

VEGA Newsletter

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

25 Feb 1993

Voice of American Vega Sailors

No. 2-93

To our readers:

In the beginning, when VODCA was first organized our members were kept advised by letters, postcards and newsletters - when required. This task successively went from Phil Rogers to Jack Berle to Russ Walker. In 1978 I became Vice Commodore and the task of communication fell into my hands. Due to our growing membership, an increase in our monthly cruising activities, and an increased flow of technical information, the need for more communication was necessary. Soon I was putting out the VODCA newsletter on a monthly basis and I just kept on doing it - year after year.



As the years passed, VODCA grew from being a Chesapeake Bay oriented organization into a North American one. It truly became the "Voice of the American Vega sailor". When I contemplated retirement, I briefly considered giving up editorship of the newsletter, but by then it had become a "labor of love" and I knew that I couldn't be separated from it - especially since it kept me in contact with so many nice people across the American continent and as far away as Europe. Sometimes my face would get red when I opened a letter and got thanked for doing what I liked to do.

Last month I published our "Honor Roll of Members" listing our members who have stayed with us for 10 years or longer and those having more than 5 years membership. I was awed to ascertain the large number of people who enjoyed being in our group. We are truly a fraternity of Vega sailors. People helping people!

I recently received a letter from one of our 10 year "Honor Roll" members which "made my day". I would like to share this member's comments with you since all of you are included in it. It reads:

"We sold our Vega this summer after 18 years of sailing into many adventures with family and friends. It is now someone else's turn with our loved one. We are now happily exploring our country and others by land and enjoy it very much. Over the years the Vega Newsletter has been our secret glimpse into a small world of very wonderful people, their boats and their magical adventures."

My feelings are echoed in this statement. My sincere thanks to each of our members for their help in making this newsletter/organization a success!

Fair winds!

Sid Rosen

November 23, 1992

Vega Newsletter
Sidney A. Rosen
10615 Whitman Circle
Orlando, Florida
32821

Dear Sid:

I am writing to see if any other members have a solution to my problem. We would like to add a dodger and bimini to our Vega (Cheff). We would like to be able to cover the entire cockpit area for hot days when we have guests on board. The problem is the main sheets cut through the middle of the cockpit and don't allow for a continuous bimini. I'm certain others have run into this problem and I would appreciate any advice.

An update on some other work I've been doing. I wrote a while ago about having my stern rail re-shaped due to an accident with my piling during a storm. I thought I had found a shop to do the work for me but when I investigated further I found they were using alot of crow bars and 2x4s. I decided I would leave it until a better facility could be found.

Our new roller reefing system has worked beautifully. If we've lost any efficiency I haven't seen it and the convenience and safety of the system are fantastic. I'd recommend it to anyone.

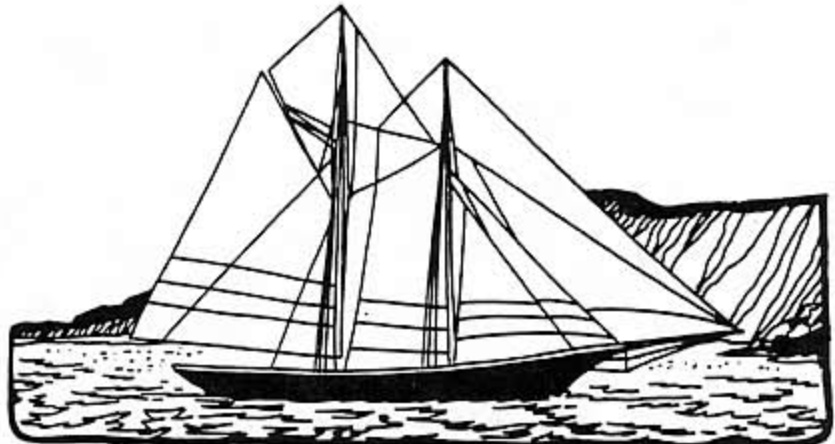
When Cherie and I got married last May we had our bridal registry at a marine store. Our families and friends appreciated the opportunity to give unique gifts that they knew would be used and appreciated rather than the usual toaster and salad bowl. We still don't own a toaster but we do have a well equipped boat.

Sincerely,

Jeff and Cherie Cook
"Cheff"

4297 Canela Rd.
Cocoa, FL
32927

407-639-0784



- FORMER MEMBER DICK GRANDON RECENTLY PURCHASED AN ALBIN SINGOALLA (SPELLING ?) AND IS WELL PLEASED WITH IT. VERY FEW OF THESE BOATS WERE MANUFACTURED. THE BOAT LOOKS LIKE A VEGA & EVEN HAS THE MAST STEPPED ON DESK. THE BEAM IS 10 1/2 FEET.

DEAR SID,

NO ADVENTURES OR MISADVENTURES FROM THIS END OF THE COUNTRY AS FAR AS THE KOINONIA IS CONCERNED. SHE HASN'T EVEN BEEN AWAY FROM THE DOCK THIS YEAR. FUNDS FOR A NEW ENGINE ARE SLOW COMMING IN.

THE ONLY THING I'VE DONE FOR THE KOINONIA THIS YEAR BESIDES PULLING THE ENGINE HAS BEEN TO MAKE PLEXIGLASS WASHBOARDS. THE KOINONIA HAS FOUR TEAK BOARDS. I MADE ONE FULL LENGTH PLEXIGLASS BOARD CUT IN HALF. I CAN PUT IN BOTH PLEXIGLASS BOARDS OR LEAVE TWO TEAK BOARDS IN AND ONE PLEXIBOARD. EITHER WAY WE LIKE THE EXTRA LIGHT AND THE MATE SAYS SHE THINKS IT MAKES IT FEEL MORE ROOMY BELOW.

KEEP THE NEWSLETTERS COMMING. MONEY ORDER ENCLOSED

SINCERELY,


Henry Grant

HENRY GRANT



• Free for the asking

TERRY POLIS SENT YOUR EDITOR TWO (2) "SEE-A-TACK"[©] GUIDES TO SAIL SETTING WHICH HE HAS DEVELOPED AND IS PROMOTING AS A SAIL TRIM TEACHING AID. THE DEVICE IS DESIGNED TO AID THE NOVICE SAILOR IN VISUALIZING HOW A SAILBOAT IS POSITIONED IN RELATION TO WIND DIRECTION AND COMPASS HEADING AND IT TEACHES CORRECT SAIL TRIM. IN RACING, YOU CAN PLAN STRATEGIES BY PRE-DETERMINING HEADINGS ON UPWIND LEGS. FREE TO FIRST TWO MEMBERS WRITING THE EDITOR.


Hang onto your Vegas fellas!

ROBERT ECKWALL
30 RUE DE LA LIBERTE
66660 PORT VENDRES, FRANCE

Sidney A Rosen, Editor
10615 Whitman Circle
Orlando, FL 32821 USA

30 December 1992

Dear Sid,

I received the December newsletter with your usual, subtle "yer money or yer life!" call for dues. As a suspected person begins to feel he's done something wrong; I immediately sat down and wrote out a check (on an account in which I may have money). It is enclosed.

By the way, with all the talk about the recession in the States, not to mention the rest of the world, how come boat prices haven't dropped? I received the annual YACHTING superyacht edition last week and noted the prices for new and used boats of all sizes seemed to be higher than when I last looked. Why is this? Another question. When all those boats built and financed in the '80s hit the market, who is going to "eat" the inflated prices? From all I've heard, nothing seems to have changed. By the way, it's the same here. In England the Fisher 37 Motor Sailer is priced - at the factory - in round figures of \$250,000. without VAT. When I heard that I practically fainted! That's for a stripped boat. Hang on to your Vegas fellas!

By the way, ask that guy who smeared Gluvit on the interior if the wood is still sticking - I'm going to have to do something similar when next I'm in the States.

Happy New Year to the membership and especially to you, oh fearless Editor.

Bob & Monique



Arthur J. Levin
90 Edgewater Drive #826
Coral Gables, FL 33133

Dear Sid:

Thank you for your call and concern about the welfare of the South Florida survivors of Hurricane Andrew. I live in a flood zone and we had to evacuate our 13 storey condo, so we spent some very scary hours at our daughter's home in South Kendall, even closer to the eye and the 168 mph destruction. Our daughter's home took some bad hits from trees but survived. Our condo's ground floor and elevators were flooded, as was the pool, the parking lot and cars left in it, and a number of windows and glass curtain walls/doors were blown out with great damage to the affected apartments. The building is now being surveyed for structural damage. Miraculously, no one here was injured (physically), and our apartment survived intact due to luck and storm shutters. No pictures can adequately depict the damage that was wrought. Hardly any trees or shrubs were left intact anyplace in a 35-mile area, and the housing damage is unimaginable. The aftermath is just as bad: no electricity for days and weeks in some places with consequent food spoilage and scarcity, boiling water if any, homelessness, joblessness, the heat without now indispensable A/C, et al. I'm directing traffic at intersections without traffic signals as my small volunteer contribution. Recovery will take months or years.

But this is about boats. Warren Fischer's (#405) and my Vega (#1706) survived with some, mostly cosmetic, damage. The major secret, above all other considerations, is to isolate the boat from other boats if possible. Otherwise the domino effect takes over. Equally important, is to secure the boat so it will not be set upon a dock or pilings with the storm surge (8 to 9 feet here). Warren anchored his boat away from other boats out in the river with three bow anchors, one directly ahead, and the two others at 180° port and starboard. Additionally, he ran two lines from the stern to cleats on the sea wall. Two of the bow anchors were fouled with storm debris and dragged but one held fast, as did the stern lines. We now know the cleats on the Vega can withstand Force 4 or 5 hurricanes.

I moved my boat from its usual slip at a dock with 18 other boats, where it would have been crushed by the trawler next to it which was pushed into my slip by a heavy sailboat when both boats pulled down the dolphin pilings to which they were attached. There was some heavy damage to the boats at that dock. I took my Vega to a friend's private dock where I was the only boat. I ran four lines from two dolphin pilings to the port stern and bow and two more as spring lines fore and aft to the chain plates. I used the same arrangement on the starboard side to the dock, keeping the boat far enough off the dock so that I needed a board as a gangplank to get off. I should have run anchor lines off the port side as an additional precaution but didn't because I didn't have a dinghy. That was a mistake because the storm surge was high enough to set the boat onto a dock piling resulting in gashes in the gelcoat to the starboard hull and bow, a broken running light, a slightly bent bow pulpit and lifeline stanchions, the bow roller torn off, and a loosened lower forward shroud. What lurks below the waterline I don't know, but the boat didn't take a drop of water inside. I didn't chock the lines to avoid chafing, but five half-inch lines snapped. I had removed everything topside: the boom, all blocks, the dodger, but not the halyards or other lines which were securely fastened, and I simply locked the companionway and forward hatch, and tied down the tiller. Everything topside came thru, including the mast. I tried to fill in the

gelcoat gashes but they were two extensive, and so I've filed a claim with BOAT/U.S. insurance (my first in 20 years) and am awaiting the adjuster.

The damage to boats and docks at public marinas is unbelievable unless seen. In one place I saw about fifty boats, huge power and sailboats, piled up for disposal after being pulled out of the water at Dinner Key marina, total losses. Scattered around in the debris were what used to be interior luxury amenities. "The best laid plans of mice and men."

But for the most part, boats are grownup toys mostly covered by insurance. The real tragedy are the people made homeless, jobless, who lost everything without insurance coverage, too poor to start over and almost hopeless. The foodstamp and welfare lines will be much longer now.

Sadder but wiser,



DUES. DUES. DUES !

If you haven't paid your '93 dues you will see this on the front of your next newsletter & know why you are being dropped as a member. Our dues are:

\$10. in the US
\$11. in Canada
\$18. abroad

LAST ISSUE
MEMBERSHIP EXPIRED

12/31/92

Find a boatyard, not your front yard: Talk about your homeowners' association from hell.

A circuit court judge in Anne Arundel County has told a Crofton, Md., man that if he parks his boat in his yard again, he'll be sentenced to 90 days in county jail and fined \$40 every day the boat is there.

According to the Baltimore Sun, Jeffrey A. Beard, who has lived in the planned community of Crofton for 10 years, violated the community's rules by parking his 21-foot powerboat outside.

The Civic Association took Beard to court, and a judge issued an order forbidding him to park the boat in his yard. He was ordered back to court after the association said he continued to violate the rules. Beard told the judge he'd only parked his boat in the yard for two days in June for maintenance, but the judge sentenced him to 90 days suspended, issued suspended fines and promised if it happened again, he'd lift the suspensions.

* Soundings Jan '93

Norm Meissner responds to Last month's "Why not try Racing ?"

"By the way, I won first place in a race by the Sun Coast Yacht Club in November. It seems that the wind was blowing out of the North @ 25 and the race was to windward and the other 10 competing boats did not finish, so I won! It's funny that the smallest boat in the race with the highest rating should be the only one to finish. The Vega really loved that day and handled the conditions with no strain whatsoever, but thank goodness I had a dodger."

Anyone else racing? Please keep us posted



Vega Association of Great Britain

Last year I picked up a reference in the Dutch (Kring Van vega Zeilers) newsletter concerning aluminium window frames for the Vega. These replace the rubber stripping which is vulnerable in heavy seas (Anne Miller in RUPERT had everything perishable destroyed by flooding during her Atlantic crossing). The provisional ex works ex VAT price is likely to be 1500 Dutch Florins (circa £500) for a set of 6 (4 small two large). They take the existing glass and are anodized . there is a condensation gutter and fitting can be done in a day with the aid of a screwdriver.

I have tried to reproduce a photo below. Elly Van Soest plans to make a commercial offer in the autumn. In the meantime 16 Dutch Vega have been equipped.

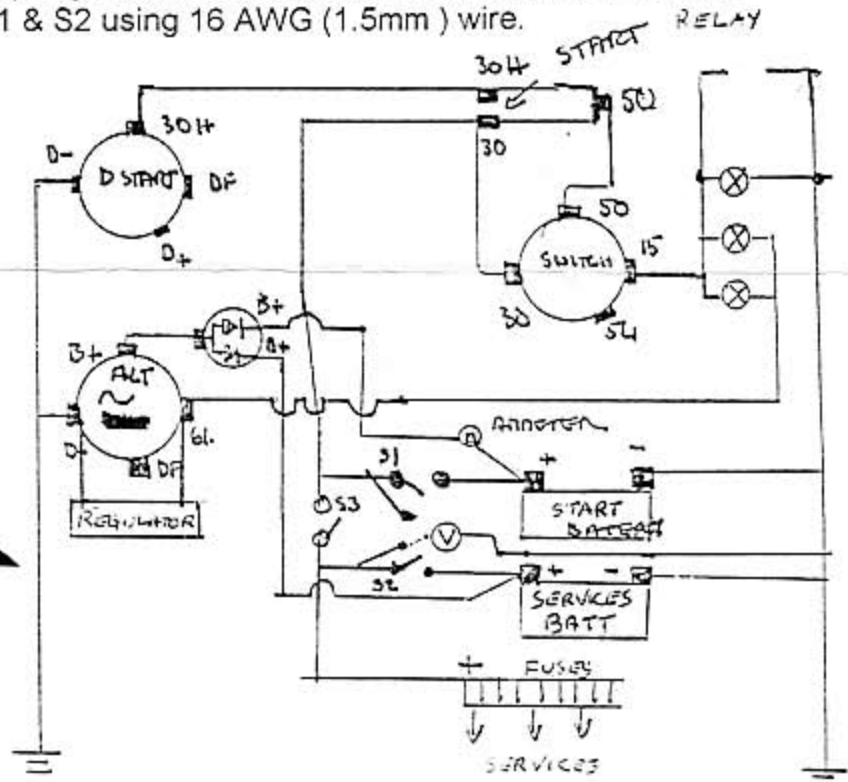
Another area of expense is the replacement of worn drive and control shafts and propellers. The fact is that those who have had to do this repair comment on the simplicity of the system and of course the advantage of having a feathering propeller. The Vega Marin Stuffing Box has been positively commented on by our friends in the USA and the incidence of catastrophic failure is small as is that of leaks. Most owners have fitted an oil header tank to lubricate the stern unit. Willie Wickens wrote about fitting a gas pressurised automatic greasing unit (used on machine tools) these screw directly into the stern unit and can be obtained from WYMARK Runnings Road Industrial Estate Cheltenham 0242 520966. He is satisfied with the operation. However, if you have to replace these parts the current ex-vat costs are something like this: Shaft and Control Shaft £268, Prop Boss £470, Prop Blades £598 a pair - together with seals the parts cost is about £1400. Labour costs are about £650 if you get a boatyard to do the job. Thus including everything you are likely to pay some £2,500 unless you are able to do it yourself and get second-hand prop parts. The alternative is to fit a complete new engine and drive unit. Steve Jefferson did this with Starshine last year and has promised to write it up. Hugo Walford who owns Lalji is at present going through the decision making as it appears to be only a few hundred pounds more expensive than just repairing the drive unit. Of course no-one has yet defined the operating life of the MD6A. Ours is now 20 years old and for 5 years has simply had the oil filter replaced and the oil changed. There was a slight problem with an injector blowing slightly but this was fixed in 1987 and in 1989 the water channels inside the manifold became silted up and had to be cleared.

The Dutch have run a series of articles on the Dynastart/Alternator which I got them to translate. As you know the regulator for the Dynastart costs some £60 and if you are prepared to use it simply for starting then a Bosch starter relay at about £9 will do the job. The wiring 30,30H and D- must be 9 AWG (6mm). The batteries are connected in parallel and are charged by the alternator even on tickover. Of course you no longer have a battery dedicated to starting the engine and one battery can discharge into the other



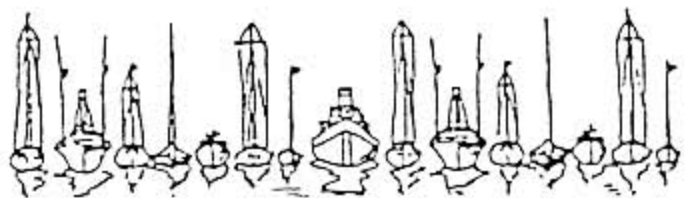
if they are not isolated when the engine is off. Mr Van Loon proposed a more elaborate arrangement described below. The Dutch technical committee observed that the alternator output voltage would have to be increased by 0.7V and that switch S3 was only for use where the starter battery was flat or for starting a cabin heater.

By inserting blocking diodes (costing about £30) between B+ on the alternator and the +ve battery terminals we have restored the separate start battery/services battery arrangement. If S1 and S2 are opened whilst the engine is running, the alternator will continue to be connected via B+ and the diodes to the battery. When the engine is stationary with S1 & S2 closed the batteries cannot discharge into each other if S3 is open. If you wish to have checking facilities then an ammeter can be connected between B+ and battery +ve using 11 AWG (4mm) wire. A battery condition meter (Voltage meter with suppressed zero) can be connected to the common or negative line with a toggle switch spring-loaded to the centre or off position selectable to the left hand side of S1 & S2 using 16 AWG (1.5mm) wire.



Well I do not know when the next Newsletter will appear - much depends on receiving some contributions from you. Once again many thanks.

Michael Edmonds
14 Marlborough Rd
Aldbourne
Nr Marlborough
Wilts
SN8 2DD



Yes you can foam-insulate your ice box, with greatly improved keeping of ice for 4 or 5 days in hot weather instead of 2. Previously I tried to describe the procedure in letters to members Norman Meissner and Wendell Lloyd but I could not remember details and my boat was two hours away. My description in the August Vega Newsletter was confusing and Editor Sid asked for clarification. Here is a slightly improved version -- maybe Norman or Wendell has done this recently and can give a better description.

The counter-top does come off, although even looking at it I cannot remember the details. Start with two screws which are about 2" forward of the sink. Disconnect the sink drain and the hoses from the taps, and they all come up with the counter-top. Yes you can do it. Separate the stainless steel ice box from the counter-top, I think by separating the metal from the lowest level of wood frame that supports the lid. From underneath, it may be obvious how to do that, I think there was a metal strap. Throw away the feeble sheets of insulation which were on the ice box.

Build a plywood box to go outside the s.s. ice box, with clearance of 2" or as much as you can manage, on all sides and the bottom. Fasten it to the boat in convenient places. Mine stretches: inboard to within 1/4" of the wall beside the engine and companionway; outboard as far as the vertical piece of wood which forms the inboard side of the cupboards above the sink; forward so that it is more or less snug against the sink; aft, I believe, to the bulkhead at the forward end of the cockpit locker; and down as far as the existing floor of the cupboard under the sink. Make trial fits of the ice box and counter-top.

Arrange the drain hose through the box and refasten it to s.s. ice box, and suspend the ice box in the plywood box with a couple of long screws and blocks at the top and some temporary braces near the top. Remember the s.s. box has to end up in the right place to fit the opening in the counter-top. Fill the 2" space with foam-in-place insulation which can be bought in small cylinders. Do it in stages making sure that the under side is filled. Let it foam past the top, and trim it after it hardens. Fasten back the counter-top and connect sink and taps. Seal the s.s. ice box to the wood frame with appropriate caulk or glue.

All this took a long day of work, as I recall, but the family had fun watching the foam creep over the top. I also took the opportunity to lower the short metal drain pipe and make it the lowest point in the ice box, instead of sticking up above the bottom.



Vega Wanted :

We have a new member who wants to buy a Vega. If yours is for sale, please contact: Mr. James Allen
2602 Quadra Street
Victoria, B.C. Canada V8T 4E4



Needed:

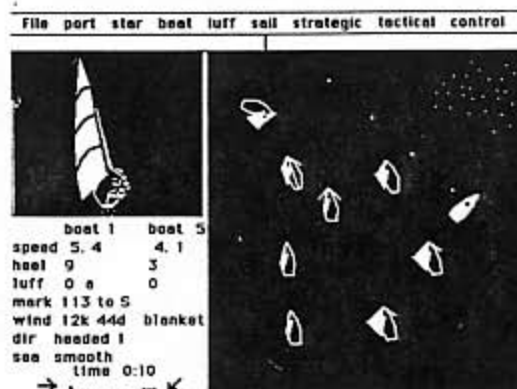
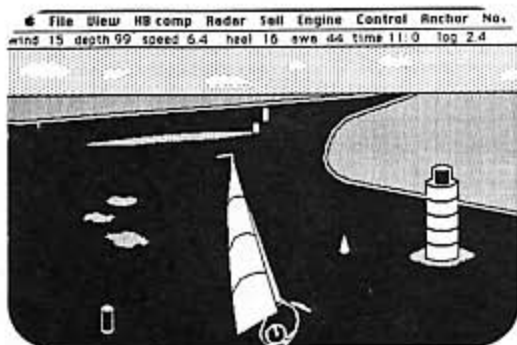
A copy of VODCA newsletter #1-79 to complete my records. If you were a founding member ("member of the plank") of our predecessor organization - the Vega One Design Chesapeake Association you may have one in your files. Please check, a copy would really be appreciated. Sid



Treat yourself to some sailing software -

Posey Software system requirements:

- IBM or compatible; CGA, EGA, VGA or Hercules mono graphics; DOS 2.1 or later; at least 256K memory.
 - Macintosh 512K or higher with mouse.
- Please specify computer type and disk size.



We carry four sailing simulators from **Posey Yacht Design**, for both IBM compatible and Macintosh.

Coastal Cruising

Practice essential cruising skills in different settings. Plan your route and select anchorages. Navigate using loran/GPS, handbearing compass, radar and dead reckoning. Deal with unexpected problems. Shorelines, chart, weather, and tide change every cruise. 10 levels of difficulty.

Product # 0409-; Version: PC 5.25 (-03), PC 3.5 (-02), Mac (-01); \$49.50

Sailboat Dynamics

This simulator is designed to help any sailor become more proficient. The manual guides you through important sailing techniques and concepts.

Feedback is immediate as the computerized boat responds to your actions and decisions. You'll see sails change shape, the boat turn or heel, and more. Product # 0407-; Version: PC 5.25 (-03), PC 3.5 (-02), Mac (-01); \$49.50

Advanced Racing

In this simulator you race an aggressive 10-boat fleet. You steer, position crew, determine tactics and strategy, etc. Each race is different and starts with a weather forecast. "Instant justice" jury states rules that are violated and issues penalties. 15 levels of difficulty.

Product # 0408-; Version: PC 5.25 (-03), PC 3.5 (-02), Mac (-01); \$49.50

Tactics & Strategy

The newest release from Posey presents a number of tactical and strategic challenges. Race against a fleet of 15 boats, or choose match racing against the computer. Race in a lake, around an island or in coastal settings with short course, distance race and other options.

Product # 0410-; Version: PC 5.25 (-03), PC 3.5 (-02), Mac (-01); \$49.50

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