

VEGA Newsletter

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

25 Dec 1994

Voice of American Vega Sailors

No. 12 - 94



Wishing our members and their families a very

Happy Holiday Season

and a

Great New Year

May health and happiness reign in your home throughout the year!



Calling all hands !

Our newsletter is running dry. We need something to print and we need it now!. Please contribute your experiences (good or bad, your hair-raising scares, what happened when, etc. So Let's hear from you!

- **A real puzzler !**

Can you guess whose name was omitted from the 10 year Honor Roll of Members on the front page of our October issue? - Or didn't you notice?

- **History in the making !**

For the first time in our history we are not asking you to pay your annual dues. Everyone is paid up through December of 1995. Enjoy!

Dear Vega-sailor in den Nederlanden.



I have been asked to send you a greeting from one of the northernmost Vegasailors in the world. There are two further north as far as I know, but that is all. If you take a look at the map of Norway you will see that there is a long coast. It is 1600 nautical miles long. About 850 n.m. from Oslo the polar circle crosses the coast and another 100 n.m. northwards the long row of islands called Lofoten stretches from the mainland into the ocean. North of these islands there is a small island named Hadsel-øya.

On the southern coast of that island the home-harbour of Vega number 1137, called Norvega, happens to be. There she can be used for nice trips along the shores of all the islands, among steep mountains rising up to 1000 metres above sealevel.

As you in the south we need wind for our sailing, and we need water to sail on. We have lots of both of them, but in the summer the winds usually are fair. And if the wind should become too strong it is usually no problem to find a calm place to stay till the weather gets better. In the opposite it can be a problem to find a pub and I have heard that the middle-europeans are very depending on pubs in their holidays.

Sailing is not common here. At Melbu there are more than 100 motorboats, but only 4 sailing boats. In the summer we get some sailing visitors from the south. The biggest ones are on their way to Spitzbergen. But usually it is so that if you see another sailing boat, you know who it is and if you don't know, you'll try to find it out.

A big difference is the lack of darkness. From the end of april till the middle of august the daylight lasts for the whole night. The people from the south are very impressed by the everlasting daylight. Of course it is impossible with only a few weeks holidays to sail here from the Netherlands. Therefore I want to say to all members of " De Kring van Vega-Zeilers " that if you are here, visit me or call me. If I have the time I can take you for a trip to some place. Probably you can teach me something about how to sail a Vega too.



Thor Sverre Brustad

Thor Sverre Brustad
Hesteskovn. 14
N-8490 Melbu
Phone 08 85 76 29

New phone no. from Oct. 28, 1993 :

your foreign call prefix + 47+76 15 76 29

De Vega-story

Per Bröhall, de Zweedse ontwerper van de zeer succesvolle Viggen, kreeg in 1964 van Lars Larsson, eigenaar van Larsson Trade AB (in 1971 tot Albin Marin AB omgedoopt) vergoede versie te tekenen, mede om de afzet



Translated from Dutch by Ed Kuiper (VEGA #2501)

Per Bröhall, the Swedish designer of the very successful Viggen, received a commission in 1964 from Lars Larsson, owner of Larsson Trade AB (in 1971 renamed Albin Marin AB), to design an enlarged version of the Viggen. This would hopefully increase the sale of Albin Engines. This design was intended to replace the wooden prototype of the Vega that was launched on 29 July 1965 and was severely tested. The results were so favorable that the production forms for the reinforced fiberglass hull could be taken directly from the V-1 prototype hull. The original V-1 still sails in Sweden under the appropriate name of "Mahagonny".

The original 5 h.p. engine was replaced by the heavier Albin 021/022 gasoline engine. In 1971/1972 they changed to the well known Volvo Penta MD6A diesel engine and in 1978 to the 13 h.p. MD7. The design was only changed for some interior modifications. These changes resulted in a larger weight and ballast and therefore a larger draft: 1.17m instead of 1.12m.

In 1966 Larsson delivered the first 25 Vegas with wooden masts. Partly because of the very good results in the RORC races, the production was rapidly increased. In the third year already 200 and a few years later 360 boats. For those days that was a very high number, which made the Vega the most widely built 27 footer in the world. Vega #2000 went in July 1973 to the USA. During all those years, several improvements were made in the interior, on deck, in the cockpit, and in the rigging. However they were very careful to maintain the Vega as a one-design class for the purpose of racing. The sails were originally made by Ratsey and Laphorn, but since 1972 by Neil Pryde from Hong Kong.

Per Bröhall also designed the enlarged version of the Vega - the Singoalla, a 34 footer. This had little success and soon its production was stopped in order to manufacture more Vegas. In 1979 the production of the Vega stopped after some 3450 were built. A lot of them were sold of course in the four Scandinavian countries, but also hundreds were sent to the U.S.A., West Germany, the Netherlands, Great Britain, Switzerland, Canada, Belgium, France and Italy. They even went to Greenland, Iran, and Hawaii. In the Netherlands there are about 230 Vegas, some of them under the Belgium or German flags. The Albin company was repeatedly taken over and closed up. Little remains of the once prominent ship factory in Kristinehamn - at one time one of the biggest in the world.



.... GROENLAND.

During the first year of her existence, the Vega was the subject of many tests by prominent yachting magazines. In 1969, "Yachting World" magazine organised a comprehensive, comparative test between two different yachts in the 26-30 feet category. The Vega came a "table length" short of the Great Dane 28 to become the winner but left behind such boats as the Arpège, Contessa, Trintella, Contest 30, I.F., etc. Also other tests, such as in "Die Yacht", "Yachting Monthly" and others, came out favourably. You can find them in old numbers of the "Vega-Bulletin".

Some Vegas made faraway trips. Dima Grinups sailed with "Sandra" over the Atlantic, Pacific and Indian Oceans until a jibe brought his world trip to an end. "Little My" crossed via the Cape Verde Islands, the Atlantic Ocean to Barbados and was sailed back by the Dutchman Henk Fulckema. He writes about it in his book "Voyage Through the blue". A Canadian Vega travelled the world via the Panama Canal through the Pacific Ocean to Australia and Africa. The American Jack Berle brought "Astral" from the Hudson River via the Azores and Casablanca to Florida. Another American, named McCroskie, travelled 6000 miles through Europe and passed 659 shiplocks. The Scott Anne Miller crossed singlehandedly, in 1987, the Atlantic Ocean and wrote about it in the enjoyable book "Out of the Blue". The seaworthiness of the Vega is well proven. We shall not dwell here on the technical aspects of the Vega. That is done extensively in the "Vega Handboek". After the factory stopped providing parts, a Mr. Henry Gustafsson of Vessigebro in Sweden, took it upon himself for sometime to provide parts. Since 1991 parts can be obtained from Albin Nederland in Vreesland/Weesp, the Netherlands.

*** Editor's note:**

The Canadian Vega referred to above is "Tarka the Otter" # 1639, owned by member Nick Coghlan. Not mentioned was Nils Tidner, of Sweden who crossed the Atlantic, in "Galetea "Turbo" and cruised up the Intracoastal Waterway to Washington, D.C. before sailing back to Sweden. He later lost his life when he was caught in a Hurricane in the Baltic Sea. One of our American Vegas made 5 TransAtlantic crossings under it's three prior skippers. Currently "Lorna Doone" skippered by Tony Skidmore, one of our Canadian members, is in Tonga in the South Pacific. For all of it's good qualities, the Vega is not treally known by the average U.S. or Canadian sailor!

Welcome aboard !



Claude Brind'Amour
8325 Marius Barbreau
Laval, Quebec H7A 3N8
Canada
Tel: (514) 665-2612
#1851, "Anni" 1976

Taylor S. Carey
876 Maplegrove Way
Sacramento, CA 95834
#620, "Valentina" 1969
Tel: (916) 641-8593

A New Partner for the Mast Support Beam.

The plywood beam supporting the deck under the mast of the Vega tends to deteriorate over time. Years of crashing off steep waves, and frantic tightening down on the rig to get maximum pointing in heavy air, eventually takes its toll. The plywood piece begins to bend in the middle (deflect) and may even develop a crack at mid-span. I found both a crack and a 3/8" deflection in the beam on "Dark Rosaleen" at the beginning of this season. I knew that I would be restricted to sheltered waters until the problem was fixed.

John Neal described the same problem in his "Log of the Mahina". He solved the problem by building a new frame to support the beam and bracing that new frame off the lower hull and keel. I approached the problem differently. I reasoned that the beam is adequately supported by the bulkheads on either side, and that the bulkheads are designed to spread the load evenly over the hull.. I was not keen to create new "point" loads on the hull with a new frame. My approach, therefore, was to install a "partner" to the existing beam to take up the load and to improve the connection to the existing bulkheads. structural engineers often beef up sagging beams, particularly wood beams, by bolting partner beams alongside the original members.

I purchased a piece of Honduran mahogany 4' 6" long by 4 1/2" high and 2" thick from a good marine hardwood shop in Annapolis, Md. Using the existing plywood cover piece on the bow side of the existing beam as a template, I had a friend with a band saw to shape the mahogany.

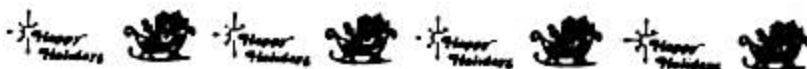
Next, I set about to get rid of the deflection in the existing beam. I slacked off the rig, built a grillage, or platform, using two by fours about three feet long and two feet wide to fit on the cabin floor underneath the beam area. I had to allow for the one inch difference in height between the main cabin and forward floor liners. I then placed a 4" X 4" wood post between the grillage and the underside of the beam, and hammered wood shims in place until all the deflection was removed. The grillage spread the load, and prevented the floor from punching through the fragile floor liner.

With everything perfectly level, and with the bracing structure in place, I bolted my new mahogany piece to the forward side of the existing beam. I left the existing wood spacers in place to preserve the open slot which allows masthead wires and cables to pass through. Six 1/2" diameter by 4 1/2' long stainless steel bolts, evenly spaced, were sufficient to connect the new to the old. After bolting the whole beam assembly together nice and snug, I removed the brace, re-tightened the rig, and checked for any deflection. I found none. Some stain and two coats of polyurethane made the new piece match the existing beam. I decided to leave the bolts exposed so that I can inspect them regularly, and to allow me to easily add future cables or wiring.

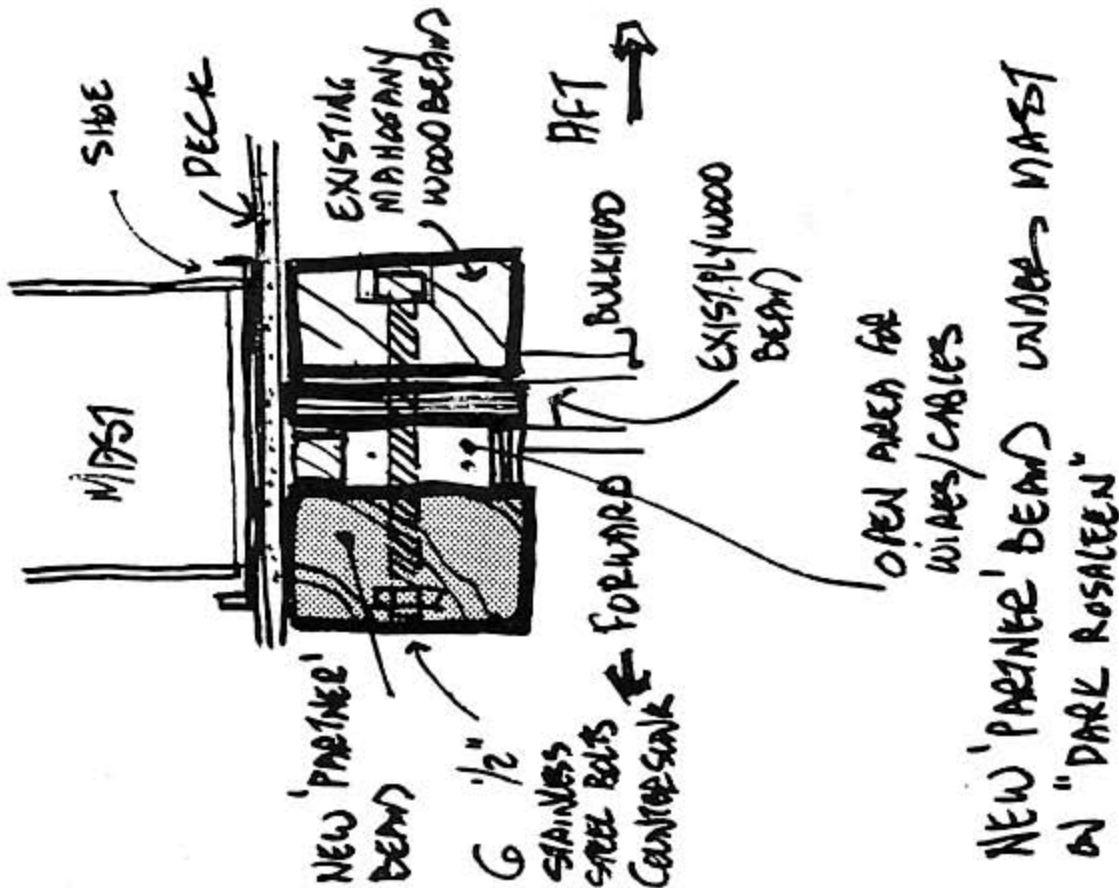
Now, with my new "partner" on board I can go sailing again in that real ocean stuff, and best of all, the bathroom door will now close properly again.

Brendon Donegan
"Dark Rosaleen", #2592

(continued)



(continued)



Volvo Parts Catalogue available -

Dear Sid:

Just before Jim decided to replace the Volvo engine and Combi on "Privateer Chance" rather than have the engine overhauled (there was nothing wrong with the Combi!) we were able to obtain a copy of a complete Volvo Parts Catalog for the MD 6 and MD 7.

Printed "FINAL EDITION - 1983", it took us several phone calls to get someone at Dipietro to locate a copy and sell it to us. Since we have no need for it, actually never used it, I thought there might be another member who does have a need for it. The cost was \$26.45, including shipping.

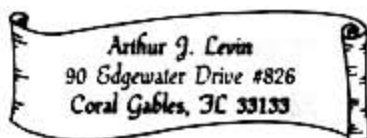
Very truly yours,

Dru Sheldon



MR. & MRS. JAMES R. SHELDON
 13981 Blackbeard Drive
 Corpus Christi, TX 78418
 512-949-0966, Fax 512-949-0918

Shake-A-Leg



Thursday, May 12, 1994

Dear Sid:

It was good to talk with you and catch up on the latest news.

I'm enclosing a "Shake a-Leg" brochure describing the program. I've been a volunteer since 1991 and was "Volunteer of the year" in 1993.

Each boat requires an able-bodied person to go sailing with disabled persons..

I take out mentally and physically disabled persons from the various county and city institutions and day-sail with them. I teach sailing to the disabled, and I check out disabled sailors who qualify to skipper their own boating with friends. I also do boat maintenance on our boats.

The boats are 20' daysailers with a cuddy-cabin, fin keel, unstayed carbon fiber mast, a large main, and a small furling jib. Two rotating chairs, one forward and one aft, secure the disabled with seat belts. All running rigging is duplicated port and starboard so that the sailors can work from either side. Floatation throughout makes the boats unsinkable. *No engines* - total sailing.

Everything is donated to this non-profit organization, including a floating dock on city property leased for \$1. a year, and city owned office. A four person paid stadd is supported by many volunteers who raise funds, work in the office, maintain the boats, and skipper.

Best regards,

Art
Art Levin

- "Shake -a leg" was founded in 1982 by Harry R. Horgan of Newport R.I. Paralyzed after an accident in 1980, Harry discovered during his own rehabilitation that the physically challenged needed a place where they could build confidence, strengthen their bodies, and discover the world of possibilities life still held for them.

For information : Shake a Leg - Phone : (305) 858-5550
FAX : (405) 858-6262



August 18, 1994

Dear Sid.

Our August newsletter contained requests for information by Victor & Judy DeLeon and by Colby Munger.

1) The DeLeon's request was about replacing the gate valves. I replaced all of the gatevalves on "Bandipur" in May of 1989. I replaced them with Teflon coated ball valves. It was an easy job and they have worked well.

The hardest part of the job was unscrewing the old gate valves. It took a tot of tap-tap-taping and urging before they wanted to unscrew - taking more patience then anything else.

2) Colby Munger wanted info on self steering vanes. I have an "RVG" on "Bandipur" and I have been pleased with its performance. My longest tack was 600 miles across the Gulf Of Mexico. I would frequently go 24 hours without any adjustments.

The down-side is that the vane's rudder increases the turning radius of the Vega so significantly that it is very annoying to have installed except on a long passage. If I was going to replace it I would look at a brand in which the rudder can be easily stored in an out -of-the -water position

Sincerely
Pat Prouty



Looking for crew!

Wendell R. Lloyd
2401 Hwy 35 North
Rockport, TX 78382
Vega #2925 (1976)
"SERENIDAD"



April 28, 1994

Mr. Sid Rosen
Vega Newsletter
10615 Whitman Circle
Orlando, Fl 32821

Dear Sid:

I am seeking crewing assistance from persons residing in the Corpus Christi, TX area. Possibly some of our members may know someone there who would like to crew.

My boat is due out of dry-dock next week, and I am anxious to spend a weekend sailing. Also, I expect to have lots of free time in the future. Why not spend it sailing on my boat?

Single-handing never made any sense to me. Neither do extended cruises. Life is too short for torture . . .

I have a spinnaker for those persons who enjoy flying one. It is a tri-radial and looks just like the Swedish flag. . . . But a spinnaker can be a source of labor in a stiff breeze. Great for running however.

Sand dunes along the lower Texas coast offer some exploration diversion miles away from civilization.

I have had good luck with silver spoons trolling from the stern of the boat. Spanish mackerel cannot resist a spoon. . . . After a day of fasting, fish cooked in foil in a campfire is pretty tasty!

Happy Sailing

Wendell Lloyd

Editors note: My apologies to Wendell for not getting this printed in an earlier issue. I try to publish letters in the order they are received.

? Is Wendell offering his spinnaker for sale?



Our first sailboat race !

27142 SCHOONER WAY, R.R.1
PENDER ISLAND, B.C.
CANADA, VON 2MO

SIDNEY A. ROSEN
10615 WHITMAN CIRCLE
ORLANDO, FL 32821



DEAR SID

NOT MUCH HAPPENING HERE. LIFE IN THE GULF ISLANDS IS VERY QUIET. VIVI AND I DID HOWEVER TAKE PART IN THE ANNUAL RACE FROM THIEVES BAY AND AROUND MORESBY ISLAND - OUR VERY FIRST SAILBOAT RACE! I WAS A BIT INTIMIDATED BY ALL THE BOATS MILLING AROUND AT THE START, AND SAILED FURTHER AWAY - TOO FAR AWAY, AS IT HAPPENED, AND "WALKABOUT" WAS LAST TO START BY A LONG SHOT. ABOUT 5 MINUTES AFTER THE SECOND LAST BOAT. WE HAD GOTTEN CAUGHT IN THE WASH FROM A LARGE FERRY AND THE WIND ALMOST DIED,

HOWEVER, WE DECIDED IT WOULD BE BETTER TO STAY OUT IN MID-CHANNEL, AS THE WIND WAS VERY LIGHT - ABOUT 3 KNOTS. WE WERE RIGHT IN DOING THIS, AS WE CAUGHT AND PASSED MOST OF THE FIELD, AND WERE IN FOURTH PLACE AT THE HALFWAY MARK, POINT FAIRFAX. AT THIS POINT THE WIND REALLY GAVE UP, AND WE WERE ALL "DEAD IN THE WATER". WE LATER LEARNED THAT ONLY ONE BOAT - A 38' C&C HAD MANAGED TO FINISH. ALL IN ALL, WE DIDN'T DO TOO BADLY. AS MY WIFE POINTED OUT TO ME, "IF ONLY" WE HAD STARTED WITH THE REST . . . OH WELL, NEXT YEAR! THE VEGA IS CERTAINLY GOOD DOWNWIND, AS THE CREW OF A 32' CUTTER SAW THAT WE HAD BETTER WIND AND CHANGED COURSE AND SAILED ALONGSIDE OF US FOR A WHILE. BUT WE SAILED AWAY FROM THEM AND WERE AT LEAST 1/4 MILE AHEAD OF THEM WHEN THE WIND DIED.

NOTHING ELSE TO REPORT FROM HERE, ALTHOUGH THERE CONTINUE TO BE VAGUE RUMOURPS ABOUT A VEGA "GET TOGETHER" HERE IN THE PACIFIC NORTHWEST

KEEP UP THE GOOD WORK.

SINCERELY,

PETER BELL
"WALKABOUT" #707



John Deakin "Real Escape" #2204 writes:

Last year at this time I was going nuts trying to change the gaskets etc in the reversing gear. There is no such thing as "Combi without Tears" !! We will be going to the 1000 Islands again this year and look forward to the trip - as always

4 May 94

Lars Lemby
Kastanjevägen 8
S-132 46 Saltsjö-Boo
Sweden
Tel. home: +46*8-715 87 04

Sidney A. Rosen
10615 Witman Circle
1 Orlando, FL 32821
USA

Dear Sidney,

Being one of the "Awardees" of the VODA Achievement Award, VAA, you are invited and expected to suggest some candidate for the VAA this year. I enclose a letter with my suggestions concerning this. As being an Editor of a VEGA Bulletin (the biggest one, I believe!) you are also one the Selection Board, so you have a double rôle to fulfill. Of course it is not easy for you in Florida to know much about the suggested candidates in Europe, but why not suggest someone in "your group", e.g. from USA?

My own boating season has started with a great job that has been shallowing for some years and now has surfaced: I am re-doing the bottom. IMARI is now 28 years old and it is only natural that such an old lady should call attention to her lower parts. This means that IMARI is still on land and that I have started to polish off all the paint and gel coat below the water line with the intention to put on new layers of epoxy after the hull has thoroughly dried. It is a strenuous and dusty job and I have to do it little by little. I estimate that the polishing will take about 2 weeks, 1 week per side. Then some weeks of drying and 1 week for the new coating. In the process I intend to replace all the old through-hull fittings. Probably I will make a "technical report" on this when all is finished - which, hopefully, will be in time for the IFR!

Kind regards,

Lars

**) = grind*

(Lars is President of VODA and a member of our Association. He sails Vega #7)

