

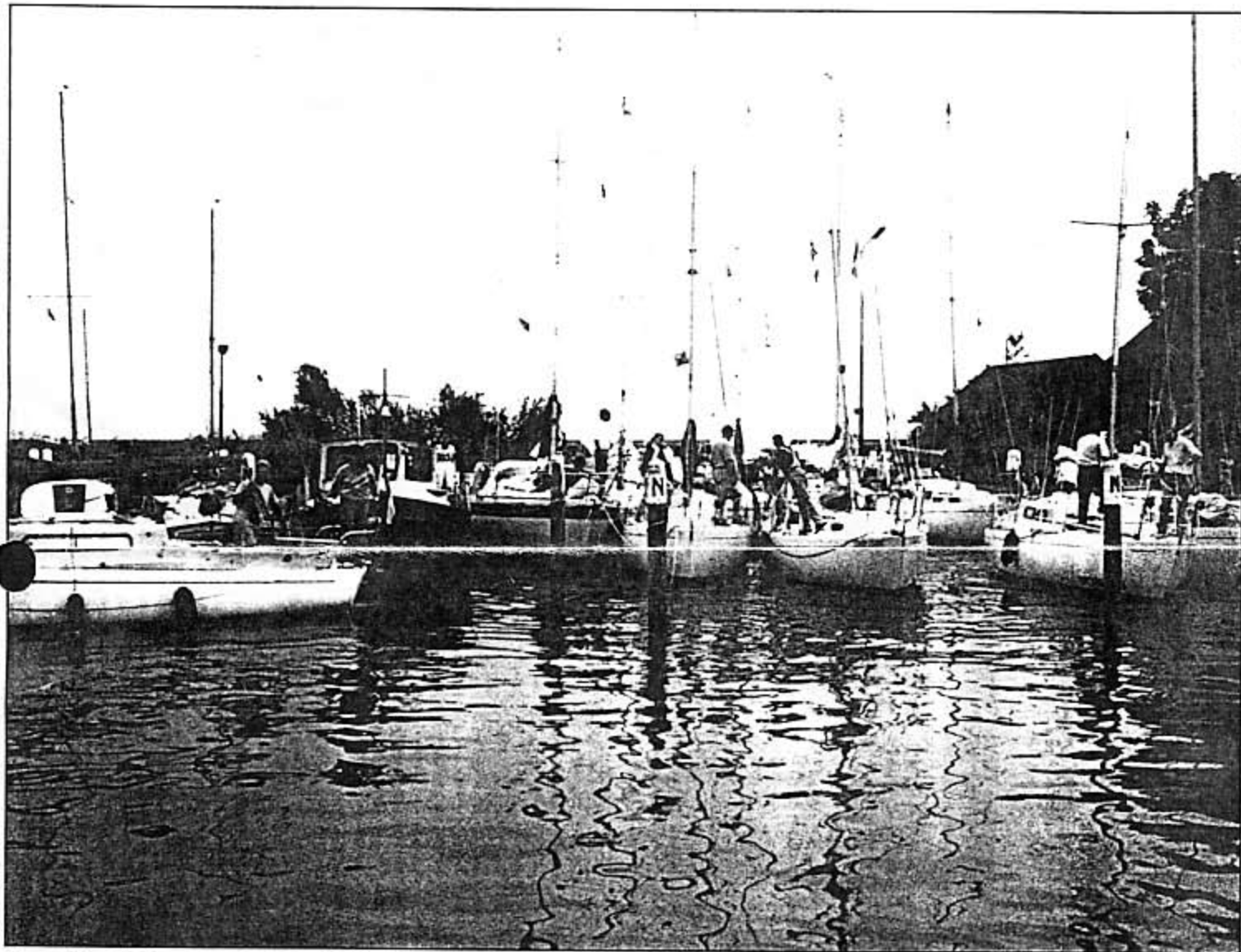
VEGA Newsletter

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

NO. 3-91

VOICE OF AMERICAN VEGA SAILORS

FEB 25, 1991



Part of the 60 Vega Fleet in Harbour

VEGA ASSOCIATION OF GREAT BRITAIN

Membership report :

At this late date, three months after 1991 dues were payable, approximately 1/5 of our members have still not sent in their dues. Each of them have now been notified that their membership expired on November 31st and that they are now being dropped from our rolls. We regret having to do this, but the economic factors involved make it necessary.



Holiday greetings from Holland

*Prettige Kerstdagen
en
Gelukkig Nieuwjaar*



Gré and I wish you, your family, VODCA, and the American Vega Association, all the best for 1991. We got your latest newsletter from Mrs. Van Soest. I am starting collecting all what happened world-wide around the Vegas for our next Bulletin - Jan 1991.

My husband and I will end our Vega jobs which we've held since the beginning of the Kring. Its now time for the youngsters - if we are fortunate to find them.

We prepare for our winter event on 26 Jan 1991. The programme: a video tape of the International Vega Friendship Regatta made by the Danish Vega sailors - 9 hours of tape reduced to 1 hour. And, of course, the Whitebread Round the World race. There is a beautiful film of "Maiden"(**) and info about sail materials, etc.

Over here we are proud of all the work you did for VODCA.

Yours sincerely,

Gert & Gré Wonder



(** *The wonder's daughter was a crewmember aboard "maiden"*)

* * * * *

- **Question** - Have any members replaced the fixed cabin windows with bronze opening ports? Please reply to: Mike Duddy
29 Pleasant Street - Apt #3
Portland, ME 04103

Dinghy davits anyone ?

11 DECEMBER 1990

Dear Sid,

Loren and I just want to send you this special "thank you" for all the time and effort you've done to make things nicer and easier for the rest of us in VODCA - along with our wishes for Happy Holidays and health and happiness in 1991.

I have enclosed a money order for \$18.(US) for the Vega Newsletter and a burgee. If the price of either has gone up, or if additional postage is involved, please let us know so we can send you the balance.

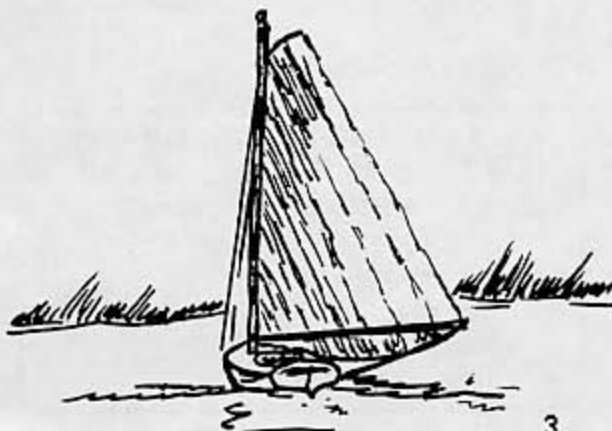
Last summer we cruised "STAR BRIGHT" up to Desolation Sound on the B.C. mainland coast. We spent 4 weeks and enjoyed jumping off the boat into the Pacific amidst spectacular glacier-clad mountains. We towed our Zodiac ('Twinkle') and our new 9 foot sailing dinghy ('Starlight') and shared 3 weeks of the trip with our two youngest daughters, Lori (15) and Becky (10). It was just wonderful.

We would like to know about dinghy davits for the Vega & would appreciate it if you could print a query about this in our next newsletter. We're wondering if anyone could suggest a davit set-up where we could set our Zodiac atop and suspend the sailing dinghy from the same set of davits. Any advice you or any of our other members can provide us would be most appreciated.

Thank You,



Loren & Sandy Acker
16-2330 Harbour Road
Sidney, B.C., V8L 2P8 Canada



Yes Rodney, We'd like you as a member!

9 Brianville Drive
Bangor,
Northern Ireland
BT19 2DZ

Dear Sid,

I've been missing your most interesting VODCA Newsletter in recent months and hope you are not in ill health.

I had intended writing to you earlier and wondered if you would be interested in hearing what cruising in our waters is like. My own Vega is "Nemone" which is moored in the harbour on the front cover of the enclosed lifeboat calendar - she lies just off the left of the picture.

From your newsletter I see your association experiences the same difficulty as experienced by many organizations - getting in the membership fees! Although yours is an American based organization, I wonder if you accept non-American/Canadian members. If so, may we join?

I should say that until comparatively recently there were few Vegas in Northern Ireland and an association on an organized basis was not very practical. Now however - and largely as the result of how well "Nemone" has performed - there are several in this locality and contact is on a casual basis as the owners all know each other being in the same, or neighboring yacht-clubs.

Sid, I do look forward to hearing from you again - both my wife and I have always enjoyed "VODCA" - and I hope you find the calendar useful and the photographs of interest.

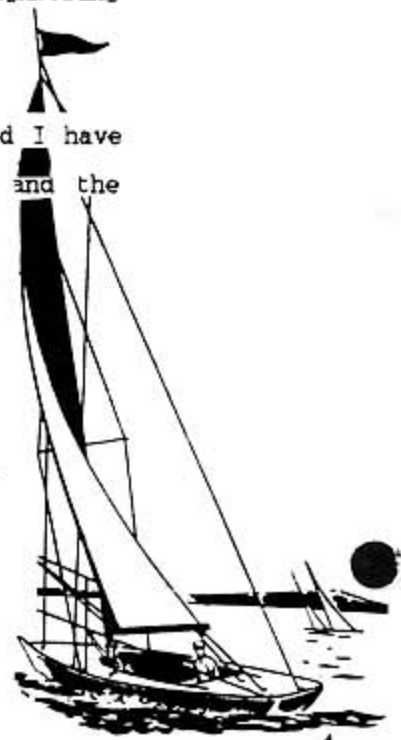
A pleasant Christmas and fair winds in 1991 -

INFORMATION NEEDED

HAS ANYONE REPLACED THEIR FUEL TANK? JERRY PICKARD HAS A BAD LEAK & IS SEEKING INFORMATION. PLEASE WRITE OR CALL:
JERRY PICKARD
BOX 24
ANACORTES, WA 98221
TEL: 206-293-8272

Sincerely
Rodney Jones

Rodney Jones



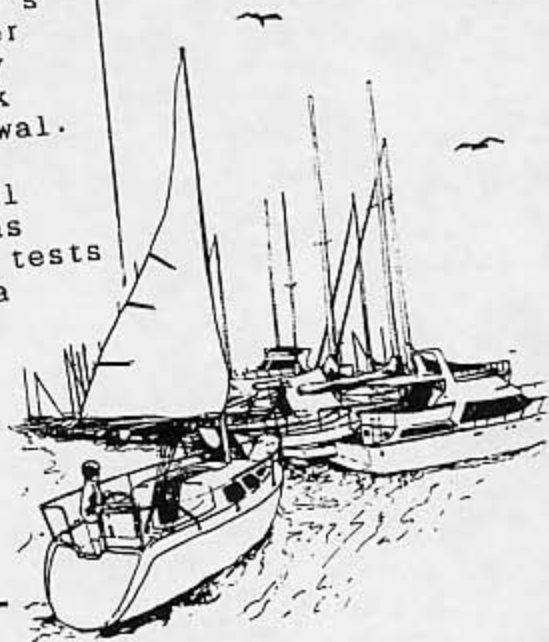
Alan Berling writes from Cyprus:

January 1991

Dear Sid,

Local yachties raise eyebrows over Ol' 2859's new clothes for 1991, but we like it. After 14 years of abuse from Greek cowboys, yuppy charterers and others who have used the Ark as a punching bag, she was in need of renewal. We filled all the holes, scraped the hull down to the gelcoat, and brushed on several coats of two-pot undercoat and/or gloss, as appropriate. This was all cosmetic, since tests for osmosis showed her tight as a drum - a tribute to the Vega's solid build.

Happy New Year!



* EDITORS NOTE:

"KITTY'S ARK" IS RESPLENDENT IN HER "NEW CLOTHES". SHE IS, IN ALL PROBABILITY, THE ONLY VEGA IN THE WORLD WITH A TOPSIDE PAINTED IN WHAT APPEARS TO BE MUSTARD-YELLOW, A BLACK BOOT STRIPE, AND A RED OR RUST BOTTOM. WHILE UNUSUAL IN THIS CONTINENT, THESE COLORS ARE PROBABLY NOT UNCOMMON FOR THAT PART OF THE WORLD IN WHICH "KITTY'S ARK" SAILS.



Norman Meissner
C/O Westar Marine Services
Pier 46B, San Francisco, CA 94107 U.S.A.

166 Maple St.
Guelph, Ontario
Canada N1G 2G7
July 26, 1990

Dear Norman

You asked about ice-box insulation. I foamed it in 1984 with great success, but for the life of me, I cannot remember the details. I definitely took off the counter top, which requires patience and lots of exploration to find all the fasteners. I either built a second outer box or sealed in any gaps in the existing box. Foamed in between the two boxes (overestimated and we had fun watching it rise out of the top, then cut it off). The result was an ice box which lasts four days in hot weather when it was more like a day and a half with the original installation.

So, if you have not solved the problem by now, my advice is to try it with foam.

Yours sincerely,

John Sprague
Flagfish #142

Copy to Sid Rosen



Second time around

Your editor couldn't resist republishing the following poem by Russ Walker (Tippin #2731). This is reprinted from The May 1980 VODCA Newsletter,



Sailing Again

Tell me, what do you do when you sail all day?
Don't you tire of looking at the Chesapeake Bay?
Tell me, Why do you like it so,
The things you do, and where to go.

I'll do my best to try to explain
But I frankly feel it all in vain
With words I could never hope to convey
How it feels to sail on the Bay.

I arrive at the pier, and then I think:
Nobody stole her, and she didn't sink.
I own you honey, and you're my boat
Except for the balance I owe on the note.

I hold my breath and open the hatch.
Not too much rain came through the patch.
I prepare the rigging and bend on the sail.
I hope there's wind, but not a gale.

We cast off the lines, and leave the pier.
Nuts! We forgot to bring along the beer.
Into the wind and raise the main.
Look at us! We're sailing again.

Where shall we sail? To what distant shores?
To Nassau, Bermuda, or the blue Azores?
Frankly I fear the wind is so light
We'll get no further than Hooper's Light.

I play in mind a little game
Pretend I'm a skipper with a famous name.
Today I'll be Turner, Hood, or North,
and sail this boat for all she's worth.

Any More poets
out there?



Dear Sid:

April 18, 1980

The attached is my most recent poetic endeavor which I would have sent you sooner, except for modesty. In the spring the exciting anticipation of another year of sailing is so great that I shall put aside my modesty and share with you my poem.

Sincerely

Russ

Now, here comes a boat that wants to race,
I can tell by the look on the skippers face.
I'll teach him not to fool around. Oh, no.
I believe we've gone aground.

Here comes a convoy of cabin cruisers
with flying bridges, what ugly bruisers.
I see a strong resemblance
of power boats to elephants.

In their wake we roll and pitch.
"Thanks a lot you --- -- -- --"
"Watch your head, here comes the boom!"
"Just hold on; we'll be sailing soon."

Sailing again on a summer breeze,
Sailing across the rolling seas.
Sailing on and on, and never stop
That is, until we snag a stray crab pot.

We're moving again! Oh, boy; hot dog.
But wait. Where did we get all this fog?
Vision is zero beyond the bow.
Grab the horn; we'll make it somehow.

At last it clears and we have wind and spray.
Tacking and beating on the Chesapeake Bay.
Then as out in the west the sun at last settles
We take a swim, while dodging sea nettles.

Heading home at the end of the day
Brings to an end our sail on the Bay.
It wasn't all bad, and she is a good ship.
Hey, somebody's boat is in our slip!"

Russ Walker

WELLS HARBOR MARINA

LOWER LANDING ROAD - P.O. BOX #46 529
WELLS, MAINE 04090

Dear Mr. Rosen,

I am the manager/mechanic at Wells Harbor Marina in Wells, Maine. I am writing to you in regards to your Albin Vega association. I have recently been able to glance through your "Vega Owner's Repair & Maintenance Manual".

As it would be, I have a customer with an Albin Vega that I have maintained over the years and most of the repairs on the Combi have been done by Hit or Miss.

I found the manual to be very helpful not only with the Combi drive but with other aspects of the boat itself.

I was wondering how I could acquire one of the manuals for myself. Also, the boat owner himself may be interested in joining your association. Any help would be appreciated.

Sincerely,

Michael J. Magee

Wells, ME 04090
207-646-9087



BOAT/US COOPERATING GROUP

Remember that we have a special Cooperating Group Accord with BOAT/US. This means that you can join or renew your BOAT/US membership for only half of the \$17.00 annual dues. This amounts to just \$8.50 per year. Last year over 70 of our members belonged to BOAT/US.

BOAT/US offers many services to boaters as well as presenting a large body to look into issues which affect us as boaters.

If you would like a brochure and application form, or information on renewing your current membership, please write Sid or call him at: 407-352-9250

* * * * *

Just so you know!

Since we are no longer VODCA, we do not have the "non-profit" organizational status that we held previously. From now on, for federal income tax purposes, even a one dollar (\$1.00) net gain from newsletter operations would be deemed taxable income of the editor. To avoid this, the newsletter will continue to be operated at the lowest possible cost to our members so that no "taxable income" would be generated. One means of accomplishing this may be by extending the membership period from 12 to 13 months to prevent any such taxable gain.

Reminder -

JUST LIKE ON AN AUTOMOBILE ENGINE, A DEFECTIVE OIL SENSOR OR IT'S SEAL CAN BE THE SOURCE OF AN ANNOYING OIL LEAK.



Sid Rosen reads on entry out of his log! (Meander #2225)



Tues, 14 Aug '79 (In Coan River, VA)

Wind howled all night. Up 0500 hours for trip back to Solomons, MD. Got everything stowed away and ready for more bad weather. Reefed the main & hanked on the storm jib. I must get home today - Leaving for St. Louis tomorrow. Yesterday was intolerable. The three of us went stir crazy cooped in the boat with nothing to do. Engine on 0530. Started to raise anchor. Can't break it loose from bottom mud. Gave MD6 almost full throttle and suddenly WHAM! Engine stalled. Looking around I saw a small float with a yellow polyurethane line disappearing under my stern. So it's over the side for me! Wind whistling by at abt 25 mph. Reset anchor until prop is cleared. Got into the water but too dark under boat to even see the prop - Sun is up but trees on shore block the light. Tried to unwrap the line by feel. No good!!! (Did get a few turns off but need more light.)

About 0650 I was able to see enuf to start unwrapping the line off the prop. Got engine on and moving forward at a snail's pace. Damage to tube (?). On one side of us are crab pot bouys and fish traps on the other side of the channel. Wind is right down the middle- can't sail out. Got out of the Coan River and into lower Potomac River abt 0805. Took out reef & put on working jib - broad reached to Chesapeake Bay. Point Lookout really looks fearsome - huge waves crashing on the sandbar.

Headed North toward Patuxent River. Too much sail. Left working jib on but reefed main down to top set of reef points. Not making good time- lots of leeway. Wind is in opposition to tide. Over 4 ft chop. Abeam Point "No-Point" light the front passed thru - now trying to run in light wind. Main fully up and using 150% light wt Jenny poled out.

Just south of Patuxent Naval Air Station hangers - we were approached by a fast Navy speedboat. Using a bull-horn he said scram! We were on the edge of the naval target area and that in about 20 minutes aircraft would be firing 20mm shells and rockets into the area (with danger of ricochets). So, we tacked inshore toward the NAS. After about an hour and a half, the firing stopped. Since we were practically drifting, we turned on the engine and headed back out toward the target area. This time another navy craft flying a red or orange flag came zooming out and escorted us back toward shore. More waiting but the aircraft never returned. Time lost: over 2 1/2 hours.

Wind finally got up to about 5 mph and we sailed (?) past the old Cedar Pt. Lighthouse and entered Patuxent River abt 1820. What a long day! Manhandled boat into slip - w/o problem. Secured boat, cleaned up, and departed abt 1845.

Note - The boat had to be hauled and shaft reset. When the mainsheet wrapped around the prop it forced the entire prop shaft assembly backward and only allowed the prop blades to be in a very shallow angle with extremely poor speed forward. By the way, if you haven't kept a log, you're missing out. It's great to read your entries and relive them in your mind.



• **We wonder** - How Dan Gold gets to his boat (Tern #1519) out on Pier 39 (the seal "flop house") in San Francisco ??? Has Dan moved or have the seals given him a special pass? Tell us about it Dan!

Nick & Jenny Coghlan (Tarka The Otter) write:

Hope you had a good Christmas. We went to England - mostly seeing relatives but we also gave a talk to the English Vega Association - featuring the South Pacific and our rounding of the Cape of Good Hope (South Africa). About 40 people turned up. We picked up some notes they had put together called the "Vega Technical Notes" - Do you have a copy? If not we could send you a copy.

Vega Association of Great Britain

14 MARLBOROUGH ROAD
ALDBOURNE
Nr MARLBOROUGH
WILTS
SN8 2DD
ENGLAND

30th December 1990

Dear Sidney

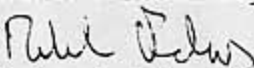
First of all many thanks for all the Newsletters received during 1990, I am sorry that it proved impossible to keep the Association going in its original form. We suffer to some extent from the problem of geographical dispersion and try to overcome it by encouraging regional groups to form. The Dutch have the best situation as most of their sailing is centered on the IJsselmeer so owners do not have far to travel.

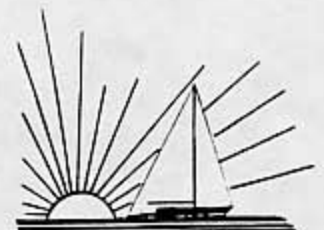
I enclose our annual offering, please feel free to extract what you will. I also finally published our own Vega Technical Notes and I enclose a copy. If you want to reproduce it in the USA please go ahead. Postage costs would make it uneconomical to mail it. I note that it costs you 90 cents a time to send me your Newsletter, perhaps you could send them together twice a year if it would help?

The big news here is that Nick and Jenny Coghlan came over for two weeks this month and offered to give a slide presentation. I arranged this for the 16th December and we mustered 29 plus the Nick's parents for a 3 hour round the world presentation at the Hilton in Newbury. Everyone really enjoyed a very professional and interesting show. We presented them with an engraved glass decanter "Presented by VAGB to TARKA THE OTTER 16.12.90".

Best Wishes to all Vega Owners in North America.

Yours Sincerely


Michael Edmonds



Conrad Geyser
Box 89
Cotuit, Ma. 02635

Make your own stuffing box grease -

Vega Newsletter
c/o Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821

12/28/90

Dear Sidney:

The newsletter is a great forum for shared boating experiences. Thanks for all the work you do!

"Nelion" and I are still together after four round trips from Cape Cod to Nova Scotia and my solo breaking in trip from the Cape to the Virgin Islands (nobody else crazy enough to do that) in January '84 and my return in June '84. Have been toying with the idea of heading for the Pacific and New Zealand for a while and as a result would be interested in getting a copy of "The Log of the Mahina". It doesn't seem fair to ask you to perform yet another task but maybe we could circulate one or two copies among the members as done with "Vega Westbound", which I would like to see if it is still available.

One little pointer I have to offer is a homemade recipe for stuffing box grease which seems to be satisfactory:

I take about two parts of old lithium grease and heat it up with one part of parafin and mix the two. I would still like to try some of the stuff that you have been ordering, just to compare. I also find that the stuffing box has less tendency to leak if I leave the Combi gear in the no drag (lever all the way back) position.

Can you send the grease and the Video with a bill?

Hope you have a good year!

Sincerely,

Conrad Geyser



Your editor is ordering the remaining copies of "Log of the Mahina" from John Neal (if still available) and these will be offered at a break-even price. Please let Sid know if you want a copy! (Your editor feels that Nick & Jenny Coghlan's experiences in their world circumnavigation are more comprehensive and meaningful than those of Mr. Neal).

Be prepared to pay, and pay, and pay!

*This article has been re-captioned
by your editor*

By Lt/Cdr Susan L. Kneeland,
Radio Technical Officer, Orlando Power Squadron

As a result of congressional action, The Federal Communications Commission on May 22, 1990 changed the rules by which recreational boat-owners will receive new operator and radio station licenses.

As in the past, we still apply for a station license on form 506, renewals on form 405B and restricted operator permits on form 753. There is now a *great difference* though - a \$35 fee for each application. Examples:

#1. You have just purchased a new boat and will be installing a VHF Marine Radio transceiver - Complete FCC form 506 for the ship station. Mail it to the FCC and be sure to enclose your check for \$35.

#2. The 5 year expiration date of your present FCC station license is about to run out - Use FCC form 405B to renew, and attach your check for \$35. with the renewal form.

#3 You have just purchased a medium frequency SSB (Single Side-Band) transceiver for your boat. Use FCC form 506 to modify your station license and again enclose your check for \$35.

#4 Perhaps a few months later you install a ship-board radar on your boat. Use form 506 to again modify you station license. Another \$35. check to the FCC.

#5 Later you purchase one of the new 406 MHZ EPIRB to further safeguard your ocean voyages. Again use FCC form 506 to modify your station license -Of course the FCC will be \$35. richer - again

As you must know, an FCC Operators License is not required to operate your VHF FM transceiver unless you are to sail, dock, or moor in international waters - or waters which are controlled by a foreign government. An operator license IS required for MF or HF Single Side Band operation state-side or anywhere else you may sail.

.....

#6. Suppose you had a station license for your VHF FM equipment for a year or two and you now move to a new street or mailing address (even across the street or to a new post office box number in the same city). Yes! Complete form 506 to modify your license and be sure to enclose another \$35 check to the FCC.

Applications for Ship Station Licenses and Operator licenses or Restricted Permits are no longer to be mailed to the Federal Communications Commission address in Gettysburg as in the past.

The new addresses are:

Ship Stations

FCC Marine Ship Service
P.O. Box 358275
Pittsburgh, PA 152 51-5275

Ship Station License Renewals

FCC, 405B Station Renewals
p.O. Box 358290
Pittsburgh, PA 15251-5290

Restricted Operator Permits

FCC Restricted Permit
P.O. Box 358295
Pittsburgh, PA 15251-5295



If this irritates you - Blame your congressman !