

# VEGA Newsletter

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

25 Apr 1993

Voice of American Vega Sailors

No. 4-93

Warren Kirkendall  
2715 Ormide Trail  
Michigan City IN 46360

3/17/93

Dear Sid



Please don't drop our Membership!  
\$10<sup>00</sup> check enclosed!

Did you know? "ALLEGRA" Hull #130 was the Vega "Show-boat" the first year (1968) of the NYC Boat Show held in the "Coliseum" sp.? ... had a forest green dodger & matching 4" gunnel stripe (Now dark blue)... all dressed up for the "Show"!

Also enclosed a couple of photos of Allegra hull prior to launching in (approx. 1988)... Please return in self-addressed envelope.

Sincerely

PS No change from your 920 records for Hull "130" Cap't. Kirk





John Gilchrist  
5318 Weymouth Drive  
Springfield, VA 22151

Mr. Sidney Rosen  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid:

Thanks for all your efforts in getting the newsletter out. I've learned a lot about my Vega through all the articles/letters from other Vega owners.

We're ready to move up to a bigger boat. I've found an Albin Nimbus (42') down in Beaufort, NC that I hope to go look at. Meanwhile, I've written Lorenzo Gilchrist in Baltimore in response to his interest in purchasing a Vega. I'll let you know how that goes.

Last year I sailed roundtrip from Annapolis to Manhattan. This spring we hope to extend that trip to Martha's Vineyard and perhaps Cape Cod.

Again, thanks for all the work and time you put into the newsletter!

Sincerely,



Please welcome our newest members:

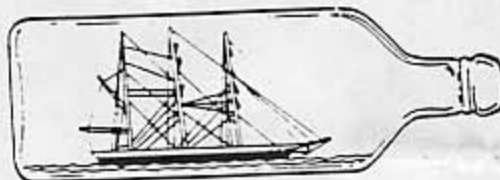
Bob & Hedy Scalise  
10 Eastern Road  
Pasadena, MD 21122  
Tel: (410) 255-2151  
#2940, "Di Napoli" 1975  
Berthed: Magothy River, MD

Peter W. Johnson  
3841 West 22nd Avenue  
Vancouver, B.C., Canada V6S 1J8  
Tel: (604) 224-6447

Kieran O'Carroll  
295 Magnolia Avenue  
Gloucester, MA 01930  
Tel: (501) 283-0149

Vincent A. Sakievich  
P.O. Box 5071  
Baltimore, MD 21220  
Tel: (410) 391-7084  
#1168 "Beatrice" 1971  
Berthed: Edgemere, MD

Lorenzo & Judith Gilchrist  
1013 Woodbourne Ave  
Baltimore, MD 21212  
Tel: (410) 435-7874



**Goodies for sale:**

H P REED  
635 RIVERVIEW RD  
REXFORD NY 12148

The Vega Newsletter  
10615 Whitman Circle  
Orlando, Fl 32821

January 19, 1993

Dear Sid

I have wanted to write you a note for a long time. I'm sorry to say that I have not been in the best of health for over a year, and now Pat has a problem also.

Because of this, I put Gale III on the market, and finally sold it on November 20, 1992 to Vincent Sakievich of Baltimore, MD. This will make a tremendous difference in our lives. Our Gale III was a great source of fun for 22 years. Mr. Sakievich said he intended to become a member our Vega organization.

I still have the following items off the boat, which I am willing to sell at reasonable prices. Any of our members can call me at my home. My telephone number is: 518-371-3252

- ➔ A Dyer Dhow sailing dink complete with oars, oarlocks, mast boom, tiller, rudder, spar cover, sails, sail cover, etc.
- ➔ A 2 H.P. Evinrude outboard which I used to propel my dink.
- ➔ A 1" thick wooden (teak) fitting with pipe clamps made to fit the Vega stern pulpit for mounting the dink's outboard engine when not in use.

Assorted lengths of almost new lines of various sizes and lengths.

Many miscellaneous items of stainless hardware too numerous to mention.

- - - - -

We enjoy the newsletter and are continuing our membership. You know where our hearts are, even though we no longer go sailing!

All the best, and many thanks for all your work in holding the Vega skippers together.

*Pierce*

Pierce





12 Old Lantern Circle  
 Paxton, Maine  
 February 15, 1993

Dear Sid,

I enjoy reading the Vega Newsletter and each month look forward to getting the newest one. My Vega experiences are ordinary and I really don't have any newsworthy material.

I am gradually learning more about seamanship and have been taking jaunts to the islands near the South coast of Cape Cod. Recently I acquired a LORAN. This navigational aide is a lot better than my "dead reckoning" on foggy days.

Once in a while I see a Vega anchored somewhere, but am not in touch with any other owner from whom I might learn more about the boat.

My "Accord" (#3253) suffered \$5,000 worth of damages in Hurricane "Bob", but everything has been fixed since then.

Next summer I hope to take some longer trips - so perhaps I'll be able to write something up for the newsletter.

Sincerely,

Denis



### Boat Owners Association of the United States (BOAT/US)

We have recently renewed our "Cooperating Group Accord" with Boat/US. Under this agreement, any of our members who join the Boat/US organization or renew their membership will get 50% off the BOAT/US Annual Dues. This amounts to only \$8.50 instead of the regular \$17.00. When renewing be sure to include our Cooperating Group number GA 80091S on the renewal form to receive the reduced rate. Last year over 75 of our members belonged to BOAT/US. Write to Sid Rosen for an application.



- Big discounts on boating gear, equipment and apparel for cruising, fishing, trailering and water sports—the broadest selection anywhere!
- Group-rate savings on boat insurance. More than just a policy—it's a *Total Protection Program!*<sup>SM</sup>
- The 24-hour (or less) boat loan—long-term financing at favorable rates...and vessel documentation by our staff.
- BOAT/US. Towing Service—emergency waterway assistance is automatically included in dues.
- BOAT/US. Member Marine Centers serving major boating areas, with more opening every year!
- Consumer Protection Bureau helps resolve problems with manufacturers
- Many more benefits and services—over 26 in all—that make boating safer and more enjoyable!
- The nation's strongest voice for boaters on Capitol Hill.
- Travel and yacht charter plans, specially priced for BOAT/US. Members...go anywhere, anytime
- A single discount source for all charts and boating publications.

## **Our Sailing Elderhostel:**

After several years of trying to attend the sailing elderhostel at Orange Beach, Alabama, sponsored by the University of South Alabama, my wife and I finally got there. The elderhostel fee included room and meals at the Gulf State State park Resort hotel in Gulf Shores, Alabama, about four miles from the boats. Our fellow participants came from all over the United States. For one man, it was his 126th elderhostel. We ate our breakfast and dinner meals at the hotel. Box lunches were provided and we usually ate these at or near the boats.

The university has no boats, but hires the boats and services of a local sailing entrepreneur "Jerry" and his son "Rusty" - both Coast Guard licensed "captains". At Jerry's "Sailing Center" Jerry kept the *Cyrus King*, A 22 ton wooden 65 ft Chesapeake Bugeye (centerboard) ketch (on which we did most of our sailing) and a variety of other sailboats and windsurfing boards. At his house dock he kept an 8 ton, 47 foot wooden Bugeye ketch "*Anonyme*", a 52 foot fiberglass cruising catamaran, and a 22 foot sloop that he liked to race.

We usually had some brief "instructions" as to nautical terminology, sail trim, and rules of the road prior to getting on the boats. "Hands on" experience was the method of instruction.

"Rusty" was skipper of the "*Cyrus King*" which had a club footed (self tending) jib, a main sail and a mizzen sail. Had I been on a *Vega*, in the same winds, I would have had my main sail reefed. With three sails, a ketch seems easier to "balance" than a sloop. In fact, the "*King*" was actually easier to sail than the *Vega*. My only criticism was that with a wheel-requiring four full turns to come about - it took a lot longer and the momentum made it harder to stop the turn. Then too, without a tiller, you lose the "feel" of the boat. The only thing modern on the boat were the sails which were made of Dacron. Block & tackle were used to hoist the sails - the main halyards being cleated to "pin-rails" mounted between the fore and aft main shrouds. All halyards, sheets and lines were made of manila. No backstay was used, however running backstays were there for use when racing.

We sailed the waters of Wolf Bay and the Intracoastal waterway just east of Mobile Bay, very close to Perdido Bay Inlet. There was a constant flow of barge traffic and one day we watched a tugboat trying to get two deeply laden oil barges that he had been pushing off a sand bar.

One day, when we were lowering sails, the main halyard came off the sheave in the block and we were unable to lower the main. In nothing flat, Rusty grabbed the halyard and both pulled himself and "shinnied" up the mast. Standing on the spreader, and holding the mast with one hand, he freed the halyard with the other hand and then slid down the to the deck.

One afternoon Jerry took all 25 of us (including the two women who were in charge of the elderhostel) on his 57 foot cruising catamaran. That was quite a boat! Some of our people sat on deck in regular plastic garden chairs. You wouldn't know you were sailing. I took a turn tending the wheel. In the ever winding channel (with traffic), I was "up tight" the whole time. While sailing, we passed the *Cyrus King*, which was being moved to the dock at Jerry's house because of expected high winds.

(CONTINUED)

(CONTINUED)

If Jerry had wanted to sail the catamaran on the Gulf of Mexico, he would have had to sail about 25 extra miles to Fort Morgan on Mobile Bay since his 65 foot mast was too tall to get under the highway bridge at the nearby Perdido Bay Inlet.

The elderhostel ended Friday at noon. We could have gone out sailing that morning, but I wanted to go to Mobile, Alabama to see the battleship "Alabama". For a complete tour you just follow the yellow, red, or black arrows painted on the deck & walls throughout this behemoth ship. The navy is only for young men capable of racing along passageways, climbing gangways to reach their battlestations. An "old foggie" like me had trouble stepping through some of the (higher) bulkhead door frames and getting to and from one deck level to the other.

In looking at a typical daily menu posted near the main galley, I could understand why the men were given those high calorie meals. I'd need them just to get the energy climb up into an upper berth. We started our return to Orlando by travelling along the gulf coast and visited the village of Seaside, Florida. We had read about it in "Southern Living" magazine a few years ago and it sounded great! It was! If you are ever anywhere near there, please do not miss it. Everything about the village (house styles, colors, streets, sandune crossings, etc.) are most unusual.

We spent the night in Panama City Beach in a motel on the shore line. This was the night you read about in the papers - the night of lightening, tornados, rain, sleet & snow. We woke up about 0100 hours with the sound of chairs and other things being hurled about by the extremely high winds. The wind sound alone was enough to waken the dead. I was afraid that the widows would be blown in. My wife was really frightened and got dressed. Because the land the motel was on extended out into the water, I was also concerned that the water would swamp my car. Then the power went off. I was greatly upset, but tried not to convey my worry to my wife, so I remained in bed in my pajamas - my wife fully dressed alongside me. We had planned another stop-over further down toward Tampa, but when morning came, we decided we'd best return home. We had a little problem getting gas and food because there was little power. In fact, after four and a half hours of travelling and seeing fallen trees all over, many areas were still without power.

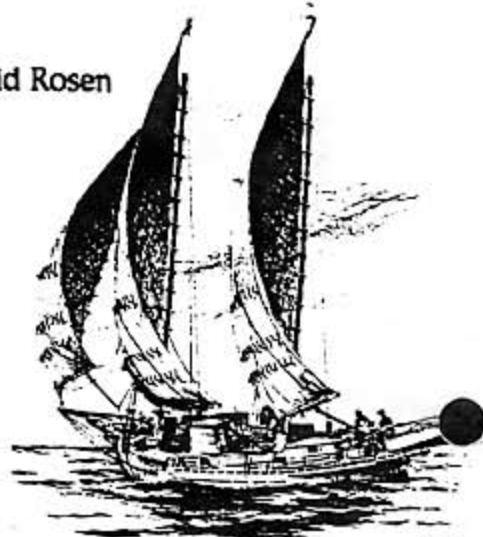
We enjoyed our sailing, but it was so good to get home!

## NEWS FROM BOAT CLUBS

The American Vega Association welcomes inquiries from owners of (Albin) Vega 27' sloops. The class association, headquartered in Orlando, Fla., offers assistance in repairing, maintaining, and improving the boats. Contact: American Vega Association, 10615 Whitman Circle, Orlando, FL 32812.

'Cruising World' magazine

Sid Rosen



Chesapeake Bugeye

➤ Vega for sale -  
Brendan Sullivan  
27 Meadow Street  
Hadley, MA 01035  
Tel: 413-584-6072

It seems like only yesterday -

# VODCA

NO. 1 - 79 VEGA ONE DESIGN, CHESAPEAKE ASSN, INC. Feb. 15, 1979

COMMODORE	- Jack Berle	)	NOTICE OF MEETING
VICE COMMODORE	- Sid Rosen	)	
REAR COMMODORE-BACING	- Phil Rogers	)	3 MARCH, 1979
REAR COMMODORE-CRUIZING	- Stuart Horn	)	
TREASURER	- Patsy Rogers	)	

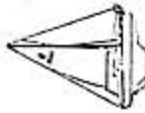
DINNER MEETING: Date: 3 March 1979 (Saturday)

Place: SPIRO'S RESTAURANT, Annapolis Md.

Time: 7.00 PM Cocktails & small talk  
7.30 PM Dinner & meeting

Directions: Go over the Annapolis-Eastport (Spa Creek) bridge to 1st traffic light. Spiro's is on corner. Park in Spiro's lot.

1979 cruise schedule will be discussed, together with other matters of interest.



COST: \$8.95 includes tax & gratuity; choice of the following:

1. Shish-ke-bob marinated in wine sauce and oriental spices, Served on rice with Greek salad, Coffee.
2. Butterfly shrimp dipped in special batter, deep fried, with green salad or cole slaw, baked or P.P. potatoes, Coffee.
3. Deep sea scallops (as above) or sauteed in butter sauce. Coffee.
4. Maryland Crab Cakes (as above). Coffee.

Reservations will be necessary. Please send with check as soon as possible - to arrive not later than Wednesday, 28 February 1979.

BRING YOUR WIFE/FIRST MATE WITH YOU

TO: Sid Rosen, 3338 Glenmore Drive, Falls Church, Va. 22041

Please reserve \_\_\_\_\_ places for me at the March 3rd dinner meeting.  
I wish to order: #1 \_\_\_\_\_ #2 \_\_\_\_\_ #3 \_\_\_\_\_ #4 \_\_\_\_\_  
at \$8.95 each.

My check for \$ \_\_\_\_\_ is enclosed. (Make checks payable to VODCA)

Member A. J. ...

DUES:

Due to the good financial condition reported at our November meeting, your board of directors has recommended a reduction of annual dues for fiscal year 1979 from \$15.00 to \$10.00. Your check will constitute a vote for the recommendation. Please renew promptly by sending your check to our Treasurer: Mrs. Patsy Rogers, 14 Emerson Road, Severna Park, Md. 21146, or bring it with you to the meeting. Dues are payable now.

The dues reduction to \$10. will also apply to new members. However, a \$5. initial membership fee will be payable by the incoming member.

MAINTENANCE MANUAL:

We would appreciate everyone's cooperation in helping us update our maintenance manual which we published last year. If you have something to contribute - improvements you have effected, maintenance problems you've encountered (and how you dealt with them), tips on how to do something better, etc - Please send them to Sid Rosen (3338 Glenmore Drive, Falls Church, Va 22041). Sid will Xerox the papers and distribute copies at our March meeting. If you prefer, bring your papers to the meeting on Mr 3rd.

NEWS:

If you haven't read "Cheapsake Boatsman" recently, you missed a very interesting article about boat collision on the bay. It was written by member Brendon Donegan (Dark Rosealeen - Sail # 2592).

\*Nat\* Katto is flying our VODCA Bargee in Florida aboard #1558 (Sea Star) after spending the summer at his Virginia address. Net writes:

"Have finally arrived in the Fla Keys after leaving Sarasota Nov 7th. Came around via Pt. Meyer, Ft. Meyer Beach, Sabel, Maples, Marco Island, Goodland, Everglade City, and a desolate anchorage in the Little Shark River - flying the VODCA bargee all the way. We had no major problems. Did run aground the other day, and for the first time went through the whole drill of inflating the dinghy, carrying out the anchor and hedging off. We used the jib kinch, taking a little strain each time and rocking the boat.

We will be tied up in slip 23 at latitude "24" Resort in Wamthton (Formerly Sombrero Reef Club) and the welcome mat is out for you or any other club members who may be down this way. For direct contact, we are receiving mail at General Delivery in Wamthton. By the way, the stuffing box is holding up fine.

Good Sailing

Nat

## What's the best ultra violet protection?

Dear Sid,

I'm sorry that we couldn't get together when you were over this way - perhaps we can meet the next time!

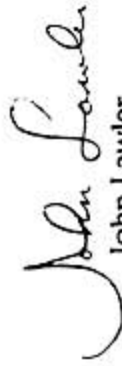
I've enclosed my dues (after your reminder) and have added an extra \$8.00 for one of our burgees. Does the new one have the star? I prefer one that does.

I have to replace my cockpit hatch covers again. I bought a sheet of 1/2" marine grade teak plywood and am now wondering what the best UV protection coating, etc, etc would be. Do you or any of our people have any words of wisdom on this subject?

I have been thinking about using West's #100 polyurethane with West's #207 surface prep for the teak.

I used the Interlux's clear "Interthane" the last time and found that it really didn't hold up.

Any thoughts? Thanks

  
John Lawler  
425 19th Street Ct.  
Bradenton, FL 34205



## NEWS (continued)

John Romary (#2000 - TCHAIKA) moved back to Mears Marina, Annapolis after a year in Solomons Md. The trip took 3 weeks. First the Genoa blew out at the head. The working jib was raised, using the topping lift as a halyard. To make better headway against the current and a heavy chop, John later turned on the engine. This failed, and the boat was later grounded off Sharpe Island Light. After using the wind to turn the boat and sailing off, John was able to get a tow to Broad Creek (off the Choptank). A mooring was found, not far from James Michner's home. The electric fuel pump was subsequently replaced (from Cos Cob) and the boat finally arrived - 3 weeks later.

Glad to see that Jack Berle and Russ Walker are back at work after their hospitalizations this winter.

## ALL HANDS!

If you should hear of anyone buying or selling a VEGA, please advise Sid Rosen or Jack Berle. We would like to keep our list of VEGA skippers current, and to be able to contact the skippers about membership in VODCA. Since the November meeting, the following skippers have been located:

Donald Angell, Bethesda, Md.

Fred Paffley, Laurel, Md.

Dr. Robert F. Gilbert, Wynnewood, Pa.

Thomas J. Moore, Washington, D.C.

Robert Sheppard, Oxbride, Md.

These VEGA owners are being contacted about membership in our organization, and are invited to the dinner meeting on March 3rd.

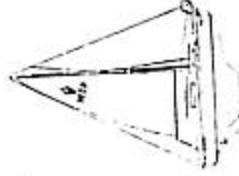
## NOTICE:

The Sailing Club of Washington (SCW) is planning a trip around the DELMARVA peninsula, June 30 through July 8th. VODCA members are invited to accompany the SCW boats.

Interested members should get in touch with Sid Rosen who is on the SCW cruise committee.

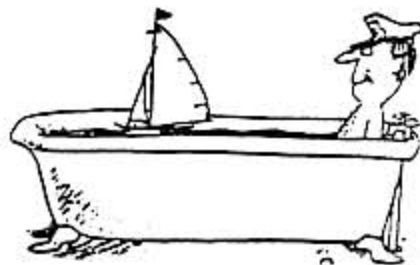
Happy sailing....







March 8, 1993  
Denece Vincent  
221 East Emerson Ave  
Tracy, CA 95376



Dear Sid Rosen,

Thank you for sending the Vega newsletter we requested and please forgive the lateness of our reply. We were told of the Vega Association by a member who called with his condolences about our boat after reading the article in Yachtsman. The letter and article on pages 5 and 6 of the Vega December 25, 1992 newsletter are about the loss of our boat last summer.

To the best of my knowledge, Allstate sold the salvage rights to a fellow from the south bay or Monterey area. As I understand, quite a bit of the salvageable components of the vessel had already been "recovered" by others while the boat sat cracked open in the yard for the two months it took to settle the claim. I do not know if the buyer had plans to refloat the boat.

The last bit of the story to come out will be whether or not the owner/operator of the powerboat will be formally charged with violating Marine Law by the Coast Guard Review Board in Southern California. You could obtain that information for your readers from the CG via the freedom of information act.

I hope this note clears up any confusion.

  
Denece Vincent

- *Denece's Vega was rammed by a powerboat - almost cutting it in half*

This sounds great!

**Igloo® Kool-Mate™**  
36-quart cooler keeps things hot or cold. Chills to 40°F without the use of ice, and keeps hot food a toasty 140°F. Includes car lighter adapter. Limited warranty.\*  
Optional DC converter for home or office. USA.  
Compare at \$149.99  
Cooler  
G6880-9858 \$129.99  
Converter  
G6882-9858 \$49.99  
(Montgomery Ward Ad)

# Stainless prop shaft & tube for sale -

RR 1 Box 1140  
Brewer, ME 04412  
Feb. 25, 1993

Dear Sid,

We still have for sale a stainless steel inner and outer shaft from Vega Marin in Sweden. It was used for only a few hours, and we have all the necessary seals (new) as well as the installation instructions. Asking price \$600 or best offer.

Also for sale is a cruising spinnaker which came with the boat, manufacturer unknown. It is in good condition—we have only used it twice. We're asking \$300.

If anyone is interested in either of these items, please write or call us at 207-989-4371. We'll be at the above address through May.

Sincerely,

*Melanie Halvachs*

Melanie Halvachs  
"Double Fantasy"

## "Vega Westbound"

The cost of transferring "Vega Westbound" from 8mm film to video tape was regained about two years ago. In view of our strong treasury condition, the film can now be viewed by our members without any charge. We only ask that the video be rewound prior to its return 10 days after the member receives it in the mail. A return address label will be provided. For the benefit of our newer members, the video depicts the trip of a Vega from Gibraltar to Barbados many years ago. Be advised there is brief male nudity. Viewing time about 30 minutes.

Figure 1

### QUICK-STOP & ENCIRCLEMENT

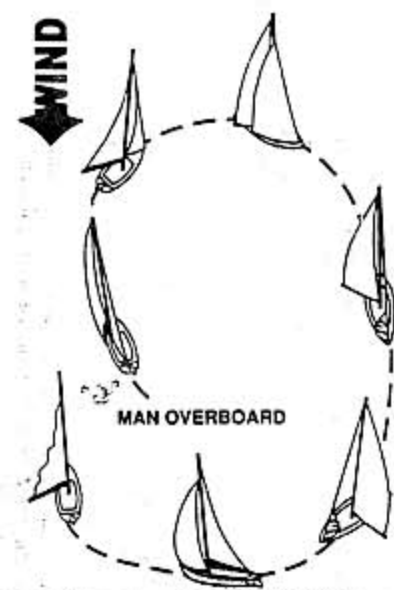
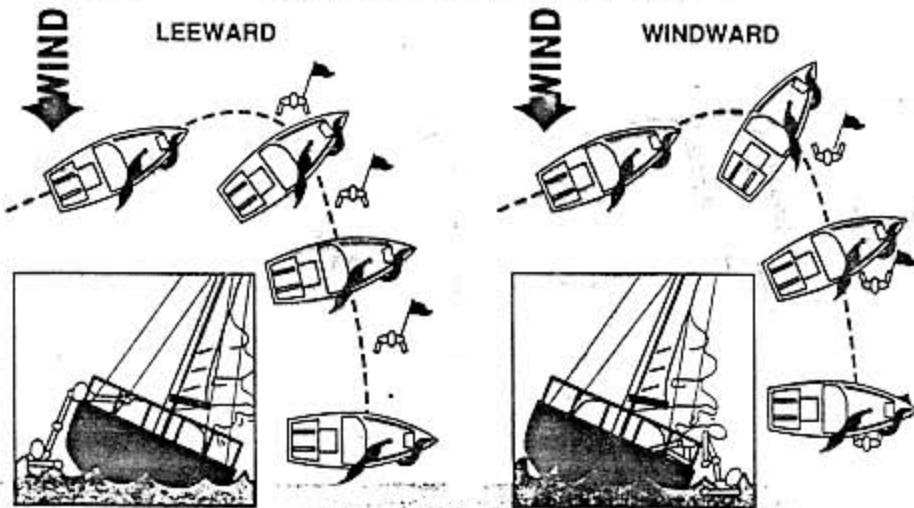


Figure 2

### WHICH SIDE IS BEST FOR PICK UP?



**Pros:** Victim won't be overrun by boat; blowing sails won't interfere with rescue.  
**Cons:** Boat may drift away from victim; you'll have farther to lift him; seas may slam him against boat.

**Pros:** Victim sheltered by boat; easier to stay alongside victim; easier to lift him on board.  
**Cons:** Boat can run over victim; blowing sails can hinder rescue.

## MANUAL BILGE PUMPS

The bilge pump aboard any boat should be capable of handling the volume of water that threatens the vessel. It should get that water back into the sea as quickly as possible and, just as important, involve as little exertion by the crew as possible in doing so.

In this test we examined the flow rate, durability, ease of servicing, versatility of installation, and, of course, price.

### The Pumps We Tested

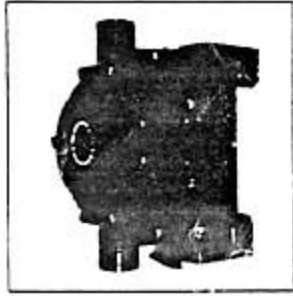
Edson 18	Geysler	Whale Gusher 10
Edson 30	Henderson Mark V	Whale Titan
Guzzler 400	Jabsco Pat	

### Recommended

Edson 18  
Henderson Mark V  
Whale Gusher 10

### OUR TOP CHOICE

Henderson Mark V



### Conclusions

Only the Edson 18 and the Henderson Mark V came close to their rated capacities. Edson is the granddaddy of diaphragm pumps and its products are quality-built and reliable performers. However, they are expensive.

The Henderson is versatile, easy to maintain, and about half the price of the Edson. All that makes it Practical Sailor's best bet.

## BLISTER BARRIERS

Perhaps no subject has caused greater consternation and confusion among sailors than osmotic blistering. But even if the causes of blistering are not yet fully understood, there are now products which offer solid protection and peace-of-mind.

In Practical Sailor's examination of eight barrier coatings, we subjected each to a Water Vapor Transmission test (to measure moisture absorption) and ran an Overcoat Exposure Series on each to determine how quickly blisters would form.

### The Coatings We Tested

AWLGRIP 545	Pettit Polyepoxy
Devco Coal Tar	System Three
Interplastic Vinylster VE 8117	'C Tar
Interprotect 2000/2001	WEST System

### Recommended

Interprotect  
2000/2001

System Three  
WEST System

### OUR TOP CHOICE

Interprotect  
2000/2001



### Conclusions

The Interprotect products are the choice of many yards specializing in blister repair. Their confidence is substantiated by its performance in our tests. We recommend the Interprotect system.

Both System Three and the WEST System scored well and selecting one over the other would be a matter of product familiarity and personal preference.

All three resisted blister generation twice as long as either AWLGRIP or Pettit Polyepoxy.

## LIFE RAFTS

A life raft should be able to withstand tumultuous seas and rotten weather. It should keep you afloat and protected, even in conditions that have sunk your boat --an impressive task for less than a hundred pounds of fabric and synthetic rubber.

Less obviously, a life raft must provide conditions under which you can stay alive while awaiting rescue. PRACTICAL SAILOR tested eight coastal and offshore rafts for construction, stability and comfort.

### The Life Rafts We Tested

OFFSHORE	COASTAL
Avon	Avon
Givens	Plastimo
Plastimo	Switlik

### Recommended

OFFSHORE	COASTAL
Givens	Switlik
Switlik	

### OUR TOP CHOICE

Givens



### Conclusions

The Givens raft defied all our efforts to capsize it. We subjected it to the same tests as we did the Switlik, and it resisted capsizing even at an estimated angle of 110 degrees.

For most people, sailing in waters in which high breaking seas are rare, we like the Switlik Coastal Raft. If, on the other hand, we were setting out for an extended ocean cruise, our choice would be the Givens.

some "Practical Sailor" evaluations -