

# VEGA Newsletter

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

25 Nov 1991

Voice of American Vega Sailors

No.12-91

## Who got hit by the last storm?



WE HAVEN'T AS YET PUBLISHED OUR MEMBERS RESPONSES TO OUR PRIOR "WERE YOU HIT BY HURRICANE BOB?" INQUIRY, AND THE NORTHEAST HAS BEEN HIT BY TWO MORE EXTREMELY VIOLENT STORMS. AGAIN, WE ASK YOU TO TELL US HOW YOUR BOAT FARED. WE HOPE YOU WERE LUCKY!

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### Thank you Tony!

A LETTER OF APPRECIATION WAS RECENTLY SENT TO TONY SKIDMORE WHO HAS BEEN AN ARDENT SUPPORTER FOR MANY YEARS. THE PUBLICITY WE RECEIVED FROM HIS RECENT LETTER TO "PRACTICAL SAILOR" MAGAZINE HAS BROUGHT US SEVEN NEW MEMBERS TO DATE.

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### We'll miss you Chuck!

IN A RECENT LETTER FROM CHUCK WELCHKO, SEATTLE, WA ("VIMA-C", #3215) WE LEARNED THAT HE HAS SOLD HIS BOAT. JIM HAS BEEN A MEMBER FOR ALMOST 13 YEARS AND WE SURELY WILL MISS HIM. THE NEW OWNER, MR. JAMES WATSON, ALSO OF SEATTLE, HAS BEEN INVITED TO JOIN OUR RANKS. LIKE SO MANY EX SAILORS, JIM HAS PURCHASED A MOTOR HOME AND IS DOING HIS CRUISING ON THE HIGHWAYS. SINCE SAYING "FAIR WINDS" TO CHUCK IS NO LONGER APPROPRIATE, LET US WISH HIM "OPEN ROADS" AND "NO FLAT TIRES".

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"OCEAN NAVIGATOR" MAGAZINE, JAN/FEB 1991, CONTAINED A SPECIAL SECTION ENTITLED "Offshore Sails". THE SECTION ADDRESSED:

- ENGINEERING THE VOYAGING SAIL
- SAILCLOTH BASICS
- STORMSAILS
- REPAIRING SAILCLOTH

*If you would like a copy of the article just send a self addressed stamped envelope to Sid Rosen*

Have a Happy Thanksgiving

Welcome . . .



(514) 258-4421

Mirabel, (Qué.)

## *Les petites voiles*

Dix ans d'expérience en voiles et gréments

Colette et Yvan  
vous proposent un service professionnel

Mirabel (Québec), Oct. 4. 91

Mr. Syd Rosen, Editor  
10615 Whitman Circle  
Orlando, FL, 32821, USA

Dear sir,

Collette and I just bought from Claudette and Giles Aganier the Vega #3199 "Le Petite Bonheur", renamed "Elvire". Included in the transaction were several Vega newsletters and the owner Maintenance manual. So, we know almost everything about the Combi story!

In fact, our new boat was extremely well taken care of by the previous owners, so well that we have been asked several times if we bought her new!

Not bad for a 1978 boat!

"Elvire" will be berthed in Montreal waters, namely at Club Nautique des Deux-Montagnes, and we're planning for next summer a trip to Anticosti and the Magdalen Island, if... if! Up to now, we are absolutely delighted by the Vega.

If it is of any interest for your Canadian members, let me mention that Colette and I are sailmakers. In fact, Colette is specializing in Dodgers - Bimini's - and all "sunbrella" making. I am the sailmaker for the shop.

Our next job for "Elvire" will be to install a ProFurl N3-A and to cut a furling Genoa, of course.

I hope to have a price list soon for fellow Vega members, concerning all sails, furling gear, dodgers, etc, - in Canadian Dollars.

So, we have enclosed here our check for membership and we expect to hear from you soon!

Sorry for my English . . . . . but I was born in the mountains of Switzerland, so I made my best!

Sincerely,

Information for your files:

Name: Collette Cousineau & Yvan Monnard  
9060 Belle Riviere  
Ste. Scholastique, Québec  
Canada J0N 1S0

Tel: 514-258-4421

Vega number : 3199, Elvire, 1978

**We'll be awaiting the price list**



# Dansk VEGA KLUB

VEGA INTERNATIONAL FRIENDSHIP REGATTA  
FREDERIKSSUND - THE TOWN OF THE VIKINGS - DENMARK  
JULY 1992

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## PRELIMINARY ENTRY FORM

Please mail before 1. January to  
DANSK VEGA KLUB  
c/o Knud Alberg  
Helgavej 11  
DK 3060 Espergaerde  
Denmark

Information: Svend Erik Boelge + 42332306  
Ole Oesterlund + 42332032  
Walther Nerving + 42804092 (answerphone)

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We intend to come to the Vega International Friendship Regatta at  
Frederikssund from the 13-18 July 1992:

with our own Vega no. .... yes/no  
number of persons participating, grown ups -----  
number of children up to 12 years participating -----  
I wish hotel accomodation for ..... persons  
I wish camping accomodation for ..... persons  
I will take part in the Regattas in the **Racing Class** yes/no  
I will take part in the Regattas in the **Cruising Class** yes/no  
I will NOT take part in any race with my own Vega,  
but I would like to be invited as a guestskipper yes/no  
or as a crewmember yes/no  
We wish to join the Regatta Dinner yes/no  
We wish to join the Viking Barbecue Party Yes/no  
Other wishes or observations: \_\_\_\_\_

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NAME: VEGA NO.: BOATNAME:

ADDRESS: TEL.NO.:

## About "Dreamweaver"



c/o St. Michaels University School  
3600 Richmond Road  
Victoria, B.C. V8P 4P5 \*

5/4/91

Dear Sid:

In response to Doug Hare (\*2383), I can supply you with some information concerning the Vega "Dream Weaver".

As we cruised the Barrier Reef (Australia) in 1987, people kept saying to us "Oh you just missed another Vega coming through: Dreamweaver from Honolulu". We finally caught up with Brad Storm on the Indian Ocean Island of Mauritius. Brad's South African girl friend was crewing for him. Subsequently we met up with them in Cape Town, where Brad had found employment as a rigger for Bellamy Masts. He told us something of his adventures aboard "Dreamweaver" which by that time had done 1½ circumnavigations. He recounted how on one leg in the Pacific, he took out his years of frustration with the engine by dismantling it piece by piece "in situ", casting each piece overboard as he went! Brad had some problems with bending of the mast beam and solved these rather drastically. He cut a hole in the cabin sole beneath the beam, inserting a vertical post that sat on the keel ballast. On top of this he attached a crosspiece upon which were supported the two vertical beams that frame the doorway. The load on the beam was thus transferred to the hull. In addition, the main mast support beam was reinforced.

In South Africa, Brad sold "Dreamweaver" to two young South African men and we later saw the boat at Rodney Bay, St. Lucia (Caribbean) hauled out on the land while her new owners traveled back to South Africa. This was in 1989. Incidentally, there was another Vega in St. Lucia of Brazilian registry called "CHARRUA". A friend of ours saw her last year in the Marquesas (South Pacific). So. . . . . Vegas do get around!

That's all for now.

Fair winds & sunshine

*Nick + Jenny*

Nick & Jenny Coghlan

\*1639 - "TARKA THE OTTER"

• The Coghlan's have since moved  
to Ottawa (Ontario, Canada)



Alan Berlind  
"Kitty's Ark"  
Larnaca Marina  
Larnaca, Cyprus  
TEL: 357-4-624342  
Fax: 357-4-624110

Sidney Rosen  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid,

I am glad to report that the operating Vega fleet in Larnaca has swelled to three Vegas. The recent purchase by a discerning Cypriot of "Nujaimah", the boat towed in here several years ago after a series of mishaps. As soon as it gets in the water, we can match her against "Sonesta" and "Kitty's Ark" in the water. Might we contemplate forming a Vega One Design Cyprus Association (VODCA)? After all, the acronym is floating around in search of a club.

Your note about Lee Sails drifter was interesting. When I took command of the "Ark" in 1987, it had aboard a Bruce Banks cruising chute that has proved highly useful in light winds on broad reaches and runs. It works best, as Bruce Banks recommended, when not hooked onto the forestay, thus allowing the tack to fly free and reach further out for more wind. It can be controlled either by a tack pennant line a few feet long or for greater flexibility, a guy line brought through a block attached at the stem and back to the cockpit. The sheet is taken through a block fixed as far back as possible. Whether to jibe outside the forestay or through the fore triangle depends entirely on where the halyard comes out relative to the top of the forestay. A true spinnaker halyard comes out above the top of the forestay, requiring jibing outside, whereas use of the jib halyard, which exits the mast below the forestay demands jibing through the triangle.

More than two years ago, Jim Sheldon was kind enough to send me detailed data, photos and drawings of his solution to the anchor/chain locker dilemma built in (or, rather, not built into the Vega. In the end I assigned a greater priority to maintaining the integrity of the double bunk; besides, I already have enough contact points for my headbone on this boat. So, I had twin rollers made to fit the dips on either side of the stem, installed a Lofrans Royal manual windlass (and moved the cleat back a foot), and turned the forepeak into a locker by reinforcing the fiberglass with several layers of polyester/hardener, protecting the water intake hose with a length of plumbing pipe, and cutting a hatch door to fit the bulkhead opening. The added weight of anchor, chain and windlass has in fact improved the trim of the boat, perhaps because I keep ten gallons of diesel and 25 gallons of water in the cockpit lockers. (details on request.)



Finally, my diesel feed hose running from the filler on deck to the fuel tank is showing signs of terminal wear and tear, but I cannot figure out how to get at the tank end to replace it. Can anyone out there offer some words of advice?

This part of the world has seen a bit of excitement lately, what with the heroics in the Gulf and never ending breast-beating in Lebanon, Syria and Israel. Tourism in Crete has been badly hit, but otherwise we don't feel particularly exposed. I suppose that news agencies covering the Middle East are (sensibly and comfortably) based here creates the illusion of being in the battle zone, but nobody has offered me danger pay yet.

Best regards,

Alan Berlind



PLEASE WELCOME OUR NEWEST MEMBER

THE VEGA NEWSLETTER

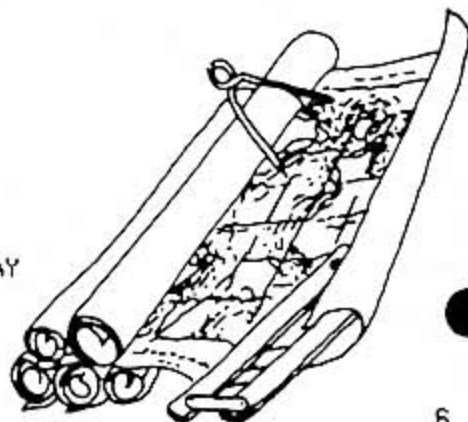
NAME Jeff Cook HOME PHONE 407, 639-0784  
SPOUSE Cherie Serafini WORK PHONE (407) 867-2704  
ADDRESS 4297 Canela Rd  
Cocoa FL ZIP CODE 32927  
Hull 1424 YEAR 1972 BOAT NAME CHEFF  
SAIL NO. \_\_\_\_\_  
YACHT CLUB \_\_\_\_\_  
WHERE BERTHED Rockledge, FL  
RADIO: CB \_\_\_\_\_ VHF X AMATEUR \_\_\_\_\_



Additional Sources For Volvo Parts:

• DI PIETRO KAY CO.  
P.O. BOX 5098 2201  
914 CROMWELL AVENUE  
ROCKY HILL, CT 06067  
TEL: (203) 563-2167

• BORTON VOLVO  
2201 NORTH FEDERAL HIGHWAY  
DELRAY BEACH, FL 33483  
TEL: (800) 888 6586  
FAX: (407) 272-8469



7/15/91



Dear Sid,

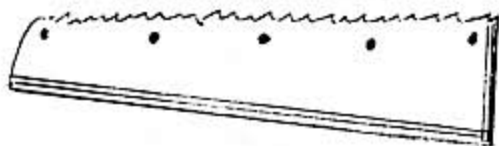
A short note to say "Hi". Lyric (\*120) of San Francisco Bay has now been paid for and thus comes one step closer to leaving for points south. Numerous upgrades have been made - but still more to come. And then . . . . gone!

Thanks for the engine upgrade article. I've been thinking of replacing the 17 year old Albin with a diesel. I had considered the Yanmar but it sounds a bit underpowered. The present Albin still runs but it does make odd clanking sounds and parts are God-awful expensive.

I was semi-interested in the sail prices which were run in the newsletter. A drifter would be nice for those light air fall and winter days out here. Alas, I'm broke at the moment. - As I said, I paid off the boat. I also just got new working sails and a storm jib from Neil Pryde (out of Hong Kong):- a 7/4 oz full battened main with triple reef; a 110% jib which is reefable to 85%, and a bright orange storm jib. All this amounted to \$1576, including air freight and import duty. All in all, I'm very pleased. They did however, screw up the Vega insignia.

One other thing - which may benefit someone: When I ordered the main, I had the foot cut low at the gooseneck and high at the clew. This way the boom clears my head. Somehow I got a couple of extra feet out of it. When they made the sail, they put the reef points in parallel to the normally positioned boom. They corrected this by making me a new sail. The first sail wasn't perfect, but it was usable and is available as a used sail from Jim Leech, the local Neil Pryde representative. His number is (415) 332-6167. The sail could be used as is or the foot could be recut to raise the goose-neck to the normal position.

What they did -



What they should have done-



Speaking of rigs. . . . Did I hear that Proctor has gone out of business? If not, does anyone have their address? An accidental gybe (even with the preventer on) broke the boom. Luckily I had it out high that it missed my head. Anyway, I need a new extrusion. Anyone with info, please write me.

I'm in the process of buying a used Navik vane. I'll have it by the time this is published. If anyone has knowledge on installing one, I'd appreciate hearing from them.

About Boat/US. What a great deal. Anyone who hasn't joined should! I find their prices beat anything on the west coast even when you add on the price of shipping. I especially like their promise to beat the competitors price by 10% of the difference.

Example:

Boat/US sells an anchor or something (whatever) for \$100. The competition's price is \$80.00. The difference is \$20.00. 10% of that is \$2.00. Boat/US will sell it to you for \$78.00.

Now for a hot tip! Defender Industries carries just about everything that Boat/US does plus a lot more. They also beat just about every price that Boat/US lists. They are out of New York. To reach them phone (914) 632-6544 or write:

Defender Industries  
P.O. Box 255 Main Street  
New Rochelle, NY 10802-0820

That's all for now -

*Walt Brown*

Walt Brown  
1548 Maple Street #23  
Redwood City, CA 94063  
(415) 364-3759

Lest we forget -

- 1 The MD6A fires at 12° before TDC.
- 2 Starting problems are nearly always air entering fuel supply.
- 3 Bleeding the diesel fuel supply takes less than 5 minutes and the hand operated pump is installed for use, not decoration.
- 4 The fuel is supplied via an electrical pump, a water separator, a diesel filter and a mechanical pump before entering the engine, and all must work efficiently. Keep clean the filter on the electrical pump.
- 5 The propellor shaft is held by a key and the control tube by a clamp and are withdrawn by jerking the propellor astern against the loosely bolted up end combi housing.
- 6 The throttle/gear control is set up in neutral, positioning the quadrant to obtain the throttle setting.
- 7 The stern gland stuffing box is best fitted with an oil supply reservoir.
- 8 The stern gearing is of Tufnel drilled and channeled for water lubrication and will become worn if the engine is not in alignment or if the propellor or shaft are out of balance.
- 9 Removal of diesel tank should only be undertaken when boat is out of water.
- 10 Original exhaust system on diesel engined boats is best replaced (to avoid possibility of salt water getting into the engine by pitching of boat) with rubber hose and plastic wet box (purchased as a kit) giving quieter exhaust note and should avoid that very expensive bill.

**Vega Association of Great Britain**





# Across The Atlantic With No Problem Owing To Sensible Yacht & Careful Planning.

It's the night between the 20th and the 21st of January. We sailed from Santa Cruz, Tenerife, in a good, cool, breeze from north north east. The wind increased and when we went down the wide channel between Gran Canaria and Tenerife the wind speedometer was at maximum (50 knots) for long periods. From mainsail with a genoa flown on pole we successively took in sail to a reefed mainsail, took the mainsail completely down, and changed the genoa to a no 2 jib - this after breaking the pole in the dark of the night against a lower shroud. The wind pressed the genoa so hard that we didn't feel the pole going on the shroud for having the genoa behave itself a bit better. It was too dark to see anything. The waves are high and Little My shakes, leaps and rolls.

When telling of a Transatlantic passage you must include the toughest and most dramatic episode. In the case of our cruise—we four who sailed Little My from the Mediterranean to Barbados—this was the first night after Tenerife. You, dear reader, have to excuse us if we say that none of us were worried. We slept calmly by turns—except for the general upheaval at the time of the pole incident—even if it from time to time was a bit uncomfortable. In the log it's written: "Changed from genoa to no 2 jib. More pleasant riding but slower. Quite an uneventful

night. Watch: Pelle, Mats, Henri, Åke. Lousy weather: cloudy, windy, high sea. A bit monotonous. Gybed the jib at 21.00".

## The worst part was Viksten —in the Swedish archipelago

To sail a cruiser of about 27 feet over the Atlantic doesn't necessarily bring more hardship than you'll find during a normal season in, for example, Sweden. To be frank, the only danger we had together with Little My, was a very rough and tricky visit to a skerry called Viksten in the summer '71. Rough seas and a try to find a lee for breakfast at this unfriendly rock by Landsort on the Swedish east coast. Tiredness, a blunder, and a sheet in the screw when we tried to start the engine and our cruise to the West Indies nearly ended up before it started. With Little My lying on her starboard side with her mast nearly horizontal, crashing towards the skerry pushed by the 3 feet waves. But she stood it and we came aloft one experience richer.

Normally both cruising in your home waters and Transatlantic passages are a bit calmer, and there's no doubt about it, a boat built for cruising around the Swedish coast will, with reasonable modifications for security, also manage bigger oceans.

We started our Transatlantic passage in the Mediterranean. Little My was transported by railroad to Barcelona in Spain. The owner, Pelle Norelius, sailed with his family to and around Mallorca. The real passage started from Gibraltar in October 1971. The first part, Gibraltar—Tenerife, is about 800 miles.

This cruise was a pleasant surprise. Of course we had good confidence in each other and in the yacht. But we imagined that this would be quite a tedious and slow struggle to take Little My a distance that is comparative to Stockholm—Hull around Denmark. We left Gibraltar the 1st of October 1971 at 13.52 and reached the harbor of Santa Cruz, Tenerife, the 7th of October at 05.00. Five days, fifteen hours—a good 5 knots average. The best distance over a day and a night: 166 miles.

## No, we didn't lie

This is quite a good result for a cruiser of 27 feet. We had the opportunity to compare with other crews on other boats in Santa Cruz—and to be frank they thought we lied a bit.

But the conditions were the best for our Albin Vega. We had a following or near following wind, mostly more than 20 but seldom more than 30 knots. This gave a high but at the same

time long and regular sea—Little My surfed periodically at 10–13 knots but was never other than dry and comfortable. We were able to sail away with the wind; a heavier displacement boat, even if it were bigger, would probably have more trouble with the heavy sea, been taking more water, and been forced to reduce its sail area more than we did.

We returned to Tenerife and Little My in January. After victualing and new antifouling painting—we put her aground alongside a wreck at high water and painted her in the light from a lamp during the night when the water was low—we left to see if our fast journey to Tenerife was a unique one. We had about 900 miles to go.

## Where to find the Cape Verde archipelago?

After six days—the first night's hard weather was followed by gradually softer winds and soon we had a nice cruise in the trades—we figured we should have reached our aim. According to the log and the plotting from our direction finder we were supposed to be at Sao Vicente in the Cape Verde archipelago and should, because of this, also have made a new record cruise. The only problem was: We couldn't see any island. The log:

"The high and rocky Cape Verde Islands are mostly covered by a heavy smog, called the 'harmattan'. It is caused by the trade wind which carries sand and dust from Africa. We were 4 miles from the 1800 feet high Sao Vicente before it appeared in the smog. We sailed in to Mindelo, with the strange pyramid rock Los Passados in the channel as our steering-point. We couldn't see the slightest thing of the 6000 feet high island Santo Antao situated only 8 miles west of Sao Vicente".

We had sailed 975 miles in 6 days and 15 hours from Tenerife which gives an average of a bit more than 6 knots.

From a statistical point of view our transatlantic cruise confirmed what we already thought: With mostly following winds through the trades Little My makes a good 6 knots. From Mindelo on the Cape Verde to Barbados we had the wind from east to north east mainly with the force about 6–12 knots, but a few days also 30–40 knots. Sailed distance 2171 miles, average speed 6.2 knots, the best distance over a day and night 163 miles, average distance 149 miles. Our time, 14 days and 16 hours, is according to the

**This is the boat featured in our video tape "Vega Westbound".**

Dear Sidney -

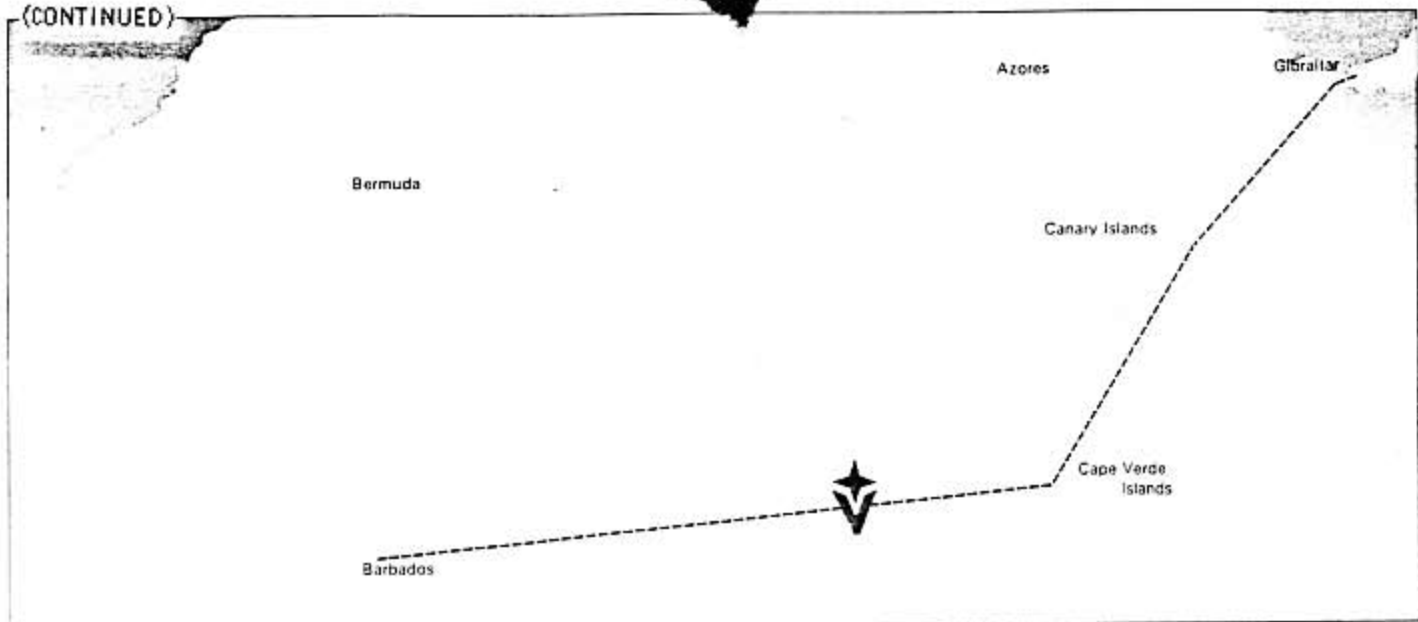
I'm not sure you have this brochure. It is very special, as the video film is. We met the owner of this boat #1040 at Enkhuisen in '90. Perhaps we will meet you in Denmark in 1992. There will be a big fleet of Dutch Vegas.

Gré Wonder  
Kring Van Vega Zeilers



3 The whole crew from a camera aloft at the masthead.

(CONTINUED)



secretary of the Cruising Club of Barbados the best he knows of (even if a bigger boat without doubt should be able to do it faster).

It is a bit hard for us to see this cruise as any form of a record. We never had to struggle. Sometimes it was a bit inconvenient as always when you sail a small yacht in high sea and can't find a peaceful harbour. But in general life on board was comfortable and sometimes even luxurious, and that's the way it shall be. Our log contains most of the explanation of why it went like this and some tips about what could have been better. Some excerpts:

*"In the dawn we caught the trade. Wind a bit to the east. The sky cleared up, even some sunshine, a bit warmer. Put up the mainsail and poled out the jib to port. The wind force shifts, some big squalls give an extra push".*

### We sailed according to weather statistics

If you are doing a holiday cruise you listen to the weather broadcast and sail according to it. If you cruise like we did you select your route and time according to the weather statistics. We chose a route across the Atlantic well south in the suitable trade winds just north of the equator. There you can be quite sure of finding winds from east to north east with reasonable force during the spring. You rarely find any really hard weather in this area before the hurricane season starts in June.

*"Contact with the Tangier Radio. Mats ordered connection home to Stockholm, and got it - after just ten minutes".*

You cannot rely on radio contact with coast-stations, except at the beginning and final part of your passage. But if you are in an emergency situation you perhaps don't just think of calling your wife. The most important thing is that somebody will hear you. Merchant ships listen on the Mayday frequency 2182. But you should of course take all the safety equipment with you that is needed, for example the equipment that is required by the rules for ocean racing.

### French menu

*"The menu of the day:  
Salade Vega du chef  
Spagetti à la Little My  
Melon  
Café  
Vin: Dao 63".*

Everybody can't have a "French chef" on board as we had. Henri had some experience from a Paris luxury restaurant. But good food and plenty of it means a lot for comfort. It's also a matter of security. Hunger, tiredness, discomfort and disagreements on board have a close connection to seasickness, no enjoyment in work, negligence, misunderstanding and wrong decisions.

*"Mats healthy again after a sore throat treated with penicillin. Ake, who has been on sleeping pills, is getting better and so are his sore ribs. Henri and Pelle shared the watch to-night. Saw a merchant ship and some blackfish".*

A small drug-store - not just a first aid kit - is something you absolutely need on board. So much can happen in a few days. Discuss it with your doctor, and try to teach some members of the crew how to handle the drugs and surgical tools you have.

*"Spinnaker up at 14.00 GMT. Mats went aloft to rig a block for the lift".*

All repairs and maintenance jobs should be done at once. In this case we should have rigged the block when we were in harbour and not when we discovered that we needed it. There is work enough to be done at sea. On a cruise of this kind, you sail in one week what you normally sail during the whole season. This means a lot of repairs to be done, in shape of worn sails and sheets. You need spare parts and tools in all forms for repairing rigging, sails, blocks, sheets and engine.

### Spinnaker means lots of work for a long-distance sailor

*"Spinnaker the whole night, varying wind force and sea. Went fast - 162 miles this day. Midway across the Atlantic ocean. As far to Africa as to South America".*

*"The spinnaker was up all night again. Pelle took the evening watch. Busy - not very much sleep for those who were off watch. Took in the spinnaker when the wind increased afternoon. Distance: 160 miles".*

*"Dramatically tonight: Henri found himself at the tiller without spinnaker. The top shackle parted, the spinnaker went ahead and was oversailed. The only thing we saw was the windward D-ring hanging from the pole. Took in the spinnaker and went on with mainsail and genoa flown on pole. 5-7 knots, easy wind, steered by hand at two hour watches. Hot day. Wet cap on helmsman, shower with bucket on fore-deck".*

*ker and went on with mainsail and genoa flown on pole. 5-7 knots, easy wind, steered by hand at two hour watches. Hot day. Wet cap on helmsman, shower with bucket on fore-deck".*

Spinnaker is not a suitable sail for a long-distance sailor, if you are not in an extreme hurry. We did of course our best distances with help from the spinnaker, although we just used it in reasonable wind forces. But you have to have a fat bank account if you want to use it for longer periods. In the ocean swells you will load the spinnaker and its sheets unbelavably. After two or three accidents like this we gave up. One or two jibs on poles with or without mainsail is more comfortable.

As you see we steered by hand also when without spinnaker, and the reason was that the wind vane didn't have the precision we wanted. This was probably because of that it had to work a bit too hard in the bad weather days at the beginning.

### Get yourself some blank forms for the navigation

Put in as much time at navigation as possible and use all methods in combination: dead reckoning, radio plotting, astronomical calculation. It isn't as difficult as it sounds to navigate after the astronomical principle - just get a good handbook. Try to do a form where all calculations are made up for you. When this is ready you just fill in your results from your chronometer and your sextant. And with no more mathematics than common addition you can pick up your result from the easy tables you can find today.

It's better to put in too much work on the navigation than too little. This you will find out when you reach your aim - very little uncertainty makes it dangerous to sail into any harbour.

So much for our sailing with Little My. Just one more point: It isn't necessary to sail the Atlantic. As far as I am concerned it was as thrilling to discover a little island outside our home-harbour with my little eight year old daughter, and as hard to sail safely from Viksten on a bleak morning in the summer of 1971.

Mats Fagerström

A source for spreader parts -

Patrick Callahan  
P.O. Box 4446  
Santa Rosa, CA 95402



July 13, 1991

Sid Rosen, Editor  
VEGA Newsletter  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid & Florence,

We enjoyed reading 'Provisioning a Small Vessel for Offshore Cruising' by Nick & Jenny Coghlan. Anyone planning extended cruising would benefit from their experience.

We recently sold our Vega and are still looking for a larger boat before resuming cruising.

In reference to the question of where to locate mast spreader fittings (spreader hinges); in February 1986, we purchased spare spreader hinges from:

Stanton Marine & Leisure  
Quest House, 94, Everton Road  
Hordle, Lymington  
Hampshire, England SO4 0FD  
Tel: New Milton (0425) 619402

I don't know if these are still available and we sold our spare hinges with the boat.

Used rigging  
for sale }--

When we replaced the standard standing rigging with oversized rigging for our trip, we kept the original rigging and turnbuckles which appear to be in perfect condition. If anyone has a need for them, we still have them available.

Even though we are no longer Vega owners, we still look forward to and enjoy reading the Vega Newsletter.

Very truly yours,

Patrick Callahan

A handwritten signature in cursive script that reads "Patrick Callahan". The signature is written in black ink and is positioned below the typed name.

Julie Whitehead

