

VEGA

Newsletter

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

20 Dec 1991

Voice of American Vega Sailors

No.1-92

Our first year as the "American Vega Association" has passed. While we are no longer the formal organization that we were in prior years, we are 'associated' for our common good. Our boats were well designed and well built, but like ourselves, are showing the effects of time and use.

Your editor appreciates your support as do our many members who rely upon other members in solving their boat problems. Please continue to share your experiences.

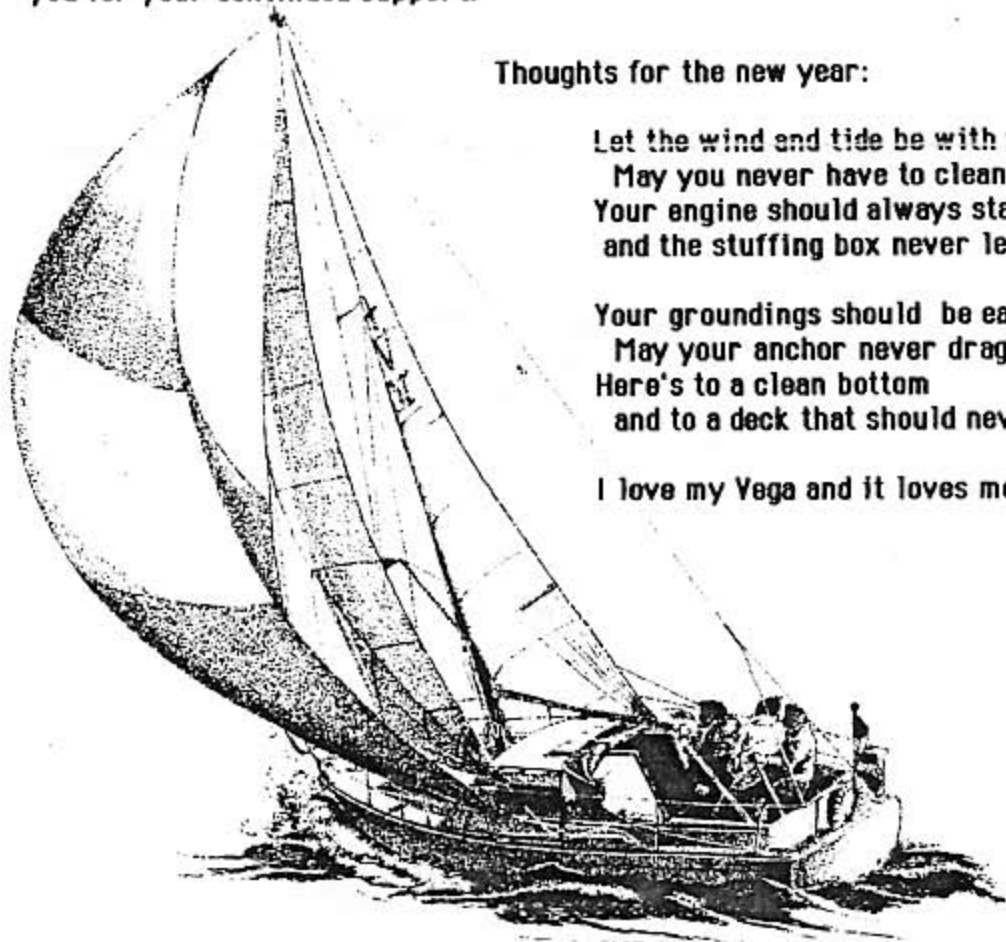
We began fiscal 1991 with 162 members and despite a loss of about 20+ members, now end the year with our membership at 184. An all time high! But, as in the past, some will not renew their membership. Thank you for your continued support.

Thoughts for the new year:

Let the wind and tide be with you
May you never have to clean your teak
Your engine should always start
and the stuffing box never leak.

Your groundings should be easy
May your anchor never drag
Here's to a clean bottom
and to a deck that should never sag.

I love my Vega and it loves me!



Happy Holidays!

August 16, 1991

Mr. Sidney A. Rosen
10615 Whitman Circle
Orlando, Florida 32821

Dear Mr. Rosen:

Although we have never met, I feel that we are old friends. I have been using you as THE VEGA EXPERT and have referred many owners in your direction.

I am one of the few still at Albin that was here when the Vega was still being built in Sweden. As a result, any questions that come our way get passed on to me. If I have any doubts about the answers, I refer them to you.

This letter is simply to thank you for all the work you do that reflects favorably on Albin Marine, Inc. and our current product line. Few Albins are on the brokerage market at any given time. Owners seem to like them and cruise them longer than the average. We are proud of that for it shows that we must be doing something right.

Again, my thanks.

Sincerely,

Peter Widmer
ALBIN MARINE, INC.

I am anything but an expert. I do, however, have the benefit of your experiences which I try to pass on to others. Sid Rosen

ALBIN MARINE

ALBIN MARINE INC., P.O. BOX 228 • 143 RIVER ROAD, COS COB, CONNECTICUT 06807
(203) 661-4341 FAX (203) 661-6040



+++++

Check these recent prices!

SARGENT YACHT SALES, INC.

P.O. BOX 463, CATAUMET, MA 02534
At Parker's Boat Yard
Edwin A. Sargent • Charles A. Begg FAX: (508) 564-9919

Model	Price
27' 78' Cal Ocean	23,000
27' 72' Albin Vega	17,000
28' 34' Merit	43,000

(ME) 27' VEGA SLOOP, FG, dsl, refur-
bished 1990. Exc. cruiser, exc. family boat.
\$14,900. (207) 594-7109 or (919) 482-
8234. (0028565)



A VEGA EXPERIENCE

Part 1 of the Passage to Enkhuizen by Diana Webb

Since the day that I bought Bugle five summers ago, I always felt wherever I sailed that she had been there before. If she could talk she would fascinate me with the stories of where she had been to, and the seas she had sailed over. So it came as no surprise but great delight to read Dick Skinner's article in the VAGB newsletter of February 1990, of Bugle's first IFR in 1976 in Enkhuizen. Then she was a youngster of four years old, now she was a lady of eighteen. I decided that after the good time and fun at last years Anglo/Dutch Rally that she would celebrate her coming of age by joining the party at Enkhuizen. After all she had been there before, she knew the way.

It was a tremendous rush to get Bugle ready. The season to which had looked forward to so much started with Bugle looking beautiful as she floated off her trolley on a very high Spring Tide. Her dark blue topsides gleamed, her snow white boot top crisply cut the water, the Volvo started first go... what a good omen. We motored off towards Hoo Marina to fill her tank with water. Twenty minutes later disaster struck and with it my hopes to be at Enkhuizen in July fizzled away. Bugle had caught something around her prop. It was a sunken rope attached to a sunken buoy. Her engine had been working hard to stem the four knot Spring tide on it's way out of Hoo Creek, and something had to give before Eric or I could leap forward to pull up the stop handle. 'Bang' the noise reverberated all around the hull, the engine stopped. The silence was broken only by the lapping of the water as she swung around to face the tide stern first. We both rushed up to the pushpit and leaned over. We could see the buoy that Bugle's propellor had wound up from the bottom of the river. It was covered in greenery and was jammed tightly against her hull. It was impossible to release her from it's clutches. It's mooring line was wound tightly around her prop and it's riser had fouled the ground chain of nearby moorings and this was now taut with the boat on the end. Somehow Eric managed to get a line around the riser and I wound it up on the sheet winch to take the strain off the buoy. We still could not free it. We decided to row her anchor towards the bank which was fast appearing on the falling tide, with the idea of beaching her to examine the damage and free her from the buoy. We returned to the boat and cut the riser. The boat, now riding on her anchor swung round to face the tide, with the offending buoy like a huge wart obediently following behind her.

It wasn't long before we were to know the worst. As she lay there like a great stranded whale, her polished topsides now squashed into the black Medway mud streaked with oil and slime, Eric and I clambered overboard in wellies armed with a hacksaw and a stanley knife to try and cut the line which we could now see had melted and fused together. It took a long time before we could free the prop from the tangled line and buoy. Neither the blades nor the prop would turn in any direction. We had damaged the stern gear. It was the 28th of April, the first day of the new season and a passage to Enkhuizen was fast fading away. We climbed back aboard. I was dejected. There was my 'lovely' as I call her, maimed and now unable to negotiate the canals and locks that lay that lay between the North Sea and Enkhuizen. She

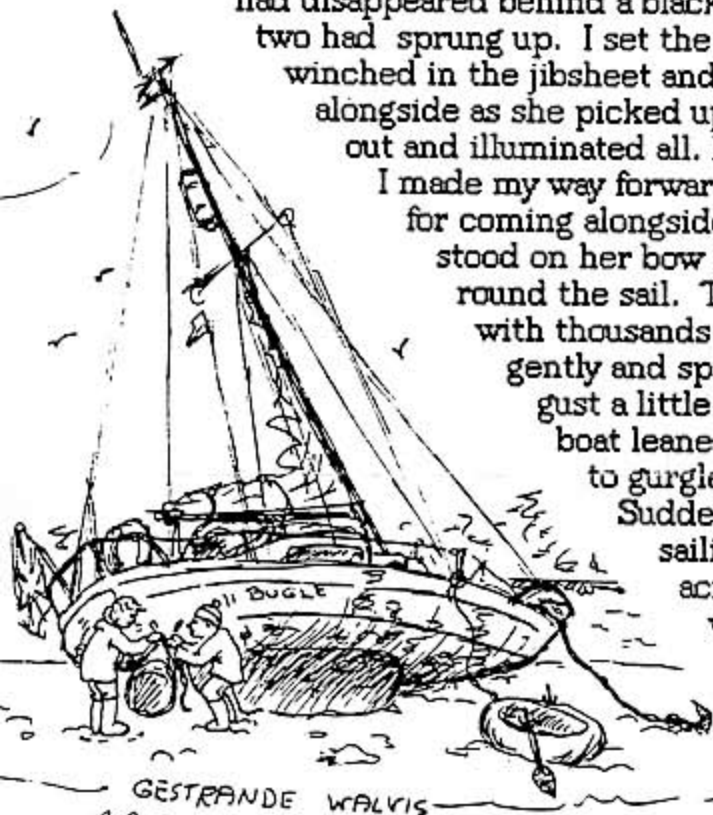


was covered in mud and I disgustedly slung my wellies into a plastic bag. They ponged like the sewer pipe off of Southend. I followed Eric below and he had miraculously found a small bottle of sherry left over from last season somewhere in the nether regions. There was enough in it for two glasses! The boat lay at a crazy angle and it was impossible to sit comfortably. I managed to make something hot to eat and immediately felt better. We had a long wait in front of us, she would refloat about 02.00 hours. We decided that as soon as we had enough water we would sail her back to the Club and put her on the scrubbing pad for a more detailed examination the next day. After the sherry and the meal I felt more optimistic.

It was pitch black when she refloat and very cold. The weak moon had disappeared behind a black cloud but a nice breeze of about force two had sprung up. I set the mains'l, we recovered the anchor, winched in the jibsheet and she began to sail. The water swished alongside as she picked up speed.. Suddenly the moon came out and illuminated all. It was magic. Eric took the helm and I made my way forward to prepare the warps and fenders for coming alongside the scrubbing posts. For a while I stood on her bow holding onto the forestay and peering round the sail. The river was like inky black glass with thousands of lights reflecting in it. Bugle leaned gently and sped across the water. I felt the wind gust a little harder in my face and instantly the boat leaned a little bit more. The water began to gurgle as she increased her speed.

Suddenly I felt great. At last she was sailing, she was skimming effortlessly across the water. Then I realised this was her first sail of the new season. She was showing me that she was a sailing boat. She didn't need all the claptrap between her Volvo engine and the prop to propel her along. She could get along very well without it.

To get her through the locks I would fix her with a jury engine, even an outboard would do. My natural optimism returned with interest. Bugle had shown me the way, she had reminded me that she had been there before, and that she could go again. This time she would take me.



Editor's note:

This is only a portion of Diana's account of her trip to the Vega International Friendship Regatta in Enkhuizen, Holland in July 1991. It was copied from the December 1990 Vega Association of Great Britain's Newsletter. The sketch was extracted from the April 1991 issue of the King Van Vega Zeiler's "Vega Bulletin". Our thanks to both organizations and to Diana Webb.

Wendell Lloyd (Serenidad #2925) asks for help

July 15, 1991
622 Hwy 90, 31W
Bay St. Louis, MS 39520
Tel: (504) 257-2005

Dear Sidney,

I have some problems that need to be solved and would appreciate any help that our members can provide.

1. Does anyone know how to neutralize 3M #5200 adhesive without creating a problem for the Imron paint that it is stuck onto? Somehow some of the 3M #5200 Marine sealant/adhesive that I used to secure a rubber cup on one of my stern ladder supports got on the transom of my boat and has caused several black spots. (I assume that soot from the exhaust intermingled with the sealant to blacken these spots.) This is a weird situation because none of the #5200 was inadvertently wiped on the boat. I tried lots of elbow grease and some fiberglass stain remover from an in-the-water position. Some of the soot came off but the 3M #5200 remained attached to the transom.

2. I operate a Tillerpilot 2500 autopilot. My problem with it is that the pushrod will not provide enough "travel" to give the maximum rudder angle. Possibly someone has experienced and solved a similar problem.

3. The fiberglass around the bilge cover (board) on the floor of the cabin was cracked and showed signs of weakness. I repaired this deficiency but am not satisfied with what I have done. Repairing the fiberglass in this area was somewhat difficult because of the limited space and I really didn't know how to keep the fiberglass in place until it was completely cured. If anyone has successfully reglassed this area I would appreciate learning what they did and how it was done.

4. Finally, a few years ago I had a dodger custom made for the boat. The supporting mounting for the frame was attached with machine screws on either side of the forward ends of the cockpit coaming. These screws held fine for a couple of years, but recently the port-side screws have become loose. I know of no convenient way of anchoring these screws. I had thought of throughbolting, but the underside of this narrow coaming is not accessible.

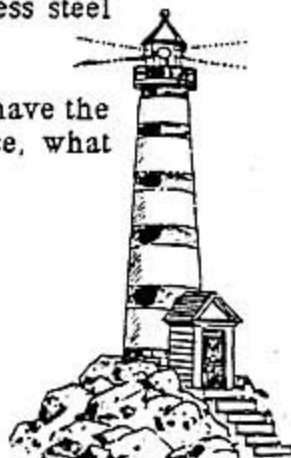
Perhaps a solution would be to cut a hole in each side of the cockpit, install a stainless steel backplate and apply fiberglass over the hole - but I cannot do this myself and end up with the repairs not looking decent. Does anyone know of stainless steel screw-anchors?

Sidney, my Vega is 15 years old and unless I win the lottery I will probably have the boat for many years to come. Other than the obvious preventive maintenance, what have other members done to extend the life of their Vegas?

Your assistance, and that of any of our members would be very appreciated.

Sincerely,

Wendell R. Lloyd
Wendell R. Lloyd



P.S. Be sure to call me if you get anywhere in the vicinity of Biloxi/ Gulfport, MS.

3400 Richmond Road
Victoria, B.C. V8P 4P5
CANADA

June 8th 1991

Dear Sid:

We're off on another adventure soon, with Tarka playing a part initially, but not for a while thereafter. In September I'm taking up a post as a Foreign Service Officer in the Canadian Department of External Affairs. We'll be based in Ottawa initially, but could be posted anywhere in the world after that. At the end of June we're planning to truck the boat to either Deluth or Thunder Bay, at the Western end of Lake Superior, and cruise through Superior and Huron to Georgian Bay (Ontario), where we'll take the boat out and either leave her there for the winter or truck her on to sail on the Ottawa River. So, we're in rather a state of turmoil right now! We'll continue to use this address for the time being, and I think we'll keep the phone until late June; ifv there are any queries, just give us a call., We'll send you the new address as soon as we have one.

All the best,

Nick + Jenny

Nick & Jenny Coghlan.

B. Greenwood
ASAMERA OIL
5th Floor, Tong Building
302 Orchard Road
Singapore 0923

Sidney Rosen
10615 Whitman Circle
Orlando, Florida 32821
USA

Dear Sidney

I understand the American Vega Association is in your capable hands.

If you have the most recent newsletter available I would appreciate a copy - also cost to receive on a regular basis.

Many thanks.

B. Greenwood

Albin Vega

Reader John Sprague, of Guelph, Ontario, passed along the information that the American Vega Association is in the good hands of Sidney Rosen, 10615 Whitman Circle, Orlando, Florida 32821; (305) 352-9250. There's a \$15-a-year newsletter and a thick repair manual compiled by members. "The instructions for taking apart and adjusting the variable-pitch pro-

PELLER mechanism are worth their weight in gold," said Sprague, who owns Albin Vega #1492 built in 1981.

He added that original Vega parts are obtainable from Henry Gustafson, Vega Marin Ab., Smithska Vagen 8, 2-421 66 Frolunda, Sweden; telephone from the U.S., 011-46-31-28-6175.



Joe: Can you tell us about your sails & new sound insulation?



12 OCT '91

NORMAN MEISSNER
8011 17th AVE NW
BRADENTON, FL 34209

813-794-3485

MELANAKA #2503

Joe Perel
874 Bear Creek
Costa Mesa, CA 92626-1703

Hi Joe,

Just read your letter in the Sept. Vega Newsletter. About the anchor roller that you ask about, this is the way I approached the project, which you can see from the enclosed photo. The "anchor sprit" is about 36" long, which I found out in use is actually about 6" longer than needed for a 20* Danforth. If it was about that much shorter it would still not hit the bow in the stowed position, and with a shorter lever arm it would be stronger. Width is about 8", thickness 1", wood is teak. The roller shaft is a 3/8" dia aluminum round bar pressed into a 3/8" hole. The roller is from a boat trailer and is of nylon material. I used two of the deck to hull bolts for attachment plus two other thru deck bolts which seem to be adequate. It was necessary to place a block of wood under the aft mounting bolts to act as a shim to keep the board level. It was also necessary to shim up the stbd chock so docklines would not chafe on the sprit. I have purchased a 2 x 4 x 1/4" aluminum channel that I intend to put on top of the sprit to reinforce it as I doubt that the board could stand the loads it would see on breaking out a well set anchor. I usually take the anchor line off the roller once the hook is set so as to avoid loading the board.

I was really interested in what you wrote about having a full batten main and would like to hear more about it. The first questions that come to mind are: How does it affect performance?

Can you see much of a change? Do the battens chafe against the backstay when tacking/jibing? Do you still use the roller reefing or have you gone to slab reefing with the new sail? Is it possible to use roller reefing with a full batten sail? Are there any problems connected with hoisting or lowering the new sail. How about chaffing problems from the battens?

Your boat sounds like it must really be in top shape and further to the questions that I've already asked, I'd like to know how effective is that sound insulation that you installed. Did you fabricate an aft bulkhead to totally enclose the engine room or is it still open under the cockpit sole?

Please forgive me for asking so many questions but the projects you have undertaken are just the ones I'm planning and your reply will be very informative to me. Please include your phone # as I am often in San Francisco on business.

Best regards
Norman Meissner



August 23, 1991

Dear CBT-27 Members,

Report from Cape Cod:

Hurricane Bob was a doosie!! Cotuit Bay, one third of the way out on the south coast of Cape Cod, is where Piper usually lives. Only a low, thin sand island protects the bay from Nantucket Sound. We were hit by southeast winds reported to have been about 100 mph during the height of the storm!! (My moistened finger is not very accurate for readings above 30 knots; actual wind gusts may have been higher, and sustained speeds lower. We stayed out of the worst winds.) Over half of the moored boats in the harbor were blown ashore, and many of the rest banged. Boat owner's nightmare probably as bad as any on The Cape, but then I did not see Falmouth.

Predicting that leaving Piper in Cotuit Bay would leave her poorly protected, we took her over to a cove well sheltered from the East, Southeast, South, and Southwest winds, and anchored her as close to the shore as possible. Perhaps incorrectly, I decided to put all of my faith in my heavy anchor - a 35 lb folding yachtsman that hadn't failed. On it I put about ten feet of heavy chain and my storm anchor line (1 inch), paying a scope of about 9 to 1. About four to five feet from the bow I tied onto the anchor rode a short piece of storm line, so that the chaffing in the chocks would be shared, and put extensive chaff gear on both lines. The lines were cleated to the main anchor cleat, then back to the mast. We removed the sails and the dodger, and checked that everything was secure below. As we had only been day sailing, we did not have extensive supplies below, but we did remove the stove, extra alcohol, and radio - for use ashore. We had done our best to prepare Piper; now she had to take care of herself. Tartan 27's are replaceable, human life is not.

(continued on page 11)

1992 DUES INVOICE AND ROSTER UPDATE

1992 dues are now payable. Please complete the form below and return at once with your check made payable to "Vega Newsletter".

Send to: Sid Rosen
10615 Whitman Circle
Orlando, FL 32821

US	:	\$10.
Canada	:	\$11. (US)
Foreign	:	\$16. (US)



NAME _____ HOME PHONE () _____

SPOUSE _____ WORK PHONE () _____

ADDRESS _____

_____ ZIP CODE _____

SAIL NO. _____ YEAR _____ BOAT NAME _____

YACHT CLUB _____

WHERE BERTHED _____

RADIO: CB _____ VHF _____ AMATEUR _____

Try this one on for size:

Years ago Sid Rosen took the following quiz as part of a course on organizational planning. The test was taken on an individual basis and then as an exercise in group decision making. Try your hand at it. The "approved" answers are given at the end of the test.



LOST AT SEA WORKSHEET

Instructions: You are adrift on a private yacht in the South Pacific. As a consequence of a fire of unknown origin, much of the yacht and its contents have been destroyed. The yacht is now slowly sinking. Your location is unclear because of the destruction of critical navigational equipment and because you & the crew were distracted while trying to bring the fire under control. Your best estimate is that you are approximately one thousand miles south-southwest of the nearest land.

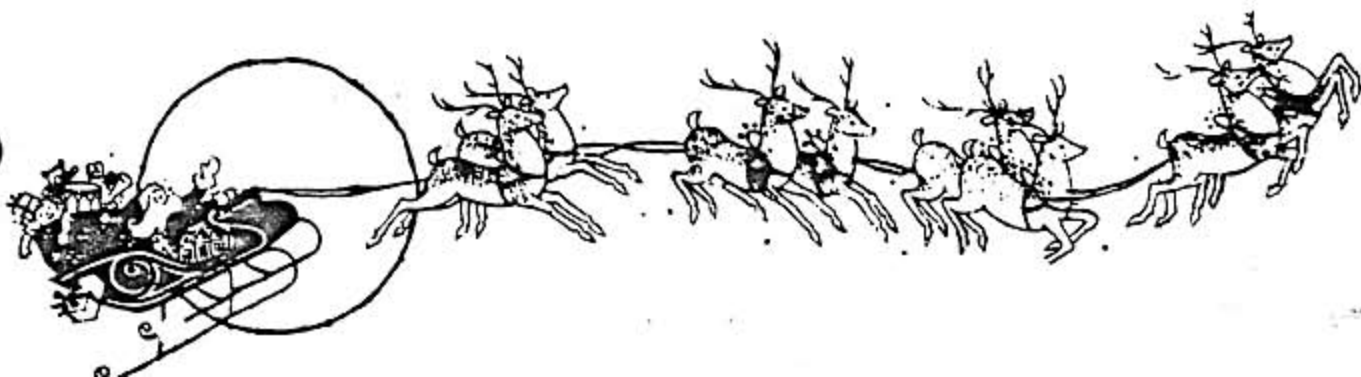
Below is a list of fifteen items that are intact and undamaged after the fire. In addition to these articles, you have a servicable rubber life raft with oars large enough to carry yourself, the crew, and all the items listed below. The total contents of all survivors' pockets are a package of cigarettes, several books of matches, and five one-dollar bills.

Your task is to rank the fifteen items below in terms of their importance to your survival. Place the number 1 by the most important item, the number 2 by the second most important, and so on through number 15, the least important.

- | | |
|--|-------------------------------------|
| ___ a. Sextant | ___ i. small radio |
| ___ b. Shaving mirror | ___ j. shark repellent |
| ___ c. Five-gallon can of water | ___ k. 20 Sq feet of opaque plastic |
| ___ d. Mosquito netting | ___ l. 1 Qt of 160 proof rum |
| ___ e. One case of US Army C rations | ___ m. 15 feet of nylon line |
| ___ f. Maps of the Pacific Ocean | ___ n. 2 boxes of chocolate bars |
| ___ g. CG approved seat cushion | ___ o. fishing kit |
| ___ h. Two gallon can of oil-gas mixture | |

(Answers on next page)

Reproduced from
The 1975 Annual Handbook
for Group Facilitators
J. William Pfeiffer and John E. Jones, Editors
La Jolla, California: University Associates Publishers, Inc., 1975



Answers to "Lost at Sea" -

You may or may not agree with the results of this exercise. I did not. The "approved" answers given below were the response of a panel of Merchant Marine officers and seamen who had had initially taken the quiz.

a. <u>15</u>	F. <u>13</u>	K. <u>5</u>
b. <u>1</u>	G. <u>9</u>	L. <u>11</u>
c. <u>3</u>	H. <u>2</u>	M. <u>8</u>
d. <u>14</u>	I. <u>12</u>	N. <u>6</u>
e. <u>4</u>	J. <u>10</u>	O. <u>7</u>



In the "book" answers, highest priority was given to items of signalling equipment, then food and water and items which could be used for the collection of food and water. I gave first priority to water, then food. The oil and gasoline (Number 2 on their list) was to be used to attract attention when burned. How did you make out?

THE VEGA NEWSLETTER

NAME Edward T. Dwyer III (Ted) HOME PHONE (617) 545-5035
 SPOUSE --- WORK PHONE (617) 843-1111
 ADDRESS 50 Elmwood Park, P.O. Box 272
Braintree, MA ZIP CODE 02184
 SAIL NO. 1562 YEAR '72 BOAT NAME undecided
 YACHT CLUB _____
 WHERE BERTHED Prince Cove Marina, Cotuit, Ma.
 RADIO: CB _____ VHF AMATEUR

THE VEGA NEWSLETTER

NAME Bob Pittman HOME PHONE (805) 686-4322
 SPOUSE Judy Pittman WORK PHONE () _____
 ADDRESS 3600 SO Harbor Blvd #165
Oxnard, Calif 93035 ZIP CODE 93030
 SAIL NO. 2537 YEAR 1976 BOAT NAME "Julie"
 YACHT CLUB _____
 WHERE BERTHED Santa Barbara Calif.
 RADIO: CB _____ VHF AMATEUR

Table wanted -

12231 5th avenue So.
Seattle, WA 98168-2046



Dear Sid,

Enclosed is our check covering a club burgee and five tubes of stuffing box grease.

When we had our pre-purchase survey the following problems were noted: we list them so others may be aware:

1. Dry rot from leaking through the hatch noted on the aft bulkhead. The previous owner did not keep the dodger or hatch board sunbrella cover on.
2. On the aftmost and topmost part of the topsides a blister was noted at the cockpit. At repair it was found the area had not had resin added to the fiberglass roving material.
3. Cutlass bearing faulty - was replaced. The operating sleeve was worn badly. A weld was added and then the entire length of sleeve re-turned.
4. Very minor blistering was noted on the bottom and repaired.

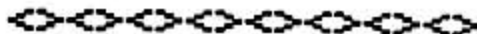
Our Vega sails like a dream. We appreciate her sturdiness and the security she gives us. Our major disappointments are: she is slow as we motor her several miles from her mooring to Puget Sound. She still has the original Volvo 10 hp engine and Combi-drive. We find her a bit bouncy at anchor.

We look forward to the burgee and the grease we ordered.

By the way, a table did not come with our boat. Does anyone have one for sale or can they provide us with a pattern to make one?

Sincerely,

Victor + Judy De Leon
Victor & Judy De Leon



(CONTINUED)



True to style, Piper must have pranced around in the wind. When the air was thick with spray and blowing a full hurricane (maybe 60-70 MPH in the lee of the land), she dragged her anchor about 50 yards through the mud, but everything held. When we went back to check up on her after the worst was over, we found her with only a couple of minor scrapes which she must have incurred as she dragged by the moored boats (as almost all were in the cove). We moved her back to her original position. She/we had been lucky.

As a reward for her survival, I will probably get Piper the Fortress FX-16 I have been eying. With two big anchors she might not have dragged. But I am so glad that we took her out of the winds and waves of Cotuit Bay, no matter what ground tackle was available. I fear Tartan 27s have too much windage and too little keel to take care of themselves in a ferocious wind and sea. Our best option is to take advantage of her shallow draft and seek the most protected water possible, anchor her as best we can preferably upwind of everyone else, and hope for the best.

May you be spared such weather!

Sincerely,

David Moir