

# VEGA

# Newsletter

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25 Jan 1999

Voice of American Vega Sailors

No. 1 - 99

- **1999 dues were payable last month. If you haven't paid, this is the last newsletter you will receive. The front of your newsletter will be stamped:**



US	\$15.00
Canada	\$18.00 (in US \$)
Foreign	\$22.00 (in US \$)

**We need you - send in your check today!**

- I am still fighting the "returned newsletter" battle - I had four (4) returned to me last month by the post office! When you move please send me your new address immediately! The Post Office does not forward indefinitely!
- Did you know that Per Brohal, designer of the Vega, was an aircraft designer?
- I recently had a very nice visit by Inger Sundstrom and Henry Gustafsson of Vega Marin in Sweden. We had a great time. Henry apologized about the big shipping costs and suggested that skippers try to consolidate orders to reduce freight costs. A reminder to our Albin Ballad skippers: Vega Marin carries some Ballad parts.
- **Advance Notice:**  
*All Albin Reunion (Vegas included)  
Date: June 11, 12 & 13, 1999  
Place: Norwich, CT  
Sponsor: Gordon Douty,  
Northeast Albin Newsletter*
- **Good Old Boat Magazine** has advised that they have added a new boat review column by John Vigor. The first review will be on the Albin Vega. Read about it in the March/April issue of Good Old Boat Magazine. It really is a great periodical!
- **Where have all the women gone?**  
They also sail but we never hear from them. Why not?  
*We could have a "ladies edition" if enough of them would write!*

October 13, 1998

John S. De Lanoy  
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Sidney A. Rosen  
American Vega Association  
10615 Whitman Circle  
Orlando, Florida 32821

**RE: American Vega Association**

Dear Sid:

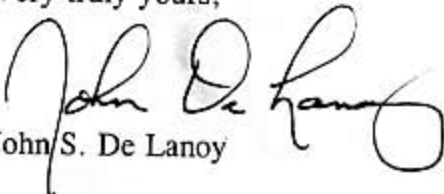
I received your correspondence of October 2, 1998 and the accompanying newsletters both of which I read with great interest. I do wish to become a member of the association and have enclosed a check in the amount of \$39.00 along with a membership application.

I purchased this particular boat from a friend who lives in International Falls, Minnesota (located on the Canadian border). In 1992, he and his wife purchased the boat in Stuart, Florida and trailered it back to Minnesota where it was sailed for a number of years on Rainy Lake. My understanding is that the boat was built in either 1966 or 1967. To my knowledge, the boat was never formally named although the previous owners sometimes called it "Spike" as some form of anti-nautical statement which, I must confess, I did not entirely follow.

Currently, the boat is in dire need of a thorough overall. The previous owners had sanded off the old gelcoat and were in the process of repainting the hull and deck when they ran out of both time and patience. In addition, much of the old teak parts are either missing or in poor condition. I intend to spend the next year finishing the painting, replacing or rehabilitating the teak and rewiring the electrical system. Provided Minnesota enjoys mild weather this winter, I hope to have the boat in the water by this time next year.

I am very pleased to have made contact with other Vega owners and hope to glean some of their accumulated wisdom through the course of this process. Upon bringing the boat back to St. Paul and making a closer inspection, I had begun to suspect that I was in over my head and it is inspiring and somewhat relieving to hear that these boats, when finished, actually float and are wonderful to sail. I look forward to receiving the next newsletter.

Very truly yours,

  
John S. De Lanoy





## Walter Shevitski's big cruise

Date: 1998, July 19, 1998

Subj: Return Home

To: SIDNOCK



Hi Sid,

Just got home from my trip, but have to get "Remedy" home yet. It seems the fenders vibrated off my trailer when my friend brought it home from Cape May. He didn't reduce the tire pressure and the trailer bounced all the way back here to Pennsylvania. The boat is currently up in Seneca Lake and I will have to pick it up sometime this week.

Had a great time and sail. I don't know if Roxanne kept you up to date. but I did the the Delaware and Chesapeake circumnavigation and then went half way back up the Chesapeake so my son could join me for a week of wind and water. We had lots of fun. I had the spinnaker up & flying for the first time, and used it and many times after that. After leaving the Chesapeake I went up the coast on the outside. Made most of the inlets for R & R. Went into the Barnegat inlet to see my Uncle up in Tom's River at Beechwood, NJ.. That river basin is really shallow - wow!! Went on the inside passage to Madisquan inlet and then up the Atlantic coastline to Sandy Hook and the Arthur Kill passage way to Woodbridge N.J. -w here my daughter lives. Spent a day or two with her and then went up the Krul Van Kell to Manhattan and the Stature Of Liberty & Governors Island Then through Hell's Gate to Long Island Sound. While there, I enjoyed some very nice sailing days.

Was in Watch Hill R.I. when a tornado hit about 40 Miles away at Bransford. I had charts for Maine, but decided not to go, but to come back home after injuring my ankle in a bad squall. The coast guard even came out to render assistance to anyone who was in trouble. Since, my boat trailer needed some welding and work, I decided to get as close to home as possible to fix it up. So, I returned back through the Sound and up the Hudson river to the Mohawk river then to the Erie Canals and its' locks. Then off the Erie Canal to the Seneca, Cayuga Canal. I Think I went through twenty or more locks on the way. There was a real nifty one at Seneca Falls N.Y: 3 Gates and 2 Lifts.

By the way I saw "Tarka II" and another Vega at North Cove Marina, Conn. Also another Vega "White Cap" on the Hudson River at Peterson's marina.

# 25 footer with 2 staterooms set the design standard in '68

Albin Marine, best known for its trawlers, helped establish the U.S. pocket cruiser market 30 years ago with a 25-footer that still inspires a following.

Designer Per Brohall laid out the Albin 25 Cruiser with an aft-cabin configuration, giving the boat, less than 23 feet at the waterline, two completely separate staterooms.

The aft cabin is the most obvious — and distinctive — feature of the Swedish-built vessel. Under its own raised roof and ports, the pint-size stateroom is fitted with quarter berths and a hatch opening forward to the center cockpit.

The rest of the interior layout — galley amidships, to port, head set to starboard and dinette and vee-berth forward — can be seen in virtually all of today's pocket cruisers. Headroom below is created with a trunk cabin overhead, rather than with the raised deck of contemporary models.

The skipper sits on a pedestal seat in the raised pilothouse amidships, which opens aft to the center cockpit and its cushioned seating.

The whole package made up a most unusual design when it came out in the United States in 1968, especially by U.S. standards, says Albin president Fred Peters.

As a result, the boat was greeted with polite skepticism, recalls Peters, who remembers selling the cruiser 30 years ago. "The boating magazines could hardly keep from laughing," he recalls. "But that soon changed."

The all-fiberglass boats, which weighed just 3,500 pounds, soon became known for their solid construction and economical operation. Brohall, an aircraft designer, stressed that strength and light displacement could be combined in a small boat, says Peters. "It was all in how you laid out the scantlings and how it was built," he says. The semi-displacement hull came with a full skeg protecting the hanging rudder.

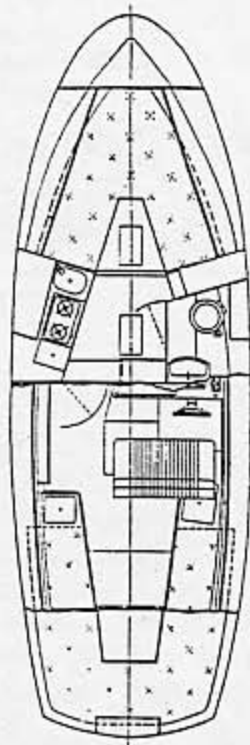
Albin was mainly an engine-maker, and the 25 was created in part to sell powerplants. The first engine was a two-cylinder, 25-hp model that pushed the boat at 6-7

knots and burned less than a gallon of fuel an hour.

While the numbers didn't impress performance-minded boaters, they did help popularize the boats during the fuel crisis of the early 1970s, says Peters. "The practicality of the boat had proved itself," he says.

As the crisis eased, Albin introduced a bigger boat for American sales, a 27-footer with a 4- or 6-cylinder engine and a top end of 10 to 12 knots. There was also 27-foot sailboat, the Vega, available in the United

**The Albin 25 Cruiser has a galley, enclosed head, protected wheelhouse, center cockpit and inboard engine. It sleeps four in two separate cabins.**



States and a sail kit (with mast, full main and jib) for the 25.

The last of the Albin 25 Cruisers was delivered around 1980, according to Peters. But the boat is kept alive by enthusiastic owners. Gordon Douty writes an informal Albin 25 newsletter for 120 other owners when he gets enough material together. Three or four times a year, letters go to Hawaii, Nova Scotia, Washington, "anywhere there's an Albin owner," the 70-year-old retiree says.

Douty, who lives inland in Monson, Mass., has had his Albin 25 for about 10 years. He's within trailering distance of Lake Champlain, the New York canals and the Hudson River. Those waterways have proved ideal for the little cruiser. He'll also

sometimes trailer the boat to Long Island Sound or the Connecticut River.

Repowered with a 28-hp Volvo, it cruises at a leisurely pace that Douty finds soothing. "You're boating to relax," he says. "Why go like hell?"

The boat has always done everything he's asked of it, says Douty. "It's a 30-year-old design, and still as functional as ever," he says.

The little boat with the funny cabins can be credited, to a great extent, with pioneering the pocket cruiser in this country, says Peters. "There really was nothing like it at the time," he says. "Once it caught on, I saw an awful lot of American yacht designers sitting in the cockpit with their sketch books."

— Steve Knauth



## I'm leaving for the Sea of Cortez

San Francisco, Nov 11, 1998

Dear Sid,

In your previous "Vega Newsletter" you mentioned that you were looking for someone to take over the newsletter, I'm sorry to hear this but fully understand. We have all come to depend on your (our) newsletter - that wonderful source of information and entertainment. I am optimistic and have enclosed my check for the coming year.

Things have been good to me workhouse in the past two years so now I feel I deserve a sabbatical. I will be leaving San Francisco for the Sea of Cortez in a week. I'll send you a postcard if and when I get there. The boat is just about ready. I am almost ready - having spent a lot of money and time on the boat lately:

- \* Roller furler: a Profurl unit with a new Sobstad 1355 jib
- \* A four person life raft in a valise. I bought it used. It is about five years old.
- \* New standing rigging and lifelines. The old rigging appeared to be in condition, but after so many years of use, I did not want to take any chances.

There were many other small details to numerous to mention (charts, guides, etc.) Currently, I am carrying 45 gallons of water and 24 gallons of diesel fuel. In addition: 1 folding bike and the Avon Redstart dingy plus two oars. That's the smallest dingy that Avon used to make.

My original MD6A still chugs away. The stuffing box started to leak some water, so I ordered an oil bath conversion kit from the Vega Association of Great Britain. It turned out to be a small plastic bottle with an ill-fitting lid, to be stuffed into the stern bearing plug hole I assume(?). For the gross amount of 20 Pounds (that is (\$35,00) I felt "ripped off" to say the least.

But I got the idea and have since made up my own: Brass elbow into the plughole, with barbed end to fit onto a 1/2" inside diameter clear plastic hose leading to the port cockpit locker. From there I will attach a small reservoir and pour in about 90 weight gear oil. I will then be able to monitor the oil level.

I also installed my Navik windvane and a small stern swim ladder (it is getting rather crowded back there!)

THANK YOU FOR ALL YOUR EFFORT - FOR ALL THOSE YEARS!

### CHUCKLE FOR TODAY

It's sad for a girl to reach the age  
Where men consider her charmless.  
But it's worse for a man to attain the age  
Where the girls consider him harmless.

(Anonymous - Forbes Magazine)

Felix Arts



Kevin & Sherrie Flanagan  
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August 5, 1998

Dear Sid,

Thanks for the info on the Vega association and for answering all of my questions. My wife and I appreciate the thankless work you do for this organization. We are looking forward to being a part of it!

The more I work with our Vega (hull #2896) that we just purchased, the more I realize that it is a "real diamond in the rough"! Many engineering philosophies parallel my own beliefs of what would make a safe "pocket cruiser". Weight was saved where structural integrity was not an issue, rather than where scantlings could be a factor. This makes it a full keel cruiser with the light weight of a coastal racer/cruiser.

We have already begun to refit our Vega. The new Yanmar that the previous owner, Mr. R. Snellings installed himself was done impeccably. The only improvements I am making are some repairing of the engine harness along with a complete rewiring of the boat. I am moving the batteries from under the cabin sole to the port and starboard forward lazarette compartments. This will give them a half of a chance in a cabin flooding and give a shorter run to the engine, circuit boards, and buss panels.

I made a teak anchor davit to hold a 35lb CQR anchor on the bow. I am rebedding all deck fittings and I'm halfway through spraying the deck with epoxy primer and awlgrip. The teak (plywood) dorade box was rotting and beginning to delaminate, so I built a new one from solid teak. I a deck inlet by epoxying an 88 cent joint as the splash guard. This should allow more air flow than the previous wood fiddle and it won't rot.

The standing rigging, although original, looks quite new and shows no hairline cracks at the swage fittings. I am replacing all of the running rigging and have a full battened main coming with two standard and one deep reef points. I don't know what square foot storm jib would be appropriate for this boat and would appreciate hearing from anyone with first hand experience.

These are my current projects and they should keep me hopping for the time being. Bob Snelling was very helpful and quite honest in his boats appraisal. If any of you had the opportunity to know Bob, you would probably agree that he is a great guy! We wish him well.

That's all for now. Thanks again, Sid, for helping us out and Sherrie and I look forward to meeting you sometime when we make a trip to the Orlando area.

Happy voyaging,

Kevin & Sherrie Flanagan



## Bryan Althouse's extended Cruise (continued)\*

6/15/98 Bryan and Mary have sailed from Nassau to Little Bell Island, Exuma Cay Land and Sea Park, and are now at Georgetown on Great Exuma Island. Tomorrow they will leave to go to , Conception Island, Rum Cay, and Long Island (not sure what order). Bryan's foot has recovered at least 90 percent.

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6/24/98 Arrived at Crooked Island. Won't get to Puerto Rico prior to the onset of the worst of the hurricane season. It has taken them a month to get to Crooked Island which is less than half way to Puerto Rico. Sounds like they have been tossed around a bit (20+ knot winds and 9 ft. waves).

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6/29/98 After three days of overnight sailing, they arrived at the Caicos Islands which are nearly 600 miles (straight line) from Miami. Everything is going well, including the weather apparently. Fishing has improved. In addition to catching barracuda, which they do not eat, they caught a dolphin fish. Unfortunately, it was so large that they could not get it aboard the boat Frustrating!

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6/30/98 In a location called (Provo?); I can't find this on my map, unless they mean Providenciales???. The plan is to leave Caicos today or tomorrow for the Dominican Republic which Bryan estimates will be a 17 hour sail with no layover point in between. They have been mostly sailing with very little motoring. The cost of diesel fuel has increased dramatically. As for fishing, they are catching grouper, grunt, and yellow-tail snapper. The reason that they lost the dolphin fish was that they did not have a hook to lift the fish into the boat. As to finances; they report that cash is best; travelers checks are not always accepted.

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7/9/98 They are in Luperon, Dominican Republic. They have teamed up with a group of five boats of which they are the smallest and slowest - They have sailed together on the leg of the voyage from the Caicos Islands to the Dominican Republic and will stay together on the next leg to Puerto Rico. They're sticking together and looking out for each other.

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7/22/98 Brian is about to wrap up their stay in Luperon, DR. They have taken trips ashore and explorey the island. One trip consisted of a guided tour along a cascade of waterfalls. Ascent included rope climbing. Descent included jumping over falls into pools below and also sliding down water shoots. Apparently this island is not terrible friendly with respect to diseases and parasites.

Two of the boats in the group have already departed. Bryan and Mary are still with the other two boats (one is the Romance). Brian's itinerary plans may be changing. They will be heading east via Sosua and Samana along the north coast of the Dominican Republic and then cutting through the Mona Passage between the Dominican Republic and Puerto Rico. However, instead of going to the southern coast of Puerto Rico (Bryan's original plan) there is talk of heading straight across the Caribbean Sea to Venezuela. This is a 400-mile shot to the first islands off Venezuela and about 450 miles to the mainland. The reported rationale for doing this is that there are no hurricanes in Venezuela but there are in Puerto Rico. But,....that is a lot of open water sailing (the first real taste of ocean sailing).

\* as related by his father



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7/28/98 Just heard from Bryan that they are still in Luperon in the Dominican Republic, but are planning to leave as soon as the winds are favorable. They will be sailing through the Mona Pass to the south shore of Puerto Rico with the plan of leaving from Puerto Rico to sail across the Caribbean Sea to Venezuela. The rationale for leaving from Puerto Rico is that from that vantage point they expect to catch more favorable winds for the 400+ mile sail to whatever point in Venezuela. Bryan mentioned that there is a tropical depression growing in that area and they are aware of it and are watching it. Statistically, 2/3 of such storms pass north of Puerto Rico and the Virgin Islands. Both Bryan and Mary are in good health, but they are tired of Luperon and want to move on. The dingy is starting to deteriorate. Some seams are starting to separate, and Bryan may attempt to make repairs on this soon. One light rusted out on the boat, but that has been repaired.  
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8/4/98 Bryan and Mary arrived at Boqueron, Puerto Rico in the southwest region of the island. They are traveling with an Endeavor which is a 45-47 ft boat. The trip across the Mona Passage was extra-ordinarily calm. After staying in Puerto Rico for a few days, the Endeavor will head across the Caribbean Sea for Venezuela to escape the Hurricane belt. No word yet on Bryan's decision, but my bet is that he will accompany them.  
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8/6/98 Bryan sailed across the Mona Passage - taking one day and night. This passage is known to be very rough; however, they waited until they thought the conditions were favorable and then headed across. The crossing was unusually calm -- so much so that they motored much of the way. Bryan was concerned about running out of diesel fuel, The Endeavor helped out by passing 3 gallons of fuel to Bryan, at which point the winds revived and they sailed the rest of the way. The owner of the Endeavor is from Holland and has a last name of Rolle. Bryan needs to get additional charts before he can go any farther. He met someone in Boqueron that also has an Albin Vega and he believes that he may be able to get charts from him. Bryan seems inclined to make the trip to Venezuela once he gets the charts. The crew of the Endeavor is being extremely helpful to Bryan. They are eating together frequently. One day Mr. Rolle caught a large dolphin fish and shared it with Bryan and Mary. Boqueron is a very progressive town. It has a Walmart, Sears, and Pizza Hut. Bryan broke out his credit card and bought about \$300 worth of supplies and fishing gear. \$200 of the expenditure was for replacement of the depth sounder gauge. This had broken on the trip across the Mona Passage. One other incident: The Romance (another boat that they had traveled with) clipped Bryan's anchor line. They gave him \$40.00 for a repair, so he now has 200 ft. of anchor line.  
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8/8/98 In Puerto Rico. Bryan and Mary took a 1.5 hour rickshaw ride through Boqueron. Their plan is to sail farther east along the southern coast of Puerto Rico to get into a more favorable wind position for the journey leg to Venezuela. However, they are still undecided about going to Venezuela; having heard reports of the high incidence of crime there. This put a damper on their enthusiasm. I talked to a friend, Steve Matney, who claims that there is safety in the Dutch Antilles Islands (Aruba and Curacao) just off the coast of Venezuela. However, these spots might be high cost areas? If Bryan decides not to go to Venezuela, he will



backtrack to a "hurricane hole" in Puerto Rico.

8/25/98 Bryan is currently in Salinas, Puerto Rico along south coast of Puerto Rico). He will stay in Salinas until the hurricane season passes. Salinas has many waterway channels that pass between mangroves and offer good protection against storms. Currently, hurricane Donnelly is giving them some discomfort, but not seriously. They have had 30-knot sustained winds and some waves have broken over the boat topside. . Bryan is making friends with the locals and is looking for employment opportunities to keep himself occupied for the next month. He has no concerns about security at the present location.

(more in a subsequent issue)



**Websites you should know about:**

American Vega Association:	<a href="http://www.targetsoft.com/">http://www.targetsoft.com/</a>
Vega Association of Great Britain:	<a href="http://www.firstnet.u-net">http://www.firstnet.u-net</a>
Swedish Vega Association	<a href="http://www.swipenet.se/~w-761^30/">http://www.swipenet.se/~w-761^30/</a>
Albin engine parts	<a href="http://www.forsmarin.se">http://www.forsmarin.se</a>
Good Old Boat Magazine	<a href="http://www.goodoldboat.com">http://www.goodoldboat.com</a>
Cruising World	<a href="http://www.cruisingworld.com">http://www.cruisingworld.com</a>
Soundings	<a href="http://www.soundingspub.com">http://www.soundingspub.com</a>

Do you have any others we should know about?



# VEGA International Friendship Regatta 1998.

## MEDWAY - ENGLAND



From left to right:  
Ross Dring (USA), Brian Herring (Great Britain), Klemens Henkes (Germany),  
Gre Wonder (Netherlands) Tom Rasmussen (Norway) and Walther Nerving (Denmark)  
"Vega-Bladet" #3, 1998 (Norway, Denmark & Sweden)

### Your boat is a second home

Your boat is considered a second home by the IRS for tax purposes. Their sole stipulation is that it must have a sleeping facility (berths). There is no minimum time that you have to spend on board each year or even a requirement that the boat be in the water. It just has to have those facilities. As a second home, the boat mortgage or boat loan interest is deductible from your taxable income. If you secure a loan to rebuild an older boat using the boat as collateral, that is the equivalent to a mortgage, and the interest on that is deductible above and beyond the primary boat loan used for purchasing it.

(Extracted from "Consider your tax breaks"; Good Old Boat Magazine, Nov/Dec 1998)

VODA wishes you and all the  
members of the  
"American Vega Association"  
Merry Christmas and Happy Sailing  
in the New Year

Walther Nerving, President  
Elly van Soest, Secretary



\*\*\* \*\*

Sorry to say I lost my spinnaker on the run from the Chesapeake Bay north to Cape May. I had fallen asleep, and a storm front rolled in. When I awoke the chute had wrapped itself between the forestay and jib Halyard. Needless to say I had to cut it off so my anchor would hold in the storm. It also damaged the port spreader and this had to be welded and a new pin stuck in. Went up my Mast by myself 5 time on a "bosun"s chair. It seems the filaments.in my tri-lightbulbs kept breaking . So I finally stuck in an auto type bulb and It's still working great!! Had some other problems but at least my refrigerator worked good.Had cold beer anytime I wanted it!. Ha ha!

I still intend to see Anticosti , but I think I will trailer the boat up the Labrador Bay unless I can get some nut to go with me on the next trip. Enough for now - Have to go and get some rest.

Fair Winds

Walt.



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### **A huge "thank you" to Paul Halvachs!**

Back in February of 1993 Paul sent me a pile of nautical sailing cartoons that he had copied out of book of nautical cartoons. They have been most enjoyable and quite a few members have said they look forward to seeing what will be next! I always get a "chuckle": when I see them .

I just dont want to say "thanks". I am saying a million! **THANKS!**



### **Steve Demont writes about "Erindira" \$2948**

Hi Sid -

I'm still working on my boat. I am, however, planning to have" Erindira" hauled out in February and have her repowered with a Yanmar 18hp diesel engine.

In the meantime I've been working on leading my lines aft, replacing some of the running lights, and cleaning and then overhauling my winches.

I have been saving for the new engine. The engine is \$6,000. and it will cost another \$4,500. for the installation. After talking with Walt Brown I've decided to have the boatyard do the installation. I just don't have the time to do it myself and I'm sure that the yard will get it installed right.

Sincerely,