

- **1996 Dues -**

To trim our treasury balance, all members who paid their dues in 1994 got their 1995 membership free. That year is now almost over. We did cut down our surplus and will continue to do so in 1996. Our biggest expense has been postage. The increases in costs of postage to our Canadian and overseas members indicate a need to raise those dues. *We are limiting the increase to \$1.00 a year although our cost will be higher than that.* The following is our dues schedule for 1996:

US	\$10.00 *	* unchanged
Canadian	\$12.00 (in U.S. dollars)	
Overseas	\$19.00 (in U.S. dollars)	

All dues are payable on January 1st, 1996.

But don't wait until then. Get off to an early start by sending (right now) your checks to Sid Rosen at: 10615 Whitman Circle, Orlando, FL 32821.



- **Selling your boat?**

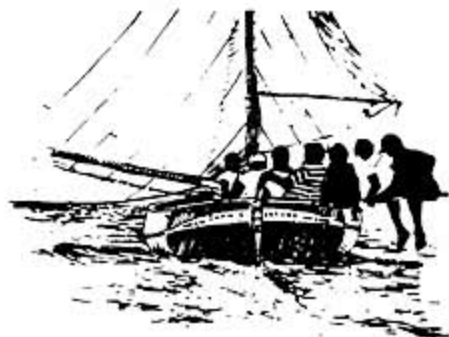
One of the best things you can do to help the sale of your boat is to tell each prospective buyer about our organization. You'll be doing yourself and the prospective buyer a big favor. Yes, a favor! All our boats are over twenty years old and sooner or later any new skipper will have some questions for which he will need answers. Through our membership, we have the collective means to help that new skipper. But don't stop there - that's only step #1.

Step #2 involves sending Sid Rosen the name and address of the new owner so he may contact that person about becoming a member. Too often a new Vega owner intends to contact Sid, but then loses the address or forgets about it. Then we lose a prospective member. So, please get in touch with your editor when the boat is sold!

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- **'Mahina' joins our fleet !**

Who isn't familiar with John Neil's book "Log of the Mahina"? Well, that venerable old lady has joined our fleet! Owners Larry and Ann Berglund, Bellevue, Wash, purchased the Vega (#322) from John Neal back in 1976. *Welcome aboard Larry and Ann.*



Tuesday, May 2, 1995

Dave & Cindy Pomerantz
56 Bartlett's Island Way
Marshfield, MA 02050-6002

Dear Sid,

Thanks for the delightful and informative letter. I'll definitely call Russ Walker to hear about his outboard experience.

I have a request in to AME for a spare impeller for my O-22 gas engine. I'm not sure if my current impeller is in good condition. The engine is the only thing that concerns me about "WishCraft". I'm hoping to launch her this Friday.

I frequently get sailing information from CompuServe, where there's a very active sailing forum. I can get answers to nearly any general sailing question (e.g. how to remove vinyl letters from fiberglass, how to convert regular winches to self-tailing, etc.) within a couple of days.

You've probably already considered this, but in case you haven't, I wonder if the Vega membership list could include e-mail addresses. This would allow members to post messages to other members for reasons like:

- * selling old equipment (old engines for parts)
- * asking and answering Vega questions
- * getting together

I know the newsletter is for that purpose, but e-mail is nearly instant, so it's good for asking questions and getting answers quickly.

For the record, my e-mail addresses are:

CompuServe: 72007,2657

Internet: pomerantz@aol.com

Thanks for running the newsletter. It ties together those of us fortunate enough to own this wonderful boat.

• Used MD6A & COMBI for sale

Jack Willingham
902 Floral Street
Opelika, Al 36801
Tel: (334) 749-4916

Yours,
Dave

Tony Skidmore reaches Australia

3rd June 1995

Sid Rosen
Vega Newsletter

Dear Sid:

It has been a while now since I last wrote, so it is time for an update I spent two months in the Bay of Islands, New Zealand, one of the finest cruising locations you could ever imagine. All manner of good anchorages, beaches & interesting places to hike. Probably my favourite was Motu Arohia where Cook had anchored the "Endeavour" on his first voyage to New Zealand. A close second would be the Kerikeri River where you lay in a basin below the bridge looking up at the "Stone House" a local heritage building. In early January I headed south to Tutukaka, Great Barrier Island, Kawan & then over to Bream Head and up the Hatea River to the Whangarei town basin/ Whangarei is a cruising yachtman's crossroads, rather like Morea, Fayal or English Harbour, Antigua. Yachts from all over the world stay here for the Cyclone season & a refit before moving on. For the 1994/1995 cyclone season 537 overseas yachts entered New Zealand. The net input to the local economy is estimated at \$25,000,000 NZ. Many boats have friends & relatives who fly down to visit, stay in hotels, eat in restaurants, rent cars, etc, etc. One Italian mega yacht was having a \$3,000,000. refit done in Auckland!

Whangarei is a small town but, rather like Fort Townsend in the Pacific North West, has built an industry around pleasure boat repair and construction. Every facility is available, labour rates & exchange rates are favourable & workmanship is of the highest order. I replaced all of "Lorna Doone's" standing rigging; had the anchor chain re-galvanised; the spray dodger restitched; new bushings machined for the stove gimbals ----and hauled out for new anti-fouling. The yard where I hauled, Smith's Boatyard, was a small father & son operation. Wonderful people; absolutely and totally devoted to boats. Nothing was too much trouble; an unobtrusive eye was kept on what I was doing & if a particular tool was needed they would volunteer it almost before I knew that I needed it!. At "SMOKE-O" (New Zealand coffee break) I was called in to join them. You drink tea, not coffee, at "SMOKE O" but the best part was Alan Smith reminiscing about the boats that had come and gone from his yard over the many years. He hauled the Hiscock's "Wanderer III" on their second world circumnavigation. More recently the current owner of Wanderer III brought her back to the yard for the installation of a new deck.

"Lorna Doone"
Cairns, Queensland
Australia



With the refit completed I did some sightseeing & hiking; went to Auckland to arrange for an Australian visa; stayed on a sheep farm owned by New Zealand sailing friends that I met in Opuia; ate too much - - and probably drank far too much of the wonderful New Zealand beer.

Traditionally, the cyclone season in the South West Pacific was considered to be over at the end of March. With global warming it now shows a tendency to extend on into April and cyclones are not unknown in May or even June! All rather intimidating when you sit on your boat 12 miles inland on a placid river with lines out to pilings forward and aft. The time came to move on however & on the 28th of April '95, with clearance papers on board, I headed down the river for Cairns, Queensland, Australia.

The Tasman Sea was grey and uninviting in the southern autumn, but we carried a fresh Southwesterly for the first day & a half to hurry us on our way. Every mile sailed meant we were getting closer to the sun of the Southeast trade winds. As the first week progressed, the wind veered into the west and "Lorna Doone" punched her way north under reefed working jib and three reefs in the main. We had lots of rain & things got a little damp around the companionway. As we got into the second week things started to cheer-up. The first flying fish came aboard at 25°58' south & the sun started to shine on a regular basis. Once we were into the Southeast Trades our problems were over; glorious sailing off to the northwest - around the southern tip of New Caledonia, up the west side of Chesterfield Reef, then north to pass inside of Flinders Reef & make our landfall at Euston Reef Light at the entrance to Grafton Passage - leading through the Great Barrier Reef.

In my opinion the singlehanded sailor is at his most vulnerable when making a strange landfall. There is limited opportunity to sleep, the possibly of increased traffic and the need for close attention to the pilotage. The night preceding our landfall was busy because of a large number of stern trawlers fishing outside the reef. We picked up the light at dawn, shot into the pass at 0915 & roared across to Fitzroy Island 16 miles away steering 210° to clear the various reef to port & starboard. A further seventeen mile leg took us around Cape Grafton, across Mission Bay (tremendous outflow gusts described as "bullets" in the pilot book) & up into Trinity Inlet & Cairns Harbour.

The procedure for entry clearance is to call Harbour Control on VHF channel 16. They will advise you where to moor your vessel & contact the various authorities on your behalf. At the clearance dock we were boarded by no less than five officials, all neatly dressed in blue shorts & crisp white shirts. One agricultural inspector sat on the bridge deck and the rest of us squeezed down below. I lost count of the number of forms which have to be filled in, but have since been told that it is sixteen. Everyone is very courteous, but you are subjected to a barricade of questions as they fill out their forms . . . "List the ports that you will be visiting during your stay in Australia!" . . . What is the used value of your VHF radio in Australian dollars? . . . Has your vessel discharged any water ballast while in Australian limits?" A beautiful young woman

with shoulder length blond hair & piercing blue eyes wanted to know if I had diarrhea lasting for more than 24 hours in the last 30 days !! Also various questions concerning "rashes". While this was going on an agriculture inspector was crawling around on the cabin sole between our feet checking for prohibited food stuff in the cave lockers under the bunks. Every now and then he would give a horrified cry and drag out a can of pork luncheon meat (an absolute NO-NO as far as Australia is concerned), peer at the label and go into a kind of "Macbeth & the dagger" routine. The can would be passed to his colleague, sitting on the bridge deck, who would take it gingerly between finger & thumb (like it was something the cat brought in) and drop it quickly into a heavy duty black plastic disposal bag. At this point I hadn't slept for more than 10 minutes consecutively in the last 30 hours & was so tired that I felt I was hovering above everything, looking down & listening to myself answer the endless questions

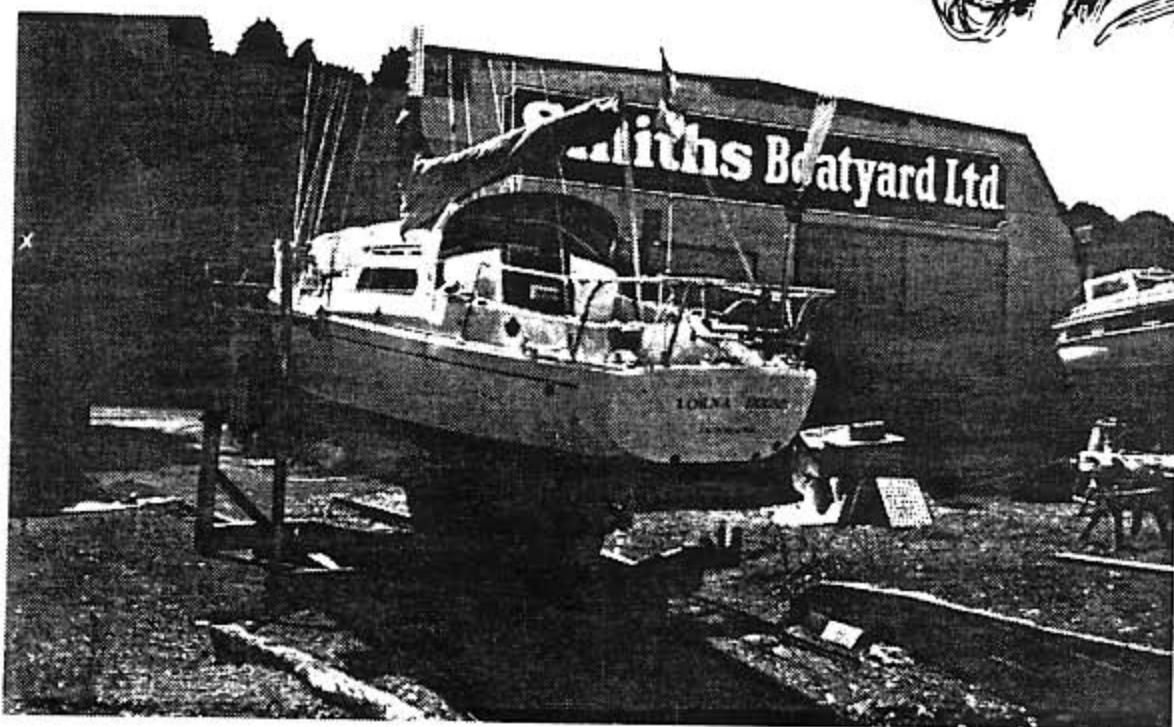
Cairns is a modern, bustling, tourist town. We are anchored off on the East side of the channel I have joined the local yacht club (\$10. transient membership fee) where there are wonderful showers, laundry & dining facilities. Shall probably stay here for a couple of weeks & then move on North to Cape York & Torres Strait.

Will remain in touch as the voyage progresses.

Kind regards:

Tony Skidmore

(A.G. Skidmore)



Refit at Smith's Boatyard, Whangarei, New Zealand

Larry & Ann Berglind (Mahina' #322) become members

Mr. Sidney Rosen
10615 Whitman Circle
Orlando, Fl 32821

Dear Mr. Rosen,

My wife Ann and I have just returned from cruising for five weeks in the San Juan and Gulf islands in the Pacific northwest. During this cruise we met three owners/former owners of Vega 27 sailboats. They informed us of the US Vega Association that we would very much like to join.

Nineteen years ago in 1976 we purchased the Mahina #322 from John Neal. He needed the money to publish his book "Log of the Mahina". We have used the "Mahina" extensively during this period and moor it in Lake Washington during the winter and at Shilshoal in Seattle in the summer.

The Vega owners we had talked to raved about the association's newsletter and technical information resources. We would like very much to join.

Please send me the necessary information as soon as possible.

Sincerely -

Larry Berglind

Ann & Larry Berglind
4231 135th Place SE
Bellevue, WA 98006
Tel # 206-746-4790



<http://www.gsn.com/soundings.htm>

That landlubberly gibberish is the World Wide Web address for the Soundings Marine Datanet — which is now available to millions of computer users around the country and the world.

If you use CompuServe, America Online, Prodigy or any one of the hundreds of specialized Internet service providers, you can now browse for a boat while pretending to be hard at work on your computer.

The Datanet contains about 11,000 current listings from 160 of our leading brokerage advertisers together with data on all the boats currently advertised by owner-sellers in the classified section.

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For the MarineNet —
<http://www.gsn.com/marinenet.htm>

P.O. Box 21
Tantallon, Nova Scotia
CANADA BOJ 3J0
(902)823-1400
June 20, 1995



Dear Sid,

It has been a busy Spring, but ALCYON is finally in the water again. Lots of little projects this year such as installing a GPS, refinishing the cockpit locker hatches and odds and sods of rigging. Further improvements include installing lee cloths on the settee berths, netting on the lifelines and rigging a jackline for life harnesses - safety items we deemed necessary for sailing with our young daughter.

We plan to cruise the Bras d'Or Lakes of Cape Breton late this Summer. The Bras d'Ors offer some of the finest family cruising on the Canadian east coast. The lakes are really an inland sea with gentle winds and many sheltered and secluded coves. Long a favoured destination of the Cruising Club of America, the area was popularized for Americans in the early part of this century by two pre-eminent summer residents - Alexander Graham Bell, of telephone fame, and Gilbert Grosvenor, founder of the National Geographic Society - whose descendants still spend summers near Baddeck. The lakes are accessed by a century old canal at St. Peter's or through a narrow gut on the north end of Cape Breton Island, near Sydney. For any of our Down Easter Vega sailors in Maine, the lakes would make an excellent final destination for a Bluenose cruise.

On the mechanical front, our rebuilt MD6A and Combi continues to chug along. I have noticed some difficulty with starting in cold weather (of which we have had too much this Spring) and I attribute this to a badly pitted exhaust valve which I tried to get away with just lapping during the rebuild. Incidentally, if anyone else has difficulty with cold starting, it could be a compression problem: rings or valves. An old fisherman's trick to get the engine going is to remove the air cleaner and, using a flexible spout oiler, put two or three squirts of engine oil in each cylinder. Crank the engine and it should start right up. Once the engine is warm, restarting shouldn't be a problem as it won't need as much compression to fire. It's much easier on the engine than ether or QUICK START. This only works with diesels and be careful not to use too much oil or the engine may 'hydraulic' and not turn over.

All this by way of introducing that I am in the market for a good used MD6A cylinder head, preferably complete with valve cover, since the decompression mechanism in mine is broken. If any of our readers have same, I would encourage them to call me collect at (902) 823-1400.

Has anyone out there ever had trouble with water leaking in through the mast step? I never have before this year, but since resteping the mast this Spring, I end up with a puddle on the cabin sole after every rain storm. The drain hole on the side of the mast seems clear. I just can't figure it out, but I'll live with it until I unstep the mast in the Fall.

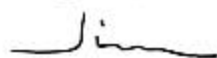


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Finally, in a previous letter, I had included a catalogue page from a Dutch manufacturer of what appeared to be Vega cockpit hatch hardware. These are similar but not identical replacements. The hasps are very close but the catches (the small piece on the locker lid) would require modification. As I only needed a hasp, it worked for me. Also, these are chromed bronze, not natural finish. Still, if someone has a broken or missing hasp, as I did, they could be the answer.

Thanks, as always Sid, for the splendid newsletter. I wish you and all our fellow Vega sailors fair winds and fine weather this summer!

Regards,



Jim Legere
ALCYON (#2002)

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Homer needs a replacement 0-21/0-22 carburetor

5/16/95



Dear Sid,

Enclosed is \$8.00 for a club burgee. Please send it to: 15 Autumn Road, Windham, NH 03087.

I spoke with Walter Brown last night about the carburetor. He said that he had given the engine away, but that it was so far gone that the person he gave it to was going to throw it away. Walter is going to check to see if it really was disposed of or just stored in some dark corner somewhere.

I'm waiting to hear from Mr. Lopez at Solex in Spain. With some luck, something will turn up soon. I'm a bit concerned about the availability of other Albin engine parts - when as & if any of us should need them!

I was hoping to launch 'Cinderella' before Memorial Day, but I think i will wait. There are still a significant number of small repairs that need to be made. "Turtle Dove", now renamed "Cinderella" is showing her age!

Thanks for your help on this matter. One way or another I'll get this boat launched and in ship shape.

Sincerely,



Homer Shannon
"Cinderella"

N J Halfweeg
Prinses Marijkelaan 16
2264 CL Leidschendam
The Netherlands

☎: +31-70-3277123



Sidney A Rosen
American Vega Association (AVA)
10615 Whitman Circle
Orlando, Florida 32821-8611
U.S.A.

October 4th, 1994.

Dear Sid,

Well, here I am again. How are you faring, Sid? Did you get round to any sailing? Hope the N.American weather was as good as that across the Atlantic.

This year's wonderful summer came to an end a month ago. Martha and I have, in the meantime, had two longish trips on board our Ballad "ALTAIR" [B 333] just pottering around the Dutch and Belgian coasts and inland waters. The winds were not too favorable as regards direction. We had ideas to explore the creeks and rivers of Britain's East Coast with, maybe, a trip up the Thames to revisit Kathrine Dock close to London's Tower Bridge. But, we left it rather late and the weather was not so reliable as we had hoped. Apart from that I had sailed earlier with a friend and his son and an old pal of mine to Wolverstone on the river Orwell (East coast U.K.) and thence to Ramsgate (U.K.), Nieuwpoort (Belgium), Vlissingen (Holland) and back to Medemblik on the IJsselmeer. We went in my friend's 31ft Winner 9.50 "The Edge". Not much wind, though. So we had to resort to our "Iron Sail" frequently.

The season started off by Martha and I attending the official opening of a brand new marina at IJmuiden, just West of Amsterdam, located immediately inside the outer harbour piers. Unfortunately inclement weather conditions dampened the festivity somewhat, e.g. the strong wind (force 8) blew the glasses of champagne off the trays of the rain-soaked waiters before anybody could get at them. Anyway the 250, or so, guests were entertained regally in a giant marquee later where an extensive hot and cold buffet was being served accompanied by singers of Dutch TV renown.

* * * * *

You will have gathered that the last "Vega Bulletin" contained an article on installing a Ruggerini engine. This is the first of a series of three, the other two dealing with renovating the interior and with a complete paint job on the hull. All in all two and a half years were involved in this project carried out by Arend Schram, a perfectionist. At one time the Vega was stripped down to just the hull with only the main bulkhead and the deck in position! No engine, no tabernacle, no pull or pushpit, no nuthin'! Just try to visualise this. A "magnum opus" in the annals of the Vega. Arend gave a talk dealing with his travails at the Vega winter meeting earlier this year. He illustrated it with some 70 color slides.

I took it upon me to translate this work as I feel that there may be a number of points in it which could be of interest to many an owner who, as Arend says, may not otherwise even contemplate undertaking a the restoration/renovation of a particular item.

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The other day Arend told me that this coming winter the area below the waterline would be given a good going over. So, who knows? More copy for the Bulletins and Newsletters around the world.

My son saw "ALI BABA" briefly earlier this year and he reported this to me by saying 'I've seen a Vega which must just have come from the Albin yard in Christinehamm. Absolutely brand new!'

The original articles are all based on the use of metric weights and measures and these have been maintained in the translation. Wherever possible and necessary I have converted them to U.S. equivalents with the same proviso as your bank uses, i.e. "E.& O.E."

I have also sent a translation to the Vega Association of Great Britain, to Diana Webb the secretary and in doing your copy I have found that there are interesting differences to be attended to. I think I have made allowances for the usual variations in spelling, e.g. color vs. colour etc., but I also found unexpected differences in the names of various items of equipment.

Thanks to my brother-in-law, Ed Kuiper (V2501), who presented me with Royce's *Sailing Illustrated* and a West Marine catalog (not catalogue!) I found that what I would call a 'genoa rail' is a 'fairlead' in N.American parlance and a 'fairlead', a N.Am. 'chock'. Coach roof became cabin roof, cockpit sole had to be replaced by cockpit floor, International Paints by Interlux etc. Nothing dramatic, but rather unexpected. Do let me know if I've missed any!

Some of the Dutch manufacturers have representatives in North America and I thought it useful to compile a list of these. In addition I have made up a list of the composition of some materials used so that the choice of a second source could be made with a little more confidence. Unfortunately full information was not available on each and every product.

Also the US dollar equivalents have been given in the list of financial outlays should anyone wish to emulate Arend's achievement after having made up a budget.

All this was bashed out on my PC and to save space I have resorted to a more economical font i.e. Courier 20cpi and I trust you will be able make acceptable photocopies should you wish to reproduce any part in your Newsletter. If not, let me know and I can send you a 3½" diskette [DS,HD] done in WordPerfect™ version 5.1.

I have one request to make on behalf of Arend and that is for you to send him a copy of any of your Newsletters containing, or referring to, his work. You'll find his address at the end of the engine section.

* * * * *

Mentioning my brother-in-law I must hasten to tell you that Martha and I have spent a 3 weeks vacation in the Carribean of which a fortnight was spent on board V2501 belonging to my brother-in-law and Martha's sister Minke. Thus gently sailing from one sub-tropical anchorage to another in the U.S. and British Virgin Islands. A steady trade of strength 3 to 5 coming from anywhere between NE and SE made passage planning almost superfluous, while navigation was of the "eye-ball" variety. As a matter of fact and notwithstanding the warning "not to be used for navigation" we did all our planning on the charts shown on plastic dinner mats.

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As far as I could make out nobody sails at night. Maybe because of the scarcity of navigational lights and abundance of unmarked coral reefs, although with good charts and GPS (which we didn't have - the GPS I mean) one could certainly get around. It's just not done. I don't think I've seen more than a dozen buoys in the whole area. And it's "red right returning"! (IALA region 'A' is what I am used to.) At 1900 local time a pitch black sky, the heavens would be studded with stars with Orion dead overhead and Sirius burning brightly close by.

Anchoring was always on fine sand although sometimes some kelp couldn't be avoided. The bottom started to become just visible at a depth of 10 metres. Azure blue water which, with its many-coloured fishes and corals, just had to be explored snorkeling fashion. At night our flashlamps would reveal, from the safety of the cockpit, two or three Tarpons lazily swimming around and under the boat. These 5 to 6 foot long Gargantuan members of the herring family only prowl around at night, thank goodness!

And then there were the other giants; the chartered yachts. Forty to sixty footers; enough to give you an inferiority complex. Judging by the full pontoons in the charter company docks business was pretty slack.

After returning to to the U.S.V.I. the two of us ended our trip West of the Greenwich meridian with a week in Guadeloupe where we toured round the verdant forests and brushed up our French.

* * * * *

Well, that's just about all for now, but before signing off I'd like to recommend a book to you. That is if you're interested in navigation. It is *From Sails to Satellites* by J.E.D. Williams and he describes the origin and development of Navigational Science and as it was published in 1992 it covers GPS as well as the intervening period from the Greeks onwards. Publisher is Oxford University Press, New York. The following codes are given on the flyleaf:-

- * Library of Congress: VK549.W55 1992 623.8909-dc20 92-8456,
- * ISBN: 0-19-856387-6.

It would appear that it is publisher's surplus, since it is available brand new here for NLG 27.50, about half its original price and it sells well according to my bookshop.

Finally, the postage stamps on the envelope belong to the Light House series a recent issue of three stamps. Just in case you are, or a friend is, philatelistically inclined!

Cheers!
All the best,
Yours
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** Mr. Halfweg's enclosures will be published in subsequent issues.