

VEGA Newsletter

Sidney A. Rosen, Editor (407) 352-9250

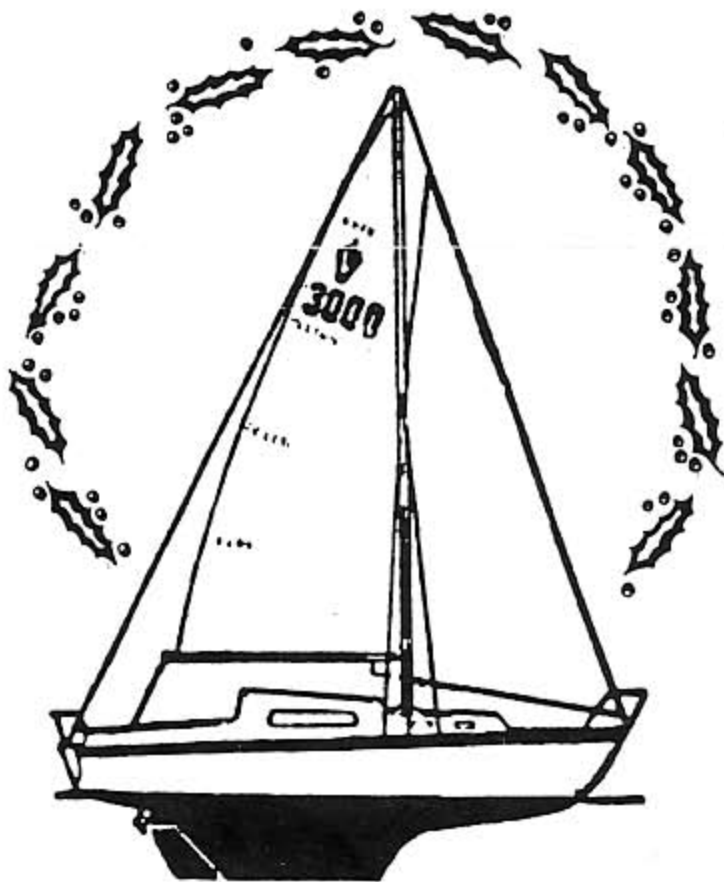
No. 1-91

Voice of American Vega Sailors

20 Dec, 1990

Happy Holidays!

Thanks for your continuing support



Thanks for Joining - Welcome!

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VOCCA)

Name David Whiteman Home Phone (416) 532-5573
 Spouse's Name --- Work Phone (416) 669-5334
 Address 36 Gwynne Avenue
Toronto, Ontario, Canada Zip Code M6K 2C3
 Hull/Sail No. 641 Year 1969 Boat Name MY Sheila
 Colors: Hull White Cove Stripe Blue Spinnaker Purple, Yellow,
Black
 YACHT CLUB National Yacht Club, Toronto - Penetang, Ont.
 WHERE BERTHED Dutchman's Cove Marina
 Radio: CB _____ VHF CFA 2925 Amateur _____



VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VOCCA)

Name Dr. Harold M. Hare Home Phone (604) 477-2618
 Spouse's Name Fances Work Phone ()
 Address 4322 Houlihan Place
Victoria, B.C. Canada Zip Code V8N 3T1
 Hull/Sail No. 2383 Year 1974 Boat Name Siliqua
 Colors: Hull White Cove Stripe Blue Spinnaker n/a
 YACHT CLUB Capitol City Yacht Club
 WHERE BERTHED Blue Heron Bay, N. Saenich, BC, Canada
 Radio: CB VHF Amateur _____
AM13 12282 VG 7770

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VOCCA)

Name Steve Simmons Home Phone 707-642-8105
 Spouse's Name Donna Tallerico Work Phone 707-648-2639
 Address 18 Pearl Court
Vallejo, CA Zip Code 94591
 Hull/Sail No. 703 Year 1970 Boat Name "Swedley Pie" *
 Colors: Hull White Cove Stripe Blue Spinnaker Red & Blue
 YACHT CLUB none
 WHERE BERTHED Vallejo Muni Marina
 Radio: CB _____ VHF Amateur _____

*(was Lisanne)



Vega One Design Chesapeake Association, Inc.
(U O D C A)
Treasurer's Report - 30 November, 1990

<i>Account Balance (Treasurers Report Nov 18, 1989)</i>	\$2398.
<u>End November 1989 Adjustments</u>	
<u>Expenses</u> - Annual Dinner meeting expense	- \$55.
November 1989 Newsletter expense	- 98.
<u>Income</u> - Dues received	+ \$41.
Interest	+ 12.
Total adjustments	<u>- \$100.</u>
<i>End FY 89 balance (December 1, 1989)</i>	\$2298.

Receipts

Dues, Initial Membership Fees - FY 1990	\$1734.
Prepaid 1991 dues	110.
Interest earned on checking account	139.
Receipts from Burgee sales	126.
Miscellaneous receipts (postage, contributions)	27.
"Vega Westbound" tape rentals	32.
Profit on sale of stuffing box grease	1.
Total Receipts	(+) \$2169

Expenditures

Newsletter & Manual (reproduction, postage & supplies)	\$1641
Reorder of 25 burgees	174.
Awards	46.
Bank charges (Returned checks, fees)	5.
Treasurers Expense (Postage, supplies)	4.
Total Expenditures	(-) \$1870

Net increase in checking account (+) 299. **\$ 299.**

Account Balance (as of 11/30/90) **\$2597. ***

Miscellaneous

Burgees on Hand	26* (@ \$8.00 ea)	\$208.
Number of members transferred	163	

* (Transferred to The Vega Newsletter)



**Info wanted: Tightening hull/deck bolts
Improving Ice chest insulation**

NORMAN MEISSNER
C/O WESTAR MARINE SERVICES
PIER 46B SAN FRANCISCO CA
94107
(E. GALVESTON)

10 JUN 90



Dear Sid,

I trust that this letter finds you in the best of spirits. Things have been going well for me and I've had many pleasant Vega experiences. I want to thank you for inquiring about dodgers for me. I received a photo from Patrick Callahan in San Francisco and as luck had it I was able to see his dodger which gave me many ideas on what I needed. Furthermore a great piece of luck was when Epsin Bullock had his Vega hauled at the marina where I keep my boat. This was because on the same day the canvas people who constructed my dodger were there to take measurements. As it was they were able to observe Epsin's dodger as a model from which we could establish a sort of base line. Following that I was able to help Epsin remove his Combi which was priceless experience. Can you believe I am looking forward to pulling the Combi when I replace the shaft bearing and stuffing box which are on order from Vega Marin. When you get right down to it the Combi mechanics ain't so bad and appears to be very robust. However removing the Combi would be a real nightmare without the info in the Vodca guide. Epsin also removed his MD6A and replaced it with a MD7A along with a transmission. I supposed he will write you concerning ^{his} adventures when the job is finished.

I made a 2 week offshore shakedown cruise to the Tortugas in April the Vega handled extremely well and my crew and I were comfortable for the cruise even though some of the passage was really kicking up. I am returning my portion of the Project Grease refund to you as a contribution to VODCA.

I do have a Vega question, do you know if there is any recommended tightening guide for the hull to deck joint? After my cruise which involved some heavy pounding to windward I went over the boat and tightened every bolt I could reach, all were somewhat slack that includes those on the joinerwork.

Could you please ask for information in the Newsletter for information on how to improve the icebox insulation. Right now I am leaning towards foam in place foam but before I do anything I'd like to know what luck other people had.

I had a day off and went out to Catalina, while there I meet Steve Kemp who was cruising on his Vega hull # 94, he keeps his boat in Marina-del-Rey and reports that there are other Vegas there. Anyway he is very interested in VODCA, his address is 13211 Vanowen St., Unit 1, North Hollywood CA 91605.

Best regards

Norman




Wanted

ADJUSTIBLE JIB SHEET SLIDES (W/BLOCKS)
TO FIT JIB TRACK ON 1968-69 VEGA. (LATER
MODELS DO NOT FIT.) PLEASE CONTACT:
CYRUS CADY/DONNA SAWYER
110 MARLBORO ROAD
DELMAR, NY 12054
TEL: 518-439-5291

Bob & Monique Eckwall write -

10 May 1990
30 Rue de la Liberte
66660 Port Vendres, France

VODCA
c/o Sidney A. Rosen
10615 Whitman Circle
Orlando, FL 32821 USA

 **NOW WINTERING AT:**
INDIAN HARBOUR MARINA
1399 BANANA RIVER DRIVE
INDIAN HARBOUR BEACH, FL 32937

Dear Sid,

Our April newsletter containing your correspondence call asked for experiences, including tales of woe. Well, I guess I'm like Art Levin - a lot of good experiences and few tales of woe.

To begin with, 'Susitna' (hull # 123) is my second boat and I am her second owner. The original owner coped out after about a year. They say second marriages usually succeed because both parties try harder. This is certainly true in our case. 'Susitna' has always been faithful.

To illustrate: I recall once when my wife, kids and I were picnicking on a spoil island. While barbecuing I looked up and saw the boat coming to join us. Naturally she grounded in about three feet of water.

Vega skippers will be gratified to know that, when grounded on the rocks (with a line squall coming) you can prevent holing by judiciously "stuffing" crew members between the rocks and the hull on the leeward side of the boat. This is a very effective technique with little children - fear of being crushed gives them strength. Naturally, the captain must direct the tilting of the boat from lying on its portside to lying on its starboard side. This is best done at a distance from the operation.

You will find that your otherwise frail wife will suddenly become 'Superwoman' to save this expensive, luxurious toy of daddy's, not to mention her children.

Susitna was originally equipped with the Albin gasoline engine and Combi drive. For twenty years this mode of propulsion could be depended on for the following:

- 1) the carburetor would drip gas constantly. In order to maintain the proper level of explosive fumes in the bilge.
- 2) The engine would quit when entering an inlet, slip, or narrow channel in heavy weather.
- 3) The battery terminals would corrode causing the engine to refuse to start - usually when dragging anchor, at night, in the rain, or in a crowded anchorage.

Once in West End GBI, the transmission seized up and the battery went dead. We were forced to sail from West End to Port Canaveral without electricity, etc. Upon arrival at the Port I called a mechanic, who pointed out a funny looking protuberance on the left side of the transmission housing. He called it a zork fitting (spelling?) and said its purpose was to permit periodic greasing of the transmission. Grease?

Vega captains will be gratified to know that the Combi can run for eleven years without grease.

(CONTINUED)



While on the subject of the Combi, I always thought the Combi was a fine invention. Susitna would back and maneuver in reverse just as if she were on railroad tracks and I acquired the knack of steering backwards very quickly. To illustrate: One quiet Spring morning I decided to do some singlehanded day sailing. I started with the engine, hoisted the jib, cast off the lines and backed out of the slip. I was moving so well that I just kept on backing, right out into the river, turned left, and put-putted past a very high class yacht club, on the veranda of which were two ladies drinking their morning bloody Marys. As I passed standing and facing to the rear I heard one of the women say: "My God Mabel, that boat's backing down the river under sail!" I glanced over my shoulder and sure enough, I was generating just enough wind to slightly fill the jib. From land it looked as if I was sailing backward into the wind!

At that time I belonged to a rival yacht club. So I shouted back: "All real sailors can do this lady!" and I sailed on. Continued on, that is, until I located what was called in my family, "Daddy's Grounding Spot", wherefore the twentieth consecutive time, I eased firmly and gently aground. There I waited for the ultimate humiliation - to be rescued by a kid in an outboard motorboat.

I couldn't put out a "Mayday" because I had the old Pearce-Simpson radio, which had been made illegal by some twit in the FCC. I figured the feds would come and "git" me if I dared to use it to call for help - especially as I was only ten yards away from somebody's back yard and in water three feet deep, shoaling to the water's edge. . .

Susitna (which means "Reclining Woman" in Eskimo) is now twenty three years old. Unfortunately for her, I am one of those who is manually inept. I won't say ignorant - just inept. I know how to do things but i can be relied upon to do them wrong at least the first time. My wife wouldn't let me pick up and hold the kids until they were almost in kindergarten, and thus were about indestructible. I once stabbed my daughter in the fanny with a safety pin - the only time I was ever allowed to change a diaper on either kid. . .

However, I was also poor (though not as poor as now) and somebody had to do the maintenance and repair tasks. So I bought a crescent wrench, a pair of pliers, vise grips, a hammer, two screwdrivers (one a Philips head) and a can opener. I borrowed a hacksaw blade (didn't have a hacksaw). With this "tool chest" I undertook the following:

1. Pulled the carburetor every week & cleaned it with kerosene. (I scraped off all the crummy cork-like material with those little holes so the metal surfaces would mate neatly.)
2. Replaced the exhaust manifold three times. What's a gasket??
3. Tore out all that beautiful copper tubing and replaced it with rubber hose.
4. Installed the muffler - twice.
5. Installed shore power (the Hubbel connection - like all my other installations - is twenty degrees off the vertical).
6. Installed pressure water pump w/filter
7. Built, installed, tore out, threw away and bought two more hatch covers.
8. Replaced the exterior handrails.
9. Installed two Nicro-Fico air vents.
10. Replaced fiberglass engine bed. The replacement was of aluminum, which mated perfectly with the iron engine mounts. This installation lasted 12 years.



Can you identify this sloop?

11. Replaced the Albin engine with a Yanmar diesel one-lunger. This resulted in:

- a. Replacing the aluminum bed with cherry wood.
- b. Replacing the cherry wood bed with ordinary wood (species not known) and the correct proportions of epoxy and catalyst so it would cure.

12. I washed the sails once - in 1984. It is now 1990 and the original jib and main are still in use (although the Vega emblem rotted and fell off the main.)

13. In 1986 I installed a new pressureless Origo alcohol stove. The original Origo was still working after 18 years of no maintenance. But we were going to move abroad . . .

14. I also installed, at great expense, a stern pulpit.

I have painted 'Susitna' four times over 22 years. I decided to paint because the gel-coat has a peculiar grey-ish subtint to it. I had tried waxing, but the results didn't suit me. The Florida sun is murder on gel-coat.

Of the four types of paint, the one from Travaco Labs was the worst. Six months after application it began to chalk out. The best was Interlux #1, which lasted seven years.

For years I used KL 990 bottom paint. This was a soft, leaching, copper bottom paint. In Florida waters it was fantastic. I hauled every 3 years. The most barnacles I ever has was 12 (by actual count). Then they quit making that paint and came out with a new improved type. You know what happened.

Back in 1980 I reupholstered the settees with five inch foam and Herculon. It was worth it.

That describes my tale of woe. Now I'd like to say a few words to the membership, especially the new owners.

For those of you who are new to yachting and are new to the Vega. You must remember, this boat is a mass-produced model. Like all mass-produced items, the manufacturer tried from time to time, to effect efficiencies in production to increase his profit. Most of these improved - or at least did not harm the product. Brohall's design was a sound, conservative one. To my knowledge, no Vega has ever failed offshore. ***You have a trustworthy vessel.*** If no water is coming through the hull and if you have a serviceable working sail - the boat will get you home despite any incompetence on your part.

Personally, I have sail aboard four Vegas and a whole bunch of other boats with overall lengths from eighteen to sixty four feet and have never found a more seaworthy boat. If you subscribe as I do, to the philosophy that "There are old sailors and there are bold sailors - but there are no old, bold sailors: you'll be OK. ***Remember, she's a forgiving boat, in the best sense of the word.***

Well, that about wraps it up. Two things more: I heard from Joan Edison, bless her heart. She told me exactly what I needed to know. Secondly, I think I might take my boat to Europe after all. Has anybody documented their boat in recent years? I need to find out the mechanics of it.

Best regards.

Bob & Monique
Robert & Monique Eckwall

The sloop on Page 6 is our sister
ship the 30' Albin Ballad

Our man on Cyprus writes:

May 21, 1990

Alan Berlind
2, Ionon Street
Aghios Andreas
163 Nicosia, Cyprus



Dear Sid,

You asked for it! The enclosed poem was penned by Andriana in August 1987 about four days into our first voyage on "Kitty's Ark" and her first on any vessel, while we sat at anchor in the harbor of Aghios Nikolaos on the Greek Island of Kea, or Tzia.

Larnaca Marina continues to live up to, and beyond, its promise. No prejudice on my part: most of the boats moored here belong to foreigners who keep finding excuses not to leave on schedule. That is why one year's notice is needed to secure a berth. Don't misunderstand; it is not fancy, just efficient and friendly. And cheap! A Vega comes in for under \$700. a year, paid in advance.

"Nujaimah" is still on the hard and looking bedraggled from her Red Sea misadventure. "Jonesta" belongs to Antonius Antoniou, who works in Larnaca. "Kitty's Ark" is definitely queen of the local Vega contingent.

I'll soon send you some advice on area politics and how foreign vessels can be effected.

Cheers,

Alan Berlind

.....



The Ballad of Kitty's Ark

I feel faint, I feel funny
And my tummy's gone all runny
Oh what a life at sea
Yo-ho-ho

On the first day out I felt just fine
On the second day I threw up three times nine
On the third day I wished I was back home
On the fourth day I looked like a garden Gnome
Oh what a life at sea

I feel green, I feel dizzy
And the captain's in a tizzy
Oh what a life at sea
Yo-ho-ho

On the fifth day out there was no ice
On the sixth on the boom appeared three mice
On the seventh day we lost the anchor chain
On the eighth we said, 'well, never again'
Oh what a life at sea

I felt dashing, I felt daring
And I felt well past all caring
Oh what a life at sea
Yo-ho-ho

On the ninth day out we found the sails
On the tenth we said, 'bring on the gales'
On the eleventh we tacked and winged and beat
On the twelfth they said, "Kitty's Ark"'s the most fleet"
Oh what a life at sea.

Andriana
1987

"Log of the Mahina" anyone?

IF ENOUGH OF OUR MEMBERS ARE INTERESTED,
WE CAN BUY THE REMAINING HARD BACK
COPIES AT A GOOD PRICE. WRITE SID IF
INTERESTED!



Mahina Productions

October 4, 1990

(206) 378-6131
(206) 378-4359
FAX 378-4392

Sidney A. Rosen
Vega One Design Chesapeake Association, Inc.
10615 Whitman Circle
Orlando, FL 32821

Dear Mr. Rosen and VODCA Members,

Your letter of April 30 was recently forwarded to us from Cruising World.

I'm glad to hear that VODCA is still in existence. I have only one case of Log of the Mahina left. It is available from me for \$20 incl. postage for hardback copies.

Since selling Mahina, Vega #322 in 1977, I bought a used Hallberg Rassy Monsun 31 and sailed it 47,000 miles in 11 years. The first long trip was three years to New Zealand and back. The last trip was a three-year extended honeymoon. Barbara Marrett had only sailed a couple of times out of Friday Harbor in the San Juan Islands (her home) before we left on a non-stop 3,000 mile voyage to the Galapagos, then on to Easter Island, Pitcairn Island, the Marquesas, Tahiti, Cook Islands, Tonga, Fiji, New Zealand, Vanuatu, New Caledonia and finally to Brisbane, Australia where we sold Mahina Tiare in November, 1989.

The Hallberg Rassy Monsun 31 is a natural "next boat up" from the Vega, and I have met several Monsun owners that had previously owned Vegas. A bit more beam (9'6") double the displacement (9,600 lbs.) makes for a more comfortable sea boat. Believe it or not though, the Vega is faster. My best 24 hour run on Mahina was 181 miles, close reaching. Best run on Mahina Tiare was 171. Both boats could consistently cover 160 miles per day in good conditions. When we were in between Fiji and Vanuatu we got the idea of selling Mahina Tiare and the first person we talked with in Vanuatu bought her. Part of the deal was that we delivered the boat and her new owner to Brisbane, Australia.

Our "new" Mahina Tiare is a Hallberg Rassy 42 ketch, built in Sweden in 1983. She is powerful, fast, stiff and we feel very fortunate. Our reason for purchasing a larger boat was that we wanted to be able to use the boat as a sail and navigation training vessel. To that end we are one week from the end of a four month, five leg voyage to Hawaii, then to British Columbia, Alaska, B.C. again, and next week we'll be back home in Friday Harbor, San Juan Islands. It has been an exciting summer of ocean passages, snorkeling and hiking in Hawaii, bears and 50' humpback whales surrounding the boat in Alaska, sailing between icebergs and calving glaciers and teaching navigation. Next summer (June 1 till October 8) we'll do a similar program, then in 1992 we will sail from Victoria, B.C. to Auckland, New Zealand in five legs.

John Neal, Barbara Marrett P.O. Box 1596 • Friday Harbor, WA 98250 • U.S.A.

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Barbara and I will be presenting our multi-image slide lecture program for Cruising World Magazine; Feb. 19 - Boston, Feb. 20 - New York, Feb. 21 Annapolis, Feb. 22 - Ft. Lauderdale. We will have a chance after each show to talk with Vega owners. Also, on April 6 & 7 we will be presenting our 54th weekend Offshore Cruising at the Annapolis Holiday Inn. Coast Navigation (800-638-0420 or 301-268-3120) is handling the bookings for the Annapolis seminar, and Armchair Sailor in Seattle is handling our LA, SF, San Diego and Seattle seminars, as well as our sailing expeditions. Their number is 800-875-0852.

I would really enjoy a copy of Nick Coughlan's article, as well as his address. They attended one of our weekend seminars just before leaving on their circumnavigation, and we've lost touch with them since.

So, good luck to you, Vega sailors. You have very versatile and well-designed boats!

Sincerely,

John Neal



Uncle Sam wants \$50. from you !

Ten-year battle to block user fee falls short

By Wendy Mitman
Staff Writer

A decade of successful opposition to Coast Guard user fees ended in 1990, as Congress passed and President Bush pledged to sign a \$492 billion, five-year deficit-reduction budget that includes annual user fees from \$25 to \$100, depending on boat length.

Despite an eleventh-hour reprieve in the House Merchant Marine and Fisheries Committee, where the recreational fees were scrapped for commercial levies, the budget deal worked out in conference with the Senate produced an even heavier user fee package than originally proposed.

Boats 16 to 19 feet will pay \$25; 20 to 26, \$35; 27 to 39 feet, \$50; and boats 40 feet and over, \$100. The original user fee proposal, suggested in January by the Bush administration, called for an annual \$25 fee for recreational boats

using waters patrolled by the Coast Guard.

The fees, taking effect January 1991, are expected to raise \$127 million in fiscal year 1991. None of the money will go directly to the Coast Guard or to specific services, but rather to the general fund.

Also, the legislation specifically states that collection of the fees does not change or broaden the government's responsibilities or liabilities for services rendered.

The legislation imposes a civil fine up to \$5,000 for failing to pay the fees. Collection procedures are broad; any state, local or federal agency or private enterprise or business may collect the charges. Boaters will likely be required to display hull decals to show that fees have been paid, although a decision on that had not been made.

"Boaters are getting hit every which way from Sunday," said Rep. Robert Davis, R-Mich., a member

of the Congressional Boating Caucus who opposed the fees in the Merchant Marine and Fisheries Committee. "We don't feel it's fair to single them out as boaters."

"Recreational boat owners are already paying their fair share and are willing to pay for any direct government service," said Richard Schwartz, president of the Boat Owners Association of the United States (BOAT/U.S.). "But this is nothing less than a new tax masquerading as a user fee."

User fees joined other bad news for boaters; the budget Congress passed Oct. 27 also imposes a 10 percent tax on the amount new boats exceed \$100,000 and a five-cent increase per gallon in the federal fuel tax.

User fees have been proposed in Washington, D.C., since the early 1980s, never successfully. The Bush administration revived them early this year in preliminary budget forecasts. ■

★ Soundings December 1990

Tel: 809 236 3199 (H)
299 4243 (W)
BERMUDA FL02
Fax: 809 299 4340 (W)

2 Boundary Crescent
Devonshire

(and sloop 'Maravilla')

26 May 1990



Dear Sid,

Would you please send me the necessary certificate to obtain the group rate for membership in "Boat US". In addition I am enclosing \$4. for the Vega video tape when it is available. I figure the extra dollars will cover the extra postage needed to send it to Bermuda. If more is needed, just let me know.

I am in 'the thick of it' at the moment and have been so far the past year. I won't go into great detail now since later on this year, I hope to send you my experiences on my refit of 'Maravilla'.

Basically, I had her slipped in October, 1988 with the intention of cleaning the hull and some engine maintenance. That evolved into the lengthy removal of 5 coats of anti-foul, over a 5 month period. This was done in the summer of '89 when I was able to travel the 45 minute ride to the dockyard. I work 3 full shifts, including nights which is not conducive to regular sleep patterns and hull scraping. Once the hull was clean I removed the engine to my home and that resulted in a total replacement of the valves, and all parts for cleaning. New piston rings were fitted and all gaskets replaced - I did the work myself, learning as I went along.

The engine is now ready for moving back into the boat and all interior, bilge & lockers have been repainted. I am also in possession of a stainless steel counter-weight system, which was mentioned in a recent newsletter, for do-it-yourself mast removal. I had wondered for quite a time, what it was used for.

Although there is still a considerable amount of work to do, everything will be ship-shape and in working order by the time we get back to sea, hopefully in August or September. I intend to leave further cosmetic cabin work for next year.

Many thanks for the regular newsletter which is most inspiring, and believe me, when you are under the hull, scraping away for months on end, inspiration is one thing that you need. I also got many useful tips from the manual. I hope you can help with the above mentioned requests and I hope to write you in length later this summer. Any Vega owners are welcome to contact me if they find themselves in local waters. At the moment I don't know of any VEGAS on the island other than mine.

Best Wishes

Dale Thornton

Dale G. Thornton.

Attention: Canadian & Overseas Members

OUR BANK ADVISES THAT ANY CHECKS OR MONEY ORDERS DRAWN ON A FINANCIAL INSTITUTION NOT IN THE US WILL BE SENT FOR COLLECTION AND SUBJECT TO A \$5.00 COLLECTION FEE.

SO, WHEN SENDING MONEY, PLEASE EITHER SEND A CHECK DRAWN ON A US BANK OR US CURRENCY. FAILING THIS, ADD ANOTHER \$5.00 TO COVER THE COLLECTION FEE

