

VEGA Newsletter

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

25 Aug 1994

Voice of American Vega Sailors

No. 8 - 94

• Who said the Vega is a slow boat?

Several of our newer members have expressed interest in the speed of the Vega on long voyages. For a 27 foot boat the Vega does very well. Recently John Sprague, "Lorna Doone", #1494, sailed 3300 miles from Vancouver to Honolulu, Hawaii in 32 days. In prior correspondence, Nick & Jenny Coghlan, "Tarka the Otter", #1639, reported the following mileages on their world circumnavigation:

	<u>nautical miles</u>	<u>days</u>
Vancouver Island to San Francisco	790	10
Mexico to Marquesas	2737	25
Marquesas to Tahiti	797	9
Bora Bora to Suvarov	701	7
Fiji to Brisbane, Australia	1512	15
Gove to Xmas Island	1937	16
Cocos to Rodrigues	2010	18
Reunion to Durban	1527	15
Saldhana to St. Helena	1687	20
St. Helena to Ascension	713	7
Ascension to Fernando de Noronha	1099	10
Fortaleza to Tobago	1665	14
Monserrat to Colon	1163	10
Panama to Acapulco	1265	25
Acapulco to Isla Clarion	868	15
Clarion to Hawaii	2285	22
Hawaii to British Columbia	2598	28



Nick's longest days run in the South Pacific was 147 miles. The shortest - o (yes!) in the South Atlantic. Fastest sailing was inside Australia's Great Barrier Reef where, with no special assistance from the current he sailed 62 miles in 10 hours!

• Information wanted !

Has anyone replaced the gate valves on their Vega with marine seacocks?
If you have, please contact: Victor & Judy DeLeon
12231 5th Avenue South
Seattle, WA 981768
Tel: 206-248-2587

 Don Pussehl writes:

(We welcomed Don in a prior newsletter, but welcome again !)

Sid,

Hi! My name is Don Pussehl. Last summer, while living in Montana- I purchased - sight unseen- Vega #878 which was on the Chesapeake Bay. Previous to a 5 year hunting-fishing trip in Montana I sold sailboats in Southern New Jersey for 15 years. I vaguely remembered that the Albin Vega had struck me as a good cruising design. Well, on November 1st I left the harbor at Crisfield, Md for the first time (I had waited for documentation for one month) and arrived at Big Pine Key, Fl. on December 24th!
I bought a good boat!

Rigged with all the original gear plus a chute the Vega "Crockodile" had a wonderful cruise down the East coast to Floridat - inside and out. The previous owners, Tim and Barb Cherry had forwarded to me all the newsletters from the boats' other previous owners and it turned out that the boat's first owner was someone that I knew! The back issues and repair manual were a tremendous help !

I have enclosed my check to cover joining, dues and a burgee if they are still available. The last newsletter in the stack that I have isn't very current!

I plan on refurbishing the boat - new running rigging, etc.

Thanks !



Don A. Pussehl

Boat: Albin Vega #878 - Year of manufacture: 1970
Doc #528582 - Home Port Norfolk, VA
Gas engine w. Combi (works great!)



P.S. If the club still has an affiliation with BOAT/U.S. Please send me an application - I'd like to join

Free stuffing box grease (for testing) -
(to the first two responding members)

MASTER LUBRICANTS COMPANY

HIGH PERFORMANCE INDUSTRIAL LUBRICANTS & SEALANTS



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Fine Quality Metallic Lubricants

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FAX: 609.848.2799

July 14, 1994

Mr. Sydney A. Rosen
Vega Newsletter
American Vega Association
10615 Whitman Circle
Orlando FL 32821

We previously reported that this company had gone out of business. It had not, but it moved out of state and we lost track of it.

Dear Mr. Rosen:

Here are samples of our LUBRIKO UR2 GREASE and LUBRIKO BTG GREASE. I believe you will find the BTG more water resistant than both the UR2 and the M-24P. However, you will remember that we had blended the M-24P especially for its tackiness. It may still be more tacky than the BTG or the UR2.

If you do test either of the above products, you can put the BTG on top of any residual M-24P without worrying about cleaning out the M-24P; with the UR2 the M-24P should be cleaned out as best is possible.

* Your current prices for 8oz tubes are as follows:

M-24P	\$4.00/tube
BTG	\$4.15/tube
UR2	\$4.25/tube

Our current minimum order requirement is \$60.00. All pricing is FOB, Westville, NJ.

If you have any questions or if you need additional information, please feel free to contact us again.

Thank you for thinking of LUBRIKO products!!

Very truly yours,

Kenneth C. Runz
Industrial Sales

If you get to test one of these samples, we will later need you to report on it's effectiveness.

KK/ca

enc

* Our final price would have to reflect freight to Sid, then postage to requesting members.

We love our Vega:

FRANK SMITH

2385 Tryon Road
Sidney, BC, Canada
V8L 3X9

Sidney A. Rosen
Vega Association
10615 Whitman Circle
Orlando
FL 32821

5 February 1994

Dear Sid

As I send in my annual dues for about the 12th time, I realize that though I may be one of the earlier members of VODCA, I am also one of the least communicative. This is my first letter.

I suspect that like many Vega owners, I don't have a great deal to write about. We don't make great voyages (like our friends Nick and Jenny Coghlin), nor have we had any great disasters. We bought "True North" as a 12-year-old boat soon after we came to Victoria from Toronto in 1980 - and my log tells me that I have taken her out, usually for day sails, 330 times since, usually with my wife Mary-T and occasionally with one or more of our children. I suppose in total that adds up to about one Atlantic crossing.

In that time we have done all our Vega sailing around the many beautiful islands and inlets at the southern end of Vancouver Island, in the company of whales, dolphins, seals, eagles and many seabirds. We are able to keep the boat in the water all the year round, and have had some of our best sails while our friends in the rest of Canada have their vessels on the hard and under the snow. "True North" has always been reliable and undemanding - not even a stuffing box problem. The original Albin gas engine has had one overhaul, the original sails (# 1247) have had one restitching, the transmission seized up once (when the boat was neglected for six months), I've added a furling jib and a stronger dodger, replaced the cockpit locker lids (twice), patched the keel where I rammed a rock, but otherwise nothing more than an annual (okay, biannual) hull cleaning and repaint with Triple-X has been required. Given the slightest breeze, "True North" will make headway, and we know she can handle much greater winds than the few blows we have encountered.

In all, we're contented Vega owners - and have always felt members of a special club through the great stories and good advice that have come over the years in your newsletter. It is time I thanked you for that.

Best wishes, Sid

Frank



"A stimulating & heartwarming experience of international Vega friendship"

4722 53rd Ave. S.W.
Seattle, WA 98116

February 11, 1994

Dear Sid,

Cheers to you and the Newsletter!

My new wife, Leanne, and I wanted to honeymoon in London to enjoy a Dickensian Christmas of plum pudding, carols, and good cheer. Leanne likes to shop and Harrod's beckoned. What was I do, a novice sailor who wanted to share my eagerness for sailing with my as yet non-sailor partner?

I found in the newsletter the address of the Honorable Secretary of the Great Britain Vega Society, a Mrs. Diana Webb. I wrote to Diana, asking to see their publications, meet some British Vega owners, and perhaps look at a Vega during our honeymoon.

Before we departed I received several VAGB Newsletters in the mail. Once in London, Diana's gracious hospitality provided the spark of warmth we were yearning for. Her sailing partner, Eric Shaw, drove half-way across London to transport us (public transportation stopped on Christmas day) to a full-fledged English Christmas luncheon which Diana and her husband, John, hosted in their home. Diana's mother invited us to her flat for a New Year's party where we met another Vega owner. Later Diana and Eric gave us a tour of their boats stored on trailers on a bank of the Medway River. (I can report, Sid, that Diana's folding chart table deserves to be written up for our newsletter.)

We found this experience in international friendship through boating a stimulating and heartwarming experience. So much so that I sought to prolong the international exchange by buying a 1947 British Seagull outboard. Eric helped me pack it for check-in in his home workshop. The motor was not quite complete so Diana offered to watch the British swap meets (boat jumbles) for the parts I need. Eric collects books on sailing, in my recent letter I offered to send him some.

Little did I know when I bought Raven (in Northwest Native lore the bird who brings death and who also takes it away) that she would lead me to you, Sid, to the Newsletter, to Vega friends in the Pacific Northwest, and now half-way across the world. Raven helped me through the death I felt in a divorce after a long standing marriage and now is guiding me in rebirth and reconnection.

Diana has invited us to join her at the Friendship Regatta in Stockholm this summer. We've invited her to come sail with us in our northwest waters. We extend that invitation to you and other Vegathletes.

Sincerely,

Jim Watson

Jim Watson and Leanne Lucas-Watson
Raven #3215



Bill & Karen Sides have parts for sale -

**9053 Fountain Road
Lake Worth, FL 33467**

Dear Sid,

Thanks for thinking of us. It was good to hear all the Vega news. We've missed sailing, but we sure don't miss the midnight boardings by the Coast Guard.

We've seen quite a bit of the U.S., in our R.V. over the last few years and expect to take off again this summer.

By the way, in our original fashion of never throwing anything away, we still have the original shaft and prop out of "Lyra". When we put the new engine in, we replaced everything.

If anyone's interested, the parts are available. I have no idea how we'd ship it, but guess if someone close by needed it, it might be worth their while to pick it up.

For anyone interested in the shaft & prop, our phone number is: 407-967-7537

If any of our members get down our way we'd love to hear from them.

Thanks again for the update. Please keep in touch.

Sincerely,

Nick & Jenny Coghlan

FCC License Fees to Triple

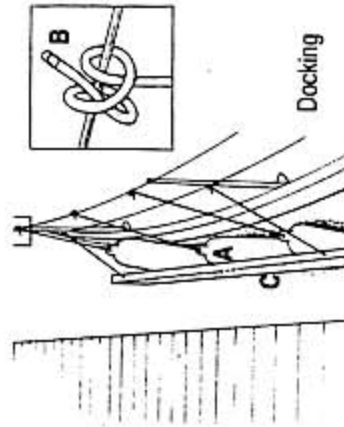
A controversial plan by the Federal Communications Commission to collect "user fees" from boat owners will nearly double the cost of owning a new marine VHF radio.

The FCC proposal, formally announced in mid-March, will boost the cost of licensing a two-way marine radio to \$105, nearly the cost of many radios on the market. This is a 300% increase over the existing \$35. FCC license application fee that went into effect in 1991. As this issue of BOAT/U.S. Reports goes to press, opposition to the fees continues to pour in to both the agency and to Congress.

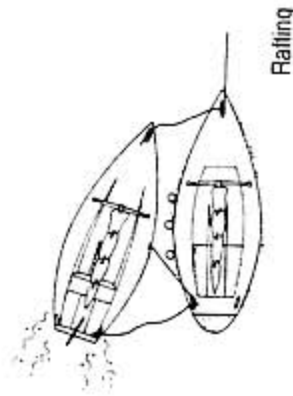
The proposed regulations call for those applying for or renewing a "ship's station license - required for VHF, marine radios, radars, single sidebands, or EPIRBs - to pay \$70 up front for a 10-year "user fee" to subsidize FCC operations, plus a \$35 "Licensing fee". Those with current licenses will pay when their license comes up for renewal or if they apply for a new license.

Boat / U.S. Reports, May 1994.

Using fenders:



Three fenders should be used when docking. One should be placed at the boat's maximum beam (A), the others fore and aft. Use a clove hitch for ease of adjustment (B) and tie off to lifelines for brief periods only. A fender board tied to the toe rail or deck cleats (C) spreads the cushioning effect over a greater area.



When rafting, the anchored boat puts out the fenders. Lines from the approaching boat are taken in and the boat is positioned. Adjust the fenders against the rigging bow, stern and spring lines, varying heights to protect against wave and wake action.

Shawn Rock needs help -

258 North Aberdeen Ave.
Wayne, PA 19078
(610) 687-0144

June 27, 1994

Sid Rosen
10615 Whitman Cir.
Orlando, FL 32821

Dear Sid,

I've got a problem and maybe you can help. The exhaust system on my 1968 Vega #265 has given up the ghost. The stainless pipe that runs from the manifold to the muffler cracked due to heat and vibration. I would like to replace the whole system with something more up to date. Do you know of any other Vega owners who have replaced exhaust systems on their 2 cyl gas combis? What about parts?

I had just gotten the boat back in the water after a major hull refinishing and the pipe broke on our first trip. I'd like to get some idea of what I need to do as soon as possible so I can enjoy my new boat. Please send any information you can come up with to the above address or feel free to call.

Thanks a bunch. I look forward to each issue of the newsletter and think you're doing a great job.

Sincerely,

Shawn Rock
Shawn Rock
Vindfalle

• **Lars Lemby, "Imari" # 7, writes from Sweden:**

The cold weather prevents me from going on on with the big job of 1994: To stop possible osmosis on the bottom of Imari. It has not been bad so far and I am inclined to see that neither will it be. Therefore I have machined away all paint from the bottom. When it gets warmer I will take away the old, now rather deteriorated gelcoat and put on a fresh layer of epoxy-based stuff. There are several sorts and I am investigating all available expertise! I will let you know more when it is done.

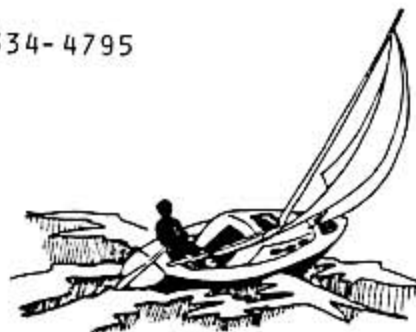
(Lars is head of the Vega One design Association in Sweden and a member of our association)

Baby proofing" a Vega

KENT LITTLE
OFFICE AT SEA LAKE YACHT SALES
WATERGATE YACHTING CENTER, PIER 22
1500 FM 2094, BOX 1611
KEMAH TEXAS 77565
713/3343-1993 Fax:713/334-4795

FEBRUARY 3, 1994

AMERICAN VEGA ASSOCIATION
MR. SIDNEY ROSEN,
10615 WHITMAN CIRCLE
ORLANDO, FL 32821



DEAR SID,

THANKS FOR YOUR POSTCARD. YES, I DID, RELUCTANTLY, SELL MY VEGA LAST MAY. I SOLD HER TO A NICE OLDER LOCAL DOCTOR. HE HAS CALLED ME THIS WEEK TO TELL ME THAT HE ISN'T USING THE BOAT AND WOULD LIKE ME TO SELL IT FOR HIM. SO, I AM ABOUT TO LIST THE BOAT AND BRING HER TO MY OFFICE. PLEASE INFORM THE OTHER BOAT OWNERS AND/OR INTERESTED PARTIES IN THE NEXT NEWSLETTER AND TELL THEM TO CONTACT ME AT MY OFFICE NUMBER ABOVE. I'D LOVE TO BUY HER BACK AS I PUT HER IN EXCELLENT SHAPE (FULL DETAILS AVAILABLE) BEFORE I SOLD HER, BUT I STILL LACK THE TIME TO USE HER PROPERLY.

ALSO ENCLOSED ARE DUES FOR '94. IN THE A RECENT NEWSLETTER SOMEONE INQUIRED ABOUT "BABYPROOFING" A VEGA. I HAD DONE A FEW THINGS TO ACCOMODATE MY YOUNG DAUGHTER AT THE TIME. ONE THING WAS TO PUT AN OVERSIZE LEE CLOTH" ON THE STARBOARD SETTEE. I HADS MY LOCAL NORTH SAILS LOFT BUILD IT TO MY DIMENSIONS AND IT WAS MORE OF A PLAYPEN THAN A LEE CLOTH. IT WAS 30" TALL WITH A CUTOUT TO GO UNDER THE GALLEY SINK AND FULLY SECURED BY GROMMETS AND LINES TO THE OVERHEAD HANDRAIL PLUS FASTENED UNDER THE SINK ON THE BULKHEAD. ALSO, I HAD IT MADE OF THE NEW MESH FABRIC THAT PEOPLE USE FOR THE SIDES OF BIMINIS TOBLOCK OFF THE SUN. THE MATERIAL IS VERY STRONG AND ALLOWS FOR AIR TO VENTILATE THROUGH IT. PLUS, BECAUSE OF THE HEIGHT, WHEN YOUR KID GETS OLD ENOUGH, YOU CAN HAVE IT CUT IN HALF AND IT WILL MAKE TWO REALLY NICE LEECLOTHS FOR EACH BUNK. COST FROM NORTH SAILS WAS AROUND \$65. BUT ANYSAILMAKER OR PERSON WITH A MACHINE COULD SEW IT.

BEST REHGARDS,


KENT LITTLE

• We have plenty of our beautifully made nylon club burgees on hand which we still sell at our cost. - \$8.00. A nice flag to fly !

Propeller shaft slippage



February 21, 1994

VEGA NEWSLETTER
SIDNEY A. ROSEN, Editor
10615 Whitman Circle
Orlando, Fl. 32821

Dear Sid,

I would like to purchase the self adhesive gasketing tape for the cockpit sole. Please definitely put me down for a roll at \$7.00.

In fact, if you cannot get 12 members, I would be more than willing to buy two 50 foot rolls for my own use. Thanks.

Re Peder Grimstad's letter of 16 November on prop shaft slippage. I had the same problem about 3 seasons ago. I picked up a line I was towing behind the boat as an emergency pick-up line (used when single handing). The line wound around the shaft and screwed itself into the stern bearing (where it melted and fused solidly. At the same time the shaft was pulled out and refused to change the pitch of the blades. A real mess.

The only solution I could arrive at was to dis-assemble the Combi and re-set the puller/ shaft etc. This was not a bad job at all thanks to the Vega manual and those who had gone into uncharted waters before me. I also took the opportunity to install a new SS shaft, seals and a *super* new stuffing box from Henry Gustaffson of Vega Marin in Sweden. *Very high quality at a good price.* The only problem I have is that the stuffing box needs an oil reservoir. The strange oil that Henry sends was a little expensive and I have found a replacement oil locally at a custom lubricant supplier.

Thanks again for all the work on the newsletter.

Regards,

Bernard Smith
Vega sail number 3228
2 King Arthur's Court
East Setauket, N.Y. 11733
(516) 689-817 - Fax (516) 689-6617

P.S. Anyone out there have an old Combi prop (hub & blades, or blades only ???)

Thanks.

Our video tape "Vega Westbound" can be viewed without charge. You only pay for return postage to Sid Rosen. Reserve it today

Information requested -

February 9, 1994

Dear Sid,

Please find enclosed my subscription renewal. Your efforts in putting out the newsletter are greatly appreciated, especially by this new Vega owner.

In August, Carol and I bought "Cadeau", sail number 2915, from Nick Honodel who had obtained her the previous year from Phil and Patsy Rogers. Phil was Commodore of VODCA and cruised on her for many years. The boat was in excellent condition and we moved her up to a slip in Smith Marina at Round Bay on the Severn River just a few minutes from our home. We enjoyed fall cruising on Chesapeake Bay that included weekend cruises to St. Michaels and Oxford.


It is great to return to the Chesapeake. I had raced in college and in area keel boat championships during the sixties on the Bay. Vietnam and a service career interrupted my love affair with sailing. You can imagine my excitement when Carol asked if we could do more sailing and was open to buying a modest boat. In 1972 I was skipping a mine sweeper out of Kittery, Maine when I saw my first Vega. I almost mortgaged my soul as I considered buying one then. After a night of cold economic sweats, I let the opportunity go by. It was a good thing considering I was off to Okinawa shortly there after.

What a great surprise when we picked up a copy of Soundings Magazine last August and found "Cadeau" for sale. It only took a couple of hours to realize this was still the right design and the right boat for us.

Though she is was in good shape, we are doing an extensive retrofit to update her rig and bring polish back to her finish. As I write this, she is receiving the final touches to a new Claret Awlgrip topside paint job. You asked if she is still red; she is. I liked her name, but kept getting haled in French and was at a loss as how to answer. So, we have re christened her, "Mystic Rose". After the retrofit I will happily provide a breakdown of the upgrades, sources and costs if you think others would be interested.

- ✓ I have two questions to which I would like other's thoughts. The first requests a source for replacing the two stern vent fittings. We have not been able to find the specific plastic vents. Anyone know of source or a good substitute?
- ✓ The second question is about self-steering vanes. I like the Monitor vane, but it seems too large for a boat this size. I also came across the Cape Horn vanes made by Yves Gelinas. They seem nicely done. Does anyone have a happy experience they can share with me in this area?

Thanks,


Colby Mungler
1101 Opaca Ct.
Crownsville, MD 21032
Tel: 410-849-2520

Please welcome our newest members

David Mendrek & Lisa Laske
P.O. Box 127, Kingshill
St. Croix
U.S. Virgin Islands, 00851
Tel: (809) 778-2129



I use trailer wheel bearing grease -

February 22, 1993

Sidney Rosen
10615 Whitman Circle
Orlando, FL32821

Dear Sidney,

Thank you for the many and interesting Newsletters you have developed they have been so helpful over the past years.

With help from my Vega Manual we completed a over haul on the Combi Unit aboard Cushnoc last spring. This is the second time we have worked on this Combi unit in seven or eight years. The frist time I worked on this drive unit I did it by the seat of my pants your manual made our task much simpler and provide a much higher comfort fact. We must be luckey to date we have had very few problems with the drive unit in our boat. This Combi unit has given use great service and doesnt leak a drop. I have been using water proof boat tailer wheel bearing grease for eight years with good results. .

△ Last August will on our mooring in South Freeport Maine we were run down by a larger sail boat damaging the bow rail and the port side life line stanchions. Do you have any sudjestion on where we can get a replacement for the Vega bow rail. The damaged rail is so Badly damaged it is not repairable. The stanchions may be repaired but I would replace them if I could find new stock items

Enclosed are my Newsletter dues. The Vega Newsletter and owners Manual are so helpful and important with the care maintance of our boats over the years.



Sincerely

Jim Edwards
Jim Edwards

"SID"
PLEASE NOTE
I HAVE CHANGED MY
MAILING ADDRESS
FROM: 81 SHADE ST LEX, MA
TO: 47 NORTH STREET LEX, MA