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

BARBARY PIRATES
Under the command of Captain Edward Preble, Constitution led an expedition into the den of the notorious Barbary Pirates in 1803. For 100 years these pirates had plundered, terrorized, and enslaved foreign sailors captured along the North African coast. The geography of the area made commercial shipping extremely hazardous. Often a northeasterly wind could force a shipping into the pirate-held coastal areas. This would result in the loss of the ship and its cargo, and lifeboat abandonment of the crew.

Constitution arrived in the Mediterranean area as flagship of the squadron, and under the guidance of Captain Preble, the Americans blockaded the port of Tripoli. Leaving the 26-gun frigate Philadelphia and several smaller ships to enforce the blockade, Preble took Constitution to his base at Syracuse, Sicily. In the meantime, Philadelphia had run aground on uncharted rocks and had fallen into the hands of the pirates. A few days after her capture, an unusually high tide floated her free, and she became a valuable addition to the enemy fleet.

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

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

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

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

Seven years later, in 1812, United States was at war with England. Captain Isaac Hull, Constitution's new commander, sailed up the Atlantic coast toward New York where he planned to join a squadron led by Commodore John Rodgers. Early in the evening of June 17, Hull approached a squadron of five vessels. Attempting to join up with the squadron was difficult in the light breeze. By sunset the entire group of ships was becalmed on a glassy sea.

The next day also brought surprise as Hull recognized the five vessels as British warships. The British, on identifying Constitution, tried to give chase. But the morning breeze was too light to move the huge ships. A few shots were fired but none were registered. Hull ordered Constitution's boats lowered and her crew tried to tow her out of danger by rowing. The British did the same and gradually narrowed the gap.

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

All available rope and chain were fastened into one long cord to which the kedging anchor was secured. The great hook was lowered into two boats, carried ahead of the ship, and dropped. Constitution was handled by turning the captain and drawing the ship to the anchor. For two days the crew toiled, repeatedly drawing the anchor ahead and kedging to it. The British, not to be denied their prize, adopted the same tactics, but were still unable to draw within firing range.

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

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

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

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

Hull and his crew were enthusiastic. As Constitution drew near to the British vessel, Hull told his impatient gunners: "You shall have her as close as you please. Sailing Master! Lay her alongside!" Constitution's guns thundered as round and grape shot tore into the Guerriere. The British gunners could fire with rapidity but suffered from lack of accuracy. Most of their shot went into Constitution's rigging. As Constitution directed her fire into the hull and lower portion of the enemy ship, Guerriere's mizzenmast soon came tumbling down in a confusion of timbers and timbers.

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

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

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

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

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

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

SPECIFICATIONS
USS Constitution — Frigate

- Displacement: 2,200 tons
- Hull length: 204 feet
- Length overall: 296 feet
- Length between perpendiculars: 175 feet
- Beam: 43 feet, 6 inches
- Sailing draft: 21 feet forward, 23 feet aft
- Speed: 13 knots
- Crew complement: 450
- Armament varied. Your REVELL model is fitted as follows:
  - Long 24-pounders: 10
  - 32-pound carronades: 22
  - 18-pound bow chasers: 1
- Broadsides: 648 pounds

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Painting the various small parts will be much easier if accomplished before starting the assembly of your model.

The runner system provides a handy holding fixture during painting and while parts are drying.

Paint should not be applied to cementing surfaces, as the cement will not make a good strong bond through paint.

Fit parts together before cementing, in this way you will know where cement is to be applied as well as if paint will need to be removed.

To avoid the loss of parts identification DO NOT REMOVE any parts from the runners until called for in the assembly instructions.

**PAINTING THE BLACK PARTS**

1. Place the Black Parts in front of you as shown. Carefully remove both the RIGHT HULL Part (1) and LEFT HULL Part (2) from the runners.
2. Apply masking tape to the outside of each HULL above the top edge of the copper plating. Press the edge of the tape down firmly to prevent paint from going under the edge of the tape.
3. Paint the bottom outside surface of each HULL COPPER.
HULL AND STERN DETAIL PAINTING

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

3. Paint detail engraving GOLD in areas at FRONT and REAR of HULL and at REAR WINDOWS as indicated as well as the two NAME PLATES part (10).
4. See Detail Drawing for painting instructions for the TRANSOM Part (7).
5. Paint the detail parts as indicated by small color callout Flags.

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U.S.S. Constitution
PAINTING THE TAN PARTS

1. Place the TAN parts in front of you as shown.
   The LOWER MASTS will be easier to paint if assembled. So CAREFULLY REMOVE
   Part (56) and cement to Part (57). DO NOT REMOVE (57) from runner. In the same
   way remove (66) and cement to (67), and then remove (76) and cement to (77).
   Allow cement to dry before painting these parts.

2. The MAIN DECK (12) detail will be on bottom side. Remove part and turn over.

3. Paint FRAMES around DECK openings. GRATINGS and GUN CARRIAGES
   BRAUN.

4. Paint the detail parts as indicated by color flags. Note: UPPER MASTS (61), (71),
   and (81) are only painted in areas between arrows.

5. Paint Parts (58), (60), (66), (70) and (78), (80) on both top and bottom.

6. Paint all the SMALL BOAT HULLS Parts (41), (43), (45), (47) two Parts (49) and
   (51) on the inside and outside.
LOWER GUN DECK

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

TAN SECTION

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

BROWN PARTS TO DECK

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

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

5 LARGE GUN BARREL BLACK
21 CATHEADS (2 Parts) BLACK
22 GALLEY STACK BLACK
23 BINNACLES (2 Parts) BLACK
24 SMALL GUN BARRELS (22 Parts) BLACK
25 BOW CHASER GUN CARRIAGE TAN

1. Cement two CATHEADS (21) to sides of HULL.
2. Cement GALLEY STACK (22) to DECK.
3. Cement two BINNACLES (23) to DECK by WHEEL.
4. Cement twenty two SMALL GUN BARRELS (24) to GUN CARRIAGES on DECK.
5. Cement one remaining LARGE GUN BARREL (5) to the BOW CHASER GUN CARRIAGE (25) cement CARRIAGE to DECK.
**BREAST WORK AND ANCHORS**

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

**CHANNELS TO HULL**

1. Cement LEFT (32) and RIGHT (33) FORE CHANNELS to HULL.
2. Cement LEFT (34) and RIGHT (35) MAIN CHANNELS to HULL.
3. Cement MIZzen CHANNELS LEFT (36) and RIGHT (37) to HULL.
4. Cement two BOAT DAVITS (38) to each side of HULL.
5. Position two STERN BOAT DAVITS (39) through holes in STERN and cement to HULL sides.
Assemble the seven SMALL BOATS by cementing their respective SEAT sections to the HULLS.

1. Cement 20 FOOT DINGHY SEAT (40) to HULL (41). Turn upside down and cement to 30 FOOT CUTTER SEAT (42), cement SEAT to CUTTER HULL (43). Cement as assembled BOATS to right side DECK locators facing forward.

2. Cement 30 FOOT LAUNCH SEAT (44) to HULL (45). Cement BOAT to DECK locators on left side facing forward.

3. Cement 28 FOOT CUTTER SEAT (46) to HULL (47). Cement to DECK locators facing to the rear.

4. Assemble two 23 FOOT JOLLYBOAT SEATS (48) to HULLS (49) and one 23 FOOT CUTTER SEAT (50) to HULL (51). Set these boats aside until called for in rigging assembly.
52 BOWSPRIT RIGHT  TAN
53 BOWSPRIT LEFT  TAN
54 DOLPHIN STRIKER  TAN
55 SPRITSAIL YARD  BLACK

1. Cement RIGHT (52) and LEFT (53) sides of BOWSPRIT together.
2. Cement DOLPHIN STRIKER (54) and SPRITSAIL YARD (55) to bottom of BOWSPRIT.
3. Cement BOWSPRIT to front of HULL.
1. Line loops around MAINMAST above MAINMAST TOP, looped and is tied around FOREMAST TOP. Loops back and forth four times and is tied off above FOREMAST.

2. Line 3 is a single line between MAIN and FOREMAST.

3. Loops are led down between MAIN and JIB BOOM. Final tie is near top of FOREMAST.
Rigging the Mast Back Stays

1. The Foremast Back Stays line and attach to the front of the Foremast Caps.
2. The line to the Mainmast Top from the back and approximately the center of the Mainmast Stays through the Mizzenmast top and back down to
3. The line starts near the back of the Mizzenmast and through the Mizzenmast. The line is a single line between Mizzen and Top main and the top of the Mizzenmast.
RIGGING SMALL BOATS

1. The two JOLLYBOATS and one CUTTER assembled in Step 7 are.

2. WRAP SWIVEL on JOLLYBOATS back to GAF.

3. SPANNER BOOM and the opposite BOAT Davit, and back to boat.

4. Lead line through hole in stern of boat.

5. SPANNER GAF, Lead line up and around MIZzenMast to GAF.

6. SWIVEL and JOLLYBOATS down to FINISH.

7. SWIVEL and JOLLYBOATS back to GAF.

8. SWIVEL and JOLLYBOATS back to GAF.

FINISH

SWIVEL

START THE

WRAP
1. The lower yard has double lines and ends on the yard.

2. The top brace is a single loop around the main mast and extends to the yard, back to the mast, and around the mizzenmast cross tree.

3. A double line is used for the chain yard.

MIZZEN MAST BRACES

MAINmast BRACES
Each sail has an identifying letter next to it on the sail edges. Carefully cut out each sail only as instructed, this will prevent tearing or stretching the sail. The short length of small Tan thread in holes used to attach sails to yards is indicated in the lettering of the sail itself.

If you would like to rig instructions, the length required will be indicated as in previous rigging instructions.
VARGS as shown.

1. Cut Jibs A and B from sail sheet, punch holes and the corners to hold in position. The three \( \bar{1} \) and \( \bar{2} \) to rail as shown to correct stays. Touch ties with a small drop of sail to sail. Ties shown in detail drawings on page 22. Attach threads as shown in detail drawings on page 22.

2. Cut sail C from sail sheet, punch holes and the short threads as shown.

3. The top of sail to lower varge and bottom thread to boom. The lower corners of sail as shown.

4. Sails D, E, and F are all installed in the same way, cut out, punch holes. The short threads to boom.

5. Kit and rail as shown.
1. The MIZZEN STAYSAIL S and Q are installed in the same way that the MAIN STAYSAILS P and R were installed.
2. Cut out and install MIZZEN MAST SAWS P, Q and R in that order.
3. Cut out SPANNER SAIL S, tie line (16) to the top near corner.
4. Install SAIL and then attach end of line (17) to hull as shown.
5. Cut out FLAGS and install line (18) and top of MAIN MAST as shown.