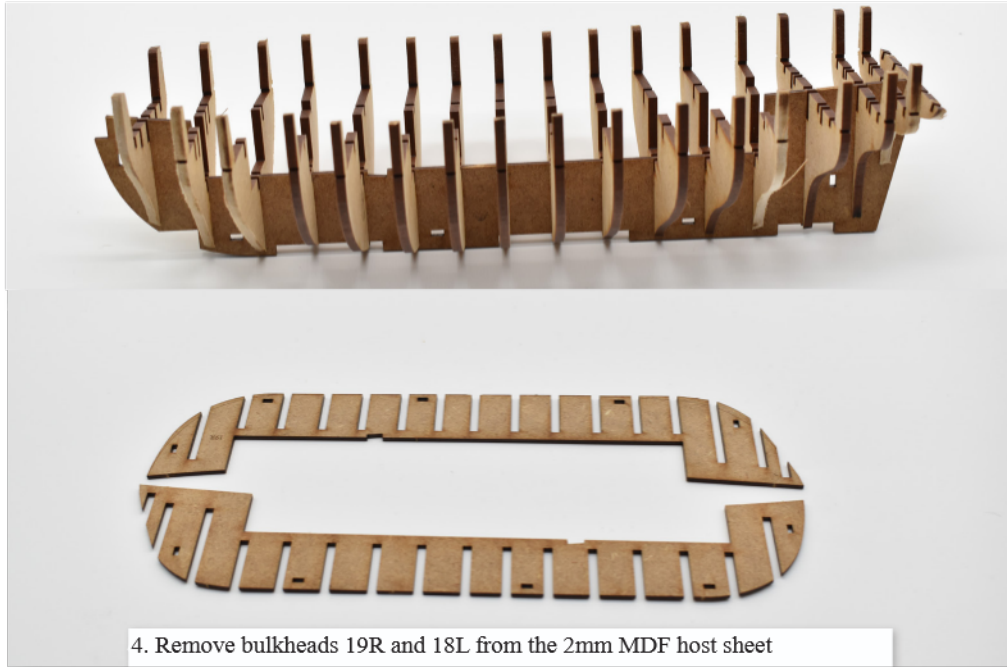
1. Remove bulkheads 1-17 from the 3mm MDF host sheet



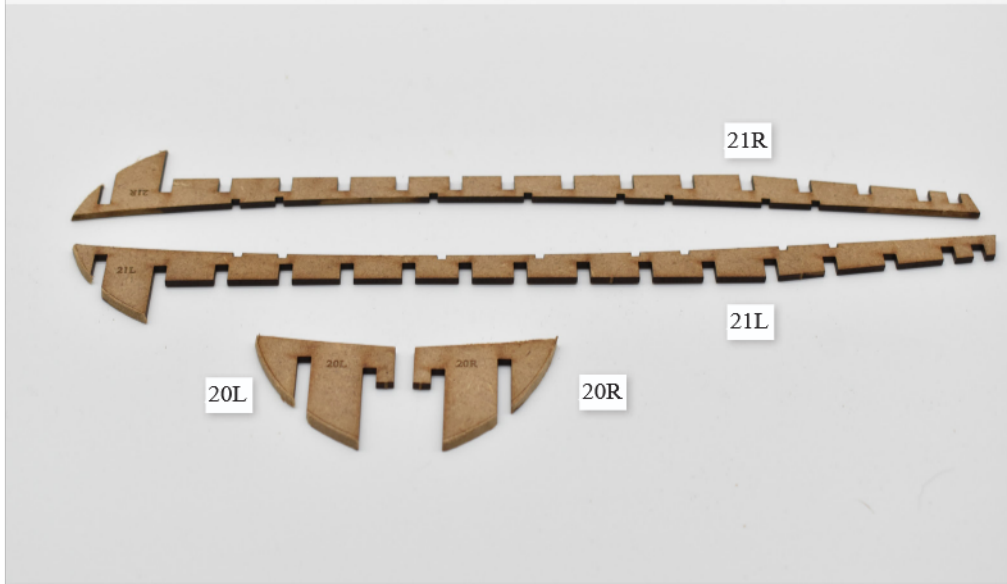
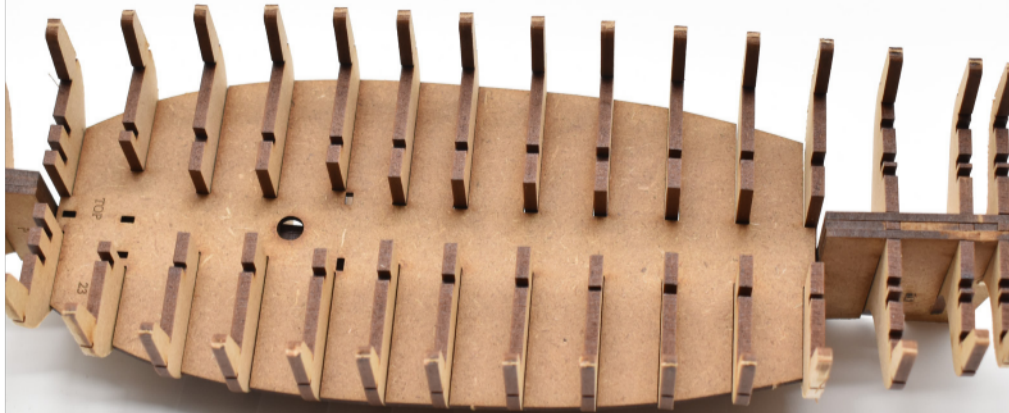
2. Bulkheads 1-4 and 13-17 can be pre-bevelled at this stage. Only put a slight bevel on these bulkheads, as they will be sanded to the correct angle one all are in place at a later stage.



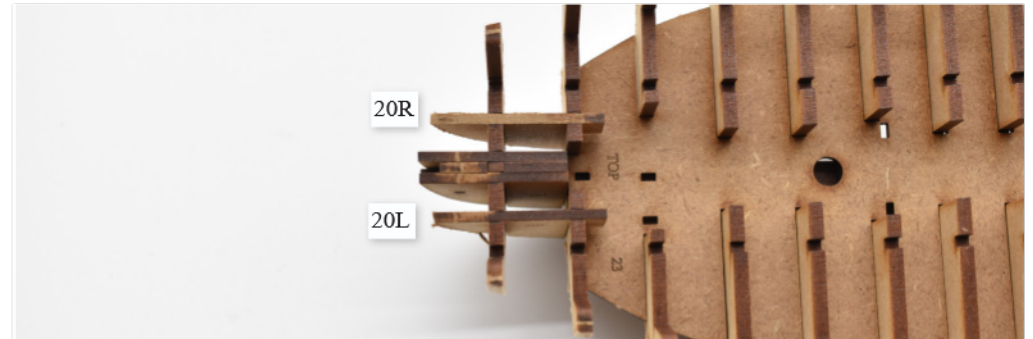
3. Carefully slot bulkheads into their respective slots in the keel (18), but DO NOT GLUE



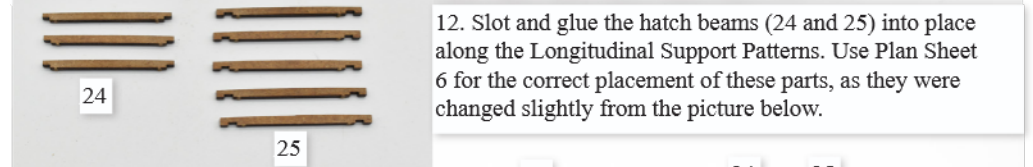
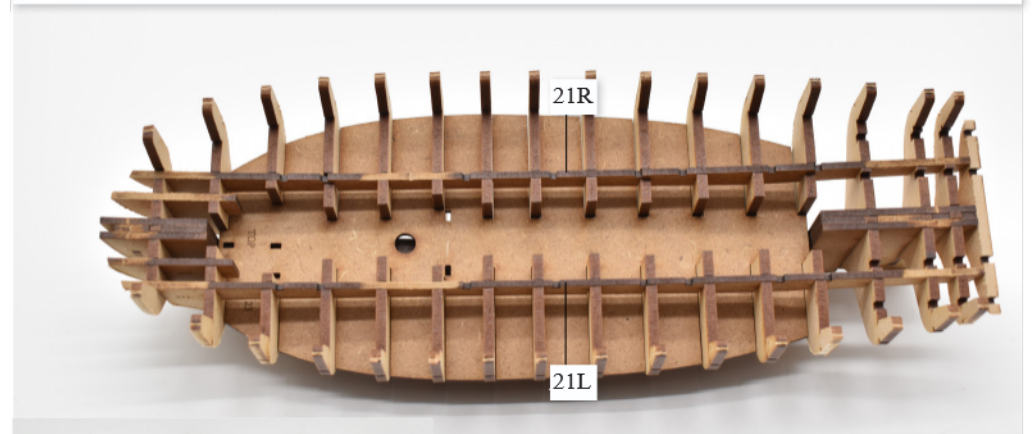
9. Apply a few drops of PVA wood glue to the top edges of the bulkheads that the deck will sit on, and then carefully slot the deck in place as shown.



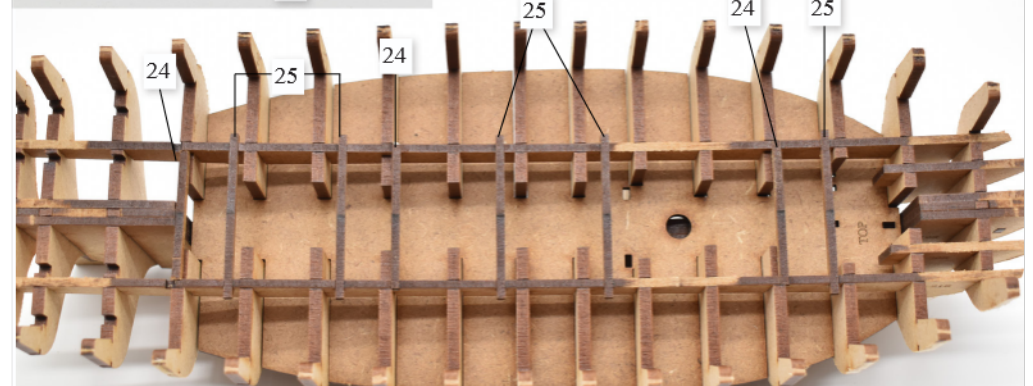
10. From the 2mm MDF sheet remove the bow frames (20L and 20R) and the Longitudinal Support Patterns (21L and 21R). The curved fronts can be slightly bevelled before fixing in place.

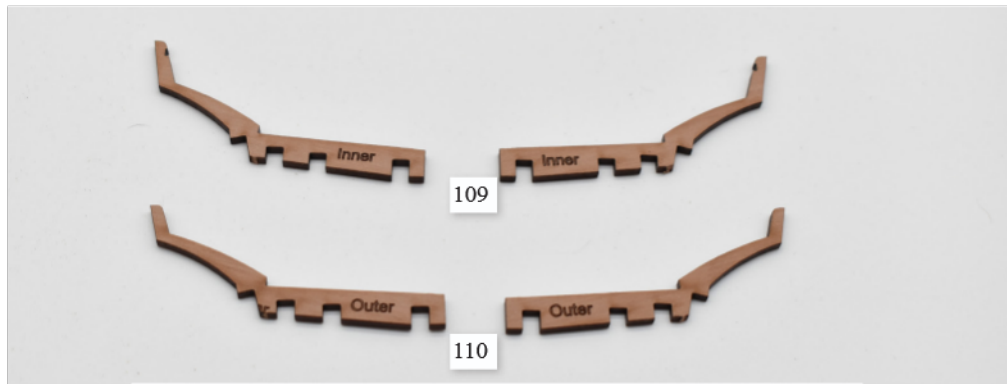


11. Slot and glue parts 20R and 20L in place as shown, followed by parts 21R and 21L. For all wood to wood and MDF to MDF fixing, use PVA wood glue.



12. Slot and glue the hatch beams (24 and 25) into place along the Longitudinal Support Patterns. Use Plan Sheet 6 for the correct placement of these parts, as they were changed slightly from the picture below.





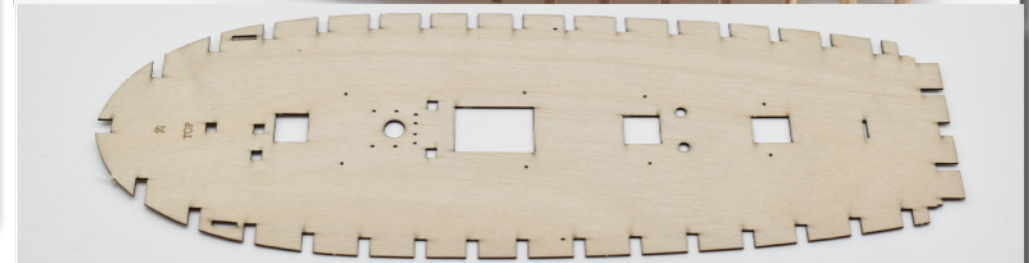
13. Remove the stern frames, parts 109 and 110 from the 2mm wood sheet.



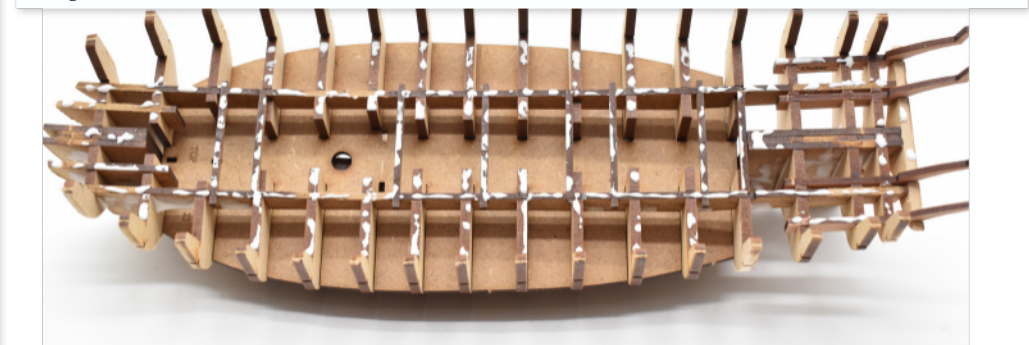
14. Slot and glue the stern frames in place, starting with the inner frames (109), followed by the outer frames (110)



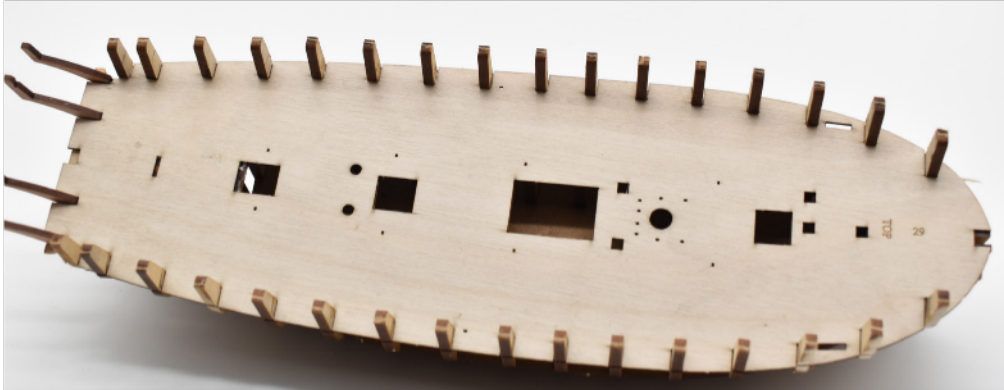
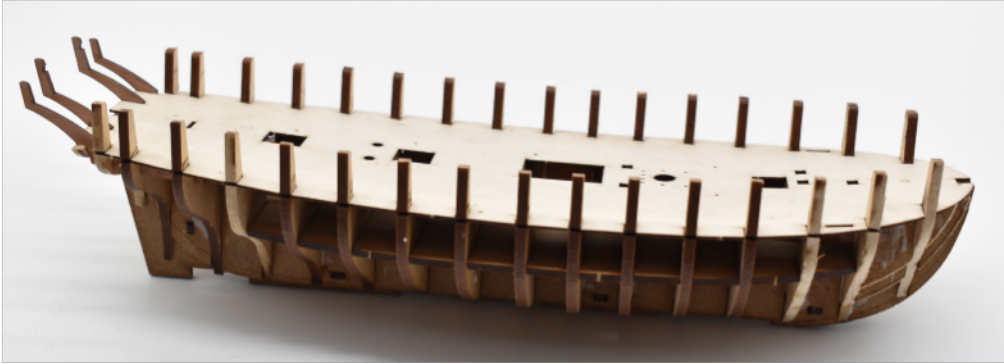
15. To further strengthen the hull assembly, you can brush on watered down PVA wood glue under the lower and upper decks.



16. Remove the false deck (29) from the 0.8mm ply sheet. Please note the correct orientation, as the bowsprit bitts that slot into the deck are offset



17. Apply PVA wood glue to the top edges of the bulkheads and beams, ready to take the sub deck.



18. Flex the deck and slot it into notches in the bases of each bulkhead ear. Work your way around each bulkhead and ensure it is properly fitted. When this is done, the deck will fit perfectly over the tops of every bulkhead and lie evenly from bow to stern. You'll probably hear a satisfying click as the deck final snaps into place.
Again, take careful note of the orientation



19. To further strengthen the deck, brush on watered down PVA wood glue to the underside of the deck, between the bulkheads.

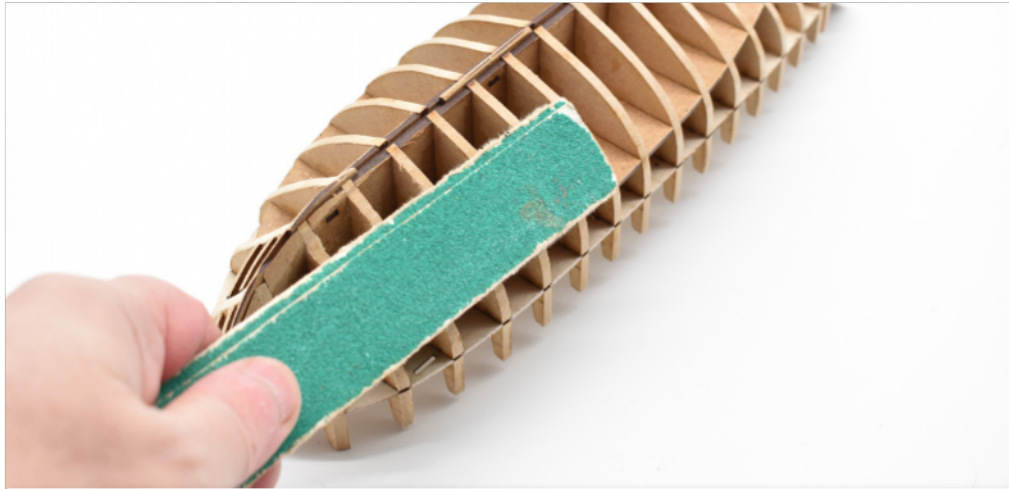


20. Remove the inner stern counter (62) and inner stern transom (63) from the 1mm wood sheet.

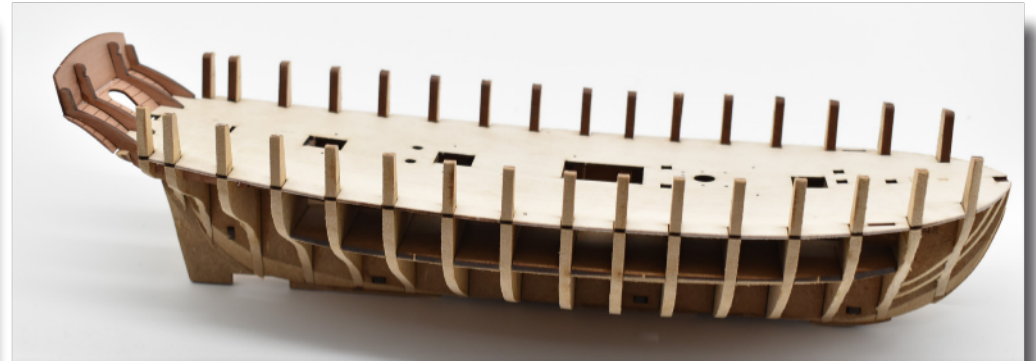


21. Using PVA wood glue, fix and clamp part 62 in place on the four stern frames, the engraved vertical lines lining up with each of the stern frames. Follow this by gluing and clamping the inner stern transom (63). Leave for 24 hours to thoroughly cure.

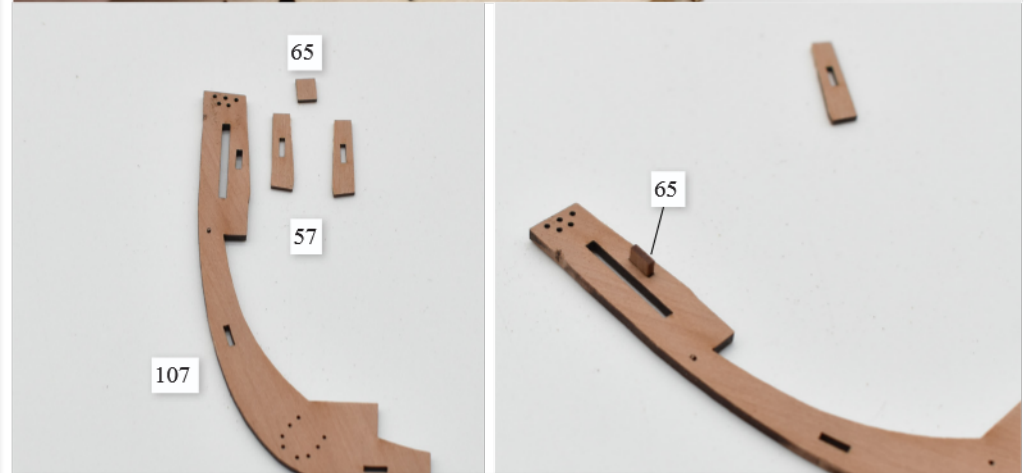




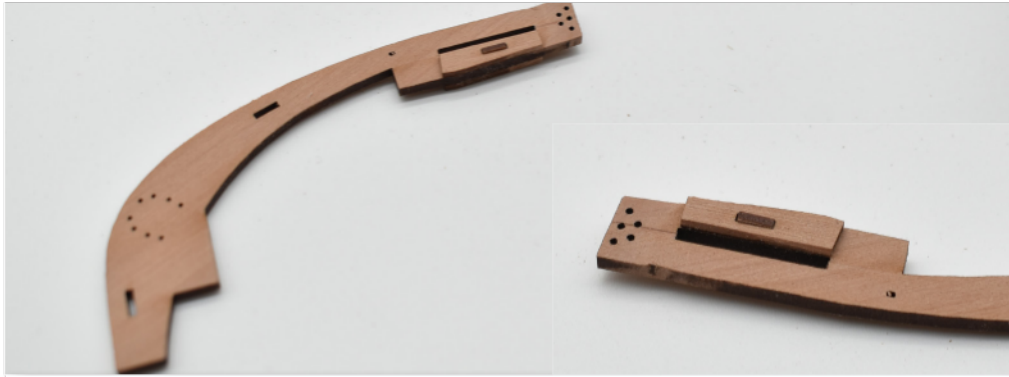
21. The hull can now be sanded to follow the smooth run of the planking and laser cut bulwark patterns. This process takes around half an hour of sanding.



22. Sand the side bulwark tabs and stern counter and transom so that the run of the pre cut bulwark parts run nice and smoothly.



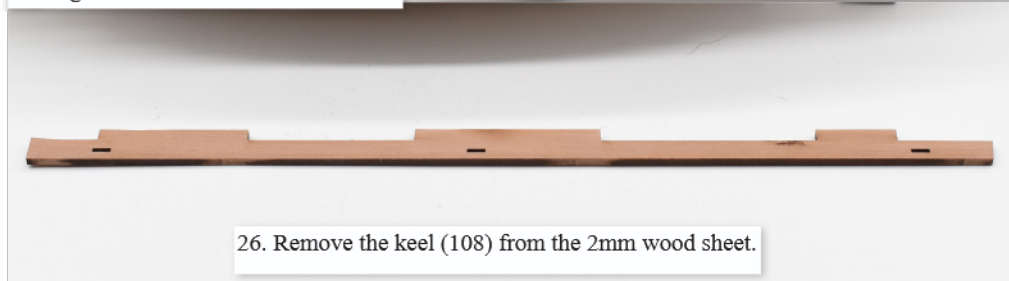
23. The prow now requires making up and fitting in place. The prow (107) is to be fitted with a 'bolster' either side (57). Add these as shown and secure with a locating peg (65). These will give the bulwark pattern more of a surface to fix to. The forward edge of 57 can be bevelled to match the curve of the bulwark pattern



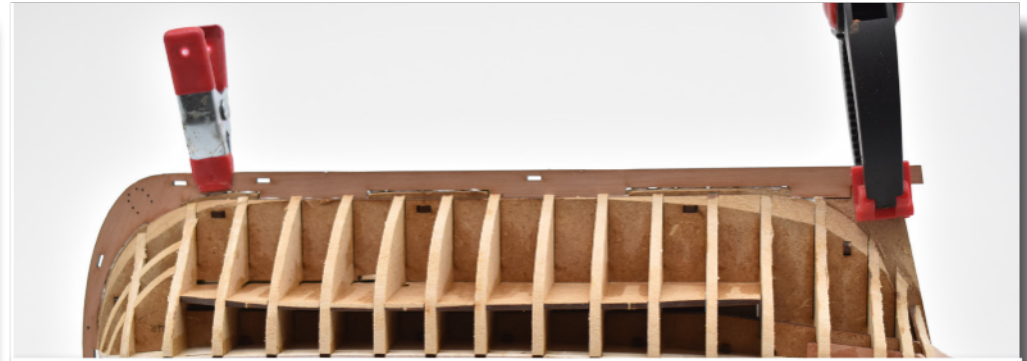
24. Glue the parts using PVA wood glue. When both sides are firmly in place, any remaining tab protruding from the sides can be sanded/filed flush.



25. Glue the prow in place using PVA wood glue



26. Remove the keel (108) from the 2mm wood sheet.

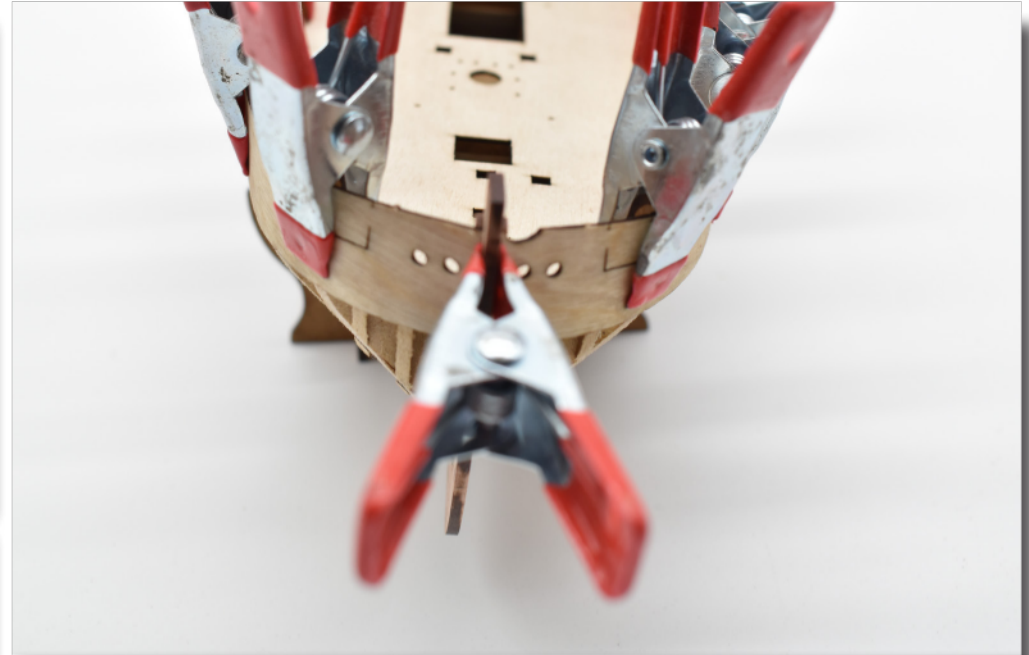
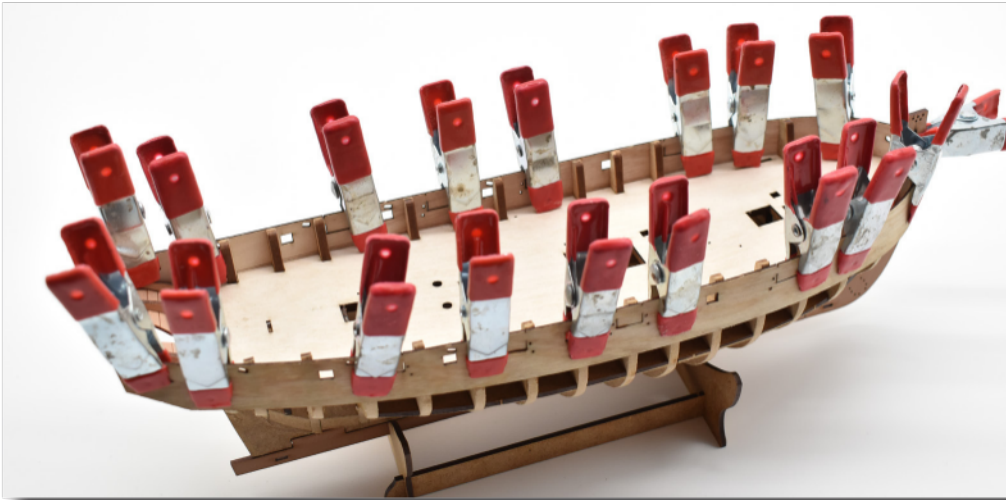


27. Slot and glue part 26 in place, using clamps to help align correctly, and leave to thoroughly cure.



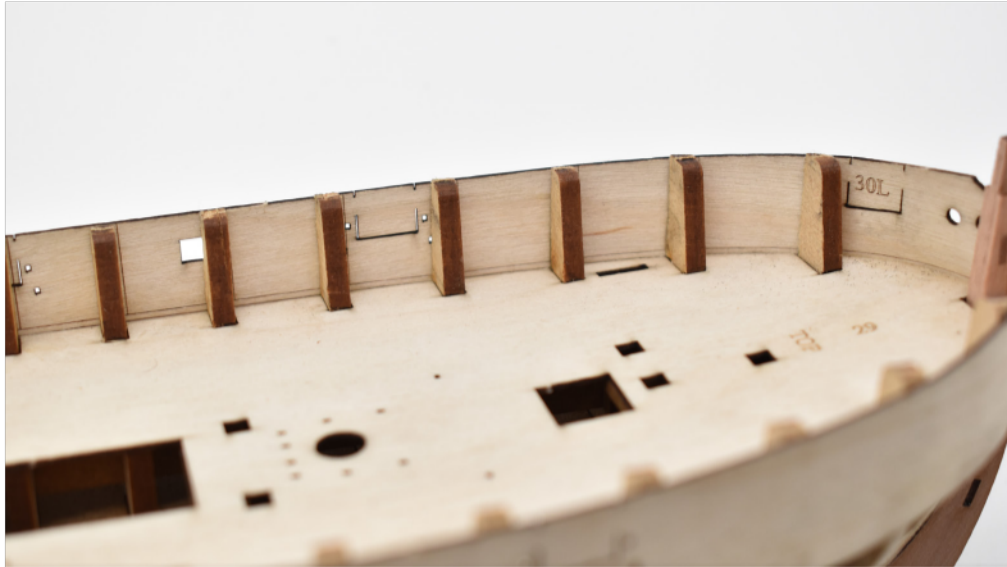
28. The two bulwark 0.8mm ply patterns can now be added (30L - left/port and 30R - right/starboard). The engraved vertical lines should follow quite closely the bulkhead positions, and the lowest horizontal line should be placed at the top edge of the false deck position. We recommend that these parts are dry fitted several times to ensure correct positioning. Each engraved line may not be a perfect match to each bulkhead tab due to slight variations in the sanding of the bulkheads process. However, if they more or less match from front to back, this will be fine. Always watch for the lower deck line along the deck edges, which some of the following pictures show. The parts can be glued using brushed on PVA wood glue, shown below (bulwark shown is for a different kit, but the process is the same for Sherbourne)



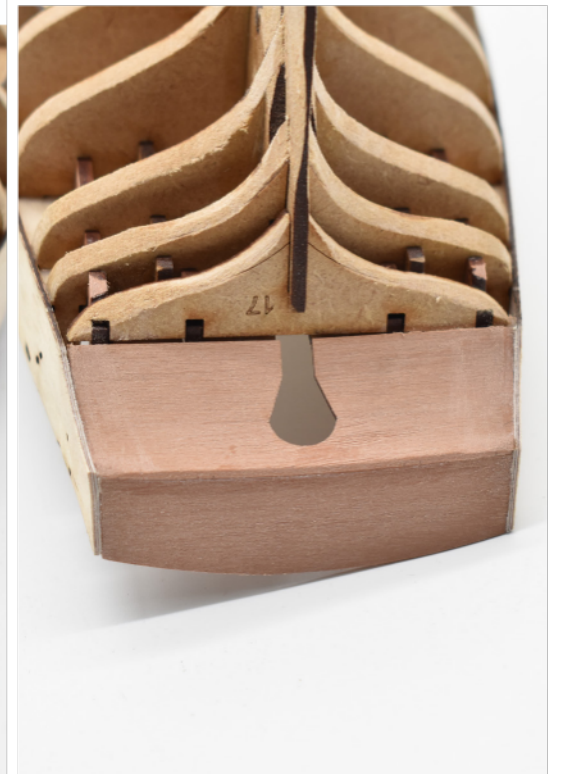
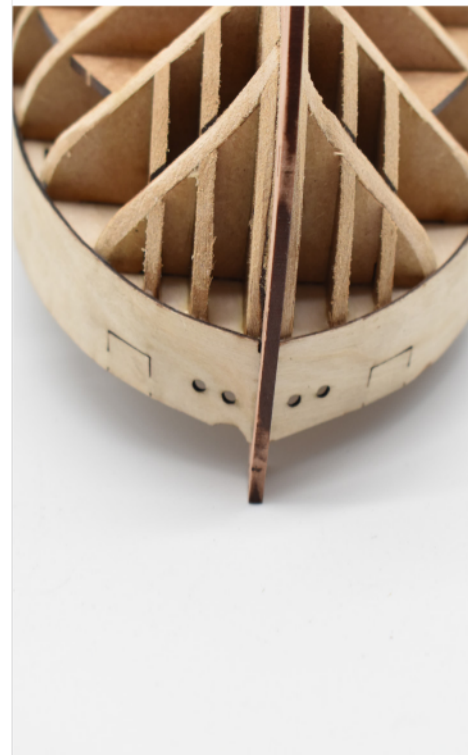
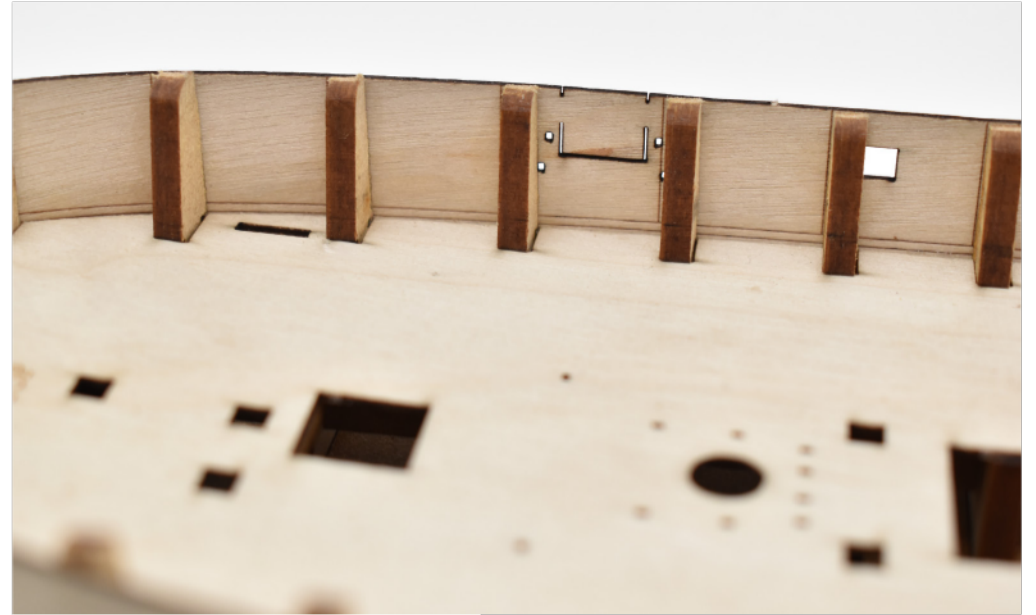
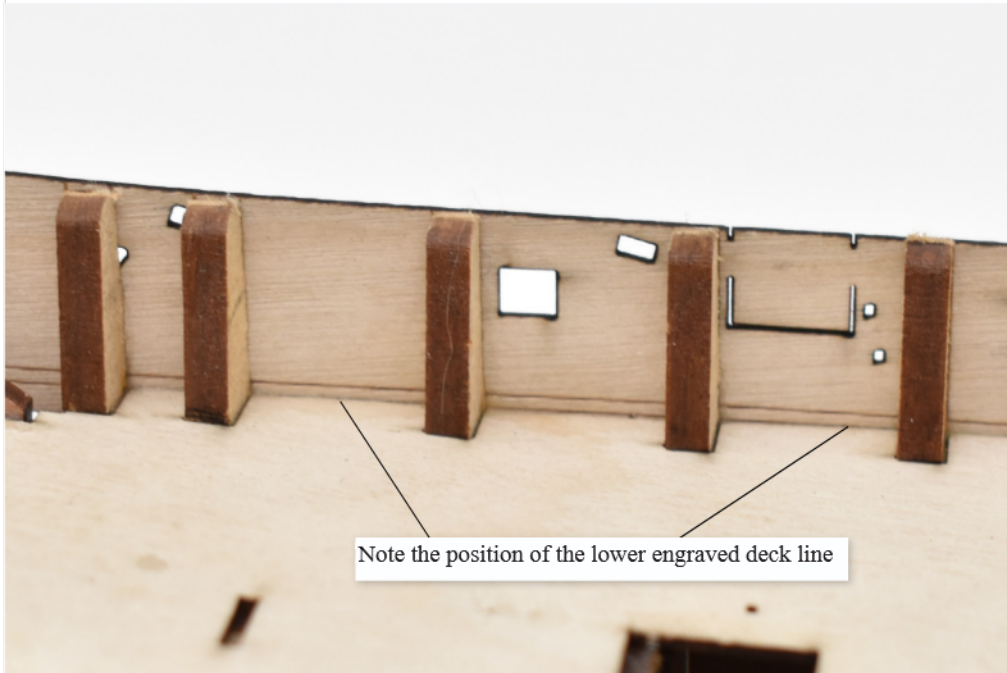


29. The bulwarks were clamped at many bulkhead stations for the prototype. Once in place, leave to thoroughly cure for 24 hours and then remove all clamps, as shown below.





30. The following pictures on this page show the bulwarks fixed in place, and show the inner engraved lines and their relation to the deck edge. As mentioned, they do not have to be absolutely spot on at every point, just as long as they follow the deck edge overall. There may be a little trimming required at the stern, so that the bulwark edges are flush with the edges of the stern counter and transom.



31 - First Planking

The first planking should now be ready to be laid using 1x5mm lime wood strip. The first or 'master plank' is to be laid at the bottom edge of the gun port/bulwark pattern.

When pushing the brass pins into the planks and bulkheads, leave at least half of the pin length protruding so they can be easily removed with the use of a pair of flat nose pliers once the planks are secure. Use PVA wood glue to fix the planks to the edges of each bulkhead.

Mild tapering is required for all planks, but there are only 12 per side for this model. To determine the amount of taper needed for each plank to lie naturally, lay a plank at the forth or fifth bulkhead and then lay it around the bow. Mark the excess area of plank that overlaps the one directly above it. Repeat this technique for the stern also.

Although the planks may not require tapering at the stern, it is advisable to let the planks run as natural as possible which helps avoid any possible 'springing' of the planks when sanding. Before cutting the taper into the planks, soak them in warm water for a few minute only, as this minimises the chance of the blade of the knife following the grain of the wood rather than the edge of the steel rule.

Lay the first damp plank to be tapered on a clean, flat surface; (a cutting mat is well suited for this and is highly recommended.) Press firmly with a steel rule onto the marked taper line on the plank and score down the line with a heavy-duty craft knife several times until the excess is cut off. Pin and glue the tapered planks into position on the hull, leaving a little excess at the stern which can be trimmed to shape once the planking is complete. Glue two or three strips each side alternately. This method should prevent any possible twisting/warping of the frames and keel as the glue cures.



Sand the whole hull that has been planked with a coarse grade abrasive paper, followed by medium grade. This will entail about an hour's work. If possible, sand the hull in a well-ventilated area, ideally in an open space as the dust particles could present both a fire and health hazard. The use of light duty gloves is also recommended to reduce any risk of blisters from sanding. Alternatively, you could use a small electric sander, like a sanding mouse, which will be much quicker.





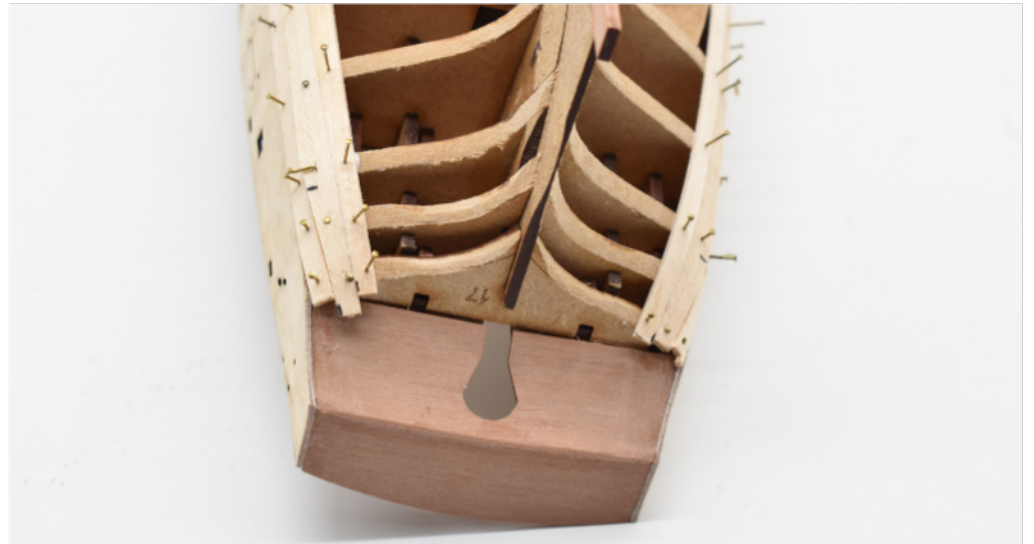
The forward part of a bevelled and edge bent plank, ready to be glued and pinned into position. The slight edge bend was simply done when the plank was damp, and bent using fingers and thumb.



The first plank successfully pinned and glued in place.



Three planks per side successfully pinned and glued in place.

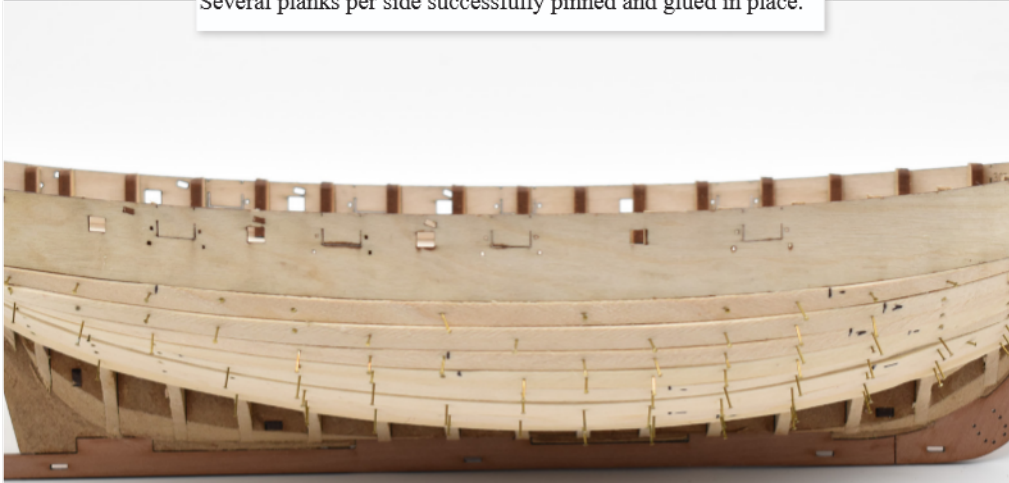




Several planks per side successfully pinned and glued in place.



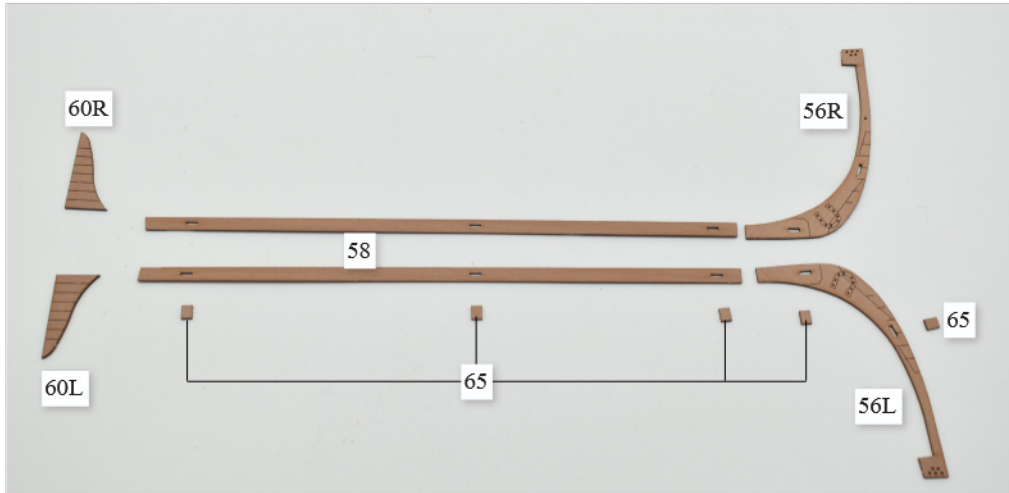
First planking complete. There are 12 planks per side, with a few 'Stealers' at the stern.



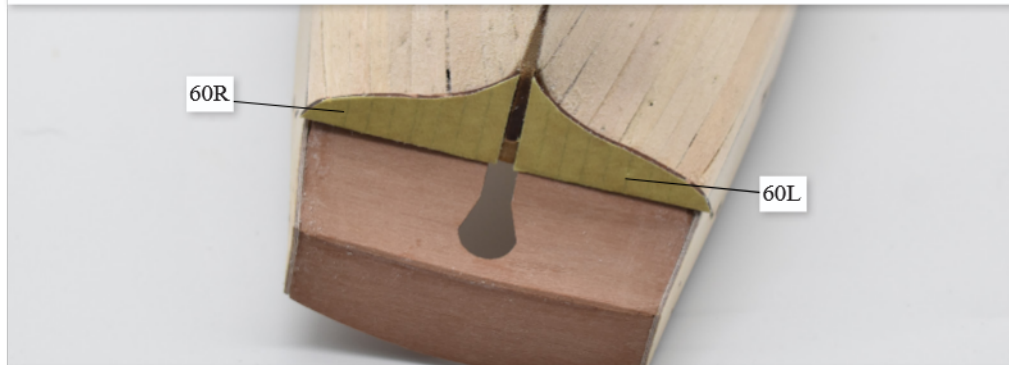
32. Once the planking is complete, remove every single pin from each of the planks. The hull can be sanded smooth using either abrasive paper or a small powered Mouse type sander.

Trim the stern planks so they are completely flush with Bulkhead 17, ready to take the lower stern planking patterns (60L and 60R).





33. From the 1mm wood sheet, remove the keel and prow side patterns (58, 56R and L), the securing pegs (65) and the stern planking patterns (60R and L)



34. The stern planking patterns can be covered with masking tape, to help avoid any scratches when second planking is laid. Using PVA wood glue, fix 60R to the right side, and 60L to the left. Once fully cured, carefully file/sand the edges so they are completely flush with the edges of the hull sides.

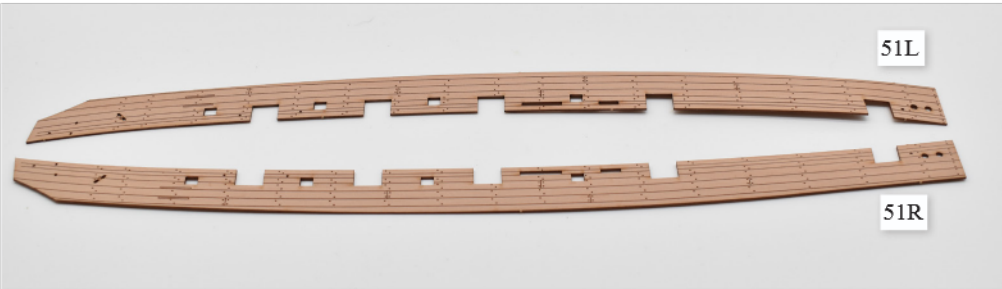


35. As with the stern planking patterns, the prow parts (56R and L) can be temporarily covered with masking tape to help protect the engraved surfaces.



36. Glue the prow patterns in place, using parts 65 for perfect alignment, along with the outer keel sides (58). Use PVA wood glue, but take care to not allow too much glue to seep into the slot for the second planking

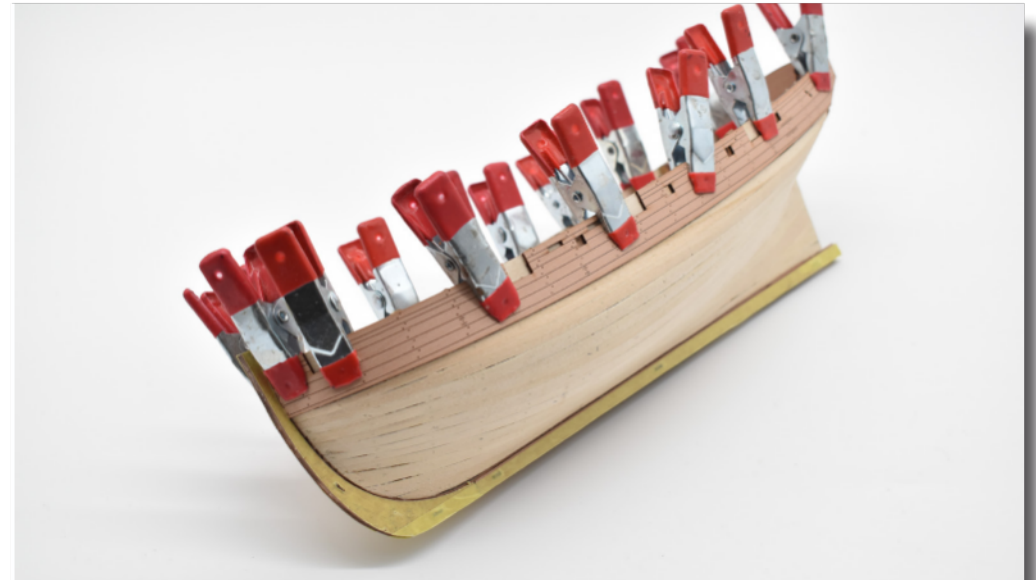
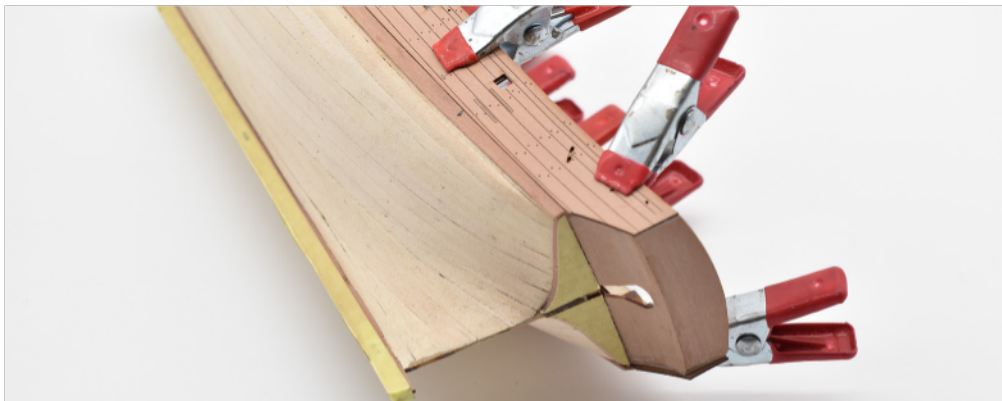




37. Remove parts 51R and 51L from their 0.8mm wood sheet. Treat these with care, as these are the outer layer of the hull and require only paint and/or varnish to finish them.



38. Parts 51L and 51R can be either glued into position at this time, or, as we have done here, just clamped into position. I decided to just clamp and not glue these so that I could just get the correct planking line for the 0.8x4mm planking strips, and then remove the engraved outer bulwark before painting the lower hull white, making sure no paint touches the engraved patterns.



39. The second planking is applied using 0.8mm x 4mm wood strip. Start planking directly below the clamped engraved bulwark patterns (It is better to just pin the first plank in place with no glue, in case glue inadvertently reaches the clamped bulwark patterns) and work down towards and up to the keel. Use the same planking techniques as the first planking, with the exception that the whole under surface of the plank is to be glued to the first planking, as well as edge to edge. The best glue to use for the second planking is medium to thick cyano gel. This is to avoid any pin holes showing in the planks.



As soon as the first 0.8x4mm plank is placed on both sides, the outer bulwark patterns are removed and kept safe until required later.



Planking progress with 6 planks per side done. The pen marks for the tapering positions can be seen.



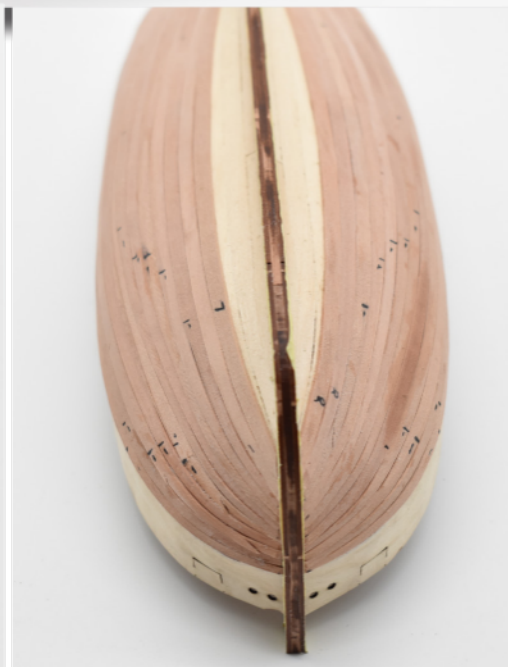
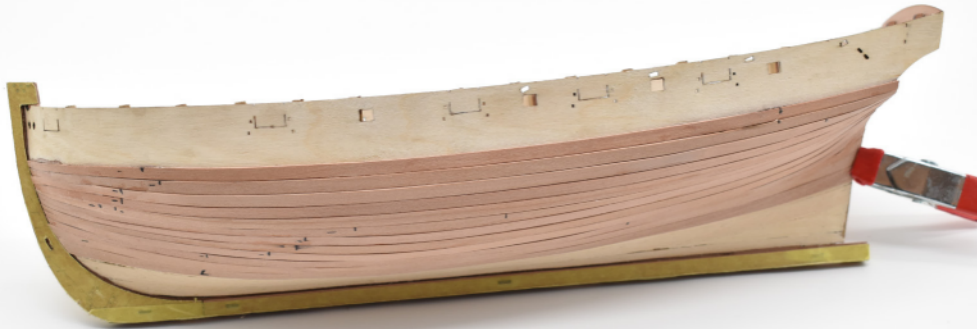
Planking at the stern - Still very little tapering was required for the stern



Planking at the bow- Where tapering is very much required. Do not worry when you see a 'stepped' or clinker effect at the bows, this will be sanded nice and smooth once planking is complete.



Planking progress with 12 planks per side done. Some stern planking is clamped to ensure they are fully adhered to the hull.

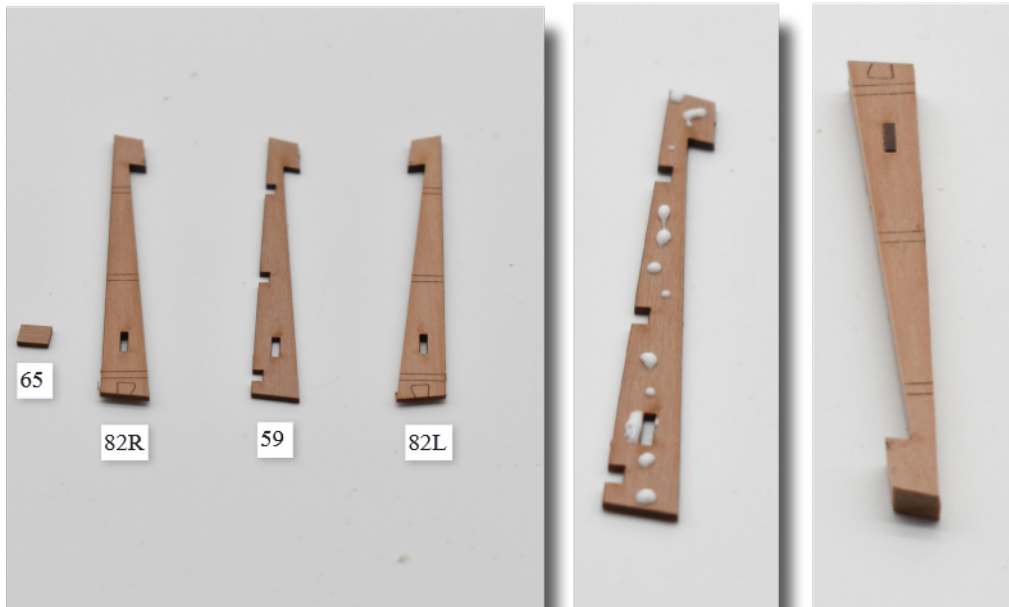


40. Second planking complete, sanded and filled. To get to this stage, several filling and sanding sessions were required. The filler used is a water based type, so it can be diluted and thinned, so it is able to flow into every gap. Before the sanding and filling process started, the engraved upper bulwark pattern area and the areas not to be painted white were masked off, as can be seen.

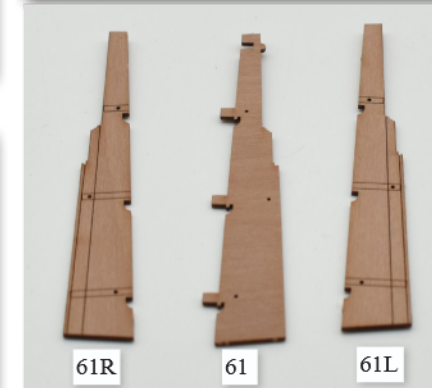




42. Glue the stern/rudder post assembly in place as shown



41. Make up the stern using part 59 for the core, and 82R (right) and 82L (left) glued to each side of part 59, with an alignment peg (65). Use PVA wood glue and clamp together until cured.



43. The main rudder assembly consists of three parts, the core (61), the right side (61R) and left (61L). 61R and 62L are glued to 61. The rudder is not fitted at this time, but it is better to paint the rudder below waterline level as you paint the main hull.

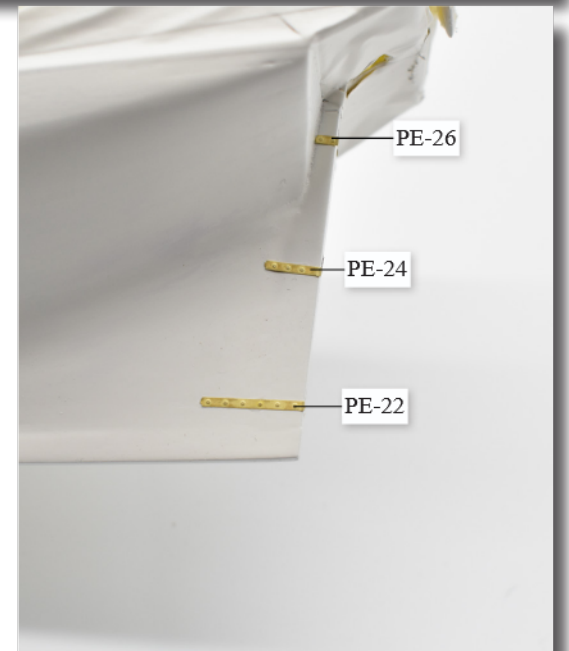
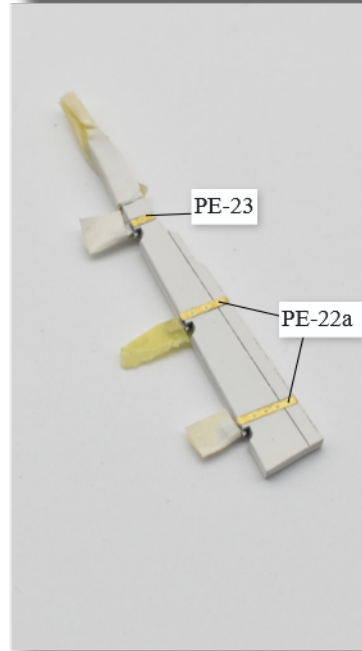




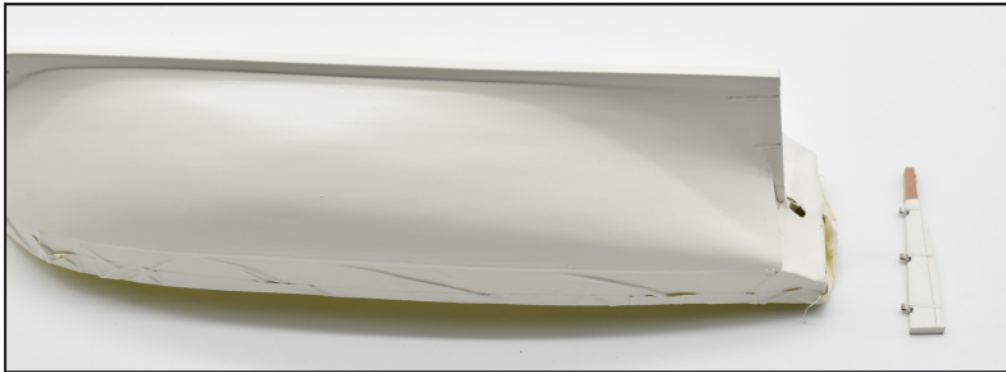
44. HULL PAINTING BELOW WATERLINE

The hull is sprayed white using a standard spray can from any DIY outlet. Above shows the first three light coats. You will notice gaps in between the planks, despite sanding and filling previously. This is normal.

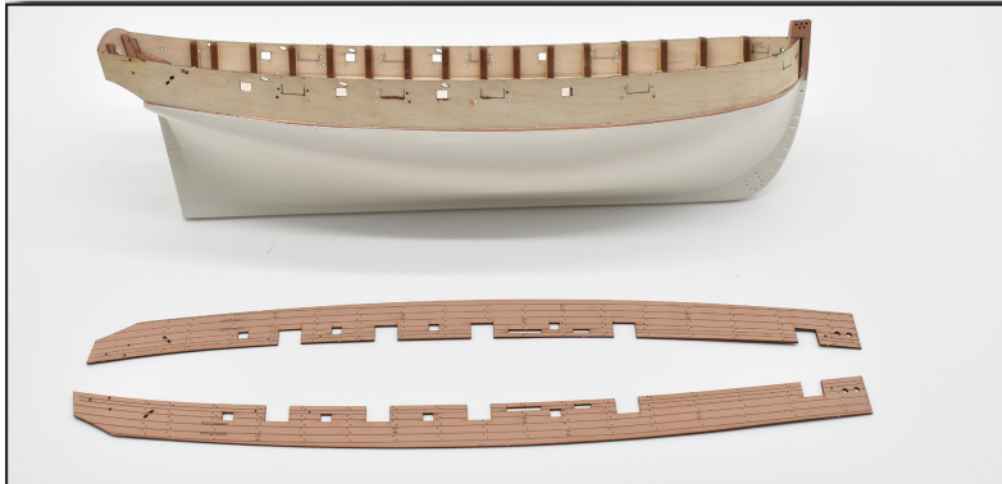
Use filler between each coat before sanding smooth. This process will need repeating several times until all gaps are eliminated.



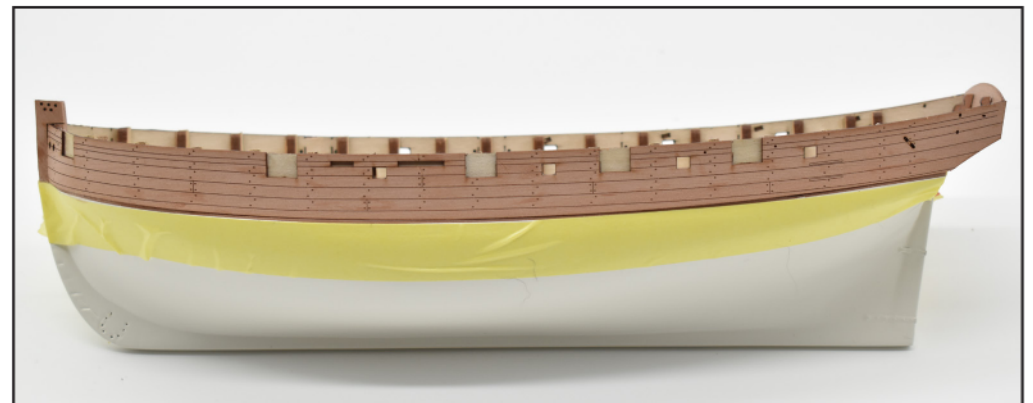
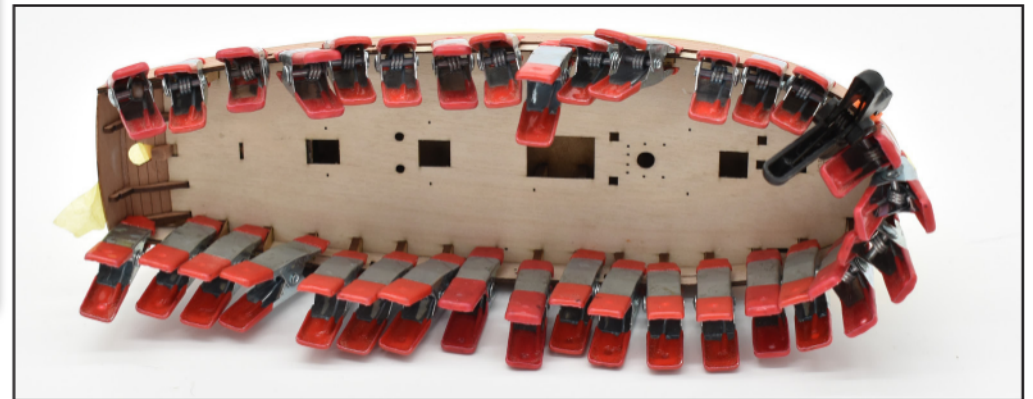
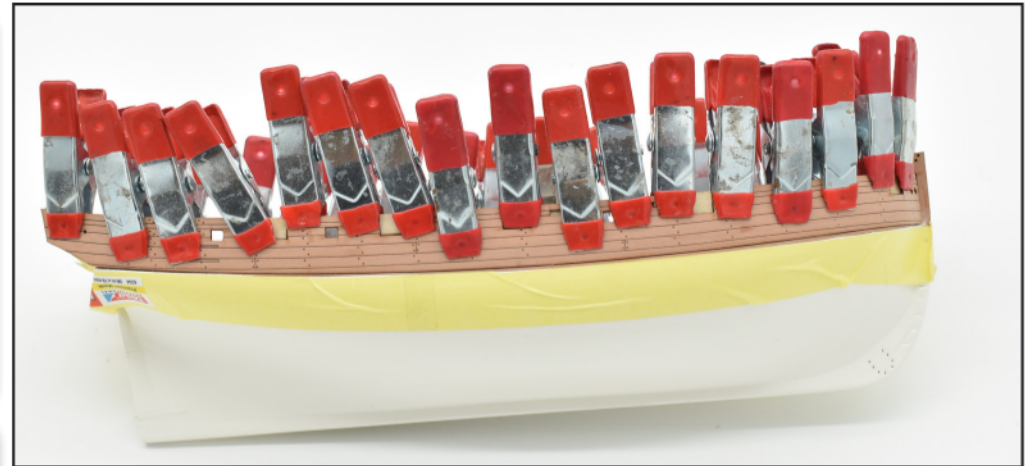
45. Hull painting almost finished. Before adding the last two or three coats, glue the rudder and rudder post hinges (PE-22 and PE-26) in place as shown using cyano glue.



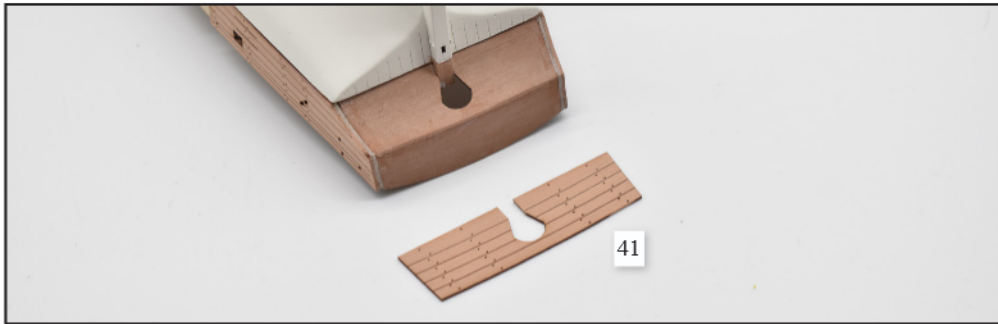
46. Hull painting fully complete and all masking removed. Touch up any areas that require attention



47. Now that all of the 'messy' work has been done, the outer bulwark patterns can now be glued into place. No pins were used, just claps. As with almost all wood to wood fixing, PVA wood glue was used. This was brushed onto the ply side, and the wood engraved bulwark placed and clamped in place, as shown.



48. Masking tape was used to help protect the white paint while the bulwarks were clamped and glued in place. Once set (at least 24 hours), remove the clamps, ready for the next stage.



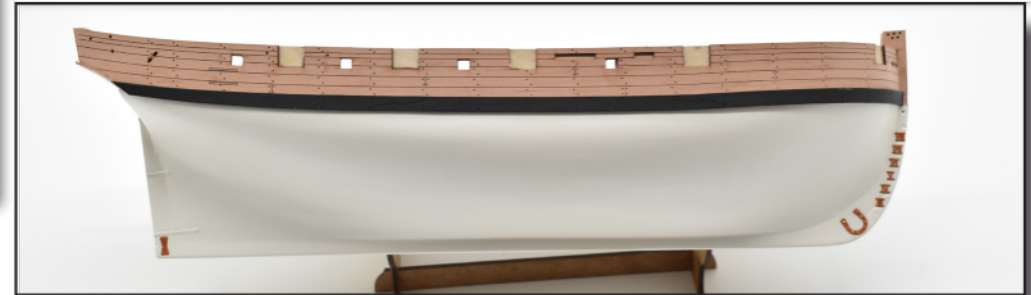
49. The outer lower stern counter can now be added (41) Brush glue watered down PVA wood glue to the contact surface and clamp in place as shown

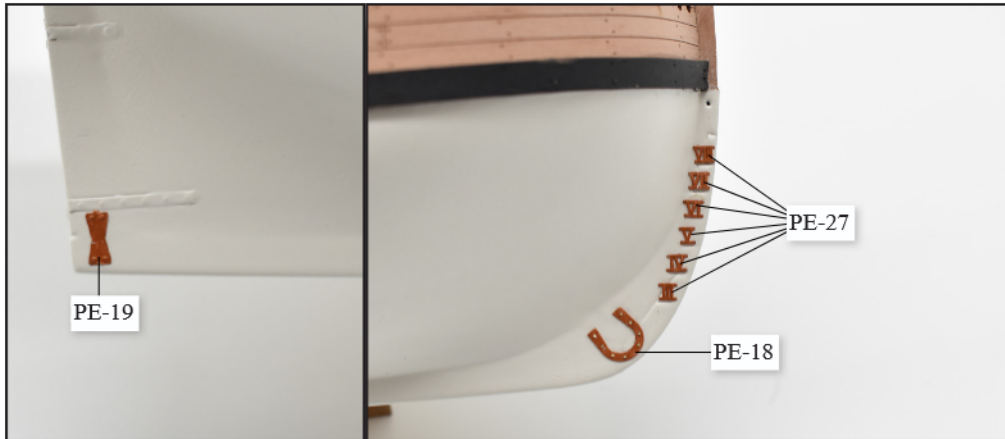


50. Make up the build cradle using parts 26, 27 and 28. It can be glued using PVA wood glue. This is only a temporary stand until the model is almost complete. (The final stand may look different to the one shown above)



51. The main wales can now be added (45R - Right and 45L - Left). It is more advisable to pre-shape the wales and then paint black before gluing in place, rather than gluing in place and then painting. The top edge of the main wale follows the lowest engraved line on the outer engraved bulwark patterns - so all you need to do is to keep to this line for the correct placement of the wales. It is better to pin as well as glue in place. As the wales are painted black, once the glue has set, you can simply remove the exposed parts of the pins so they are flush with the wale surface, and paint over them





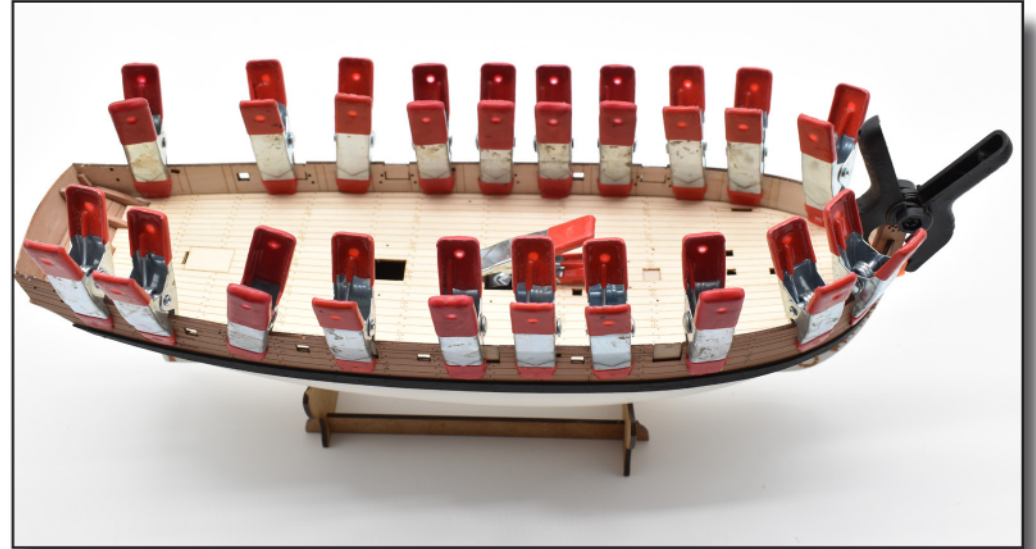
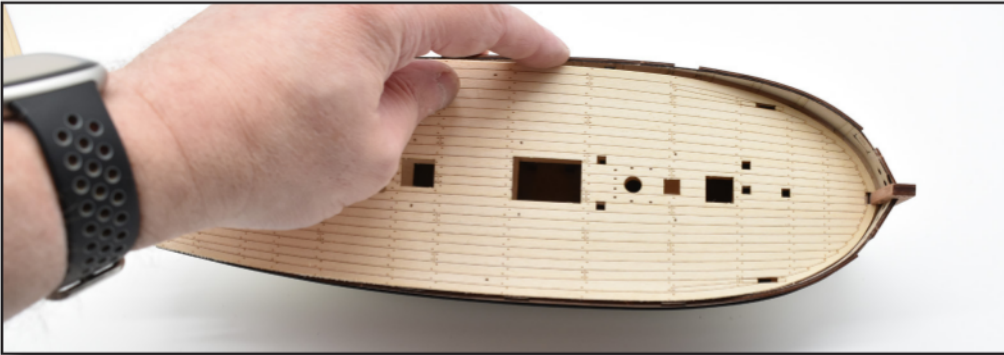
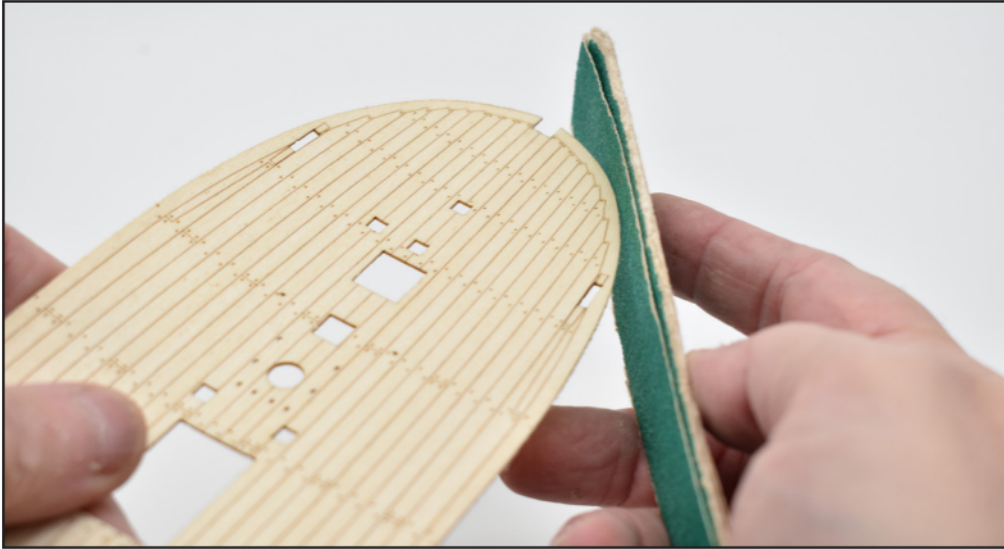
52. Paint copper and apply the depth markings (PE-27), the horse shoe (PE-18) and the stern fish plate (PE-19) to both sides. Use cyano gel sparingly to fix these parts in place.



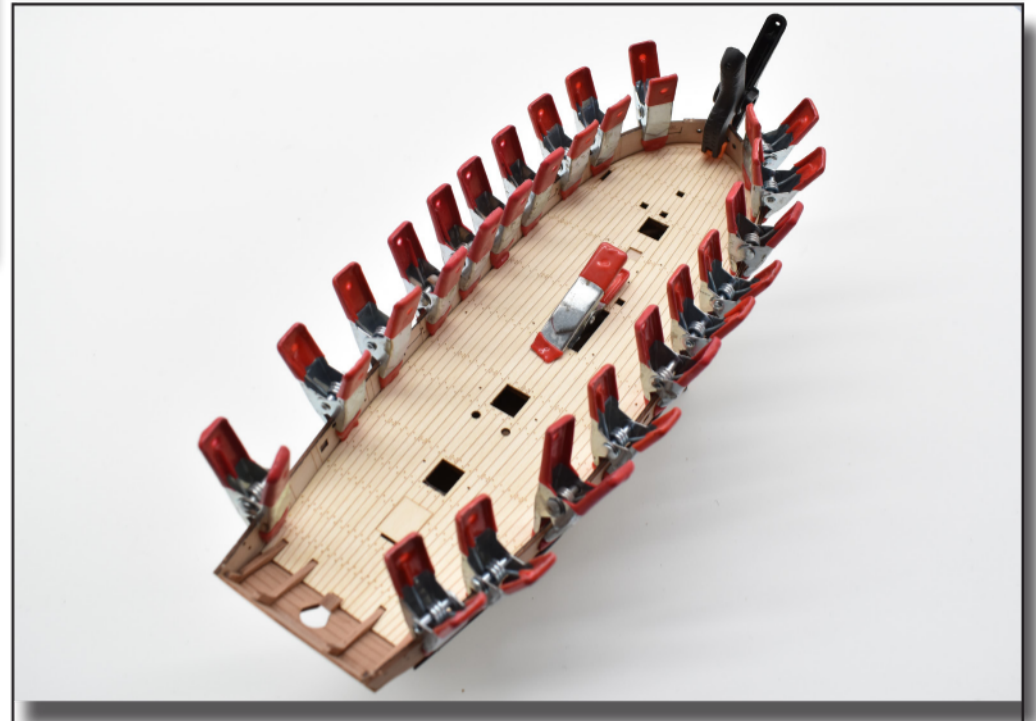
53. Remove all bulkhead tabs above deck level by carefully bending and twisting with a pair of pliers or similar. Once removed, sand any remaining stubs flush with the deck.

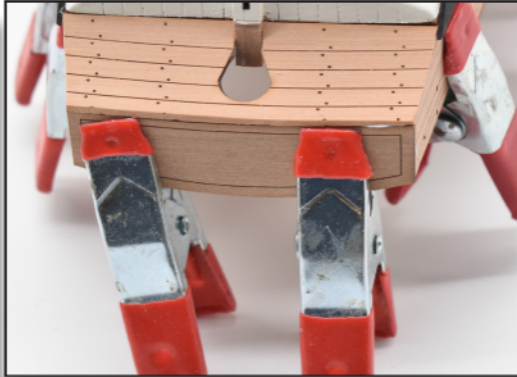


54. The laser engraved 1mm lime wood deck is now ready to be glued in place. Trial fit the deck and sand/file (below) any tight spots around the edges. Because there is another 'spirketting' plank that covers the inner bulwark, it does not matter if there is a slight gap between the deck edge and the bulwark sides.

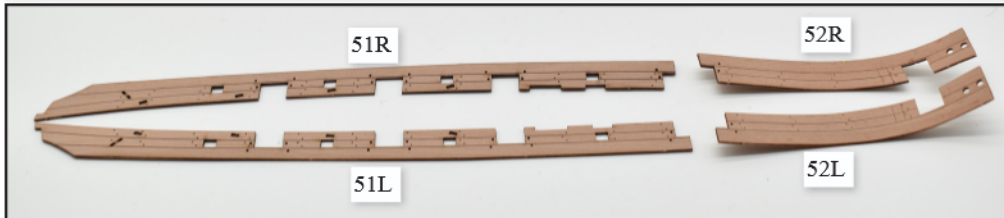


55. Add drops of glue around the near edges of the ply sub deck and around all hatch openings. Carefully place the engraved deck on top of the ply sub deck and then clamp the edges of the engrave deck in place using clamps as shown. Leave to set for 24 hours before removing the clamps.



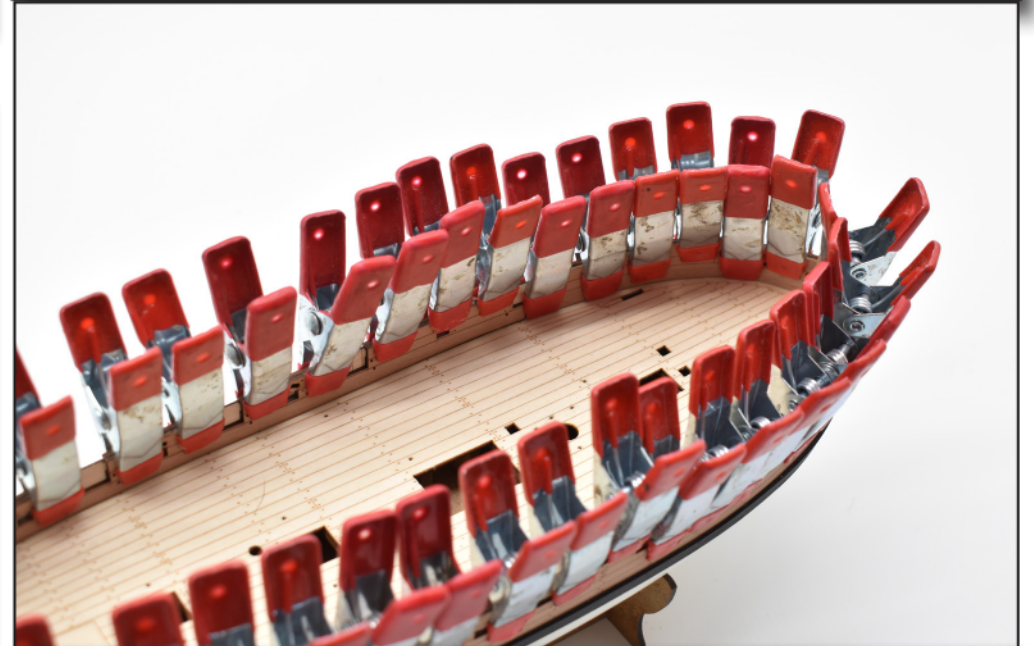


55. Add the outer stern transom (42). Use PVA wood glue and clamps until the glue has set, as shown above right.

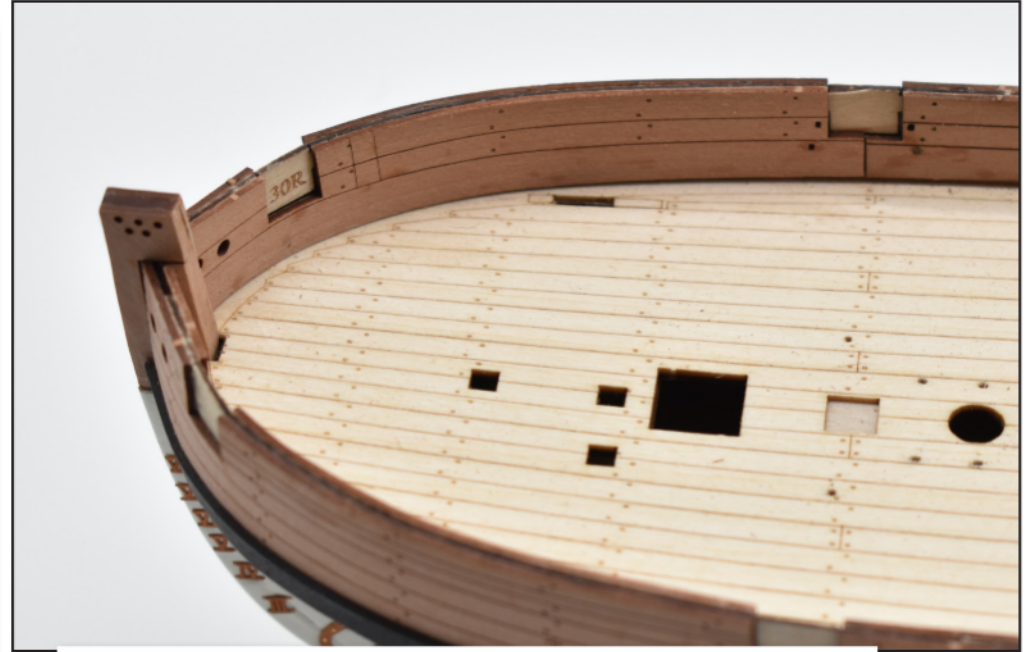


56. The inner bulwarks (51R and 52R -Right and 51L and 52L-Left) can now be added. Trial fit the parts before gluing anything. Like the outer patterns, there may be a little trimming required at the front and rear. Start with the rear patterns (51R and L), and make sure they are correctly aligned with the oar and gun port positions on the play patterns.

The patterns are designed to sit just above the engraved deck, so if you find that there is a gap, do not worry, this is intentional; The spirketting patterns cover any gaps. Glue and clamp the inner bulwarks into position as shown below.

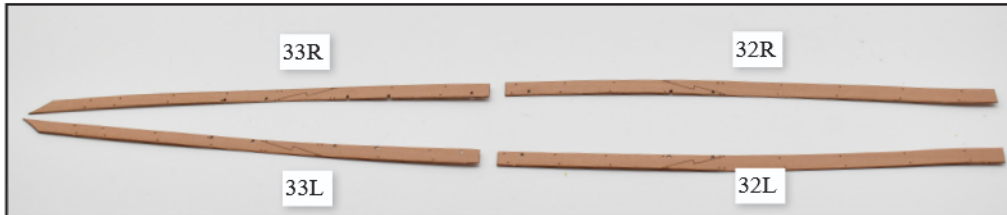


57. Add the front inner bulwark patterns (52R and L). Always dry fit and check many times before finally committing to glue



61. After 24 hours, remove the clamps. The bulwarks should now be firmly in place

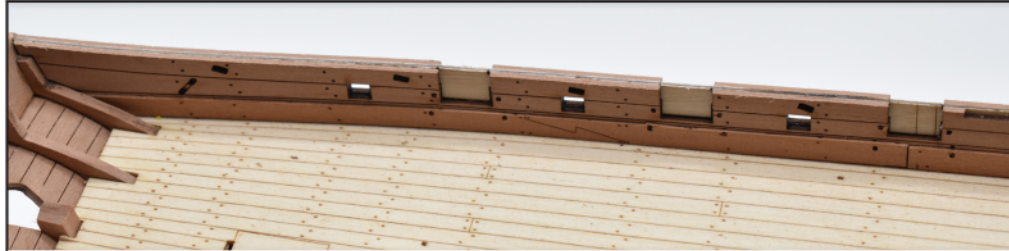




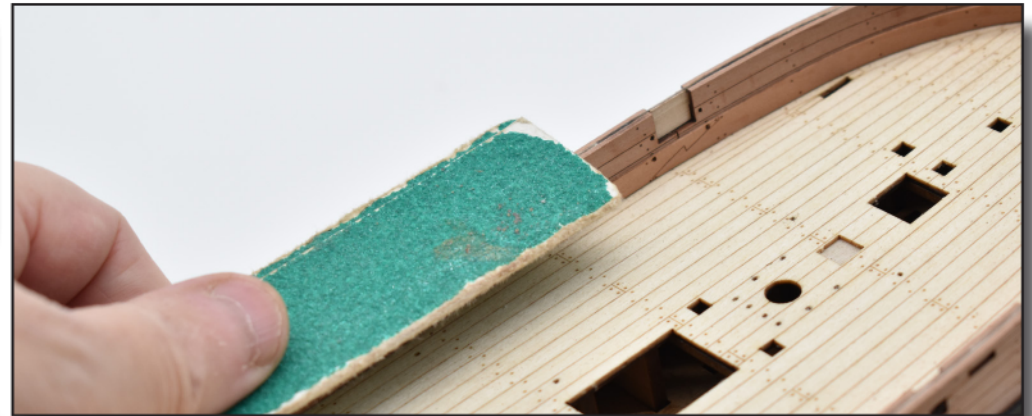
62. Remove the two spirketting patterns (32 and 33R - right and 32 and 33L - left) from the 0.6mm wood sheet (Above)

Double check the fit, the top edges should be just below or on the lower edges of the gun ports, and the lower edge of the spirketting should touch the deck.

If you are to paint the inner bulwarks red, Paint the spirketting red before fixing in place, this avoids the need to mask off the deck edges and ensures a nice clean line.



Glue and clamp the parts into position, but first make sure the eyebolt openings line up with those in the inner bulwarks. The treenails should also align.



63. Above - Sand the top edge of the three bulwark layers flat, so that the gunwale seats perfectly flush with the top edge when fitted.

Below - using a round file, very slightly file down the bowsprit seat on the left hand side of the front bulwarks.

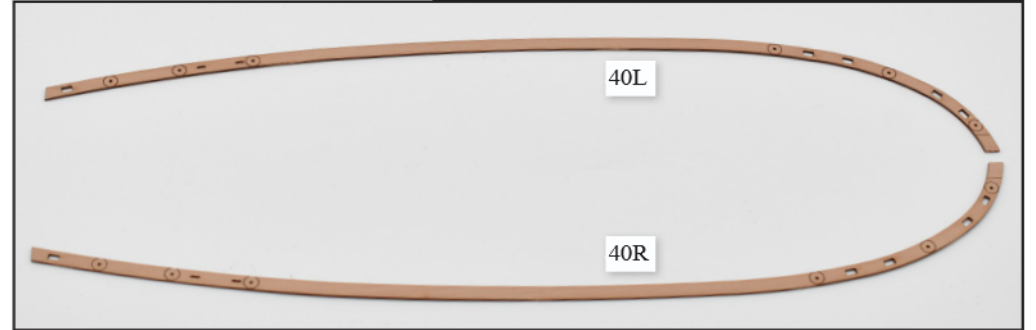




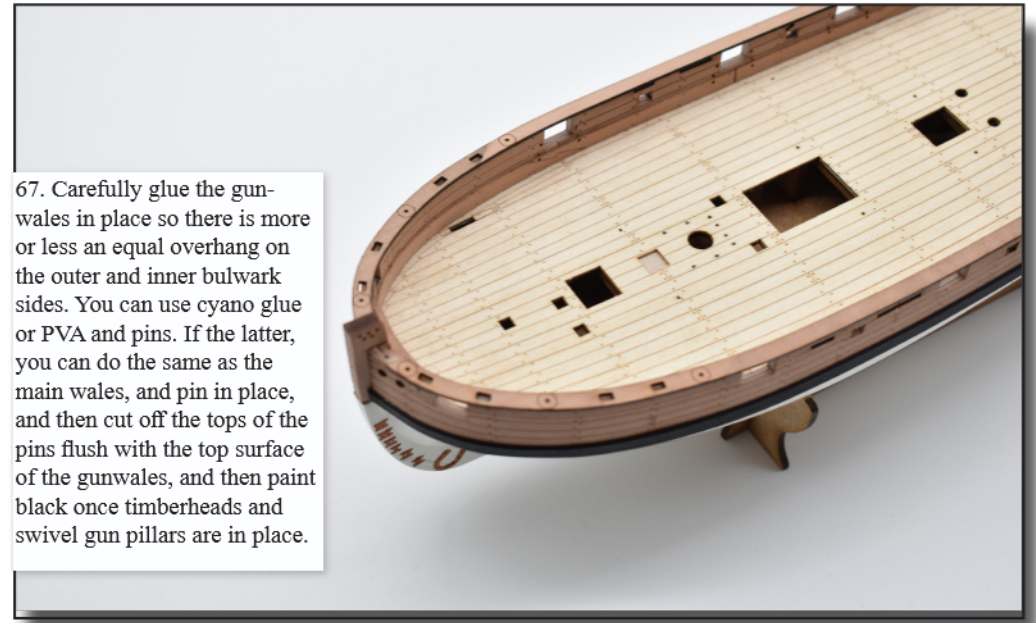
64. Above - using a Razor Saw, carefully cut away the ply gun port openings.
Below - File the gun port openings so that all three layers are completely flush in the four inner edges, using a flat needle file. Take care not to damage the deck, perhaps add masking tape to the deck for protection in case you slip with the tool.
Bottom - Do the same for the smaller oar ports, but use a square needle file instead.



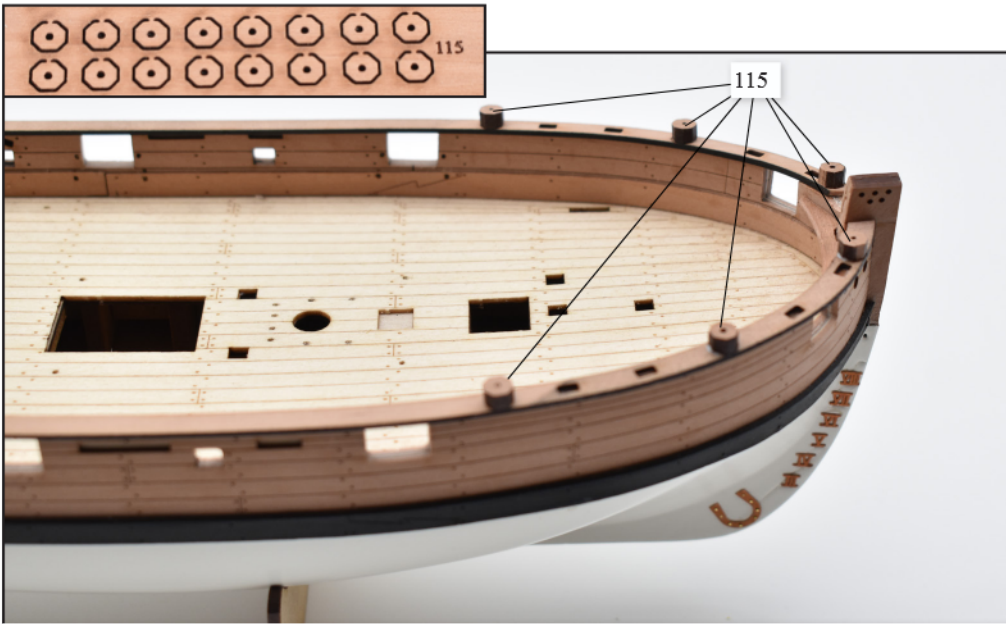
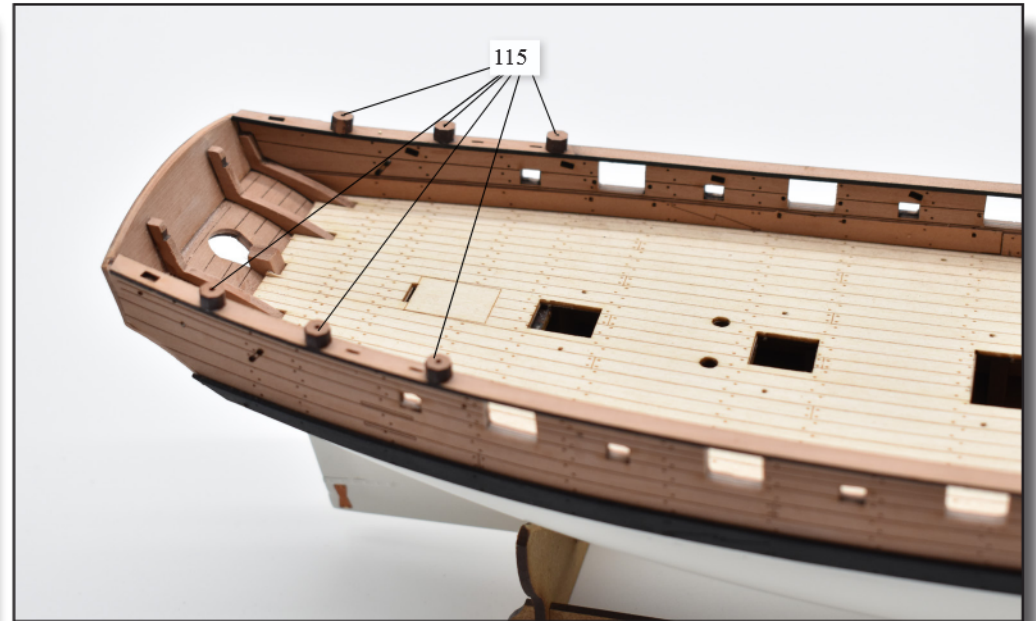
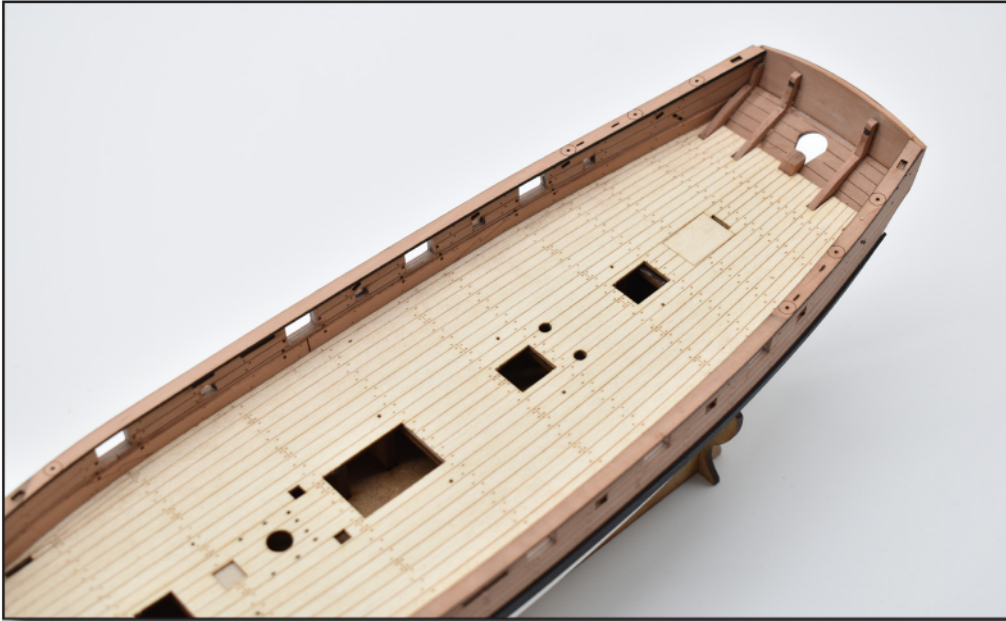
65. Add the Bow Knee (85) to the position shown. Place is just below the bowsprit position using cyano gel or PVA wood glue.



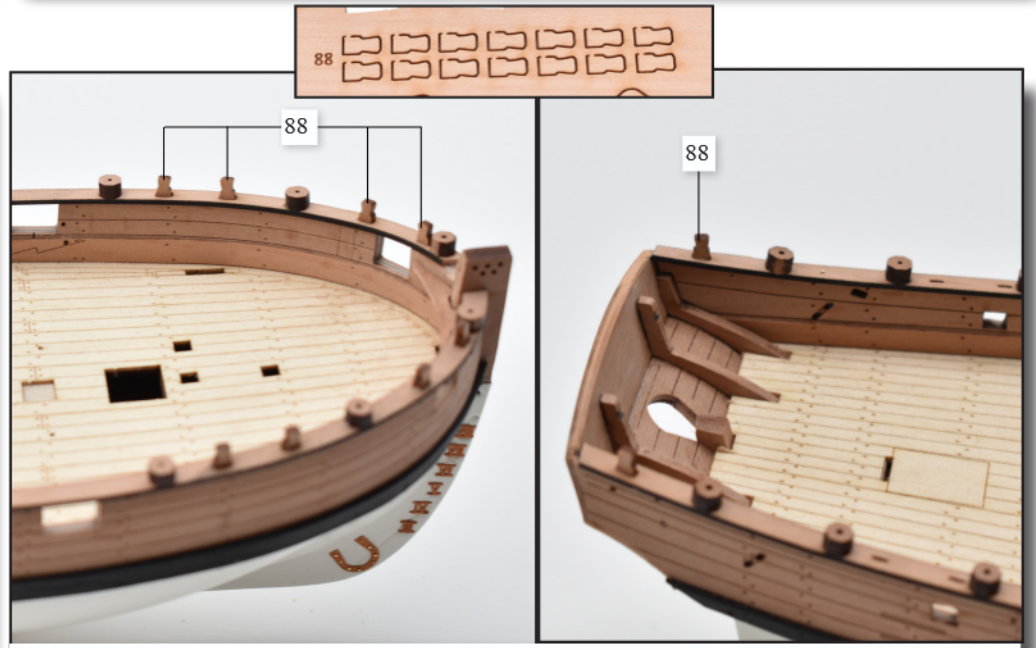
66. Remove the gunwales (40L - Left and 40R - Right) from the 0.8mm wood sheet.



67. Carefully glue the gunwales in place so there is more or less an equal overhang on the outer and inner bulwark sides. You can use cyano glue or PVA and pins. If the latter, you can do the same as the main wales, and pin in place, and then cut off the tops of the pins flush with the top surface of the gunwales, and then paint black once timberheads and swivel gun pillars are in place.



68. Carefully glue the swivel gun posts (115) into place, at the pre-engraved positions on the top of each gunwale. There are three on each side at the front, and three on each side at the rear. Use PVA wood glue to fix the parts.



69. Carefully glue the timberheads (88) into place, in the slots on the top of each gunwale. There are four on each side at the front, and one on each side at the rear. Use PVA wood glue to fix the parts.



Sherbourne should look like this at this stage.

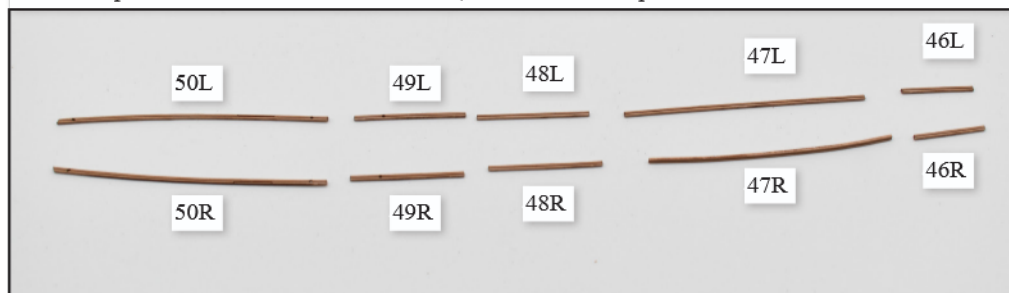
70. Using a spare strip of 0.8x4mm planking strip, cut to size and glue on top of the stern board. Next, paint black and glue the stern side timer (64) as shown. Any slight gaps can be filled with filler, sanded back and repainted.



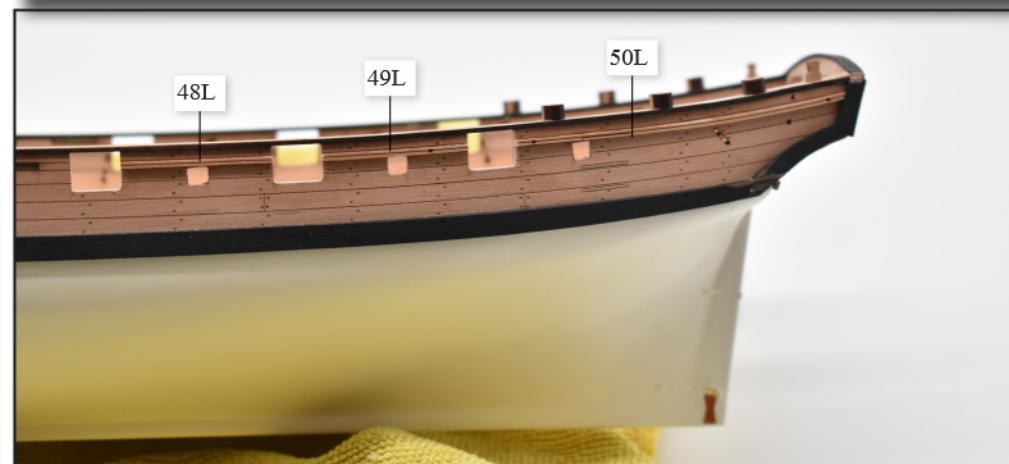
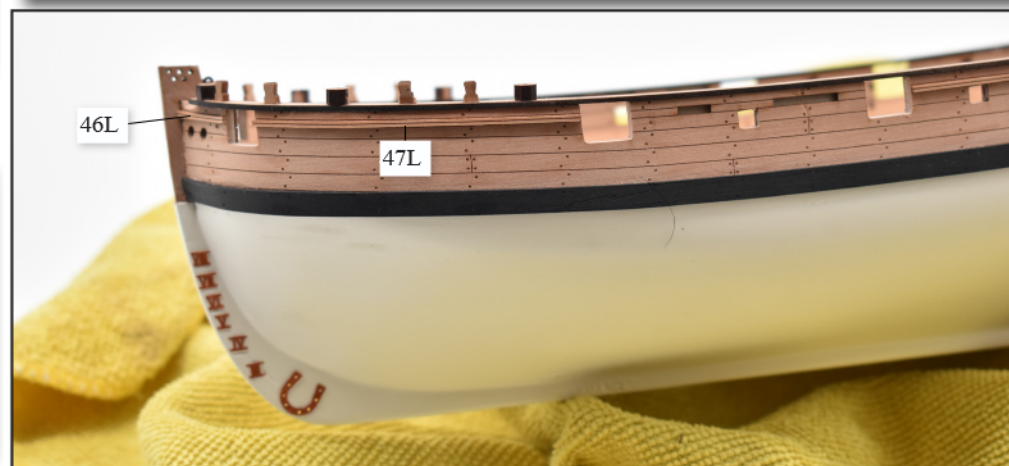
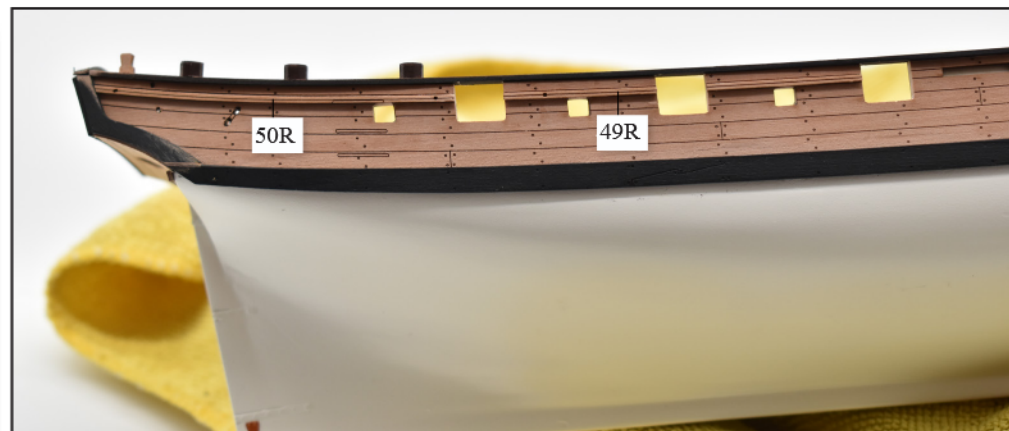
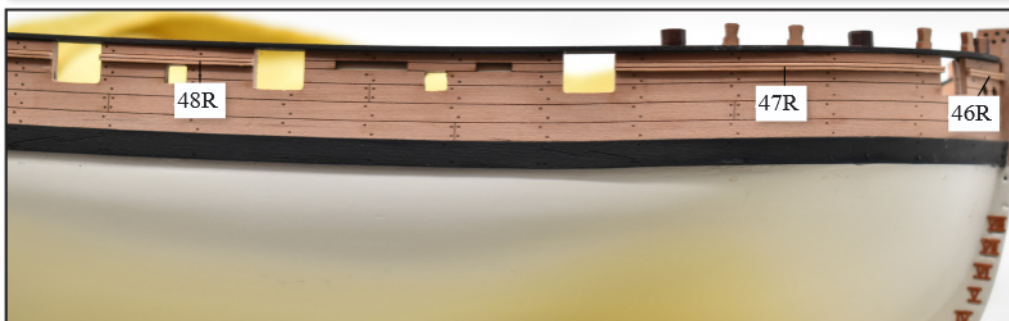
71. Remove the stern transom rail (43) from the 0.8mm wood sheet and paint black. Carefully glue in to its marked position on the stern transom. Remove the stern counter rails (44L and 44R) from the same 0.8mm wood sheet and glue into position as shown in the picture and Plan Sheet 9.



Parts 43, 44 L and R in place. Note the small amount of filler used to completely seal any joins. Do not be afraid to use filler for this purpose, as dealing with minor gaps as you go will enhance the overall look of the completed model. Once the filler is hard, sand smooth and paint over.



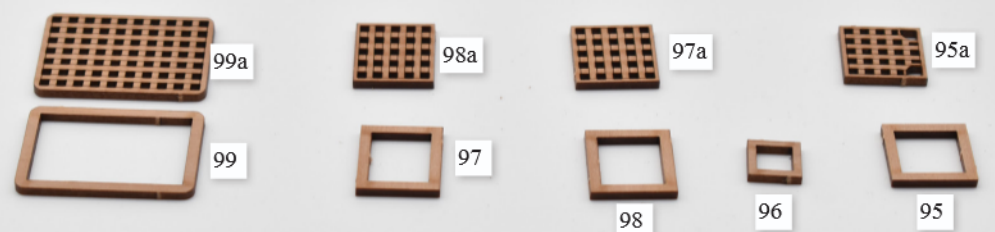
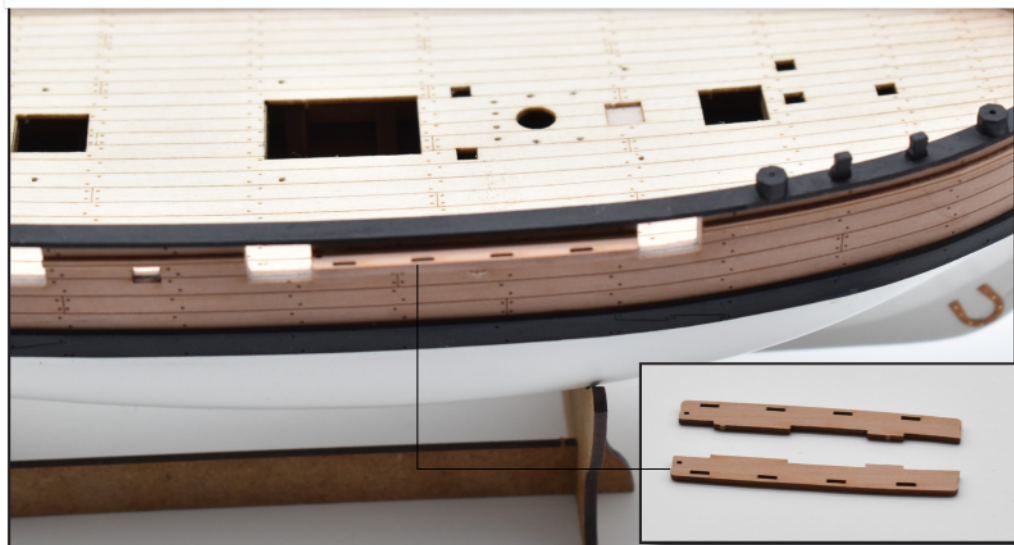
72. Remove upper rail parts (46-50L&R) from the 0.8mm wood sheet. Carefully file away any raised parts from the retaining tabs. Using Plan Sheet 7 for reference, carefully glue each part into its respective position along the hull. All parts already have their positions laser engraved, so they only require careful placement between the engraved lines. For the prototype, PVA woodglue was used, only a very small amount to help avoid too much seepage when pressed to the hull, and then held in place using clamps.



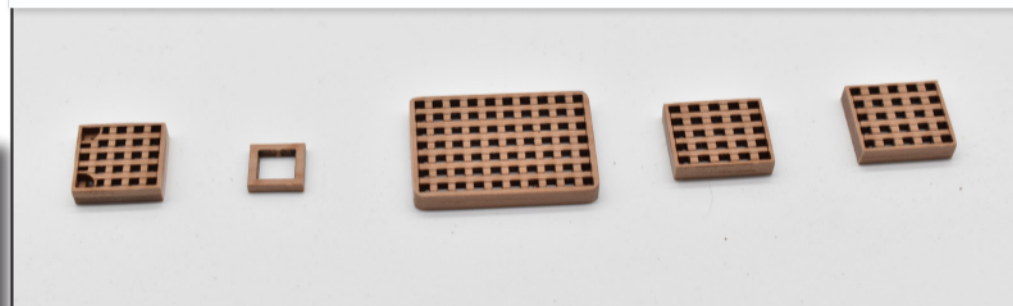
73. Using Plan Sheet 7 as reference, add all of the gun port eyebolts (PE-1, painted black) and the 4 cleats per side (78). Use PVA wood glue for the cleats, which fit into their respective slots in the inner bulwarks, and use cyano gel for the eyebolts. It is advisable to re drill the eyebolt positions with a 0.8mm drill bitt, just to make sure the holes are open - but do not drill so far as to come out the other side. The gunwale, swivel gun posts and timberheads can also be painted black at this time.



74. Remove the channels (89) from the 1.5mm wood sheet and glue in place. There are slots in the bulwarks so they can only be fitted one way. Use PVA wood glue. Each has a hole for an eyebolt (PE-1), which can also be painted black and glued into the channel at this point,



75. Remove the various deck hatches/gratings from the 1.5mm wood sheet. Glue the gratings to their lower parts using PVA wood glue and clamp until set. Once done, the edges of the grating assemblies can be sanded to remove the laser char, as seen below.



Deck gratings dry fitted, not glued.



Above - The two halves of the main cathead glued together using PVA wood glue. Right - The sheaves (73) added to the top and bottom ends of the cathead. Below - The cathead assemblies complete, and with the laser char filed off.



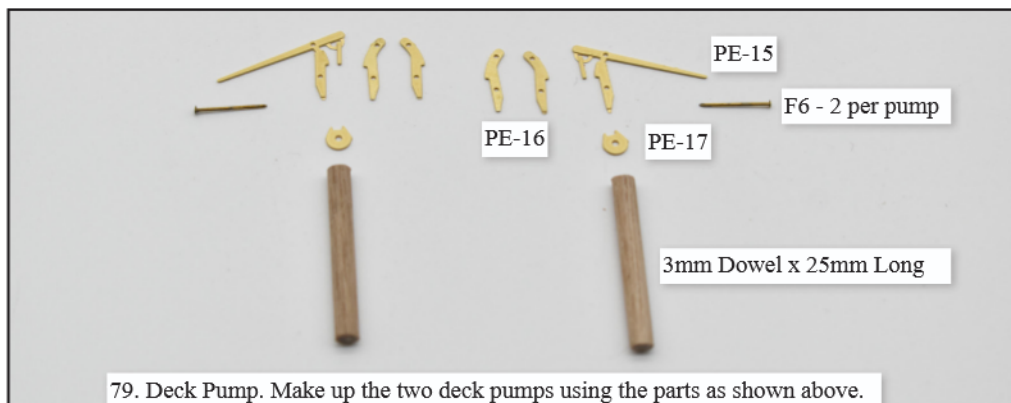
76. Remove the stern cross beam (87) from the 1.5mm wood sheet. Paint black and add the two eye bolts (PE-1), and then using PVA wood glue, fix the cross beam into the slots on the inner stern frames.



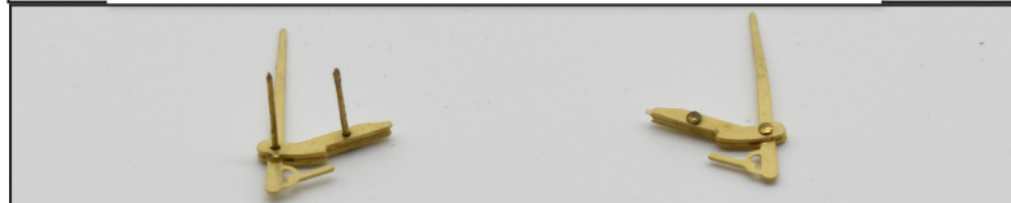
77. Catheads - Remove the cathead patterns (91 and 92) from the 1.5mm wood sheet, and the sheaves (73) and end caps (74) from the 1mm wood sheet.

78. Make up the two belaying racks from parts 90 and PE-3. Paint the belaying pins black before slotting into place into each rack.





79. Deck Pump. Make up the two deck pumps using the parts as shown above.



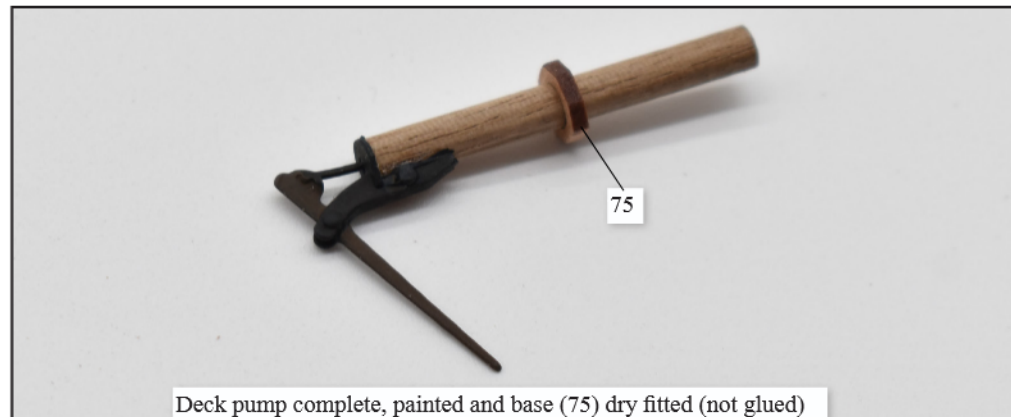
Above - Pin and glue parts PE-16 to each side of PE-15 using cyano glue. When set, snip off the protruding stems of the pins.



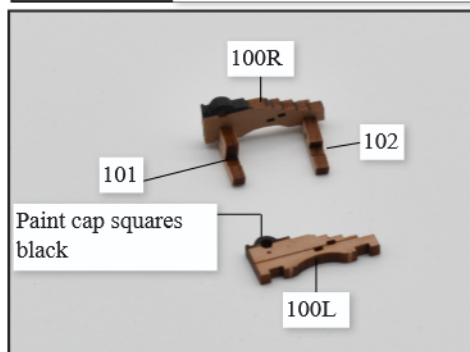
Above - using cyano glue, fix the cap (PE-17) to the top of each 25mm length of dowel, and then drill a 0.8mm hole through the hole in PE-17 and into the centre of the dowel.



Above - Glue the pump handle assembly to the side of the dowel, so that the handle bracket slots into PE-17. The brass can then be painted black, and the handle a wood colour.



Deck pump complete, painted and base (75) dry fitted (not glued)

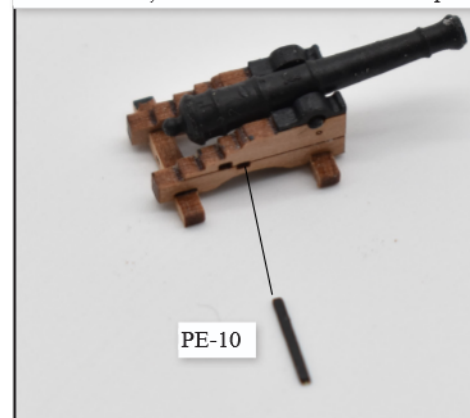


Paint cap squares black



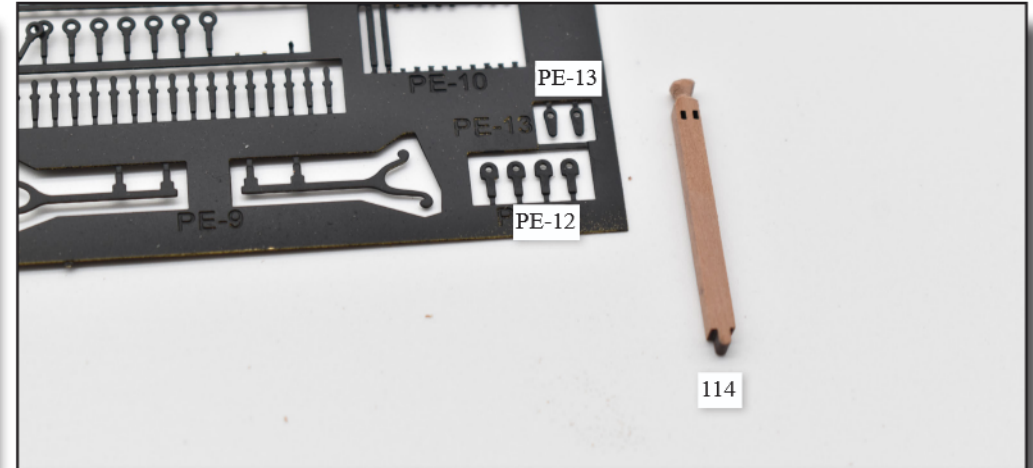
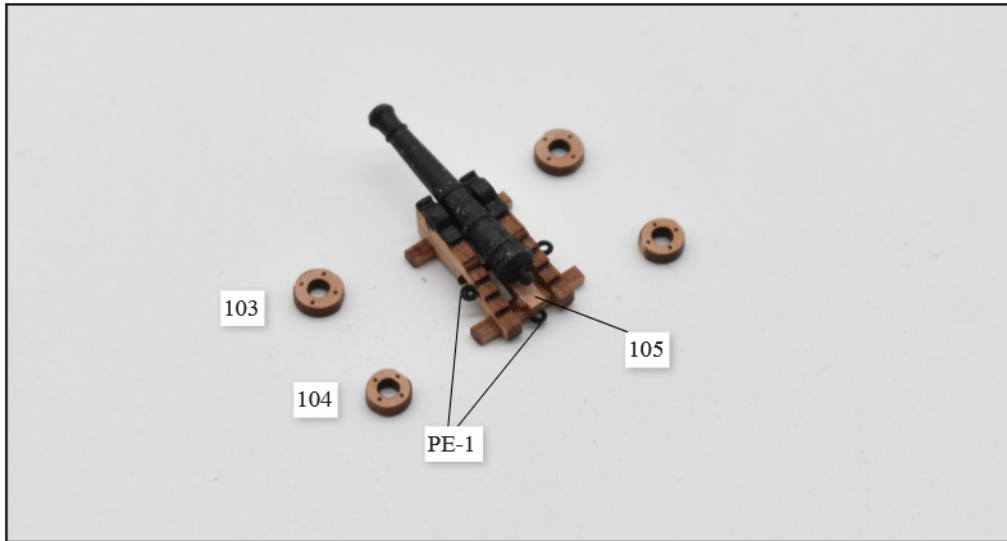
80. Cannons. Paint the cannon barrels black. Although they are produced in black resin, they still require painting.

Make up the 3 pounder cannon assemblies as shown. Glue one side (100R) to the axles (101 - Front and 102 - rear), and then add the barrel to the other side. Add glue to the axles and assemble the carriage side with the barrel to the other carriage side. Insert the PE cross bolt (PE-10), and then glue the quoin (105) to the rear axle and cross bolt, followed by the three eyelets (PE-1) and finally the wheels (103 front and 104 - rear). 8 cannon assemblies are required - Although Sherbourne only had 6.



PE-10

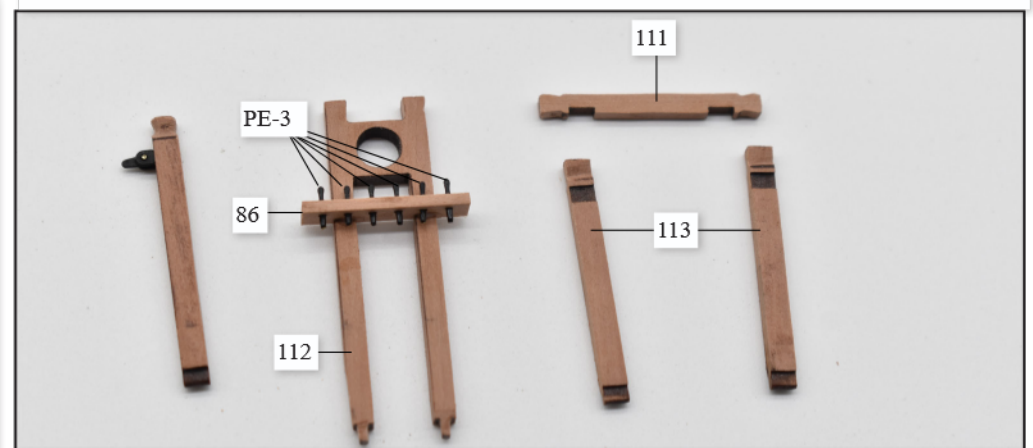




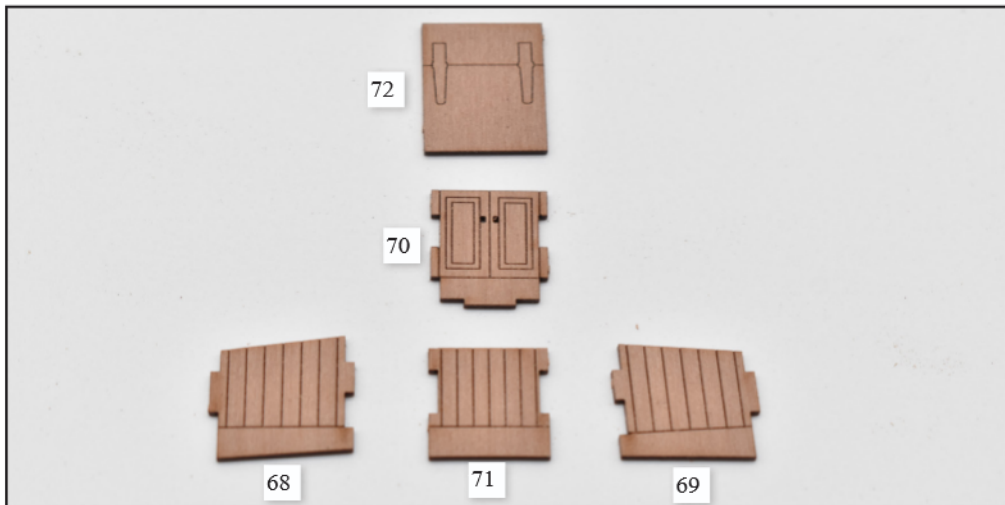
81. Main windlass pawl post - remove the part (114) from the 3mm laser cut sheet. Paint the PE parts PE-12 and PE-13 black and then remove from their 0.4mm brass etched sheet.



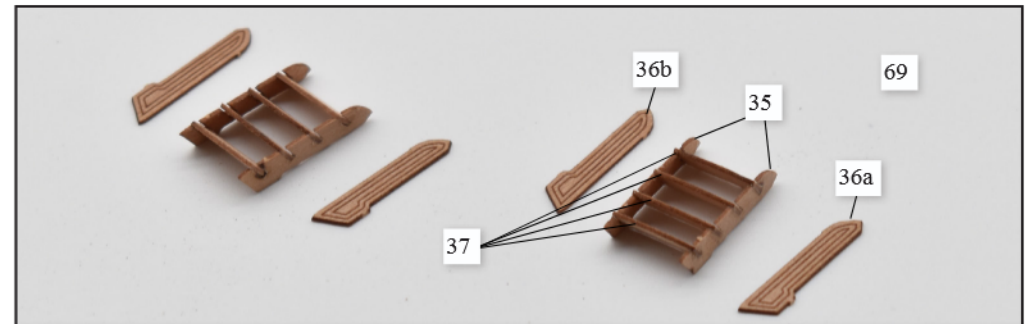
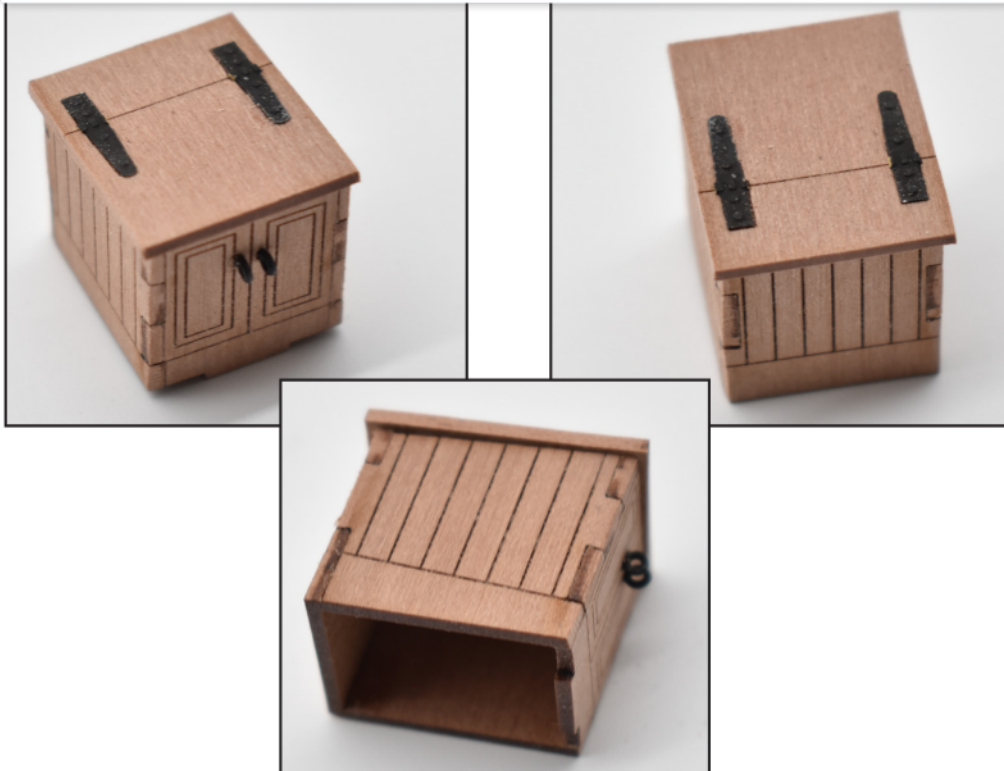
Glue the pawl brackets (PE-12) into each slot in 114. Insert the pawl (PE-13) and then lock it in place with a brass pin, which is then glued at the end and the excess snipped off.



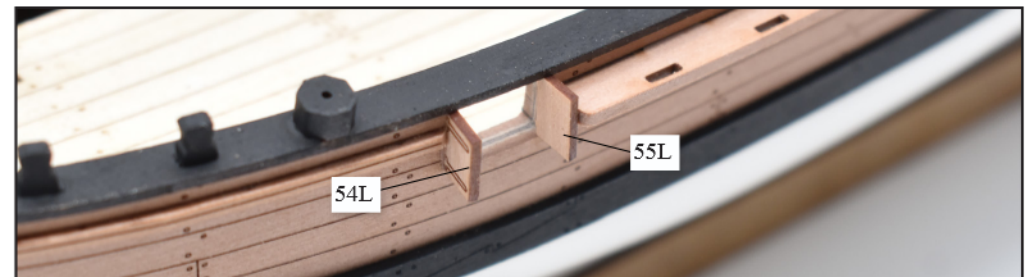
82. Using Plan Sheet 8 as reference, make up the bowsprit bitts and belaying pin rail (112, 86 and PE-3) and the Main Bitts (111 and 113) using PVA wood glue.



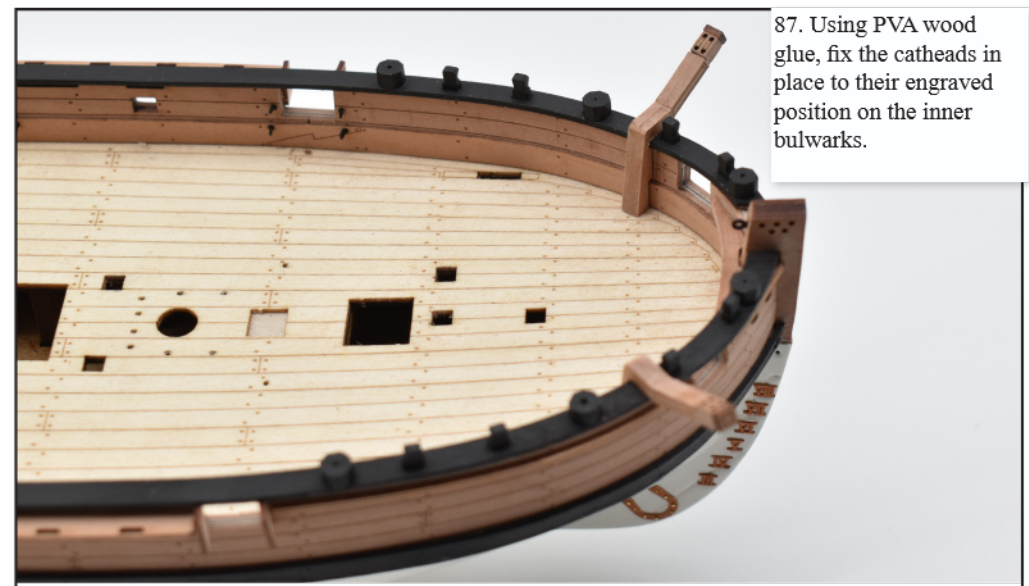
84. Companionway. Make up the companionway by gluing the 4 sides together (69-71), followed by the roof (72), using PVA wood glue. Paint black and glue the hinges to their etched positions (PE-20) on the roof, followed by two eyebolts (PE-1) for the door handles to complete the assembly.



85. Optional - Inner bulwark ladders. Carefully glue the steps (37) into the ladder side slots (35) using a very small amount of PVA wood glue. Once set, glue the panelled sides (36a and b) to complete the assembly.



86. Add the port lids to the second port in from the bow by applying a small amount of PVA wood glue to the contact edge and carefully fixing in place either side of the port opening.



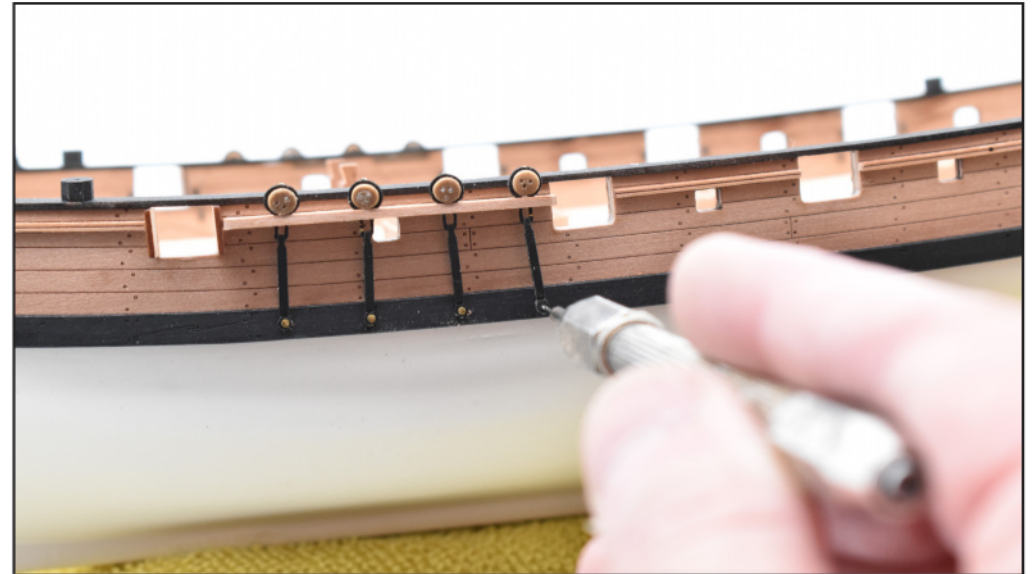
87. Using PVA wood glue, fix the catheads in place to their engraved position on the inner bulwarks.



88. Glue the mast base (67) in place and then the previously made main mast bitts, Use PVA wood glue for both.



89. From the 0.4mm PE sheet, remove parts PE-5. Slightly prise open the loop, sit a 3.5mm deadeye within the loop, and then close the loop again. 8 are required.

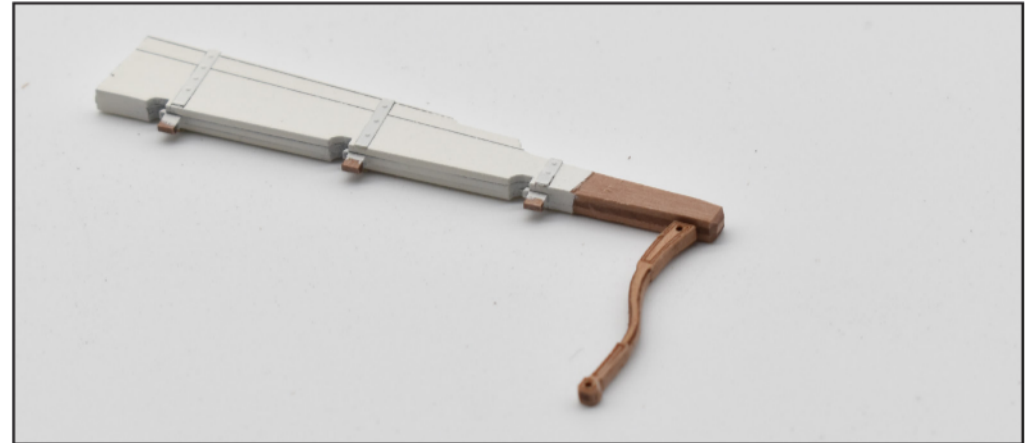
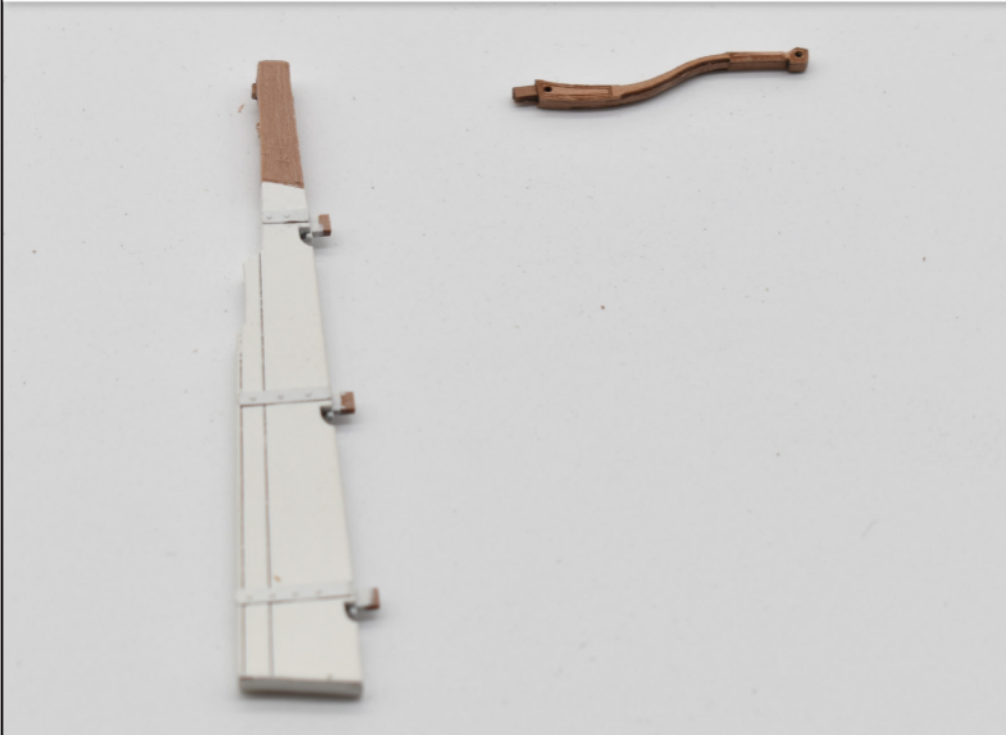


90. Push/drop the chainplate through the slot in the channel and drill a 0.6mm hole to secure the lower chainplate with a brass pin. The pin can then be pushed all the way in to secure the chainplate.





91. Make up the tiller arm with the core (66) the left outer (34L) and right outer (34R). You can use brass pins to help with alignment, and the edges of the tiller arm can be rounded off slightly. Using PVA wood glue, slot the tiller arm into the slot in the rudder head.



91. Main Windlass. For Sherbourne, this is a very simple assembly consisting of just three parts - the sides (83 - left and 84 - right). Paint the cap squares of the winch sides black, and the winch itself a dull red or wood colour.



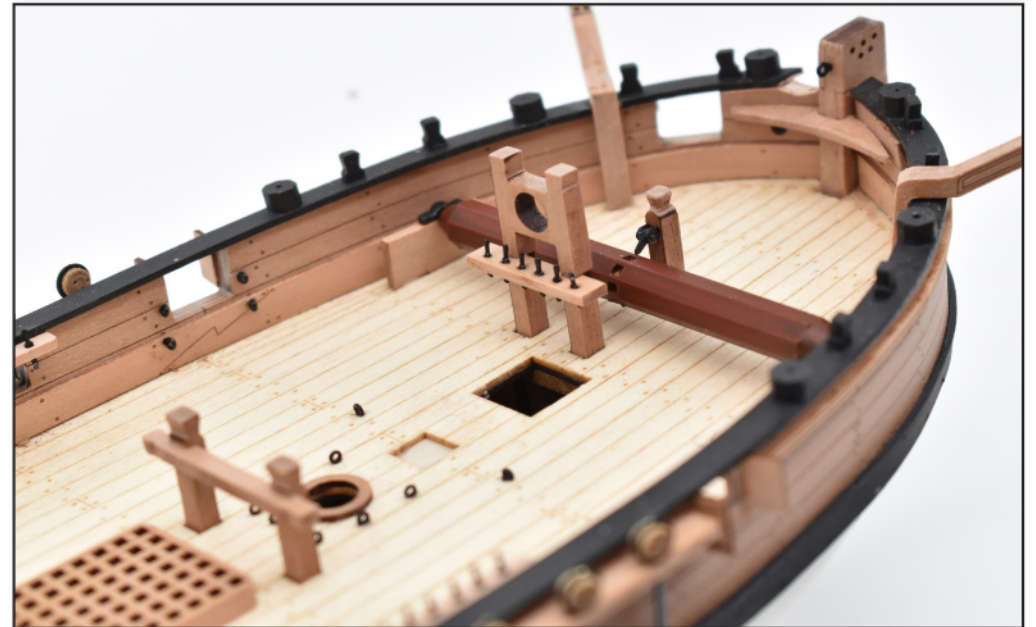
Glue one of the winch side into its slot located on the deck. Also, at this stage, the belaying racks on the bulwark sides have been added, plus deck eyebolts

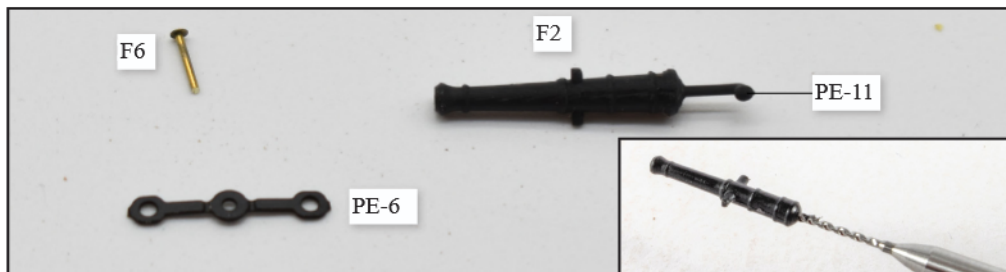


Glue the other winch side into position, and before the glue cures, push the winch side a little to fit the winch drum into the holes of parts 83 and 84, and then straighten the sides again once the drum is secured



92. Add the Pawl Post so that the pawl touches the winch drum, as shown above and below. The bowsprit bitts assembly can now be glued in place, as shown below.

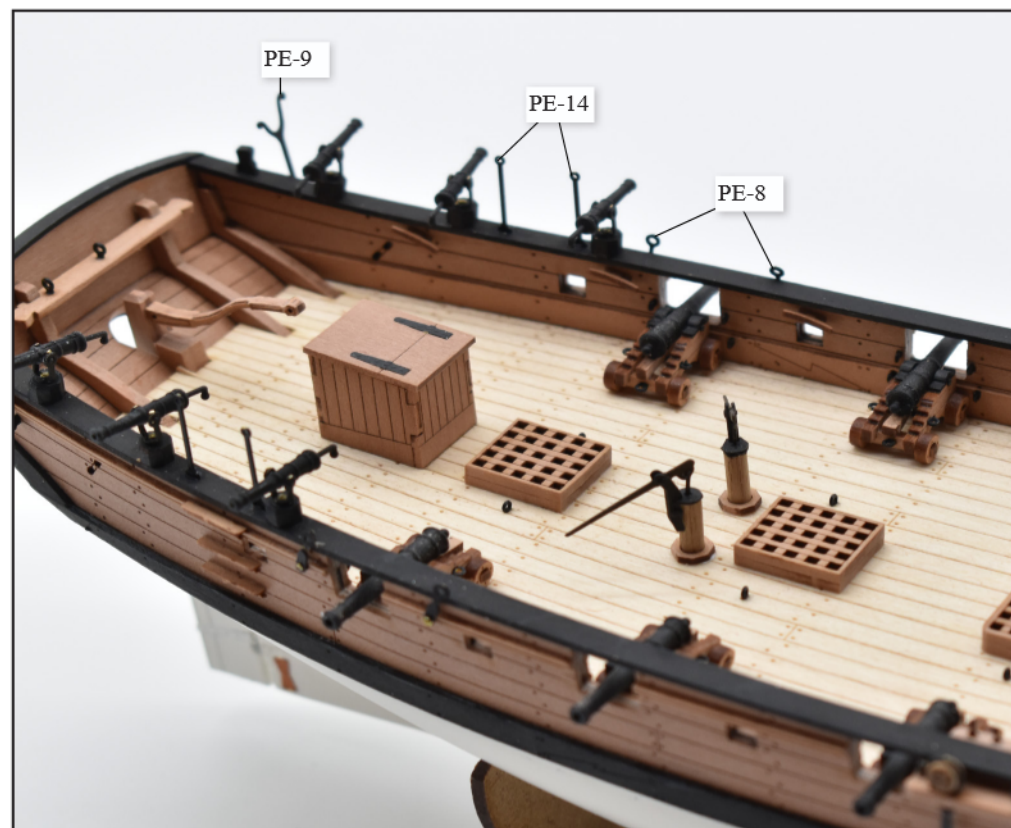




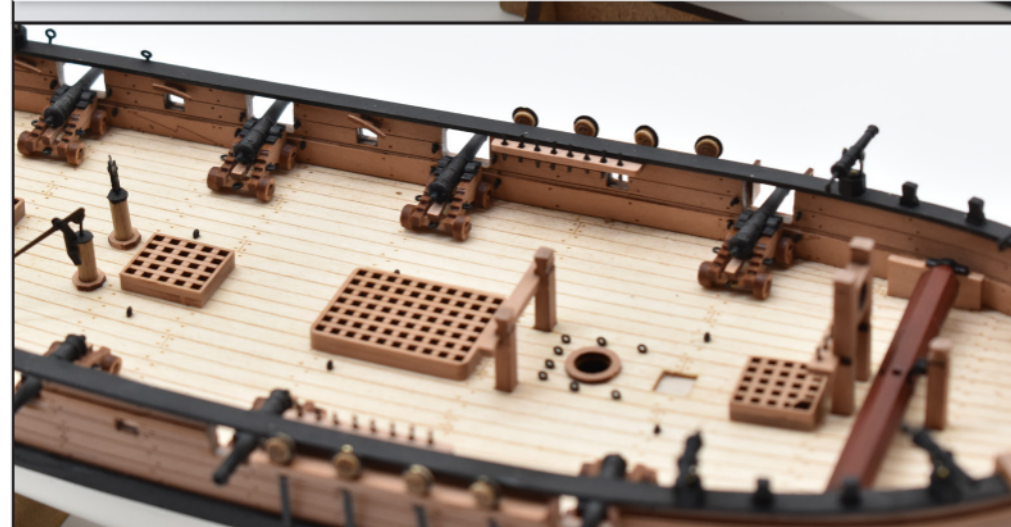
93. Swivel Guns - Drill a 0.8mm hole in the back of the swivel gun to take the PE handle (PE-11) and insert the handle. Paint the yoke (PE-6) black and bend the sides upwards. Using a brass pin, snip off the end so there is about 8mm left and insert it through the hole in the yoke (PE-6). Finally, insert the cannon into the yoke and close up the side to secure the cannon in place. They can then be pinned and glued into position on the swivel gun posts.



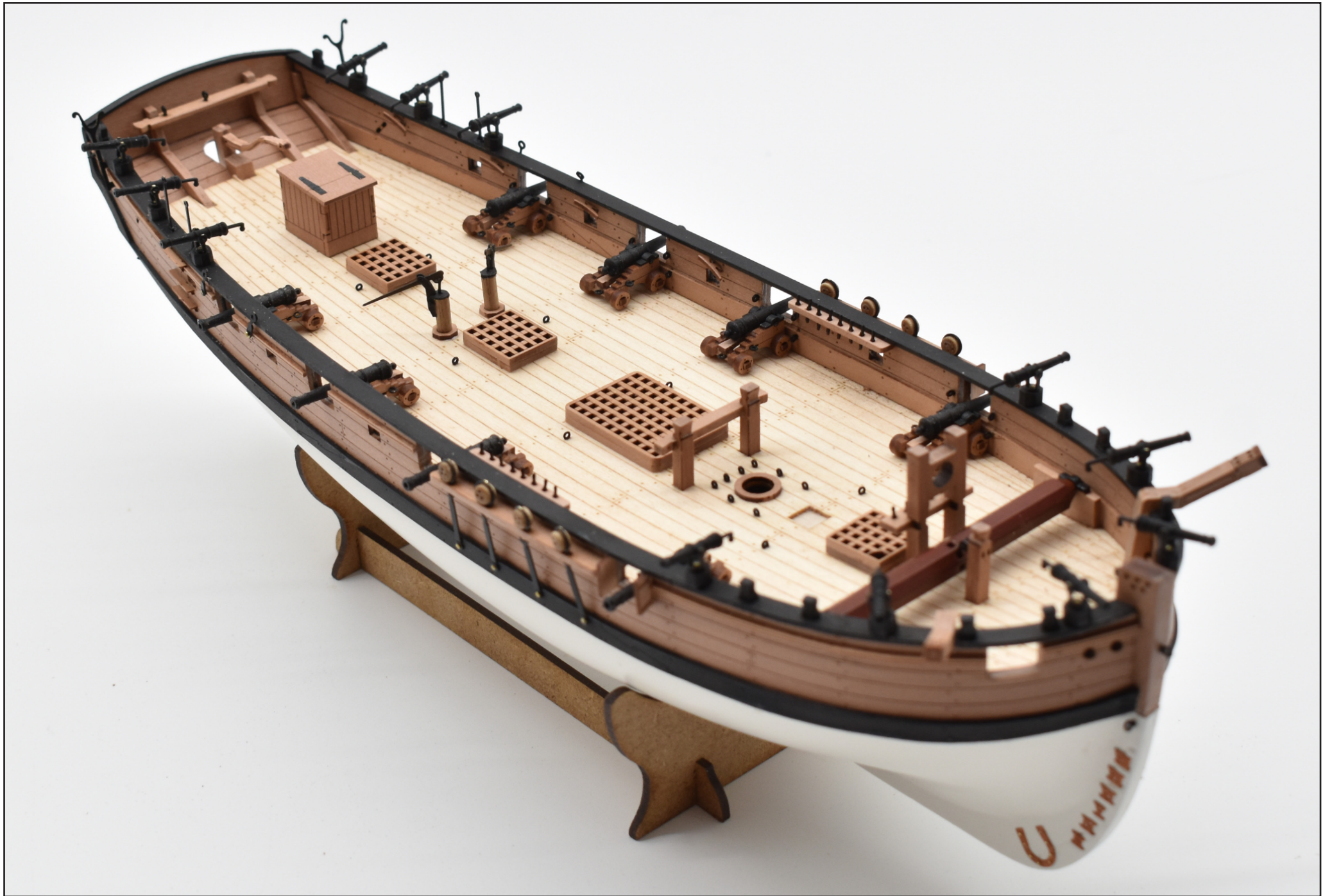
94. The outer hull side steps can now be fitted, These are on the 0.6mm wood sheet, 38 are the lower parts and 39 are the upper parts. The step positions are engraved on the hull sides, so glue in place to these positions using a small amount of PVA wood glue, and tweezers for positioning.

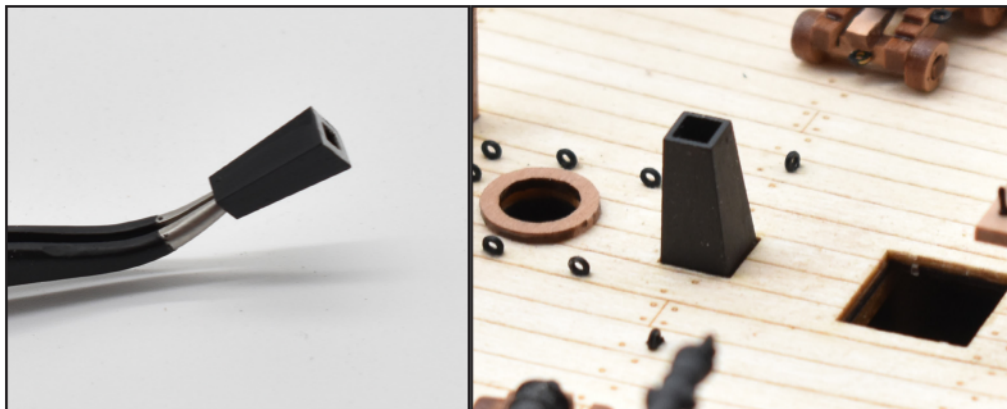


95. Using Plans 7, 8 and 9 for visual reference, add all of the previously made fittings to the deck. The rudder can also be fitted with just a few drops of PVA wood glue and slotted in place,

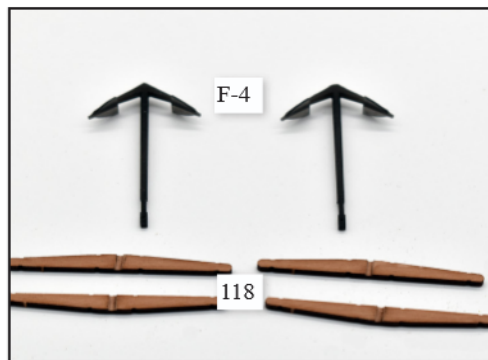




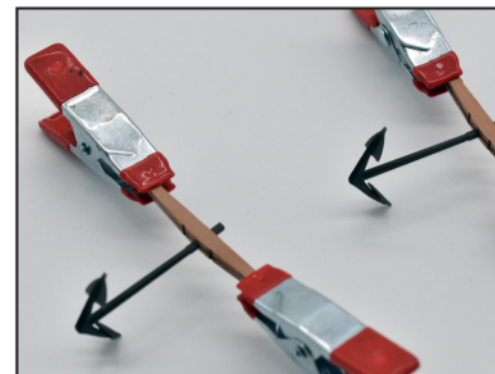




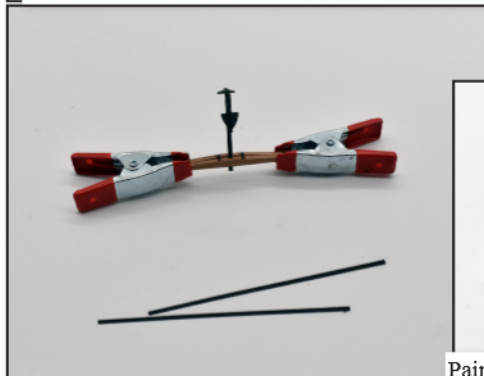
96. Paint the chimney (F3) black and glue in place as shown above using Cyano gel. The chimney coaming (96) can then be pushed over the chimney and down to the deck, as shown below.



97 - Anchors - From the 2mm wood sheet, remove all parts 118. You will also need both 3D-printed anchors. (F-4)



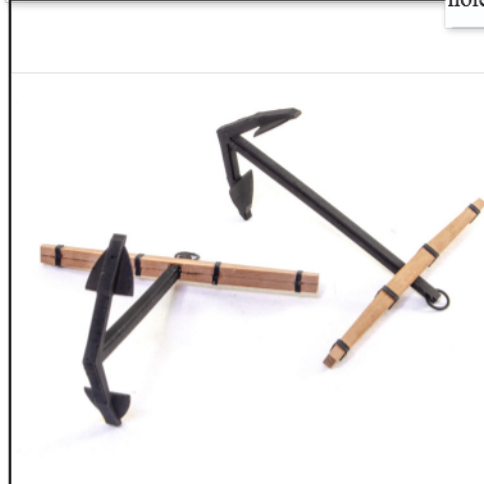
Before gluing the halves of the anchor stocks together, test fit the anchor shaft between them and if necessary, deepen the engraved area a little when the anchor sits comfortably within, remove the anchor and glue the stock halves together.



Cut thin strips of black cartridge paper and glue into place as shown.



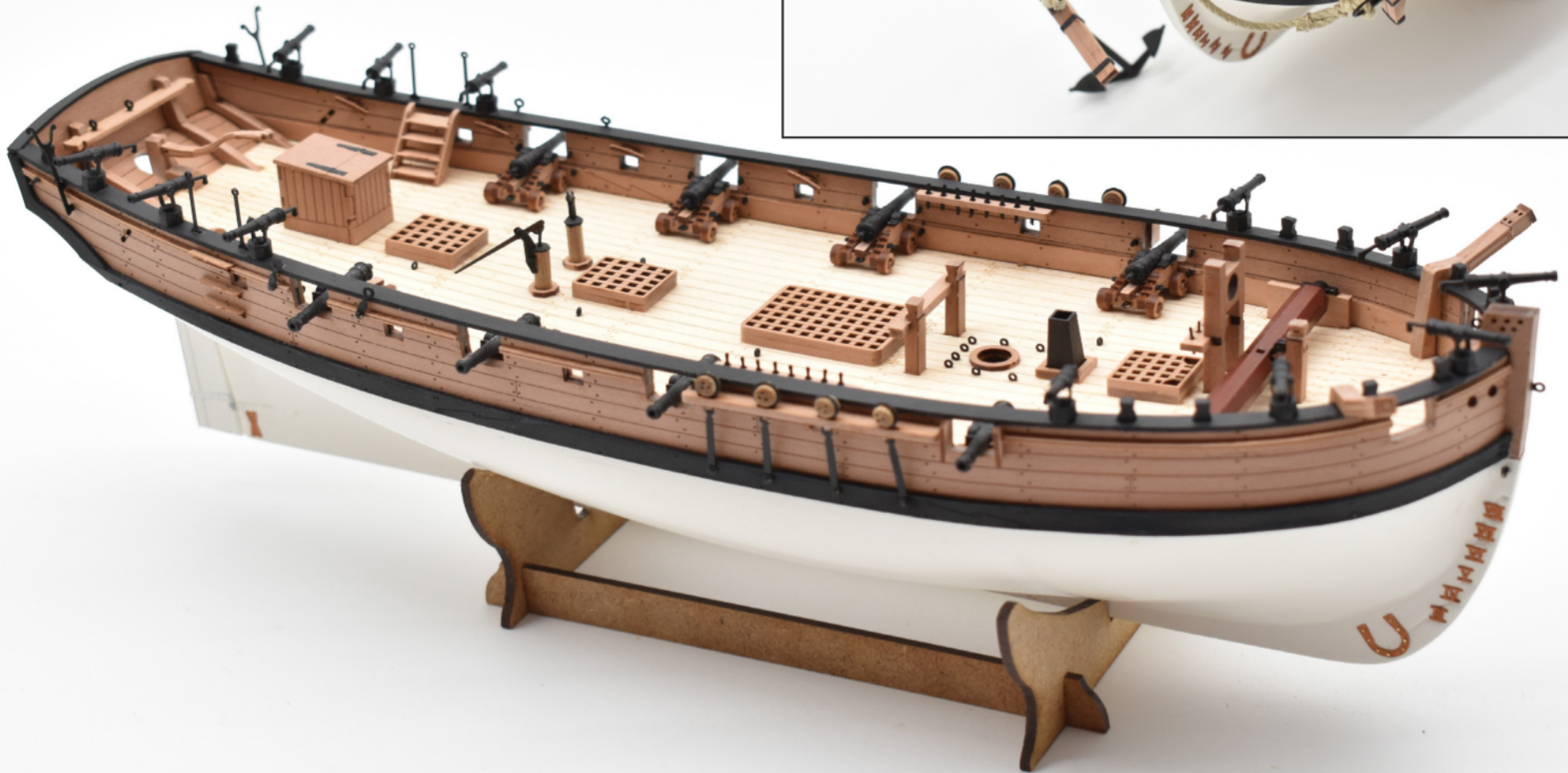
Paint the anchor black and then glue it into the stock. Finally, remove the anchor rings PE-7 from the 0.4mm PE sheet. Twist these slightly to open them, then slide into the hole in the anchor before twisting the part closed again.



98. Thread the anchor hawse rope through the holes in the fore gratings, as shown, and then glue the gratings in place.

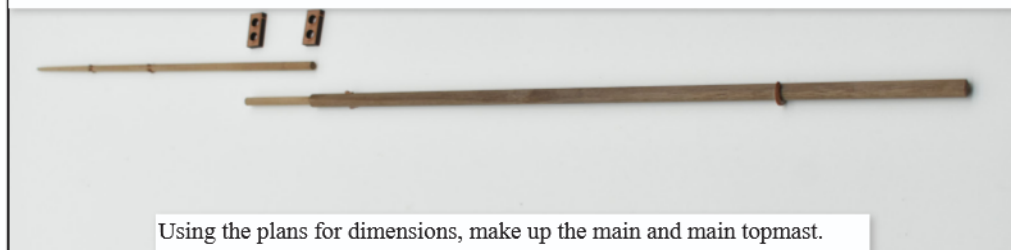


The anchors can be added to the hawse rope, but leave them loose until the rigging is fully complete, as it is very easy for the anchors to foul the lines when trying to rig.

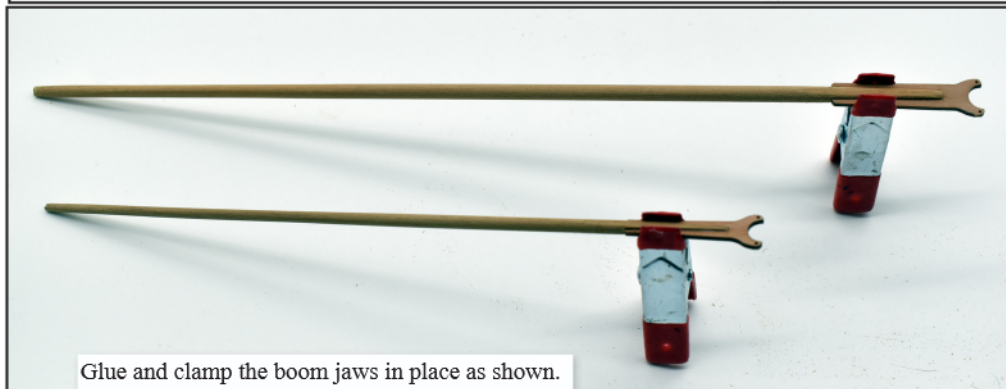




Masting and Rigging - Please note that the following stages are supplementary and act as a basic visual reference to the plan sets, and it is the plan sets that you should follow for all placements and dimensions.



Shape the driver boom and gaff yards as per the plans, and add the jaws to the ends



135. Once all spars have been painted black, the process of adding the various blocks can begin. The pictures above show a method of tying a block to an eyelet. First tie a 0.25mm length of black thread to the eyelet and then make another knot, but do not close it until you have added the block. Once the block is securely in place, you can add a very small drop of cyano to the knot and then trim off the excess thread.



The triple and 2 single blocks tied to the end of the bowsprit.

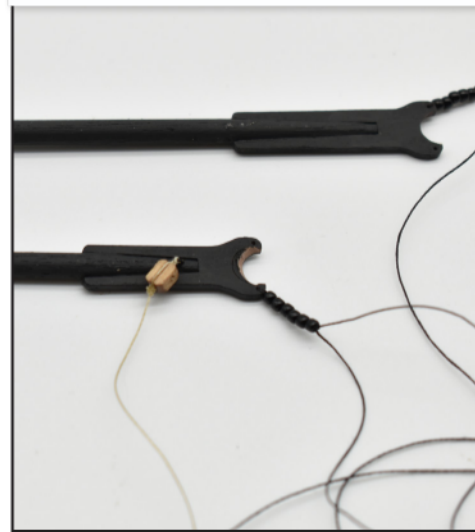


Topmast showing cleats and blocks



Main Mast head showing the eyebolts and blocks

Gaff and Boom jaws showing the parral beads.

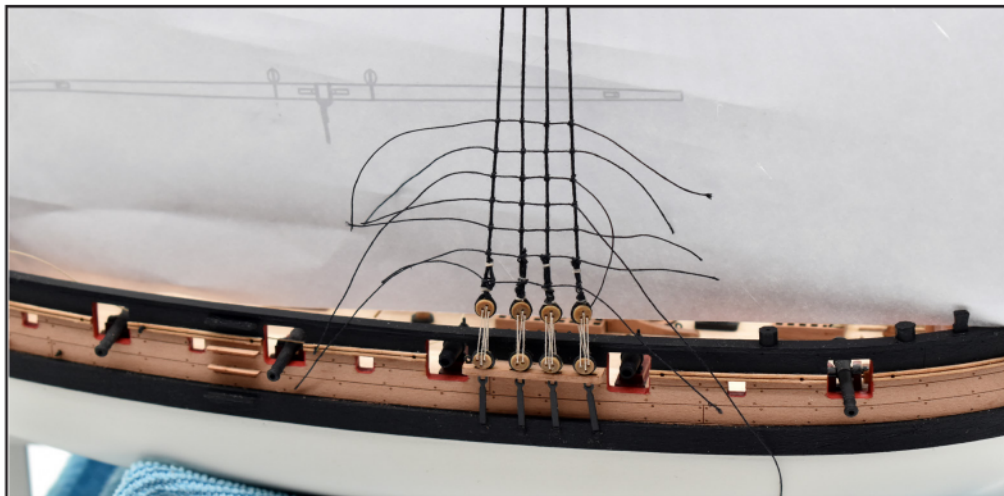
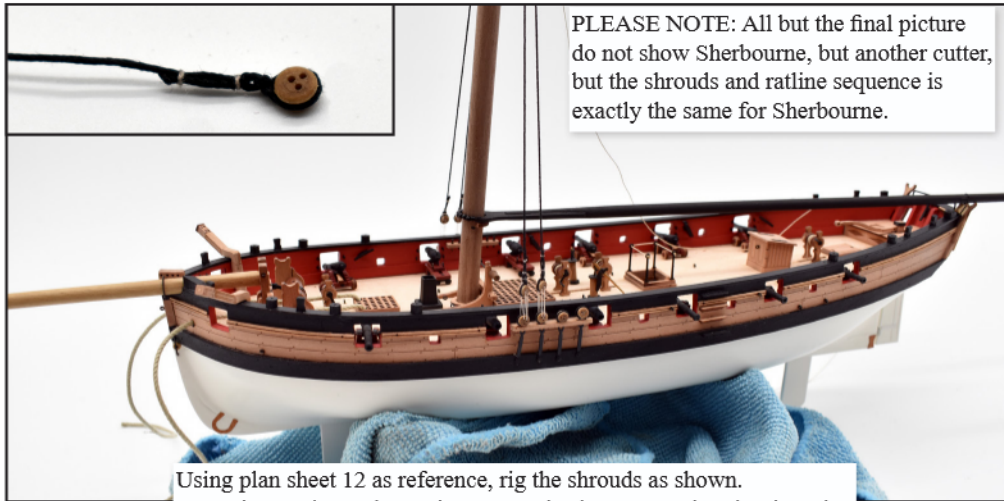


For the prototype model, all yards and boom and gaff were added to the masts before fixing to the hull.

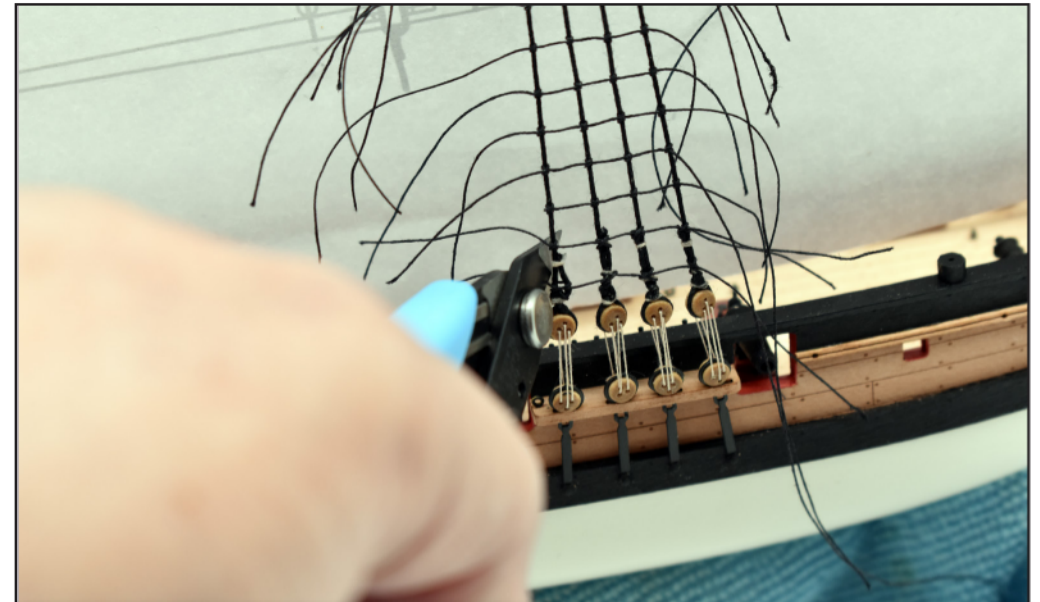


Once the mast assembly is fixed, the boom and gaff yards can be rigged. This should be very easy as there are no other rigging lines to get in the way.

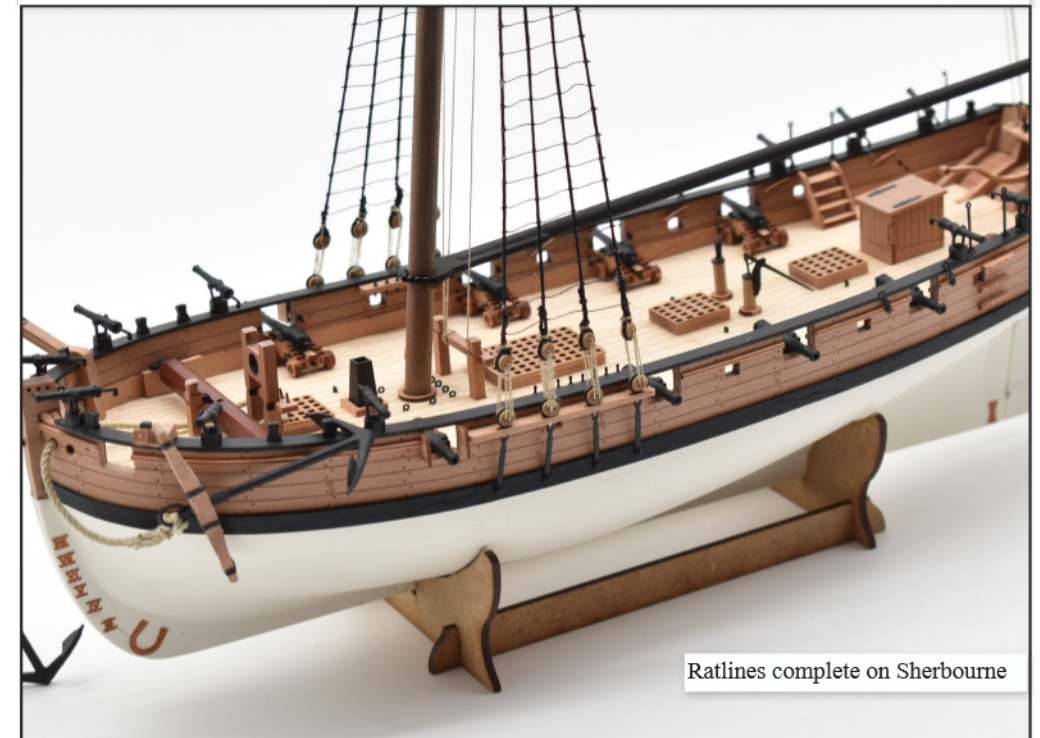




It is now time to add ratlines. These ratlines will run parallel to the waterline. As a guide, the lines are approximately 6mm apart. When the lines are installed, brush some dilute PVA over the knot and allow to dry properly. NOTE: Please try NOT to add any tension to the vertical lines as that will pull them out of shape and distort them.



Once the ratlines are complete, use some good quality cutters to snip the extra cord from each ratline.



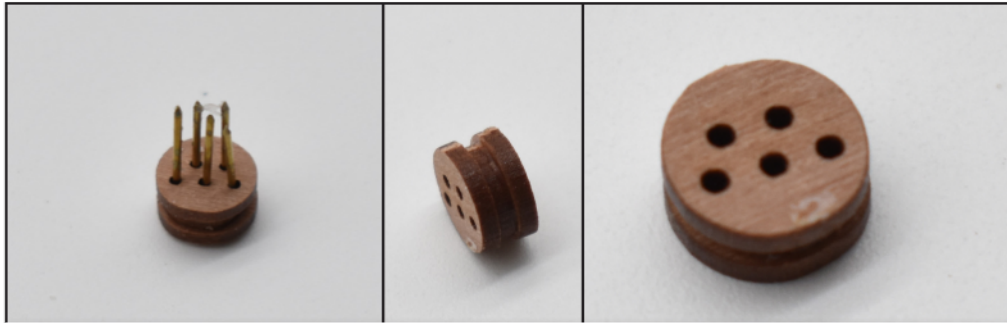




Backstays rigged



All yard rigging almost complete, with just the braces left.



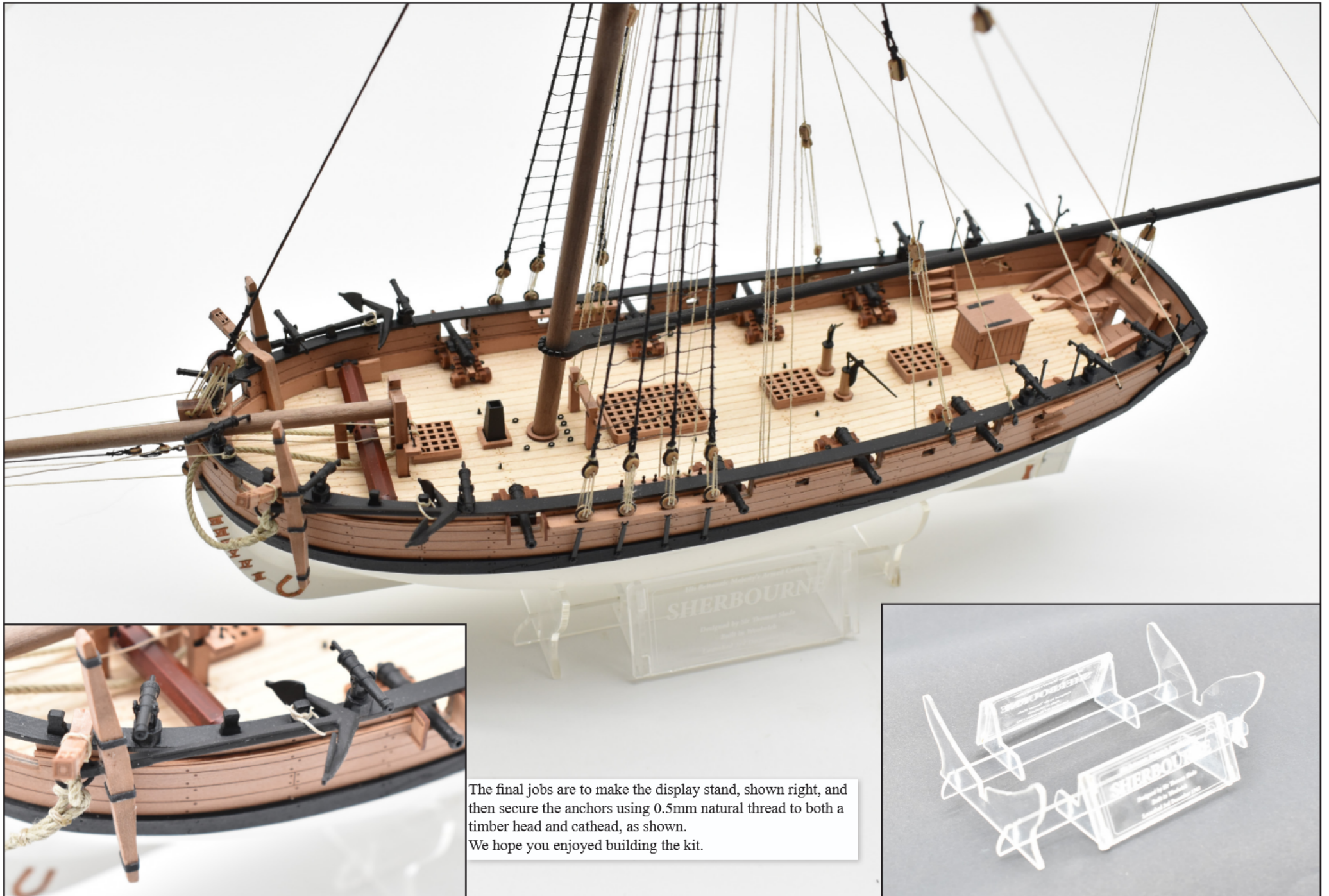
Main Stay 5-Hole Deadeye. Make up this special deadeye as shown using the inner part (77) and the two outer parts (76). These are glued together as shown, but be very careful with the PVA glue, as you do not want to clog any of the five holes. Use pins to both align the three parts and stop any glue from blocking the holes. Remove when the glue has cured.

Below - Method of securing the mast stays. Tie a loop into one end, and the other end reeves through it to secure the upper stays to the mast head.



With the stays added, plus the yard braces, the rigging is now complete.





The final jobs are to make the display stand, shown right, and then secure the anchors using 0.5mm natural thread to both a timber head and cathead, as shown. We hope you enjoyed building the kit.



SHERBOURNE PARTS LIST

3mm MDF

1	Bulkhead	3mm MDF	1
2	Bulkhead	3mm MDF	1
3	Bulkhead	3mm MDF	1
4	Bulkhead	3mm MDF	1
5	Bulkhead	3mm MDF	1
6	Bulkhead	3mm MDF	1
7	Bulkhead	3mm MDF	1
8	Bulkhead	3mm MDF	1
9	Bulkhead	3mm MDF	2
10	Bulkhead	3mm MDF	1
11	Bulkhead	3mm MDF	1
12	Bulkhead	3mm MDF	2
13	Bulkhead	3mm MDF	1
14	Bulkhead	3mm MDF	1
15	Bulkhead	3mm MDF	1
16	Bulkhead	3mm MDF	1
17	Bulkhead	3mm MDF	1

2mm MDF

18	False Keel	2mm MDF	1
19L	Keel Doubler Pattern (Left)	2mm MDF	1
19R	Keel Doubler Pattern (Right)	2mm MDF	1
20L	Bow frame (Inner Left)	2mm MDF	1
20R	Bow frame (Inner Right)	2mm MDF	1
21L	Longitudinal Support Pattern (Left)	2mm MDF	1
21R	Longitudinal Support Pattern (Right)	2mm MDF	1
22	Locking Peg for Keel Parts	2mm MDF	6
23	Lower Deck	2mm MDF	1
24	Deck Camber beam (Short)	2mm MDF	3
25	Deck Camber beam (Long)	2mm MDF	5
26	Build Cradle (Bulkhead 5)	2mm MDF	1
27	Build Cradle (Bulkhead 12)	2mm MDF	1
28	Build Cradle Beam	2mm MDF	2

0.8mm Plywood

29	Sub Deck	0.8mm Ply	1
30L	Left Side Bulwark	0.8mm Ply	1
30R	Right Side Bulwark	0.8mm Ply	1

1mm Laser Engraved Limewood

31	Laser Engraved Main Deck	1mm Wood	1
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0.6mm Wood

32L	Inner Bulwark Spirketting (Left Front)	0.6mm Wood	1
32R	Inner Bulwark Spirketting (Right Front)	0.6mm Wood	1
33L	Inner Bulwark Spirketting (Left Rear)	0.6mm Wood	1
33R	Inner Bulwark Spirketting (Right Rear)	0.6mm Wood	1
34R	Rudder Tiller Arm Outer facing (Right)	0.6mm Wood	1
34L	Rudder Tiller Arm Outer facing (Left)	0.6mm Wood	1
35	Inner Bulwark Ladder Side (Inner)	0.6mm Wood	4
36a	Inner Bulwark Ladder Side (Outer)	0.6mm Wood	2
36b	Inner Bulwark Ladder Side (Outer)	0.6mm Wood	2
37	Inner Bulwark Ladder Step	0.6mm Wood	10
38	Outer Hull Side Step (Lower)	0.6mm Wood	8
39	Outer Hull Side Step (Upper)	0.6mm Wood	8

0.8mm Wood

40A	Stern Gunwale	0.8mm Wood	1
40L	Gunwale (Left)	0.8mm Wood	1
40R	Gunwale (Right)	0.8mm Wood	1
41	Stern Lower Counter (Outer)	0.8mm Wood	1
42	Stern Transom	0.8mm Wood	1
43	Stern Transom Rail	0.8mm Wood	1
44R	Lower Stern Counter Rail (Right)	0.8mm Wood	1
44L	Lower Stern Counter Rail (Left)	0.8mm Wood	1
45R	Main Wale (Right)	0.8mm Wood	1
45L	Main Wale (Left)	0.8mm Wood	1
46R	Upper Rail (Right)	0.8mm Wood	1

46L	Upper Rail (Left)	0.8mm Wood	1
47R	Upper Rail (Right)	0.8mm Wood	1
47L	Upper Rail (Left)	0.8mm Wood	1
48R	Upper Rail (Right)	0.8mm Wood	1
48L	Upper Rail (Left)	0.8mm Wood	1
49R	Upper Rail (Right)	0.8mm Wood	1
49L	Upper Rail (Left)	0.8mm Wood	1
50R	Upper Rail (Right)	0.8mm Wood	1
50L	Upper Rail (Left)	0.8mm Wood	1
51R	Outer Bulwark Side Pattern (Right)	0.8mm Wood	1
51L	Outer Bulwark Side Pattern (Left)	0.8mm Wood	1
52R	Inner Bulwark Side Pattern (Right Front)	0.8mm Wood	1
52L	Inner Bulwark Side Pattern (Left Front)	0.8mm Wood	1
53R	Inner Bulwark Side Pattern (Right Rear)	0.8mm Wood	1
53L	Inner Bulwark Side Pattern (Left Rear)	0.8mm Wood	1
54R	Port Half Lid (Right)	0.8mm Wood	1
54L	Port Half Lid (Left)	0.8mm Wood	1
55R	Port Half Lid (Right)	0.8mm Wood	1
55L	Port Half Lid (Left)	0.8mm Wood	1

1mm Wood

56R	Prow Outer Pattern (Right)	1mm Wood	1
56L	Prow Outer Pattern (Left)	1mm Wood	1
57	Prow Support for Bulwark Front	1mm Wood	2
58	Keel Outer Side Pattern	1mm Wood	2
59	Stern Post (Inner)	1mm Wood	1
60R	Stern Planking Pattern (Right)	1mm Wood	1
60L	Stern Planking Pattern (Left)	1mm Wood	1
61	Rudder (Middle)	1mm Wood	1
61R	Rudder Side (Right)	1mm Wood	1
61L	Rudder Side (Left)	1mm Wood	1
62	Stern Counter (Inner)	1mm Wood	1
63	Stern Transom (Inner)	1mm Wood	1
64	Stern Side Counter Timber	1mm Wood	2
65	Keel Securing Peg	1mm Wood	9
66	Tiller Arm	1mm Wood	1
67	Mast Base	1mm Wood	1
68	Companion Side (Right)	1mm Wood	1
69	Companion Side (Left)	1mm Wood	1

70	Companion Front	1mm Wood	1
71	Companion Rear	1mm Wood	1
72	Companion Canopy	1mm Wood	1
73	Cathead Sheaves	1mm Wood	4
74	Cathead End cap	1mm Wood	2
75	Deck Pump Base	1mm Wood	2
76	5-Hole Deadeye Outer Patterns	1mm Wood	2
77	5-Hole Deadeye Inner Pattern	1mm Wood	1
78	Inner Bulwark Cleat	1mm Wood	12
79	Mast and Yard Cleat	1mm Wood	36
80	Large Cleat (Inner Yard)	1mm Wood	9
81	Main Boom Stool	1mm Wood	1
117	Topmast cap	1mm Wood	1

1.5mm Wood

82R	Main Boom Stool	1.5mm Wood	1
83L	Main Winch Support (Left)	1.5mm Wood	1
84L	Main Winch Support (Right)	1.5mm Wood	1
85	Bow Knee	1.5mm Wood	1
86	Bowsprit Bitts Belaying Rack	1.5mm Wood	1
87	Stern Crossbeam	1.5mm Wood	1
88	Gunwale Timberhead	1.5mm Wood	14
89	Channel	1.5mm Wood	2
90	Inner Bulwark belaying Rack	1.5mm Wood	2
91	Cathead Side	1.5mm Wood	2
92	Cathead Side	1.5mm Wood	2
93	Main Boom Jaws	1.5mm Wood	1
94	Main Gaff Jaws	1.5mm Wood	1
95a	Fore Hatch Grating	1.5mm Wood	1
96	Stove Chimney Combing	1.5mm Wood	1
97	Main Hatch Combing	1.5mm Wood	1
97a	Main Hatch Grating	1.5mm Wood	1
98	Mid-Aft Hatch Combing	1.5mm Wood	1
98a	Mid-Aft Hatch Grating	1.5mm Wood	1
99	Mid-Rear Hatch Combing	1.5mm Wood	1
99a	Mid-Rear Hatch Grating	1.5mm Wood	1
98	Mid-Aft Hatch Combing	1.5mm Wood	1
100R	3-Pounder Cannon Carriage Side (Right)	1.5mm Wood	8
100L	3-Pounder Cannon Carriage Side (Left)	1.5mm Wood	8

101	3-Pounder Cannon Carriage Front Axle	1.5mm Wood	8
102	3-Pounder Cannon Carriage Rear Axle	1.5mm Wood	8
103	3-Pounder Cannon Carriage Front Wheel	1.5mm Wood	16
104	3-Pounder Cannon Carriage Rear Wheel	1.5mm Wood	16
105	3-Pounder Cannon Carriage Quoin Bed	1.5mm Wood	8

2mm Wood

107	Inner Prow	2mm Wood	1
108	Inner Keel	2mm Wood	1
109	Inner Stern Frame	2mm Wood	2
110	Outer Stern Frame	2mm Wood	2
111	Main Bitts Crossbeam	2mm Wood	1
118	Anchor Stock	2mm Wood	4

3mm Wood

112	Bowsprit Bitt/Post	3mm Wood	1
113	Main Bitts Post	3mm Wood	2
114	Main Windlass Pawl Post	3mm Wood	1
115	Swivel Gun Post	3mm Wood	16
116	Main Mast Cap	3mm Wood	1

2mm Clear Acetate

AS-1	Display Stand Fore Cradle	2mm Acetate	1
AS-2	Display Stand Aft Cradle	2mm Acetate	1
AS-3	Display Stand Cross Beam	2mm Acetate	2
AS-4	Display Stand Nameplate Support	2mm Acetate	4
AS-5	Display Stand Nameplate	2mm Acetate	2

0.4mm Photo-Etched Brass

PE-1	Eyebolt	0.4mm PE	88
PE-2	Eyebolt (Outer Hull)	0.4mm PE	27
PE-3	Belaying Pin	0.4mm PE	40
PE-4	Rigging Hook	0.4mm PE	24
PE-5	Chainplate	0.4mm PE	10
PE-6	Swivel Gun Bracket (Not used)	0.4mm PE	14

PE-7	Anchor Ring	0.4mm PE	2
PE-8	'Iron Plate' For Running backstay Tackle	0.4mm PE	6
PE-9	Lower Boom Cradle	0.4mm PE	2
PE-10	3-Pounder Carriage Cross Iron	0.4mm PE	11
PE-11	Swivel Gun Handle	0.4mm PE	13
PE-12	Windlass Pawl Bracket	0.4mm PE	2
PE-13	Windlass Pawl	0.4mm PE	1
PE-14	Stanchion	0.4mm PE	6
PE-15	Deck Pump Main Body	0.4mm PE	2
PE-16	Deck Pump Outer Pattern	0.4mm PE	6
PE-17	Deck Pump Top Cap	0.4mm PE	2

0.2mm Photo-Etched Brass

PE-18	Bow Horse Shoe Plate	0.2mm PE	2
PE-19	Stern Fish Plate	0.2mm PE	2
PE-20	Companion Hatch Hinges	0.2mm PE	4
PE-21	Not in Use		
PE-22a	Rudder Strap (Rudder)	0.2mm PE	2
PE-22	Rudder Strap (Rudder Post)	0.2mm PE	2
PE-23	Rudder Strap (Rudder)	0.2mm PE	2
PE-24	Rudder Strap (Rudder Post)	0.2mm PE	2
PE-25	Rudder Strap (Rudder)	0.2mm PE	2
PE-26	Rudder Strap (Rudder Post)	0.2mm PE	2
PE-27	Bow Depth Markings Set	0.2mm PE	2

Fittings and Materials

F-1	3 Pounder Cannon Barrel	3-D Print	8
F-2	1/2 Pounder Swivel Gun barrel	3-D Print	12
F-3	Chimney	3-D Print	1
F-4	Anchor	3-D Print	2
F-5	Main Winch Drum	3-D Print	1
F-6	Small pin	Brass	200
F-7	2.5mm Thimble Block	Wood	30
F-8	3.5mm Deadeye	Wood	20
F-9	3mm Single block	Wood	50
F-10	4mm Single Block	Wood	20
F-11	5mm Single Block	Wood	12
F-12	4mm Double block	Wood	20
F-13	Parrel bead	Plastic	30
F-14	0.1mm Diameter natural thread		20m
F-15	0.25mm Diameter natural thread		20m
F-16	0.5mm Diameter natural thread		20m
F-17	0.25mm Diameter black thread		20m
F-18	0.5mm Diameter black thread		20m
F-19	0.75mm Diameter black thread		20m
F-20	1mm Diameter black thread		20m
F-21	2mm Diameter natural thread (Anchor hawse)		0.5m
F-22	6mm Dowel x 330mm long	Wood	1
F-23	5mm Dowel x 330mm long	Wood	1
F-24	4mm Dowel x 330mm long	Wood	3
F-25	3mm Dowel x 330mm long	Wood	1
F-26	1mm x 5mm x 340mm strip - Limewood	Wood	26
F-27	0.8mm x 4mm x 340mm strip - Second planking	Wood	34
F-28	Black Card for Anchor Stock	Card	1

Sherbourne Cutter Laser and PE Sheet Quantities

3mm MDF Laser Cut	1
2mm MDF Laser cut	1
2mm Clear Acetate	1
0.6mm Pear Wood	1
0.8mm Pear Wood	2
1mm Pear Wood x 250mm Long	1
1.5mm Pear Wood x 250mm Long	1
2mm Pear Wood	1
3mm Pear Wood (Small)	1
0.8mm Plywood	1
1mm Wood laser etched deck	1
0.2mm Photo Etched Brass Sheet	1
0.4mm Photo Etched Brass Sheet	1



VANGUARD MODELS

BY CHRIS WATTON

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HM Armed Cutter Sherbourne was designed and developed in the UK by Chris Watton
Finished prototype model made and photographed (including construction manual text) by Chris Watton

27/02/2024