

V O D A Magazine

Vega One Design Association

Magazine nr 7, november 2012

**New VODA President Mike Freeman
succeeding Walther Nerving**



And more Vega news inside

**Your Vega is priceless!
Invest and she sails forever!**

Dansk Vega Klub

Den Norske Vegaklubben

Deutsche Vega-Klassenvereinigung e.V.

The American Vega Association

Vega Association of Great Britain

Vegaklubben

Vereniging Kring van VEGA-Zeilers



NEWS MAGAZINE VEGA ONE DESIGN ASSOCIATION



VODA , Vega One Design Association, is the international umbrella of seven national organizations as mentioned above. Members are Albin Vega owners, the Swedish fiberglass 27 feet sailing cabin-cruiser designed by late Per Brohäll (picture shown at top). The longkeeled sea-going yachts, some 3400 in number, were serial-constructed during the '60ties and '70ties in Sweden. Presently the VODA executive committee is formed by (l) Mike Freeman (U/K) and Rob Kloosterman (NL), Secretary/treasurer. This moment VODA represents over 1.000 Albin Vega owners in Europe and North America. Please check the clubnames above for their websites.

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Meet Mike Freeman! New elected VODA President!

Greenwich (UK) born Mike Freeman (73) started his professional career as a Merchant Navy apprentice deck officer, climbed up to the function of second mate and retired as a human resources manager in 1999. Meanwhile, Mike married Veronica. The couple has 4 children, 12 grandchildren and 2 great-grandchildren!

Maintaining an interest in the sea, he purchased Vega 1768 "Jenavive" back in 1983. In 1999 Mike circumnavigated the



UK going through the Pentland Firth between the Scottish mainland and the Orkney Islands. Later voyages to Ireland, Channel Islands, the Netherlands, Germany, Denmark and Sweden followed. Most



IFR's since 1988 have been attended. And, not to forget, he is a VAGB (Vega Association Great Britain) member since 1985 and Chairman since 1998.



Mike has a reputation of running aground. Reason maybe, he is a strong supporter of the Lifeboat Service and does a lot of fundraising for them. Contrary to the above, we are confident our new president will keep VODA afloat!





Walther Nerving says Goodbye!! but stays in sight

Was it because of my Steiner Commander binoculars?

After some 15 years of VODA Presidency, Dane Walther Nerving handed over the VODA helm to Mike Freeman.

Walther joined Dansk Vegaklub in 1988, a few years after he had purchased Vega 169. At that time this club needed some stepped up action. At the 1988 annual member-meeting, Walther and some other members took over the executive functions. Instead of continuous talking about classrules, they focused on member's highly necessary services. First idea was to make an agreement with a local sailmaker.



Soon they agreed on a 30 percent groupdiscount!. In a few years Dansk Vegaklub grew from 65 to 200 members. Walther re-

members the 1988 IFR at Karlskrona. "A great success" he says. Best of all was Ingemar Bäck's idea to agree on a joint Scandinavian clubmagazine, the "Vegabladet". Nerving became IFR President in 1996, during the IFR at Travemünde, Germany, taking over from Swede Lars Lemby. His racing activities include races Round Sealand and

Round Funen, crewing on other Vega's. "I am not sure if skippers asked me to join because of my sailing skills or because I used Steiner Commander binoculars" he says.

We thank Walther for the good work he has done to keep VODA sailing during those many years of service!

Foto: Walther Nerving hands over to Mike Freeman

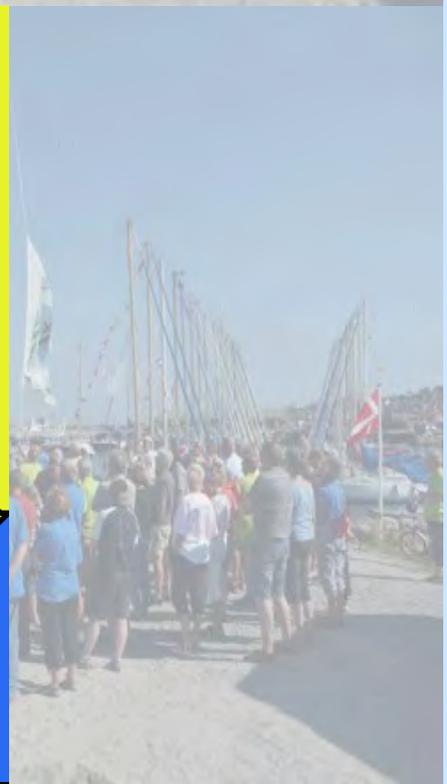


IFR, International Friendship Regatta, at Hundested/Denmark 19-24 July 2012



“Thank you for the flowers”, wrote Jørgen Johanssen, chairman of Dansk Vegaklubben after the party was over. It had been a fantastic get-together of probably as many as 100 Vega skippers and crews who arrived at Hundested from many countries in some 40 Vega’s. They stayed there for 5 days, winning and losing regatta’s, dining, wining and sightseeing.

We thank once more the guys who organised this Albin Vega happening. On the next pages some photo’s of this all.







“MayDay” on tidalriver Eider (German Bight)

(Rob Kloosterman, Dutch Vegakring)

On our way to the Vega International Friendship Regatta this summer in Hundested/Denmark, we sailed with our Vega from Helgoland to the Eider river. Past day's stormy weather made us extra careful. Our pilot says to leave Helgoland 3 hours before high tide and so we did. “Sofar so good!” Carefully we had glued buoys position-amendments into the seachart. It can be quite rough and unclear here.



Suddenly an English lady shouted on the vhf emergency channel: “Mayday, Mayday, Mayday”!! “We are grounded and lost our rudder!” The German Coastguard tried to calm down the totally overstressed (understandable though) crew of the British yacht and also tried to assist. Fishermen, being in the vicinity, also offered their assistance, temporarily hindered though by their draft. We asked ourselves if also a



British male was onboard. And yes! After sometime also the skipper reported being present. All that time he had been busy stopping a leak downunder. Afterwards we heard also a child and a dog were onboard.

And now follows why this story is so important. Also two Dutch sailingyachts reported to assist. One of these yachts with a draft of 1.80 meter, was almost at the British yacht's position. Skipper and crew however got frightened, so we heard over the vhf. Anxious for grounding too they decided to stay on the outer Eider and wait for rising water. They had made a mistake while figuring out the tide.

Also they “discovered” all the buoys were “displaced”. And so they informed the German Coastguard. In clear German however they

were told “Throw your plotter into the sea!” How on earth could these fingerpointing Dutch think the German authorities did not work “gründlich”? Moral of this story: When, in reality, the buoys appear to have a different position than stated on a recent chart, dont think immediately from the chartperspective. Also very recent seacharts need to be kept up to date. Especially in muddy waters like rivermouths. And the British yacht? Towed by the “Seenothilfe” to a wharf in Büsum. In spite of all distress a “Happy End”. With financial consequences, for sure!.



Vega 2462 “Warskavi” taking off rounding the globe!



Yes! Adventurers still exist!

This year, American Matt Rutherford completed his heroic 27.000 nm solo non stop voyage with his Vega.

Now we witness another challenge! July 7, 22 years old Swedish Vegaskipper Simon Uldén took off with friends Ludde Grip and Tobias Ytterman, also in their twenties.

The ambition is to round the globe with Vega “Warskavi”. Their log says these guys are now in a small

Portuguese harbour somewhere south of Lisbon. As can be seen on the photo’s they enjoy themselves quite well!

Ups and downs may be followed [at their site here](#). The site is in Swedish, but with a little goodwill to be translated with “google translate”. Anyway, there are lots of photo’s. Really worth a visit!



Navigational and electronic equipment on board Vega 3200 “Nostra Vega” Bo Mejner (Vegaklubben of Sweden)

This article was published in the second issue 2012 of ”Vegabladet”, the Swedish “Vegaklubben” magazine. On request it is now re-written in English.

The last six years we have been sailing across the Baltic Sea to mainland Finland, Estonia and Latvia. Navigation feels much safer, especially at night, with electronic charts and AIS to keep track of the many ships in the traffic separation zones. Next to the electronic charts we always have paper charts on board. Anything can happen with the electronic equipment. During long crossings we also plot our position every hour on the paper charts. Today we do not feel unsafe if surprised by fog. A few years ago we crossed the entire Sea of Botnia in fog, tracking all surrounding ships with the aid of the AIS equipment.

My description is divided in the following areas:

Navigation: computer versus plotter
Instrument, log, echo sounder, compass and wind
VHF
GPS
Antennas

At the end of the article you will find information about “current drain” for the above mentioned equipment.

Navigation

The first question is whether to use a computer or a plotter. Both have advantages and disadvantages.

A plotter has a brighter screen and is waterproof. The sea-charts in a plotter are very often simplified and do not look like the paper charts.

A computer can also be used for other purposes onboard. For example: Internet, TV and downloading photos as well as for the logbook writing

We have chosen the computer solution. A big variety of navigational software is available, both freeware and software. SeaClear (www.sping.com) is a common freeware. We are using Fugawi (www.fugawi.com), to be purchased Canada via internet. Fugawi is having a very good support department, answering your questions normally within 24 hours.

There are two versions available, one is called “Global” and the other “Marine ENC”. The ENC version can handle the new S-57 vector charts and can also display AIS equipped ships on the chart.

There are different opinions about the various programs, I can not say that Fugawi is the best, but this is what we have onboard and we are happy with it.

A new Fugawi version is coming up: Marine 5, to be released September ‘12. Fugawi is using BSB Sea Charts, raster charts scanned from the paper charts. Thus they look exactly as the paper charts. The charts may be purchased from www.nv-verlag.de in Germany. Swedish and Finnish Charts are available from Solteknik in Sweden, www.soltek.se. The charts are delivered on a cd and can be used twice. They have to be stored on the computer harddisk. Re. For the nv-verlag charts there is a dongle available that will unlock the charts for multiple usage.

Fugawi also reads the charts from Navionics. A card reader is needed for the Navionics chips, sometimes this reader is offered free of charge when you buy the ENC software.



SeaClear can not read the charts from nv-verlag, but can read the Swedish and Finnish Charts as well as other BSB charts. Our computer is an Acer with a 10 inch screen. It is mounted on an arm that can be moved out in the companionway. It is easy to move it aside when going down in the saloon.

The computer has its own power supply, 2pcs of 12 V 12Ah batteries that supply an inverter 12/19V that is connected to the computer. The two batteries are charged with a 36 W solar cell mounted in front of the sprayhood. A normal sunny day will keep the computer going the whole day. As a backup the computer can be switched over to the service battery. The Nav. S/W is receiving GPS information as well as AIS (refer to AIS Chapter) information on a single USB connector.

Instruments

The instruments onboard are from Nexus Marine, serie NX2. (www.nexus.se) We have three instruments: log, echosounder, electronic compass and wind. They are mounted on a removable teak-panel that is mounted on the companionway hatch. The panel is fastened from inside and can not be removed without force when the hatch is closed and locked. (pictures 2 and 4).

The echosounder is mounted through the hull and shows depth up to 100 m (depending a bit on the type of bottom). The sensors are connected to a server. The instruments are connected in series with a single 4-lead cable, feeding all the three instruments from the server.

There are four sensors in the system: log transducer, depth transducer, compass transducer and gps receiver

AIS (Automatic Identification System)

There are two AIS versions. One is only a receiver, the other one also has a transponder.

With only a receiver you are able to view other ships on your electronic charts. A transponder is also transmitting your own position in order to make you visible for other ships.

With this system you can see other ships' speed, course, type of ship, position and much more data depending on what is keyed into the ships' system. Other ships can see your own position, speed and also here other data as well, depending on the AIS model.

According to international law all ships over 300 ton must have this system onboard. The trend is that more and more leisure yachts are equipped with AIS.



This system is very useful when crossing traffic separation zones. especially during the night. Nowadays ships are using so many lights onboard that makes it difficult to notice the green and red navigation lights.

Traffic separation zones are for instance the English Channel, the waters nw of Bornholm and some areas of the Baltic Sea.

Traffic movement can be seen at www.marinetraffic.com. The site is not in real time, there is a slight delay in ships position.

In order to use a transponder you need to have a VHF license. Further, the transponder must be registered at the appropriate authorities. When the registration is made you will receive a MMSI. (Maritime Mobile Subscriber Identity number) Our transponder is from TrueHeading (www.trueheading.se), the model is Carbon CTRX.

It needs a vhf and gps antenna to work. It is possible to use the same Antenna as for the VHF radio by the use of a splitter. More about this in the Antenna chapter.

VHF

The VHF onboard is a Nexus 2000 (www.nexusmarine.se). It is equipped with DSC. (Digital Selective Calling) The VHF is fed with gps information from the instrument server. When the distressbutton is pressed, the coastal station is alerted and automatically receives the position of your vessel. This function is only to be used at an emergency.

As a spare VHF we have an old handheld ICOM M5 from 1987, still doing a fine job. To extend the range it is possible to connect it to the mast vhf antenna. A handheld VHF is handy in harbours if waiting for a friend and you do not want to spend the time in the boat monitoring the fixed VHF. It is also practical for yacht-dinghy communication.

Many handhelds today are having a fixed antenna, thus you can not connect it to the mast-top antenna to extend the range.



GPS's onboard

There are four different ways of receiving your own position onboard.

By the GPS receiver, built into the AIS transponder. The position is read in the Fugawi software and also displayed on the electronic chart. The transponder is connected to the computer via a usb cable. The same cable is also carrying the AIS data to the computer. Transponder interface is a RS232 COM-Port. Today's computers unfortunately are missing this port, a D-Sub 9-pin connector. In order to connect the transponder to the computer you need a RS 232 to USB converter. They can be a bit tricky to work correctly.

We also have a GPS-Tracker onboard. This one is back-up in case the AIS gps is not working. There is no display on this unit. Data to the computer are transmitted with a usb cable or wireless via Bluetooth.

Through the Nexus System, a gps receiver is connected to the server. The position can be read on the Mult - Instrument.

As a last option to get our position, we have an old Magellan 320 handheld GPS. With this you can read the position and then plotting it on the paper chart.

Antennas

There are two VHF antennas, one in the masttop and one on a stainless steel support mounted on the push-pit. The one on the pushpit is used for the AIS transponder and as an emergency antenna for the VHF in case anything happens with that one. In an emergency it is more important to have communication than having the AIS working. There are various types of splitters available so you can manage with one antenna for both the vhf and the transponder. But then there is no spare antenna.

There is also a GSM 900 antenna mounted on the push-pit support. It gives a more stable connection in the outer coverage range of the mobile system. On the same support there is a gps antenna for the AIS transponder and a gps receiver for the Nexus instruments.

Current drain

Computer 1,5A
Instruments 0,3A
AIS 0,5A
VHF 0,5A

When transmitting by vhf, the current drain is about 4A in the high power (25W) position. This is normally only for short moments not having a longterm negative effect on the total current drain.

The computer has its own electrical system, a normal sunny day keeps the system running a full day.

The remaining electronics are fed from the service battery. A 50 W solar panel charges the service battery. That panel compensates more than enough for the electronics onboard and leaves about 0,5-1A net for charging.

This article is to be seen as a summary of the navigational aids and electronics onboard. If someone wants more information please write to me at bo@mejner.com.

Fair Winds,
Bo Mejner, V3200 NostraVega



Aloha Vega 1860 “Lealea”!!

Chuck and Laura Rose sailed this summer from their homeport at Hawaii to Petersburg, Alaska where they expect to shelter for the winter. While sailing around in Alaska they met Vega owners, past and present at every port and received invitations from as far north as Prince William Sound. Everyone wanted to know if they really sailed their little boat all the way from Hawaii.

Check their site here and get inspired by the overwhelming amount of ideas, Vega features and the couple’s longhaul sailingtrips.

One remarkable idea Chuck introduced to his Vega, is his “budget” selfsteering system made from surgical tubing. It is a derivative of the so-called “sheet to tiller” selfsteering system. Lots cheaper than windvanes and autohelms.

Have a look here for a selfsteering video on Lealea and check “youtube” for “sheet to tiller” to see the full system! **More info here on the American Vega Organisation site.**



Pacific NorthWest Rendez-Vous

July 13 to 15, 2012



“It was, as usual, a very informal affair”,
writes Peter Jacobs of Vega 1331 “Sin Tacha”.

“The main event being the Saturday night potluck dinner. There was also a rowing excursion up the “Gut”, a channel between Kuper and Thetis island. Also, the water was so warm (very unusual around here) that several of us went swimming. And of course, the endless boat visits and general noodling sessions, swapping yarns and ideas. All in all skippers and crew of 3 Vega’s and 3 visiting yachts had a good time!!

Insert: The Hoflers and Jacobs at Secret Cove.

[Check here for more pictures!](#)



Telegraph Harbour Marina
on the sunny side of Thetis Island



Again Matt Rutherford

Solo the America's Matt Rutherford says in the aftermath of his 27,000 nm solo nonstop Vegatrip this year on his website:

"Things have been non-stop since I got back. It's a good thing. In some ways it's easier to adjust when you're busy because you adjust without thinking about it. It took a week before I could sleep for more than a couple hours at a time and I struggled with sleeping in a bed. I do miss the ocean and have been sailing every couple of days. I raced on a boat in the NOODS that came in first overall (not because of me). So I've been slowly weaning myself off sailing as if it was an addiction. A good addiction. I've also been planning my next trip and writing a book. This is the first time I've ever written a book and it's going to take a huge amount of effort, but then again I like a challenge. I'm also trying to start a non-profit called "tools for schools". Tools for schools is a non-profit that gives school supplies to schools in third world countries that can't afford chalk for their chalkboard. The idea is the more educational tools a school has the more diverse the education will be. I'm not trying to end world hunger or reinvent the wheel; I'm just trying to get basic school supplies to underfunded schools in impoverished nations. So between writing a book, speaking engagements, planning another trip to the arctic and starting an international non-profit I'm pretty busy these days".



**Matt's homecoming on TheSailingChannelTV
Check here for a great video of the landing and interview with
[US Sailing Gary Jobson](#)**



A gennaker (furler) system. Is it worth it for a Vega?



Seldén gennakerfurler

In spite of her excellent sailing qualities, we do quite a lot of “motorboating” with our Vega’s!

Reason is often “lacking of wind”. A spinnaker is not always the ideal solution. With wind from the wrong direction, undercrewed, lazyness or our aging, we will not succeed. The gennaker could be an alternative but gives also a lot of hassle. This can be solved though!

A gennaker with sock and lanyard is simpler to handle. No boom, no down- and uphaul, easy sailing off the wind.

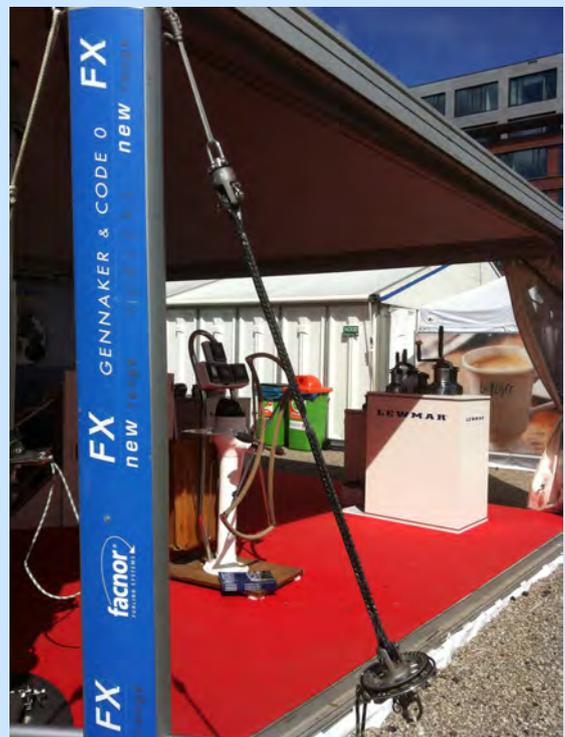
However, also furler gennaker systems exist. A swivel to the masttop, gear drum on a removable (Seldén) bowsprit. And in between an “antitwist” line sewed into some 40m² lightweight sail. There you go, furling with the endless reefingline!

A small problem for our Vega:
The removable bowsprit is difficult or not mountable.
Hopefully our Vega technicians will shine their light on this.

Swedish supplier Seldén markets this furlersystem onder the name “Code X”. Facnor of France also offers a gennaker furler system.

Another problem? The hampered view while sailing a furler gennaker on the ever busier waterways. Reason to opt for the higher hoisted gennaker with sock and lanyard?

We dont know! That’s why we ask Vega skippers to advise us of their experiences and suggestions. Reactions will be discussed in our next Voda Magazine.
Please mail rob.kloosterman@hetnet.nl



Facnor



Designed by Lodewijk Cornelissen, Dutch Vegakringskipper of VEGA 2506 "Deel II"

The VEGA "Click" Award 2012

A new Photo Contest for members of Dutch Vegakring
Competing Vegakring member–skippers are requested to submit their best ever
VEGA related 2012 pictures.

Let other national VEGA organisations get inspired to do the same at home!!
(If they did not yet)
Who knows, maybe in future we can also introduce a worldwide VODA Contest.



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