

# USS CONSTITUTION

Revell

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On October 21, 1797, the frigate USS Constitution began the longest commissioned service in US Naval history. She was constructed of the sturdiest timbers and her copper spikes and fittings were supplied by Paul Revere of Revolutionary fame.

## BARBARY PIRATES

Under the command of Captain Edward Preble, Constitution led an expedition into the den of the notorious Barbary Pirates in 1803. For 300 years these pirates had plundered, terrorized, and enslaved foreign sailors captured along the North African coast. The geography of the area made commercial shipping extremely hazardous. Often a northeasterly wind could force a sailing ship into the pirate-held coastal areas. This would result in the loss of the ship and its cargo, and life-long enslavement for its crew.

Constitution arrived in the Mediterranean area as flagship of the squadron, and under the guidance of Captain Preble, the Americans blockaded the port of Tripoli. Leaving the 36-gun frigate Philadelphia and several smaller ships to enforce the blockade, Preble took Constitution to his base at Syracuse, Sicily. In the meantime, Philadelphia had run aground on uncharted rocks and had fallen into the hands of the pirates. A few days after her capture, an unusually high tide floated her free, and she became a valuable addition to the enemy fleet.

Meanwhile, on the decks of Constitution in Syracuse Bay, one of the most daring adventures in naval records occurred. In complete secrecy the destruction of Philadelphia was planned. A volunteer crew of 75 men was led by Stephen Decatur in a captured Tripolitan ketch.

Under the light of a faint moon, the little ketch, renamed Intrepid, slid quietly into the harbor. When challenged by an alert Tripolitan watchman, Intrepid was identified by her crew as a damaged Maltese trader, seeking refuge in the harbor. A request to tie up alongside Philadelphia was granted. Before the startled watch could spread an alarm, Intrepid's crew was swarming aboard the captured frigate.

## END OF THE REIGN

Within minutes Philadelphia was a blazing torch and Intrepid was making good her escape. Three days later, and again on Constitution's decks Decatur reported complete success. Not a single American sailor had been injured in this remarkable exploit.

In June 1805, a treaty was drawn up in Constitution's cabin and the reign of the pirates came to an end.

Seven years later, 1812, the United States was at war with England.

Captain Isaac Hull, Constitution's new commander, sailed up the Atlantic coast toward New York where he planned to join a squadron led by Commodore John Rogers. Early in the evening of July 17, Hull approached a squadron of five vessels. Attempting to join up with the squadron was difficult in the light breeze. By sunset the entire group of ships was becalmed on a glassy sea.

Sunrise also brought surprise as Hull recognized the five vessels as British warships. The British, on identifying Constitution, tried to give chase. But the morning breeze was too light to move the huge ships. A few token shots were fired but no hits were registered. Hull ordered Constitution's boats lowered and her crew tried to tow her out of danger by rowing. The British did the same and gradually narrowed the gap.

## KEDGING THE HOOK

Hull resigned himself to fighting to the death. He gave the order to lay broadside and fight against the entire squadron. But before the order was carried out, his first lieutenant suggested kedging the becalmed ship.

All available rope and chain were fastened into one long cord to which the kedging anchor was secured. The great hook was lowered into two boats, carried ahead of the ship, and dropped. Constitution was hauled forward by turning the capstan and drawing the ship to the anchor. For two days the crew toiled, repeatedly drawing the anchor

ahead and kedging to it. The British, not to be denied their prize, adopted the same tactics, but were still unable to draw within firing range.

On the third day a rainstorm struck the area. At the first sign of the squall, Hull ordered all sails taken in. The startled British, believing this a sign of violent storm, quickly furled their sails. However, as soon as the rain had obscured Constitution from her foes, Hull ordered her sails reset and the wallowing British were left behind.

The most celebrated encounter in the history of the USS Constitution came on August 19, 1812, when she defeated the British frigate Guerriere in a battle that was to assure the United States a place as a world power.

Early in the afternoon of August 19, Constitution came upon the British ship about 600 miles east of Boston. Carefully evaluating his position, Hull made plans for his famous battle.

## WITH OUR COMPLIMENTS

Excitement ran high among Constitution's crewmen as the impending fight drew near. Guerriere awaited the approaching intruder and as the distance narrowed she fired her first volleys, attempting to rake Constitution's decks. One 18-pound shot fell on the bow of the American ship but a quick-witted gun team promptly loaded the shot into a deck gun and returned it to the British — with Constitution's compliments!

Hull and his crew were enthusiastic. As Constitution drew near to the British vessel, Hull told his impatient gunners: "You shall have her as close as you please. Sailing Master! Lay her alongside!"

Constitution's guns thundered as round and grape shot tore into the hull of Guerriere. The British gunners could fire with rapidity but suffered from lack of accuracy. Most of their shot went into Constitution's rigging. As Constitution directed her fire into the hull and lower portion of the enemy ship, Guerriere's mizzenmast soon came tumbling down in a confusion of lines and timber.

Hull's next move was to bring Constitution across the bow of the crippled Guerriere and rake the decks of the British ship. However, damage to her rigging had made Constitution difficult to maneuver and her mizzen rigging became entangled in the bowsprit of her foe. Both crews attempted to board their opponent's ship but the surging seas prevented it. As the two ships succeeded in separating, Guerriere fired a volley point blank into the Constitution's cabin, setting it afire. Although the fire was soon quelled, Guerriere did not fare so well. Since her rigging had become ensnared in that of the American ship, the force of separation brought Guerriere's main and fore masts crashing down.

## SURRENDER

Both ships drew away as their crews assessed the damage. After temporary repairs, Constitution again approached the helpless Guerriere. As the Constitution bore down, Guerriere fired a single gun to leeward — the signal of surrender!

Guerriere was beyond salvage. After rescuing her crew, Hull gave orders to set afire the remains of the British ship. The ship vanished in a flash as flames touched off her magazine.

It was during this battle that Constitution's nickname was born. As the British cannon fire bounced off the strong oaken planking, an American gunner exclaimed: "Her sides are made of iron!" Old Ironsides! One of the greatest names in American history.

In 1830, Constitution was declared unseaworthy and she was relegated by Congress to be sold or scrapped. However, a grateful nation, inspired by Oliver Wendell Holmes' dramatic poem, came forth and insisted on her salvation.

Today, beloved "Old Ironsides" finds a permanent home in Boston, where the sons and daughters of the nation she fought for may tread her decks and relive her adventurous life. Truly, Constitution is the embodiment of American freedom and tradition, a worthy shrine to the United States Navy.

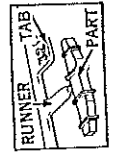
## SPECIFICATIONS USS Constitution — Frigate

Displacement: 2,200 tons  
Hull length: 204 feet  
Length over-all: 296 feet  
Length between perpendiculars: 175 feet  
Beam: 43 feet, 6 inches  
Sailing draft: 21 feet forward, 23 feet aft  
Speed: 13 knots

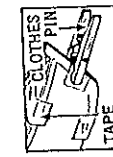
Crew complement: 450  
Constitution's armament varied. Your REVELL model is outfitted as follows:

Long 24 pounders — 10  
32-pound carronade — 22  
18-pound bow chaser — 1  
Broadside potential: 684 pounds

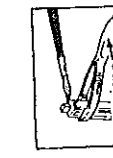
DO NOT DETACH PARTS UNTIL YOU ARE READY TO USE THEM. ALL PARTS ARE NUMBERED TO HELP YOU FIND THEM. LOOK FOR THE NUMBER ON THE TAB NEXT TO THE PART OR ON THE PLASTIC FIT PARTS TOGETHER AND TRIM ANY PLASTIC PLASTIC BEFORE CEMENTING. IN DOING SO YOU WILL KNOW WHERE TO APPLY CEMENT. A BRUSH OR TOOTHPICK WITH A TOOTHPICK PIN OR BRUSH AS TOO MUCH CEMENT MAY DAMAGE YOUR MODEL.



**KNIFE TO DETACH AND TRIM PARTS TO REMOVE EXCESS PLASTIC**



**PAINT BRUSH TO TOOTH PICK**



**TWEEZERS TO PICK UP AND HOLD SMALL PARTS**



**CLOTHES PIN TO CLAMP PARTS UNTIL THEY ARE DRY**



**TAPE AND CLOTHES PINS TO CLAMP PARTS UNTIL THEY ARE DRY**

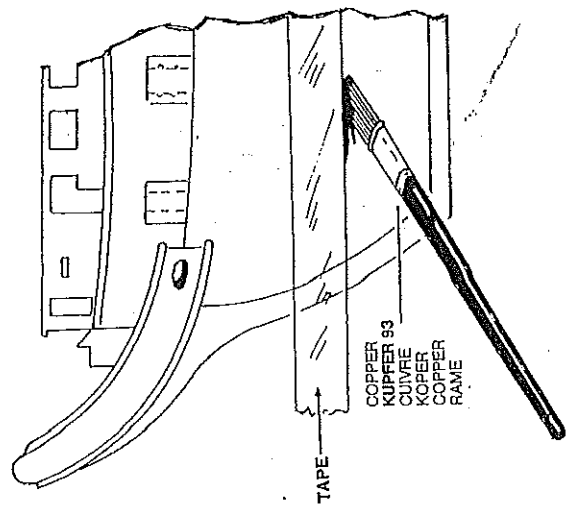
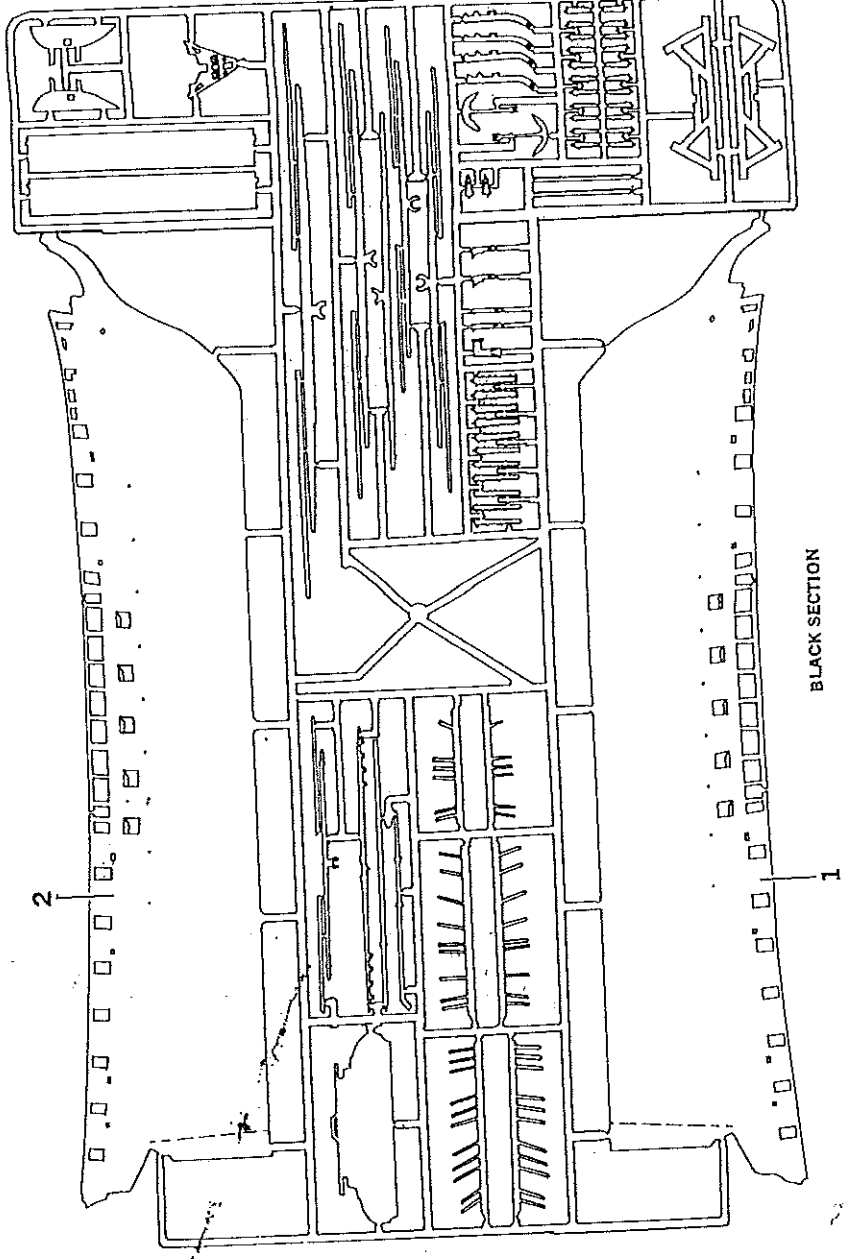
strong bond through paint. Fit parts together before cementing, in this way you will know where cement is to be applied as well as if paint will need to be removed. To avoid the loss of parts identification DO NOT REMOVE any parts from the runners until called for in the assembly instructions.

Painting the various small parts will be much easier if accomplished before starting the assembly of your model. The runner system provides a handy holding fixture during painting and while parts are drying. Paint should not be applied to cementing surfaces, as the cement will not make a good

**PAINTING THE BLACK PARTS**

plating. Press the edge of the tape down firmly to prevent paint from going under the edge of the tape.

1. Place the Black Parts in front of you as shown. Carefully remove both the RIGHT HULL Part (1) and LEFT HULL Part (2) from the runners.
2. Apply masking tape to the outside of each HULL above the top edge of the copper

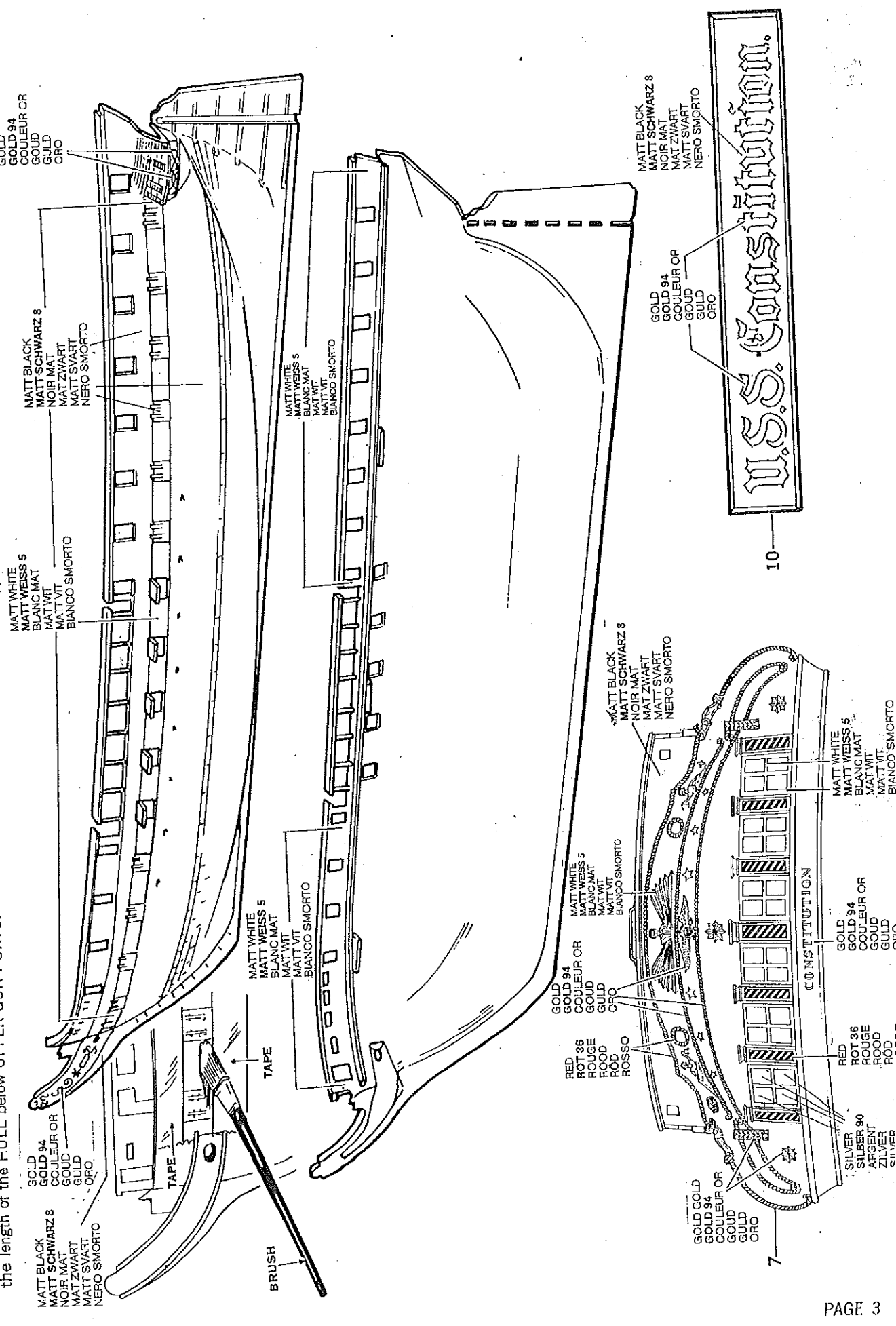


BLACK SECTION

# HULL AND STERN DETAIL PAINTING

1. Paint the WHITE Stripe between GUN PORTS on the outside of both HULL HALVES.  
2. Set aside to dry.  
3. Paint the inside of each HULL WHITE from the top railing down to the rib running the length of the HULL below UPPER GUN PORTS.

- 4. See Detail Drawing for painting instructions for the TRANSOM Part (7).
- 5. Paint the detail parts as indicated by small color callout flags. **WBSS**



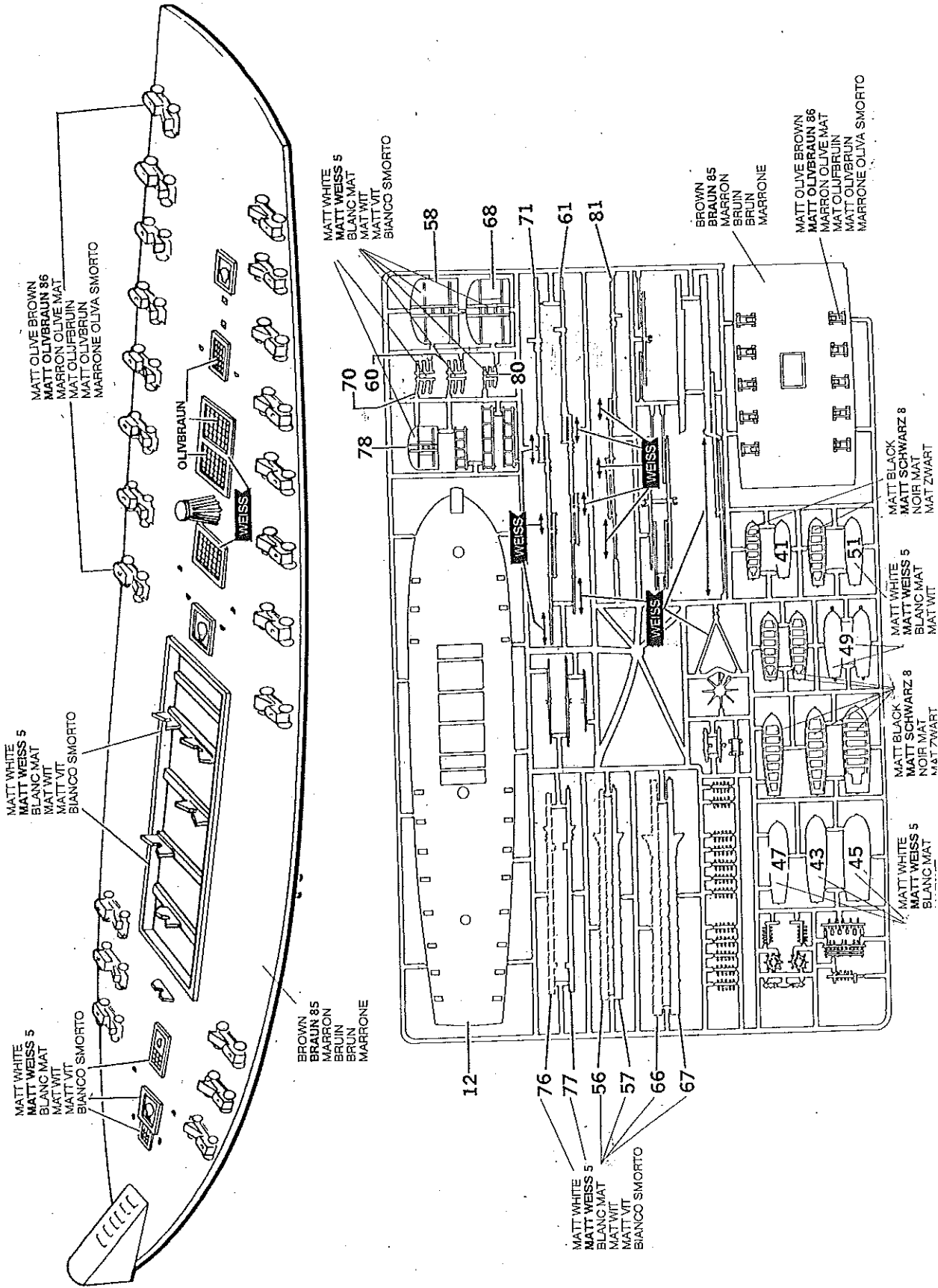
# PAINTING THE TAN PARTS

Place the TAN parts in front of you as shown.

1. The LOWER MASTS will be easier to paint if assembled. So CAREFULLY REMOVE Part (56) and cement to Part (57). DO NOT REMOVE (57) from runner. In the same way remove (66) and cement to (67), and then remove (76) and cement to (77). Allow cement to dry before painting these parts WEISS.
2. The MAIN DECK (12) detail will be on bottom side. Remove part and turn over.

Paint FRAMES around DECK openings WEISS, GRATINGS and GUN CARRIAGES BERAIN.

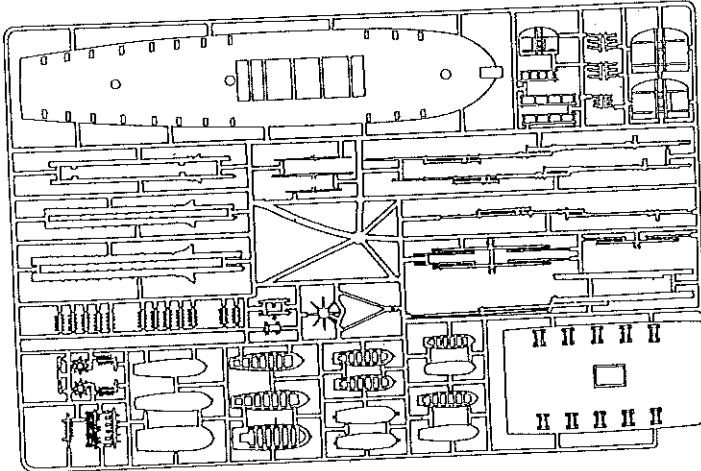
3. Paint the detail parts as indicated by color flags. Note: UPPER MASTS (61), (71), and (81) are only painted in areas between arrows.
4. Paint Parts (58), (60), (68), (70) and (78), (80) on both top and bottom WEISS.
5. Paint all the SMALL BOAT HULLS Parts (41), (43), (45), (47) two Parts (49) and (51) WEISS on the inside and outside.



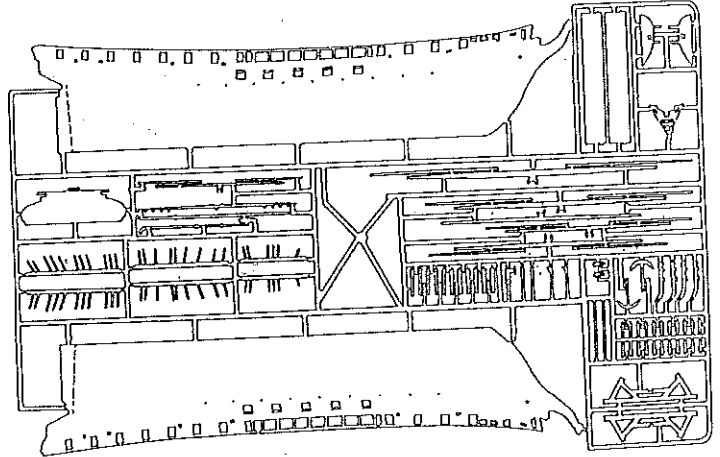
# LOWER GUN DECK

- 1 HULL RIGHT BLACK
- 2 HULL LEFT BLACK
- 3 BOW PIN RAIL (2 Parts) TAN
- 4 PIN RAILS (10 Parts) TAN
- 5 LARGE GUN BARRELS (10 Parts) BLACK
- 6 GUN DECK TAN

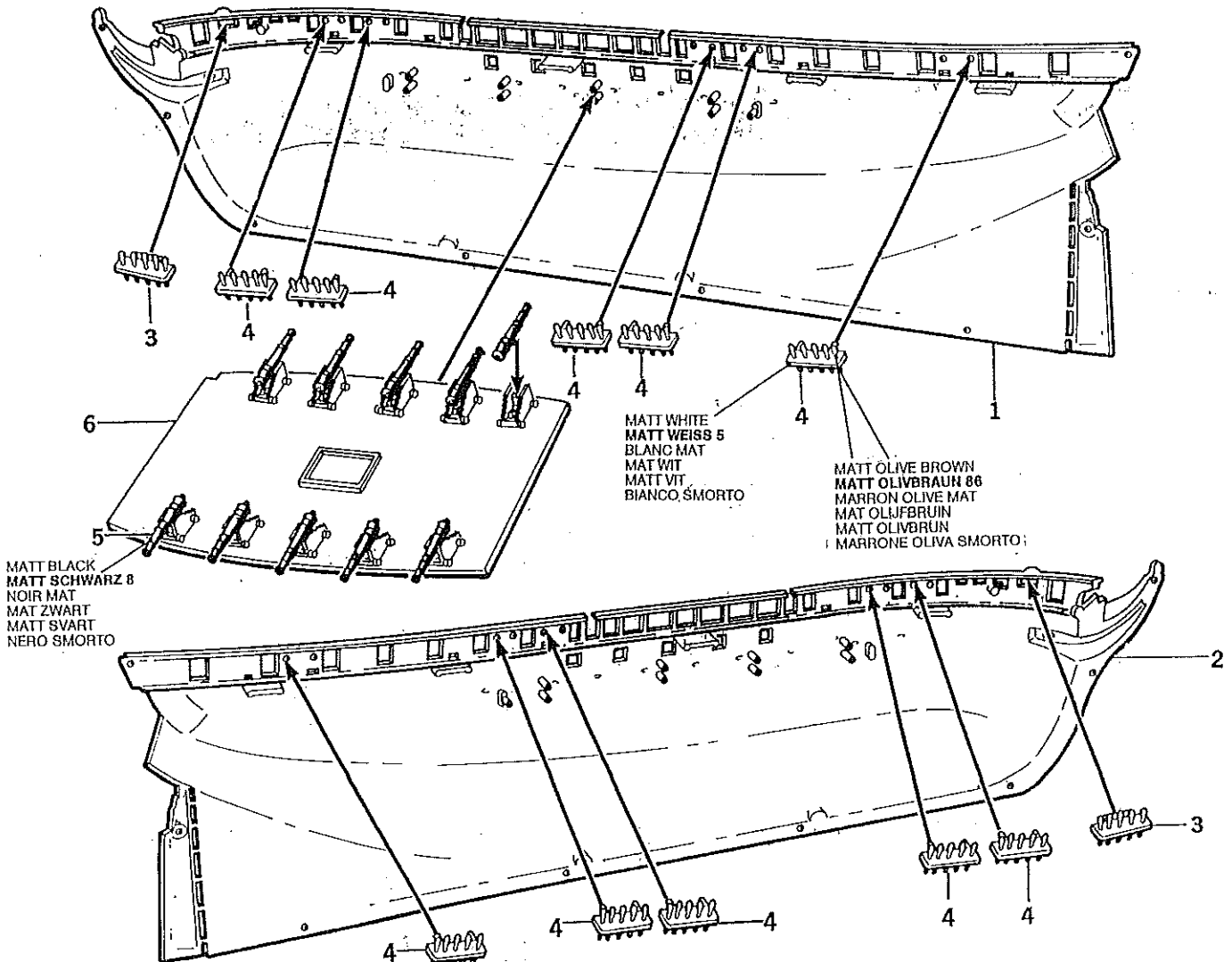
1. Cement one BOW PIN RAIL (3) to front of RIGHT HULL (1).
2. Cement five PIN RAILS (4) to RIGHT HULL.
3. Cement ten LARGE GUN BARRELS (5) to GUN DECK (6).
4. Cement remaining BOW PIN RAIL (3) and five PIN RAILS (4) to LEFT HULL
5. Cement GUN DECK to RIGHT HULL.



TAN SECTION



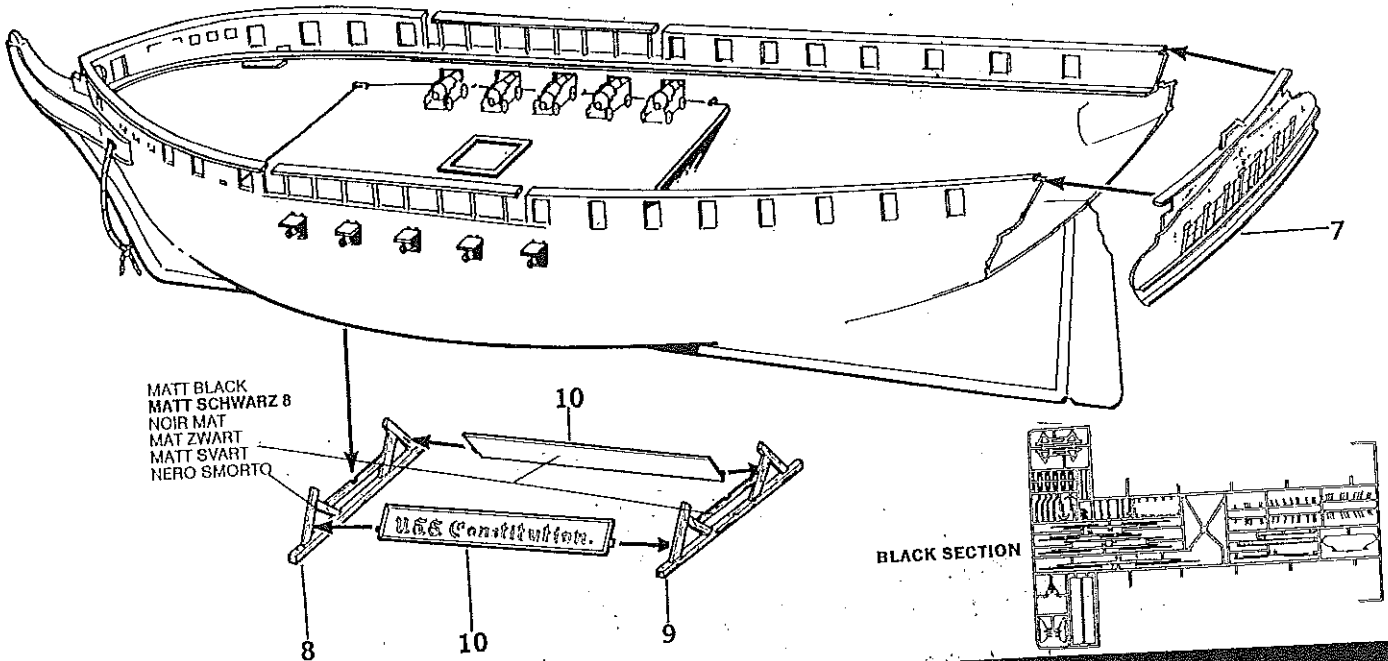
BLACK SECTION



# HULL TO HULL

- 7 TRANSOM BLACK
- 8 STAND END PLATE BLACK
- 9 STAND END PLATE BLACK
- 10 NAME PLATE BLACK (2 Parts)

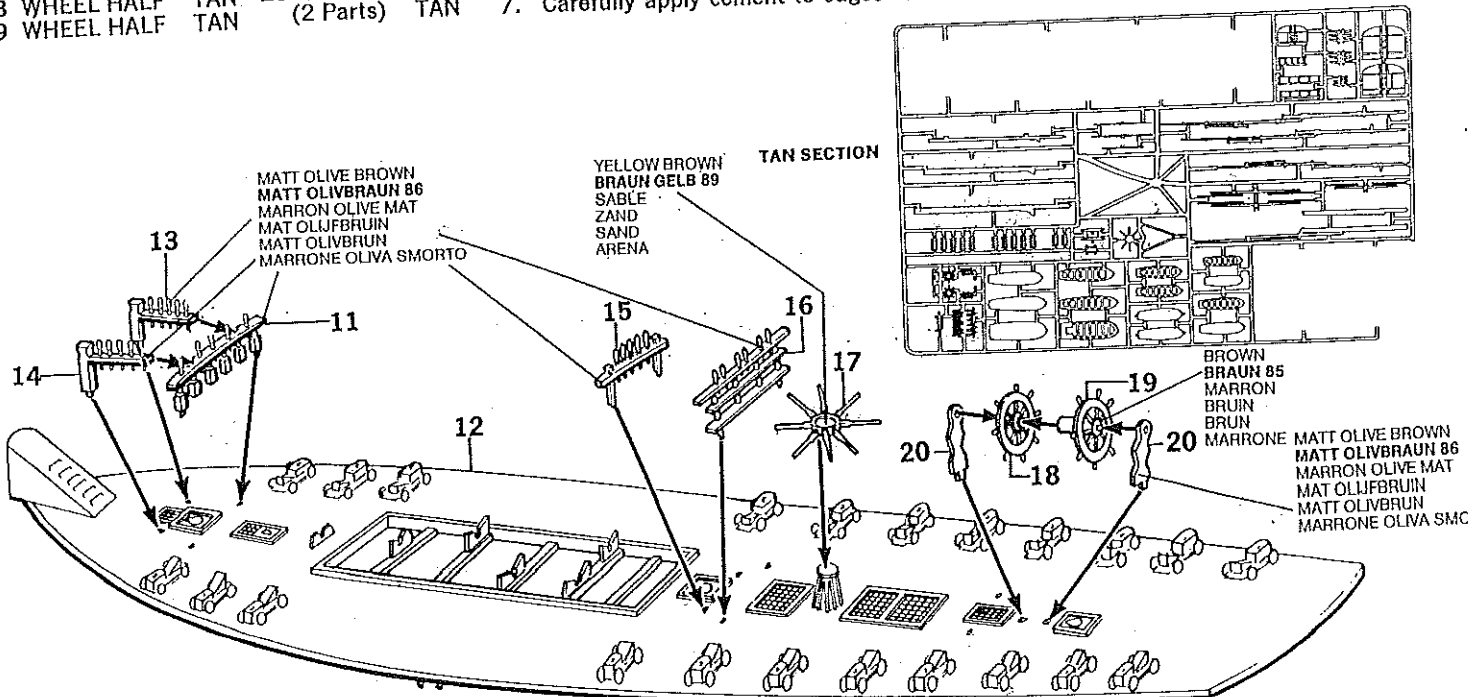
1. Carefully align HULL HALVES and GUN DECK. Hold together with tape and clothes pins and cement together.
2. Cement TRANSOM (7) to HULL.
3. Thread ANCHOR ROPE through holes in HULL and loosely tie ends together.
4. Cement Ship's STAND END PLATES (8) and (9) to two NAME PLATE'S (10).
5. Cement STAND to HULL.



# BROWN PARTS TO DECK

- 11 FORE FIFERAIL TAN
- 12 DECK TAN
- 13 FIFE PIN RAIL RIGHT TAN
- 14 FIFE PIN RAIL LEFT TAN
- 15 MONKEY RAIL TAN
- 16 MAIN FIFE RAIL TAN
- 17 CAPSTAN HEAD TAN
- 18 WHEEL HALF TAN
- 19 WHEEL HALF TAN
- 20 WHEEL SUPPORT (2 Parts) TAN

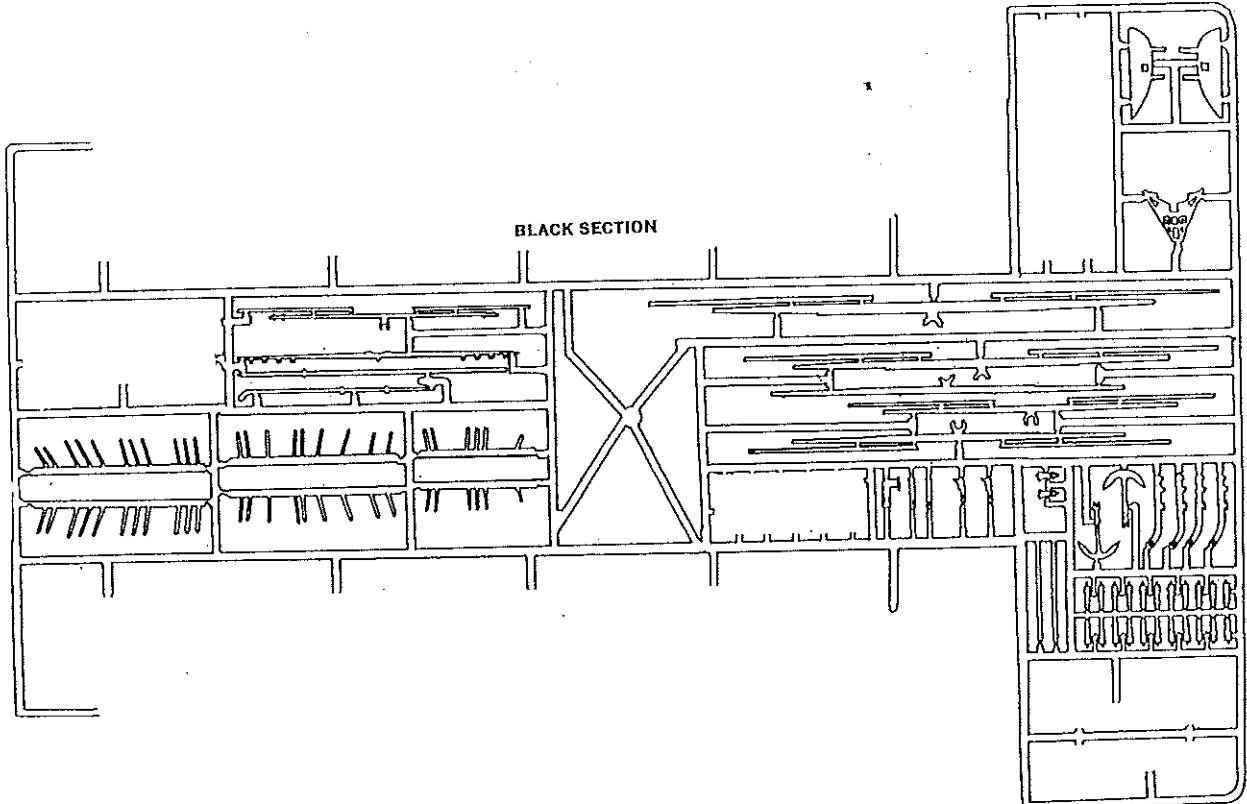
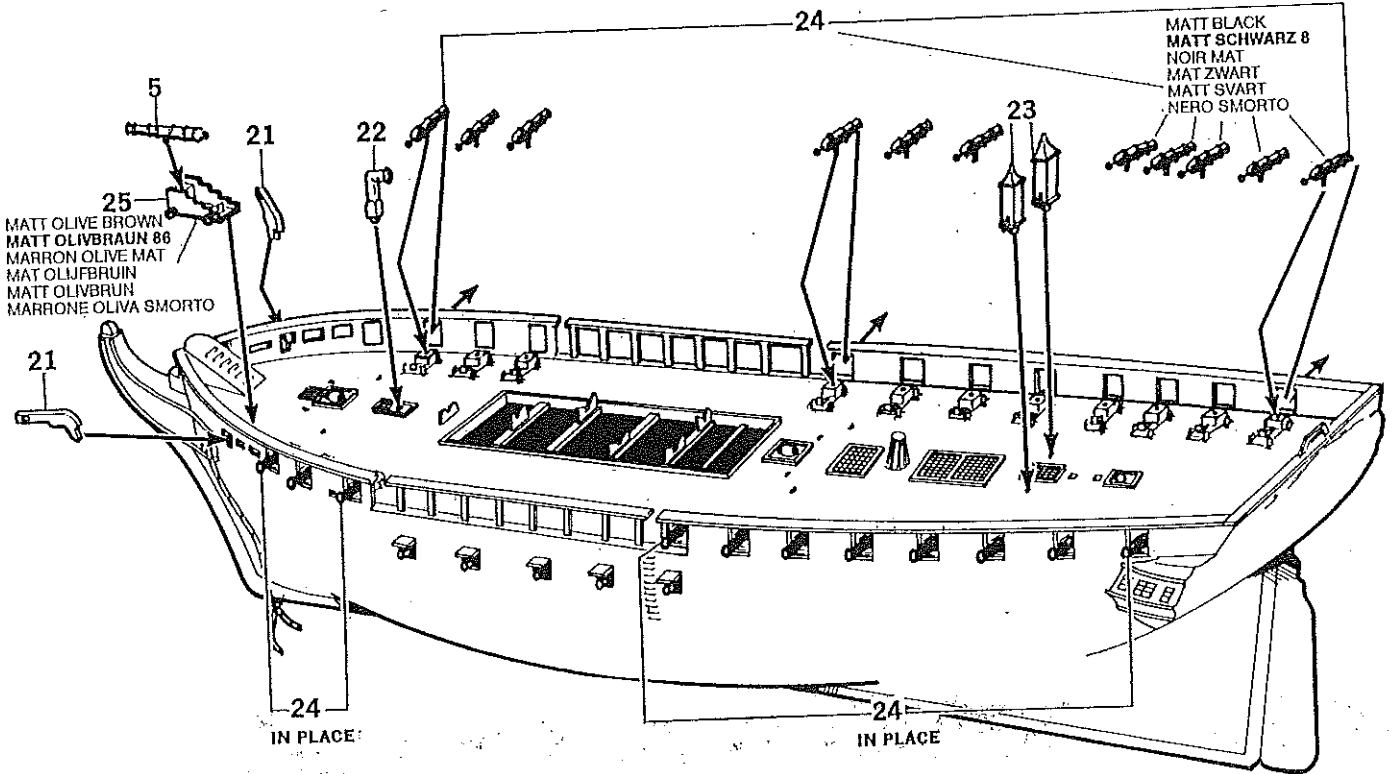
1. Cement FORE FIFERAIL (11) to DECK (12).
2. Cement FIFE PIN RAIL RIGHT (13) and LEFT (14) to DECK and Part (11).
3. Cement MONKEY RAIL (15) and MAIN FIFERAIL (16) to DECK.
4. Cement CAPSTAN HEAD (17) to base on DECK.
5. Cement two halves of WHEEL (18) and (19) together.
6. Place WHEEL SUPPORTS (20) on wheel locators and carefully cement SUPPORTS to DECK.
7. Carefully apply cement to edges of MAIN DECK and locate to HULL.



4

**BLACK PARTS TO DECK**

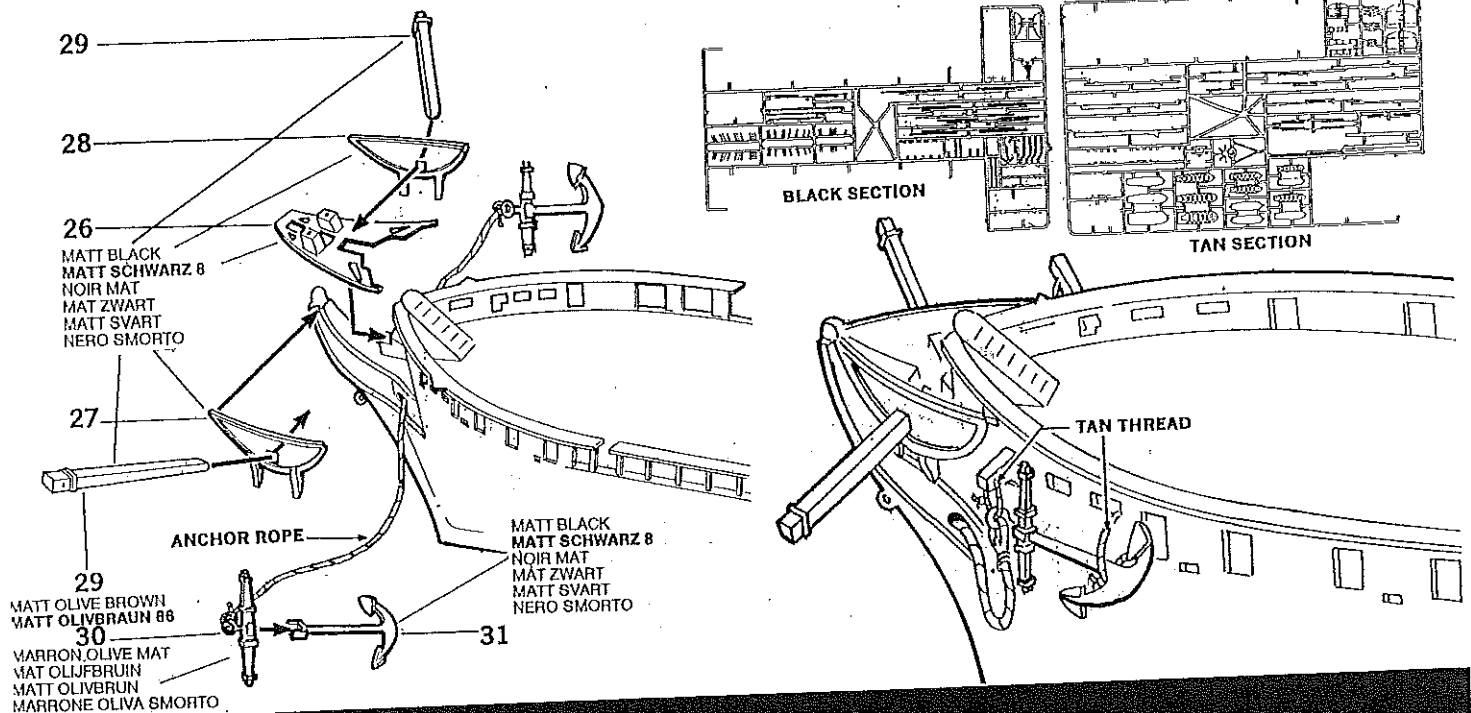
- |   |  |
|---|--|
| <ul style="list-style-type: none"> <li>5 LARGE GUN BARREL BLACK</li> <li>21 CATHEADS (2 Parts) BLACK</li> <li>22 GALLEY STACK BLACK</li> <li>23 BINNACLES (2 Parts) BLACK</li> <li>24 SMALL GUN BARRELS (22 Parts) BLACK</li> <li>25 BOW CHASER GUN CARRIAGE TAN</li> </ul> | <ul style="list-style-type: none"> <li>1. Cement two CATHEADS (21) to sides of HULL.</li> <li>2. Cement GALLEY STACK (22) to DECK by WHEEL.</li> <li>3. Cement two BINNACLES (23) to DECK by WHEEL.</li> <li>4. Cement twenty two SMALL GUN BARRELS (24) to GUN CARRIAGES on DECK.</li> <li>5. Cement one remaining LARGE GUN BARREL (5) to the BOW CHASER GUN CARRIAGE (25) cement CARRIAGE to DECK.</li> </ul> |
|---|--|



# BREAST WORK AND ANCHORS

- 5
- 26 HEAD GRATING BLACK
  - 27 HEAD TIMBERS LEFT BLACK
  - 28 HEAD TIMBERS RIGHT BLACK
  - 29 BOOMKINS (2 Parts) BLACK
  - 30 ANCHOR STOCK (2 Parts) TAN
  - 31 ANCHOR (2 Parts) BLACK

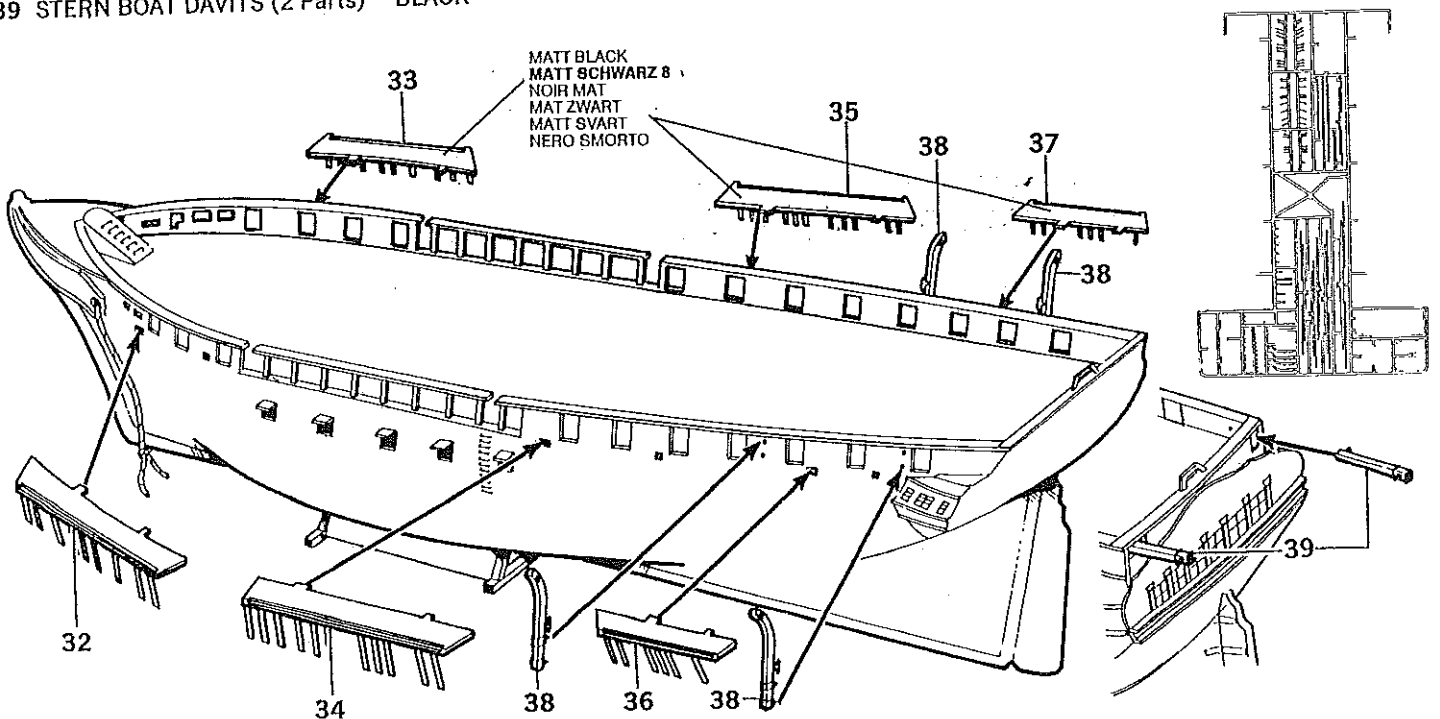
1. Cement HEAD GRATING (26) to HULL.
2. Cement HEAD TIMBERS LEFT (27) and RIGHT (28) to GRATING and HULL.
3. Insert BOOMKINS (29) in HEAD TIMBERS and cement to GRATING.
4. Cement ANCHOR STOCKS (30) to ANCHORS (31).
5. Untie ANCHOR ROPE and tie one ANCHOR to each end.
6. Use Tan Thread and tie an ANCHOR to each side of HULL as shown.



# CHANNELS TO HULL

- 6
- 32 LEFT FORE CHANNEL BLACK
  - 33 RIGHT FORE CHANNEL BLACK
  - 34 LEFT MAIN CHANNEL BLACK
  - 35 RIGHT MAIN CHANNEL BLACK
  - 36 LEFT MIZZEN CHANNEL BLACK
  - 37 RIGHT MIZZEN CHANNEL BLACK
  - 38 BOAT DAVITS (4 Parts) BLACK
  - 39 STERN BOAT DAVITS (2 Parts) BLACK

1. Cement LEFT (32) and RIGHT (33) FORE CHANNELS to HULL.
2. Cement LEFT (34) and RIGHT (35) MAIN CHANNELS to HULL.
3. Cement MIZZEN CHANNELS LEFT (36) and RIGHT (37) to HULL.
4. Cement two BOAT DAVITS (38) to each side of HULL.
5. Position two STERN BOAT DAVITS (39) through holes in STERN and cement to HULL sides.



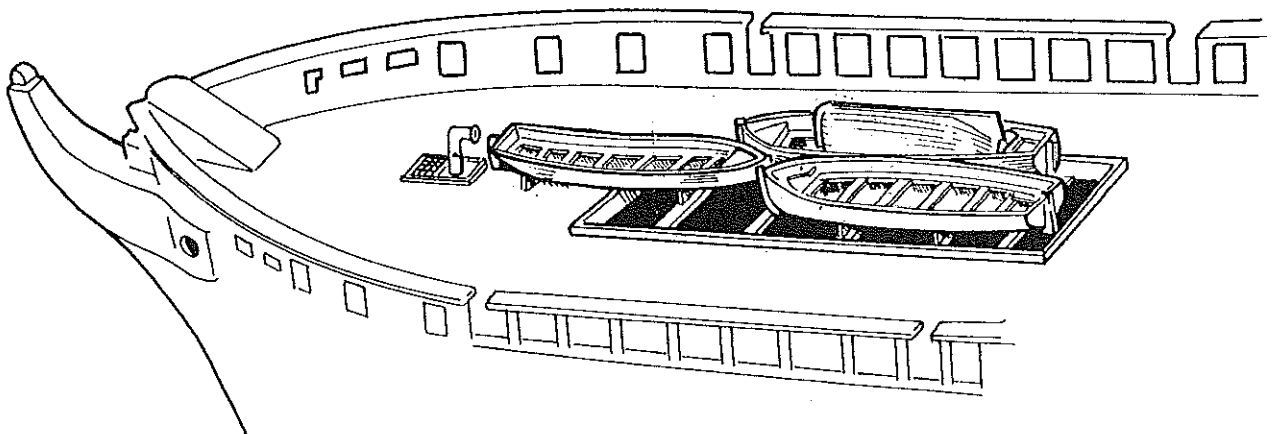
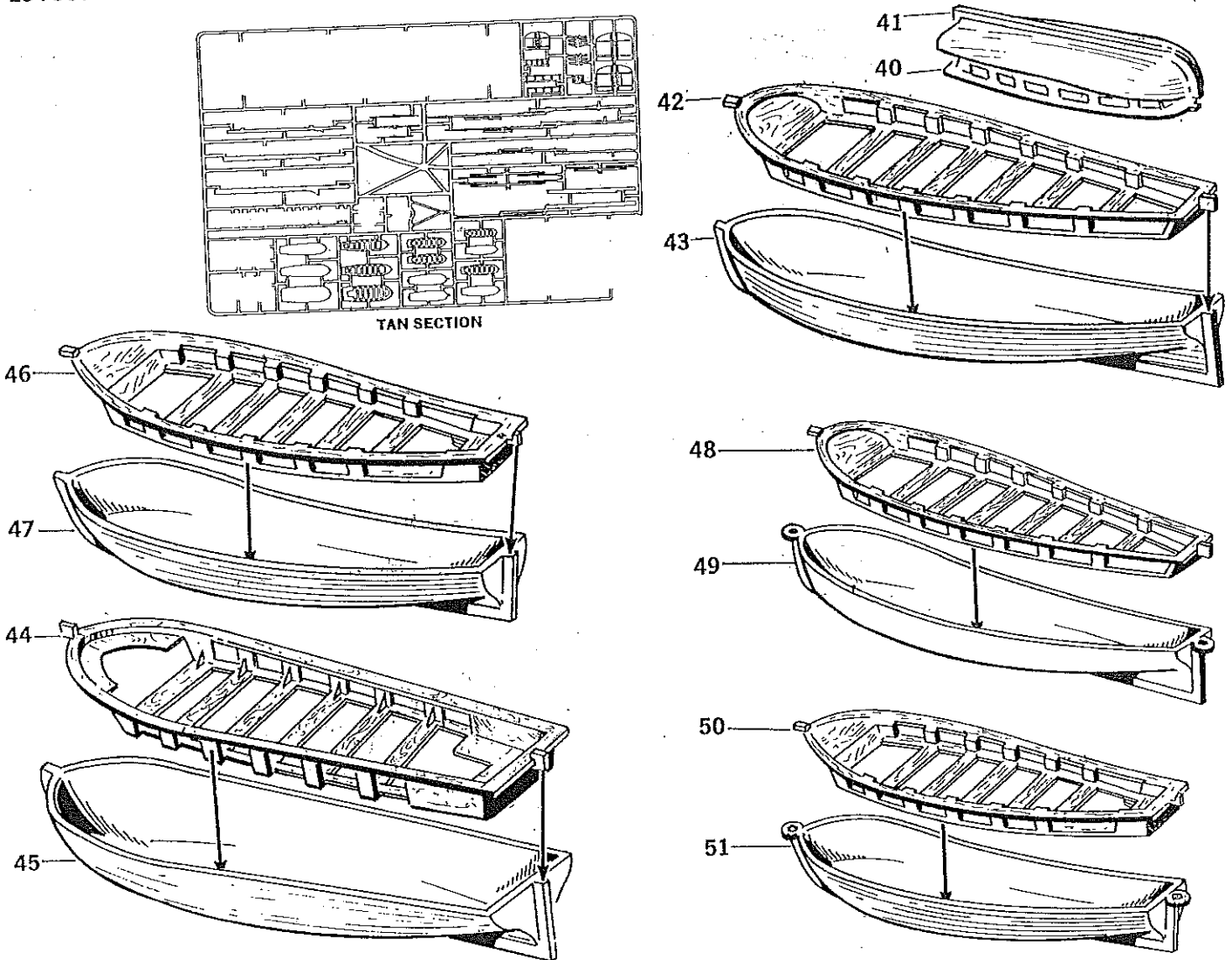
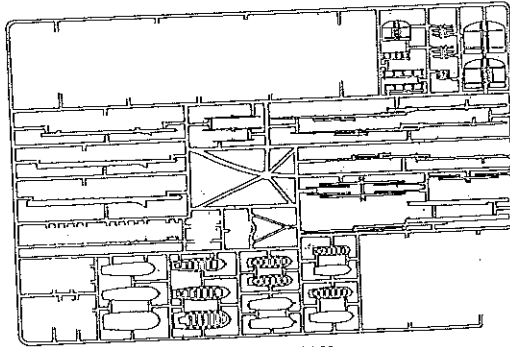


LIFE BOATS TO DECK

40	20 FOOT DINGHY SEAT	TAN
41	20 FOOT DINGHY HULL	TAN
42	30 FOOT CUTTER SEAT	TAN
43	30 FOOT CUTTER HULL	TAN
44	30 FOOT LAUNCH SEAT	TAN
45	30 FOOT LAUNCH HULL	TAN
46	28 FOOT CUTTER SEAT	TAN
47	28 FOOT CUTTER HULL	TAN
48	23 FOOT JOLLYBOAT SEAT (2 Parts)	TAN
49	23 FOOT JOLLYBOAT HULL (2 Parts)	TAN
50	23 FOOT CUTTER SEAT	TAN
51	23 FOOT CUTTER HULL	TAN

Assemble the seven SMALL BOATS by cementing their respective SEAT sections to the HULLS.

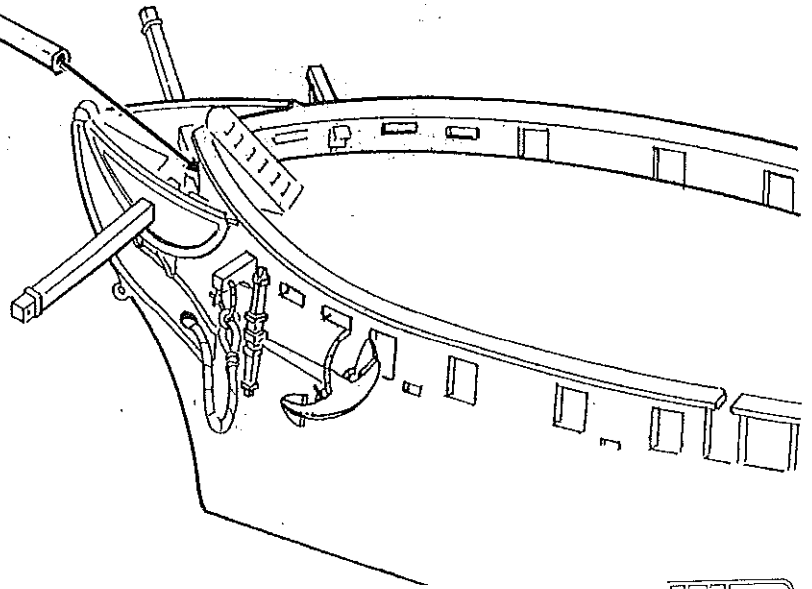
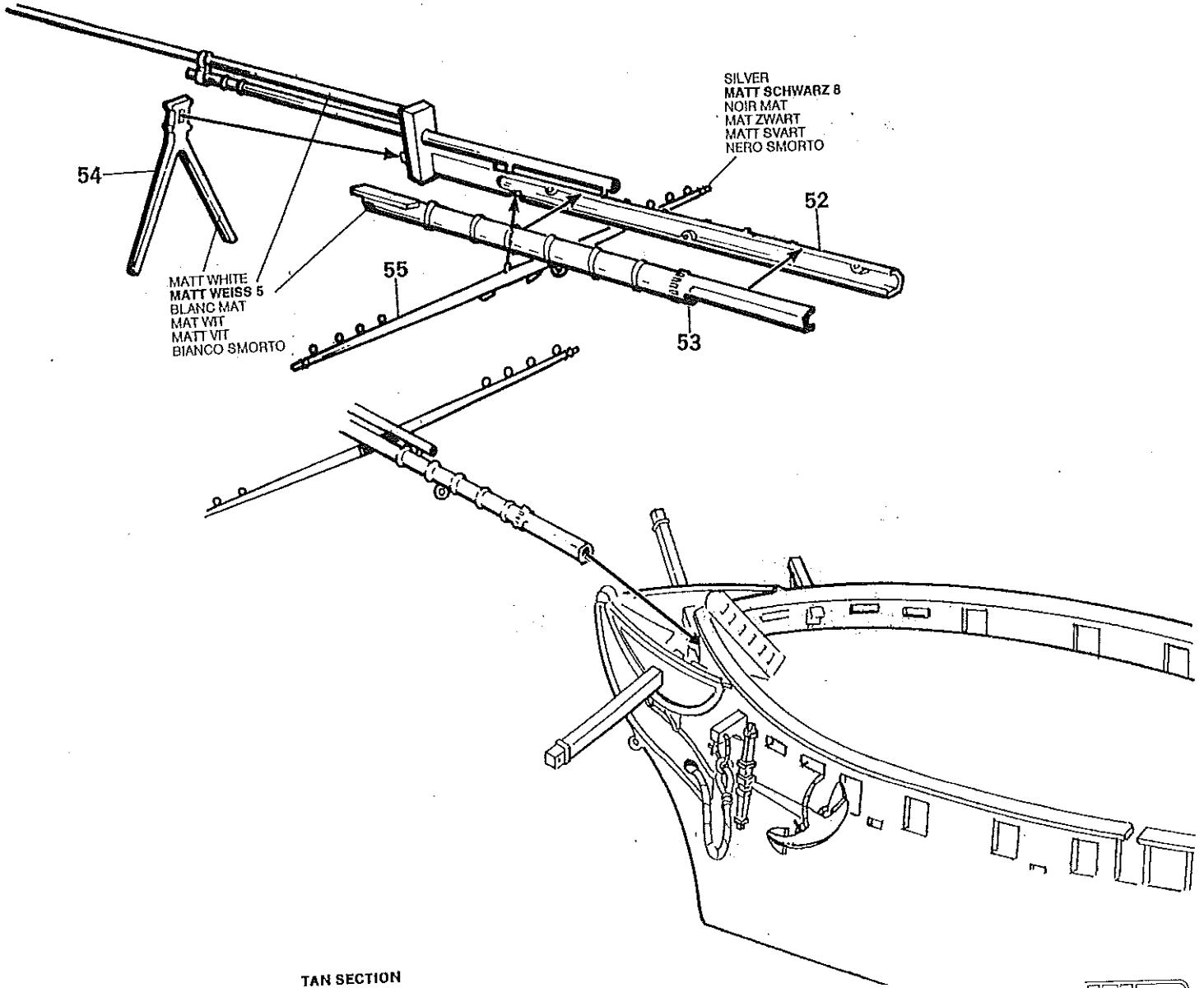
1. Cement 20 FOOT DINGHY SEAT (40) to HULL (41). Turn upside down and cement to 30 FOOT CUTTER SEAT (42), cement SEAT to CUTTER HULL (43). Cement as assembled BOATS to right side DECK locators facing forward.
2. Cement 30 FOOT LAUNCH SEAT (44) to HULL (45). Cement BOAT to DECK locators on left side facing forward.
3. Cement 28 FOOT CUTTER SEAT (46) to HULL (47). Cement to DECK locators facing to the rear.
4. Assemble two 23 FOOT JOLLYBOAT SEATS (48) to HULLS (49) and one 23 FOOT CUTTER SEAT (50) to HULL (51). Set these boats aside until called for in rigging assembly.



# BOWSPRIT ASSEMBLY

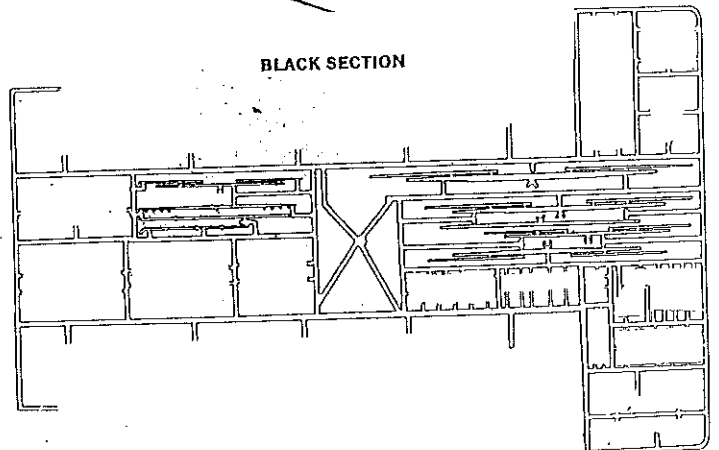
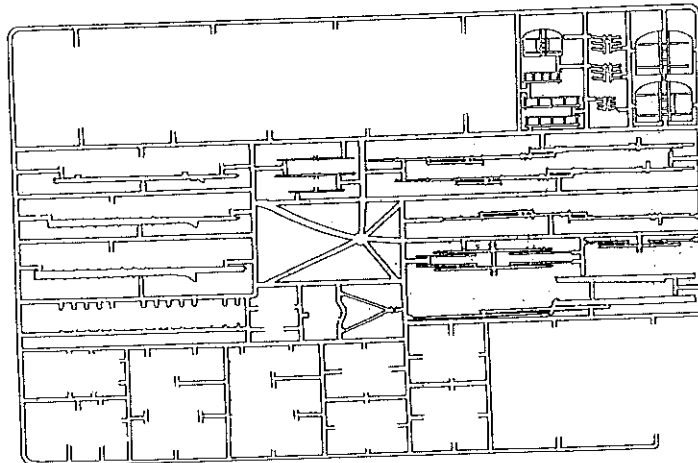
- 52 BOWSPRIT RIGHT TAN
- 53 BOWSPRIT LEFT TAN
- 54 DOLPHIN STRIKER TAN
- 55 SPRITSAIL YARD BLACK

1. Cement RIGHT (52) and LEFT (53) sides of BOWSPRIT together.
2. Cement DOLPHIN STRIKER (54) and SPRITSAIL YARD (55) to bottom of BOWSPRIT.
3. Cement BOWSPRIT to front of HULL.



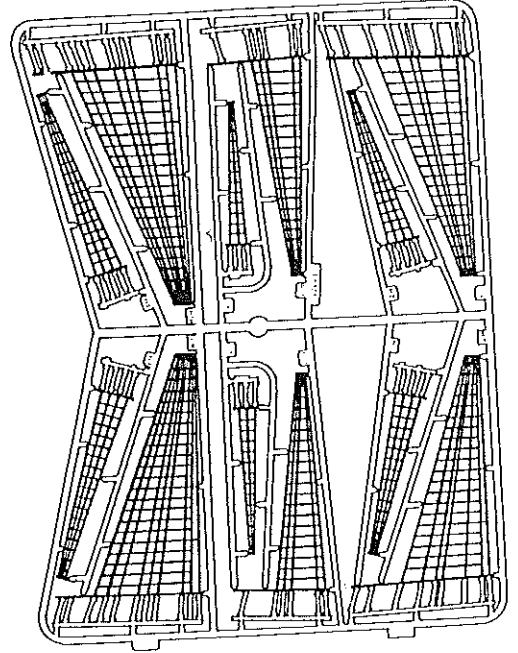
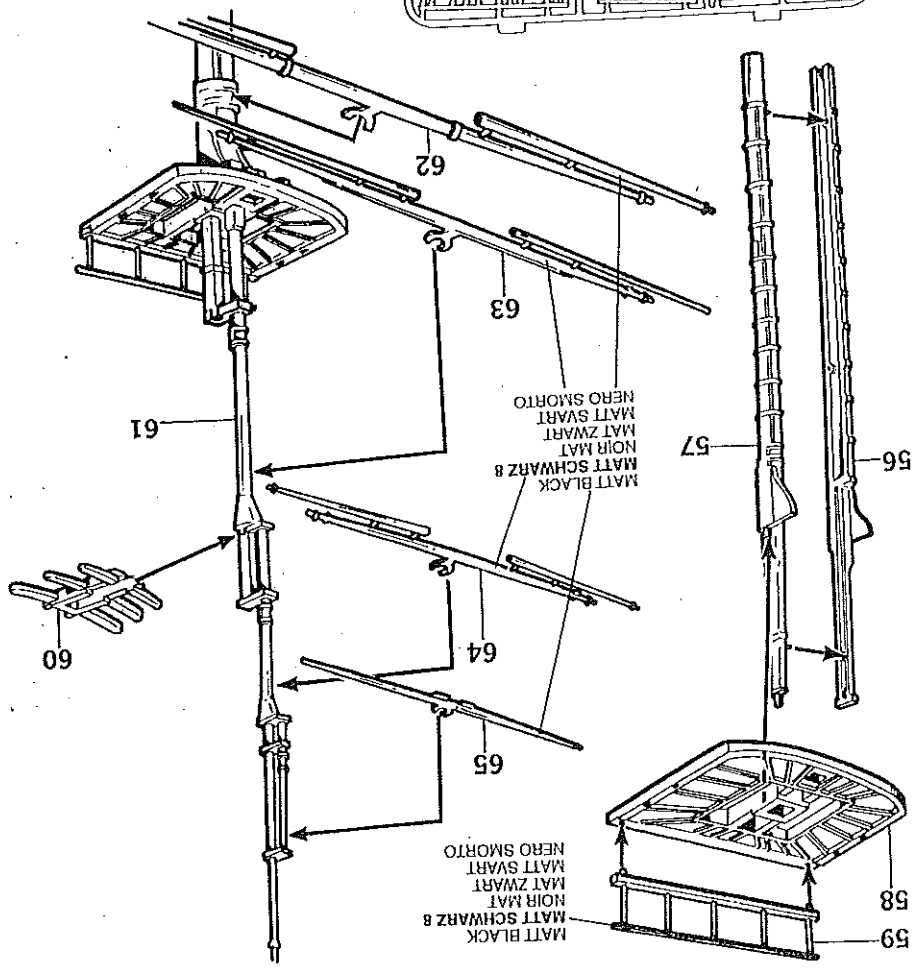
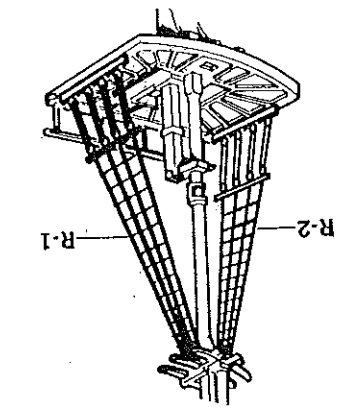
TAN SECTION

BLACK SECTION

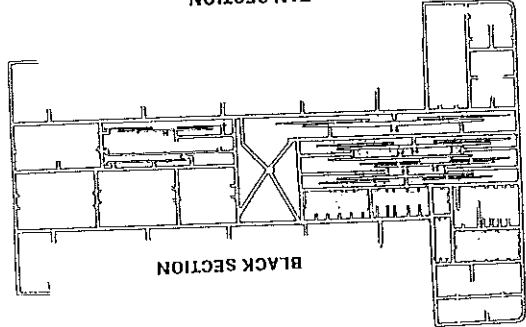
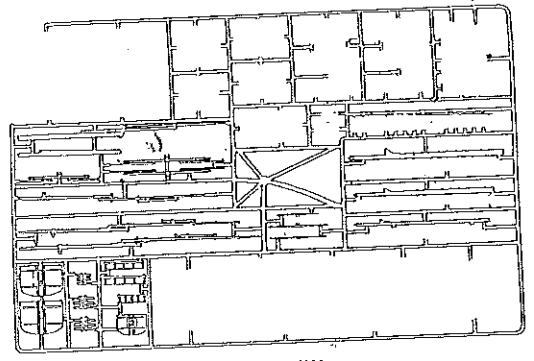


# FOREMAST ASSEMBLY

1. Cement FOREMAST LOWER sections RIGHT (56) and LEFT (57) together.
2. Cement FORETOP (58) and FORETOP RAIL (59) to MAST.
3. Cement FORE CROSS TREE (60) to FORE TOPMAST (61), cement TOPMAST to LOWER MAST.
4. Cement FOREMAST UPPER RATLINES (R-1) and (R-2) to the FORETOP and MAST under the CROSS TREE.
5. Cement YARDS to MAST Assembly in ascending order FORE YARD (62), TOPSAIL YARD (63), TOPGALLANT YARD (64) and ROYAL YARD (65). Set aside to dry.



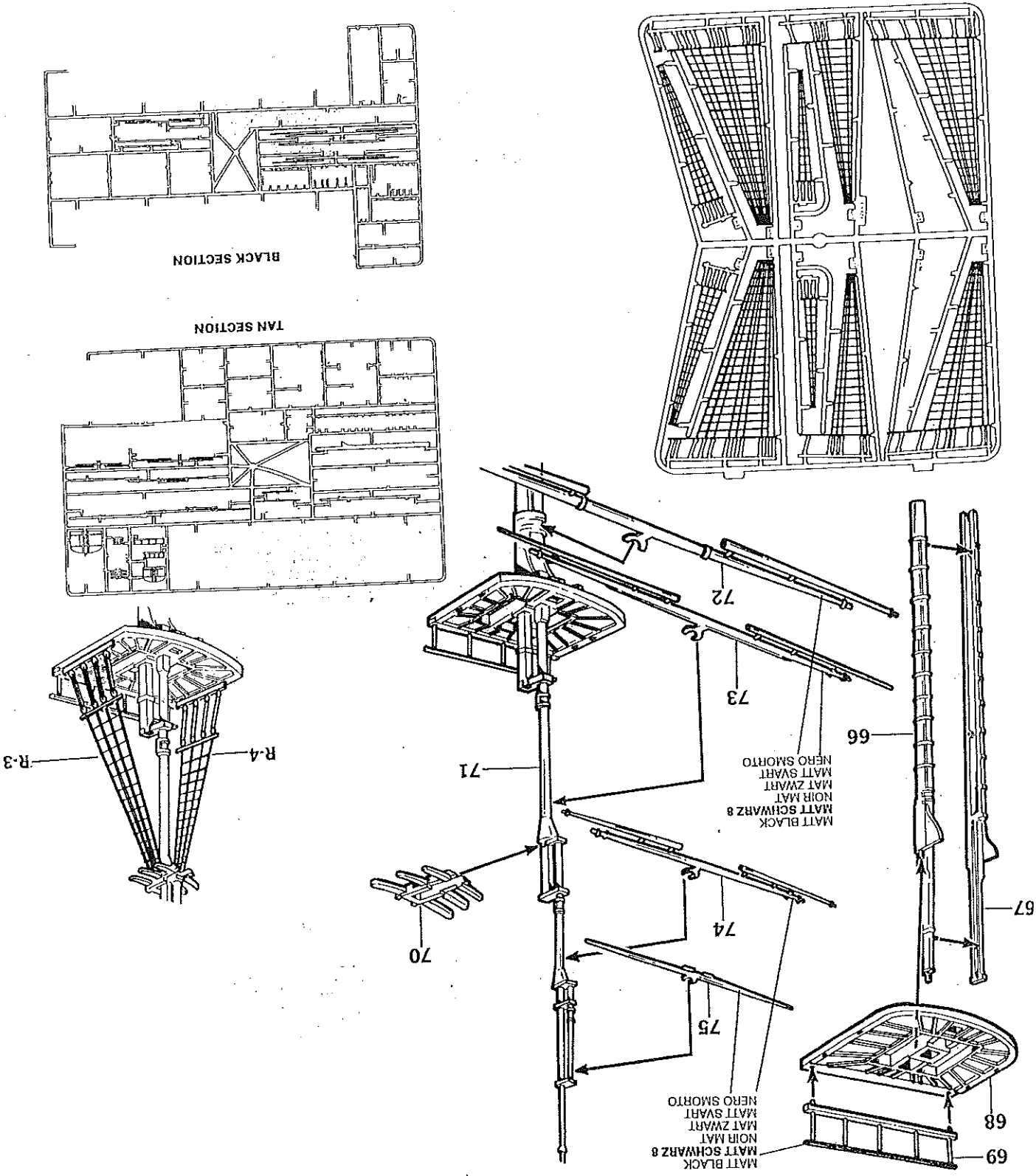
VIEW FROM TOP



**MAINMAST ASSEMBLY**

1. Assemble MAINMAST in the same manner as FOREMAST using lower sections RIGHT (66) and LEFT (67), MAIN TOP (68) and MAIN TOP RAIL (69), MAIN CROSS-TREE (70) and MAIN TOPMAST (71).
2. Cement MAINMAST UPPER RATLINES (R-3) and (R-4) to the MAIN TOP and MAST below the CROSS TREE.
3. Assemble MAIN YARDS to MAST from bottom to top, MAIN YARD (72), TOPSAIL YARD (73), TOPGALLANT YARD (74) and ROYAL YARD (75). Set aside to dry.

- MAINMAST LOWER RIGHT TAN
- MAINMAST LOWER LEFT TAN
- MAIN TOP TAN
- MAIN TOP RAIL TAN
- MAIN CROSS TREE TAN
- MAIN TOPMAST TAN
- MAIN YARD BLACK
- MAIN TOPSAIL YARD BLACK
- MAIN TOPGALLANT YARD TAN
- MAIN ROYAL YARD TAN



BLACK SECTION

TAN SECTION

R-3

R-4

71

70

72

73

66

MATT BLACK  
MATT SCHWARZ 8  
NOIR MAT  
MATT ZWART  
NERO SMORTO

74

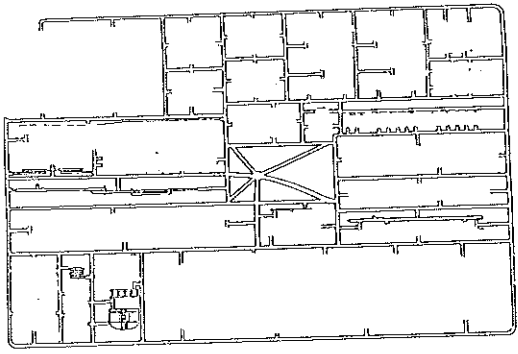
75

MATT BLACK  
MATT SCHWARZ 8  
NOIR MAT  
MATT ZWART  
NERO SMORTO

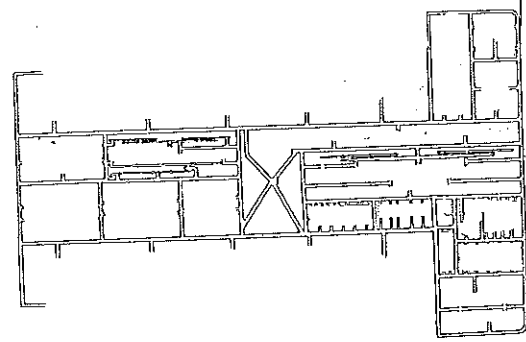
67

68

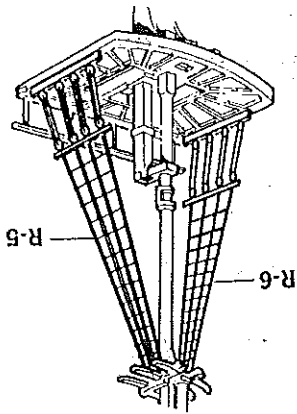
69



TAN SECTION

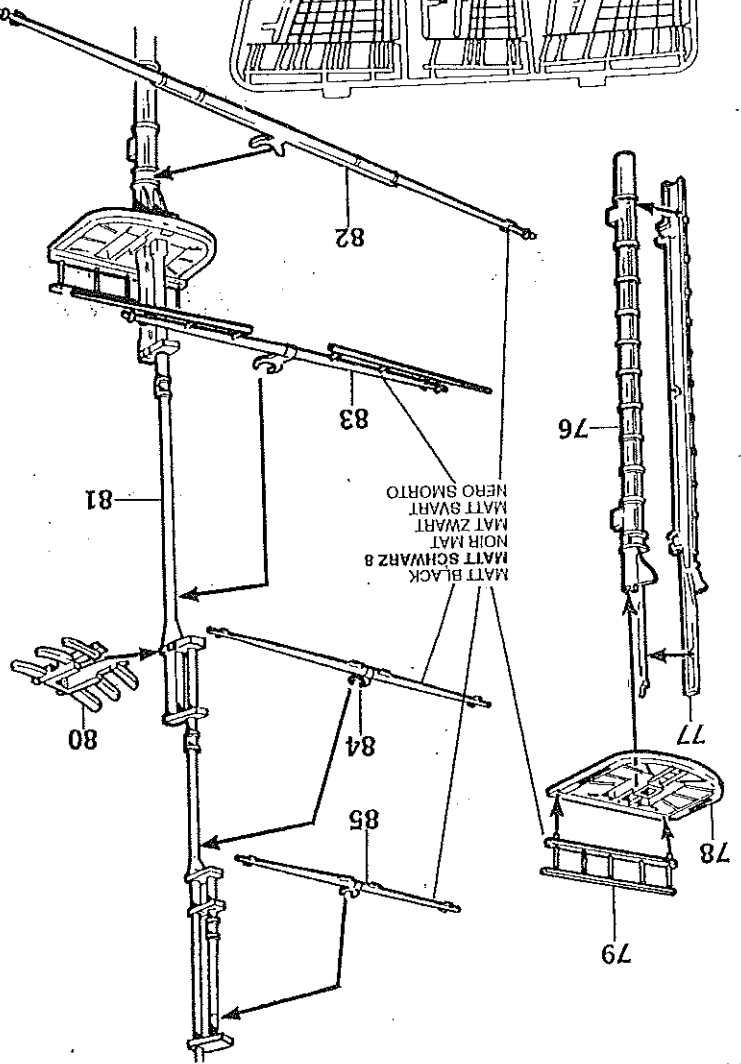
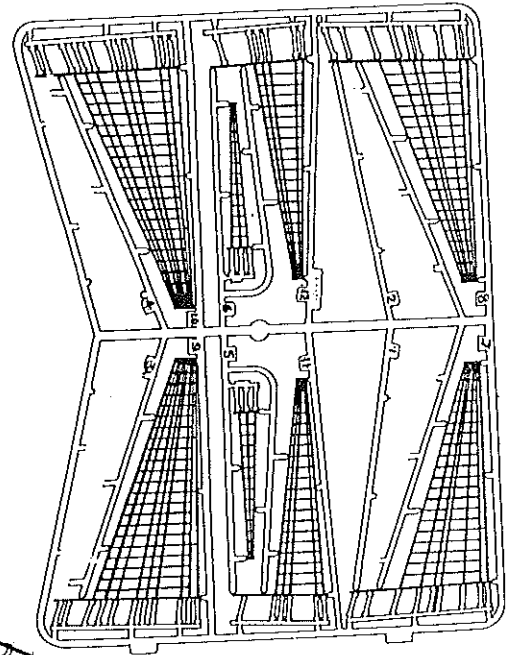


BLACK SECTION



R-5

R-6

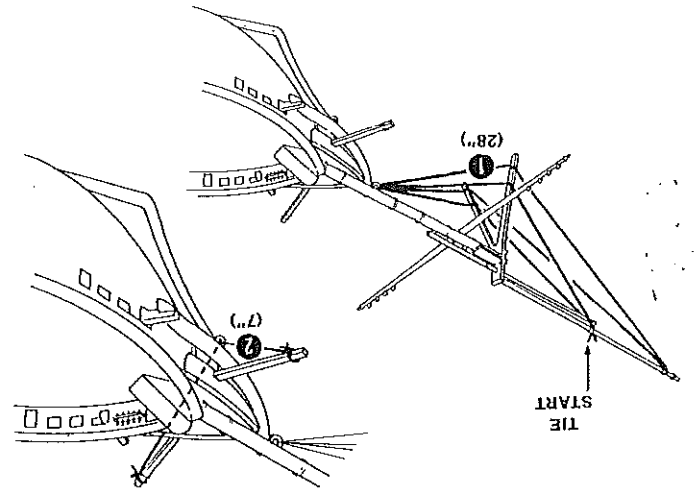


MATT BLACK  
MATT SCHWARZ B  
NOIH MATT  
MATT SWART  
MATT SWART  
NERO SMORTIO

1. MIZZEN MAST is assembled in the same way as other MASTS use LOWER RIGHT (76) and LEFT (77), MIZZEN TOP (78) and MIZZEN TOP RAIL (79), MIZZEN CROSS-TREE (80) and MIZZEN TOP MAST (81).
2. Cement MIZZEN MAST UPPER RATLINES (R-5) and (R-6) to the MIZZEN TOP and MAST below CROSS-TREE.
3. Assemble in order from the bottom, MIZZEN YARD (82), TOPSAIL YARD (83), TOP-GALLANT YARD (84) and ROYAL YARD (85). Set aside to dry.

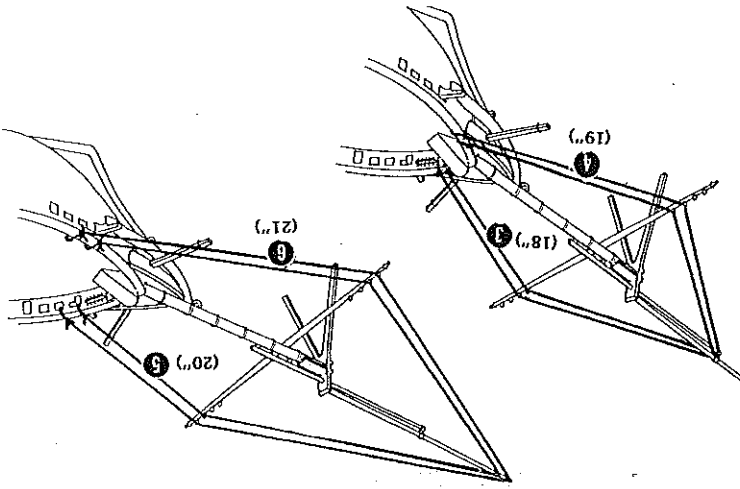
- 16 MIZZEN LOWER RIGHT TAN
- 17 MIZZEN LOWER LEFT TAN
- 18 MIZZEN TOP TAN
- 19 MIZZEN TOP RAIL TAN
- 20 MIZZEN CROSS-TREE TAN
- 21 MIZZEN YARD BLACK
- 22 TOPSAIL YARD BLACK
- 23 TOPGALLANT YARD TAN
- 24 ROYAL YARD TAN

MIZZENMAST ASSEMBLY



1. The one end of line 1 — at forward end of JIB BOOM wrap around upper locator on DOLPHIN STRIKER then through RING on BOWSPRIT, to lower locator on opposite side of DOLPHIN STRIKER, up to end of FLYING JIB BOOM down to lower locator on DOLPHIN STRIKER then to RING back on other side to upper locator on DOLPHIN STRIKER tie off where line started.

Use all Black Thread for Standing Rigging



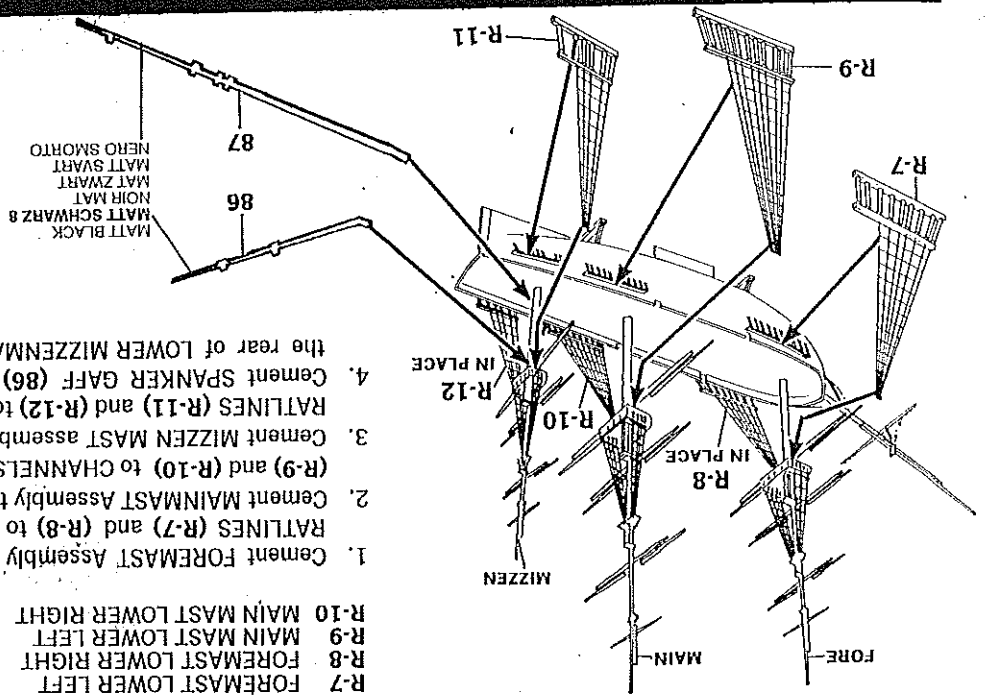
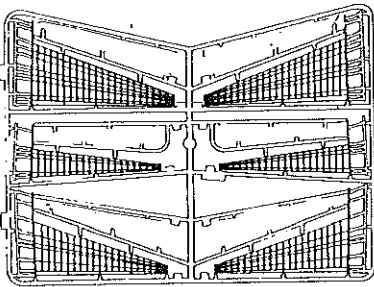
2. Tie line 2 to one BOOMKIN, through RING on HULL and tie to other BOOMKIN.  
 3. Tie two lines 3 and 4 at forward opening in rail. Thread lines through inside rings on SPRITSAIL YARD. Forward to end of JIB BOOM wrap and lead down other side duplicating first side installation.  
 4. Lines 5 and 6 are installed in the same way as lines 3 and 4. Their location is outboard of the other lines, and through the Outboard Rings on the SPRITSAIL YARD.

### BOWSPRIT AND JIB BOOM

Sailing ships have two kinds of rigging, Standing Rigging and Running Rigging. Standing Rigging is the permanently installed lines used to support the Masts. Once installed they become a structural part of the ship, as they are not working lines they are coated with tar to protect them from the elements. Running Rigging is the working lines used to raise or lower as well as trim the sails, being in constant use they must be left in natural state. For this reason your kit contains two colors of thread, Black for

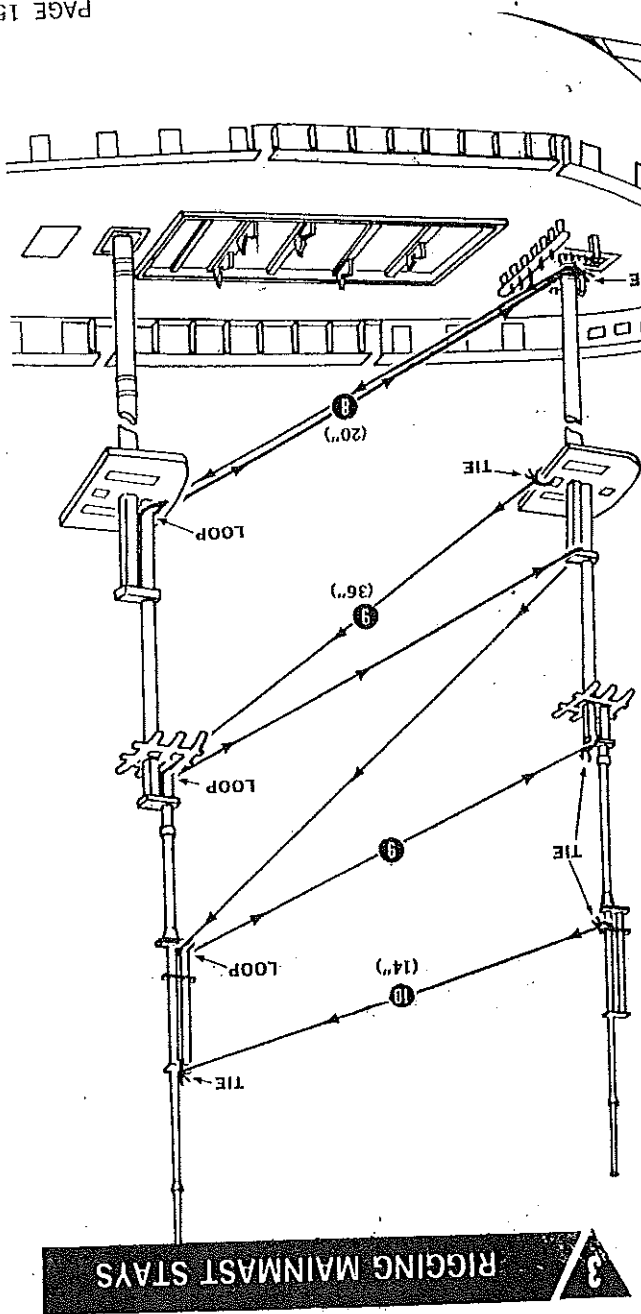
Standing Rigging, Jute for Running Rigging. The start and finish ties for each piece of Rigging will be shown, as well as the direction, indicated by arrows, that the line will take. Along side each line is the length in inches indicated thus (21") that will be required for each line allowing sufficient length for tying at each end. At each point of contact with structure wrap thread once and add a small drop of cement to hold thread in position.

### RIGGING INSTRUCTIONS



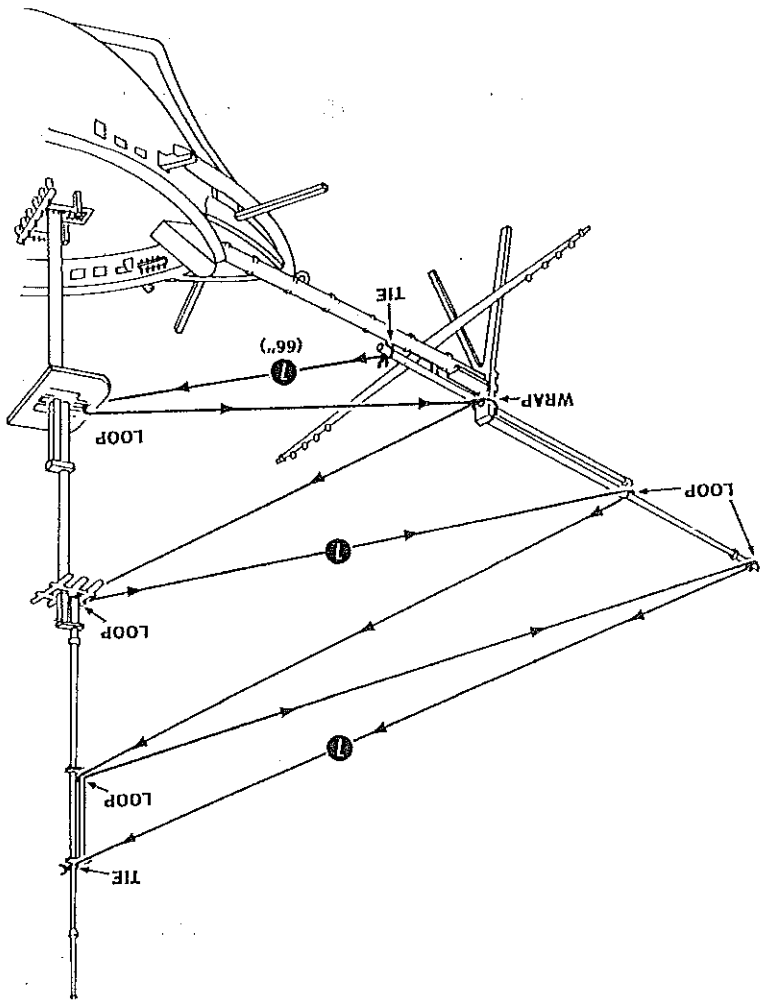
1. Cement FOREMAST Assembly to DECK then cement LOWER RATLINES (R-7) and (R-8) to CHANNELS and MAST.
  2. Cement MAINMAST Assembly to DECK and then cement RATLINES (R-9) and (R-10) to CHANNELS and MAST.
  3. Cement MIZZEN MAST assembly to DECK and then the remaining RATLINES (R-11) and (R-12) to CHANNELS and MAST.
  4. Cement SPARKER GAFF (86) and SPARKER BOOM (87) to the rear of LOWER MIZZENMAST.
- R-11 MIZZEN MAST LOWER LEFT  
 R-12 MIZZEN MAST LOWER RIGHT  
 R-8 FOREMAST LOWER LEFT  
 R-9 MAIN MAST LOWER LEFT  
 R-10 MAIN MAST LOWER RIGHT  
 87 SPARKER BOOM BLACK  
 86 SPARKER GAFF BLACK  
 MATT BLACK  
 NOIR MAT  
 MATT SWART  
 MATT SWART  
 NERO SMORTO

### MAST AND RATLINES TO HULL



**3 RIGGING MAINMAST STAYS**

1. Line 1 is one long constant thread. Start by tying at BOWSPRIT. Follow arrows leading line back and forth between MAST and BOWSPRIT and JIB BOOM. Final tie is near top of FOREMAST.

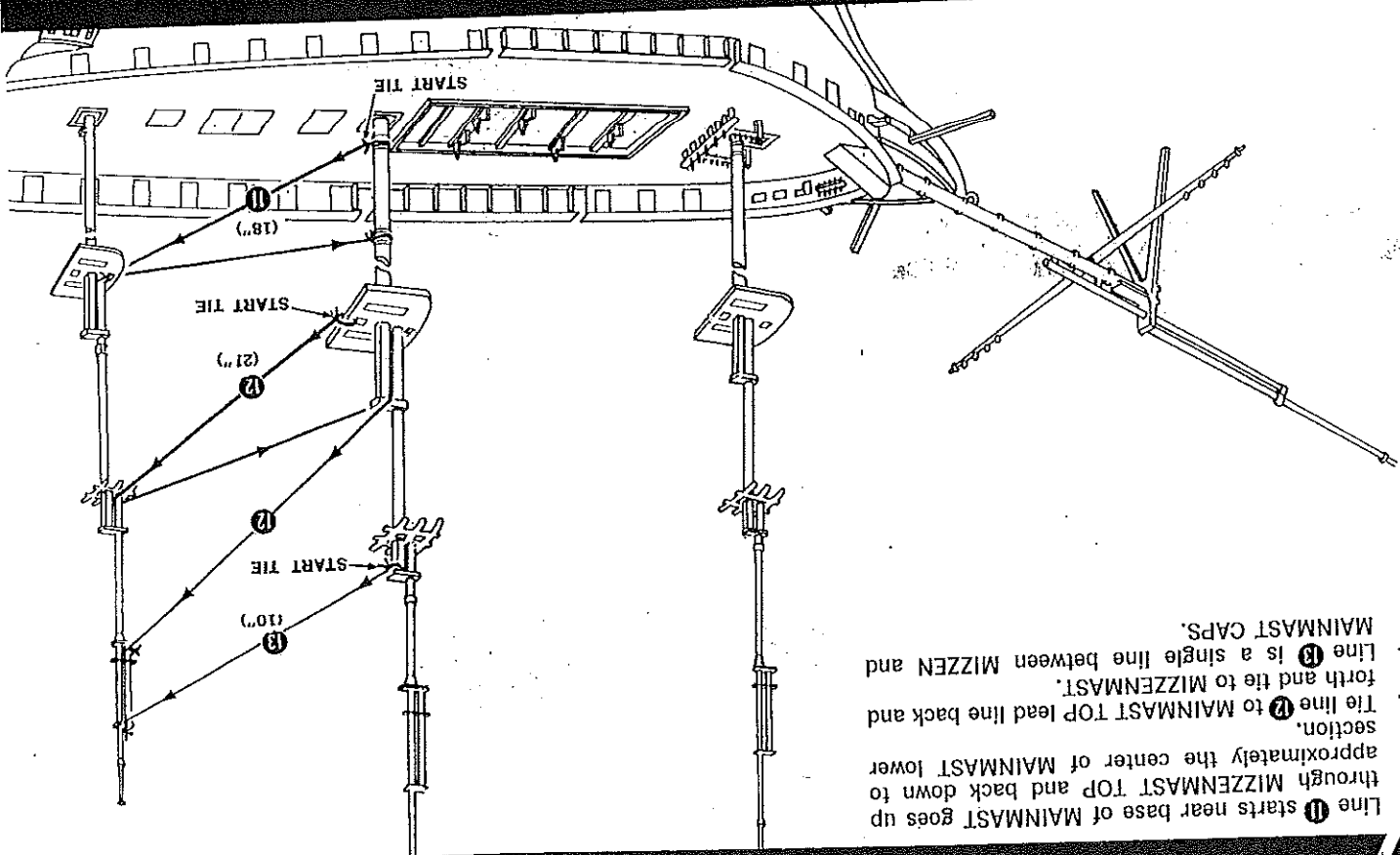


**2 RIGGING FOREMAST STAYS**

1. Line 1 loops around MAINMAST above MAINMAST TOP, down and forward end is tied around FOREMAST above PINRAILS.  
 2. Line 2 starts at FOREMAST TOP, loops back and forth four times and is tied off above FOREMAST CROSSSTREE.  
 3. Line 3 is a single line between MAIN and FOREMAST.

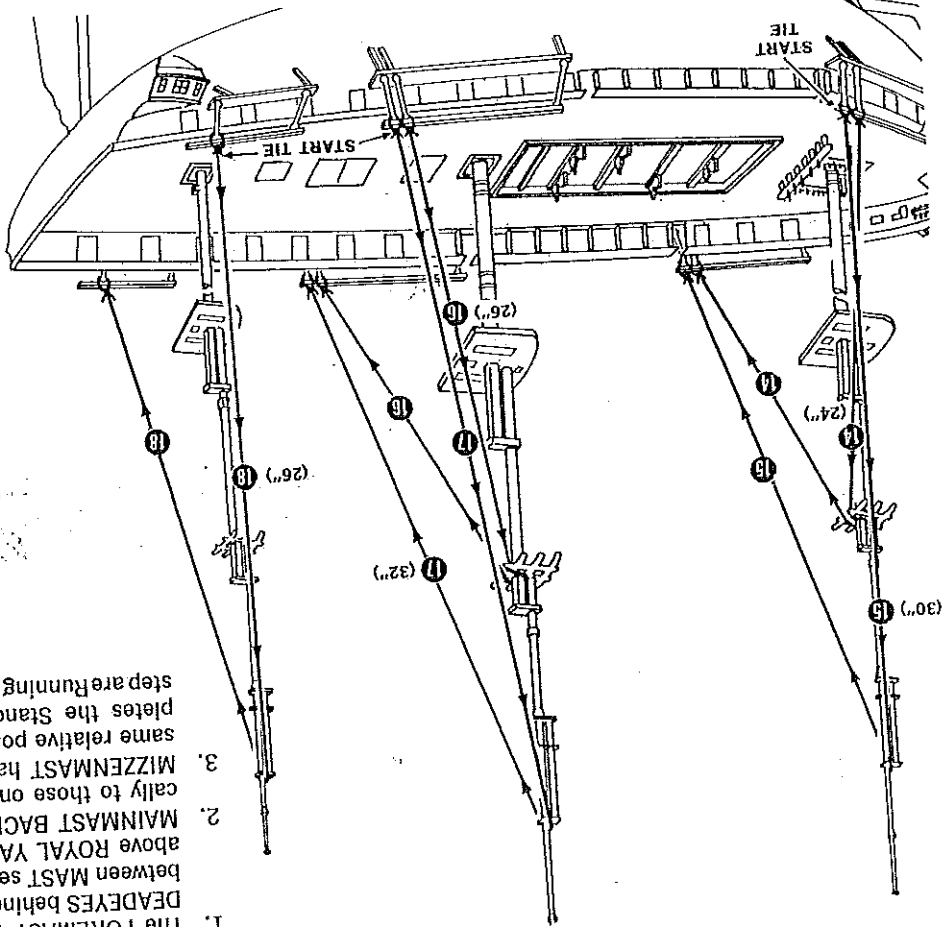
### RIGGING MIZZENMAST STAYS

1. Line 11 starts near base of MAINMAST goes up through MIZZENMAST TOP and back down to approximately the center of MAINMAST lower section.
2. Tie line 12 to MAINMAST TOP lead line back and forth and tie to MIZZENMAST.
3. Line 13 is a single line between MIZZEN and MAINMAST CAPS.

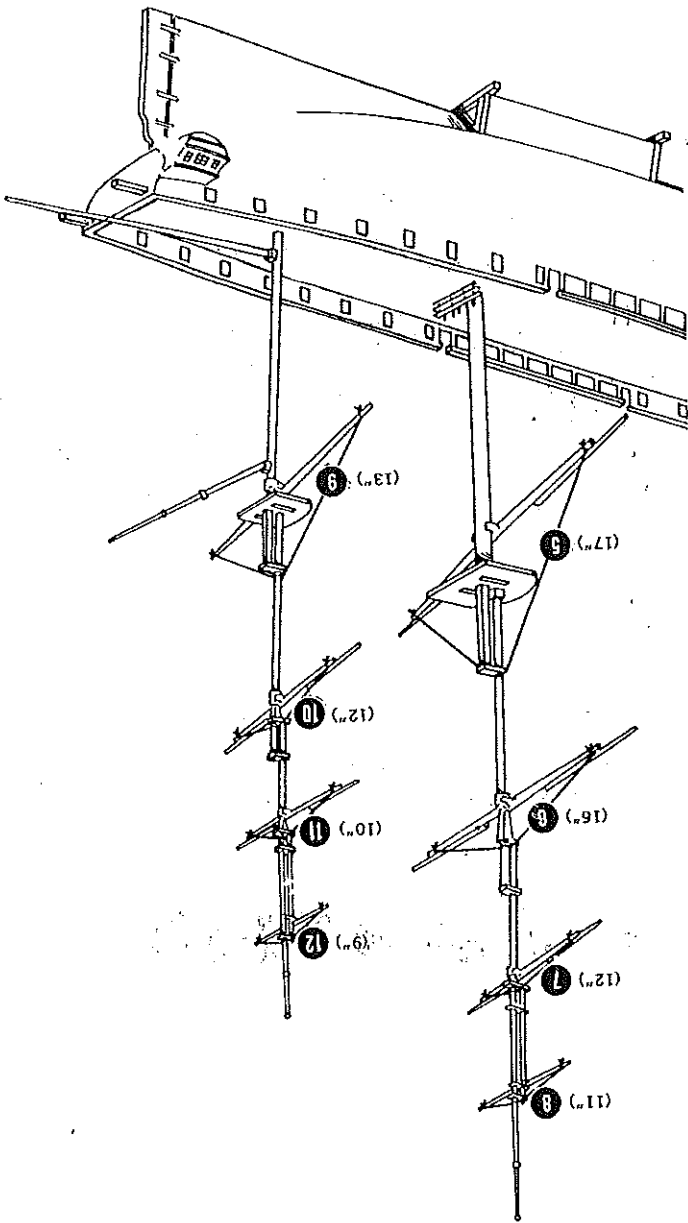


### RIGGING THE MAST BACK STAYS

1. The FOREMAST BACK STAYS Line 14 and 15 attach to the DEADYEES behind the lower RATLINES. Line 14 loops around between MAST sections at CROSSREEF, Line 15 around MAST above ROYAL YARD.
2. MAINMAST BACK STAY lines 16 and 17 are installed identically to those on FOREMAST.
3. MIZZENMAST has only one BACK STAY 18 it is installed in same relative position on MAST as lines 16 and 17, this completes the Standing Rigging. All Lines installed after this step are Running Rigging and will use the jute colored thread.

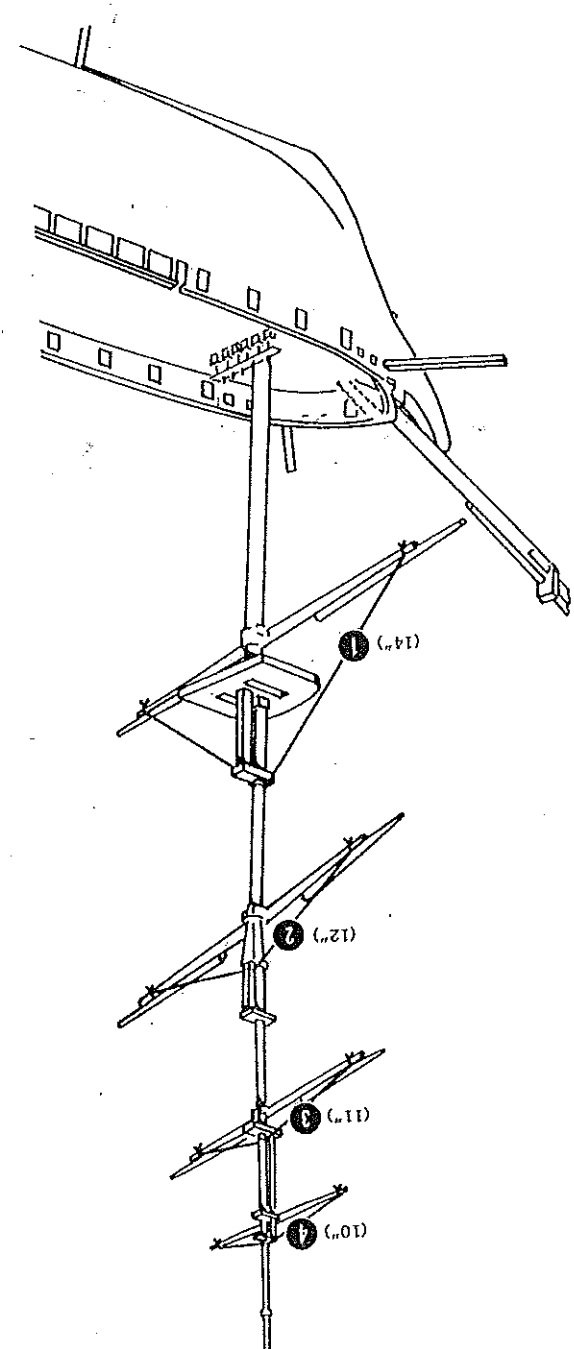






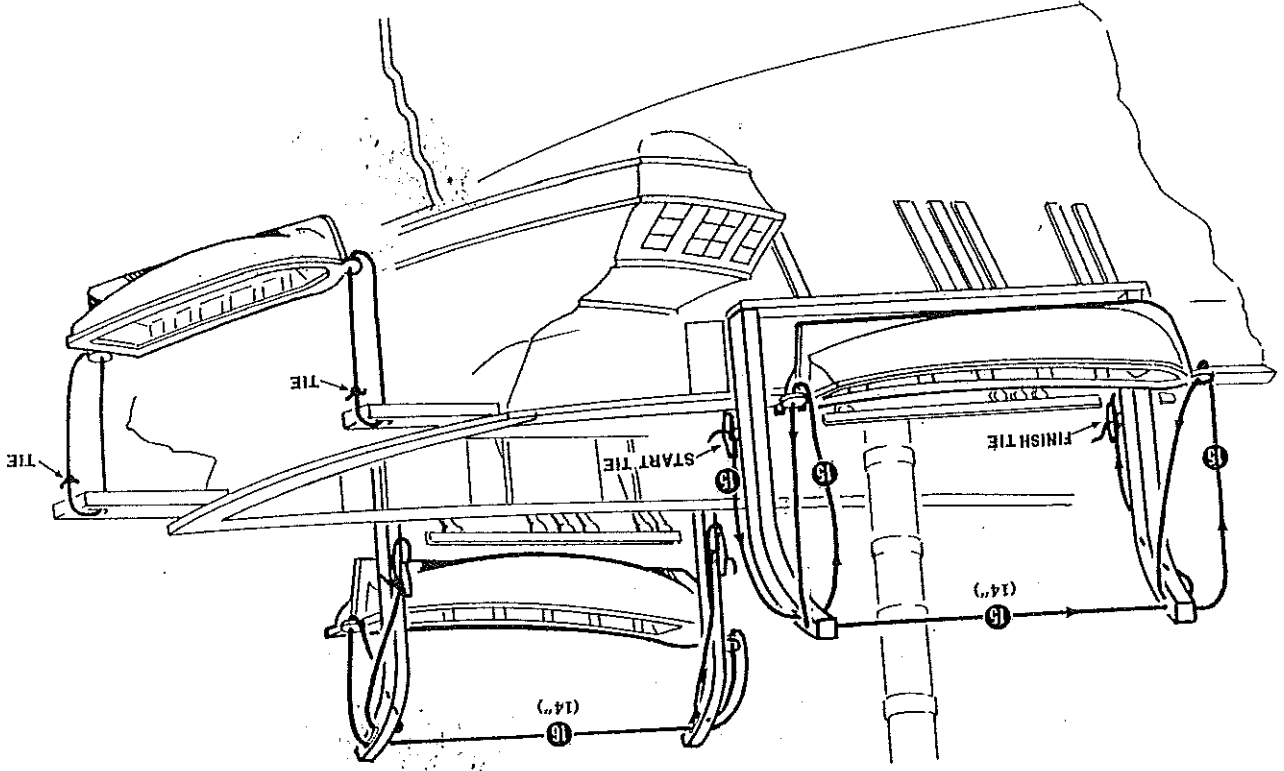
**7** LIFT LINES—MAIN AND MIZENMAST YARDS

1. These four lines 5, 6, 7 and 8 are installed identically to those on the FOREMAST.
2. The MIZZEN YARD (LOWER) does not have STUDING SAIL BOOMS. Other than that RIGGING these MAST lines 9, 10, 11 and 12 are the same as other MASTS.



**6** RUNNING RIGGING LIFT LINES—FOREMAST YARDS

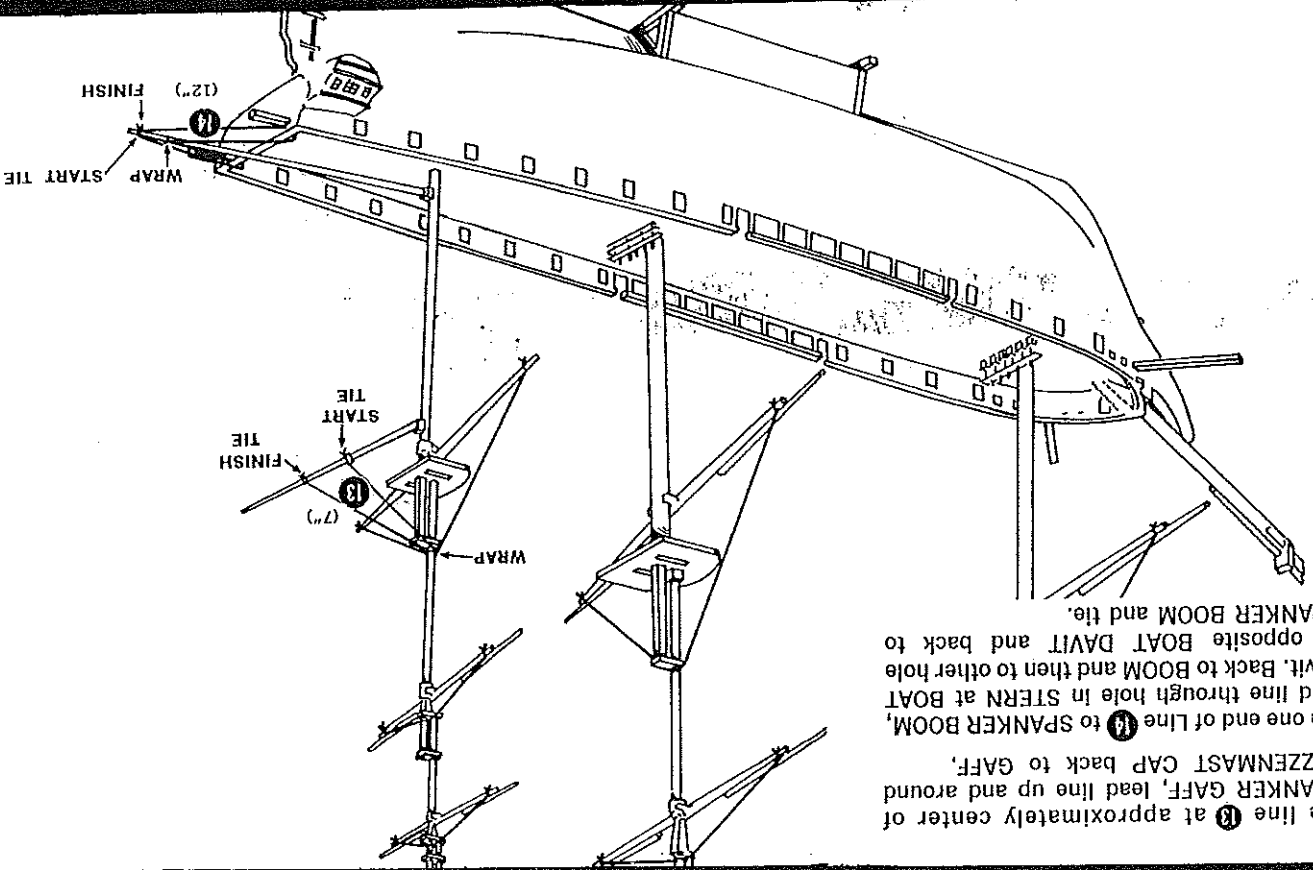
- Use Jute Thread for all Running Rigging.
1. Install the four FOREMAST LIFT LINES 1, 2, 3 and 4 as shown. Note lower three yards have STUDING SAIL BOOMS attached. Be sure thread is tied to end of YARD not the BOOMS.



- The two JOLLYBOATS and one CUTTER assembled in Step 7 are now rigged to the BOAT DAVITS.
1. Tie one end of line (15) to the CLEAT on inside of a DAVIT lead line up through hole in DAVIT down through ring on JOLLY-BOAT, up through hole in DAVIT then over to other DAVIT.
  2. In the same way rig other JOLLYBOAT to DAVITS on other side of Hull with Line (16).
  3. Rig CUTTER to STERN DAVITS with a loop of thread through ring on boat and hole in DAVITS and tie.

**RIGGING SMALL BOATS**

6



1. The line (8) at approximately center of SPANKER GAFF, lead line up and around MIZZENMAST CAP back to GAFF.
2. The one end of Line (11) to SPANKER BOOM, lead line through hole in STERN at BOAT davit. Back to BOOM and then to other hole at opposite BOAT DAVIT and back to SPANKER BOOM and tie.

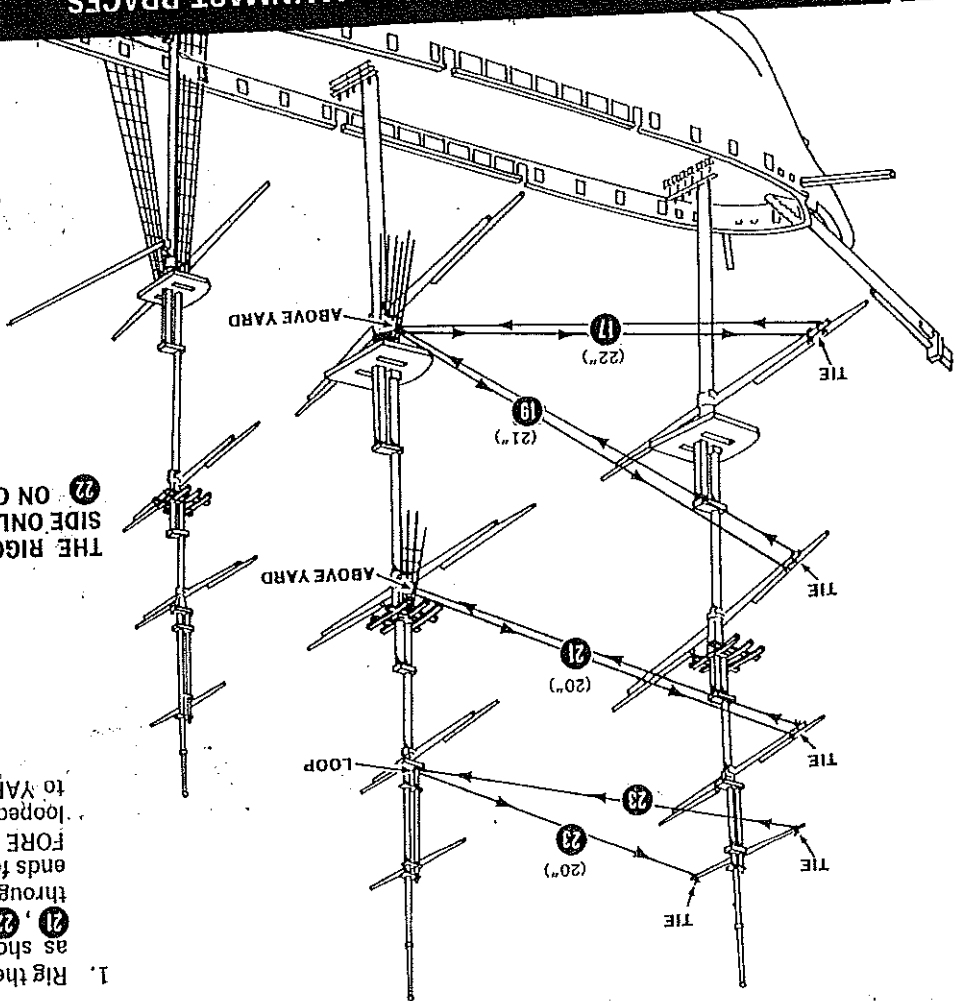
**SPANKER GAFF AND BOOM**

8

### FOREMAST YARD BRACES

1. Rig the BRACES for the FOREMAST YARDS as shown lines 17, 18, and 19, 20 and 21, 22 are all double line. Thread one end through RATLINES as shown bring both ends forward and tie to ends of YARDS. The FORE ROYAL BRACE 23 is a single thread looped around MAIN MAST with ends tied to YARD.

THE RIGGING LINES SHOWN ARE FOR (1) SIDE ONLY. REPEAT WITH LINES 18, 20, 22 ON OPPOSITE SIDE.

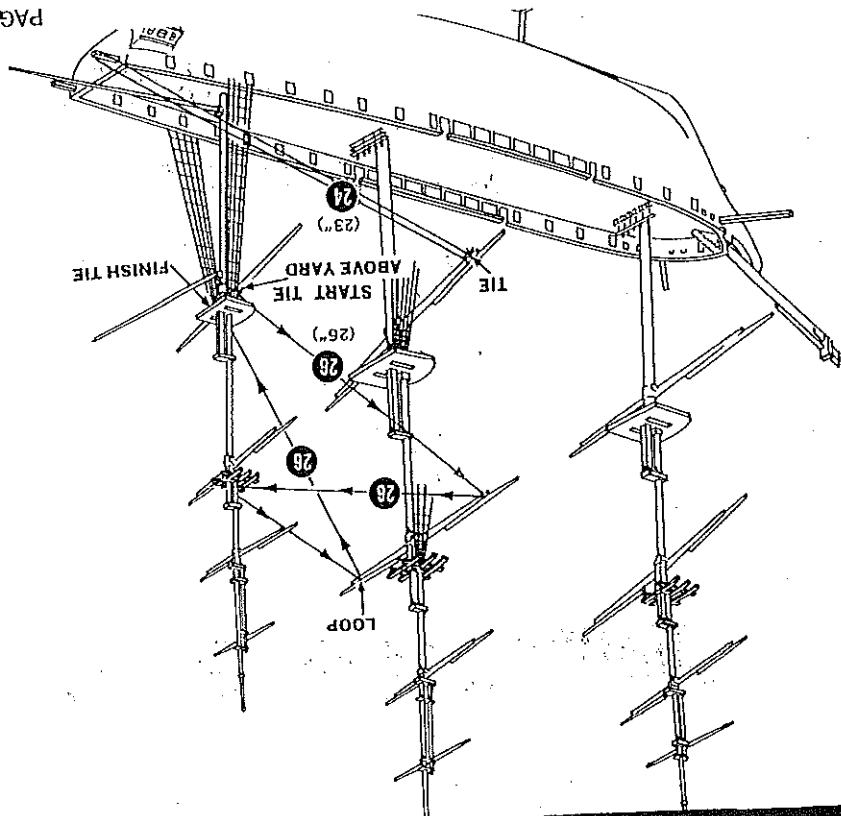


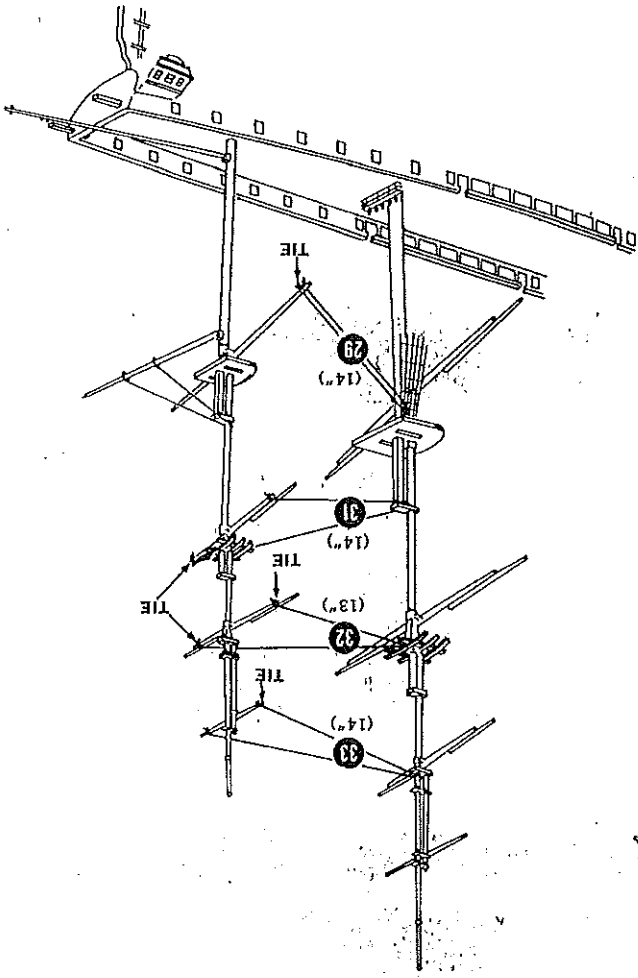
### MAINMAST BRACES

1. Double lines 24 and 25 are used on LOWER YARD. Loop thread through hole in STERN at DAVITS and tie at ends of YARD. The BRACE 26 for the second YARD starts at the MIZZENMAST. LOWER RATLINE comes forward to end of YARD back through MIZZENMAST, forward to other end of YARD and back to RATLINE.

2. The BRACE 27 for the second YARD starts at the MIZZENMAST. LOWER RATLINE comes forward to end of YARD back through MIZZENMAST, forward to other end of YARD and back to RATLINE.

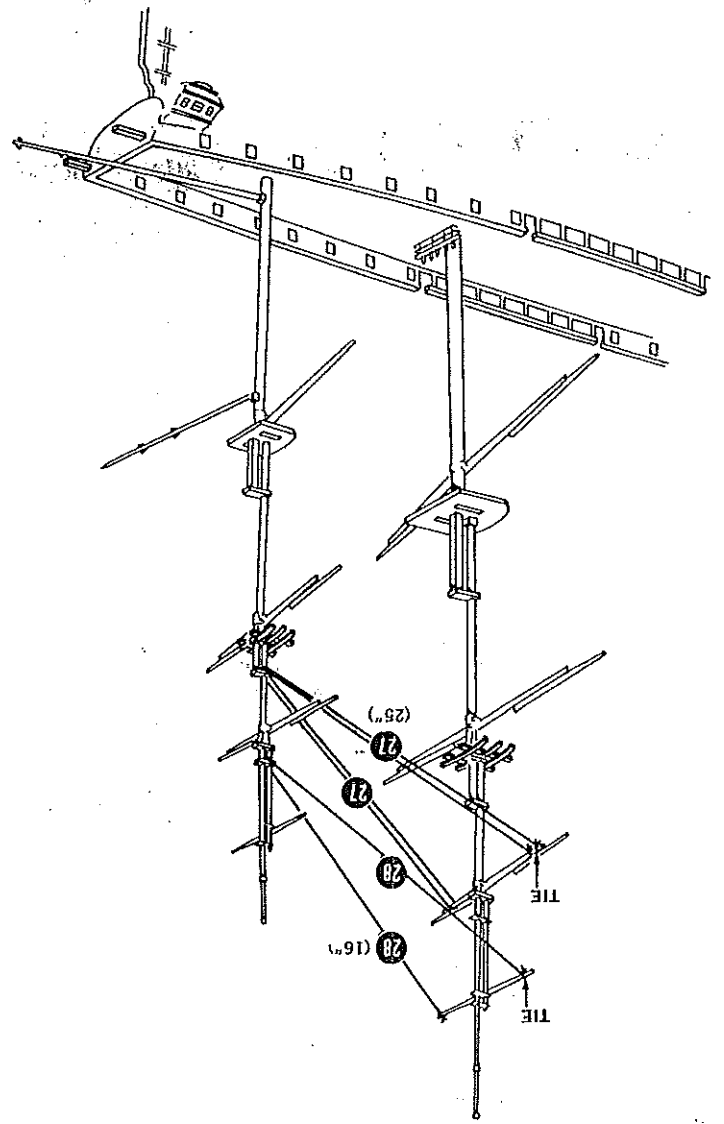
FOR LINE 24 ON OPPOSITE SIDE AS SHOWN FOR LINE 25





1. The LOWER YARD has double lines 29 and 30 from MAIN MAST LOWER RATLINES to ends of YARD.
  2. The top three BRACES are single lines 31, 32, 33 each loop around MAIN MAST as shown and tie at each end of YARD.
- RIG LINE 30 ON OPPOSITE SIDE AS SHOWN FOR LINE 29

**13** MIZZENMAST BRACES

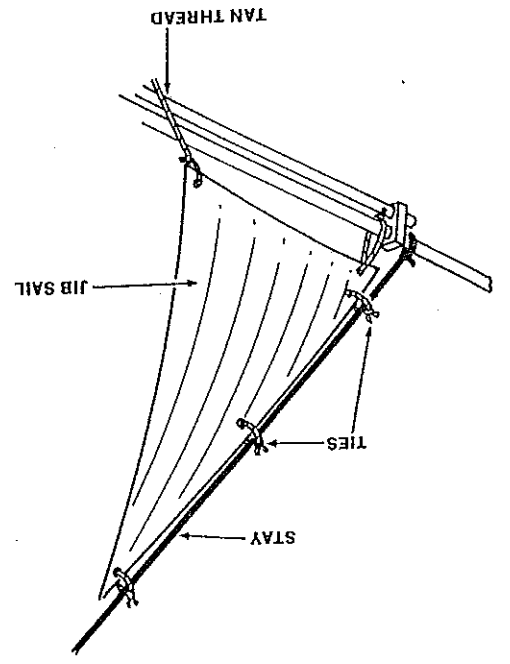
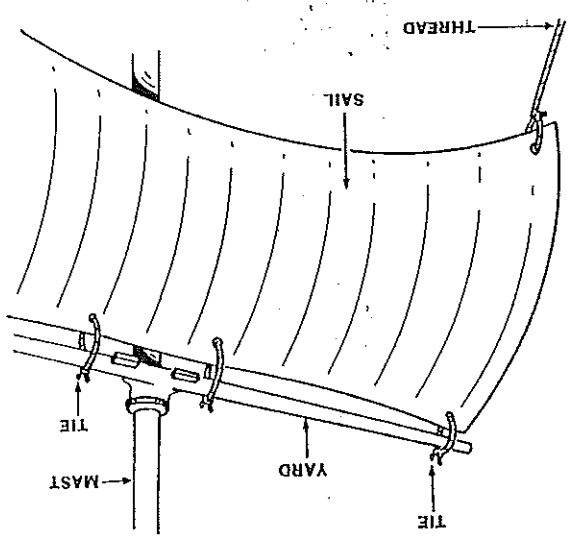
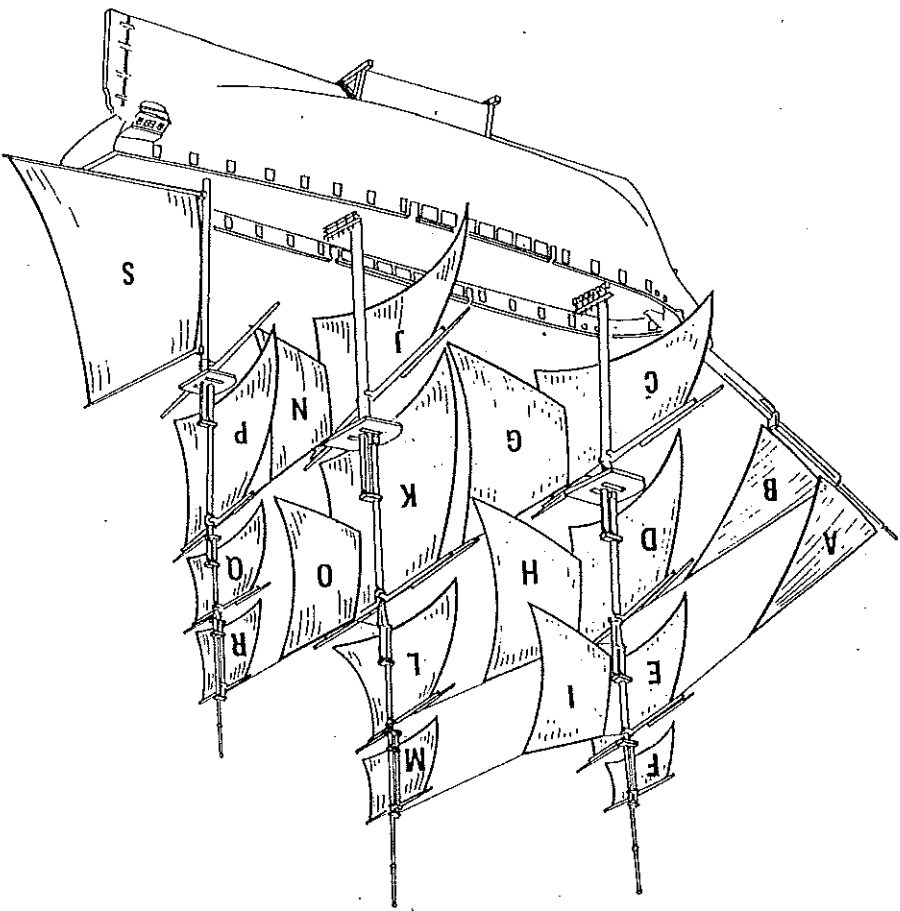


1. A double line 27 is used for the third YARD. Loop around MIZZENMAST CROSSTREE and forward to YARD, back to MAST and forward to start.
2. The TOP BRACE 28 is a single loop around MIZZEN MAST tie ends to YARD.

**12** MAINMAST BRACES

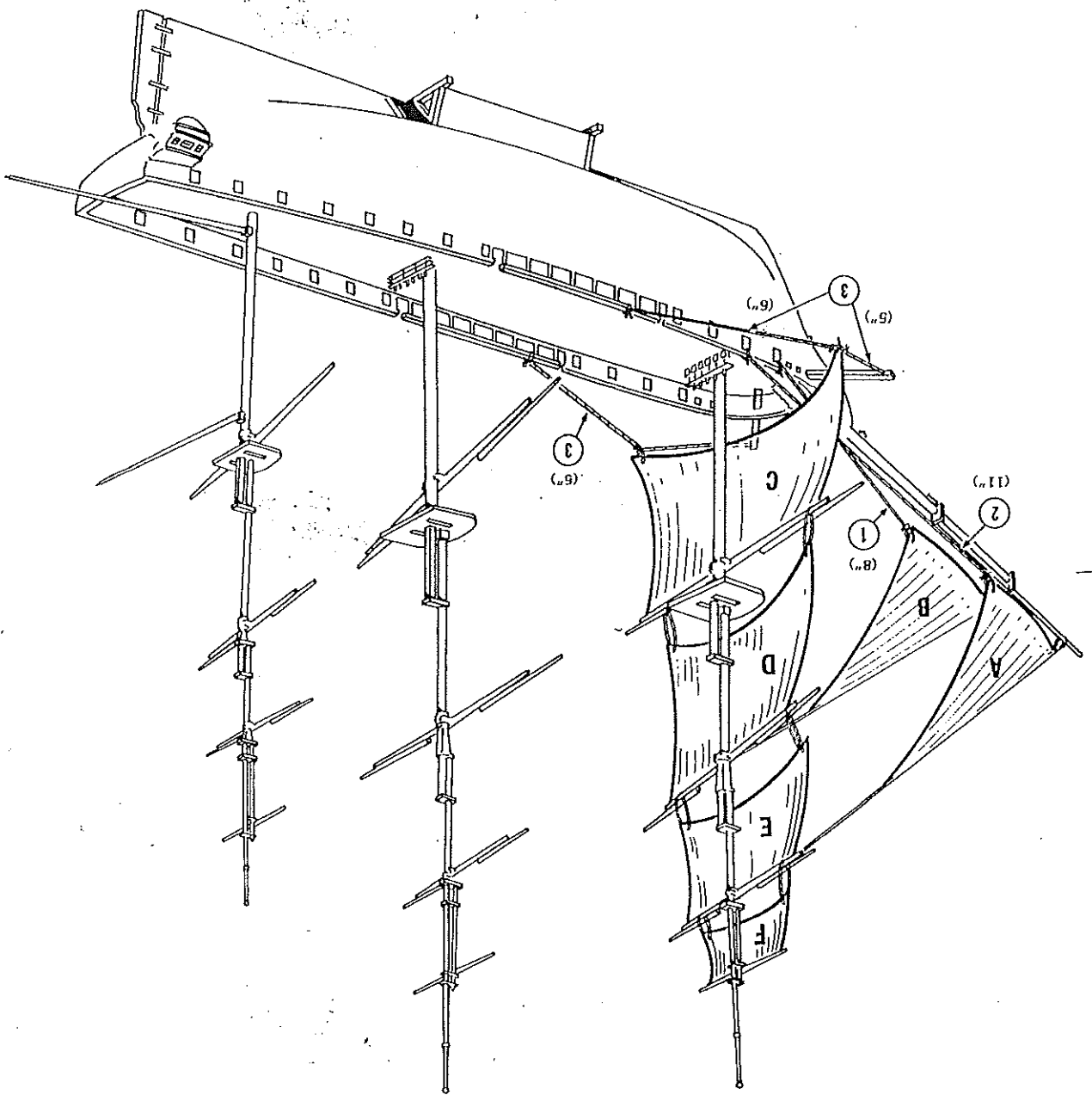
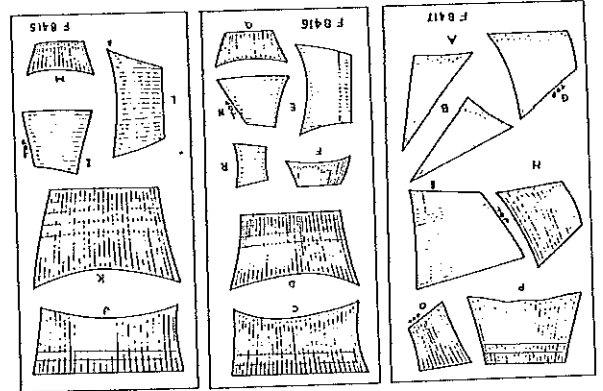
Each sail has an identifying letter next to it on the sail sheets. Carefully cut out each sail only as instructed, this will prevent losing the identity of individual sails. You may also pencil in the letter on each Sail. After trimming the sail to size, carefully punch a hole in each corner with a needle or pin. The short lengths of small Tan thread in holes used to attach sails to yards or stays. Where longer lines are required they will be numbered and the length required will be indicated as in previous rigging instructions.

- A FLYING JIB
- B JIB
- C FORESAIL
- D FORE TOPSAIL
- E FORE TOPGALLANT SAIL
- F FORE ROYAL SAIL
- G MAIN TOPMAST STAYSAIL
- H MAIN TOPGALLANT STAYSAIL
- I MAIN ROYAL STAYSAIL
- J MAINSAIL
- K MAIN TOPSAIL
- L MAIN TOPGALLANT SAIL
- M MAIN ROYAL SAIL
- N MIZZEN TOPGALLANT STAYSAIL
- O MIZZEN ROYAL STAYSAIL
- P MIZZEN TOPSAIL
- Q MIZZEN TOPGALLANT SAIL
- R MIZZEN ROYAL SAIL
- S SPANKER SAIL

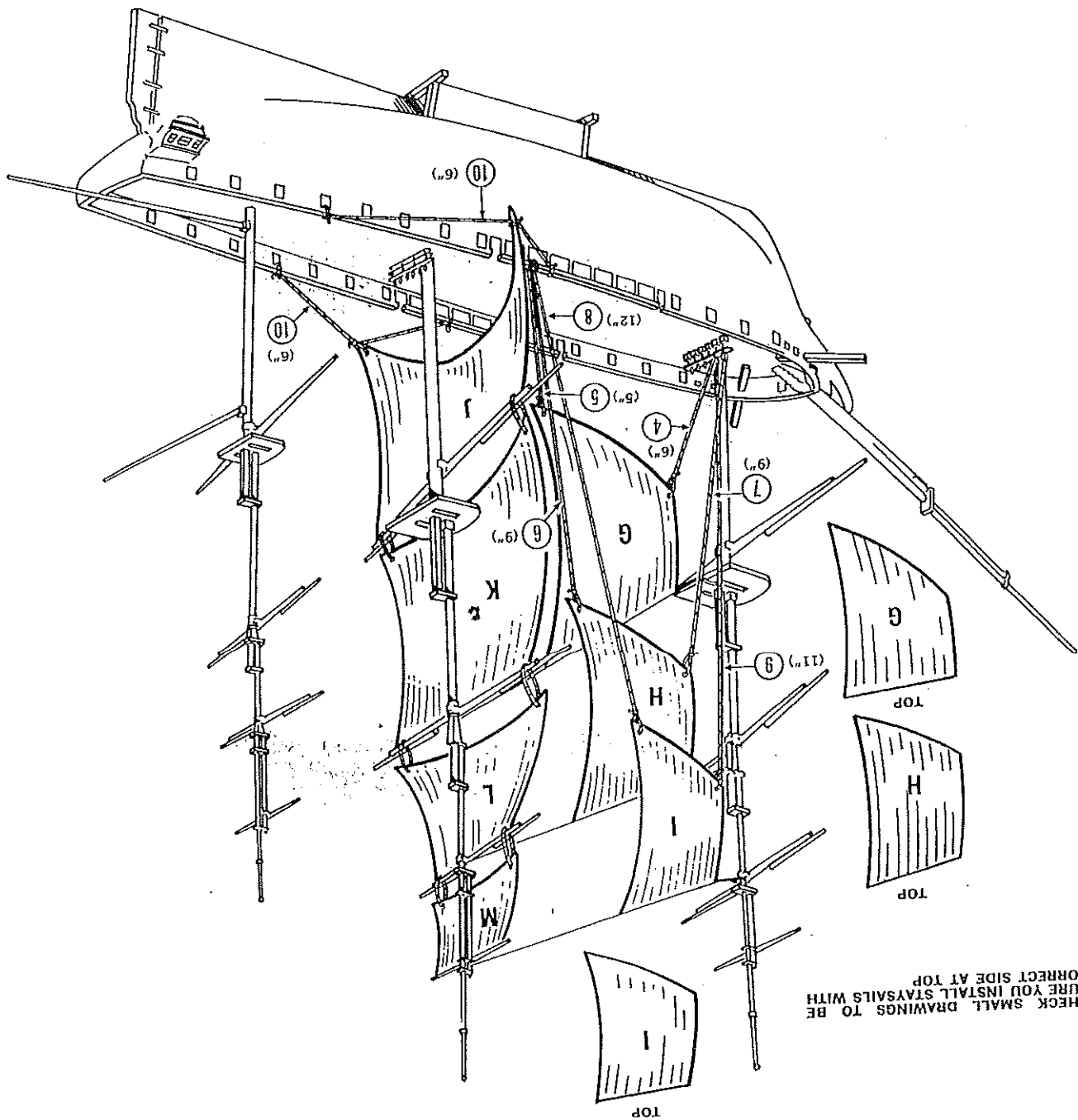
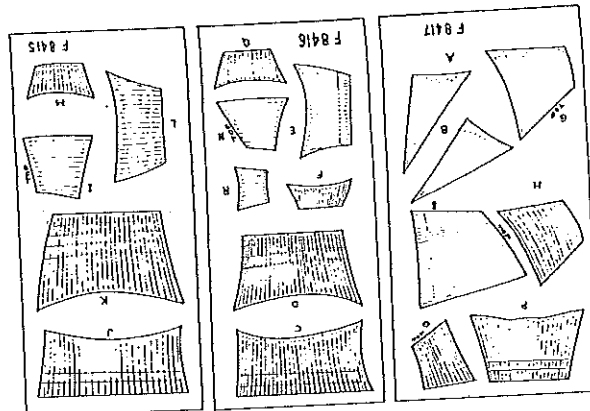


SAIL INSTALLATION

1. Cut JIBS A and B from SAIL sheet. Punch holes and the THREADS as shown in detail drawing on Page 21. Attach SAILS to correct STAYS, touch TIES with a small drop of cement to hold in position. Tie lines ① and ② to RAIL as shown.
2. Cut SAIL C from sheet, punch holes and the short THREADS along top. Cut two threads ③ approximately 11" long, tie to lower corners of SAIL as shown.
3. The top of SAIL to lower YARD and bottom THREAD to BOOM. KIN and RAIL as shown.
4. SAILS D, E and F are all installed in the same way, cut out, punch holes, the short THREADS to SAIL and then attach to YARDS as shown.

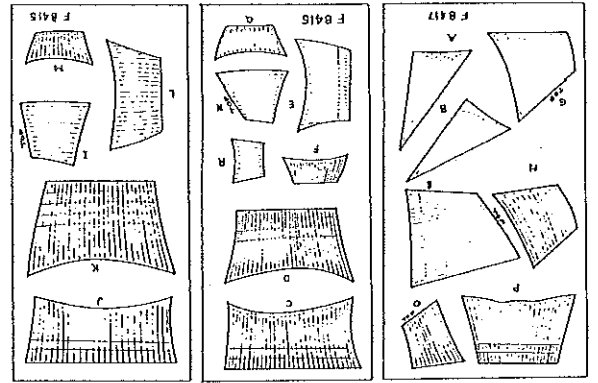


1. Cut STAYSAIL G from sheet, punch holes in corners. The THREADS 4 and 5 to bottom corners.
2. The SAIL to STAY, touch TIES with cement to hold SAIL in position.
3. The line 4 to PIN RAIL and 5 to HULL RAILING.
4. Cut and install STAYSAIL H in the same way as SAIL G.
5. SAIL I is installed in the same way except the FORWARD DOWN LINE passes through the FORETOP and then to the PINRAIL.
6. The MAIN MAST SAILS are installed in the same way as those on FOREMAST. Start with SAIL J. Cut two lines 10 and tie to SAIL at line center. Ends attach to HULL sides as indicated.

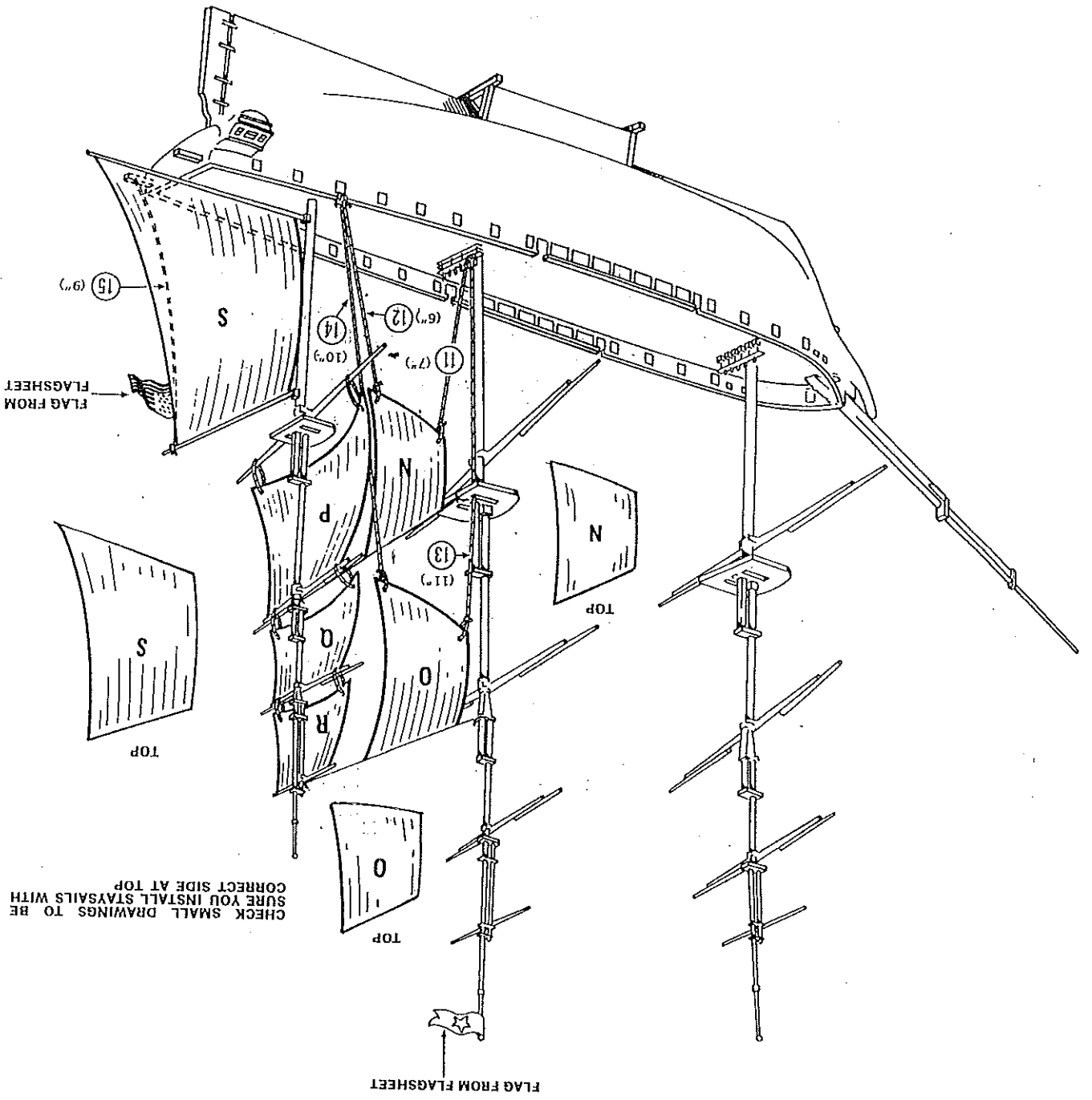


CHECK SMALL DRAWINGS TO BE SURE YOU INSTALL STAYSAILS WITH CORRECT SIDE AT TOP

MAIN STAYSAILS AND MAINMAST SAILS



1. The MIZZEN STAYSAILS N and O are installed in the same way that the MAIN STAYSAILS H and I were installed.
2. Cut out and install MIZZEN MAST SAILS P, Q and R in that order.
3. Cut out SPANKER SAIL S. Tie line (15) to the top rear corner. Install SAIL and then attach end of line (15) to HULL as shown.
4. Cut out FLAGS and install to line (15) and top of MAIN MAST as shown.



CHECK SMALL DRAWINGS TO BE SURE YOU INSTALL STAYSAILS WITH CORRECT SIDE AT TOP

MIZZEN STAYSAILS AND MIZZENMAST SAILS