

# VEGA

# Newsletter

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

25 Oct 1996

Voice of American Vega Sailors

No. 10 - 96

**You sail my Vega in Sweden - I'll sail yours here!  
(or please rent me your Vega)**

Stockholm, Sweden

Dear Mr. Rosen !

We are the happy owners of the Vega called "Matilda".

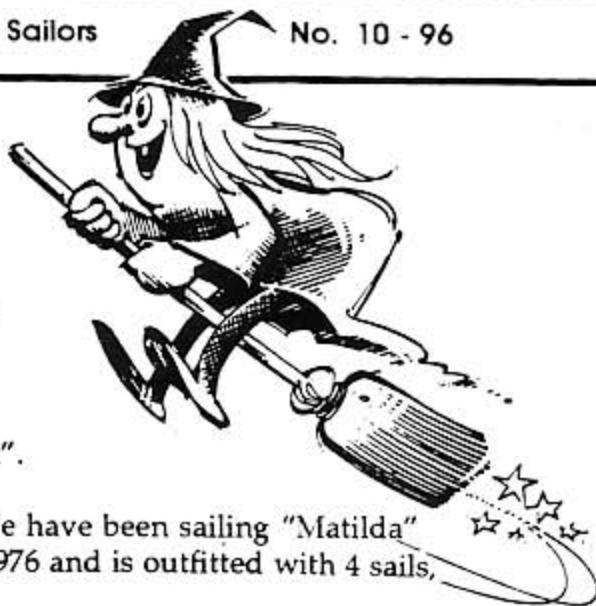
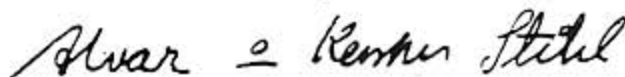
The boat is kept in the archipelago off Stockholm. We have been sailing "Matilda" for the past eight summers. "Matilda" was built in 1976 and is outfitted with 4 sails, warmer (heater), autopilot and VHF radio.

We would like to either rent a Vega owned by one of your club members or temporarily exchange our Vega for another Vega belonging to one of your club members. We have both been examined for the coastal yachtmaster's Diploma and one of us has offshore Y.D.

We would like hear from you even if the answer is "no" to our inquiry above.

Yours faithfully

Our address is  
Alvar Stihl  
Slalomvägen 1  
12949 Hägersten  
Sweden



- **Just a reminder -**

The most enjoyable cartoons which we have been running on the back cover of our newsletter for the past 3 1/2 years, were furnished by long time members Paul & Melany Halvachs ("Double Fantasy", #1826). Again our thanks!

- **Boat /US is on the web!**

Visit them on the net for boating news, weather forecasts, consumer & safety tips as well as info about BOAT/US services: <http://www.boatus.com>.

- **Visiting Australia?**

Gus & Jan Edison (Lyric, #1772) would like you to call them. Their telephone # is: (02) 9969 4481.

Was this Auto-Marine? We don't know of any Albin in Florida!

Dr. Esmond D. Smith, Jr.  
58 Heritage Drive  
Portsmouth, RI 02871  
Telephone: (401) 683-1518



Sid Rosen  
Vega Newsletter  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid,

Somehow I must have missed the annual call for dues - mea culpa! Enclosed is my check for \$10. I also want to respond to your repowering survey - I repowered in 1986 by buying a new ALBIN gas engine from Albin Marine in Florida. When I had called for prices on replacement parts, I mentioned that it would be cheaper to buy a new engine and they said they had one! I had it shipped up here to RI and installed, keeping the same Combi transmission and shaft/prop assembly. It has worked OK. Although I don't like the Combi system, it has held up admirably and is now entering its 26th year! My main shaft bearing has some play but I keep it well greased to control leaking. I would probably have replaced the bearing by now if it wasn't for the complexity of the Combi drive.

I hope that you are doing well. I retired from the Navy in 1991, completed my Ph.D. in 1994 and am now a full time member of the graduate faculty of Johnson and Wales University in Providence. I'm enjoying my work and also the summers off! My wife Nanci and I are looking for a larger boat to do some serious cruising in New England. Unfortunately SUNDOWNER (978) is seeming a little small to us now - a function of age, I guess. I'll sail her in the Newport area until we fleet up something bigger but she is for sale if anyone is interested.

I may be in the Orlando area for a short visit in March. If so, I'll call to say hello. Keep up the great work on the newsletter.

• *Our sincere condolences to:*

Mrs. Norma O'Brien & family  
800 North Plymouth Road  
York, Pa, 17402

on the death of  
Joseph O'Brien, Jr.  
("Sonata", #1910)

*Memories will always keep him dear  
to all the hearts that loved him"*

Cheers,

Doug Smith

Vega for sale:

Michael McCoy  
P O Box 12018  
Gainesville, Fl 32603  
December 18, 1995

Happy Halloween



Sidney A. Rosen  
10615 Whitman Circle  
Orlando, Fl 32821

Dear Sid,

Enclosed is a check for my dues that are long overdue. Please note the new address.

Vega #1392, "Dream Catcher" was built in 1971. I found her in Jacksonville, Florida in February of 1992 where she was suffering from loneliness. Over the next two years I rebuilt most of the interior, had new cushions made, replaced the hatch covers and removed the old glass ports and weathered grommets and replaced them with Lexan. I had to completely rewire the electrical. The sails were in good shape but I had all the stitching replaced by a local canvasser. A new paint job top to bottom and the old ugly duck turned swan like, so much so that my friend who had sold me the boat started to rethink that proposition!

The MD6A was a bust. Parts had been stripped and the engine itself was in visibly poor condition. I spent a thousand dollars and three months toward a rebuild and when it was supposed to be like new again the fuel injector pump went out. I had no desire to throw in another thousand plus instrumentation. I learned my lesson with the Volvo dealer monopoly and a three month wait for very expensive parts. Plan B, which was really Plan A if I had not let my friends nudge me into a rebuild, was to get rid of the Volvo and replace it with a 10hp Honda outboard.

Now if you take out the MD6A and Combi, the fuel tank, exhaust system and all the associated creatures that required to keep the beast running, you have a large weight reduction and more importantly storage space, clean storage space. I glass sealed the shaft log with a soft patch in case a future new owner would want to repower with an inboard. I also sealed the exhaust port, salt water intake, and both thru-hulls for the head (replaced with porta-potti) leaving only the sink in/out as the only below water line thru-hulls.

So now I take the risk of being snubbed by those inboard "purists" but the Honda is quiet and a very efficient 4 stroke and will purr along day-in and day-out without a whimper. I find it is also easier, to remove, in a hurry, unwanted objects from the prop of an outboard. An 80 gallon black plastic garbage bag that floated half the way around the world just to find my prop in a North Florida seaway at midnight, in a storm, with a out-bound container ship bearing down on my bow and an in-bound car carrier closing on my stern! Transferring to the dink and bobbing like a cork while cutting the bag out with my knife was preferable to diving on a submerged propeller shaft! The outboard and the fuel tanks are out of the way and easy to maintain. My first priority for sailing is having good ground tackle, a reliable compact dink and numerous spare jars of peanut butter.

In February of 95, after cruising the islands around lower Georgia and North Florida, I got underway heading south in the ICW. The weather was not warm! The night I anchored in the ICW near Jacksonville Beach turned cold and deposited ice on the cabin top. I cruised along the ICW the next week attired in long johns, wool hat, gloves and my heavy foul weather jacket that was left over from my Coastie days. An earnest search for a red clay flower pot in Titusville proved successful. With this \$3.98 jewel, inverted over the alcohol stove, I maintained a cozy warm cabin at night when the wind howled.

I watched my first shuttle launch at Titusville aboard a Canadian ketch with other cruising sailors and families bound for the Caribbean. We anchored about two miles off with no obstructions to our view of the gantry. At 0100 on a dark night someone flipped a switch and the world was white for the next 11 seconds. The only initial sounds when the lights came on were the snaps of shutters and whine of video recorders as we watched the rocket climb. Then the sound waves came rushing across the top of the flat water of the bay and hit us dead on. The true joy was in the lot of us sitting around for hours afterward with good food and drink and realizing we had thrown together this night to watch history in the making!

The following week gave way to our little group sight seeing, rafted or anchored together at various way stations along the ICW sharing dinners and trips ashore. Good memories linger of the home made beef stew aboard "Imagine" at Dragon Point and the pasta and wine party in side Titusville Marina aboard "Caribbean Sol" while waiting out a storm.

At St. Lucie I headed west alone and said good-bye to my new friends and hello to others. The cold spell that engulfed the area this month proved to be a mixed blessing as I traversed the canal and Lake Okeechobee. I continued to wear



hat and gloves until I reached Fort Myers but the swarms of swamp bugs ran for cover and left me unscathed. The marina and the restaurant at Indian Town are worth the lay-over prior to crossing Lake Okee. The restaurant has full-coarse single menu nightly and will provide transportation from the marina and back. The price is right and hospitality to sailors is soothing. I turned north at Fort Myers bound for St. Petersburg and soon had the emerald green water under the keel. Dream Catcher performed well during the forty-five day adventure. Two soft groundings (this is where good ground tackle and a dink are priceless) added to the memories as did the consumption of four jars of Jiffy and a foray of steamed veggies, a shuttle launch and new friends.

I spent the winter aboard and in May of this year I pulled Dream Catcher out of the water at Ruskin, Florida on the south side of Tampa Bay. A cross country bicycle ride filled my summer and in September I found myself back in College after twenty-five years. There will be little time for the boat at this point or for the next four years. I plan to finish up my degree in Wyoming and that will leave no time for wandering off in the boat. She is for sale and I believe 6k would be adequate. She needs a new paint job but I do not know if I can get to it during Christmas break so the price is "as is." She carries an array of gear to get you out there on the blue and not worry about coming back too soon. I can be reached at (904) 588 5251 or (904) 373 3202, leave a message.

Merry Christmas and an adventurous New Year to you Sid and to all the Vega folks out and about the globe this season!

Michael



This could be a lifetime repair job -

SUNSET OVER  
KEY WEST, FLORIDA  
Photo: David Noble



POST CARD

DEAR Sid,

Thought this might interest you! IT WAS IN THE "VIRGINIAN PILOT" (READ IT IN NORFOLK, VA) 8 JUN 96. A record low??

27' Albin Vega pocket cruiser, sleeps 4, head, stove, no engine, needs cosmetics. Must sell immediately! \$2500. 857-7668

Frank Gallardo "GJ-CIN"  
1107 Key Plz. Ste 300  
Key West, FL 33040-4086

SIDNEY A. ROSEN  
10615 WHITMAN Circle  
ORLANDO, FL.  
32821



Carolyn Head, Viking", #3361 writes:

2/1/96



Carolyn Head  
111 Summer Village Dr  
Annapolis, MD 21401-7296

Dear Sid -

Thanks for the dues reminder! We enjoy the newsletter. We especially enjoyed Shelia & Howard Barbour's trip north. It was quite interesting. Hope we can see Alaska some day!

Our Vega - aka "Viking" is OK after the blizzard of '96! We couldn't even get to it for about 4 days! And this is in Annapolis which, as you will remember is more temperate than points further north and west. While my Husband was checking her out (& charging the battery) I watched three fat geese waddle across Cadle Creek (off the Rhode River) toward me in hopes of a handout. But suddenly one of them fell through the ice - then the 2nd goose fell through in a different spot! They really looked silly - but beautiful!! I seldom get to see them up close.

Even though we were sailing in the winter months, there is still much beauty on the water in the ice and snow. This is a great place to live.

Now that many of us are using E mail & the internet or the Info Highway, how about asking the members for their Email addresses to foster more communications? Mine is CarolinH@aol.com - for my husband's, substitute NelsonH for me.

Best wishes for the new year - the remaining 11/12ths of it.

*Sincerely,  
Carolin*

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DIPLOMATE, AMERICAN BOARD OF OBSTETRICS & GYNECOLOGY  
PRACTICE LIMITED TO OBSTETRICS & GYNECOLOGY

JOHN L. CRENSHAW, M.D.

2/1/96



Dear Sid,

I have enclosed my 1996 dues. I wouldn't want to miss my Vega Newsletter!

Last spring I bought Bob Gilbert's 1972 Vega - #1501 and trailored it to Wyomissing. More on that later. The Vega is in very good condition and after a thorough cleaning (at the insistence of my wife) we have been at work on a tabernacle for raising the mast and a small platform for raising and storing the CQR. When finished with the various I'll send you some pictures.

Right now "ENIF" is down near the barn and buried under 5 feet of snow - but spring is coming!

Best wishes,

*John L. Crenshaw*

My refit of "Syntony"

Jim Allen  
1539 Palahi Pl  
Victoria, BC V8T 4E4  
Canada

Mr. Sid Rosen  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid:

Thank you for your letter dated Feb 17th '96. When you and Florence get to Vancouver in May, if you can (and have the time), I would enjoy meeting the two of you. My phone numbers are: Office: 604-386-8887; Home: 604-721-5479.

In answer to your questions regarding the refit given "Syntony" :

1) I did the majority of the work myself - otherwise it would have been a very expensive project. I got some assistance with the engine installation; some of the more tricky fibreglassing jobs and also I had the canvas work done professionally.

2) I began the project in March of 1944 and am now basically finished. - approximately 2 years working, mostly on weekends. I'm not the most rapid worker and a lot of time was spent on thinking about the "what" and "how to" rather than actual doing!

3) I do plan an extended voyage into the Pacific and from there I'll take it one step at a time.

4) Long range communications? Haven't decided yet. Would like to install ham or S.S.B. but have to draw the line on cost at some point.

Readers may not be interested in the fact that I'm installing a "CAPE HORN" self steering unit made by Yves Gelinas in Quebec. Am using his "VARUNA" model. Will let you know how it performs.

Till next time, Sid.

Regards - Jim



• **Immediately available:**  
Three tubes of stuffing box grease @ \$7.50 each.

Bob Eckwall writes from France-

2 February 1996

Vega Newsletter  
Sidney A. Rosen, Editor  
10615 Whitman Circle  
Orlando, Fl. 32821 USA



*Ave Caesar: Morituri Te Salutamus!*

*How's that for an opening? Sometimes I feel the need for a little erudition Sidney.*

*Enclosed is my check for 1996 dues. What with the strikes here and the weather in the States the past few months, our correspondence has been all screwed up - not to say missing! I'm also responding to the Engine Survey. Outside the form data I want to add that anyone repowering should put in the biggest, most powerful engine he can afford. The reason is simple - the propeller can be changed to darned near any configuration and you will have enough power to get through inlets (for example).*

*Unless you are racing, a three-bladed prop is the only way to go I used to be able to get "Susitna" up on a plane (which is not all that easy with a keel boat).*

*Hope this finds you and "The Fair Florence" in fine fettle. I meant to call you during the holidays but we were caught in the blizzard in Maryland\* and spent all our time trying to get plane reservations back to "OZ". Finally got out by way of Cincinnati.*

*Best regards,*

*Bob & Monique*

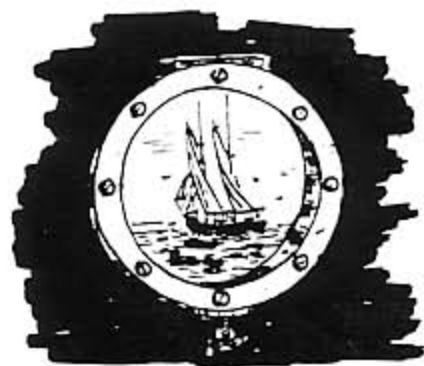
*\* Editors note: While Bob & Monique were stuck in Maryland, Florence and I were marooned in Hartford, CT. Our two day weekend turned out to last six days and we had to change our routing to get back to Orlando. Our original routing took us through Baltimore. Each morning we would call the airline about 0600 AM or earlier. After waiting over an hour each time (and having to listening to recorded airline commercial messages) before getting an airline operator - we would be told "all flights canceled."*



I bought the parts cheaper in England !

December 7, 1995

12231 5th Avenue South  
Seattle, WA 98168-2046



Dear Sid:

We would like to extend holiday greetings to you and our fellow Association members. We did not sail as much this year as we would have liked, as the weekends are our primary days for sailing, and it seems the wind only blows during the week. Retirement should solve that problem. One of our more memorable outings was sailing with Jim and Leanne Watson who are also Vega owners.

In September 1994, we hauled Windrose to overhaul her incessantly leaking stuffing box and paint her bottom. After much searching, and little success in locating Combi parts in the US and Canada, we called Vega Marin in Sweden. They have reverted to their old fax and telephone numbers. We learned they prefer faxed orders, the money sent to their bank, and after the money is in their bank, they ship the parts. Their 1989 catalogue is most current.

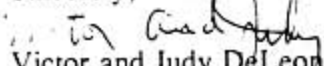
Plan B was calling Stanton Marine in England. We ordered the needed parts, paying for them with our credit card. Most items cost less than those available in North America. Their stainless steel control tube is \$100 less than that of Vega Marin's made of bronze. The cutlass bearing of oil impregnated nylon was \$16 (\$60 dollars from Volvo). We ordered an oil reservoir system that attaches to the original stuffing box, thus eliminating the grease. Stanton does not charge VAT, however, Vega Marin does and will not reimburse it. We received the order about 4 weeks later and paid the customs fee of 3% when we received the order. Our order contained an instruction sheet regarding the disassembly and assembly of the Combi, which is different from that in the VODCA manual. Mr. Stanton seemed quite knowledgeable about the repair of the Combi and was most willing to answer our questions. What is most reassuring is finding an outlet for the parts we need.

We put Windrose back into the water this spring, and for the first time since owning her, the stuffing box has not leaked. We surmise that the mechanic who previously worked on her put the combi together wrong. Jim Watson and Victor worked diligently on the disassembly and assembly of the Combi. They did have a problem removing one of the bolts. Victor notes that when placing the operating sleeve into the stuffing box, take utmost care, as you can damage the seals if not done correctly. Please contact us if you have any questions regarding this step.

Many thanks to all of you who responded to our questions about replacing the gate valves. Next will we try to stop the leak that comes from the mast step and leaks around the bulkhead.

Sid, Thanks for the great job you do with the newsletter. We look forward to reading it and learning whether there are any tips we can incorporate in to our boat.

Sincerely,

  
Victor and Judy DeLeon  
Vega # 2216

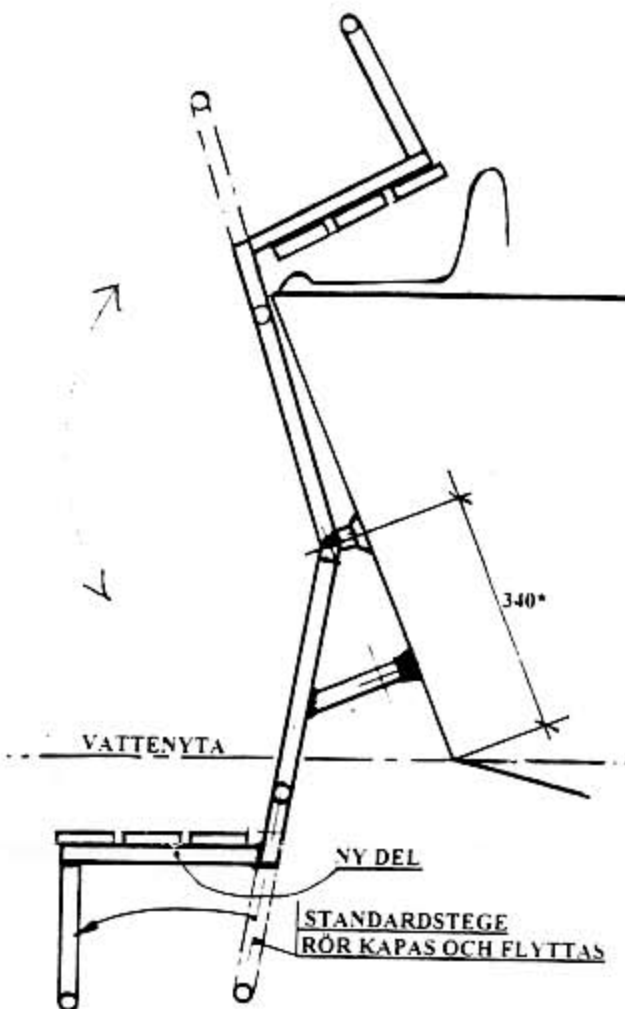
## A swimming platform for the Vega -



Tekniska tips

### VEGA-klubben

Per Wasberg V 3055



STANDARDMÄTT PÅ VEGA 3055 - 1976  
VARIERAR BEROENDE PÅ TILLVERKNINGSÅR

#### Information needed:

Wiley Sanders (#2947), one of our newer members asks: "I need advice about my tiller arrangement block clamp. The clamp has become loose on the rudder shaft. There appear to be two bronze pins driven through the sides of the clamp into the rudder shaft, and these are sheared off. My questions: Does the pin go all the way through the rudder shaft, or are there two separate pins: one driven in from each side? Is it safe to shim the shaft, or enlarge the gap in the clamp, thus enabling me to screw it down tighter? Is it safe to attach the clamp without the pins?"

Please respond to: Wiley Sanders,  
102 Laurel Way  
Mountain View, CA 94040

A sturdy little boat!"

Julie S. Vargas  
519 Park Street  
Morgantown, WV 26505



February 4, 1996

Dear Sid,

Enclosed are my dues for 1996. I subscribe to at least a dozen newsletters, but the *Vega Newsletter* is the only one I read cover to cover.

Las September Hurricane Marilyn hit the Virgin Islands. Our house down there lost a roof, but our Vega, African Queen # 105, made it through the storm on her mooring. Since my husband and I live in West Virginia from mid-August to Mid-May, I had left African Queen in care of a new sailing acquaintance who, because of taking care of many houses, never got out to hurricane-ready the boat. The sails were left on, if you can believe that. Of course the storm did a job. The jib was ripped to shreds and the sail cover for the main ripped off, the main broke loose and evidently went at least part way up the mast because the track was ripped off. Thank goodness it did come off. Can you imagine African Queen in full sail in a hurricane? Of course the main sail was a total loss, and the boom had swung free knocking out two stantions, but surprisingly had done almost no damage to the brand new awl-grip coat I'd had done last summer. I called an old friend (Bruce Haase) down in the Islands after the storm and asked him to check on the boat. He is a wonderful sailor and son of a boat-builder. He had taken care of my boat before (but didn't want to again, unfortunately, since he had brought African Queen through Hurricane Hugo with NO damage). He pumped out the water, took the boom off and stowed everything, reporting on damage. My husband and I teach at West Virginia University, so we couldn't get free until Thanksgiving, but we went down then for a week. The Vega is certainly a sturdy little boat. Apart from the damage mentioned (and a missing hatch and three cracked windows), African Queen was in great shape though I had to clean her out and get rid of the shredded sails, ruined tools, and anything that had been stowed near the cabin sole. Her outboard motor even worked! I had a diver check her bottom and mooring and all was fine. I feel VERY lucky, since many of the boats around me ended up on people's porches or on the rocks. It broke my heart to see all the beautiful yachts still lying on the rocks or beaches two months after the hurricane, some a total loss.

My husband and I will be going down to St. John in May and I will work on African Queen then. I plan to have a roller furling jib installed. I still have the old track for the main sail but it is a bit bent. I don't know whether it can be made "good as new" or whether I'll have to get a new track. Anybody else replaced the track that goes up the mast for the main sail? I'll certainly take the Handbook you put out and all my old issues of the *Vega Newsletter*.

Best,

Home Phone 304 292-3125 Home FAX 304 296-9307 Office FAX 304 293-7388  
E-mail JVARGAS@WVNMMS.WVNET.EDU