

VODCA Newsletter

NO. 6-89

Vega One Design Chesapeake Association

MAY 25, 1989

From the Editor:

BEFORE I RETIRED I HAD CONSIDERED GIVING UP MY MANAGEMENT OF THIS NEWSLETTER. I'M SO GLAD I DIDN'T SINCE IT HAS BEEN A PERFECT AVOCATION FOR ME.

BEING THE EDITOR HAS ALWAYS GIVEN ME A LOT OF PLEASURE. ONE OF THE BIGGEST PLEASURES IS IN THE VODCA RELATED CONTACTS THAT HAVE BEEN MADE. HARDLY A WEEK GOES BY WITHOUT MY RECEIVING LETTERS OR TELEPHONE CALLS, SOME OF WHICH ARE ON A PERSONAL BASIS. WITH EACH NEW CONTACT A "DISTANT" PERSONALITY HAS BEEN ENVISIONED.

FLORIDA IS A VERY POPULAR VACATION AREA AND ORLANDO IS UNDOUBTEDLY THE BIGGEST SINGLE TOURIST ATTRACTION IN THE STATE. PEOPLE FROM ALL OVER THE WORLD COME TO ORLANDO. SINCE MOVING HERE, I HAVE BEEN VISITED BY SOME OF OUR MEMBERS AND EACH OF US HAVE ENJOYED THE ENCOUNTER. IN ADDITION FLORENCE AND I HAVE MET SEVERAL VERY NICE FELLOW VEGA SAILORS FROM ABOARD.

SO, IF YOU'RE PLANNING A VISIT DOWN THIS WAY, PLEASE CONTACT ME. I WOULD APPRECIATE HEARING FROM YOU AND/OR MEETING YOU - TIME AND CIRCUMSTANCES PERMITTING.

Please Welcome Our Newest Members

JOHN L. (LES) & LISE LAMPITT
R.R. #1 INVERARY
ONTARIO, CANADA KOH 1X0
TEL: (H) 613-353-6571
(O) -----
#1184 "FLEUR" 1971
MOORED: KINGSTON, ONTARIO
RADIO: VHF: VO 9955 - HAM: VE3HN

ERROL TRAVERS
29 MILBURY STREET
NEW BEDFORD, MA 02744
TEL: (H) 508-993-8921
(O) 508-997-2811
#1229 "ANGELINA" 1971
MOORED: FAIRHAVEN, MA
RADIO: VHF

JEFFREY L. JOHNSON
9535 WICKENBURG
HOUSTON, TX 77031
TEL: (H) -----
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#2955 "FREEDOM" 77031
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help needed!

JOE DIMOCK (LISE #2503) SAYS HE IS READY TO "DEEP SIX" HIS MD6A ENGINE. EVER SINCE HE REPLACED HIS FUEL LINES HE HAS HAD DIFFICULTY IN STARTING THE ENGINE. ONCE HE GETS IT RUNNING IT IS FINE. HIS PRESENT DIESEL MECHANIC CAN'T SEEM TO SOLVE THE STARTING PROBLEM BUT GETS THE ENGINE STARTED BY USING A "SHOT" OF ETHER. HE RECOMMENDS THAT JOE ALSO USE A "SHOT" OF ETHER IN STARTING. JOE IS HESITANT TO USE ETHER ON A CONTINUAL BASIS.

DOES ANYONE HAVE ANY IDEAS? PLEASE WRITE OR CALL:

JOSEPH J. DIMOCK
510 EAST 41ST STREET
SAVANNAH, GEORGIA 31401

(TEL: 912-234-1205)



GOLDEN TRIANGLE AIR CONDITIONING
HEATING & WOOD STOVE CO.

804 E. CLIFF
EULESS, TEXAS 76040

12/7/88

Mr. Sid Rosen
10615 Whitman Circle
Orlando, FL 32821

Mr. Rosen -

Enclosed please find my check for viewing "Vega Westbound". We are looking forward to seeing a great boat "in action".

Nancy M^{II} has been lake-locked for the past few years on Eagle mountain Lake in Ft. Worth. We enjoy sailing here especially on the heavy weather days, but always look forward to our next trip to the Bahamas.

We have trailored three times to Florida - putting in at Port Everglades & sailing to Bimini. Each time, due to the nature of my business, we've had to sail in October. Each time in conjunction with a Norther. Quite an experience for normally land locked sailors. Believe me, when N.O.A.A. says 8' - 10' seas and higher in the Gulf Stream - he means 8' - 10' & higher !!

But - - After getting across, and sailing onto the Bank at 03:00 or so in the bright moonlight - -well - -need I say more.

Each of our trips has been 60 days sailing the uninhabited islands primarily on the Western side of the bank. We can go a week to twelve days between visits to Bimini or Cat Cay to replenish our water, bread, etc. But we take everything else we need to live so we don't have to spend a great deal of money at the high Bahama prices!!

We provide over half of our food diving for Conch, Bug's, and spearing fish - in fact, after a 10 day stint on one trip my wife and son almost jumped ship on Cat Cay. The restaurant was not open when we were ready to leave and Nancy & David were ready to mutiny over a hamburger!! I was informed in no uncertain terms that another day of fried fish, conch fritters and lobster with rice, and they would catch the next Chalk's flight to Miami.

Can you imagine such shallow thinking ?

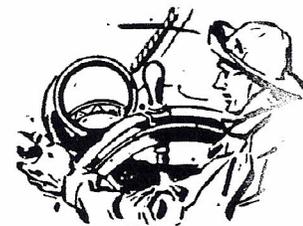
Well = enough of this. Will be looking forward to the tape "Vega Westbound" & promise to return it promptly.



Sincerely -
Jim McEachern
NANCY M^{II}

BUILDING A TABERNACLE

BY HAROLD COHON



During twenty years of sailing, I've waited at the boatyard for their crews to step and unstep the masts on our several boats. During those dozens of hours I've wished for a better way to start or finish the season. This year, after a couple of false starts, I found a better way with a tabernacle I built for my Vega 27.

I felt a little bit like the old ad "They laughed when I sat down at the piano" when I told my skeptical crew putting up the mast this time would be a piece of cake. What do you know? I was right!

The materials cost about \$300, while stepping and unstepping the mast was \$75 up and \$75 down. My hours of labor don't count--I just consider the satisfaction that in the end it did work. After all, if I wanted to be efficient, my hobby would be something other than sailing.

I've thought a long time about the advantages of having a tabernacle. Not only would it shortly pay for itself in savings of boatyard charges, but I could raise or lower the mast at MY convenience, making launchings and haulings easier and faster.

When we had the Mariner 19, this was no problem. My small children and I could take care of this easily. The Vega 27 has a heavy mast stepped on the deck; so plain brute force just won't do it.

There have been many articles written about tabernacles in general, but I have never seen one that was specific on how to actually do it. It took me several years of thinking, looking around and making mistakes before I was successful. I hope the following will be helpful to anyone with a Vega specifically or those with other boats that can modify my work accordingly.

The first step was in 1981 when I wrote to LeFiell Marine Products, 13700 Firestone Blvd., Santa Fe Sksprings, CA 90670. They had a cast aluminum tabernacle assembly that looked just dandy. It was dandy but I forgot about my doghouse. The hinge was too low; so their tabernacle wouldn't work for me. However, the hardware that came with it was all useable and the information excellent; so I finally found out what is necessary. See figure 1.

At this point, I decided to make some careful measurements and design my own tabernacle using the existing hardware. I made a drawing of what I wanted. I decided on 1/4" stainless steel and went to people who did this type of work for the dairy industry since they had the experience. See figures 2A, B & C for details. The large hole in the base is to clear a pipe in the deck. This pipe holds the antenna lead and wire for the steaming light. I also removed the deck fitting that Vega used to hold the mast in place.

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My mistake number 2 was that I neglected to consider the fitting that holds the boom. This does not come off easily and will hit the doghouse if I try to get the mast parallel to the deck. I now have to use a horse to hold up the top of the mast when it is down. The distance from the base to centerline of the pivot should be increased by at least 1 inch.

In 1986 I gave the order for the tabernacle to Mike Ahern, Harbridge Inc., 781 Morris St., Box 1452, Fond Du Lac, WI 54935. The cost was \$224 which included polishing. I would recommend polishing to anyone. The tabernacle I got from them was completely satisfactory. They also furnished 12 ga. stainless steel back up plates to go on the overhead when bolting the tabernacle in place.

The next step was to cut a 1" hole through the mast for the pivot pin. This requires very careful measuring because you want the hole up the correct distance from the bottom of the mast and also centered on each side. I drilled pilot holes then used a 1" holesaw. It turned out that my measurements were perfect but I had already committed mistake number 3. Since the 1/4" stainless steel base of the tabernacle raised the mast 1/4", I should first have cut 1/4" off the base of the mast. My shrouds and stays still worked but I lost a lot more adjustment than you would imagine.

With the hole in the mast, the next step is to fit the hardware from LaFiell. The compression tube, which is just a heavy wall aluminum tube, has to be cut to approximate length and then contoured with a file to exactly fit inside the mast between the two 1" holes. This tube strengthens the mast and keeps it from buckling. Next, the doublers (approximately 1/4" thick aluminum washers) have to be filed to fit the contour on the outside of the hole. This fit should be good as these strengthen the mast at the pivot.

After fitting the doublers, I drilled three holes in each to clear a #10 flathead screw, and countersunk into the doubler for the screw head. I also drilled and tapped three holes on each side of the mast for these screws. To assemble, I applied epoxy cement to the back of each doubler and screwed them in place. At this point, the 1" pivot pin would not quite go through; so I put a lathe dog on a 1" drill and just turned it by hand to get the necessary clearance.

Now is the time to fit the mast to the tabernacle. I set horses on the ground and, using wooden blocks, set the mast on the horses, aft side up. The first thing to do is hold the base of the tabernacle against the base of the mast and slip the hinge pin through the tabernacle and the mast. If your measuring was done well, it will slip in easily. If it doesn't go in, a little filing is necessary.

Next pull out the hinge pin, position the tabernacle base above the mast, parallel to the ground, and put the hinge pin back in. At this point we'll pretend we are raising the mast, except we'll actually be moving the tabernacle instead of the mast. We'll also see that it won't work because of interference with the bottom of the mast at the aft end. Now we do some careful filing.

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Swinging the tabernacle on the pivot pin shows how much more filing has to be done. Go slowly! You probably won't take off more than 1/8" at the aft end of the mast and will do no filing forward of the pivot. Just keep filing wherever there is an interference as you attempt to swing the tabernacle from the vertical down so the base of the mast kisses the base of the tabernacle. Having a little slop in the 1" hole in the mast allows the mast to actually sit on the tabernacle base instead of having all of the weight supported by the pivot.



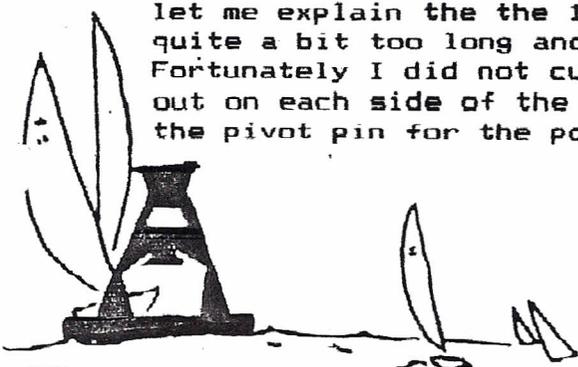
Assuming all is well up to this point, it is time to mount the tabernacle on the deck. First, I had to remove the stainless steel plate that the base of the mast used to rest on. Removal of half a dozen screws took care of this. Then I found my calculations for placement of the four mounting holes on the tabernacle were not quite right. The two forward holes were fine but the aft ones came out to a place where it just was not feasible to drill through the deck. I didn't want to drill two more holes through stainless; so figured one hole would do and drilled it (ruined two drill bits).

The actual mounting of the tabernacle is done after measuring so you can get the correct length flat head machine bolts. Don't forget backing plates or washers for the three bolts involved. The aft one required a length greater than I could get locally; so butted two together and welded them. At the time of mounting, use plenty of bedding compound - you can always wipe away the excess, and you certainly don't want a leak here.

Next comes the moment of reckoning. With the boat tied up at the slip, I and three helpers moved the mast aft far enough so we could lay it in the tabernacle and put the pivot pin through. Lefiell furnished two 1/16" thick 1" flat washers to fit between the mast and the tabernacle. Although I thought my measurements were good, only one washer would fit in place. I figured being off 1/16" in the beam was really not going to affect my sailing. At this time we had a horse under the aft end of the mast while we did some thinking.

The idea was that one man would pull on the forestay while the other three would push the mast up from the back. The idea was fine except there was just room for two to get a decent footing. The first try didn't work - the mast was heavier and bulkier than we thought. We then made a supreme effort and were finally able to get the mast up and shrouds pinned. However, I could see that we might not be able to do this again. At haul out time we used the yard crane to unstep the mast.

I did a lot of thinking about this problem during the winter and in the spring assembled a gin-pole that I felt would work. First let me explain the the 1" hinge pin furnished by LeFiell was quite a bit too long and I assume is to be cut to size. Fortunately I did not cut it. There is about an inch sticking out on each side of the tabernacle and I decided to use this as the pivot pin for the pole.



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The total length of the gin-pole, including fittings should equal the distance from the pivot pin to the point where the forestay attaches to the deck. Then, as I'll describe, you end up with the fore stay fitting right at the deck fitting.

For the gin-pole itself, I used 2" electrical conduit. There is little bending force, mostly compression. This worked out OK. To hold my fittings, I shaped some wood, about two inches long, to fit tightly into each end of the pole. I then drilled two holes through the side of the conduit at each end and used wood screws to hold the wood in place. This is not critical as none of the strain is on the wood.

For the fitting at the pivot, I bought some 1/4" steel plate at a local machine shop. By cutting and drilling as shown I got the pieces I needed and proceeded to weld them together. See figures 3, 4 & 5. The small hole in the middle is for a lag bolt to hold the fitting to the wood at that end. Again, the lag bolt really just keeps the fitting from falling off the pole but all the force during use is compression.

At the other end, I put a lag bolt through the middle link of a 5 link chain. See figure 6.

Here's how it went this season. We got the bottom of the mast into the tabernacle and put the pivot pin through both. The top of the mast rested on a horse. We then used the fitting on the end of the forestay and attached it to one end of the chain. We tied 5/16" line to the other end of the chain. The other end of the line was run through a pulley which was attached to the fore stay deck fitting, and then the line was run aft to a cockpit winch. At this point the gin-pole was raised to the vertical position and the end rested on the pivot. At this time we had the backstay, upper shrouds and aft lower shrouds attached to the deck fittings.

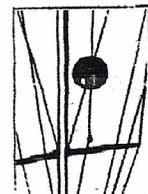
Fortunately, I have two speed winches. Without any help from my two friends, except to steady the gin-pole, I was able to crank and the mast started to come up. It was hard cranking in the beginning, but the farther up the mast came, the easier it was. Finally it was all the way up and we were able to attach the two forward lower shrouds to hold the mast in position. Then we detached the fore stay from the chain and reattached it to the deck fitting.

Naturally, my measurements are for my boat. Please note the clearance shown in Figure 7. By using or adapting these ideas, you can correct the measurements for your boat. It does give you an amount of freedom and starts paying back after a few years.

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BE LEGAL AND FLY THE ANCHOR BALL WHEN YOUR HOOK IS DOWN

ARE YOU AWARE THAT INLAND AND INTERNATIONAL RULES AND REGULATIONS REQUIRE THE FLYING OF AN ANCHOR BALL WHEN ANCHORED DURING DAYLIGHT HOURS?



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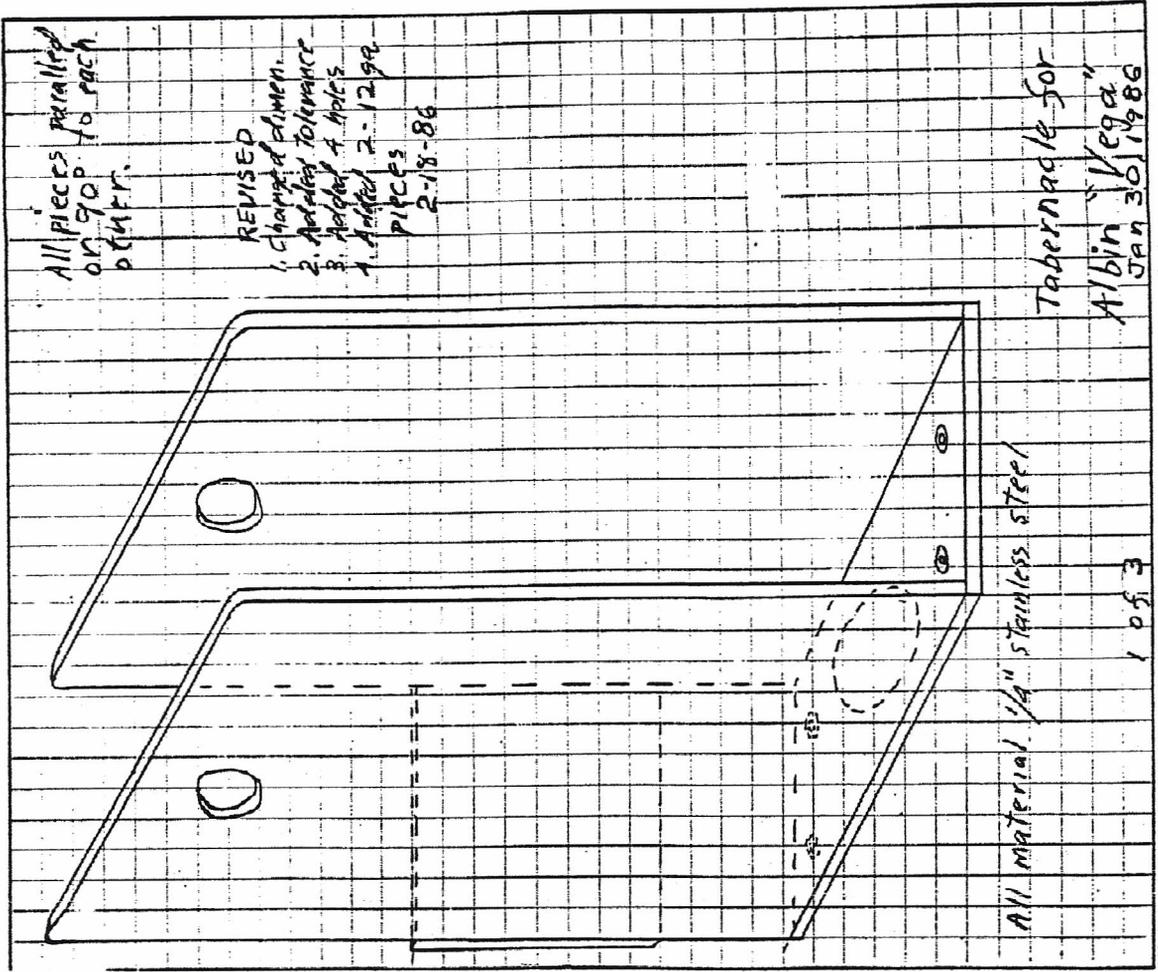


Figure 2A

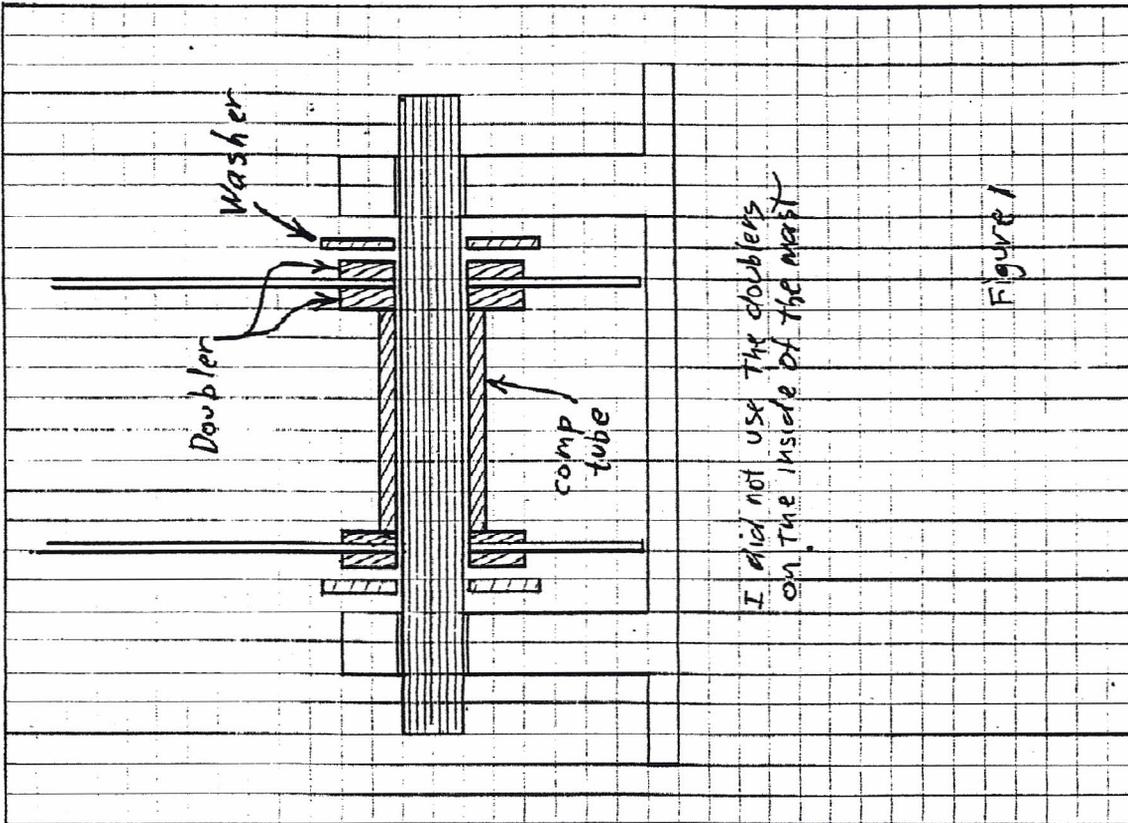


Figure 1



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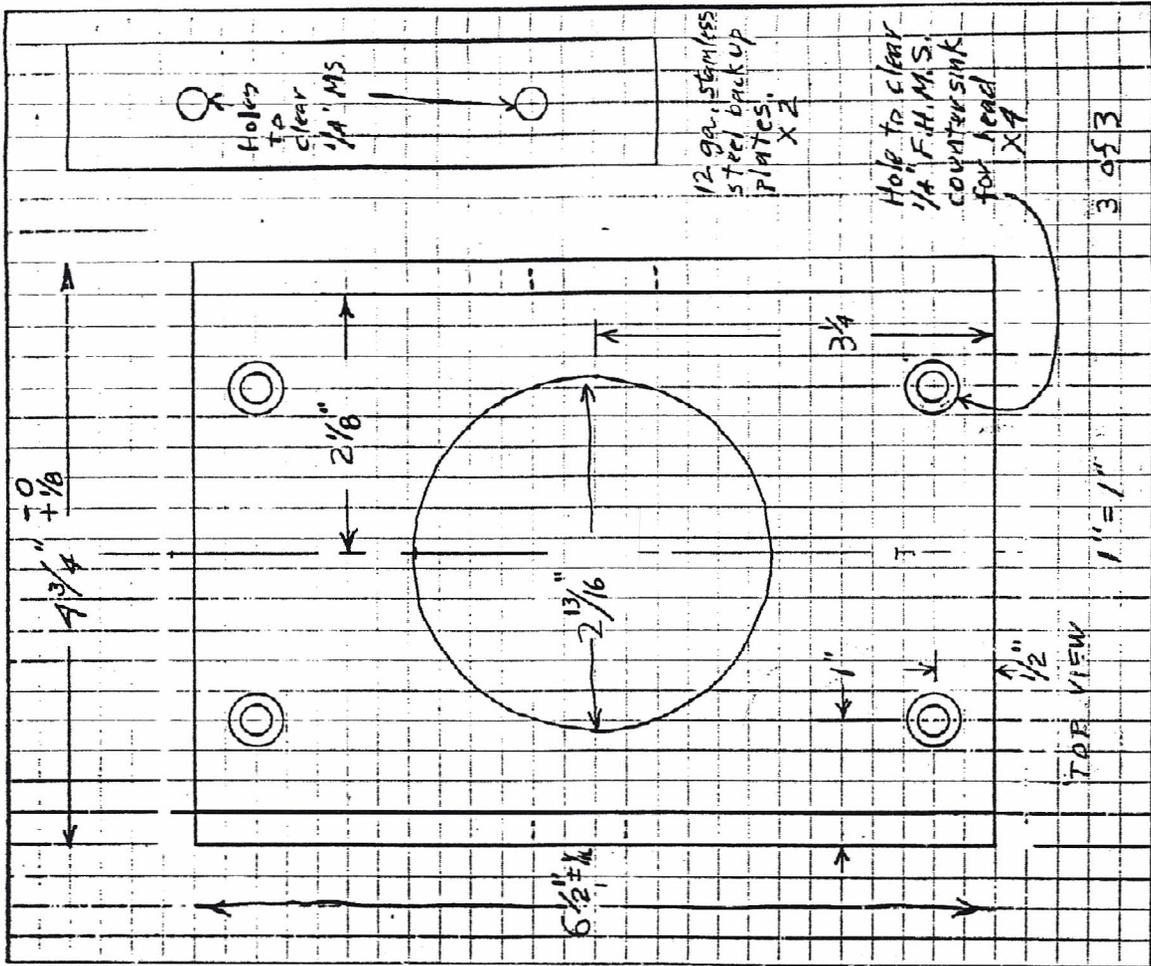


Figure 2C
Mounting Hole Placement NOT correct. See story.

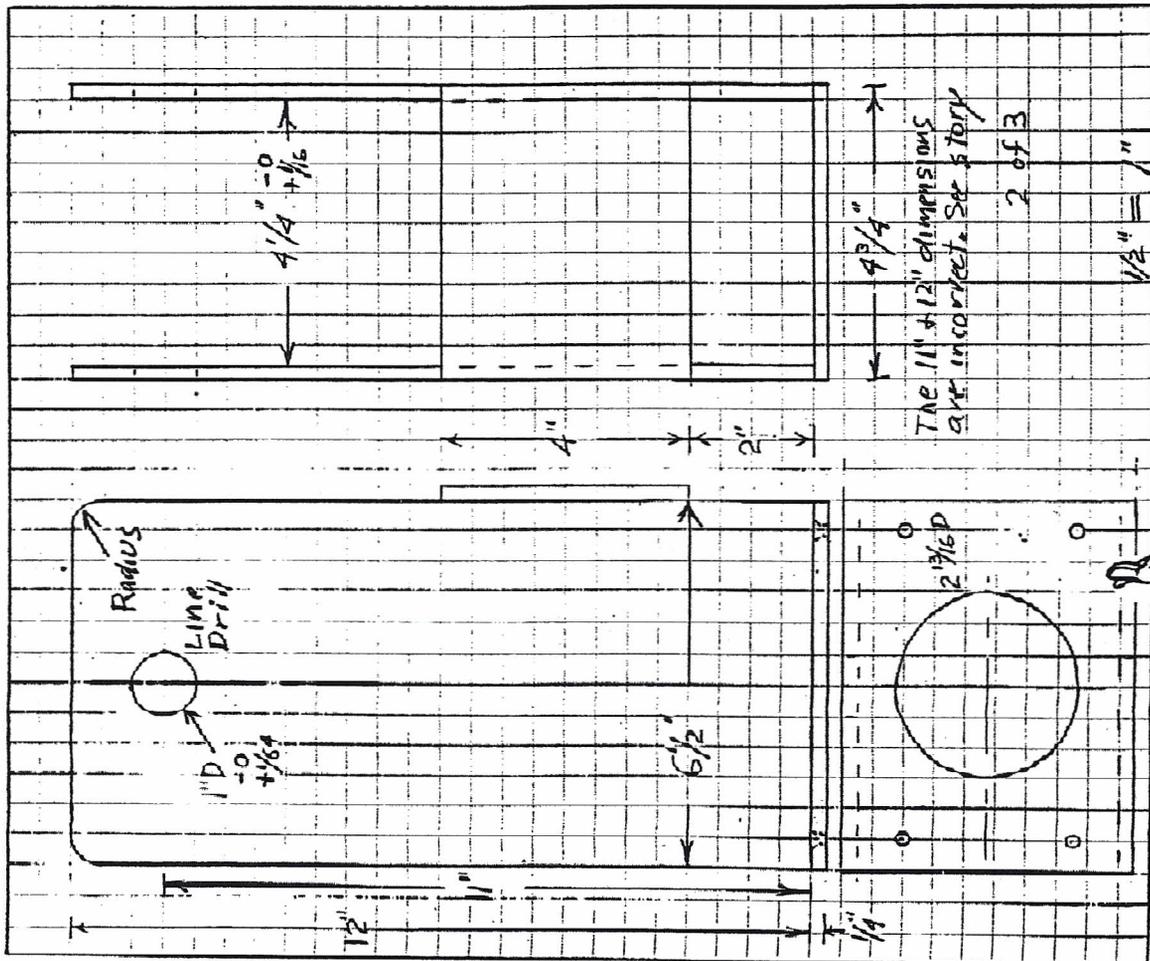


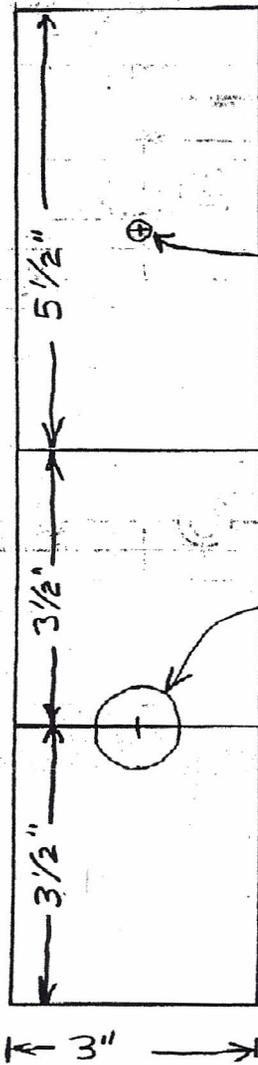
Figure 2B



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1/4" Steel

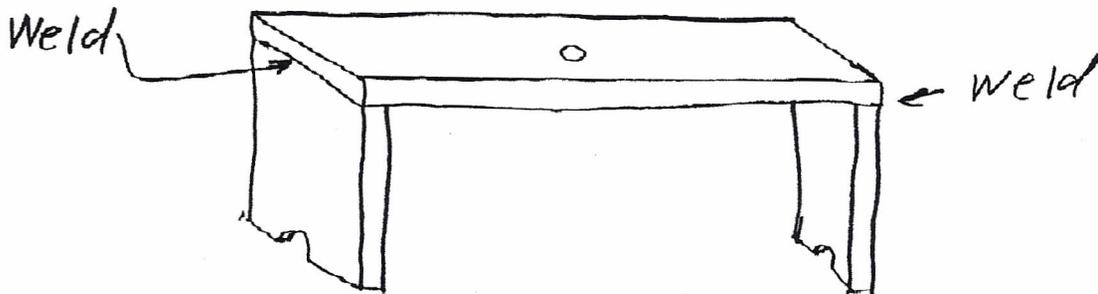


Fitting for end of gin-pole.

All necessary pieces.

1. Drill 1" hole
2. Make two cuts
3. Drill hole to clear 1/4" Lag bolt

Figure 3



Gin-pole fitting

Figure 4

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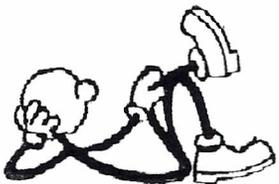


Figure 5

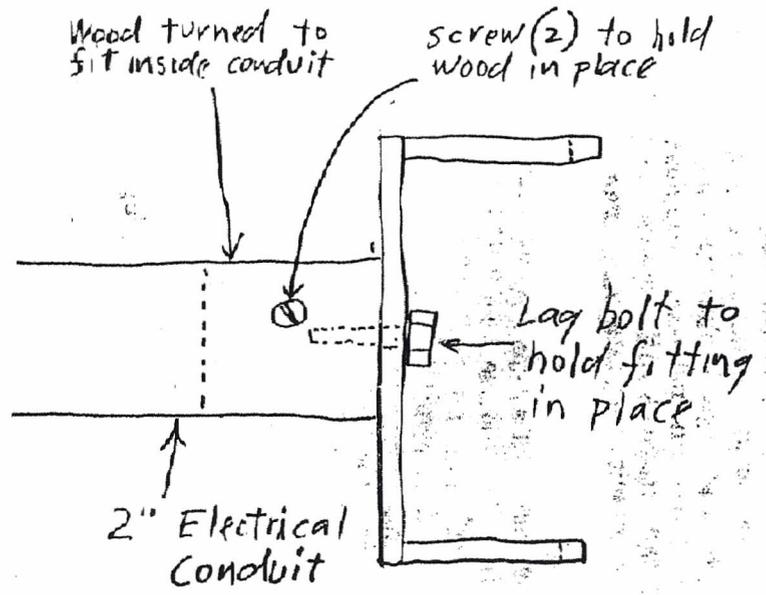


Figure 6

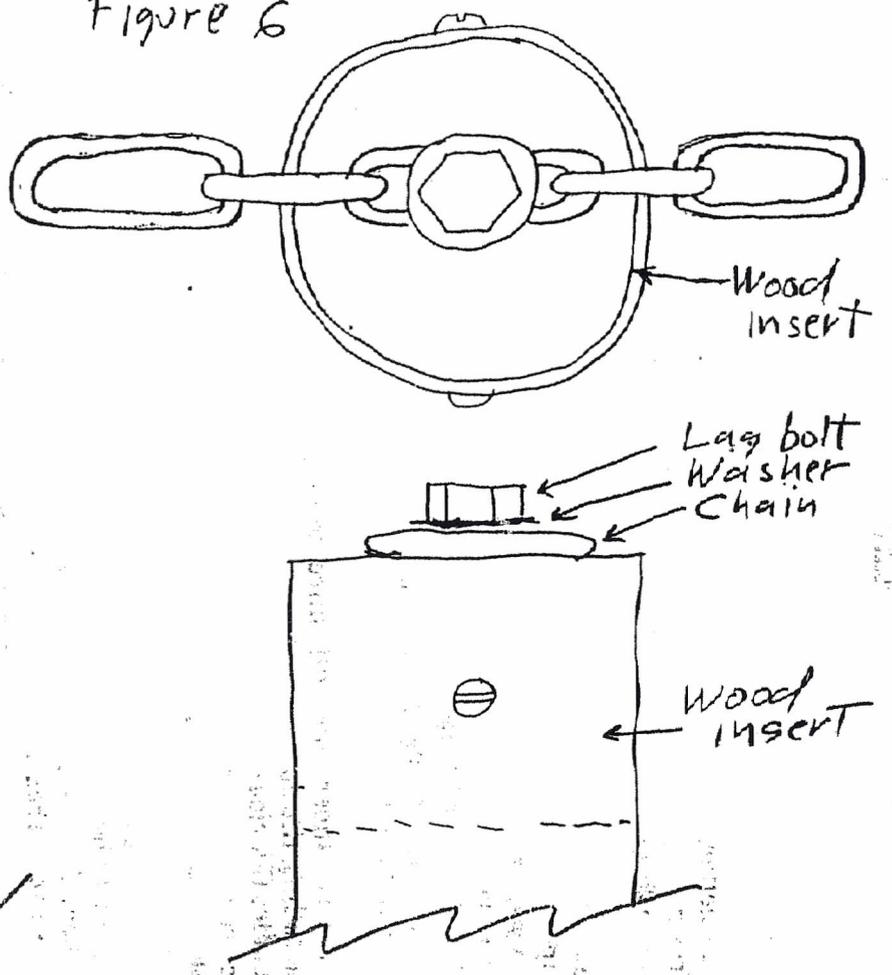
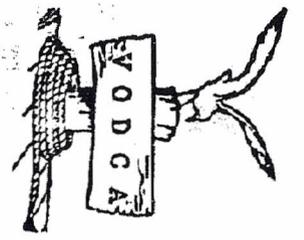
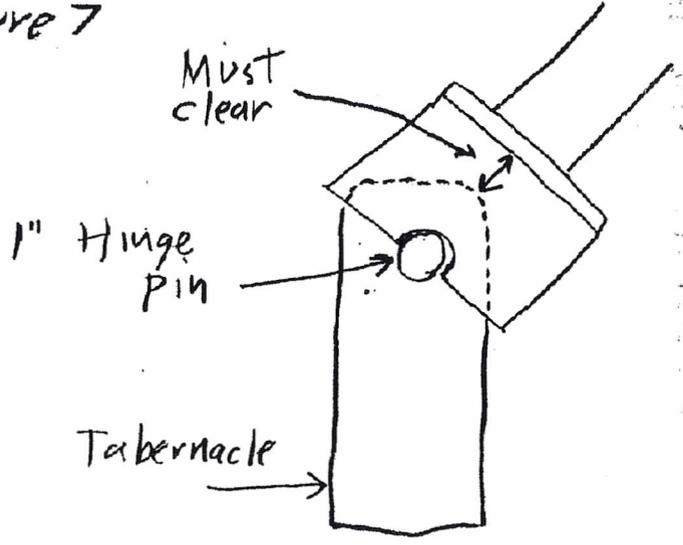


Figure 7



Arthur J. Levin
100 Edgewater Drive, #206
Coral Gables, FL 33133

Dear Vega Owners:

As I read in our newsletters about the many innovative and often highly technical changes to the infrastructure of the Vega, I wonder how my Vega has survived these many years with virtually no changes to the basic boat?

I purchased my Vega (#1706) in the winter of 1972, and it remained on its shipping cradle in the Annapolis Boat Yard for the rest of the winter. The only two options available at that time were with the V-berth insert and the rope locker and deck hawse pipe for the anchor rode, which I had installed. In addition to the Neil Pryde (Hong Kong) main and jib that came with the boat, I ordered a 170% genoa from Ulmer. The boat was commissioned in the spring of 1973 with the mast raised, the bottom painted, and into the water. Away we went!

Much water has traveled under the hull since then including trips around the DelMarva peninsula, sailing the boat down the Intracoastal Waterway for 27 days from Annapolis to Coral Gables (Florida), across the Gulf Stream to Bimini, and down to Key West, not to mention countless overnights and weekends on both the Chesapeake Bay and the Biscayne Bay. The mast has never been lowered, the standing rigging never replaced, the deck and hull never repaired or repainted (besides annual washing and waxing). All the original thru-hull fittings and deck stanchions, lifelines and handrails are still there (without leaks), as are the fuel and water tanks and the electrical wiring (except for the running lights which have been replaced). The original sink, faucets, stove, icebox, and all the cabin lights are intact and working.

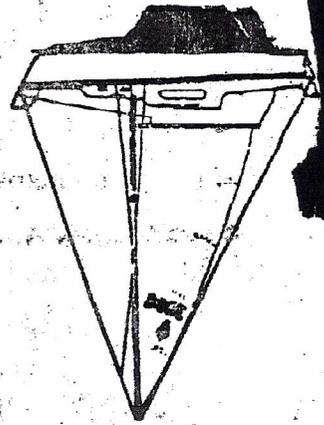
There have been repairs. Head parts have been replaced several times, but the original head sink remains and I wouldn't be without it. The wooden cockpit locker covers have been repaired or replaced and covered with formica. Being fortunate to have a wife who "does" upholstery, all the cabin cushions have been replaced. My two batteries under the cabin sole have lasted an average of four years each before being replaced. My jib gave out in 1987, and the genoa in 1988 - both replaced, but the original main is still up (but will soon need replacing). All the sheets and halyards are now new, only recently replaced. Some interior cosmetic improvements have been made, but nothing structural.

The engine -- ah, the engine -- has been the source of all my trouble with the boat, altho I really shouldn't complain. The original MD6A diesel lasted until September 1985 without too much maintenance, but lots of niggling little problems. I had it replaced with a new Volvo 2002 model, 18 hp. Lots of problems with the new engine too, related to improper installation - but presently operating OK with the infusion of much money (that's boating!). Many times I have envied Joshua Slocum who had the guts to sail around the world without an engine, while I wouldn't leave home without it.

I am writing this not to boast or show how lucky I've been, but to tell other Vega owners, especially second or later owners, that the boat is basically sound and will last for years with reasonable maintenance and care, barring accidents of course. There is no limit on the number and kind of improvements that one can make, depending on one's needs, ingenuity, and money, about which I read with great interest (and some envy). But not for me. I enjoy sailing, not working, and the more "small boat cautions" the better. You can guild the lily, but it really doesn't need gilding.

Art Levin

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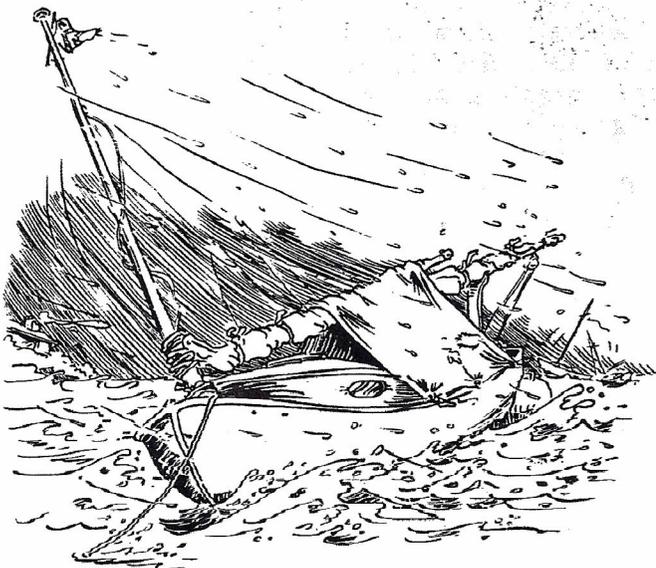
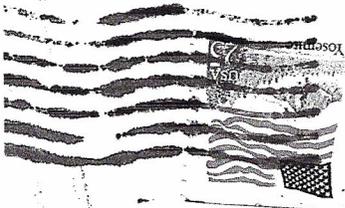


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VODCA



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