

➔ If you haven't paid your 1998 dues this is the last newsletter that you will receive.

### Urgent: Email address book

I would like to publish an online address directory of our "cyberspace" members so that they may correspond easily and rapidly with each other or with me. So please E-mail your on-line address to your editor:- sidnock@aol.com

### "Preparing your Vega for Extended Offshore Cruising"

by Nick & Jenny Coghlan

We published this article about five years ago. Since then a lot of new members have joined our ranks - many of whom would be interested in the Coghlan's' very comprehensive comments. The manuscript runs 19 pages in length. I will be glad to mail a copy to anyone who may want one but because of the printing and postage costs a \$1.00 donation would be appreciated to help defray the expense.

### In memorium

On October 27th we lost another valued friend and longtime member: Ted Miller of Rockville, MD. Ted was skipper of "turning Point", an Albin 30' Ballad, and an ardent member of our club since 1982. Ted is survived by his wife Martha and three daughters. Our condolences to the Miller family..

### Please welcome our newest members!

David Bady  
15 Forest Park Ave  
Larchmont, NY 10538  
Tel: (914) 834-9080  
"Lisatalowot", #2901, 1976



Samuel & Caron Brown  
2319 Tamarind Drive, Apt 201  
Fort Pierce, FL 34949  
"Fun", #1066, 1971

Joan M. Tomeo  
12 86th Street Ct  
Bradenton, FL 34209  
Tel: (941) 795-4067  
"Gypsy", 1972

William Sizemore &  
Sharon Brown  
P.O. Box 10724  
Bainbridge Island, WA 98110

### \* Pay your 1998 Dues now!

All dues are payable at this time

US members	\$10.00
Canadian	\$12.00 (US\$)
Foreign	\$18.00 (US\$)

➔ Four pages from the latest VEGA MARIN catalogue are reproduced in this issue (pages 3-6). Please keep them handy. Four (4) more pages will be published each month. Our thanks to Jeff Johnson for obtaining this priceless catalogue.



P.O. Box 5098  
Rocky Hill, CT 06067  
TEL: 860-721-1920  
860-953-6317  
FAX: 860-9530196

11/6/97

The Vega Newsletter,  
American Vega Association  
10615 Whitman Circle  
Orlando, FL 328720

Dear Mr. Rosen,

This is in reply to your letter of 10/29/97 regarding parts availability.

The parts most generally needed are available for the MD6A and B models of the auxiliary engine.

Combi parts have been discontinued however some pieces are available on a piece by piece basis. If there are specific needs just have your members call.

Please note our new address and phone numbers and address.

Regards,

Rudy DiPietro

### VEGA TIP

The water pump on the MD6A and MD7A has two oilseals on the impeller shaft. The one closest to the engine is to keep the oil from leaking out of the engine and the closest to the impeller is to stop the seawater from leaking into the engine. There are two small holes between these two seals and these must not be blocked if and when you replace the seals. They are there to enable leaking seawater to drip down into the engine well and not into the engine should the seal perish. The seals are inexpensive and easy to change. They can be purchased from most bearing and seal stockists for a few pounds. It is a good idea to carry two at all times.

From the Vega Association of Great Britain newsletter



BRT • HALTER • PHANTOM • POWER PLAY BOATS • BOAT SALES



**DYVIKA**

Av gulmetall. Passar bl a Ballad, Viggen och Vega.

225 Dyvika av metall

DYVIKSPLOGG Lös plugg till Dyvika

226 Dyviksplugg/Boatplugg



**VENTILATOR**

Ventilator typ Elektrolux. Med rostfri kåpa. Ytterdiam. 200 mm, höjd 80 mm.

761 Ventilator

762 Reservkåpa i rostfritt/Vent.cover



**VENTILHUV/VENT. COVER A. DECK**

Ventilhuv av vit plast för akterdäcks-ventilation på bl a Ballad, Vega, Vinga.

763 Ventilhuv



**VENTIL MED FLÄNS/VENTIL COCKPIT**

Ventil av vit plast med fläns för 75 mm:s ventilationssläng. Passar bl a ventilationen på Vega.

765 Ventil med fläns

**GELCOAT**

Gelcoatpackel i originalfärg för Albin- och Maxibåtar. Lev. i plåtburkar om 100 gram. Hårdare (art. 980) tillsättes med 1-2%

971 Grå, däck/deck Albinföre/before-77

972 Vit, skrov/hull Albin före/before-77

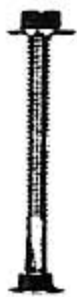
973 Grå Albinefter/after-77 Shipman Mamba, IF, MaxiRacer-skrov

974 Grå Maxi -77-84-87-95 samt däck Maxi Racer

975 Grå Maxi sen mod, Fenix, Comfort 30 däck, Örnvik

**HÄRDARE/HARDENER**

980 Hårdare/Hardener



**DÄCKSBULT/DECKSCREW**

Däcksbult av polerat rostfritt syrafäst stål. Komplet med bricka och mutter.

För bl a Vega (1/4 gänga)

440 Däcksbult



**FÖRLUCKSGÅNGJÄRN/FORHATCH-HINGE**

Till förluckan på Vega. Tillverkad av rostfritt syrafäst stål.

513 F örlucksgångjärn/Forhatch-hinge



**EXPANDERPLUGG/PLUG**

Expanderplugg av gummi. Användes bl a till att fästa cockpitsdurken på Vega.

626 Expanderplugg för 5 mm:s skruv

627 Expanderplugg för 6 mm:s skruv



**Windex**

1010 Windex 15

**Rigg**

Vi tillhandahåller de flesta reservdelar till Proctor och Seldénriggar. Vi har mått och specifikationer till alla Albinbåtar och till de flesta Maxibåtar.

We can supply most spareparts to Proctor and Seldénriggs. We have measure and spec. to all Albinboats and most Maxiboats.

**Stående Rigg/Standing Rig**

Till Vega med Proctor/Seldén mast.

Tillverkas av 5 mm:s rostfri wire.

Made of 5 mm:s stainless wire.

1510 Förstag/Forstay

1515 Toppvant/Topstay

1520 Akterstag/Afterstay

1540 Undervant/Understay Fr Proct.

1541 Undervant/Understay Akt.

1542 Undervant/Understay Akt.

1550 Hanfot/Bridge

1560 Kompl./Compl. rigg Proctor

1561 Kompl./Compl.rigg Seldén

1562 Kompl./Compl.rigg Ballad

1570 Tierodsats Maxi 77

F ö Riggdelar begär oftent.:For other riggparts ask for price!



**Röstjärn/Chainplates**

1575 För toppvant/topstay Vega

1576 För undervant/understay Vega

Röstjärn till Maxibåtar-ett urval

F ö hänvisas till Watskikatalogen.



**Vantskruv/Rigging screw Hasselfors standard.**

**Syrafäst.**

1578 Vantskruv 1/4"

1579 Vantskruv 5/16"

1580 Vantskruv 3/8"

1581 Vantskruv 7/16"

1582 Vantskruv 1/2"

1583 Vantskruv 5/8"

1584 Vantskruv 3/4"

**Vantskruvsskydd/Screw Covers**

Av vit plast/by white plastic

1590 2 st 29 mm

1591 2 st 34 mm

F ö hänvisas till Watskikatalogen.

**Wireskydd/Wire Covers**

Av vit plast.. Uppspiltsade, vilket gör dem lättmonterade. By white plastic. Upspilt which make them easy to put up.

1600 Wireskydd 4/5 mm

1601 Wireskydd 6/7 mm

1602 Wireskydd 8 mm

1603 Wireskydd 10 mm



**Varivant/Quickadjuster**

För Hasselfors vantskruv.

För Hasselfors rigging screw.

1610 Varivant för 3/8"

1611 Varivant för 7/16"



**Dirk/Boom lift.**

Tillverkad av 6 mm:s förstärkt polyesterlina med ipressadad kaus.  
Made of 6 mm strength polyester rope and inpressure thimble  
2242 Dirk 23 m  
2243 Dirk 28 m



**Spinnakerfall/Spinn.Halyard**

- 2325 Spinnakerfall 22 m 8 mm
- 2326 Spinnakerfall 29 m 10 mm
- 2331 Spinnakerfall 26 m 10 mm
- 2335 Spinnuppha/lift 18 m 8 mm
- 2337 Spinnuppha/lift 14 m 8 mm
- 2355 Spinnskot/gaj rött/red 20 m 10 mm
- 2356 Spinnskot/gaj grönt/green 20 m 10 mm
- 2358 Spinnskot/gaj rött/red 15 m 8 mm
- 2359 Spinnskot/gaj grönt/green 15 m 8 mm

**Halända/Haly End.**

Halända med splitsat öga, passar bl a äldre fallwire på Vega  
HalyEnd with insplite eye, suit f i older halyardwire on Vega  
2244 Halända/haly end 10 mm 10 m



**Kevlarfall/Kevlar halyard**

Tillverkad av 10 mm kevlarlina. Rostfri schackel som pressats med specialtallurit. Speciellt lämpade vid neddragning av fall till sittbrunnen  
Made of 10 mm kevlarope and ss Shackle. Spec. suitable with halyard to cockpit.  
2245 Kevlar 19 m  
2246 Kevlar 23 m  
2247 Kevlar 29 m

**Fockskot/Genuasheets**

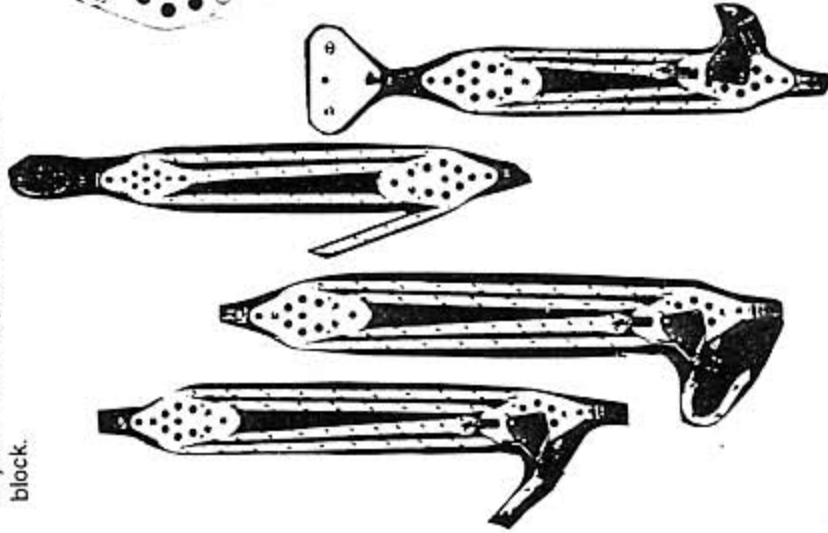
- 2341 Genuaskot 10 m<sup>v</sup>10mm
- 2345 Genuaskot 10,5m<sup>v</sup>12mm
- 2346 Genuaskot 12 m<sup>v</sup> 12mm
- 2347 Genuaskot 14 m<sup>v</sup> 14mm

**Komplettta Tajor/Complete**

**Wangs**

Tajorna levereras färdigspplitsade och anpassade till resp. båt.  
Tågviket är av hög kvalitet och dess längd är tillräckligt för sittbrunnsneddragning. Med OH-block.

The wangs are complete with splices blocks. The lines are of high quality and adjusted for cockpit-control. With OH-block.

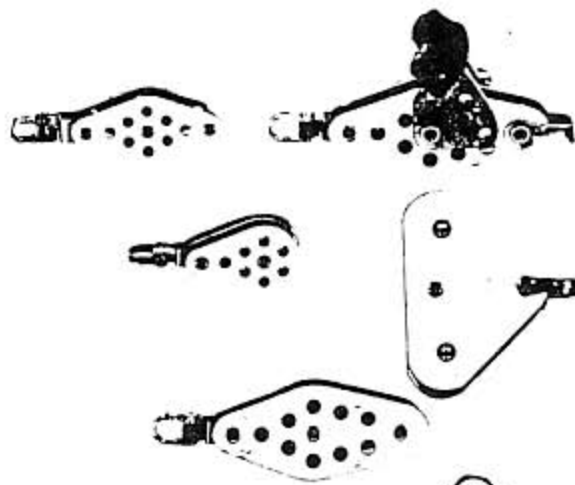


- 2460 Storskot/Mainsheet 1/4 ton
- 2461 Storskot/Mainsheet 1/2 ton
- 2470 Kicktalja/Kickingstrap 10m 8mm
- 2480 Spinn.nedhal/Spinn.wang 1/4 ton
- 2481 Spinn.nedhal/Spin.wang 1/2 ton
- 2490 Hantotsstr/Bridle stretcher Vega

För övriga längder begär prisuppgift!  
For other boats ask for price!

**OH-Block**

Danska block av god kvalitet. Blocken är tillverkad av aluminium och rostfritt.  
Danish blocks of good quality. Made of aluminium and stainless.



- 2801 Enkelblock/single 35x10
- 2802 Enkelblock/single 45x12
- 2803 Enkelblock/single 45x16
- 2805 Enkelblock/single 57x16
- 2811 Dubbelblock/dubble 35x10
- 2812 Dubbelblock/dubble 45x12
- 2815 Dubbelblock/dubble 57x16
- 2821 Block m hundsv 35x10
- Block w hundsvott 35x10
- 2831 Fiolblock/fiddle 45/25x10
- 2832 Fiolblock/fiddle 57/32x12
- 2835 Fiolblock/fiddle 57/32x16
- 2851 Snabbskotsb/fiddle block with cleat 45/25x10
- 2852 Snabbskotsb/fiddle block with cleat 57/32x12
- 2855 Snabbskotsb/fiddle block with cleat 57/32x16
- 2870 Blockfjäder(blockspring)
- 2875 Hantotsstreckarbeslag/Bridlestrecker-lits
- 2876 Revblock/reefblock



- 3121 Genuatravare /track25 mm  
3125 Travare/trackslide 20 mm  
out of order  
3126 Travare/track 25 mm

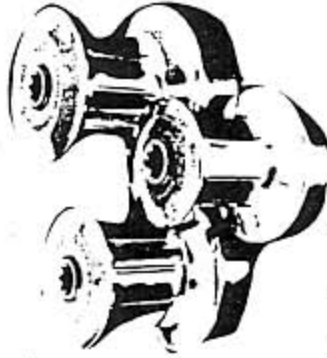


### Knipknapp/cleat

- Svart nylon/black nylon.  
3141 Knipknapp/cleat

### Storskotsats/Beamback Vega

Är under utarbetande.



### Winchar Andersen

En modern serie winchar. Winchtrumman av rostfritt är försedd med "rillor" vilket medför hög friktion och litet slitage på tågvirke.

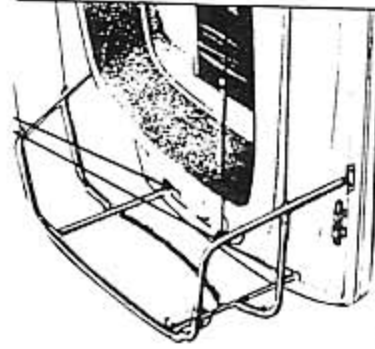
A modern series of winches. The winchdrums of stainless have "rills" for high friction and low wear of lines.

- 3310 Winch Andersen 10  
3316 Winch Andersen 16, 2 vxl  
3328 Winch Andersen 28, 2 vxl  
3329 Winch Andersen 29 ST, 2 vxl  
3380 Winchhandtag/handle rf 8"  
3381 Winchhandtag/handle rf 10"



### Badstege/Swim ladder

- 3510 Badstege/swim ladder Vega  
3511 Badstege/swim ladder Ballad  
Badstegar till Maxi-båtar, v g begär offert.  
F ö hänvisas till Watskikatalogen.



### Pulpit

Tillverkas av rostfritt/made of stainless

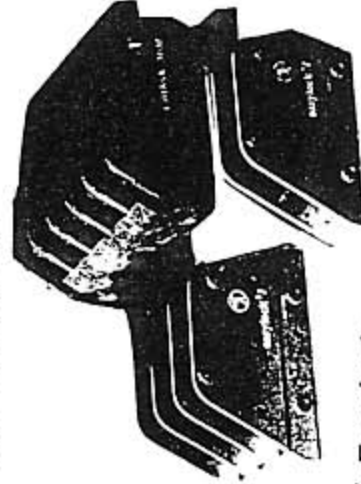
- 3560 För/stern pulpit Vega  
3561 För/stern pulpit Ballad  
3562 För/stern pulpit Vigen  
3565 Akter/alt pulpit Vega  
3566 Akter/alt pulpit Ballad  
3667 Akter/alt pulpit Vigen  
För pulpits till Maxibåtar v g begär prisuppgift.  
3575 Förstagsbeslag/forestay Vega

2:5



### Pollare/Mooring Bollard

- Teakpollare med rostfri bull.  
Teakbollard with stainless bolt.  
3580 Pollare/bollard 30 mm  
3581 Pollare/bollard 40 mm  
3585 P-knape 10 mm  
3586 P-knape 12 mm



### Easylock

Easylock avlastare i aluminium. Fallet kan tas hem med låst avlastare. Samma avlastare kan ta fler demansjoner. The halyard can be tightened with locked jammer.

- 3590 Easylock mini enkel/single  
3591 Easylock mini dubbel/dubbel  
3591 Easylock trippel/triple



### Däcksblock

- Aluminium  
3593 2 skivor/shaaves  
3594 3 skivor/shaaves  
3595 4 skivor/shaaves



### Mantågsstötta/Stanchion

Rostfri med dubbla hål.

Stainless with two hole.

3751 Mantågsstötta 61cm

3752 Mantågsstötta Ballad/Vega

Övriga se Watskikatalogen



### Mantågsatts/Lifelines

Tillverkas av 4 mm wire ned 8 mm plästöverdrag. Genom ändstycke med avskruvbar gaffel kan wiren träs genom r antågsstötterna. Ange längd.

Plastic-covered wire with end fittings.

State length.

- 3700 Mantågsatts Vega (4 st)  
3701 Mantågsatts Ballad (4 st)  
3702 Mantågsatts Vigen (4 st)  
3711 Mantågsatts Maxi 68 (2 st)  
3712 Mantågsatts Maxi 77 (4 st)  
3714 Mantågsatts Maxi 84 (4 st)  
3717 Mantågsatts Maxi 87 (8 st)  
3718 Mantågsatts Maxi 95 (8 st)

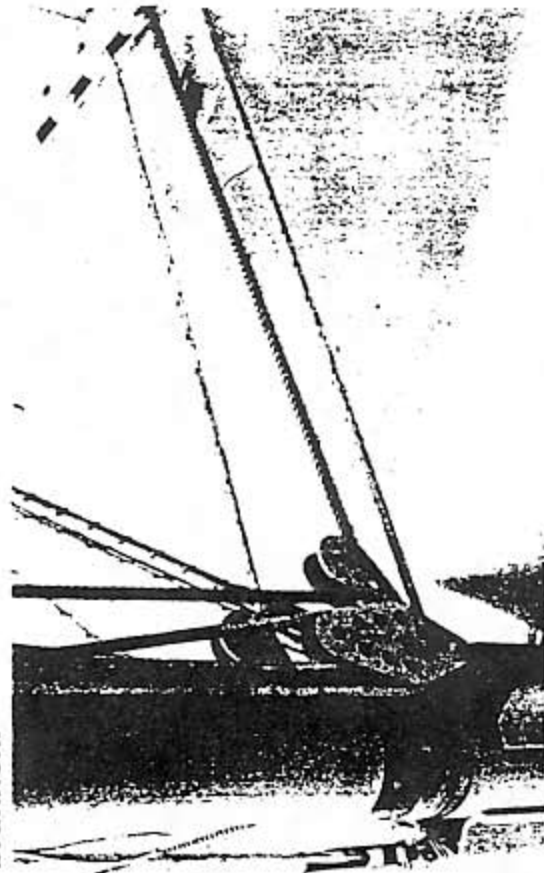
### Mast o bom/mast - boom

Begär offert till samtliga båtar.

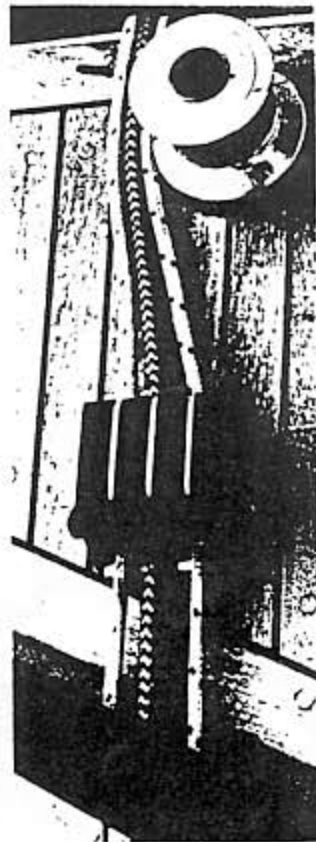
Ask for price for all boats!

2:6

**Neddragning av fall till sittbrunnen.**



**Halyards to cockpit.**



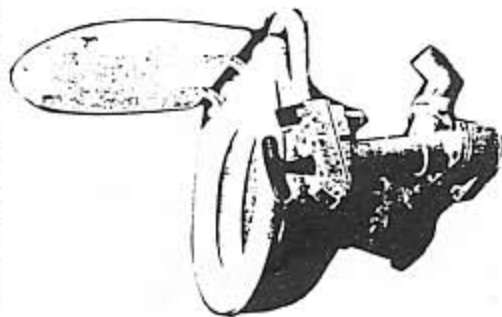
Vid neddragning av fall till sittbrunnen rekommenderar vi kevlarfall. Man bör kontrollera masttrissorna och ev. byta ut dem. Ojärnheter i trissorna, orsakade av wirefall, kan annars på kort tid förstöra kevlarfallet. Beslagen på rufftaket måste monteras antingen med genomgående bultar med brickor eller på en skiva av plywood eller nåtad teak. Denna skiva limmas och skruvas fast på rufftaket. Vegans konstruktion tillåter ej att man fäster beslag i ruffens överlaminat. Materialgång beror på hur många fall man vill ha neddragna till sittbrunnen.

We recommend kevlarhalyards. You should controll mastwheels and eventualie change them. Unovene the whells otherwise on short time destroy kevlarhalyards. Fittings on roof must be put up either with trol drawn screw with washer or on a plywood or seam teak. This part m glued and screwed on cabinroof. V construction will not allow to put up in cabins overlaminat. How much articles You need depen how many halyards You want to cot

**GAMLVOLD PAR/BRYDON TOALETT/TOILET**

**PUMPHUS/PUMP-HOUSE**

- Komplett pumphus
- Complete pump-house
- 5602 Pumphus
- 5604 Toalettring, lock
- 5605 Toalettsockel
- 5606 Dräneringsplugg
- 5607 Backventil (Joke)



**PAR TOALETT/TOILET**

Ny modell/New model  
Kraftigt handtag, effektiv spolning, vit toalettskål, 38 mm genomböj utan förrinsknivar, stadigt lock och ring, förhindrar onormalt vaccum, stor, robust pump, vinklat pumphus för bekvämare pumpning, vridbar utloppsboj förenklar installation.

**5601 PAR Toalet/Toilet**

- 5603 Pumphus/pumph
- 5606 Dräneringsplugg
- 5607 Backventil (Joker)
- 5609 Pumphantag
- 5613 Toalettring,lock
- 5614 Toalettsockel
- 5617 Packningssats/Packing set

**PACKNINGSSATS/PACKING SET**



Reservdelssats/Spareparts  
5611 Packningssats/Packing set

**KULVENTIL/BALLCRANE**

Förkromad mässingskran med kula av teflon. Passar till septictank och toalett utlopp.  
Chrom.plated brass with ball of teflon. For holding-tank and toilet discharge.



- 5500 Kulventil/Ballcrane
- 5621 Servicesats SL400
- 5622 Membran SL400



14 September 1997

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

Dear Sid,

I have been enjoying your newsletter for many years. There is hardly a subject which has not been discussed. At this time I would like to tell you of our experiences with our Vega #1682 "Le Cygne" (She is supposed to be white that's why we named her "Le Cygne".) We have owned her for 20 years.

"Le Cygne" was almost new when we traded a smaller wooden boat for her. Since then we have sailed her without any major troubles. We did have one accident when another Vega hit us to starboard during training for racing. The deck was partly splintered but was repaired neatly. (The hull remained intact on the lateral collision).

Maintenance:

Over the many years the polyester deck became unsightly. I collected all my courage and repainted the deck by myself with monourethane white paint. It looks very nice now. It was quite a lot of work. I first had to thoroughly clean the deck with a special solvent (I think I used MEK (methyl ethyl ketone).)

Diesel engine MD6A:

Fortunately it gave me very little trouble during the past 20 years. I have few tips to offer except to maintain it well (detailed in the diesel handbooks. In the winter I fill up the engine with anti-freeze before taking the boat out of the water.

One important tip: The rubber hose which takes the cooling water to the exhaust became brittle after about ten years time. They will have to be replaced - if not, water will fill your boat when you are moored.

Sailing area: During the past few years we have restricted ourselves to the Usselmeer and Friesland. The Usselmeer is the former inner sea which was closed by a huge dyke in 1936. It has many beautiful harbours like Hoorn, Medemblik and Enkhuisen which have not changed too much since the vessels of the former East India Company moored there. We prefer these old harbours over the modern marinas - which are not all around the Usselmeer and home for thousands of sailboats.

Fortunately all these boats do not sail every and each day of our summer. I estimate that not more than 1% leave their moorings. Still, the Usselmeer can be busy on a nice summer day. There are also a large number of traditional sailboats on the Dutch water. These are usually run by professionals and they carry paying guests for a few days. These big vessels were originally freightships on the Dutch coastal waters and have been converted into a floating "Boatel". The professional skippers of these boats do not believe in the right of way, so we avoid them.

So far sailing vessels are the majority on the Usselmeer and on a nice day the skyline looks white. Unfortunately there are a number of (American?) fast motorboats which exceed all ruling speed limits and make a lot of noise.

Of course there are quite a number of fishermen who have nets all over the place (for eel) and it is better to avoid the nets. A number of years ago we moored outside Enkhuisen at midnight and succeeded in getting caught in the middle of a fishing net. Of course the screw wouldn't move and we had to wait for the rescue boat to come the next morning to get us out of the mess.

In the past we did quite a few races against other Vegas on the Usselmeer. When racing you learn to sail rather well under all conditions. Sometimes the western winds would blow real hard (7+). The disadvantage is that you do not see a soul for hours and hours except on the boys.

A very popular race is the 24 hour race which is held in the late summer. Your course is free but you have to make maximum mileage during the 24 hours and end up at around 6 pm at Medemblik. During the trip there are several check points at the buoys. If you are late you are disqualified. This is a tough race and you need a good crew.

In another article I will describe some changes I have made, taking care not to change the original design. It is not very likely that an American Vega will appear in Dutch waters. But, if so, I would appreciate a telephone call.

*Best regard and happy sailing*  
HENK JANSEN  
Kolfbaan 18  
HEND JANSMA  
WES NAARDEN  
Tel. 035-6940351



### **Can we do this? (making a new cutlass bearing)**

*(the following was extracted from a recent issue of "The NE Albin Newsletter" (Gordon Douty, Editor)*

"When I called you earlier, I was having a problem with the cutlass bearing in the stern of my Albin 25. I have since found that it easy to remove and have determined that a local machine shop can make a replacement for it out of nylon that will work better then the original."

What do you think?



Dear Sid,

TERN #1519, Sept. 25, 97

Just came back from our annual trip to Half Moon Bay. It was pretty boring, hardly any wind, just motorsailing with the main up only.

Tried sailing for a little while without much success, so turned the starter key, but... nothing. Apparently, sometimes when starter motors get hot (and are older) they will not do what they are supposed to do.

So, I tried handcranking for the first time and lo and behold, it worked! The Volvo compression release lever automatically drops down to the compression mode after so many revolutions of the engine, so you can concentrate all your energy on cranking that wheel. A very good feature of this particular engine, even with empty batteries, you can still get going. Of course the engine was still very much warmed up, I don't know how well this would work with a cold engine.

The next morning we had heavy fog on our way out and so we all followed the only boat with radar, till we were well outside and past the somewhat tricky harbour entrance, then with help from the GPS, it was a piece of cake.

I saw a whale out there, it looked like a big dolphin, maybe a killer whale, it had that kind of dorsal fin, about 25ft long and also spotted some dolphins and of course seals. Again motorsailing all the way back till the Golden Gate bridge, then the wind came up and with the incoming flood I was doing 8.3 knots according to the GPS. I have and I am still adding things to my boat. I had the aluminum dodger frame copied in stainless steel and then had a canvas company do the dodger. I phoned around and the lowest price I could find was \$ 760,-. All for a good days worth of work and the price of some Sunbrella material, whoa !! The high quote was \$ 1500,-!! But I have gotten over the sticker shock and I am very happy to have a nice looking, sturdy dodger. I have also added a grabrail on top. Really helps out getting from the cockpit onto the deck, hanging on when the going gets rough and I can even tie the boom down to it.

Finally finished the last pieces of vinyl headliner, that was such a tedious job! I have also put some full length, small cleats under the fiddles, that hold the bunk cushions on the bunks, actually I took the old ones off and made new ones, with flat bottoms, screwed and glued the pieces together, so there is a half inch ridge, that protrudes from the bottom of each fiddle.

I then cut two pieces of 1/2" plywood, 22" X 27", that rest on the ridges. The distance between the two bunks is 22". Then had two cushions made of the same size. So now we have a queensize bunk for sleeping in port. We can sit upright without bonking our heads, don't have that claustrophobic (or cozy) feeling and don't have to move all the sails out of the focus, ie, just the cushions and the plywood pieces.

More additions and improvements: I found a stainless steel sink at a marine fleamarket, roughly the same size as the original one, but almost twice as deep, installed it with a great deal of difficulty, the drain hose was a very tight fit and fastening the sink was a real contortion act.





It is a surface mounted selfrimming sink with studs, the back studs were hell to tighten, but it is done now and we can actually put a pot in the sink, the old cover is now redundant of course.

Also located two used vertical 10lb. aluminum propane tanks and an older, but clean propane stove, Kenyon Homestrand make. I had to do a little carpentry to make it fit. Had some stainless sheet metal pieces made up (four L-shaped pieces, the bottom corners overlap) to form the surround and support for the stove, which is a surface mount two burner model. The Origo pressureless 2 burner alcohol stove is for sale and so is the stainless bin it was living in. I had been hemming and hawing for a long time, wether to go with kerosene or propane. I had even bought a very nice looking gimbaled (used of course) Optimus two burner kerosene stove, cleaned it up and tried to get it going. One burner was fine, but the other one produced a flame about three feet high and a lot of soot. This trial fire was in front of my garage and my neighbors almost called the fire department. I pictured this scenario in the cabin of my boat and changed my mind and have since sold the stove.

Much has been written about the dangers of propane, all true of course and in my mind the only way to go is with the tanks on the deck.

Up front, near the mast was out of the question, too impractical. That only left the stern. Which means more weight in the back of course. You constantly have to make compromises, especially on a very small cruising boat.

The tops of the tanks are mounted flush with the top of the sternrail, in the corners and clamped on with 2 stainless hose clamps to the sternrail and after some research I found a stainless stanchion mounted boathook holder made by Perko, which grabs the bottom of the tank perfectly and are mounted on the vertical stanchions of the stern rail.

So, finally we are cooking with gas, as they say. Every time we cook, we turn the valve on at the outside mounted tank, then turn on the inline valve inside, then turn the stove on. When we are done, we turn off the outside TANK valve first, so all gas burns off, then close the inside, inline valve and then the stove valve. Lo-Tech, but safe, I feel you cannot be too careful with propane.

My engine starts a lot easier with my new, bigger, port lazarette mounted fuel tank. The boat lists a little, when the tank is full ( 18 gallons by Tempo). In the starboard lazarette I am installing a 13 gallon watertank, with the intake located on deck, just before the cockpit coaming. That should compensate for the listing, provided both tanks keep about the same amount of liquid in them. I still have the original 17 gallon watertank up front.

The boat is getting a bit heavy in the rear end, like some of us perhaps, so I will have to put some chain and what not in the front to balance things out, then you, ll be hobby horsing of course.

Most of my projects still allow me to sail, thank God. Keeps things in perspective for me (don, t forget, I keep telling myself, it is a SAILboat ! ).

Hope to go cruising for a few months, sometime soon, probably Baja and Mexico.

Anyway Sid, thank you for the newsletters, keep them coming,

P.S. In answer to your query:  
I am ~~60~~ yrs. old.

Felix Arts



Samuel G. Brown  
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November 19, 1997

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

Dear Sid:

I enjoyed our telephone conversation last week. I just received your letter and the June/July issue of the VEGA Newsletter and I'm now even more convinced that I should become a member. My check for \$17.50 is enclosed.

As I mentioned my wife and I just purchased Hull #1066 from Mr. Paul McMahon. She is a 1971 model with a Westerbeke 13HP diesel and a conventional two-bladed prop. I hope to launch her this week and am looking forward to everything involved in commissioning a "new" boat. After owning and living aboard a Tayana 42 (GREAT BOAT) for three and a half years we are also looking forward to a smaller hole in the water.

Our Vega was named "BOCHICA" but will be changed to "FUN". I have enclosed an article on de-naming a boat copied from the November 1997 issue of Latitude 38. I hope you enjoy it. I am reasonably sure they would not mind you reprinting it if you think other members would be interested.

Please keep up the good work and if you want to go sailing give me a call. We are only two hours apart.

Sincerely,

Sam Brown

