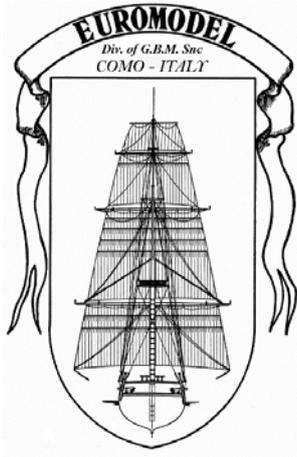


TRANSLATION LINKS:

1. type into your browser ... **english+italian+glossary+nautical terms**
2. utilise the translation dictionary 'Nautical Terms' from Euromodel website



An Interpretive Build of the **Pinco Genovese**

18th. Century Ligurian Navy Ship

Scale - 1:36

utilising the supplied kit

Spar Introduction - 06

My interpretive build is based on the supplied drawings, the kit material – and an amount of extra material.

This work only illustrates how this ship might be built. The level of complexity chosen is up to the individual

This resource information was based on the original text supplied by Euromodel and then expanded in detail as the actual ship was constructed by the author, Peter Coward. Neither the author or Euromodel have any commercial interest in this information and it is published on the Euromodel web site in good faith for other persons who may wish to build this ship. Euromodel does not accept any responsibility for the contents that follow.

This is NOT an instructional manual

It shows how I interpreted the build utilizing the provided kit ... ***and supplementing with additional material*** which was dictated by my own personal choices. Many steps could have been simplified by only using the material as it was supplied. This invariably is indicated by the heading '**Alternative 1**'. However, where I did feel that I needed to challenge myself with a higher degree of accuracy, this will be denoted by '**Alternative 2**'.

Reference Text

The Mastng and Rigging of English Ships of War 1625 – 1860 by James Lee (1984). Another indispensable book ! Without this, the masting and especially the rigging would have been difficult.

The Construction and Fitting of the English Man of War 1650-1850 by Peter Goodwin (1984)

Historic Ship Models by Wolfram zu Mondfeld (1989).

[To navigate through the contents – use 'control + click']

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Chapter 1: SPAR DIMENSIONS

12 x 350mm. (1), 10 x 310 mm. (1) ; 6 x 570 mm. (1); 5 x 590 mm. (1); 5 x 510 mm. (1); 5 x 480 mm. (1); 5 x 410 mm. (1); 4 x 500 mm. (1); 4 x 595 mm. (1); 4 x 180 mm. (1)

A: BOWSPRIT

Bowsprit Mast (A) – Albero di bompresso (5 mm.)

B: FOREMAST

Foremast (B) – Albero di trinchetto (8 mm.)

Fore Lateen (M) - Antenna di trinchetto (4 & 5mm.)

*[Fore Main Yard (F) - Pennone di trinchetto (5 mm.)]

*[Fore Topmast Yard (G) – Pennone di parrochetto (4 mm.)]

* Optional spars – refer to the translations below

C: MAIN MAST

Main Mast (C) - Albero di maestra (12 mm.)

Main Lateen (N) – Antenna di maestra (4 & 5 mm.)

*[Main Lower Yard (H) – Pennone di maestra (6 mm.)]

*[Main Topmast Yard (I) – Pennone di gabbia (5 mm.)]

* Optional spars – refer to the translations below

D: MIZZEN MAST

Mizzen Mast (D) – Albero di mezzana (6 mm.)

Mizzen Lateen (L) – Antenna di mezzana (5 mm.)



Figure 1: Three Lateen Booms

E: STERN

Outrigger Boom (E) – Asta poppiera del buttafuori (5 mm.)

Translation from Plan Sheet 3

Le antenne di mezzana L, di trinchetto M, di maestra N, e le vele latine rispettive (O-T-U) nonche il fiocco V devono essere ricavate dalla presente tavola

The dimensions of the booms of the mizzen, foremast & main mast (L, M, & N) and the lateen sails O, T & U as well as the jib V must be obtained from the plan drawings.

Tutti i pennoni, le antenne (e relative vele) devono essere comunque costruite indipendentemente dal tipo di armamento scelto (buono e cattivo ... etc

All yards, antennas (and their sails) must be still constructed regardless of the type chosen (good and bad weather) and be part of the equipment - see Plan Sheet 1.

Chapter 2: GENERAL OVERVIEW

Spars

The masts include the following ...

- Bowsprit
- Fore
- Main
- Mizzen

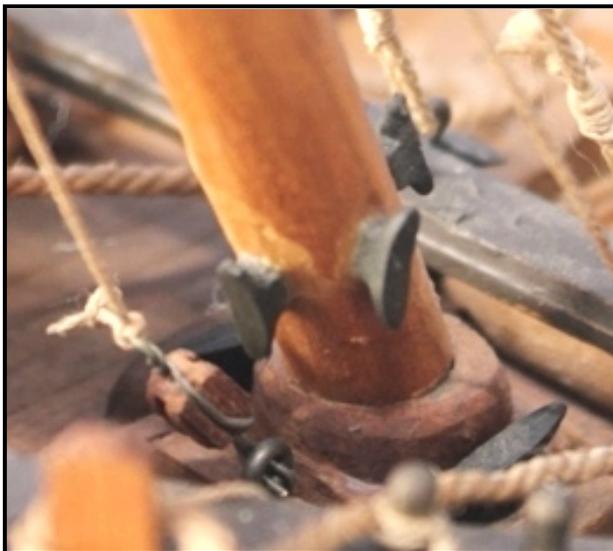
Associated spars include the ...

- Lateens (antenna ...)
- Yards as 'optional extras'

Foremast



Although *almost completely hidden* in Fig. 4 by rigging, two (it almost looks like three, but two is correct) simulated sheaves at the mast head are present. At the time of writing, I plan to utilize actual brass sheaves with diameters 4 mm.

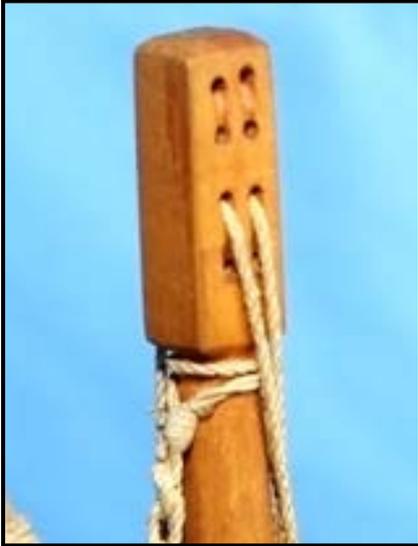


As for the Main Mast, there is a reinforcement frame around the mast collar. The acute angle of the mast is clearly evident.

There are *four* cleats arranged around the mast and *two* on the frame.

Figure 4: Foremast Head and Heel – not my build

Main Mast



Four simulated sheaves are shown at the mast head in Fig. 5 and the method used is more than satisfactory. At the time of writing, I plan to utilize actual brass sheaves with diameters 4 mm. and 2 mm. Both sizes are approx. 1 mm. thick.



Fig. 5 shows the addition of a reinforcement frame around the mast collar, the latter I suspect being made from metal?

There are *five* cleats arranged around the mast and *two* on the frame.

Figure 5: Main Mast Head and Heel – not my build

Mizzen Mast



Figure 6: Mizzen Mast - not my build

Apart from the mast collar, another obvious feature is the supporting bracket over the outrigger boom.

There are *four* cleats arranged around the mast.

Outrigger Boom

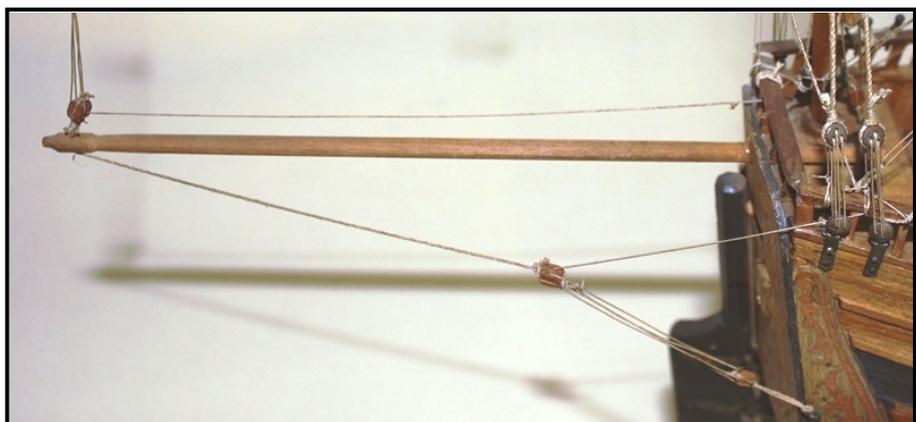


Figure 7: Outrigger Boom

Bowsprit



Figure 8: Bowsprit

Lateen Masts

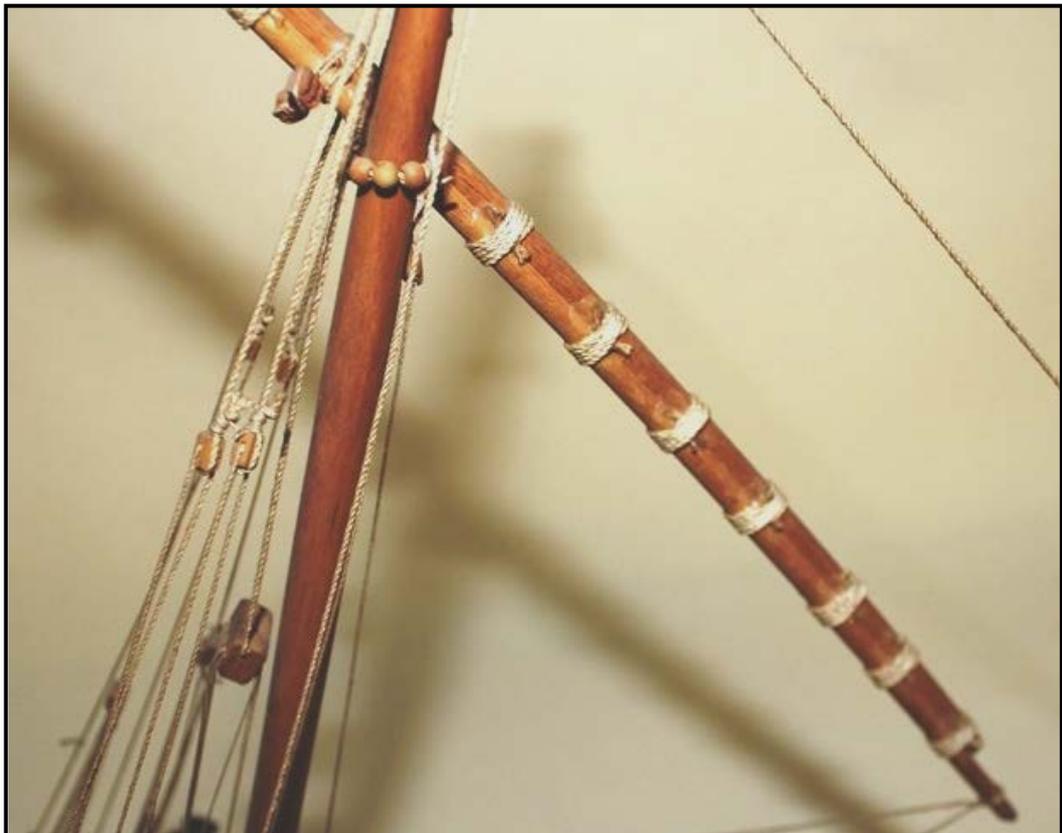


Figure 9: Foremast Lateen Boom

Mast Raking

According to Goodwin (1987) ...

- Foremast & Main Mast generally set at 90° *to the keel* but sometimes inclined aft at an angle of 1° .
- the Mizzen Mast was inclined aft somewhere between 4° - 5° .

In reality, the situation was a little more complicated with the ship's master adjusting the rakes to his own wishes in order to gain a small advantage in speed and manoeuvrability.

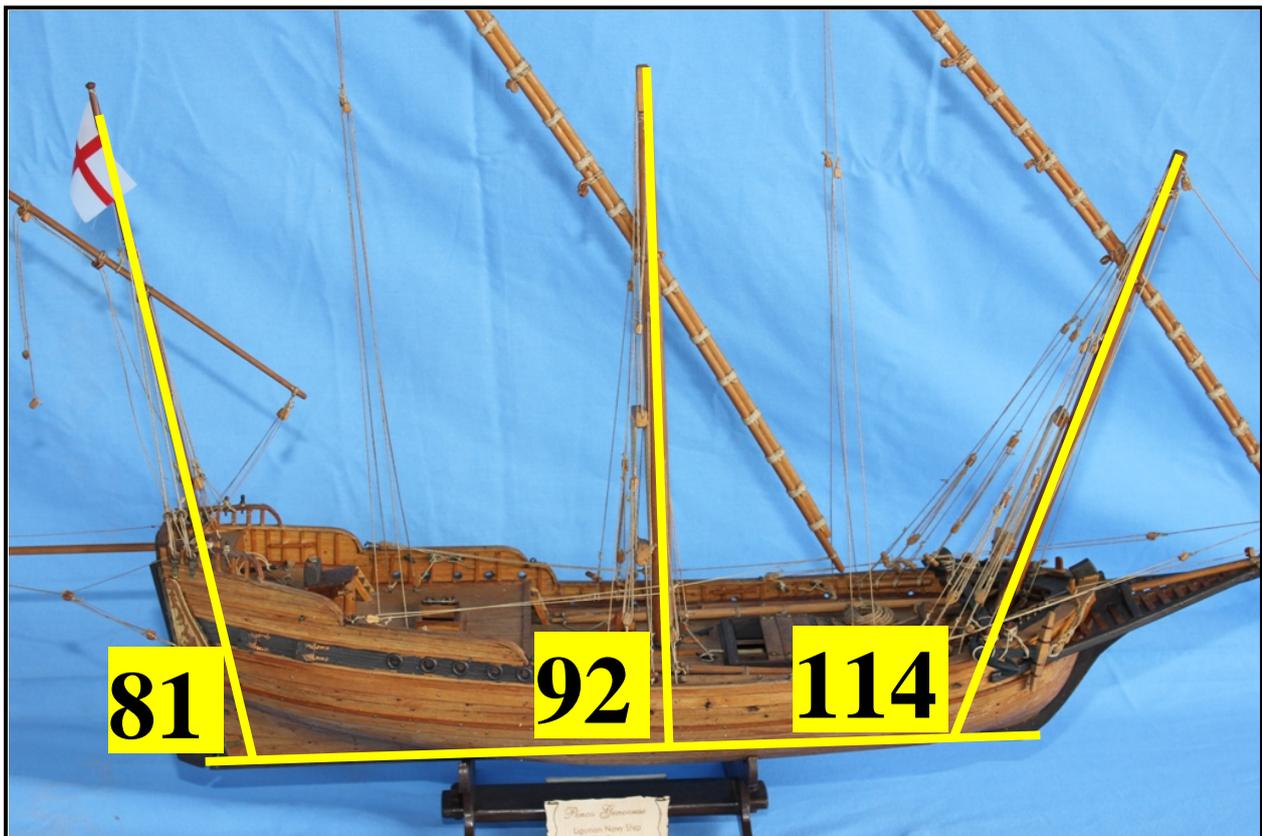


Figure 10: Determination of Pinco Genovese Raking