

RIGGING OF SHIPS IN THE DAYS OF THE SPRITSAIL TOPMAST,

1600-1720 pdf

1: THE RIGGING OF SHIPS IN THE DAYS OF SPRITSAIL TOPMAST, "â€"

It ends in , roughly the time when the spritsail topmast was superseded by the jib boom and other innovations of eighteenth-century rigging. The book's 12 chapters cover every aspect of the ship's rigging of the period, from the lower masts and bowsprit to the running rigging of the topsails and topgallants.

It is said to be the ancestor of the common gaff rig that evolved in 16th-century Holland. The foot of the sail may be bent to a boom, or be loose-footed and just controlled by its sheets. Mast case tabernacle on SB Centaur Muzzle on SB Centaur The spritsail was best known from its use in the Thames sailing barge , which employs two similarly sized spars to form the framework for the sail area. This enables the vessel to reach and run. The peak of the sail is permanently attached to the head of the sprit, which is steadied by two sets of vang. The barge in the distance has all sail set, mainsail the spritsail , topsail, foresail, topmast staysail and mizzen. The spritsail rig was normally used without a boom. The latter was usually found on fore-and-aft rigged vessels to keep the mainsail in an aerodynamically efficient shape. Such loose-footed sails can also be found on gaff-rigged Norfolk wherrys and the bawley class of vessel. The spritsail was a feature of the Cromster where the ability to furl the foot of the sail and raise the sheets, made gunnery much more readily possible. The sail could still be controlled using the vang. The entire sail can be quickly brailed to the mast. The overriding advantage is safety in open water. Barges are unballasted and, if overpressed, will heel excessively and must be pulled to wind. The sheet will be eased and the aft end of a boom could drag in the water making the rudder ineffective and a capsize inevitable. The sheet of loose footed boomless barge is just released and control is regained. Loose footed sails suffer from sail twist which reduces their aerodynamic efficiency when sailing off the wind, which usually is not a commercial issue. It can be an advantage in light air. The vang control the head of the sail which can be set so as to make use of the air above the wind-shadow of moored ships, warehouses and so on. The head of the diagonal sprit is steadied by the vang. This fine control of the sail without need for the crew to leave the deck, is achieved by brailing up. Rather than lowering the mainsail , it is gathered up against its own luff and head by means of lines called brails. This technique is an effective way of stowing the mainsail and gives fine control over the power obtained from the sail. In narrow channels, and in the lee of tall buildings the mailsail and mizzen are brailed and the bowsprit topped up, and she sails on topsail and foresail alone. It also means that the sail cannot easily be covered when it is stowed, and thus protected from the elements. But in any case, the crews of working vessels did not trouble with such dainty ways. In keeping with the general philosophy of working boats, all sails would therefore be traditionally treated with red oxide and other substances. The crew could sail under a low bridge such as at Aylesford or Rochester the without losing steerage way. The windlass is below the tack of the foresail and the tackle at the foot of the forestay. In striking the gear, the foresail tack tackle had to be cast off, the bridge cleared, the skipper and an extra man the huffler used the windlass to raise the mast. This much simpler implementation sees the sprit anchored higher on the mast than on barges. Leg of mutton spritsail[edit] This is a sprit rig that uses a triangular sail, the luff is bent to the mast, and the one spar, the sprit-boom attaches to the clew of the sail. The fore end of the boom is tensioned pulled tight to the mast by use of a snotter chord. Unrelated to the spritsail described above, it is an evolution of the ancient Greek artemon that was eventually made obsolete by the evolution of more efficient headsails. In the context of square-rigged vessels, the spritsail is a square sail set under the bowsprit ; a "spritsail topsail" may be set above it, though this latter element of a square-rigged sailplan fell into disuse early in the 18th century CE [17]. In this form, in addition to carrying the spritsail itself the spritsail yard , mounted under the bowsprit abaft the dolphin striker , also often provided some lateral support for the jibboom and flying jibboom via the guys supporting those spars.

2: The Rigging of Ships: in the Days of the Spritsail Topmast, by R.C. Anderson

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3: The Rigging of Ships: in the Days of the Spritsail Topmast,

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6: Spritsail - Wikipedia

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7: The Art of Rigging

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