

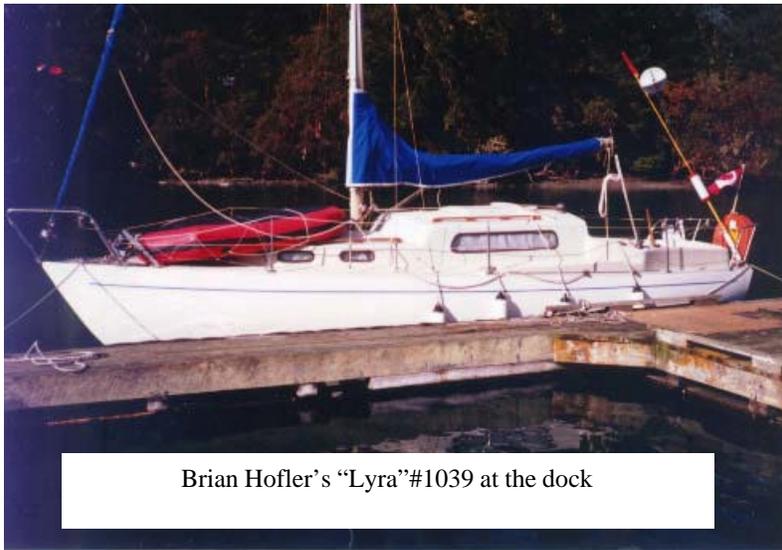


# AVA News

The Newsletter of the American Vega Association

Dedicated to Mr. Sidney A. Rosen

October 2000



Brian Hofler's "Lyra" #1039 at the dock

*Editor's note: This is the first of a new column. Let us know if you like it and, by all means, submit your questions to the author.*

## 9 Tails: A Cat's Life.

by BREE

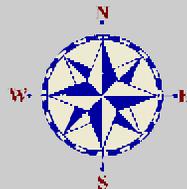
When my Dad first approached me about taking on the newsletter (I was napping at the time) my first thought was "what newsletter" but then I remembered the things that my Dad brought home so I could sleep on them. Of course I wanted him to make more! Then Mom and Dad showed me all the letters that came to us after the first newsletter was sent out and I was quite pleased, although I tried not to

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## In This Issue:

**Yvonne's Vega Song  
Photos of Member's  
Boats.**

**Plotting the Course  
Signals from the Fleet  
IFR 2000 Report  
9 Tails: A Cat's Life  
European Cruising  
Report  
And MORE!**



## Opening Shot

As you can see, I'm doing a little experimenting with the look and "feel" of the newsletter. If anyone out there has any suggestions, preferences, criticisms or comments, please feel free to share. I apologise for being a little late with this issue. It was my intention to get it into the mail by October 15th but my boss has had me literally running all over the country. Let that be a lesson to me to remember to start earlier next time.



This issue contains a lot of exciting stuff. We have Ross Dring's report on the IFR 2000 in the Netherlands complete with pictures from Walther Nerving and a song by Yvonne Barnsoni. We have a European cruising report from Ruth Cordura (Vega #2186 Partner), letters from all over the world and a new featured columnist that I'm sure you'll enjoy. This issue features photos of two member boats, Brian Hoffler's "Lyra and Bob Tantillos's

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## 9 Tails

*(Continued from page 1)*

show it, to hear that a lot of people were interested in ME. After a rather lengthy but one sided discussion with my parents, I decided to paw my own column and let a few of you People in on some of the trials of being the real owner and guardian of our boat.

So you have some background, the first glimpse of my Dad was from behind bars, I was still pretty little so I'm a bit fuzzy on the subject. He saw ME and came over, we had a long chat (ME asking most of the questions) and when he asked if I wanted to go home with him I told him in no uncertain terms I was ready to blow this joint. The cardboard box was not my idea of travelling in style, however I tried to be understanding. I guess Dad forgot to mention he was bringing Me home because Mom started to cry when he let me out of the box.

Taking charge of the boat and my parents daily schedule became my priority in life. The first thing that needed to be changed was the time of day my parents got up. I'll never understand how anyone can sleep in until 6:00am. Talk about a waste of a day! To make it easier on them I did it slowly and woke them up 10-15 min earlier each day or two until they are now in the proper habit of being up at 5:00am. Who says Cats cannot train old dogs?? The boat also needed some changes to accommodate my needs. I needed my own cabin of course. My privy box is located on the companion way cover, its out of the way but has a great view. It's in the shade, under the awnings; out of the weather and with enough privacy for a young lady like myself. I try hard not to

get any litter scattered around but when it does Dad just hoses it off. Mom buys that heavy duty clumping formula litter which works way better than regular Johnny Cat. My food dish is located on the very first step down into the companion way, off to the side so it doesn't get stepped on. And of course I have my scratch board, which I use all the time since Mom cuts my nails every other week. I don't mind the manicure, at least she doesn't try to paint my nails like some dogs I know!

Anyway, next time I think I'll tell about my first swim, or my first time sailing, or maybe about the gifts I bring home for Mom and Dad, or ... I'll have a nap and think about it. I hope Dad brings ME more mail to sleep on. If anyone has any questions about my life on the boat write ME or e-mail [vega1860@netscape.net](mailto:vega1860@netscape.net).

Keep your paws on Deck

Bree  
SV Lealea, V1860



### VEGA - SONG ON OCCASION OF THE IFR 2000, HOORN NETHERLANDS

Text: Yvonne Barnasconi V3334  
Melody: My Bonnie is over the  
ocean

#### Refrain:

**VEGA O VEGA  
HIGH WAVES OR STORM:  
YOU WILL NEVER FAIL  
VEGA O VEGA  
NOT SEASICK OR DULL:  
YOU JUST SAIL.**

We're sailing all over the ocean

we're sailing all over the sea  
we're wandering over the waters  
together my Vega and me, and  
me...

#### VEGA O VEGA...

Last night when I lay on my pillow  
it rained and the weather was bad  
a voice said: "do not be afraid now"  
that's what my Vega me said, yes  
said...

#### VEGA O VEGA...

And now we're in Hoorn all  
together  
the sailors on their Vega-ships  
the high age of her does not matter:  
since she still has very nice hips, nice  
hips...

#### VEGA O VEGA...

Although our boat is for sailing  
a motor she can't do without  
but why is she then often failing?  
the place of the screw! without  
doubt, no doubt...

#### VEGA O VEGA...

We hope you enjoyed our Holland  
we hope you enjoyed this last week  
may your voyage home be a good  
one  
on a Vega without any leak, no  
leak...

#### VEGA O VEGA...



## Opening Shot

*(Continued from page 1)*

Journey . Send a photo of your boat. I'd like to see them all and share them with the rest of the members. Digital format via email is best and easiest but I can scan a snapshot too so don't be shy. Missing from this issue is the second installment of "Vega 1860, Lealea". There just wasn't enough room this issue what with all the good stuff submitted by members. Part 2 will be in the December issue, I



*CLR*

### New Members!

**Diana Bichel and Brian Hart**, "Sin Tacha" V1331, Victoria, BC. Laura says "Hi" she used to live on Bank Street in Victoria just a few doors down the street from you.

**Donald and Delia Rose**, "Whisper" V2751 in Charleston, SC

**David Cazel**, V3233 in Cour D Alene, ID

**Brian Hofler**, "Lyra" V1039, in Mission, BC

**Drusie Sheldon**, "Spindrift" V1879, in Saunderstown, RI

### **Welcome Aboard!**

I'll be getting your manuals in the mail shortly.

*Thanks also to all the old hands who renewed early*



## IFR-2000 Hoorn, Netherlands July 2000

By Ross W. Dring  
(Critters 3027)

Recently I returned from a most unforgettable IFR-2000 in the Netherlands. It all started last winter when Diana Webb, Secretary of the Vega Association of Great Britain (VAGB) went to considerable effort to get me aboard a British Vega bound for the IFR. And so after making arrangements with Diana and VAGB treasurer, Steve Birch. I departed Chicago on July 9 and landed in London, Heathrow the next morning. After taking the Underground to Victoria Station and taking a train to Ramsgate on the East Coast of England, I met my "Mates" in the Royal Harbour Ramsgate just before noon on Monday July 10. I joined "Rozema" skippered by Tom Sutton and able colleague John Vaughan. We were in company with "Southern Comfort" skippered by Steve Birch and his able colleagues Alan Barnby and Cai Christiansen. We were held up in Ramsgate until Wednesday due to heavy weather on the North Sea. During one of my walks around Ramsgate I joined a tour of the harbor and surrounding historical sites. Along the way local actors dressed in 19th century clothing talked about the harbor and its history. Ramsgate had been a fishing village dating back to before Roman times and the first part of the present harbor was constructed in 1750. The harbor and its little ships played a major roll in the evacuation of the British troops from the beaches of

Dunkirk during WWII. On Wednesday the 12<sup>th</sup> we set out on the North Sea from Ramsgate at 7:00 bound for Ijmuiden in the Netherlands. The weather was favorable with F4/5 decreasing to F3 on our quarter with sunshine which later was replaced by overcast skies. We stayed out of the shipping lanes although there never was a time that there wasn't some sort of vessel on the horizon. (Counted as many as 9 vessels on the horizon at one time, very busy sea.) We sighted vessels on permanent anchor out in the sea waiting for enough cargo to be put back in service. We also sighted oil platforms; some in full operation and some looked abandoned with no marker lights. We made Umuiden about 11:30 the following morning and tied up in a marina at the mouth of the North Sea Canal. As the day went on more British Vegas came in and Diana Webb had a get-together on her boat "Bugle". On Friday the 14<sup>th</sup> we passed through the locks in Ijmuiden and traveled

*(Continued on page 4)*

### Contributions

You may submit contributions via e-mail by sending text or graphics to:  
Vega1860@netscape.net

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

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

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

## IFR 2000

*(Continued from page*

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along the North Sea Canal to Amsterdam where we stayed in Sixhaven Marina across the canal from the center of the city. The boats were packed so tightly into the marina that if a boat in a slip wanted to leave, all the boats tied together in the channels had to move in order to let the boat out. We took the free ferry across the canal and walked around the old part of Amsterdam with its canals in many of the streets. In the evening we had a pot luck dinner aboard "Rozema" for our boats that were close by. The following day we got further acquainted with Amsterdam and in the evening the crews of five boats went out for dinner. Following dinner, a few pints and a "Sing Song" in a place across from Central Railroad Station in Amsterdam capped the evening. A great time was had by all.

On Sunday the 16<sup>th</sup> we passed through the locks in Amsterdam and motored out into the IJsselmeer where we set sail for Hoorn. The IJsselmeer is a shallow fresh water inland sea that was formed from the Zuiderzee, which was diked off from the North Sea in the 1930s. In the late afternoon, the 6 British boats which had been beating to windward all day, joined up at the entrance to the harbor at Room and entered the Hoorn Yacht Club marina in line. On Monday the 17<sup>th</sup> we took a walk around the old part of the city and had registration and the opening ceremony followed by a reception and refreshments. The next day two buses were chartered for a tour of Zaanse Schans (an old time Dutch village complete with 4 working windmills) and Amsterdam. As a part of our tour of Amsterdam we had a canal

boat tour of the old part of the city. A meeting of VODA (Vega One Design Association) was held in the evening with Walter Nerving (Denmark) and Elly van Soest (Netherlands) being re-elected to President and Secretary respectively. The only matter that entailed considerable discussion, had to do with revising the Vega Class Rules (for racing) to include acceptance of a help-rudder which would ordinarily be used as a backup in the case of a rudder failure which was voted down. I abstained for our side of the pond because I didn't think we had a stake in the matter as I don't recall any mention of one design class racing in our news letters in the last ten years. Denmark will host the next IFR in 2002 and all are invited,

On Wednesday the 18<sup>th</sup> we had racing with a cruising class (34 boats) and racing class (8 boats using spinnakers). Two races were held for each class. In the evening a Captain's Dinner was held in the yacht club with music including one of the Dutch skippers dressed up as an organ grinder who walked around grinding out music to everybody's delight. Racing again took place the following day with a shortened course because of lighter winds. On both days I crewed with different boats and learned a lot about getting more out of my "Critters". In the evening the IFR awards ceremony was held in the Noorderkerk (a beautiful old church) in Hoorn. A musical performance was given by the Amsterdam Mannenkoor (men's chorus) and refreshments were served

On Friday morning an inflatable dingy race was held in the harbor with about 8 dingys entered. I was part of a 6 man British dingy

crew of 4 paddlers and 2 rotwielers to generally harass and up-end all the other dingys before and during the race. It was riot. Everyone ended up in the water. In the afternoon we had a guided walking tour of historical Hoorn, which got its start as a fishing village in the 1300s, and visited the Cape Horn Sailors Museum (Cape Horn was named for Hoorn). The regatta dinner was held in the evening at the yacht club with a grand buffet, music, singing, and much socializing.

After the closing ceremony on Saturday morning the boats started departing. I joined Diana Webb and her able colleague Ken Wakeling on Diana's boat "Bugle" and we set out at noon to sail the IJsselmeer to Amsterdam and on to IJmuiden via the North Sea Canal. Most of the other British boats had decided to take 3 or 4 extra days and travel the Dutch canal system southward to Vlissingen (Flushing) before returning to England. We arrived at the IJmuiden marina late in the evening and took fuel and water in preparation for an early departure the next morning.

On Sunday the 22<sup>nd</sup> we set out on the North Sea for Harwich England at 6:00. The weather was overcast with winds F4 building to F5/6 on our stern to aft quarter. We sailed through the night on a reefed furling headsail on a pole. Cold. We made the first of many buoys leading into Harwich at 11:00 the following morning. It took us another 5 hours to get into Woolverstone Marina on the river Orwell, what with the tidal current, strong winds and many sandbars around the shipping channel.

After a walk through the countryside the next day we motored

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## IFR 2000

*(Continued from page 4)*

up the River Orwell to the old part of Ipswich. We had a walk around and evening meal at the lord Nelson Pub. The next morning my mates set out to sea on the tide. After waving good-by, I walked over to the train station for the trip back to London and my flight back to Chicago later in the day.

The trip with my British friends and the regatta with our Dutch friends and folks from the other countries was wonderful. We had about 160 people and 60 Vegas from 8 nations (I was the 9th) and it was like one big family get-together. What a trip.



Photos of IFR 2000 courtesy of Walther Nerving, of VODA, Denmark



## Signals From the Fleet



12 September 2000

Chuck Rose.  
SV Lelea  
PO Box 88784  
Honolulu, HI 98830-87874

Hello Chuck,

I was happy to receive your newsletter and to hear that you were carrying on Sid's good work. I talked to him last spring, as I was making arrangements to attend the IFR-2000 in Holland, and he had remarked that he regretted never attending an International Friendship Regatta (IFR). I sailed to the IFR from England and back to England with some of my British friends who I had met when my wife Pat, son Reed and I attended the British IFR two years ago. They're a great bunch and I had a wonderful time on this trip. One of the matters that came up during the VODA (Vega One Design Association) meeting at the regatta was membership support from the various national associations. In the past I understand that Sid provided support from our association and I suggest that we continue the practice. I spoke to Elly van Soest who is the secretary and she indicated that the membership for each country is based on the number of members in the country's association and the cost is very little. Elly can be contacted by e-mail at: [albin.vega@worldonline.nl](mailto:albin.vega@worldonline.nl). I asked Elly if we could send our membership money in US paper currency with something extra for the money exchange at their end and she said that would be ok. It isn't very much money to send through the mail and the cost of a bank draft for guilders is out of this world. The expense of the draft to me and to the Dutch for my attendance at the regatta was so outlandish that I ended up paying them in guilders when I got to the regatta. I have attached the Vega class rules and a copy of the agenda for the VODA meeting at the IFR together with the minutes from the 1998 IFR. I have also attached a report of my trip to the IFR-2000, which you can include in the newsletter if you like.

You asked for input on our association. I think our association has been real effective in keeping Vega skippers abreast with what has been going on and with advice about our Vegas. I suggest we continue with the newsletter and if it becomes a real burden to produce once a month go to every other month. The British do their newsletter every 3 months. I think that reproducing the letters or other material that comes in by just scanning it and putting it in the newsletter would be the easiest way to add contributions to the newsletter. I don't know what other activities such as a regatta or get-togethers are feasible as our membership is so geographically spread out. Certainly we would applaud efforts in that regard but I think our principal objective is to maintain our communication through the newsletter and our affiliation with our friends across the pond.

Thank you again for picking up the torch and I look forward to our VEGA future.

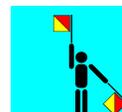
Sincerely,

Ross W. Dring (Critters 3027)  
16421 Mark Lane  
Tinley Park, IL 60477  
(708) 532-3298



## Signals From the Fleet

Continued from pg 6



From:GBush173@aol.com via email Mon, 21 Aug 00  
12:02PM HST

Chuck,

Great job on the newsletter! Assuming the publishing & distribution responsibility was exceedingly altruistic on your part. It clearly requires a lot of effort. I particularly enjoyed your recounting of your move aboard your Vega. I fancy myself a kindred soul who has somehow frozen at the efficiency apartment level of divestiture. Your example may spur me to finally make the move, or is it the final move? Sadly, I rather doubt there are too many Lauras about so I will likely have to settle for a cat or a very skinny dog. Like yourself, however, I shall refuse to give up my motorcycle.

Incidentally, I'm boatless at present, my last craft having gone down courtesy of Hurricane Andrew. I subscribe to the newsletter just to maintain contact with the water, but should you publish just the right Vega-for-sale listing.

Best wishes in your continued efforts with the newsletter.

George Bush  
Miami Beach, FL

Hang in there George, I was happily divorced for twenty years before Laura came along. And hang on to the bike too. The combination of the motorcycle and the boat is what hooked her.

From the desk of :  
DONALD M. ROSE and DELIA B. ROSE  
109 SHIDWRIGHT STREET  
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September 11, 2000

Chuck Rose  
Vega Newsletter Vodca Inc.  
PO Box 88784  
Honolulu, HI  
96830-8784

Dear Chuck,  
I understand from Gerry Garret that you have taken over the helm from the late Sid Rosen. Congratulations. I have recently purchased hull # 2751 " WHISPER " from Gerry and was hoping to find some support as there is not another Vega 27 in Charleston. Gerry was the original owner and has beautifully maintained the boat since 1975. However, I know there are going to be problems with a boat this age.  
Enclosed is a check for \$ 15.00 membership dues. If there is a change in the dues amount please advise. I look forward to learning more about the Vega .Gerry has kept a volume of news letters and manuals which have helped.  
I don't know if you are a " wood pile cousin " or not . About as far west as our relatives got was Goshen , New York. They settled there in 1781 after the war.  
Thanks for your help in advance.

*Regards, Don Rose*

From: acraggs@nanaimo.ark.com (Anthony Craggs) via email Sun, 27 Aug 00 02:55AM HST

Chuck :

Got my copy of the newsletter...looks great.. Can't believe that you can live aboard the vega.. I finish off every season with bumps on the top of my head from when I go forward into the vee berth . It seems to happen no matter how hard I try to avoid it...that beam supporting the mast.Hard to believe that the boat came from Sweden where the average height is 6' 6" !

On reading thro the egroup mail It seems that vega owners are all "vegetarians"

Tony Craggs . Chasquis #993

Welcome aboard Don! I've traced my family back four generations, all born within a 15 mi. radius in central Vermont, but only back to about 1840 so who knows?

I still hit my head from time to time Tony. Even after over ten years of living aboard!  
Chuck

## Plotting the Course

By Chuck Rose

This column is intended to keep you informed of course the Association is taking and right now you could say that I'm still trying to get a good sun shot. You will be relieved to know that it looks like the future of the Newsletter is assured. I have received several early renewals and five new membership applications already so I am moving forward with plans to continue the publication. Keep those



cards and letter coming folks.

One challenge that I am facing with the newsletter is financing. The cost to put out each issue assuming eight pages double sided per issue (The last issue was 10 pages, this one is 14) is about \$250 if I have it professionally reproduced. The last issue was copied on the machine at my office so I saved quite a bit of money but the quality suffered. This issue was done at Kinkos (The office machine broke down), cost \$184.37 for printing, folding and stapling and about \$70 for postage. A little quick arithmetic

will show that the current subscription rate almost covers the cost of printing and mailing with no margin for little niceties like occasional color or extra pages. There is also no allowance for producing the manual we have always provided to new members. I don't know yet what the cost of producing the manuals will be but I'd guess about \$5 a copy. By the next issue I expect to announce new rates, on the order of \$12 per year for US members, to take effect in January 2001. I have yet to put a really sharp pencil to it and I still have to go through the process of reproducing the manual and costing that out, so I don't have an exact number yet. Renewal rates will remain unchanged at least through the end of this year though so get your renewals in early and SAVE! It will also help me in planning for the next year.

Laura had a good idea to help raise some extra money to help support the association. Her motorcycle club, the Hawaii Road Race Assn., sells T-shirts with the association name and the racer's bike and number on it. I talked to the fellow who produces the shirts for them. He says he can do one for us with the sail plan drawing of the Vega on the back with your sail number dropped in and of course "The American Vega Association". A pocket print featuring the Vega logo with your boat name would

*(Continued on page 11)*



**Chuck Rose**  
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(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

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**HAROLD G. COHON**  
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August 24, 2000

Dear Chuck,

Just got the Vega Newsletter today. It's terrific and I admire your ambition in continuing the tradition. I cannot recommend any changes to improve it but am sure as you go along you'll find things you want to modify.

When I first subscribed, noticed that Sidney addressed the mailers by hand. I volunteered to furnish printed labels and did so until he got his computer.

Again, thank you very much for taking up the torch. My check for \$10 is enclosed. Hope it helps. Although my sailing days are over (arthritis) I'm still interested in keeping up with the news. My cousin bought my Vega and now sails it.

Best regards,

Dear Chuck -

I am a past member renewing my membership! Our boat has been in the family since 1983. It was purchased by my parents, Dru & Jim Sheldon, who were members from the time they purchased the Vega in 1983. When my father passed away in December 1994, "Privateer Chance" was his legacy to me and my children. The following summer, my two sons trailered her north from Padre Island, Corpus Christi, Texas to Saunderstown, Rhode Island, as my parents had done for many years. The first two years were a wonderful learning experience, but in June 1997, the marina sank the boat during the regular launching. There is a long story there for another time! After much work, she was launched successfully on Labor Day (1997!), and we were thankful for 6 weeks of wonderful sailing that year. After the sinking, we have renovated her from the inside out, including new awlgrip topsides and deck. She has been renamed "Spindrift", in memory of all the wonderful summers both my father and I spent in my grandmother's home in RI.

Here is an update on membership information:

Ms. Drusic Sheldon  
50 Narragansett Road  
P.O. Box 643  
Saunderstown, RI 02874  
Home phone: (401) 295-1361  
Work phone: (856) 753-3993

Hull # 1879  
Year Built: 1973  
Boat name: Spindrift, previously Privateer Chance  
Home port: Narragansett Bay, Saunderstown, RI  
Engine: Westerbeake

I am enclosing my annual membership fee. Please let me know if you know anything about the "Vega Westbound" loaner tape.

Thank you.

Drusic Sheldon  
[d\\_sheldon@msn.com](mailto:d_sheldon@msn.com)

Sorry Drusic, I have no idea what the scoop is on the Vega Westbound tape is. Perhaps one of the other members knows.

Chuck



# Signals From the Fleet

Continued from pg 9



**Vega Association of Great Britain**

Mr. Chuck Rose  
The Editor  
V.V.A. Newsletter  
PO Box 88784  
Honolulu  
HI 96830-8784

76 Burdon Lane  
Cheam  
Surrey  
SM2 7BZ  
August 23 2000

**Hello Chuck and Laura,**

Thankyou so much for your first edition of the V.V.A. newsletter. May I congratulate you for your efforts. It was interesting, amusing, friendly and a worthy tribute to dear old Sid who I am sure would be delighted to know that there is now a continuation to his work.

I would like to introduce myself. I am Diana Webb, secretary of VAGB for the last 8 years and Editor of the VAGB Newsletter. Steve Birch our Treasurer runs the spare parts and Brokerage, and gives me enormous assistance as he is an electronic whizz kid, and I am a dinosaur! (his own words) - as far as modern hi-tech goes. I do not own a computer, so everything that goes with it, I do not have. This is where he helps me and although I am literally still back in the trees, e.g. this old typewriter! I am still in contact with all the Vega world via Steve's set up. He phones me daily with all e-mails that come into the club. The system works very well.

My Vega is no. 1698 "Bugle" and I have had her since 21st May 1986. Through her I have met so many great people and made so many friends across the channel and the sea. I have been to all the last six International Friendship regattas by boat, and I know all the various club officers and dozens of fellow Vega owners and their boats. It's one enormous family. This summer, as you know was the 18th. IFR held in Hoorn, in Holland. One of your members Ross Dring, who sails Vega "Critters" and keeps her in Chicago was also there. Ross is also a member of VAGB, and first joined our club when he came with his wife Pat and son Reed to our IFR on the Medway in 1998. This time he came by himself and I fixed up a boat for him to sail over from England to Holland, and he sailed back to England with me, as the others were going back via the canals, and he was short of time. We sailed from IJmuiden to Harwich in 28 hours. Whilst we were in Holland I told Ross that there was a possibility that 'someone' in Hawaii might try to continue the American newsletter. He was interested as he said that if no-one came forward at all, he would consider having a go. If you would like any assistance in anything, contact Ross Dring. He is very good news and keen on re-vitalising your club.

I liked your account of living aboard 'Lealea'. I know three people who live on Vegas. One of them recently changed up to a Jupiter 30, but only because he was offered a sum that he could not refuse for his Vega! I also like the fact that you have



# Signals From the Fleet

Continued from pg 10



a cat aboard. Where do you put her sand box, especially when you go sailing? I have two cats, both of them are long haired flat faced Persians. I inherited them and I have never had such nervous cats before. I cannot imagine them on my boat. I would think that they would flee to the cupboard in the forepeak and never come out! In themselves they are friendly and very affectionate. They are just scared of everything that they are not used to.

Honolulu sounds like a fabulous place to keep a Vega. I have never been there, but my mother used to go there a lot, as she had a great friend who lived there. It was on one of her American visits that she met Sid Rosen. She was to change planes in Orlando and had about 1½ hours to wait. As she was actually passing through the city that Sid lived in, I asked her to give him a call from the airport and say hello from me. She did this and Sid said to her, "go down to the lobby and I'll be with you in just ten minutes, and we can have a coffee together". When my mother asked how she would recognize him, Sid said, "you will, don't worry". Ten minutes he arrived in the lobby holding out a Vega pennant. She recognized the sail mark instantly. They were friends from that day until she died three years ago

Well Chuck, I must end off now. If you should ever need any help or advice on any thing, Do not hesitate to contact me, by letter or e-mail to VAGB. We will try to help you as much as we can. If you are stuck for spares or anything like that, contact Steve. We run a good spares service and <sup>we</sup> do not mind helping other Vega owners in other parts of the world if they belong to one of the other Vega clubs. We often send things to U.S.A. The postage is usually quite reasonable. I will ensure that you receive all future mailings of the VAGB Newsletter, and you can use any article that may be of interest to you for your publication.

Good Luck for your future newsletters which I shall look forward to reading them, and congratulations on taking up the challenge to be the American Editor.

sincerely,

Yes, Diana, Honolulu is a pretty nice place to have a Vega. As for the cat, see "9 Tails" beginning on page 1.

## Plotting the Course

(Continued from page 8)

go on the front. The cost to members would be around \$20 per shirt with profits going to help support the Association. Let me know how you feel about this. I may be able to get it going in time for Christmas.

Another thing that I need to get working on is geegees. I know

that Sidney was handling that in the past so I will take on that responsibility too. I'll try to find out if there are any made up and if so try to get my hands on them. Otherwise I'll start from scratch and get them made. With luck I'll have availability information for you in the next issue. Then there is the "Vega Westbound" videotape. Does anyone know where it is? Did Sid have it? If anyone knows, please fill me in.

In Sidney's last newsletter there was included a page from the VODCA newsletter from July of 1980. It was a flyer for a picnic put on by VODCA, the precursor to this organization. I think that that sort of thing would be great for us to do on a regional basis. Of course that means that we will have to get organized regionally.

(Continued on page 12)



# Signals From the Fleet

Continued from pg 11



Elly van Soest  
 Van Hall-iaan 4  
 1412 CT Naarden  
 The Netherlands  
 Tel/fax: ++ 31 35 694 22 29  
 E-mail: albin.vega@worldonline.nl  
 Naarden, August 4, 2000

Dear Editor,

Ruth Cordua from Denmark asked me to send this letter from her to all VEGA-contacts/newsletters.

I hope you can make place for it in your newsletter, because she is a very brave and enthusiastic woman and, as you know, travelling around with her husband through Europe with their VEGA 2186 'PARTNER'. The VEGA cannot have a better propagandist.

With kind regards,

Elly van Soest

(Editor Dutch VEGA Bulletin + secretary VODA)

## Plotting the Course

(Continued from page 11)

That means VOLUNTEERS. Is anyone up for face to face get-togethers, sailing activities or racing? Reading about the IFR 2000 in this issue should give you some ideas of the possibilities. We will have to organize regional committees. If you want to get involved in organizing AVA activities in your area let me know. Another thing we can start on is organizing a regatta on the order of the IFR in the Americas. Someone come up with a name for it. The IFR is held in even numbered years. Perhaps we could have ours in the odd years. Again, this will require VOLUNTEERS.

Aloha,

Chuck



## KRONBORG og CORDUA

- den allerbedste assistance!

<sup>Haven</sup>  
 Culemborg ~~harbour~~ an de Lek, Netherlands - 3rd August 2000  
 PARTNER Albin Vega 2186 of Ishøj, Denmark  
 760,3 sm in 69 days, 35 transit- and 34 restdays  
 169<sup>30</sup> hours transit, usage of diesel 187,5 liters ~

Dear Vega-friends around the world!

The river- and canalsailors Jørn and Ruth hereby send you the last news from our gipsy-boat. Our crew from Australia arrived a week ago and immediately noted, that we are drifting free as the bird around in North-Europe, like the gipsies - so farewell to the viking image.

At the friendship-regatta at Hoorn we found the spirit of true sailors still flourishing amongst us, the enthusiasme reaching even higher levels. It promises a great future for the old lady, which we all adore and cheer on. May she always give us the opportunities to cross the oceans - travel ~~the~~ whatever distance it takes - and see each other, representing nine nations, celebrating and racing with the worlds best skippers, crews and friends of the Albin Vega.

See you in Denmark in year 2002! was the battle cry on departure from Hoorn, Netherlands. PARTNER we shall leave somewhere in France/Belgium. This crew can not ever more drop the opportunity to meet again with the Vega-fleet, so many ties of friendship draw us to the International Friendship Regatta. Therefore we already said "YES, PLEASE" when invited to visit a Vega and use her banks, as long as we joined the IFR.

For now PARTNER is heading along the Merwede Kanaal and river Maas to Maastricht. In a nice curve on <sup>and so on</sup> Chambree we shall next drift West - North - South East around Bruxelles and end up in Leuven. In this location PARTNER will find shelter through the winter, and in our year 3, the month of May 2001, we start living with her in Belgium, France and even Paris.

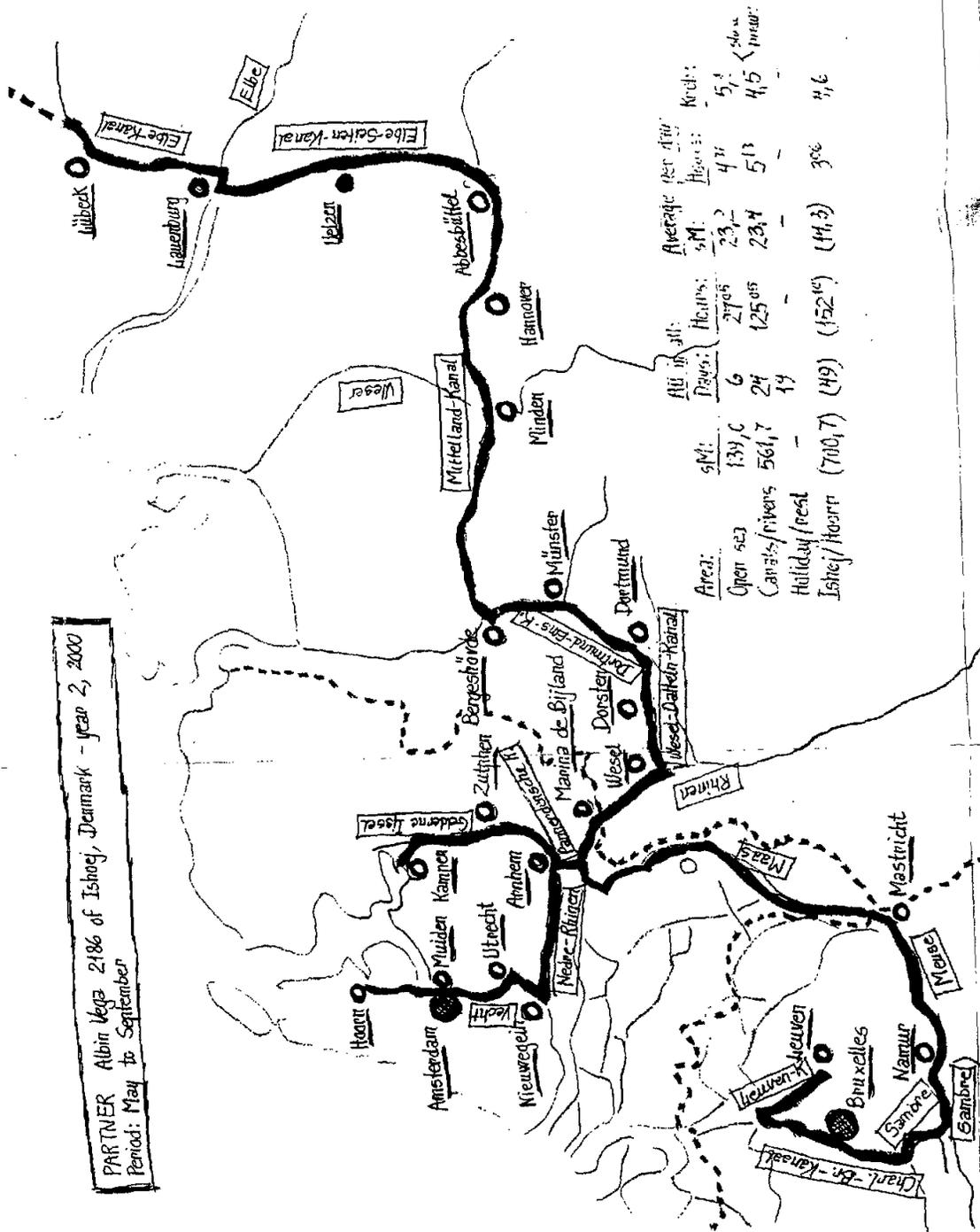
Friends and Vega-sailors, may you all be as happy as we are - looking forward to seeing you and your Vega-fellows in Denmark in year 2002!

Østergården 24<sup>a</sup> tv, 2635 Ishøj - Telefon 42790796 Love, Jørn and Ruth



# Signals From the Fleet

Continued from pg 12



PARTNER Albin Vega 2186 of Ishøj, Denmark - year 2, 2000  
 Period: May to September

Area:		All in all:		Average per day:		Knots:
Open sea	Canals/river	Days:	Hours:	SM:	Hours:	
139,6	561,7	6	270,5	23,2	4 1/2	5 1/2
		24	125,05	23,4	5 1/2	4,5
		19				4,5
Holiday/real		(152 1/2)		(14,3)		300
Ishtj/hoorn		(700,7)		(14,3)		300
						4,6

**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**



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**FIRST CLASS**

