V O D A Magazine

Vega One Design Association

Magazine nr 5 april 2012

COVERSTORY

SOLO AROUND THE AMERICA'S MATTRUTHERFORD

Dansk Vega Klub

Den Norske Vegaklubben

Deutsche Vega-Klassenvereinigung e.V.

The American Vega Association

Vega Association of Great Britain

Vegaklubben

Vereniging Kring van VEGA-Zeilers

NEWS MAGAZINE

VEGA ONE DESIGN ASSOCIATION

Nr 5 April 2012 Year 1

VODA (Vega One Design Association) is the international umbrella of seven national organizations as mentioned above. Members are Albin Vega owners, the Swedish fiberglass 27 feet sailing cabin-cruiser designed by late Per Brohäll (picture shown at top). The longkeeled sea-going yachts, some 3400 in number, were serial-constructed during the ’60ties and ‘70ties in Sweden. Presently the VODA executive committee is formed by (l) Walther Nerving (Denmark), President and (r) Rob Kloosterman (The Netherlands), Secretary/treasurer. This moment VODA represents over 1.000 Albin Vega owners in Europe and North America**.** Please check the clubnames above for their websites.

In this Magazine:

Solo the America's. Arrival at Annapolis
27.000 nm solo Vegasailing

IFR 2012 Hundested. The latest news

Dansk Vega Klub. Annual meeting

Old Salt's memories. Hawkeye navigation

Matt Rutherford coming home after a 10 month non stop sailingtrip with his Vega "St. Brendan"

27.000 nm non stop singled handed raising funds for CRAB

27.000 nm with Albin Vega "St. Brendan" accomplished

By Rob Kloosterman

"The Vega is a fine and stable yacht", said Matt Rutherford when arriving in Annapolis, Maryland, USA, april 21st.

After 27.000 nm non stop solo sailing, Matt returned in this Chesapeake Bay town which he left 10 month ago. The 31 year old yachtsman from Ohio undertook this enterprise to raise funds for CRAB (Chesapeake Region Accessible Boating), an organisation facilitating handicapped sailing.

Mid june 2011, Matt pushed off from Annapolis with Albin Vega "St. Brendan", a 40 year old 27 feet Swedish built fiberglass cabincruiser. He sailed north, crossing the icy Northwest passage, rounded Alaska and headed for Cape Horn. Having done this he took a left turn and sailed straight to Chesapeake Bay.

En route though, many serious problems had to be countered. An incomplete list: St. Brendan's mast was squeezing the deck so hard that the inner structure of the yacht was in danger. Long before the finishline his Volvo Penta diesel became useless, resulting in lack of power for the ict equipment. The dodger was blown away and his windvane told him "do it yourself".

What did Matt eat and drink all that time? Salt water was turned sweet by watermakers. With that he could prepare his freeze-dry food. Problem though the watermakers stopped working after a while. Luckily they could be replenished by boat over Alaska, not endangering the non-stop nature of the voyage. Moreover: Matt liked the freeze-dry food very much.

Off Brazil particularly lack of electrical power supply became imminent. Again extra spares had to be delivered to the Vega, again not endangering the "non-stop".
On his last leg, off North America, Matt had to fight a gale, the proverbial "last mile" problems. After this challenge Matt and good old St. Brendan entered the Chesapeake Bay after 10 month being alone out at sea.

At Annapolis harbour, a crowd of hundreds welcomed the lone sailor, being honoured by his family, CRAB, dignitaries and friends. The party was on!
On behalf of some 1.000 international Vega skippers, Voda (One Design Vega Association) presented Matt a certificate, expressing their appreciation and admiration.

This all being over now, Matt intends to write a book about his adventures and who knows, maybe he will find the time to give some presentations for international Vega owner organisations.

Finally, some background of Vega St. Brendan (sailnumber 1147). At the Annapolis arrival event I met Mary Hempton, former owner of the Vega, then named "Mamie".
The yacht was ordered for at the 1974 London Boatshow by American Gordon Hempton. That year the boatshow was attacked by IRA bombs, leaving of all yachts only the exhibited Albin Vega undamaged. This impressed Hempton so much, he said: "that's the type of ship I want".

So was done and the brand new yacht sailed from Sweden to Connecticut by cargocarrier. Until some years ago it was berthed along the Chesapeake Bay and happily sailed by Gordon and Mary. After Gordon passed away, Mary donated "Mamie" to CRAB who let Matt use it for his now famous fundraising trip.

Solo the America's Matt Rutherford

Arrival at Annapolis Docks April 21st 2012

Maryland governor O'Malley and wife

With CRAB founder Don Backe (r)
and CRAB sailor

Talking live over the i-pad with
Senator Tom Harkin.
At right: with Gary Jobson, US Sailing

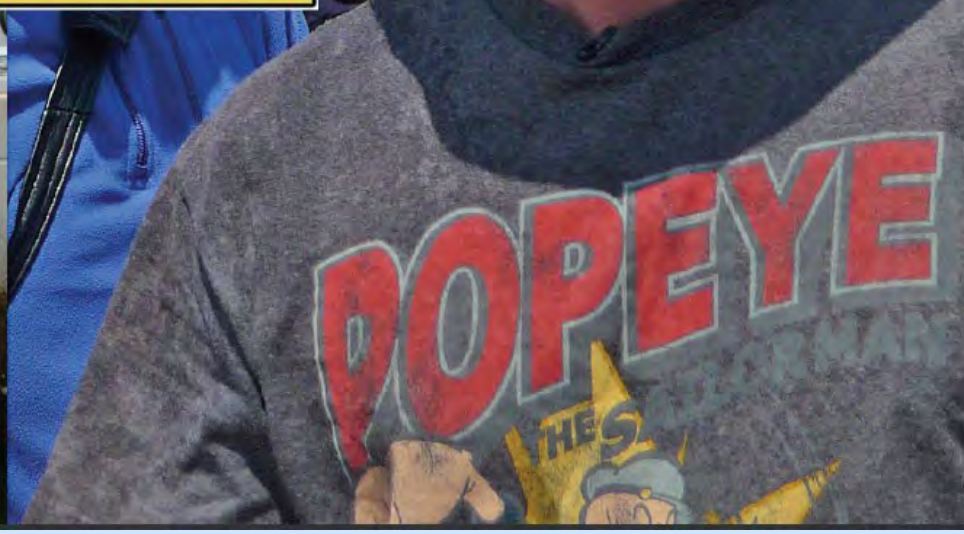
Albin Vega skippers,
represented by VODA, express their highest
appreciation and admiration to

MATT RUTHERFORD

who succeeded to circumnavigate the America's
27.000 nm non stop single handed with
Albin Vega St. Brendan
(june 2011 - april 2012)

Matt undertook his enterprise to raise funds for CRAB,
Chesapeake Region Accessible Boating, Annapolis/MD/USA

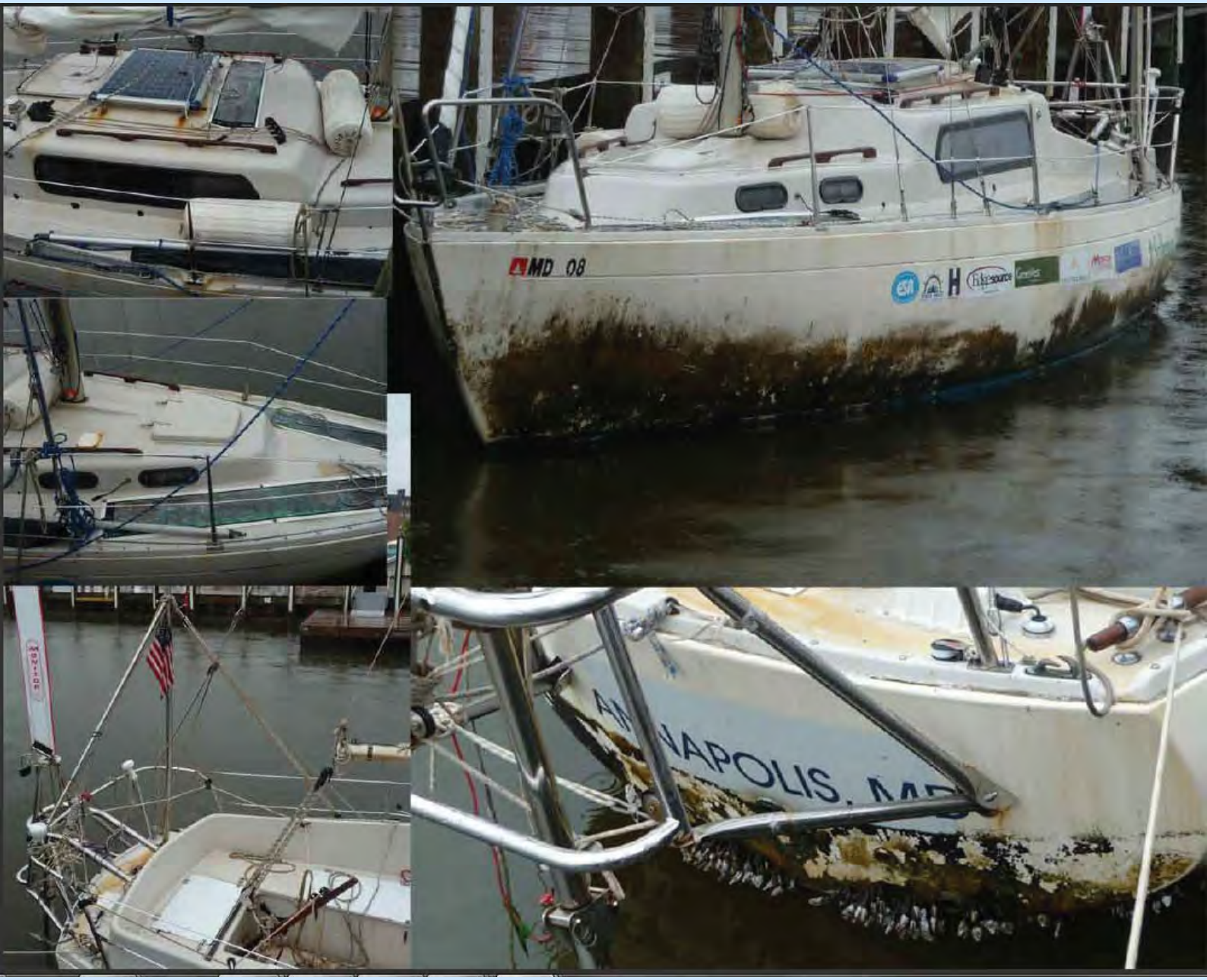
VODA, Vega One Design Association
April, 2012
Walther Nerving, President
Rob Kloosterman, Secretary



Top:VODA certificate of appreciation handed out to Matt
Below: 3 Vega sailors, Rob Kloosterman, Voda secretary, Netherlands, Matt and Dennis Monk of Annapolis

Foto:
Loren Barnett, CRAB

Well done “Mamie St. Brendan”
Take a good rest !!
(and some anti-fouling)
Cheers



IFR 2012 Report

By Ingolf Pedersen

We have now passed the date of payment. But in the IFR-planning Group, we would like a higher number of participants than the 38 that have registered now. Therefore we have decided to prolong the date of final registration/payment to may 16.

We know that it can take many days to reach Hundested. But I am sure that it is an outstanding chance to visit Denmark. When I went to Hindeloopen in 2010, the trip took one month, including a trip to Sixhaven and a 4 days stop in Amsterdam, and back to DK. When you come to DK you will find quite many interesting harbours and anchoring places. In particular the islands are very interesting and charming. Www,detsydfynskeoehav.dk is an archipelag south of Fyn with many small islands. The two bigger are Aeroe and Langeland. Small harbours and good anchorings. Www.danske-smaaoer.dk is another site to visit.

On the next page you will find a map with 3 suggested routes to go to Hundested when you come from the Kielercanal. They are made roughly so that you have to check your map to see the details. If you have questions, or if you want proposals which places to visit, then you just write me: ingpeder@gmail.com.

Randers
MARK
EMARK
LLAND
Århus
Tunø
Mårup
Odden Havn
Hesselø
Hundested
Helsingø
Horsens
Endelave
Samsø
Ballen
Sejerby
Vejle
KØBENHAVN
1002 (INT 1040)
Middelfart
Korshavn
Natural
harbour
Kolding
Musholm. Anchoring
Fænø
Korsør
ELLAND
FYN
Bågø
Agersø
Lyø
Fåhorg
Lohals
Omø
Marstal
Møn
Als
Spodsbjerg
Falster
Ærø
Langeland
Rudkøbing
Lolland
3
160
NM
2
140 NM
Bagenkop
Fehmarnbelt
24
11
1
135 NM
23
10
18
Kiel
Mecklenburger
Bucht
15
Nord- Ostsee- Kanal
Rostock
54 (INT 1303)
64 (INT 130

I FR 2012 july 19-24 2012

They make it happen at Hundested

From top left to bottom right:
Henning Adrian, cashier; John Johansen, IFR asst; Jørgen Johanssen, chairman; Niels Engell, vice chairman; Lars Jochumsen, IFR assistant; Walther Nerving, Pres. Voda/IFR assist; Ingolf Pedersen, comm. Asst; Leif Plaetner, secretary

Program IFR2012

Thursday 19-7	13.00-15.00	Reception and registration, and delivery of goods ordered and the program of activities under IFR.
	16.00	Opening ceremony with speeches (chairman-president-mayor-harbor master) Flag hoisting (Parade - Music)
	17.00-19.00	Welcome Buffet
	19.00-21.00	Breakfast booking and open Bar
Friday 20-7	8.00-	Pick up breakfast and morning coffee
	09.30-14.30	Tour to Hillerød. Visit the Fredensborg Castle (national museum) and the Baroque Garden
	19.00	Breakfast booking
	19.00	VODA meeting
Saturday 21-7	8:00-	Pick up breakfast and morning coffee
	09.30-10.00	Captain's Meeting
	10.30	First Race
	17.30	Breakfast booking
	18.00	BBQ evening with dancing or entertainment
Sunday 22-7	8:00-	Pick up breakfast and morning coffee
	09.30-10.00	Captain's Meeting
	10.30	Second Race
	18.00	Socialize evening in the tent
	19.00	Breakfast booking
Monday 23-7	8:00-	Pick up breakfast and morning coffee
	09.30-17.30	Excursion to the Viking Ship Museum in Roskilde. Very interesting museum, where you can also see how ships are built. There is also opportunity to sail in a Viking ship at the modest cost of DKK 80.00 "Havhesten" the faumous that ship was on a trip to Ireland, will be under sail in 2012. There will also be special events, since the museum has 50 year anniversary in 2012.
	18.00	Breakfast booking
	19:00	Regatta Gala Dinner with prizes, music and dance
Tuesday 24-7	8.00	Pick up breakfast and morning coffee
	10.00-11.00	Closing Ceremony
		Subject to change

Annual meeting
Dansk Vega Klub
March 24 2012 at
Ishoj

Lars Jochumsen (webmaster/IFR comm)
informs the meeting

Uffe Jensen
(Danish Ocean Cruising Ass.)
Presenting his voyage from
Denmark to Paris.

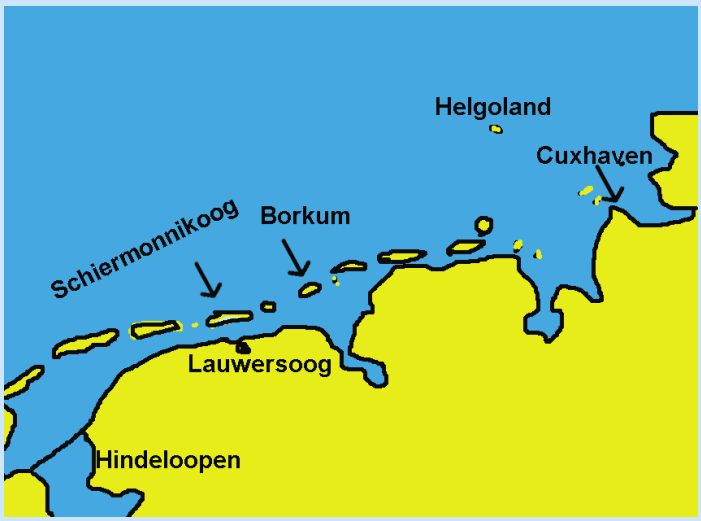
Old Salt's Memories

Lars Lemby
Vega 7 "Imari"

Eyeball navigation.

My experience of sailing on the Waddenzee and similar shallow and treacherous waters is limited. My first lesson came in 1990 on the way home from the second IFR at Enkhuizen/ The Netherlands. We sailed in company with our good friends Frans and Tineke Hazekamp, they on their somewhat bigger twin-keeled boat ARUNDEL. Frans suggested that we would try to pass three Wantij's (the shallowest part from where the tide runs out in two directions) on the same tide, and we agreed, keen to learn. "Put a kedge anchor on your aft deck", Frans advised, "with 3 m of line well fastened to the boat. When you ground, kick the anchor overboard! Then wait a few minutes until the tide has lifted you and proceed. Do it again if necessary until we have passed the first Wantij." So we did. The second Wantij was no problem, as we then had HW, the third one was critical but we got over it and then, as it was getting near to LW, we could see how meandering and tricky was the narrow cut of deeper water that we had to follow.

In 2010 IMARI was on its way to the IFR at Hindeloopen. On board were the skipper/owner Lars and his friends Tony and Diana, both experienced sailors and both having a Vega of their own. In the yacht harbour of Borkum (where we sat in the mud at LW) we bought new charts from the helpful Harbour Master to compliment the also new electronic chart we had in our GPS plotter. The day before had been rather strenuous, we had started from Cuxhaven at 04 o'clock to catch the tide, so we aimed at having a short and easy day and decided to take a shortcut over the Wadden to Lauwersoog. From Borkum we stayed N of the two islands Rottumeroog and Rottummer Plaat and then followed the buoyed channel south towards Noordpolderzijl. From this channel there were two possible routes over the sands to Lauwersoog and we chose the E and S one because it looked best marked on the two charts we had. The critical part was so full of buoys and marks that we could hardly count them. The wind was from N and moderate to fresh and we had easy sailing and could time the coming HW perfectly. All seemed to work to satisfaction.



At the last buoy in the main channel we laid a compass course for the first one of the channel we had selected and read the log to know the distance. But after having run downwind the appropriate distance and somewhat more we could not see any buoy at all. Yet we still had 2,5 m of water under our keel so we were not too worried. Sails down, motor on, return to the buoy in the main channel. I had an idea that we had not steered all that well so we tried again, this time deliberately staying W of our intended course and carefully watching the echo sounder. The depth remained safe and eventually we saw a buoy and sailed up to it. These buoys are marked on the chart and on themselves with a clear letter and a figure, like P21, so the buoy was easy to identify. It turned out to be not the one we were looking for but one further down the channel we intended to sail. OK,

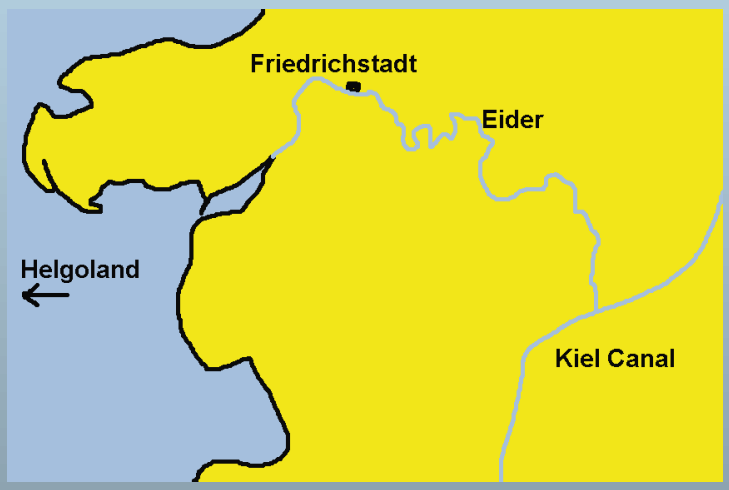
let's continue, keeping a good lookout!It turned out to be easy. All the buoys were where they ought to be according to our chart and plotter. We ticked them off and felt quite safe and reassured. Eventually we came to the place where the shallow water was supposed to begin. We were now, as we felt it, "in the middle of the sea". We could just barely make out the contour of land in the S and perhaps there was an island to the N, it was 15 minutes before HW. Perfect — but there were no marks! Diana has eyes like a starved hawk and even she couldn't see anything. The sea in front of us was as empty as the one of the Ancient Mariner. Tony said: "We have 3 m of water and it's only a few nautical miles. Let's try it!" Diana said "Hmmm". I remembered what I had seen 20 years earlier and decided to turn back. Diana said: "A wise decision. We could have got neaped." — "What does that mean?" Tony asked. — "It is now HW and the tides are going down. If we had been stuck on HM now, the next HW would have been lower and we would still be caught. We could have had to wait 10 days for a new HW to float us off. That's what it means to get neaped." So we motored up-wind back towards the main channel. When we got near to this we found the buoys we had missed earlier. They had been moved to another channel but they were still there. We sailed N of Schiermonnikoog, then motored without wind for a while and towards the evening could tack in a new and fresh wind into Lauwersoog, too late to lock in but quite comfortable in the outer harbour.

Later we asked a harbour master about the changes of buoys in this area, and he gave us a printout from his computer. On this we could find the new positions of the buoys we found when we had turned back, but there was no mentioning of the marks that were all gone. This still remains a mystery to me. If anyone can give information to solve it, please do so!

From Lauwersoog we sailed on the canals of Friesland to Stavoren, across the IJsselmeer to Medemblik, Enkhuizen and Hoorn, which all bought back nice memories of earlier IFR's and arrived at Hindeloopen a blustering day a few hours before the opening of the IFR 2010.

I have sailed from Stockholm to the Netherlands and back many times, often using the Kiel Canal. There is a small river and canal called Eider-Giselau from the North Sea joining the Kiel Canal halfway through, and I had wondered about it and wished to try it, but time and circumstances had not allowed it. Now might be the time. From Borkum we sailed to Helgoland, where I had not been since I sailed Gert Rosen's NAVIGO from the first IFR at Enkhuizen to Malmö. Now Helgoland was in much better shape for tourists (or should I say less interesting) with nice hard-ground paths for walks along the cliffs and fences to keep us safe. The almost tame gannets were magnificent. They rested on the rock only a few meters away from the spectators.

The next morning offered a good westerly breeze and we laid our course towards the landfall buoy outside the entrance of the river Eider. There were 4 or 5 other yachts sailing in the same direction, roughly, and it was interesting to see how much our courses diverged. In fact we thought that the other ones were going to some other destination. But we kept our course and eventually found the big buoy where it should be, and most of the other boats appeared there as well from all directions. From there started our approach to land bearing sharply in mind our experience on the Waddenzee. I especially called for Diana's attention: "Use your hawk eyes, please!" We were on a rising tide and the first few buoys appeared where the chart suggested, but after these it was all "eyeball navigation". "There, over to port, a long way out", Diana called. "Isn't there anything between us?" I asked. "No. that's the next one". So we tightened in the sheets and steered for it. According to the chart we were now passing a nasty ridge of shallow sand, but the echo sounder stayed on safe readings. "The next one straight on" --- "Now we have to go sharply to windward" --- "The next one is straight up-wind" so we dowsed sails and motored. "Now the channel seems to turn down wind again" so roll out genoa, off engine. We could now see on the plotter that the new and marked channel followed another deep cut in the sands and concluded that the currents must have created a fresh opening to this one. Eventually we came back into the channel that was marked on the chart (and the plotter) and arrived at the tidal lock, the rising water flowing freely on the S sides of it. We easily locked through and continued up the river. Now the deep channel was narrow and twisting but very well marked and we kept inside it — strictly! Towards HW we arrived outside Friedrichstadt and locked in for the night. The yacht harbour was small and cosy and offered all the service we could wish for. The town is somewhat away but in comfortable walking distance and worth a visit.



The next day we locked out and proceeded up-stream, this time against a falling tide, but the current here did not trouble us very much. After passing an opening bridge and a few more N.M. we locked into the part of the river which is a true canal (no tide) and everything went soft, quiet and nice. We sailed on, following the wildly meandering river, using the genoa when the wind allowed and motored when it turned against. There are plenty of little places where you can tie alongside jetties and spend the night — or a holiday — in the calm rural landscape, indeed, a place you should not pass too quickly.

Unfortunately we found that our genoa was developing a tear near the top and as we hoped to find a sail maker at Rendsburg we kept going until we got there. We found a good place, very calm and protected in one of the yacht harbours. The next day we asked our way to a sail maker at a wharf on an island just NO of Rendsburg (at 54°19.8’ N; 9°43.0’ E, I don’t remember the name of the island). It is privately owned, well equipped and we were met with good German courtesy and got the help we needed for a reasonable price.

Newsitem-suggestions for this magazine are welcomed by the editors. E-mail:
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