



AVA News

The Newsletter of the American Vega Association

Vol. II No. 3

Dedicated to Mr. Sidney A. Rosen

December 2000



Bob Tantillo's "Journey" V1597

9 Tails - A Cat's Life

by Bree

Meow! Christmas, my favorite time of year. Lots of empty bags to kill and lots of ribbons that need to be chased down and taught a lesson. Mom says she is putting up the Christmas lights this week-end. I got to help last year, that was fun, Mom said I was a "big help!" Special hello to Dillard, Princess and Bear. I had a particularly fine nap on your letter.

Well, I spent several evenings lying on MY dock thinking of what to paw for this newsletter and I decided to tell you about my first

(Continued on page 2)

In This Issue:

- **Vega #1860, Lealea: Modifications**
- **Member's Boats.**
- **Signals from the Fleet**
- **Minutes of the General Meeting of VODA**
- **Club Activity Reports from Europe and Great Britain**
- **9 Tails: A Cat's Life**
- **The Nav Station**



Opening Shot

By Chuck Rose

A few weeks ago I received a call at the office from Joop Wagenmakers, a member of Kring van Vega Zeilers the Dutch Vega Club. Joop and his lovely wife were in Honolulu on a world tour following the IFR in Hoorn (No, they weren't sailing their Vega). I met them at their hotel in Waikiki for a cup of coffee and we had a nice chat. That is when I first heard of the "Help rudder" that has become so controversial in the European Vega racing circles. You can read about it in this issue's VODA minutes.

Of course I invited them to stop by Lealea the next day for a visit before they caught a plane for the next leg of their journey. So Saturday morning while I was doing my usual weekend housekeeping I was not surprised when I heard Joop call "Ahoy" from the dock. I invited them to come aboard, reflecting on the little joke Laura and I share about Lealea being the "Winchester Mystery Boat", you know, af-

(Continued on page 2)



Opening Shot

(Continued from page 1)

ter the famous house in California that was constantly under construction and would never be finished. You see, Lealea has been more or less constantly in a state of "Under construction" since March of '97 when we began our major refit. We are now about half finished with the interior. When I showed Joop some of the modifications to the interior his only comment was "Doesn't that add a lot of weight?". A little, I have to admit but the interior is much more livable now.

Of course the Wagenmakers do not live aboard. Joop's main focus is racing and I couldn't help feeling a little embarrassed as I glanced at Lealea's waterline while I was saying goodbye. She does sit pretty low in the water. But, as Laura pointed out; just think of all the fun we'll have throwing out all the stuff we now need for work but will not need when we go cruising! And, eventually, we will get the interior finished. Meanwhile we'll get our sailing fixes on other peoples boats and by wallowing around Māmala Bay in our overweight but comfortable Lealea. By August though she'll be in cruising trim for the first "Vega Aloha Regatta". More about that in "The Nav Station"



9 Tails

(Continued from page 1)

swim. Now you must realize that this is a particularly deep subject for me to discuss. I'll admit I'm not the most graceful cat to be born (maybe the second) but my first swim really wasn't my fault. It happened on a nice sunny, breezy day and I was investigating a suspicious noise on the upper awnings. Great view from there by the way! I found nothing to be alarmed about but since I was there I decided to have a nap and play around a bit. Actually there is some work involved since Dad always asks me to check the lines while I'm up there. Anyway I was on my way back down which is cleverly done by turning the port side awning into a slide. I was, as usual, doing just fine until a particularly strong gust of wind caught the awnings and next thing I knew my landing point was seriously off. I completed the mandatory number of back flips and twists but was only able to change my trajectory slightly and not for the better. Mother never discussed with me the proper way to paw my nose before diving so I did get water up my nose but I can say with all cat-like pride that I did not get the top of my head wet. Getting out is actually pretty easy when you have the proper incentive, and I always have plenty! I was out of the water quick as a flash and into Mom and Dad's bunk in the

forward cabin where I could dry off on their pillows. Understand that not just People are disgusted with the smell of wet fur.

I have been swimming several times since that first day, usually it happens when I am catching my favorite toy, but that is another story and I feel a nap coming again. If anyone has any questions about Me or my life on the boat, write my Dad and he will read your letters to ME or e-mail Dad at vegal860@netscape.net

Keep your paws on Deck

Bree



Vega 1860, Lealea: Part 2 – Modifications

By Chuck Rose

The Vega is a fine boat, as we all know, well designed by Per Brohal and, actually, pretty hard to improve on. We did however make some changes to the interior that have proven to improve comfort and liveability.

The biggest and most obvious change was removing the port side settee and replacing it with a dinette. I had seen pictures of such an arrangement on the VAGB web site (Which have long since been taken down) and decided to borrow that concept and modify it to suit my own needs.

I removed the seat portion of the settee, leaving the piece that forms the back in place. Then I used the bottom face

(Continued on page 3)

Lealea: Modifications

(Continued from page 2)

piece as a template (It curves fore and aft and is beveled on the bottom) and cut a new face from a sheet of furniture grade 1/4 inch mahogany plywood. This made a one piece facing for the inboard sides of the dinette seats. The fronts for the seats, which face fore and aft, were cut from the same sheet of ply to match the curvature of the hull. The seats which would be the removable lids of the resulting lockers under the seats, were made of half inch marine plywood. All that remains is to cut cleats from one inch stock and screw in place to hold everything together, stain the plywood to match the original sapele (I used Minwax Cherrywood stain) and finish.

You can do this using the existing main bulkhead for your backrest on the forward seat and the bulkhead forward of the stove for the after seat but I wanted more locker space so I made the back rests six inches out from the bulkheads. The forward one features a bookshelf on top with the side facing extending upward to hold books in. The after seat back has a recessed top for the cook to use as a handy place for utensils etc. with deep fiddles all around. The backrests are made of white oak strips two inches wide and half an inch thick set a quarter inch apart on a frame. The whole piece is removable like the original settee backs for access

to the locker behind. We had cushions made for the bottoms and covered to match the rest of the interior. We also had the seamstress make up two cylindrical duffels with lengthwise zippers out of the same material which can be stuffed with unused bedding etc. for back cushions. We now have two generous sized, easy access lockers, forward=His, aft=Hers. I will be making up footlocker style trays for the lockers to make them a little more useable.

The table was a gift from a cabinet maker friend of ours and has a white oak top with sapele fiddles and rounded corners. Borrowing an idea from the 18th century, the table is suspended on the inboard end from an eye in the coach roof with half inch three strand polyester rope, wormed, parceled and served, with a Matthew Walker knot on each end and an eye in the middle forming an inverted "V". The outboard end of the table is secured to a one inch cleat on the old settee back piece. This is how the mess tables on HM Bark Endeavour are set up. It eliminates the "Knee knocker" under the table and looks salty as all get out.

The other important modification to Lealea's interior was the replacement of the vinyl hull liner with an insulated ceiling. We wanted something a little nicer looking than plain foam sheeting or carpet so I decided on white oak. I had a two inch plank

ripped into strips a quarter inch thick then I beveled the edges. After the messy job of removing the old liner, I thoroughly cleaned the hull. Then, using epoxy, I attached one inch wide strips of half inch marine plywood vertically to the hull about twenty four inches apart. Using contact cement, I then glued quarter inch thick closed cell foam sheeting between the strips. To the strips, starting at the bottom, I screwed the oak slats running fore and aft, hand fitting each one as I went. I spaced the slats about one eighth of an inch apart. To keep weight (And work) down, the oak was installed only where the bare hull would otherwise show, like in the forward cabin and above the bookshelf behind the settee. The sole between the new dinette seats was given a

(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 96830-87874

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



Tom Lochaas' "Cassie Allegro"

Lealea: Modifications

(Continued from page 3)

similar treatment to cover the ugly bare fiberglass. The overall effect is like the interior planking of a wooden boat and the oak makes a nice contrast to the original sapele.

The only tools required are a screwdriver, sabre saw, sander and a ruler and pencil.

I didn't include plans here because of space limitations and because half the fun was designing our own custom furniture. As soon as the job is completed though I'll let you all see the photos.

One more modification I'm sure you're all interested in is Bree's 'cabin'. Aft of the sink, on the starboard side of the companionway steps there is a sliding hatch leading into the cockpit locker and Bree, early on, got into the habit of going in there to hide. I built a sort of box around the hole inside the cockpit locker to keep her from burying herself in the sails and other gear stowed in the there. We don't want her getting hurt if the gear should shift on her. We put a towel in the cabin for a bed and she is quite happy with her accommodations.



The Nav Station

By Chuck Rose
New name-same column.



First of all, I'd like to thank all of those who contributed a little extra to help keep this newsletter going and all of you who had enough faith to renew your memberships early. You have made all my efforts worthwhile. You will notice that I have had to raise dues to \$12 for domestic memberships. It can't be helped. There will be a full financial report in the first issue of 2001. The new dues amount will not cover the cost of producing the Vega Maintenance Manual that we have traditionally provided free to new members. I consider this

(Continued on page 5)

(Continued from page 4)

a vital part of attracting new members and keeping the organization alive so I will come up with a way to finance it without raising dues.

Speaking of The Book, I intend to add the 20 page essay by Nick and Jenny Coghlan on preparing the Vega for offshore cruising, originally published as a special edition of the VODCA Newsletter in 1990, to the next edition. Also to be added to The Book, will be plans and instructions for the dinette installation described in "Lealea Vega 1860" appearing in this issue. The Book really needs to be scanned and run through an OCR program and converted to digital format and edited but I simply do not have the time at present. If any of the members has the time and equipment I would greatly appreciate the assist. I am also planning to publish the Coghlan's essay in serial form in the AVA News over the next four or five issues. Also coming up in the AVA News, the eight page pamphlet containing the Vega One Design Rules for anyone interested in that aspect of Vegasport (That's a new word, I made it up myself).

Engine replacement is something that many members are contemplating and several of us have already taken the leap to a more modern power plant. There are several options and if you have made any one of the several conversions available I'd like to publish your comments, and photos if available, in the newsletter for the benefit of those that have not yet faced this challenge.

Activity News:

Laura and I were planning to sail to Kauai this year for our vacation anyway so I thought, 'why not make it a test run for a Vega Pacific Rendezvous?' I will not

attempt to organize anything on the scale of the IFR. This will be very casual affair. I am extending an open invitation to anyone who reads this or hears about it on the grapevine to come and enjoy a few days in paradise with some fellow Vega sailors the third weekend in August of 2001. (If you need an excuse to come to Hawaii and maybe do a little sailing) Let me know how you feel about this. If enough people plan to come I can arrange a luau or something. If I get some help, there will be more (Was that a hint?) More details as we get closer to the event. Oh, by the way, we need a name for this event. I started off calling it the Aloha Regatta but "Regatta" by definition, means that racing is included and I know absolutely nothing about yacht racing so suggestions are more than welcome.

There, see how easy that was? Take note of the e-mails from Bob Vogel, Brian Hofler and Tim Hall in the "Signals" section. I would really love to publish photos and reports from Vega happenings on the East Coast and in the Pacific Northwest so if you want to organize something in your area drop me a line and I'll get the word out. It's not too early to plan for spring and summer.

Burgees: I am starting from scratch on this. Since I needed artwork anyway, I developed a new logo for the newsletter, which appears at the bottom of this column. I like it of course, but hey, I'm just one out of nearly 150 members. Let me know if you like the new AVA logo for our burgee or if you prefer the old design which is the four pointed Albin star in white on a red field. The new design would be white on red also.

T-Shirts:

I need camera ready artwork before I can go any farther on this. I'm looking, but if any of you has, or can whip up, a good line drawing of the Vega sail plan or other appropriate design please let me know. It would speed things up

Memberships:

Memberships run for the calendar year, easier to keep track of that way and that's the way Sidney did it if I remember correctly. That means that if you have not sent your dues in to the new Hawaii address, your membership expires with this issue. That would be about ninety of you. I hope that the last three issues have demonstrated that it will be worthwhile to renew your memberships once again. If you're not sure, for those who have forgotten to renew, the next issue will be stamped to indicate that your membership has expired.



Via e-mail:

Hi Chuck,

Compliments for your second Newsletter 'AVA News'! It looks fine and the articles are interesting.

It must have been a lot of work to make it.

Thanks for inserting my Vega-song in it. Now everybody can learn it by heart for an IFR in

Honolulu!

I wrote lady Bree that she can expect some christmas balls to play with, so you have to hang them in a couple of days.

I translated a Dutch poem for Sidney's Newsletter. He died before he could publish it.

The poem was written by Bob Boswinkel (V 2907) and published in our Vega Bulletin nr. 85. Maybe you are interested.

In the North of Holland, between the land and the islands lies the Waddensea, also named Wadden or Wad (pronunciation: what). It is tidal water. Here it comes.

Wad is that?

Across the Wad he sailed at ebb,
that Wad was shallow and very wet,
a rotten bump... panic around:
he ran upon the Waddenground.

The depth at ebb is not a deal,
too little for a Vega keel.
But Neptun pulled him out of the mud
with rising water, called the flood.

He and his ship came from the sand,
Poseidon 's great: loose in the end!

This Wadwatersailor learned it good:
between ebb and flood lies more than a foot!

Ciao,
Yvonne Barnasconi, 'Ahalani'V 3334, Holland.

Message to Bree...

Nice to hear from you in this extraordinary way, but I realize that that is normal for a writing and speaking cat. Can you already swim? I had three cats (last of them died in june) and two of them had three swim-certificates, the third one had even four. That means they swam three and four times, but not of their own free will: they simply fell in the water. I live namely on a houseboat and that floats, just like your sailingboat, on the water. Try it, I'm sure you can! Let me know what the results are.

I wrote your Mom and Dad to hang up some christmas balls for you to play with, so that you can have the real MERRY Christmas that I wish you from Holland.

Yvonne Barnasconi,
'Ahalani' V 3334.

Editors note: Bree is napping right now but I'll see she gets the message.

Chuck





Naarden, 19 October 2000

Dear Vega-friends,

Hereby you will find the minutes of the General Meeting of VODA, held on 18 July 2000 during the VEGA International Friendship Regatta in Hoorn, the Netherlands.

I kindly ask you to publish these minutes in the VEGA clubmagazines, because some points may be of interest for all VEGA-sailors.

I received short reports of the activities in the past two years from Sweden, Great Britain, Denmark and the Netherlands. Copies of these are enclosed.

The VODA-contribution remains Hfl. 0,25 per person per year. So, to save another stamp, I take the opportunity to ask the treasurers to think about this for the next year (2001).

I enclose a copy of the latest financial statement, in which you can see that Great Britain already paid for 2001 and Norway for 2001 and 2002.

You can transfer the amount as follows:

- In cash or
- By Eurocheque (please mention your number and signature on the backside of the cheque)
- By bankaccount to
FORTIS BANK
Attn accountnr. 64.25.50.824
In the name of H.S.M. van Tol, conc. VODA.

With kind regards,

Elly van Soest, secretary

Vega One Design Association, VODA

President: Walther Nerving
Egehegnet 76
DK-2850 Naerum
Denmark

Secretary: Elly van Soest
van Hall-Idaan 4
NL-1412 CT Naarden
The Netherlands

Minutes of the General Meeting of VODA, held on the 18th July 2000 at Hoorn, The Netherlands

- 1) The meeting was opened at 20.00 h. by the President of VODA, Mr. Walther Nerving of Denmark. About 30 members were present.
- 2) The number of VEGA yachts registered in Great-Britain increased to 156, mainly the result of the internet site of the V.A.G.B. Applause!
- 3) Approval of the minutes of the General Meeting of VODA 1998. About point 6: Norway was going to write a letter to SCR about Class Association Rules, but things calmed down, no interest at the moment. The minutes were approved then.
- 4) Election of the VODA Board for a period until the next VODA-meeting: As well as President Walther Nerving, as secretary Elly van Soest are willing to stay another two years on duty. "They are elected again. "Never change a good couple".
- 5) Announcement of the names of persons to be given the VODA Achievement Award.
 1. Ruth Cordua from Denmark, long experience in Vega-job, very hard working in several committees, she and her husband are real representatives of the Vega-spirit, both nationally and internationally for many, many years.
 2. Per Wasburg from Sweden, the technical wizard for many years, technical adviser in Sweden and the other Scandinavian countries, hard working in the committees, international contacts, President for the Swedish club for several years.Lars Lemby requested to tell something about the history of the Award (during the Regatta Dinner.
- 6) Place for the next VEGA International Friendship Regatta. **Denmark** is willing to organize the next I.F.R in 2002 with pleasure. Time and place are not known yet.
- 7) VODA Economy (Great Britain and Norway paid their contribution during this I.F.R., in order to save the bank costs. Ross Dring, our member from the U.S.A. will have a talk with the new man about a possible VODA-contribution. The contribution still remains Hfl. 0,25 for each member per annum.
In cash at bank account now: Hfl. 13,76 (Euro 593,89).
- 8) What about racing with the VEGA help-rudder? There is a letter from Arend Schram about this item. He declares that it is a matter of safety to have an emergency steering rudder and that you can fix it amidships during a race.
A long discussion follows. Lars Lemby (Sweden): an excellent invention, but not to be used during racing; by blocking it, it won't help the boat and we can allow it. Joop Wagenmakers (Netherlands): There are all different kind of Vegas and how can you see if someone blocked it. Steve Birch (Great-Britain): We have not a 'one design' if you have another line. Tom Rasmussen (Norway): It makes the boat safer; to be locked, to pretend discussions. Ruth Cordua (Denmark): There are two different things: 1.-one design, 2.-saving lives. A voting is necessary. It is clear that the last word has not yet been spoken about this item. 'the result of the voting is: **Help-rudder not allowed in racing.** Lars Lemby and Arend Schram will make. a study about the effects of the help-rudder.
- 9) Short report on activities of the past two years. The secretary received reports from Sweden, Great-Britain and the Netherlands. The other associations are kindly requested to submit such a report.
- 10) Developments on Internet. Sweden, Great-Britain, Norway, U.S.A. and Denmark do have, a site already. Walther Nerving and Steve Birch are going to start a VODA-site and make a VODA news group, so that all VEGA-owners can discuss with each other. Steve Birch will save the name and VODA will pay for that. (www.albinvega.com).

(Continued on page 9)

(Continued from page 8)

It is not a matter of choice anymore, it is a must, a service for members and future-members. Great-Britain got a lot more members since internet.

Starting a site is not difficult, but it is important to keep it up-to-date.

It might be a good idea to give all the email-addresses to VODA.

11) Proposal: VODA purchases the international flags. As a great surprise, Great Britain offers her eight international flags to VODA. Thank you very much, Great Britain, for this gift. The Swiss flag, in possession of the Netherlands is also offered to VODA.

12) Further questions. Lars Lemby: In the VEGA Class Rules is spoken about the weight of the Vega. In this respect it is important to check the floating marks. (VEGA Class Rules 1988 page 7, point F. - Weight).

The weight of all the different engines, successively placed in the VEGA's, is also an important point by racing in the racing class. What about that? Lars Lemby: look at the floating marks. Steve Birch : the weight of the engine. is also mentioned in the Class Rules.

13) Walther Nerving mentioned the death of Sidney Rosen in May and told that VODA sent a condolence to his family. With the death of Sidney Rosen the American Vega-sailors lost their contact address and editor, but in what Sidney Rosen did not succeed by his life, now happens: a successor has been found in Charley Rose from Hawaii. Walther asks to give him our full support.

After this the President closes the meeting.

The next VODA-meeting will be held at the 19th I.F.R. in Denmark in the year 2002.

(Notes taken by Elly van Soest)

Report on activities of the Swedish VEGA Club

1998-07-01 - 1999-12-31

The period is 11h year due to change of fiscal period.

During the period the Board has met 12 times for all of which Minutes were written.

The club bulletin VEGA-BLADET has been issued, as usual, 4 times per year in collaboration with the two other Nordic vega clubs,

The Swedish Vega Club:

- is a member of the Swedish Sailing Association
- is a member of and works inside the Stockholm Sailing Association
- Has its own web-site <http://home.swipnet.se/~w-76130>
- is situated in Stockholm but the activities are distributed on four regions:
 - * Lake Vanern
 - * the west coast
 - * the southeast coast
 - * the Stockholm area

The number of members has increased and was 631 on Dec. 31, 1999

Regional activities during the latest fiscal period:

The Stockholm

area:

- * Two evenings on the engine and reversing mechanism with 40 participants at each occasion.
- * Four meetings under sails in the archipelago of Stockholm and the lake Malaren
- * One (yearly) meeting for all the club members at The Boat Exhibition in Stockholm called "All for the Sea" At this show the club had an exhibition of its own about the Vega and the One Design Class under the umbrella organisation of the Stockholm Sailing Association,
- * A one-week flotilla sailing in the archipelago of Stockholm, with a follow-up meeting attended by 32 participating members, when photos were shown and experiences during the trip were told.
- * Two meetings during the after season, one at Silva (manufacturer of compasses and instruments), one at the Maritime Historical Museum. About 25 members attended each meeting.

(Continued on page 10)

(Continued from page 9)

The West Coast

Region:

- * Visit to the sail making workshop of North Sails, where Ulric Larsson explained how modern sails are made.
- * Meetings under sails: One during the early summer at Roro and one autumn get-together at Hono when a variety of shellfish was consumed during the warm and still night with in the light of a full moon reflected by the water, quiet as a mirror.
- * Meeting in the club but of Hinsholmen about faults found on vegas during the insurance inspections.
- * Ingvar Hagh, with Jan Peder Eliasson as suppleant have represented the region in the Board of the Swedish VEGA Club.

The Southeast Region:

The area is defined as the coast from Vastervik (a town on the SE coast) southward and westward to the town of Ystad (on the S coast) and includes the town of Vaxjo and the big lakes in that area. Most of the activities listed below have been reported in the bulletin VEGA-bladet.

- * One meeting at Vaxjo (a town in the central part of southern Sweden) when more than 30 members came to hear Jan-Peder Eliasson tell about the work and organisation of the W Coast Region in Gothenburg. The main speaker was William Bekking, who spoke about the weak points of the Vega and how best to look after and maintain one's boat.
- * The family meeting at Tjaro was rather well attended and appreciated as was also the two meetings under sails at Paskallavik and Stora Ror The autumn meeting (also under sails) was held in the harbour of the outlying rocks called Utklippan.
 - * For the landbound autumn meeting we met at the sailmaker North Sails at Kalmar. The attending Vega sailors were entertained with an interesting lesson on the trimming of sails and various new sail combinations and trends within the sport.
 - * Lake Vanern
 - * A start-up meeting was held at Kristinehamn, where the Vega was born. To the joy of the participants - as well as all the other club members -the result was the starting *of* a Club Region for the area including the big lakes Vanern and Vattern
- * During the season information about the Vega Club has been distributed to vegas in the harbours of the region.

(Many years ago Kristinehamn had its own Vega club, which was actually the first vega club in Sweden. It competed with Norwegian Vega skippers - among them Erik Raestad - in team race regattas. These regattas became the nucleus *of* the VODA.)

For the Swedish Vega
Club
Bengt-Ake Fri
President

Annual report for Dansk Vega Klub, 1999

In 1999 we have had following meetings for members:

- Januar, in Strib and Norsminde
- Marts, in Ishoj
- August, in Middelfart and Tuna
- September, in Assens
- November, in Ishoj

All very good meetings with many members.

Two ambitious arrangements were cancelled, because there only were a few registrations. The first one was a flotille to Grenaa from all Denmark and the second one was a sail vacation only for Vega-sailors in Scandnavien.

We are 190 members to day in Dansk Vega Klub. 20 went out and 20 became members In 1999.

Chairman
Ib Collin



Vega Association of Great Britain

Mrs. Elly van Soest
Hon. Secretary to V.O.D.A.
van Hall-laan 4
1412 CT Naarden
The Netherlands

76 Burdon Lane
Clream
Burrey
SM2 7BZ
1 March 2000

Dear Elly,

There are now 146 boats registered with VAGB as on the 1/1/00. We count the boat as the member as there are at least ten or more boats with more than one owner, and some with three owners. July 1998, the 17th IFR was hosted by VAGB starting on the Medway and ending in London. Although only one foreign boat, a Dutch boat called Eceroja managed to cross the channel and get to the IFR. Twenty others from four nations were marooned on the European coast. Many visitors still came by other means, including some skippers and crews of the marooned boats. 96 visitors in all came to the 17th. IFR and were welcomed by the VAGB.

In November 1998 the Annual Laying -Up Dinner was held and attended by 22. members and guests. 1999 began with 'Happy Hour' at the boat show London. 16 members from VAGB came including 3 from Scotland, 1 from Shetland isles and 1 from Italy. It was followed by a buffet with refreshments made by Mrs. Joan Lamb, the Treasurer's mother. The 2nd. event of the year was the Fitting-Out Lunch and the AGM, (Annual General Meeting; This was well attended, and the current Chairman Brian Herring announced that he would retire next year after three years as Chairman. VAGB purchased a road trailer for members to use if they wished to move their boats anywhere.

1999 summer sailing event with a cruise in company with Medway Cruising Club to the Channel Islands. This was attended by one Vega 'Scandi' skippered by Graham Bulleid. The Laying-Up Dinner of 1999 was the best, attended event ever held by the club. 45 members and guests came including the President of VODA Walther Nerving and Mr. Cai Christiansen = member of the Danish Vega Club It was a splendid dinner held at a golf club not far from where the secretary lives. As it is only 6. miles from the M25, the ring road around London. It was easy for a lot of people to get there.

2000 started with the first event being 'Happy four' again at the London Boat Show. This time 22 members met in the RYA lounge for a drink and a chat and 14 went on to have refreshments at Mrs. Lamb's flat This time two came from the Orkney Islands and one from Italy. The rest came from, various parts of England. The Annual A.G.M. will be held again at the golf club on March 18 2000. Nine boats and persons will be coming to the IFR 2000 from VAGB including a member from USA and his wife. The Club has benefited greatly during the last two years through Steve Birch's efforts on the www and the increase in spare parts for the engines and combi units.

sincerely,



Arrisje Haas
Spiraeatraat 17
6744 AT Ederveen NL
tel.0318571791

June 2000

Short review of activities of the Kring van Vega-zeilers and the Dutch Vega-class Organisation in July 1998/ July 2000.

The number of members of the Dutch Kring van Vega-zeilers is 222. Many of them never visit a meeting, but are glad with our newsletter, the Vega Bulletin. The Technical Commission becomes more and more important, as the boats grow older.

Traditionally we have several meetings during the year. We always start the season in the first week of February with our "Winterevent". We have presentations on sailing items, most of these with films or slides. This meeting is closed by a dinner and is visited by about one hundred Vega-sailors. Since 1998 we have during the Winterevent a workshop.

With Ascension Day and the days after we celebrate our "Summerevent" near Edam. During this event races are organized and everyone is glad to meet other Vega-sailors after the long winter.

In spring our seasailingcommission organizes a so-called "Waddentocht" a week sailing to the islands north of our country. This trip has a number of regular clients and is attended by about 25 boats.

In July 1998 a number of boats want to go to the I.F.R. in England but the storm was very heavy and it was not possible cross over to England, only two boats arrived.

In June 1999 the event commission organizes a training weekend for sailing.

In September two other traditional events: in the southern part of our country the "Southern Event" and one year near Spakenburg and one year near Loosdrecht the "Randmeerevent". During both meetings racing is a part of the program, besides the social contacts.

In November 1999 we organizes a new members meeting. We told them about our activities.

Now we look forward to 17 July this year, we have the honour to organizes the I.F.R. and are working very hard to try and make it a success.

Kring van Vega-zeilers
secretary



Signals From the Fleet



From: Tim Hall <twhall@bbn.com>
To: AlbinVega@egroups.com
Subject: [AlbinVega] Re: [Fwd: LI Sound Rendezvous]

Hi All!,

If you folks are thinking about organizing a rendezvous you may want to consider the Conanicut Marina in Jamestown, RI.
<http://www.conanmarina.com/>
We, the AlbinCruisers List, had a great time there in late July when we held our Rendezvous 2000. Right across from Newport (available by water shuttle) it had very good facilities and was a short walk to restaurants and shops (be forewarned, the supermarket and liquor store are a good walk up and down a hill.)
If you make arrangements early they may be able to put you all together. We had 6 Albin 25's all in a row with another grouping of 27's on another dock. Lots of drive in visitors too!
Great time was had by all. Email me if you would like more info. Rendezvous 2001 is tentatively being setup in New London, CT.

Tim Hall
Medford, MA
1970 A25 "Purrfect"
AlbinCruisers List Moderator
<http://www.egroups.com/group/AlbinCruisers>

Be sure to visit AlbinVega@egroups.com

From Brian Hofler via e-mail:

Hello Chuck:

I walked to my local mailbox last night and discovered my AVA newsletter in the box. To my surprise - Lyra on the front page. Thanks for the opportunity to share. The newsletter is great and I applaud you for taking on the task as the North American facilitator for the exchange of information about the VEGA. It is fantastic to be able to communicate with such a diverse group of people from all over the world. As for a rendezvous in the Pacific Northwest... There appears to be a number of VEGA owners in the area... now is the time to decide on when and where we should meet next summer... We all agree that Hawaii is the preferred choice, but... Port Townsend or somewhere in the San Juans, SaltSpring, Victoria, Port Browning, Nanaimo, you name it, we'll be there
Start the dialogue and let's see what transpires.

Brian-1039

From Bob Vogel <Bv0820@aol.com > via e-mail:

Chuck, you are doing an excellent job. I was reading the article on the IFR 2000 in The Netherlands..and read your column "Plotting The Course" re organizing AVA activities in certain areas..regattas etc. I have been thinking about this for the past few years but only now is it feasible for me to VOLUNTEER. While we are currently living in Newburyport, MA...birthplace of US Coast Guard, tomb of MacKay of the clipper ship era, and one helluva inlet. Plans are under way for us to relocate to the East Coast of Florida, probably the Stuart area 30 miles north of Palm Beach. Having my Vega, Laughing Gull Hull #1877, trucked down. so I can see what can be done in that region. If we have a VOL on the West Coast, Georgia and another in the Houston area a southern group could be established. In New England, the region north of Cape Cod has a number of Vega's, three based out of Newburyport. I know one of the guys fairly well and will check out his interest and advise.

One of these days I'll jot down my notes on becoming intimate with the Volvo MD6A. As they say the checks in the mail and feel free to contact me. Happy to help out.

PS Looking forward to how you set up Lealea for live-aboard. I had a 42' Seawolf that was a cake walk! Even in the winter in Boston Harbor...but that was 19 years ago. Anyway, sold my skis and we're heading south.

Cordially, Bob Vogel, Laughing Gull #1877



Signals From the Fleet



Richard M. Brauer
2049 Lake Shore Drive, Long Beach, Michigan City, Indiana 46360

September 20, 2000

Chuck Rose:
Vega Newsletter

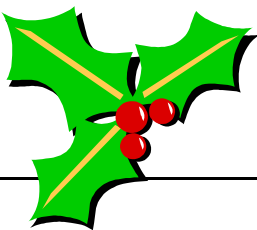
Thank you for continuing the Vega Newsletter. This is a big task that you have undertaken but we all appreciate your effort. I don't know how Sid Rosen was able to do it, but his efforts were greatly appreciated. I'm sure God you are taking on the task to continue the Vega Newsletter.

Enclosed is my check for \$10.00 as requested for the year 2001. If you need additional funds to cover postage and paper I'm sure we would all be willing to increase the dues if needed.

My sailboat is the DODI # built in 1968, hull #174. The sail # is 16,200. I have had this boat for over 15 years and have enjoyed every sailing moment. Over the years, I have upgraded the boat to make it more fun to sail and because I like doing it.

Good on 'ya Dick! You are to be commended for using your Vega for such a worthy community service. Thanks for the kind words and for your continued support of the AVA.

Chuck



2
One year, I totally removed the entire interior including all the cabinets & wood down to the bare hull. The old liner was deteriorating so I replaced it with a breathable fiberous 1/2" thick matting covered by white orange/yk. All the wood was refinished. The Swedes really know how to build a boat. Everything can be removed using only a screwdriver.

Another year, I replaced the head and holding tank and another year I completely rewired the boat with 16 circuits for individual control. The engine is a gas Combi 0-22 and runs like a charm. I did change the fuel system to Coast Guard approved system too.

My sailing buddy, Pastor David Alborsten of Immanuel Lutheran Church and I decided that we needed to get more use out of the boat during the summer. We formed Noah's Navy using the DODI as a training vessel and have been ages from our 2 churches learning how to sail & are from Immanuel Lutheran.

3
4 are from my church from Lutheran Church and we have 1 girl from St. Mary's Catholic Church in our group. Next year we will expand the program to include students from the new Duneland Lutheran High School as part of their PT and sports program.

My boat over these past fifteen years that I have owned it has had many retrofits. Such as a complete new interior covering, a complete new electrical system with 16 circuits, new head and holding tank, new sails, instruments and a lot of tender loving care. This year, I had the boat surveyed. It came out in fair condition with a value of \$9,995.00 and a replacement value of \$75,000.00.

Thanks again for doing the Vega Newsletter
Richard (Dick) Brauer



Signals From the Fleet



145 Herzel Boulevard
Lindenhurst, NY 11757
Phone (631) 957-0911

Hans W. Heiduck

November 16, 2000

Mr. Chuck Rose
SV Lealea
P.O. Box 88784
Honolulu, HI 96830-8784

Dear Chuck,

Just got the latest issue of the AVA news yesterday, and it looks great, and it's terrific to see the pictures of all those Vegas in one place at the 2000 IFR.

I'm currently in the process of replacing "Flicka"s old MD6A with a new British Beta Marine engine and have had invaluable help from Steve Birch of the British Vega Association, who took care of all the logistic, i.e. ordering, shipping, etc. However, dealing with US Customs was an interesting experience (hire a customs broker)!

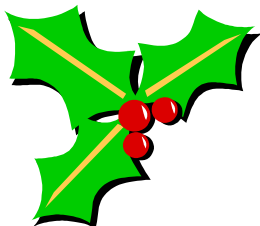
Steve was also kind enough to send me several photo's of the installation process, which is helping a great deal, plus I'm taking digital pictures as I go along to add to the information base for installing the Beta engine.

In order to stay current I've enclosed my check for membership renewal. I realize that the subscription is \$10, but since you mentioned in your column that the cost will probably go up, I took the liberty of making it \$15 in order to defray some of those additional costs. If it comes in under \$15, please consider the remainder a contribution. I also think the idea of the t-shirts is great and would be very interested in ordering at least 4 to begin with, so please keep us advised.

Ok, I've gotten too long winded and will end by again expressing my appreciation for what you are doing with the news letter, it's great!

Regards,

"Flicka" 1874



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PLEASE TELL YOUR DAD WE
ENJOYED YOUR COLUMN IN THE
NEWSLETTER
DILLARD PRINCESS BEAR
OOO O



Membership Application

Name: _____

Postal Address: _____

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E-mail: _____

First Mate: _____

Hull/Sail No. _____

Boat Name: _____

Home Port: _____

Telephone: _____

New Member _____ Renewal _____

Membership Information

Membership dues are currently **US\$12** for one year for members residing in the United States. International memberships are **US\$15**. Membership includes a subscription to the AVA News published six times a year. New members will receive a copy of the **Vega Maintenance Manual**, over 100 pages of tips and tricks compiled over the past 30 years by the members of VODCA and the AVA. Make checks payable to :
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