

International Vega Friendship Regatta -

The Dansk Vega Klub has reported that 98 early registrations have already been received for the July 1992 Vega International Friendship Regatta being held in Denmark this coming July. "What a sight it will be - more than 100 Vegas in one harbour! The whole town of Frederikssund including the Vikings is working hard to make it an unforgettable week"

(Quote is from the Dansk Vega Klub.)



How to find someone at an airport -

Just wave a red flag in the airport terminal. But be sure it has a Vega insignia on it. Better yet, use our burgee! By doing just that your editor met Michael and Alison Edmonds of Great Britain at the Orlando Airport. They were returning home after visiting, enjoying and doing some underwater photography in the Florida Keys. On his last trip, Michael (former editor of the Vega Association of Great Britain) cruised Caribbean waters. Next time perhaps they will cruise the Orlando area "Sea" ing the "World" (Sea World, the many Disney attractions, Universal Studios, etc.) here in Orlando.

Awaiting a Dutch Vega friend -

Jeff Johnson of Houston Texas and Sid Rosen of Orlando are anxiously awaiting the arrival of Dutch Vega friends, Henk & Margaret Jansen of Naarden, Netherlands who will be touring by car throughout the US and Canada. For many years Henk was editor of the Dutch Vega "Bulletin", newsletter of the 'Kring van Vega Zeilers'.

Good luck in your retirement !

Capt. Doug Smith (Sundowner # 972) retired from the navy last October after 28 years of service. Doug has returned to school, going for his PHD in Humanities at Salve Regina University in Newport, RI. Doug also has been able to find time to teach a few courses both at the US Naval War College and at Salve Regina. It doesn't seem that long ago that Doug was living aboard his Vega in the Anacostia River during his assignment at the Pentagon.

9/30/91
7 Woodmont Lane
Malvern, PA 19355



The Vega Newsletter
10615 Whitman Circle
Orlando, FL 32821

Dear Sid,

When Hurricane "Robert" reached Portland, Maine, it's wind was only 60 Knots, so it wasn't a hurricane. However we had to prepare for the 100+ knot winds which hit Block Island and Buzzard's Bay.

In getting ready, we removed the sails, stowed top and side gear, added a bridle to our mooring to reduce yaw and got off the boat in our dinghy about 9 A.M. of the Monday the center was due (6 P.M.). We left "Nausicaa" riding to a 3-4000 lb granite block with a 1 1/4" mooring pennants protected by chafing guards made up of 1 1/4" pieces of fuel oil hose sewed on where the line passed through the chocks. Incidentally, we had changed from the O.E. chocks to much larger U.S. made chocks to accommodate heavy mooring pennants many years ago.

We were snug in a motel while "Robert" tore through Portland's Cascoe Bay. Our Cape Dory 10' dinghy was lashed, upside down, on the float nearest the gangway at Strouts Point Wharf, South Freeport (ME).

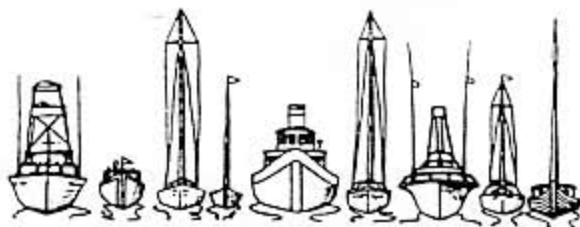
The next day we found everything safe and sound, as we left it - no damage. Two boats in the harbor were blown ashore (out of about 150 boats moored there). Most of the larger power boats and the Bustins Island ferry boat were lifted out to Strouts Point Wharf by a well-directed, hard working travel lift crew by the arrival time of "Robert".

The fact that none of the boats were hit by loose boats heading ashore is indicative of the thorough preparations made for the high wind and tide by the boat owners. Some places nearby were not so protected and consequently "well secured" boats were hit by drifting boats left on light tackle (Long, light anchor lines and "lunch hooks").

Incidentally, before all this happened, we cruised Muscongus Bay, east of Cascoe Bay. Lying in "Greenland Cove" we met the owner of Vega #2858, "NAN-SEA II", Dick Schmehl (another member) who was most hospitable; giving us a quart of his raspberries one evening and a nice bluefish his grandson had caught while trolling.

I am sure any other Vega crews would receive equal treatment. Another drawing card to this one is the nearby Hog Island Audubon Society site, complete with moorings, floats, and a welcome sign. Visitors should come complete with provisions for five days as the weather can catch you away from a source of resupply.

It was a great summer.



Sincerely

George Wood

George Wood



(514) 258-4421

Mirabel, (Qué.)

Les petites voiles

Site aux all'expérience en voiles et gréments

Colette et Yvan
vous proposent un service professionnel

Now! Vega sails made by one
of our own fellow members
- Yvan Monnard (#3199)

DEAR SID,

THANK YOU FOR YOUR LETTER. NOW, WE'RE BACK IN QUÉBEC, READY
TO START ANOTHER SUMMER SEASON IN OUR LOFT.

AS LONG AS A PRICE LIST FOR SAILS ON VEGA, OUR MEMBERS WILL FIND
HERE SOMETHING I HOPE ACCEPTABLE. PRICES ARE RETAIL. MEMBERS OF
AMERICAN VEGA ASSOCIATION WILL HAVE A 10% DISCOUNT. CONDITIONS ARE:
50% ON ORDER - 50% ON DELIVERY. CURRENCY IS CANADIAN

VEGA 27 - MAINSAIL 154 SQ. FT - 6.5 OUNCES

INCL. ONE REEF LINE, LOGO, NUMBERS, CUNNINGHAM,
FLATTENING REEF, LEECHLINE, BATTENS, TELLTALES, DOUBLE
"TRIPLE-STITCHING", RADIAL PATCHES, SAILBAG

CAN. \$ 1198.00

GENOA #1, 150%, 233 SQ. FT, 4.5 OUNCES

INCL. RADIAL PATCHES, ON HANKS, LEECH LINE, CROSS CUT,
TELLTALES, SINGLE "TRIPLE STITCHING", SAILBAG

CAN. \$ 1048.00

WORKING JIB, 110%, 155 SQ. FT, 6.5 OUNCES

INCL. SAME AS GENOA

CAN. \$ 895.00

D.R.S 180%, 430 SQ. FT, 0.75 OUNCES

CAN. \$ 774.00

SPINNAKER RADIAL 120% , 506 SQ. FT, 0.75 OUNCES

CAN. \$ 910.00

FULLBATTEN MAINSAIL : ADD. + 20% TO STANDARD MAINSAIL PRICE

ONE ADDITIONAL REEF (MAINSAIL) = CAN. \$ 120.00

ONE ADDITIONAL REEF (WORKING JIB) = CAN. \$ 130.00

STORM JIB , 65 SQ. FT , 9 OUNCES

CAN \$ 360.00

POWER FURLING GENOA , 135% , 205 SQ. FT , INCL

VERTICAL DEGRESSIVE CUT , 4.5 - 6.5 OUNCES , LUFF TAPE (PLEASE MENTION MAKE OF FURLING GEAR) , U-U PROTECTION ACRYLIC

CAN \$ 1325.00

AS LONG AS DODGERS - BIMINIS PRICING , I CANNOT PROVIDE ANY VALUABLE FIGURES , BECAUSE OUR WORK IS PURELY CUSTOM , AND WE INSIST TO HAVE THE BOAT HERE TO WORK ON HER . SO ... UNLESS OUR FELLOWS ARE CRUISING MONTREAL WATERS OR LAKE CHAMPLAIN , WE CANNOT BE OF ANY HELP . IF MEMBERS ARE PLANNING TO HAVE DODGERS OR BIMINIS INSTALLED , I SUGGEST THAT THEY INSIST TO HAVE THEM BUILT IN USING EXCLUSIVELY 7/8" STAINLESS STEEL FRAME , PLUS TWO "STIFF LEGS" , AND REAL SUNBRELLA 9.25 OZ. CLOTH

SINCERELY YOURS !

YUAN

Tri-Radial



4 1984

A spare stuffing box for sale!

January 8, 1992

Jeffrey L Johnson
9535 Wickenburg
Houston, TX 77031



Hi Sid,

Enclosed are 1992 dues for the Vega Newsletter, and enough for another burgee, if you have any. We enjoy the news letters, and should make a contribution ourselves. I did not like the answers the panel of Merchant Marine officers gave to the "Lost at Sea" quiz, and hope I never end up with those guys, lost at sea.

This past spring we removed the shaft/propeller assembly from Moondance, (formally Freedom, name changed at Lily's insistence) and replaced the operating sleeve and stuffing box. The operating sleeve was ordered from Vega Marin AB in Sweden, and I replaced the stuffing box with an American Standard type, on the advise from the Vega Maintenance Manual, and a personal testimonial from Sid Weaver.

By the way, if you didn't know, the best way to order from Sweden these days is to FAX your order to the company. I tried the usual route: the phone with a Swedish phrase book, but was tickled when Henry replied "FAX me your order". You send the catalog number and description, and he returns the price and the Bank account you need to send your money to. I waited about 10 weeks, apparently they manufacture the operating sleeve on a per order basis. The new shaft is made of Stainless Steel, and could probably be made in the US for less money.

I did the shaft refit myself, with help from the Vega Maintenance Manual, and notes from discussions with Nam Halfweg from when I was in Holland. I didn't have any fundamental problems, and find 9 months later that a Standard stuffing box does not leak, (except when the shaft is turning of course). I could detail my experience in a later note, but I'm not sure how much I could add to the Manual. The only notable exception would be that the coupling on the MD6B is different than diagrammed in the Manual. It required a (modified) steering wheel puller to extract the shaft from the coupling. I would also be willing to talk with anyone that may want to take on the job themselves. I did buy a new stuffing box with the grease pocket for the Vega before I decided on the alternate approach, and would be willing to sell it for any reasonable offer.

During the shaft refit, a friend came by and suggested we paint the hull sides. I had been thinking about the paint job, and so we went ahead with this project as well. We used a two part polyurethane and rolled the paint on. We are happy with the result. This spring I want to paint the deck, but will probably break down and pay someone to spray this job.

I have also just about completed installing a new (American) head with a flexible holding tank. There is space behind the head, although it is a tight fit. All this talk about Coast Guard inspections and the Tax sticker shamed me into this decision.

I hope this note finds you well. I would urge anyone to call or write if they are interested in details on my recent projects.

Fair Winds All

713 5

Sincerely,

Jeff



 **New England Vega Rendezvous in August!** -

PLEASE WRITE OR CALL: PAUL & SUE DAIUTE
2 MIDDLE STREET
HALLOWELL, ME 04347
TEL: 207-622-7689

Anyone looking for a Vega?

The following members have reluctantly put their Vegas up for sale. Any information on potential buyers would be appreciated. Please contact:

Jack Berle
11 Romar Drive
Annapolis, MD
Tel: 301-268-8259

Phil Rogers
14 Emerson Road
Severna Park, MD 21146
Tel: 301-647-4795



Bill Leland
1649 Yellow House Road
Wadmallo Island, SC 29487
Tel: 803-559-116

(Are there any additional members who also have boats for sale?)

Home of the Vega Fleet?

Jim McLennen (Paper Chase #933) says he has "the distinct impression that the west coast is becoming the home of the North American Vega fleet".

These comments may be helpful to some sailor (after he/she stops laughing).

12/23/91

Returning one day after a couple of hours sailing, after motoring up the river, and tying up, I blissfully raised the lazarette lid and discovered much unusual moisture. Further exploration disclosed an inch of water on the cabin sole. That tended to raise the blood pressure a trifle, even at dockside.

Skipping the fascinating details of the search, it turned out that natural events had arranged for the used engine cooling water to be stored in the bilge.

Back near the transom, the cooling water bypasses the gooseneck via a short section of small diameter rubber hose. The nipple at the top end of that hose had corroded at the point where it was welded to the gooseneck, and finally it had broken off.

Dismantling the assembly requires removal of a bolt on the back side, quite close to the transom, where it is totally invisible, and almost no way can you tell what tool is required. A friend came aboard and pressed a finger on the bolt head for several seconds. The resulting impression on the end of his finger very clearly defined the surface of the bolt-head. Some readers may know of this trick. It can be very helpful and I think worthy of passing along.

And that's the good news! Later the whole exhaust line was disassembled. The two large sections of rubber tubing required considerable persuasion. Good so far. But I stepped off the boat with one of these sections. What happened then certainly confirms my senility. In order to lend a hand to a fellow sailor, I laid the section on the floating pier. Subsequent motion caused it to roll into the water, where it was last seen smoothly gliding on a long plane out to deep water.

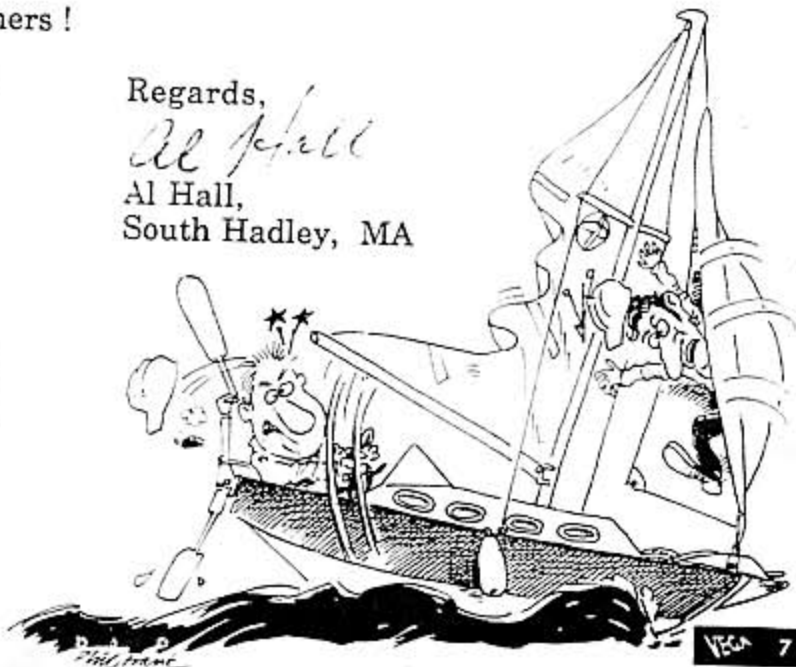
Truly, some days are better than others !

Not my day - definitely!

Regards,
Al Hall
Al Hall,
South Hadley, MA

If you're interested in boating Books, Write
for free catalogue to:

International Marine Div,
TAB Books
Blue Ridge Summit, 17294-0840



Info wanted! - Vega internal ventilation system:

December 30, 1991

Alan Berlind
S/Y "Kitty's Ark"
Larnaca Marina
Larnaca, Cyprus
TEL : 357-4-624342
FAX: 357-4-624110



Sid Rosen
10-615 Whitman Circle
Orlando, Florida 32821 USA

Dear Sid:

I have just solved my problem of how to get at the fuel tank fitting for the diesel intake hose, thanks to your circulation of queries and solutions and, especially, to Dan Flaherty, who sent me the detailed advice. Keep the news letter coming. It is invaluable!

Encouraged by that experience, I wonder whether anyone out there can enlighten me on the Vega internal ventilation system. The Vega booklet by designer Per Brohall describes and illustrates it as follows: a vent on the port side of the cockpit takes in air and feeds it via what appears to be a hose down below the waterline, under the port settee, and into the hanging locker, where the cooled air, with condensation having run off into the bilge, emerges for the benefit of the inhabitants, and exits via the cabin-top vent located on the star-board side above the head. According to the book, all hatches must be closed tight for the system to work effectively.

When I recently removed the floorboard of the small locker beneath the galley stove (for the first time), I discovered the ribbed hose that I had seen part of in the port cockpit locker ended there. There are holes cut in the ply bulkheads at the aft and fore ends of the port settee, apparently to accomodate a hose connection to the hanging locker. For all I know, the hose is supposed to end below the stove, with the air freely flowing forward. Likewise, how could the condensation run off? The two other Vegas in Larnaca had the "system" removed totally before the current owners took over, so there is no help here. I'd be grateful for any advice.

"Kitty's Ark" is out of the water for routine maintenance and drying out, but I am working up to springtime sails to Israel and if peace continues to reign, Lebanon. Both are just 24 hours or so away and offer the only nearby getaway points other than Turkey (and I'm waiting for the Turks to withdraw their occupation army from Northern Cyprus before honoring them with a ship visit)!

A very Happy New Year to you and to all our newsletter readers, from Andriana and me. Cheers!

Vega Friendship -

Last year Swedish Vega skipper Arne & Gudra Nilsson and their son Gunner (#3138), sailed on the Chesapeake Bay with Bill & Janet Etheridge aboard Bill's Vega (Harbinger #2225). The Danish Vega Klub carried the following article in their "Vega Bladet" newsletter #3. (Translation by Walther Nerving, editor of the "Vega Bladet".



Vega Friendship

these words came true when I and my wife were visiting the USA in March and April.

We have a son in Richmond, Virginia, and the ocean is near. Through the Vega Club we had got an address in Hampton and I made a phonecall: "Hello Bill, I am a Vega friend from Sweden..." We agreed to meet a couple of days later at the end of March.

With great expectations we set out for Hampton and Strawberry Banks, where we met our new friends - Bill and Janet. Soon after we are sitting at a round table having a glass of wine and later on a light dinner. We are sitting at a table at a window with a view on Chesapeake Bay with the evening light on bridges and houses.

The next morning our friends pick us up and we go to Harbour Cruice, an excellent harbour with many yachts, among those Bill's and Janet's Vega 2225. The sun is shining and it'll be a wonderful day for sailing. The wind changes. Sometimes we make 7 knots. It's a strange feeling to be able to have such lovely time with new sailing friends. Bill "loves" his boat. A new main sail and a furling jib. Bill has bought Henry's (Vega Marin, Sweden) new stuffing box. A windvane steering pilot which was tried out on the the way back to the harbour. Janet likes the boat and the life on the boat too. She fixes refreshment and takes out the "picnic-basket".

Hampton is the largest marina on the East coast, well protected near the Atlantic in Chesapeake bay. 15 vessels had returned from the Perian Golf the day before, among those a carrier - For the first time we felt that the Vega was small. Greetings were seen on the beaches: "Welcome Home Military". Even the air force and the army have their headquarters in Hampton. The town had seemed a little empty during the war. Many thoughts had been with the troops. This fact the greetings showed: "We salute our soldier. God bless you".



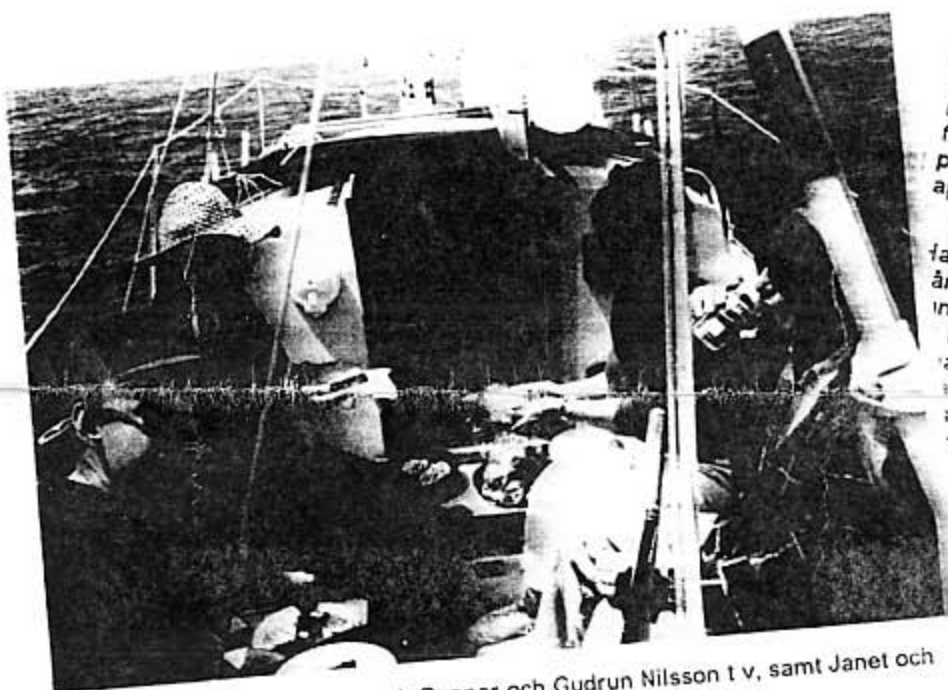
Near the Atlantic bridge, the Chesapeake Bay Bridge, the longest bridge in the USA, we throw out the anchor and takes out the picnic basket. On the way home the wind rises a little and on a long leg on the wind we try the new windvane. Now everyone can relax and enjoy the good Vega friendship. Afterwards we drive to Bill and Janet and exchange gifts and a friendly goodbye.

A couple of hundred American Vega owners keep in touch through the American newsletter. Bill thought that the one who owns a Vega will keep her, he simply loves her. The owners are normally middle aged people and small families. If it was possible he would like to go a Friendship Regatta in Europe, he says. But it is expensive! Too expensive?.

The boat is in the water all year round. It only comes out every second year and that's enough. The best time for sailing is spring and fall and December and January can be very fine.

A lovely memory from a trip to America and new friends.

Arne Nilsson, Vega 3138



I Richmond, Virginia, har vi en son och havet är nära. Genom Vegaklubben fick jag en adress i Hampton och jag ringde: "Hello Bill, I am a Vega friend from Sweden...". Vi bestämde tid och plats några dagar senare i slutet på april.

Förväntansfulla begav vi oss till Hampton och Strawberry Banks, där åra nya vänner mötte oss - Bill och Janet. Vi finner snart varandra kring runt bort med ett glas vitt vin och äre en liten dinné. Vi sitter alldeles vid fönsterbord ut mot vattnet i Cape Bay med kvällsljus över och hus.

Photo by Bill Etheridge

Sittbrunnen i Vega 2225 med Gunnar och Gudrun Nilsson t v, samt Janet och Bill Etheridge t h. Bakom kameran står Arne.

Laugh of the year! (The Vega a 37' boat?)

Money Magazine ran a full page advertisement in the New York Times Magazine Section (March 29, 1992). It depicts a beat up Vega on blocks in someone's back yard. The copy reads:

"Some see two months of sweat, blisters and aching muscles. Ray and Cynthia Belles see open water, fair winds and four weeks in the Caribbean"

The small print reads:

The Belles' vacation home. 37-foot sloop \$36,000. Paint, rigging and sails \$22,000. Engine \$4,500. Cost of renovation plenty of patience, determination and free time.

Our thanks to George Wood "Nausicaa #3211).

Wow!!

Please Welcome

DEXTER & SANDRA COMBS
6354 WEST LAFAYETTE
DETROIT, MI 48209
TEL: (313) 841-4096
#2938, "MINDY TOO", 1976
BERTHED: CLINTON RIVER LAKE ST. CLAIR

HENRY & BARBARA GRANT
2103-B SAWMILL CREEK ROAD
SITKA, ALASKA
TEL: (907) 747-8738
#2474, KOINONIA, 1976
BERTHED: SEALING COVE, SITKA, AK

FELIX ARTS
145 PFEIFFER STREET
SAN FRANCISCO, CA 94133
TEL: (415) 434-1451

(NO OTHER DATA)

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If you hadn't been watching the
America's Cup semi-finals on
TV, you "missed the boat". They
were exciting! Now we're
waiting for the real thing!



January 30, 1992

Dear Sid:

We enjoy and look forward to receiving our Vega
Newsletter monthly. Your efforts are appreciated.

Has there ever been any thought on swapping boats
for vacations with other members. Our boat is in
Sausalito for parts of the year and San Francisco
Bay is great sailing. And the sight seeing in the
Bay Area is wonderful.

We were recently in San Diego and viewed one
of Americas Cup races between Dennis Connors and
America 3 from a media boat. It was wonderful!

Sincerely,

Stirling B. Peart

VEGA 11

ESTABLISHED 1954