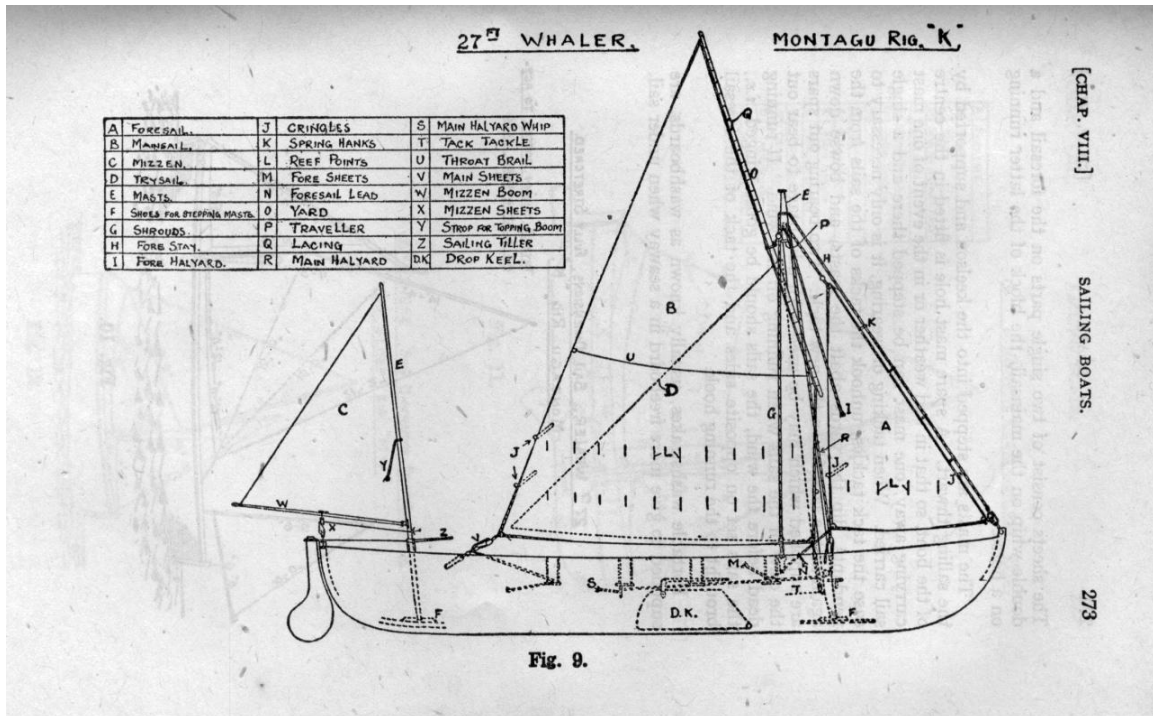


Royal Navy 27ft Montagu Whaler, clinker-built in 1943 and lovingly rebuilt and restored to her present superb condition, over many years, by her previous owner Bob Nicholson. Designed by Admiral Montagu in the 1890s, the type was carried on most Royal Navy ships, and used for transport work and seamanship training until the 1960s, when it was replaced by a vastly inferior design.

27 foot Montagu "K"

25 foot Montagu "L"

Admiralty "3 in 1" with inboard engine



27th WHALER. SAIL DIMENSIONS, FULLY STRETCHED.
MONTAGU RIG. K.

TRYSAIL, SHOWN DOTTED, TO ACT
AS A SPINNAKER ALSO

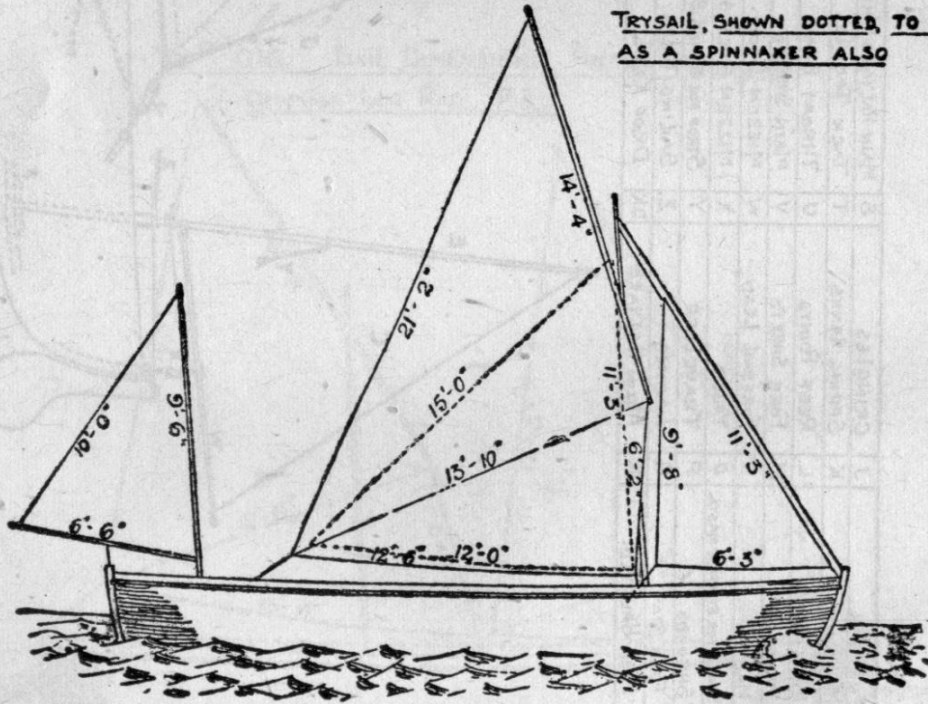


Fig. 10.

Whalers.

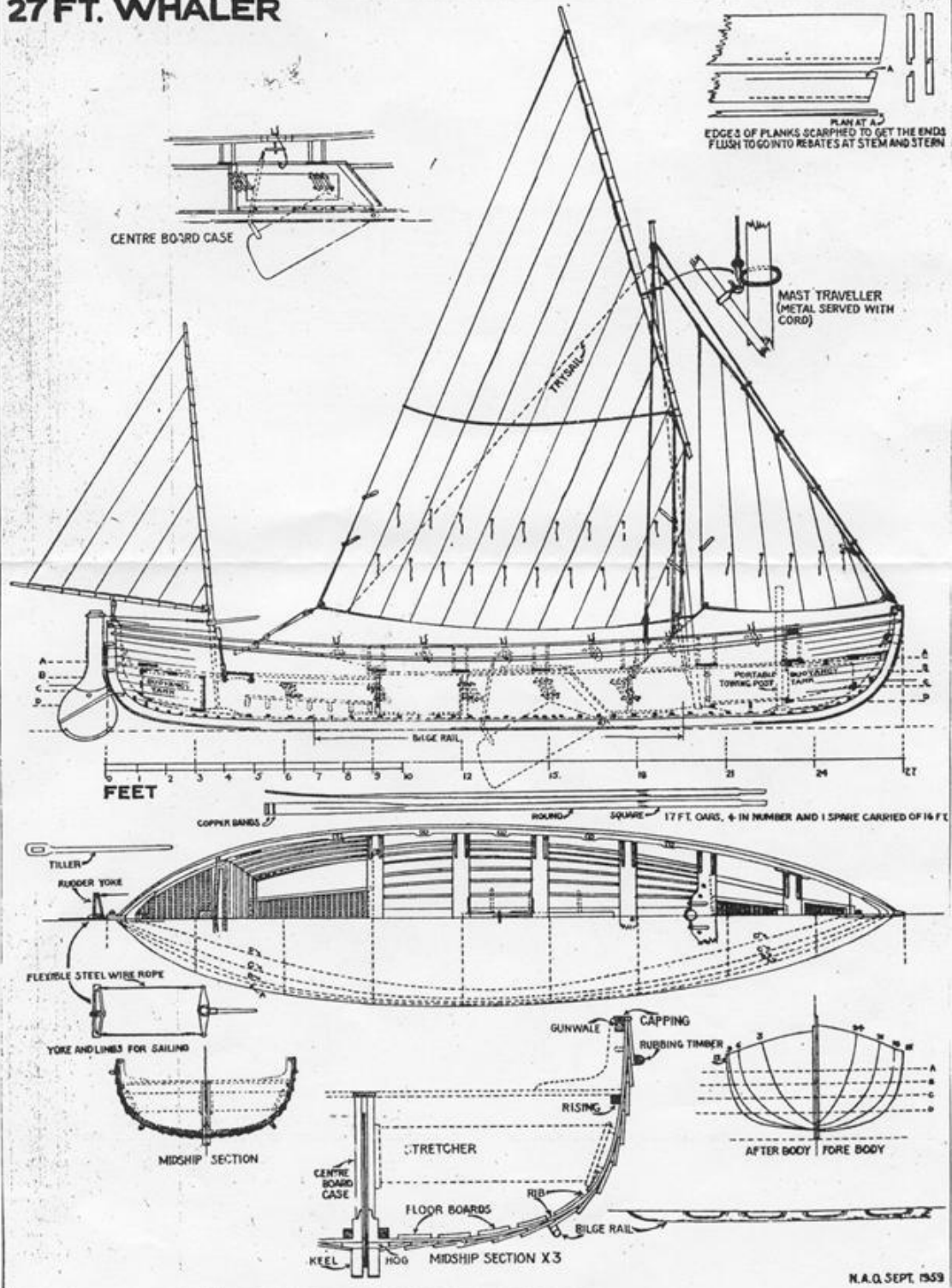
(See Figs. 9 and 10.)

These are either 25 foot or 27 foot yawl rigged boats fitted with a drop keel. They are clinker built and constructed of wych or sand elm in England, or mahogany at Malta.

The mainmast is stepped at the second thwart, where it is held by an iron clamp and set up by two shrouds and a forestay. The mizzen is stepped abaft the stern benches through a specially fitted crosspiece. The sails consist of a stay sail, standing lug mainsail and a small leg-of-mutton mizzen sail fitted with a boom. A trysail is also provided for use as a stormsail and as a spinnaker if desired. The fore halyards consist of a single whip and the main of a wire pendant tailed with a whip. A tack tackle is supplied for the mainsail. The foresheet consists of a single part, the mainsheet of a double whip rove through bullseyes, and the mizzen sheet is rove through a block on the stern post. The mainsail is fitted with brails and the mizzen with a topping lift. Bearing out spars are provided and washboards only in the earlier types of boats. Whalers of recent construction have been built with an extra strake in the hull, and this renders washboards unnecessary.

In destroyers and sloops, where the whaler may be required to lay out an anchor, a strong back is supplied to fit from gunwale to gunwale across the boat.

27 FT. WHALER



Boat Drill

Ship Your Oars each oarsman leans backward and passes the loom of his oar over his head while passing the loom of the nearest oar over the head of the oarsman in front of him.

Bear off the boat is pushed off from the dock or jetty using boathooks or the looms of the oars

Stand by to Give Way Each oarsman leans forward and extends his or her arms, holding the oar clear of the water and ready to row.

Give Way Together Leaning back, and using the body more than the arms, the oarsmen dip their blades and begin to pull in an easy rhythm, lifting the blade clear of the water when recovering, and following the speed and rhythm set by the **Stroke Oar**, the oarsman closest to the coxswain.

Oars Once finished with the current stroke, the oars are brought to the horizontal and held motionless clear of the water, ready to begin pulling again or follow another order.

Hold Water This order can be given for port or starboard oars only, or for all oars. On the command, the oars are lowered into the water and held there to check the boat's forward progress.

Back Together On this command, the oarsmen take their cue from the **Stroke Oar** and row the boat astern, by beginning a push at the chest and pushing the dipped oar away, then recovering. "Back Port" or "Back Starboard" may be given as needed.

Rest On Your Oars Oars are brought inboard across the boat until they rest on boat gunwales, and the boat's crew can rest leaning on the oars.

Out Oars The recovery order from the 'Rest On Your Oars' order. The oars are extended out, clear of the water, ready for pulling.

Way Enough The order indicating that pulling has ceased for the time being. Oars are to be held clear of the water, as per the order **Oars**, and a next order awaited. The sequence of laying the oars back in the boat on the conclusion of pulling is usually to be:

Way Enough

Prepare To Toss Oars/Toss Oars

Boat Your Oars

Bow/Bows the bow oar or bow oars boat their oars and stand by with boat hooks ready to fend off

Boat Your Oars From the Toss Oars position, starting from the bow oar position and working aft, the oars are lowered and laid fore and aft on the thwarts, blades facing forward.

Easy All On this order all rowers pull less vigorously, so that the speed of the boat is reduced. If the boat is being turned, the orders 'Easy Port' or 'Easy Starboard' may be given. To return to full effort, the order given is 'Give Way Together'.

Mind your oars - (Applies to the short oars only) Lean well back, pass the oar grip back over your body and lay the oar, still in its crutch, right along the side of the boat. This is done to clear an approaching hazard, so its prompt execution must be perfected.

Sometimes issued to the port or starboard side only. If the oars are not to be used for a while, they may then be slid well back in the crutches, then lifted out of them and lowered just inside the boat.

Let Fall From Toss Oars, the oars are lowered together into their locks, thole pins or ports, and a correct grip for pulling taken. The oar blades must be kept clear of the water surface, and the blades rotated so that they are vertical and ready to pull.