

## Happy 18th Anniversary

We trace our roots back to November 19, 1976 when our predecessor organization, the Vega One Design Chesapeake Association (VODCA) was formed. The following is a partial reprint of the original communique:

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### V O D C A

#### (Vega One Design Chesapeake Association)

#### Minutes of Organizational Meeting -- November 19, 1976

On Friday, November 19, 1976 the following Vega '27 owners, having indicated an interest in forming an association in response to a survey conducted by Mike Ashley, met at the home of Phil and Patsy Rogers, 14 Emerson Road, Severna Park, Maryland.

<u>Name</u>	<u>Sail No.</u>
Jack and Wynn Berle	265
Andy and Nancy Rothman	266
Kurt and Ina Krause	693
Tyke Furey	722
Richard and Carol Johns	929
Mike Johnson	1060
Gordon Hempton	1147
Bill Cresswell	1281
Jim and Mary Hartzler	1864
John and Donna Romary	2000
Sid Rosen	2225
Russ and Frances Walker	2731
Alex and Henriette Schiavo	2933
Sam and Cecilia Amos	2940
Mike Ashley	

Following a social period during which all hands partook of a delicious buffet prepared by the Rogers, the business meeting was called to order by Mike Ashley.

## Where can we get replacement galley foot pump seals?

110 Dellrose Drive  
Ladson, S.C. 29456  
April 15, 1994

Dear Sid,

You inquired about the previous owner of our Vega. We purchased the "Condor" from William Leiland. I believe the sail number may have been listed wrong when he joined the association. From a copy of a survey done in 1989, the boat was then called "Endeavour". The owner's name was Ford Hgerpe. This might have been the original owner who sailed the boat from Sweden to the Caribbean and then on to Charleston, S.C. where they sold it.

When I wrote you last year we were planning a trip to Key West, Florida. We were gone five weeks, traveling I suppose, like most cruisers, to Key West - partly offshore and partly by the Intracoastal Waterway. We were very pleased with the way our Vega handled and with a couple of modifications, we found our Vega to be quite livable on the trip.

Our next trip will be to the Chesapeake Bay on April 25th with four other boats from the Charleston Cruising Club. This is a local group formed to get together each month with others and have fun sailing.

Now, a question - Does anyone know of a place where we can get replacement seals for the foot pump in the galley? I'm not sure if they are original or replacement pumps, but they are royal blue and have small letters on them that appear to be "ROCA". We have had a problem with the seals splitting and have been unable to find any to fit this pump. We would appreciate an address if possible, otherwise we will just change them to different pumps.

We enjoy reading the newsletter. If any of our members will be passing through the Charleston area, please look us up - we'd enjoy meeting with them.

Sincerely,

Shirley Simpson & Lloyd Davis

*Shirley Simpson & Lloyd Davis*





Dear Sid,

Thanks for sending me the Dutch Vega Bulletin. What a fancy newsletter! Most of the material in it deals with organisation, meetings, etc. I have inserted notes and translations as I saw fit. Sorry for being so tardy with my reply.

I had two calls from Vega members who had Combi's for sale but both were over my budget. Actually mine works great but I wouldn't mind having an extra one, just in case and so I can practice taking it apart. The drawings look a bit intimidating to me. I must be the only Vega owner who has maybe too little water coming out of the stuffing box. I have touched the shaft after some time with the engine running and it does not appear hot or even warm. Every now and then I add some grease. The rear seal of the Combi leaks a little, but not enough to worry about. I

I bought a TOPSIDER oil changer from BOAT/US. It seems to do the job, but no matter what, the nasty stuff still gets on your clothes, hands, etc. Fortunately it doesn't have to be done too often. My engine, a Volvo MD6A runs great, although ever since the COMBI was adjusted by Scandinavian Marine in Alameda, the top speed is only 51/2 knots at about 2300RPM (that is with a very clean bottom). It idles at about 800/1000. I get the boat dived every 6 weeks - less haul outs, better performance.

We went up the Petaluma River last weekend and flew the spinnaker for the first time in very mild winds. What a thrill! Doing 6 knots easily with the wind under 10 knots. The Petaluma River comes out into San Pablo Bay, in the Northern part of San Francisco Bay. It gets fairly narrow, but it is a scenic ride, mostly motoring, with lots of birds. You have to stay in mid-channel otherwise it is very easy to run aground.

I have installed single line reefing for my two reef points. The lines go back to the cockpit via turning blocks (Deckorgaizers), through SPINLOCK triple sheetstoppers and a #10 winch on top of the deckhouse at the cockpit.

I have also installed a TRICOLOR masthead light (AQUASIGNAL) and a new Windex windvane. Was going to put the FM-radio antenna up there as well but decided against it. - would be too crowded. I stuck it underneath the cockpit coaming instead, suspended with some plastic tiles. It works fine, I get all the stations I want and it is out of the weather. I have made new solid teak hatchcover boards and am making handholds on either side of the companionway, inside and out, and some handholds at the head of both bunks, at the main bulkhead. I have revarnished my grab rails and took them apart - finding no corrosion on the long screws. My boat is very dry and all hardware seems to be in extremely good condition for a 21 year old boat. This includes the gate valves. I intend to replace these with MARELON seacocks at my next Hewlett. The boat is starting to look very sharp, with most of the woodwork revarnished and with my improved running rigging, is very easily singlehanded. My next trip will be to Monterey at the end of May.

We are in dire need of newsletter input!

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I got a call from Walt Brown in Redwood City. He told me there is a switch one can install on the VHF antenna cable to switch over to FM. So, only one antenna is needed.

I will visit with him soon. He has parts for sale from the rammed Vega "SONJA". He bought the wreck for salvage.

Always looking forward to the newsletter - keep up the good work! And Thanks!

Felix Arts

P.S. How can I get a Vega-Marin catalogue and is our "Vega Westbound" video still available?

## Just for laughs -

### A Dog Named Sex

Everybody who has a dog calls him Rover or Boy. I call mine Sex. He's a great pal, but he has caused me a great deal of embarrassment.

When I went to City Hall to renew his dog license, I told the clerk I would like a license for Sex. He said, "I'd like one too!" Then I said, "But this is a dog." He said he didn't care what she looked like. Then I said, "You don't understand. I've had Sex since I was 9 years old." He winked and said, "You must have been quite a kid."

When I got married and went on my honeymoon, I took the dog with me. I told the motel clerk that I wanted a room for my wife and me and a special room for Sex.

He said, "You don't need a special room. As long as you pay your bill we don't care what you do." I said, "Look, you don't seem to understand. Sex keeps me awake at night." The clerk said, "Funny — I have the same problem."

One day, I entered Sex in a contest, but before the competition began, the dog ran away. Another contestant asked me why I was just standing there, looking disappointed. I told him I had planned to have Sex in the contest. He told me I should have sold my own tickets. "But you don't understand," I said, "I had hoped to have Sex on TV." He said, "Now that cable is all over the place, it's no big deal anymore."

When my wife and I separated,

we went to court to fight for custody of the dog. I said, "Your Honor, I had Sex before I was married." The judge said, "This courtroom isn't a confessional. Stick to the case, please."

Then I told him that after I was married, Sex left me. He said that's not unusual. It happens to a lot of people.

Last night, Sex ran off again. I spent hours looking around town for him. A cop came over to me and asked, "What are you doing in this alley at 4 o'clock in the morning?" I told him that I was looking for Sex. My case comes up Friday.

From Ann Lander's newspaper column)  
Orlando Sentinel, August 29, 1994



### Welcome aboard

David Mendrek & Lisa Laske  
P.O. Box 127, Kingshill  
St. Croix, US Virgin Islands 00851  
Mfg: 1969

Glenn Leighton  
R.R. #2, Box 378  
Hollywood, MD 20636  
Tel: (301) 373-5291  
Sail # 723, "Hachibaba", 1970

William & Jan Arnett  
12929 113th Place N.E.  
Kirkland, WA 98034  
Tel: (206) 821-2374  
Sail # 1568, "Sommar Bris" 1976

# For cozy cruising— heat your boat

Story by Katy Burke

Illustrations by Bruce P. Bingham

Some type of heat is necessary on most liveaboard or cruising sailboats. Even as far south as the Florida Keys, with the passage of a cold front it can get chilly enough on winter evenings to make a heater welcome.

When considering the economics of heating a boat, keep in mind that the better insulated the hull and deck are, the less time you'll spend operating a heater (or a fan or air conditioner when it's hot).

Most heaters are rated by the amount of British thermal units (Btu's) they produce. A Btu is the amount of heat used to raise the temperature of one pound of water by one degree Fahrenheit. A few heaters are rated by watts. To convert watts to Btu's, multiply the wattage by 3.4. This conversion makes it easier to compare heaters.

The first step in calculating your Btu requirements is to figure the volume of space you want to heat. Roughly measure the cabin (or cabins). Multiply length times height times width to get the volume in cubic feet.

Then multiply the volume by a factor from 10 to 20. Use 10 if you'll always be in warmer climates and 20 if you plan on spending winters north. The answer will be the Btu output to look for in a heater. It's better to figure on the high side; you can always turn the heater down or off, but if you can't get it high enough you're really stuck. For example: a cabin area that measures about 12 feet long by 6 feet high by 9 feet wide equals 648 cubic feet. If you assume the boat will be south in the winter and north in the summer, but spending some part of the fall where it's cold, use a factor of 15: 648 times 15 equals 9,720 Btu's.

On a boat with several cabins, figure each compartment separately if

you intend to use a space heater for each one. It is impossible to heat all the cabins evenly from one central heater unless it's of the forced-air type.

Convection heaters do not produce an even heat. When ambient air particles are heated they expand, thus lowering their specific gravity so that they become lighter than the air surrounding them and rise. Those heated air particles then cool and contract, thus raising their specific gravity and causing them to fall. This results in a convection current that is primarily vertical. The overhead will always be warmer than the cabin sole, often quite noticeably so (Fig. 1).

A small fan mounted on or near the underside of the cabin top is a tremendous aid in distributing this heat. It will keep the air circulating—down to your feet, as well as to other state-rooms (Fig. 2).

When choosing a heater, condensation is a problem to consider carefully. Condensation occurs when the relative humidity reaches 100 percent. Relative humidity, which is stated as a percentage, is the amount of moisture in the air compared to the total amount that could be there at that particular temperature. When the temperature rises and the volume of water in it remains constant, the relative humidity goes down. Like-

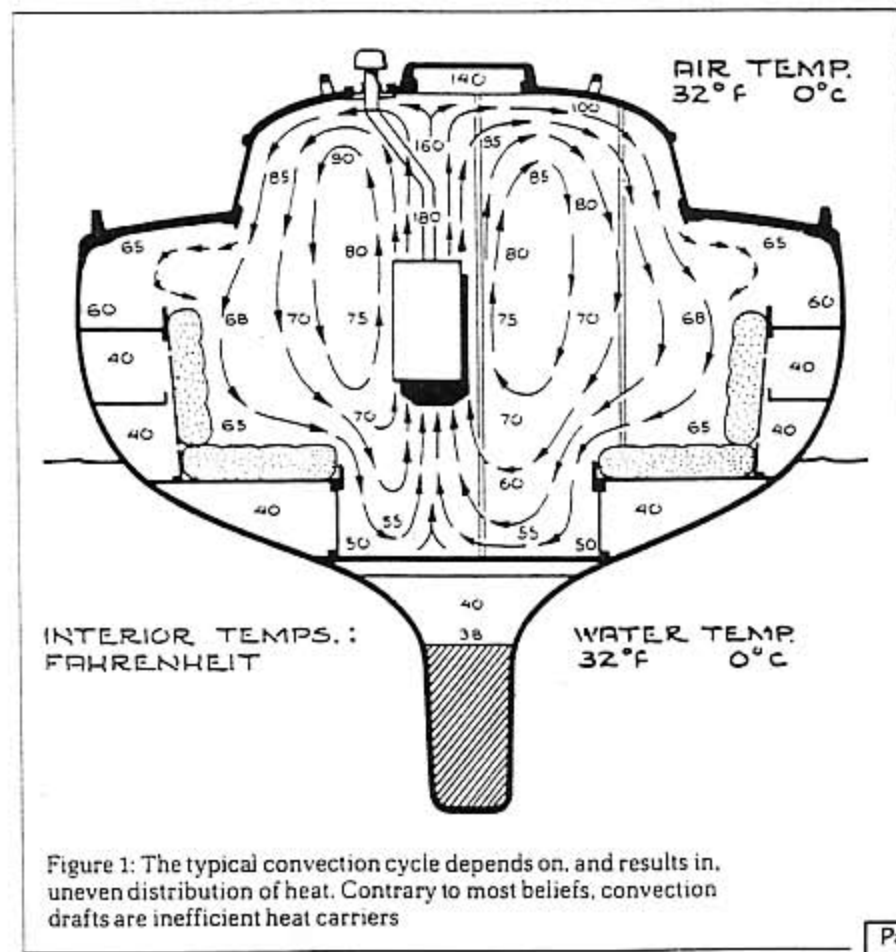


Figure 1: The typical convection cycle depends on, and results in, uneven distribution of heat. Contrary to most beliefs, convection drafts are inefficient heat carriers

## Heat distribution

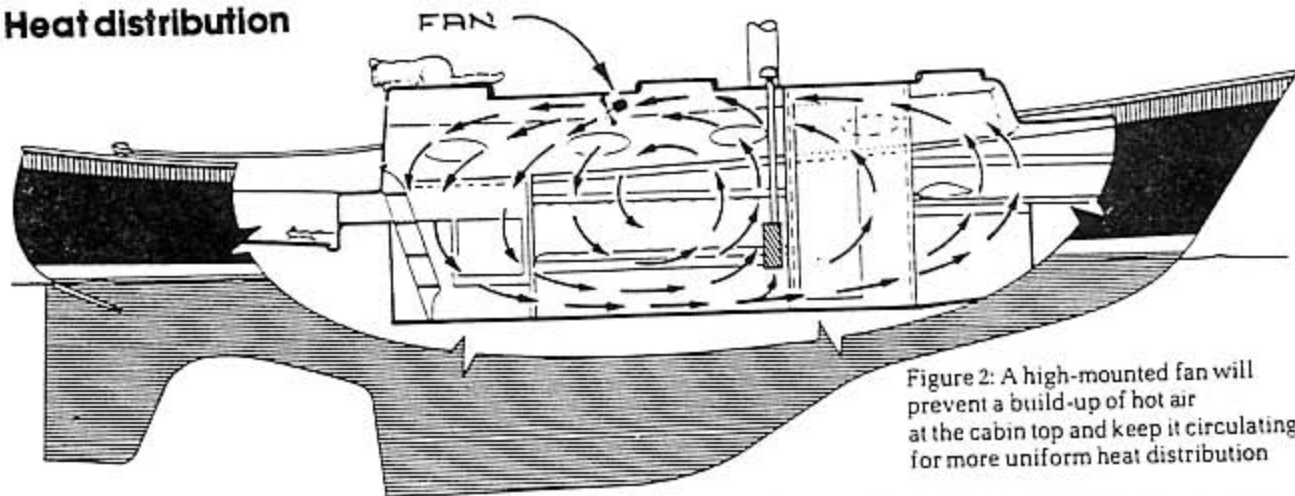


Figure 2: A high-mounted fan will prevent a build-up of hot air at the cabin top and keep it circulating for more uniform heat distribution

wise, a drop in temperature means an increase in relative humidity.

Thus, a boat can be warm and dry all day and then drip with condensation when the cabin trunk and hull cool off at night even if the amount of water in the air hasn't changed. The temperature drop causes the relative humidity to climb: when it reaches 100 percent water vapor changes to water particles.

Many factors can contribute to the amount of water in the air inside a boat: breathing, boiling water for cooking, wet clothes, an open flame from a lamp, the stove, or a heater. All liquid fuels produce water as a by-product when they burn, generally an amount of water equal to the amount of fuel burned.

A vented heater carries moisture to the outside. An unvented heater keeps water vapor trapped in the air in the cabin. When the vapor touches a cold cabin trunk side or bronze porthole rim, the temperature drop converts it from vapor to condensation almost instantly (Fig. 3).

Unvented heaters, such as kerosene or alcohol space heaters, catalytic propane heaters, or clay flowerpots upended on the stove, are minimally useful as heat sources, so for long-term continuous sources of heat, use a vented heater. As a temporary source of heat, however, an unvented heater has one advantage: it is not a permanent installation, so it can be moved from cabin to cabin or stored out of sight when not in use.

It is vitally important that unvented heaters receive an adequate supply of fresh air. I do not feel that cowl vents alone supply enough. Leave open one

or two ports or partially open a hatch. Theoretically, if complete combustion takes place, poisonous carbon monoxide is not produced, but it's foolish to take a chance. Don't leave these heaters unattended, and don't use them when everyone is asleep.

Our schooner *At Last* had two unvented kerosene heaters that were purchased only because they were cheap, and that was a costly mistake. They were dangerous (we almost died one night from carbon monoxide poisoning because we'd buttoned up the boat too tightly), and the condensation they produced throughout the long northern winter can only be described as grim.

The most common fuel used in unvented space heaters is kerosene, which is what the familiar Aladdin Blue Flame heater uses. The Aladdins are economical to use, heating 16 to 25 hours on a gallon while producing 6,000 to 9,000 Btu's an hour. The kerosene is not under pressure; it is drawn into a large circular wick that must be cleaned periodically (just like a lamp wick) and that can be adjusted for high or low flame. The color of the flame is important: a blue flame shows the wick is burning properly; a yellow flame is a sure sign of trouble.

The Heat Pal is a small portable heater that can produce up to 7,000 Btu's an hour. Its drawback is that it uses alcohol, an expensive fuel.

Catalytic propane heaters, like the Viking, are flameless and do not produce carbon monoxide, so they need not be vented. They are radiant space heaters, but they're designed to be mounted, so they're not really portable. Heat here is produced by a

chemical reaction: the combination of gas (propane or butane) and air with a catalytic agent (platinum). Viking heaters utilize a piezo starter so they don't need electricity. The four models produce from 3,300 to 9,000 Btu's. All have an automatic shut-off device in case of malfunction. If you're already using propane for cooking, a Viking heater would make sense for a temporary heat source. However, one of the byproducts of the chemical reaction is water vapor, so its "wet" heat might be too much on a full-time basis.

Vented heaters eliminate condensation problems fairly well, but as with unvented heaters, they must be located in well-ventilated areas since they also draw air for combustion from the cabin.

Care must be taken in locating a vented heater since it is a permanent installation that includes an exhaust head (often called a Charley Noble). The exhaust head's placement is of particular concern on a sailboat where lines above deck could get caught on it, or strange drafts could be created by the sails when the boat's underway.

Pressure kerosene heaters generally utilize a burner similar to the ones used in kerosene cookstoves. It's the design and construction of the heaters themselves, not the burner, that causes them to function as heaters. Their biggest drawback is that since the fuel is under pressure, the tank must be kept pumped up, much like a kerosene stove, and pumping can become a real pain if you're using the heater on a twenty-four-hour basis. These heaters are often equipped

with a jacketed flue pipe to give you a hot-water system as well as heat.

Among the most popular pressure kerosene heaters are the Taylor Para-Fin models, which supply around 7,000 Btu's. These stainless steel or brass and copper heaters are bulkhead mounted and are quite attractive. Shipmate makes a stainless steel pressure kerosene heater capable of producing 10,000 Btu's. It uses a Primus self-cleaning burner and has an integral two-quart pressure tank.

Diesel heaters do not have to be pumped like pressure kerosene heaters. The fuel is generally supplied by a gravity tank, an air-pressure system, or a low-pressure demand fuel pump. With few exceptions, diesel heaters are air-supplied for combustion by natural draft. Several of the diesel heaters can be supplied with internal coils for a hot-water system.

Taylor also makes two diesel models, which are practical for a boat that already uses diesel fuel for its engine. Both are drip-feed and come equipped with a flame-failure cut-off valve. The bulkhead-mounted unit supplies almost 10,000 Btu's. The larger, free-standing model (bolted to the cabin sole) puts out 16,000 Btu's.

Other drip-feed diesel heaters are the Hi-Seas Model #100 by Marine Heat Corporation, which produces 3,500 to 15,000 Btu's, and Dickinson Marine Products's Chesapeake heater, which rates 2,000-8,000 Btu's. Both operate by natural draft and require no electricity.

Drip-feed heaters ought to be mounted on an athwartships bulkhead so they can remain functional at up to 40 degrees angle of heel. With heaters using a metering valve, Dickinson recommends that sailboat owners plan to feed fuel into the burner by gravity: both the valve and the fuel inlet to the burner must be in line with the keel. Dickinson's large and powerful free-standing Arctic heater (height, 26 inches; weight, 39 pounds) comes standard with the valve mounted in front, but the company will supply an in-line backmount for sailboat installations.

With any of these vented heaters it's a good idea to add a small cabin fan to keep the air circulating. And for any heater not attached flush against a bulkhead you should install an insulated reflector panel between the heater and the bulkhead. This panel

## Cold conductors

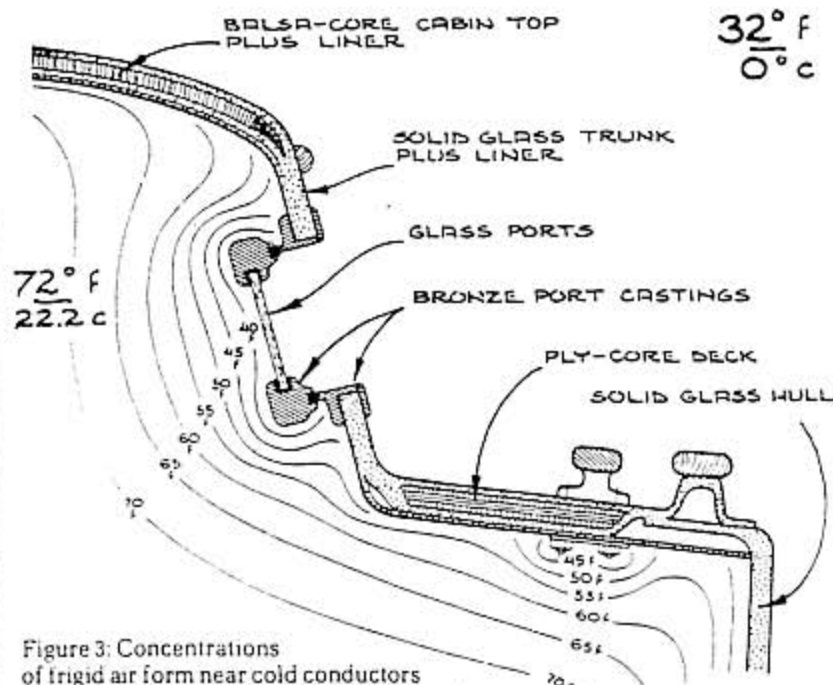


Figure 3: Concentrations of frigid air form near cold conductors (such as ports, castings, through bolts) and can result in condensation and drips in the warmest of boats

## Kerosene forced-air heater

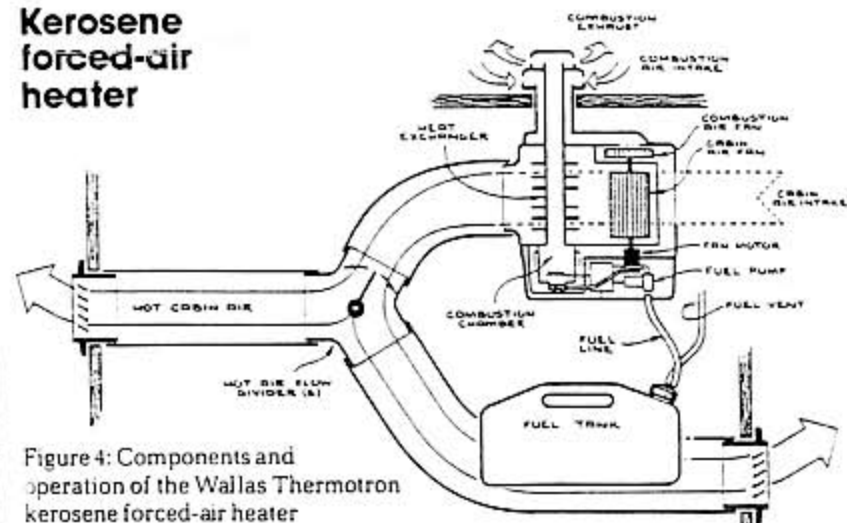


Figure 4: Components and operation of the Wallas Thermotron kerosene forced-air heater

prevents woodwork and paint from absorbing heat and reflects it back into the cabin instead.

Diesel heaters undoubtedly require more frequent cleaning than kerosene models, since diesel is less refined and dirtier than kerosene. Most heaters designed to burn diesel can also use kerosene, but don't try it the other way around.

Liquid fuel heaters like those just described are practical and efficient, but few can deny the attraction of a

crackling fire in an open hearth. Among the most beautiful fireplaces for shipboard use are the Luke Soapstone and the Luke Tile models, but there are numerous other attractive (and smaller) types on the market. Shipmate builds two, a fairly large free-standing model and a smaller bulkhead-mounted version.

Most of these marine fireplaces burn wood, coal, charcoal, or pressed logs. One really nice thing about a solid fuel fireplace (or heater) is that

## Diesel forced-air installation

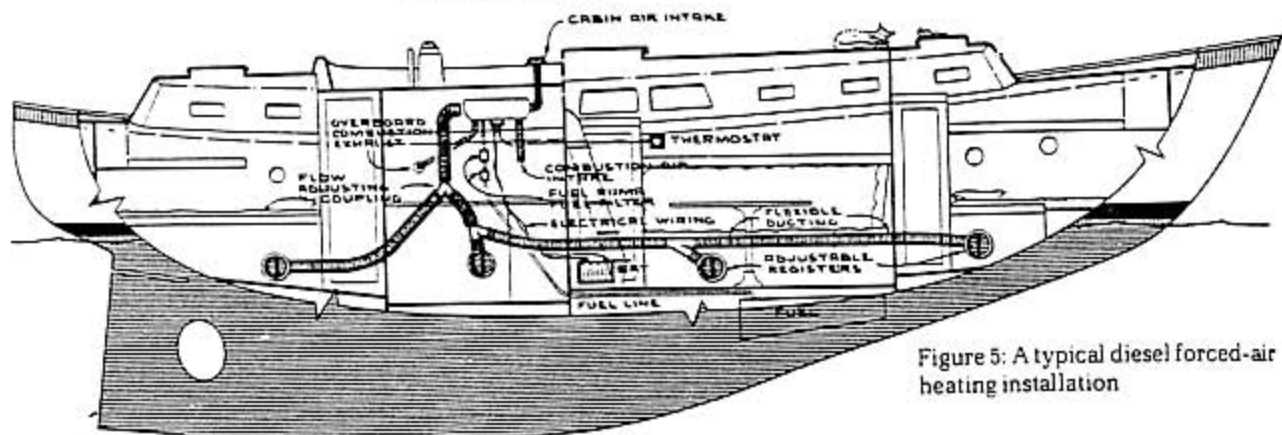


Figure 5: A typical diesel forced-air heating installation

you can use it to burn trash—paper towels, newspapers, cardboard boxes from prepackaged foods, and grocery bags.

Rateico makes two small fireplaces, the King Cole and the Cole Stove, that are bulkhead mounted and designed to burn charcoal briquets. Open fireplaces must be installed athwartships on a sailboat and should have a door that closes snugly over the firebox. Many solid-fuel heaters have at least a small cooktop where you can make coffee and save galley fuel.

Shipmate's cast-iron Skippy cabin heater is quite small (13 1/4 inches high with a 14-inch by 19-inch top), yet it will hold a coffeepot and a small skillet and comes equipped with two removable covers.

My favorite solid fuel stoves have long been the Pet and Tiny Tot made by Fatsco. Bruce calls them "funky," and they are, but they're good little heaters, too. Fatsco also produces two larger models, Chummy and Buddy, and has started making cooktops for all of them.

If you are considering a solid-fuel heater or fireplace, it's important to consider the differences between the two types. A fireplace that is built in and heavily insulated, as it must be to protect its surroundings, may look romantic, but it's useless as a heater since most of the heat it produces goes up the flue.

A free-standing (an odd term, since all the marine models should be bolted down) heater, stove, or fireplace is a much better choice, particularly if the fireplace has a door that can be closed. The heat radiates from all sides into the cabin. If it is built

with double-wall construction, convection currents will be enhanced.

Although forced-air heaters are often rejected by sailors because they're initially expensive compared to most space heaters and because they require electricity as well as liquid fuel, in many cases they can be your best choice. To heat a large boat, particularly one with several cabins, a

### Forced-air systems cost a lot initially, but for a boat of any size they can be the most practical and efficient heaters

forced-air unit is the only way to get even heat throughout.

Aboard *Saga* we are installing a forced-air heating system. Her interior is not just large, it is divided into five totally separate compartments, so a forced-air unit seems the logical choice. The heater units are quite compact, and since combustion occurs in a completely enclosed chamber, they can be mounted in a locker or lazaret, away from "living" areas. Heat is ducted (ducting adds warmth to the hanging lockers and cabinets it passes through) and terminated at an unobtrusive register, or grille, in each cabin. The register should be located close to the cabin sole.

One of the best features of a forced-air unit lies in the fact that it draws air for combustion from outside the boat instead of from the cabin. This means a warm, dry flow of fresh air is constantly moving throughout the interior. Remember, when cold outside

air is raised in temperature, its relative humidity drops drastically. Another feature I really like about the forced-air units is that at no time is the fuel, the combustible mixture, or the flame in contact with the atmosphere within the boat. Thermostats are used to control the amount of heat, as in any central heating system.

The biggest electrical draw for a forced-air heater takes place when it is started (it's similar to the high surge drawn by a glow plug when starting a diesel engine). Once the heater is running, the load varies from as low as .5 amperes to around 8 amperes for really large units.

Forced-air heaters are available that burn either kerosene, like the Wallas Thermotron models that provide from 2,400 Btu's to 10,000 Btu's, or diesel, like the Espar models that produce from 5,800 to 27,000 Btu's. Wallas heaters are manufactured in Sweden and Espar in West Germany. Both use 12-volt electricity.

The Wallas units are very quiet in operation. Kerosene is cleaner than diesel and with the Wallas the fuel is not under high pressure so the units themselves are fairly simple. They utilize a stainless steel heat exchanger to separate combustion air and exhaust gas from the heated air. Combustion occurs within a completely enclosed chamber and is exhausted outside the boat. The air that's actually circulated throughout the boat can be drawn from inside or outside, heated by the heat exchanger, and then blown to where you want it (Fig. 4). Using a thermostat, the heater can be turned down without being turned completely off, avoiding repeated high-draw surges of electricity. You



## Hot-water installation

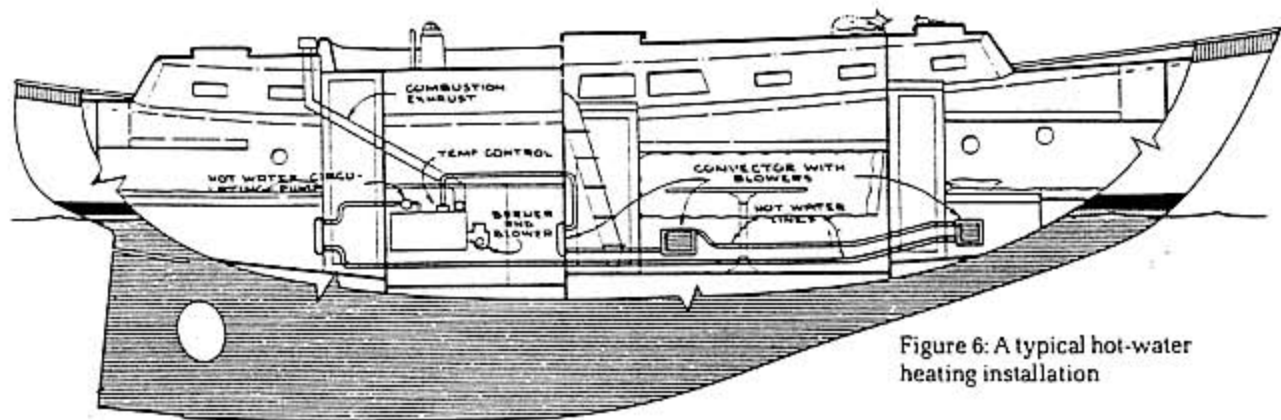


Figure 6: A typical hot-water heating installation

have to consider, though, the addition of a kerosene fuel tank.

A heater like the Espar seems practical on a boat with a diesel engine since the fuel can be drawn directly from the main tank, usually by a top tank standpipe. The Espar also uses a heat exchanger system. It passes the combustion heat to the cabin air, which is blown throughout the boat. The cabin air supply can be drawn from inside or outside the vessel. The combustible air/fuel mixture is compressed before ignition to produce an extremely hot flame, which is then exhausted safely outboard (Fig. 5). Espars are noisier than kerosene forced-air heaters, although I have never found the sound objectionable—it intrudes no more than a heater or air conditioner in a house.

Dickinson makes a central heating system for large yachts called the Marine Comfort Furnace. This is a free-standing stainless steel unit, uses diesel fuel, and weighs 81 pounds.

Hot-water heating systems are invariably complicated, expensive, and cumbersome, as they are designed primarily for large yachts. Like forced-air units they use both liquid fuel (diesel or kerosene) and electricity—in copious amounts—but they also produce considerable Btu's.

Generally, hot-water heating systems heat water to around 190°F. and then pump it through flexible heater hoses to convectors in each cabin. Each convector has a radiator and a blower fan that moves air past the radiator where it is heated before being blown into the cabin (Figs. 6 and 7). Some hot-water systems use baseboard convectors without blowers or fans.

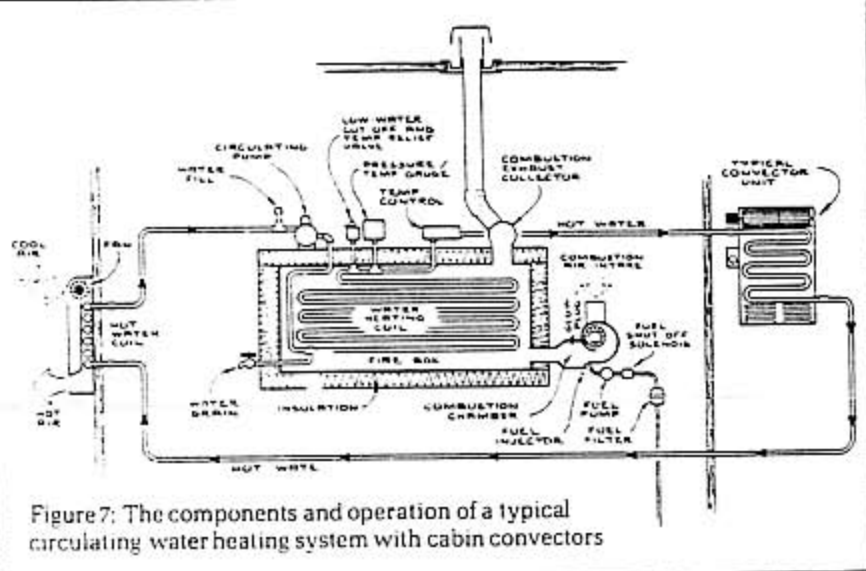


Figure 7: The components and operation of a typical circulating water heating system with cabin convectors

Espar has two hot-water heating models, a small one that will run on 12-volt current and a large unit that requires a 24-volt system and puts out up to 82,000 Btu's.

Some manufacturers, such as Neptune Marine Heaters, Inc., in New York, build hot-water heating systems that only work with 110-volt ac power, which means you must either remain dockside or operate a generator. However, these heaters put out as many as 246,000 Btu's. Sailors who spend a lot of time underway with the engine running might consider installing a car or camper heater that makes use of the engine's cooling water. Even if you are not underway but run the engine daily for charging batteries or running a refrigerator, this might be enough for occasional heat if you arrange your running time for the chilly evening hours.

If you are dockside during cold

weather, electric heat makes a lot of sense. It's certainly the cleanest and simplest heat source: you just plug it in. However, if you are wintering in northern waters that ice over, you'd better have a backup system in case of a shoreside power failure. Also, most marinas "resell" electricity, and the rates are generally higher to boat-owners than that of electricity running directly to a house or apartment. Some marinas do meter electricity for each boat, though, particularly live-aboard boats, and others charge a flat monthly rate. In addition, most dockside power is rated at 30 amperes, which limits the number of heaters you can use.

We spent a winter in New York aboard our little sloop *Sabrina* using a small electric heater that was barely larger than a shoe box. It produced about 5,000 Btu's, more than enough for *Sabrina's* tiny cabin. The heater,

## Electric space heaters

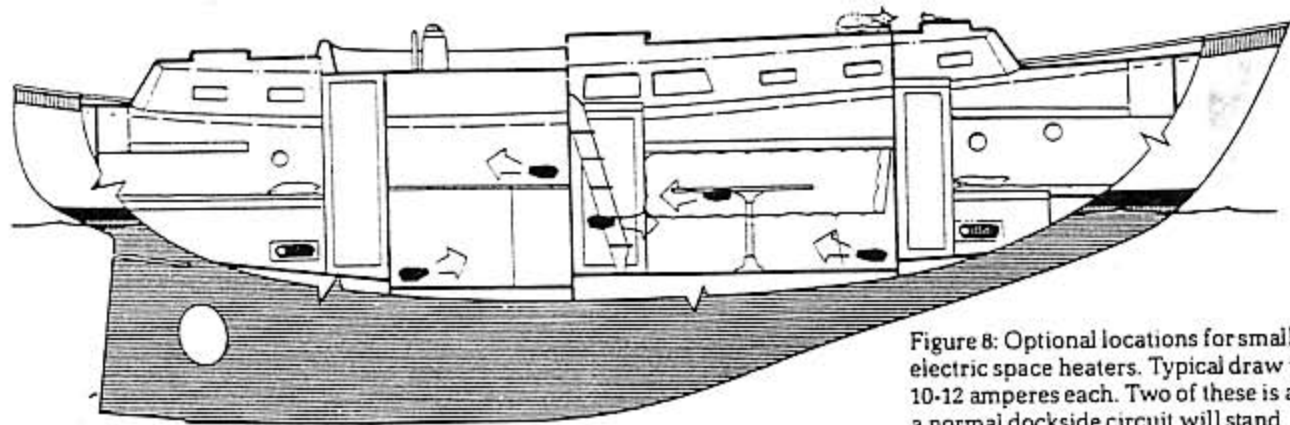


Figure 8: Optional locations for small electric space heaters. Typical draw is 10-12 amperes each. Two of these is all a normal dockside circuit will stand

mounted underneath a companionway step, had a squirrel-cage fan that kept air circulating to every corner of the boat. Bruce made one change to the unit: he replaced the flimsy electrical cord with heavier gauge wire.

If I thought we would be spending considerable time dockside aboard our present boat, *Saga*, I would buy another electric space heater like the Intermatic Heatwave (we still have *Sabrina's*) because that model is so powerful yet so small it can be tucked away just about anywhere (Fig. 8).

Electric heaters that utilize a fan or blower are more efficient than the heater-coil or radiant type. An important safety feature to look for is a device that shuts off automatically if the heater tips over.

There are built-in electric heating systems available that you can install permanently, such as the long and narrow overhead-mounted infrared heaters from Elecktra Marine & R.V. Systems Co. As far as I know, all such built-in systems operate on 110-volt ac current only (or sometimes 220-volt current).

Choosing a heating system for your boat is a big decision and not an easy one. All types have merit, and each could be the perfect answer—depending on the size of your boat, the layout, the amount of money you have to spend, and how and where you intend to use the vessel.

Before buying any heater, get a copy of the installation booklet (it may cost a dollar or two, but it's money well spent), and study it carefully to make sure the heater will not simply fit in the spot you have chosen, but will operate properly there as well. You may find, for instance, that

the height of the flue pipe is critical for proper combustion and that the heater won't operate where you thought it would without the addition of an electrical fan. Such details are often overlooked in the advertising flyers.

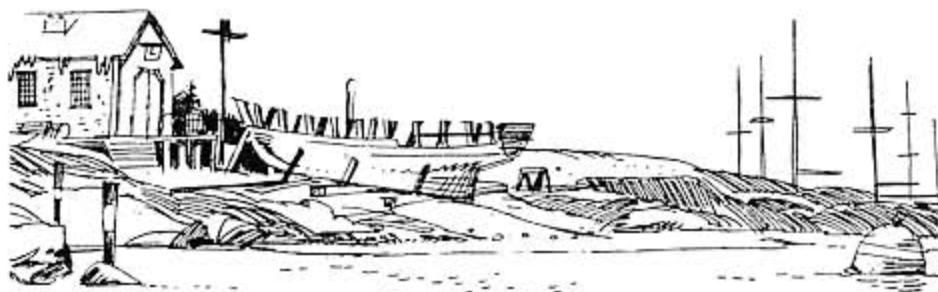
When you move aboard or take off

for extended cruising, your boat becomes your home and your investment, and she contains most of your valuables. Keeping the boat, her crew, and her contents safely warm and dry deserves to be at the top of anyone's list.



Last year after thinking And wondering how our two Alaskan members heat their boats I wrote to several companies requesting information about their heaters. I was impressed by one line of heaters "Espar" which will run on Diesel or Kerosene. The above article (reprinted from Sail magazine) was included with the Espar product information.

Sid Rosen



**espar**

Espar, Inc.  
P.O. Box 2346  
Naperville, Illinois 60566

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We are running out of things to print in our newsletter - we need your input now!

I don't even own a Vega !

19 Brookdale Crescent,  
Dartmouth, Nova Scotia.  
Canada B3A 2R3  
March 23, 1944



Dear Sid,

Thank you very much for your prompt response.. I truly appreciate the personal touch.

Please accept the enclosed cheque for \$16.00 U.S. I hope you will accept me into your association even though at the present time I don't have a Vega. However my intention, within the next year or so is to procure either a Vega or an Alberg 30.

I am six feet tall and appreciate the extra headroom the Alberg provides, nevertheless my bias at the present time is for the Vega. If for no other reason, it would be because of the "Lion homie" apparent in your organization and VAGB where I hold membership. In answer to your question - this is where I got your name and address

I am not acquainted with the Vega owner who lives in Tantallon, however there must be at least a half dozen Vegas in my immediate area. As I seek them out, please rest assured that I will spread the word of your association.

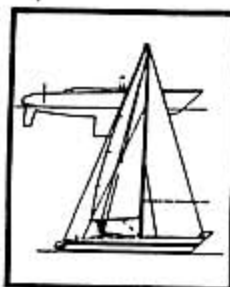
Should any of your members spot my ship "Quest" in Bermuda, the Bahamas, etc, I would be most anxious to welcome them on board.

Thanking you in advance for accepting me as a member, I remain.

Yours truly

Bill Whyte

	National Defence	Défense nationale
Captain M.W. Whyte (M.M.)		
Commanding Officer Canadian Forces Auxiliary Vessel QUEST Queen's Harbour Master FMO Halifax, Nova Scotia B3K 2X0 Canada Office: 902 427-2822 Res: 902 466-6336		



Thanks to everyone  
for your letters  
and ideas