

Honor roll of members

We are a very fortunate organization to have such an extremely large mainstream of dedicated members. As of January 1, 1993 we had 47 members who had retained their membership for 10 years or longer and 46 members who had been with us for 5 years or longer. The list should be even bigger next year at this time! We appreciate the support of each and every member and hope your name will be included in next year's list.

10 YEARS AND OVER

<u>Name</u>	<u>Sail #</u>	<u>Name</u>	<u>Sail #</u>
* Sam Amoss	-	Gordon Hempton	1147
Channing Barlow	698	Gerd Herbeck	3254
Jim Bishop	2536	Jacobus Kaper	1284 (B)
Allan Braff	2932	Karl Larson	715
Richard Brauer	174	* Art Levin	1706
Bruce Carr	1391	Ted Miller	1276 (B)
Bill Carrico	1997	Mace Miyasaki	249 (B)
Anastasia Cassidy	2967	Gerald Pickard	2456
Dick Coe	-	Ed Pittenger	1568
Ben Cogen	277	Johannes Pott	102
Harold Cohon	3027	Jim Ranti	1567
Everett Coon	150	Pierce Reed	1168
Ken Cooperstein	1553	* Phil Rogers	2915
Pat Crooks	1947	* Sid Rosen	-
Brendon Donegan	2592	John Ruhland	151
Sheila Dowst	-	Thomas Ryan	3207
Ric Eiserling	935	Marvin Schatz	716
* Tyke Furey	722	Doug Smith	978
Robert Gilbert	1507	Frank Smith	1247
* Gerald Gravett	2705	John Sprague	1492
Lawrence Gray	1165	William Steinbush	1460
Bruce Grayson	2739	* Russ Walker	2731
Roy Grimes	1873	George Wood	3211
* Jim Hartzler	1864		

* Founding member of Vega One Design Chesapeake Assn (VODCA)

(B) - Albin Ballad owner



5 years and over

<u>Name</u>	<u>Sail #</u>	<u>Name</u>	<u>Sail #</u>
Mark Allen	1066	Harry Lewenstein	126
Gunnar Asker	3085	Wendell Lloyd	2925
Allan Berlind	2859	Doug Mc Daniel	264
Espin Bullock	1782	Jim Mceachern	3177
Pat Callahan	2537	Jim McLennan	933
Nick Coghlan	1639	Morman Meissner	2503
Dennis Crowley	3253	Terry Polls	-
Paul Diaute	1167	Rodney Reichert	2000
Ed Davis	321	John Ritter	1037
Bob Eckwall	123	Milton Sachse	42
Bill Etheridge	2225	Nate Sanderson	3226
Frank Gallardo	2184	Richard Schmehl	2858
Robert Gaskins	1561	John Shea	3173
James Gingery	101	Jim Sheldon	1879
Robert Gingrass	1060	Tony Skidmore	1517
Jim Green	2554	Bernie Smith	3288
David Haglund	2609	Bill Stewart	1591
Albert Hall	1862	Earle Sugar	929
Paul Halvachs	1826	Dale Thornton	?
Kim Hastings	2317	Charles Trenkle	1869
Peter Jack	3142	Allan Tufankjian	1810
Warren Kirkendall	130	Ed Weaver	3121
Ed Kuiper	2501	Jack White	1674



1993 DUES INVOICE AND ROSTER UPDATE

1993 dues are now payable. Please complete the form below and return at once with your check made payable to "Vega Newsletter".

Send to: Sid Rosen
10615 Whitman Circle
Orlando, FL 32821

US : \$10.
Canada : \$11. (US)
Foreign : \$16. (US)



NAME _____ HOME PHONE (____) _____

SPOUSE _____ WORK PHONE (____) _____

ADDRESS _____

_____ ZIP CODE _____

SAIL NO. _____ YEAR _____ BOAT NAME _____

YACHT CLUB _____

WHERE BERTHED _____

RADIO: CB _____ VHF _____ AMATEUR _____

HULL NUMBER IF DIFFERENT FROM SAIL # _____

Lars Lemby writes about Nisse Tidner's funeral:

SEPT 24, 1992

DEAR SID,

I AM SORRY TO BE A LITTLE SLOW IN ANSWERING YOUR LAST LETTER. TIME IS A VERY ILLUSIVE THING -

THE BODY OF NISSE TIDNER WAS EVENTUALLY FOUND SOMEWHERE IN AN INACCESSABLE AREA ON THE SHORES OF THE ISLAND ÖSEL, AN AREA THAT IS ALSO A "NATURE PRESERVE" WHICH MIGHT MEAN THAT THE EX-SOVIET FORCES KEEP EVERY ONE OUT. THE BODY WAS DRESSED IN A LIFEJACKET BUT WITH NO TRACE OF A SAFETY HARNESS. NISSE WAS IDENTIFIED BY MEANS OF HIS DENTIST'S CARD. NO TRACE HAS SO FAR BEEN FOUND OF EITHER KATARINA OR "GALATEA TURBO".

NISSE WAS BURIED AT TÄBY (SWEDEN) ON SEPT 11. THE TINY, OLD, BEAUTIFUL CHURCH WAS COMPLETELY FILLED BY PEOPLE WANTING TO HONOR THE TIDNER FAMILY AND THE MEMORY OF NISSE. IT WAS A HEARTBREAKINGLY FINE DAY WITH CLEAN, COOL AIR, BRILLIANT SUNSHINE AND JUST A HINT OF AUTUMN COLOURS IN THE GREEN OF THE TREES - SUCH A DAY WHEN OTHERWISE ONE'S HEART WOULD JUMP FOR JUST THE PURE JOY OF LIVING.

IN THE ADVERTISEMENT OF THE FUNERAL THE FAMILY TIDNER HAD INCLUDED A QUOTATION OF AN EXCERPT FROM A SWEDISH PIECE OF POETRY (IN SWEDISH IT IS EXCEEDINGLY BEAUTIFUL IN TUNE, SOUND AND RYTHM WHICH I CANNOT TRANSFORM INTO ENGLISH.

"I SAW A STAR ON WATCH
IN A TUMULTUOUS SKYE
AND - TWINKLING BACK
TRUSTFULLY, OCEAN ROCKED-
A STAR IN A WAVE

THE PRIEST, WHO SEEMED TO HAVE KNOWN AND LOVED NISSE PERSONALLY, TOOK UP THIS THEME AND SUMMERIZED UP: "THAT'S HOW HE LIVED AND THAT'S HOW WE WILL REMEMBER HIM: A STAR IN A WAVE."

I SPOKE TO THE FAMILY AFTER THE CEREMONY, CHRISTINA ("STINA") ALL IN TEARS. HIS FATHER GUNNAR VOICE CHOCKED, HIS MOTHER VERY STRONG AND STEADFAST: "NISSE SIMPLY HAPPENED TO BE IN THE WRONG PLACE AT THE WRONG TIME".

AS YOU MAY ALREADY KNOW, THE WHOLE FAMILY IS VERY COMPETANT AS SAILORS. THEY SAILED WITH A VIGGEN FROM TÄBY TO THE CHANNEL ISLANDS AND BACK WHEN THE CHILDREN WERE BUT VERY SMALL AND WITH ANOTHER VIGGEN FROM PORTUGAL TO TÄBY. . . ETC.

THE ADDRESS OF THE FAMILY IS: MR. GUNNAR TIDNER
STALLVÄGEN 6
S-183 38 TÄBY (A SUBURB OF STOCKHOLM)
SWEDEN

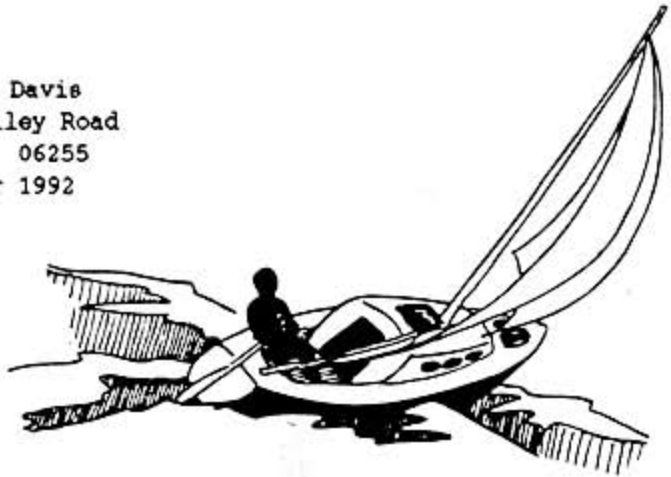
THANKS FOR YOUR INVITATION TO VISIT YOU IN ÖRLANDO. ANNA MARIA AND I WILL CONSIDER. PLEASE KNOW THAT YOU ARE AS WELCOME TO US IN SALTSJÖBOO

SINCERELY,

Lars

Ed & Hilda Davis
10 Spring Valley Road
Mystic, CT 06255
30 October 1992

Vega Newsletter
c/o Mr. S. Rosen
10615 Whitman Circle
Orlando, Fl 32821



Dear Sid;

Although I have seen a few newspaper clips in the Vega Newsletter about Vegas being put up for sale, I never thought that I would be telling you that ours is also on the market.

The next owner of Lorelei (Hull # 321) will get a boat in great condition. She had been repowered with an Atomic 4 engine that was installed just before we bought her in 1986. This engine is easily serviced and the parts are readily available. Last year we installed brand new roller furling and a depth sounder. We also have a full set of poppets for storage and lots of extras will go with the boat.

We hate to see her go, but my wife and I decided that, now that our kids are grown, married and gone, and with our own time constraints, keeping her is just not feasible any longer.

We are not looking to make a killing on her sale and think our offering price of \$11,500. will be a fair one. Winter storage for the boat has been taken care of.

Keep up the great work on the newsletter. We enjoy it immensely, and plan to continue our membership even after 'lorelei' is *sniff* gone.

Warmest regards

Ed Davis

P.S. If you know of anyone who may be interested in our boat, I can be reached at: (203) 434-3532 during working hours
(203) 536-9593 weekends & some evenings before 8 PM

Going Sailing

We've stowed the gear & bent on the sails,

The battens are all in place

We've checked the weather and briefed the crew

Today we're not planning to race.

I turn the key & the engine starts,

I let it warm up for a while

Joe slips the lines and eases the boat out

"Don't let it rub that pile!"

The horn is handy, but the creek is clear
so up into the wind we turn

The main goes up without much fuss
my crew has been quick to learn.

"Hey Joe, How about easing the topping lift"

"I'm sorry I forgot it" says he.

That done, I adjust the main sheet
and turn off the engine key.

I feather the prop & turn down wind

The jib is raised nice & neat.

In nothing flat its winched up tight
and I adjust the sheet.

We're off for a day of sailing
on the beautiful Chesapeake Bay
The wind is right and the sky is bright
The start of a wonderful day.

Sid Rosen, 10/77

Please welcome:

Bill & "Betts" Slim
50 South Woods Lane
Doylestown, PA 18901
Tel: Home (215) 348-7383
Work (215) 348-4747
Vega #403, "Eight Bells", 1969
Berthed: Tall Oaks Marina, Forked River, NJ

Prior owner: Terry Potts

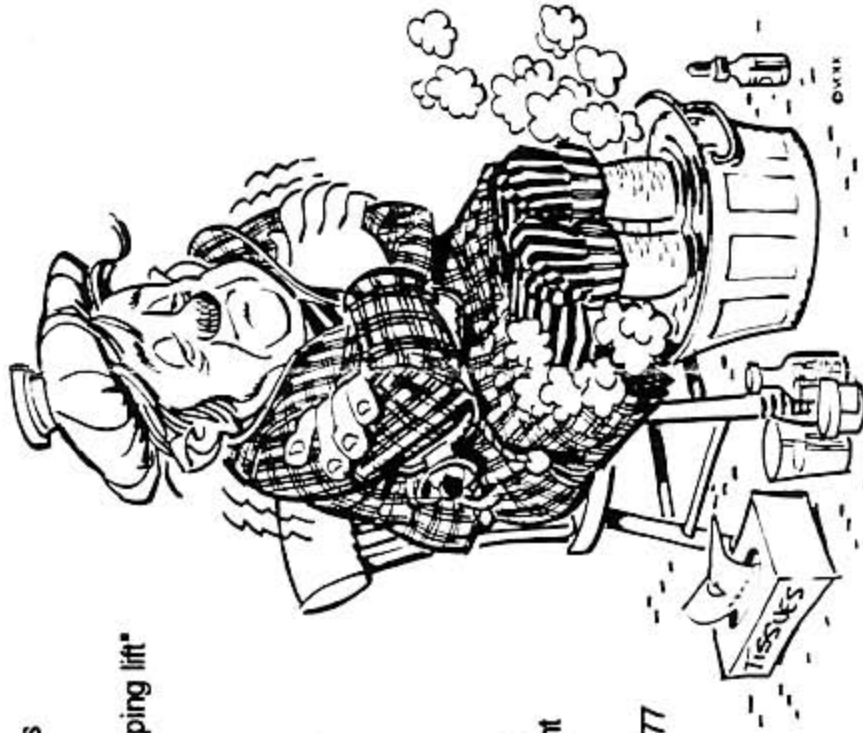
FEELING LOW ?

Think Sailing ! Think Vega !

While you're thinking and remembering, please jot down your experiences and send them to your editor.

We need your input! Would you please tell us where you sailed, what happened, what broke, and how you coped! We would like to know about your misadventures as much as your adventures! What broke and how you fixed it.

We can't exist without your input! It isn't news if nobody knows about it!





Dansk VEGA KLUB

Naerum, 92.09.02

Dear Sid,

Thank you very much for sending me the latest Vega newsletter. I hope that all the Vegas in your area are safe and sound after the hurricane "Andrew" which must have been a dreadful experience.

As for the IFR 1992 we certainly missed the US-participation, but anyway we were able to gather 91 Vegas i Frederikssund, Denmark: 2 from Great Britain, 20 from Sweden, 4 from Norway, 25 from Holland, 10 from Germany and 29 from Denmark. Not bad at all. I think everybody enjoyed the regatta week and the weather was fine for the races.

I enclose a couple of snapshots and the regatta badge.

On page 10 in your newsletter one of your members obviously has a problem with the exhaust system. I therefore enclose some photocopies that might be helpful as one of the Danish members altered the system into a "wet" system last yaer. This alteration has silenced the noise considerably. The system is a Vetus system and the manufacturer is the worldknown company W.H. van Ouden, who is also represented in the US. I think the pictures explain how to do it.

In the newsletter I read about mast support renovations. Would it be possible to get some drawings showing how the problem was solved. We have the same problem here, especially with the "old petrol engine Vegas".

Best wishes from Denmark to all American Vega sailers.

From

Walther

Walther Nerving
Vicepresident
Danish Vega Club

AN ACCOMPANYING ARTICLE (WRITTEN IN DANISH) WAS PUBLISHED IN THE DANISH VEGA NEWSLETTER ABOUT THIS SYSTEM. WE WOULD APPRECIATE SOMEONE TRANSLATING THE ARTICLE. IF YOU CAN, PLEASE WRITE TO SID ROSEN.

VETUS[®] UDSSTØDNINGSSYSTEMER

(vandkølede) 30 - 90 mm

De 2 vigtigste funktioner for Vetus vandlås er:

- at opsamle vandet, som er i udstødningsslange, når motoren standses.
- at reducere udstødningstøjen til et minimum.

Form og dimensioner er valgt for at opnå maksimal effekt.

Resultatet vil overraske enhver forventning.

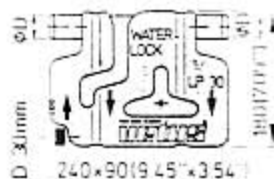
ADVARSEL:

Vore Vetus vandlås, lydæmpere og svanehalse bør kun anvendes i kombination med Vetus eller tilsvarende godkendt udstødningsslange. Brug kun Vetus komponenter og spar Dig for en bunke ærgelser.



③ VANDLÅS LP 30

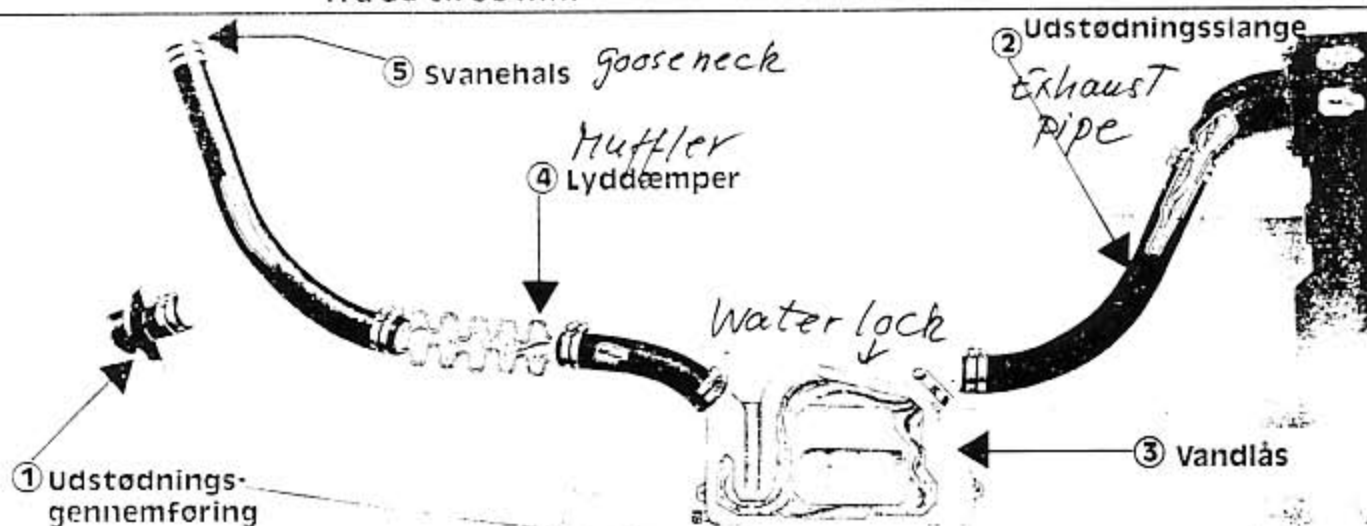
Passer til 30 mm slange
Påbygget afløbsstuds imod frostsprængning



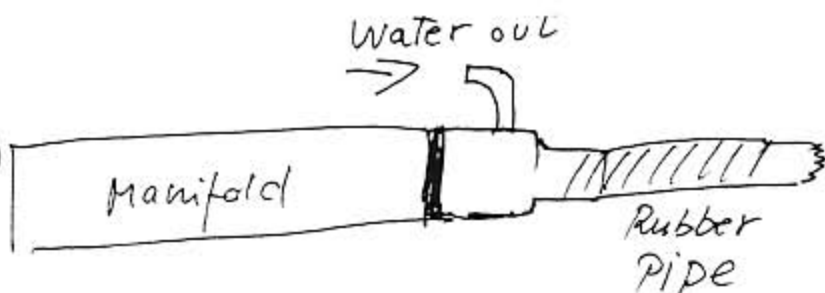
Water lock

VETUS[®] UDSSTØDNINGSPARTIKLER

fra 30 til 90 mm



ANTIHÆVERTVENTIL Denne antihævertventil er universal for 13-19-25-32 mm.
Huset er af plastic.

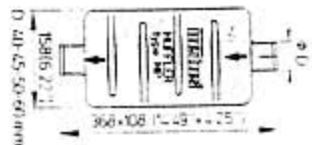


*Exhaust flange
must be
Special made*



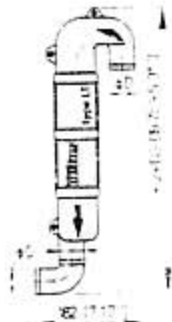
④ **LYDDÆMPER** *Muffler*
MP 40/MP 45/MP 50/MP 60

Leveres til 40, 45, 50 og 60 mm slange
 Konstruktionen tillader udstødningsvandet at
 passere frit igennem dæmperen, så det ikke går ud
 over hestekræfterne.



⑤ **SVANEHALS LT 40/LT 45/LT 50/LT 60** *Goose Neck*

Leveres til 40, 45, 50 og 60 mm slange
 Denne plastik svanehal forhindrer søvandet at løbe tilbage
 udstødningssystemet.



Are you a good skipper ? Do you provision your boat properly?

Florence and I recently returned from a week of cruising the Carribean aboard the Holland America liner 'Nieuw Amsterdam'. The last day, in addition to disembarkation instructions, we were given ship statistics. Included were figures on food consumption by the 1900 passengers and crew:

Meat & meat products	8,452	lbs
Poultry	3,588	lbs
Fish	2,856	lbs
Other seafood	1,988	lbs
Butter/margarine	1,543	lbs
Fresh vegetables	13,215	lbs
Potatoes	2,982	lbs
Eggs	10,200	pcs
Dairy	4,210	qts
Sugar	824	lbs
Coffee	402	lbs
Fruit	18,518	lbs
Rice (oriental crew)	1,901	lbs
Rice (guests)	523	lbs
Caviar	26	lbs
Flour	1221	lbs

Total consumed 73,669 units (lbs/pcs/qts)

(This equates to 5.5 units per day per person)

So The next time you take a guest out for a two day cruise be sure to take along 22 lbs/pcs/qts of food for the two of you! You wouldn't want the two of you to go hungry would you?



Hawaii suit aims to block tough new anchorage law

By Jim Flannery
Staff Writer

Hawaiian boaters are challenging the constitutionality of the state's new anchorage law in a class action suit.

The suit, filed in September in U.S. District Court, asks for a temporary injunction to stop the state from enforcing the law while the court decides whether the anchorage permits and the fees the state charges for them are legal. A hearing was scheduled for Dec. 17 in Honolulu.

The suit claims more than 100 boaters have been cited for violations since March. "The national implications are self-evident," says Timothy Sylvester, secretary of the 300-member Hawaiian Navigable Waters Preservation Society, which brought the suit. "A win in Hawaii means a win for all mariners in America."

Hawaii has the toughest anchoring laws in the nation. A boater who anchors any-

where in the islands for more than 72 hours must buy a permit for 70 cents to \$1.10 a foot per month. The permit may be extended up to 90 days. After that, the boat must take a slip or mooring or leave the state. Live-aboards pay \$2.63 a foot and, except for those grandfathered into anchorages, must stay at marinas. Marinas have five-year waiting lists.

The penalty for violating the law is \$10,000 or banishment of the boat for up to two years from Hawaii.

"There is no free anchorage in the entire state of Hawaii," Sylvester says. "No matter where you go ... you have to buy a permit and you can't live aboard your vessel [at anchor]."

The suit points out that Hawaiian waters historically have offered anchorage to cruising and commercial vessels crossing the Pacific.



"Today, Hawaii remains approximately 2,000 nautical miles from the next nearest port of major refuge," the suit says. "Hawaii remains a critical stopover for cruising vessels ... on their way to the South Pacific." It says cruising boats from the mainland typically arrive in November or December and must wait out the Pacific hurricane season until June.

The suit claims a permit fee is unconstitutional because it restricts navigation and imposes a duty of tonnage on vessels, without providing any services in return.

It also argues that the permitting system violates federal rules because it illegally delegates to the state Coast Guard regulatory authority.

The restrictions on live-aboards are challenged as "repugnant" to federal and international laws that require that vessels in navigation, including those at anchor, keep a proper watch.

◆ Soundings Jan '93

Which burgee is ours?

The answer is both! Yes, our members are flying two slightly different burgees. It all depends when you purchased yours.

When VODCA (Vega One Design Chesapeake Association) was organized our burgee was a white Albin four cornered star on a solid red field. We kept that for 15 years. On November 31, 1991 VODCA became the American Vega Association. It soon became necessary to reorder burgees. At that time the design was altered to add the "V" so that the burgee looks the same as the logo on our sails.

old



new



If you have one, fly it. If you don't, we have them available for only \$8.00 postpaid. They are well made of nylon and measure 16"x24" - a nice flag to fly