

VEGA Newsletter

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

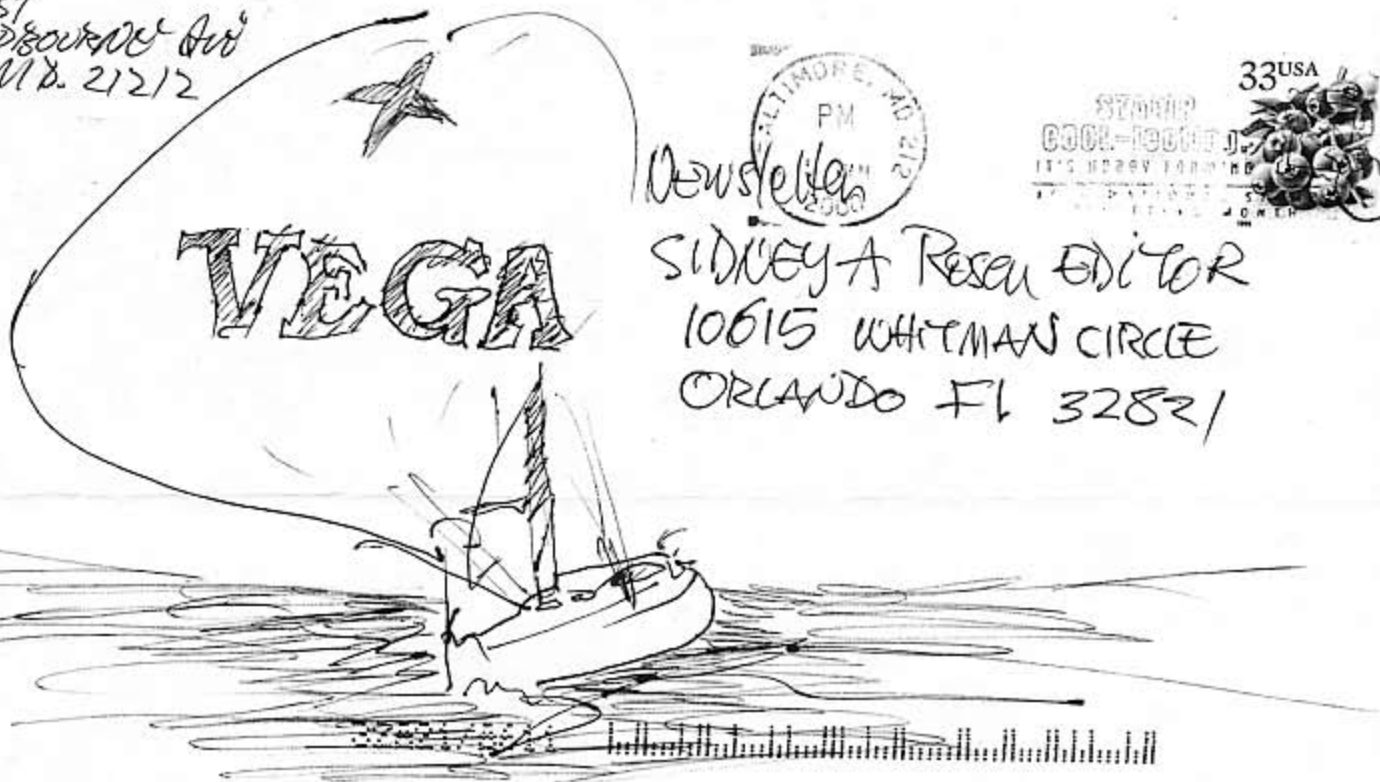
Jan '00

Voice of the American Vega Sailor

#1-00

This is the most creative envelope I have ever received!

L. GLORVIST
1213 WOODBURN AVE
BETHESDA, MD. 21212



Have you paid your dues?

If you haven't, this is the last issue that you will receive! If you are not sure, just look on the page with your address on it. It is marked "Last Issue - Membership expired"



"Vega Westbound"



**View the Atlantic crossing of this Norwegian Vega from Gibraltar to Barbados.
There is no cost to you except the postage involved to return it.
Please return it promptly within ten (10) days after you receive it!**

About the head vent

09/15/99

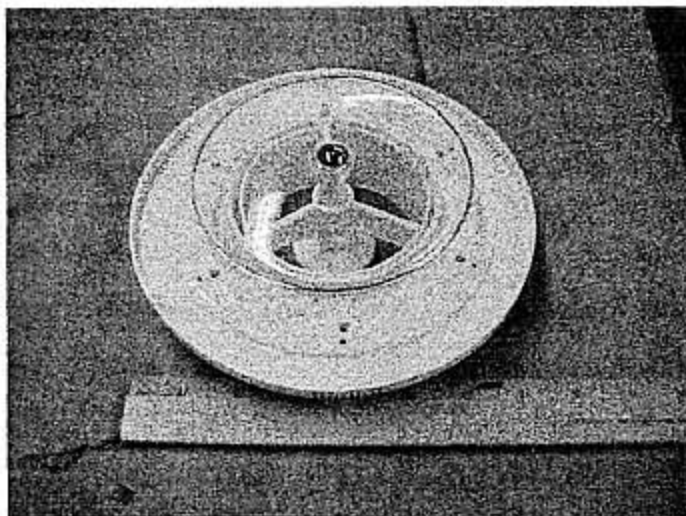
Hi Sid:

Here is an interesting email response from Beckson to an inquiry I made about my passive vent in the head. I think this vent came with the boat from the factory. It seems to be the Beckson dome vent with stainless steel cover.

See the jpg picture of available replacement parts. The closing disc has been upgraded to clear plastic, permitting passage of light. The actuator is a push-pull slide with detent position keeper vice the original screw knob. The external parts are sealed with a big "O" ring vice bedding compound.

Beckson was very helpful with information and service. They shipped real fast, as if I were at sea with ocean pouring into my broken vent.

Douglas A. Taylor



From: "beckson" <beckson@tiac.net> AT internet on 09/08/99

To: Douglas A. Taylor/10P/R10/GSA/GOV

Subject: Re: Feedback

Hi Doug,

It sounds like the part that you are looking for is our C-6D (Vent-Mate Assembly only @ \$22.95 ea) I am attaching a jpeg of the part. Please let me know if this is what you want. The hole cut is 4". If this is what you want, you can mail us a check for \$26.40 to cover the cost of the part and for postage. Please enclose a copy of this email with the check.

If you need faster service, lease call the consumer office at 203-333-1412. They will be able to take a charge card and get the part on its way sooner.

Thank you,
Beckson Marine Inc.
John Boucher (Web Services)



(The original vent was plastic and similar to the two vents on the stern. Sid)

Our Newest members - Welcome aboard!

Max & Lisa Baer
P.O. Box 187
Saturna Island
Victoria, BC, Canada VON 2Y0
Tel: 250-539-5450
email: maryalice_baer@telus.com
#2383, "Siliqua", 1974

George J. Bush *
705 14th Street - Apt 7
Miami, FL 33139

Raymond L. Britton
6146 Olympia Drive
Houston, TX 77057
Tel: (713) 782-0288
#2854, "Zephyr", 1976
Tel: (713)782-4355

Edward C. Hardegree *
2601 W. 7th Street
Fort Worth, TX 7610
Tel: 817-870-1543
#718, "Cinderella", 1970

D. Sloan & Catherine Hill *
1472 Bolton Village Lane
Niceville, FL 35278
East Derry, NH 03038

Tom Lochass *
3 Central Place
Newburyport, MA 01950
Tel: (978) 462-6311
email: tomL@greennet.net

Nicholas H. & Ellen Walsh *
152 West Main St.
Yamouth, ME 04096
(207) 846-6637
#1971 "Journeyman"

Morton Caplan *
10746 N. Shannon Road
Tucson, AZ 85742
#703, "Vegabundo 1969"
Email: Mocap@azstarnet.com

Bryan Althouse *
296 Jefferson Place
Annapolis, MD 21401

Dale Hedtke *
Amy Brooks
1876 Mississippi River Blvd,
St. Paul, Mn. 55116
1967
Tel: (651) 690-1464
Email: boatnut@earthlink.net.

Greg & Kathy Hemmingway *
14680 Shannon Road
Los, Gatos CA 95032
Tel: (408) 358-10236

William Hoar *
1 Wishing Well Lane
#29187, "Lark", 1976

James G. Villa *
82 Schermerhorn St. - #4B
Brooklyn, NY 11201

Thanks for joining!

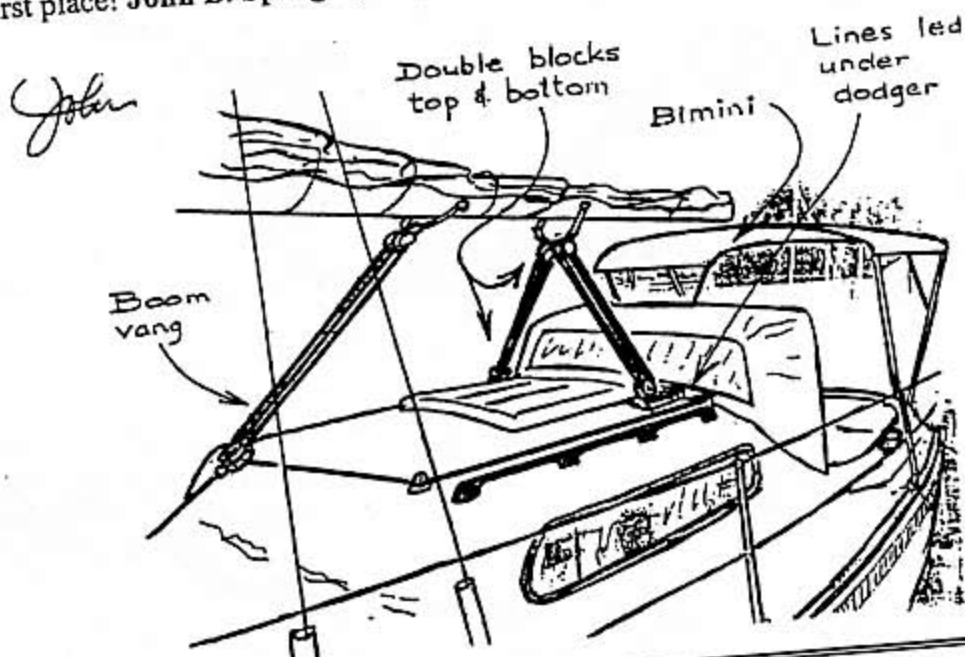
*** We need more information about you and/or
your boat for our records -
please contact Sid Rosen**



Alternative Mainsheet - Twin System

Dear Vega Owners

This is another testimonial about moving the mainsheet up ahead of the companionway. It follows the descriptions by Jim Allen in his letter of Nov. 1995 (newsletter in 1996), and by David Whiteman in the newsletter of August 1998. Our setup is almost identical to those, because I talked to Jim, and David sent descriptions. The rigger who did our work copied from a visit to Jim's boat, and from David's pictures. So there is nothing new to tell about the construction, but I send a drawing to remind members about this nice rig. All the blocks are double, and the mainsheet and vang lines lead back to cleats under the dodger. There are 6-inch square stainless backing plates inside the cabin top for the mainsheet blocks, and smaller backing plates for the fairleads and cleats. Like Jim and David, we put a strong new bail fitting on the boom, and we copied Jim's very strong vang. Another reason for the change was to raise the boom for standing headroom under a bimini which has a zip-on connector to the dodger, like David's. We raised the boom much more than they did. We took 35 cm off the top of the mainsail; that way you lose very little sail area. The leach had to be trimmed up top, and this worked because we have full battens. The boom-track was raised equally by rivetting. Like the others, I cannot praise this setup enough. The best thing is absolute control over the boom, since there is really one mainsheet on each side, running to a cleat at the back of the cabin top. A controlled jibe now becomes a graceful thing instead of a frightening smash and bang. The mainsheet never gets caught in the tiller, nor does it trip you. And it is a treat for both Lois and I, to sail with the bimini up for protection against sun or rain. In the March 1999 newsletter, Lars Lemby described a neat way to move the mainsheet to the front of the cockpit, but it seems even better ahead of the dodger. Our construction was quite expensive because it was done commercially, but the pleasure is worth it. I would recommend it, and can pass on details to anyone interested. Maybe Albin should have rigged the boat this way in the first place! **John B. Sprague, Vega no. 1492.USA (VODCA Member)**



Vega for Sale

September 8, 1999

Dear Sid:

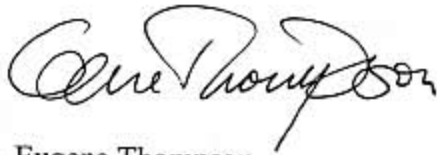
I have moved back to my home state of Iowa, for various reasons, and my Vega, at Winslow Wharf Marina on Bainbridge Island, just across from Seattle, is for sale. If any reader is interested in an unusually well-equipped Vega, they should let me know, or visit Mahina Yacht Brokerage (located in the Chandlery on Parfitt Way, at the Marina). The boat is in slip C-32.

My Vega is #1838, 1972, with a new Yanmar engine, a new DS and heavy ground tackle, a new jib with reef points, and many other amenities, also fairly new, including galley with propane and refrigeration, icom radio, a Zodiac with 2 hp Honda, and much useful equipment left behind. I'm asking \$15,500. This Vega and I made a passage up from the mouth of the Columbia, 20 miles out, several years ago, and all systems tested out well.

I will miss the Vega but have to move on; I note that even the editor of the Vega web site is selling his boat, so maybe this is change that comes to all of us. I put in a classified ad on the site.

Please note my new address below, Sid: I intend to keep renewing my subscription to the Newsletter.

All the best,



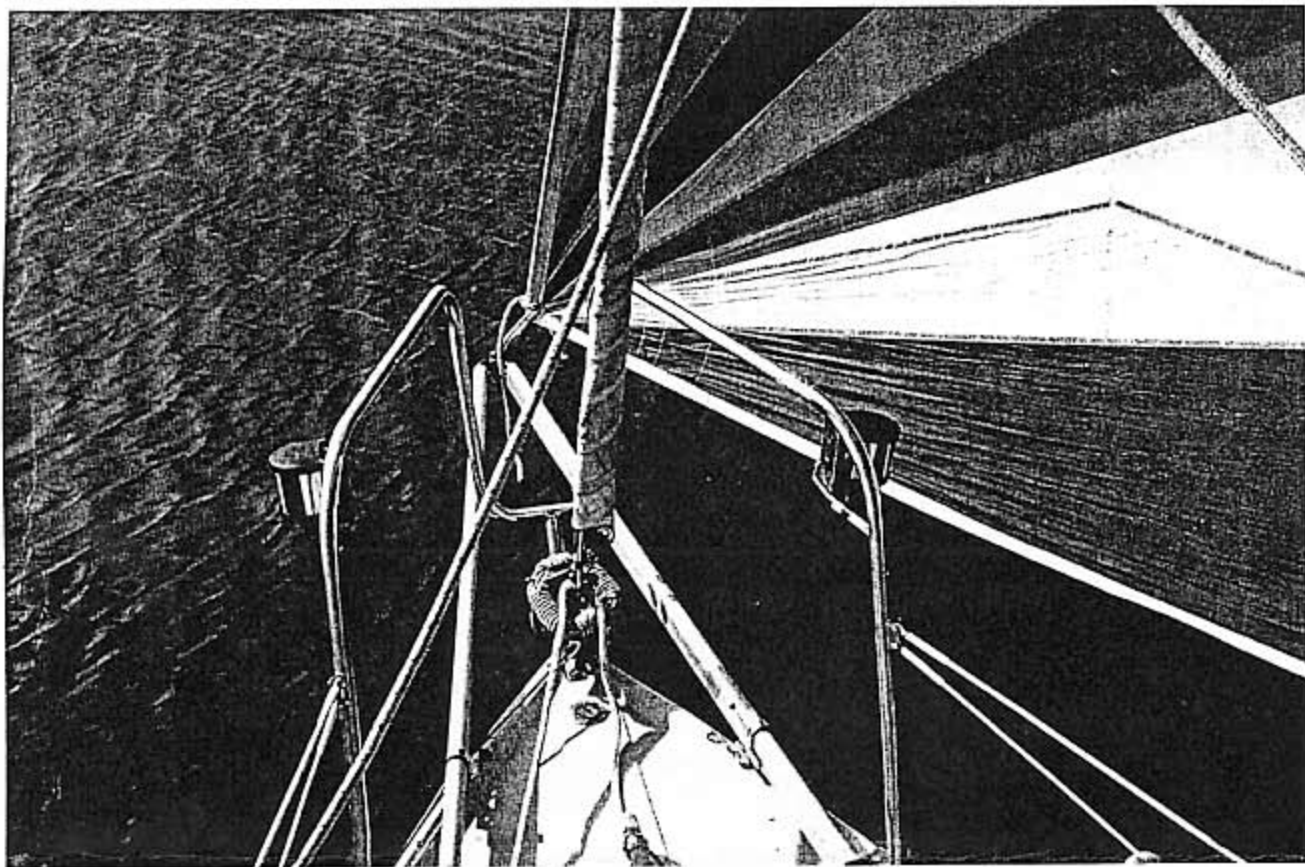
S. Eugene Thompson
2440 10th St.
Coralville, IA 52241
319 338-6100

You do not have a subscription!

You have a membership in the
American Vega Association

The newsletter comes with
your membership!

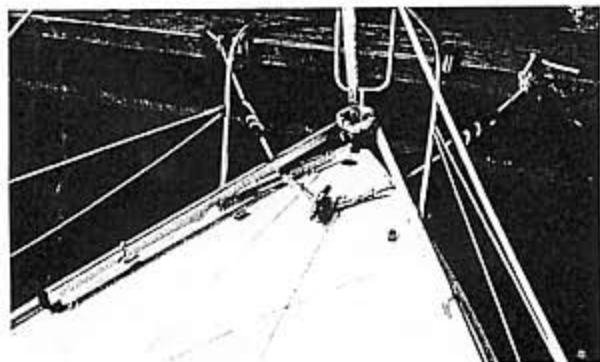




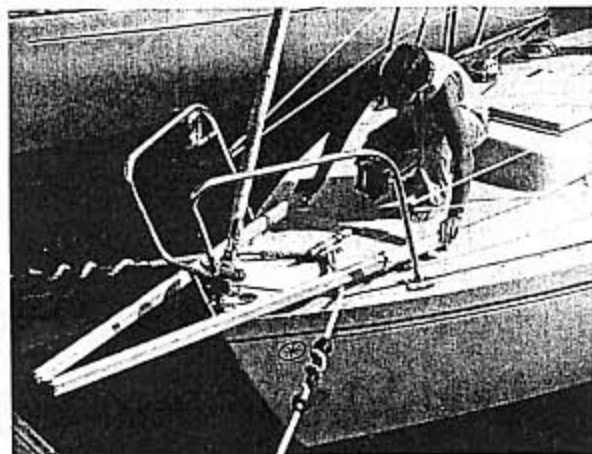
Hammax **BOWSPRIT FOR GENNAKER**

***SPEEDS UP THE FAMILY-BOAT
SAFELY AND COMFORTABLY***

- Simple, easy and fast to handle
- Strong and stable
- Takes little space when not in use
- Easy to attach
- Patent pending



Hammax bowsprit is a new and practical device for those who want to use a gennaker.

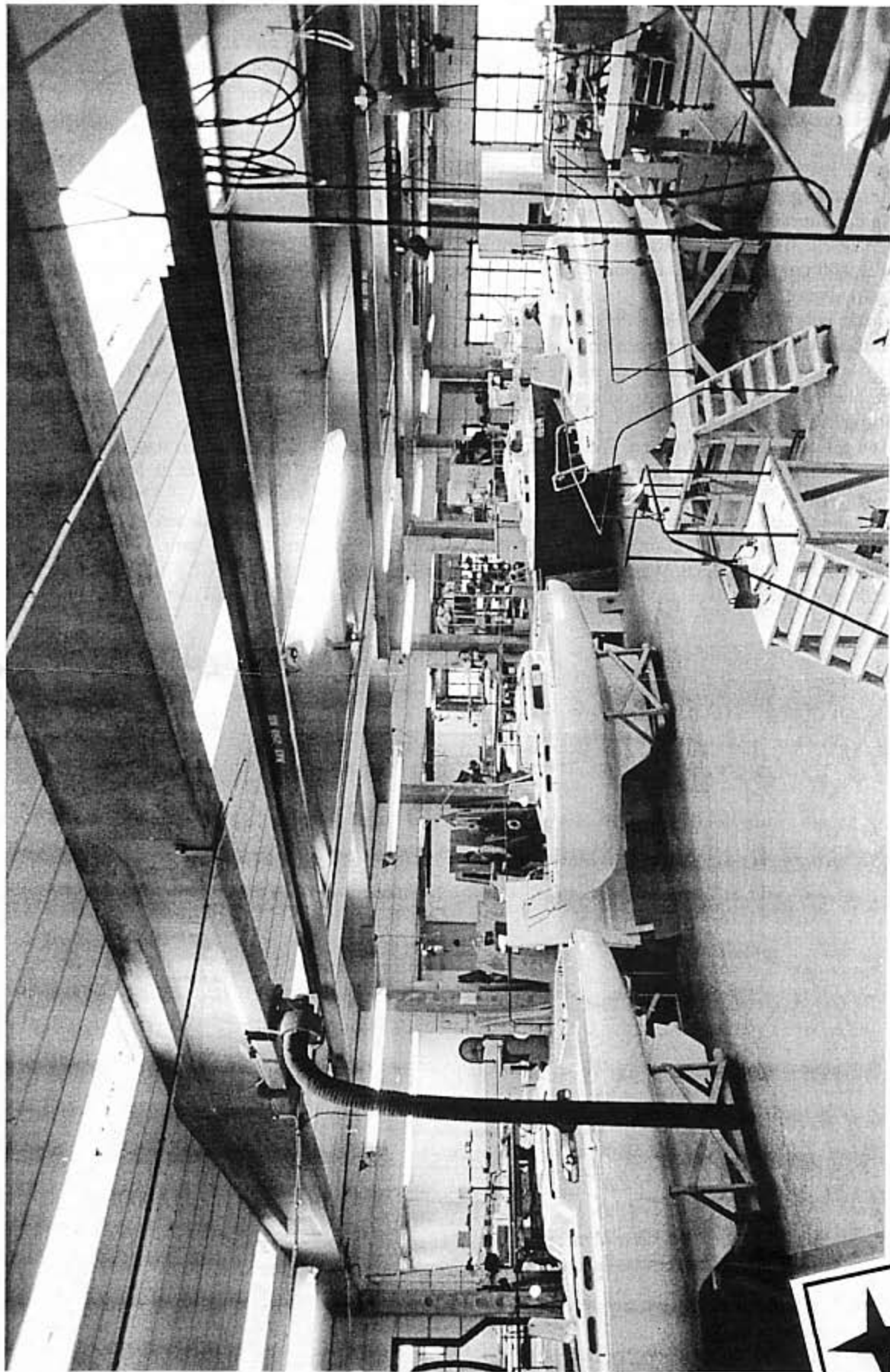


The bowsprit consists of two rods which are joined together by a hinge. The bowsprit is fixed to the deck by two pegs. It can slide forward and backward on the pegs. In its forward position the bowsprit is automatically locked to the pegs.

Manufacturer:

Hammax
International

Which Vega is yours?



From Vega Bulletin #84, Kring Van Vega Zeilers, Netherlands, Nov '99

Richard M. Brauer
2049 Lake Shore Drive, Long Beach, Michigan City, Indiana 46360

January 4, 2000

Dear Sid,

Enclosed is my check for the year 2000. Thank you for all your effort. I don't have much to report. Several years ago I took out the entire interior of Dodi II down to the bare hulland replaced the liner with 1/2 inch thick fiberglass matting and new bright white naugahyde. Another year I totally rewired the boat and installed 12 switch electrical panel. Last year I rewired the mast for a new wind machine as well as well as lights.

I turned 75 this year but I still race my boat. I won the trophy for the most consistant finisher - I finished last in every race! One time, however, I almost lost my position! I was able to recover by doing an intentional 360 and getting myspinnaker fouled. We here on Lake Michigan don't have the exciting sailing that those doin other parents of the . Sometimes I get waves 2 to 3 feet high.

Currently I am working part time at a West Marine store here in Michigan City. With my reputation as a high performance sailor, sometimes someone will ask me a question.

Please keep up the good work!



Richard M. Brauer
Dodi II

Parts for sale!

Dear Sid,

Do you accept greetings from a trawler owner? We're doing fine in the boat but I must admit I do miss sailing! I must get a sailing dinghy!

Sid, I have a complete Vega shaft, hub and propellers ready to be installed. They came from Jim Ranti's Vega when he converted. I am asking \$500 for the complete assembly.

Would appreciate your mentioning this in the newsletter.

Happy New Year!

Bill

Bill Steinbuch
478 Main Street
Old Saybrook, CT 06475
Tel: (203) 388-4243

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I'm curious

The October 1999 issue of Yachting magazine ran an advertisement by Richard Bertram Yachts for a 110' sailing yacht. But the ad read "not for offer or sale to US residents" WHY?

(if you have to ask the price, you can't afford it!)

Walt Shevitski writes in an email:

After doing all the repairs on "Remedy" - Oil pan gasket, oil pump gasket, new prop shaft bearing, new lower rudder bearing, new hinge on the cockpit floor hatch. etc. etc. I thought I was ready to go out sailing. That was back in early June when upon a close and detailed inspection of the hull, I found a wet spot on the hull at the rear of the keel near the rudder bearing cup holder. After grinding away the paint I found it to be a crack in the keel area about 6 to 8 in. long. Must have happened on my last trip when I was stuck on a reef in the Long Island Sound, and the waves were pounding the bottom. Wasn't stuck long and didn't give it any thought, as I had grounded the boat out on another occasion in the finger lakes, but there isn't any waves to speak of, on the lakes. The crack was in the area where the diesel fuel tank usually sits, but since I have a gas engine on Remedy, the void in the hull is filled with some type of filler material that retains the water if any should intrude into the hull. Had to dry out the hull before any repairs could be effected. This in itself is a long process after drilling air holes to let the water and moisture out, and using air pumps (Thank God we had a dry summer) . Found out the largest aquarium air pumps do the job admirably and don't cost an arm and leg to run constantly. You might post this tip in your newsletter for someone that may have the same problem. I Removed all the paint from the keel areas in question on both sides of the keel to make sure no other damage ensued. I am now in the final stages of the refinishing and repair, and still hope to get out this year even for a short sail. If not, I will be looking forward to next years adventure. Like you, I also miss not sailing.

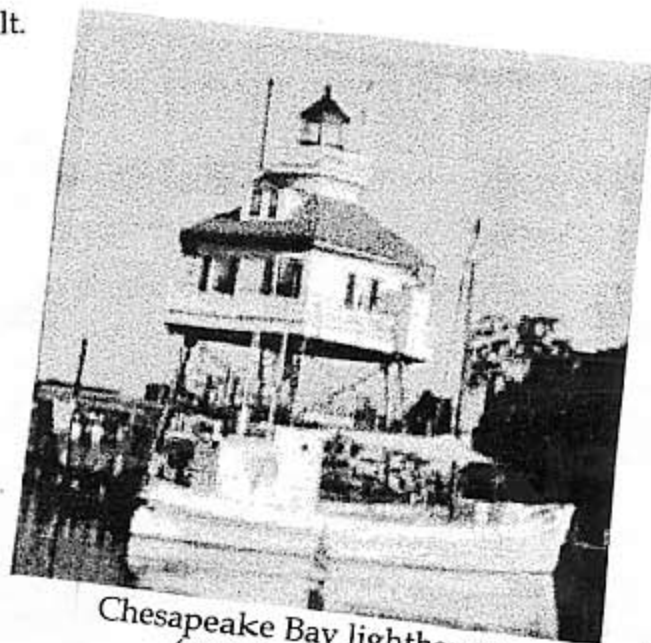
In anticipation of sailing this year, I purchased a new digital video camcorder to record my exploits and make some decent home movies. If I don't get out onto the water it looks like I will have to make movies of the dog and kids again. Ha ha. I could have had a sailing buddy last year, but the problem was that he was never on the water and never sailed. He would have been more of a hindrance than a help. Besides, I am quite content sailing solo, even though an extra pair of eyes and hands would be welcome at times. My wife, like your Florence has no desire to sail anywhere, on any boat.

For now take care, and "Fair Winds and Smooth water" through your course in life.

Walt.



From "Vegabladet"



Chesapeake Bay lighthouse
(screw pile type)

Lars Lemby
Kastanjevägen 8
S-132 46 Saltsjö-Boo
Tel/fax: +46*8-715 87 04
e-mail: lars.lemby@swipnet.se

14 Dec. 99

Mr Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821
U S A



Dear Sid,

About the twin mainsheet system.

Congratulations to John B Sprague on Vega no 1492 for his new mainsheet arrangement. Just one warning: Please make certain that the fastening to the cabin roof is strong enough!

When the "Class Rule" for racing vegas was established the designer Per Brohäll insisted that we should include a rule barring all fastening of foresail sheet leads otherwise than along the edge of the boat for safety reasons, as the deck was not designed to take such strain. That is the way the rule still is. Now, the cabin roof is by no means stronger, rather the other way. On my vega (no 7 from 1966) the cabin roof consists of an outer (top) layer of GRP about 3 mm thick, then a layer of foam and innermost a paper-thin layer of GRP. Of course this construction can take a small load of pressure evenly distributed but watch it carefully. The safest method I can think of would be to cut away a large enough area of the inner ceiling and foam, then either re-fill the hole with solid epoxy and drill through it or place a big washer board (or block) directly against the (somewhat) thicker outside (top) skin. This washer board could be made the same thickness as the foam, thus concealing the hole. As is shown in John's sketch washer boards (blocks) are needed also on the top side. However, the question remains if the design itself can stand up to the forces. These will be quite considerable as the leverage between the mast and the main sheet will be much less than with the sheet at the boom end and the forces proportionally bigger. I don't think that the designer ever considered this solution, but his fear about the deck should make us wary. I suppose that, just as a not closing door to the fo'c'sle indicates too weak a mast beam, difficulties in making the washer boards fit would indicate that the cabin top is deforming. Leaking window gaskets might give the same signal.

However, for all I know, nothing at all may happen, and John may sail on as happily and comfortably as ever, but, perhaps, for one detail: When I sail close hauled in light winds I like to trim the main boom slightly to windward, i e I move the main sheet traveller to windward. This can be done, as I understand it, if the twin main sheets are completely independent, but I believe this would be too cumbersome for convenient sailing.

Another advantage of John's system is that he has cut his mainsail and thus raised the main boom above standing height. I have done the same and I cannot praise it enough: Nothing to strike you on the head when jibing accidentally. Yet even this has a drawback, which I found out this summer. Running strait down a fresh breeze and coming from the foredeck I was to step down into the cockpit when a gust shifted the wind enough for a very swift jibe. As the boom was now so high it struck me with great accuracy on my left eyebrow (my first and only hit during 40 years of sailing). I managed to stay on board and most of the blood spilled on the deck from where it was easily flushed, and the grandchildren found it exhilarating, but I had to spend a night in the hospital waiting for being sewed up and the eyebrow is still slightly sore. Yet: Sailing is still to be preferred to boxing.

LARS



January 4, 2000

Dear Sid,

Enclosed is my check for the year 2000. Thank you for all your effort. I don't have much to report. Several years ago I took out the entire interior of Dodi II down to the bare hulland replaced the liner with 1/2 inch thick fiberglass matting and new bright white naugahyde. Another year I totally rewired the boat and installed 12 switch electrical panel. Last year I rewired the mast for a new wind machine as well as well as lights.

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Currently I am working part time at a West Marine store here in Michigan City. With my reputation as a high performance sailor, sometimes someone will ask me a question.

Please keep up the good work!

Dick Brauer
Lodi II



James Villa
82 Schermerhorn St. - #4B
Brooklyn, N. Y. 11201

December 12, 1999

Mr. Sidney A. Rosen
10615 Whitman Circle
Orlando, Florida 32821

Dear Sid,

Thanks for the e-mail and enthusiastic welcome to your fleet. We looked for a Vega for quite a while and are very pleased to join your group. Thank you for all the effort that you have obviously put into what seems like a "labor of love!"

My wife and first mate, Debra, is a neophyte sailor who fell in love with our Vega at first sight. In another life I owned (and loved) a 62 Dutch built Rhodes Meridian which carried a wooden spar and boom. She had all bronze fittings, loads of mahogany and real lead ballast. The Vega is a worthy successor and a joy! We feel privileged to be among your group. Please consider us friends.

Our very best wishes to you and yours and the Vega fleet for the coming holidays and the new century ahead. May the winds be fair and at our backs!

Cheers,
Jim Villa
Jim Villa