

VEGA Newsletter

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

25 Jan 1996

Voice of American Vega Sailors

No. 1 - 96

DUES

LAST ISSUE
MEMBERSHIP EXPIRED

12/31/95

IF YOU HAVEN'T PAID YOUR 1996 DUES THIS NOTICE WAS HAND STAMPED ON THE ADDRESS PAGE OF YOUR NEWLETTER. WE WOULD LIKE YOU TO REMAIN AS A MEMBER, SO PLEASE SEND A CHECK TO SID ROSEN TODAY!

OUR DUES ARE:

- \$10. IN THE U.S.
- \$12. IN CANADA (IN U.S. DOLLARS)
- \$19. OVERSEAS (IN U.S. DOLLARS)

- IT IS VERY REFRESHING TO SEE ITEMS FROM OUR NEWSLETTER REPRINTED IN THE NEWSLETTERS OF OTHER VEGA CLUBS. THE LATEST ISSUE OF THE GERMAN VEGA ASSOCIATION'S NEWSLETTER REPRINTED THREE ITEMS FROM OUR SEPT. 1994 ISSUE. INCLUDED WERE LETTERS FROM WENDELL LLOYD (SERENIDAD, #2925) AND WALTER BROWN (LYRIC #120). GREAT!

- VEGA FOR SALE!

MICHAEL MCCOY
468 SAN PABLO RD
JACKSONVILLE, FL 32225
#1392, "DREAM CATCHER" (1971)

- SEEN ON TV:

A HEELING MAST (NOT A HEELING BOAT)
("THE YEAR IN SAILING", ESPN 1/1/96)

REPOWERING SURVEY

IF YOU HAVE EVER REPOWERED, PLEASE COMPLETE THE FOLLOWING SURVEY FORM AND RETURN IT TO THE EDITOR AS SOON AS POSSIBLE. RESULTS OF THE SURVEY WILL BE PRINTED IN A LATER ISSUE.



Engine Survey

Name _____ Sail # _____ Year built _____
Street Address _____
City _____ State _____ Zip Code _____
Replacement engine _____ Model _____
Horsepower _____ Diesel _____ Gasoline _____
Propeller type: 2 blade _____ diameter _____ pitch _____
3 blade _____ diameter _____ pitch _____
Comments _____

**Can you imagine owning two Vegas?
Advice wanted on improving my Westerbeke's performance-**

8/24/95

Sidney A. Rosen
10615 Whitman Circle
Orlando, Fl 32821

Dear Sid,

As of July 1st we became the owners of two Vegas. 'Bochica', hull 1066 now resides in the Abacos - Bahamas. After having the boat trucked to Georgia, my wife and I sailed the boat to Fort Worth, Fla and then across the Gulf stream to West End. Except for the first night anchored off Cumberland Island with the temperature at 21 degrees, ice on the inside of the cabin ports and all serious winter clothes at home, it was a relatively uneventful trip.

Once in the Abacos we sailed for 6 weeks and really enjoyed ourselves. Our only problem was our very low forward speed (about 4.5 knots at 2500 rpm). Our crossing of the gulf took 18 hours instead of the 12 to 13 trip I had calculated. 'Bochica's' 13 hp Westerbeke has a conventional shaft and prop. I think my prop - a 2 blade 14x18 needs more pitch(?) Any insights from similarly powered Vegas would be appreciated. At any rate, we loved the Vega's sailing ability and comfort. When we came home to Maine we put our Seawind 30 on the market, sold it quickly, and bought a second Vega (#1862) from Al Hall and then sailed her from Westbrook, CT to Belfast, ME in early July. We had 3 days of running and broad reaching in 6' - 8' quartering seas. One 10 hour days' average was 6.4 knots. The boat handles very well with no broaching tendencies.

I am now cruising the coast of Maine & New Brunswick, Canada - mostly singlehanded - until the month of October on Vega North. From late December to early April on Vega South my wife and I will sail in the Bahamas on Vega South.

Does this make us double members?

Regards

Paul McMahon
R.D. #3, Box 1094
Belfast, Maine 04915
Tel: (207) 338-5999



From our solo circumnavigator Tony Skidmore in Australia:

20th July '95

S. Rosen
10615 Whitman Circle
Orlando, FL 32821



s/v "Lorna Doone"
Nhulunbuy, Gove
Northern Territory
AUSTRALIA

Dear Sid:

Another brief update, this time from Gove in Arnhem Land on the Western side of the Gulf of Carpentaria. The trip north from Cairns to Cape York inside the Great Barrier Reef has been one of the highlights of the voyage. The area lies within the S.E. tradewinds which blow 15 to 20 knots day and night. when the highs sweep across southern Australia & out of the Tasman Sea at 25 to 30 knots.. The 500 miles of coastline varies from mountains and rainforest between Cairns and Cooktown to low sandhills and occasional rocky headlands as you work your way north.

The pilotage is fairly demanding in that there are endless submerged reefs to be negotiated and the course ends up being a series of doglegs - but the sun shines every day and the wind is either astern or over the quarter and the whole thing is a truly unforgettable experience. The key to getting the most out of it is to have a copy of Alan Lucas' excellent cruising guide "CRUISING THE CORAL COAST", now in its' seventh edition and containing detailed charts of all the anchorages & endless information on the weather, tides, geography, flora, fauna and history. The anchorages are close enough together that it is not necessary to make any night passages. A typical days run would be between 40 & 50 miles. The trade wind is fresh enough that by leaving at first light, you can be anchored by mid afternoon.

The history of the coast is tied strongly to Cook of the "Endeavour" which suffered a grounding east of Cooktown. It was subsequently floated off and repaired at Cooktown - hence the name of course. In lightening the ship to get her off the reef the cannons and a large amount of ballast were jettisoned. These were retrieved in the late 1960's and are now on display in the local museum. Further north is Sunday Island, above Cape Greenville, where Captain Bligh fought the ship's carpenter during the boat journey after the "BOUNTY" has been taken by Fletcher Christian. There is a white sand beach on the lee side of Sunday Island, undoubtedly where they should have landed. All kinds of Ghosts for the romantic traveler

From Cooktown to Thursday Island in Torres Strait there is nothing in the way of stores, fuel or fresh water. You need to be totally self-sufficient. The Australian 'COASTWATCH' flies down the coast once in a while and, if they see your yacht they 'buzz' and confirm that you are a bona fide tourist and that all is well. A little intimidating as they come over at what seems masthead height to attract your attention and then call you up on VHF 16. "White sloop anchored in Portlands Roads, what is

the name of your vessel?" The overseas yachts are each issued with a cruising permit on entering the country & COASTWATCH has a computer printout of everyone who is legal.

A brief summary of the anchorages that I visited would be as follows:

• Cairns to:

- Lovy Islands - a submerged reef with mangroves and a sand bar at the north end offering a rather 'rolly' overnight anchorage.
- Cooktown - a small community centered on the Endeavour River.
- Cape Flattery - a beautiful sheltered bay to the west of the cape; wonderful white sand beach
- Howick Island - A low coral reef with mangroves again offering a "rolly" anchorage on the north side.
- Ninian Bay - Reasonable shelter tucked in behind Barrow Point
- Flinders Group - A truly beautiful anchorage off the sand bar in Owen Channel. Splendid high, rocky mountains.
- Burkitt Island - Low coral & mangroves similar to Howick Island.
- Morris Island - A low sand bar with a coral reef to the south and east. Just good shelter, absolutely deserted. Thousands of beautiful sea shells exposed at low tide.
- Night Island - Coral & mangroves again, but good shelter on the north west side. Found an enormous area of pumice stone at the south end of the island
- Portland Roads - Reasonable shelter north of Cape Weymouth.
- Margaret Bay - Another beautiful sheltered anchorage west of Cape Greenville; lovely white sand beach.
- Bushy Islet - a coral reef, submerged at high tide, with a low sandbar at the north end. Without doubt the most desolate, exposed anchorage I have ever been to



As you get closer to Torres Strait the effect of the tides becomes more critical. (Up to 2 1/2 Knots in Adolphus Channel & 4 knots at Thursday Island). I left Bushy Inlet, with no regrets at 0330 and in a long day hauled around Cape York and out into open water through Endeavour Straits. Three days of fast close reaching brought me

across the Gulf of Carpentaria to Arnhem Land & Gove where I am currently anchored. The Gove Yacht Club is very hospitable and give the transient yachtsman one months' complementary membership which gives access to showers, laundromat facilities, a workshop, tidal grid for painting and bar & restaurant facilities. An ideal place to prepare for the big leg across the Indian Ocean to Mauritius and Durban.

Will be in touch as the voyage progresses.

Kind regards:

Tony Skidmore
Lorna Doone #1517



Wanted: Combi prop blades

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

Dear Sid,

I am sorry for inadvertently dropping from Vega. I still have "Alev", hull No. 2224 at the Raritan Yacht Club, Perth Amboy, NJ. Two years ago I sailed to the Azores on a Tayana 37 and met a German fellow on his way from South Africa to Germany. He was sailing a Vega with an outboard. Since then I do sometimes contemplate of sailing mine to Cesme, Turkey where we have a small summer home. Unfortunately, as the years go by, the list of work on it gets longer. By the way, if you know anyone with Combi propeller blades, please let me know.

I wish you all the best and once again look forward to your newsletters!

Sincerely,

Taylan Algon

● **Finding new members:**

If you come across another Vega skipper, be sure to tell him about us. Or better yet, get his name and address and send it to Sid Rosen.

Howard & Sheila Barbour write about their Arctic experiences:

P.O. Box 127
Point Hope ,
A.K. 99766
10- 8-95

Dear Sid,

Please find enclosed check for \$12. 50 to cover the cost of my renewed membership in V.O.D.C.A.

I should update my file, obviously I no longer live in Oregon or keep my boat in Hood River. The boat however is unchanged:

Name , " Shiva "

Year, 1973

Hull, White

Sail # 1707

Home Port Anacortes, Wa.

I have a change of first mate too, Sheila now shares duty at the helm. My initial change in marital status is largely the reason for my lapsed membership in the first place. Sheila and I have been together now for just over two years and are starting our third year as teachers in the Eskimo village of Point Hope. We. are located at the end of a gravel spit sticking twenty miles out into the Chukchi Sea. The most interesting thing about this place is that it is the oldest continually inhabited village site in all the America's. There have been people living here, without break for over six thousand years.

Could you please send me an updated membership list and we would like to read of the exploits of solo Vega circumnavigator you mentioned in our phone call.

Sheila has been writing a sort of serialised journal for the last two years about our exploits in the Arctic, I enclose a copy of the latest episode to give you a better idea of life up here.

Thank you for all your efforts on our behalf, it was such a relief to find that you are still at the helm.

Best wishes,

Howard Barbour



4-STRAND
Square Sennit

(continued on next three pages)

Our trip North:

Howard and Sheila
PO Box 127
Point Hope, AK 99766
September 2, 1995

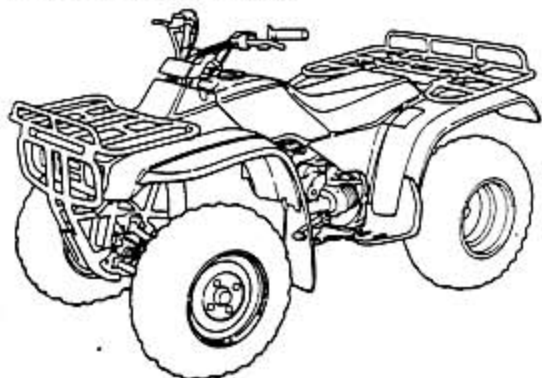
Dear Friends:

We are home! Coming back was such a joyous occasion and so different from last year! Before we could get our suitcases in the house Howard and I had students coming over to give us hugs, talk, show us things they had made during the summer and generally just welcome us back. The villagers greeted us warmly saying "welcome HOME." (not welcome BACK.) I was very touched by that. We also had a raucous and joyous reunion with our returning colleagues. Chris, formerly of Laurie-and-Chris in Wainwright, joined us here. We are delighted to have him with us, both personally and professionally. It was so good to come back to all our dear teaching friends--Glenn and Dawn, Jason and Ann, Michelle. Being in a situation like this with good people forges such strong bonds. Three new people have been added to our staff, and we are having fun getting to know them.

Even though we have been home almost a month, I haven't written to anyone. The weather has been grand so we have been outside almost every minute that we haven't been in school. We always enjoy being outside, but this year we can range further than ever because we shipped a Honda ATV 4-wheel drive vehicle up from Seattle on the barge this summer --as did several other teachers. The barge arrived just a couple days before we did, so our Honda was ready and waiting.

We have seen marvelous things on our journeys! One night while working our way up the spit toward the inlet, we saw a young walrus resting on the beach. Unsure what it was at first, we got off our 4-wheeler and approached it on foot. When we realized what it was, we got down low and moved in quite close to watch it. It lifted its baby head and watched us watch him. Like all babies, its eyes were big for its head, and even though it must have weighed 400 pounds, and was as homily as walruses are, it had that sweet look of all baby animals.

We've also seen orcas and seals at the point, sandhill cranes on the tundra, grizzly bear tracks on the beach, and a dead juvenile grizzly near the fresh water lake. Just today, traveling along the



shore of the lagoon, we came upon a herd of musk ox. Three were walking on the beach, so we stopped our Honda and climbed upon the bluff so we could get above them and look down on them unnoticed. But up on the top of the bluff was the rest of the herd. We got to within a stone's throw of them and watched them for quite a while before they seemed to take any notice of us. When they did notice us, they formed a circle with their babies in the center, heads and horns out. They didn't stay in formation long though. Once they concluded we were harmless, the bull laid down, and the circle dissolved. What amazing animals--they have not changed in the last 2 million years! Their coat is such good insulation that they loose almost no body heat. Snow builds up on their backs, but does not melt. They are the only Arctic animal that never takes shelter, even on the coldest, windiest days. I have wanted to see musk ox since we came to the Arctic. It was such a thrill to not only see them, but be so close to them. (It was only after coming home that I read a threatened musk ox may charge his provoker with lightening speed and disembowel him. Fortunately our musk ox didn't seem disposed to such messy violence.)



Last weekend we traveled about 20 miles down the beach to Cape Thompson, a 500-foot cliff face that juts into the sea. Millions of sea birds nest on the cliffs every summer. Howard has wanted to go there since we first came to this village, but it was too far away on foot. Standing at the base of the cliff and watching literally thousands of puffins, gulls, terns and murre come and go was like something out of a National Geographic film. (Isn't it pathetic that each time we see something remarkable, the only way I can express the wonder of the experience is to say it was like a film???)

We camped down at Cape Thompson that night. It was such a beautiful evening--clear, dry, warm, and of course light. The sun is setting by about 11 P.M. now, but it still isn't really dark at night because the sun doesn't sink very far below the horizon at this time of year. The next morning was so sunny and warm (about 65 degrees--a real heat wave in the Arctic) that we took advantage of the opportunity, stripped down and plunged into the Arctic Ocean for a dip. There aren't words to describe how cold it was, but it definitely WASN'T like a watching a film.

The tundra flowers seem especially thick and beautiful this fall. I have a wonderful 20-pound tome called The Flora of Alaska by

Eric Hulten that I am using to teach myself a bit of botany and to key out plants that I am attracted to. I am quite obsessed by this past time at the moment, but it is a hobby which will be coming to an end soon, since the first snows are eminent.

School has been a joy this year. I have the same group of kids again, so our first day of school was more like the day after Christmas vacation than the usual chaos of opening day. Howard's welding shop was rebuilt during the summer, which gives him safer and healthier working environment this year. His kids know him, and have also settled back down to business much quicker and easier than last year.

I have already taken my class on two field trips--one to gather wild spinach (*Polygonum bistorta*) a traditional food that the elders still eat, and another trip to the beach to gather dead critters tossed up by the surf and upwelling. At this time last year I wouldn't have taken them on field trips--I hardly wanted to take them to the lunch room, they were so wild.

On my birthday, my class organized and pulled off a surprise party for me! I had no inkling before I opened the classroom door and they all shouted "SURPRISE." They had baked cookies and brownies and a cake. They made punch and bought candy, made confetti and blew up scads of balloons. They even had 46 candles aflame on the cake--it looked like a bonfire! These are kids who know how to organize AND have fun!

A few weeks ago the fall run of Arctic Char were coming into the river. The natives were gill netting them off the beach. Chris and Howard decided to try their luck with a rod and reel. They had no joy, but our neighbor, Henry Nashookpuk gave them some fish out of his plentiful catch. They were delicious--much like salmon, but richer. We feasted! Though we aren't natives, we are governed under subsistence laws because we live here, so I think next year we should get a gill net and fill our freezers with fish for winter too.

In closing we want to give a big thanks to all our friends and relatives who put up with us as house guests this summer and took time out of busy schedules to converse, laugh and play with us. We are so lucky to have so many wonderful people in our lives! One of my good friends here, Dawn Cole, always enthusiastically says (and sincerely means) "isn't life GREAT?!?!?!" I always have to reply, "yes Dawn it is. It truly is."



Howard

**Dirty water is weeping through the Fiberglass
Bowsprit information also wanted -**

11/04/95

Dear Sid,

Thanks for your reply and for the photograph of the Vega with the aluminum window frames. This winter I will be stripping down the boat, taking off all the old paint and repainting with Interlux 2-part epoxy and 2-part polyurethane above the waterline. It will be a big job but I'd better do it now so that any deck fittings that I replace such as windows, won't have to be removed for later painting.

I've been thinking about replacing my current dodger which is too low and weakly constructed. Also, I'd like to convert my little Yanmar single cylinder engine to fresh water cooling and wonder if anyone has ever done that (?)

One problem that I noticed was the weeping of dirty water through the fiberglass on the port side just above the bronze rudder fitting. This is the area that is below the bilge and aft of the ballast, and is filled with foam. The foam is full of water and exerting pressure, forcing the water through the hull. The hull is only about .5 inch thick in this area. The hull laminate in this area is full of water. The hull below the waterline is coated with "Interlux" 1000 and 2000 series 2-part epoxy. I plan to make a 4" hole about 10" from the bottom rudder fitting and scrape out all the waterlogged foam, put a light bulb inside for about a month or two, and then fill with epoxy resin mixture. I'll then sand the outside of the hull and repaint with 2-part epoxy. This should take care of it and make the area stronger also.

I am wondering how to get my plow anchor on a roller on the bow. I was considering making a small bowsprit about 12" long with a bow-roller on it and moving the forestay about 12" forward onto the bowsprit. If anyone has done a similar modification, I would appreciate them contacting me.

I'll be working on the boat this winter but it will be fun. Next summer we should have a boat that is a lot more comfortable for cruising. My Vega sails very well and it is really worth all the effort to fix it up!

I would like to hear from other Vega skippers about their modifications.

My internet address is DHAM@DC.NOAA.GOV

Thanks,

David Ham

David & Cynthia Ham
P.O. Box 33653
Juneau, Alaska 99803.



NO MATTER HOW YOU LOOK AT IT,
IT PAYS TO BELONG TO OUR ASSOCIATION

FOLEY INDUSTRIES PERKINS ENGINES



August 7, 1995

Mr. Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821

Dear Mr. Rosen,

Thanks for your call a week or so ago regarding Perkins engines. To support people like you and your fellow club members we stock over 600 Perkins engines and 20,000 square feet of parts. Foley Engines, the oldest (80 years) engine distributor in the U.S. has monthly specials on high output alternators, off-shore cruising kits, etc.

I invite your members to call us toll free at 800-233-6539 or Fax us (24 hours) at 508-799-2276. We will send a free oil filter for any Perkins engine to anyone who calls and mentions our letter!

Sincerely,

Jay W. Foley
President

Jay Foley

JWF/dh

The accompanying business card
also listed Volvo Penta engines

ENGINE DISTRIBUTORS SINCE 1916

200 SUMNER STREET WORCESTER, MA 01604-4052 (508) 753-2979
NATICKWICK WAYS 1-800-233-FOLEY MASS WATS 1-800-233-3697 FAX 508-799-2276

Selling your Vega?

a good place to advertise it would be in "Soundings" magazine which lists many thousands of used boats every month in a special section.

Their address is:

Soundings,
35 Pratt Street,
Essex, CT 06426.

Toll free Tel:
1-800-341-1522.

Vega for sale

Kenneth Burkette
PO Box 696
Taos Ski Valley, NM 87525
Tel: 505-776-8877 or
505-776-1540

Racers take note:

PHRF rating of the Vega,
A new member recently inquired about the PHRF (Performance Handicap Racing Formula) of the Vega. After considerable searching in our old newsletters, your editor found two reportings of 4.3 and 4.4

A bit of humor:

There is an ancient story of a shipbuilder named Hiram P. Green, who, when asked what he was going to name a new bark, replied: "Well, I've launched nineteen ves-

sels, and my wife has always pestered me to name a ship for her. I finally gave in to her whims, so I'm naming this vessel the Mrs. Hiram P. Green."

