

VEGA

Newsletter

Sidney A. Rosen, Editor (407) 352-9250
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25 May 1999

Voice of American Vega Sailors

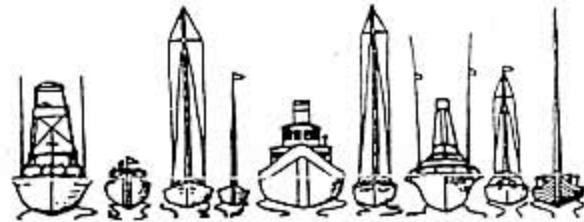
No. 5 - 99

- Please give a big welcome to our newest members!:

Joan C. McKinney
153 Killingworth Road
Higganum, CT 06441
Tel: 860-345-9266
#2618, "Resa", 1975

Larry Bryant
3020 Bridgeway - #293
Sausalito, CA 94965
Tel: 415-924-1174
#169, "Cygnet", 1969

Sloan & Catherine Hill
1742 Bolton Village Lane
Niceville, FL 32578
Tel: 850-897-6538
#2918' "Lark", 1976



- This issue contains our "Skipper List" of current members.

Please check your listing for correctness and completeness and advise Sid Rosen of any errors. Please mail any corrections and/or missing data as soon as possible.

- Finding new members

Every month Vegas are bought and sold. As a result, we are constantly losing members. If you see another Vega, please get the skipper's name and address and send it to me.

- Wanted:

Nautical illustrations for our newsletter. I'm sure you are as tired as I am of seeing the same ones over and over again. Don't worry about the size - That can always be reduced or increased in size.

- I hope I have not offended anyone by not answering my e-mail promptly. I have been away for two weeks in the San Francisco and Laguna Beach areas. I also have been plagued by computer problems for some time. The "dad blasted" thing (excuse my vile language) has spent more time in the repair shop than it has on my desk. The computer is an "American" one in name only. It seems that all the components are manufactured elsewhere. My wife's computer (rather ancient) which I used to complete this issue, does not have a modem to connect me into the internet. Life sure was easier back in BC (before computers).

Here's an Email from Sam Amoss



Sid:

The last thing in my life that could go wrong these days is to miss an issue of your newsletter. It's been 13 years since we sold CELIA (#2940). However, the Newsletters, our photos and memories keep the spirit going.

We have chartered a few boats since we have been out of owning. We even tried a 38' Pearson for a week. Kind of a let down. Especially when it stormed! The most exciting part of that particular cruise was seeing a few Vegas, in all of their glory under full sail in the bay.

Ceal and I have talked often of buying another boat when we reach "life after Kids and college" when there is money and time to do things. Right now, it looks like it will be another VEGA.

Hope all is well with you and yours.

Regards -

Sam Amoss

* Sam is one of the founding members of the Vega One Design Chesapeake Association VODCA, our predecessor organization. He used to own "Celia" #2940 which was named after his wife Cecilia.

*** **

A few pearls of wisdom:

"The worldly hope men set their hearts upon
Turns ashes or it prospers, and anon
like snow upon the desert's dusty face
lingers a moment or two and then is gone.

And that inverted bowl we call the sky
under which, crawling, cooped we live and die
look not to it for help
for it rolls on as impotently as thou or I."

Omar Khayyam



Just in case you wanted to know:

Nautical phrases & the origins of some present day expressions!

Anything small aboard a sailing vessel was known as "monkey sized" Children who carried small buckets of black powder from the ships magazine were called "powder monkeys". Coats that were shortened to allow the legs freedom to climb the rigging were called "Monkey Jackets".

Between the guns, pyramids of cannon balls stood upon lipped edged trays called "Monkeys" In some ships monkeys were made of brass (for ceremonial reasons). In cold weather the different coefficient of expansion meant that the brass trays would contract faster than the iron cannon balls. Sometimes it was cold enough to freeze the balls off a brass monkey.

Sailors would sometimes "bottle up" their rum ration for a later time when they considered it might be suitable for a wild session. The sailor found drunk on duty was required to fashion a cat-o-nine tail or make a rod from his own bunk which they would keep in a leather sack. Then sailors "let the cat out of the bag" bad fortune befell them usually on punishment day, which aboard ship was "blue Monday".

"And now its all sewn up for you". You hope not otherwise you would be sewn inside your hammock with a cannon ball at your feet & the last stitch sewn through your nose to make sure you were really dead - ouch!

In Portsmouth, England, floozies would come aboard naval vessels "to aid ship morale" Shore leave was often forbidden for fear that "pressed men" (landlubbers forced into service by press gangs) would desert. Each morning the petty officer would shout "show a leg". If the leg was smooth and shapely the "lady" was allowed to sleep in. If the leg was hairy, the officer turned out the hammock to swab the deck.

Hammocks were really not suited to the activities of the ladies and most preferred to work in the spaces between the guns. The gun decks also offered convenient spaces (with suitable rings) for childbirth. Children born on the gun decks could never be certain of their father and were entered on the deck log as "son of a gun".

From:- Worldwide Sailing Schools Directory
<http://wwwusers.aol.com/SAILGOWER/index.html>



Sam Amoss comments about the stuffing box



After about five years our Vega started weeping around the front seal of the stuffing box. One day, I was in a plumbing supply store and I picked up a can of White Water Pump Grease. Seemed to me like this should work in as much as it was designed to be used in water.

The problem, of course, was getting the grease into the stuffing box. It is thick and somewhat solid as it comes out of the can. I eventually settled for a medium flat screwdriver blade. This was the process:

1. Scoop some out of the can with the screwdriver and push it into the fitting hole. Do this until it appears that you cannot get any more in.
2. Insert the fitting (plug) and tighten down slowly
3. Remove the fitting.

Repeat the above process until the old grease appears to be oozing out of the front seal.

Note: I have read from time to time that folks have 'blown' the seal out of their stuffing box by over pressurizing. This has to be taken into consideration. I am sure that over stuffing with this grease would do the same thing.

I believe that I did this about three times before the old 'green' grease was completely worked out of the stuffing box. We sold the boat seven years later and, at that time the stuffing box was not leaking.

Regards;

Sam Amoss



Electrical changes:

From: Doug Taylor

Date: 21 Oct 1998

I found that the location of the 12 volt electrical fuse blocks was not among the good design features of my Vega. The proximity of the compass, the automotive nature of the "panel", and the fact that water condensate on the underside of the compass portlight dripped on electrical components bothered me. I upgraded all and relocated to a real electrical panel on the starboard shelf, forward of the galley locker.

I also put a series 24 starting battery and a series 27 house battery where the Albin 021 used to be. The panel includes a battery selector / off switch, an auto / off / manual bilge pump switch, a bilge pump relay, 10 fused circuits with illuminated rocker switches, a 12 volt receptacle, a volt meter, switchable between the two batteries. (Sea Dog panels from West Matine)

I also replaced the running lights, and added a receptacle in the cockpit for my Tillermaster. I think this all was less than \$500, since I performed all the labor.

Albin Vega: mod

*The first in a series of reviews
of small seaworthy sailboats
from John Vigor's newest book,
Twenty Small Sailboats to Take
You Anywhere*

You'd hardly guess by looking at one that the Albin Vega has earned herself a reputation for being an outstanding offshore cruiser. She's a modest-looking little fiberglass sloop, totally lacking the massive fittings, bowsprits, and laid teak decks that most people associate with real deep-sea boats. In fact, if you didn't know how tough she is, you might judge her to be rather frail. The slight reverse sheer gives her a humpbacked appearance from some angles (though not an unsightly one) but otherwise her general appearance is quite unremarkable.

Like so many of the world's seaworthy boats, the Albin Vega has Scandinavian origins. She was designed in Sweden in 1964 — the early days of fiberglass construction — by Per Brohäll, who obviously admired the long keel and skinny beam of the Folkboat. The Vega was given a short counter stern with an inboard rudder, however, instead of a transom and an outboard rudder, and her cabintop, raised in two sections, gave her more room below. Well over 3,000 Vegas were built in a production run that extended more than a decade, and thousands of them are now sailing all over the world.

Brohäll set out to design a boat that was light, fast, roomy, seaworthy, and relatively cheap. This was a seemingly impossible task because sailboat performance is the distilled essence of a series of compromises. What is seaworthy, for example, is not usually fast. What is roomy is not necessarily cheap. But Brohäll succeeded in producing one of those rare designs that exceeds most people's expectations in most areas. The one

obvious thing the Vega lacks, in comparison with more modern designs, is space down below. But perhaps the comparison is unfortunate because modern designs deliberately sacrifice ultimate seaworthiness for interior space. The understanding is that today's roomy coastal cruisers will never need to fall back on the resources of seaworthiness an ocean voyager requires. Per Brohäll never had to make that compromise. From the outset, he aimed for seaworthiness.

It's the Vega's comparatively narrow beam of exactly 8 feet 0 inches that makes for snugness down below, of course. Nevertheless, the accommodations are comfortable for two adults on a long trip, and perhaps even for two adults and two children on a shorter vacation trip.

Basic design

The Vega has a shallow hull with narrow beam and fairly hard bilges. Her keel is long, but not full-length, running for only about half the waterline length, from about the mast to the after end of the cockpit well. While there is more than sufficient length for good tracking, especially downwind in the trades, this keel reduces the surface area (and therefore friction) of the "traditional" deep-sea keel and helps the Vega perform better in light air.

The rudder is attached to the aft end of the keel, but while this is a very strong way to support it, the rudder itself has revealed some weaknesses. There is no cutout in the rudder for the propeller, which, unusually, emerges from the deadwood under the counter but above the rudder. The hull is solid fiberglass, said by the builder to be 3/8-inch thick at the sheerline and 1-inch thick at the base of the keel, but the

Editor's note: *As this issue was going to press, we bought the rights to publish all the chapters to John Vigor's new book, Twenty Small Sailboats to Take You Anywhere. We did some serious content juggling to introduce the series with this issue. Although this isn't an alphabetically prioritized list, we decided to begin with the Albin Vega. Then we did a fast shuffle, contacting Vega owners from among our subscribers to request illustrations for the article: photos, brochures, line art. As you see, they came through for us, and we're grateful.*

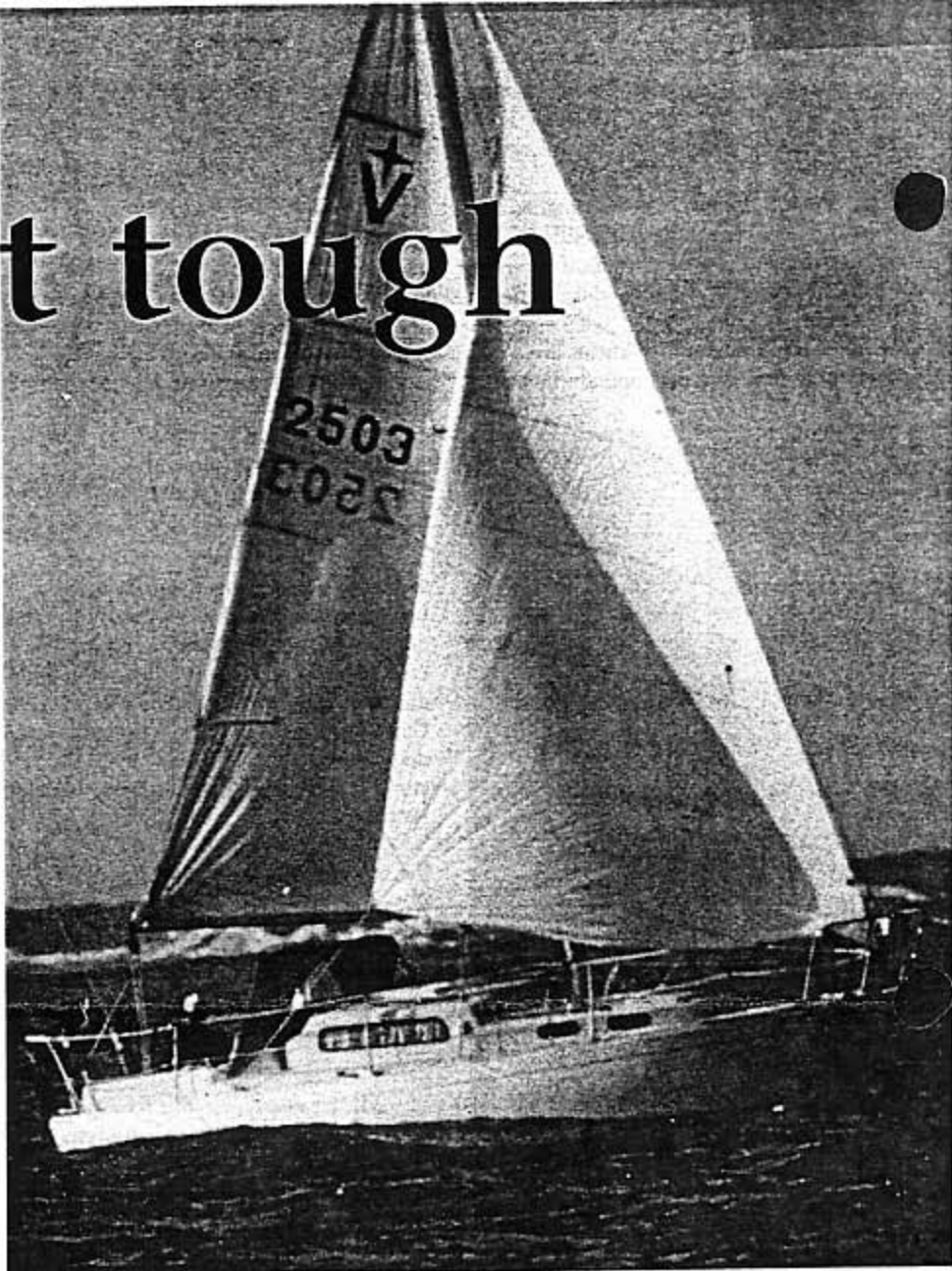
Now we're looking for the same from sailors of the Bristol Channel Cutter (scheduled for the May issue) and the Cal 20 (which will run in July). *Bristol and Cal owners, let us know if you've got photos of interiors, your boats at the dock, and especially of your boats under sail; old brochures and manuals; line drawings; owners' comments; or resources (organizations or vendors) which might be helpful to other sailors with your boats. We will return all materials and savor the comments. We look forward to hearing from you!*

est, but tough

deck and cabintop are cored fiberglass for lightness. It has been reported that you can press in the cabin sides with your bare hands. Of course because a panel flexes, it doesn't necessarily mean that it is too weak, but continual flexing will eventually cause fatigue and cracks, so in a boat intended for long passages at sea, you'd need to stiffen it with internal stringers or bolt on a large plywood or acrylic storm cover outside.

The caulked, internal flanges of the hull and deck are bolted together with 5/16-inch stainless steel bolts every 5 inches, which makes for a reassuringly strong joint and few leaks. The sheerline, as mentioned above, is reversed slightly to improve headroom below. It is actually almost a straight line from stern to bow, but the eye increases the humpback effect, because it is trained to see a concave sheer in that spot. The bows, therefore, look lower than usual for the size of the boat and appear to lack buoyancy, but there is no evidence that such is the case.

The low topsides cut down on wind resistance, which means the coachroof must protrude more to provide adequate headroom below. Brohäll resisted the temptation to create a high, unsightly superstructure that would accommodate a standing 6-footer anywhere below. Instead, he placed a low cabin trunk over the head and the aft end of the V-berth, and then stepped it up another story to give 5 feet 10 inches of headroom in the main saloon and galley. The result is a fairly large superstructure, but one that blends pleasantly with the hull and avoids boxiness. The cockpit is self-bailing and small enough not to cause concern about pooping, but big enough for two people not to get in each other's way on long trips.



Sidney Rosen, who runs the American Vega Association, sent this photo of a Vega under sail. The photo's from 1991, and the boat is Norman Meissner's. See sidebar at the end of this article for more information about contacting the American Vega Association.

Early Vegas were powered by gasoline engines, the 13-horsepower Albin or the 15-horsepower Volvo. Later models carried Volvo diesel engines, including the 10-horsepower MD6A (which was generally thought not to have sufficient power) and the 13-horsepower MD7A. But the really interesting thing about the Vega's power train was the Combi variable-pitch propeller, which was used without a transmission on the early boats. Even when transmissions were added at a later stage, the variable-pitch prop was retained. It was controlled by a single lever that changed the propeller pitch, from full astern to full ahead, without

the need for a clutch. When the boat was under sail, the prop could be feathered for least resistance. It was reportedly a very efficient, but complicated and expensive to repair, piece of machinery.

Accommodations

The Vega has comfortable bunks for four, two 6-footers and two of 6 feet 6 inches, but it would be a mistake to plan on long ocean crossings with four adults. Two would be plenty. The accommodation layout is logical for a boat with a 23-foot waterline, starting with a chain locker up forward, followed by a V-berth and a toilet just forward of

the main bulkhead. The head faces a hanging locker on the other side of the gangway and can be closed off from the main cabin, but remains open to the V-berth.

Aft of the main bulkhead are transom berths to port and starboard,

the starboard one being 6 inches longer than the port one. The table between the berths fits into sockets in the cabin sole, so it can be yanked out and stowed away — or dropped into similar sockets in the cockpit for that sunset drinks-and-snacks session.

At the after end of the cabin, under the sliding hatch, the galley divides itself into two portions, one each side of the companionway steps/engine cover. The cooker lives on the port side, and a sink and icebox on the starboard side. Cubbyholes and lockers in the galley and the main cabin provide ample stowage space for gear and provisions for two people on extended voyages.

As usual in a boat of this size, there is no dedicated chart table, and the cabin table supplied with the boat is unlikely to be steady enough for serious navigation business in a seaway. But a removable or fold-down plywood table could be made easily enough to fit over one end of a berth or over the icebox/sink area.

All the deadlights are fixed in place with rubber gaskets, which means you can't open them, so it wouldn't be a bad idea to add a couple of Dorade ventilators, although the existing ventilation system works better than most. If you're heading for the tropics, you'll need all the ventilation you can get.



The rig

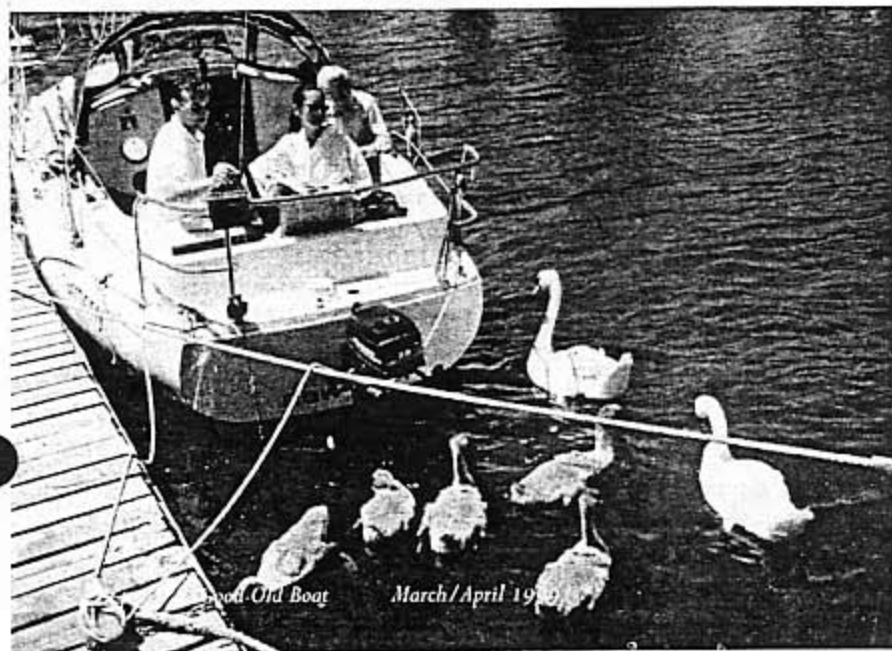
The Vega's rig is entirely conventional and easily handled. This masthead sloop has single spreaders and two lower shrouds on each side. The mast and boom are aluminum, and neither is of excessive proportions, but the mast is stepped on deck, which brings problems in time because few designers or

builders ever manage to compensate adequately for the enormous downward thrust a mast produces. The best way to transfer that thrust is to carry the mast down to the keel, but on narrow-gutted boats like this one it gets in the way so much down below that most buyers won't tolerate it. When it comes time to make repairs, however, they may live to regret it. More on this later.

The main boom is quite short, yet the mainsheet traveler can still be placed aft of the rudder head, so the sheet is at the helmsman's fingertips. Single winches on the cockpit coamings can handle everything from the spitfire jib to a 150 percent genoa.

Performance

Initially tender, the Vega stiffens up at moderate angles of heel, and despite her shallow draft she works to windward reasonably well. She is very handy indeed off the wind. A Vega called *Little My III* crossed the Atlantic from the Cape Verde Islands to Barbados in 14 days, 16 hours. Richard



That's Mike and Cheryl Warren's boat, at top. The Warrens live in Ohio, but sail her in Texas. (One nice thing about these boats is you can move them from place to place as the mood strikes you . . . a novel concept for many keelboat sailors.) Notice the unusual cut of the bow pulpit. Timothy Gill has some interesting points to share about this concept in his sidebar at the end of this article. Gunnar Asker's boat, Wind Harmony, is the platform for feeding the ducks in the lower photo. Gunnar and family sail on Long Island Sound. Carl and Maria Asker are in the foreground; Gunnar's wife, Louise, is behind them. Carl is Gunnar's great nephew.

Henderson, commenting on the trip in his book *Singlehanded Sailing* (International Marine), says: "She reportedly surfed in the trade winds at speeds up to 13 knots, yet was dry, comfortable, and easily managed. Her excellent downwind behavior might be attributed to her well-balanced hull with flattish run, modest displacement, and moderately long full keel."

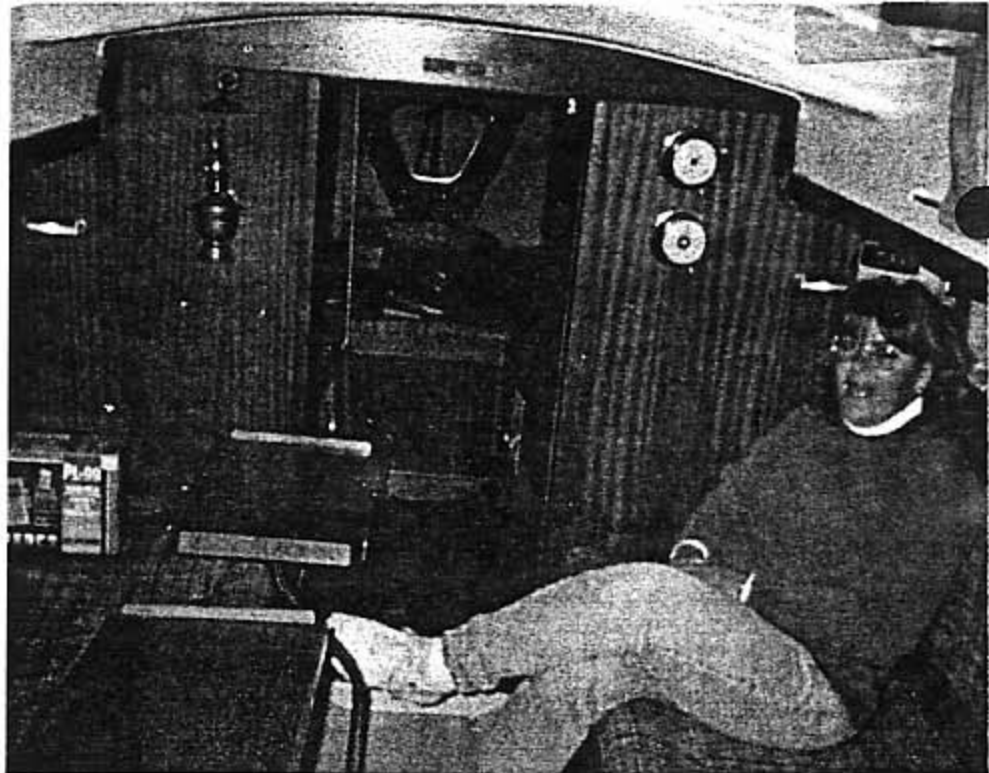
Her working sail area, while correctly proportioned for an ocean cruiser, is too modest to give her scintillating performance in light air, so it would be wise to carry a large nylon drifter and/or an asymmetrical cruising spinnaker if you're not planning to motor through the doldrums.

In general she has a reputation for being extremely well behaved. She is easy to steer and stays under control even when hard pressed.

Known weaknesses

Here's what to watch for if you're contemplating buying an Albin Vega:

- Weakness of the rudder. There seems to be a problem with the design and/or engineering of the rudder. John Neal, who sailed the *Vega Mahina* 14,000 miles in the South Pacific in the 1970s, lost his rudder while hove to in a storm. Check the fittings, particularly the heel fitting, and test the rudder for movement while the tiller is held firmly in place.
- Oilcanning of the decks or cabin sides. The former may indicate delamination due to saturation of the core, the latter lack of stiffening stringers.
- Lack of control in reverse gear. The unusual situation of the propeller, aft of the rudder, seems to create difficulties with steering the Vega when she's in reverse gear. She will need to be moving astern at a fairly rapid clip before the rudder takes effect, and while she's building up speed there's no knowing where she might go. Probably it will depend on the direction of the wind — it often happens (not only to Vegas) that a boat going astern will weathercock downwind, that is, pivot from the propeller and point her bow downwind; nothing you can do will



In top photo, Cheryl Warren enjoys the comforts of home below decks. Since this photo was taken, she's recovered the cushions. The photo below is of the little doll house just purchased by Sam and Rachel Thompson. Named Kwan Yin, this Vega came complete with all the original manuals and an updated interior. In spring they will sail her along the New England coastline.

prevent it. It's just a question of experimenting and getting to know your boat. It's not a serious flaw.

Vegas don't spend much of their lives in reverse gear.

- Compression of the deck and bulkhead beneath the mast. In *Log of the Mahina*, John Neal's story of his adventures in a Vega in the South Pacific, he tells how he discovered

damage to the main load-bearing bulkhead. One of the two supports on the bulkhead had broken away and destroyed a 3/8-inch stainless steel bolt. The support had punched through the fiberglass cabin sole. Furthermore, the port side of the bulkhead had started a nasty warp at the top.

Check the overhead beams that transfer the thrust of the mast to the bulkhead supports. They need to be much stronger than many builders make them. Also check the glue and mechanical bonds between the supports and the bulkhead. And be sure that the massive downward load from the bulkhead is properly transferred from the fiberglass cabin sole to the hull of the boat.

Owner's opinion

Tom Currier, a software engineer in Pembroke, N.H., got to know Albin Vegas well when he used to deliver them around the coast for his father, who had an Albin dealership. But he got to know them even better after buying his own Vegas. He owned two — *Resande* and *Skidbladnir* (Little Liferaft) — for a total of seven years.

He has owned other boats and sailed on many more, but his opinion after all those years of experience with the Albin Vega was very firm: "Out of any cruising boat I've ever owned, she has the best sailing characteristics. She's a sweet boat, fast, and well balanced. She has no weather helm; you can always balance her with the

sails alone. She also points amazingly well."

Tom said his Vegas felt stiff after an initial 10 or 15 degrees of heel, and didn't need a reduction in sail area until the wind got over 20 knots. In 40-knot winds, with 12-foot seas, he found the Vega easy to handle under a storm jib and rolled-down main. "She just kept sailing," he said. "She's a very solid boat — though she was very wet, of course."


The engines in his boats were a Westerbeke 13 and a Yanmar 9 diesel. He found that the Westerbeke was a bit bulky and difficult to get to. The Yanmar was smaller, lighter, and easier to maintain. "It was plenty powerful enough."

Tom asserted that the variable-pitch propeller was very good when new — he loved it — but it wore out with age and was hard to get parts for. As people replaced the engines, they also replaced the variable-pitch setup with standard shafts and transmissions.

He didn't think the cockpit was too big for safe deep-sea work: "I thought it was a perfect size, and its outstanding feature was the high

coamings — they kept things inside the boat. There were good drains, and if you plugged them up you could take a bath in the cockpit."

Neither of the Vegas he owned ever had any problems with osmosis or delamination, and he never noticed any flexing of panels. "If somebody experienced oilcanning, it might have been the result of an inadequate repair job," he surmised. As far as the most compression problem goes, he felt the best solution was to fit a solid post from beneath the mast step to the keel.

"It's fairly evident when this problem crops up," he said. "I know some owners who have fitted compression posts and cured the problem. You can still get around the post. For extended ocean voyaging, he'd recommend complete system rebuilds for the electrical wiring and the rigging, both standing and running. "None of which is a very big deal," he added. 

© John Vigor

John's new book, to be published by *Paradise Cay* (800-736-4509) later this year, will be available on Good Old Boat's bookshelf.



Our thanks to Karen Larson, editor of "Good Old Boat" magazine and John Vigor, the author, in allowing us to reproduce this article.

Resources for Vegas

If you're the owner of an Albin Vega, and you haven't yet found the American Vega Association, they'll find you. You might as well give up and contact Sidney Rosen today. Sid was a founding member of the Vega One Design Chesapeake Association in the early 1970s. This group later grew to include sailors throughout the rest of North America.

Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821
407-352-9250
SIDNOCK@aol.com

The organization has recently put up a webpage by Dave Pomerantz: <<http://www.targetsoft.com/vega>>. Sidney, who just turned 80 by the way, puts out the organization's monthly newsletter called, quite simply, the *Vega Newsletter*. More importantly, he's the link for owner-to-owner discussions.

In comparison

- Safety-at-sea factor: 8 (Rated out of 10, with 10 being the safest).
- Speed rating: Fast off the wind. Once holder of the record for the fastest Atlantic crossing.
- Ocean comfort level: One or two adults in relative comfort; two adults and two kids in less comfort.

In short

Albin Vega 27

Designer: Per Brohäll (1964)

LOA: 27 feet 1 inch

LWL: 23 feet 0 inches

Beam: 8 feet 0 inches

Draft: 3 feet 10 inches

Displacement: 5,070 pounds

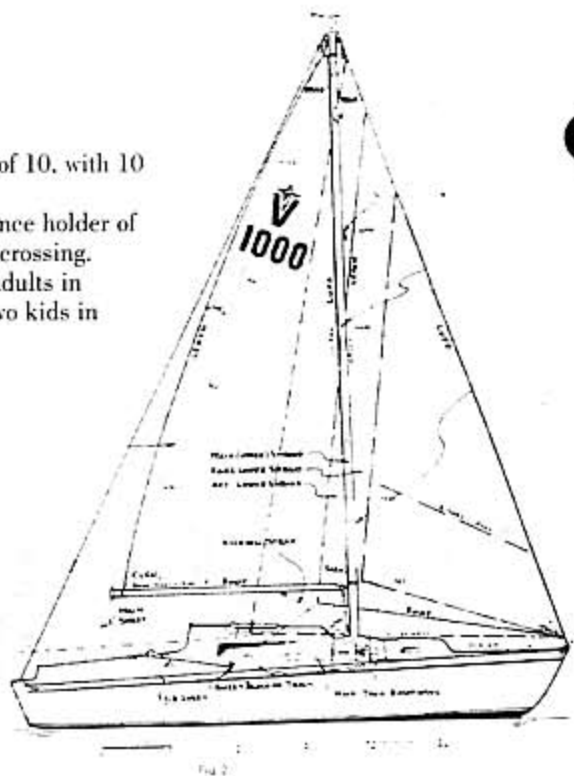
Sail area: 341 square feet

Ballast: 2,017 pounds

Spars: Aluminum

Auxiliary: Conventional gasoline or diesel with variable-pitch propeller.

Designed as: Fast, light, ocean cruiser with berths for four adults.



One owner's comments

Editor's note: When we contacted Timothy Gill with our request for information on the Vega, he said, "You have struck the jackpot." He told us he "bought a time capsule from 30 years ago" when he purchased Kelva. She had previously had only one owner, and all original brochures and manuals came with the sale. The boat was in original condition inside and out and only had 247 nautical miles on the log and 14 hours on the original Albin gas engine. Some of Timothy's comments are from a letter which accompanied the drawings which we reproduce here:

"There are a couple of facts concerning the Vega that I thought may be of interest to your readers. One being the strange bow pulpit configuration. A lot of people would believe that it is made as such to accommodate the mast when lowered; but actually, being a Swedish boat, it was designed to accommodate the rugged coastline of the North Sea in Sweden when mooring bow to the coastline. It's actually a step-through for this purpose.

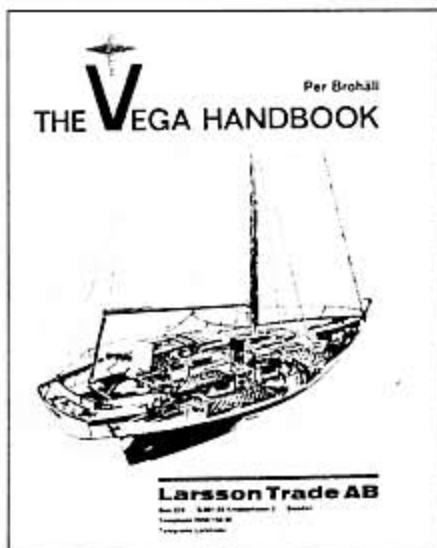
"Another fact that I thought was really interesting is the offshore capability of the Vega. Numerous ocean crossings have been made, including of course John Neal's South Pacific voyage and the Atlantic Circle voyage done by Jonny Birkelund in 1997. Birkelund's voyage was from Norway down the west coast of Europe to the Canaries then

south across the Atlantic to the Caribbean and back up the east coast of the U.S. and across the North Atlantic to Norway. All the miles were done single-handed with very little difficulty.

"All this speaks for the strength and integrity of the Vega and its hull. Larsson Marine took great care in the layup of its hulls. The fiberglass was used in a translucent fashion so the builders could actually see through it and be assured that there were no voids in the layup.

"(On my boat) the 'dreaded' Combi-Unit has worked flawlessly. It combines the throttle and the propeller pitch into one function, which works wonderfully when picking up a mooring. The boat is a bit tender. However it stiffens up nicely at 15 degrees of heel. It is also quite a dry boat, even in rough conditions, partially due to high coamings in the cockpit. All in all, the Vega is affordable enough to be a great starter boat, but tough enough to take the oceans. It's a boat that I know I won't soon outgrow."

Timothy Gill



Just call him "Speedy"

HAVRE-AUBERT
February 16, 1999

Sidney A. Rosen
VEGA Newsletter
10615 Whitman Circle
Orlando, FL 32821

Dear Sid,

Included are my dues for 1999.

Last fall I was very busy. I built a boat shed. This winter I've been sailing a "Skeeter" (ice boat). It's wonderful to sail at 80 to 90 Kilometres per hour. We have three lagoons that are 15 and 25 Kilometres long - all well frozen.

Am projecting a major refit for "Starfisher II" in the spring: reinforcement of the mast step, adding a water tank and rebuilding the engine. After those jobs are completed "Starfisher II" will be ready for an ocean passage.

Happy sailing to all fellow Vega owners!

Best wishes

Gerard Boudreau
Gerard Boudreau
P.O. 268, Havre Aubert
Iles de la Madeleine
Prov. Quebec
Canada GOB-1B0

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12/17/99

Dear Sidney,

Please find enclosed my membership dues for 1999. I will send you an account via e-mail of my own follow-on experience with a broken weld on the sternhead fitting.

Also, I would like to replace my Vega burgee before summer. Please add a "clip" in the next newsletter with the current price.

Thanks and best wishes

David Whiteman

David Whiteman

