

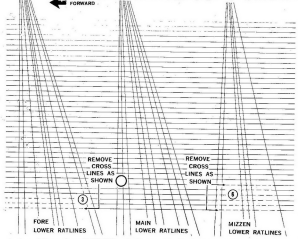
STANDING RIGGING GENERAL INFORMATION

READ THIS FIRST:

START WITH THE RIGGING ON THIS SIDE OF THE SHEET AND COMPLETE BEFORE PROCEEDING TO THE REVERSE SIDE.

1 RIGGING THE LOWER RATLINES

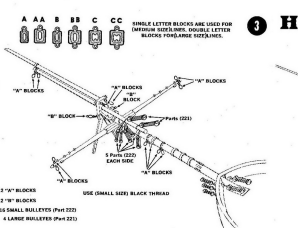
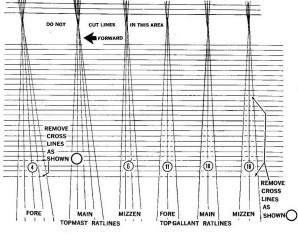
A1 CUTTING GUIDE



1. Lay out the ratlines on a flat surface so that you can identify the individual area as indicated by DRAWINGS A1 and A2.
2. Carefully cut the HORIZONTAL LINES that extend beyond the RATLINE BEEFERS for both sections of the FORE LOWER RATLINES. Then remove the FOUR LOWER ROBEZ DORTAL LINES as indicated.
3. The UPPER ENDS OF RATLINES AT MASTCAP as indicated in DRAWING B for both RIGHT and LEFT SIDES.
4. The LOWER ENDS OF LINES TO DEADYES as indicated in DRAWING C and touch head with cement. Cut excess LINE after cement has set. Check MAST alignment during tension operation. Tension should be equal on BOTH sides to prevent misalignment of MAST.
5. Rig the MAIN and MIZZEN LOWER RATLINES following the same procedure as on the FOREMAST.
6. Refer to DRAWING D. THE FITTING SHROUDS previously rigged in assembly Step 22. 27 and 42 may now be tied out (Lead free end) through RATLINE, behind MASTS, and tie to EYEBOL on CHANNEL OUTSIDE OF HULL.
7. THE FITTING SHROUDS on the MIZZEN MASTS are tied to the LOWER RATLINES approximately one inch below MASTTOP on channel in DRAWING E.

2 RIGGING THE UPPER RATLINES

A2 CUTTING GUIDE



1. The BLOCKS and BULLETS to BOWSPRIT, JIBBOOM and EYEBOLTS at front of HULL as shown. Use small size BLACK THREAD.
2. Rig three BOBSTAYS and two BOWSPRIT SHROUDS on each side of ship. Use large size BLACK THREAD.

INSTRUCTIONS TO RIGGING YOUR U.S.S. UNITED STATES
As this book you have completed the Basic Assembly of your United States. However, no sailing ship is complete without a minimum amount of rigging. This assembly is comprised of the Lines that locate and support the MASTS. Once rigged these lines become a structural part of the Ship. Once rigged they will, if ever required adjustment and were wisely coated with tar to protect them from the elements. These lines are known as the STANDING RIGGING.

THE RUNNING RIGGING performs an entirely different function than the STANDING RIGGING, these are the working lines of the Ship, used to raise or lower the YARDS (or VARDS), raise or lower the SALES (or LINES), or trim them to the wind (SHEET LINES and BRACES). As they are constant on they must remain in their natural state.

For this reason your kit contains two colors of THREAD and three sizes of each color. The SHIP is used for ALL STANDING RIGGING and the kit includes BULLETS. The material used for each color is used for tying BLOCKS, BULLETS, etc. Therefore neither the knot, line, or the material which generally used for the UPPER RIGGING in both colors.

In the following illustrations a heavy (BLACK) line will indicate the use of the small size and a lighter (BROWN) line will indicate the use of the medium size THREAD.

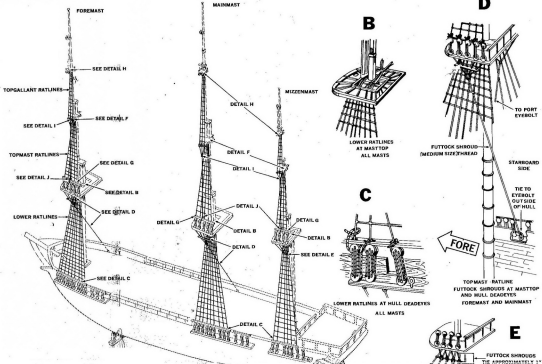
The STANDING RIGGING must be rigged before the RUNNING RIGGING. This consists of all of the HEAD GEAR RIGGING. The LINES and the FORE and MACK STAYS.

All lines must be rigged very carefully to avoid warping the MASTS out of alignment. Pull each line just tight enough to remove any slack - over-tightening will cause other lines to go slack or put loads bend the part you are tying to. Secure all lines with a small drop of cement, later when cement has set trim excess Thread.

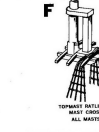
Due to the complexity of Rigging your ship, most of the illustrations will show only those lines on the FORE and AFT CENTER LINE of your ship, or those rigged on one side only. For each of these, a duplicate line must be rigged on the opposite side of the ship as well. As an example, if the illustration is of the RIGHT SIDE of the ship, and a line attachment is indicated as per-33 (1A-42), this would mean that line 33 is on the RIGHT SIDE and the line (1A-42) would be the left side of the opposite or left side of the ship. It would be INDICATED AS PER-42 (1A-33).

Rigging of your Masts will be much easier if you rig each piece of THREAD as used, over a cake of Soap or paraffin. This will prevent friction from affecting the RIGGING as well as help prevent the THREAD END from fraying when rigging through BLOCKS or EYEBOLTS.

DETAILS OF RATLINE RIGGING



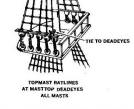
F



TOPMAST RATLINE AT MASTTOP COVERED ALL MASTS

1. Refer to DRAWING B-2 and cut out the FORE TOPMAST RATLINES. Leave the two sections attached at the center. Remove HORIZONTAL LINES as indicated.
2. Place CENTER OF RATLINE over FOREMAST CROSSBEEZ as shown in DRAWING F. Pull ends down and tie to DEADYES on MASTTOP as shown in DRAWING G.
3. Cut out and rig TOPMAST RATLINES for the MAST as described in 1 and 2 above. Then the MIZZENMAST TOPMAST RATLINES.

G



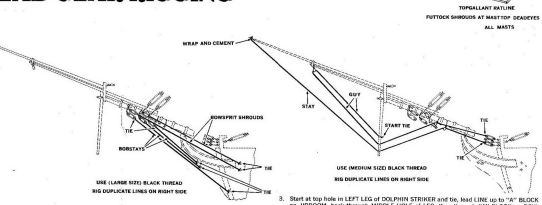
TOPMAST RATLINES AT MASTTOP COVERED ALL MASTS

1. Refer to DRAWING B-2 and cut out the FORE TOPMAST RATLINES. Leave the two sections attached at the center. Remove HORIZONTAL LINES as indicated.
2. Place CENTER OF RATLINE over FOREMAST CROSSBEEZ as shown in DRAWING F. Pull ends down and tie to DEADYES on MASTTOP as shown in DRAWING G.
3. Cut out and rig TOPMAST RATLINES for the MAST as described in 1 and 2 above. Then the MIZZENMAST TOPMAST RATLINES.

TOPGALLANT RATLINE

1. Cut out TOPGALLANT RATLINES for FOREMAST and rig as indicated in DRAWINGS B and C.
2. General note into ratlines of CROSSBEEZ. Allow cement to set then tie in on BACKSIGHT of the foremast crossbeam (BLACK THREAD) to the lower ends, in this case to the TOP DEADYES as indicated in DRAWING J. Repeat for MAIN and MIZZEN MASTS.

3 HEAD GEAR RIGGING

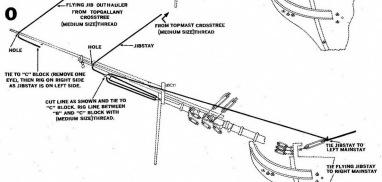
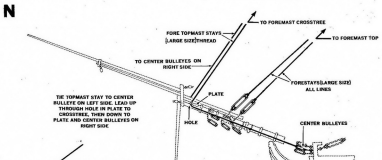
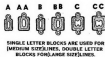
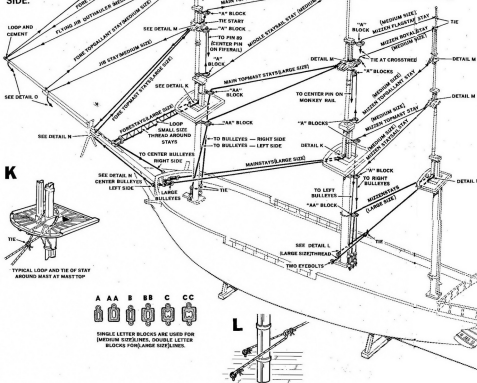


1. Start at top hole in LEFT LEG of DOORPINN STRIKER and tie, lead LINE to top "1 1/2\"/>

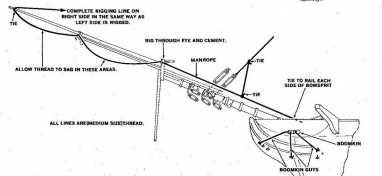
FORESTAY RIGGING

NOTE:

DO NOT ATTEMPT ANY RIGGING ON THIS SIDE OF THE SHEET UNTIL YOU HAVE COMPLETED THE INSTRUCTIONS ON THE REVERSE SIDE.



MANROPES AND BOOMKIN GUYS



M



FOREMAST RIGGING

To prevent misalignment or wearing the MASTS, THE FOREMAST RIGGING SHOULD START WITH THE LOWER (CARGO SIDE) STAYS AT ALL THREE MASTS. SHOOT UP THE FOREMAST AND RIG THE LOWER FOUR STAYS. SEE DETAIL M. THEN TO THE MAINMAST FOUR LOWER STAYS, AND FINISH WITH THE MIZZENMAST TWO LOWER STAYS. RIG LINES JUST TIGHT ENOUGH TO REMOVE SLACK. OVER-TIGHTENING WILL RESULT IN MISALIGNMENT OF MASTS.

FOREMAST FORESTAYS

1. Use foremast eyeTHREAD for the following LINES.
2. The JIB STAY at CROSSREEVE, lead running end of LINE through hole in BOWSPRIT and complete RIGGING as shown in Detail C.
3. The TOPGALLANT STAY to BOWSPRIT and end up and around CROSSREEVE (see Detail M) then down through hole in BOWSPRIT and complete as shown in Detail D.
4. Rig FORE ROYAL and FLAGSTAY STAYS as indicated.

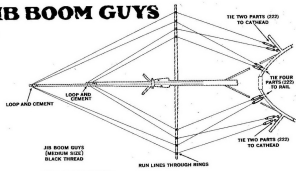
MAINMAST FORESTAYS

1. Rig the TOPGALLANT and MIDDLE STAY MAIN STAYS by using line at FOREMAST CROSSREEVE lead LINE up through "A" BLOCK, back to MAINMAST CROSSREEVE, forward to two "A" BLOCKS on FOREMAST, then down to center pin of FOREMAST.

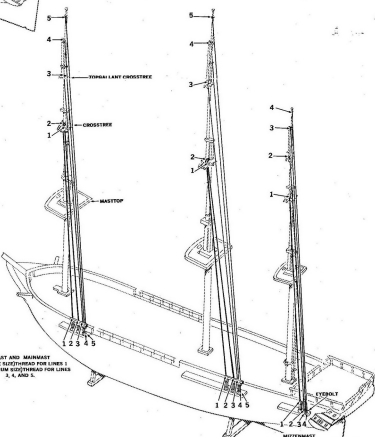
MIZZENMAST FORESTAYS

1. Rig the MIZZENMAST five upper FORESTAYS as indicated. They are rigged approximately the same as the MAINMAST FORESTAYS.

JIB BOOM GUYS



BACKSTAY RIGGING



FOREMAST

1. Start with the lower FOREMAST BACKSTAYS. Indicated by numbers 1 and 2.
2. Tie #1 to the FORWARD CROSSREEVE ON LEFT SIDE, lead up between MASTS at CROSSREEVE and down to corresponding DEADYE on RIGHT SIDE and to.
3. Duplicate this rigging for STAY number 2. Use second DEADYE on both sides.
4. Rig LINE 3 in the same way as LINES 1 and 2, except the LINE leads between MASTS at TOPGALLANT CROSSREEVE and is tied to SECOND DEADYE on both sides.
5. A single THREAD is used for rigging LINES 4 and 5. Start with #1 at MAST at number 4. Lead down to BASE of REAR DEADYE and tie. Then lead to TOP of MAST and loop and, reverse direction and tie off at MAST of the same place as line finished.

MAINMAST

THE MAINMAST BACKSTAYS duplicate the FOREMAST RIGGING. Rig the STAYS using the same procedure as on the FOREMAST.

MIZZENMAST

THE MIZZENMAST has only four BACKSTAYS.

1. THE LOWER STAY is rigged the same as the upper MASTS.

2. THE TOP THREE STAYS all attach to the EYEBOLT AFT of the DEADYE and are rigged to MAST at points indicated.

PAGE 1 PRIGATE USS UNITED STATES

RUNNING RIGGING WITH SAILS

START WITH THE RIGGING ON THIS SIDE OF THE SHEET AND COMPLETE BEFORE PROCEEDING TO THE REVERSE SIDE.

GENERAL NOTES:

Do not start any of the RUNNING RIGGING on this sheet until you have completed the entire STANDING RIGGING as shown on the other RIGGING SHEETS.

The RUNNING RIGGING LINES are the working LINES of the SHIP. To raise, lower, or take the YARDS AND SALES to the best advantage, they are in constant use with every change in direction of the SHIP or the wind. Because of their constant use, they must remain in their normal state, and the RIGGING on either side of the sheet will be with TARY THREAD.

You will contain three sizes of TAN THREAD to be used for the RUNNING RIGGING. Unless otherwise stated, all the RIGGING on either side of the sheet will be with TARY THREAD.

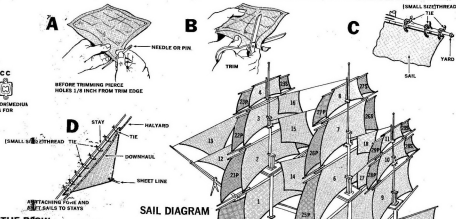
Note to the deck diagram on each page as you rig each LINE. The detail drawing will indicate the pin number, and the exact location will be shown on the DECK DIAGRAM.

There are some instances in which more than one line will be fast off to the same pin.

The RUNNING END of any line in the END which is free to pass through the RIGGING BLOCKS is required, before being fast off at a pin or cleat. These LINES that are fast off to give on the FORE or MAIN FIBERLACES should pass through the nearest SHEAF, then to the pin to which the LINE ties.

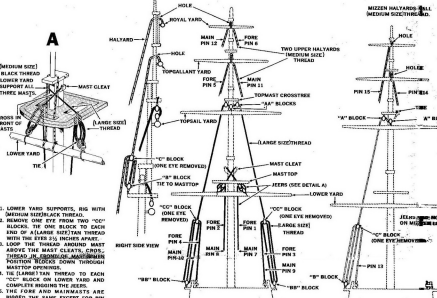
To simplify the illustrations in some of the following RIGGING STEPS the drawing may show some of the LINES support on the left side only. These LINES that are fast off to give on the LINE that must be rigid on the RIGHT SIDE of the SHIP. As an example, an illustration showing a LINE on the LEFT SIDE of the SHIP on the RUNNING END SHEET (PIN 21). Referring to the DECK DIAGRAM, PIN 20 has an opposite on the RIGHT SIDE 21. So a duplicate on the LEFT LINE shown, must be rigid on the RIGHT SIDE, and must be fast off at PIN 21.

④ SAIL RIGGING

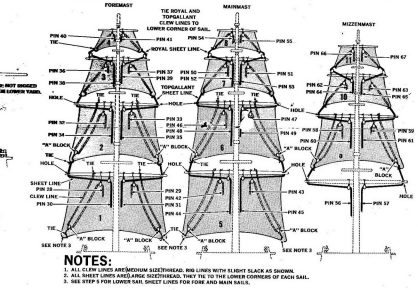


IF YOU WISH TO GIVE THE SAILS A REATHERED APPEARANCE APPLY A THIN COATED WASH OF LIGHT GREY PRIMER. USE SPANNING LAC AS BE OBTAINED BY CHEUNG AND OTHERS. HIGH QUALITY CAN ALUMINUM BEFORE PAINT HAS DRIED. USE THE EXCESS MATERIAL AROUND THE SALES TO EXPERIMENT WITH IN OBTAINING THE DESIRED EFFECT.

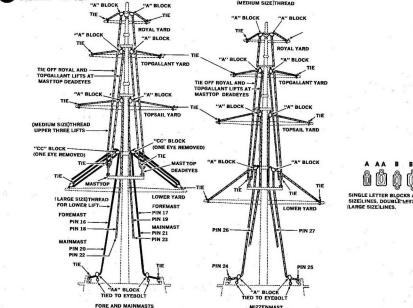
① JEERS AND HALYARDS AS VIEWED FROM THE BOW



⑤ SHEET AND CLEW LINES AS VIEWED FROM THE STERN

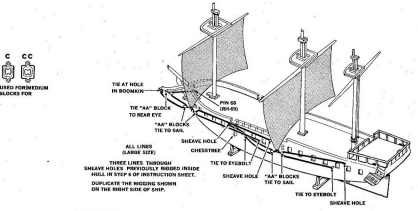


② LIFTS AS VIEWED FROM THE STERN



THIS TOP VIEW OF THE DECK INDICATES THE PROPER PIN OR EYEBOLT THAT EACH LINE SHOULD TIE OFF AS INDICATED IN DRAWINGS

③ LOWER SHEET AND TACK LINES



NOTES:

1. ALL FIBERLACES SHOULD BE TANGLED UP AT BOWS. SHEETING MUST ASSEMBLY UPON 10, 40, 40, 40, 40 OF INFLECTION SHEET.
2. ALL SHEETS AND SHEETING LINES SHOULD BE RIGGED WITH 1/2\"/>
- 3. ALL SHEETS LIFT AND TACK LINES SHOULD BE RIGGED WITH 1/2\"/>
- 4. SHEET STEP FOR LOWER SALES SHEET LINES FOR FORE AND MAIN SALES.

RUNNING RIGGING WITHOUT SAILS

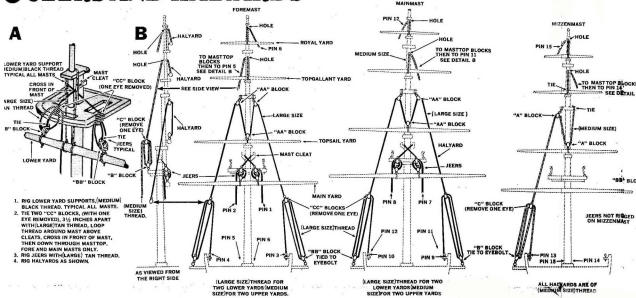
START WITH THE RIGGING ON THIS SIDE OF THE SHEET AND COMPLETE BEFORE PROCEEDING TO THE REVERSE SIDE.

GENERAL NOTES

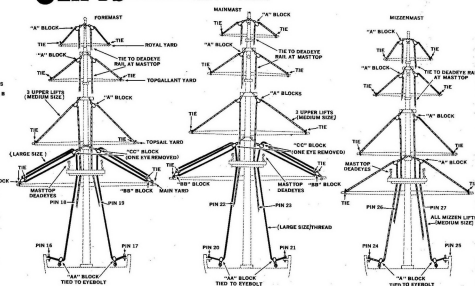
Do not start any of the running rigging until you have completed all of the standing rigging as shown on the other rigging sheet.
Unless otherwise stated all rigging on this sheet will be with the three sizes of tan thread included in your kit. You will find that in some instances more than one size will be tied off to the same pin or cleat.
The running end of any line is the end which is free to pass through the rigging blocks as required, before being off at a pin or cleat.

The running end of any line that ties off to pins on fore or main fittings should pass through the nearest sheave hole, in the pin to which the line ties.
In the following illustrations where two lines are rigged identically, one on each side of the ship, only one line will be illustrated. If the illustration is on the left side of the ship the running end of the line will be identified with an arrow location, as an example Pin 42 (PIN 23). This indicates that the left line, (one not shown), ties off at Pin 42 and the duplicate line on the right side of the ship would tie off at Pin 23. In the illustration in the right side the identification would be Pin 23 (L4-42). REFER TO DECK DIAGRAM FOR LOCATIONS.

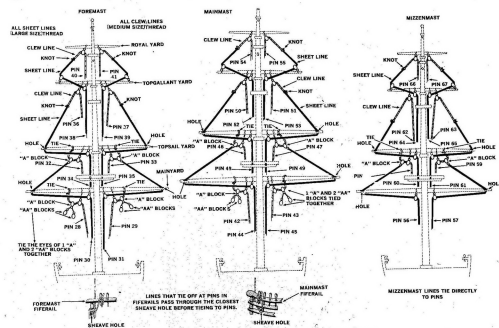
1 JEERS AND HALYARDS AS VIEWED FROM THE BOW



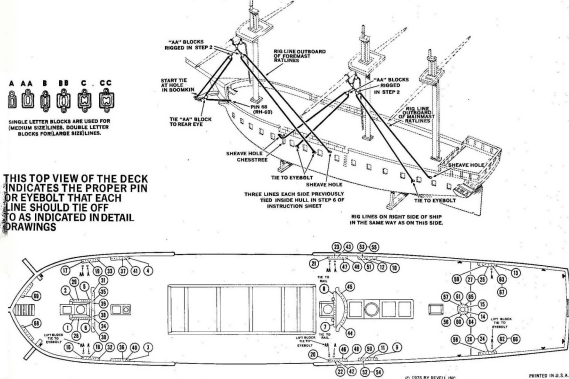
3 LIFTS AS VIEWED FROM THE STERN



2 SHEET AND CLEW LINES AS VIEWED FROM THE STERN



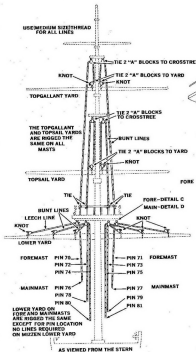
4 LOWER SHEET AND TACK LINES



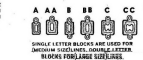
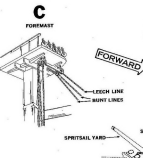
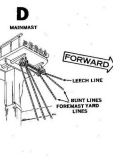
1. THE SHEET AND CLEW LINES normally attach to the lower corner of each SAIL. When SAILS were removed the LINES were tied to each other to HOLD LINES IN POSITION. The knots indicated in these illustrations may be located at any point between the YARDS.
2. Use large identified for the SHEET LINES and medium size/threads for the CLEW LINES.

NOTE: DO NOT ATTEMPT ANY RIGGING ON THIS SIDE OF THE SHEET UNTIL YOU HAVE COMPLETED THE INSTRUCTIONS ON THE REVERSE SIDE.

5 LEECH AND BUNT LINES

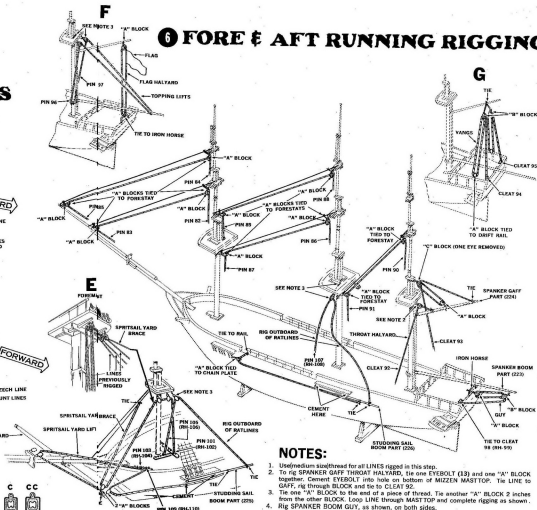


WHEN SAILS WERE REMOVED FROM THE YARDS, THE LEECH AND BUNT LINES WERE HELD IN POSITION. BRACE THE REVERSE OF THE SAILS BY MEANS OF A LARGER KNOT WHICH SHOULD NOT PULL THROUGH THE BLOCK, AND THE LEECH AND BUNT LINES AS SHOWN, THE VERTICHERM SHEATHING THROUGHOUT.



SINGLE LETTER BLOCKS ARE USED FOR SPANNAKERS ONLY. SHOWN LETTER BLOCKS FOR LARGER SIZES.

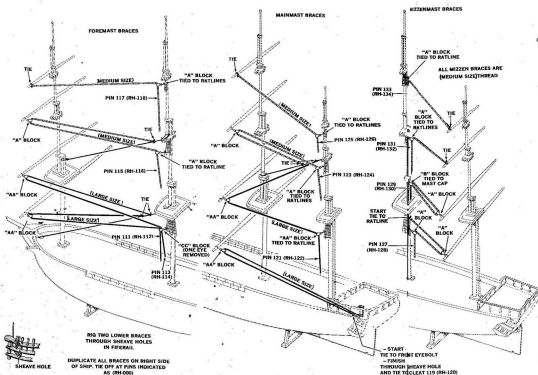
6 FORE & AFT RUNNING RIGGING



NOTES:

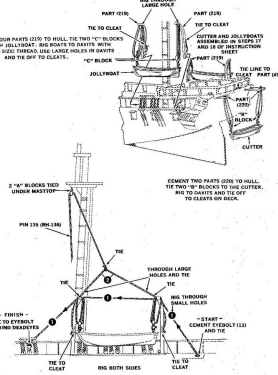
- 1. Used when sheath for all LINES rigged in this step.
2. To rig SPANNAKERS GAFF THROUGH HALYARD, the one EYEBOLT (13) and one "1/2" BLOCK together.
3. The one "1/2" BLOCK to the end of a chain of throat.
4. Rig SPANNAKERS ROOM GAFF, as shown, on both sides.

7 BRACES



DUPLICATE ALL BRACES ON BOTH SIDE OF SHEET. THE OFF SET PINS INDICATED AS SHOWN.

8 LIFE BOATS



THIS TOP VIEW OF THE DECK INDICATES THE PROPER PIN OR EYEBOLT THAT EACH LINE SHOULD BE TIED TO AS INDICATED IN DETAIL DRAWINGS ABOVE

