

VEGA Newsletter

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

25 Nov 1997

Voice of American Vega Sailors



Welcome Aboard!

Gene & Trish Suess
 (and Kristen, Amy, & Eric)
 1216 Beach Drive
 Victoria, BC, Canada V8S 2N3
 Tel: (250) 592-3006
 #3517, "Lorna Doone", 1972

David & Suzanne Mann
 3316 Horizon Drive
 Lancaster, PA 17601
 Tel: (717) 285-3395
 #3210, "Sonata, 1977

Steve Demont
 423 North 2nd St. #336
 San Jose, CA 95112
 Tel: (408) 275-1080
 #2948, "Erindira", 1976

Welcome Back!

Dan Kierns
 7 Bull Street
 Newport, RI 02840
 Tel: (401) 847-5672
 "Andsar", 1969

Anyone for a larger boat?

Ted Miller, an eleven year member of our organization is selling his Albin Ballad - the 30' big sister to the Vega. It has full standing headroom. Designed by Rolf Magnusson and rated as half ton. The boat is in good condition

L.O.A : 29'11" Displ: 7246 lbs
 Beam: 9'8" Keel Wght: 3417 lbs
 Draft: 5'1" MD6A engine

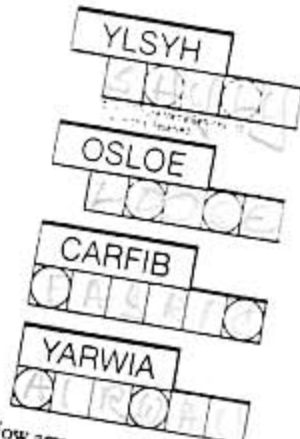
Call or write: Ted Miller,
 414 Hungerford Drive, Suite 411
 Rockville, MD 20850
 Tel: 301-424-0121

My Vega is for sale!

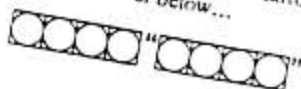
Rhea Adams
 P.O. Box 7000-61
 Redondo Beach, CA 90277
 Tel: 213-371-8459



Unscramble these four Jumbles, one letter to each square, to form four ordinary words.



Now arrange the circled letters to form the surprise answer, as suggested by the above cartoon. Print answer below...



I lost the answer & can't figure this one out! Can you?



Date: Tuesday, October 21, 1997 5:13:32 AM
From: genes@uniserve.com
Subj: Thank You
To: sidnock@aol.com

Dear Sid, Thank you for the very nice introduction letter. For your information and as per your request in last months newsletter; I'm going to be [redacted] next month and Trish is [redacted]. Please note our phone # which was incorrect on the West Coast members list I received (250-592-3006).

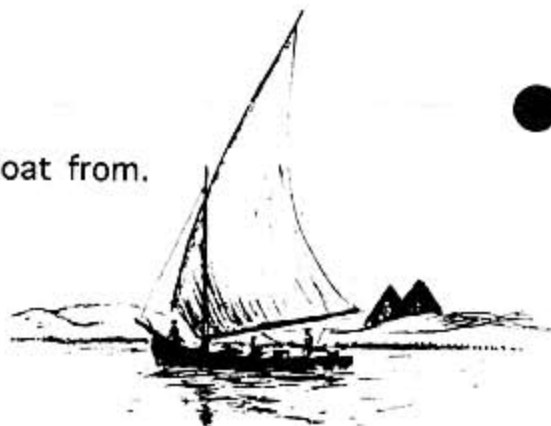
Tony Skidmore is I believe still on the West Coast of Canada, but his plans were to poke around Europe for a year or two and perhaps buy another boat and sail 1/2 way around the world from there which would give Tony 2 complete circumnavigations of the world. I do have a contact address for Tony while he's travelling c/o his sister.

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

The nicest person one could wish to purchase a boat from.

Regards,

Gene & Trish Suess
1216 Beach Drive
Victoria, BC Canada V8S 2N3



Paul Lepisto
622 Union Avenue
Rock Hill, SC 29730
May 20th, 1997

Dear Sidney,

Let me begin by thanking you for the wonderful letter and packet of information you sent. I've enclosed my application and dues along with the photo you sent me. I still cant promise I'll buy a vega, but you and the other vVega owners are certainly convincing advocates. By the way, I was able to talk with Nick Coughlan last night about his circumnavigation. He is anice and interesting guy. He said he had put together a thirty-odd page packet describing his circumnavigation and I was wondering if you could send me a copy if it is still available. Of course I'd be happy to cover any expense.

Thanks again,

Dale G. Thornton
"Buckingham Cottage"
75 Middle Road
Southampton, Bermuda SB04

1st July, 1997

Dear Sid,

It is with regret that I write to inform you of the recent sale of 'Maravilla'. Having just about come to the end of my time in Bermuda and nearing retirement, I wanted to be in a position to move on when the opportunity arose, and so I recently advertised 'Maravilla' for sale. It was only two weeks later that a work colleague called inquiring about her. Two inspection trips and the deal was done.

The new owner, ROBERT CARDWELL, has been appraised of the association and have passed on my ten years of the newsletter and our "Maintenance Manual". I am sure Robert will contact you and apply for membership in the future. In the meantime, I will let my membership lapse in January and forward any newsletters to him.

No sense in getting sentimental, but I had many wonderful years in sailing 'Maravilla' as a single man in the '80s. My later decision to extensively refit and purchase an outboard engine resulted in almost five years of the boat in the boatyard. Getting married shortly afterward and subsequently having two children gave me little time for repair work or sailing. And so, with the prospect of early retirement looming and a likely return to the U.K., my mind was made up.

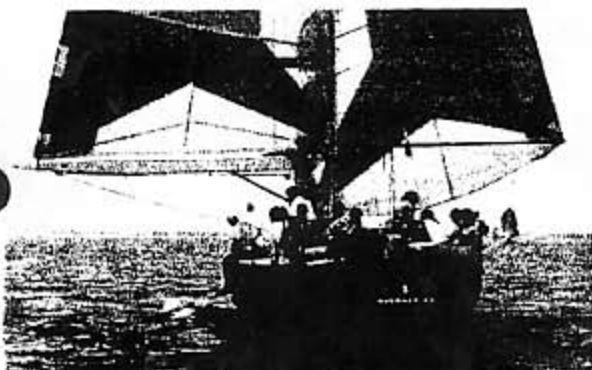
'Maravilla' has been turned over in seaworthy condition, almost all new parts and needing only to be used. The boat had been on a mooring for over two years. Robert, who bought the boat, had had little hesitation in getting to know about sailing and apparently has been out around our islands quite often in the two months since taking over. I am certain the craft will be well used, and with a mechanic as a father, any problems will soon be taken care of.

Thank you for the tireless work in the old VODCA and its' present successor well oiled and running.!

Bermuda is a very hospitable place for visiting sailors and I am sure any of our members sailing these waters will be made welcome.

My very best wishes to you and all our members. Many thanks.


Dale G. Thornton



F
O
R
S
A
L
E

1968 27' 1 VEGA 27 SAIL \$5900 - VERMONT
/ Cruisers/ Sail/ Fiberglass/ 12/ gas/ Inboard/
MAKE OFFER
ALBIN YACHTS
Bruce Hill Yacht Sales
219 Harbor Road
Shelburne, VT
Phone: (802)985-3336 - Fax: (802)985-3337

1973 27' 0 ALBIN VEGA 27 \$7500 - MASSACHUSETTS
/ Cruisers/ Sail/ Fiberglass/ 0/ Diesel/
Yanmar 13 HP.
ALBIN YACHTS
Seacoast Yacht Sales, Ltd.
P.O. Box 384
Portsmouth, NH
Phone: (603)436-7999 - Fax: (603)436-7999

Sailing is for Sissies

By Martin Kelly

It's disgusting to see sailboats - small or large - cluttering up our beautiful lakes. What does anyone see in those ugly boats? It has to be the most ridiculous form of transportation ever invented. As proof of this, the people who own such pitiful contraptions don't even use normal words in order to impress us. For instance, a rope is not a rope, it's a "sheet." "Mast" is nothing more than a fancy term for pole and "tacking" is a polite way of admitting that they can't go in the right direction yet. And that's just the start of it. They've got jibs, mizzens, clews, weather helms and other sneaky terms they won't define for you. Why can't these people just speak English?

But somehow, someway, sailing appeals to these misguided boaters. Everywhere you look there's a 30-foot sailboat, cruising by with people in checkered pants and strange looking hats standing at an angle to the horizon. And there's always a little black hibachi fastened to the rail at the stern, but how, one wonders, can anyone enjoy eating on these topsy-turvy boats? Heck, even mashed potatoes fall off your plate

The unsuspecting are lured to this dizzy activity with promises of no-noise, pollution or (drool, drool) *free energy*. Lies, all of them. No noise? Just sit out there one time and listed as a high wind beats the sails to death; and pulleys creak and ropes bang against the poles (oops! I meant mast). As to pollution, there probably wouldn't be any were it not for the fact that everyone in the boat except the owner throws up.

And every time the wind dies down, an outboard "kicker" engine is fired up and the sailboat putt-putts away amid the noise, fumes and pollution. There's more. Why is the cabin in a sailboat so darn cramped? You can't stand upright and instead must lurch like Quasimodo, banging from one side to the next and grabbing anything that will break your fall.

And forget about sailing where the waters are less than 4,000 fathoms deep, because sailboats have this long protrusion under them called a keel, yousee, which is supposed to keep it upright. Upright? Hey, I thought the whole idea to begin with was to move around the water sideways, sort of like a crab. A keel is a contradiction, a cop-out.

Sailboats? forget them - they should be banned in Orange and Seminole counties, at the least. I'll stick to the old twin outboards and machinery designed for us sane, modern folk. We want to get there quickly and comfortably, without guessing about arrival times or wondering which way the wind is blowing.

It's just a darn shame that, with the cost of fuel as it is, none of us can afford to run our powerboats any more.

By the way - just how fast can those sailboats go,

• *Martin Kelly lives in Winter Park. He is an outdoors journalist for a national magazine.*

-----Orlando Sentinel-----

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 accordion 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!)


Vega

Peter Bell - "Walkabout" #707 writes about racing his Vega

27142 Schooner Way, R.R.2
Pender Island, B.C.Canada V0N 2M2
23rd May '97

Vega Newsletter
10615 Whitman Circle
Orlando, Fl. 32821

Dear Sid,

Thanks for your letter of 30th April. You had asked me if I used my traveler when sailing "close hauled." Yes! Close hauled I always have the traveler right over to windward to get the leach of the sail to set right. Actually, the main on "Walkabout" has too much belly in it. I guess sail-makers had earlier thought this was advantageous, but the latest Americas Cup technology, which is now creeping into all classes of sailing is for flatter sails. Still, at least my mainsail has full battens, and not those "God-awful" short battens, which make for such a terrible shape.

Our racing season is over now, and once again Walkabout won our club's longest race-around the Penders (about 24 nautical miles.) We thought last year's conditions were bad enough, with boats knocked over; but this year we were hit by a real storm before we were even half-way, and had to tack into the wind for several miles in order to get around the end of South Pender Island. It was pretty wild. By this time there were only two boats left in the race - ourselves and an Ohlson '38. As my crewman said later "we had a wild but eventful sail." The crew of the Ohlson found this hard to believe as they came in 54 minutes after us - wet, cold, and with lines in an awful mess. Their jib had been torn in half. To add to their misery, their engine "swallowed" a valve seat and they had to be towed to a marina further down the island. Ah, the joys of sailing! (racing?)

not much on for me this summer. I have much to do to get old "Walkabout" ready for offshore. I've been talking with Tony Skidmore, and looked over "Lorna Doone" which is by far the finest Vega I've ever seen. Tony is a storehouse of Knowledge - too much for me to absorb in a couple of visits! There is one thing that I would do differently, though - that is to take a water-maker. I wouldn't want to load the boat with several hundred pounds of drinking water.

Getting back to sailing the Vega. What I meant about their not being able to point as high, is that for a given close-hauled heading they are not as fast. To put it another way, they can point just as high as others, but then they don't have quite the speed; or if they have the speed, they can't point quite as high.) This is also the finding of one of the British skippers who races his Vega and whose letter you [published some time ago. He did make up time on spinnaker runs, where it seems that the Vega will "blow the doors" off most boats. I don't have spinnaker and we're not allowed to use the in our club races.

Sid, if you have any other tips about racing a Vega, I'd be most interested. hoping this finds you in good health

*Kindest regards.
Peter.*



2 Middle Street
Hallowell, ME 04347
September 3, 1997

Dear Sid,

After almost 18 years of sailing "Vagrant" (#1167), we have put her up for sale. She has been repowered with a Westerbeke 12-2-B diesel with a 3 blade Max prop. The new engine is fueled by 11 1/2 gallon port and starboard fuel tanks.

Vagrant has six sails including a new fully battened main and a new extra heavy weight jib.

We also installed a Furuno 1621 radar. Our boat has been well cared for and comes well equipped. We will miss her very much!

Hope all is well with you.

Sincerely,



Paul and Sue Daiute
207-622-7689

25 May 1997



Sid - -

The "Bad Dog" still floats and I'm keeping my head above water too. Finished the MS this spring and am now charging headlong into The PHD program, so don't throw that Montana address away yet! However, I'm off for Alaska and am hoping you stay there through the end of 1997. So go ahead and switch me back to the Petersburg address.

Also, my home port should be "North Harbor, Petersburg, AK" and my work phone is: (907) 772 - 3841. Still no home phone as I live in a cabin without utilities in a roadless community - and I like it that way!

I took a ten day cruise at the end of last summer that mostly consisted of drifting around in the fog without a RADAR. That gave me an excuse to stay anchored up in a beautiful secluded place, snuggle up in the bunk and read, or cook elaborate meals - both things I don't get enough of at home. Since I was exploring the SE side of Admiralty Island National Monument, I get to see plenty of bear tracks, and occasionally even the bear that is still still in the tracks!

Take care, and keep up the good work!

Kim
Kim Hastings
'Bad Dog', #2317

15 April 1997

Lars Lemby
Kastanjvägen 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,

Thank you for your letter with questions concerning the fee to the Vega One Design Organisation, VODA.

As you may remember this organisation did not use to have any economy at all, which meant that the Board, consisting of two persons (for many years myself and Jan Vis from Holland) either paid the little expenses we had out of our private pockets or we chose the attempt to draw it out of our local clubs. Both methods worked, but in the end the organisation found them a little embarrassing and decided to introduce a formal fee. Actually, before this decision was taken, you had sent an amount of US dollars as a voluntary contribution.

At the VODA meeting in the Stockholm Archipelago 1992 the participating clubs agreed on a fee of $\frac{1}{4}$ Netherlands Gulden, NLG, per person and year. (The Dutch also call their currency "florins" of Holland, and therefore you may find the letters HFL). The newspaper of today gives the value of 1 NLG as 0.477 US\$ or $\frac{1}{4}$ NLG = 0.12 US\$, converting via Swedish currency. Use your own source of information and don't fuss too much about the decimals!

If this fee will turn out too big or too little, we will have to find out. At the meeting at Travemünde the secretary informed that VODA had gathered a fortune of NLG 859.07 = US\$ 410. The decision was to keep the same fee until the next meeting, which we hope will be in England 1998, and then re-consider. If any organisation finds this fee uncomfortable or not worth paying, it should speak out. The whole arrangement is voluntary.

I never answered your request for information from the IFR in Germany, since so many others wrote, especially the English. Diana Webb, for instance, she is a master story-teller. However, I later wrote for the British bulletin an account of our "dramatic" race when our genoa sheet traveller broke and was temporary repaired in a jiffy by the ingenious Nick, a repair that was then held in place by the impressive weight of the third man on board Alvar. (Nick is a very competent racing Vega-owner from England, Alvar is a typical cruising Swede who had come the furthest way with his vega and who had asked me to sign him on "so that he would learn something about the idea of regatta-racing"). You will imagine how proud and happy we were at our victory — a marvellous feeling of team spirit at its best.

As for cruising I had a very good summer. Earlier, in June, I went to Scotland and cruised on a 30' bilge keel sloop among the Hebrides on the Scottish NW coast together with three other matured gentlemen, the mean age of the crew turned out to be 67, i.e. at the prime of our allotted time. One could sing all the old ballads and shanties and also very good and keen at cooking, another would contribute with the more or less dirty songs (of which, alas, my own school English did not get very much especially since most of it was in Scottish or Cumbrian), one would read poetry to us and one revelled in trimming of sheets. The weather was surprisingly good — in 3 weeks we had only 3 days of rain — and though very cold (I don't remember being out of my long underpants any day) it was also very clear, which offered us the magnificent sights of the Scottish hills and mountains beyond the sea, dark blue with crests

foaming white and green. In that kind of weather the Hebrides offer the best cruising area in the world I would guess. Our intention was to sail to St Kilda, a tiny rocky island some 80 nautical miles out in the Atlantic. This is a very romantic place for the British (and myself), that was abandoned by its population about 1930. The old village is still there, although decaying. If you get there in fair weather and the Atlantic swell is kind enough you may be able to anchor and get ashore. There is no kind of harbour. We passed through the Sound of Harris one morning on a raising tide with a brisk SW, i.e. on our port beam, and put out into the Atlantic. But after some hours the enthusiasm for hauling to windward in the rough swell for some 15 hours and then lying to for an unknown period waiting for the swell to settle seemed less attractive and when Alan stated that "gentlemen do not sail to windward" no one protested as the skipper put the helm down and we ran back towards the Outer Hebrides. Thus it happened that we negotiated the tricky pilotage through the Sound of Harris twice on the same tide. Having come through without mishaps we continued over the Little Minch to the Isle of Skye and all the way into the safe and mirror-calm loch (creek) below Dunvegan Castle. There we found an empty, pumped up the dingy and in the evening found ourselves sitting in great comfort in the dining-room of a little hotel with a good Scottish meal, a bottle of wine and an excellent view of the hills beyond the loch. Some contrast!

After we had finished our Scottish cruise (at Oban) Jack, who was the owner and skipper and who used to own a vega, came with me to Sweden and helped me to sail my vega from Stockholm to Germany. The most vivid memories of this trip concerns the engine, that would not start. It is the original petrol Albin O21, although all parts are new, the problem being water on the sparking plugs when we tried to start. The engine had been in a workshop the whole winter to cure this — and it has been back to the same shop this winter. The engineer there, who is reputedly clever and reliable, swears by his professional skill that there is nothing wrong with the engine. The conclusion is that the water must come from the exhaust system somehow, and therefore I am now re-constructing this and hoping for the best. When I have finished this letter (and the present snow-storm has passed) I will proceed with remounting that old lump of iron in my boat, a job I loath — although I should be used to it by now! May 1 is launching day.

Keep going Sid, you are doing a marvellous job keeping us together.

Have a good summer!

HAGAR



P.O. Box 21
Tantallon, Nova Scotia
CANADA B0J 3J0
July 26, 1997



Dear Sid,

I'm enclosing a copy of a column by Chuck Husick in the July/August OCEAN NAVIGATOR for your files. Its nice to hear one of the experts echo that which we know so well: "In my opinion it [the Vega] is one of the finest sailboats ever built".

No major cruises on the horizon for ALCYON this summer, unless we manage something in September... We had the cushions redone in a forest green upholstery over the winter and new foam cut for the settees; it looks great and the berths are much more comfortable. We also added wind direction and anemometer to the mast head, so I rewired the mast while I was at it. The new wires (1 for wind instrument, 1 for VHF, 1 each for anchor light, steaming light and spreader lights with an extra conductor for a future masthead tricolour) were bundled inside 1/2" foam pipe insulation from top to bottom and the annoying clanging at anchor has FINALLY gone! As well, I slipped the wires through the neck of a plastic bottle cut in half and siliconed them in place. The larger diameter of the bottle fits snugly around the hole in the mast step - voila! - no more puddles on the cabin sole during heavy rains.

We were down to the WoodenBoat Show in Mystic, Connecticut last month and I must confess I fantasized about a wooden Vega. Am I correct in thinking Vega #1 was made of wood? Anyway, with my maintenance programme, I'm lucky ALCYON is made of fibreglass. While we were down that way, we managed to visit Jim Ranti on board his Vega TARKA II in Old Saybrook. We spent a very pleasant evening swapping stories. We knew each other from long ago at Pointe Claire Yacht Club in Montreal, where TARKA II was the first Vega I ever saw.

Hope you are having a good summer down south and that the hurricanes stay away; the remnants of Hurricane Danny are off the coast of Nova Scotia as I write. Thanks for your continual efforts at keeping the Vega community together through the newsletter.

Jim Legere

Have you forgotten?

- That we have a really nice club burgee to fly from your spreader! We sell them at our cost of \$8.00 (US\$). The burgee is triangular, measuring 16"x24". It has the Vega (V and star) insignia in white against a solid red background.
- That we have the video tape "Vega Westbound" that you can view free for ten days. Your only cost is the postage to return it to its' home port in Orlando, FL. All you have to do is ask!



Is anchoring stern-to a good idea?

and your note. "One of the finest sailboats ever built!"

Question: I am by no means a blue-water cruiser (yet) but I read your recent article "A Stormy Night On The Hook" (*Ocean Voyager 1997*) with great interest. Proper anchoring applies to all boaters, coastal and offshore, power or sail.

Our boat, a 27-foot Albin Vega, has a very significant tendency to yaw when at anchor. I have always attributed this to its pronounced cutaway on the forefoot of the keel. Your comments or the physics involved suggest that there is more to it than that, but a very effective means to cure this has been to simply anchor off the stern. This totally stops the yaw and the boat will stand straight (backwards) into the wind all night. Clearly this would not be a good idea in a rough sea as you would be taking water over the stern and into the cockpit. Are there other potential dangers to anchoring this way, and would it be recommended for windy but flat conditions?

Homer D. Shannon
Windham, N.H.

Answer: I am a former Vega owner (number 693 if I recall correctly, purchased in Copenhagen, Denmark). In my opinion it is one of the finest sailboats ever built. Many Vegas have sailed the Atlantic Ocean. I rode out one of the most intense storms I have ever encountered on mine.

With regard to the tendency of the boat to sail back and forth when anchored, it may, in fact, be more the action of the mast section, acting as a reasonably efficient airfoil, than the keel. You might try hoisting a 1/2-inch-diameter line to the spreaders with a halyard and then spiraling the line around the mast from the spreaders to the deck. This may act as a spoiler and, if the mast lift is contributing to the wayward action of the boat, may reduce the magnitude of the swings.

When you anchor from the stern you present the sail track to the wind, likely making the lift of the mast much less than when the breeze hits the front of the mast. You might also try making a small riding sail that you can hank on to the backstay and snug down flat with a bridle to the deck. This will likely keep the boat pointing into the wind quite well.

In direct answer to your question, there is nothing essentially wrong with anchoring from the stern, provided you remain aware that if the wind and sea get up you run the risk of both some pounding and, in extreme cases, taking a boarding sea into the cockpit. If I were anchoring in this manner, I would deploy the anchor line from the bow, run it outside the shrouds to the stern, and tie it off either to one of the two quarter

cleats, or to a bridle, which would center the rode. By deploying the anchor in this manner it will be possible to release the rode from the bridle or cleat in the event conditions warrant and immediately be anchored from the bow, with about 30 feet of additional scope automatically added.

I would also center and tie off the tiller very securely. Anchored in this manner, waves will be acting on the rudder as though the boat were moving astern, imposing considerable force due to the location of the rudder hinge point at the front of the rudder.

Contributing editor Chuck Husick is a sailor, pilot, and Ocean Navigator staff instructor.



Anchoring stern to



Above, a mid-1970s model of the 27-foot Albin Vega. A stock Vega had a beam of eight feet, a draft of three feet, 10 inches, and a displacement of 5,070 lbs. One option for anchoring stern-to is at right. The anchor rode is secured to the bow and then led outside to a bridle set at the stern. The bridle centers the rode. Should conditions worsen, the rode can be released from the stern and the boat will swing to its bow with the extra rode already deployed.

Our thanks to Homer Shannon who made the inquiry and to Bob Snellings and Jim Legere who each sent this article to your editor

Victor Lees ("Good Things, #1813) repairs his rudder shaft.

December 28, 1996
4418 Route 309
Schnecksville, PA 18078

Dear Sid,

I finally got a little time to write to you and send in my dues!

My boat "Good Things" needs a new stuffing box and a new lagging job on my old exhaust pipe, leading from the engine exhaust manifold to the anti siphon bend. I am also considering a beef-up of the main bulkhead. If anyone has any pertinent information on the above items, I would greatly appreciate hearing from them.

My amateur (ham) radio call sign was changed through the FCC's, "Vanity Call sign" program is now "W3NKD". This used to be my father's call sign. I will be using my ham gear more frequently when I get to sail south - in the near future.

My wife Barb and I have looked for the Vega Maintenance Manual and have checked with the Post Office several times. We never received the manual when we joined the association. If you can send us another manual we would appreciate it!

I read about one of our members having problems with the tiller clamp affair, which fastens the tiller to the rudder shaft. I had the same problem in 1988 and solved it by carefully drilling a 1/2" hole through the bronze fitting at the bottom of the tiller. I also drilled through the stainless steel rudder shaft. A 1/2" x 3 1/2" 308 alloy stainless steel bolt with two nuts and a washers between the nuts keeps the bolt in place. I think I used a small amount of "Loctite" on the threads of the bolt during assembly of the two nuts. This repair made the steering more positive, since the clamp would slip under higher than normal loads when the wind pipes up. Remove the bolt occasionally and grease it with waterproof grease - once every two years or so!

If you are not accustomed with the use of a 1/2" geared drill, get someone who is experienced with its use. The job can be done in the cockpit by one person - like I did. But first, you must align the rudder with the tiller and tighten the daylights out of the tillerclamp before drilling! Use oil when drilling and use a new or resharpened bit. The relative movement and vibration present when drilling will cut a few more thousandths of an inch clearance, for the bolt to be inserted. I pushed the tiller all the way over to the starboard side of the cockpit with the back of my left leg to gain access to the bronze fitting and hold it still. Unfortunately, if you drill a hole which is not "square" with the shaft you may weaken the shaft. So, get someone with a good eye who is experienced with big drills. Be sure to buy two bolts, 4 nuts and two split washers - save one complete assembly in case of a bolt failure, or loss of a bolt - down the cockpit drain. Put this in your spare part box.

Sincerely

Victor

