



BALLAD ASSOCIATION NEWSLETTER

SUMMER 2013

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IMPORTANT NOTICE:

The Association AGM will be on Saturday 16th November at the Royal Plymouth Corinthian Yacht Club. Put the date in your diary – more details to follow.



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CHAMPIONSHIPS 2013 – Official Press Release.....

From their origins in 1989 the UK Ballad Championships have gone from strength to strength. This year they were hosted by the Royal Fowey Yacht Club over the Whitsun weekend in the most glorious conditions. Traditionally the wind saves itself up for this weekend, but the boats still race when most classes wouldn't face the conditions. But 2013 saw perfect sunshine and a steady Force 3 to 5 breeze and Fowey in Cornwall provided the usual beautiful background, where the Championships are held every third year.

However, wary of the forecasts of no wind for Sunday, May 26th, the decision was made to take advantage of the perfect Saturday weather and sail an extra race in the afternoon. So very weary crews sailed a third race on the first day, after the usual lunch stop ashore at Berrils Yard, where all the boats berthed for the weekend. Alan Harris of SailShape organised a wonderful weekend of close racing and evening events and Neil Andrew, the Race Officer, provided some excellent courses.

Over 2000 of these beautiful Swedish yachts were made in the very early days of GRP in the 1970s and they have crossed oceans to every corner of the world. 70 have found homes in the UK and are competitively raced or cruised around our waters. Current handicapping makes it difficult for Ballads to be competitive so everyone looks forward to enjoying the annual One Design racing. Numbers were down this year with only eleven entries but the usual crews had the normal enjoyable reunion.

Defending champion Shara of York (helmed by Peter Noakes) won three out of the five races and again won the Championships. Janie Smallridge sailing Duchess took second place from Balladier (Alan Harris) by a single point. Photographs and information on the website www.ukballadassociation.org



Lots of photos of the 2013 championships at

[http://s1365.photobucket.com/user/JonathanHaigh/library/Ballad Championships 2013](http://s1365.photobucket.com/user/JonathanHaigh/library/Ballad%20Championships%202013)

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2012 CHAMPIONSHIPS – by Janie Smallridge

Shebeen luffed Balladier and Shara of York over the line on the first race. The Ballads wee off to a good start on 26th May for their 24th Championships. After the Skippers' Briefing on the Friday evening at Saltash Sailing Club the realisation had dawned that Balladier meant business! Who were all these 'Young Turks'? However, borrowing Capella's old No 2 meant that the Committee boat could only read 987 as over the line, much to Capella's indignation when the received no finishing signal. "Over the line? We were nowhere near the line!" And so Balladier was OCS for the first race (Shara having recrossed the line).

With gusts of 40 knots, most boats had 1 or 2 reefs and their No 2 jibs. All 13 survived the first race, with Shara of York winning from Mavanier and Windwhistle. Matui was indebted to Vivacious for radioing the Committee Boat with a query as to the necessity of passing through the gate on the upwind leg, thus reminding them to retrack and allowing Vivacious to beat them! However, dismay was felt by many when the Race Officer announced there would be two 1 hour races in the afternoon in case there could be no racing with little wind forecast for the Sunday. Balu managed to miss all the radio contact, while anchored and enjoying their well earned lunch, so missed the second race!

Windwhistle and Summertime had already decided that their attempt to fly spinnakers was a silly idea, but Shara of York, Balladier and Mavanier kept hoisting theirs, with Mavanier demonstrating how to wet the mast in a broach - great entertainment for the rest of the fleet. It was noticeable that all the boats on the downwind leg travelled at hull speed, with cockpits ankle deep in water where the stern wave enters the cockpit drains. A cruising junk rigged 25' boat entered the centre of the fleet, busy taking photos and oblivious to the increasing wind and survival conditions. Shebeen lost two places trying to avoid them and Duchess ordered Sixpence to tack so that the two of them could avoid the obstruction. The first three places went to Shara, Balladier and Poppin. Tim Clark also missed the message about the third race and Vivacious zoomed hell-for-leather home, hoping to win the bottle race. Puzzlement occurred when the rest of the fleet circled the committee boat and after being informed of the third race, the two intrepid sailors decided to call it a day, claiming head injury from a crash gybe!

Further sail reduction ensued for the third race while the wind remained steadily in excess of 30 knots, with gusts exceeding 40 knots. Survival was the name of the game with no tactics, except for those with roller reefing headsails (Matui and Balu) who benefitted from rolling them out downwind. A third win for Shara of York, followed by Balladier and Shebeen.

Everyone was ferried across or drove around in circles to find the wonderful hog roast laid on by Tamar River Sailing Club. A beautiful sunny evening, sheltered from the wind overlooking the most magnificent scenery, enjoyed by all.

Duchess prepared seriously for Sunday – experienced crew arrived, new sails were put up, one of the two anchors were taken off, the wine locker was emptied, etc, but all to no avail! The first race was pulled with 20 seconds to go, when there was a significant wind shift. The next race was abandoned after the first mark when the Race Officer saw Matui in the lead! Eventually the sea breeze did fill in followed by a heavy sea mist. With Brittany Ferry and the Long Room reporting visibility of less than 100m, there was no choice but to abandon racing for the day.

With three out of three races to count, the final results were:

1 Shara of York 2 Poppin 3 Shebeen

Windwhistle, on equal points with Shebeen, won the Port of Plymouth trophy for best Plymouth boat outside the first three. Balladier won the trophy for the best Fowey boat outside the first three.

Vivacious, sailed by only Tim Clark and Chris Sillitoe won the Best Endeavour Trophy and Sixpence won the Concours d'Elegance. And Shebeen once more took the Voyager Trophy back to Poole (boat travelling the furthest) for Sharon to polish!

Sunshine again blessed the Pursuit Race starting from 10.30. Matui and Sixpence crossed tacks the whole way from Saltash Sailing Club to Devil's Point, with Matui finally negotiating 'the Cremyll Hole' better and establishing an unassailable lead to win. Shara of York overtook Poppin and Windwhistle, but Windwhistle through superior 'hopping the rocks' around Devil's Point regained their third place. Sixpence, with three skippers on board, did not have the skills to trip the spinnaker, providing much entertainment with their trawling at the Royal Western finishing line. An enjoyable race was rounded off with a delicious lunch at The Bridge at Yacht Haven.

Thanks to Neil Trathen and Cathy Noakes for organising the event, to Neil Dunkley, the Race Officer, to Malcolm Cox for laying the marks in difficult conditions and to Sylvia and Terry for providing the lovely Committee boat.

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CHAMPIONSHIPS 2012 – A VIEW FROM VIVACIOUS

I must be a soft touch! I allowed Janie to persuade me that it would be a good idea to race VIVACIOUS in the Nationals in Plymouth. It happened at the end of March, a few days before Janie relaunched DUCHESS. Coincidentally, our boats had nestled next to each other in Cload's boatyard over the winter, making me an easy, if only occasional, target for persuasion. At the last of these encounters I made feeble protestations about sick and missing crew members, and about lack of time to get the boat ready, but these clearly fell on deaf ears! Janie arranged there and then to provide me with a foredeck hand, so I was pretty firmly on the hook! However, despite my best efforts trawling around, I managed to find only one more crew member, Chris Sillitoe, who had crewed in Ballads before. I convinced myself that that would be fine, especially if the wind strength didn't rise above half a gale! I ignored the little voice in my head which whispered 'Ballad Weekend, fat chance of that'.

Ten days before the Nationals, my foredeck hand deserted me before we had even started! She had decided to go gig racing instead. We were down to two of us and I almost pulled out there and then. How could I be competitive against fully crewed boats? Then my innate stubbornness kicked in and the oft quoted words 'it is not to have won, but to have taken part' floated through my head. So that was why, on the Friday afternoon before the Nationals started, I slipped VIVACIOUS' mooring in the Yealm and headed out into Wembury Bay. The wind was gusting strongly from the east, and I began to wonder what I was getting myself into!

Saturday was a blur after entering the Sound to start the first race; I couldn't hear my radio and couldn't go below to find out why, so our timings for the first two starts were hopeless. With one reef in the main and the No 3 genoa, Chris and I were working flat out to keep everything together and the boat sailing; I did the steering, the main sheet and the tactics (what tactics! I think survival without breakage was uppermost in my mind as the wind gusted to well into gale force). Chris handled the genoa and everything else that I, or he, could think of. The upwind legs were the worst, especially without the sprayhood up, and I didn't even have enough hands to get my jacket hood up! My only respite was when Chris sat on the rail and took much of the spray meant for me! What a gentleman! Downwind was almost a respite as we surfed at up to 9 knots! However, as we all know, downwind is deceptive, and twice, when my attention was distracted by small things, like rounding race marks, we crash gybed, and on the second occasion I saw stars as the boom clipped the top of my head!

When we finally finished the second race ahead of MATUI, I thought that, in good Ballad tradition (you know, like stopping for lunch for example) we had finished for the day, and anyway my head (as well as arms, legs, feet etc) was aching. We quickly switched on the engine and had dropped the sails when the 10 minute 'gun' went for a third race. We turned downwind and Chris got on the radio and asked what was happening. On being told that a third race was about to start, we advised the Race Officer that we were retiring for the day as my head was aching from its encounter with the boom. As it happened, we could not have raced anyway, because, having turned back towards the Committee boat, my main halyard wrapped itself around the radar reflector, so I couldn't hoist the main, and knew that I would have to go up the mast to free it! So we slipped quietly away.....

Day 2 dawned with a distinct lack of wind; what a contrast from the previous day! Chris and I realised that we should not have had a nightcap after the excellent hog roast at the Tamar River Sailing Club. However, the deed was done, and we just had to get on with it! We motored down the Tamar and the heavens opened, so a scramble back into damp and salt-encrusted foul weather gear was necessary. The rain passed as we reached the Sound, and the sun came out, so we soon started to stew in our 'foulies'. Not a pleasant experience! We waited for the Race Officer to set the course for the first race, and we were ready under full main and No 1 Genoa, and with the VHF radio turned up loud enough to wake the residents in Fort Picclecombe so that we would miss nothing from the Committee Boat. And we waited, and waited.

Eventually, a fitful south westerly breeze began to show itself and the course was laid. I worked out exactly where to be at the one minute gun and there we were, on starboard, bearing down on the start line. We crossed the line in the middle of the pack this time, perhaps even in the upper half, and with DUCHESS behind us, just! We rounded the first mark just behind DUCHESS in light airs, and the Race Officer terminated the race due to lack of wind! We were not the only ones to be disappointed. Howls of protest were heard on the radio, but the Race Officer's word is law and he was not going to be undermined. Most of us dropped our headsails obediently and motored back towards the Committee

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Boat, where we stopped with our mains'ls slatting in the calm and had lunch. Not so SHARA, she decided to prove to the Race Officer that there was still wind out there and she took off towards Fort Bovisand, spinnaker flying!

The wind did finally return and the Race Officer was about to place the new course when Longroom, from which harbour control is conducted, demanded the cessation of all racing because of the impending onset of thick fog. A communal groan emanated from the Ballad fleet, the majority of which began to scuttle northwards to the Hamoaze and River Plym as the visibility dropped. That left VIVACIOUS somewhere in the middle of the Sound, no fix on the chart, and needing to return home to the River Yealm. I guessed the course towards the eastern entrance to the Sound and we set off, very conscious of the sonorous sound of the siren over our starboard quarter from the Brittany Ferry as it entered the Sound through the western entrance. My fixed GPS chose this moment to throw a 'wobbly' (a colloquial term meaning it refused to cooperate!), so, with no chart plotter either, I was left with 'seat of the pants' navigation in visibility of fifty yards or so. This meant dead reckoning and timed runs based on a constant speed, and to do it I needed a visual reference as a starting point, so I had to find the beacon on the eastern end of the breakwater! Boats loomed out of the fog and veered away as we approached; they were all heading in, not out, which added to my sense of trepidation! The direction of the siren from the Brittany Ferry had by now moved right, so that was one worry less, and then we saw it, the beacon on eastern end of the breakwater – such relief.

Next, I had to find Shag Rock! I knew its bearing and distance from the Breakwater Beacon, and I didn't want to go too close to it, but I needed to see it. Luckily, the tidal steam was near slack water, and helmsman Chris was doing sterling service holding a course, but it was sometimes difficult in the large swell left over from the previous day's blow. I told Chris that we should hold this initial course for 12 minutes. He did so, but we couldn't see anything as minute 12 approached. Where was Shag Rock? Had I foolishly overestimated my navigational capability? I began to wonder, looking slightly nervously at the depth display, which provided my only other safety reference point. Then I just happened to shift my gaze from ahead to abeam, and there was Shag Rock, just visible a little forward of the beam. Such relief, as I said nonchalantly, 'Oh, there it is' and proceeded to give Chris the next course to find the Little Mewstone. It was a 14 minute run this time, or thereabouts, and yes, we found it, but it seemed awfully close! The next hazard was a group of rocks extending eastwards into Wembury Bay from the Mewstone, so another timed run on an easterly course was needed. We didn't see the rocks at all, but we heard the waves washing over them! I had to remind myself that normally I would give these hazards a wider berth, but the need to be close enough to see the main turning points was paramount in the conditions prevailing.

Our next turn had to be done with no visual reference. We needed to turn into Wembury Bay onto a heading to take us to the Yealm entrance in the northeast corner of the Bay, a turn we had to do on time alone, but using depth as a confirmatory indicator. As we stood into the Bay the fog was as thick as ever; we could see nothing but the occasional fishing float. Suddenly, as the timed run was coming to an end, a wall of rock loomed out of the murk. Luckily, I recognised these cliffs from their russet colour as those between the Yealm entrance and Wembury beach. With a sigh of relief, I asked Chris to turn ninety degrees to Starboard, because we now had to find the outer port hand buoy which marked the Yealm entrance channel. I certainly didn't want to wander blindly over the Yealm bar at low water! The Wembury cliffs, now behind me, vanished and the fog closed in again; more anxiety! Then ahead I saw one of the small yellow buoys which lie to seaward of the bar. As I passed it on my port side, with great relief I picked up the first port hand buoy; we were almost home. Gingerly, we passed the second port hand buoy and turned to port. I couldn't see the leading marks ahead, so we followed a course and I watched the depth display intently. After what seemed like hours, but which, in reality, was only a few minutes, we saw the cliffs ahead, and the leading marks, and began the final, long turn to starboard towards the first of the moorings at Newton Ferrers. As we turned, we emerged from the fog, Newton Ferrers was completely clear! Another boat passed us heading out; we exchanged greetings and I advised the skipper that there was thick fog outside. He shrugged and carried on! A few minutes later we had secured to my mooring and opened our first can of beer, sitting in the cockpit in bright, warm sunshine. Had it all been a dream?

Albin Ballad Association History

This brief history has been compiled from some kept paperwork, personal memory and discussion with various key players from the "early days". I am happy to correct any inaccuracies and would welcome any further information anyone has. The attached database for the various trophies has been collated with help from those currently holding them but, as you will see, there are several gaps. Help would be appreciated from anybody who can fill any of these. The first open meeting for Albin Ballads was held in September 1989 by invitation of RFYC. The sailing committee at RFYC had become disillusioned by yacht owners complaining about handicaps and decided to offer a one design regatta. As there were five Ballads in the port at the time this appeared to be the obvious class. Invitations were sent out to all South West sailing and yacht clubs. The event was well supported and the weekend was fine and sunny with a reasonable wind. The prizes that were presented were all provided by the RFYC and included some silver trophies belonging to the Club.

The Ballad owners attending thoroughly enjoyed the event both on the water and off and decided to hold a winter meeting where they formed the South West ballad Association. Ken Farr (owner of Variety GB57-first brought to Fowey in 1979) was elected Chairman, Sam Bott Vice Chairman, Graham Tyson Secretary, Mike Ellis Treasurer and Catherine Noakes Press Officer. The Association asked RFYC to organise another event but suggested the Whitsun Bank Holiday at the end of May which then began tradition along with the programme of two races on Saturday, two on Sunday and a fun pursuit race on the Monday Bank Holiday. The Concourse De Elegance was also born.

After several years the South West Ballad Association discussed the possibility of different Yacht Clubs hosting the championship and also renaming themselves the National Association as there was no other group in the United Kingdom. The RFYC kindly agreed to 'loan' their trophies to the Ballad Association so that they could be presented wherever the championship was held. In return the Association promised to hold the event in Fowey, initially every other year and more recently every third year. The Championship has now been hosted by St Mawes Sailing Club, Royal Western Yacht Club, Plym Yacht club, Royal Dart Yacht Club and Saltash Sailing Club. Attempts to take it further afield have not come to fruition.

The Association has developed over the years and now only has 2 officers- Chairman and Secretary, with 3-4 other members forming the committee. The Championship still runs every Whitsun Bank Holiday and the locations vary. Annual membership fees have remained static for many years with several yachts paying for 2 or more voting members/owners. When the Association looked to vary the venue for the Championship they also decided it may be beneficial to own some of the trophies. Noakes, Habermehl and Kerr Opticians donated the Voyager Trophy and RFYC donated a trophy for 1st Fowey Ballad outside the first three placed yachts whilst the City of Plymouth donated one for 1st Plymouth yacht outside the first three placed yachts.

2014 will be the 25th anniversary of the Championship. It would be good to see as many Ballads on the water as possible- whether racing or cruising- Ballad owners and crew are always gregarious people! Let's make it a special event.

I am in the process of collating information about the various officers of the Association over the years and of other key players. It has been lovely catching up with some old friends and I would be grateful to receive any further help and information. So, if you know anything that hasn't been mentioned, then please let me know. Further facts and history in the next newsletter!

Catherine Noakes (Shara of York)

Project Ballard

After buying Ballardier of my father, a 1976 version of the well known Ballard, I decided to give her a well deserved birthday getting her back to her former glory. After sailing to and from Brittany, Channel islands and the lovely Isle of Scilly, I realized that a lot of structural and cosmetic work needed to be done over and above what I initially thought. The first problem I was faced with was having the entire boat over sprayed while being layed up in 2009, due to fishing boat owners taking zero precautions when spraying their hulls. With great difficulty I had to claim on my own insurance to get the damage sorted which involved a full topside and deck re-spray over 2 winters starting in 2010. The topside was changed from a deep navy to an oxford blue with a striking white line.



With the top sides and deck re-sprayed using Awl-grip, the boat was starting to look the part. During the summer of 2011, we sailed to Brittany and Isles of Scilly spending most of our spare time picking of masking tape which was left on the stainless and hull by the sprayer. This gave us time to think about the more structural parts of the boat, which needed addressing.

Being the MD of Sail Shape Ltd (sailmakers/riggers), I decided to drop the rig and overhaul it with new hardware and a re-spray. When removing the spreader fittings I uncovered a disturbing fault with the mast. At some point the spreader had been impacted from astern and forced the spreader end into the mast leaving a sizable dent at a very high loading area of the mast. Considering the cost of overhauling the mast without fixing the damage was in the region of 30% of a new one, I made the hard decision of replacing the mast and boom. Bear in mind the mast was now nearly 40 years old! The Perkins M20 also needed a lot of work so I had my work cut out this winter.



So for the winter of 2011/12 I decided to do the following:

Replace head gasket, injectors, pipes, deep sea seal, water pump recon, engine service, replace mast,

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boom standing and running rigging, Furlex, spinnaker pole, remove mast foot and replace with composite construction, replace bunk boards, galley tops, steps and chart table wood, fit Tek Dek floor, re-new electrics from mast and replace switch panel, replace both batteries, replace heads and wood floor pan, re-chrome Lewmar original winches, fit deck organizers and spinlock clutches to lead ropes to cockpit, replace mainsail, genoa, mainsail cover and all interior cushions and foam.

So I had some bits to be getting on with. For people interest, replacing the mast step and rig will be the best topics to expand on.

Mast Step

After deciding on a new rig I wanted to make sure that what it would be standing on would be solid for the future to come. Planning on doing an ARC (Atlantic rally for cruisers) meant the job had to be done properly as pounding to windward for some days would severely stress any weak part accelerating the problem further. I inspected the aft end of the mast step looking for any signs of cracking in the resin along with rusty water with advice from boatyards and owners who had this problem previously. This entailed the removal of the small bulkhead, which would then have to be replaced as this provided essential structural support for the side-to-side strength of the keel. On inspection, the resin was cracked and rusty black smelly water was seeping out into the bilge. At that point I decided the job had to be done.

Background

As most Ballad owners know, one of the few manufacturing faults with the older Ballads was the mast step construction. This consisted of a mild steel beam encapsulated in a well of resin mixed with iron fillings. This resin formed the shape of the front end of the encapsulated keel with a small transverse ply bulk head to hold its contents. Problems with this method were that there was a fine line with the amount of resin you pored in and the amount of heat it would generate. Being exothermic, the larger mass of resin would continue heating itself. The consequence was that it would shrink and crack. If this process were not managed precisely, this problem would very easily occur. The other issue with placing a un-galvanized mild steel beam in a salt water environment. I have learnt that water always finds its way in to anything on board. Once the metal starts rusting, it expands and slowly cracks the resin forcing more pressure on the surrounding walls, which in this case is the keel. I know of two Ballads with serious damage to the front end of the keel whereby the force of the rust has opened the boat up allowing water through into the bilge.

Out with the old and in with the new

The first job when removing the mast step was actually accessing the steel beam and bulk of resin. The mast step plate itself took longer than I thought to remove as even with an impact driver and heat, the screws holding it in place would not shift, so I was left the only option of slowly cutting it way bit by bit. After 2 hours it was off.

Getting to the mast step needed the removal of the floor molding. Instead of taking the entire floor mold out, I decided to cheat, as time was not on my side. I cut the floor adjacent to the mast step parallel to the bunks and one cut between the bilge boards with an angle grinder knowing I was going lay down the Tek Dek floor covering the glassed over cuts. See picture





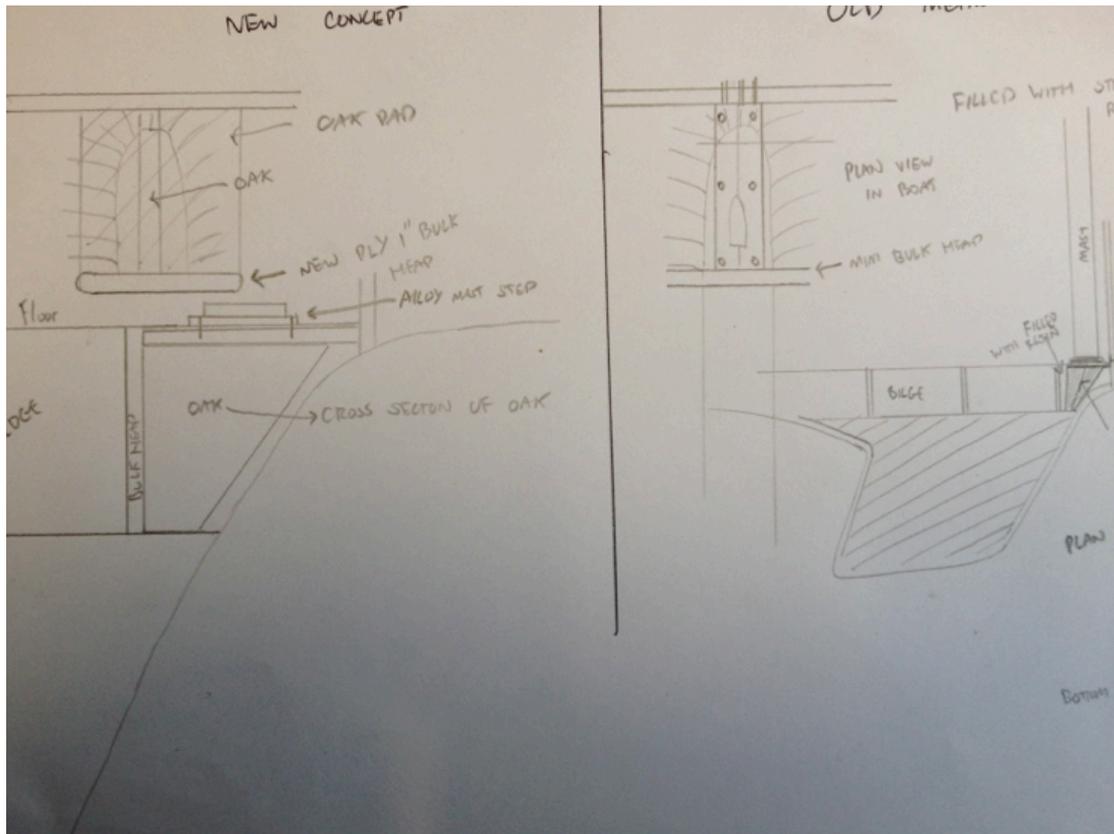
Now I had access to the steel beam and resin. Not knowing how dense this tuff was I tapped it with a hammer. Very solid so I put my glasses, gloves, and earmuffs on and went for it. With the first hit, a huge chunk fell off and loads of cracks appeared. I thought to my self, this is easier than I thought, well I couldn't be more wrong. As I exposed more Steel beam, the resin got harder to get at. I just couldn't physically get any tools in there to dig away. In the end I used a chisel to slowly eat away every last inch of resin surrounding the beam. After 4 hours of smashing the resin to bits, I took my first attempt at taking the beam out. I attached to the primary winch in the cockpit and lead through blocks with a retainer line stopping it from destroying me and the boat on its exit, I started to winch. With as much force as I could apply, I just got too scared with the forced through the cockpit and keel, so I eased off and went down and continued removing more resin. After 5 attempts and 3 more hours it would not budge. Now getting dark using head torches for light, I finally dug my way to the bottom of the beam and it just slipped out its hole like a glove. With a sanding disk on an angle grinder, I sanded back the rough resin back to the chop strand matt of the keel leaving a nice smooth surface for the new mast foot to sit on. Bed time!

The new mast step design

Knowing the problem with the old design I decided to get some advice from a good friend and naval architect on a better design for my new mast step. The initial idea came from a boat builder Rob Boalch who latter did the glass work.

The design below show both the old and new design with a combination of oak, ply, glass fiber and epoxy. This would effectively be a composite mast step like many modern yachts. This would not only provide more support using the mini transverse bulkhead forward and aft of the mast step, but it would also use the existing design from the builder. With another oak pad screwed down onto the oak beam and ply bulkheads, the mast foot was not going anywhere. Instead of using steel, we used oak, which would be encapsulated in glass. The combination was easy to construct, cheap, far stronger and would shed the water through drain holes preventing standing water in the area.

Ken Wittamore, my naval architect friend double-checked the loads exerted with the surface areas of the wood and approved its strength.



I employed Rob Boalch to fit the wood and construct the mast step glass the floor and fit the drain hole pipes. See picture



I then used M10 machine screws to tap and glue the Selden mast foot into the oak pad. This was now solid and ready for the mast to be stepped. The whole job cost me 8 hours of my time and £300 for the composite mast step. This is a lot less than the £1500 quoted by a boat yard to do the job.

The job finished nicely with the Tek Dek floor, which cost around £150 and 7-8 hours of my time. This was 5 hours templating and cutting, 3 hours preparing and gluing down. See picture



Stepping the new Selden Rig

The new rig was an easy operation. The two areas, which need modifying, were the deck ring and the mast step plate. These are easily replaced and Selden provides a very neat solution to both parts. The deck ring uses tie roodes to connect the deck to the mast illuminating the upward movement of the deck from the force of halyards. The deck ring also neatly secures the blocks for halyards and control lines by using a stainless rod with two grub screws either end. The mast step has a nice rake adjuster if you need it. Simply slack the rigging off and turn the bolt to move the mast forward or aft. See picture



The Selden masts are capped at deck level with drain holes above the deck ring shedding any water on the deck rather than in the bilge. The mast comes with a rubber boot already slid on. This gives an almost perfect seal with the only water able to get in through the conduit holding the electrics and this is very good also.

All in all, the rig went in well and without any problems. All the swaging was done on site as the hounds are at different heights making old rigging wire lengths obsolete. The new Furlex 207s fitted lovely and finished the rig off nicely.

I have also fitted a complete Ballad and Contessa 32 re-rig in St. Winnow boat yard during the winter of 2011/12 consisting of new mast, boom, Furlex, standing and running rigging, mainsail, genoa, main cover and mast electrics.

If you have any enquires for standing and running rigging, sails, covers, upholstery as we specialize in Ballads, I can supply, fit and manage re-rig jobs in most places in the UK with arrangement. Give Sail Shape a ring on 01726 833731 or email: info@sailshape.co.uk as we are offering 10% discount voucher to all Ballad Association members on sails, cover, upholstery and running rigging, 5% on standing rigging including masts, booms and Furlex's.

NATIONAL BALLAD ASSOCIATION

Minutes of the Committee Meeting held at The Royal Plymouth Corinthian Yacht Club on Sunday, March 25th, 2012

Present: Mike Luker (Chairman), Janie Smallridge (Secretary and Treasurer), Cathy Noakes, Alan Harris, Paul Dixon (part)

1. **Apologies:** Chris Tyrrell

2. **Changes to the BODA Rules:**

Emails from the Swedish, Danish and German Ballad One Design Associations were read. All, including the Dutch and Norwegian Associations have already, or are in the process of changing the ruling concerning restrictions on sail cloth and using different furling genoas during a race.

This has been discussed at the last two AGMs and the decision had been not to immediately alter the rule, but to have a Committee Meeting to discuss the sailcloth issue. This was based on the fact that so few of the racing Ballads take advantage of the rule to allow the use of Pentax/Mylar, with most still using Dacron. It is agreed that Kevlar and other modern fibres are no more expensive than Mylar but will last longer and are faster. Because of the IOR handicapping system not handicapping these faster cloths, those that use the more expensive Mylar would like to be able to use Kevlar instead.

It was agreed that we should fall into line with all the other countries. It was generally felt that the majority of boats would continue to use Dacron.

3. Rules to be Changed:

- No restrictions on sail cloth
- Different furling genoas maybe used during a race
- Cancel the weight demands of the engine. No one is still using MD6 or MD7 Volvos
- Loose footed mainsails to be allowed

4. **Procedure to be Adopted:**

- Barry Quest to include these minutes in the newsletter which will go out in the near future
- A notice to be in the newsletter that an EGM will be held on the Saturday evening of the Championships to vote on the proposed changes. This evening is a meal at Tamar Sailing Club. It is planned to cut the discussions very short, but it was felt that most of the racing members who would be affected will be there.
- The newsletter will also include the Sailing Instructions and Notice of Race.
- The proposed changes would not take effect until the 2013 Championships.
- Mick Pindar will also put these minutes and the notice of the Extraordinary General Meeting on the website.

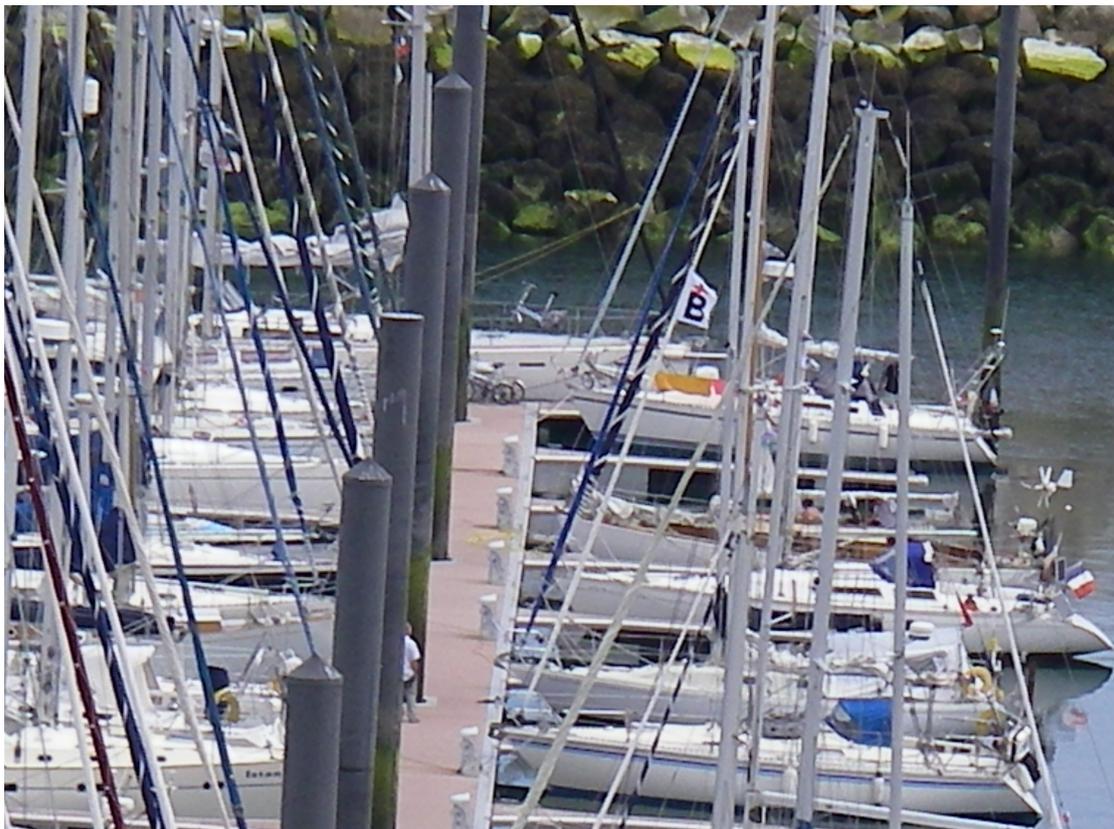
AND (almost) FINALLY

In case you haven't already bought a Ballad Battle Flag, they are available from Janie Smallridge at £42. They are not spinnaker material and therefore not noisy, but very good quality and sized 600 x 1000 mm. Well worth it, even if you don't come to the Nationals – Peter Kersey of Flute sent in this endorsement:

“Just back from Brittany and a very good trip with Flute. The Ballad Battle Flag was flown at each stop and while no one took up the challenge there was much admiration for the flag, the pretty little boat and the pluck of the fearless navigators!!

The flag is brilliant for locating the boat after a good run ashore and two Ballad owners who were crewing in other boats (not Ballads) came up to talk Ballads and Sailing. It has earned it's place in Flute's Inventory already so thanks for organising and distributing them.”

His picture shows how easy it is to find your Ballad in a busy marina...



UK Ballad Association 2012/13 Subscription request

If you have already paid your 2012/13 subscription, thank you.

If not it would be greatly appreciated if it could be paid immediately. The rates (agreed at the AGM) are £6 per boat. There is also a category for past owners of Ballads who wish to remain in touch with the group, at £5.

If you no longer own a Ballad or do not wish to continue to receive these mailings please could you also advise Janie either by email (janiesmallridge@tiscali.co.uk) or by posting this form. If you have the details of the new owners of your Ballad, it would be appreciated if these could be made known.

Please make cheques out to the UK Ballad Association and send (with this form) to Janie Smallridge at the address below:

The Willows
Ludwell Lane
Exeter
Devon
EX2 5AQ

Name.....

Address.....

.....

.....

Tel. No.....

E mail.....

Ballad Name.....

Ballad No.....

Sail No.....

Home Port.....

Please note the following change in my Ballad ownership details.....

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If Janie already has your details you can subscribe online to 30-97-28 A/c No 00643554 using your boat name as the reference.