

# VEGA

# Newsletter

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

25 Apr 1999

Voice of American Vega Sailors

No. 4 - 99

## Roll out the barrel, we have some new members!

Kenneth McMillan & Judy Schwan  
9223 14th avenue, NW  
Seattle, WA 98117  
email: o'meara@softcom.net

Rick O'Meara  
13800 South - #498 East  
Draper, Utah 84020



## Want to sail a Vega to Norway?

Johnny Birklund plans to sail his Vega back to Norway this summer & is looking for crew. The route from Maine includes stops in Labrador, Greenland, Iceland, Faroe Islands, etc. You can reach Johnny at his email address: jonnyb@prosus.no *IF YOU ARE NOT "ON LINE" PLEASE CONTACT SID ROSEN WHO WILL RELAY YOUR INFORMATION TO JOHNNY.*

## Accessing our website

Our "webmaster" Dave Pomerantz advises that the new "User name" and "Password" for entrance into the member portion of our website is as follows:

User name: **vega 99**

Password: **top hat**

Any suggestions concerning our website should be addressed to webmaster Dave Pomerantz at: [www.targetsoft.com](http://www.targetsoft.com)

## Have you been wondering?

Why it takes so long to get your cancelled checks back from "El Sid"???

It is because:

- \* The checks are not deposited individually - they are mailed to our bank in Annapolis, MD only when 8 or 10 have been accumulated.
- \* We pay no fees, charges, etc and collect monthly interest on our bank balance.
- \* This is the way our account was set up over 25 years ago with the Annapolis Federal Savings and Loan long before it became part of Crestar.

Your Editor, "El Sid", is looking forward to a visit by old friends Henk & Margaret Janson from The Netherlands. Many years ago Henk used to edit the Dutch Vega newsletter (more like a magazine) of the Kring van Vega Zeilers. Henk & Margaret are frequent travellers to the United States and Canada and have been long-time members of our club.

**An electric drive for Doug Taylor's Vega??**

3/12/99 11:48 AM

To: Doug Taylor at GSA-10P1  
Subject: Elco electric Drive

Dear Mr. Taylor,

Thank you for visiting Elco's web page and completing our questionnaire. I am confident that you will find that Elco produces the finest quality and high performance electric drives in today's market. Our products have been in production and use for over 100 years and our new designs incorporate all of the leading edge technologies.

I recommend a 3 -HP36 volt Elco Electric Drive System (EEDS) for your 27' Vega. You will have no problem moving your vessel at its hull speed of 6 knots using this system, which is equivalent to a 10-12 HP gas engine. The 3 HP is available for \$4,995.

Our integrated Modular Electric Drive (IMED) consists of a DC shunt wound motor, a pulse width modulated controller, a side mounted throttle, an instrument panel with an E-meter and the control cables to connect the throttle and panel to throttle and panel to the controller.

The battery bank I recommend for the 3 HP electric motor and the range of six hours that you requested should be made up of six (6) Series 4D Lifeline AGM batteries. I have attached a price and spec sheet on our batteries.

In addition to these components, you will also need chargers and shore power.

After you have connected to an EEDS, you will enjoy many hours and years of "quiet sensations", as you power your vessel with the same tranquility you enjoy under sail.

If you find that Elco products fit your needs, please let me know and I will send you a complete proposal;. If you have any other questions please ask. Elco's technical support is beyond reproach - test us.

Regards,

Andre L. Dionne  
Electric Launch Co., Inc.

*SID: Here is a quote from Elco to convert  
on Vega to electric propulsion - pretty  
steep price. would probably require a new  
shaft & prop, too.  
- Doug Taylor #712*

**Series 4D Battery**

Ampere rate: 210 Ah  
Dimensions: 20.73"L x 8.66"W x 10.27"H  
Weight: 130 lbs

**\$433 each**

# ALL ALBIN REUNION (VEGAS INCLUDED)

Sponsored by "The Northeast Albin Newsletter"  
(Gordon Dowty, editor)

**DATE:** JUNE 11, 12, 13 - FRI, SAT & SUN

**PLACE:** THE MARINA AT AMERICAN WHARF

NORWICH, CT 06360

Tel: 860-886-2467

Fax: 860-887-2467

**DOCKAGE:** \$2.00 PER FOOT PER NIGHT

(+ ELECTRICITY 30 AMP. \$4.00 PER NIGHT)

GAS & DIESEL FUEL AVAILABLE

RESERVATIONS: CALL MARINA BEFORE MAY 10TH

CHARTS: #60 - FISHER ISLAND SOUND

DISCOUNTS: 5% IF 5 BOATS ATTEND

10% IF 10 BOATS ATTEND

15% IF 15 BOATS ATTEND



Call Gordon Douty (413) 267-5554 for any other information after  
April 15, 1999.

Call Sid Rosen for road directions if you plan to attend by car:  
(407) 352-9250

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## Removing the rudder

From: Bill Zellman

Date: 05 Nov 1998

I hauled "Tonic" out two weeks ago and continue to see a drip that is originating at the bottom of the rudder where it sits in metal cup/shoe/foot that is bolted on to the aft end of the keel. I guess it's time to pull the rudder. however, I'm concerned that I don't have enough clearance between the rudder and the ground as the boat currently sits in its cradle. looks and my tape measure may be deceiving given the angle that the rudder post moves during removal (down and forward), but it looks like a mighty close call to me. has anybody out there removed his or her rudder without having to have the boat or the cradle raised in order to obtain sufficient clearance to pull the post/rudder out of the hull cleanly? (please excuse my butchering of boat terminology. my owners manual is on the boat.) any advice, war stories, help will be greatly appreciated.

## About Replacing the window gaskets

I replaced mine two seasons ago. Its not too hard of a job, once you get the hang of it, but if you know someone with automotive glazing experience; get their assistance. You will need to order the following parts from CR Laurence at 800-421-6144:

- 1 AS1456 50' 1/4x3/16 rubber strip \$32.80
- 1 713080 50' chrome bead filler \$18.00
- 1 DT110 Straigh filler tool \$4.84

### Be advised of the following:

You must purchase the filler tool, without it you'll never get the locking strip installed

Do NOT use Luarence's "Glass Slip" lubricant, it makes a mess out of the fiberglass and the stains to not come out.. Use a tablespoon of dish detergent in a cup of water, more or less, as your lubricant, it works fine and cleans right up.

When you put the rubber into the window frame, do not but the ends together,leave a 3/4" overlap in the small windows and a 2" overlap in the big windows. You will be able to squeeze the rubber back and the overlap will make a nice seal. If you but the ends, they will pull apart and begin to leak.

These seals are designed to work without a sealer, but they will leak. I think The problem is that the fiberglass is slightly thinner than the 1/4" gap designed into the rubber, but there is no "just a bit smaller" size. To cure the leaks I used an automotive type non-hardening caulk. This is a black, nonhardening, tary substance available at any good auto parts store with a section for autobody repairs. The best method to seal the windows is to install the rubber and glass. Allow 24-36 hours for the windows to dry and then squeeze the caulk under the gasket on both the glass and fiberglass surfaces, on bothsides. Then insert the locking strip using the special tool. It helps to do this on a warm day. You will squeeze a lot of the caulk back out and it will make a hell of a mess, but it cleans easily with paint thinner.

Good luck. I can't guarantee that your windows won't leak (you may want to try another sealant) but they will definitely look much better.

Homer Shannon  
15 Autumn St.  
Windham, NH 03087





An E-mail from the Seuss' -

(Lorna doone, #1517) \*

Dear Sid,

Just a note of interest for those who have access to the Web, the VAGB has a very good Web site at <http://www.firstnet.u-net.com>. I have had a couple of e-mails back and forth with Steve Birch and have also decided to become a member of that association.

Tony 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 YearsHolidays. While Tony was landing, after a smooth flight to England, (I presume,) I was hanging upside down in the lazerette removing the screwsfor the main sheet track. We had discovered while installing the newmain 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 lazerette 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 toextricate myself from the cockpit lockers of Lorna Doone.

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Gene, Trish, Eric, Amy and Kristen Sues  
1216 Beach Drive  
Victoria, B.C., Canada, V8S 2N3  
PH. 1-250-592-3006  
E-mail [genes@uniserve.com](mailto:genes@uniserve.com)  
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Lorna Doone circumnavigated the world with Tony Skidmore

Here's a little Mirth . . . . .

I have a spelling checker  
It came with my PC;  
It plainly makes four my revue  
Mistakes I cannot sea.

I've run this poem threw it  
I'm sure your pleased to no,  
It's letter perfect in its weigh,  
My checquer tolled me sew.

To rite with care is quite a feet  
Of witch won should bee proud,  
and wee mussed dew the best wee can,  
Sew flaws are knot aloud.

Sow ewe can sea why aye dew prays  
Such soft wear for pea seas.  
And why eye brake in two averse  
Wile righting this too teas.

(copied from the North East Albin Newsletter



goodoldboat.com

Welcome back Ed!

ME. "Ed" Davis

10 Spring Valley Road  
Mystic, CT 06355  
(860) 536-9593  
May 3, 1998



Mr. Sidney A. Rosen  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid,

Five years ago, when we sold *Lorelei* (hull 321) and subsequently allowed our Vega Association membership to expire, I didn't foresee writing you again. Of course, I might have - to thank you for all you had done for the **VODCA** association and Newsletter.

Nonetheless, here I am again, having just purchased *Vesper*: (hull 1868) from Jack Armstrong in Westerly, Rhode Island, about twelve miles distant. My wife, Hilda, and I are looking forward to again receiving the informative and entertaining newsletters and experiencing the camaraderie of this fine organization.

We feel very fortunate in finding *Vesper*. She is in excellent condition with almost brand new sails and an MD6-A that seems to also be in good shape. Until now, she was a two-owner boat! Her hull looks as if it has been kept in a garage, and she is well outfitted and in good repair in general. The only significant thing we plan to do before launching is to install roller furling as we did on *Lorelei*. This time, though, we will go with PROFURL, where with *Lorelei* we installed FURLEX. I have done a little more homework and believe the value is greater with FURLEX. As time goes by, I will let you know if I continue to feel that way.

It is, indeed, a pleasure to be re-applying for membership. I hope you allow turncoats (we sold *Lorelei* to buy a 21' power boat because our grandchildren didn't seem to enjoy the confinement of a sailboat - but they weren't all that crazy about the power boat, either.) to re-join the ranks.

I have enclosed \$25.50 to cover the 1998 dues and a burgee. Jack passed on to me the manual that had been assembled by yourself and others, so unless there has been some serious updating of that in the past two years, save your postage. Jack also passed on the **original owner's manual for the boat and engine.**

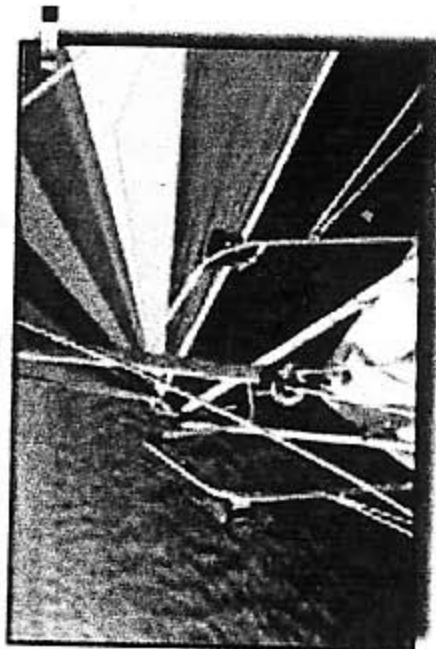
Some years ago you said that you get up to Mystic now and then. Please let me know when you plan to be in the area again. I would love to show *Vesper* off to you. Yes, as it stands now, we will keep her name.

See you on the water.

Sincerely,  
  
Ed Davis, USN(Ret)



- ❖ **CLEAN 'N GREEN:** Tired of paying big bucks for bilge cleaners? Try using liquid Tide. It does the trick and is phosphorous-free, so it won't harm the environment.
- ❖ **HEAD HONCHO:** Smelly head? The problem may be in the intake line, where water sits for weeks between uses. Close the seacock and remove the intake line. Then insert it into a bucket or large glass full of vinegar. Pump the head, and the suction will draw the vinegar through the lines to slay the nasty smells.



*The bowsprit consist of two rods which are joined together by a hinge. The bowsprit is fixed to the deck by two pegs. It can slide forward and backward on the pegs. In its forward position the bowsprit is automatically locked on the pegs.*

### **HAMMAX BOWSPRIT FOR GENNAKER**

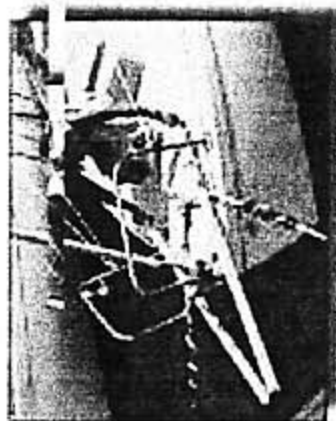
- Simple, easy and fast to handle
- Strong and stable
- Takes little space when not in use
- Easy to attach
- Patent pending

# **Hammax** International

## **HAMMAX BOWSPRIT FOR GENNAKER**

**SPEEDS UP THE FAMILYBOAT  
SAFELY AND COMFORTABLY.**

*Hammax International manufactured and is marketing a gennaker-bowsprit. Hammax bowsprit is a new and practical device for those who want to use a gennaker.*



## Self-Tailers for the Vega 27

(from the Vega Association of Great Britain newsletter)



After three years of struggling with the Lewmar 8's and the genoa sheets it was decided, after much soul searching, to change to Self Tailing Lewmar 16's. We had chartered boats (Annual Holiday) for the last three years and were always amazed at the ease of sheeting and the hands free operation that the self-tailers afforded. The only problems were deciding make and size of the winches, oh and the other important aspect - THE PRICE!!

I had scoured every Boat Jumble over the past two years but only the ST 16 that appeared second-hand was almost the price of a brand new model. Finally, after raiding the piggy-bank and hiding the cost from 'er indoors, it was decided that the choice would be the Lewmar ST-16. The retail price of these were astronomical but after many phone-calls and much haggling I was the proud owner of 2 Lewmar STC-16 winches and an empty bank account. I could have purchased the Harken for slightly less but I must admit the name and reputation of Lewmar still hold sway. The cost of Alloy or Chrome was identical so it just had to be the shiny chrome .... Removing the old Lewmar 8's was a painless and easy operation., The only problem seemed who to put into the port and starboard lockers to undo the nuts on the end of the holding boats. The winches were removed as follows:

1. Remove circlip from top of winch - do not lose it overboard !!
2. Pull winch body with bearings upward - Be careful of pawls, springs, bearing etc.
3. Undo nuts from the five retaining bolts from within the lockers.
4. Remove winch housing and clean surrounding area of dirt and sealant.

When trying to line up the new winches it was found that only one of the old holes lined up on the port side whilst none lined up on starboard. It is quite a simple task to drill new holes but just ensure that they are far enough away from the old holes. There is no problem about strength of fibreglass as it is nearly three inches thick at the mounting point. I still attached plate and locking washers for peace of mind. You will find that the ST 16 fits absolutely perfectly in the space provided so I wonder if the Vega was designed for a larger winch? The old holes were filled with sealant applied. The bolts were then inserted and tightened. In all the whole job took about one and a half hours with two people. You will find it is a two person job as the bolts must be held from above whilst the mug squashed in the in the locker removes the nuts. The only part I was a bit disappointed with was the lack of instructions provided with the winches but this was remedied with a phone-call to Lewmar. They were most helpful and sent me a Maintenance Manual for the ST16 and also for the old Lewmar 8's that were fitted (all free of charge).

I will let you know the improvement at the end of the coming season.. Until then "sheet in" ...

Sterve Birch (Toria II # Vega # 17910)



Date: 1998, June 2, 1998 8:13:45 PM  
From: wendell.r.lloyd@mci2000.com  
Subj: E-Mail Listing of Vega Newsletter Subscribers  
To: sidnock@aol.com

Dear Sid,

Now that we are in "the modern era," I would like a listing of all of the Vega Newsletter subscribers who have an e-mail address, unless they have asked you not to disseminate it. I have many questions to ask other Vega owners about how I make certain changes on my boat.

Also, since I need a few parts for my Vega, I am considering issuing an e-mail Want List of items for the boat. I will "cc:" you on these queries so that you can publish the list, if you wish, for those subscribers who are not using the Internet.

I believe there are enough Vega owners in the U.S. for certain chandleries to devote a portion of their inventory to new and used Vega parts.

I have no specific interest in maintaining an all-original Vega, but I would like to have esthetically compatible and reliable equipment. One example, for quite a few years I looked for a craftsman to refashion the door(s) between the cabins.

I installed a vent overhead in the main cabin, which incidentally needs to be replaced. My head has a solar-powered vent fan.

With a small gel battery or good quality motorcycle battery and a notebook-sized solar panel to power a handheld GPS, the navigation problem is solved. The solar panel would charge the battery and power the GPS during the day, and the battery would power the GPS at night. That arrangement would suffice for a cruise of any length.

I also have an electronic barometer on my boat. I am intrigued by this gadget.


The large display indicates the current barometric pressure digitally and the trend, which is key with barometric pressure readings. Storms do not occur in a high barometric pressure region. The barometric pressure always decreases with an approaching storm. This gadget remembers the last three(4?) hours and provides a trend arrow: <up>, <down>, or <steady>.

Another example concerns the head. For me, I would rather have a manual pump shower in that area and use a portable head with portable

privacy screens that could be used on the deck if appropriate and would be dumped after use at sea. In harbor areas, the contents would be retained until appropriate disposal could be arranged. Several plastic jugs of fresh water could be loaded aboard for long weekends or voyages. This water would supplement the ship's supply (14 gal tank) and aid in stabilizing the boat when all of the crew is seated in the cockpit.

Still more, since I have removed the diesel from my boat, I would like to make the companionway removable or hinged to facilitate storage where the engine used to be. Currently, that volume of the boat is a dead section. Space is taken up, but easy access is not available.  
Regards,

Wendell Lloyd  
2401 Hwy 35 North  
Rockport, TX 78382  
512-729-7560



**Going up the mast - using the mainsheet halyard:**  
if you ever tried being winched up the mast using the "main" halyard you certainly got very frustrated! After a couple of tries I bought a pair of large wooden blocks and rigged them to give me a 4 to 1 pull - using 1/2 inch laid Dacron line. In use, the top block was hoisted to the masthead and then cleated. It was then easy for my crew to hoist me to the top of the mast on my "Bosun's chair." No sweat!

Sid Rosen

### Your boat is a second home

Your boat is considered a second home by the IRS for tax purposes. Their sole stipulation is that it must have a sleeping facility (berths). There is no minimum time that you have to spend on board each year or even a requirement that the boat be in the water. It just has to have those facilities. As a second home, the boat mortgage or boat loan interest is deductible from your taxable income. If you secure a loan to rebuild an older boat using the boat as collateral, that is the equivalent to a mortgage, and the interest on that is deductible above and beyond the primary boat loan used for purchasing it.

(Extracted from "Consider your tax breaks"; Good Old Boat Magazine, Nov/Dec 1998)



Greg Dickenson, a new Vega owner, writes in an email:



Hello Sid,

Thank you for the information pack you sent me. I enjoyed the two news letters that you sent with your letter. I returned the membership information out today, along with the initiation fee and dues.

I just have to tell you how much I love my Vega(#403) Eight Bells. When I refinish the hull in the fall I will re-name her Vrindavana. Vrindavana is the name of a forrest that the hindu God Krishna played when He was a boy, She will be the place that I play as a man. I bought the Vega(stole is a more appropriate word), from Mr. Bill Slim for \$4000.00. He took great care of her for the eight years that he had her. Bill was kind enough to come and go through her with me and explain everything. We also spent a couple hours sailing and I had a great time.

Mr. Slim also gave me a two inch stack off old newsletters that I have spent alot of time reading already. And will soon finish. I was wondering if you have the letters that are in the back newsletters catagorized in any way, say by maintainence or construction. I think that might be a big help. I was also wondering if you have a list of members with their adresses and phone #'s catogorized by what they've done to their boat. ie. Engine replacement, names of all the members that did this, rigging changes, and a list off all the members that did this, etc. I think this list could be invaluable to the membership.

You had advised me to take a boating safety course as well as a sailing course during our conversation on the phone and again in your letter, so I wanted to tell you that I have signed up for a two day sailing course which includes boatsafy and the rules of the road as well as sailing, for the 22nd and 23rd of June, I will also be taking a basic coastal cruising course in July and a Bareboat coures in August. I am also taking some home study courses from starpath, out of Seattle. The first course is Inland and Coastal Navigation, the second is Celestial Navigation, and the third is a weather course that is an interactive computer program. If any of our members are interested, their web site is: [www.starpath.com](http://www.starpath.com) They seem like good courses from what i've seen sofar, and they are inexpensive.

You had advised me to take a boating safty course and a sailing course during our conversation on the phone and again in your letter, so I wanted to tell you that I have signed up for a two day sailing course which includes boatsafy and the rules of the road as well as sailing, for the 22nd and 23rd of June, I will also be taking a basic coastal cruising course in July and a Bareboat coures in August. I am also taking some home study courses from starpath, out of Seattle. The first course is Inland and Coastal Navigation, the second is Celestial Navigation, and the third is a weather course that is an interactive computer program. If any of our members are interested, their web site is [www.starpath.com](http://www.starpath.com) They seem like good courses from what i've seen sofar, and they are inexpensive. My intentions for "Vrindavana" is to learn how to sail her this summer and fall. Take her out of the water in October and strip all the paint off of her, then re-paint her in the spring. I also plan to do some interior work to her this coming winter.

I would like to set my Vega up for single handed extensive cruising. I still can't believe my luck in finding such a well built boat the first time out that has such a wonderful and helpful following, Sid the sea Gods must be smiling down on me.

I am looking forward to a long relationship with you and the other members of the club  
Happy sailing

Greg Dickinson

