

VEGA Newsletter

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

25 Oct 1992

Voice of American Vega Sailors

No.11-92

We mourn the loss of a friend !



Sept 1, 1992

Sidney A Rosen
10615 Whitman Circle
Orlando, FL 32821
U S A

Dear Sid,

I sincerely regret that I have to bring to you and to all his friends in the American Vega Association the sad piece of information that Nisse Tidner has perished at sea. Please read the enclosed paper.

A poem by Rudyard Kipling comes to my mind - about the sea - "the old, gray Widow-maker":

".. She has no house to lay a guest in -
but one chill bed for all to rest in
that the pale suns and the stray bergs nest in.

She has no strong white arms to fold you,
but the ten-times-fingering weed to hold you -
out on the rocks where the tide has rolled you ..."

Kind regards,

Vega One Design Association, VODA

President: Lars Lemby
Kastanjevägen 8
S-132 00 SALTSJÖ-BOO
SWEDEN

A VEGA is missing in the Baltic Sea

"GALATEA TURBO" is missing since it sailed from the Stockholm archipelago on June 27. On board were Nisse Tidner and his friend Katarina Blomberg. Nisse has been found dead on the shores of the island Ösel. No traces have so far been found of Katarina or "GALATEA TURBO".

These are the facts that so brutally have pierced our minds and shattered our dreams. We, who have read the travelling reports by Nisse and Stina, feel that there was a special magic round "GALATEA" and the Tidner family. In the old Greek mythology Jason set out in search of the Golden Fleece. Jason, the brave skipper, in search of his dreams. To my imagination GALATEA and her crew symbolized that adventure in our time. Young, brave and with open minds they made real what most of us only dream about. Competently and calmly they met and mastered all sorts of dangers and troubles. In their hands the brave little ship seemed invincible. They inspired us all.

After having cleared the skerries in the morning of June 27 Nisse and Katarina reported that they planned to sail to the Baltic side, probably to Ventspils in Lettland, 120. nautical miles to SE. During the day they seem to have had a fresh breeze, 5 - 6 B, from south. During the night the wind backed to SW and W and increased to gale force and later, during the day June 28, it developed into a severe storm from NW and N. At the outlying Swedish islands and Åland the wind speed was measured to 30 m/s and more, i e 11 Beaufort.

Outside the Baltic coast there are freelying shoals and reefs far out where the sea gets deadly in a storm. The navigational aids are poor or non-existent, since the Russians and the Balts have not yet decided who is going to be responsible for the operation and maintenance. Radio beacons are closed also on the Swedish side in spite of the protests from yacht organizations and sailors.

We have been kept at a healthy distance from these waters by the Sovjet Navy for 50 years. That is a period so long that our generation of sailors may have forgotten how dangerous this coast is, a fact that has otherwise been well known since ships began to cross the sea. On a stone one can read in runic inscription: "... He has twice rounded Domesnes ..." (Domesnes was the old name of the headland and reef that guard the S side of the entrance to the Bay of Riga.) A thousand years ago they knew how dangerous and difficult that coast is. And in weather like the one Nisse and Katarina encountered no-one got past - or came home.

Nisse, the competent sailor, the good story-teller, the openminded, lowspoken young man whom we all loved so much, has gone together with his mate Katarina to join Jason and the other great adventurers. Their destiny was a life that was short but, as we believe, rich and happy.

We do not know what happened, but we share with their families the grief.

Lars Lemby

Cruising Lake Superior -

by Nick & Jenny Coghlan (Tarka the Otter #1639)

(continued from last month)

Leaving Duluth, Minn. the Coghlan's head toward Lake Huron

The predominant winds on Lake Superior in the Summer are Westerlies, except in the Western third of the lake, where Easterlies are common. Easterlies often bringing rain and fog, can blow hard (commonly 30 or 40 knots) and may last two or three days. This being a lake, seas come up and go down again relatively rapidly, but, with such a large fetch they can easily reach a height of eight to ten feet. It is advisable to get a feel for local weather patterns before venturing away from this lee shore.

With Tarka more or less shipshape and re-rigged, we were up early one hot and hazy July morning; we raised the lift-bridge operator on the VHF (you can also signal him on a horn) and motored out of the breakwaters that guard the dredged channel. Our first day's sail, under a cloudless sky in Easterlies of ten knots, took us to the first available shelter on the American (i.e. Southern) shore: *Port Wing, Wisconsin*.

Like most of the harbours on the American shore, Port Wing is an artificial one, dredged out many years ago by the U.S. Corps of Engineers and reached through a dredged channel, protected by breakwaters, that reaches out into an otherwise shallow bay. You need to get used to navigating in shallow waters hereabouts- commonly there is only six feet of water and, of course, there is no tide to float you off should you hit bottom. At the West end of the Lake, moreover, the water is often opaque close to shore - a brown/red colour. Port Wing has five small (25 ft) visitor slips immediately on your left as you come into the harbour and you're trusted to deposit a small fee in a box provided. It's not possible to anchor here, except in an emergency; the navigable channel is very narrow. Further into the harbour are another score or so of slips, occupied by small sports-fishing boats and a couple of fascinating old-style commercial fishing boats, their decks completely covered in to allow for fishing in mid-Lake Superior winter. Port Wing being at the mouth of a river, this is one of the very few places in Lake Superior where the water is warm enough for swimming. Elsewhere it 43°F, even at the height of summer! The community here is tiny: five or six houses and a marine store that sells bait and ice-cream.

Another thirty or so miles to the East, and we were at the only area in Lake Superior where we encountered significant numbers of other sailboats: the Apostle Islands National Park, and the town and harbour of Bayfield, Wisconsin. The Apostles are a group of twenty or so (the Jesuit missionaries miscounted), low, densely wooded and for the most part uninhabited islands that lie within ten miles of the mainland. With their red-sand beaches and untouched interiors, these islands are pristine but, unfortunately, they are generally round in shape and there are no good all-weather anchorages. Therefore you need to be prepared to move at any time, or, as many boats do, retreat to Bayfield each night. At this time of the year, Bayfield was a bustling, tourist-oriented little town, with all activities centred on the breakwater-enclosed harbour. The marina occupies the South part of the harbour, a car-ferry terminal (for Madeline Island, 4 miles away) the North. There are upwards of 200 sailboats here, mostly owned by people out of Minneapolis/St. Paul. There are small charter fleets operating out of Bayfield; the area of the Apostles, covering about the same area as the Gulf Islands, would in fact make for a beautiful ten-day sailing holiday. There are hiking trails on many of the islands, Ranger-led activities on two or three of them, and





lighthouses and old fishing stations to be explored on the others. We spent one night at tiny Schooner Bay Marina (literally entering through a gate that is opened and shut according to weather conditions); Another at Bayfield (good for re-stocking, but not quiet) and a third at the beautiful anchorage of Julian Bay, Stockton Island. Here is a two mile sweep of clean red sand backed by dunes, the water icy but clear.

Isle Royale and the North Shore

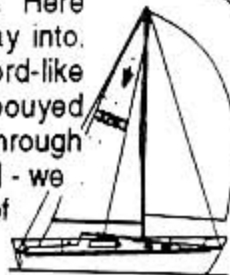
From the Apostles, we decided to head over to the remote archipelagoes and islands of the Canadian North Shore - the Southern (American) side looked less interesting from here onwards. En route to the North Shore, though, is the large but little-known island of Isle Royale, American because of an early cartographer's error and a National Park in its entirety.

Stockton to the dramatic and poetically-named Rock of Ages Light, at the West end of Isle Royale, is 75 n.m., across open water, so we decided to make this an overnight passage. Sailing out our anchor as the sun set and as a chill began to come down, we were soon racing downwind, with 25 knots astern. Ten miles out, the low Apostles had sunk astern and there was no land or light to be seen anywhere. We might have been in mid-Pacific were it not for the fact that the spray was tasteless. All the stars were out and it was difficult to believe it had been two years since our last night at sea, off Bamfield on the West Coast of Vancouver Island.

Lakers passed in the night, the profile of their lights confusing; for reasons which I have been unable to discover, they traditionally have a bridge structure forward, right up in the bow (one theory was that this was so that the crew could get away from the noise of the engines, but why only on Great Lakes freighters? There are no currents to worry about in Lake Superior, so Rock of Ages came up where it should. This end of Isle Royale, however, like so many areas in the Great Lakes, is positively infested with rocks that lie just below the surface; you need to be aware of the current level of the lake (broadcast daily by VHF) and check the charts carefully to see what they are using as chart datum. Remember, too, that when judging heights of islands, these are sometimes (but not always) given with reference to sea-level; thus an island shown as 62 ft high may only be 20 feet high. In fact, the level of Lake Superior is approximately 600 ft above sea level!

Isle Royale is about 45 miles long by 8 miles wide; there are no roads and the only permanent habitation is one Ranger Station at Rock Harbour. A daily ferry brings hikers over from the North Shore mainland. You may see a few kayakers and the odd sports fishing boat from Thunder Bay, but otherwise you're likely to have your anchorage to yourself here.

At the Southwestern extremity of the island, Washington Harbour affords a number of possibilities for anchoring, but it is at the other end that things really open up. Here there are scores of landlocked nooks and channels that you can work your way into, sometimes brushing trees with your mast. One of our favourites was the fjord-like McCargoe Cove, two miles long and 150 ft wide, reached by a tight but bouyed dog-leg entrance. We hiked into the interior here, the path winding its way through deciduous forest and past lakes of all sizes. There is a moose herd on the island - we were lucky enough to see three from close quarters. There is also a small band of



wolves that live in a balanced coexistence with the moose population, much to the interest of generations of scientists. Our last anchorage on Isle Royale was a classic: through three-mile long Amygdaloid Channel, through an obstacle-course of unseenrocks to a channel six-feet deep (in alarmingly clear water) and only fifteen feet wide. At the end was a perfectly protected pocket with trees to the water level and a grassy meadow at one end. In years gone by, many of these fine anchorages were used for logging, so you do need to watch for deadheads and be aware of possible logs on the bottom; however, deadheads here are of rather lesser dimensions than in B.C.

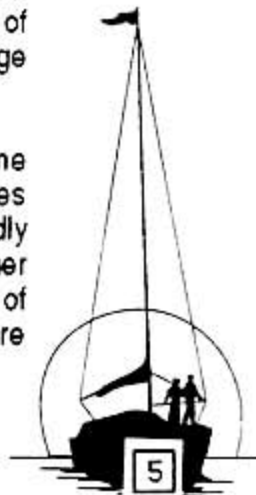
From this end of Isle Royale, you can see the Sleeping Giant, the landmark cliff that guards the entrance to Thunder Bay. That port city held no attraction for us, though, and using an appropriately named landmark called "The Paps", we steered for the indented coastline immediately to the East of Thunder Bay. The Black Bay Peninsula, Saint Ignace Island, Vein Island - this is true wilderness, and some of the most beautiful cruising we've ever experienced. The beauty is difficult to describe or even capture on a picture but, if you ever have a chance to cruise the North Shore of Superior, you should jump at it.

Our first stop was Loon Harbour, between intriguingly-named Lasher Island and Spain Island. This could house a hundred sailboats in perfect shelter, in its four or five separate bays. There are one-tree islets to explore, narrow rock-studded channels to row down, and a tangle of abandoned and rusting logging machinery almost disappearing in the forest. On cue, loons appeared as the sun went down, their cries echoing over the still water.

Next was Paradise Bay, between Bowen Island and Owl Island. How many other places in the world today, I wonder, can you walk three miles of beach and find not a single piece of plastic or human refuse? On Bowen Island there is a run-down dock and a small cabin. This must be occasionally visited for, perplexingly, we found a single hard-boiled egg in six inches of water by the dock! There are also animal trails on these islands made by the elusive woodland caribou.


It was time to restock, so we now called in at the hamlet of Rosspoint. There is a Government dock here, and the railroad runs through, but there isn't too much to get excited about. For anything in quantity, you need to get a ride to Schreiber, 15 miles away on the Trans-Canada. There is a 'marina' in Schreiber but it has only two feet of water alongside. Diesel fuel has to come from Schreiber in jerry-jugs. (This lack of available fuel in these parts has the welcome effect of discouraging the huge gas-guzzling powerboats that we were later to see in large herds on Lake Huron.

Twenty miles West of Rosspoint and ten miles offshore are the Slate Islands, home to the Southernmost herd of woodland Caribou. We had a rollicking ride to the Slates (two major islands, half a dozen smaller ones) in up to 30 knots. There are supposedly ranges to lead you in, but these looked to have disappeared long ago. Another tortuous channel took us to a well protected anchorage in 12 ft at the SW extremity of McGreevy Harbour. There are one or two cottages on the Slates, but they are discreet.



Another 15 miles to the East (Westerlies had now set in with a vengeance) is one of the prize anchorages on the North shore - a tiny nook in Allouez Island, just off the larger Pic Island. Another intimidating entry that takes you within three feet (at the most) of a large seething rock awash. Once inside it's a perfect one-boat haven. Trouble is that, after days of seeing no other boats, there was already another boat in here. We managed nevertheless a stern-tie that kept us out of his swinging range, with our stern six feet from the wall in six feet of water. This is a wonderful place for exploring; easy-to-climb granite outcrops, some of them home to nesting gulls and acres of ripe blueberries. For some reason we had not thought there would be gulls here and that we would miss their calls. No danger of this as the Herring Gulls seem to be abundant throughout Huron and Superior.

(Conclusion in our next issue)

 Nick & Jenny Coghlan are currently in Mexico. Nick has taken a position at the Canadian Embassy in Mexico City, for a two year duration. Their new address is:

Nick & Jenny Coghlan
P. O. Box 500 (Mxico)
Station A
Ottawa, Ontario
Canada K1N 8T7



The Coghlan's write: *"Hasta Luego - any readers passing through Mexico City, please be sure to contact us through the Canadian Embassy."*

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By Paul Halvachs (Double Fantasy, #1826)

Outboard Motor Gum-up -

You say you left gas in your outboard all winter and now it won't start? You say your mechanic won't be able to work on it until June.... of next year? Is that your problem, Bunky?

Well, cheer up, I have a solution. Run, don't walk to your nearest auto parts shop. Ask for a can of gas additive that dissolves gum deposits (the one I bought was called Carb Safe).

Drain off the old gas and remove the gas float bowl. Clean out any deposits, then fill it with Carb Safe. Also fill the tank with an extra rich mixture of Carb Safe and gas. Pull the crank several times and then leave it alone for 24 hours (don't try to start it!)

The next day drain off the pure Carb Safe from the float bowl. Fill with the rich mix. Cross your fingers and start it. I do suggest that you first put in a new spark plug and test for spark. Prior to storing the outboard at the end of the season, use some sort of gas saver.

If the outboard still doesn't start, repeat the entire procedure one more time before going to your outboard mechanic.

Installing new fuel lines



Dear Sid,

I recently got some new parts for my Vega - a new forestay, backstay & zincs. I found that using the fax number is an infinitely easier way of ordering parts from Sweden. It gives the company (Vega Marin) the chance to translate a written message at their leisure. I received a reply a week later saying "Sorry for delay - boat show in town". The prices were given, a check was mailed, and the parts arrived a few weeks later.

Fuel tank repair:

Do any of our members have a leak and smell diesel fuel in the cabin or pump diesel fuel when using the bilge pump? I found that my problem was with the fuel tank fill hose and not the tank. I replaced the fill hose with very little difficulty. Here's how:

(1) Remove the batteries from their compartment (assuming they are still under the main cabin floorboard). Mark your cables.

(2) Remove the fuel line, return line and air return line from the top of the fuel tank. As you remove each one, label it with a piece of tape so to facilitate reassembly.

(3) Siphon all fuel from the tank.

(4) Disconnect the fill hose from the deck fitting (buy new hose clamps to use when you reconnect.)

(5) Now remove the tank and the fill hose. They will come out at the floorboard hole as one unit - with a little wiggling.

(6) Now you can remove the old fill hose and measure it. You will most likely find that it is a 1 7/8" inside diameter hose about 9 to 10 feet long. There are several different hoses your local marine store can order for you. The cheaper ones are not Coast Guard approved and should not be used. Spend the extra money on a quality hose. Mine cost just over \$100. It came in 10 foot lengths and it fits perfectly.

(7) Remove the old hose. As long as you have the talent you can clean and inspect it. A boat surveyer said the propyletheyne tanks tend to become porous over a period of time and may eventually leak. I wonder if waxing or painting the outside would help slow down the decay (or make it worse)?

Cleaning the sediment out of the tank was not too difficult but involved removing all the screws around the top and then taking off the top. (don't lose any of the screws or the gaskets). Clean the tank by reaching in with a clean cloth and wipe out all the dirt and sediment.

As long as the tank is out you might take the opportunity to clean the bilge. I found an odd assortment of old rusty tools of mine along with a lot of old stuffing box grease. I removed this old grease with a spoon lashed to a stick - I just reached in and scooped it out! Mmmm, mmm, good!

Now you can put everything back together:
(start with the tank & hose in the main cabin)

(1) Put the new fill hose on the tank. Clamp it on with 2 or 3 brand new hose clamps. you don't want to go back in anytime soon!

(2) Start by putting the end of the fill hose down the cabin floor and feed it up to the hole by the stuffing box. You will need a friend to pull it through. Work the fuel tank back into its hole. There should be a wooden block to support the underside. Make sure the underside is resting on it properly. Route the fill hose the way the old one went & reconnect it to the deck fitting. (Again use new hose clamps.)

(3) Reconnect the fuel and return lines. I used this as an opportunity to change the fuel line also. I used flexible copper tubing with 'compression fittings' for a very airtight fit. This will relieved any starting problems due to fuel tank being below the engine.

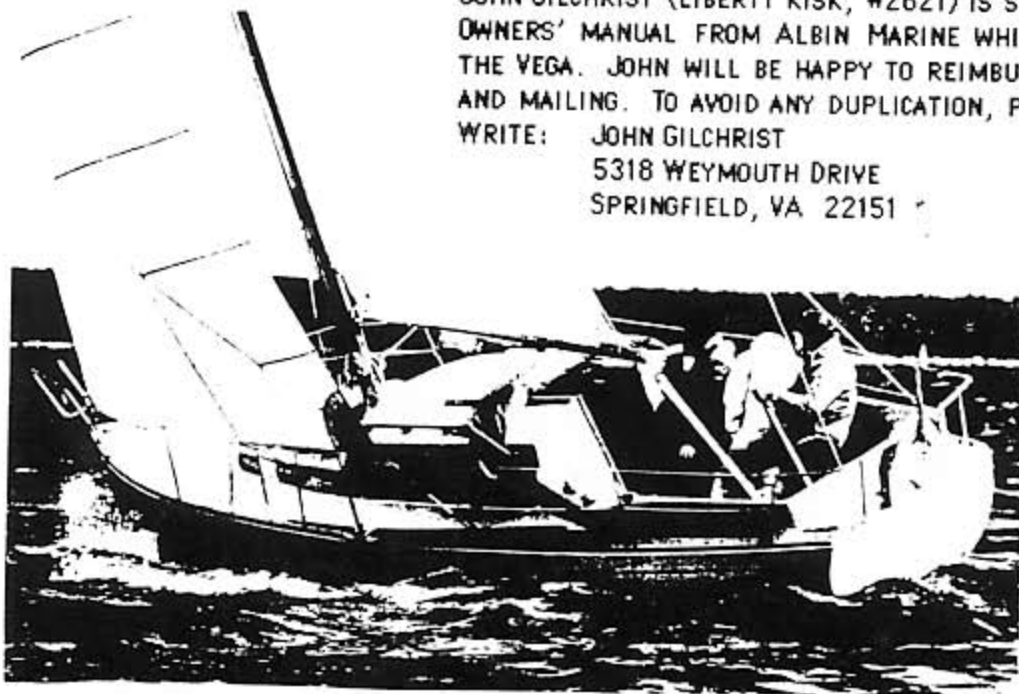
I hope this advice is helpful. Any questions ?? I'd be happy to lend assistance.

Write or call: Dan Flaherty
10-11 162nd Street
Whitestone, NY 11357
Tel: (718) 767-4567

• **Wanted : Vega Owner's manual**

JOHN GILCHRIST (LIBERTY RISK, #2621) IS SEEKING A COPY OF THE VEGA OWNERS' MANUAL FROM ALBIN MARINE WHICH ORIGINALLY CAME WITH THE VEGA. JOHN WILL BE HAPPY TO REIMBURSE ANY COSTS OF COPYING AND MAILING. TO AVOID ANY DUPLICATION, PLEASE CONTACT HIM FIRST.

WRITE: JOHN GILCHRIST
5318 WEYMOUTH DRIVE
SPRINGFIELD, VA 22151



Bill & Janet Etheridge (Harbinger #2225) write:

Dear Sid,

Last summer Janet and I were only able to get one cruise. We sailed down to Ocracoke, N.C. which for anyone who has not been there yet is well worth the trip. We left Hampton on a Sat. morning around 9:am in light air. We sailed thru the bridge tunnel heading out to Ches. Light* with mostly shifting easterly winds. Then around 4:00 we found our first thunder storm. After a couple of hours of hard on and off again rain dodging the ship traffic we were able to finally get on course.

We stayed around 15 miles offshore until morning. Our plan was to sail around Cape Hatteras, weather permitting, and then enter Orcacoke Inlet. However we all know about plans on sailboats. Late Sunday afternoon the weather station was forecasting high winds and more thunder storms, so we altered course for Oregon Inlet. We reached the inlet around 4:30 along with the sport fishing fleet. A little unsettling as they never slow down however we managed the bridge with a rising NE wind and a strong current in our favor.

Inside the inlet you have few choices. Shoal water and a narrow channels made our decision to continue across Pamlico Sound to Stumpy Point which would get us out of the NE waves that were building. The Pamlico is a wide shallow body of water which produces short steep waves.

We anchored around dark in 6 feet of water just as the storm came through. I have no idea of the wind speed, but we later learned they were clocked in the 90's at Ocracoke-to where the campground was evacuated. Some vacation, huh?

The next morning we sailed up the Pamlico to Ocracoke, approx. 35 miles, with a 25 knot NE wind and 4-5 ft. seas. With only 1\2 of a jib rolled out we were averaging better than 5 knots.

We made Ocracoke around 3 in the afternoon where we found all the dock space full and very few spots to anchor as boats were laying low from the weather.

For anyone with high blood pressure they only need to spend a few days here to be cured for there's not much to do and very little to worry about, unless you plan to sail out Ocracoke Inlet.

The wind continued NE at 25 kts. for the next few days. Finally on Thurs. morning we decided to head home. We left the inlet at 8:30 with a ebbing tide and headed SE to get offshore far enough to clear Diamond Shoals. The wind was now blowing around 20 kts. from the east. We sailed 35 miles out before tacking toward home. The leftover swell from the NE and the building waves from the east with the Gulf Stream made Janet wish she'd never met me. However, other than a couple of splashes we did fine sailing with a reefed main and jib. It was 9:30pm before we cleared Diamond Shoals and were able to alter course toward home arriving back in Hampton around noon Saturday. The trouble with trips like this it makes sailing around the bouys somewhat boring.

* Chesapeake Light - a Texas tower type light house about 10 miles offshore marking the entrance to the Chesapeake Bay





Some of the improvements we have made on the boat since you last saw it:

1. We installed a Navik wind vane which I purchased used off of a 34' French boat we met in the ICW. Patrick had sailed from France with it and was selling his boat. As others have already written the Navik I feel is a excellent addition to the Vega for anyone interested.
2. We added a Harken roller reefing jib a couple of years ago. So far it has worked perfectly. It clears the 3 bags of sails out of the v-berth or locker and makes sailing the boat, especially on short sails, more enjoyable.
3. I added a anchor platform with a Bruce anchor and roller. After looking at a lot of ways to handle this problem I chose to keep it simple. I took a 9 1/2 by 48 inch piece of 2" teak and bolted it to the deck using the existing cleat and one additional 3/8 in. bolt. The studs on the cleat have to be replaced with longer ones and a backing plate added. I used 3/4 plywood. To handle the pulpit and water cap problem I cut a hole approx. 11" long in the teak. You have to unbolt the pulpit to install. There are only 12" sticking out in front which is enough to hold the anchor.
4. We replaced the main last year with a full batten model from Neil Pryde.
5. Before our trip to N.C. I installed an Apelco loran. This is a small unit which I mounted on the starboard side on top of the shelf rail back aft. It's out of the way but can still be seen from the cockpit with a little lean.
6. The insulation behind the bunks and in the v-berth began falling apart so I completely removed the old foam and replaced it with new foam backed vinyl and 3-M super-stick adhesive. So far so good.

This year I hope to have the cushions recovered and I'm planning to repaint the hull in the near future as 18 years are beginning to show.

This year we are talking about a trip up to Cape May but will have to see about getting away from work. Say hello to Florence and let her know we're taking care of Meander. (now Harbinger)

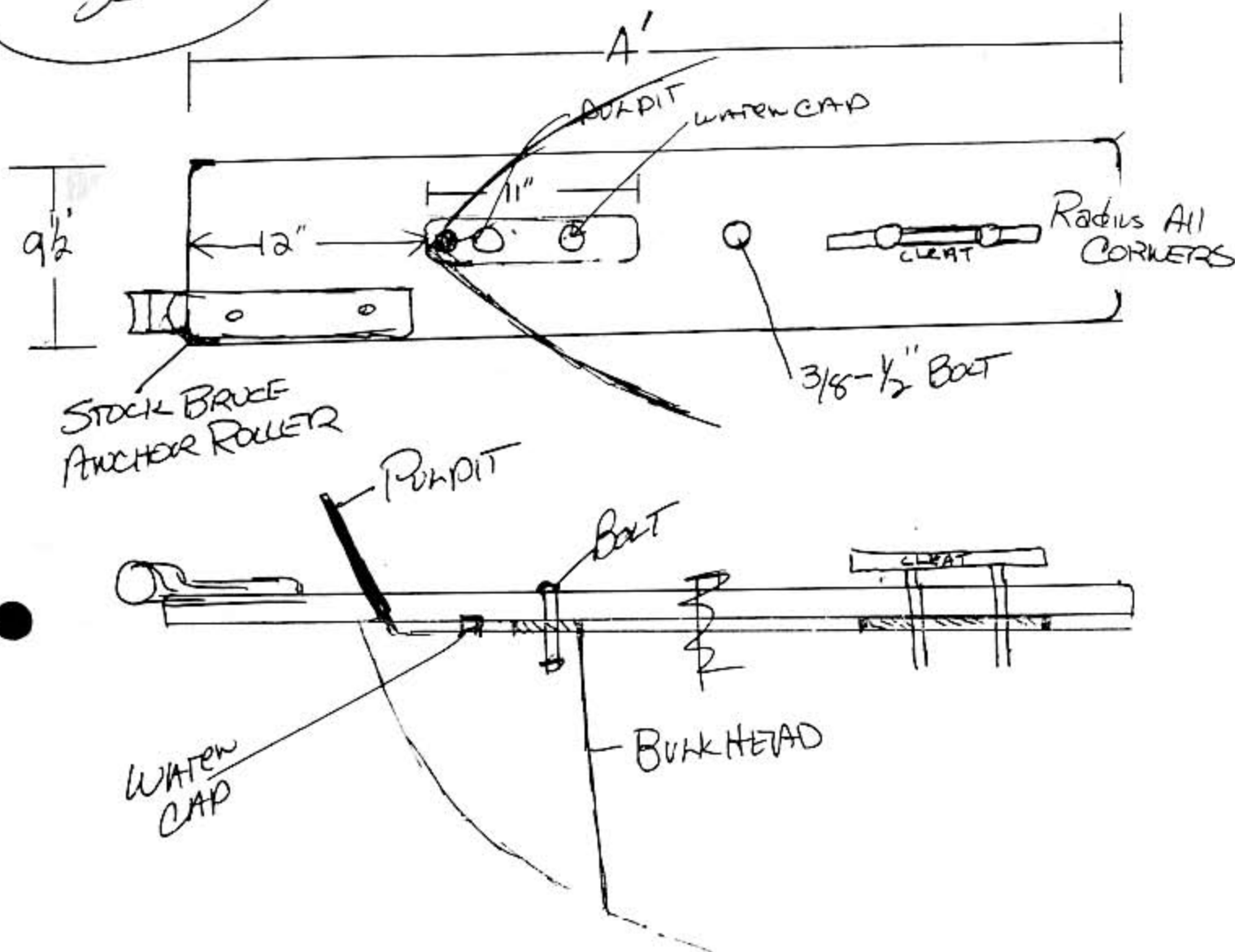
Sincerely,

Bill & Janet



NOT TO SCALE

ANCHOR PLATFORM (ITEM 3)



Almost as fast as a Vega!

The trans-Atlantic power-boat speed record has fallen to an Italian-built vessel powered by three turbines producing nearly 60,000 horsepower.

The 221-foot *Destriero* earned the Blue Riband honor by completing the roughly 3,000-mile journey in 58 hours, 34 minutes and 50 seconds at an average

speed of 53.09 knots. The vessel arrived off Bishop Rock, England, early on the morning of Aug. 9.

The aluminum monohull smashed by more than 21 hours the time of 79 hours, 55 minutes set in 1990 by *Hoverspeed Great Britain*, a 242-foot catamaran-style ferry.

Soundings, Oct '92

The market place:

SARGENT YACHT SALES, INC.
P.O. BOX 463, CATAUMET, MA 02534
At Parker's Boat Yard
Edwin A. Sargent



What is yours worth to you?

27' Albin Vegas, 2 available - 1 gas, 1 diesel from \$10,000.

Soundings, Oct '92