

# VEGA Newsletter

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

Jun/Jul 1999

Voice of American Vega Sailors

No. 6/7 - 99

## We have "scads" of new members - Welcome!

Peter S. Feick & Erin Godbout  
168 N. Qudnesset Road  
N. Kingston, RI 02852  
Tel: 401-885-9795  
email: eickjr@aol.com  
#1460, "Halcyon", 1972

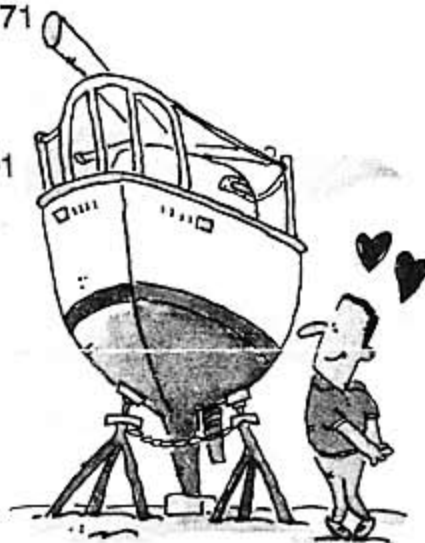
Barney Fedele  
108 Spring Valley Road  
Wilmington, DE 19807  
Tel: 757-464-5158  
email: FedeleB@coopersmith.com  
#1469, "Admiration", 1971

Paul & Karen Hermanson  
4200 Harbour Island Drive  
Oxnard, CA 93035  
Tel: 805-964-6245  
803--735-3037

William & Helen Bach  
19000 S.W. Parrett Mountain Road  
Sherwood, OR 97140  
Tel: 503-625-7308  
email: bbach1949@aol.com  
#1071, Calimera, 1971

John J. Henderson  
33 4th Street North  
St. Petersburg, FL 33701  
Tel: 727-550-0603  
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Kim Gundler  
2500 Wildflower Road  
Blythwood, SC 29016  
Tel: 803-735-3037



Do you have something to say? Something to pass on to a fellow Vega skipper? Now is the time to do it (or else there won't be a next issue.) Believe it or not our cubbard is rather bare! Please send a "contribution" today. That is tales, news - not money! Tell where you went, what really happened and how you coped, repaired it or lived with it!

### • On our Web site:

- Be sure to read Dave Pomerantz's great account of his one month solo cruise from the North River in Situate, Massachusetts to Mount Desert in Maine. The article is accompanied by "oodles of gorgeous photographs. If you go "on line" DON'T MISS IT!

### • Still available: Stuffing box grease -

- We ordered only enough grease to meet the manufacturers minimum order requirement. A few tubes are still available from Sid Rosen. They are only \$7.00 a tube.

### • Selling your Vega:

- When the time comes that you and your boat go different ways; please send Sid the name and address of the new owner so he may contact the person about becoming a member. It is a constant struggle to keep up our membership.

March 9, 1999

American Vega Association  
Sidney A. Rosen, Editor  
10615 Whitman Circle  
Orlando, FL 32821



NO MATTER HOW YOU LOOK AT IT,  
IT PAYS TO BELONG TO OUR ASSOCIATION

Dear Sid:

Thanks for the recent letter regarding my need for a set of original Vega Cleat Supports and the Stern Ladder, which is installed on my Vega. I received your letter yesterday. To follow-up on the letter and our previous phone call, I've decided to send you a couple of pictures. The picture to the right is of the Bow Cleat. It is my Starboard Stern Cleat that was missing when I bought the boat back in August of 98. The picture to the left is of the Stern Ladder. As I mentioned to you on the phone, I believed from the time I first purchased my Vega that the ladder was original equipment installed by Albin. I believe this because the fittings that are used to support the ladder appear to be the same type as the fittings used on the cleats. These support fittings are similar to some handrail center supports I've seen, which are manufactured by Perko. The difference is that most available handrail supports I've seen are fastened to the deck by three screws around the base of the support. The cleat supports that came on my Vega are fastened to the deck by a single (relatively substantial) threaded stud, which is threaded into the center of the support and bolted to the deck with a backing plate. Since you seemed especially interested in the ladder, and I wasn't sure whether or not you've seen the supports I was talking about, I thought it would help if I sent these pictures. If you were able to locate a source for the original type Cleat Supports I would be grateful. If not, I can always move the bow cleat to the stern and install something else in its place. With the quality of hardware that went into the original Vega, it would be a shame to settle for less. As far as the ladder is concerned, I thought (after talking with you) that since my Vega was built in 1978, maybe a ladder became available as an option on Vegas build around that timeframe (hull #3178).

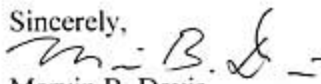


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I enjoyed talking with you the other day and really appreciate the support you've provided over the years to Vega owners like myself. Thanks! If it weren't for you and the American Vega Association along with the support I've received from the Vega Association of Great Britain, I would not be able to enjoy my Vega to the extent I do today. The Vega is really a great Sailboat and I enjoy it more every time I go out.

Sincerely,

  
Marvin B. Davis  
Purdence, #3178

The swim ladder must have been optional equipment or possibly added by the local dealer Vega Marin in Sweden lists two swim ladders:  
#3510 - for the Vega  
#3511 - for the Ballad.

The only cleats listed by Vega Marin are jam cleasts for the jib sheets

## Sail with me on my "shake -down" cruise

Tom White  
544 Hagueman Road  
Richmond, VA23225  
4/21/99

Dear Sidney,

My restoration of the "Farther", hull # 150 (previously "Bubbly Ann II") is almost completed. When I bought the boat in November of 1998 I said "two months and two grand". Well, it's been seven and . . . .

After a wild and misplaced youth roaming around the offshore oil fields of the world ( I was a diver) I settled down and made my peace with God. He has been especially helpful in the Department of Patience.

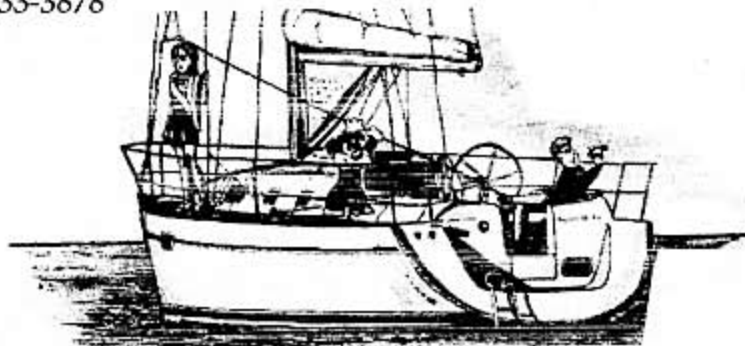
There were several positive features when I bought "Farther". First there were the six sails, three of which never seem to have been used. Even a novice knows he couldn't afford that many new custom made sails. Next was the three axle trailer on which the boat sat. Once my Vega is in the water I would like to rent the trailer to any other club member who could use it. It would be a nominal fee to cover wear and tear. Most importantly was the huge box of papers that came with the boat. It contained everything pertaining to the boat - going back to the original bill of sale in 1968 by West Marine in Annapolis, MD - \$12K). Another box was full of years and years of the "Vega Newsletter". So, if any sailing "veterans" are concerned with preserving the resale value of their Vegas ; take advice from this novice: "save everything"!

But let me get to the point! In an effort to cover all bases and insure success an idea came to mind which may be pure fantasy. ( So was the idea of a boat when I first thought of having one.) When I launch the boat in June nothing would be better than to have an experienced Vega skipper sail with me - standing by. I plan to take a week off from work to enjoy my new home and run "sea-trials". So if anyone has time on their hands and experience under their belt and would like to spend an expense covered week on the Chesapeake Bay, please contact me at (801) 233-3878

Sincerely,

Tom

Tom White  
(804) 233-3838



P.S. Please tell anyone looking for window gasket materiel that it is the same as used in early model V/W bugs and minibuses. Find a place dealing with restored "bugs" and you've found the gasketing. Also: I found a great upholsterer who can make me a new dodger if I bring the boat to him. He refuses to make one using the old one as a pattern. Are there any "off-the-shelf" sources for these?

Subj: VEGA Newsletter  
Date: Thursday, June 3, 1999 8:32:49 AM  
From: boatnut@earthlink.net  
To: sidnock@aol.com

Hello Sidney! Amy and I are the proud new owners of a 1967 Albin Vega that we just acquired from John DeLanoy in St. Paul. He bought the boat (#38 or 381) last fall and decided that it is too much of a project for him. I had been helping him restore it (a new teak & holly sole), and he thought that I could get it finished. It is in our back yard now, but we have just moved into a new (old) house and have several projects ahead of the boat. John used some of the proceeds from the sale of the boat to go to Cuba on some sort of sailboat race.

I have a few questions and comments:

a.. John said that he was going to transfer his Vega Association membership to us. Below is our mailing address. (Is this OK?) Have you heard from him?

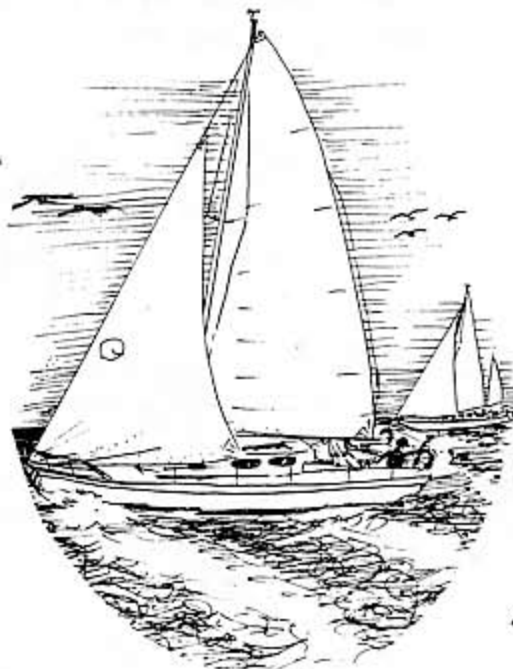
b.. Our boat has the original (short) lifelines and no pushpit. Are there advantages to using short stantions (about 18" high)?

c.. There is a short section (30") of bronze track (jib track) at about the midpoint of the boat, and behind that there are two shorter sections of bronze angle (15" each) with holes in the top leg. How are these used? I am considering replacing the entire collection with a single piece jib track.

I am looking forward to restoring the Vega. Thanks in advance for any help you can give us.

Sincerely,

Dale Hedtke  
Amy Brooks  
1876 Mississippi River Blvd. S  
St. Paul, MN 5116  
651/690-1464 home  
651/292-1448 work



6/3/99

America Online : SIDNOCK



## **Wanted: A few screws**

Sid,

Good to talk with you on the phone, and I hope you had a good holiday out west. I am off to Okinawa to teach, should be fun. You asked me to remind you of some things and I also have a request.

First, please send me directions to the all Albin Reunion in Norwich Conn., as I will be in that area during that time. If there is anything you want from there, let me know.

Second, concerning the window gaskets mentioned in the April Newsletter. This information was supplied by Mr Homer Shannon, and is very good; I greatly appreciate it. However, there is one small problem that the CR Laurence company asked me to pass along. They are a wholesale trader, not a retail company, and as such, can not provide to individuals. So, if you need the gasket kit as Homer pointed out, please go through a local auto glass repair shop, and ask them to order the stuff for you. It will be a bit more expensive, but then the CR Laurence company wants to do things legally.

Finally, the wood brass screws that hold the inner handrail to the outer one, which are 4.25 inches long, size 1/4 (1/4 inch in diameter) have broken on my Vega. Does ANYONE know where I can get a couple, not a box of 100 which is the only way I can presently get the few that I need. I would settle for stainless steel, but I don't want to spend \$100+ for a few screws.....thanks.

Hal Kearsley  
1902 38th Court  
Phenix City, AL 36870  
kearsley1@juno.com

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### **Deep thoughts - or have you ever wondered???**

- If you throw a cat out of a car window does it become litty litter?
- Why do they put braille on the number pads of drive through bank machines?
- How did a fool and his money get together?
- How do you know when it is time to tune your bagpipes?
- Does fuzzy logic tickle?
- Do radioactive cats have 18 half lives?
- Why doesn't the glue stick to the inside of the bottle?
- Why isn't phonetic spelled the way it sounds?
- How do they get deer to cross at the yellow signs?

(Borrowed from the Northeast Albin Newsletter)

Frank Gallardo ("Cin-Cin" #2184) writes



9 January 1999

Dear Sid,

"Cin Cin" is still neglected in Key West. I stopped by for a look at her in November and attempted for five days to start the engine. No go! I suspect a little moisture has frozen the rings and it lacks compression.

I have enclosed some cartoons and some boating "humor" that may be of interest to our members.

I'm truly sorry to hear that no one appears interested in taking over the job of editor. I've been thinking about what would happen when you finally decide to take the "rest" you talked about. I'd hate to see the association just cease to exist! You're doing a great job, but how much longer can you keep it up! After 25+ years in the army, my volunteering days are over! Maybe someone else will . . . . . (I'm sure that everyone else is thinking/hopeing).

Anyway, I have enclosed my check for this years dues!

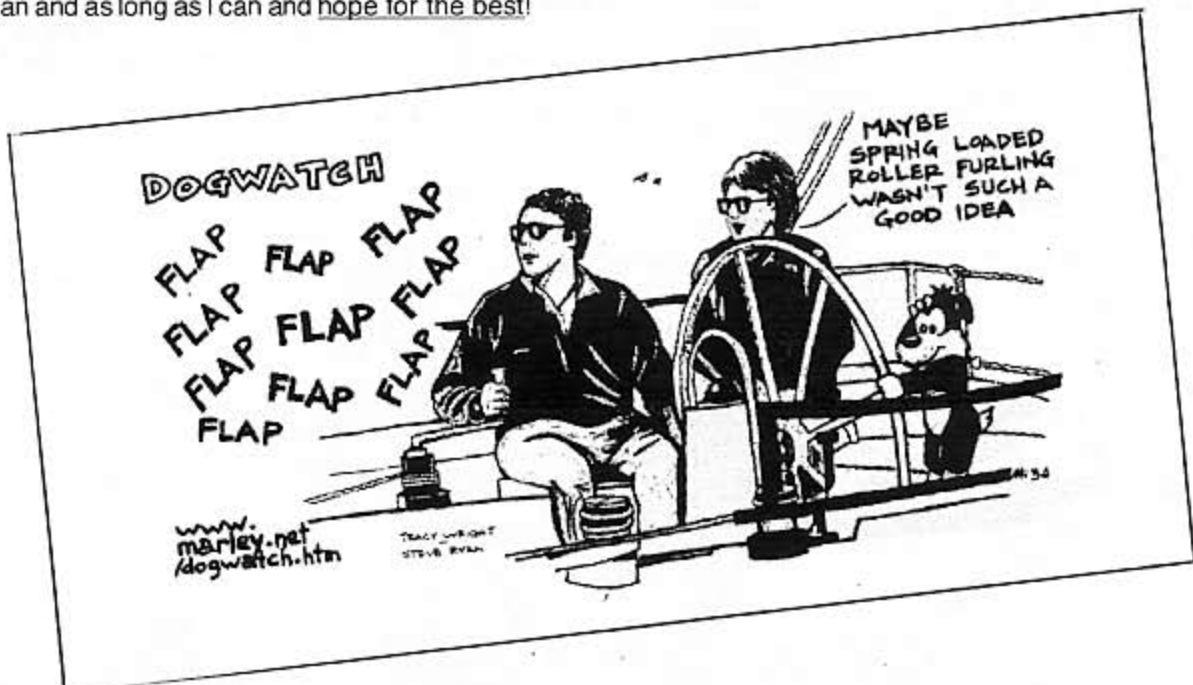
sincerely,

A handwritten signature in cursive script that reads "Frank Gallardo".

Frank Gallardo

A comment from the editor:

Frank, thanks for your concern. I'll try to continue doing what I've done for the past 20+ years as best i can and as long as I can and hope for the best!



# COURT BARS HURRICANE EVICTIONS

When Hurricane Opal hit the Florida Panhandle on Oct. 4, 1995, she brought a 15-foot storm surge, 125-mph winds and the power to wreck \$50 million worth of boats alone. The Category 3 storm still stands as the fourth costliest hurricane on record with \$3 billion in property damages.

Among the thousands of coastal businesses that suffered severe damage that year was Mel's Marina in Pensacola. To try to recoup some of his losses, owner Mel Burklow took an unusual step: He filed a lawsuit against the boat owners in his marina who did not follow his orders that they move their boats out in the hours prior to Opal's landfall.

In a clear victory for boat owners, a Florida Court of Appeals upheld the lower court's dismissal of Burklow's lawsuit on September 17, reaffirming a 1994 Florida law that protects boat owners from being evicted from marinas after a hurricane watch or warning has been issued.

As this issue goes to press, this decision has not been appealed to the Florida Supreme Court and is unlikely to be, said one attorney who worked on the case. This is the first time there's been a court test of this statute.

"The court ruled [the 1994 law] was an appropriate exercise of the state's authority to protect lives over property," said Robert Gaines, a Pensacola attorney who represented three of the defendants who are Association members and insured with BOAT/U.S. Marine Insurance.

The decision may also serve to broaden the protection of boat owners because in this case the timing of the order to move boats out was not even brought up as part of the case. The appeals court ruled that boat owners are under no obligation to move even prior to a hurricane watch or warning being issued. The decision does note, however, that boat owners do have an obligation "to take all other reasonable precautions to protect the marina" in a hurricane threat, such as properly mooring the boat, removing loose objects and tying down items that cannot be removed.

According to Gaines, while Burklow's contract with slipholders did not contain



Damage to docks from Hurricane Opal on Florida's Gulf Coast led one marina owner to sue boat owners for not evacuating.

language saying boats had to leave when a hurricane was imminent, it did say boat owners were responsible for any damage they did to his docks in general.

Louis K. Rosenblum, the attorney who handled the appeal for Burklow, said all of the other boat owners in the marina had moved their boats to surrounding rivers and bays. Burklow alleged that the boats left behind were propelled by the hurricane into his structures on shore, damaging docks, pilings, bulkheads and utility lines and that he should be compensated. He contended that the boat owners were "negligent" by electing not to move their vessels.

Burklow's lawsuit never indicated whether a hurricane watch or warning had been issued when he told his customers to move their boats, but the court ruled that as a matter of law, boat owners do not have to move their boats because the potential for damage from a storm is too speculative.

The 1994 Florida statute (Section 327.59) was actually passed in response to a bill pushed by Florida marina owners after Hurricane Andrew in 1992. In 1993, when the Florida legislature began work on an overall disaster preparedness bill, marina owners wanted to include a section allowing them to evict boats when a hurricane watch or warning is issued. The bill quickly drew opposition from organizations, including BOAT/U.S., who argued that forcing people out on the

water in the hours before a hurricane hits is unsafe and puts a priority on protecting property over lives. Marina owners argued that without this eviction provision, they could not obtain property insurance and would be forced out of business. The bill protecting boat owners was signed into law in May 1993 and went into effect on March 1, 1994.

With nearly 800,000 registered boats, Florida's more populated areas don't have nearly enough protected canals, rivers or bays to accommodate all the boats that are kept in marinas. While marine insurance claims have shown that moving a boat inland to a hurricane hole or taking it out of the water before a hurricane is the best course of action, many boats have fared just as well when they were properly tied up at a dock.

Judging from the numerous calls from Florida BOAT/U.S. members in recent years, many marinas still have eviction clauses in their slip contracts. The upshot of this recent case is that, regardless of what a contract says, the marina owner cannot hold boaters responsible for storm damage simply because they did not move their boats out of the marina.

Burklow's attorney said that even though this decision was in the state's First District Appeals Court, it's essentially the "law of the land" in Florida unless another district court comes to a different conclusion. ■

—By Elaine Dickinson

**New member Joan McKinney writes:**

May 2, 1999

Dear Sid,

Thank you so much for the Vega club information - please sign me right up! I was very interested to read about the Albin reunion in June. Norwich is about 45 " away. I hope to get over there.

I'm really thrilled to be a member in the Vega Association. The man I bought "Resa" from had been a member for some years. and I inherited his back issues of your newsletter - with so much valuable information. So, I'm really looking forward to more!

I was especially pleased to read the article in Good Old Boat. I am now leaning toward a re-survey and a possible refurbishing of "Resa". I had been rather "sitting on the fence" since my Vega is almost 25 years old. Despite the boat's age it seems that she is soundly built.

I am very pleased with the 150% genoa that I made last year. I've upped my speed at least 1.5 knots. One of the things that I love about the boat is the way she loves the wind! (as I do!). Some of my best sailing has been in winds of 20-22 knots. I find the Vega is a single-handler's dream. It has taught me a lot!

I am enclosing information about Sail-Rite - the company that cut and designed my Genoa. They are wonderful! They are very helpful and knowledgeable! I would have paid close to \$1500. for a sail that I made for \$700. (plus my labor)! It took me about a month. The actual sewing was easy but it was just the logistics of finding a room big enough in which to lay it out. (read "home sail loft".) Anyway read.

My check for membership dues and a club burgee is enclosed. I hope to be "on-line" in a month or so and will be in touch.

Thank you again

*Joan McKinney*



**Sailrite**

305 W. VanBuren St., PO Box 987  
Columbia City, IN 46725  
Ph 219-244-6715, FAX 219-244-4184  
Tollfree 800-348-2769  
<http://www.sailrite.com>  
email: [sailrite@sailrite.com](mailto:sailrite@sailrite.com)





**Vega Secrets - Part 1**  
**(Steve Birch in conversation with Barry Shurlock)**  
**From the Vega Association of Great Britain newsletter**

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In the middle of a retrofit Barry questions Steve:-

Q: The Vega has a keel drain - what should be done with it?

A: Yes, it's on the starboard side, about 2' forward of the rudder. After my experiences with flooding, I'd say cover it with epoxy, after inspecting and greasing the plug so it is not seized.

Q: How much anti-fouling paint is needed for the boat?

A: One can of 2.5 Litres will do two coats. Use a 4" "radiator" roller with a longish handle. Do the edges and then fill in. It takes about an hour per coat.

Q: How do you redo a Cavetta line?

A: Two ways, either with a mask and paint it with an enamel like Humbrol, or you can 'thumb in' tape. Clean with acetone or a degreaser before applying - and do it care-fully.

Q: Do Vegas have an osmosis problem?

A: I've only seen it on one boat, which spent 15 years continually in the water. It had a small block about 2'x2' on the port side forward of the rudder.

Q: If you strip down the hull to the gelcoat, should you take the opportunity to epoxy it?

A: Yes, but it's horrible job!

Q: Are there ever any problems with the join between the deck and the hull?

A: Some boats develop a leak. The earlier boats (up to about #1400) had the two parts epoxied together. With later boats they were joined with a pliable mastic. If this leaks, the problem can be cured by loosening off the bolts, cleaning out as much as possible of the old mastic and applying a white polyurethane mastic all around. Screw down, allow to cure and cut off the excess mastic.

Q: What should be done with the original seacocks?

A: I would change any old-style gate valves with a ball-type valve. Also make make sure that they (and all other metal parts in contact with sea water) are connected to an anode

Q: Any advice on a suitable transom boarding ladder?

A: There are two solutions. A folding ladder, with 4 or 5 steps, which can

cost up to £100. or Ken Smith's solution on 'Tarka'. He has cut out about 18" in the centre of the pushpit and welded a stainless steel ladder in place. A length of guardrail hooks across the top when not in use. With transom ladders you must remember to have 2 steps in the water, so you can get onto it.

Q: Any advice on bilge pumps?

A: First, throw away the existing Albin bilge pump and glass over the cockpit sole - or keep it as an antique! All bilges connect so you only need one bilge pump. You can have one in the cockpit or in the cabin, which might be useful in a heavy sea locked in. A cockpit bilge pump can be mounted vertically, near the tiller, in a locker or the lazarette locker, or horizontally on either side of the lazarette. An electric bilge pump is useful for leaving the boat on a mooring, but not for emergencies. It can be placed on top of the diesel tank, forward of the fuel gauge, with a float switch, and the outlet T-ed into the manual bilge pump outlet (which should have a non-return valve) or led into the cockpit drains.

Q: Any other tips?

A: If you want to mark the waterline on the hull, run it between a tiny stainless steel stud which you will find embedded in the stem, to another stud on the stern.

- Next Issue: The Rigging -



## Removing the rudder

I hauled "Tonic" out two weeks ago and continue to see a drip that is originating at the bottom of the rudder where it sits in metal cup/shoe/foot that is bolted on to the aft end of the keel. I guess it's time to pull the rudder. however, i'm concerned that I don't have enough clearance between the rudder and the ground as the boat currently sits in its cradle. Looks and my tape measure may be deceiving given the angle that the rudder post moves during removal (down and forward), but it looks like a mighty close call to me. Has anybody out there removed his or her rudder without having to have the boat or the cradle raised in order to obtain sufficient clearance to pull the post/rudder out of the hull cleanly? (Please excuse my butchering of boat terminology. my owners manual is on the boat.) Any advice, war stories, help will be greatly appreciated.

Bill Zellman  
2906 South Herman St.  
Milwaukee, WI 53207

The above article was downloaded from our website: <http://www.targetsoft.com/vega>

Salt Spring Island, B.C.  
1999 • Apr • 14

Dear Sid,

This is another testimonial about moving the mainsheet up ahead of the companionway. It follows the descriptions by Jim Allen in his letter of Nov. 1995 (newsletter in 1996), and by David Whiteman in the newsletter of August 1998. Our setup is almost identical to those, because I talked to Jim, and David sent descriptions. The rigger who did our work copied from a visit to Jim's boat, and from David's pictures. So there is nothing new to tell about the construction, but I send a drawing to remind members about this nice rig.

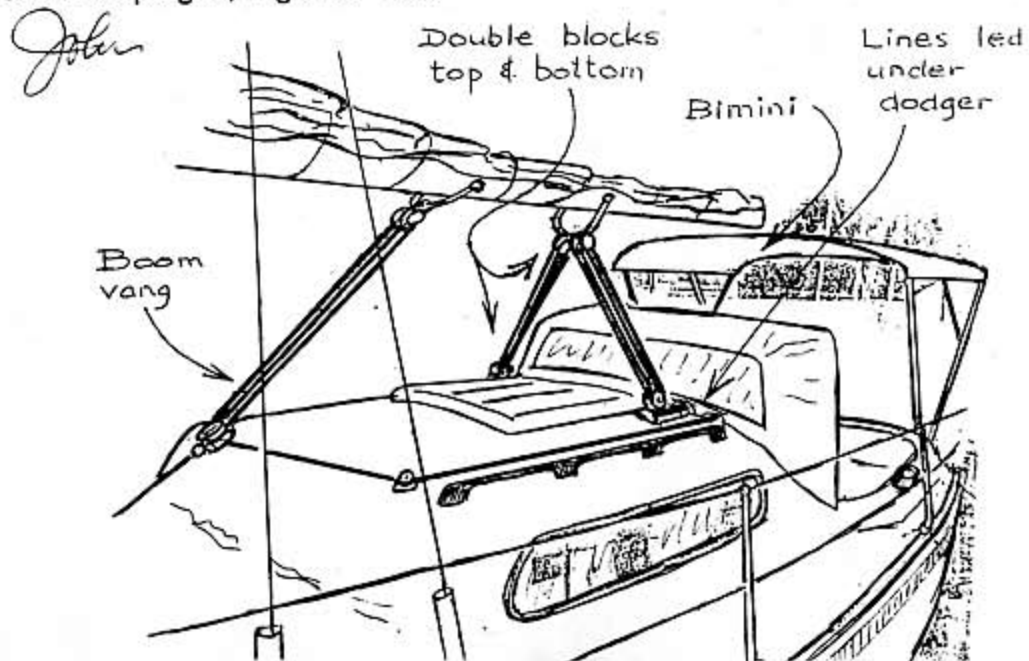
All the blocks are double, and the mainsheet and vang lines lead back to cleats under the dodger. There are 6-inch square stainless backup plates inside the cabin top for the mainsheet blocks, and smaller backup plates for fairleads and cleats. Like Jim and David, we put a strong new bail fitting on the boom, and we copied Jim's very strong vang.

Another reason for the change was to raise the boom for standing headroom under a bimini which has a zip-on connector to the dodger, like David's. We raised the boom much more than they did. We took 35 cm off the top of the mainsail; that way you lose very little sail area. The leach had to be trimmed up top, and this worked because we have full battens. The boom-track was raised equally by re-riveting.

Like the others, I cannot praise this setup enough. The best thing is absolute control over the boom, since there is really one mainsheet on each side, running to a cleat at the back of the cabin top. A controlled jibe now becomes a graceful thing instead of a frightening smash and bang. The mainsheet never gets caught in the tiller, nor does it trip you. And it is a treat for both Lois and I, to sail with the bimini up for protection against sun or rain. In the March 1999 newsletter, Lars Lenby described a neat way to move the mainsheet to the front of the cockpit, but it seems even better ahead of the dodger.

Our construction was quite expensive because it was done commercially, but the pleasure is worth it. I would recommend it, and can pass on details to anyone interested. Maybe Albin should have rigged the boat this way in the first place!

Best wishes, John B. Sprague, vega no. 1492.



## Cockpit floor panel screws and gasket

**From:** Dick Gingras, "Java Jive" #1076

**Date:** 02 Mar 1999

The previous owner removed the original fastening for the cockpit cover and installed hatch hinges on the outside cover top. Water regularly leaked into the bilges from around the cover. I finally solved the problem by installing two one inch square cleats along underside edges of the opening. I secured these with wood screws from the top through two of the five original bolt holes along each side then drilled 1/4" holes through the cleats at each corner and at the middle. The cleats were then removed. Six 1/4" X 20 stainless steel T nuts were hammered into holes drilled in the cleats; three on each cleat. The cleats were then reinstalled with the face of the T nuts on the bottom of the cleats. This provided solid mounted nuts for 1/4 x20 x 2' tapered head

SS bolts which were threaded through the top cover. I used 3/4" foam storm door insulation strips with peel off adhesive around the top edge of the cockpit access hatch opening to seal out water. Sid Rosen may still have some special gasket material better suited to this purpose. Removal of the hatch cover only takes a minute with a power screwdriver. So far it hasn't leaked.

Fair Winds' Dick G.



MAHINA  
EXPEDITIONS

*Sidney,*

*Great to hear that AVA is alive + well!*

*We see Vegas in all corners of the Pacific - they are still "out there" having great cruises.*

*best always*

John Neel • P.O. Box 1596 • Friday Harbor, Washington 98250 • USA

Tel: 360-378-6131 / Fax: 360-378-6331

e-mail: [sailing@mahina.com](mailto:sailing@mahina.com) <http://www.mahina.com>

*John*



COPY

American Vega Association  
The Vega Newsletter  
10615 Whitman Circle  
Orlando, FL 32821

March 18, 1999



Mahina Expeditions  
470 Spring St #203  
P.O. Box 1596  
Friday Harbor, WA 98250

Attention: Mr John Neal

Dear John,

The American Vega Association is alive and well. I'm sure you know by now that we are the only class association for the Albin Vega in North America. Thanks for sending me the pamphlets I requested.

I know you've been not had a Vega for over 25 years, but you must agree that the name brings back fond memories. Your old "Mahina" is alive and well. The Berglinds, to whom you sold "Mahina" still love the boat.

The Vega is a grand boat. As a class they have stood up very well. They are well known and respected in Northern Europe. Unfortunately, the average sailor in North America knows nothing about these great boats. John Vigor, in the latest issue of "Good Old Boat" magazine, "tells all" about the Vega. You may find it interesting.

You were possibly the first Vega skipper to experience compression of the deck by the mast and take steps to reinforce the beams supporting the deck. Some skippers have done this, but it has never been a real problem. When our skippers first read your book, "Log of the Mahina", everyone got excited and ran to see if the door to the forepeak would close. If it wouldn't close the mast was overtensioned and we then eased the tensioning of the shrouds and stays.

Like many other boats of this class, my old #2225 is still using its original engine - but parts are difficult to find.

I have enclosed a copy of our latest newsletter and hope you enjoy it. I would love to go on one of your charters, but am over 80 years old and grossly "Arthritis bound". At this point of life I classify myself as an "ARMCHAIR SAILOR"!

With best regards,

Sincerely,

Sidney A. Rosen

• Ahoy you "websters"-

Try the following nautical website: <http://www.marley.net/> I am sure you will enjoy it.

The Sea of Cortez - a great place to sail!

3/13/99

55 Dell Creek Road  
Bondurant, WY  
Dear Sid;

Here's my dues for this year. I really enjoy the newsletter and somehow I get to learn something useful from nearly every issue.

Our Vega "Enif" (#1501) is in San Carlos, Mexico. We have been sailing there each spring for the past three years, and should be going down there again next month. We live on board and have found the area to be a very interesting cruising region, with access to the entire northern half of the Sea of Cortez.

I highly recommend Gerry's several guides to the Gulf of Mexico.

All our best wishes and hope you can continue in your role of "godfather" to Vega owners.

Sincerely,



John Crenshaw



99 Autumn Road  
Windham., NH 03087  
April 5, 1999

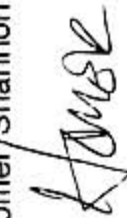
Sid,

I'd like to order one of those tubes of grease. My Vega is up for sale, but the new owners will appreciate the tube.

You might want to mention that I purchased a cruising spinnaker from Atlantic Sail Traders in Sarasota, FL. - Tel #: 813-351-6023. The stock number was #2335-27. The sail is a tad small for a Vega but still very good downwind! The price new was only \$350. These are nice people to deal with and even though they can't offer the sail today, it would be worth a call for anyone who is interested in buying an asymmetrical "chute."

I hope Spring '99 finds you well!

Homer, Shannon



## Information needed!

9223 14th Ave., N.W.  
Seattle, WA 98117

Dear Sid,

Along with our dues for 1999 I thought I'd give you a quick update on our Vega - hull #1869. The boat was named "SeaJay", but my wife is Danish so a new name was in order. After much thought and with lots of help we settled for "AKVAIT" - Danish from the Latin "Aqua vita" - water of life.

We sailed "Akavit" from Lake Union and Washington to work out any "bugs". Then on to the Puget Sound for the last of summer sailing.

"Akavit" has the MD6A diesel engine with the COMBI drive and has been a real learning experience to operate. The old Volvo works great and with a lot of patience and practice we've reached a point where manouvering is still a matter of caution, but not so difficult.

We pulled the boat out for the winter and are doing some maintenance to get ready for the sailing season. Along with the usual sanding and varnishing we are replacing the hull liner behind the settees and insulating the areas under the settee bottoms.

A primary redo will be replacing the stock shaft seal assembly with the new dripless unit that uses a graphite and stainless combo. It works like the seal on a car water pump.

A final gift to the boat will be "Ez-jacks" for the main. For anyone not familiar with Ez-jacks they are like "Lazy jacks" but pull out of the way so that a sail cover can be used.

I need more information from those who trailer their Vegas. Would appreciate information about mast raising procedures and inboard engine conversions - spec Yanmar



Ken McMillan  
skipperjs.yahoo.com



P.S. Working on a northwest Vega get-together