

MR. & MRS. JAMES R. SHELDON
13981 Blackbeard Drive
Corpus Christi, TX 78418
512-949-0966, Fax 512-949-0918

SOURCES FOR VEGA & VOLVO PARTS

VEGA MARIN AB (6-6-94)
Klangfargsgatan 1
426 52 V.Frolunda, Sweden
Henry Gustafson
011-46-31-286-175 Office
011-46-31-2929-51 Shop
011-46-31-2924-49 FAX

Peter Andre'N AB (1984)
Hamnvagen 6
S-18363, Taby, Sweden
(Swedish Chandlery)

STANTON MARINE & LEISURE
94 Everton Rd.
New Milton, Lymington,
Hantz, England
John Stanton
011-44-0425-6194-02

CAPT. O.M. WATTS LTD.
45 Albermarle St.
Picadilly, London,
England W1X 4BJ
(Chandlery & Mail Order)

THOMAS FOULKES & SON
ENGLAND
011-441-539-5627
Accepts Credit Cards)



BRYDEN BOY MARINE
168 Roxdale Blvd.
Roxdal, Ontario
Canada M9W IP6

416-743-8671
(Jabsco Products ITT)

OR

BRYDEN BOY MARINE
501 W. Liberty St.
Springfield, OH 45501

513-325-8701
(Jabsco Marine Heads)

ALBIN MARINE, INC.
(P.O. Box 228)
143 River Road
Cos Cob, CT 06807

203-661-4341

ALBIN MARINE, INC.
326 First Street
Annapolis, MD 21403

301-267-8111

SOURCES (Continued)

VOLVO PENTA EASTERN DIVISION
P.O. Box 1367
Chesapeake, VA 23320

804-424-4500

VOLVO PENTA DIV.
Volvo No. American Corp.
P.O. Box 915
Rockleigh Industrial Park
Rockleigh, NJ 07647

WASHINGTON MARINA
1300 Maine Ave. SW
Washington, DC 20024

202-554-0222
FAX 202-484-1950)

VOLVO PENTA
Palmer Tower
6451 Rupley Circle
Houston, TX 77087

713-644-6410
800-231-4106
(Mast step gasket)

TOM HALL
P.O. Box 156
Sasulito, CA 94965

415-332-2788 Off.
415-982-5479 Res.
(Gasoline Engine Parts, & more)

DE PIETRO KAY CORP.
914 Cromwell Ave.
Rockey Hill, CT 06067

203-563-2167
(Parts for propeller)

AUTO MARINE ENGINEERS, INC.
3464 NW North River Dr.
Miami, FL 33142
(Volvo Diesel Parts)

WYMAN'S MARINE SUPPLY
Attn: Steve Ault
909 Fourth Street
Anacortes, WA 98211
(Zinc anodes for prop)

CARQUEST AUTO PARTS
C.E. Niehoff, Div. TRW
Local Stores or
4925 Lawrence Ave.
Chicago, IL 60630
(Bosh parts or generic)

ELVSTROM USA, INC.
Guilford, CT 06437

203-453-6595
(Origo Stove parts)

ABI INDUSTRIES, INC.
San Rafeal, CA
415-258-9300
Fax 415-258-9461

1992 Vega International
Friendship Regatta
Frederikssund, Denmark
(Photo by Kring Van Vega Zeilers, Holland)



The "bear" facts!



Oct 1/94
2103-B S.M.C.
Sitka, Alaska 99835

Hi Sid,

Not long ago I watched a video on Alaska that was made, I'm sure, to promote tourism with everything well planned and the footage shot for the best effect on bright sunny days - at the most desired time of the day. Even coastal and Southeastern areas where we have so much fog and rain and days of overcast, rather dreary days that seem to be quite depressing to so many people was portrayed with sun and sparkling water and boats, people on beaches with snow-capped mountains in the background. Nice!

We do have days like that and it is nice to be out on those days but if we were to wait for these days we would be spending an awful lot of time indoors. Actually, this year hasn't been too bad. We have had our rain, overcast days and a good amount of wind. We have had a fair amount of sun and the fishing has been great! It seems like everybody has been getting out, rain or shine, to do what they like to do best: fishing, sightseeing, hiking, camping, sailing and whatever else that people do.

I have been out too. I have had some great sailing in the "Koinonia" and all within 15 or so miles of home in all kinds of weather and a lot of it has been singlehanded. I have even learned a lot about sailing, the boat, and even a little about myself. I find that I have a tendency not to trust the weather and sail with caution. I'm alone much of the time and being a novice, I'm always afraid of getting myself into trouble. I have used the genoa and one time just as I was letting out the jib sheet, I was hit with a gust of wind and the jib sheet was taken out of my hand. It spilled the wind and the sheet was easy to get back but it has gotten me to expect the unexpected!

I was recently caught off-guard a couple of weeks ago when I was up in Nakwasina Sound. I had helped ferry a bunch of teens and their gear up to a cabin at Allen Point. I anchored off- in front of the cabin that first night. The next morning the weather report was for rain and winds increasing to 35 knots' later that night.

Shortly after lunch I was out sailing with three of the teens an about 12 to 15 knot winds. The main was all the way up and I was sailing closehauled - using my working jib. I was doing quite well and the kids seemed impresses but suddenly we were hit by a blast of wind that laid us over so far on our side that I thought the water would come into the cockpit. There was a second or two that I thought we might be knocked down flat but i threw off the sheet and rounded up into the wind. Ads we came to a stop I looked at the kids and saw six huge eyes looking at me. Then they started laughing and talking all at once. "You should have seen the look on your face." - - - "Oh yeah, you should have seen the look on your face!" I wonder what my face looked like.

(Continued)

Any budding artists among our members?

We would welcome any input!

The winds got even stronger so (I got my sails down and headed for a protected place to anchor. I later heard that the winds were gusting to 45 plus. Perhaps not too bad, but way too much for me.

I did have an enjoyable summer although some of my friends may have had more adventurous days than I had. Like my 19 year old grandson Jeremy. When the Sockeye Salmon begin returning to their spawning grounds people are allowed to catch them by snagging (hard to catch with bait). When Jeremy heard the Sockeye were starting to move toward the creeks in Pearl Strait he took his skiff and ran the 40 miles or so to a creek which is an outlet running from Lake Eva to Pearl Strait. Very quickly he snagged 10 to 15 of the salmon as he drifted there. He wanted to find out if the fish were getting into the lake so he went ashore and started walking along the creek on foot. When he was about one third of the way to the lake he spotted a big Brown Bear coming down the creek - Also looking for fish. Jeremy hurried to the nearest tree and up he went. The bear soon saw a fish, scooped it up and carried it over to Jeremy's tree (which all of a sudden seemed a lot smaller). The bear bit the head off the fish and ate the rest. Before Jeremy could get out of the tree, the bear went back to the creek, caught another fish and did the same thing. Jeremy said the bear was so big that had it stood on it's hind legs, it could have knocked him out of the tree. When the bear ambled off downstream Jeremy climbed down, circled wide and got back into his skiff before the bear reached the beach.

This past July a fishing boat anchored in Kalinin bay for the night after a long day on the grounds. The fisherman said he was awakened late that night by the rocking of his boat. He got up, thinking that sea lions were playing around. Going up on deck he came face to face with a bear climbing aboard. He grabbed an oar from the wheelhouse and slapped the bear alongside his head. The startled bear fell back into the water and swam ashore.

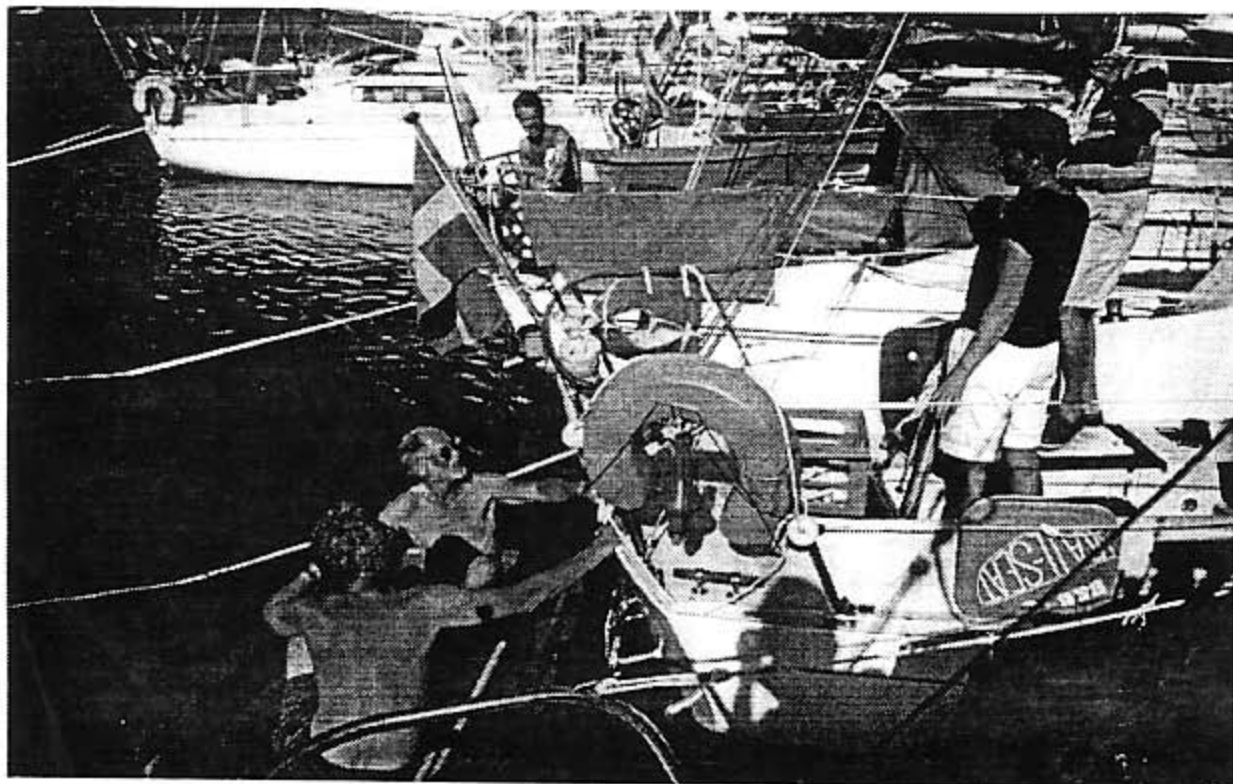
Another bear encounter involved two of my friends who work for the forest service. They had taken a small boat up into Kalinin Bay, intending to hike across the northern end of Kruzof Island to Sea Lion Cove on the west side. On the way they ran into a bear. They think it might have been the same bear that tried to climb aboard the fishing boat. The bear was going in the opposite direction and didn't want to leave the trail. It was a standoff. Jim fired a couple of shots into the ground in front of the bear and the bear reluctantly departed.

Later that afternoon, when they returned to their boat, they saw that a bear had been aboard it. They had two outboard motors, one with a white cover, the other blue. The one with the blue cover was smashed - the one not scratched! Their blue float cushion was found on the beach all chewed up.

Not much about the Vega huh! Sorry! Anyway, greetings from Sitka.

Henry Grant





Lars Lemby & Per Wasberg (in the dinghy) visit with our hosts, the Isakssons. Per would make the rounds most mornings to see that all our needs were attended to.



Our Danish friends on Björnö sing their own song about love of the Vega.

(Continued)

course. We watch and wonder what trick the grey fox of the archipelago has in store. In a knee jerk fashion we follow Wanderer while studying the charts to understand the tactic. After studying the charts, we on Medisa do not see the "back door", and then we see that Wanderer and crew don't either — they have tacked back to the original course! During this time of course, both Rikke and Nova pull ahead of us. It was difficult for Medisa to drop from second to fourth, but we pressed on with enthusiasm. After many more miles and many more islands to sail around, we finished third in class. The Danes on Rikke finished first with Wanderer taking second place.

The anchorage for the evening was a sizable bay near the community of Björnö on the island of Ingåro. The bay is reached after motoring through a narrow passage of 1/2 to 1 mile. The flotilla ties up on the rocky NW shore, and we all ready for the barbecue.

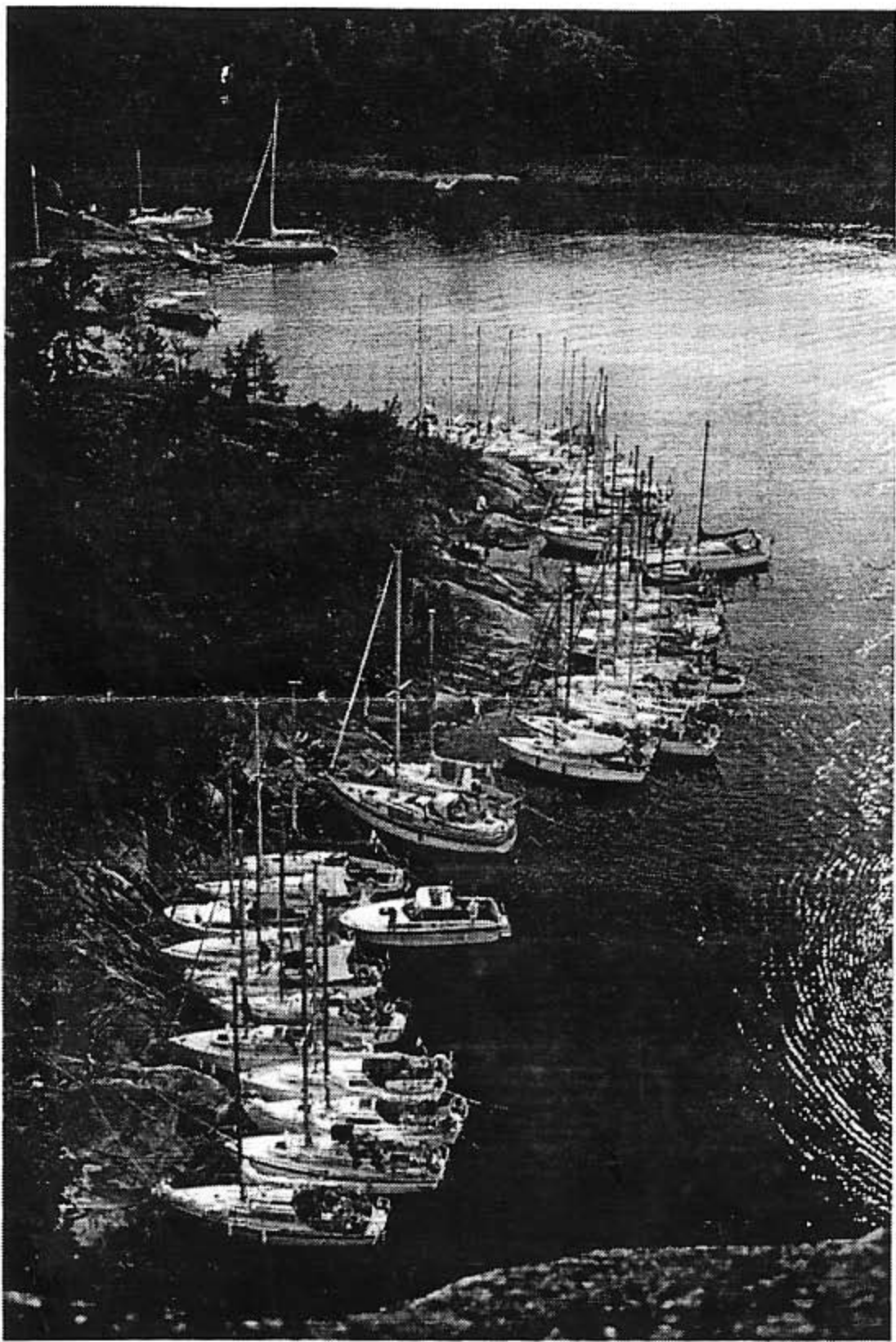
At this point in the trip, we hear that the weather in the area has been the longest warm stretch this century! The water in the enclosed bay is in the low 70's, and swimming is pleasant. We are fortunate to have such good weather. As Lars told the group, "We payed all winter for this weather". This evening the food is brought in and most boats start a charcoal grill. The prepared food was a shish kebob with bread, beer and potato salad. On this island the forest floor is covered with blueberry bushes. Several sailors picked each a quart or so. In the evening we are entertained by a 3 piece band; two accordions and a guitarist. They played favorites and some participants sang songs that they made up themselves. Most notable are the Danes and the German party. Once again the party lasts well into the evening.

Stand by for our last installment, where we apply lessons learned, and close the Regatta.

Jeff



Lars lemby, President of VODA (center) with two Dutch friends at the awards ceremony on Bishopsön



View of the IFR fleet from Hårsö full



Welcome aboard !



John & Elizabeth Bennett
 306 North West Street
 Culpepper, VA 22701
 Tel: (703) 825-3838
 #1864 "Windhover" 1973



Virginie D. Connor
 917 Mandarin Isle
 Fort Lauderdale, FL 33315
 1969



Edward Russel
 P.O. Box 573
 Winterport, ME 04496



Homer Shannon & Denise Garr
 15 Autumn Street
 Windham, NH 03087
 "Cinderella" 1970



Karen & Harry Sutton
 168 Crown Point Road
 Springfield, VT 05156
 Tel: (802) 885-9299
 #3360, 1969



"You never knew your father - he was the catch of the day."

- Daddy, do all fairy tales begin with "Once upon a time?"
 No son, some begin with "and if I'm elected"

- The March issue of "Soundings" contained several interesting articles about the filming of nautical movies. One article, "The Boats of Hollywood", addressed the 1984 remake of the film "Mutiny on the Bounty". At one point in the filming there was not enough wind to fill the Bounty's sails. Not to worry! Hollywood always finds a way! The ship was towed backward and the film reversed. No one seemed to notice that the wake was coming off the wrong end of the boat.
- Several members have told your editor that John Neal has republished an updated "Log of the Mahina". This book describes his initial trip as a young sailor to the South Pacific aboard his Vega. Since the original publication of the book, Mr. Neal has become well known in the nautical lecture circuit and operates a charter service in the South Pacific aboard his yacht (incorporating "Mahina" in it's name).

Tony is single-handing his Vega!

4540 Bissenden Place
Victoria, B.C. V8V 3K4
9th November 1995

Dear Sid,

Hope all is well with you. Had a postcard from Tony Skidmore a few weeks ago from Reunion, the small island off the coast of Madagascar to where he had sailed in one leg, a non-stop passage of 5000 miles across the Indian Ocean from Thursday Island at the northern tip of the Australian Gulf of Carpentaria area. I don't believe you realize that Tony is sailing singlehanded.

My wife and I are off to New Zealand on 15 November with back packs where we will remain about 4 - 5 months - hiking all about the National Parks; camping & staying in hostels. I retired 31st August from law practice.

I want a burgee and the 50 foot roll of adhesive backed sealing tape for the cockpit sole. I don't remember what the cost of the burgee was - I seem to remember \$10.00. In 1994 you quoted \$8.00. My money order for \$20. (US) will cover it. Hope to use these upon our return to Victoria next March. Thanks.

Kind regards

David Bolton.

P.S. Tony sailed from Reunion 28th October for Durban, South Africa (1500 miles). If all is well he should have arrived about yesterday or today.



Andy: What have you done about getting a boom?

600 Meyers Drive
Baltimore, MD 21228
9/7/95



Mr. Sidney Rosen
Vega Newsletter

Dear Mr. Rosen,

Thanks for all the information you sent me so quickly. It is very helpful and reassuring to have the owners manual you sent. So many of my questions were answered in the manual.

To clarify which Vega I bought, It is #2502. I had talked with John Little and got your name from him and his personal comments about the boat. Almost a year ago, a surveyor advertised a Vega in the paper to which I responded. Because of its unfamiliar design and some vandalism, i decided not to buy it! John little bought that one. More recently, another Vega was advertised in the newspaper (#2502). Having adjusted to the design, I felt more comfortable in buying this second Vega. After buying #2502 i confronted the previously mentioned surveyor who gave me John Little's phone number, and John gave me yours. It turned out to be a very fruitful search for information.

As I mentioned in our phone conversation, when I bought the boat, the boom was missing and the engine frozen up. I planned to sail the boat from the Magothy River to Rock Creek for a badly needed haul-out. After scraping as many barnacles off the bottom as I could, I set the genoa and set off in 10 knots or less of wind. After a couple of hours, looking for more speed and power, I decided to set the jib on the mast. I set the tack at the boom-vang attachment at the base of the mast and hanked on to the jib halyard tail, hoisting it with the main halyard. The lead from the Clew was high so the sheet was led around the top of the pushpit and cleated off. In the light wind the strain on the pushpit was not great and the helm was better balanced. I would like to think that the boat sped up but the wind was variable and so was hard to determine. Two headsails set together looked good though.

Enclosed is my check for the initial fee, membership dues, and \$10.00 to cover the cost of the cockpit sole gasketing mentioned in the newsletter. I presume it is still available.

Thanks for all your help.

Andrew Fletcher



*When you meet another
Vega skipper, be sure to
tell him about us!*

An Australian experience -

215 North 29th Avenue
Yakima, Wash 98902
October 20, 1995



Hi Sid,

I got my Vega newsletter yesterday and want to get back to you right away regarding ordering the cockpit sole sealer tape. Enclosed is my check for \$10.00 and thanks for your efforts to see that we can get the right stuff.

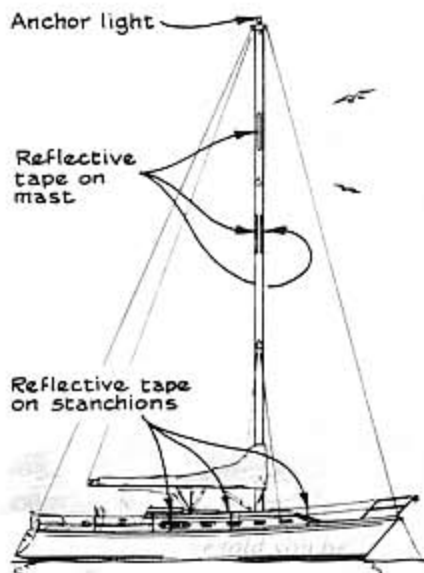
I'm still involved in up-grading "LYRA" for a trip to Baja Mexico. However, it is going to be very expensive to finish the boat the way I want it, So; it will probably take me several more years of projects.

I went to Australia in February/March to help a local fellow (from Anacortes) sail his boat from Brisbane to Bay of Islands, New Zealand. El Nino however, defeated our efforts. He went back in July and, with a friend to crew for him, got his Columbia 34 safely across the Tasman Sea. The last day we were on the water (in March), we were beating southward along the New South Wales coast, flying only a "Yankee", and lost the forestay in 40 knot winds. We were luck to not lose the mast. Luckily, we were able to reverse course downwind to Yamba, N.S.W. where later that week a hurricane came ashore. Before that happened, I and the other crew member had taken the train to Sydney and caught the 14 hour flight to Los Angeles.

Hope all is well with you Sid. Again, thanks for the tape offer!

Regards -

Gerry Pickard



Where, Oh Where Did My Little Boat Go?

Have you ever had trouble finding your way back to your boat in a crowded anchorage at night? Sure you have! And so did Jay Knoll one dark and stormy night when he had a heck of a time locating his Crealock 37, *Simple Gifts*, from Vero Beach, FL. Even his six volt dry-cell flashlight couldn't reach far enough into the blackness to pinpoint his beloved boat without an exhausting hour of rowing around. The next time was a lot easier. He simply attached a few strips of reflective tape to the mast so the boat could be instantly spotted from any direction. He also put horizontal strips at the tops of the stanchions to increase his cutter's visibility to other passing boats.

March 1996 CRUISING WORLD