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April 26, 1950.

CHANGES IN SCROONER
PLEIONE
for the season of 1950.

1. Cut 4' 6" off the foot of main mast and shift the tongue aft 1 3/4" so the mast will rake approximately 18" more than previously.
2. Cut 1' 9" off the after end of main boom so the length of boom will be 34' 3" from after side of mast to boom end.
3. Reduce the length of all shrouds on the main mast 4' 6".
4. Make the main topmast forestays 28' 9" from after side of fore mast to center of eye over main mast.
5. Make the main stay 54' from fitting on main mast to gooseneck on fore mast.
6. Make the upper leg of the backstays 32'.
Make the lower leg of the backstays 43' 6".
7. Recut the mainsail to the dimensions on the sail plan.
8. Recut the main staysail to the dimensions on the sail plan.

Note:

There will be no changes in the foremast and bowsprit, and the rigging and sails that are used with these spars.

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Changes in the Schooner Pleione for the
season of 1950

1 Cut 4'-6" off the foot of main mast and
shift the tongue aft $1\frac{3}{4}$ " so the mast will
rake approximately 18" more than previously

2 Cut 1'-9" off the after end of main boom so
the length of boom will be 34'-3" from after
side of mast to boom end.

3 Reduce the length of all shrouds on the
main mast 4'-6"

4 Make the main topmast fore stay 28'-9" from
after side of fore mast to center of eye over
main mast.

5 Make the main stay 54' from fitting on
main mast to gooseneck on fore mast

6 Make the upper leg of the backstays 62'
" " Lower " " " " " 43'-6"

7 Recut the main sail to the dimensions on

the rail plan

8 Recut the main stayrail to the dimension on the rail plan

Note : 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.

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Pleione

The schooner Pleione[?] which is fitting out for the racing season next summer and is stored at the James B. Given yard at Marblehead has an interesting history and has won about as many important cups as any yacht now in existence. She was built by the Henshoff Mfg Co of Bristol R.I. in winter of 1912 and 13. She was originally one of the one-design class of NYYC 50 footers which ~~was~~^{were} a class of gaff rigged sloops, 9 of which were built that winter by Henshoff. Their general dimensions were 72' OA - 50' WL - 14'-6" beam and 9'-9" draft. After racing in the 50' class a few years she, like many other racing sail boats, was layed up during World War I. But soon after the war she was fitted out as a cruiser with a gaff rig & in 1925 she was purchased by Mr J V Santay of Marblehead and re-rigged, again, this time she became a staysail rigged schooner and was the first of the larger yachts to have box section masts of the type then being developed for the smaller racing yachts. She was also the first of the larger yachts to have the shrouds attached to the mast with tangs instead of the usual way of using an eye splice around the mast. Under this rig, as is shown in the accompanying

illustration, she has won the Astor Cup 4 times
 and the Kings cup ^{and innumerable other yacht club} once ^{and on the} ^{rears}
 won the Astor cup once when rigged as a
 slooh, she perhaps has won more important
 trophies than any other American yacht now in
 existence; The Astor Cup ^{is} supposed to be
 worth \$1,000. and for years ^{has} been considered
 the most important annual race of the New York Yacht
 Club, while the Kings Cup which was given by the
 late King George V is perhaps the most ^{aristocratic} ^{entertaining}
 prize as it can only be competed for by the
 larger yachts. It is interesting that Plesnie
 has ~~won~~ many races with old sail, and on
 the day she ~~won~~ the Kings Cup several of her
 sails were 18¹⁸ years old. But many old timers
 are much interested in Plesnie because she is
 now 38 years old and apparently as good
 as new, excepting that her deck ~~has~~ been worn
 down some by several thousand scubbings, and
 many of the old timers are pleased that she has
 beaten newer yachts that cost 10 or 15 times as
 much and had excessively large lapping jibs
 and parachute spinnaker and a multiplicity of
 special sheet winches. This year Plesnie will
 have some new sails so that many of the old

timers will watch her performance with renewed interest.

"Pleone" Staysail halyard Sheave, etc

- ① Slot in after side of mast about $5 \frac{7}{8}$ " long x $\frac{7}{8}$ "
- ② Sheave from mast head
- ③ Check piece for sheave of half haid Phosphor or John Bronze $\frac{1}{6}$ " or more thick by about 5 " x $5 \frac{7}{8}$ "
- ④ Sheave pin of John bronze, shouldered and riveted in place in slightly countersunk hole
- ⑤ Slot in forward side of mast $\frac{3}{8}$ " x about 14 " lower end beveled for rain head.
- ⑥ Piece of half oval brass about $\frac{1}{2}$ " or more x 2 " for halyard to ride on
- ⑦ Strip of Brass or Bronze about $\frac{1}{6}$ " x $1 \frac{3}{4}$ " x $14 \frac{3}{4}$ " to cover slot in forward side of mast and reinforce mast



Basis

$\{ \begin{matrix} \vec{e}_1 \\ \vec{e}_2 \\ \vec{e}_3 \end{matrix} \}$ is a basis for \mathbb{R}^3
 $\vec{e}_1 = \begin{pmatrix} 1 \\ 0 \\ 0 \end{pmatrix}, \vec{e}_2 = \begin{pmatrix} 0 \\ 1 \\ 0 \end{pmatrix}, \vec{e}_3 = \begin{pmatrix} 0 \\ 0 \\ 1 \end{pmatrix}$
 $\vec{e}_1 + \vec{e}_2 = \begin{pmatrix} 1 \\ 1 \\ 0 \end{pmatrix}$
 $\vec{e}_1 + \vec{e}_3 = \begin{pmatrix} 1 \\ 0 \\ 1 \end{pmatrix}$
 $\vec{e}_2 + \vec{e}_3 = \begin{pmatrix} 0 \\ 1 \\ 1 \end{pmatrix}$
 $\vec{e}_1 + \vec{e}_2 + \vec{e}_3 = \begin{pmatrix} 1 \\ 1 \\ 1 \end{pmatrix}$

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- (8) Straps each side of mast to attach and connect the Fore Stay to the Spring Stay, these straps can be made up of $\frac{1}{4}$ " stainless steel wire made up to form a grommet about 20" long with open thimble in both ends, the grommet can have shot wire neck raisings and are to be sewed with marine the full length.
- (9) The shackle for attaching the Spring stay can be a $\frac{5}{16}$ " or $\frac{3}{8}$ " G.I. bow or anchor shackle
- (10) The shackle for attaching the Fore stay can be $\frac{3}{8}$ " or larger G.I. anchor shackle
- (11) The grommet straps NO 8 are held in place by hard wood, Oak, maple or ash blocks sewed to both sides of the mast, these blocks are also supposed to be mast reinforcements to make up for sheave slots, these blocks can be tapered at each end as shown, and while they can be fastened with $1\frac{1}{2}$ " #14 F.H. screws at the middle, shorter ones should be used at the ends, these blocks are to be a very tight fit on the grommet straps so the slots

for the same should be shallower than the thickness
of the strata

Work on the Reinforcement of Prisoner
Jaw mart

1 spacing and dulling 186 holes in
butt straps - two rows - man and machine ~~2.00~~
@ 100 c on lower 4.50

2 Making special steel chuck to hold rivets while
being shortened 2 rows man and machine ~~2.00~~
@ 180 c 1.50

3 Shortening 175 rivets 4 rows man and ~~4.00~~
machine @ 75 c 3.00

Changes in Pleione

1 cut 6' off the bottom of main mat.

2 above the following

Substrate for top

Upper substrate

Both the bottom

Intermediate zone

Lower substrate

Main mat

The large fish is not

3. Shorter main boom at other end 3'-3" less overall
length, but the clear cut is in the opposite place.

Recent transverse marks between stages are
more irregular.

A brief note on the water table, as noted
by a student in the case of the light on the
diameter of base of the top part of the main
mat. The end of the main mat is now in
place and a drawing of the water table.