

THE ART OF SHIP MODELING

Over 600 photographs in full color

Bernard FRÖLICH

In this book, Frölich describes in detail all the crafts that a shipmodeler must master: he must be in turn a shipwright; a carpenter; a cabinetmaker; a marqueteur; a blacksmith; a ropemaker and a sailmaker. He shows that any beginner, if he is industrious and persevering, can master this art. This fact becomes all the more evident since we can see the tremendous progress made by the author himself through the use of photographs of his own work.

This book itself is a tremendous learning experience. In the first twenty pages Frölich describes his studio, his tools and equipment and his library. He then devotes about one hundred pages to the timbers of a 1730 merchant vessel, the *Mercur*, and to M.de Tourville's three-decker vessel of 1680, *L'Ambitieux*. In the next one hundred twenty pages, the author discusses the equipment, fittings, guns, decoration and sculptures, ship's boats and rigging. The final sixty pages offer a description of Frölich's own models (all at 1:48th scale): the schooner *Jacinthe*; the lugger *Coureur*; the brig *Cyclope*; the bomb ketch *Salamandre*; the 12-pdr frigate *Belle Poule*; the merchant vessel *Mercur* and the xebec *Requin*. The unfinished model of *L'Ambitieux* - the Chevalier de Tourville's three-decker vessel - is abundantly described in the chapter on framework. Although the author denies it, this book is a genuine treatise on historical naval shipmodeling. The photographs included show that the skills of today's shipmodelers match the talent of the creators of the period model pieces preserved and displayed in our museums.

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Strong volume size 24x31 cm, canvas cover full gray-blue, sewn sections, slice thread. Laminated dust jacket.

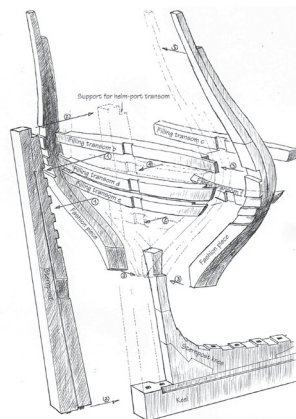
The book has 304 pages paperGardapat 13 Very many illustrations including over 600 photographs in full color.

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			Bomb Ketch 1752
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Remarks from Jean Boudriot



Extracts from the pages



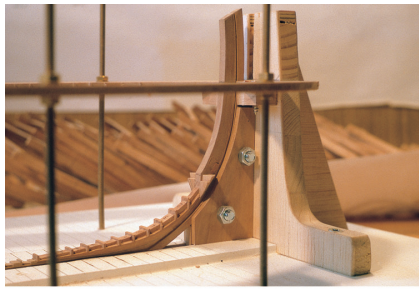
ASSEMBLY OF THE STERN FRAMING.

This drawing shows the assembly of the stern framing, described in the text. After making and adjusting the components, it is recommended that they be assembled permanently in the manner under shown in the drawing. First fix the filling transoms (b, d, & e) to the sternpost; then fasten

this assembly to the keel and sternpost base. Next attach the fashion pieces to the transoms and adjust their fit to the transoms and at their feet as you glue them. (Operations 2-3 are essentially simultaneous). Finally, glue in place (c, & f) from inside, then the helm post transoms (not shown in the drawing).

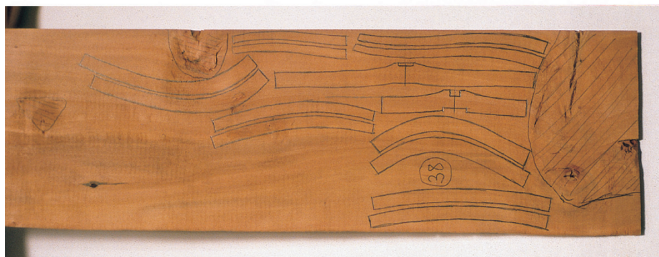
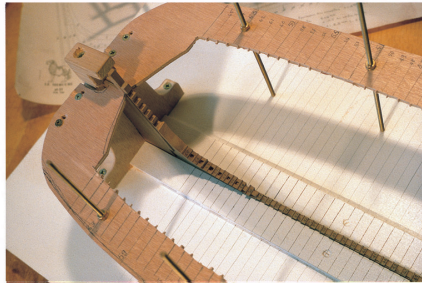


▲ Preparation of the beakhead bulkhead. Note the three beams onto which fit the beakhead bulkhead stanchions.

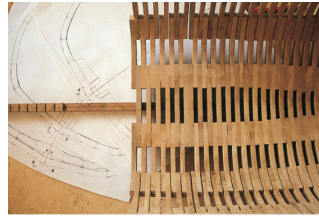


◀ Forward section of the building board completely ready. This is really the beginning of construction; the keel and stem are in place, as well as the deck line mold. Note at the base of the stem the two small triangular blocks that will receive some of the hawse-pieces.

View of the after section of the building board with the keel and sternpost installed. ▶

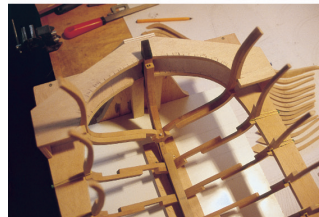


▲ The components of a frame laid out on a sheet of pearwood of appropriate thickness ready to be cut out with the jig saw.

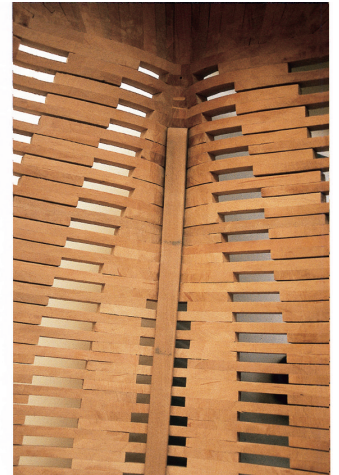


▲ Midships framing from above on either side of the midship bend (two adjacent floors). This shows the principle of this form of construction in which the siding of the futtocks diminishes as the framing progresses higher creating increasing spaces between them.

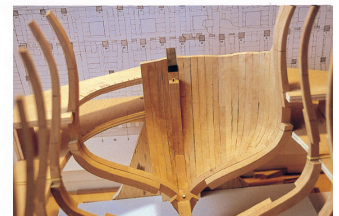
Jig for installing the hawse-pieces. A second mold that matches the shape of the middle deck is installed ahead of the knuckle-timber. It rests against the stem and blocks on the main deck mold. The radiating positions of each hawse-piece are marked on these molds. ▼



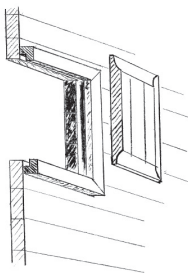
The hawse-pieces, made one at a time, are fitted one after the other and temporarily glued in place. This temporary construction phase is complete to starboard and still under way to port, beginning from the stem. ▶



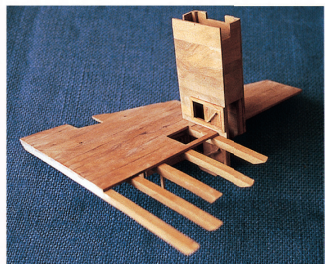
▲ Overhead view of the forward framing. From Frame VI, the space between the floors disappears, being filled by the feet of the rising frames. The keelson is in place, notched around each floor.



▲ The bread oven, a heavy timber box enclosing the masonry of oven, is fitted on two orlop deck beams just forward of the main hatch. Above it, running along the starboard side, is a carpenter's walk on the beams of the orlop deck above the water hold. This walk is interrupted, to the right of the main hatch, by a "hanging" storeroom of the type we have discussed elsewhere.



▲ Sliding hatch for storerooms. A diagram illustrating its construction.



▲ Assembling the mizen pump well and the platform closing the magazine outside the model.



▲ Test fitting the rough figurehead.



▲ The figurehead largely reduced to close to its final shape, awaiting final detail carving.



◀ Fitting the rear of the lion's head to the rails is shown in these two views, and also the assembly of the two faces of the scroll to a point. ▶

