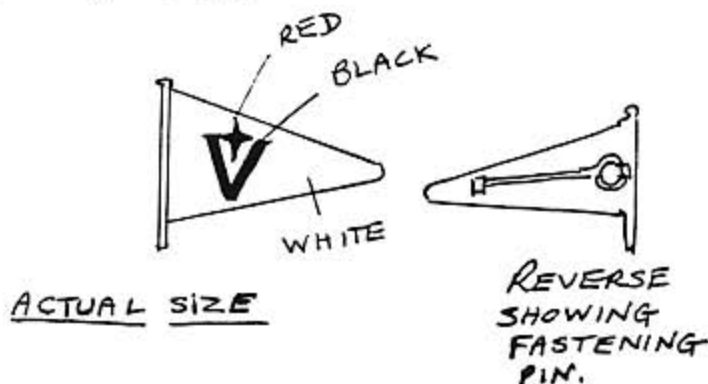


- Would you buy this pin?



The pin is enameled with each color separated by a thin metal line

Your immediate reply would be appreciated !

The Vega Association of Great Britain (VAGB) will be placing an order for this universal Vega pin. It will cost, at today's rate of exchange, approximately \$10. each. In order to place their order the VAGB needs to know how many of our members are interested *so an immediate reply is necessary*. If you want to order one, please advise your editor by return mail.



- It is with great pleasure that we welcome our new members -

Harvey S. Cain II
Dolly Cain
127 Lewis
San Antonio, TX 78212
Tel: (210) 533-1518

Vega #1065, "New Horizons", 1971
Moored: Canyon Lake, Texas

The name Harvey S. Cain has appeared on our membership lists for the last several years. Our new member bears his grandfather's name and he sails the same Vega his grandfather did. Harvey loved the boat and gave it to his namesake when he felt it was time to become an "armchair sailor".

Harry Benson
212 Calla Ave.
Imperial Beach, CA 91932
Tel: (619) 575-2069

Vega #1518, 1972
Moored: San Diego, CA



Hi Sid,

Been a while since had last written; thought I would say "hello" from Santa Cruz. After a search for a new engine for "Spinner", I guess I'll be rebuilding the old Albin Gas engine again - It's a bit pricey for a new Yanmar! I sent a letter and got a reply from Albin in Sweden. They still have parts and sent a price list. There is also a U.S. distributor in Florida, so I guess I'll be able to get most of the parts I'll need. If anyone wants the info, they're welcome to give me a call.

The stuffing box from Vega Marin that I put in 6 years ago still hasn't leaked a drop. It's great to have a clean dry bilge.

I installed a Ham radio which has been a lot of fun, keeping track of folks cruising in Baja Mexico. The ground plane for the antenna is sheet aluminum lining the hull below the berths and lockers. It seems to work very well - signal reports are usually quite good.

Thanks for the Mike Peyton cartoons in the newsletter - I used to get them with the English magazine "Yachting Monthly" The one with the life raft blowing away from the stern pulpit was certainly droll !

If the engine work goes well, I'll probably be taking another trip to the S.F. Bay and delta this summer. Last year I put about 1000 miles on the log here in Monterey Bay with one trip to the Bay. . . With the engine rebuild; and cold weather I'm pretty well shut down as far as sailing goes till spring.

Hope all is going well with you and thanks again fir all your work on the newsletter - It's a real pleasure to read. . .

Parts wanted !

Peter Jack is looking for Combi parts. If you have these parts, please contact him:

Peter Jack
830 S.W. 127th Street
Burien, WA 94816-3123
Tel: (206) 241-1982

Ric Eiserling

Ric

P.O. Box 5188
Santa Cruz, CA 95063



Dear Diana,

I write to wish you well in your new role. I like getting the newsletter but find I live and sail a bit too far away to attend functions.

On a point of boat maintenance, I noticed that the tiller on my Vega did not lie on the centre-line of the Vega when the rudder was central. The cause of this mis-aligning was the taper-pin which is driven through the bronze fitting screwed to the cockpit sole and the rudder shaft.

This pin was driven OUT from the starboardside and was badly distorted. As there is plenty of metal in the shaft I drilled out and reamerd for the next size of taper pin. The pins are standard engineering items and as I had a drill already (which should be the diameter of the smaller end of the taper-pin) I had to buy a reamer and the pin.

I mentioned my problem to another Vega owner on the Dart and he said his tiller is favouring the starboard side following the tiller and rudder slamming hard over whilst going astern. He originally thought the rudder blade had twisted on the rudder shaft (expensive) but was going to examine the taper-pin.

Perhaps you may like to mention this point in a newsletter.

Regards
John Price.
J. B. Price. -
"KARESTA"

Thanks John



I'm ordering a new dodger -

Bruce Grayson
2328 20th Street, NW
Washington, D.C. 20009
4/18/94

Dear Sid,

After speaking to Florence this morning, I called Vega Marin in Sweden. They'll send me a new catalogue which I will copy for you and anyone interested. So far, the price of a new dodger here is around \$900. whereas one from Vega Marin will run about 1500 Swedish Kroener w/o the "Value Added Tax". This probably comes to about \$200.

I'm hoping to access a source for Vega "widgets" which can be difficult to obtain locally.

Best regards,

Bruce Grayson

• Vega for Sale:

The boat has a Westerbeke diesel, conventional shaft & prop, Loran, depthsounder, radio, knotmeter and roller furling jib - \$10,000

Mike Duddy

7 Cherry Lane, Bangor, ME 04101

Tel: 207-990-2877

NORMAN MEISSNER
8011 17TH Ave NW
BRADENTON, FL 34209

1 Feb 93

Marine Surplus
7070 15th ST. E
Bradenton Florida
Phone (813) 758-3552

JOHN B. SPRAGUE
166 MAPLE AVENUE
GUELPH, ONTARIO
CANADA N1G 2G7

DEAR JOHN -

Hi. I believe that we have corresponded before re iceboxes. I saw your letter in the Jan Vega Newsletter re Biminis and your offer of prop parts.

The Bimini in the picture works well for me even though on a boat like the Vega it is a compromise. It does have several good features, most of all it was cheap. In Florida I think I paid less than \$130. for it 3 years ago. My Vega came with pad eyes on the stern rail which just by accident (not design) fit the frame of the Bimini bows. On the gunnel are two eyes, one on each side which also came with the original boat, which accepts the snap hooks for the forward bows..... I snap in the after ones onto the backstay chain plate loops. I did have a canvas shop cut a hole in the top of the Bimini to pass the backstay through. This small cutout was reinforced and finished with material compatible to the Bimini. The only slight disadvantage to this is that you must disconnect the backstay to remove the Bimini. Headroom is about 5'11". The top is the smallest one available from Marine Surplus in Bradenton, Fl. I don't know the present price or if it can be shipped via UPS. If you're interested I could find out for you and if they do not ship perhaps I could have it shipped to you.

5'6" long?
5'7"?

By the way, if you still have the prop parts I'd be interested. Any idea of what the freight might be? Have you changed engines? I'm looking for MD6 parts, if not even a whole engine (rebuildable).

I'm writing from my ship now but will be home after the 20th of Feb but put my Florida address on this letter. If you don't hear from me before March you'll know why.

• **COMBI Control Sleeve wanted!**

Please call or write:

Yvan Monnard
9060 Belle Riviere
Mirabel JON 1S0
Quebec - Canada
Phone/Fax : 514-258-4421

Best regards
Norman

• **Just curious !**

We have several Albin Ballad skippers who have been members for many years. In fact one of the Commodores in our predecessor organization, VODCA, was a Ballad skipper. These are our "silent" members - we never hear from them. I wonder why! I know the Ballad is a great boat, but doesn't anything ever wear out, need repair or improvement? Doesn't anyone ever have a problem for which an answer is needed? You're members - we would like to hear from you!

Getting ready -

215 North 29th Avenue
Yakima, WA 98902
December 27, 1993

Dear Sid:

You may recall that I called you several months back and you provided me with the Volvo parts numbers for the cutlass bearing and operating sleeve for my combi unit. Thanks for your help! With that information I consulted the Nov '92 issue, an article from Bob Gaskins, where he mentions Tom Hall, Albin parts distributors in the San Francisco area. I phoned them and got the parts in no time. But, *Shock!* the price of the cutlass bearing weighing in at 1 ounce *maximum was over \$60.* The total bill with operating sleeve and California tax was around \$450.

In the spring I'll take the boat to Sidney, B.C. - a one day trip - where "Sea Power" will install the parts (they're experts with the Vega) and any other concerns I have with mechanical items.

I'm upgrading "Lyra" for offshore. I'm planning to sail the boat to the Sea of Cortez and spend the winter of '95-'96 there in Baja California and the west coast of Mazatlan to Puerto Vallarta. If by then, I don't want to sell the boat, I'll go top Costa Rica and beyond ???, Hawaii ??, French Polynesia??

I was happy to see the "Tarka the Otter" article in December's issue. I was especially interested in the reinforced main cabin windows since that's similar to what I've planned. A former Vega sailor from Bellingham had a similar arrangement but with slotted wooden boards which were removable.

My main concern with refitting is safety and the ability to survive a sinking situation. I now have a Furlex head sail system and a new backstay with built-in insulators for my new SSB (which required a pricey antenna tuner). My initial concern was the 20 year old wiring system. I'm no electrician (nor mechanic either) so I was lucky to obtain the services of a fellow sailor (formerly berthed on my float) who sailed his 38 footer to New Zealand in the fall of '92 and was back in this area for a while. He rewired the boat, installed a new 100 amp alternator, and an 18 switch electrical panel. We ordered most of the parts through Sailors & Shipbuilders in the L.A. area. He also pulled the fuel tank, inspected and cleaned it and installed all new hoses. My old problem with the diesel odor was due to a small vapor hose which led from the top of the tank. He also put in a new RACOR fuel filter. We replaced the two 12 volt batteries with four six volt quality heavy duty marine batteries - also ordered through "Sailors" in L.A.

I replaced the kerosene stove with a propane model from Force 10. I Also bought a manual windlass (also from sailors). This is yet to be installed - with a view to easier handling of at least 200 feet of chain. A propane tank and gauge are mounted on the aft deck. A teak box will enclose them.

In addition to the new SSB radio (ICOM M-600) there's a new VHF, Loran C (Spelco) and a Garmin GPS. That's what has been done!



Yet to come is new standing rigging in the next larger size, a #406 EPIRB, a 4-person raft, and a wind-vane (probably the same model the Coghlan's used), new life lines "and on and on!" The list seems endless. I'm now retired and reduced income means I won't be ready until August of '95. It's an old dream, so I'm looking forward to winters in warm waters.

I need help/suggestions from others who:

- (1) have successfully grounded an SSB in a Vega
- (2) may have the bronze fasteners that attach to the underside of the cockpit locker lids and then "hook" to the bronze clasps attached to the cockpit fiberglass.

Also, I bought a wind generator and water-maker which are yet to be installed. I'm anxious to hear from anyone with ideas.

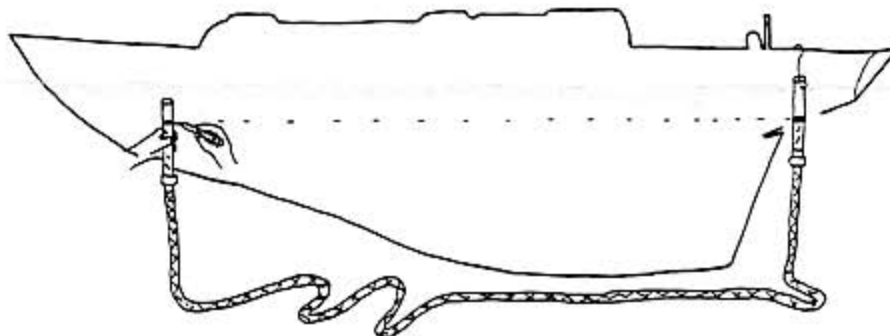
Sincerely,

Gerry Pickard

Gerry Pickard (Lyra - #2456)



Painting your own bootstripe -



Use a water-filled garden hose to mark the location of the bootstripe. Sections of clear hose at each end will allow you to see the water level. Mark the hull every foot, closer where the hull is changing shape. Mark both sides of the stripe.

from "This Old Boat", Don Casey, International Marine Publishing, 1991

Does your Vega give you a headache?

I wonder how many of our members have never bumped their heads when going into the forward cabin. If you think there's not much headroom on a Vega, you should try a Swedish "Folkboat". That is really a "stooper" boat. Peter Johnson sailed aboard a Folkboat last summer while visiting friends in Europe. I wonder how he **made out**. Years ago I visited aboard one of our Chesapeake Bay Vegas. The **skipper** of the boat, having hit his noggin just a few times too often, had padded the area just above the door. How is your ducking ability?



1968 Vega for sale!

John Ruhland
1013 Penfield Road
Rochester, NY 14625
Tel: (716) 586-3059



January 19, 19943

Sid Rosen
10615 Whitman Circle
Orlando, FL 32821

Dear Sid,

After 21 years of cruising the Great Lakes, the "New Horizons" is setting out on a new adventure. It has moved to Canyon Lake near San Antonio, Texas.

My grandparents, Harvey S. and Jean Cain have presented my new bride and my self with this fine boat. We have taken a number of cruises on the lake and are enjoying it immensely. The hardest and most frustrating part of sailing has been getting in and out of the dock. We've been learning how to compensate for the wind against the boat, the motor speed, and how fast the boat reacts to the tiller. Learning all of this in the confines of the marina has been an adventure. Grandpa always made this task look so easy. We meet lots of new friends who have relayed similar stories of their first time docking their boats. By our third time out, we were old masters at this docking business.

The real sailing came once we left the marina, and got the sails hoisted. What a lot of fun we have had, afternoon sails, moon light sails, peace and quite.

My grandparents could not have given us a greater gift. I hope that we will enjoy it as much as they nave. I will miss sailing with them on the Great Lakes, but their spirit will be with us on every sail that we ever make.

Enclosed are my membership dues for the "Vega Newsletter". Dolly and I are looking forward to being a member of this elite group.

Sincerely,

Harvey and Dolly Cain
127 Lewis
San Antonio, TX 78212

◆◆◆◆◆

ALBIN REUNION - EVERYONES INVITED !

JULY 8, 9, & 10th

**Pilot's Point Marina - North
Westbrook, CT**

• **For information please contact:**

**Gordon Douty
Nor'east Albin Newsletter
Wales Road
Monson, MA 01057**

◆◆◆◆◆

Your editor was recently called by former member Kieran O'Carroll of County Cork, Ireland about securing a replacement boom for his Vega. The boat was running downwind in high winds, under control of an automatic pilot (or windvane) with the boom vangged down to the lower shroud chainpate. Kieran had to go below for something and while below, the boat rolled, the boom went into the water and broke. We hope to hear how Kieran fared on replacing or fixing the boom.

