

VEGA

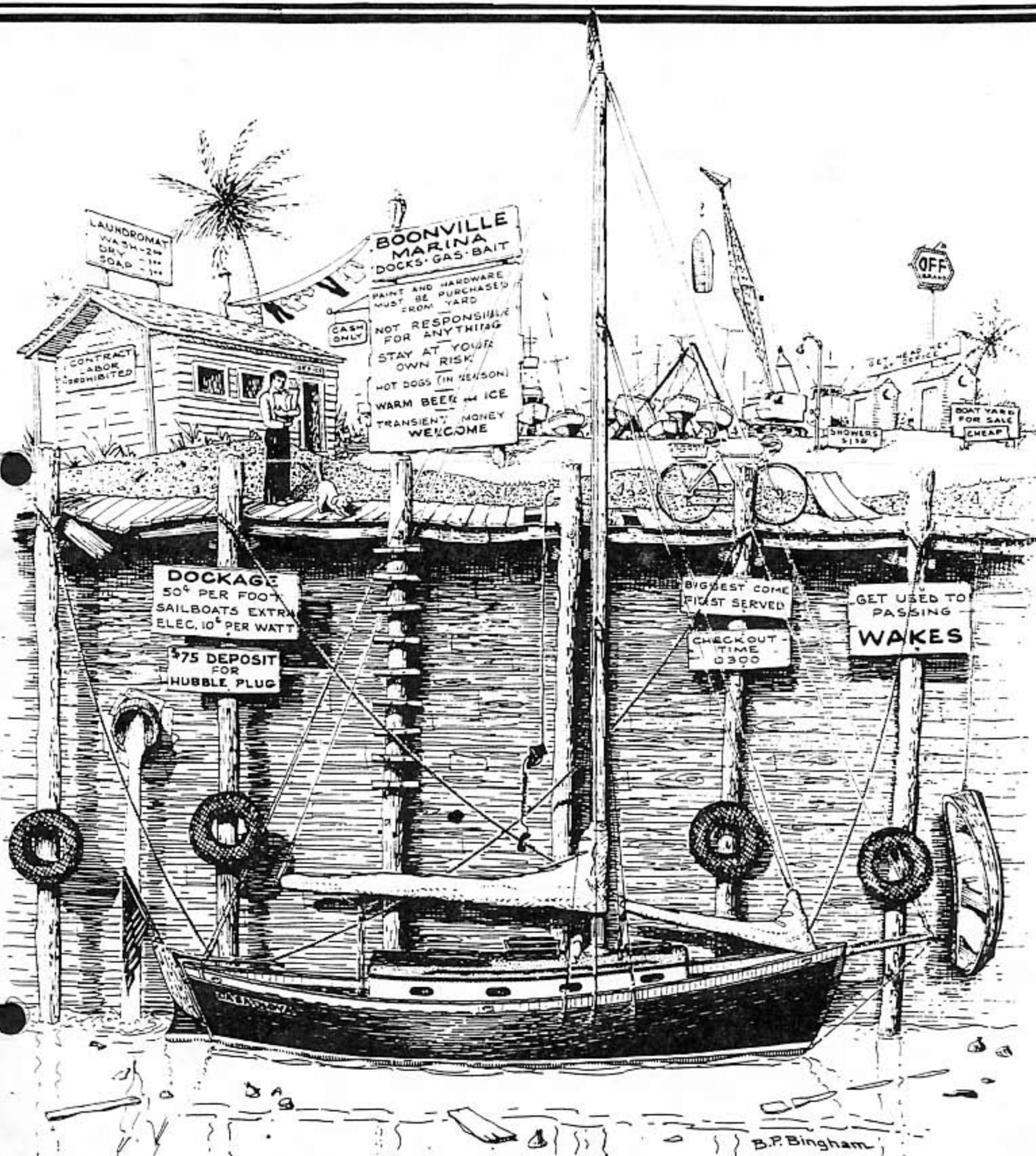
Newsletter

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

Jun/Jul 1993

Voice of American Vega Sailors

No. 6/7-93



Intake screens for "Nausicaa", #3211

7 WOODMONT LANE
MALVERN, PA

DEAR SID,

WE'RE LOOKING FORWARD TO JUNE 1ST, WHEN WE PLAN TO PUT "NAUSICAA" ON MOORING #40 ON THE HARRASEKET RIVER, SOUTH FREEPORT, ME (HER 15TH SEASON).

LAST YEAR, MECHANICAL PROBLEMS, FOLLOWED BY STRANGE AND UNPREDICTABLE WEATHER CONFINED OUR ADVENTURES TO CASCO BAY. THE MECHANIC WHO FIGURED OUT THE CAUSE OF OUR ENGINE'S OVERHEATING, RECOMMENDED THE INSTALLATION OF SCREENS AT THE WATER INTAKES. WE HAVE ASKED STROUT'S POINT WHARF CO., THE YARD WHERE WE WINTER THE BOAT, TO GIVE US AN ESTIMATE FOR THIS. APPARENTLY SEA-WEED WAS BLOCKING MOST OF THE COOLING WATER SOMEWHERE IN THE INTAKE MANIFOLD. THE YARD IS GOING TO MAKE AND INSTALL A NEW STERN LAZARETTE COVER TO REPLACE THE ORIGINAL WHICH HAS DELAMINATED. THEY ARE ALSO ESTIMATING THE COST OF RELINING THE ENGINE COMPARTMENT WHICH SHED ITS ORIGINAL INTO THE BILGE. THE NEW ONE WILL BE HUNG FROM MECHANICAL FASTENERS RATHER GLUED IN. IT WILL BE TWO LAYERS OF URETHANE, WITH A THIN SHEET OF LEAD SANDWICHED BETWEEN THEM. WE ALSO NEED A NEW VHF WHICH WILL TAKE THE PRIORITY OVER THE LINING IF OUR DISPOSABLE FUNDS WON'T COVER BOTH ITEMS.

WE HAD A LETTER FROM NEIGHBORING BOAT-OWNERS WHO VISITED THE YARD ON JAN 30TH. THE BOAT WAS FINE. THE TEMPERATURE THAT DAY WAS +4 DEGREES F AT 3 P.M. AND VERY WINDY!

WE ARE GOING TO SPEND JULY AND AUGUST IN PENOBSCOT BAY, WITH SOME TIME-OUT BACK HOME IN MALVERN FOR VARIETY AND HOMEWORK. AFTER READING IN THE NEWSLETTER ABOUT YOUR FRIEND'S VEGA THAT WAS LOST IN THE BALTIC, I THINK WE WILL BE WEARING OUR SAFETY HARNESSES WE'VE HAD THEM ON BOARD SINCE WE BOUGHT THE BOAT AND HAVE NEVER USED THEM. IT IS POSSIBLE TO GET THROWN OUT OF THE COCKPIT IN CERTAIN SEA CONDITIONS WHERE THE NORTH ATLANTIC MEETS MAINE'S JUTTING PENINSULAS. VERY HEAVY GROUND SWELLS PERSIST FOR VARYING LENGTHS OF TIME AFTER STORMS. IT SEEMS LIKE EVERY SO OFTEN ONE SET OF THE WAVES IS WORSE THAN THOSE PRECEDING. IF THE SKIPPER IS NOT PREPARED FOR THIS, IT ISN'T HARD TO IMAGINE A BOAT BEING ROLLED OVER; OR, IF NEAR A SHALLOW POINT, HITTING BOTTOM WHEN IN THE TROUGH. OF A WAVE.

*Sincerely
George and Bessie Wood*

George, what happens to the engine if the screens get clogged?



Stuff for sale

3/11/93



Dear Sid,

I want everyone to know the latest on "Sonia" the wrecked Vega that I bought. She's little more than a hull now. About the only things remaining to be taken off are the engine, winches and a few deck fittings. There are a few usable parts available. I will list them later. I'm planning to swap masts, winches and engines between Sonia and my other Vega Lyric.

My fiance recently bought a used (1973) Hallberg-Rassey 35. We bought the boat in Santa Barbara and then brought it up the coast to San Francisco. I acted as her agent for the purchase and while in Santa Barbara, I wandered the docks looking for Vegas. I found two. One of them was really nice; a very well kept boat. (Except that the bow navigation lights were facing aft - I left them a note.) The other Vega was just the opposite. I mean that the boat could only be described as "needy". I met the owner and told him I was "parting out" a Vega. I replaced the cockpit sole, cockpit locker lids and settee cushions on 'Sonia' with like items from the wreck and then traded them with the "needy" boat skipper for a Blooper for my good Vega.

I've noticed a number of differences between my "Lyric" and the hulk "Sonia". I like the sliding doors under the galley on Sonia. Lyric doesn't have them, but will. Lyric's mast has a riveted external track, a sliding gooseneck, and a single halyard winch - Sonia's a fixed gooseneck, internal track and two halyard winches. Sonia's galley tops are formica; Lyric's are wood. Settee fronts on Lyric are mahogany planks, Sonia's are plywood. Cockpit sole, forward hatch and side decks on Sonia have molded in non-skid, Lyric's are smooth with the non-skid painted in. Lyric had no stern pulpit and her stanchions were too short (I had already replaced them). The compression beam on Lyric is heavier than Sonia's and she shown no sign of sagging. Overall, I think Lyric is the better of the two boats.

If anybody is interested, I have a few items for sale. Most of Sonia's stanchions were bent but two of them are for sale for \$20. each. The mushroom vent over the head, \$10.00. The post cabin glass is intact, \$50.00. Sonia also had two braided 3/8" dacron halyards with eyesplices and headboard shackles for the jib & main, \$30.00 each. Anyone interested please contact me and include appropriate funds for shipping. First come, first served.

As I said earlier, I'll be swapping masts. What I'd like to do is reserve Lyric's old mast for anyone being dismasted. There are a couple of conditions to this: The first is that the boat dismasted be cruising at the time. I figure anyone cruising on a Vega is probably on a budget which a new mast would severely dent. So, there would be no charge for the mast other than shipping costs to be taken care of by the recipient. The second condition is that someone other than myself must store the mast since I don't have space to do this. If nobody needs the mast during the next few years, the one doing the storing may sell it and donate the proceeds to our Vega association.

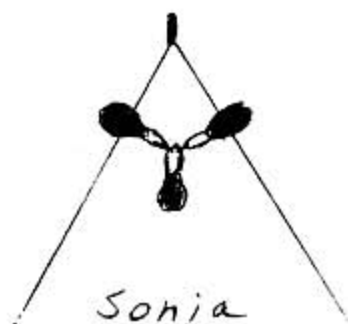
Over the years I've made a few improvements to Lyric. I think that some of these will be of interest to other owners so periodically I'll be sending in descriptions of what I've done. The first project is a backstay tensioner.

(CONTINUED)

3

Raking the mast changes the mainsails draft. This is useful when going to weather. You can feel the boat accelerate when you tension the backstay. To do this you'll need two wire blocks, a way to connect them and a means to pull them down. By pulling the two lower stays of the split backstay, the masthead is pulled aft.

The first step is connecting the wire blocks to the lower stays. I used a wire triangle on Lyric, Sonia's used a short run of chain.



The second step involves shackling a block to the lower part of the assembly. For the simplest system use a single block. For increased mechanical advantage, use a double or fiddle block.

The third step is to connect the assembly to a downhaul. The easiest but least efficient way is to attach a line to either wishbone on the stern (chainplate), run this line to the lower block on the assembly and through a single block shackled to the other wishbone. Fasten a cleat to the top of the rear cockpit coaming. I used a cam cleat on Lyric. For an increased advantage substitute a single block with becket to the wishbone; run line from the becket to the fiddle or double block on the assembly, down to a single block on the opposite wishbone, back up to the fiddle or double, down to the first block and up to a cleat. For an even better setup bolt some padeyes to the top of the stern and attach the lower blocks to these. **CAUTION!** Over-tensioning can strain the rig and could contribute to rig failure. Anyone interested can contact me as I have Sonia's upper assembly available for \$25.00.

I'm living aboard again the
new address is:

Walt Brown
P.O. Box 45660 Island Road
Redwood City, CA 94063
(415) 364-7823

P.S. Does anyone
know if the stern log
is the same I.D. for
the combi-shaft as it is
for the regular shaft?
Please contact me!



John Ritter writes -

5205 East 131st Avenue
Tampa, FL 33617
14 February 1993
tel: (813) 989-9710

Dear Sid,

Its been a long time since I last wrote you (upon my return from the Russian ham DXpedition.) Please note my new address and telephone number.

I've moved "Freiheit" from Davis Island, Fl. to Apollo Beach, Fl. which is not far from Sun City. When I kept my boat at Davis Island, it was at a friend's dock on a canal. I could only get in and out on a high tide, and it usually happened that when I was ready for a sail, the tide was too low. At Apollo Beach I do not have this problem.

I've added 3" ventilators on the top of the cabin dog house, one over the stove and another one over the sink. They make the cabin much cooler. Plugs are provided so the vent "elbows" can be removed if necessary.

My old 12hp Albin engine is about on its last legs, so have plans to replace it with an 18H.P. Yanmar twin Cylinder diesel. The Yanmar is fresh water cooled using a heat exchanger. I considered rebuilding the Albin, but parts are very expensive and I would still have a gasoline engine. The insurance companies charge higher rates for boats with gas engines. Diesel is the only way to go.

I do my own repairs and have mostly metric tools. My diesel truck (4X4 drive), Toyota car, 2 motorcycles (B.M.W & Yamaha), outboard motor (Honda) are all metric types. The only non-metric piece of machinery is my lawnmower (Briggs & Stratton engine).

I'm still looking forward to getting together with you for a day or two of sailing.

"Freiheit" is a good boat and has most of the things that one wants.. Both main & jib are roller furling (FAMET). It is dream to sail solo as all sails can be handled from the cockpit. I have a "YAESU" 100 watt amateur transceiver mounted in my port book rack, just forward of the stove. My antenna tuner is recessed under the transceiver. It makes a nice installation. I had a problem my whip antenna since an artificial ground is necessary for it to load properly.

Must stop for now.

"73's & DX"

John
John
W4MQB
W4MQB/MM



P.S. Give my best regards to Jim Ranti when you see him.

Arthur J. Levin
90 Edgewater Drive #826
Coral Gables, FL 33133



Dear Sid:

Thank you for your call and concern about the welfare of the South Florida survivors of Hurricane Andrew. I live in a flood zone and we had to evacuate our 13 storey condo, so we spent some very scary hours at our daughter's home in South Kendall, even closer to the eye and the 168 mph destruction. Our daughter's home took some bad hits from trees but survived. Our condo's ground floor and elevators were flooded, as was the pool, the parking lot and cars left in it, and a number of windows and glass curtain walls/doors were blown out with great damage to the affected apartments. The building is now being surveyed for structural damage. Miraculously, no one here was injured (physically), and our apartment survived intact due to luck and storm shutters. No pictures can adequately depict the damage that was wrought. Hardly any trees or shrubs were left intact anyplace in a 35-mile area, and the housing damage is unimaginable. The aftermath is just as bad: no electricity for days and weeks in some places with consequent food spoilage and scarcity, boiling water if any, homelessness, joblessness, the heat without now indispensable A/C, et al. I'm directing traffic at intersections without traffic signals as my small volunteer contribution. Recovery will take months or years.

But this is about boats. Warren Fischer's (#405) and my Vega (#1706) survived with some, mostly cosmetic, damage. The major secret, above all other considerations, is to isolate the boat from other boats if possible. Otherwise the domino effect takes over. Equally important, is to secure the boat so it will not be set upon a dock or pilings with the storm surge (8 to 9 feet here). Warren anchored his boat away from other boats out in the river with three bow anchors, one directly ahead, and the two others at 180° port and starboard. Additionally, he ran two lines from the stern to cleats on the sea wall. Two of the bow anchors were fouled with storm debris and dragged but one held fast, as did the stern lines. We now know the cleats on the Vega can withstand Force 4 or 5 hurricanes.

I moved my boat from its usual slip at a dock with 18 other boats, where it would have been crushed by the trawler next to it which was pushed into my slip by a heavy sailboat when both boats pulled down the dolphin pilings to which they were attached. There was some heavy damage to the boats at that dock. I took my Vega to a friend's private dock where I was the only boat. I ran four lines from two dolphin pilings to the port stern and bow and two more as spring lines fore and aft to the chain plates. I used the same arrangement on the starboard side to the dock, keeping the boat far enough off the dock so that I needed a board as a gangplank to get off. I should have run anchor lines off the port side as an additional precaution but didn't because I didn't have a dinghy. That was a mistake because the storm surge was high enough to set the boat onto a dock piling resulting in gashes in the gelcoat to the starboard hull and bow, a broken running light, a slightly bent bow pulpit and lifeline stanchions, the bow roller torn off, and a loosened lower forward shroud. What lurks below the waterline I don't know, but the boat didn't take a drop of water inside. I didn't chock the lines to avoid chafing, but five half-inch lines snapped. I had removed everything topside: the boom, all blocks, the dodger, but not the halyards or other lines which were securely fastened, and I simply locked the companionway and forward hatch, and tied down the tiller. Everything topside came thru, including the mast. I tried to fill in the

(CONTINUED)

6

(CONTINUED)

gelcoat gashes but they were two extensive, and so I've filed a claim with BOAT/U.S. insurance (my first in 20 years) and am awaiting the adjuster.

The damage to boats and docks at public marinas is unbelievable unless seen. In one place I saw about fifty boats, huge power and sailboats, piled up for disposal after being pulled out of the water at Dinner Key marina, total losses. Scattered around in the debris were what used to be interior luxury amenities. "The best laid plans of mice and men."

But for the most part, boats are grownup toys mostly covered by insurance. The real tragedy are the people made homeless, jobless, who lost everything without insurance coverage, too poor to start over and almost hopeless. The foodstamp and welfare lines will be much longer now.

Sadder but wiser,



An apology to some members

I have been using a Macintosh "Plus" computer for over five years. Just about the time I started updating our membership files for 1993 I bought a new Mac. The new one operates under Mac "System 7". The old computer ran on "System 6". This caused a lot of problems since many of my old software programs would not operate under the new system. Not operating is one thing, but some incompatibilities caused the computer to "bomb out". In restarting the computer, some data was lost. As a result several long time members received notices that their memberships had lapsed. If it happened to you, please accept my sincere apology. I value your support.

Sid Rosen

Government Pays For Destructive Search

A long and bitter ordeal is finally over for boat owner Craig Klein.

Klein, a BOAT/U.S. member from Jacksonville, Fla., has finally received a government check for \$8,900 as partial reimbursement for the destruction of his boat by U.S. Customs agents during a futile search for drugs back in 1989. Klein has spent three frustrating years fighting "the system" in Washington, and was ultimately helped by his congressman's intervention.

Klein's 29-foot English sloop was

on its delivery trip to him with two hired skippers when it was stopped and searched by U.S. Customs agents and county sheriff's deputies in Stuart, Fla., under the federal government's "zero tolerance" policy.

The destructive search included rupturing the fuel tank, ripping out interior woodwork and drilling 30 holes in the hull, half of them below the waterline. The diesel engine was ruined with a fire ax.

No drugs were ever found and

repair costs were estimated at \$35,000. The boat, which was only worth \$25,000, was eventually sold for scrap. Klein, however, was still obligated to repay his boat loan.

Most frustrating to Klein was the realization that Customs had no obligation to reimburse him for any damages. Customs is exempt from paying claims under the Federal Tort Claims Act, and the most Klein could have gotten was \$1,000 under the Small Claims Act.

RR 1 Box 1140
Brewer, ME 04412
Jan. 22, 1993

Dear Sid,

In order to save money for an extended cruise, we lived aboard for a while at an inexpensive but nice marina. We were on a mooring rather than in a dockslip, therefore were totally dependent on our 12 volt batteries for lights, entertainment, and cooking (propane solenoid). We did not want to run our diesel engine daily so we required an alternative energy source. We decided upon a wind generator since we planned to return to a northern climate, but it had to be fairly light in order to sit on the stern.

Ultimately we selected an Aerogen model "Aero 3 Gen", a.k.a. "LVM 3". It was lightweight (under 15 lbs.), quiet, and relatively inexpensive (however no alternative power source is cheap).

Installation was fairly simple. I put up an 8', 1" diameter stainless steel pole using a purchased stanchion base with various wire braces (see diagram). Now, after 1000 miles of cruising, I plan to shorten the pole to about six feet in order to reduce wobbling.

The electrical hook-up was kept simple because we were living aboard and I could keep a close watch on the charge status of both batteries. Two wires were led through the stanchion bases to the battery box and hand switched to whichever battery needed charging. Someday I'll add battery switches, in-line ammeter, and over-charge protection.

I did manage to break two blades while resetting my rear awning pole. It's a good idea to tie the blades off if working in that area! Fortunately, the blades are made to break away in order to avoid serious injury. Replacement blades are easy to obtain and replace.

Performance has been acceptable both at anchor and underway. Per the brochure, 10 kts. of wind = 1 amp/hr. My informal test with an ammeter confirmed this. A formal test in a British sailing magazine showed 10K = .6 amp/hr. I guess the real proof was that we did not need to run the diesel for charging since installing it. Our needs are relatively modest, however, since we do not have refrigeration. If we were to cruise out of country I would add solar panels.

Smooth sailing,



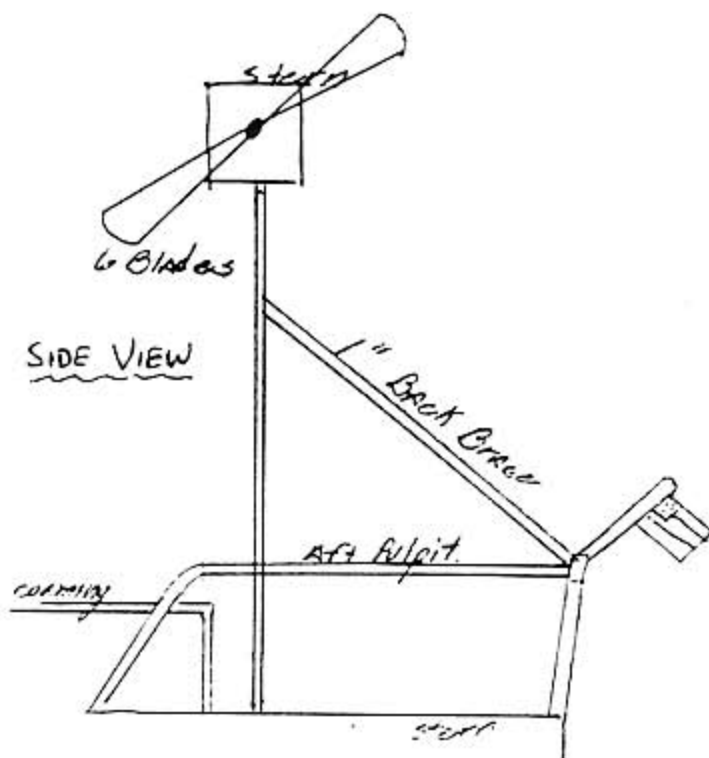
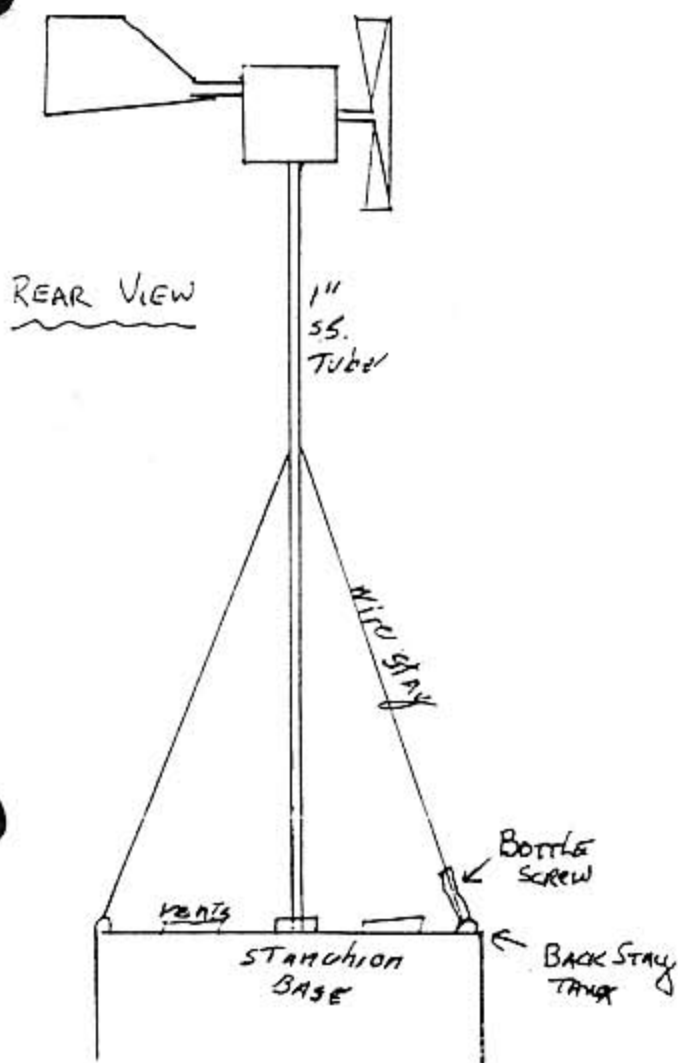
Paul Halvachs
"Double Fantasy"



(CONTINUED)

(CONTINUED)

NOT DRAWN TO SCALE



A good Buy? still available ?

(MD) VOLVO PENTA 4 cyl engine, new in crate, AQ125, \$1900. (301) 627-3309. (0056614)

Soundings, May '83

• "For sale" data bank established

We have always published our members letters listing Vega parts and other boating items being offered for sale, however, no central listing was ever maintained. In order to facilitate this process, a data base is now being maintained by Sid Rosen. If you have something to sell, just write to him, however, please advise Sid when the item is sold so that our listings may remain current.



1-7-93

Dear Sid,

Enclosed is my check in the amount of \$10.00 for my 1993 dues. I enjoy the newsletter and appreciate your efforts on behalf of all us Vega owners.

I've owned my Vega since 1984 when I purchased it used. At that time it was greatly neglected. Since then, I've done much to improve the looks and the sailing performance. I documented some of my efforts as I went along by taking pictures while the work was in progress. If you think the pictures might be of interest to others, I will send them to you along with an explanation of what they show & what was done.

One nice feature of the Vega is that a simple screwdriver allows you to completely dismantle the interior.

To date, I have totally re-wired the boat, installed a 12 circuit distribution panel, the gasoline fuel tank has been replaced with a Coast Guard approved fuel pump system and a new water cooling system. All the teak has been replaced - the interior was completely taken down to the bare hull and a new fiber felt and naugahyde interior installed. All of the interior carpentry was dismantled and refinished.

A new full batten main was installed with a "Dutchman" flaking system and a 4:1 purchase flattening reef plus "jiffy reefing" (2 points). Micro Fico solar vents were installed for ventilation.

This year I only plan minor changes such as a new traveler and a multiple purchase outhaul.

All my best wishes for the new year

Dick Brauer



R. M. BRAUER
2049 LAKE SHORE DRIVE
P. O. BOX 783
MICHIGAN CITY, INDIANA, 46360