



JUNK RIG

and Advanced Cruising Rig

Association

Newsletter 56

April 2011



Newsletter 56

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Gavin Dalglish

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JUA – See page 26.

From the Hon Secretary



You may have been wondering what has delayed this newsletter, the reason being the construction of a new Constitution that will match the present and future progress of the JRA.

The new constitution is included in the newsletter for your approval and comments and built into it is a new committee structure that will spread the load of duties, presently taken by the Hon. Secretaries, Robin and Mandy Blain, amongst more members, and a nomination sheet is printed in this newsletter.

All present holders of various duties are up for re-election but the present Chairman and Hon. Secretaries are 'NOT' available for nomination for the duties of Chairman, Hon. Sec. Treasurer, Membership Sec. or R & D Sec. The other duties are held by members and could be available for re-election and they are Newsletter Editor (presently Fred Barter), Rallies Sec. (presently Peter Manning), Webmaster (presently David Tyler). Publicity Secretary Geoff Turton.

The duties carried out by the present Hon. Secretaries over the last 23 years are listed in this newsletter, as a guide for proposed nominations.

Finally now that David Tyler spends most of his time cruising in Australasia it will make attending committee meetings difficult to say the least, so he is resigning from this duty, but is still able to be the webmaster, a position that he well deserves after the enormous effort he has put into creating our new website with Wild Apricot for which we must all be extremely grateful.

This just leaves me to wish you all fair winds and great cruising for the rest of the year and I look forward to meeting many of you at our rallies during the year at:

Summer Rally

Warsash S.C.

June 18-19

East Coast Rally

Bradwell

July 30-31

N. Wales Rally

Caernarvon

Sept. 17-18

Robin Blain

Hon. Sec.



From the Chairman

by Gavin Dalglish

The Junk Rig Association has run for over 30 years, with a membership fluctuating between 200 and 500. Its Newsletters have circulated around the world, bringing information about the rig to thousands of people. The JRA's rallies have attracted a global attendance, varying from 8 to 100, giving hundreds of people the chance to try the rig, share information and experiences and to enjoy crewing companionship and club hospitality and listen to eminent speakers including ocean voyagers, rig designers and voyaging or inventive JRA members. The JRA has hosted an exceptional library of specialist publications, many rare and out of print, thanks to diligent trawling through bookshops and advertisements round the world. The JRA has commissioned formal and informal research into the rig's performance and design and has propagated information about the rig in yachting journals and at boat shows and has owned and maintained charter boats for members. The JRA has provided a source of information on demand by mail, telephone and the internet and has played an absolutely key role in the adoption and popularisation of the rig on Western hulls. It has not only remained solvent over its history, but accumulated substantial funds to ensure that investment in the future of the association and the quality of its services is safeguarded.

There have been several Hon. Secretaries, Newsletter Editors and Rally Organisers in that history, a couple of treasurers, chairmen and technical secretaries, little more. The bulk of the work of running the organisation and the core of its existence has always been Robin Blain and his wife Mandy. They have lugged models and stock to rallies and back again, designed, printed, addressed, stuffed and stamped countless envelopes and handouts, towed boats for thousands of miles to help with rallies, organised venues, catering, invitations, rally programmes, subscription forms and reminders, information sheets, stock and library lists, answered thousands of telephone calls and given unstinting help and assistance to members around the world.

The JRA, through Robin, has done all this without a complicated management structure, bureaucratic procedures or petty disputes; it has never had a formal committee, not only

because neither the membership nor the constitution demanded one, but because the necessity did not arise, though when necessary an informal committee of those involved with the various duties in the JRA, or of active or knowledgeable members co-opted by the Hon Sec, has met to discuss particular issues as they arose. One final aspect has characterised the JRA over all those years; the friendly, gentlemanly, well-mannered way in which it was conducted.

Robin (and indeed Mandy) is now standing down as Hon Sec, and has suggested that some of the many tasks he has performed are shared between more members, a practical necessity, perhaps, as no-one is likely to want to shoulder the entire burden of these in the future. Meanwhile the new website has opened up new possibilities for managing communication and record-keeping, and the potential for easy on-line communication between members around the world. In concert with this, it has seemed timely to move to a committee-based management system for the JRA and this has required a new constitution. Such a proposed constitution is published in the newsletter herewith, to be discussed, amended if required, and adopted by a vote of the entire membership, either by post or email prior to a possible EGM at the July rally. If the constitution is adopted, an expanded list of officers will form the management committee ex. officio, along with a number of ordinary committee members. The intention is to have a committee with sufficient members to enable a quorum to be achieved that will ensure that the membership is properly represented. Nomination papers for the proposed posts are also printed in the newsletter and should be returned as soon as possible to allow ballot papers to be prepared and distributed.

Like Robin, I too am not standing for re-election, so I will take this opportunity to welcome the new Chairman, Hon Sec and Committee members and to express the hope that the JRA will continue to operate in the un-bureaucratic and well-mannered style which have characterised it under Robin's stewardship – he will be a hard act to follow.

Robin (and indeed Mandy) is now standing down as Hon Sec, and has suggested that some of the many tasks he has performed are shared between more members, a practical necessity, perhaps, as no-one is likely to want to shoulder the entire burden of these in the future

The Constitution of the Junk Rig Association 2011

	<p>1. NAME: The name of the association is The Junk Rig Association hereinafter referred as the JRA.</p> <p>2. AGREEMENT This Constitution is an Agreement made between the members of The Junk Rig Association.</p> <p>3. AIMS AND OBJECTS: The Aims and Objects of the JRA are:</p> <p>a. To promote and encourage discussion, design, development, building and use of sailing boats with rigs based on the fully-balanced lug rig (known as the junk rig) as initially used in East Asian countries.</p> <p>b. To facilitate contact and communication between members interested in the above aims and objects by engaging in such activities as, but not limited to, the provision of newsletters and other printed and/or on-line publications, provision of a members' website, and organisation of meetings and rallies.</p> <p>4. MEMBERSHIP.</p> <p>Membership is open to anyone who supports the aims and objects of the JRA and pays the subscription set annually by the committee and approved by the membership at the Annual General Meeting.</p> <p>A number of categories of membership shall be defined by the Committee to reflect the diverse needs of the membership. Every paid-up member shall have power to vote at all meetings of the association.</p> <p>4. COMMITTEE.</p> <p>4.1 The conduct and affairs of the JRA shall be managed on behalf of the members by a committee elected by the membership.</p> <p>4.2 The Committee shall consist of a Chairman, Secretary and a Treasurer and no fewer than 4 and no more than 9 other members.</p> <p>4.3 The Chairman, Secretary and Treasurer's posts shall be held by three individual</p>	<p>committee members. In exceptional circumstances this rule may be waived for a maximum period of two months.</p> <p>4.4 A quorum at any real or web-based committee meeting shall be satisfied when at least five committee members are present or are actively involved in an on-line committee meeting and that all serving committee members have been given adequate prior notice of the meeting.</p> <p>4.5 All resolutions put to a vote by the committee shall be deemed passed by a simple majority of those members voting as individuals with one vote per person irrespective of the number of committee posts they hold excepting that the Chairman shall have a casting vote in the event of a tie as provided in paragraph 4.11 below.</p> <p>4.6 No member of the committee may receive payment for performing their duties but may receive essential out-of-pocket expenses claimed for documented necessary expenditure.</p> <p>4.7 All members of the committee must be members of the JRA. They shall be elected at the Annual General Meeting, and hold office for one year terminating at the end of the next following AGM. They may stand for re-election.</p> <p>4.8 Additional members may be co-opted onto the committee to fulfil specific roles for a period of time determined by the committee. These members shall not have voting rights on committee matters.</p> <p>4.9 The committee may appoint Honorary Members of the JRA in recognition of an outstanding contribution to further the aims and objects of the Association.</p> <p>4.10 The committee may suspend or expel a member and/or cancel or reduce to 'read only' his web membership [and refund their subscription] for any action which the committee deems to be detrimental to the Aims and Objects of the JRA. The member so affected shall have the right to appeal the decision which shall then be put to a vote of the general membership. A simple majority shall carry the decision.</p> <p>4.11 The Chairman shall have been a JRA</p>
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<p>member for at least the two years preceding their election to the post. From the 2012 AGM onwards the Chairman shall have been a committee member for at least one of the preceding two years.</p> <p>The Chairman shall:</p> <ul style="list-style-type: none"> a. Oversee the operation of the JRA. b. Chair all meetings of the committee and any General Meeting of the Association or act as Chair/Moderator of any such web-based meetings. In his absence he shall arrange for another full committee member to deputise. c. Have an additional casting vote in the event of a tie in any ballot with the exception of a vote on changes to the Constitution. <p>4.12 The Secretary shall:</p> <ul style="list-style-type: none"> a. Conduct the correspondence of the JRA, using efficient means such as electronic mail where possible. b. Maintain the custody of all JRA documents. c. Keep minutes of all Annual General or Special meetings and Committee meetings of the JRA whether actual or web-based. Such minutes shall be signed by the Chairman of the meeting and approved by the membership at the next AGM. Signed copies of the minutes shall be circulated by post or electronic means to all committee and ordinary members of the association as appropriate and within 21 days of the date of the meeting. <p>4.13 The Treasurer shall:</p> <ul style="list-style-type: none"> a. Cause such Books of Account to be kept as necessary to give a true and fair view of the state of finances of the Association b. Prepare in each year an Annual Balance Sheet and Statement of Income and Expenditure as at 31st March and cause such Accounts to be independently examined by a competent person and thereafter circulated to the all members of the Association by electronic or postal means at least 21 days before the date of the Annual General Meeting. c. Require any sub group involved in financial matters to provide the Treasurer 	<p>with full details of income and expenditure within 14 days from 31st March.</p> <p>5. MEETINGS.</p> <p>5.1 Meetings of the membership of the JRA may be an actual (one held in a single geographical location) and/or a web based meeting.</p> <p>5.1.1 The Agenda along with details of the business of the meeting, voting forms, copies of the accounts (AGM only) and a list of members seeking election or re-election to the committee along with their prospectus shall be circulated to all members by electronic or postal means at least 14 days before the date of the meeting to allow members who are unable to attend in person to consider and respond to the business of the meeting and vote by post, proxy or electronic means. These votes must be received by the start of the actual meeting to be valid.</p> <p>5.1.2 In the event of a purely web based meeting taking place, it must take account of world time differences and be concluded within 7 days (7 X 24 hours) of the call to order.</p> <p>5.2 Annual General Meeting. (AGM) The AGM of the Junk Rig Association must be held within 6 months of the end of the financial year to:</p> <ul style="list-style-type: none"> a. Approve the minutes of the last AGM, b. Receive a report from the Chairman. c. Receive a report from the Hon. Secretary d. Receive a report from the Treasurer and approve the accounts e. Elect members of the Committee for the following year. f. Approve the subscription levels for the following year. g. To appoint two auditors. h. Attend to any other business. <p>A quorum at any real or web-based General Meeting shall be satisfied when 15</p>	
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	<p>or more members are present in the case of a real meeting or on-line and actively participating in the case of a web-based meeting.</p> <p>5.3 Special Meetings.</p> <p>a. Extraordinary General Meetings may be called at a date earlier than the AGM</p> <p>b. The Secretary must call an Extraordinary General Meeting within fourteen days of receiving a request from the committee or a written request signed by not less than 20 ordinary members.</p> <p>6. FINANCE.</p> <p>6.1 The JRA shall be a non-profit-making organisation. The funds of the JRA shall be used to maintain or improve the services provided to its members and to promote the aims and objects as set out in Clause 3. No profit or surplus will be distributed except under the terms of clause 8 (Dissolution of the Association).</p> <p>6.2 The financial year shall run from 1st April to 31st March.</p> <p>6.3 Members shall pay subscriptions approved by the members at the AGM.</p> <p>6.4 At the end of each financial year the accounts shall be examined and verified by one or more than one independent and competent examiners.</p> <p>6.5 The JRA bank account cheques can only be signed by the Chairman, Hon. Secretary and Treasurer</p> <p>7. LIMITATION OF LIABILITY.</p> <p>7.1 The JRA will not accept any liability for damage or personal injury arising out of the use of any premises, vessels or any other facilities arranged or provided by the JRA either sustained by members, their guests or visitors or caused by the said members, guests or visitors whether or not such damage or injury could have been attributed to or was occasioned by the neglect, default or negligence of any of them, the Officers, Committee or servants of the JRA.</p> <p>7.2 Membership of the JRA and acceptance of these rules by the member will be deemed</p>	<p>to constitute consent to the holding of relevant personal data for the purposes of the Data Protection Acts.</p> <p>7.3 The JRA shall maintain an adequate indemnity insurance which shall be reviewed annually by the Treasurer.</p> <p>7.4 Boat owners who participate in any JRA rally or function shall carry third party indemnity insurance to the value of £3,000,000 (normal insurance cover)</p> <p>8. DISSOLUTION.</p> <p>If the Committee decides by a majority vote that the JRA should be dissolved, it must call an actual and/or web based Special Meeting of the membership, giving at least thirty days' notice and stating the terms of the dissolution resolution. If the membership decides by a simple majority vote that the JRA shall be dissolved, the Committee shall wind up the affairs of the JRA. If any assets remain after settling any bona fide liabilities they shall not be distributed amongst members but given to such other charitable marine orientated organisation or organisations for their benefit or the benefit of the community as the Committee shall decide.</p> <p>9. AMENDMENTS.</p> <p>This constitution may be amended by a resolution passed by a two-thirds majority of those voting in an actual and/or web-based General Meeting provided that notice of the meeting has been circulated to the membership not less than fourteen days before the start of the meeting, and stating the terms of the resolution to be proposed thereat.</p>
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JRA 2011 CONSTITUTION APPROVAL/COMMENT AND NOMINATIONS OF NEW DUTY OFFICERS.

2011 CONSTITUTION Acceptable as it is? (tick boxes)

☐ YES

☐ Recommend the following alterations (Please put on separate sheet)

DUTY OFFICERS NOMINATIONS

	Nominated Name	Tel:	Email
Chairman			
Honorary Secretary			
Treasurer			
Newsletter Editor			
Membership Secretary			
R & D Secretary			
Rallies Secretary			
Webmaster			
Junk Shop & Information Sec.			
Publicity Secretary			

(All the above officers will be ex-officio members of the JRA Management Committee unless unwilling to be on committee).

PROPOSER:	Name:	Date:
Address:		
Postcode:	Signature	

SECONDER:	Name:	Date:
Address:		
Postcode:	Signature	

(Use separate Sheet for further nominations / seconders)

If you wish the current office holder to remain in post, insert their name against the position.
Please ensure the nominated person has given their written permission.
Submit nominations for Chairman and Hon. Sec. to the Hon. Sec. by **June 17th 2011**
(as per original Constitution) and the remainder by **July 22nd 2011.**

Hon. Sec: Robin Blain,
373 Hunts Pond Road, Fareham, Hants. PO14 4PB
Tel: 0044(0)1329 842613 rblain@junkrigs.com



Present Duties of the Hon. Secretaries (Robin & MandyBlain)

by Robin Blain

Speaking as the Hon. Secs. who have been performing all these tasks for over 20 years with great pleasure, I suggest that these duties could be spread amongst the following titles and that several of the titles of responsibility could be joined together as follows:-

***Chairman
Hon Sec. &
Membership Sec.
Newsletter Editor
Treasurer
Rallies Sec.
Webmaster
Research &
Development Sec.
Publicity,
Junk Shop and
Information Sec.***

A **At the JRA committee meeting** on 4th November 2010 it was decided that the present and future Hon. Sec. duties should be spread amongst more volunteers, so here are the present duties listed, as carried out by myself and Mandy to date:-

Membership Records

Change member's records as informed.

Check member's subscriptions before newsletters distributed.

Pay subscriptions into bank and record bankers orders.

Remind members of overdue subs.

Newsletters

Assist Newsletter Editor in production of newsletter and read draft.

Collect articles and adverts for newsletter.

Purchase envelopes, add address labels, stamps, plus airmail & senders address stamp.

Use Sunbird Marine's stamp Franking machine to save the JRA 15% on 1st class, 30% on 2nd class UK, 4% on Europe, 2% on rest of world stamps.

Fill envelopes and deliver to Post office sorting office.

Rallies

Assist Rally Organizer with arranging venues and dates for 3 or 4 rallies a year.

Prepare artwork for rally invites.

Print rally invites, programmes and RSVP sheets.

Fill, label and stamp envelopes and deliver to franking box.

Junk Shop

Store sweat shirts, T-shirts, Burgees, Ties.

Check stock regularly and order and collect from supplier.

Store approx. 2000 past newsletters and distribute them via Geoff Turton at Boat Jumbles every weekend.

Accept orders for junk shop services by post & email, dispatch and invoice orders.

Take selection of shirts, burgees, ties and library books to JRA rallies, record sales and bank takings.

Store JRA library of 150 books that are available for members to borrow.

Search for and purchase more books in used books shops and by mail order catalogues.

Administration

Prepare and print AGM Agenda

Record minutes of AGM and committee meetings.

Information

Answer letters, emails and telephone enquiries from members and public.

Receive new membership applications and reply with welcoming letters, plus newsletters and member's lists.

Supply Rigging Handbooks for Newbridge Boats, JRA Fact Sheets and general junk rig information.

Treasurer's Duties

Pay into bank cheques and cash received. Check monthly bank statements.

Keep books up to date.

Prepare annual accounts for AGM

Publicity

Supply JRA flag that is displayed at Boat Jumbles every weekend by Geoff Turton. Hon. Sec. and JRA member staff a stand at the Beaulieu Jumble in April every year together with two working models of junk rigs borrowed from Sunbird Marine, posters, sail plans and JRA's books.

Equipment

Store the JRA Laser dinghy, launching trolley and rigging used for research and development of junk rig.

Speaking as the Hon. Secs. who have been performing all these tasks for over 20 years with great pleasure, I suggest that these duties could be spread amongst the following titles and that several of the titles of responsibility could be joined together as follows:-

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Hon Sec & Membership Sec.
Newsletter Editor
Treasurer
Rallies Sec.
Webmaster
Research & Development Sec.
Publicity,

Junk Shop and Information Sec.

So all we want now is some volunteers to step forward to the Hon. Sec. and then we can have a discussion as to who is going to take on the various duties, put it to a voting process of the membership by post, email and the AGM.



FOR SALE

Macwester 27. Beam 9'2", Draft 3'8". Twin Bilge Keel hull. Built 1975. Volvo 28 hp MD2030. Sprayhood, Dodgers, Rope bags. VHF Radio, Garmin GPS, Windspeed & direction Indicator. Log. Rewired throughout 2008, Trilight on mast.

2008 Fitted with junk rig by Sunbirds. Needlespar 5 1/2" OD alloy mast and deck partner. 365 sq.ft. Cream Scanes sail ex Dragonfly 26 very efficiently developed by Bunny Smith. Carbon fibre yard, GRP jointed battens and boom. Clutch cleats, Lewmar 16: 1 ST halyard winch. Sheet track & Easymatic sheet block/cleat.

Accommodation for two singles or double, heads. Spacious galley and Nav. Table.

This yacht offers good accommodation in an inexpensive marina in Gran Canaria with excellent sailing and cruising in the Canary Isles with one of the most efficient junk rigs in the world.

Asking €12,000 ono

Contact: Patrick Biddulph.

pbiddulph@hotmail.com

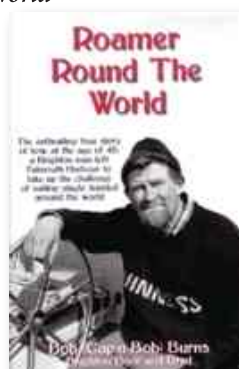
www.cosasdebareos.com

See long article in JRA Newsletter 52 Dec. 2008 p.16

Book Review

'Roamer Round the World'

The enthralling true story of how at 45 Cap'n Bob Burns left Falmouth Harbour in 1985 to take up the challenge of sailing single handed around the world in his Alan Pape designed junk schooner rigged steel 36' yacht.



This is a text book of how to plan the voyage, build and fit out the yacht and describes the triumphs and disasters that followed in equal measure on the voyage. The extraordinary story narrated in this excellent book ends with a summary of lessons learnt, that is useful guidance for other future voyagers together with hints and tips, equipment, food, clothing, charts, books and invaluable advice from Bob who still lives on Roamer.

ISBN 978-0-9565-241-0-2



SAILS FOR SALE

2 off Tan acrylic canvas junk rig sails, Hasler type, complete with Douglas fir battens. Very good condition and well made.

423 sq.ft. and 261 sq.ft. respectively; suit 36' ketch or schooner. Foot lengths 15'5" and 12' respectively. No sail cover required, UV stable. £500.

Contact: R. Bashford,

Tel: 01550-721196,
South Wales

ZEBEDEE in Central Golfito to Balboa

by Alan Martienssen

Yulohing Zebedee

I was up early, on Saturday 22nd January 2005, and yulohed (sculled) my engine-less ZEBEDEE over the completely still water. Once through the pass, I stopped and went for a lovely swim. There is every point in yulohing (using a curved Chinese sculling oar) to get through a tricky bit, but none-whatsoever in trying to cover any real distance. Might as well wait for the wind.



The sea breeze came at 11.00am, and I sailed towards Panama. I'd had some vague description of the Panamanian flag, so I made one using my hand-cranked Singer sewing machine. Unfortunately, I made a mirror image. No one seemed to notice.

Over the next few days, I cruised out of Costa Rica and towards the Gulf of Panama, anchoring off Isla Coiba (the prison there is now closed) and had a beautiful snorkel off Isla Ranchero. I also stopped off at Hacha, Isla Goberuadora and Manzillo. There are very few villages or people in this area, but at Hacha, Ubaldimo paddled out in his dug-out and later that day came over for a couple of glasses of Chateau Zebedee, my apple wine made on board. He told me it was too shallow where I was anchored and another yacht had taken many days to get off the mud. He spoke no English, and my Spanish leaves a lot to be desired, a bit like Basil Fawlty in 'Fawlty Towers', with Manuel, lots of... 'Que?' But he was very curious to see my yuloh to a new anchoring spot.

I moved on to Los Almicisos where I had a bumpy evening/night with a stiff onshore breeze. My anchor (a 20kg Bruce) was well and truly set and it took me 45 minutes to finally sail it out of the seabed. The self-tacking junk rig makes this quite straightforward. It got windier, and the breakers on English Rock were dramatic. It was by now too rough for me to attempt anchoring, so I carried on around Punta Mala where it howled! The (south setting) current was so strong that I couldn't make any progress to the north, no matter which tack I tried. So I decided to follow the instructions in the Panama Guide by Zydler and to go right across to the east side near Columbia with the north-setting Humbolt Current. It was rough! Green water swept right over ZEBEDEE at times, and it was very hot below with all the hatches closed. Still, I had a good book, and it wasn't fit for humans out there.

Zebedee bashed on.

I saw a few ships, which was to be expected just 5 miles off Punta Mala, the south-west corner of the Gulf of Panama. The next day it was just as bad, but I hooked a dorado! It was a devil of a job hauling in the line in those conditions. And just as I was getting it on board, it got off. In some ways, I wasn't unhappy. Trying to clean a fish on deck would have been a pain and it's a real shame when you see those wonderful colours ebb away with its life.

The Humbolt Current finally kicked in and ZEBEDEE was propelled northwards. That night, it fell calm and when the tide turned the wrong way I dropped the kedgie anchor in 80 feet, well out of sight of land to get a full 8 hours of sleep. On passage, I usually sleep for 30 minutes before getting up to check the horizon, wind and course. These checks are very short, and then I go straight back to bed. Originally I had read that a singlehander should only sleep for 15 minutes at a time. I discovered that after three days I had little green men running all over the boat, and I had an excellent, long and detailed conversation

America:

with my father, who had died in 1984. It was almost worth the sleep deprivation.

Unfortunately, my eight hours were rudely interrupted by the Panamanian Navy shining a huge searchlight onto ZEBEDEE. I had to get up and wave.



I sailed on to Rio Calcique, Las Perlas Islands, a lovely spot. Five 'fishermen' came out in an aluminium panga and sold me some fruit. I had to give them lots of change, as I had no US dollar bills. We drank a couple of glasses of Chateau Zebedee. I had just enough stemmed glasses, which I think makes all the difference. I later discovered that these people were the very pirates who made this anchorage so dangerous. You can never tell. I wondered why there were so many 'fishermen' in one panga.

Later that afternoon, another local, Juan, paddled over in his dugout. He came on board for a cup of tea. Milk and one sugar. He invited me on shore, and I said I'd go tomorrow. His dugout leaked rather a lot and he told me that

they last about five years and take about five months to build. There was a split in the hull, over which he'd nailed a piece of wood.



I got up to a beautiful sunny morning, and rowed ashore in DOUGAL the dinghy. I took my snorkel and flippers and swam off the completely deserted beach. There were no houses in the bay and the water was crystal clear and teeming with fish. As I swam along, I noticed some unusually shaped rocks. They were about six feet deep, and I was curious. I swam on a bit further. They were connected to some more... When I was directly above, I realised it was an eight foot grey-coloured shark! Breathing rather rapidly, and pretending not to panic, I made my way ashore using only my arms, and frequently checked over my shoulder.

I decided to give up snorkelling, and wondered off towards the sounds of someone chopping wood. I found Juan, and his son Juan, chopping down a tree. He explained that his two dogs had chased an iguana up the tree and

Left:
A perfect beach.

Right:
The leaky dugout.

Left:
Juan in dugout.

Left:
Juan and Juan.

Right:
Juan in dugout
with DOUGAL.



that he was trying to get it down. Just as the tree started to fall, the iguana jumped across to another tree. Juan seemed philosophical (I would have been SO cheesed off) and he got his long stick and started to poke at it. Eventually he knocked the iguana down and the dogs caught it. We then all marched off through the jungle to his home.

Juan and Juan's home was in a lovely spot, a clearing on a bit of a hill, with hammocks, a wriggly tin hut as a house and a second palm-thatched shed as a food store. An open fire for cooking consisted of three large stones, using the gaps between to feed in three long logs. On top there was an iron cauldron for cooking the rice. Juan senior's wife was cooking the rice and his four children plus a second woman were sitting in their hammocks. They had a collection of animals, including a small three-legged pig and some chickens. They had their lunch (I refused their offer of food, which cheered his wife up a bit as they had little of anything) but I did try a 'kuri pan', like a hot chestnut. Lovely!

For after dinner entertainment, they had a cock fight. Not quite my favourite pastime. At least the cocks had no metal spurs. Juan asked if I liked papa? We walked down to a stream, together with the kids, four dogs and the three-

legged pig. He then cut down a stick, stripped off the bark to make a rope, looped it around his feet, and shinned up a coconut tree! He knocked down a dozen or so coconuts, shinned down and then cut them up for drinking and eating. Excellent! We then walked back through the jungle, taking a detour to show me his panga. With an outboard! He didn't use it much, he explained, because petrol wasn't easy to get.



I weighed anchor the next morning, the 3rd February 2005, at 6am, to catch the land breeze. The wind turned dead-against me and soon I was pile-driving (as usual) to Punta Gorda. Surely the most perfect spot. There was not a soul in sight.

I set off the next day, specifically to find English-speaking company. Single-handing is all very well, but... I finally tacked into an anchorage off Isla San Pablo and invited the crew of Sera on board for a bean-curry and Chateau Zebedee (lots!). We had an excellent evening.

Over the next few days I made my way north through the Las Perlas, anchoring off Isla Chaperera where they were filming 'Survivor'. (They wear lifejackets!) They asked me to move out of the anchorage so that they could film (can't understand why anyone wouldn't want ZEBEDEE in the background!).

I continued north, dodging a whale, and into Balboa. I went ashore to check in (we were allowed to cruise and anchor in Panama before checking in). I was advised that an agent would be needed, and he sorted everything out. Actually, you can do it yourself, if you don't mind walking several miles or paying a taxi which would cost the same as the agent's fee.



Top:
Zebedee under sail.



Bottom:
Central American sunset

For checkout, I did the walk! Apparently, the agent hadn't done a proper job of checking me in, but it was all sorted out in the end.

I met some excellent people on the yacht OHHH BABY. We drank some beers and had some adventures together including being robbed by a big black man in Panama City. Terry, a cross-dresser, thought it best not to pursue the robber into the Projects. His attractive Swedish-blond lady friend agreed!

Some fellow junkies on CHI LIN (a large traditional Chinese junk) invited me for tea. I reciprocated with supper on ZEBEDEE. Their dog, Potcheen, helped himself to one of DOUGAL's plastic rowlocks, which made rowing interesting. (Should've had metal rowlocks anyway.) Balboa was great, but time was pressing on and I needed to get on to Ecuador. I never made it. I ended up in the Galapagos. But that's another story.

Junking

by Phil Corridan

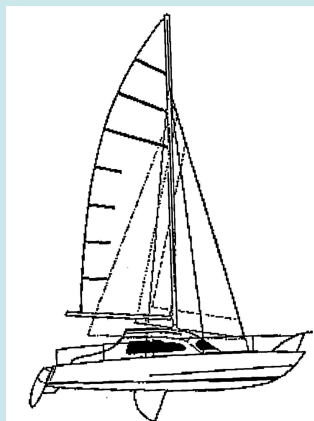
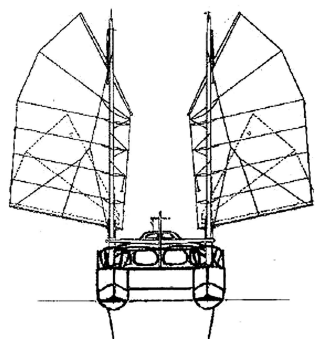
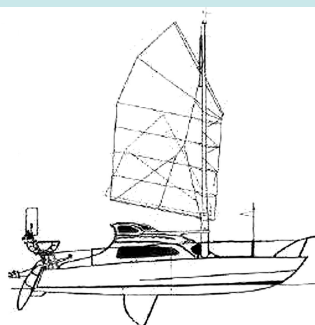
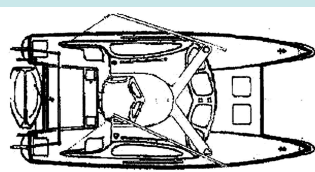


Fig 1.



Figs 2,3 & 4.
Two 200 square
foot sails each
set on a tapered
mast able to pivot
to the horizontal
via tabernacle

A **ALLEDA is an Iroquois Mk1** catamaran jointly owned by JRA members Martin Lloyd and Philip Corridan. She was designed by Rod McAlpine Downie, built by Reg White (Sailcraft Ltd., Brightlingsea) in 1966, sailed around the world (1991 to 1993) and converted to junk rig in 2002/3. Two other Iroquois owners have asked for comments on the conversion and this is Philip Corridan's response ...

How did we arrive at a junk rigged catamaran?

At the start of her circumnavigation ALLEDA had the standard Iroquois Mk1 fractional rig (see Fig 1) in apparently good condition but 27400 miles later the whole boat was very tired. Clearly, the sails plus all rigging should have been renewed but ... in my absence the Norwich Southern Bypass Bridge had been built 2 miles downstream from my normal club mooring and it was 2' 6" too low to allow a Mk1 to pass under, even at low water. In retrospect, Captain Sensible would have changed clubs but at the time there were many advantages in retaining the mooring so, as a short term solution, I cut the mast and upper rigging by 2' 6" and sailed 1 reef down. Later I sketched a more heavily roached mainsail which gave the same area as the standard rig from the shortened luff. However, before new sails and rigging could be made I discovered that there had been a number of Mk1 mast failures. Could I bring myself to put new sails and rigging on a mast which may fail soon, particularly as ALLEDA's mast had probably travelled further than any other Mk1's? No is the answer so I asked for quotations for renewing everything concerned with mast and sails. These totalled somewhere near £8000 and, as this was close to the value of the whole boat, I decided to make my own rig instead. I don't do without boating so another small yacht was bought to have something to sail while working on ALLEDA. I had always been attracted to junk rig so the new boat was a Coromandel with a standard Hasler sail of 196 sq ft area.

Coming back to ALLEDA's new rig, I briefly flirted with a rigid wing sail which quickly proved too difficult to move from parked to sailing position. It also highlighted both the importance of an easily managed rig and the

fact that it would be difficult to find a more straightforward and enjoyable one than the Coromandel's. After discussion with Robin Blain it became clear that ALLEDA's future was junk one.

How did we arrive at Alleda's current junk rig?

I tried hard but could find no way of fitting one junk sail of around 450 sq ft. With one sail of low aspect ratio the unstayed mast would need to be close to the forward part of the foredeck where there is no usable support structure. On the other hand, one high aspect ratio sail would result in an unacceptable capsizing moment. After more discussion with Robin and much playing about with ideas (see Other junk options below) I decided on the sail plan you see in Figs 2, 3 & 4. A plan she still has.

ALLEDA is now in Greece but work began in the UK in 2002. The masts are fibreglass flagpoles of 7.5 metre length. They are set in tabernacles because I wanted to go back down the French canals to the Mediterranean (and did in 2004) and like to be self sufficient. I also suffer from vertigo so maintenance is done with the mast horizontal rather than from the bosun's chair. If you can do without tabernacles then a junk conversion will be much more simple, less costly and certainly prettier. The Coromandel came with a spare sail which became ALLEDA's while her other sail was bought secondhand from Robin, see Fig 5. for dimensions. The yards are 3" diameter and the battens 1" diameter aluminium tubing, each batten having 3 Acetal hinges/cones at 30, 40 & 50% of chord. In retrospect, the hinges/cones are overdone, 2 per batten would be fine. ALLEDA's two sails give a total of about 390 sq ft which is about 100 down on the normal main + genoa size. To remedy this we are going to fit a third sail of 102 sq ft centrally on the aft beam, see Fig 6. The third mast and sail are both in Greece and stored on ALLEDA. I will install them when I go out this Spring, I hope.

Other junk options

As you know, the Mk1 Iroquois is an aft biased design with the standard mast about halfway along the bow to stern dimension and the

Alleda



boards well aft of that. A rough examination of Iroquois side elevations indicated that the ideal position for ALLEDA's masts would have been through the outer foredeck windows. As you can see, I chose to put them just in front of that resulting in a slight tendency to lee in light winds forward of the beam (see later in these notes) but the third sail should cure this.

As noted earlier, I found no way of adequately fitting one big sail. I also struggled to come up with a viable schooner sail plan, though this may not be impossible – you could rework the pulpit such that it does not look too bad whilst being strong enough to resist the flexural stress from (say) 100/150 sq ft sail on a mast positioned right at the forward end of the foredeck. Combining this with a larger sail with a mast in the normal bermudan position

(but buried through a strengthened cabin roof of course) might just get you somewhere near 450 sq ft in total. An alternative schooner rig may be to have two small sails well forward (one in each hull) through the deck which should give a good structural base, then a larger sail as above. It may just be possible to get $2 \times 120 + 1 \times 250 = 490$ sq ft. With this alternative you'll say goodbye to two adult berths but largely offset the blanketing problem mentioned later.

It may also be tempting to think of one small sail on the foredeck as noted above plus two sails, one in each hull with masts a little further aft than ALLEDA's current ones. But these masts will be more difficult to fit into the accommodation (through the forepart of the side window?) and their meeting with the hull will

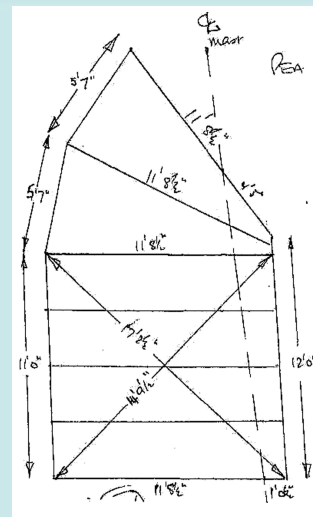


Fig 5.

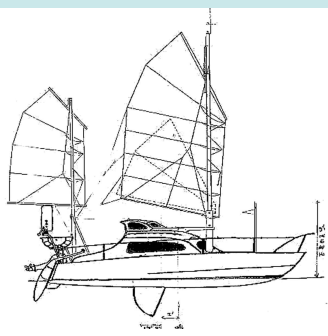


Fig 6.

be close to the board case to hull joint, a vulnerable area in the Iroquois – see the case histories of SNOOPY (which came to grief in the Indian Ocean) and NERON (ditto in the Biscay).

A ketch rig is not possible, I suggest, because of the aft biased boards and the lack of structural depth forward.

Observed strengths and weaknesses of Alleda's current rig

As the third sail is not yet fitted, these comments refer to the two sail rig. See Fig 7. for typical sail settings – the wind is coming from the bottom of the page.

Downwind, anywhere from, say, 30 degrees aft of one beam to the same point on the other side, the rig is an absolute dream. Wonderfully balanced and the most effortless sailing you will ever do. In quite modest seas in May 2010, Martin and I ran down the Gulf of Patras with 15/18 knots of wind over the deck, clocking 8 to 11 knots on the gps with a maximum of 11.1 knots, and ALLEDA is thoroughly overweight!

Upwind. Closehaunched she is OK as long as the wind over the deck is 10 knots or more. When the wind is lighter, the bows tend to be blown off and it is difficult to make satisfactory progress. We look forward to the push from the third sail. Tacking is pain free, you just move the tiller bar and watch where you are going. I do not miss the work involved with the bermudan rig when trying to get a flapping genoa around the babystay.

Beam reach. This is the weakest point of sail at the moment as the windward sail tends to blanket the other. This is particularly noticeable in lighter winds although the third sail should improve matters of course. The blanketing can be counteracted to some extent by the sail setting noted on Fig 7. where the windward sail is set at a lesser angle of incidence than the leeward one. However, in winds of 15/18 knots up you just set the sails parallel to each other and enjoy the resulting 7/8 knots of boat speed. On a long, light wind passage with 2 sails it may pay to alternatively close and broad reach, although this is something of an act of faith with fickle Med winds.

It's not just blanketing in terms of wind deflection (or downwash), there is an effect on lift also. If, in light beam winds, you sheet the windward sail in fairly hard then it sucks the leeward sail straight into itself in a perfect demonstration of Bernoulli's Law! With a two sail (biplane) rig there is an important relationship between the boom/batten/foot (or chord) length and the distance apart (or gap) between the sails. The larger the gap relative to the chord the better, see Fig 8. The furthest apart I could get ALLEDA's sails was about 10' 2" and the Coromandel sail (Fig 5) has a boom/batten/foot length of 11' 8.5". This gives a gap/chord ratio of 0.87. Checking this ratio with Fig 8 shows a lift coefficient of 1.1 at best. As I'm sure you know, the bigger the lift coefficient the better.

So, the bigger the gap between sails the better, and the shorter the chord the better? Given the Iroquois' comparatively narrow beam of 13' there's not much to be done about the gap, so what about the chord? A short chord means a high aspect ratio sail and (see Fig 8 again) it would take a batten length of around 8' 6" to achieve a lift coefficient of 1.15. To achieve 1.2 takes a batten length of 5' 8". All this means that the centre of area of the sail is getting higher and higher, as is the capsizing moment. I estimate that the centre of area of the standard Mk1 main + genoa is about 18' above the waterline so I suggest you play with scale drawings and cut-outs of sail sizes and shapes to see if an equivalent sail area is achievable without going above this figure. In fact, Sunbird Marine offers this service so you could pass the problem onto Robin Blain and Alan Boswell.

Another downside. In my opinion, junk rigged boats (certainly the smaller ones) are at their worst in choppy water with light winds when what little power's available gets thrown from the junk sail as the boat bounces on rather than cuts through the water. Luckily these conditions occur infrequently but, when they do, it is frustrating to be left for dead by boats with nice big curvy genoas which are able to hold their shape. In light winds we try to avoid areas where motor boats are whizzing about and also places where waves are being reflected back by nearby land.

Time to finish with more positive comments. All sail control is from the cockpit, which is perfect for the singlehander. ALLEDA is so

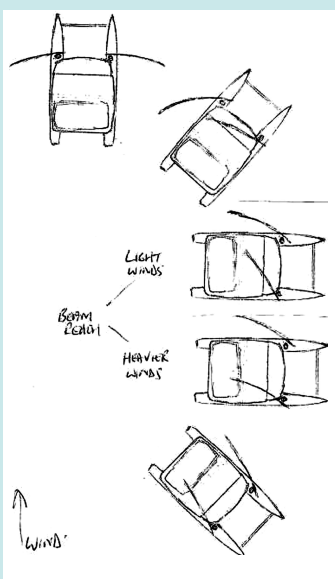


Fig 7.



effortless that we usually anchor (up or down) under sail these days. As we approach an anchoring spot it's great fun to drop the windward sail and ease our way in under the leeward sail (like a proa), reefing a panel or two as you close the spot. If we had a permanent berth at Preveza I expect we would be tempted to sail in and out much of the time.

The Med is full of bermudan rigged anonymous boats. Martin Lloyd and I are delighted not to have one!

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Practical Junk Rig, H G Hasler and J K McLeod
Sail Performance, C A Marchaj

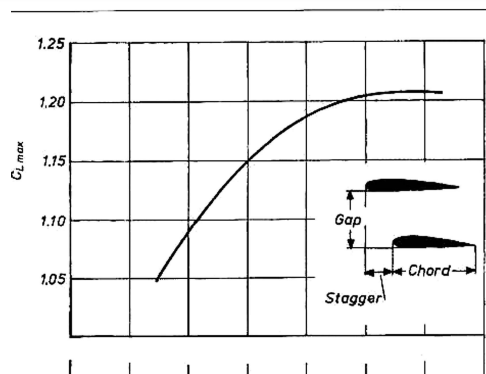


Fig 8.

The Med is full of bermudan rigged anonymous boats. Martin Lloyd and I are delighted not to have one!

Mast climbing the un-aided way

by Arne Kverneland

I confess; this little photo-article for the Yahoo JR group is mainly a way to show you the photos I took when first trying my modified bosun's chair in 2006. I don't claim that it is the only good way to climb a JR mast, but it surely works well for me. Note: I am not an athlete – in fact I am closer to the lower end of the athlete scale (b. 1954). Still, I claim that any normal man of about normal weight and with two arms can easily use it.

I am not so sure of women – although they are often terribly fit, arm-strength is not their strongest side. (.. sorry girls – the truth is not always politically correct...) Still, many women will make it too, I hope.

The bosun's chair method I think is slightly less sensitive to the boat's rolling and pitching, than using ladders (hoisted rope-ladders) or using mast climbing irons (..depends on make of course...)



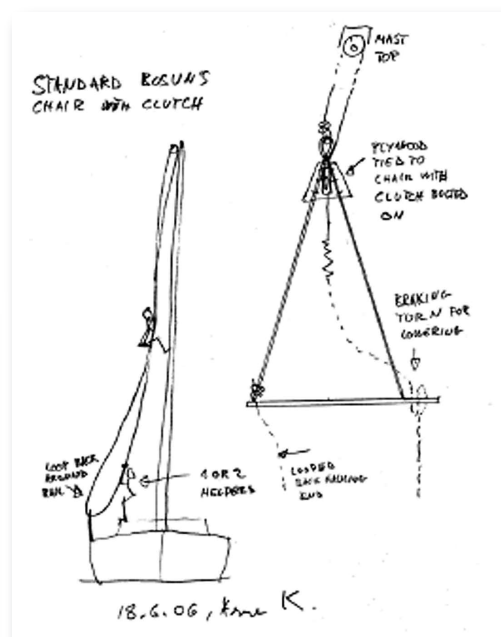
How the bosun's chair is modified for self-hoisting:

The key to this method is the addition of a sheet-lock to the standard bosun's chair. As will be seen, this lets the climber rest his/her arms between each pull. The sheet-lock fitted was a brand new one, not one that was tired, worn and unreliable. It was screwed to a little piece of 15mm plywood, which again was firmly laced to the lines of the chair.

The sheet lock's lever has 3 positions.

- Up position lets the rope run freely both ways.
- Mid position lets the rope run one way, but locks the other way
- Down position locks the rope both ways.

The original seat-extension on one side was meant to be drilled for carrying tools, but instead it now works as the brake when lowering oneself.



Note that the tail of the hauling end of the rope is not allowed to pile up on deck where it can hook onto some gear and making the descend difficult. Instead it has been passed under the rail and back to the seat. Nice, safe and tidy.

The climbing rope is in fact JOHANNA's permanent spare halyard, running over a simple strong oversize block on the sb. side of the mast.

This setup also lets one receive hoisting help from crew on deck.

Left:
The standard bosun's chair with a sheet-lock added.

Right:
This is how the chair is being hooked up.

in JOHANNA –



Climbing:

Although the halyard is 1-part, when hoisting yourself it in fact becomes 2-part! The pull force needed in the rope is only half your weight, so it is not like trying to bodily climb a rope. The climb is of course done with the sheet-lock's lever in mid-position: I pull myself up, and the sheet-lock lets me rest without falling down again.



Working position:

When reaching the position for the mast job, I lock the sheet-lock and also secure the hauling part to the extended end of the seat. Then both hands are free to work on the mast.

Descend:

The hauling part of the rope, coming out of the sheet-lock is passed one round around the extended seat and held there firmly by a gloved hand.



The sheet-lock's lever is moved to up/open position – and the chair sinks a bit as the brake takes over the load. Controlling the speed of descend has proven to be easy to learn, and I never feel uncomfortable with this. I can stop any time I like.

First time:

Of course, first time I tried the method, I tried the descend method from just a couple of feet above the deck. When I felt comfortable with that method (...use gloves!!), I went all the way up – slowly. The trick is to use a slow pace when climbing. The arm muscles may not be used to this work and would easily end up complaining the next day. When going up this spring, I bet the 10m trip took some 5 -10 minutes, but then there were no panting and no sore arms the next day. Instead, surprisingly, my legs were complaining: Due to a constant traffic of motor-boats that day, JOHANNA was rolling and also pitching a bit, so my feet were busy clinging to the mast. (...mast climbing shoes/irons would not have been good here...). This spring the descend was much slower than the ascend, since I was polishing the mast on my way down. (...my main reason for going up...).

Safety:

All climbing is a bit risky. I recommend having another crew around if possible – but it isn't always. The basic safety in climbing comes from being focused, and from being sure that everything (rope, block, shackles...) can take your load many times. In professional climbing the bosun's chair is impossible to fall out of – even if one passes out. I don't go to this level – then kayaking would have to be forbidden too, or swimming. Just take it easy, don't hurry, and you'll be fine (...hopefully...). Good luck!

Top left:
*Half-way up
JOHANNA's mast.*

Bottom left:
Yezz, made it!

Top right:
*Perspective...
who needs a
dinghy with that...*



Inside JOHANNA.
*Logging a good
day's work.*



The cambered

(A not so....) Short description of how to make a junk sail using the cambered batten panel method.

by Arne Kverneland

Introduction:

Some years ago I made a short description on how to make your own junk sail with camber in the panels, and this has been updated several times. In this version, made for the Yahoo JR Group, I will add a little more to show the reasoning behind the rig, what conditions that makes me choose this or that shape, size or other parameters.

Cambered junk sails:

The members of this group should be well familiar with the need for some sort of camber in the junk sail (as in any other sail) to get better performance, particularly to windward. As far as I know, there are four ways of making camber in a junk sail:

- Bendy battens. I have very little experience with them.
- Hinged battens. I used them on and off from 1991 to 1994. Quite good; a couple of bugs though.
- Camber through twist induced in low aspect ratio fanned junk sails. I know nothing about that.
- Cambered (..also called, baggy, bulging, full or quilted) panels. I have stuck to the method since 1994.

It is this last method that (.. eventually...) will be described here.

Boats suitable for junk rig:

Most boats that are good with other rigs, can take a junk rig, but some are better than others. If rather tall or heavy masts are to be used, I would shy away from the skinny bow and stern IOR types. The added inertia of the heavier mast(s) may result in too much hobby-horsing in a head sea. Good, nice, moderate spoon-bows are fine. Fin-keels or long keels; they both work well.

As always however, I warn people against directionally unstable boats; boats that will

throw themselves into a death spiral as soon as you leave the tiller. Also, boats with skinny bows and fat sterns are no good as cruisers, at least not for offshore work. Their weather helm increases too rapidly as the boat heels over. Combine these two deficiencies – and you have a possible widow-maker.

Rudders:

The junk rig, especially the sloop, calls for an effective rudder for safe reaching and running. The Chinese knew this; unlike the Europeans with their down-wind friendly square sails, they had to use barn-door size rudders to counter-act the yaw effect of their huge fore-and-aft sails. Fin-keel boats with big separate rudders are ok. Folkboat-types (NF, IF, Marieholm 26, Contessa 26 etc.) are very good. What I would avoid is boats with rather short integral keels, like 5.5meters, Knarrrs, Dragons and even the Albin Vega (..the Vega could be used, but I would then fit a new rudder on its stern...). Too little focus has been put on the rudder on junk-rigged boat, me thinks.

Number of masts:

The number of masts depends not only on size of the boat, but also of its character. On a boat with a good ballast keel I would use a sloop rig until the sail got too big to handle. The old rule-of-thumb has been to keep a junk sail below 50sqm. Recently we have seen sloops with 80sqm sails, and they work fine. Today electrical capstans are not too expensive (much cheaper than a second stick, sail etc.), and they make hoisting the sail a lot easier. Some will be put off by this idea, but unless you are a purist and don't have an engine on board, I can't see any reason for not using that capstan (..with a manual winch as back-up of course...).

I think the best reason for choosing two masts is that the boat is long, skinny and tender, say a sharpie type or something. The heeling moment of such a boat must be kept down and the long deck gives room for two sails and their sheets.

junk sail



Stayed or unstayed masts:

One of the real joys of sailing with a junk sail is to be able to square the sail fully out (.. or even a bit beyond...). This way you will avoid a great number of accidental jibes. With stayed mast(s) this is not possible.

(The Chinese seems to have used unstayed masts from early on. However, these unstayed masts were very expensive – I read somewhere that the masts used to cost as much as the ship itself. When the steel wire became available (1880s?), I am sure many of these practical boatmen switched to the much cheaper stayed masts.).

For us, in our small boats; an unstayed mast needs not be more expensive than a stayed one.

Added inertia:

Most of us will not pay for a carbon mast, yard and battens (yet). Therefore we are so far stuck with fairly heavy masts. The added (static) heeling moment should be easy to understand by most of you. However, the matter of *inertia*, both in roll and pitch plane is a bit trickier. The inertia of a body, in this case the mast, is its reluctance against being accelerated in rotation, one way or the other.

In the roll plane the masts inertia slows the roll rate; the roll period gets longer. For inshore work I find this to be fine: As big ferries or gin palaces rushes past us, my Johanna just bobs up and down, hardly rolling at all. Offshore however, one may meet looong slooow swell that are in resonance with the boat – not quite as fun. For real offshore sailors (with any sort of rig) one should look for a boat that has some inherent roll-damping in it. I guess my JOHANNA, with her round mid-section, is not the best.

Annie Hill once reported that their flat-bottomed, single chine dory Badger was very resistant against rolling. I believe her.

In the pitch plane the mast increases the boat's reluctance to riding over the head seas. Since the inertia increases with the square of the mast's distance from the boat's centre of gravity, CG (..ok this is a bit simplified...), there are good reasons for keeping the mast low and away from the bow – if we can. However, the boat itself and its cargo are the main contributors to this inertia. We may compensate for the heavier mast(s) by moving things from the ends of the boat, and closer to the middle (e.g. anchors, anchor winch, cans of water and fuel, dinghies...)

Rig size, sail area and camber:

One main reason for switching from Bermuda rig to junk was that I hated the poor downwind performance of the former. A junk not only lets you set a much bigger sail on the same mast length, but the easy tacking and reefing of the sail invites us to be generous with the sail area. The limiting factor for a mast on a small boat is the length, windage and weight of the mast. How much can the boat take in the worst conditions you are likely to face? The height of the mast not only depends on the boat and weather, but also on how deep pockets you have: You can partly buy yourself out of the problem by going for lighter and slimmer masts; hollow wood, aluminium, GRP or carbon. Then it is just a question of fitting the biggest possible sail that the mast and deck space will allow, and that gives you correct position of the sails centre of effort, CE.

For small and weatherly keel-boats where manhandling the rig is not a limit, I think we should aim for a SA/disp. between 20-25, even for an offshore boat depending on the mast material and thus weight. For such a boat I would use a moderate camber of just 8% of the chord. With so little camber, the boat will be able to carry almost as much sail close-hauled as when running before the wind. This is fine for the cruising man. A die-hard speed freak would probably gain on increasing the camber to 10%. He would then more often have to adjust sail area between upwind and downwind legs.

Above:
JOHANNA, mine
since 1998,
showing off her
cambered panels)

For big and heavy boats, the SA/disp. must be reduced, either to make them more user-friendly, or because there is not enough deck space for a bigger sail. In these boats I would consider compensating for lack of area by increasing the camber to 10, or even 12%. Remember; a big sail will keep the boat moving in lighter winds so the engine can rest more often. In other word, an effective sail boat, in strong or light winds, upwind or downwind is a GREENER boat.

Choice of sail plan:

Apart from a (..not too successful...) exercise with the fan-battened Reddish sail, I have stuck to the Hasler & McLeod (HML) sail plan. My only diversion from it is in the top section where I have introduced the transition panel (panel 3). This reduces the size of the two top panels and makes for better twist control. I prefer the HML sail for several reasons:

- It is easier to make since several panels are identical. One may make a pattern for cutting the rounding in the lower panels, and use it over and over 7-8 times.
- Reefing the sail is easy, I never have to adjust the lazy-jacks on reefing and I can – and do – use all possible sail settings. In fact, I don't have running lazy-jacks.
- The HML sail has a vertical or next to vertical leech. This reduces trouble with sheet spans being caught by boom or battens when tacking or jibing. With the Reddish sail I had to throw the sheet over every time I tacked.
- The HML sail gives a very long luff for a given mast length (..when counting with the 70deg yard...). Fine for upwind work.

However, if you don't like the look of the HML sail, you may well make a cambered sail with a fanned planform. In fact, this may be a good

idea for two reasons (.. I haven't tested this myself...):

- The reported problems with reefing the fanned sails (..sail moving aft as they reef...), may well be eased or cured by cutting each panel with camber. The cambered panels will have Much reduced diagonal stiffness, so will move much less aft as you reef (..read later about Hong Kong parrels...).
- If you are to use double sheets, port and starboard, I guess the sheet spans will be less likely to catch battens than with a HML sail.

Deciding the centre of effort and lead:

Generally I design the sail with the max camber point well forward of the middle; between 35 and 45% from the luff. Experience has told me that the effective CE of the sail is far forward in such a sail (more than in the flat sail). For this reason; you may well move the geometrical CE of the junk sail at least 5% (of the DWL) aft from where it was with a Bermuda rig. In fact; if you are forced to put your mast and rig so far forward in the boat that you fear for lee helm, you can cut the sail with the max camber point as far aft as 40, 45 or even 50% aft of the luff. This should compensate for up to 5% too much lead, I guess.

I have fiddled a lot with different rigs in my first junk rigged boat, MALENA, so I actually know a bit about this.

Making the sail:

This short description is for people who have some basic knowledge about the junk sail. I strongly recommend that you read one of these books before starting rigging a boat with a Junk Rig for the first time:

- 'Practical Junk Rig' by Hasler and McLeod. (ISBN 0-229-11798 8),

<ul style="list-style-type: none"> • 'The Chinese Sailing Rig' by Derek van Loan. • There is also useful information on the www. <p>1. Draw up the sail-plan (.. yes, draw - pen and paper...). Have several copies of the boat plans ready, so you can make 2-3 versions of the sailplan, until you get the right sail area and correct centre of effort (CE) in the sail-(plan). Be generous with sail area, but avoid fitting too tall and heavy masts. I use hollow (dug out) spruce.</p> <p>2. Decide how much camber you want in each panel, and calculate the necessary rounding in each panel to achieve that camber. The result may end up like the enclosed sail-plan for Johanna (sheet 3). The 'Arne's chain calculator' and "chain calculator sketch" is a useful aid in this process. See the JRA Website.</p> <p>3. Alternative 2. If you already have a drawing of a junk sail that you like in your hands, with lengths written on, you can scale it up or down to the area you want and see how it looks on your boat. Just remember that linear scale factor is the square root of the area factor. E.G. if you want your sail to be 30sqm instead of 40, the area is reduced to 75%. The lengths of battens etc should then be reduced to square root of $0.75=0.87$, or 87% of original lengths.</p> <p>4. I use to make a pattern in cardboard or plywood to show the rounding in the lowest panels (.. by now you understand why I use 4-5 identical panels on MALENA and JOHANNA...). Use a bendy wooden batten to scribe the curves on the pattern. By the way, choose a slightly stretchy, soft canvas for sailcloth, not the firm, heat-treated and doped Dacron sailcloth. The softer cloth will more easily take up the compound curves in the bulging batten-panels without showing creases. Hopefully your sailcloth /canvas is wide enough to cover a whole panel, at least in the lower ones. If not, you will have to build them up from smaller panels first. Don't forget to add cloth-width for hems and along battens (see step 4-5 and Afterthought #1).</p>	<p>5. Before assembling the sail, panel for panel, make the hem on all the outer edges of the sail, 2-4 cm wide, 2 seams. Sew in a 3mm thick inner bolt-rope in the hem, cheap polypropylene or something. (See also Afterthought #3)</p> <p>6. Sew the panels together (se enclosed sewing sketch). Staple the panels together first to make sewing easier. You may want to make gaps in the batten-pockets where batten-parrels and Hong Kong parrels are to be. On MALENA's sail, I just burned holes with a solder-iron afterwards. The strong, doped nylon has never ripped. (See Afterthought #2)</p> <p>7. Now, with the sail almost completed, it is time for the outer bolt-rope, a most important item. This is a continuous rope around the whole sail. I start somewhere on the foot of the sail and hand-stitch it to the inner bolt-rope (remember?) with about 3-4 locking stitches, then 15cm pause, then 3more locking stitches etc. Close to the battens or corners I may add extra sets of "3-stitch". This outer bolt-rope is to carry all the accumulated stresses in the sail, so it should be fairly strong, and not elastic. On Malena I use a 7mm pre-stretched 3-strand polyesterline. Make sure that the roping is taut enough, i.e. that the weight comes on the rope and not the sail. The reason for the inner bolt-rope should now be obvious: To give a good grip for those 3-stitch groups. This is the Chinese way of doing it; remember their 'sail-cloth' was very thin and fragile. (See also Afterthought #3)</p> <p>8. Fit a telltale made of nylon-ribbon at the leech of each panel. These will keep you from oversheeting (stalling) the sail. If you oversheet, the telltales will fall behind the sail. Very useful, don't skip this!</p> <p>9. The sail is now ready for the boat. The openings in the boltrope come now in handy when you are to lace the sail to the yard and boom. The batten-ends (with hole in) are also laced with thin line to the bolt-rope. Note!! I spliced a hoop of line to the outer bolt-rope at each batten-station prior to sewing the bolt-rope on. It is done so that the protruding batten will rest in this hoop. In other words, that hoop will take up all the vertical forces from the battens.</p>	
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Sewing sketch 1.
Three ways of assembling the batten panels.
The two first let you do it without passing a big roll of sail inside the sewing machine. Looks crude, but it works.

Sewing sketch 2
Shows how much easier it is to join two panels with camber cut in, if you use the amateur method. No need for passing big rolls of sail inside the sewing machine.

This is necessary because I fix sheetlets/sheetspans and luff hauling parrels directly to the battens. This works well, but it means a lot of splicing! (still, I roped MALENA'S sail this way in 8hour's sharp)

10. Hoist sail on a dead calm day, and fix batten parrels, Hong Kong parrels one by one as you hoist the sail. After some sailing, you may need to make adjustments on the batten parrels, and also on those diagonal Hong Kong parrels - whose job, by the way, is to avoid diagonal wrinkles in each batten panel. The bulging panels do not have much diagonal stiffness themselves.

Afterthoughts:

1. On bigger sails (over 35sqm) I may fit patches at each batten-end, prior to fitting the outer bolt-rope. Remember, that diagonal Hong Kong parrel should act on the batten, not on the cloth in the batten pockets (only on rope type boltrope...)
2. Now (2003) on JOHANNA'S sail I have a 20cm gap between the fore and the aft batten pocket. They have been sewed on from separate strips of canvas. The fore batten pocket by the mast is made from heavy pvc-like canvas to avoid chafing.
3. On JOHANNA'S sail I have 'roped' the sail with webbing (saves a lot of time with a sewing machine). The hoops through which the battens are run (at luff/leech), are also made from the same webbing. Smaller webbing hoops are fixed to the head and foot of the sail to fix them to yard and boom. Such small hoops are also fitted to the luff/leech at the battens. Time will show if it works.
It does, but I wonder if the webbing I have used is a little too elastic. This winter I might fit a boltrope all round the sail, MALENA-style. It takes just about 6 hours).
4. The way of assembling panel to panel along the battens seems terribly crude on my sketch. Still, MALENA'S sail has been in use for over 10 years now, and we have not had to replace a single stitch yet. Remember, it is the boltrope which carries the loads. The load per metre or ft along the battens is very low indeed.

That's all folks - for now. Hopefully I may write up a section on problems and their solutions, small tricks etc. Some files with sketches will also pop up in this folder as I get them ready.

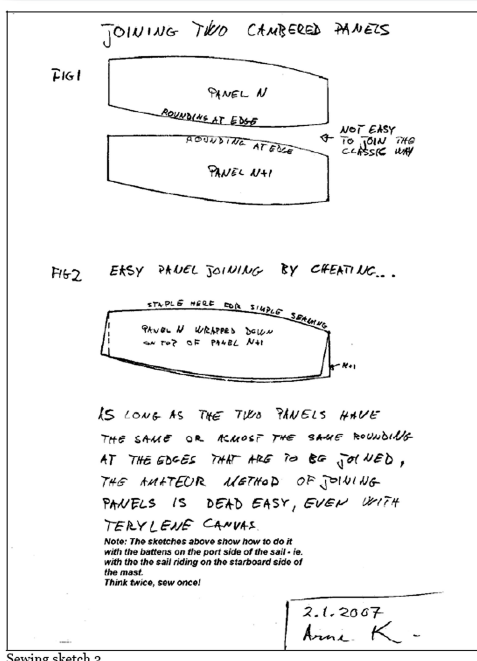
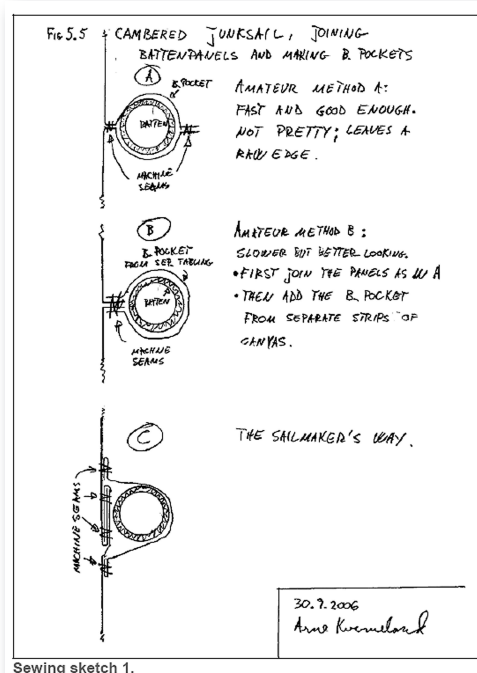


FIG 5.1 JOINING CANVAS PANELS

STEP 1: MAKE A 25-30mm 180° FOLD ALONG THE EDGE OF ONE PANEL AND INSERT THE EDGE OF THE ADJ. PANEL. MAKE THE FIRST CENTER SEAM.

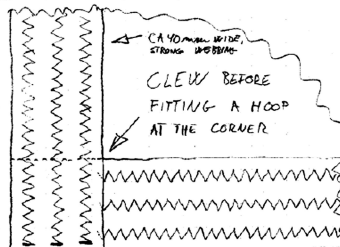
STEP 2: FLIP PANEL B OVER AND MAKE THE 2nd SEAM ALONG THE EDGE OF THE 1st. (PANEL B FOLDED UP TO PASS "ACROSS" THE SEWING MACHINE)

STEP 3: TURN THE WHOLE LOT UPSIDE DOWN TO LET YOU SEE WHERE TO PUT THE 2nd SEAM.

RESULT: A STRONG JOINT WITHOUT RAW EDGES. LOOKS DOUBLE-STITCHED ON ONE SIDE AND TRIPLE ON THE OTHER.

Sewing sketch 3

FIG 5.3 WEBBING TYPE BOLTROPE



Sewing sketch 5. Hem and boltrope, webbing method

Sewing sketch 3
Shows a good way of joining straight canvas panels. Lets you make the first seam without needing to pass any canvas inside the sewing machine. You hardly need double sided (basting) tape.

Sewing sketch 4.
Hem and boltrope, double rope method. How to hem and rope the sail with an inner boltrope in the hem and an outer boltrope, hand-stitched to the inner one...

Sewing sketch 5.
Hem and boltrope, webbing method. How to hem and rope the sail with a thick webbing...

FIG 5.2a)

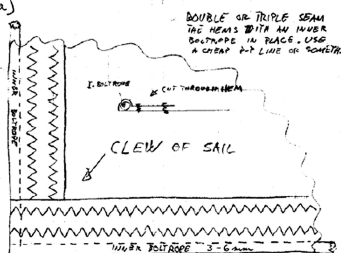
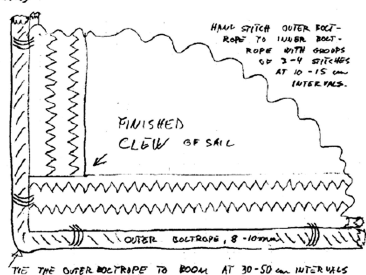


FIG 5.2.b)



Sewing sketch 4. Hem and boltrope, double rope method

PS. No doubt I have forgotten things. Still I hope, with some sensible feedback from you, maybe I can fill the worst holes – and straighten up my Stavanger-English too.



North Wales

by Peter Manning

The last rally of the year has traditionally been held in Kippford on the Solway Firth, a very attractive venue. However, in recent years, and for various reasons, there has been a gradual reduction in the number of boats coming to this rally and in the end there were just two regular boats attending. Whilst there is the prospect of having more boats coming in the future, a decision was taken to investigate possible alternatives one of which was North Wales. After a day visiting potential sites and speaking to members with boats in the area it was decided to hold the 2010 rally at Caernarfon on the Menai Straits. The Royal Welsh Yacht Club kindly agreed to host our rally and dates were set for the weekend of 11th and 12th September.

The Menai Straits is a very attractive cruising ground with many places of interest along its banks. Caernarfon is situated at the south western end of the straights and is dominated by its imposing castle. Berthing facilities are available in the Victoria dock and also in the adjacent river at the side of the castle. The Royal Welsh Yacht Club itself is situated within the castle walls and overlooks the straits.

Although the Victoria Dock itself does not have launching facilities, they are available at Menai Marine situated within the dock

complex and with a launching ramp leading directly into the dock.

Six boats attended the rally along with 28 members. Alan and Gloria Parsons, regular attendees at our Kippford rally came in their 34' Benford dory BADGER. Owain Perry brought his steel 34' Golden Hind JUA from Port Dinorwic further up the Menai Straits whilst Ian and Robyn Spey sailed round from Pwllhelli in his Parkwood 28' Somerled of Ardrossen. Bill and Kathleen Hyde brought their Virgo Voyager TIGER LILY from Beaumaris at the northern end of the straits and two boats arrived by road. Michael Rogers with his 14' Swallow boats Storm Petrel CADENZA and Stuart Calcutt with his 18' long keeler KARMATOO.

The Royal Welsh Yacht Club opened up early for us on Saturday morning to allow members to meet up and have a coffee and chat before joining the boats.

The Menai Straits is an interesting stretch of water to sail in. Not only is the scenery spectacular but the straits themselves can provide for some challenging sailing especially if negotiating the Swellies. The straits can be entered from either the south west over the Caernarfon Bar or through Puffin Sound both having buoyed channels.

Top left:
BADGER - Benford
Dory 34'

Bottom left:
SOMERLED OF
ARDROSSEN -
Parkwood 28'

Top right:
TIGER LILLY
Virgo Voyager 23'

Bottom right:
KARMATOO
One Design 18'



Rally 2010

Of necessity there has to be a change buoy where the direction of the buoys changes. This is situated just off Caernarfon.

Care has to be exercised when entering or leaving Victoria Dock as the tide can sweep past the entrance quite quickly. This can make an interesting spectacle for visitors and no doubt some hairy moments for the less experienced yachtsman.

The idea behind meeting up in the clubhouse before joining the boats is to enable the members and guests to be welcomed, mingle amongst friends before being allocated to the boats for the afternoons sailing. It also provides an opportunity for members who have not been to previous rallies to meet other members. This was especially important this year as we were at a new venue which attracted members who had not been to rallies in recent years.

After coffee the members joined the skippers on board their yachts and ventured out into the straits. We can sail for a little over two hours either side of high water which means the boats are not just restricted to the marked channel. We sailed down towards the Menai bridge with the tide and back on the ebb.

There was a good breeze blowing in the straits which was ideal for some of the larger boats



but Michael Rogers wisely decided to sail CADENZA in the much calmer waters in the Victoria Dock. The Hon. Sec. Robin Blain, who also has an interest in Swallow Boats, took this opportunity to try out one of their designs.

The boats out in the straits enjoyed some brisk sailing and used the flood tide to make their way down towards the Menai bridges before returning on the ebb.

Sometimes whilst happily sailing the unexpected can happen. This was true on board BADGER. Suddenly a noise was heard as if something was scraping against the hull. This was followed by a bang. There appeared to be no apparent cause for this and no evidence of any damage, so sailing continued until it was time to head back to the dock. When the engine was started and put into gear the skipper, Alan Parsons, found that he had no forward drive. Indeed there was no drive at all. The engine revved as normal but nothing else happened. There was no drive. This could mean only one thing – no propeller. BADGER is fitted with a saildrive rather than a conventional prop shaft. There was now a serious problem, no propulsion to get back to Victoria dock and a falling tide which in time would carry BADGER over Caernarfon bar and out to sea

The first priority was to get the anchor down to stabilize the situation. This done, thoughts turned to what to do next. The obvious choice was to seek a tow back to the dock but time was pressing, the tide was ebbing. Whilst members back on shore were trying to find a suitable tow the crew on board had to consider the possibility of sitting out a tide. A sports boat just coming into the dock was asked to go out and see if they could help. Unfortunately, although the boat had the power, it did not have strong enough deck fittings to take a tow. Back at the Royal Welsh Yacht Club a member was found who had a large and powerful rib. He very kindly offered to help and along with two JRA members, Francis Phillips and Martin Lloyd made their way out to BADGER.

With BADGER in tow, it was decided to take her into the river at the side of the castle where she could be dried out and inspected to see what damage had been done.

After the tide had gone out the extent of the damage was revealed. There was indeed no propeller. This was no ordinary propeller but a

Top left:
Michael Rogers
wisely decided to
sail CADENZA in
the much calmer
waters in the
Victoria Dock.

Bottom left:
JUA enjoyed some
brisk sailing in the
straits.

Sometimes whilst happily sailing the unexpected can happen. This was true on board BADGER. Suddenly a noise was heard as if something was scraping against the hull.

Back at the Royal Welsh Yacht Club a member was found who had a large and powerful rib. He very kindly offered to help and along with two JRA members, Francis Phillips and Martin Lloyd made their way out to BADGER.

Top right: Before dinner the Members went up onto the roof of the club for the obligatory photo shoot.



Brunton Autoprop. Probably the most expensive prop there is for yachts. As BADGER has a saildrive there was some concern that the drive shaft may have been damaged when the propeller came away. Nothing more could be

done over the weekend. Unfortunately BADGER could play no further part in the rally. A new propeller was eventually obtained and fitted and BADGER returned safely to her home base a couple of weeks later.

With all the boats and their crews safely back in the dock the members had some free time look around Caernarfon before meeting up again at the yacht club in the evening for dinner.

The Royal Welsh Yacht Club did us proud with the catering. In the morning they provided home made cakes and biscuits along with coffee and tea and in the evening they put on an excellent chicken dinner followed by a selection of desserts.



Before dinner the Members went up onto the roof of the club for the obligatory photo shoot. Unfortunately the evening sun was rather too low and has rather spoiled the photograph.

Some of the members of the Royal Welsh Yacht Club also dined along side us and afterwards received a talk about the benefits of the junk rig along with recent sail developments. The JRA members were also given an introduction to the new website.

On Sunday morning we met up again outside the yacht club and joined the boats for further junk rig sailing.

The weather forecast for the Sunday was reasonable but was due to deteriorate the next day. As a result some of the local skippers decided to use the favourable tide to make their way back to their home base with their crews and return them to Caernarfon by car.

Consequently JUA returned to Port Dinorwic and TIGER LILY to Beaumaris both based in the Menai Straits. SOMERLED OF ARDROSSEN had further to go to Pwllhelli and after some sailing in the straits, returned their crew to Victoria Dock, bade their farewells and headed out



dropped to a more gentle breeze and so CADENZA was able to venture out into the straits

We had arranged for afternoon tea to be served in the yacht club after sailing for members to say their farewells at the end of the rally. Unfortunately, due to some of the boats returning to their home port some of the members did not get back to the club in time. The Members of the Royal Welsh Yacht Club who had provided us with such excellent hospitality on the Saturday again provided us with a selection of home made cakes for our afternoon tea.



North Wales was a new venue for us this year and was a great success not only because of the warm welcome and hospitality we received from the members of the Royal Welsh Yacht Club but also because of the support of our members and their willingness to bring along their boats. Thanks to all concerned.



towards Caernarfon Bar and onwards towards home.

On Saturday Michael Rogers had decided the wind was too strong to take CADENZA out of the dock. However, on Sunday the wind had



**Bottom left:
On Sunday the
wind had dropped
to a more gentle
breeze and so
CADENZA was able
to venture out into
the straits**

Four Blues and

by Peter Manning



By now you should have guessed what the title of this rally report means.

You may be wondering what the title of this rally report is all about. Read on and all will be revealed. Our fourth Norwegian rally was held over the weekend of 7th and 8th August 2010 with a skippers day intended to be held on Friday 6th August.

The rally was once again held at the Lundsvagen batforening on the small island of Hundvag just outside Stavanger with the kind permission of the members of the club. In Norway many boat clubs are privately owned by their members and built on land rented from the towns in which they are situated. Boating is encouraged in Norway. It is an important means of travel since trying to get from one town to another by road may involve many miles going round the fjords whilst sailing to the same destination is only a short distance away and takes much less time. Consequently there are many ferries. I am told there are fast ferries, medium speed ferries and slow ferries. Which you use depends upon how quickly you want to get to your destination and how much you want to pay.

You can visit Stavanger in your boat to do the weekly shopping. On arrival you park (moor) your boat in the centre of the town, collect a 'pay and display' ticket from the machine at the side of the water, display it in a prominent position and do your shopping. What a wonderfully refreshing way of life. I am pleased to say I did not see any 'boat' wardens. Hopefully they don't exist.

We were expecting six boats at this years rally but sadly Alan and Gloria Parsons in 'BADGER' did not make it. Bad weather prevented them getting to the Holy Loch rally in Scotland in July which was on route and this meant there was insufficient time to get to Norway. Nonetheless we still had five boats. Arne Kverneland in Johanna, Svein Magnus Ueland in SAMSON and Havard Hjertvik in 'MALENA' all three of which are kept at the Lundsvagen batforening were joined by Ketil Greve who keeps his boat 'EDMUND DANTES' at Stavanger and Sebastian Hentschal and family in 'PEREGRINE' who were on the final leg of their summer cruise before returning to Germany after the rally.

By now you should have guessed what the title of this rally report means. The suggestion came from Arne who I think may have been

watching too many films during his recent enforced absence from sailing. Good to see you back to your usual self Arne.

During the lead up to this rally a little rivalry emerged between JOHANNA and EDMUND DANTES. Apparently the two boats are quite well matched with EDMUND DANTES performing better in stronger winds and Johanna in lighter winds. Of course both boats sport cambered sails designed by Arne and the hulls are of a similar size although if slightly different profiles. At the last Norwegian rally held in 2008 honours went to EDMUND DANTES (Arne claims the lights winds were to blame). This year a revitalized Arne decided to take no chances so a week or two before the rally JOHANNA was slipped, her bottom scrubbed and antifouled and returned to the water ready for action. However, word must have got around as on the Saturday morning before many had risen a wet suited figure was seen to quietly slip into the water armed with scraper and feverishly attempt to remove as many barnacles as possible from the hull of MALENA. For those of you who do not know but MALENA used to be owned by Arne and on which he developed his first cambered sail. This boat was until recently owned by Havard Hjertvik and it was he who was cleaning her bottom. So this was to be a three boat contest.

Seven Brits decided to fly to Stavanger on the Thursday evening with the intention of making a longer weekend or in some cases a longer week to spend a little time sightseeing. We arrived just before midnight and ordered a mini bus to get to Hundvag. Ketil had warned us that many Stavanger taxi drivers had decided to go globe trotting as indeed it appears had those from other countries some of whom ended up in Norway. Now taxi drivers in Stavanger are either Polish or Ethiopian with limited language skills as we were to find out. Our mini bus driver, an Ethiopian, was very pleasant but with poor navigational skills. Although he was given the address and had a GPS he struggled to get his bearings. He eventually got us to Hundvag but could not grasp the concept of a circular road round the island and did not know which way to turn. He had already spoken to his boss who thankfully told him to turn the meter off thus saving us from becoming bankrupt even before we got to the boats. Fortunately for us Steve Peake remembered the way and held the drivers hand (metaphorically of course). We

a White

The Story of the Norwegian Rally 2010

eventually arrived at the Lundsvagen batforening, tired but happy that we had arrived before sunrise.

After a good but relatively short nights sleep we sorted ourselves out and planned the day ahead. As Friday was to be the skippers day we expected them to want to sail on PEREGRINE. Unfortunately Sebastian had to resolve an issue about his dog coming to Norway on the boat and had to leave. In the event Arne very kindly offered to take some of us sailing. Steve and Sally Peake and Edward Hooper accepted his offer whilst the rest of us went into Stavanger for a look around.



During our walk up to the bus stop we came across this rather splendid sailing ship owned and sailed by a local resident and across the water a view of the marina we were staying at.

Food and drink are expensive in Norway as we were to find out. Two bowls of mussels and a couple of beers cost two of our party £50 – ouch! and a bowl of pasta, a beefburger, potatoes and salad and two cups of tea cost me a hefty £35 – not exactly painless. That said buying food in the local supermarket seemed to be a little cheaper than on our last visit and we managed to have a very good barbecue at reasonable cost. It is not that everything is really expensive in Norway it just seems that way. A job in the UK paying around £30k would pay around £50k in Norway. I must say that I would rather be a Norwegian visiting Britain than a Brit visiting Norway.

Whilst walking around Stavanger we came across this rather wonderful example of a Colin Archer design yacht in great condition.

Colin Archer was a Norwegian navel architect. His Scottish parents moved to Norway six



years before he was born. He is world famous for designing many very seaworthy boats including pilot boats and rescue cutters. He died in 1921 aged 89 by which time he had built over 200 ships, 70 yachts, 60 pilot boats, 14 rescue cutters and 72 other vessels. I wonder if he was ever inspired to fit a junk rig to any of his craft!

We were given access to the clubhouse on Friday evening when Svein Magnus's wife very kindly brought us a wonderful fish supper. Thank you Inger and Svein Magnus

Saturday saw the start of the rally proper and brought with it a cloudy but dry day with a good F4/5 sailing breeze in the morning. The clubhouse was open as members and friends arrived. After introductions, coffee and being allocated to boats we all went sailing.



It is said that the junk sail, unlike its Bermudian counterpart, can perform just as well when full of Holes. We don't often get the chance to see the proof of this. However, at this rally we had the chance. MALENA's sail now some 16 years old had suffered substantial degradation and was to say the least rather tattered. Notwithstanding, she seemed to perform just as well as JOHANNA as the

Left:
During our walk up to the bus stop we came across this rather splendid sailing ship.

Top right:
Whilst walking around Stavanger we came across this rather wonderful example of a Colin Archer design yacht in great condition.

Bottom right:
Saturday saw the start of the rally proper and brought with it a cloudy but dry day with a good F4/5 sailing breeze in the morning.

**Bottom left:
Just look at the
bow wave on
the second
photograph. You
don't get that with
a worn Bermudan
sail, do you!**

**Top right:
Before joining
the boats the
obligatory group
photograph had
to be taken.**



following photograph shows. Just look at the bow wave on the second photograph. Now you don't get that with a worn Bermudan sail, do you!

As we now have the use of the clubhouse for



the period of the rally we decided to return there for lunch and also to change crews. Whenever we can we try and ensure everyone at our rallies sail on all the boats or at least those of their choice.

At previous rallies Sally Peake has proved herself to be the most effective at catching mackerel. At our last Norwegian rally in 2008 she and others caught enough fish for our barbecue so we had great expectations this time. However, the secret to successful mackerel fishing is to sail slowly towing the lures. With a F4/5 wind blowing it proved almost impossible to sail slowly and at her first attempt before lunch Sally returned with an empty bucket. Not to be beaten, she set out again in the afternoon with gritty determination.

After a pleasant lunch crews were allocated to the boats for the afternoon sail, this time with a little less wind although still blowing a low F4 for some afternoon sailing. Hopes were high that Sally would find the missing shoals of mackerel for the evening barbecue. However, before joining the boats the obligatory group photograph had to be taken.



Despite Sally's best efforts she returned from the afternoons sail with only 2 fishes (and no bread!)

The wind had not abated sufficiently to allow the boats to drift or even sail slowly and it appears Norwegian mackerel are not turbo-charged. With no food for the barbecue a shopping party was hastily gathered and off we went to the supermarket.

Whilst the men rested and engaged in convivial chat the ladies retired to the kitchen and a few hours later a feast fit for kings emerged. As the wind was still blowing quite strongly finding a suitably sheltered place to light the barbecue proved a little challenging. We had to be careful as the clubhouse is a wooden building. Consequently we set up a barbecue watch to ensure that embers from it did not cause any problems.

Svein Magnus's wife Inger joined us for the evening and brought with her a delicious apple dessert. Thank you, Inger, from us all.

We had been fortunate with the weather up until now. It was therefore inevitable that if there was to be any rain it would fall whilst we were barbecuing. Fortunately it did not last long and did not spoil our enjoyment.

Alcohol is very expensive in Norway so on our outward journey we purchased some boxes of wine to help the food go down. This was much appreciated by everyone.

At the last Norwegian rally and again this year Arne provided set up his computer with a data projector and talked us through many of the photographs he has in his collection. Thanks Arne. You have a wicked sense of humour. (I refer to the photo of me about to go for a swim in 2008 – not the most flattering – but I forgive you- just)



It has become a tradition at this rally, led by Ketil Greve on our first rally, to have an early morning swim. The water in the fjords can be

surprisingly warm in August especially after a period of sunshine. This year we went fully expecting to have an early morning dip. However, there was an ominous presence in the water this year, a profusion of jellyfish. Whilst they have been present in previous years they were not seen around the boats. Of the Brits, only Sally Peake was brave enough to have a dip on Friday morning and although she said she saw no jellyfish, she emerged from the water having been stung. This was enough to put the rest of us Brits off swimming for this rally. Pity really as an early morning dip is very stimulating and a wonderful start to the day.

We woke on Sunday morning to very calm conditions and after breakfast and the arrival of members staying in hotels we boarded the boats. Unfortunately we could only sail for a few hours as one skipper had to leave early and PEREGRINE had to depart in the afternoon to start her return trip to Germany.

By the time we got on the water the wind had reached about F2 and rising.

The Lundsvagen Batforening on Hundvag is situated in a very picturesque area. As the boats wait for each other coming out from the marina there is a chance to look at the local scenery from the water.

After enjoying some sailing in company and providing plenty of photographic opportunities we returned to the clubhouse for lunch. Whilst out sailing Sebastian, on board PEREGRINE, discovered he had a problem with the halyard



Whilst out sailing, Sebastian on board PEREGRINE, discovered he had a problem with the halyard and could not raise and lower the sail easily. Not wanting to set sail and risk a serious problem at sea, he decided to investigate. This meant climbing to the top of the mast.

This, our fourth Norwegian rally has been one of the best yet. It was great to see and chat with visitors from other countries and we all had a thoroughly enjoyable time.

and could not raise and lower the sail easily. Not wanting to set sail and risk a serious problem at sea, he decided to investigate. This meant climbing to the top of the mast. The problem was soon identified – a broken sheave. Fortunately he had a replacement which he was able to fit.



Whilst Sebastian was getting ready to depart Arne and Ketil offered to take anybody interested for one final sail to accompany PEREGRINE towards the open sea for as long as time would permit. After saying farewell to everyone, PEREGRINE, JOHANNA AND EDMUND DANTES set sail. Some of those left behind chose to go for a walk and explore a little bit of the island



The return of JOHANNA and EDMUND DANTES signalled the end of the official part of the rally. Some members had to leave said their farewells and started their homeward journey. Some of the members who had flown from the UK and a couple from Germany planned to say on in Norway for a few days holiday whilst others were not due to fly out until Monday. There was still some food left over from Saturday's barbecue so the girls got together and made up some dishes for our evening meal. There was even some of Inger's lovely dessert left over washed down with the last of the wine.



On Monday those of us left got up early, made sure the boats and the clubhouse were left clean and tidy and bade our farewells. Four of us were flying back to the UK in the evening so made our way into Stavanger for a further look around. There is a part of Stavanger which is called the Old Town and included a sardine museum. There are also a series of very pretty wooden houses which are well maintained and provide an insight of how Stavanger may have looked many years ago.



There is also a very interesting oil museum and maritime museum to help pass the time whilst waiting for our return flight home.

We decided we had to leave Stavanger just after 1600 hrs to go to the airport. We thought we had got on the correct bus as, when asked, the driver said he was going via the airport and for a while this appeared the case or so the signs indicated. Suddenly, and just a few miles short



of the airport the driver turned off onto an industrial estate, drove around it without stopping, arriving back at the main road we had just left, but instead of carrying on to the airport he turned back the way we had just come from. This sort of got us worried. We already knew of that many taxi drivers were not local and now it seemed we may have a foreign bus driver as well, and so it turned out. When asked why he was not taking us to the airport he indicated that he thought we wanted the port, seaport that is not the airport hence our trip round an industrial estate. Now he was going back to Stavanger and promptly stopped to pick up passengers. We tried using a local to talk to him but he was resolute and ordered us off his bus. We had no choice but to get off. He left us stranded on the main road, the 501, not knowing where we were. We knew in which direction the airport lay but that was too far to walk. We were stuck up the proverbial creek and without a paddle. We did however have one card. Svein Magnus had very kindly agreed to take our luggage at the clubhouse and bring it back to us at the airport as he lives close by. Did anyone have his telephone number? Fortunately yes. However, how do you tell someone where you are when you don't know yourself. We could tell him which road we were on and that we were at a roundabout but that was about it. There were a few buildings which we described. After a few minutes Svein Magnus said he thought he knew where we were and would come for us. We had a few anxious minutes wait before we saw his car heading our way. What a relief. Reunited with our luggage and now at the airport we said a very grateful farewell to Svein Magnus and awaited our flight home.

This, our fourth Norwegian rally has been one of the best yet. It was great to see and chat with visitors from other countries and we all had a thoroughly enjoyable time. Our thanks and appreciation go to our hosts at the Lundsvagen Batforening for allowing us to use their

facilities but particularly to Arne, Svein Magnus, Ketil and Havard for their generosity in giving us their time and allowing us to use their boats for accommodation.

Peter Manning
Rally Organiser
Post script.

Arne has just reminded me (rather cruelly I think) that not everything is Norway is expensive. His well maintained berth costs him 4400 Norwegian kroner – about £440. My berthing fees are £2400 in the UK – about 24,000 Norwegian kroner. I don't suppose you have a spare berth for Malliemac Arne???

The facilities at the Lundsvagen Batforening are excellent. Thanks for the photo Arne!



There is also a very interesting oil museum and maritime museum to help pass the time whilst waiting for our return flight home.



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