

- We know our boats have gotten older, but how about our members? In all the years that we have been in existence we have never had any kind of profile as to the age groupings of our skippers. We know where our people live, and when their Vegas were built, but nothing about age. It would be interesting to learn about the "graying in the fleet." If you are so inclined, your editor would appreciate getting a postcard or an E-mail from each of our skippers. Sid's new Email address is published elsewhere in this issue. All information will be confidential; however, an age summary will be published.
- I thank everyone who has helped keep our organization "alive" by sharing their experiences with our other members via our newsletter. But most of the sharing is done when sending in annual dues - early each year. The result: a pileup of members letters which can't be published for many months to come. So please don't wait until January or February to record your sailing, repair, maintenance and improvement experiences.
- It's not too early to be thinking about the next Vega International Friendship Regatta which will be held in Great Britain next year. You won't need your boat. Crew aboard a Vega - meet our European fellow Vega skippers and make new friends. Enjoy the camaraderie, the excitement, and everything else. Remember: there is no language problem. Watch for the announcement later this year or in early 1997.
- "Carolyn and I have owned the 'Vegabond' (hull #1870) since 1973. We often kid that it was our first born, Jennifer and Karen were our second and third. The 'Vegabond' has served us well for the past 24 years." *James J Araujo, Hollis, NY*

DIDO FEENEY (1914-1997)

Your editor was saddened to learn that "Dido" Feeny (mother of Diana Webb, editor of the Vega Association of Great Britain newsletter) had passed away in April. "Dido" was born in Shanghai in 1914 and as a young woman was imprisoned/interned by the Japanese army when they "took" Shanghai early in World War II. Dido was a very remarkable and totally self-reliant woman. Dido and Sid met in Florida several years ago when Dido visited Florida.

Welcome aboard

Joseph Pignato & Claudia Hull
337 Middle Road
Brentwood, NH 03833
Tel: (603) 642-8647
#1999, "Kay", 1973
("Kay" Abenaki Indian word
for "white bird of the Sea")



FOR YOUR

INFORMATION!

Mr. Gunnar C. F. Asker
139 E. 36th St. 6 C
New York, NY 10016

May 7, 1997

Dear Sid,

I thank you for the information about the "LOG of the MAHINA".

A great book for anyone buying a VEGA. After 12 years of fun work and research with my "WIND HARMONY" I have decided to charter from hereon out.

So my 1977 VEGA is for sale. If this letter gets in the Vega Newsletter, my boat is most likely sold, but if not here are the terms of sale:

Boat is in good condition and sold "As is". Sale price is \$ 8,000 cash or \$ 4,000 down and financing by me with the boat as security with \$ 250/month plus \$ 400 financing interest.

It has a HILD installed furling genoa and has been sailed with a boomless mainsail, but the boom is available. It has also been rigged with my patented "JETSAIL" rig for research and also a lot of motorsailing with only genoa and a 3 HP electric O/B. That mode is great for lazy pleasure sailing without disturbing engine noise.


A 3.6 HP gas O/B and the 3 HP electric O/B is included. For an additional \$ 900 an almost new 6 HP Johnson Seahorse long shaft O/B is also available.

Interested parties may contact me at above address before June 15 after which we will be in Sweden until July 26. Then we will charter sail a Beneteau 42 in the Chesapeake after August 15.

With best wishes for a fine summer and kind personal regards,



Gunnar C.F. Asker



Welcome back

Dan Kierns
7 Bull Street
Newport, RI 02840
"Andsar", 1969

Fax # 1.212.697.9433
Telephone: (O) 1.687.4185
(H) 1.685.8133

Mast step repairs

Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821



324920 Georgia Tech Station
Atlanta, GA 30332-1030

Dear Sid,

Sorry that it has been so long since I have written, but unfortunately I have spent nearly all of fall and winter separated from my Vega. School keeps me away from home, so I only get to Maryland to see the boat on breaks. Never the less, I do have an adventure and my extensive mast step repairs to share with everyone.

I had decided to have my Vega hauled out during my thanksgiving break. The free slip that I had been using was mine only until the new year. Besides, I don't feel right having my boat in the water when I cannot check on it, and it needed to be hauled out sooner or later anyway so that I could check on the mast step. I decided to take the boat to White Rocks Marina in Pasadena MD. They seemed to have reasonable rates and were willing to work with my late fall and late summer haul in/haul out schedule. This meant that I needed to sail my boat from its slip off of the South River out to the Bay and up towards Baltimore--around 25 miles. This posed something of a problem. I wasn't done with school until the Wednesday before thanksgiving, and the yard would only be open on Friday. To top it all off, I had to try to make a late thanksgiving dinner.

My girlfriend, Mary, picked me up at the airport on Wednesday afternoon. By the time we had battled belt-way traffic, picked up my warm clothes from home, and finally made it to the boat, it was 8:00 P.M. She had already stocked the boat with food and sailing gear so all I had to do was start the engine so that we could get on our way. We planned to anchor for the night and continue early the next morning.

It was no surprise that the engine wouldn't start. It had been a source of trouble all summer long, but I thought I had solved everything by replacing the leaky keel tank with a larger one mounted in the port cockpit locker. I brought a new fully charged battery with me, but the starter motor wouldn't crank the engine even with the decompression lever up. I damn near wore myself out on the hand crank. It became obvious that I wasn't making any progress, so as a last resort I headed out to Track Auto for some starting fluid. That stuff works like magic, but I hear that it is not too good for diesels--oh well.

So we finally shoved off and head for the bay at around 9:30 P.M. It was cold out (below freezing), but I had a down coat, long johns etc. Mary was a little cold, but in good spirits. The engine is running well. We decided to cook dinner, but it turned out that our container of alcohol fuel was filled with bilge water and diesel fuel. I had forgotten about that. We ended up eating raw tortellini and cold tomato sauce.

(continued on next page)

As we entered the bay, the winds picked up, the water got choppy and the engine was up to its old tricks. I hanked on the working jib and we proceeded on. I took off the cockpit floor to bleed the fuel line. There was a lot of air, but I couldn't understand why; the tank was full. We were out in the bay trying to tack up wind with jib only until about 2:30 that morning. The wind must have been around 25 knots. The waves caused spray to hit the deck which left an eighth inch of ice. We were blown south of the South River while Mary sailed and I played with the engine. I gave up. I thought we needed the main if we were to make any progress, but it was in a bag below, the deck was icy, and we were exhausted. We couldn't make it back to the South River so as a last resort we headed west and dropped anchor in 10 feet on the western shore of the bay. Anchor line was taught all night. As exhausted as I was, sleep came with difficulty.

That morning the wind subsided and it warmed up a little. I confirmed that the electric lift pump was introducing air into the line. I removed it, and the engine took us all the way to the marina-- just in time for Thanksgiving dinner. We were thankful.

Mast Step Repairs

I spent an entire two weeks (an extended spring break) doing very little other than beefing up the mast step arrangement. The marina has to contract out to have a crane come in and do mast removals and replacement. When my mast was removed, they grouped me with two other boats in order to reduce expenses. It turned out that the other two boats wanted to have their masts put back on before I would be done with school in June. That meant that I would have to finish all of my work on the mast step during spring break, or face an outrageous bill to have the mast put back on.

The deck compression was visible from above and below deck, but it was never so bad as to cause any rigging tension problems. I figured that this would only be a matter of time. It seems as if the compression was a result of weakness in the beam and bulkhead structure underneath the deck, as well as the deck itself. Albin laminated a wooden network in between the top and bottom layers of fiberglass in the mast step area. This wood takes the place of the P.V.C. core found elsewhere in the deck. This wood runs lengthwise under the raised portion that the mast sits on, as well across the arch above the bulkhead, and under the teak deck rails. I realize that the P.V.C. is not appropriate in this region, but I think that wood was a poor choice of alternate materials. The problem is that this wood can very easily take on water and rot. As a result the deck itself compresses under the mast. Elsewhere, the wood will swell. The Vega Handbook shows a diagram indicating the location of all of these wood inserts. If your wood has taken on water, odds are that you will be able to see and feel a ridge in the deck surface in the location of the inserts.

My rather drastic solution was to cut out the upper surface of the deck to remove the wood inserts. A router was extremely helpful. Before I did this I needed to make some kind of jig that would tell me how the raised portion of the mast step was oriented, so that I would be able to make a new one of the same height and at the proper angle to accept the mast. This was accomplished by laying a particle board plank over the mast step that



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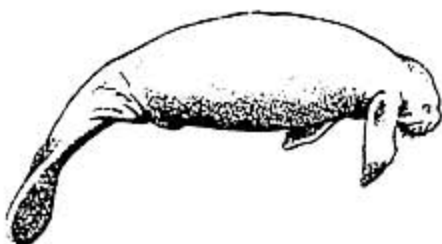
was cut to fit between the front hatch and the main cabin deck. Then plastic wrap was laid down underneath the plank and polyester putty was used to mold the plank to the deck.

After peeling off the top fiberglass layer above the wood, I dug the wood out with chisels. After all the wood was out I began replacing it with woven rovings. Once it was filled up to the surface of the deck, I sanded it flush. Then I laid up sheets of rovings covering the entire mast step deck area--about six or seven layers in the middle, tapering out to one. Then I had to start building up the raised portion of the step. I did this by making a rectangular "mold" out of cardboard and tinfoil taped onto the deck. This helped me to build up the raised step without making a mess with the resin. After that, there was a lot of grinding, sanding, filleting, etc. My jig worked well to assure that I had the final step surface correct. Then I drilled the hole for the mast tube and finished up with two coats of Interlux's Brightside polyurethane. I found that a mixture of Grand Banks Beige and Matterhorn White can reproduce the deck color fairly well. Getting the right mix of the two isn't that easy though. I am happy with the final result. It is not as perfect as the original, but it's got it where it counts. When I drilled through for the mast tube with a hole saw, I pulled out a solid plug of woven rovings at least 3 inches thick!

I also attacked the problem from below the deck. I replaced the half inch-main bulkheads with 3/4 inch marine plywood. The vertical supports I duplicated with oak. The beam across the top I also made out of oak, but the new one extends one inch lower than the original and is also 1.5 inches thick. I have another one like this on the other side of the bulkhead as well. They are glued to the bulkhead with polyester resin and are through bolted with 4 large bolts. The gap between the bulkhead and hull was filled all the way around with bondo.

I now feel the mast step is the strongest part of the boat. It is nice to have this whole ordeal nearly behind me (they haven't put the mast back on yet). It looks good, and what's better yet is that I have one less thing to worry about. It was a huge undertaking for two weeks though. I was extremely happy to get back to school so that I could relax. I need to thank my father for helping me meet the deadline on my last weekend of spring break.

In addition to all of the above, we also installed a Forspar lightning diverter, anchor light, and new VHF antenna. Also, I think we fixed the wire clanking problem using pipe insulation and zip ties as per Walt Brown's recommendation. Mary also helped with finishing the bulkheads, cleaning up my messes, and doing a beautiful job painting the new name on the transom. My Vega is now named Aberration.



Sincerely,

Bryan Althouse.

5/6/97

10 Mar '97
Boulder, CO

Hi Sidney!

I hope this finds you well and happy!

I need some changes made on the membership list:

My first mate is "Lynda"


My Zip Code is; 93035

Our home port is Santa Barbara Harbor

My wife Linda and I live on "Wanderlust" here in Santa Barbara harbor. My Vega "Wanderlust" #81 is doing great! I've repainted or varnished the interior, put in new portlights and have redone pretty much of everything. It was a big job but well worth the effort. This summer we plan to hang out at the Channel Islands every chance we get. These are four islands 25 to 30 miles off our coast. We love our sailing home!

Linda has her own boat - a Westsail '32; a beautiful ocean-going cutter. Her boat is in Channel Islands Harbor, 37 miles down the coast from Santa Barbara. We drive down there very often. The mailboxes are cheaper there so that's our mailing address now.

Mick


Mick Nelson and Linda Dalton
3600 S. Harbor Blvd., #362
Channel Islands Ma. CA 93035

Dear Sid'

Thanks for the #2-96 issue of the German Vega Newsletter. The issue was primarily devoted to reporting on last years International Friendship Regatta in Travemunde, Germany.

The new Chairman of the German Vega Association, Klemens Hewkes thanked everyone involved for a very successful event; especially Jurgen Poppe (who stepped down as Chairman - no reason given!) for his work in setting the groundwork for the event. The new editor is Dieter Glatzel who hopes to make some changes. in the newsletter using some new computer software. There were also some letters of thanks for the hospitality extended and the great time had by the Dutch and Danish contingents. With 26 boats starting, first place in the regatta fell to none other than Lars Lemby. Lars wishes everyone the best as he steps down in favor of Walther Nerving and Elly van Soest. (Lars is remaining as "Honorary President".)

There was a long article about the sailing vessel Tagamago's overland trip to the Baltic and subsequent cruise up to Denmark and return. Finally, if you have any more copies of Robert Eckwalls list of harbors/marinas in southern France, I would appreciate a copy.

Until the next issue
Frank Gallardo "Cin-Cin"

Frank G.



Your editor is now on line. You can reach

Sid Rosen at:

sidnock@aol.com

Needing a replacement waterpump diaphragm?

5206 East 131st Ave
Tampa Florida 33617
4 March 1997



Dear Sid.

Have been very busy around here since I retired on June 22, 1996, after 46 years with the railroad. During the last few years that I worked I averaged about 65 hours a week and those hours didn't leave much time for anything else. I had enough projects in my garage and workshop to last a couple of years but am gradually getting things under control.

I bought a new Yaesu transceiver, but have not had it on the air yet. When I got my "ham" ticket in 1947 almost all equipment was home built. After WWII, surplus radio equipment could be bought for so much a pound. I guess they considered most of it junk. The taxpayers are probably still paying for all of it!

I've found a new material for the Vega galley water pumps. (remember, I had sent you one for evaluation). I would make a set of these diaphragms for any of our club members who might need them. Don't know if they are available from a commercial supplier any more. Anyway, pass the word along!

The Vega newsletter contains a lot of information on things that apply to any boat, and I don't want to miss out on anything.

In January of 1996 I bought a 1971 Mariner ketch (31 ft) I plan to go to Dry Tortugas in May. If the weather is good I might even go to VP7 land (Bahamas).

"73" and "DX"


John Ritter
"Freiheit" #1037

(Your editor has always been intrigued with the old fort on the Dry Tartugas. This is the fort where doctor Mudd (who set assassin John Wilkes Booth's broken leg) was confined. He was later pardoned for his efforts in stemming a smallpox epidemic on the island. John: please tell us about your trip!





Capt. Esmond D. Smith, Jr. (USN-Ret)
58 Heritage Drive
Portsmouth, RI 02871

March 27, 1997

Dear Sidney,

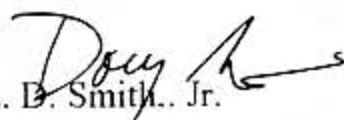
Thanks for the note reminding me about my membership. I regret that I will be dropping out of the association since I sold "Sundowner" (Vega #978) last May to a young guy named Terry Brannick who lives in Narragansett, RI and now have a new boat, a 35 Chris Craft Carib 35 Ketch. I'll pass on your letter and address to Terry. He has done a major rework of "Sundowner", installing a new diesel engine, sanding down and repainting the entire hull (the topsides look like they have been awlgripped!) and customized the interior. The hull is now dark blue and looks like new. While I was sorry to sell her after 18 years, I am delighted that her new owner is a real craftsman who can give her the attention and care she deserves.

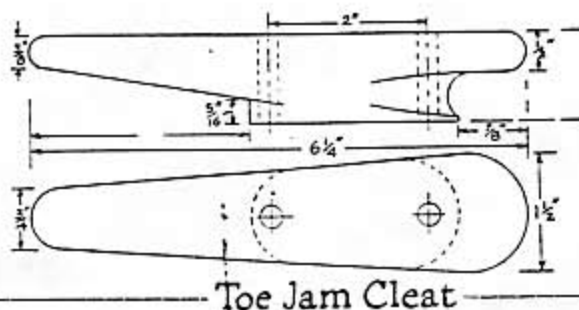
My new boat is huge in comparison with "Sundowner". When I was stationed in Taiwan in 1978 I sailed to Okinawa and back on the last Chris Craft Carib 35 made at the boatyard in Keelung. I thought the boat was great then but way out of my price range when I returned to the states. Luckily they have gotten old too! Nanci and I started searching for a new boat 2 years ago and looked at a few Carib 35's which were in pretty poor shape. Last spring we found our new boat in Kingston, NY, up the Hudson River. The owner had refitted and used it for crewed charter for one year until he found out how much time is required to operate that kind of business. As a consequence, however, the boat has all kinds of extra equipment - radar, hot pressure water, a fridge, HF radio, autopilot, etc. and they all work. It also has a large diesel engine (41 hp) that drives the boat at 6 kts with ease.

Nanci and I plan to spend the month of July cruising up in Maine this year. The boat's name is "Tai Ping" (Chinese for "Great Peace") and she is a pleasure to sail.

I deeply appreciate the excellent and highly useful advice which you and the members of the Vega association have provided me over the years. Your personal interest and dedication has been the key to its success. Many thanks Sid, and best wishes.

Sincerely,


E. D. Smith, Jr.



SID:

In my previous letter to you I wrote about my aborted fishing expedition to Sitkoh Bay due to a faulty bilge pump.

The pump was later fixed and I later rallied my spirit of adventure and struck out to the South. This time to spend a week or two along the west coast of Baranof Island. The first stop was to be the Redoubt to snag some Sockeye Salmon; then on to Goddard Hot Springs - a few miles farther on. From Hot Springs Bay I would meander down the bay . . .

Redoubt Bay is about an hour and a half from Sitka when traveling at The Koinonia's usual speed. On arrival at the Redoubt, I dropped my 25 pound CQR anchor inshore of a 45 foot sailboat and let the flow from a creek drift us back into about 15 to 20 feet of water.

A few fish were jumping nearby, but after about two dozen casts I put my tackle away and sat back to watch the other fishermen. They were not having any better luck than I had! After being anchored for a couple of hours I decided to re-anchor in a different site. In my present location, if the anchor were to drag, the current would push The Koinonia onto the beach in no time at all. I started the engine; pulled the anchor line aboard hand over hand against the current; then, straining a muscle, I broke the CQR loose from the bottom and hauled chain and anchor aboard as fast as I could. I hurried back to the cockpit and put the boat into forward motion before Koinonia could drift onto the beach which was coming up fast astern. I anchored again about a half a mile away in five fathoms, well out of the grasp of the current from the creek.

The next morning my back was beginning to stiffen so I decided to give up trying to get some Sockeye Salmon. Going to Hot Springs Bay and soaking in 145 degree water seemed like a better thing to do. With the engine running in neutral I again hand over handed the anchor line until it was directly over the anchor, took a deep breath, and laboriously hauled anchor and chain aboard. As I worked my way back to the cockpit I thought about Kin Hastings's letter of a year or so ago about hauling in her CQR and 65 feet of chain, and how she was motivated to install a windlass., I had only 20 feet of chain and needed a windlass.

The boat had traveled less than a hundred yards when I noticed an erratic behavior of the Koinonia. If I had a gasoline engine I would have thought one of the sparkplugs had fouled from the way it was acting. I turned around and re-anchored in the same 5 fathoms I had just left. I pulled the fuel filter but it was as clean as can be with no sign of water in the diesel fuel. I restarted the engine and everything seemed OK. With my greatly aching back I crawled to the bow and "inched" everything aboard - again thinking of Kim and her windlass.

I made it home!

(continued on next page)



After about three trial runs around the harbor on three consecutive days I still had a problem: a very sore back and a faulty reduction gear. I pulled the gear box and sent it to Stewarts' Marine in Seattle. I was told that it would cost nearly as much to get it repaired as to get a new one. Neither Stewarts' or I had any idea of what went wrong. I remember the term they used was "burned"- burned up inside! Then I found out that the warranty on it had elapsed by about three months I ended up getting a new reduction gear at a cost of \$850.

I could have purchased a good anchor winch for that amount.

And so, the month of June was the beginning and ending of the 1996 sailing season for the Koinonia and me.

Henry Grant
Sitka, Alaska

=====

The Vega Newsletter
10615 Whitman Circle
Orlando, Florida 32821



Dear Sid Rosen

My name is Joseph D. Pignato, 337 Middle Road, Brentwood, NH 03833 and I own hull #1999, built in 1973. I found my boat in a boatyard in Newburyport, MA. While there I had the pleasure to meet Robert P. Vogel from the same city who bought the other Vega in the yard. Bob told me about a bunch of other Vega skippers who really liked their boats and formed a group.

I have been boating for over thirty five years: a lot of singlehanded stuff, Newport to Bermuda, Halifax Race, etc., etc. and bought the little boat for a "quickturn-around" and resale. Well, as things go, I have fallen in love with "the little boat". She is almost restored back to factory fresh.

I would be very pleased if you would forward me an application to the American Vega Association so that I may benefit from other members input.

Thank You
Fair Winds
Joseph Pignato

"Our boat is in pretty good shape for her 27 years and we adore her!" . . . David Sylvia

March 21, 1997

Dear Sid -

First, I'd like to tell you how much we enjoy the newsletter and look forward to every issue. It is very informative. Over the years I have gotten dozens of tips that I have put to good use.

Our "Wasa" (#877) spent two years (1993-1995) on the hards in a plastic shed next to the house. I gel-coated the topside and removed all the deck hardware and painted the deck. I had all the hardware fittings re-chromed and they look like new again. (Unfortunately, our chroming place lost the top to the manual bilge pump in the cockpit - so I had to get a different one). I made new hatch boards and replaced the cockpit locker seat/tops with teak plywood. Below deck I removed the vinyl hull liner and put in 1" closed cell foam. Then I got some "headliner" type material from Freedom Yachts That I put on top of the foam. The result was immediately noticeable - brighter, quieter, softer!

Turning to "Wasa's aging gear - I had a new fully battened main built by Hardstick, and bought a Hood roller furling system and a new jib for it. Cramer of Pawcatuch CT made me a dodger. The dodger and roller furling gear have made a world of difference! *I only wish I had done it years ago!* The dodger is small, but perfect on the cool fall days when you don't want or need spray in the face! The jib is designed to keep its shape as you roll it in and performs amazingly well! (The opinion of this old racer!)

The engine is still the original gasoline 0-22 with the Combi. I replaced the stern tube bearing with a Teflon one machined to fit and replaced the stuffing box with a 1" Perko "box". No more water into the bilge! I was having overheating problems with the engine so I removed the manifold - finding rust everywhere - and lots of it! I was able to flush a lot of it out of the engine and cleaned the manifold; but I think I need to remove the engine head and look deeper. Removing the rust did help a lot and we didn't have any problems last summer with overheating. Does anyone know if head gaskets for the old 021/022 gas engines are still available?

I also stripped the bottom of "Wasa" down to the fiberglass and faired up any imperfections. I FOUND NO BLISTERS. The boat is in pretty good shape for her 27 years and we adore her!

That brings you up to date with the changes we've made.

As usual, we're looking to our next newsletter!

Sincerely,

David Sylvia

