

Obviously not in the conventional sense of the phrase. However, it's possible to achieve the same end when sailing with junk rig. There are a number of reasons for heaving to when under way and when sailing a gaff or Bermudian-rigged boat, you generally always do the same thing – douse the jib (if you have one) and then tack the boat leaving the staysail sheeted in so that the tack is now to windward. However, with junk rig, there are a variety of methods you can use. If you are heaving to in order to time a light, check the chart, put on your oilies (if you happen to be hand-steering) or anything else that only takes a few moments, the easiest method is simply to let the sheets fly. If you happen to be running at the time, bring the wind onto the beam and set the self-steering appropriately.

To heave to for any length of time in light winds, the easiest thing is to sheet the sails in as hard as they will go and leave the helm free. Obviously all boats are different, but on my schooner-rigged, 34ft dory, this would have the effect of the boat sitting docilely in the water, more-or-less head to wind. Sometimes she would tack herself back and forth and if this was a nuisance, I could either let the foresail sheet fly or drop that sail.

If I were heaving to to wait on daylight, I would probably adopt the hard-sheeted method, but with 2 or three reefs dropped in each sail.

But heaving to as most people think of it, is done when progress to windward becomes either too uncomfortable or negligible and not worth the effort of proceeding, or when continuing to run would bring you into uncomfortably close proximity with land. Generally speaking this takes place in a lot of wind. In F8 or less, I would normally drop the foresail entirely and sheet it hard in. Then I would reef the mainsail until only the top 2 panels were showing and sheet that hard in. In addition, I would set up the self-steering as though we were sailing close-hauled – obviously on the safer tack – and let the boat carry on and look after herself. The effect was the same as being hove to with the jib aback: no doubt the windage of the foremast and foresail accounted for that. The boat would plug steadily forward making a lot of leeway and leaving a reasonable slick to windward. It was the easiest thing in the world to let draw and shake a reef out of the foresail if I felt that conditions were moderating: equally easy to go back to being hove-to if they were not.

If you don't have a self-steering gear build one! But until then, you can lash the helm in whatever way suits your little ship best.

I don't have sufficient experience of sailing sloop-rigged (ie single-masted) junks to comment on the best way of heaving to with just the one sail.

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