

Americas' Cup smashed -

The May issue of "Soundings" reports a Maori separatist used a sledgehammer to smash the historic America's Cup. Benjamin Nathan, 27, a native Maori was charged with criminal damage and faces up to five years in prison if convicted. Officials say Nathan entered the Royal New Zealand Yacht Squadron in downtown Auckland at about 10:30 a.m. Nathan, wearing a suit and tie and carrying a bag over his shoulder stopped at the reception desk and asked to see the Cup, which was on display in an upstairs trophy room. "We always let people see the Cup" says Royal New Zealand Yacht Squadron commodore John Heise. "The man was dressed in a business suit."

Witnesses say Nathan ran up to the trophy room, took off his jacket to reveal a T-shirt with the name of his Maori separatist group, took the sledgehammer out of his bag and started smashing the Cup, while chanting in the Maori language.

The cup, which is insured, will be sent to Garrards of England, the royal jeweler in London where it was originally made, to see if it can be fixed. Officials say the trophy is probably repairable, but the biggest problem will be retaining the engraved names of winners on the center of the trophy which was most severely damaged.

Please Welcome our Newest Members!



Cory Harris
3131 Timmons Lane - #223
Houston, TX 77027
Tel: (713) 627-8966
Looking for a Vega

Paul & Christine Lepisto
622 Union Avenue
Rock Hill, SC 29730
Tel: (803) 325-1033
Looking for a Vega

Bill Zellman
2906 South Herman St
Milwaukee, WI 53207
Tel: (414)481-4557
#711, "Tonic", 1972



Additions to our membership list
American Vega Association

1 May 1997

| SURNAME | FIRST NAME | FIRST MATE | ADDRESS | CITY | STATE/ZIP | COUNTRY | SAIL # | BOAT NAME | YEAR | HOME PORT | VHF | HOME TEL |
|------------|-------------|-------------|---------------------------|-------------------|--------------|---------|--------|-----------------|------|---------------------------|----------|----------------|
| ANDERSON | ALFREDE | PEARL T | 46-129 LILIPUNA ROAD | KANE-OHE | HI 96744 | | 1079 | KOLOA | 1970 | KEEHLAGOON, KANE-OHE, HI | WAM 9408 | (808) 235-3468 |
| ANDERSON | DAVID E | DIANA | 9240-23.3 LANE | RAPID RIVER | MI 48978 | | 1553 | BLU-FIN | 1972 | GLADSTONE, MI | X | 906-474-0245 |
| ARALUO | JIM | CAROLYN | 318 BROAD STREET | HOLLIS | NH 03049 | | 1973 | VEGABOND | 1973 | WICKFORD, RI | X | 603-883-9113 |
| CHUDLEY | DICK | LISA FENNEL | 33-130 CORBIETT ROAD | SALTSPRING ISLAND | BC V8K 1T2 | CANADA | 1742 | ALTAIR | 1972 | NANOOSE, B.C. | CF1-6754 | 250-752-0856 |
| CRAGGS | TONY | ROS | 444 MILL ROAD | QUALICUM BEACH | BC V8K 1J8 | CANADA | 963 | CHASQUIS | 1972 | QUEBEC, CANADA | | 514-695-6249 |
| DEAKIN | JOHN | NANCY | 218 LAKESHORE ROAD | POINTE CLAIRE | OLE, H65-4K3 | CANADA | 2204 | REAL ESCAPE | 1974 | | | 408-685-2024 |
| DUIRVOORT | 34181 | KATHRYN | 431 SEMPLE AVE | APTOS | CA 95003 | | | GLORIA | 1976 | ALAMEDA, CA | | 204-233-3618 |
| KUIPER | ED | MINKE | 441 KINGSTON CHESCENT | WINNIPEG | MAN, R2M 0V1 | CANADA | 2501 | VEGA | 1975 | CORAL BAY, VIRGIN ISLANDS | | 207-255-6525 |
| LARSON | DR. KARL V. | EMILY | P.O. BOX 189 | EAST MACHIAS | ME 04830 | | 715 | SONETT | 1970 | BUCKS HARBOR ME | X | 408-338-9441 |
| McLENNAN | JAMES D. | FRANCES | 3873 WEST 31ST AVENUE | VANCOUVER | B.C. V6S 1Y2 | CANADA | | | | VANCOUVER, B.C., CANADA | X | 203-929-9888 |
| NORBERG | RALPH | | 20141 BIG BASIN HIGHWAY | BOULDER CREEK | CA 95006 | | 1597 | TARKA II | 1972 | | | 708-748-1796 |
| QUATROCHI | CARMEN | SALLY | 477 ASBURY RIDGE ROAD | SHELTON | CT 06484 | | 3207 | CRITTEIS | 1977 | CHICAGO, IL | X | |
| RUSSELL | EDWARD | NATALIE | R.R. #1, 4112 SIKSET ROAD | MATTESON | IL 60443 | | | | | | | |
| SMITH | BERNARD | HARRIET | P.O. BOX 573 | WINTERPORT | ME 04496 | | | | | | | |
| WILLINGHAM | JACK | SONJAE | 2 KING ARTHUR'S COURT | EAST SATALUKET | NY 11733 | | 3228 | DISCOVERY | 1978 | SETAUKET, NY | X | 516-689-8179 |
| | | | 534 SHELTON LANE | AUBURN | AL 36830 | | 2508 | MAUDE ELIZABETH | 1975 | PANAMA CITY, FL | X | 334-826-3121 |

HIP America Inc.

Tell me what you think!

2401 Highway 35 North
Rockport, TX 78382

Sid,

Thanks for your letter! Enclosed is my check for \$20. That should keep up my membership for two years.

I installed a Hood roller furling system on the boat last year. After looking at several systems I decided the Hood was the best value for the dollar. I didn't have to cut the forestay as it fit down the center of the extrusion. The Harken unit was about \$1200. vs \$699 for the Hood and with the Harken I would have had to get a new forestay.

Also, I am planning to remove my rudder for preventive maintenance and need to know how to take it off

Would greatly advice from anyone on this matter.

Thanks,


JEFF MOLAND

3200 Nordic Road
Arlington Heights, IL 60005-4723
1-800/USA-WELD
Fax: 847/357-0744

Thank You

Wendell L. Lloyd
'SERINIDAD'
#2925 (1976)

Dear Sidney,

My engine needs to be replaced. I would like to learn of any sources of rebuilt engines in the Fort Aransas/Corpus Christi, TX area.

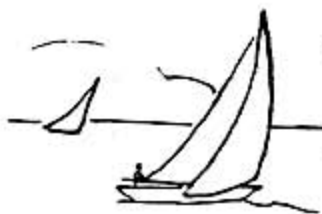
I replaced the original Volvo engine in '87 with a 24hp. Ducoti. I now think there is so much wrong with the Ducoti that my best bet would probably be to replace the engine! I hope I can now find a serviceable rebuilt one.

Ninety - five percent of my Vega (new in 1976) problems have been with the engine. I would have benefited by using an outboard from the beginning! The trouble with outboards is there is no alternator to supply electrical circuits. Two wind driven generators and a sturdy 30hp outboard may be what I should consider. What do you think?

I would welcome hearing from our other Vega skippers about this.

"My Vega would have performed better than the big Beneteau"

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



Willem J. Timmermans
1011 Caspian Lane
Houston, Texas 77090

Dear Sid:

Please find enclosed a \$10 cheque for the 1997 dues. I feel somewhat lacking as I have not contributed to the Newsletter this year, but I haven't done much sailing in our Mioritsa either, due to my heavy travel schedule. All I need to now figure out is how to get some sailing in at those faraway places.

We did just that last September, when we chartered a 45 ft Beneteau out of Marmaris, Turkey through Sunsail. It was a most enjoyable trip, with all the little villages and coves one can visit and anchor at or tie off at a dock of some type. The Mediterranean is decidedly prettier than the Gulf of Mexico, let alone Galveston Bay. Since we had some friends along who had never sailed, we made sure not to rough it too much, and anchored or moored near places where at least one Turk had set up some tables under the pine trees and prepared shish kebab. The fresh bread was most delicious, and at all places one could get a bottle of good Turkish wine.

The second night we had anchored in a cove from where it was said that some Roman ruins could be reached up the mountain. The shore in most places is pretty rocky, and the custom is to motor towards shore, then make a 180 degree turn, drop the anchor in usually pretty deep water, and back towards shore where you tie off to a rock or tree with a stern line. Just past midnight a moderate gale sprang up and caused the swell to curve around the headland and enter our cove so that it became a lot less comfortable, particularly since the bow and stern line arrangement doesn't give any lateral restraint and the gusts coming down from the mountain pushed us uncomfortably close to the rocks.

At daybreak it turned out that the rain overnight had also carried with it a load of Sahara dust so that the deck was chocolate brown. After cleaning we decided to leave this spot which required that we had to cross open water along a lee shore where the swell bounced off the rocks and caused standing waves. It only took about 45 minutes to reach a more comfortable area and we had a very nice sail to the small town of Göçek. Sailing in this rough weather made me miss my Vega which would have behaved much better than the big Beneteau, which is a clearly a fair weather boat.

The rest of the trip went smooth and was most relaxing for all. Sorry I don't have a Vega story, but this is the best I can offer.

Happy Holidays,
Willem J. Timmermans
December 16, 1996

Willem J. Timmermans



I'm looking for a Vega to cruise the Caribbean -

9 Torworth Road
Borehamwood, Herts
England WD6 4EY



Dear Mr. Rosen,

Thanks very much for the information on the US Vega Association. I was amazed at just how active your association is. Thanks also for the information on Tyke Furey's Vega which he is putting up for sale. I did phone Tyke and may well see his boat after I arrive in Florida (my expected arrival date is now around the 14th of April). When I was in Florida in January I saw a Vega at Vero Beach owned by a Mr. George Sigler (hull number 256). George is selling the boat because he doesn't have time to sail it at the moment, but we have negotiated an arrangement whereby he buys it back from me in about a year's time at a lower price - after I have completed my tour of the Caribbean islands. This would suit me, because I'm not terribly keen on crossing the Atlantic and I'd have to pay tax at 19.5% on the boat if I took it back to England, plus of course I'd have to buy extra equipment for the crossing.

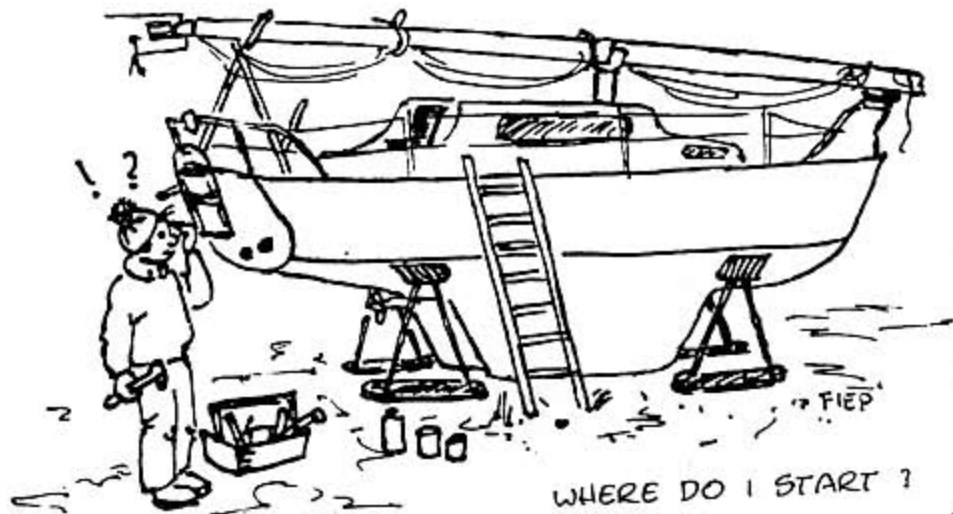
However, if for any reason the deal doesn't work out with this boat then I shall pop up to Pointe Vedra Beach and have a look at Tyke's Vega. By all accounts the Vega is well-suited to cruising the Bahamas and West Indies, combining its relatively shallow draft with above-average seahandling, I must say that the fact that it is rare for Vegas to suffer serious blistering problems is also further encouragement.

Thanks again for your help and advice.

Best wishes

A handwritten signature in cursive script that reads "Stuart Smith".

Stuart Smith



The "Koinonia" and me -

12/15/96

Dear Sid -

Early one afternoon In June of '96 I anchored "Koinonia" in Appleton Cove; about 50 miles north and east of Sitka in Peril Strait, and about 20 miles short of my destination of Sitkoh Bay. It was a very gray day - in fact, a lousy one! There was a heavy overcast giving me a feeling that it could have been much later in the day. I was planning on spending a few days trout fishing at Sitkoh on a stream that my grandson had told me about. He said the stream was behind the old Chatham Cannery and that it had a lot of cutthroat and rainbow trout, so I was looking to an enjoyable weekend of fishing. However, every time I looked at the sky I would think, "I hope it doesn't rain". The weather did not look very promising.

That evening, with a 25 pound anchor set deep into a soft bottom, I decided to check the level of fuel in the fuel tank. I really wanted to lay down and get back into the book I had been reading, but I was curious to see how much fuel I had used so far this trip. On top of the tank I keep an oil absorbent pad that I use under the engine when I change oil . . . The pad was floating. Water was covering the tank just enough to move the pad as the boat rolled slightly.

There on my knees, gazing intently down at the tank my mind was a complete blank. Not a thought was stirring. The first thought that did come to mind was simply, "WHERE DID THE WATER COME FROM?!" The next thought was "the water tank in the bow has leaked out". But a quick check showed that the tank was full. Next I pulled up the cockpit sole and checked the stuffing box and rudder post: no water was entering there. "Ok", I thought, "I'd better get the water out and see how fast it fills up."

I put the handle into the whale pump and began to pump. It wouldn't pump. It only sucked air. As I stood there wondering what to do next, I began to reason that maybe rain had gradually seeped in around the locker lids and every time I pumped the bilge the pump had sucked air leaving me to think the bilge was empty.

With the keel full of water and no way to get it out I reluctantly decided to head for home in the morning and fix the pump. I wasn't really sure at the time that it was rain water, and I didn't want to taste the filthy looking stuff to find out.

Early the next morning, the start of another gray & gloomy day, the boat had not taken on any more water but I set a course for home anyway. The course I set would take me over a 4 & 5 fathom shoal area but clear of another shoal and a rocky shore just off Point Elizabeth.

As I cruised along, I had the cockpit sole off so I could watch the stuffing box in case it leaked while running.. After running for about a half hour at 3 to 4 knots I lashed the

tiller and got down on into the engine & shaft compartment for a closer look at things. I took considerable time for this examination.. After a time I began to hear a splashing sound outside the hull. Curiously I straightened up and peered over the side - seeing a black shape in the water a little way from the boat. In the same instant I heard a splash on the other side. I turned quickly and saw a couple more black objects and more splashing on the other side.. The splashing, swishing sound sounded like the surge of water amongst rocks along a shore.

Reacting swiftly and in panic, I slammed the engine into reverse. That took only a few seconds and it took another second or two to react to what my eyes were seeing - - porpoises - -. The black shapes were not rocks but porpoises. They were coming to feed and play around this shoal area. In a matter of minutes there were dozens of them - all around; crossing the bow & stern, diving and breaking water on both sides of the boat. I was relieved to remember that I was still a half mile from the rocky shore off Point Elizabeth. I felt foolish to say the least.

The overcast was so low that the shore line of the Point was just barely visible and the 2800 foot peaks in the background were even less visible. The dark gray of the water came close to matching the only lighter hue of the sky. It was like an apparition, an illusion accented by the overcast & the dull morning light. I would see the backs of a porpoise, and at the same instant be distracted by a splash from the corner of my eye. - - Mind and eye becoming synchronized with the movement of the porpoise, It was - - an odd feeling.

I did make it home that same day, a discouraged fisherman, realizing that had I checked the bilge and pump before I left, I could have continued on to Sitcon and all those trout - It could have been worse . . . I tell myself, "what if" I had been taking on sea water in the cove. "What if" I had run in among the rocks by not watching where I was going. Did I have fun?? Well - - - A little sun could have helped.

(The bilge pump was subsequently fixed and I did have another adventure when I went trout fishing. more about that later!)

Henry Grant
Sitka, Alaska



For Sale

1968 VEGA (Sail#1500) on professionally built trailer. Haul anywhere. Boat crazed but structurally sound - \$6200. or best offer.

Call 804-561-5471

1968 VEGA (Sail#2947)
Wiley Sanders
103 Laurel Way
Mountain View, CA 94040
Tel: 804-561-5471

HAVRE-AUBERT I.M.
18 December 1996

Dear Sid,

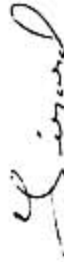
You will find my 1997 subscription/dues enclosed. The STARFISHER has been laid up since the end of October. Snow and Ice will soon be here, so it's time for repairs and maintenance.

The combi has been causing me a few problems. The sleeves are in good condition but the ball bearings are damaged and I cannot find suitable replacements. I have tried to replace it with an electric motor bearing of the same size but after a twenty hour run the bearing is finished.

I sail about a thousand miles per season from May to October in the Gulf of St. Lawrence visiting Magdalen Islands and the coasts of Prince Edouard Island, Nova Scotia, Cape Breton and Bras D'or Lakes as well as Northumberland Strait. Five years ago I purchased a Cap-Horn self-syteering built by Yves Gelinas. I am very satisfied with that. Starfishers steer very well.

I looked for John Neal's "Log of the Mahina" in West Marine Catalogue but it is no longer available and have not been able to find it elsewhere.

Seasons greetings to you and all Vega owners. Happy sailing!



Gerard Boudreau
'Starfisher II; Vega #2541
P.O. Box 268, Havre-Aubert
Isles de la Madeline, P.Q.
Canada GOB -JO

Mike Santis
Danmarksgade 51,1TV
9000 Aalborg
Denmark

Mr Sid Rosen
10615 Whitman Circle
Orlando, FL 32821 USA

Dear Sid,

The last newsletter I received contained a letter from Alan Berling and I was delighted to see that he is enjoying his new lifestyle in France, even though he is missing his old Vega, "Kitty's Ark."

Unfortunately, "Kitty's Ark" has been on the hard for the past two years and is for sale. I moved to Denmark last October and the boat was left in Cyprus - looking for a new owner. I bought "Kitty's Ark" from Alan three years ago & even though we didn't sail much, I can now see why he misses the boat. I miss it too - It's a superb boat!

I started a new life here in Denmark and hope in the future to be able to buy a boat here. Of course, I'll look for a Vega again. I would like to remain a member & enclosed my check for 1997 dues.

Best wishes to you and all my fellow members for Christmas & the New Year.

Thank you

Sincerely





Woodmont Lane
Malvern, PA 19355
12/14/96

Dear Sid,

Right now "Naussica" is battened down for the winter and so are we.

We didn't do any cruising last summer - just overnights around the bay for various reasons, two of which were hurricanes. We had to leave the boat when one headed our way and stay Ashore for two nights. Many boats were lifted out of the water. All the larger ones around the perimeter of our floating wharf had to be removed. We secured "Naussica's" sails, cleared her decks and doubled all lines. The storms "eye" finally passed Nantucket by about 80 miles to the east and kept on a track away from Maine. We got a load of rain but no damaging wind or tide.

We also had a water-pump problem that interfered with our cruising since I work and sail on alternate two week periods (June - Sept) to cover expenses.

Each month we look forward to getting the newsletter and read it carefully for any ideas that may be helpful.

Next summer will be our eighteenth on "Nausica". The boat looks great and is doing more for us than we ever expected. People think we are crazy to commuter 400+ miles from Philadelphia to South Freeport, but it works.

Have a good winter.

George Wood

Nick & Jenny Coghlan (Tarka the Otter, #1639) write:

31 Ivy Crescent
Ottawa,
Ontario, K1M 1Y1

01/02/97

Dear Sid,

Another year is here and we hope all is well with you. Enclosed please find our dues for 1997. (Did I send the right amount?)

I am also enclosing a (delayed) account of our expedition down the St. Lawrence River last summer.

We will be in Ontario again for the summer of 1997, but current plans have us leaving for our next posting in the fall of 1997. Most likely Columbia (Bogota). It's way inland, so I think "Tarka the Otter" will be going into storage again.

All the best and fair winds.

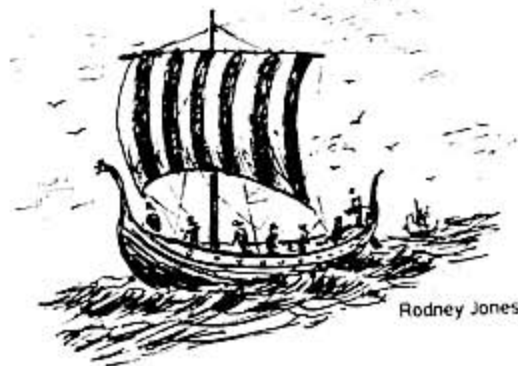
Nick + Jenny Coghlan

Editors note:

Nick & Jenny's letter has been broken into two segments. Part one is published in this issue. Part two will follow in next month's newsletter.

Changes to "Cinderella", Vega #718

Mr. Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821



Dear Sid:

Enclosed is my \$10 for next year's dues. I got a note from Walter Brown today, just after we discussed the bow pulpit. He has received by check and will be shipping the pulpit as soon as he can make a crate for it.

Two items may be of interest to our readers.

First, I found a source for new window gaskets. I spoke with a guy in El Segundo, CA who makes custom rubber for antique autos. I was going to have custom rubber made, but he was so expensive and unruly to deal with that I made some more calls and managed to locate a better source. The parts are standard and inexpensive. The company making them is CR Laurence, they can be reached at 800-421-6144. The parts are AS1456 (the gasket) and 713080 (the chrome/plastic locking strip). Both come in 50' rolls, the boat needs about 40' so you need one of each. Total cost, with shipping, was under \$60!

Secondly, I converted my port side settee into a two person dinette, see enclosed diagram. Denise was tired of setting up the table and trying to move about in the cabin with it up. We reused the materials from the settees, and the only new items were a sheet of 1/2" plywood, a sheet of counter top material and a few angle brackets to fasten everything down. I think that we could have made a drop type table so that the thing could be converted to a bed but since we don't need the sleeping space in the main cabin, I did not do this. The diagram is fairly self explanatory but the following details will help support the concept.

- settee backs are cut to become the new seat bases (with reinforcement), back cushions are reused as seat cushions
- the shelf is reused, but cut down to about 4" wide, a former owner had installed a pin rail which we reused
- the table bolts to the fiberglass flange where the shelf bolts on
- the "leg" for the table bolts to the table and to the lower flange on the hull
- behind the aft seat we constructed a flat area where we will store a cooler (it always sat

on a settee before), the top of this is made from one of the two sliding panels from the settee base for, this area could be insulated and used as a cooler for cans a bottles
 -the fore/aft portions of the seats were constructed from the yellow settee base plywood
 -the lateral portions of the seats were constructed of 1/2" AC plywood
 -any exposed plywood or fiberglass was covered with off white vinyl
 -we reused the mahogany (or is it teak?) trim to finish off everything

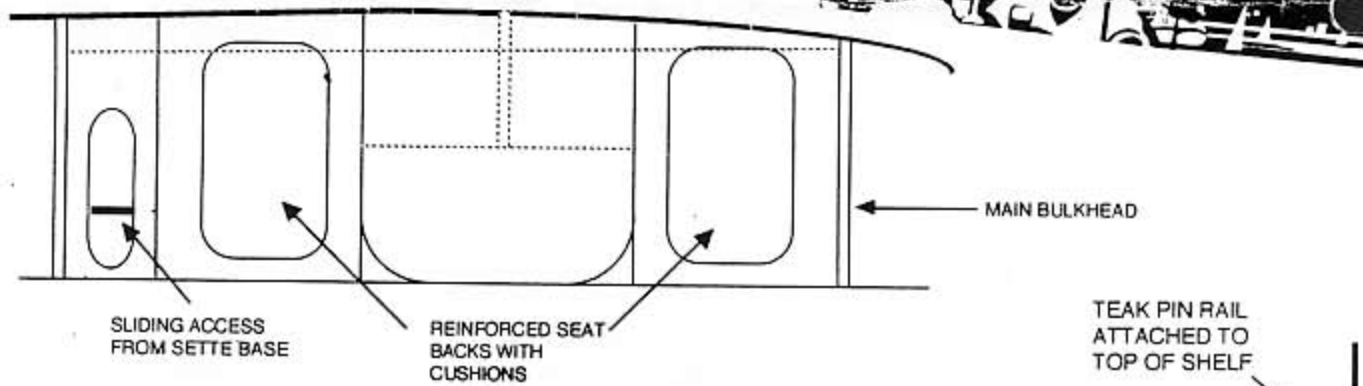
It looks great and its comfortable for me. I'm 5'10" tall, if your taller you may run into a problem with shoulder space, my outer shoulder just clears the underside of the deck. Another feature is that the table top is 36" above the cabin sole. This makes it a perfect height for working on standing up. The stock counters are too low. I'll send photos when we get the boat out of storage this spring.

Sincerely,

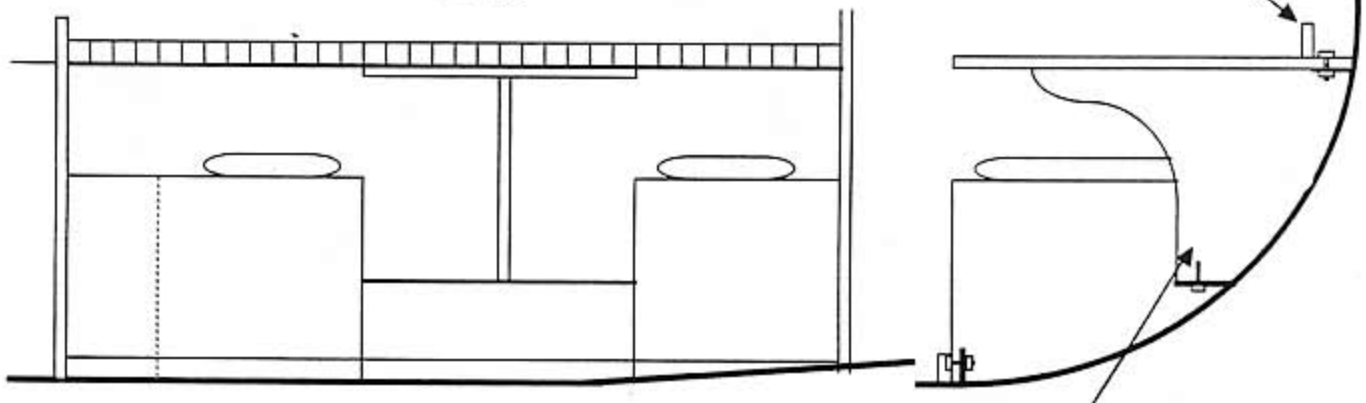
Homer Shannon
 Vega 718
 "Cinderella"
 Newburyport, MA



VIEW
 FROM
 ABOVE



SIDE
 VIEW



SCALE 1 INCH = 1 FOOT

15 Autumn Road, Windham, NH, 03087 606-880-1783

TABLE SUPPORT. 2X1/2
 PLYWOOD SHAPED AND
 COVERED

Sailing the St. Lawrence

(Part 1 of 2 parts)

Tarka the Otter had been away from the sea for five years, so this summer we decided to give her a taste of salt water again and sail the St. Lawrence - from the Thousand Islands (the Eastern extremity of Lake Ontario) to the Gulf of St. Lawrence.

Barely two miles downstream from our marina at Ivey Lea, we were already picking up a three knot lift from the current as we raced under the great span of the Thousand Islands Bridge, the first (or last, depending on how you look at it. . . .) of the bridges that cross the River. Next day, we not only had favourable current of two to four knots, but a following westerly breeze of fifteen knots and bright sunshine. It was a weekend, and power boats and jet-skis crowded the Brockville Narrows but we had what would turn out to be one of our best runs: sixty nautical miles, to just below Prescott.

Prescott is where - heading downstream - the St. Lawrence Seaway begins. This massive engineering project, which was completed in the fifties, involved not only the construction of several sets of locks around rapids at Montreal and Cornwall, but dredging and widening operations that fundamentally altered the course and shape of the River. Just below the Prescott Bridge we had a choice of dozens of anchorages among the causeways and dikes that were the result of dredging here - a complex network of geometrically shaped patches of protected water and dead-end canals.

Next day our first stop was the Iroquois Lock, which adjoins the massive Iroquois Control dam. The dam consists of a series of barriers, set in a causeway, that can be lifted or lowered so as to control the water level and flow of the River from here to Montreal. Most of the time the barriers are in the raised (open). Accordingly, we found ourselves hoisting the sails up and down every few minutes and dodging in and out of the channel as freighters bore down.

There are more locks at Cornwall. At every set of locks, the routine is the same. First you must tie up at the (usually very short) small craft docks that can be found at either end of the locks and phone in to the control tower. You may be told to go on through almost immediately, or you could have a wait of several hours. At all events you must watch the sets of red and green lights on black boards that are visible for several miles each way. Following a pattern described in the free pamphlets distributed by the St. Lawrence Seaway Authority, the board methodically changes from all red, to red blinking, to green blinking, to all green - the signal that the gates are open and you should enter the lock. The same system applies to the various lift bridges on the Seaway.

Once in the lock, Seaway line-handlers typically take your fore and aft lines and secure them to the top of the lock wall. The gates close, that water begins to drop and you are responsible for paying out your own lines. Woe betide you should a line become jammed under one of your cleats. In two locks, there is an ingenious system of floating bollards, to which you tie up and which rise and fall with the water level. The typical drop is 20 to 30 feet, and there is a total of seven locks to be transited: Iroquois, Eisenhower and Snell (two miles apart at Cornwall) Beauharnois (2, in a pair above Montreal); Ste. Catherine and St. Lambert (both south of Montreal). A charge of \$10. is levied at each lock - in US or Canadian dollars, depending on which country controls the lock.

There is more excitement below Cornwall as exiting the Snell lock in tranquil waters, the shipping channel is suddenly joined at right angles by the full flow of the St., Lawrence - from dead water you are into a six-knot current in the space of 2100 metres and you race under the International Bridge barely under control. . . .

For the first time, the river now begins to widen out, forming Lac St. Francois. But the sense of space - there are places where the two shores are barely visible - is deceptive, for the depth out of the marked channel is rarely more than three feet. Huge white pylons distributed apparently at random across the lake

serve as range markers, leading freighters on a zigzag pattern around the shoals. We raced across the Western half of the lake, but should have paid more attention to the approaching rumbles of thunder. In the space of a minute, we went from a healthy five to eight knots through the water, with the rail under and the surface of the lake turning into a mass of foam. In a gust that reached perhaps fifty knots we struggled to reed down but it was too late; as the luffing main cracked and clattered in the wind there was a horrible sound: of tearing nylon! Our venerable mainsail, that had taken us around the world and that had logged perhaps 40,000 miles was no more.

Gloomily, under jib alone, we sailed on to Saliaberry de Valleyfield, at the Eastern end of the lake and tied up at a very large (but expensive) city marina. The nearest sailmakers were in Montreal, still some forty miles downstream - we'd have to carry on, for the time being, with no main.

There were further delays as we worked our way under the lift bridges and through the canals and locks that take vessels around the islands on which Montreal stands. One night, we anchored in an utterly still inlet in the Indian Reservation of Kahnawake - there was a spectacular sunset to the west over Lac St. Louis, and to the East we could see the New York-like skyline of Montreal. We swam in the lake and, as darkness settled, we listened to the loons calling. But next evening we were stuck on a tiny dock in the industrial wasteland of Montreal, with power boats crammed into the docks all around us. head of us a big ship was stuck in the lock and it would be 24 hours before the lock was cleared and we could move on downstream.

In Montreal we had makeshift repairs in our old main made and ordered a new one (at \$1545 Cdn), to be delivered to us in Quebec, one hundred miles downstream. As we lay at anchor just downstream of Montreal, more gale force winds passed over us and we listened to the radio in awe as, moving east, the gale transformed itself into the most devastating summer storm to hit Quebec in many years, pulverising the Saguenay region and killing ten (including two crew members of a Contessa 26, off the mouth of the Saguenay River).

Below Montreal, you are at last on the free flowing river, with no more locks and only two bridges between here and the ocean - at Trois Rivieres and Quebec City. You begin, at last, to lose the power boats - their favourite circuit is Montreal-Kingston-Ottawa (via the Rideau Canal) and back to Montreal via the Ottawa River. There aren't even many freighters - maybe three or four a day, hardly enough to justify the cost of the Seaway, one would think. But it's not all plain sailing. The banks of the St. Lawrence offer few indentations that could be used as anchorages and the islands in the river are unusually long and thin tapering affairs that give no protection from wind, currents or wash. You must either bite the bullet and stop in marinas (expensive - rarely less than \$30. Cdn per night) or simply anchor in the stream. It is a rather unnerving experience to put the hook down in open water maybe a mile off shore and then - for the whole night - feel the anchor line trembling in the current, and pieces of debris bumping past the hull, all the while with no protection whatsoever from the wind.

We stopped at the City Marina in Trois Rivieres - there is a five knot current at the entrance, which had poor Tarka belching black smoke as we tried to look nonchalant, moving forward at maybe ten metres a minute

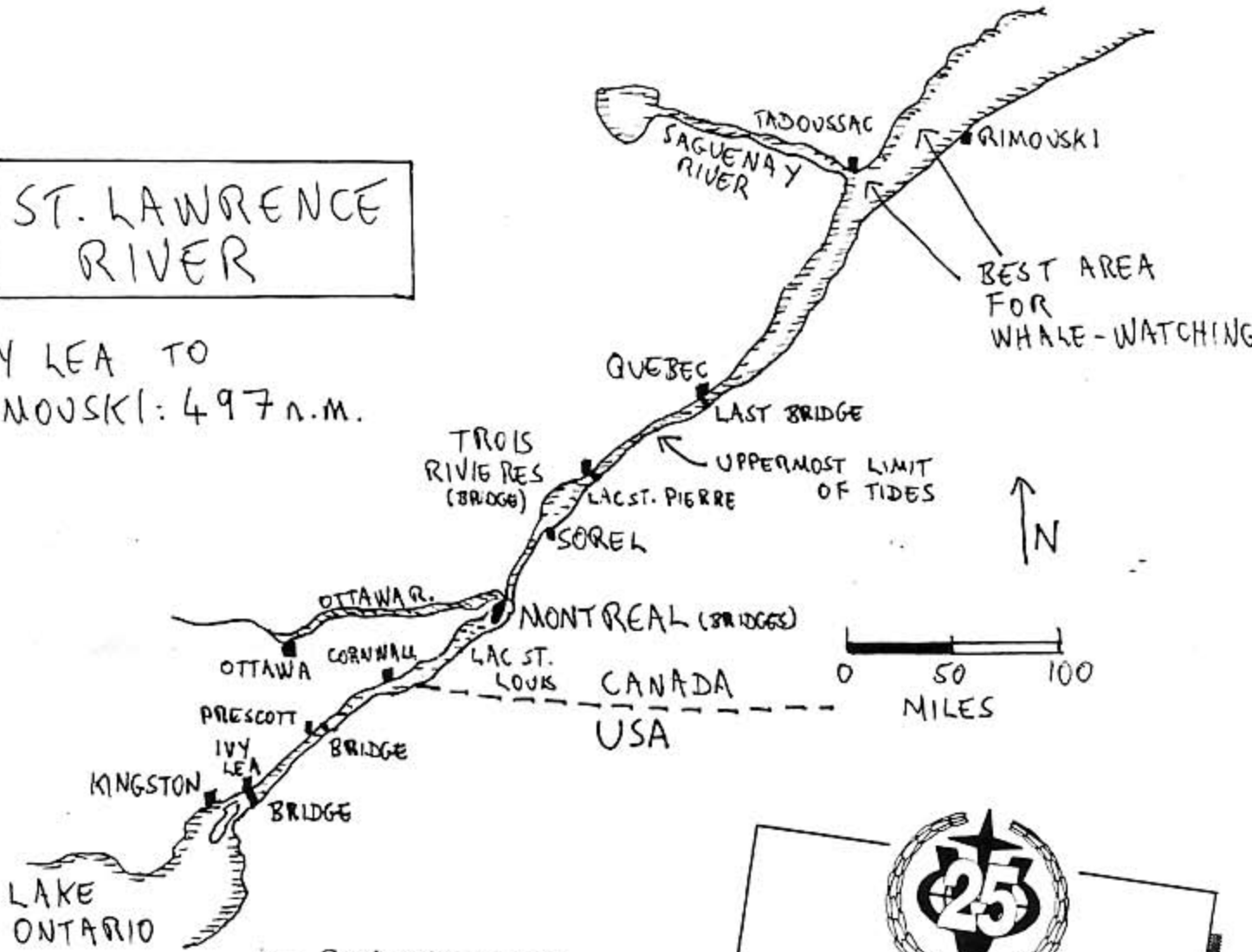
From Tres Rivieres on down, the tide begins to become a factor and daily start times are determined by the time at which, in constrictions downstream, the current is predicted to be either unfavourable or excessively favourable (i.e. eight knots or more). By mid-afternoon on our first day out of Trois Rivieres, we were half an hour behind schedule and spent the night anchored off the village of Grondines, the most westerly tidal station in our tide book: if we had continued, we would have had to face several hours of flood tide, that would only turn to slack at nightfall. There is what appears to be a marina here, but our calculations showed that it would have only a foot of water in it by evening. We anchored almost half a mile off, feeling very exposed in mid-stream, but were somewhat consoled when we watched through our binoculars, a 40 ft sailboat go well and truly aground in the "marina".

Opposite Grondines, on the top of a wooded cliff, is a small and unremarkable farmhouse. However, we

had barely been anchored an hour when a large freighter appeared around the bend, below the farmhouse. He hooted once and, a few minutes later out blared from the farmhouse, at a volume audible for miles around, the strains of "O Canada". This pattern was repeated for most of the night - we later learned that this was the home of a staunch Canadian federalist who, in the heart of separatist country, loved to irritate his neighbors in this way and (presumably) give some amusement to the probably federalist river boat skippers!

ST. LAWRENCE RIVER

IVY LEA TO RIMOUSKI: 497 n.m.



--- Continued next month ---



HAGAR THE HORRIBLE



Advice wanted on hooking up a Navik

TERN, San Francisco,
Sept 24, 1996



Dear Sid,

Thanks for the newsletters. Keep them coming, but without copy you can't do much, so - here's my contribution:

I have tackled the job of replacing my peeling, crumbling vinyl liner. I ordered five years from a local canvas shop. This turned out to be not enough since it comes in a 36 inch width. There is quite a bit of waste, so I have to get two more years to complete the job. The hardest part is in getting the old stuff off., I had read about this in a previous newsletter so I was prepared for the worst. I started in the "focsle". I used a scrapper, putty knife and a disc-sander to get the stuff off, vacuuming frequently in between the scrapings and sandings with a Dirt Devil - a small hand self vacuum cleaner.

I did not want to use any chemical glue or paint removers - too nasty to use in such a small enclosed space. It took quite a while. You have to remove the little bulkhead and the plywood from the double berth anyway to get the vinyl out. So - I took the opportunity to take out the water tank and clean it. In doing this I had more space for my legs while I scraped and sanded.

When I finally decided that the surface was clean enough to take the contact cement, I carefully traced the old liner on the new material, which is off-white (a little "warmer" looking than the old stuff), cut it out carefully and checked it for fit before applying the glue. I used "Weldwood" contact cement, a water based glue with a minimal amount of fumes. I smeared the stuff on the boat wall and onto the new liner.; waited until the surfaces were "tacky" and then glued it on. I am very pleased with the results. I hope it will hold up for a while. The five years did the forward area and the port side of the main cabin, but not quite enough left to finish the job. A little bit of light comes through at certain angles of the sun. I kind of like that. If you don't want that, you will have to paint the fiberglass before applying the contact cement.

I am also redoing all of my exterior woodwork (again). This time I am going for the New England look: bare wood washed off with saltwater, which leaves a bare wood, light brown finish. On my companionway drop boards I have used Cetol - a shiny oil finish. We shall see how long that will last.

My trusty 23 year old MD6A is getting hard to start. After sitting a week or so I have to use both batteries, the compression release lever and sometimes I even have to take the cockpit sole off and hold my hand over the air intake until the engine starts. Once it has started and run for a while, it will restart right away - even the next day. I also get smoke out of the exhaust - a bluish gray. Any advice or comments for fellow members would be appreciated. The engine does not run hot. I cringe at the thought of the cost of a rebuild or a new engine!

A few weeks ago I participated in our annual club race from our boatyard, around Alcatraz Island ("The "Rock") And back - anyway you wanted, Winds at the start were from 15 knots but were they were blowing at least 30 knots when I rounded the rock with a double reefed main and a big Genoa. Going upwind I had my hands full, but was able to stayed ahead of a fellow racer in an Islander 28. Broad reaching home was an exhilarating experience: surfing ahead, passing many other racers and keeping up with some faster boats. We drew many a stare. "What kind of boat was that?" What a thrill. When sailing back towards the South Bay the tall buildings from downtown San Francisco make a giant windshadow and when I got closer to the Bay Bridge the

wind all but died. Everyone caught up with me and the race started all over again.

I have bought a Navik self steering vane at a marine flea market. That's where I get a lot of my gear. I would like to know how other Vega owners who have their Naviks hooked up. I would appreciate any information anyone can give me, Please write or call.

I went back home to Holland in June and looked through some Dutch boating magazines. I did see a few Vegas for sale. The prices ranged from \$15,000. for An older gas powered one to \$25,000 for a fully equipped later model. In general, the prices of boats were a lot higher than here in the US. Especially in the Bay area.

That is it for now.

Felix

sincerely,

Felix Arts
145 Pfeiffer Street
San Francisco, CA. 94133
Tel: 415-434-1451

~~XXXXXXXXXXXX~~
I like my COMBI drive -

453 North Meadow Lane
Harrisburg, PA 17112

1/19/97

Dear Sid,

How the time flies - Our stay in Florida last winter was very enjoyable, especially since we had the boat to live on & sail around - a really good trip!

The bad news- we had engine trouble in N.C. on the way back. On May 2nd we had to leave our Vega at the Swan Point Marina (about 5 miles from Topsail Beach) for repairs. The boat is still there. It has weathered two hurricanes and is still afloat. Hopefully, in February, all parts will be gathered up and assembled. It would have been cheaper to buy a new engine but I wanted to save the COMBI drive. I feel that it is worth having. The only damage from the hurricanes seems to be cosmetic, but we'll find that out soon enough when we get the boat back in MD.

Hope all is well with you.

Sincerely,

Jack Ruggles

P.S. - Our Vega #2499, "New Horizons" is a Coast Guard Auxiliary boat operating facility - lots of fun!