

# Hobbies

## WEEKLY

June 3rd, 1942

Price Twopence

Vol. 94. No. 2433

## Miniature Model of H.M.S. "VICTORY"

SO popular was our large pattern sheet (No. 2023) of this famous old ship which we published some time ago that we venture to bring out another. This time, however, we are giving a full description with details of the new model in these pages and selling the actual design sheet separately.

Will readers kindly, therefore, ask to have this sheet sent to them, the price of it is 3d. post free, and it may only be got direct from Hobbies Weekly, Dereham. The illustration on this page shows how the model is made up, and with the aid of the details and the design sheet, a really first class little model can be made.

### Size of Model

The model is nearly 12ins. long and stands 9½ins. high. It must be understood at the outset that this is not a floating model, but one wholly intended as an ornament, and to this end a suggestion for a suitable stand is given with the details here.

The keel piece should be the first item to cut

and prepare, and this is given full size in the design sheet. To this piece is glued the four pieces which go to make the hull. These pieces are all ¼in. thick and may consist of deal which will be found easy to shape up according to the section and views given here.

The top diagram in Fig. 1 shows the

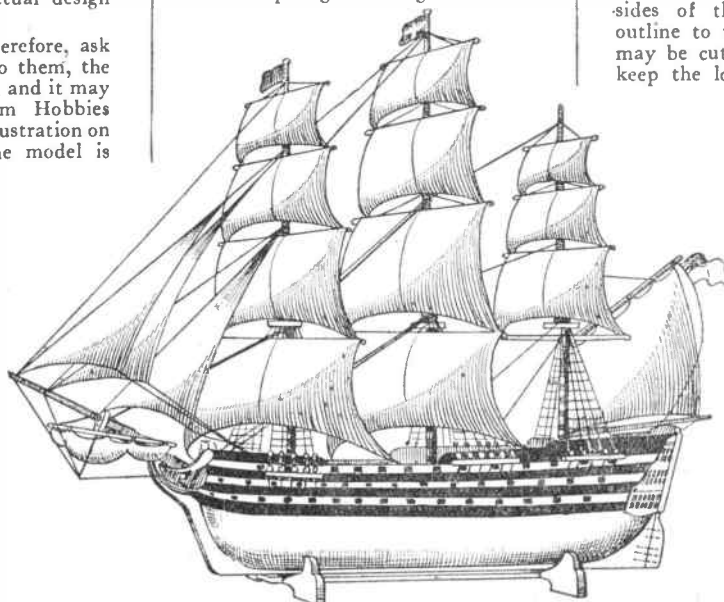
bow section of the model, with the four pieces A and B glued in place on the keel. The deck covers entirely the above pieces and fits over the projections at the bow and stern of the keel piece.

### Shaping the Hull

To form the bulwarks or upper sides of the ship we provide an outline to which thin wood or card may be cut. In gluing on the sides keep the lower edge level with the lower edge of the deck. This is illustrated in the detail Fig. 2 which gives a section through the stern of the ship.

To the deck will next be glued the pieces C, D and E, the two latter pieces will each be made up of two pieces glued together and shaped up to follow the curvature of the hull pieces. The positions of all these pieces are plainly given in Fig. 1—lower diagram, and in Fig. 2. The small stern overlays are also included in the latter figure.

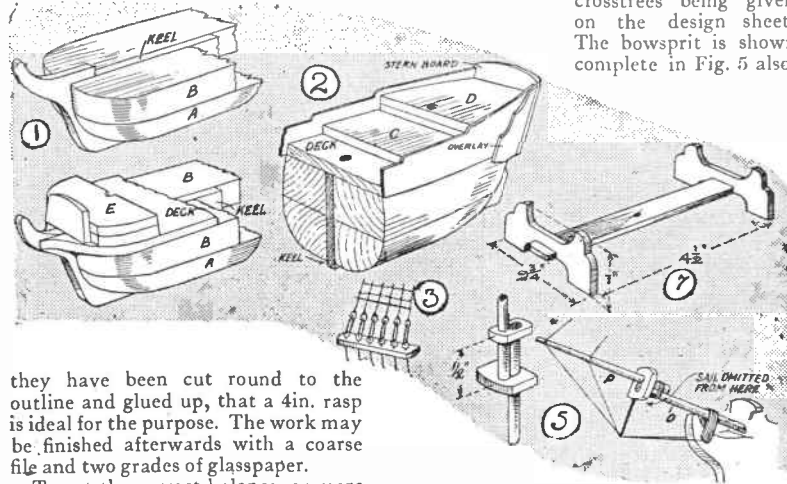
The stern board of ¼in. wood is next glued on after all the surfaces have been levelled off



Letters to the Editor should be addressed to Hobbies Weekly, Dereham, Norfolk. Address orders for goods to Hobbies Limited

at this part to receive it. A small shaped piece termed the bow piece is glued on at the front of the pieces E and on to the deck, seen again in Fig. 1.

It may be advised here that in shaping the hull pieces after, that is,



they have been cut round to the outline and glued up, that a 4in. rasp is ideal for the purpose. The work may be finished afterwards with a coarse file and two grades of glasspaper.

To get the correct balance, or more correctly speaking, symmetry, it would be advisable to cut cardboard templates, say, three, for the shaping of the sides. As the work of shaping proceeds, these templates can be held in place and a check made as to the amount of wood to be taken off at that particular spot.

After a general survey of the work so far accomplished, a thorough clean-up of the woodwork should be made and all edges and corners carefully cleaned and made smooth and ready for the paint.

### Paint Now

Some workers may at this juncture think it best to do the painting and finishing of the hull before the masts and sails are added to the ship. It is just a question of individual taste, however, but it might so happen that the amount of handling in erecting the mast, adding the sails and riggings, etc., might cause the white parts of the hull to become finger-marked and soiled.

There are three pairs of channels to be added to the sides of the ship, these are to take the ladders, a section of which is shown in Fig. 3. Be sure and bore the holes in these pieces before cutting round to the outline or splitting may occur.

### The Masts

All the masts are made from 1/4in. round wood or dowelling and each mast is in two lengths as will be seen on the diagram, Fig. 4, which shows to scale how the sails are positioned and the fastening places of the rigging ropes, etc.

The lower masts are straight pieces up as far as the top "crosstree" and above this they are tapered slightly to the top. The following are the measurements—foremast—lower-

mast 3 1/2 ins. long; top mast 4 1/2 ins. long; main mast—lower mast 3 1/2 ins.; top mast 5 1/2 ins.; mizen mast—lower mast 2 3/4 ins.; top mast 3 3/4 ins.

The method of jointing the lower and upper masts is shown in Fig. 5, the full sizes of the junction pieces or crosstrees being given on the design sheet. The bowsprit is shown complete in Fig. 5 also,

but the furled bow sail has here been omitted for sake of clearness.

The cross spars to which the sails are glued are also made from 1/4in. dowelling. They will all be cut to the various lengths given in table printed here, and each will be tapered slightly from the middle to the tips.

The top edges of the sails will be slightly bent round to the curve of the spars and then glued to them securely. The lower corners of the sails will be tipped with glue and attached to the spars thus.

On the design sheet the outline of all the sails is given, and if parchment paper is procurable, it should be possible to trace through this the outlines direct. Sufficient width of sail has been allowed to give the proper "billow" or wind curve to the sails just as seen in the finished sketch on this page. A very useful scale has been provided on Fig. 4 which can be used for scaling off the positions of all the spars along the masts.

### Thread for Rigging

Use fine twine or coarse thread for the rigging ropes, and follow the detail Fig. 4 for the connections to mast, etc. The ladders are made with the twine, the cross steps being cut to the varying lengths and laid on and a dab of glue added as a fixative.

The dead-eyes, those pulley-like

turnings just above the channels, can best be represented by beads or tiny round pieces of wood glued on to the rigging. The spars N and M may be attached to the mizen mast by wire bound round the mast and with one end straightened and pushed into a hole made in the spars. A dab of glue will hold them secure.

We have been unable owing to lack of space on the design sheet to include the mizen sail with the rest. This sail, however, can easily be scaled off from the diagram Fig. 4.

### Painting the Model

In painting the model it would be preferable to use matt colours. The deck should be painted buff and lined in with pencil lines about 1/4in. apart to represent the deck planking. When this is done, a coating of fretwork varnish should be laid over the whole deck. The lower sides of the hull are white with black bandings

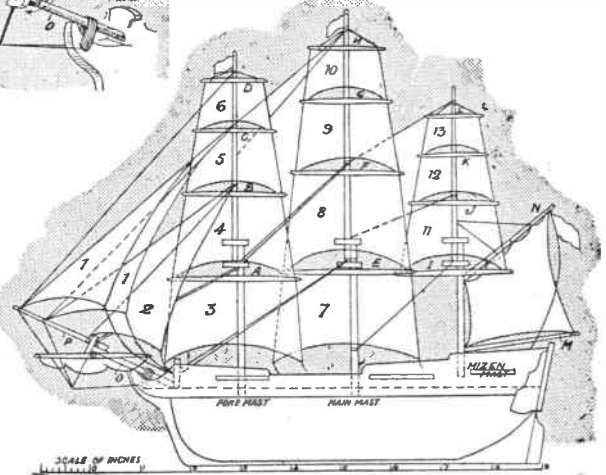


Fig. 4—Side view and scale for sails, etc.

above, and again on where the gunports are painted white.

The stern will be black with black and gold and are held to the stern board by wire. The detail Fig. 6 will be helpful when painting the stern.

The lower masts should be light brown with bandings of black, the upper masts are all brown.

A suitable stand must be made to support the model, and at Fig. 7 we suggest a simple type made from 1/4in. or 3/16in. wood. The dimensions shown will help in drawing out the parts on to the wood.



Fig. 6—Stern painting



# The handyman can easily make for himself A POCKET WALLET

Now that pocket wallets are so difficult to obtain, the amateur craftsman can well turn his gifted hand to the making of one for himself. With a few odd pieces of suitable leather he should be able to turn out quite a useful article either for himself or as a gift for his friends.

The one illustrated contains not only a long open pocket measuring 8 by 4 ins., suitable for notes, cheques, etc., but some smaller pockets to hold visiting cards, stamps, etc. In addition he can if he wishes, make a handy little notebook by adding a few pages of clean paper at the centre.

## Season Ticket Holder

Those travellers, too, who are constantly in need of showing a season ticket, will find the wallet handy as providing a suitable aperture where the bearer's name, date, etc., is plainly visible in the usual style.

The making of the article presents no difficulties, and anyone who has

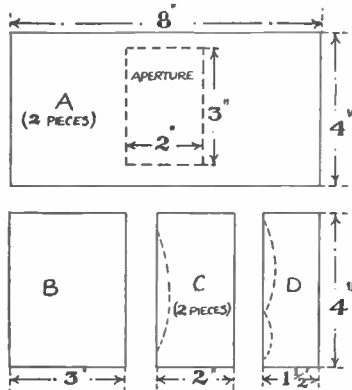


Fig. 1—Details of parts required

had a little experience in leatherwork will find the process quite straightforward. You may be able to obtain some imitation leather locally, or some odd pieces from a leather merchant in a shop in your district.

Of course, if you have some morocco leather or similar material, you will get a really professional result. Brown antique imitation leather is, perhaps, the best to use.

## A Suitable Size

For the work in hand, a piece about 9 by 14 ins. is required, and from this you should cut out the six pieces to the sizes shown in Fig. 1. This can be easily done by using scissors or a sharp knife. Remember

to handle the leather against a steel rule if possible. If you use a wooden rule there may be a tendency to run into the wood and spoil both the ruler and the work.

Remember, too, if you are using a knife, use it at the point and keep it quite sharp to get a clean edge to the work. In addition to the leather, you will require a piece of celluloid about 2½ by 3½ ins., and this is to be fixed behind the aperture cut in one of the pieces shown at A.

This piece of celluloid can be stitched in carefully to the inner side of the piece A, using brown thread and a book-binder's needle. Then add the piece B behind to form a covering.

Do not, however, sew it on all four sides, but only three of them to allow the opening through which the ticket or card can be inserted. This end must, of course, be the open side of the wallet when you put the whole lot together.

## Glued or Sewn

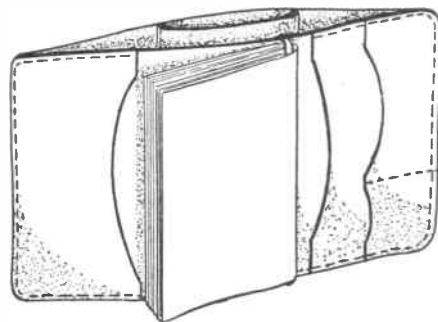
If you have some Durofix you may be able to fix the celluloid and leather with this, providing the former has its surface scratched to give a grip.

The two pieces marked A are now sewn together on three sides to form the large wallet, the smaller pockets C and D being sewn into their correct position at the same time. The unfinished sides of the leather are, of course, placed together, and the pieces C and D are sewn to the large side A, which does not carry the season ticket holder.

## Sequence of Parts

Reference to the finished article which shows the two pieces and the small pocket in their correct place will give a clear idea of the method of working.

It will be found best to start at the left-hand side and get the larger firmly in position, after which the right-hand side can be treated in the same way. Sew as close to the edges as possible. Sew a piece of elastic or



flat strip of rubber band in the correct position to hold the notebook and round off the four corners with the scissors.

## The Notebook Leaves

Now proceed to make the memorandum book itself. Sheets of letter paper of the very thin kind known as "bank" can be conveniently used for this purpose, although any thin paper will serve. Take a dozen sheets and fold each three times (i.e., to ¼ in. of its size).

Using thin thread, sew the twelve sections together. If you know anything of bookbinding stitches, the best method is to insert the needle in the first section at the head stitch, pass it along to the head stitch in the second section, and so on to the twelfth. Sew in the centre and at the tail in the same way.

## Gluing Up

Then pass the glue brush lightly down the back of the sewn sections, and lay a piece of stiffer coloured paper over the back and press firmly into place. The head, tail and fore-edge should now be trimmed off with a sharp knife, thus cutting off the folded edges.

When trimmed, the book should measure about 2½ ins. by 3 ins. For the pocket the two sides of the case fold over, so that the overall measurements of the wallet when closed are only about 3 ins. by 4 ins.

## TWO INTERESTING NOTICES

Readers who are amateur photographers should make a note of a Competition being run by Johnson and Sons, Hendon, London, N.W.4 which closes at the end of this month. There are 35 cash prizes in addition to others in kind, and particulars are obtainable from the address mentioned if you mention *Hobbies Weekly*.

Those living in the district of Barking, Essex (and there must be a large number) should make enquiries about a newly formed Tudor Fretwork Club. It covers cycling, fretwork and social activities and the Secretary, to whom readers should write, is Mr. L. C. Bligh at McNeills Cottage, River Road, Barking.

# The home gardener can lighten his labours with this HOME-MADE CULTIVATOR

AS many readers are doubtless working hard on garden and allotment, why not make the cultivator illustrated? It will lessen the work appreciably and enable more to be done in a shorter time.

The article is very simple in construction and cheap to make. It is narrow enough to be used between rows of vegetables, and can be utilised for hoeing and weeding, as well as cultivating.

## The Wood to Use

Fig. 1 is a side view. The block A, dimensions of which are given in Fig. 2, is best cut from a solid piece of wood, hardwood for preference. However, it can be built of two or more pieces of wood glued and nailed together.

The axle block B is cut from similar wood. Bevel the ends of both and fix the axle block underneath with glue and screws. The screws should be driven in the bevelled portion, so a small piece should be gouged out for each screw so that it can be inserted straight in and not at an angle.

The wheels, Fig. 4, consist of two discs of  $\frac{3}{4}$  in. wood glued together for each. Glue with the grains of the wood at right-angles.

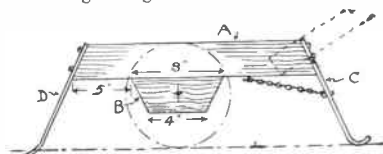


Fig. 1—Side view with detail of parts

At about 1 in. from the edges drive in 8 screws to assist the discs holding together, which otherwise the damp and strain might cause to part company, despite the glue.

When striking the circles for the wheels, mark the exact centre plainly, by making a small hole with an awl. When the glue is hard and the screwing has been done, rasp the edges level as required.

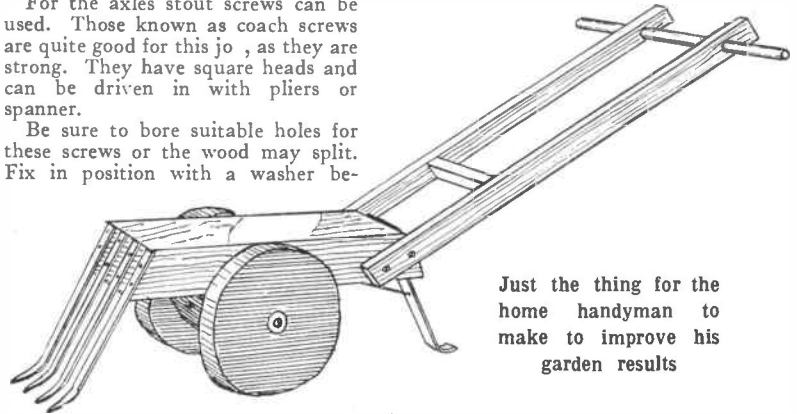
## Axles and Washers

The holes for the axles can be bushed with brass tube if a piece of suitably sized tube is available. Alternatively the holes can be bushed each side with iron washers, say, 1 in. dia.

If this is done, get four washers with inner holes to fit the axles, and in the centre of the wheels bore a recess each side  $\frac{1}{4}$  in. deep. to receive the washers as a tight fit, as in detail, Fig. 4. Tap the washers in and then bore the axle hole right through.

For the axles stout screws can be used. Those known as coach screws are quite good for this job, as they are strong. They have square heads and can be driven in with pliers or spanner.

Be sure to bore suitable holes for these screws or the wood may split. Fix in position with a washer be-



Just the thing for the home handyman to make to improve his garden results

tween each wheel and the block to reduce friction.

The handle, see general view, is made of 1 in. by 2 in. wood strips, with a piece of broomstick across the top. Lower down, near the block, add a short piece of wood as a crossbar.

## Fixing the Handle

Fix the handle with nails at a suitable angle for work. It is best to test this first. Just fix with one nail each side and move the handle up or down until the angle suits, then add a nail each side to fix it permanently.

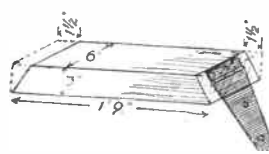


Fig. 2—The main block and back leg

In the centre of the back end a trailing leg is to be fitted as at (C). This is a 12 in. wrought iron T hinge. Turn up the end to a curve and screw the top part to the block.

The length of this leg should be such as to allow the block (A) to be horizontal when it (the leg) touches the ground.

This trailing leg is kept down by means of a short length of chain, the chain going over a screw, driven in the underside of the block. This must be unhooked when the cultivator is to be wheeled away after use, as will be obvious in practice.

The tines of the cultivator (D), can be pieces of  $\frac{3}{4}$  in. by  $\frac{1}{2}$  in. wrought iron bar 14 in. long. Drill these for screw holes at the top and bend a few inches at the bottom of each nearly horizontal, nearly, but not quite when in place.

The ends of the tines are sharpened to a point and when fixed will be about 1 in. below ground level.

For the tines, in place of the iron bar it is possible to use round iron. This is mentioned because some readers may have a small child's iron hoop available and the iron would serve for these parts.

## The Tines

The hoop should be cut into suitable lengths, and can be fixed by tapping in grooves cut in the block as in Fig. 3, and securing there with staples. If a small bit at the top of each tine is bent over at right-angles, and a hole bored for it in the grooves,



Fig. 3—Hoop parts as tines

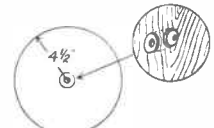


Fig. 4—Washers for the wheels

it will prevent the tines slipping down under pressure of work.

Now give the woodwork two coats of good paint to preserve it. The metal can receive a coat of Brunswick black, or other protective against rust.

With reasonable care the cultivator should give good service. After the season's use, clean it well and paint the iron and woodwork before putting away for the winter.

Look out for a  
Large Pattern Sheet  
for a  
splendid  
Doll's House

# An eye on the timber shortage has been kept in planning A TOY MODEL CAR

"SILVER Arrow" is the name of this up-to-date model car. It is a "free-wheel" type of car, but whilst not pedal-driven, it will provide just as much pleasure and fun to any youngster. A special feature about it, apart from the streamline effect in its design, is the steering. This is done, not by the steering wheel, but by the feet. The steering wheel is merely false—just a sort of grip for the hands.

The model has been designed for children aged from 2 to 4 years old—or up to 6 years old, according to the size and build generally. The fact that there is a big scarcity of wood just now has been carefully considered. A toy of this kind could not be made any smaller or any cheaper.

## From Odds and Ends

The prospective maker may be discouraged by a glance at the accompanying Cutting List, but that is only a first impression. It is wonderful what one can do, these days, when one sets their mind to it. Bits of wood can usually be picked up here and

### CUTTING LIST

- 2 chassis laths, 4ft. by 2ins. by  $\frac{1}{4}$ in.
- 1 axle rail, 17 by 2ins. by  $\frac{1}{4}$ in.
- 3 crossrails, 10ins. by 7, 8, and 4ins. wide.
- 2 body sides (A), 44 by 11ins. by  $\frac{1}{4}$ in.
- 1 radiator top (B), 20 by 14ins. by  $\frac{1}{4}$ in.
- 1 seat back (C), 14 by 14ins. by  $\frac{1}{4}$ in.
- 1 support piece (D),  $16\frac{1}{2}$  by  $2\frac{1}{2}$ ins. by  $\frac{1}{4}$ in.
- 6 radiator pieces (E), 14 by 5ins. by  $\frac{1}{4}$ in.
- 4 ditto (F), 12 by  $4\frac{1}{2}$ ins. by  $\frac{1}{4}$ in.
- 1 steering wheel (G), 6 by 6ins. by  $\frac{1}{4}$ in.
- 1 dashboard (H), 14 by 4ins. by  $\frac{1}{4}$ in.
- 1 bonnet top, 19 by 10ins. by  $\frac{1}{4}$ in.
- 2 axles, 18 by 2ins. by  $1\frac{1}{2}$ ins.
- 4 wheel discs, 12 by 12ins. by  $\frac{1}{4}$ in.
- 4 hub pieces, 4 by 4ins. by  $\frac{1}{4}$ in.
- 4 6in. bolts and eight hub plates as mentioned.

**NOTE.**—The wheel rims can be built up from odd short pieces of wood. The bolts are obtainable at any local hardware shop or ironmonger's establishment.

there; old doors, shelving boxes, etc., etc.—all can contribute to the construction of this modern toy car so that, in time, it can become a reality not just a possibility.

## Chassis and Bodywork

Now, most shelving boards are about 11ins. wide by  $\frac{1}{4}$ in. thick, or  $\frac{1}{2}$ in. thick. Flooring boards are about  $4\frac{1}{2}$ ins. wide by the same thickness mentioned. Blitzed pieces of these would give you the right kind of material for this attractive, interesting job in hand.

You could start the ball rolling by

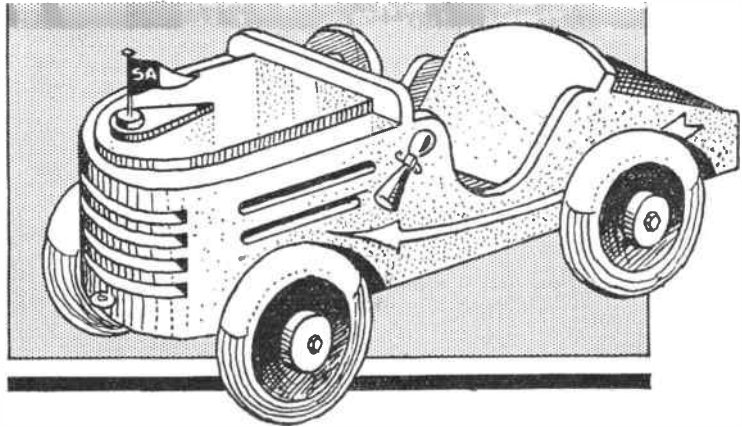


Fig. 1—A real modern American type of car to push along

making the chassis frame shown at Fig. 2. This consists mainly of  $\frac{1}{4}$ in. stuff. The crossrails are dowelled between the side laths. The front axle rail must, of course, be dowelled between the two front crossrails prior to attaching the sides.

## The Sides

Having cleaned and shaped the chassis frame, cut out the two shaped body side pieces. You can use  $\frac{1}{2}$ in. or  $\frac{3}{4}$ in. or  $\frac{1}{4}$ in. stuff for these (see Fig. 3). The seat back and dashboard should be cut, preferably, from  $\frac{1}{4}$ in. stuff, including the radiator top (H, C and B respectively).

In fact, all parts shown at Fig. 3 should be cut from  $\frac{1}{4}$ in. wood, according to the dimension provided. If you decide to use  $\frac{1}{2}$ in. stuff, you will have to make certain adjustments in the checking and widths.

## Building the Body

To resume, build the body and start off by attaching the radiator top (B) between the sides (A) and not on them. Keep the top flush with the top edges of the sides. Use 2in. or  $1\frac{1}{2}$ in. oval nails, by the way, plus a spot of hot glue.

Fix the seat back similarly between the sides in its position. The angle can be easily judged from Figs. 3 and 4. It will be necessary to plane a bevel on the under edge of the back so the sides rest flat. A top rear piece of wood (about 15ins. long by 13ins. wide) is cut to fit between the sides, flush along the top edge; a 3in. or so wide piece is nailed in between the former and the chassis frame to close the gap at the rear end.

## Dashboard and Radiator

The dashboard (H) can now be affixed in place, after which the bodywork, so far, is screwed to the

chassis frame, keeping it flush all round and at the rear end. Now for the fancy radiator business.

First of all, you need about six of the E semi-circles shown at Fig. 3, and four of the semi-circles (F). These require to be cut from  $\frac{1}{4}$ in. material. When cut out in the manner shown, glue two E pieces evenly together, then add an F piece, then an E piece, then an F piece and so on to build up the radiator front.

## Gluing Up

When gluing keep the back of the pieces flush with each other. In fact, you could glue two E pieces in position at the front of the work, on the chassis, then add the others on top to completely block up the front.

As you are using  $\frac{1}{4}$ in. thick wood, and not 1in. stuff, it will be found necessary to make an extra "blocking up" E piece. Plane it to slide in easily, then glue it in place.

When dry, get busy with a coarse spokeshave and level the "louvres" as evenly as possible to the contour of the "nose" of the work. A bonnet piece (Fig. 7) is cut out and nailed on the radiator top. See top view at Fig. 5 which shows this part in position.

## Radiator Cap Parts

The radiator cap pieces are cut to shape from  $\frac{1}{4}$ in. wood and glued in place. The largest piece measures 8ins. by 3ins. The cap disc is  $1\frac{1}{2}$ ins. in diameter. Incidentally, the wedge-shaped piece of wood, D, at Fig. 3, is nailed and glued down the rear top of the work as a support for the seat back; keep it in the middle.

The disc G is the steering wheel which, backed by a disc of  $\frac{1}{4}$ in. wood, is secured in place with a large round-head screw; the wheel should be firm, but easily turned. If desired, it could be a fixture only.



At this point, the axles and wheels can be made and fitted. The axles to be strong and sturdy, are  $1\frac{1}{2}$  ins. long by 2 ins. wide by  $1\frac{1}{8}$  ins. thick. Owing to the construction of the wheels, holes are bored in the ends to take  $\frac{5}{16}$  in. long engineer bolts—not carriage bolts, it must be noted.

A prepared front axle is shown at Fig. 8. The heads of the bolts must be left projecting 2 ins., i.e., between the head and end of the axle. Therefore, when boring the holes, don't bore too deeply—say, at least,  $4\frac{1}{2}$  ins.

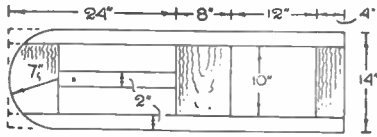


Fig. 2—Shape and size of chassis framing

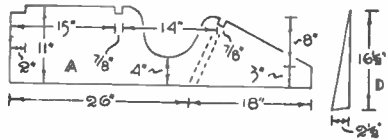


Fig. 3—Body side, with other body parts

Moreover, the diameter of the holes must suit the diameter, or thickness, of the bolts so that they screw in tightly with the aid of a spanner. Axles made from deal serve the purpose but a hardwood, like oak or birch, is naturally preferred so the toy will withstand hard usage. A blitzed wooden bed end would provide good axles, using the legs—that's a suggestion, anyway!

#### Fitting the Wheels

The wheels themselves are created from  $\frac{1}{2}$  in. wood. A 12 in. disc, covered with a 2 in. rim and a 4 in. hub disc form the wheel (see Fig. 8). The rim, in each case, is rounded over on the outside and, if desired, on the inside to suggest tyres, as sectioned.

Glue, as well as nail, the rims and hubs to the discs. Note, by the way, the grain direction of the rim and hub runs opposite to that of the main disc of wood. This is to add strength to the wheel and provide even wear and tear. There is no need to look about for 12 in. sq. pieces of wood for the rims, anyway. These could be made up from small sections, such as half segments or three-quarter segments.

To ensure lasting wear and absolute freedom in movement, discs of sheet metal should be cut out, drilled, countersunk and screwed to the centre of the wheels, one at each side as shown. These hub plates, as they can be called, must be fixed on quite

centrally, otherwise the wheel will wobble about. The screwing on must be a good job, too, for it is the plates that will have to take much of the weight and hard knocks.

When made, unscrew the axle bolts, then attach the wheels in place with them. Do not worry if the wheels revolve somewhat stiffly as this soon wears away in time. Apply a good lubricating oil—thick stuff.

The rear axle is merely screwed in position to project evenly at each side of the chassis. The front wheel is

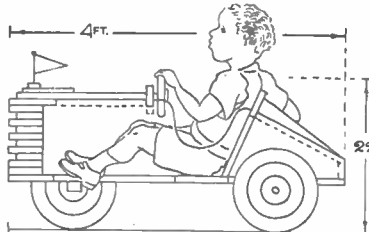


Fig. 4—Cut-away side elevation showing how feet guide front axle

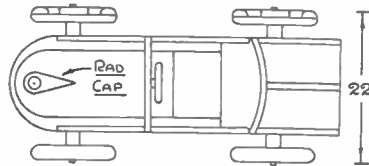


Fig. 5—Top view of the model

bolted in place, the bolt serving as a pivot. Have a couple of washers between the chassis rail and the axle to facilitate matters in guiding the car.

#### The Finish

For a good, attractive finish, use bright enamel or a reliable hard-gloss paint. The outside of the body should be coloured bright green, or deep blue. The inside, where seen, could be bright red or a chocolate shade. The steering wheel could be black.

Regarding the wheels, the tyres should be white or grey, with bright green, or deep blue, centres, the hubs are painted black. The wheel centres are coloured to match the bodywork finish, so if green, paint them green. The car gets its name from the long arrow to be painted on the body sides.

These arrows are, when the enamel has dried thoroughly, lightly chalked on, then painted on with silver paint. The radiator parts, especially the cap, could be painted silver. The louvres of the radiator may also

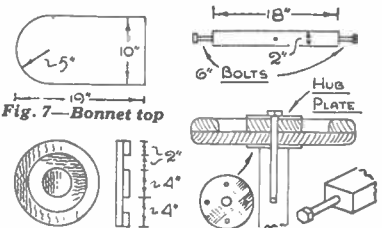
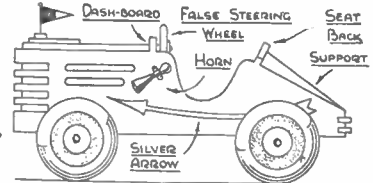
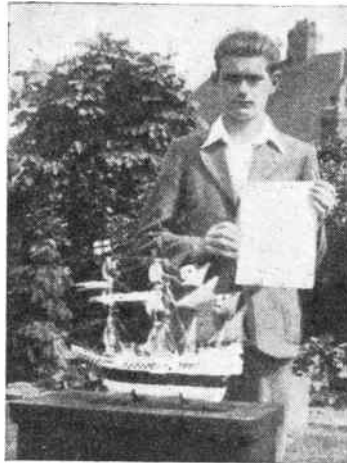


Fig. 7—Bonnet top

Fig. 8—Detail of wheels and axles

be silver; we do not mean that all the radiator front should be painted with silver paint—only the "inner" grooves.

By the way, you will notice two long "louvres" on the bonnet side in the view at Fig. 6. These could have been cut in the wood, but are best painted on in black to save this trouble. A small bicycle horn, or hooter, affixed to the side of the body completes our novel toy car. The pointed flag on the radiator cap has the letters "S.A." painted on in silver over black, for "Silver Arrow."



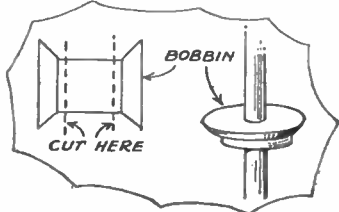
## A 'Great Harry' from Sidcup

THIS photograph was taken last year when the model shown took first prize in an Exhibition of War Weapons Week at Sidcup in Kent. The galleon is the famous "Great Harry," built from our Design No. 2262 by Master A. D. Rumble of Hurst Road, Sidcup. He is shown in the picture proudly holding his Award for an excellent effort in a worthy cause.

# HINTS & TIPS WORTH KNOWING

## Galleons Crows-Nests

I FOUND when making the crows-nests of a galleon a bobbin sawn as shown and both ends used are very suitable as you do not need to shape



them. The centre hole can be enlarged or filled as required to take the size of the mast.—(G. A. Cooke, Golborne).

## Machine Belt

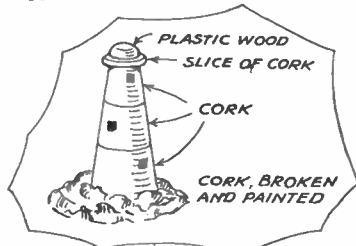
I HAD the misfortune to break my leather belt on my A1 machine, and was at a loss to get a new one, then I hit upon the idea of using a wire stretcher used for curtains. This has proved very satisfactory.—(E. Hunt, Walton).

## Coils of Rope

WHEN making coils of rope I find it a good way to get a piece of paper and cover a part of it with glue. Then get some string that looks like rope and put the end of it in the centre of the glue holding it firmly with one finger. With the other hand wind the string round and round. Then lay a weight on it until the glue is set. Cut away the paper round the edge of the coil of rope and then stick it on the deck of your galleon. It makes it look quite smart.—(P. Burnard, Farringdon).

## Miniature Lighthouse

I FIND an attractive addition to a setting of small boats is a lighthouse. I made one out of four cork stoppers three of which were different



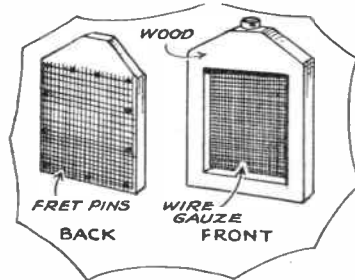
sizes as shown in the picture. I coloured the whole, except the top, grey-green with the top silver capped with black. The windows I did silver and the door black.—(Anonymous, Bolton).

## Deck Markings

WHEN marking the deck on a model ship I find it is quicker if you get a spring paper clip and three or four pen nibs all the same sizes. Then two pieces of old inner-tube are cut to the length of the paper clip and  $\frac{1}{8}$  in. to  $\frac{1}{4}$  in. wide. Place the pieces of rubber between the clip jaws, and in between these put the pen-nibs. By having the strips of rubber they will keep the nibs in position and prevent them from sliding. The ink can be applied to the nibs by the aid of a small painting brush.—(E. A. Saddington, Bromley).

## Radiator Improvements

A GOOD way to make radiators for model cars or lorries is to cut out a piece of wire gauze about 1/16 in.



smaller than the outside edge of the radiator. Nail it to the back with small fret pins, then you have a very realistic model radiator.—(J. Brett, Torquay).

## Miniature Garden

IN Hobbies Weekly of Nov. 12th there was an idea for a miniature garden. I offer a few suggestions to improve it. The pond would look more realistic if it was modelled with plaster of paris, left to dry and then filled with water. The bottom could be painted blue or green. The trees also could be modelled. Plaster of paris could be used to make the trunks and wire netting twigs could be stuck in. The whole thing would look very well when appropriately painted.—(M. E. Owen, Pendleton).

## Realistic Boats

WHEN I made a small model of a motor launch recently, I discovered that by using the type of flat wooden spills that are obtainable at any stationers or cheap store, a very realistic planking is produced. The carvel-built effect can be had if the spills are slightly overlapped, and attached to the side of the boat by means of very fine fretpins.—(J. Akhurst, Sketty).

## Editor's Note

I AM asked by the Mail Order Department Manager to apologize to readers who may order goods and experience delay in receiving them. The Department, he tells me, is working with greatly depleted staff which has to deal with a much more complicated business than, normally. With so many lines out of stock, or alterations in prices, additional clerical work, and much research is inevitable. Orders are taken in rotation and correspondence cleared as quickly as possible, and it is hoped readers will not think the Department dilatory or unbusinesslike if they do not receive the usual pre-war quick service. The staff is doing its best.

## New 6d. Air Books

THE firm of Pitman is well known for its reliable technical works for the airman and anyone really interested in aeroplanes and all that appertains thereto. A new "Simple-Explained" series is their latest production which enhances their reputation. These books are pocket size and explain in very simple language with clear type and illustrations many of the sides of aeronautics.

Every boy and youth now wants to pilot a plane much as their fathers had an ambition to drive a railway locomotive. Here are books which tell them how and why, without technicalities and mathematical problems.

There is one on Flying Simply Explained, another on Radio, and others on Navigation, Aero Engines, Aerobatics, etc. Each is written by a man of repute and the combined series would form a splendid reference library for any A.T.C. Squadron—or, indeed any fellow who "wants to know."

The books are obtainable price 6d. each from the usual sources or by post for 7d. from Sir Isaac Pitman & Sons, Ltd., Parker St., Kingsway, London, W.C.2. Further details of the books can be obtained if you write to that address and mention Hobbies Weekly.

## Solution to Last Week's Crossword

D	I	S	P	L	A	I	S	C
T	E	E	I	T	E	A		
V	I	C	T	O	R	A	N	
E	R	R	N	C	A	R	T	
R	E	G	R	A	I	S	E	
M	I	T	E	A	R	M	E	
I	T	R	F	S	I	N		
S	A	M	A	T	E	L		
E	T	C	L	S	A	L	E	
R	E	S	O	L	U	T	E	D

# Add to the realism of your model by putting on CATHEADS FOR MODEL SHIPS

**A** CATHEAD is a strong piece of timber which projects over the side of a sailing ship in the bows, raking a little forward and at a slight upward angle. It is, in effect, a permanent davit furnished with block and tackle for lifting the anchor.

There are many fellows who from time to time exhibit their models, particularly now in connection with raising money for war weapons, and it is such little additions as the fitting of catheads to your model which make it all the more admired.

## General Type

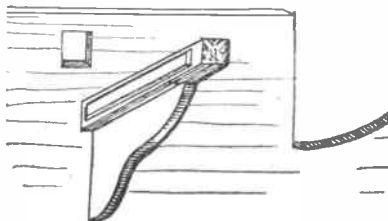
In the illustration you will see the general appearance of a cathead. For model purposes the square timber is best made from stripwood, and the supporting bracket can be fretted out from thin wood. As an idea for dimensions—on a model the size of the "Prince" (Kit No. 218 Spec.), use  $\frac{1}{4}$  in. square stripwood and allow it to project about  $\frac{3}{4}$  in. over the bulwarks.

Catheads were first fitted to ships during Elizabethan times and their appearance altered little for the next 300 years.

Right from the time when catheads were first introduced, the outboard end was carved. The favourite design was a cat or lion's face, although about the middle of the 18th century a star became popular. Other designs were anchors or crowns.

## Ornamented ends

The contemporary model of the "Prince" in the South Kensington Museum and a model of the "Sovereign of the Seas" of 1637, built in America after much research



work both have lions' faces to cap the cathead. The "Victory" at Portsmouth has a crown on her catheads.

Readers who intend to use the information we give here, but do not fancy the idea of carving such small designs might well build the design

from plastic wood on the end of the cathead. When it is dry it can be painted or stained according to the finish of the model.

## Carved sides

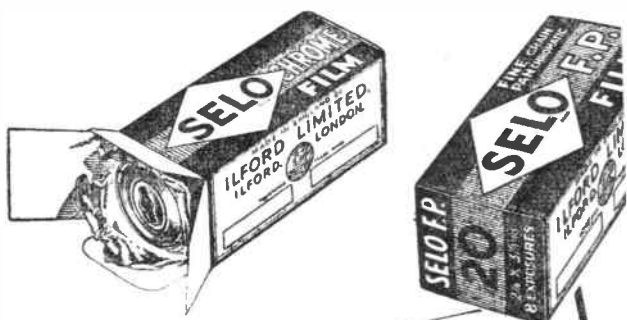
When ships were comparatively plain, then the cathead had little or no decoration apart from the carved design on the outboard end. But during the early 17th century when much attention was being given to decoration, the whole of the sides and top were often elaborately carved.

The brackets, too, were similarly treated and in the case of the "Sovereign of the Seas" of 1637, the brackets were whole figures of lions, one to support each cathead.

This lavish form of decoration lasted until about the beginning of the 18th Century, when various Orders were passed from time to time prohibiting the expenditure of money on ornamentation.

Thus the cathead became more and more simple, until eventually at the end of the 18th Century apart from the fact that it had panelled sides, it had reverted to its plain appearance of Elizabethan times.

You can thus add correct details to your model from these notes.



Cheer the Forces  
with snaps from home  
on **SELO** films

British made by **ILFORD LIMITED** makers of all kinds of sensitised photographic materials **ILFORD, LONDON**

## WHY NOT DO YOUR OWN DEVELOPING & PRINTING?



Have you sent for a copy of Johnsons book?

This gives you full instructions how to develop your films correctly and how to make bromide and gaslight prints.

Johnson's way is simple but very sure. Use AZOL for your films and AMIDOL for developing your prints.

## SPECIAL OFFER!

For a 2/8 P.O. Johnsons will send you post free (G.B. only) a trial set of Chemicals, including 1-oz. bottle of AZOL, to develop eight spools 2 1/2 in. by 3 1/2 in., 4-oz. tin ACID-FIXING, making 30-60-oz. solution, one packet AMIDOL DEVELOPER, enough for 2 or 3 doz. bromide or contact "gaslight" prints. Address: Hobbies Dept



*Johnson's*  
OF HENDON



JOHNSON & SONS Manufacturing Chemists LTD.,  
HENDON - LONDON - N.W.4