

VODCA Newsletter

NO. 3-85

Vega One-Design Chesapeake Association

25 AUGUST 1985



COMMODORE	:	PHIL ROGERS	:	(301) 647-4795
VICE COMMODORE	:	RICK WOYTOWICH	:	(302) 322-1730
REAR COMMODORE CRUISING (N)	:	ANDY MONJAN	:	(301) 821-7352
REAR COMMODORE CRUISING (S)	:	DON ANGELL	:	(301) 530-8744
TREASURER	:	JACK BERLE	:	(301) 268-8259
EDITOR, VODCA NEWSLETTER	:	SID ROSEN	:	(305) 352-8250

THE FOLLOWING IS A RECAPITULATION OF VODCA MEMBERS WHO HAVE SERVED/ARE CURRENTLY SERVING OUR ASSOCIATION

COMMODORE			VICE COMMODORE		
1976-77	PHIL ROGERS *		1976-77	BUSS WALKER *	
1977-78	BUSS WALKER *		1977-78	JACK BERLE *	
1978-79	JACK BERLE *		1978-79	SID ROSEN *	
1979-80	SID ROSEN *		1979-80	STU HORN *	
1980-81	SAM AMOSS *		1980-81	EYKE FUREY *	
1981-82	MADE MIYASAKI *		1981-82	CHARLES MELOY (Resigned)	
1982-83	RON FUGH *		1982-83	DON ANGELL	
1983-84	DON ANGELL		1983-84	DON CHAMBERLIN	
1984-85	PHIL ROGERS *		1984-85	RICK WOYTOWICH	
REAR COMMODORE/CRUISING (N)			REAR COMMODORE/CRUISING (S)		
1976-77	BILL CRESSWELL *		1976-77	ALEX SCHALVO *	
1977-78	JOHN ROMARY *		1977-78	SID ROSEN *	
1978-79	PHIL ROGERS *		1978-79	STU HORN *	
1979-80	SAM AMOSS *		1979-80	BILL BURNS	
1980-81	MADE MIYASAKI *		1980-81	BRUCE GRAYSON	
1981-82	RON FUGH *		1981-82	DON ANGELL	
1982-83	JIM HARTZLER *		1982-83	DON CHAMBERLIN	
1983-84	RICK WOYTOWICH *		1983-84	BOB O'KEEFE	
1984-85	ANDY MONJAN *		1984-85	DON ANGELL	
TREASURER			LEGEND		
1976-77	SAM AMOSS *		* MEMBER OF THE PLANK		
1977-78	SAM AMOSS *		(Founding member)		
1978-79	PATSY ROGERS *		** Prior to 1981-82 position		
1979-80	PATSY ROGERS *		was Rear Commodore for		
1980-81	PATSY ROGERS *		Racing		
1981-82	JACK BERLE *				
1982-83	JACK BERLE *				
1983-84	JACK BERLE *				
1984-85	JACK BERLE *				

COORDINATOR - VEGA OWNER'S MANUAL

1977-85 ART LEVIN

EDITOR, NEWSLETTER

1978-85 SID ROSEN *



Greetings...

Well, we made it! While not yet back to normal living, here I am, back with the newsletter. Having been away from the swing of VOCCA news, etc., it will be a while before the paper "gets up to snuff". Please write and tell me (us) what's been happening; your accomplishments, your problems, your failures - where you've been and what you've done.

Here, we've been waiting to have two rooms added to the house. We've been looking at furniture, talking with the contractors, have registered as Florida residents, registered to vote, gotten drivers licenses & even library cards. Slowly our knowledge of how to get around the area has been expanded and we feel at ease going from one locale to another.

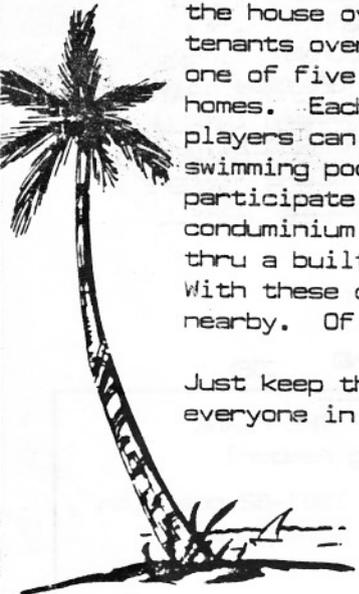
Getting here was painless except to the pocketbook. Instead of driving we took the Amtrack "Auto Train". Upon arrival at the terminal in Lorton, Va., the car was whisked away by one of the attendants and loaded into a three tier automobile car. You don't get to see your car until it is unloaded at Sanford, Florida - a half an hour's ride from our home in Orlando. We rode in a very modern coach car with reclining seats & foot rests. Small blankets and pillows were provided. After a late start, and watching the Virginia landscape go by, we had a very nice dinner, watched a good movie, then dozed on & off all night. Outside of Savannah, Ga. the train came grinding to a three hour halt due to breakdown of a freight train on the tracks ahead of us. While dissappointed by the prospects of a late arrival, a good breakfast revived our spirits. Because of the delays, we were four hours late in arriving at our Florida terminus. Normal travel via the Auto Train is from 4:30 PM until 8:30 AM the next day. Anyway, we were very pleased that we had only about a ten minute wait for our car to be unloaded.

Now we're looking forward to a good life here in our development. We bought the house over five years ago as an investment. It has been leased to various tenants over that period. This is an adult (not retirement) village. It is one of five in the development. Each village has from 320 to 340 individual homes. Each village has a clubhouse (owned by the villagers). Confirmed card players can do their thing all day. Less inspired members can use the large swimming pool, Jacuzzi, shuffleboard & tennis courts, play billiards and participate in a myriad of other activities. This is the closest thing to condominium living, but in a private home. The club even waters your lawn thru a built in sprinkler system and they mow and trim your lawn each week. With these chores taken care of, I now hope to find some sailing friends nearby. Of course, I have plenty of time for the newsletter.

Just keep those letters coming - Tell me the news so I can pass it along to everyone in our association.

With best regards to all

Sid Rosen
Sid Rosen





U. S. A. Sailing Vessel
 "NAN-SEA III"
 master: R. C. Schmehl
 O.D. RG Date 11 May 85

RICHARD C. SCHMEHL
 SHORE ROAD, BOX 123
 MEDOMAK, MAINE 04551
 (207) 529-5279

VODCA Newsletter
 C/O Brendon Donegan
 5607 Thicket lane
 Columbia, MD 21044

Dear Brendon,

I just joined VODCA this year and have enjoyed receiving the very interesting and informative newsletters. My wife Nancy and I purchased a 1976 Vega 27, located at Barlow's Landing, Cape Cod, Mass. in October 1983. Early in May of 1984 we sailed her to our home in Bremen, Maine - - an enjoyable trip despite the cool, wet weather, headwinds, and a major mechanical problem developing, but since corrected. This past summer we enjoyed the boat immensely and believe that we found our ultimate boat, ideal for our cruising needs.

In our application for membership, I inadvertantly gave our registration number in lieu of our hull number. Please correct it to read # 2858. She is now renamed "NAN-SEA III". The previous owner had her named "ONEIRA" and the original owner, prior to them, had the boat documented - #582147 - Net 6, but I neglected to inquire as to her name at that time, or her past history. Something I now plan to do.

What I primarily wished to write you about is reference a brief history of the development of the Vega which you may, or may not have seen. I have been in contact with Per Brohall, the designer who has been most helpful in answering several questions I had about the vessel. I was able to secure from him "Line Drawings and Sail Plan", a later copy of the "Vega Handbook" covering the diesel powered models and a "General Albin Handbook". I am enclosing a copy of the "Development of the Vega" he sent me, for inclusion in one of our newsletters - should you not have seen it previously and feel that it may be of interest. Two books that I have read which might be of interest to our members are John Neal's The Log of the Mahina, describing his adventures on a 15,000 mile voyage in the Pacific in an older Vega, and also Richard Henderson's "Choice Yacht Designs". The Vega 27 is covered quite extensively in the latter book. Perhaps some of our members know of other books about the Vega - I would be most interested in learning of them.

Thank you for the wealth of information which the newsletters pass along.

Yours truly,

Dick
 Richard C. Schmehl



(CONTINUED)

Per Brohall:



The Development of VEGA

In 1964 I had considerable racing success with my original VIGGEN (winning the Baltic Race - also in 1965). In the autumn of 1964, discussions started between me and Lars Larsson (owner of Albin Motor & Larsson Trade - later Albin Marine) and Uno Eriksson of Larsson Trade regarding a slightly larger design of the same type to take the place of P-28 which was the only boat sold by Larsson Trade at that time.

A preliminary sketch (see encl) was discussed and I designed the prototype Vega completely according to my own ideas. The wooden prototype was launched 29 July 1965 - too late to be raced that season. But the boat was tested in very hard weather and found good. No alterations were made to hull or rig - the fiberglass production form was moulded on the prototype's wooden hull.

The 0-11 5 HP engine was found to be too small, giving almost no headway in really rough weather. The Albin 0-21 10 HP engine was chosen for the production boat. Accomodations were slightly altered with a full bulkhead with door under the mast and a semienclosed toilet. These alterations made the boat heavier than originally intended.

14 January 1966 the new VEGA assembly building was opened in Kristinehamn. The 1966 season had 25 VEGAs delivered. They had wooden masts, altered to aluminum the next year. The production aim was to be able to build and sell 100 VEGAs the third year, but the demand was much larger and production had to be raised to almost double of that and later 300 - 400 VEGAs have been built each year. That production is the largest in the world of a sailboat this size. Apparently VEGA was the right boat at the right time. Early summer 1973 VEGA Number 2000 was delivered to the USA.

My VEGA (Nr 12) was raced offshore in 1966 - the Baltic Race, Sandhamn-Karlshamn, Karlshamn - Trawemunde, Trawemunde - Copenhagen and the Skaw Race (where only 50 of 150 did finish). It was the hardest racing season ever in Scandanavian waters, with a lot of beating in gales. We did not win any of the races, but finished among the top boats. That season proved that VEGA was a very sound and safe boat. I believe that we had the driest boat in the Skaw race, where many participants from the Trans-Atlantic Race had to give up.

(CONTINUED)

In the 1967 Baltic Race, VEGA did finish 2nd, 3rd, and 5th in a big RORC class. She did win several smaller races. The following years VEGA was considered a good racing boat. Now she is a still better racing boat, sailing in her own class without need for expensive measuring or special equipment. VEGA has caught on because she is a good family and cruising boat. Several have crossed the Atlantic Ocean (Little My both ways). Dima Grinups left his VEGA in Samoa to visit Sweden in 1973, but now he is back and has crossed the remainder of the South Seas.

P. Berhall



JACK BERLE WRITES FROM CASABLANCA, MOROCCO -

18 JUL 85

المغرب نموذجية
MAROC TYPIQUE
TYPICAL MOROCCO
Chèvres sur l'arganier
Goats at the arganier

150

HI SID -
THE WIND WAS NOT THE
WAY WE WANTED WHEN WE
LEFT THE AZORES SO WE HAD
TO GO MORE SOUTHWAY WE
WISHED SO HERE WE ARE AT
CASABLANCA FOR A DAY AND A
HALF. TAKING A TRAIN TO
MARRAKECH FOR A LOOK AROUND
THEN LEAVE TO MOROCCO EARLY
FOR GIBRALTER AND SPAIN
AND JOSE BANUS FOR 2 DAY
LAY OVER - GREAT TRIP

JACK BERLE

140

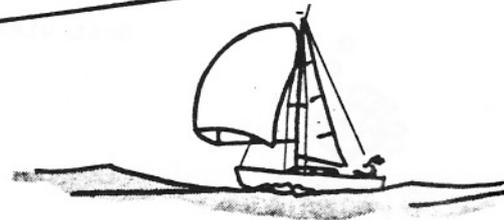
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OUR SIDNEY ROSEN
1065 WHITMAN CIRCLE
ORLANDO, FLORIDA
32821
USA.

PAR AVICEL
Visitez le Maroc

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HERE'S A LETTER FROM JOHN THORP (GREAT BRITAIN) WHOSE
VEGA (JOBISKA) HAS CROSSED THE ATLANTIC FIVE TIMES -



B. Donegan, Esq.
5607 Thicket Lane
Columbia, MD 21044

PO Box 2195
Annapolis, MD 21404

Phone (for messages)
301-257-8746

Dear Mr. Donegan,

In the course of an enjoyable afternoon spent with Sid Rosen aboard JOBISKA this spring, we related a little of the enclosed story - to which he suggested that we commit the whole to paper; signed, sealed and delivered to VODCA for future inclusion in either your newsletter or manual as you may decide.

We should be in the States for the next few months and can be contacted at the above address or by phone via our friends Bob & Dianne Burkhart- address as above.

In the course of our travels we discovered many ways to circumvent the high costs of boat maintenance from good prevention to finding quality parts at very cheap prices, sometimes from abroad, but also here in the States.

If an article to this effect would be useful, please advise and I'll set to work! You may use any written material you like without fee here in the US. I understand your newsletter and manual are subject to copywrite laws - but do not send the info abroad without the copywrite stipulation as it may be used there on a paid basis. Thanks.

Best wishes!

John Thorp

John Thorp



(CONTINUED)

Despite the scorn poured on it from many quarters, the Combi box as fitted to the Vega Diesel engine deserves much more respect.

The principle is first rate, and the design simple and robust. The main problems, and harsh words, come when the thing needs servicing. The legendary difficulty and expense of the work then cause most owners to throw up their hands and cast the whole box onto the scrap heap. Perhaps a few soothing words on our experiences recently will be of interest.

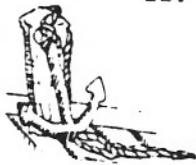
Firstly, it is not necessary to haul the boat to remove the box, nor is it necessary to dismantle the prop. In fact, it is serious mistake. Secondly, parts need not cost an arm and a leg; all the bearings, seals, O-rings and circlips are standard parts obtainable from any local dealers for a few dollars. The operating sleeve and internal sleeve are very low-stressed parts and hopefully will be OK. The total parts cost for all other replacable parts is around \$25.

If by now your credibility is stretched slightly, read on MacDuff - it gets better:

(PLEASE NOTE THAT PARENTHETICAL NUMBERS FOLLOWING REFER TO VOLVO PARTS NUMBERS IN THEIR CATALOGUE - SEE VODCA HANDBOOK p. 49.)

A) REMOVAL:

1. With the engine in neutral, put a piece of tape around the shaft sleeve just aft of the glass bulkhead to mark its position. Reason will become clear later in the REFIT section. If position is not known (Broken box, etc), omit this, it isn't essential.
2. Disconnect the control rod coupling and remove the lever (31).
3. Disconnect the throttle linkage by removing the split pin (47), releasing the spring, and sliding the whole unit off. Don't lose the washer (46).
4. Unbolt the bearing cover to starboard and remove along with the cam and shaft assembly.
5. Unbolt the rear cover of the box (48) and slide to rear.
6. Using vise grips, turn the shaft (28) to expose the gland nut at the rear of the box.
7. Lock the flywheel and undo the gland nut.
8. Undo 4 Allen bolts holding the housing to engine, and slide housing to rear.
9. Undo the gland nut (14).
10. Unbolt sleeve (10) and slide entire shaft, unit, and all to rear.
11. Take a tea break and say a silent prayer for this is the moment of truth.

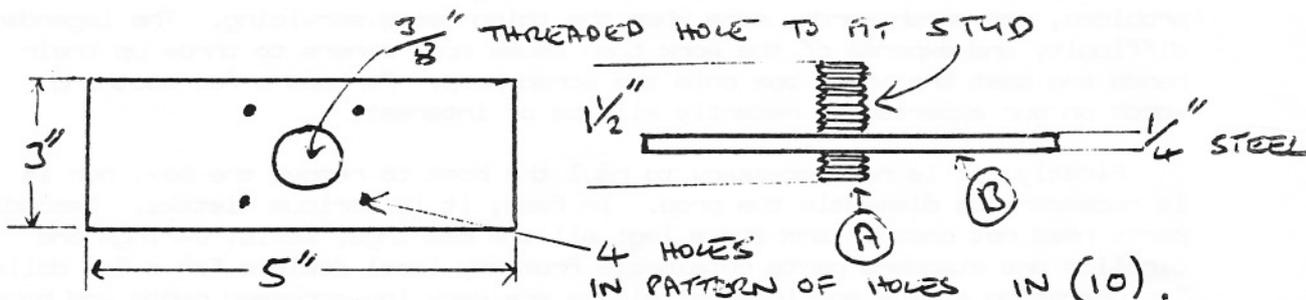


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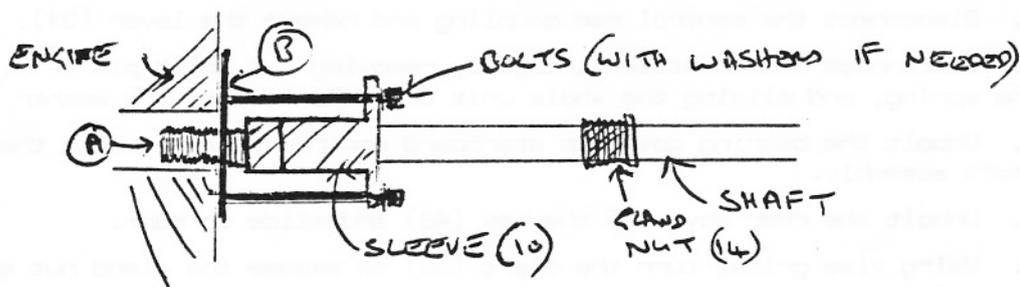
12. Getting the shaft out of the sleeve is the hardest part of it all. This is what you do:

- a) If you are very lucky, a gentle tap with a hammer will slide the sleeve forward gradually and off the shaft.
- b) By far the most likely, it won't. Make up the following special tool, or get your local hardware store to do it. Cost should be minimal



The shaft at the forward end should protrude slightly from the forward end of the sleeve. Remember that as you refit it. Placing a solid piece of iron, or your plate of the special tool across the end of the shaft and pressed against the engine, tap the sleeve with a hammer forward, moving it along the shaft. It should move, if only very slowly. Have patience. If, after a reasonable effort, there is absolutely no movement, proceed to the next step as if successful (with all fingers crossed)!

c) While at the hardware store, get 4 extra long (2") bolts to fit the same thread as the 4 Allen bolts (12), and a handful of washers. With about 1/2" of the bolt (A following) pointing aft, put the plate so that the bolt is in line with the shaft - in between it and the engine. Insert the long bolts and washers to fit, and tighten each bolt in turn to push the sleeve down the shaft.



As the sleeve bottoms on the plate, start again with more bolt exposed and more washers as needed. This will work unless you have a very serious problem in the form of a bent or broken key (29) or a totally seized shaft. Again, try a hammer, if necessary as hard as possible, because at this stage the only other alternative is cutting the shaft.

d) As the shaft comes free, don't lose any of the compression rings.

13. Right, back to business. Replace the sleeve for safe keeping, replacing the O-ring (11) if you're really feeling keen.

(CONTINUED)

14. Slide shaft to rear, not too far, and remove first the housing, then the sleeve (27) and all the internals. There is just room if you remove the housing first.

B) REBUILD:

Rebuild the box as needed. We replaced the bearings (25) which had fallen to bits, all circlips, support rings and lock rings (23, 24, & 26), the O-rings (19, 20) and seal ring (51). Gaskets can be made from stout paper (49, 16, 41) - old charts, especially British Admiralty (!!) are superb. The following are the parts numbers supplied by the shop, with Volvo numbers for comparison. Total bill for everything was under \$25. (US).

<u>PART</u>	<u>VOLVO</u>	<u>US</u>
O-rings	925064	216
	925059	116
	✓ 925061	213
Bearing	181549	9UD7K
Seal	✓ 840223	47697

Clean all parts thoroughly before and during rebuild. Lightly grease all parts on assembly with Molyb grease; on refitting the box, the engine is going to be run briefly without full grease packing, so every little bit helps.

C) REFIT:

1. With 360 wet and dry, clean and smooth the ends of the shaft and the operating sleeve thoroughly.

2. From the front, slide onto the shaft the cover (48) with seal, followed by the gland nut (22) and compression rings, and then the sleeve (27) and the internals. Holding the shaft firmly, push the sleeve as far aft as it will go. The operating sleeve must bottom out in the unit, so check carefully as the new O-rings will be tight.

3. Slide housing over shaft, and with teeth in (27) upright over the sleeve. Don't worry about alignment of teeth and cog yet.

4. Slide gland nut (14) and compression rings down the shaft, fit key and slide shaft into (10). Make sure it bottoms out. If this proves difficult (it should be a very tight fit), unbolt (10) from engine, hold shaft, and tap lightly with a hammer and a drift. In this direction there is almost no room. Again, have patience. It helps to heat gently with a blowtorch (as a last resort). Be very careful, and remove O-ring (11) first. Rebolt (10) to the engine.

5. Lock flywheel and tighten nut (14) hard.

6. Tighten nut (22) hard.

7. Check position of neutral mark (See REMOVAL 1.). Slide cover (15) to rear, turn the shaft (28), and refit (15) so that key in shaft is in correct position for neutral position of lever (31). This is fun (?), so its probably time for another break about now.

8. If there is no tape mark, guess & proceed (Guess not critical). Bolt (15) to block, and fasten rear cover (48). Don't kill yourself doing this, you may have to undo them all in a moment.

(CONTINUED)

9. Start engine and run very briefly to check neutral. Turn shaft (28) with vice grips until neutral is found. Check position of throttle control before starting, use only tickover. Neutral should be very close to the estimated position based on the tape mark. If the tape mark is now some distance away, it is likely that the shaft is not fully bottomed out or else that the operating sleeve is not fully home in the box. Check both.

10. If needed, repeat procedure in 7 for alignment of lever (31).

11. Tighten housing bolts (17) and end cover bolts (50).

12. With cam in correct position for neutral (i.e. horizontal) refit slide cover (38) with shaft. The cam is on a tapered shaft and probably impossible to remove, so if adjustment is needed, it is easier to remove the cover (38), turn the shaft, and refit it. Correct alignment of neutral and minimum revs should be easy as the shaft and prop have not been touched.

13. Reconnect throttle linkage and arm (31) and control linkage. Adjust position of cockpit lever if necessary by using fork on engine end of control linkage.

14. Grease the control linkages, and pump about 25 pumps of Molyb grease into the box with a grease gun.

15. Have a beer, you're finished.

If anyone has real difficulties, or would like to chat about this, or anything, REALLY, please write to us at P.O. Box 2195, ANNAPOLIS. MD 21404. We should be around for a few months before returning to England.

© John and Gwen Thorp 1985



the market place

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18,500

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27' ALBIN VEGA SLOOP '84, gen 6, 5 sails, new

16,000

*Soundings
SEPTEMBER 1985

OUR MANY THANKS TO NATE SANDERSON WHO HAS COMPUTERIZED OUR MEMBERSHIP LIST & WHO IS FURNISHING US WITH ADDRESS LABELS, AND TO HAROLD COHON WHO SUPPLIED US WITH LABELS FOR MANY YEARS. THANKS ALSO TO BRENDON DONEGAN WHO SERVED AS OUR SUBSTITUTE NEWSLETTER EDITOR FOR SEVERAL ISSUES RECENTLY.



320 Brightwood Avenue
Hampton, Virginia 23661
June 17, 1985

Dear Sid -

Sid, Janet and I really appreciate the way you sold your boat to us. We really love the boat. I hate it that you paid so much for the hauling, painting and maintenance costs, so much so that we've enclosed our check to help defray the expenses.

As I told you on the phone, we had a nice sail home even though the wind was from the South the whole trip. Friday was light to moderate wind so we motored on and off until we reached the Potomac River. We made Tangier Island around 4 - 4:30 and spent the night there. On Saturday we had 15+ MPH winds so the sailing was really great. The boat sails great. We reefed the main after an hour or so to reduce the heeling and just kept an eye out for other boats. The new Auto Helm sailed the boat for us. We made the York River in a little less than 12 hours which I thought was great time.

Sunday morning we had rain & wind until about 10-11 AM but we sailed anyway - arriving home around 1 - 1:30 Sunday afternoon.

We're not getting to sail as much as I'd like because of my work. Had some night sails, and of course "Harborfest".

So far my only problem with the boat is maneuvering under power. The boat seems to have a mind of it's own. But we're working on it!

Hope you and Florence are well and (I suppose) ready to leave for Florida. Let us hear from you after you get settled. Thanks for the Vega materiel you sent. It's real informative.

Have a nice retirement. Thanks a lot.

Good luck

*Bill, Janet, David
& Meander*



Moving?
Let us know
before you go.

Negende editie aan de Engelse zuidkust verzeild

INTERNATIONAL VEGA FRIENDSHIP REGATTA

Zwaan-Kleef-aan tot Blankenberge, flottieljevaren naar Cowes en in kiellinie langs de Island Sailing Club aldaar. De aanleiding tot deze regatta was de International Vega Friendship Regatta in Cowes, de internationale



TRANSLATION OF THE ARTICLE IN THE DUTCH MAGAZINE "ZEILEN EN MOTORBOOTVAREN" ON THE INTERNATIONAL VEGA FRIENDSHIP REGATTA 1984 IN COWES, written by Frans Hazekamp, January 1985.

Ten Dutch Vegas went together to Blankenberge in Belgium, ten Dutch Vegas sailed together as a flotilla to Cowes on the Isle of Wight and these ten Dutchies passed the local Island Sailing Club in line ahead. What was the reason of this trip?

The reason was the International Vega Friendship Regatta, which is organized somewhere in Western Europe annually, to maintain contact between all the international Vega-friends. Vegas of several nationalities then flock together to participate in some regattas. Naturally the so-called "social events" are also part of the gathering. There is also a possibility for crews to come without boat; they can be "incorporated" in ships of the host country, as skipper, winch-gorilla, or, just as ballast (according to choice!)

Cowes on the Isle of Wight was elected for the ninth Regatta. The Dutch Kring van Vegazeilers shouldered the organization twice before: In 1976 in Enkhuizen and in 1980 in Medemblik. In 1985 it will be their turn again. The International Vega Fleet will call in at Hoorn and then sail up to Sail Amsterdam to represent the larger cruising yachts.

Some years ago, the first flottillasailing trip was made by nearly fifty Vegas, which "hopped" from IJmuiden to Den Helder. The intention of the trip was to remove the fear of salt water of some of the participants. For, when you are on the North Sea for the first time in your life, you surely feel safer between tens of trusted Vegasails and lots of experienced crews; although every skipper knows that he could only count on himself if the circumstances were to change in an unfavourable sense. Last year this risk threatened, when a fleet of more than forty Vegas were ready to go for a trip around the outside on Ascension Day. Only just in the nick of time could they turn back from the locks of IJmuiden after they had heard the first menacing weatherreports of Force 10!

Flotillatrips abroad started in 1982 with five Vegas, which represented the Netherlands in the Friendship Regatta in Borstahusen, Sweden. And this year the fleet had grown to ten! Two Vega-yachtsmen made a very complete scenario for five days sailing in daily hops. Nothing could go wrong, except the weather, so they reserved two days extra in case of delay. No commodore was appointed, thus making clear that the responsibility should stay with the individual skipper.

The first seven Vegas assemble in the Balkenhaven, coming from several harbours on the IJsselmeer. In Blankenberge they will meet the Zeeland Vegas. There are internationals aboard, one Norwegian and three Swedes, including Lars Lemby, president of the VODA, the Vega One Design Association. The rugged Scandinavian nature is evidenced by a smoke-dried leg of lamb on the pushpit on one of the ships.

...dag naar Blankenberge hetzelfde beeld en er tekent zich al het beruch-

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WEDSTRIJDZEILEN: VEGA REGATTA

te patroon af van de toerzeiler met vaste be-
stemming: je motort meer dan je lief is. Hoe
waar en vaak voor velen onbereikbaar in de
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strooms weer vol goede moed te zeilen. Het
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kiezen.

In the IJmuidenlock some Vegafriends show up to wish the fleet "bon voy-
age". The sea shows some swell, but the weather is fine and, in contradis-
tinction to the outlook, the breeze is too light to keep to the schedule.
The engine must help to win the race against the tide.
During the last part of the trip to Stellendam some spinnaker sailing is
possible. During the night two Vegas (love sick?) embrace each other ten-
derly at low water, but ... one gets used to sleeping at an angle.
Next day to Blankenberge the engine has to play the leading part again.
How real, and for a lot of people often unattainable in society nowadays
is the saying: "For the skipper who has time the best wind always blows."
The sun and the good view of the coast of Belgium make up for a lot.
The 6th of July will be a long day, 75 miles to Dover. Naturally we first
try to sail, close to the Belgian coast, but again we have to start the
engine.

Near the buoy of Dunkirk, at the start of the crossing, the tide is on the
turn, visibility becomes moderate, but fortunately there is little traffic
at least so far as can be seen or heard.
We cross at right angles to the shipping lanes and we secretly snigger when
we hear that a less conscientious (non-Vega) skipper is reprimanded over the
VHF by the Dover Coastguard. Although you may and must be convinced of the
precision of your navigation, the course and the tidal correction, it is
still a satisfaction (or relief) when you make your landfall as planned, ha-
ving had a hazy visibility.
In this case South Goodwin calls out on starboard that we are o.k., although
we can't see the light vessel. The VHF's prove to be of good service for both
mutual contact and for navigation checks.
Above the low haze the cliffs with Dover Castle loom up before us and thus
it is established that Great Britain still exists! Dover Harbour permits us
to sail inwards after two ferries have left the port. A Harbour Patrol-ship
intercepts us and leads us together with other yachts to the Wellington Dock.
The Customs obviously are accustomed to the fact that crews can bark like
dogs and they smile to themselves at this churlish behaviour. At least rabies
is not imported by human barkers ...
In Dover we eat excellent fish, Dover sole of course! Showering is excellent
as well. If you put a coin in the meter of your cabin, your neighbour gets
wet! It behaves the crew to let the skipper choose the right cabin ...
The happiness in Dover is of short duration. Next day at seven we must set
out for Brighton. The brave ones start the race against the current with
fresh courage. But to no avail. After four hours Dungeness Power Station
comes within sight. Another four hours later we see Royal Sovereign Platform
like a big mushroom in the sea. Beachy Head with the lighthouse at its feet,
and notorious for many suicides, drags very slowly by as a result of the
strong counter-current and the increasing head wind. At any rate it prevents
us from having a rough sea on the spot.
The Seven Sisters, pale chalk-virgins of the English South Coast, show their
shelving shapes behind the choppy swell. Again there appear to be two cate-
gories of skippers: The fanatics, who wish to reach the final goal by sailing,
and the mathematicians, who carry on according to the principle: "The shor-
test distance between two points is a straight line."
Past Newhaven the sign where the zero-meridian passes the English coast, is
clearly visible. Brighton, with the enormous marina Great-Drimmelen-on-Sea

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VEGA REGATTA

(Drimmelen = a vast inland marina in Holland), is beckoning far away. Again we are 70 miles further from home.

The last hop to the Solent is the shortest one. We are motorsailing with the tide to the Eastborough-buoy. The narrow passage Looe, where it can be rough sometimes, gives us free entrance to Selsey Bay.

The Isle of Wight looms up through the haze, Portsmouth draws near on starboard. For the last time during our trip we raise the spinnakers and sail between forts dating from Napoleonic times and beyond the fun fair on the shore to Gosport, where we moor in the harbour of Camper and Nicholson. The Masterplan had worked. In five days we have reached the Solent, we can use the spare two days for sightseeing!

The Vega-autonomy decides to explore Beaulieu River, 12 miles to the west of Portsmouth. Due to the south-westerly 5 Bft and the favourable tide the distance is covered rapidly.

The leading marks seem to invite us to sail straight on to the shore. Just before the moment, whereupon everyone expects the inevitable beaching, the fairway bends and we can sail up the beautiful river.

Not everyone, because beating up a tidal river at outgoing tide is a difficult task! One Vega sails right into the sludge, and when she is trying very hard to free herself, both the water and her congeners are seen to be disappearing ...

In the neighbourhood of Buckler's Hard the trip comes to an end. There is much to be seen for the lovers of history. The old hamlet, founded by the Duke of Montagu, became famous by the shipyard of Henry Adams, who had built many ships there between 1745 and 1847. A number of Nelson's ships came down the slips here and that was sufficient cause for our British friends to furnish a maritime museum in one of the former pubs. Moreover, Buckler's Hard takes pride in the fact that Sir Francis Chichester lay at anchor there ever since 1953 with his succession of Gipsy Moth's.

According to the most recent brochure he is still there!

The day of the arrival in Cowes has come. The breeze increases to SW 7 with showers.

Springs are nearing and that means, in view of our planned arrival, a current of 3 knots in the Solent. Wind against tide, a little rainfront and temporary bad visibility see to it that we as yet get what we missed the last few days, namely less favourable weather conditions. Wind, water and waves galore!

Close hauled up the Medina River, we sail into the lee of the island and the water is less rough here. We wait for each other and sail in line ahead towards Cowes, carrying the big white Vegaflag at the masthead on the leading ship. The Britons welcome us from the steps of the Island Sailing Club with a gun-salute. In the Groves & Guttridge marina we meet many Vegas, especially from the English South Coast, but also representatives from West-Germany and Sweden. And also there are the participants, who came by car or by plane and who will crew ships of the host country.

The beginning of the Friendship Regatta shows the familiar image of reception, technical VODA-meeting, which controls the class rules, and speeches. However, we came for racing with and against each other.

Next morning we get up early for the palaver. The start was very nice, but confusing. Many participants of the morningrace think, that it can't be usual to start right across a field of moored ships. Well, it is usual, so many Vegas are disqualified. Some Vegas thinking to be smart, use the wellknown tactic: Take the easiest way and follow an English crack. Naturally he knows the rules! The followers are punished in the same way as their crack: Disqualified!

In the afternoon we race round the western side of the Isle to Little Yarmouth. Meanwhile the wind has increased to W 6/7, right on the nose, and according to plan, we go with the tide. How much did Neptune drink last night?! So this means fighting in rough seas, with which accurate reckoning with the tide can be an advantage.

Of course all Vegas start and finish, because the barbecue in Yarmouth is ready! Who doesn't finish, gets no dinner; that's a Vegaclubrule.

Yarmouth is an attractive small town, where all ships in the harbour are moored between piles. The Harbour Master comes alongside and takes the mooring-lines to the piles. A ferry, or your own dinghy, takes you to the shore and to the barbecue at the George Hotel.

The third regatta is discussed in connection with a weatherforecast of 8 Bft. It appears to be W 4/5, marvellous for a long spinnaker-run back to Cowes.

The international crew of the Dutch Vega "Skynda" finishes first in this race and second overall in the spinnakerclass. "Bor", the very last last Vega that was built, no. 3384, winner of the second race, reaches the fourth place overall. Characteristic for the Vega Class is that the age of the boat hasn't any influence on the chance to win. The English overall winner, no. 1399, was the oldest one present. In Sweden no. 7 from 1966 is still succesful. It appears to be one of the reasons, why the Vega is a long-term succesful design, especially for yachtsmen, who want to combine cruising with racing.

Strict classrules see to it that this racing hobby doesn't get out of control financially and that the chance to win remains on a par.

After the traditional Regatta dinner prize-giving takes place. One of the "Dutchies", Eceroja, appears to have gained second place in the Cruising Class.

The tension is gone. The Regatta was succesful, and the participants disappear over the horizon, where, according to Jan de Hartog, Fortune is always beckoning

Frans Hazekamp/Ellen Wonder
Mei 1985



KRING VAN VEGA ZEILERS
Bussum, 8th July 1985

Dear Mr. Rosen,

Herewith we sent you the translation from our article as we promised. We hope you feel very well in your new home. All best wishes from your Dutch Vega friends.

Some news about the 10th Friendship Regatta in HOORN, the Netherlands in 1986. Nine nations will be present! Also, Mr. H.T. Jensen, working and sailing his Vega in Saudi Arabia will attend our Regatta. After that he leaves to spend his vacation in the USA. Nearly 70 VEGAS will be together: 240 persons at the dinners. After the meeting 60 VEGAS are allowed to take part in the SAIL AMSTERDAM 1985.

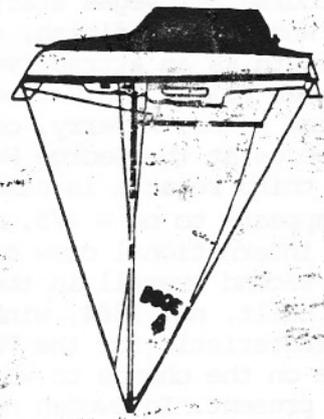
Of course, a lot of work must be done! Mr. Jansen is at the moment on his vacation in England and France. Will you please send him your membership list. Also, we would like very much to recieve your newsletters again.

Best wishes from the KRING to the VODCA.
Many greetings to you and your family,

Ellen Wonder



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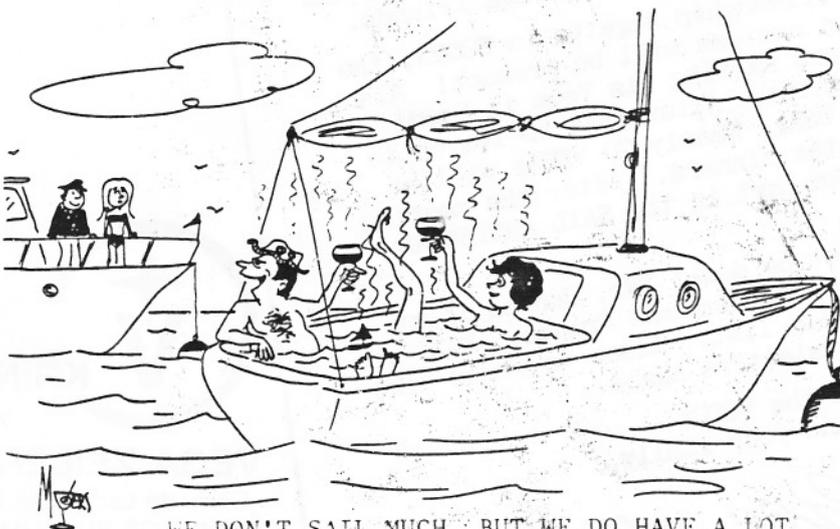
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First Class



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VODCA Newsletter



WE DON'T SAIL MUCH, BUT WE DO HAVE A LOT
OF FUN IN THIS SEA-GOING HOT TUB OF WINE!