

VEGA Newsletter

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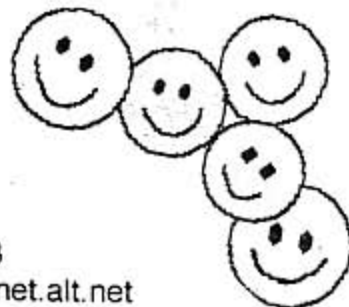
Aug 1999

Voice of American Vega Sailors

No. 8 - 99



Put on a happy face!
Welcome these "joiners"



Dale Hedtke & Amy Brooks
97 West 7th Street
St Paul, Mn 55102

Thomas D. Hamill
7964 Forest Parkway
Springfield, VA 22153
email: TDHamil@worlnet.alt.net

Newbold (Terry) Noyes
Box 133
Sorrento, ME 04677
Tel: (207) 422-3396
email: newnoyes@aol.com

Tom & Tess O'Connor
10775 McDonald Park Road
Sidney, B.C., Canada V8L 555
Tel: (250) 656-7397

Struan & Leonore Robertson
P.O. Box 901
Pepperell, Mo 01463
Tel: (978) 433-0605
email: struan_robertson@uml.edu
#3360, "Lyra", 1979

Luke Sollitt
1139 Blanche St.
Pasadena, CA 91106
"Jobiska" 1972
email: sollitt@srl.caltech.edu.

We hope you will soon be sharing your
experiences with us in this newsletter!



The video tape "Vega Westbound" is still available for viewing by our members. This is a 30 minute tape of a transatlantic crossing by a Swedish Vega many years ago. All you have to do is ask and it will be sent to you. Please return it promptly 10 days after you receive it.



I get awfully annoyed when I read in the newspaper about small personal watercraft (PWC) becoming nuisances. If you have had to deal with any of these craft or with water skiers while on your Vega please write up your experiences for our newsletter.

In the past your editor has had some unpleasant experiences with water skiers while anchored. On one occasion, while eating dinner in the cockpit, my crew and I were harassed by two water skiers who probably felt that I was keeping them from skiing in their favorite spot. The two boats towing the skiers raced toward my anchored Vega and turned sharply away, throwing up a wall of water into the cockpit that drowned our food and thoroughly soaked my crew and I. When they returned and did it a second time I called the Maryland Marine Police on the radio. By the time the police arrived the skiers had disappeared.

Reminiscing the "good old days"

I recently ate at a seafood restaurant and ordered some fresh oysters (on the half shell) as an appetizer. It brought back memories of my old (very old) sailing days when I kept my Vega at Annapolis, Md. At that time I liked to sail to Oxford, Md, stay overnight and return the next day. Oxford is a nice town and an easy destination from Annapolis. To shorten the trip I used to go through Knapps Narrows to the Choptank River instead of taking the longer route around the end of Tilghman Island.

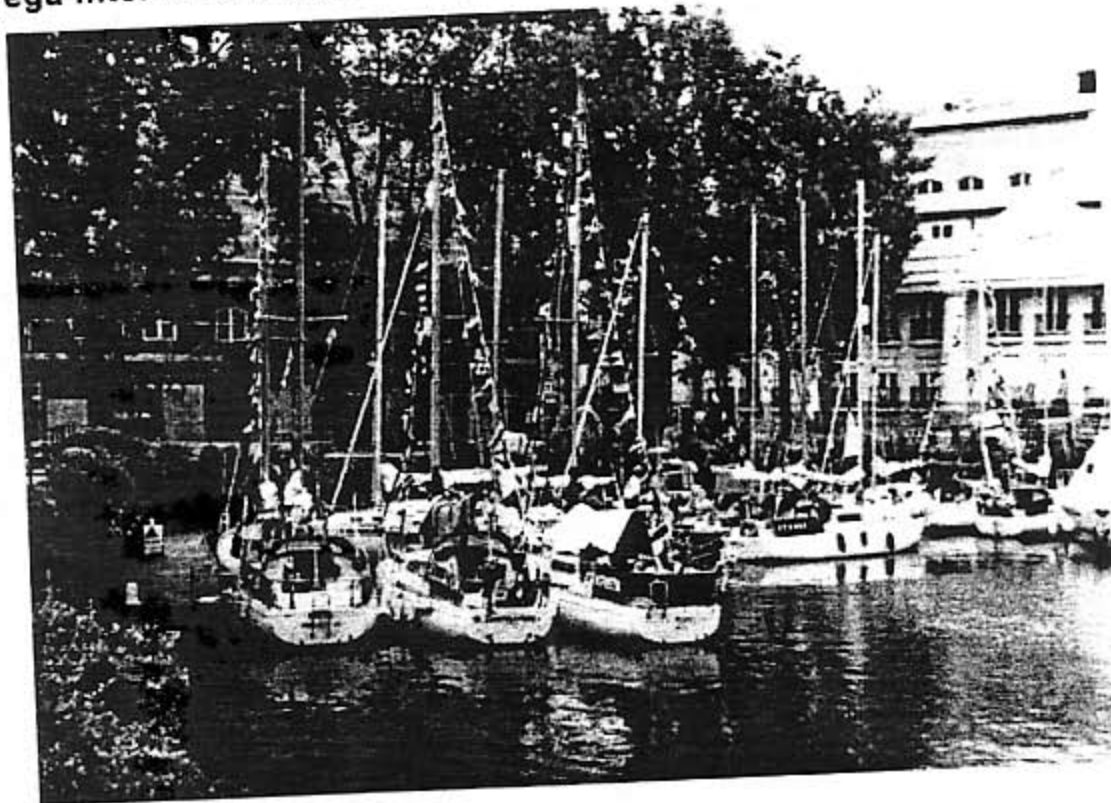
The "narrows" could be very tricky. It seemed that the bottom depth changed with every squall. It was home to a fleet of "watermen" who clammed, oystered, or crabbed for a living. I once stayed overnight at the island- a big mistake! About 0430 hours the roar of the watermen's starting engines "could waken the dead".

The road to Tilghman Island crossed the "Narrows" via a drawbridge. At the other side stood an aptly named "Bridge Restaurant" - with its own dock. At that time, if you ordered an entree, you could eat all the freshly shucked oysters you wanted for only an additional dollar. But your boat had better be away from the dock before the tide changed. The tide didn't change much, but just enough to mire a Vega in the sticky bottom mud. The management didn't like sailboats stuck there (taking up valuable docking space) until the next change of tide.

But the fresh oysters - - umm! (one time I ate 32 plus my entree).



Vega International Friendship Regatta - London, 1998



The Vegas dressed overall at St Katherine's Dock

BRÄNSLETANK I ROSTFRITT.

Formad, rostfri tank, som monteras jämte skottet intill pentryt på Vegans BB-sida. Lev. fullt komplett md slangar, kranar etc. Genom tankens placering kan den elektriska förpumpen slopas och motorn får full dieselförsörjning genom matarpumpen. Uttag för ledning till värmare och elektrisk givare.

- 72 01 Bränsletank
- 7202 Givare
- 7203 Instrument



FUELTANK IN STAINLESS

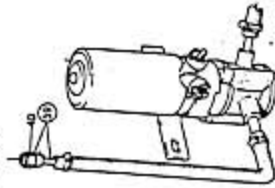
Formed, stainless tank to be mounting besides wall into pentries BB-side. Del. compl. with tubes, cranes etc. The tanks placing does that the electrical forepump can be reject and engine gets full dieselsupport through feedpump. Notch for line to heater and electric giver.

- 7201 Fueltank
- 7202 Giver
- 7203 Instrument

ELEKTRISK BRÄNSLEPUMP/EL. FUELPUMP

Kan användas på alla förgasarmotorer och som förpump på motorer med mekanisk insprutning. Lämplig även som förpump till små marina dieselmotorer. Can be used as a forepump to all small diesel-engines.

- Fabrikat/Prod.: APG, Piersburg
- Spänning/current: 12 volt
- Flöde/flow: 120 lit./tim.
- Elmotor/electr. engine: AEG
- Tryck/pressure: max 0,2 kg/
- Sughöjd/suctopn height: Minimum 50 cm.



Pumpen är helt i metall och är en konstantgående skovelpump. Pumpen är försedd med magnetkoppling mellan motorn och pumpdelen vilket minskar risken för bränd motor. För bästa kylning av pumpens elmotor bör man om möjligt montera pumpen med motordelen uppåt. Vid detta montage ser man en pil på ena bränslörret som markerar utgången för bränslet. På de röda elanslutningar finns markering för plus och minuskablar.

The pump is made of metal and is running permanently. Between the motor and the pump there is a magnetic clutch to minimize burning of the engine. For best cooling, mont the pump with the engine up. An arrow on the fuel-pipe shows direction of the fuel. The red connectors are marked with +/-.

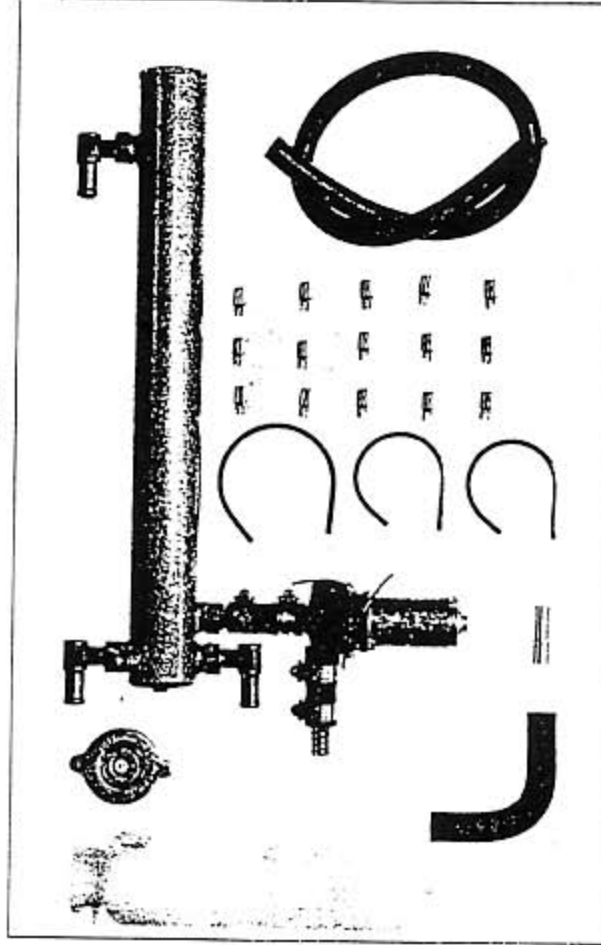
7204 El. bränslepump595.-

Färskvattenkylning

Det är aldrig för sent att montera färskvattenkylning på en gammal motor. Med färskvatten uppnår Du många fördelar, bl.a. minskar man rostangrepp på motorn, får högre arbetstemperatur och enklare vinterkonservering.

Intercooler

It is never to late to put up an intercooler on an old engine. With fresh water You have many advantages. Among other things You get less rust on the engine, get higher working-temperature and simple winterconservation.



Off Engine Kit

Lämplig för alla inombordare upp till 20 hkr. Grundsats komplett med värmeväxlare (svensk tillverkning), cirkulationspump, expansionskärl, slangar och fästidetaljer. 7950 Färskvattenkylning 021-022 7951 Färskvattenkylning MD6 7952 Färskvattenkylning MD7 7956 Zinkanod för värmeväxlare 7958 Cirkulationspump 12V CO10 7960 Gavelpackning

Fitting all inboard engine up to 20 HPR. Principle complete with intercooler (made in Sweden), circulationpump, expansion pan, tubes and fasten iterns. 7950 Off engine kit 021-022 7951 Off engine kit MD6 7952 Off engine kit MD7 7956 Anode to intercooler 7958 Circulation pump 12V CO10 7960 Cover packing



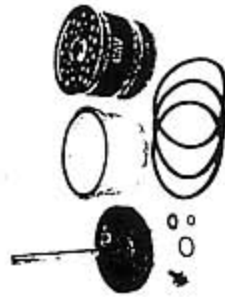
Tätningssats för vattenpumpens axel för Volvo:s motorer.
Sealing kit for waterpump-shaft on Volvo engines.

- 36-37 Tätningar vattenpump MD6A 2 st
 Sealings waterpump MD6A 2 pcs
- 36-38 Tätningar vattenpump MD6B-7 2 st
 Sealings waterpump MD6B-7 2 pcs



omplett rep. sats med tätningar, ackning samt axel.
 Complete repairkit with sealings, gasket and shaft.

- 36-73 Rep. sats vattenpump MD6A
 Gasket kit for sea waterpump MD6A
- 15584 Rep.sats för vattenpump MD6B, MD7
 Repair kit Waterpump MD6B-MD7



-CAV-filter/Lucas CAV-filter

Vattenavskiljande bränslefilter.

- Water separate fuelfilter.
- 17648 Avtappingsplugg
 Drain plugg
- 17109 CAV-filter komplett
 Cav-filter complete
- 17201 Cav-insatsfilter
 CAV-insertfilter
- 17002 CAV-undersatts
 CAV filter kit
- 17407 Glasskål
 Glass bowl



Vakuumentil/Vaccuumventil

Vakuumentil i nytt utförande. För Volvo-motorer med vått avgassystem. Vakuumentil i new design. For Volvo-engines with "wet" exgast-system.

- 7968 Vakuumentil/vacuumentil
- 15738 Reservdelssats/gasket set vakuumentil

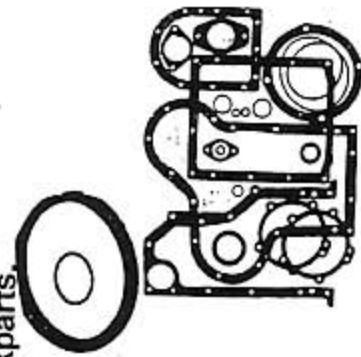
Kvickdelar.



Volvo Penta MD6

- 33583 Avgaskrök för slang
 - 16902 Avgaskrökspackning
 - 16194 Avgas/insugspackning
 - 15036 Avtappingskran
 - 17593 Bränslefilter
 - 17323 Bränslepump
 - 13376 Cylinderpackning
 - 15807 Impeller MD6A
 - 15417 Impellerpackning MD6A
 - 15583 Impeller MD6B
 - 15994 Impellerpackning MD6B
 - 14337 Oljefilter
 - 21379 Sotningssats
 - 15796 Termostat 60 gr C
 - 15780 Termostat 75 gr C
 - 21314 Tilläggsatts helreovering
 - 13115 Ventilåpsspäckning
- Oljemängd 3,0 liter.

Quickparts.



Volvo Penta MD6

- 33583 Exhaust Bends for Hoses
 - 16902 Exhaust Bends gasket
 - 16194 Gasket for intake/exh
 - 15036 Drain taps for cooling water
 - 17593 Fuel filter
 - 17323 Fuel pump
 - 13376 Cylinder gasket
 - 15807 Impeller kit MD6A
 - 15417 Impeller gasket MD6A
 - 15583 Impeller kit MD6B
 - 15994 Impeller gasket MD6B
 - 14337 Oil filters
 - 21379 Decarb . gasket
 - 15796 Thermostat kit 60 gr C
 - 15780 Thermostat kit 75 gr C
 - 21314 Conversion gasket sets
 - 13115 Valve cover gasket
- Oil quan. 3,0 liter.

Volvo Penta MD7

- 33583 Avgaskrök för slang
 - 16902 Avgaskrökspackning
 - 16194 Avgas/insugspackning
 - 40292 Avtappingskran
 - 17593 Bränslefilter
 - 17323 Bränslepump
 - 13136 Cylinderpackning MD7A
 - 13749 Cylinderpackning MD7B
 - 15583 Impeller
 - 15994 Impellerpackning
 - 14337 Oljefilter
 - 21430 Sotningssats MD7A
 - 21431 Sotningssats MD7B
 - 15796 Termostat 60 gr C
 - 15780 Termostat 75 gr C
 - 21314 Tilläggsatts helreovering
- Oljemängd 3,0 liter.

Volvo Penta MD7

- 33583 Exhaust Bends for Hoses
 - 16902 Exhaust Bends gasket
 - 16194 Gasket for intake/exh
 - 40292 Drain taps for cooling water
 - 17593 Fuel filter
 - 17323 Fuel pump
 - 13136 Cylinder gasket MD7A
 - 13749 Cylinder gasket MD7B
 - 15583 Impeller kit
 - 15994 Impeller gasket
 - 14337 Oil filters
 - 21430 Decarb.gasket MD7A
 - 21431 Decarb.gasket MD7B
 - 15796 Thermostat kit 60 gr C
 - 15780 Thermostat kit 75 gr C
 - 21314 Conversion gasket sets
- Oil guan. 3,0 liter.

portion and left it as a part of the bottom half. I was trying to leave the one half intact so that I could use it a starting point for the construction of a new solid rudder. The welded cross members were rusting, so I cut them away and replaced them with identical stainless steel ones that I arc welded together. The heat involved with arc welding these attachments to the shaft caused the shaft to bend. An oversized vice on a sturdy mount was all that was necessary to straighten it out.

I then laid the shaft on the bottom fiberglass shell that I had saved. I used layer after layer of mat to fill from the inner surface of the bottom shell up to where the exterior surface to the other shell would have been. This required over three gallons of resin and less than 5 square yards of mat. Building up this mass was accomplished in only two separate applications and took less than a day. The finish product is heavy, but it can't weigh much more than the old one when it was full of water. I plan to seal the rudder with barrier coat so that the air bubbles trapped the resin don't create an osmosis problem.

The Naval Research Lab is sending me off to Switzerland to install a fiber optic strain sensing system on a bridge that is under construction. My new engine should be waiting for me when I get back. I'm excited on both accounts!

Sincerely,

B

P.S. I am under the impression that you have put together a repowering information package. If it exists and if it would help me with my installation process, I would greatly appreciate it.



The twelve Signs of Age: (copied from the North East Albin Newsletter

1. Everything hurts, and what doesn't hurt doesn't work
2. You feel like the morning after when you haven't been anywhere.
3. There's too much room in the house but not enough room in the medicine cabinet.
6. You turn out the light for economy rather than for romance.
7. You know all the answers but no one asks you a question.
8. You sit in the rocking chair and can't get it going.
9. Your knees buckle but your belt won't.
10. You burn the midnight oil until 9 PM
11. Your back goes out more times than you do.
12. The grey haired old lady you help across the street is your wife.

Dear Sid,

12/31/97

Wow, last day of the year. Never would have believed I'd still be stuck in this port. Oh well, San Francisco isn't a bad place to be, pretty decent weather and lots of good friends. Judy is stuck at work, some problem with the cash registers. When she gets home we'll go out to dinner and then to the yacht club for the rest of the evening.

Lyric continues to slowly progress, I think I'm beginning to see the light at the end of the tunnel as far as the re-powering job from hell goes. This boat has been "extensively" rebuilt. The only original equipment left on the topsides are the two wishbones on the stern for attaching the split backstay. Absolutely everything else has been replaced. Below decks has been getting pretty much the same treatment. Imagine if you could buy everything you wanted from the West Marine catalog at a really good discount. That's what has been happening. I think we can say that when Lyric is done she'll be the best equipped Vega in the world. Also the heaviest and certainly not the fastest. We've raised her waterline three inches to account for all the stuff aboard.

Speaking of stuff, The following items have been sold. Ring cleats, bronze fairleads, combi and the Volvo. I had a message on the phone from Jeff Nolan in Canada a while back. He was looking for short hand rails for the cabin top. I thought I had some but I can't find them. Jeff, I tried to get back to you but the 800 number you left didn't work from down here.

It was nice to hear about your first boat. Like you my first sailboat was an Albacore. 15 ft. LOD, 15 ft. LWL, plumb bow and stern, and it would get up on plane and move out. I sailed that boat all over Hampton Roads and out to the islands on the Chesapeake Bay Bridge Tunnel. Being able to "feel" the bottom and then pull up the centerboard was great as was being able to beach her. The story that I heard was the first ones were cold molded plywood and built by the people that built the Spitfire fighter planes in England. After the war was over the factory was going to shut down and moving into boat building was their way of keeping open. Great little boats.

3/16/98

I meant to get the above out earlier. The engine is in! Yanmar 2GM20, 18 hp top end, 16 hp continuous. All it took was 3 shoehorns. The "pretty decent weather" hasn't been this winter. El Nino has brought us mucho rain. The past week has been beautiful though.

Nothing else has been sold since the above letter. We have an RV in dry storage at the marina and have been using it as a site for storage and work. The marina has recently cracked down on this practice. Unfortunately I had to throw away the fuel and water tanks. If anybody is interested in building a Vega style table I have a set of the bent steel legs and bronze sockets. \$30.00, shipping included.

The knot in the last issue of the newsletter is way cool. We've used it for years. We use one more wrap than you've shown. Also it's best if the knot is made out of a smaller diameter line than the one it's wrapped on. Our safety tethers are made of 3/8" nylon 3 strand with carabiners at each end. A prusik made with 5/16" dacron with a snaphook allows us to shorten the distance from the harness to the tether by however much we desire. The knot will slide along the line and lock when tensioned. Doesn't slide as easily when it wet though. It's particularly handy if you get an over-wrap on a winch. Put the prusik on the taught end of the line, run another line from the prusik through a block and to another winch. Tighten up on that winch, free the wrap and the problem is solved.

Walt Brown

Please find enclosed my check for \$25.00 for membership renewal and a roll of the cockpit sole gasket tape.

Age survey:
Very few members have responded to my request for their ages. To date everyone who answered are over 50



Good Old Boats

A new magazine; a new website

This month a new sailing magazine "Good Old Boats" was born - This magazine caters to old fiberglass cruising sailboats (which includes the Vega) The editor is Karen Larson & her husband..



Creating a Community of Sailors.

Good Old Boat magazine is creating a community of sailors who continue to enjoy boats which are still going strong after 10, 20, 30, or more years. Many were built in the '60s and '70s before any of us really understood the staying power of fiberglass. We salute the manufacturers of these gems!



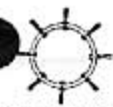
Keeping our Good Old Boats Afloat

Now, many years later, our boats are often in need of upgrades and routine maintenance. These questions come up: Where do I get the parts? Who has done this before and can offer advice? How do others with boats like mine solve this particular problem? What improvements can be made?



Offering a Resource . . . With your Help, That Is

With your help, we are serving as a network so sailors can locate others with similar boats and similar issues. Simply stated, we are creating a community of sailors of good old boats.



Celebrating All Older Model Sailboats

Good Old Boat celebrates Albergs, Aldens, Babas, Balboas, Beneteaus, Block Islands, Bristols, C&Cs, Cabos, Cabo Ricos, Cals, Calibers, Cape Dorys, Catalinas, Catboats, Cheoy Lees, Columbias, Com-Pacs, Coronados, Ericsons, Expresses, Folkboats, Freedoms, Frers, Grampions, Hans Christians, Hunters, Island Packets, Islanders, larger Lasers, Lindenberg's, Little Harbors, MacGregors, Masons, Morgans, New Yorks, Niagaras, Nimbles, Nonsuches, Northeasts, O'Days, Olsons, One Designs, Pacific Seacrafts, Passports, Pearsons, Rangers, Robinhoods, S2s, Sabres, Santanas, Schocks, Seward's, Shannons, Soverels, Tartans, Tashibas, Taswells, Tayanas, Thunderbirds, Tritons, Vagabonds, Valiants, Wanderers, Westerlies, Westerly, Westsails, Yorktowns, the list is beginning to seem endless. We will welcome multihulls and other good old cruising sailboats, even those made of wood! Check out our growing list of sailboat owners' associations. It's amazing!



Try out their website: <http://www.goodoldboat.com>. This very impressive site includes the most comprehensive list of sailboat associations and sailing links that your editor has ever seen. By the time you read this, our association should have been included among the list of associations.

Write for a free copy of the magazine
Editor, Good Old Boat Magazine,
7340 Niagara Lane North,
Maple Grove, MN 55311-2655



Good Old Boat Magazine

• Hi Sid -

I'm still planning on getting my boat down to Baja - at least by the fall of '99. Then across the equator in 2000. However, much to be done!

Gerry Pickard
'LYRA'

An Email from a fellow Vega skipper :

17 Jan 1998

Dear Sid,

I enjoyed "meeting" you via the internet.. Your response has been most helpful. As to my Vega, #827, yes it certainly has been upgunned in the power department.....it now has a beautiful new Yanmar diesel (2 cylinders, about 15 horses.....so that is no problem. The water tank is still usable, but with the cracks in the inspection port, it is not fully fillable.

thought you might have heard about someone glassing in a tank. As to going to West Marine and Boat/US that has been done, and they don't have anything that would fit..I would have to rebuild the front end.....that I am trying to avoid!

As for a flexible watertank, I have not found one that would fit - but thanks for the suggestions anyway!
As for the dodger, your information sounds good.....I can try and contact the Swedish people.

I'm looking forward to your news letter and information on the Swedish company. As for the dodger, your information sounds good.....I can try and contact the Swedish people.

Here are my particulars for your use: **Hal Kearsley**
1902 38th Court,
Phenix City, Alabama, 36870.
Tel: (H) : 334-298-4764

Have you seen the Vega Association of Great Britain's Web page??? Any chance you have one????????????? Thanks again for the quick response and useful information. I will "talk" with you again later

Cheers -

Hal

Safety Afloat : Carbon Monoxide

The January 1998 issue of the BOAT/US magazine carried an article "Clearing the air about Carbon Monoxide". The danger exists - even in our Vegas.

Several years ago one of our members from North Carolina was returning home from a long trip. For whatever reason the Vega was underway using the engine. The member's son said he was tired and went below for a nap. He laid down in the main cabin with both the forward hatch and companionway hatches closed (I presume the weather was bad). After a couple of hours the father called to his son. Not getting an answer he went below and found his son unconscious. First aid was administered but the son did not wake up. At the next port the child was rushed to the hospital - the child would live, but he was brain damaged. For several years the parents agonized because the boy had "gone back to being a baby". He had to learn EVERYTHING over again. And the learning process was extremely slow!

It can happen, it did happen. Lets hope it doesn't happen again

For safety, Install a carbon monoxide detector!

OIL FILTERS FOR DIESEL ENGINES

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD1B, 2A, B, 3B, 5A, B, C, 6A, B, 7A, B, 11C, D, 17C, D, 2001, 2002, 2003	834337 (897321)	14337



IMPELLERSATSER / IMPELLER KITS

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD1A, MD1B, MD2A, MD2B, MD6A, MD10A	875807	15807



DRAIN TAPS FOR CYLINDER BLOCK

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD1A, B, MD2A, B, MD3B, MD5A, B, MD6A MD6B tid. utförande/ MD6B earlier version	807036	15036



THERMOSTAT KITS FOR DIESEL ENGINES

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD6A, B, 7A, B 60°	875796 (833366)	15796



GASKETS FOR IMPELLER COVER

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD1B, MD2A, B, MD6A, MB10A	833417	15417
MD5A, B, C, MD6B, MD7A, B, MD11C, D, MD2001, MD2002, MD2003	833694	15994



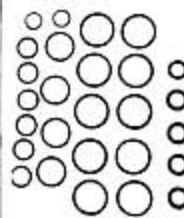
FUEL FILTERS

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD6A, B, MD7A tidigare utf./Earl. vers. MD40A, TMD40A, B, TAMD40A, B, AOD, 40A, TMD41A, TAMD41A, AOD41A, AOD41A Fabrikat/Make: BOSCH/MANN	838593 (243464)	17593



SEALING WASHER KITS FOR FUEL SYSTEM

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD6A, B, MD7A, B	36001100	36-11



OIL PRESSURE SENSORS

Motor typ Engine type	Ref.nr. Ref. No.	Best.nr. Part No.
MD1A, B, 2A, B, 3B MD5A, B MD6A, B	807078	18078



DRIVE BELTS FOR DIESEL ENGINES

Motor typ Engine type	Längd Length	Ref.nr. Ref. No.	Best.nr. Part No.
MD6A	1400	966931	18931
MD6A Till MO/Up to eng. -1234 For startgenerator. Sats om 2 remmar/ For dynamo. Kit of 2 belts	1175	966700	18700
MD6A Från MO/From eng. 1235- For startgenerator. Sats om 2 remmar/ For dynamo. Kit of 2 belts	1140	966981	18981

This concludes the Vega Marin catalogue & price list

Going up the mast - using the mainsheet halyard:

if you ever tried being winched up the mast using the "main" halyard you certainly got very frustrated! After a couple of tries I bought a pair of large wooden blocks and rigged them to give me a 4 to 1 pull - using 1/2 inch laid Dacron line. In use, the top block was hoisted to the masthead and then cleated. It was then easy for my crew to hoist me to the top of the mast on my "Bosun's chair." No sweat!

Regardless, I never did like heights. During my army basic Signal Corps training prior to WW II, I had to put on linesman "spikes" and climb telephone poles. At that time I weighed all of 119 pounds. Climbing a softwood pole wasn't too bad - I could kick the points in rather easy - but going up and down a hardwood pole was sheer terror since the spikes didn't dig into the pole as deep as on one of pine.

Sid Rosen

???

Tell me why
Here in North America we drive our cars from the left side of the vehicle but power-boats have their steering wheels on the right side. Any guesses?

FOR SALE!

Laurence T. Furey
6780 S.W. McCormick Woods Drive
Port Orchard, WA 98387

Dec 29, 1997

Dear Sid -

"Estrilita" is still for sale at the Pablo Creek Marina in Jacksonville, Fl.

Best offer will take it. The boat is in excellent condition for a 1970 model.

Enclosed is my dues check for 1998. All, the best to you and yours.

"Tyke"

Nick & Jenny Coghlan write;

03/03/98

Dear Sid,

All as peaceful as ever here in Columbia - i.e. the usual drugs/.guerilla violence! However, we are very much enjoying things - in spite of everything it is a very beautiful country!

Hope you enjoy the postcard - next time, we're hoping to see Cape Horn as it should be seen, from a small sailing boat to seaward. On the same topic, look out for a series on PBS called "Around the Rim" - a travelogue hosted by Michael Palin, formerly of Monty Python fame. There is an episode on Chile which focusses quite a bit on the south, including a lot of footage on Cape Horn Island.

All the best,

Nick & Jenny
Tarka the O (t)

DRUSILLA COCHRAN SHELDON
13981 BLACKBEARD DRIVE
CORPUS CHRISTI, TEXAS 78418-6322
512-949-0966, Fax 512-949-0918



February 10, 1998

Sid -

I'm sure you remember Bob & Cleo Phillips and their Vega "Thetis" (#2132). They reached Fort Meyers Beach last night after a disagreeable (to say the least) 18 day crossing of the Gulf of Mexico, including 4 days of gale force winds.

The Corpus Christi Caller - Times newspaper ran a two page feature article (Jan 18,'98) complete with photographs about Bob & Cleo Phillips, their "home made" 42 foot catamaran and their long-planned world circumnavigation. Bob is a retired navy captain.



Michelle Christenson/Caller-Times

The Phillips spent over 9 years building the catamaran (fiberglass over wood) installing engines & equipment and even sewing their own sails. In 1987 the Phillips made an eleven month test run in their Vega (Thetis #2134) reaching New England, Bermuda and Florida. Their planned 3 to 5 year circumnavigation in the catamaran will take them from Corpus Christi, TX to Tampa, Fl; Cancun, Mexico; Panama Canal, Marquesas, Tahiti, Samoa, Solomons Islands, New Guinea, Jakarta, Kenya, cape of Good Hope & Buenos Aires.

We wish them God speed, fair winds, following seas, good health and the best of luck!

Rochester, NY

2/12/98

Dear Sidney -

I have made out my check for dues for \$20. so that it also pays for next years dues.

"Della Francesca" is still only dreaming in her cradle. I just can't give up the thought of giving her up but my husband feels "retired" of her. SAD . . . maybe the children - I keep on thinking

Rosemarie Ruhland.



Michelle Christenson/Caller-Times

It's a tight squeeze, but this hull must hold food, dishes and other supplies for Cleo and Robert Phillips for the next three to five years. Cleo will be the primary cook, serving meals such as cereal for breakfast, sandwiches for lunch and beef stew and canned potatoes for dinner. Most main courses will come from cans and jars.

February 16, 1998



Dear Sid

Please find enclosed my dues for the year. Last year was a season of little use of the Seagrace, the boat started the year by sinking at the dock when she went over the side. It seems as though an adjustable Stainless Steel band let loose on the stuffing box. The yard didn't notice her getting low in the water and by morning the only thing showing was the mast. I have State Farm Insurance, the boat and contents was insured for more than the \$13000+ damage, and they discounted the cost of repair and/or replacement by 33 1/3 %. This was material and labor. I still can't get an answer as to how one can discount labor as it doesn't depreciate. Should have read the fine print...Lost in the sinking was my Vodca "owners manual" are these available? If so I would be more than willing to pay for one.

Hope this finds you well

A handwritten signature in black ink, appearing to read 'Jack White', with a long horizontal flourish extending to the right.

Comments from your editor:

In speaking with my local State Farm Agent about Jack's loss and he advised:

1. The other agency probably paid only what they thought the boat was worth-after the sinking (like a "totalled" car after a collision).
2. You can always call for arbitration.
3. That a lot of the articles on board the boat may be covered under the regular home owners insurance policy. (For example: If your car is stolen and you had a lot of your personal items in it, you can collect for the missing things) - in this case; Radios, Loran; rugs, mattresses, clothes, etc.



Walt Shevitski's Canadian adventure!

Hi Sidney;

I have enclosed my check to cover membership in the American Vega Association.

After working on "Remedy" (#161) for approximately two years to get her sailable, I decided to embark on a short cruise on Lake Ontario. In late August of 1996 I slipped her into the water at Sailable Bay on the midpoint of Lake Ontario's southern shore. The trailer hung up on the ramp and I could not extract it even with my Ford four wheel diesel. Fortunately, one of the employees obtained a boom crane & used it to lift the trailer over the drop off. I hoped this wasn't an omen of bad things to come.

My fears abated as I left the docks (4:30 pm) and decided to sail across the lake. The wind was out of the southeast - approximately 10 mph, the weather clear and good sailing was forecast for the next 24 hours. (Hurricanes along the coast were petering out and the aftermath weather would arrive the next day.) Conditions seemed almost ideal. The wind dropped off about 5 hours later, and being a diehard sailor, I dislike running my engine. On this dark cloudy night I was slowly drifting across the shipping lanes - keeping a close watch for "lakers" & freighters. The coffee pot was on and I was enjoying myself.

My destination was High Buff light - then to Presque Isle Bay. After that to Brighton for a lay-over. Well, you know the quote "the best laid plans of mice & men". I ended up off the coast of Canada at Gull Bar - not the most ideal spot for a rest. Time: 1 AM. Conditions were good for anchoring but later turned rotten! Extra lines and anchors were put out and I had a good nap for several hours. I was awakened by the bucking & bouncing about of the boat, looked out & saw that nasty weather had set in. I was about 300 yards offshore with both anchors straining in poor holding ground. I estimated the wind to be about 25 to 30 mph & gusting. The waves were 6 to 8 feet and short - the bay being so shallow. I decided to forgo breakfast and make a run for shelter. The aftermath of hurricane winds would be blowing through. Checking out the lake cruising guide I found a suitable anchorage at Long Point - a cozy but a rather "hairy" hole to get into during a "blow". The entrance is only 5' deep and 25' wide - suitable for small fishing smacks & dinghies. If you put two Vegas together in there you have one too many! Ha, Ha! Well, it blew like the devil for two days so I just "stayed put" and laid low.

Leaving Long Point harbor I set a course between False Duck & Timber Islands, then NNE to Kingston - spending a couple days exploring the area. I enjoyed Fort Henry, the Kingston dry docks, & Fort Frederick - Canada's only military training facility. With a girl's college and a military camp there, it makes the place rather active (to say the least). The Rideau River which empties into the lake was used extensively in exploration of early Canada. The round Martello fortress towers are everywhere. They were used to defend the city from the Americans during the War of 1812. The local food was great . . . and I didn't even have to play "name that food" like when I eat on board my Vega. Warm temperatures & cool evenings made my stay most delightful.

I sailed to the town of Gananoque in the Thousand Islands chain, later staying at 5 or 6 of these national island anchorages - all of them picture perfect! One of them (where I anchored overnight) was under the US/Canadian "International Bridge". That was a mistake! it was like living on the freeway (but a nice spot anyway.)! For a modest fee you can anchor in a snug cove, use the rest rooms, dump your trash, take on (pure) water, use the picnic tables, and walk the trail! You have to wonder how they were able to put houses on islands that are smaller than the house! Did they shrink the house to fit the rock? (Ha, Ha!) If one decided to sail these islands charts are definitely a requirement - not an option! But with the light 10-15 mph winds I did sail through and around

the islands area - tricky, but fun!

After a few days of meandering around I set the way point for Bryant's Castle on the St. Lawrence River and then to Carrolton, where they have an antique wood powerboat, skiff & punt display. Some of the racing Hydra's, etc. have all been reconditioned like new. Spent a few days in the area then left in rain with later gusting winds of 25 to 35 mph. Destination: Sacketts Harbor Navy Point (our first naval base created during the War of 1812. Stormy conditions prevailed - foul weather gear on. Sailing on a reach with full main and #3 jib. Water, water, everywhere and all of it drinkable! Pretty foul conditions but the Vega did nicely. My only problem, which could have been serious was when the starboard center shroud came loose (off the turnbuckle) and bounced around. No problem! I hove to on a port tack & reattached it. Will have to tape them or lock them hereafter. I usually sail solo and the Vega is one of the few boats that will sail itself for short or long periods of time depending on the point of sail (allowing one to get hot tea, coffee, etc. I installed an Autohelm after this trip.

I'm surprised at how well the boat handles. This was the first sea trial for "Remedy". I sailed up the Black River with the wind from the North. The entrance to Navy Point Marina & the municipal marina are easy to get into. The navy installation was created to protect American lives & property in the War of 1812. The town still has the old barracks and some of the commanders houses. Sacketts Harbor was attacked and lost to the British in 1812 but regained later in the war.

By now it was early September and the marinas were pulling boats out of the water. The stormy weather had cleared so I decided to head home. The 65 mile leg from Sacketts Harbor to Sodus Point with 10 to 20 mph winds seemed ideal - so on I sailed! Well, guess what! The wind veered from north to west; then south. First a broad reach, then a beam reach and then a close reach! I had to settle for Little Sodus Bay (approximately 15 miles short of my desired destination) - refusing to motor this sailboat! I suppose I'd have turned it on in a pinch!

Little Sodus Bay is the Fishing Tournament center for the lake. It has a state marina, ramps & plenty of services. It was a dark moonless night when I arrived when I arrived there - couldn't even see any houselights. It was great to see the entrance lights appear! I sailed through the entrance & moored at the parks quay and all of a sudden my engine quit. I couldn't find what happened until the next morning. The main sheet was wrapped around the prop shaft! With the water temperature around 58 degrees I didn't relish the idea of a cold morning swim. I took the main halyard and made a purchase around the mainsheet for tension, turned the engine in reverse and freed the line.

The next day I sailed the rest of the way to Sodus and loaded up for the drive home. I met many nice people on this trip and learned a lot about sailing - sailing is a learning experience!

By the way - one of the items I installed on the boat was an oil filter adapter for a 1995-96 Chevrolet Blazer. The filter is a remote unit with lines that can be adapted to the Albin 12 hp gas engine - a nice small filter base with a filter capable of cleaning with minimum restriction and the filters are available at all auto stores. The base of the unit is made of aluminum and it helps dissipate heat - local auto salvage yards have them.

December 28, 1997

Walt Shevitski - Vega 161
112 Lawson St.
Williamsport, Pa. 17701

Chesapeake Bay
"Screw Pile" Type Lighthouse
- circa 1880





National Vega Associations

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Jeff Johnson, Moondance #9535 writes

9535 Wickenburg Drive
Houston, TX
20 November 1997

Hi Sid:

We have been in contact with Borje Isakson by e-mail. The Isakssons hosted us for the 1994 Vega International Friendship Regatta. Borje is planning on sailing his Vega from Stockholm to England for the 1998 IFR.

Lily and I are hoping to travel with them for part of the journey.

We hope you are well.

As ever-

Jeff

"Has anyone replaced the water tank?"
Please respond to:

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Looking for a used Navik!

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