

25 Oct 1998

Voice of American Vega Sallors

No. 10 - 98

### We now have our own website!

This is all due to the herculean effort of one man, Dave Pomerantz who is our webmaster. Dave spent a tremendous amount of time and effort in creating the site.

The web site is divided into two areas: a public area that is free to everyone, and a private area that is accessible only to members and guests. The private area will have a list of members and their boats. It also has an extensive collection of technical information. In the future this will include newsletter archives and the old VODCA manual: "Vega Owners Repair and Maintenance Manual" This is the 90+ page manual which is furnished to all new members. It details the experiences and helpful hints of our skippers over a ten year period.

A "logbook" section in the area open to the public will contain "logbook" tales of cruises taken by club members. Your favorite boat photographs can be included.

The website is at: <http://www/targetsoft.com/vega>

To gain access to the protected area our members will need to enter a user name and password which must be typed in lower case letters. These can be obtained from Dave at: <http://www/targetsoft.com/vega>

This is just the beginning. With the cooperation of our "online" members our web pages should grow - providing a fast media for the interchange of information among our members and in communicating with our Vega friends abroad.

Without any real publicity our website is off to a great start - judging from the recorded number of visiting viewers.

Please let Dave know just how good a job he did. **THANK YOU DAVE!**

*Welcome*

Look who just joined -

John DeLanoy  
50 Prior Avenue S - Apt 1  
St. Paul, Mn. 55105  
Tel: (612) 696 - P9275  
email: [jdelanoy@pbkl.com](mailto:jdelanoy@pbkl.com)



Since writing this email letter, Doug has become a member

Date: 1998, June 1, 1998- 7:30:23 PM  
From: Doug.Taylor@gsa.gov  
Subj: Re: Vega Newsletter  
To: sidnock@aol.com



Hello. You're very welcome!

I found your address as a link in refernce to class associations when I was searching "Albin Vega" on the internet. I'm not exactly sure where.

My name & address is: Doug Taylor  
10015 Yakina Ave  
Bainbridge Island, WA 98110

I sail on Puget Sound. I rent a private berth at Port Madison on Bainbridge Island. I bought my Vega one and a half years ago at Orcas Island in the San Juans. I have not sailed as much as I would like, but I went out solo for a few hours yesterday.

The boat is in fairly good shape. The Albin engine is in my barn however, with its associated parts., and I use a Yamaha 4stroke 9.9 hp auxiliary. I have done a lot of rewiring, including installing a new electrical panel - far away from the compass. (I was a journeyman marine electrician for a number of years.)

I would like to receive any of the Vega Newsletters that you would like to send. Thank you very much.

This email address is at my work. At home I use: [spex49@aol.com](mailto:spex49@aol.com).

sincerely,

Doug

-----  
**Look who just stepped aboard!**

Marvin & Julie Davis  
13503 Pear Woods Court  
Houston, TX 77059  
Tel: (281) 488-5096  
"Prudence", 1977

Kevin & Sherrie Flanagan  
756 Brookedge Terrace  
Sebastian, FL 33298  
Tel: (561) 589-1841  
#2896, "Lil Witch", 1976B

Steve Angst  
14100 Candy Hill Road  
Upper Marlboro, MD 20772

Welcome! -  
May you always have fair winds!

• Doug: What condition is the old Albin engine & COMBI  
Some of our members may be interested in parts.

# AIR-SAT Image Maps

## Satellite Imagery Products & Promotions

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Fax: (905) 646-6971  
Email: [airsat@vaxoline.com](mailto:airsat@vaxoline.com)



Georgian Bay Branch Office:  
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Ontario, Canada L9M 2G2  
Tel: (705) 549-6663  
Fax: (705) 549-6663  
Email: [airsat@csolve.net](mailto:airsat@csolve.net)

January 23, 1998

Dear Sid:

This is my promised continuation of last years article on my new bimini, dodger and changed mainsheets.

After sailing this summer (97) I am very pleased with this new arrangement. The enclosed photo montage was taken on installation in the spring and has been cruise-modified, but essentially is the same.

I began with custom stainless steel frames for dodger and bimini measured for standing height in the cockpit and easier entrance through the hatchway. Both are hinged for easy folding and supported by nylon straps.

The advantages are:

1. The uncluttered space in the cockpit.
2. Mainsheets ahead of you make mainsail boom handling so easy, and sheets sit in mesh pockets inside of the dodger - not around your feet.
3. Bimini stainless steel frames enable stand up height (for me 5'9"), are hinged, and the feet have 6" slides screwed to top of coaming. This allows sliding the feet forward sufficiently to clear the backstays and rest nicely over and astern of aft coaming - completely out of the cockpit.
4. The zippered window from dodger to bimini cuts raw wind (snow sometimes), keeps below decks dry and a lot of the cockpit; and is easy to remove and put back.
5. The aft window cuts stern wind and rain, particularly at dock.

Other points:

- side curtains/screens may be added in the future
- for main boom clearance of the bimini I had 9" cut off the foot of the mainsail - doesn't hit my head now! - doesn't effect sail capabilities - VEGA's are great head-sail boats
- I had a heavy stainless steel 'bail' made to carry new mainsheet blocks and double bolted to the boom
- original boom vang and two main sheets now carry the loads
- I have used 1" D washers at the deck-head in lieu of 'serious' backing plates, for the four through-bolts from the two deck-mounted main-sheet blocks

I have also re-enforced the deck-head below the mast because of some 'crazing'. I have added a 3/4" mahogany brace bolted through the original, right across the hull and above the bulkheads.

My prelude to extended cruising was living aboard this summer, May through to October. An added 'Kool-a-tron' (AC/DC) provided the necessary constituents for the 2-burner meals that are much better than going ashore!

Now back to realities:

- my 1998 dues are \$12.00 US
- I must replace my weathered burgee - \$8.00
- I would like the 50' roll of cockpit sole gasket tape if still available - \$11.00
- I am 'just asking' to see the video tape "Vega Westbound", and would like a copy of "Preparing your Vega for Extended Offshore Cruising" - \$1.00. If postage is more please let me know.
- this totals \$32.00 US, cheque enclosed
- the age of the skipper is 71 and ticking.

I have enclosed a Xerox copy of a photo montage with margin notes, which I realize will not reproduce. So I have also included original photos. My diagrammatic/art talents are not good but would be happy to discuss in more detail if any members wish to contact:

Phone: 905-935-1472  
Email: [airsat@vaxxine.com](mailto:airsat@vaxxine.com)  
Fax: 905-646-6971

I have moved in December to within 15 min of the US border:

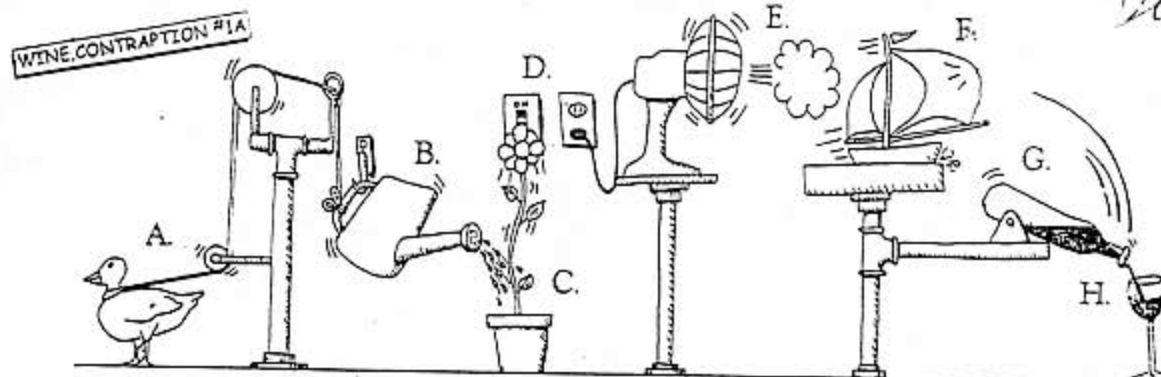
58A Arthur St.  
St. Catharines, ON  
L2M 1H2

Thank you for all your efforts for all of us and best wishes for 1998

Sincerely,

David Whiteman

*David*



This was especially designed for us "Armchair sailors"

**Here's an email from from: Jonny Birkelund ( A Norwegian ) who is sailing around the world in his Vega:**

First of all, Albin Vega is a tremendous good boat if you fix her small faults before you throw the mooring for an extensive blue water cruise.

When I left Norway in July 97 I strengthened the midship bulkhead with 3mm aluminium plates. The mast could sag if you sail hard - which is a known weakness of the Vega.) I also changed the windows to 8mm lexan plates fastened with lots of 6mm bolts - not very nice to look at, but dead solid. There was very little else to do.

Now after 1/2 year of sailing I get more and more feeling for the boat. She sails quite good into windward and on a reach. (My best 24 hour record is 147 nm). Still the boat is dry and quite comfortable. Now, when we are almost in Trinidad, we average approx 110-115 nm/day after 20 days. And haven't used the main for 20 days. Instead of using the spinnaker which is usually a mess to sail with, I have 2 spread genoas on the same forestay, together with spinnaker booms to prevent them from dipping into the sea. All the well known problems with a rolling boat was not a problem at all as I feared. It seems that the Vega actually rolls less with the two spread foresails on booms. So for the leg from Canaries to Trinidad.

On this leg from Canaries to Trinidad I had two guys from Norway with me (Steffen and Magne). Neither of them had very much prior sailing experience before. The biggest problem is usually not sailing experience but cooperation on a small boat.

Another problem related to small boats is space. I calculated our needs for 90 gallons of water and food for 40 days - so we had to lift the waterline an inch when we repainted the boat in Tenerife. (real poisonous stuff this time and not the hempel crap I bought in Norway)

We left Los Cristianos Feb 9 heading for Cape Verde, which is 900 nm south. The wind was force 1-2. The first 2-3 days we used the engine for approx 15 hours. The third night out I heard a loud bang and the boat lifted approx 5 inches. Our speed was around 3 knots under power so I wasn't much afraid of a hole but it was quite an interesting experience, especially since I had just read Steven Calahan "Adrift." We looked around to find the culprit which was probably a sleeping whale but no such luck. The rest of the trip down to Cape Verde was easy sailing without anything particularly happening. We arrived in Sao Vicente on the 19th Feb.

Cape Verde is like Africa - lots of poor people and kids begging for money or food. Cape Verde is a former Portugese colony and their main income seems to be fishing. Tourism is almost unheard but the government is trying to get into the tourist business - so in a few years years maybe this will be another Can hope not)

The week we stayed in Cape Verde was used mainly to fix things on the boat and in stocking up with more food and water. We have no fridge onboard so the choice is either tin food or even better: making your own tin-food with a pressure cooker. I got tired of Heinz chicken soup in Lisbon and bought a pressure cooker and 50 glass jars with rubber and bayonet-locks to preserve the food in. Just make your favourite mer and pressure cook it for an hour. No need to cook meals. On long watches, you just open a jar and heat it for 3 minutes and there you have an instant dinner. McDonalds couldn't do it any faster.

Else, we bake bread every second day. Nothing can beat real Norwegian dark bread. Now, 18 days and 2000 nm out from Cap Verde and just a few days to Trinidad, this leg of the trip has been quite comfortable. The

first week out we sailed with just one genoa. The next week there were variable winds and we put out the other genoa. Since then we have mostly used two genoas. (and did I say that the boat is not rolling?!!) Not much running on the foredeck anymore, so life down here is quite easy. Lots of reading and sunbathing.

Cheers

Jonny  
SY OMNI

(jonnyb@prosus.nfr.no)



The COMBI bearing was available locally

February 17, 1998

Hi Sid.

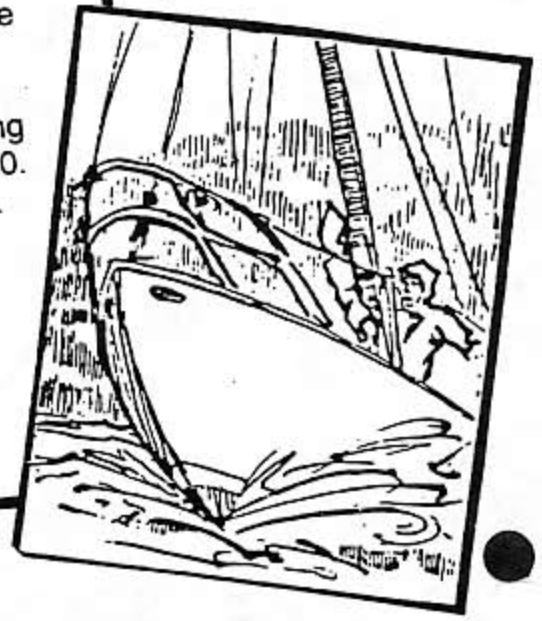
Lots of rain here as you may have heard . - the harbor here is closed due to storm caused shoaling. My spring project will be to pull the prop shaft (boat in the water) & replace the COMBI "O-ring" and bearing. My last repair job lasted about ten years.

RE: making a new Cutlass bearing: I had one made 6 years ago & installed it with hopes of a slight improvement and quieting the rattling. There has to be a bit of "slop" to allow the operating sleeve to slid and the nylon may sell a bit due to immersion.

The COMBI bearing was available at a local bearing supply shop: Consolidated #NKIA -5906. It cost \$72.00. The "O" rings (metric) were only available from Sweden.

Hope all is well!

Ric Eiserling



Happy Halloween!

In January we put a request on the internet for spinnaker information relative to the Vega

*Dave & Cindy Pomerantz  
56 Bartlett's Island Way  
Marshfield, MA 02050-6002*

Dear Sid,

Wednesday, January 21, 1998

Here's a summary of the spinnaker responses I've gotten along with my own comments. I'll try to get the discussion of the mast support done this weekend, but I figured I'd get this out to you now.

### Spinnakers

On the internet, at "rec.boats.cruising", is a newsgroup where boaters, mostly sailors, exchange information. This is tremendous source of peer-group help for all types of sailors. I heartily recommend it.

[Sid, you may want to pick and choose among the following to fit within the space constraints of your newsletter. Feel free to edit for space and content, especially since these are mostly other people's words. I've underlined responses that I think are particularly valuable.]

I posted the following query to the cruising newsgroup:

I have an Albin Vega (27' sloop built in 1971) which is rigged nicely for singlehanding. It's a bit slow off the wind, and up to now, I've been winging the 130% genoa on a whisker pole. I've considered getting a spinnaker, partly because a Vega owner in Newburyport [Homer Shannon] reported good success with a new spinnaker he bought last year.

Does anyone here regularly singlehand with a spinnaker? What kind of spinnaker would you recommend? How do you have it rigged for easy raising and lowering? Is it worth the trouble? Is it too risky?

A Response:

I have a normal symmetrical racing spinnaker, and "normal" rigging - nothing special for single-handing. Standard rig on my boat (Yamaha 30) has spinnaker halyard and pole control lines all on the aft end of the cabintop. I do have a friction device on my tiller, so it will stay where I put it - that or the AutoHelm help to keep the boat on course while raising, dropping, or gybing the sail.

>Is it worth the trouble? Yes!

> Is it too risky? Yes!! :-)

Another Response:

A cruising spinnaker or genniker is probably unnecessary on an Albin Vega. The normal chute isn't so big that it's a problem, and a cruising chute has much less area and much less power, especially if you don't want to tack downwind. Now when you get to bigger fore-triangles (like over 16-17-foot J and a 50-foot-plus mast) then the regular chute gets to be a handful, especially if your boat's a little squirrely on the helm.

**BOO!**

If you're buying a chute, you could have the sailmaker cut it a little less full which would make handling even easier in heavier air and not cause that much of a loss in efficiency. Sailmakers always try to make sails, assuming they're going to be used at 90-100% efficiency, but you never come near that singlehanded.

Another Response:

I have a 30' masthead sloop that I often sail solo with an asymmetrical spinnaker. It does not require a pole, so single handed sailing is much easier than with a symmetrical chute. It is not as fat at the head, so using a snuffing sock works quite well. This also helps with handling it solo. I'd say it is not as much fun as a symmetrical chute: there aren't as many things to tweak; but for solo cruising it is a good way to go. It is still a kite, even without a pole, so it keeps you paying attention.

I often put it up as my only sail for short outings. It is easier to control with the main up too, though. I have seen roller furling setups for asymmetrical chutes, but I think I like a snuffer better. The bad press I hear about snuffers is that sometimes you can't get them down with a full sail, but I think that happens with symmetrical chutes with a much fuller head. If the spinnaker gets wrapped or the snuffer jams, you can still get the sail down by releasing the halyard, just as if there were no sock.

An asymmetrical doesn't work as well as a symmetrical at deep downwind angles. If you want to go dead downwind, you can use a whisker pole like you would with a genoa; but it is really a reaching sail.

Another Response:

I have successfully set, trimmed and doused a normal spinnaker on our 42 foot sloop by myself. I was not actually single-handed (there were two other people onboard), but I was the only one pulling any strings :-). Using a spinnaker sock I feel quite at ease using the chute, but if I was to single-hand a passage, I would probably use a cruising spinnaker, because I would not have to watch it all the time... I have sailed as bow-man on a J44 for a few years and feel that using a spinnaker is (relatively) safe and usually fun if you know what you are doing. There is nothing worse than sailing downwind for several days without the proper downwind sails.

My advise would be to get either a normal or a cruising spinnaker (whatever you feel like) and to get a GOOD spinnaker sock. Add some common sense and you should be trouble free.

Another Response:

[Dave's note: I feel that this guy knows what he's talking about and has a similar approach to me. He is, however, a bit optimistic in his timings. By the way, this guy's name is Skip. Thomas Ling later refers to this post by Skip's name.]

Having sailed many solo offshore miles under spinnaker in my 27 footer, I would respectfully disagree with those who advise an asymmetrical or snuffer for your Vega 27.

Except on sport boats, an asymmetrical doesn't go downwind worth beans, unless using a pole to the tack, just like a symmetrical. You know, a symmetrical can be flown without a pole, if that is important. As for snuffers, on such a small boat, it is



just more complication, gear, trips to the foredeck, and expense. (If you want one, you can buy mine cheap.)

In the time it takes to write this post, I could have dropped and bagged my symmetrical spinnaker without leaving the cockpit. Say the wind has gone to 20 knots, the boat is lurching along downwind as the tiller pilot begins to smoke. First, I quickly ease the pole to the headstay, and then ease the guy 10 feet more, while snugging the foreguy. Time: 5 sec.

Second, I pull in the sheet till the clew is even with the boom, and cleat the sheet. This blankets the spinnaker behind the main, and secures the corner in case of calamity. Time: 5 sec.

Third, I let the halyard run, leaving one wrap on the winch for friction, gather the spinnaker under the boom, and stuff it down the hatch, making sure the stove is turned off. Time: 10 seconds.

So, the drop time totals about 20 seconds, all done from the cockpit. The guy, sheet, and halyard stay attached until later. Now it is time to wing out the 130% jib. Here is where hanks are a blessing. But roller furling would do as well. I make my way to the bow and put the windward jib sheet thru the pole jaws. I go aft and square the pole, then I hoist. The jib never hits the water, and the wind pressure sends it up the stay with little effort. The tiller pilot has stopped smoking, but the windvane is going to do better with this combo, so I switch over. Then I stop the spinnaker halfway down, with yarn, as well as one clew. Now the spinnaker becomes a cockpit beanbag chair and it is time for a cookie.



Another Response:

You might want to consider a cruising chute which is set without a pole. I've used one for years, singlehanded with no problem.. Advantages are no pole or lines to mess with, pretty much sets itself. Disadvantages; can't sail dead downwind and can't jibe...but if you're cruising rather than day sailing it really makes no difference. Try one with a 'sock'.

Another Response:

On a boat like a Vega, you really don't have the speed to pull the apparent wind very far forward in anything but drifting conditons. So this tends to rule out an asymmetrical pinnaker, and the only reasonable option for making decent progress downwind is a conventional poled spinnaker.

With a little practice you'll have no trouble singlehanded with the spinnaker. There are lots of tricks, of course, most of them boat-specific. It might be worth finding an experienced racer to "show you the ropes" for the first couple of times.

Another Response:

This makes me wonder about something. I've got a full sized spinnaker that was on the boat when I bought it. I've used the pole and fore guy on a genoa but have never had the nerve to put up the big chute since I mostly solo and have never had anyone on the boat who's ever used a spinnaker. I've never seen anything like a half sized spinnaker. At half size, it must be a lot easier to handle and would still be bigger than

*Don't let the goblins get you!*

my main and largest jib together. It would not only be very useful for training, but might be better for running DDW in heavy air than running wing and wing.

In thinking about how the size might be reduced, it wouldn't do to shorten the luff/leach because the pole would either be too high or the tack too far from the mast, so the foot would have to be shortened. Now this would be interesting, a spinnaker with a half size foot.

Has anyone ever heard of this being tried?

Another Response:

[Dave's note: **this sounds like a great idea.**]

The traditional "shy kite" is full length on the luffs, but very short on the girths, especially up high. But the benefits in control are not really that great, because it still has to span the distance from the pole to the halyard sheave, and is subject to the same kinds of oscillation.

One system that I used with some success is a centerline reef line, run from the halyard shackle down along the centerline of the spinnaker (inside a hollow tape) to a block at the stem, then back to a spare halyard winch. Pulling in on this line would produce an "elephant ass" effect, reducing the projected area and changing the section shape from an unstable semicircle to a very stable inverted V shape. It made the spinnaker look more like twin jibs when it was all the way on.

Another Response:

An asymmetrical chute (jenniker) when attached to the jib tack will only be good from about 80 to 150 degrees apparent... maybe 160 degrees if you reef the main. Below that, it'll be pretty much useless. You could set it from a spinnaker pole or wing it out for dead-down wind, but at that point you've made it just as complex as a symmetrical chute.

On my boat (an Express 37) I will be carrying both an asymmetrical chute for reaching and a symmetrical chute for downwind. With a good snuffer (the ATN is the best) I can snuff the chute, gybe the pole and set the chute in just a few minutes.

Another Response:

[Dave's note: **important warning.**]

We had a tri-radial full spinnaker on our Dawson 26 which I would single hand from time to time. Took some practice, mainly to get things set up properly in the first place so that all the lines did not tangle. Used a sock, which was very helpful but also added to the complexity and another source of spinnaker wrap if not set up properly. It remains, however, that a full spinnaker in a blow is a handful indeed. The forces are enormous. Whatever you do \*NEVER EVER\* tie a stopper knot in the sheets. Better to have the damned thing flying from the masthead than dragging the boat under.

We now have a 37 footer. I doubt we will get a spinnaker for her since only my wife and I handle the boat most of the time. But I am looking at a cruising spinnaker and whisker pole.

(continued in next month's newsletter)

# All Islands Timeshare Resales

305 Royal Hawaiian Avenue, Suite 302, Honolulu, Hawaii 96815

Tel: (808) 924-1033 • Toll Free: (800) 860-4177 • FAX: (808) 924-0623 • eMail: timshar@timeshare-hawaii.com

June 1, 1998

Sid Rosen  
American Vega Association  
10615 Whitman Circle  
Orlando, FL 32821 USA

Dear Sid,

Enclosed is a check for \$22.00 for initial membership fee, prorated '98 dues, Burgee and add'l \$1.00 for the mentioned 19 page article. Thanks for your response. I have met Chuck Rose in Honolulu, and he is the one who referred me to you.

I have just refinished the exterior, including the standing and running rigging on Noelani, my Vega. I am currently doing the interior. The boat was in its original owners possession until this time last year when I acquired her. She arrived by freighter in Honolulu in 1972. Everything was original until I hauled her and re-rigged in November '97. She still has the original electrical system and the original fuses which she was delivered with. She has the two cylinder gas engine which starts immediately and runs like a champ. I had to change the cutlass bearing when I hauled her and don't think the mechanics put the combi back together right. I do have Chuck Rose's VODCA manual now and am sure that it will come in handy on the combi refit. I need sails and a manual on the Albin gas engine if one exists. I would appreciate any and all information the club has on Vega's. I'm having fun working on her and have just replaced the original head with a large Sealand PortaPotti. I have both State and USCG rules to deal with and it was easier to do this than rebuild/replace the original head and add a storage tank and Y-valve and plumbing. Noelani will most probably never be out of sight of land and may rarely sail inter-island, so the new head should not be a major problem. Those that worked on the refinishing of the hull were amazed at her excellent condition; no blisters or cracks. The cutlass bearing was a real problem and we fabricated one out of a plastic material made for this purpose. I searched the net for Vega information and neither VODCA nor the British Association came up at that time. The bearing cost a fortune. Seems to be working just fine.

Are there any pitfalls which I should be aware of?

Aloha,

Douglas Lupton  
President

