

25 May 1998

Voice of American Vega Sallors

No. 5 - 98

*Welcome*

Look who just joined -

Francis & Suzanne Dudoit  
539 rue Beloeil  
Beloeil, Quebec J3G 2G2  
Canada  
Tel: (514) 446-4639

Ronald & Claire LeFebvre  
39 Burton  
Westmont, Quebec H3Z-1J6  
Canada  
Tel: (514) 487-2977  
"Elvire"

## Parts available for the cost of shipping!

4/26/98

Sidney:

I just read the April issue of the newsletter, and it also happens to be the day we cleaned out the garage so I ran into some heavy metal boat parts. This includes a Vega combi drive without the shaft and shaft tube (an impatient mechanic cut both when taking the engine out). I had originally thought to charge a modest sum for it, remembering how much parts for the engine and drive used to cost, but am now at the point where I will throw the things away if no interested party identifies him or herself. Maybe you could mention this in the next issue and explain that the parts are available for the cost of shipping.

Enjoy reading your news letter! I have been traveling a lot around the world, and it wouldn't be so bad if it was to go sailing in exotic places. As a result I have not been sailing 'Mioritsa' as much as I would like to, but that is probably a problem the majority of the Vega clubbers have.

Best Regards,

Willem J. Timmermans  
1011 Caspian Lane  
Houston, TX 770990

Tel: 713-440-6671  
wtimmerm@intec-hou.com

**Looking for a used Navik!**

Please contact Tom Latta  
PO Box 2887  
Sasaulito, CA 94966  
Email: tomlatta@earthlink.net

George & Beppi Wood write about Nausicca", #32110

12/21/97



Dear Sid;

I enclose a check for 1998 dues and 50 feet of closed cell sponge tape. We both enjoy good health and look forward to our 19th summer on "Nausicca" - still in Maine. Last year the weather was as close to perfect as it gets - An early drought lasting through August and no hurricanes to worry us.

The boat is in good shape. It might interest other owners that we have the mast removed for winter storage and it is re-rigged in the spring by the yard's people. I don't feel qualified to touch the stays and have no cause for concern about them as a result. We do carry a heavy duty wire-cutter in case of de-masting or other unforeseen events like a lightning strike. We are generally among boats with taller masts and so far have not been struck. A J-35, 200 or so yards from us took a bad hit a couple of years ago. While the boat reappeared the following year, they lost the whole summer for repairs.

We look forward to the newsletter and hope it continues for a long time. You do a good job for all of us with it!

Thank you

*George + Beppi -*



**Thank you, Shelia Dowst!**

I would like everyone to know that long time member Shelia Dowst played a vital role in our expansion from a small Chesapeake Bay oriented Vega One Design Association into a national club.

Way back when we were VODCA (Vega One Design Chesapeake Association) we were looking for Vega skippers on Chesapeake Bay. We got some publicity in Chesapeake Bay Magazine ( a local publication) and acquired a few new members. Armed with that success, your editor, got Sail and Cruising World magazines to give us some publicity. We were still only looking for Vega owners on the Chesapeake Bay. Shelia saw one of our notices and wrote to us in January of 1982 asking if we would consider having her for a member - although she lived in Pacific Palisades, California - a far distance from the Chesapeake Bay! Although we had no provision for absentee voting, we nevertheless accepted her membership. She was "number one"! Little by little, more requests started coming in and within a few years we had more non-Chesapeake Bay Vega skippers than local skippers as members. Shelia sold her Vega many years ago, but year after year she is always among the first to renew her membership!

Thank you Shelia!

Walt Shevkitski (Remedy, #161) has a most unusual Trailer

Dear Sid

You asked about my trailer. I had it custom made for the boat:- double axles and a capacity load of 10,000 lbs. Slightly overbuilt. Ha Ha! In taking the boat in or out of the water, the trailer tongue will telescope out to about 25ft. from the ball hitch to get the necessary 5 to 6 ft depth I need to float the boat off the trailer. Similar to a powerboat trailer. It's a one man operation to put it on and off.

The keel sits in a channel 4" deep and board supports on risers clasp the upper part of the keel for alignment which run the entire length of the 13ft keel. There are 3 post supports on each side on the trailer which support the hull. At the rear of the trailer are two guide boards with rollers on a raised angle at the rear to provide a guide feature in aligning the boat with the trailer (when recovering the boat from the water. There is a bow post at the front to provide a "V" stop and a place to tie the boat when pulling the boat out of the water.

Launching the boat is easy: Lock the trailer brakes. pull the tongue out, and repin (lock) it, remove the tie downs and dinghy from trailer. Back the trailer into the water till the boat floats; jump in the dinghy and get on the Vega. Unhook the boat from the bow post; start the engine, back out and anchor. Then back into the dinghy. row ashore, move the truck and trailer to lot. Then back to the boat by dinghy and go sailing. The process is reversed on "pull out".

Sid, picture a boat on a trailer on land. with a post sticking up at the front of the boat, that you can chain your boat to, using your bow eye on your boat. (By the way. I installed a very large bow eye (backed up with a large backing sheet of stainless steel inside the boat to take the additional strain of the boat being held to the trailer. just in case of rough water when loading). I have a stop for the keel in front of the trailer channel allowing the boat to rest at the same position each time - to keep everything in proper balance and weight distribution.

Before the boat is launched the post on the trailer is vertical - however, once the trailer & boat are on the ramp the boat and trailer and post are on same angle as the ramp. The boat eye is close to the trailer post, tied fast to keep the boat from going rearward (on the highway and also the ramp. when backing down the ramp).

When re-trailering, the boat is floating in the water off the trailer. The trailer is still on the ramp and it's post is at an angle to the water. But if you pull the boat to the post you have lost a few inches because the boat is level and the trailer is on the angle. If you pull the boat out of the water the post tries to pull the boat forward on the trailer. But difficult because the boat and trailer are on a different gravity plane angle. and also because of the loading weight can break a 1/4 " chain.



When the boat and trailer are finally on a level surface, and off the loading ramp, the boat sits back from the keel stop approximately 4". This causes a weight shift on the axles. The trailer was designed with the center of gravity of the boat spaced between the two carrying axles. Not 4' rearward. So you must pull the boat into position with a winch and a strap. I use a doubler with my 2 ton winch to pull it forward with a 4" binder strap rated at 10,000 lbs. The telescoping tongue on the trailer, works beautifully. When I lock the trailer wheels I can push the tongue in or pull it out with the truck and repin it. I am modifying the post with the top 20" section movable and held forward with a heavy spring.

I have a 2 ton electric winch which I use to pull the boat back in to the stop on the keel. Also the winch pulls the mast up. I made an offset mast tabernacle that moves the mast back and rearward (9 inches when down) - allowing me to use the shroud lines for mast guides, with a gin pole temporary attached at the base of the mast for forestay winch line pulling. I use a button to put it up and a button to put it down.

I'm thinking about making a spring loaded post on the trailer in order to move the boat on the trailer to the stop. If you don't understand, I can send you some drawings and pictures. I would like to solve this problem as it's a pain to winch the boat to the stop, each time I put it back on the trailer.

The dinghy on the trailer <sup>is</sup> just under the bow of the boat.

Walt



### Here's an Email from Bob Vogel

Starting to rehab HULL 1877...not in bad shape but last year was shortened by a health issue...back at it again. Did some great but limited sailing out of Portsmouth, NH and Newburyport, MA.

Firm plans to sail out of Newburyport this season. Hopefully VEGA visitors to the area will give me a call. It would be interesting to gather at some convenient port and time. Anyone interested either e-mail or call at 978-462-6299 (home) or at the office 978-469-9944

Just have them id as a VEGA member and whoever answers will find me or get a message to me.

You're doing a great job....look forward to getting the latest newsletter.

Cordially,

Bob Vogel  
Laughing Gull



**Vega for Sale:**

**R.W. SNELLINGS**  
604 ARVERN DR.  
ALTA MONTE SPR., FL 32701

8 Apr '98

Dear Sid,

I have enclosed my check covering 1998 dues plus a new Vega pennant. We fly it everytime we sail.

I'm sorry to have to tell you but because of my health I must sell "LIL WITCH". I am still able to take her out, but the time is coming when I won't be able to!

I am asking \$7900. for this 1976 Vega which includes my dinghy and its motor. The Vega has a legal head and a new Yanmar engine.

Sincerely,



Bob Snellings

407-834-1914

**Just in case you want to know:**

In the San Francisco area, the Vega has been given a Performance Handicap Racing Formula (PHRF) of 240



**Vega for Sale**

1972 Vega #1554 - Very low hours. I am the second owner & only used it one season. The boat has been hauled every winter since new and before I bought it in 1977 it had been stored unused for 4 years. The boat, engine & interior are in mint condition. Upgrades include new cushions, inside s.s. holding tank, s.s. 10 gal fuel tank, 90 amp alternator, 5 sales, anchors & custom made steel cradle.

**Asking \$9,000.**

John Tomaso: Tel 516-4589-4139

**FOR SALE!**

Laurence T. Furey  
6780 S.W. McCormick Woods Drive  
Port Orchard, WA 98387

Dec 29, 1997

Dear Sid -

"Estrilita" is still for sale at the Pablo Creek Marina in Jacksonville, Fl.

Best offer will take it. The boat is in excellent condition for a 1970 model,

Enclosed is my dues check for 1998. All, the best to you and yours.



**Please welcome Bill Sizemore, a new member**

Bill Sizemore  
P.O. Box 10724  
Bainbridge Island, WA 98110

19 Nov, 1997

Dear Mr. Rosen,

Enclosed is my check in payment of dues and fees through December 1998. I thank you for your prompt response and the materials about lubrication, the newsletter, etc.

Please note that my address has changed slightly. At long last I have my own P.O. Box. So please record the change on your records.

Bainbridge Island is just across Puget Sound from downtown Seattle. Indeed, there are many Vegas about. Gene Thompson, another one of your members, is a few slips down the dock from me. That is how I learned about the association. Gene just sailed his Vega from Portland to Seattle this summer. He has my admiration!

Thanks for everything. Happy holidays. I look forward to the newsletters.

Bill



*From the editor:*

According to my records, the Puget sound area has the biggest concentration of Vegas in the US . How about one of our members living in the area taking the initiative and organizing some sort of rendezvous - afloat or ashore for all our members out there Just a nice dinner meeting and gab! And from past experience, there will be lots of that!

I will be happy to prepare a mailing piece and mail it to all members within the Puget Sound area. It would be a "first" and I'm sure it would be well received. In the old VODCA we regularly had dinner-meetings at various restaurants with a speaker, movie or a discussion We had many rendezvous afloat (sometimes pooling our food for a "pot-luck" dinner aboard one of the boats. Fun? YES!

So, who is willing to "honcho" such an undertaking?

*Send us your news !*

Lars Lemby  
Kastanjevägen 8  
S-132 46 Saltsjö-Boo  
Sweden  
Tel./Fax: +46\*8-715 87 04

17 Dec. 97

Sidney A. Rosen  
10615 Witman Circle  
Orlando, FL 32821  
USA



Dear Sid,

This letter will be too late for me to wish you a *Merry Christmas* but it is never too late for a *Happy New Year!* I enclose the usual 20 \$ note, that I hope will be enough for my fee for the coming year. Your newsletter is excellent. Would it be a good idea to change its name to "the Voice of the World Vega Sailors"?

This past summer I had the pleasure, together with my wife Anna-Maria, to attend the combined VAGB cum KvVZ celebration of their 25th anniversaries (Vega Association Great Britain cum Kring van Vega Zeilors of the Netherlands). We had managed to fit in a holiday in England (on land) with some other good old friends, when we walked along the little burns in the Yorkshire Dales and Hadrian's Wall intended to fence off the wild Scots and stayed on bed-and-breakfast in wonderful old houses with charming gardens. Anyhow, we arrived by train to Portsmouth and took the foot-ferry across the harbour mouth. On the other side we found Ken Wakeling waiting for us, who guided us to Diana Webb and her Vega BUGLE. Great reunion, beer in the sunny cock-pit, talks, talks — you know what it is like. I like to say that the best with the Vega is all the friends. The other boats had already sailed but Diana calmed our urgency by stating that the tide had not yet turned. We would easily catch up with them.

Eventually we made sails. As being "guest of honour" onboard I was entrusted the helm. This was simple enough in open water, but as we approached the entrance of Cowes we began to feel the strong tide setting with us. As I tacked towards the river mouth between a cluster of boats at their mooring buoys I saw them all bearing down upon us with great speed, their sharp bows pointing menacingly towards our side. We were coming gradually into the lee of a tall headland and as I bore away to clear some of these boats I swallowed down my heart and prayed that the wind would not fail me. Fortunately it did not, presently we were out of the current and the boats were pointing to windward in the normal way and all was easy. We don't have any tide in the Baltic and I find this kind of sailing exciting and rewarding.

In the first marina on the SB side there were places reserved for the Vegas and there we found the rest of the fleet. A large number of Dutch Vegas had arrived, 17 I seem to remember, and quite a few from GB. So here we had the second "great reunion" on the same day! "Talks on the jetty", "harbour-sailing" — what do you call it?

The next day we sailed across the Solent a little more westward and entered the Beaulieu River. It is well buoyed and you have better stay inside the channel! We worked our way up-stream on the rising tide to the Royal Southampton Yacht Club premises where we rafted up fore-and-aft between piles 3 boats abreast. For the afternoon and night Diana Webb had arranged entertainment for us. Lord Montagu of Beaulieu had opened his park and — as he phrased in his welcoming speech — "in the beautiful setting of the lawns of Palace House, the ancestral home of my family since 1538, a sparkling programme of

popular classics, themed to "European Travels", will again be performed by the Bournemouth Symphony Orchestra with the traditional rousing finalé accompanied by choreographed fireworks". The Vega sailors thronged in amongst 1000 others and Diana bravely led our group to a first row seating on the lawn immediately in front of the built-up stage. We were all equipped with baskets of wine and picnic, lanterns for the dark and ensigns for "Pomp and Circumstances". On his premises lord Montagu has created a renowned museum for vintage cars. One part of the concert was a "Concerto for Car and Orchestra", the instrument being an open, brightly green relic from around 1900 with his lordship himself as the soloist. Especially the free impromptu was very impressive! As darkness fell people lit their lanterns and — as is due during a British "Promenader" — the feeling of general comradeship increased. At the last we all stood up and bellowed at the top of our voices "....Lord, who made Thee mighty, make Thee mightier yet ..." — Swedes, Dutch and all seemed to take it as the same joke — and then a magnificent fireworks rose to the black sky and let multicoloured stars cascade down upon us. What a night.

All this put us in the right mood for the grand Anniversary Dinner the next night in the RSYC clubhouse just above the high-water mark on the banks of the river Beaulieu. The wine was good, the food excellent and luck gave us seats with Robert and Monica Lyle, who were the founders of VAGB and old friends of ours. Need I say that yarns were spun that night?

Reluctantly we cast off the next morning and followed the tide along the meandering river towards the Solent. Near the river mouth we passed a big yacht that had just tried to shortcut across the sandy spit (which was well buoyed) and run aground. They signalled for assistance but Diana expertly refused, pointing out that they would be in no danger and get off when the tide came in again, that there was nothing we could do with our little boat for such a heavy vessel and that we would only endanger our own boat by trying. It always gives you a queer feeling to leave a fellow behind in such circumstances but you cannot fight gravity. We had a fine bit of sailing across to the little town Yarmouth on the Isle of Wight, where we had to sign off and take the ferry back to the mainland.

Ken Wakeling waited for us on the landing and took us to his flat on the top floor in a building on the Channel shore just outside the Solent. From his balcony, where he has one of those large binoculars on pedestal you find at touristic viewpoints, you have a grand view of the Needles, the south shore and all the shipping, boating and racing that would come that way. Actually, he wouldn't have to go sailing at all. He could have it all from his easychair.

Back to our present time and situation: Winter is here, all the boats are high and dry. I am fitting out IMARI with the hope and plan to be able to sail to England next summer and the IFR 98, that will be arranged in the Thames Estuary with a visit to London included in the programme. It would be very nice if some US Vega sailors would attend. We remember Jeff and Lily Johnson, whom we liked very much.

Keep it going, Sid! We need you. You are doing a remarkably valuable job for us.

Sincerely,





Used to be - - LAURENCE T. FUREY  
146 WATER OAK DRIVE  
PONTE VEDRA BEACH, FLORIDA 32082

Now is ---

(904) 285-5184

Captain & Mrs Laurence T. Furey  
6780 SW McCormick Woods Drive  
Port Orchard, WA 98367

(360) 895-3197

Dear Sid,

After ten years in the Pointe Vedra Beach section of northeast Florida, a combination of increasing summertime heat and humidity caused us to start looking for a more comfortable (for us) area of the country in which to resettle. After trips throughout Florida, New England, North Carolina and Colorado, we settled on the Olympic Peninsula area of Washington state and, after selling our lovely home, moved out here in August.

I've swapped my tennis racket for crab pots and salmon fishing equipment. My friends and I are out on Puget Sound on a regular basis supplementing our "family larder". Pauline is still actively writing and her novel, "The Faldetta", went into a second printing last year. We have copies at home if you missed it the first time around.

We wish you and yours the merriest of Christmases and the happiest of New Years.

Please stay in touch.

Tyke



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IN LOOKING THROUGH A PILE OF INFORMATION I HAD "STASHED AWAY" I CAME UPON THE FOLLOWING (taken from the original "Vega Handbook" which came with the Vega:-

#### Lubrication

The O-22 Combi is pressure lubricated throughout and the oil quantity in the engine is about 1.4 litres (2.46 Imperial pints - 2.95 US pints). Use engine oil with the quality "Service MM SAE 30". In early spring or late Autumn it is recommended to use SAE20 oil. Change the engine oil after the first 25 hours of running. Thereafter it is quite enough to change the oil every 50 hours of running or once every season. The old oil is removed by sucking it out with the special suction pump included in the kit. It should be done with the warm engine when the oil is thin and easy to suck out.

The manoeuvring mechanism and the propeller hub are lubricated at least once a season, e.g. before launching. When lubricating proceed as follows:

1. Set the remote control lever in neutral position.
2. Pump in grease through the lubrication nipple on the manoeuvring mechanism (port side) - At least 20 pump strokes. Use Shell Alvania EP2 or Esso Beacon 2 grease.
3. Lubricate with ordinary engine oil the cam curve of the manoeuvring mechanism, the ball joint and the fork end connection for the teleflex device.
4. Unscrew the plug in the propeller hub. Fit the lubricating nipple which is in the tool bag and press in grease. Use the same grease as for the manoeuvring mechanism.
5. The stuffing box should be checked every 100 hours of running or at least once every season. Fill up with grease if necessary. Use "outboard grease".

## Safety Afloat : Carbon Monoxide

The January 1998 issue of the BOAT/US magazine carried an article "Clearing the air about Carbon Monoxide". The danger exists - even in our Vegas.

Several years ago one of our members from North Carolina was returning home from a long trip. For whatever reason the Vega was underway using the engine. The member's son said he was tired and went below for a nap. He laid down in the main cabin with both the forward hatch and companionway hatches closed (I presume the weather was bad). After a couple of hours the father called to his son. Not getting an answer he went below and found his son unconscious. First aid was administered but the son did not wake up. At the next port the child was rushed to the hospital - the child would live, but he was brain damaged. For several years the parents agonized because the boy had "gone back to being a baby". He had to learn EVERYTHING over again. And the learning process was extremely slow!

It can happen, it did happen. Lets hope it doesn't happen again

For safety, Install a carbon monoxide detector!

## FCC Renewals Still Go Out

Many boaters are getting renewal notices from the Federal Communications Commission (FCC) for their VHF marine radio licenses as the licenses expire. The FCC routinely sends them out in case the license is still required or desired.

BOAT/U.S. members should keep in mind that only those who plan on transmitting in a foreign port, plan to broadcast

internationally with single sideband or Inmarsat equipment, or have boats over 65 feet are required to have a Ship's Station License. The FCC has a new toll-free number for assistance: 888-CALL-FCC.

For those recreational boaters and others who must still hold a VHF radio license, the fee has gone up to \$95. The term of the license is still 10 years.



Can you identify this old class of working sloops from the Chesapeake Bay?

Answer: a "skipjack"

Jeff Johnson, Moondance #9535 writes

9535 Wickenburg Drive  
Houston, TX 77031  
20 November 1997

Hi Sid:

We have been in contact with Borje Isaakson by e-mail (the Isakssons hosted us for the 1994 Vega International Friendship Regatta. Borje is planning on sailing his Vega from Stockholm to England for the 1998 IFR.

Lily and I are hoping to travel with them for part of the journey.

We hope you are well.

As ever

Jeff

# GREENPEACE HAWAII

February 2, 1998

Sidney Rosen  
VEGA Newsletter  
10615 Whitman Circle  
Orlando, Florida

Greetings Sid,

It is our pleasure to inform you that the VEGA vessel "Oso Blanco" was recently added to the fleet of vessels operated by Greenpeace Foundation-Hawaii.

Spencer and Kirsten Block donated the "Oso Blanco" vessel to Greenpeace Hawaii, so it may be used for actively protecting whales, dolphins and marinelife.

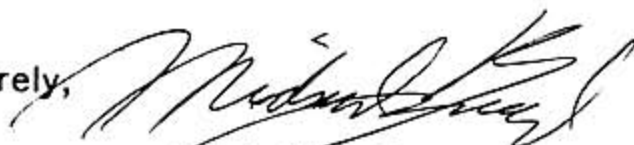
Greenpeace Hawaii contributes to marine conservation efforts throughout the oceans. As a non-profit charitable organization, contributions of vessels or marine equipment are tax-deductible.

Our activities include recording sounds of whales and dolphins, producing underwater film and video documentaries and encouraging protection of the marine environment. We also have a keen interest in obtaining photos or video images of unusual or rare marinelife behavior to help expand public educational activities.

Please forward subscription information so that we may be placed on the mailing list for the newsletter.

Thank you,

Sincerely,



Michael Bailey  
Director

Greenpeace Foundation-Hawaii  
2357 S. Beretania St., #767, Honolulu, Hawaii 96826  
Tel: (808) 595-0057 \* Fax: (808) 973-0235  
E-mail: gpchi@aol.com

