

Fixes, adjustments, improvements and 'improvements'

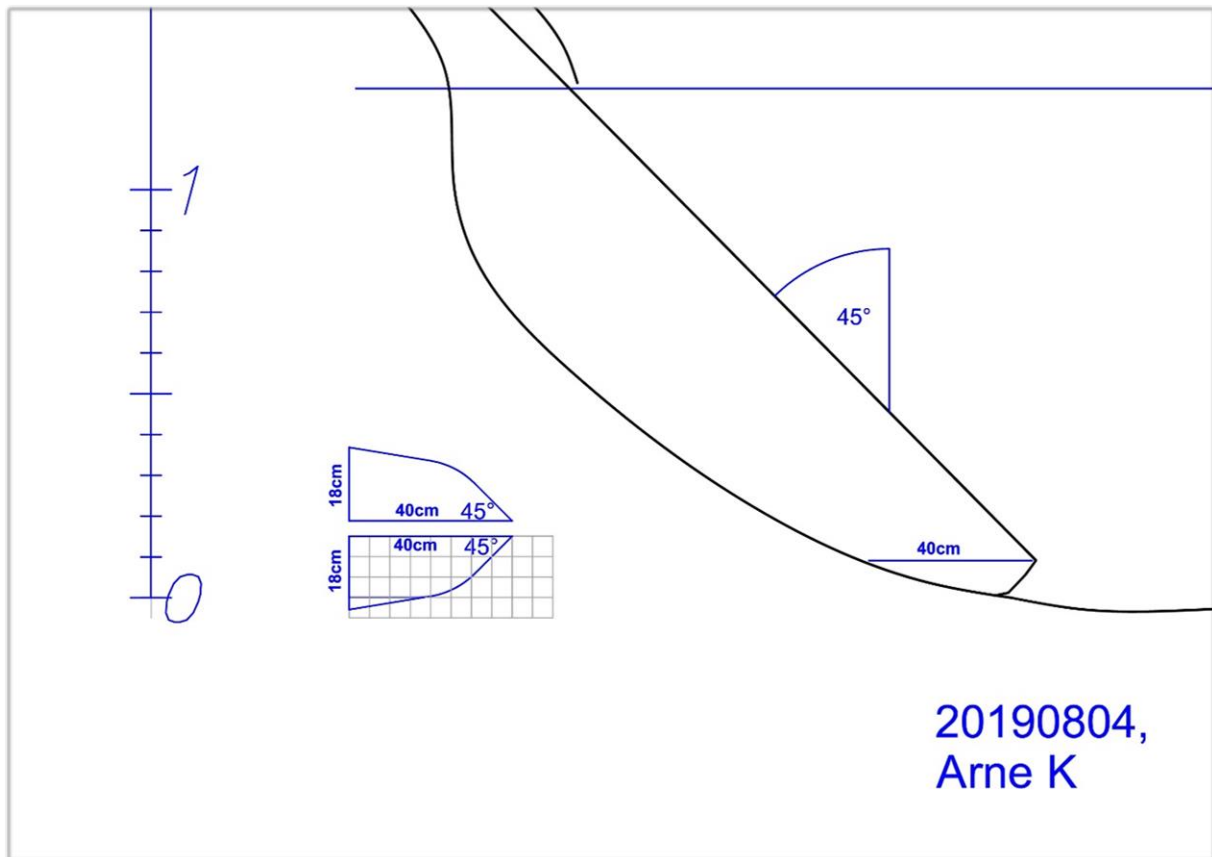
Activities on my Marieholm IF, Ingeborg during the Corona-summer of 2020

..by Arne Kverneland...

When the Corona virus spread around in Mars 2020, we all were more or less locked down. However, that paid off up here in Norway, and we soon could start moving around a bit again. Working on our boats in the harbour, and sailing a bit around the fjords became possible, so to me, a typical fjord-pottering fellow, it was almost business as usual.

Still, I had a bit extra time on my own to make small fixes and adjustments, and I may just as well let you have a look.

Endplates for Ingeborg's rudder:



The rudder of an IF, with the planned endplates shown.

I admit that I had my doubts about this one - it was a bit of a shot in the dark. Ingeborg's rudder is quite efficient as it is, and besides, the rudder stock is 45° from vertical. Still, I was curious to see if it would make any difference. I had the hope of being able to drive the boat harder, that is with at least 30° heel without too much weather helm. I also hoped for sharper turns in harbour manoeuvres, and even better rudder response when motoring astern.

The endplates were prefabricated from 15mm plywood and given several coats of epoxy (but without glass cloth). During the mid-season haul-out in July, I made use of the opportunity to simply stick them to the rudder with epoxy. No bolts, screws or glass were used, as I wanted to be able to remove them easily, in case they prove to give problems.

The results?

Well, there were no spectacular changes in Ingeborg's behaviour. In light winds, I could not notice any difference at all. However, I have now tried her in '30°-conditions', and it seems that the endplates pay back here: As the heel increases from 20 to 30°, there is hardly any need for more tiller input. The "*I suggest you reef*"-signals from the boat didn't show up, so I could keep driving the boat harder and faster. The alternative had been to make a new sail with the CE sitting 15-20cm further forward. Ingeborg also steers a little better astern now, and *maybe* even a bit better in sharp harbour turns.

Sooo, do I now recommend endplates for Folkboats? Not really. Their rudders are good as they are, but it was fun trying, and I will keep them on Ingeborg.

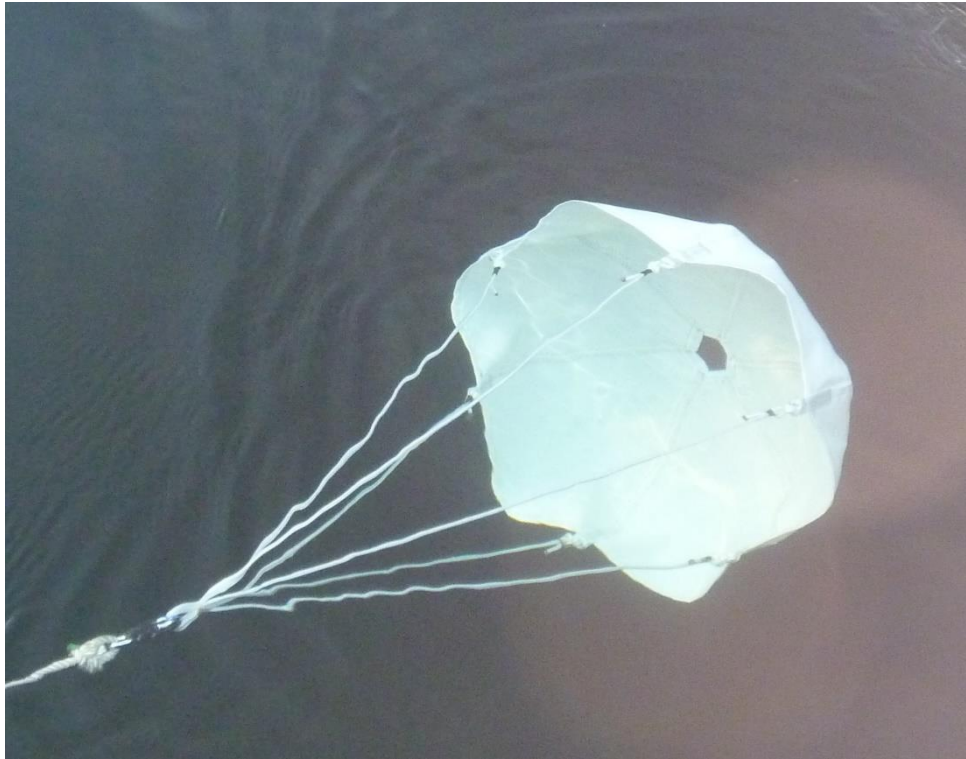


20200723: The endplates, epoxied on, painted and ready for launching.

Parachute drogue:

My use of a parachute drogue for the last seasons has been a great success. I gave away the

0.125 sq.m one in the spring, and have made another one with twice the area and with a bigger hole in the centre. Now I can stop and raise the engine as soon as we are out of the inner harbour. On all my former boats, I have kept the engines running until the sails were up - just in case. Big improvement!



Feb. 2018: First tests with a drogue of 0.125sqm. It never fails to open.

Tightening the tack-line cum kicking strap (vang): Goodbye to fluttering leech.

A part of my preparation for fitting a fan-up preventer (FUP) on Ingeborg was to install a bit stouter boom than usual (same as upper two battens), and then moving the tackline (TL) aft on the boom to form a 45° kicking strap (photo p.6). This has a thick rubber snubber on it to handle the asymmetry. Now I have tightened this TL so there is a bit tension in it even with the sail fully furled. The idea is to make sure the FUP will work even in a bad seastate. As a bonus, this has proven to hold down the boom enough to avoid a slack and fluttering leech in the lowest panel (when 7-up), even though the sheetlet to the boom tends to lift it instead of pulling it down (see photo overleaf). Success!

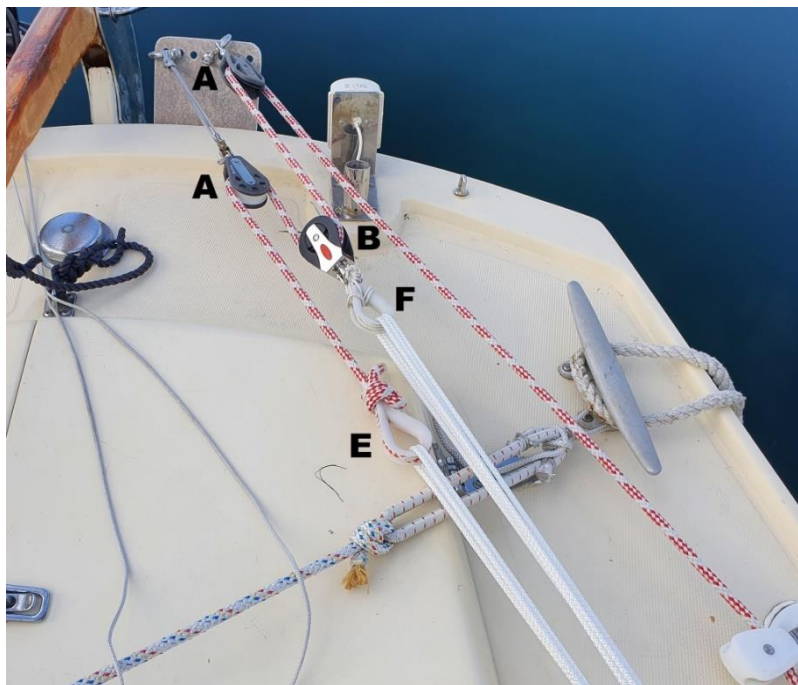
New sheetlets, a Mk.2 version of the Johanna-sheeting.

Where camber has been important to the performance of the Johanna-style sails, the Johanna-type sheeting has been almost as important. This has a strong anti-twist in it. It doesn't look right on paper, where it suggests the leech will go in zigzag, but in real life it works well, and the twist stays ok even with a reef or two, and with more reefs, the lee topping lift will support the sail and yard. The drawbacks are that the sheetlets, at least the upper one, look clumsy (and sometimes twists), and that D-min is longer than the actual space on most of my boats. After I got some ideas from reading JRA Magazine 83 - thanks to **Martin Brown**, I re-arranged the lower sheetlet to the one on the picture below.



June 2020. New lower sheetlet - and no fluttering leech , thanks to the taut TL

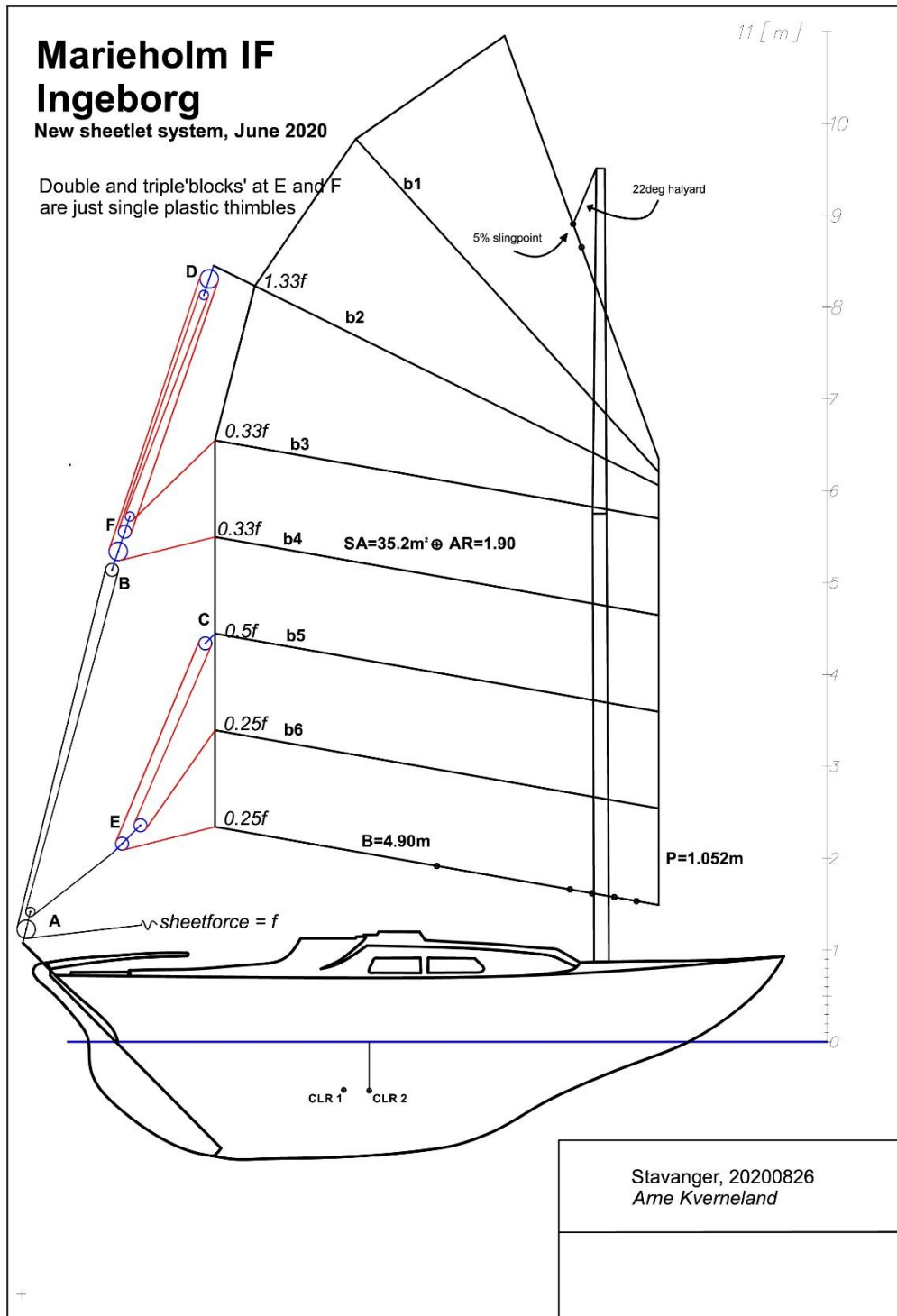
This takes up a bit less space than before, and looks very neat. This inspired me re-arrange the upper sheetlet as well.



June 2020, the sheet and sheetlets of the furled sail.

On the sailplan showing the new setup (overleaf), it can be seen that the force distribution is the same as before. At first glance, it looks terribly complicated, with a double block in position E and a triple block in F. However, in real life the sheetlet lines are just being passed

through two thimbles, as shown on the photo above. The sheetlet lines have all been made up of 5mm monofilament braided polyester line, very soft and slippery, with a rating of 600kp (daN). This setup has proven to be a great success; much neater, less space-robbing and with less hard and heavy bits flying around.



..sailplan in retrospect - construct first, draw afterwards...



15. August 2020

On this photo, the new sheetlets can be seen, as can the TL cum kicking strap, at the mast. In addition, the old red and ragged FUP line has been replaced with what was left of that white sheetlet line. This has cut any friction to almost nil in the FUP.

No fluttering leech, and good twist control. Win-win!

Note: It could be that this setup will lead to the sheetlets chafing on each other at the thimbles, but for my sort of sailing, that should be no problem. For extended voyaging, I can imagine it would be better to replace my single plastic thimbles with tied-together Barton rings - double at the lower sheetlets and triple at the upper.

So what about the lovely new sprayhood?

Sorry, it doesn't count as I just shelled out money for it.



20200709: The old, patched-up sprayhood



and the new one from the same Swedish sailmaker

The fine thing with owning a *Marieholm IF* is that one can buy spareparts for them; anything from rudders to windows. The old sprayhood will now be degraded to do winter service....

And what about the new Winchrite?

Same thing there. The old one was pretty clapped-out. Strictly speaking, I don't need the Winchrite for Ingeborg's 35sqm sail, but it surely is comfortable to just let it haul up the last three panels. Still, good to know that my *Halyard Hauler Mk.3* is ready in case - or when the battery goes flat...



the new and the old Winchrite



..the Halyard Hauler Mk.3, with a stock camcleat...

That should be all from this season. Ingeborg is still my favourite junk - and yes - I have even sailed her a bit, counting fifteen trips in her, so far, plus a few in others' boats.

*Stavanger, 20200905,
Cheers from
Arne Kverneland.*

PS:

- To find the original Johanna-sheeting, check: <http://goo.gl/vzGLzi>
- To read more about the parachute drogue, check: <http://goo.gl/5vSKKE>
- To read more about the Fan-up preventer, FUP, check: <https://bit.ly/2F6mzRQ>

PPS: *Again, thanks to Slieve McGalliard for looking over this text for me.*

Appendix, 11th June, 2021

A little more fixes to the sheet - ‘the soft euphroe’



..stitching and seizing together a 3-hole soft euphroe...

The sheet fix from last summer (see p.3-p.6) was made to clean up the Johanna-style sheetlet system. The original Johanna sheeting was very good with respect to distributing sheet forces and keeping the twist low. However, it looked ‘crowded’, somehow, and was also prone to twisting around itself. Last summer’s fix sorted that out.

Now, I knew I was pushing my luck when letting three lines pass through one thimble (point F on p.4). They depended on the line being quite slippery.

Then, when taking Ingeborg out for the first time this spring, I noticed that one of the top sheetlets went slack. Obviously, the winter’s collecting of dirt or whatever had increased the friction between the strings.

Something had to be done. I was of course not willing to install three blocks as on p. 5 - too heavy and hard-hitting. Instead, I was thinking of lashing three of those round plastic thimbles (‘Barton rings’) together in series, to form a low-friction 3-hole euphroe. Since I didn’t have these rings at hand, I decided to try to make my own ‘soft euphroe’. This simply consists of a length of 8mm monofilament line. I’ve never seen anything like this, but I thought it was worth a try. After all, it only took me a little over an hour to make this, and it costs next to nothing. The photos speak for themselves.



.the 3-hole euphroe...

I just started in the middle and then added more and more rope. Four screws on a plank helped me keeping the thing straight and flat.



.. first test on the boat...



.. sailing along with the new euphroe working just fine...

I feared that that thing would sort of collapse under load, but it seems to keep its intended shape well. The single, long line in the one-piece upper sheetlet appears to distribute forces well, there is no twist on sheetlet or sheet, and the leech stands quite straight. Now, all it takes is to sail around with it, to see that it doesn't wear out. I think it will hold well, at least for my easy day-sailing.



If the euphroe appears to get worn, or if it chafes on the sheetlet line, I will go to plan B - making that low-friction, 3-hole euphroe of three Barton rings.

Hopefully, that will not be necessary...