



Replacement aluminum window frames -

Aluminum window frames have been especially designed for the Albin Vega by the Technical Committee of the "Kring van Vega Zeilers" of Holland. The price is about \$750. (in US \$) plus freight. If interested

write: P.C. van Soest
van Hall - laan 4
1412 CT Naarden
The Netherlands

The new windows make the Vega look great



Radio Update:

The Federal Communications Commission has designated VHF Marine Channel 09 the new, general purpose calling channel for recreational boat operators in the Northeastern United States. This change became effective on April 1st.

The FCC decision will reduce the congestion on channel 16 and follows a successful experiment by boat owners in Boston Harbor last summer.

Vessels operating in the First Coast Guard District (New England, eastern New York, and Northern New Jersey) are asked to use Channel 09 instead of Channel 16 and to monitor Channel 09. Although the Coast Guard will not monitor Channel 09, it will make emergency marine distress broadcasts on that channel. The Coast Guard will continue to monitor Channel 16, which will be reserved for distress and safety calls.

*** Our thanks to the Northeast Albin Newsletter**



Have you gotten your federal user fee decal ?

These are required for all boats. For a Vega the decal will cost you \$50. Not having one could cost you a \$200. to \$400. penalty !



Boat names:

Your editor was impressed with a recent Boat/US brochure for made to order boat names. The names are made of vinyl and come in various styles, colors and sizes. Letters run to 11 inches in height and the prices appear reasonable. For example: a 6" high name of twelve plain characters would cost \$44.95. Borders, outlining, slanting, etc are extra. Additional options are also available.

(This notice does not constitute endorsement of the product mentioned)



THE one major fault inherent in the Vega is the lack of support for the deck-stepped mast. I knew of this problem when I first bought *Rough Diamond* and decided to try to remedy the problem immediately.

MAST SUPPORT

A shipwright in the yard in which my boat was lying recommended a solution and he was commissioned to complete the job. This consisted of fitting a steel beam, sandwiched between the existing wood beams, running under the mast step and supported by the top of the bulkhead.

Unfortunately, this attempt proved not to be a lasting success and by the start of this season I was determined to find a permanent answer to the problem. I needed the confidence to race the boat hard and to carry as much rig tension as was necessary.

In discussions with Lawrence Boarer of Cowes we decided that we had to provide a route for the loads imposed to be transferred to the bulkhead and hull sides. It turned out that my bulkhead was not

bonded in any way to the deckhead and was curling over as the deckhead settled under the vertical load of the mast. Also, the vertical members attached to the bulkhead at the doorway do nothing to transfer the loads to the keel or even the false floor.

To effect a repair, Lawrence removed the existing beams on both the fore and aft faces of the bulkhead and bonded the bulkhead securely to the deckhead with resin, glassfibre tape and mat.

This done, two new beams were bonded to the bulkhead and deckhead while, beneath the

beams on both sides of the bulkhead, hanging knees were fitted to transfer the loads outwards to the cabin trunk. These knees are notched into the wooden moulding which runs fore and aft along the cabin trunk at the angle of the deck and cabin side.

The aesthetic effect of these alterations is, if any, beneficial. The practical results are as intended - the mast step is now provided with the support it requires, the compression is adequately resisted and I can carry as much rig tension as needed with no ill effects.

Any Vega owners who wish to have this modification made to their boats can contact Lawrence Boarer on 0983 298399. The cost should be under £200.

Steve Sleight

Was this You?

My wife Florence and I were aboard the Ellis Island/Statue of Liberty Ferry in New York harbor heading for Ellis Island. The time was about 0925 hours, Saturday, June 27, 1992. We watched a single masted sloop without sails pass us going in the opposite direction (upriver). The boat was definitely a Vega with a windvane on its' stern! After passing the ferry, the Vega later turned toward the Jersey shore - possibly the old Central Railroad ferry terminal and Liberty State Park. Without binoculars we were unable to discern any name on the boat. Our editor would like to know if it was you.



We say "Adieu" to Bill & Karen Sides -

William & Karen Sides
P. O. Box 1420
Key Largo, Florida 33037



March 14, 1992

Dear Sid,

The guy who said the two happiest days in a boater's life are the day he buys a boat and the day he sells a boat was only half right. With great reluctance we've sold "Lyra". I guess that comes as no surprise to you since we've been talking about it for over a year.

After 50 years of cruising south Florida and the Bahamas we've certainly had the best of it. Bill cruised the area when it was pristine and the hardest decision was what type and what size fish he wanted for that night's supper. He was the first yacht boat into Green Turtle Key in the Bahamas after World War II and it was such a special event that all the villagers went home to change into their good clothes before they gathered on the dock to welcome him. Being the only boat in an anchorage for weeks on end was the rule rather than the exception. It was a wonderful time to cruise.

We cruised the Bahamas and south Florida when they were at their best. Conditions have changed and it's time to move on to other things. We've spent much of the last three summers doing some "land cruising" in our RV. Neither one of us had seen much of the U.S. before and we've thoroughly enjoyed traveling the back roads of this country. It may take us the next 50 years to see them all.

Over the years we've met some wonderful Vega owners and had a great time cruising and visiting with them. We appreciate all the help and advice we've received from them and especially you, Sid. We stand ready to offer conversation, local knowledge, encouragement, and a cold drink to any who venture into our waters.

We'll pass along your address and a strong recommendation they join to "Lyra's" new owners. Thanks again for everything and if you or any Vega member is ever in our area, we hope you'll stop by.

Warmest regards,

Bill & Karen Sides



Thank you Bill & Karen for supporting our efforts over the many years - We will miss you! Happy roving with your 'land cruiser'! Please stay in touch!

Ric Eiserling (Spinner - #935) writes:

3/13/92

Hi Sid -

Enclosed please find a check covering my dues and 2 Vega burgees.

Two fairly big boat projects finished recently:

Last spring I re-gel coated the smooth and non-skid areas of the deck and cabin. The smooth gel-coat was sprayed, then rubbed out and I stipple rolled the non-skid. I was able to find a matching color to the original, so the boat still looks "stock". I had always known that the deck mold for the Vega was a far more complex shape than other boats, but after 350 hours of sanding, puttying, priming and masking I can imagine it wasn't easy to build. . . .

The other project was to laminate a 1 1/2" oak beam, using West system epoxy, under the mast forward of the main bulkhead. With a 1000# of forestay tension, inside deflection is now un-measurable. Also, the main bulkhead top is now bonded to the deck, and the boat is less creaky at sea. I tried to remove the stainless staples that function as chainplates, but couldn't get them out. Do you have Henry Gustafson's current address in Sweden?

Cruising plans for this year include a trip up to the Sacramento River area east of San Francisco. The trip up the California coast from Santa Cruz can be a bit bouncy, but the Bay and delta are worth it. . . .

Thanks again

Ric Eiserling

Ric Eiserling

P.S. Would it be possible to get a copy of the Vega Marin catalogue?

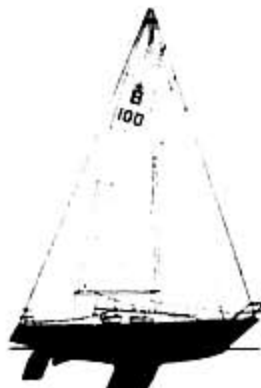
** Editor's comment: We've waited for over a year for a Vega Marin catalogue.*

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Wheel steering:

Dale Gray (El' nor #3326) would like to install wheel steering, but can't find a suitable one that is commercially made. Can anyone advise him on this matter? Does anyone have any experience in making and installing a wheel?

Please contact: Dale Gray
Green Road, Tidnish Bridge
RR.#2 Amherst, Nova Scotia, Canada, B4H 3X9
Tel: (902) 667-4927



What boat is this?

Please welcome -

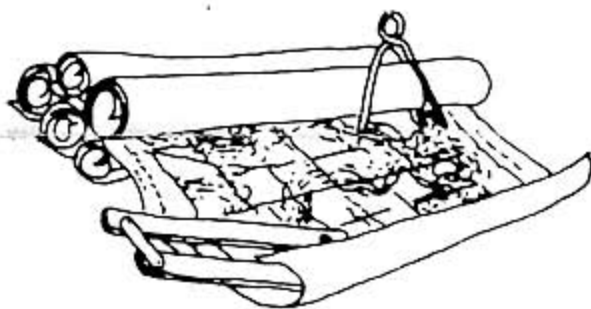
HARVEY & JEAN CAIN
1561 SOUTH SHORE DRIVE
HOLLAND, MI 49423
TEL: (616) 335-3478
#1065, "NEW HORIZONS" 1971
BERTHED: ?

TOM RYAN
610 24TH STREET
RICHMOND, CA 94804
TEL: (415) 237-9493
#3207, TOUCAN 1977
BERTHED: RICHMOND, CA

BONNIE KRIEGER
1700 SE 15TH STREET - #215
FORT LAUDERDALE, FL 33316
TEL: (305) 523-2550
#2920, "ENTERPRISE" 1977
BERTHED: FT. LAUDERDALE, FL

ROBERT SNELLINGS
1319 EAST MURIEL STREET
ORLANDO, FL 32806
TEL: (407) 898-5418
#2896 "WITCH" 1976
BERTHED: PONCE INLET, FL

DAVE NYLAND
1713 VIRGINIA AVENUE
EVERETT, WA 9820
TEL: (206) 258-4501
#1065, "NEW HORIZONS" 1971
BERTHED: ?



ASK THE FCC

MB&S. Must I keep a copy of the FCC Rules on board?
FCC. No. But you are responsible for knowing and complying with the rules.

Q. Do I need a license?

A. You must have a ship station license but not a restricted radiotelephone operator's permit (RP), unless you plan to use your radio while cruising outside the domestic waters of the U.S., such as Canada or Mexico.

Q. How do I apply for my license and my RP?

A. Use FCC Form 506 to apply for a ship station license. The license term is five years. You may not transfer this license to another

person or other boat.

Use FCC Form 753 to apply for an RP. You must be at least 14 years old. No test is required. The RP is issued for your lifetime.

Q. How do I obtain the forms?

A. Request them from the FCC, Gettysburg, Pa. 17325.

Q. May I use my marine radio while my applications are being processed?

A. You may operate your marine radio after you have mailed your application to the FCC if—

- (1) You fill out a temporary operating authority application (FCC 506-A), and
- (2) You keep this form

with your station records.

The completed form is your temporary operating authority and it is valid for 60 days after sending in your applications to the FCC.

Q. What happens to my license when I sell my boat?

A. You must send your ship station license to the FCC, Gettysburg, Pa. 17325 for cancellation. You cannot transfer your ship station license to another person or a different boat.

Q. How do I renew my license?

A. Use FCC Form 405-B. The FCC will send you this form one to two months before your license expires. If

you send in your renewal form before your license expires, you may continue to operate under that license until the FCC acts on your applications. You do not need a temporary permit, but you should keep a copy of the renewal application.

Q. What do I do if my license expires?


A. You must stop transmitting, unless you have already sent your renewal application to the FCC. However, in an emergency, you may use your radio.

Q. How do I make changes to my license?

A. Fill out Form 506 and send it to the FCC.

Improving your ice box:

1992, March 13

 **JOHN B SPRAGUE**
166 MAPLE ST
GUELPH ONT
N1G 2G7

Wendell Lloyd
Bay St. Louis, Miss

Dear Wendell,

I noticed your enquiry in the Vega Newsletter about ice boxes. One possible improvement is to increase the insulation. In 1984 I took apart the counter on the sink/ice box and built a plywood box giving about 2 inches clearance all around the metal inside the ice box, foamed it in place and put it back together. Ice now holds for up to 5 days in hot weather (30° centigrade) instead of the 2 days I used to get. The old insulation was thrown away.

Unfortunately I cannot remember the details of how I got the counter top off. I just know that it can be done with ordinary skills.

Good luck with your improvements.

John Sprague
Flagfish # 1492



John: What did you line the new (inner) box with and how did you connect the drains?

Wheel steering

Dale Gray (El'nor #3326) would like to install wheel steering, but can't find a suitable one that is commercially made. Can anyone advise him on this matter? Does anyone have any experience in making a wheel system?

Please contact: Dale Gray
Green Road, Tidnish Bridge
RR#2 Amherst, Nova Scotia, Canada, B4H 3X9
Tel: (902) 667-4927

Items for sale:

MR. & MRS. JAMES RHODES SHELDON
P. O. BOX 26
GRAPEVINE, TEXAS 76099
817-488-7450



VEGA Newsletter
c/o Sidney A. Rosen, Editor
10615 Whitman Circle
Orlando, FL 32811

Dear Sid,

In making various changes and upgrades on "Privateer Chance" over the years we've accumulated several original pieces of equipment that we don't need. If any of the Newsletter readers can use one or all they are welcome to them for the cost of shipping (mail or UPS). By-the-way, Privateer Chance is VEGA No. 1879, built in 1973.

First Come First Served

Two (2) Chocks	One (1) Cover for Anchor Rode Locker
One (1) "Fuel" Fill Cover	One (1) Set Nav Light Fixtures
	Three (3) Ceiling Light Fixtures

We also have: Please Make Offer

One (1) Alternator - 35 amp - Bosch (New)
One (1) Origo Stove - Original Vega Equipment. Still works fine, but Jim gave me a new model with larger capacity canasters.

Hope some of these will help someone who hasn't been able to find needed replacements. We need to get rid of a lot of "excess baggage" and I'm too Scotch to throw away anything that can possible be used!

Here's to fair winds for all Vegas,

Drusilla C. Sheldon
dcs



Here's an additional Source for Volvo parts:

RUSS COOPER
CORPUS CHRISTI, TX
(512) 882-7322
(OUR THANKS TO BUD ROWE, HARRISBURG, PA)

Sail boats are great for whale watching!

March 6, 1992

Sid Rosen, Editor
Vega Newsletter
10615 Whitman Circle
Orlando, FL 32821

Dear Sid, Somewhat belatedly I am signing on for another year of the Vega Newsletter. It has been informative, newsy and friendly.

In this neighborhood we have our climatic proportions all screwed up, with only five months of sailing and seven of sledding. Even our iceboating season was curtailed by too much snow. Nick & Jenny Coghlan must be wondering what in Hell they are doing in Ottawa. Jenny called me in the Autumn seeking advice about winterizing the Vega. I can't recall the details of my response as I was caught rather off guard, but I hope it was helpful.

My cruise last summer was a downstream run to the Saguenay River and lower St. Lawrence. We were treated to spectacular scenery on the Fjord-like Saguenay and impressed by the might of the St. Lawrence. In that area you are completely controlled by the tides which influence the current speed and direction, wave height, fog, wind and air temperature, and of course the depth with a 15 foot range. The state of the tide will also determine what whales you will see. The quietness of a sailboat is an advantage for we got closeup views of Belugas, Minkes, and Fin Whales. The latter are big, nearly tripling the length of the Vega! We also saw a lot of seals and birds including Loons, and a neat little speedster that looked a lot like a Puffin. Ship traffic included sleek passenger liners and freighters we don't see on the seaway. Most of the local boats had RADAR and with good reason. One day found us fogbound in a three foot chop, pretty stiff breeze, and only ten degrees temperature above freezing. Cold, clammy, and concerned were we. However, Ice lasted forever and stowing the beer in the bilge yielded "suds" at the perfect temperature. Nonetheless, July '92 will see us on a swimmable Lake Champlain.

I hope all is well with you. I appreciate all your work and dedication in the interests of the Vega fraternity.

Regards,



GERRY TAYLOR
'SKOAL' #662

1430 Lake St, Louis Road
Lery, Quebec J6N 1B1
(514) 691-2071.



** Editor's comment: Gerry sent Xerox copies of two photographs he had taken. Unfortunately they did not reproduce well enough to use. One was of "Skoyal at anchor. the other of a whale surfacing next to his Vega.

Sail with Elderhostel

UNIVERSITY OF SOUTH ALABAMA/ BALDWIN COUNTY/SAILING

Welcome aboard the *Cyrus King*, a 65-foot wooden Chesapeake Bay bug-eye ketch, harbored on Wolf Bay in Orange Beach, halfway between Mobile and Pensacola (other boats possible, too.) Sailing and classroom activities are conducted by the Island Sailing Center. Lodging, meals at nearby resort overlooking the Gulf of Mexico. Hostellers should be comfortable climbing stairs, walking moderate distances and **be prepared for vigorous physical activity**. USA/Baldwin County provides coordination, academic programming. Accessible from I-65 and I-10 via Highway 59.

• Program Charge \$315

/S

Oct 18 - 23 # 01857-1018 - 1

Oct 25 - 30 # 01857-1025 - 1

Nov 8 - 13 # 01857-1108 - 1

Nov 15 - 20 # 01857-1115 - 1

(Begins on Sunday, Ends on Friday)

Beginning Sailing on Alabama's Beautiful Coastal Bays

Cyrus King, *T.J. Spithre*, and *Anonyme* are beautiful boats awaiting your arrival for this exciting adventure. Experience the exhilaration of sailing as you hoist the sails, man the helm, and learn to tie knots. Explore the quiet beauty of the back bays of coastal Alabama. Develop your sailing skills in the warm, hospitable environment. All equipment provided for beginning or advanced sailors. Equivalent of two courses.

Coastal Zone Management. Coastal Ecology
Catch the excitement of lively class focusing on timely environmental issues. Study barrier islands: evolution; physical, biological characteristics; functions; management. Coastal oceans: Problem assessment, future of estuaries.

SCHOONER ADVENTURESS

Live and learn aboard the *Adventress*, a 101-foot schooner built in 1913. This Coast Guard inspected sail training vessel provides marine environment education programs for learners of all ages. Simple accommodations with dormitory-style tiered bunks, bathrooms on board; marina stops for showers. Meals and overnights aboard ship. **Be prepared to climb stairs, ladders.** Participate in shipboard life and work. Depart from Port Ludlow, 30 miles from Port Townsend on the Olympic Peninsula. No sailing experience needed.

• Program Charge \$315

B

Oct 1 - 6 # 47265-1001 - 1

(Begins on Thursday, Ends on Tuesday)

Oct 6 - 11 # 47265-1006 - 1

(Begins on Tuesday, Ends on Sunday)

Sailing/Marine Studies in the San Juan Islands

See the natural wonders of the islands as our ancestors did. You will be introduced to maritime life, the natural history of the Puget Sound region, and the science of navigation. Learn how to chart a course; experience marlinespike seamanship and sail handling. Participate on a team performing watch duties, keeping the ship "shipshape" and sharing galley duty. Meet the challenges of living and working aboard a classic vessel. Emphasis is not on the physical prowess of sailing, but on appreciation of our marine environment and building a sea-worthy team.

NORTHWEST PASSAGES ABOARD THE ZODIAC

Haul sails aloft and stand watches at the helm aboard the 127-foot sailing ship, *Zodiac*: Built in 1924 and fully restored, this schooner accommodates hostellers in tiered bunks, contains three heads, two showers and a heated lounge. Dine aboard ship and sleep in protected coves. Sail from Bellingham Cruise Terminal (about 80 miles north of Seattle) into the San Juan Archipelago. Learn from surroundings rich in history and nature. Hostellers will be climbing some stairs aboard the vessel. *Zodiac* is an organization founded to teach sailing.

• Program Charge \$315

Oct 4 - 9 # 47897-1004 - 1

Oct 11 - 16 # 47897-1011 - 1

Oct 18 - 23 # 47897-1018 - 1

Oct 25 - 30 # 47897-1025 - 1

(Begins on Sunday, Ends on Friday)

Sailing, Seamanship and Navigation

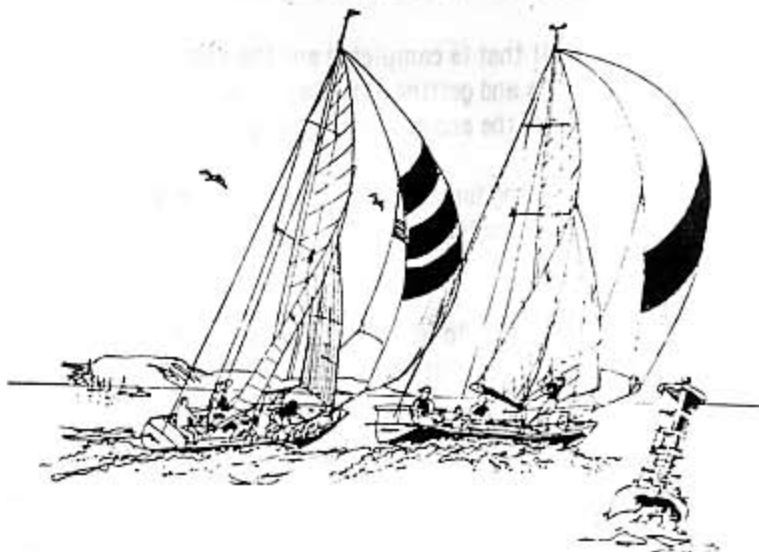
By watches learn to man the helm, handle the sails, and like 17th-century explorers; plot a course on the charts. Theory and practice can be learned by the newest mariners or "saltiest dogs."

History and Legends of the Pig War Islands

Discovered in the search for the Northwest Passage, the San Juans received British, Dutch, Hawaiian and Spanish names. Hear legends of explorers, tall tales of tall ships, and how the islands were formed.

Northcoast Indian Culture

Learn about the coastal Indians who hunted, whaled and traded in our island surroundings. Discover the culture, art and folklore of these native peoples.



The sloop shown on page 4 is the 30' Albin Ballad

Dale Thornton is seeking ladder information:

14 March 1992
Buckingham Cottage
75 Middle Road
Southampton SB 04
Bermuda



Dear Sid,

I hope the association is alive and well! My supply of Vega newsletters stopped arriving about last Sept/Oct and I therefore missed your annual reminder about renewing my YODCA membership. I hope it is not too late and have enclosed a cheque for \$20. to cover additional postage to Bermuda.

Am progressing slowly with "Maravilla" and am finally 'chomping at the bit' to get it afloat again. Its been over 3 years now but well worth the wait. I had the hull professionally coated with Awlgrip in December and have completed the anti-foul.

The original Albin engine & Combi unit is re-installed but yet to be tested. I am rewiring the electrics from the batteries to the fuses, which were badly corroded. I am relocating the batteries from their place under the cabin sole to the port side cockpit locker where they will be closer to the Guest selector switch and engine. I have to construct shelves to hold them.

I will still have to sort out the engine exhaust system which I demolished trying to restore and recover with a rubber exhaust pipe. I now need a 'bubble box' contraption to prevent water from returning to the cylinders - but there's only 7' depth to install one below the exhaust pipe. Always problems!

The head has yet to be reinstalled on a most peculiar piece of 3/4" plywood and hoses connected.

I am still intent on lowering the mast with the supplied 'A' frame to check shrouds, to fit boots on the spreader ends and add spreader lights.

When all that is completed and the engine firing or both, its just a matter of examining my store of 8 sails and getting shipshape. I can do any other cosmetic work on the mooring which I will be laying off the end of my property.

I am looking for a type of wooden ladder with fixed rungs which hangs down from the boat side and is supported by the gunwale edging. I've seen them on television films but nowhere else. Any suggestions?

As usual, I could talk Vegas all day but this will suffice for now. Thank you for your work on the newsletter and for YODCA in general.



Best wishes

DALE G. THORNTON

Dale Thornton
Maravilla

P.S. I have located two more Albins moored off the Royal Hamilton Amateur Dinghy Club in Hamilton Harbor - A Vega and a 30 footer. Also, The Bermuda government begins taxing boat owners on April 1st according to boat size - Vegas run about \$100 per annum.

Earle Sugar (Algorithm #929) writes:



Earle Sugar
8602 Black Rock Hbr
Pasadena, MD 21122
18 March 1992

Yega Newsletter
c/o Sid Rosen
Orlando, FL 32821

Dear Mr. Rosen,

I have enclosed my check for this year's membership and two tubes of stuffing box grease. If I'm a little late, please excuse me. I procrastinate too much. After five years of owning my Yega, I still haven't changed its name to something that doesn't require an extensive explanation to anyone who asks me about it.

This is the year that I intend doing all the things to the boat that I have been dreading to do for the past few years. My most pressing need is to attend to the engine. My O-21 is now 22 years old and in dire need of a rebuild. There is a channel corroded between one of the water passages and the number 2 cylinder. This means that the top of the block will have to be machined. Yosbury Marine in Annapolis will be doing the work and I am just keeping my fingers crossed that they will find the engine rebuildable. I have been preserving the engine with zincs, including a screw-in item that I drilled and tapped the water jacket on the engine to accept. This seems to have done a good job in controlling corrosion, but I will only know for sure once the engine is disassembled and the block examined closely to see what condition it is really in.

I am not looking forward to doing a diesel conversion with its \$6k price tag and major engine bed surgery on the boat. Actually the O-21 has been a good engine with a power/weight ration better than a diesel, an easy to maintain design, and good reliability. If I can have it rebuilt for \$1200 and get another 5 years out of it I will be ecstatic.

Other than the engine, the boat is in very good shape for its 22 years. I am absolutely amazed that I found no evidence of blistering whatsoever when I removed the three layers of bottom paint. Other boats at my marine less than five years old had bad cases of blistering, which leaves me wondering how Albin could build a boat over 20 years ago that was intended to be inexpensive at that time, while today's supposedly technologically sophisticated boat builders cannot build a \$100,000. boat that can go five years in the water without blisters. I have a feeling that the Vegas will be plying the oceans long after most boats built today will be useful only as underwater reefs.



Earle Sugar