

# VEGA

# Newsletter

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

25 Mar 1992

Voice of American Vega Sailors

No. 4-92

- Our last months newsletter was erroneously numbered #4-92. This issue is correctly numbered #4-92
- Welcome to Florida! Past VODCA Commodore Don Angell (previous owner of "Serendipity", #1492) is a recent newcomer to Bradenton, FL. I'm Don would appreciate hearing from others in his area so why not make yourself known to him: His number is (813) 739-9305.
- Burgees have been ordered and we are awaiting their receipt. The price is only \$8.00
- Conrad Geyser's "Nelion" (#384) "survived Hurricane'Bob" with only a bent stanchion & Pulpit even though other boats got temporarily hooked onto "Nelly's" mooring. This consisted of a 250 pound mushroom anchor with 10' of 3/4" chain and 25' of 3/4" Nylon line with heat shrunk chaffing gear. The boat didn't budge not even when an extra 35 ft Freedom Cat "hooked" onto the same mooring.
- Sterling Peart has his Vega in Sausalito, CA. He is interested in swapping boats with other members (for vacations). If interested, please call him: (916) 661-6064.
- Your editor enjoyed a recent visit from Jim Ranti, Old Saybrook, CT, (Tarka II). Sid is looking forward to your visit !
- Jim Mears, 1872 Rockhill, Howell, MI. 48843, is looking for a Vega. If you are aware of one, please contact him. Despite his lack of a Vega, Jim has already become a member.
- Our "Vega Westbound" (Gibraltar to Barbados) video tape is still available for eight days of viewing. \$1.00 will cover the postage to you.





# BOAT/U.S. Cooperating Group ACCORD

AS OF FEB 1, 1992,  
79 OF OUR MEMBERS  
BELONGED TO BOAT/US

### Between

Boat Owners Association of The United States  
Washington National Headquarters  
880 S. Pickett St., Alexandria, VA 22304  
*(herein called BOAT/US)*

### And

**VEGA NEWSLETTER/AMERICAN VEGA ASSOCIATION**

*(Organization or Club)*

**10615 WHITMAN CIR**

*(Mailing Address)*

**ORLANDO FL 32821**

*(herein called GROUP)*

### By our signatures below:

BOAT/U.S. agrees to:

- Provide full Membership to all bonafide members of the GROUP at a special Cooperating Group rate of \$8.50 (one-half the regular \$17.00 dues).
- Allow GROUP members who are already BOAT/U.S. Members to renew their Membership at the same special rate.

The GROUP agrees to:

- Have a BOAT/U.S. Member serve as liaison.
- Maintain a group size of at least 10 members.
- Have at least 5 members join or renew their BOAT/U.S. Membership during the year.
- Send BOAT/U.S. a sample of information notifying members of this special cooperating group arrangement at least once a year. Examples: newsletters, announcements, etc.
- Make BOAT/U.S. literature available to its members.

*This Accord does not constitute an endorsement of either organizations' activities; it becomes effective for one year upon the signatures of the authorized representatives of both organizations and may be renewed each year by mutual agreement.*

### Accepted

BOAT OWNERS ASSOCIATION  
OF THE UNITED STATES

Signed *Nancy Micheluan*

Dated January 19, 1992

GROUP (Organization or Club)

Signed *Sidney A. Rosen*

Title *Secretary*

BOAT/U.S.  
Member Number GA-800915

No. of Members 180 Dated 1/10/92

# Vega Marin AB



**YANMAR**  
**ORBITRADE**  
**North Sails**  
**Vega - Ballad - Viggen**  
**MAXI**

Göteborg 3 Jan. 1992  
American Vega Association  
10615 Whitman Circle  
Orlando  
Florida 32821  
USA

Att Sidney A Rosen

We thank You for Your letter from dec, 12th-91 which we received some days ago.

Sorry to hear that You don't got our letter dated Jan 30-91. In that letter we told You that our catalogue is delayed. We also send You pricelist over our articles.

Of course we want Your members as our customers. We now send that material we so far has ready and our pricelist with reservation for rise of prices.

There has been trouble getting our payment when we send goods COD to USA. And it also take long time for both customers and us.

The cheapest and best way for Your members to order from us is to go together and order.

There is two possibilities besides COD:

1. Swift payment to to our account no. 4201-100 563-5 with:  
GÖTABANKEN, S-405 09 Göteborg  
SWIFT-address: Gotasesg  
Teles: 21750 Gotaban S

2. Buy a draught bankcheck

Order under SEK 500:- can't be send without payment in advance.

Ex of freight:

EMS basic price 375:- addition pr kg 60:-  
By Air " " 100:- " " " 45:- addition bulky 105:-  
Surface " " 85:- " " " 15:- " " 105:-

Exp. cost 100:-.

All prices are in SEK.

Fax Your order - we fax back price and delivertime as o - You order Your bank - we got payment and send the order to You.

This way has been satisfying for customers in USA and Canada.

We looking forward to a good collaboration with Your members.

With regards.

Vega Marin AB

I Sundström

In sep. parcel we send material and pricelist.



Charles J. Trenkle III  
117-D Brittany Farms Road  
New Britain, CT 06053-1130

November 17, 1991

**GR-R-R-R!**

Dear Sid,

This is mostly going to be weeping and wailing about that Swedish outfit (whose name I cannot remember and all of my notes have been misplaced and I cannot find anything about anything) and a plea for help.

But first: SEAJAY is doing fine. Mainsail cover ripped a little in Hurricane Bob, but that's all. Didn't get as much sailing done this year past as I would have liked: too many things got in the way. Last spring I put in four heavy "U" bolts and ran 3/8" jacklines for my safety harness along both sides of SEAJAY from the cockpit to the bow. Worked fine and I feel much more secure when it blows: sailing alone as I do leads me to think I need all the security I can devise. Also made an anchor holder a la TARKA THE OTTER (I think) for the top of the bow rails. My 22 lb. Bruce just fits. Gives me the Bruce and a 20 lb. high tensile Danforth on the bow. With a 25 lb. plow and a light grapnel in the cockpit lockers I feel I'm ready for 'most anything around here.

I want to thank you for sending me the "Swedish outfit's" catalog -- not that it did me any good. I tried. Right after you sent it, I hired an interpreter and "placed" an order (about \$700 worth) with them. I have yet to hear so much as a word and although the interpreter assures me that "several" calls have been placed, I've nothing to show for it (except a bill from the translating/interpreting company, which doesn't count).

Now the big problem is that I MUST replace the stuffing box. I do not have a choice that I can see. I can run under power only for about a half-hour before it seizes up and twists the hose part off. I am very discouraged. I keep reading how other people have been successful in ordering, but not me. To make matters worse, the interpreter has left, taking the catalog. So, I need a new catalog, preferably a current one with the new telephone number. It is bad enough thinking about taking that gearbox apart, but not to be able to get the needed parts is driving me frantic.

I certainly would appreciate any and all help and/or suggestions. Gotta get it done and I think I'd better start now. Help!

I trust all goes well with you. Keep up the good work; I really look forward to the newsletter.

Regards,

Charles J. Trenkle III

P.S. My home telephone number is 203-224-9765 if anyone cares to call.



Our "humpbacked" Vega -

4297 Canela Road

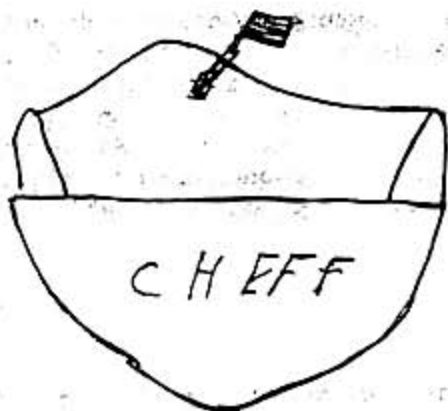
Port St. John, FL 32927

10/25/91

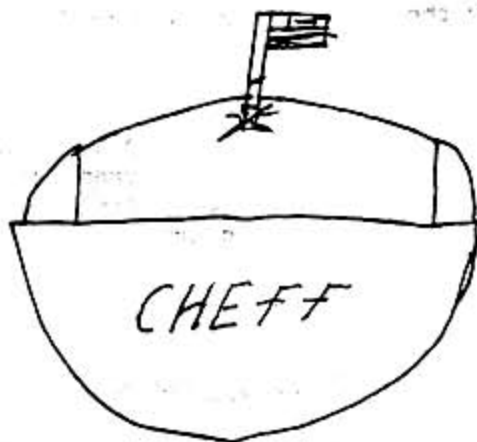
Dear Sid;

Thanks for the repair manual. It will be a godsend. I've been pondering some ways to ground my systems and it has given me some good ideas.

I still haven't gotten my stern pulpit fixed from when my Vega "CHEFF" broke her dock line and hit a piling, but I found a man who can bend and weld stainless steel tubing. I think I'll have him even out the curve rather than try to straighten it. Ours will be the only "humpback" Albin Vega around.



before



After

Thanks again for sending the manual.

Jeff Cook  
Cheve Serafine  
"CHEFF"

December 10, 1991

J. M. Ritter, Jr.  
5206 E. 131st Ave.  
Tampa, FL 33617

Regarding your letter Of March 28, 1991 to M&K Marine Supply

Dear Mr. Ritter,


I was very pleased to see that there is customer service from the mail order catalog companies. It seems that they were kind enough to give you our address here in Sarasota to contact regarding your ORIGO stove from your "Vega" sailboat.

The model of stove that you have in your boat was made by Jobo for ORIGO in Sweden, and is rather old. Unfortunately the Jobo factory burned down several years ago, and there are no longer any parts available for them, either here in the States or in Sweden. The new ORIGO stoves are considerably different and the parts are not interchangeable.

I have taken the liberty of sending you an updated brochure on the ORIGO stoves, should you wish to replace yours with a new model. They are available from most of the major boating stores throughout the U.S.

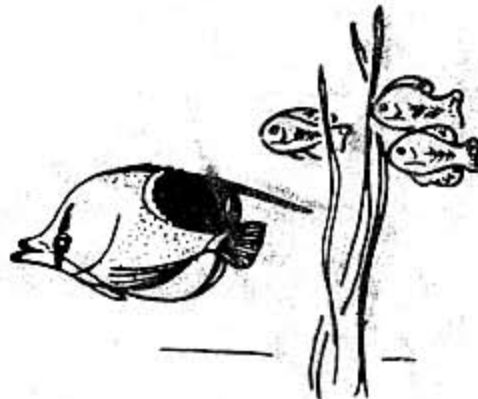
Should you have any further questions, please feel free to contact me at your convenience. I would be happy to help.

Sincerely,

  
Andrew Whittington  
National Aftermarket Sales Manager

at: St.

enclosure - OS1301-91 brochure



## Managing our stuffing Box -

7 Woodmont Lane  
Malvern, PA 19355  
10\28\91

Dear Sid;

We have used the "original stuffing box grease" for three years and find it is better than any other including "Tremolene", a dark green formula. Our Vega grease stays sticky longer in use.

Our problems lay in loading the grease gun from the bulk tube without trapping air bubbles in the gun. These bubbles prevent the grease from moving out of the gun. We eventually found a gun with loading instructions and have include a copy for the edification of those interested.

We have the gun mounted in the port lazarette and use a length of teflon lined stainless steel hose to convey the grease to an adaptor on the stuffing box.

We give one stroke on the pump for each hour of engine running time after setting the arrangement up for the sailing season. "Setting up" includes cleaning residual grease from the front of the box and pumping until grease comes out of the opening far enough to indicate the system is free and loaded.

To separate water leaking from the ice box we plug the ice box drain, removing the plug from time to time.

The water pump has to be monitored for leaks also. Our automatic bilge pump can handle all the above water if need be; however we don't want it running any more than once every six hours.

We drilled a 3/8" diameter hole in the pan under our MD6A Volvo engine and plugged it with one of those tapered wooden plugs sold in marine supply stores. This is very handy eliminating the need for sponging the pan out when (and if) it fills with water.

We are satisfied with the above arrangement. Last summer from June 1st to September 24th we used only 3/4 of a tube of the grease while cruising all but three weeks of that period. I have several tubes of the grease in reserve and will not need any soon.

We have sailed "Nausicca", Sail # 3211 for 13 years had hope to sail it for 13 more. After that our children can probably go on enjoying it because it seems to get better with age.

Sincerely,

*George and Beppie Wood*

(CONTINUED)



## Heavy Weather Checklist

- Before storm arrives, determine its direction.  
Reduce sail, tying in each reef point if time allows.  
Close & secure ports, hatches, lazarettes, and vents.  
Check chart for obstructions and get a good position fix.  
Set up jackstays & put on harnesses.  
Set storm jib (or locate & have ready).  
Lash dinghy on deck.  
Secure anchors or remove from deck.  
Secure all loose articles and locker clips.  
Pump bilge.  
Heavy weather coats/gear.  
Radar reflector, if visibility is reduced.
- 1.
  - 2.
  - 3.
  - 4.
  - 5.
  - 6.
  - 7.
  - 8.
  - 9.
  - 10.
  - 11.
  - 12.

### 13th Annual Safety at Sea Seminar April 4 & 5, 1992

U.S. Naval Academy  
Annapolis, Maryland

For more information, contact:  
The Greater Annapolis Chamber of Commerce  
(410) 268-7676.



### Has Anyone Found Oyster Creek?

Last summer, I spent a month cruising aboard my Vega 27, "No Problem." I negotiated everything from the tides of the Cape Cod Canal to a storm at sea approaching Block Island on a moonless night in forty knot winds, and was in Newport for Hurricane Bob.

Returning home, I entered Barnegat Inlet, on a calm sunny morning, and full tide - and ran aground in my home waters. For the first time in 17 years, I had to get towed off.

I was doing a fine job of berating myself when I noticed two other boats hard aground. When the tower arrived, he showed me the position of about ten other boats he had towed off in the last week.

Terry M. Polis  
Blue Bell, Pennsylvania

(CONTINUED)

## Instructions for loading Grease Gun.

1. Attach the grease pipe and coupler to the gun and tighten securely. Remove gun head from empty barrel.
2. Draw back knob so that notch in rod can be locked into slot in cap. If barrel has an empty cartridge in it, withdraw rod part way and release to push out old cartridge far enough so that it may be pulled out. Withdraw rod again and lock.
3. Remove cap from new grease cartridge. Inspect the edge of the cartridge and if it has rough or damaged edges smooth them out so that plunger will enter easily. One method is to insert cartridge cap edgewise and rotate it so as to "iron out" or flare the cartridge end slightly.



4. Insert open end of cartridge into grease barrel and remove seal in front end of cartridge.
5. Screw the gun head to the barrel but leave about one turn loose and disengage plunger rod from its locked position. Allow trapped air to escape between the threads in the cap and barrel. Move plunger rod in and out to assist air movement. Tighten head securely when air has escaped.
6. It may be necessary sometimes to remove an air lock from the gun. Loosen the gun head from the barrel slightly and move plunger rod in and out several times. This will help move the air pockets to where they can be expelled. Pumping the lever will give further aid.



### BULK LOADING

Remove gun head from barrel and withdraw knob and lock rod in to notch in cap. Use ladle or spatula to fill barrel. Tap the cap end occasionally to settle grease into barrel. Be careful so as not to bump the rod or it may be accidentally released. Replace head as in Instruction 5.

This gun may be loaded by the suction method by inserting the barrel into the supply of grease and withdrawing the plunger to suck the grease into the barrel. Lock the rod and replace the head as in Instruction 5.

APS SUPPLY, INC. HOUSTON TX 77054



## Need an almost new Stainless Steel shaft - with sleeve?

Dear Sid,

In preparation for a cruise to the Bahamas and Maine last Spring, we installed a new stainless steel shaft from Gustafson in Sweden. A few days into our trip we ran hard aground in St. Augustine, wrapped a line around the prop in an attempt to get off the sandbar, thereby scoring the inner and outer shafts together. We ordered a brand new inner and outer shaft from Sweden plus all the necessary seals, and installed it in the water. The damaged shaft was repaired at a machine shop for \$80.00--we decided to carry it as a spare. Once again we were on our merry way. Unfortunately, just a few days later, our Volvo Penta MD-6A developed low oil pressure. We removed the engine and carted it to a Volvo Penta dealer who pronounced it terminal unless we coughed up about \$2500 in parts and labor. Discretion being the better part of valor, we installed a brand new Yanmar 9H.P. More about that in another article. The bottom line is we now have two almost new stainless steel shafts for sale, both inner and outer sleeves, with all the required seals (we carried spares) plus the installation instructions. The one we had repaired has only about 40 hours on it, and we will sell it for \$150.00. The one we had just installed had only about 20 hours on it. We paid about \$750.00 U.S. for it not including shipping. We are asking \$600.00 for it. Also available: transmission housing and prop.

We can be reached in writing at the Vero Beach Municipal Marina, 3611 Rio Vista Blvd., Vero Beach, FL 32963, until early May, or you can leave a message at 407-231-2819.

Sincerely,

*Melanie Halvachs*

Melanie & Paul Halvachs  
aboard "Double Fantasy"

Less Lampit (FLEUR) asks: Could this be the last Vega built?

ALBIN VEGA 27 (1979) - Diesel, trailer, Ioran, 5 sails. A lightly used high quality full keel boat. \$31,900. Maritime Ship & Yacht Brokers (506) 634-1672.

It seems the Vega still has a good asking price in Canada!



WELCOME  
NEW  
MEMBERS

THE VEGA NEWSLETTER

NAME ALAN E. MACKINTOSH HOME PHONE (818) 894-6801  
SPOUSE DECEASED. WORK PHONE ( ) RETIRED.  
ADDRESS 15809 KINGSBURY ST.  
GRANADA HILLS, CALIFORNIA. ZIP CODE 91344.  
SAIL NO. 2513 YEAR 1975 BOAT NAME NONE.  
YACHT CLUB NONE.  
WHERE BERTHED SLIP # D55 ANACAPA ISLE MARINA, OXNARD, CA.  
RADIO: CB                      VHF ✓ AMATEUR                     

THE VEGA NEWSLETTER

NAME L. Dale Gray HOME PHONE (902) 667-4927  
SPOUSE M. Avis Gray WORK PHONE (902) 667-7525  
ADDRESS Green Road, Tidnish Bridge  
RR3 2 Amherst, Nova Scotia, Canada ZIP CODE B4H 3X9  
SAIL NO. 3326 YEAR 1979 BOAT NAME EI'Nor  
YACHT CLUB Royal Kennebecasis; Pointe Du Chene; Dundee (BRAS D'OR)  
WHERE BERTHED                       
RADIO: CB                      VHF ✓ AMATEUR                     

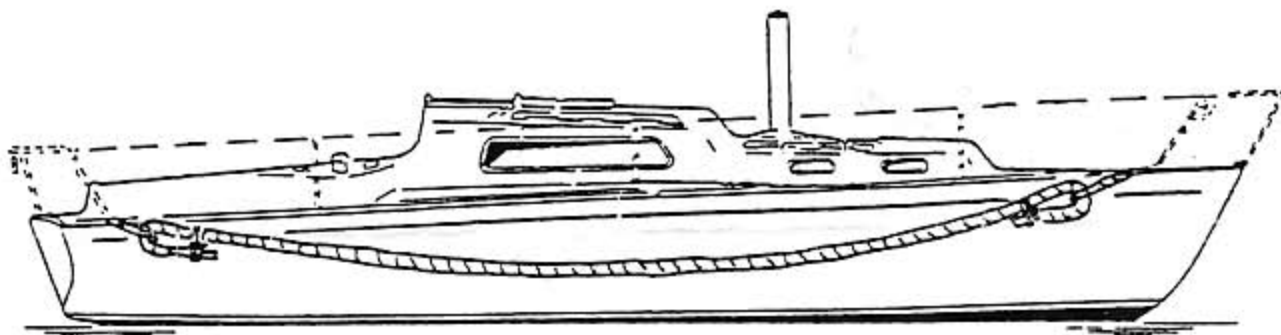
THE VEGA NEWSLETTER

NAME JOHN P. GILCHRIST HOME PHONE (703) 503-4783  
SPOUSE JOANNE WORK PHONE ( )  
ADDRESS 5318 WEYMOUTH DR.  
SPRINGFIELD, VA. ZIP CODE 22151  
SAIL NO. 2621 YEAR 75 BOAT NAME LIBERTY RISK  
YACHT CLUB -  
WHERE BERTHED ANNAPOLIS, MD  
RADIO: CB                      VHF ✓ AMATEUR

# A Portable Rubbing Strake

ANY Vega heading for the International Friendship Regatta at Frederickssund needs to be prepared for the perils of such a voyage. True, the Baltic is free of tides, suffers very little from fog, and is well buoyed. But it does have the dreaded box mooring. Mooring in boxes, or more especially, unmooring in a stiff cross wind, does no good at all to a Vega's gelcoat. Her sides bulge out invitingly towards the wooden or metal posts which slip between the fenders, however many are hung along the rail and however cunningly they are positioned.

(available to order) was used, because I had hopes of splicing in the much thinner tails. In the event this proved awkward, and the ropes I had ordered were too short to allow me to make an eyesplice at each end. So I seized my eyes, using a racking seizing. This took less rope and has proved quite sound in use. The tails were fastened on with eyesplices and made of nylon rope. My intention was to allow for some stretch in case the fender ropes came under strain. The result is shown (not to scale!) in the diagram.



Now the Vikings are not, in one sense at least, the wild and irresponsible characters of legend. They took good care of their boats and still do. If a modern yacht cannot be fitted with a solid, permanent rubbing strake, it can still be protected against posts by means of a thick rope draped along the side to form a continuous fender. These are sold locally in chandlers, cut to a suitable length and completed with tails of thinner rope spliced in at each end. As these ropes increase the overall beam less than conventional fenders, they offer the added advantage of making it easier to squeeze into the narrower boxes with safety.

I did not have this protection for *Bunting* on her expedition to the north ten years ago, and paid the price in hard work polishing out the scratches. For *Sea Bear* I decided to make my own portable rubbing strake. Large diameter three-stranded rope

This year Joy and I found another important role for our portable rubbing strakes. We took *Sea Bear* to explore the Telemarks canal system in Norway. This has 18 elderly locks, some of which are lined with vertical iron pillars. Even large fenders would slip between these pillars, and we do not carry a plank because of the obvious storage problem. The ropes along our sides coped well and prevented any serious damage.

Stowage while sailing? Some local boats have light vertical lines rigged to hoist the ropes up to the toe rail, but we have not bothered to do this. Left in position, somewhat higher than shown, they have caused no problem, even with the lee rail under. But racing crews would no doubt take them off, as we do when we are clear of all boxes, locks and similar hazards.

Dick Skinner