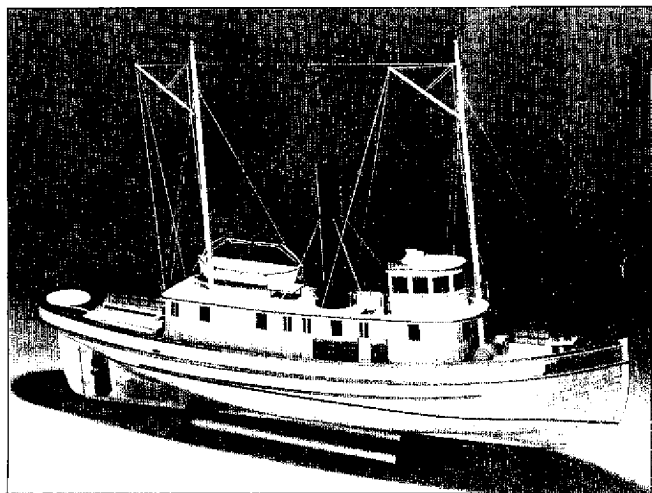


The Seguin

Kit No. 957



Instructions for Assembly



Midwest Products Co., Inc.
400 S. Indiana St. • P.O. Box 564 • Hobart, IN 46342

Dear Modeler:

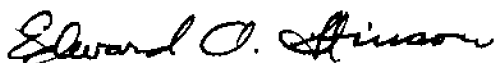
I regularly talk with many people who have been turned off from building a ship model. At some time in the past, they have purchased a model of a large complex ship, but before they could get the model completed their desire and energy had been exhausted. In actuality, carving and sanding even a preshaped piece of wood to the final form of a boat is a long and tedious process. Beyond that, the rig of a large sailing vessel is almost invariably complex. It is no wonder that most ship model kits are never finished.

But it doesn't need to be that way. We have a selection of small boats to model which are reasonably easy. Using simplified plank-on-frame construction and strong, fast-drying, modern adhesives, we have cut down on the time element radically. Thus it is possible for you to get a model to look at and enjoy while contemplating going on to much more complex boats.

When I say that our boat kits are reasonably easy note carefully that word "reasonably." You must exercise a good deal of reason in building any sort of model. Study the plans, follow the instructions, and enjoy building a boat the way they are really built.

About mistakes: Be prepared; everyone makes them. I have and so will you. They are all recoverable. Also remember it is easier to replace a misshaped plank than to fill, carve, sand and reform a block of wood. Just remember the phrase "reasonably easy" and use your common sense. You will find that this kit offers a modest challenge and when completed will leave you with much greater self-respect and a beautiful traditional model boat, to boot.

Happy Modeling,



**Edward A. Stinson
Designer**

IMPORTANT

Read this instruction booklet thoroughly and study the plans carefully before beginning. Refer to the plans throughout the assembly.

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Customer Service

Should you experience a problem with this kit, we recommend you see your dealer first. If you are unable to solve the problem, feel free to call or write:

Customer Service Department

Midwest Products Co., Inc.

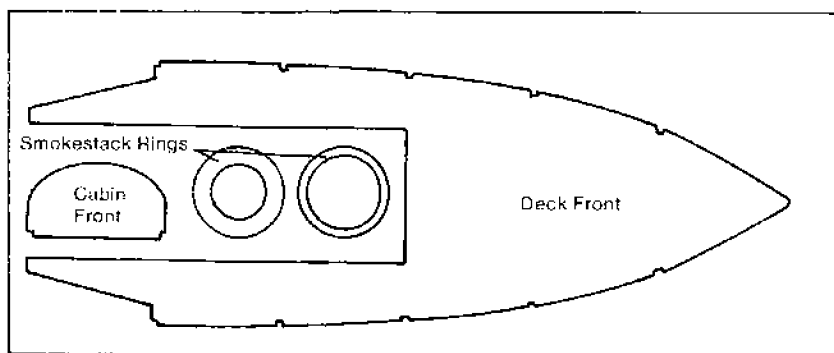
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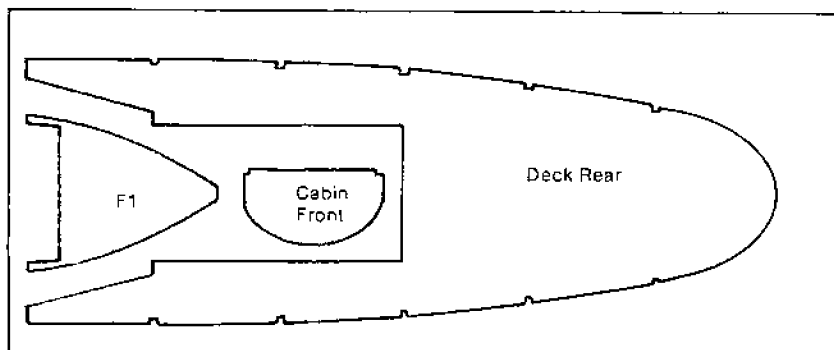
(219) 942-1134

The Seguin - Kit Contents

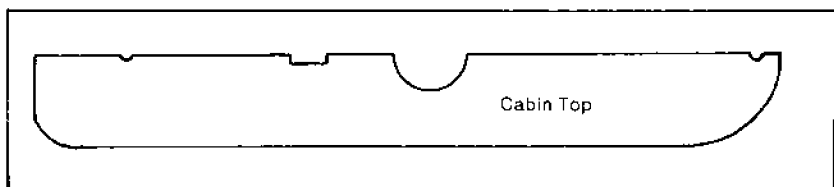
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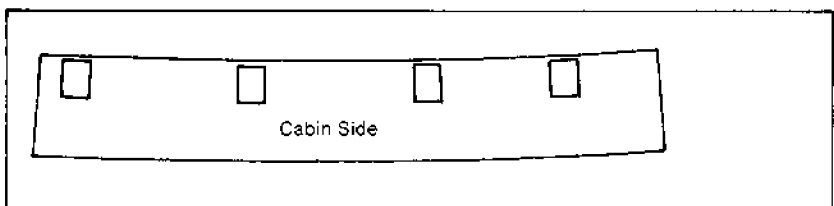
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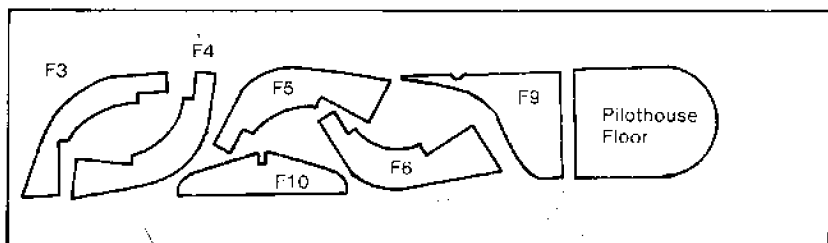
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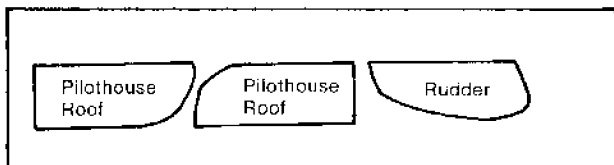
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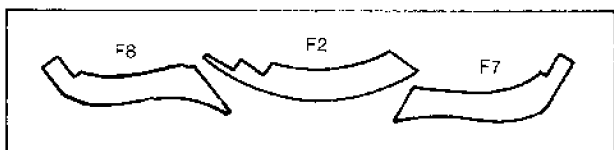
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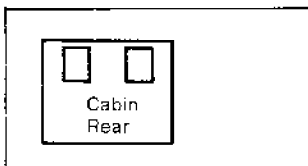
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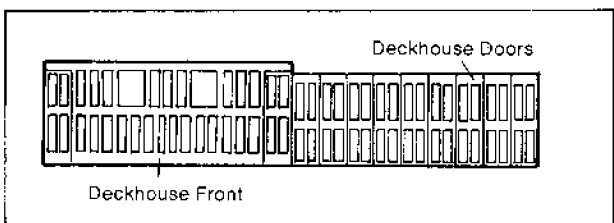
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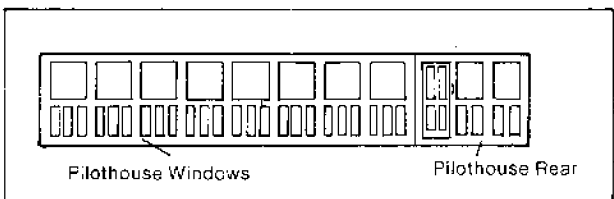
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1 - Die #8 - 3/32 x 3-1/4 x 4-1/2 - Basswood



1 - Die #9 - 1/64 x 14-1/4 x 3-5/8 - Plywood



1 - Die #10 - 1/64 x 14-1/4 x 3 - Plywood

Sheetwood

2	1/32 x 3 x 24	Grooved Cabin Siding	Basswood
2	1/32 x 4 x 36	Grooved Decking	Basswood
2	1/16 x 3 x 24	Deckhouse, Cabinhouse & Stem Laminations	Basswood
1	3/32 x 4 x 12	Miscellaneous Details	Basswood
1	1/8 x 2-7/8 x 3-5/8	Cabin Front	Basswood
1	1/16 x 3 x 12	Roof Lip for Deckhouse & Cabinhouse	Mahogany
1	3/32 x 3 x 12	Stern Rail Cap	Mahogany
1	1/8 x 2 x 6-3/4	Engine Base	Basswood
2	1/8 x 1-1/8 x 2-5/16	Bits	Basswood
1	3/16 x 3 x 12	Floorboard	Basswood

Stripwood

15	1/16 x 1/4 x 24	Bulwarks	Basswood
6	1/16 x 1/8 x 24	Waterways	Basswood
3	1/16 x 1/16 x 24	Windows	Mahogany
2	1/16 x 1/8 x 24	Roof Lip	Mahogany
40	.070 x 5/16 x 36	Planking	Basswood
3	3/32 x 3/16 x 24	Log Rail, Wheel Stand	Basswood
1	3/32 x 3/8 x 24	Bitt	Basswood
4	3/32 x 3/32 x 24	Skylight, Bulwark, Cleat	Mahogany
10	3/32 x 3/16 x 24	Rail Cap & Rub Rail	Mahogany
4	1/8 x 1/8 x 24	Timberhead	Basswood
6	1/8 x 1/8 x 24	Rub Rail or Molding	Mahogany
4	1/8 x 3/4 x 24	Frames & Coaming	Basswood
1	3/16 x 3/4 x 9	Stern	Basswood
1	3/16 x 3/4 x 36	Koel	Basswood
1	3/8 x 3/8 x 8	Bits	Mahogany

Dowels

1	1/8 x 11-7/8	Gaffs	Birch
1	1/4 x 5-7/8	Stove Exhaust	Birch
2	5/16 x 17-7/8	Masts	Birch

Shaped Parts

1	3/16 x 13/16 x 5	Stem	Basswood
1	3/16 x 7/8 x 4	Knee	Basswood
1	3/16 x 7/8 x 3-1/4	Stern Post	Basswood
1	3/16 x 1/2 x 1-1/2	Stern Post Fill	Basswood

Brass

17	3/64 x 1-1/2 Cotter Pins	Rail Stanchions	
36	3/64 x 1/2 Cotter Pins	Misc. Rigging & Smokestack	
1	1/16 x 36 Rod	Railing & Steam Exhausts	
1	3/32 x 12 Tube	Lifeboat Cranes	
1	1/8 x 1 Tube	Whistle	
1	1/8 x 6 Rod	Rudder Post	
1	5/32 x 1-1/2 Tube	Rudder Tube	
1	.005 x 4 x 5 Sheet	Deckhouse Shield	
1	.020 x 24 Wire	Miscellaneous Rigging	
1	.030 x 12 Wire	Miscellaneous Rigging	
1	30" Chain	Smokestack Reinforcing	

Fittings

2	#107	Hawse Pipe Lip	
2	#118	Running Lights (Left & Right)	
4	#43	Chocks	

Miscellaneous

6	#304 Block	Miscellaneous Rigging
6	#310 Block	Miscellaneous Rigging
2	White Map Tack	Mast Tops
1	1-1/4" dia. x 8 Cardboard Tube	Smokestack
1	2-1/4" dia. x 1" Cardboard Tube	Smokestack Base
1	#3 x 10 ft. Cord	Miscellaneous Rigging
1	.018 x 10 ft. Stranded Wire	Miscellaneous Rigging
1	Barrel Bead	Water Barrel
1	Molded Lifeboat	
1	Nylon Propellor	
2	Full Size Plan Sheets	
1	Instruction Booklet	

Glossary of Boating Terms

- Bitt** -----A vertical post structure to which lines are fastened
- Buffalo Rail** -----A raised rail at the stern of a tugboat to protect the rail cap from chafing
- Bulwarks** -----The part of the boat's side which is above the upper deck
- Chock** -----A metal or wooden device that the mooring or docking lines are lead through to protect the lines & hull from wearing
- Cleat** -----Key-shaped fitting to fasten a line
- Coaming** -----Raised rail on the inside of the cockpit
- Companionway** ----Staircase leading from the deck to the area below
- Fantail Transom** ----A rounded "transom" - the vertical panel at the stern of the boat
- Gaff** -----The spar holding the top of a fore and aft sail
- Hawse Pipe** -----An opening in the bow of a ship through which a cable or hawser is passed
- Knee** -----A strengthening piece used to distribute strain between angled members, so called because of its shape
- Mooring Post** -----A post for a mooring line
- Rubbing Strake** ----A thicker plank
- Running Lights** ----Red & green lights that indicate the ship's location and direction
- Scupper** -----An opening in the side of a ship at deck level to allow the water to run off
- Skylight** -----An overhead window admitting daylight
- Stack** -----A vertical exhaust pipe
- Stanchion** -----An upright pole, post or support
- Stem** -----Upright timber at the bow of the boat to which planks are fastened. Also known as the "cutwater"
- Strake** -----Proper term for planks
- Timberheads** -----A timber end that projects above the deck, used as a bollard, to secure ropes
- Waterway** -----The plank on the outside of the deck

History of The Seguin

Seguin is the Nation's oldest wooden steam powered tugboat, and is a registered National Historic Landmark. Named after Seguin Island at the mouth of the Kenebec River, she was launched in 1884 in the City of Bath. Measuring over 100 feet in length and 20 feet in width, Seguin's hull was originally painted white, and her hardwood cabins varnished. Her original 26 x 26 surface condensor engine was replaced in 1909 with a compound triple expansion engine, giving her a speed of approximately 12 knots. When necessary, Seguin could operate for 50 hours without refueling. She carried a crew of seven; including Captain, Mate, Engineer, two Firemen, a Cook and a Deckhand.

For the first twenty years of her long 85 year career, Seguin towed wooden sailing vessels up and down the Kenebec in the summer, and barges laden with coal, lumber and ice along the Coast in the winter. These trips went as far south as Virginia. For the next ten years, she worked for Cornell Towing Company of New York along the Hudson River. For the remainder of her career, she primarily worked Maine Ports, retiring from active service in 1967. During this long career, she was known to have had at least six different color schemes.

The model was developed from measurements taken from the real vessel, and blueprints and photos made available by the Maine Maritime Museum at Bath. Seguin is in rather sorry shape. Much needed restoration has only just begun. It is helped by a "matching grant" from the Federal Government. In the meantime, research goes on to establish every detail of her form and existence. Those interested in this restoration and the old boat should contact the "Seguin Project" at the Museum.

Construction Tips

The construction of this model boat closely parallels real boat construction. It is a special process that is distinct from model boat building in general. Most deck, frame and keel pieces are pre-cut with a margin of wood to be trimmed after the boat has been set up and when it is given its overall "fairing" before starting to plank. Those pieces that are best cut with a knife are left for the kit builder. As a result, the finished model appears and is hand made rather than machine die-cut.

Glue - the prototypes for this kit were all built with cyanoacrylate glues. This permits rapid, clean and very durable construction. If you choose to use these modern adhesives, observe all safety precautions suggested by the manufacturer. To increase strength and rate of drying, lightly dust surfaces with an accelerator, such as baking soda, before assembly.

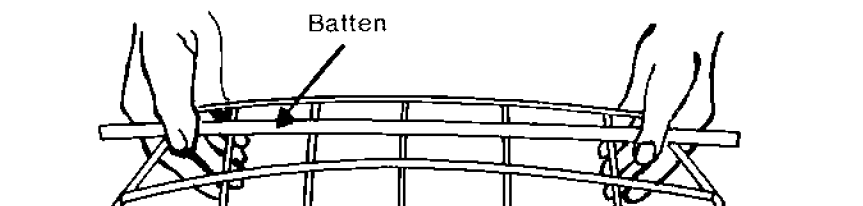
Cutting - When cutting pieces with your knife, always make your first cut at light to moderate pressure, being very careful that the point of the knife goes exactly where you want it. Subsequent cuts are to be made under moderate pressure until the piece is cut out. If at all possible, use a straight edge to guide the knife blade when cutting straight lines.

Making up Sub-Assemblies - The various parts of most boats naturally arrange themselves in a number of sub-assemblies. First, is the keel or bottom followed by frames, transom, stem, etc. Protect the plan with waxed paper and use pins to align and hold the pieces in place during the assembly. The prudent builder will not take off all of the wood directly down to the lines on the plan, but will leave some as a margin to be removed after the sub-assemblies have been glued together. Keep in mind that many of these pieces will be further trimmed when "fairing" the hull for planking.

Setting up the Boat - When the sub-assemblies are complete, the boat is ready to be set up in preparation for planking. During this stage, the shape of the boat is established. If you are not careful in aligning the parts here, no amount of skill and effort later on will make a "fair" boat of it. Check the fit of all interlocking parts making sure that they go together snugly without binding. Mark the center line on all frames and make sure that they line up with the center of the deck and keel on the bottom. Very lightly spot glue the sub-assemblies together, constantly checking and re-checking the alignment. When satisfied that all pieces are in alignment, double glue each of the joints and allow to dry thoroughly. The boat should now be set up and ready for "fairing."

Fairing - In this stage the edges of the assembled deck and frames are prepared to receive the plank. They must be smooth, beveled and equalized so that when the planking is wrapped around the hull of the boat it will lie snugly and tightly in place. It is nearly impossible to get a model to this point exactly perfect in every detail. There is a chance for error when the shapes are lifted from the plan, when the pieces are cut out, when the sub-assemblies are put together, and when the final assembly is made up. At this point, there will be irregularities to be planed off, bevels to be made, and a heavy frame or two to be shaved down. By and large, "fairing" a boat is a matter of shaving and sanding off excess wood until every bevel and curve blends with the next, but that is not always the case. In some events, it may be necessary to "beef up" a frame by means of a shim glued on the edge. In any event "fairing" is a deliberate job. Something to be done slowly and carefully, taking time to study your model from all angles. The "fairing" process involves the adjustment of individual parts to make a harmonious whole. Therefore, it will go better if the boat is "faired" as a whole and not in separate parts. If you give too much attention to one place too long, it is very easy to take off too much at that spot.

For "fairing" a boat, you will need a sharp knife, a sanding block, and a "fairing" batten. This batten need be nothing more than a long uniform strip of planking material. This batten is always applied with the run of the plank. It should be moved back and forth over the whole boat as small bits of wood are shaved and sanded away. When done, the batten should lie in a smooth curve everywhere touching each part that it passes over.



Planking - For people who have never done it, planking is a remarkable feat. In fact, it is easier to do than to explain, and that may be the reason that it is so infrequently attempted. Among real boat builders, planking is a trade within a trade. Because it is so crucially important to the integrity of a finished boat, be it model or full-size, and because it is so very different from other branches of woodworking, boat builders have been loathe to reveal the secrets of their trade.

For the purpose of model building, each plank must go through three stages:

Stage 1: Determining the shape of the plank

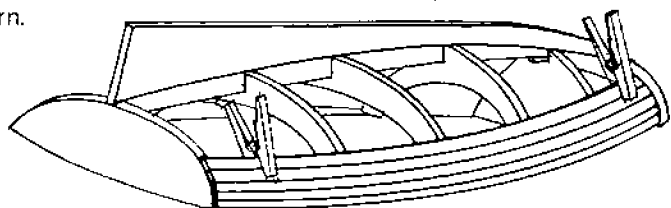
Stage 2: Cutting the plank

Stage 3: Hanging (gluing) the plank

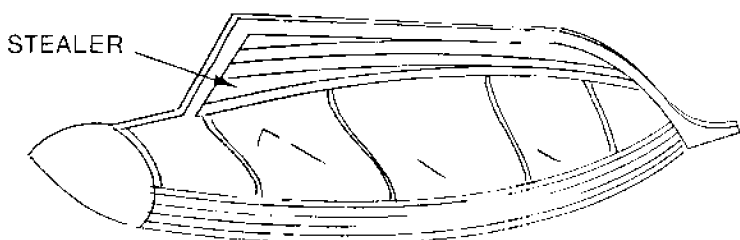
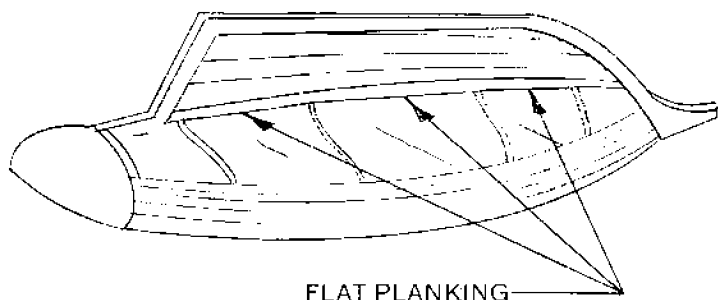
Stage 1 - The following general instructions should be of real assistance in determining the shape of each plank.

In a real boat, the planks are short and very irregular in shape. Because of the excellent qualities of basswood, the planks are able to be cut less irregularly. Instead, you can depend on the natural ability of the wood to accept a limited amount of double (compound) curvature. There are really only two mistakes that can be made in planking with this material. Both are easily detected before the planks are attached, and both are quickly and easily remedied once they are detected.

Before gluing a plank in place, hold it at bow and stern and check to see that it falls in a smooth curve along each of the frames or bulkheads. Clothespins can be used to hold the plank in place at bow and stern.

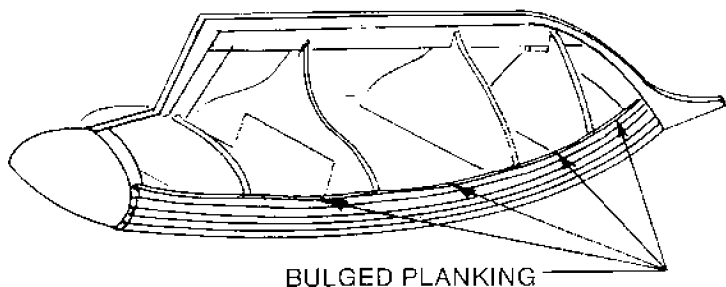


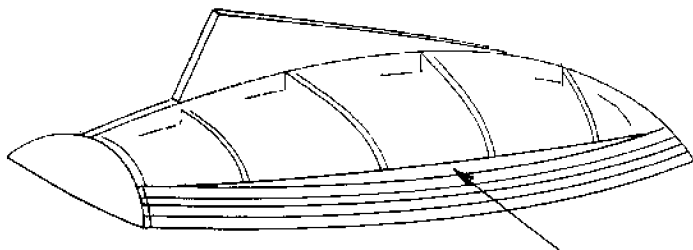
If the proposed plank has a pronounced tendency to lie flat between frames, then a "stealer" plank should be installed first. A stealer is a wedge-shaped plank as shown, usually fitted at the stern of the boat, though occasionally used at the bow also. Stealers are almost always necessary in planking the reverse curvature in the garboard area.



If the plank shows a pronounced tendency to bulge between frames as shown, don't glue it in place. Cut a "cheater" plank instead. A cheater is a double-tapered plank as shown, and is particularly important for planking around the turn of the bilge.

One last important note: If you find that you have put a plank on that does not lay fair, don't leave it on and try to continue. Remove it and make the appropriate adjustments previously discussed.





CHEATER PLANK

Stage 2 - The second stage in planking involves shaping the planks. Most of this work is done with a knife at your work bench before gluing the plank to the hull.

Stage 3 - The third stage, hanging the plank, or in this case, gluing it in place, will involve some reasoning on the part of the builder.

To begin with, all planking should be begun at the bow, unless instructed otherwise. As the planks are butted one against the other, a definite seam will show.

Do not bevel the planks to lie flush, but instead fill this seam with cyanoacrylate glue. When dry, sanded and finished, the model will appear to have caulked seams.

The finished shape of a hull is arrived at by sanding. Remove most of the excess wood with #80 aluminum oxide sandpaper tapered or glued to a small sanding block. Finish sanding the hull to shape with #200 aluminum oxide paper. Sand only with the grain. Sanding is complete when all of the sanding marks from the #80 paper are removed from the surface of the hull.

The planking methods used in the assembly of The Seguin have been tested successfully many times. However, they should not be slavishly adhered to. Tiny differences in measurement, coupled with the unique qualities of each piece of wood, can make them unworkable. It is much more reasonable to use the planking instructions to begin with, but improvise sensibly when the situation demands.

Finishing Tips

After a hull has been planked and finish sanded, the rest of the construction is anti-climatic. There is little in completing a model which requires special directions or that cannot be determined without trouble from the blueprints and instructions. Yet, there are a couple of things that need mentioning.

The interior and/or deck details should be finished and painted before affixing them to the hull. Apply two coats of Floquil color. Three coats of Floquil glaze (R-5), sanded lightly between each coat, were applied as a base for the color finish. Refer to the following chart which outlines the History of Seguin's color schemes over the years.

Hull	Circa 1894 - 1900	Circa 1910	Circa 1920	Circa 1930 - 1948	Post W.W. II
Below waterline:	Boxcar Red - #R-74	Boxcar Red - #R-74	Boxcar Red - #R-74	Boxcar Red - #R-74	Boxcar Red - #R-74
Above waterline:	Reefer White - #R-11	Reefer White - #R-11	Signal Red - #R-65	Engine Black - #R-10	Engine Black - #R-10
Outside bulwarks:	Reefer White #R 11	Unknown color strip	Signal Red #R 65	Engine Black - #R-10	Reefer White - #R-11
Deckhouse/Pilothouse					
Deckhouse/Pilothouse sides:	Varnish	Reefer White - #R-11 w/ Light Green - #R-41 panel	Caboose Red - #R-20	Signal Red - #R-65	Signal Red - #R-65
Deckhouse/Pilothouse roof edge:	Reefer White - #R-11	Light Green - #R-41	Reefer White - #R-11	Reefer White - #R-11	Reefer White - #R-11
Deckhouse/Pilothouse roof:	Reefer Grey - #R-12	Reefer Grey - #R-12	Reefer Grey - #R-12	Reefer Grey - #R-12	Reefer Grey - #R-12
Details					
Rubbing Strakes:	Engine Black - #R-10 or Dark Green #R 40	Dark Green - #R-40	Caboose Red #R 20	Engine Black - #R-10	Engine Black - #R-10
Rail Cap:	Engine Black - #R-10 or Dark Green - #R-40	Dark Green - #R-40	Caboose Red - #R-20	Engine Black - #R-10	Engine Black - #R-10
Masts:	Varnish/Reefer White - #R-11	Varnish/Reefer White - #R-11	Varnish/Engine Black - #R-10	Depot Buff - #R-87/ Engine Black - #R 10	Depot Buff - #R-87/ Engine Black - #R 10
Stack:	Engine Black - #R-10	Engine Black - #R-10	Engine Black - #R-10	Engine Black - #R-10	Engine Black - #R-10
Life Boat:	Reefer White - #R-11	Reefer White - #R-11	Reefer White - #R-11	Reefer White - #R-11	Reefer White - #R-11
Deck:	Natural	Unknown	Unknown	Reefer Grey - #R-12	Reefer Grey - #R-12
Windows:	Varnish	Varnish	Varnish	Varnish	Signal Red - #R-65
Name Board:	Engine Black - #R-10	Engine Black - #R-10 or Light Green - #R-41	Caboose Red - #R-20	Engine Black - #R-10	Removed

There was a sixth color scheme, Seguin's "green period." Early in the 20th century, she was described as green all over. No details have been found as to exact color or length of time in this dress.

Besides color changes, there were other alterations in Seguin's appearance. In the early 20th century, the water barrel and ice box were removed and an enclosed companionway leading to the deckhouse roof was built in the location of the ice box. At about the same time, cowl ventilators were installed just behind the stack and forward of the deckhouse. At a later date, the masts were changed as per the 1920's. Seguin had several life boats in her many years, sometimes being mounted on the left, sometimes on the right.

Assembly Instructions

- 1. Using the plan (Sheet 2 of 2) as an exact pattern, assemble the frames and keel over the plan. Protect the plan surface with waxed paper or clear plastic. It will be necessary to slot the keel to the depth shown on the plan. Note that the stuffing tube is approximately $7/32$ " dia. thick, where the wood into which it is glued is only $3/16$ " thick. This will necessitate shimming the wood slightly to locate the tube in the center of the pieces under construction. When the keel is completely dry, it can be removed from the plan and a $1/16$ " sheathing added on both sides. A pattern for the curved sheathing at the bow is supplied on the plans. Use $1/16$ " x 3" x 24" basswood for this purpose. This sheathing forms the rabbet into which the planking can fit smoothly. At this point round the edged of the stern post. Now screw the keel to a straight piece of scrap lumber. This is necessary to keep the keel from hogging during the process of planking. Now assemble the subdeck from the die-cut pieces supplied. When the glue is dry, sheath the top surface of the deck with the scribed decking material. At this time, fit each frame in its appropriate slot, deepening the slots where needed to be sure of a snug fit. Now assemble the frames and the deck to the keel as shown in the photography. Hold these loosely in place with rubber bands until satisfied with the alignment. Then glue each joint firmly together. (Refer to Photo #1)

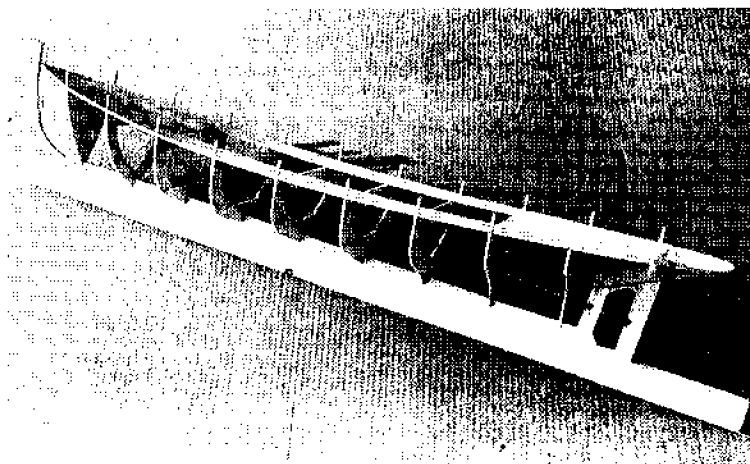


Photo #1

- 2. Prepare to plank the hull using the .070 x 5/16" basswood supplied. First, fair the framework to be sure that the planking will lie smoothly on the hull. Begin planking at the deck. Lay the top edge of the first plank flush with the upper edge of the deck. Moving downward from the upward edge of the deck, put on 9 planks per side. To avoid warping the hull, put the planks on alternate sides. Taper the front 6" of each plank approximately 1/16" total. With this complete, begin planking from the keel up. During this process, you will find that stealers are necessary at the stern. **IMPORTANT: DO NOT** attempt to plank from F10 around the fantail transom. This will be done next. Plank the open stern section with short pieces of scrap planking stock. Run these pieces parallel with the keel. (Refer to Photo #2)

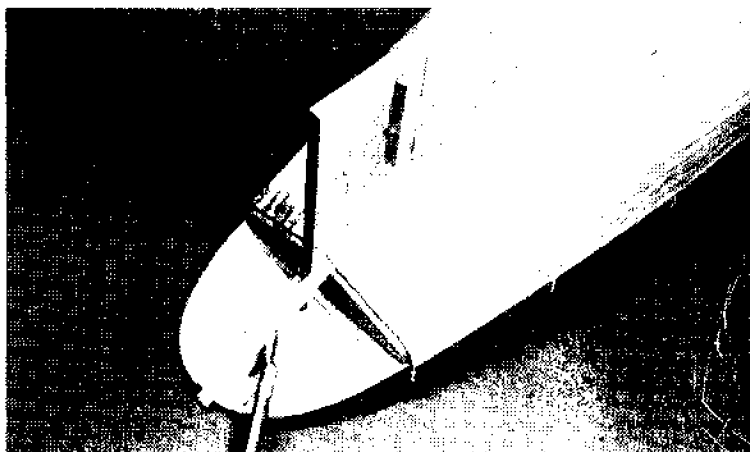


Photo #2

- 3. Remove the hull from the scrapwood base. Before planking the bulwark, install the waterways around the edge of the deck, using the 1/16" x 1/8" stripwood supplied. At the stern, cut a curved piece approximately 1/16" thick by 1/4" wide from scrap 1/16" sheetwood supplied. Refer to the photo. Now build up the bulwarks, starting at the decks and moving upward with 1/16" x 1/4" stock supplied. The curved stern pieces can be soaked in hot water and pre-bent around a drinking glass. When dry, they should glue in place quite easily. When all of this is finished, thoroughly sand your hull smooth. If you intend to use the boat extensively in water and are going to paint the hull anyway, we strongly recommend the application of one layer of very light fiberglass cloth and resin. Rubbing strakes and other details can be added after the cloth has been completely finished and primed. (Refer to Photo #3)

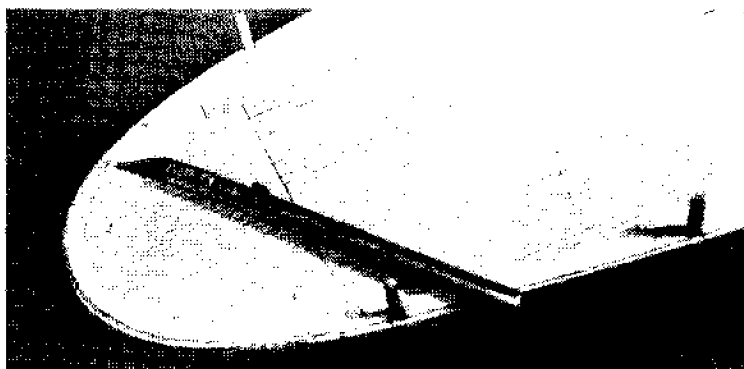


Photo #3

- 4. This photo shows the hull with the bulwark stanchions added. First glue the false timberheads in place and trim them flush with the top of the bulwarks. Then construct the rail cap from 2 pieces of 3/32" x 3/16" mahogany. The stern curved section is cut from 3/32" sheet mahogany. When cutting this out, use the inner semi-circular piece to form the grating. (Refer to Photo #4)

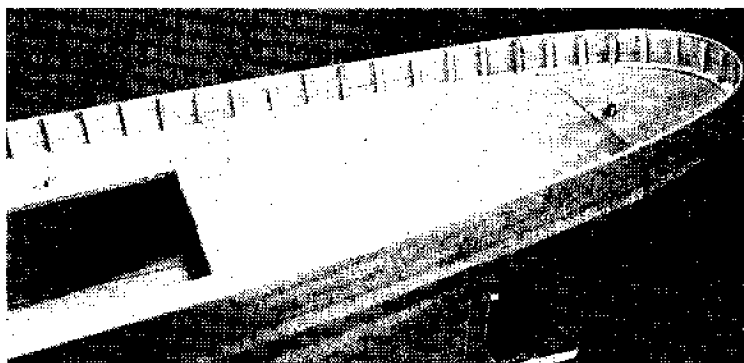


Photo #4

- 5. Begin the construction of the deckhouse. The kit includes die-cut side blanks with the primary windows already cut. The builder will find it necessary to cut window openings and doors. Also, to avoid damage in transport, the delicate panel and door pieces have not been die-cut completely through. To prepare them for use, carefully run a sharp X-acto knife over each of the scribed lines. Now cut, fit and glue the scribed siding and the doors to the base wall as illustrated. When done, build the window frames from 1/16" sq. mahogany. The back of the window frame and the back of the wall will be flush, giving the window the correct appearance of being recessed. (Refer to Photo #5)

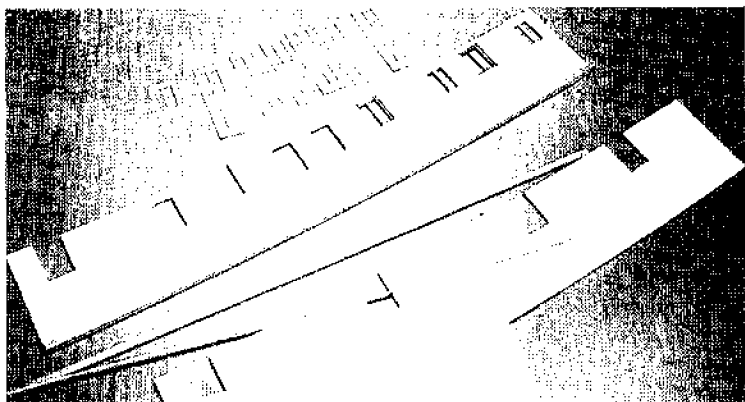


Photo #5

- 6. Assemble the deckhouse walls, back, and front. Glue a pair of semicircular die-cut pieces to the front deckhouse wall. A short piece of 1/8" sq. strip will be glued into the notches at the back corners. Now sheath the curved front piece with 1/16" x 3" x 24" basswood supplied, with the grain running vertically. (Refer to Photo #6)

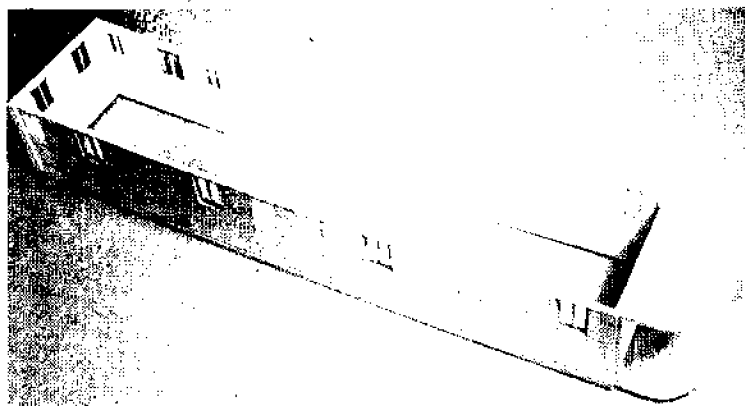


Photo #6

- 7. Cut out the deckhouse wrapper from partially die-cut plywood stock and fit and glue this in place. Cut the 2 window openings and then make the window frames for these openings. (Refer to Photo #7)

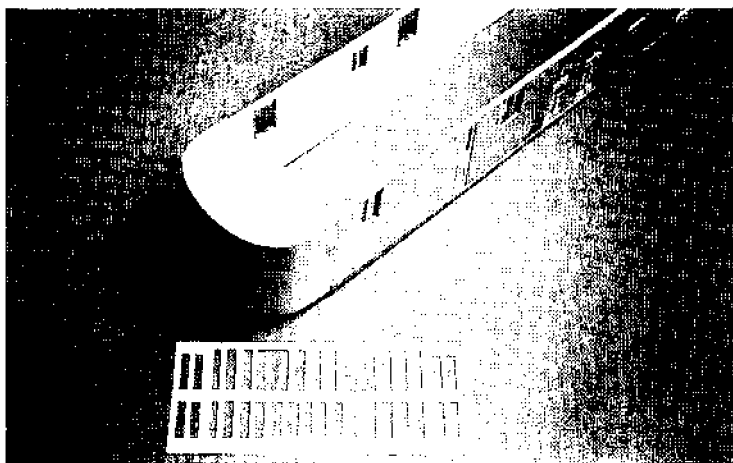


Photo #7

- 8. This shows the construction of the pilohouse. Build up the structure for the pilohouse in much the same fashion as the front of the deckhouse. Note that a hole has been cut in one of the bases to form a top frame. Cut out the wrappers from the partially die-cut ply stock supplied and glue them onto the completed framework. (Refer to Photo #8)

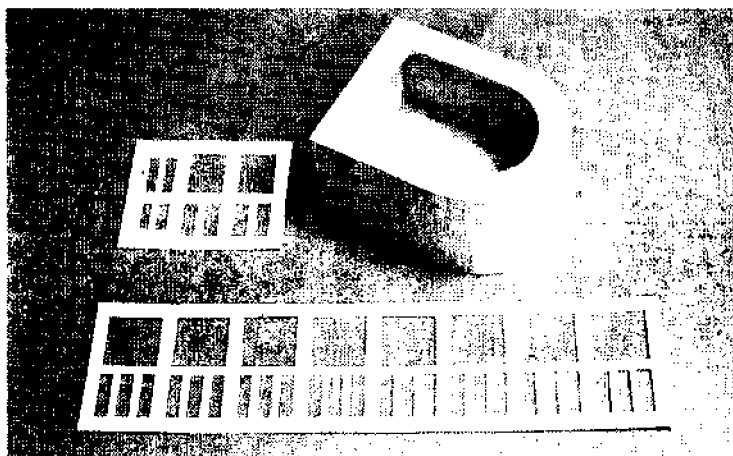


Photo #8

- 9. Using Photos #9, #10, #11, and #12 and the plan; complete the deck and pilothouse and their associated details. The lip on the pilothouse and the deckhouse is made from 1/16" x 1/8" mahogany strip. The curved sections are to be cut from the 1/16" sheet mahogany supplied. Use Plan Sheet #1 for reference when making the smokestack. Pre-paint the basic smokestack black before adding the brass details and final fitting and gluing to the deckhouse. A vacuum-formed lifeboat is supplied. The basic hull should be cut free of excess plastic, using sharp scissors and a knife. The ridge pole of 1/16" x 1/4" scrap strip should be glued down the center. The canvas top is simulated using masking tape.

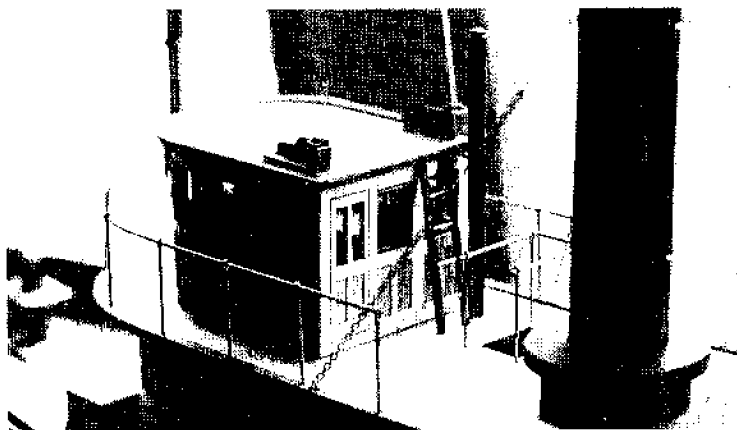


Photo #9

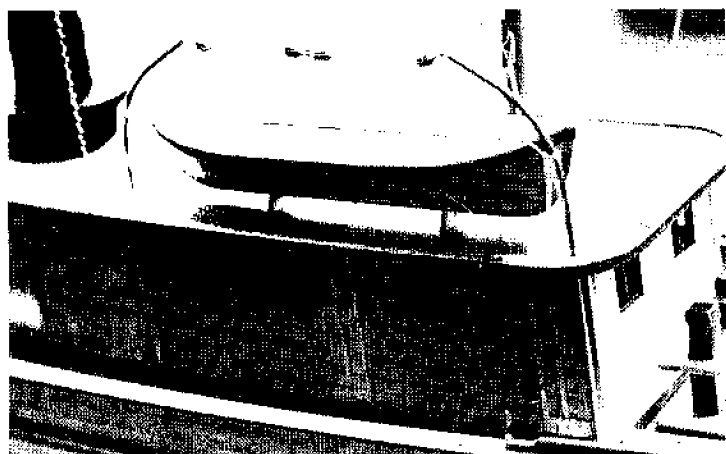


Photo #10

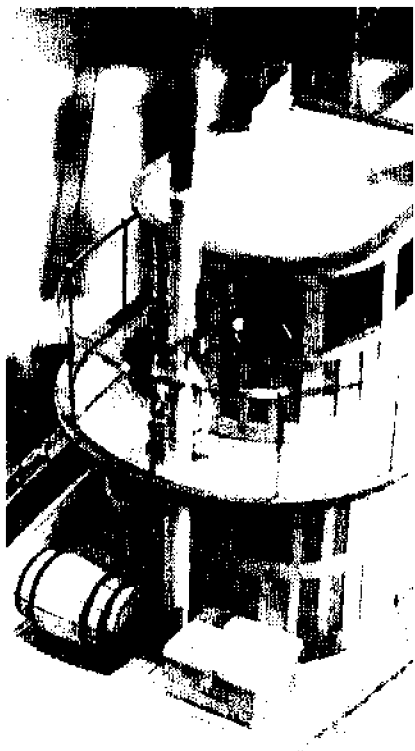


Photo #11



Photo #12

10. Cut the center pieces of the frames out in preparation for building the coaming, which will run around the inside of the hull opening. The coaming should be cut from the basswood supplied. It should be approximately 3/4" wide and stand about 1/4" above the deck, and be glued in place. It is important the the inside of the hull be sealed against moisture. This can be accomplished by applying at least 2 coats of either epoxy or polyurethane varnish to the complete interior of the hull. When this is dried, check the exterior of the hull to make sure that none of your sealer has leaked through. If you find any leaks at this time, sand them flush and fill the cracks, and apply one more coat of interior finish. The important thing is to have both a smooth outer hull and a sealed inner hull, ready for the final finish. Once satisfied with the finish of the hull, you can add the rubbing strakes to the outside. With this done, cut and fit two 3/32" sq. cleats on the inside of the bulwarks. (Refer to the bulwark detail on the plan as to their location.) Use clothespins to hold them while the glue dries. (Refer to Photo #13)

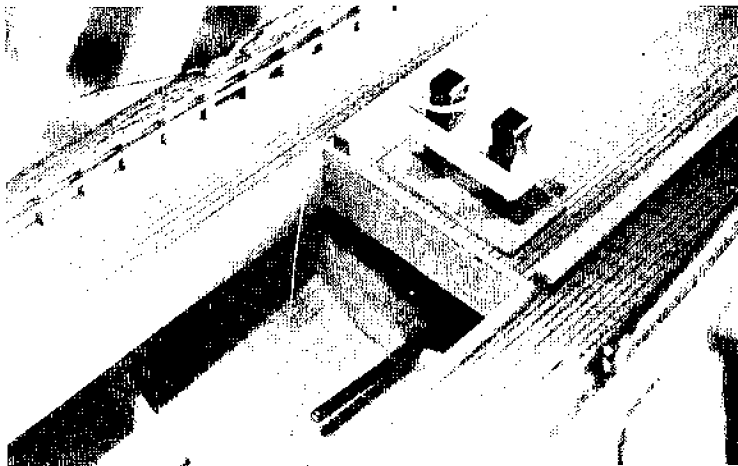


Photo #13

Rigging The Seguin

Use the plan as a reference when rigging Seguin. All standing rigging on Seguin is wire, and orthodontic rubber bands are used on the upper end. They are used for this purpose because they can be stretched slightly to reach over the hooks in the mast and hold the deckhouse in place. The running rigging should be strapped with metal wire.

Masts and spars should be painted and varnished before rigging, but not attached to the boat until the hull and deckhouses are given their final paint or varnish finish. Refer to the Finishing Tips. When painting is complete, the brass parts can be added. Use the plan as a guide. Cut the sheet metal protective sheathing for the deckhouse from the shim brass supplied and glue in place with epoxy or cyanoacrylate glue. Locate the rail stanchion holes and drill them with a 3/64" diameter bit.

Bend the rails, thread the stanchions and glue them to the deckhouse. Glue the boat davits in place. Drill 3/64" dia. holes for the eye bolts and glue them in place. Complete the rigging.

The name boards should be cut from 1/16" sheet. The lettering and scroll work is painted in gold over a background of black. If you want the whole boat to have a flat finish, spray it with at least one coat of "Testors" Dullcoat.

At this point, you will have constructed a workmaklike model of Seguin. BUT, as in any model, there are a number of details which can be added. As examples: pin heads painted brass can represent the doorknobs on each door. Also, a large hawser coiled on the stern grating can be represented by heavy Mason's twine.

Power Installation

The Seguin model was designed to be powered by a steam engine. The mounting plates for the boiler and the engine are shown on Sheet #2 of the plan. These pieces have been designed to fit into the frames so that the boiler will be level and the engine will line up with the propellor shaft. For a cleaner installation, exhaust from the steam engine may be run out of the hull just below the water line by carefully mounting an exhaust tube of 1/8" O.D. brass.

To avoid scorching the paint, cover the engine with a sheet of 1/16" thick asbestos. Be very careful in handling asbestos, as inhaling the fibers is very hazardous. **MAKE SURE AND SEAL THE INSIDE OF THE DECKHOUSE WITH AT LEAST TWO COATS OF VARNISH OR EPOXY.**

R/C Installation

If you intend to Radio Control the model and use electric power, you will find plenty of room for almost any two-channel installation (motor control and rudder).

If you use steam to power the tug, mount your receiver, 1 servo (rudder) and the switch on a plate located in the very rear of the deckhouse. Place the receiver batteries under the after deck.

