

## Happy Thanksgiving!

- **We're running out of news!**

Every year about this time we start running out of correspondence for our newsletter and the editor asks for "news". So why be different this year? To avoid an overflow of data and keep our members letters and requests more current, Sid asks that members whose last names begin with the letters "A" through "G" please answer the call. Please tell us your experiences: what you fixed, how you did it, where you went, what happened, how you coped, etc. Please share your triumphs and your disasters with your fellow Vega skippers.

- **International Vega Friendship Regatta**

Three of our members had indicated their intent to attend the regatta in Germany in July. We were hoping to hear from them about the event, but to date nothing has been received. How about it fellows? Did you go? If you did, please share your experiences with the rest of us!

- **Please welcome our newest members:**

Joel Evans &  
Maureen McCrystal  
1213 Doncaster Lane  
Charlottesville, VA 22903  
Tel: 504-296-2588

#2967, "Perspicassidy", 1976

Gary & Sydney McFarland  
2137 Martinique Lane  
Oxnard, CA 93035  
Tel: 805-382-0090  
Conchita", 1976



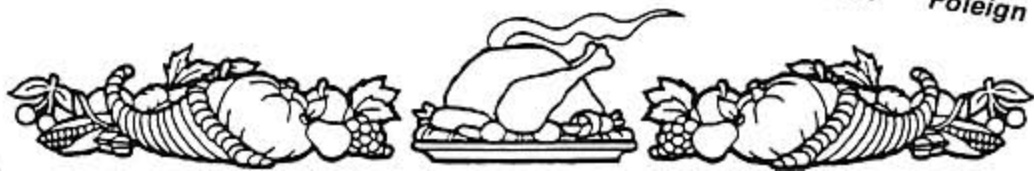
Fair winds!

John Tomaso  
348 Elmore Lane  
East Meadow, NY 11554  
Tel: 516-489-4139  
#1554, 1972

- **Jump start 1997 by paying your 1997 dues now!**

All memberships expire Dec 31, 1996  
No changes in rates:

\$10. U.S.  
\$12. Canada (US\$)  
\$18. Foieign (US\$)



Sid.

Long time since the last letter was done, sorry I didn't send it earlier. (The printer was down) I finally was able to get a friend over to fix it. It's convenient living in silicone valley, lots of computer talent around here, unfortunately none of it belongs to me. Anyway, Lyric is back in the water with many projects awaiting and Sonia is no more, she's a hulk waiting to become part of the landfill. All usable parts are off. I hope to get a list of what is still available to you in not to distant future. I was able to get the Combi shaft and prop out but I had to cut the coupling off where it connects to the shifting mechanism. It was frozen in place and no amount of heat, penetrating oil and jury rig wheel pullers was able to budge it. A new one goes for about \$80.00, I wish I could have got it off intact.

As I remember from the handbook someone wrote that if you couldn't get it off you would have to cut the shaft. Not so. If you're trying to get the shaft out and can't get the coupling off and are willing to pull the engine it's possible to cut it without damaging the shaft. I rotated the shaft until the keyway was in the 12 o'clock position and used a sawz-all held parallel to the shaft and cut straight down. I stopped cutting when I was almost through the coupling. I then inserted a cold chisel into the cut and hit it with a big hammer. This fractured the remaining metal at the bottom of the cut and spread the coupling enough for it to be tapped off with hammer. The shaft remained intact. If anyone needs the combi please contact me.

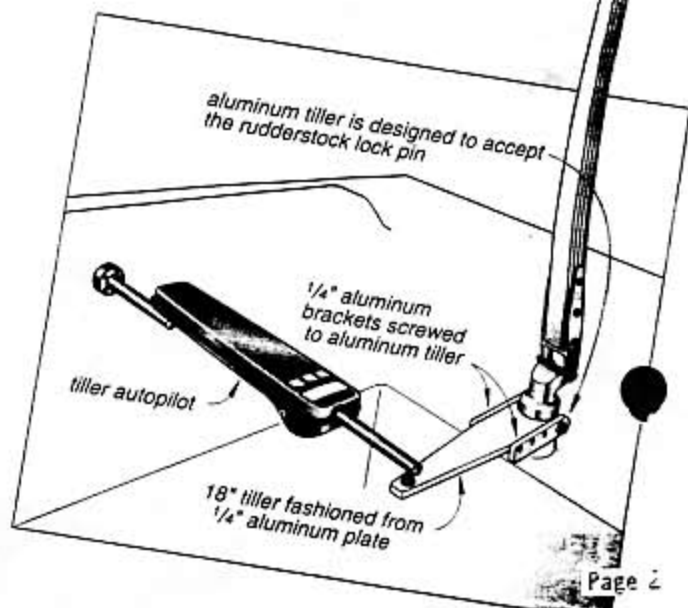
The engine project is proceeding slowly, hopefully it will be done in the next few weeks. We are also installing refrigeration. The old box was pulled and we're building a new one out of plywood, glass cloth and epoxy. There isn't much room for a box of any really size but it will be a bit bigger than the original. In order to get adequate insulation all around this box will mount directly to the bulkhead and project forward about 11 inches. This should allow space forward for 4 inches of foam. We'll build a false bulkhead 4 inches aft of the aft cabin bulkhead and fill the space between with foam. The old box had only 1 inch of foam! No wonder my ice melted so fast. We bought a Norcold conversion kit but I'm having second thoughts about it. Nigel Calder has a 2nd edition out of his old book, "Boatowners Mechanical and Electrical Manual" out. It has some really good information in it. At \$33.95 it's not cheap but it's definitely worth the price. It can be ordered through West Marine (SKU 420323). Anyway, he indicated that boats going into the tropics refrigeration would be overwhelmed due to compressor overheating in hot air. Apparently, most units use a fan to cool the compressor by blowing air across it, he recommends water cooling instead. This is not an option with the Norcold, in fact the Norcold doesn't even have a fan.

Speaking of West Marine, they're charging \$5.00 for the catalog this year. Don't be to upset about it though, you get a \$5.00 gift certificate with it. Many folks were getting multiple catalogs and this was cutting into the profits. Now Randy Repass (the CEO) needs those profits if he's going to continue to grind Boat U.S. into the ground (mud?). Does this sound like I have a bone to pick with Boat U. S.? Believe me, I do. More about it later. All for now.

Walt Brown  
660 Bair Island Rd. Box 45  
Redwood City, CA 94063

■ **More cockpit space for tiller boats**

A problem with tiller steering is the tiller's arc, which takes up a lot of cockpit space while under way. Rex Rexrode, who sails his Watkins 25 out of Palm Bay, Florida, made an 18" tiller for his autopilot out of 1/4" aluminum plate and bolted it to the rudderstock (see illustration). While sailing with the autopilot, Rexrode can raise the 5' main tiller



13.06.96

Dear Sid,

Long time no hear, sorry!! But I'm still still alive and read your newsletter s with great interest.

In your latest newsletter I noticed that one of your members had troubles with a broken hand start fitting and I send you a drawing of how to solve the problem.

I repowered my Vega this spring with a brand new 14 HP Nanni Diesel which I'm running in these days in order to be ready for the IFR in Travemunde, Germany. It's only 120 miles from Copenhagen. Well, back to the Nanni Diesel. The output is 14 HP at 3400 rpm so I have all the power I need. At 2000 rpm the Vega runs 6 knots so I think I have a lot of power for rough weather conditions. The Nanni is based on a Kubota diesel engine and is similar to the British built Beta Marine Diesel. Diana Webb in England will be able to give you further information on this engine.

Please note that my address is Egehegnet 76, DK-2850 Naerum, DENMARK and not Germany.

With these lines I send you and your member my best wishes for a good Vega-season.

Many greetings from



Walther

DANSK VEGA KLUB  
Sekretariatet  
v/ Walther Nerving  
Egehegnet 76 . 2850 Naerum  
Denmark

### HAND START (CRANKSHAFT)



The repair is done as follows:

1. Remove the protective casing at the end of the engine.
2. Cut the crankshaft vertically with a hack-saw.
3. Place the drill gage on the end of the shaft, The drawing below shows how to produce the drill gage. Drill a 25 millimeter deep hole with a diameter of 10,4 millimeters, cut a thread by means of a srew tap M 12 x 1,5.
4. Shorten the thread of the start claw, part number 834138, by 7 millimeter.
5. Put on the protective casing again, place a soft washer between the start claw and the cranshaft and assemble the crankshaft.

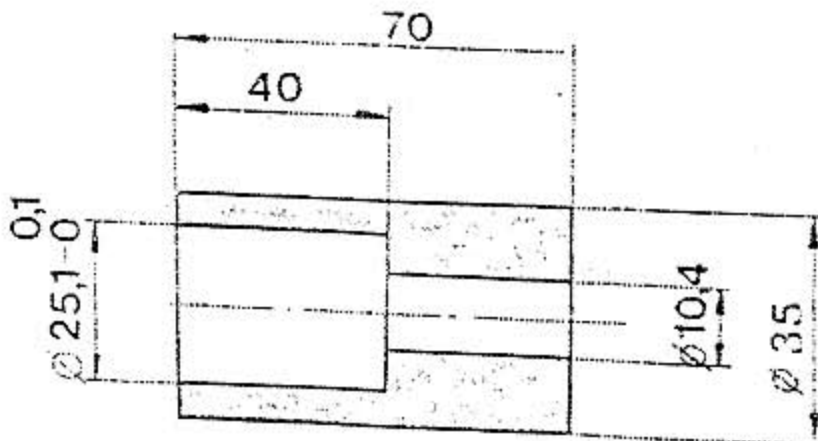


Fig. 1. Drill Gage

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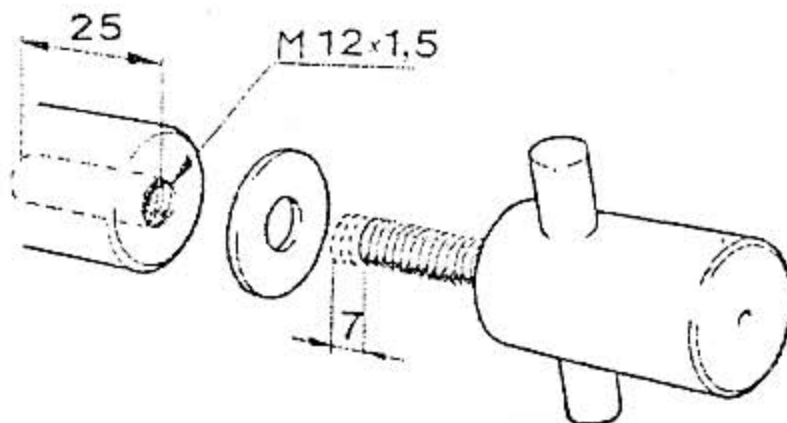


Fig. 2 Assembly

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- Tell us how you rewired that dynastart -

15 Autumn Road, Windham, NH, 03087 606-880-1783

To: Sid Rosen, VODCA  
From: Homer Shannon  
Date: 5/24/96  
Regarding: Alternator Conversions

Dear Sid:


I read Technical Tip #184 with interest in the December '95 issue of the newsletter. I've known for a long time that the charging system of the stock 0-22 engine was quite a bit lacking. I obtained a Delco alternator with an internal regulator and have devised a mounting for it. It's all bolted in, and it is a pretty clean installation.

Technical tip #184 refers to an earlier tech tip on how to wire this up correctly. I thought it would be straight forward, but after looking up the wiring harness I've decided to leave it alone until I have more information.

Do you have any copies of this earlier tip?

Your help is appreciated.

Sincerely,

  
Homer Shannon

P.S. In studying this thing I've figured out that the ammeter was wired wrong. I corrected it and it now shows 30 amps charging - with the old dynastart! Right now I suppose there's no rush to hook up the Delco alternator that I bought.



Advice needed -

Mr. Sidney Rosen  
Vega Newsletter  
10615 Whitman Circle  
Orlando, Fl 32821

*Welcome aboard!*

Dear Sidney,

Thank you for writing back to me about my interest in the Vega. Upon writing this letter I am now the proud owner of Hull #2967 built in 1976.

MY search for an affordable, safe, off-shore sailboat is over. She's not without her problems, however, they are usual things that any 20 year old boat needs : seacocks, hoses, s.s. hose clamps, etc. And a lot of cosmetics!. The 10 HP MD6B runs perfect. I chose a surveyor known for being very peculiar and in fact telling prospective buyers not to buy. (I didn't want any "sugar coating".) After a 7 hour going over I asked him what he thought. He said "If I were you . . . . I would buy this boat. So, I'm very confident in my purchase. The surveyor was very impressed with the overall condition... no crazing of the gelcoat, no stress cracks, no signs of mast compression - structurally very sound and NO BLISTERS!

Enclosed is my check to cover dues, etc through 1997. There are two things that I need to know about that you or any of our members can help me with. Any advice would be most appreciated!

- 1) My Vega came without a dodger ( not even a frame) Do you know where I can find a new one or preferably a used one (or even the spec sheet).
- 2) The shoe fitting that holds the rudder to the keel is quite worn. can this be bought, or should I have it repaired?

Inside the boat the previous owner kept a notebook called "Vega Owner's Repair & Maintenance Manual". However, there are pages missing. Is there a more recent printing? I would be glad to purchase it if possible.

Thank you -

Joel Evans

*Joel H. Evans*

\* Editor's note: Joel's Vega originally joined our fleet in 1977. At that time it was named "Perspicassidy", after it's owner Louis Cassidy.





Alan Berlind writes from France

Alan Berlind  
Le Champ Neuf  
03320 Couleuvre  
France

Mr. Sid Rosen  
10615 Whitman Circle  
Orlando, FL 32821, USA

Dear Sid,

You may hang me from the yardarm, but I will never abandon ship! My check is enclosed.

I cannot begin to tell you how much I miss "Kitty's Ark." My old Vega security blanket! Every time I contemplate the daily chores around this large farmhouse and modest surrounding property, I appreciate the wonderful economy of boats. Someday . . . .

Nevertheless we continue to enjoy this mad venture into the unknown. The minor skills I honed keeping the Ark afloat have come in handy on land, for in this neck of the woods do-it-yourself is the order of the day.

In our isolated corner of the world, we subscribe to two newspapers. Practical Boat Owner and the Vega newsletter. Many thanks for your work!

Best regards



**Rosmarie Ruhland #93151, Della Francesca" writes:**

Dear Sid -

I am enclosing our dues for 1996 because my heart's wish is that we will hang onto our Vega for another year.

Our boat has been on a cradle for the past two summers - this will be the third! John wants to sell the boat - not to see it anymore! He says it's too much work and he is getting too old to do it! Just being home and enduring hours of pain! John has a little wooden dinghy which someone has loaned him. He is able to put it on top of our '86 Plymouth and take to different small lakes (Finger lakes) south of Rochester, NY.

I read your letter last year to John - sympathizing with him on giving up the Vega; having gone through it yourself!

We brought up six children on our Vega. Perhaps one of them would like it. It will probably end up for sale - reluctantly!

Sincerely,

Roxanne  
4/9/96

On the issue of IFRs: So far I have got no hint of any organisation willing to take on the next IFR in 1998. Some time ago you proposed a meeting - without boats - in Florida. Would 1998 be a good opportunity? We could call it the "Vega International Friendship Reunion". Thus it would still be an "IFR". This could be my "secret card" at the VODA meeting at Travemünde.

At last spring seems to be approaching. As late as two weeks ago my friends skated(!) past our jetty (I did not join because of a sore knee), but thanks to intense sunshine the ice is now quickly rotting. Our plan is to launch on April 27. This means that I am very busy. Among other things I have had the engine out and renovated by a professional man. I then discovered that the "bed" for the engine (2 sturdy GRP shelves) had almost disintegrated (by the vibrations I assume). Yesterday I built a new bed in GRP. The problem - not yet solved - will be to recreate the top surface at exactly the right level and inclination. I will let you know how I did - or failed - it. I am also installing a new cooling box and generator and a "console" (posh word for box) for instruments over the cabin hatchway.

With kind regards,

\* Sid's comment:

I think everyone would like to have an International Vega Friendship Reunion here in Orlando in a couple of years. However to organize and staff such a "reunion" would require the assistance of several members - more manpower than we have available here in Orlando. Right now Sid feels he could "honcho" the event (with a lot of help), however in two years his participation may be rather questionable due to health problems. Not all phases of administering the event needs to be run from Orlando. Any volunteers? Any suggestions?

My  
retirement  
cruise  
is  
over

VICTORIA, B.C. CANADA  
Victoria's busy inner harbour serves as a busy port for water transportation of all descriptions. In any given daylight hour you will see airplanes landing and departing, large ferries, luxury yachts and cruiseships and kayakers alike sharing the sheltered waters.



SID'S GOOD TRIP HOME FROM HAWAII TO B.C. THOUGH IT SEEMED RATHER COLD AFTER BEING IN THE TROPICS FOR A COUPLE OF YEARS. WILL WRITE A FINAL SUBMISSION FOR THE NEWS LETTER SHORTLY.

MR. S. ROSEN,  
10615, WHITMAN CIRCLE,  
ORLANDO, FLORIDA,  
32821,  
U.S.A.

KIND REGARDS:  
TAUT SKIDMORE

Produced and © by  
Natural Color Productions  
New Westminster, B.C.



## 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 Gelinis in Quebec. Am using his "VARUNA" model. Will let you know how it performs.

Till next time, Sid.



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### • **Paying the price!**

When you were younger it was so nice to be in the sun - getting that healthy tan look. And it felt so good sailing without a shirt! If you thought about it you used a sun-tan lotion - but most of the time you forgot and didn't use anything. Years pass by (too quickly) and you start heeding the advice about covering up. By now the damage has been done *but you are not yet aware of it!* More years pass and your favorite (?) dermatologist starts cutting on you - removing one skin cancer after another. Slow at first, but gradually picking up speed. That old feeling "it won't happen to me" is not true. **IT HAS HAPPENED!**

**COVER UP - USE SUN-BLOCKING LOTIONS!**



Harry Benson , #1518, writes

212 Calla Avenue  
Imperial Beach, CA 91932  
2.6.96



Sydney A. Rosen  
10615 Whitman Circle  
Orlando, Fl 32821

Dear Sid:

I am just back from a visit to Vancouver, staying with my daughter. My 1996 membership dues are enclosed - a little tardy perhaps but not that late! I must say how much I enjoy the newsletters - so much interesting information!

I have been especially interested in following the Tony Skidmore saga. He mentioned Whangerei. I lived there when I was a young man, so there is a certain nostalgia in reading his description of the town and the Bay of Islands. That was in the nineteen fifties and to all intents there was no tourist trade, and Whangerei was a town catering to agriculture with a trawler terminal and a cement works.

I get out sailing as much as I can, mainly on a Sunday but have been told that the winds have generally been light while I was away so I really haven't missed much.

Now I feel that I must get down to working on the boat. It needs cosmetic work which I will do last. The MDTA it came with is non functional & I'm thinking about strengthening the mast support. Has anyone tried bonding an angle to the aft end of the bulkhead-hull joint to give added rigidity? Or is this not a good idea?

Incidentally should I have received a copy of the Vega manual & one about the Combi? If so, they never arrived!

Sincerely,

Harry Benson

P.S. A Tony Skidmore is mentioned in Richard Henderson's "Single Handed Sailing". Would this be "our" Tony Skidmore?



HAPPY THANKSGIVING !

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 "Susitua" 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."*

★  
**VEGA**

Vega for sale

Bill Slim  
50 So Woods Ln  
Doylestown, PA 18901  
March 31, 1996

Dear Sid,

Thanks for sending back the check for the "extra" \$10. I wasn't sure of my standing and didn't want to leave you hanging.

We have an unusual situation in our family at present whereas my wife and I have had to accept some extra heavy responsibilities. Since this will probably continue for some time, I have decided to sell my Vega, Eight Bells.

If you know of anyone who would like a good boat, maybe you could let them know. I did contact Tom and Carla Witzel (whose name I picked up from a previous News Letter) and they'll be looking at it this spring when (and if) the weather gets better.

Perhaps you could put something in the News Letter about it in case any member knows someone who would be interested. It's in Forked River, NJ and I'm asking \$10.5K which is a fair price. I told the Witzel's which, of course, I'll stick with for them, but I just spent \$500 for new V berth cushions which I'd like to recoup. A write-up is enclosed.

If you prefer not to put this type of information in the letter, I understand.

Best regards,



I have my dad's Vega -

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Dear Sid,

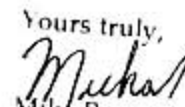
April 2, 1996

I have been meaning to write to you for some time, and I apologize for the delay. My father, Ed Rowen, passed away last year from Cancer which he had been fighting for two years. However, I am happy to report he and I spent quite a lot of time on his Vega "Seascape"

My stepmother Barb graciously arranged for me to purchase the boat for myself. Obviously, it gives me great pleasure to now be the proud owner of my father's boat. I would be interested in writing a letter for you to include in a future newsletter about this boat and my experiences with my dad.

I have transported the boat from Maine to Ocean City, Maryland, where it now resides. I am very interested in sailing it up to the Chesapeake bay and I am looking for any information on an inexpensive slips or moorings on the bay. I would prefer to be located on the northern end of the bay. Any help you could provide would be greatly appreciated. By the way, I have decided to keep the boat's name "Seascape."

I am enclosing my check for \$10.00 for 1996 dues. ( would appreciate it if you could send my newsletters to my home address:

Yours truly,  
  
Mike Rowen  
1710 Crossfield Drive  
Lancaster, PA 17603