

# VEGA

# Newsletter

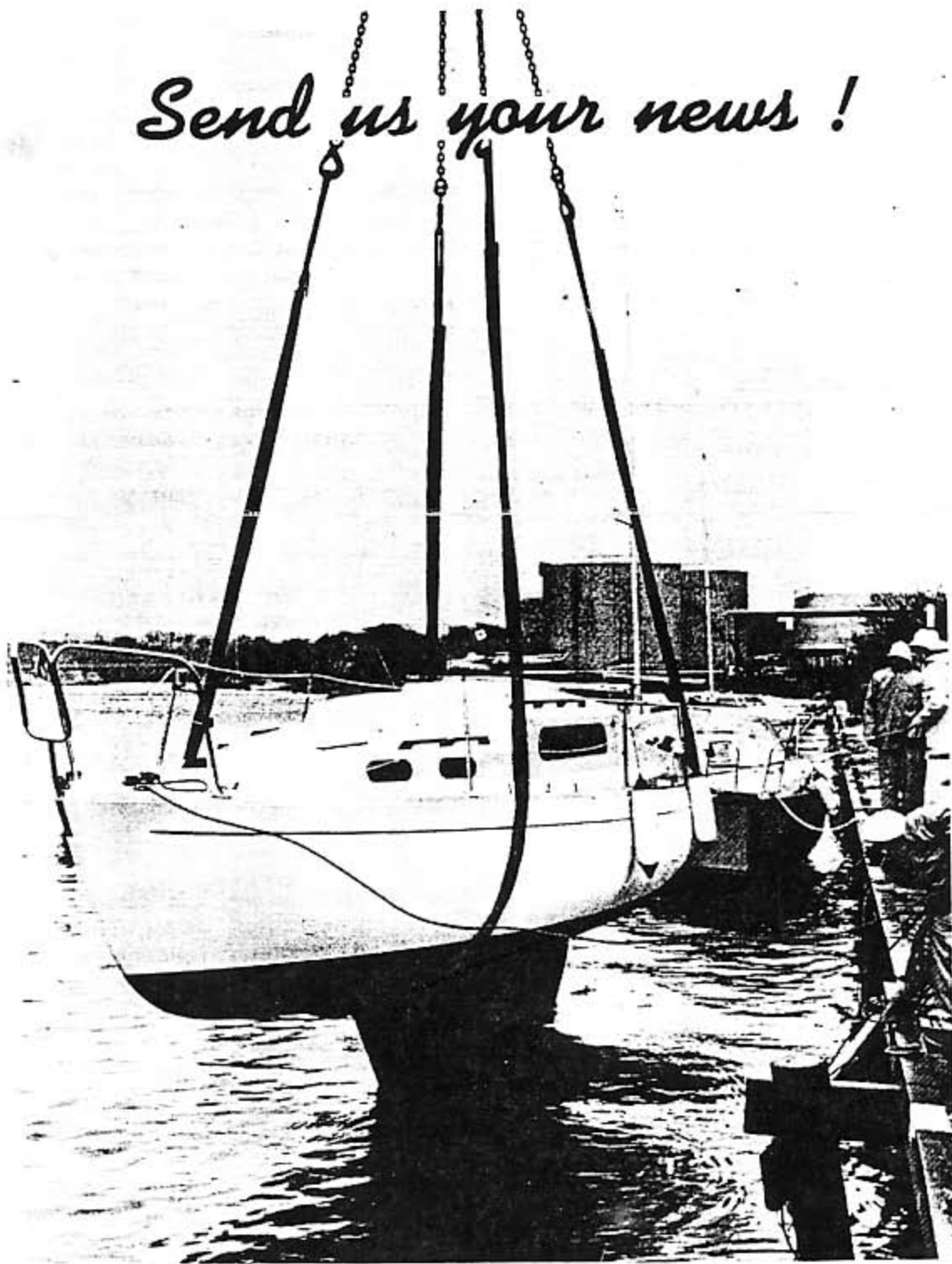
Sidney A. Rosen, Editor (407) 352-9250

25 Feb 1995

Voice of American Vega Sailors

No. 2 - 95

*Send us your news!*



From Vega Bulletin #59, Kring Van Vega Zeilers, Holland, October 1991



MR. & MRS. JAMES R. SHELDON  
13981 Blackbeard Drive  
Corpus Christi, TX 78418  
512-949-0966, Fax 512-949-0918

August 14, 1994

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

RE: Combi Problem

Dear Sid:

I have in front of me two letters from Peder Grimstad, but if I could I would also provide copies of letters from many others. In particular, I remember Paul Halvach's hitting logs and debris when he was sailing out of Anacores, WA. Unfortunately, I have lost track of him.

This all leads up to what I believe is the most repetitive problem for Vega owners - the problem of "the prop shaft slipping aft" or "The engine was on but we were moving at only snail's pace." I remember hearing about this all the way back to when I bought Privateer Chance. However, We never had this trouble. We did get a heavy fish net wound around the prop and it took a professional to cut it loose, but no prop slippage problems - how come?

Jack Meyer of Saybrook, CT (Sea Power, Inc.) who did all the work on our engine and Combi, just tightened TIGHT - not just tight - the particular gland nut in question, Part #22 (7522). That is the secret. Use no set screws as they can break under load of what I mean by tight and then score the engine parts. The wrench used must be of the highest quality or this large nut will round off at the corners, a high cost attempt to cure the problem. This is not a job for a crescent wrench. Use the highest quality; only the finest of open end wrenches will hold their shape.

I would suggest that this advice be inserted in about every 20th Vega Newsletter. Then it won't get old and forgotten, as is the case now.

Best regards,

Look who just joined -

Timothy D. Bailey  
24 Jennies Path  
Hyannis, MA 02601  
Tel: 508-771-8401  
#389, "Fair Paget", 1969

Diana Bichel  
232 Elizabeth Drive  
Salt Spring Island, B.C.V8K 1K8  
Canada

• Attention. All hands!  
Are you holding one of our checks? If so, please cash it immediately. We have changed accounts!

Tony Skidmore is now in Tonga, South Pacific -



20 August 1994

Aboard Lorna Doone - #1517  
Neiafu, Vavu, Tonga

S. Rosen  
10615 Whitman Circle  
Orlando, Florida 32821

Dear Sid,

I trust that you received my letter from Oahu describing the first leg of my "Retirement" cruise: Victoria, B.C. to Honolulu. I left the Hawaiian Islands in Mid July and am currently in Neiafu which is currently in the North Vavu group of Tonga. The trip down via the line islands of Suvarov was uneventful; a close reach down to about 5° North (The North-east trades having none of an Easterly component this year); The usual slow going across the doldrums with variable light winds & frequent line squalls - & finally the Southeast Trades, which have been somewhat stronger this year, giving a fast broad reach across to Tonga.

Tonga is everything that a South Sea island should be. The sun shines every day, the palm trees lean to the trade wind, the water is crystal clear - - - & the anchorage is well protected. What more could any voyager ask? There are perhaps 40 yachts here at present - every conceivable nationality including Swiss, Italian & Japanese ---Every conceivable type; some the latest word in luxury with air conditioning & water-makers; some decidedly modest.

Neiafu has a Post Office, a bank, a grocery store and a market. The bank exchanges your American dollars for Pa'anga dollars & you can then buy all the good things to eat that you have been dreaming about at sea - - -Pineapples (50c), papaya (50c), bananas, coconuts, lettuce, cucumber, tomatoes, delicious fresh crusty bread . . . One of the joys of cruising seems to be that you don't gain weight as easily as you do ashore!

I have been here for a full week & feel that I have known no other life. The day starts with a swim followed by a leisurely breakfast. At 0830 the cruisers "net" comes VHF channel 6. The "net" introduces newly arrived boats; gives the weather forecast; advises on up-coming local events; allows for the interchange of skills (someone needs help with a refrigeration problem; someone else is looking for a 5 amp fuse) & finally offers a "buy-sell-trade" service. After the net it is time to row ashore for supplies & exercise before returning to the boat for another swim & a leisurely lunch. The afternoon is devoted to the current boat "project list: followed by another swim & a leisurely supper. By 1830 it is dark & the day is done. . . . A busy life, but a very happy and satisfactory one.

"Lorna Doone" continues to perform like a thorough-bred; possibly more so as we have now been under-way for three months & some of the consumable weight is gone. I am constantly impressed with just how little sail area is required to keep the boat moving &, in fact, how much can be done under headsail alone. Coming across

(Continued)

the Doldrums at the Equator, the procedure for quick sail reduction in the frequent line squalls was to take the mainsail off - an instant 50% reduction. When going to windward in fresh conditions I find it convenient to sail under the working jib only; the boat falls off approximately five degrees or so, but remains well balanced & doesn't seem to suffer from lack of "drive".

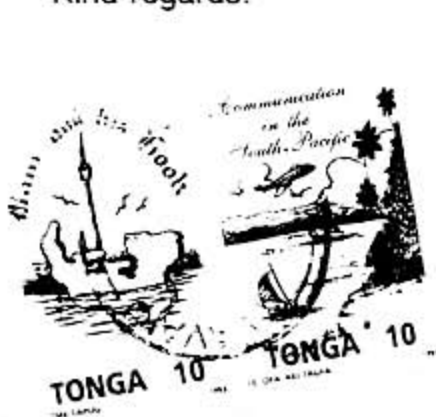
Before leaving British Columbia I had a new mainsail & working jib made with some modifications from standard which may be of interest. The mainsail was made with a leech of 26'-9" rather than 27'-8 3/4". This results in some reduction in area, but, more importantly, lifts the aft end of the boom to give clear headroom in the cockpit when tacking and gybing. Three sets of reef-points were fitted, each 3'-4" deep & the foot of the sail furnished with nylon slugs rather than with the standard bolt rope. In practice, the first reef is almost invariably in when sailing offshore; the second reef is in frequent use & this has been used probably two or three times. The roller reefing is never used because when sailing alone I found it frustrating to be continually returning to the cockpit to tug the leech aft as the rolls are taken in. The advantage of the nylon slugs versus the conventional boltrope on the foot of the sail are several; because of the greatly reduced friction it becomes much simpler to adjust foot tension & sail shape with varying wind speed; the reef points can be tied between the foot of the sail and the top of the boom, rather than under the boom. This results in a much neater reef and, finally, the sail ties also pass between the sail and the top of the boom so that the stowed sail remains on top of the boom. When sailing offshore where sail changes are frequent I find it convenient to have the nylon webbing sail ties made up permanently on the boom. When the sail is taken off in a hurry there is no fumbling around for the sail ties - they are permanently there - looks a little untidy perhaps but works well.



The new working jib is to standard dimensions but has a set of reef points installed 6'-6" above the foot. I decided to try this after reading about it in one of the Pardy's books & am well pleased with the result. In practice, when a reduction in sail area is required, the sail is dropped, the tack pendant is moved up to the "reefed" position, the sheets likewise, the redundant tack & clew are folded -in towards the centre of the foot & the bottom 6'-6" of sail rolled tightly and restrained with five reef points. With practice the whole operation takes maybe five minutes, but still seems easier and quicker than a regular headsail change. While on the subject of headsails I should just mention the sheet winches which I fitted a few years back - - - "Anderson" self-tailing winches; well designed, well built & a joy to use. I find great pleasure in using something that is well engineered & perfectly adapted to its purpose.

Sid, I have to quit (going for a swim) - will be in touch soon.

Kind regards:



A. Skidmore  
TONY SKIDMORE  
("LORNA DOONE" VEGA #1517)

Dear Sid,

San Francisco, CA. TERN #1519



Thanks for sending me the tape "Vega Westbound". It was interesting. The Swedish accented commentary definitely droll. I noticed with some amazement that their mainsail did not have any reefpoints in it.

I suppose for going downwind it would be O.K. I took a week long trip down the coast to Monterey around Memorial Day. With stopovers in Halfmoon Bay, Santa Cruz, Moss Landing, Monterey and Stillwater Cove, which is off the Pebble Beach golf course. There were 4 other boats from my boat club. The weather ranged from still to 35 knots. That was the leg from Halfmoon Bay to Santa Cruz. I had the wind behind me, one reef in the main and a 110% jib up. Seas were up to 10 ft. and I was seasick. My Autohelm did most of the work. That day the main tore at the reefpoint.

I have installed single line reefing for both reefpoints in my my ancient Neil Pride mainsail. According to the sail repair people it is the original sail. But I survived & so did the boat. "Tern" did great. I clocked almost 10 knots at one point, surfing down the waves. What a great feeling!

We had some fog in the Monterey area and having a Loran was a great help. Going back to San Francisco we had to motor most of the way from Santa Cruz due to the wind direction and the fact that there is a coastal current which sets you back big time on your tacks when sailing.

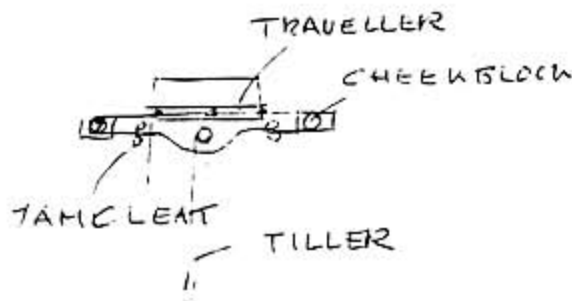
I spotted one Vega in Moss landing - belonged to an older fellow. I chatted briefly with him and asked if he knew about our organisation. He said he did and wished me fair winds. That was the end of that. I looked for Ric Eiserling's Vega in Santa Cruz but didn't see the boat. My engine has been running great. 11 hours nonstop from Santa Cruz to Halfmoon Bay, averaging 3 to 4 knots and consuming  $\frac{1}{2}$  gallon per hour. (this is with a current of about 1 to 2 knots against me.)

With my main torn, but patched with self-sticking sail repair tape, great for instant temporary repairs. I went to a sail repair shop. They talked me into buying a new main for the discounted October price (20%) and would repair the old main for free. So now I will have a new North main with three reefs and a shelf made of 7 ounce Dacron for \$1070. "Do you take plastic? Oh yes, we do." The Neil Pride sail has lasted 21 years. Hopefully this new sail will last me a long time as well.

I haven't done much work on the boat - mostly been sailing. The varnish needs attention. I have made and installed 6 two foot long handholds - 4 at the companionway (two on either side, inside & outside) and 2 at the head of the main cabin bunks. Very useful in a seaway. I have also improved my traveler. Instead of the two inadequate jam-cleats, I have put cheek blocks and two Ronstan jam cleats at the edge of the cockpit seat. As I mentioned before, I have two single line reef lines run to the cockpit with holes drilled through the dodger breakwater coaming, then left through sheet stoppers with a #10 winch behind them. I can reef in less than a minute without having to leave the cockpit. I also installed a jackline made out of heavy nylon webbing which runs from the cockpit coaming sides through the foredeck cleat. Safety first, when going forward. It's best to stay on the boat, especially when singlehanded!

Well, that's about it for now. Best wishes and many thanks for keeping the newsletter going.

Felix Arts



♥ Love that Vega

It wasn't us !

1994 August 22

Sidney A. Rosen  
Vega Newsletter

Dear Sid,

Thanks for the credit given in the August newsletter, that we had sailed to Hawaii. Actually, it seems to have been Tony Skidmore in "Lorna Doone" No. 1517, who, made the trip. I'm glad to hear that Tony has done it.

His boat is by far the most beautifully re-manufactured Vega in the world, with lovely woodwork and all sorts of special additions. Get him to describe his modifications for the newsletter - he already had a article on cockpit hatch covers.

We are, however, about to start a trip in our Vega no. 1492. Trailing it from the Great Lakes to our new home in Tony's home province, British Columbia.

Best wishes

John Sprague

P.S. Our new address as of September 10th:

John & Lois Sprague  
474 Old Scott Road  
Saltspring Island, B.C.  
Canada V8K 2L7



Be my Valentine

Look at this:  
NAVIK, Autohelm, self tailing winches & mid-boon sheeting!

(MD) 27' ALBIN VEGA "Mystic Rose" 1976.  
"10" ocean going pocket yacht, 180% rolling furling genoa, asym spinnaker, VHF, DS, KM, Autohelm; '94 retrofit includes: traveler with mid boom sheeting, all lines aft, single line reefing, 4-S/T winches, solid vang, backstay tensioner, Navik self-steering, 25# CDR anchor on roller, dodger, awnings, net cockpit enclosure, "claret" Awlgrip, interior varnish, Volvo dsl shop overhaul. \$19,900. (410) 849-2520. (0085894)

"Soundings", Oct. 1994

## How do I fix topside crazing?

Dear Mr. Rosen

I don't know where we got our wires crossed; but I bought my Vega in September 1993. The Vega was one of the boats high on my list of boats capable of blue-water cruising that I could afford. I have known about Vegas since 1976 and have been looking ever since. So, I Am not about to sell this boat anytime soon!

Right now I do need help. After reading several years of your newsletters I have a million questions and projects to do.

So far I removed many years of blue bottom paint and repainted Unepoxy Plus Red. The hull was in great shape, but the topside & cockpit are crazed. What's the best & easiest in effecting a repair? Also, the stuffing box leaks when the engine is running, but not when it is stopped. What to do?

More questions later.

*Tim*  
Timothy Bailey  
9-26-94

P.S. I have a club burgee, but I would like to buy one of the Vega pins.

## Vega for sale:

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

Sept 27, 1994

Dear Sid,

I would greatly appreciate your letting our members know that my Vega, hull "1562 is up for sale. She has no engine or electronics (although her MD6A and Combi are right here) but she looks better than any other Vega I've seen around here. (If I must say so, myself!).

I'm asking \$6,000. for "Nansen" but I'm willing to listen.

Tel: (617) 843 - 1111

Thanks a lot

*Ed*

- **For Tony Skidmore:** if you will be going to these islands please be aware of the new landing fees!

**Ascension Island limits stay-** British and American air forces maintain bases on this small island 700 miles northwest of St. Helena. Cruisers are actively discouraged from stopping here by a 48-hour limit on anchoring charges of \$48 per crew plus \$40 per boat, and compulsory medical insurance of \$10 per person per day. However, many sailors still stop because the...  
**St. Helena fees.** Increased fees have been introduced on the island of St. Helena in an attempt to balance the budget of this isolated outpost of the United Kingdom. Cruising boats stopping here are now charged £10 (approximately \$15) per crewperson plus £10 for light fees per vessel. There are no further charges. (Note: almost a...)