

# VEGA Newsletter

Sidney A. Rosen, Editor (407) 352-9250

25 Jan 1994

Voice of American Vega Sailors

No. 1 - 94

## Please welcome our newest members:

Robert & Helen Gaertner  
18660 Arcadia Place  
Brookfield, WI 53045  
Tel: (414) 781-3944  
#711, "Tonic", 1972  
Moored: Milwaukee, WI

Art & Terry Peterson  
Box 720 Marudy Drive  
Asbury, NJ 08802  
Tel: (908) 735-5462  
(buying a Vega)



## Please welcome back our old members:

Rodney & Violet Jones  
Bangor,  
North Ireland BT 192 DZ  
#1499, "Nemone", 1972  
Moored: Donaghadee Harbor, Bangor, N. Ireland  
(Rodney & Violet represented our club at the 1992 Intl. Vega Regatta in Denmark)

## The Time Has Come

## to Pay Your Dues !

Please complete the following form  
and return it with your check. We  
need to update all records !

1994 dues now payable !



US members	- \$10.
Canadian Members	- \$11.
Foreign Countries	- \$16.

### VEGA NEWSLETTER - AMERICAN VEGA ASSOCIATION

Name \_\_\_\_\_ Home Phone (\_\_\_\_) \_\_\_\_\_

1st Mate \_\_\_\_\_ Work Phone (\_\_\_\_) \_\_\_\_\_

Address \_\_\_\_\_

Zip Code \_\_\_\_\_

Hull/Sail No. \_\_\_\_\_ Year \_\_\_\_\_ Boat Name \_\_\_\_\_

Where Berthed \_\_\_\_\_

Radio: CB \_\_\_\_\_ VHF \_\_\_\_\_ Amateur \_\_\_\_\_

Up for sale -

2205 Gabriel Drive  
Las Vegas, NV 89119  
(702) 795-3831

October 1, 1993

Mr Sidney A. Rosen  
Editor, Vega Newsletter  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid:

I am writing with sad news. Jobiska, the 50,000-mile Vega you have reported on before, must be sold after eight years of ownership. Since I now live in Las Vegas, and Jobiska is in Los Angeles, there is rarely the chance to sail her.

Jobiska has crossed the Atlantic five times under previous owners. She has been strengthened for ocean crossing and is well-equipped. The deck was recently Imron-ed, and she is in good condition above and below decks.

I have a fact sheet I can send anyone who is interested. She is hull #1625, built 1972. I am in Los Angeles often and would be happy to show her and take prospective buyers out sailing.

Not the smallest pleasure in owning a Vega is the *Newsletter*. Keep up the good work!

Sincerely,



Stephen Toney



⊙ **Looking Good!**

Yvan Monnard sent Sid a photograph of his Vega (#3199) replete with a high dodger and sunshade (or is it a high cockpit cover) of his own design. The dodger is almost up to the bottom of the boom. The sunshade runs from top of the dodger to the backstay and appears to be fastened it. A small flap extends downward toward the cockpit coaming. Please remember that Yvan & Collette are sail and dodger makers!

## Improving mast support -

TERN #1519, Nov 17, 1993

Dear Sid,

I am finally sailing my Vega, after much work, more on that later, and I like her very much! I went up the Sacramento River Delta for 12 days in the beginning of September and we had a great time. Tie up to a tree and throw out the stern anchor and you can go swimming, have a beer and do nothing as long as you like and it doesn't cost you anything! Of course we ran aground, but it was soft mud, so no harm done. On the way back during one of our tie-up maneuvers, the stern anchor line wrapped itself around the prop and the engine came to a halt.

I was able to dive and unwrap the line, but the gear/throttle mechanism was thrown out of whack. The boat would only do 1/2 knot or go full blast - nothing in between. On top of that, the exhaust had developed a leak at the manifold riser, which filled the whole boat with blue smoke and covered the engine compartment with soot. A disgusting mess. It took me a while to even begin cleaning it up!

I now have a new exhaust system and a proper engine shutoff installed by Scandinavian Marine. before The shutoff was previously just a string Scandinavian Marine is right here in Emeryville where I berth my boat. They seem knowledgeable about the combi and got it adjusted properly. The boat is much quieter now and runs at 2300 RPM - my top speed is only 5 1/2 knots. All of this to the tune of about \$960.

I have also rewired the boat- putting in a breaker panel and marine grade battery cables, two new gel-cel batteries, etc, etc. I like the place where the batteries are as designed. Many Vega owners have moved them - mine were. But it really makes more sense in the bilge. I've also undertaken the task of strengthening the mast support. I have enclosed a drawing and here is a description of what I did:

First off, loosen the rigging. Get some pieces of 4x4 inch Douglas Fir. Two pieces are horizontal, one on the top and one on the bottom, and should be shaped to conform to the cabin sole and cabin ceiling.

Then place a vertical 4x4 on top of the bottom horizontal piece, put a car jack on top of that and place your top horizontal piece. Put a little pressure on and you can start taking things apart. Be gentle with the jacking. It took 20 years to sag, so go easy! I decided that the easiest way to double up the bulkheads, would be to take them out altogether. It turned out to be a lot of work. By the way, don't undo the bunk lights! Big mistake, The little spring and ball bearing that are part of the switch, will immediately fall out and get lost. They are a pain to put back together - that is if you can find the parts again. Undo the wires at the junction block instead! I did one side at a time, took out the old bulkhead and scribed it onto a new piece of 3/4 inch mahogany plywood. This doesn't need to be of marine grade, but it should be of good quality



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After cutting, rout out 5/16 inch of the new panel to accommodate the old fiberglass flange. Then glue and screw the two pieces together. Drill through the old holes (I made mine bigger for bigger bolts). Do the same thing with the other bulkhead.

Get rid of the fiberglass U-shaped flange. I installed a piece of apitong 2x4 inches. You can match it by scribing the existing ceiling beam, then use a router it to accommodate the cabin light wiring (horizontal) and the mast wires (vertical). I hope the drawing will help. With the two new bulkheads in place and fastened to the hull with bigger bolts, lock washers and nuts; bolt the two overhead beams with the plywood in between, together (Also with more and bigger bolts). Then I made a horizontal support for the two bulkhead posts (1 1/2X3 1/2 inches, routed to accommodate the ply, 1 1/4 inch thick by now. The horizontal bottom piece is screwed in the sides of the fiberglass flange that runs lengthwise. Then install your vertical posts, glue and screw them in place also.

Now start putting everything back together again - after cutting 3/4 inch off All the parts that fit against the now 3/4 inch thicker bulkhead.

It is a pretty big job, but well worth it... It blows hard on San Francisco Bay and I can keep my rigging tight for good performance. I can now sail anywhere and don't have to worry about mast compression.

I have also almost eliminated lifeline/stanchion wobble by installing two more screws - get a very good drill bit. In the near future I want to change the traveler system to something more up to date.

When I had the boat surveyed, the surveyor noted that the prop was getting thin. So, if there are any Vega owners out there who are repowering and want to get rid of their combi/shaft/prop, please give me a call.

Sid, keep up the great job you are doing! I am always looking forward to the newsletter - lots of good stuff and stories that I enjoy.

sincerely,



Felix Arts  
145 Pfeiffer Street  
San Francisco, CA 94133  
Tel: 415-434-1451

(continued on page 6)

**Are  
you  
OK ?**

At this time we are concerned about the well being of our members living in the California earthquake area!

441 Kingston Crescent  
Winnipeg, R2M 0V1  
December 1993



Dear Sid:

I just received your VODCA newsletter and read with surprise the letter on Page 2 (about the Vega at the marina in the Virgin Islands). The Legere's probably saw us. Small world! We've sent them a copy of this letter and invited them to ask all the questions they can think of. So, you see what happens because of your newsletter!

Ed Kuiper

**The following was excerpted from the Kuiper family 1993 Christmas letter**

.....

In the spring of 1986, with retirement around the corner, Minke and I drove by car to Florida to see for ourselves what sort of retirement paradise that would be. We were sadly disappointed! Too crowded, too commercialized, and mediocre sailing. So, we took a plane to the Virgin Islands, chartered a 27 foot Vega and sailed around for two weeks. We liked it very much and decided to buy the boat for future use. We now use the boat in February and March and sail around the U.S. and British Virgin Islands in the most leisurely way. When the weather is nice (fair winds and sunshine) we may sail from one anchorage to another. When the wind is right, we are moving along hour after hour, with islands slowly passing by and the far horizon in between. I do not know of a more exhilarating experience. At other times when the weather is not so nice or when we are just lazy, which happens often, we stay at anchor and loaf around - reading, swimming, snorkeling, or going for a walk. I could keep this up forever but Minke gets bored after a while, so two months is our compromise. During the ten months were are in Canada we have the Vega moored in Coral Harbor on St. John with someone looking after her.

From May to September there is no place in the world where it is nicer than on Lake of the Woods, so that is the time that you can find us at our log cabin. To make our existence even more heavenly, children and grandchildren may join us for days, or for weeks, or for months. We still sail the old schouw that Minke's father built for us in 1954. That boat is still a delight! Last summer Minke and I made another of our traditional sailing- camping trips. The lake is

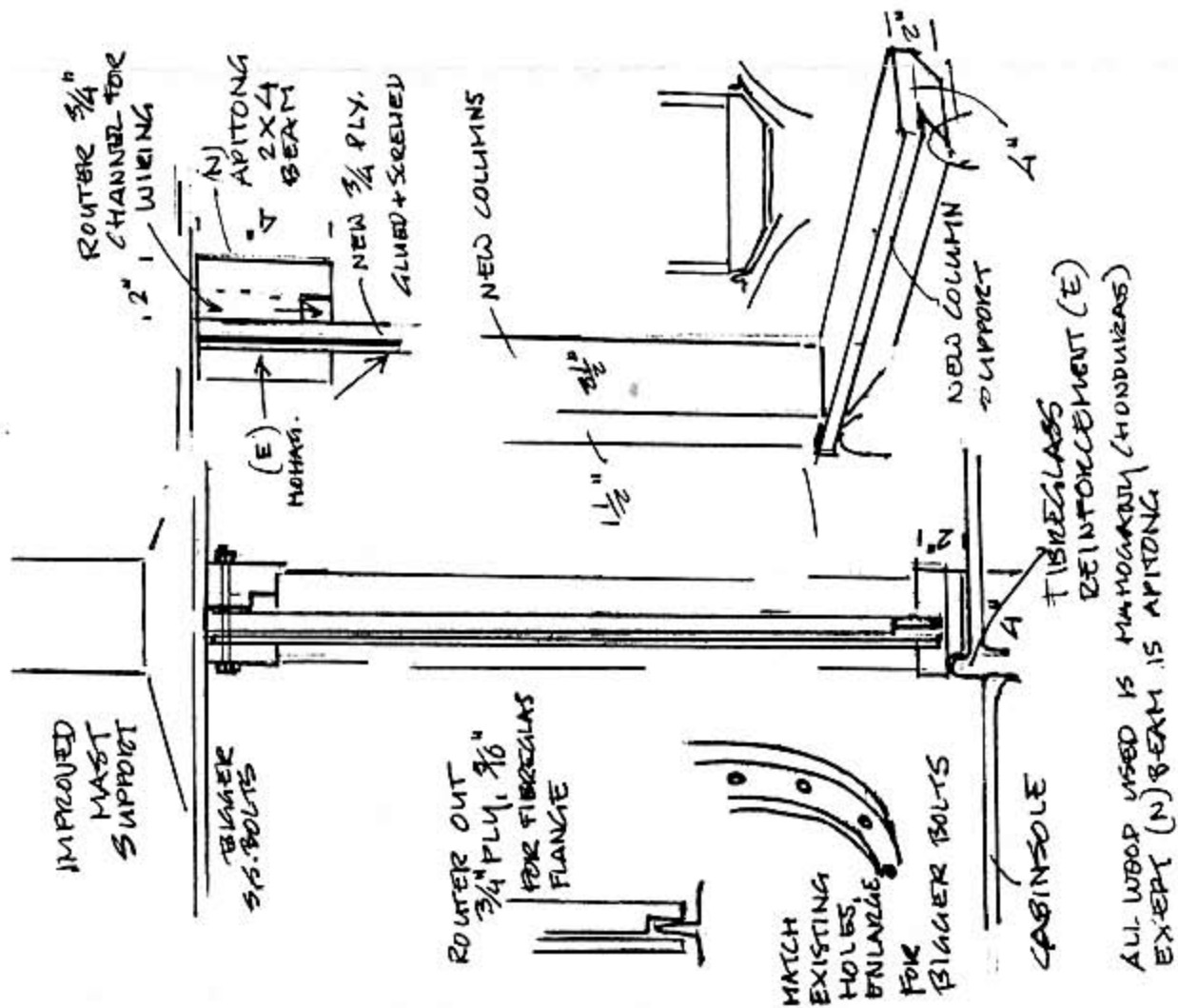
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**Pearls of Wisdom :**  
The trouble with being a good sport  
is that you have to lose to prove it.  
From my computer's "talking moose"

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thousands of square kilometers in size, it has thousands of islands. And the water is so pure that we drink it every place we go! One of our more favorite camping spots is a small peninsula in Little Rope Island where we pitch our tent on a handkerchief meadow under a tall pine tree. Our boat is moored at a tiny beach in a sheltered bay nearby. We can look all around us for miles and miles and see no sign of human activity. In the winter we visit our cabin occasionally and keep busy with reading, cross country skiing, snowshoeing and getting water and firewood. To add some spice to life in the woods, we have the occasional encounter with bears. They come snooping around our cabin, at anytime during day or night, to see if they can find anything to eat - be it garbage or bird seed or the lush clover of the meadow. Fortunately they are not aggressive toward people, but if they smell something good, they will go after it. Last fall a bear clawed and chewed a big hole in the log siding of a guest cabin and got inside. I had a running battle with him for a few nights to convince him that that was off limits. . . . \*

(continued from page 4)



## How do we babyproof our boat?

P.O. Box 21  
Tantallon, Nova Scotia  
November 30, 1993

Dear Sid,

Its that time of year again, when I spend some money on the best investment of my boat budget: the Vega Newsletter. As I write to you I am about one hundred fifty miles east of Halifax, near Sable Island. In the relative comfort of an oil rig, fifteen foot seas pass unnoticed beneath us. It is only when a winter gale pipes up, with winds of sixty knots and seas approaching thirty feet, that we begin to take notice of the weather. The North Atlantic in winter is no place for the likes of a Vega.

ALCYON is asleep on her slipway for another winter and the past season is just a memory. Our first summer with auxiliary power and we only managed to log ten hours on the engine! Amazingly, everything went back together and ran on the first try. Well, second try actually as the first time I fired the diesel, the engine compartment filled with exhaust fumes and water from previously undetected rust holes in the exhaust. By the next afternoon I had procured a VETUS waterlock, some flexible marine exhaust hose and had salvaged and welded up enough bits from the old exhaust to enable me to install a new 'wet' exhaust system. The cost for the whole works was under CAN \$120 and I am very satisfied with the results.

This fall I unstepped the mast for the first time in three years. I want to do a thorough inspection of all the rigging and inspect the mast for cracks around the welds, etc. While I am at it, I shall replace the VHF antenna cable with a new low loss one and generally spruce up the wiring. I intend to use some foam pipe insulation - the kind which comes in three foot lengths for use on 1/2" copper water pipe - to wrap the wiring inside the mast and hopefully eliminate the clanging which has been driving us nuts ever since we bought the boat.

I've been in touch with Yvan Monnard, the Vega sailor/sailmaker, and it looks like next year's big expenditure will probably be a new main and No.2 genoa. Thankfully the Vega is well built and maintenance costs are reasonable or I would never make any progress upgrading her. I figure it will still be a couple of more years before ALCYON is equipped in a manner I feel appropriate for bluewater cruising. Of course, it will probably be a couple of years before Sue and I will be ready for bluewater cruising, as we are expecting the arrival of a new crewmember in January. As this is a first for us, we are busily reading tomes such as BABIES ABOARD. Any childproofing suggestions from other Vega families are more than welcome!

Well Sid, that's it for now. Thanks for keeping the Vega interest alight for those of us in the grips of northern winter. Take care ... all the best for the holiday season.

Regards,

*Jim Legere*



**Prop advice needed!**

11/30/93

Henry Grant  
2103-B-S.M.C. Road  
Sitka, Alaska 99835

Hi Sid

I hesitate to write because I'm such a poor letter writer but I see by the calendar it's getting well-nigh on to Xmas and that tells me it must be "Dues" time again. Merry Xmas & money order enclosed. Nuts; I just can't stop there since I do have something to write about. It's been such a fast and busy year! Just one big flurry of affairs.

I did find some time for the boat after I got the engine in. Three widely spaced days this summer was all I had to test everything and to try to learn to sail but unfortunately it was the only three days when there was no wind! Anyway it gave me time to try out the new engine by running up and down the channel and confirm what I already knew - that I have a problem.

My engine is the 18hp Perkins 3 cyl. 3600 RPM and it has 2.72 to 1 reduction. Through an error (my own) I hung a 14X12 three bladed prop on it. My thought all along had been to use a two blade prop but because of cob-webs in the attic I guess I let myself be talked into a three bladed one.

Still it's hard for me to believe that (and here is the problem) the prop is so big that it will lug that engine down by about 2500 RPM. When I'm running I can't get over 1000 RPM and I'm travelling at a little over 6 knots - I checked it with another boat running alongside. I can't even get over 1,000 RPM when the gear is in neutral! A mechanic friend of mine told me that some engines have something on them that keeps the RPM down when in neutral in case of engine runaway.

So, that is my dilemma. I guess I had better get on the phone to Seattle and get some answers. Perhaps it would be worthwhile to spend the 50 bucks and get the Perkins work book.

I enjoy the newsletters immensely. All the drawings and cartoons and the poems like the one GOING SAILING". Very well done and fitting.

Sincerely, *Henry Grant*

PS. I wonder if I could chop the prop down to maybe a 12X10X3





16 - 2330 Harbour Road  
Sidney, B.C. V8L 2P8,  
Canada

29 November 1993

Dear Sid.

Sorry to take so long to get back to you, but I hope our early (for us) payment of our 1994 dues will compensate. The man who bought our Vega "Star Bright" (#3085) is Mr. Eilert Morck, 277 Wood Dale, Mayne Island, BC, V0N 2J0, Canada.

We still gaze fondly on any Vega we see, although we spent two fabulous and very comfortable months aboard our our Fisher Northeast 30 "Seaweed" last summer. We did 700 miles in the idyllic Pacific Northwest, including Princess Louisa Inlet, Desolation Sound/Malaspina Inlet, Victoria Harbour (one of our favorite places), Nanaimo Harbour (a wonderful spot) and many smaller haunts, accompanied by man's best friend KitKat and at times various of our kids. We both miss living aboard and I'll say it's just too bad we have to go to work.

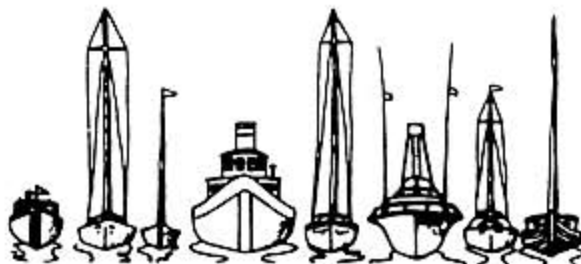
We're now looking forward to the Annual Sidney Lighted Boat Parade, which we entered last year for the first time, adorned with a big blue star of David and blaring Klezmer music. This year we're going to try to get fancy and alternate the Star of David with a yellow menorah. The parade gets bigger every year, and there will probably be about 125 boats. We'll write you a report.

Sid, we'd appreciate your sending us an application form for Boat US, as you mentioned in a recent newsletter. Maybe NAFTA will make cross-border shopping more politically correct for Canadians!

We just sent off an application form for the Fisher Owner's Association and they charge \$25 per year!!! I hope the Vega owners realize what a bargain our Newsletter is.

Thanks again for all your effort. Happy Hannuka, Merry Christmas, Happy New Year to you all all the other Vega owners. Many happy Elderhostels and no more hurricanes.

Loren & Sandy Acker  
Sidney, BC





Off the coast of Southern Africa - January 1988

'Low, 966 millibars, 200 miles West of Gough Island. Forecast to intensify, moving SSW at 12 knots. Winds 50 to 60 knots NW quadrant expected to rise to storm force tonight.'

I turned the VHF radio off and stepped out into the cockpit. The sun was shining, the sky a deep Southern blue, whitecaps flecking the waters of Mossel Bay. Tarka, all her fenders out, rode uneasily against the rough concrete wall of the jetty, chafing to go. Should we take advantage of the favourable wind and try to beat the low or wait here in harbour, maybe for another week?

Jenny called the airport forecaster for a second opinion. We should have thirty-six hours, he thought, then the gale would hit: Westerlies on the nose to begin with, followed by a switch back to the more favourable Easterlies. We decided to leave, while the weather held, but be prepared to turn back if the forecast worsened.

Cape St. Blaise fell behind us as the sun sank. Never before had I felt so nervous about a passage. Hour by hour we edged towards the Southern tip of the continent. Every few miles, by flashlight, we entered up our Dead Reckoned position, double-checking every compass bearing, consulting the depthsounder every few minutes lest we stray too close to shore. There was the Yzervark light, blinking its lonely message. As Yzervark disappeared into the blackness astern, up came Cape Infanta. We were being helped by the current, doing about five knots over the bottom, in following winds of fifteen knots. As the hours ticked by, neither of us sleeping, I felt a rising tension. Tomorrow would be the day we'd dreaded and dreamt of for two years: The Cape. On the long night watches in the Pacific or surfing down the huge rollers of the Indian Ocean it was always The Cape that loomed. The charts of the world must show ten thousand named capes, probably more, but only two are ever just called 'The Cape', Horn and Good Hope. Tomorrow, if our luck held, we'd be taking our little 27 foot sailboat, Tarka The Otter, around one of them.

Dawn came up and we raced on, the wind now up to twenty knots and the rigging beginning to moan. The sea turned from dawn's grey to an ever-deepening blue to match the sky. Mid-morning and a Wandering Albatross, biggest and most beautiful of all the seabirds, was wheeling and turning effortlessly in our wake. I remembered the legend that when sailors die their souls become Albatrosses and roam the greybeards of the Southern Ocean. There was not a ship in sight: the Roaring Forties separated us from Antarctica to port, the whole African continent to starboard. In the late afternoon a grey brown smudge came up on the starboard bow. A bearing with the Radio Direction Finder and a close study of our Dead Reckoning indicated that this was Agulhas. Flashing five seconds, range twenty-six miles read the legend on the chart, and the signal of the Radio Beacon, which we'd written in by hand, was ZUY. Agulhas, not Good Hope, is actually the Southernmost point of Africa and now, for the first time in many weeks, we could turn our bows to a little North of West. We shifted course ten degrees to starboard. At four-thirty we left the Indian Ocean and entered the South Atlantic.

I knew now that nothing could stop us. Jenny went below to write up the log, as she did every day at this time. I fixed on my retina every detail of the scene for I knew that this would be a day I would look back on for as long as I lived. The stainless steel stern rail shining brightly in the falling sun, the bright orange of the life-ring and the blue of the life-raft cover, the taffrail log spinning rhythmically as we surged down the wave-

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fronts and slowed in the troughs, the white wind vane with its tiny Canadian flag, flopping back and forth as it dragged a squeaking tiller with it. All the colours are so bright, even today. Behind, our wake bubbled away as Tarka swung back and forth, waltzing high-spiritedly down the waves. The weather would hold for the Cape of Good Hope, I knew it. Far off, but still with us, I could see the albatross, Diomedes Exulans.

RFD 2, BOX 90-8  
Brewer, ME 04412  
7/9/93

Dear Sid,

Got a late start due to our recent move and a trip back to St. Louis to visit family.

We've finally sold the last of our MD6A parts and Vega newsletter. While we took a beating financially, we were delighted that we were able to recoup at least part of our investment.

We have now been to the Bahamas and brought the boat from Florida to Maine with our new Yanmar 9hp engine and are quite satisfied with it's performance.

Please meka a note of our new address and telephone number (207-989-4377).

Smooth sailing,

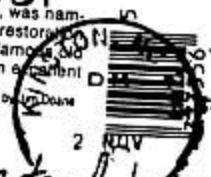
Melanie Halvachs  
"Double Fantasy"



Aboard Flagfish, 1993, Nov, 01

Beaufort, North Carolina, incorporated in 1722, was named for Somerset, Duke of Beaufort. Beaufort's restoration of houses dates from 1767 and along with the famous Old Burying Ground and a Mariner's Museum is an excellent traveling experience.

Photo by Jim Deane



285 11/02/93 17:28

Dear Sid,  
It is clear that Vegas tend to point south. Flagfish is loaded to waterline but still sails like a bomb. We have moved 9 1/2° south since Lake Ontario on Sept. 15. Even visited your old harbour at Solomons. Will contact you in December if only to replace our worn out burgee. Best wishes  
John & Lois Sprague

Mr. Sid Rosen  
American Vega Assoc.  
10615 Whitman Circle  
Orlando  
Florida 32821  
U.S.A.



I must  
pay  
my dues!