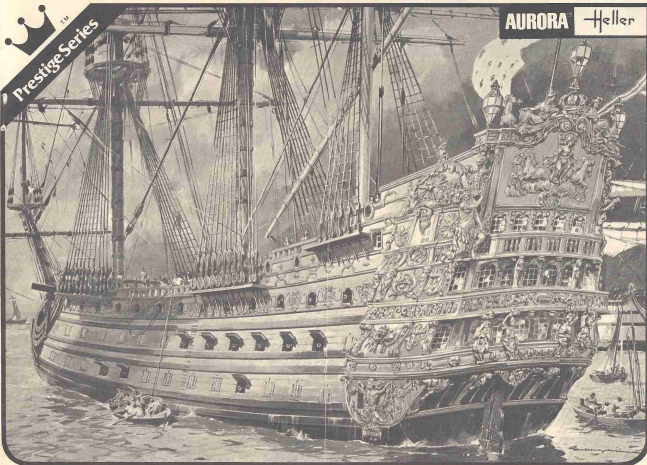


Prestige Series

AURORA Heller



Soleil Royal

SCALE 1/100

6550 - 140

©1977 AURORA PRODUCTS CORP., WEST HEMPSTEAD, N.Y. 11682
AURORA PRODUCTS OF CANADA, LTD. REXDALE, ONTARIO CANADA AURORA PRODUCTS NEDERLAND N.V. NIJKERK, HOLLAND
PRINTED IN U.S.A.

The history of sea warfare is full of stories of incredible heroism against overwhelming odds. Among these many legends, the French Navy has contributed many episodes. One of the greatest of these is that of Lieutenant General the Count of Tourville and his flagship, the "Soleil Royal".
Built at Brest shipyards in 1669, the Soleil Royal was designed by noted shipwright L. Hubo and had decorative sculpture by Coyoxov. The ship sat idle for many years until war broke out. James the Second took refuge in France from the New England King, William of Orange. Louis XIV. backed his cousin James, so William formed the League of Augsburg against France. The "Soleil Royal" was readied in 1688 to take part in the war. It did not take part in the campaign of 1688, but was at sea with the Tourville fleet for the Freux campaign of 1690.

The victory of the 75 vessel French fleet over the 60 ship English - Dutch fleet on July 10, 1690 was so complete that the French invasion of the English Lowlands was contemplated in the Tower of London and court-martialed on November 10, 1690. He was acquitted of any wrongdoing in the defeat and the loss of 17 ships, but was never given another command.
In 1691 Tourville spent 60 days at sea, with the "Soleil Royal" leading 60 vessels, but he failed to meet up with the British squadron, which under the command of Admiral Russell, Herbert's successor, had been ordered to search for him.

For the campaign of 1692, Versailles decided that Tourville should ensure the passage across the Channel of the partisans of James II and his former minister, available to him should he should survive.
Should he meet them, regardless of their number, he should surround them.
Tourville departed on May 12, the date of April 25 having proved materially impossible. Moreover, he followed only 39 vessels instead of the 72 he had had at Freux. Some other vessels remained in port because of the lack of crews. He was joined, however, by the five vessels of the Marquis de Villeter-Murgay, which gave him a total of 44 vessels. Facing him the enemy consisted of 42 English ships, nine Dutch vessels under Van Almonde. With the frigates and the fire-ships, 53,463 men with 7,154 guns were facing 20,900 men with 3,114 guns.

After beating about in the Channel for almost a week, hugging the shore against stiff northerly winds, on May 27 the French fleet was finally able to move seaward, supported by a slight sou'wester. Russell also got underway, and the two fleets met on the following day in mid-Channel, in view of the French Cotentin.
As dawn on May 28, scouting vessels for both sides fell back upon Russell's "Britannic" and Tourville's "Soleil Royal", respectively. Their pennants, flags, and guns described the situation and the number of menials they had just met. The report of La Roche-Ailard, who was commanding the "Fier", provides food for thought: A veritable forest of masts and white sails had suddenly appeared 21 miles to the northeast of Barleur, and was "shining in the morning light".

There was only a slight breeze, but from the southwest the "Soleil Royal" and her sister ships were windward of the English. If Tourville refused to fight, Russell would not be able to come within gun range or maneuver to enclose him. If he bore away, he could almost certainly be "cut off" - a disaster which would be glorious, perhaps, but also total.

Tourville bore away. Without asking anyone's opinion, without calling together his Council of War, "he began battle like a madman, positioning his vessel astward that of the English Admiral."
Tourville's flag-captain on the "Soleil Royal" was Denon. All the other captains replied to his signal with a simple order, "bear away!" Running before the wind, the French force advanced toward its fate "with a resolution noted by all its adversaries," who were astonished to see the French Admiral engaging in battle when, according to the English historians themselves, nothing would have been easier for him than to avoid combat, and he would have had at least a dozen excellent reasons for doing so.

In the van, to the south, the blue and white squadron with Amfreville, Nesmond, and Ralligne had only 14 vessels to oppose Van Almonde's 36 Dutch ships. In the center, Tourville, surrounded by the divisions of Villeter-Murgay and Lengrand, had 18 against the 31 of the British red squadron. In the rear squadron, to the north, Gabaret and his two subordinate admirals, Panfilié and Costigou, fought Aubry 14 to 32. The French formation was centered exactly on the enemy formation, with the "Soleil Royal" facing the "Britannic". The wind had fallen and large vessels of both sides had to lay their bows on to their opponents to force the duel. The duel between these fire-ships did not lag behind that of the large vessels.

The adversaries were within musket range when a nervous Dutch vessel let fly a broadside on the "Saint Louis". In a second the line was blazing from end to end. It was 10 a.m., May 29, 1692. Until evening, the Norman coast from Le Havre to Cherbourg was to echo the thunder of 10,000 guns.

The battle suddenly became ferocious.
In the center of the melee, like a tall fortress vomiting death on all sides through its 108 portholes, the "Soleil Royal" held its own against three enemy 100-gunners, the "Britannic", the "St. Albans", and the "Saint Andrew", which were trying to come alongside her. Tourville, imperturbable on his poop, was directing the combat of the five French tiers, of an excellence never witnessed, and that of all his captains, and was to prevent envelopment of his line, which was much shorter than that of the adversary, while at the same time refraining from attacking too soon and thus leaving a break opening up to the enemy.

Around one o'clock in the afternoon, Tourville ordered Denon to have himself towed up to windward. The rigging of the "Soleil Royal" had already suffered considerable damage, although no essential part had been blasted away. As soon as the Admiral's vessel had moved off, d'Amfreville hastened to fill the gap with his division.
On the left wing, Panfilié had profited from a sudden shift in the wind toward the northwest to retire toward the southwest, in order to draw off the "Britannic" and thus isolate the "Soleil Royal". This was an excellent calculation that would permit him, with his three vessels, to keep some 30 vessels that would have had more to do elsewhere amused for hours following them, so to come close to him.

By mid-afternoon, however, Russell was on the point of achieving the encirclement he had been seeking since the beginning of the action. "Taking the supreme risk, Tourville bore down against the center of the English line, the battle raged around the "Soleil Royal" which would have secured the center of the English line. Shortly thereafter the visibility decreased to the point that the ships could no longer see the fire. The guns fell silent. Tourville had his vessel drop anchor, while the tide pulled the enemy seaward, to the accompaniment of a pointblank cannonade from the French vessels particularly the "Magnifique" and the "Saint Philippe" and the "Soleil Royal", whose decks ran red with blood.

The moon had risen. The enemy abandoned the scene of the battle, after 15 straight hours of fruitless effort to annihilate the French fleet with its 44 vessels against the 39 vessels of the English. In the words of the English historian Clowes, "if there had been no sequel to Barleur, it would have been a French triumph."
Unfortunately, on the evening of this glorious defense the French fleet had no port, which it could take refuge and bind up its wounds, since Louvois had had Vauban's fortifications in Cherbourg torn down "in order to annoy the sea." In consequence, the French vessels were obliged to return to port. Tourville was forced to leave the "Soleil Royal", which was leaking from stem to stern, and he hoisted his flag on the "Ambitieux", next to that of the Marquis de Bellefonds and James II. He was ordered to the coast of Saint-Vaast la Hougue, where, he felt, the troops of the Marquis de Bellefonds and James II would ensure their safety.

The "Soleil Royal", the "Admirable", and the "Triomphant" were forced to run aground on the coast at Cherbourg at 11 a.m. on May 31. Several hours later they were attacked by Admiral Russell's "Saint Albans", "Rouy", and two fire-ships, backed up at a distance by 15 vessels. The crew of the "Soleil Royal" resouled him with gunfire. Defeatist rumors, which he had ordered all his longshoremen to be silent, were swept up on the fire-ship. The French gunners destroyed the first fire-ship, and a second came to grief on the rocks, but the third, Commander Thomassin's "Blanc", succeeded in grappling the "Soleil Royal" from the rear, while it was still firing.

The huge three-decked took fire a blow up "with a frightful noise." The sailors were thrown up to the air "like flies," and fell back on the shore.

The vessels that Tourville was supposed to have led to Saint Vaast la Hougue were set afire by the English, under the indifferent gaze of the Marquis de Bellefonds and James II, for whom so many French sailors had given their lives in the Battle of Barleur; that, in the words of the historian Mahan, would always be "the greatest proof of military spirit and bravery ever given by any navy."



IMPORTANT read these instructions before starting



BEFORE STARTING INSTRUCTIONS

Certain construction options must be decided upon before you start building your model. These relate to the cannon placement and the sail layout on the ship.

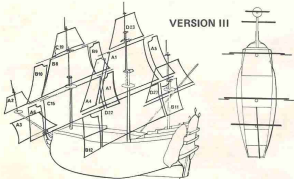
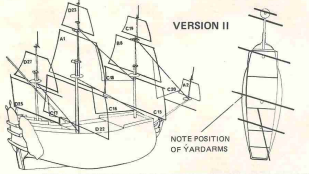
Enough cannons are included to have all guns displayed with open gunports. The instructions are written to build with all cannons. It is recommended that one side (the side which will appear as the "Front" of your diorama) be built with all cannon ports open showing a "Full Broadside." The other side should have a few guns displayed on the lower decks, with all other gunports closed.

The final appearance of the ship is most affected by the form of rigging and sails which are used. Three versions are specifically referred to in the instructions.

Version I - No sails, the way the ship would appear in harbor. This is the easiest version of the ship to build and is recommended to anyone who has never previously built a sailing ship model.

Version II - Basic square-rigging sails and stayvails. The yardarms are turned to the right. This would be the way the ship would appear when running before a wind coming from its left rear.

Version III - Full square rig. This is the way the ship would appear under becalmed condition with the wind at its rear.



GENERAL

1. Study the illustrations and instructions carefully before you start assembly.
2. Use only cement for styrene plastic. It is recommended that both liquid and tube cement be used. Liquid cement is best used for attaching small parts.
3. Apply cement sparingly to avoid ruining the surface details of your model.
4. Use a Hobby Knife to cut parts from the plastic frames and to remove any excess plastic before assembly.
5. Test assemblies parts by locating them without cement first before cementing in place. This will help determine exact locations before applying cement.
6. All parts are numbered for easy identification. Do not remove parts from their frames until they are needed to avoid confusing similar parts or losing parts.
7. Assemble parts in the sequence listed in each assembly step. The assembly sequence appears as a white number in a black dot (**1**). The part number will appear next to the sequence number (**7**).
8. The following standard modeling tools, while not absolutely required, will aid in making the assembly of this model much easier.
 - Modeling and Hobby Knife - Use for scraping excess plastic, trimming parts from frames, fitting.
 - Small Files or Emory Boards - Use for finishing glue joints and fitting.
 - Fine Sandpaper and Steel Wool - Use for fine fitting and surface finish.
 - Paint Brushes (various sizes) - Use for painting (use one fine brush for liquid cement).
 - Tweezers - Use for handling small parts and reaching into the model for rigging.
 - Scissors - Use for trimming rigging and cutting out sails and decals.
 - Clothes Pins - Use for clamping assemblies together to set after cementing.
 - Rubber Bands - Use for holding assemblies together to set after cementing.
 - Masking Tape - Use for paint masking and holding parts for painting.
 - Needle Threaders (available at variety stores or sewing centers) - Highly recommended for feeding rigging through small holes in blocks, pulleys, etc.

PAINTING

1. Use only enamel or paint for styrene plastics.
2. Allow paint to dry thoroughly before handling.
3. Scrape paint from any area which is to be cemented. Cement will not work effectively over paint.
4. Paint parts according to the color callouts on the Parts List on page 28 of this booklet.
5. Some parts are best painted before removal from the part frames. These parts are indicated on the Parts List. Many other parts should be painted after subassembly, but before installation onto the ship (ie, cannon barrels, cannon trucks, etc.).

ASSEMBLY NOTATIONS

Because of the many components involved in the construction of this model, quick reference systems have been devised to aid in the assembly. To ease the tracing components, symmetrical operations or parts will be referred to with a P or S designation, for Port (left) or Starboard (right). The terms "Fore" (front, front) and "Aft" (rear, stern) will also be used during assembly.

PULLEY NOTATION

Pulleys are designated by a letter and number system, referring to the area of the ship in which a pulley is located. (See the Pulley Table at the back of the booklet.)

Small blocks (part number 335) are called out with capital letters (A, B, C or D). All other blocks and pulleys (part numbers 336, 337, 338, 339, 340, 341, 343) are called out with small letters (a, b, c or d). The area of the ship is indicated by the letter (A or a = Bowport Area - B or b = Foremast Area - C or c = Mainmast Area - D or d = Mizzenmast Area).

See assembly step 21 for pulley attachment methods and examples of the notation system.

RIGGING LINE NOTATION

Rigging lines are designated by a letter and number system similar to that used for pulleys. (See the Rigging Table at the back of the booklet.)

Standing Rigging is called out with a "3"; Running Rigging is called out with a "4". Both Standing and Running rigging are used on all three versions of the ship. "X" rigging indicates sail rigging relating only to a Version II ship. "Y" rigging indicates sail rigging relating only to a Version III ship. "XY" rigging indicates sail rigging relating to both Version II and III ships.

RIGGING EYELET NOTATION

Rigging eyelets are designated using an "E" and Number System similar to that used for pulleys and rigging lines (See the Rigging Table and Deck Plan at the back of the booklet).

RIGGING CORD NOTATION

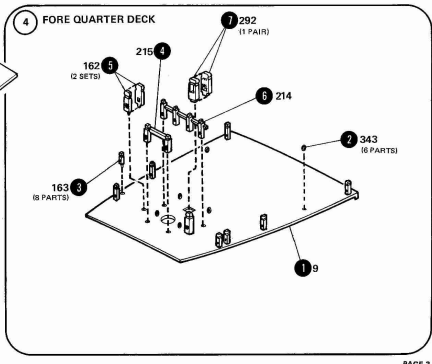
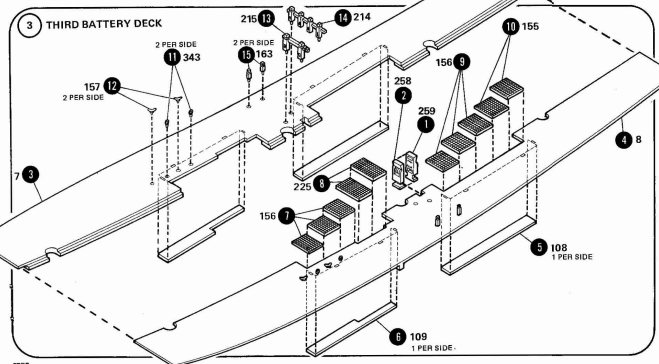
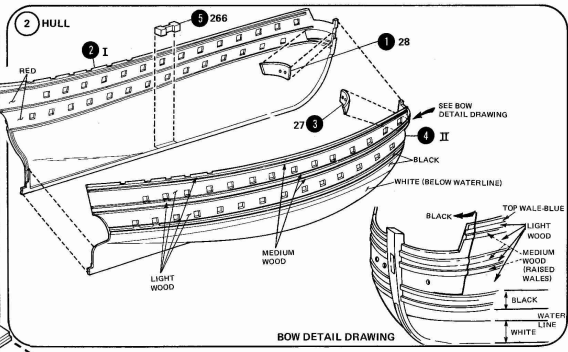
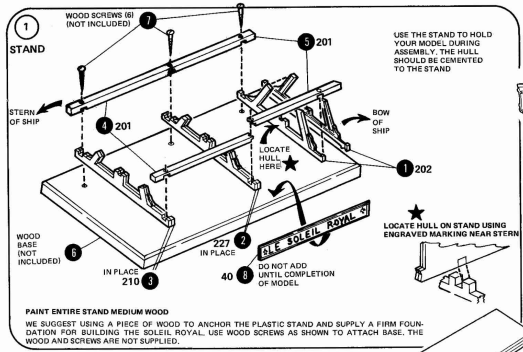
Six sizes of rigging cord is included in this kit. They are referred to by a letter designation as follows:
Cord "A": Heavy Brown
Cord "B": Heavy Black
Cord "C": Medium Brown
Cord "D": Medium Black
Cord "E": Light Brown
Cord "F": Light Black

ASSEMBLY STEPS

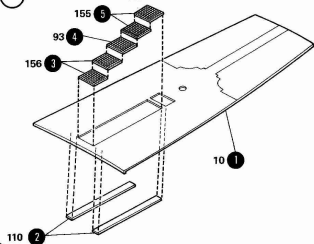
As this model represents a large commitment of time, it is recommended that the builder break the assembly of the kit into segments. For example, do not try to build all 120 cannons consecutively. Instead, pick various subassemblies and break their assembly into different sessions so as to avoid monotony. Cannons, shrouds, pulley subassemblies and sails should be done in this manner. Rigging should also not be hurried. A great deal of effort will have been invested by the time rigging is being done, so ruining the job by hurrying at that point would be a great waste.

The assembly of the model is done in the following Assembly Step Sequence.

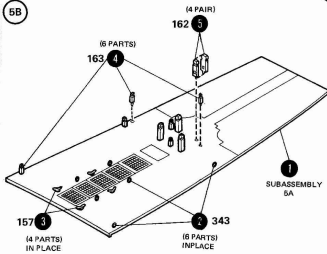
- | | |
|-------------------------------|---------------------------------|
| 1. Stand | 33. Cannon Port Doors |
| 2. Hull | 34. Shrouds And Ratlines |
| 3. Third Battery Deck | 35. Deadeyes |
| 4. Fore Quarter Deck | 36. Spirit Mast |
| 5. Rear Quarter Deck | 37. Foremast |
| 6. Poop Deck | 38. Mainmast |
| 7. 24-Pound Cannon | 39. Mizzenmast |
| 8. 18-Pound Cannon | 40. Mast Platforms |
| 9. 12-Pound Cannon | 41. Stern Balconies |
| 10. 8-Pound Cannon | 42. Quarter Galleries |
| 11. Water Cask | 43. Stern Lanterns |
| 12. Sand Barrel | 44. Headrails |
| 13. Chicken Coop | 45. Anchors |
| 14. Halvard Bucket | 46. Fore Top Mast |
| 15. Admiral's Launch | 47. Main Top Mast |
| 16. Ship's Launch | 48. Mizzen Top Mast |
| 17. Main Battery Deck | 49. Spirit Yards |
| 18. Rudder | 50. Fore Yard |
| 19. Second Battery Deck | 51. Main Yard |
| 20. Upper Deck | 52. Mizzen Yard |
| 21. Attachment of Pulleys | 53. Fore Topgallant Mast |
| 22. Bowspit | 54. Main Topgallant Mast |
| 23. Bow | 55. Mizzen Top And Lateen Yards |
| 24. Forward Bulwarks | 56. Fore Top Yards |
| 25. Rear Bulwarks | 57. Main Top Yards |
| 26. Stern Gallery | 58. Crews |
| 27. Bulwark Installation | 59. Flags |
| 28. Upper Deck Detailing | 60. Sail Preparation |
| 29. Fore Quarter Deck Install | 61. Sail Rigging |
| 30. Rear Decks Install | - Rigging Table/Pulley Table |
| 31. Rear Deck Detailing | - Railing and Deck Plans |
| 32. Bulwark Detailing | - Parts Lists |



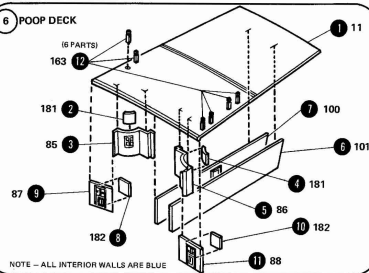
5A REAR QUARTER DECK



5B

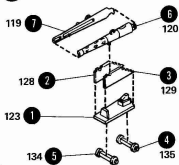


6 POOP DECK

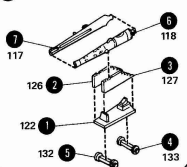


NOTE - ALL INTERIOR WALLS ARE BLUE

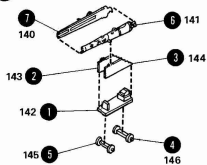
7 24-POUND CANNON-A (ASSEMBLE 24)



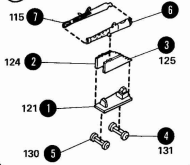
8 18-POUND CANNON-B (ASSEMBLE 38)



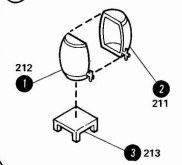
9 12-POUND CANNON-C (ASSEMBLE 30)



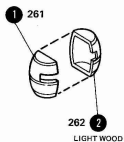
10 8-POUND CANNON-D (ASSEMBLE 16)



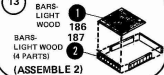
11 WATER CASK (ASSEMBLE 2)



12 SAND BARREL



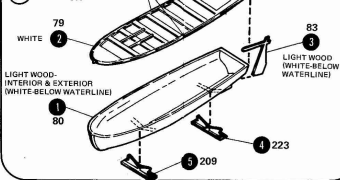
13 CHICKEN COOP



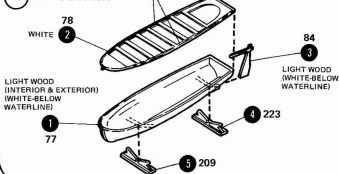
14 HALYARD BUCKET (ASSEMBLE 10)



15 ADMIRAL'S LAUNCH

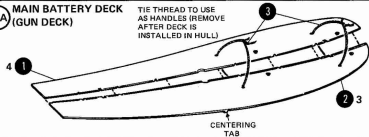


16 SHIP'S LAUNCH



17A MAIN BATTERY DECK (GUN DECK)

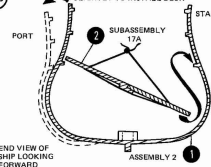
TIE THREAD TO USE AS HANDLES (REMOVE AFTER DECK IS INSTALLED IN HULL)



CENTERING TAB

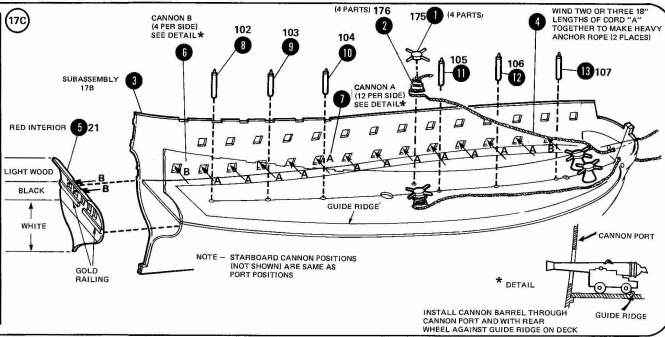
17B

PULL SIDE OF HULL OUTBOARD SLIGHTLY TO INSTALL DECK



1. INSERT DECK INTO HULL AS SHOWN.
2. PLACE DECK ON PORT SIDE RAIL LOCATING CENTERING TAB ON BOTTOM SIDE OF DECK INTO SLOT IN RAIL INSIDE HULL
3. OPEN HULL SLIGHTLY AND RAISE DECK INTO POSITION ON STARBOARD SIDE USING THREAD "HANDLES".
4. CEMENT DECK IN PLACE.
5. CUT THREAD AND REMOVE "HANDLES".

17C

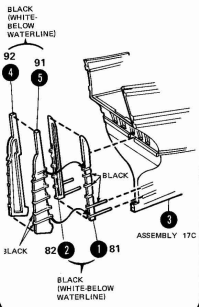


NOTE - STARBOARD CANNON POSITIONS (NOT SHOWN) ARE SAME AS PORT POSITIONS

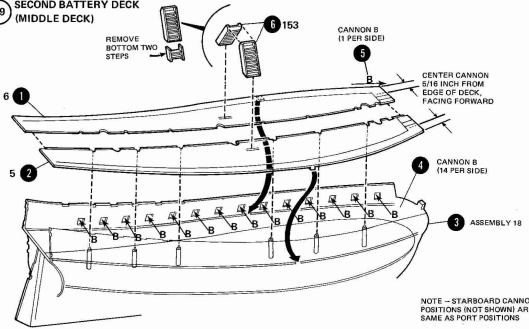
* DETAIL

INSTALL CANNON BARREL THROUGH CANNON PORT AND WITH REAR WHEEL AGAINST GUIDE RIDGE ON DECK

18 RUDDER

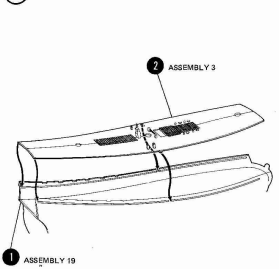


19 SECOND BATTERY DECK (MIDDLE DECK)



NOTE - STARBOARD CANNON POSITIONS (NOT SHOWN) ARE SAME AS PORT POSITIONS

20 UPPER DECK - INSTALL

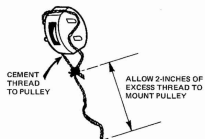


21

ATTACHMENT OF PULLEYS

USE THIS METHOD TO ASSEMBLE ALL PULLEYS,
PARTS NUMBER 336, 337, 338, 339, 340, 341.

TIE THE PULLEYS USING THREAD "E"



NOTE THAT ALL PULLEYS ARE IDENTIFIED BY A LETTER-NUMBER-LETTER DESIGNATION TO ASSIST IN TRACING THE RIGGING.

THE FIRST LETTER REFERS TO THE GENERAL AREA OF THE SHIP AND THE TYPE OF PULLEY, AS FOLLOWS:

- | | |
|----------------------------------|-------------------------------------|
| A - BOWSPRIT AREA - PULLEY 338 | a - BOWSPRIT AREA - OTHER PULLEYS |
| B - FOREMAST AREA - PULLEY 335 | b - FOREMAST AREA - OTHER PULLEYS |
| C - MAINMAST AREA - PULLEY 336 | c - MAINMAST AREA - OTHER PULLEYS |
| D - MIZZENMAST AREA - PULLEY 339 | d - MIZZENMAST AREA - OTHER PULLEYS |

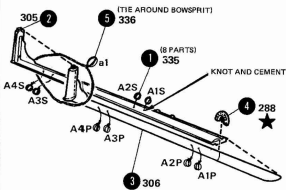
THE NUMBER REFERS TO THE SEQUENCE OF INSTALLATION OF THE PULLEY IN THE GENERAL AREA OF THE SHIP.

THE SECOND LETTER 'P' FOR PORT-LEFT; 'S' FOR STARBOARD-RIGHT) IDENTIFIES SYMMETRICAL BLOCKS THAT APPEAR ON BOTH SIDES OF THE SHIP.

EXAMPLES: A2P(A) BOWSPRIT, PULLEY 335; (2) SECOND INSTALLED; (P) PORT SIDE
C3S(C) MAINMAST, MISCELLANEOUS PULLEY; (3) THIRD INSTALLED; (S) STARBOARD SIDE
D16(D) MIZZENMAST, PULLEY 339; (16) SIXTEENTH INSTALLED; NO MATCHING PULLEY

22

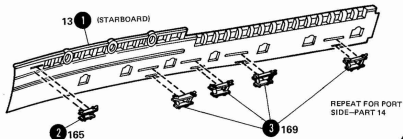
BOWSPRIT



★ SEE PAGE 26 FOR RIGGING GUIDE

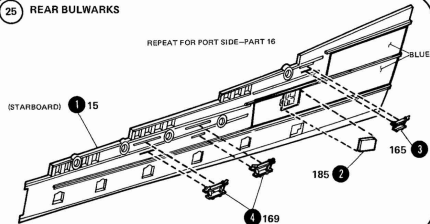
24

FORWARD BULWARKS



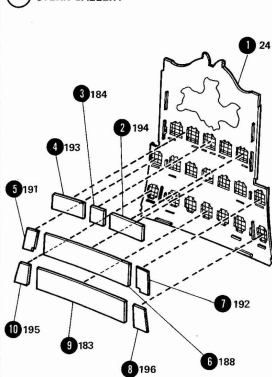
25

REAR BULWARKS

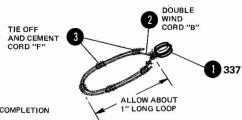


26

STERN GALLERY



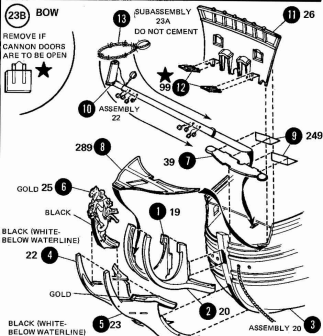
23A



USE IN THE COMPLETION OF LINE S2

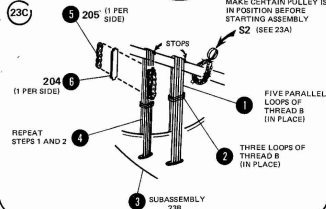
23B BOW

REMOVE IF CANNON DOORS ARE TO BE OPEN

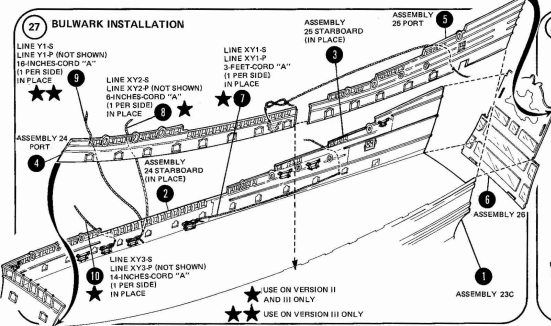


23C

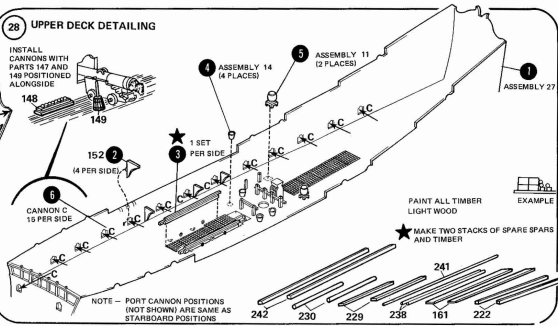
MAKE CERTAIN PULLEY IS IN POSITION BEFORE STARTING ASSEMBLY S2 (SEE 23A)



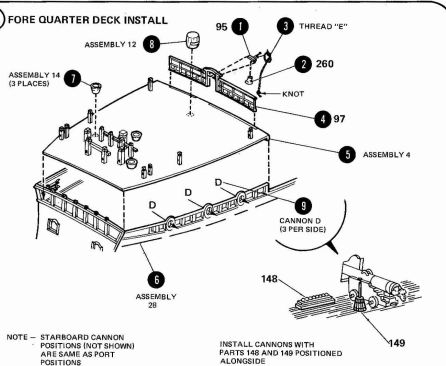
27 BULWARK INSTALLATION



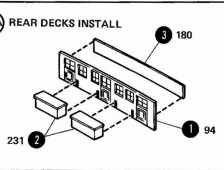
28 UPPER DECK DETAILING



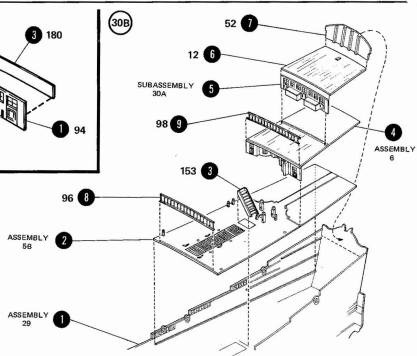
29 FORE QUARTER DECK INSTALL



30A REAR DECKS INSTALL



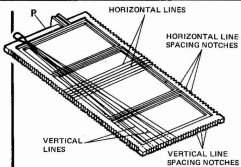
30B



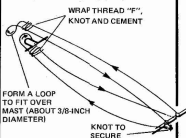
34 SHROUDS AND RATLINES

RATLINES ARE CONSTRUCTED USING THE SHROUD LOOM (PART P), IT WILL ALLOW THE CONSTRUCTION OF TWO SYMMETRICAL SHROUDS AT ONE TIME. CONSTRUCT SHROUDS AS FOLLOWS:

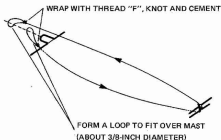
- VERTICAL LINES - WRAP BLACK CORD (B OR D) INDICATED AROUND POST ON LOOM. PASS DOWNWARD THROUGH NOTCHES INDICATED IN SHROUD REFERENCE TABLE. FOR PAIRS OF SHROUDS 1-2, 3-4, 5-6, 7-8, USE THE ATTACHMENT 1 ILLUSTRATED. FOR SINGLE SHROUD 3, 5, OR 9, USE ATTACHMENT II ILLUSTRATED. STRETCH LINES TIGHTLY.
- HORIZONTAL LINES - USING THREAD "E", TIE-OFF AT TOP OF LOOM AND WRAP THROUGH NOTCHES INDICATED IN SHROUD REFERENCE TABLE. WRAP AS SHOWN IN DETAIL III. STRETCH TIGHT AND KNOT AROUND LOOM TO SECURE AFTER COMPLETING THE SPECIFIED WINDINGS [NOTE: ALL HORIZONTAL LINES USE ALTERNATE NOTCHES ONLY (e.g., 2, 4, 6, 8...)].
- CEMENT OVERLAP POINTS OF HORIZONTAL AND VERTICAL LINES AND ALLOW TO DRY THOROUGHLY. TUBE TYPE CEMENT CAN BE USED, OR THE NEW GENERAL PURPOSE LIQUID (i.e., SUPER GLUE).
- CAREFULLY REMOVE COMPLETED SHROUDS FROM LOOM AND TRIM AWAY ALL EXCESS THREADS. (LEAVE ENOUGH ON THE LOWER END OF VERTICAL LINES TO ALLOW FOR ATTACHMENT TO DEADEYES.)
- ATTACH PULLEYS (INO. 339) TO SHROUDS AS INDICATED.



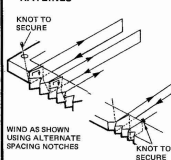
SHROUD LINE PAIRS (1-2) (3-4) (5-6) (7-8)



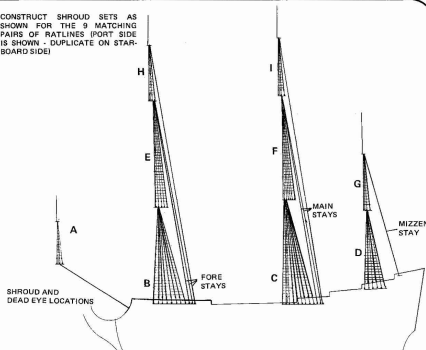
II SINGLE SHROUD LINES (3) (5) (9)



III HORIZONTAL RATLINES



CONSTRUCT SHROUD SETS AS SHOWN FOR THE 9 MATCHING PAIRS OF RATLINES (PORT SIDE IS SHOWN - DUPLICATE ON STARBOARD SIDE)

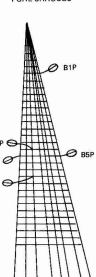


A SPLIT SHROUDS



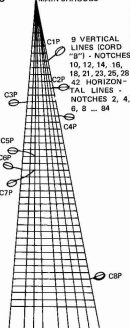
3 VERTICAL LINES (CORD "D") - NOTCHES 14, 18, 22
10 HORIZONTAL LINES - NOTCHES 2, 4, 6... 20

B FORE SHROUDS



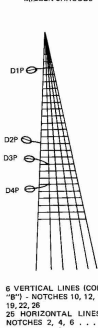
8 VERTICAL LINES (CORD "B") - NOTCHES 7, 10, 13, 15, 17, 21, 24, 27
30 HORIZONTAL LINES - NOTCHES 2, 4, 6... 60

C MAIN SHROUDS



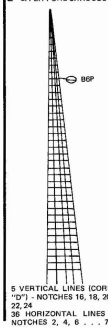
9 VERTICAL LINES (CORD "B") - NOTCHES 10, 12, 14, 16, 18, 21, 23, 25, 28
42 HORIZONTAL LINES - NOTCHES 2, 4, 6, 8... 84

D MIZZEN SHROUDS



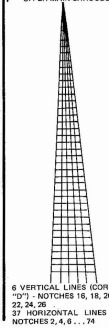
6 VERTICAL LINES (CORD "B") - NOTCHES 10, 12, 15, 19, 22, 25
25 HORIZONTAL LINES - NOTCHES 2, 4, 6... 50

E UPPER FORE SHROUDS



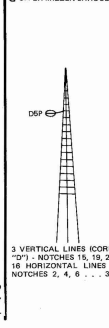
5 VERTICAL LINES (CORD "D") - NOTCHES 16, 18, 20, 22, 24, 28
36 HORIZONTAL LINES - NOTCHES 2, 4, 6... 72

F UPPER MAIN SHROUDS



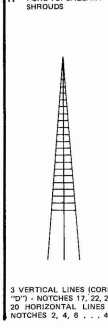
6 VERTICAL LINES (CORD "D") - NOTCHES 16, 18, 20, 22, 24, 28
37 HORIZONTAL LINES - NOTCHES 2, 4, 6... 74

G UPPER MIZZEN SHROUDS



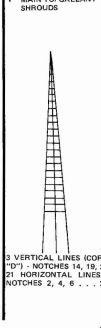
3 VERTICAL LINES (CORD "D") - NOTCHES 15, 19, 23
16 HORIZONTAL LINES - NOTCHES 2, 4, 6... 32

H FORE TOPGALLANT SHROUDS



3 VERTICAL LINES (CORD "D") - NOTCHES 17, 22, 27
20 HORIZONTAL LINES - NOTCHES 2, 4, 6... 40

I MAIN TOPGALLANT SHROUDS

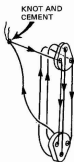


3 VERTICAL LINES (CORD "D") - NOTCHES 14, 19, 24
21 HORIZONTAL LINES - NOTCHES 2, 4, 6... 21

35 DEADEYES

CONSTRUCT DEADEYES USING THE FORMER SUPPLIED. WIND THREAD "F" THROUGH THE DEADEYES AS SHOWN. KNOT AND CEMENT, THEN REMOVE FROM FORMER.

CONSTRUCT EACH OF THE B TYPES OF DEADEYE USING THE FORMER SET-UP AS DESCRIBED FOR EACH POSITION LISTED IN THE GENERAL ARRANGEMENT DRAWING IN FRAME 34.



USE UPPER POSITION FOR ARMS S, U, W AND Z

USE CENTER POSITION FOR ARMS N AND O

USE LOWER POSITION FOR ARMS R, T AND V

USE RUBBER BAND TO HOLD ARMS IN PLACE

POSITION C (ASSEMBLY 18)

USE A SMALL PIECE OF MODELING CLAY TO HOLD DEADEYES IN POSITION



POSITION B (ASSEMBLY 16)



POSITIONS E AND F (ASSEMBLY 22)

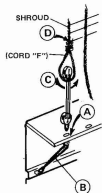


POSITION D, FORESTAYS MAINSTAYS AND MIZZENSTAYS (ASSEMBLY 26)



POSITIONS A, G, H, I (ASSEMBLY 24)

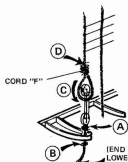
DEADEYE ATTACHMENT



SHROUDS B, C AND D AND STAYS

- INSERT EYELET ON LOWER END OF DEADEYE THROUGH HOLE IN SHROUD CHANNELS.
- TIE DEADEYE EYELET TO EYEBOLT ON HULL USING CORD "D".
- WRAP LOWER END OF SHROUD LINE AROUND UPPER END OF DEADEYE.
- PULL SHROUD LINE TAUT; KNOT TO RETAIN. WRAP SHROUD WITH CORD "F" AND CEMENT.

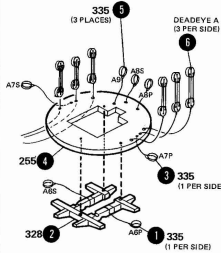
SHROUDS A, E, F, G, H AND I



(END IS TIED TO LOWER SHROUDS AS ILLUSTRATED IN ASSEMBLY DRAWINGS)

- TIE A 3-INCH PIECE OF CORD "D" AROUND LOWER END OF DEADEYE. WRAP WITH CORD "F" AND CEMENT.
- INSERT CORD THROUGH APPROPRIATE HOLE IN CROSSTREE OR MAST PLATFORM. KNOT AND CEMENT TO RETAIN.
- WRAP LOWER END OF SHROUD LINE AROUND UPPER END OF DEADEYE.
- PULL SHROUD LINE TAUT; KNOT TO RETAIN. WRAP SHROUD WITH CORD "F" AND CEMENT.

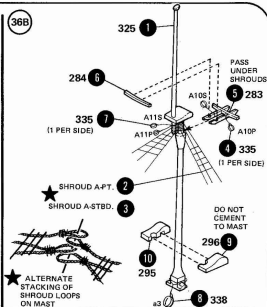
36A SPRIT MAST



36C MAKE LOOP OF CORD "B"



36B



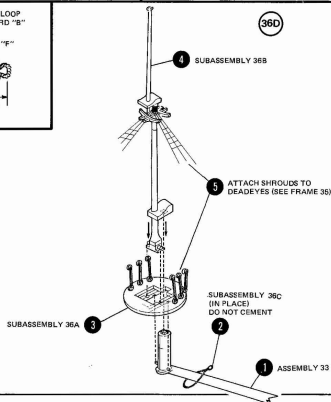
36C

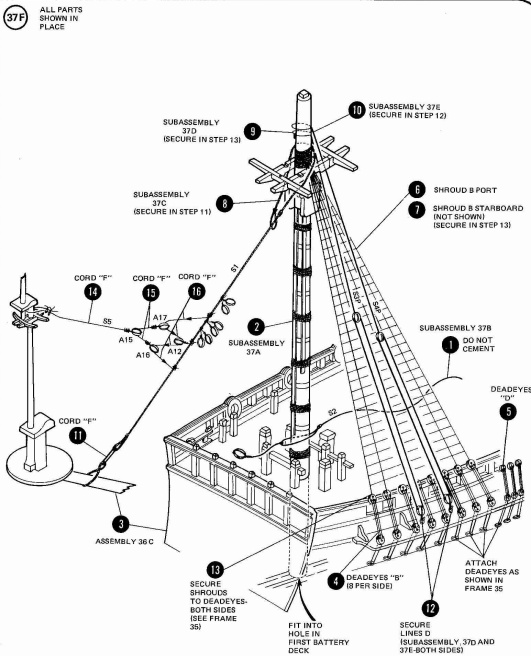
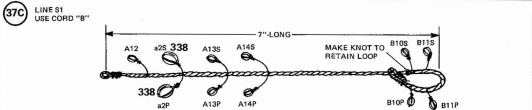
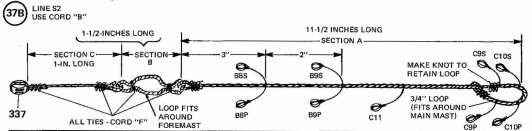
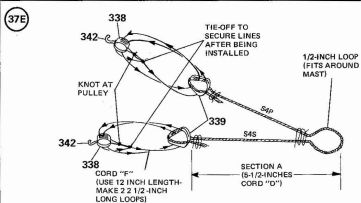
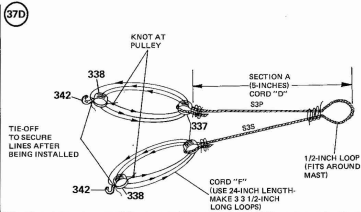
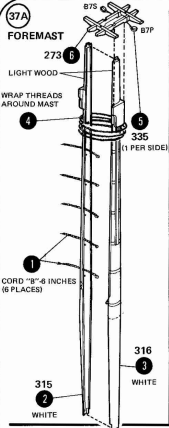
MAKE LOOP OF CORD "B"

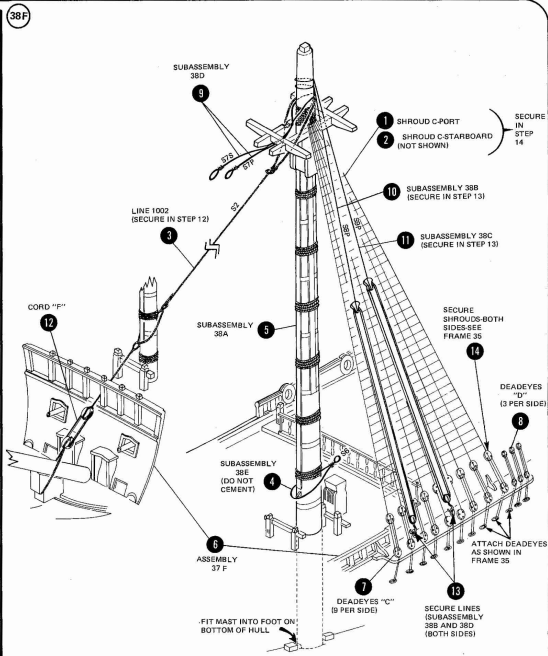
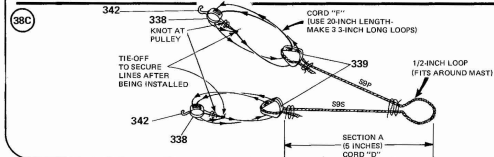
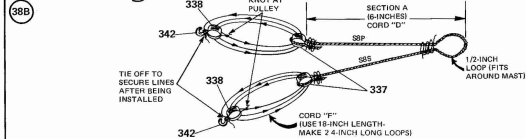
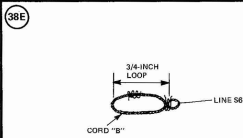
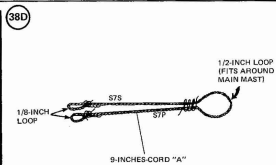
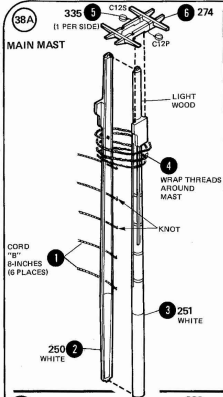
CORD "B"

1/2-INCH

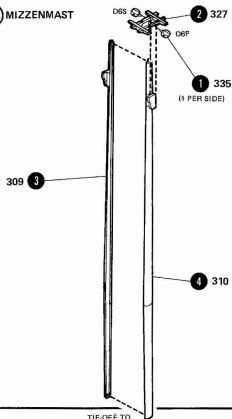
36D



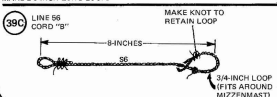
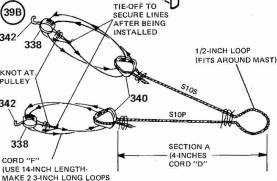
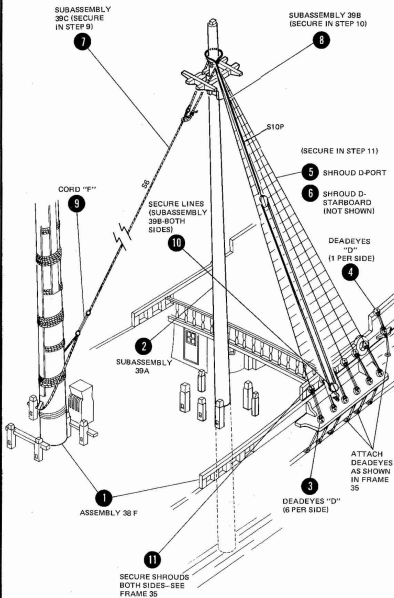




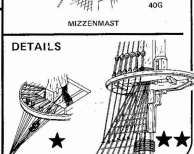
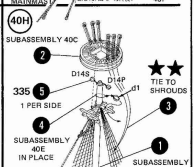
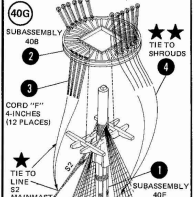
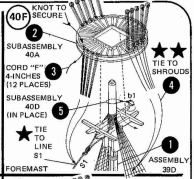
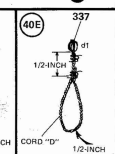
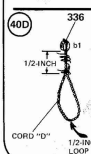
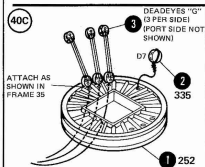
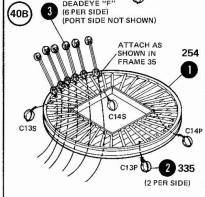
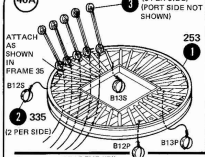
39A MIZZENMAST



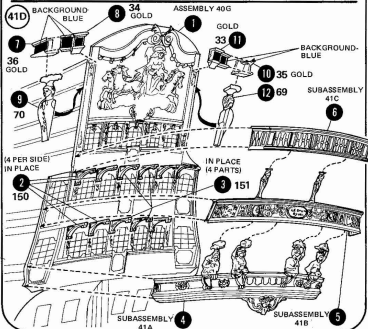
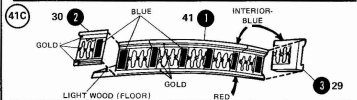
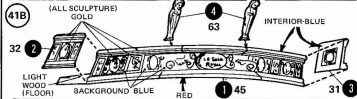
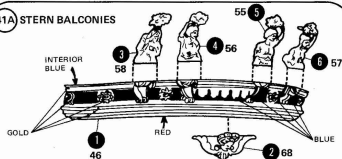
39D



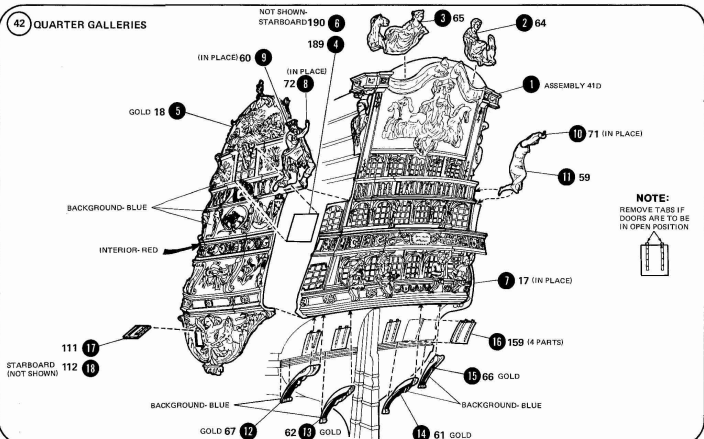
40A MAST PLATFORMS



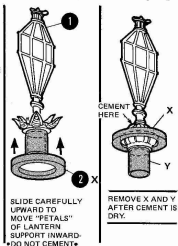
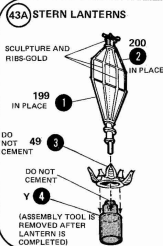
41A STERN BALCONIES



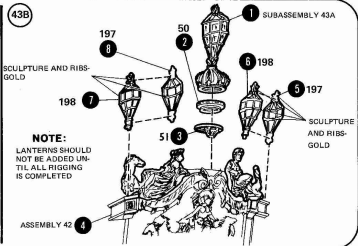
42 QUARTER GALLERIES



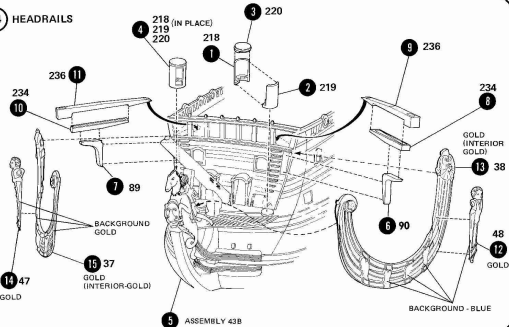
43A STERN LANTERNS



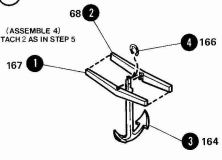
43B



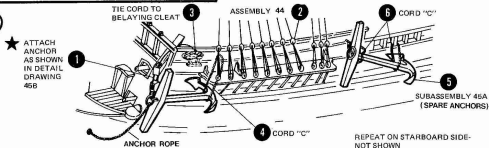
44 HEADRAILS



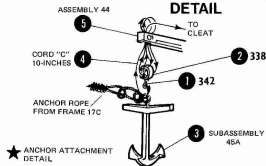
45A ANCHORS



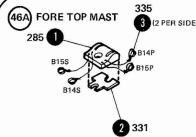
45B



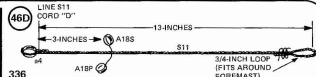
DETAIL



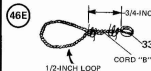
46A FORE TOP MAST



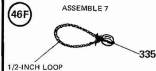
46D



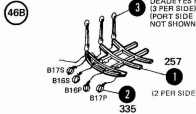
46E



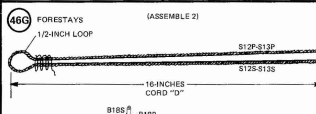
46F ASSEMBLY 7



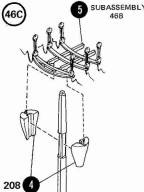
46B



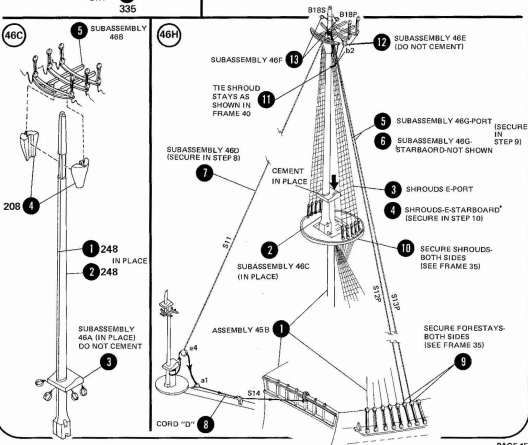
46G FORESTAYS



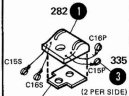
46C



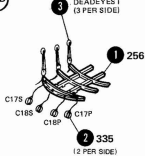
46H



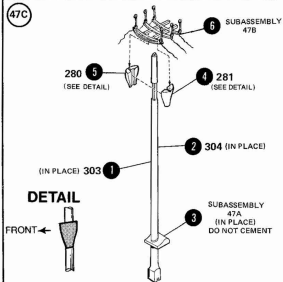
47A MAIN TOP MAST



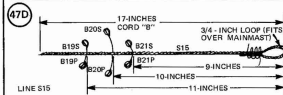
47B



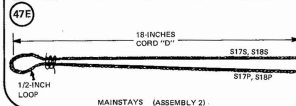
47C



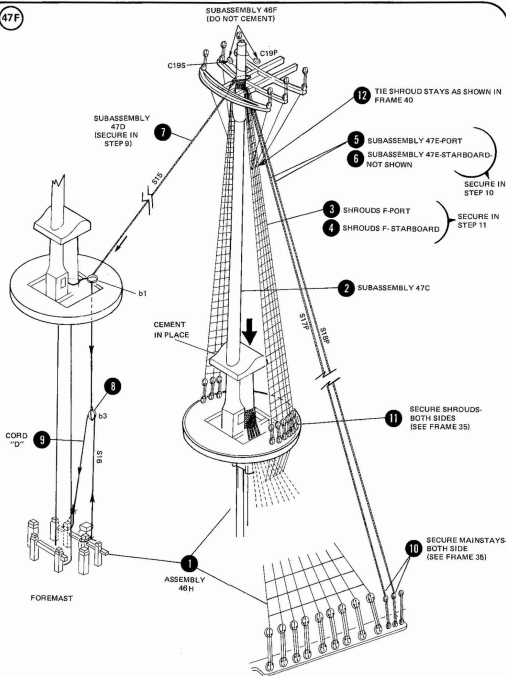
47D



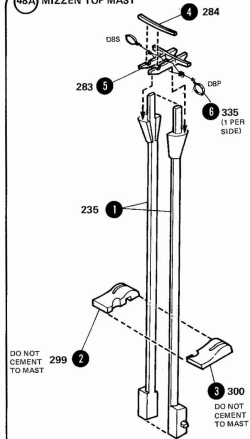
47E



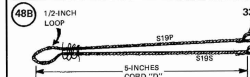
47F



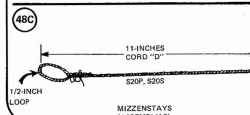
48A MIZZEN TOP MAST



48B 1/2-INCH LOOP



48C

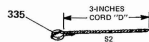


48D (ASSEMBLE 2)



48F

48E (ASSEMBLE 2)

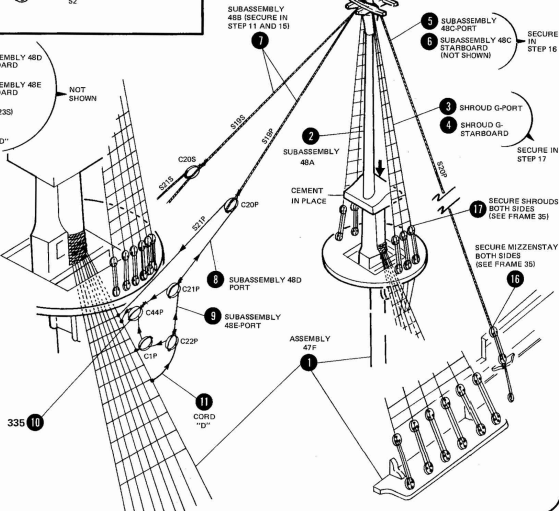


12 SUBASSEMBLY 48D STARBOARD

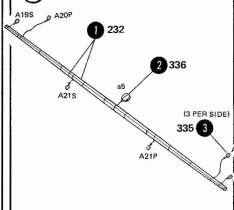
13 SUBASSEMBLY 48E STARBOARD

14 335 (C23S)

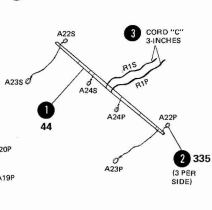
15 CORD "D"



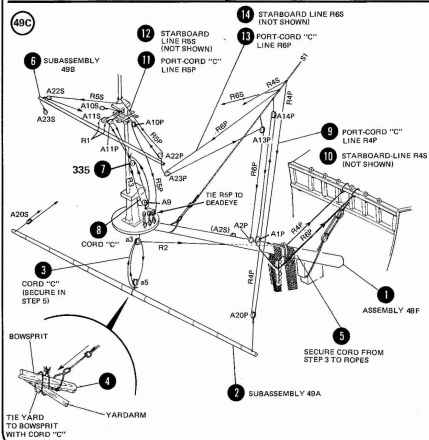
49A SPRIT YARDS



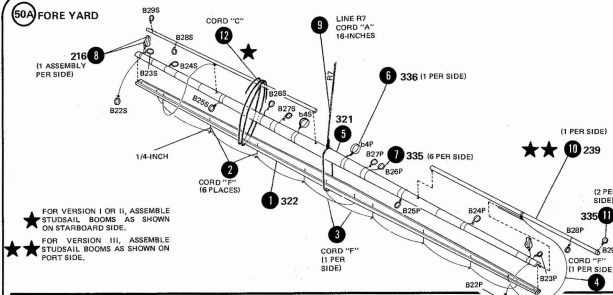
49B



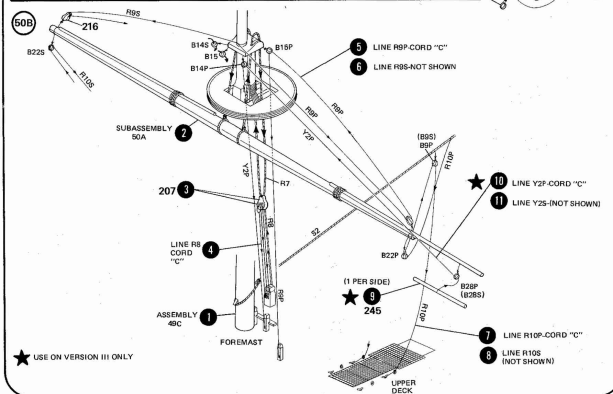
49C



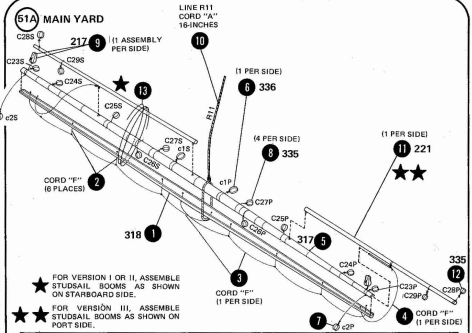
50A FORE YARD



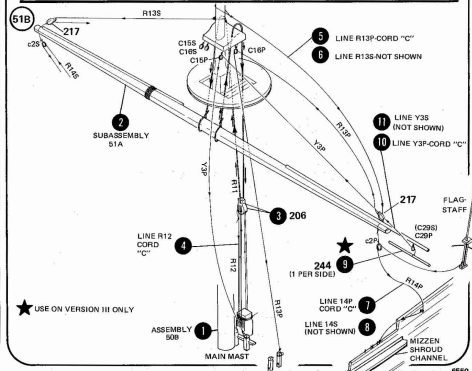
50B



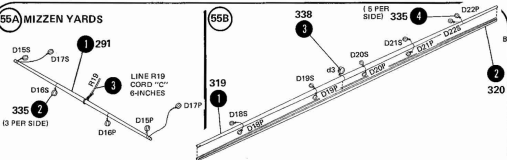
51A MAIN YARD



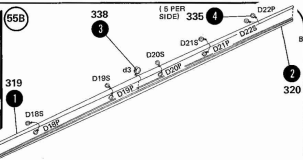
51B



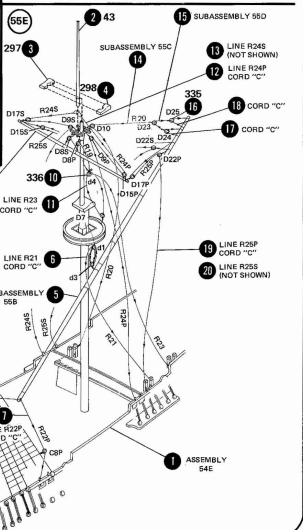
55A MIZZEN YARDS



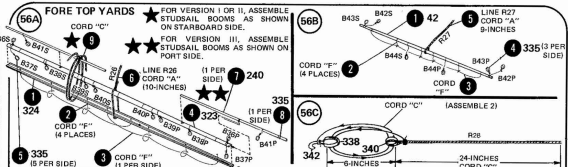
55B



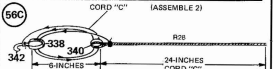
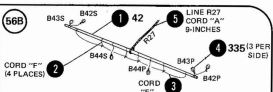
55E



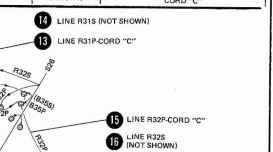
56A FORE TOP YARDS



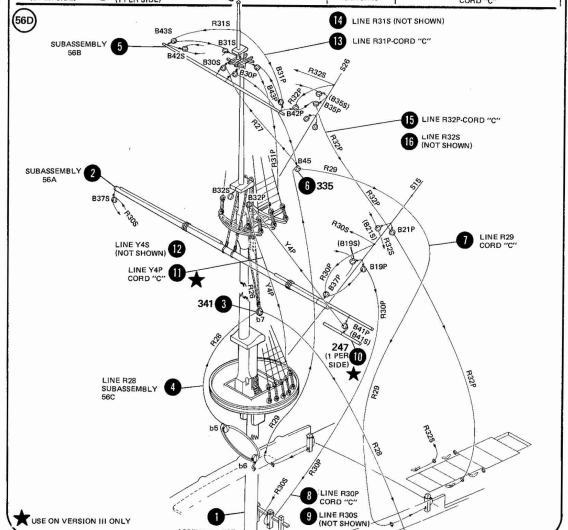
56B



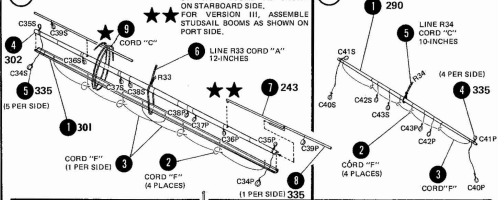
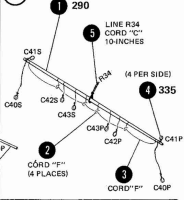
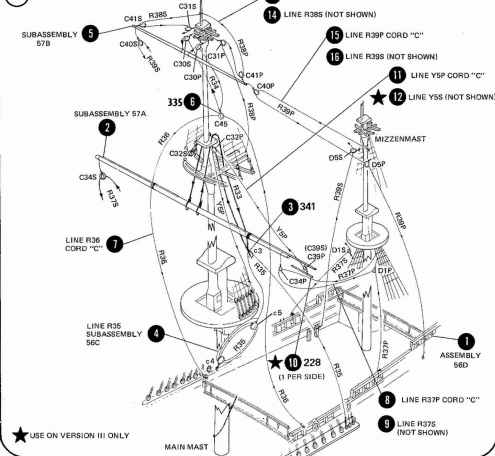
56C



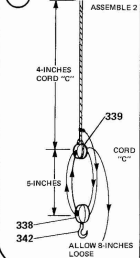
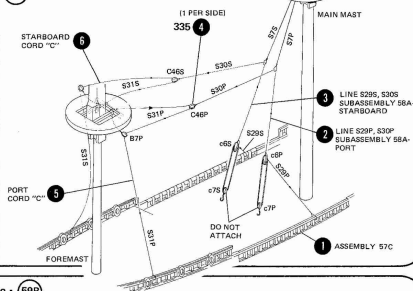
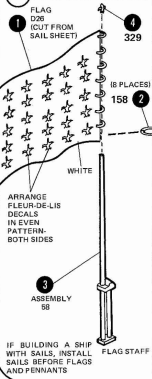
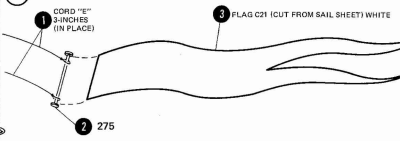
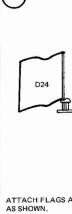
56D



★ USE ON VERSION III ONLY

57A MAIN TOP YARDS**57B****57C**

★ USE ON VERSION III ONLY

58A CRANES**58B****59A FLAGS AND PENNANTS****59B****59C BOWSPRIT****59D FOREMAST****59E MAIN MAST****59F MIZZENMAST**

ATTACH FLAGS AND PENNANTS AS SHOWN.

PAINT ALL FLAGS WHITE

60 SAIL PREPARATION

IF YOU ARE BUILDING A SOLEIL WITH SAILS, VERSION II OR III, PROCEED CAREFULLY INTO THE RIGGING AND MOUNTING OF THE SAILS.

SAIL PAINTING

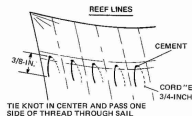
THE SAILS AND FLAGS SHOULD BE PAINTED BEFORE THEY ARE CUT FROM THE PLASTIC SHEETS. A VERY THIN MIXTURE OF MEDIUM GREY SHOULD BE WIPED ON TO GIVE A STREAKED APPEARANCE. PRACTICE ON A SAIL THAT YOU ARE NOT USING TO GET THE APPEARANCE THAT YOU WANT BEFORE PAINTING SAILS YOU WILL NEED ON YOUR SHIP. WHEN APPLYING SAIL WEATHERING, THE STAYSAILS AND STUDESAILS WILL HAVE A LIGHTER APPEARANCE THAN THE OTHER SAILS. THE LIGHTER SAILS ARE A4, 5, 6, 7; B9, 10, 11, 12; AND C16, 17, 18. THE FLAGS AND PENNANTS SHOULD BE PAINTED FLAT WHITE. (B13, 14; C21; AND D24, 26, 28)

SAIL ASSEMBLY

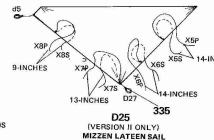
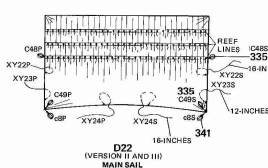
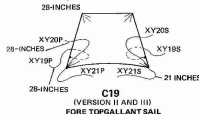
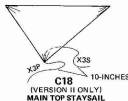
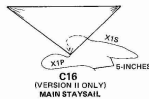
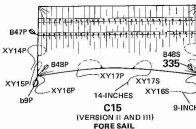
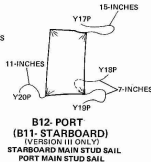
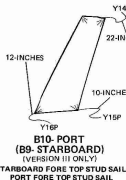
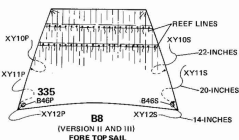
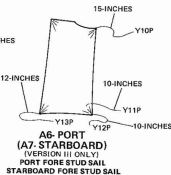
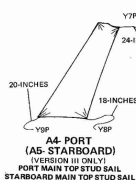
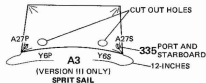
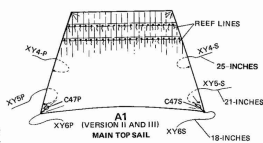
ALL SAILS USED SHOULD BE PREPARED FOR ASSEMBLY IN THE FOLLOWING SEQUENCE:

- A. PAINT AS DESCRIBED ABOVE. ALLOW TO DRY THOROUGHLY.
- B. TRIM FROM SAIL SHEETS.
- C. CEMENT A PIECE OF CORD "C" COMPLETELY AROUND THE EDGE OF THE SAIL (THIS WILL BE USED FOR MOUNTING THE SAIL TO THE YARDArms AND RIGGING).
- D. ADD REEF LINES (SAILS A1, B6, C15 AND D22 ONLY).
- E. ATTACH ALL LINES AND PULLEYS FIXED TO SAILS AS SHOWN IN THE SAIL LAYOUT DRAWINGS. USE CORD "C" FOR ALL LINES.

NOTE - ALL RIGGING NOTED IS ON PORT AND STARBOARD SIDES EXCEPT AS NOTED. ALL SAILS ARE SHOWN FROM THE REAR.



ATTACH SAILS TO YARDS OR RIGGING BY CEMENTING, OR BY WEAVING WITH CORD "C"



SAIL RIGGING

STARTING AT THE BOWSPRIT AND MOVING REARWARD, AND FROM THE LOWER LEVELS UP, MOUNT THE SAILS IN THE ORDER LISTED FOR EACH VERSION OF THE SHIP.

VERSION II

- A2 SPRIT TOP SAIL
- C20 FORE TOP STAYSAIL
- C16 MAIN STAYSAIL
- C17 MIZZEN STAYSAIL
- C15 FORE SAIL
- D22 MAIN SAIL
- D26 MIZZEN LATEEN SAIL
- C18 MAIN TOP STAYSAIL
- B8 FORE TOP SAIL
- A1 MAIN TOP SAIL
- D27 MIZZEN TOP SAIL
- C19 FORE TOPGALLANT SAIL
- D23 MAIN TOPGALLANT SAIL

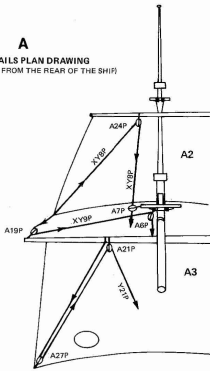
VERSION III

- A3 SPRIT SAIL
- A2 SPRIT TOP SAIL
- C15 FORE SAIL
- D22 MAIN SAIL
- B8 FORE TOP SAIL
- A1 MAIN TOP SAIL
- D27 MIZZEN TOP SAIL
- C19 FORE TOPGALLANT SAIL
- D23 MAIN TOPGALLANT SAIL
- A6 PORT FORE STUD SAIL
- A7 STARBOARD FORE STUD SAIL
- B12 PORT MAIN STUD SAIL
- B11 STARBOARD MAIN STUD SAIL
- B10 PORT FORE TOP STUD SAIL
- B9 STARBOARD FORE TOP STUD SAIL
- A4 PORT MAIN TOP STUD SAIL
- A5 STARBOARD MAIN TOP STUD SAIL

NOTE THAT ALL RIGGING SHOWN IS SYMMETRICAL ON THE PORT AND STARBOARD SIDE OF THE SHIP. ONLY THE PORT SIDE IS SHOWN. ALL SYMMETRICAL SETS OF LINES SHOULD BE COMPLETED AT ONE TIME BEFORE PROCEEDING TO THE NEXT SET.

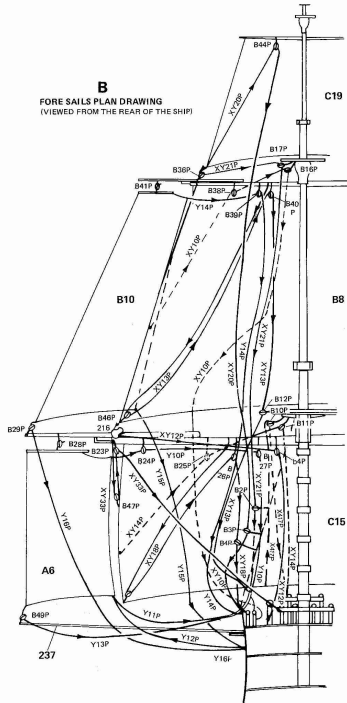
REFER TO THE RIGGING TABLE FOR A REFERENCE GUIDE TO THE ROUTING OF THE LINES. TO LOCATE PULLEYS, A PULLEY TABLE IS ALSO INCLUDED TO HELP FIND THE DRAWING IN WHICH A PARTICULAR PULLEY IS INSTALLED, TIE-DOWN POINTS ON THE DECK OR ALONG THE RAILS ARE ALSO SHOWN IN THE RIGGING LOCATION CHART. RIGGING LINES ARE SHOWN IN EITHER THE SAIL PLAN DRAWINGS OR IN THE SIDE VIEW, NOT IN BOTH DRAWINGS UNLESS SPECIFIED.

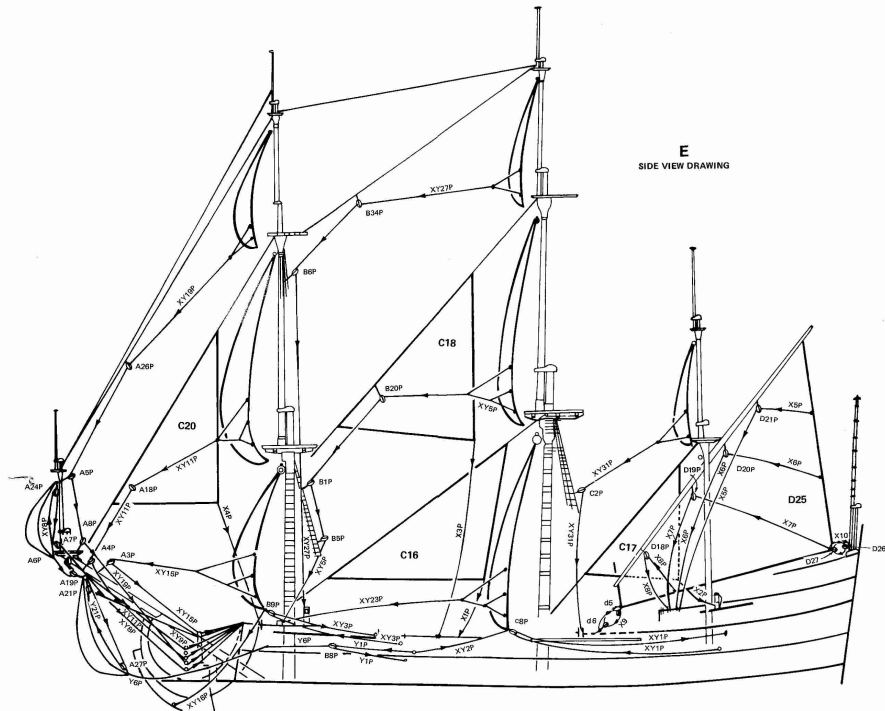
A
SPRIT SAILS PLAN DRAWING
(VIEWED FROM THE REAR OF THE SHIP)



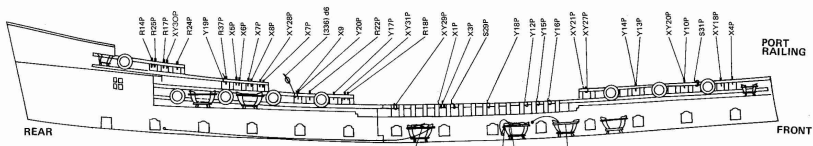
ALL LINES SHOWN ARE ALSO
ON THE SIDE VIEW DRAWING

B
FORE SAILS PLAN DRAWING
(VIEWED FROM THE REAR OF THE SHIP)

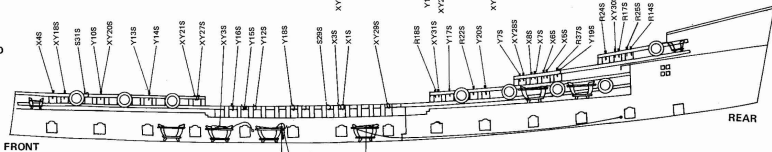




E
SIDE VIEW DRAWING

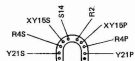


STARBOARD RAILING



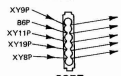
STARBOARD

BOWSPRIT HALYARD GUIDE

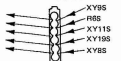


PORT

GAMMON HALYARD GUIDES

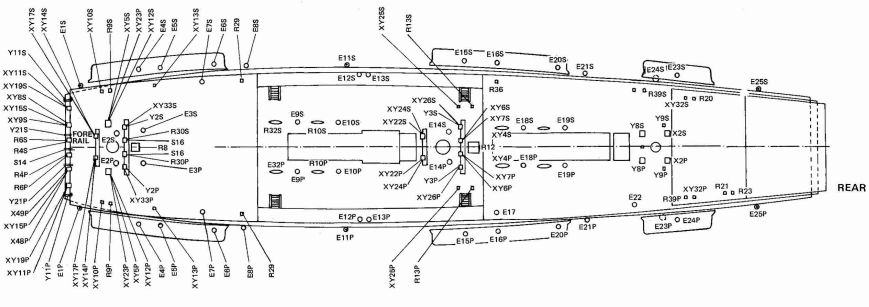


PORT



STARBOARD

FORE RAILING



FRONT

DECK PLAN

REAR

