

Rigging Plan

For *Thalatta*



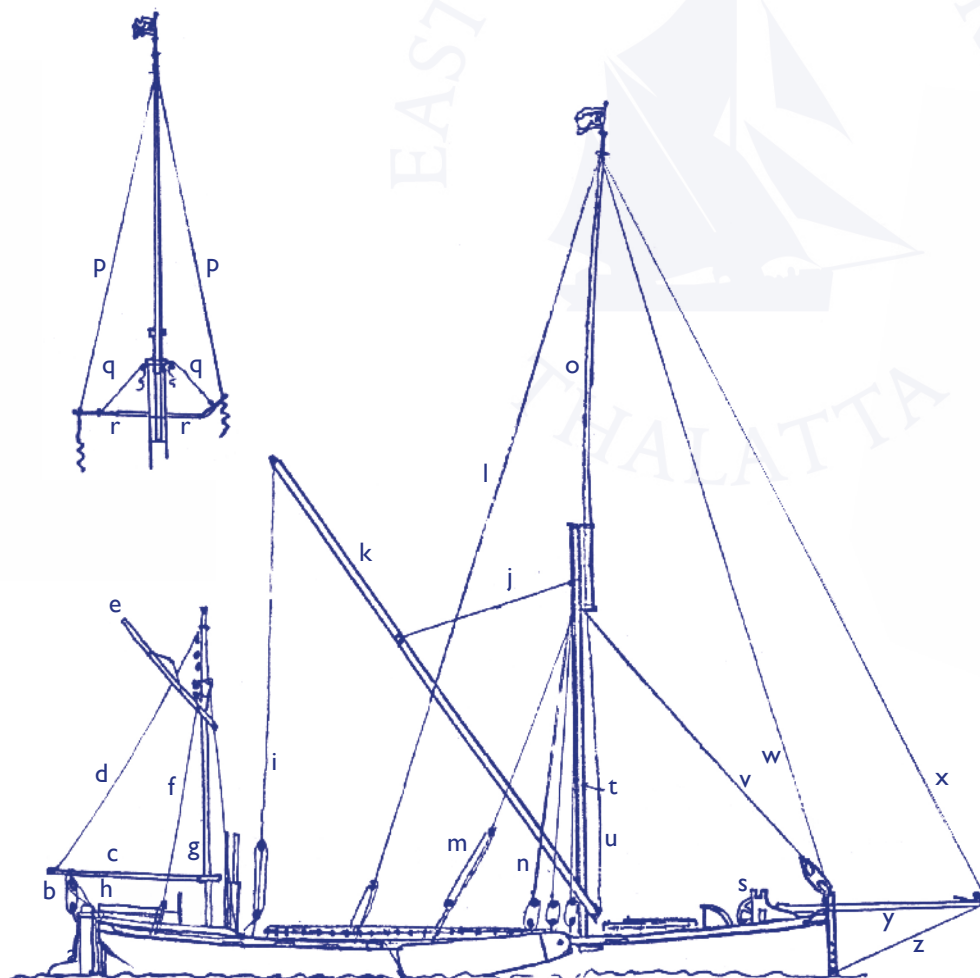
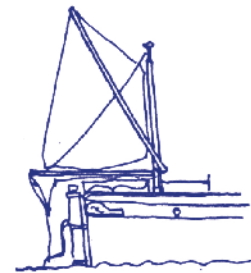
Thalatta's rig has changed many times over the years since she was built. Since 1967 she has been rigged as a 'mulie' which means she has a boom and gaff mizzen, but a spritsail mainsail.

Thalatta was actually designed as a ketch barge (called a 'boomie') with a boom and gaff mainsail and mizzen. This was because she was intended for coastal and cross-channel work, which a boomie rig is more suited to than a spritsail rig (which is ideal for river work). She is the last surviving barge to have been built as a boomie, so is very special!

During her last years in trade *Thalatta's* rig was reduced to barely any sail at all as an engine was used to get her from port to port. These days she sails as much as possible but has a powerful engine to use when needed.

Spritsail Mizzen

A more common Thames Barge rig has a smaller mizzen with a sprit, sheeted to the rudder:



- a Rudder
- b Mizzen Sheet
- c Mizzen Boom
- d Mizzen Topping Lift
- e Gaff
- f Mizzen Shrouds
- g Mizzen Mast
- h Wheel
- i Vangs
- j Yard
- k Sprit
- l Topmast Backstays
- m Main Backstays
- n Shrouds
- o Topmast
- p Standing Backstays
- q Crosstree Lifts
- r Crosstrees
- s Windlass
- t Mainmast
- u Stanliff
- v Forestay
- w Short Topmast Stay
- x Long Topmast Stay
- y Bowsprit
- z Bobstay