TURNING SHROUDS MADE EASY BY USING « Z » and « S »

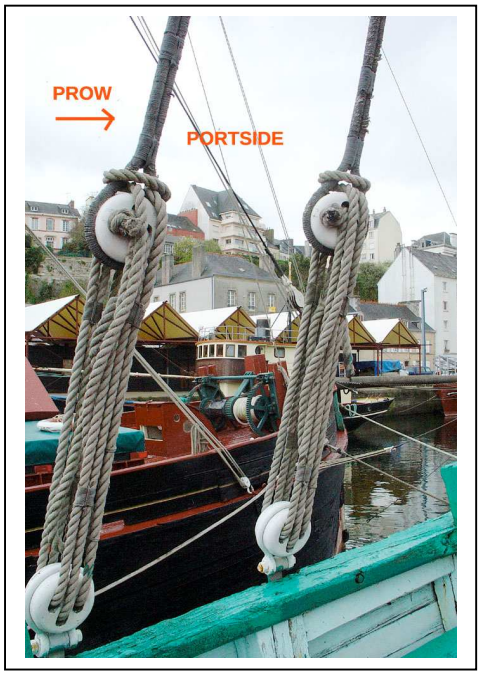
Ship modellers and knots tyers are often at a lost with the way shrouds are disposed on the port and starboard side of a ship depending on the lay of the rope used , hawser or cable laid. A given book can show illustrations that contradict themselves from one page to the other.
There is a most easy way to find what is what by using intelligence in place of memory : just know how to sign a crossing and what is a « Z » and an « S » lay.

Better read as a pre-requisite :
- signing crossings
- killing handedness

if you are not up to “signing” S & Z at the moment.

The secret is « respect the way the rope was laid »

FOUR photographies shot in Le Port-Musée (Harbour museum) de Douarnenez – Brittany - France



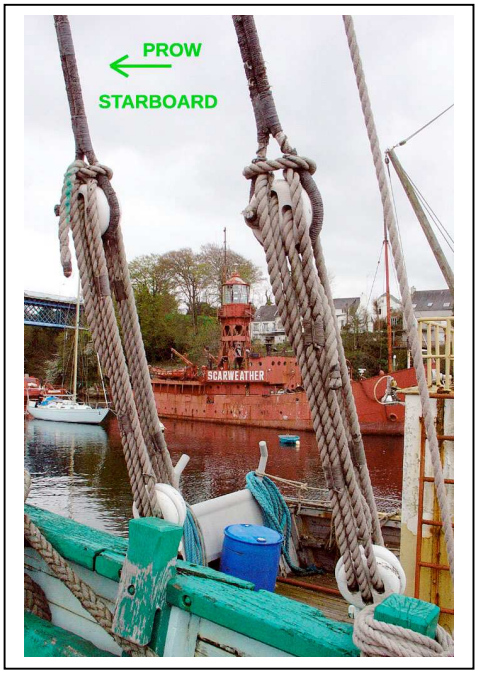


Fig 1

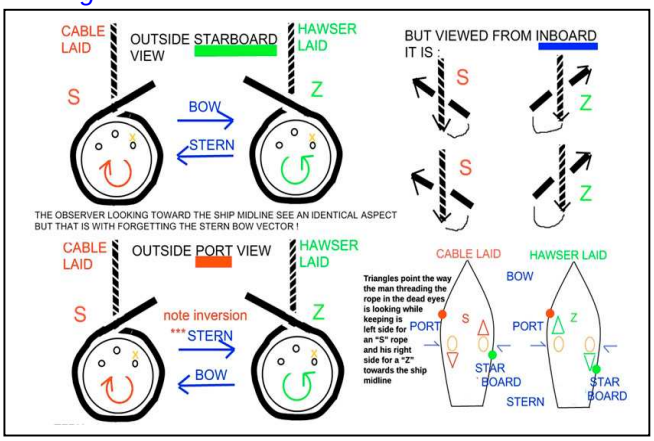


Fig 2

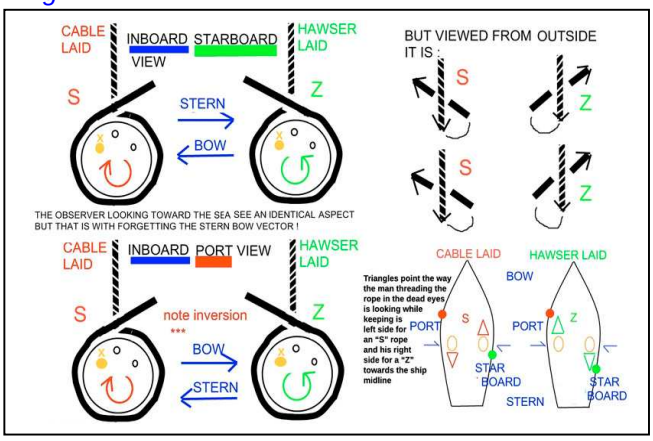


Fig 3

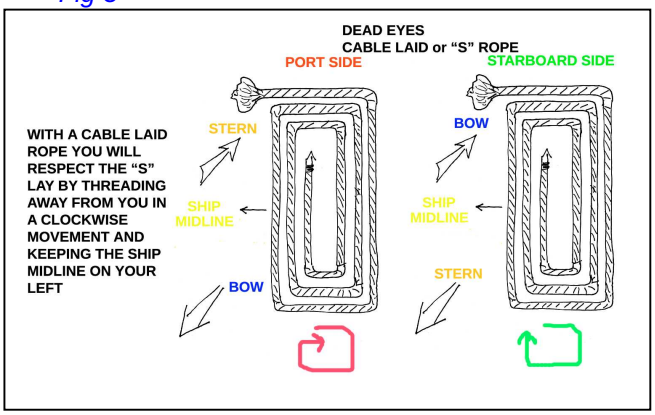
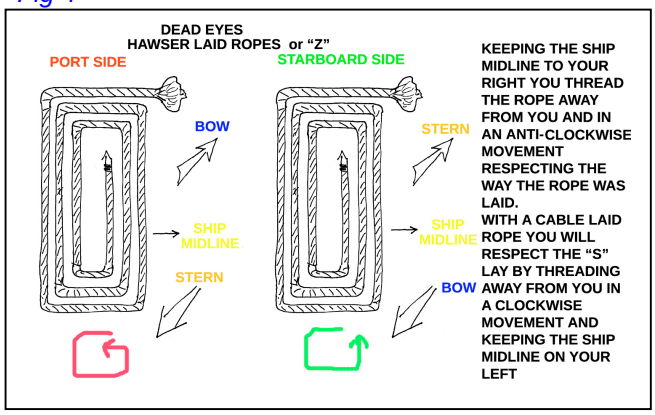


Fig 4



Just above (*Fig 1* ; *Fig 2*) are the only two ways I know to get crossing respecting the lay.

Just as the crank was turned anti-clockwise in the rope walk to make an hawser or « Z » laid rope (respectively the crank was turned clockwise to make cable laid rope or « S ») You will make an anti-clockwise (respectively a clockwise) turn around the upper dead eye with the hawser laid shroud. (Frame of reference : the direction to which you are looking.

For a hawser laid make a « Z » crossing and for a cable laid make an « S » crossing.

You will note that the stopper knot in the upper eyes walk around the ship in the same way the crank was turned to make the rope. (look at the four photographs in page 1)

It is anti-clockwise for hawser laid (Z) and clockwise for cable laid rope (S).
I have read in some book that the stopper (Matthew Walker Knot) is on the side the "tail" of the shroud is.
But I cannot affirm it.

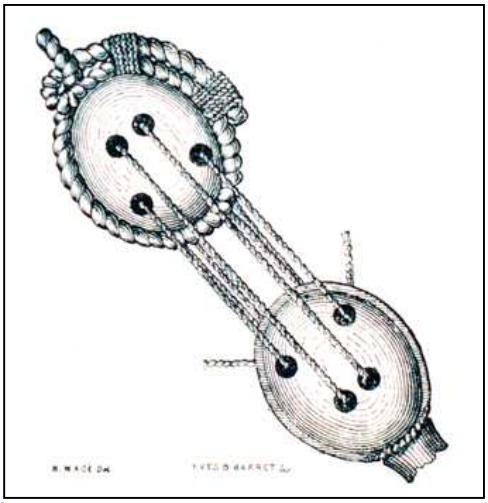


Fig 5

The only illustration (*Fig 5*) I am sure of (taken in an official 1875 French Marine Manual)
Z lay and Z crossing seen from outboard

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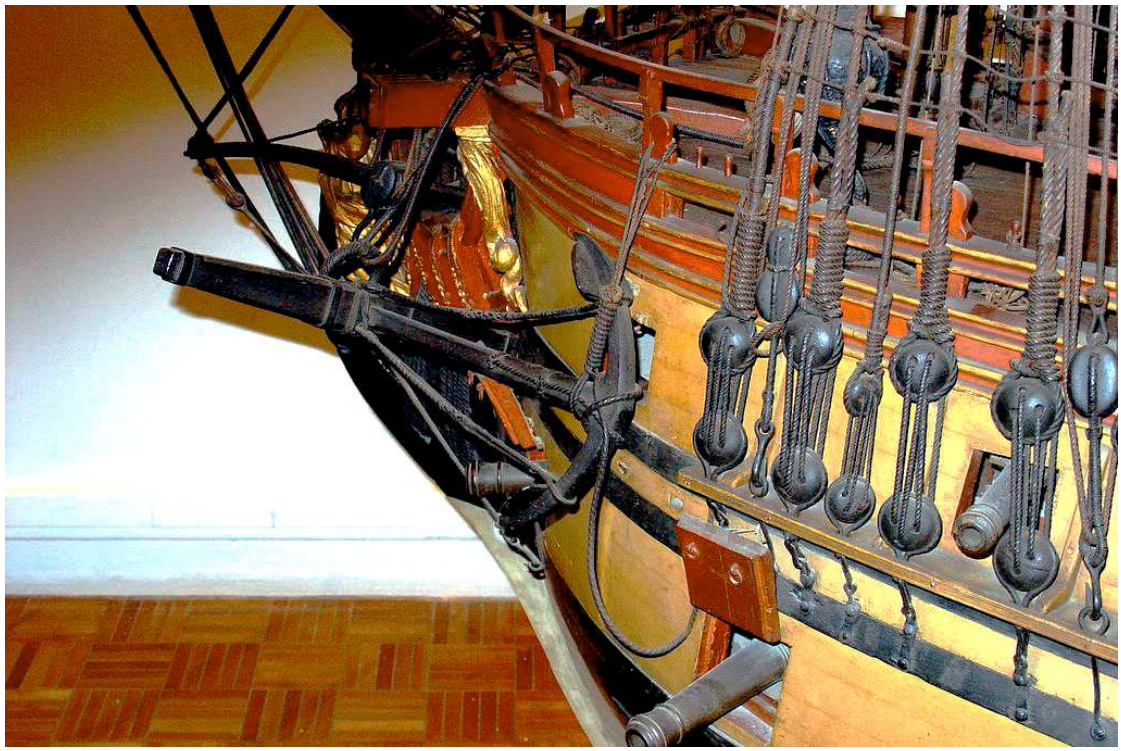


This is an historical model coming from the Royal French collections and exposed in Le Musée de la Marine in PARIS.

Beware : along the centuries with restoration after restoration what was made by “true riggers” at the origin was done again by ship modellers or so-called riggers “ à la petite semaine” and there are many mistakes and self-contradiction that can be seen on historical models, even in museum of renown.

ANNEXE : **MISTAKES IN BOOK.**

Granted they are mistakes in illustration and it is easy to indict the draughtsman but the author is ultimately responsible for what is in his book not withstanding pro domo defence (editor, publisher, designer… if not able to master all that they one should abstain from publishing ;=) and IMO it is really regrettable to see books “committed” by IGKT members with rather silly error in illustration (you will not have far to go to find some)

Here are some by order of appearance.

Pre 1878 George **BIDLECOMBE** (1807-1878) *The Art Of Rigging*

1927 Roger Charles **ANDERSON** *The Rigging Of Ships in the day of the spritsail topmast, 1600-1720*

This one has self-contradictions

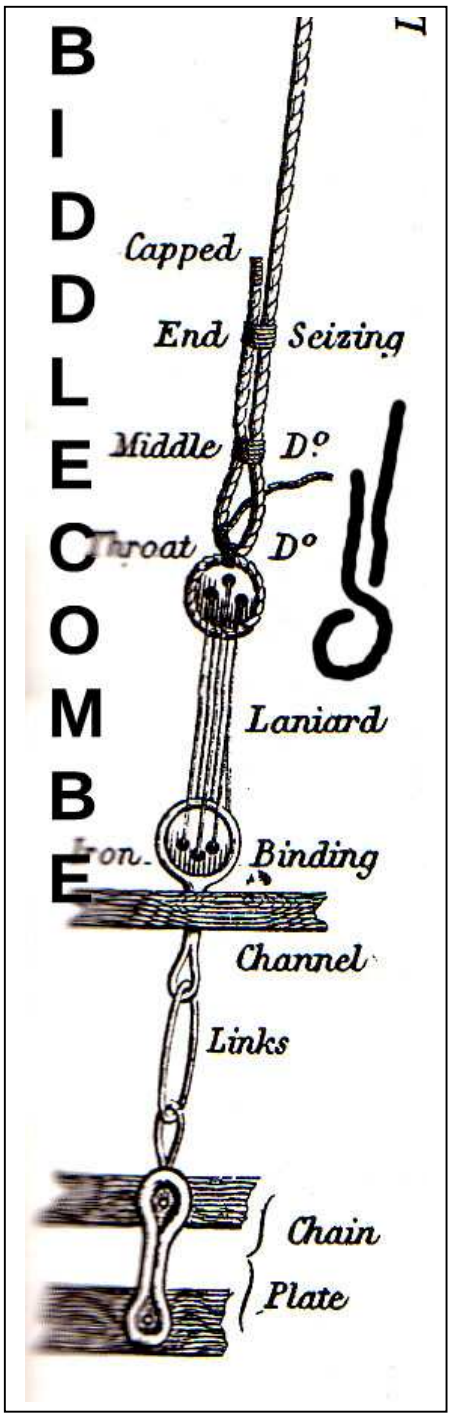
1953 HERVEY GARRETT **SMITH** *The Art Of The Sailor*
No mistake that I can see but not real data is show either!

2000 Lennartth **PETERSON** modelmaker **AND DRAUGHTSMAN** *Rigging Period Ship Models*
This one is hailed by some enthusiastic modelmakers as “THE BEST” !

I shudder at the thought of the worst!

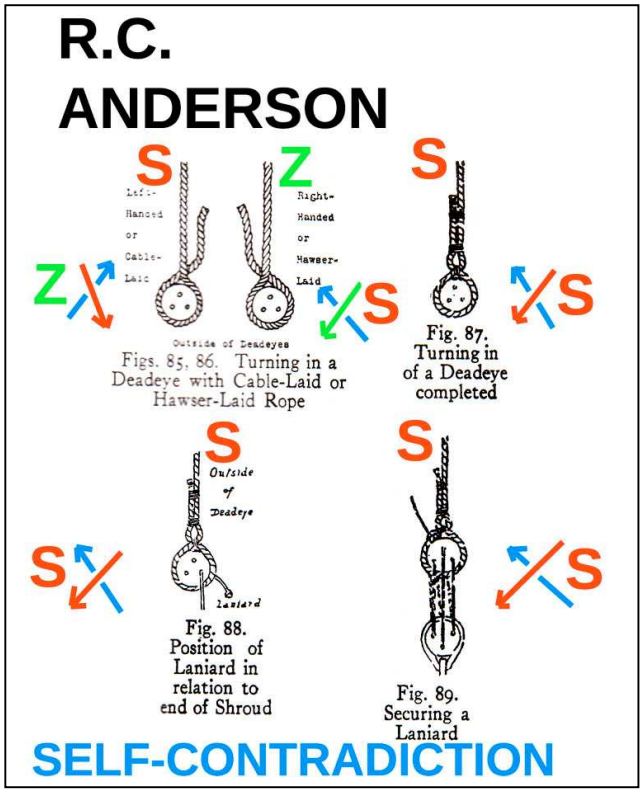
This one error put me in high doubt about the quality of the rest that I am not able to control. Illustrations under are used under the “fair quote” provision and to prove what I am stating.

Fig A



Z cordage and Z crossing so no mistake in that respect.
The crossing is made “on the outboard”

Fig B



In his text ANDERSON states :
“ …When a deadeye is turned in there is a difference in the of “cable-laid” and “hawser-laid” rope.

In either case the end goes under the deadeye and inside the standing part, that is to say, nearer the midship line.

With the cable-laid or left-handed rope the end is passed under the deadeye from right to left as one looks at it from outboard ; it then crosses the standing part and comes up the right hand side of it.

With right-handed rope the end goes from left to right and comes on the left hand side of the shroud.

The result of this is that with cable-laid shrouds the end lie forward on the starboard side and aft on the port ; with ordinary rope the opposite is the case.

Figs 85 and 86 will help to make this clearer. Where the end crosses the standing part , a “throat seizing” is made and….”

Fig C

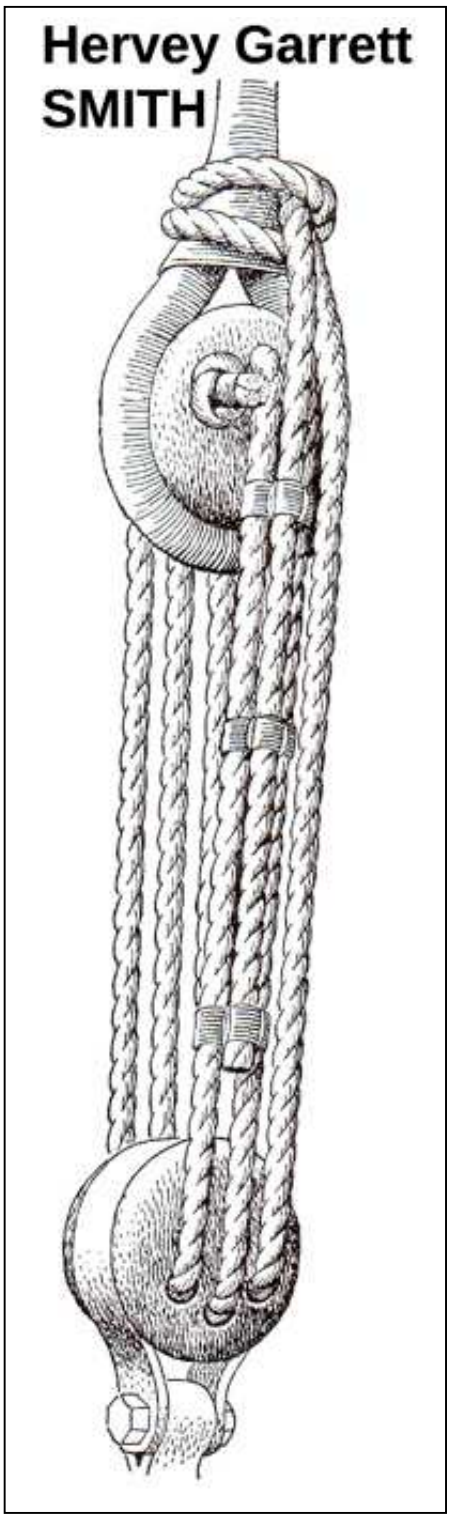
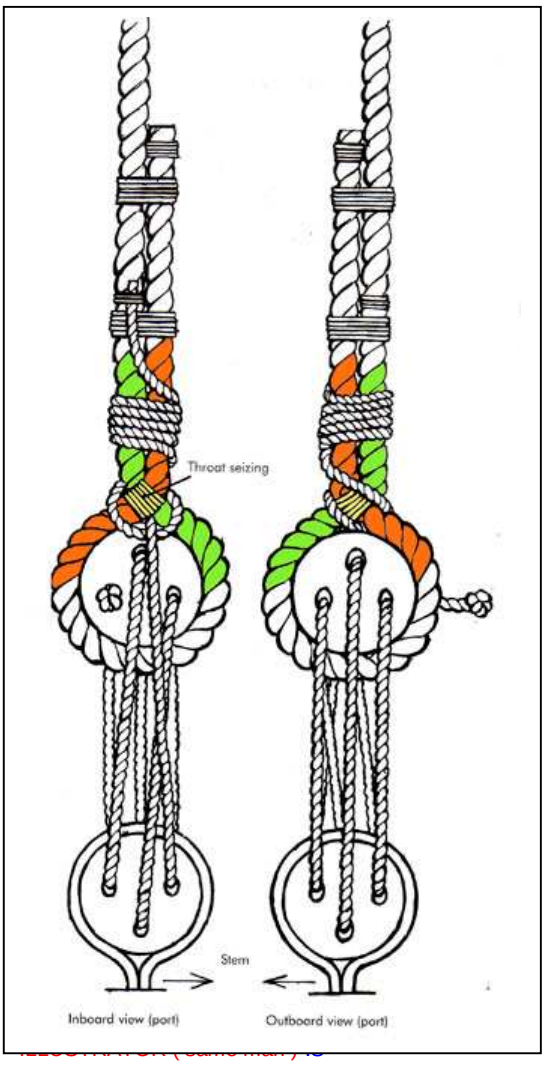


Fig D



SELF-CONTRADICTORY AND IMPOSSIBLE.
You cannot have an overcrossing done by the same “piece of rope” Inboard and OUTboard it is OVERcrossing on one side so UNDERcrossing on the other for the considered segment of rope.

So much for acclaimed expertise !
Author AND readers cannot see ! But that is nothing new under this Sun.

I find my way of “finding it again” by using S & Z much surer and at least “congruent and coherent”