

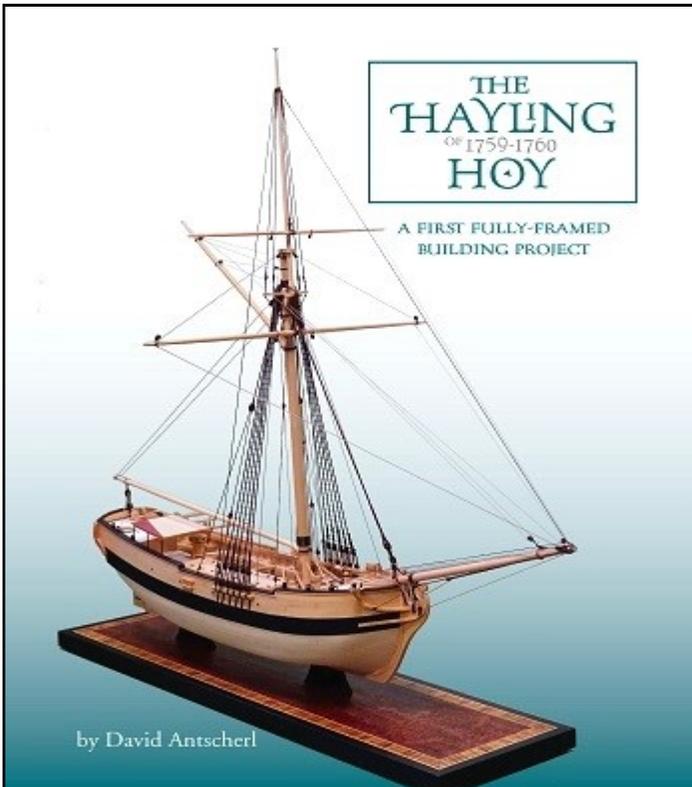
# The Hayling Hoy of 1759-1760

by David Antscherl

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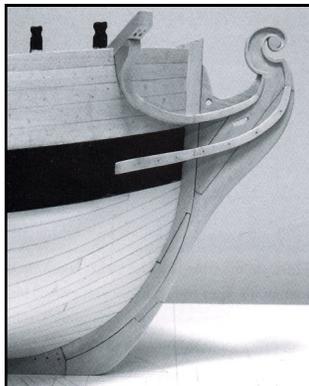
On the dust jacket of David Antscherl's latest book, "The Hayling Hoy of 1759—1760" it states "A first fully-framed building project." Indeed, the author certainly delivers on that statement. In his opening remarks Antscherl reinforces this claim by declaring that the book is intended to introduce the ambitious model-maker to build-



ing a fully framed model while avoiding some of the complexities of a British man of war.

The author goes on to offer some reasons for choosing the hoy for this project. They include the fact that these craft had a less complex framing system, they also lacked gun ports or sweep ports, and the rig was comparatively simple. This vessel also makes an intriguing subject since it is not commonly modeled.

In spite of the fact that the Hayling Hoy was an everyday, knock-about service vessel, she possessed some graceful features. The scroll head is only one of two carvings on this model, the other being located on the tafferel. Nevertheless, they add a very pleasing quality to this small craft, especially the scroll head, which flows into the cheeks and cathead supports.

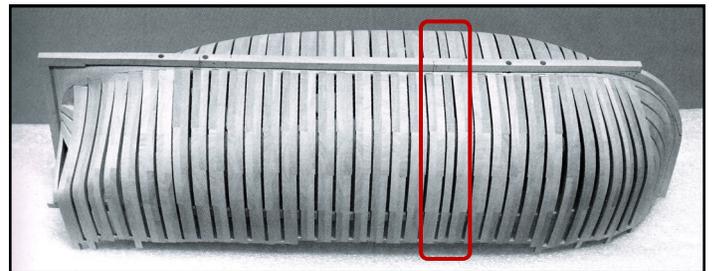


Antscherl makes a valiant effort to provide the reader with some historical background on the hoy, but admits that a true distinction of this vessel is blurred by other craft similar in size, rig or even what the local populace might have considered a hoy or lighter. The only true difference that the author could offer was the fact that only hoyes carried passengers as well as cargo.

The reader is then provided with a brief history of the Hayling, which can trace its origins back to the same shipyard that built *Agamemnon* and *Indefatigable*, both 64 gun ships of the line. The third vessel to bear the name, she would go on to have a very lengthy career of 22 years.

The modeler is also provided with information on the drafts obtained from the Royal Museums Greenwich that were used to research this vessel. In numerous cases, he had to utilize drafts of other lighters and hoyes from the same period, which provided details not included in the Hayling drafts. It's interesting to note that "as designed", this hoy would have carried a complement of eight swivel mounts. The "as launched" draft, which was the primary reference for this model, does not reflect this feature.

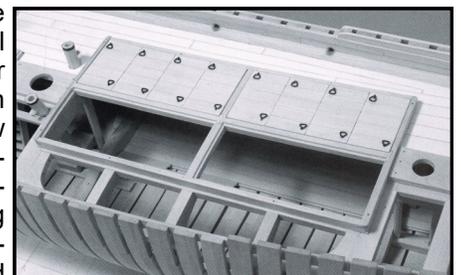
To the untrained eye, the hull of the Hayling may appear to be pretty straight forward, but this is not necessarily true. The author provides the reader with many notable differences. One example occurs back aft where this hoy features a square stern and a timber loading port. Almost all of this workboat's frames are doubled, and lack chocks or scarfs, which simplifies con-



struction. The one exception is the dead flat frame, which is composed of a single layer that requires reinforcing. Antscherl provides an easy means of scarfing and chocking this frame.

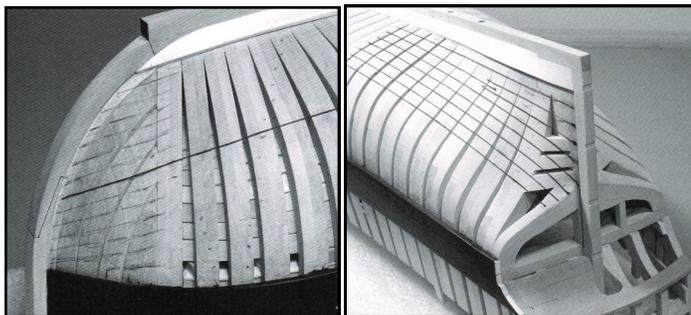
The main hatch with its coamings, ledges, battens, and perimeter framing may appear to be a simple structure, but this is not the case. Antscherl provides a fair amount of detail in describing how these were constructed. His technique for fabricating the hatch cover triangular shaped

ringbolts is simple, yet effective.



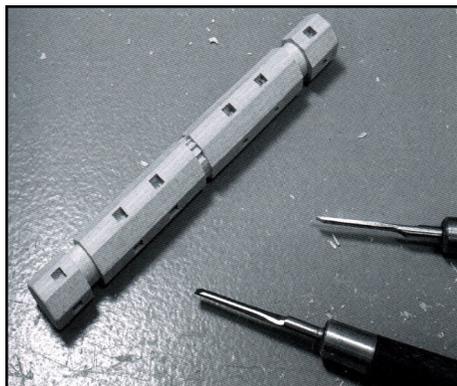
Antscherl offers some excellent hints and tips concerning planking the exterior of the hull. The main wale consists of three parallel strakes, and the author provides some first rate suggestions for laying them out accurately. Keeping with the theme of a less complex model, they do not possess anchor stock or top and butt timbers. This is primarily due to the fact that *Hayling* was intended for harbor service, and was not expected to withstand enemy gunfire.

Bottom planking starts with the garboard strake, and works its way up to the wale. This first strake can be key to an excellent planking job, and the author provides

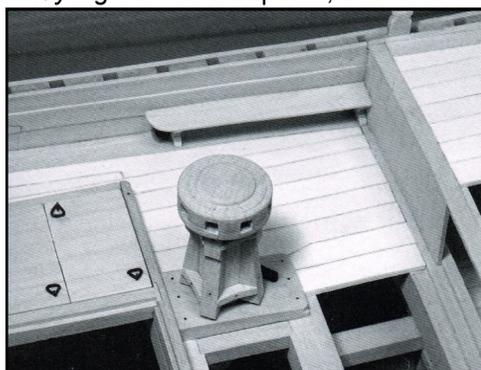


some important advice. He then describes his technique for "lining out," which provides reference points for laying out thread battens that provide a visual hint as to how the strake runs will look. He goes on to explain how he utilizes these planking aids.

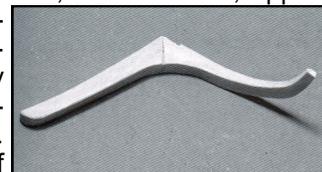
The most prominent and massive fitting on this craft is the windlass, which measured just under 15 feet in length on the actual vessel. Unlike most modelers who might break this component down into segments, David Antscherl demonstrates his modeling mastery by constructing this piece out of a single blank.



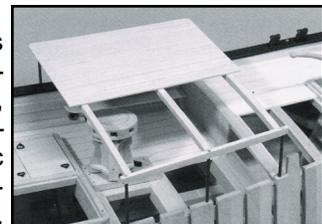
A vertical line at the appropriate location on the drafts indicates that the *Hayling* carried a capstan, but none of the drafts provide the necessary details. The author was forced to refer to other sailing lighter drafts for the required information, which bore some surprising results. His research indicated that their features differed from those found on larger vessels in terms of the number of whelps and the size of the upper chocks. (Also, note the passenger bench in the upper part of the above photo.)



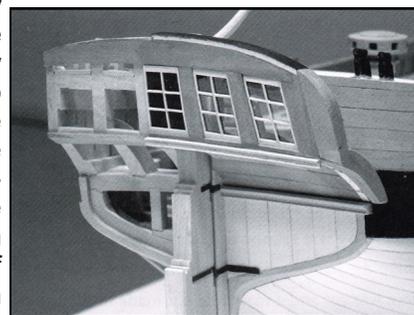
As stated earlier, the scroll head, lower cheeks, upper cheeks, and the cathead supports provide a pleasing appearance to *Hayling*, but they are also some of the more tedious pieces to construct. Compared to other aspects of this treatise, the author devotes considerable attention to their fabrication.



Antscherl admits that he has never seen another draft featuring the passenger awning, which is so prominent on *Hayling*. Although rather simplistic in appearance, this piece presented some challenges, which included how to represent a canvas cover.



One of the final hull subassemblies discussed are the stern lights. Like many other components, the author explains how patterns are used to fabricate these fragile pieces. Of the three displayed on Antscherl's model, no two are the same, which makes the use of these templates even more advantageous.



Being sloop-rigged, the *Hayling* differed from most vessels of her type. The cutter rig was a more common application. Antscherl states that one of *Hayling's* drafts indicates that this hoy's rig was much loftier than would be expected. In spite of this, he decided to omit the jibboom, topgallant mast and topgallant yard. The dimensions for these spars are provided if you wish to show them. All in all, the segment on rigging accounts for approximately 30% of this book, and is quite thorough.

Antscherl states upfront that this latest work is designed to be used in tandem with Volume I of *The Fully Framed Model, HMN Swan Class Sloops 1767-1780*. However, references are also made to Volumes II and IV. The model can be built without the help of these books, but they will certainly expedite the process.

This treatise features 8 pages of color photos, and a packet of plans consisting of three sheets. At a scale of 1:48 they will produce a model with an overall length of 26".

This review has touched on only a few of the many aspects this work has to offer. "*The Hayling Hoy of 1759-1760*" would be a noteworthy addition to any ship modeler's library. This book is highly recommended.



Reviewed by Bob Filipowski