



# **BRILLIANT YOUTH SAILING HANDBOOK**

**MYSTIC  
SEAPORT  
MUSEUM**

Dear Youth Sailing Crew,

Going to sea and sailing this exceptional vessel provides great fun and great challenge, and we want you to enjoy the process in as many ways as possible. My sincere hope is that your experience will be formative.

Essential to the way we sail *Brilliant* is to have all hands take part in vessel operation. This includes steering, sail handling, helping in the galley, cleaning, and watch standing. Much of the pleasure of this experience is in the hands-on participation and sharing in the responsibility and care of this iconic schooner.

All who sail aboard *Brilliant*, from wooden boat connoisseur to absolute beginner, gain a memorable seagoing experience that provides a combination of adventure and satisfaction through meeting the challenge of the environment.

While onboard *Brilliant*, you will become a shipmate to eleven other people, a term that can only be understood by those who have been one. No one can guess for sure how your time on board may affect you, but perhaps gaining a deeper understanding of what it means “to go to sea” will be enough.

Sincerely,

Captain Armour

## Policy for Parents/Guardians

Family members may escort you directly to and from *Brilliant* and are welcome to visit Mystic Seaport Museum for the day at no charge.

## Records

Once you have registered, you will receive an email confirmation and an invitation to create a profile on CampDoc.com for completing additional paperwork. If you have not received either email within five business days, please call our office at 860-572-5341.

After registration, the following must be received by May 1:

- complete tuition
- completed profile and health forms on CampDoc.com

## Cancellation Policy and Statement of Responsibility

### PLEASE READ CAREFULLY

Mystic Seaport Museum reserves the right to cancel the program in case of bad weather, mechanical problems, or other unforeseen circumstances. In such cases, your payment will be returned. If you cancel 30 days or more prior to sailing time, your payment, less a 25% administrative fee, will be returned. No refund will be given if you cancel within 30 days of sailing time. Cancellations and requests for refunds must be in writing.

Please send to:

Central Reservations

Mystic Seaport Museum

PO Box 6000

Mystic, CT 06355-0990

or email [reservations.desk@mysticseaport.org](mailto:reservations.desk@mysticseaport.org)

## Keeping in Touch

Between the beginning and end of a program, *Brilliant* maintains no regular schedule. Ports of call are entirely at the Captain's discretion. When possible the captain reports to Mystic Seaport Museum during the cruise, so the vessel's general location is known. You can follow the vessel location at [marinetraffic.com](http://marinetraffic.com). Please understand that occasionally it is out of range so does not appear on the website. To contact *Brilliant* in an emergency you may call Security at 860-572-5310. The Museum will then make every effort to reach the vessel. Cell phones are not permitted on board. If circumstances require you to bring a cell phone with you for your travel to and from the vessel, then they must be surrendered to the Captain for the duration of the program.

Captain Armour is willing to discuss the merits of not having cell phones on board for the sailing programs with anyone who desires clarification, but it should be known that there is not room for negotiation here.

## What to Bring

1. Bedding: one sleeping bag, one sheet, and one pillow case. We provide pillows.
2. Towel
3. Swimsuit
4. Toiletries, including sunblock. Please do not bring spray on sunblock.
5. Comfortable clothing: clothes that can be layered and provide sun protection are recommended.
6. Soft-soled shoes: avoid black rubber soles. Please do not bring flip-flops.
7. Cold-weather clothing: a heavy wool sweater or jacket, heavy socks, warm pants. Don't be fooled by warm weather ashore; it might be cold on the water, even in midsummer.
8. Foul weather gear: two-piece outfits are best. Unless you plan to sail often, avoid the expensive brands.
9. Other essentials: spending money, stamps, sunglasses, hats, a book, camera, and a small ditty bag for day stuff and for shore leave.
10. Seasick medication: Bonine (generic: Meclizine HCL) and Dramamine (generic: dimetrahidrenatee) have been successful. Bonine is less prone to cause drowsiness. Consult with your physician for recommendations.
11. Flashlight
12. Sea or duffel bag: all gear (except sleeping bag) is to be packed in one sea or duffel bag of moderate size. No hard-sided suitcases are allowed, as stowage space is limited. There simply is not room for larger bags and extra clothing. Keep it simple.

**DO NOT BRING** radios, iPods, cell phones (or other electronic devices), scuba equipment, spray sunscreen, or heavy gear.

## Shipboard Life

We typically anchor and occasionally tie up to a dock at night. On some passages, we may sail though the night, and all hands will stand a watch, sharing the responsibility of vessel operation and safety.

Facilities for doing laundry or for taking a shower do not exist aboard *Brilliant*.

All hands are expected to turn out to perform necessary work at any time. In breezy weather a pull on the main sheet is a task for many hands, and such maneuvers as jibing, tacking, or taking in sail often require fast work

by everybody aboard.

All hands are expected to keep their personal items neat and orderly at all times.

Cell phones are not permitted onboard.

## **Cleaning**

Before leaving any anchorage in the morning, your bunks must be straightened away. No clothing is to be left lying around. Heads must be scrubbed, decks washed or swept, and brightwork wiped down. Brass polishing is a daily chore. In good weather other cleaning and maintenance is done as needed. The vessel may be wiped down at the end of the day.

Neatness and cleanliness are required, and all hands are responsible to the mate in this regard. *Brilliant* is a beautiful craft, admired everywhere. Your efforts are vital to maintaining this reputation.

## **Shore Leave**

The captain may grant shore leave after supper if conditions permit. You will return to the ship no later than 10:00 p.m., except with the captain's permission. *Brilliant's* welcome at ports of call and permission to use shore facilities depend on our reputation for bringing well-behaved crews. There will be anchorages that do not offer the opportunities to go ashore.

## **Tips for Shipmates**

There are certain things to bear in mind about life in the crowded confines of a ship.

1. Show consideration for your shipmates and "pull your weight in the boat."
2. Long fingernails are not safe and are not acceptable onboard a sailboat, as they can hinder handling lines, furling sails, and performing essential tasks securely.
3. You may not bring any food or candy aboard.
4. iPods, radios and other electronic amusements including cell phones are not permitted and pose a threat to safety.
5. Never leave your post without being properly relieved.
6. Mattresses and pillows are not allowed on deck.
10. Do not attempt to light the galley stove.
11. Never stand or sit in the companionways.

## Drug, Tobacco, and Alcohol Policy

*Brilliant* is a zero tolerance vessel. Students participating in the teen programs are not allowed to use tobacco, consume alcohol, use illegal substances, or misuse prescription drugs. These rules apply both aboard the vessel and during shore leave. Any student caught in possession of, or under the influence of, prohibited substances will be required to leave the vessel as soon as is practical. The student and his/her parents or guardians are responsible for any travel expenses incurred by the early dismissal from the program and are not eligible for any program refunds.

## Short History

On April 23, 1932, the schooner *Brilliant* was launched from the yard of Henry B. Nevins at City Island, New York. The vessel was built for Walter Barnum, and at his request the construction details were of the highest standard for a possible voyage around the world. At the present time, *Brilliant* is in every way fit to undergo any of the trials that were envisioned for the vessel when new. *Brilliant* is a tribute to the vessel's designer, builder, and to all those who have owned or cared for the vessel over the intervening years.

Although not primarily built for racing, *Brilliant* can give a good account when there is plenty of wind.

During the summer of 2000, *Brilliant* raced with Tall Ships 2000 from Boston to Halifax and won First in Class and third in a fleet of over 40 vessels. *Brilliant* went on to win the race from Halifax to Amsterdam, First in Class and First in Fleet. The vessel entered the 1932 Bermuda Race soon after being launched. *Brilliant* lost the Genoa jib on the first night out, but was not far behind when Highland Light broke the existing course record.

In 1933, *Brilliant* set a record in elapsed time for vessels of the same size in a run from Nantucket Lightship to Bishop Rock Light, England, in 15 days, 1 hour, and 23 minutes.

In 1936, one of the hardest Bermuda Races was run. In a heartbreaking finish, *Brilliant* was becalmed almost at the finish line, and the crew helplessly watched the *Vamarie* catch a breeze, come up from astern, and cross the finish line several minutes ahead. *Brilliant* was thus second over the line. *Kirawan*, a smaller craft, won on corrected time. Henry E. Bodman of Detroit, Michigan, purchased *Brilliant* in 1940 and took the vessel to the Great Lakes. There *Brilliant* cruised until William W. Spivy bought the vessel in 1942. Mr. Spivy donated *Brilliant* to the Coast Guard for anti-submarine patrol work, operating out of St. Simon's Island, Georgia, evidently spotting at least one submarine but without mishap.

With the end of World War II, *Brilliant*, along with other yachts that had been pressed into service, was auctioned off. *Brilliant* was purchased by Briggs Cunningham in 1945. Mr. Cunningham rerigged the yacht with taller masts and increased sail area with the intention of giving the vessel more speed in light winds. After a poor showing in the 1946 Bermuda Race, *Brilliant* stayed more or less in Long Island Sound.

In 1953, Mr. Cunningham generously donated *Brilliant* to Mystic Seaport Museum to teach young people the art of seamanship. Through program earnings and continued donations by friends of *Brilliant*, this fine schooner has been maintained to a high standard and is admired everywhere.

Since 1953, *Brilliant* has sailed the equivalent in nautical miles of five times around the earth with more than 11,000 students setting the sails and steering the course. Caring for this significant vessel and keeping maritime skills alive help Mystic Seaport Museum fulfill its mission of inspiring an enduring connection to the American maritime experience.

In October 2000, the American Sail Training Association voted *Brilliant's* former Captain George Moffett "Sail Trainer of the Year," and in 2011, he was awarded the "Lifetime Achievement Award." *Brilliant* was named "Sail Training Vessel of the Year" in 1997. *Brilliant* has won the famous Nantucket Opera House Cup twice, in 1986 and 1997, and has won many other classic boat races over the past 50 years. The schooner is seen frequently on the starting line of classic yacht races and tallship races throughout New England and the Mid Atlantic.

## **Brilliant's Specifications**

**Name:** Brilliant

**Built:** 1932

**Type:** Auxiliary Schooner

**Designer:** Sparkman & Stephens, Inc.

**Builder:** Henry B. Nevins, Inc.

**Length Overall:** 61' 6"

**Length at Waterline:** 49'

**Beam:** 14' 8"

**Draft:** 8' 10"

**Designed Displacement:** 42 tons (Estimated present displacement: 47 tons)

**Lead:** 33,000 lbs.

**Licensed Capacity:** 2 crew, 10 passengers

**Heads:** Two

**Electronic Equipment:** Radar, GPS, VHF, SSB, Speed/Log, Depth Finder

**Water Capacity:** 200 gals. in stainless steel tanks under floor

**Construction:** Teak with bronze fastenings, oak frames

**Sails:** Dacron, Sail No. 22

**Running Rigging:** Dacron

**Standing Rigging:** Stainless Steel

**Anchors:** 1 Yachtsman; 1 Bruce

**Life Raft:** Coast Guard approved inflatable, two 6-man

**Engine:** #353 G.M.C. Diesel, 1982, 97 H.P.

**Cruising Speed:** 6.5 knots (under power)

**Stove:** Force 10, Propane

**Lighting:** 24 volts, emergency, 12 volts

**Fuel Capacity:** 130 gals. in bronze tank under engine

Vessel built to highest Lloyd's specifications under their supervision. Vessel licensed as Sailing School Vessel (and Passenger Vessel) under United States Coast Guard regulations and inspection. On ocean passages, Brilliant sails as a six-passenger uninspected vessel, and as a sailing school vessel or passenger (inspected) vessel on coastal or inland passages. Captain carries Coast Guard issued license as required by law.

*Brilliant* is hauled every year and inspected by the USCG for the integrity of the hull, rig, and safety equipment. The two six-man life rafts are inspected and tested every year. Radios are also tested and FCC approved.