Testing *Ingeborg* against *La Barca*

How does an IF with a junkrig fare against a well-tuned Nordic Folkboat?

Today, finally it was time to check out how my Marieholm IF (1974) performed against her close relative, a wooden Nordic Folkboat (1967?), owned and sailed by Allan Haugaard.

Since both boats live in Lundsvågen, we decided to start from there and ‘sail around something’. We divided the course into three legs. The first boat to arrive at each waypoint, stopped, and the time was recorded for both boats. Then the race was re-started on the next leg. Both boats were single-handled. Mate Göran was on board my boat to take photos and note the times, but did not help with sailing. The accuracy of the time recording was within around ten seconds, I guess. Below is a map, which roughly shows the route we sailed. Only on the last leg, from C to A did we have to tack, but I haven’t tried to draw our tacking pattern. There was no real dead run in this race.

![Map showing the sailing route from A to B.](image-url)

..The route we sailed, just drawn in Paint - no GPS-track...

**The first leg from A to B.**
The wind was, as indicated on the map, somewhere around 6-8kts. It was quite weak to begin with, but picked up a little as we came out on the open fjord. At first, it looked as if *La Barca* was to pull ahead, but after a bit fiddling with the sheet, *Ingeborg* started to gain just a little.
Still, the two boats were remarkably equal until the last bit before waypoint B. Here the wind turned a bit more behind us, and I noticed that the Folkboat’s jib collapsed, so the junk pulled ahead.

14:32. Right after start from A, the southern end of the Lundsvågen mole.

14:46, out on the Åmøyfjord.
The Second leg, from B’ to C.
While the first leg was mixed between a close, a beam and a broad reach, this leg was slightly broad, but not so broad that the FB’s jib collapsed. Still, *Ingeborg* pulled ahead. Maybe the wind had picked up a little.

14:56 just a bit after the restart at B’, with Klovningen seamark in the background. What a thrill!

15:12 Over halfway down to waypoint C, at Vassøy, the Folkboat has lost some ground

As we got closer to the lee of Vassøy, *La Barca* gained a bit, but not enough.
The third and last leg, from C back to A.
This leg had most windward work and some tacking in it. The wind may have dropped a bit.

15:44 The FB is slowly gaining on us in the IF. Note how the FB heels

15:56 La Barca crosses the line at A, 60sec before Ingeborg.
Some numbers:

<table>
<thead>
<tr>
<th></th>
<th>Ingeborg’s time</th>
<th>La Barca’s time</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>First leg, A-B</td>
<td>21m 5s = 1265s</td>
<td>22m 5s = 1325s</td>
<td>IF 4.7% faster</td>
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<tr>
<td>Second leg, B’-C</td>
<td>29m 53s = 1793s</td>
<td>31m 22s = 1882s</td>
<td>IF 5.0% faster</td>
</tr>
<tr>
<td>Third leg, C-A</td>
<td>28m 40s = 1720s</td>
<td>27m 40s = 1660s</td>
<td>FB 3.6% faster</td>
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<tr>
<td>Total</td>
<td>1:19:38 = 4778s</td>
<td>1:21:07 = 4867s</td>
<td>IF 1.9% faster</td>
</tr>
</tbody>
</table>

Conclusion:
As the photos and the recorded times show, there is very little difference between the two boats.

The Folkboat was very well sailed by Allan, as usual. His ability to easily alter the camber of the mainsail was clearly a good help in the light winds, so even at only 24sqm (17 + 7) the rig of the FB produced plenty of muscles. In my opinion, the FB has about the best Bermuda rig there is if spinnaker is not to be used. The mainsail counts for 71% of the sail area and drives the boat well on the downwind leg, unlike the small mainsails of the masthead rigs.

To keep up with her, my Ingeborg had no less than 35sqm to help her (same as mainsail and Genoa 1 on a standard IF). On the very interesting last leg, I noticed that the IF pointed just as high as the FB, but the FB still pulled ahead. My hunch is that Ingeborg’s present sail is on the flat side, with only just above 7% camber in it, so I felt we were under-powered. My first remedy will be to slacken the sail along the battens to achieve the 8% camber that I aimed for when constructing the sail.

Now, it would be fun to see how a sail with 10% camber performed on Ingeborg. I still have a roll of Odyssey III lying around...

Stavanger 27.7.2017

Arne Kverneland.

My IF, Ingeborg, with the junkrig. The Nordic Folkboat, same keel profile and wl. as the IF.