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① A long and regular trade sea. Tomatoes out to ripen on the life raft. Strong following wind shows an extra plus for the high transom of the Vega. We often had surfing at 11-12-13 knots. The wind vane is from Hasler/Gibbs.

**Four Thousand Miles
Aboard The Albin Vega 1040
"Little My III".**



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 afloat 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".

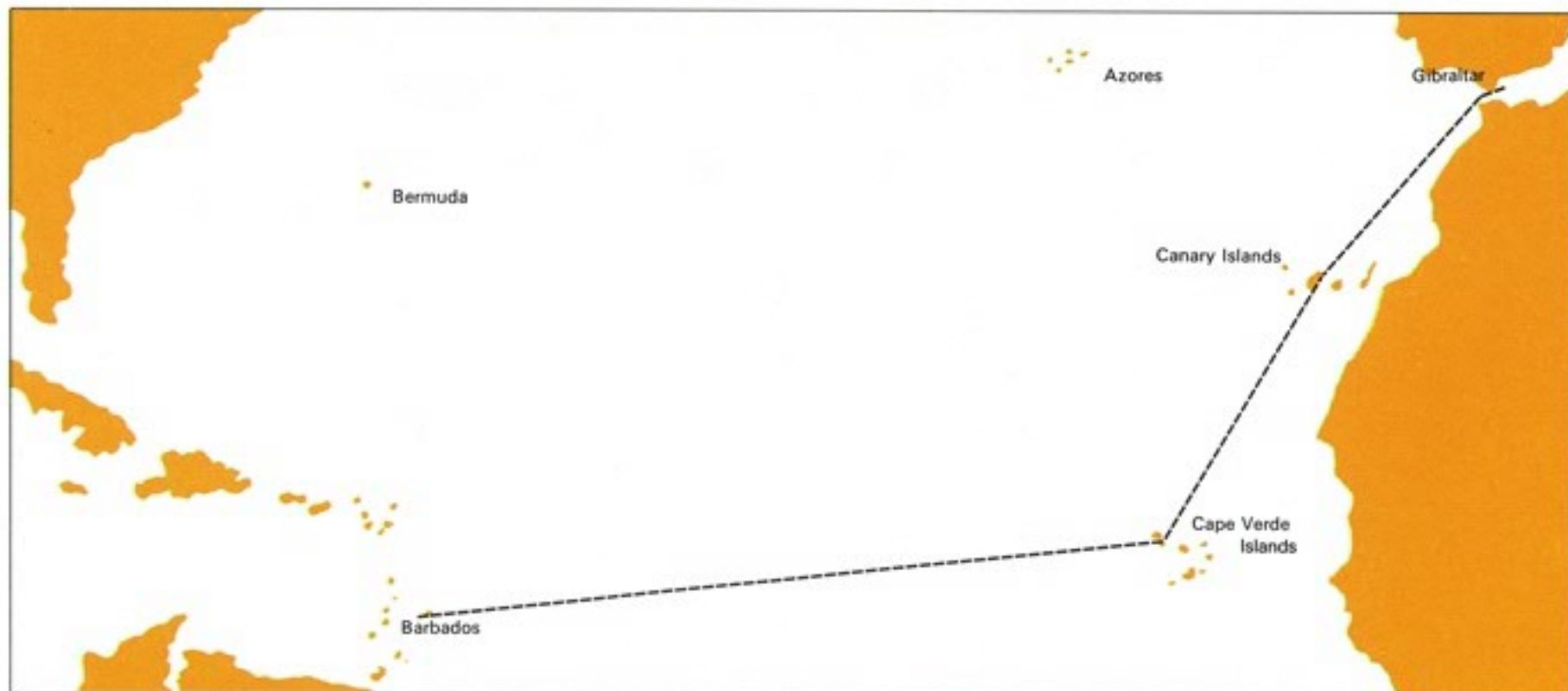
We had sailed 975 miles in 6 days and 15 hours from Tenerife which gives an average of a bit more than 6 knots.

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



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



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. Åke, 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

"Most of the day we made astronomical navigation. Hard work—but now we have a) sunsight b) moonsight c) meridian d) longitude. And it all fits: position 15.00 GMT N13°43' V43°".



④ Two Albin Vegas anchored at Antigua in the Leeward Islands. Dima Grinups from Degerfors, Sweden, is the owner of "Sandra II" cruising around the world when this was written (December 1972).

5 Evenings and nights in tropical seas offer you fantastic sailing in warm temperatures. With blackfish playing around the yacht, a good wind, full moon, a perfect wind vane and a thermos flask with hot black coffee—well, then life is absolutely perfect. 6 The waters around Santa Cruz were terribly polluted by oil. We scrubbed a thick layer away before antifouling by putting Little My aground on the tide, leaning her against a wreck. 7 To take a shower by bucket on the foredeck was enjoyable during the hot days in the trade wind.



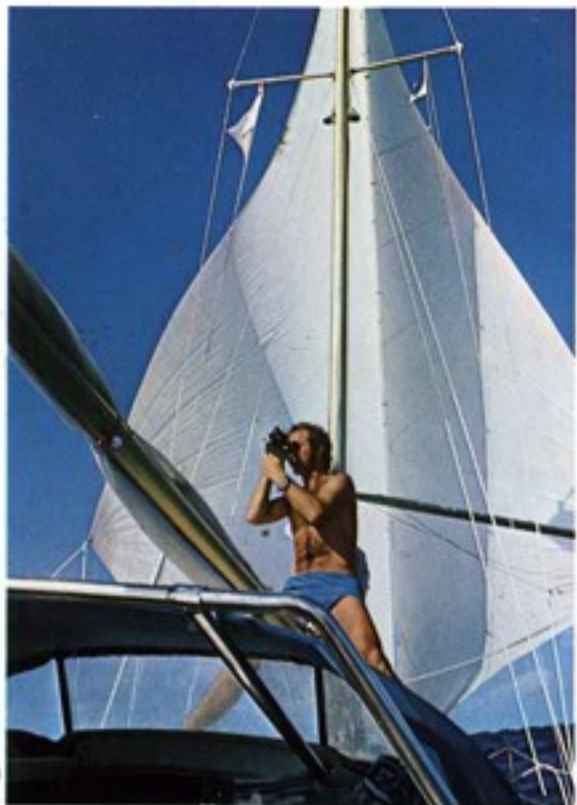
Put in as much time at navigation as possible and use all methods in combination: dead reckoning, radio plotting, astronomical calculation. It isn't as difficult as it sounds to navigate after the astronomical principle—just get a good handbook. Try to do a form where all calculations are made up for 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





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8 To stand upright and steady is the biggest problem when taking the sun-sight. 9 When making a landfall, radio plotting is necessary—our relatively simple model received signals as far as 200–300 miles. 10 Cooking is important. Henri permitted nobody but himself to use the galley. Here he is wedged in to stand rolling in the steep sea. 11 We had bad luck in fishing (we said it was because of our speed). Anyway, here's a delicious bonito to vary tinned food. 12 Time passed very quickly thanks to a good library and a chess-board.



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Albin 21

A thoughtfully equipped family yacht with "cruiser comfort" in galley and toilet room. 6.3 x 2.3 m (21' x 7'6"), 12 hp petrol engine, 7 knots.



Albin 25

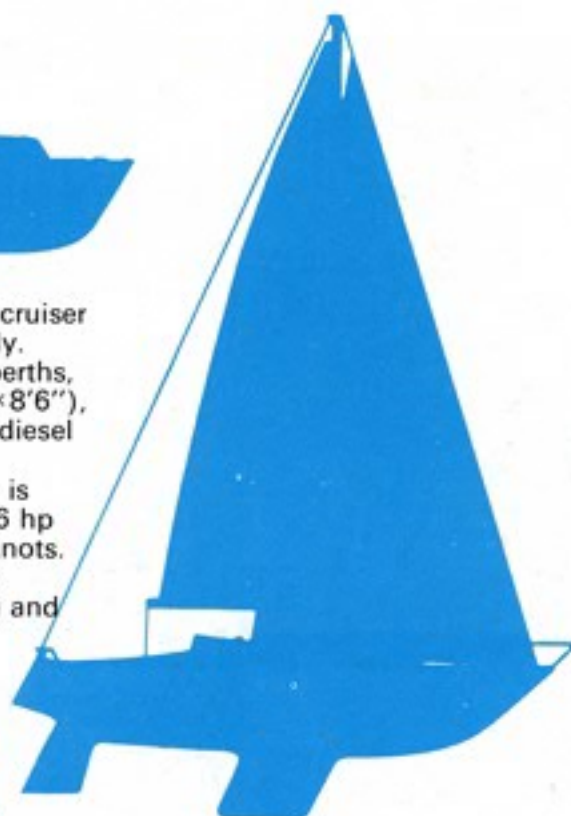
The long-distance cruiser for the whole family. Double cabins, 4 berths, 7.6 x 2.6 m (25'4" x 8'6"), 25 hp economical diesel engine, 8 knots.

Albin 25 de Luxe is equipped with a 36 hp diesel engine, 11 knots. Both types can be completed with rig and steadying sails.



Albin Viggen

Fast, well equipped oceancruiser. "Yacht of the year" 1971 in Swe Sweden. 4 berths, 7.10 x 2.24 m (23'4" x 7'4"), 1400 kg (1323 lbs), IOR 25.33 m² (272.65 sq ft).



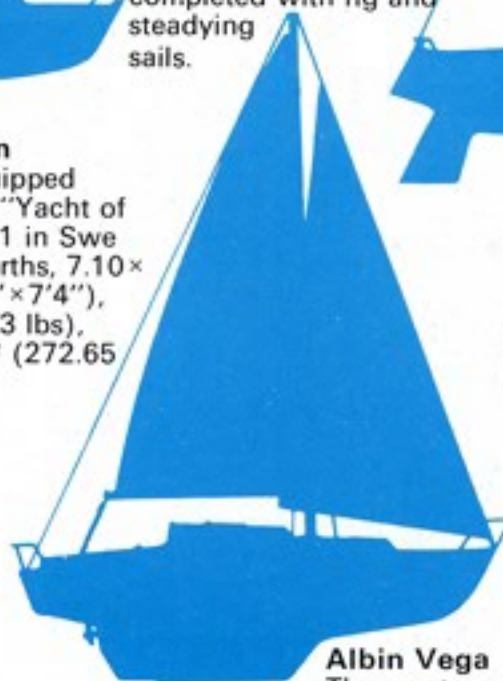
Albin Ballad

A successful half-ton-cup-cruiser with comfort for family cruising. 9.14 x 2.96 m (29'11" x 9'8"), 3300 kg (7276 lbs), 10 hp diesel engine, IOR 44 m² (473 sq ft). Two versions with 5 or 6 berths.



Albin Singoalla

Roomy, exclusive ocean-cruiser for those who want home-comfort at sea. 8 berths, 10.26 x 3.30 m (33'8" x 10'10"), 4550 kg (10030 lbs), 25 hp diesel engine, IOR 55 m² (592 sq ft).



Albin Vega

The most popular ocean-cruiser in Sweden for family cruising or racing in her own class. 4-5 berths, 8.25 x 2.46 m (27'1" x 8'), 2300 kg (2020 lbs), 10 hp diesel engine, IOR 31.7 m² (341.22 sq ft).

Albin Marine Makes Spacious Yachts For Safe Long Cruising. Power Or Sail.

To offer seeloving people a safe and comfortable life on board, to a reasonable cost, that's the philosophy behind the yacht series from Albin Marine.

This serial has in less than ten years brought Albin Marine to the biggest yacht manufacturer in Sweden and one of the biggest in Europe. For example more than 1800 Vegas are cruising on all the seven seas. As far as we know no other sailing yacht in this size has been produced in so many numbers. During

the years details continuously have been improved according of course to the race rules: the Vegas are sailing in their own class in many countries.

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