VEGA Newsletter

Sidney A. Rosen, Editor (407) 352-9250

25 Oct 1997 | Voice of American Vega Sailors | No. 10 - 97

Where is Tony Skidmore?
Tony writes that he has sold his Vega and that he plans to stay in Victoria for the rest of the year. But his recent newsletters have come back marked "address unknown". Does anyone know of his whereabouts? Can it be that he is out cruising on another boat?

Happy Halloween!

July 14, 1997

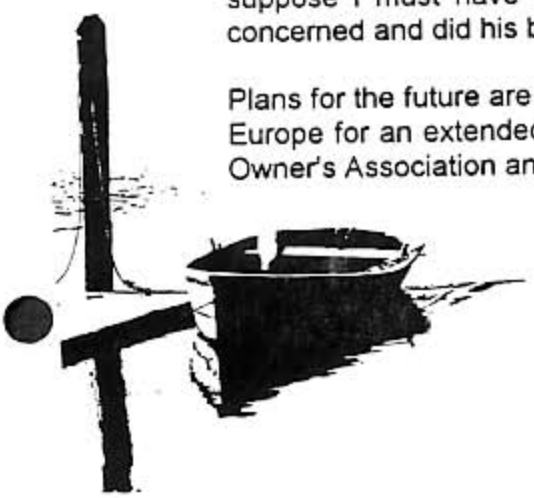
A.G. Skidmore
c/o 1806 Western Parkway
Vancouver, B.C.
V6T 1V4
Canada

Dear Sid:

I have sold "Lorna Doone". Not an easy decision after the circumnavigation and owning the boat for 14 years --- but it was time to move on. The trauma of finding a suitable new owner can scarcely be imagined; pet lamb to the slaughter house doesn't come close. Various unlikely purchasers came to look, but "Lorna Doone" would have nothing to do with them and remained cold and aloof. When the right people eventually showed up she pulled out all the stops and they didn't stand a chance.....bewitched. Already she has them convinced that a new L.P. paint job is called for on the spars and, if you would believe it, has now started lobbying for new cushion covers and a new carpet!

As I walked away for the last time I met David Bolton heading down to "Tuatara". I suppose I must have been looking emotionally shattered because David was quite concerned and did his best to reassure me that I had done the right thing.....

Plans for the future are to stay in Victoria for the rest of this year and then head over to Europe for an extended visit. I shall, of course, keep up my membership in the VEGA Owner's Association and will be in touch from time to time.



Kind regards,

(Tony Skidmore)

JENAVIVES CRUISE TO BURNHAM

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

- - - - I checked the chart and my position by GPS (global positioning satellite). It was approaching dead low water, there appeared to be over 1.0 metres on the end of the Gunfleet and a further 1.0 metres above chart datum, enough I thought to give me clearance over the tail of the bank and save me an hours or so of sailing. After all a Vega draws only 1.1 metres. Despite the waves breaking on the bank and looking fairly hostile I'd convinced myself that I'd be OK, so it was something of a shock when we touched bottom. Immediately the way came off the boat and the waves and wind on our starboard beam drove us more firmly onto the bank. I got the time as around 1600 in my log but I wasn't paying too much attention to record keeping at the time!!

It's not the first time I've been aground as my family and friends can testify. I swung into the usual drill: downsails, on engine, full astern. The boat was lifting and smashing down onto the hard sand, it felt like rock, but I couldn't get her off. Stopped engine, out anchor, which immediately took a strong grip. I let out about 6 fathoms of chain and made fast, another mistake,. I didn't want to let too much line out as we would go further onto the bank. The first seven fathoms of my anchor line was chain and it was bar tight and snatching with some ferocity. The foredeck's cleat broke and the bow roller came adrift. I let out more scope till the nylon anchor rope at the end of the line eased the snatching. I had to make the end fast round the mast. I paused to take stock, the wind was holding us onto the bank and waves were breaking against the starboard side and covering us with heavy spray and the occasional wave top. I was soaking wet and I hadn't any heavy weather gear on. The boat continued to lift up and smash down onto the sand. At one point I was standing on the engine cover and as the boat hit the sand the sides of the engine cover were moving in and out by 2 centimetres each side. I didn't know how much more the boat could take, if she could hold together, would the anchor hold, would the anchor line break. Another hour of the rising tide, we should be afloat again but would the boat stay in one piece for that long? What about the crew? I was OK but wet, Adrian seemed OK huddled in the corner of the cockpit but for how long? I decided we had to call for help.

The lifeboat soon turned up and made the first of several attempts to get a line aboard. At the time I couldn't understand their difficulty, later I was told that they drew more water than us and were actually powering their was in, bumping across the sands and relying on their power to get them off. One time they got a line aboard but we couldn't get it fast in time. On the fourth or fifth attempt they got a line aboard us and I made it fast around the mast. The lifeboat backed off pulling us off the bank. I could not recover my anchor so I cut it free, No I hadn't thought of bouying it for later pick up and I don't care what the textbooks say. . . .

Halls put us alongside the quay and after making fast at 2000, we did some rapid clearing up and we turned in. Next day we we inspected the hull when the tide dropped, the keel apart from being sandblasted clean for the first foot showed no obvious damage. All the cleats on the Vega are the same size so we soon swapped one of the after cleats for the bow cleat. We took the other one home to fix at leisure.

After a speedy settlement of our claim by St Margerets Insurance, a new bow roller was fitted and a new anchor and chain were purchased. We were almost as good as new. Only the skipper appears to have suffered long term effects. I feel quite guilty oat putting my crew and my boat at risk to save putting on the engine. As a local RNLI committee member and fund raiser I feel my bad judgment put the lifeboat to totally unnecessary trouble. The lifeboat crew pointed out that I am not the first nor shall I be the last to go ashore on the Gunfleet. I certainly intend that it is the last time I shall go shore on that unforgiving piece f sand.

Mike Freeman 31 March 1996
IENAVIVE V, 1768

Albin Vega

A seaworthy cruiser-racer from the late-sixties

Large windows and long berths help to make the Vega feel much larger below than many of her contemporaries

When the Vega was introduced at the 1965 Hamburg and Paris Boat Shows she was intended as an up-to-date Folkboat, with more space and much less maintenance. The designer, Per Brohäll, aimed to produce a cruising boat for four people, lively enough to keep the racing fraternity happy too. He considered economy, light displacement and generous accommodation to be important factors. This is a demanding brief, but it's a formula that obviously worked — more than 3,500 Vegas were sold during the 13-year production period.

Brohäll also managed to produce a boat that is very seaworthy — so far five are known to have completed circumnavigations, some of them singlehanded.

Performance under sail is surprisingly good; in just 6 knots of breeze the Vega will sail at 3 knots, and in stronger breezes will do 6 knots on a reach. Unlike many small boats, passages can be realistically planned at a speed of 5 knots. She's well balanced and will sail herself with the wind forward of the beam; this has helped some singlehanders to sail good distances without self-steering.

The boat's only major drawback is her manoeuvrability under power; owners report that going astern is extremely difficult, with the positioning of the prop behind the rudder.

The construction is solid and although she has a long keel, its wetted surface area is not much greater than on some more modern fin and skeg cruising designs. The ballast is bonded in and the keel's strength is reported to have been tested in the early days by grounding against rock at full speed with so little damage that only filler was needed for the repair. The deck and coachroof are of foam-sandwich construction, and the toerail, hatch frames and mast step are filled with a pressure-resistant compound.

The hull and deck are bolted together through the toerail and a hull flange, with epoxy glue or an elastic gasket to prevent leaks.

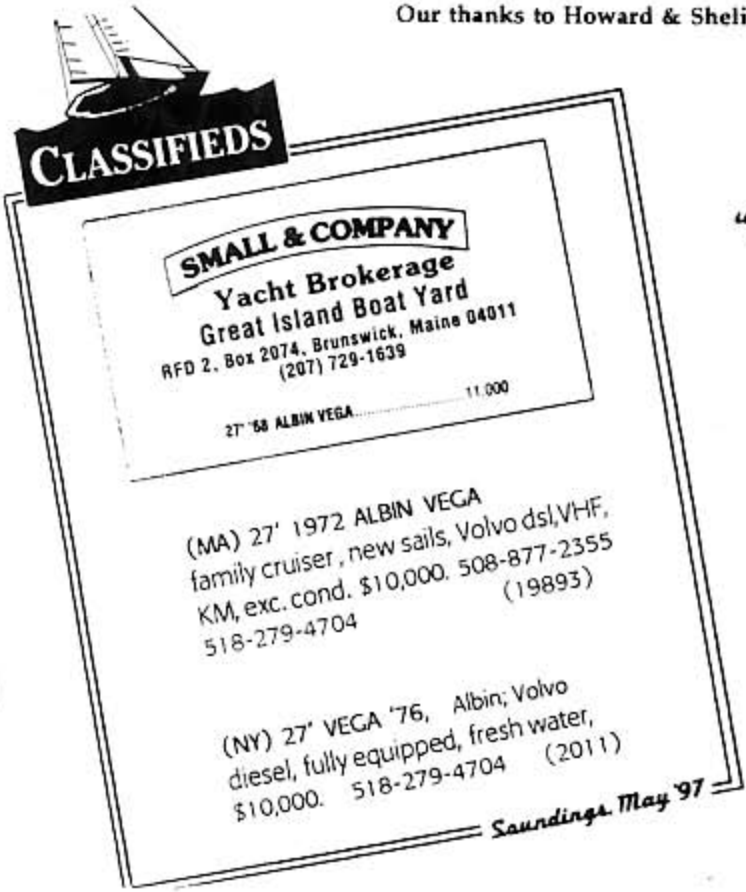
Brohäll incorporated a number of innovative ideas in his design, such as an unusual ventilation system. This uses the cold side of the hull as part of a convection cycle, sucking warm air into a cold chamber and then out again through the accommodation. Owners say it noticeably lowers the temperature in the cabin on a hot day and helps prevent condensation and mildew.

The Vega is a one-design class and there were few changes to the boat during the production run. However, post-1972 boats have a Volvo MD6A or MD7A diesel in place of the original petrol engine.

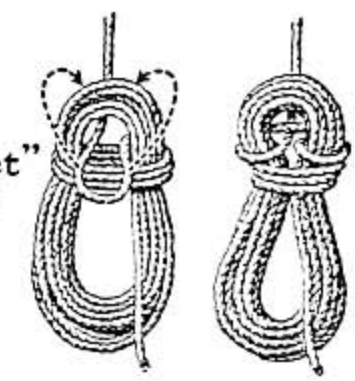
On deck, she feels a solid little cruiser, if a little old-fashioned, with wooden

(Continued on next page)

Our thanks to Howard & Shelia Barbour for the article



The "Sea Gasket" Coil →



Wanted: a Vega boom
Bill Jones
RD #5 -2626 ,Oak Ledge
Brunswick, ME 04011
Tel: (207) 721-3027

cleats and plywood locker lids for example. Halyards are handled at the mast, and the mainsail has round-the-boom roller-reefing. Such details will have been updated on many boats. It would be easy to convert to slab reefing and many have had furling headsails added. Substantial grabrails run the length of the coachroof.

As with other relatively traditional designs the Vega has a deep safe cockpit, but the sidedecks are narrow and the low guardrails can make someone going forward feel a little vulnerable.

The Vega's accommodation feels roomy for a boat of this age and size and the large windows ensure the saloon is always bright and airy. The interior fit-out is fairly simple, with neat and functional woodwork, and has stood the test of time well. The saloon bunks are fairly low and the original table is of a design which allows it to be used either on the centreline or swung into an off-centre position. One advantage of the Vega having been designed by a 1.93m (6ft 4in) Swede is that the berths are rather longer than average. The saloon berths are 1.86m (6ft 2in) and 2m (6ft 6in) long and the forecabin berths are 1.85m (6ft 1in) and 2.05m (6ft 8in). Many owners have added an infill to convert this to a full double berth. The boat we looked at had a folding pilotberth with a canvas side for safe use at sea.

The split galley is on either side of the main hatch, with covers over the two-burner cooker and the sink opposite, so the sink unit can double as a chart table, taking a half-size chart. There's a seawater pump in the galley, which may be useful in the Baltic or further afield, but has little practical use in many UK coastal areas.

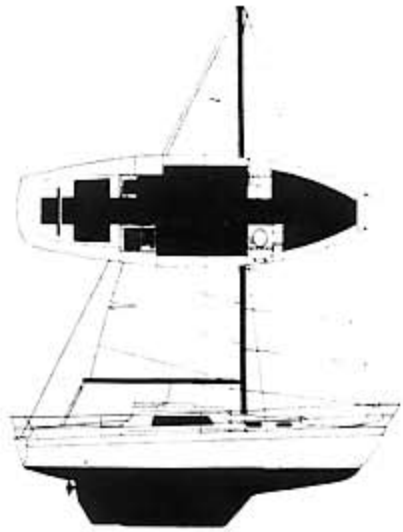
Stowage is good and well arranged; the under-berth lockers are accessed by sliding doors and there's a hanging locker in the forecabin as well as a wet locker. The forecabin also has a changing area, but doesn't have full standing headroom. The side windows are a nice touch, although the area would be better lit with a clear forehatch. The heads compartment is effectively within the forecabin; the door simply shuts both areas off from the saloon. It would be possible to make the heads more separate by adding a curtain.

Although light displacement was an important part of the design criteria, the boats have aged well and very few are reported to have suffered from osmosis, even though some are now more than 30 years old. Owners have reported a degree of weakness in the mast support, but beefing it up is a straightforward operation. In pre-1974 boats there can be fuel problems due to the difference in height between the keel-mounted fuel tank and the engine. However, in many boats the tank has been repositioned to deal with the problem.

The batteries were originally beneath the floor, which would be less than ideal if the deep bilge floods.

The Vega has an active network of owners' associations with more than 1,200 members across seven countries, encompassing everything from organising meetings to supplying spares for the boats. For instance, the stainless steel sterntubes are one of the more common replacements and the UK association has them made in batches of ten for a fraction of the price individual owners previously had to pay. It also has a supplier for modern replacement windows with aluminium frames. (The originals are toughened glass with rubber surrounds and could be a source of leaks.) New members are given a set of troubleshooting notes that have been put together over 25 years. Also, a record of past owners is kept, so prospective buyers can check a boat's history.

The Vega was sold in the UK from 1969 and has held her price well; expect to pay between £7,000 and £12,000, depending on condition. £9,500 will buy a tidily-kept, reasonably well-equipped example with serviceable sails. **AM**



Specifications

LOA 8.25m (27ft 1in)
LWL 7m (23ft)
Beam 2.46m (8ft)
Draught 1.17m (3ft 10in)
Displacement 2.3 tonnes (5,070 lb)
Ballast 915kg (2,020 lb)
Sail area 27.37m² (295sq ft)
Owners' Association Diana Webb (Secretary), 76 Burdon Lane, Cheam, Surrey SM2 7BZ (Tel: 0181-642 9521)
Second opinion Yes
YM test April 1971

The highly unusual arrangement of the prop behind the rudder makes handling under power difficult

Yachting, July 1997

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Eating Oysters-

I haven't had any fresh oysters in years - that is until recently. Eating those half dozen bivalves brought back some very pleasant memories. During the years that I kept my Vega in Annapolis, my most favorite destination was Oxford, Md. To get there one had to go down the Chesapeake Bay and into the Choptank River - then to the Tred-Avon River. There was a short cut into the Choptank River through "Knapps Narrows" which I always took. At Knapps Narrows there was a "Bridge Restaurant" where YOU COULD GET ALL THE FRESH OYSTERS YOU COULD EAT FOR $1.00 if you purchased one of their luncheon/dinner entrees. Once I ate 32 oysters in addition to my entree. (I always joked about my accordian type stomach) Oh happy days! (Sometimes they weren't so happy because the mud bottom of the Knapps Narrows channel was so sticky and it seemed that the depth changed from day to day!)

Sid Rosen

July 1, 1996

Mr. Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821

Dear Sid:

I thought I'd give you a mid season update. Cinderella got a major facelift this spring and looks much better for it. We painted the top sides Hatteras White (with a sprayer), cleaned and finished all the teak with Sikens, refitted a bow pulpit, and replaced the widow gaskets. The conversion of the port side settee to a dinette is really nice. Its great for eating, and even better as a nav station. The addition of two-way hinges on the bulkhead door has also worked out. Its much easier to get to the head, which we also replaced. Its now a port-potty.

The window gaskets are worth special note. As mentioned before, the window gaskets are stock items from CR Lawrence, (800-421-6144). Order 1-50' box each of PN AS1456 and 713080. Also order the special inserter tool DT110. You can't do the job without this, trust me. The total cost for these items is about $60.00. CR recommends their special lubricant. I didn't like it. WD40 works well but is messy. Dish soap, barely diluted, also works well. Putting the glass in is tricky, this in not a job for the faint of heart. You will need a good assistant and some patience. If anyone would like to call me about this, feel free. My number is in the Vega owners list.

We have learned some new tricks for running down wind this year. We have an asymmetrical spinnaker, aka reacher, aka geniker, which we have been using in light air. It works really well when the wind is beam reach or further back. When beam reaching it works best very tight on the luff. As the wind moves back, it works better with tack extended about two feet, tied off the pulpit, and the head let out about three feet. This seems to let more air get to it past the main. Dead down wind you can let even it out a bit more. Last weekend we hit 6.5kn in a dead run in less than 10kn of wind. Something here is working! I've never used a full symmetrical spinnaker, if there is a member who has one they don't use and would like to sell, I would be interested.

Our engine has come to grief again. I have to admit that the Grafoil head gaskets are just not working out. The first one let go last August and its replacement let go yesterday. It looks like the boat will be down for the 4th of July weekend. I'm going to try and make a copper gasket and I'll have the head milled to be sure its flat. Other than this problem, the old 022 and combi-drive are working perfectly. Of course, I tend to reserve the motor for harbors and rivers, and sail whenever I have to go any long distance. If anyone has access to a factory head gasket, I would love to purchase it.

I'll drop another line in the fall and let you know how the second half of the season went.

Sincerely,

Homer Shannon
Vega 718
Cinderella
Newburyport, MA

Lars Lemby
Kastanjevägen 8
S-132 46 Saltsjö-Boo
Sweden
Tel/Fax: +46(0)8-715 87 04*

Sidney A Rosen
10615 Whitman Circle
Orlando, Fl 32821
USA

Dear Sid,

Many thanks for the latest Newsletter. As always I read it from beginning to end immediately. I noticed a question from Jeff Noland about removing the rudder and I have sent him a fax directly but, as it might be of general interest, I here send the same information for the Newsletter.

I have taken off my own rudder twice. The first time in order to change it to a new one with preventive motive (before the old one would fail, as I feared), the second time because of a failure of the rudder head, as I have described in an earlier letter.

To dismount it (as I remember it) you have to take away two fastenings, one in the cockpit and one at the foot end.

In the cockpit:

Dismount the helm held by one bolt to the rudder head. When done, scrutinise the bronze fitting holding the helm to the rudder head. Look for tiny cracks where the "forked" part starts. I have changed this fitting twice and have now doubled it with a hefty stainless steel "overcoat".

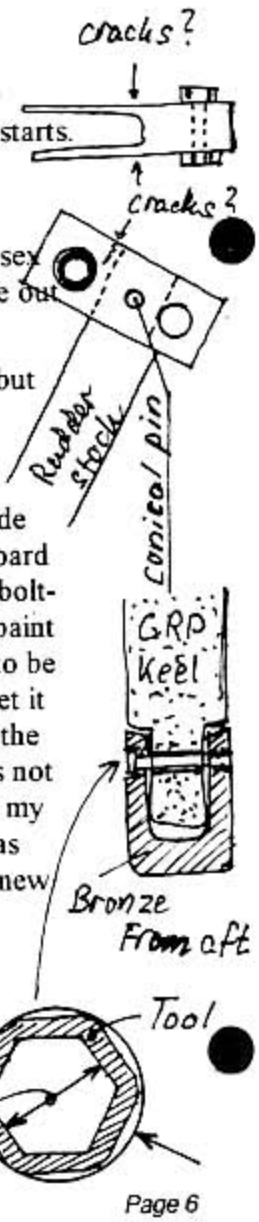
Dismount the rudder head. This one is jammed to the rudder stock with one (or two?) in-sex bolts and also held by a round through pin. This pin is slightly conical and will easily come out if driven the right way (I will remember from port to starboard, but try gently).

The fitting in the cockpit sole can probably be left in its place when taken the rudder off, but you may have to dismount it when remounting the rudder. It is held by 4 bolts and nuts.

At the rudder foot:

The rudder rests in a piece of bronze which is bolted to the keel with two bolts. On the side port there are two sunk-in 6-cornered bolt-heads. (The fitting threadings are on the starboard side.) In order to undo these bolts you have to scrape and clean out the holes around the bolt-heads with some rather fine and sharp instrument. (The holes will likely be filled up with paint since years.) Then you will need a tubular bolt key, 16 and/or 17 mm. (My bolts seemed to be of two different dimensions.) I had to file off the outward corners a little before I could get it into the holes and around the bolts. The dimensions are as shown in the drawing. For me the bolts came out easily. Before undoing them support the rudder from below so that it does not rest on this fitting. Then try to wriggle the fitting a little and feel if it is fixed or loose. On my boat the bolts had worn the holes in the keel GRP material and the whole arrangement was rather wiggly. I repaired it by filling the holes in the GRP with epoxy putting and drilling new holes.

When you have dismounted the foot fitting the rudder can be pulled out downward and forward. The boat must be hanging and you need about 1 m free space under the keel.



We have been out with IMARI for a spring cruise May 16 -June 2, sailing northward to a little town called Söderhamn ("the South Harbour" - very confusing as it lies north of us). My eldest daughter Åsa was mate, navigator, co-skipper and - I am ashamed and spoilt to admit - cook. The period was extremely cold, every night the temperature ashore fell below the freezing point, and the wind was as icy. But mostly it was dry and, apart from a nasty spell of fog, sunny. We found a marvellous fishing village with big boat-houses in rows on both sides of the narrow harbour channel - or rather canal, since it was dredged just deep enough for a Vega. It was like sailing into a Nordic Venice.

At Söderhamn I met some good friends, one Vega owner, one ex-crewhand from my racing period and one very clever smith of stainless steel. The latter fitted a fixed bow over the cockpit and sprayhood with connecting hand-rails to the cabin roof. Also one aft stanchion for the man-rope on each side. IMARI never had a pushpit, the manrope being pulled down to deck level aft, and I wanted something behind my back in the cockpit but noting across the stern, as I usually more stern to and find it convenient to be able to step on board with no pushpit. We also put a fitting at the foreword end of the cockpit near the sole to which to click on the harness safety-line. Beside this I have a band (a "flat rope") along the deck on each side from the aftmost manrope stanchion to the pulpit. With my harness I carry 2 safety-lines. One is normally clicked to the fitting in the cockpit. When I want to get forward I first click the other one to the band on the windward side and then unclick the one in the cockpit. The safety-line clicked to the band will slide along as I move and provides protection without hindering.

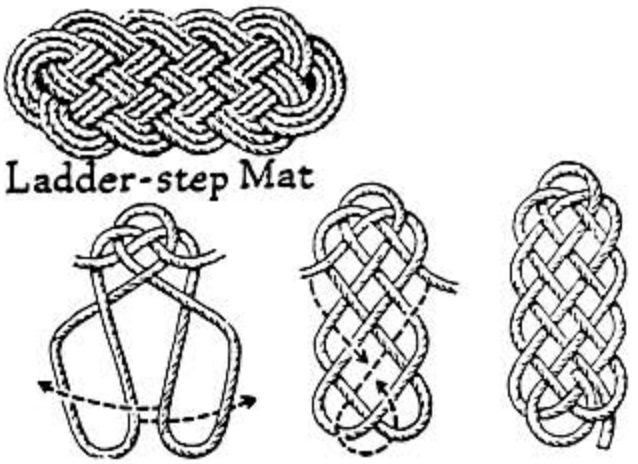
Åsa returned (to her work) by bus and I single-handed halfway home until I got inside the archipelago where my wife Aja joined me. The cold weather gave up and the normal early summer temperature returned. We were practically single - hardly another boat was out - and we visited some wonderful islands with fields of wild orchids in blossom amongst white anemones and cowslips and other wild spring flowers.

Otherwise this will be a summer with but little sailing. Presently we will fly to England for a trip by car in order to visit friends and sights, the most important one being the celebration of the VAGB 25th anniversary, where we hope to meet a lot of British and also Dutch Vega friends. Our second daughter Kajsa with her family of husband and 3 children might get out with IMARI in July and our son Björn with his girlfriend Gemma in August, while Aja and myself is planning a September cruise to the south archipelago, where we hope to find and collect the winter supply of fungi and wild berries. Not a bad life!

Have a good summer and keep the Voice of American Vega Sailors audible!

Lots of greetings from

Lars



Ladder-step Mat

MAST-STEP STRENGHTENING

By Ken Smith

Five years ago I seemed to always tightening the standing rigging on Tarka. I became very concerned over this so decided to check the wooden support beam under the mast. This was achieved by setting up a clock gauge between the beam and the cabin floor. To my surprise It transpired that as I tightened up the rigging the clock gauge moved round alarmingly proving that the beam under the mast was bending with the pressure of the tightened rigging.

A boat builder friend was informed and he confirmed my findings. He informed me that this is quite common with non-keel stepped masts. The important question was then broached **"How much will it cost to put right ?"** without going to look at the job or batting an eyelid he said **"£400!"** After I picked myself off the floor I said that I would let him know and went for a pint! As a trained engineer I decided to try and complete the job myself.

When does "always tightening" become overtensioning ?

There were two ways that I could go about the job:

Plan (A)

Remove the wooden beam under the mast. Remove bulkhead. Make a new beam and bulkhead, refit and then keep my fingers crossed....

Plan (B)

Make a steel plate the same shape as the beam under the mast and bolt this on to the side of the beam and again keep my fingers crossed....

After thinking about it for a few weeks I decided to go ahead with plan (B). Plan (A), I decided, was a winter job if plan (B) did not work.

I started by checking the bulkhead. The bulkhead is bolted on to a flange with a number of 1/8" panhead set screws. On inspection I found that a number of the screws were loose, this did not help the problem so I went round all the bolts and ensured they were all tight.

The next job was to check that the mast beam was sitting on the bulkhead as this spreads the loading of the mast to the bulkhead I found this to be OK. Next I checked to see if the beam was sitting on the two sides of the door frame, It was here that I found a gap between the beam and the door posts, about 1/8" . I removed the posts and refitted to close the gap. The cost so far was labour only and as I was doing the job was, FREE !

I now had a gap under the two door posts, after thinking about this I decided I need to fill this gap (If the posts do not touch the floor, as I see it, then the posts would not be taking any load).

One way of doing this would be to fit new door posts but wood was hard to come by so I decided to fit a stainless steel plate (I worked in an engineering workshop!!) between the two posts so as to spread the load.

My next job was to check that the beam was fitted to the coach roof of the cabin. The fit was not very good so I filled in the gaps with fibre glass matting and filler and glassed over the top with tape. All I needed to do now was to bolt the steel plate onto the mast beam. One more thing I decided to do was to fit a wooden block under the floor between the steel plate and the keel thus transferring the load straight to the keel.

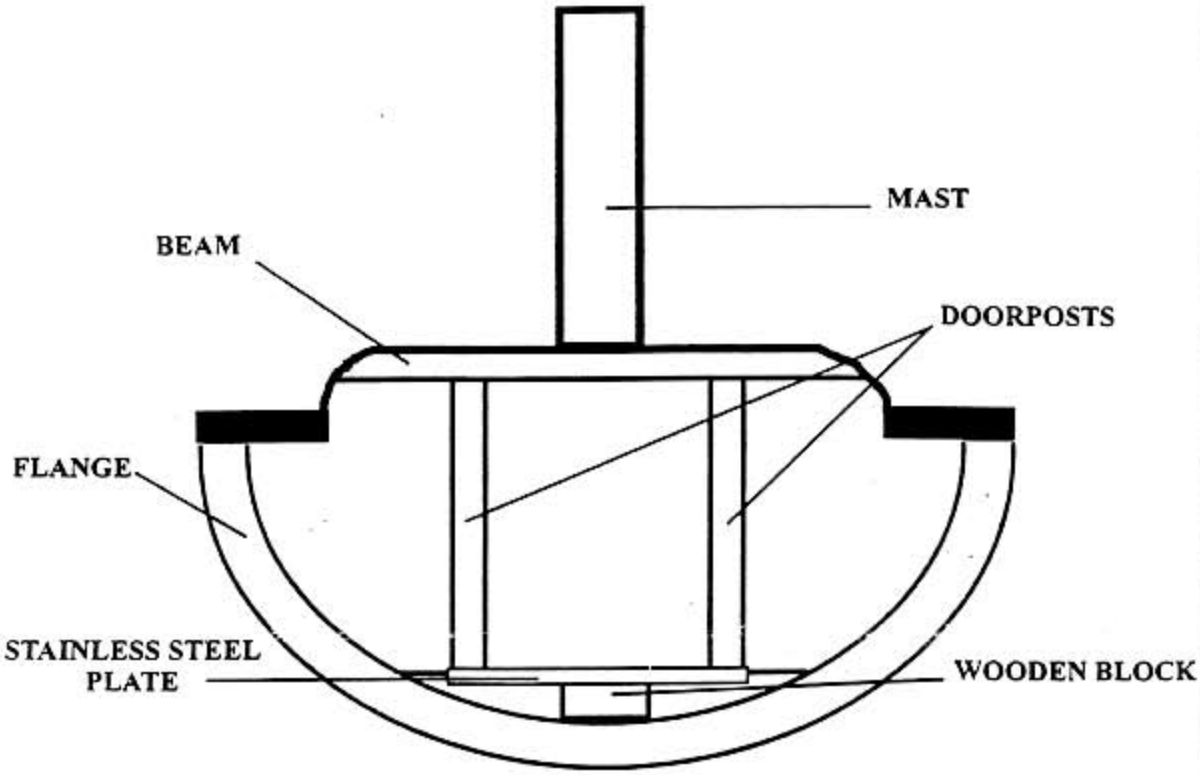


Fig. 1

I carried out this job five years ago and so far there has not been any movement at all.

Total cost was about **£30.00**

If you have this problem and you need more information then please give me a ring

Ken Smith - Tarka V1041 - Fawley, Southampton (Tel. 01703 243208)

Chainplate replacements?

Sidney A Rosen
10615 Whitman Circle
Orlando FL 32821

22 May, 1997

Dear Sid,

In the course of our major refit of Lealea I note that two of the chainplates look pretty chewed up. I was wondering if you could steer me toward a source of replacements or if I would be better off having them fabricated locally. Your help with this would be greatly appreciated.

A few words about the project; I replaced the engine and combi in '93 with a new Yanmar 2GM20 and a fixed prop and shaft connected to a conventional transmission and have been very pleased with the results. This year we decided to finally deal with the corrosion at the base of the mast and replace the standing rigging. At the same time I intended to re-paint the deck non-skid areas but was convinced to re-paint the whole ship with Awlgrip and replace the companionway and cockpit locker hatches with varnished teak plywood. She looks beautiful and as soon as I get the mast back up I'll give you a complete blow by blow account for the newsletter. Next year new sails!

Aloha,

Chuck Rose

Welcome back!
Dan Kierns
7 Bull Street
Newport, RI 02840
"Andsar", 1969

Dear Chuck,

The only source I found was in an old catalogue from Vega Marin in Sweden. Enclosed is a portion of their 1989 catalogue which listed stock numbers 1575, 1576, & 1577. Remember, this is an OLD catalogue and the parts may no longer be available. If still available, they certainly would cost more.

The last address I had for Vega Marin was in 1994 :

Vega Marin AB
Klangfargsgatan 1,
426 52 V. Frolunda, Sweden
Tel: 011-46-31-286-175
FAX: 011-46-31-2924-49

Jim Sheldon (deceased) had many dealings with them and was always satisfied. His advice was to call them and make sure they understood his order. There should be no Value Added Tax (VAT) for this overseas shipment.

Sid

A Craggs, 444 Mill Road , Qualicum Beach, B.C. V9K 1J6 , Canada
250 752 0856

Mr. Sid Rosen,
American Vega Association,
10615 Whitman Circle,
Orlando , Fl 32821
U.S.A.

Dear Sid,

Thanks for replying to my telephone enquiry so promptly . I enclose a cheque to cover the cost of membership in the Vega Association..

I've had my Vega almost a year now, I bought it from Jim Mclennon in Vancouver. Because Jim wanted to retain the name "Paperchase ' for his new boat and the Vega had just had a new paint job ,I have renamed the boat "Chasquis".It is berthed at Schooner Cove on Vancouver Island.

My wife , Ros, and I are both novice sailors and before last year we wouldn't have known a Vega from a canoe..We new nothing of the variable pitch prop and the combi drive until we had owned it for a few weeks.. However ,it didn't take long for us to realise that the boat was difficult to steer to starboard in reverse, and this resulted in some scary situations in our tight berth surrounded by some very expensive boats. I decided to ease the situation by installing an outboard engine - an 8 hp Honda longshaft - and this has improved our manouvering enormously in the docks. The engine is very quiet and on no wind days pushes us along very nicely. The original engine ,the 12hp Albin gas engine ,still works and we keep it as a back up in heavier seas.Most of our motoring though is done with the Honda.

Since owning our boat we've only seen one other Vega , someone from Saltspring Island was staying overnight at Schooner on his way up to Desolation Sound . We'd like to know of other Vegas in the vicinity if there are any.

Of course our experience is limited but we did learn on other boats and apart from or experience in reverse find the Vega is easy to sail;it doesn't seem to fight the seas the way the others did ,but then that could be our bias .

We look forward to being members of the Vega community.

Sincerely,

Tony Craggs

"CHASQUIS" Sail # 993