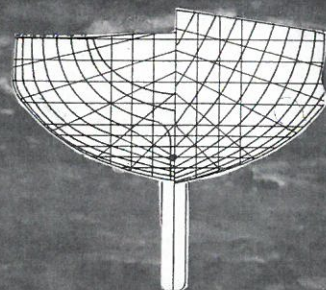
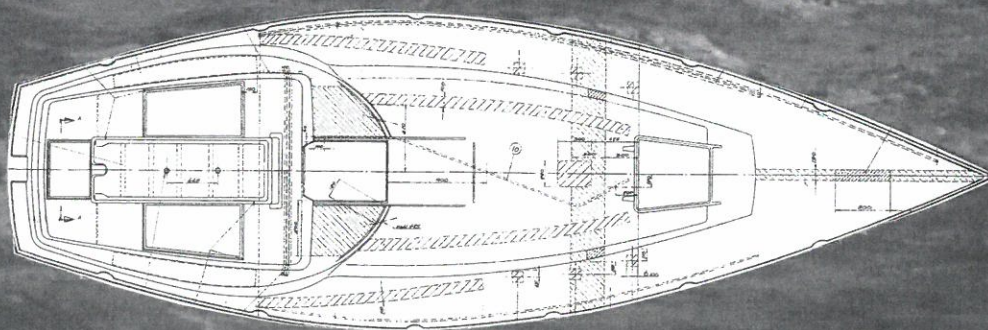


**UK BALLAD ASSOCIATION  
SPRING 2014 NEWSLETTER**





## UK BALLAD ASSOCIATION

Association Chairman	Cmdr. Tim Burne (Poppin)
Secretary/Treasurer	Janie Smallridge (Duchess)
Committee Members	Cathy Noakes (Shara of York) Chris Tyrrell (Summertime)
Webmaster	Mick Pindar (Khadine)
Newsletter	Ken Morgan (Shebeen)



SIXPENCE...

## WELCOME TO THE SPRING 2014 UK BALLAD NEWSLETTER

**Spring?** Well that's the optimist in me speaking. Its early February and Shebeen was relaunched this morning (between gales) and still with an endless list of To Dos not crossed off. They'll now have to wait till March because the snowy Alps are calling.

March is going to be busy. Our 6 race Poole Spring Series starts on the 9th plus we are doing 3 x **crew safety training** days to get all of our various crew members familiar with the equipment – vhf, dsc, fire extinguishers, fire blanket, emergency fuel cut off, skin fittings/sw plugs, ais, storm sails, MOB stuff etc – and putting into practice all the procedures which the skipper has devised, but about which many of the crew are blissfully unaware.

This was all prompted by a **man overboard incident** during a channel race last summer. A regular round the cans crew member, not used to lumpy, wet long passage sailing didn't hang on while going forward, found himself in mid air and then rapidly disappearing astern. His life jacket didn't go off (the bottle had become unscrewed) and he was a weak swimmer in a choppy sea. I was below doing a fix at the chart table and the standby helm was frozen, not knowing what to do. We crash tacked as emergency stop, sails aback, prepared gear, cleared lines and got back to him quite quickly. The casualty was in a bad way, very frightened and struggling to get any air because of the spray (blowing F5), to the extent that he couldn't inflate his jacket. Other competitors responded to my VHF call (cockpit handheld) and stood by as we got him back aboard.

This shook us, and many other competitors. I realised that although Shebeen is well equipped, this doesn't help as the crew gradually changes and safety briefings are only ever limited to a few essentials for the new bods as we motor out to the start line. So, it's wake-up time. Most of the crew have now been on a 2 day **ISAF Offshore/Sea Safety/Survival** course and my To Do list includes a thorough work through of all the systems/equipment incorporated to achieve ISAF Cat 2, required for the Triangle in 2008.

For our regular offshore/channel races ISAF Cat 3 compliance is required but each year the standards and criteria are notched up. As of this January handhelds with DSC are now required and the Stability certification is made stiffer (no pun intended). This frustrates me because I have always thought our Ballads are very similar and closely matched to Contessa 32s. Shebeen's last IRC certificate showed a **stability rating (SSSN)** of 27 compared to the Contessas, usually around 29. Shebeen has a another stability rating (STOPS) of 32 whereas the Contessas have a STOPS rating of 41. This means that we wouldn't now achieve the ISAF 2 requirement of SSSN 28 for the Triangle, let alone the ISAF Cat 1 criteria for an AZAB. Contessa 32s are regular AZAB competitors but it seems a Ballad may now be ineligible. **I would be intrigued to hear from other Ballad owners on this subject.**

**In the meantime, perhaps the answer is to follow Chris Jackson's example in Sixpence and join the Jester Challenge. Did I hear that he is gearing up for another go? Chris – what news?**

Editor (Trainee)

**COVER - STORMING THROUGH HURST NARROWS**



# 2014 ANNUAL NATIONAL CHAMPIONSHIPS

TO BE HELD AT

# DARTMOUTH

## FRIDAY 23rd MAY – MONDAY 26th MAY

This year's Championships will be held at Dartmouth, Devon, hosted by the Royal Dart Yacht Club over the (UK) Bank Holiday Weekend. (The RDYC at Kingswear on the east side of the river)

The details for this year that we have at the moment are as follows:-

There will be a briefing and registration supper on the evening of Friday 23rd May at the RDYC. The plan is for racing to take place outside the harbour consisting of one race in the forenoon and one in the afternoon on both Saturday 24th and Sunday 25th May. There will be a dinner on the Saturday evening across the river at the Dartmouth Yacht Club (to be confirmed) and a Prizegiving dinner back at the RDYC on the Sunday evening.

On Monday 26th there will be a pursuit race (not part of the Championship) starting in the reverse order of the results of the Championships. The race will be run towards Plymouth and will probably have a finish in the approaches to Salcombe allowing competitors to continue their passage west without stopping if required.

Janie has just received confirmation that mooring will be the inside of the Town Pontoon so only a 100m walk to Dartmouth Yacht Club and showers.

A few boats at the front of the fleet take things fairly seriously but many of the competitors are not regular racers and generally things are pretty Corinthian.

Usually we have a dozen or so entries and most Ballads come from Plymouth but some from as far afield as Falmouth in the west to Poole in the east. It would be grand to have Ballads from further afield and so far we do have a possible entry from Northern Ireland!

I do hope that you decide to join us.

Regards  
Tim Burne.

A formal NOTICE OF RACE will be issued soon, but in the meantime if you would like to join us make sure you are on Janie's contact list. See the 2013/14 Membership Form on the last page of this Newsletter.



**NATIONAL BALLAD ASSOCIATION**  
**Minutes of the 21st AGM held at The Royal Plymouth Corinthian Yacht Club on**  
**November 16<sup>th</sup>, 2013**

**Present:** representatives of the following boats: Matui, Windwhistle, Duchess, Poppin, Summertime, Balladeer, Khadine, Gancia Girl, Shara of York, Balu

1. **Apologies:** Schonbrunn, Svalen, Variety, Vivacious, Shara of York, Flute, Balladier, Blavinge, Noontide, Happy Hour, Shebeen
2. **Minutes** of the 20<sup>th</sup> AGM were circulated and proposed by Martin Jones and seconded by Chris Tyrrell.
3. **Matters Arising:** none
4. **Report by Secretary and Treasurer:** The accounts showed an overall loss of £591 but this was mostly accounted for by the stock of Ballad Battle Flags.

Thanks were given to Cathy Noakes for her research into and account of the Ballad Association produced in the newsletter. She urged anyone with any more information to contact her.

A speaker for a Winter Dinner has not been organised. Suggestions were asked for.

5. **Publicity:** Mick Pindar reported 800 hits on the website this year. He would check whether the Newsletter was on the site. It was agreed that it would be appropriate to advertise Ballads for sale on the website and a new area will be created for the details received.

Ken Morgan promises to produce a newsletter in early January and everyone was asked to provide any appropriate material..

6. **Chairman's report:** Mike Luker thanked Royal Fowey Yacht Club, Alan Harris and Neil Andrew for running a very successful Championships. In particular, Alan for arranging the special berthing on the quay and the photography. Horrible weather for the Friday sail to Fowey was replaced by pleasant sunny weather for the two days of racing, before the wind returned on the Monday. The uncharacteristically good weather produced more injuries than normal! Three boats enjoyed a good Pursuit Race to Mevagissey and a lovely meal ashore.

Still no linking up of Ballads wishing to cruise in company in the summer.

7. **Election of Officers for 2014:** Cathy Noakes and Chris Tyrrell were happy to continue on the Committee, but Janie announced that she would like this to be her last year. Alan Harris had declared that he would like to stand down (and proposed to sell Balladier) but it was agreed that for the time being we could continue without a replacement. It was hoped that we could co-opt another Committee member, preferably from Fowey, in the future.

Mike Luker stood down as Chairman and received a vote of thanks and round of applause. Tim Burne was proposed as his replacement by Janie and seconded by Mike.

8. It was agreed to keep **Subscription Rates** at £6 per boat, and £5 for ex-owners.
9. Arrangements are in place to hold the **2014 Championships** at Royal Dart Yacht Club in Dartmouth over the weekend 23rd - 26<sup>th</sup> May. Tim Burne has been in contact with the Royal Naval College but they are not offering accommodation or catering, only rather inconvenient mooring facilities, so he will decline. Tim, Mike and Janie have visited Royal Dart and plans are progressing. Victoria Conway is not well, but her husband, Hugh Conway has agreed to be the Race Officer.

The pontoons we like outside Dartmouth Yacht Club are likely to be used by Try Sailing over the Bank Holiday weekend. However, the Harbour Master thought that he would be able to fit us in on the inside of the big ferry pontoon.

It was again felt that we should eat the Saturday evening meal at Dartmouth Yacht Club.

There was a discussion as to whether the Championships should only be open to UK boats and it was agreed that the NOR would be changed to allow only members of the the UK Ballad Association to enter. Any passing Ballads could become temporary members.

It was also agreed that the wording should be altered so that the Race Committee could alter the number of races and arrangements, at their discretion, and with competitors agreement.

It was also agreed that the wording for the prizes should be amended to say that the four race winners' prizes should be amended to say the highest placed boat not already winning a prize. If the prizes are engraved they should just show 'Race 1', 'Race 2', etc.

10. **2015 Championships:** Mylor Yacht Club have telephoned Janie requesting that they would like to test out their newly learnt Race Officer skills on our Championships. It was agreed that Janie will write a letter to Royal Cornwall Yacht Club, Mylor and St Mawes.
11. **AOB:** None
12. Date of future AGM. To be notified.

*Janie Smallridge Hon Sec/Treasurer*





## 2013 FOWEY CHAMPIONSHIPS

From their origins in Fowey 1989 the UK Ballad Championships have gone from strength to strength. In 2013 they were once again 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. In 2012 we were racing in close to 40kts! By contrast 2013 saw perfect sunshine and a steady Force 3 to 5 breeze. Fowey, on the south coast of Cornwall, where we return every third year, provided the usual beautiful backdrop.

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](http://www.ukballadassociation.org)

Janie Smallridge (Duchess)

EDITOR'S FAVOURITE PHOTO - SHEBEEN  
TEMPORARILY AHEAD OF  
WINDWHISTLE AND POPPIN



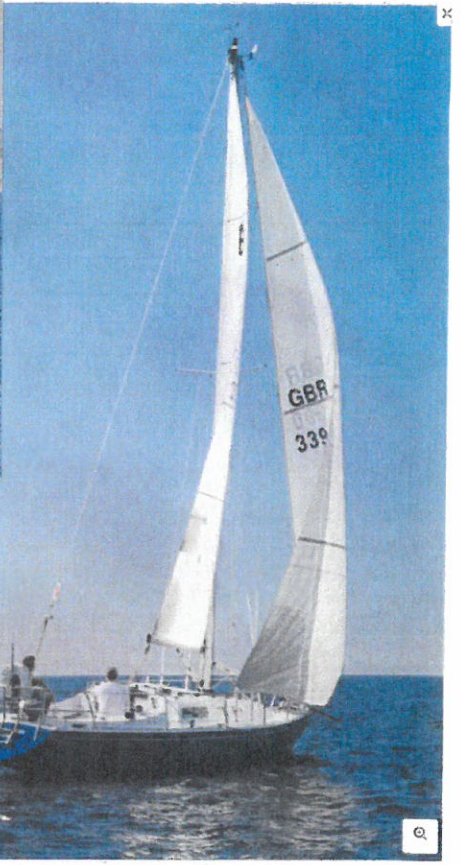
### BALLAD NATIONAL CHAMPIONSHIP 2013 RESULTS

1	SHARA OF YORK	3331	(2)	1	1	1	2	5 pts
2	DUCHESS	3322	3	(3)	3	2	3	11 pts
3	BALLADIER	3390	6	2	3	(8)	1	12 pts
4	POPPIN	3492	1	(6)	4	4	4	13 pts
5	WINDWHISTLE	5554	4	4	(5)	2	5	15 pts
6	SIXPENCE	6	7	5	6	6	(8)	24 pts
7	MATUI	5037	8	7	(8)	5	6	26 pts
8	SHEBEEN	982	5	(8)	7	7	7	26 pts
9	CAPELLA	987	9	9	(9)	9	9	36 pts
10	KHADINE	3382	10	10	(12)	10	10	40 pts
11	BALU	6511	12	12	12	11	(12)	47 pts





POPPIN + BALLADIER ^  
 SHARA + BALLADIER + MATUI <  
 BALLADIER v



< KHADINE + WINDWHISTLE

BELOW L → R  
 SHARA  
 +  
 POPPIN  
 +  
 KHADINE  
 +  
 BALLADIER  
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 WINDWHISTLE  
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# Sailing to Sweden and back

by Peter Askew and Elsa Stewart

*In the early summer of 2010 Elsa Stewart and I decided to buy a yacht to do some serious cruising. After some research we decided the ideal boat would be an Albin Ballad, a 30ft Swedish ½ tonner designed by Rolf Magnusson and built by Albin Marine.*

Although designed as a racing boat the Ballad enjoys a high stability ratio and has proved itself to be safe for blue water cruising making it an ideal family cruising boat.

The stock of boats available in the UK and Ireland were tired and requiring a lot of work to bring them back to a suitable standard. Adam Robson (CBYC member 1973-1977) who now lives in Sweden suggested that Swedish boats are generally better cared for and that it would make an interesting project to review the boats available in Sweden.

After viewing 6 boats the ideal Ballad was found in Gavle which is north of Stockholm and is close to the Arctic Circle. Blavinge, which means 'blue wing' the name of a rare Scandinavian butterfly, had been taken out of the water each winter, the mast removed, the hull cleaned and polished and then stored in a heated garage. The local club has 50 of these units available for their members. Each May the boat was re-rigged and launched for its summer season. The result was a boat with just a half-life, with gleaming gel coat and well maintained bright work above and below deck. The boat had a new Volvo engine installed recently as well as having had new upholstery in 2009. A deal was done and after the boat was surveyed in Stockholm and the standing rigging renewed she was prepared for her epic voyage back to Cardiff.

**Main image above:  
Sunrise over the German Bight**

The first leg of the journey was from Gustavsvik (59°19' N 18°18' E) to the port of Nynashamn which is the point of departure from the Stockholm Archipelago. In Nynashamn we were joined by Adam who had agreed to accompany us to South Sweden. At 15.40 on August 14 2011 we cleared our visitors' berth and made a night passage to Visby on the Island of Gotland, a distance of 84 miles. The passage was a fetch which gave us some lively sailing arriving at the harbour of Visby shortly after sunrise at 06.30. Here we spent a relaxing day viewing the sights of this handsome Swedish Hanse Stadt.

**Simrishamn Guest Harbour**



Our first passage had been uneventful but we were concerned that despite monitoring Channel 16 we had heard no traffic at all. Attempts at a radio check had been unsuccessful and we assumed the VHF was faulty. We later learned from a coastguard friend that in Sweden Channel 16 is reserved for emergencies and Swedish VHF sets have two extra channels – L1 for calling other vessels and L2 for conversation. Commercial vessels use the international system of calling on Channel 16 and switching to a working channel for conversation.

From Visby we had a ten-day cruise down Sweden, through Danish waters and on to the Kiel Canal. Highlights included a 90-mile day passage from Visby to Kalmar in glorious weather; the idyllic Ronneby Yacht Haven - £10 a night plus electricity for a 10 meter yacht - and sailing under the famous high level bridge carrying the E47 from Denmark to Germany. En route I had said goodbye to Adam and Elsa who had to leave due to work commitments but had been joined by sailing friend Peter Genesle from Holland and together, on the eve of August 26 we arrived at Wendtorf Yacht Haven which is conveniently situated near the entrance locks to the Kiel Canal.

We had moored and retired below to prepare supper when the father and mother of storms erupted with hail stones, rain, strong winds, thunder and lightning contributing to nature's concert. We were fine but learned the next morning that a Yacht Club barbecue complete with Disco and Marquees were



trashed in less than 10 minutes leaving the 100 partygoers to be evacuated by the local Fire Brigade!

The following morning we left Wendtorf Yacht Harbour and reported to the lock keeper paying our €7 transit fee. Despite all the warnings we had received about the bureaucracy using the Kiel Canal, we experienced only courtesy and helpfulness. We soon settled down to motoring in company with vessels of 80 to 100,000 tons, passing similar vessels bound for the Baltic.

This is a busy seaway operating 24/7 and is under the tight control of the pilots and canal authority which means that there is no drama in transiting North Germany in this way. We spent a night at a very pleasant yacht club at Rendsburg where we were made most welcome. The club even let us use some bicycles to shorten the trip to an amazing Greek restaurant. There we wine and dined well to celebrate our progress.. After such a pleasant stop we proceeded down to Brunsbuttel which is at the Elbe end of the Nord-Ostsee-Kanal. The yacht harbour is situated at the lock gates.

#### Benign North Sea



We were separated from the vessels exiting the locks by a floating jetty 2mtrs wide. The noise and vibrations coming from the engines of large container vessels locking into the Canal has to be experienced to be believed.

After a short stay in Brunsbuttel because of the adverse weather, we left the Canal and locked out into the Elbe on the afternoon of August 30. Due to a strong force 6 headwind, we chose to motor the 15 miles to Cuxhaven; with a strong "wind against tide" situation we were making barely 2knots through the water due to the limitation of engine revolutions to 2000rpm.

#### Survey carried out in Stockholm



Kalmar Summer Palace

However, the GPS showed that we were actually travelling at up to 9 knots S.O.G. In fact the entry into Cuxhaven Yacht Basin was achieved only by some judicious "ferry gliding" learned using canoes on the River Wye.

Blavinge was secured in Cuxhaven, and we returned to our respective homes in Cardiff and The Hague. Elsa returned on the 28th September, enlisting the help and experience again of Peter Geneste and of CBYC's Colin Parsons.

With a fair wind and occasional motor we passed the Friesian Islands and arrived at the Dutch island of Vlieland after a 30-hour trip with another 155 miles clocked up. The night passage was not without incident, caused by passing close to a pilot rendezvous position, where several of these huge Catamarans were manoeuvring aimlessly whilst waiting for a ship. The second incident found us close to a fishing fleet who seemed intent on running us down whilst they trawled at full speed. Their navigation lights were obscured by their powerful floodlight, ignoring our every change of course to avoid collision.

After a day spent refueling, preparing for the North Sea and saying goodbye to our Dutch friend Peter, we left the lovely, laid-back island on the morning of September 30

and motor sailed in calm conditions the 133miles to Lowestoft where we enjoyed a welcome and the hospitality of the splendidly Victorian Royal Norfolk and Suffolk Yacht Cub.

During the next few weeks we sailed Blavinge - supported by Colin and Ian Parsons and Martin Mullholland - to Harwich, Dover, Brighton, Torquay with an excursion into Polruan to allow Elsa to visit her home town, eventually arriving in Newlyn where the boat was left awaiting a favourable window for rounding Lands End which we managed in a light SE breeze. Off St Ives we were approached and circled by a Border Agency cutter which was obviously curious about a Swedish registered yacht flying a British Flag. This was our first and only brush with authority during the whole voyage from Sweden..The cutter however soon lost interest and headed off in the direction of Lands End leaving us to head North towards Cardiff which we reached on Saturday, November 19.

*Blavinge had put another 1394 miles under her keel and sailed from Longitude 015° 18' E to 003° 47' W - quite an adventure for a 36-year-old ½ tonner.*

#### Adam & Elsa taking a tea break at Gustavsberg



#### Vlieland Yacht Harbour and Heliport





## UK Ballad Association 2013/14 Subscription request

If you have already paid your 2013/14 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](mailto: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.....

.....

**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.**