

# VEGA Newsletter

Sidney A. Rosen, Editor (407) 352-9250  
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#11-99

Voice of the American Vega Sailor

11/25/99

## Welcome!

Raymond Lee Britton, Jr  
6146 Olympia Drive  
Houston, Tx 77057  
(713) 783-8545  
Email: : RLB Jr ARB@aol.com  
#254 - "Zephyr"

## Please welcome back:

Brian Althouse  
296 Jefferson Drive  
Davidsonville, MD 21035

Brian was away on an extended cruise of the Caribbean like each of us would like to do, but didn't!

It's almost time - Start thinking about paying your Y2K dues on Jan 2nd

## Websites you should know about:

American Vega Association:  
Vega Association of Great Britain:  
Swedish Vega Association  
Albin engine parts  
Good Old Boat Magazine  
Cruising World  
Soundings

<http://www.targetsoft.com/>  
<http://www.firstnet.u-net>  
<http://www.swipenet.se/> w-761 30/  
<http://www.forsmarin.se>  
<http://www.goodoldboat.com>  
<http://www.cruisingworld.com>  
<http://www.soundingspub.com>

Do you have others we should know about?



## Guess who?



You're right - It's me!

## For Sale:

Vegas offered "For Sale" in "Soundings" magazine (on line) 8/19/99

**Model:** VEGA 27 **Solomons MD**  
**Price:** \$12,500 **Phone:** (410) 326-2011  
**Hull Type:** Fiberglass **Boat Location:** MD  
**Comments:** Sloop Rig, Aft Cockpit, Keel with 3'8 Draft, Single Diesel Inboard. Completely rebuilt from the keel up, including a new interior and electronics.

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**Year:** 1972 **Length:** 27 **Business:** Bay Marine Group  
**Manufacturer:** ALBIN MARINE **Address:** 225 Antibes West  
**Model:** VEGA 27 **Mandeville LA**  
**Price:** \$11,900 **Fax:** (504) 626-8818  
**Engine Type:** YANMAR **Boat Location:** LA  
**Engine HP:** 8  
**Comments:** Draft 3'10. 1998 Diesel Inboard, Sloop Rig, Aft Cockpit, Keel. Real Swedish Quality.

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**Year:** 1971 **Length:** 27 **Business:** Soundings August & September Classified

**Manufacturer:** ALBIN MARINE **Address:** - - - - -  
**Model:** ALBIN 27 VEGA  
**Price:** \$8,500 **Phone:** (781) 834-6542  
**Hull Type:** Fiberglass **Fax:** Not Available  
**Engine Type:** NOT INDICATED  
**Engine HP:** Not Available **Boat Location:** MA  
**Comments:** Solid offshore cruiser. Recent sails. Anchor windlass. Autopilot. Spinnaker. Great condition.  
781-834-6542; <http://www.targetsoft.com/sailboat.htm>.

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**Year:** 1971 **Length:** 27 **Business:** Torresen Marine  
**Manufacturer:** ALBIN MARINE **Address:** 3126 Lakeshore Drive  
**Model:** VEGA 27 **Muskegon, Mi**  
**Price:** \$6,500 **Phone:** (616) 759-8596  
**Hull Type:** Fiberglass **Fax:** (616) 755-1522  
**Engine Type:** Volvo **Boat Location:** MI  
**Engine HP:** 15  
**Comments:**

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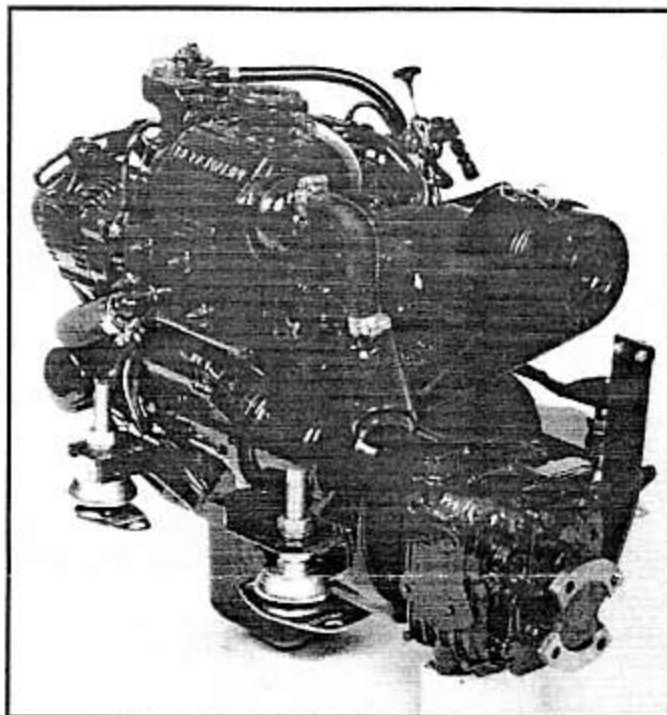


This engine can be delivered in the US for \$4200.

# BETA MARINE

# BETA TWIN

## 13.5 HP



### Technical Data

No. of Cylinders	2
Swept Volume	478 cc
Bore & Stroke	67 x 68 mm
BHP @ 3600 rpm	13.5 HP
BHP @ 3000 rpm	12.0 HP

### Maximum Dimensions

Height	596 mm
Length	595 mm
Width	480 mm
Weight	89 kg

Beta Marine have collaborated with the Vega Association to produce and supply a superb replacement engine for the Albin Vega. This is a direct replacement for the MD6A and MD7A Volvo Diesel supplied to the majority of Albin Vegas. It can also be used to replace the Albin Petrol Engines with modification of the engine bearers. The Beta Twin can be supplied as a Basic Engine/Gearbox or as a complete installation package with propshaft, propeller, controls etc. A full set of installation notes are also available complete with photos from previous installations.

The Beta Twin is based on the world renowned Kubota Block so spares are available world-wide and at realistic prices. The sea-water pump is driven from the camshaft which is gear driven and not by a cambelt. The engine comes complete with heat exchanger and header tank (Fresh water cooled), water cooled exhaust manifold, fresh and sea water pumps, mechanical lift pump, fuel & oil filters, Steel Bearers, adjustable mouning feet, flywheel housing, air filter, 12 volt starter motor, 40 amp alternator, shutdown solenoid, Type A Engine panel (Keyswitch, stop button, warning lights and buzzer for Low Oil/Water Temperature/No Alternator Charge) and complete with a 3 metre connecting cable harness with plug & socket to connect to the engine harness. A Hurth 50 Gearbox is supplied complete with a flexible coupling and Morse end fittings. Finally the engine is finished in a heat resistant red paint. There are various options available and shipping can be arranged worldwide. The engine and gearbox weighs a mere 89kg all in.

◆ Steve Birch of the Vega Association of Great Britain (VAGB) suggests talking to our member Steve Wallace who has the engine.  
His address is: 4053 W. Dunes Highway, Michigan City, IN 46360; Tel: (219) 874-8365

## The complete Installation Package also contains the following:

Morse Type Control Lever (Throttle & Gearchange combined)  
Morse Control Cables  
Stainless steel 316 Propshaft (To your exact measurements)  
2 Blade Fixed Propeller (12 x 9)  
Steel Half-Coupling  
Full Installation notes with photographs from previous installations

## OPTIONS AVAILABLE:

3 Blade Fixed Propeller  
2 Blade Folding Propeller  
Rope Cutter  
Panel AB (Tachometer plus Panel A)  
Temperature Gauge  
Hand Sump-drain Oil Pump  
Colour Option  
Shallow Sump (Not needed on the Vega Installation)

## PRICES:

<b>Beta Twin 13.5HP Standard</b>	<b>£2175.00</b>
<b>Complete Installation Package</b>	<b>£2595.00</b>
2 Blade Folding Propeller	£345.00
3 Blade Fixed Propeller	£115.00
Hand sump-drain oil pump	£85.00
Rope cutter	£215.00
Colour option	£60.00
Shallow Sump	£82.00
Half-Coupling	£72.00
Tachometer (Panel AB)	£130.00
Temperature Gauge	£28.00
Delivery (UK)	£52.00

All prices exclude VAT

## CONTACT:

STEVE BIRCH  
8 COCKSHOT ROAD  
MALVERN  
WORCS WR14 2TT  
U.K.

TELEPHONE: (#44) 01684 568676  
MOBILE: (#44) 0831 846997  
EMAIL: STEVE@FIRSTNET.U-NET.COM

## 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.

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.

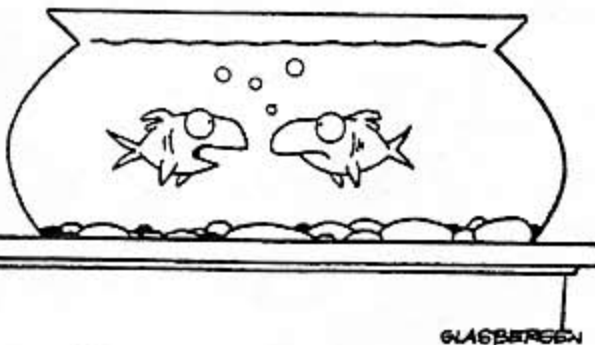
L`ans aux Meadows is famous for the viking-sites Helge and Anne StinIngstad found some 30 years ago. We brought a couple of books with us and there was some nice pictures there with locals working with Ingstad. The locals had never seen the pictures before so we got quite popular in no time. People up 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.

It is possible to reach us by SSB: 14315 at 2200 GMT (NEW).

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



**If I were human I'd buy a Vega!**

(cartoon by Randy Glasbergen  
www.glasbergen.com words by Sid Rosen)

## Aground and On Fire by Mark Anderson

Some time past, not so very long ago, we finished a bit of unsuccessful fishing on the lower Columbia River. Looking for a new place to spend the night, we headed for Ilwaco, a fishing port just inside the mouth. It seemed easy enough with a well marked channel. By accident rather than planning, we'd arrive after dark. No problem, just pick up the right buoy and follow them in.

It was dark by the time we got to the main channel buoy that I'd use as a departure point. I asked my crew, Admiral Swabby and Bos'n Grog, to look for a 4 sec. green flasher. The light was spotted and we headed toward it, and onto the chart inset for the Ilwaco channel. We took no compass bearing.

The ebb was strong and my sloop Charade made little headway toward the light. Yet the distance to the marker seemed long even allowing for the deception of night. In time it neared and was verified. We followed the lighted markers and ignored the compass. With this strong current the bow doesn't really point where you're going anyway. It seemed strange that more markers and buoys existed than were on the chart. Was this due to federal charting cutbacks or my 2 yr. old charts?

The channel shoaled to less than the charted 12 ft.. My sloop draws 5. I approached the #5 marker, as it shoaled to 6,5,.....4, groan as the keel drags. A quick turn to stbd and I was free and then grounded firmly on the other side. Where's the charted depth?

The motor wouldn't budge us, so it's throw the dinghy over, grab the lead line, feel for deeper water, get the anchor out and try to kedge off. It ebbed fast and Charade heeled several degrees. No use! This grounding would have to wait for the flood tide. Fortunately it was glassy calm and the bottom soft.

Confused as to what happened, I nevertheless felt the responsible thing to do was to inform the Coast Guard of our position. "Pan, pan, pan.... Astoria Coast Guard... this is Charade." ... "Charade, this is Coast Guard, go to 22"..."22"..."Coast Guard this is Charade, I'm aground in the Ilwaco Channel"... After the usual particulars: size of vessel, number of crew, where are you, etc. "I'm right across the channel from the #5 marker." ..."Are you right under Cape Disappointment?"..."No, I'm about 50 ft. from the #5 marker"....."Charade, this is Cape Disappointment Coast Guard. We've been monitoring your call. There IS NO #5 marker on the Ilwaco Channel!!" ...."Well, I'm looking at it."..."Charade, Cape Disappointment here. We think you're in Chinook Channel".... Oops! Grab the chart. Find tiny Chinook, a few miles upstream. Well, I'll be, they're right! How'd I get there? We assumed that the first marker spotted with the correct light characteristics was the one wanted and didn't verify it with a compass bearing. There are a identical markers at the entrance to both channels. I was guilty of tunnel vision, or was that channel vision, as I concentrated on the chart inset. The distance WAS greater than expected. The chart WAS right. What a rationalizing idiot I was!!

The Coast Guard needed to state the obvious. "Charade... Chinook channel gets down to 3 ft. at low tide.....Are you requesting Coast Guard assistance?"....."Not at this time."...."What are you plans?"...."I'll wait until high tide, float off and head on out." Nevertheless, they sent a boat to investigate. It could only approach within a mile or so due to shoals. We heeled 30

degrees. The C.G. couldn't spot us. "I've got a million candlepower spotlight I could shine in your direction if you'd like."...."That'd be good." We blazed forth and were easy to spot against the backdrop of the lights on shore. "I see them. They're way up the channel. They're right where they said they were." I don't know how many times they said that. I don't think they believed us until then.

Well, the C.G. headed back to port. We took off our C.G. requested life jackets, (we could have walked to shore on an exposed sandbar by this point). It was time for dinner. Can't let a mere grounding stop dinner.

The admiral and bos'n are in the cockpit while I preheat the kerosene stove with alcohol. Alas, the heel prevents adequate preheating and the kerosene flares up. I turn it off and start to add more alcohol. Unfortunately, it was preheated enough to flash the alcohol from the stove back onto my hand. My hand was on fire! A quick flick against my pants, my hand is put out and I go back to the stove. Seconds later, the bos'n shouts, "Capt'n, turn around, turn around!!" I do, to find a paper bag on the cabin sole aflame against a settee locker door. Do I grab a fire extinguisher, my fire blanket (conveniently stored in the flaming settee's seat back), or water. I pick up the burning bag and throw it out the hatch where it promptly lands on the furled mainsail. Another pick-up and throw and it lands on the water to float, burning, threatening the hull until it drifts away.

The stove lights successfully and I cook chicken on a bed of garlic and rosemary. Relaxing in the cabin with a 45 degree heel, drop boards slide off the high settee and try to puncture the bos'n's foot. The admiral suggests mutiny and is about to radio the Coast Guard..."We've set the captain adrift and are throwing over the breadfruit."

Well, the garlic was burnt, the boat floats free at 0400 and we head out, correctly oriented to the chart this time. An hour or so later we pull into the tiny harbor at Hammond, having been successful at last in finding a new place to spend the night.



This :

is caused

by this:



(Sid)



**Don't miss out - get all your newsletters !  
Send us your new address!**



Steve Demont gets to sail his Vega!

9/13/99



Hi Sid,

It's been almost two years to the day since I bought my Vega, "Erendira." On Labor day, September 6, 1999, I finally sailed her in the San Francisco Bay. It was a beautiful day for sailing, and I finally got see what this boat can do, or at least get a taste of it. I was not disappointed.

I spent two years saving money to repower with a Yanmar 2GM20F diesel, fixing odds and ends, and fantasizing about how "Erendira" would handle. After installing the engine, it started right up. I spent the next couple of days prepping "Erendira" with new running rigging, doing brightwork, and fixing some chips in the gel coat.

On Labor Day, my friends, Hugo and Andrea, and I took her out the channel from Redwood City at the south of the Bay, and cruised out past the San Mateo bridge. Erendira clipped along at about 6 knots the whole day, cutting through the chop without a problem. Although a bit tender, she's very balanced and points into the wind real well. I'm very pleased with her performance.

Andrea commented on how responsive and quiet she is on a reach. Hugo said it's because the boat is well balanced and very sturdy. Andrea and Hugo have been sailing since they were kids. She sailed a lot with her family and raced dingies. He used to deliver yachts on the east coast. They're both in their mid-thirties.

Once out passed the San Mateo bridge, I went below to get a few Cuban cigars, and stood in the cabin, listening to Erendira's rhythm as she gently pounded through the chop. She was moving along nicely as I looked out the starboard port, watching the water roll by.

When I bought "Erendira" two years ago, I was told that she hadn't been sailed in about six years. I didn't let that interfere with my buying decision; I had the owner's (Wiley Sanders') survey report in hand, and could see the work that had to be done. She wasn't in that bad of shape. In fact, when I had my survey done, the surveyor said she was a little princess. The hull, cabin, and standing rigging were in good shape. The main sail need cleaning, and new running rigging was needed,

as well. The most expensive part of this project would be repowering. The cost for the new Yanmar and installation came to about \$10,000 at the yard, and a few hundred more dollars to finish installing the electrical, fuel, and exhaust systems. To date, I've probably spend a total of \$15,000 (plus the \$5200 initial cost of the boat) to get her sailing. I added new solar and cowl vents, varnished and oiled the brightwork, rebedded all the deck fittings, winches, and stanchions. Bought new lifelines, replaced the running rigging, and redid some of the gel coat. Added a new electrical system with two 6-volt, 225Ah batteries for the house and a starter battery, changed out the guts of the electrical panel, and replaced and rewired the cabin lights (the nav lights are next). I was very pleased with the outcome. I learned a lot about sailing by having Erendira as a project, instead of buying a boat that didn't need any work, as some of my less knowing, and less optimistic, friends suggested. I think I'll be the better sailor for it.

Back on deck we lit up our cigars, opened beers, and enjoyed the warm September air as Erendira did her thing on the Bay.

The return back to Redwood City was great, too. We were on a broad reach the whole time. Andrea was leaning up on the dodger, steering with her foot. Hugo was camped out on the foredeck with a cold beer. I was sitting on the starboard side with my legs dangling, enjoying the peace and solitude as one does while sailing downwind. It was very quiet. Erendira pushed right along, as stable as can be.

A lot of friends thought I was wasting my time, pursuing a dream. Some said I was living in a pipe dream. I just love it when I prove people wrong. I ove it even more when I set my mind to something, no mater how long it takes, and see it through to completion. Even though Erendira is seaworthy again, there are still some projects that I need start and finish. Like putting in a new head, cleaning the water tank, refurbishing the interior, taking a month off from work to explore the Bay, learn how to single-hand Erendira.

I'm glad I bought her. And I'm very happy that all my research, time, and money has paid off.

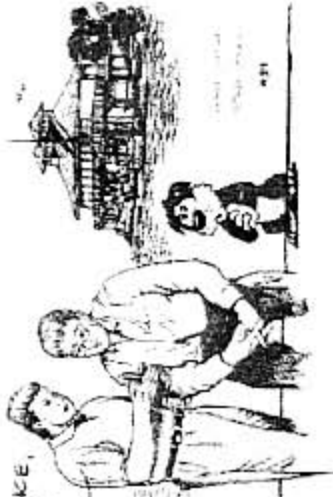
Steve DeMont  
demont@pacbell.net



**Good Luck & Fair Winds, Steve. Keep the letters coming! Enjoy!**

## DOGWATCH

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SAILING CONVENIENCE.  
IT AUTOMATICALLY  
PRINTS OUT A  
\$1000 CHECK  
EVERY FEW DAYS



[www.marley.net/  
dogwatch](http://www.marley.net/dogwatch)

Dear Mr. Rosen

I just wanted 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 M. Hoar III &  
Nancy Triber-Hoar

When I bought my Vega and was looking for a boat slip in the Annapolis area a marina manager asked me what boat I had bought. When I answered "an Albin Vega" he answered "That's a 'Cadillac' of a boat".

Sid Rosen

From "Dogwatch": <http://www.marley.net/dogwatch>

Basketball players get knee injuries. Baseball players get hit by 90-mph fastballs. Football players get concussions. Tennis players get tennis elbow, of all things. Every sport has its perils.

For the recreational boater the most common injury is carpal tunnel syndrome. The repetitive motion from the writing of check after check often leads to this debilitating malady. This is why many European countries have pending legislation requiring boat builders to install automatic check writers aboard new boats over 25' in length. It is estimated that such devices could save more than 20 million dollars a year in health care costs resulting from the treatment of repetitive motion injuries among sailors. Home built boats will be exempt from these laws, the logic being that anyone crazy enough to build their own boat deserves what they get.

