

- The past three months have been a nightmare for your editor. Computer problems constantly plagued him. (Please don't ask!) After a series of local "quick fixes" the computer was returned to the manufacturer for repairs. The computer has since been returned to Sid who is now trying to "catch up" on the newsletter, correspondence, club finances, and special orders.
- Speaking of special orders -I recently had to send refund checks to several members who ordered the cockpit sealant tape too late for their orders to be acted upon. These late orders were received after the club's order was placed with the manufacturer. None of the tape was for stock. All late orders were unfilled. If you were among the latecomers, you have my apology - but please get your order in promptly the next time.
- Club burgees have been reordered. from our manufacturer in Hong Kong. We still sell them at our cost - still only \$8.00. A beautiful flag to fly from your masthead or spreader. Why not show that you belong!
- **Membership**  
We need new members to keep our membership up. Every year we lose some of our members through the sale of boats, lost interest, or whatever. This year the "hit" was much heavier than usual.

So, please keep your eyes open for possible new members. Spread the word. If you come across a Vega skipper please get his name & address and mail (or email) it to Sid Rosen who will then contact him.



**Would you believe it.?  
These skippers just became members  
C-O-O-L!**

Ross & Pat Dring  
16421 Mark Lane  
Tinley Park, Ill 60477  
Tel: (708) 532-3298  
#3027, "Critters", 1977

Ronald Lefebvre & Claire Gendron  
39 Burton  
Westmount, Quebec, Canada H3Z 1J6  
Tel: (514) 487-2977  
#3199, "Elvire", 1977



## Adding a gas refrigerator

12/20/97

Hi Sidney,

Thanks for the info on the Delmarva circumnavigation route. That is one of my long range plans.

You asked about the refrigerator that I installed on my Vega. - It's a Benzomatic from Rochester, N.Y. It's a top load portable 12v propane unit - ammonia gas filled. It makes 2 small trays of ice in about 4 to 6 hrs; a pint of ice 6 to 8 hrs, and a pint to a quart in about 12 hours. The unit can be used free standing as it has a small propane tank holder attached- with level water (marina etc.) or mounted with gimbles side to side ( not gimbled fore and aft) .

It will mount under the countersink ice box top with only a slight modification: removal of 2" of counter top at rear bulkhead. and placed in a stainless steel gimbled basket. If unit proves unsatisfactory, reinstalling the ice box is simple. The interior of the refrigerator is small: 10"x12"x14" (approx). There is noise in it. Also if used with propane it can dry socks towels etc. over top of the box. The flame that runs this gas refrigerator is no larger than a cigarette lighter. The 12 volt usage is less than 3.7 amp full load. has two temp regulators one gas and one electric.

I bought my refrigerator used, paying less than \$75. The hoses and adaptors cost an additional \$50 Total \$125. Grill and fireplace stores sell the hoses etc. Going to use it full bore, make ice which I will transfer to my ice chest.

Also, I need to place weight on top when changing loads inside. Makes a handy place to set coffee soup etc. while underway. Also the pilot flame helps keep moisture down in boat. As with any heating device extreme caution is advised at all times. Another thing, you don't have to tear your boat up, to install this refrigerator - but take care in routing hoses etc. Safety first and foremost.

Use this information at your own discretion, I am not liable for any damage occurred in installation or usage of this product. or information regarding it. Sid, make sure you include this disclaimer, on your write up. Don't want to have to buy anyone a new boat - Ha Ha!

Did you hear those bells jingling??? Must be getting close to Xmas. Ho Ho, Ho! Got to go and check those bells out.

Merry Christmas

Walt Shevitski

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*The above was the content of an Email letter, 12/20/97 from Walt Shevitski- (a Vega owner & prospective member)*  
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Our thanks to David King, #961

Gene Sues, "Lorna Doone", 1517 writes:

Dear Sid,

A very healthy and happy New Year to you. I just received two Vega newsletters for Dec. and I believe I also got two for Nov. I believe you have me in your database twice. Once under Gene Sues which is correct and once under Gene Seuss which is not correct. No need wasting 64 cents U.S. \$'s which is worth about \$1 Canadian now. I have however passed along the extra newsletters to other boats at our marina which now has a total of 6 Vega's.

Just a note of interest for those who have access to the Web, the Vega Association of Great Britain (VAGB) has a new Web site :

<http://www.firstnet.u-net.com>

I have had a couple of e-mails back and forth with Steve Birch and have decided to also become a member of that association.

Tony Skidmore just couldn't leave for Europe without leaving a Christmas present for our mutual friend "Lorna Doone". Some new Lewmar Sheet Blocks, presented as a gift to Lorna, gave me some extra work over the New Years holidays. While Tony was landing, after a smooth flight to England, (I presume,) I was hanging upside down in the lazette removing the screws for the main sheet track. We had discovered while installing the new main sheet blocks that the mainsheet bronze slider had almost worn itself right through. It had been covered by wrapping to keep the mainsheet block from thrashing the lazette at sea. Thankfully the wear had been discovered before a serious accident occurred.

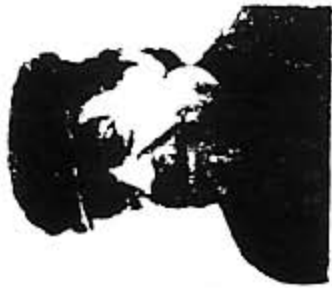
I now have a wish to be reborn as a 5'8" 150 lb sailor rather than a 215 lb 6'2" sailor, for this is my second experience in as many weeks of trying to extricate myself from the cockpit lockers of Lorna Doone.

All the best in the New Year.

Gene, Trish, Eric, Amy and Kristen Sues  
1216 Beach Drive  
Victoria, B.C., Canada, V8S 2N3  
Tel: 1-250-592-3006  
E-mail: [genes@uniserve.com](mailto:genes@uniserve.com)



**Vegamössan med det rätta stuket!  
The Real Vega Sailing Cap!**



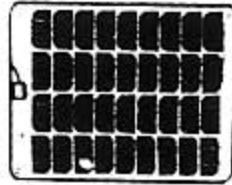
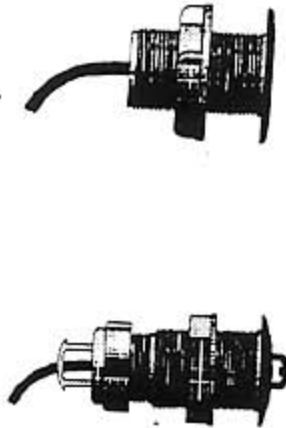
Tillverkas speciellt för oss efter en gammal modell från kung Oscar II i mörkblå kläde, fodrad, med luftmarlor och toppläntan (hakbandet) fungerar när det tutar i. Skärmen är naturligtvis svart, hård och blank med grön insida.  
Storlek 52-62 Kr 340,-

Made special for us from an old model from King Oscar II in dark blue wool lining, with airstaples and "toppläntan" (string) to have when its windy. Peak is of course black, hard and bright with inside in green.  
Size 52-62 Kr 340,-

**Sumloggswire/Sumloggswire**

Reservdelar VDO loggar/Spare part s to VDO logg. Sumloggswire att anslutas mellan matare och givare/sumloggswire to be connect between gauge and giver.  
6110 2 m  
6112 3 m  
6113 4 m  
6114 5 m  
6120 Vit prop inkl verktyg 240,-  
White prop inkl tools

Reservation for prisjusteringar och slutförsäljning  
Reservation for pricevariable and selling off.



**NAVMAN**

**Elektroniska instrument**

Instrumentserie som introducerades under säsongen 95/96 till vettigt pris. Utmärkande för instrumenten är de stora siffrorna, enkla montage, och den låga strömförbrukningen.  
25974 Logg utan givare  
25975 Ekolod utan givare  
25976 Multi (logg o lod)  
26017 Skrovgiv.logg  
26032 Skrovgiv.lod  
26018 Aktergiv.logg  
26019 Aktergiv.lod  
25978 Vind med givare  
25977 Repeater-ger all information som ges från övriga Navman eller instrument med NMEA utgång. Upp till 4 instrument kan kopplas in.

Se även specialprospekt!

**Solcellspaneler.**

Specialdesignad för att användas till fritidsbåtar. Enkel att montera på luckgaraget eller annat fast underlag. Tillverkad i rostfritt stål och med ett skyddande väderbeständigt plastlaminat på ovansidan.

Batterivakt/regulator bör användas när solpanelen är större än 20W.  
7970 Solpanel 10W  
7971 Solpanel 20W  
7972 Solpanel 30W  
7975 Batterivakt

Se även specialprospekt!

**Vi exp. även annan elektronik.**

**Begär offert och prospekt!**



**Slangar/Hose**

Avgasgummislang/exhausthose.

- 10461 40 mm
- 10462 45 mm
- 10463 57 mm
- 10464 Slang torr avgass 70 mm 1 mV
- (5957) Hose dry exhaust



- 9390 Slang gasol 8 mm
- (5971) Hose gasol 8 mm

**Slangklämmor/Hose Clamps**

Slangklämma rostfri syratfast.  
Hose clamps stainless refractory to acid.



- 5984 8-14
- 5985 11-17
- 5986 13-20
- 5987 15-24
- 5988 22-32
- 5989 26-38
- 5990 32-44
- 5991 38-50
- 5992 44-56
- 5993 50-65
- 5994 58-75
- 5995 77-95
- 5996 19-28

9370 Vattenslang/PVC clear tubing  
15 mm  
pr m 24,-

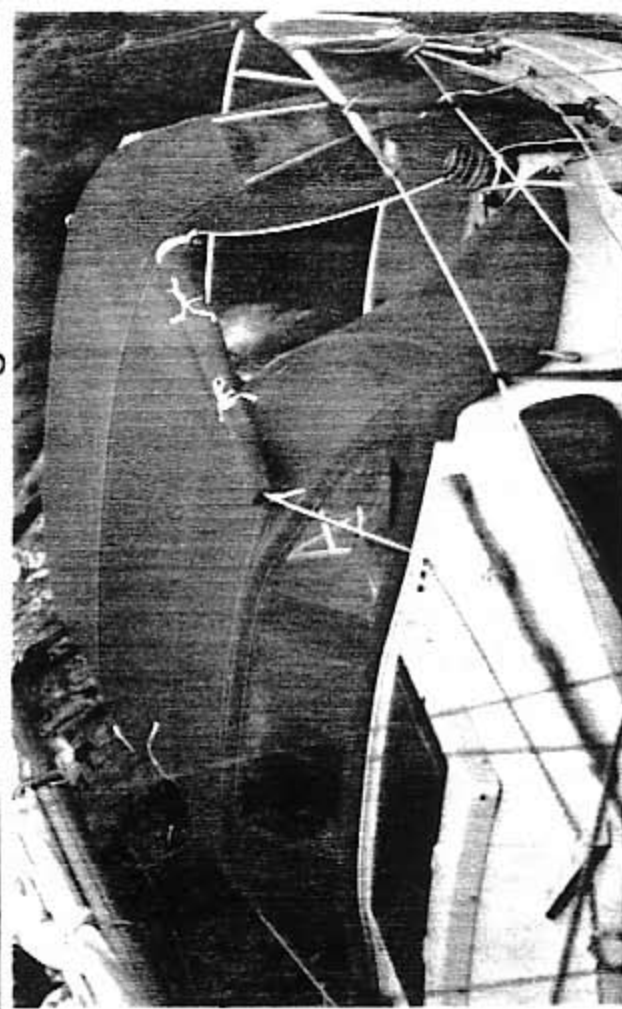
Armerad plastslang/ar/Re-inforced  
hose PVC

- 9371 12,5 mm
- 9372 16 mm
- 9373 19 mm
- 9374 25 mm

9380 Sanitetslang vit odorfri/sanitay  
hose white odourfree

For motors kylsystem/for eng. cooling  
system. Motorslang oljebeständig/eng.  
hose oilproof

- 9385 1/2"
- 9386 5/8"



**Covers to Vega.**

Covers are made in weav "Markitux" and we have it in lots of colors!

**8009 Cockp.Cover with frames.** Covers to turn round on fast mounting frames. After rolled up You keep it behind akt cockp.boulder. With large windows and zips on both sides and akt. Can be rolled up on both sides and akt. Incl. mountings and protectioncover.

**8000 Sprayhood with 3 windows.** Our sprayhood is a bit shorter and higher than originalm. and gives better impression and visibility with good protection against sprinkling. Suits originalframes. (Not incl. frames and fittings.)

**8001 Original frames.** Made of antimagn.aluminium.

**8002 Main sail cover.** Big enough to sail with jiffy reefing. Burdock and ziplastiner at front and gumcordfittings under.

**8003 Shelter,** pair of shelters 50 cm.

**8004 Shelter,** pair of shelters 60 cm.

**8005 Shelter** akt 50 cm.

**8007 Shelter** akt 60 cm.

**8008 Companionway cover,** with ziplastener. Covering companionway when doors are removed

Date: Thu, 9 Oct 1997 15:34:41 -0800  
To: sidnock@aol.com  
From: acraggs@nanaimo.ark.com (Anthony Craggs)  
Subject: BC vegas



Dear Sid ,

After I bought my Vega from Jim McLennan last year I spent a good part of the summer of 96 looking for other Vegas ,wanting to talk with the owners to get their impressions first hand. Despite visiting almost every marina on Vancouver Island and many in Vancouver, I always came up empty handed. When I got the membership list this year indicating that Tony Skidmore's boat "Lorna Doone " was at Pedder Bay , my wife ,Ros ,and I made a special trip down to Victoria only to find no Vega ,and the marina manager had no record as he'd just made a new list . They didnt have any forwarding address either ,so I thought maybe Tony had hit the ocean again...I continued my quest this summer visiting the Gulf island marinas , particularly the ones on Saltspring Island ...Same result No Vegas !! I sort of convinced myself that they must all be at sea. We also spent a month cruising on the east coast of Vancouver Island and never saw a boat that looked remotely like ours , though we did have a lot of admirers of " Chasquis " ,mainly because Jim McLennan had kept her in pristine condition, she looks like a new boat ,and because they liked her lines.

Anyway a month ago , Ros and my daughter Amy wanted to go shopping in Victoria... It's about a couple of hours drive from where we live so I thought I would go down with them and walk the docks, one of my favourite pastimes. I decided to be thorough in my search so decided to walk all of the downtown docks to see if I could see anything like a vga ...Again a fruitless search ..So I decided to visit a friend of mine who has a 32' C&C at Oak Bay marina, he's always working on his boat and I knew he would be there..As I was walking along the dock , I caught sight of familiar lines ,,It was a Vega .. " Capn Three " and the owner was there pottering about ; he'd only owned her a year . It was his first boat and he was hoping to circumnavigate the island.., he mentioned her characteristics in reverse , and actually had to change his berth to make life a little easier on himself. When I told him that his was the first Vega I'd seen other than my own , he said there were several others at Oak Bay.. as it turned out I saw five of them that day ,all in the one marina :

" Golden Hind IV "; "Arion" ; " Templar" , this had lots of mods though , the long main cabin windows had been removed and replaced with 4 smaller ones apparently to make the boat more seaworthy, It was in very nice condition , but looked like a Nicholson !

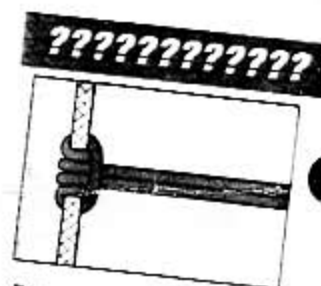
I eventually got to see my friend and told him about my search and he was amused, as the Vegas had been a familiar sight to him.. Apparently in local races when the going gets rough they are the only ones to finish ..He then mentioned that there was another Vega that had just come in and was moored on the far dock.It was " Lorna Doone ". However, she has a new owner, Mr Suess , who was pleased to show her to me and point out the modifications Tony Skidmore had made. It was a boat that had obviously done a lot of sailing ,but it was in first class condition , though the basic rigging was very similar to my own.

As far as I know, none of the above owners were currently members of the Vega Association , but maybe in the past, the owners were . I thought that if you did have a record then you would be glad to know where the are now. Theyall looked pretty good.

Sincerely , Tony Craggs, " Chasquis " #993

PS I had my boat out of the water on a Tidal grid . Again lots of admiring comments about her lines below the water line this time !

Anthony Craggs,  
444 Mill Road,  
Qualicum Beach,  
B.C. V9K 1J6  
Canada,  
Tel 250 752 0856 ; Fax 250 752 0859  
e-mail acraggs@nanaimo.ark.com



Test your knowledge of knots by identifying the knot pictured above and its use.

November 7, 1997

Dear Sid,

Here is the check for my dues, which I believe, is \$10.00. The extra amount is because I'm going to ask you for a favor.

Like all of your members, I find the Newsletter to be fascinating - month after month.

My boat, Eight Bells, is still for sale. For some reason, age maybe, it hasn't attracted a lot of attention. It really is a sound vessel so I guess it's not modern enough for the type of sailing that's done on the Barneгат. Any ideas is welcome.

Best regards,

Bill Slim  
50 South Woods Lane  
Doylestown, PA 18901



Date: Wednesday, October 29, 1997 1:39:30 AM  
From: gthompso@halcyon.com (Gene Thompson)  
Subj: Moved to Puget Sound!  
To: sidnock@aol.com



Great to have you on-line, Sid! I hope you'll change my address (at end of this message) so I can continue to get the Newsletter. I got a chance to enlist my yacht-delivery friend, Don Ferrell, as crew, and left Portland and the Columbia River in early August, going north about 20 miles out, to the Strait of Juan de Fuca and the San Juan Islands. We had a great trip, about 30 hours out there, w/large swells but no real weather to deal with. My standard case of mal de mer didn't last as long or have the severity of last time, so maybe the inner ear is getting better at it. The night sailing was spectacular, though I'm nervous when left alone with the light list and the difficulty of singling them out, since distances are totally deceptive. My trusting professional crew went below and slept, leaving me to contend with night traffic in the straits, which luckily wasn't too demanding. We saw some killer whales alongside (they call them orcas, out here), and the bird life and saltwater environment is, as the young people used to say, where it's at. After bumming around the San Juans for the rest

of the summer with a long-time lady friend, I found a nice fiveboard slip for the winter at Winslow on Bainbridge Island, just across Elliot Bay from downtown Seattle. I'm two blocks from the main street of the village, six blocks from the ferry terminal, so can get across the bay to see my sons, regularly.

I did lots of ordinary preparations to get ready for the time at sea, the main upgrade being the raising of the boom ten inches (I left the Proctor furling crank in place and installed a heavy welded aluminum fitting secured to the mast with ten machine screws). I also have a new dodger, about six inches higher and roomier than the Vega sea hood, which had just about rotted away, and a new frame of one-inch stainless tubing, a great comfort at sea. After dragging my Danforth in an anchorage one night, I've invested in a bow roller and 22-pound plow-type Delta Fastset anchor.

Have

also bought a couple hundred dollars worth of charts. My plan is to work at some writing projects near Seattle this winter (I have my Power Mac on board), then set out next spring to see how far north I can get, exploring on the way. Then the move next fall might be a voyage to the south.

I love the Newsletter, Sid, and always read it immediately, end to end. There's another Vega in this moorage and I think I have the owner talked into subscribing. Hope all's well at your end.

\*\*\*\*\*

S. Eugene (Gene) Thompson  
On board sailing vessel "Wren"  
321 High School Rd. N.E. #181, Bainbridge Is., WA 98110  
206 780-1440 fax 206 842-0296 gthompso@halcyon.com  
If all else fails, try pager/voicemail: 360 416-2922



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Answer to the  
Knot Quiz :

■ **It's a**

*A prusik hitch is an adjustable knot devised by Dr. Carl Prusik in 1931. It's used to attach a smaller-diameter line to a standing line. Under tension, the knot holds fast, but when the tension is released, the knot will slide along the standing line, making it a good knot for going aloft when climbing a secured halyard.*

Steve DeMont  
423 N. 2nd St. #336  
San Jose, CA 95112

9/30/97

Sid.

Enclosed are my membership fees and dues for 1997 and 1998.

I finally bought Wiley Sanders' Vega (hull #2947) for \$5200.00. It needs some work of course. But, overall, the boat's pretty solid. I replaced all the seacocks with ball valves when I hauled her out. The MD6B needs work. The infamous Combi drive needs attention. And the stuffing box and cutlass bearing need to be replaced. Wiley left me with replacement parts for the latter. I figure next year I'll haul her out and pull the Volvo and rebuild it and service the stuffing box myself. The more I do on my own, the better sailor I'll be.

Before hauling her out again, I'll be replacing the electrical system, the standing and running rigging, and rewiring the galley and head. I want this boat to be totally safe and perfect working order. Hopefully, by next summer I'll have her recommissioned as the "Erindíra," and ready to explore San Francisco Bay. Erindíra is the name of a character in a short story by Gabriel Garcia Marquez about a girl whose grandmother put her into prostitution for burning down their house. At the end of the story Erindíra regains her freedom and independence from all the bullshit she's gone through. You'd have to read the story. But I like the name--the name. Erindíra, represents freedom and independence to me, and that's what sailing's all about.

I met up with Walt Brown and his girlfriend Judy. They've done a lot of work on their Vega. Pretty impressive. They've given me a lot of ideas about how to outfit her for offshore adventures.

Anyway, I'm glad I bought her, and I'm also glad the Vega has a strong following. Wiley gave me a year's backlog of Vega newsletters. I read everyone and gleaned as much information as I could about the Vega's powertrain. Please continue with the newsletters. They're an excellent lifeline for maintaining these boats.

Thanks for your time.  
Steve DeMont

## de-naming ceremony

The debate rages on: Is it really bad luck to change the name of a boat, or no big deal? We suspect the answer is somewhere in between, which brings us to the following article by John Vigor. This piece originally appeared in our June, 1994, issue — not, as almost everyone requesting reprints has estimated, "about six months ago." And have we gotten requests. Not gobs at once, but a steady stream over the months and years since it first appeared in Sightings. Apparently, as people moved up to new boats whose names they didn't particularly like, some little bell would go off in the backs of their heads about this article and they'd call us up. So for them, and for all of the rest of you who plan to move up someday, here — back by popular demand, as they say — is Vigor's denaming ceremony once again. And this time, folks, please et their memorize it or make copies for your 'someday' file, because we're not going to run it again.

I once met a man in Florida who told me he'd owned 24 different yachts and renamed every single one of them.

"Did it bring you bad luck?" I asked.

"Not that I'm aware of," he said. "You don't believe in those old superstitions, do you?"

"Well, yes," I said. "As a matter of fact, I do. And so do a lot of other sailors who wouldn't consciously do anything to annoy the ancient gods of the wind and sea. Out there, you need all the help you can get."

Actually, I've come to the conclusion that it's not so much being superstitious as being careful. It's part of good seamanship. That's why I had to invent a 'de-naming' ceremony some years ago to ward off bad luck when I wanted to change the name of my new 31-ft sloop from *Our Way to Freelance*. I needed a formal ceremony to wipe the slate clean in preparation for the renaming. I scarched in vain for one. But research showed that such a ceremony should consist of five parts: an invocation, an expression of gratitude, a supplication, a rededication and a libation.

So I sat down and wrote my own ceremony. It worked perfectly. *Freelance* carried us thousands of deep-sea miles and enjoyed good luck all the way.

The ceremony should be read with flair on the foredeck before a gathering of distinguished guests. Or it can be mumbled down below by the skipper alone if he or she finds these things embarrassing.

The libation part, however, must be carried out at the bow, as was the original naming ceremony. And I would advise you to use nothing but the finest champagne and to pour it *all* on the boat. One thing the gods of the sea despise most is meanness, so don't try to do this part on the cheap.

How much time should you leave between the de-naming ceremony and the new-naming ceremony? There's no fixed limit. You can do the

renaming right after the de-naming, if you want, but I'd prefer to see a gap of at least 24 hours to allow the demons time to clear out.

Oh, and one other thing — you have to remove all physical traces of the boat's old name before the de-naming ceremony. There may be official papers with the old name on them, of course. If you can't destroy them you should at least keep them well out of sight in a locker during the ceremony. But don't neglect to wipe the name out in the obvious places — bow, stern, dinghy, oars, logbook, liftering, chairs and so on.

Likewise, do not place the new name anywhere on the boat before the de-naming ceremony is carried out. Hoo-boy, that would be tempting fate.

The ceremony:

*In the name of all who have sailed aboard this vessel in the past, and all who may sail aboard her in the future, we invoke the ancient gods of wind and sea to favor us with their blessing today.*

*Mighty Neptune, king of all that moves on the waves, and mighty Aeolus, guardian of the winds and all that blows before them; we offer you our thanks for the protection you have afforded this vessel in the past. We voice our gratitude that she has always found shelter from tempest and storm and enjoyed safe passage to port.*

*Now, therefore, we submit this supplication, that the name whereby this vessel has hitherto been known, \_\_\_\_\_, be struck and removed from your records. Further, we ask that when she is again presented for blessing with another name, she shall be recognized and shall be accorded once again the self-same privileges she previously enjoyed.*

*In return for this, we rededicate this vessel to thy domain in full forefront edge that she shall be subject to the immutable laws of the gods of wind and sea.*

*In consequence whereof, and in good faith, we seal this pact with a libation offered according to the hallowed ritual of the sea.*

Now pop the cork, shake the bottle and spray the whole of the content over the bow. Then go quietly below and enjoy the other bottle yourselves.

— John Vigor

