

Revellthe **SPANISH GALLEON**

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PRINTED IN GERMANY

Historically, one of the most famous types of ships during the Golden Age of Sailing was the Spanish galleon. The first galleons made their appearance around the middle of the sixteenth century. For nearly a hundred years these popular sailing vessels served the dual role of both warship and merchant ship.

The galleon is a direct descendent of the oar-driven galley, although it is propelled entirely with sails. The hulls of the galleons were slimmer than the bulky, lumbering Naos, (sailing vessels of the early sixteenth century), yet their holds were able to carry great quantities of merchandise. Spanish galleons roamed the seas far and wide carrying jewels, gold, fine fabrics, and other valuable goods. All these treasures were very tempting to the pirates who wandered the trade routes in search of such concentrated wealth. To ward off any attack from these prowlers, the Spanish vessels carried their own protection in the form of heavy, brass muzzle-loading cannon. In fact, there was little to distinguish the merchant ship from the warship of the period.

INVASION PLANNED

The famed Spanish Armada of 1588 was composed of some seventy armed galleons. In one of history's greatest naval battles, the powerful Spanish fleet challenged the small Navy of England's Queen Elizabeth. Fifty-seven supporting ships accompanied the 73 galleons of the Spanish fleet. King Philip II, of Spain, planned to use his powerful Armada to transport his army across the English Channel to invade the British island.

The English had been a thorn in the side of the Spanish ruler ever since the plundering raids of Sir Francis Drake and his Golden Hind. Spain had been a first-rate power, exploring the new world and developing exclusive trade routes across the globe. England's thrusts into Spanish territories had become intolerable and now King Philip planned to put an end to this harassment.

In May 1588 the invading force was ready. The Spanish plan was to sail into the Downs and then progress up the Thames to London. However, in the event of bad weather the Spaniards were prepared to capture the Isle of Wight.

TREACHEROUS WINDS

Meanwhile, the English and their smaller fleet were planning their defense. They were at a great disadvantage as they were forced to sail into the wind to meet their enemies. But through careful calculating and superb sailing, the English succeeded in slipping out of the harbor and behind the Spanish Armada. Now the wind was behind the English which gave them a slight advantage, in spite of their lesser numbers. But the Spanish ships, under the command of the Duke of Medina Sedonia, remained in close formation. To attack . . . even with the wind . . . would have been foolhardy.

The English took note of the durability of the Spanish galleons. In a report of the operation, the Spanish ships were described as "of wonderful strength and so lyned with tow, wooll, pitch and other things, that noe shott of ours under cannon-shott can pierce them."

FLOATING FIRES!

For more than a month the English fleet trailed the Armada. Small skirmishes had taken place, but no decisive battles had occurred. On July 28, 1588, the Spaniards had anchored at Gravelines, near Dunkirk. Now the English made their move. Riding with the night wind and tide into the midst of the Spanish fleet came eight flaming vessels. Their crews had been removed, guns armed and rudders secured to guide them directly toward the foe. Then they were set afire and sent on their frightening mission. Nothing caused more fear among sailors than a fire at sea. Suddenly, the disciplined Spanish formation was a mass of tangled rigging, crushed hulls and confused crewmen. In their rush to flee the fire ships the Spaniards had cut their anchors loose; they had nothing to keep them from drifting onto the rocks near shore. The invasion was now out of the question. It would be impossible for the disorganized Armada to return through the channel into the fury of the English fleet. The only route now was north around Scotland and Ireland. Almost as if by a miracle, the wind changed and the seaworthy remnants of the Spanish fleet sped northward. Some of the galleons did return to Spain, but many more bared their hulls on the Irish coast as they were driven aground by a furious gale. The Spanish Armada was no longer a decisive force.

PROFOUND INFLUENCE

The galleon had a profound influence on the world's ship designers. Its improved handling characteristics were readily apparent and its basic lines were soon adapted by nearly all European shipbuilders.

Spanish galleons were colorfully painted and decorated with shields which were functional as well as ornamental. A high stern characterized these vessels and on the bow appeared a new feature, the beak-head. This was an extension of the forward deck and bulwarks, and projected ahead of the bow proper. The beak-head made an ideal platform from which the spritsail could be manipulated.

Spanish galleons have again caught the designer's eye. With the modern trend toward Spanish decorations these colorful ships of the sixteenth century have appeared once more in miniature as prized display pieces. Revell's model of this ship of the Golden Age of Sail is sure to stir memories of an era of great adventure.

GET YOUR TOOLS READY:



KNIFE
TO DETACH
AND TRIM
PARTS
FILE
TO REMOVE
EXCESS
PLASTIC



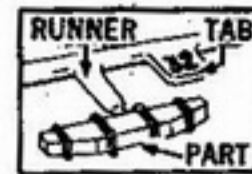
PAINT BRUSH
TOOTH PICK
CEMENT
USE
TOOTH PICK
PAINT
BRUSH
OR **PIN**
TO
APPLY IT



TWEEZERS
TO
PICK UP
AND
HOLD
SMALL
PARTS



CLOTHES PIN
TAPE
TAPE AND CLOTHES PINS
TO CLAMP
AND HOLD
PARTS
UNTIL THEY
ARE DRY



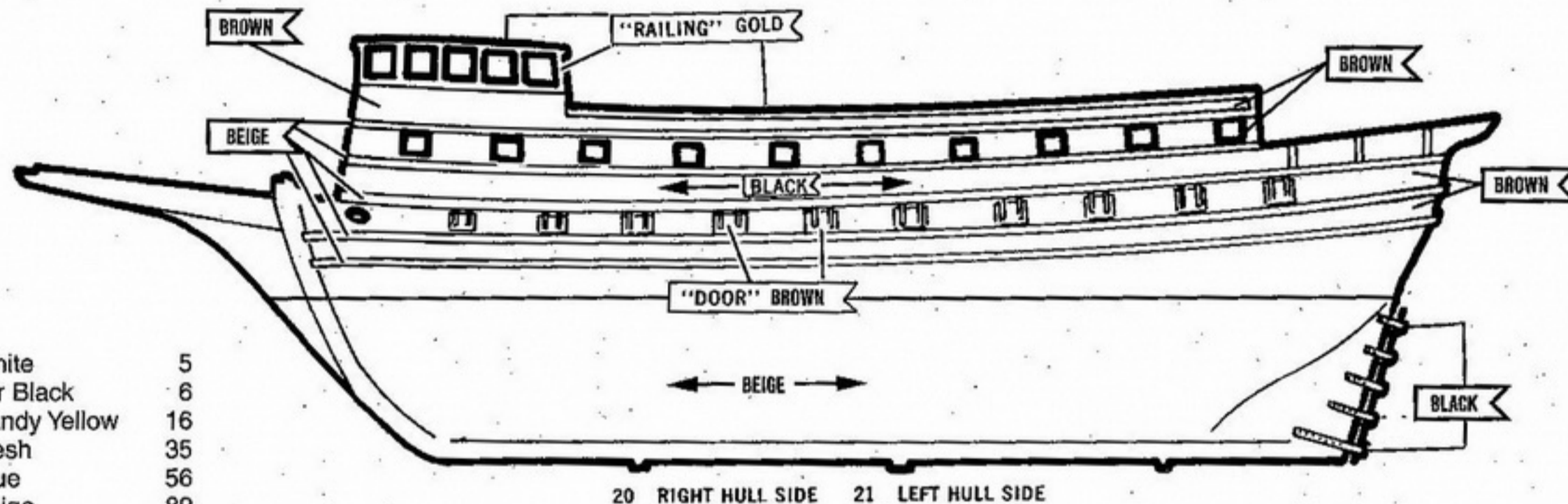
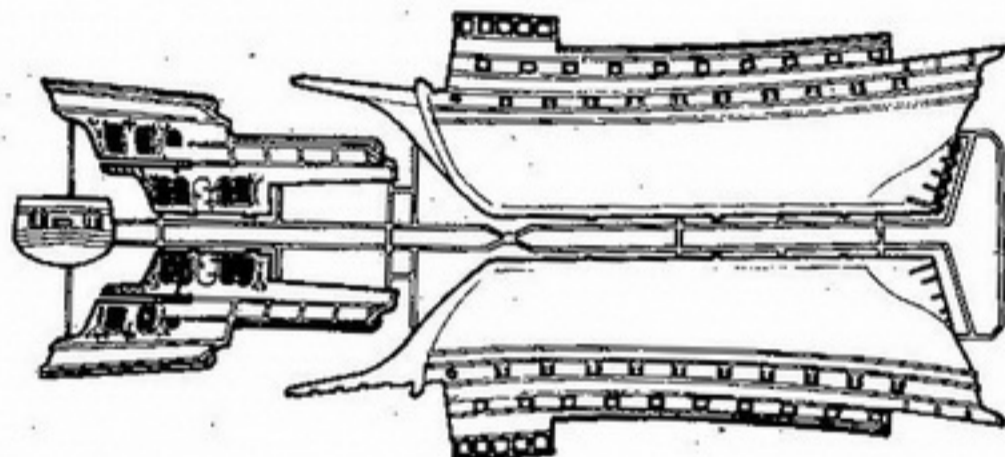
DO NOT DETACH PARTS UNTIL YOU ARE READY TO USE THEM. ALL PARTS ARE NUMBERED TO HELP YOU FIND THEM. LOOK FOR THE NUMBER ON THE TAB NEXT TO THE PART OR ON THE PART ITSELF. FIT PARTS TOGETHER AND TRIM ANY EXCESS PLASTIC BEFORE CEMENTING. IN DOING SO, YOU WILL KNOW WHERE TO APPLY CEMENT. APPLY CEMENT SPARINGLY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

HOW TO PAINT THE HULL PARTS

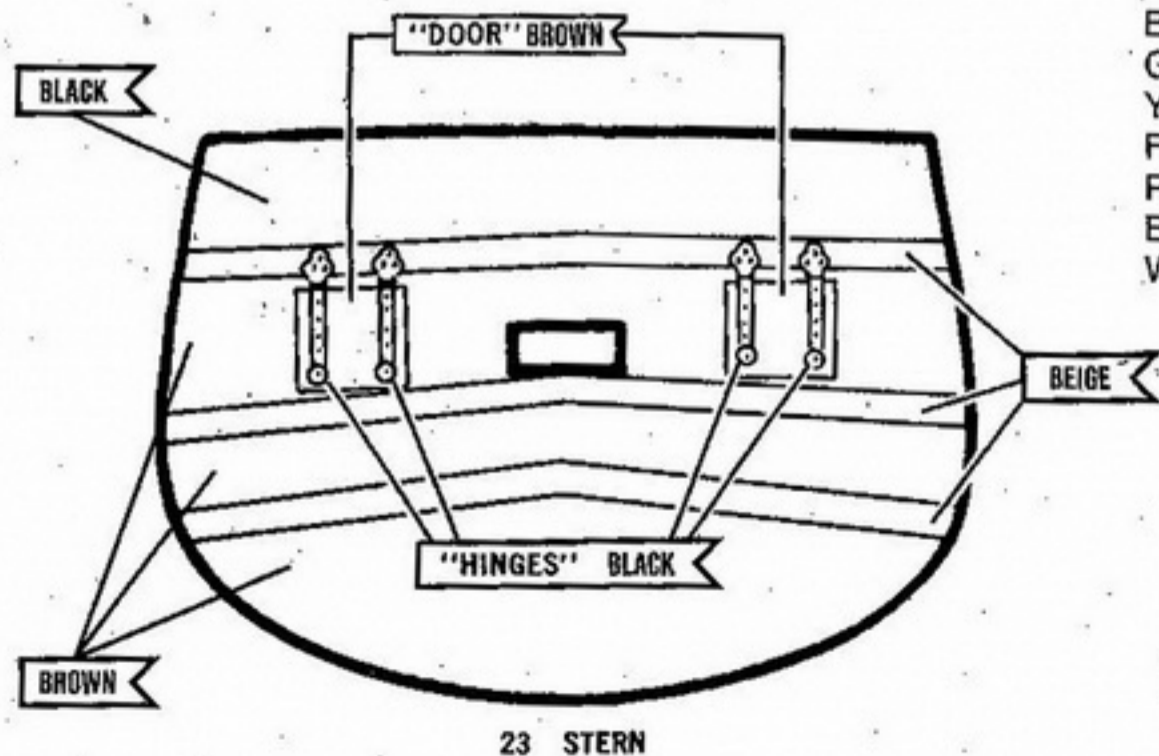
1. Your kit contains 4 groups of parts. Two Brown, Black and Tan. Each part has an identifying number on the back side of the part or on a tab adjacent to the part.
2. **DO NOT REMOVE** individual parts until called for in assembly instructions. Small parts may be lost and proper identity of similar looking parts may cause confusion.
3. Try fitting parts together before cementing them in place. Some parts may require

slight trimming to obtain a good fit. A Trial fitting will also indicate proper cementing areas.

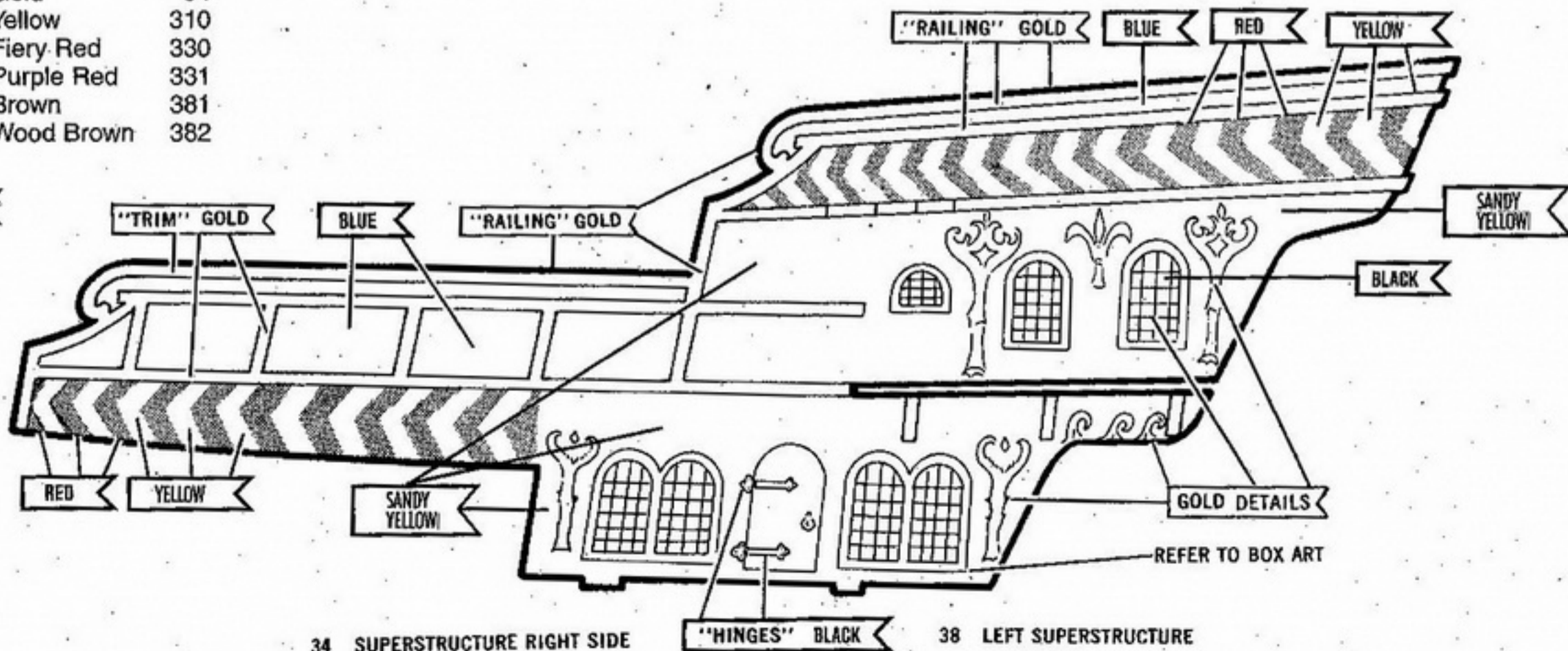
4. You will find some parts of your model are easier to paint before assembly. These are indicated in the painting instructions. The colors required for each part or area will be indicated by a small flag.
5. Any paint on cementing areas should be removed before assembly to obtain a good bond between parts.



White	5
Tar Black	6
Sandy Yellow	16
Flesh	35
Blue	56
Beige	89
Gold	94
Yellow	310
Fiery Red	330
Purple Red	331
Brown	381
Wood Brown	382



23 STERN



34 SUPERSTRUCTURE RIGHT SIDE

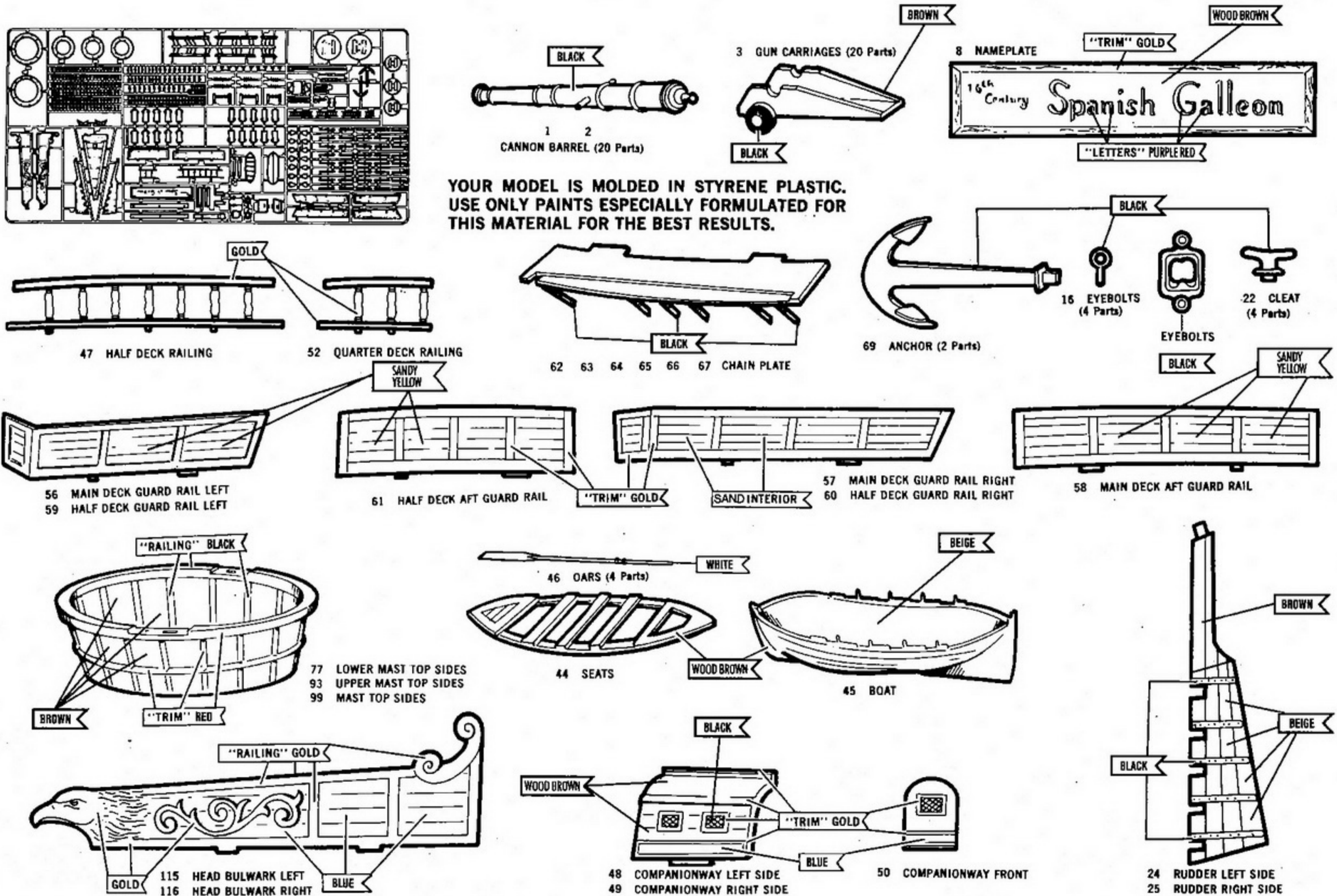
38 LEFT SUPERSTRUCTURE

YOUR MODEL IS MOLDED IN STYRENE PLASTIC. USE ONLY PAINTS ESPECIALLY FORMULATED FOR THIS MATERIAL FOR THE BEST RESULTS.

ADDITIONAL PAINTING SUGGESTIONS

You will find some parts of your model are easier to paint before assembly. These are indicated in the painting instructions. The colors required for each part or area will be indicated by a small flag.

Any paint on cementing areas should be removed before assembly to obtain a good bond between parts.

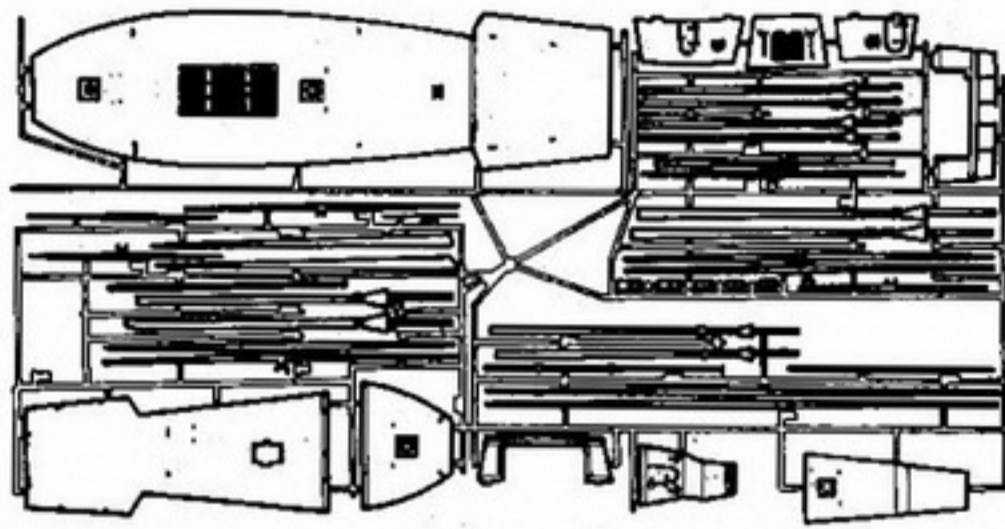


YOUR MODEL IS MOLDED IN STYRENE PLASTIC. USE ONLY PAINTS ESPECIALLY FORMULATED FOR THIS MATERIAL FOR THE BEST RESULTS.

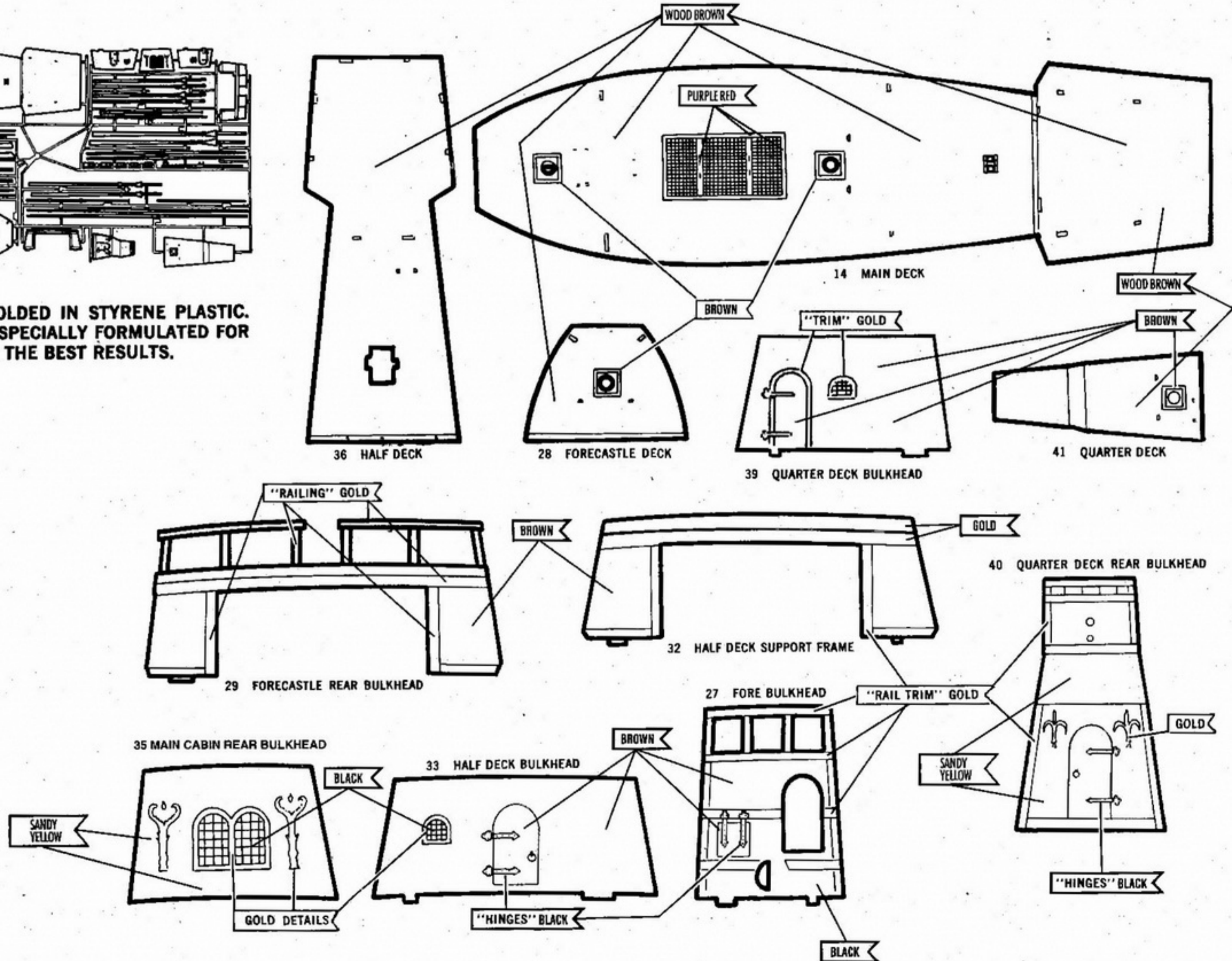
HOW TO PAINT THE TAN PARTS

You will find some parts of your model are easier to paint before assembly. These are indicated in the painting instructions. The colors required for each part or area will be indicated by a small flag.

Any paint on cementing areas should be removed before assembly to obtain a good bond between parts.



YOUR MODEL IS MOLDED IN STYRENE PLASTIC. USE ONLY PAINTS ESPECIALLY FORMULATED FOR THIS MATERIAL FOR THE BEST RESULTS.

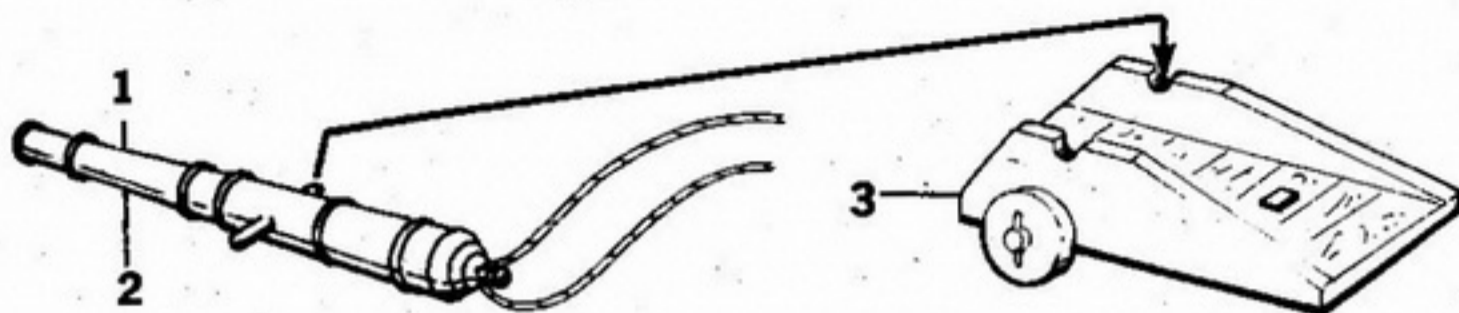


1

CANNONS

- 1 UPPER CANNON BARREL (20 Parts)
- 2 LOWER CANNON BARREL (20 Parts)
- 3 GUN CARRIAGES (20 Parts)

1. Assemble the twenty CANNON BARRELS by cementing the UPPER HALF Part (1) to LOWER HALF Part (2).
2. Use the smallest size TAN THREAD and cut approximately 5 inch lengths. Tie THREAD at center to each CANNON BARREL. Touch with small dab of cement to hold THREAD.
3. Cement CANNON BARRELS to the GUN CARRIAGES (3).

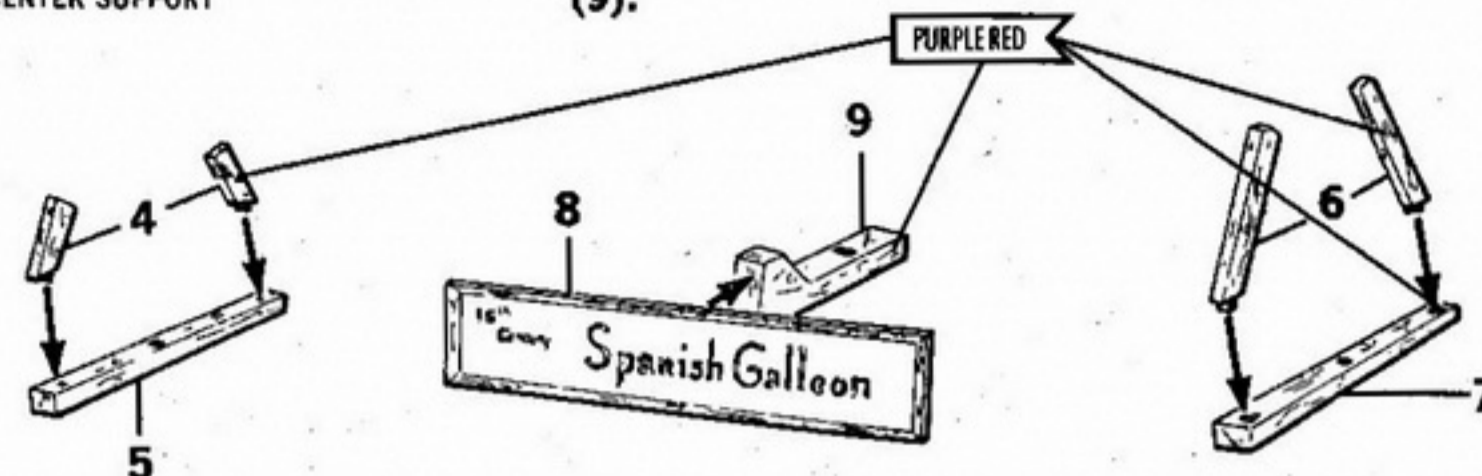


2

SHIP'S STAND

- 4 FORWARD HULL SUPPORTS (2 Parts)
- 5 FORWARD BASE
- 6 REAR HULL SUPPORTS (2 Parts)
- 7 REAR BASE
- 8 NAMEPLATE
- 9 CENTER SUPPORT

1. Cement the two FORWARD HULL SUPPORTS (4) to the FORWARD BASE (5) and the REAR SUPPORTS (6) to the REAR BASE (7).
2. Cement the NAMEPLATE (8) to the CENTER SUPPORT (9).



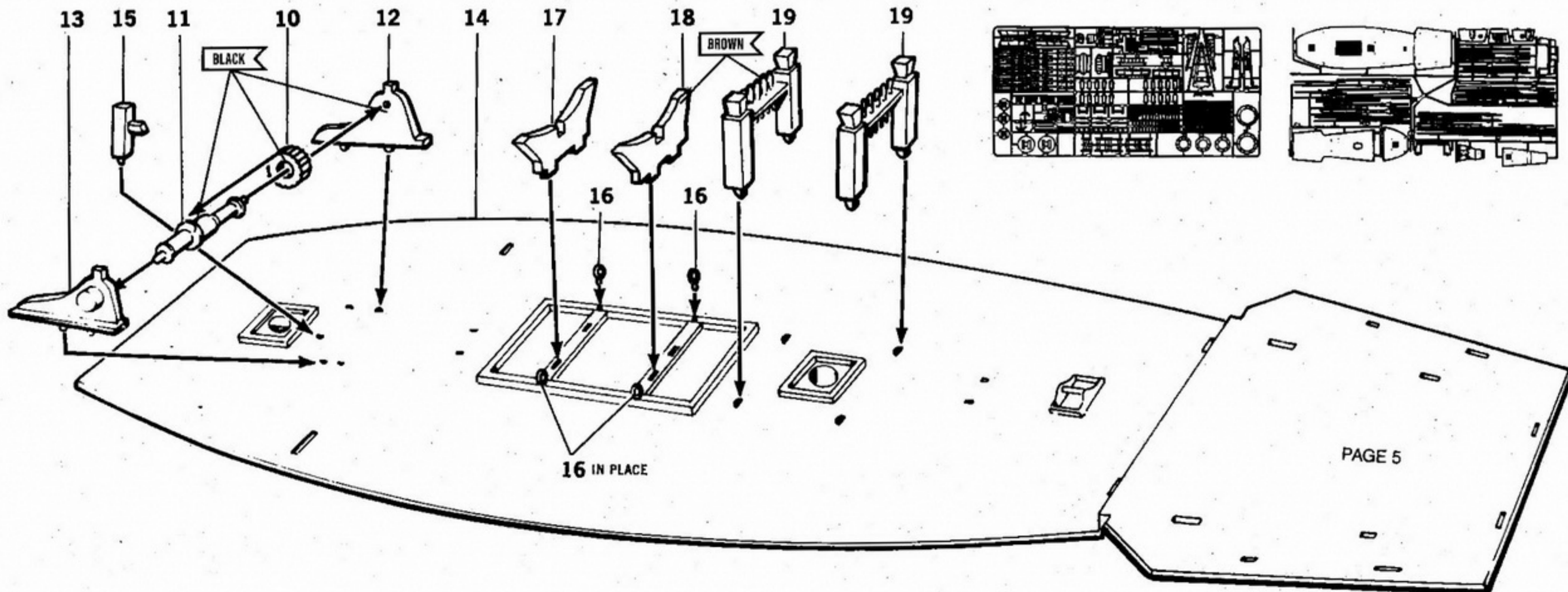
3

DECK DETAILS

- 10 WINDLASS RATCHET WHEEL
- 11 WINDLASS
- 13 WINDLASS SUPPORT LEFT
- 12 WINDLASS SUPPORT RIGHT
- 14 MAIN DECK

- 15 WINDLASS RATCHET STOP
- 16 EYEBOLTS (4 Parts)
- 17 FORWARD BOAT CRADLE
- 18 AFT BOAT CRADLE
- 19 MAINMAST PIN RAIL (2 Parts)

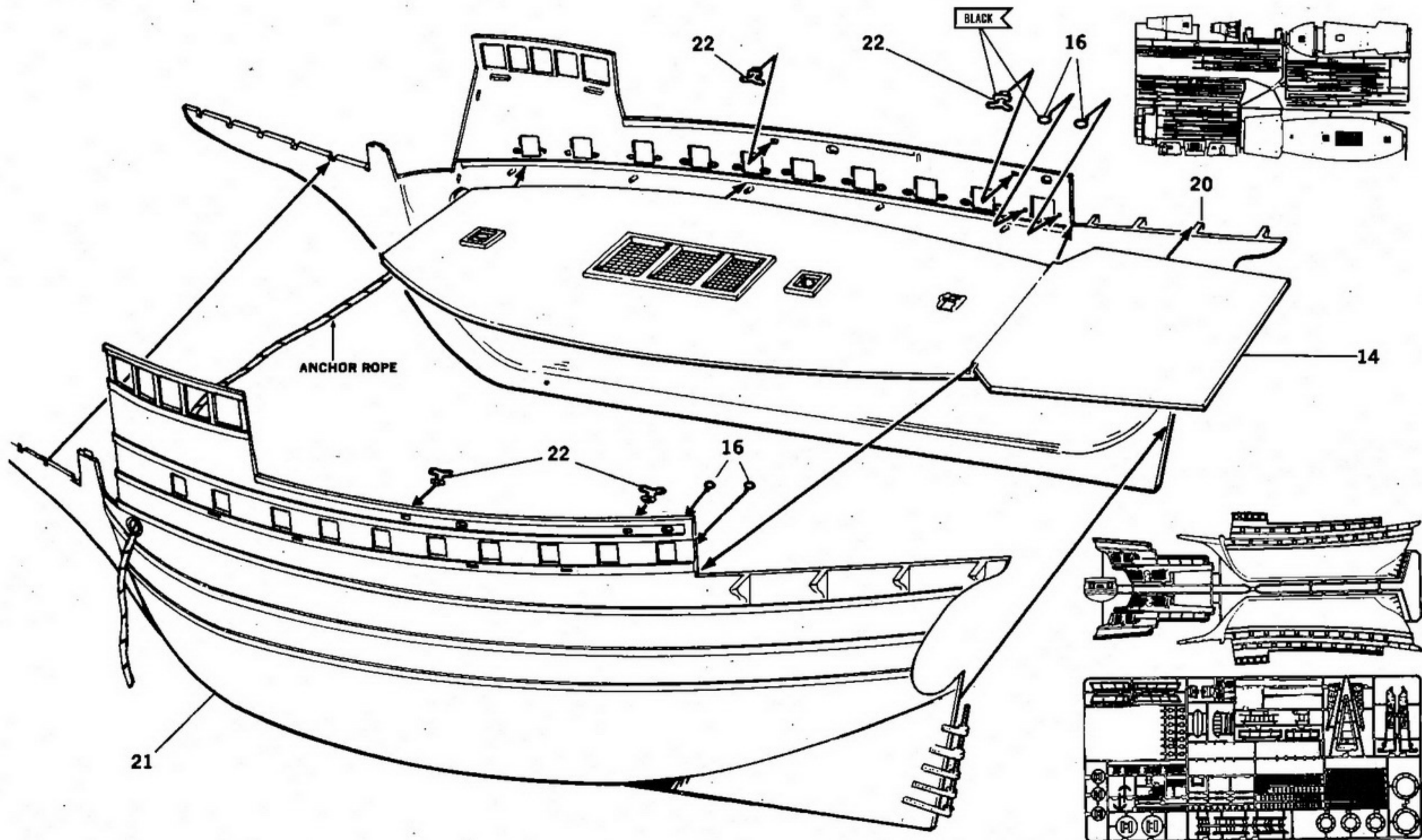
1. Slide the WINDLASS RATCHET WHEEL (10) on the WINDLASS (11) and cement in position.
2. Cement WINDLASS SUPPORTS LEFT (13) and RIGHT (12) to the WINDLASS. Cement assembly to DECK (14).
3. Cement WINDLASS RATCHET STOP (15) to DECK.
4. Cement four EYEBOLTS (16) to DECK.
5. Cement FORWARD (17) and AFT (18) BOAT CRADLES to DECK.
6. Cement two MAINMAST PINRAILS (19) to DECK.



HULL ASSEMBLY

- 14 MAIN DECK
- 16 EYEBOLTS (40 Parts)
- 20 RIGHT HULL SIDE
- 21 LEFT HULL SIDE
- 22 CLEAT (4 Parts)

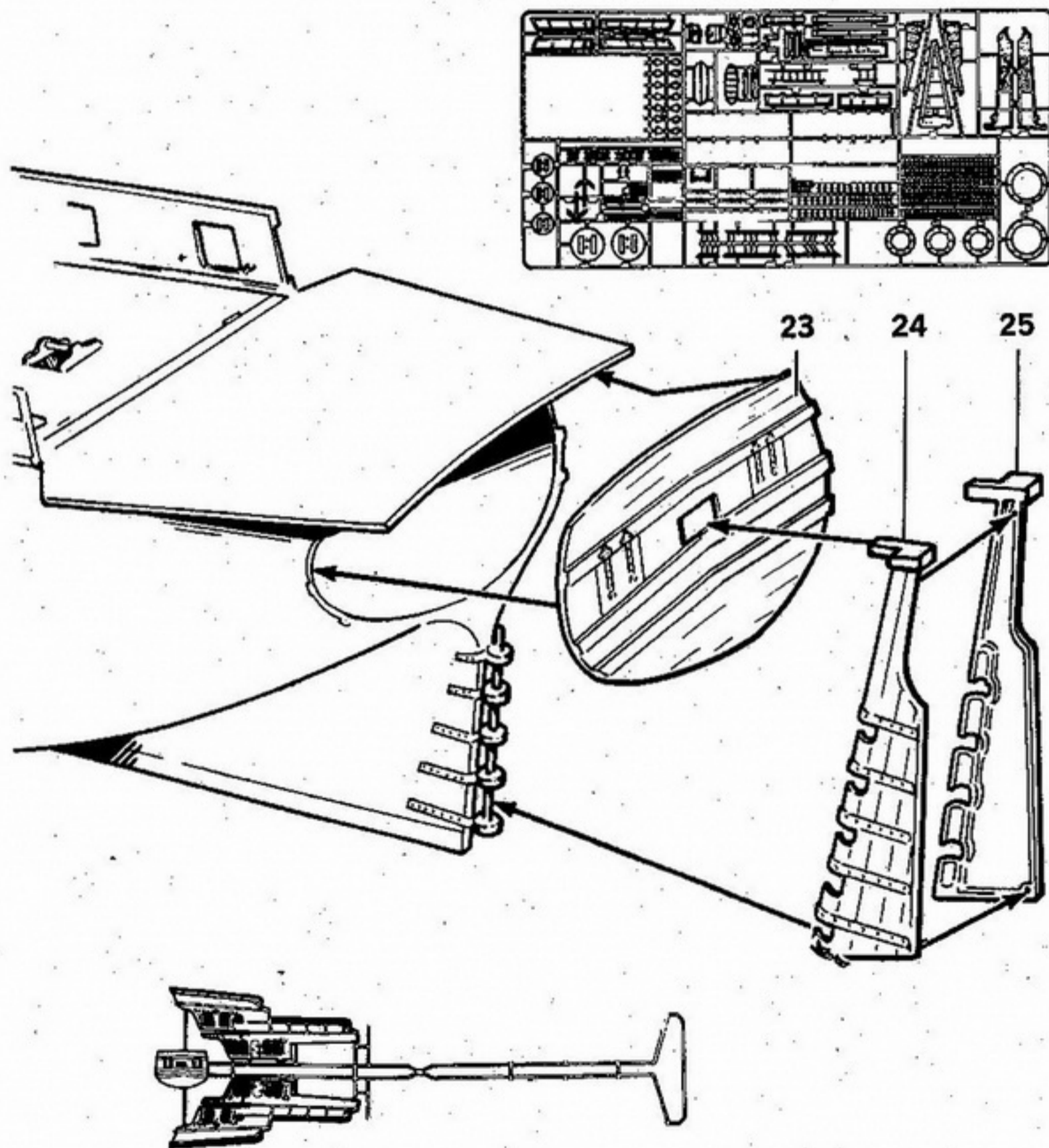
1. Cement twenty EYEBOLTS (16) to the inside of each HULL SIDE, RIGHT (20) and LEFT (21).
2. Cement two CLEATS (22) to the inside of each HULL.
3. Cement the MAIN DECK (14) to the RIGHT HULL SIDE (20). Avoid hitting EYEBOLTS and install DECK, it must locate below ledge and on top of pins. Notch on edge of DECK must locate against vertical edge of HULL.
4. Cement the two HULL SIDES together. Use CLAMPS, CLOTHES PINS or TAPE to hold sides together until cement has set and then remove.
5. Lead ANCHOR ROPE through holes in HULL SIDES and loosely tie ends together until ANCHOR installation.



RUDDER INSTALLATION

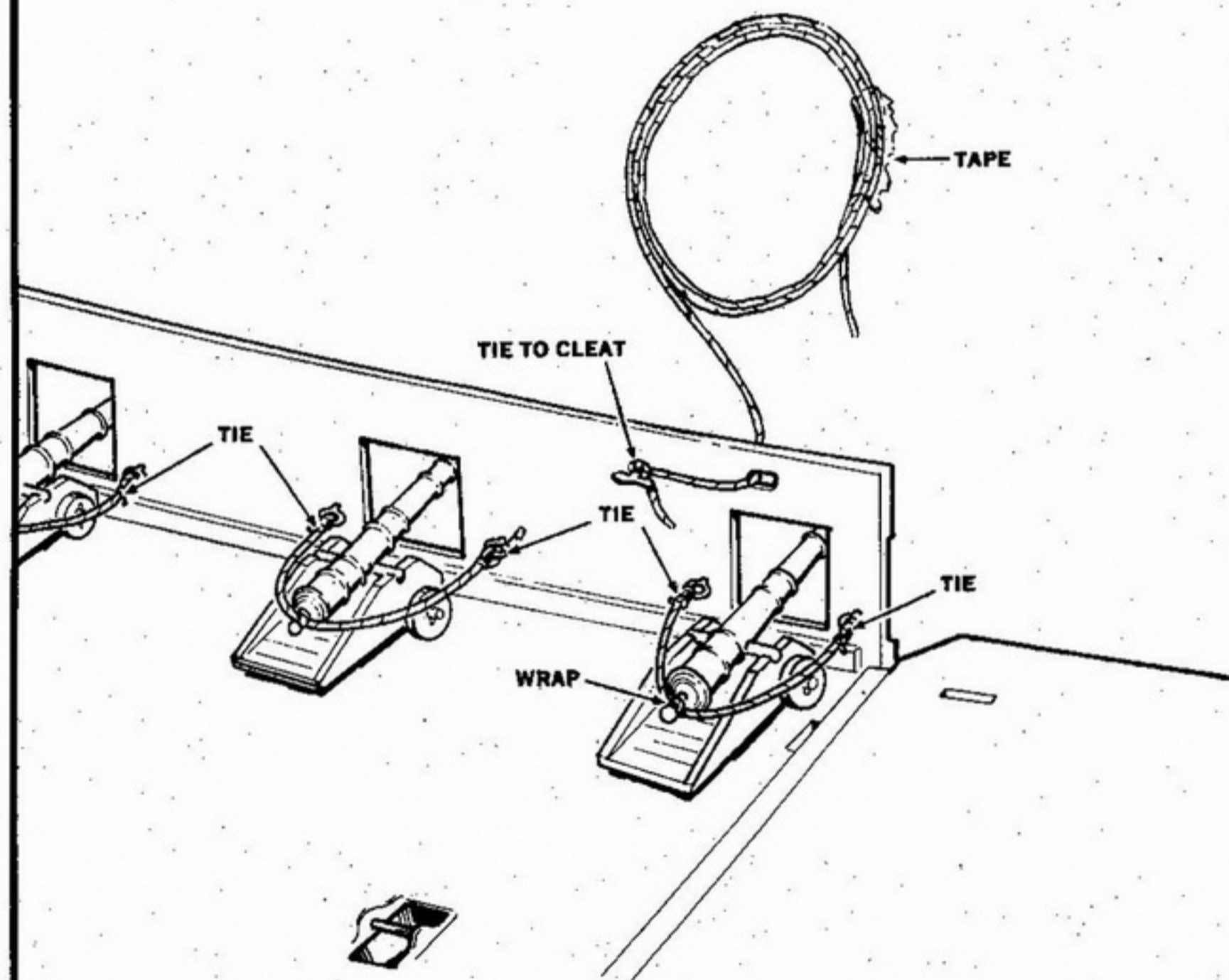
23 STERN
24 RUDDER LEFT SIDE
25 RUDDER RIGHT SIDE

1. Cement the STERN (23) to the HULL.
2. Cement the two halves of the RUDDER LEFT (24) and RIGHT (25) together around the RUDDER HINGE on HULL.
3. Cement the SHIPS STAND assemblies and NAME-PLATE from STEP 2, to the HULL.



CANNON INSTALLATION

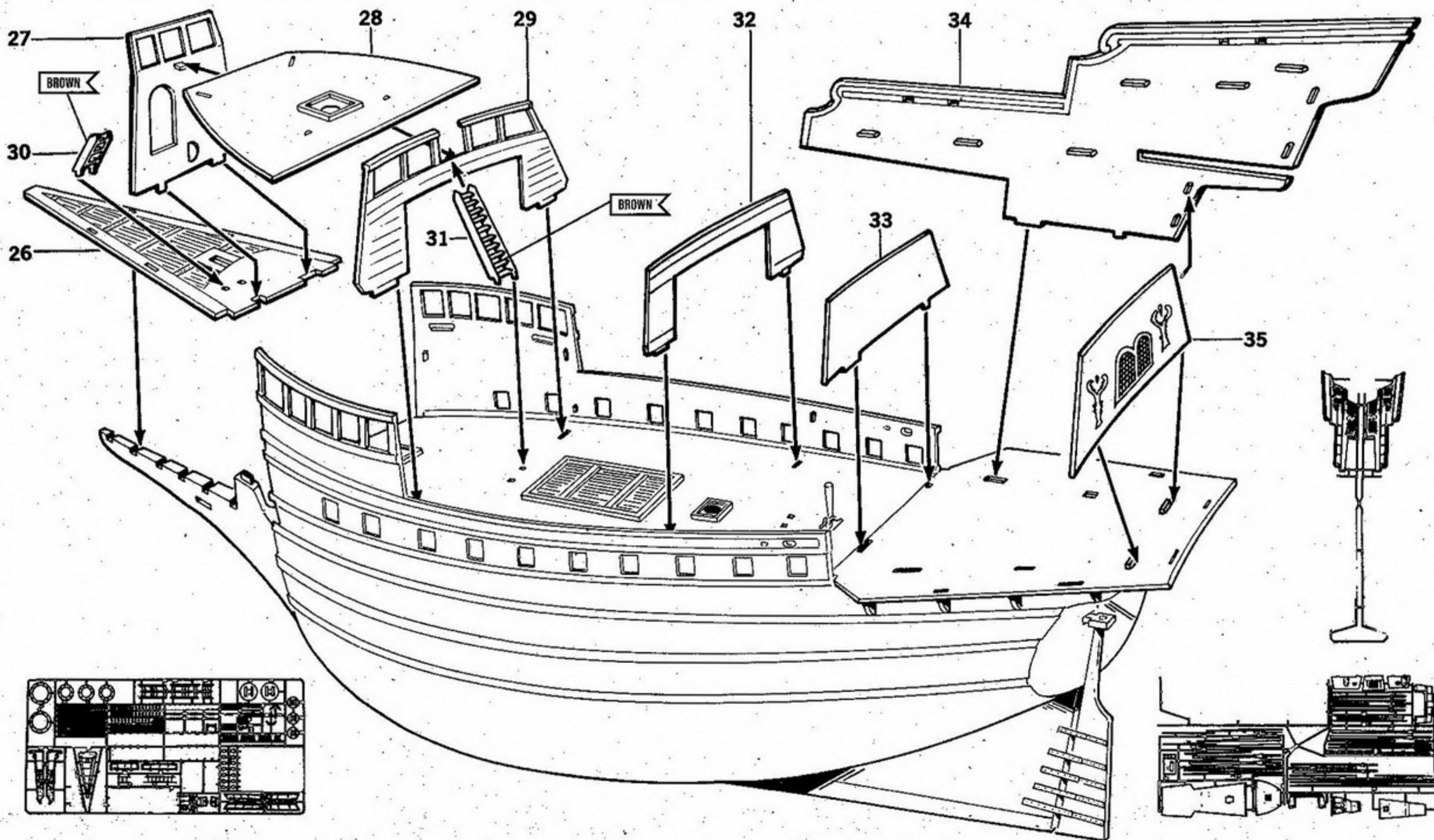
1. Cement the twenty CANNONS from STEP 1 to the DECK.
2. Thread the ends of the CANNON RETAINING ROPES through the EYEBOLTS and tie, or loop and cement thread to EYEBOLT, hold until cement sets and then cut off the excess length.
3. Tie a heavy TAN THREAD 14 inches long to CLEAT on each HULL SIDE. Lead lines through sides of HULL, loop and tape to side until required in rigging MAIN-MAST MAINSAIL.



7 FORECASTLE DECK & MAIN BULKHEADS

- 26 HEAD GRATING
- 27 FORE BULKHEAD
- 28 FORECASTLE DECK
- 29 FORECASTLE REAR BULKHEAD
- 30 FORE BULKHEAD LADDER
- 31 FORECASTLE LADDER
- 32 HALF DECK SUPPORT FRAME
- 33 HALF DECK BULKHEAD
- 34 SUPERSTRUCTURE RIGHT SIDE
- 35 MAIN CABIN REAR BULKHEAD

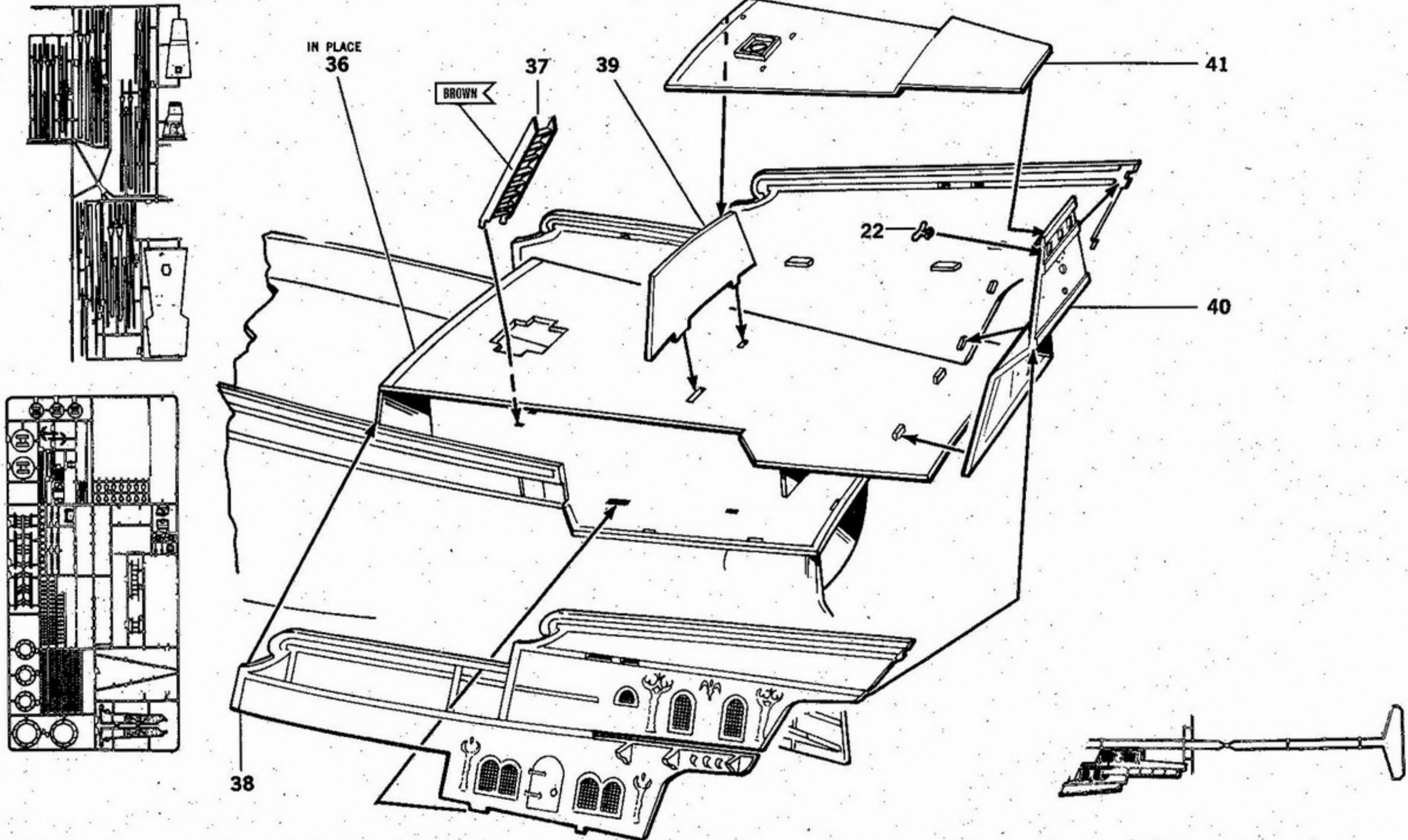
1. Cement the HEAD GRATING (26) to HULL.
2. Cement the FORE BULKHEAD (27) to HULL.
3. Cement the FORECASTLE DECK (28) to HULL and BULKHEAD.
4. Cement the FORECASTLE REAR BULKHEAD (29) to both DECKS.
5. Cement the FORE BULKHEAD LADDER (30) to HEAD GRATING.
6. Cement the FORECASTLE LADDER (31) to DECKS.
7. Cement the HALF DECK SUPPORT FRAME (32) and BULKHEAD (33) to MAIN DECK.
8. Cement SUPERSTRUCTURE RIGHT SIDE (34) to MAIN DECK and top edge of HULL.
9. Cement MAIN CABIN REAR BULKHEAD (35) to DECK and RIGHT SIDE.



AFT DECKS AND BULKHEADS

- 22 CLEAT
- 36 HALF DECK
- 37 COMPANIONWAY LADDER
- 38 LEFT SUPERSTRUCTURE
- 39 QUARTER DECK BULKHEAD
- 40 QUARTER DECK REAR BULKHEAD
- 41 QUARTER DECK

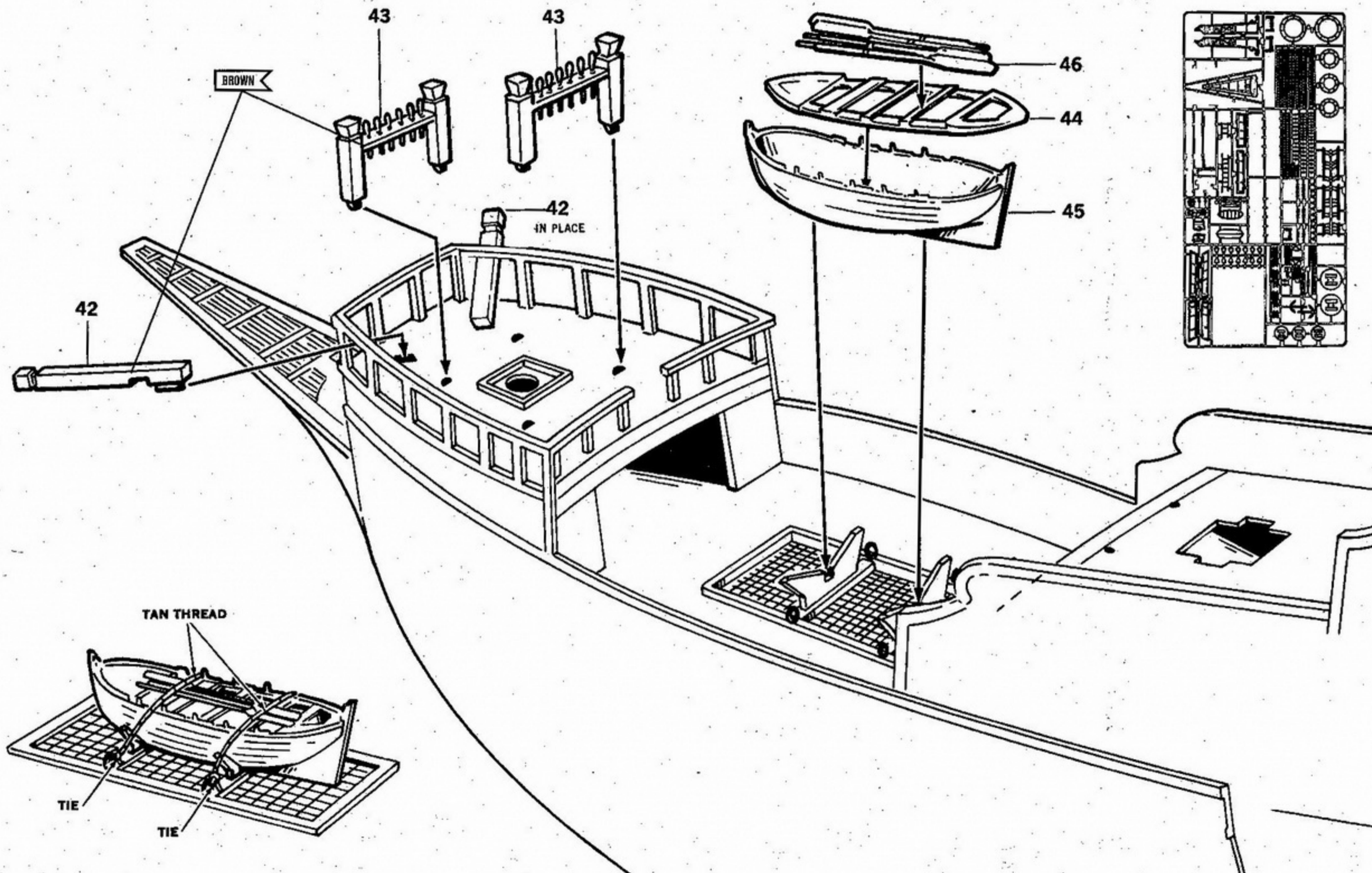
1. Cement HALF DECK (36) to BULKHEADS and RIGHT SUPERSTRUCTURE SIDE.
2. Cement COMPANIONWAY LADDER (37) to MAIN and HALF DECKS.
3. Cement LEFT SUPERSTRUCTURE SIDE (38) to DECKS and top edge of HULL.
4. Cement QUARTER DECK BULKHEAD (39) to HALF DECK.
5. Cement QUARTER DECK REAR BULKHEAD (40) to DECK and SIDES.
6. Cement QUARTER DECK (41) in position.
7. Cement one CLEAT (22) to QUARTER DECK REAR BULKHEAD.



FORWARD DECK DETAILS

- 42 CATHEAD (2 Parts)
- 43 FOREMAST PIN RAIL (2 Parts)
- 44 SEATS
- 45 BOAT
- 46 OARS (4 Parts)

1. Cement two CATHEADS (42) to FORE CASTLE DECK.
2. Cement two FOREMAST PINRAILS (43) to FORE CASTLE DECK.
3. Cement the SEATS (44) to the BOAT (45) then cement the two sets of OARS (46) to the SEATS.
4. Cement the BOAT to the BOAT CRADLES.
5. Use short lengths of the medium weight TAN THREAD and lash BOAT to DECK.

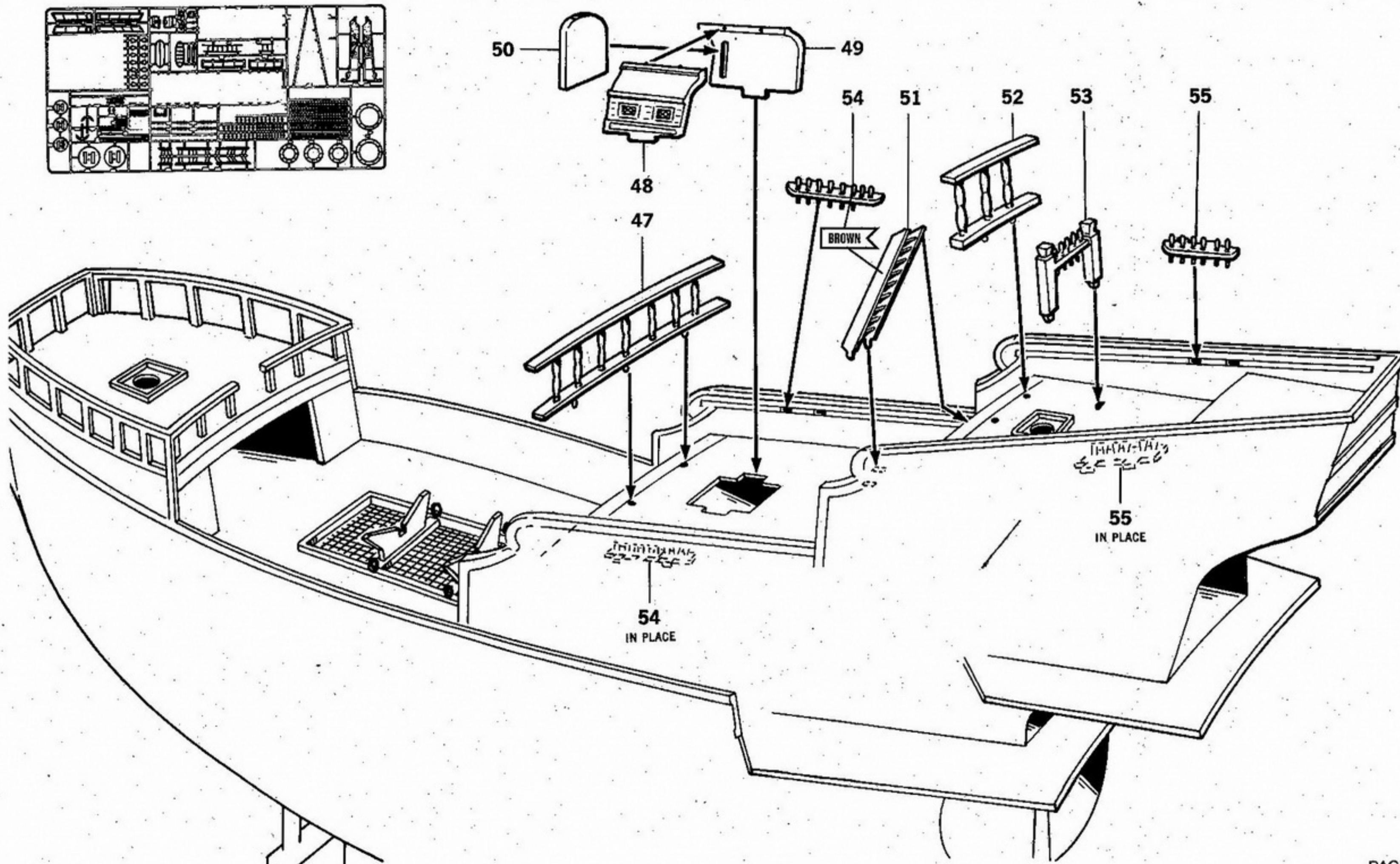
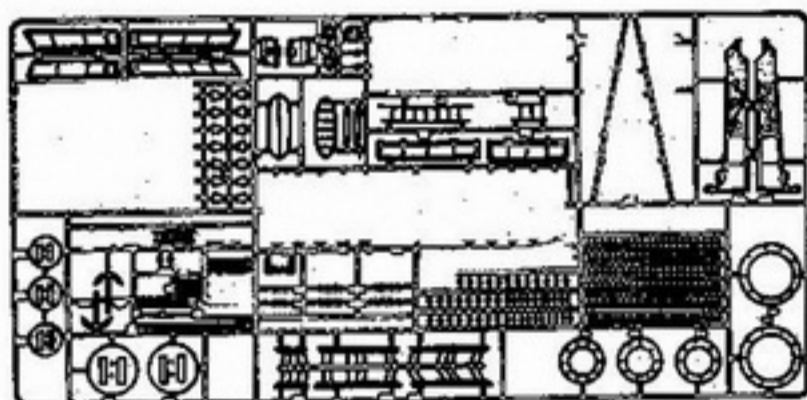


REAR DECK DETAILS

47 HALF DECK RAILING
 48 COMPANIONWAY LEFT SIDE
 49 COMPANIONWAY RIGHT SIDE
 50 COMPANIONWAY FRONT

52 QUARTER DECK RAILING
 53 MIZZEN PINRAIL
 54 HALF DECK PINRAIL (2 Parts)
 55 QUARTER DECK PINRAIL (2 Parts)

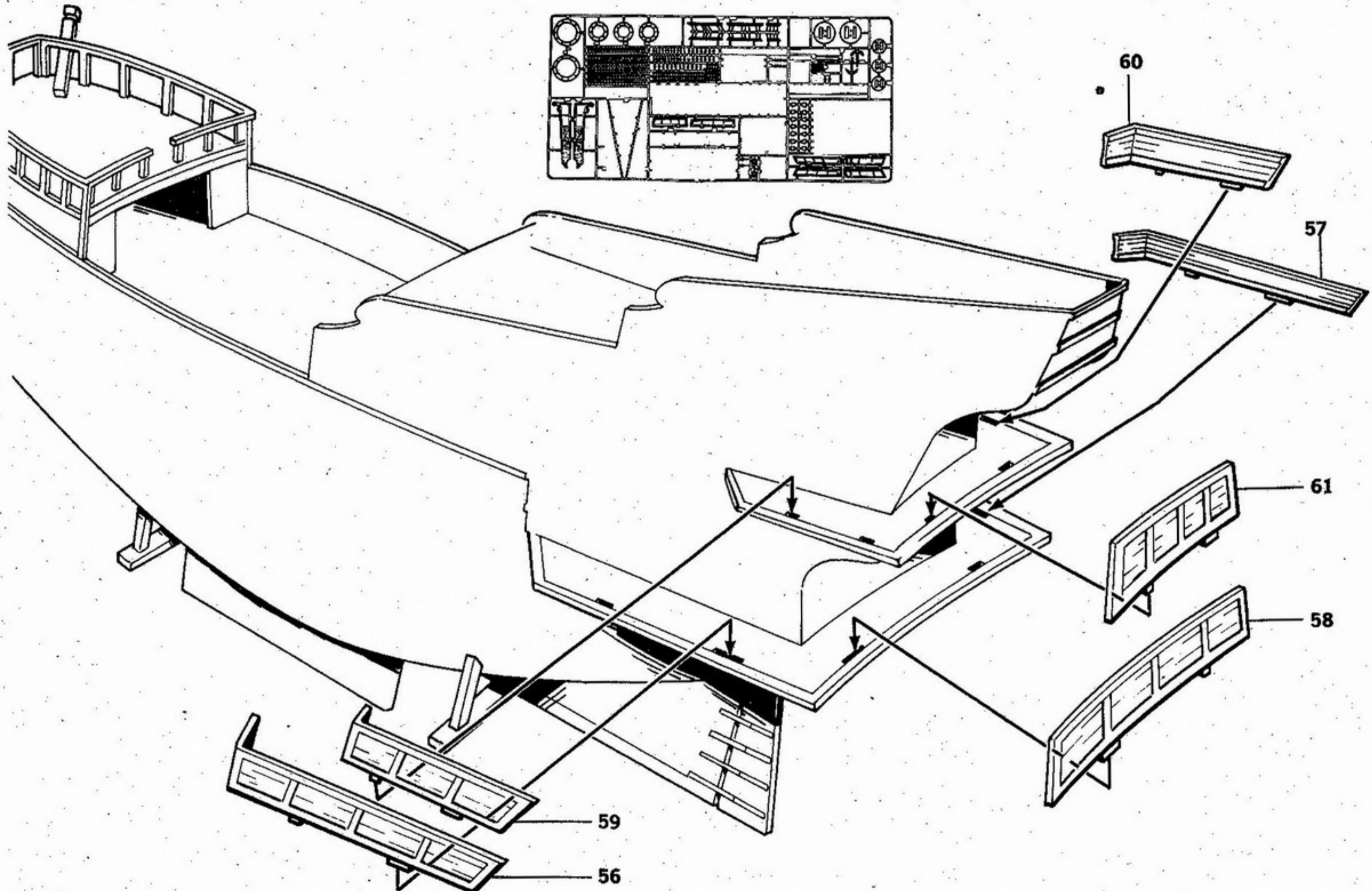
1. Cement HALF DECK RAILING (47) to DECK.
2. Cement COMPANIONWAY LEFT (48) and RIGHT (49) sides to FRONT (50). Cement to DECK.
3. Cement QUARTER DECK LADDER (51) in position.
4. Cement QUARTER DECK RAILING (52) to DECK.
5. Cement MIZZEN PINRAIL (53) to QUARTER DECK.
6. Cement one, HALF DECK PINRAIL (54) and QUARTER DECK PINRAIL (55) to both sides of HULL.



WALKWAY GUARD RAILS

- 56 MAIN DECK GUARD RAIL LEFT
- 57 MAIN DECK GUARD RAIL RIGHT
- 58 MAIN DECK AFT GUARD RAIL
- 59 HALF DECK GUARD RAIL LEFT
- 60 HALF DECK GUARD RAIL RIGHT
- 61 HALF DECK AFT GUARD RAIL

1. Cement MAIN DECK LEFT (56) and RIGHT (57) GUARD RAILS to MAIN DECK.
2. Cement MAIN DECK AFT GUARD RAIL (58) to DECK.
3. Cement HALF DECK LEFT (59) and RIGHT (60) GUARD RAILS to HALF DECK. Then cement HALF DECK AFT GUARD RAIL (61) to DECK.

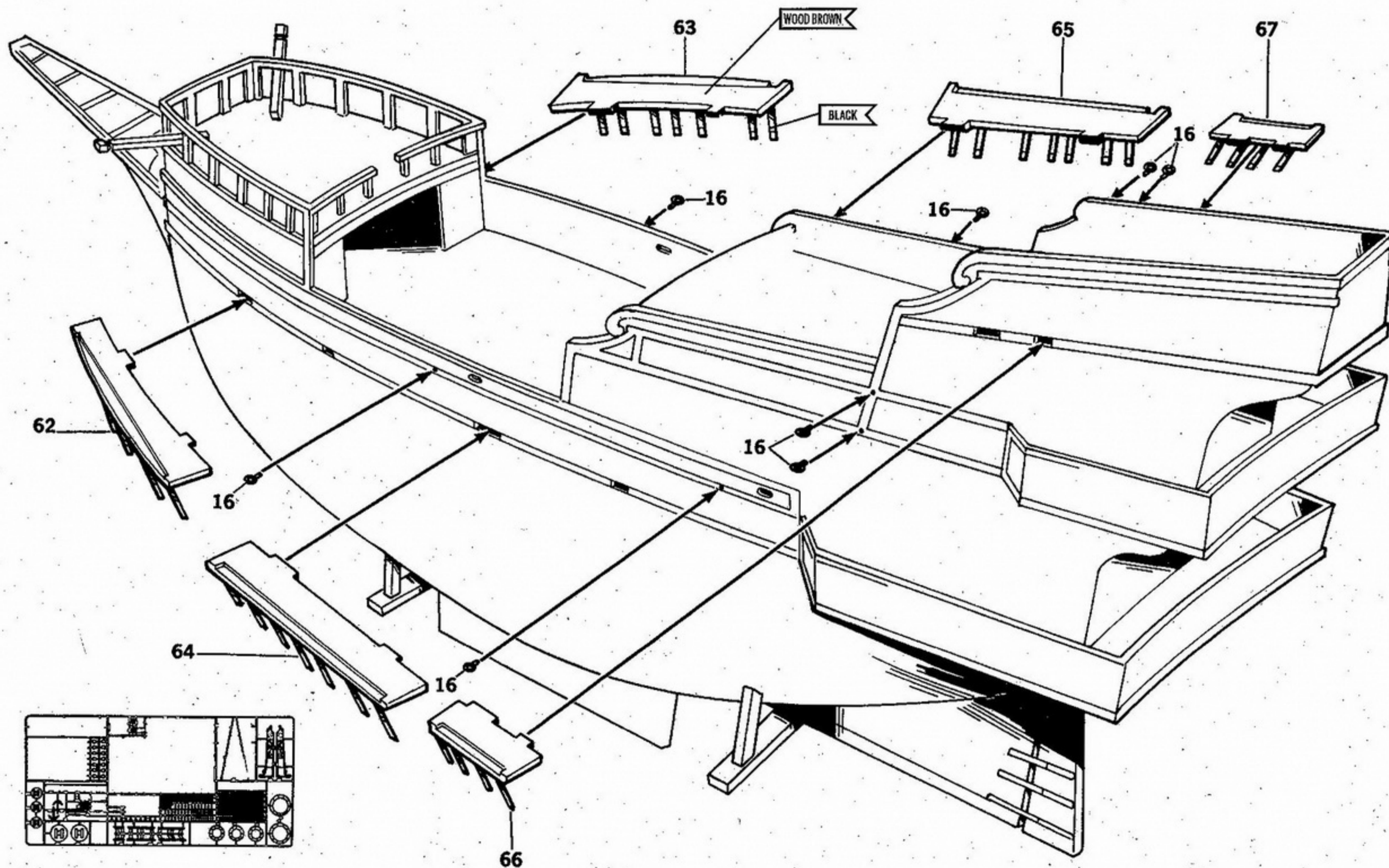


CHAIN PLATES

62 FOREMAST CHAIN PLATE LEFT
 63 FOREMAST CHAIN PLATE RIGHT
 64 MAINMAST CHAIN PLATE LEFT
 65 MAINMAST CHAIN PLATE RIGHT

66 MIZZENMAST CHAIN PLATE LEFT
 67 MIZZENMAST CHAIN PLATE RIGHT
 16 EYEBOLTS (8 Parts)

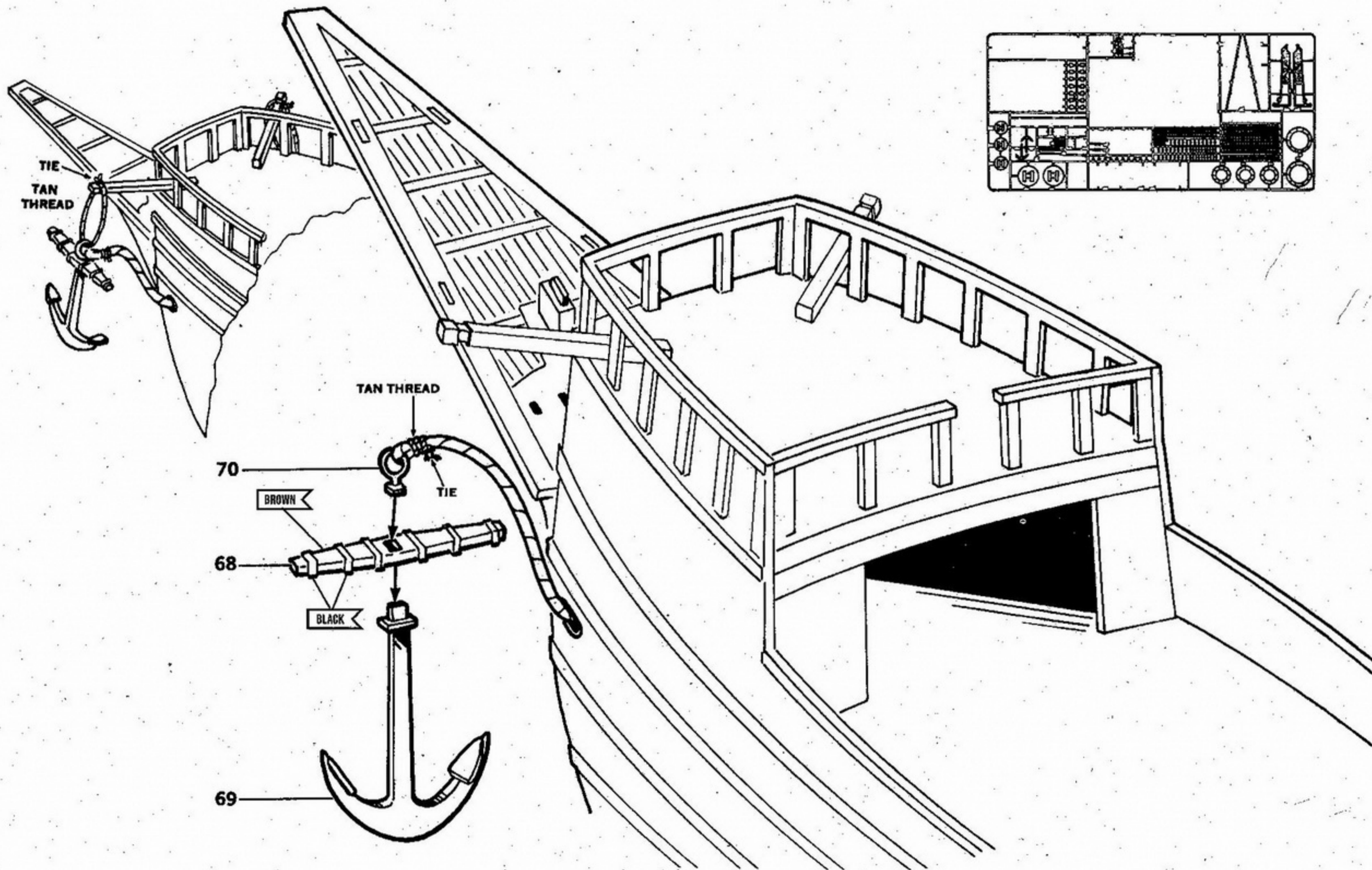
1. Cement the LEFT (62) and RIGHT (63) FOREMAST CHAIN PLATES to HULL.
2. Cement the MAINMAST CHAIN PLATES LEFT (64) and RIGHT (65) to HULL.
3. Cement the MIZZENMAST CHAIN PLATES LEFT (66) and RIGHT (67) to HULL.
4. Cement four EYEBOLTS (16) to each side of HULL.



ANCHORS

- 68 ANCHOR STOCK (2 Parts)
 69 ANCHOR (2 Parts)
 70 ANCHOR RING (2 Parts)

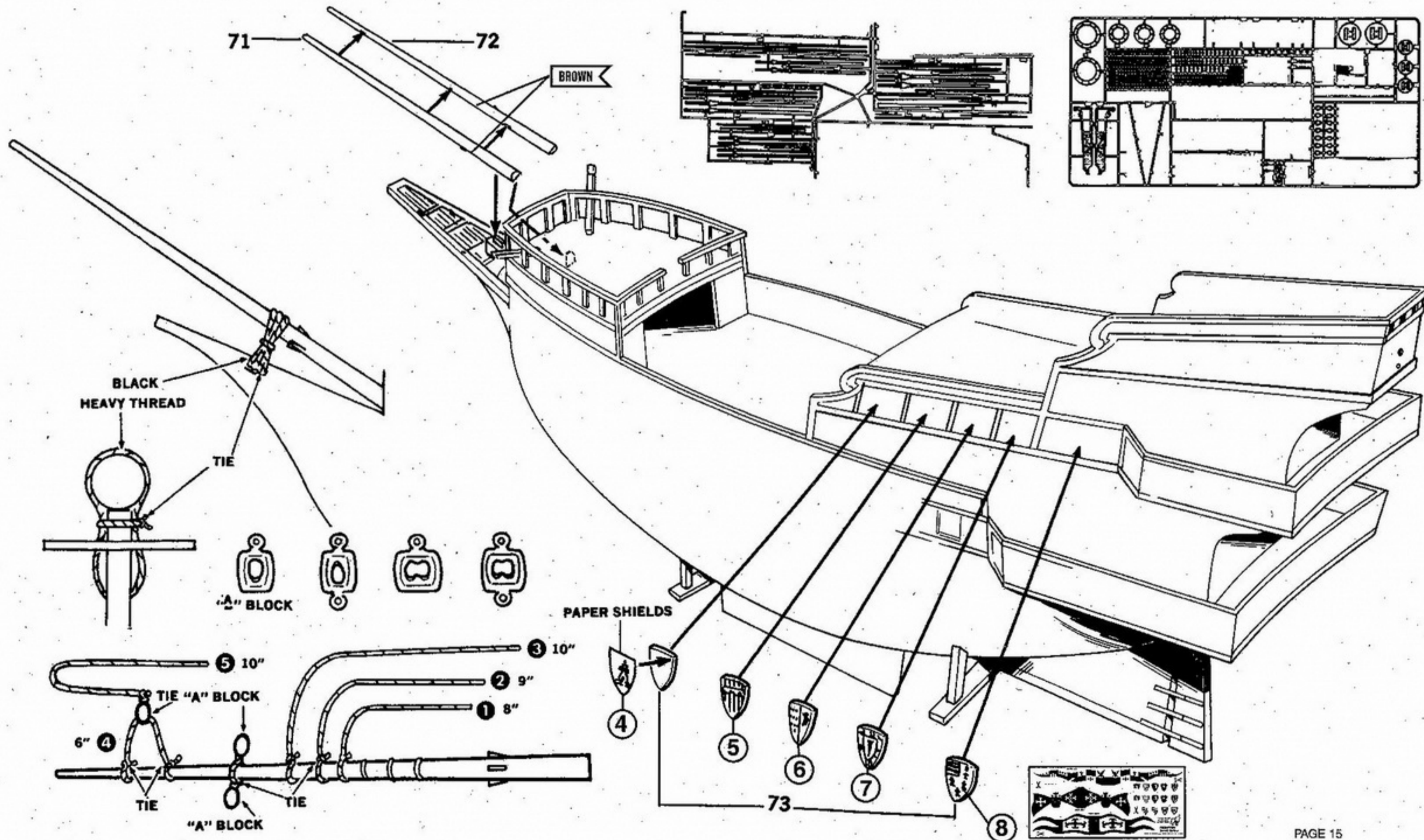
1. Cement the two ANCHOR STOCKS (68) to the ANCHORS (69). Cement the ANCHOR RINGS (70) to the STOCKS. Allow cement to dry and then proceed.
2. Loop ANCHOR ROPE through an ANCHOR RING wrap with the small tan thread and tie.
3. Tie ANCHOR RING to CATHEAD with a double loop of heavy TAN THREAD.
4. Repeat ANCHOR installation on other side.



BOWSPRIT AND SHIELDS

- 71 BOWSPRIT LEFT SIDE
 72 BOWSPRIT RIGHT SIDE
 "A" RIGGING BLOCK (3 Parts)
 73 SHIELDS (10 Parts)

1. Cement the LEFT (71) and RIGHT (72) halves of the BOWSPRIT together.
2. Cut lines ①, ② and ③ from the medium weight BLACK THREAD to the lengths shown. This length will allow sufficient for a tie at both ends.
3. Tie ends to BOWSPRIT as indicated. Touch ties with a small dab of cement.
4. Tie one "A" Type Block to Line ⑤ and install lines ④ and ⑤ as shown.
5. Use the small BLACK THREAD and tie two "A" Blocks to BOWSPRIT one on each side.
6. Cement BOWSPRIT to HULL Assembly.
7. Use 18" of heavy BLACK THREAD and lash the BOWSPRIT to the HULL as indicated.
8. Cement ten colored paper shields to the SHIELDS (73) then cement the SHIELDS to each side of the HULL.

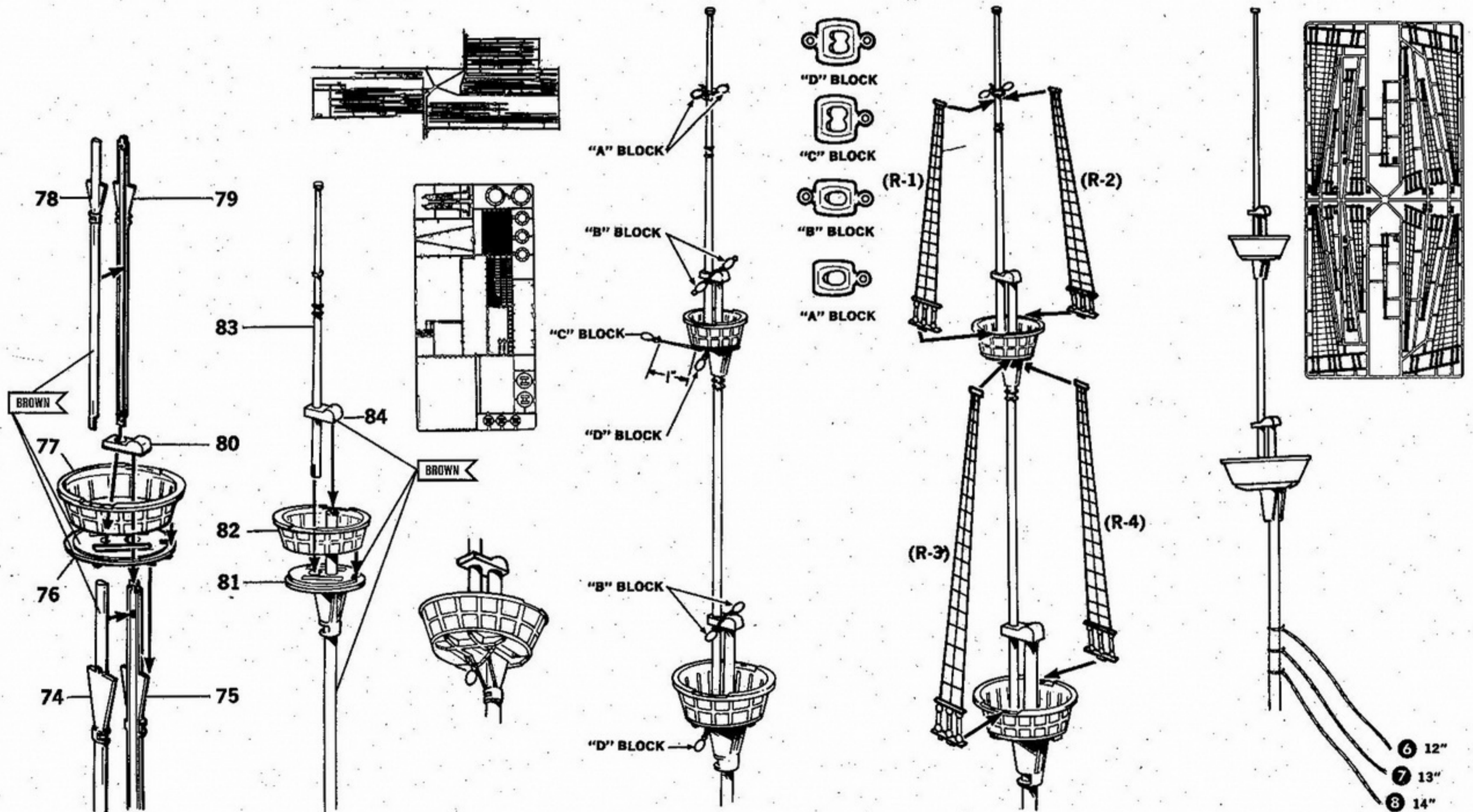


FOREMAST ASSEMBLY

74 FOREMAST LEFT SIDE
75 FOREMAST RIGHT SIDE
76 LOWER MAST TOP BASE
77 LOWER MAST TOP SIDES
78 FORE TOPMAST LEFT SIDE
79 FORE TOPMAST RIGHT SIDE
80 LOWER MAST CAP
81 UPPER MAST TOP BASE

82 UPPER MAST TOP SIDES
83 FORE TOPGALLANT MAST
84 UPPERMAST CAP
"A" RIGGING BLOCK (2 Parts)
"B" RIGGING BLOCK (4 Parts)
"C" RIGGING BLOCK
"D" RIGGING BLOCK (2 Parts)
(R-1) (R-2) TOP GALLANT RATLINES
(R-3) (R-4) FORE TOPMAST RATLINES

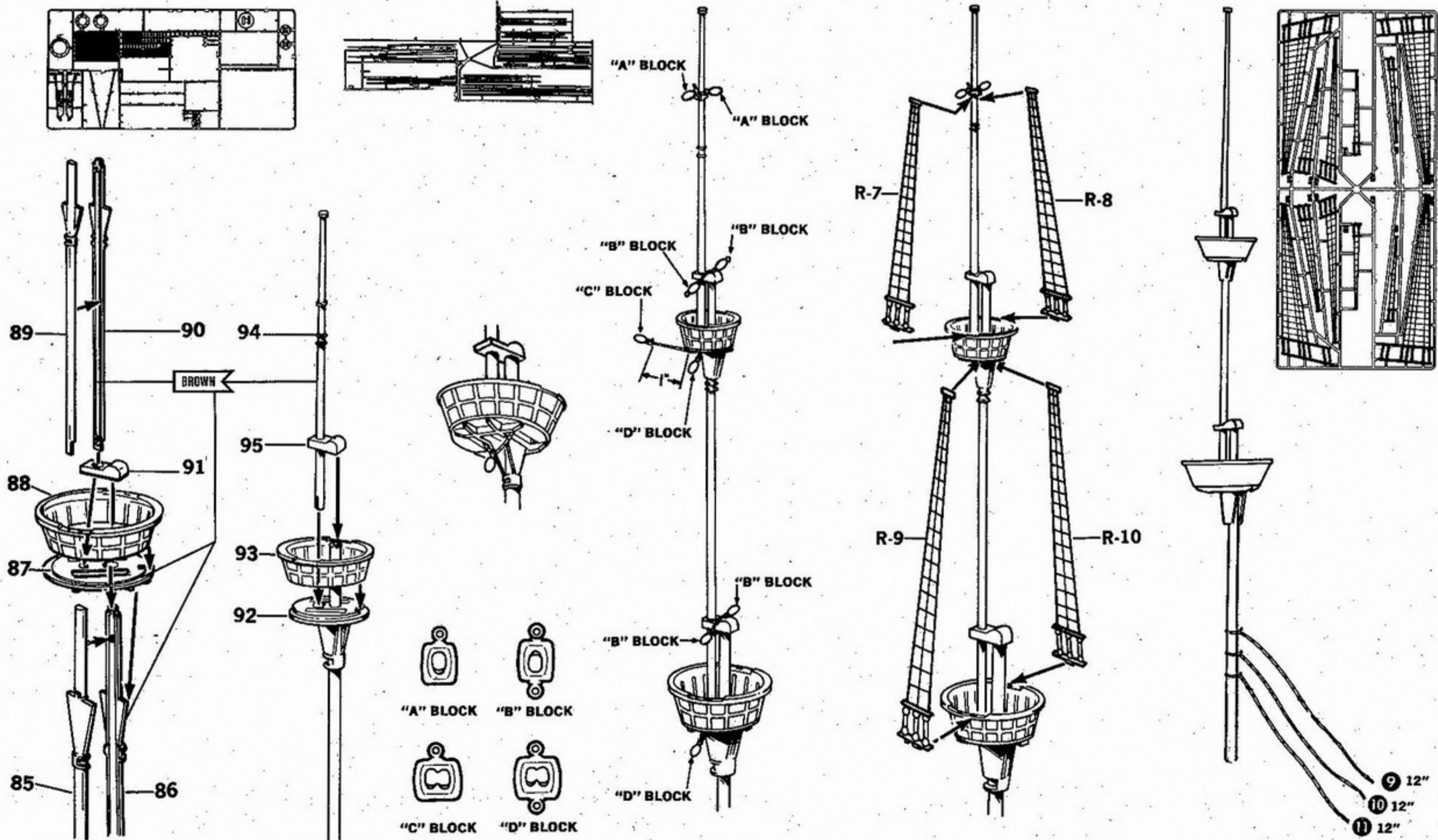
1. Cement the LEFT (74) and RIGHT (75) halves of the FOREMAST together.
2. Cement the BASE (76) and SIDES (77) of the LOWER FOREMAST TOP together.
3. Cement the LEFT (78) and RIGHT (79) sides of the FORE TOPMAST together.
4. Cement the TOP to the FOREMAST. Slide the FORE TOPMAST through hole in LOWER MAST CAP (80) and cement to parts previously assembled.
5. Cement BASE (81) and SIDES (82) of UPPER MAST TOP together, cement to MAST assembly.
6. Slide FORE TOP GALLANT MAST (83) through UPPER MAST CAP (84) and cement to assembly.
7. Tie blocks as indicated to MAST ASSEMBLY.
8. Cement RATLINES (R-1), (R-2), (R-3) and (R-4) to MAST ASSEMBLY.
9. Cut lines ⑥, ⑦ and ⑧ from the medium weight BLACK THREAD and tie to LOWER MAST Section.



MAINMAST ASSEMBLY

85 MAINMAST LEFT SIDE	93 UPPER MAST TOP SIDES
86 MAINMAST RIGHT SIDE	94 MAIN TOPGALLANT MAST
87 MAST TOP BASE	95 UPPER MAST CAP
88 MAST TOP SIDES	"A" RIGGING BLOCK (2 Parts)
89 MAIN TOPMAST LEFT SIDE	"B" RIGGING BLOCK (4 Parts)
90 MAIN TOPMAST RIGHT SIDE	"C" RIGGING BLOCK
91 LOWER MAST CAP	"D" RIGGING BLOCK (2 Parts)
92 UPPER MAST TOP BASE	(R-7) (R-8) TOP GALLANT RATLINES
	(R-9) (R-10) MAIN TOPMAST RATLINES

1. Cement LEFT (85) and RIGHT (86) MAINMAST HALVES together.
2. Cement BASE (87) and SIDES (88) of MAST TOP together.
3. Cement LEFT (89) and RIGHT (90) MAIN TOPMAST HALVES together.
4. Cement MAST TOP to MAINMAST, slide TOPMAST through MAST CAP (91) and cement in position.
5. Cement BASE (92) and SIDES (93) of UPPER MAST TOP together. Slide MAIN TOP GALLANT MAST (94) through UPPER MAST CAP (95) and cement parts to MAST assembly.
6. Tie RIGGING BLOCKS to MAST assembly as noted.
7. Cement RATLINES (R-7), (R-8), (R-9) and (R-10) to MAST Assembly.
8. Tie lines ⑨, ⑩ and ⑪ of medium BLACK THREAD to LOWER MAST.

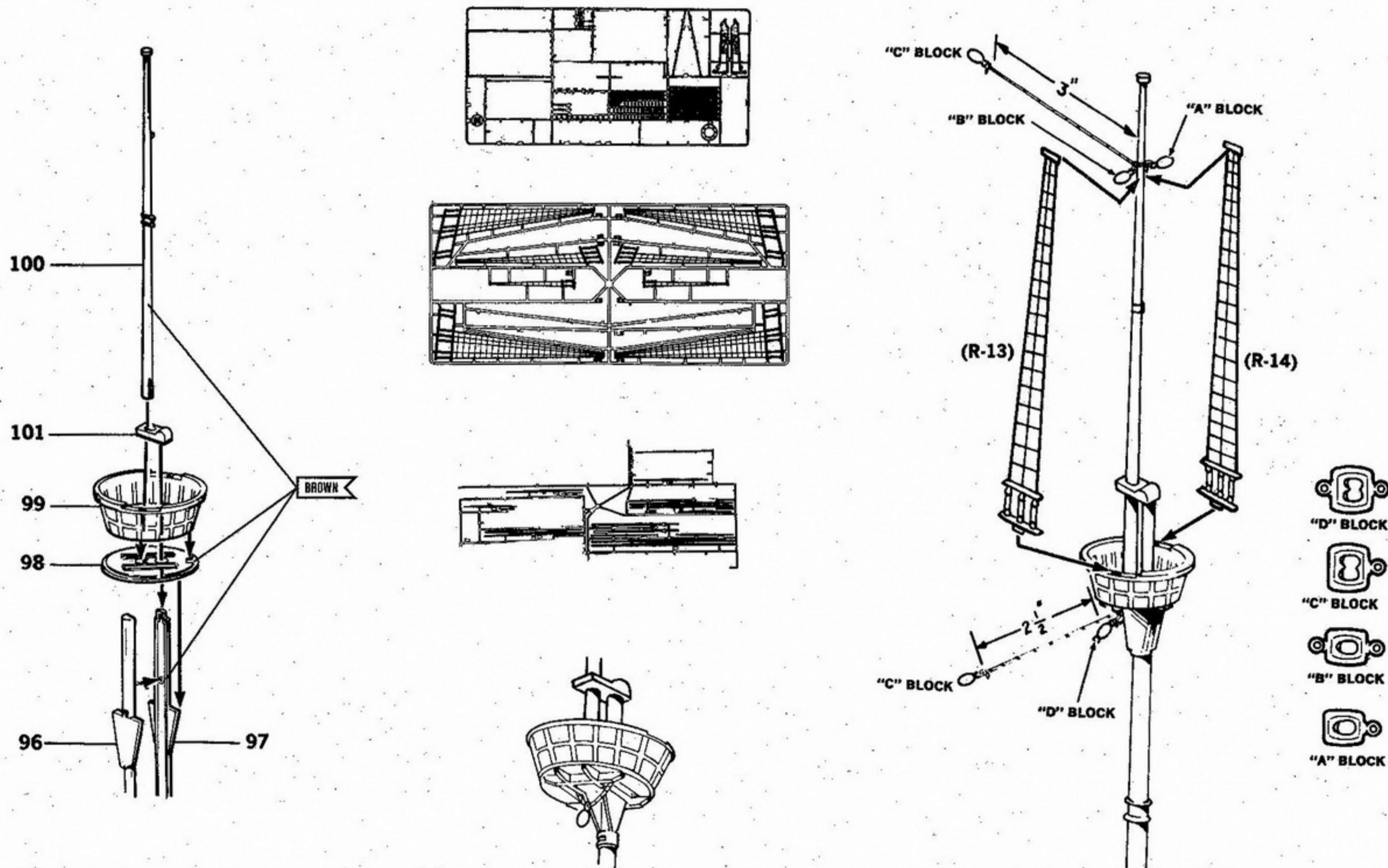


MIZZENMAST ASSEMBLY

96 MIZZENMAST LEFT SIDE
 97 MIZZENMAST RIGHT SIDE
 98 MAST TOP BASE
 99 MAST TOP SIDES
 100 MIZZEN TOPMAST
 101 MAST CAP

"A" RIGGING BLOCK (1 Part)
 "B" RIGGING BLOCK (1 Part)
 "C" RIGGING BLOCK (2 Parts)
 "D" RIGGING BLOCK (1 Part)
 (R-13) (R-14) MIZZEN UPPER RATLINES

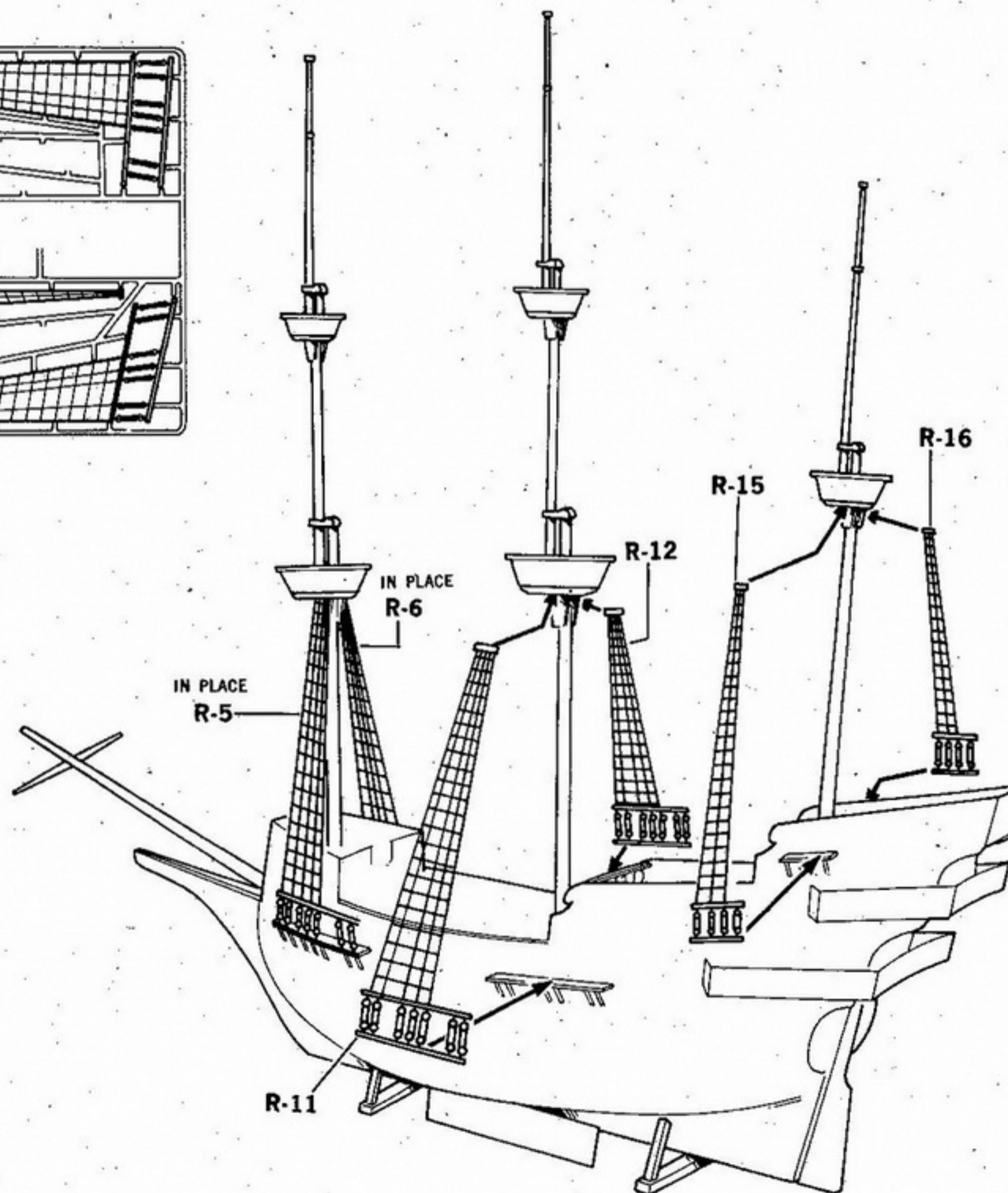
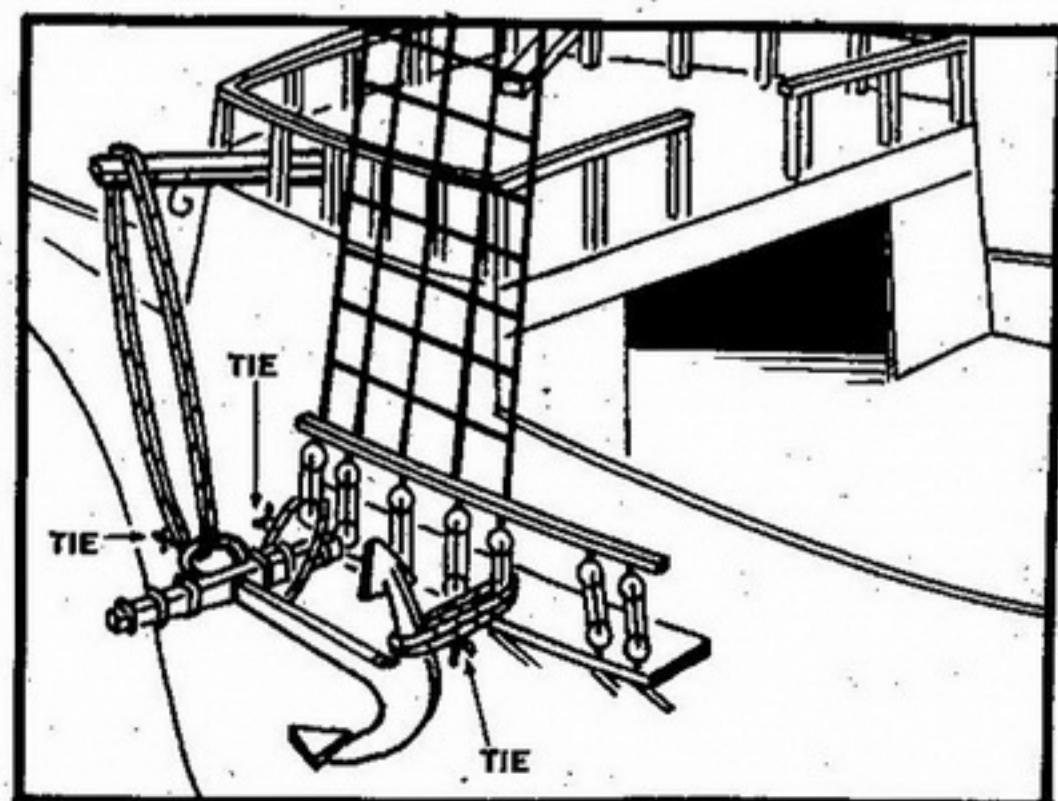
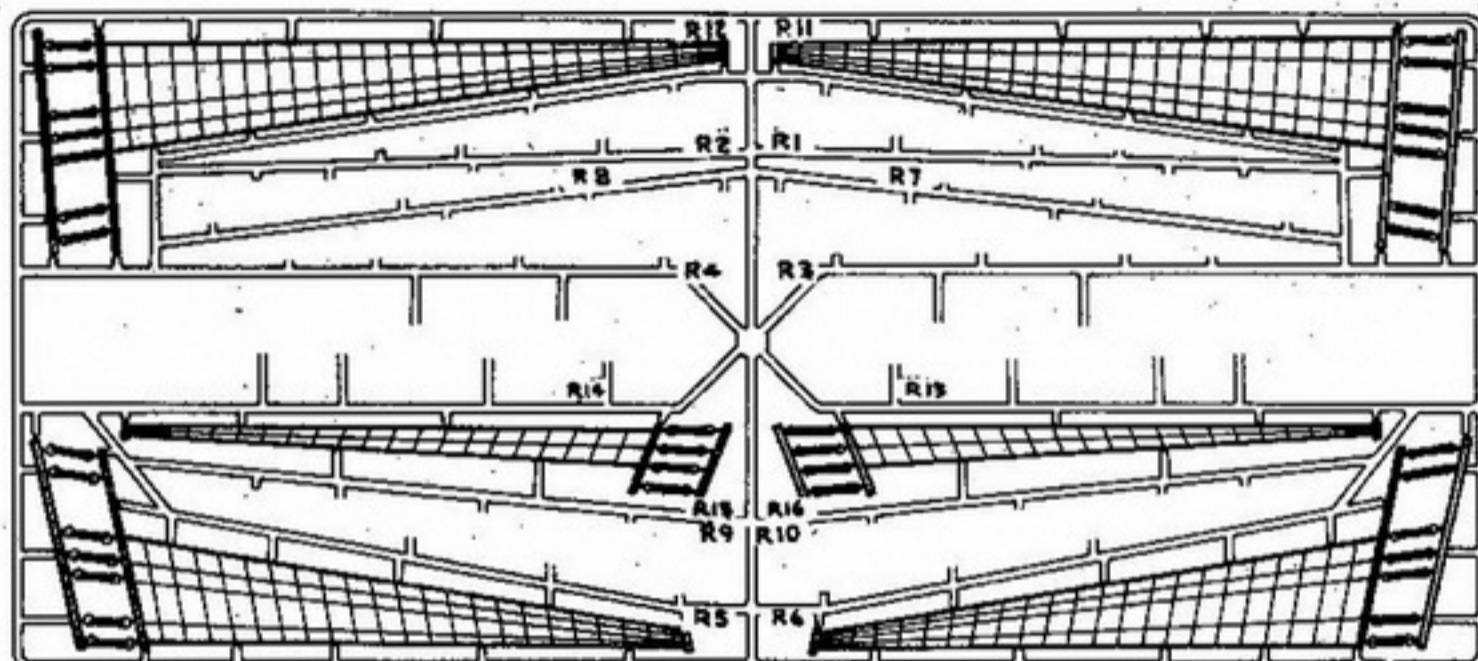
1. Cement the LEFT (96) and RIGHT (97) MIZZENMASTS together.
2. Cement a MAST TOP BASE (98) and SIDES (99) together.
3. Slide the MIZZEN TOP MAST (100) through the MAST CAP (101). Cement to MAST Assembly.
4. Install RIGGING BLOCKS as noted.
5. Cement RATLINES (R-13) and (R-14) to MAST TOP and MAST.



MASTS AND LOWER RATLINES

R-5 FOREMAST RATLINE LEFT
 R-6 FOREMAST RATLINE RIGHT
 R-11 MAINMAST RATLINE LEFT
 R-12 MAINMAST RATLINE RIGHT
 R-15 MIZZENMAST RATLINE LEFT
 R-16 MIZZENMAST RATLINE RIGHT

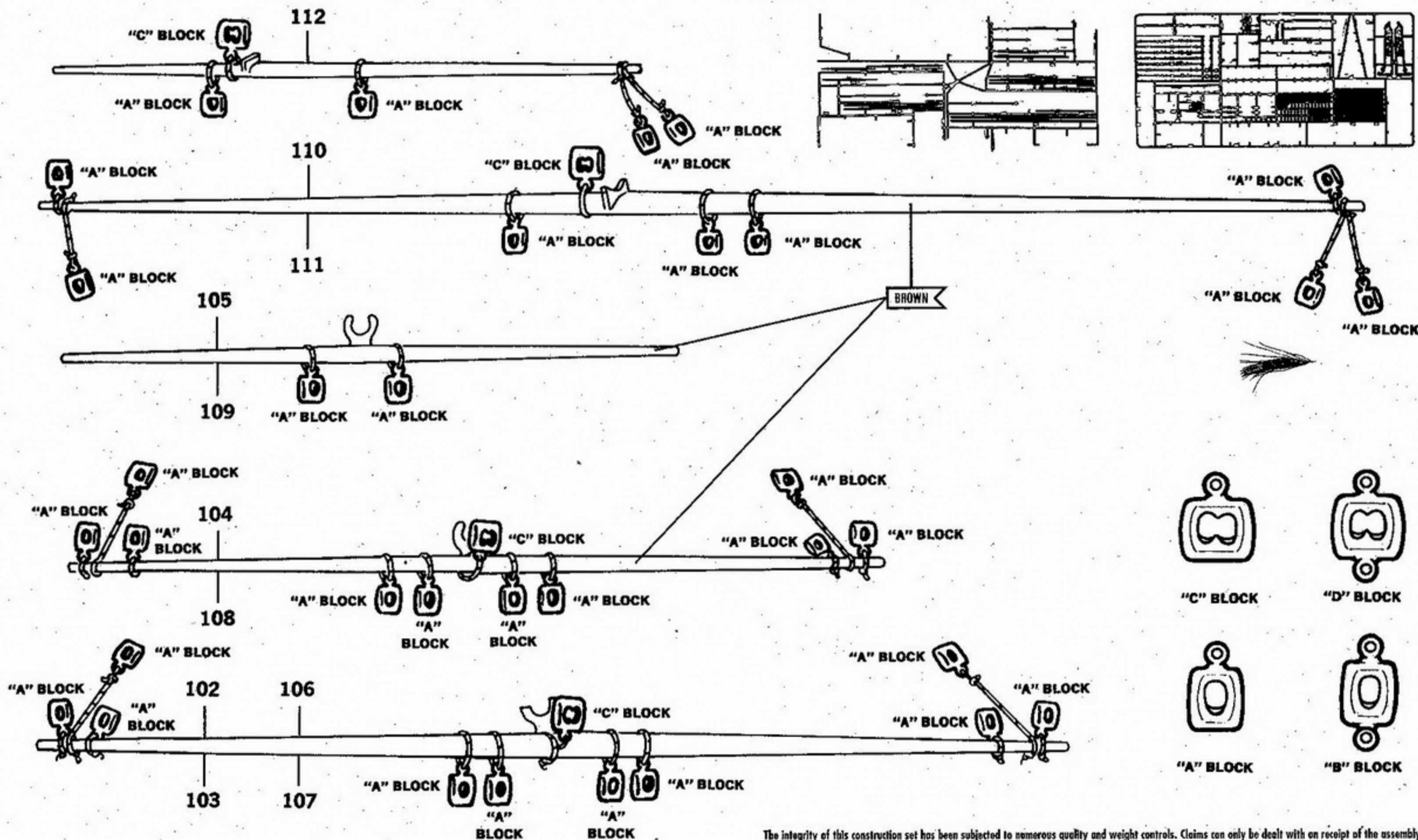
1. Cement the FOREMAST Assembly from STEP 15 to the FORECASTLE DECK and MAIN DECK LOCATOR.
2. Cement FOREMAST RATLINES (R-5) and (R-6) to the CHAIN PLATES, and MAST below MAST TOP.
3. Cement MAINMAST Assembly from STEP 16 to the MAIN DECK. Cement RATLINES (R-12) and (R-13) to CHAIN PLATES and MAST.
4. Cement MIZZENMAST Assembly from STEP 17 and RATLINES (R-15) and (R-16) in position as shown.
5. Check alignment of all three MASTS and make adjustments if required before cement has set.
6. Stow ANCHORS to sides of HULL as shown.



RIGGING BLOCKS FORE, MAIN AND MIZZEN YARDS

102 FOREYARD TOP	109 MAIN TOPGALLANT YARD
103 FOREYARD BOTTOM	110 MIZZEN LOWER YARD LEFT
104 FORE TOPSAIL YARD	111 MIZZEN LOWER YARD RIGHT
105 FORE TOPGALLANT YARD	112 MIZZEN UPPER YARD
106 MAINMAST MAIN YARD TOP	"A" RIGGING BLOCK (56 Parts)
107 MAINMAST MAIN YARD BOTTOM	"C" RIGGING BLOCK (6 Parts)
108 MAIN TOPSAIL YARD	

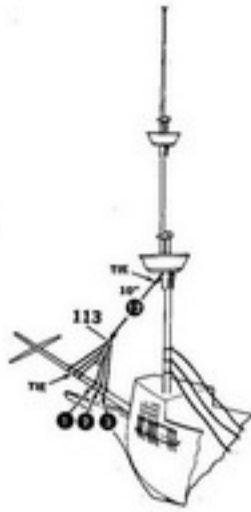
1. The three YARDS on both the FORE and MAINMASTS have the same number and type of RIGGING BLOCKS, installed in the same position. Cement halves of FORE YARD (102) and (103) together. Remove FORE TOPSAIL YARD (104) and TOP GALLANT YARD (105) from tan section and install blocks as indicated and set aside.
2. Duplicate above assembly for MAINMAST YARDS using halves of MAIN YARD (106) and (107) MAIN TOPSAIL YARD (108) and MAIN TOP GALLANT YARD (109). **DO NOT INTERMIX WITH FOREMAST YARDS.**
3. Cement two halves of MIZZENMAST LOWER YARD (110) and (111) together. Install RIGGING BLOCKS as indicated to LOWER and UPPER YARD (112).



The integrity of this construction set has been subjected to numerous quality and weight controls. Claims can only be dealt with on receipt of the assembly instructions and the bar code located on the box. Individual components, for conversion purposes, etc., can be ordered C.O.D. Write to: Revell AG, Department X, Henschelstr. 20 - 30, D-32257 Bünde.

1 FOREMAST FORESTAY

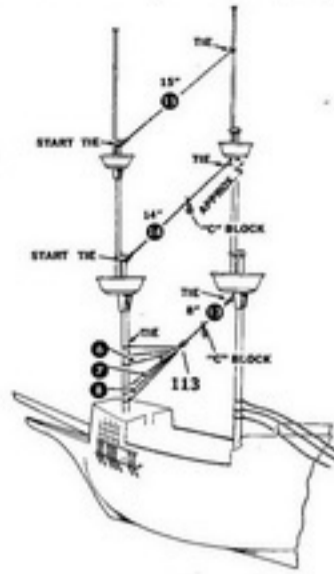
113 FIDDLE BLOCK



1. All lines called for in Rigging the FORESTAYS are of the heavy BLACK THREAD.
2. The length required in inches is indicated next to each line identification number (00") this length will allow sufficient for a tie at each end.
3. Tie line 1 to the eye on the end of one FIDDLE BLOCK (113). The other end loops up and then down through slots in FOREMAST TOP. Adjust length and tie under top.
4. Thread loose ends of lines 2, 3 and 4 through holes in FIDDLE BLOCK and tie to BOWSPRIT.
5. Touch all ties with a small amount of cement.

2 MAINMAST FORESTAYS

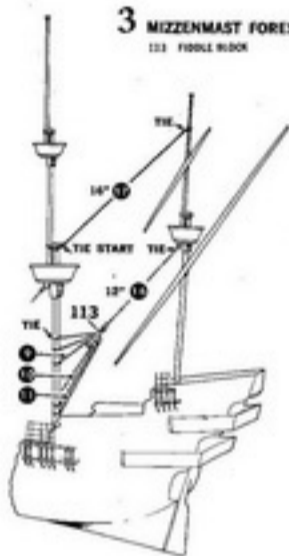
113 FIDDLE BLOCK
"C" RIGGING BLOCK (2 PINS)



1. Line 1 the MAINSTAY is rigged in the same way as the FORESTAY. Use one FIDDLE BLOCK (113) and lines 2, 3 and 4.
2. Lines 5 and 6 the MAIN TOPMASTSTAY and MAIN TOPGALLANT STAY tie under the FOREMAST CAPS and to MAINMAST as shown.
3. Tie a "C" type RIGGING BLOCK to each line 5 and 6 as shown.

3 MIZZENMAST FORESTAY

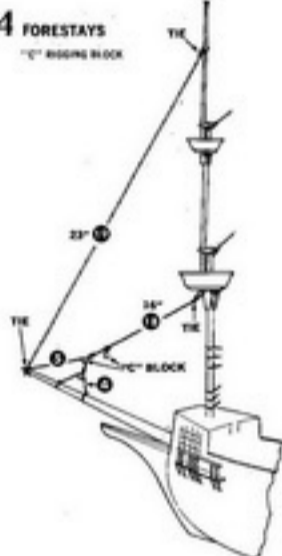
113 FIDDLE BLOCK



1. The MIZZEN STAY, line 7 is installed in the same way as the two previous lines 1 and 2 using the remaining FIDDLE BLOCK (113) and lines 3, 4 and 5.
2. The MIZZEN TOPSTAY line 8 is installed the same as line 15.

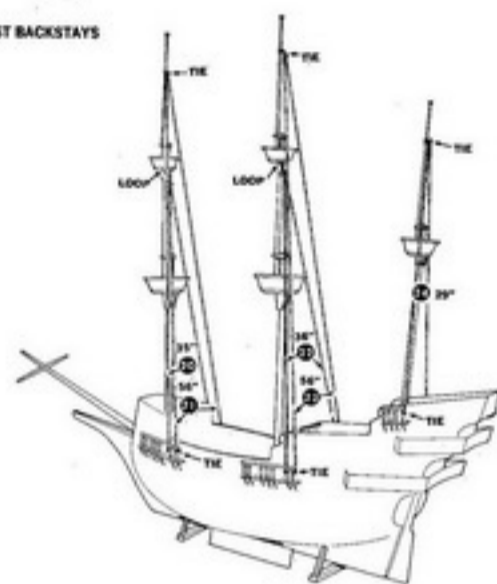
4 FORESTAYS

"C" RIGGING BLOCK



1. Tie line 9 the FORE TOPMAST STAY, to a single eye single block. Lead loose end of line 9 through block and tie to BOWSPRIT. Tie line 10 to FOREMAST TOP. Tie one "C" Block 1/2 inch above lower block.
2. The FORE TOPGALLANT STAY 11 ties to the tip of BOWSPRIT and FOREMAST above RATLINES.

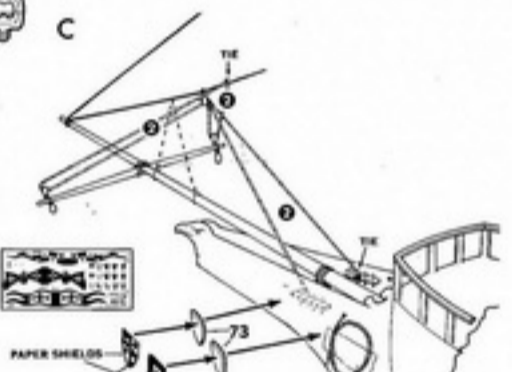
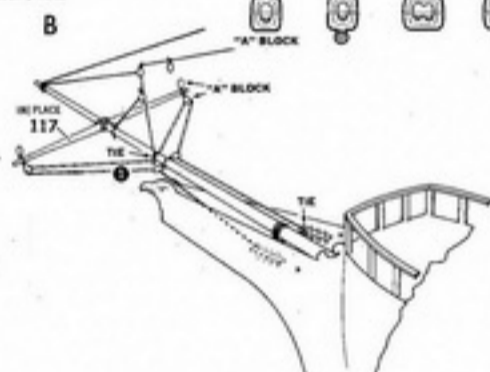
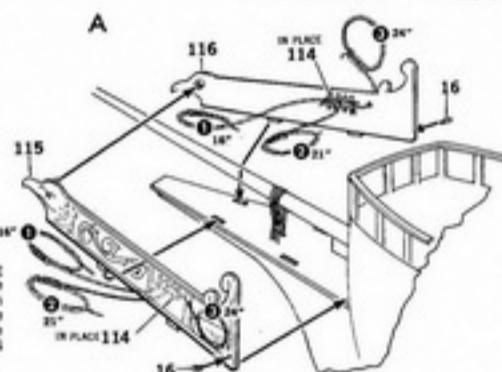
5 MAST BACKSTAYS



- Use the Medium weight BLACK THREAD for all BACKSTAYS.
1. Lines 12 and 13 are the FOREMAST BACKSTAYS. Tie one end of each to the DEADEYES behind RATLINES. Line 12 loops up and down through slots in upper top and to opposite DEADEYE. Line 13 ties at top of MAST above RATLINE then down to DEADEYES.
 2. The MAINMAST BACKSTAYS 14 and 15 are installed in the same manner and location as those on FOREMAST.
 3. The MIZZENMAST has one BACKSTAY 16. It ties to the DEADEYE and top of MAST above RATLINE.

1 SPRITSAIL LINES

114 PINRAIL (2 PINS)
115 HEAD BULWARK LEFT
116 HEAD BULWARK RIGHT
16 EYEBOLT (2 PINS)
117 BOWSPRIT YARD
"A" RIGGING BLOCK (2 PINS)
73 SHIELDS



1. Cement a PINRAIL (114) and EYEBOLT (16) to both the LEFT (115) and RIGHT (116) HEAD BULWARKS.
2. Use the medium TAN THREAD and cut two each of lines 1, 2 and 3. Tie lines to PINS as indicated. Touch ties with a small amount of cement to make sure they adhere. Coil and temporarily tape lines to outside of RAILS.

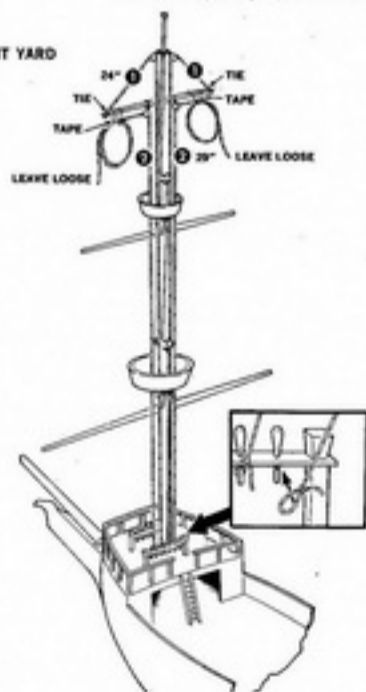
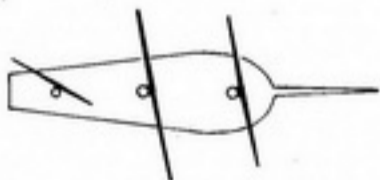
3. Cement BULWARKS (115) and (116) to HEAD GRATING and HULL.
4. Tie two "A" type Blocks to each end of the BOWSPRIT YARD (117). Cement and tie YARD to the BOWSPRIT.
5. Remove tape on both the SPRITSAIL BRACES line 1 and rig as shown. Then rig the LEFT lines 2, 3. Line 3 will be used later when SAILS are installed.

6. Cement remaining colored paper shields to the remaining SHIELDS (73) then cement the SHIELDS to each side of the BULWARKS. SEE BOX COVER.

RUNNING RIGGING

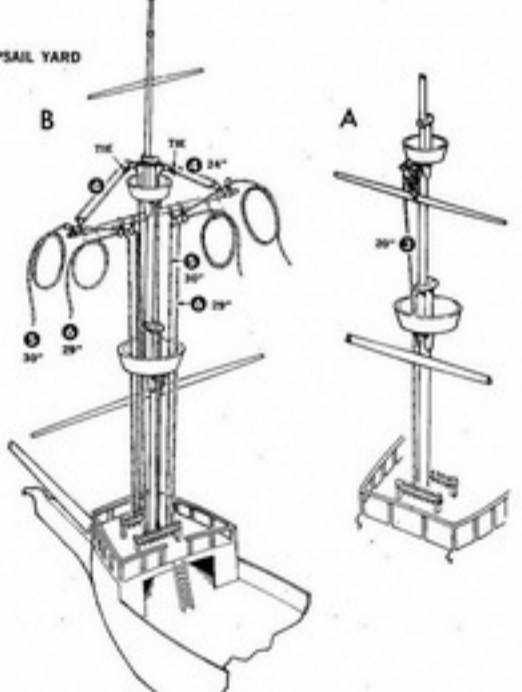
The RUNNING RIGGING lines are in constant use in trimming the SAILS to various wind conditions. The YARDS would be rotated, the SAILS trimmed, raised or lowered depending upon the relationship between the ship's direction and that of the wind and sea. RUNNING RIGGING lines were of natural rope and received no weatherproofing as applied to the STANDING RIGGING. Use TAN THREAD for all the RUNNING RIGGING.

2 FOREMAST TOP GALLANT YARD



1. Cement the TOP GALLANT YARD to the FOREMAST. It should be at a slight angle to the center line of the HULL with the RIGHT SIDE forward.
2. Lines 4 and 5 are of medium weight. Tie slip knot at one end and attach to PINRAIL. Lead lines up through MAST TOPS and BLOCKS as indicated. Tie line 6 to ends of YARD. Hold a slight tension on line 6 and place a dab of cement on line at block. Hold line until cement sets. Coil end of line and tape temporarily to YARD. Cementing line to BLOCK will maintain tension on lower section of line until installation is completed.

3 FOREMAST TOPSAIL YARD



DRAWING A

1. Use a heavy thread for line 7. Tie end to open eye of "D" Block under UPPER MAST TOP. Loop line twice between this block and "C" Block at center of TOPSAIL YARD. Cement YARD to MAST and pull blocks up in position and tie end of line to FORWARD PINRAIL.

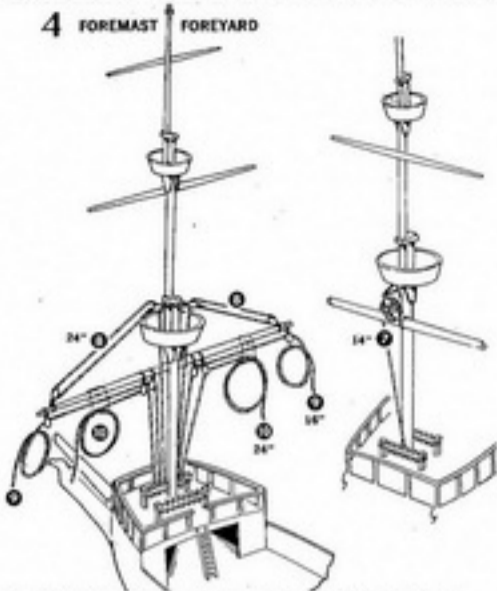
DRAWING B

2. Line 8 is of heavy thread. Tie one end to EYES of "B" Block at MAST CAP, then to block near end of YARD BACK to MAST CAP block and down to tie at PINRAIL.
3. Line 9 is medium thread. Tie to PINRAIL lead line up and through inboard block on YARD. Cement line and block as previously described. Lead line through block at end of YARD and tape temporarily.
4. Line 10 is heavy thread. Tie to PINRAIL, thread end through Outboard block, cement, and tape the end to YARD.

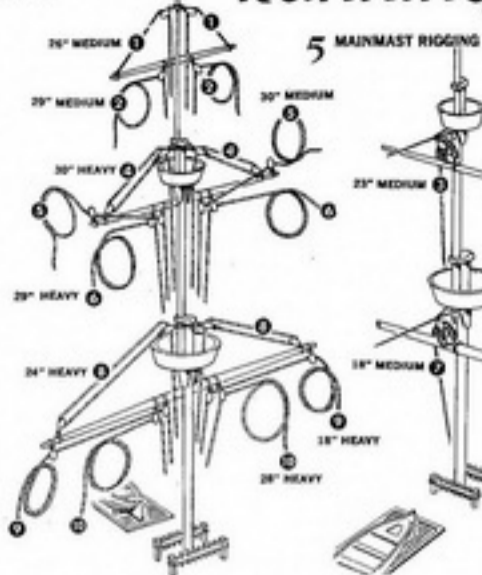
START RIGGING ON PAGE 1

RUNNING RIGGING

4 FOREMAST FOREYARD

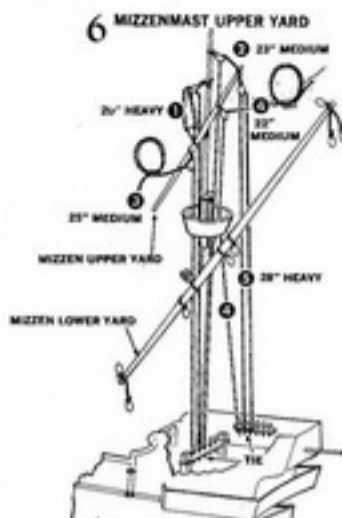


1. The FOREYARD is installed and rigged in the same manner as the just completed TOPSAIL YARD. Use the heavy TAN THREAD for all lines and install in the same order. Be sure YARD is at the same angle to center line as the ones above, when cemented to MAST. Rig all lines to the FORWARD PINRAIL.

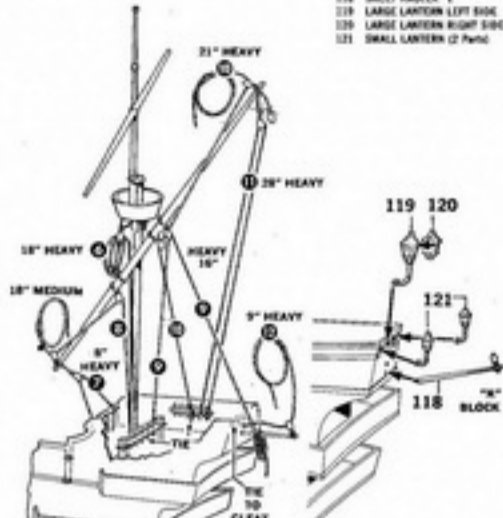


The MAINMAST RUNNING RIGGING lines are identical in size and number as well as location to those installed on FOREMAST. Refer to those drawings Steps 2, 3 and 4 for proper procedure. Use the above drawing for proper length of lines and weight for this installation.

6 MIZZENMAST UPPER YARD

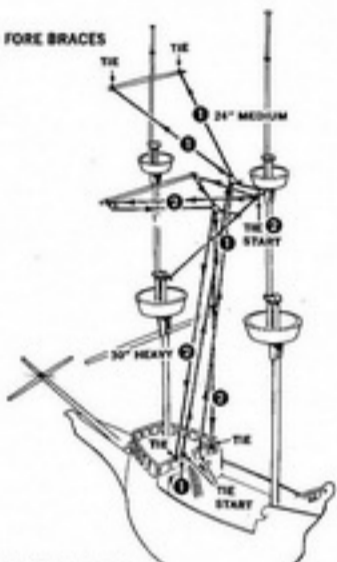


Cement the MIZZEN UPPER YARD and the LOWER YARD to the MIZZENMAST. The MIZZENMAST RIGGING follows the same general pattern as the previous masts, however due to the LATÉEN rig no two lines will be of equal length as were used in previous installations. Line 1 is heavy thread, 2 through 6 are medium thread.



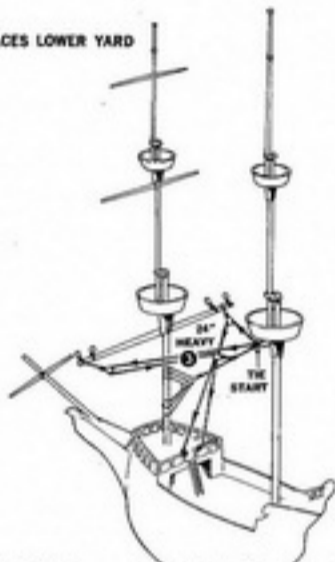
1. Tie one "A" Block to SHEET HAULER (118).
2. Cement the SHEET HAULER (118) to STERN. Cement two halves of LARGE LANTERN (119) and (120) together and to STERN. Cement two small LANTERNS (121) to STERN.
3. Complete RIGGING LOWER YARD by installing lines as indicated starting with line 1.

8 FORE BRACES



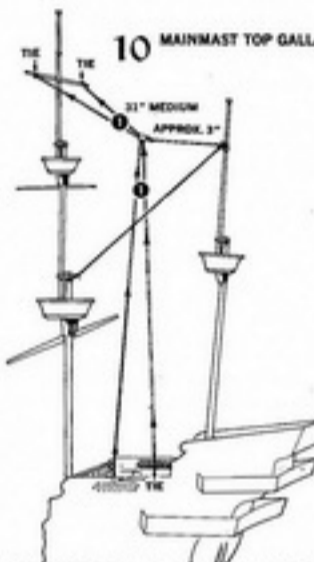
1. Install line 1 as indicated.
2. The number 2 lines may be installed individually or cut one line 60 inches long and tie to FORESTAY at center.

9 FORE BRACES LOWER YARD



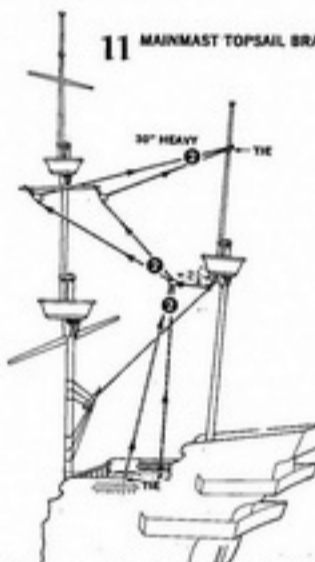
1. Line 1 is heavy weight. Install as individual lines or combined as in previous step.

10 MAINMAST TOP GALLANT BRACES



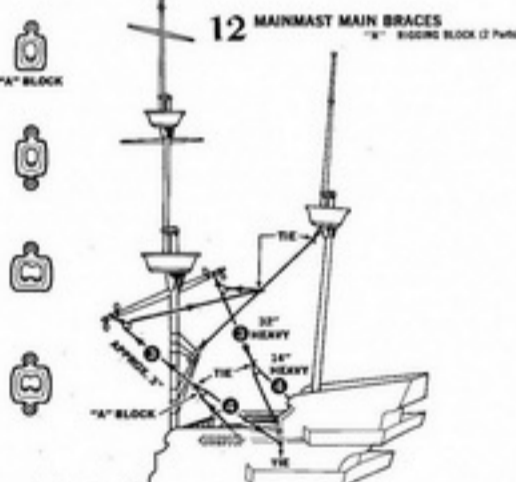
1. Tie lines to PINRAIL, through Block at top of MIZZENMAST and tie to YARD.

11 MAINMAST TOPSAIL BRACES



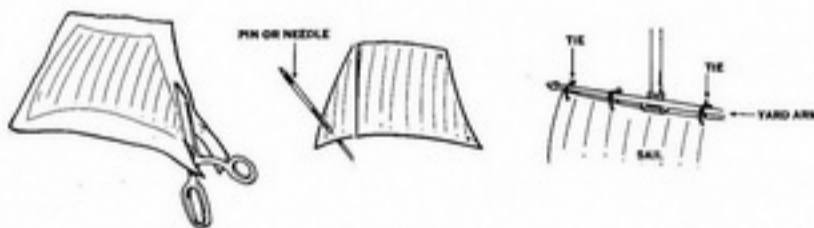
1. Install both lines, equalize tension and tie to MIZZENMAST.

12 MAINMAST MAIN BRACES



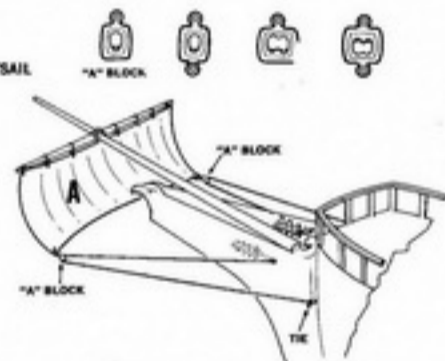
1. Tie lines 1 at center to MIZZEN STAY, lead line ends through YARD blocks and tie an "A" type Block on each end.
2. Tie line 2 to PIN RAIL, through line 1 block and to lower EYEBOLT on outside of HULL.

sails



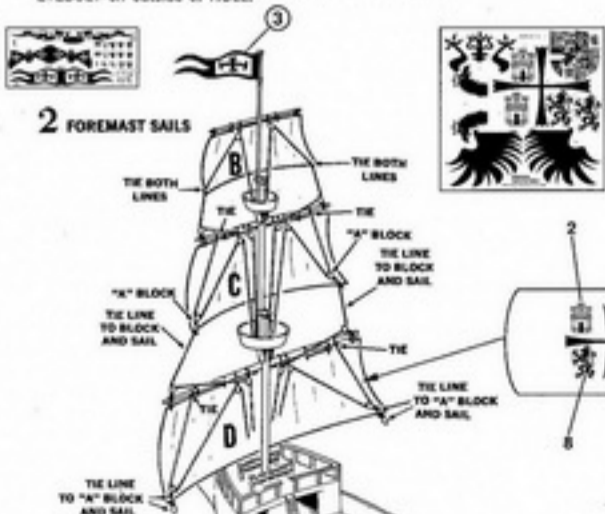
SAIL INSTALLATION
Carefully cut out and trim the individual SAILS as required. Use care in piercing the attaching holes. Do not make the holes too close to the edge or the material will tear. Pierce an adequate number along top edge to attach SAIL to YARD and one hole in each lower corner of all SAILS. Install SAILS in consecutive order starting with SAIL "A".

1 SPRITSAIL



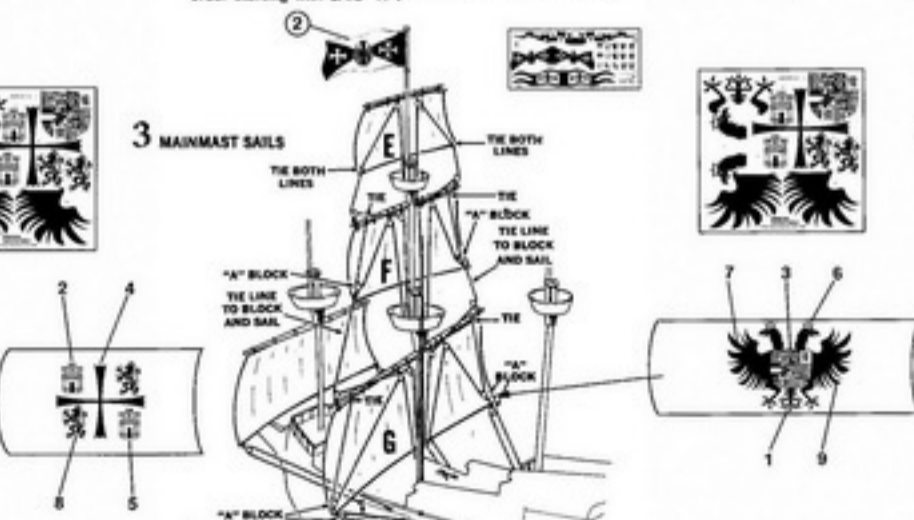
1. Tie two "A" RIGGING BLOCKS to the lower corners of SAIL "A". Then tie the SAIL to the BOWSPRIT YARD.
2. Remove lines previously stowed to the sides of the HEAD BULWARK and complete installation.

2 FOREMAST SAILS



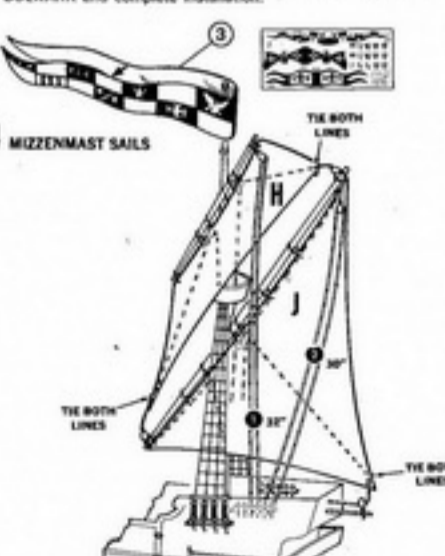
1. All the lines shown in this step have been previously installed in Steps 2, 3 and 4 of the RUNNING RIGGING and temporarily stowed.
2. Install two "A" type RIGGING BLOCKS to SAIL "C" and four to "D" at their lower corners and complete installation as shown.

3 MAINMAST SAILS

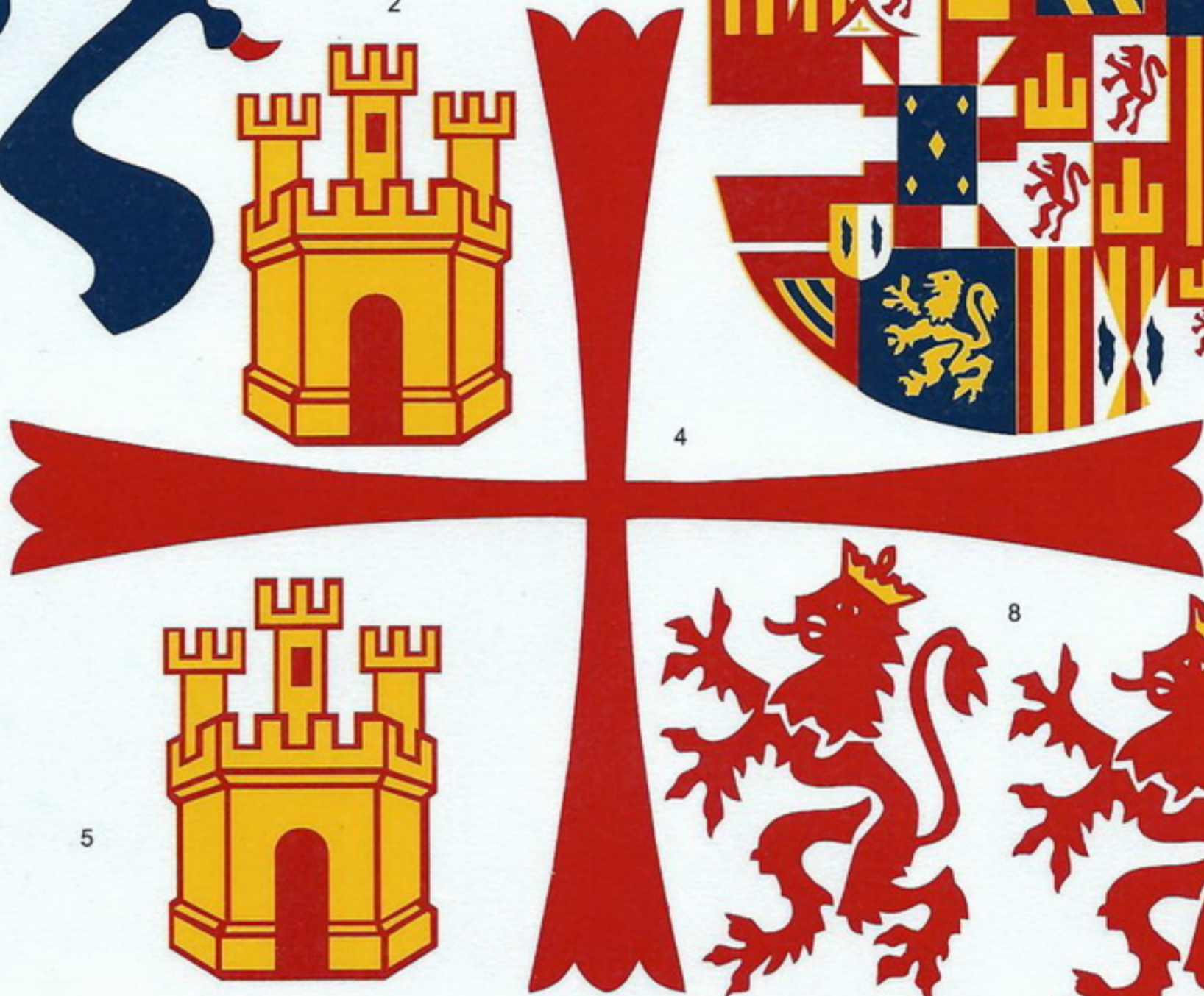


1. Installation of the MAINMAST SAILS is identical to those just completed on the FOREMAST. Use SAILS "E", "F" and "G" and six "A" RIGGING BLOCKS.
2. Remove lines stowed to sides of HULL in a previous step. Rig lines through remaining "A" BLOCKS on MAINMAST MAINSAUL. Tie ends to EYEBOLT on outside of HULL.
3. Cut two 16 inch heavy TAN THREADS and rig FOREMAST MAINSAUL. Tie to CLEAT on inside of HULL, out through hole to block and back to EYEBOLT.

4 MIZZENMAST SAILS

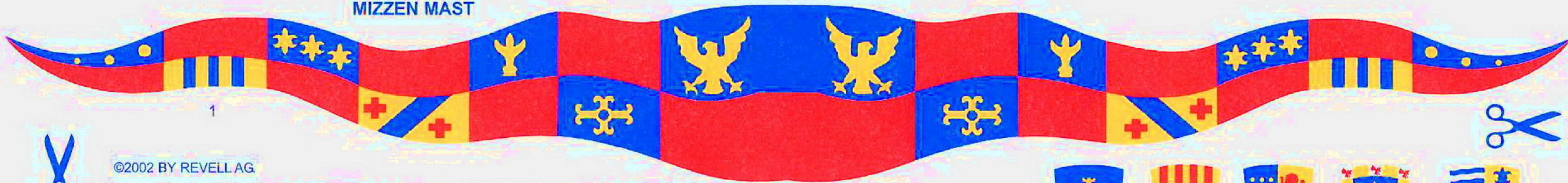


1. Cut out, pierce and install both MIZZENMAST SAILS "I" and "J".
2. Tie lines previously installed to corners of SAILS.
3. Install lines 1 and 2. These should be slightly slack, pull no tighter than necessary to hold in position.
4. Finally cut out the FLAGS carefully. Moisten FLAGS and fold around MAST as shown. SEE BOX COVER FOR PROPER POSITIONING.



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Spanische Galleon

MIZZEN MAST



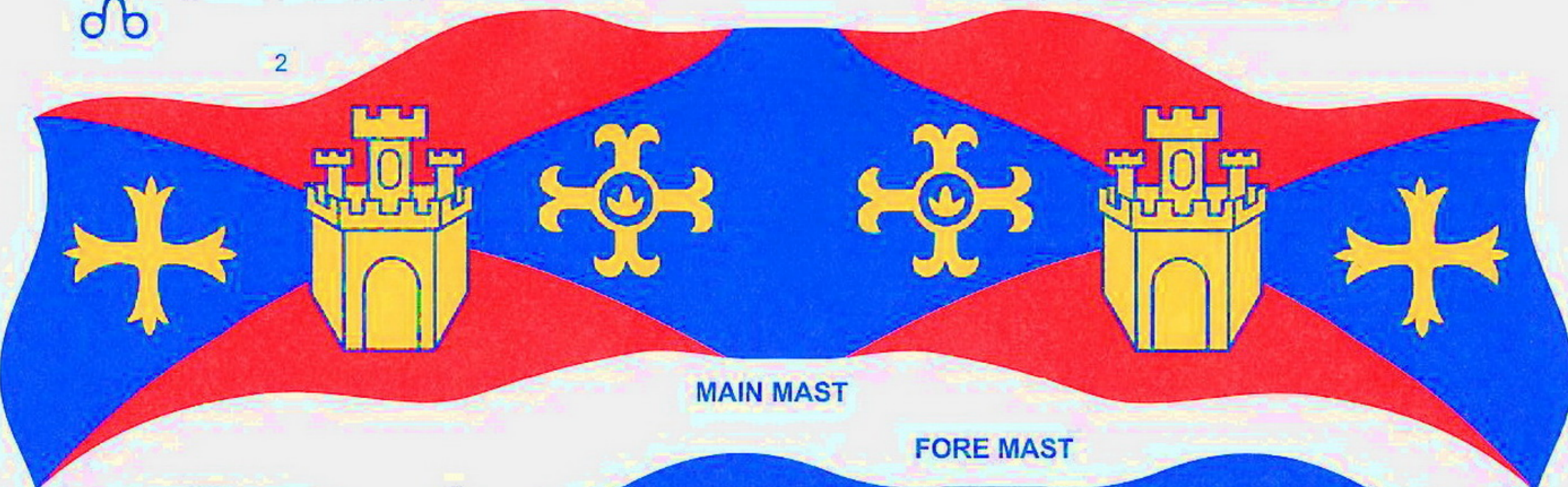
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2



MAIN MAST

FORE MAST

3



4

5

6

7

8

9

10



Cut out, Dampen and fold over pennant masts.



05620-F7456
Spanish Galleon

Printed in Germany for Revell AG. D-32257 Bünde