MISCHIEF
Sail number 4477

Power:
- Battery switch under Top Step in Cockpit. There are two, on back side.
- Master switch on panel- DC Main On
- Engine Start panel – Starboard side, aft cockpit
  - To start: Turn key, buzzer, push start button. Alarm will turn off.
  - To Stop: Pull stop button under aft hatch, turn key off – leave in ignition
  - Engine shifter – normal. When off and sailing – gently put in reverse

Main Halyard:
- Stored on end of boom.
- There is a boom topping lift – adjustable as a ‘reverse vang’ – midway track along boom, starboard side.
- Also has a boom crutch with spline facing forward – be careful all varnished – take out when raising and lowering the main. Only for when at mooring or dock.
- Runner (also called check-stays- the lines that go to the back corner of the boat) go forward when raising and lowering main.
- Main halyard is a 1:1. Raise sail to ‘taught. Please don’t over tighten.
- Outhaul is adjusted on a track along boom, starboard side.
- Main sheet is trimmed from the cockpit on the port side.
- Note – dorades should be removed when racing so sheets don’t catch- just cruising you can keep them in

To drop Main
- Snug topping lift
- pull luff, port and starboard alternating. Flake on boom
- Put sail ties between foot of sail and boom
- Sail ties come up and cross over cigar and then tighten below boom but inside of any lines or wires – keep minimum things touching varnish

Spinnaker: TO BE VERIFIED
- A-sail goes through a block at the tack of the jib (we need to get a soft loop instead
- Sheets are a bit over kill but there is also a small (should be 2) light air spinnaker sheet.
- S- Sail – ‘normal’
- Blocks can be run to the very back but possibly also in the runner pad-eyeys or further forward – b-max

Genoas:
- One jib on the boat at the moment
- HOLMAN TO FILL IN HERE
Blocks:
- Jib cars on port and starboard aft rails

Halyards:
- All halyards are white – be careful
- Main halyard becomes wire.
- At end of day all should be pulled forward and away from mast
- A sail tie or lashing should be used to pull any halyards still near the mast away and towards shroud so they don’t bang

Covers:
- Mainsail cover as per normal
- (will be made after July 2020) Tent gets clipped under the gooseneck and hooked to the back of the boom and tightened under the boom. Then use ties to padeyes and stations to snug her up. Through the fixture, back through the loop and two slip knots or half hitches
- Most times leave dorades in and facing forward (mooring) and hatches open to keep ventilation moving

Down below storage:
- Cockpit cushions, vests, etc. stored aft in starboard quarter berth
- Blocks behind port settee backrest – be careful there are TWO hooks on each
- Winch Handles starboard side of companion way
- All lines hung forward
- All sails folded and dried forward
- Never put anything on the main cabin cushions – wet or dry – other than clean butts

Head:
- There is a black water tank
- There is a ‘whale pump’ to empty the black water tank

Galley:
- Alcohol stove – make sure you know how to use it

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**Boat Info**

Name: **Mischief**  
Sail #: **4477**  
Hull #: **728**  
Type: **Newport 29**  
Designed by: **Nathanael G. Herreshoff**  
Contract: **November 27, 1913**  
Delivered: **June 15, 1914**  
Construction: **Wood**
LOA: 35' 7" (10.85m)
LWL: 29' (8.84m)
Beam: 10' 4" (3.15m)
Draft: 5' (1.52m)
Rig: Gaff Sloop (Marconi in 1929)
Sail Area: 728sq ft (67.6sq m)
Displacement: 15,970 lbs (7,244 kg)
Keel: yes
Ballast: Lead outside
Built for: Auchincloss, Mrs. E. B. [Hugh D. Auchincloss, Jr.]
Amount: $3,900.00
Current owner: Private Owner, Oyster Bay, NY (last reported 2018 at age 104)