



Financial Report - Calendar Year 1995

(All figures rounded to closest Dollar)

Beginning bank balance 1/1/95			\$3,300.00
<u>Income:</u>			
Dues/donations *	\$891.00		
Sale of burgees	96.00		
Sale of cockpit tape	120.00		
Bank Interest	<u>56.00</u>		
Total income	\$1,163.00	+	<u>1,163.00</u>
			\$4,463.00
<u>Expenditures</u>			
Postage/freight	\$ 1026.00		
Reproduction	1039.00		
Office expense/supplies	79.00		
Refunds (overpayments)	15.00		
Burgees (for resale)	174.00		
Neoprene tape (for resale)	<u>\$118.00</u>		
Total expenses	\$2,451.00	-	<u>\$2451.00</u>
<u>End 1995 bank balance *</u>			\$2,012.00

(All paid up 1994 members got free 1995 membership)

* Includes prepaid 1996 dues	\$526.00
Burgees on hand: 17 @ \$8.00 ea	\$136.00

Next month:

"9 weeks and 6,500 miles to South Africa" - Tony Skidmore's account of his trip across the Indian Ocean

Welcome aboard:

David and Leanna Schwartz
 15305 Highway 99 North
 Apt #36
 Lynwood, WA 98037
 Tel: (206) 742-7621



Happy St. Patrick's Day!

Fixing the cockpit sole-

November 23rd, 1995

Dear Sid:

I am getting ready for another winter in South Texas. Before I left Texas last April, I engaged the services of John Howie of Auxiliary Power Service 512-776-3006 Ingleside, Texas.

I left John all information pertaining to the changing of bearings and seals in the combi unit. He performed the work last week and advised that the step by step instruction where it was not necessary to pull the boat was invaluable.

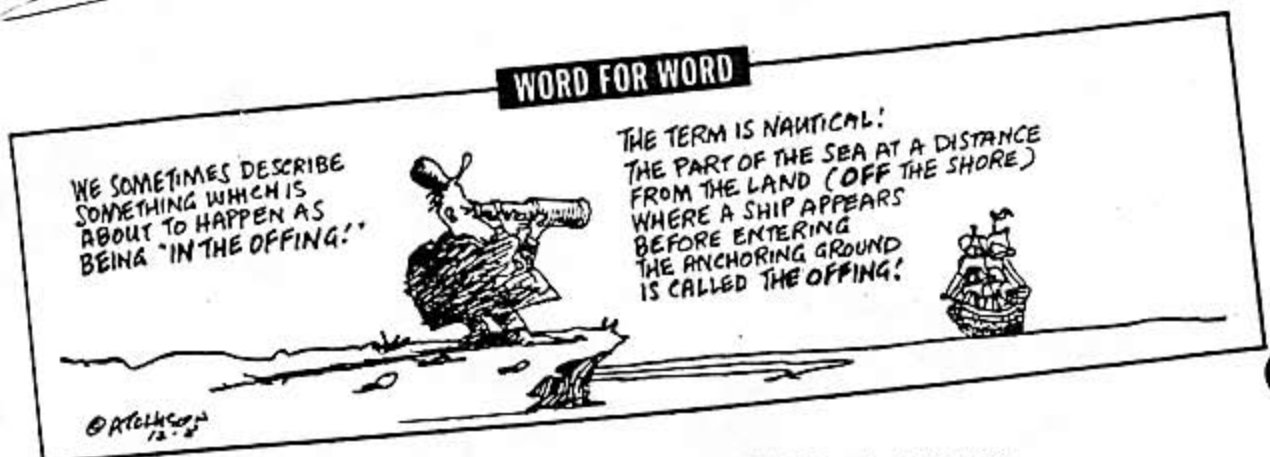
Total hours for the job which included some other minor re-wiring amounted to 15 and I expect that the parts were under \$50.00 as I do not have the actual invoice.

As for my very limited input as to Vega upkeep:

the cockpit sole became impossible to screw down tightly since all the threaded bolt holes became stripped. In order to repair, I removed the sole, made up a epoxy paste, smeared it on one of the bolts and ran the bolt into the stripped hole and backed it out with a power screw driver. I did the same using the same bolt on all the holes, then cleaned the bolt of all excess epoxy. After allowing the epoxy to set, place the cockpit sole back in place and screw down (the screws tend to self tap). I removed all the screws again and let it sit over night with no screws just in case some of the epoxy was not properly mixed since which might end up in epoxing the screw to the hole sides.

regards


Gordon Griffiths (Griffiti)



21/10/95

31 Ivy Crescent
Ottawa
Ontario K1M 1Y1
CANADA



Dear Sid,

It's about time I brought you up to date on the adventures of "Tarka The Otter", which we put back in the water this Spring after two years in a warehouse.

As you might expect after two years of inactivity, we had one or two mechanical problems with our venerable MD6-A diesel. The most irritating of these - because it was the most difficult to track down - was water in the engine oil (symptom: a milkiness on your dipstick).

We did endless oil changes, but still the milkiness persisted. In the course of the oil changes, we noticed that the engine was also starting to judder - it sounded as though the propeller was loose. How could water in the oil cause this? It couldn't, of course - in fact it was coincidence that the two problems occurred at precisely the same time, but it's difficult to believe, in cases like this, that there isn't a link between the two phenomena!

The water-in-the-oil problem was eventually remedied by replacing the head gasket and exhaust manifold gasket, both of which - after 20 years of sea-water and rather a lot of mileage, were little more than hot soggy pulp. However, we only reached this conclusion after exhaustive testing of the water pump - a faulty O-ring is here the easiest way in for water - and scrutiny to see if somehow water was coming up between the prop shaft and its sleeve.

The rattling prop was a failed cutlass bearing - this necessitated a haulout and the "pulling" of the prop shaft and its sleeve (along with much educating of the local mechanic, who had never seen an engine like this and wanted to learn everything by trial and error). I suspect the bearing may have failed because, in our efforts to get the engine going before putting the boat in the water, we had run it for two or three minutes - the cutlass does not appreciate having the engine run when the boat is out of water (the only solution may be vigorously to spray the cutlass with water as and when you ever need to do this).

In the course of all these investigations, we did solve one problem that had plagued us all the way around the world - persistent air in the fuel, necessitating bleeding before virtually every start. This, we finally found out, was caused by a pinhole in the "O" where the steel fuel return line joins the side of the fine filter casing (starboard side). I detected the hole by the old and tried method of rubbing saliva on any place I thought there might be a leak: the engine now starts first time, every time.

We spent most of the summer in the beautiful Thousand Islands area (where Lake Ontario becomes the St. Lawrence). This is as good cruising as you'll find anywhere but, in spite of

the supposed recession in Canada, is increasingly populated by large power boats and - most obnoxious of all - jet skis.

In August we took a couple of weeks off and headed upstream to Kingston, the historic city that commands the entry from lake Ontario to the river.

From here, we cruised up into the Bay of Quinte - a natural waterway some 40 miles long that zig-zags its way into tranquil, rural farmland North of the lake - and then "hopped" across the lake to some of the small communities on the USA (Southern) shore. The lake crossing - here about 40 miles - can be surprisingly rough. In a very short time, steep and very short seas of six to eight feet can kick up, giving you as bumpy a ride as you'll find anywhere. Fortunately, at this time of year the water is warm - but fresh water on my cheek still seems strange after years of sea-sailing!

We had several days of winds over 25 knots, combined with perfect blue skies and temperatures of 25 (C) - perfect sailing, with the wind keeping the power boats at their slips!

This year, there has been exceptionally little rainfall in this region, as in most parts of the continent. This, along with the hot weather, has caused weeds to grow at an unprecedented rate and the St. Lawrence to fall to its lowest levels in many years. We had hoped to sail right into November (the Thousand Islands magically empty out after Labour Day) but just getting Tarka out of her slip was becoming more and more of a challenge: in the Spring we were in 6ft of water, but by October we were in 3ft 6", with Tarka resting in her own little trough in the mud. Accordingly, we decided to haul out in mid-October, rather than get permanently stuck in our slip! (annual haul-out is necessary, as the St. Lawrence ices up for several months a year).

We are following Tony Skidmore's adventures with great interest, and not a little nostalgia...

All the best,

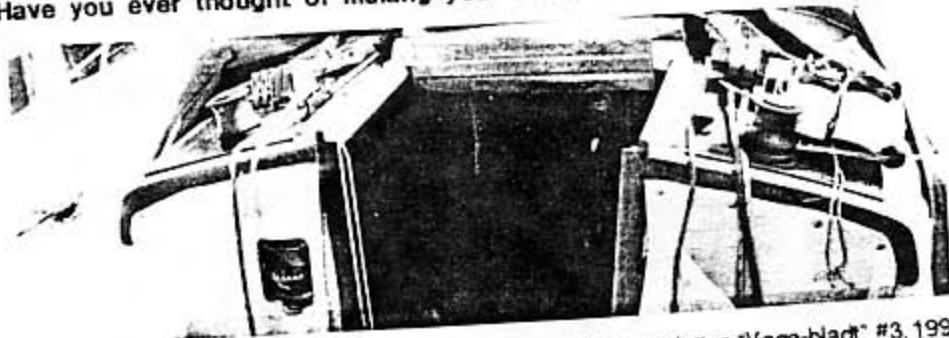
Nick F Sealey

Nick and Jenny Coghlan



TARKA THE OTTER

Have you ever thought of making your cockpit into a "control center"?



(From the Swedish, Norwegian & Danish Vega clubs' newsletter "Vega-bladet" #3, 1995)



Repairs to my Vega:



Dear Sid,

"TERN"#1519 San Francisco 12-3-95

Enclosed is my membersip renewal for the coming year.

This past year I have sailed TERN quite a lot and that is what it is all about after all. Went up the Delta again, this year, where we ran aground pretty good and were stuck on a sandbar, with a falling tide, for more than five hours. The sheriffs patrol boat even came by to ask if we needed assistance. We were heeling pretty good by that time. I had tried everything: kedging off, sailing off, turning the engine on and off, full throttle, little throttle, but no go. So we just waited for the tide to come back in to lift us off and sail into the sunset. No harm done, except some loss of face. We could hear the sheriffs duputies talking about us on the radio.

We alternated between anchoring out and spending the night in a marina to take showers and get more ice and supplies. It was slightly windy at night as well, which helped a lot to keep the mosquitos at bay. But I have learned from previous years and now carry mosquito screens on the boat.

On the way back the engine ran hotter than usual, my thermostat used to fluctuate quite a bit, and when I checked the engine compartment there was about a pint of oil in the drip pan. I had the thermostat replaced, waterpump rebuilt and a bigger and better fuelfilter installed, Racor 500 Series. Now the engine always runs at about 75 Celcius (centigrade) it has the original temperature gage.

Haven't had any oil leaking either. I assume, that when the engine ran hot, the oil got thin and leaked out. I do have a leaky rear seal, where the shaft exits the Combi.

Went to Half Moon Bay again this year as well, not enough wind and too much motoring and off course many wonderfull sails on the San Francisco Bay.

I had my Autohelm 1000 fixed, some connection had come loose and had to be resoldered, other than that I haven't had any equipment failures this year. I have hauled the boat this last October, after 2 and a half years in the water. When I greased the prop, at first some water squirted out, before some old grease, I suppose I should grease the prop more often. I often read in the newsletter how much trouble members have had with the Combi and stuffingbox. Mine is holding up well and I use the boat quite often, all year round. When I first got the boat a friend was helping with the haulout and gave me a little PLASTIC plug, that fits the prop greasehole perfectly, so I have no corrosion problems with the brass plug.

I replaced three gate valves with ball valves, ^{one} ~~one~~ of the gate valve treads would not take a half inch treaded ball valve, so I had to take the through-hull out. It took some doing and I finally had to drill it out. The face of the through-hull, that was against the hull looked as shiny and new as when it left the store, no corrosion whatsoever. The only original through-hull left is the one for the sink. Last year I replaced the original footpumps with whale gushers, they are wider, than the originals, so I had to make another slot in the wood for the pedal to go through. I now get twice the volume and they both work, the saltwater one was stuck, when I got the boat. Sooner or later one has to replace just about everything on a boat this old. But she still sails like a dream!



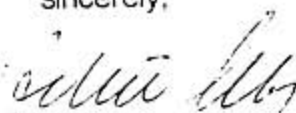
"Vega PHRF is 240" (Felix Arts)

One of our members wanted to know the PHRF(Performance Handicap Racing Fleet)rating of the Albin Vega: it is 240,both on the East and West Coasts.Not very fast by modern standards,about the same as a Folkboat.reaching and running is were the boat really shines.

I got a new sailcover and two sheetbags for my running rigging that leads aft,cleans up the cockpit a bit,gets rid of the "spaghetti".This year I want to recanvas my dodger and maybe get rollerfurling.Does any member have any experience with Cruising Design Furlers,if so I,d like to hear from them.

Best wishes to you Sid and all the other Vega aficionados out there for 1996.

sincerely,



Felix Arts



Advice needed on deck delamination -

1428 Martin L. King Jr.Way,
Berkley, CA

Mr.Sid Rosen
Vega Newsletter

Dear Mr. Rosen,

I am the proud owner of an Albin Vega, and have been sailing her tirelessly on the S.F. Bay and surrounding coastal waters for over a year now. My partner (Graham Hale) and I have recently learned about your international newsletter, and would like a subscription. Please let us know how to proceed with this.

It also happens that our boat "Restless", has had a few major problems recently. We recently removed the original 17hp Albin engine (due to failure) and discovered a broken crankshaft.We've decided to replace it with a used diesel (if possible). Secondly, we've been having delamination problems on the deck just off the bow. At least a square foot of the deck has bubbled off the balsa core. I wonder if it might be possible for you to point us in the right direction to get some information on how other Vega owners have dealt with these problems.

Thank you so much for any help you can give us.

Sincerely,



Scott A. Hotes



Loren E. Acker, Professor

(Behavior Analysis & Development, University Of Victoria)
e-mail: Lea@Uvvm.Uvic.Ca



Sandra L. Acker, Librarian

(Music, Audio, And Films Librarian, University Of Victoria)
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16-2330 Harbour Road, Sidney, British Columbia, Canada V8L 2P8

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Thursday, January 5, 1995

Dear Sid,

How nice to hear from you. We still regret not having been on our boat the day you came into Victoria -- it would have been good to have met you face-to-face. No matter, with all our communication through the treasured Newsletter, it is as if we did.

You ask about the Internet. I must preface my remarks by saying that I am NOT an "internet surfer". Nor am I a subscriber of any commercial service such as Compuserve or America Online. Fortunately, my being a university professor provides me with access to the internet as part of my employment as a means to enhance my research, teaching, and general knowledge. It is in respect to this latter purpose that I became a subscriber to the list, "Yacht-L@hearn.bitnet". I am likewise a subscriber to a "Live-aboard" list whose address I don't have easily at hand (but users of Yacht-L will know about it -- in fact, once subscribed to any boating list, you quickly get information about many others -- I can't keep up with them all!).

Most of these lists provide archives of all their communications with users, which can be invaluable as a data base for topics and problems and advice one may need at times. I do not use the archives, myself, as I keep communications, potentially of interest to me, in a file on our university mainframe. A couple of times a year I download this file to my Mac, import it into WordPerfect, store it on a floppy, and use the search features of WordPerfect to find info as I may need it. This has proven helpful only if I am selective in what I keep of the original communications I read on the list. Thus, one has to read with an eye as to who wrote it, what their qualifications may be, what you've seen them write before, whether they are keener on racing or cruising, etc., etc. In this way your database stays smaller, more manageable, and more reliable. The great thing about any list, I believe, is that anyone who opens their mouth (i.e., types a posting to the list), is instantly accountable to the many listeners, some of whom are more knowledgeable and may challenge or qualify the posting. This should, from my knowledge about human behavior, improve the quality, over the long term, of individual contributions and keep many "loudmouths" more humble. It's not too often that sailors are so accountable for what they describe, suggest, and conclude in their trading of information between one another.

I wholeheartedly recommend participation in a boating list. Yacht-L is as good a list as any to begin with. Many on the list seem to use commercial services such as AOL, Compuserve, etc. What the costs are to them, I have no idea though I expect that any service provides a certain free minimum of E-Mail.

Thanks for enquiring about our cruising. "Seaweed" (our Fisher Northeaster 30') has been a real joy to us. Just last summer we spent over four weeks aboard (nine weeks, as you'll recall, the previous summer) anchoring for long periods amid British Columbia's myriad of waterfalls, swimming in water that was nudging 70 degrees F. (cold by your standards), picking oysters and mussels from the beach, swinging into new vistas with each change of the breeze, and generally pinching ourselves to see if we were really there. Though it is wonderful having a wheelhouse, shower, four separate cabins, and a really heavy, heavy long keel boat, our eyes always seek out, analyze, and admire the sleek lines of any Vega which comes into view. Our hearts will always beat a little faster for the Per Brol's success and for "Star Bright", in particular.

With "Seaweed" being 21 years old this year, we are facing the inevitability of re-powering. Our Volvo MD3B is giving up the ghost to saltwater cooling (read repeatedly blown head gaskets). Do you, or any of our readers, have any suggestions for a solid, reliable, heavy, low revs (say 2500 rpm max) new or rebuilt 36 to 46 horsepower diesel? Most new ones seem to be marinized auto or tractor diesels, light in weight (read thin alloys), high RPM (read whiny-noisy?), and less robust (read unreliable?). We're willing to spend because "Seaweed" will be our half-year retirement home when we rent out our beach-side, dockside townhouse each year for six months. Any recommendations or books to consult would be appreciated.

As ever, our best to you and yours and please feel free to cut and paste from this letter as you may want to for the Newsletter.

Loren and Sandy Acker (sometimes aboard,
and sometimes ashore, alongside,
the good ship Seaweed)

Our thanks to Frank Gallardo ("Cln-Cln", #2184) for translating the following article into English

BULLETIN 1.94

TECHNIK (Technical)



Page 20-21, Key-Word: Rigging

The rig on the Albin Vega originated in 1968, it is therefore obvious that numerous improvements can be made. What is not clear, is whether any of these changes will alter the class rules under which Vegas are classified and raced. For the regatta/racing fans amongst you, it is suggested that the following be read with this in mind.

The first and most important modification concerns the headsail. The cruising sailor will want to install roller furling. There are generally two types to choose from; the simplest system includes a furling drum and a top swivel, but retains the headstay. The advantage of this system is that one can use all of his headsails without any modifications. They are simply hanked on, as before. The disadvantage of this set-up, is that it doesn't lend itself to partially reefing the foresail. It is then, basically a system allowing you to either set or furl the headsail.

The second option concerns the more expensive roller furling system, distinguishable by the aluminum tube with built-in groove through which specially made foresails are then set. With this system, one can partially reef the foresail, with good results. Either way, the most important gain with either of these systems, is the ease with which one can either set or furl the headsails. Control from the cockpit is invaluable in terms of safety and comfort.

Another means of improving the rig would be through the installation of a Self-tending jib (Club-footed jib). A track, curving aftwards would have to be mounted on the deck forward of the mast. It is generally speaking, a matter of trial and error as far as the placement of the track is concerned. Also the sail will have to be altered/tailored. This is best done by the sailmaker after the track has been installed.

Truly archaic is the manner in which halyards are led up and down the outside of the mast. This is a holdover from the days of wooden masts. If the halyards are led inside the mast, then four instead of two can be installed, i.e. the main, topping lift and two halyards for the foredeck. The additional sheaves for this installation will of course have to be mounted somewhere near the bottom of the mast (preferably narrow sheaves, so as not to over-weaken the mast.) Taking advantage of the opportunity, one should then lead both the topping lift and main halyard aft to the cockpit. With two additional winches and halyard stoppers, one can perform all sail operations from the cockpit including reefing the main if one adds lines hauling the luff and leach down and then aft into the cockpit.

I find the generally accepted use of a bridle for adjusting tension on the backstay not to be the optimally best solution. With this system the mast is not fixed in one position. Under stress the weather side of the bridle stretches while the leeward side contracts, this causes the actual fixed point of support to shift to leeward. The remedy is to install two backstays. Then not only will the question of distribution of stresses be settled but the mast will be able to stand in a more level position. The forestay will also be kept more constantly taut and won't sag so much when off the wind. Instead of securing the backstays to the old fittings on the top of the

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mast, a round shackle should be attached to the top of the mast and the eye of the backstay then run through the shackle, this enables the full strength of the backstays to be utilized without any bending stresses being introduced into the mast.

With boats twenty years old or so, one must also figure that the anodized layer on the mast has been damaged here and there. If while performing spring pre-season maintenance corrosion is found, one should promptly apply some good adhering colorless paint as protection. Suitable are so called one-component paints with a polyurethane base that harden with the aid of a little humidity. If any questions should arise, I remain at your disposal.
V-1992 "Twee" Dr. Karl-G. Prusseit



Page 22, Key-Word- On-board Computers

Computer freaks, and I'm one of them, do not want to do without their on-board computers. They are generally used for navigation or as word processors. Laptops are available for this purpose. Most laptops can be operated from ships power, and matching power cables are available as accessories. It behooves one to purchase this cable when purchasing the laptop, because the possibility exists that it will not be available as a separate item. Exactly which system to purchase is pretty much a matter of taste, however in order to conserve ships power one should probably not use a 486. Also to be considered are the high humidity and high salt content in the air, neither of which are beneficial to electronic equipment that has not been "marinized". For this reason it might pay to look into the second-hand market for something suitable and at the right price. Many feel that a hard-drive is indispensable, but if one considers that all it takes is a small slip from the table top and chances are the hard-drive will not survive the fall. Therefore maybe one should opt for one with two disk drives. There are suitable soft-ware programs available on the market. Worth mentioning is TEXTOMAT from Data Becker. Navigation software is very often written in BASIC which can be run with only one disk drive. If the goal is navigational computations then there is an alternative. There are pocket calculators that can be programmed in BASIC such as the SHARP PC E500 that are excellent for this purpose. I have written two easy to read books on the subject of navigational software for computers. They are available from your local bookstore. These calculators and their matching printers and power supply cable will also operate from ships power (12VDC). V-1992 "Twee", Dr. Karl-G. Prusseit

Page 23, Is it going to be a new engine?

Although our boats have generally all passed the twenty year mark and nevertheless remain in outstanding condition, one occasionally considers acquiring a new engine. Before purchasing a new engine one should consider the alternative, that is the rebuilding of the old engine. A thorough rebuilding of the engine by a reputable workshop would cost about DM6000 (\$4000) plus fresh water cooling from Volvo DM1500 (\$1000). Advantage: One has a good engine with few removal and installation problems. Disadvantages: The engine has not become "younger" (newer), and one continues to have the sensitive variable pitch propeller with little power.

A NEW MOTOR. what is there to consider?

The most important thing of course, is that the new engine must physically fit in the Vega engine compartment. Having said this, boat owners with gas engines will have their hands full of problems. Klemens Henkes overcame these difficulties and can report on them (gas

(continued)

engines). For boat owners with MD6-A diesels there are fewer problems. I have personal experience with two engines that physically present no problems in installation. These are: Yanmar GM 20, 2 cylinder, Freshwater cooled 18HP, and the Perkins Parama M20 3 cylinder Freshwater cooled 18HP (taken over by Volvo). Both engines are delivered with a reversing gear box. Motor mounts and instrument panel are delivered as accessories. One should look into control cables for transmission and throttle.

What "extras" will have to be supplied?

--A 25mm dia. , 120cm long drive shaft, with drive shaft flange (connection between shaft and transmission and motor).

--Propeller

--Exhaust installation with exhaust hose, muffler, water collector , goose-neck, etc.

--Ventilation valve for Freshwater cooling.

--Motor and transmission cables and control levers.

--If needed, new stuffing box, water separator for diesel fuel and coolwater filter.

One should then consider if one will re-new the engine compartment insulation.

V-1589 Walter Schlaphof

From the German Vega Association newsletter #1-94

Fishing while you sail -

I have, in the past, mentioned fishing (trolling) from your Vega while sailing. If you haven't tried it, you have missed out on a lot of excitement. It is an added benefit to your sailing. In fact, the thrill of hearing the reel clicker as the line goes out after a "strike" only enhances the enjoyment you have been having. All you need is trolling tackle and a rod holder (or two) to clamp onto your stern pulpit. One of our old members, Don Angel (who got me into this type of fishing) liked to use two rods - one line rigged "deep" and one line "shallow". Don rarely went home without a "catch". His home smoked bluefish was superb. If the wind died down and the boat was dead in the water, "not to worry", Don would dig out his lighter tackle and try for spot or flounder. On the Chesapeake Bay both Don and I were very successful with "silver spoons" and "imitation eels" made of surgical tubing - bigger sizes for bigger fish. Most of the fish we caught were either Bluefish or sea trout (weakfish).. You can catch fish while sailing fast or slow, however, Seatrout, also called "weakfish", have weak lips and if you are going too fast, the hook tends to tear out of the fish's (weak) lip. Why not try you hand at fishing? Here's an old picture of your editor with a very tasty one that did not get away. Actually the smaller blues were more tasty!



Noah's Ark

We all know the story of 'Noah's Ark' and we probably assume that all the animals etc. left to go their own way when the flood subsided. However, it looks as if quite a number of them took a fancy to the seafaring life. If we look around ships of all descriptions and examine our nautical language we will find quite a variety of mammals, birds, fish, etc.

Here are some of the examples with their nautical usage that I can think of and there may indeed be others that I have overlooked.

Some of the expressions, however, may be peculiar to this side of the Atlantic, the fishing industry or indeed to local areas while several are no longer in use or from the great days of sail.

MAMMALS

DOLPHIN
BULL
CAT
HOG
OTTER
DOG
WHELP
WHALE
SHEEP
HOUNDS
PIG
FOX
DONKEY
RABBIT
HORSE
COW
MARE
RAT
MOUSE

BIRDS, INSECTS, ETC

CROW
DUCK
MARTIN
GOOSE
SWIFT
SWALLOW
LEECH
FRIGATE
SHANK
FLY
WORM

FISH

SOLE
ROACH
MARLIN
GUDGEON
DORY
FLUKE
COD

NAUTICAL USAGE

Dolphin-striker; Mooring stage
Bulwark
Cathead; Catpaw; Catamaran; Cat-of-nine tails
Hogged heer; Part of the keel
Otter board
Dog Watch
Rib of a windlass barrel; Bitch and Whelp
Whaleback
Sheepshank
of a mast
Pig-iron ballast
Twisted rope yarns
Donkey winch
Rabbit in timber of clinker built boat
for the main sheet
Cow hitch
Mare's tails
Ratline
Mousing a hook

Crow's nest
Cotton duck used in sail making
Martingale on a bowsprit
Gooseneck; Goose-winged
to swift in (tighten up rigging)
of a thimble or block
of a sail
Naval vessel
of an anchor
Flying Bridge; fly of a flag
Worm, parcel and serve

Cabin sole
edge of a sail
Marline spike, Marline hitch
rudder fitting
John Dory
of an anchor; type of flatfish
Cod-end of a trawl



AND THE ATLANTIC ITSELF USED TO REFERRED TO AS THE 'HERRING POND'