

## ✓ Translators needed !

The following appeal for translators was published in the latest newsletter of the Vega Association of Great Britain. Like us, they receive Vega newsletters written in Danish, Dutch, German, and Swedish and are missing out on a lot of valuable information for lack of translators. If you can translate any of these languages into English, please let Sid Rosen know. Please help us if you can ! We need you !

Securité

Securité

Securité

HELP required for the secretary bird. . .

Do you sprechen die Deutsche  
or die Norwegan  
or die Swedish

or even die Dutch ?? ?

If someone can from time to time translate any of these languages into plain English and is willing to do so for nothing but love of the VAGB, we may get a few interesting articles from our foreign counterparts in our newsletter. If you can help, contact me:



## ✓ Do you need gasketing tape for the cockpit sole?

A few months ago I asked for sources of gasketing for the cockpit sole. George Wood gave us a lead on a company in Philadelphia, Pa. This manufacturer has a black closed cell Neoprene tape measuring 3/16" thick x 1" wide with a pressure sensitive (peel off) adhesive on one side. George has used this product for years and has been well pleased with it. I have contacted the manufacturer of the tape and we could purchase their minimum order of 600 feet if enough of our members would send me orders for it.

I will cut the tape into 50 foot lengths so that members who order it won't have a lot of excess tape laying around. These pieces will be sold at or near our cost of \$7.00 postpaid. So, I will need orders from at least 12 members if the tape is to be ordered. Each 50 foot piece should be enough for three applications.

Sid

J. ALBERT HALL  
413-533-225  
164 WOODBRIDGE ST.  
SOUTH HADLEY, MA 01075

December 31, 1993

Dear Sid,

A HAPPY NEW YEAR to you, your various assistants, and anyone who happens to read this letter.

Which reminds me that membership dues were due back in November. I am enclosing a check. If dues have gone up, I trust you'll let me know.

I've enjoyed my VEGA over the past years, but as my agility wanes I find that the boat gets less use year by year. It's a tough decision, but Vega #1862 is up for sale.

She was built in 1973, and is now in Westbrook, CT., which is on Long Island Sound.

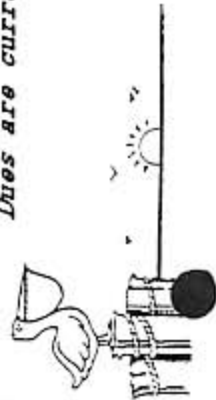
Please write or phone for more details.

Yours truly,




• Editor's Note:

Dues are currently payable



## Snow birds!



Currently two sets of our members are wintering in Florida with their Vegas. Yvan Monnard & Collette Cousineau, of Ste. Scholastique, Quebec (#3199) are now in Fort Lauderdale (Atlantic coast). John & Lois Sprague of Guelph, Ontario (#1492) are enjoying the St. Petersburg area (Gulf coast). Both boats came to Florida via the US Intracoastal Waterway system. The Spragues left the waterway at Stuart, Fl. and used the Okeechobee Waterway (St. Lucie River and canal, Lake Okeechobee, the Caloosahatchee River & canal) across Florida to Fort Meyer on Florida's West Coast, and then sailed North to St. Petersburg. We wish our visitors an enjoyable winter and good sailing!

## Industry fights plan for fuel dock liability

Warning of boats carrying "Molotov cocktails" and of the disappearance of marine fuel docks across the country, the marina industry wants a federal agency to drop a proposed rule requiring marine fuel docks to show \$150 million in oil spill liability.

"Marina Operators Association of America (MOAA) strongly believes the financial burden imposed by the proposed rule will cause most, if not all, marinas to close their fuel docks," say MOAA executive director Phil Keeter and president Bob Giesler.

They warn the government that recreational boaters and commercial fishermen would resort to carrying fuel in jerry jugs and cans, increasing the risk of fire, spillage and explosion.

\* Soundings, January 1994

Get A Member

Doug Hare ("Siliqua", #2383) writes:



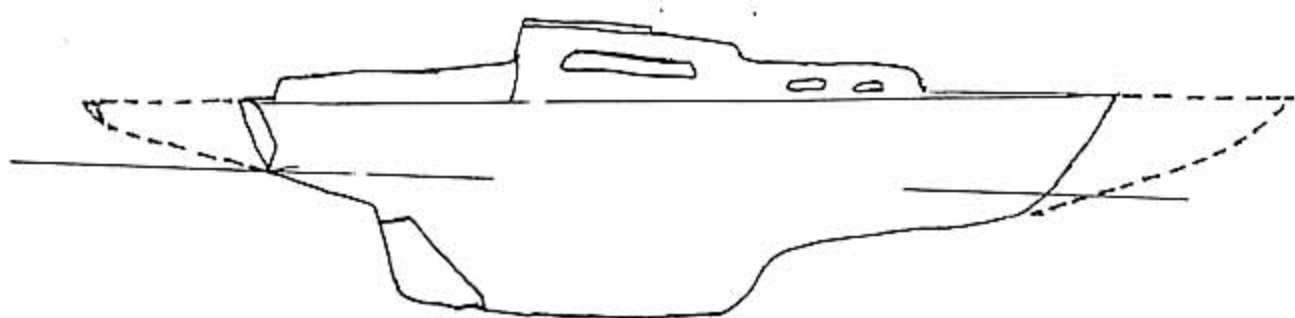
4322 Houlahan Pl  
Victoria, B.C.  
V8N 3T1  
December 1 1993

Dear Sid

OK, OK I can take a hint - this letter is overdue.

First, here is a picture of us on SILIQUA at this year's Capital City Yacht Club Sail past. Note the Vega Bungee between CCYC and Princess Louisa Society. CCYC is primarily a powerboat club, however as many as 10% sailboats infiltrated the ranks. In 1979 we were the first to actually Sail past in our Club. Sail past day was quite breezy that year & since the powerboaters hate wind the salute was held in Isehum Harbour. The salute vessel always tries to find a sheltered spot so the sailors really are becalmed at the critical moment. We were sailing briskly using our 100% jib only and managed to tack into a space in the line of boats, (unnerving a couple in the process) rounded up in front of the Commodore, made a quick salute with the sail flogging & beared off on the other tack. The Commodore was a bit startled since there were only a couple of sail boats in the club then but quite approved & has never forgotten us.

In the Vega owners manual Per Bro hall says the Vega is based on the SKERRY CRUISER, about which I knew little but Wooden Boat Magazine #114 Published an article on the "Square meter Class Sailboats". The Square meter rule defines groups of Skerry Cruisers for level racing. The Skerry Islands have mostly light winds hence Skerry Cruisers are light & easily driven. The earliest 30 square meter (1908) called ALVAN and still sailing resembles nothing so much as a stretched out Vega although with a bit less freeboard!



Here I've dashed in bow & stern overhangs over the profile of Vega & except that the square-meters had larger rudders you get the likeness of the ancestral skerry cruiser.

Pertinent to Vega owners is the fact that some of the Square-meter boats have also been retrofitted with spade rudders to improve control. Also of interest is that Singoalla - the name applied to the 34' family size Vega made for the U.S. market is the name of the largest of all square-meters - 150 square meters sail area 79' long & 11 feet beam! The only Albin Singoalla I have seen shares Vega's bad manners in reverse.

✓ I wonder if Kenneth Burkette's mystery leak on PROVIDENCE might not be his icebox drain??

✓ If no more suitable grease is found for stuffing boxes I would suggest trying any light grease labeled "synthetic" (usually brightly colored) as these are said to be more water proof.

✓ For resealing cabin windows I suspect there may be a suitable substitute for Vega gaskets at autoglass suppliers. The factory gasket is cut to fit & the necessary length & cross-section may be found.

✓ On the subject of handrails - I feel that the best fix is to through-bolt ( $\frac{1}{4} \times 20.55$ ) however if using screws the broken stubs of the original brass screws may be removed by a technique I used restoring a wooden air-plane. Obtain a piece of steel tubing with an inside diameter slightly larger than the body of the screws (e.g. brake line). file rough teeth on the end of the tube. Centered over the broken screw this mini hole saw will grind away the wood around the screw & release it.

Some patience and a light touch (clear chips frequently) is required but will result in a small hole which can have a dowell epoxied into it. The replacement screws can then be replaced in their original locations with no extra holes to fill. Extra strength can be obtained by using a urethane type sealant as they bond very strongly to wood & G.R.P.

Our best wishes to all Vega Sailors and our fearless editor for the upcoming season

Doug Hare  
Bosun "Siliva" 2383



Vega Association of Gt. Britain

10 Dec 1993

Dear Sid,

Thank you for your super Newsletters during the year. They have been a huge inspiration. I would like to wish you and all the American Vega sailers, a Merry Christmas and a Very Happy 1994.

sincerely,

Diana

WASHINGTON, DC - Congress has mandated the FCC to increase the radio license fee for boaters and other mariners from \$35 to \$70 for a five year license, or \$105 for a ten year license. Those so called ship Station Licenses are required for any boat that carries a marine radio (VHF), radar, or EPIRB. Congress also authorized the FCC to waive the increase "if such action would promote the public interest". If you are interested in promoting the public interest by keeping your fees low, please write to Secretary, FCC, 1919 M Street NW, Washington, DC 32554 and let him know.







# DAGEX PROCESS SEPARATION EQUIPMENT

90 LORD SEATON ROAD,  
WILLOWDALE, ONTARIO, M2P 1K5  
PHONE: (416) 223-6637  
FAX: (416) 733-4453



December 12th, 1993

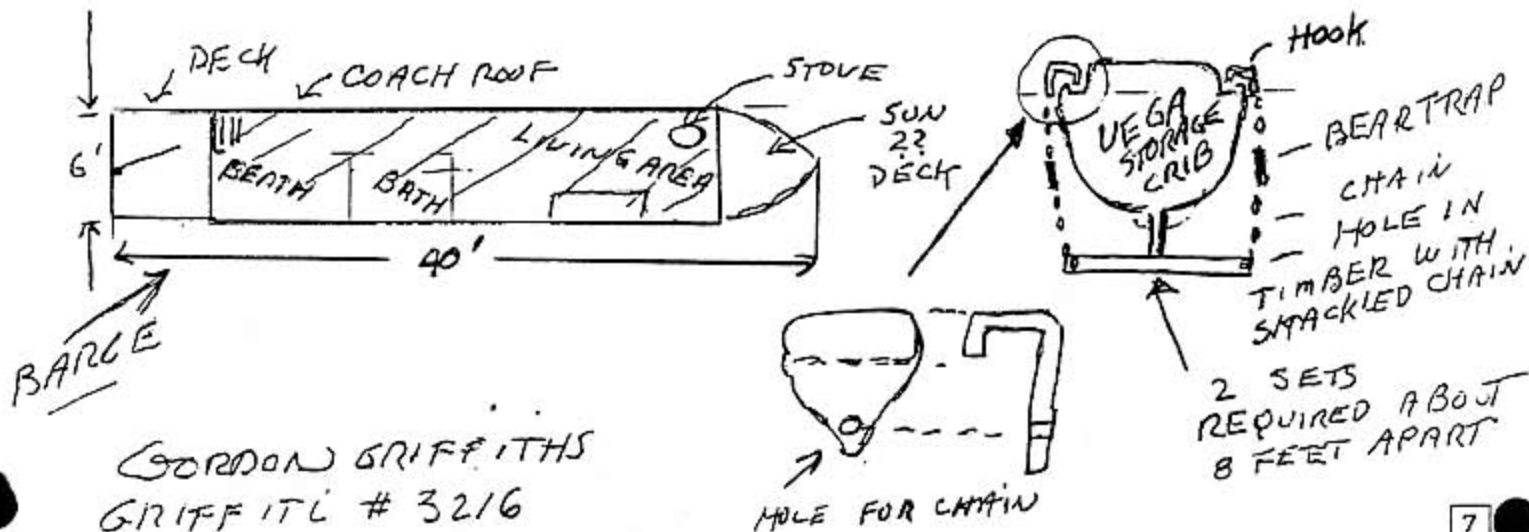
Dear Sid:

From your last news letter you said that there was not too much in the member mail to draw from so my contribution on Vegaries. In September we went to England and Sweden on a combined business-vacation trip. In England we borrowed a friend's canal barge for a few days of cruising which took us from a point half way between Oxford and Banbury to Banbury and back and it was a memorable excursion.

The barge is 40 feet long and 6 feet wide with the canals usually about 25 feet wide except at the bridges and locks where it is only 6 foot 2 inches up to possibly 14 feet. In the 6 foot 2 inches it is necessary I found to pull up the boat fenders. I got stuck in the first lock for about 20 minutes because of my failure to do so. Turning around can be effected only in a turn around where the canal has a wedge where the width is up to 60 feet over a length of about 20 to 30 feet. The bridges are opened by convincing your wife to either hang from the counterweight chain or drive the boat, My wife preferred hanging. The same applied to opening the lock gates where one has to open the small gate to let the water flow into the lock followed by opening the large gate so you can drive the barge in and the reverse if you are going up. The barge is well appointed with a forward sun ??? deck, living room area, kitchen, bath room and double berth. See sketch. The larger barges are similar except more berths in line. Heat and drying out is obtained by a coal stove in the living room (I managed to knock the flower pot water trap off the chimney on when I went under the first bridge) and hot water is a real slick system using propane and an instant demand water heater which ignites when you turn on the tap and shuts of when you turn off the tap. Similar rental barges can be obtains for about \$600 US and up per week. Nearly all the barges are powered by a Perkins 3 cylinder 20 HP air cooled diesel. Hence there are no through hull fittings, only holding tanks. The weather was awful ranging from gale force wind with rain to no wind and drizzle but it was really a lot of fun. Other barges help each other in the locks and bridges and the name of the game is not to travel too fast or too far but enjoy the scenery, cattle and sheep at the water's edge, swans mooching for handouts and so on. In good weather I am sure it would have been only more enjoyable. The canal system is well supplied with pubs every 6 or 7 miles where one can stop for a pint along with a steak and kidney pie dinner or whatever. I would highly recommend the experience to all of our members. On the third day, we finally succumbed to the weather and used the barge for our hotel room and commuted to Oxford by train to sight see, the home berth was about 250 yards from a commuter station.

Following above, we flew to Gotenburg and spent one day sight seeing and visiting a very large marina in the southern section of the city and spotted two Vegas in storage. The next day we discovered a bevy of Vegas at the Lindkoping marina on Lake Vanern where one had been equipped with an outboard tiller, another with a tubular safety rail on the coach roof presumably as a hand rail for walking on the front deck. Several days later we saw three Vegas at Gavle marine on the gulf of Botnia, two in the water and one out. One of these had been modified by cutting a triangular section out on the front of the bow for a chain locker or rope locker. We bi-passed Stockholm, having been there on previous occasions and discovered 5 Vegas at Kalmar all equipped with roller reefing. Following a fast trip through the crystal country where most of the Swedish crystal is made (my wife's interest, not mine) we saw an old Vega up on chocs at the local yacht basin in Halmstad. The crib comprised of two 4X4 timbers about 10 feet long, four logging chains and four bear traps (cinching clamps) and four fabricated metal hooks. In all we saw about 17 Vegas and their condition varied from pristine to average. The average were really in bad shape but compared to all other boats they looked average. One of my greatest pleasures when travelling is to search out Vegas just to look at them.

Following my return to Canada, I flew down to Corpus Christi for a week in November to take Griffiti in for a bottom job which involved sailing it from Padre Island to Rockport Texas on the intercoastal and will be returning to Corpus by car Jan 1 for our usual 3 month sojourn of sailing (me) and tennis (my wife). My trip to Rockport was marred by running aground (marker had been moved I guess by a barge) losing a sheet in the process, losing a boat hook trying to recover the sheet, cut my foot while recovering the sheet and the boat hook, trying to treat my foot with a first aid kit comprising of two band aids and a bottle of sea sick pills (finally used my tiller cover as a pressure bandage) and spending the next day cleaning up the mess since I guess I must have nicked an artery on my foot. In spite of all this it was an enjoyable trip and my foot required no stitches or other treatment other than binding it up in my tiller cover.



**Information wanted!**



16 November 1993

Dear Sid,

I recently had a problem with the variable pitch COMBI prop system. When the throttle/pitch lever was moved forward the engine RPM's increased but the prop blades did not move into the full forward pitch position. I immediately checked the "Vega Owner's Repair and Maintenance Manua" and found nothing about my problem. I then reviewed what Vega newsletters I had - some from '88 and all from '89 to date. In newsletter #7-88, page 8, John Francis mentions. . ."Problem of the prop shaft slipping aft" and "putting a set screw in the coupling. "I'll let you know how it works" he said. Did he? I've never found a reply in later newsletters and both he and his Vega (#836) have not been carried in our membership list since 1989.

In our newsletter #3-91, page 8, you mention your log entry of 14 Aug. '79: "engine on and moving forward at a snail's pace" My problem exactly! In your "note" you write that the shaft was subsequently reset. Do you recall if anything was done other than putting the (drive and prop control) shafts back in place and a "cinching up" on nuts with tensioner rings (#14, 22, 13, 21 - Vega manual page 49 ?

Any light you can send on this problem would be much appreciated. Many thanks for your efforts with the newsletter.

Sincerely,

Peder Grimstad  
119 -17th Avenue, S.W.  
Olympia, WA 98501  
Tel: (206) 357-5480  
"Vagari" #2171



**\*\* Editor's note:** I called Peder and gave an explanation of how the shaft and tube were coupled to the engine and how the whole shaft & tube assembly is forced out of position (to the rear) when a line wraps tightly around the prop shaft - and that they must be reset in the proper position to the engine for the variable pitch prop to work correctly. I always let my engine mechanic do it. Can anyone else enlighten Peder? By the way, In the far past, a couple of our people had somehow disconnected their COMBI systems and were then able to control prop pitch manually. If anyone has any knowledge of this, please let the rest of us know about it.



Henk Jansen

Kolfbaan 18  
1412 ES Naarden  
Tel.: 31 (0) 2159 - 40351

To Sid & Florence Rosen.  
10615 Whitman Circle.  
Orlando -Florida Fl.32821  
USA.

Dear Florence and Sid,

At last I am sending you what I owe you for your excellent News Letter, which I enjoy very much.

I always have the firm intention to follow up some of the very useful directions and improvements. But alas, when the sailing season is starting in April, we start sailing. The Vega performs well, we pass some of the newer yachts and we are satisfied with what we have.

In the Yachting harbours we fill our water tank and there is no electronic whistle to warn us, but the watchful eye of Margaret, to tell me that once again we are full up. We donot trust the water from the main tank and use a 10- gallon plastic can for cooking and drinking.

Neither is there a gauge in the diesel tank to tell us, we are full or to warn us that there is not enough diesel fuel left, but we keep the tank full. Our navigational instrument is a top notch compass and an electronic log. We use an nice old radio with an directional aerial for the news and the weather forecast (the cost of the instrument was us\$ 20,--). It has a BFO, so that, in case of fog, we can pick up morse signals from the coastal stations. This winter w'll purchase a marine radio. Its not of much use here, but in case of an emergency we can call Radio Scheveningen.

Years ago we got tied up into the fishing nets during the night, we then missed the vhf radio. Thanks to our monopolistic PTT, VHF transmitters are \$ 775,--. I could purchase one in the US but it will not be official here. No approval by PTT. This how we keep prices high here.

I intend to install heating in our Vega, there are two types on the market both German made, they run on diesel and a little bit of electricity.

We are making plans for the summer vacation already, and once again we would like to go the the US. Now we have seen so much of your beautiful and large country, that we still cannot make up our mind where to go. We have thought about Florida, but then we read horror stories of how to murder a foreigner in Talahassie where we camped in a KOA camp, and then we had second thoughts. Are we being to scary now?

We are all going well here. Both of us are still working.

I hope this letter reaches you in good health. With best regards from both of us,

Henk & Mageret Jansen

annexes : 2 travelor cheques amex total us \$ 40.--

Henk & Margaret Jansen (#1782 "Le Cygne") live in Naarden, Holland & have been members of our organization for many years. For a long time Henk was editor of the Kring Van Vega Zeilers' newsletter. He has travelled extensively throughout the US and Canada

Rodney Jones writes from North Ireland



Dec '93

9 BRIANVILLE DRIVE  
BANGOR,  
NORTH IRELAND, BT 19 2 DZ

Dear Sid,

Sincere apologies for my not having written to you long before now. Time seems to pass so quickly. I am now beginning to think that I had more free time when I was working! I have been caught up in quite a bit of voluntary work since I retired - - - I have been helping out with a Boy's Brigade Company attached to our church. I am also chairing our North Down and District Road Safety Committee and I am active in another of my sports - - - cycling belonging to a local racing club and the Cyclists Touring Club.

I think that it is assumed by all your friends that when you retire you acquire a 14-day week!

Well I have done no sailing since the I.F.R. in Denmark last year. I had intended launching "Nemone" this year but on lowering her down the slipway (the first time I used a crane for lifting in) she rode over one of the chocks and banged her quarter on the wall. Rather than go ahead with the launch I had her repaired and then given a professional re-spray. Now she looks like new.

The I.F.R. at Frederikssund was a great success. There were Vegas from Denmark, Norway, Sweden, Holland, Germany and Great Britain. It was the first time I was able to get to the I.F.R. and indeed the first time anyone from Ireland had attended. Friendship was very much the feature of the regatta and the Scandinavians nearly all speak excellent English - - - the Danish chairman for the regatta switched with astounding ease from Danish to English to German.

Vi and I flew to Copenhagen and took the train to Frederikssund where Knud Alborg of the Danish Association had arranged excellent accommodation for us. There were three races over two days. I sailed with Bengt-Goram Kallin from Sweden in his Vega "Mikal" (Sail No. 830 - - Affectionately referred to as 'half eight!'). Bengt is a splendid sailor and sailing companion and although short handed (just the two of us in the first two races and three in the last race) we finished well up and won three prizes. As Bengt knew the layout of his rig better than me I helmed the first and second races and he helmed the third.

Bengt had to leave for home before the prize-giving day and asked me to receive his prizes on his behalf. It was then I made a little speech explaining that here I was, an Irishman with a Welsh name in Denmark representing an American-based Association and receiving prizes on behalf of a Swedish sailor! Most fitting for an International gathering.

I'm enclosing the result sheet of the cruised races for your collection together with the Danish Association (Dansk Vega) flag and insignia. Also enclosed is \$16.00 for my membership fee which I overlooked. Again my apologies for not writing sooner.

Kind regards



FINANCIAL REPORT CALENDAR YEAR 1993

Beginning Bank balance 12/31/92		\$2,773.00
<b>INCOME</b>		
Dues	\$2,221.00	
Burgees	174.00	
Grease	15.00	
Bank interest	<u>74.00</u>	
Total 1993 Income (deposits)	\$2,484.00	<u>\$2,484.00</u>
Total cash		\$5,331.00 *
<b>EXPENSES</b>		
Reproduction	\$848.00	
Postage	862.00	
Misc office supplies	96.00	
Refunds	44.00	
Burgees	193.00	
Bank Charges	<u>11.00</u>	
Total expenses	2,054.00	<u>\$2,054.00</u>
End FY 93 Bank Balance		\$3,277.00 *

\* Includes  
 prepaid 1994 dues \$276.00  
 burgees on hand (3 @ \$8.00 each) : 24.00  
 \$300.00



**Coping with sea sickness**

Many years ago I went on a charter trip with doctors from the National Institute of Health (NIH) in Washington, D.C. We were sailing around the DELMARVA [Delaware, Maryland & Virginia] peninsula and were offshore sailing North toward Cape May, NJ.. Our leader asked me to check our dead reckoning position and I went below to do the chore. I have always been susceptible to "Mal-de-mer" if I try to read while below. By the time I had plotted our "guesstimated" position I had succumbed to the dreaded ailment, lost my dinner, and became a patient instead of a crew member. With a boatload of doctors aboard there was nothing they could do for me - nothing would stay down. It was just too late! I was supposed to stand watch at four bells but the best I could do at that time was to lay in the cockpit and watch the loom of the lights ashore.

Sometime later an "old salt" advised me that when all else fails "don't even try to take anything orally. Take the medication by finger at the opposite end. It takes much longer, but it will eventually get absorbed into your system". Any comments?