

## Sealing the cockpit sole:

I was recently contacted by a member about obtaining a satisfactory replacement gasketing material for the underside of the removable cockpit sole. I couldn't give him a satisfactory answer at that time. I'm now turning to our membership for information.

A lot of adhesive backed foam tape is available at local hardware and marine stores. While these could be used without question on the underside of our cockpit locker lids, using them to seal the cockpit sole is an unknown factor. Most of the marine stores sell "squeeze tubes" of silicone type sealants. How effective these are is also unknown.

I made an unexpected trip to Annapolis, MD while visiting Washington, D.C. last month, and dropped in at Fawcett Boat Supplies, Inc (affectionately called "Tiffany's of the South" by some of the local sailors) and was shown their stock of "squeeze tube" sealants. They also allowed me look through their catalogues. I found the following:

- Manufacturer: Salisbury

Guard seal sponge strip 1/8" thick x 3/8" wide. Closed cell neoprene sponge. Does not absorb water. Pressure sensitive adhesive on one side. Peel away surface. Adheres to any clean surface - not affected by oil, gas or grease.

Catalogue # SS125 - 6 pounds - black  
10' - packed 10 to a carton"

- Manufacturer: 3M

Scotch single coated Vinyl foam tape

Part #021200-03314  
Product #4508

1" x 1/8" thick X50 yards  
9 rolls per case."



When I asked about purchasing less than case lots, the salesman stated that it may be possible but at a higher price. (No prices were shown or quoted).

*What have you been using and where was it purchased?*

Your response would —be most appreciated.

Sid Rosen

Storing your diesel engine ? - Take heed!

BRUCE D. GRAYSON  
2328 20th St., N.W.  
Washington, D.C. 20009

3/22/93



Dear Sid,

Have just returned from Budapest. Sorry for the delay in getting my dues to you.

"CYBELLE" was "on the hard" for almost two months last September and October. I had to replace the MD6A with another "6A" that I had purchased from the late Herb Edwards and had rebuilt.

A couple of items: If you store a diesel, make sure to take care of the injectors and the injector pump. I had to rebuild the pump and injectors due to congealed diesel fuel. Cost: Injectors about \$60.00 each; pump, over \$500.

I had hoped to replace the stuffing box with a 25mm Vetus from Holland which Dick Vosbury has had good luck with. However, the Vetus outfit in Baltimore gave Dick and me a real run-around and after almost two months on the hard we still did have one in hand. The upshot was having to rebuild the Vega stuffing box - Less than \$150.00.

I had purchased a 1" Perko to use but Dick advised against it. Although 1" is 25.7 mm, its' amazing how much slop there is when it is installed on a 25mm shaft.

I thought I had a few blisters when I hauled out two years ago, but this time I'm happy to say the bottom was blister free. This is amazing especially when one Visits Zahniser's Marina and sees all those relatively new ( and expensive) boats having their bottoms ground down at over \$100/ft.

Hope all is well with you Rosens in Orlando

Best regards,

*Bruce Grayson*  
Bruce Grayson  
"Cybelle" #2739



Cruising with Paul & Melanie Halvachs -

RR 1 Box 1140  
Brewer, ME 04412  
Feb. 25, 1993



Dear Sid,

That was "Double Fantasy" you saw in New York Harbor on June 27th with a new Aerogen wind generator on her stern. What a small world! We rode that same ferry to see Ellis Island and the Statue of Liberty on the following day, after spending Saturday touring Manhattan. Had we known you were in New York that weekend, we certainly would have met with you and taken you for a sail.

When you spotted us, we were on our way to an anchorage at Liberty Island State Park, just across from Liberty Marina. This was where all the "smaller" tall ships were gathering for the July 4th Tall Ships parade, tying stern-to to the seawall there. We appointed "Double Fantasy" an honorary tall ship and nestled among them, tying bow-to to the wall and setting a stern anchor. You couldn't even see us unless you walked right by! Climbing ashore at low tide was quite difficult--we used the bow pulpit as a ladder. Ordinarily, boats do not anchor here, but were permitted to at that time because of the 4th of July parade. There is a designated anchorage on the New Jersey shore just south of the Statue of Liberty which we used the previous night and had all to ourselves. It has a marked channel leading to its basin where a boat ramp is located. I suppose you could land here and lock up your dinghy, but we were concerned about leaving "Double Fantasy" unattended, which is why we moved to the other anchorage the next morning.

From Liberty Park we rode the city bus to Journal Square where we caught the commuter train to the subway station--we rode the subways all over N.Y.C. where we went to the top of the Empire State Building and walked around Central Park. I don't think many people can claim they toured New York for just a few dollars! It was one of the highlights of this cruise.

Our cruise began back in Vero Beach, Florida on May 20th. Paul and I and our cat, Blackie (on her first sailing trip) went offshore at the St. Augustine Inlet, planning to remain offshore for the 4 or 5 days it would take to reach the Beaufort, N.C. Inlet. Unfortunately, we kept getting pounded by northerly gales, uncharacteristic for that time of year. We admitted defeat, finally entering the Intercoastal Waterway at Charleston, S.C. We spent long, full days motoring north on the ICW as we had to be on the Chesapeake by June 10th in order to meet Paul's mother. We did very little sailing during this stretch because we kept on getting north winds.

We took the Dismal Swamp route on this trip, stopping for a night at delightful and hospitable Elizabeth City. You get two night's free dockage here, and, weather permitting, a group called the "Rose Buds" gives a wine and cheese welcoming party dockside to all the yachties present. It's a great spot.

Emerging from the Dismal Swamp route on Saturday, June 6th, we inadvertently stumbled into Norfolk's "Harbor Days" festivities--thousands of boats of all types headed every which direction. Total chaos! We were headed north while the "work boat" parade was headed south--the Coast Guard was shouting over bullhorns to move to the west side of the channel. Try as we might, we could not find any clear passage, so we just picked our way



through all the boats and somehow survived unscathed. It certainly was a sight to see—I wish we would have had a camcorder! We dropped the hook in the Lafayette River and watched the fireworks far from all the hustle and bustle.

Paul's mother joined us for a week's cruise on the Chesapeake where the weather finally cooperated. We had mostly sunny, warm days and just the right amount of wind for a non-sailing guest. We visited St. Michael's, Oxford, and of course, Annapolis. The only drawback to the entire week was that our cat Blackie resented having a stranger on board and became the "cat from hell". Normally affectionate, she clawed and bit at me at every opportunity. She returned to normal only after Paul's mother departed at Annapolis. We then continued northward, anchoring at Baltimore's Inner Harbor for a couple of nights. Here we toured a submarine and coast guard cutter. The aquarium here is well worth the visit.

Stopped for one night at Atlantic City where I won \$3.00 at the slot machines. Don't laugh, this is much better than I usually do! For grins and giggles we decided to try the New Jersey Inland Waterway with a controlling depth of 4 feet. For obvious reasons, we did not encounter many other boats on it. We did run aground once, but were immediately freed by the wake from a passing speed boat. It was the one and only time that we were grateful for being waked! The N.J. Waterway was interesting and scenic, but I don't think we'll do it again!

After departing N.Y.C., we cruised the south shore of Long Island Sound, having done the north shore on our original cruise south in 1986. This is a delightful coastline as long as you avoid marinas and select any of the numerous anchorages. One of our favorite spots was Mattituck where the anchorage is a well-protected basin with free dinghy dockage and even free showers! What more can you ask for! There is a grocery store, laudromat, and post office nearby.

We spent a couple of days at Montauk, Long Island where we rode all over on our folding bicycles. Yes, you can get two folding bikes in the cockpit lockers of a Vega, although Paul curses like a true sailor when trying to get them in or out! DEspite the acrobatics involved, we're always glad we have them along.


Made our first-ever stopover at Block Island where we again made great use of our bikes. Rode them to an old deserted lighthouse where we walked around the dunes.

Then it was off to New England. Entered Bristol Harbor, Rhode Island in hopes of picking up a State mooring, but alas, we discovered they no longer exist. Luckily there is still room for a Vega to anchor at the head of the harbor. We walked all around this pretty town, then rode the city bus (85¢ per person) to a large shopping center where we bought groceries and did the laundry.

Spent an evening in Duxbury. Very crowded with moorings, but the cost was only \$5.00/night, a bargain for this part of New England. The harbor master was super friendly and cheerful. Be forewarned--this spot is very buggy.

In Boston Harbor, we anchored at Worlds End on the Weir River. There were many power boats rafted up here, but most of them ultimately left as it was a Sunday.

Our next stop was Salem, MA where we dinghied to a rickety city dock that had a 20 minute limit sign posted. We left our dinghy here all day with no problem. This enabled us to walk all around Pickering Wharf as well as the historic areas of town. The town has a walking tour well-marked by painted stripes on the sidewalks.



Portsmouth, N.H. was next. One can anchor in Little Harbor, then by picking a rising tide, take an interesting dinghy trip (about 15 minutes) to the Portsmouth docks. We visited "Strawberry Banks", an historical area with independent craftsmen, boat builders, a cooper, and potter.

At Portland, Maine, we anchored off Peaks Island--a very pretty view of downtown Portland across the water. This island has a good grocery store, laundromat, and post office. If you want to visit Portland, you can ride the ferry over for \$4.00 round trip. Most everything is accessible by foot, but if you want to go farther afield, you can ride the city bus.

A very worthwhile stopover is Jewells Island, owned by the State. There are fine hiking trails all over the island and several fire pits. It even has a tidal pool which becomes completely enclosed at low tide, offering a pleasant swim on the right day. In Maine, this means it must be very sunny and warm--let's face it, you don't often go swimming in Maine! This island also has a coastal battery which can be explored with a flashlight, but beware of the open manholes. A climb to the top of the lookout tower offers a great view of Casco Bay. You must not be fearful of heights (so says Paul who was somewhat squeamish about it).

We spent one evening at the "Basin", very scenic but buggy. Here, we saw our first seals. Our cat was not impressed.

A couple of days at Boothbay was mandatory, but this harbor is now so crowded that it is best to take a mooring. We rented ours from Carousel Marina, \$15.00/night. This is a pleasant marina with great showers and a courtesy car which comes in handy for grocery shopping and filling propane tanks. If you ever make it to Boothbay, it is well worth the time to take the back passage trip to Bath. You must pick a rising tide. The current is nothing short of amazing--there is even whitewater in some sections. There are two Hellgates which must be negotiated with care, but we encountered no difficulties.

At South Bristol, there is another intricate passage called "The Gut". It is extremely narrow, in fact, there is a channel only about 10-15 feet wide through a tiny drawbridge. At least it appears only that wide when you are approaching it with a swift current!

After a night at Pemaquid Harbor where we spotted a green-hulled Vega, we pulled into Greenland Cove. Lo and behold! We found another Vega, this time a pretty yellow one. Looking through our binoculars, we discovered it was "Nan Sea III", a fellow member. Paul went ashore to inquire if the owners lived nearby. In fact, they lived in the very house overlooking their Vega. What a view! Dick and Nancy Schmehl were very hospitable and invited us for breakfast the next morning. We had a great time. We have met many wonderful and helpful club members on our trips, as well as non-member Vega owners whom we have encouraged to join.

Long Cove at Tenant's Harbor is a must-do primarily for its pristine quarry which offers a great fresh water swim. We spent a couple of days here for just that reason.

Camden is still worth a stop although it is quite crowded and touristy. You can still anchor out here if you don't mind a long dinghy ride to the city docks. We briefly met with club members Paul and Sue Dauite on "Vagrant" who were on their way to their mooring at Belfast.

Warren Island is a pleasant stopover with some hiking trails and campsites. There are several free guest moorings here.

We selected Pulpit Harbor for a tranquil evening only to discover that the yacht club "Corintheans" was going to be in that evening. About 40 boats poured in--we ended up bumping hulls in the middle of the night, but since it

was a quiet evening weatherwise, no harm was done.

Belfast has really built up their waterfront since we last lived in Maine, and it is now crowded with boats. So much so that we had to rent a mooring at \$10.00/night. It is a nice spot to get out and walk around.

This trip we decided to ride up the Penobscot River to Bangor. It is a scenic trip. Moorings at the Bangor City Dock are also \$10.00.

We made the usual stops at Blue Hill, Burnt Coat Harbor, Swans Island, and Southwest Harbor. All of them have their own charm and beauty and have room to anchor.

We decided to head all the way "down east" to Cutler, Maine on this trip, having never been there before. On the way, we stopped at "Mud Hole", very well-protected and beautiful.

An evening at Bunker Harbor allowed us to dinghy over to Roque Island Beach, one of the finest in Maine. Sadly we discovered that hiking the cliffs there is no longer permitted. Too much abuse from fellow boaters. What a shame. There are many other pretty islands one can dinghy to in this area. Most have wild blueberries, free for the picking.

Upon approaching Bucks Harbor in Machias Bay, we spotted another sailboat, the only other boat out besides ourselves. Looking through our binoculars, we discovered it was a Vega so of course we gave chase. It took forever, but we finally caught up to him, but only because he stopped at a mooring in N.E. Harbor. It was member Dr. Karl Larson aboard "Sonnett". We visited for a bit, then both of us headed back to Bucks Harbor as fog was closing in. Dr. Larson kindly drove us into town where we stocked up with groceries. The next day he again gave us a lift when he spotted us walking down the road. Many thanks!

We ultimately did reach Cutler. But we had day after day of relentless fog while downeast--even the lobstermen said they had never seen the like, many vowing never to set traps again. We finally made a quick dash back to Lamoine, stopping only at Jonesport and Sorrento. Jonesport is a good stopover. A local marina has laundry facilities and a coin operated shower.

Sorrento is a well-protected spot with free guest moorings and a fabulous view of Mt. Desert Island. But don't stop here if you need anything besides water because there are no supplies. There is, however, a pay phone at the town dock.

Our trip ended on Sept. 12th. We had come full-circle, having departed Sorrento, Maine on Sept. 25, 1986 bound for Florida. This was our 4th cruise of several months duration, and in order to save money for these trips we had lived aboard "Double Fantasy" for 4 out of the past 6 years. During all of our live aboard time we were either on the move or living at marinas in Florida. At present, we are residing in a winter rental near Bangor, Maine. We will probably be ashore for a while.

All-in-all we had a pleasant, uneventful trip. If you have 3 or 4 months to spare we highly recommend the cruise from Florida to Maine. We spent about \$500-600/month, but we seldom stayed at marinas and generally cooked our own meals.

Smooth sailing,

*Melanie Halvachs*

Melanie Halvachs  
"Double Fantasy"



Your advice needed!

FELIX ARTS

GEN. BUILDING CONTRACTOR

LIC.# 453605

Dear Sidney,

May 11, 1993

I have been a member of the association for two years now and have been looking for a vega and kicking Vega tires for that long. I finally got enough money and sold my old boat, a 24ft Islander Bahama.

There are not as many Vegas on the West coast as on the East coast, so the choices are limited. I located one here or there, but many were in such poor shape, that it wasn't worth it. I also contacted all members in the area and talked with them. Some weren't interested in selling, some had already sold, but most were happy to talk about their boat and experience.

So I ended up buying "Tern", sail #1519 (21973) from Dan Gold, who didn't have much time to use the boat. The boat was neglected but basically clean as far as the gelcoat and interior went. The rigging was in good shape and the Volvo MD6A ran.

The boat surveyed fine. No blisters, no major problems - mostly the usual: plumbing, wiring and old sails. I never had a vega before and found her very tender.

I have a few problems and maybe you or some of our members can help me out. The engine shutoff consists of a string running through the engine cover into the cabin. There must have been a better way originally to shut the engine off. *Any tips on this would be most appreciated!* I also need gaskets for the cockpit floor cover and the cockpit lockers. Of course, the lids need to be replaced since the plywood has delaminated.

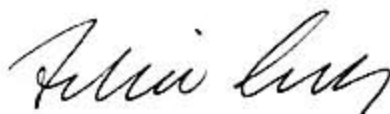
I'm also planning to do the mast reinforcement improvement even though there is little deflection now. "Tern" is equipped with twin headstays. I like that arrangement. You can run twin jibs poled out.

Anyway, I'm happy I got my Vega and am looking forward to sailing her and fixing her up to cruise. I hope to spend some time up the Sacramento River in the Delta this summer.

By the way, while looking for a vega, I got five letters from our members. Unfortunately, all of them were too far away.

I appreciate what you are doing with the newsletter - lots of very valuable data.

Sincerely,



Please send Sid Rosen a copy of your response

TEL: 415-434 1451

145 PFEIFFER

SAN FRANCISCO, CA. 94133

February 27, 1993

822 Highway 90, 31W  
Bay St. Louis, MS 39520  
(601) 467-2414



Vega Newsletter  
10615 Whitman Circle  
Orlando, Fl 32821

Dear Sid,

It's been a long time since I last wrote to you.

I haven't taken "SERENIDAD" out into the Mississippi Sound recently but as soon as I can get my mutual funds set up I plan to tune up the fine lady and possibly head over toward Pensacola or somewhere around there.

I noticed Henry Grant's letter from Sitka, AK about companionway boards. Some three years ago I cut three boards for use there, but took out the center section and installed a Lexan (?) louvered panel, which came with a winter door. This provides ventilation and keeps out the rain.

Also, I have a weather station which operates from 12VDC and provides a memory of four hours of barometric pressure and even has a weather trend arrow and calendar. I recommend it! It takes the worry out of what is happening to the barometer. But it pays to check the arrow every few hours.

I don't know if I told you that I installed mast steps back in 1990. These steps are not the protruding type. They fold down. They cost a bit to install, but getting up the mast from then on to forever is a piece of cake. For anyone needing to visit the masthead, these steps are a blessing.

I am having some overheating problems with my Ducati diesel (24hp) engine, but will save my comments for another time.

I bought SERENIDAD new at Watergate in Houston in 1976 and plan to keep her forever. I hope you will continue with the newsletter for the years ahead.

May the wind always be at your back . . . unless you like to beat. . .

Wendell  
Wendell R. Lloyd  
"SERENIDAD"





27 February 1993  
Petersburg, Alaska

Dear Sid,

What a shock to find my name on the five year honor roll. Has it been that long that I've been meaning to write and never gotten around to it? Guess I'd better say something.

In the fine tradition of newsletter correspondents, I will speak of upgrades and voyages. It blows a lot around here. Last spring I anchored up in a place protected from the waves but not the wind. It blew hard all night, setting my 25 lb CQR deep in the muck. I waited til mid-afternoon the next day for a lull, then set about raising the beast, along with 65 feet of chain. Holy moly, it took me a full hour and a quarter, a few inches at a time, between gusts, to get it all aboard. That gave me the motivation I needed to install the manual windlass I bought a couple of years ago. For some reason it takes months for me to work up the courage to drill holes in that nice white gelcoat. I don't have the same problem at all with any of the beater boats in my "fleet", but progress on Vega projects just seems to inch along. Anyway, now I have a windlass. If the wind would just drop below 60 knots, maybe I could work up the courage to go try the thing out.

The best thing I've done to my Vega is install two oval ports looking forward out of the main cabin. Because of the slant of the deck where they're installed, you can use them at night to look up at the stars or watch the wind indicator at the top of the mast spin in the breeze. Did I mention that it blows a lot here?

It also rains a lot. I'm about to leave for a couple of weeks, so rather than trying to bribe someone to bail my skiff, I decided to pull it out of the water. It's a 14' aluminum open skiff with an outboard -- a real workhorse that gets more use than my truck (living on an island means there's not really anywhere to drive to, but there are plenty of places to go in a boat). It was pouring rain when I headed for the boat ramp, and the icy streets had rivers running on top of the ice. For some reason it never occurred to me that the boat ramp might have the same conditions as the streets. Until I started to slide backwards down the ramp, of course. A person doesn't have a lot of time to map out the consequences once something like that starts to happen. Let's see. There's Tom's trailer and my faithful truck and the camper and all the stuff in the back all headed for the water and...hey! Rescued, by the 20' tides that keep life at the edge of the sea interesting up here. The very bottom stretch of the boat ramp was ice-free, thanks to the comings and goings of the salt water, so I got stopped before sliding to a gurgly end. Nothing to do but load the boat on the trailer and gun it. "Interesting experience..." I mulled later, as I skidded to a stop well beyond the top of the ramp.



The sailing isn't too great up here. In my opinion, it's generally blowing either too much or not at all. Also, the wind is almost always from one direction. You need a good strong reliable engine. But whatever the vessel, it's a great place to explore. Just down the way is the southernmost tidewater glacier in Alaska, which means the icebergs calve right into the water. One washed up on my beach last week. It was about three times as tall as I am when it arrived. Each day it's been shrinking, and now I'm taller than it is. Last fall we had resident humpback whales right out in front. When I came home late at night I could hear them barking (really) out in the fog.

Keep up the good work, Sid. I've made much use of the newsletter and repair suggestions, sometimes in very out-of-the-way places. Alaska teaches one self-reliance. Carry lots of impellers, I always say.



Kim Hastings  
SV Bad Dog (don't ask)

**Hey thar - Welcome**

Nick Honodel  
1012 Cosimano Place  
West River, Md 20778  
Tel (410) 867-1896  
#2915, "Cadeau", 1976  
Berthed: Shadyside, MD

**We're sure glad to  
meet you!**



The following was extracted from  
"Cruising World", Aug '93

**Upgrading with Diesel?**

In response to "Upgrade With Diesel" by Tom Warner (Mar. '93) I have some comments. First, I am a graduate naval architect, worked for the Chris Craft Corporation for 20 years and was Vice President of Engineering with Michigan Wheel for 15 years I have the following additional suggestions:  
**Fuel Tanks:** If the tank is galvanized you will have to replace it with a non-metallic or a metallic one as per *ABYC H33 Diesel Fuel Systems*. Galvanized tanks used with diesel fuel will flake particles of zinc, which will foul the injectors of a diesel engine.

**Gunnar Asker ("Wind Harmony" - #3085) asks:**

If any association member is entrepreneur minded and would like information about "TAKINGCHARGE", a worldwide organization which promotes wellness and financial management, through which it is possible to earn thousands of \$\$ in add-on-income each month by partime effort then such information may be requested from:

Mr. Steve Sture Nordin  
19 East 48th Street  
New York, NY 10017

Please keep us posted -

David E. Anderson  
8240 23.3 Lane  
Rapid River, MI 49878  
Blue Fin #1553

Dear Sid,

Enclosed are my dues and an extra \$800 for a burgee.

This coming fall I am planning to make a circumnavigation of the Eastern U.S. In late September I hope to leave for Chicago and the Mississippi River. From there I will travel south to the Gulf of Mexico. I have hopes of visiting friends in Costa Rica and then working my way back north through the inter-coastal waterway on the East coast, the Hudson River, Erie Canal, and the Eastern Great Lakes - returning home about the same time the following year.

I hope to have my newsletters forwarded to me while on the trip as I truly look forward to receiving them. Your newsletters are a very valuable service to Vega owners in the U.S., Canada, and other parts of the world.

Sincerely

Dave Anderson  
3/10/93

What a wonderful cruising area!

Box 428 Station C  
Toronto, Ont M6J 3P5  
Canada  
March 22, 1993

Dear Sid,

I have just returned after 2 1/2 months in Australia - from Perth all around the coast (south about) to Brisbane & the sunshine coast. Then back through wonderful New Zealand.

Although I didn't see any of "our boats", many had heard of the Vega and it's ocean-going capabilities

What wonderful ocean cruising grounds are there - & all the year around! Not 5 months like we have in Canada. I must look into deck cargo costs for my Vega.

What is the current status of Boat/US membership? I was turned down in May 1991 when I forwarded \$8.50 US under our cooperating group #80091?

Thanks for all your effort in giving us - the membership- the continued interchange & information in the "Vega Newsletter".

Sincerely,

*David Whiteman*

"My Shelia" #641

➔ About Dave Whiteman's non-acceptance by BOAT/US:

Your editor has written BOAT/US for an explanation. There may have been some confusion due to our change of name from Vega One design Chesapeake Association (VODCA) to The Vega Newsletter. / American Vega Association. Should anyone ever have a membership problem, please write or call Sid Rosen.