

VEGA Newsletter

Sidney A. Rosen, Editor (407) 352-9250
Email: sidnock@aol.com

April 2000

Voice of American Vega Sallors

No. 4-00

Permission to come aboard is granted!



Vernon & Barbara Story
580 West 6th Street
San Pedro, CA 90731
Tel: (310) 519-8145
Email: vernonstoryAjuno.com.
#137 "Grace Abounding", 1967

Jim & Gloria Elder
346 High Street
Ashland, Or 97520
Tel: (541)-482-9866
Email: gstadthe@mind.net
#1838, "Wren", 1973

Gordon & Mary Breidenbach
33 Forrester Street
Newburyport, Ma 01950

Michael, & Sarah Swietzer
1428 Crater Lake Road
Anacortes, WA 98221

Bob & Rose Tantillo
629 Danbury Road #41
Ridgefield, CT 06877
Tel: (203) 894-1719-1597
Email: rtantillo@aol.com
"Journey", #1597



Welcome!

Next Month: Our skipper list for 2000

◆ Can you top this?

(These are the lowest recorded sail numbers in our fleet)

Lars Lembi	#007	"Imari"
Michael Walden	#081	"Wanderlust"
James Gingery	#101	"Argonaut"
Johannes Pot	#102	"Joop"
Walter Brown	#120	"Lyric"

(Lots of our members have never provided us with their sail numbers)

◆ Where is Vega #2000 in 2000?

This question was recently asked by one of our members. Back in 1974-75 I could have told you that it belonged to John Romary who lived in Alexandria, Va. Since then it could be anywhere.
So, where is # 2000?

I'm having an Electrolysis problem & need help!

Martin (Ed) Davis
10 Spring Valley Road
Mystic Ct 06355
3/27/00

Hello Sid:

I hope all is well with you. I am the proud owner of Vesper, hull # 1868, built in 1973. This is my second VEGA, the first being Lorelei, hull # 321, built in 1968.

My problem is with electrolysis and no provision on the boat for mounting zincs. With Lorelei, since it had an Atomic-4 with a simple shaft and prop, I was able to mount a substantial zinc on the end of the prop. Vesper, however, has an MD6A with Combi drive, and absolutely no place to mount a zinc.

I have noticed that the bronze casting at the aft end of the keel (which receives and provides a pivot for the lower end of the rudder post) is flaking and disappearing. I fear that soon it will no longer be able to support the rudder post. I believe it is being devastated by electrolysis.

My request is that if anybody has resolved this problem, please do two things: [1] provide your solution to Sid for the Newsletter, as I am sure others must be experiencing similar problems, and [2] send me an e-mail SaylerEd@aol.com with your solution so that I may implement it for this (year 2000) sailing season.

An additional benefit from mounting zincs would be this: Last year, in following up with the flaking bronze casting mentioned above, I decided to replace all metal seacocks on Vesper. When I barely touched the sea-suction for head flushing, it literally fell off. I have absolutely no doubt that it would have failed at some point during the season; perhaps on her mooring in Mystic, CT, or between Mystic and Block Island, RI with no other boats in sight.

I hope this warning serves others. VEGA's are getting too few and far between to lose them because of some little problem like this.

I look forward to hearing from somebody with a solution.

Sincerely,
Ed Davis
aka SaylerEd@aol.com

What's cooking? (or rather, what are you cooking with?)

In the many years that I have been publishing this newsletter, only a few people have commented about their galley stoves. The original ones which were made by Origo used denatured alcohol. The fuel was costly then and it still is today. I'm sure these stoves have generally been replaced a long time ago. So tell us:

What stove are you using?
What fuel does it burn?

The March/April issue of "Good Old Boat" magazine ran an article about marine stoves entitled "A clean look at the dirty 'half dozen'". Here are charts of heat/cost comparisons taken from the article:

Average heat content of marine stove fuels

Fuel type	Btu/lb.	Btu/significant unit	Cost	Cost/5,000 Btu
Alcohol	11,935	80,919 Btu/gal.	\$9/gal.	\$55.61
CNG	23,601	1,000 Btu/ft. ³	\$.16/ft.	\$77.38
Diesel	19,557	139,400 Btu/gal.	\$1.30/gal.	\$4.66
Kerosene	19,800	134,950 Btu/gal.	\$2.07/gal.	\$7.67
LPG	21,560	21,560 Btu/lb.	\$.50/lb.	\$11.60
Electricity	-	3,412 Btu/kwh	\$.10/kwh	\$14.65

Availability of fuels

	Inside the U.S.	Outside the U.S.
Alcohol	Yes	Random
CNG	Random-Rare	Rare
Diesel	Yes	Yes
Kerosene	Yes	Yes
LPG	Yes	Yes

Why not read the article yourself. Subscribe to "GOB" - a great magazine! You get a sample magazine by writing or emailing them at::

Partnership for Excellence, Inc
7340 Niagara Lane
Maple Grove, Mn 55311-2655

But what fuel and what brand stove are you using?



P.O. Box 21
Tantallon, N.S.
CANADA B0J 3J0
8 February, 2000

Dear Sid,

Where does the time go? I planned to send a money order just as soon as the New Year came and, next thing I know, there is the issue stamped: "Membership Expired, Last Issue"! My apologies; please find attached money order.

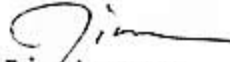
Well here we are in the year 2000 and, once again I'll ask the membership in general my burning question: "Does anyone know where the Millenium Vega is (i.e. hull # 2000)?" I have 2002 and believe she was built in late 1973 and possibly shipped to Canada in early 1974. Speaking of Vega history, I very much enjoyed the photo of the Albin yard in full Vega production. I wish the photo had been dated. Perhaps someday an enterprising amateur historian will write the story of Albin and the Vega; I know it would sell at least three thousand copies!

You asked for tips and technical stories in a previous issue. ALCYON has finally reached that stage where there hasn't been much remedial work to do. I did mount a couple of 5-watt solar panels on the companionway hatch cover. I led the wiring back to the fuse block via the so-called conduit that is shown in the manual running from the starboard cabin light to the switch and on down. That was not a fun fishing job and I would not have pursued it had I not already dilled a hole in the cabin top above the stbd. light. I don't recommend anyone try fishing wiring through the 'conduit'.

The vinyl/foam hull liner finally gave out, sagging in great baggy heaps in the forepeak, so I ripped it all out. I purchased a fabric from a local marine supplier that is supposed to resist saltwater, mildew and oil. In appearance it looks sort of like beige Harris Tweed made from polypropylene sheep... It comes with a very potent glue; I'll let you know how the installation went if I survive the fumes!

I have been in touch with a couple of local Vega owners who are not yet members. We're going try for a spring rendezvous of sorts, at which time I intend to inculcate them with the benefits of joining the association. Thanks, as always, for the great job of editing - I have particularly enjoyed the photos in recent issues.

Fond regards,


Jim Legere
ALCYON, #2002

P.S.: My phone number is still wrong in your annual membership list - it should be: (902) 823-1400. Thanks.

2/12/00

Bob Tantillo
629 Danbury Road #41
Ridgefield, CT 06877

Hi Sid -

Here are my dues for this year. (Time goes fast!). I certainly don't want to miss any issues of the Vega Newsletter! I sit down and read it just as soon as it comes in!

We are planning a full summer with WASA. No long cruises (because of the job commitment thing), but evening and weekend sails in Naragansett Bay. We spend many nights aboard and cool off with late night swims.

Hope you are well. I love the website*.

Will write more later -

Yours truly,

Dave Sylva

*(editor's note: our website is run by Dave Pomerantz)



C'est moi
(its me)

Sidney A. Rosen
10615 Whitman Circle
Orlando, FL 32821

Dear Sidney,

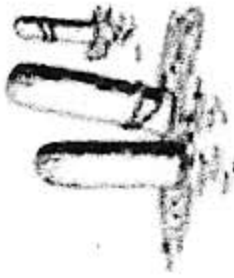
As the proud new owner of an Albin Vega, I would like to join the Vega Association.

Enclosed is my check for \$27.00 for dues and the manual. I look forward to many years of sailing, reading and sharing knowledge.

Yours truly,

Bob Tantillo

Bob Tantillo



Heaving down

Have you ever heard of it? This is an ancient method of repairing a ship's bottom without using a dry dock. "The vessel was internally strengthened to take the strain, her mast shored up with timbers and then powerful tackles leading to horse drawn capstans on the wharf pulled her over until the keel was exposed" Source: "San Francisco Bay (Apictorial Maritime History)" by John H. Kemble, Bonanza Books, NY, 1912

Alternative sources of supply (Used merchandise/consignment shops)



Cast-Aways
P.O. Box 8
Carmichael, CA 95609-0008
2521 Los Feliz
Carmichael, CA 95608
916-487-1481
<<http://www.CAST-AWAYS.com>>

Kelly Marine
2114 S. Mesa St.
San Pedro, CA 90731
310-548-5348
jibkelly@aol.com

Marine Consignment of Wickford
125 Steamboat Ave.
Wickford, RI 02582
401-295-9709
<<http://www.marineconsignment.com/>>

Marine Exchange
202 Newbury St.
Rt. 1 South
Peabody, MA 01960
800-888-8699
<<http://www.marineexchange.com>>

Minney's Yacht Surplus
1500 Newport Blvd.
Costa Mesa, CA 92627
949-548-4192
<<http://www.minneysyachtsurplus.com>>

Nautical Trader
110 E. Colonia Lane
Nokomis, FL 34275
941-488-0766
<<http://www.nauticaltrader.net>>

Newport Nautical Supply
186 Admiral Kalbfus Rd.
Newport, RI 02840
888-847-9241
Wickford store:
65 Reynolds St.
N. Kingstown, RI 02852
401-294-8504
<<http://www.newportnautical.com>>

Ocean Outfitters
7416 Edgewood Rd.
Annapolis, MD 21403
410-267-0021
<<http://www.oceanoutfitters.com>>

Pablo Crews
1400 Harbor Dr. N
Oceanside, CA 92054
760-721-1516
PABLOCREWS@aol.com

Admiralty Marine
6303 Seaview Ave. NW
Seattle, WA 98107
phone 206-781-9030
adm-rick@admiraltymarine.com
<<http://www.admiraltymarine.com/>>

Bacon & Associates
116 Legion Ave.
Annapolis, MD 21401
410-263-4880
<<http://www.bacon-sails.com>>

Bingham & Associates
701 South L St.
Pensacola, FL 32501
888-432-1512
binghamandassoc@juno.com

Popeye's Marine Exchange
814 13th St.
Everett, WA 98201
425-339-9479
popmar@gte.net

Sailorman.com
350 E. SR 84
Ft. Lauderdale, FL 33316
800-523-0772
<<http://www.sailorman.com/usedgear.htm>>

Trader Dick's Marine Surplus
P.O. Box 1888
Bethel Island, CA 94511
925-684-9076
<<http://www.traderdicks.com>>

Traditional Marine Outfitters
P.O. Box 268
Annapolis Royal, Nova Scotia
Canada B0S 1A0
800-363-2628

The Boaters' Exchange
10221 McDonald Park Rd.
Sidney, British Columbia
Canada V8L 5X7
250-655-3101
<<http://www.theboatersexchange.com>>

Cap'n's Warehouse
9653 1st View St.
Norfolk, VA 23503
757-588-2880
CapNlee@aol.com

DOGWATCH

YA THINK?

THE ANCHOR
MUST HAVE
DRAGGED



COME ABOARD DOGWATCH
www.marley.net/dogwatch.htm

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GOOD OLD BOAT NEWSLETTER FEBRUARY 2000

Can anyone answer Ric Eiserling?

2-9-00

1/19/00

Hi Sid -

Dues for '00 are enclosed, plus enough for two burgees - if still available.

A question for our members: Over the years I've noticed a knocking sound at higher engine RPMs. I thought it was the stern bearing and replaced it - no joy!

Now I am wondering if it is shaft whip in the stern tube. The clearance is only about 1/8" around the shaft. With the shaft diameter being so small (inside the operating sleeve) I can see how it could whip. I've noticed bronze rubbing marks on the operating sleeve when I had the shaft/sleeve out. How would one replace a stern tube? I've wondered if anyone had dealt with this problem

Thanks again for all you do on the newsletter .

Ric

Ric Eiserling
P.O. Box 5188
Santa Cruz, CA 95063
Tel: 408-475-5397



OCTOBER 1999 SAIL

Dear Sid,

Here is my check for our 2000 Membership and 10.00 for a new Viga flag. (Hope that is the right amount - if not, let me know.)

We are still getting in fairly regular sailing on "Condar" around Charleston. Last year we had a great trip to Balls Head Island, and plan one to Chesapeake Bay this Spring.

We enjoy the newsletter - Thanks.

Sincerely,

Lloyd & Shirley Davis
110 Dellrose Dr.

Jackson, SC. 29456

My new Yanmar is great!

Steve DeMont
423 N. Second St. #336
San Jose, CA 95112
408.275.1080
sdemont@pacbell.net

February 18, 2000

Sid Rosen
Vega Newsletter
10615 Whitman Circle
Orlando, CA 32821

Hi Sid,
Happy New Year to everyone!

Enclosed is a check to cover another year's subscription to the Vega Newsletter. Sorry I let it lapse. I was in Europe (London, Paris, Stasbourg, and Rome (ah Rome)) over the holidays, and I'm just now getting caught up with all the odds and ends.

Here's a little up date on *Erendira*:

- Replaced halyards and topping lift (I'm preparing to run all lines aft in the next few weeks. Yeah!).
- Bought a new boom vang (I'll install it when I get a new main sail in April. I'm converting to jiffy reefing).
- Working out a stowage plan in the cabin (I want to maintain the port galley as a nav station/galley).
- Removing the liner from the forepeak hull this weekend (what a mess).

I took her out on the Bay with some friends a couple of weekends ago. Can't wait to get some real wind out here. I really love this boat when she's in weather; light air sailing is a bit to be desired. But I love *Erendira* just the same. She's one hell of a solid boat. It's like they say: "Life is a series of trade-off." We still had a good time bullshitting, reading, eating, drinking, and just lounging around on the Bay. Can't ask for a better life.

In April, I'm sailing from Redwood City to Angel Island. My first cruise. In August, I'm taking *Erendira* up to Petaluma. I'm also planning a trip outside the Golden Gate to Half Moon Bay or Bodega Bay.

My new Yanmar 2GM20F is great. I'm really please with its performance. I was talking with Ken McMillan this morning on the phone, and he's getting ready to install his rebuilt 3GM30F. These engines are an excellent replacement from the old 0-22/Volvo/Combi set up. Combi was a great innovation I'm sure, but trying to get them fixed is a bitch out here. Repowering was definitely worth the cost. I highly recommend it if you're frustrated with the other set up.

Hope all is well with everyone.

Steve DeMont

DOGWATCH



2.5.00

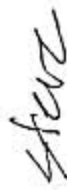
Dear Sid,

Thanks for sending the tape "Vega Westbound". I enjoyed it - especially the shot of the Vega under sail, the Atlantic crossing technology and seeing Gibraltar, despite the "aged" film material. It is a real throwback to the early '70' culture besides a Swedish sailing tradition slant.

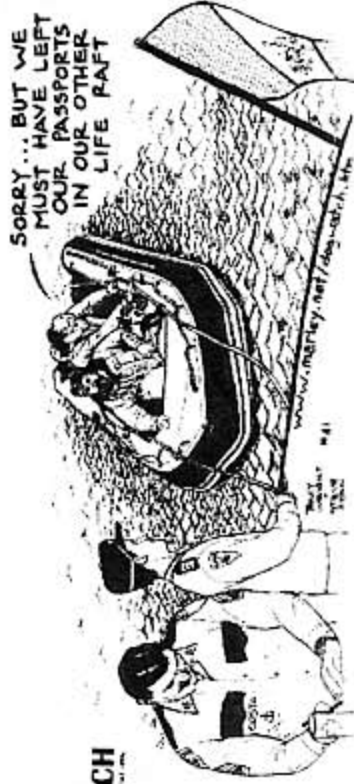
My Vega is now sitting on a trailer in my driveway under a tarp and about eight inches of snow. (About 20" of classic Lake Michigan lake effect within the last two weeks!

I am currently installing a new bilge pump and electrical panels above the companionway steps in anticipation of a late spring launching.

Best wishes,



Steve Wallace
4053 West Dunes
Michigan City, In 46360



DOGWATCH
The Boat Watcher

We've signed on for another year with Boat US!

The Boat US Cooperating Group Program has been so popular with our members that we have renewed our "partnership" for another year. Because of this special arrangement, you get 50% off when you join the nation's largest association of recreational boat owners. You pay only half of the regular BoatU.S. dues of \$17.00 - only \$8.50 a year.

If you are already a member, you can renew your membership at the \$8.50 rate.

Boat U.S. memberships include

- * an effective lobby that fights unfair taxes, fees and government regulations that single out boat owners.
- * A 684 page discount equipment catalogue, plus member awards with purchases and special discounts.

- * Discounts on fuel, overnight slip or repairs at more than 425 marinas.

- * Low-cost, high protection boat insurance, including special programs for trailorable boats.

- * On-the water towing with a choice of service levels - from \$50. per incident (free with membership) up to unlimited service provided by TOWBOATUS - the nation's largest towing network.

- * BOAT/US magazine for a year.



Get an application form from Sid Rosen

A Vega original by Tony Craggs

Dear Sid,

Nice to have a picture

of you in the last Newsletter!

Here are my dues in \$U.S. I hope

this is enough!

Please keep up the good work!

Sincerely

Tony Craggs P.S

HAPPY
SAILING IN
2000

Here is a
picture of
Res. & S !!

+

993



Its easy to get parts from the UK

3/13/00

Here are my dues for this year. It was a tough winter for me - I had both the flu and pneumonia and my sailing buddy had her left knee totally replaced,

Our Vega has been 100% refurbished, New through-hulls, new sails, and a complete new awlgrip of the hull. I even got a new mast, boom and added teak rubrails. the cost? About \$30K counting my engine rebuild (B.O.A.T.) I think it was well worth it!

I have been able to get parts from Mr. Stanton in Lymington, in the UK. He is very honest and a very helpful person. The way to order parts is very easy. Just call him at 0500 EST with a Visa card handy and your parts will soon be on the way. The phone call costs about \$4.00 at that time of the day,

Hope this finds you in good health. We need you!

best regards'

Jack R.

Jack Ruggles
54563 North Meadow Lane
Harrisburg, PA 17112

stop trying to do, try decoding this

If you are bored and are out of things to do, try decoding this tongue twister:

THE SKUVK @THUVK © THAT THE STUMT STUVK, BUT THE STUMT THUVK THAT THE SKUVK STUVK

I'm selling my Vega

2. 29. 00

Sid Rosen:

I hate to do it, but I would appreciate a classified listing for sale of my Vega "Lisatolowot" Vega #2901 (1976).*

New 150% Doyle genoa and Furlex roller.
MD6B diesel totally overhauled 1999.

New head.

Excellent condition. Mamaroneck, NY.
Asking \$9,000.

*We've never figured out the name, which the last owners were equally at a loss to explain. Still, it produces an impressive garble on the VHF.

Everyone's in your debt for the great newsletter.

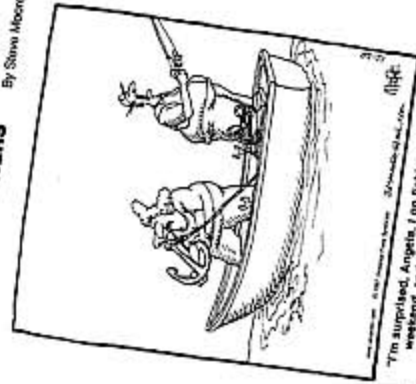
Regards,

David Bady
15 Forest Park Avenue
Larchmont, NY 10538
Tel: 914-834-9080
Email: davidb@lehman.cuny.ed

If you see something you
like & want to share it with
your fellow skippers,
just send it to Sid

IN THE BLEACHERS

By Steve Moore



I'm surprised, Angelo, I go fishing every single weekend, and this is the first time you've expressed an interest in coming along.

Did you ever hear of a sewn boat?

For at least a thousand years most of the boats in rural areas of Northern Europe and NW Russia were built without metal nails -- their planks were connected by means of an especial technique, in a way similar to sewing or stitching. Holes were drilled in the overlapping parts of the clinker planking, and some sewing yarns were fed through the holes to lace the strakes together; for this sewing material roots of some trees, like spruce or pine, were commonly used. These trees have very long and flexible roots of remarkably even thickness -- a spruce root can be 2 meters long and as thin as a pencil -- from 8 to 4 millimetres in diameter. The roots were the most cheap and available material -- they grow in abundance right in the upper layer of soil in spruce woods, and, as the soil is very soft and loose there, one can easily gather them with bare hands, without any digging with a spade, etc.

Gathered roots must be cleaned from the bark (which is also loose and peels off quite easily) and immediately immersed into a bucket of tar; the roots are soft only while they are fresh and wet, but when they get dry they become quite crisp and stiff. So the roots are to be kept immersed in the tar, and taken out just before sewing. To protect them against rotting and deteriorating in the boat, the roots must be boiled in the tar until they are completely impregnated with it; this will make them softer, too. Thus prepared, the spruce roots are flexible enough for sewing; but if a root is too thick and stiff, one can easily rip it lengthwise into two equal thong-like parts, which are very fit for sewing. Each part can further be ripped into halves to obtain thin and flexible enough yarns. Thick roots were usually split into yarns this way, and sometimes several such yarns were twisted together into strands and used for sewing instead of whole roots.

The technique of boat sewing ascends from the stone age and survives almost until our days -- last sewn boats could be seen in rural places of NW Russia (Carelia, Murmansk and Archangelsk regions) as late as in 1950's.

From the internet: <http://www.glasnet.ru/~mika/boat/>

Good Old Boat Magazine!

Get it! Read it! Enjoy it!