

Ruth's Fly-Away Jib Pole

By Paul Tyler - Shrimper *Ruth* (764) (July 2017)

*The June 2015 issue of **Practical Boat Owner** contained an article on Shrimper Tuning (see link to PBO in this section) and one item receiving special mention was the Fly-Away Jib Stick. I am sure we have all experienced the difficulties of standing on the foredeck trying to attach the jib stick (or jib pole), so having it permanently attached and ready to use makes a lot of sense. This is how Paul Tyler does it on **Ruth**.*

I have often been asked to provide details of the Flyaway Pole on our Shrimper *Ruth* (764), so I have taken photographs and prepared some notes on the arrangement and how it works.

We have this system as it prevents the need for the crew to go on the foredeck and is very quick to launch and retrieve. The whole ethos of the design is to be simple to work and maintain, and this is the reason the upper elastic cord block is fastened to the jib halyard and not to the mast (You don't have to take the mast down to fit it!). It also ensures that we do not have any fittings or holes on the mast where rot can set in. Similarly, the bottom of the device does not have any special fittings and is located away from the mast. All of this is very basic and can be improved on, but we have now been using the system for a few seasons and it works well.

The system has three main parts. The yellow cord that starts at the jib clew, passes through the pole and down through the pole attachment loop on the mast, through a turning block attached to the starboard cabin-top handrail then aft to the control cleat on the starboard side of the hatch. The weight of the pole is carried by a long length of elastic cord which runs through two pulleys, a double at the top attached to the jib halliard and a single on the bottom attached to the starboard handrail. This attachment is also used to secure the guide block for the yellow cord and the lower end of the elastic cord. The elastic starts at the pole, runs up through the top pulley, down through the bottom single pulley and back up through the top pulley before being fastened at the bottom on the lower block. Ours is just tied on, but it could also be attached to a becket on the handrail. The third element is the pole, which is just under 8 ft long. (ours is actually 7 ft-9 in or 2.36 m). Note the fittings on each end - a plain plastic bush outboard and a sheave box close to the inboard end through which the yellow cord exits. Also note the plastic ring round the elastic to keep the inboard end of the pole away from the mast until required. The photos below show the general layout and some of the detail.

To make it work, all that is necessary is for the crew to pull the yellow cord when sitting on the starboard side of the boat (most first marks are rounded to port so it is a good place to sit) until the outer end of the pole connects with the jib clew and the inboard end of the pole is pulled down to the loop on the mast. A little help from the helmsman might be necessary to pull the sheet so that the sail goes out on the right side.

Snags? Sometimes the pole clangs on the mast but this can be minimised by pulling the yellow cord a bit.

This system works for us, is simple and easy to maintain and does not need more than two fitting holes. I hope you agree.



Fig 1: Yellow cord attachment at jib clew

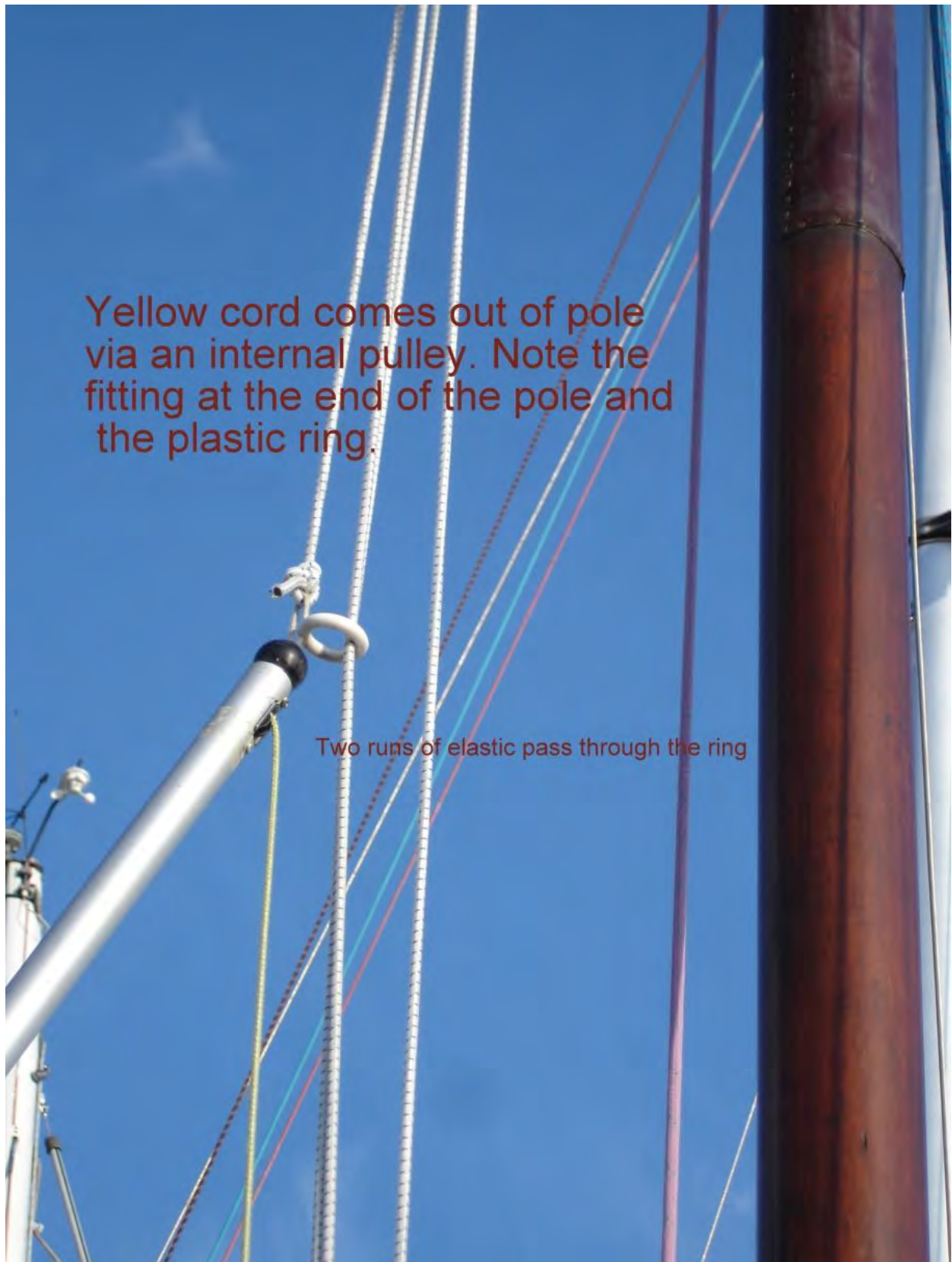


Fig 2: Inboard end of pole
Showing yellow cord exit sheave & elastic cord attachment & guide ring



Fig 3: Elastic cord block attachment on jib halliard



Yellow cord comes from pole
down through loop on the mast
down through another pulley

There is a single pulley at the bottom
of the elastic. The end of the elastic is
adjusted here

Fig 4: Yellow cord run through mast eye & turning block attached on handrail



Fig 5: Detail of inboard end of pole



Fig 6: Yellow line cleat on coachroof