



- Richard LeBlanc of Gulf Breeze, FL ("Zig Zag, #137) has been considering installing a remanufactured Albin 0-21/22 engine from Auto Marine Engineers in Miami, FL. He says the price seems so right that it is hard to resist. Please keep us posted Dick!
- In last month's issue we asked that all members who have replaced their engines to complete the survey form on page 1 and return it to your editor. This was in response to requests from several members who are totally confused by their choices and fearsome of the costs involved. We would like a complete survey. Please respond (even if you answered our last query several years ago).
- If you are planning to sell your Vega you should consider placing an add in "Soundings". A huge portion of each monthly issue is devoted to resales. Thousands of boats (power and sail) are advertised each month. If you want the address, please write or call your editor.
- We will not be ordering any stuffing box grease. We have not received sufficient orders from our members to meet the manufacturers minimum requirements. Sorry!
- Sheila Dowst, 761 Radcliffe Drive, Pacific Palisades, CA adds her name to our on-line listing: "DOWST @ AOL.COM". Please add it to yours.
- Don Desrossiers of Reno, Nevada reported the sinking of his Vega at Fort Walton Beach, FL. during last year's hurricane. The boat has been recovered and is being repaired
- Just before Christmas "Mr. & Mrs. Editor" went on a Caribbean cruise aboard the M.S. Westerdam of the Holland America line. It was interesting to note that the ship's two 15 foot propellers were variable pitch and that the two 16,200 horsepower diesel engines used 50 gallons of diesel fuel for each mile of the 2219 mile trip. Due to the damage done by last years hurricanes the ship went to St. Bart's instead of St. Martins. St. Barts, a quaint, small French Island, did not appear to be as noteworthy an attraction as other other ports of call. While not impressive to your editor, the island had an allure to a lot of other visitors. Never have I seen a harbor so filled with huge, expensive "dreamboats". The largest sailboat in sight was a Hallberg-Rassy motor sailor about 36 feet in length. which looked grossly out of place among the many "mega" yachts.

The "Vega Westbound" video tapes are still available for your viewing - just ask!



New member: John Russell, #150,
"Bubbly Ann II" writes:

OCTOBER 14, 1995

MR SIDNEY ROSEN
10615 WHITMAN CIRCLE
ORLANDO, FL, 323821

MR. SIDNEY A. ROSEN,

I WAS REALLY EXCITED TO FIND OUT ABOUT YOUR ORGANIZATION AND THE VESSEL THAT I JUST BOUGHT.

I FELL IN LOVE WITH MY VEGA THE VERY FIRST TIME I LOOKED AT IT IN LATE AUGUST. AFTER THAT I STOPPED ALL FURTHER LOOKING!

I AM PRESENTLY HAVING A TRAILER BUILT FOR THE VEGA SO THAT I MAY HAUL IT TO MY HOUSE FOR A REFIT. I WOULD GREATLY APPRECIATE ANY INFORMATION FROM OTHER MEMBERS ON THE OUTRIGGERS I SHOULD USE TO SUPPORT THE HULL. THE BASIC FRAME, CENTER CHANNEL, AND THREE AXLES ARE ALREADY MADE OR ARE BEING MADE AT THIS TIME.

I WOULD ALSO LIKE TO HEAR FROM OTHER SKIPPERS ABOUT WHAT THEY HAVE DONE ABOUT CRAZING. DID THEY RE-GEL COAT, EPOXY AND PAINT, OR WHAT?

WITH MANY THANKS -



Free Diaphragm for Galley foot pump -
(Courtesy of John Ritter)


5206 East 131st Ave
Tampa, FL 33617

Dear Sid,

Just a few words to let you know that I am still around.

I have enclosed a diaphragm that I have made for my galley foot pump. I just wanted you to see it. Please feel free to give it to any member who may need it. This diaphragm is much more flexible than the last ones I made. They last longer if they don't dry out!

Sincerely,



"Freiheit", #1037

• Are you aware -

That about half of the data on our charts was collected prior to WWII?



• Just like two dogs

"On the way to Thomas Point lighthouse we saw Vega #339. We both circled, exchanged information, and then sailed together up the Bay toward the Chesapeake Bay bridge. The other vega was out of the Naval Academy marina. Our circling reminded me of two dogs meeting, sniffing each other and circling before trotting off."

Excerpt from log of Sid Rosen's "Meander, #2225, 10 May 1975

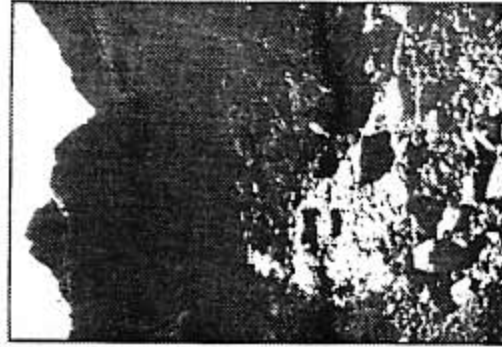
Tony Skidmore reaches Reunion Island

Next Stop South Africa
6.04 kts average speed

ILE DE LA REUNION



LE CIRQUE DE CILAOS



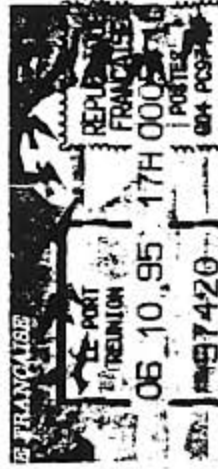
NOAA Charts to Lose Out

While additional funding to modernize nautical chart production is included in the house version of the Dept. of Commerce appropriations bill, it is not in the Senate version and a conference committee will soon decide the final bill. However, other measures in congress call for everything from dismantling Commerce to farming out charts to other agencies. BOAT/US is concerned with proposals that would transfer charting to the US Geological Survey or merge NOAA charting with the Defense Mapping Agency. Boaters would lose out in either plan because civilian charts & small craft charts would become a low priority.

Please be aware that Tony is "singlehandling his Vega around the world"

ILE DE LA REUNION
LE CIRQUE DE CILAOS

SID's GOOD TRIP ACROSS
INDIAN OCEAN; HAD
TWO CONSECUTIVE DAYS
OF 14S WINDS NOON/NOON
AT ONE POINT. REUNION
IS VERY LUSH & GREEN
& ALL THAT A TROPICAL
ISLAND SHOULD BE. WILL
HEAD ON TO DURBAN
AROUND 21st OCT. & SEND
WIND AND PRESSURE DATA FROM THERE.
KIM REYNOLDS T SKIDMORE



Mr. S. ROSEN,
10615 WHITMAN CIRCLE
ORLANDO,
FLORIDA, U.S.A.
32821

LETTERS

He Never Sails Without Panty Hose

Your May 1988 issue contained an article entitled "Every Good Ship Needs Stockings" that I enjoyed reading. For years I always kept a supply of my wife's discarded nylon stockings/panty hose aboard my Albin Vega sloop. For routinely used them to line my fuel "filter funnel" when adding diesel fuel to my boat's tank. This practice was instrumental in continually giving me cleaner fuel since the nylon had a finer mesh than my funnel. In several emergency situations, the use of the nylon mesh allowed me to add fuel from obviously dirty containers into the fuel tank without having to worry about the possibility of clogging the engine's fuel filter. In the words of a certain credit card advertiser, "Don't leave home without it!"

Sidney A. Rosen
Orlando, Florida

Walter Brown "Lyric" #120 redoes his Vega



11/20/95

Dear Sid,

Just got the November issue of the newsletter. Thanks for putting it out, it always makes my day abit brighter. Lyric has been hauled out for 3 months now. Some much needed attention is finally happening. Six layers of barrier coat on a badly crazed underside. My honey and I used Peel-Away to strip off many coats of old bottom paint. It worked well and I'd recommend it to anyone contemplating stripping the bottom. It's available from West Marine. Lyric had been painted prior to my purchase of her. We took all the old paint off and are now hoping to get the topsides and hull finished off if the weather allows. You might remember in an earlier letter I mentioned I was going to split the main cabin ports into two per side. It's happening. A lot of work involved but I think it will be worth it. I also removed the forward ports and glassed in the holes. I'll be installing opening ports from Beckson. The deck was getting soft in a few places so it was painted with flat black latex (to heat the interior and speed up the evaporation of any moisture in it), drilled and injected with epoxy. The holes were plugged with wooden dowels which were then sanded flat, counter-sunk and covered with epoxy again. The latex was washed off with acetone and the entire deck sanded. I don't know if the older Vegas had non-skid on the deck, Lyric didn't but it may have been sanded off by the previous owner. We'll be putting Tread-Master down as non-skid. Expensive, but really well rated by Boat U.S. and Practical Sailor. I had used exterior latex with sand earlier, it was okay with the added advantage that it came up easily with Jabsco brush cleaner. A word on blisters, there seem to be two types, gelcoat and laminate. Lyric has a very heavy gelcoat and blisters have not been a problem with it, however I have had a few blisters in the laminate. For some reason they seem to occur only just below the waterline. They've been ground out and filled. Hopefully the barrier coat will prevent future ones.

I'm in the process of installing a new Yanmar 2GM20. I had planned to install the Volvo from Sonia (the wrecked Vega I bought as salvage) but decided I really didn't want to put a 20 year old engine into a boat that I plan on cruising. I read somewhere that exterior dimensions had never been changed on the Vega. I believe this is wrong, Sonia's fuel tank is to wide to fit in Lyric's bilge. This would be okay if the glass thickness accounted for it but it doesn't. I cut a few holes for thruhulls in the bilge and it's about 7/16" thick. Anyway, I'd heard that the Yanmar went in without much trouble. Not on Lyric, she had an Albin 21 with a transmission and fixed prop. As it is I'm laminating oak stringers for it but I'm going to have to have custom made mounts for the rear of the engine. Either that or bring the engine into the cabin! I found the current owner of the Albin and I will put Homer in touch with him, He said that he would be willing to attempt a rebuild from the two but the one he has is frozen up. I'm sorry to say that the West coast source for Albin parts is out of business. Tom Hall in Sausalito, CA was forced by illness to close his business. From what I understand, the parts inventory was sold as scrap. I'll write again when the Yanmar is in, I'm sure I can get it to fit but as I said, it's going to be difficult. I guess that I'll part out the Volvo. Give me a few months to finish what I'm doing with Lyric and I'll take it apart and see what's usable. I should be able to put out a list in time for spring out-fitting.

It's going to be a busy winter. We'll be installing an Apelco Fishfinder/GPS, a Furuno LCD radar, new depth and knot meters, a new VHF and a SSB, Navico auto pilot, solar panels, water-maker, wash-down pump, holding tank, new batteries (2 six volt golfcart types in each cockpit locker, lots of Amp hours for a low price), charger/inverter and re Fridgeration!! The list never seems to end. Next year we'll buy a 406 EPIRB and a liferaft and were out of here. Mexico, Costa Rica, the Canal, the Carribean, the East coast and most definetly the Chesapeake, (I grew up in Norfolk and I promised Judy I'd take her crabbing) and hopefully Europe. I'd also like to find the smallest possible 2 burner propane stove and oven. I saw one once that I believe was made by Plastimo and installed in a Ballard that looked rather small. I never got a chance to measure it. If anybody knows anything about this stove, please contact me! It's not in the current Plastimo catalog. (Or any other small stove) All for now.

Walt Brown
660 Bair Island Rd. Box 45
Redwood City CA, 94063



November 11, 1995

Mr. Sid Rosen
The Vega Newsletter
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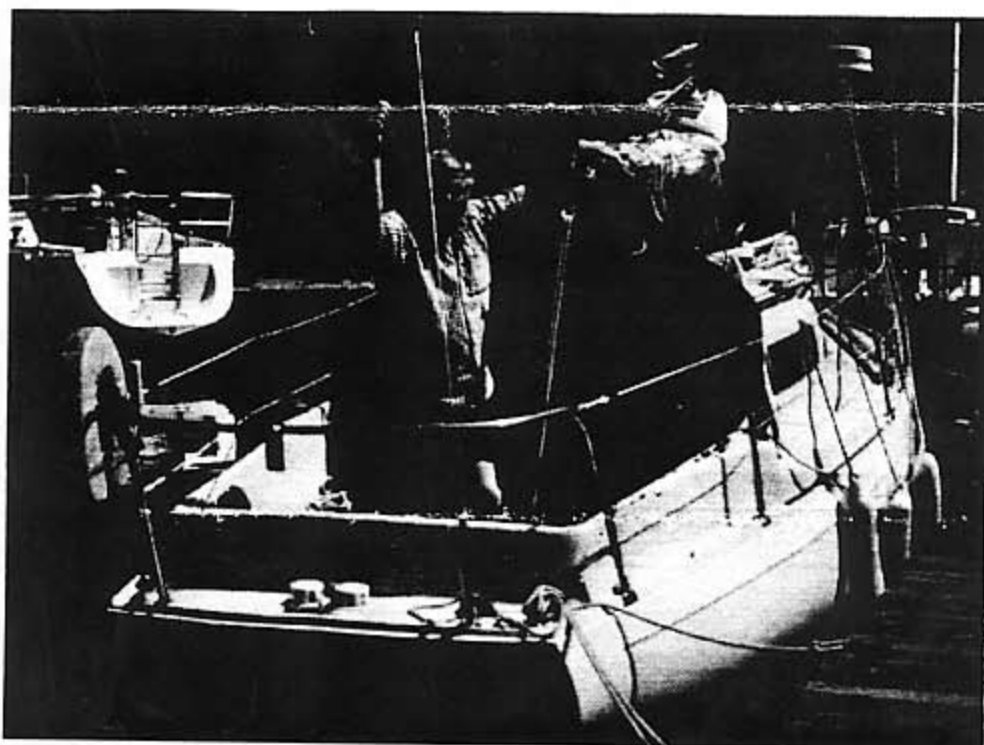
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OF PRINTED WORK
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Dear Sid:

Thanks for the kind invitation to visit. It will be on top of my list the next time I have a chance to visit the "opposite corner" of the country.

I'm scanning another photo, from a color snapshot, of me the day I bought my Vega, almost four years ago. We had just taken it out for a test sail, and I was impressed, and was innocent of the agonies of the 20-yr-old Volvo/Combi unit. Anyway, the subject of getting photos scanned and translated into dots that will convey a good image when photocopied (Xerox or other means) is a complex one. What you see here is the result of my scanner, with its automatic program that adjusts contrast, etc., looking at the photographic print and scanning it into 600 dots-per-inch output for my laser printer.

*This was a
color snapshot.
Green vegetation
& dark water &
shadows don't
render very
well...*



Yes, the big antenna-like thing in the previous photo is a man-overboard pole, and the black thing I'm wearing is a combination harness and lifejacket (the one marketed as "Suspenders") with automatic inflation. It costs about 140 bucks, but it's really comfortable to wear, and stows in a small space. I do have an antenna on the aft rail, a whisker for the Loran. The Loran worked well once I got offshore a bit, last summer when I crossed the Columbia bar.

(continued)

Many thanks for the Nick Coughlan account of his and his wife's voyages on Tarka the Otter. I've been fascinated by the parts I've seen in the newsletter, and now I will settle down and really look it over. I wonder if he's ever thought of publishing it as a little book? Some chapters are missing in the numerical sequence on the disk, but he is writing to friends or family and maybe wants some of it to be private. At any rate, many thanks, and Microsoft Word 5 running on my Mac converted the files to Word files with no trouble at all (in other words, didn't need the application you sent with it, but thanks, anyway). I hear from your sentence about an overabundance of these smaller disks that you don't care whether you get them back, or not. I have a bundle of them, too. We've never had a working situation that changes so fast and is so subject to obsolescence. The equipment I bought new last spring (a Power Mac 7100/66, etc.) is already priced lower in the discount catalogs, bundled with newer features.

My local reputation as an editor/publisher is serving me well, after my career at Reed and other small colleges, and I'm keeping busy, locally. I specialize in taking editorial projects through the printing process and can save people a lot of money by making the technical choices for them. I'm by no means working full-time (what a treat!), but want to make enough income to pay rent on my small office on Hayden Island and keep up with the technology, a bit, at least for now.

All the best and thanks again, and send me some photos and I'll give them a try.

Gene



(Gene has offered to scan any of our pictures onto his computer so we can have better photo resolution)



Our thanks to Frank Gallardo, "Cin-Cin, #2184 for the following article:

"Ocean Cruising on a small budget"

To my mind 27 ft is around the minimum size. It's a fair compromise between sufficient carrying capacity, comfort, and reasonable speed for long passages. If your boat is unsuitable, or you're starting from scratch, your finances will obviously have control over your choices, and though the price of new boats can be frightening, the secondhand market can offer many good alternatives, particularly, GRP boats built in the late sixties, and early seventies. There were some good designs around then in the 27 to 34 feet range - and they were more heavily built than their modern counterparts, and are available at a fraction of the cost. The Albin Vega, Rustler, Twister, Nicholson 32, Pioneer, and Rival, and my own choice of boat

(The Vega was one of three boats discussed)



VEGA

LOA:27.1ft BEAM:8ft

DRAFT:3.7ft

Well made, though a little tender for some tastes. Budget for £9000