

News from around the fleet:

- Dave Pomerantz (#1229, "Wishcraft") - "I have a combi prop and shaft left over from pulling the Albin 0-22 engine out of my Vega. Anyone interested in the prop/shaft or a used Motorola generator can call me at : (617) 834-8786."
- John Sprague: ("Flagfish", #1492) - " While on a trip north last summer I saw a good sized humpback whale. It came up for air 3 boat lengths away from the boat - quite a thrill! "
- Bob Snellings: ("Witch", #2896) - "I personally rebuilt my COMBI drive system two years ago and it is doing just great! The boat is docked just south of the Port Orange bridge, just South of Daytona Beach, Fl."
- Julie Vargas ("African Queen, #105) - "Later on, when I have time, I'll write about my dealings with the Swedish Vega company to get my Vega "African Queen" back in shape after hurricane Marilyn."
- Harold Cohon (ex "sassy , #3027) - "have gotten involved with metalworking and am treasurer of a model engineering club and put out the monthly newsletter. Have a lathe, milling machine, drill press, etc set up in my basement. "
- Jim Ranti (#1597, Tarka II) - "Went sailing for 2 weeks aboard a 45' wooden yawl in the Vancouver area this past summer. What a beautiful area in which to sail! The boat was built in Nova Scotia. Hoping to sail aboard a 54' French yacht in Grenada this spring."
- Norman Meissner (ex:#2503, "Melanka") - "Its almost 3 years since my Vega sailed away and I wonder if I did the right thing in going to a larger boat. I'll always remember the Vega as being one of the finest boats! "
- Your editor's worst peeve is to have your newsletters returned to him by the Post Office because you have moved and never given him your new address! There is a time limit on how long the Post Office will forward your mail. They will not do it indefinitely! So, If you move, please provide Sid Rosen of your new address.



Pam Comstock & Errol Travers

S/V Break'n Wind

248 Perry Hill Road

Acushnet, MA 02743



We have Vega parts to get rid of -

January 25, 1997

Sid Rosen

10615 Whitman Circle

Orlando, Fla. 32821

Dear Sid,

Hope this letter finds you well. All is well up here, as well as can be expected in January in New England. But there is light at the end of the tunnel. Pam and I are planning to make the move to Florida within the next two years and in getting our house in order we've found that we have a huge amount of new and used Vega parts. You name it, we've probably got it. Remember, we each owned a Vega and my wife is a firm believer that if it's worth having, it's worth having a spare for.

In any event, in order to make room for our ever expanding bevy of Allied Princess parts, we need to get rid of the Vega parts. There is too much stuff to try to name it all, much of it very hard to find elsewhere. Everything is in great shape and we'll give people a better deal than they could get elsewhere, if they could find it elsewhere.

If you could publish this news and have interested Vega owners contact me for a parts list, we'd be grateful. Thanks Sid!

Sincerely,

Errol

Errol Travers

☎ (508) 998-9767

☎ (508) 998-5424



San Francisco Bay Vega Cruise - Please respond!

FELIX ARTS
145 PFEIFFER ST
SAN FRANCISCO CA 94133-201945

Dear Sid,

TERN #1519 11-26-96

I am taking you up on your request, so will have something to publish. I hope it will be interesting enough anyway. I have written a previous letter, which I haven't seen in print yet, but that might be in the wings.

About two months ago, on our annual sail from San Francisco to Half Moon Bay in October I had a scary experience. I was about halfway past San Francisco, s Ocean Beach, motoring with only the main up, as there was little or no wind, about a half mile off the beach, when I smelled smoke, then I SAW a puff of smoke coming from inside the boat from the electrical panel. I immediately turned the engine off and opened the panel up and found that the (original) voltage regulator was fried and very hot. The Dynastart was also very hot.

There I was, no wind and very close to shore. There was another boat a few miles away, that had left at the same time. We both belong to the Bay View Boat Club and had planned this trip together, so we were in radio contact with each other. They offered to turn back and render assistance, I told them to stand by and decided to try and start up the engine. Fortunately it did and I told my buddy boater, that I would be OK, and had decided to return to San Francisco.

It took about an hour and a half, till I got back to the Golden Gate entrance and then the wind picked up again. The entrance usually acts as a big vacuum cleaner. The warmer inland landmass sucks in the colder ocean air.

I turned the engine off and was able to sail home. I changed down from my light air, big genoa to a 100% jib, so I could tack into the marina and my upwind slip. Fire has got to be one of the worst things that can happen aboard, after being holed. Luckily it was a minor mishap.

I talked to my electrician, who had told me some time ago, that the regulator was not performing 100%, and he advised me to get a Volvo regulator and do away with the charging part of the Dynastart, since it was only putting out a measly 6 or 7 Amps anyway. So I ordered the part, it was \$84 and took out the Dynastart to have it bench tested for damage. The man was knowledgeable and friendly and told me everything was fine. Charged me only \$10. It was nice to run across someone like that. So now I have a new regulator.

I have not sailed that much lately, not much wind and busy with work. I am in the process of installing a bigger fuel tank, to be located in the port locker, up against the galley bulkhead. I had read about the improvements James Allen from Victoria, Canada, was making and he has custom tanks made. So I called him about the cost, they were \$400 each (water and fuel). That was over my budget so I decided on an 18 gallon tank made by Tempo from West Marine for \$108. I have built a wooden box to contain the tank, which will be screwed to the bulkhead and the plywood, that is between the port cockpit locker and the engine compartment. I put bigger and more bolts into the bulkhead, with locknuts. Some of the original nuts had vibrated off, but I am always amazed at the condition of the original hardware, after all this time: no rust or corrosion.



The original tank will come out, it is in good condition and I like the simplicity and again the quality of the design, but I cannot get at the bilge to install a new electric bilge pump or clean it out. Hopefully I will be able to get rid of the Diesel stink, that permeates the cabin, every time after I have gone for awhile and come back to the boat. I plan to stow some anchor chain in there and maybe extra water in small containers, so there will still be weight in the bilge.

In my starboard locker I am installing a 13 gallon water tank, which will be plumbed to my freshwater footpump via a diverter valve, which I can turn when the other tank (the main one) is empty. The previous owner had installed an AMTECH charcoal filter. Hope to be done with all this by the end of the year.

I have also bought a cruising spinnaker (slightly used) with sock, hope to practice in the light air winter months with it.

Sid, I would like to organise a cruise with all the Bay Area Vega owners, maybe sometime this spring. Treasure Island Cove comes to mind, since it is centrally located. Any Vega owner in my area please contact me, I hope to hear from you.

- ★ Felix Arts 415-434 1451, early in the morning or between 5 and 7 PM weekdays. Weekends I am on my boat of course! But my answering machine is always on, so leave a message.

That is about it for now. Please keep the newsletter going, enclosed is my check for 1997.

sincerely,

FELIX



Scott & Brenda Geffe write from Hawaii -

12/1/96

Dear Sid,

Please find enclosed dues and membership fee. I heard of your organization through Latitude 38° magazine. I purchased a Vega that had sailed over from San Francisco. Since then I have daysailed extensively and sailed twice from Kawaii (home) to Honolulu. Both trips went well and we even caught fish.

We hauled out on our last crossing and found no problems. Our home port is Nawiliwili Harbor and in summer in Hanalei Bay. If any Vega sailors are in our neighborhood please give us a ring.

Scott & Brenda Geff
5468 Makaloa Street
Kappa, Hawaii 96746
Tel: (808) 823-0846
Vega: Joye, #1056

On the market

(NY) 27' VEGA 76. Albin; Volvo diesel, 3'10" draft, fully equipped, fresh water. \$12,500. 518-279-4704. (20111)

(MA) 27' 1972 ALBIN VEGA family cruiser, new sails, Volvo dsl, VHF, KM, exc. cond. \$10,900. 508-677-2355. (20203)

(CT) 27' ALBIN VEGA, Volvo MDSA w/complete spare engine; new mah, pance, 1994. Many upgrades, excellent condition, ready to cruise. \$14,000/OBO. 401-348-8503. (19820)

Loren & Sandy Acker write -



Wednesday, October 16, 1996

Dear Sid,

The sail and hull number of Starbright is # 3087, not 3085. The new owners of Starbright live on Mayne Island in the Gulf Islands of British Columbia (I forget their name) and I believe they may be members (or should be, given my advice). We still, however, fly the Vega burgee from the spreaders of our Fisher Northeast 30 Ketch, Seaweed. The need for room, as you may recall, got us out of the Vega but you can't get the Vega out of us -- to sorta coin an old phrase.

Sorry for the delay in getting back to you. We have been away on Seaweed for the past three months, cruising the wonderful British Columbia inner coast as far north as the Discovery Islands -- including a month at anchor in a gorgeous inlet surrounded by mile high mountains and an uncountable number of glacier fed waterfalls. It is on this matter of extended time aboard, at anchor, and a second matter concerning the article on blisters, that I write now.

First, I want to share with our members our discovery of how to live independent of refrigeration and excessive power and water needs for a month or more at anchor. Many coastal cruising folk, like ourselves, often pick up anchor and prematurely move on or, worse yet, decide to tie at marinas, out of the sheer need to replenish battery power, fresh meats, veggies, baked goods, and drinking water as well as thoroughly washing both clothes and body. *We achieved independence from bad ways of satisfying these needs.* Not independence from the needs, themselves, of seeing at night, eating, and washing but, rather, independence from running an engine and trying to land to meet these needs. Let me explain because our solutions are even more relevant to the smaller, medium displacement environment of a Vega.

Dehydration meets our desire for meat and was tastefully and easily satisfied by dehydrating freshly *cooked* fish, chicken, turkey, and lean beef before we left on our three month cruise -- no refrigeration needed other than the coolish footlockers, next to the hull, in an ocean bath varying from 55° F. to over 75° F. We dehydrated ground meats and meat chunks, subsequently used for casseroles, pastas, sandwiches, and snacks. An American Harvest type dehydrator (appx.\$60 Canadian) made this all possible. Our need for veggies involved prior dehydration (e.g. peas), too. Wine and other marinades delightfully added flavour *after* water soaking re-hydration.

Beyond dehydration, veggies were amply provided for by on-board sprouting, and hydroponic storing of lettuces (periodically obtained with roots attached and floated in a bowl hanging in a hammock) -- the sprouts, especially, were delicious (beans, peas, wheat berries, etc).

Freshly baked breads and desserts were a high-point reached several times a week (bread does NOT require kneading or baking in an oven -- we use more liquefied baking batters using relatively less flour and browned for 8 minutes per side in a teflon fry pan over lowest heat -- a little yeast gives flavour and rise and whole grained cereals give texture -- try flour, yeast, honey, butter-buds, 7-up (never waste a good recipe with plain water and never waste drinking water into recipes), and Red River Cereal in a barely stirrable consistency, scraped from the bowl into a lightly Pam sprayed fry pan. Let rise for 15 minutes or a day before heating. No fat! No fuss! No bother! And plenty of good, ole-fashioned taste. Bread spreads of Country Crock margarine or Liquid Canola Gold kept well for the summer in a foot-locker WITHOUT refrigeration. Yeah!

The ole pressure cooker provides pie-filling or fresh fruit crumbles or crisps using minimal amounts of fuel. On the subject of pressure cookers, ours is a part-time dry oven, fry-pan, pasta cooker, casserole baker, etc. and all with an absolutely minimal amount of fuel used and this is what counts for anchoring independence. By-the-way, for perfect pasta every time do 2 minutes, 30 seconds at 15 lbs, having turned OFF the heat on obtaining pressure, and dip in ocean to immediately cool -- a saltwater pump in galley is invaluable and helps here. An even lazier way is to bring it up to 10 lbs. pressure, turn off the heat and let it sit 'till needed. Many items can be cooked in minutes just by bringing them up to temperature and then TURNING OFF THE HEAT and letting them come back to normal pressure on their own -- experiment and enjoy the savings of both fuel, cooler galleys in the summer, and a more relaxed approach to cooking.

Our need for light (volts) at night was simply met by the age-old use of romantic oil lamps but employing citronella oil and plenty of screened ventilation to minimize mosquitos. Additionally, and with minimal power demands, fluorescents are used to read charts and sailing directions as needed -- however, go to bed early and get up early to minimize power needs and to maximize cruising activities.

Our need for clean bodies (yes, seniors DO cuddle and even have sex) was scrumptiously and scrupulously met by luxuriating copious amounts of heated seawater to which had been added a squirt or two of dish detergent (e.g., Sunlight lemon). A large bucket and large sponge warmed the innards and even the spirit on the coolest of days. Freshwater rinsing followed by using personal sized (2 to 3 litre) shower bags (the type used for backpacking) filled with solar heated or galley heated fresh water (carried by jug on deck and often replenished from nearby creeks). By-the-way, on cooler days the bags heat nicely when strapped up against the cabin top while the heater is going, making use of all that hot air that seems to hang-up there doing a job on your face and little good for your feet.

The drill for scrumptious washing goes like this: (1) sponge entire body, including hair, with hot detergentized saltwater, (this removes dirty, surface body oils), (2) drip a few drops of fresh water from shower bag on hair to dilute saltiness so that a shampoo will lather, (3) lather hair with shampoo of your liking, (4) using lather from hair, wash remaining body parts, (5) using sponge, rinse with bucket of detergentized saltwater (about a half of bucket should still be left for this) -- this is important as it is the key to needing only 2 or 3 litres of fresh water for your final rinse. If you are lucky enough to have an enclosed, water tight head compartment (which permits the luxury of sit-down showers), your toilet, fittings, and surfaces get a cleaning too and thus are periodically (daily?, thrice weekly? or whatever) made as sweet smelling as your body (dry flush the head between salt and freshwater rinses for maximum benefit -- don't forget to re-lube your head afterwards).

As an additional, between showers cleansing procedure, fill a spray bottle with 3 parts freshwater, 1 part white vinegar, a cap full of rubbing alcohol, and a squirt of dish detergent. Using diaper wipes, you can wash face, underarms, privates, and prepare your hair for brushing every morning and night between showers. This solution requires NO rinsing and provides a good antifungal pH to your skin. Try it before turning up your nose. You can go weeks without showers if you want but who would want to with the easy, freshwater conservation technique described above. (As an added benefit, this solution works wonders on windows, glasses, dishes, itching and flaking skin on your head top or itching and flaking skin on your boat pet, and a myriad of other gentle cleaning needs.

Laundry has been easy and fun, especially on the warmer days. We wash clothes in cold seawater to which we have added, again, a couple of squirts of dish detergent or liquid Tide (one isn't out for the bright whites of T.V. commercials but only for reasonably clean looking and smelling cruising clothes). Scrubbing is done on two or three day accumulations of two seniors soaked in a bucket for a half-hour (soaking optional) -- if kids are involved, *they* should do likewise with their own dirties -- no skill required. Push up and down for a few minutes to circulate cleaning water and then dump the clothes out on deck. Walk all over the clothes, squeezing out the detergentized water and providing a last scrubbing of sorts (take off your boots unless you want to clean them too). Rinse several times in the bucket using fresh seawater and then dumping each bucket-full out on deck and dancing again on your clothes, squeezing the detergent residue out (singing or humming sea shanties helps enormously and gives some authenticity to your dancing if other boaters, anchored nearby, are looking uneasy). We find that just a couple of saltwater rinses, choreographed and musicalized this way, followed by **ONLY ONE, TINY** cold freshwater rinse to significantly dilute the hygroscopic salt, works wonderfully over months of cruising. We dry on deck when possible but have also used the inside area up, flat against the cabin roof as a drying area when our diesel drip heater is on and so much heat gathers up there -- bungee cords temporarily stretched across the ceiling provide a good drying rack and

keep the small, two or three day loads out of our face. Laundry is a gas for us two older cruisers - in fact, it's damn good exercise.

Regarding the recent article on blisters, I was a bit concerned about the conclusions reached by the writer. Though the writer was not as extreme as the usual scare mongering that often accompanies talk of blisters, our readers should be made aware of the very different, professional opinions that stand in stark contrast to the Newsletter article. One of our major surveyors in the Vancouver area, a Captain Jan De Groot, apparently being one who has spent most of his life around boats and fibreglass technology and who has been a professional surveyor for a number of years, has literally accused commercial interests in the boating industry of scare tactics and exploitive profiting from myths about the susceptibility of fibreglass to osmotic destruction. I first came across his opinion, "*Blisters Don't Matter*", in the boating journal "*Pacific Yachting*", February, 1995 (see footnote). Among other points he made, he insisted that fibreglass constructions can be emersed in water, without gel coat protection, and only minimally absorb water or be otherwise structurally compromised. The types of blisters which can be structurally problematic are rare and are just as likely to be topside as underwater and so are unrelated to so called osmotic processes. He has publically offered to eat any hull for which it can be shown that osmotic blistering is anything more than a cosmetic annoyance and anything other than an artificial, illegitimate way of lowering used boat prices and lining the pockets of the resulting "repair businesses" that have sprung up around the myth. These were very serious and troublesome accusations when they first appeared yet I have noticed, over the subsequent years, that more and more "experts" are beginning to water down their "skies are falling" warnings and seriously qualifying their previous doomsday scenarios. Nonetheless, the popular thought of osmotic destruction being a real phenomenon hangs on. If De Groot is correct, we're all being led down the garden path -- he stakes his reputation, both personal and professional, on this (not to mention his gastrointestinal health). My memory of this article will be distorted due to time so I urge all effected members of our group to check this out, thoroughly, before investing money in repairs or losing money on resale. Perhaps others, now, may add to this topic in upcoming issues -- the importance of it and the implications for all of us, merit some research into the topic. We must not be satisfied with just seeking the advice of those who make their living at blister repairs -- we may be only getting the opinions of the foxes on the security of the chicken coup.

With thanks again for all your efforts on our behalf. I ask the readership, what other maritime editor of a boating class publication has ever managed to keep a loyal readership of ex-owners?

Cheers, Loren and Sandy Acker,
ex-owners of Starbright - Vega #3087
current owners of Seaweed - Fisher Northeaster 30 Ketch, #36

Loren & Sandy



P.S. Sid, when are you going to make your life a little easier by getting an e-mail address so that submissions can be made electronically and edited into the Newsletter directly (assuming the Newsletter is electronically compiled -- is it?). Also, it would be more fun chatting with you -- it would be well worth paying your costs out of accumulated membership fees.

P.S. I've inclosed a copy of DeGroot's article for inclusion. It is important for all to read it as my words are a poor substitute.

Loren

Alterations to "Kraaklisa by Sven Fors, #2078 (1973)

Our daughter was born in April and was hardly a month old when she had her first trip on the Vega. This meant that the cruises became more and more single handed accompanied by the cries of the baby. My wife was busy taking care of the baby. Halyards led to the cockpit became a necessity. I found the solution in Vega-Tips number 93. I followed the instructions carefully and it has worked well so far. The bolts and washers which could have been seen on the cabin roof were covered by means of boxes made of mahogany. They are only a couple of centimeters thick and make the roof look prettier. Furthermore they protect against head injuries.. All the winches and halyard stoppers on the roof make it difficult to make a nice looking arrangement. I chose to build the frame of teak and the ribs of iroko wood. Iroko has almost the same qualities as teak, but the combination makes it look better than just one sort of wood. Having all the halyards led back to the cockpit is a tremendous advantage. The sailing becomes simpler and steadier. Pockets made of canvas with push buttons on the bulkhead store all the halyards and reefing lines. I've never understood the idea of a roller reefing gear. It takes two for the job one who takes care of the end of the boom and the boom lift and one at the mast taking care of the halyard and the reefing handle. If the weather is tough this might turn into an adventurous experience. Furthermore the sail becomes hollow and the hollowness moves towards the aft end as the end of the boom sinks into the cockpit., The older the sails the worse the hollowness and the reefing is in vain. The solution is the slap-reefing gear. With old sails you 'll have to visit your local chandlery and buy plastic sail travellers. The sailmaker will only ask a limited amount of money for making reefing cringles and reinforcements, Now it only takes me a minute to put in a reef and the sail is efficient.

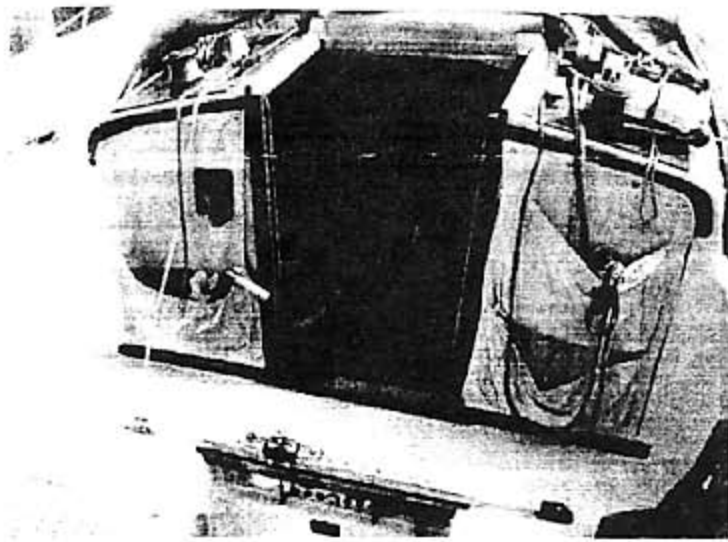
After having the sail modified to slab reefing it was no use having the mainsheet traveler behind my back. It is a completely wrong place. I moved it to the bridge deck which gave me a lot of advantages: it is safer to sail the boat with the mainsheet in front of you. You can do more work, the helm is never in your way and furthermore: suddenly you have a cockpit which you can use 100 per cent. If you have a S-shaped helm (tiller), like the one I have, the pleasure will be even greater. You will get a place behind the boom which you never could use before. A controlled gybe becomes a simple matter. One hand on the sheet and then tag with your nose in the right direction. In heavy conditions on the wind it takes a little more power to closehaul the sheet but this will be compensated by having your eyes in the right direction. How can it be solved? Older Vegas have a brass traveler with a track. Throw it into the dustbin! Buy one yard of a modern profile and a suitable traveler. Place the track on the bridge deck. Secure it with thick bolts, large washers and a bit of oak or teak as reinforcement. Fasten an eye on the boom approx. one metre from its end by means of screws or rivets. Now the main sheet is easily mounted to the traveller and easily removed thus leaving a lot of free space when you are in the harbour where I "nark" the mainsheet to the aft stay and it serves as a "back support" for my boom tent. I don't know whether this modification is according to the class rules, but maybe Lars Lemby has a comment on it..

Extracted from an article in the Vega Association of Great Britain Newsletter, Dec '96.

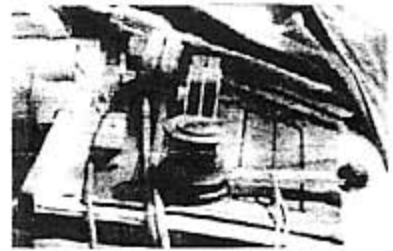
Accompanying photographs on the following page



(continued)



Canvas Pockets and Main-sheet Traveller



Halyards to the cockpit

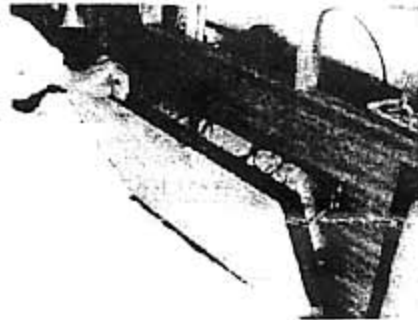


Cabin Hatches with Window



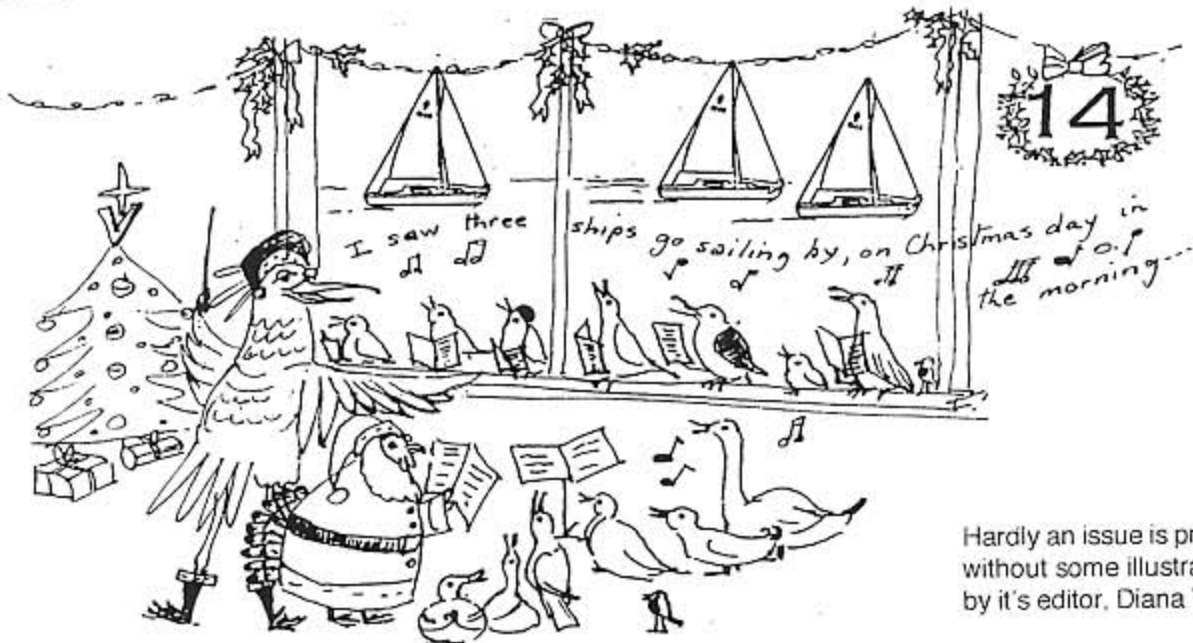
Drawers

The hanging locker just forward of the head has been converted into a chest of drawers



Berth-backs with hinges

Also from the VAGB newsletter -



Hardly an issue is printed without some illustrations by it's editor, Diana Webb

Nov. 4

DEAR SID,

THANKS FOR YOUR LETTER, APPLICATION AND NEWSLETTERS.

I HAVE ENCLOSED MY CHECK TO COVER MEMBERSHIP FEES AND ALSO FOR A TUBE OF THE SPECIAL GREASE. I'D BE INTERESTED IN KNOWING MORE ABOUT THIS STUFF.

IN READING ONE OF THE NEWSLETTERS (JULIE VARGAS) I NOTICED THE REFERENCE TO A HANDBOOK YOU PUT OUT. THIS SOUNDS LIKE SOMETHING I WOULD BE INTERESTED IN. IS THIS STILL AVAILABLE? IS THIS DIFFERENT FROM THE OWNER'S REPAIR & MAINTENANCE MANUAL I RECEIVED FROM THE PREVIOUS OWNER WHO WAS A MEMBER OF VODCA. ITS LATEST REVISION IS DATED 1987.

AS A RELATIVELY NEW OWNER I HAVE MANY QUESTIONS MOST OF WHICH YOU HAVE PROBABLY ANSWERED MANY TIMES AND ARE TIRED OF BY NOW. I'M HOPING THE HANDBOOK IS YOUR APPROACH TO RESOLVING THIS SITUATION. ANYWAY, I'D APPRECIATE LEARNING MORE ABOUT YOUR HANDBOOK.

I ALSO WONDER IF YOU STILL PUBLISH A LISTING OF CURRENT OWNERS. I WOULD BE INTERESTED IN THOSE WHO RESIDE IN THE CHESAPEAKE BAY AREA - AT LEAST. IS THIS A POSSIBILITY?

WHEN I PURCHASED MY VEGA IT HAD BEEN IN THE WATER UNUSED FOR 5 YEARS DUE TO THE POOR HEALTH OF ITS OWNER WHO WAS IN HIS 70'S AND WHO HAS SINCE PASSED AWAY.



I PURCHASED IT "AS IS" WITHOUT A PROFESSIONAL SURVEY & WITHOUT HAVING IT HAULED. I WAS RELYING ON ITS REPUTATION AS A QUALITY BOAT. I HAVE NOT BEEN DISAPPOINTED. THERE HAVE BEEN NO BLISTERS - THE GELCOAT TOPSIDES STILL LOOKS GOOD - STILL ORIGINAL - THERE ARE A FEW GRAZE CRACKS HERE AND THERE IN THE DECK & COCKPIT WHICH I CONSIDER NORMAL FOR A 23 YEAR OLD BOAT. THE SAILS LOOKED GOOD. THE ORIGINAL VOLVO DIESEL ENGINE LOOKS & RUNS GOOD. THE COMBI MECHANISM STILL WORKS OK - LEAKS VIA THE STUFFING BOX WHEN RUNNING BUT NOT TOO BAD - BUT DOES NOT LEAK WHEN IN THE FEATHERED POSITION. EVERYTHING IS ORIGINAL. I HAVE MADE REPAIRS TO THE TEAK COCKPIT SEATS AND REFINISHED THEM - AND REFINISHED THE REMAINING TEAK ON THE EXTERIOR. NOW STARTING TO REFINISH THE INTERIOR. I HAVE ALSO INSTALLED A HOOD ROLLER FURLING/REEFING SYSTEM FOR THE HEADSAILS & HAVE HAD THE WORKING JIB & JENNY MODIFIED ACCORDINGLY.



I GUESS MY ~~ONLY~~ ONLY COMPLAINT IS WITH THE SHORT BOOM & MAINSHEET ARRANGEMENT WHICH INHIBITS RIGGING A SUN AWNING WHILE SAILING. SO FAR I HAVEN'T COME UP WITH A PRACTICAL DESIGN. I FIND THAT THE OLDER I GET THE LESS ABLE I CAN TOLERATE THE SUN.

WELL, THAT'S ABOUT IT FOR NOW. YOU'LL PROBABLY HEAR FROM ME FROM TIME TO TIME WITH SPECIFIC QUESTIONS. I HOPE YOU WON'T MIND.

THANKS AGAIN -

Neil Carrigan