

- **Stuffing box grease -**

We have, in the past, purchased "minimum order" quantities of a stuffing box grease which was developed for the Vega by "Master Lubricants" and resold it to our members at cost. Earlier this year Master Lubricants provided us with a sample of a newer grease which they claim to be even better than their older MP-24. Master Lubricants call it "Big Grease". George & "Beppie" Wood are currently testing it in their Vega ("Naussicaa, #3211) and report "nothing abnormal" Evidentially it is working for them. If the grease is good we will order a minimum quantity for resale at our cost. We will keep you posted

Please welcome!

Don C. Desrosiers
PSC 01, Box 1416
APO AA 3401
(This APO is for Panama)

Gary & Monica I yedecke
180 Morning Glory
Lake Mary, FL 32746
Tel: 811-507-264-6017
Year Manufactured: 1976



"Drusie" Sheldon
210 Crest, Marlton Lakes
Atco, NJ 08004
Tel: (609) 767-8135
#1879, Privateer Chance", 1973
(Jim Sheldon bequeathed this boat to
his daughter)

We'd like to hear from
you. Please write soon!

- **Last call !**

If you would like 50 feet of 1" x 3/16' adhesive backed closed cell neoprene sealing tape for your cockpit sole, please send \$10. to Sid Rosen.

- **Advance notice:**

Next year's Vega International Friendship will be held in Germany. You do not need your boat - you can crew aboard one of the attending boats. Last year Jeff & Lili Johnson (#2955) had a most memorable time and made a lot of new friends!



Deutsche VEGA-Klassenvereinigung e.V.

-Organisation 16. IFR 1996-

Oliver Schlacht

Obersteenrade 11

D-23684 Scharbeutz-Pönitz



American Vega Association (AVA)

Mr. Sidney A. Rosen

10615 Whitman Circle

USA - Orlando, Florida 32821-8611

Pönitz, August 1995

Invitation for the 16th IFR 1996 in Travemünde

Dear Mr. Rosen,

the summer holidays are almost over. Certainly they've gone to fast.

But there's a great sailing-event waiting for you next season.

We invite you to come to Travemünde for the **16th International Friendship Regatta** from July 20-25, 1996.

Our meeting will take place in front of the historical Old Town-scene of Travemünde.

We ensure an interesting program and for those **VEGA-Sailors**, who like more sporting-competition, they can sail in various races during one of the famous sailing-events in the world, the **Travemünder Woche**.

Please relay this invitation and the following information to your **VEGA-members**, ex-**VEGA-sailors** and other friends. It would be a pleasure if we could get a lot of pre-registrations by **October 31, 1995**. That will enable us to further plan a memorable time for you.

See you next year - in Travemünde.

Best regards,

Oliver Schlacht



Travemünde is near the historic city of Lübeck which is over 850 years old. Lübeck is noted as the birthplace of Thomas Mann. There are many interesting cathedrals, museums, markets, very beautiful scenery, and even modern casinos.

(continued)

16th International Friendship-Regatta 1996
Travemünde, Germany
July 20 - 25, 1996

Pre-registration-form

name: surname:
address: postal-code, city:
phone: fax:

I'll come by boat: Sorry, I'll come without my boat
name of boat: Vega-no.:
UKW-call: number of crew-members:

I'll join the 16th IFR 1996 with person.

Participation on:

☛ The Welcome-Buffer is obligatory.

☛ Day in Lärbeck yes, with person
 no

☛ Sailors-evening yes, with person
 no

☛ regatta yes => cruising-class or racing-class
 no

Please return your registration-form by October 31, 1995 to:

Deutsche Vega Klassenvereinigung e.V.
c/o Oliver Schlacht
Obersteenrade 11
D -23684 Scharbeutz-Pönitz
GERMANY



Date: Sign:

Program of the 16th International Friendship-Regatta
July 20 - 25, 1996

Saturday, July 20, 1996 - arrival

- Arrival of the boats in Rosenhof, Travemünde
- Welcome and opening-ceremony of the 16th IFR '96
- Tackle the flag
- "Welcome-Buffer" with music in a pleasant atmosphere

Sunday, July 21, 1996 - first regatta

- Start of the first race during the 107th Travemünder Woche
 - ▶ You'll sail on courses in the Lübecker Bucht, the start, the valuing etc. will be done by the Lübecker Yacht-Club the organizer of the "Travemünder Woche".
- In the evening "Come together" on the campus.

Monday, July 22, 1996 - second regatta

(see sunday)

Tuesday, July 23, 1996 - Lübeck-day

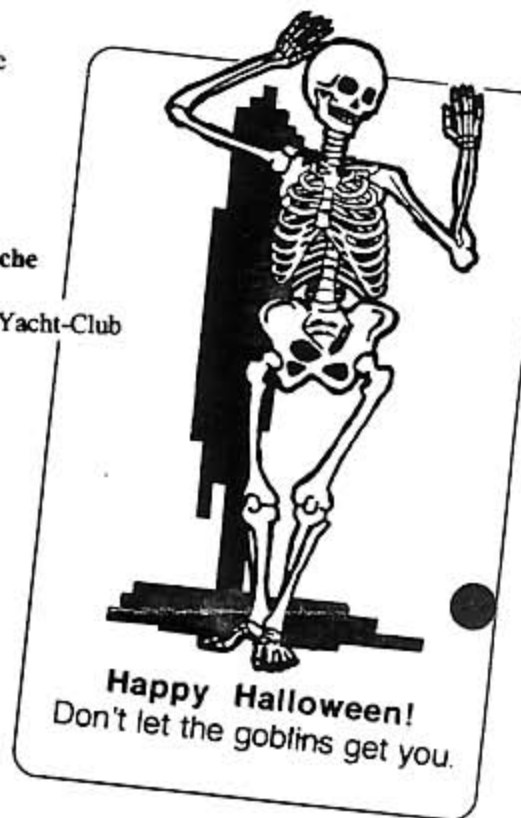
- In the morning a tourist-boat will take all participants upstream on the Trave-river.
- Sightseeing by boat "around Lübeck"
- Lunch in Lübeck
- After lunch you can discover the world-renown heritage and treasures of Lübeck
- Back to Travemünde by bus.
- In the evening "Come together"

Wednesday, July 24, 1996 - "Do what you want"

- This day is free
 - ▶ perhaps for a sail to the east-coast or
 - ▶ a ride to Hamburg or
 - ▶ just relaxing at the beach or
 - ▶ playing some VEGA-games
- "Regatta-dinner" - The traditional gala-dinner with music and dance.

Thursday, July 25, 1996 - departure

- closing-ceremony
- tackling down the flag and handing over.
- Bye, bye and see you at the 17th IFR '98 in



* Please let Sid Rosen know if you plan to attend the Regatta !

(continued)

April 17, 1995

Dear Sid,



Over the Christmas holidays we hauled "Cheff" and did extensive rework on several of her systems. The original gel coat had worn through in the high traffic areas on the deck so it was time for a paint job. We used the Petit Easypoxy with a coat of primer underneath to fill the porosity. The one part Easypoxy doesn't have the durability of the two part urethane but it is supposed to be easier to apply. I found that if I thinned the paint with the brushing compound as much as the directions allow, it worked quite well. I used a roller followed by a foam brush and the finish looked like it had been sprayed. Also, one of the old timers at the marina told me to add a cap full of Penetrol. That added to the smoothness of the finish. While we were at it we painted the hull a dark green. It looks fantastic! We had a sign maker put logo you see above and name on the transom.

While the boat was out I had a blister on the bottom of the keel just forward of the rudder that was soft through to the bilge. I had to remove the gas tank, clean and dry the bilge (disgusting) and then do the repair. I had the yard fill the hole, then I added a layer of fiberglass and sealant to the entire inside of the bilge. I cleaned the fuel tank while it was out. It was a mess.

While I was in there, I added a high quality bilge pump switch and a self priming bilge pump. The pump is located under the cockpit floor. I ran a 1 1/8" line down into the bilge and secured it in place to the gas tank support. The 3/4" bilge pump line slides inside the 1 1/8" line. This will allow me to remove and reinstall the 3/4" line without having to remove the gas tank. Keeping the bilge dry has always been one of my biggest problems.

Other modifications include a new mainsail sheet track. The eye on the old one was almost worn through and the jam cleats have never worked for me. I replaced it with a Harken T track and a heavy duty genoa slide.

I think I remember someone writing a while ago about moving their main sheet track to the top of the cabin. If anyone has done that I would like to hear how it was done and how well it works. I would be particularly interested in how well the roof puts up with the added stresses. I have enclosed an envelope in case you have a copy of that article handy. If anyone needs a main sheet track I have one available.

During the inevitable spring cleaning that goes with any haul out I lost one of my stanchions. If anyone knows where I can get a replacement I would appreciate hearing from them.

I added a rub stake on the combing by the port side winch. The jib sheet rubbed there. I also put more rub strakes next to the jib sheet travelers where the blocks bang against the raised deck while tacking. I put some flush latches on the cockpit floor which seem to be very secure and allow quick access.

(continued)

We plan to go to The Bahamas this spring for a couple of weeks. It is a trip we have made several times in the past and always look forward to. Before we go, I plan to take out the old ice box and add a larger one with better insulation. I'll let you know how that goes.

By the way, we have moved recently. Our new address is:

3 Indian Harbour Court
Indian Harbour Beach, Fl.
32937

I don't know when my annual dues are due but I have enclosed a check for the next period.

I have been playing around on the internet a lot lately and have found some valuable information about sailing in general and some about Albin Vegas in particular. If anyone else out there is "on-line," drop me a note at cheff@digital.com.

For now,

Jeff and Cherie Cook
Cheff



The market place

1978 ST ALBIN 4000, "Myrtle Rose" 1978.
18' ocean-going pocket yacht, 100% roller furling
rig/boom, asym. spinnaker, VHF, DS, AIS,
Authelm, 24 rctruik includes: trailer winch,
boom sheering, all lines aft, 4 ST winches,
solid vang, backstay tensioner, Navik self-
steering, 250 COR anchor on roller, dodger,
interior varnish, Volvo diesel (shop overhaul).
\$18,800. 410) 645-3220. (P20000)



"There goes one strange cow."

A solo circumnavigation ?
From the content of his letters, your editor believes that our long time member Tony Skidmore, Vancouver, B.C. (Lorna Doone #1517) is singlehandedly his Vega around the world. His last two letters, yet to be published were from Australia. Tony is currently at Gove on the Northern part of the island-(a very desolate area) - having refitted his Vega & sailed up the east coast inside the Great Barrier Reef from Cairns. I guess the Indian Ocean is next! Watch for his letters!

Good Luck Tony!

11/16/95
H. Grant
2103-B- SMC



Editor Sid Rosen
Vega Newsletter

Hi Sid -

Here is my third attempt at getting a letter off to you and the newsletter and I'm still not getting my thoughts together with any "order and method" .

The summer and good sailing weather has come and gone much too quick and all my sailing plans, though scanty, were smoothly slid onto a back burner and left there.

I had hopes of visiting some of the island communities and villages here in southeast Alaska, hoping also to get as far as Petersburg and look up Kim Hastings and her Vega "Bad Dog". But it was not to be! Too many things came up and took priority.

Of late I have had a few people ask me how I like my Perkins M-20 engine that I've had in use for the last couple of years. Perhaps some Vega owner out there might be interested in the few comments I have about it.

Usually somewhere in a conversation I am asked "what size prop do you have?" I always say "12x12x3." I don't bother telling them that I started with a 14x12x3 and had to have it cut down because I could not get the RPM up to max. With the 12x12 I get very close to max RPM, so close that I'm not to worry about it! I don't run full throttle anyway. It suppose the power would be there if I needed it but I doubt if it would not increase speed any more than what I get at 2500 RPM.

The engine and the 2.72 Hurth transmission is great and I am really satisfied with it. However, no engine is perfect. I do have a couple of things against it that I always point out to anyone coming aboard asking to see the engine.

The engine's fuel and oil filters are on the side of the engine and they are somewhat awkward to change. The fuel filter is a real bugger to change- there is very little room for leverage once the filter wrench is on the filter. If only the engine space was a few inches wider on the starboard side!

Another drawback (to me) is that in cold weather the start switch has to


(continued)

be in the "glow plug" position for nearly two minutes before the engine will start if it has been sitting for a day or two. After I power out of the harbour and shut down and sail for 4 or 5 hours or so the engine starts right up without the glow-plug. Also, in warm weather it starts easy.

Of hand I can't think of any other drawbacks so if I had to do it all over, would I install the same engine? . . . Probably . . . The engine is very reliable and I don't think it is as noisy as the MD6A I took out.

In any event the boat is a sailboat. I did have some days to go sailing this past summer and I did learn a bit more each time I went out!

Sincerely,



Capt Hank
(as some of the local kids call me)

Chicken belay. A series of half-hitches, at least a dozen, taken on a cleat. This knot is tied in less than 30 seconds and untied in as little as 30 minutes.



Wanted: Combi prop blades

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

Dear Sid,

I am sorry for inadvertently dropping from Vega. I still have "Alev", hull No. 2224 at the Raritan Yacht Club, Perth Amboy, NJ. Two years ago I sailed to the Azores on a Tayana 37 and met a German fellow on his way from South Africa to Germany. He was sailing a Vega with an outboard. Since then I do sometimes contemplate of sailing mine to Cesme, Turkey where we have a small summer home. Unfortunately, as the years go by, the list of work on it gets longer. By the way, if you know anyone with Combi propeller blades, please let me know.

I wish you all the best and once again look forward to your newsletters!

Sincerely,

Taylan Algon



Laval, Novembre 1st 1994

Dear Sid,

We are very pleased to enter the 'Vega Association" family. I'm sorry for the delay in writing but you'll understand why as you read our letter.

We learned of the association from M. Giles Aganier who was the owner of the Vega "Petit Bonheur". We are Canadians but we sail on Lake Champlain in New York state. We sail exclusively on Lake Champlain because we have two young children.

We still have our original Volvo Penta MD6A engine. It all started in the summer of '92. when we had to have the stuffing box repaired. The mechanic told us that we should change the sleeve. We went along with that and had the sleeve changed. During the summer the engine started to choke. We then noticed water in the oil.

At the end of that summer the mechanic changed the O-ring of the water pump. He thought the water was coming from there. Afterward the boat was taken out of the water for winter storage. The following spring the boat was put into the water and everything was fine. Two weeks later we found water was still mixing with the oil. We then decided to change marina and try another mechanic since we did not have confidence in him anymore.

The other marina checked the head gasket, but it was fine. The next thing they did was to take out the engine and have a pressure test. Again everything was fine. The mechanic didn't understand where the water was coming from. They finally found that the water was coming from the shaft. Apparently the first marina had damaged the shaft, the sleeve and the ring. The shaft and sleeve had been scratched with a pipe wrench.

So, the marina rebuilt the shaft, changed the seals and O-ring. The sleeve had to be polished. A month and a half later seemed to be fine. The total expense came up to \$3,000.00

Claude and Lise Brind'Amour
Vega sail number 1851
8325 Marius Barbeau
Laval, P.Q. H7A 3N8
Canada
(514) 665-2612



P.S. Could you send me the video tape "Vega Westbound"? Thanks.

Nov 13 '94

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

Dear Sidney,

My wife and I are seriously looking into the purchase of a Vega & have inspected two here in Maine. We have owned a Seawind '30 for the past 10 years (now for sale). Our plan is to keep a Vega in the Bahamas - possibly Man-o-War Cay or Hopetown in the Abaco's. I am familiar with this area having sailed down from Maine in my Seawind several years back. Upon sale of my Seawind we would probably buy either a Vega or a Tartan 27 here in Belfast - 2 boats.

I am enclosing \$15. to cover my initial membership fee and membership dues as per our telephone conversation on Sunday. As I stated, we are interested in locating a good Vega in Florida if possible rather than trucking or sailing one down from the northeast.

It was good talking with you on the phone

Paul B. McMahon
R.D. #3, Box 1094
Belfast, ME 04915
(207) 338-5999

Second-hand group focus
26-27 ft long-keel cruisers under £10,000



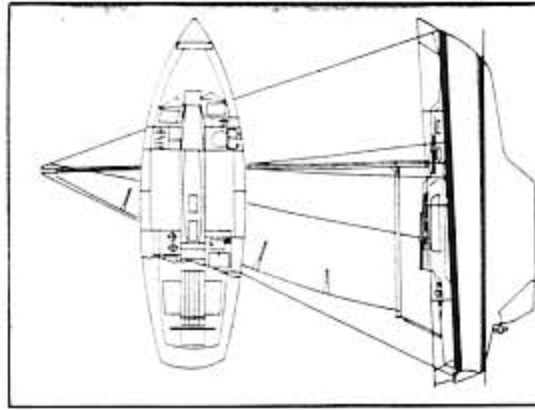
Vega

The Albin Vega was designed along different principles to most of the yachts featured on these pages. She was to be a low-cost yacht offering easy maintenance, good accommodation and respectable performance, and the fact that nearly 4,500 were built between 1970 and 1978 attests to the success of the design.

Combining a long keel with light displacement is not the easiest of tasks, but Brohall succeeded well. The keel has a pronounced cutaway at the forefoot which permits nimbleness in stays while retaining the directional stability of the long keel configuration. Strangely, the propeller exits above and aft of the rudder, leaving it vulnerable to damage and compromising manoeuvrability under power.

The high topsides and stepped coachroof make for a roomy interior, with full bows permitting a decent V-berth forward, and two long settees in the saloon.

Vegas have been cruised extensively and the active owners' association also offers a good deal of racing.



Specifications

LOA 27ft 1in

LWL 23ft

Beam 8ft

Draught 3ft 10in

Displacement 2.3 tons

Sail area 341sq ft

YM fast Yes

Second opinion Yes

Owners' association c/o Diana

Webb, 76 Burdon Lane, Cheam, Surrey

SM2 7BZ

YACHTING MONTHLY

NOVEMBER 1994

(Our thanks to Frank Gallardo
for this article)

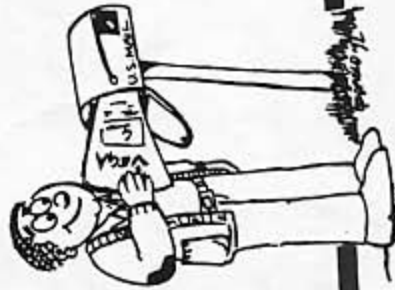


new book by a long-time member
Pauline Furey, Pointe Vedra Beach, FL

\$16.95

When Kate Hawkins cuts short a nursing career to become an airline hostess in 1953, she is rebounding from an inability to cope with the deaths of two of her charges, one of whom had admonished her to live life to the fullest. Unfortunately, fulfilling her quest for travel means that a budding involvement with a rising young surgeon must be forfeited. From the antiseptic corridors of a hospital in postwar London to the Middle East, Europe, America, and the Far East—these are the settings for Kate's struggle to come to terms with life and happiness.

Pauline Furey not only proves herself a master of romantic fiction, but vividly describes geographical locations throughout the world and gives the reader an insight to commercial aviation in the fifties. *The Faldetta* is a novel that you won't be able to put down or easily forget.

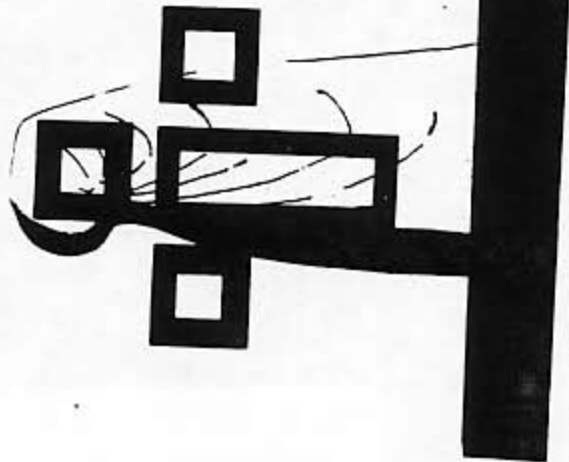


We want you to get your newsletter - but we need your new address when you move. Giving the Post Office a forwarding address is not enough. Eventually the letters come back marked "returned to sender - forwarding time elapsed!"

Born in England in the years before WWII, author PAULINE FUREY has led a life rich with many diverse experiences: film script editor, nurse, model, airline hostess, yacht broker, and writer. This last is inclusive of all the rest, and more, as Mrs. Furey strives continually to bring firsthand knowledge and experience into her fiction, blending these into a seamless network of actuality and fantasy. Currently occupied as a freelance writer, the author makes her home in north-east Florida with her husband, retired naval captain Laurence T. Furey, and remains active in the arts as well as enjoying gardening, landscaping, and entertaining visiting children, grandchildren, and her many friends from both America and abroad.

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