"Fair Winds"

No. 12

The Newsletter of the American Vega Association

Dedicated to Mr. Sidney A. Rosen 1919-2000

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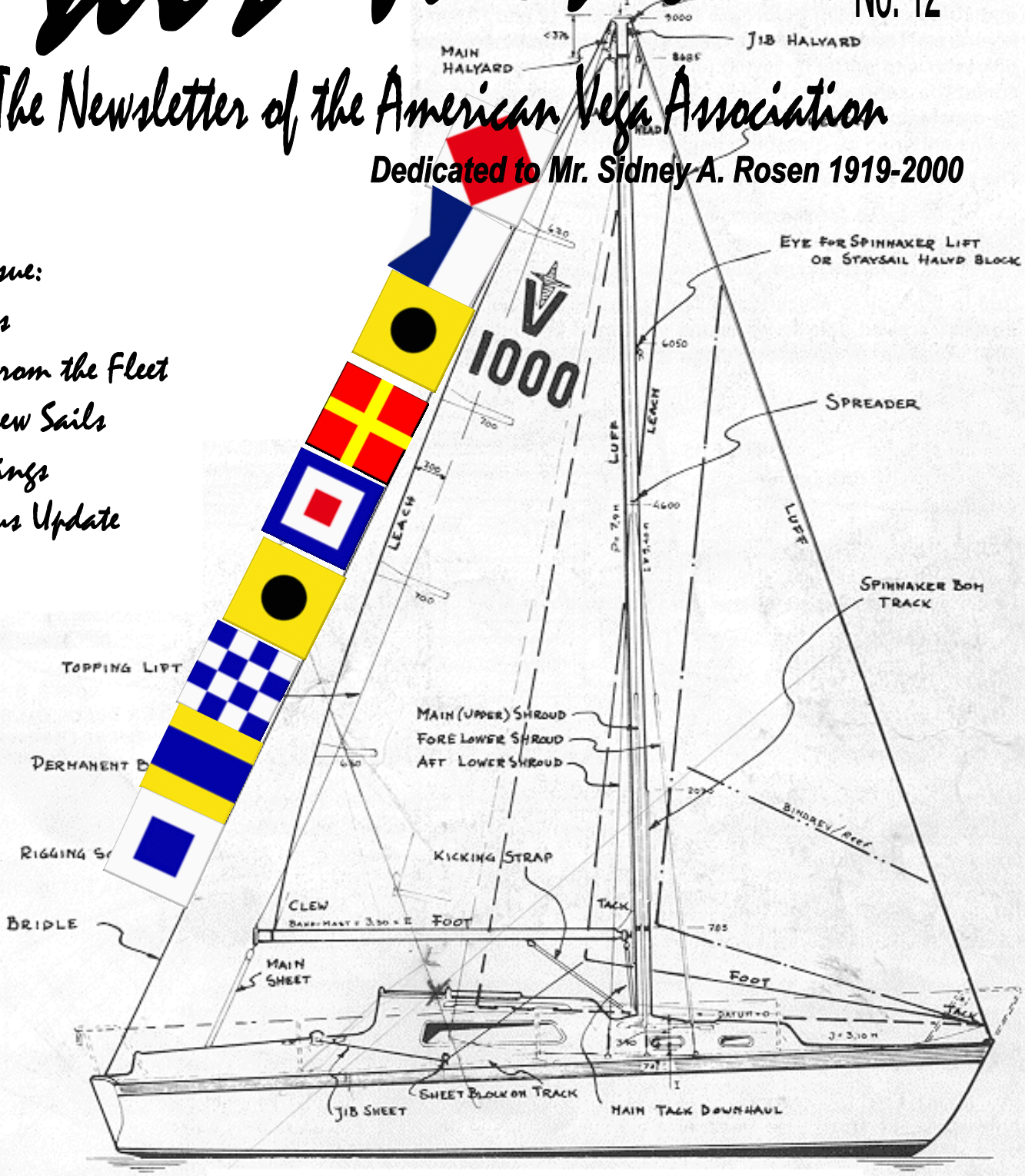


Opening Shot *by Chuck Rose*

Thank you very much to all of you who wrote to compliment the last issue of "Fair Winds". It was a huge effort and it was very gratifying to hear from you. This edition is a bit less ambitious but, I hope, no less enjoyable. I've taken **David Bolton**'s advice *(see David's letter on pg 5)* and, having run out of time, am putting this issue to bed perhaps without quite the level of fussing and polish that has delayed previous editions.

It appears that there will be two Rendezvous this summer! In addition to the now well established Pacific North West event, the VEGAtarians in the South Central United States will be getting together in Galveston Bay! In honor of the Texas Rendezvous perhaps a Chili cook-off at Port Browning is in order. Check the Nav Station for details.

. Many of you have requested a member list with more details, such as boat name and hull number and I fully intended this issue to include the member list in a revised format. Alas, time marches inexorably on and I have not been able to properly format the list in a way that can practically be printed and still include all of the information. I'll continue working on it and include the list in an upcoming issue.

In this issue, I've emptied the mail bag so keep your letters coming. Maybe with a little encouragement we can get Bree to resume her column. There is a short article by Ken Preston on page 14 that I'm sure you'll find interesting. Keep up the good work Ken. We all enjoy your writing.

In the April issue of **Blue Water Sailing** magazine there is an article by **Jarle Andhoey,** skipper of **"Berserk"** on his voyage to Antarctica. We are trying to get permission to reprint this article in **"Fair Winds".** The **Wild Vikings** have acquired another Vega, and are currently exploring the extreme North. Most of you may consider these guys simply nuts. Laura and I see them as an inspiration. Either way, their exploits are a testament to the capabilities of the Vega. More on Jarle and the Wild Vikings on page 16

Nine Tails *by Bree*

MEOW!!

Dad threatened to tweak my whiskers if I didn't sharpen my claws and tap something out for this newsletter. Seems there was a question if I had died or not. MEOOWWW, I hardly think so, I still have at least 6 lives left (O.K. maybe only 4) but I'm still on watch.

Dad was a bit disappointed with me a few months ago. During my watch someone came aboard and they talked to me really nice so I let them sniff around. MEOW!! How was I to know they weren't supposed to take that stuff with them! Mom hissed and spit for a while and I had NO idea Dad could yowl like that! Dad says I should have known better and why didn't I call 911, ME??OOWW???? Next time I'll scratch their eyes out.

Oh Cats has it ever been raining. I can't even go out and check my crab trap without getting my fur wet anymore. Dock watches are out for a while so really nothing to do but stay on undercover watch. I haven't even been able to hunt for spare dock lines or toys for Mom and Dad. Oh MEOW, with all this rain I have had the time to kill more cushions than usual. Mom says I can kill a cushion quicker than any cat she knows! PURRRRR

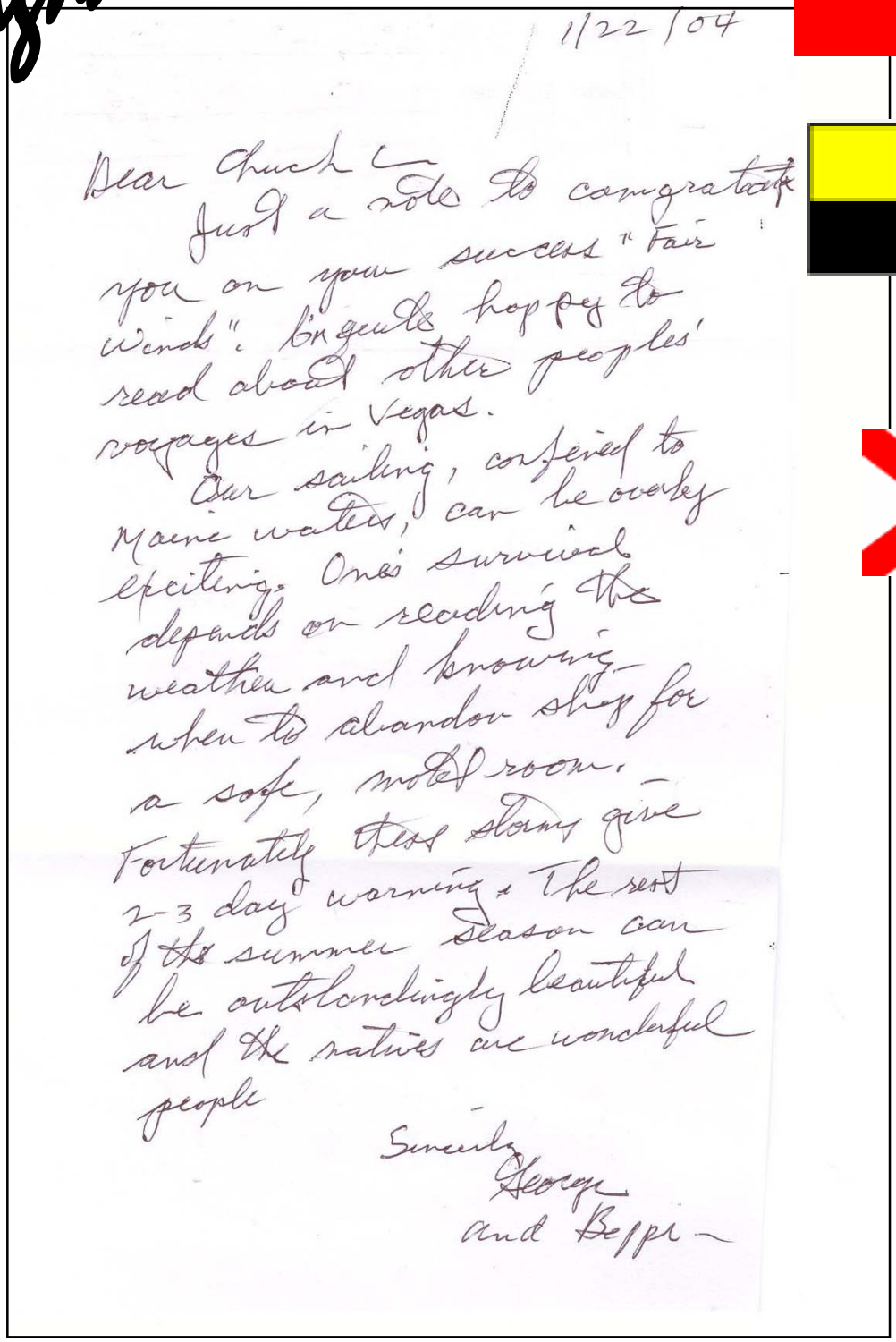
Mom does say I'm going to be an old lady soon (My Birthday is October '97) and something about having to buy me 'mature' cat food now. As long as it still smells like dead mice I don't care and I'm sure it will look the same on the carpet either way. I have always thought of myself as mature cat anyway. MEOW, I really do love those funny noises my people make when they step on my 'carpet treats' in the middle of the night.

Please keep sending me sleeping material. I love curling up on everybody's letters and they are fun to chew on too!!

Keep your paws on deck!

Bree

Signals From the Fleet



1/22/04

Dear Chuck —

Just a note to congratulate you on your success "Fair Winds". Bridgets happy to read about other peoples' voyages in Vegas.

Our sailing, confined to Maine waters, can be overly exciting. Ones survival depends on reading the weather and knowing when to abandon ship for a safe, motel room. Fortunately these storms give 2-3 day warning. The rest of the summer season can be outstandingly beautiful and the natives are wonderful people

Sincerely
George
and Beppi —

Signals

534 Wiswell Road
Holden, ME 04429
1-25-04

Dear Chuck,

Happy New Year! Enclosed is a check for $12.00 for this year's membership dues. I know my last newsletter stated we're paid up until June '04, but that is only because I sent the dues in late.

You can switch our newsletters to the CD-ROM version — I had no idea the time and cost savings was so significant.

You are doing a great job — Sid would be proud! We know it is a lot of work.

By the way, Paul and I are going to attend the 2004 International Friendship Regatta in Sweden. Just sent in the binding registration form and purchased our airline tickets to Gothenburg. We have chartered a Vega from a Danish fellow for the event. It will be fun to finally meet some of the folks who chat on the Yahoo group site.

Paul and I tried to organize a Maine Vega get-together many years ago, since there

Continued next page

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Signals

are quite a few Vegas in Maine. We did get some interest, but not enough to justify the work involved. We may attempt this again next year — Maine is a fantastic sailing area!

Smooth sailing,
Melanie + Paul Halvachs
V1826 Double Fantasy

Ed. This is NOT David and Frances. (See their letter next page)

Signals

4540 Bissenden Place,
Victoria BC. V8N3K4
16 Jan. 04

e-mail: davidbotton644
@hotmail.com

Dear Chuck,

I'm enclosing a US money order for $ 15[US] to cover my subscription for this year. To tell You the truth I was reluctantly going to let my subscription lapse because the newsletter has been so intermittent and then you produced this "magnum opus" which probably still has everyone gasping in amazement!

I glanced over a few issues to refresh my memory and indeed I see that you have explained that the travel demands of your work pose a real hindrance to production of the newsletters on a regular basis. Anyway I can see, without knowledge of journalism, that it is a task, which must involve you in a lot of tedious administrative detail and trying circumstances apart from being time consuming. And for your work from "set-up" do you really juggle everything in the confines of the boat?

I'm sure we all appreciate the fact that the formal Association at least would have folded without your undertaking the newsletter task. I suspect that the commendation and praise expressed by some members stems in part from fear of just that occurring - tho' the actual product itself is superb. Frances says its rather like parents who would prefer to receive a few lines regularly from far off children than a long letter occasionally. That's why Sidney Rosen faced with giving it up, emphasised that essentially what was needed was someone willing and presumably able to make a commitment to getting it out once a month even tho' without talent or knowledge of the publication process.

Obviously you cannot do that, let alone every two months which would produce the projected six issues per year. But what about every [illegible] months? By the way, having said things that exemplify my deplorable habit of saying what I think at the risk of becoming extremely unpopular

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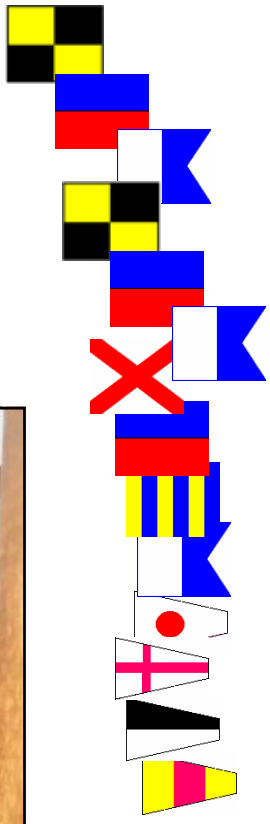
let me say also that I think that the Lewis letter when it arrives, is quite brilliant. I know nothing of the production process but it is evident that you have a gift, or somewhere have acquired a sense of design. The whole lay-out is quite artistic as Frances says, the photographs are excellent and the whole magazine presented & put together in a most attractive and skilfull way.

So while you're deciding whether to strike me off the membership list or blush I suggest the question you might ask yourself is — Can I hold out to the membership (if not, then to myself) that I will get out one issue every 3 months doing the best I can with whatever time & material is available to me, even if it is not what I would like, or, am I going to continue with high standard production that will reflect my talent when time & convenience are afforded me? I think you just may come up with the answer that the undertaking is just too burdensome, in which case, why not give it up.

On the other hand I expect you get a good deal of satisfaction when you review a copy in your hands after doing a mailing to the membership and realize a new issue is "born" so to speak.

As to the Vega rendez-vous. We sailed the July Islands for 22 yrs. & note most years the weather "breaks" to summer around 10 July so early July can be dicey. Most people go cruising and are back to work the end of July. The 2 occasions at Pt. Browning were last w/end of July & worked well. As to location most convenient to all with good facilities: Otter Bay Marina on N. Pender Isld. is excellent tho' to restaurant, V. good docks with nice heated swim pool & large grassy area. V. popular Low with US boat Clubs so may be difficult to get There is a hotel & I think B & B nearby. Some groceries. We never used Pt. Browning rest. last summer as a group. Genoa Bay Marina (back to back with Maple Bay) - Inlet of Cowichan Bay is a beautiful spot with excellent restaurant a few groceries. Also becoming booked by US clubs. Wld. be quite a lot faster for US boats than Otter Bay. Didn't only Brian Hofler attend Lopez r-v. Far, distant, US dollar, a number of us w/o trailering boats. Don't think you wld. see Canadians. Else for a US gathering. I hope this finds you two well & thriving. Best Dave & Frances

Signals



Alan Critchlow writes(Via Yahoo):

I think I got a little carried away. I am waiting for my new engine. The plywood was in poor condition. It had started to delaminate and was oil stained.

Alan

John Sprague writes:

Chuck,

Good to see the pix of our boat in its prime. Brings memories of a pleasant harbour and trip.

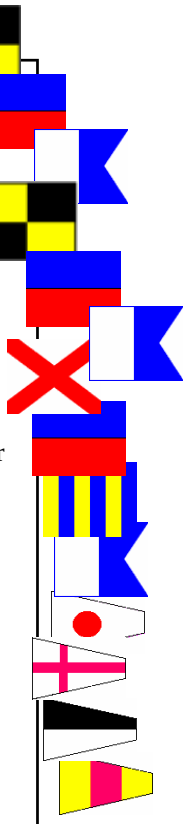
You can put me down for the CD instead of paper, it was a shock to see the cost of paper & post to you and the Association

All Best Wishes,

John

PS: Enjoyed the tales of Tony & Ken

Signals



20 January 2004

Hello Chuck,

At this writing I have plans to attend the 2004 IFR in Sweden. Tentatively I will sail with Lars and Anna Maria Lemby to the IFR and presumably take a train back to Stockholm after the IFR for my return flight to Chicago. We haven't worked out the details yet so it could all change quite a bit. As in the past, I will do a letter to you telling about the trip. I understand from Ingvar Hagh of the Swedish IFR committee that Mr. and Mrs. Paul Halvach will also be attending from the USA.

I am wondering if it would be possible to include a membership list in a future newsletter similar to the list that Sid used to post. It would be helpful to know where other Vegas are located, particularly in the Midwest. The only people that I know are Steve Wallace and Paul Rutgers and they no longer have Vegas. I finally got around to getting an e-mail address although I'm not very good at it. It is rossdring@aol.com

Ross, we'll be looking forward to your report on the IFR. One of theses days I hope Laura and I can attend also. Perhaps 2006!
As for the membership list: Next issue, I promise

Sincerely,

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

Steve DeMont writes:

Hi Chuck,

Enclosed are my dues. You're doing a great job keeping this whole thing together.

Last spring I moved from the SF Bay area to Seattle. "Erendira" is still berthed in Alameda. I haven't spent much time sailing her or anything else for that matter. But my plans are to bring her up here some time this spring or in the fall.

I plan on keeping her on the hard for a couple or a few months to finish her restoration, i.e. new paint on hull and deck, and some adjustments to her stowage plan.

The funny thing about sailboats and sailing s that it's hard to get or finish refit and restoration work when all you want to do is sail, especially the Vega. I miss her very much!

Cheers

Steve

Tell me about it Steve! Try getting anything done while living aboard!

Signals

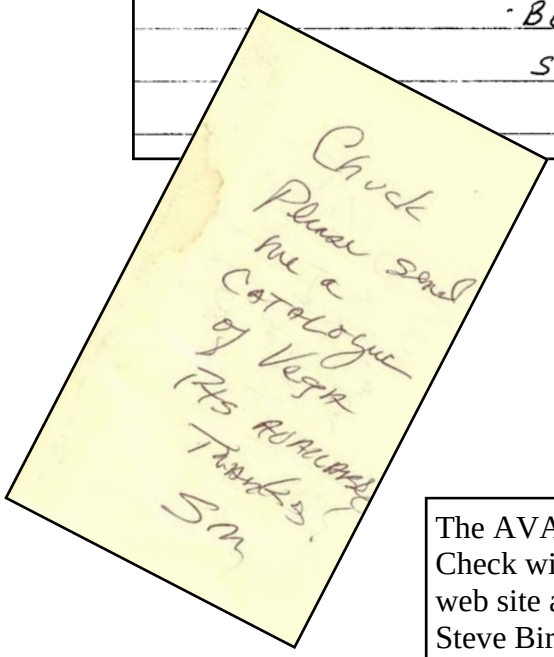
Hi Chuck

Enclosed is my renewal 2004 dues.
Sorry for the lateness

On page 19 of your last issue, some how.
Lisa's picture with the U Vic hat appeared
but BARBARA MARRETT's picture is the
one you wanted.

Perhaps we'll see you again this year in
Alter Bay.

Thanks. Max BAER
SILIQUA SAIL # 2383
Box 187
SATURNA ISLAND BC CAN
VON 2Y0

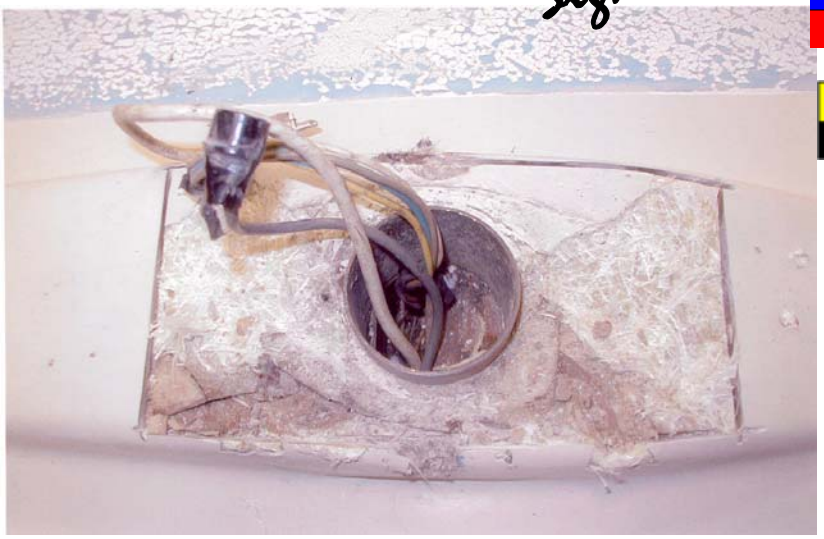


Whoops! Sorry about the mixup Max. Apologies to both Lisa and Barbara.

The AVA doesn't have a catalog of spares.
Check with the Vega Assn. of Great Britain via their web site at http://www.albinvega.co.uk/, or write
Steve Birch
8 Cockshot Rd
Malvern,WORCS WR 142TT
Great Britain

Signals

7 Hoffman Street
Petawawa, ON
K8H 2J4



Chuck Rose
SV Lealea
PO Box 88784
Honolulu, HI
96830

Jan.13, 2004

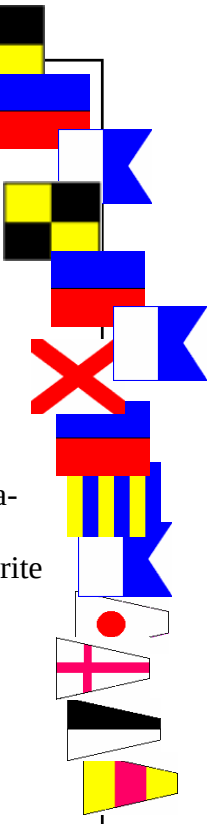
Dear Chuck,

Here is a money order for $15 US for my 2004 AVA dues. Also the Newsletters can be sent to me on CD. You did an excellent job with the last newsletter.

I noticed in "Opening Shot" that you commented about water leaking through the mast. On Tara,2490,I was starting to get sticky brown deposits on the inside of the cabin roof indicative of moisture finding its way in. There were two cracks in the mast step that had been patched. Anyway I had our local boat repairer take a look at it. Since that is a critical load area I did not want to mess about with it. The end result was that when he removed the glass layer of the mast step, it was found that the filler material underneath was cracked, looked like it had been exposed to water, and perhaps not totally tight against the metal pipe that lets mast wiring into the cabin. So the old filler was cleaned out and replaced and it was made sure that the pipe was well sealed before new glass was put back on. Now I just have to wait for the 2004 boating season to see if that has solved the problem. Tonight is supposed to –34Celsius! So it will not be until about the middle of May.

Thanks once again for your efforts in carrying on Sid's work.

Iver Thalmann



----- Original Message -----
From: Stephen DeMont<mailto:s_demont@yahoo.com>
To: AlbinVega@yahoogroups.com<mailto:AlbinVega@yahoogroups.com>
Sent: Tuesday, April 06, 2004 9:20 PM
Subject: [AlbinVega] Albin Vega Design Characteristics ???

Hi,

Can anyone tell me what would be the design significance of having low freeboard, especially for the Vega?

I'm workng on my website, covering the design section for the Vega. Other than reduced windage, how does it affect handling? The boat's lower in the water for what reason?

I started writing about this design characteristic but choked because I didn't want to write something inacurate. So, I figure I'd poll other owners.

Cheers,
Steve DeMont
"Erendira"
Vega 2947

****

Mort Caplan Replies:

Per "Skene's Elements of Yacht Design" by Francis Kinney:

" Next to beam it is one of the most important factors contributing to safety. High freeboard in a design provides a greater range of stability, because the edge of the deck will not be heeled under the water until a much greater angle is reached. In sailboats this increases the power to carry sail. Another obvious advantage is the increased room inside the hull. And the deck will be drier, to. But like everything else in this world you pay for what you get, so there is a disadvantage-increased wind resistance when sailing on the wind."

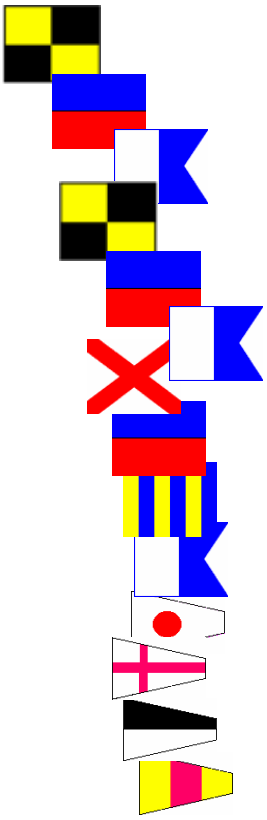
Something he doesn't mention is that low freeboard makes a boat easier to manuever at low speeds, under power or sail, in strong winds. There are also second order effects on weight, which affect other things.

Remember, boat design is a series of compromises, and the measure of a designers success is how well he made the compromises for a particular mission, i.e. the purposes for which the boat is to be used, and by whom. Per Brohall did a good job with the Vega.

I don't see any connection between low freeboard and being lower in the water, unless it's a question of definition, and you are not referring to draft.

Mort

Signals



Chuck Rose
SV Lealea
P0 Box 88784
Honolulu, HI 96830-8784

Dear Chuck,

After almost 28 years I will be selling my Vega "Mioritsa", sail number 2930. We will be moving to southern France, and I plan to get another boat there to sail the Mediterranean. Mioritsa is therefore up for sale and will hopefully bring much sailing fun to another boating enthusiast. I will certainly make the new owner aware of the American Vega Association, so hopefully you don't lose a member.

I appreciate the work you are doing publishing Fair Winds, and for the sake of all Vega owners hope you will continue to do so. I have certainly enjoyed the latest "fat" issue. Should you decide to issue another Fair Winds this year, then please send it to my new address:

Mas Le Mont Joie
L'Adrech de Prébarjaud
83440 Fayence
France

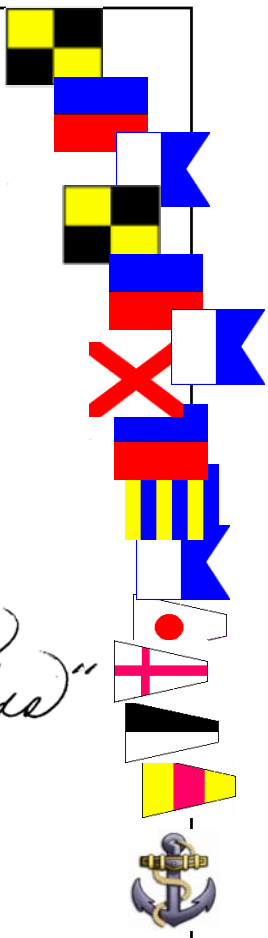
I wish you and all other Vega enthusiasts the very best; may all your journeys be a beam reach.

Best Regards,

Willem Timmermans
101 iCaspian Lane
Houston, 1'X 77090

(until early June 2004)

Signals



For Sale:

Due to failing health and much regret I find it necessary to find a new berth for my faithful, graceful sloop - "New Horizons"

1975 Allied Vega
Sail # 2499
Document # 682352

Professionally refitted in 1998/99. In immaculate condition. A classic beauty - powered by a Volvo MD6A Diesel - engine overhauled in 1998 at Steadfast Service, NC. Many extras available. Can be seen at Oak Harbor Marina, Pasadena, MD.

Owner: Jack L. Ruggles
Phones: (717) 469-0756 (717) 469-2687
or
Cell: (717) 580-3337

Katia's New Sails by Ken Preston

I'm sure glad the new sail fabrics don't need to be gradually stretched out with a series of gentle day sails. Sunday I came fairly close to getting beaten up by a lousy local frontal passage when I was just trying to admire my new sails. In the harbor it was not really wild, a little gusty, so I just tied in one reef and left the buoy with 3/4 of the jib showing. My blasted Irish hat blew overboard as soon as I passed the ferry moorings and that gust actually put the lee rail to (but not under) water. Good grief. Anyway, by that time I figured it would be easier to go ahead and clear the harbor and get the boat self steering before reefing further. Not necessarily the correct conclusion, but I've been getting pretty confident in the Vega lately. It was visibly rough outside before I passed the right hand shoal and could come up on the wind (southeasterly)and put the windvane to work. With the main just luffing a bit (one reef) she was plunging quite hard into it and bringing a lot of water on deck so I went downstairs and put on foul weather gear and harness before going forward. . .just as well. However, the view out the companion as I climbed back on deck was a bit startling. . .lee rail and racing foam at face level. . .and the boat was really bucking quite hard in the short breaking chop. Anyway, I got on deck and got back to work. The new full length battens in the top third of the main greatly reduced the sound and fury of flogging when I slacked things off to put in the second reef and the new rigging worked quite well. I used the halyard winch to get a little extra on the reef pendant, coiled up and scooted back to the cockpit to sheet in. Dang. We were still overpowered, heeling more than I like and going quite hard through the water, probably over 6 kn but I didn't get out the gps to see (knotmeter isn't working just now). I rolled up about half the jib and admired the effect of the foam filled luff. Still had a small wrinkle in the bottom half of the sail though. . .I wonder if the forestay is too slack? H'mm. Things to learn. At that point, two reefs and half the jib more or less, we were a bit over powered but making really quick way through the water upwind, being pushed around a good bit by the chop. We don't really get "seas" in Puget Sound, but the chop was pretty big. . .I'd guess perhaps 4' or a bit more on average. . .with all the tops breaking at least a little and some pretty vigorously.

And now the point of the story. I ordered 3 reefs and the new sail came with them but they were positioned a little differently from my old sail and I had to replace the longest reefing pendant and move the other two each one step outboard. . .ergo, had to discard the first pendant, put the second one in that hole, and the third pendant into the second hole and I HADN'T YET ROVE OFF THE NEW 3RD. Hadn't actually bought it in fact. Dang.

I learned several things for the next hour more or less. . .brought way more water aboard than I ever had before, undoubtedly went a good deal faster in the boat than ever before, decided I did NOT like beam reaching when that badly over canvassed, so sailed about 70 degrees off the wind on the outbound leg going really fast and slopping occasional wave tops clear over onto the cabin top, though nothing real came in the cockpit (you people who have filled the cockpit and just enjoyed the day amaze me. . .I'd have been terrified I don't doubt). Within about 40 minutes of reefing I concluded there was too good a chance of bending, breaking or ripping something expensive or ruining my own self image, so I tacked her around ALL THE WAY THROUGH 140 DEGREES. . .we had enough way on she never hesitated though we hit a cou-

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Continued from page 15

ple of waves pretty hard as we swung through the wind. I kept the jib aback and let her jog along hove to for a minute and it was delightful as usual. . .though we were still making a lot of headway. After that short break I let the jib draw and set the wind vane for home. . .about 110 degrees off the wind, waves on the quarter. H'mm

Going more or less upwind I hadn't noticed the windvane having any trouble handling the boat or complaining about being heavy on the helm. It became immediately obvious that with the main so large relative to the jib the boat was badly out of balance when reaching and the windvane could not hold her at all in the gusts. Given that, she would then over correct after the gust and looked fair to jibe over at one point. I decided that hand steering might be a good idea at that point and let the vane go off watch. That was a workout! The tiller was very heavy and the boat REALLY wanted to round up in the gusts. The third reef would have made the day just a rough but pleasant sail. With only the second reef available I was in the unenviable position of steering the car while a homicidal (suicidal?) maniac who didn't like me had charge of the throttle. Well, I guess it was glorious sailing, just a bit over my normal standard. We weren't surfing continuously, probably only 5 or ten seconds out of the minute, but it was enormously impressive when she'd suddenly squirt ahead and everything would turn to foam all around us. . .I was about to decide I liked the whole program when a noticeably larger wave came into view astern. I hesitated then decided to luff up into it a bit and ended up too late, broadside to as the wave passed. . .perfectly gently. I was just congratulating myself and starting to bear off when the REALLY large wave behind the first one decided to break aboard full length of the port side. That was the first solid water I've ever seen in the cockpit. . .might have been a pan full. . .more than a cup anyway. I let go of the tiller, grabbed the coaming and held on. The boat rounded up sharply and rolled down heavily to starboard. As she started to recover I grabbed for the tiller and yarded her head back off the wind and she took off roaring. Gracious sakes.

Well, at that rate of speed it wasn't very long and we were back at the harbor mouth, standing a bit more upright as we got in behind the land, but still going like a horse over fences. The ferry was still in her slip so we continued on across the fairway, cheated inside the shoal marker 30 feet and scooted along the edge of the shoal, surfing one last time well inside the harbor mouth as a wave broke in the skinny water.

Sometime during the fun I'd knocked the skin off one knuckle on my left hand and it was dripping watery blood all over the cockpit. And me with a shockingly white new main to furl. I determined to pick up my buoy under sail and get a bandage on the leak before even touching the lovely new canvas. So where did the wind go? I had to roll out a bit more of the jib to keep way on her until we reached the gap in the hills and a gust knocked us half over again and we reached in grand style up into the moorage and stopped. . .or drifted lazily around. For the next bit I'd drift a while, trimming sails on both sides of the boat, beating and reaching, getting to within a few yards of the buoy and then losing way in a lull or involuntarily tacking when the breeze changed. It wasn't prettily done, but finally she was moored up chattering away at the dinghy about the great things she'd done and then came the breeze back through the anchorage and wanted to take her back to sea. I bandaged the knuckle (a tiny little leak to have made so much blood), put the coat on the sails and coiled down, put the cabin back together and went for a walk in the park.

Wild Vikings

From www.wildvikings.com

Editor's note: The material on this and the following pages is copyrighted material from the Wild Vikings web site. I have printed it here without permission. I hope the boys will forgive me for that. They have a book and two movies on DVD that can be ordered via email: **adventures@wildvikings.com**

A new generation of explorers

The crew onboard Berserk II wish to pick up the old Norsemen traditions opposed to todays so called "civilized" and often artificial way of living. Instead of being a part of the playstation-generation, in a 7 – 4 life with computers, electrical tinopeners and washingmachines, they seek adventures and exploration in the spirit of the ancient vikings. Simply equipped on a low budget ,The wild vikings turn the time back to the old days when men were men. Back to basics. Back to nature in harmony with its simple and real beauty to the worlds remote corners.

"Berserk II" towards the Northpole.

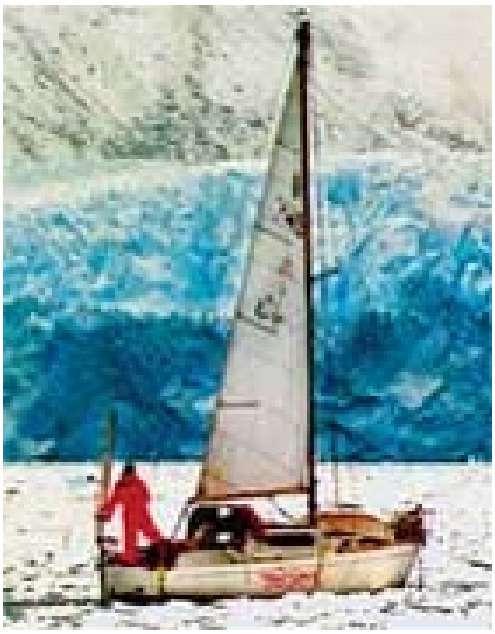
Spring 2002, Jarle Andhøy, David Mercy, and Alex Rosèn set sail from Norways oldest town Skiringshal (Outside Larvik) to cruise the wake of the famous vikingchief Ottar to The White sea, Russia. Ottar was the first norseman who gave Norway its name abroad. He described the coast of his long stretched land, and "the North way" to King Alfred of Wessex, who documented Ottars descriptions in the old English chronicles, approx 780 after Christ. Ottar also told about his voyages to Russia and the Sami-people, north of the wilds.

"Berserk II" sailed to Shetland to meet the real Vikings of today, and continued northbound to Ottars homeground, in Lofoten, until she finally reached the sea-sami festival in Kåfjorden. Riddu Riddu proud celebrates sami- culture and traditions to remind the new generations about the ancient values which were almost forced away by the norwegian government.

At the festival Jarle decided to take onboard a sami mechanic from Sri Lanka, after engineproblems across the Norwegian sea. The new crewmember, Espen Skorpen Tarberg, was really a guitarist and singer in the band "Wolfram". He had mended refrigerators and telephones for many years so he fitted perfectly in the small boat as handyman, mechanic and guitarist.

Ottar sailed to the White sea and traded skins, and "Berserk II" intended to sail his wake and reunite the historical bond of friendship with the Russian sisternation. Gifts were brought from Skiringshal, Borg and the Samipeople, but first was the course so be set North, North and North.

"Berserk II" set sail on course to the Arctic Polar Ocean to prove



The ships name - Berserk

The 27 feet Albin Vega, is a long keeled ocean-cruiser, solidly crafted in Sweden. Built in the early 70`s it fitted perfectly into a young punks low budget dream. Jarle sold just about everything he had and bought a Albin Vega, since she seemed easy to handle alone. Small boat, small problems…- big boat, big problems was his philosophy for the singlehanded sailor without money.

Before he set sail, Jarle was often faced with people calling him crazy so he named the boat: "Berserk".

Knowing the strains old days seafarers had to cope with the times when boats were built of wood and men of steel, before mankind weakened in the age of technology and machines.

the increased accessabillity in the Arctic regions as result of the worlds climatical changes. The small ship was forced to the coast of Svalbard due to enormous icebelts and bad weather, but still “Berserk II” battled her way to the Arctic Polarice edge. At 82*05`min North it was done scientific research on thickness of the ice, to form a basis of comparison to be put in context with the worlds climatical changes.

After setting the world record furthermost North in open seas with a sailboat, ”Berserk II” sailed to Longyearbyen so Espen could return to his family. It was late season and the small ship needed provisions and fuel before the cruise to Russia, but the expedition was sudden forced to stop. The police, so called «Sysselmannen» at Svalbard claimed that Jarle Andhoey had violated some tourist treaty and fined him 20 000 NOK since he arrived at Svalbard without asking for permission. He had three choices; either pay and continue as planned, or leave the boat arrested in Longyearbyen or leave the jurisdiction of Svalbard area.

The expedition had a small amount of cash and Jarle decided to leave, but after being kicked out of Norwegian waters the cruise to rebond historical friendship with the Russians seemed completely preposterous. So instead “Berserk II” sailed to Tromsø to get sivilisations- and bureaucracies grip out of the world.…trial and hassle awaits, but the adventure continues spring 04…

Jarle Andhøy -expedition leader and captain

Already as a kid Jarle was fed up with daily routines and longed away. He was 19 years old when he set sail onboard the “Berserk” and commenced life of an adventurer. Jarle is the youngest person who has sailed single-handed from Norway round the legendary Cape Horn.

At the worlds end, Ushuaia, he took onboard the Ameican, David Mercy. and the Argentinian Maunel, two strangers who had never set foot in a sailboat. Together they sailed across the Francis Drake Passage to Antarctica, were the Argentinian did a mutiny and all hell broke loose. He was shipped back to Argentina onboard a cruiseship from Greenland, and the expedition could continue to South Georgia and South Africa.

Jarle`s intensions was to sail the wake of Ernst M. Shackelton from Elephant Island to South Georgia, but in the middle of the Southern Ocean a hurricane swept over the “Berserk”. She was knocked down and had to seek the nearest port for emergency repairs. Winds brought Jarle and David back to Puerto Williams - Chile, were time ran away concerning the short summer season in the Southern Ocean.

David took off back to the States, but Jarle sailed up the coast of Argentina to the home of Moby Dick in Peninsula Valdez. He awaited the next season whilst playing around with the whales. When “Berserk” was prepared for the South Atlantic crossing, bounding east towards Cape Town, she hit something which smashed the hull. Jarle`s little ship went down and he had to save himself onboard a dingie, and reached the coast of Argentina. A bitter end of an adventure of a lifetime, but although the ship went down, the dream to cruise the world lives on.

In the spring 2002 Jarle had prepared a new “Berserk II” and a new expedition to reach furthermost North in a sailboat. But he needed to assemble a crew.

David Mercy - King of the animals

David is a rugged world traveller who did his first close-up wildlife encounter in Uganda, at the "Mountains of the moon" were he played with the mountain-gorillas.

He had travelled all continents of the world except the last; Antarctica – until he met "Berserk". Never had he set sail, never had he experienced a storm onboard a sailboat, but still he sailed to the worlds last continent with a big smile on his face.

David felt home in Antarcticas wilderness and developed animalcalls which made him able to communicate with the inhabitants of the wild: Whales, penguins, birds and seals.

In the spring of 2001 David and Jarle went on an expedition to the forests of Minkebe (Africa) in search of the lost city and the monster «Mokili Embembe». After two months search in the dense jungles of Kongo and Gabon no monster was found, but the pygme-guides took David to a powerfull medicineman near Makokou. They had seen his ability to communicate with wild elephants, monkeys and chimpanzees and told about them to the dju –dju man. He had already heard about David from the spirits of the woods and awaited him while he prepared a ceremony. Through three long days David was iniciated to the world of spirits and officially crowned as the «King of the animals».

In the warm jungle David and Jarle had already talked about a new expedition to the ice, but after the crowningceremony David was eager to meet the King of the Arctic. The Polar-bear….

Rock`n Rosén

Alex Rosén is a controversial Norwegian celebrity who is well known of his stunt tv – reports and various rock`n roll bands, were he has been the lead singer through the last ten years. He is the only crew-member with a father who taught him about sailing as a kid, and wanted to extend his limits on a expedition to the Arctic Ocean.

Alex met Jarle over a fistfight in Shetland, and they developed an untraditional friendship wich brought them together as crew-mates onboard Jarle`s new "Berserk II". Alex signed on the expedition to the Arctic Polarocean as a galleyboy, with a clear understanding that the ships cook Lindstroem was Amundsens most important support on the expedition to the South Pole.

Would <u>you</u> sail with these guys?

The Nav Station

Rendezvous: The Pacific Northwest VEGAtarians will rendezvous again this your at **Port Browning** marina on North Pender Island BC the weekend of September 4-5. Thanks again to **Brian Hofler** for organizing this great event. For Laura and I this has become the highlight of our year and we are very much looking forward to getting together with our friends, old and new, once again.

Paul@marrack.net has organized a Rendezvous in **Galveston Bay** for the weekend of May 22nd at the **Landings Marina** phone **409-744-3625.** Although we have corresponded by email, I don't know Paul's last name because he is not a member. For those of you who would like to attend I apologise for the short fuse, but I just got the date and place confirmed last week and rushed the newsletter out as soon as possible.

The East Coast Rendezvous that we were trying to put together in the Chesapeake won't be happening this year. There simply was not enough interest.

Membership Application

Name: _____

Postal Address: _____

Country: _____

E-mail: _____

First Mate: _____

Hull/Sail No. _____

Boat Name: _____

Home Port: _____

Telephone: _____

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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 Fair Winds, the Newsletter of the AVA. Make checks payable to :
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