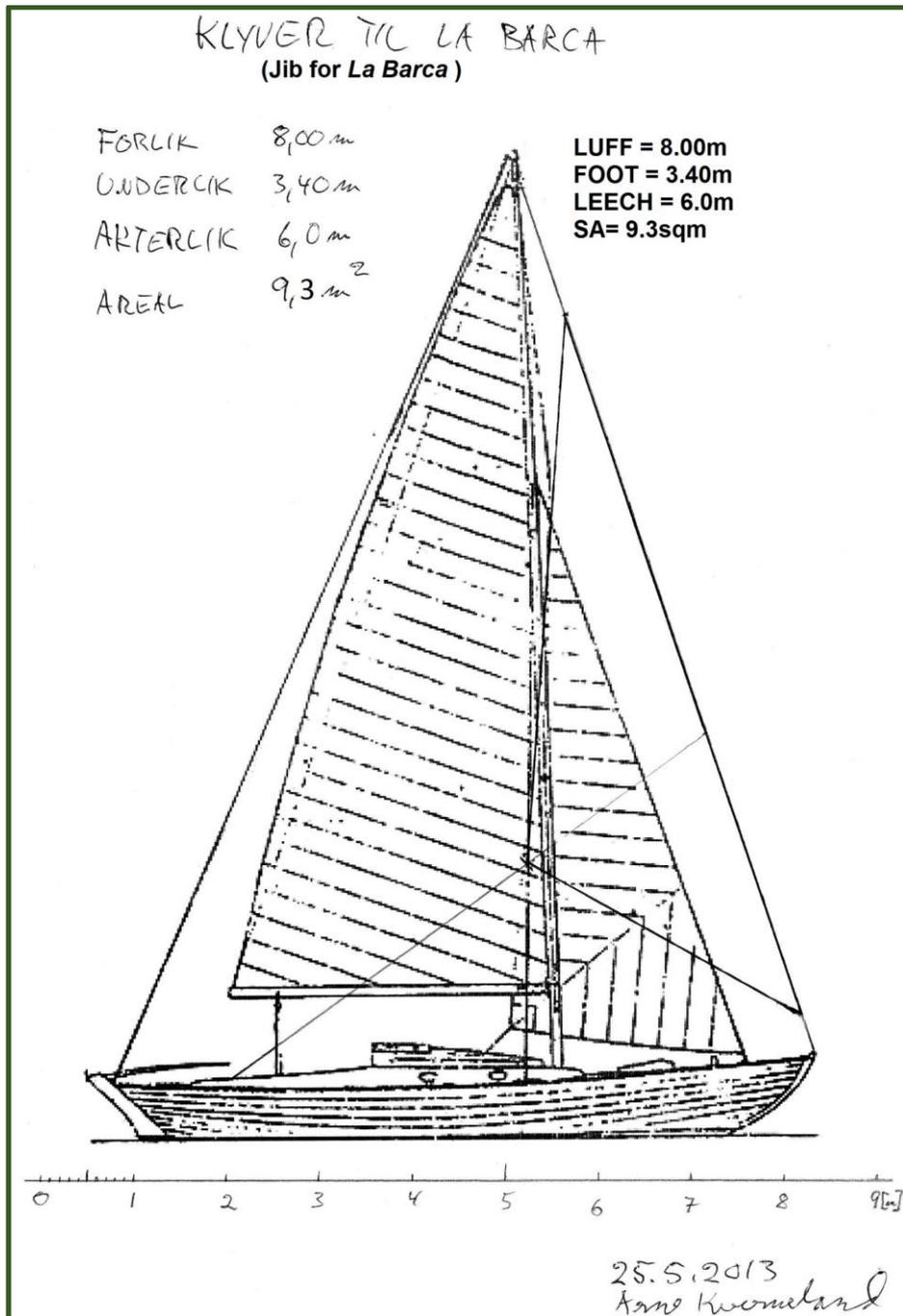


Adding a jib to a junkrig.

(see this posting on the JRA site: http://www.junkrigassociation.org/general_forum/4762649#4791312)

During the discussion above about sailing without an engine, the use of some light-weather sail was brought up by Bryan Tufnell (28.4.17). This made me think back on how we improved the light-weather performance of a friend's Folkboat ("La Barca").

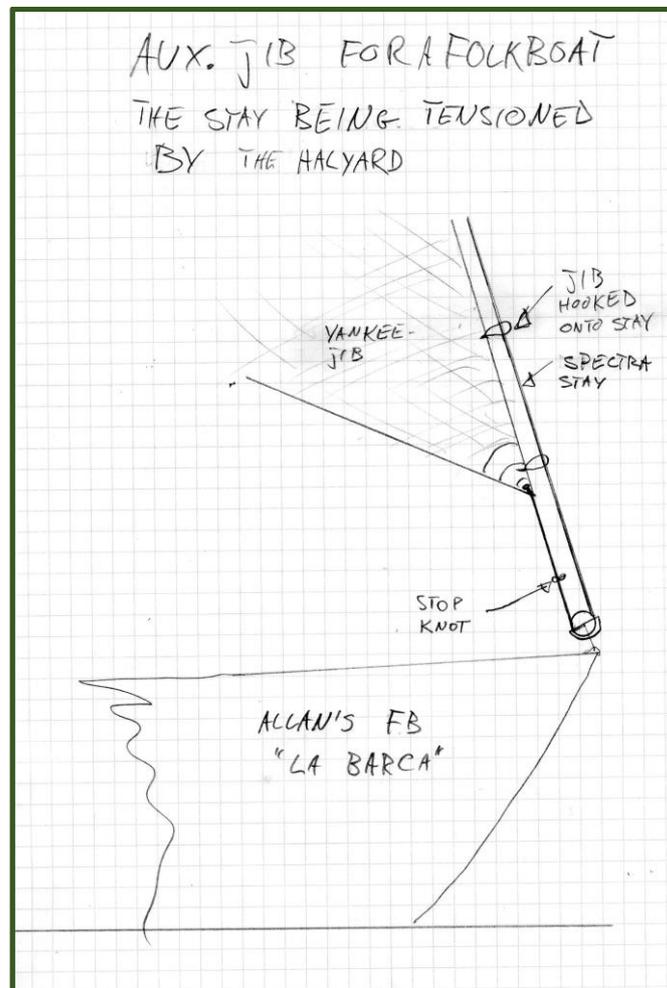
The Folkboat has a moderate sail area of 24 (17 +7)sqm, giving a SA/disp of around 15.4. The owner pondered on fitting a large genoa of some kind. I, on the other hand suggested he fitted a tall, light Yankee-jib since the boat and rig would take this easily.



The standard sailplan of a Nordic Folkboat, with the jib added.

The idea was mainly to make use of the jib when reaching and when sailing close-hauled. In our home water it seems like the number of motor boats goes up as the windstrength drops, and the result is that any sailboat will struggle with making any progress through that swell.

The 9.3sqm sail was made by a local sail maker to our requirements: The sailcloth was spinnaker cloth; no curves were cut into the sail - it was just a flat triangle. Hooks were fitted at the luff.

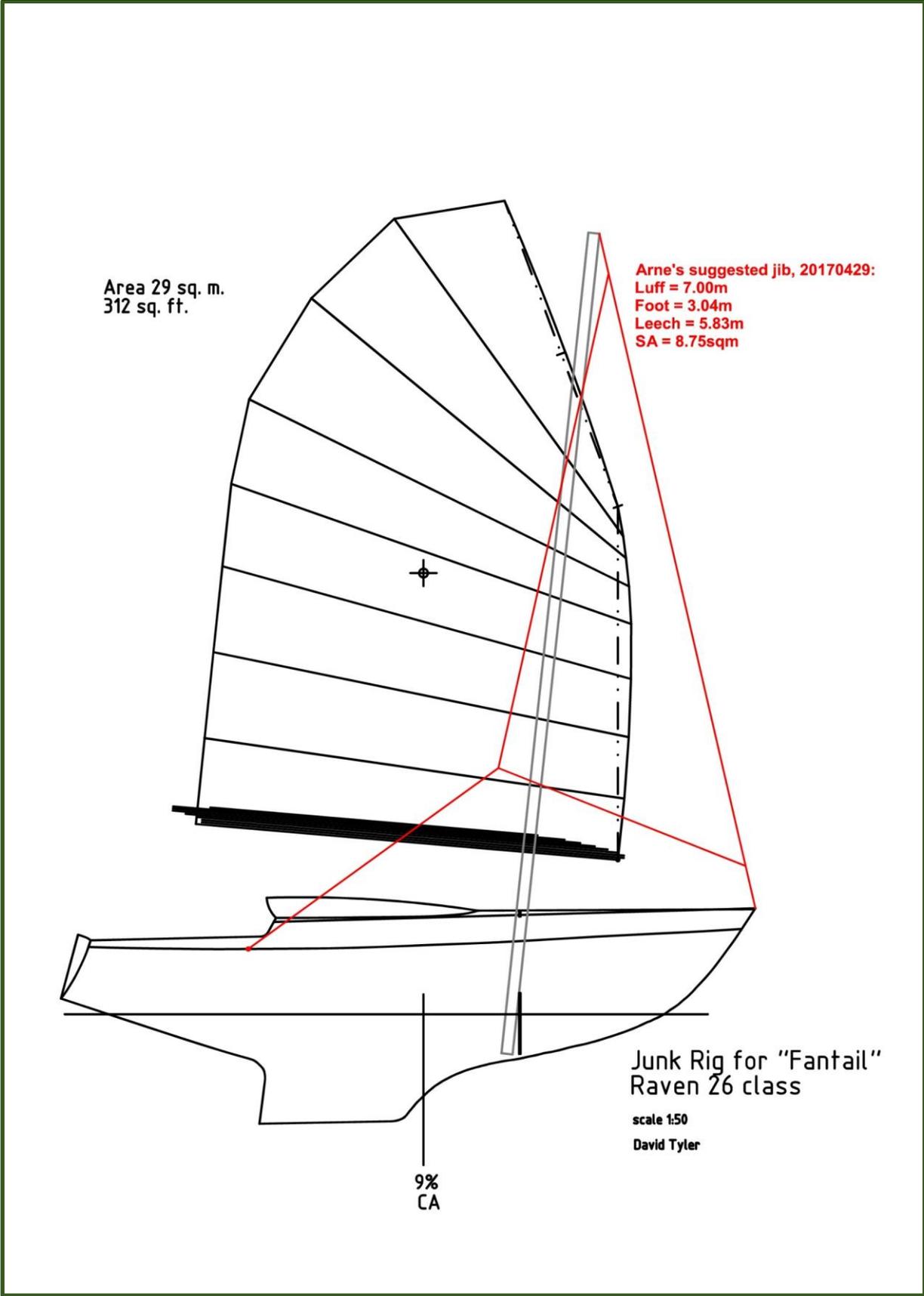


The 'automatic' forestay.

This little sail turned out to be a big success: It increased the SA/disp. to 21.3 and it worked well without blanking any of the other sails. The camber could easily be adjusted by adjusting the tension on the halyard. In taut (not that taut) mode we can point just as high as with only the staysail, and the jib keeps flying - and us moving - in incredibly light winds. The tail of the halyard, which btw. is lead back to the cockpit, is then lead forward and up to the top of the sail to work as a downhaul. As a result, the sail can be hauled down and pinned to the deck from the cockpit, and then be secured at leisure.

Fantail

It appears to me that Bryan's Fantail could use a similar setup. Fantail is moderately rigged with a SA about the same as the working SA of the original Bermuda rig. Since there seems to be a straight-line clearance between the mast top and the stem, it should be possible:



Fantail with the suggested jib, meant to give good vision ahead as well as easy handling.

This jib could be fitted just as we did it on the *La Barca*. A possible problem could be that the jib will get caught by the mainsail as one tacks. In that case I would add a brailing line to bring the sail forward to the stay as one goes about.

This jib will bring the SA/ disp. up from 15.6 to 20.4.

- The key to make it fly in light winds is to use a light spinnaker cloth and a thin sheet.
- The key to make it quick and safe to handle is the combined halyard and downhaul, where the tension in the halyard even determines (to some degree) the camber of the sail.

I guess the jibstay should be offset just enough to clear of the anchor roller.

Just a thought...

Stavanger, 29.4.2017

Arne Kverneland