Resin parts

Required tools:
large variety of different files
and sanding paper, CA
Anchors
Bower-, stream– and warp anchor (1)

– Clean up the edges of the cast, especially the ends of the stock (A)
– The stocks have markings of the inside to not mix them up (B)
– Glue the stocks only on the ends. (C),
  There must be no glue in the middle!
– File the groove for the shaft until it may be introduced easily. There should be a gap of 0.5 to 1 mm in between the two halves of the stock (D)
– Use Evergreen or glossy card board to make the 4 stockrings of about 1 mm width (E)
– Make a ring of 6 mm inner diameter from 1 mm brass, and serve it properly (F)

Positions:
1. Best bowers and bowers: each side two in the fore channels
2. Stream anchor: lashed onto the port bower
3. Warp anchor: lashed onto the mizzen channels or the starboard bower
Positioning Anchor Shoe

The anchor shoe on the kit is too much in the front and should be moved one iron aft.

Some pictures of the lashing of the anchors.
Positioning anchor

McKay positions the kedge anchor in the mizzen shrouds, standing upright on a chock. But I found no contemporary source so far confirming that. Alternatively one can fit it on the aft starboard bower. (Pictures show the build barricade of the forecastle)
Knight heads

– Clean up the edges of the cast
– Adjust the inner width onto the thickness of the bowsprite
– Adjust the curve of the cross piece to the rounding of the bow sprite
– Fit three eyebolts on each front, size approx. 1.3 mm,
  outside diameter, 0.5 mm inner diameter
– Each side one clamp of 3 mm
– Each side a wire for fixing the bumpkin booms
– If necessary fix wires for proper fixing on deck
Side entry port canopy

There is no final decision to be seen, if the side entry port was present at Trafalgar. Latest research indicate that it was not.

But hey that is a too nice detail not too be build :-)

- Clean up the edges of the cast
- Adjust the side parts to the curve of the hull
- Upper edge of the side parts fit just onto the lower edge of the whale

There still is a mystery about how the side entry port was closed. Hottest guess is a simple board. Color scheme is as well not known, so pick one :-)}
Positioning the canpoy

Open the gun port up to 2 mm underneath the upper edge of the wale.

Use 0.3 mm sheet for the paneling of the inside of the portframe.

To finish a running board on the bottom.

Sanding of the side supports:

Use some blocks to have good control over your sanding.

– First position the coat of arms
– Check if the upper sides of the side supports are horizontal
– glue side supports on
– put on the top and adjust the angles to fit
Painting the canopy

All resin parts should be degreased before painting.

Side supports: First start with the 3 main tendrils. 1 2 3
Then do the side shoots and leaves 4

As I have more control with „classical“ paint than with the metal ones, I give a basic layer of yellow ochre and add two different shades of gold afterwards. Still some ink and white highlights will add the necessary depth.
Side steps

Hints:
– Do NOT exchange starboard and larbord sides!
– Do NOT exchange the running order
– Cut the parts and put them immediately in the right order onto a slightly adhesive tape.
– Deburr the edges
– Adjust the angle to fit the ships hull.
  Topside of the steps must be horizontal and not at an 90° angle to the ships side.

Delivery condition ...

... test fit using double sided tape ...

... and done.
Positioning the side steps

- The distance is approx. 3 mm
- Use a piece of cardboard to give this 3 mm pattern, and mark the spacing on the hull
- It is advisable to test out the sequence with double sided tape to test fit.

The upper step is in two depths:
- one normal depth
- one thinner in case it is situated upon the profiled band.

Getting the right distances.

Test fit using double sided tape.
Assembly side steps

The angle of the side steps is already pre-adjusted but still need some fine adjustment.

Hold the step onto the hull to check where material has to be taken off.

Use an Edding to color the backside and you will have nice control where material is taken off.

Instead of the usual 2 component car filler I usually use Apoxie Sculpt or something alike, as it is better to place, easier to mould and gives more time to settle.

Form a thin strand of 0,3 mm and place it on the gap ...

... and use a wet tooth pick to press the material into the gap and scratch of superfluous material.

After getting a bit harder, the material still can be formed nicely with a wet tooth pick ...

... and for sanding glue some sanding paper onto an old blade :-)}
Repair of small blisters or broken edges

Even though we check parts before being send, it can happen, that minor blisters are in the parts or just appear after some sanding.

The following procedure proved to work quite fine:

- Use some Apoxie Sculpt*** to replenish the missing material
- Wait until the material gut half hardened, remove it carefully just as much that a gap appears and apply some CA into the gap
- Press back the part in place

Like this one gets a nice filling that easily stands even serious filing and adjusting without braking off.

*or. Milliput, Greenstuff, ...etc
Readjusting resin parts

Resin part being bent out of form?
Do not force it back in a cold state!

Better: Wait and have a cup of tea, best earl grey, hot (*)... Once warm, one can easily adjust the form that will be keep once cooled down.

PS (*):
Normal hot water will do the job too ...