

## Wrinkles

..an illustrated summer letter to the Yahoo JR group ...

Yesterday I received a little string of photos of Johanna taken by another JR group member, *Edward "Trekfugl" Hooper*, the 1. June. He had spotted us from the top deck of the Newcastle ferry (see his posting no. 11876) on its stopover in Stavanger. The sharp light and unusual perspective reveal some details in Johanna's cambered sail which may be of some interest to some of you.

**The wind was a nice F3-F4 from NV as I recall it. Just one of those fine little day-sails around a couple of islands, watching the scenery, yarning with a friendly crew, coffee and biscuits – and the whole thing topped by a showing-off in the inner harbour...**

(.. modesty... er, say again??)



Approaching Stavanger from north

Photo above: Edward has spotted us and caught us with his long lens. Running before, the sail sets with a minimum of wrinkles as there is not much down-haul from the sheets.



Running into the inner harbour

On this photo (prev. page) the sail has been sheeted in, both to slow the boat down and to prepare for a quick and easy retreat. We don't haul in for max close-hauled sailing as we want good acceleration out of the short tacks.



Coming out of the tack, the flag indicating a stalled sail

In the turbulence among houses and big ships, aiming for perfect setting is no use. Still, the junk rig must be one of the handiest rigs for such close manoeuvrings with no staysails to blind you or catch you a-back. Johanna's good coasting ability helps to cross turbulent or calm spots. Honestly, I can't remember missing a tack with that boat.

cont...



Let's get out of here...

On the photo above, let us take a closer look at some details:

- The luff is nice and taut on all but the lowest panel. The mast is on the short side so getting the last panel taut is a bit difficult. As the sail is being reefed, the “new “, lower panels get a bit slack luff too since I don't bother with down-hauls. Still, by leaving the reefed batten hanging just a bit above the boom, it will help stretching the luff. I see no reason for installing down-hauls. Johanna still only has the four basic running lines: Halyard, sheet, luff h. parrel and yard h. parrel.
- The diagonal Hong Kong parrels at the mast can be seen cutting into the sail at this tack. Not much to do about it. They are there to keep the whole batten panels from developing those big diagonal wrinkles that pull out the camber. The camber has a higher priority than most other details.
- At the aft end of the four lower panels, with the sheets pulling hard, some rather bad wrinkles have shown up. I think the webbing type bolt-rope should take much of the blame here; it is simply a bit too elastic. The easiest cure is probably to hand-stitch on a rope type bolt-rope to the port side of the leech. Still, I wonder if the wrinkles do that much harm: This far aft on the sail, the boundary layer must have grown quite thick, so will hardly notice the rough surface. **What do you think?**
- The leech of the lowest panel is very slack (.. this indicates that the wind have reached F4...). This actually used to cause a rather annoying flutter. The reason for this phenomenon is that as the wind picks up, the short sheet span of panel 7 doesn't provide enough down-haul on the boom (The lazy-jacks are nice and slack). My cure has been to hand-stitch on a 5mm thick shock-chord to the leech of panel 7 at about 20 cm intervals. The shock-chord is stretched about 5cm at each interval. As the wind picks up and the boom lifts, the shock-chord pulls in the slack. Not neat, but at least the sail keeps quiet. I have done the same to panel 4 as the same problem shows up here when the sail is being reefed to 4 panels.

- The flag and the telltales at the leech indicates that the upper part is about to go out of stalled mode, but the lower 3 panels are still stalled (.. you have to trust me here; I can spot the telltales on the original hi-res photo...). The boat starts to lean over and pick up speed in the free wind.
- The outboard engine may look funny on such a big (29ft/3ton) boat, but I don't regret for a second that I fitted it instead of a new diesel at 3-4 times its price. I mostly use the engine in and out of harbours where it makes manoeuvring a child's play. Motoring on flat water, I have noted a consumption of 0.5litre/NM at 5.8knots. In harder winds and heavy swell; I just sail. That's why I stress the need for windward performance...

Finally, take a look at the waterline of Johanna. I guess we are heeling about 20-25°, but there is no sign of lifting the stern and diving the bow. The hull lines, with full bow sections and slim lines at the stern may not be the fastest, but it makes the boat easier to steer than most boats of her size. Closed-hauled at 30° heel, the tiller is still 2-finger light. Keep this in mind when you look for a boat. All too many skippers these days can be seen wrestling with the tiller of their modern, wide-sterned boats. I guess that's why many contemporary yachts, even down to 30ft length, have been fitted with helm steering....

Conclusion:

Johanna may not be the poshest boat in town and her sail with all its lacings, wrinkles and bagginess will not appeal to the perfectionists or those who seek aesthetically clean and tidy lines.

*But she does her stuff well;  
she is cheap to own and operate...  
.. and she is mine!*

Best regards  
Arne

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