

The Stavanger Junk Rig Rally 2010

A photo review with some (mostly technical) comments

by Arne Kverneland

The main rally was held Sat –Sun 7th – 8th August. The skippers' rally on Friday couldn't take place this year, so only one boat took a trip that day. Luckily the weather got better than feared with no rain during our sails. Saturday was overcast; the wind was initially F4- F5 from SE, but dropped to a low F4 in the afternoon. Sunday came with an F2 from N – NW , picking up in the afternoon to an F4+ as the sun came out and helped the sea breeze.



..Five Blue...

Photo: Sally and Steve Peake

This photo must by far be the best of all I've received so far. The long lens has pulled the distant mountains much closer than in real life. Beautiful! The fact that all boats were quite equal in speed this year made it easier to keep them together.

Malena (Albin Viggen 1972:7.1m, 1400kg+, 32sqm)

I start with the smallest boat, *Malena*.

She had been out of use for a while, the present owners being busy with house-building and a baby, so before we started, today's skipper (and last owner), Håvard had to make a dive with a scrape to get rid of most of the biotopes living on her bottom. The photos on next page clearly show that the sail is over-due for being replaced. Still it is worth noticing a few points:

- The camber in the panels has not changed, i.e. the sail has not blown out of shape. This must be because the load in the cloth is so much lower than in an ordinary sail.



Photos: Thomas Wallace



Photo: Sally and Steve Peake



Photo: Andrew Bailey

- The sail – from 1994 – is now falling apart with big holes in its upper panels. This is partly due to sun-rot and partly due to the fact that sail-ties have not been used for the last years so the fore and aft end of the furled bundle tends to flap in the wind.
- The good news (..in my view...) are that the seams have held up well, both the machine seams along the edges and also those assembling the batten panels and

making the batten pockets. Finally, the hand-stitched boltrope has held up and enabled us to sail the boat even with those big holes in the sail.

- The starboard, coated side is now almost black from mould, while the other side is not nearly as dirty, but is very sun-bleached instead.



..*Malena and Johanna* together...

Photo: Hugo Lindam

A funny thing with these new digital cameras seems to be that the horizons end up listing in all directions. I've spent much time here getting them level. The photo above was a hard case so I had to make a compromise. Note that both *Johanna* and *Malena* are down to 6 and 5 panels in the breeze while the bigger boats mainly kept full sails up. Both *Malena* and



..downwind and with the breeze easing, the sails go fully up again...

Photo: Sally and Steve

Johanna have big rigs for their weight, but so what? Reefing can be done in seconds anyway.

The limiting factor when rigging a boat with a JR is one of two; arm-strength and weight/windage of the mast. Big sails really boost the fun factor and also give you a *greener* boat because you tend to sail more in light winds instead of just motoring.

Johanna (Alo 28, 1973: 8.85m, 3000kg+, 48sqm)

I bought *Johanna* back in 1998 and sailed her for a couple of years with the Bermudian rig before converting her to a junk rig in 2002. Much of the same as in *Malena*, but by introducing panel 3 as a mix between the parallelogram panels and the top panels, the un-sheeted top panels has been made smaller. This gives a better twist control.



..Johanna's sail; here the starboard side is the un-coated one...

Photo: Sally and Steve

I enlarged the photo above a little to let you spot some details:

- Note that the luff hauling parrel now just acts on the yard and batten no. 3. To keep the rest of the luff straight I mainly rely on gravity. Here with a full sail set, the elastic tack line helps, but when reefed there is no down-haul to stretch the luff. To get away

without downhauls one need to keep the batten distance moderate and the battens shouldn't be too light either. Some scalloping of the luffs will still show, but doesn't seem to affect performance.

- The Hong Kong parrels (those diagonal lines behind the mast) are essential to avoid big camber-robbing diagonal creases. They must not be too steep, or they will tend to pull the battens together.
- The batten parrels of 20mm webbing. They are kind to the mast, but more important; when hoisting the sail they are less prone to catching each other than the rope type.
- *Johanna's* sail too tends to get a lot of dark spots of mould now (on the port side). The problem with this cloth is that the doped side is sticky so collects dirt which rapidly leads to mould. The decay process is faster on *Malena* and *Johanna* which don't use sail cover, but even on *Samson's* sail which is regularly covered, one can see signs of the problem.

(.. one member sailing with me said that his wife would have refused to sail with him if his sail had looked like mine. I shall not unveil that gentleman's name here, but only mention that his wife is Norwegian...)



Photo: Sally and Steve



...Oooops...

Photo: Andrew

There were plenty of chances of getting photos like these early on Saturday and several ended up with variations of these shots. Note how *Johanna* can lean over seriously without getting nose-heavy. This shows a boat with well balanced ends, making helming easy work. In fact, on Sunday afternoon, on our farewell sail together with *Peregrine*, we sailed out the whole Åmøy-fjord with the tiller locked (2-3Nm).



.. Sunday morning, Louise taking the helm in an F2 – F3 ...

Photo: Andrew

The very fresh anti-fouling paid off here; *Johanna* just went like magic. Note the carefully positioned snubbing winch and cleats for the sheet, making sheeting that big sail easier. I only use 3-part sheet to save clutter in the cockpit and friction when hoisting the sail. Also note the only 10-days-old paint job on the cockpit hatches!

(..I don't exactly keep the highest of standards on board so every positive detail matters...)



.. *Johanna* rounding up to drop sail after the last sail in this rally, Sunday afternoon...

Photo: Andrew Bailey

On the port side the top panels are more black with blue spots than the other way around. See the conclusion on that matter.

Edmond Dantes (Mikkel 32, ca 1980: 9.47m, 3500kg+, 48sqm)



Photos: Juergen Fischer

Edmond Dantes, Ketil Greve's boat is a typical all rounder, doing well in light winds and doing superbly well in a blow. Her sail from 2006 is mostly resting under a good sail cover so seems not to suffer from mildew (..yet...).



...another view of the bagginess one gets when using the barrel cut method to produce camber.
Right or wrong; it makes the boat move...

Photo: Juergen Fischer



Photo: Thomas Wallace



Photo: Juergen Fischer



.. This must be the runner up as my favourite photo...

Photo: Andrew Bailey



.. or what about this one, also taken by Andrew..

Andrew just sent me a CD with high resolution photos, so now I almost have a problem!

(..and then there was the never-ending race; *Johanna* versus *Edmond Dantes*...)



.. In conditions like these *Edmond* and *Johanna* are equal...

Photo: Juergen Fischer



.. while here, in an F2-3 *Johanna* pulls ahead...

Photo: Arne

A white sailboat named 'PEREGRINE' is docked at a concrete pier. The boat has a red stripe along the bottom and a white canvas cover over the cockpit. Three people are on board, and two are on the pier. The background shows a harbor with many other sailboats and distant hills under a cloudy sky.

Photo: Juergen Fischer

A sailboat with a large white sail is sailing on a body of water. The sail features a red bird logo and the text 'www.tuchwerkstatt.de' and 'tuchwerkstatt.de'. The boat is white with a dark hull. The background shows a cloudy sky and a shoreline with trees and rocks.

Photo: Juergen



Ooops and more Ooops...

Both photos: Juergen

Peregrine was often seen leaning over like this, but she seemed to like it. Just as with *Johanna* her hull is well balanced so she doesn't develop much weather helm in the process.



Peregrine's Dacron sail

Photo: Sally and Steve

The sail is made from ordinary polyester sail cloth, not the soft nylon as used in the blue sails, but as the photo above shows, the barrel-cut cambered panels set pretty well none the less.



Photos: Juergen

I simply can't get enough of that boat...

Samson (a stretched Samson C-Deuce, 2000: 14.9m, 23000kg, 70+37sqm, ferrocement)



.. the classic photo of *Samson* running before...

Photo: Juergen Fischer

Samson played the role as the mothership of the rally as she has done in the three rallies earlier. Her performance was as always impressive – I never stop wondering how she can do so well in *light winds*.

Except for some changes in her sheeting of the foresail to get better control of the twist, the most interesting changes has been done in the cockpit area, so I'll show you some photos I have taken.



.. back in 1980. *Samson* has just been started; not even the netting is on yet.
Only 20 years to launching day...

Photo: Arne



.. about to trial fit the new pilot house...

After the JRA rally in 2008, Svein Magnus found that sitting out in the breeze all day long can be a bit chilly, particularly for idle crew/passengers. He set to work on making a pilot house to provide some shelter and still retain all-round view.

Photos 20081227, Arne



The test fitting proved so good, both from the outside and inside that he went on and soon finished it. The high sky-light also had to give way for a lower one (below)



Photo: Arne 20090424



...and on these, taken in 20091009 the new low skylight can be seen...



Photos 20100908: Arne

The cockpit has had the floor raised, the wheel has been replaced with a smaller one and also moved forward a bit.



On the port side Svein has fitted a sturdy table/bench which takes the two winches for the main sheet and the winch for the new central foresail sheet. On the starboard side he simply fitted a “park bench”.



Photo 20100807: Andrew Bailey

The pilot house saw little use during this rally, but the benches soon got popular...



..a final shot of *Samson*, having just got up the sails on Sunday morning...

Photo: Andrew Bailey.

Conclusion:

I guess it's about time to stop here. Thanks to everyone for sending me all the photos! From a technical point of view there wasn't much new. This time, with all boats having cambered sails, it was easier to keep them together as they were pretty equal in speed.

If I am to draw any technical conclusions it must be something like this:

- *Peregrine's* sail, made from ordinary polyester sail cloth has proven that the cambered panel sail (barrel cut) can be produced from quite stiff cloth; stretchy nylon is not needed to achieve the camber.
- All the mildew that has collected on the blue sails shows that one should avoid this sort of coated canvas for sailmaking. The coating is a bit sticky and attracts dirt which attracts moisture – which again soon starts producing mildew. Even *Samson's* sails which have been carefully covered between sails, now show traces of it.
- The sunrot is not a big problem. The reason for the holes in *Malena's* sail are only partly caused by the sun; for the last 3-4 years I have noticed that the sail has been left mainly without sail ties on, so in both ends of the sail bundle one can see parts of the sail flapping in the wind. When this goes on day and night for some years, the cloth eventually will have to fall apart...

That was all folks!

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PS: The only thing I regret is that *Broremann*, my dinghy didn't make it to the rally this time.