First outing in Ingeborg, 2019
Stavanger, 20190405

This is not a long, epic story about great heroes or grand victories. I just want to share with you a few photos from a two hours long outing in my IF, this afternoon. Today was the first time in Ingeborg, this year, and even the very first since 4th October, last year. Ingeborg has rested afloat this winter, and has actually been ready to go, any time. I, on the other hand, have not been ready, and only today did the temperatures exceed +10°C. Fifteen degrees in my garden may sound warm, but in the cockpit, only a metre above the winter-cold sea, it is still rather chilly.

There is something special with the first trip. I always feel a bit rusty, so take it easy, and I focus on the technical side of sailing, as this photo review will soon show. Anyway, enough jabbering - here are a few photos.

14:37 Heading north past Lundsvågen harbour.

It’s typical; after a long winter’s rest and in quite light winds, the sail looks anything but aerodynamic.

14:38 ...but in the few puffs, the sail soon took a more proper shape.
Even so, it is inevitable that there will be some creases at the mast, when on the port tack. The ‘footprints’ of the Hong Kong (HK) parrels can be spotted. I’ve never worried about them. I reckon that the mast does a lot more to distort the shape of the camber. Anyway, the speed was good, 4.8, touching 5.0kts, fully close-hauled, so I guess the bottom is still fairly clean.

14:46 The Mk III Halyard Hauler (shown downside-up)

I confess that I let my WinchRite electric winch handle do most of the hoisting of my sail. However, this winter I have done a bit refining of my basic Halyard Hauler, this time with a real camcleat as the central part (instead of my home-made pawls, made of plywood). To test it, I dropped one panel and then raised it again with the hauler. This last version works seriously well. It is much kinder on the hands than pulling directly on the rope, and it is still much faster than manually cranking on a winch. The muscles one uses are much the same as when rowing a boat.

(..the JR halyard is brought to the sb. genoa winch, and I sit on the opposite bench when operating the hauler...)

14:50 Time for heading home...

Even though I was wrapped in clothes, the chill could soon be felt. I never learn...
14:51 Good, the sail has been properly stretched by now...

The few remaining wrinkles can hardly do any harm to the speed, so I disregard them. I don’t envy the perfectionists...

14:51 Busy aft deck

Here Ingeborg steers herself with the tiller locked. Note the new flag staff, now with ‘shrouds’. All junks seems to need their own set of gybe trouble preventers. These shrouds with bungees on are my version on this boat. They keep the sheet from breaking (any more)
flagstaffs, and also keep the sheet away from the outboard and mooring bits. The new sharkfin (safe support for old men) may possibly be caught by the sheet, but until it proves to be a problem, I leave it as it is. The petrol tank sits under the deck, and the petrol pipe is always connected, ready to go (no one steals a sailboat, not to mention a junk.) The outboard has been secured by a chain and padlock, but you know, these days with battery-powered angle grinders...
Don’t worry, be happy...

14:56 Garmin 72, as usual in SOG- and COG mode..

I mostly (still) know where I am, and since currents are not very strong here, I pretend that the GPS shows me the actual speed of Ingeborg...

15:48 Back in berth D-23
Too bad - I forgot to take any photos as I sailed back into harbour, and then right into the berth. The light wind from 280° was perfect for that. I start with lowering the whole sail in the bay outside the inner harbour, and then quickly re-hoist three panels. Today that gave me 2.5 knots when entering the inner harbour. When it was time for turning downwind onto the last leg between the rows of boats, I reduced to one panel and only dropped that one about 2-3 boatlengths from the berth.

The berth was then entered at about one knot, and a spring line waiting was dropped over the port genoa winch (JR sheet winch), which stopped us. Easy without guardrails...

16:05 Today's temp and humidity at entering the cabin after the sail.

16:25 simple pleasure - or same procedure...
After squaring up the rig, with its sail cover on, and then having a chat with a mate a few boats away, it was time for coffee and biscuits - and of course, I lit my little gas heater, which soon brought the temperature to over 20°C. It is ok to be a little cold when you know you can retreat to a nice, warm cave afterwards...

16:30 The heater, fed by 227g canisters of propane or butane.

That heater is marvellous for my kind of sailing. When placed under the little folding table, it thaws the bones of a cold, old sailor in just a few minutes - it is almost like taking a warm bath without getting wet...

Finally, the logbook receives a few lines, before leaving for home

That was it. I hope some of you found this little summary inspiring. No fancy drone videos, accompanied by Deep Purple or Fleetwood Mac on the speakers, just a few low-res stills from my trusty, old Nokia phone. No long distances covered and no silverware collected. My sailing in Ingeborg is more about smiles than about miles...

Have a fine sailing season, whatever sort of sailing you prefer!

Stavanger, 5th April 2019

Arne Kverneland

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