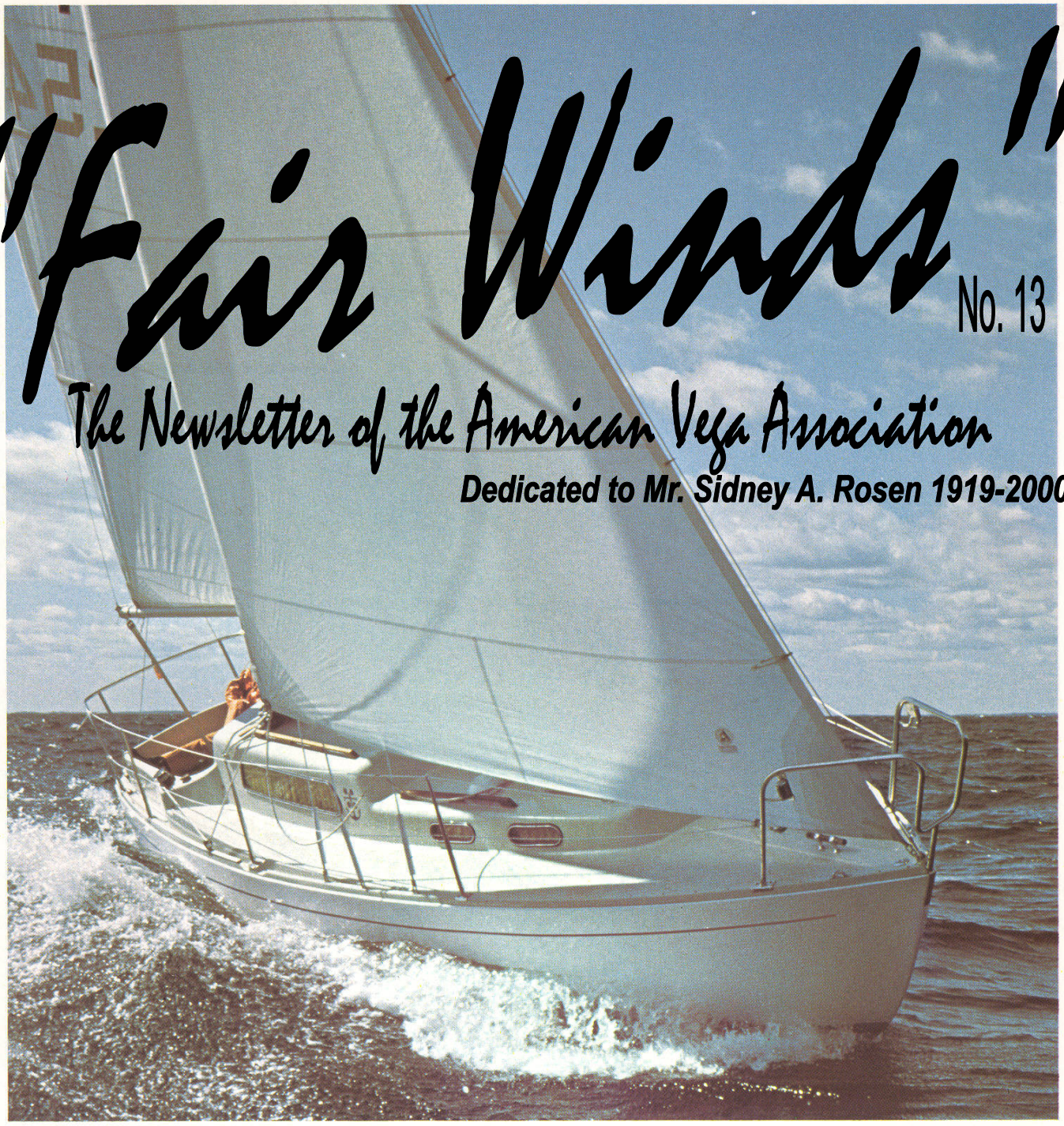
"Fair Winds"

No. 13

The Newsletter of the American Vega Association

Dedicated to Mr. Sidney A. Rosen 1919-2000



Albin Vega

Few boats have been involved as much as Albin Vega. She has been sailed and tested by family sailors, racing yachtsmen and "round-the-world" sailors.

Her sailing qualities and comfort have made her famous and sought after. Today throughout the world there are nearly 3500 examples.

Naturally there have been developments during the years. Features have been added, others improved. Here, for example, Vega has a completely new galley and a refreshing, attractive colour scheme, but basically she is, of course, the same solid, reliable boat as always. Long keeled, easily handled and comfortable.

Good grief! Is it December already?!

Where did the year go? I had the newsletter almost ready months ago but, well, priorities, you understand. The finishing touches have taken a week and printing and mailing will take a few days more. I just simply must move this project to the top of my list and keep it there until it's finished.

I have to be honest with you though. We spent a few days sailing when I could have been working on the newsletter. You see, I received my annual renewal notice for my mooring permit and I was horrified to realize that the last time Lealea was out of her slip was last October for her annual inspection, required by the marina for the permit renewal. Not only that, but the last previous outing was October 2002 for that years inspection. Further, I am ashamed to admit, the last time she had her sails up was November of, I kid you not, **1999!!!!** So I hope you all will forgive me when I tell you that, instead of working on this issue of *"Fair Winds"* over the labor Day weekend, we sailed to Kauai to participate in the **Nawiliwili Yacht Club's** annual Nawiliwili to Hanalei race. Our poor heavily laden Vega, with all our household goods aboard, wallowed along finishing several hours behind the fleet (We knew what to expect as, while we were finishing our coffee the morning of the start, we watched the other boats hoisting their Kevlar sails) but we had a grand time sailing nonetheless. Hanalei Bay proved and uncomfortable anchorage, though beautiful, and we decided to forego the race back to Nawiliwili in favor of a direct return to Honolulu.

After our return, Laura got the opportunity to join the crew of the schooner **Spike Africa** to bring that venerable vessel, owned by the **Save Our Seas** foundation, from San Diego to Nawiliwili. Unfavorable weather and gear failures punctuated the 23 day voyage while Bree and I stayed home and worked on Lealea.

Laura's sailing bug has been re-awakened and we sailed to Hale o Lono for Thanksgiving, enjoying our holiday feast at anchor in the abandoned barge harbor on Molokai's south shore. Weather permitting, we plan to spend Christmas at Manele Bay on the island of Lanai. We are getting the boat sorted out for a much longer trip this summer. (Assuming I can get our finances sorted out by then) I didn't do a very good job of managing my travel schedule this year so I had to forego my vacation. I've been using up comp time to get in these holiday weekend trips instead which has resulted in longer hours at the office.

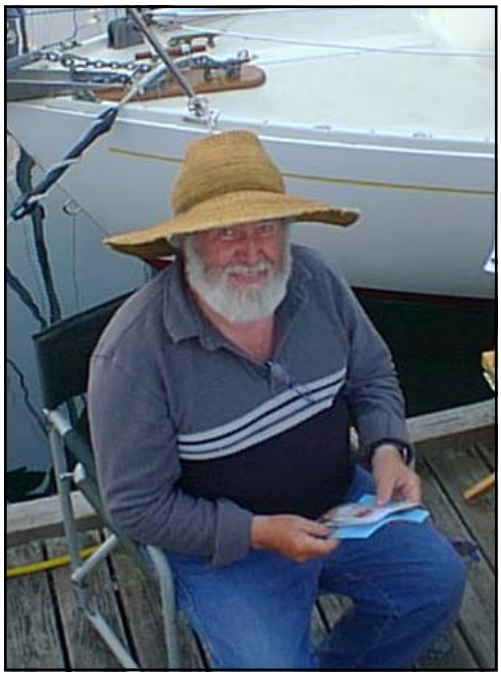
Priorities. Indeed, there is nothing like a few days at sea or in a quiet, secluded anchorage to help set your priorities in order. Looking at the photos of the Rendezvous in this issue, and of past Rendezvous in previous issues, it is easy to know the really important things that should top ones list of priorities: good friends, good food, (Gene is that good wine in that cup you're holding?) good times and for we **Vegatarians,** a good little ship to carry us away from the trouble and stress that plagues too many of our fellow humans.

Something I heard once kept going through my head while on watch under the full moon on the way to Molokai: "No one ever lay on his death bed wishing he had spent more time at the office."

Yes, indeed. Priorities.

Cover photo from an original Albin Vega Brochure ca. 1975

Rendezvous 2004



At left, former owners of Lorna Doone, Gene and Trish Suess, Bear (above) and Mitzi (below second from left) and Gloria (below third from left) and Jim Elder (below in the background) are among the friends we missed this year as we were unable to attend.

There were actually **TWO** Rendezvous this year! These photos, courtesy of Brian Hofler were taken at the now well established Pacific Northwest even at Port Browning Marina on North Pender Island B.C. The other Rendezvous was organized via the Yahoo group and held in Galveston Bay over Memorial Day weekend. Unfortunately I have no photos or other information on the Southeast event but I was told that it was a great success.

Lorna Doone, City Zoo and Wren, all regulars at the Rendezvous were in attendance. Brian Hofler has succumbed to the "Bigger Boat Bug" and sold his Vega (Sorry Brian, no room for the picture of your new boat, he he) but Brian and Diana were there along with some other familiar faces (Dennis is that you in the photo below?) from years past. Laura and I were bitterly disappointed that we could not be there but we will be doing everything in our power to be at the 2005 Rendezvous

Apparently someone is celebrating a birthday. Looks like about sixteen candles on that cake Bear but you don't act that old!

Signals From the Fleet

May 27, '04

57, rue Ninvielle
33000 Bordeaux
mulot.mick@wanadoo.fr

Dear Chuck,

Sorry for the misunderstanding. I actually imagined I was up to date.

"Fair Winds" is the only publication I see these days that doesn't depress me. So please keep it coming, in the CD version since that is, I understand, the most convenient for you. (If it's all the same to you, I'd prefer to have that real piece of paper.)

Meilleurs voeux de la France
(Old Europe)

Alan

Thanks Alan. Lord knows there is enough depressing news these days. I shall endeavour to avoid including any such in this publication.

I must go down to the sea again, in a modern high-tech boat,
And all I ask is electric, for comfort while afloat,
And alternators, and solar panels, and generators going,
And deep-cycle batteries with many amperes flowing.

I must go down to the sea again, to the autopilot's ways,
And all I ask is a GPS, and a radar, and displays,
And a cell phone, and a weatherfax, and a shortwave radio,
And compact disks, computer games, and TV videos.

I must go down to the sea again, with a freezer full of steaks,
And all I ask is a microwave, and a blender for milkshakes,
And a watermaker, air-conditioner, hot water in the sink,
And e-mail and a VHF to see what my buddies think.

I must go down to the sea again, with power-furling sails,
And chart displays of all the seas, and a bullhorn for loud hails,
And motors pulling anchor chains, and push-button sheets,
And programs that take full control of tacking during beats.

I must go down to the sea again, and not leave friends behind,
And so they never get seasick we'll use the Web on-line,
And all I ask is an Internet with satellites over me,
And beaming all the data up, my friends sail virtually.

I must go down to the sea again, record the humpback whales,
Compute until I decipher their language and their tales,
And learn to sing in harmony, converse beneath the waves,
And befriend the gentle giants as my synthesizer plays.

I must go down to the seas again, with RAM in gigabytes,
And teraflops of processing for hobbies that I like,
And software suiting all my wants, seated at my console,
And pushing on the buttons that give me complete control.

I must go down to the sea again, my concept seems quite sound,
But when I simulate this boat, some problems I have found:
The cost is astronomical, repairs will never stop,
Instead of going sailing I'll be shackled to the dock.

I must go down to the sea again, how can I get away?
Must I be locked in low-tech boats until my dying day?
Is there no cure for my complaint, no technological fix?
Oh, I fear electric fever is a habit I can't kick

"Fair Winds and Following Seas"
sv Cin Cin, V-2184
Frank Gallardo Jr

SAN FRANCISCO. 5-21-2004

DEAR CHUCK,

FIRST OFF MY APOLOGIES. MY LIFE HAS BEEN VERY HECTIC. LATELY.
ENCLOSED IS A CHECK FOR $40.-. I VAGUELY REMEMBER IT IS $20.- A YEAR FOR THE MEMBERSHIP DUES?
I STILL PREFER PAPER PLEASE.
I AM GRATEFUL YOU ARE WILLING TO DEVOTE SO MUCH TIME AND EFFORT TO EDIT AND PRODUCE OUR NEWSLETTER, LOVE GETTING IT.
WOULD IT BE POSSIBLE TO PUBLISH A MEMBERSHIP ROSTER, SO WE KNOW WERE EVERY BODY IS? (12 YRS)
I STILL HAVE MY VEGA. STILL LOVE IT. STILL SAIL FREQUENTLY ON THE SAN FRANCISCO BAY.
MY REBUILD MD 7-A (13 HP) RUNS GREAT AND MOST EVERYTHING WORKS MOST OF THE TIME.

KEEP UP THE GOOD WORK AND THANKS AGAIN.

TAKE CARE

[signature]

FELIX ARTS

Felix, the Membership Roster is included in this issue

Hello Chuck,

Thank you for keeping me informed and I'm sorry I didn't let you know sooner but, I bought a boat — not a vega — so I don't need to be on your member list.

Happy sailing Catherine Holaba

5-21-04

Chuck,

looks like I owe you for '03 and '04. Sorry, my recordkeeping is non-existant. Anyway, now that I had the mast-step rebuilt for $1,700, and some wooden reinforcement added inside for another sum, I think this Vega will be around for awhile. (got new sails 2 yrs. ago) I need to address massive cracking in topside gell-coat and the rubber around the windows next. Tips on

how to do this are welcome —
I'll try internet as soon as
my two (age 2 and 4) let me.

Thanks for keeping up
the newsletter. I'd like to
keep getting it in hard-
copy format. —

Regards,
Cathy Rutland

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May 30, 2004

The American Vega Association
Box 88784
Honolulu HI 96830-8784

ATT: Chuck Rose

Dear Chuck,

Many thanks for your letter regarding subscriptions to "Fair Winds".

It's been about 10 or 15 years since I last owned my Vega "Sassy". I sold it to my cousin, Ross Dring, who renamed it "Critters". Perhaps he is one of your subscribers.

My interest in sailing seems to have diminished with age. My hobby now is making things on the lathe and milling machine. Also interested in model trains, Gauge 1.

I certainly wish you well and thank you for carrying on for Sid. I had the great pleasure of meeting Sid one time. Although I tried to take him out for lunch, he would have none of that. He was kind enough to pick me up at my hotel in Disney World, take me to his house for lunch, and then drive me to the airport. He was the best!

Happy sailing.

Harold

Harold you know it's bad luck top re-name a boat. I hope Ross performed the appropriate ritual. Seriously; Ross has been a contributor to the Association with his reports from the IFRs he has attended as our representative. And you're right about Sid. He was one in a million.

STEVE ESSIG PHOTOGRAPHY
2220 Eastman Ave. # 107
Ventura, CA 93003
(805) 644-3525

Hi Chuck -

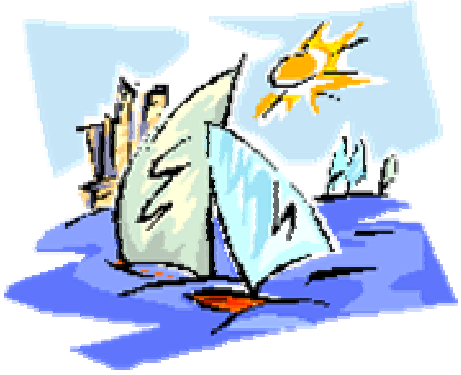
Sorry to be so late on my renewal, I had no idea it had been so long!

I prefer the newsletter on paper, but if you have any of the photo CD's I have read about, I would love a copy of them. I have enclosed a check for 25[cents] if I need to send more for the CD's let me know.

Thanks

Steve Essig

Well Steve, I'm sorry to be so late getting this newsletter to you. The CD is enclosed. Hope you enjoy it.



Chuck.

I once bought a book entitled "Overcoming Procastination". Never got around to reading it. I had no idea that I was so far behind in my dues. Fortunately I was in the process of paying ~~dues~~ bills today so checkbook was handy when the mail came. Please find enclosed my check for $4800 for this year & next & for the 2 past years. I'd like the CD. Are you planning on sailing to the rendezvous this summer? If so please plan on stopping by it you're going to sail back also. Nice little port done with an all weather entry. (No bar to cross) Drop me an E mail off the website.

Walt Brown
Lyric SV120

Maybe you could loan me that book Walt. I wasn't able to make it to the Rendezvous at all this year, a bitter disappointment. We suffered some financial setbacks and I had to postpone my planned retirement. That's OK, I love my job, but it does put a crimp in my sailing time (Among other things)

July 14 '04

Dear Chuck,

Enclosed is my check for Vega membership. The CD Rom is acceptable to me. This is my second Vega. I had one, V1164, in the 80's. missed it eversince I sold it. finally bought this one "V1812" in Virginia, sailed it part way home, & shipped it the rest, when I realized some of the problems made it unsafe for extended cruising. Am now righting those problems and am looking forward to many days of sailing.

My address:
Richard Coe
615 Biscayne Dr.
West Palm Beach
Florida 33401

Aloha, Dick

Gordon F. Hempton
1380 Kimblewick Rd.
Rockville, MD 20854-6163

7/10/04
301 279 7045

Dear Chuck:

Here is my check for $25 for dues. I don't know how much I owe you. If you let me know, I'll send you the balance. I was a founding member of Vodka and still (at 81) sail my boat #1147.

Thank you for your work to keep the association going.

I envie your living in Honolulu. I lived on the side of the punch bowl 1953-57 when I served in the Coast Guard. Then the aloha tower was the tallest building in Honolulu.

Best regards,

Gordon Hempton

Gordon, I'd love to get together and talk about Hawaii in the 1950's. I've been here since 1977 and the changes have been dramatic. Imagine a freeway from Kahala to Waianae and another connecting Pearl Harbor with Schofield Barracks and a third from Pearl, over the mountain to Kaneohe Marine Base. The "New" Stadium is located at the interchange in Aiea. They no longer grow sugar on Oahu. Instead of cane fields there are now housing developments to accommodate the growing population, currently something over one million souls. Of course Aloha Tower has been dwarfed by many high rises downtown and in Waikiki and the warehouses, terminals and wharves around the Tower have been torn down and the area re-developed into a shopping mall. The Punchbowl area hasn't changed much though and we still have a bit of the "Aloha spirit" left.

William S. Arnett, P.E.
Consulting Engineers
2716 Iroquois Drive
Mount Vernon, WA 98273
TEL: (360) 416 6564
FAX: (360) 416 6564

May 25, 2004

The AVA News
Mr. Chuck Rose, Editor
PO Box 88784
Honolulu, HI 96830-8784

Dear Chuck:

I know you must get really tired of all the glory, praise, and gratitude so I'll skip the "Thanks a Million" for now.

I opened the CD Manual again recently; I was impressed anew. Also, it was mentioned in the last newsltr (BTB, I have been editor of a couple newsltrs and while my larger was 6 pages it took time, a lot.) that CDs are cheaper so sign me up for the CDs. Is there anyway you can "burn" the CDs so they would be amendable? i.e., we could consolidate additional newsltrs on them if they were left open for additional files.

Also enclosed is check in the amt of $30 US for dues 'til when?

Thanks for all you do,

Bill Arnett
Sommar Bris

Bill, the CDs I use are read-only because they are cheaper than the re-writeable kind. You can, however copy the files to your hard drive and edit them there. By the way, all credit for the manual goes to the members. I have made no contribution to the content at all.

In an email response on the Yahoo group re: Albin gas engines, **Brian Hofler** advises—

Wilhelm...You must live in Florida where all the Albin gas engines lay on the beach and enjoy their retirement knowing that parts are available at the US distributor in Florida and around the world...For the rest of us who may not have the expertise needed to repair the engine ourselves, all the manuals, parts catalogues, tips and relevant information for all Albin engines is available in PDF format at albinmotor.com

Cheers
Brian - V1039

The on-line discussion group at Yahoo (**http://groups.yahoo.com/group/AlbinVega/**) has nearly superceded the newsletter as a means of keeping the membership informed. Nevertheless a good many Vega owners still depend on the printed newsletter and many more simply enjoy receiving it. I try not to duplicate content from the Yahoo group unless I think it is of particular interest (Or I need it for filler) I encourage everyone who has access to check it out for the most up-to-date info and for a quick response to urgent questions.

And from Jan van Craaikamp re: rudder replacement—

From: jvancraaikamp [mailto:j.j.van.craaikamp@hccnet.nl]
Sent: Wednesday, May 26, 2004 3:27 PM
To: AlbinVega@yahoogroups.com
Subject: [AlbinVega] Re: rudder question

Hello Gents

The problems with the rudder is a common failure for old Vega's.
First you get some water in which weakens the polyester and then a couple of cold nights with temperatures below zero centigrade will do the rest.
In Holland we take the old polyester rudder off and change it for a massive wooden rudder (we already have experience with wooden shoes).
The wood that we use is a waterproof type of mutiplex. It takes some patience to get the shape right but in the end you will love the result.

Regards, Jan van craaikamp, V 973.
Homepage http://home.wanadoo.nl/jjvancraaikamp.

24 May 2004

Lars Lemby
Kastanjevägen 8
S-132 46 Saltsjö-Boo
Sweden
*Tel +46*8-715 87 04*
e-mail: lars.lemby@swipnet.se

Chuck Rose
PO Box 88784
Honolulu
HI 96830-8784
USA

Dear Chuck,

Please keep me on the list!

I m very sorry and ashamed. Although I have suspected that I have been in debt I have not done anything about it. Simply awful behaviour! I even have to admit ignorance about the amount I owe you: is it fee for one or more years? **How much**?

As you may know Sweden is a small place on the edge of the tundra. The banking system is — or was? — such that the cost of sending a cheque, if at all possible, surpasses the value of the same cheque. I have therefore hitherto sent you money, i.e. dollar notes, in cash. However, I now have a new bank and it would be interesting to find out if this one is better on international transactions, so could you, please, provide me with **the account number** etc. to which the money should be transferred? In any case, rest assured that I will pay.

As for your excellent publications I think it is only fare to give the option to you which means of communication you would prefer. Please use the method that is most convenient and cheapest for you. The CD-rom is OK, but if the same texts can be found on the AVA web page I am prepared to look there. (Of course I will pay my dues also with this alternative.)

Turning to some more delightful events (than negligence of paying) let me shortly inform you about IMARI and her latest experiences. As I may have told you, the plans for the summer contains as main activity going to the IFR of 2004 at Marstrand, an island some 30 nm NW of Gothenburg on the Swedish W coast. Marstrand holds an old naval fort that was supposed to guard Sweden against, chiefly, Danish navy forces, a stone structure that dominates the fjord outside. This water is the site of all sorts of regattas, incl. World championships of various classes, so it is very suitable to receive the Vegas! To get there from Stockholm one can choose two ways. One is to sail a few days S along the Baltic coast and then go across the S of Sweden on a series of canals and lakes, some of the latter being the size of inland seas. This is the way we will use for getting there. The homeward journey will take us around the S of Sweden and N along the Baltic coast through the labyrinth of islands of this. On the outward journey my wife Anna-Maria and I will have the pleasure of being joined by Ross Dring, one of your US members, whom we know and like from earlier IFRs. For the IFR itself Ken Wakeling and Diana Webb from England and VAGB will top up the crew (Anna-Maria does not race any longer if not necessary). These two very experienced and nice persons will be crewing on the homeward journey (not A-M), perhaps with the addition for some days of my oldest grandchild Ylva, a very sporty young lady of 15.

In order to prepare IMARI for this trip I stripped down the engine last autumn and cleaned out the interior from rust and “slime”. I did not find very much of this, probably because the engine is cooled with a “fresh water system”, but I did find something unexpected: The exhaust hose (of some granted heat resistant material) had delaminated and almost completely choked the system. A new piece of hose cleared that, and I thanked my good luck that I

Continued next page

Continued from previous page

found it before entering on the long trip on the canals.

The next thing was of cosmetic character. I have already changed the lining of the inside of the topsides in the fo'c'sle once, but that was long ago and the stuff I then put on had attached a lot of dirt by means of static electricity. Now I glued on a new layer of (nearly) white lining. The topsides around the windows in the fo'c'sle are made "single" (without insulation) on the Vegas. This means that vapour condensates when someone is sleeping up forward and the drip will always and uncannily hit your nose or eye to interrupt your good morning snooze. I had previously stuck some insulation mat to this surface. Now I got rid of that and instead glued up a layer of "divinycel" (a material used as filling in boats with a double hull) on top of which I applied GRP, putted and polished the surface and finally painted it glossy white. Thus this part of the superstructure has become "double" and it looks quite nice.

Another cosmetic activity was to dismount the structure around the stove down to the inside of the hull and then clean out. You would be surprised to find what will accumulate during 38 years!

We have not done much sailing yet this season but, after launching on May 1st (which is traditional launching day hereabout — usually the ice is then gone) we started in the first regatta of the season on May 8th called "Around Liding Island". This is a sort of spring carnival for racing yachts around Stockholm and "everyone" participates — or should do so! Sadly, this year for the first time since the Vega was first built, i.e. 1966, there was not a Vega one-design class. In fact IMARI was the only Vega! So we had to start in a yardstick class, our handicap factor being 1,00, which means that the Vega is the "yardstick". All in all about 450 bats started with 10 minutes interval from 10:10 to 13:00, divided into 35 classes. In our class (with yardstick factors 0.94 — 1.04) 11 boats started. The crew of IMARI consisted partly of my very competent two daughters and as extra hands and trainees two grandsons with hardly any experience of sailing and less of racing. We had a very pleasant day together, full of instruction and laughter and were happy to finish without any mishaps. Eventually we found, to our surprise, that we were placed second in our class. The fastest boat had been disqualified for something, probably foul starting, the second one was so far ahead of us (7 minutes!) that we had not even seen it. The boys revelled. It reminds me of our first regatta in 1970, also around the same island. We finished no 6 out of 18 Vegas (by cheer luck: the whole bunch got stuck in the lea under a high shore and we happened to drift out among the first ones) and got a prize: a mini-jug, the size of a thimble, which we still cherish as our finest trophy.

Keep up your good work and enjoy life!

Lars Lemby

Lars, according to my records, you are up to date through the end of 2004, which I appreciate very much. 2005 dues are US$15 per year for international members and US$12 for domestic **VEGAtarians.** You can now pay on-line via ***Pay-Pal.*** The account is my email address, **vega1860@netscape.net.** If you prefer bank transfer (Which I believe is substantially more costly) I will send you the information via private correspondence.

As for the web site, the "Professional " help that I had hoped for never materialized so my own amateur efforts will have to suffice. Coming soon (I hope) .

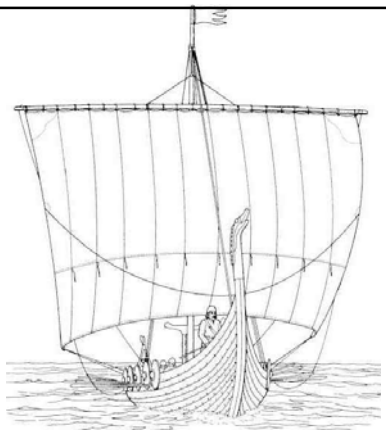
Sunday I believe I finally got "downwind" right. My only longish offshore trip so far was all upwind coming home from Puerto Vallarta, so I had no real experience off the wind with the Navik windvane steering. Around home just playing with it I've never been really pleased with the windvane performance downwind even with enough wind to give a firm "apparent" wind. So. . .I've been day dreaming about twin jibs on an inner forestay for some time, but making no progress that way. Installing the inner forestay seems like a big deal and the jibs and rigging would cost a fortune. . .

Anyway, Saturday night I had the sudden understanding that the problem with downwind work with the vane has been the mainsail. Obviously the accidental jibe that comes when the boat yaws too much the wrong way is very undesirable, and with that for a start point I convinced myself that the power of the main sticking all the way out to the side and also right about the center of rotation for the hull. . .was ideal to initiate yawing. Yawing one way then is over-corrected by the vane and follows shortly the violent jibe, probably just as you straighten up to step back into the cockpit from some errand up front. So, thinks the dimwit, "it must be the main is the whole problem, let's leave it down and see what happens."

Nice breeze on Sunday, ten to 15 kn early, rising later to pretty stiff. . .lovely day. . .and no rain to speak of. Went out and tried it. Works a treat! No main and the jib poled out to one side, wind vane set to 170 degrees. . .almost no yawing around (10 degrees either side of the average course from time to time, mostly less than 5 degrees. . .once in a great while 20 degrees). I left her that way for an hour or so, rolling off downwind without touching a thing.

The jib backwinded twice for a second or two in that time. Rolling seemed a little stronger than I'm used to, but of course. . .I haven't been sailing her that far off the wind. Speed was pretty
constant at 4.5 kn. . .occasionally up to 5 or down to 4 or even 3.8 for a little while. . .in that 10-15 kn breeze (and maybe half a knot of current on the nose). Not race winning speed of course, but dandy fine for making miles. For the afternoon trip home I had one reef and 4 rolls in the jib and actually managed to get the lee rail in the water for a second in a big gust. . .first time for that that I've actually seen.

Ken Preston, V-2456, Katia Sofia, Seattle area.



Thanks for sharing your experience Ken. Do you think that one could adapt the rig at left to a Vega for improved downwind performance?

The Nav Station:

Elsewhere in this issue we report that there were **two** rendezvous this past Summer. As of this writing, there are no firm plans for 2005 but now is the time to begin thinking about organizing our get-togethers for next Summer. Any volunteers?

In October, Laura volunteered to serve as delivery crew aboard the schooner **Spike Africa** to bring the 70 foot wooden vessel to Nawiliwili, Kauai from San Diego for the **Save Our Seas Foundation.** You can find more information about Spike and SOS at **http://www.saveourseas.org/**. Next issue of *"Fair Winds"* will feature a full account of the 23 day voyage complete with lots of photos.

Also in Issue No. 14 Laura, Bree and your humble editor will tell you about our sailing experiences aboard **Lealea** cruising in Hawaiian waters to Nawiliwili and Hanalei on the island of Kauai and to Hale 0 Lono on Molokai, again with lots of photos by Laura.

Late Breaking: Just received the report on the **IFR** from **Ross Dring**—next issue

Finally, **mahalo nui loa** to all of you who updated your memberships and renewed your subscriptions. I can't thank you enough for your support. To those who have moved on; *"Fair Winds"* and following seas.

Membership Application

Name: _____

Postal Address: _____

Country: _____

E-mail: _____

First Mate: _____

Hull/Sail No. _____

Boat Name: _____

Home Port: _____

Telephone: _____

New Member ◯ **Renewal** ◯

I prefer to receive my newsletter on CD ROM ◯

I prefer to receive my newsletter on paper ◯

AVA

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

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

Via ***Pay Pal,***
vega1860@netscape.net