

- **Crisis at the top!**

Every year since our inception almost 20 years ago, our membership has grown. Last year was a banner year for us when our membership went over the 200 mark. All of our memberships are for one year and all expire on December 31st of the membership year.

1995 is past and members were advised in our newsletter that all 1996 dues were payable on January 1st of 1996. Non-paying members had their January newsletter stamped "last issue- membership expired 12/31/95." As of April 1st approximately 40% of our members had not renewed their memberships for this year. Your editor can only surmise that many members were confused by our "buy one - get one free" offer in 1994. This was an attempt to reduce excess cash in our treasury. *All members who paid their 1994 dues got their 1995 membership free.* But that is over and we are into 1996.

Your editor is stunned by this big drop in membership and is trying to regain our "lost sheep." Anything you can do to help reenlist our wayward skippers or find new members will be greatly appreciated!



- **Please Welcome our newest members-**

G rard Boudreau
P.O. Box 268 Havre-Aubert
Isles de la Madeleine
Quebec, Canada GOB-1JO
Tel: (418) 937-5474
#2541, Starfisher II, 1975

Scott A. Hotes
1428 Martin Luther King Jr. Hwy
Berkley, CA 9470-9
Tel: (518) 528-2654
#1346, "Rewtless", 1971

- **Stuffing box grease -**

DO YOU NEED STUFFING BOX WATERPROOF GREASE? (Forget about last month's notice that none will be ordered). WE ARE ACCEPTING ORDERS!

We have, over the past few years, purchased limited quantities of a very good waterproof grease for use in our COMBI stuffing boxes. George Wood ("Nausicaa", #3211) has used the grease previously and rated it highly. In August of 1994, the same manufacturer (Master Lubricants Co.) sent us samples of two of their newest improved greases. George tested their "BTG" sample for a year and reported it as "Excellent". Sid Rosen will order a limited quantity of the grease based on your orders to him. Please do not delay! Order now and enclose your check for \$7.50 (in the US) or \$8.50 (US \$) for our Canadian members due to the extra postage.

scratch

1/1
96/02/12

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Vega Newsletter
/co Mr. Sidney A. Rosen
10615 Whitman Circle
Orlando, Fl 32921
USA

Dear Sid.

Thanks for your letter.

Since last time, I'm gaining experince about Vega sailboats and have been elected into the Vega administration here in Oslo. Unfortunately I haven't had time to check any Vegas closely, but there is 6 of them for sale from 1968 to 1979 here in Norway right now, so in a month or so I will hopefully be the proud owner of this great sailing boat. The price for Vegas is between USD 7900-12600. The most expensive ones have watercooled engine, heater, wind vanes and lots of extra

My intention buying a Vega is primarily circumnagation and I think she is just perfect for this use. Unfortunately I don't have lots of offshore experience, but from mid-june next year I will hopefully take 2-4 year off from my job here at Univ. of Oslo and og try to fulfill my dream circumnavigation.

Also, I'm collecting information about Vegas, and hopefully I could put all this information on World Wide Web (Internet) for other Vega fans to use. I think it is a good idea. If you have some useful hints or tips, please don't hesitate to contact me. Actually it was through some Vega members on Internet in US i found your name and adress togheter with the article in Practical Sailor (1991) about Albin Vega.

I will also appreciate If you could forward any adress to the member from Canada who is circumnavigation in his Vega. Also to the other couple you mentioned.

Again thanks for your letter.

Best regards,


Jonny Birkelund

- How many of you are old enough to remember this comic strip character?

It is "Felix the cat"



9 weeks and 6,500 miles to South Africa -

14th November '95

s/v "Lorna Doone"
Point Yacht Club
Durban, South Africa



Dear Sid & Vega Newsletter readers:

Am currently moored at the Point Yacht Club in Durban, after crossing the Indian Ocean, & laying over while the Southern summer develops & conditions become more favourable for the passage around the Cape of Good Hope.

I cleared from Gove in the Northern Territory, Australia, in Mid August & sailed direct to Reunion in the Mascarene Islands, spent a couple of weeks there - then on around the south of Madagascar & across the the Mozambique Channel to Durban - a total distance of 6,500 miles in nine weeks at sea.

The Indian Ocean is vast, deserted & very, very beautiful. I took my departure from the Cape Wessel light, seventy miles north of Gove (Australia) & saw no more land for seven weeks. The entire passage is within the south east Trade Wind belt & you run seemingly forever - a beautiful "sleigh ride" to the West. As you leave the land mass of the Australian continent astern an enormous swell starts to roll in from the east and when the wind is fresh, the Vega really starts to fly; surfing off the top of the waves in a great exhilarating roar - and every day the sun shines & the sky is like a water colour painting, snowy white clouds with soft pale bands of grey and a rich dark blue sea. And deserted too! *just you and the boat and the sea and the sky!* The days become weeks & the weeks become months and the only reality of progress is a chain of dots on the chart of the sun setting a little bit later each day until another 15° of longitude have passed under the keel & the ship's time goes back an hour. In 57°40'

In 57°40' longitude a big bulk carrier crossed our stern, southbound for the Cape of Good Hope & on to Brazil. The deck officer seemed as pleased to talk with me as I was to talk to him. The professional seafarers are invariably polite and courteous &, regardless of nationality, always close the conversation by saying "have a safe voyage" - kind words & welcome human contact for the single handed sailor.

Reunion is a French overseas territory, mountainous, lush, green and totally wonderful After seven weeks out on the ocean. I entered at Port Des Galets and spent two very enjoyable weeks there. One of the pleasures of cruising is the people that one meets along the way. Possibly because of the brief and transitory nature of these relationships, they seem to develop at a much faster pace & with an openness that comes from knowing that you will shortly be going your separate ways, never to meet again. The day after I arrived in Reunion an elderly French couple who had noticed



the Canadian flag asked me if I would join them for a lunch at a nearby restaurant. They were planning a holiday in Canada & the 'States' and were keen to know about British Columbia. We quickly became good friends and much of my time in Reunion was spent in their company, making all kinds of interesting excursions and relaxing in their home on the mountainside above the town. In preparation for the trip to North America they were attempting to improve their command of spoken English by really listening to a really ancient (1930's) set of "Teach yourself" gramophone records. The records promised to develop both "formal" & "colloquial" language skills - as was current, presumably in the 1930's. The results of their efforts were sometimes amusing. I once questioned the likelihood of it starting to rain, only to be told "Ze conteengency eez remot" and "Lorna Doone" was enthusiastically described as being "A regular corker".

French nuclear testing (referred to as L'atomique) was a frequent subject of conversation. One morning, when we were drinking coffee at a sidewalk café and discussing the most recent of the tests, a tall elderly Frenchman came striding by.

"HENRI", shouted my host, "HENRI" and beckoned for him to come & join us. "Henri is a retire from ze Fronch Air Foss", he explained, "Ee 'ave spent ees entire life dropping unplessant zings on piple"

The passage from Reunion to Durban is approximately 1500 miles and being south of the trade winds & the infamous Aghulas Current which can attain rates of up to 5 knots. All went well however and a couple of weeks saw us down here in Durban. The Mozambique Channel seemed to teem with sea life. Seldom a day went by without a school of dolphins coming to play in the bow wave. On several occasions I saw whales - once a giant Manta Ray that followed the boat for over an hour - perhaps hoping that I would fall overboard .

The yacht club make you very welcome here and my intention is to lay over at least until January before heading south. I shall re-provision the boat, haul, antifoul and have a general refit. Lots to do!

Best wishes to you Sid and our Vega Newsletter readers for Xmas and the coming new year!



T. Skidmore

P.S. The enclosed cheque will cover 1996 dues

For a free catalogue write-

BOATING BOOKS
International Marine
The McGraw-Hill Companies
Columbus, Ohio 43004 USA

MD6A & COMBI for sale-

Jack Willingham
902 Floral Street
Opelika, AL 36801
Tel: (334) 749-4916

Tidbits from the far past -

In looking over some very old letters and miscellaneous information squirreled away, I came across an article entitled "Fitting Out For Ocean voyages" by Per Bröhall, designer of the Vega. The following items are excerpts from the article:



1. The hull and rig are sufficiently strong for extended voyages.
2. If the boat is loaded down with a lot of gear and stores to a displacement perhaps twice as heavy as normal, the stresses will be much higher. One must keep the boat as light as possible since the boat gets less buoyant and seaworthy and wetter when heavily loaded.
3. If the boat is heavily loaded it may be advisable in marginal cases to strengthen both the hull and rigging. The hull is mainly stressed in the forebody below the bunks and strengthening can be sufficient by making the laminate stiffer there by laminating one pair of stringers midway between the bunk stringer and keel from stem to mast bulkhead - stringers to be of light plastic tubes 3/4" diameter laminated over and on to the hull to a thickness of 1/8". In the rigging the forestay can be changed from 5 mm. to 6 mm. - all the rest of the standing rigging remaining at 5 mm. diameter. *But remember, the above strengthening is only needed in extreme cases.*
4. If a small storm jib is to be set low near the mast it can be set flying to a strong eyebolt aft of the mooring cleat on the foredeck. A substantial pad is needed under the deck and preferably a tie-rod between the eyebolt to the bulkhead forward of the water tank low down. This storm jib may be handier if set on a removable inner forestay (5mm diameter) from the hounds down to the eyebolt mentioned.
5. A Trisail is not necessary. The Vega can handle well with only a storm jib set. A suitable trisail measures: Luff 14'9", leach 18', foot 9'2". It is hoisted above the handed mainsail and boom and sheeted with one sheet on each side through blocks at the quarters (or the cleats). If judged necessary a special trisail track can be pop riveted to the mast to one side of the regular mainsail track. The track should reach from almost deck level to 20 feet up.
6. Sprayhood frame. In a seaway a good handhold is vital when going up on deck from the cockpit. A strong fixed frame made of stainless steel tubing fixed to the aft part of the cabin is a good help. It can double as the aft bow of the dodger or be placed just aft of the dodger. It can also act as a strong point for personal life lines.
7. A bow roller on the foredeck is advisable. Also a long anchor chain with a waterproof hause-pipe and chain box below.

1996 Skipper list



Our 1996 skipper list is published in this issue. Much of the membership data is old and incomplete. Please look over your listing and furnish Sid Rosen with any of the missing data or items which need correcting. Please verify your sail number and home telephone number & area code.



I'd rather be **SAILING**

Did you know that the Vega is "a pig in Light air" ?

To Sidney A. Rosen
Vega Association, Orlando, FL 32821



Dear Mr. Rosen,

Thanks for your prompt reply. We really enjoyed your letter and the newsletter you sent us. I would have written sooner but I am now working double shifts and time just flies by.

A new Vega showed up in the Everett Marina which brought the number of Vegas up to five. You asked how I got your address - - I didn't get it from anyone; I found it in the "Latitude 38" magazine.

We are still dreaming of having a boat down at La Paz in a year or two. We found a man with a big truck and trailer here in Seattle who will haul anything up to 16,000 pounds from Seattle to La Paz for \$2,200. If you should hear of a good Vega with a good trailer, please let us know. We would prefer one on which we could make monthly payments.

We would like to hear from you and would appreciate it if you would call us (Seattle time) either on: Feb 16th or Feb 17th
6:00 to 8:00 PM 9:00 to 12:00 AM

Our telephone # is (206) 742-7621.

We talked with a man at Harbor Marine here in Evtv. He had been out on a Vega a few times and said he didn't like them. He told us they were extremely tender, a "pig" in light air, and did not have enough power to do anything in heavy air. After hearing him say that, I took into consideration that he owns a Clipper Marine 26. They are a dangerously under-built center-board boat that I wouldn't have for FREE!



Thank you,

David Schwartz

David Schwartz
15305 Highway 99 North - Apt#36
Lynwood, WA 98037

P.S. If you know anyone here in Seattle who would be willing to take us out for a short "try-out" sail in their Vega, we would greatly appreciate it! We would even be happy to pay them for the opportunity. We wouldn't be any problem for them. We even have our own life jackets and each have a "swit-lok" harness that will clip onto the lifelines.

Thanks again.

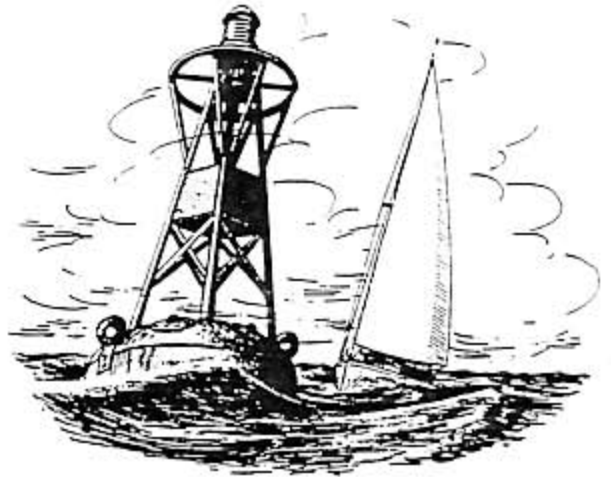
• David and Leanna have become members - Welcome aboard!

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2007

William S. Arnett
12929 - 113th Pl. NE
Kirkland, WA 98034

November 9, 1995

Deutsche Vega Klassenvereinigung e. V.
c/o Oliver Schlacht
Obersteernrade 11
D - 23684 Scharbeutz - Ponitz
GERMANY



Dear Mr. Schlacht;

In response to your invitation for the IFR 1996, Travemunde, Germany I would like to submit the following information in-lieu of the registration form in the VEGA Newsletter.

Name: William S. and Janis M. Arnett
12929 - 113th Pl. NE
Kirkland, WA 98034
U S A

Sorry, we will not bring our boat, "Sommar Bris", VEGA 1568

My wife and I would like to participate in all of the activities.

Can we get more information as it becomes available? Especially about costs. What about transportation from a major airport (Hamburg, Frankfort?) to Travemunde? What about hotel accommodations?

For your information: My wife and I are very active and outdoor enthusiasts. Besides sailing, we bicycle, run (10K fun runs, half-marathons), and hike. I am 60 years old this month and weigh about 165 LB's (75 Kilos.) Jan is younger (much) and lighter (much), (I am trying to be diplomatic.)

We would like to participate in the sail races but neither of us is a serious racer; more like a cruiser with a wish to become a skilled, solid yet friendly, good racer.

I am circling the dates on my calendar in anticipation of a holiday in Deutschland. Thanks in advance for all of your assistance.

Sincerely,

William S. Arnett



Look at this tight turn - Details on the next 4 pages



Emergency steering gear for Vegas

Rienk Nieuwland :: *La Mouette* V 3294

For some years now I have been thinking about a good solution for an emergency steering gear (ESG).

As you know, officially we should have this on board when racing, but what is the result? A paddle or the spinnaker pole fitted with a small board either of which will somehow have to be attached to the pushpit - 'later'.

Now of course this will be quite satisfactory on the IJsselmeer or on a trip from Harlingen to Terschelling; you only have to hold up the bitter end of a line and ask for a lift, because there's sure to be a fellow traveller within a 100 metres. But what if you are all alone heading into a force 7 or 8 and the sea is 'très agitée'?

Naturally you will not expect to have any steering problems on a smooth sea and on a sound ship like the Vega, but according to Murphy's Law something is bound to happen to your rudder at the most inconvenient time.

But now I must stop pondering on 'this won't happen to me' topic; I wanted to fit my Vega with a very serviceable construction **without** breaking the class rules.

The initial idea to have a removable transom rudder (as a First 25 with modification) stowed in a cockpit locker was rejected since it would be nigh impossible to bring it into play under rough conditions. A hole in the rudder for fitting a rudder pendant or tackle is just as nonsensical.

Nothing for it but to have a small rudder permanently fixed under the ship. After two years of due consideration and sketching I arrived at a solution which after all was so simple that I was surprised that I had not thought of it earlier. By fitting a quadrant on the stock of an auxiliary rudder actuated by a steel wire and with adjustment facilities the mechanism should work satisfactorily. The existing tiller - still controlling the standard rudder - drives the emergency rudder. When one of the two is unserviceable you simply disconnect it and continue with the sound rudder. The emergency rudder is arranged to take a loose tiller to be fitted when required.

The Construction

The rudder is made out of two pieces of 22mm thick marine grade plywood each 55cm by 32cm. Get a couple of strips welded onto a SS tube and glue the lot well together with epoxy. Using a planer and a belt sander shape it into a sort of spade rudder with a balance ratio of 17.5%. Having done this, cover with four layers of epoxy resin, include if you prefer, a fibreglass mat, and finally two coats of anti-fouling all over and you've got a perfect job, (see photo). A Vetus rudder of the same size costs something like NLG 575 (approx. GBP 225 or USD 350).

The rudder trunk is a brass tube with a couple of strips soldered onto it for attaching to the bottom of the hull. Two home-turned nylon bearings and a SS bush with a socket head bolt provide radial and vertical support.

Drill a hole through the hull 28cm behind the propellor, position the trunk perfectly vertical and using 20 overlapping layers of fibreglass mat fix it with epoxy

resin. The upper end of the trunk was initially supported by three SS strips. The ship was then launched with the emergency rudder in position to test the results when sailing and motoring without the two rudders being linked.

Since the emergency rudder started to vibrate due to turbulence created by the prop when manoeuvring rapidly I provided an additional bearing on the end of the rudder stock. In so doing the the upper support of the trunk, i.e. the three strips, was abandoned.

The two quadrants - the most difficult part of the DIY work - I made from 16mm thick circular piece of aluminium with welded-on bush for clamping on to the rudder stocks. The two-part bush avoided having to dismantle the existing rudder. By the way, it would be a good thing for most Vegas to have their rudder bearings inspected. Play in the rudder assembly needs no further comment.

Four bolts per quadrant ensure a very rigid clamping by the two-piece bushes. I turned a special V-shaped groove in the edge of the aluminium disk to accomodate the steel wire. The quadrants were cut out using a sturdy manual keyhole saw and in addition I cut out a part to save weight.

This was followed by mounting the quadrants in position and fixing the wooden pads with the U-bolts for the rigging screws to the side walls of the hull using 5 layers of fibreglass mat.

Lead the steel wire (an old piece of 19x1 shroud) in such a manner that both rudders are in mid-position and lightly tighten the rigging screws and align the whole assembly.

Everything was ready for the test run.

Note: The whole assembly was calculated to withstand 10 knots with a rudder angle of 45 degrees.

The Results

In a word the results were staggering; it was as if there should always have been a rudder there.

But first of all the results **without** linked rudders. Controlling the emergency rudder when under sail or engine at any speed needs only the touch of your little finger. And that with a tiller only 30cm long! The lid of the locker rests on the tiller. It is only when one manoeuvres rapidly under power (ahead & astern) that the turbulence under ship becomes noticeable.

The standard rudder can be either fixed or left loose without it having any appreciable influence on the action of the emergency rudder.

The emergency rudder, however, needs to be fixed when using the standard rudder. If left loose the ship tends to go in the direction in which the emergency rudder happens to be; the turbulence under the ship flings the rudder in all directions. The same applies to wind vane steering gear.

But now the performance of **linked** rudders.



1. Under power at almost zero speed the ship just about turns on a sixpence.
2. Under sail the force on the tiller is appreciably less than before.
3. Steering is much more tender and that takes getting used to. The ship is more sensitive to beam and following seas and tends to be set somewhat more rapidly.
4. Under power there is hardly any tendency for the ship to veer to starboard.
5. Going astern is considerably better; if you do go off course: stop, a little touch ahead and you are back on course.
6. When in locks or near busy bridges there is absolutely no more panic on board. Finding yourself lying back to front in a lock is a thing of the past; a touch of rudder and you are straightened out. Missed a bollard? Belay a warp, set rudder in the correct direction, a little gentle throttle and you come alongside nicely.
7. I have not noticed any loss of speed with the emergency rudder.
8. Confidence in the ship when in difficult steering situations has increased enormously.
9. A screwdriver is all that is needed to disconnect the rudders, upon which normal steering is undertaken with either.

I have now sailed 1300 miles with this emergency rudder, also in really heavy weather. The rudder has behaved exceedingly well. I assembled and adjusted it in one go and have not needed to re-adjust it since. As far as the safety factor goes I strongly believe in the design, though I have not have had cause to use it, fortunately.

In Production

For myself I am so enthusiastic about the results and the safety aspects that this emergency rudder provides that I would like to see all 3500 Vegas as well as other ships equipped in the same way.

If you have got access to a large lathe and are good at metalwork, you can make one yourself with the aid of the set of drawings. An electric plane, a band sander, a heavy duty keyhole saw and time are prerequisites

A second solution would be to provide a kit of parts for the ESG complete with the necessary jigs. You need to be dexterous and to have a reasonable eye for assembling the gear. Using the assembly instructions for the emergency rudder, you should be able to succeed.

With approx. 20 buyers the kit should be capable of being batch produced by a skilled craftsman for a reasonable price; I should think this is possible for something like NLG 1,000 (approx.GBP 400 or USD 605). The Vetus rudder would set you back NLG 575.. for a start. Follow-up orders would be more expensive and would present difficulties or a higher price, unless another batch is can be made up. Naturally you could get a fitter to assemble the kit for you.

By the time you read this I shall have a pretty good idea of what the price of the kit is going to be. The set of drawings has still to be completed. Give me a call if you are interested: 00-31-1184-65759.

Joke's¹ reaction

As the wife of a skipper. I would like to add a few words to Rienk's story.

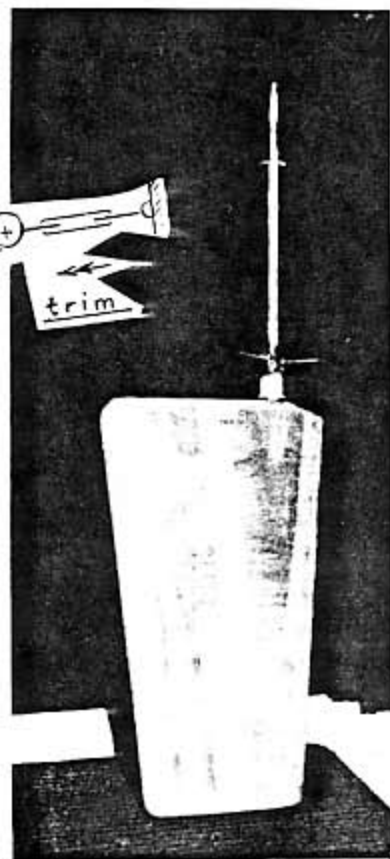
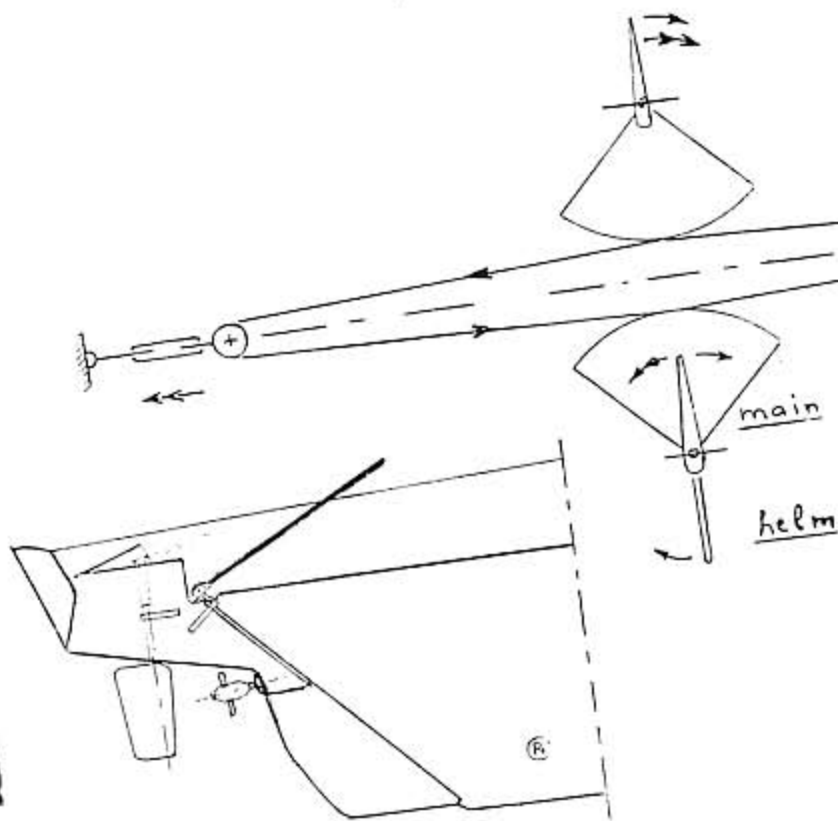
From a distance - living room to workshop - I have witnessed the whole development. I had my doubts, would it be possible to carry out his idea?

If you live in the province of Zeeland you have a lot to do with locks. Mooring alongside in a lock went well - mostly. But now with this arrangement it is so much easier; if you miss a bollard, no problem, tie the stern first and the bows come round effortlessly and automatically to the side. And narrow berths which are a squeeze to get into can be vacated astern with no hassle.

What did I have to get used to? That I only need to touch the helm with a finger tip and the ship reacts immediately.

During our crossing from Bologne to Eastbourne we got into some rather unpleasant weather. The last 12 miles were straight into a force 6. My stomach turned when thinking how the rudder would stand up to it. I was a little bit scared with all that slamming due to the high waves. But the rudder proved itself remarkably well.

Thumbs up for for this wonderful piece of work.



¹ Rienk's spouse; pronounced Yoker, by the way.