

VEGA

Newsletter

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25 Mar 1999

Voice of American Vega Sailors

No. 3 - 99

Please welcome our newest members!

Robert & Susan Reed
St. Louis, MO 63131
129078 Topping Estates South Drive
Tel: (314) 965-6813

Jan Johansson
c/o Phoebe Nobles
321 Flatbush Avenue
Brooklyn, NY 11217
"Vega" 2501
email: jjohansson@brownwoodlaw.com

Tom White
6544 Hagueman road
Richmond, VA 23225
Tel: (804) 233-3878
#150, "Farther"

Victor Johansson
Box 449
St. John, USVI 00831
"Vega" 32501



Some use oil - some use grease. What do you use in your stuffing box?

For over 20 years we have intermittantly ordered 8 ounce tubes of a special grease for stuffing box useage. We are about to order again. If you want the grease, please send \$6.50 per tube to Sid Rosen before April 15th.

This is a special order

- a "one shot deal"

- none will be carried in stock!

We are still awaiting arrival of our burgees from Hong Kong.

Our membership dropped a bit this year for the first time. Could it have been due to the increase in our dues? Surely, dues is one of the smallest sailing related expenses that you incur!

Would any of our "liveboards" like to tell us of their winters afloat!

Contributions wanted - not money, but items for the newsletter. We need your tales of woe and/or your success stories. What happened - when? How you coped.

Next month: "Albin Vega, Modest but tough". This is an article from John Vigor's newest book: "20 Small Sailboats to Take You Anywhere" that was reprinted in the last edition of "Good Old Boat" magazine.



12/31/98

Richard M. Brauer
2049 Lake Shore Drive, Long Beach, Michigan City, Indiana 46360



Dear Sid:

This past summer, I used my boat as a trailer for young teenagers from my church who wanted to learn how to sail. My sailing partner and I put together a sailing course of instruction. On land, in a class room and on board to put into practice what we learned in class. We even did some racing — I'm not very good as the J-34's, Tartan 30's and others left me far behind. I always finished last but we had fun.

Thanks Dick Brauer

EXECUTIVE (805) 984-1004 • Fax (805) 985-4365
 YACHT & SHIP BROKERS
 3205 South Victoria Ave.
 Oxnard, CA 93035
 Channel Islands Harbor

27 Albin Vega '75 Diesel \$17,500

Your boat is a second home

Your boat is considered a second home by the IRS for tax purposes. Their sole stipulation is that it must have a sleeping facility (berths). There is no minimum time that you have to spend on board each year or even a requirement that the boat be in the water. It just has to have those facilities. As a second home, the boat mortgage or boat loan interest is deductible from your taxable income. If you secure a loan to rebuild an older boat using the boat as collateral, that is the equivalent to a mortgage, and the interest on that is deductible above and beyond the primary boat loan used for purchasing it.

(Extracted from "Consider your tax breaks"; Good Old Boat Magazine, Nov/Dec 1998)

Shoddy stainless?

■ Not necessarily. As we've said before stainless fittings can fail for a variety of reasons. Combining different grades can be a recipe for galvanic disaster if they get wet



because of the dissimilar alloys involved — but, as Tony Sutcliffe found out, condensation can also cause damage which may remain hidden until it's too late. That's what seems to have happened to this sad, U-shaped shroud plate, part of which simply corroded away out of sight below deck level.

Mr Sutcliffe thinks the situation was made worse by his living aboard — which increases the level of humidity — and wonders if any other boat dwellers have experienced similar problems.

Practical Boat Owner

"We've had our share of "adventures"



Chasquis #993
Schooner Cove
Vancouver Island, BC
Canada
10 Feb, 1999

Dear Sid :

Ros and I are now looking forward to our fourth season of sailing "Chasquis" We still regard ourselves as novices though we've had our share of "adventures", especially last year when we got into trouble a couple of times. However, each time we learned something .

The first occasion was on coming out of Tribune bay on Hornby Island in the Straits of Georgia . Hornby Island is truly a beautiful place and in the summer its beaches can rival any that I've seen in the Caribbean and elsewhere. Tribune Bay has one major drawback though : it is exposed to SE winds which happen on the odd occasion in the July (Nearly all the time in the winter). Usually the winds are from the NW so the Bay gives good protection; there is also an 90 mile fetch down the Strait so the swell can get quite nasty. On the day in question the wind from the SE had been blowing all night and and we'd spent the time rolling through 90 degrees in our bunks. We didn't sleep at all, and this influenced our performance that day. We decided to head south into the wind with a deep reef in the main and the storm jib. At the time the wind was at 25 + knots and there was a 9 foot swell entering the Bay. We couldn't get the Albin engine to start so we had to resort to our outboard . We did everything wrong!

First, we hadn't tacked the jib down so as soon it was raised, the whole sail ended up flapping about at the top of the mast and making the most awful cracks with all of the sheets flailing about. Second, we hadn't brought in our swim ladder so that dropped off. Third, our tow rope on the dinghy had become worn so the dinghy came adrift . We never saw our dinghy or swim ladder again!

On looking at the seas there was no way I was going to go back for it. The worst part was yet to come as suddenly the boat seemed to be caught in a vortex as no matter what I did with the tiller the boat was sailing round in circles and it took me awhile to figure out why (It seemed like hours at the time). The reason was that the swell had pushed my outboard around on its pivot so the thrust was at 90 degrees to the boat. Once it was straightened out everything was okay after we decided to head for the protection of Deep Bay on the main island, it was a wild ride nevertheless . To top things off, we hit a sand bank but fortunately the full thrust on our motor got us off into deep water. We got into Deep Bay and slept 12 hours straight . Next day the sea was a mill pond .

We learned a lot from our mistakes, but most importantly the vulnerability of outboards in heavy seas became very clear. I use the outboard tiller to maneuver the Vega coming out

of the docks and given the problems the Vega has in reverse it has made our lives much easier. However, it is essential to lock the outboard in position once out into the open seas.

You often publish cartoons in the Vega Newsletter of sailors in some small yacht miserably putting up with harsh conditions. The irony is that these are really real life situations

After our experience in Tribune Bay, Hornby Island we decided to head for the Gulf Islands to do some sheltered cruising without our lost dinghy. The intention was to stay at marinas and generally have a relaxing time enjoying day sails under gentle conditions. And so it turned out until the day of our return.

We decided to motor down the Trincomali Channel heading for Dodd Narrows as on that day the currents through the Narrows were +/- 10 knots. I wanted reach them right on slack. Unfortunately the wind started blowing at 20-25 knots SE - right on our tail and really moving us along, we didn't have any sails up. I estimated that we would have arrived at the narrows 1 1/2 hours before slack time so the current would have been quite large.

On the way the Vega was really rolling and trying to head up into the wind, I was sweating at the tiller, keeping her on track. I noticed that close to one of the islands there was some shelter from the wind so we headed there and kept looping around to fill in the extra time. It was a tough, physically demanding time for me but we reached the Narrows right on slack - a gentle passage through

In retrospect we should have used the sails and not the engine - a centered reefed main and the small jib would have given us a comfortable ride, and we could have heaved to to pass the time.

Any comments from members?

Now, a change of subject ... I realize, through readers letters, that while there are many Vega sailors out there not all of them have the Vega handbook at their disposal. The handbook gives some excellent advice on sailing the Vega written by the designer, Per Brohal. One of the things he advocates is the advantages of a jib over the mainsail when sailing with one sail - this is contrary to what I was taught at sailing school, and until recently I was reluctant to try it. Is this a special feature of the Vega? Now, when we go out we often just use the Genoa and experience a comfortable sail without having to worry about the boom and she tacks quite well. It has been a boon to us last summer when we took out friends who hadn't sailed before.

Further, Using a Genneker or Drifter:- My boat came with a full spinnaker but as yet I haven't tried it out - perhaps this summer (?). However, in some of the sailing magazines they say a genneker, or drifter, is just as good for anything from a beam to a broad reach. As the word is that these can be handled just like a jib it has great appeal to me. The

trouble is they aren't cheap. I've had quote of a \$1000 (Canadian \$) for a new one to \$80. second hand. My wife, Ros, as well as being an excellent and courageous crew is also an expert seamstress for anything from curtains to wedding dresses. After looking at a few manufactured sails decided she could do just as well. We bought all the materials at a sale at Fabricland for under \$50 Can. I will keep you posted on the results !!



Tony Craggs,
Chasquis #993

*** Editor's comment:- Sewing is one thing - sailmaking is another. Creating a sail to fit the mast & boom with just the right amount of fullness is something else. Anyway:GOOD LUCK! Please keep us informed.*

↑

Vega Association of Great Britain
<http://.firstnet.u-net.com>
Spares & Repairs

- Control Tubes - stainless 316 highly engineered, better than the original. These tubes are suitable for MD6A/MD7A and the Albin Petrol engines. Please state engine type (Probably the best available in the world!) \$60.00
- Wet Exhaust System (Complete kit & instructions £195.00.
- Refurbished Combi gearbox :- Diesel only (MD6A/MD7A) £100.00
- COMBI REPAIR KIT - Diesel only (MD6A/MD7A) £38.00
- Oil & Fuel Filters - MD6A & MD7A Diesel only £8.00
- Autohelm ST50 Wind Instrument £300 (2nd hand but perfect)
- Propeller Blades - per pair, Petrol or Diesel - Bronze £120.00 per pair
- Nyoil Atern Bearings - Can be run dry. £8.50
- Exhaust hose - Ideal for Wet Exhaust Systems £15.00 per metre
- Solar Panel (300mw - 0.25 Amps@12 volts £38.00
- Genoa Sheets: 10mm Braid on Braid - soft & strong £18.00 per pair
- Spinnaker Sheets - 8mm Braid on Braid - as above £32.00 pair
- MD6A/MD&A Workshop Manual. A must for do-it-yourselfers. £10.00
- Clamping Rings- Control tube & shaft. Precision made to prevent slip. £12.00 pair.

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e-mail: lars.lemby@swipnet.se

8 Feb!
~~19 January~~ 1999

Mr Sidney Rosen
10615 Whitman Circle
Florida 32821
USA



Dear Sid,

By now, as I hope, you and Florence will be rejoicing at a bunch of nice memories from the cruise in the Caribbean. It has a quality that we are lacking completely: Warm and sunny weather. However, as you may remember, I am not biased against the winter as we have it here, but keep myself fully occupied with club activities around travelling on skates over the variously treacherous areas of natural ice both on the lakes and on the Baltic Sea among the protecting islands of our archipelago. At present the course on "Icemanship and safety on ice" is at full swing with around 150 participants ("pupils") and 25 instructors. In the meantime IMARI is resting under the tarpaulin waiting for me to start the spring work, among which is a thorough overhauling of the Combi system.

Today I receive the first Newsletter of 1999 — I am happy that you are still pursuing this excellent work of yours but worried that you have not yet found any one to take over — with a kind reminder of dues unpaid. I am sorry, Sid. It is most uncivilized behaviour to have you worrying about this on top of all the work you have with the Newsletter itself. Please, find \$22 included! The banking system of this country on the fringe of the tundra still makes it more expensive to send a cheque than the due itself! I bought this money already in Nov. and planned to send it together with this letter, on which I have been working off and on since then.

Now for the article out of our club bulletin that you asked me to translate. The readers may find my translation somewhat clumsy. Nautical English is neither taught at schools nor can it readily be found in dictionaries. The article is about moving the track for the main sheet from abaft the cockpit well to the bridge-deck. If one should do this or not is in my opinion a matter of taste. The designer Per Brohäll thought he was clever when he managed to get it out of the way near the cabin hatchway. He intended the crew — especially the children of the family — to be able to shelter under the sprayhood — under the eye of the father-in-command — safe from being squeezed by a sweeping mainsheet. Myself, I am of the same opinion. However, what you have to sacrifice is the handiness of having the mainsheet in front of the helmsman, which undoubtedly is the most comfortable position for this person.

The vega #2078 is called "Crow-Lisa" which is a joke by the owner. "Crow-Lisa" appears in a story for children and is a very ugly old hag. The vega "Crow-Lisa" is the complete contrast: She is beautifully maintained and fitted out with exquisite woodwork and handicraft. You should but see the toilet seat and cover made of rose tree wood! Anyhow, here is the article (with my comments *in italics*):

Kind regards,

”Move the main sheet traveller forward!

Some years ago I wrote an article (*in this club bulletin*) called ”Crow-Lisa a converted vega”. In that article I described how i moved the main sheet traveller forward and why. I wanted to gain two things:

- Safer and more comfortable sailing through full control of the mainsheet. No heap of rope around my feet and no risk at an accidental jibe to be hit on my back by the sheet and in the worst case get the tiller entangled in the sheet with an unwanted change of course.
- A wider and more comfortable cockpit.



After some years of use I now make an evaluation of the changes I made.

I have never regretted the move forward of the mainsheet to the bridge-deck. Of all the improvements made on Crow-Lisa this is beyond comparison the best one I have made. It is easier and safer to sail with the sheet in front of oneself especially when running or in hard weather. Now I can stand beyond the swing radius of the boom which was not possible earlier. There is no risk to be hit (only valid for the helmsman). The free area in the cockpit while sailing grew and almost doubled. One can even sit or stand on the aft cockpit coamings when steering.

Some doubters have vaguely objected that the mainsheet would get in the way at the cabin opening. This is wrong. The mainsheet is moveable along its track. Change the normal shackle for a hefty one of quick release type and it will be easy to disengage the sheet in harbour and hang it up in the back stay or safety line. The cockpit will be empty.

There is one snag, though. You cannot move the mainsheet forward if you still reef the mainsail by rolling.

Some pieces of advice.

On vegas with a clean bridge-deck and with a mainsheet track of aluminium the operation is simple.

Undo the through bolts and the reinforcing piece of teak. Put the track on top of the teak piece just abaft the bridge-deck. Reinforce this piece of teak to double thickness, you may be able to use the old piece you have just undone. (Myself I shaped a new one 50 mm thick and filled with ”sika-flex” against the GRP for water tightness.) You should be able to use the stainless bolts and nuts from the original place. Through bolts at the settees with big over-dimensioned washers on the under side. Buy or make end stops for the track.

Move the sheet point on the boom to 60 cm from the aft end and remove the old fastening (which is only useful for roller reefing). The sheet will come to the track slightly from abaft, which is good. (*Check that the sheet will not interfere with the spray hood!*)

The cost so far would be, in the worst case, the price of few stainless screws and about \$5 for the fitting on the end of the boom, consisting of a stainless steel loop welded to a strap of stainless steel with holes for 4 screws. These could be bought at any yacht chandelier. The fitting can be pop riveted or screwed to the boom. The piece of teak would cost another \$5.

On older vegas, which have the compass in the bridge-deck the operation will be slightly more costly.

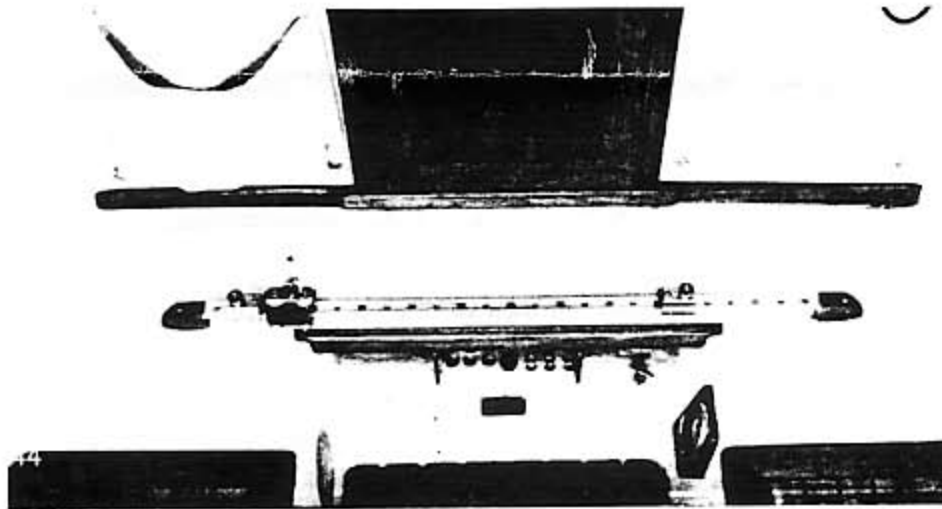
You will need a new sheet traveller track 95-100 cm long, end stops and a suitable traveller. Don't be mean with the quality. \$30-40.

Mount the track abaft the bridge-deck with bolts through the settees. Reinforce the track with a piece of teak fitted exactly between the settee sides. This piece should be an inch wider than the track and at least 50 cm high. Screw the track to the piece of teak and check that the screw heads are properly sunk.

You can keep the old track for some time, in case you should regret the change, because you won't gain any space by removing it. The edge of GRP protruding in front of the old track you could, with some handiness, convert to a device to hold the tiller in place.

A quick and easy way to allow moving the main-sheet forward is to fix a bolted ring or loop to the bulkhead below the bridge-deck. Reinforce on the inside with hefty washers. This fitting can be used for attaching the main sheet — as well as the safety rope of your harness. Of course you will not be able to trim the main and the sheet will get in the way of passing to and from the cabin, but for a quick test it is good enough.

The whole job can be made in a couple of hours, well worth the labour, I assure you."



Sven Fors, 2078 Kråk-Lisa.

TRIVIA QUIZ

Almost 400 feet long...The great Thomas W. Lawson was the only schooner ever built with seven masts. Once you have heard the masts' unique names you will remember them forever. Do you know what they were named?



TRIVIA QUIZ

From the decks of schooner Destiny

The Thomas W. Lawson's masts were named after the days of the week. Monday, Tuesday, Wednesday, ect.. (Whoever thought of that one should design our IRS tax forms!) Launched in 1902, the Lawson was built of steel in Quincy, Massachusetts.

She would carry 9000 tons of lumber from our Northwest to Hawaii, sugar around Cape Horn to Philadelphia and coal to Europe. After four years she was converted to haul fuel oil, one of our first tankers.

While at anchor the Thomas W. Lawson was hit by a gale and went to grief on the rocks off Englands Southwest coast.

Here's an email from Walt & Judy

12/15/98



Dear Friends,

"Lyric" departed San Francisco in mid November, we're on our way to Mexico. The going has been slow. Lousy weather. No wind, too much wind, wind from wrong direction, waves between large and huge, etc.

To keep this short I'll just touch on what's been happening. First of all we've got an E mail address, it's bestvega @ hotmail.com. Mail will be answered sporadically. Perhaps we're not really the best Vega but I have little doubt that we're the best equipped Vega in the world and probably can also claim title to being the heaviest. We're down 3 to 4 inches on our lines. This has made me a bit nervous about handling bad weather. Mostly I'm worried about being pooped. The cockpit is so large and the drains so small.

Anyway. We left Redwood City and spent several days at Treasure Island where we did a serious look at what we had on board and managed to get a couple of hundred pounds off of the boat. Also found out that our radar was not working. Went to Sausalito and took care of that. Next was under the Golden Gate, out a few miles and a hard left for Half Moon Bay. A friend has a mooring there and we side tied to one of his friends sadly neglected little sloop. The boat was being used as a roosting spot by every bird in the area. All in all it was a "fowl" place to be. With a storm coming we went into the dock to wait it out. We spent several days waiting for a window to open. When we for Santa Cruz the weather was much nicer. While we were enroute the Coast Guard put out a notice via the VHF that Santa Cruz had been closed due to shoaling of the entrance. We changed course and went for Monterey. Made it after dark and missed the entrance. While looking for it, Judy heard what she thought was surf. She was right! We turned in time to avoid grounding and found the entrance. Since we had never been there before and were entering in the dark we slowly motored in. Wrong thing to do! Terrific surge in the entrance. We managed not to hit anything and found a slip. We spent the next nine days waiting for another window.

El Nino last year, La Nina this year. They'll probably be blaming it on El Padre next year. Wind on the pacific coast tends to be northerly. With La Nina however we've been getting a lot of south winds.

Most of this coast is a lee shore, what few anchorage's there are tend to be exposed to the south. The surfers here have been very happy this year. They've had more high surf than ever. Now we get into the next part of the trip. After nine days in Monterey we had our window. Turned out that it was only part open. We motor sailed down the Big Sur coast and just north of Point Piedros Blancos started getting into rain. The rain got heavier and our north wind stated clocking to the west and getting stronger. This was not good. To make a long story short we had no place to go but a lee shore or out to sea. We

were several miles off shore when it started. We turned into the wind and close reached for sea room. It was now night and the NOAA broad cast was advising mariners about a fast moving low that was hitting Piedros Blancos with gusts to 50 mph. With the main double reefed and no jib we hove to. We made about a knot an hour this way and the next morning found ourselves about 17 miles off shore. A very scary night especially after the rain stopped and the clouds blew away. Then we could see just how big the seas were. We didn't get pooped but the cockpit was ankle deep at times from breaking seas. A dear friend with a canvas shop gave us a new dodger as a going away present. It was a life saver. Being able to sit under it in that weather was great. Thanks Nancy and Rubin!

The next morning with the storm abating we made for San Simeon which is about 7 miles down the coast. It has an anchorage usable in all but southerly winds. The wind was still westerly and we figured it would be roly. It was. The main wouldn't come down and inspection showed a grommet torn out of the luff and a jammed sail slide. We had replaced Lyric's mast with the one from Sonia to get an extruded track. (Lyric's old mast had the riveted track.) An addition we had made was mast steps. I can't say enough in their favor. They allowed a bad situation to be easily resolved. Anyway we dropped our anchor and set it. We each had a glass of wine and fell asleep at 6 PM after having been up for 36 hours. The next morning we upped anchor and made for Morrow Bay. The entrance there had been closed frequently but was open and we were able to enter. Side tied at the Morrow Bay Yacht Club and tried to put the boat in order. The folks from the Canvas Shop came down, picked up our sail, repaired it, and brought it back. I figured we'd pay between \$50 and \$100, they charged us \$20. Nice folks, nice town, nice club. We met a couple from Vancouver there on a 28 ft aluminum sloop that is built like a destroyer. I figure this boat is impervious to all but exploding volcanoes and cruise missiles. We wound up buddy boating around the notorious Point Conception with them and had a wonderful trip in delightful conditions. We'd hoped to stop in at Santa Barbara but our arrival would have been in the wee hours so we passed on to Channel Islands Harbor in Oxnard where we are currently waiting for the Santa Ana winds to subside. Next stop is Marina Del Rey then on to Long Beach for Christmas with Judy's Kids.

1/1/99

Happy New Year! Not a whole lot to say. The rest of the trip has been without significant incident. We've continued to motor sail down the coast with light winds and gentle swells. Fuel consumption seems to be getting better after re-trimming the boat. Our little flotilla has grown with the addition of a Cal 40 out of Seattle with Terry and Don aboard. They're a couple of construction types who have taken a 30 year old boat and turned it into a fast cruising showboat. Also met Willie, a singlehander on a Vancouver 25 out of Canada. He's been to Hawaii on the boat and made 3 Atlantic crossings.

Anyway we left Channel Islands Harbor and spent a few days in Marina Del Rey. From there we went to Downtown Marina in Long Beach, significant in that the entry takes you in with the "Queen Mary" off your port side. I put a couple of extra cockpit drains in the transom and feel a lot safer for having done so. We spent several days there while chasing down parts to repair the drills I burned out while drilling the transom. Note: A Makita drill (mine) is much cheaper to repair than a Milwaukee (Ken's). Also got to see Judy's kids who live in Long Beach. Left there and stopped briefly in Alamitos Bay marina

to take on fuel and propane. We then hit our first significant fog of the trip. Radar made it somewhat less appalling but we did have a few close calls with power boats that didn't show on our screen. One idiot came tearing through at high speed and was crossing in front of our bow when he saw us. I think he realized how foolish he was being as he then slowed considerably and turned away. We celebrated the new year last night in Dana Point marina, named after Richard Henry himself. Anyone who doesn't know who he is, is hereby ordered to turn in their sailing license until they read his book. It's mandatory reading. Next stop Ocean Side harbor, from there to Mission Bay and then on to San Diego, our last "port of call" in this country. I'll update this in a few days.

1/5/99

Back again. Actually back up north again. We've back tracked up the coast to Newport Beach. The plan is to cruise to Catalina Island tomorrow. Spend a few days on a mooring there and then down to Mission Bay for three days (maximum amount of time the local authorities allow you to anchor) and then on to San Diego. Hopefully we won't have to spend much time there. We need to get to Mexico as the budget is shrinking more rapidly than expected.



Aboard "Lyric"
Walt & Judy



This is the most original envelope I have ever received!

10615 WHITMAN AVE
ORLANDO FL 32821



SIDNEY A ROSEN
10615 WHITMAN AVE
ORLANDO FL
32821-8611

