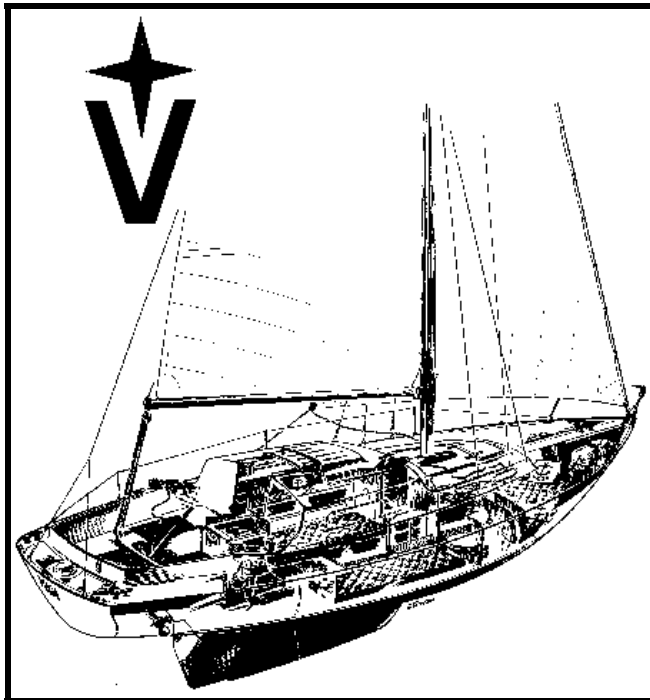


The Vega Newsletter

August 2000

Dedicated to Mr. Sidney A. Rosen



Vega 1860 Lealea “You live on a 27 foot boat?”

The following is a sort of journal that begins with my purchasing Vega #1860, Lealea. I originally intended to send it to Sid for publication in the Newsletter in installments but, well, you know how it goes sometimes. So here it is, part one, “You live on a 27 foot boat?”

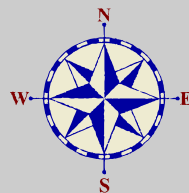
I first started thinking of getting a boat to live aboard way back in high school but I didn't really make it a goal until about 1985. Finally one of my friends, hearing me talk about getting a boat

Vega #1860

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In This Issue:

- **Vega 1860 Lealea, Part 1**
- **New E-Mail List**
- **Editorial: Allow me to Introduce Myself...**
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- **Vega Exchange List**
- **Generator/Starter fix**
- **Plotting A New Course: Where Shall We Go From Here?**



From the Editor: “Allow me to Introduce Myself...”



I'm sure most of you have wondered about what would happen with the Newsletter with Sidney gone. So did I. Allow me to introduce myself: My name is Chuck Rose and I own and live aboard Vega 1860, Lealea, in Honolulu with my wife Laura and our cat, Bree. Like many of you, my boat came with a box of old newsletters from Sid. I joined VODCA and began receiving the precursor to this newsletter when I bought my Vega in 1990. When I got the news about Sidney, the same way you did, with the last edition of this Newsletter, well, I'm sure you all know how I felt. After much soul searching and a brief consultation with my wife and cat, I decided to volunteer to keep the newsletter going. I posted my intention on the e-mail group and picked up the telephone and called Sidney's daughter, Shelly. Shelly has promised to send me all of Sid's records and archives and whatever else she can find that will help me keep his newsletter alive and I have promised to give it my best effort.

There will be some changes to be sure but mostly these will reflect my access to and greater use of available technology. One of the things that I loved about Sid's newsletter was the letters from all of you that made up the bulk of the material. Something about the

(Continued on page 2)

(Continued from page 1)

to live aboard said to me "Why don't you buy my boat?" His boat turned out to be a Vega 27 named Lealea.

I had been looking for a 40 foot ketch of course, because that's what all the so called experts said you needed for cruising and living aboard. I was understandably skeptical when my friend Rick suggested the little 27 footer but I agreed to give it a try and spent a week on the boat before committing to the purchase. By the time I actually got a chance to take her out sailing I was hooked. Rick was asking \$15,000 which happened to be the exact amount in my savings. He agreed to pay for the haul out and survey and to help me find a slip. We shook hands on it and on April 1st of 1990 Lealea was mine. On April 15th, now the proud owner of a new 17 year old sailboat and with a bank account containing approximately nothing, I lost my job. This required a slight change in the plans I had made for the boat. Unfortunately, by the 20th I was working again, this time twelve hours a day six days a week leaving no time at all for the kind of recreation I had envisioned with my new toy. One challenge after another eh?

When I purchased Lealea in 1990, the first thing I had to do was figure out how to make the contents of my one bedroom apartment fit into the confines of the somewhat less roomy boat. I sold a lot. I gave away more. Furniture, books, video tapes, a four foot tall free standing restaurant style corkscrew and a very nice wine rack along with motorcycle parts and tools, photo albums, vinyl record collection and lots of clothes, all had to go. I decided that if it wouldn't fit on the boat,

(Continued on page 3)

New Email List

By Thomas Hamill

As announced in the last newsletter, Tom Lochhaas established the Albin Vega e-mail list at Egroups.com. The list has become both active and very valuable to its participants. Participation in the list is open to everyone and is free. See the last newsletter for all the details on e-mail lists and how to sign up, but the short version is: to subscribe, you can simply send an e-mail message (from your usual e-mail address) that says the following in both the "to" and "subject" fields

AlbinVega-subscribe@egroups.com.

The list has a "files" section that currently contains a copy of the **Email List**

1973 Vega One Design Association Rules, some of the graphics from the owner's manual, and a

(Continued on page 3)

(Continued from page 1)

Allow me to Introduce Myself...

way Sid simply laid out the letters in their original form, sometimes written in longhand on personalized stationery, made his publication very charming to me. His doing it that way made me feel more personally connected with the other members. I intend to continue that tradition and add a little of my own style in what I hope will be a complimentary fashion so that all of you will continue to enjoy this "Next generation" of the Newsletter as much as I have enjoyed Sid's publication for the past ten years.

Aloha,



CTD



(Continued from page 2)

Vega #1860

I didn't need it. It's amazing how much useless junk one can accumulate. I had already gone through a similar process when I moved out of a three bedroom house (with two car garage of course) and into the one bedroom apartment a year before. All the extraneous stuff went away and I am a better, happier man for it. Though I still have too much stuff, it all now fits on the boat with the sole exception of my motorcycle.

Over the next ten years I gradually worked at improving my new home and adapting to the live-aboard lifestyle. My first move was to replace the cushions, cushion covers and curtains in the cabin and V berth. I also bought rubber backed bathroom rugs and a runner and carpeted the cabin, cutting holes for the table legs. The rubber backing keeps the rugs from slipping underfoot. They are easy to remove for cleaning and the bathroom rugs don't mind getting wet. They look nice and feel nice on bare feet too and are quickly rolled up and stowed for sea.

The freshwater pump in the galley was frozen so I swapped it out with the pump from the head sink. With the accommodations in order I found the little ship quite comfortable. People are still amazed that I live on such a small boat though. When I mention that I don't have a television set or a refrigerator they are positively dumbfounded.

Well, what are the minimum requirements in a live-aboard vessel? I'd say that the minimum would be something like this:

- Standing headroom at least somewhere in the boat
- Cooking and washing up fa-

(Continued on page 4)

Starter/Generator Fix By Mort Caplan

Here is a fix that some of your members who have starter/generators on their engines might be interested in. I have a 1969 Vega, hull # 703. The charging system stopped working, and I traced the trouble to an unrepairable voltage regulator. Because the generator also functions as a starter, the regulator incorporates a starter relay. The original unit was made by Bosch. The local Bosch distributor didn't have one in stock, wasn't sure there was one to be had in the U. S. but if it was, the price would be \$541.00. I saw no reason why the starting and voltage regulating functions had to be in the same housing. I bought a Ford starter solenoid, one they have been using for many years, and which

They usually locate in a wheel well. I selected this unit simply because they are so cheap (about \$17), and easy to find. If you go to an auto parts store and ask for a Ford starter solenoid, they will ask you " which one", and you tell them "either". I believe there are only two for passenger cars, and they are internally identical. I also bought a VW solid state voltage regulator, the kind they manufacture as replacements for all post 1967 VW Bugs. The price was about \$50 two units in place. The wiring is almost identical to that used for the original unit. Unlike the automotive application where the units are mounted on grounded metal, you must use a separate ground wire. The system works perfectly including the idiot light. The total cost was less than \$70. The units are much more rugged than the one

(Continued on page 5)

(Continued from page 2)

circa-1976 Vega advertisement by Albin. There's a lot of room left for other items of interest.

A wealth of subjects has been discussed on the e-mail list. Here are just some: mast rake and other rigging questions; availability of different parts; dodger construction and other canvas issues; bilge pumps; voltage regulators for gas engines; anchoring; COMBI unit repair; Vegas for sale; helm seats; the use of roller reefing; parts sources; and many more.

Finally, the list contains one message of special interest to many of our members, particularly those who have long been members of the Association. The message, one of his last, simply says "FAIR WINDS!" We wish the same to its author and our good friend---Sid Rosen.



Contributions

You may submit contributions via e-mail by sending text or graphics to:
phd@lava.net.

Manuscripts, photos or drawings may be sent via conventional mail to:

Chuck Rose
SV Lealea
PO Box 88784
Honolulu, HI 96830-87874

Contributions submitted via snail mail will be returned only if accompanied by a self addressed stamped envelope

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Vega #1860

cilities.

- A separate sleeping cabin. You don't want to have to have your guests sit on your bed do you?
- Adequate Storage.
- Good ventilation
- Approved head with holding tank

And in the tropics at least:

- A good set of awnings.

Awnings increase your living space considerably and improve privacy and comfort. I really enjoy sitting on the boat during a tropical downpour under the awnings with the hatches open and a cup of hot tea in my hand watching the rain. In the heat of the summer I like to sit in the cockpit, in the shade, with a frosty cold drink while the sun blazes down on the boats and the water around me.

The live-aboard life isn't for everyone of course. In fact there are some people who believe that it shouldn't be for anyone. I believe that it is only a matter of time before live-aboards are banned altogether from Hawaii; but we won't get off on that rant just now. Suffice to say that we are a rare and special breed who can tolerate life without big screen TV and ESPN or twenty pairs of shoes and two sets of golf clubs in the closet. For many folks a fifty yard walk to the parking lot and the shower facility is out of the question. I suppose most folks just need rooms to roam and a screen door to slam shut when they go out to mow the back yard. Not everyone can live without their matched pair of golden retrievers. Some even insist on having (Gasp!) children! OK, I confess, I do know at least three couples who are raising families aboard their boats but



they are most emphatically not doing that on 27 footers.

People have asked me what is the smallest boat one could live aboard. I say that I know two bachelors that live on Cal 20s. Of course, the Cal 20 lacks the headroom and amenities of the Vega and would never make a serious cruising boat

People have asked me "Wouldn't you really rather have a larger boat?" Now, I can honestly say that If I wanted a larger boat, I would have one. Boats like the Westsail 42 seem to be popular with live-aboard couples and young families but on the Vega, my wife, Laura, is able to raise the anchor, set the sails and get underway without the use of winches or power assist of any kind. Either of us can single hand the Vega and do anything that needs to be done without hydraulics or electricity or even winches. You can't say that about

any 40+ foot sailing yacht that I know of and these are important safety features in a cruising yacht. "Isn't it cramped?" they ask. No, but then, we're newlyweds aren't we. Speaking of my Honey; Laura has been with me for nearly five years now, yes, living on the boat and no, she doesn't want a bigger one either.

Next issue, Part 2
"Modifications"

"In the long run, all solutions are temporary, so go ahead and use duct tape"

Garrison Keillor

**Plotting a
New
Course:
Where
Shall We
Go From Here?**
By Chuck Rose



Well here we are, off to a new start, with a new editor and new technology in a new century, in fact, (*Cliché alert!*) a new millennium. A lot of guesswork and plagiarism went into this issue. I hope you like it, but if you don't please take the time to let me know what you DO want to see in these pages.

New Course

(Continued on page 7)



(Continued from page 3)

Starter/Generator Fix

they replaced, and are better sealed against moisture. Do you know where I can get a used Solex carburetor to use as a spare, or if there is some replacement for it?



Vega "Time Share Holiday" List

Brian Hofler presented the idea of creating a listing of Vega owners that would be willing to share or swap time on their boats with other Vega owners in other areas of the world. I think it's a great idea and two of the members of the e-mail list have already jumped in. Just drop me a line and you and your boat will be listed here too.

Greetings all:

Vega Time Share Holiday - sounds exciting - even possible... As the originator of the inquiry, let me be one of the first to provide information for the upcoming newsletter.

Location - Vancouver / Gulf Islands / British Columbia, Canada

Dates Available - Summer / Fall 2001 and beyond???

Contact - Brian Hofler
Boat Name and Hull - "Lyra" - #1039

Comments - This is in original condition with gas engine, alcohol stove, safety equipment to Canadian Coast Guard stan-

(Continued on page 7)



Signals From the Fleet



This edition of "Signals" is necessarily brief since none of you knew my mailing address and since I have not yet received Sidney's archives and files. Still, there are some e-mail communications I would like to share. Some are direct and others are from the Vega E-mail list. In future issues I hope to share your letter here.

Date: Fri, 30 Jun 00 22:51PM HST
From: "Walther Nerving" <he-wn@mail.helsits.dk>
To: <vega1860@netscape.net>
Subject: VODCA Newsletter

Dear Chuck Rose

I received your contribution to the Vega Newgroup and I appreciate very much that somebody is volunteering to take over after Sid's death. Here in Europe we find it very important that Sid's admirable job will go on in the future and never be forgotten.

I find it essential that somebody is the "center point" of all the American Vega sailors and to be the link between the USA and the European Vega associations.

Another possibility apart from "just" making a newsletter might be a closer cooperation with the Vega Association of Great Britain which has a lot to offer to the English speaking members.

I intend to discuss this matter at the VODA meeting at the International Friendship Regatta in Hoorn, the Netherlands, later this month. The regatta takes place from the 17th to the 22nd of July and I do not know if there will be any participants from the VODCA to represent you. If you or somebody else has something to be discussed at the meeting, please let me know.

If you or somebody else want to take over Sid's job where he left off I can assure you all the assistance you might need from VODA and Europe.

I send this letter to your private e-mail address. If you want to publish it on the news group you are welcome to do it.

I look forward to hearing from you again.

Many regards

Walther Nerving
President of VEGA ONE DESIGN ASSOCIATION (VODA)
DENMARK

From Thomas Hamill via e-mail



Signals From the Fleet

Continued from pg 5



To Tom Lochhaas <toml@greenet.net>, Chuck Rose <phd@lava.net>
Subject Web site

What do you guys think of the following, as a possible message to post on the e-mail list?

The person who established the web site for the American Vega Association no longer owns a Vega and can't really be expected to maintain the web site for our benefit. The web site reflects a lot of work and contains a good deal of valuable information that would be a shame to lose. My ISP, AT&T, allows me some Web space. I haven't contacted the owner of the existing web site but I'll be happy to dedicate my AT&T space to a continuation of the web site, assuming that I have enough space.

I am not competent to design or maintain a web site. The only thing that I would add to the existing site is a reference to this e-mail list and a reference to the fact that the web site is no longer being maintained and continues only as a signpost to this email list and as a source of historical information. I would delete the classifieds, log book, tool locker, search, scuttlebutt and registry sections. I would cannibalize the scuttlebutt, log book and tool locker sections for any information of continuing interest and place that information in the files section of this e-mail list. Perhaps we could maintain the concept of the log book section in the files section of the e-mail list so that continuing stories of interest, accompanied by photographs, may be made by this list's members.

In order to do the foregoing, I need the help of someone who knows HTML to slice off that portion of the existing Web site that will remain, to make the suggested additions, and to send me the contents of the scuttlebutt, log book and tool locker sections, which I would reformat and post to the list's files section. Any volunteers? Any comments?

Date: Wed Aug 2, 2000 11:37am
Subject: Exchange

Hello all:

My wife and I sail our Vega - "Lyra" #1039 in the Gulf Islands in British Columbia, Canada. Are there any owners interested in exchanging house/car/Vega/charts for holidays. This is just an idea, but it may have some value.

Regards
Brian

From: Morton L. Caplan <mocap@a...>
Date: Sat Aug 5, 2000 4:28pm
Subject: Re: Exchange

I keep my Vega in Vallejo, which is at the north end of San Francisco Bay, That is close to the wine country towns of Napa and Sonoma, and about forty miles from San Francisco. Exchanging boats and cars is an interesting idea. Houses wouldn't work, mine is in Arizona

Mort.

(Continued from page 5)

Exchange

dards - There must be a way to determine an individuals sailing ability / experience -

What about insurance issues - Lets get it right so that everyone participating will have a positive not frills holiday experience.

E-mail - bhofler@home.ca or trainingmgr@rcabc.org

Mailing address -
33540 Balsam Avenue
Mission, B.C. Canada
V2V 6L6

timothy brown

cape ann, mass USA
5 beaver dam road
manchester by the sea , ma
01944

978-526-8494 office
rubberone@aol.com
1969 vega, <dont know the hull
number> "2Z"

rigged and ready for longer
cruising <might be selling and
getting a 37 islander though
which can go into the pool also>
..... i would say, sailing in this
area, marblehead,salem, gloucester,
cape

cod and the islands, the vinyard.
nantucket.....some of the best
sailing i have even seen in and is
the reason i moved here from chi-
cago!

also i would like to join the
newsletter when it is ready....

be well,
tim

Standard disclaimer: Oh come
on, we're all adults here. Surely
~~you must understand that the edi-
tor/publisher of this paper cannot
accept responsibility for any inci-
dent of loss, damage or injury
arising from you borrowing
someone else's boat regardless of
how you got hooked up. Besides,~~

suing me would be a waste of
everyone's time. Use a little com-
mon sense and take it upon your-
self to check out the boat you in-
tend to borrow and/or the skipper
you intend to loan your boat to.
Shake hands, sign a contract or
waiver; whatever. Be safe, be
considerate, have fun.

Send me your contact informa-
tion and it will be published here
in a regular feature. The more
Vega owners that sign up, of
course, the more varied and ex-
citing the opportunities will be.
Don't be shy now.



(Continued from page 4)

For that matter, let me know how
many pages you would like to see
and how you feel about the lay-
out, content etc. I'd welcome
input on anything from publica-
tion frequency to clipart place-
ment.

Contributions from subscribers
have always been the lifeblood of
this newsletter and I hope that it
will continue to be so. I do like to
write and lord knows I need the
practice; but I'd much rather pub-
lish a somewhat greater variety of
material than one person can gen-
erate alone.

A major question that has been
on my mind is just what form
should this organization take? As
of right now there is just the sub-
scription list, the Newsletter .
There is no real organization at
all. Should there be one? Take a
look at Walther Nerving's e-mail
on page 5 and think about it for
moment. Personally, I believe
that an organization with ties to
the European Vega associations
would be beneficial to all of us
but I have no desire to become
the self-appointed leader of the
American Vega Association. I am
willing to work to help keep this

newsletter going. I have commit-
ted to publishing at least through
the end of the year. My plan is to
see how many renewals I get in
December and January and de-
cide from there if it will be
worthwhile to continue.

I will help to facilitate the re-
forming of the American Vega
Association if that is what you
want. I will serve as the conduit
for information and communica-
tions between Vega owners in
the Americas and those in other
parts of the world as long as there
are sufficient subscribers to jus-
tify publishing the Newsletter.
Judging from the responses in the
e-mail group, there is plenty of
support for continuing Sidney's
work. Certainly, I cannot promise
to deliver the same things that he
did. I can only promise to do my
best to deliver what you want in
your newsletter. and, if it your
wish, work to revitalize the or-
ganization. You will, however,
have to let me know just what it
is that you want to see in these
pages and what sort of organiza-
tion you want this to be.

One last thing; if there are no
objections, hereon this publica-
tion will be dedicated to
Mr. Sidney A. Rosen

Aloha,
Chuck Rose



Chuck Rose
SV Lealea
PO Box 88784
Honolulu, HI 96830-8784
Vega1860@netscape.net
(808) 228-3703 (Cellular/Home)
(808) 831-2611 (It's OK to call me
at work, it's a direct line)



Signals From the Fleet

Continued from pg 6



From: Drusie Sheldon
To: Vega Group
Sent: Thursday, August 10, 2000 6:48 PM
Subject: [AlbinVega] Mast leaks

Hi folks -

Has anyone found a way to minimize the water leaks coming down the mast into the cabin at the mast step? We have tried sealant, and that is a pain to clean out each season. I thought some kind of a rubber gasket to snug up around all the wires that would keep the water from traveling down the wires might help, but there doesn't seem to be a product for that. Has anyone found a good solution?

Drusie Sheldon
"Spindrift", #1879
Saunderstown, RI

Anyone else have this problem?

Here's one solution!

Subscription Information

Subscription/memberships are currently US\$10 for one year (6 issues) for subscribers in the United States. International subscriptions are US\$15. It's late in the year so if you get your check in now you can start receiving the Vega Newsletter with the next issue and renewal will not be due until December 2001! Make checks payable to:

Chuck Rose
SV Lealea
PO Box 88784
Honolulu, HI 96830-8784

From: Henk Jansen <henk-jansen@w...>
Date: Thu Aug 10, 2000 9:14am
Subject: Re: Mast leaks

Hi Drusie,

I have found a solution for the leaking mast after owning the Vega for more than 20 years, A bit late. Before that I tried all sorts of 'solutions' like sealants around the foot of the mast and a rubber gasket (from a toilet pot!). thru which I managed to get all the wires including the antenna for the VHF radio-transmitter. It helped somewhat but the boat was not dry, and my wife Magerat was the victim. Her port side berth became wet under showers.

Now I completely closed the opening of the boat where the wires were going thru. I made a stainless steel plate and tightly screwed in on top of the deck with plenty of sealant. The wires are not going into the mast from outside, and by jove our Vega is dry first time.

Per Brohall, the deceased swedish designer made this construction of an open mast because he said that will work as a funnel in warm weather. This may be so, but it also works as an ideal rainpipe.

So Drusie it will not minimize but exclude water coming in.
Best of luck,

Henk Jansen
Le Cygne V 1782
Naarden Netherlands. Europe.



Signals From the Fleet

Continued from pg 8



Date: Mon, 03 Jul 00 22:50PM HST
From: Steve Birch <steve@firstnet.u-net.com>
To: vega1860@netscape.net
Cc: Walther Nerving <he-wn@mail.helsits.dk>
Subject: Hi There
[More Details](#)

Hi Chuck

Good to have you onboard the Vega Wagon...

If there is any help I can give then please let me know. Articles or anything else for the Newsletter. We were all very sad to hear about Sid's death and he will be sorely missed on both sides of the Atlantic.

Kind Regards

Steve Birch Vega "Southern Comfort" V1703 VAGB Treasurer, Technical, Spares and Editor

From: walter shevitski <Waltramb@a...>
Date: Thu Aug 10, 2000 5:51am
Subject: Vega Parts

Hi, For all the Vega owners who have the old gas engines 021, 022. There is a place in Florida USA that has parts for these engines available or can get them. Their Name and address is Auto Marine Engineers 3464 N.W.N. River Drive Miami Florida. Ph# 1-305-635-2401. I needed a water pump seal and gasket and they had both. Inquired as to the extent of their part inventory for the Vega engines and was told if they don't have it in stock, they can get it if necessary from Sweden. They are a Albin representative here in the USA I was told. Hope this information may help someone out of a jam. Regards Walt.

Special thanks to:

Stephen DeMont, Mort Caplan, Thomas Hamill, Walther Nerving, Steve Birch and of course Laura Ann Wong-Rose for their contributions and support. Thanks also to Shelly Baum and all the people on the Vega e-mail list who encouraged me to do this.

In the October Issue:

Your letter, Members boats, Vega 1860 (Cont.), more pages and better layout!

From: <sidnock@a...>
Date: Fri May 5, 2000 5:48am
Subject: Re: No Subject

Nice hearing from you.

FAIR WINDS!

Sid Rosen

The Vega Newsletter
Chuck Rose, Editor
PO Box 88784
Honolulu, HI 96830-8784

FIRST CLASS

