Prestige Series™

AURORA® Heller

La Réale de France

KIT NO. 6541

1/75 Scale

6541-140

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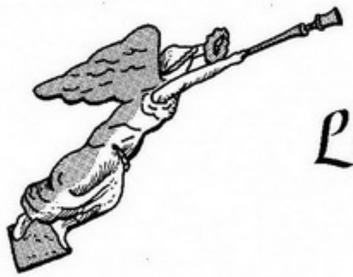
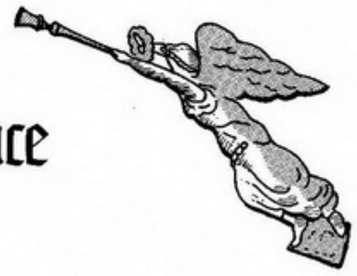


La Réale de France



During the Renaissance period of the French Navy, two seperate categories of warships were formed. The Atlantic Fleet was formed primarily of the classic "Galleon" style of ships. The Mediterranean coast was defended by the French galley fleet. Traditionally, the most ornate of these slender graceful ships carried the name "Réale" (Royal Galley). The long line of Réales were reserved for the King's galley and from 1526 flew the flag of both the fleet commander and the King. The best known of this series was the fabulous King's Galley of Louis XIV.

In the 17th century, galleys were classed in two categories: ordinary galleys with twenty-six pairs of benches, and special galleys that had a greater number of benches. The Réales or Royal Galleys ranked among the largest of the special galleys. They could have up to thirty-three pairs of benches. They were also differentiated by the number of men per oar. Generally, there were five rowers per oar, but the Réales might have up to seven men per oar. Another point that differentiated the royal galleys was, of course, the décor, which was far more luxurious than on other galleys.

The most technically advanced galleys made their appearance at the beginning of the 17th century. The designation of galley seems to have been in use since the middle of the 13th century. At that time, one finds the designation "galéasse" which apparently refers to large galleys. All galleys were of similar design. However, some differences have to be noted from one builder to another. Indeed, there was no question of cooperation, and galley builders would build their masterpieces in accordance with secret rules and principles that were jealously guarded within the shipyards and in builders' families. As a general rule, the galley is a ship of extremely fine line, with a length-to-beam ratio of more than eight to one. The hull is very low in the water at the bow and midships, but rather high at the stern. The galley was initially designed to navigate the Mediterranean but examples are found in the Atlantic, the English Channel and even in the Baltic.

Fighting between galleys generally took place upon boarding, after discharge of the pieces which fired into the path of the ship. The fighting was done with side arms, and most often ended in a duel between the two captains.

This Aurora-Heller reproduction is a model of the Réale of King Louis XIV from the late 17th century. The sculptures that decorate it can be attributed to the well-known sculptor Pierre Puget. According to documents of that period used for the reconstruction, the hull of this galley measured about 170 feet in length as against a beam of 21 feet. It had thirty-one pairs of benches, one of the benches to port being replaced by the kitchen. There were seven men per bench, which would indicate that the crew (of galley-rowers) comprised at least 427 men. It would be incorrect to think that the galleys navigated only under oar power: sinch the crew tired rapidly, the galleys had to operate under sail on cruises. Moreover, they operated very well using this method of propulsion, and the oars were used primarily during combat and in maneuvering.

The cannon were positioned under the forecastle. The largest of the cannon was mounted in the bow turret and was known as the "bow chaser" It was fixed, and to change its horizontal direction, it was necessary to maneuver the entire ship. Two medium-caliber cannons known as "batardes" and two other smaller-caliber cannon, the "moyennes", were mounted on either side of the bow-chaser. Twelve pivot-mounted missile-throwers were mounted on the runners. Amidships, there was a long corridor, the gangway, patrolled by two warders with whips. The job of these men was to enforce the pace set by the commander. Underneath the benches of the convicts, there was a footrest, the "pédaque", and a wider crosspiece, the sill, where the slaves sat when resting and when the ship was under sail. The galley-rower never left the galley. He was chained by one foot to the sill. Each oar had seven handles. The oarlocks were attached to strong beams called the "apostis" (one on each side). Against these beams was a passageway, the gangway (one gangway on either side), where the crew and soldiers were posted. The forecastle, called the "rambade" formed a combat platform located on either side of the foremast. This mast rose on the front edge of the deck and the mainmast was located in the middle of the deck area. Aft was the large open poop-deck or "carrosse", traditionally covered by a splendid tent known as the "Tendelet".

The Reale carried two boats: a heavy boat called the "Caiq", which was used, among other things, in hoisting the anchor, and another lighter boat known as dinghy. Each of these boats was manned by a dozen men. The boats were usually towed, but could also be hung from davits above the rowers.

The interior furnishings of the galley started out under the stern deck with the captain's cabin, then a small room used by the chief officers and for bridge equipment. Then came stores for beverages and fresh foodstuffs, and, another store for dried foodstuffs. Broadside, there was a compartment known as a tavern and, alongside that, stowage for the sails; then came the cellar for the wine sold by the commander to the crew. There was a compartment from the tavern to the powder store which was in charge of the master gunner. The forwardmost compartment was a rope store which also served, if needed, as an infirmary for the sick and wounded.

IMPORTANT read these instructions before starting

The following construction options must be decided before you start building your Model.

a. If your Model is to appear when completed as if under "Full Sail" that is attaching Sail to Yards with those lines required to secure and tie-off, then all oars on both sides will not be in rowing position.
b. If you prefer to have oars displayed on both sides as if manned then "Full Sail" will not be attached to Yards.

GENERAL

Study the illustrations and instructions carefully before you start assembly.

Use only a cement suitable for Styrene Plastic. It is recommended that both liquid and tube cement be used. Liquid cement is best used for attaching small parts. Apply cement sparingly to avoid ruining surface defination and parts details.

Use a hobby knife to cut parts from the plastic frames and remove any excess plastic. Part should be clean and smooth of all mold marks before painting and assembly.

Locate and position parts during assembly sequence without cement first so as to check for proper fit. This will help to determine exact location before cementing.

All parts are numbered for positive identification. Do not remove parts from their frames until they are required to avoid confusing similar parts or losing parts.

Assemble parts in the sequence listed in each assembly step. The sequence of assembly appears as a white number on a black dot (3), and part number will appear next to circled sequence number as shown 3 6 (6) being the part, this is only a typical example.

The following Standard Modeling Tools, while not absolutely required, will aid in making the assembly much easier.

1. Modeling or Hobby Knife - Use for scraping excess plastic, trimming parts from frame and fitting.
2. Small Files or Emery Boards - Use for finishing glue joints and fitting.
3. Fine Sandpaper and Steel Wool - Use for fine finishing surface.
4. Paint Brushes (various sizes) - Use for painting (a fine brush for liquid cement).
5. Tweezers - Use for handling small parts and reaching between rigging lines.
6. Scissors - Use for trimming rigging and cutting out Sails and Flags.
7. Clothes Pins - Use for clamping assemblies together to setup after cementing.
8. Rubber Bands - Use for holding assemblies together to setup after cementing.
9. Masking Tape - Use for paint masking and holding parts for painting.
10. Needle Threaders - (available at sewing centers) Highly recommended for feeding rigging through small holes in blocks, pulleys and etc.

PAINTING

Use only enamel or paint for styrene plastics. Allow those parts painted to dry thoroughly before handling.

When cementing painted parts, scrape away paint only in area where bonding. Cement will not hold effectively over painted surface.

Parts shall be painted according to color callouts indicated on Assembly Instruction Sheets. Some parts are best painted before removal from the Part Frames, still others should be painted at the subassembly stage for a professional result but before installation on the ship (ie. cannon barrels, cannon trucks, masts, figures, etc.)

ASSEMBLY NOTATION

To ease symmetrical operation of parts reference designation of Port (left) and Starboard (right) will be used during assembly.

PULLEY NOTATION

Pulleys are designated by part number, except where 2 or more parts are required to form a special pulley. These special fittings are called out by letter such as "A", etc.

RIGGING CORD NOTATION

Three sizes of rigging cords are included in this kit all being brown in color. They are refered to by a letter in a circle, designated as follows: Ⓐ = fine thread, Ⓑ = medium thread and Ⓒ = heavy thread.

AREA NOTATION

The area of ship rigging is indicated by a letter preceding assembly number sequence. Areas coded are listed below:
D - Main Mast and Main Yard, running rigging
E - Main Mast, standing rigging
F - Fore Mast and Fore Yard, running rigging
G - Fore Mast, standing rigging
H - Anchor and Buoy rigging

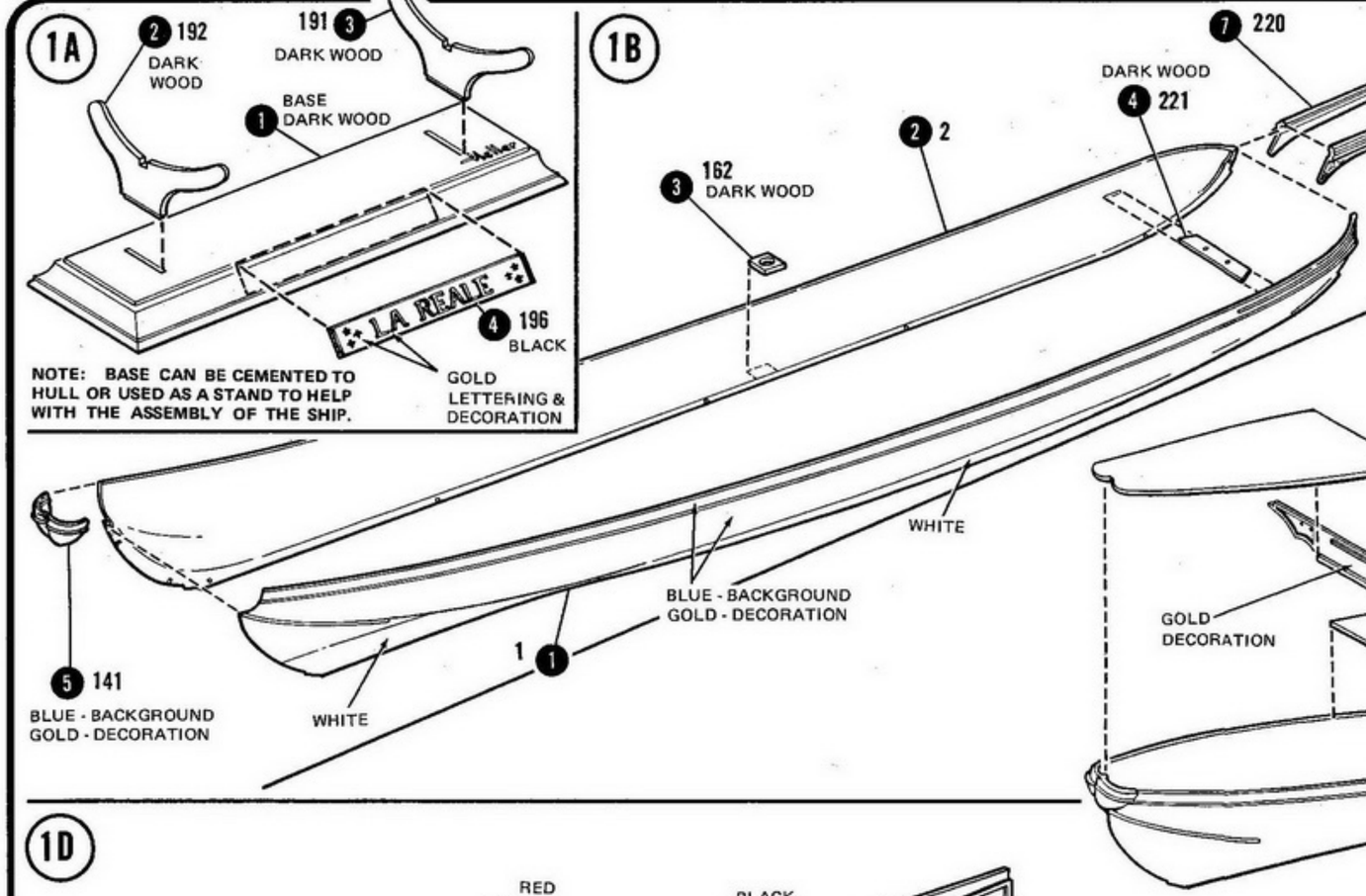
RIGGING EYELET NOTATION

Eyelets are designated by letter and number combination such as: a1, etc. and are found so called, in rigging assembly areas only.

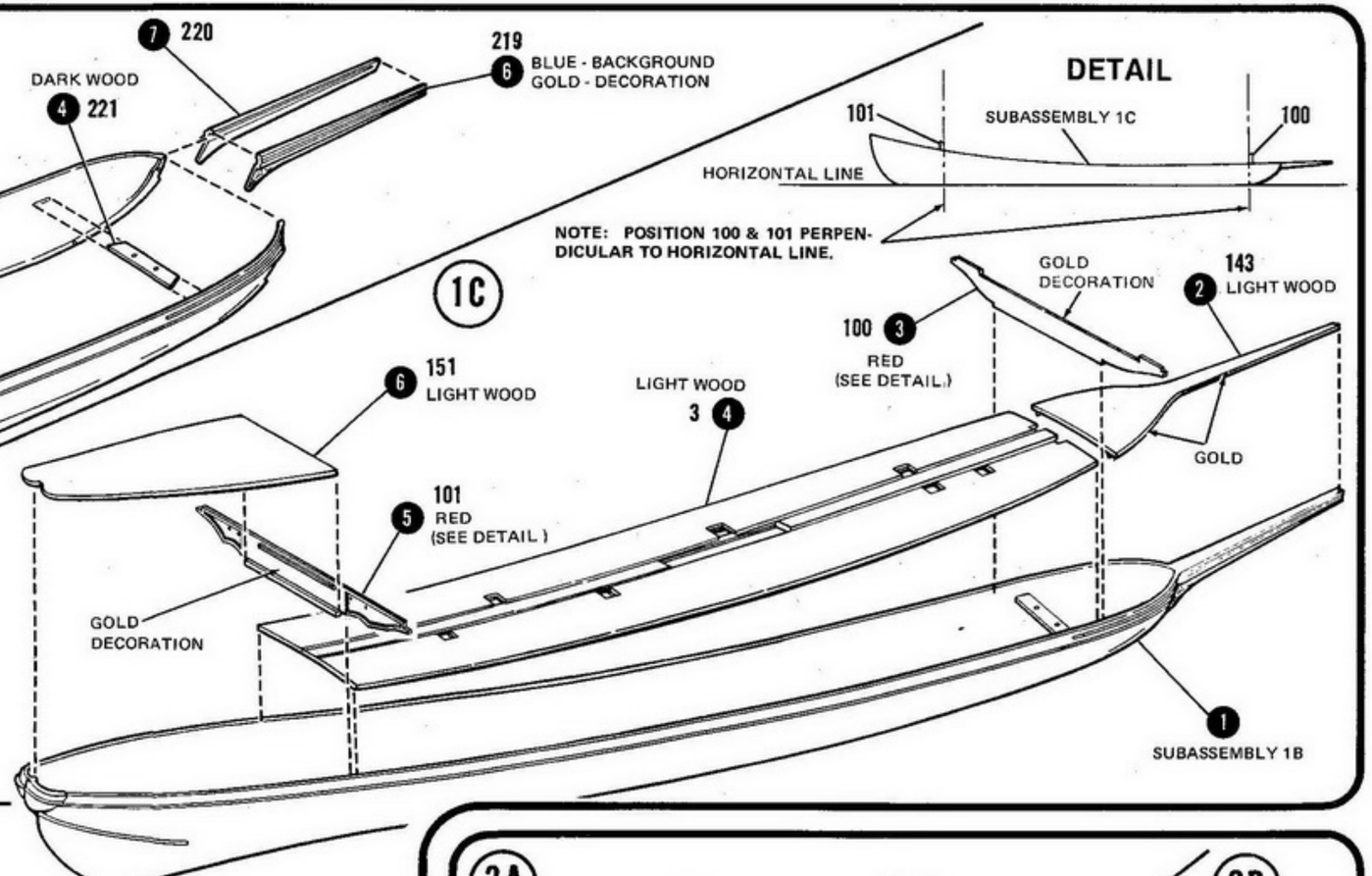
1A

NOTE: BASE CAN BE CEMENTED TO HULL OR USED AS A STAND TO HELP WITH THE ASSEMBLY OF THE SHIP.

1B



1C



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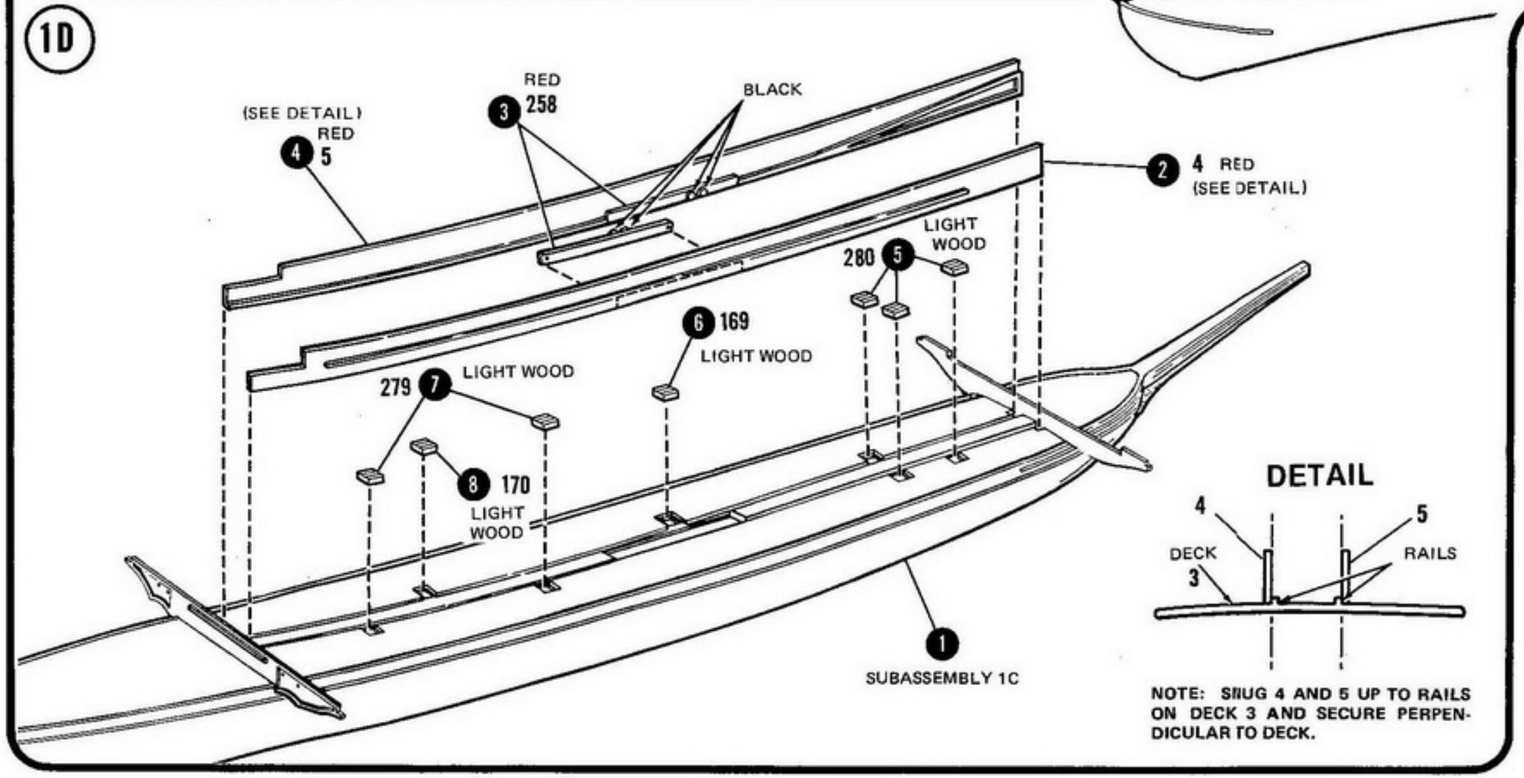
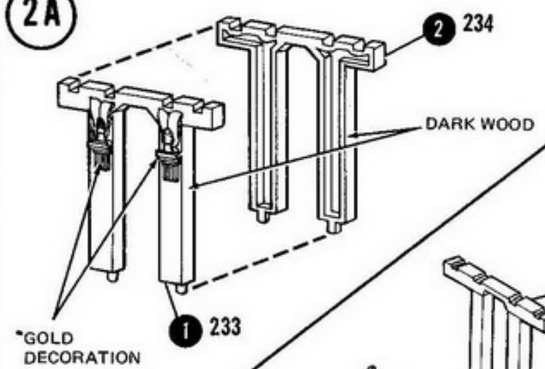


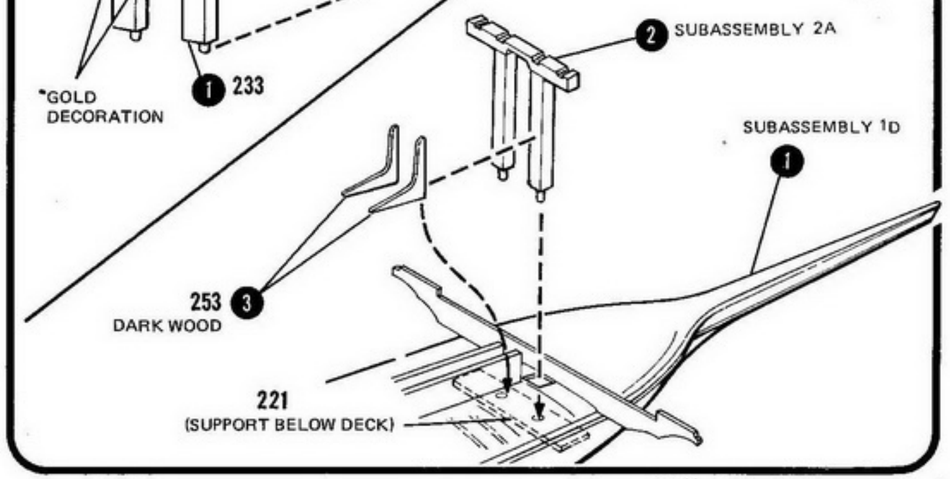
DETAIL

NOTE: SNUG 4 AND 5 UP TO RAILS ON DECK 3 AND SECURE PERPENDICULAR TO DECK.

2A



2B



3A

NOTE: POSITION CAREFULLY AND SECURE DECK RIBS BY PART NUMBER SEQUENCE, 28 FIRST AND 97 LAST. REPEAT ON PORT SIDE. STARBOARD SHOWN TRIM RIBS 38, 39, 87, 88 TO FIT, SEE DETAIL 2,. PORT NOT SHOWN. TRIM RIBS 81 AND 82 TO FIT. SEE DETAIL 2.

RED
RIBS 28 THRU 62 (2)

28 (DECK RIB)

NOTE: RIBS 28 TO 31 HAVE NO LOCATING PIN.

39 38 31

62

SEE DETAIL 1

RED
RIBS 63 THRU 97 (3)

63

95 88 87

NOTE: RIBS 95 TO 97 HAVE NO LOCATING PIN.

97 (DECK RIB)

(1) SUBASSEMBLY 2B

STARBOARD

(9) 18 PORT RED
(2) 16 RED

PORT 22 (12) RED
(SEE DETAIL 3) 14 (5) RED

RED (11) 21 PORT
RED (4) 13

PORT (10) 19 RED
(SEE DETAIL 3) (3) 17 RED

GOLD TRIM

GOLD TRIM

LOCATING TAB
(SEE DETAIL 4)

(1) SUBASSEMBLY 3A

3B

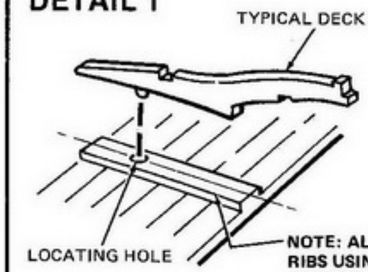
101

RED (6) 15
RED (13) 20 PORT

RED (7) 15A (SEE DETAIL 3)
RED (14) 20A PORT

RED 6 (8) (SEE DETAIL 3)
RED 7 (15) PORT

DETAIL 1



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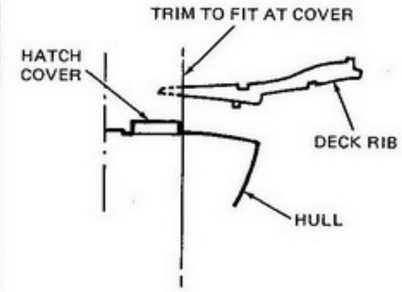

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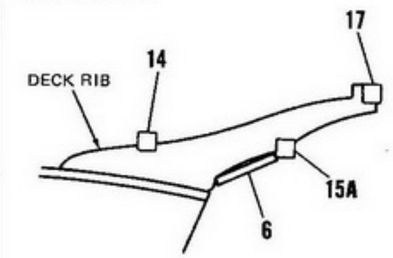

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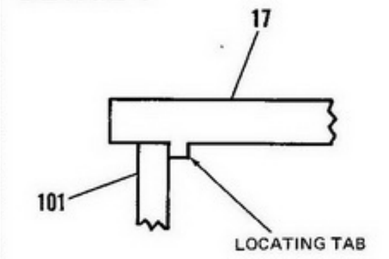
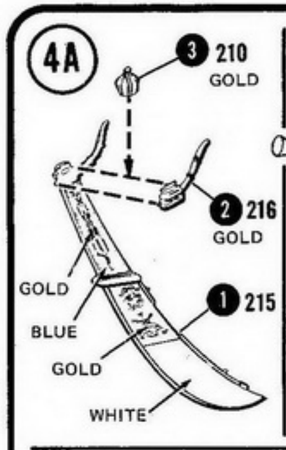
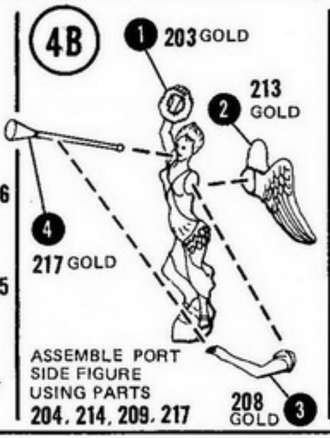
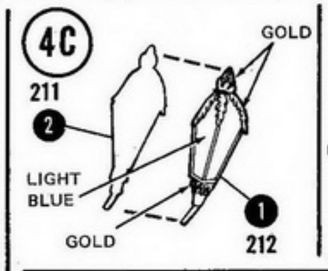
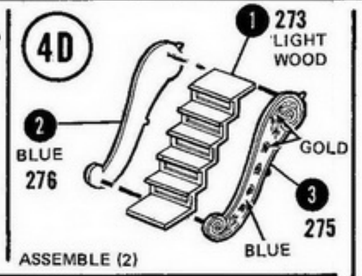
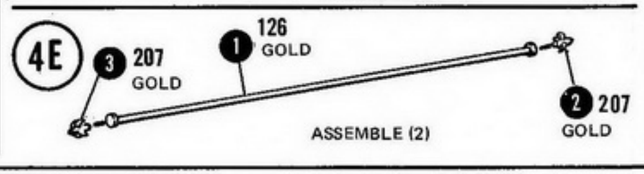


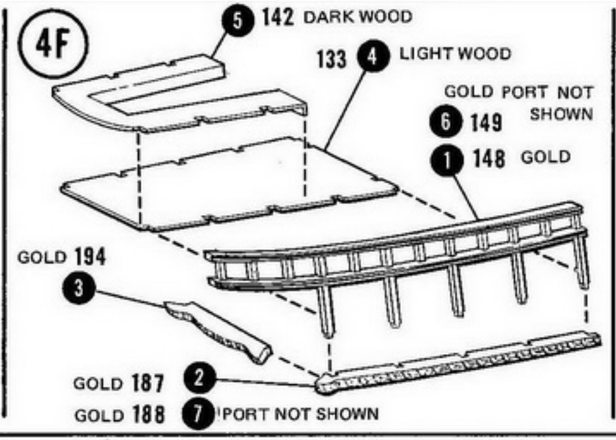

4A
3 210 GOLD
2 216 GOLD
GOLD
BLUE
GOLD
1 215
WHITE

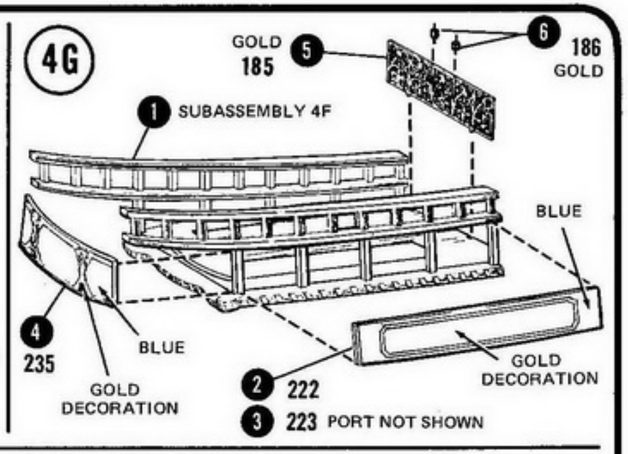

4B
1 203 GOLD
2 213 GOLD
4 217 GOLD
ASSEMBLE PORT SIDE FIGURE USING PARTS 204, 214, 209, 217
208 GOLD 3

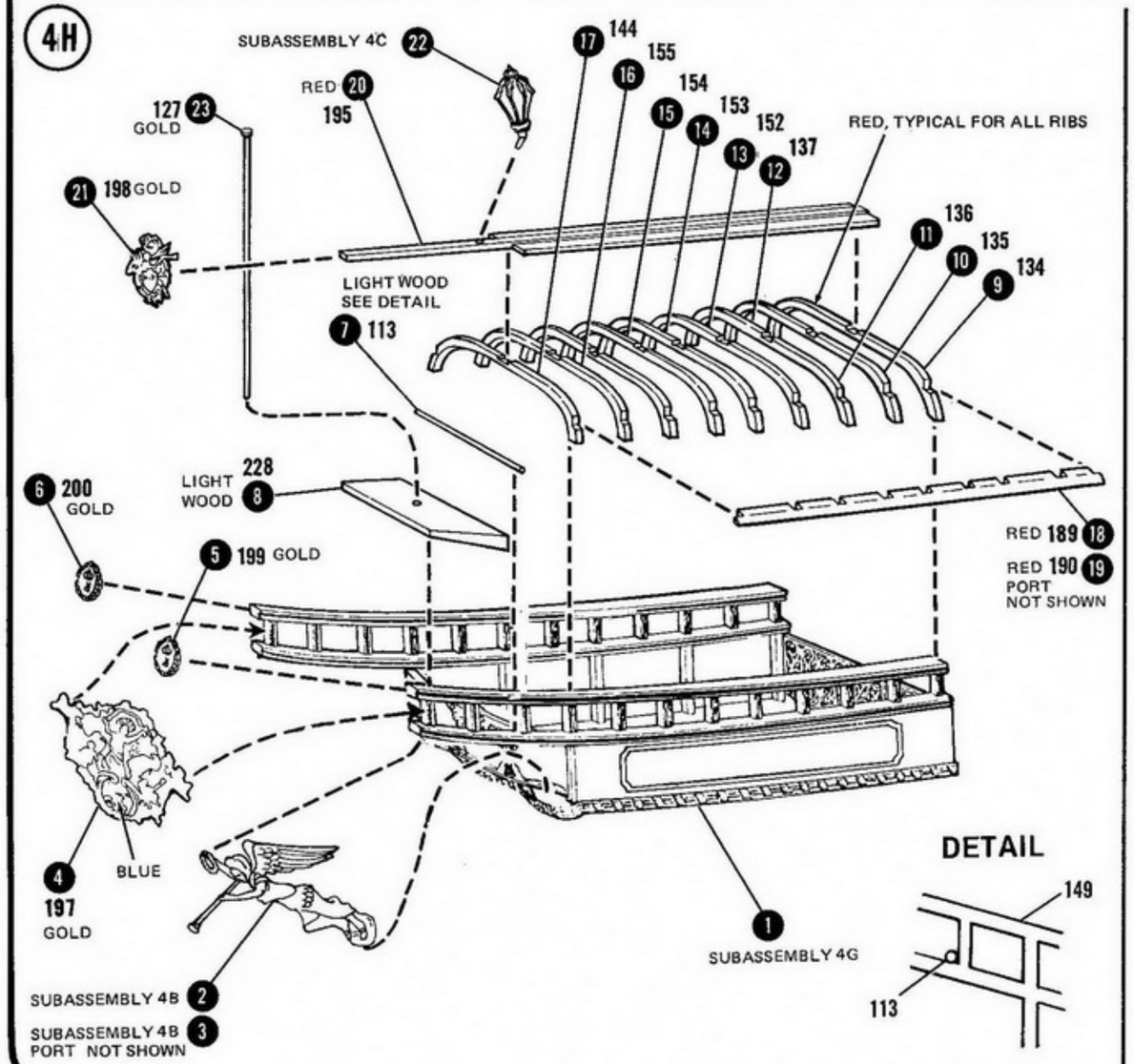

4C
GOLD
211
2
LIGHT BLUE
GOLD
1 212

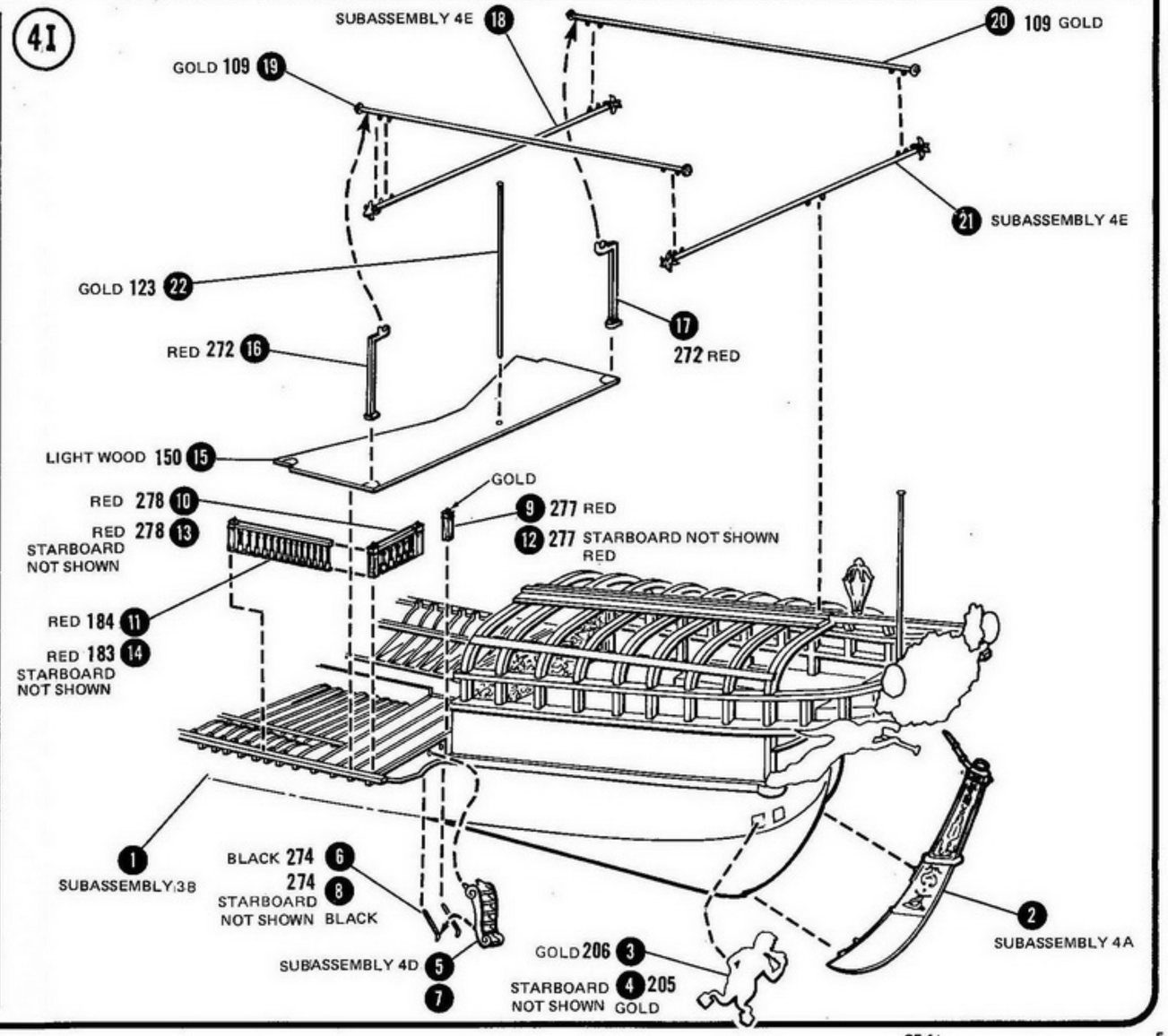

4D
1 273 LIGHT WOOD
2 BLUE 276
GOLD
3 275
BLUE
ASSEMBLE (2)


4E
3 207 GOLD
1 126 GOLD
2 207 GOLD
ASSEMBLE (2)

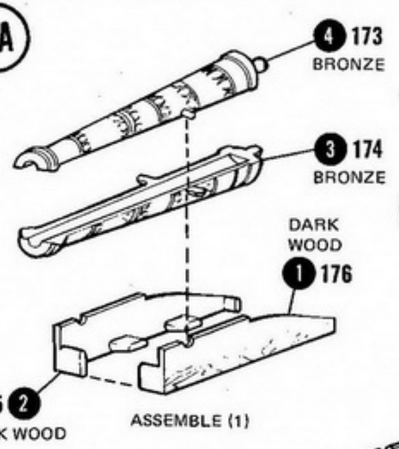

4F
5 142 DARK WOOD
133 4 LIGHT WOOD
GOLD PORT NOT SHOWN
6 149
1 148 GOLD
GOLD 194
3
GOLD 187
2
GOLD 188
7 PORT NOT SHOWN


4G
GOLD 185
5
6 186 GOLD
1 SUBASSEMBLY 4F
BLUE
4 235
BLUE
GOLD DECORATION
2 222
GOLD DECORATION
3 223 PORT NOT SHOWN


4H
SUBASSEMBLY 4C
22
17 144
16 155
15 154
14 153
13 152
12 137
RED, TYPICAL FOR ALL RIBS
RED 20 195
127 23 GOLD
21 198 GOLD
LIGHT WOOD SEE DETAIL
7 113
11 136
10 135
9 134
6 200 GOLD
LIGHT WOOD 228 8
5 199 GOLD
RED 189 18
RED 190 19 PORT NOT SHOWN
4 197 GOLD
BLUE
SUBASSEMBLY 4B 2
SUBASSEMBLY 4B PORT NOT SHOWN 3
1 SUBASSEMBLY 4G
DETAIL
149
113


4I
SUBASSEMBLY 4E 18
20 109 GOLD
GOLD 109 19
21 SUBASSEMBLY 4E
GOLD 123 22
17 272 RED
RED 272 16
LIGHT WOOD 150 15
GOLD
RED 278 10
9 277 RED
RED 278 13 STARBOARD NOT SHOWN
12 277 STARBOARD NOT SHOWN RED
RED 184 11
RED 183 14 STARBOARD NOT SHOWN
1 SUBASSEMBLY 3B
BLACK 274 6
274 8 STARBOARD NOT SHOWN BLACK
SUBASSEMBLY 4D 5
7
GOLD 206 3
STARBOARD NOT SHOWN 4 205 GOLD
2 SUBASSEMBLY 4A

5A



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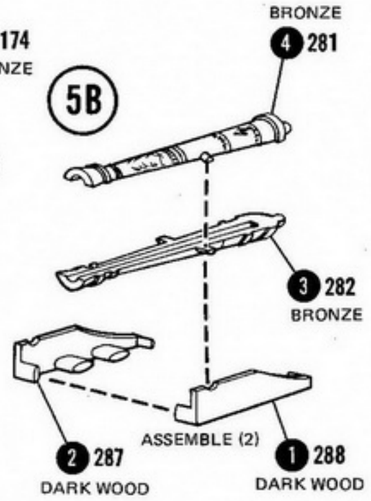

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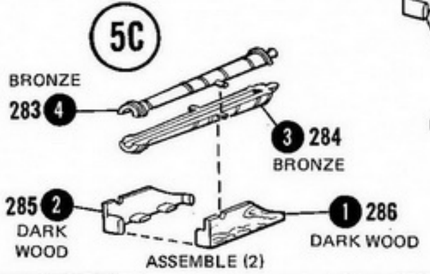

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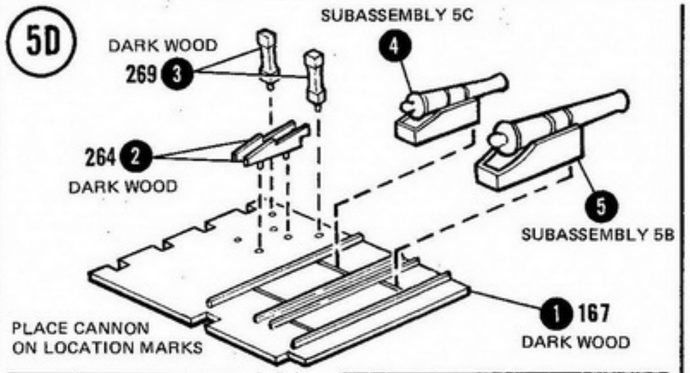

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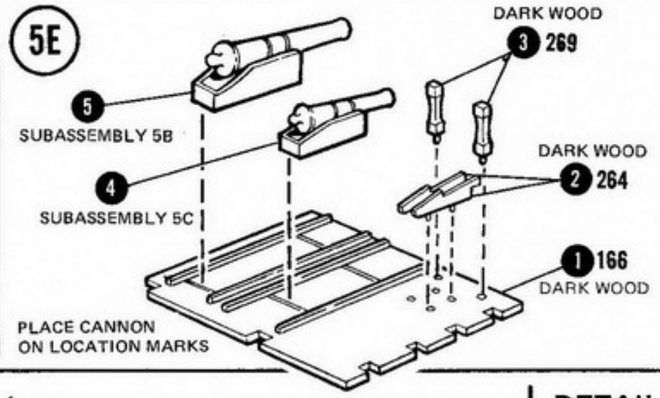

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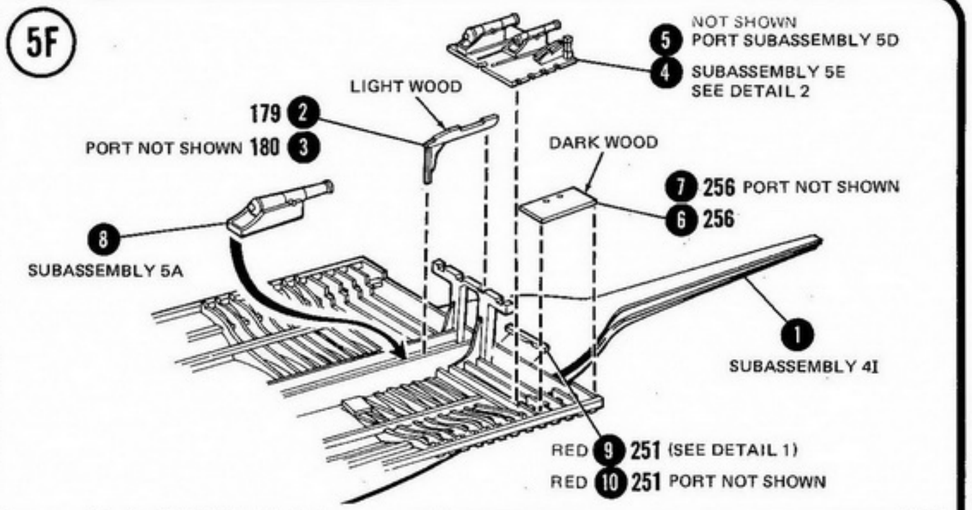
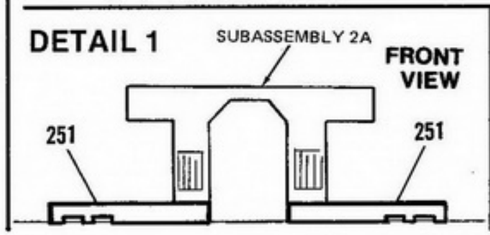


DETAIL 1



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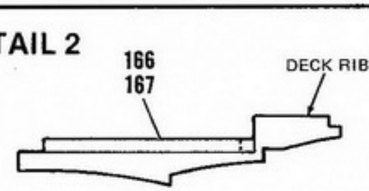

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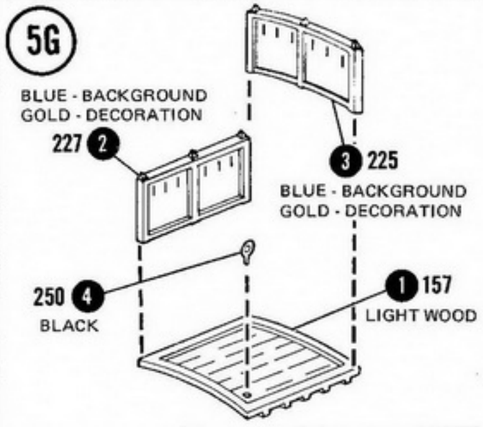

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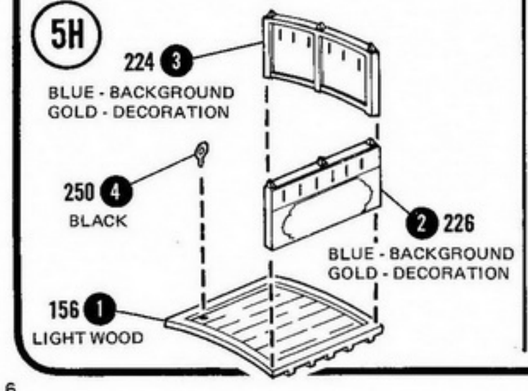

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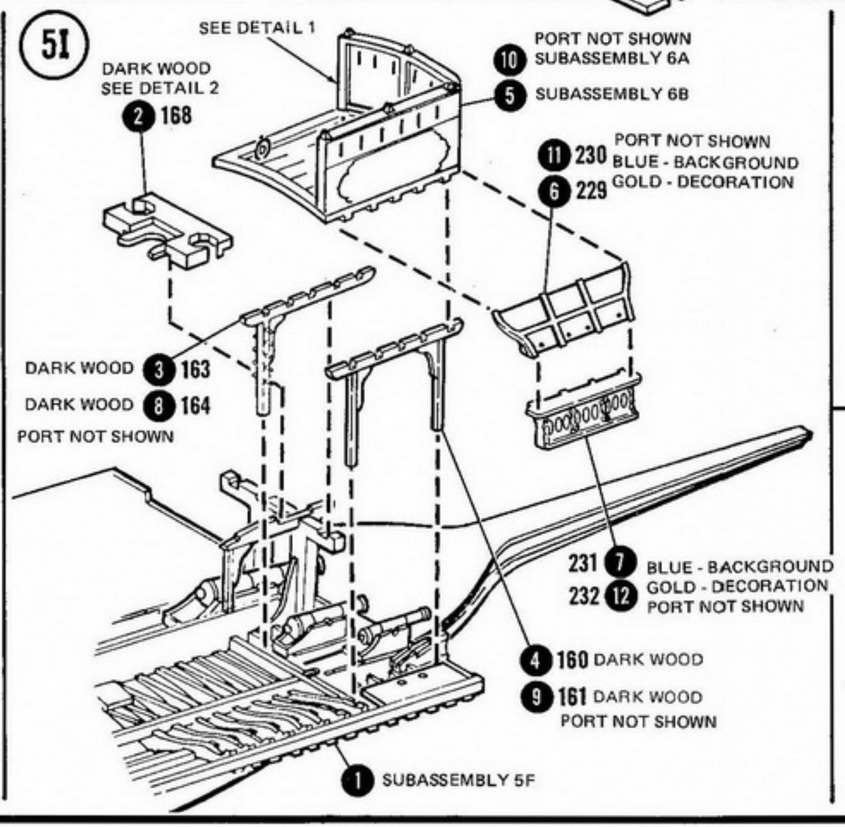
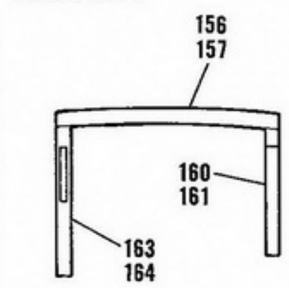
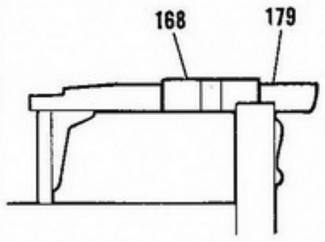


DETAIL 1

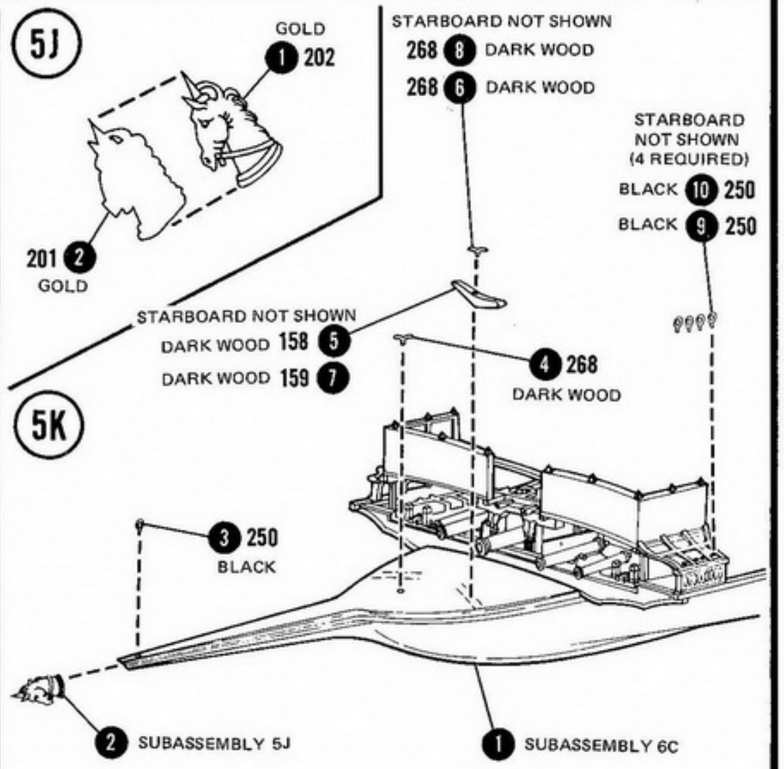


DETAIL 2

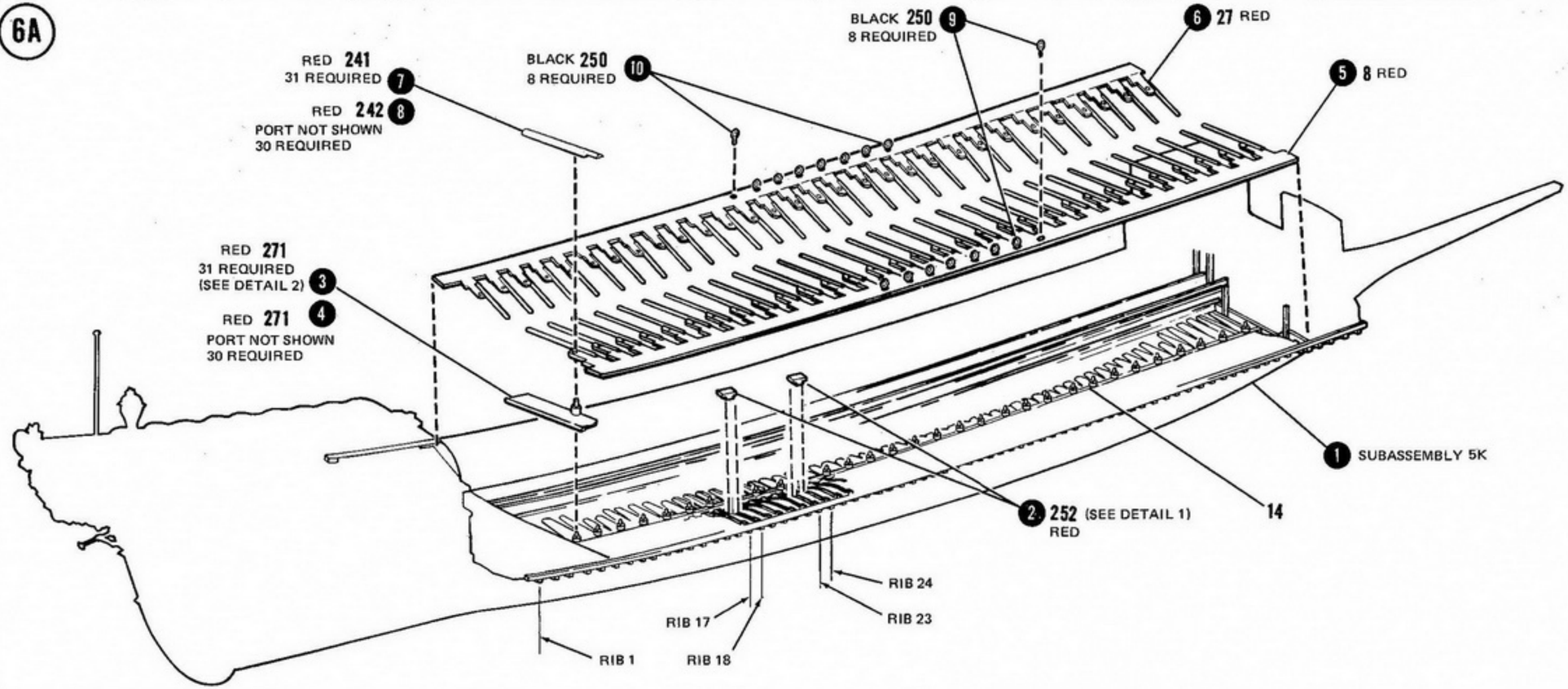


5J

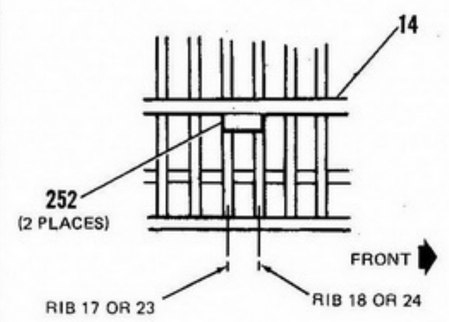
5K



6A



DETAIL 1



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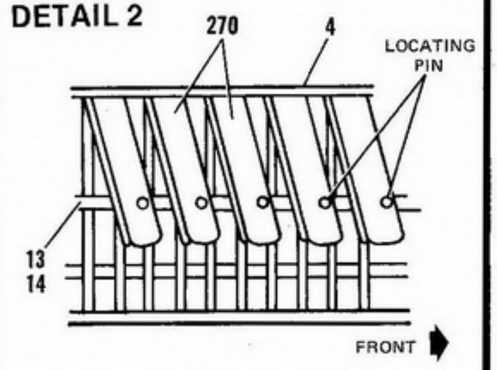
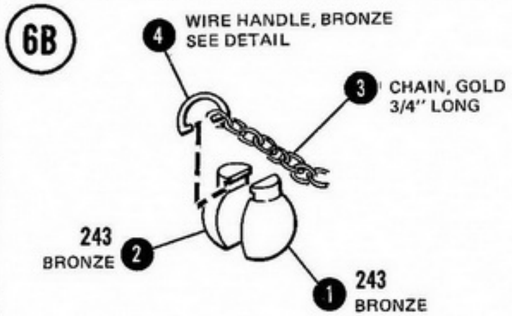


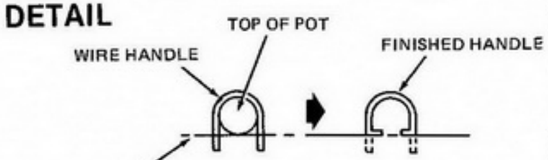
NOTE: REPEAT FOR PORT SIDE

6B



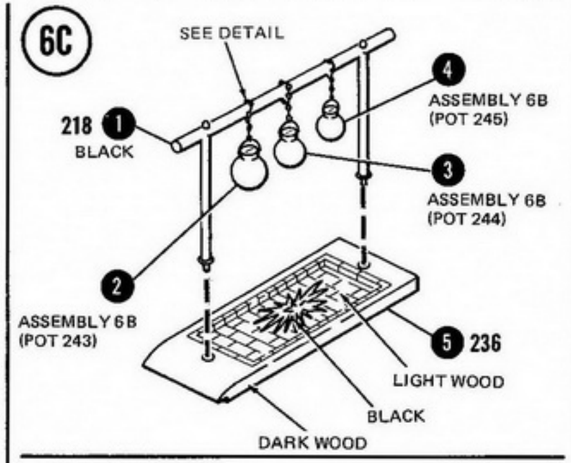
NOTE: REPEAT THIS ASSEMBLY PROCEDURE FOR POTS 244 AND 245.

DETAIL

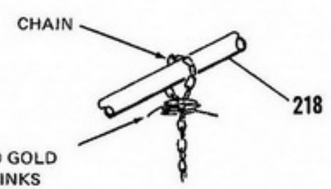


NOTE: USE THE TOP DIAMETER OF EACH POT TO FORM THE CURVE OF HANDLE.

6C

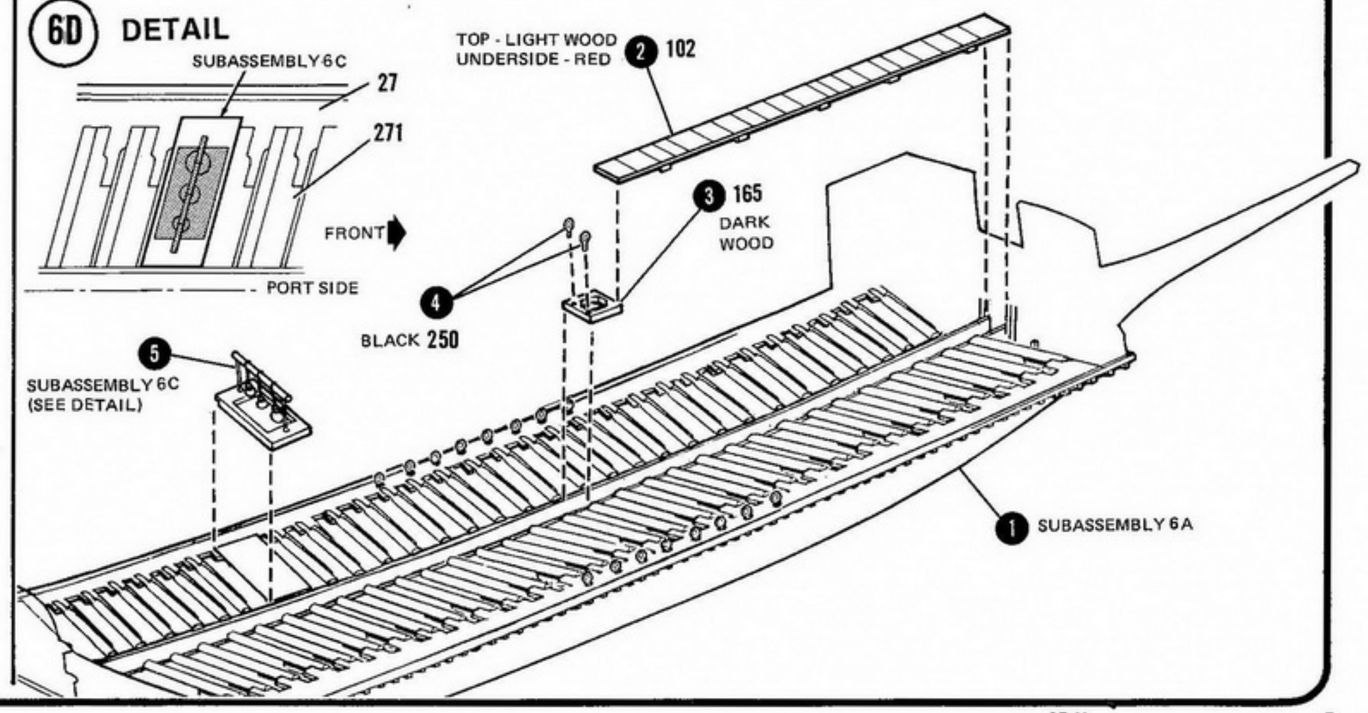


DETAIL



6D

DETAIL



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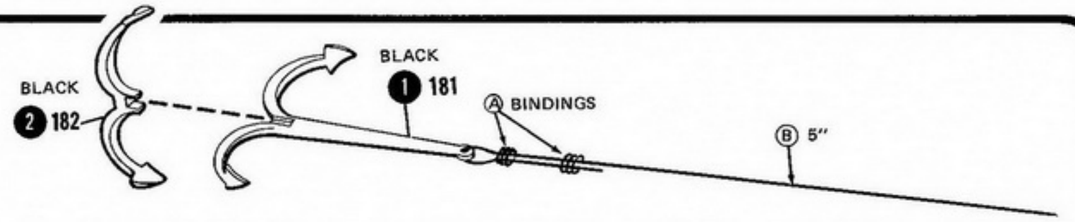

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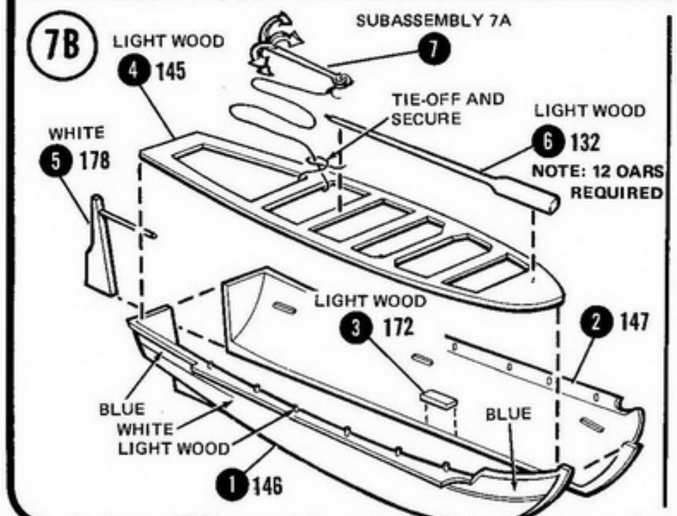

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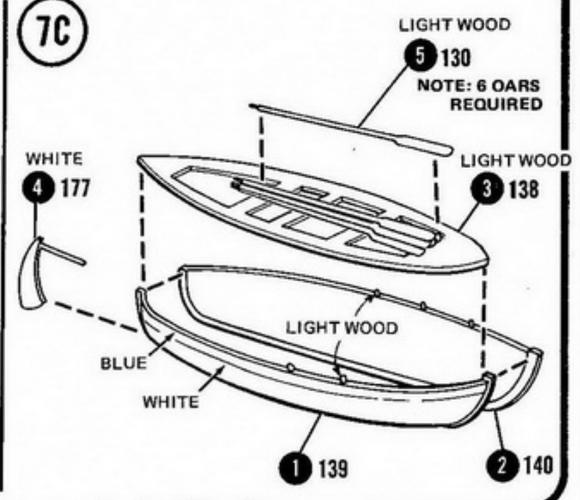

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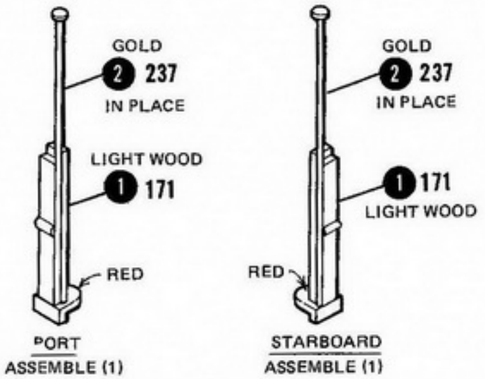

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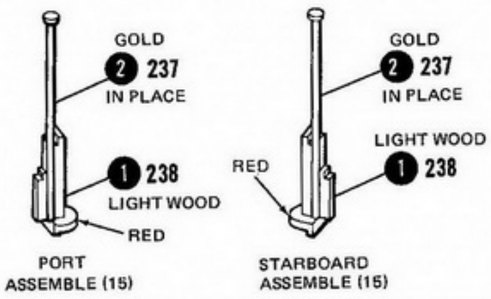

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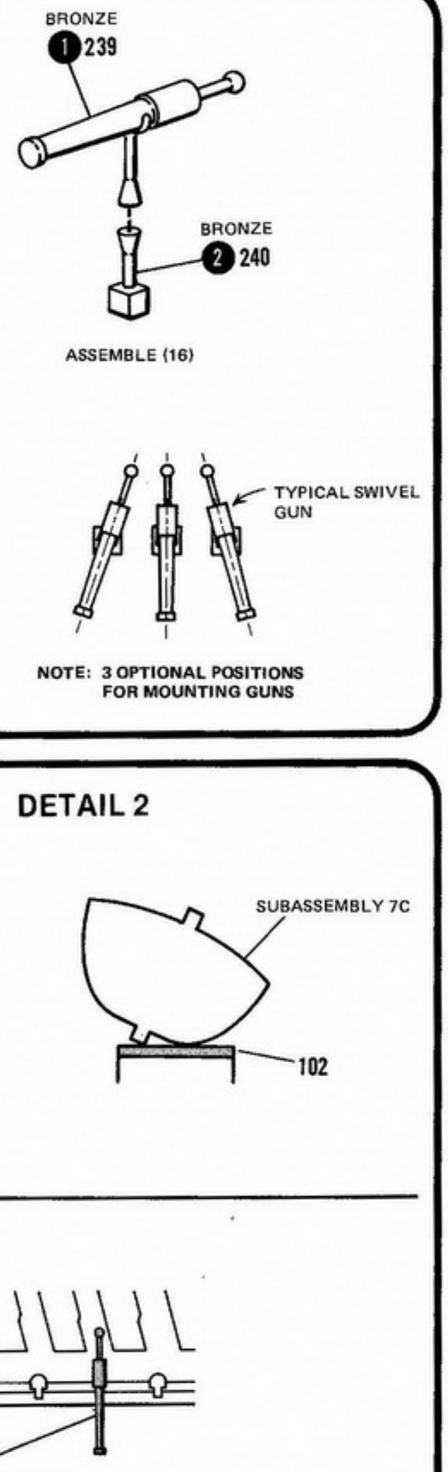

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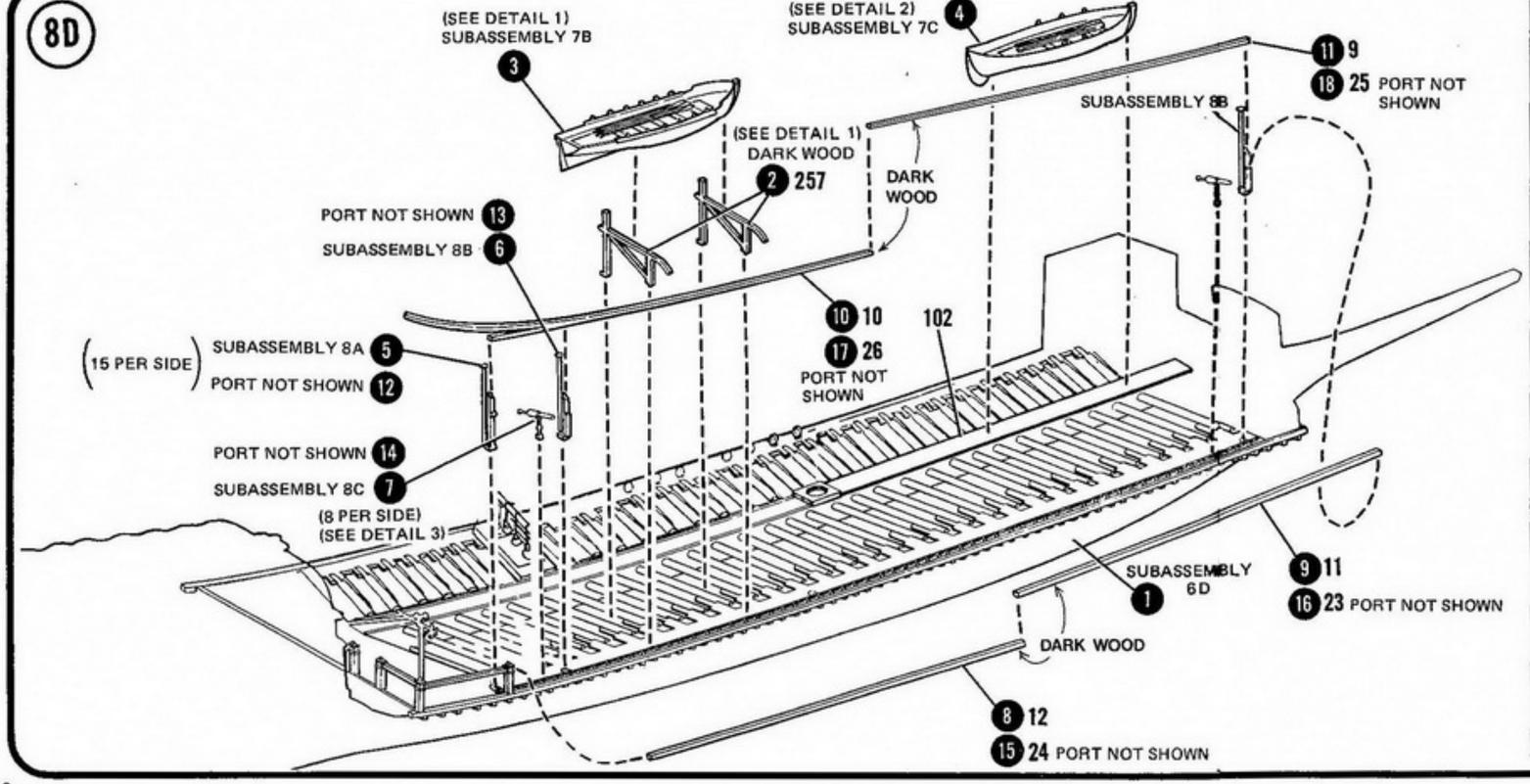
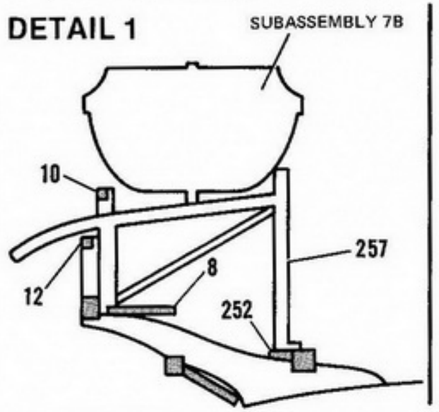
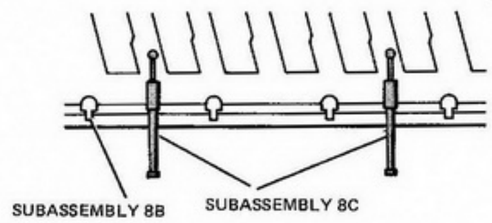


DETAIL 1



DETAIL 2

DETAIL 3



NOTE: GUNS ARE MOUNTED BETWEEN EVERY OTHER FLAG STAFF ASSEMBLY ON BOTH SIDES.

9A

DARK BROWN 3 249

DARK BROWN 4 249

GOLD 107 5 (SEE DETAIL 1)

98 1 DARK BROWN

2 98 DARK BROWN

BLACK

BLACK

FRONT

MAIN MAST

9B

(SEE DETAIL 1) 110 5 GOLD

DARK BROWN 3 248

DARK BROWN 4 248

117 1 DARK BROWN

2 116 DARK BROWN

BLACK

BLACK

FRONT

FORE MAST

DETAIL 1

FRONT

MASTHEAD (9A) & (9B)

9C

2 SUBASSEMBLY 9A MAIN MAST (SEE DETAIL 2)

3 SUBASSEMBLY 9B FORE MAST (SEE DETAIL 3)

1 SUBASSEMBLY 8D

DETAIL 2

MAIN MAST

165

SECTION THRU HULL SEATING MAIN MAST

162

FRONT

BOTTOM OF HULL

DETAIL 3

FRONT

FORE MAST

SUB ASSEMBLY 8D

253

SECTION THRU HULL SEATING FORE MAST

10A

3 111 GOLD

BLACK 120 2

ASSEMBLY 1

10B

MAIN YARD

NOTE: WIND Ⓑ THREAD BETWEEN ALL DOUBLE LINES ON YARD AND SECURE.

BLACK 1 118

2 119 BLACK

3 112 GOLD

NOTE: RECESSED LOCATING POINT FOR MAST.

NOTE: WIND Ⓑ THREAD AROUND YARDS MID-SECTION IN AREAS SHOWN AND SECURE

2 124 BLACK

ASSEMBLY 1

FRONT

FORE YARD

BLACK 2 105

NOTE: WIND Ⓑ THREAD BETWEEN ALL DOUBLE LINES ON YARD AND SECURE.

NOTE: RECESSED LOCATING POINT FOR MAST.

NOTE: WIND Ⓑ THREAD AROUND YARDS MID-SECTION IN AREAS SHOWN AND SECURE.

104 1 BLACK

121 3 BLACK

122 4 BLACK

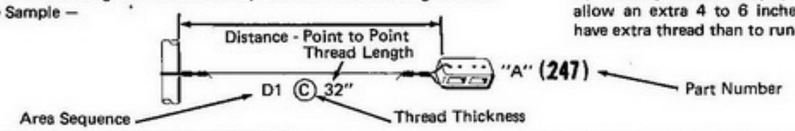
BLACK 3 115

FRONT

114 4 BLACK

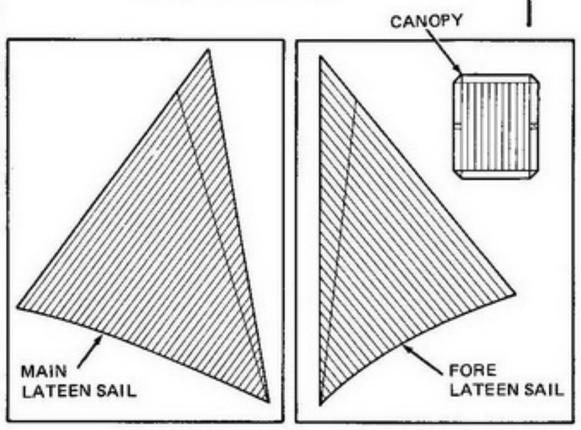
RIGGING INSTRUCTIONS — READ THIS BEFORE CONTINUING

1. DO NOT RUSH — Rigging is the most difficult part of a Sailing Ship Model.
2. Rigging should be done in the sequence shown. Start at the Bowsprit Area and proceed towards the Mizzen Mast Area and from the center line of hull going outward on both sides.
3. All thread supplied being Brown, designation of thickness are coded by letter in circle Ⓐ Fine, Ⓑ Medium and Ⓒ Heavy. Sequence steps to assist in assembly are coded for example D1 - D = general area; 1 = first step; etc.
   Length of thread in inches appears alongside thickness coding and is the overall length of thread for a particular line including tie-offs.
   See Sample —
4. Rigging should be secured with fast drying liquid adhesive (ie. Super-Glue) for the quickest completion of Model.
5. Where an assembly sequence indicates two or more segments to a particular line, start with one end and work the line taut through the other attaching points.
6. Pull thread tight enough to remove slack from lines, being careful not to bend plastic parts or to loosen previously assembled lines. Rigging being difficult, your effort at this stage will have a direct result with the quality of your Model.
7. In those areas where necessary, estimate length of thread required by holding thread roughly in position, add all segments, then allow an extra 4 to 6 inches for each connection. It is better to have extra thread than to run short while rigging.



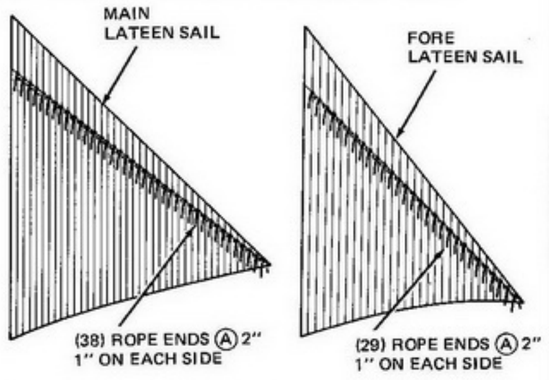
11A

NOTE: PAINT ALL SAILS (BOTH SIDES) A FLAT GRAYISH CREAM COLOR AND TRIM. CANOPY IS PAINTED RED UNDERSIDE, GOLD OUTSIDE.



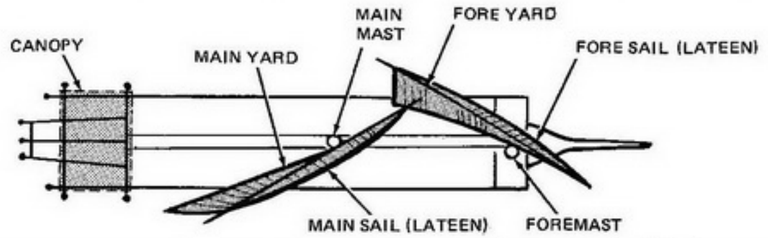
11B

NOTE: (SEE DETAIL) FOR SAIL LOCATION ON YARDS.

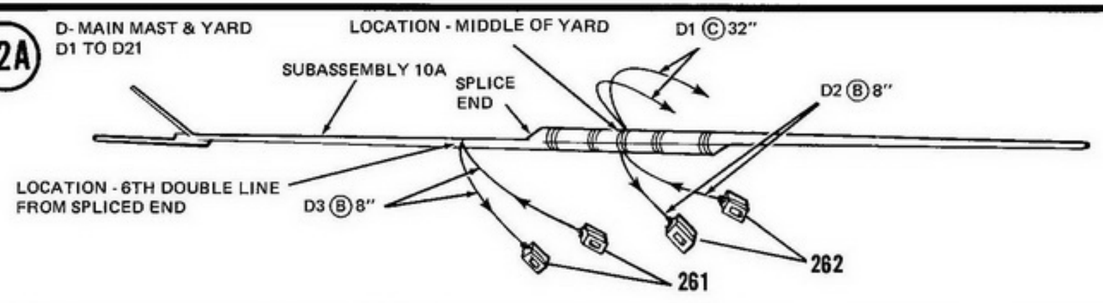


NOTE: ROPE ENDS FOR ALL SAIL PIERCE NEEDLE HOLES BETWEEN OBLIQUE AND VERTICAL LINES ON SAIL, PASS THREAD THROUGH, 1/2" EACH SIDE. DROP OF GLUE TO SECURE THREAD AT PIERCED HOLE.

DETAIL



12A



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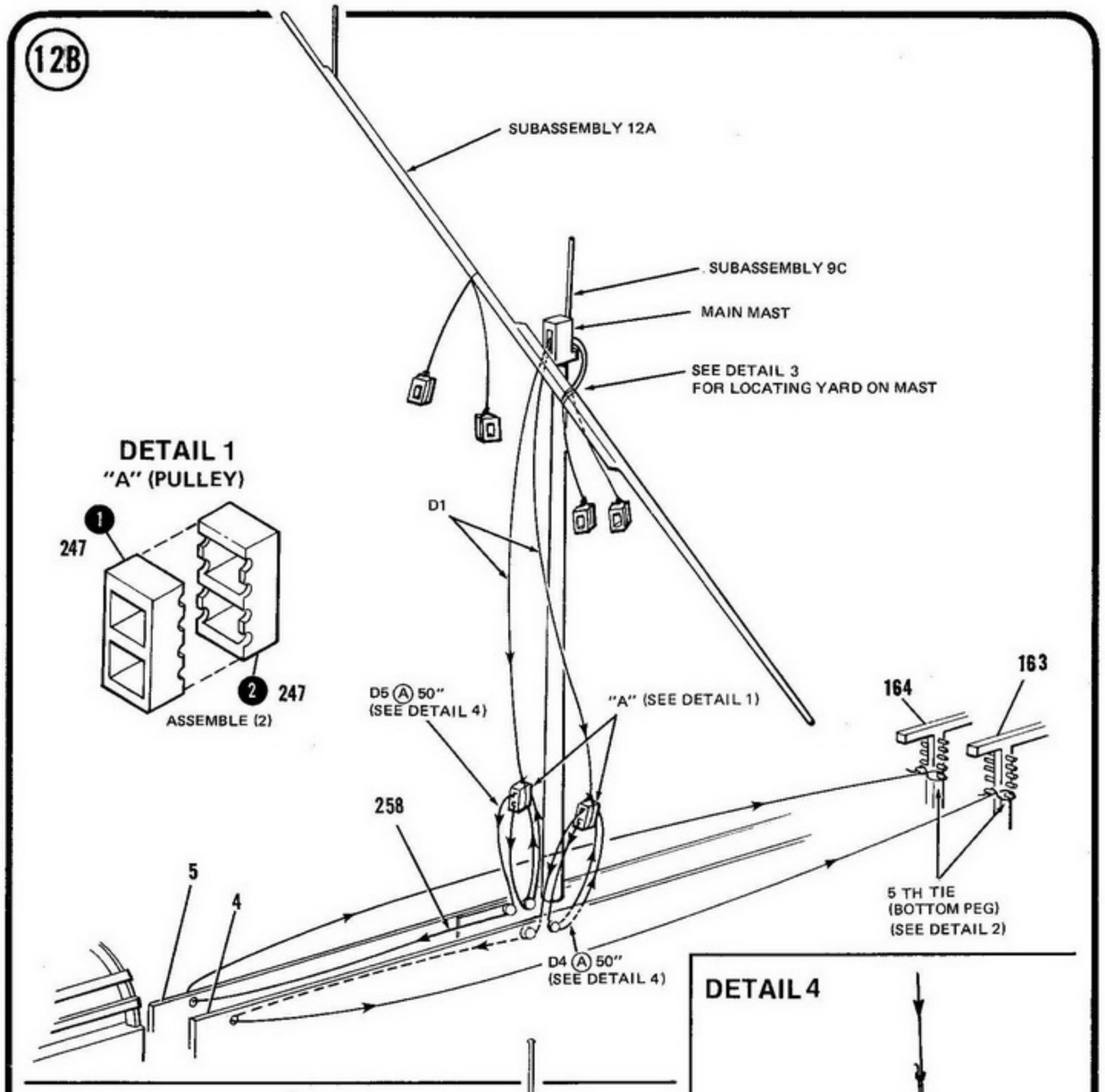
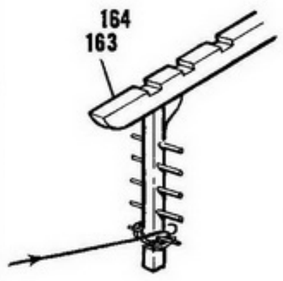
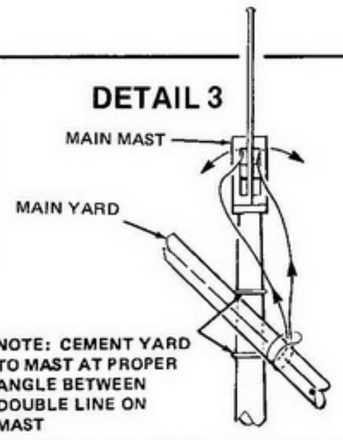


DETAIL 1 "A" (PULLEY)

DETAIL 2

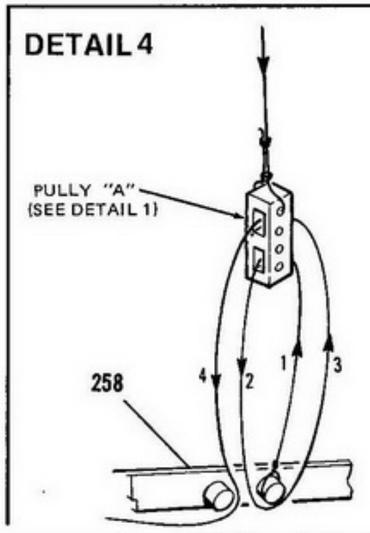


DETAIL 3

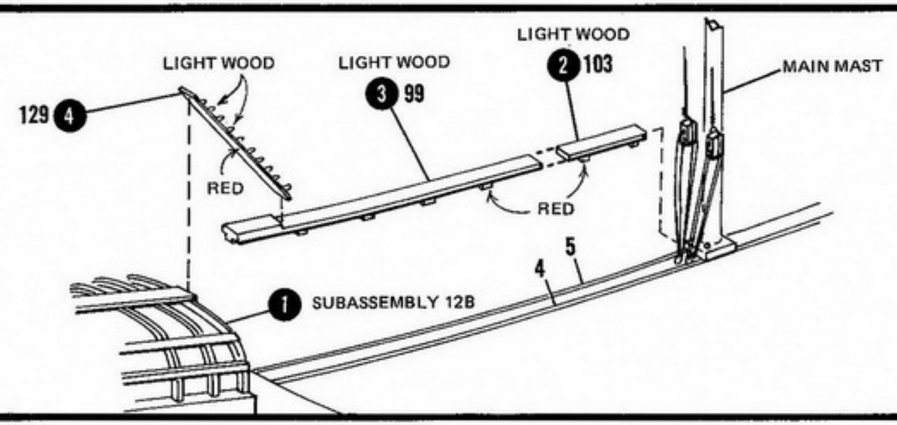


NOTE: CEMENT YARD TO MAST AT PROPER ANGLE BETWEEN DOUBLE LINE ON MAST

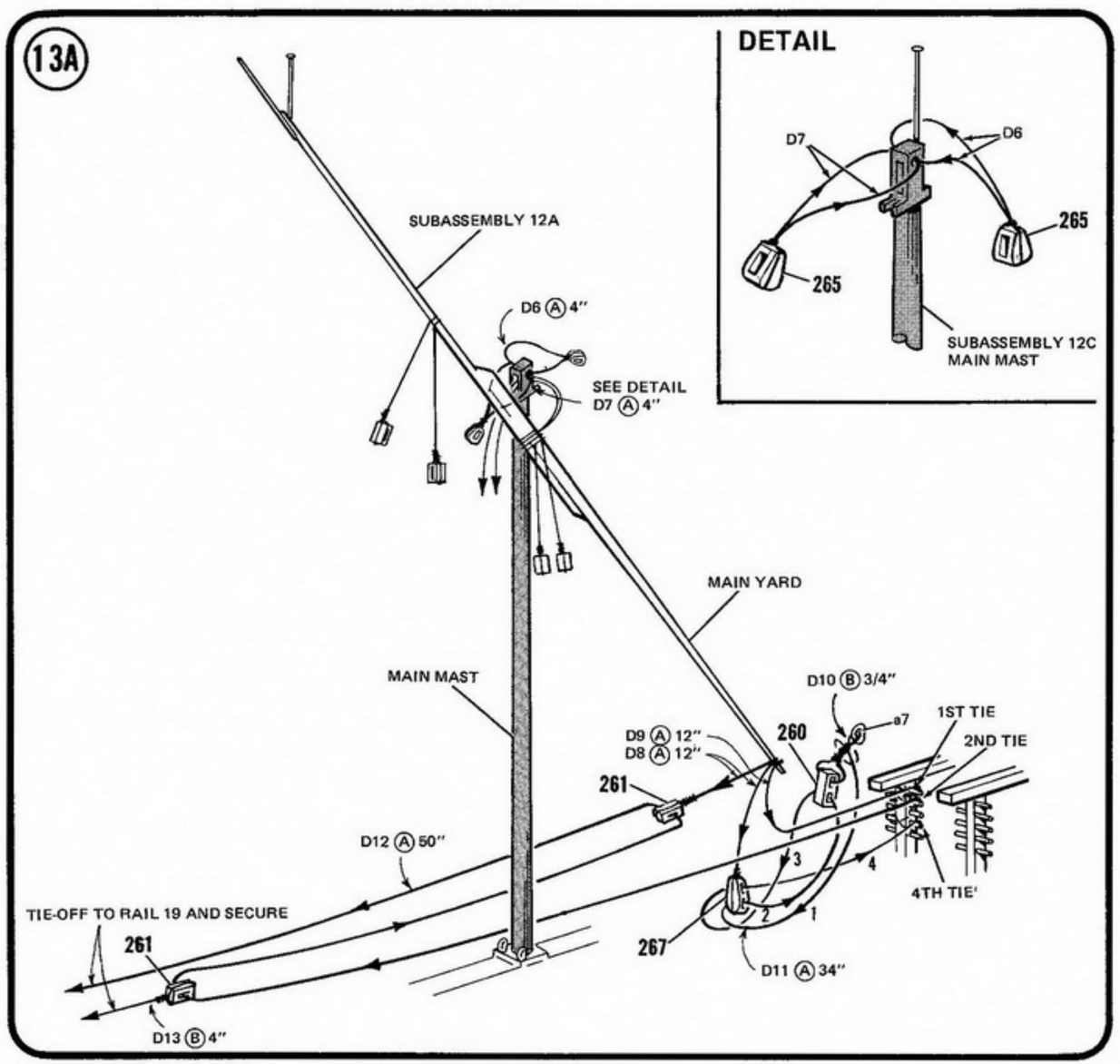
DETAIL 4



12C

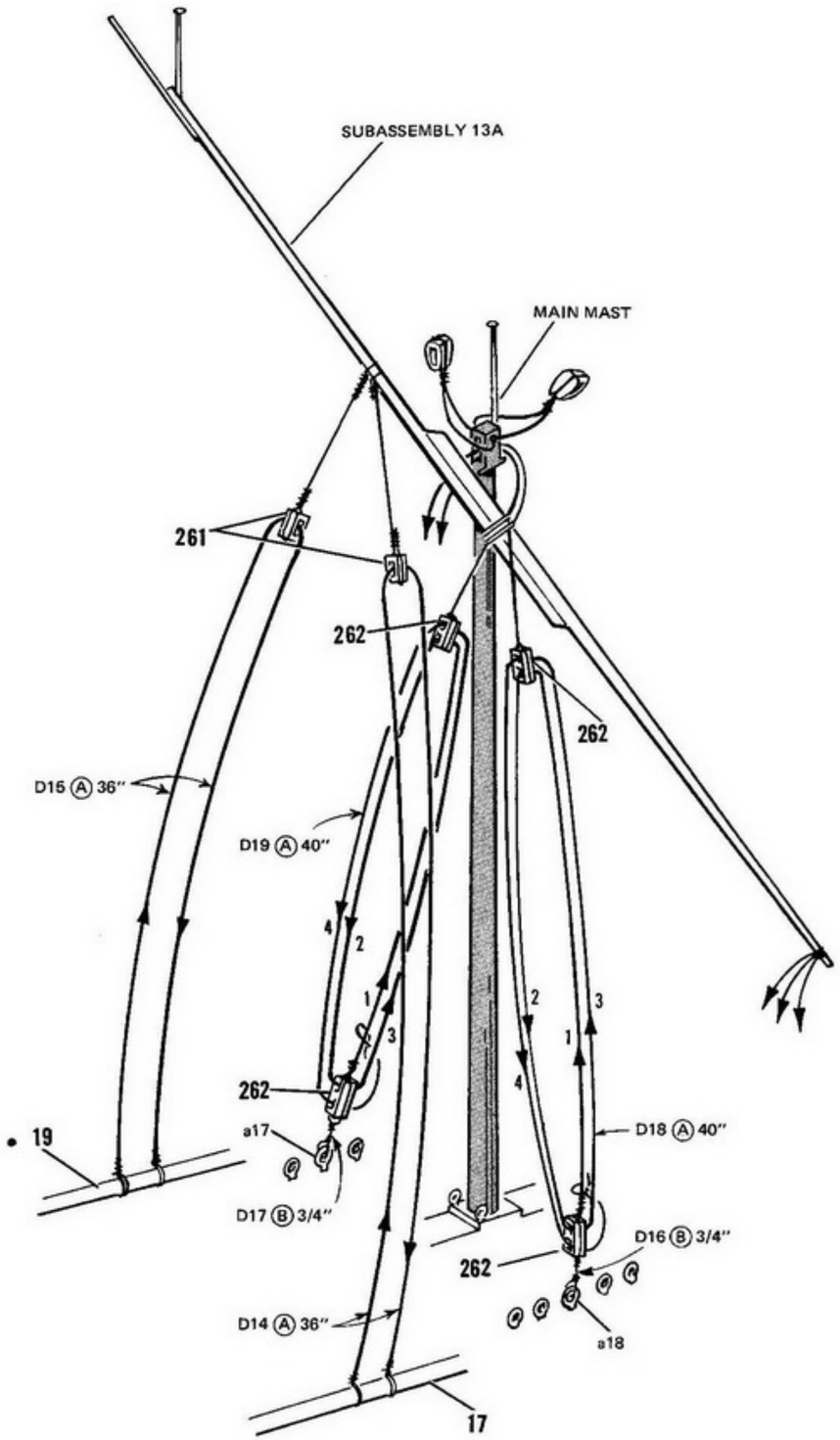


13A



DETAIL

13B



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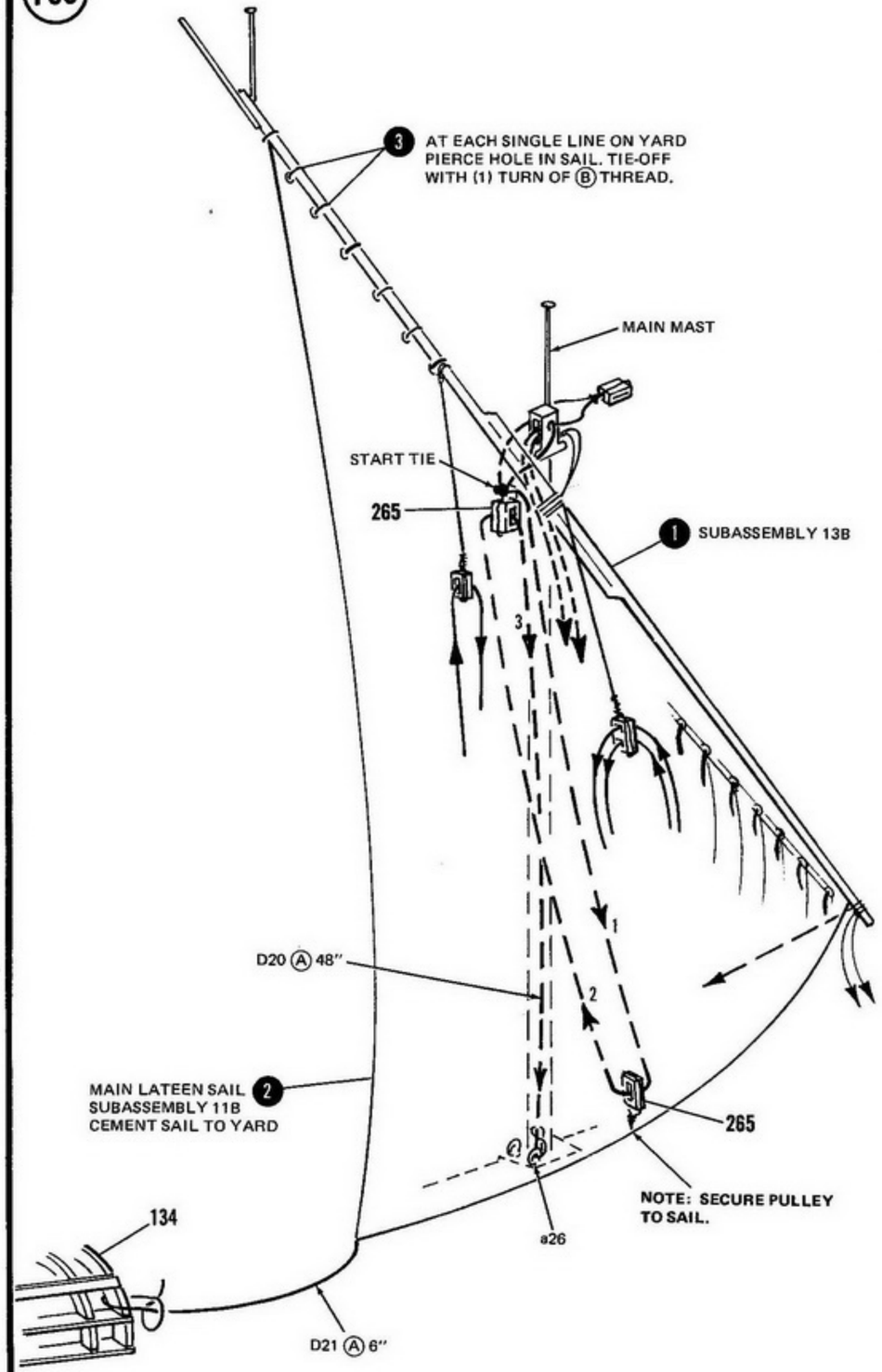

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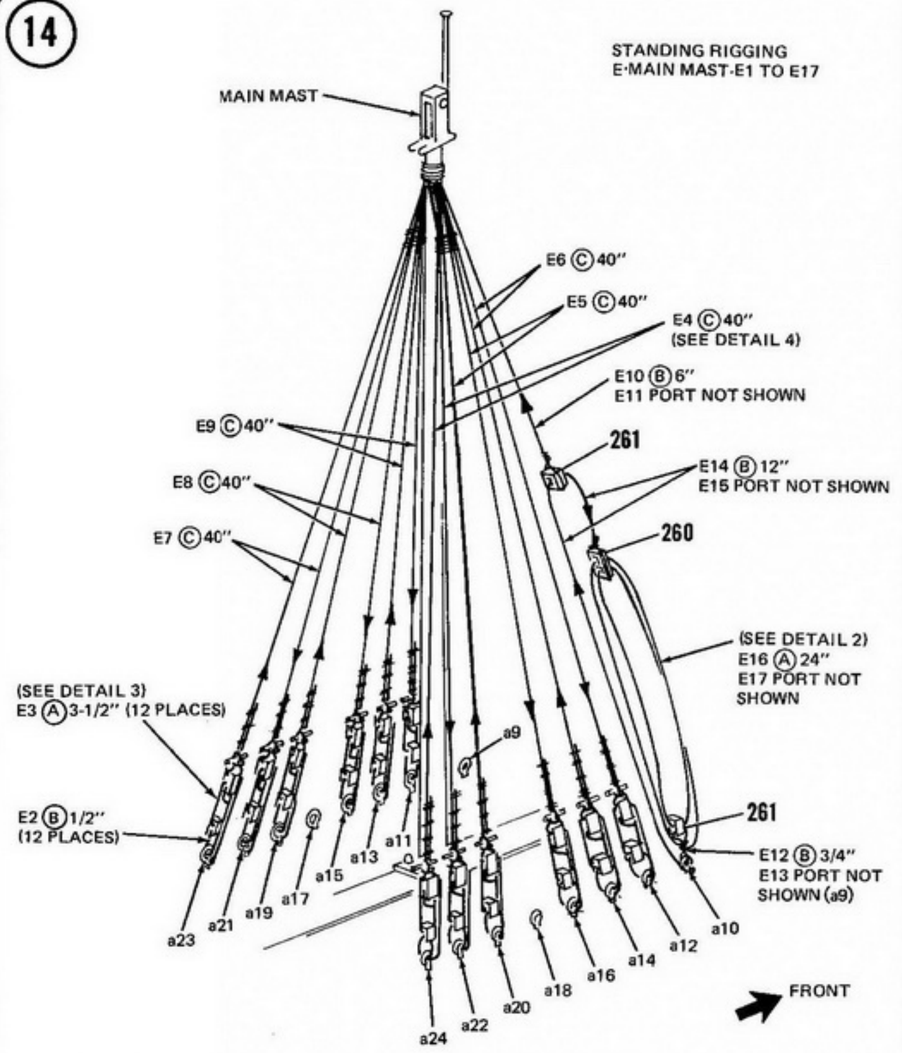
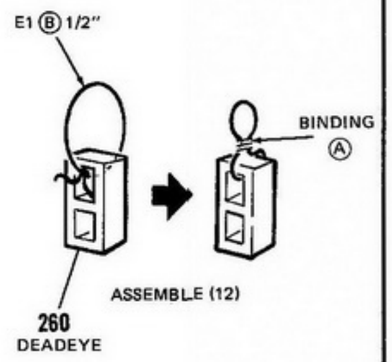


DETAIL 1



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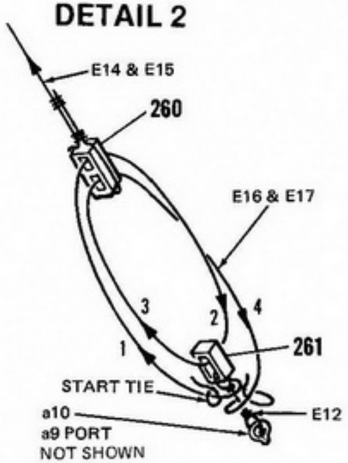

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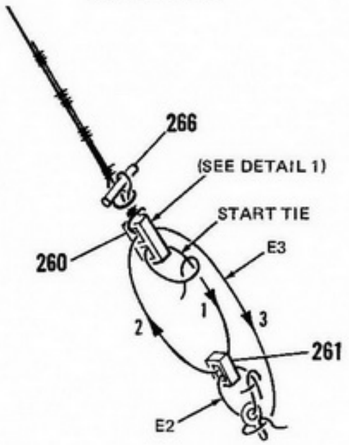

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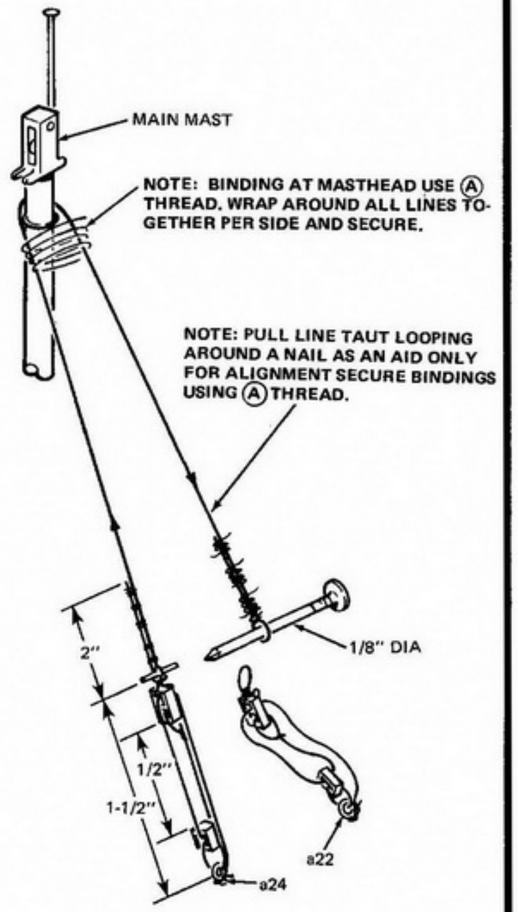
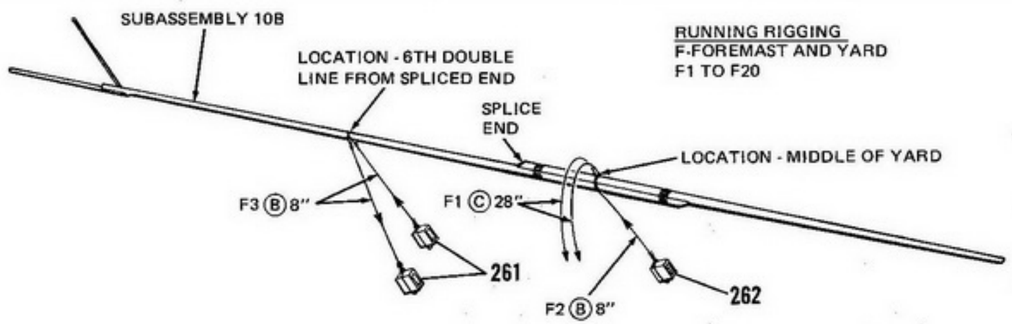
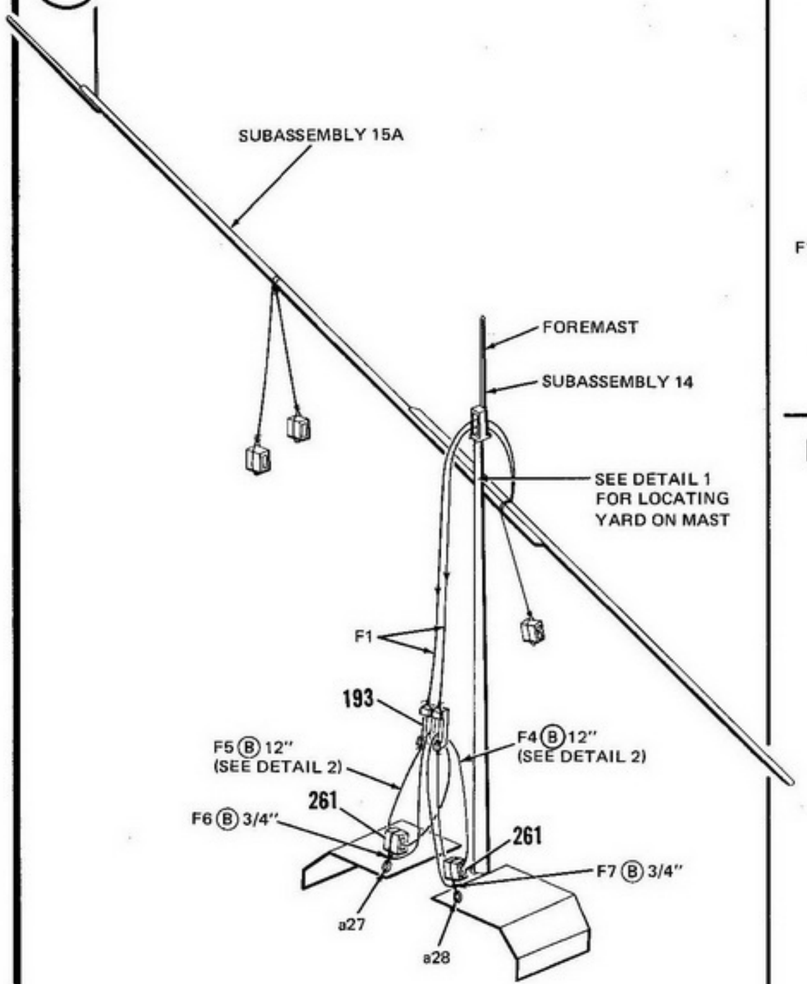


ASSEMBLE (10) PAIRS
(USED FOR BOTH FORE & MAIN MASTS)

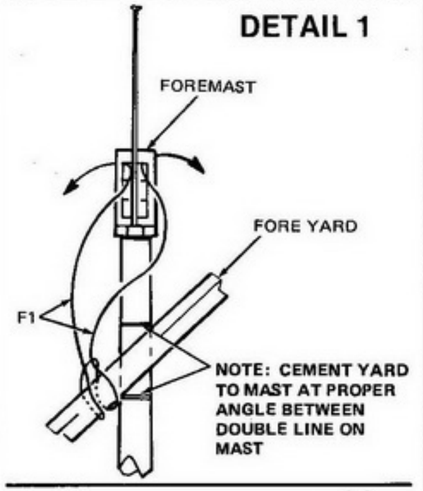
15A



15B



DETAIL 1



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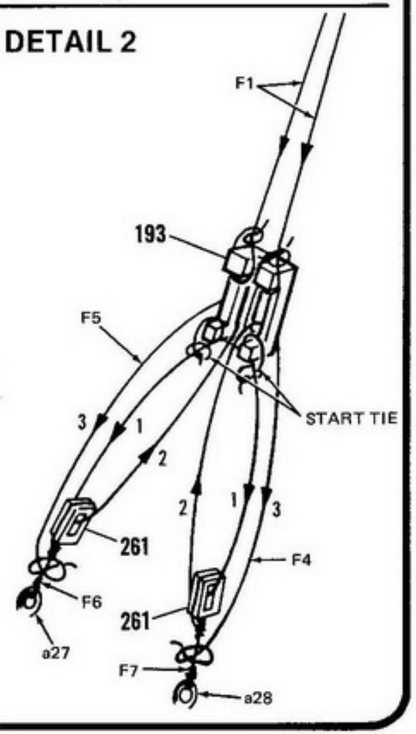
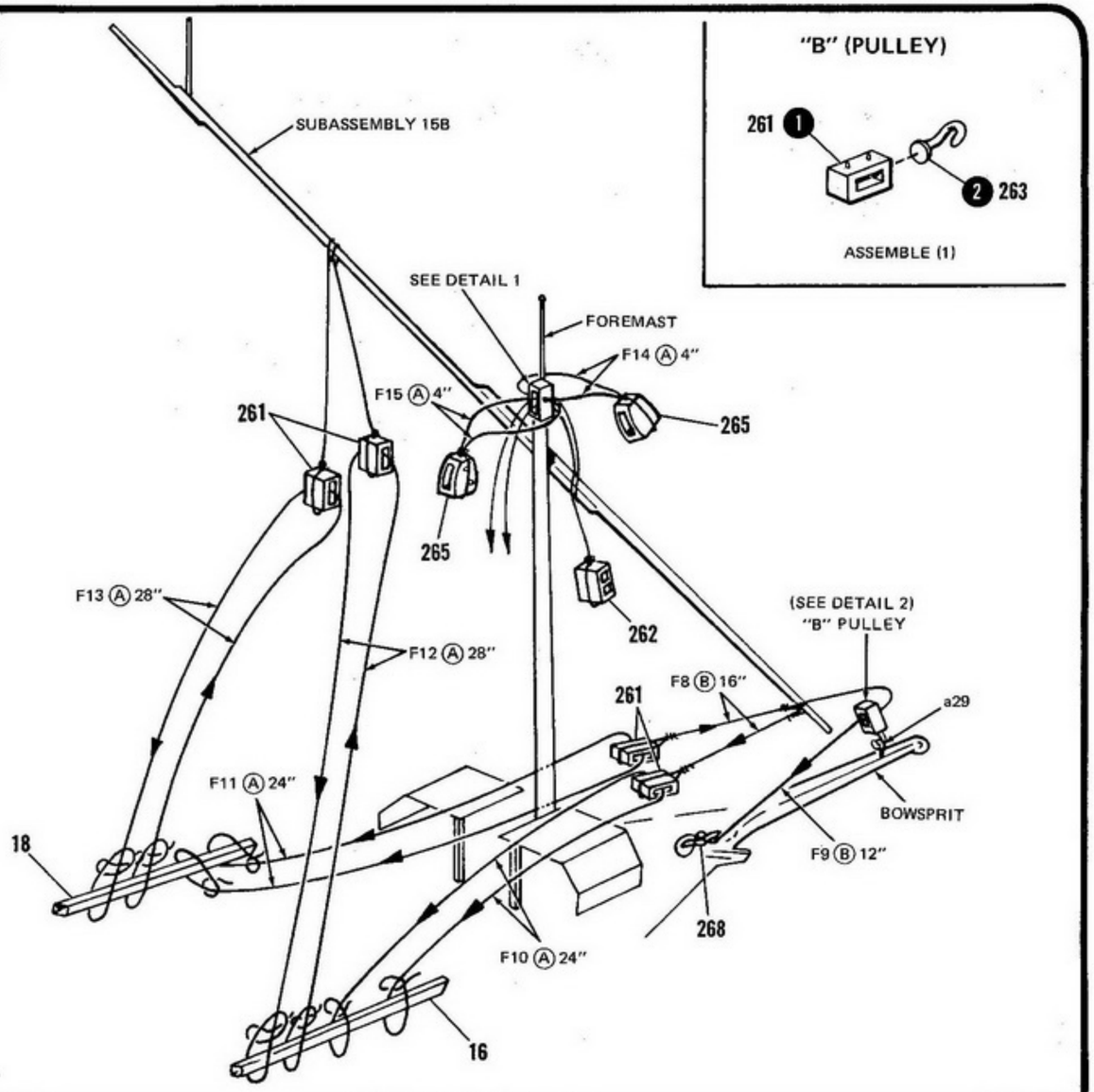


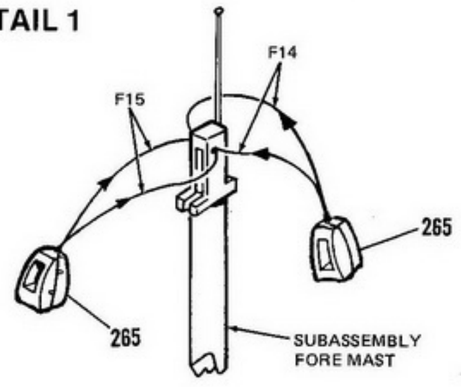
15C



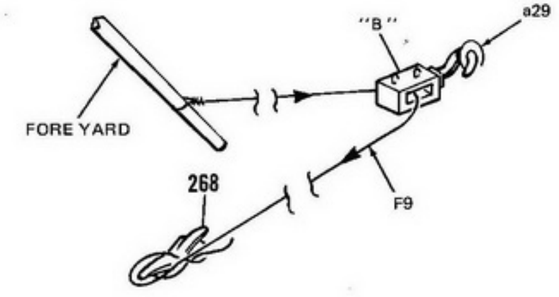
"B" (PULLEY)

ASSEMBLE (1)

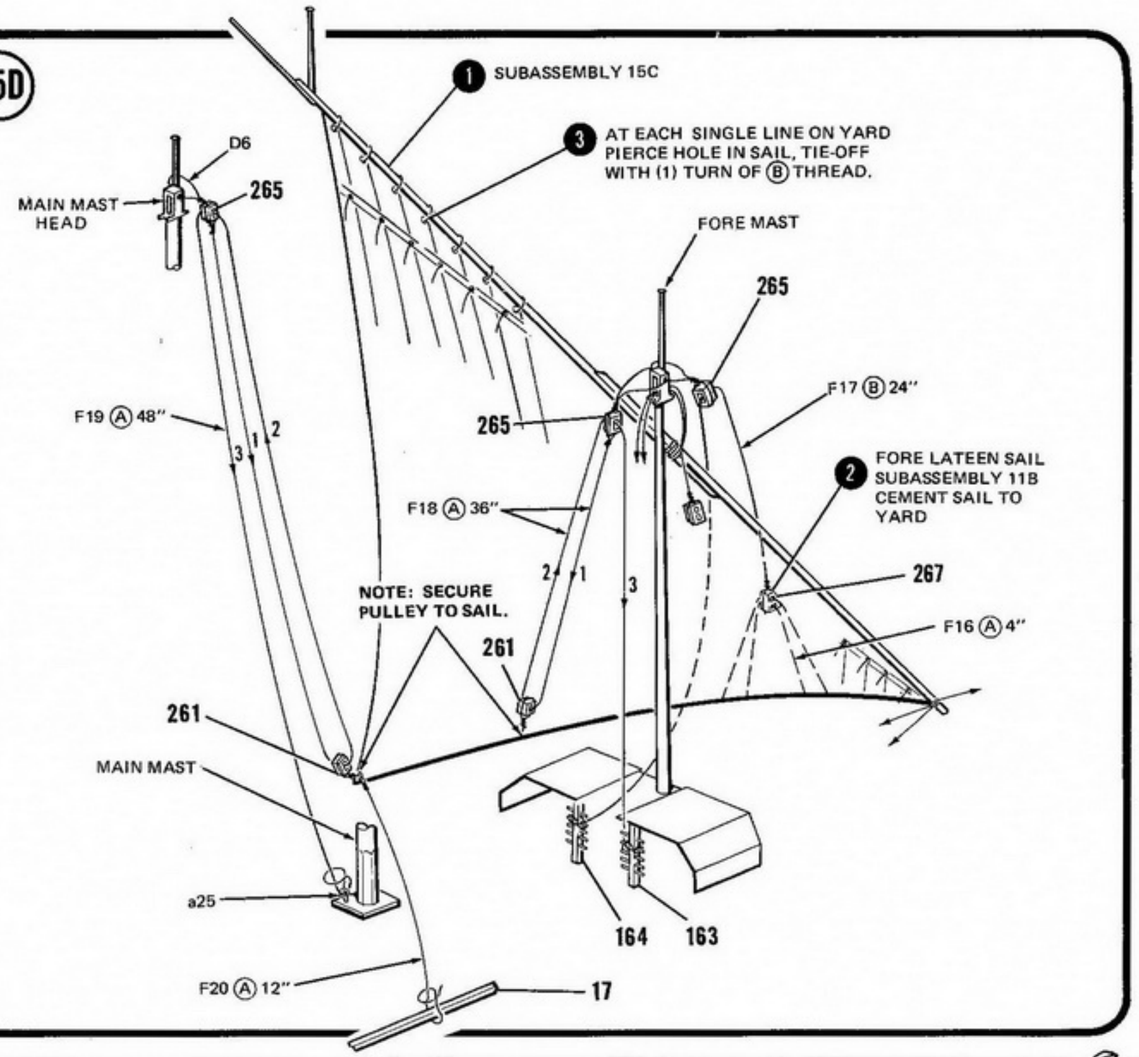
DETAIL 1



DETAIL 2



15D



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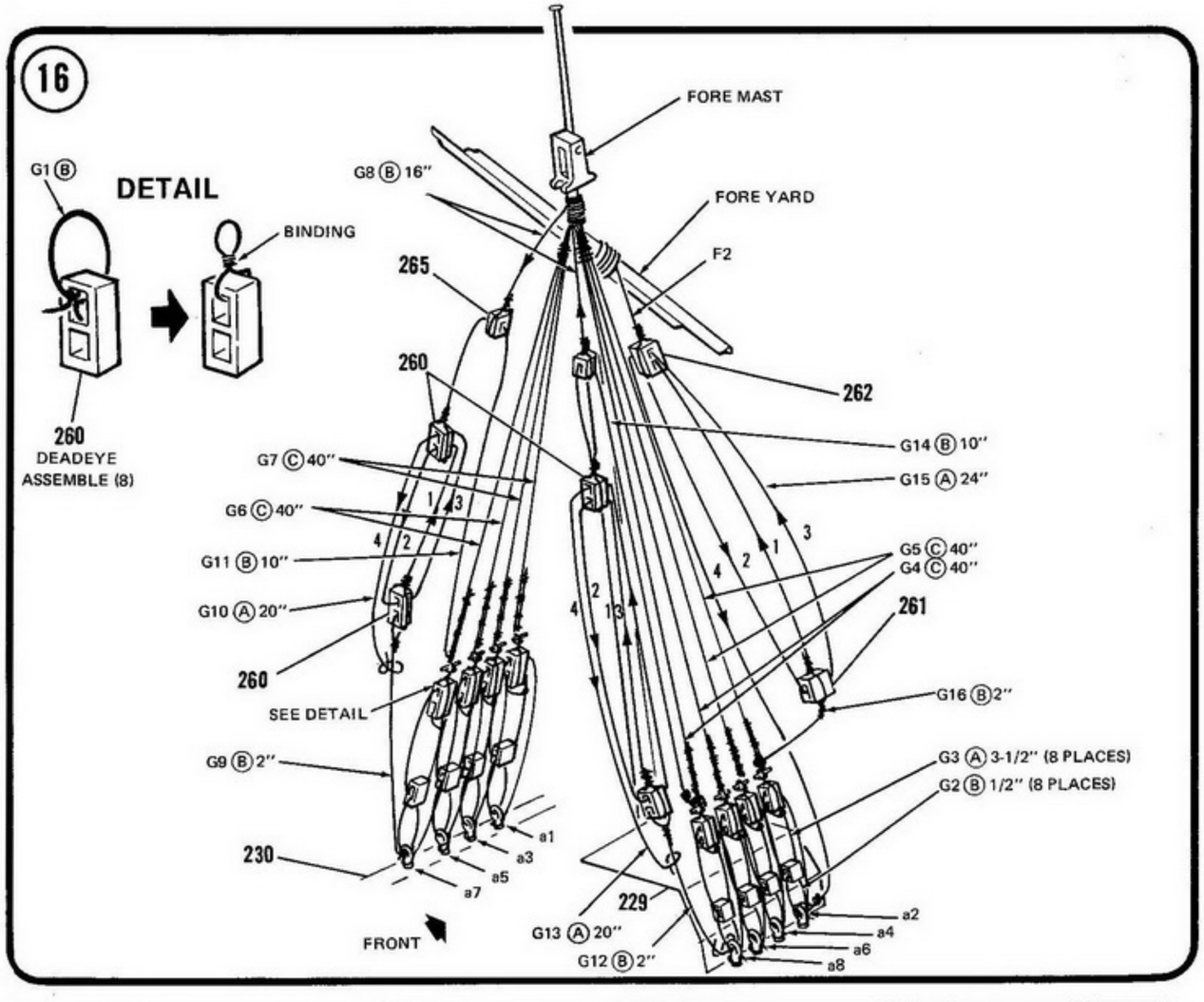
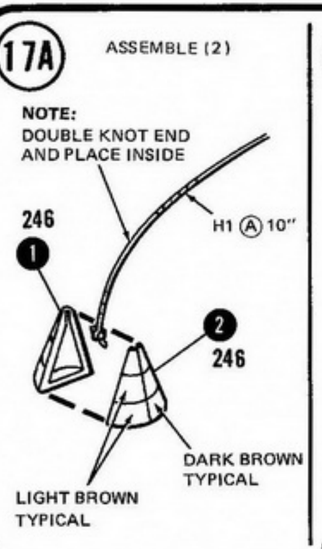
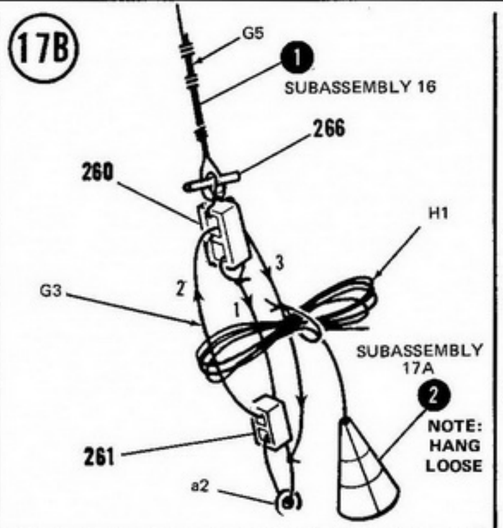


17A

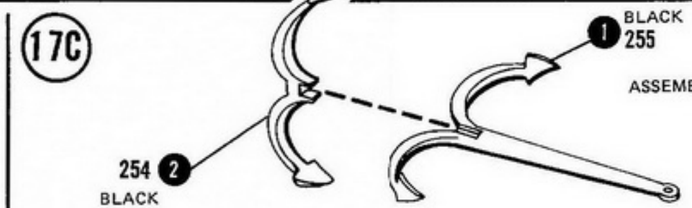


17B

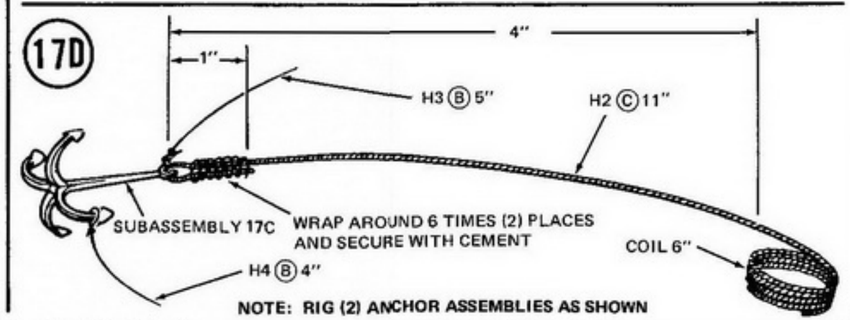


NOTE: TIE-OFF BUOY FOR PORT SIDE AT a1 NOT SHOWN

17C



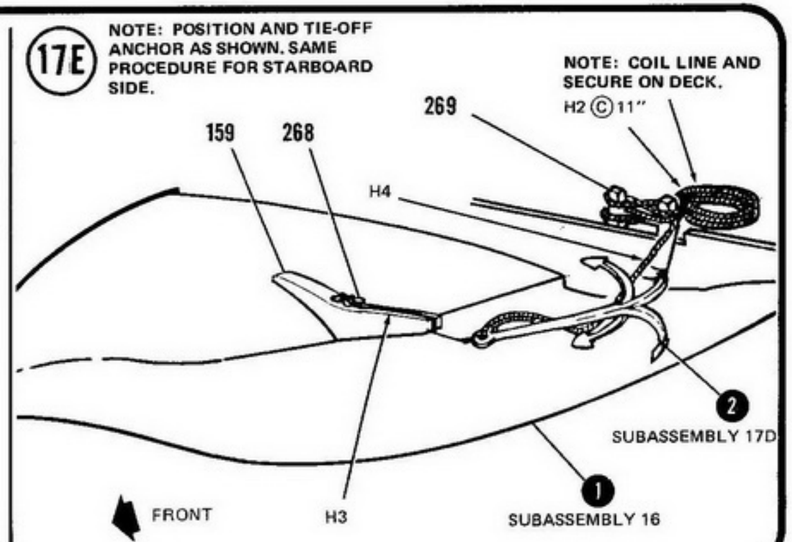
17D



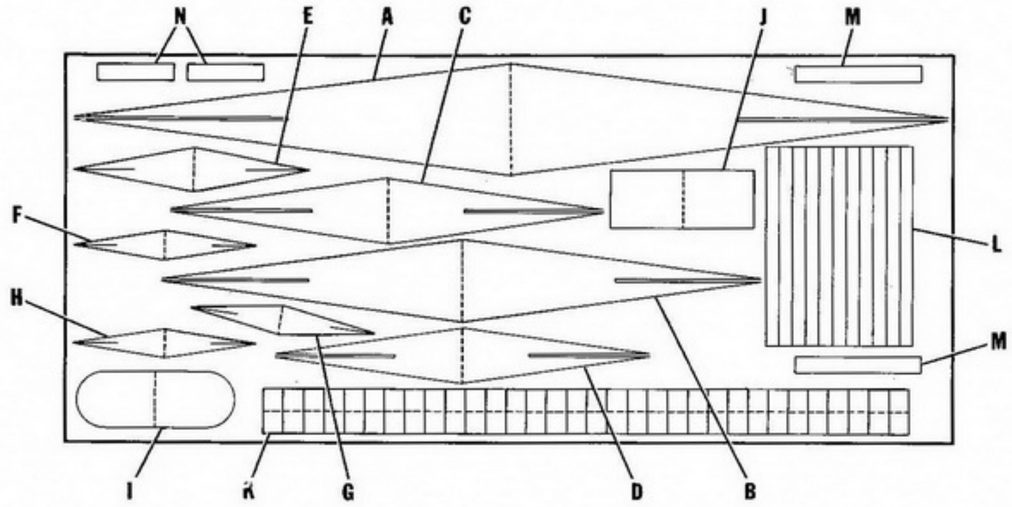
NOTE: RIG (2) ANCHOR ASSEMBLIES AS SHOWN

17E

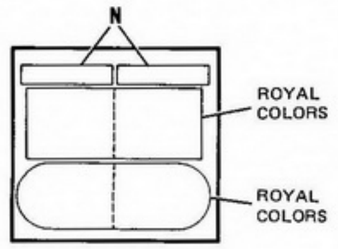
NOTE: POSITION AND TIE-OFF ANCHOR AS SHOWN. SAME PROCEDURE FOR STARBOARD SIDE.



18A

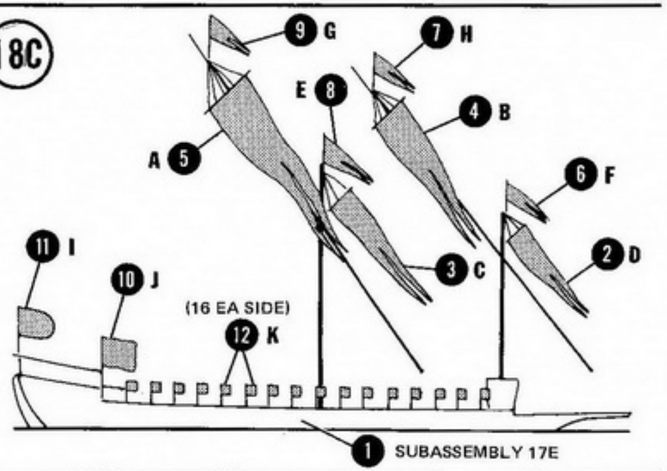


18B

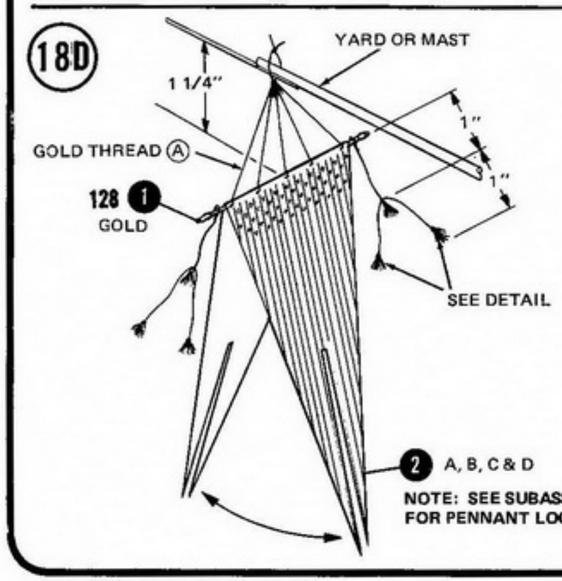


NOTE: ROYAL COLORS ARE SHOWN IN PLACE OF "I" & "J" WHEN PERSONS OF REGAL BEARING ARE ON BOARD. THIS ARRANGEMENT IS OPTIONAL.

18C

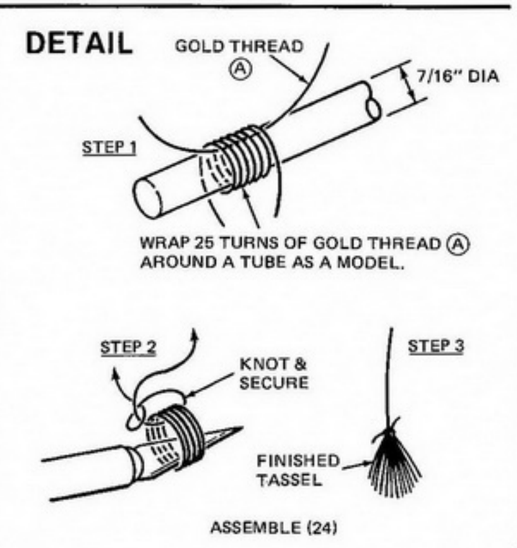


18D



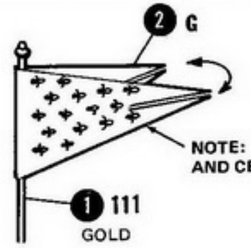
NOTE: SEE SUBASSEMBLY 18C FOR PENNANT LOCATION.

DETAIL



ASSEMBLE (24)

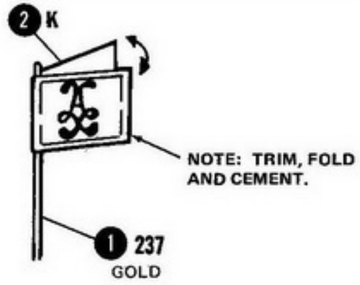
18E



NOTE: SEE SUBASSEMBLY 18C FOR PENNANT LOCATION.

PENNANT	STAFF	LOCATION
G	111	MAIN YARD (SHOWN)
E	107	MAIN MAST
H	112	FORE YARD
F	110	FORE MAST

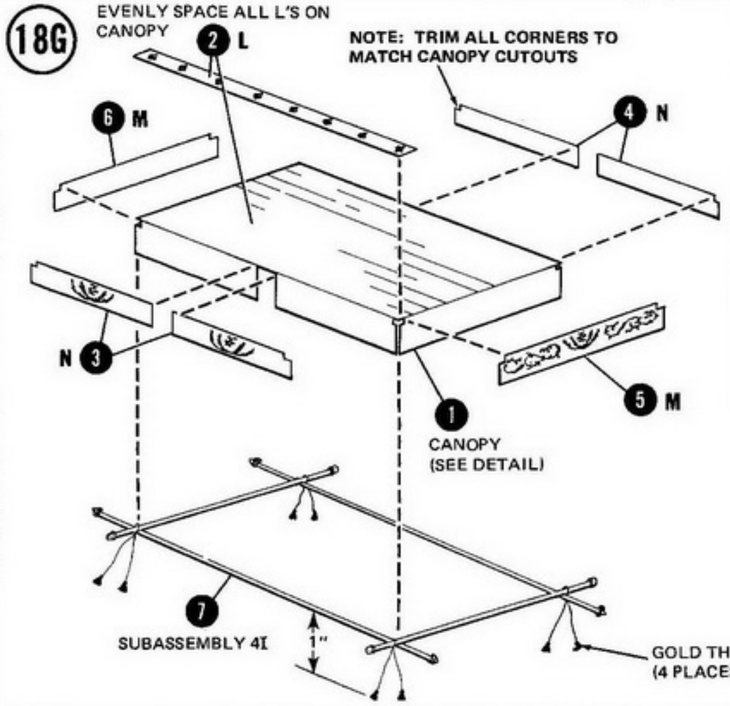
18F



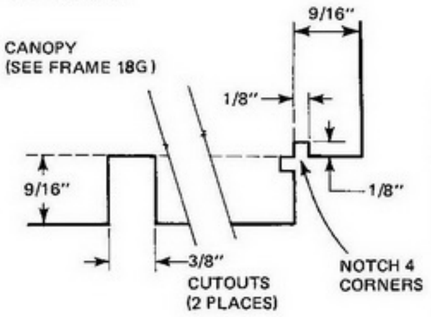
ASSEMBLE (32)

NOTE: SEE SUBASSEMBLY 18C FOR FLAG LOCATION

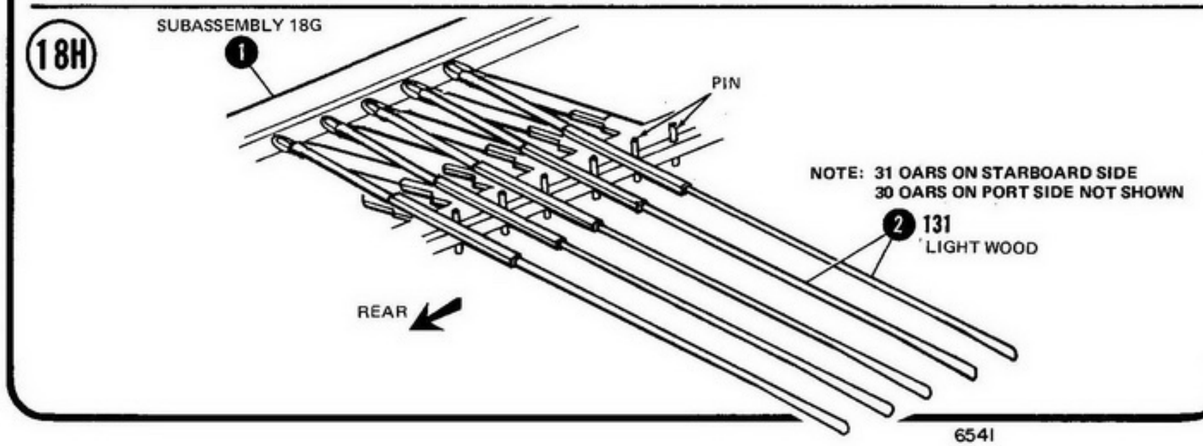
18G

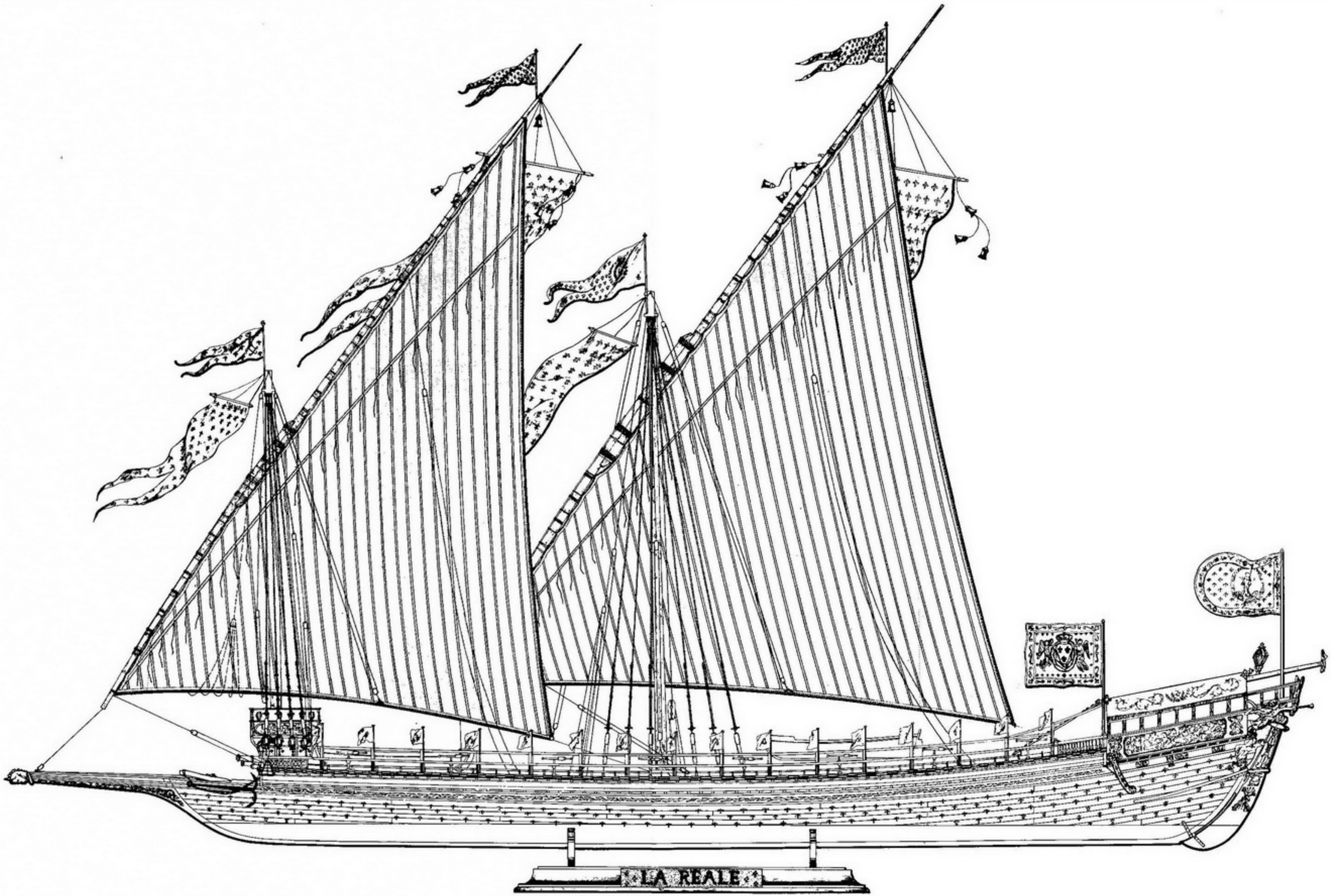


DETAIL



18H




LA REALE