

VEGA Newsletter

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

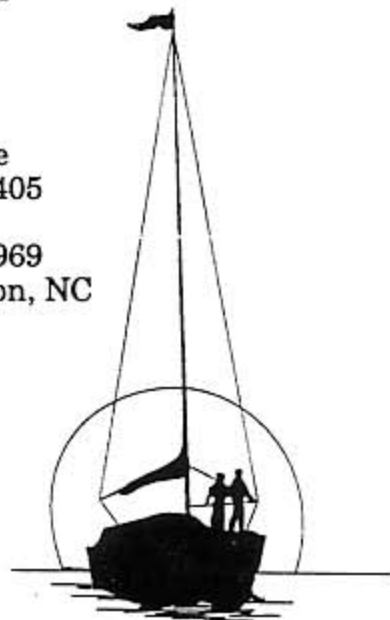
Jun/Jul 1992

Voice of American Vega Sailors

No.7/8-92

Additions to our membership list:

- N. Clair Fancher
Patricia Fancher
114 Merry Mount
Warwick, RI 02888
Tel: (401) 463-7469
2618, Fenestra, 1975
Moored: Warwick Cove,
- Larry lake
Frances Lake
3220 Fox Hollow Drive
Pepper Pike, OH 44124
Tel: (216) 292-748
#1018 "After You" 197,
Moored: Cleveland, OH
- Mary T. Smith
2385 Tryon Road
Sidney, B.C. Canada V8L 3X9
Tel: (604) 721-0433
#1247, "True North", 1972
Moored: -
- Kim Hastings
P.O. Box 1478
Petersburg AK 99833-1478
Tel: (907) 747-5877
2317 "Bad Dog" 1974
Moored: -
- Robert W. Puckett
Carolyn Puckett
237 Shorepoint Drive
Wilmington, NC 28405
Tel: (919) 686-1201
#0266, "Cygnet", 1969
Moored: Wilmington, NC



An apology to Harold M. Hare -

Last month your editor ran a 3+ page letter (pages 3-6) on six ideas ranging from loose backstays to a cockpit coaming seat but failed to identify our contributing member. So, my most sincere appologies to Dr. Harold M. Hare - #2383, "Siliqua".

- Mark Allen (Bochica, #1066) had to have a new survey this year for insurance purposes. During the survey, the surveyor kept remarking how fine a boat the Vega is. (As if we didn't already know!)



NOAA Nautical Charts Are Going METRIC!

Note that the international nautical mile will still be used as a measure of distance. Radar sets and LORAN-C receivers will not become obsolete. Programmed way-points will remain valid. Since electronic equipment is manufactured for the international market, depth sounders calibrated in meters will be readily available.

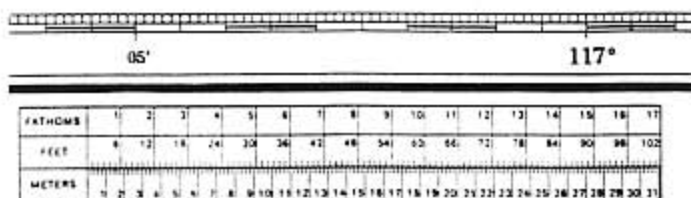
Metric Conversion Tables

Approximate Conversions <u>To</u> Metric Measures				
Symbol	When you Know	Multiply By	To Find	Symbol
in	inches	x (2.5)	centimeters	cm
ft	feet	x (30.0)	centimeters	cm
yds	yards	x (0.9)	meters	m
mi	miles	x (1.6)	kilometers	km

Approximate Conversions <u>From</u> Metric Measures				
Symbol	When you Know	Multiply By	To Find	Symbol
mm	millimeters	x (0.04)	inches	in
cm	centimeters	x (0.4)	inches	in
m	meters	x (3.3)	feet	ft
m	meters	x (1.1)	yards	yds
km	kilometers	x (0.6)	miles	mi

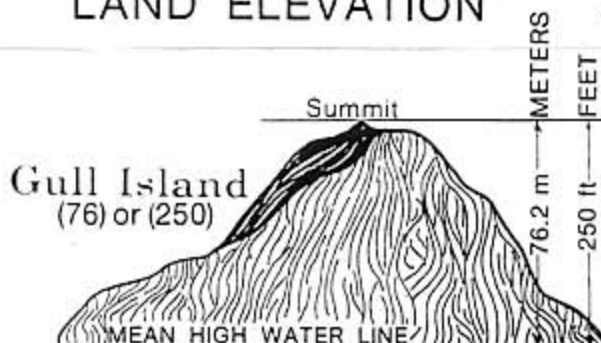
Table of Comparisons

One inch	= 2.54 centimeters
One foot	= 30.48 cm = 0.3048 m
One yard	= 91.44 cm = 0.9144 m
One fathom	= 1.8288 meters
One statute mile	= 1.609344 km = 1609.344 m
One nautical mile	= 1.852 km = 1852.0 m
(U.S. & International)	



metric conversion scale

LAND ELEVATION



	FEET	FATHOMS	METERS	
DEPTH CURVES	0	0	0	
	6	1	1	
	12	2	3	
	18	3	5	
	30	5	10	
	60	10	20	
	120	20	50	
	300	50	100	
		SEA FLOOR		

Man Overboard Gear Needs to be Deployed Quickly . . .



Fuel Tank Removal

By Ian Jenkins

Having "Musarkie" (Sail No. 1629) ashore last winter, I took the opportunity to take her fuel tank out to clean it. I had heard that this could be done but had not met anybody who had done it. Well, it can be done - just. Come closer and I will share the secret.

1. Purchase a 2 1/2" to 3" screwdriver - the length includes the handle and its uses are multitudinous.
2. Drain the tank of all diesel fuel. If ashore, this can be done by syphoning; if afloat, use engine oil pump.
3. Unscrew all the bolts on the circular stainless steel plate on top of the tank. Between this plate and the tank is a cork washer (in perfect condition after 6 years) and underneath the lip of the tank on which the plate sits are two semi-circular pieces of metal, like horseshoes, into which the bolts screw. These come away quite easily.
4. Reach after the plate and locate the black rubber tube which is the fuel filling pipe (the same one as can be seen in the port cockpit locker). Unscrew the jubilee clip and detach the pipe from the tank (it needs a hard push). Don't worry if any part falls into the bilge - you'll be able to retrieve it in about half an hour.
5. Push the whole tank as far aft as possible. Reach down and pull up towards you the bottom of the forward end of the tank, so that the whole tank is at an angle facing downwards toward the stern.

By pushing and pulling the tank it can be manoeuvred so that the forward end just comes out through the saloon sole. At this stage, the stainless steel plate which has affixed to its underneath the dipstick and fuel rods which extend to the bottom of the tank, can slide horizontally aft. The tank can then be easily extracted.

To put it back, reverse the procedure. Take care not to bend the dipstick as otherwise it will not float up freely.

You will find that the tank does not sit on the bottom of the bilge but on an inverted 'V' of fiberglass which is loose and which can be taken out to clean the bilge. Your oldest clothes are necessary as inevitably there will be some diesel fuel slopping around.

Was it worth it? The bottom of my tank showed a black sludge in it 1/2" deep. This is a 1972 boat which I calculate to have had no more than 175 for the the diesel installations on the Hamble. Perhaps one should introduce a filter into the fuel pipe which could be taken out and cleaned occasionally?"

Steve Toney (Jobiska, #1625) writes:

2205 Gabriel Drive
Las Vegas, NV 89119
February 1, 1992

Sidney A. Rosen, Editor
Vega Newsletter
10615 Whitman Circle
Orlando, FL 32821

Dear Sid:

Jobiska, the 50,000-mile Vega (#1625) mentioned in the Dec. 24, 1984 VODCA Newsletter, is now in Los Angeles. I bought her in 1985 in Annapolis, Maryland, and had her trucked to San Francisco in 1988. I have now moved to Las Vegas, and have moved Jobiska to L.A. to use as a business apartment when I visit clients there.

Seems kind of a pedestrian fate for the old girl after all those miles, but her fate may change again!

The trip down the coast from S.F. to L.A. was -- as they say -- long stretches of boredom interrupted by moments of sheer terror. It was four days and nights, mostly under engine, since the move took place in August. Sailing under the Golden Gate bridge in a misty midnight was the highlight. Point Concepcion, where the winds picked up from 10 to 30 knots in 10 minutes, was the terror -- we had the full main and 150 jenny up, going dead downwind. The rolling almost threw us overboard until we got the main down. Then we still were veered off course every few minutes for the two hour passage.

Enclosed is \$18.00 for the newsletter and a burgee. If this is too much, add the balance to the general fund. With perpetual admiration of your efforts with the Newsletter.

Sincerely



Stephen Toney



* Editors note - "Jobiska" had crossed the Atlantic Ocean five times under her three previous owners when I visited aboard her in Annapolis years ago.



In 1977, we planned a trip to Princess Louisa Inlet. The previous year our attempt was thwarted by fog. Shortly before our departure we were noticing that when the engine was hot the oil pressure warning light would come on at idle speed. The only answer we could get for a cause was maybe a faulty sender unit so we replaced it and set off on our holiday.

Two days after leaving Ischem Harbour (Sidney BC) we were anchored in a bay on the north end of Galvesta I. From there we made our first crossing of Georgia Strait. Starting with a good breeze we sailed most of the way to Mery I then powered to the almost landlocked anchorage at Smuggler Cove. Princess Louisa In. is a Marine Park which is 45 miles from the nearest supplies. On this trip we weren't aware of this source at the mouth of Sechart Inlet (just before the Shookumchuck Rapids)

We stopped in Pender Harbour for supplies and left the next day. We powered up Agamemnon channel in a flat calm, reaching Jervis Inlet about noon. It did not seem likely we could reach Malibu rapids at the mouth of Princess Louisa in time for slack water but there was a light breeze blowing up the inlet so we decided to sail a little way up Jervis Inlet.

At this point I should explain that Jervis Inlet is very steep to. Mountains literally rise from the sea. In many places the shore is so steep that it is possible to reach from the boat and touch shore. There are a couple of very small anchorages although we

did not know enough at this time to use them. The farther up Jervis Inlet one goes the higher the mountains until reaching Princess Louisa the surrounding peaks are over 8000 feet.

As the afternoon progressed the wind increased (as we later learned this is common - the daytime heating of the mountains causes a strong inflow wind which goes down in the evening) by 1400 hrs we were down to #2 jib and reefed main and as you all know, with that kind of wind abaft the beam Vega's will eat up a lot of miles without complaint. We rounded Patrick Point at about 1600 hrs, the wind followed around the corner a short distance and died leaving us to power to Malibu rapids and, after watching another boat go through proceeded in (about 1 hr before slack)

After enjoying a couple of days at the wharf at Chatterbox falls at the head of the inlet the weather changed for the worse so we departed. We powered back in flat calm & a low overcast. Proceeding at a low cruising speed we were about half way down Jervis inlet when the oil pressure light came on. We found that speeding up slightly turned it off and as we were still fairly low on the learning curve decided it was O.K. (actually it comes on at 12 psi - the minimum idling oil pressure). By gradually increasing speed we made our way to Rensler Harbour - 7 hrs running time from Malibu rapids. The engine was a bit smokey and while we were concerned at this point there did not seem to be anyone nearby to check it out and we decided to head home next day.

Returning across Georgia Strait we had light & variable winds so much of the time we powered. About two-thirds of the way across and in the middle of the military activity area. (thankfully they weren't firing anything) the engine quit. With occasional light breezes and towing the boat with the dinghy we were just off Maniamo Harbour at dusk. As we were unfamiliar with Maniamo we flagged down a passing boat & got a tow to the Maniamo Yacht Club visitor's float.

Next day we found out there was a good diesel mechanic at Maniamo Shipyard. We walked up the highway to the shipyard - past three large tank farms - Shell, Chevron & Texaco. I have always found such large quantities of gasoline etc a bit awesome & commented to dad that since the only security was a 10' chain link fence the tanks would be an easy target for a terrorist.

The mechanic could not revive the engine. He was quite apologetic and in spite of spending close to two hours wouldn't charge us. An elderly couple from Seattle with a 42' classic cruiser called 'Barnacle' hearing our predicament offered a tow through Dodd narrows next day. We accepted their kind offer as we had never been through there, it is possible to sail through at slack but the current reaches 9 knots.

We stayed at NYC over night, turning in our key to the double lock security gate before going to bed. At about 05:00 next morning we were awakened by a loud bang - like a garbage dumpster being emptied, but very loud. By the time I got to the companionway flames from the tank farm were visible above the boathouses we were moored behind. I took my camera out to the end of the visitor's dock to take a picture of this.



The Barnacle was at the end of this wharf and Mr Mossman stuck his head out the cabin door and asked what was going on. I suggested he should get his engine warmed up in case we had to leave in a hurry. By this time the fire had spread from Shell to the Chevron tanks next door 50 gallon drums of stone oil & kerosene were going off like fireworks. We were afraid that one of the tanks might rupture & spill into the harbour & since we were locked in we all boarded the Barnacle & cruised slowly down the harbour. The light from the fire illuminated the harbour like daylight so we had no trouble going down to the city wharf.

Next morning boats getting the boats closest to the fire to safety took us back to the yacht club. No harm was done to the boat, the decks were covered with flakes of burned paint from the tanks. We got towed to the City wharf then I shipped aboard the Barnacle to handle lines and we departed for Dodd Narrows Mr Mossman's calculations were dead on - Dodd narrows were flat calm with hardly a ripple of current.

Just through Dodd Narrows a squall rolled up from the south. The updraft caused by the heat of the fire generated line squalls all around lightning, rain & strong wind on the nose. It was decided aboard the Barnacle that it was no place for an engineless sailboat so we continued the tow into Telegraph Harbour on Thetis Island. The evening news told us the cause of the fire. One of the patrons of the local "watering holes" was upset at being turned away from the bar. He climbed the fence into the Shell tank farm (nearest to the N.Y.C.) opened a valve & lit it, causing a fire which jumped from tank to tank down the

Narriano waterfront.

The following day winds were light and by evening we had only reached Fernwood on Daltsping I. We anchored there for the night and next morning got a good following breeze and with main & two jibs sailed back to our berth in a couple of hours.

The engine had to be pulled & sent to the Volvo dealer in Vancouver for repair. They took 6 months to repair it and probably would have taken longer if dad hadn't demanded that they air freight the parts they claimed they were waiting to get from Sweden. By the time we were finished we could have replaced the engine for very little more and not lost part of a season. When we tried to find out what had gone wrong we got a lot of runaround. As a result of complaining to Volvo in Sweden we did get a repair manual but until reading that bulletin you published we were in the dark.

Checking the manual I find reference to the plastic lock ring and a warning to replace it with a rubber/steel washer. For anyone with one of the affected MD6 A3 that still have the plastic washer I would recommend an oil pressure gauge at the very least - the warning light tells you nothing.



Regards

Doug Hare

(Bosun-Siliqua #2303)

P.S. to our long suffering editor: sorry about the length of this - you may want to spin it out over a couple of issues.

(H)

February 13, 1992

Dear Sid,

We have thoroughly enjoyed the "Vega Newsletter" for the past year - our first as members. The content of the newsletters is always interesting and informative. Keep up the good work - it is certainly appreciated.

To update you on last summer/fall's storms up here on Narragansett Bay (RI) - our WASA rode out both Hurricane Bob and the equally powerful remnants of Hurricane Grace on her mooring - thank heavens!! We did rush to prepare for Bob by first cutting short a cruise to Block Island (and high-tailing it back to Jamestown) and then we stripped the deck of everything possible (sails, boom, poles, life ring, etc). We pretty much emptied WASA of our personal gear, electronics, and favorite books, and then went to work on extra chafing gear and additional rodes to our mooring.

Our mooring - in 35' of water - is a 1000# cement block with 35' of 1" T-bar chain, 30' of 5/8" galv. chain, 35' of 1/2" galv. chain to a A-3 mooring buoy, and then double 5/8" nylon pennant lines. None-the-less, we also loosely tied parachute line (a very strong flat braid) from the mast to the chain below the mooring ball - just in case. Luckily, WASA did not break free and sustained no damage. We were fortunate that none of the boats who did break loose came down on us. (A number of them ended up on the seawall and along the shoreline of Jamestown) We consider ourselves very fortunate, as the eye of Bob actually crossed over Jamestown. The second half of Bob didn't carry anywhere near the punch we expected, although the folks out on the Cape (Cod) got hit quite a bit harder than we did.

We are interested to find out what happened to Terry Polis on NO PROBLEM - anchored/moored in Newport Harbor.

Also, we were wanting to get more information on the couple who was mentioned in one of the newsletters as sailmakers and awning/dodger makers. We cannot find that newsletter - probably because we put it out somewhere so we wouldn't forget to get in touch with them! Can you help us - we are looking to have a dodger built.

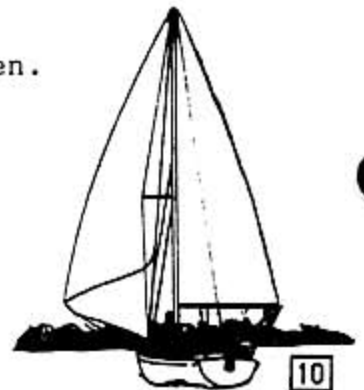
Enclosed please find our dues for 1992 - can't wait to get back in the water.

Thanks again, Sid, for making the "Newsletter" happen.

Best Wishes -

David Sylvia

DAVID SYLVIA
"WASA"



March 26, 1992

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

Dear Sid,

Well I haven't talked to you in quite a while, which means as far as my Vega goes, no news is good news. I'd like to thank you for all the help and advice you gave me when I first bought the boat 3 years ago. This will be the first year that I will have nothing to do but put the boat in the water - all the work has been completed.

I thought I'd give you a brief run down of what I did to aBientot, Vega #1472. When I bought the boat, it was in need of alot of minor repair. Had to completely rewire the boat. I wouldn't have even driven a car with wiring in shape like it was. Since I'm used to German cars, which use basically the same fuse system found in the Vega, I left the fuse box in place, just adding a few switches and labeling the fuses so I knew what was for what. I discarded the generator part of the starter generator and am using that as the starter only. The boat had a Bosch alternator which looked original and seems to work fine for my daysailing uses. I had to install a battery switch - that was quite a task, but managed to put it right next to the fuse box. Very easy to access from the in the cabin. Ran all new 4 ga wire for the starter and batteries. Crimped on terminals, then soldered them, and then put shrink tubing on them to finish them. Lots of loose wires dangling in the cabin for the VHF, knotmeter and compass. Hid these under the companion way trim. The boat appears to be much more "finished" now.

Pulled the fuel cell from the bilge - I was amazed how much garbage was in the tank - but I guess 19 years of neglect will tend to do that. Found the fiberglass support which the fuel cell was sitting on was deteriorating and replaced with one fabricated from aluminum. Made this a combination fuel cell support/strum box for the bilge pump. Replaced the old bilge pump with a whale gusher. Left the batteries in the bilge since we don't have salt water problems in Lake Michigan.

Made the mistake of using automotive products to replace the vinyl in the cabin. Removed all the wood to strip out the old vinyl. Used a automotive vinyl top adhesive to attach 1/8" thick foam and then put new vinyl on the foam. Adhesive bled thru the vinyl and yellowed it. Also it did not stick too well. The following year removed complete interior again and did it right.

Somehow I got in touch with a company named G & T Industries. They sell the vinyl already bonded to 1/4" foam for \$8.00/linear yard. The person I dealt with was Amy Gebauer (219-294-2544). Amy told me they sell this same material to Bayliner. She was kind enough to find out what kind of adhesive they used. It was Seabond 1010 adhesive from Midwest General Corp., Harper Woods, MI, 48225. This took one gallon. I ordered 16 yards and probably have 1/2 left, but the cabin looks great.

The head was in a state of dis-repair, holding tank was leaking, ect. I was able to fabricate a holding tank from stainless steel which fit between the water tank and the next bulkhead back under the V-berth. It holds 22 gallons and only occupies the port side. I used West Marine heavy duty head hose and have no problem with odor. The people from PAR Brydon/Jabsco were very helpful in getting me the correct parts to rebuild the head.

Took the hull down to gel coat and did a complete Awl-Grip bottom paint job sealer, primer and then anti-fouling paint. Put a second coat on after two seasons in the water. I'm hoping I'll be able to go three seasons before the next coat. One advantage of fresh water!

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I put up with the leaking stuffing box for 1 season. Was able to prolong my agony by having a tube of silicon and would smear it around the seal every time I left the boat. That wouldn't last for more than two weeks though. Got a new one through Vega Marin - \$400.00 for the part and \$223.00 for customs clearance and air freight. I remember reading about someone else who also replaced theirs and complained about the bearing running hot. Mine ran so hot that I couldn't touch it. As I looked at other boats in dry dock, I believe that I did not cut enough slots in the stern bearing to let cooling water in. I only cut four and they were rather thin. Other boats I looked at had eight which were much wider. The instructions left alot to be desired. If I had it to do again, I would try a Lasdrop. However, it has worked fine for two seasons. I remember someone else complaining about their stuffing box running hot - I wonder if you made the same mistake?

I seem to have a problem with my throttle/reversing lever. It binds when going to the completely feathered position. I have to work it back and forth several times to get it feathered. Is anyone else experiencing the same problem?

I was concerned about the shape of my rigging, as all the fittings appeared to have fine cracks on them. I thought they could have been swage marks but wasn't sure. A Catalina 30 on a neighboring star dock lost their mast last year because a backstay gave way, and I didn't want to experience the same fate. I didn't want to take them to a rigger because I figured they would tell me they were bad even if they weren't. So I took them to the metalurgy department at the University of Illinois and had the rigging inspected. They reported the sample rigging was fine.

Has anyone come up with a neat way to fill in the gap between the V-berth? That is one project I would like to do before putting the boat in the water this spring. If anyone has a solution to this problem please call me at 1-800-USA-WELD.

Is there anyone out there who is flying a spinnaker? I would like to know how you have it rigged. Where are you running the pole down? Are you using that little eye 3/4 of the way up the mast as a topping lift? It doesn't look strong enough to me. Again, any advice on this, please give me a call.

Once again Sid, thanks for keeping the Vega owners in touch with each other.

Sincerely,

Jeff Boland
President
HTP America, Inc.

Defining a Proper Seacock

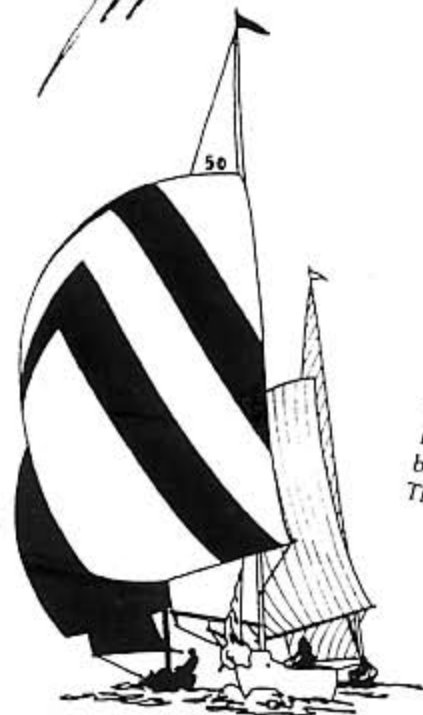
All thru-hulls below or near the waterline must have a valve that can be closed in an emergency or when the boat will be left unattended for more than a few days. Traditional bronze seacocks are acceptable, but gate valves and many plastic thru-hulls should not be used at thru-hulls below the waterline.

Gate valves have internal parts that deteriorate and snap off. And unlike a seacock, which has a handle that is clearly open or closed ("positive action"), a gate valve's wheel may or may not be closed. Even turning the wheel will not confirm that the valve is closed. The internal mechanism could have become jammed open by debris, for example, but feel as though it had been closed.

Plastic seacocks are brittle and can be easily broken by an errant foot or a stowed anchor. The exception is Marelon seacocks, which

are made of glass-reinforced plastic and are acceptable for thru-hull installations below the waterline. Marelon seacocks have been tested (some sizes) and approved by Underwriters Laboratories. While probably not as prone to mechanical freezing as their bronze counterparts, Marelon seacocks must also be lubricated periodically.

Finally, some boat builders have recently been installing ball-type bronze seacocks that use a Teflon-coated ball (either plastic or stainless steel) instead of traditional tapered drums. These newer valves are acceptable, if they have a flanged base and are mounted on a backing block. The ball valves are not inclined to mechanical freezing, but the models that can be taken apart (some can't) should be inspected occasionally to make sure they haven't become clogged by debris. ⚓



Hook 'n Loop **Sail Ties**™ International

Sail Tie

Locking Tab

May 13, 1992

Sidney A Rosen
10615 Whitman Circle
Orlando, FL 32821

Dear Sid,

I am sending you a sample of *Hook & Loop Sail Ties*™, which is a new product that I am going to try to market. I have been using a set of these ties on my Vega for several months, and they work just great! Very convenient and easy to use. As part of my market testing I am sending samples to some of my friends and asking that they let me know their reaction to the product. Do they look useful? Do they find any fault in using them on their own boat? Does the retail price of \$14.95 seem reasonable? Would they have bought the product if they had seen it displayed on their dealers counter? Do they have any suggestions as to how the product could be improved?

I will include for you some of the literature that I am going to include in the packages that I send to dealers, just so you can see the approach that I am using in my market test to dealers. I have been trying to figure out how I might be able to share this idea with other Vega owners without appearing to be too crassly commercial. If you know 10 or 12 members of the Association who might be willing to give me the feedback that I have outlined above I would be willing to send them a free sample just to get their response.

I have just finished having my stuffing box replaced by the "Swedish Marine" in Newport Beach. Lars Karlsson and his mechanic, Mike, did an excellent job, but most important to you is the fact that they used my copy of the Vega Manual, line by line, to get the job done. This was their first job on the Combi mechanism, but they were able to get all the parts without any trouble. Several of the Association members have commented on how great it is to finally solve the stuffing box problem, and I can add an "amen"! Any member who would like any additional details as to cost, phone number, etc., should feel free to call me.

Please let me know your reaction to the *Sail Ties*™, and any ideas you may have about testing their acceptance by other boat owners.

Regards



Bob Gaskins

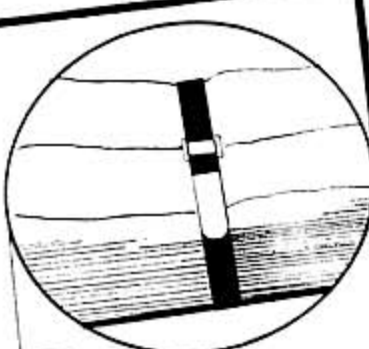
Sail Ties International, 23756 Via Porton, Mission Viejo, CA 92691-3652
Phone (714) 768-5020 Fax (714) 768-5025

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Hook 'n Loop Sail Ties™

Hook & Loop convenience and security. Color coded for quick identification.



Red, 48 in. 2-White, 36 in. Blue, 24 in.

- Cinch the sail snugly to the boom and lock the strap securely with one hand, even in strong winds and high seas.
- Won't release accidentally, but unlocks easily to remove.
- Additional ties can be used to secure loose items on deck or in the cabin.

Sail Ties™ International
Mission Viejo, CA 92691
Fax (714) 768-5025



Special introductory price
for our members \$10.
(postage paid)
(\$10.50 in Canada)

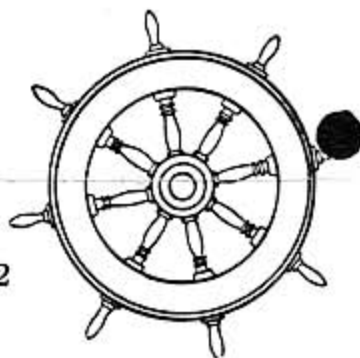
Items will be ordered by Sid Rosen
and shipped as soon as received.

Bob Gaskins (Anna G, #1561) is anxious
for your comments on this new item.

➤ Send all orders to Sid Rosen



How do you deal with snagged lobster pot lines?



Dear Sid:

Jan 27, 1992

Had a chance to meet Dr. Karl Larson (#715, "Sonett") in Bucks Harbor last summer. He's won several races in that area with his Vega. I'm looking forward to seeing him again this year. Did not meet Alan Graves (#2223, "Squincy") - also from Bucks Harbor. I don't believe that he races his boat!

Question - Have you heard of any good solutions to the problem of catching lobster (or crab) pot lines in the prop? I caught four last summer and was able to work free three of them. The fourth one I had to cut off. Luckily I was not motoring on any of the four occasions. Seascope was adapted before I bought her with a standard Volvo shaft and a fixed three bladed prop. So at least I didn't have the "Combi" to worry about! But the prop can still snag lobster pot buoys. I'm reluctant to put a cage around the prop and do not want to use the scissor knife on the shaft. Believe I'll try welding or screwing a round 1/2" stainless rod to the bottom of the keel - one about 2 feet long extending far enough below the prop to guide any buoy rope beyond the prop. Any Ideas on the subject? In any event, I'll keep you informed!

The water in Maine is too Damn cold to go overboard to free these lines and I hate to cut them because the lobsterman loses his buoy and trap.

Best regards and pleasant sailing,

Ed Rowen - # 2505 "Seascope"

Home made fresh water cooling system?

2/17/92

Sid -

I always enjoy our newsletter & look forward to receiving it each month. It is with pleasure that I enclose my dues for another year!

We moved Nancy M^{II} (#3177) to Ft. Lauderdale, Fl this past year. She is now kept at a private dock on one of the canals off the New River. This is working out much better for us in our sailing. We've made two trips down the Florida Keys and three trips to the Bahamas.

The "home made" fresh water cooling system* has worked out nicely and has presented no problems at all for the year. We probably ran 100 hours on the engine.

Also: A user report on the West Marine "Vector" loran - a great product! Very accurate and makes the crossing from the Bahamas quicker. I don't have to do as much "chasing the current" as I did previously.

This past trip to the Bahamas was interesting. Was in company with a 33' Prout catamaran. We made good 6.5 knots to his 7.0 knots. Not too bad a showing for the old girl. I think the Prout owner was a bit "miffed" at his performance.

Thanks again for all your efforts

Sincerely

Jim McEachern
Nancy M^{II} #3177

* Jim: Tell us more about your home made water cooling system

.....

If this test is successful, lasers could be the range marks of the future.

Boaters in eastern Long Island Sound may catch a glimpse of the 21st century this summer if they're on the water after dark.

Each evening from dusk until midnight, the Coast Guard plans to direct a green-colored laser beam across the sound from its Research and Development Center in Groton, Conn., toward Orient Point on Long Island, N.Y.

The Coast Guard wants to determine how visible the laser will be under a variety of weather conditions, from fog to snow. Depending on how well the technology fares in the year-long experiment, lasers eventually may replace conventional lighted

range marks in some channels, according to the Coast Guard.

"It's a promising technology," says Robert Stachon, who runs the laboratory at the research center that develops and tests short-range aids to navigation, those using optics and acoustics like buoys and lighthouses. "But it's not a cure-all. There is no one perfect navigation aid."

Early results are encouraging. "So far everything looks real good," says Stachon. The beam was visible in a light rain from about six miles away, the maximum test distance, he says. "We could see it clear across the sound."



Dec 13th,
Green Road,
Tidnish Bridge,
RR#2 Amherst, N.S.
Canada B4H 3X9

Dear Sid:

Greetings from the 'Great White North'!

I was indeed pleased to receive the most recent edition of the Vega Newsletter. The silence which greeted your earlier communications did not, in any way, reflect an absence of interest in the Association. Rather, the very reluctant decision to offer El'nor for sale dulled my enthusiasm for membership in this fine organization. The yacht market in Canada is seriously depressed, however, so we will likely retain ownership (happily, I might add).

The permanent crew of El'nor consists of myself, my wife, Avis, our chocolate Lab, Falstaff, and Gadiva our very aristocratic cat!! The occasional but oft'-wished-for crew includes our two sons and a daughter-in-law. The journey from the outermost parts (New York and Bermuda) does limit my opportunities to rehearse my best Cain crew-management tactics!

It may interest you to know that we sail El'nor primarily on Northumberland Strait—a body of water which laps the shores of the three Maritime Provinces (Nova Scotia, New Brunswick and Prince Edward Island). In fact, Avis and I have recently published a book about the area entitled Northumberland Strait Cruising Notes. Other waters which have borne El'nors keel along include the famous Bras D'Or Lakes (Cape Breton) and the sometimes infamous Bay of Fundy. Needless to say, our sturdy little vessel subdued the elements grandly.

If the gods will it, we will retain ownership of El'nor and will undertake some modifications. The galley area and the possibility of installing a wheel are on the current list. It would be especially helpful if others who may have completed such projects would be willing to share their thoughts with me. My 'all-thumbs' construction skill level will assure the 'doner' of my sincere appreciation!

Enclosed— at last — you will find my membership papers and fees. We look forward to the relationship.

Yours truly,

L. Dale Gray

' NOT aboard winterized El'nor '

Oldest Member?

New member Harvey S. Cain (#1065) of Holland, Michigan is 84 years old and still sailing his Vega.



No Problem with "No Problem", #403:

Terry M. Polis
1051 Deerpath Road
Blue Bell, PA 19422

Sid Rosen, Editor
Vega Newsletter
10615 Whitman Circle
Orlando, FL 32821

January 25, 1992

Dear Sid,

I was happy to see the article I wrote in the newsletter, but as in all things, hindsight is 20/20. For those readers who are mildly curious, when I returned to "No Problem", she was "dancin'" on that mooring. Other than my windex missing from the masthead, there was no damage at all, and I reboarded her to spend the next three weeks cruising the waters of Rhode Island and Massachusetts. I was picked up by a fellow boater, a power boater, and watched "Hurricane Bob" from the comfort of a lovely home in Newport in the company of some very gracious hosts.

The downside of the story was the destruction I saw over the next three weeks as I cruised up the coast. On Cuttyhunk Island, boats so far up the side of a hill, it seemed impossible. Big boats. Back on Block Island, 51 boats on shore. By the time I reached the Vineyard, there were still several 35-40 footers on the beach in Edgartown.

I got away lucky. And what do I think of my Vega after five weeks aboard? When it starts blowin' stink, I don't even think about the boat! Just what I need to do to get where I'm going safely.

Be in touch.

Sincerely,

Terry M. Polis



Tall Ships - 1992

The largest gathering of tall ships ever to assemble in modern times is scheduled to convene in New York and Boston in July, in celebration of the 500th anniversary of Columbus' discovery of the Americas. More than 130 ships from 34 countries will enter thousands of pleasure boaters and millions of shore-side spectators in those cities, organizers say.

Tall ship parades honoring the Columbus Quincentennial will feature 29 "class A" sailing ships, all over 175 feet long, and more than 100 smaller character vessels. Both cities will host several days of celebration during the tall ships' visits, including fireworks, music festivals, street fairs and tours of the ships. The boats will be in New York from July 3-7, and in Boston from July 11-16. Many of the tall ships are participants in the Grand Regatta Columbus, retracing Columbus' route from Spain to the Caribbean.

★ Soundings: May 1992