

*Hip, Hip, Hooray!*

*Look who we're honoring today:*

**WELCOME ABOARD !**



Morton Caplan  
742 Mallard Head Place  
Oro Valley, AZ 85737

Dieter Glatzel  
Tindsaler Weg 138  
D22880 Wedel  
Germany

Mark Cheryl Warren  
4641 East 85th Street  
Garfield heights, OH 44125  
#2752, Shotar\*, 1976  
Tel: 216-883-9093  
Email: nevroica@earthlink.net

\* soon to be "Windblown"

Hans Heiduck  
145 Herzel Blvd  
N. Lindenhurst, NJ 11757



Reminder: As members of our club, you can join BOAT US (Boat Owners Association of the United States) for 1/2 the regular price.

- Where have all the days/weeks/ months gone? "Lay -up" time is just around the corner! Do you have any special procedures you want to pass along to the rest of our skippers?
- The wildest "haul out" I ever heard about (I should call it a "wipe out") happened many years ago in the Annapolis area. A skipper had arranged with his marina to haul his boat on Monday morning for winterizing and yard storing on blocks. He sailed the boat the day before (Sunday) and left the boat where the marina had told him to - at their service dock. The marina's mobile crane was parked at the top of a slight incline. During the night there was rain storm followed by a sudden drop in temperature. Everything was covered with a thin sheet of ice. Somehow, the crane started to slide on the icy surface, slipped down the incline, went off the pier and came to rest on top of the boat - sinking the boat!
- **Tur-Kryssaren 26.**  
I recently got a request for information about this boat. It was supposed to have been designed by Per Brohal and built by Albin. Does anyone have any knowledge of it?

## Sailing in the Caribbean.

### Invitation to all Vega owners in Scandinavia.

During the heavy fight against wind and weather towards England and IFR 1998 the idea of a warm and pleasant sailing holiday took form. The idea was Flemming Sylvester's, V 2139.

WHY NOT JOIN ALL VEGA OWNERS IN SCANDINAVIA IN A GREAT COMMON TRIP TO THE CARIBBEAN?

The committee of the Danish Vega Klub together with Flemming Sylvest and United Seasport discussed the possibility. The plan is to start the holiday in the spring of the year 2000 (easter) the weeks 16 and 17. Costs will be approx. 15.000 dkr/person - this includes air return ticket, boatrent, insurance a.o.

The idea is as following:

Flight Copenhagen-Grenada where boats will be ready, then flotilla sailing to Bequia (see map), visiting different islands such as Bequia where you can see a shipbuilding yard of wooden boats. In Tobaca Cays there is a big undersea national park, or how would you like to visit the famous Basils Bar in Mustique?

An informal leader boat with an experienced crew will follow us and will support us at the skippers meetings every morning. It is possible to invite family or friends as long as the skipper couple are Vega owners.

But before we go on planning we would like you to tell us whether you might want to join this kind of holiday. Please let Collin know - either by phone or by e-mail during april or may of '99.

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- Editors note: It would be very nice if our members could join them. I will contact the Danish Vega Club about that possibility.



Original art by member Rodney Jones,  
Bangor, North Ireland

To test your knowledge of basic boating, "Take the Challenge," the BOAT/U.S. Foundation's 50-question test on the Internet at [www.boatus.com](http://www.boatus.com).



## David Whiteman tells about his broken chainstay-



8/20/99

Dear Sid:

It is important that I add my experience to the article in the December Newsletter from Steve Birch and to Dave Timmins of the Vega Association of Great Britain. I was not in a gale and I did not lose my mast, but the following resulted from the weld giving way in the stainless steel fitting.

I was returning to my marina in Penetanguishene, southern Georgian Bay (Ontario Canada), after my shakedown cruise of three days in late June, and single handed. The wind was gusting 20-25 knots and I was tacking to clear the entrance beacon to the inner bay under 110 genoa with self-furling gear. With about 10 minutes to go, everything up forward let go and surrounded me; stay, furling drum, genoa, sheets tangled in the stays and down the side of the boat - and the noise!

I used the main halyard to jury rig the mast back to the bow cleat. Eventually was able to get a line around the drum back to the bow pulpit. This broke away down the port side while I lowered the anchor, chain and full rode as I was fast drifting on to a rock lined lee shore. The genoa jammed 1/3 down due to bent furling rods and it then whipped and beat against the back stay, pulpit, Loran aerial etc. The anchor finally held, I contacted my marina, not by VHF, but by cellular phone, and 2 hours later was towed back by a cruiser friend who threatened to tow me up and down the bay! The engine was inoperable with lines wrapped around the prop and shaft. 5 weeks of repairs and replacements mainly covered by insurance, resulted in loss of much of our cruising season up here.

Now for the facts: the stay fitting had only 2 spot welds either side, which after almost 30 years were well stressed. But why not continuous bead welds originally? I initially presumed that mine was a unique case and the production boys had gone home and forgotten to bead weld next day.

I checked 2 other Vegas that I knew and they only had spot welds. My questions to the membership: **do we all have similar welds?** if so, and breakages have occurred, why haven't they been reported (or have I missed them); or were only early models welded this way? Maybe I should have realized this potential welding problem with thorough inspections, but I am not sufficiently knowledgeable.

I wonder if this has occurred to any of our circumnavigating colleagues in severe blows and gales. Whatever the answers, these two occurrences should put all Vega owners on an immediate welding alert. We still have the best 'pocket ocean cruiser' and I'm ready for my Georgian Bay Ocean cruising in 1999, and with a self-furling system!

Best Wishes

David Whiteman



- ? 1. What is the tallest lighthouse in the US?  
2. What is the oldest lighthouse in service?  
(answers elsewhere in this issue)

Ulrich Pekruhl

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Sidney A. Rosen  
10615 Whitman Circle  
Orlando, FL 32821 USA

Membership in the American Vega Association

Dear Sid,

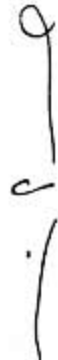
As a new owner of an old vega (V1112, "Nordlicht") I would like to become a member of your association.

It might appear somewhat strange that a German wants to join your club, but I very much like your internet home-page and I am quite eager to look at the "hidden places" for members only. Further I am interested in your news-letter and -of course- in the VODCA manual.

Since it is quite complicated to send a \$-Check to the USA I am just sending you 30 \$ cash for this (half) year's membership and the manual. I hope that is OK?

Looking forward to my password, the newsletter and the manual.

Kind regards,



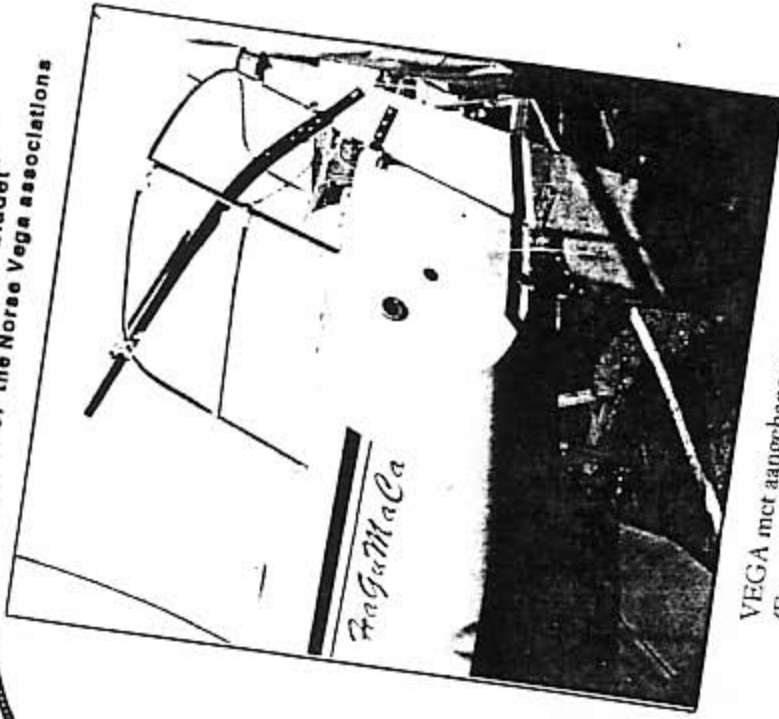
Ulrich Pekruhl



U. Pekruhl • R. Geritzmann-Höfe 35 • 45883 Gelsenkirchen



Look at that external rudder!  
From the "Vega - bladet"  
Newsletter of the Norse Vega associations



VEGA met aangehangen roer  
(Foto Piet van Soest)



## A Letter from Jorn & Ruth Cordura - Danish Vega skippers

PARTNER Albin Vega No. 2186 of Ishoej, Denmark



Year one - The 27th day as a long distance-sailor, 16 days spent in transit, 11 days as a tourist, 484,7 sm behind us and 75 ltr. diesel bought



The 23rd June 1999, Wednesday - Hafen Lobith and Marina de Bijland, Netherlands  
The Rhine River, 865 Kilometers and going West  
Northern altitude 51 51, 511 South long. 96 05,765

BULLETIN NO. 4 - Dear family, friends and sailors-

The typewriter has been burried and almost forgotten, the crew has been bewitched, but this is THE DAY: hello everybody out there. Do you read me?

ROUTE AND ARRIVALS: so much has happened, we are different persons now, and what is first and foremost is to establish the fact, that we will never again ask the question: "do we aspire to being long-distance-sailors? - We are by soul and heart going "long away". and this shall go on and on according to our 4-years plan, which will be enriched and corrected.

Today we are 7 kilometers from the German border, and canal cards are studied for the next decision: which canal do we choose to go up north in the Netherlands? Since 100 years ago when leaving Ishoej it has actually been this way: what is next, which country do we choose? We could actually get over to the the Maas and proceed into France; but no, it will be more convenient YEAR TWO: the 24th July we shall leave IJsselmeer and go south to France directly from the INTERNATIONAL FRIENDSHIP REGATTA of all the worlds VEGA.

DO YOU WISH TO BE WITH US? - Please call 0045 20811916, hours 20.00-21.00. Do not hesitate but contact us - you can visit us in the Netherlands any time as from now - but do not use the VHF, it is a bad idea.

IN GENERAL.: The weather reports are of no use. In the canals of Europe you just adjust your cloths to the temperatures. The altitude and longitude is missing. You are thinking in Kilometers. You can manage to find your way by using a single card showing Europe in total - or you can happily invest a fortune in excellent canal cards and handbooks - which we did.

More specific: Do not underestimate the demands on the crew. Year ONE is quite an experience for everybody high and low. The challange in the sluices - the communication with stuff on duty - the comprehension of what is coming next - keeping up the store of food, diesel and strength- making notice of the condition of motor and instruments- If I

did not know better, I would say "we are lazy". But listen: we are exhausted!

AND FOR THE FUN AND HAPPINESS: try yourselves back home and live for more than 30 days isolated and clinging to the boat. If it comes out as a success, and if you do not yearn for television and newspapers, then go on and prepare in a year's time your boat and your crew for a 6 months trip.

THE CONDITION OF PARTNER: The old lady has not laid us down. Thanks to investments in the previous years she is behaving herself. Tomorrow we shall check the propeller and steering system and will shortly be out of the water. West of Hannover we suffered heavy thuds with "something" under water. It was remnants of constructional repair of the canal sides. We continuously hear a rhythmic noise "outside the hull and around the propeller". It does not affect neither steering nor speed; but just in case . . . . .

HERE WE SEND OUR KINDEST REGARDS and love to you all. May you be happy in the same extent that we are! Next bulletin follows soon.

JØRN AND RUTH



Fiberglass Dhows - yes you read it correctly - fiberglass!

We have spent the last three weeks in Bahrain visiting our eldest daughter there. It was a very interesting place. Had a real good look at some dhows. Most mornings we hiked across a tidal flat on which there was an old but still pretty solid wooden dhow. It was interesting to see the skill and use of natural materials that went into building it.

Many of today's dhows are built of fiberglass. In the last week a working dhow came into the bay and beached itself and over the next few days it was careened and recaulked. Nice to see the old skills alive and well. On the way home we had an 8 hour or so stop over in Amsterdam. We went downtown and ended up at the Netherlands Maritime Museum. They have built a full size replica of a 1749 Dutch East Indiaman. They are also building a modern version of a 3 masted Clipper ship using the old lines. In the museum building itself there were many beautiful large models of ships from the days of sail to modern times and other related nautical displays. It is a museum well worth visiting.

All the best. Pam and Iver Thelman ("Tara")

## **An Email from Johnny Birkelund (enroute to Norway)**

Hi All.

First, sorry for a little delay from SY OMNI for not giving a lifesign from me for a while. So here is a short summary from last year. As you probably know, I hauled out OMNI in Newport RI USA last fall and went back to Norway to work. It was good to be home.

In the end of May, I left Norway again for Newport and another sail journey. It was good to be back in good old USA. In beginning of June, now with a crew of two guys from Norway we started to sail north. First through the Cape Cod Canal and then straight to Yarmouth Nova Scotia, Canada. Calm seas and wind from the right direction - just like it should be. Yarmouth in Nova Scotia was just a place to fill up with still more food. The harbour in Yarmouth was just a mud-hole. But a good place for stocking up and for crew change.

Our next leg was from Yarmouth to the lakes on Cape Breton Island in the northern part of Nova Scotia. We had to go through a lock to get into the lakes. This was my first experience with locks since I left Norway. We motored in the middle of the night with a big flash light on the bow. Suddenly we heard someone called from the shore in Norwegian - and there was Dina Ill of Oslo. A 34 foot sailboat which was sailing the same direction as us. it was a real surprise, mainly because I thought I had heard about all the Norwegian boats sailing north this summer. But the sea is big and there is so many norwegian boats out sailing the seven seas.

The lake was easy match. No wind so we had to motor. It took us approx 20 hours. Sydney or better, Royal Cape Breton Yacht Club was next stop. I`m always sceptical when some put a royal in in front of a yacht club name. New York Yacht Club in Newport was bad enough, and that was not even a royal one. But to my surprise. They never said anything when we occupied half of the pier, and started to preserve food, and worked day and night, even on the canadian national day. That is a sailors life. Lots of bits and pieces to work on when you get to shore. It took us 4 days to finish. One of my crew, - Steinar left for New Foundland with bus. He was short of time and wanted to see the viking sites before he went on to Japan. That guy had a tight schedule I must say. Unfortunately we lost a lot of time down south else he would have been sailing with us up to Greenland as planned. Mabye there would be sometime later in the summer for more sailing.

***Do you know what boat stands for? Break Out Another Thousand!***

From Sydney NS, we sailed one 5 days leg up along the west coast of New Foundland to L`ans aux Meadows on the northern tip. Our weather was perfect - wind from the south most of the time up to the Belle Isle Strait. There we had to use the motor. We got the tides with us and hit our record speed of 13 knots in 2 hours with just a small jib and double reefed main. Some icebergs was drifting around in the strait, so we got a few good pictures. Icebergs is scary stuff. Its floating rocks in the water. One iceberg was stranded in 180 feet of water, and that was not even a big one. But big icebergs is easy to spot on radar. Smaller one called growlers is something else. Growlers as big as a table is not fun to sail into, so keeping watch is a good thing.

L`ans aux Meadows is famous for the viking-sites Helge and Anne Stinlingstad found some 30 years ago. We brought a couple of books with us and there was some nice pictures there with locals working with Ingstad. The locals had never seen the pictures before so we got quite popular in no time. People up here are really helpful. If we needed anything, they drove us around. There is just over hundred people living here. Mainly coastal and deep sea fishermen, there is not much to do, but the people seem happy with life. They have fish, clean sea and fresh air. (and of course a bar) This must be paradise for big city people who wants getaway.

Anyway, it is time to go to take a look at the viking sites now.

Email is always more than welcome. I`ll can't promise a fast answer since there is not that many places where I can't send email from.

jonnyb@afux.prosus.no  
7/12/99

It is possible to reach us by  
telephone: 870761 99 7745 at 1200-1215 GMT and 2200-2215 GMT.  
SSB: 14315 at 2200 GMT (NEW).



Answers to quiz: 1. The tallest lighthouse in the US is the Cape Hatteras light.  
2. The oldest lighthouse is at Sandy Hook, NJ (1764)



Luke Sollitt  
1139 Blanche St  
Pasadena, CA 91106

Sidney A. Rosen  
0615 Whitman Circle  
Orlando, FL 32821

Dear Mr. Rosen,

Please find enclosed a check for \$15.00, for my membership in the American Vega Association. I do not need the manual, so I have deducted \$12.00 from the total of \$27.00.

I am trying to sell my Vega. Her name is Jobiska; she was built in 1972. I do not know her hull number, but she has been featured in issues of the newsletter for AVA's predecessor, VODCA. She was purchased in England, and has been sailed across the Atlantic five times (alas, never by me). She was then sold to an American in Annapolis who transported her across the country to San Francisco. She was then sailed to Los Angeles, where I bought her. I had her transported back to the Annapolis area four years ago. I moved back to California two years ago, and cannot afford to move her back.

Jobiska is in marvellous condition; she has a depth sounder and a VHF, among other electronics, and she has dual forestays and dual backstays. She has an impressive sail complement, including several jibs, two mains, a cruising spinnaker, and storm sails. She has two whisker poles, so one can easily sail downwind wing-on-wing with two jibs. She has her original Volvo Penta MD-6A diesel, which is still in fine condition. She also has an emergency liferaft.

I am asking \$9,900, but of course am willing to consider offers. I very badly need to sell this boat.

She is lying at Flag Harbor in Calvert County, Maryland.

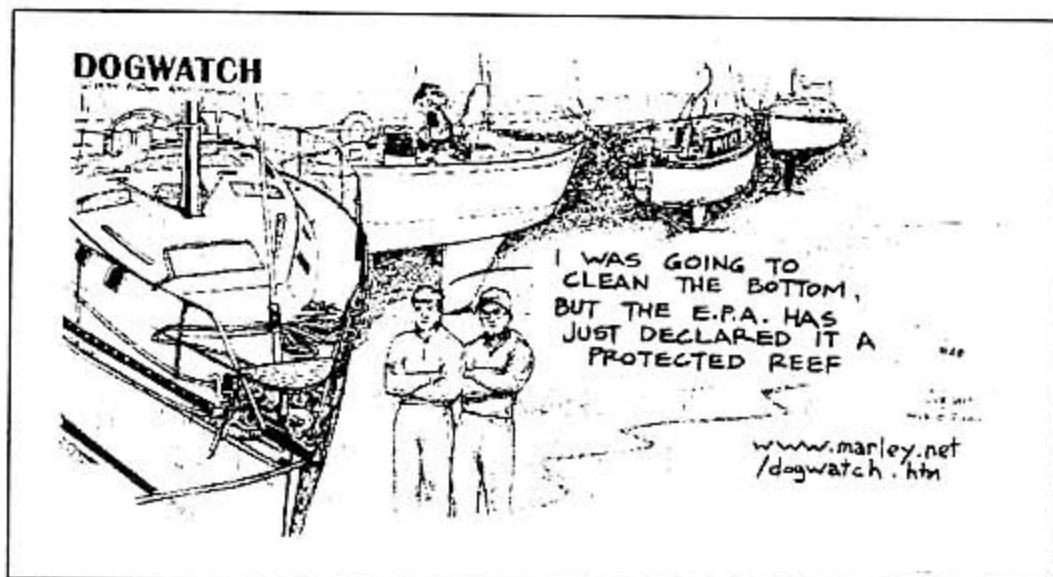
My telephone number is (626) 584-6757; my email address is sollitt@srl.caltech.edu.

If you need more concise information, please let me know.

Thanks



Luke Sollitt



About standing rigging:

## /) The Masthead

the weekly newsletter of the AOL Sailing Forum

September 5, 1999

Last week I talked about buying and partially rerigging a 31 year old boat. One of the most frequent questions we get in the AOL Sailing Forum Message Center is some variation on: "How tight should my standing rigging be?" Let's take a few minutes to discuss this question.

Broadly, the answer to the question is that the standing rigging must be tight enough to keep the mast in the boat, yet not so tight as to drive the mast through the cabintop or the keel. Yes, fine, but how tight is that? Most people want a numerical answer. Many one-design classes and sailmakers actually provide such information in their tuning guides, giving the owner numbers for different wind conditions. If your boat is supported by a class association, I urge you to contact the association for a tuning guide. Otherwise try your local sailmaker.

The chances are that the leading sailmakers for your class have their own ideas on how the rigging should be setup. We enjoyed such information from North Sails for our Snipes, the J/27 and our J/22. With the benefit of a couple of Loos Gauges we were able to setup and adjust the rigging for any condition. These tuning guides also provided information on jib track block settings and other tips on getting the best speed from the boat under various conditions of wind and wave. Sailmakers want their customers to be successful and happy.

In his *Boatowner's Mechanical and Electrical Manual*, Nigel Calder states that the cap shrouds (uppers) should be set at about 15% of the breaking strength of the wire, or 10% of the boat's displacement. My 1968 Pearson Wanderer has 7/32" 1X19 stainless wire for all standing rigging. Calder gives its breaking strength at 5,295 pounds, while West Marine give 6,300 pounds. Using a conservative average breaking strength of 5500 pounds, we come up with 825 pounds of tension (at 15%) on the cap shrouds, while 10% of the boat's 9,800 pound design displacement give us 980 pounds of tension.

Calder goes on to suggest that the intermediate and lower shrouds, being shorter than the uppers and therefore less susceptible to stretching, should not be as tight as the uppers. He further suggests that the backstay might be tensioned at 20% of its breaking strength.

Having just gone over the rig on my Wanderer, in my next column I will get into a brief discussion of the things I considered and what I did. I will also discuss how you might set up your own rig without benefit of a Loos Gauge.

*GSTDPeterO@aol.com and his wife Peggy, sail out of Genesee Yacht Club, in Rochester known to listen to arguments*

## Vega for sale

8/2/99

Dear Sid-

I'm reluctantly and ambivalently offering my 1972 Vega for sale. It has a new main and newer genny with roller furling, a self-steering windvane, a dodger and other goodies. The engine is the O-22 Combi (gas) and has been really reliable for me. The hull number is 711 which I believe is an important and positive omen.

I'm asking \$8000 or best offer, and would appreciate it if you would mention this offer to sell in an upcoming newsletter.

Thanks very, very much.

Bill Zellman

2906 South Herman St.  
Milwaukee, WI 53206

Tel: 414-481-4557

email: wzatty@aeronet



## "Teething problems"

Struan R. Robertson  
Leonore J. Robertson  
P.O. Box 901  
Pepperell, Ma 01463  
Phone: 978-433-0605

6 July 1999

Dear Sid,

Thanks for the e-mail. Enclosed is my check in payment of my membership.

We purchased our Vega in March from Karen and Harry Sutton. It has been very well cared for. However, we have had the usual "teething problems" with a "new" used boat.

The problems have been electrical and are a result of age. We found ourselves becalmed far from shore and unable to start the motor. I originally thought it was the solenoid. As it turned out, it was a bad battery cable that had lost its continuity internally. It worked intermittantly, which made it hard to detect. Replacement has solved that problem. Our only other problem is a fuel gage that optimistically always like to read full.

In spite of this, we enjoy the boat very much. Lee particularly likes its stability.

sail # - 3360

Boat name: Lyra

Year of manufacture : 1979

Berthed: Wolfeboro Corinthian Yacht Club  
Lake Winnepesaukee, Wolfeboro, NH

Regards

