

U-Brass photo-etch set for Revell 1:72 U-Boat VIIC

(UB001)

WHITE ENSIGN MODELS

© 2006 White Ensign Models | www.whiteensignmodels.com



This set will help you depict accurate flood patterns (flood/vent/drain holes) for almost any type VIIC, VIIC/41, or even VIIB u-boat. Download the accompanying PDF document to see what pattern your boat had. Go to: www.rocketcopy.biz/models/rocket/uboa/ubrass.shtml.

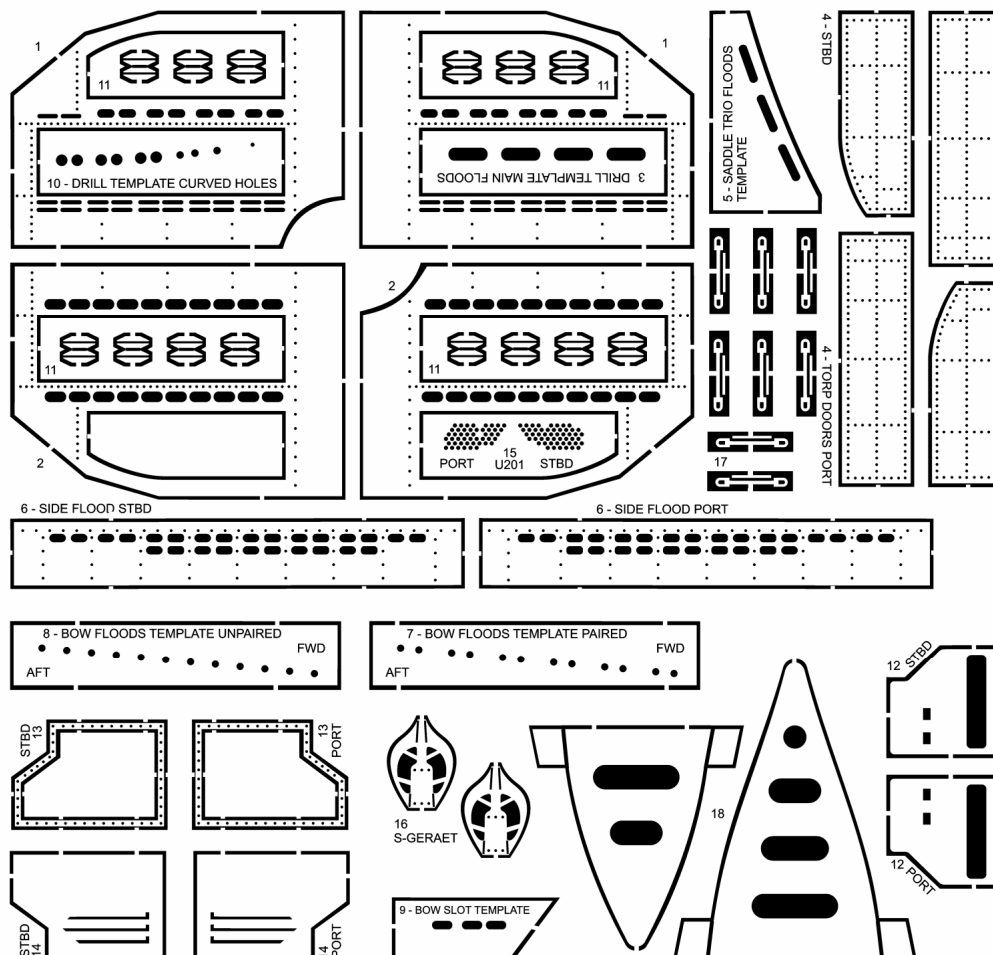
This is vital information and is the most important part of this kit.

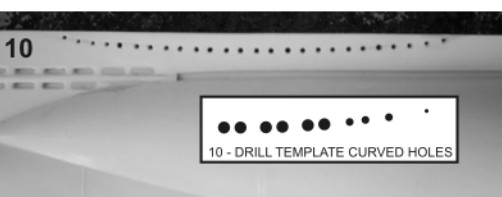
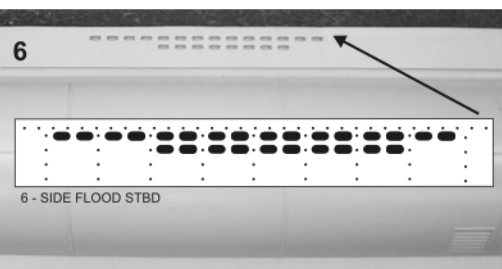
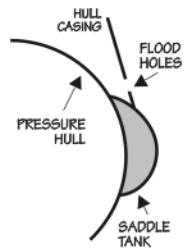
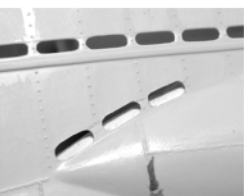
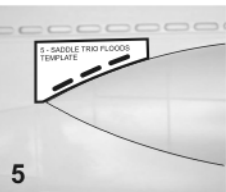
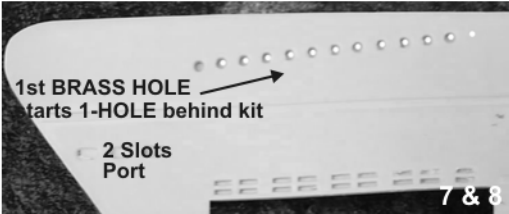
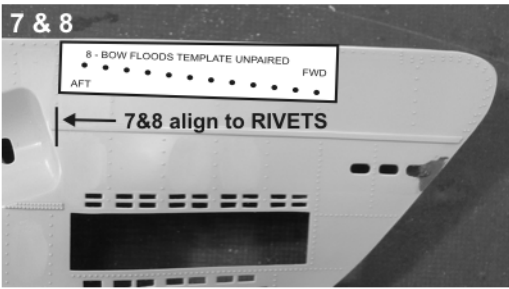
The torpedo doors on the Revell kit are too long. U-Brass replaces the doors and floods as one section with a "cheek" piece. Two different cheek sets are included, and with modification they can become one of four bow flood patterns.

Some hull flood patterns require filling-in existing holes. We recommend press-fitting sheet plastic, gluing and puttying. (If you simply cover the back of the hole with plastic and fill the hole with putty, the putty may sink and/or flake).

Good Hunting!

- CHEEK PATTERN B** (or with modification PATTERN A)
- CHEEK PATTERN C** (or with modification PATTERN VIIB)
- MAIN FLOODS** - drill template
- TORP DOORS**
- SADDLE TRIO FLOODS** - drill template
- SIDE FLOOD** (use as replacement OR as drill template)
- BOW ROUND FLOODS** (paired) - drill template
- BOW ROUND FLOODS** (UNpaired) - drill template
- BOW SLOTS** (2 holes STBD, 3 PORT) - drill template
- SIDE CURVED ROUND VENTS** (half pattern) - drill template
- TENSIONERS** (11 needed, 3 Spares included)
- EXHAUST PATTERN 4**
- EXHAUST PATTERN 5 - PART A - FRAME** (goes over #14)
- EXHAUST PATTERN 5 - PART B - GRILL** (goes under #13)
- CONNING TOWER SIDE** (U201-series pattern) - drill template
- S-GERAET** + spare
- TURNBUCKLES**
- BOW INTERNAL TORP BRACES** (replaces Kit parts 14 + 15)





DRILL TEMPLATES

The templates are made for standard size drill bits where possible, and usually fit against obvious parts of the existing kit.

PARTS 7 & 8 - BOW FLOODS

BLOCK kit holes. Place TEMPLATE TOP against KIT TOP and line up with existing holes, but aft or BACK 1 HOLE. (The 1st hole of the Brass lines up with the 2nd hole of the kit.) The rear edge of the template aligns with a row of rivets. TAPE in place. Holes are 1mm in diameter.

9 - BOW FLOOD SLOTS

BLOCK kit holes. Place guide so that angled point follows bow contour and the TOP fits against CHANNEL (thin strip) above. TAPE in place. Note that STARBOARD = all 3 holes, PORT = 2 holes (the 2 forward).

5 - SADDLE TANK TRIO SLOTS

Place template under CHANNEL (thin strip) and up against saddle tank, fitting to the contour. TAPE in place. DRILL slot ends, then middle, clean with file. (For added realism, add epoxy putty or plastic behind to show the saddle tank continuing in past hull casing, and add an extra piece to represent the pressure-hull.)

6 - SIDE FLOODS ABOVE SADDLE Port/Starboard

FIND your pattern and DRILL holes as necessary (any pattern can be made); or use piece as replacement if possible. Align the PIECE RIVETS with KIT RIVETS.

10 - CURVED HOLES

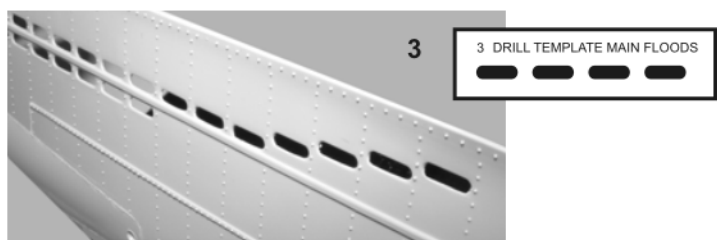
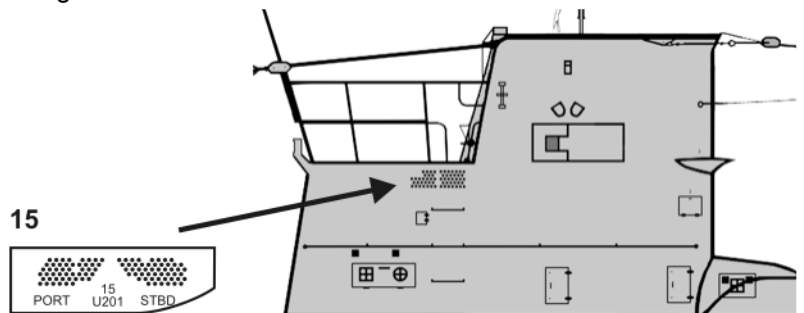
FIND your pattern and DRILL appropriate sized holes as necessary. Any of the patterns can be made from template. (Flip for other half.)

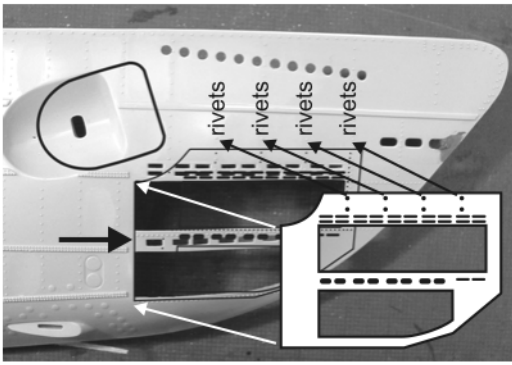
15 - CONNING TOWER SIDE HOLES (201-series holes)

BLOCK existing holes and PLACE template on CT. If your boat is not in the 201 series, you may be able to use parts of the template to drill a new pattern.

3 - MAIN FLOODS

Depending on your boat, you may need to block and/or cut new Main Flood Holes. This template can be placed most anywhere along the main 2 rows and used as a spacer and size template for drilling and cutting.





CHEEKS

The Cheeks replace the torpedo door frames and upper and lower floods as one piece. Find the appropriate pattern for your boat.

Place the CHEEK on the bow, so the REAR of the cheek is up against the REAR of the KIT torpedo doors. Line-up the CHEEK door openings with the KIT openings. The CHEEK openings match the KIT openings at the front and top/bottom height. The rivets also line up.

TRACE the CHEEK and cut out the kit area for a press fit. BEND the brass slightly as necessary to match the bow contour. We recommend epoxy putty behind for strength, or plastic strips. The CHEEKS are slightly thinner than scale hull thickness and are fragile. You may decide to cut just the plastic kit piece between the doors and create an indent above and below for more strength.

PART #1 - Patterns B / A

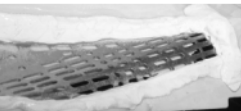
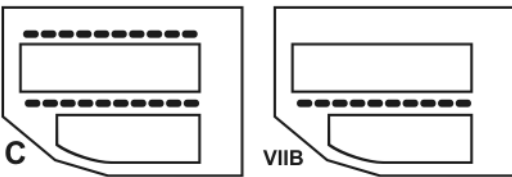
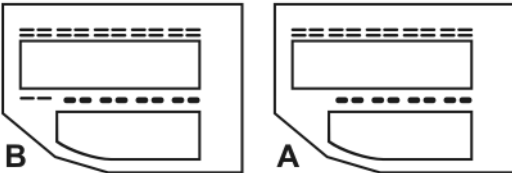
PATTERN B: the most common, no modification.

PATTERN A: block the two forward thin slots.

PART #2 - Patterns C / VIIB

PATTERN C: no modification.

PATTERN VIIB: for those converting to Type VIIB. BLOCK top row of flood holes.



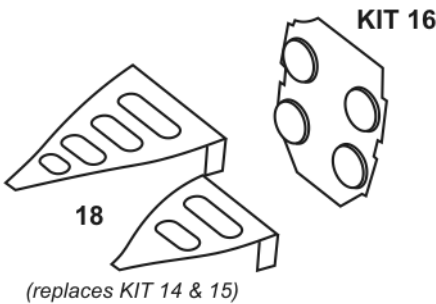
epoxy putty molded in-place as support

TORP DECKS

PART #18 replaces KIT #14+15, and can be used to increase accuracy and add strength. FOLD tabs and cut as necessary for better fit (glue or solder to inside Cheeks).

The new torpedo doors are shorter than the kit, so the torp hatch bulkhead (Kit Part #16) will have to be brought forward about 10mm (6/16ths" +/-). Edge adjustments will have to be made, and allowance for anchor well if moved forward. (For accuracy anchor should come forward 7mm).

PART #4, TORP DOORS, may be open/closed, braced from behind with plastic.

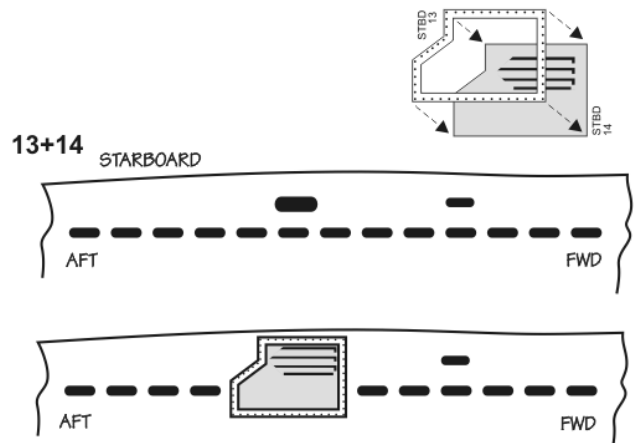
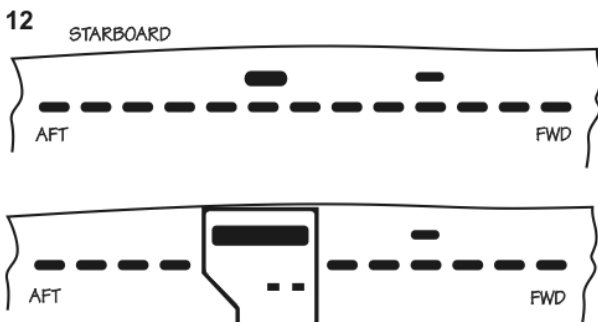


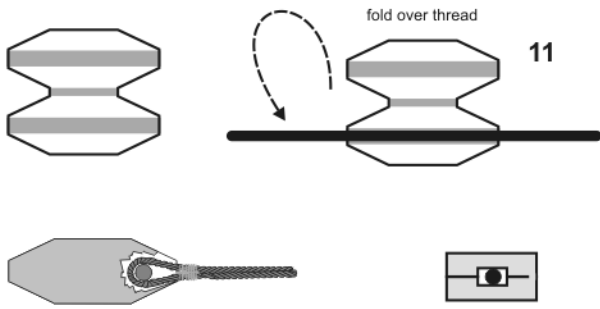
EXHAUST PORTS

Check what pattern your boat had. Patterns 1-3 are simple holes you can cut/modify.

Pattern 4: Part 12 goes directly onto the hull (NOT flush). WIDEN existing exhaust hole and ADD 2 small holes to match piece.

Pattern 5: Parts 13+14 are sandwiched and go directly onto the hull (NOT flush). BEND the grill vent fins and CUT a small slot behind them. (NOTE: on the actual boats these grills also had 3 tiny vertical supports on the 1st and 3rd rows, but this is beyond photo etch limits.)





TENSIONERS

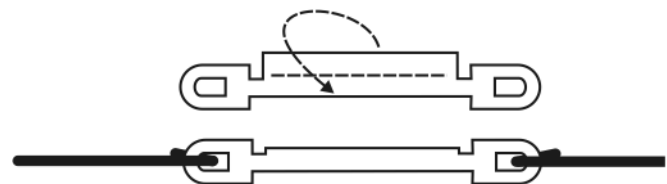
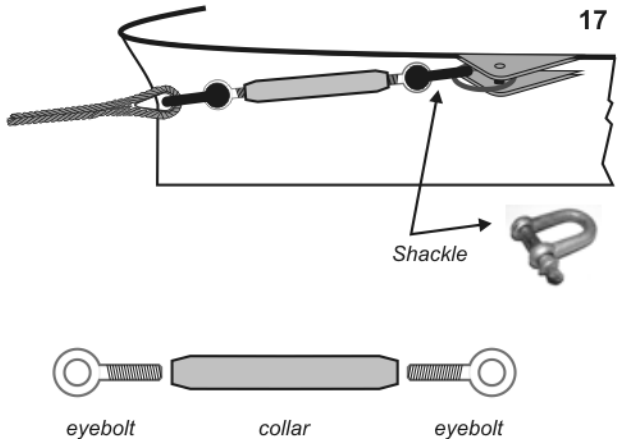
Tensioners were ratchet-boxes for adjusting cable tension in the rigging (aerial). Run thread across tensioners, and FOLD body half over thread and secure with glue.

Refer to kit instructions and source material for your boat's tensioner placement.

TURNBUCKLES

Turnbuckles were another rigging tensioning device. The two most prominent attach to the triangle aerial connection on the conning tower cowling. Part 17 is a representation of a turnbuckle and shackle arrangement within the limits of photo etching.

FOLD the body tang in half. ATTACH to rigging by tying thread to each eye/shackle. Refer to kit instructions and source material for your boat's turnbuckle placement.



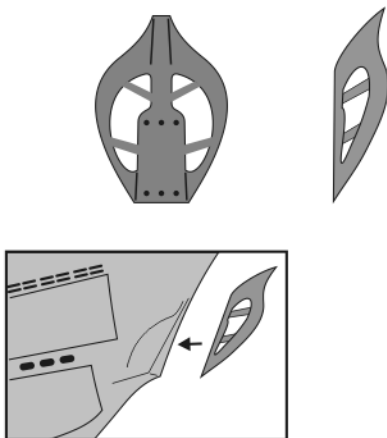
S-GERÄT

The Sonder-Gerät für aktive Schallortung" or "Special equipment for active sound location" (aka "Special Apparatus") was a complete sound system for detecting targets (yet strangely no CD or MP3 player...). The bulk of the system was in the Conning Tower, and was a primary part of upgrading the VIIB to VIIC (more space was needed!).

Though the S-Gerät outfitting was delayed, many early boats were at least fitted with the bow device. By 1943 the system was dropped in favor of more radar. If you are depicting a pre-1943 boat you'll need an S-G device on the bow.

Part 16 is the bow device. You will need to create a MOUNTING BLOCK from plastic. The mount was just a block melded to the shape of the bow. CURVE the S-G itself by bending (a ball-shaped device would be useful). Should you horribly mangle the part, there is a 2nd as a back-up.

Photos will help. The 1990 book, Die deutschen Uboote und ihre Werften, by Eberhard Rössler (Bernard & Graefe Verlag) is a good source.



Don't forget to download the FLOOD PATTERN REPORT at:

<http://www.rocketcopy.biz/models/rokket/uboot/ubrass.shtml>

to find out what pattern your boat had.