MISCELLANY

Cockpit coaming has reinforcement for extra winch.

Small flap taped over diesel ignition key eliminates temptation to turn engine off by key (thereby ruining alternator).

Strip of tape marking neutral position of shift lever assures gear in neutral for less discerning ears.

Faucets in cabin and head sinks can be moved up or down.

Plastic window on dodger cracks easily in cold weather or when repeatedly folded. Handle with care.

Don't lubricate arm on forward hatch support, or it will never again hold up hatch cover.

Spreader ends must be seized tightly around upper shrouds to prevent spreaders from flipping up under load.

There is a hook on the old type cockpit bilge pump that breaks and has to be braized. Also, washers are not available for it; not made anymore. I used a plain rawhide shoe string, which just fits in the groove. It is 1/16" deep. Cut to measure. Cut ends on the bias and epoxy in the groove. Lubricate frequently with a silicone spray.

- Jack Berle

I disconnected the old cockpit bilge pump and sealed the bottom tube off with a rubber stopper. I clamped a hose extension to the existing hose from the bilge and ran it up into the lazarette, with plenty of extra length to reach into the cockpit for discharge. To the end of the hose extension I connected a Guzzler 500 pump, which I store in the lazarette between uses.

- Art Levin

I can't see my bilge, but I had water in the bilge and could not find where it was coming from. I discovered that the drain on the cockpit seat where the hose attaches underneath had a broken fitting so that the hose was hanging down and draining into the bilge.

- John Romary

At the bottom of all shrouds it is worthwhile to put a little silicone each season; otherwise they get rusty. Put it at the top of the turnbuckle.

- Sam Amoss

In towing or being towed, especially when hard aground, put the line around the base of the mast.

If you need to replace the "VENT-O-MATE" ventilator on the forward cabin trunk, you can secure a replacement from BOAT/US. Item numbers and prices (1987) are:

Item #	Item	Member Price
140006	Entire ventilator with plastic cover	18.50
140008	" " " ss "	35.50
140007	Plastic replacement cover	6.25
140010	Stainless steel " "	26.00

Whenever the cockpit sole is removed, but at least annually, liberally grease all the movable control linkages belowdecks. Don't forget to check the stuffing box for grease.

☆ A source for new burners for the ORIGO alcohol stove is:

Elvstrom USA, Inc.
Guilford, CT 06437

Telephone: (203) 453-6595

"AQUARIUS" was struck by lightning a short time ago. I had a chain over the side from the mast base. The radio antenna was melted, steaming light exploded (!), radio fuse was blown, and my depth sounder and knot log were gone! I was concerned about the propane and gasoline aboard because I didn't want "AQUARIUS" to become another "Challenger!" Obviously, there was no problem.

I contacted SR Instruments and was informed that usually after a lightning strike the devices cannot be repaired. They sold me a new depth sounder for dealer cost - $190! Retail was $295!

- John Cleveland

A very few Vega owners have installed a Sailor model, long shaft outboard engine on a stern bracket when the inboard engine died. One owner reported satisfactory operation, but recommended a 9.9 H.P. engine rather than the 7.5 H.P. he had installed. Another owner used an outboard for about a year and then went back to inboard power. The aesthetics may not be great, but economics may dictate this as a viable option.

Have you tried:

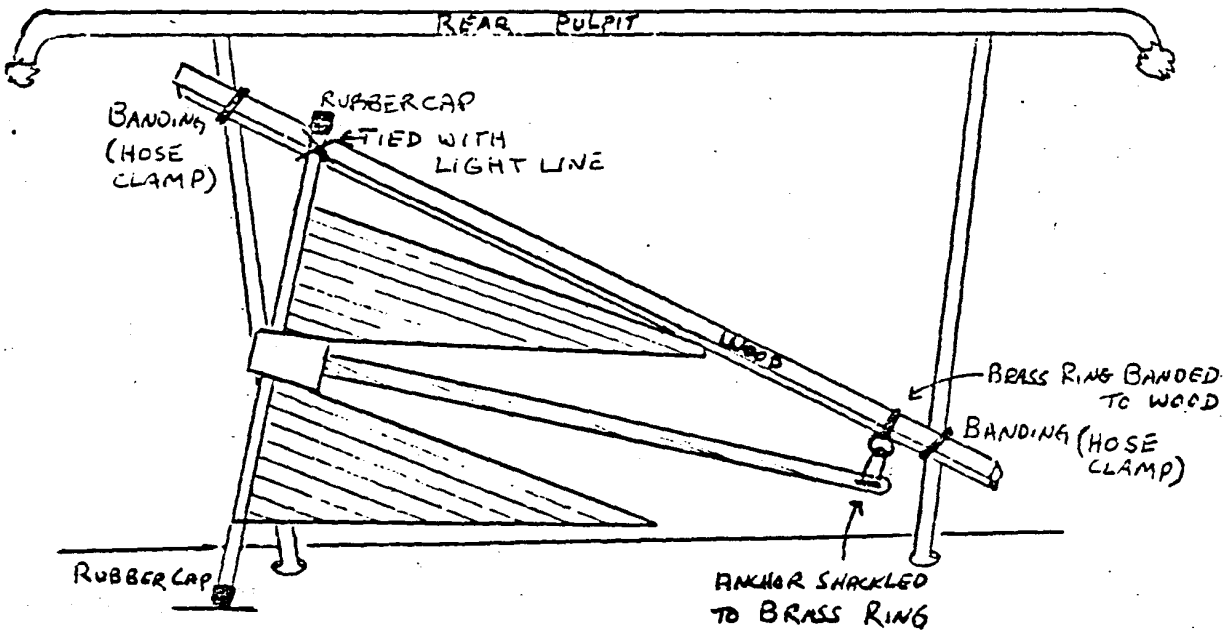
-- Attaching a pair of aluminum shelf brackets with removable arms to the partition just forward of your stove so you can use the stove cover as a shelf?

-- Using zinc-coated thumb screws (any hardware store) on your traveller instead of the large knurled bronze set screws?

-- Using your stove in the cockpit on a hot day?

* * *

For ready access, I now keep my big #22S Danforth anchor tied to the stern pulpit just outside the coaming. I banded with hose clamps a long piece of wood to the rear pulpit uprights, and tied and shackled the anchor to this wood support, as illustrated in the drawing. In initially setting up this arrangement, it may be necessary to reposition the wood support to get the best fit of the anchor. This setup does not present an attractive appearance, but the anchor has always been very secure, even in the roughest weather.



P.S. My little lunch hook (#13S) is kept at the bow pulpit on an "Anchor Loc".

— Sid Rosen

We carry two 20# Hi-tensile Danforths and stow them on the rail of the stern pulpit, one on each side of the stern light. The line from the anchor is led outboard and forward to bow chock, then to one of the jam cleats or the stern bit. This permits us to do our anchoring from the cockpit, and we can then readily use a sheet winch when we heave in to short stay.

We have found our biggest difficulty in approaching a dock is the loss of orientation when we lean down to operate the engine control lever. Many remain erect and in control by handling the lever with their feet; however, we don't seem to have mastered that skill. After some six or seven years of sweating this problem, the light finally broke through. I took a 3-foot length of bamboo, removed the ball on the lever, and slipped the bamboo over it. You can use a piece of pipe, if you choose. We can now stand erect, keep our eye on the job, and control the engine with the greatest of ease. Try it -- you might like it.

- Bruce Carr

Servicing Single Speed Lewmar Winches #6,7,8,10

Lewmar winches are simple and designed for easy maintenance. Nothing will fly apart or jump out when the drum is removed. Even the bearings can be accidently dropped without damaging them.

The drum is retained by a circlip recessed into the spindle on the top. Lift one end of the clip by inserting a knife blade or screwdriver, and wind the circlip from the groove. The drum can then be withdrawn from the base. Take care not to stretch or distort the circlip.

Clean off old oil, grease, and caked salt from gears and roller bearings with a fine brush dipped in kerosine. Dry with a clean non-fluffy cloth. Oil all pawls and ratchet gears, and lightly grease roller bearings, drum bore, and gear teeth.

Reassemble winch in the reverse sequence of dismantling. Examine the circlip for distortion or damage, and replace if necessary. It must fit firmly in the recess which retains it. Spare circlips are readily available from marine supply stores that carry Lewmar winches.

Recommended lubricants: Lewmar grease (7010), Lubriplate Marine Lube "A," etc.; light machine oil (3in1, or equivalent).

Spare Kits:

7001 - single speed winches except 5/8 socket #8.
7002 - two speed and small self-tailing winches up to and including #42ST except 5/8 socket #16.
7008 - various circlips.
7009 - Allen key set.
7010 - grease.

Repair of winches should not be undertaken without reference to the full service manual, which is available from the nearest Lewmar service point at $3.00/$6.00, or from the following

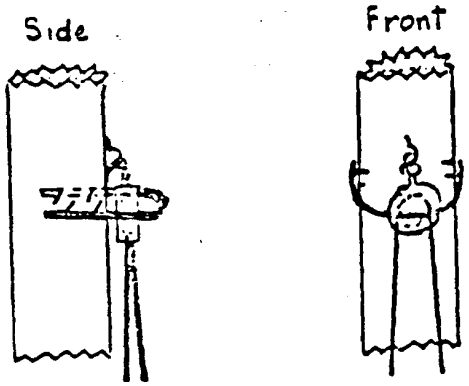
Distributors:

East Coast - Lewmar Marine, Inc.
Airport International Plaza
125 Wilbur Place
Bohemia, Long Island, NY 11716
(516) 567-7770

South Coast - R.B. Grove, Inc.
261 Southwest 6th Street
Miami, FL 33130
(305) 854-5420

West Coast - Lewmar Marine, Inc.
4009 Segerstrom Avenue
Santa Ana, CA 92704
(714) 979-5413

Having purchased a 2"-diameter adjustable whisker pole, I later found it to be too heavy to use in light winds. The weight of the pole would pull down the clew of the jib/genoa and cause the sail to flatten out and to be close to the hull. The obvious solution was to add a topping lift for the pole. This was effected by shackling a block to the pad eye above the navigation ("steeming") light on the mast. Once installed, different problems arose, since the loosened mainsail topping lift constantly fouled on the block. Sometimes, when taking down the jib, while the jib halyard was still loose and flopping about, the jib halyard would also foul the new block. To circumvent this, I plan to rivet a large bail (to act as a guard) around the forward part of the mast and outside the block. This will keep the rest of the running rigging away from the block since they will be outside the guard.

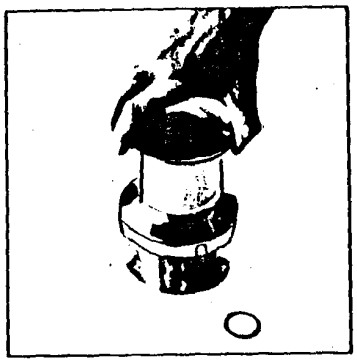


- Sid Rosen

Servicing Single Speed Winches 6,7,8,10

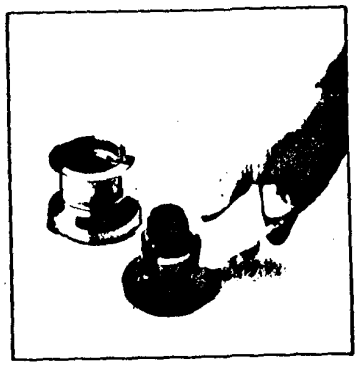
1

Remove the circlip with a small screwdriver or knife blade.



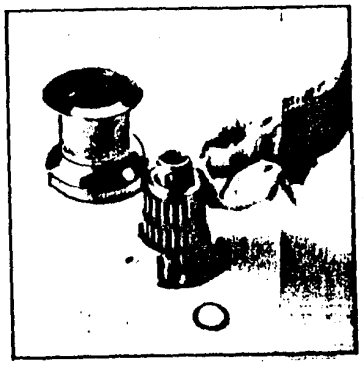
2

Lift off the drum



3 Nos 6 & 7

Wash centre stem & drum with kerosene. Dry with a non-fluffy cloth.

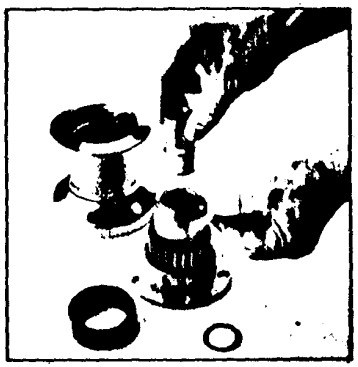


4 Nos 8 & 10

Wash centre stem, roller bearings & drum bore with kerosene. Dry with a non-fluffy cloth

5 Nos 6,7,8 & 10

Lightly oil the upper & lower pawls

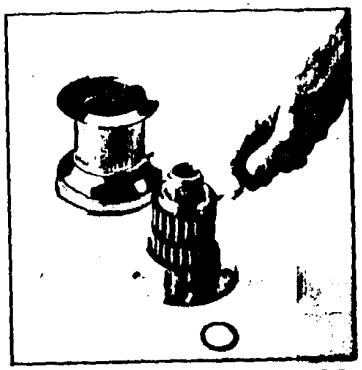


6 Nos 6,7, 8 &10

Remove centre spindle key, slide out spindle & grease lightly

7 Nos 6 & 7

Lightly grease centre stem.



8 Nos 8 & 10

Lightly grease roller bearings.

Reassemble winch in reverse sequence to above.
Check for correct operation.

Continued on next page

SERVICE MANUAL

A full service manual is available from your nearest Lewmar Service point (Price $3.00/$6.00). Full servicing of any winch should not be undertaken without reference to this manual.

DISMANTLING

Lewmar winches are simple & designed for easy maintenance. Nothing will fly apart or jump our when the drum is removed - even the bearings can be accidentally dropped without damaging them.

STANDARD WINCH NOS 6,8,10,16,24,25,30,40 & 42

The drum is retained by a circlip recessed into the spindle. Lift one end of this by inserting a knife blade or screwdriver, and wind the circlip from the groove. The drum can then be withdrawn from the base. Take care not to stretch or distort the circlip.

SERVICING

1. Clean off old oil, grease,,and caked salt from gears & roller bearings with a fine brush dipped in kerosene.
2. Dry with a clean non-fluffy cloth.
3. Oil all pawls & ratchet gears.
4. Lightly grease roller bearings, drum bore and gear teeth.

ASSEMBLY

Reassemble your winch in the reverse sequence to the order of dismantling. Examine the circlip and ensure that it has not been expanded unduly. It must be a firm fit in the recess which retains it. Spare circlips are readily available from your nearset Lewmar dealer. Keep spare circlips on board. Make sure it is not damaged and seats in the groove correctly.

RECOMMENDED LUBRICANTS

Grease: Lewmar grease (7010)(Lubriplate Marine Lube "A" etc)
Oil : Light machine oil (3 in 1 or equivalent)

TOOLS REQUIRED

Small screwdriver or knife blade
Clean non-fluffy cloth
Cleaning fulid
lubricants

Nick and Jenny Coghlan have been voyaging in the Pacific in TARKA THE OTTER (#1639) for many months, visiting all the legendary islands we only get to read -- and dream -- about. The NEWSLETTERS have been carrying reports of their progress so we all can enjoy the voyage vicariously. They have learned a great deal about their VEGA, and have many tips to pass on about deep-water sailing, including sail combinations and self-steering with a NAVIK vane, reefing and sail changing, water tightness, navigation lights, bottom paint, engine maintenance, interior maintenance, water use and storage, chafe, power consumption, lots of miscellany, and the overall offshore performance of the VEGA.

Queries can reach them c/o Shawnigan Lake School, Shawnigan Lake, B.C., Canada V0R 2W0 (altho a reply will take some time).

A Simple Sailing Awning

by karen sides

If Old Sol's scorch gets you down, here's a cool solution

It was one of those mercilessly hot, deadly calm summer days when the sun beat down on us, frying our brains and burning our skin. We found ourselves unmindfully reciting passages from *The Rime Of The Ancient Mariner* regarding shrinking boards and slimy seas as we stared over the side, counting the blades of turtle grass on the bottom to affirm that we were still moving.

It became abundantly clear that we needed a *real sailing* awning, not just one of those globby affairs one drapes all over the boat when anchored. We set about designing "an ideal awning" that would not only provide shade but would also withstand the gusts of a squall, be quick to put up and take down, and allow one to safely stay inside the lifelines when going forward. We felt, that, ideally, it should also provide some protection from rain, be tall enough under which to stand and store easily and compactly on deck or below. It definitely had to be simple to make and inexpensive.

The awning we devised certainly is simple and costs very little. It consists of two lengths of PVC pipe, four T-joints, fabric and eight grommets. The only tool required is a saw.

The final product makes the cockpit look somewhat like a covered wagon, with the PVC pipes forming an arc, which is covered with material. The PVC pipe supports for the awning rest on the lifelines; light lines attached to the four corners and the center front and back of the awning hold it in place.

We usually attach the forward center line to the mast and the aft one to the backstay using a clip. We can attach the aft one to the rudderpost if we're going to be tacking often, otherwise we just unhook and rehook it when we come about. The four corner lines are attached to stanchions or whatever is convenient.

With a little ingenuity the basic design can be adapted to almost any boat with a lifeline. The actual placement of the awning supports will vary on each boat, but for the best support it is a good idea to place them near a stanchion. For an awning longer than eight feet it may be advisable to place an additional support in the center to avoid sagging.

Awning

Step 1: Measure the desired length and width of the awning. Add one foot (for a five-inch sleeve along the fore and aft edges plus one inch to turn under for the seam.)

(continued)

Step 2: Cut two square or rectangular pieces of any suitable material, such as a Vivatex or Sunbrella, to these specifications.

Step 3: Lay the pieces side by side along the center edge. Hem one edge and overlap the center line edges by one inch and sew them together.

Step 4: Fold under and sew a ⅛-inch hem along the port and starboard edges.

Step 5: Fold under a six-inch sleeve allowance on the forward edge but *do not sew yet.*

Step 6: Punch a grommet hole through *both* thicknesses at the center seam about ¾-inch from the folded edge so that the tie-down line can go around the PVC pipe for added pulling strength. Then, make a mark in each corner ¾-inch from the folded edge and ¾-inch from each side. Punch a grommet hole through a *single* thickness where marked. The material from the fold will show through the hole in the top layer of material. *Do not* cut through the second layer or you will have two holes on each side.

Step 7: Unfold the sleeve allowance and put a grommet in each of the four holes (two at the center and one at each side).

Step 8: Refold the sleeve allowance, turning under one inch on the raw edge, and sew. Repeat Steps 5 through 8 for after edge.

Awning Support

Step 1: Cut in half a 20-foot piece of ½-inch diameter thick-walled PVC pipe.

Step 2: Push the two pieces together using the built-in coupling in one end of the pipe.

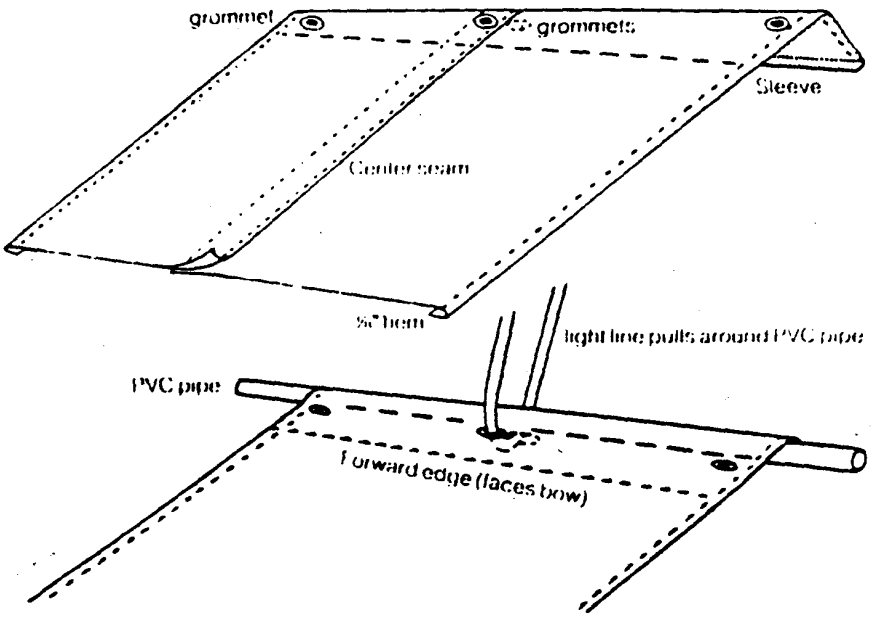
Step 3: Get a rough estimate of the finished length of the support by bending this pipe in an arc from the port to the starboard lifeline at the point where the forward edge of the awning will be. (You will fit it exactly later, so better too long than too short at this point.) Cut the PVC pipe to roughly the desired length. Repeat for the aft awning support.

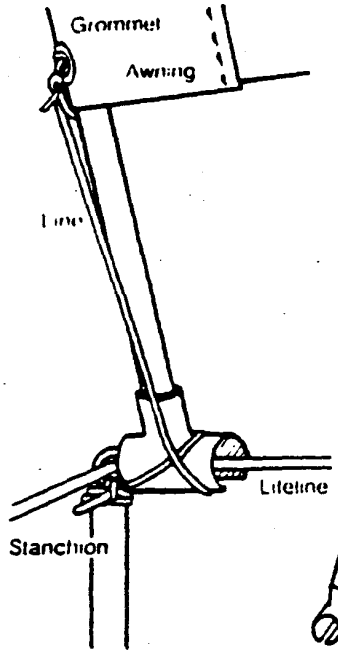
Step 4: Cut a ½-inch wide piece out of the long edge of each of four T-joints for ½-inch PVC pipe.

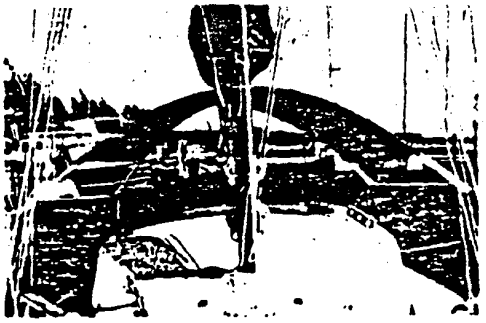
Step 5: Push the awning supports through the sleeves in the awning and attach a light line long enough to reach the stanchions to each of the corner grommets. The center lines should go around the PVC pipe for added pulling strength.

Step 6: Slip the T-joints on the ends of the supports.

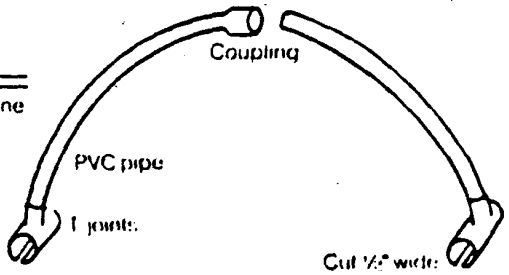
Step 7: Fit the awning on the boat. Carefully measure and cut the ends of each side of the awning supports until you get the fit you want.







Although the finished awning makes the cockpit resemble a covered wagon, it provides shade while sailing as well as at anchor under a variety of wind conditions.



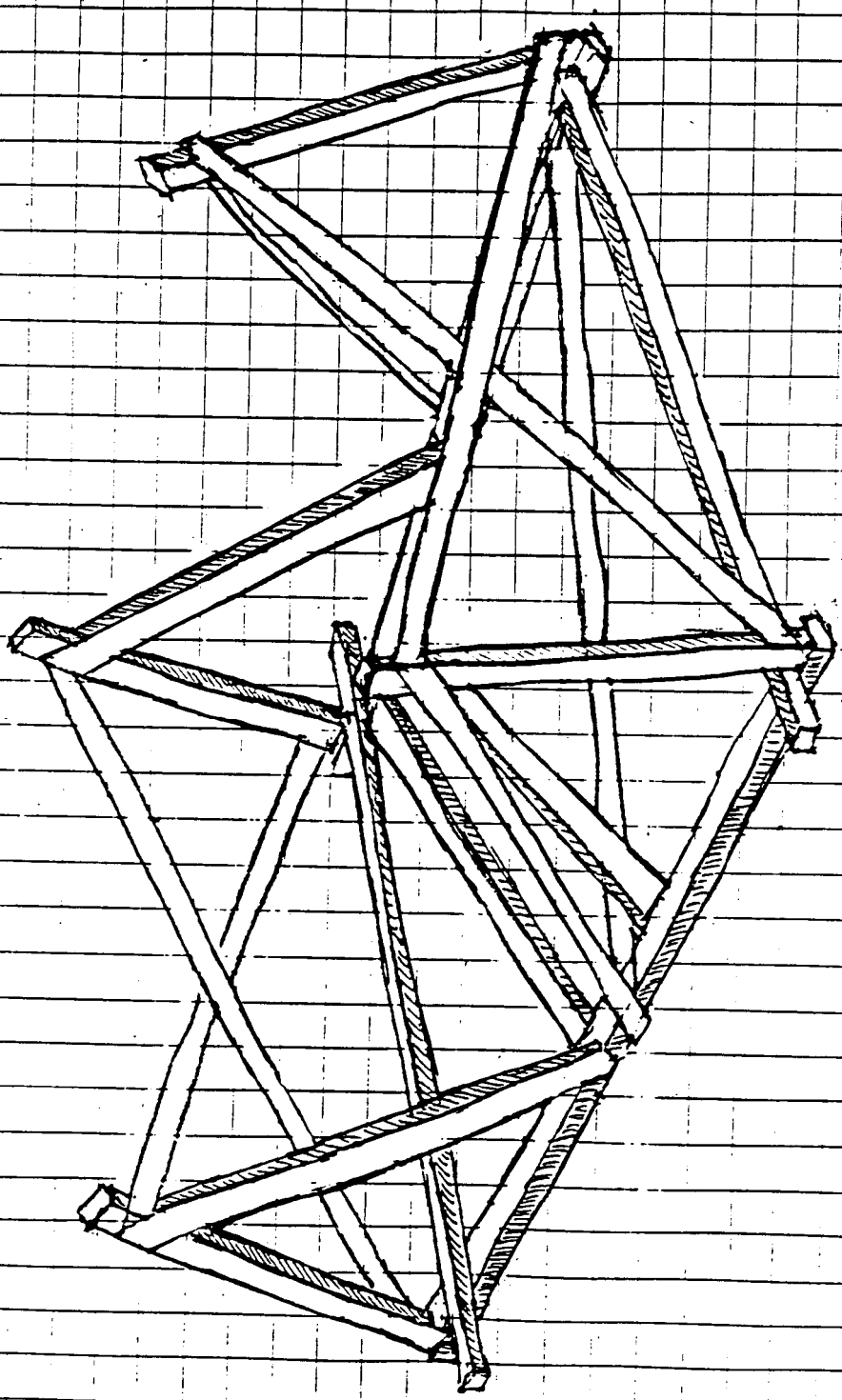
Attach the four corner lines to the stanchions. Make sure the top clears the boom so that you avoid the possibility of wearing a hole in the awning or the furled sail.

In our usual southern Florida and Bahamas cruising areas we leave our super simple sailing awning up just about year-round, so we've had an opportunity to test it in a variety of conditions over the past several years. It just seems to bend with the wind and we feel reassured knowing that it will withstand a sudden squall. However, it can be taken down and lashed to the top of the doghouse in seconds or, given a little extra time, it can be taken apart at the couplings and stored in a compact package below. It's also inexpensive enough that, should we ever get into any real trouble, we would cut it loose and throw it over the side.

Best of all, in a simple and inexpensive way, it provides cooling shade so there's no more burned skin or fried brains.

Karen Sides, of Key Largo, Florida, has cruised the Bahamas and Florida Keys for 10 years with her husband. The awning pictured in this article has been in use for the past three years aboard *Lyra*, their 27-foot Swedish-built Vega.

Pierce Reed (GALE III) sent us the following data - showing how to construct a cradle for the Vega.



SHIPPING CRADLE FOR VEGA

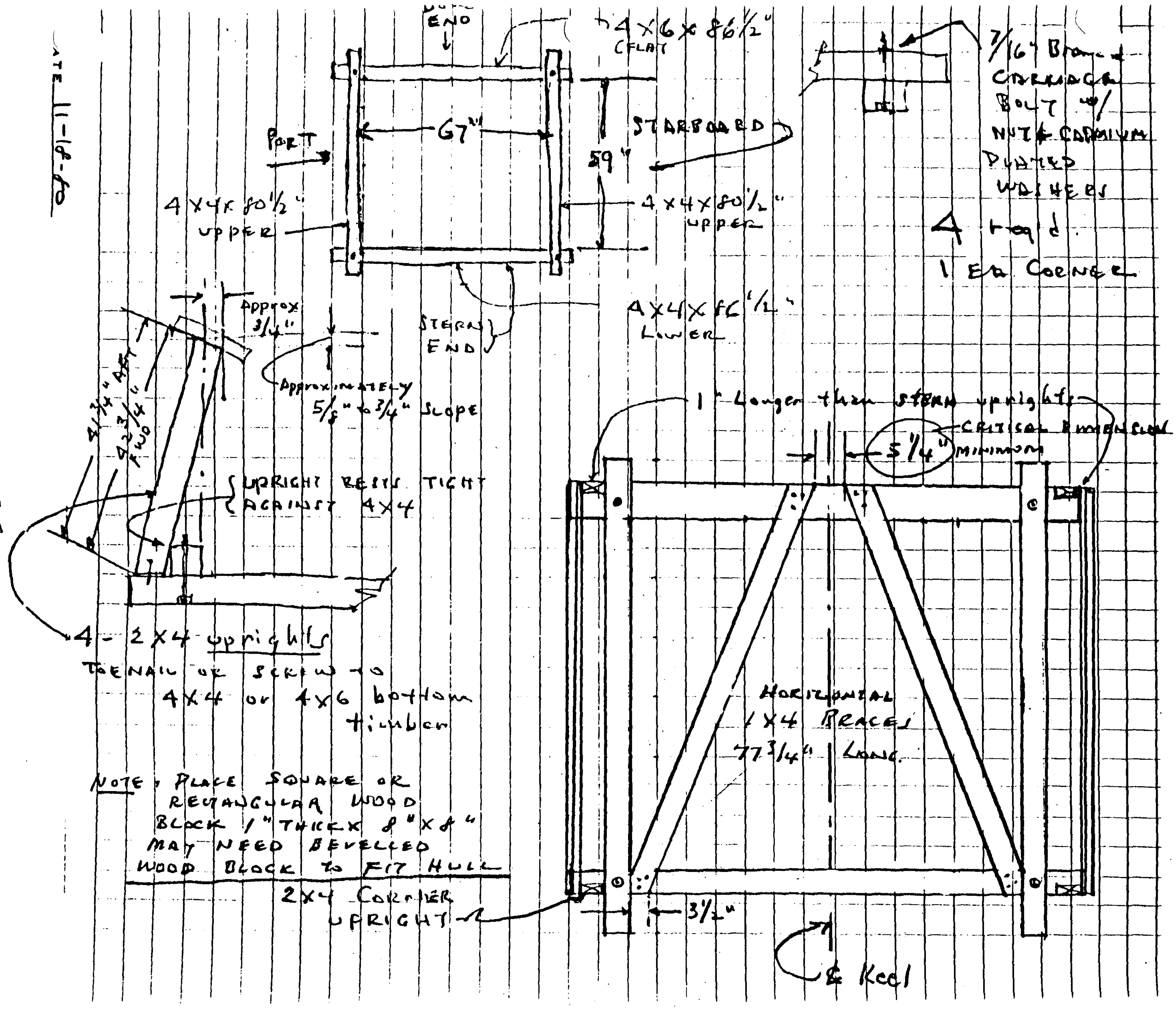
MADE OF HARDWOOD.

THIS ONE HAS LASTED 10 YEARS & HAS BEEN TAKEN APART 3 TIMES & STORED

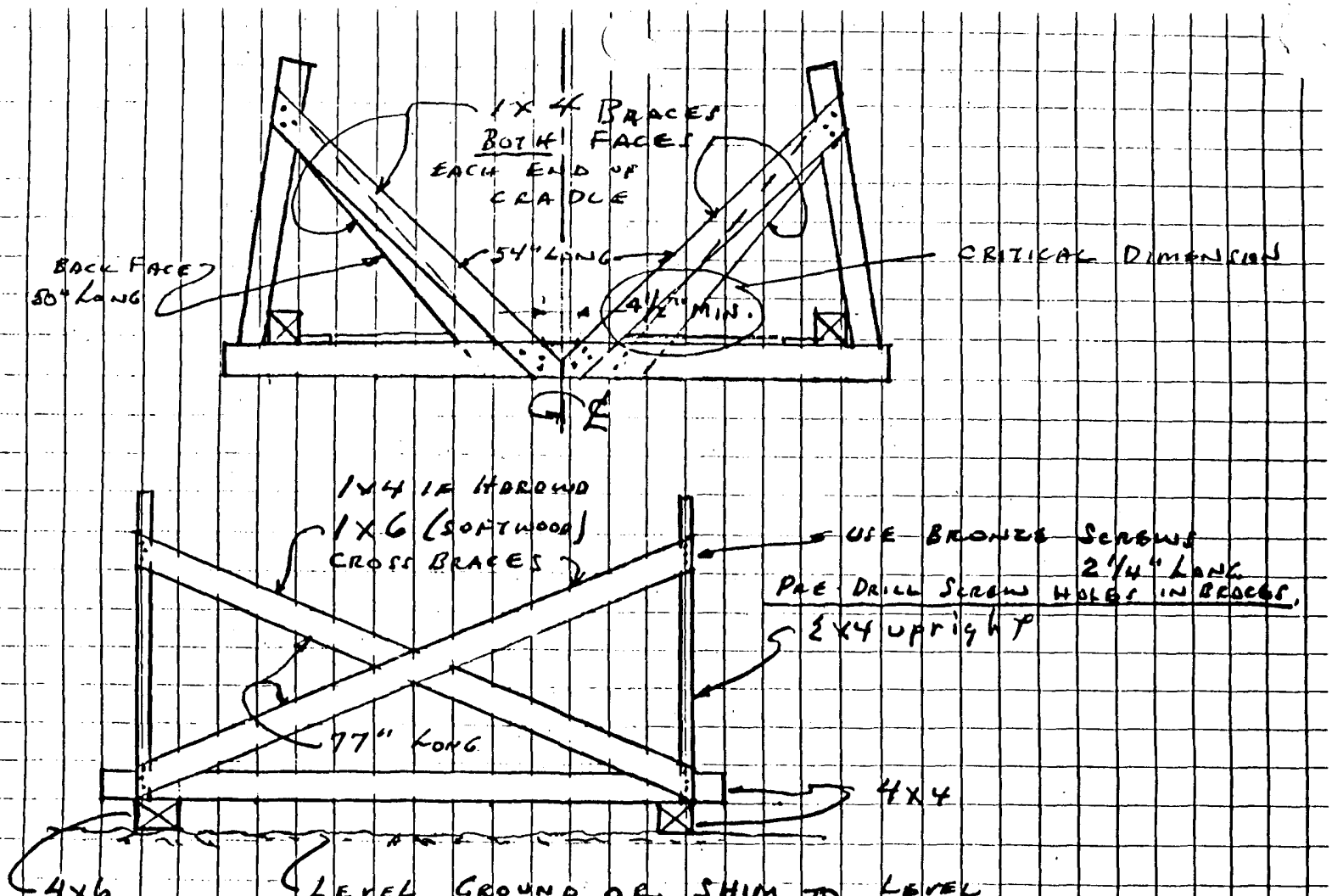
DEAR SIR —
THIS WAS DONE IN A HURRY & IS A REAL ROUGH SKETCH — BUT PERHAPS IT MAY HELP YOU

Pierce Reed

DATE 11-18-80


BOW END
4 X 6 X 86 1/2" (FLAT)
7/16" Bronze CARRIAGE BOLT w/ NUT & CADMIUM PLATED WASHERS
4 req'd.
1 Ea Corner
PORT
67"
STARBOARD
59"
4 X 4 X 80 1/2" UPPER
4 X 4 X 80 1/2" UPPER
4 X 4 X 86 1/2" LOWER
STERN END
Approx 3/4"
Approximately 5/8" to 3/4" SLOPE
4 1/4" AFT
4 3/4" FWD
UPRIGHT RESTS TIGHT AGAINST 4X4
4 - 2X4 uprights
TOENAIL or SCREW to 4X4 or 4X6 bottom timber
NOTE: PLACE SQUARE OR RECTANGULAR WOOD BLOCK 1" THICK X 8" X 8" MAY NEED BEVELLED WOOD BLOCK TO FIT HULL
2X4 CORNER UPRIGHT
1" Longer than STERN uprights
CRITICAL DIMENSION
5 1/4" MINIMUM
HORIZONTAL 1X4 BRACES 77 3/4" LONG.
3 1/2"
℄ Keel

DATE 11-18-80



SIDE VIEW

NOTE: UPRIGHTS & TIMBERS
MUST BE OAK & FULL SIZE