

# Swedish Ocean Cruiser



  
**ALBIN MARINE INC.**

**THE SWEDISH  
OCEAN CRUISER**  
**VEGA**  
**AN ADVENTURE IN  
LUXURY SAILING**

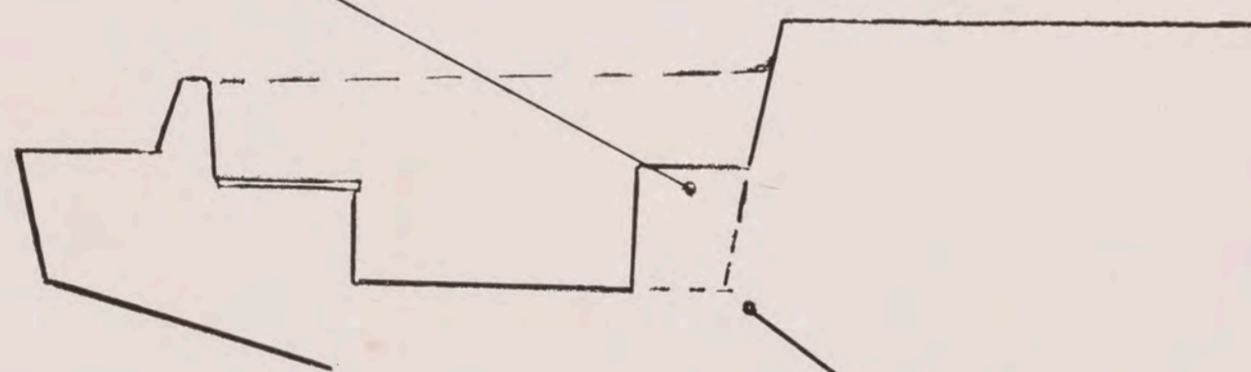
## CONCEPT

**Kristinehamn, Sweden, 1966**, Per Brohall, legendary Scandinavian Yacht Architect, set about designing a One Design Cruising Sailboat to satisfy the requirements of blue water yachtsmen. A decade later VEGA has become the largest selling cruising yacht in the world, with over 3,000 VEGAS sailing worldwide. Per Brohall's concept was to design a dry seaworthy boat that could be sailed anywhere in the world and yet accommodate a family in comfort for extended cruising.

## DESIGN

One glance at VEGA'S exterior layout and you can appreciate the safety and seakindly features. High coamings keep people in, keep water out. High bridge deck reduces risk of seas breaking into the interior, (See Figure 1). The watertight sea hood into which the sliding hatch fits stops water penetrating the cabin. Broad side decks make passage to the foredeck both safe and uncluttered, and a wide foredeck makes for easy handling of sails and lines. She features a full keel with a hung-on rudder which is particularly important for directional stability and balancing of helm. These are but a few of VEGA's safety features that can make the difference in heavy seas.

VEGA's high bridge deck stops water from breaking into the interior.



Many boats VEGA's size are potentially dangerous because this feature has been overlooked.

## ACCOMMODATIONS

One look at VEGA will show you what a 23 foot waterline will do to provide liveable space. Can a boat builder try to please his customer too much? We think the answer is yes. This happens when the interior is cluttered up by trying to squeeze too much in too little space. The result is often the sterility of a "floating galley", with little similarity to the yacht which is meant to provide a relaxed cozy atmosphere instead of a feeling of claustrophobia. Step inside the VEGA's main cabin, and see what careful planning can accomplish. You will get a feeling of uncluttered luxury, normally found in boats of much larger overall dimensions. Yet, the VEGA has all the necessary equipment and facilities for extended cruising concealed under the soft lines of modern Swedish interior design. As a matter of fact, we probably have more of the modern conveniences than you find on other boats. For instance, an extra sink with foot operated water pump in the toilet compartment. Two water pumps for the stainless steel galley sink; one for fresh water, and another one for sea water so that you can preserve your fresh water supply. Arrangements have been made to set up the table in the main cabin or in VEGA'S roomy cockpit for outdoor living.

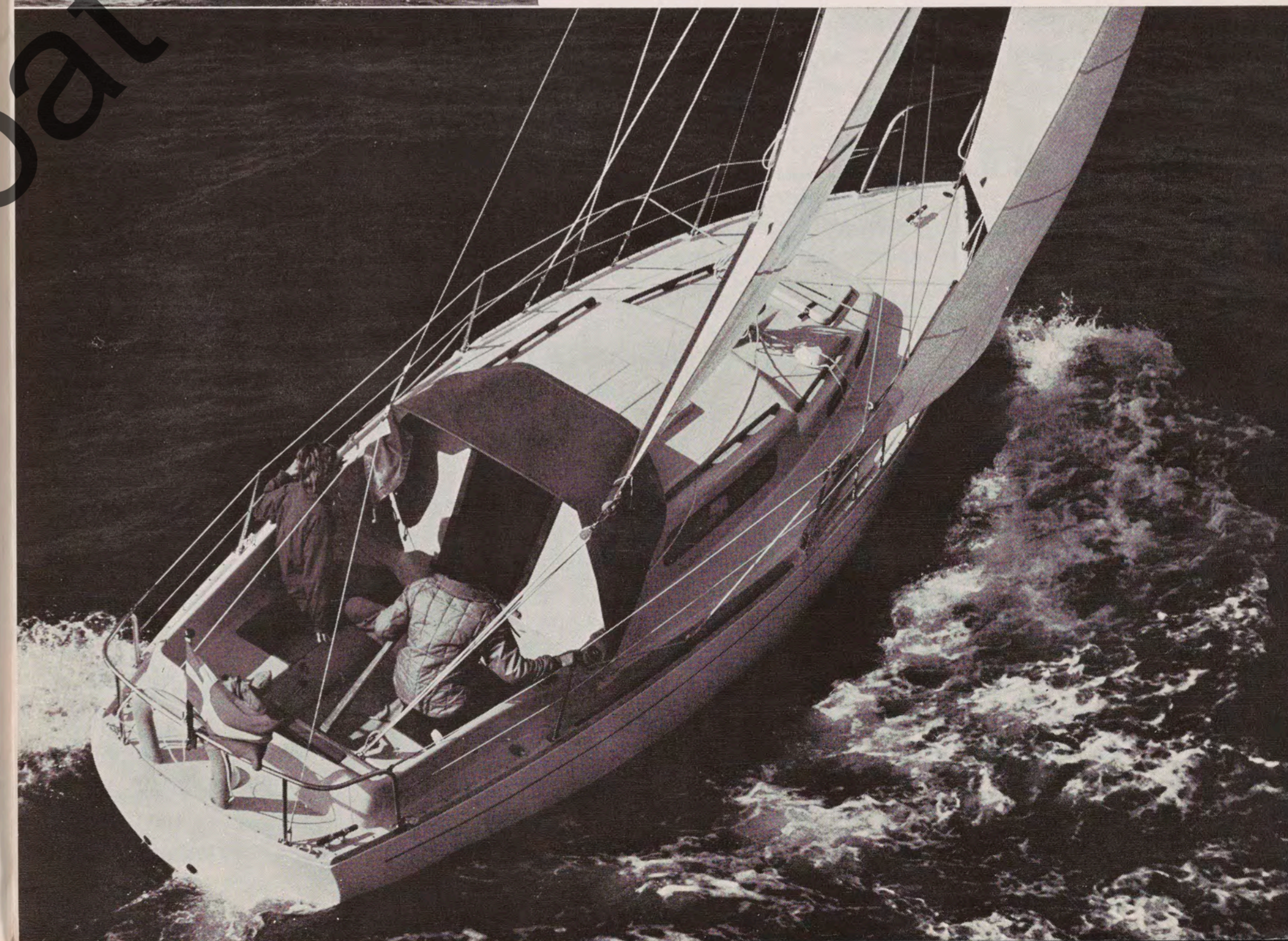
When it comes to coping with the uncomfortable condensation found on most craft, the VEGA has a unique and extremely efficient ventilation system known as COLD WALL ventilation. This system works as follows: cockpit ventilator sucks stale air from the main and forward cabins, and brings in fresh air through a special type ventilator in the forward cabin. This system keeps the boat completely ventilated at all times, even when completely closed up.

## SPECIFICATIONS

L.O.A. ....	27' 1"
L.W.L. ....	23' 0"
Beam ....	8' 1"
Draft ....	3' 10"
Small Area IOR .....	338 sq. ft.
Displacement .....	5070 lbs.

**LEFT:** A unique moment. VEGA #3000 is now sailing.

**BELOW:** Note the safety of VEGA's cockpit and how her beam is carried well forward resulting in a spacious foredeck. Modern beamy designs lose this area as they quickly taper in from a massive beam amidships.



## CONSTRUCTION

VEGA'S hull is solid fiberglass, both chop strand mat and woven rovings are used bonded with highest quality polyester resin. Starting at the toerail she is  $\frac{3}{8}$ " thick, increasing to 1" at the base of the keel. Coach roof and deck areas are sandwich construction. Molded in air channels (exhausted by mast) reduce condensation. Jump anywhere on VEGA'S decks and feel the solidity of its construction. Hull and deck are joined together by 2 pack rubber and  $\frac{5}{16}$ " high tensile stainless steel bolts spaced every 5 inches. Not one of the 3000 VEGAS built to date has suffered a leak or separation along the hull/deck joint. VEGA'S keel is completely encapsulated into the hull. VEGA is built to Swedish specs which are similar to Lloyds of London recommendations. We build boats that stand up to the extremes of natural elements. Just look at an eight year old VEGA. You won't see stress marks in the Gelcoat or delamination anywhere!

## SAILING QUALITIES

Light displacement—long waterline—feathering propeller—and a carefully calculated wetted surface and underwater lines have given the VEGA a distinct speed advantage, and made her faster than most other boats in her range. She is fast in both light and strong winds, and instead of an uncomfortable pounding she graciously slices through rough water and reduces spray. A full keel gives the VEGA tremendous directional stability. Lash her helm, adjust sails, and she will go to windward untouched for hours at a time. With a ballast ratio of approximately 45% she doesn't get thrown around or heel right over at the slightest puff of wind.

## DIESEL AUXILIARY POWER

Few sailors display a genuine love of engines. If there is any love at all, it is bestowed on those engines that can take abuse, require a minimum of maintenance, start without fail, run smooth without bad fumes, and are economical to operate. The inboard engine in the VEGA is the famous Swedish VOLVO Diesel MD 6A. This 10 HP Diesel drives the VEGA at an effortless  $6\frac{1}{2}$  knots, making a minimum of vibration and noise. The engine is flexibly mounted and also features a counter balanced crankshaft to remove the knocking normally associated with Diesels. One inch foam mounted in an easily removable engine box stops heat and noise penetrating cabin areas. Each boat comes equipped with a hand crank so that in the unlikely event of battery failure, hand starting is possible. VEGA has two separate battery circuits, one for navigation and cabin lights only, and the other is reserved for engine starting. With 2000 VOLVO dealers now operating throughout the United States you can be assured of fast service and maintenance.

## VARIABLE PITCH PROPELLER

An auxiliary with a variable pitch propeller, and a feathering position to reduce propeller drag when under sail, has an advantage over boats with fixed propellers. The VEGA has her variable pitch propeller equipment combined with the engine throttle. Both engine and propeller are automatically operated with a single lever control, thus doing away with the need for a transmission and separate clutch and throttle controls. Instant thrust forward or reverse make the VEGA highly maneuverable and a joy to operate when she is under power. True fingertip control that does away with the occasional need for brute force to jam the engine in forward or reverse on conventional installations. Fuel economy too, less than two quarts per hour consumption. VEGA'S revolutionary propulsion system eliminates the usual 15% loss of power due to heat and friction in ordinary transmissions.

## QUALITY

Material and workmanship are consistent with Sweden's reputation to do things with just a little more care to details and finish. Low maintenance modern reinforced fiberglass construction of hull, deck

and superstructure. Hand rubbed mahogany, and teak interior and trimming for atmosphere. There are no marginal quality standards on the VEGA which many have resigned to accept as a natural result of modern manufacturing techniques. For instance: all metal fitting on VEGA are non-ferrous. Hinges, cleats, locks, hardware and rigging are all of either bronze or stainless steel. Stanchions are tapered stainless steel (rather than cheap pipe extrusions found on competitive craft).

## RESALE VALUE

Since VEGA is a One Class design, she is never outdated. A 1966 VEGA is more or less identical to a 1976 model. This is reflected in her high resale value.

## HOW TO CHOOSE

With the present array of sailing yachts available on the market, it is often a confusing task to arrive at a final cost price. One of the widely used customer baits is to advertise a yacht for about 60% of its fully equipped price in order to lure prospects with a low "base price". Once the buyer is within the confines of the seller's territory he is gradually shocked into the final selling price by revealing the cost of all the necessary items to put the boat in its operating condition. We feel that this practice is a waste of your time. It is somewhat like advertising an automobile without wheels and engine. Another popular method is to price a boat on its overall length. This is a convenient means to command a price which is within the going range, or perhaps lower, for a similar size of boat. It is not very often that the waterline length has been emphasized. Yet this is where it really counts in terms of interior space, comfort, and higher theoretical speed. Obviously, a longer waterline enables the builder to provide more cabin, cockpit and storage space.

## OWNER'S MANUAL

Each owner receives a VEGA Owner's Manual, one of the most complete, detailed, and informative books of its kind. It tells HOW the boat is built, where key structural points are, and supplies the owner with a complete set of schematics, color marked and coded for easy understanding.

ALBIN is one of the few manufacturers to prepare such a detailed owner's manual. We're doing it because we're proud of our boat and we want VEGA owners to know exactly what kind of quality they are getting. Complete engine tune-up information is also included.

## ACHIEVEMENTS

VEGA'S outstanding ocean going capabilities have come to light in a number of ocean crossings undertaken by owners themselves.

In 1972 Mats Fagerstrom and three crew sailed VEGA "LITTLE MY III" from Gibraltar to Barbados. Without knowing it at the time they broke the record for the fastest crossing from Cape Verde Islands to Barbados. They sailed 2171 miles in 14 days and 16 hours. It was later confirmed to them by the Cruising Club of Barbados that this was a new record for a 27-foot boat. Upon their arrival in Antigua, Mats met with VEGA "SANDRA II" which was in the middle of a circumnavigation of the globe.

Although we realize not everyone is going to cross the Atlantic, it is reassuring to know that a boat you intend to own has this capability. It is worth noting that "SANDRA II" that went around Cape Horn and "LITTLE MY THREE" that crossed the Atlantic were both production boats with only a few minor adjustments.

Brochures on the Atlantic crossing and circumnavigation of the globe are available on request.

# THE TRUTH

## about Vega's 800 mile North Sea Crossing

As Described by Peter C. Richmond  
Newark, Delaware

To provide some background on the trip, I'll crew of four met in Skagen, Denmark on day for Kristianstan, Norway. We spent berths with leeboards and checking We left Kristianstan late in the eve- at Inverness, Scotland by late after- Caledonian Canal on the 18th, vis- and ended the trip at Greencastle, had covered almost 800 miles in seven days actual sailing time.

The most impressive feature of our *Vega* was its ability to beat to windward under rather adverse conditions for a 27' boat. We had a short taste of her rough water ability on our approach to Norway in the Skagenak, when the sea became very rough under force 5 winds. The alterations we made in Kristianstan were a result of this experience. The crew and boat experienced much rougher conditions in the North Sea the first day after we departed Kristianstan for over a 30 hour period. In less than three hours we were forced from main and genoa to a well-reefed main and storm jib, and remained with these sails until late Sunday afternoon. By early Saturday night we were measuring a steady force 6 wind and beating into 8' to 10' waves. The *Vega*, once she was balanced to her reduced sail area, never hesitated and rode the seas beautifully. Her entire super structure was continually awash, and the pounding was so bad that we only remained in the berth because of the leeboards, but she remained dry below.

Without the spray shield, the helmsman's job would have been impossible. We only heaved-too once early Sunday morning to take an RDF fix, and managed to average over 4 knots for the entire beat. Having owned and sailed a 25' folkboat for two years, I can honestly say that I was glad to be aboard the *Vega* that evening. I was initially worried as to the *Vega's* ability to go to windward under such conditions because of her light displacement, but I believe that this feature was the reason why she seemed to ride over the waves so easily and not slam into them. While her angle of heel was considerable, such that maneuvering below was rather tricky, her lee deck was never buried, and once she settled her shoulder she became very stiff.

put it in chronological order; the June 9th, departing the following the 12th in Kristianstan fitting all gear for the North Sea Crossing. ning on the 12th and were docked noon on the 16th. We departed iting the island of Iona on the 19th, Ireland mid-day June 20th. In all, we 10 days, averaging over 4½ knots for

"In every aspect the *Vega* is a first class cruising sailboat with real sea going ability. She could be taken almost anywhere a prudent sailor would desire."



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