

# VEGA Newsletter

Sidney A. Rosen, Editor (407) 352-9250  
sidnock@aol.com

No. 10-99

Voice of American Vega Sailors

Oct '99

We're glad  
to have you as a member!!!

Happy Halloween

George J. Bush  
705 14th Street - Apt 7  
Miami, Fl 33139-8006



#### Going offshore? Rent an EPIRB

BOAT/US will rent you an EPIRB (emergency position indicating beacon). If you are not already a member, you can join BOAT/US for only \$7.50 a year (1/2 the regular membership fee). Your membership in our association entitles you to this special price..

#### From "Across the pond" -

Mike Freeman, a member of the British Vega Association completed a sail around Great Britain in his 1973 Vega "Genavive" (1Jun -7 Aug, 1999). The total distance was 1444 miles. All kinds of weather/sea conditions were experienced. Engine time : 152.3 hours. 19 Vegas were sighted. During their voyage they watched the rescue of two sailors from their capsized sailing dinghy by the British Coast guard.

#### Replacement rigging?

Lately, we have heard of several instances of stemhead failures. Our boats are all over 25 years old. But how many are still equipped with the original stays, turnbuckles and shrouds? How reliable are these? If you care to respond, please email or write to this editor.

#### Questions & Answers:

Q: How much of a real problem is mast compression?

A: It is a problem if you tighten the rig so it's like piano wire' otherwise it isn't. If I were crossing an ocean and wanted to keep my mast, I'd beef up the mast step as well as the standing rigging and the chainplates. You can out by using a thicker timber or a steel plate made to the shape. It is not too difficult.

Q: How should the halyard winches be serviced?

A: Every year take them apart, clean them and apply a slight smear of winch grease - don't put too much grease in, as the pawls won't work. A 30 minute job to do both.

(from: The Vega Association of Great Britain - newsletter #24)

Sidney A. Rosen  
10615 Whitman Circle  
Orlando, FL 3282  
USA

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

Since it is quite complicated to send a \$-check to the USA I am just sending you \$30,00 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  
Robert Geritznann-Hofe 35  
D-45883 Gelsenkirchen  
Germany

DOGWATCH

THAT WAS  
EXTREME!  
CAN I DO IT  
AGAIN?



A note from Pam & Iver Theilman

7 Hoffman St.  
Petawawa, ON  
K8H 2J4  
Canada

Dear Sid,

Pam and I have continued to enjoy your efforts with the club newsletters. "Tara" is continuing to give us much pleasure and the more we sail her the more we appreciate her sailing qualities and practicality. While we only have a 50 mile stretch of the Ottawa River to sail on, it is the most picturesque stretch of the whole Ottawa River, in our opinion: sandy beaches, cliffs, and a number of bays to duck into. I had a couple of extra pictures of the area - so I have enclosed them for your viewing.

We have not gotten out as much as we would have liked due to house renovations and the wedding of our oldest daughter who is now heading back to Bahrain via Venice. We plan to sail a bit more in September as the boating season ends about the middle of October due to the marina preparations that have to be made for the winter freeze up.

Thank you for your efforts.

All the best

*Pam + Iver Theilman*



KEEL HAULING  
JUST DOESN'T WORK  
LIKE IT USED TO.

KEEL IN  
DOGWATCH  
HULLS  
DON'T  
LAST  
ANY  
MORE

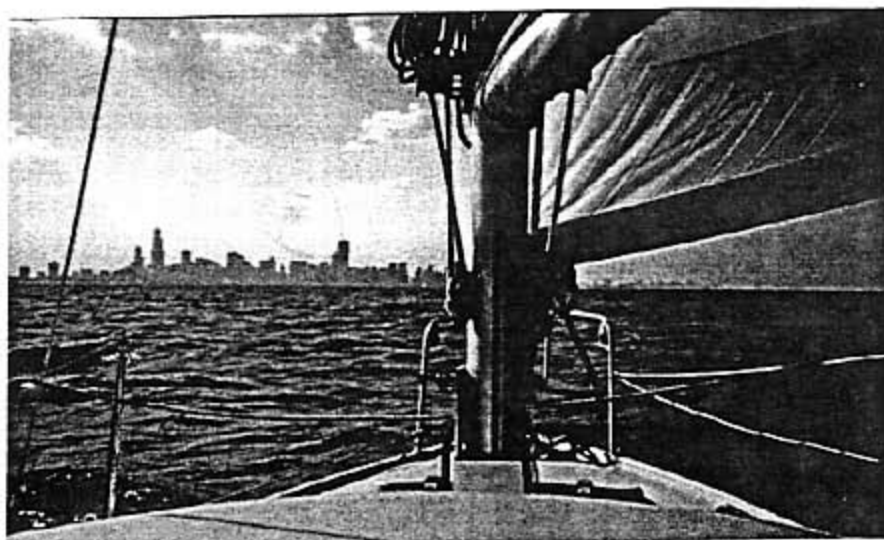
I GOT  
NEXT

WALK  
WALK  
START

August 5, 1999

Dear Sid,

First of all, thanks for all of your help during our first year as Vega owners. The newsletter and website made it easy for us to decide that the dirty little white boat we saw for sale at the marina was indeed a diamond in the rough. We bought her, added a lot of love and TLC, and she turned out to be a great boat for us. Having said this though, I'd like to add that *Tranquilla* (hull 1011) is now for sale. She introduced us so well to the pleasures of sailing that we've decided to move aboard! A Brewer designed Douglas 31 has been purchased, and I'll post *Tranquilla* soon on the website.



On another note, thanks for sending out the owners list a couple of months back. I had to travel to Chicago on business last month and contacted a couple of the Chicago area names on the list asking if I could take a look at their boats for ideas while I was in town. Much to my delight, both asked me to join them for a sail! Because I actually had to show up for work at least a couple of times while I was there, I accepted the offer of Russ Bring to join him on a tour of the Chicago waterfront from Lake Michigan. With winds between 10 and 23 knots and waves higher than anything I've seen on Lake Murray here in SC, it was an exhilarating sail! Vega owners are the best! Thanks again for all you've

done, and look for our sweet little *Tranquilla* in the classifieds.

Fair Winds,

Kim

Kim Gundler  
2500 Wildflower Rd.  
Blythewood, SC 29016



9/30/99

Dear Mr. Rosen:

I just want to inform you that my wife and I recently purchased a Vega from Sam and Rachel Thompson. They were forced to sell this lovely boat when Rachel, unfortunately, injured her back. She will not be physically able to assist in the sailing process. I was unaware of the Albin company prior to our purchase, but am pleased with what I have read regarding these boats. My wife Nancy and I are looking forward to sailing out of Salem harbor next season.

My father was a life long sailor who was born and raised in the "witch city" as well as serving his country in the navy in World War II. My dad taught me how to sail when I was 12 and I have been hooked ever since. We are interested in becoming members of your club. If you would be kind enough to send us a membership form, we would like to sign up right away. You are providing an important service to the many Albin boat owners the world over. Please keep up the excellent work!

Sincerely,

William & Nancy Hoar



Their loss is our gain!

9/30/99

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Please keep up the excellent work!

Sincerely,

William & Nancy Hoar



## Steve Demont writes about his new Yanmar engine:

Here's a few things about the installation, including cost:

- Engine cost \$6,100. from Peninsula Marine Services in Redwood City, CA (650) 366-2636.
- Engine installation cost \$3,000. (includes new 1" stainless shaft, 3 blade prop, stuffing box, and cutlass bearing) at South Bay Boat Works in Redwood City, CA (650) 369-0151.

Costs might be cheaper in other parts of the country. But I do know that the Yanmar 1GM10 9.5 hp motor is about \$4500.00 out here.

It took about two months to have the engine installed. This did not include hooking up the exhaust system, fuel lines, electrical, etc. I opted to do this myself to save money and have the experience of hooking everything up in case I ever have to do any repairs. This way I'm more self-sufficient in case of an emergency or whatever. I probably could've got it the systems installed for another \$800.00 or so.

One of the first things that had to be done was machining a new flange for the new cutlass bearing. This took about a week to special order. Getting the new propeller shaft took another week to measure, order, and install, and another week for the prop. All in all, it took two months. Seems like a long time, but the boat yard is busy this time of year because they're working on a lot of other boats. Patience definitely is a virtue.

As for the engine itself, it fit pretty well. The guys at the boatyard didn't have to modify the stringers very much. They used metal plates for reinforcement, and a base for the engine mounts because the Yanmar is a little narrower than the old Volvo.

Initially, I was concerned that the water and oil fills were inaccessible from the top of the engine because it sat so close to the bottom of the companionway. But I found that the bottom board behind the electrical panel lifts out of the way, exposing the fill caps. Cool. It seems as if Albin anticipated this scenario all along.

My Vega, "Erendira," is back in the marina. This weekend I'll start working on installing the new batteries (starter and 225 Ah house), control lever, and instrument panel. I'm still waiting on the throttle cable; it was back ordered, so I don't know when it will come in. I also order a new wet exhaust silencer, which I'll pick up tomorrow.

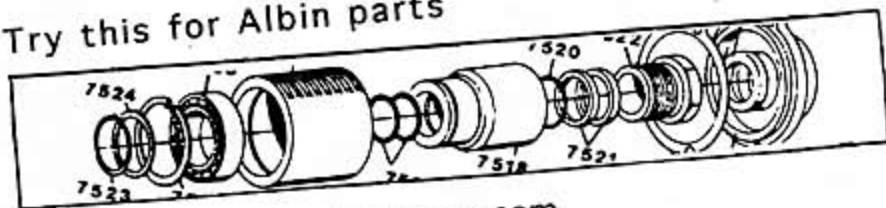
Hopefully, I'll have everything ready to go by the end of August, and be shaking' her down in September.

If you need a of the Vega's electrical schematics, send me your fax number and I'll send it to you.

Cheers,  
Steve DeMont  
tel. 408.275.1080  
fax 408.275.1843

8/26/99

Try this for Albin parts



Homepage : [www.albinmotor.com](http://www.albinmotor.com)  
E-mail: [info@albinmotor.com](mailto:info@albinmotor.com)

David Mann asks : "What are these accessories"?

159 Drager Road  
Columbia, PA 17512  
9/6/99

Dear Sidney,

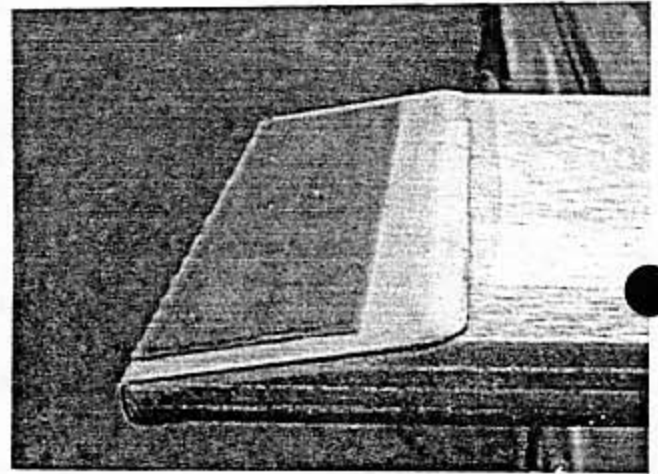
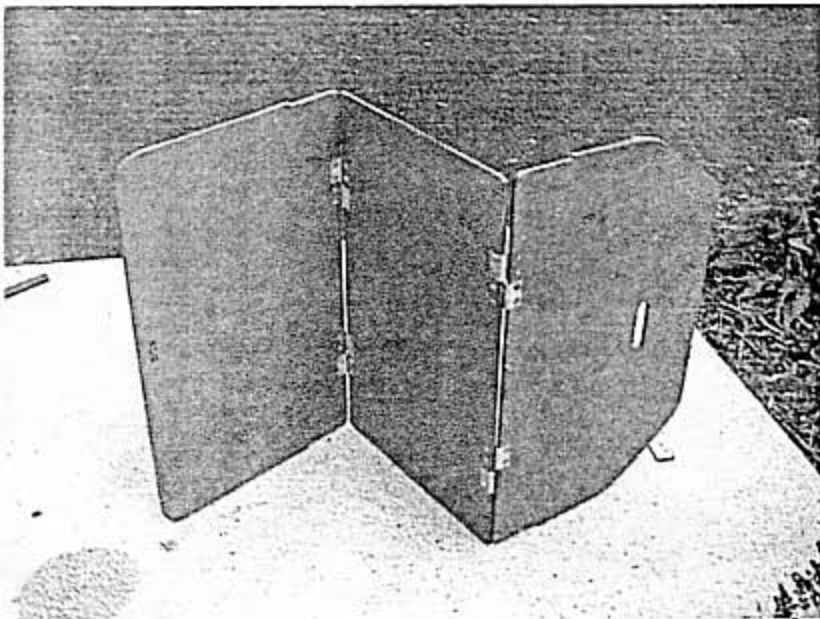
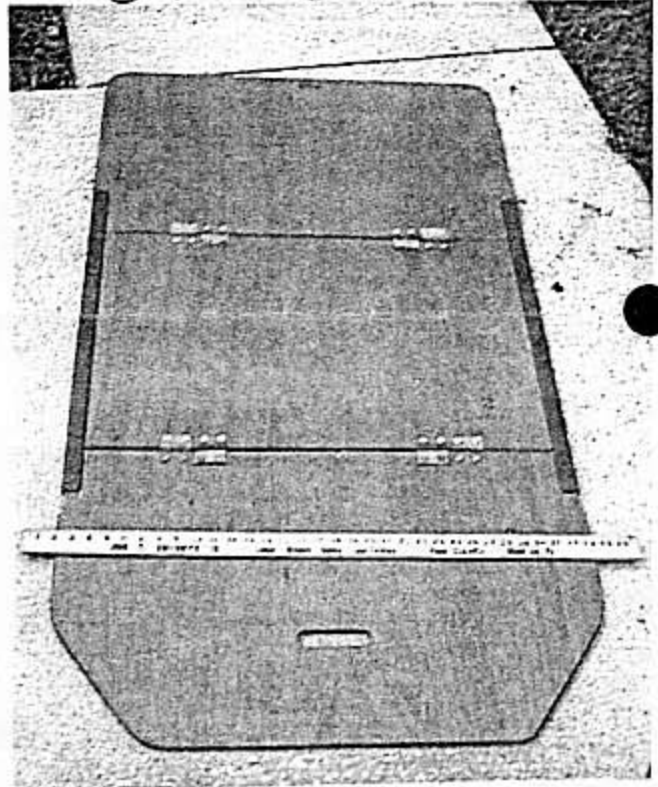
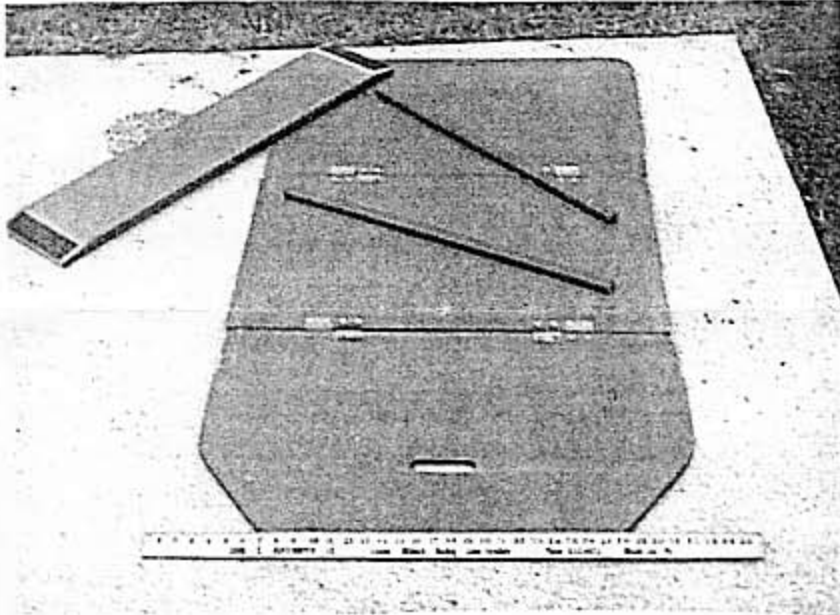
I am sending you several pictures that I took a device which came with my boat. Have you or any of our fellow Vega skippers any ideas on what it is or what is it used for? I haven't the vaguest idea!

Somehow I think all these parts work together. I took a close up of the end of the "plank" type board to show how one end is tapered and has a velcro strip glued to each end.

If you, or anyone else have any ideas on this, I'd welcome any suggestions. Thank you for all the work you do on the newsletter. I always look forward to each issue.

Sincerely,

*David Mann*



*Hans W Heiduck*  
*145 Herzel Boulevard*  
*Lindenhurst, New York 11757-1143*

August 25, 1999



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

As a follow-up to my contacting you by E-Mail, and submittal of my application, I am including a check in the amount of \$35.50 for the following:

VODCA Manual	\$12.00
Annual membership	\$15.00
Association burgee	<u>\$8.50</u>
Total:	\$35.50

It was a hard search finding the Vega association. I've been looking for this association for over a year and only got there through the UK Association - which, as you know, has a link to the US site.

I have sailed "Flicka" since 1977 and plan on it for many years to come.

Glad to be on board.

Sincerely, Hans

editor's note: Since the establishment of our website 90 % of our new members have been due to our website.

Our thanks to Dave Pomerantz for creating and maintaining it!

## Vega for sale

8/2/99

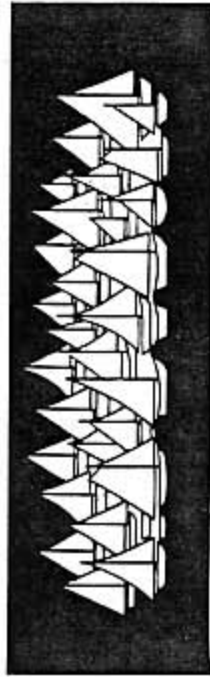
Dear Sid-

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



# Thomas D. Hamill

7964 Forest Pathway  
Springfield, VA 22153

August 19, 1999

Sidney Rosen  
10615 Whitman Circle  
Orlando, Fl 32821

Dear Sid:

I'm sorry for the delay in responding to your letter of welcome. Thanks!

You mentioned that you were having problems with both of your computers. Unfortunately, I know whereof you speak. Having just recovered from a months-long problem with my computer, you have my deepest sympathy.

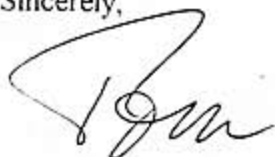
I'm enclosing the completed Application for Membership. In case you are unable to read my handwriting, as I often am, here's the information you don't already have: telephone (703) 455-2713; sail number 2134; year, 1973; berthed in Leatherbury Point Marina in Shady Side, Maryland; E-mail address is [tdhamill@worldnet.att.net](mailto:tdhamill@worldnet.att.net); and, VHF call sign is WXV9375. The boat is currently unnamed.

As you might note from your existing database, hull number 2134 was previously owned by Neil Carrigan, also a member of the Association. I found the boat through the ad that Neil placed on the Association's web site.

If you still have them, please send me 2 tubes of stuffing box grease.  
I've enclosed a check for \$14.

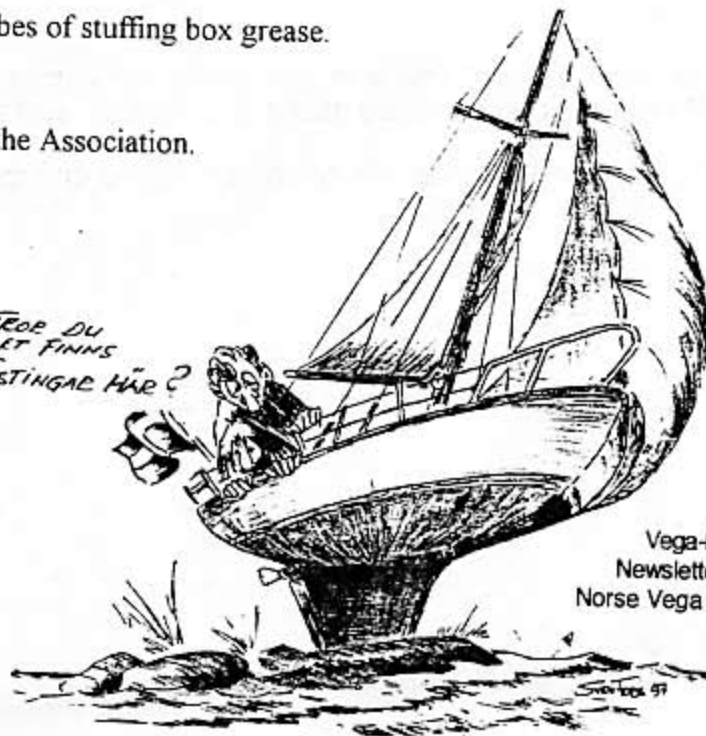
Thanks, again, for your warm welcome to the Association.

Sincerely,



Thomas D. Hamill

-TEOR DU  
DET FINNS  
FÄSTINGAR HÄR?



Vega-Bladet  
Newsletter of the  
Norse Vega associations



Ken & Judy McMillan write

9223 14th Avenue  
Seattle, WA 98117  
8/10/99



Dear Sid,

I read your "plea" for news items for our newsletter and decided to help.

Our Vega "AKVAVIT" #1869 gets to spend the winter months on a trailer in our driveway. This handy arrangement allows for easy access and the time to do the many little things needed to keep a boat afloat & operating smoothly.

Last winter we were able to install a new shaft seal (packing type). The twelve knot plus type has a fitting for water injection. I removed the injection plug, installed a grease fitting, and pumped in twenty plus pump strokes of grease. No more leaks! It works great!

I removed the settee cushion retainer (on the front edge of the settee) attached it to a full length, full width piece of 1/2' plywood. I cut large slots, full length, in the regular seat bottoms, reinforcing the 3 openings with 2"x2's, glue and screws. Now we have easier access, larger openings, and the plywood pieces slide out to enlarge each settee - making sleeping aboard much nicer.

I milled a piece of 4"x4" straight grain oak to fit the contours of the deck, etc, and mounted a bow roller for the anchor. The unit extends over the bow just enough to allow our 22# Bruce anchor to clear and allow it to stay connected to the anchor chain and rode.

A hole drilled in the anchor stem for the bow roller pin holds everything in place. It looks a bit "yachty".

Everyone who has operated a Vega with the combi unit will not doubt agree that each time one gets underway it is indeed an experience (especially in the backing mode!) I disconnected the arm linkage (throttle) and installed a Morse Vernier (spelling?) throttle cable. Now we can adjust the engine's RPM and have better control of the propeller pitch. It makes docking much easier and a lot safer.

Just before we "splashed" this boat last spring we installed an electronic fuel sensor and fuel gauge. The fuel tank is now totally sealed and the fuel level easier to determine.

Projects for this coming winter will include an engine change out, new rudder bushings and the installation of zincs.

Sailing in Puget Sound during the summer months is sometimes futile as the winds vary from very light to none. However, this year there has been good winds and fine sailing.

We've sailed the San Juan and the South Sounds. They have state parks that are accessible only by boat and have good anchorages and shore facilities. Our dingy is a "Tinker" (tramp) which can be sailed, rowed, or motored so "gunkholing" is included at each stop.

Thank you for all your help. We all appreciate what you are doing!

Sincerely,

Ken & Judy





Salt Spring Island, B.C.  
1999.April.14

Dear Sid,

That was an interesting article from Tony Craggs in the March 1999 newsletter, about his adventures heading out into the winds and swells of the Straits of Georgia. What I noticed was that the dinghy broke loose and was lost. So this letter is about towing dinghies. We also lost a nice expensive dinghy in big waves, years ago before we solved the problem. I can't understand why everyone has not adopted the same solution by now.

We installed a gadget called "Dinghy-tow" in 1993 and since then have used it for some 6,000 nautical miles on the Atlantic and Pacific sides and Gulf of Mexico, through all kinds of weather and tight squeezes. The Dinghy-tow has two arms coming out from the stern of our Vega, which clip onto fittings on the stern of an inflatable dinghy. You hoist up the stern of the dinghy and it stays there, with the bow trailing in the water for support. The stern of the dinghy rides up and down with the boat, and we have never shipped water into the dinghy, even in wild waves.

A big advantage is that you just forget about the dinghy and focus on sailing or watching the scenery. Another big advantage is that the motor can stay on the dinghy all season. You can launch the dinghy in 30 seconds, ready to go.

Anybody with internet connections can look up the manufacturer's web page at [www.dinghy-tow.com](http://www.dinghy-tow.com), or look for **Davron Marine**. There is a list of boats which have installed the device, with pictures and letters. Albin Vega is first on the list and you can see pictures of our setup. Or anyone interested could contact me for addresses and information. Dinghy-tow is expensive but not as expensive as losing a good dinghy. And not expensive compared to dropping an outboard motor overboard like I did once, when trying to transfer it from vega to dinghy (I got it back out of shallow water).

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

### From our web site:

#### **Electrical changes:**

From: Doug Taylor



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

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

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

*D. Sloan Hill*  
*1742 Bolton Village Lane*  
*Niceville, Florida 32578*



August 8, 1999

Dear Sid,

First, I want to offer Hal Kearsley one suggestion for a solution to his problem with a broken screw holding the inside handrail to the topside handrail. Two of mine broke some time back and I was totally unable to find replacement screws. Even the best suppliers could not come up with 4-inch plus screws.

What I did was countersink some three-inch screws. (Three or three-and-a-half would work.) These are readily available at any good hardware store. Simply bore the mouth of the existing screw hole the size of the screw head and countersink away, into the above rail. Countersinking about three-quarters of an inch is sufficient. The finished countersink hole looks even better than raw screw heads. I liked mine so well, I did all of them.

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My Vega, "Lark" is alive and doing well. She's hull # 2918, bought new by me in Houston in 1976. I've made some minor modifications through the years but she's basically the same Vega...after surviving at least four hurricanes (I've lost track). She's a bit sea-worn from years of sailing...but, hell, so am I.

However, after nearly 24 years of near-perfect performance, my variable-pitch propeller is beginning to give trouble... in fact, presently inoperable because I'm afraid to use it. A grinding sound, plus sort of "freezing up."

I'm pulling Lark out of the water this coming week to survey the problem. (Hopefully, it's even something else.) I may be calling you re a possible replacement or parts. (The local Volvo dealer says these havent been made for several years, but a few major parts are still available.)

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I enjoy the newsletter greatly and have found a lot of helpful information. Keep up the good work.

Best regards,

Copy to Hal Kearsley

