VEGA Newsletter

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

25 Dec 1995 | Voice of American Vega Sailors | No. 12 - 95

Please welcome our newest members!

William & Margi Jones
RD #5. Box 2626 Oakledge
Brunswick. ME 04011
Tel: (207) 721-3027
#1240. Yr : 1971

Laval & Lisa Pineault
1617 Boul de L Entente
Quebec City
Quebec. Canada G1S 2V3
Tel: (418) 681-3807
#2055. "Vega". 1976

John & Linda Russell
10910 Winchester drive
Amelia. VA 23002
Tel: (804) 561-5471
#150. "Bubbly Ann". 1968

Manual & Amy Vega
10230 Sheridan Street
Pembroke Pines. Fl 33026
Tel: (305) 431-6643
#2930. "Enterprise". 1976

Thomas & Carla Witzel
89 Market Street
Annapolis. MD 21401
Tel: (410) 263-0878
(looking for a Vega)

Howard & Sheila Barbour *
P.O. Box 147
Point Hope. AK 99766
Tel: (907) 368-2876
#1707. "Shiva". 1973

* members: 1989 - 1993
Welcome back !

WILLIAM D. MEANS • 1130 ARCTURUS LANE • ALEXANDRIA, VIRGINIA 22308

(703) 768-3260

May 29, 1995

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

Dear Sid,

Thanks for your letter of May 22, following up on our phone discussion. Were it not for the acquisition of a salvaged Vega by John Little, one of the owners and operators of Flag Harbor Marine Service in St. Leonard, MD, I would still not know that the association was either alive or well. He mentioned the association and your discussions with him and showed me the letter you sent to him earlier this year. He noted that the he had mentioned another Albin Vega at Flag Harbor, based on that discussion, you had asked how to contact me. This is part of that answer.

It was in 1987 and 1988 that I started looking for a full keeled cruising boat, sort of the first step in the culmination of a twenty plus year dream. Having finally learned to sail in Europe and visited the London Boat Show twice while stationed in Germany in the mid-70s, a well built, full keeled boat was a must. After looking at a lot of lesser boats, some VERY expensive yachts, and one other Albin Vega at Washington Marina, in February 1989, I purchased Måsen (with a small circle over the "a" - but pronounced almost like Molson, the Canadian beverage) from Annapolis Yacht Sales (AYS).

In a telephone call, the military liaison at the Swedish Embassy in Washington indicated that Måsen with the small circle over the "a" means "gull" in Swedish. She has number 2857 on the sail, hull, and data plate.

She was high and dry in February 1989 and had been out of water for over a year. Later, in the Spring, John Burgren (at AYS) put Masen in the water in Annapolis. After storing an array of sails and equipment that had been warehoused ashore while Masen was in brokerage, we motored most of the way to Flag Harbor, her home port, at St. Leonard, Maryland. This trip is a story you might like to hear sometime.

Among the gear stored ashore was the hardware for a dodger (the fabric had rotted away), the sails, an autopilot, lines, miscellaneous spares, special tools, and some pamphlets. Also, there was an a old, well worn three ring binder containing a yellow covered book titled, VEGA Owner's Repair & Maintenance Manual with a revision date of February 1984. Finally, folded into the pocket of the binder (below the visible level), was a VODCA membership list from May 1985 with one page (an estimated 30 members on two sides) missing. Among the missing was the listing for the former owner, who it seemed had asked AYS not be identified to the new owner. It was not too difficult to identify him as the mailing label for sending the membership list to him was still attached to the listing as was the cross reference list by hull (sail) number. However, I have honored his wish and not contacted him. [I recently heard that he had visited Flag Harbor, seen Masen, and remarked to an associate that Masen had been his boat and he wondered ...].

The weekend after the trip from Annapolis, I discovered one battery dead, and the bilge filled with water to within an inch of the terminals on the battery. Seems that the electric bilge pump drained the battery, then the bilge filled up. Yes, thanks to the yellow book, I have since learned to top off the stuffing box with water pump grease after engine operation.

Later, when Masen was hauled that fall, what was left of the zinc was still bolted to the back of the Combi unit, but it was almost completely gone and flaked in my hands. An attempt to first contact, then to find (visit) you at the 3338 Glenmore Drive, Falls Church, VA 22041 address that was listed on the VODCA membership list failed. Then tried "asking around" only to being told that the VODCA either did not exist anymore or no one knew how to find it. Finally I got a phone number in Florida for you. tried it and was unsuccessful. With the benefit of your letter of May 22, I now know, "... the rest of the story," as Paul Harvey would say.

Searching for that zinc, the type that bolted snugly to the back of the Combi unit and was the same diameter, but concave on the side that rested on the Combi unit, I talked to people at Albin in Cos Cob, and to quite a few of the suppliers listed in the yellow book with no luck. After much anguish and most of the summer, given my the decision to not drill another hole in Masen below the water line, I designed a system for use of an inexpensive standard shaft zinc on the back of the Combi unit (John Little has told me that others have completed the same design, but he has examined the one on Masen for replication). Jensen Machine Tool Co in Alexandria VA was able to fabricate the one stainless steel part that could not be located off the shelf. The Jensen machinist was able to make the cylinder from a pencil drawing and an explanation of how the bolt, the washers, the zinc, and the desired cylinder all fit together, and the parts themselves. The sad side was it was September before Masen was put back into the water. We did not sail again that year.

Since then, for a variety of reasons, Masen has not be sailed to any great extent. For a few years it was an employer with needs for weekend travel or weekend work; last year was looking for suitable employment after "downsizing." Last year, after having a short haul to get the hull power-washed, the engine was not even started. This year will see sailing - or else!!

By the way, I've been conducting my own experiment the new Woolsey Neptune II (water based) paint and Compound-X.

So that's most about Masen that's for print. Enclosed is a check payable to "The Vega Newsletter" for the initiation fee, dues, and a burgee.

Thanks again.

Learning pains!

As a neophyte sailer I owned a 15' Albacore sloop which I sailed on the Potomac River . My sailboat marina was immediately south of the Washington National Airport just to one side of the runways. Planes would constantly be overhead - landing or taking off.. One Sunday afternoon my daughter and I suddenly found ourselves in the water and the boat upside down. We actually didn't know what hit us. Our friends later said we were directly in the path of a climbing plane's tremendous exhaust. Having experienced several prior knockdowns, I thought knew what had to be done. I got ahold of the mainsheet and pulled on it while putting my weight onto the centerboard. What I was not aware of was that the top of my mast was stuck in the muddy bottom. With a very loud "crack" my centerboard broke. Then I could do nothing. A nearby friend took my daughter into his boat and tried to help me get the mast free from the bottom and right the boat. We tried everything, but the mire would not relinquish it's grip. Since I had my life jacket on I clung to the rudder of my capsized Albacore. About a half hour later a police boat arrived and I climbed aboard. They were able to turn the boat and get the mast free. Live and learn (the hard way)! <u>But that was not the end of it</u> Ten days later, after my new centerboard was installed, I rigged and launched the boat but I couldn't raise either sail! What's wrong now? Another lesson learned the hard way! I had never washed the mud out of the sheaves at the mast head and the mud had baked into a hard rock during its ten days in the hot summer sun. *All of this wasn't very funny then, but now I can look back and laugh!*

Sid Rosen

TECHNICAL TIP No. 184 Erwin Wyhnanek, V1502

Auxiliary Alternator for Albin O-22 Petrol Engine

The standard Dynastart has always been having trouble with its combined starter switch/voltage regulator. Besides that, the relatively low output (approx. 12A charging current) is not adapted to this day and age with its Deccas, TV's refrigerators, etc.

That was the reason for reviewing the whole of the aspect of electric power generation. I bought a 12 volt, 55 amp alternator from a scrap yard and mounted it on top of the Dynastart. It was necessary for this to make an intermediate piece to lock the two units firmly together. I did this by carving a suitably shaped piece of hard wood. The whole lot was then held together by means of commercially available giant hose clamps or "jubilee Clips". [See sketches]

The Dynastart henceforth functions purely as a starter motor and a single vee-belt is therefore adequate. If not, try a toothed belt. The second groove in the flywheel is used for the vee-belt driving the alternator.

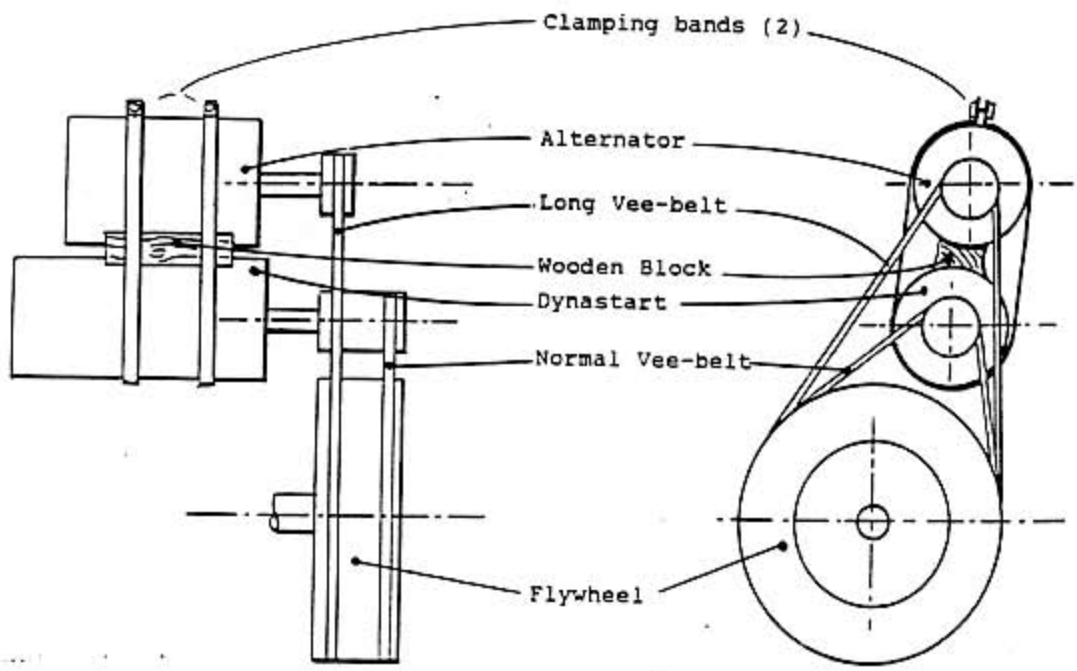
The way the Dynastart is mounted on the engine is left as it is. The tension of the alternator belt can be adjusted by means of the block of hard wood. Use steel shims if necessary.

Technical Committees comments: No need to worry about the flywheel to alternator drive ratio. Granted the Albin - 021 &O-22 have a lower minimum revs than a car engine, but the larger fly-wheel diameter makes up for this. It is not critical.

Best choice is an alternator with plenty of power, e.g. 12V/55A and with an integral voltage regulator. Earlier Tech Tips show how to adapt the electrical system.

In this way one can add to a Vega with an Albin engine a separate lighting and starting system so that you have plenty of electrical power to hand. Another reason <u>not</u> to sell your Vega.

-=-=-=-=-



SKETCH SHOWING MOUNTING DETAILS AUX. ALTERNATOR

Interior renovation of a Vega -

From the Kring Van Vega Zeilers' newsletter, Netherlands

Arend Schram, Vega 1443, "ALI BABA"

In one of the recent "Vega Bulletins" I described the installation of a new engine. What went before that, shall be described now. I did not consider renovation in the first place. Merely an early start in the spring for polishing, touching up the varnish and then sailing....

I had mentioned to the yard where the Vega was laid up in a shed, that I was not in a hurry to be the first in the water. This must have been an introductory portent of the process that was to follow.

Demolition started when I inspected the fore-cabin, ostensibly to make a plan of campaign.

A sagging cabin roof near the mast, with the top of the main cabin bulkhead bent over backwards (reason why the door could not be closed), partly loose hanging vinyl wallcovering with its thin foam backing half rotted away and the remaining crusts stuck to the hull or to the black-spotted white vinyl depending on the condition of the adhesive.

Well, what can you do?

Besides, I had an insurance policy stating three exclusions: 'damage to or caused by the mast, as well as damage caused by fire and/or explosion in the vessel shall be excluded from the insurance'.

Hardly realising what I had let myself in for, I decided to do up the fore-cabin and to do something about supporting the mast. In my years as a boy I enjoyed playing with my Constructor kit and what a pleasure it was to discover that the Vega was assembled in the same way. The vinyl was clamped behind the bulkheads, which in turn were fixed with nuts and bolts to the polyester angle sections bonded to the hull.

With the exception of the two low bulkheads, the whole fore-cabin was dismantled, the bunks and their supporting bulkheads, hanging locker and heads. The vinyl was removed as best as could be with a putty knife. What was left was the impact adhesive.

As most of my sailing had been in wooden boats I thought it logical not to cover the interior walls with "carpeting" but with wood.

An advert by Van Rozendaal Bros. b.v. in "Waterkampioen", the Dutch boating magazine, had caught my eye. They are located in a neighbouring village, Schijndel, and are suppliers of 'Robiplex special tri-multiplex', consisting of several layers of 0.6mm [23 thou] thick veneer with a choice of best veneer for the top layer, such as sapeli mahogany.

During a visit to their works I was delighted by the Robiplex sheet. I purchased two 1.8mm thick sheets (2.44m×1.22m [8ft×4ft]) and two of 10mm sapeli covered for NLG[1] 80 and NLG 120 per sheet respectively, incl.17½% VAT. As well as these I bought a few strips of mahogany veneer (sapeli). On the scrap heap I saw a plywood beam roughly 250×17×4cm - (140×11×4cm [4'7"×4⅜"×1⅝"] is required), ideal for supporting the mast. There was no charge for this.

Now to completely clear out the fore-cabin. The adhesive could be partly dissolved, but I was afraid to adversely affect the polyester. Using a three-edged paint scraper was actually the best way. Since I was scraping anyway, I thought I might as well do the ceiling at the same time and remove the old paint.

Out of a large sheet of paper I made rough patterns for the mahogany sheet. Even though this is exceptionally flexible it is impossible to transform a plane surface into a spherical one. After I had cut the mahogany with a 5cm excess over the paper pattern, I sawed it into approx. 10-12cm [4"-4½"] wide strips. For this I used a hacksaw blade for metal, one end of which is clamped in a handle (Sandvik tool # 208).

In order to maintain the run of the grain I numbered every piece on the back. For a moment I toyed with the idea to lay an insulating layer first, but this would be too much of an effort. I fixed the strips with Henkel "Pattex", a waterproof impact adhesive giving immediate attachment.

Every following strip was shaped with a Stanley Surform Shaver # 21-1154). As the hull is translucent I made it a point to make the strips to butt together nicely. An almost invisible butt joint is obtained by rubbing sawdust in the seam immediately after fixing.

The next job was supporting the mast. I got a lot of information from the description given by Vega sailor Lunkeman in his Tip No.161[2]. Stacking a number of blocks of timber and using an hydraulic jack the cabin roof was raised. The space created in this way allowed the bulkhead to regain its original position. The 4cm [≈ 1½"] thick plywood beam was fitted against the existing beam after removing the U-shaped polyester section[3]. Where the two bulkheads are located along the jambs, the plywood beam was used over the full width and made about 6cm [≈ 2½"] thicker. This prevents the hull from warping. The original five bolts were replaced by 10cm pieces of threaded rod with capnuts on the cabin side and recessed hex nuts on the for'd side. The whole lot was glued together with Bison "construction glue" and fastened to the upper side of the hull. Only now could the jack be removed. On its for'd side the plywood beam was finished off with a 10mm [4"] thick piece of sapeli; held in place by woodscrews. The heads of the screws were recessed deeply and the holes subsequently plugged.

On the starboard side the top 10cm of the polyester section holding the cabin bulkhead had become detached: there was air under it. This was cut away and repaired, strengthened by a mat of glass fibre soaked in polyester. There were no other loose bits to be found.

Off-white Epifanes paint (color # 3124) was used for two coats on heads and cabin sole. One coat of this was applied to the ceiling after two coats of single pot Epifanes "Fiber glass primer" (white).

Meanwhile, all woodwork out of the fore-cabin was being treated. Using Hema paint remover all parts were scraped down (a hot air gun would have been environmentally friendlier, my apologies!) and sanded. Three coats of Sikkens (two pot) "Polygrond" primer were applied and finished off with two coats of Ceta-Bever matte wood finish (same paint system as I had used for my Waarschip, which needed no touching up in ten years). The same treatment was then applied to sides, plywood beam and cabin bulkhead.

This stage was also the ideal time to replace the gate valves by teflon ball valves. By first using teflon sealing tape on the screw thread of the through-hull fittings a watertight joint was obtained. The 90° rotation of the operating handle works well and rapidly. Not only that, but you can see at a glance whether a valve is open or closed and, in case of a blockage, the full flow feature allows a de-blocking implement to pass right through.

I was very satisfied when I had re-erected the lot in a few hours and saw what a metamorphosis had taken place.

A repair kit for the Par toilet was obtained (≈ NLG 70) and fitted. The outlet of the handwash basin was cracked, probably due to forcing the plug too tightly. I solved this by mounting a chromium-plated sink drain fitting, thus obviating excessive strain when the plug is inserted. Besides it looks good too.

The sole covering as found was made up of glued down strips of dark brown vinyl that I removed. I wanted to make a professional job of it. The sheet of veneer was reserved for this. Using 2 to 3mm [≈ $^{3}/_{32}$"] plywood as a base I glued 4cm [$1^{9}/_{16}$"] wide strips of veneer which I had cut from the sheet along a steel straightedge. I got some ash side veneer from a lumberyard, 20mm [$^{25}/_{32}$"] wide (NLG 1/m). From this I cut two strips of 5mm [$^{3}/_{16}$"]. Due to the run of the grain it is rather difficult to cut 5mm exactly. In those places where it bulged or where it narrowed I corrected this by clamping a flat Stanley Surform in the Workmate and working it over very carefully. The plywood was covered alternately. The mahogany veneer was glued down with Bison-tix (a thixotropic impact adhesive) applied to both mating surfaces, the ash strips were pre-glued and could be fixed by applying a hot flat-iron. The fore-cabin floor was done in three parts stuck down with Pattex.

By this time the main cabin contrasted so much with the fore-cabin that I began to undo screws, followed by the nuts and bolts of the longitudinal panels and parts behind the backrests.

The sink unit and galley were a little more difficult to dismantle, at least to do it nicely. A few parts were glued, or stapled with staples which had rusted and broken off, or had been fixed with long copper nails. I could not avoid that some bits of veneer or plywood remained stuck to the wrong parts.

All wood was stored at home. It is hardly possible to imagine or even to describe what the cabin looked like. The walls covered with the remains of foam backing, where the sink had been dirty sediment and greasy gunge and under the galley a sticky layer of dirt. Here too a putty knife, hot water, soap suds and a stiff brush worked wonders.

The engine was lifted from its base and removed. From the bulkhead near the mast right back to the transom was one big workspace.

The fuel tank was lifted from the keel after undoing all connections. The diesel spilt from the half full tank into the keel came in handy for scrubbing the insides of the keel section. When the keel had been pumped out and dried quite a collection of gear reappeared, from open jaw and ring spanners to rubber Rawlplugs for fixing the cockpit floor. You need long arms to degrease everything, reason why I postponed this job for a bit.

The cabin walls were given the same treatment as the fore-cabin. Having bought a further two sheets of Robiplex the walls were clad with this from the side decks to the seats.

Here a polyester stringer had come unstuck on the starboard side over a length of half a metre [≈ 1½']. I only needed to pour in some polyester between hull and stringer. After curing it was fixed firmly.

The remaining bits of polyester which were visible were painted with Interlux bilge paint (gray Danboline) after degreasing the hull and scouring with "Scotchbrite". This allowed the raster pattern to be cleaned properly. Everything looked much better from transom to deep down in the keel. The engine foundation would be treated later when doing the topsides.

The above activities were mainly carried out in the shed at weekends. During weekday evenings I would try to establish some sort of order in the many pieces of wood, such as bulkheads, backrests, sliding panels etc. Item by item was scraped bare. Where the veneer had been damaged, I replaced it with a new piece or, if the damage was deeper, I resorted to Robiplex. The sliding panels in the galley and sink area were refurbished. Due to much back and forth sliding in the groove they had become tapered due to wear. When under power they vibrated noisily, much to my annoyance. A clothes peg always had to be jammed between the two panels. A 1½mm [$^{1}/_{16}$"] thick piece of Robiplex helped to restore them to their original thickness.

The sliding panel for the engine was renewed. Also both side panels of sink and galley unit. These parts had been attacked so severely by diesel fuel that on the engine side the plywood had delaminated and acted as a sponge.

The wooden sections were first delineated and then transferred and fixed with a structural glue (don't forget to wear gloves) and wood screws, the heads being recessed and plugged.

The starboard backrest was renewed completely. On some previous occasion some gear probably had to be fixed on the shelf above and since it provided inadequate depth a hole had been cut straight through the top edge. After much trouble I managed to find a piece of sapeli mahogany, and I had it shaped to the original profile by a furniture factory.

The wood from the apertures in the backrests is fastened along the bottom by means of hinges, thus resulting in a single unit. This was made possible due to the back cushion being in one piece. The port backrest was treated in the same manner and provided with hinged panels. Unfortunately I could not make the rounded corners. The panels were provided with a magnetic catch and a finger hole.

The seat bottoms were each reinforced with three 2×3cm [$^{25}/_{32}$"× $1^{5}/_{32}$"] battens glued and screwed across the width. Generally as per Tip No.13 given in "120 Vega Tips"[4].

Everything was varnished five times: three coats of *Sikkens* "Polygrond" (gloves!) and two of *Ceta-Bever*.

Now for the cabin floor! This was also done with boards; the flat part as described earlier, but due to its length made in two parts. One part running from the engine upto the second hatch cover. In this way the transverse abutment is less obvious. The clever thing is to maintain the symmetry when sawing the two hatch covers as well as to keep things in line with the floor in the fore-cabin. The side pieces formed a problem in themselves arising from their curvature especially near the engine. A base of 3mm [⅛"] plywood hardly made the required bend. A layer of veneer directly on the polyester wasn't a good solution. And again the application of 1½mm [$^{1}/_{16}$"] thick Robiplex was the answer. This was covered with veneer strips on the light coloured side. Due to this layer of adhesive additional curvature was achieved, a perfect fit for S-shaped frame. The sides of the horizontal part need to be sufficiently mitred by planing to accomodate the difference in thickness.

The result gives a luxurious impression, equalling a Trintella[5] (I think).

In the meantime the air duct under the port side seat was removed in order to give everything a good clean. It was re-installed after the front panel of the seat had been fixed in place with nuts and bolts (the reverse order doesn't work out as I found out the first time). The longitudinal flange of the duct was fixed with *Sikaflex*. I used a vertically positioned piece of wood to clamp the duct during curing.

The re-assembly of all wooden fixtures was postponed until the last moment. Thus this was done after the whole of the hull had been painted, the new windows fitted and the engine placed on its foundation. The woodwork presented no problem everything fitted together in a logical way. I had nothing - not a single piece of wood - left over. I completed the nut and bolt fixings with plain and with new spring washers. Nylock self-locking nuts were not used. Maybe on second thoughts they should have been.

This brings to a close the "interior" renovation. I shall try to describe the "exterior" operation in a further article.

Endnotes:

1. NLG = Dutch Guilder.
   Approx. interbank rates (Aug. '94):-
   NLG 1.00 = GBP 0.365 = USD 0.565.

2. Tip No.161. In "Vega Bulletin" No.44 of April 1986, pp 1611-1613.

3. Round about Vega No.1700 the mast support construction was modified and the U-shaped section omitted.

4. A compilation of 120 hints & tips contributed over a number of years by Dutch Vega owners. No.13 refers to the sagging of the plywood seats/bunks in the cabin when subjected to heavy loads, thus tending to put a strain on the wood screws retaining the edges. The tip was to fix three equidistant battens on the underside of the plywood across the depth of the seat.

5. A top end of the market luxury yacht produced by an, in its time wellknown but now defunct, Dutch yard.

Dianna Webb writes about the last Vega International Friendship Regatta

NEWSLETTER 7
October '94

Hello my Vega Friends.

As you can see. I am back hammering away at the keys of Methuselah, my typewriter whose workings have not improved during the summer rest, and as I have lots to tell you, it had better not conk out on me. When I last wrote I had no idea what my plan for my summer sail was going to be. My first choice was the IFR but after a series of mishaps in mid June I realised that I could not sail to the regatta. But I really wanted to go, and where there's a will, there's a way, I kept telling myself.

They way came one evening when I found a canceled flight advertised for half price in the Evening Standard, and a few days later I was winging my way to Stockholm. Lars Lemby, President of VODA, who already had an overfull programme with the IFR, met me at Arlanda Airport and drove me to Askfat hamnen (Ashtray harbour) at Delaro, where I was to board "Wanderer 2" the first of my four Vegas, and meet Eva Anderson her owner and skipper...

This was the beginning of the most wonderful week that I have ever had in sailing. It was magic. The sun shone every day, it was hot, the sky was blue and cloudless, expect for one day when it blew a F5 for the opening ceremony. The sea was crystal clear and clean as tap water, and freezing cold. In a whole week I never saw a piece of flotsam, no beer cans, no rubbish. The islands were like emerald gems, thickly wooded with pines and deciduous trees whose roots grew horisontally like fingers clutching the smooth polished rocks. It took 60 million years, I was told, for the ice to smooth the rocks as though they were polished. The sunsets were a photographer's dream. We sat one evening at Diskopsön on the warm rocks and had a picnic supper watching the sun set. It was spectacular, yellow, orange, gold and red and then ruby red as it touched the unbroken horizon for an instant, before the horizon began to swallow it up.

"International Friendship, racing for fun" . . . that is the motto of VODA coined by Lars Lemby, and for the third time I found that no better words could describe the feeling of the IFR. The camaraderie amongst Vega sailors is fantastic. I met old friends with great delight, and made new ones. There was no language barrier at all. I considered myself to be the luckiest person there. I had four Vegas, 'Wanderer' became my "restaurant" and I dined aboard her with Lars and Aja and their daughters Asö and skipper Eva. I lived aboard 'Agnes Cecilia' with Ken Wakeling our representative to VODA and my second lady skipper Ann-Marie Holmquist, who put me to shame by "taking a bath" as the Swedes call swimming, everyday, without so much as batting an eyelid as she entered the freezing cold water and swam around as if it was indeed a bath. My excuse of not bringing a swimsuit fell on deal ears. In a trice I was provided with a swimming suit that might have been made fro me! So I swam and broke the records both ways, twenty minutes to get wet, and two seconds to get out! Ken, made of less wimpy material kept VAGB's end up by diving in, but he did agree it was "Refreshing".

What a time we three had. I was supposed to crew for Ken and Ann-Marie, but on Race day one, Lars asked me if I could crew for Per Wetterstrom on "Sjoklar" (impossible to pronounce), because Matts, his friend had to return home for two days. So I joined Per on board "Sjoklar" for racing. Per spoke a little English, which was a lot compared with my Swedish, but my vocabulary soon increased to two, "Tak", thank you; "Blaika" said Per, waving his hands around, "No wind", just a mirror like calm and we were in the middle of it. There was activity everywhere else except the mirror on which we floated. "Windshadow" I said waving my hands around. "Blaika" he repeated - we got on famously.

During the course of events Ingmar Bäck (Chairman of the more Swedish Vega club) and I were given the task of choosing the "best" Vega. We discovered the first day that this was impossible. The standard amongst the fleet of fifty was so high, I felt like a judge at a beautiful baby contest, so rather than make forty nine enemies, I chickened out and changed the rules. There would be two contests. The first would be the best turned out Vega with the most innovations made for her by her owner, and the second was the most unusual crew member which was a fun event. This had to be done as some Vegas were bristling with high-tech and others were quite original but with years of effort spent on customising them. There were five pages of inventions from simple tips like how to hang a

lantern from the centre of the saloon ceiling, to an anchor locker on the foredeck with a lifting hatch. There was also one fitted with a steering wheel. It was during our inspection that we noticed the number of interesting mascots that started the second contest. The variety was vast: boars, seals, hedgehog, rabbit, a quacking duck, two lovely live cats, but the outright winner was a little sailing guinea pig called 'Tikky'. He lived in an open cage and strolled round the deck. He could swim because his owners put him in the bath before they took him sailing. He was seldom seasick V2078, Krák-Lisa, belonged to Sven Förs won the "best turned out boat" She had laid decks in her cockpit, a redesigned gas system with the gas bottles cleverly hidden on either side of the stern locker lid. Her woodwork both inside and out was equal to any Oyster or Swan! Below she had a rosewood loo seat and walnut paneling. She was a very worthy winner. But she had a most unsuitable name. "Krak-Lisa" means "ugliest old witch"!

The golden days just flew by. At Björnö we had a barbeque and a sing-song impromptu. Three Vega owners brought their accordion and guitars along and even managed to play the Vega song that the Germans wrote for the IFR at Frederikssund "Vega es ein Dolles schip". It was here that the mosquitos were on the attack. Having been warned about the ravenous hordes in Sweden, I set off with lots of 'mossie - killer' and it worked. I was only bitten once but some people really suffered, including Ken who was at the center of the attack on 'Agnes Cecilia' until Ann-Marie and I plastered him with anti-mosquito pong and he retired top the fore peak armed with his flit can.

At **B**jörnö Matt came back and rejoined his boat "Sjoklar", and the three of us were going to join in race day three to H ärsö. However this was not to be as a mishap occurred on Dutch Vega 'Skynda' who belongs to Gert & Gré Wonder, and I found myself joining the crew of 'Skynda' for the day. On board I met the most marvelous character, Erik Raestad, a mature Norwegian gentleman who was a wizard with words. Erik had fallen the previous day and injured his back, so I became the helping hand. On day one when we were at Biskopsön, Erik had made a little "Troll" out of a fircone, some moss and twigs and named him Fisk Biskopsön. As you know, trolls are said to have various powers, like leprechauns and fairies. Erik invented a littler story about "Fisk" and amid such hilarity he presented him to Aja Lemby and he was able to sail with the Vega fleet aboard 'Wanderer" with Lars and his crew. However Lars forgot about Fisk's 'powers' and left him in his box that day. According to Erik's story the Troll was mad and showed his feelings to his "Trollfather" (Erik) by making him fall. To appease him, when we were on 'Björnö there were no more unfortunate incidences, and on Poet's corner page I have reserved the page for Erik's story, told in verse and in English. So from Björnö I did not race but,instead had a most enjoyable leisurely cruise aboard 'Skynda' with Gert, Gré, and Erik, a truly international ship's complement: Dutch, Norwegian, and British with no language barriers and the best coffee in the fleet.

As we were not obliged to follow the race course, we took a short cut to H ärsö and arrived there just in time to see the winners of the Spinnaker class cross the line/ If Biskopsön and 'Björnö were fantastic Härsö was magnificent. We were all moored as normal, bow in towards land, in a beautiful natural cove with the smooth rocks coming straight down to the waters edge. Dominating the cove in regal splendour was H ärsö Hill, about two hundred feet high, and thickly wooded until you reached the top. It took forty minutes to reach the summit, but the view was well worth the effort of the climb. You could see the islands stretching for miles and miles, and the sight of fifty Vegas moored together

Härsö had a wooden dance floor constructed in the middle of a clearing. It could be used by anyone who visited the island, so that evening a lady Accordion player dressed in an attractive costume was brought to the island to play for the Vega sailors. It was not long before I found myself involved in a dance which I think was called the Kalinka, or something like that. It was quite lovely and started with a crocodile which grew longer and longer as the music became faster and faster - and I, a novice to this sort of dance became more and more breathless. But you must not let go of the waist of the person in front. One did not have to join the dancing but it was very catching.

The final day of the regatta again dawned fine and beautiful. As racing was now finished and "Trollfather Erik's back had improved, I rejoined my Vega "home' 'Agnes Cecilia' for the sail at our leisure to Saltsjöbaden, the "Cowes" of Sweden, where that evening the Regatta Dinner was to be held at the Skargardskrögen restaurant, which had it's own pier where we all tied up. We had a splendid sail to Saltsjöbaden which was highlighted by the initiation of our skipper Anne-Marie to the exclusive Rock Island 'Club'. I was below about to make coffee and Ken was doing something on the fore deck when 'Agnes Cecilia' found her rock just below the surface and hit it with a

huge bank and stopping dead. I suddenly found myself sitting on one of the bunks. Ken fell flat on his back and Anne-Marie looked horrified. Agnes Cecilia was poised on top of the rock. We soon got her off, suffering no Apparent damage, and we sailed on. Our boat was not the only one to join the club that week. One of the German boats hit a rock three times during the week and apart from the first fright, was none the worse from it. What a forgiving boat the Vega is!

The Regatta finished a fantastic week with a final flourish. The dinner was excellent and it was then followed by the prize giving to the winners of the racing classes. The final and most coveted award to be given was the VODA Achievement Award. This is given to the person or persons proposed by the International Committee and voted by the Secretaries or Chairman of all the clubs affiliated to VODA. This year it was awarded to two individuals, who, I am very proud to tell you, both belong to VAGB. They are Michael Edmonds and Ken Wakeling. Michael Edmonds was my predecessor and held that post for seven years. He organised the Anglo-Dutch Rally in 1989 in the Solent. Ken Wakeling is our representative to VODA. He has represented the VAGB in almost all the IFRs and who, as Secretary in 1984 organized the only IFR ever held in Britain - at Cowes. Congratulations to both Michael and Ken for bringing to VAGB, VODA's highest award.

Lastly, the IFR is about people and people make the IFR. They come from all over Europe and sometimes even further. They come by boat, by plane, by bus, and by bike and join us to sail, to race and to socialise and just make friends. This year I was very pleased to meet Jeff and Lilly Johnson who belong to the American Vega Association. They came from Texas and they were the first Americans to ever come to an IFR and for the first time the Stars and Stripes flew at the opening ceremony when the flags were raised. The best bit of news I have kept for the last. On the opening day of the Regatta Dick and Joy Skinner and their Crew Richard Ashbee sailed into Delaro with 'Sea Bear' It was wonderful to see one Red 'Duster" flying amidst the fleet of fifty Vegas. So Ken and I were not alone. We had Dick, Joy Richard and 'Sea Bear' for company, and I felt that VAGB were very well represented by all that fine sailing crew and skipper.

The evening finished with dancing and a terrific jazz band and the following morning, after a gigantic thunderstorm, the VODA flag was transferred to a German Vega where it will be carried to Germany, and where in 1996 it will be hoisted at Travemunde for the next IFR. I hope that I will be able to be there, and a hope that some of you will be able to be there too.

Well friends, my summer cruise continued when I got home, down the coasts of Normandy and Brittany, but I will not bore you further with anymore tales, as this summer was a particularly good one weatherwise. hope that you all had enjoyable cruises, and perhaps you might like to write a few lines about them for the newsletter.

From The Vega Association of Great Britain newsletter

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Here are a few "Vega Tips"

- The hand pump on the head can be lubricated for better operation with the addition of a few drops of salad oil.
- Equipment that should be within a hands reach such as mooring lines, etc. can be stored/secured to the underside of the cockpit locker lids with either ties or some form of pocket fastened to the underside of the seat
- A little graphite should be applied to the bolts securing the removable cockpit sole cover so they can be more easily removed. Reset the nut holders on the underside of the sole if they become loose.
- One can eliminate slapping/beating halyards on the mast by leading the halyards around the spreader before belaying them. Installing a half cleat on the forward side of the spreader about 4" -8" from the end of the spreader will also do the job. Simply flip the halyard around the cleat before belaying it.

(Translated from German by Frank Gallardo, "Cin Cin" #2184)