

IMPROVEMENTS - ADDITIONS AND CHANGES

1978 additions and prices:

Dodger, blue acrylic, with front plastic windshield and side triangular windows, 1" stainless steel frame, measured and installed by Almo, Glen Burnie, \$355.

Sailcover, blue acrylic, for 12' boom, from Goldbergs' \$55.66.

Whisker pole, Forespar, adjustable from 7' to 18', from Fawcett, Annapolis, \$56.68.

Dacron Awning, white, 3 battens, 8' long by 6' wide, from Almo, Glen Burnie, \$87.98.

Batteries, Deka, from Mamock's, Annapolis, large one for \$53.95, small one for \$47.95. Both will fit in battery compartment under cabin sole.

Herbert M. Edwards made the following improvements (1978):

Added Aqua-Meter engine hour clock in dash panel in cockpit. Very good for regular maintenance checks on engine.

Installed battery condition indicator for each battery. Put through face board over shelf area in galley, port side. Good units, Danforth make.

Installed Datcon Tachometer to instrument panel in cockpit. Good for checking engine performance. Engine has opening for sending unit to be installed.

Radios: Pearce-Simpson Bimini 12 + 2 model with antenna on stern of boat. Radio mounted under overhead over starboard bunk. Location of antenna limits distance so have another one which is raised to masthead by flag halyard which works fine when needed. Couldn't use masthead mount on account of local bridge heights. Added channels 26 & 22 for curiosity more than anything else. Very satisfied with set.

Unimetrics Mako-1 CB with antenna stern mounted. Works fine but will not get the two weather stations as advertised. Use this for communications with other boats in our 85 boat club fleet who do not have VHF.

Also, have WEATHER-ALERT VHF for weather reports only. Works on its own 9-volt battery or ship's battery. Medium satisfaction in that it gets foreign stations such as New York and Washington at times when you need local stations.

Vec/Trak Check-Mate mounted in main cabin on ceiling for checking radio output. This is used if you can't get a radio check from Coast Guard.

Installed Hubbel 30-amp electrical system with fuse box in port cockpit locker against bulkhead. Have two-way units (outlets) in main cabin on floor of shelf over bunk and one in bulkhead in focsle. Have Kenco Model S-972 power failure light to indicate power outage. Very satisfactory at dockside for TV or electric cooking utensils. Cable to boat is mounted up under coaming on stern of boat.

Exchanged old brass main sheet track for Merriman ball bearing car on black aluminum slide attached to main sheet block by Harken, Model 0910+008+007 parts gives 5-to-1 purchase. A most satisfactory improvement. Made it about 10" longer than old one and mounted on a teak bar much like the original.

Replaced factory sheet winches with new Lewmar #15 self-tailing type. A great boon to the crew. Couldn't use old screw holes on coaming so filled them and drilled new ones. Replaced teak cleats with black anodized aluminum ones of the jam type. Wooden ones were too easy to knock out with elbows, etc.

Added custom made teak and stainless bowsprite 36" long with opening near forward end to accommodate anchor rode and CQR 15# plow anchor. Supported by stainless pipe attached underneath on swivel (for removing) and to bow of boat about 18" above water line. Topside attached to hull by continuous stainless strip from edge of toe rail around to other side. Bowsprite made in the grating style. Most useful. Looks good on boat.

Installed Wilcraft Model B Thru-Deck Capstan aft of fore-stay about 18". This is the vertical model and is thru deck into forepeak locker. Put hawse pipe through foredeck near this unit and feed anchor rode down into forepeak locker which is covered with netting to retain rode. Very good unit.

Added raw water strainer to engine intake. Located in starboard cockpit locker under pop-off valve for easy cleaning. Works fine.

Installed Jabsco Model 6360-0001 bilge pump with manual or automatic switch. Mounted brass suction head on stainless steel strip to reach very bottom of bilge in keel. Fuse blows very easily while waiting for water to reach pump unit so use slo-blo fuse. Exhaust pipe feeds into exhaust pipe on afterside of Whale bilge pump as factory installed. Works fine. This is for unattended ship. Use Gusher when aboard.

Installed pressure water system throughout. Left salt water faucet in galley for dishwashing, etc. Left all pumps in place in case system should fail. Used Par Model 36970 pump with accumulator tank. No problems, works fine. Pump in small locker forward of head.

Installed Kenco 12-volt revolving electric fan in main cabin on aft bulkhead over sink area of galley. Very good performer.

Use Aladdin Blue Flame Kerosene heater for cabin when not at dockside and Electric 5100 BTU blower with thermostat and safety cut-off switch otherwise. Both will run you out of the boat with heat if not watched.

Added teak grating to cockpit sole. Much easier on feet and in making cockpit look cleaner, saltier.

Automatic Radio Model SPE 5004 FM & Stereo tape player with speakers mounted in main cabin on forward bulkhead just above reading lights. Unit mounted under overhang over shelf on port bunk. Excellent tone and all performances.

- Herb Edwards

Incidentally, I had the plastic window replaced in my dodger by Leonard Sailmakers in Annapolis for \$20 (1978).

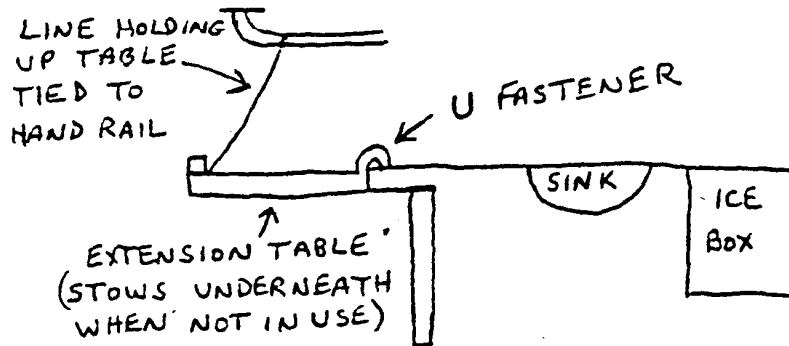
- Russ Walker

I had that done last year for \$30 (1977). Some of my stitching dried out and started to fail too so I sewed it and it should last a few more years. - Jim Hartzler

I had the plastic windows replaced in my dodger by Custom Canvas in Annapolis, and all the stitching reinforced, for \$30 in 1979. - Art Levin

I have installed a spare small Pal electric bilge pump inside the port locker. I take the 5/8" hose out and put it in the cockpit and pump, then replace the hose when I am finished. - Jim Hartzler

I added an extension table on the sink:



- Jim Ranti

I've been refurbishing "Lyra," first with a FAMET Reefurling system on both the jib and main. It's a joy to work all sails from the cockpit. Then we had the whole boat repainted with ALLGRIP in an off-white color. To protect that, we installed a rub rail (cypress capped with stainless steel) on each side at the widest curvature - where I was always bumping into docks. I am currently revarnishing all of the interior woodwork (some panels having been replaced at an earlier date). We feel as if we have a new boat.

- Bob Winans

I installed a pedestal steering unit. Being a machinist by trade, I manufactured the entire thing of stainless steel, including the rudder quadrant. I found the Edson and other units to be larger than I cared for in the small Vega cockpit. I maintained the height suggested by Edson, but scaled everything else about 3/4 size, with a 22" wheel. I cut off the rudder tube at about the waterline and machined a stainless steel packing gland for it. This enabled me to hang the quadrant (8") aft of the rudder post. As I now have throttle and clutch in the pedestal, I covered the old control location with a screw-on access cover. I plan to put a piece of PVC pipe behind it for chart storage. I cut the tiller off about 26" for emergency steering.

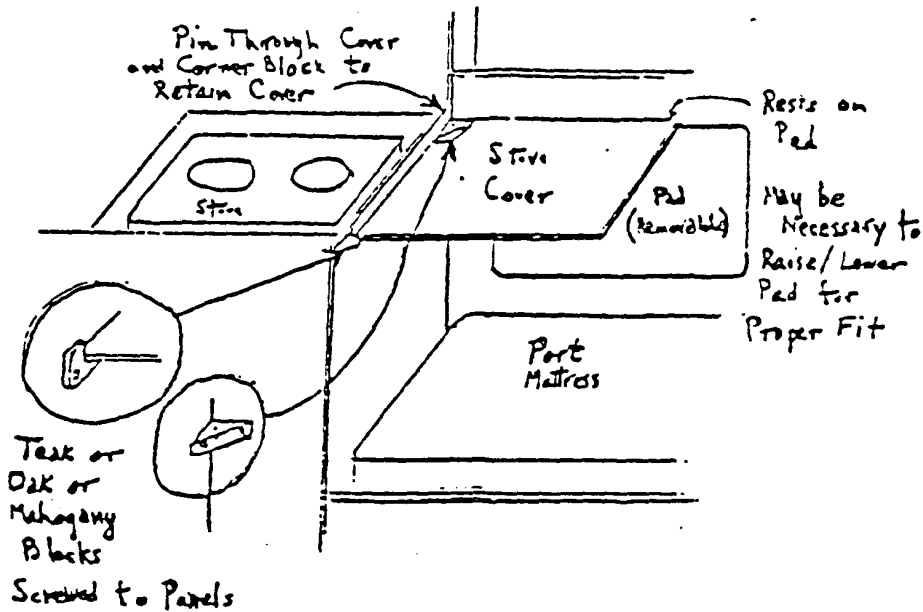
- E. W. Hancock

USE OF STOVE COVER FOR A TABLE

The accompanying figure shows the installation on our boat. It entails fitting two wood blocks on the aft partition of the port bunk near the stove. One block is essentially a triangle fitted into the corner above the bunk. The other is shaped to form a support and a catch for the aft, inner corner of the cover. It prevents the cover from sliding toward the center of the boat. A pin is fitted through the stove cover into the triangular block to retain the cover.

It may be necessary to move the supports for the padded back rest in order to have the cover sit in a level position. It was on our boat.

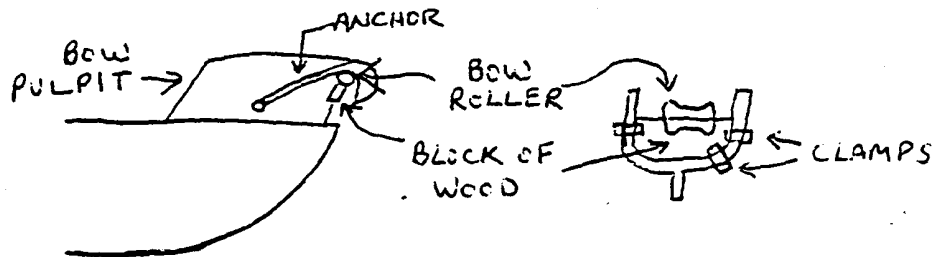
The cover is remarkably stable after the pin is inserted because its aft side slides under the wood trim at the top of the panel at the forward side of the stove. Even so, I would not recommend keeping it in this position while underway, because it is not strong enough to serve as a hand hold.



- Jim Hartzler

I installed back-to-back (inside and outside) teak grabrails on either side of the main companionway, mounted through the teak slide rails for the companionway boards. To attach, I used six 1/4 x 6" stainless steel carriage bolts, with stainless steel cap nuts on the inside. Installed by drilling three holes - top, middle, bottom - in one grabrail, then holding it against the outside companionway slide rail while an assistant lined up another grabrail inside the cabin, then drilling thru the companionway slide rail and the inside grabrail, using the pre-drilled holes as guides. Trick is to drill at the slight downward angle of the bulkhead and straight thru rather than side to side (and not to drill thru the assistant's hand). I sunk the carriage bolt heads into the grabrail on the outside and covered the holes with plastic wood. - Art Levin

I've found that the anchor roller Vega provides to be too small for my 25-lb. plow. I installed an anchor roller on the step through the bow pulpit:

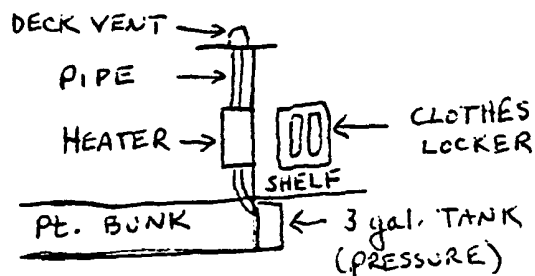


- Jim Ranti




Two years ago I installed a Mariner Jib-Away system and like it very much. We have reefed the jib with this system.

- Jim Ranti

I also installed a Taylor type Kerosine heater on the Pt side forward bulkhead. This has extended our sailing season.



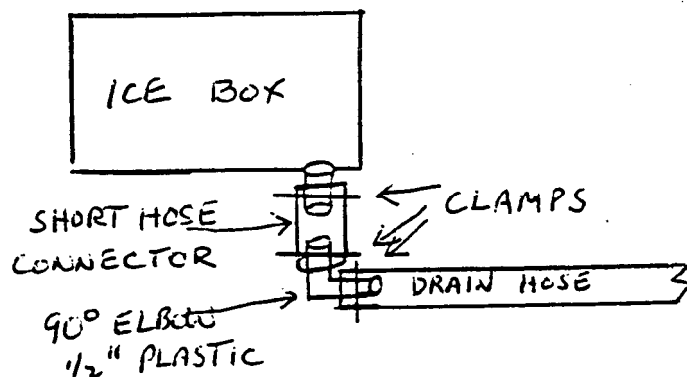
- Jim Ranti

I store my Vega table suspended from the cabin top in the forepeak, with the leg bases up. The front of the table rests on the shelf on the forward bulkhead, above the anchor rode opening. To hold up the back end, I made the following contraption. I held the rear of the table up against the center line of the cabin top (where there is supposed to be a wooden brace embedded in the fiberglass core), and marked a spot where one edge of the rear leg base touched the cabin top. At this spot I held a stainless steel eye  up against the cabin top and marked the two screw holes for careful drilling later (not to go thru the deck). Then from the eye, I hung a s/s shackle with a screw-type pin , putting the open end of the fork of the shackle over the edge of the table leg base  while still holding up the back of the table. As you can see, in order to get the removed screw pin back in the shackle, a hole at the appropriate place has to be drilled in the table leg base, which, when all is assembled, holds up the back of the table. The size of the hardware has to be small enough not to let the back of the table hang too low, but large enough to be able to get your hand between the table and the cabin top to turn the screw pin of the shackle to remove and replace. This contraption will hold the table firmly in place even in the roughest weather, especially if you epoxy in the screws of the eye into the cabin top. - Art Levin.

Never caring for alcohol stoves, I have removed the Swedish one, installed a two burner Coleman LP using disposable cylinders, made a safe mount for a cylinder in the corner, outboard, over the berth, this puts the bottle about two feet from the stove. Security is in the individual burner valves, the main regulator valve at the cylinder, detaching the cylinder when not in use, and the smell of the gas.

- Robert Shepard

Have you had trouble with your ice chest not draining? Don Angell found the drain hose pinched together where it made a sharp bend immediately below the ice box, cutting off the flow of water. He solved this by inserting a 90 degree elbow (1/2" plastic) in the drain tubing, where it fastens to the ice box drain. The elbow can be purchased from a hardware store for about \$.40. Add a short piece of connecting hose with a couple of clamps and you're in business.



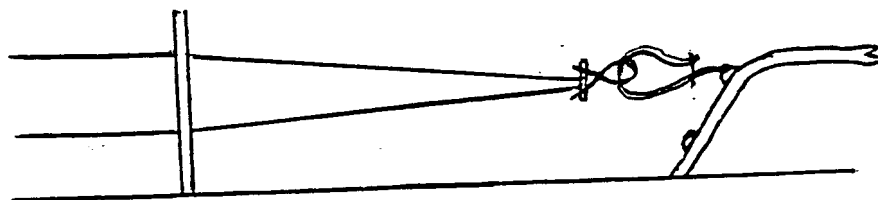
The drain is in a very inaccessible location. To provide working room for this modification, remove the seawater pump and the front engine cover.

How to make a life line gate:

If you berth your Vega bow first in your slip, here is a method of making a simple gate so you won't have to step (or fall) over the lifelines.

Equipment needed: 1 Pelican hook (\$5.95 from E&B)
1 90 degree twist shackle about 1 1/4" deep (\$4.29 from E&B)

1. Detach the two lifelines from the bow pulpit.
2. Attach the shackle to the lifelines by putting the shackle pin through the ends of both lifelines.
3. Attach the Pelican hook to the bow pulpit by pinning it to the top lifeline fitting.
4. Fasten the shackle in the Pelican hook.
5. Tighten the lifelines by adjusting them at the stern.



Don Angell will be glad to answer any questions regarding this installation.

I have ready access to the electrical panel by discarding the screws that held on the cover and replacing them with fasteners used to hold windshields in power boats. The fuse block has already been changed to U.S. standards so it holds standard 1/4 x 1-1/4 glass fuses. Sometime later this year I hope to install a battery selector switch so the engine can be started from either battery. Had to use jumper cable in the past; easier than using the crank. Also intend to add gauges to replace the idiot lights.

- Harold Cohon

The depth sounder, wind gauge, and VHF radio are all mounted on a panel which is attached to the starboard inside of the guides for the drop boards by a piano hinge, and the whole mess swings out across the companionway to be held by shock cord while underway and back inside to be latched out of the way while not underway. The dodger keeps the rain off nicely and I can reach the mike, shift channels, and see the depth sounder from the helm.

Becoming disenchanted with the idea of having to disassemble the boat to get at the fuse panel, which, by the way, I discovered by trial and error (there being no description of it in the owner's manual), I made an aluminum panel on which I mounted an ammeter for the alternator and a series of circuit breakers from aircraft surplus. So now most of the stuff goes through circuit breakers instead of those little VW fuses. I'm able to monitor charging current and if a breaker pops, it's easily reset and which one is immediately apparent. I used alodine solution to color the aluminum and centered the panel just under the companionway and it blends nicely.

I thought I'd fancy the boat up a little and got about 10 strips of birch and red oak (5 each) 3/16" thick, drew a curve on a piece of plywood, and after trying it out for shape and size with the plywood model, then put blocks on a plywood sheet, wet the strips to soften them, and laid up a new tiller. After the strips dried, they retained most of the curve and they were then glued up with waterproof glue and clamped tightly with every C-clamp and handscrew I owned. Then it was a case of hand shaping with plane or spokeshave, lots and lots of sanding and varnishing, finishing off with a 7" or 8" length of coachwhipping with a turk's head at each end, and I've got the fastest tiller in the west. I can send some Polaroid pictures if you've any further interest.

- Jesse Adams

I extended the stern for several reasons: to clean up the exit and gain a foot of waterline at speed; and safety, since a person falling overboard can regain the deck easily by pulling up onto the swim step's deck, which is only a few inches above the water's surface. The original transom remains the only transom; the new stern being "hollow."

Other ways in which the stern adds to life aboard the VEGA: a dinghy landing, dive platform (no ladder is needed and gear is put on and taken off "the aft-most deck"), all fish are conveniently cleaned here, dishes are washed here with sea water, and, finally, the Poop Deck (as it is affectionately called by all who have used and appreciate it) is also the shower.

We've also added two black PYHI rectangular portholes, 7" x 16-1/2", to the break in the cabin top. These opening ports, facing forward, admit a great breeze through the main cabin. Other changes planned: bowsprit for more fore-triangle and to stow the two 35# "Barnicle" anchors.

- Don McGregor

I have recently installed a cassette AM/FM stereo under the starboard deck over the sink area. There was plenty of room and working was real easy under the cabinets. The speakers are small bookshelf units with wooden cabinets and mount on the surface of the aft salon bulkhead. These units are supplied by Radio Shack Corp. Since the units are surface mounted, they require very little mounting holes. The sound of the system is very good. I believe this is attributed to the wooden speaker cabinets and all the wood in the cabin.

- Bill Edelstein

The removable cover over the stove can easily be made into a handy chart storage area. Either on the topside or underside of the cover, along one short side and the two long sides, attach 3 wooden strips (10 x 10 mm), and glue onto the strips a piece of plywood or teak the size of the cover (less the supporting rim if on the underside). The increased thickness of the cover is hardly noticeable.

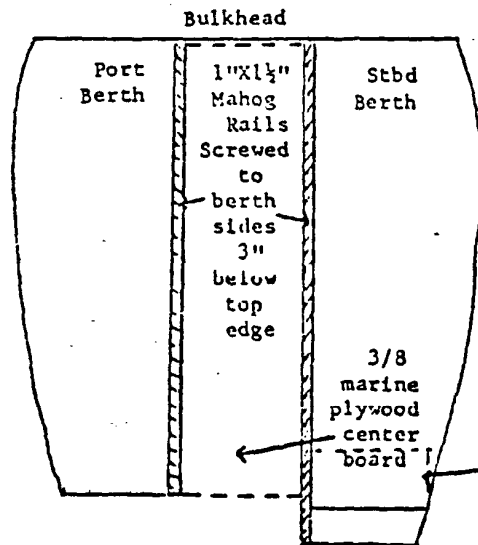
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I recently replaced my 3-panel washboards with two pieces of 3/4" teak plywood. The cockpit sides had to be rabbited down to 1/2" thickness to fit the bulkhead grooves. Just use the old boards as a pattern, adjusting as necessary for a tighter or looser fit. Note that the cockpit side of the boards get rabbited, otherwise the lock will not work without further modification.

- John Cleveland

The following modifications were made to "Estelle;"

1. The standard toilet was removed from the enclosed head, and a fold-up seat was installed with a footpump connected to a hand-held shower. The floor pan was reglased at all seams to the enclosure, and an electric bilge pump installed to remove shower drain water. A portable marine sani-head now resides in the "V" of the forward berth.
2. The port hanging locker was remodeled to provide a full wet locker. The table top now pivots on gudgeon hinges as the locker door (perfect fit - no cutting needed).
3. The galley stove was replaced with a new Coleman unit, mirror-mounted on sliding panels.
4. The stock ice chest is being converted to a 12V/110V refrigeration unit, using a small compressor mounted under the berth area.
5. All switches and fuses were replaced with U.S. items. An electric bilge pump with auto switch was installed. A 110V shore power system was installed and hooked into the boat via a DYTEK transfer switch. A panel voltmeter was installed, and a 60 amp-hour heavy duty battery. A 10 amp trickle charger also was built into the system with a separate switch to charge the battery when shore power is on.
6. A 1982 model MERCURY 9.8 H.P. electric start outboard was mounted on a swing-down mount on the transom. The unit with its built-in alternator provides excellent back-up power and electricity when I need it - which is frequently when the old Albin sputters dead. A six-gallon auxiliary tank was mounted in the lazarette with fuel crossover valve and line to the main engine.
7. Triple convertible berth was installed in the main cabin;



The plywood filler board stores neatly under the berth cushions when not in use. An extra foam made up in same new "herculon" fabric made up to fit between both berths and stores neatly on either side for softer seating. This makes up as a full size triple berth for that added guest.

Foldout small nav table stores flat under overhang of sink top.

- Irv Furman

Another midship berth:

The distance between the port and starboard berths on my Vega (most Vegas) is 22 inches for a running length of six feet. I cut a sheet of 3/8" plywood to a size of 6' x 22" and stained it to match the interior. Then I took two 6' pieces of 1" x 1" moulding and mounted these to act as rails on each side to hold the plywood leaf. The rails were installed with seven (one foot apart) 1 1/2 x 8 brass wood screws and then stained. The last part is to buy a piece of foam the size of the leaf and cover it. When not in use, the new cushion fits upright along the hull in the "V" berth, and the leaf fits under the starboard cushion.

- Jim Nardielli

To power our two electrical "liabilities" - an electric head and an automatic bilge pump - we had installed two batteries on a shelf against the bulkhead in the port cockpit locker, and a two-bank PRO MITE 15 battery charger on the bulkhead in the starboard cockpit locker. To feed the battery charger, we had a dockside power connector installed in the starboard forward part of the cockpit, and three plugs inside the boat; on the bulkheads by the icebox and the stove, and on the front of the hanging locker. Also located on the bulkhead by the stove is an electrical system monitor, which is worth its weight in gold. Next to the monitor is a battery switch with #1, #2, ALL, NONE. Everything was grounded, and the original "snakepit" of wires behind the engine step was replaced with neatly labeled, individually fused circuits. It cost quite a bit, but was worth every dollar in peace of mind.

- Hank and Sheila Dowst

We purchased a boom tent and a new spray shield cover from Vegatillbehor. The boom tent creates a second standing-headroom cabin in the cockpit while on a mooring or in a slip. It is very handy in bad weather. We were very pleased with price and quality.

- Noel & Maureen Bearee

I went to double backstays to use the backstays as the antenna for the SSB radio. With the short mast, the antenna needs all the length it can get. Besides, it is a comfort to know that a backstay breakage or turnbuckle failure will be little more than an inconvenience. The linkage at the top is a simple thimble and micropress fitting, such as done for the connection of the original backstay.

- William Edelstein

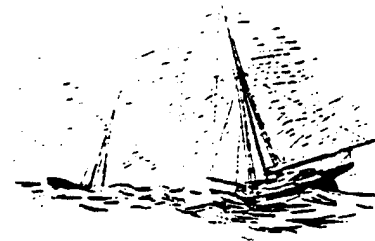
I found at the last BOAT/US warehouse sale a NORCOLD icebox conversion refrigeration system that I have installed in the existing icebox. The system draws 5 amps and runs about 50 percent of the time, for an electrical draw of 50-60 amp/hrs per day. This sounds hefty, but in two weeks of cruising the engine alternator (35 amps) was able to keep up with the load if carefully looked after. Better results can be had if the icebox insulation is increased, but that will require ripout of the icebox liner. The small size of the icebox becomes less of a problem when one does not have to carry ice. If left full on, the system can freeze the contents of the box solid, better done when tied to dockside power.

The radio installation and cabin heater share the same spot on the bulkhead to port of the doorway to the forward cabin. I used heavy mirror hangers which are made of steel and take up very little space. The SHIPMATE kerosine heater mounts on a $\frac{3}{4}$ " plywood about 12" wide and 18" high. The stack uses a $1\frac{1}{4}$ " fairing block directly above the heater. The pipe must be sealed off with a cork when not in use. This location for the stack causes very little interference. The radio box is 7" deep, 12" wide, and 18" high. The front pivots down to form a shelf for the radio (KENWOOD 430s), which is mounted to the shelf and swings with it. Inside there is a small storage shelf above the radio cavity for various cables, microphone, etc. The front shelf covers this area when in the up position, and when down this empty area of the cover forms a work area for notes, etc.

- William Edelstein

We have sailed with our Bimini under all conditions for the past two years and find it a very beneficial addition. The Bimini has a 3-way stainless bow; two parts aft of the backstay and one part forward. It extends (fore and aft) from two inches aft of the boom to the stern rail. Two vertical straps tie it down to the stern rail and two sloping straps angle down to the base of the aft stanchions. The forward section is split around the backstay, at the level where it divides, and is held by a velcro closing. It was measured and made by Leonard Sails at Zahniser's Marine in Solomons, MD, for \$500, which is expensive but well worth it in this area.

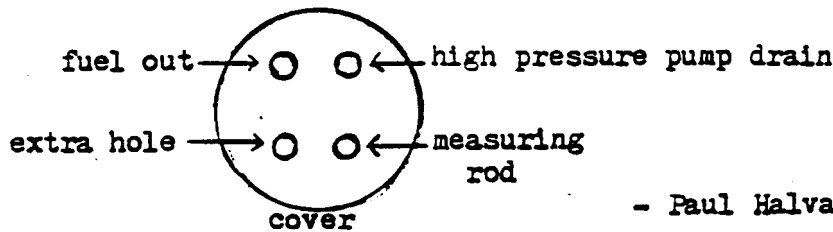
- Pierce Reed



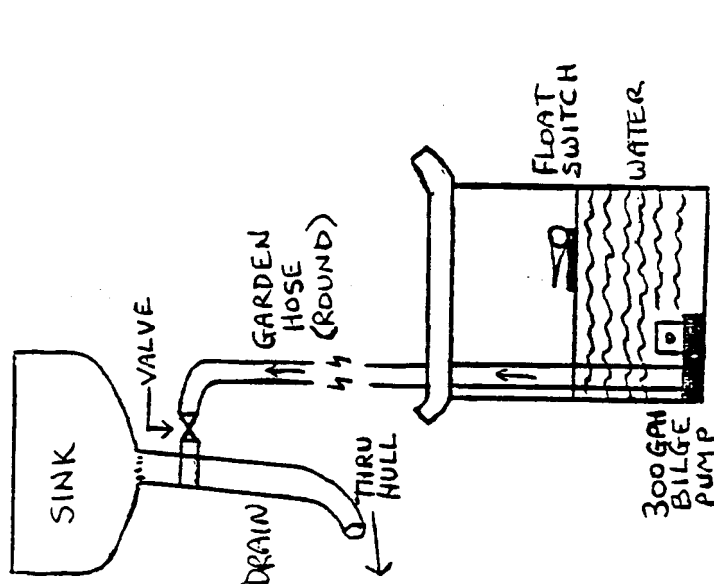
I installed the WALTHAM MARINER two-burner propane stove with broiler. The gimbals from the Original worked just fine. However, I had to recut my cabinetry, but it was easy with just a coping saw. The stove was purchased from Thomas Folkes in England for about \$160, including shipping. The aluminum propane tank was \$140(!) and miscellaneous hoses, etc., ran about \$20. Regulator and automatic shutoff were about \$80. So the entire rig set me back about \$400. However, I filled the tank before Memorial Day for \$3.25 and it's still going strong in September! My alcohol budget previously was about \$30 per month, so the propane will pay for itself in about 14 months. The propane tank is mounted horizontally on the "fan-tail" over the bilge blower vents.

- John Cleveland

I bent the measuring float rod in the fuel tank cover (located above the bilge) so that it no longer rose or fell. To determine my fuel level, I removed the cap covering the extra hole in the cover (see diagram) with an 8 mm Allen wrench. Then I made a measuring stick divided into 4ths. To check the fuel, I remove the cap, insert my stick, measure, and recap. Just like any other "Model T" idea, it works just fine. It can also be used to pump out the fuel tank.

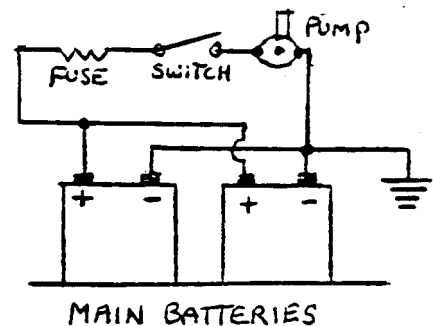


- Paul Halvachs



AUTOMATIC BILGE PUMP ARRANGEMENT

- Gunnar Asker



The most useful modification I've made is a "roll-bar" at the rear of the sprayhood (dodger). The standard sprayhood is convenient to grab when going on deck or returning, but it is certainly not very strong. The added bar provides a reassuring solid hand-hold and is also in the right place when steering in bumpy water.

The bar is aluminum pipe (not tubing) one inch O.D. and 13/16 I.D. It fits under the top edge of sprayhood and I put it inside the fabric at the bottom.

With a standard Vega sprayhood, this leaves about 18 in. of bar which sticks out astern of the upper corners of hood, with a maximum gap of about 1 in. Just right for grabbing!

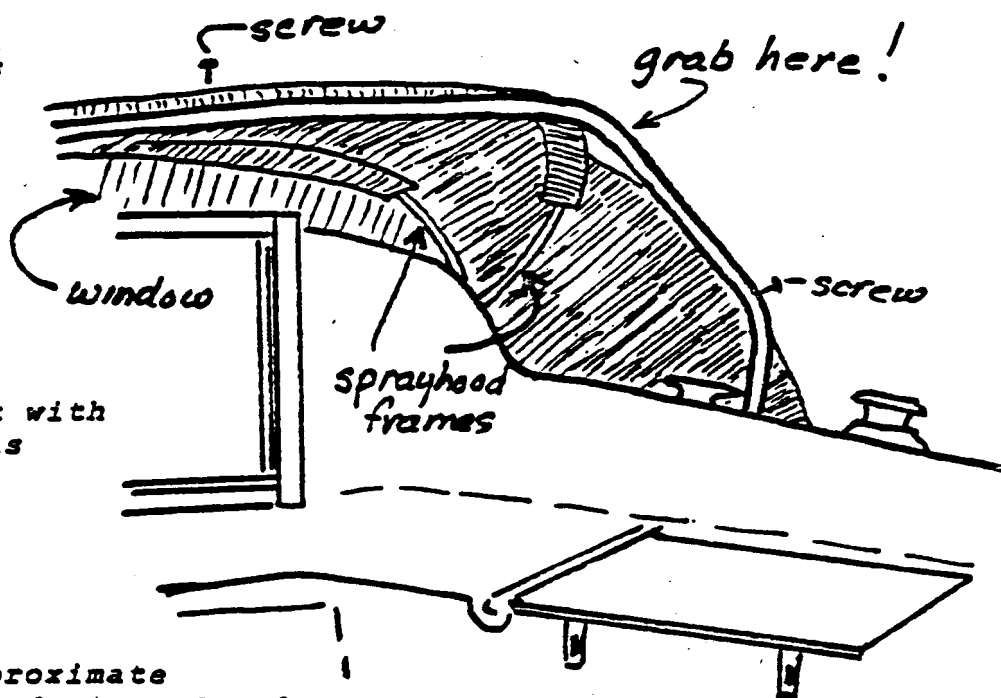
The bar ends up about 115 in. long but start with an extra foot. There is no way to list exact dimensions and angles.

I made a full-size cardboard template of the back of sprayhood and got an electrical contractor to make approximate bends. Then by trial and error I made it fit exactly, levering against strong points on a workbench.

The bar goes down the outside of cockpit coaming at the rear end of forward cleat. Two bolts with giant washers on inside are put out through the coaming then through the bar. Since one has to lie in the locker to get inside of coaming, put the heads inside and leave bolts in place even if bar is removed. A decent-sized s.s. screw goes down through top centre of sprayhood frame and secures in the bar. This is enough to make the whole affair rigid. A couple more screws hold the fabric to the bar near the bottom. The bar was painted to match the sprayhood.

Stainless steel would be better than aluminum if you can figure out how to bend it. The only problem is putting the fabric outside the bar at the bottom. Although this holds the hood out nicely so you can get at the forward cleat, it guarantees that your shoes will scuff the fabric as you go by. If it gets too dirty or worn, I'll put on rub-patches.

— John Sprague

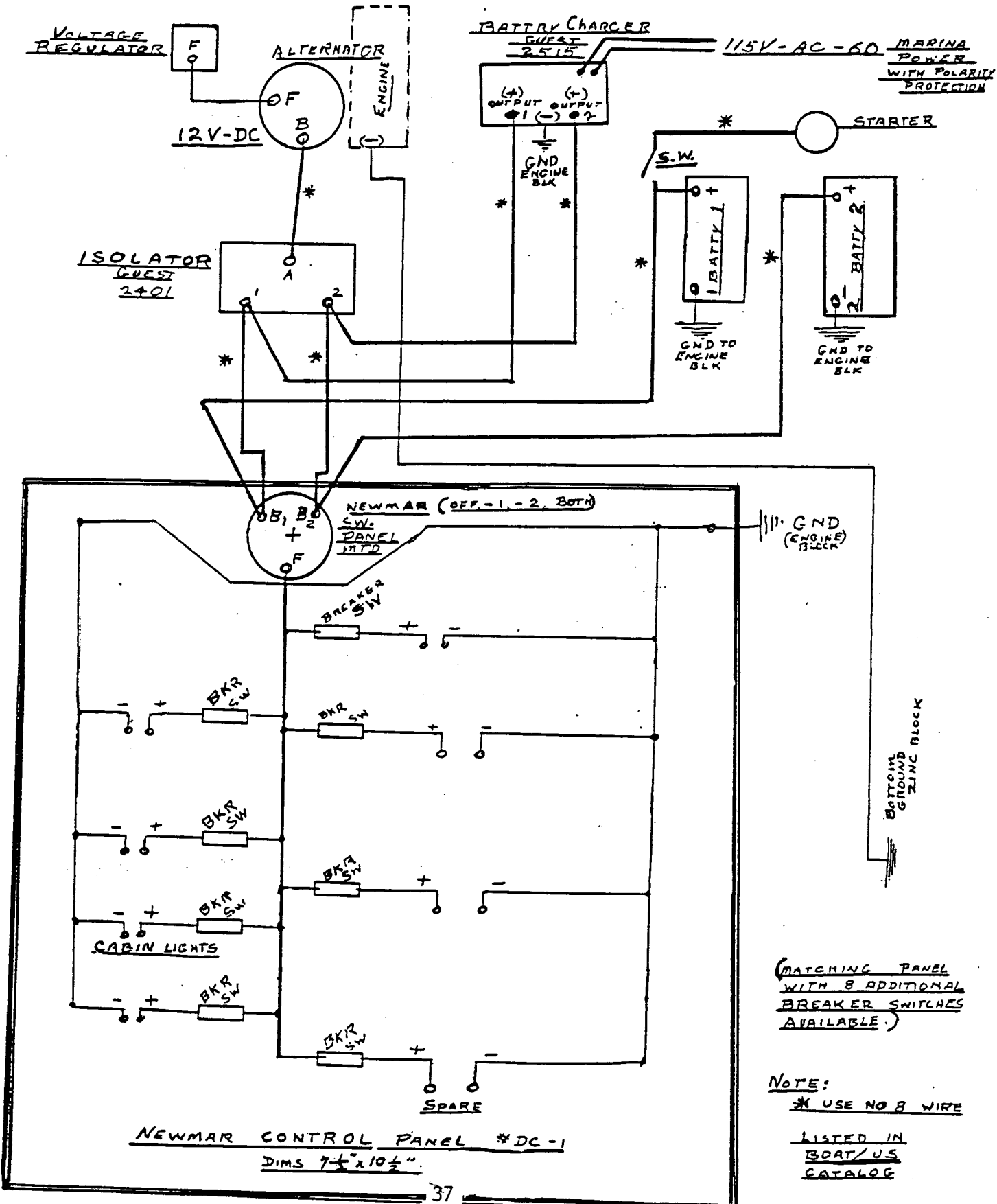


ELECTRICAL SYSTEM

REF: GUEST BUL *1-21681 (REV B) *12

YACHT "PRIVATEER CHANCE"

ALBIN VEGA Sloop #1879 - Jim Sheldon



(MATCHING PANEL WITH 8 ADDITIONAL BREAKER SWITCHES AVAILABLE.)

NOTE:
 * USE NO 8 WIRE
 LISTED IN BOAT/US CATALOG

NOTE: BATTERY CONDITION INDICATOR, OMITTED FROM PANEL FOR CLARITY