

25 Nov 1992

Voice of American Vega Sailors

No.12-92

## Holding tank information wanted -

125 Seaforth Crescent  
Seaforth, Sidney NSW 2092  
March 25, 1992



Dear Sid,

Greetings from Down Under and thank you once again for the interesting newsletters - always so full of information and ingenuity.

You mentioned one time that you would like some 'contributions' and I thought this may be of interest. It is a story Gus wrote for a national newspaper here on our race in 'Lyric' across the Atlantic in the first Atlantic Race for Cruisers in 1986. It was the most fantastic fun, and believe it or not, there were 2 Vegas in the race - the other a singlehander - and both of us were very pleased with our performances. The gale before the start was probably the worst of many we have been in in 'Lyric' but she has always looked after us. Anyway, if it is of use, you are very welcome to it.

We were interested to see in Walt Brown's letter of July '91 that he too has a Vega called "Lyric". Our number is 1772 and we are Australian registered. He was asking then about installing a Navik. We too have one and it has been marvelous in 30,000 miles of sailing, in winds from F2 - F9.

One thing we would be very interested in is how US members have installed a holding tank for the loo. Australia is just about to bring in a regulation that all yachts must have holding tanks and be pumped out at special stations, so we will have to convert Lyric. We would be grateful for ideas of where yours have been fitted.

Once again, thanks for all the great information.

*Happy sailing,  
Joan Edison*

Bob Gaskins (#1561) writes:

DATE: 4/6/92  
 NUMBER: 8742

TANKS: [ ] KEY NO. [ ] STATE: [ ]  
 ENGINE MAKE/MODEL: VOLVO  
 DAY RECEIVED: [ ]  
 PHONE WHEN READY: YES [ ] NO [ ]  
 TERMS: [ ]  
 CASH [ ] CHARGE [ ]

# Swedish Marine

2701 West Pacific Coast Highway  
 Newport Beach, California 92663  
 (714) 548-5565

NAME: GASKINS BOB  
 ADDRESS: 23756 VIA PORTON  
 CITY: MISSION Viejo STATE: CA ZIP: 92691  
 HOME PHONE: [ ] BUSINESS PHONE: [ ]  
 Make: ALFA ROMEO Year: [ ] Model: VEGA  
 REPAIR ORDER INSTRUCTIONS: CHARGE ( ) CUSTOMER ( ) WARRA

### SERVICE ORDER AND INSTRUCTIONS

RESEAL COMBI DRIVE OUT IN NEW BUSHINGS 464.00  
 CLEAN OUT COOLING SYSTEM FROM WATER/FLOW 174.00  
 REBUILD SEA WATER PUMP 58.00  
 TIGHTEN ALTERNATOR BELT N/C  
 REPAIR FUEL LINE N/C  
 (NEEDS NEW TRIP SENDER - WORKS BUT IS DAMAGED) PAID  
 4014 Year VISA TICKET 5605488

Mileage	
ATE	
TOTAL	
Total Labor	696.00
Total Parts	487.10
Total Outside Repairs	
Total Lubricant	7.96
Sub Total	1191.06
Tax	38.37
Total Gas	
PAY THIS AMOUNT \$	1,229.43

COST	QTY	PARTS NO. or DESCRIPTION	PRICE
1.83	2	949658 O-RING	3.66
1.30	2	949656 O-RING	2.60
24.60	1	925067 O-RING	24.60
14.96	2	3875925 BUSHING	29.92
	1	840252 SEAL RING	29.92
	1	3847557 BUSHING	29.92
	1	3876418 GASKET	3.48
	1	3876420 GASKET	7.30
	1	3875574 BUSHING	23.74
	1	3879121 PLUG	7.03
0.67	2	959220 SCREW	1.34
1.06	4	840223 SEAL RING	4.24
	4	824714 SEAL	16.96
	1	955484 O-RING	0.49
	1	833447 SCREW	0.53
	1	875796 THERMOSTAT	27.98
	1	859194 EXH. GASKET	19.67
	1	955448 O-RING	0.32
2.57	2	833446 SEAL RING	5.14
		SHRP TTR	15.00
		Sub 482	
		TOTAL PARTS	487.10
		LUBRICANT	
	2	CARTRIDGE Grease	7.96
		TOTAL LUBRICANT	7.96
		GAS	
		TOTAL GAS	

ALL WORK CASH ON DELIVERY



Sid,  
 I wanted to report back to you about my stuffing box. Lars Karlsson, at Swedish Marine tells me that all of the parts are Volvo parts. As I understood him there is a relationship between Volvo and Combi which I did not think existed some time back. He orders his parts from Albin Parts Distributors, attention Tom Hall, in San Francisco. Their telephone is (415) 332-2788. In any event, I am attaching a list of the parts with their prices, and the cost of labor. There was some maintenance work done on the engine itself and its cooling system, so not all the labor was on the Combi alone.

Regards,

Bob Gaskins

BY X

AVANCE STORES  
 AUTHORIZED DEALER  
 N

We welcome Lars Lemby, President of the Vega One Design Association, to our club!



Lars Lemby  
Kastanjevägen 8  
S-132 46 Saltsjö-Boo  
Sweden  
VEGA no 7 "IMARI"  
Aug. 31, 1992

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

Dear Sid,

We really missed you at the VEGA IFR at Fredrikssund. First of all because we all would have liked to meet you, secondly because it would have been great for us to be able to honour you in person with the **VODA ACHIEVEMENT AWARD**. You, more than perhaps anyone else, have transformed the VODA motto "International Friendship" into practical reality. I understand that the Secretary has informed you about this.

Thank you for all the Newsletters you have sent me free (for being your humble servant as President of the Vega One Design Association). I have long wished to become a member, only I never seemed to get my anchor up! However, please find my ~~cheque~~ *note* enclosed. I hope the \$20 will match the extra over-sea postage. Otherwise I will adjust that later.

=====

American VEGA Association

Name	Lars Lemby	Home Phone	+46*(0)8-715 87 04
Spouse	Anna-Maria Lemby	Work Phone	+46*(0)8- 23 38 40
Address	Kastanjevägen 8 S-132 46 Saltsjö-Boo Sweden		

(Co-skippers: When you meet with IMARI you may often find in command one of our daughters Åsa and Kajsa or - more often - our son Björn.)

Hull/sail no: 7 Year: 1966 Boats name: IMARI

Colors: Hull: White; Cove Stripe: Blue; Spinnaker: Blue with a big, red Vega star

Yacht clubs: National: Swedish VEGA Club  
Local: Lännersta Båtklubb

Where berthed: On the N side of the channel of Lännersta, SE of Stockholm, N59 18'; E18 15.5'  
We have got a couple of guest bouys, welcome!

Radio: VHF (no sel call)

=====

(Short lesson in Scandinavian: We have 3 funny vowels:

"å" - in Danish and Norwegian written "aa" - is pronounced as in "caught"

"ä" - in Danish and Norwegian written "æ" - is pronounced as in "air"

"ö" - in Danish and Norwegian written "ø" - is pronounced as in "bird".)

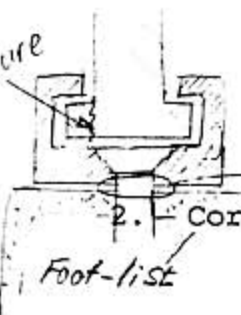
In one of the Newsletters I saw a question about what might happen to our boats as they grow older. Well, I am one of those with some experience of that. Here are some examples:

### 1. Corrosion under stress.

1.1. Take a close look at the screws (probably brass ones) that hold your grab-rails to the cabin roof. Mine had disintegrated to thread-size just between the cabin roof and the grab-rail itself. I enclose a sample as proof.



1.2. The travellers for my genoa sheet blocks are made of aluminium in an up-side-down T-shape. The "roof" of the T (i.e. the bottom of the traveller) broke away in my hand(!) - not even under load - when I moved it in order to adjust the sheet angle. The material, which had lasted for 25 years, looked completely dead. Look at the enclosed piece!

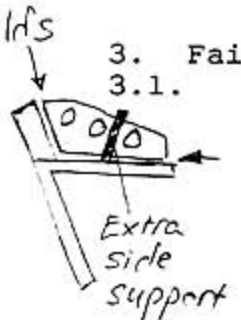


### 2. Corrosion caused by age.

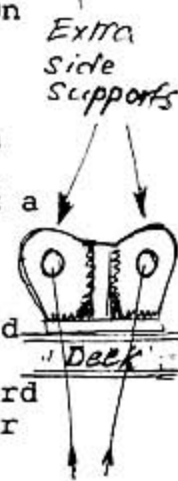
Examine all your rubber or plastic hose-pipes, e.g. connections from the zink to the hull, from the toilet etc. Mine were so dried out that they leaked air(!) so badly that the pump did not suck. Fortunately the leaks were above the water surface - except when the boat healed over!

### 3. Failure caused by fatigue.

3.1. The fastening of the fore stay to the bow. This is perhaps the most critical detail. There is a small, triangular piece of stainless steel welded to a horizontal piece and the piece of tube holding the forward stanchion of the bow pulpit. When the boat is tacking the tension will pull this piece of metal to starboard and port. Eventually the welds may break. On IMARI I have welded small pieces of stainless steel athwartships as support to this central piece.



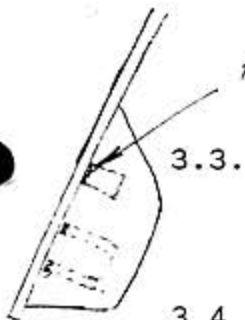
3.2. Screw-heads eat their way through the wood. When the boat heels and jaws in a sea-way the tension is transmitted to the interior of the boat, where all the screws and bolts tend to either work loose or eat a hole through the material. This may in the long run weaken the hull as the ridgedness of the hull is to some extent dependant on the interior construction details. On IMARI I am in the process of replacing old screws and bolts with new ones with large heads and "nylock" nuts. I have also re-inforced the hull forward of the mast with stringers and bulkheads (to the under side of the bunks).



Fastened to the hull with glass fibre mat and epoxy

These holes are useful for rigging blocs, e.g. for a cunningham or a downhaul line

Failure in welds



3.3.

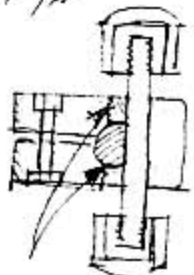
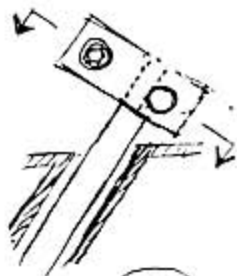
The rudder blade.

In the interior of the rudder blade there are pieces of stainless steel (rods or small plates) and these are welded to the rudder shaft. It has happened that these welds have broken because of fatigue.

3.4.

The rudder head.

This is the piece of bronze that is fastened to the upper end of the rudder shaft and that conveys the twisting force from the tiller to the rudder. Some weeks ago IMARI was accidentally backed on to a stone. The rudder blade was forced sideways and when the tiller was stopped by the side of the cockpit locker the rudder head burst. (I was happy to find that this was the weakest link - not the rudder blade, as far as I know.) When we examined the broken item we found several old cracks in the bronze. These must have been caused by heavy work at the helm through the years. As late as earlier this summer my son Björn and two mates made an exhilarating spinnaker run. They sweated at the helm in turns in wild surf-rides down the ridges of grey seas and during 12 hours - as later measured on the chart - made an average speed of 7.1 knots! Fortunately they were unaware of the cracks in the rudder head - and even better; It held.



lines of failure

Kind regards,

Lars Lemby

Thank you Lars for the excellent information



Welcome aboard Jack !

THE VEGA NEWSLETTER

NAME JACK L. RUGGLES HOME PHONE (717) 469-2687  
 SPOUSE DECEASED WORK PHONE RETIRED  
 ADDRESS RD3, BOX 1195  
HARRISBURG PA ZIP CODE 17112  
 SAIL NO. 2499 YEAR \_\_\_\_\_ BOAT NAME NEW HORIZONS  
 YACHT CLUB \_\_\_\_\_  
 WHERE BERTHED CUTTER'S MARINA, MIDDLE RIVER, MD.  
 RADIO: CB \_\_\_\_\_ VHF X AMATEUR \_\_\_\_\_



# BOAT/U.S. Member Centers

## Great Lakes

**Chicago Marine Center**  
Arlington Annex Shopping Ctr.  
63 W. Rand Rd.  
Arlington Heights, IL 60004  
708-398-0606

**Cleveland Marine Center**  
3419 Carnegie Ave.  
Cleveland, OH 44115  
216-391-2922

**Detroit Marine Center**  
2212 E. 14 Mile Rd.  
Warren, MI 48092  
313-939-5050

**New England**  
**Boston Marine Center**  
411 Waverley Oaks Rd.  
Waltham, MA 02154  
617-899-2000

**Norwalk Marine Center**  
9 Washington St.  
So. Norwalk, CT 06854  
203-866-4426

**California**  
**Marina del Rey Area**  
**Marine Center**  
5780 Neamer Ave.  
Culver City, CA 90230  
310-391-1180

**Huntington/Newport Beach**  
**Marine Center**  
18249 Euclid St.  
Fountain Valley, CA 92708  
714-435-1001

**San Diego Marine Center**  
1212 Knoxville Street  
San Diego, CA 92110  
619-276-6852

## Florida

**West Palm Beach Marine Center**  
Palm Beach Market Place  
1900-B Okeechobee Blvd  
West Palm Beach, FL 33409  
407-684-4900

**Fl. Lauderdale Marine Center**  
505 W. Broward Blvd.  
Fl. Lauderdale, FL 33312  
305-523-7993

**Clewwater Marine Center**  
Clewwater, FL 34624  
813-573-2678

**Fl. Myers Marine Center**  
Bridge Plaza Shopping Center  
12901 McGregor Blvd  
Fl. Myers, FL 33919  
813-481-7447

**Tampa Marine Center**  
8203 N. Dale Mabry Hwy.  
Tampa, FL 33614  
813-933-5515

**Sarasota Marine Center**  
4229 South Tamiami Trail  
Sarasota, FL 34231  
813-925-7361

**Naples Marine Center**  
3808 East Tamiami Trail  
Naples, FL 33962  
813-774-3233

**Missal Marine Center**  
Opening September 26, 1992

**Georgia**  
**Atlanta Marine Center**  
Perimeter Plaza Business Park  
4038 Flowers Road  
Doraville, GA 30060  
404-936-8611

## Mid-Atlantic

**Holmdel Marine Center**  
Holmdel Plaza  
2145 Rte. 35 North  
Holmdel, NJ 07733  
908-739-8890

**Glen Burnie Marine Center**  
Coxscocks Plaza Shopping Center  
6651-20 Ritchie Hwy. (Rte. 2)  
Glen Burnie, MD 21061  
410-761-5901

**Rockville Marine Center**  
4955 Nicholson Court  
Kensington, MD 20895  
301-230-0945

**Towson Marine Center**  
Hillendale Shopping Center  
6863 Loch Raven Blvd.  
Towson, MD 21286  
410-296-0451

**Headquarters Marine Center**  
880 So. Pickett St.  
Alexandria, VA 22304  
703-461-2850

**Norfolk Marine Center**  
6600 Virginia Beach Blvd  
Norfolk, VA 23502  
804-461-3601

**Texas**  
**Clear Lake Marine Center**  
18313 Egret Bay Blvd.  
Houston, TX 77058  
713-333-9191

**Houston Marine Center**  
7280 Wynnwood  
Houston, TX 77008  
713-880-2160

**\*Mail Order Hotline**  
1-800-937-BOAT

More on a recent subject:

## Replacing the Fuel Filter Hose by Paul Halvachs

DURING OUR FIRST FUEL REFILLING AFTER LAST YEAR'S LAUNCHING, MEL SAID THAT THE ODOR OF DIESEL FUMES WAS VERY STRONG. WHEN I LIFTED THE COCKPIT SOLE TO INVESTIGATE, I SAW FUEL POURING OUT OF THE ROTTED FILLER HOSE. I DID MANAGE A REFILL BY UNSCREWING A CAP IN THE TANK PROPER AND THROUGH THE USE OF A FUNNEL. WHILE IN ST. AUGUSTINE, I FOUND THAT I COULD JUST REACH THE TANK END OF THE HOSE BY LYING ON THE CABIN SOLE. THE HOSE CLAMP WAS RUSTED ON SO I HAD TO USE A HACKSAW BLADE TO CUT THROUGH BOTH IT AND THE HOSE. THEN I PRIED IT OFF WITH A SMALL SCREWDRIVER. I BOUGHT 10 FEET OF 2" HOSE AND FED IT FROM THE CABIN THROUGH THE BILGE BENEATH THE ENGINE. IT IS DEFINITELY A TWO PERSON JOB. THE WORST PART WAS TAKING OFF THE OLD HOSE. THE NEW HOSE WENT ON EASILY WITH A HOSE CLAMP TAPED IN POSITION.

WE PAID \$6.60/FT FOR 10 FEET OF COAST GUARD APPROVED HOSE AND HAD ABOUT ONE FOOT LEFT OVER.

NOT A FUN JOB, BUT AT LEAST IT CAN BE DONE. SINCE IT TOOK ALMOST 20 YEARS FOR THE ORIGINAL HOSE TO ROT, I SHOULD NOT HAVE TO REPEAT THIS JOB FOR MANY YEARS.



To join today, call 1-800-395-2628!

Remember: As a member of our Association, you can join BOAT/US for only \$8.50 (1/2 the regular cost)

114 Merry Mount Drive  
Warwick, R.I. 02888  
May 8, 1992

Vega Newsletter  
c/o Sid Rosen  
10615 Whitman Circle  
Orlando, Florida 32821

Dear Sid,

Just now getting ready to prepare Fenestra (#2618) for launching. I've been busy with school (still trying to get a degree in my 50's) but I have two months before the next class which I will devote to the boat. Much work, but only cosmetic. The boat had NO extras or upgrades, so I've been busy leading lines aft, rewiring, etc. Definitely a labor of love.

The one weakness in the boat showed itself to the riggers at our marina (we're no longer there) two years ago. I decided to have "the professionals" set up the mast and tune the rig after launching. They set up the fore- and back-stays, then honked down on the upper shrouds and left to work on a higher priority job. When I went below, they had cracked the mahogany beam in the cabin ceiling which spreads the loads to the bulkhead and the hull. Rapping my knuckle on the beam was like hitting a taut drum head. It resounded throughout the boat. The yard was most apologetic and eventually replaced the beam for free. They did a grand job, but we are all aware how tender the deck-stepped design is regarding shroud tension. I tune the rig myself now and when sailing, I always look for any leeward slack. Once adjusted properly, very little shroud stress is required to keep the stick straight.

Thanks for keeping the newsletter going. It is a valuable part of owning a Vega.

Sincerely,



Clair Fancher

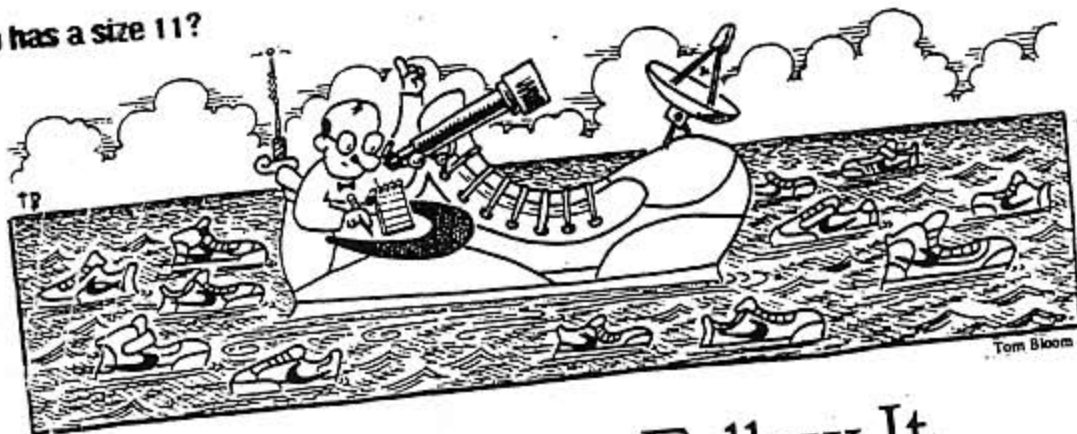


"Pearls of wisdom"

"I love to do nothing and rest afterward".

(from my computer's "talking moose" program)

Who has a size 11?



## If the Shoe Floats, Follow It

By WALTER SULLIVAN

**A** SEVERE storm two years ago has given scientists unusual tools for studying the currents of the Pacific: shoes. The shoes went from mere footwear to tools of science on May 27, 1990, when the freighter Hansa Carrier ran into heavy weather en route from South Korea to the Pacific Northwest and 21 cargo containers were lost overboard. Five of the containers were filled with 80,000 Nike products, many of them buoyant.

Since then, in a confirmation of theories about currents in the Northwest Pacific, thousands of sneakers, hiking boots, children's sandals and other shoes have been picked up along beaches from British Columbia to Oregon and as far into the mid-Pacific as Hawaii.

That is just where oceanographers would have expected to find them. It has long been known that the Subarctic Current flows from the mid-Pacific northeast to the coasts of Alaska and British Columbia, one fork sweeping south to California, then back toward Hawaii.

Two oceanographers, Curtis C. Ebbesmeyer of Evans-Hamilton Inc., a physical oceanographic firm in Seattle, and W. James Ingraham Jr., with the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration, began collecting reports on the seagoing shoes a year later, after reading an account in a Seattle newspaper of footwear washing up on

beaches. They collected reports from local papers and befriended beachcombers along the coasts of Canada and the United States. Limiting their count to the most reliable finds, they determined that 1,300 shoes had been picked up, including as many as 250 from a single beach.

The scientists described this impromptu experiment in the current issue of *Eos*, published by the American Geophysical Union.

Despite months at sea, many of the shoes have been wearable after washing. The problem, though, is that the shoes were not tied together. So beachcombers have been holding "swap meets" to search for mates to their finds.

The shoes confirm results of more conventional current-tracing efforts in which large numbers of bottles were dumped in the sea. During 1960-71, for example, 21,615 were released off Oregon by Oregon State University. In a 1956-59 project, 33,869 were set adrift. The Scripps Institution of Oceanography released 148,384 off California and Mexico from 1955 to 1971.

Assuming that many, but not all, shoes escaped from the containers, the recovery rate of 1.6 percent was not very different from that of 4,518 bottles released in one test near the same current but closer to the West Coast. Of these 2.8 percent were recovered.

If other shoes survive — and if theories about Pacific currents are correct — "some should arrive in Asia and Japan" in a few years when, the researchers said, "hopefully we will hear from our western Pacific colleagues."

The New York Times

Sept 22, 1992

Please welcome!

Edward J. & Eva Flannery  
173 West Pago Pago Drive  
Isle of Capri, FL 33960  
Tel: (813) 642-7193  
#2942 "Vega" 1976  
Berthed: Johnson Bay



We need your change of address:

Last month four members did not get their newsletters. The Post Office returned them because the time limit on forwarding mail had expired. Please, if you move, send us a change of address notice.





We were now close to the corner of Lake Superior. The coast now trends due South, and the first forty or fifty miles are within the Pukaskwa (pronounced Puckasaw) National Park. This coastline, is rugged and isolated in the extreme. Only twenty years ago the final link in the 'Trans-Canada' was made here, some thirty miles inland. At first glance the area looks very inhospitable. However, there is actually a good selection of small anchorages with sufficient angles to allow shelter from all but the fiercest of storms. A great help to us was a set of unpublished notes lent to us by Tony Skidmore, a fellow member from Victoria, B.C. Tony had participated in a feasibility study commissioned some years ago by 'Parks Canada', to investigate the possibility of putting in mooring bouys for a Parks boat. The project was never carried through but some twenty or thirty possible anchorages were nevertheless surveyed in greater detail than what is shown on the (somewhat inadequate) charts.

The Park HQ. is at Hattie Cove at the North end of the park and reached via a dogleg. This would be an excellent anchorage were it not for the fact that it becomes too shallow when one is only 100 ft. in. Close by is Pulpwood Harbour. In a Westerly, the entrance is intimidating and you must be sure of your whereabouts before you close the shore. The very narrowness of the entrance and the large black rock that sits in the middle of it slow the usual 8 ft. swells to a virtual calm in only 100 yards or so. The blueberry picking here is wonderful and this is the start of a rugged hiking trail that wends its way south for 40 miles.

#### EASTERN SHORELINE OF LAKE SUPERIOR

Heading down the Pukaskwa shoreline you will normally be a beam reach, but, if it has been blowing hard, you will want to wait until the seas, with a fetch of 250 miles, have subsided. We stopped first in Simon's Harbour, one of the few locations marked with a navigational beacon. Here you can easily access the hiking trail, and it takes you up to a spectacular viewpoint 600 ft. above lake level.

About 12 miles further on is Otter Cove, the best anchorage in the region. In the thirtys and fortys there was a resort here, reached by steamer from Sault Ste Marie. One building has been restored and is maintained as a Parks outpost but others are long-since overgrown, making for an eerie atmosphere as night falls and the ubiquitous loons are heard. Beavers are numerous here, and the shoreline is littered with gnawed tree trunks. One evening we saw two large pocupines trundling gently along.

From Otter Cove the coast again continues its Eastward trend. A 25 mile sail due South brings you to the 5 mile by 18 mile island of Michipicoten. Michipicoten Harbour, misleadingly, is on the mainland and is the harbour for Wawa. On a summer's day, from a distance, the island seems to float in the air, clear of the lake. Then the lake will disappear and reappear. For this reason the Ojibway Olndiuans feared the island and would never go near it. The harbour at Michipicoten (Quebec Harbour) is large and secure. There is a large magnetic anomaly at the entrance so you wouldn't want to enter it in thick weather. There are five or six summer cottages spread around the perimeter of the bay and the remains of a a fishing camp marked "Ferroclad Fisheries". Early in this century Quebec Harbour was the fishing base for





most of the fishing done at this end of Lake Superior. The arrival of the Lamprey Eel killed the industry for many years. Although the stock of fish is now well on the way to recovery, modern fishing technology means the old cannery is unlikely to be used again. The one remaining fishing boat in the area, the JAMES DEE, does occasionally call in. In the meantime the sports fishing boats and the cottagers use the run down docks and maintain the generator in one of the buildings. The main house still bears the faded legend 'Jas. Purvis & Sons Ltd' and it is actually possible to call up the heirs in Sault Ste Marie and ask permission to stay in one of the bunkhouses.

30 miles ESE of Quebec Harbour is Cape Gargantua (pronounced GARGantwa). This is another beautiful strip of coastline, most of which is within the large Superior Provincial Park. At Warp Bay, near the Cape, you can anchor off a white sand beach and explore up the Gargantua by dinghy. Beaver are in abundance. A dozen miles to the South is Sinclair Cove. Blueberry picking here is very good. From the cove you can walk or row to see some interesting Ojibway pictographs at Agwa Rock, facing into open lake. Vividly depicted in the ochre is the spiky-tailed monster upon which the Ojibways blamed the lake storms. It was thought that when the creature was enraged, it would flail his tail and set up immense seas.

At the Southern limit of the Park is Mamainse Harbour, which has a long government dock and an intermittently active fishing plant. Here one can buy fresh trout. Leaving the harbour, it is a long run to Sault Ste. Marie - over 50 miles - but it is possible to break up the trip by anchoring overnight off an Indian village in the lee of Corbeil Point. The point marks the Northern entrance to Batchawana Bay. The locals there were none too friendly and started to use Tarka for slingshot target practice. Fortunately we were out of range!

A brisk sail South across Whitefish Bay brought us to the large lightstation at Gros Cap Reefs. All the shipping lanes converge on this point and you enter a well-bouyed shipping channel that takes you the dozen or so miles past the Algoma Steel Mills to the Soo locks. The Canadian lock has been closed 'for repairs' for some years now, so you will probably hug the Southern shore and be directed into one of the four American locks. It's a single drop of about twenty feet to the level of Lake Huron. The operation is very fast and efficient. We radioed in and were told which lock to enter. A line handler threw down two light lines to our starboard side. With fenders out we attached these lines and waited for the signal. Then, as the water level dropped, we gently payed out the lines. We were in and out in about ten minutes.

Almost immediately to starboard, as you leave the locks, you will see the 'Valley Camp', an old laker that has been restored as a museum ship. Adjoining it is a small marina which is very convenient if you want to do some reasonably priced shopping on the American side. The ship itself is interesting to visit. It has a large exhibition concerning the loss of the 'Edmund Fitzgerald' which went down with all hands close to Michipicoten Island a few years back.

Lake Superior was a wilder and far more rewarding experience than we thought it would be; the North shore and Isle Royal are wilderness exploring par excellence. Sailboats are rare, the water is incredibly clean, and we found sufficient wind to enable us to sail virtually all the way from Duluth to the Soo. If you ever happen to be trucking your boat across Canada, you won't regret dropping it in here for a few weeks . . .

Soon: on to Lake Huron.



# LAKE SUPERIOR

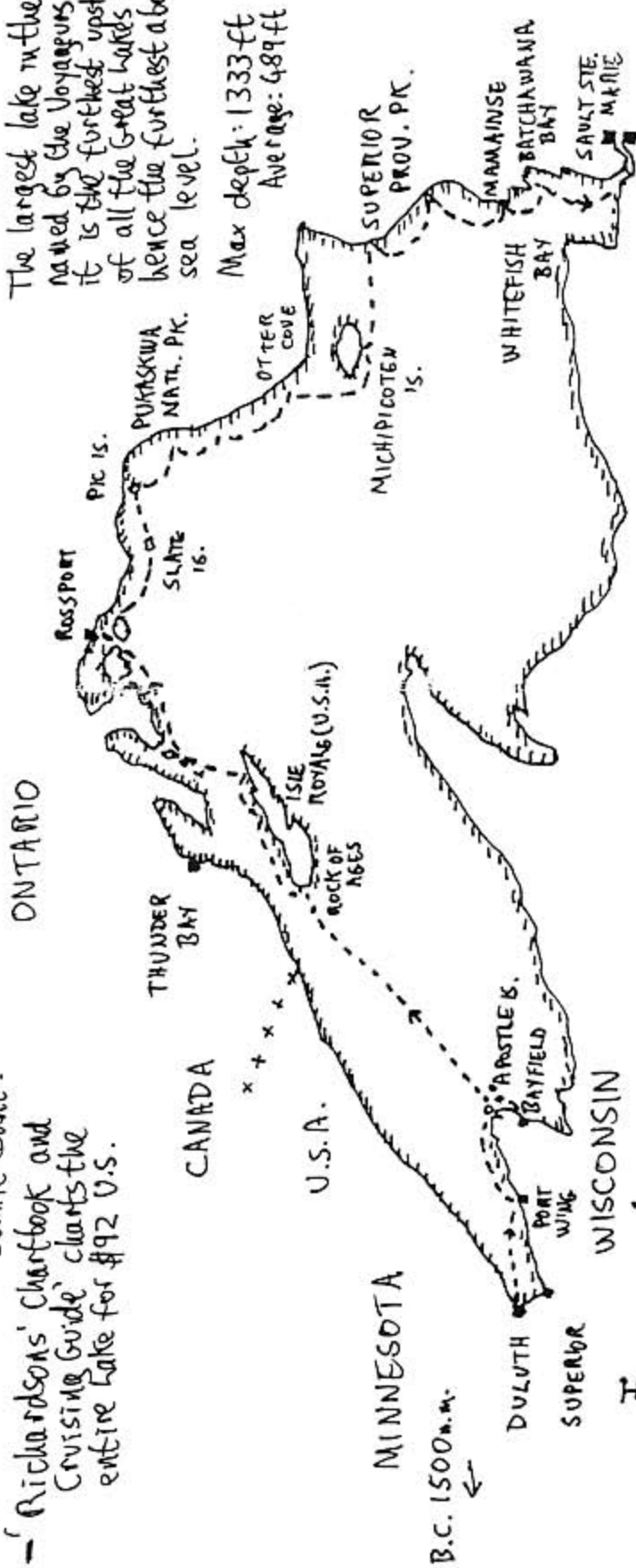
- Cruising Guide: 'The Superior Way'  
Bonnie Dahl.

- 'Richardson's' Chartbook and  
'Cruising Guide' charts the  
entire lake for \$92 U.S.

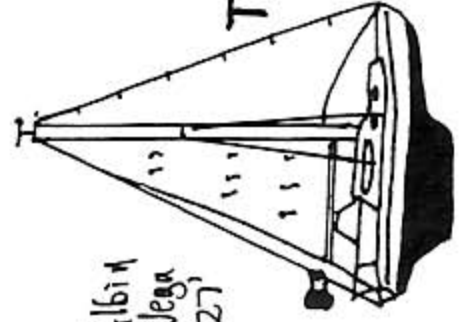
350 miles x 160 miles  
(statute)

The largest lake in the world,  
named by the Vikings because  
it is the furthest upstream  
of all the Great Lakes and  
hence the furthest above  
sea level.

Max depth: 1333 ft  
Average: 489 ft



Albin  
Vega  
27



TARKA  
THE  
OTTER

VICTORIA B.C.  
CANADA

- VHF weather coverage available throughout, except for a small area in the S. end of Pukaskwa Park.
- Canadian customs at Thunder Bay and the Soo only. None elsewhere.
- Strict pollution controls. Holding tank obligatory in Can + US waters, but no pumpout in Can, except at Thunder Bay!
- Good Loran-C coverage