



## News around the fleet :

- Pierce Reed (#2171), Rexford, NY says his Albin gasoline engine is still going strong but is expensive to maintain. (Like the Vega, the Albin engines have been out of production for many years and parts are getting scarce.)
- Peder Grimstad (#2171), Olympia, WA is trying to correct his stuffing box leakage. He recently visited the deserts of California and Arizona and reported "No Vegas sighted!"
- Did you know that Nick Coghlan (Tarka The Otter, # 1639), Ontario, is quite an accomplished "caver" ? He recently sent your editor a very full computer disk containing a lengthy manuscript about his early life, getting into caving and then into sailing, of his journeys, and of teaching abroad. All this in the first chapter. Then Nick got into the circumnavigation he and Jenny made in "Tarka the Otter". Sid found it to be very interesting and hopes Nick will have it published as a book.
- Everett Coon, Kilmarnock Va, says that Bubbly Ann II (#150) has served its' skipper very well for the past twenty two years, but now is being offered for sale. Good Luck! Tel: 804-435-3642
- <sup>W.R. Rosen</sup> Sandy & Loren Acker of Sidney, BC, Canada have put Star Bright, #3085 (1976) up for sale - condition: "excellent". If interested, call 604-656-4029. The Ackers new boat is a Fisher 30 "Northstar".
- Your editor recently had a nice visit from Jim Ranti, (Tarka II, #1597) of Old Saybrook, CT and enjoyed several interesting hours together in Orlando, Fl. One guess on their favorite subject! Jim uses a heat exchanger and conventional drive with his MD6A Volvo engine.
- Thanks, David Whiteman (Toronto, Canada) for your photo of "My Shelia" flying the Australian ensign atop our club burgee. That must account for the 7 knots of speed reported under genoa alone.
- Peder Grimstad (#2171), Olympia, WA is trying to correct his stuffing box leakage. He recently visited the deserts of California and Arizona and reported "No Vegas sighted!"



**Information Wanted on new Dodger:**

2328 20th Street NW  
Washington, D.C. 20009  
1/12/92



Dear Sid,

Hope all is well with you in Florida.

I'm planning to replace my MD-6A in the spring with another MD6A which I purchased from Herb Edwards (deceased) about 10 years ago and had rebuilt.

Rework will be done by Vosbury Marine in Annapolis, MD. Dick Vosbury, the owner, who is very knowledgeable about Vegas & the Combi. He lectured at one of our VODCA meetings years ago. He has recommend a new stuffing box the name of which I will send you. He has used them on Vegas with good results.

Also, I plan to replace the Combi unit with a rebuilt one that I also got from our late friend Herb. When the work is done, I'll send you a write-up for the newsletter.

The reason a replacement engine is being installed is because a lot of water is getting into the engine, probably being sucked in from the wet exhaust system because of a corroded Vacuum break. You might notify our other members to take the unit out (easily done) and check it thoroughly.

In the absence of combustion, water is not blown out into the exhaust and remains in the engine and freezes it up. My experience, probably.

Last, but not least: I'll need a new dodger this year. Do you have any info, addresses, prices, etc as well as recent member experience with the Swedish connection?



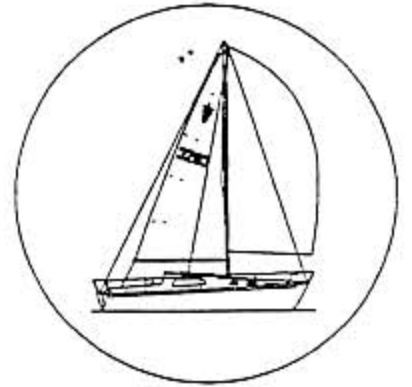
All the best!

*Bruce*  
Bruce Grayson  
"Cybelle" - #2739  
(202) 265 - 9519

# Welcome

Charles A. Brackett  
67 Lowery Lane  
Mendham, NJ 07945

October 10, 1991



Sidney Rosen  
10615 Whitman Circle  
Orlando, Florida 32821

Dear Mr. Rosen,

I have just read in the Practical Sailor that you are coordinating an owner's association for the Albin Vega and that you publish a newsletter. I would like to receive this newsletter and be a member of the association. I am particularly interested in the publication which describes the adjustment and disassembly of the combi reversing mechanism for the propeller. Enclosed is a check for \$15 which is what the PS listed as the subscription rate.

I own hull number 1556, named Kijona, purchased in 1972 in Sea Bright NJ. (I am surprised that the PS lists your hull as #1492 built in 1981. There must be an error somewhere in that.) We sailed Kijona in the New York Harbor and Long Island Sound vicinity for years, raising 3 children on her, until hurricane Gloria brought her to grief. We then shipped her to Maine for repairs because of lower labor rates and now keep her at the famous Gamages shipyard in South Bristol Maine where a good part of the Maine windjammer fleet was built, including Pete Seeger's Hudson River sloop the Clearwater was built. This all happened quite by accident. I called the Maine telephone operator and asked her for Gamages boatyard (there are Gamages boatyards all over Maine) and we ended up at this very historic yard.

The boat was nearly completely rebuilt from the water line up, especially along the port side. We added all new solid teak externally (no more plywood), built in a holding tank, added a shelf in the starboard cockpit locker, and have had her awlgripped with dark blue topsides and an off white creamy deck with a white covestripe.

Intending to sail her in Maine for only one season, and then to bring her nearer home, we soon found that she enjoyed sailing in and out of the islands and small rivers of Maine, with the smell of woodsmoke coming off the islands on foggy days in midsummer, so much that we could not bare to bring her back to the polluted waters around New York. She even enjoys the fog. Her first sail in Maine was around a fog-bound island and through a 100 yard wide passage through rocky reefs, entirely without seeing a thing. All she could do was listen for the birds and smell the crabs and dead fish which had been left on the reefs by the gulls. She loved it.

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Now we have finally had to face the stuffing box problem, and last winter we removed everything that would come off of the engine and brought it all the way back to NJ to spend the winter cleaning and repairing several items. Rebuilt the starter motor. Fitted a new bronze propeller tube. Replaced the original stuffing box with an American made 7/8 inch box milled out to fit the 25 mm tube. All kinds of fun. Unfortunately, time did not permit us to even launch her this summer past, so we do not know if any of these corrections are successful.

The idea for the replacement stuffing box came from a Mr. Jack Meyer who runs a place called Sea Power, somewhere in Connecticut, who used to work for DiPietro-Kay Corp. and is probably the world's expert in the repair and servicing of these engine and propeller installations. He was a great help.

We could write a book about this boat, and the experiences we have had, or nearly had, in her. As soon as we can verify that all is well we plan on taking her along the coast of Nova Scotia. There is always next summer...

Any way, please put my name on the list and send me the newsletter. Thanks.

*chals*



**DUES, DUES, DUES, DUES, DUES !**

If you haven't paid your '92 dues you will see this on your next newsletter and know why you are being dropped as a member.

Our dues are only: \$10. in the US  
\$11. in Canada  
\$18. abroad

LAST ISSUE  
MEMBERSHIP EXPIRED  
11/30/91

**CHECK YOUR CHECKBOOK TODAY!**

We want you as a member !



A letter to Joe Perel (Costa Mesa, CA) from Jeff Cook

4297 Canela Road  
Port St. John, Florida 32927  
10/25/91

Dear Joe,

The enclosed sketch was our solution to the anchor bow sprit problem. The currents on the Bahamian bank make two anchors a necessity.

The bowsprit is made of 2" mahogany with oak strips inlaid for looks. The cleat bolts and the 4 deck to hull bolts were all that were necessary to attach it. This made more holes in the deck unnecessary.

The roller shafts sit in a routed groove with the end piece holding them in place. The end piece can be easily replaced when it gets banged up. The offset angles of the rollers allow two anchors to sit closer side by side, which makes the overall design smaller. The tip of the bowsprit is 14" forward of the tip of the hull.

Teflon shims (an old cutting board) were put under the cleat to level the bowsprit.

The guides are mahogany blocks and do a fair job of keeping the rode in place.

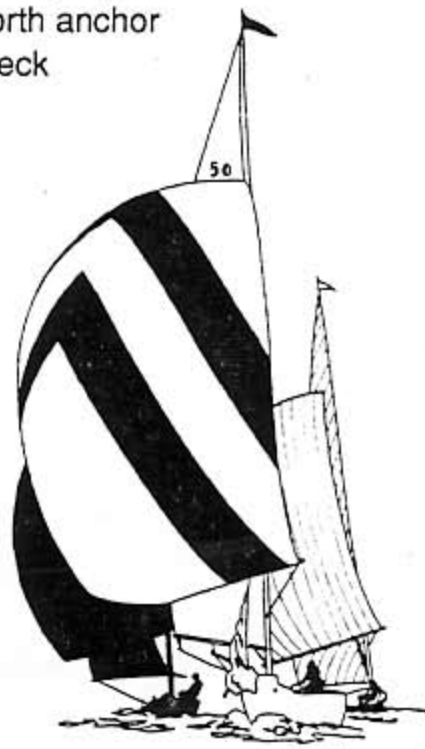
To install it I had to remove the bow rail and forestay. The 2" mahogany seemed sturdy enough so a support is not needed. Our 2 Danforth anchor shank tips meet just aft of the water fill deck fitting, leaving the deck free of obstruction.

Please don't hesitate to call if you have any questions.

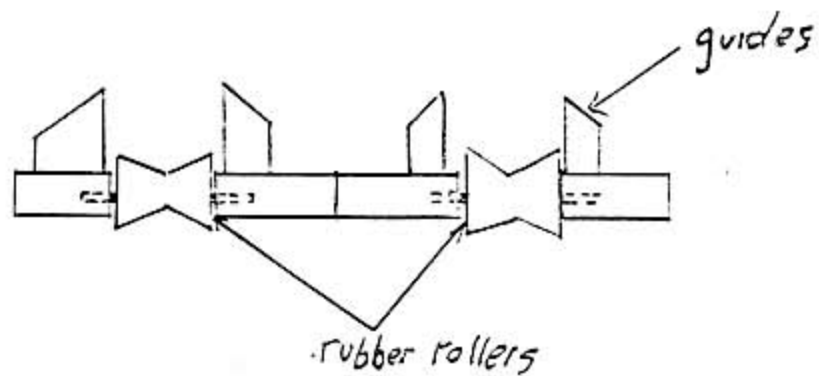
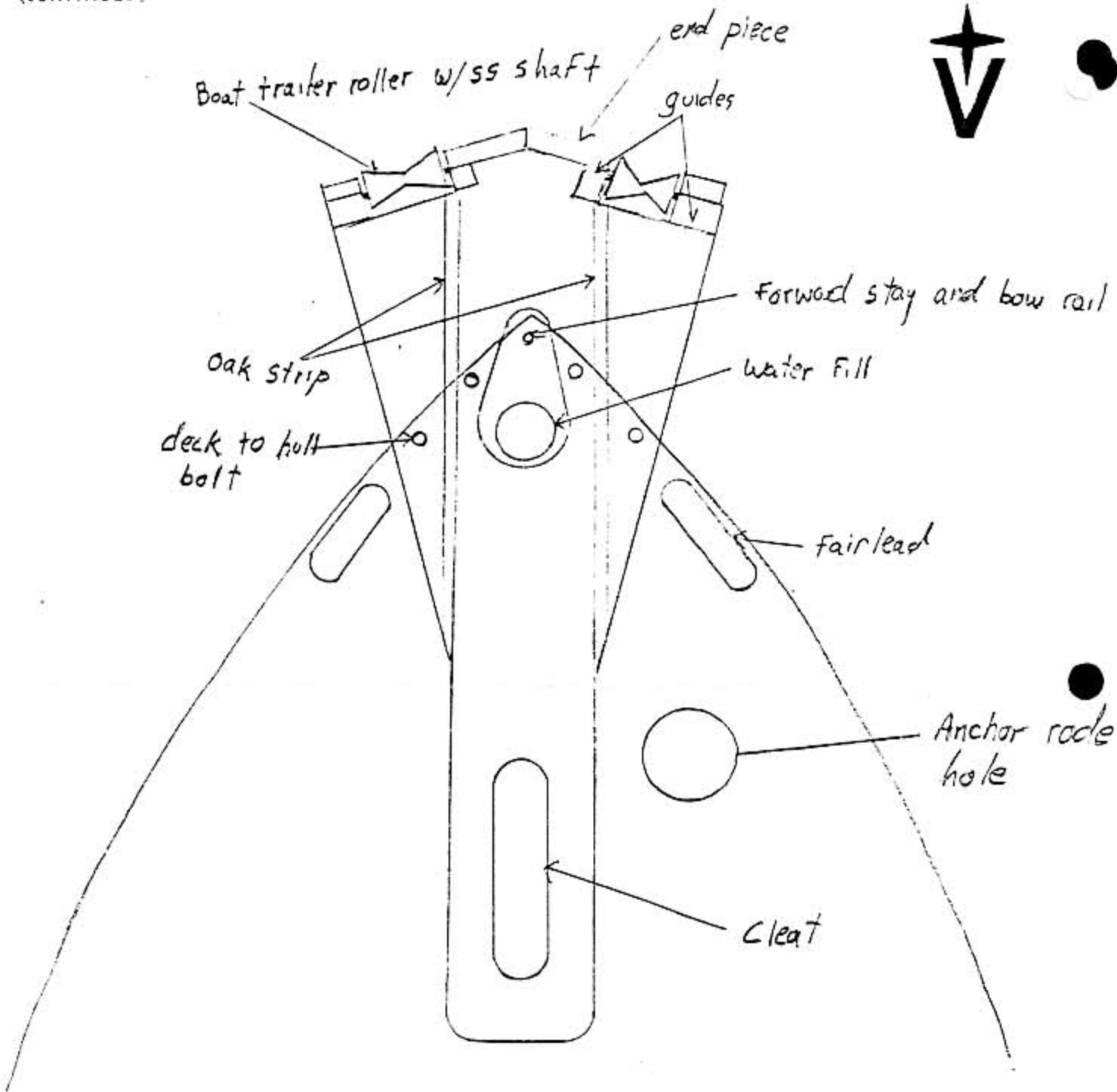
*Jeff Cook*

Jeff Cook  
Cherie Serafini  
"Cheff"  
407-639-0784

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Harold Cohon, Morton Grove, IL,  
is trying to upgrade his Amateur  
Radio Operators ("Ham") license  
to "General Class." Good Luck



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## Wendell Lloyd asks some questions. . . . .



August 27, 1991

822 Highway 90, 31W  
Bay St. Louis, M 39520  
Ofc: (504) 257-2005  
Home: (601) 467-2414

Dear Sidney,

I'm surprised that you didn't know the meaning of "two-blocked" when I was talking about the backstay on my Vega. The backstay turnbuckle bolts are touching each other and cannot be tightened further. ( It is two blocked".) This results in the backstay being a wee bit too loose - - not too bad though.

But that is not the main purpose of this letter. I have several questions which I hope someone can answer.

I have an old mainsail which I could convert to a cutter rig. . .

1. I am considering experimenting with a Cutter rig. Do you know of any member who has configured his boat with one of these rigs? What size & shape of sail Where to connect the forestay on the Mast and on deck? What about sheets and winches?
2. Does anyone have a sketch of the strengthening that the "Practical Sailor" article was referring to in it's feature article on the Vega?

Stern ladders are for athletes. . . . .

3. I want to construct a boarding ladder provision on either side of the cockpit:
  - Pelican hooks on lifeline terminals
  - A two piece, lightweight ladder some 9 feet long with risers similar to a swimming-pool ladder, detachable for port or starboard- side use.

Can you or anyone provide any help on such a project?

4. My icebox appears to be OK, but I am wondering if and how any of our members have improved on the original design.

After some 15 years of sailing my Vega I know that it is an especially great boat for the Gulf of Mexico. But what I would like to have is some practical means of cooling beverages and safeguarding fresh meat and fish over several days time. I have a well designed, two battery (actually three) battery system with a larger alternator with my 24HP Ducati (DM284) diesel, but I would prefer to use wind or solar power for the refrigeration. I do not expect to have a freezer or a full-fledged refrigerator aboard. Just an ice "extender" to keep ice from melting away for 5-6 days. . . .)

5. I find difficulty in storing items on the boat behind the back cushions and under the bunk cushion. It seems that "trap doors" might enhance the accessibility and make maintenance and cleaning easier. Any ideas?

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6. Anyone using solar power? I have two panels on order (small & medium sized). I plan to connect the small one to an FM stereo radio and the larger one to the 12 volt DC system.

7. I would appreciate any advice on practical soundproofing my diesel engine.

Sidney, I can recommend to our members the Mast Walker steps for climbing the mast, They remove all the effort and trepidation in working aloft and are well worth the cost!

Best regards

*Wendell Rloyd*

Wendell

P.S. Does anyone know of a source where I can get some Vega logo patches made that could be sewn on caps, shirts, etc? (I can sew, but not that well.)

\*\*\* (Editors note) - There may be others who might want embroidered emblems, so please let me know also. Also My appologies toWendell for misplacing his letter (and taking so long in getting it into print).

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## George Wood writes about Hurricane Bob:

9/30/91  
7 Woodmont Lane  
Malvern, PA 19355



The Vega Newsletter  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid,

When Hurricane "Robert" reached Portland, Maine, it's wind was only 60 Knots, so it wasn't a hurricane. However we had to prepare for the 100+ knot winds which hit Block Island and Buzzard's Bay.

In getting ready, we removed the sails, stowed top and side gear, added a bridle to our mooring to reduce yaw and got off the boat in our dinghy about 9 A.M. of the Monday the center was due (6 P.M.). We left "Nausicaa" riding to a 3-4000 lb granite block with a 1 1/4" mooring pennants protected by chafing guards made up of 1 1/4" pieces of fuel oil hose sewed on where the line passed through the chocks. Incidentally, we had changed from the O.E. chocks to much larger U.S. made chocks to accommodate heavy mooring pennants many years ago.

We were snug in a motel while "Robert" tore through Portland's Cascoe Bay. Our Cape Dory 10' dinghy was lashed, upside down, on the float nearest the gangway at Strouts Point Wharf, South Freeport (ME).

The next day we found everything safe and sound, as we left it - no damage. Two boats in the harbor were blown ashore (out of about 150 boats moored there). Most of the larger power boats and the Bustins Island ferry boat were lifted out to Strouts Point Wharf by a well-directed, hard working trave..lift crew by the arrival time of "Robert".

The fact that none of the boats were hit by loose boats heading ashore is indicative of the thorough preparations made for the high wind and tide by the boat owners. Some places nearby were not so protected and consequently "well secured" boats were hit by drifting boats left on light tackle(Long , light anchor lines and "lunch hooks").

Incidentally, before all this happened, we cruised Muscongus Bay, east of Cascoe Bay. Lying in "Greenland Cove" we met the owner of Vega #2858, "NAN-SEA II", Dick Schmehl (another member) who was most hospitable; giving us a quart of his raspberries one evening and a nice bluefish his grandson had caught while trolling.

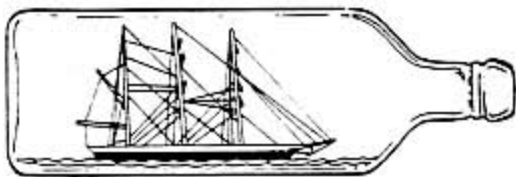
I am sure any other Vega crews would receive equal treatment. Another drawing card to this one is the nearby Hog Island Audubon Society site, complete with moorings, floats, and a welcome sign. Visitors should come complete with provisions for five days as the weather can catch you away from a source of resupply.

It was a great summer.

Sincerely

*George and Beppie Wood*

George Wood



Questioning our thru hull fittings -



Edward T. Dwyer III  
P.O. Box 272  
Braintree, MA 02184

November 4, 1991

Dear Sid,

Thanks for sending the Vega Owner's manual and newsletter. I have just finished reading both and found a lot of good information. Sorry for the delay in getting back to you, but as you know we were hit hard up by the recent storm.

I bought hull #1562 in June of this year with very little money and took her to a heated garage to work on her. Have removed the engine, COMBI, and everything else except interior woodwork and the 6 lifeline stanchion mounts. I've painted the deck with Interlux Brightside polyurethane and put a third coat on the hull. I like the results.

I am worried about the COMBI and the raw water cooled MD6A as both are in poor shape. Right now i'm looking for alternatives.

I have not seen anything in the manual about how people have dealt with the brass valves on the thru-hulls. Have they not been a problem? I've been told they are not a safe arrangement due to corrosion and the inability to really know what is going on in there.

I plan to replace with fiberglass reinforced plastic seacocks with ball valves.

I liked your drawing of the club burgee and have enclosed \$8.00 for one.

Sincerely,

  
Ted Dwyer

Editor's note: "I thought they were bronze".



## N.W. Pacific rendezvous Planned -

Dick Chudley (Altair, #1742) of Ganges, B.C., Canada, is interested in holding a Vega rendezvous "at some point close to the 49th parallel." Interested skippers should drop a line to Dick so that a date can be established convenient to the majority.

Dick Chudley  
RR#1 Moberly East C-37  
Ganges, B.C. Canada V0S 1E0  
Tel (604) 537-9747

**WELL COME**



November 30, 1991

Dear Sid:

The old definition of a boat was "a hole in the water into which you poured money."  
The new definition of a boat is "a thing that something is wrong with."

Happy holidays!

Best regards,

*Art*

## "Vetus engine is reliable & economical"

I have owned Java Jive (Vega #1060) for almost five years. Home port is Virginia Beach. This hull was named "World Wide" by the previous owner, Bill Edelstein who was a contributor of several articles to your newsletter. I bought the Vega from Bill in May of '87. He repowered with a Vetus M2.05 (10.5 Hp) in '85. This engine has performed well but unfortunately suffered from premature failure of the heat exchanger due to poor design of the water injection system. I replaced the two heat exchangers before Vetus came out with an upgrade to fix the problem. Otherwise this little diesel is reliable and very economical to operate.

In 1989 we moved to Pensacola but left "Java Jive" in Virginia. The urge to sail here in Pensacola is strong. However so, I'm planning to sail her down the coast and up the gulf next year when I retire. I would like to hear from anyone who has made this journey.

1992 ducs are enclosed.

Best wishes,

Dick Gingrass

*Dick*

