

## Chapter 11.

### Rigging.

As the rig has been designed with simplicity and low stress in mind then the same minimalist thoughts have gone into the running and standing rigging. On Poppy the total count of blocks is 2 double blocks on the halyard and a single at the foot of the mast, a single on the yard hauling parrel, two single blocks on the experimental peaking parrel, and a single and a double with jamber on the main sheet. Otherwise there are rings and thimbles. Keeping the stress out of the rig also keeps the expensive hardware out as well. The rigging is easy on the pocket.

The rig has been simplified, and the single Hong Kong parrel which is currently fitted to panel 3 (I think) will be removed when the new peaking parrel is fixed. Because of the greater than normal balance there is no controls required to move the rig back and forward on different points of sail. The combined downhaul/ batten parrels keep the rig stable, and are not changed after the required number of panels have been raised. Please note that the combined lazy jack and sail catcher system is a very useful feature, (but has not yet been completely written up yet. The actual sail catcher will get its own chapter, in due course).

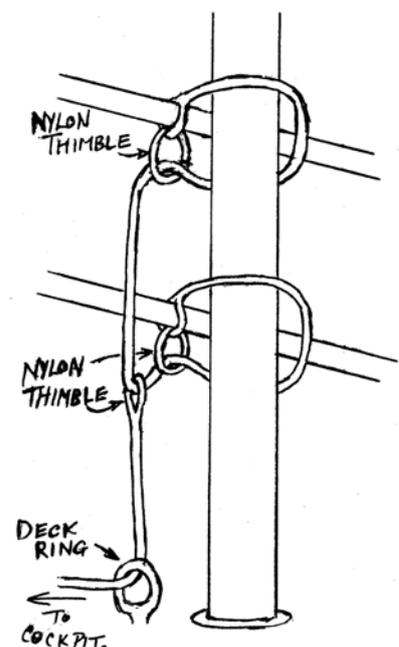
The running rigging, halyard, Yard hauling Parrel, Conventional yard and batten parrels on yard/ top and bottom battens, combined downhaul/ batten parrels stressing that downhauls are grossly under-rated, HK Parrels or not, The sheet and fixed sheeting point, Lazyjacks and sail catcher, the new yard peaking parrel, no fore and aft controls required, no this that and the other required, no expense required, the use of nylon and/ or steel thimbles with buntline hitch or scaffolder's knots, double fisherman's loop & poacher's noose.

**Halyard**, 12mm, do not use swivel blocks. Consider 2 x single blocks rather than double blocks. It is desirable to use free running blocks and generally that suggests ball bearing blocks. Apparently some long distance cruisers suggest plain bearing blocks as they may require less maintenance and have a longer life. Poppy a 4 part system with 2 double blocks, but next time it might be better to use a 5 part system and use 4 single blocks.

**Yard hauling parrel**, 10mm, do not use swivel blocks. This is a standard parrel starting from the yard just behind the sling point, going round the mast, through a block positioned by the start point and then straight down to the foot of the mast and aft to the cockpit. There is not much load on this line on Poppy so the parrel simply goes through a ring at the foot of the mast rather than a block.

**Peaking parrel.** This is an experiment which is ongoing. The basic idea is a line from the front of the yard goes straight aft, round the mast and back to a small block at the front of the yard, then up the yard to just past the mast, through a small block and then straight down behind the mast to the foot and back to the cockpit. The idea is that tension on this parrel will hold the front of the yard against the yard hauling parrel's forward thrust and therefore helping to raise the peak. The line goes up the yard before descending so that it does not get in the way of the camber of the jibs.

**Downhaul/ Batten parrels.** Combined Downhaul/ batten parrels spanning two battens have been a great success story. The idea is to rig them as in the diagram on the right, though at the moment they are lead round the mast and then through the loop round the battens rather than through thimbles. At the moment the parrels are cheap red plastic rope and are quite



**Sheet. 10+ mm.**

The sheeting system is copied from Arne's Johanna. In the diagram the points A, B and C are not blocks but are simply nylon thimbles as can be seen in the photos. Block D is not a block as drawn, but is simply the fixed metal bucket on block E and can slip up and down the span. Block F is the original Bermudan mainsheet double block with jamber.

The sheet spans on Poppy are 6 or 8 mm line from the scrap box, and as can be seen in the photos haven't even been trimmed to length. In the photos you will see that the span from the top batten, through the bucket on the back of the block and then tied to the thimble C is too short. Some day they will get adjusted, some day.

The thimbles can be tied on with a Buntline Hitch, Scaffold knot, Double Fisherman's Loop or Poacher's Noose..

**Sheeting point.**

On Poppy the sheeting point is positioned so that the bundle is parallel with the centre line of the boat when sheeted fully home. Some boats have main sheet tracks fitted so that rigs can be sheeted to windward to relieve the downward pull when close hauled which seems an unnecessary expense. For the local sailing that Poppy is used for there is little need to pull extra lines, so the single sheeting point is adequate, and falls in with the KISS principle.

If any rig is to be used for long distance sailing then it might be worth fitting the main sheet bottom block with a stout snap shackle, and fitting two more sheeting points out on the gunwales in line with normal sheeting point. Then when sailing close hauled for a long period on one tack the main sheet could be moved out to the weather rail. This would reduce the tension on the sheet and the rig when maintaining a long windward tack, but without the expense of fitting a largely redundant track.

**Sail catcher, lazy jacks.**

(Notes - to be expanded)

For simplicities sake fixed LJs are used. Lower LJ eyes are currently simply bowlines without thimble. SS thimbles would be better than nylon as they are under continuous load when not sailing and the nylon could deform?

Use 10 mm for the lower LJs for Poppy size sails. (Note that Arne uses 12mm on Johanna).

Note the lack of blocks etc, and use of thimbles and rings at foot of mast.

Rather than splicing when using thimbles, use of the buntline hitch or scaffolder's knot/ hitch/ or double fisherman's loop & poacher's noose make more sense.

Note the overall lack of cost, complication and worry for the owner, and the reduced maintenance requirements.)

