

Prestige Series

AURORA Heller

PHENIX

KIT NO. 6521

1/200 SCALE

6521-140

HISTORY

During the period of European expansionism, France was one of the major naval powers. The heroism of the French sailor, the tactical innovation and the quality of the French fighting ships were all highly respected. The French Navy was one of the forces at sea from the time of galley warfare. Some of the most beautiful and ornate galleys ever built were French.

The French royalty never considered the navy to be very important, emphasizing instead the French Army. It was very unusual for the navy to have achieved its high level. The French had in fact allowed the navy to deteriorate until Cardinal Richelieu came to power in 1624. He began a period of rebuilding the navy, and re-educating the French ship-builders to bring the French warship into parity with the English and Dutch. It was at Dutch shipyards that Richelieu's new fleet was built. The English built the SOVEREIGN OF THE SEAS, one of the most famous warships ever constructed, to maintain their lead. By the mid 1600's, the French had trained enough skilled shipwrights to start their own innovations and regain France's position as a leader in ship building. At this point, Jean-Baptiste Colbert took over and began a major rebuilding effort, expanding on Richelieu's

foundation. Colbert, who is now recognized as the founder of the French sailing navy, initiated construction of a new series of large French two- and three-decked vessels that were the envy of other nations.

The construction of these ships was characterized by a relatively broad beam, very sturdy construction, and higher gun decks. The ornate decoration used on the French ships was also a matter of national pride. The capture of a French vessel during war became a double advantage. Not only did the ship add to the strength of the victor's navy but they also got a chance to update their construction techniques.

The Phenix is typical of ships of this period. Based on illustrations found in the "Colbert Map Books", the 1500-ton ship would have been designed by the Master Shipwright Coulomb. Carrying 86 guns, the Phenix is relatively large for its time. Built around 1665, it was used as a secondary flagship and sported the decoration of a command vessel. Of special interest as representative features are the lateral galleries extending from the fore-castle's galleries, the highly sculptured stern and headrail details, and the particular style of the bowsprit and the mizzenmast. All of these date the ship at the pre-1675 design period.

IMPORTANT read these instructions before starting

1. Study illustrations and instructions carefully before you start assembly.
2. We recommend using a hobby knife to cut parts off from runners and to remove excess plastic.
3. Check fit by assembling parts without cement first before cementing in place.
4. Assemble parts in the correct assembly sequence listed in the instructions.
5. On styrene parts use only cement for styrene plastic.
6. In each step, the unassembled parts are shown in white.
7. If you want to paint your model, refer to the painting callouts next to the part number and assembly sequence numbers. Use only enamel or paint for plastics and allow paint to dry thoroughly before handling.

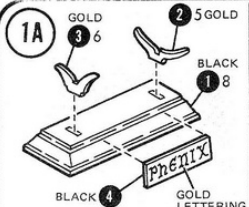
When necessary, scrape paint from any area to be cemented as the cement will not work on paint. Liquid cement is recommended for assembly of small parts.

8. If you are rigging your model, pay close attention to the sequence called out for performing rigging. Steps are arranged to allow for the easiest completion of your model. Take your time in rigging your ship. This is the step that is most important to the final appearance of a sailing ship model.
9. Refer to page 9 for additional instructions relative to the rigging of your model.

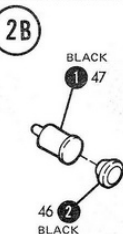
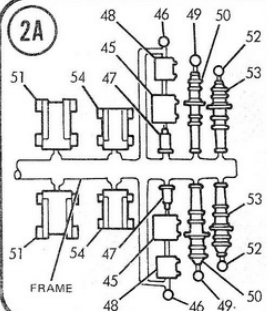
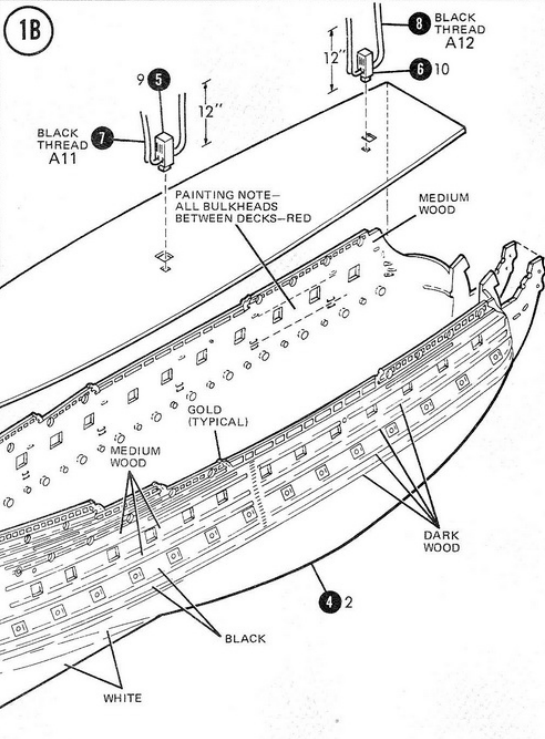
① = SEQUENCE NUMBER ⑦ = PART NUMBER

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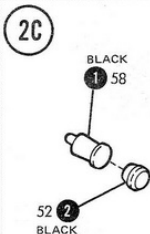
AURORA PRODUCTS OF CANADA LTD REXDALE, ONTARIO CANADA AURORA PRODUCTS NEDERLAND N.V. NIJCKERK, HOLLAND
PRINTED IN U.S.A.



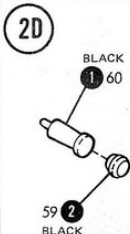
BASE CAN BE CEMENTED TO HULL OR USED AS A STAND TO HELP WITH THE ASSEMBLY OF THE SHIP



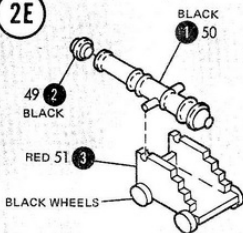
360mm GUN
TOTAL REQUIRED 28
(14 ON EACH SIDE)



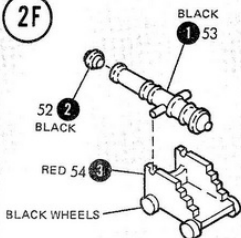
80mm GUN
TOTAL REQUIRED 2
(1 ON EACH SIDE)



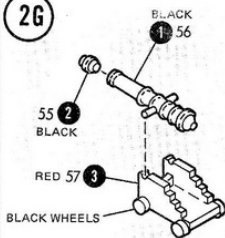
40mm GUN
TOTAL REQUIRED 2
(1 ON EACH SIDE)

2E

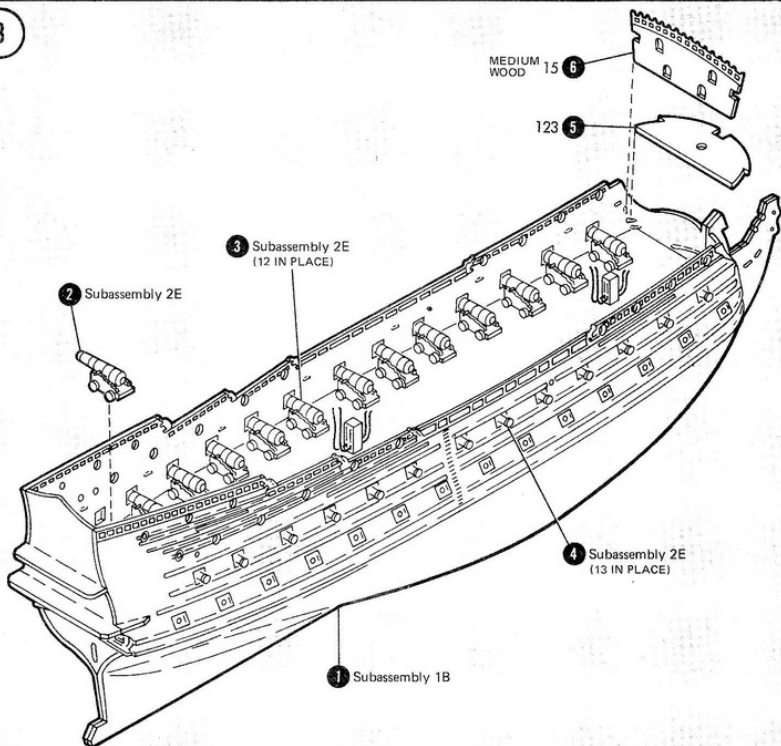
180mm GUN
TOTAL REQUIRED 26
(13 ON EACH SIDE)

2F

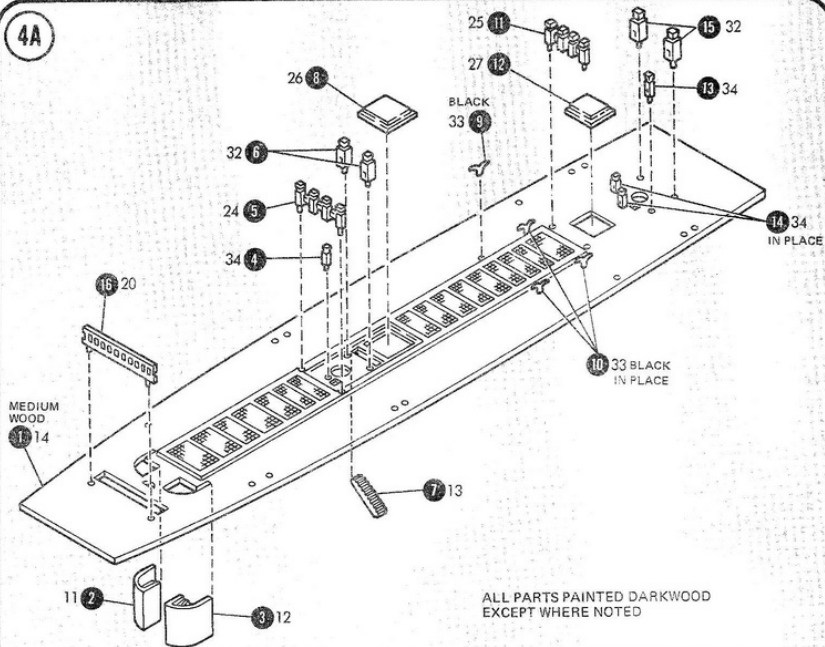
80mm GUN
TOTAL REQUIRED 18
(9 ON EACH SIDE)

2G

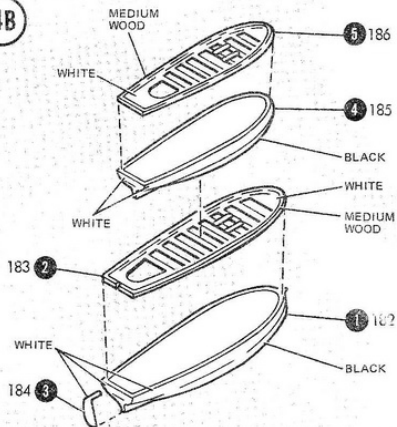
40mm GUN
TOTAL REQUIRED 4
(2 ON EACH SIDE)

3

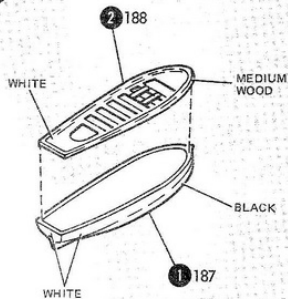
4A



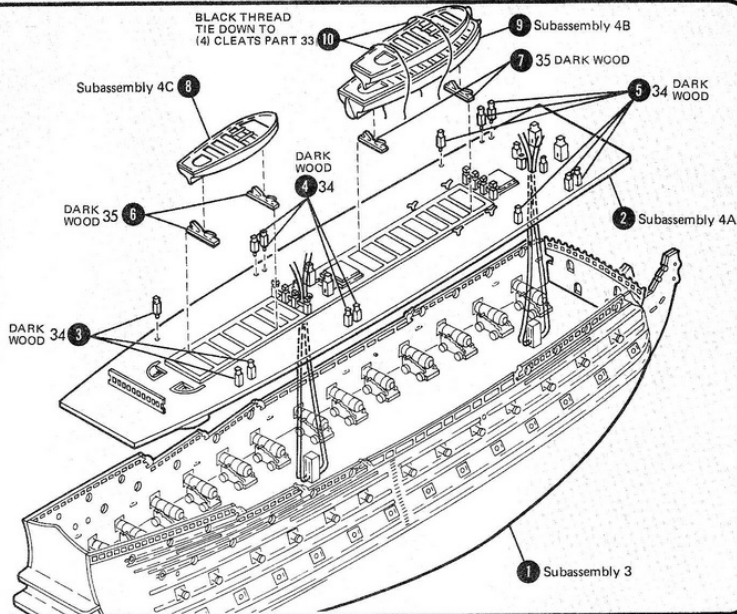
4B



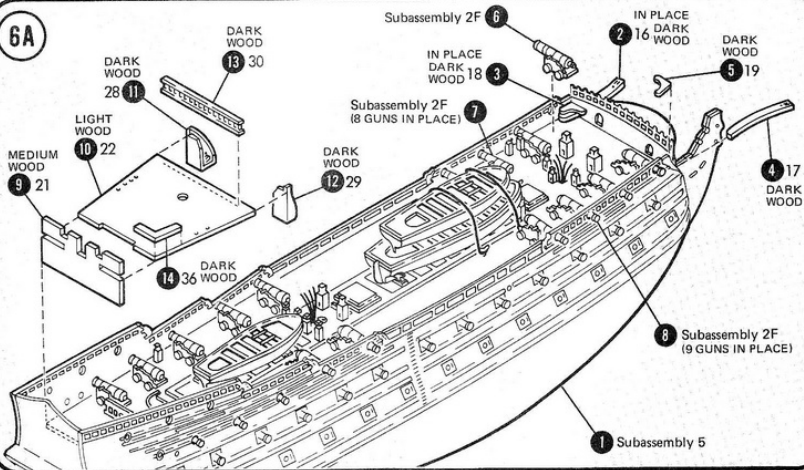
4C



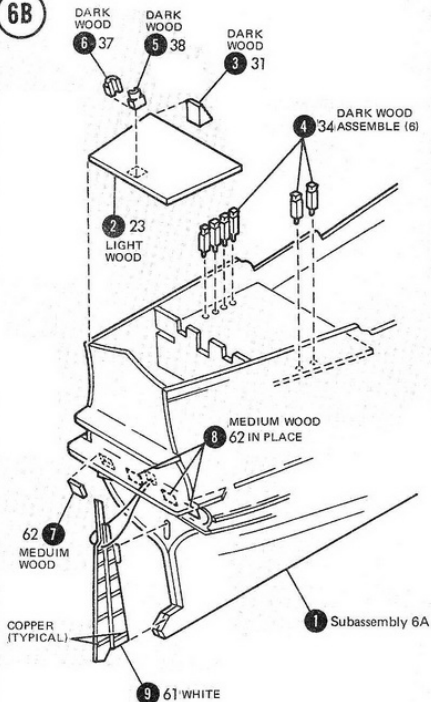
5



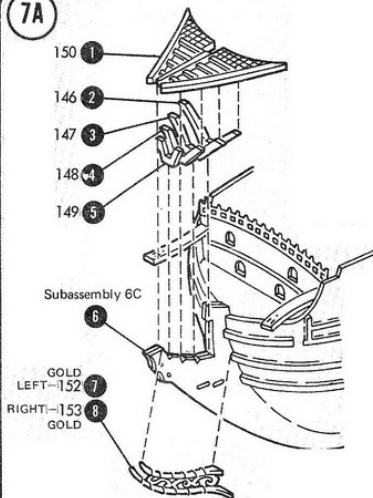
6A



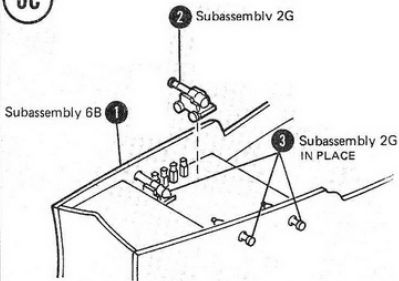
6B



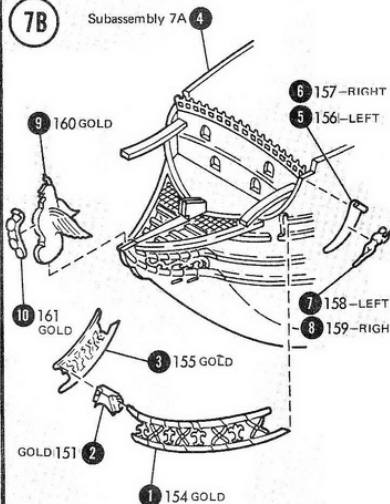
7A



6C



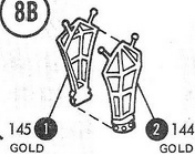
7B



8A

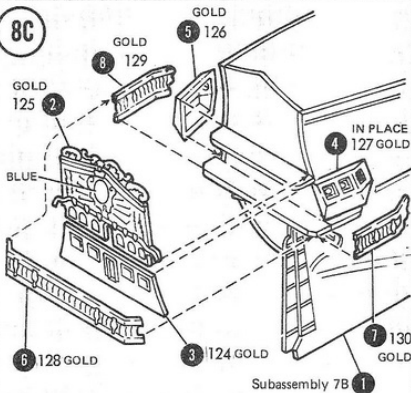


8B

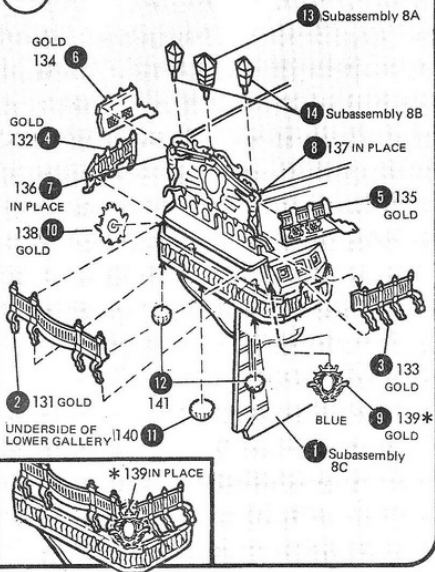


ASSEMBLE 2

8C

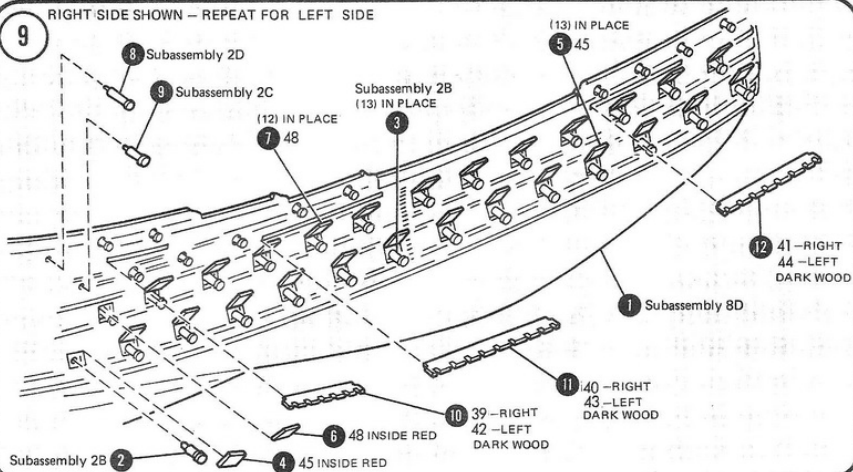


8D

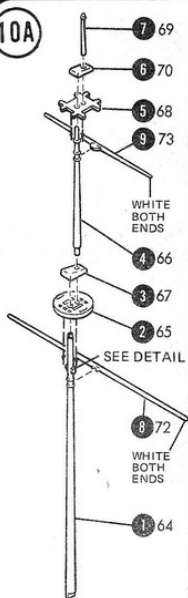


9

RIGHT SIDE SHOWN - REPEAT FOR LEFT SIDE



10A

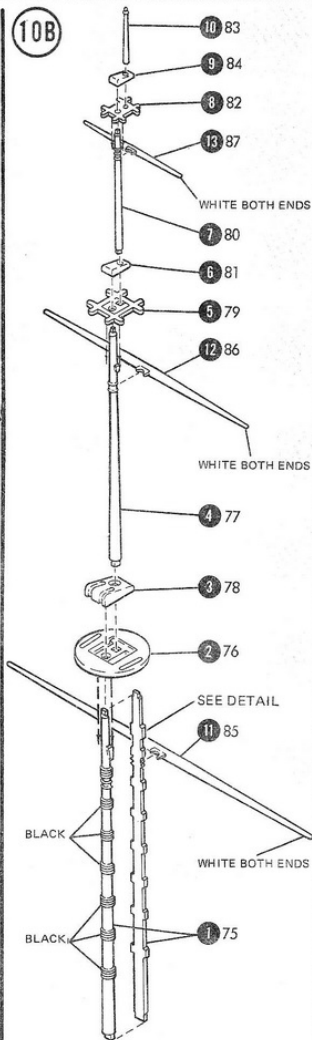


**MIZZEN MAST
ASSEMBLY**
PAINT ALL PARTS
MEDIUM WOOD



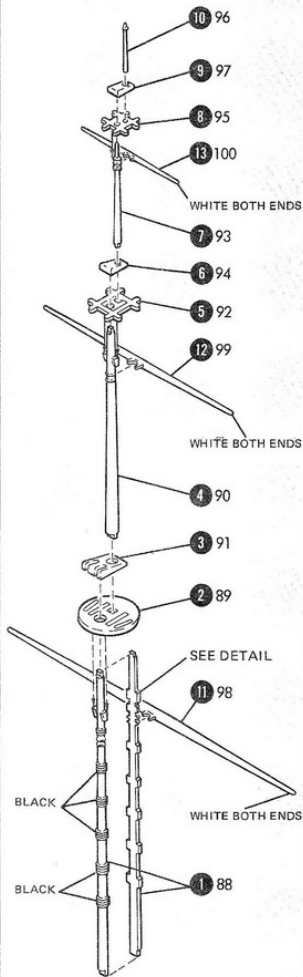
DETAIL
ASSEMBLED CAP
OR CROSS TREE
(TYPICAL)

10B



MAIN MAST ASSEMBLY
PAINT ALL PARTS MEDIUM WOOD

10C



FOREMAST ASSEMBLY
PAINT ALL PARTS MEDIUM WOOD

10D

MAIN Mast Subassembly 10B 4 FOREMAST Subassembly 10C 3

MIZZEN Mast Subassembly 10A 5

MEDIUM WOOD 71 DO NOT CEMENT

74 6 MEDIUM WOOD

2 101 MEDIUM WOOD

1 Subassembly 9

10E

107 6 7 106

105 5 109 9

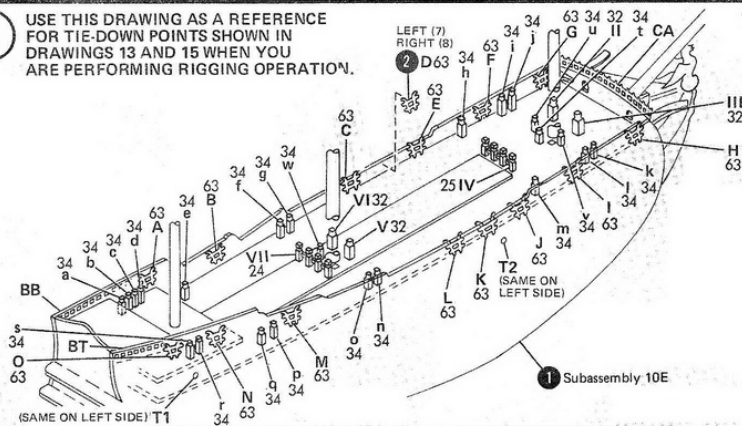
103 4 WHITE BOTH ENDS

104 3 102 2 8 108 WHITE BOTH ENDS

1 Subassembly 10D BOWSPRIT ASSEMBLY PAINT ALL PARTS MEDIUM WOOD

11

USE THIS DRAWING AS A REFERENCE FOR TIE-DOWN POINTS SHOWN IN DRAWINGS 13 AND 15 WHEN YOU ARE PERFORMING RIGGING OPERATION.



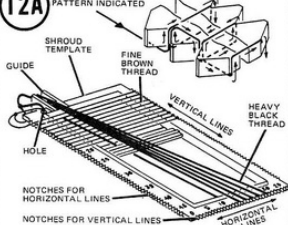
1 Subassembly 10E

RIGGING INSTRUCTIONS — READ THIS BEFORE CONTINUING

- DO NOT RUSH. RIGGING IS THE MOST DIFFICULT PART OF A SAILING SHIP MODEL.
- RIGGING SHOULD BE DONE IN THE SEQUENCE SHOWN: STARTING AT MIZZEN MAST AREA AND WORKING UP TOWARDS BOWSPRIT, AND FROM CENTER LINE GOING OUTWARD ON BOTH SIDES.
- BLACK THREAD IS INDICATED BY A HEAVY LINE. BROWN THREAD BY A LIGHT LINE.
- PULLEYS (INDICATED BY A HEAVY DOT) SHOULD BE FORMED BY KNOTTING AND CEMENTING THREAD.
- RIGGING SHOULD BE SECURED WITH FAST DRYING LIQUID ADHESIVES (ie SUPER GLUE) FOR THE QUICKEST COMPLETION OF THE MODEL.
- WHERE AN ASSEMBLY SEQUENCE INDICATES TWO OR MORE SEGMENTS TO A PARTICULAR LINE, START WITH ONE END AND WORK THE LINE TAUT THROUGH THE OTHER ATTACHING POINTS.
- PULL THREAD TIGHT ENOUGH TO REMOVE SLACK FROM THE LINES, BEING CAREFUL NOT TO BEND PLASTIC PARTS OR TO LOOSEN PREVIOUS ASSEMBLED LINES. RIGGING BEING DIFFICULT, YOUR EFFORT AT THIS STAGE WILL HAVE A DIRECT RESULT WITH THE QUALITY OF YOUR MODEL.
- ESTIMATE THE LENGTH OF THREAD REQUIRED FOR A PARTICULAR LINE BY HOLDING THE THREAD ROUGHLY IN POSITION AND ADDING ALL THE SEGMENTS, THEN ALLOW AN EXTRA 4 TO 6 INCHES FOR EACH END CONNECTION. IT IS BETTER TO HAVE EXTRA THREAD THAN TO RUN SHORT DURING A RIGGING OPERATION.

12A

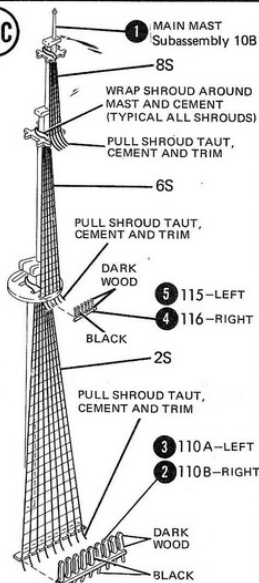
WEAVE USING PATTERN INDICATED



NOTE— TEMPLATE WILL MAKE A PORT (P) AND STARBOARD (S) SHROUD AT THE SAME TIME.

VERTICAL LINES	KNOT HEAVY BLACK THREAD IN THE HOLE ON THE TEMPLATE AND RUN IT IN THE GUIDE PROVIDED. WIND THREAD AROUND NOTCHES CALLED FOR BY NUMBERS AND QUANTITY IN VERTICAL DIRECTION AND SECURE WHEN WELL STRETCHED.
HORIZONTAL LINES	KNOT FINE BROWN THREAD IN THE HOLE ON THE TEMPLATE, RUN IT IN THE GUIDE AND WIND AROUND NOTCHES CALLED FOR BY NUMBER FOR THAT PARTICULAR SHROUD, STRETCH AND SECURE. BRUSH COAT ALL THREADS WITH DILUTED CEMENT
ALLOW TO DRY COMPLETELY	REMOVE THE PAIR OF SHROUDS AND TRIM.

12C

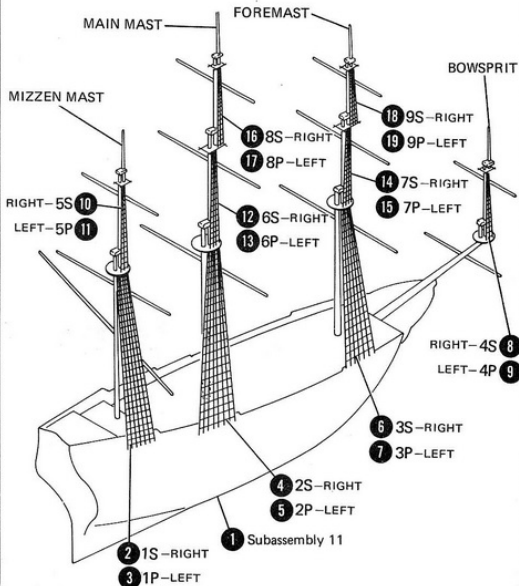


NOTE— TYPICAL METHOD OF SHROUD AND DEADYE ASSEMBLY ON MAST

12B

CONSTRUCT SHROUDS ON TEMPLATE SHOWN IN DRAWING 12A USING THE NOTCHES LISTED:

SHROUD	FABRICATION TABLE	DEADEYES
1S & 1P	LOWER MIZZEN MAST 6 VERTICAL LINES, NOTCHES 11,14,17,20,23,26 39 HORIZONTAL LINES, NOTCHES 0 THRU 38	S - 114 P - 113
2S & 2P	LOWER MAIN MAST 9 VERTICAL LINES, NOTCHES 10,13,16,19,21,24,27,30,33 50 HORIZONTAL LINES, NOTCHES 0 THRU 49	S - 110B P - 110A
3S & 3P	LOWER FOREMAST 8 VERTICAL LINES, NOTCHES 12,16,20,23,26,29,32,35 45 HORIZONTAL LINES, NOTCHES 0 THRU 44	S - 112 P - 111
4S & 4P	BOWSPRIT 3 VERTICAL LINES, NOTCHES 2,6,8 14 HORIZONTAL LINES, NOTCHES 0 THRU 13	S - 122 P - 121
5S & 5P	UPPER MIZZEN MAST 3 VERTICAL LINES, NOTCHES 11,13,15 19 HORIZONTAL LINES, NOTCHES 0 THRU 18	S - 120 P - 119
6S & 6P	MIDDLE MAIN MAST 6 VERTICAL LINES, NOTCHES 11,13,15,17,19,21 39 HORIZONTAL LINES, NOTCHES 0 THRU 38	S - 116 P - 115
7S & 7P	MIDDLE FOREMAST 5 VERTICAL LINES, NOTCHES 12,14,16,18,20 36 HORIZONTAL LINES, NOTCHES 0 THRU 35	S - 118 P - 117
8S & 8P	UPPER MAIN MAST 5 VERTICAL LINES, NOTCHES 9,11,13,15,17 19 HORIZONTAL LINES, NOTCHES 0 THRU 18	NONE
9S & 9P	UPPER FOREMAST 3 VERTICAL LINES, NOTCHES 7,9,11 11 HORIZONTAL LINES, NOTCHES 0 THRU 10	NONE



13

Subassembly 11

101

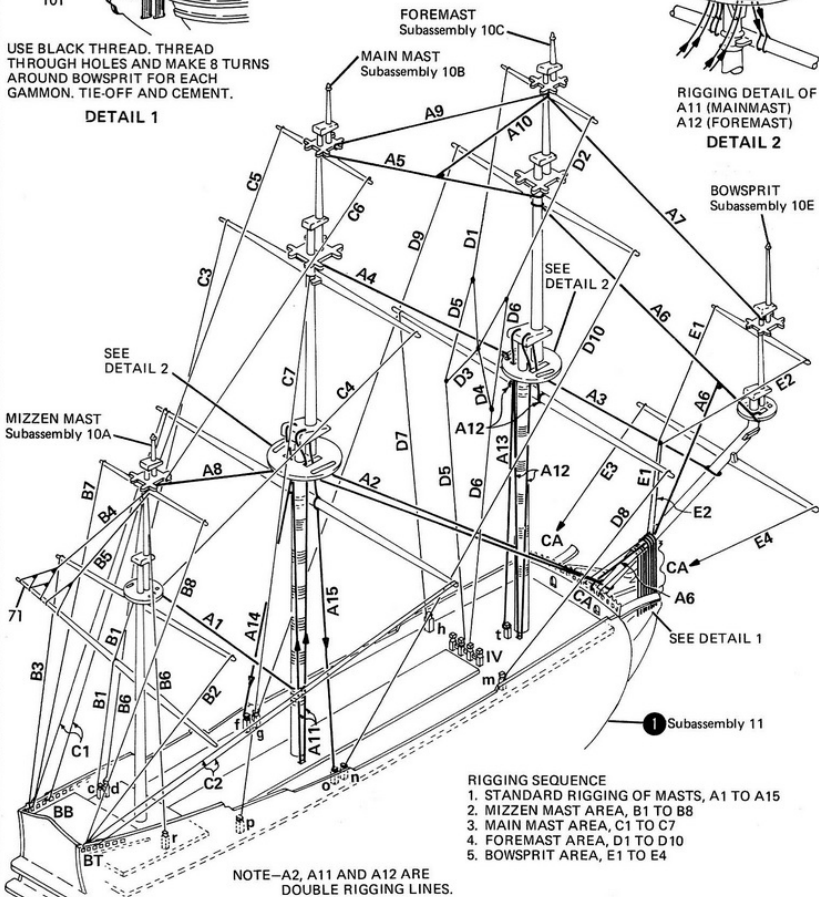
USE BLACK THREAD. THREAD THROUGH HOLES AND MAKE 8 TURNS AROUND BOWSPRIT FOR EACH GAMMON. TIE-OFF AND CEMENT.

DETAIL 1

Subassembly 10B
AND
Subassembly 10C



RIGGING DETAIL OF
A11 (MAINMAST)
A12 (FOREMAST)
DETAIL 2



BOWSPRIT
Subassembly 10E

MIZZEN MAST
Subassembly 10A

FOREMAST
Subassembly 10C

MAIN MAST
Subassembly 10B

SEE
DETAIL 2

SEE
DETAIL 2

SEE
DETAIL 1

Subassembly 11

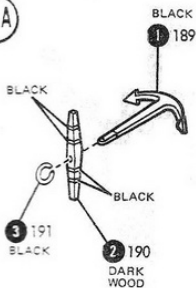
RIGGING SEQUENCE

1. STANDARD RIGGING OF MASTS, A1 TO A15
2. MIZZEN MAST AREA, B1 TO B8
3. MAIN MAST AREA, C1 TO C7
4. FOREMAST AREA, D1 TO D10
5. BOWSPRIT AREA, E1 TO E4

NOTE—A2, A11 AND A12 ARE
DOUBLE RIGGING LINES.

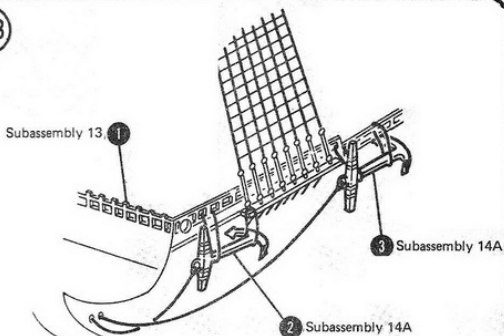
SEE DRAWING 11 FOR REFERENCE

14A



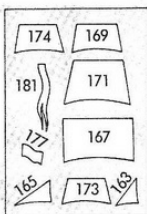
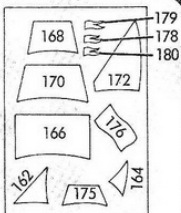
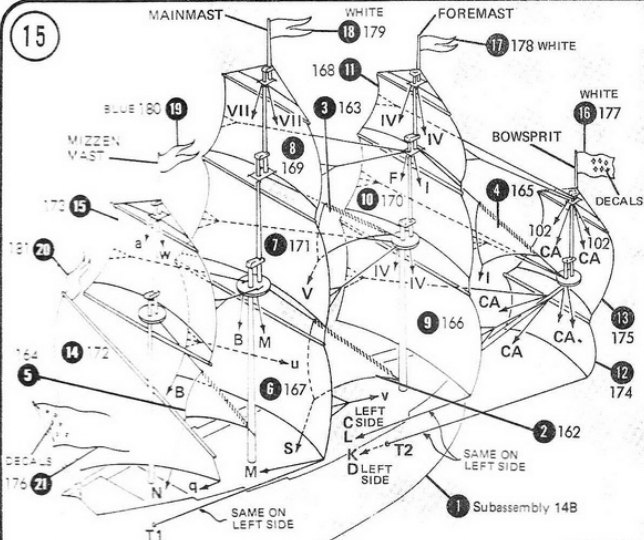
NOTE - ASSEMBLE (4)

14B



NOTE - SAME ARRANGEMENT AND TIE-OFF ON RIGHT SIDE

15



DETAIL 1

MAKE HOLES IN
SAIL FOR LACING
THREAD

MEDIUM
BROWN
THREAD

TYPICAL SAIL RIGGING FOR
PARTS 162, 163, 164 AND 165

DETAIL 2

NOTE-

- SEE DETAIL 1 FOR SAIL PART NUMBER IDENTIFICATION.
- SEE DETAIL 2 FOR RIGGING OF PARTS 162, 163, 164 AND 165

SEE DRAWING 11 FOR REFERENCE