

VEGA Newsletter

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

No. 7/8-91

VOICE OF AMERICAN VEGA SAILORS

JUNE/JULY 1991

- **Available for immediate shipment:**

4 TUBES OF MP-24 "LUBRIKO" SPECIAL STUFFING BOX GREASE - \$5.75 (US) PER TUBE
POSTAGE PAID. PLEASE CONTACT YOUR EDITOR.

- **Another deck problem:**

GERRY TAYLOR (SKOAL - #662) WRITES THAT "A SMALL SECTION OF SIDE DECK IS SPRINGY UNDERFOOT AND APPEARS TO HAVE DELAMINATED. IT'S ABOUT TWO SQUARE FEET IN SIZE, ADJACENT TO THE PORT SHROUDS. WHEN THE WEATHER WARMS I PLAN TO INJECT EPOXY RESIN (GIT ROT) INTO HOLES THAT I'LL DRILL INTO THE AREA. HAS ANYONE HAD EXPERIENCE WITH THIS TYPE OF PROBLEM AND/OR HAVE ANY ADVICE TO OFFER."

THIS IS THE THIRD INSTANCE OF THIS PROBLEM THAT YOUR EDITOR IS AWARE OF. THE QUESTION IS "WILL THE INCIDENCE OF THIS PROBLEM INCREASE WITH THE AGE OF OUR BOATS?"



A

YOU'RE INVITED!
NOR'EAST ALBIN FAMILY
REUNION
POINT JUDITH MARINA
WAKEFIELD, R.I.
SEPT 14 & 15, 1991
DETAILS IN OUR NEXT ISSUE

ACCORD

A COOPERATING GROUP ACCORD

between

Boat Owners Association of The United States
Washington National Headquarters
880 South Pickett Street, Alexandria, Virginia 22304

(herein called BOAT/U.S.)

AND
VEGA NEWSLETTER/
AMERICAN VEGA ASSOCIATION

Organization or Club

10615 WHITMAN CIRCLE

Mailing Address

ORLANDO, FLORIDA 32821

(herein called GROUP)

We, the undersigned, understand that by confirmation of this Cooperating Group Accord:

1. BOAT/U.S. agrees to provide full membership to any and all bonafide members of the GROUP at a special Cooperating Group rate of one-half the current regular annual dues (presently \$17. with the special Group rate being \$8.50). Further, those members of the GROUP who already belong to BOAT/U.S. may renew their membership at the same special rate.
2. The GROUP confirms that it will inform all of its members at least once during the year about this special BOAT/U.S. membership arrangement and that it will make Association literature available to its members; further, that it will advise BOAT/U.S. of its plans to so inform its membership and will send BOAT/U.S. a sample of information distributed to its members for this purpose.

This Accord does not constitute an endorsement of either organizations' activities; it becomes effective for one year upon the signatures of the authorized representatives of both organizations, and may be renewed each year by mutual agreement.

Accepted

BOAT OWNERS ASSOCIATION
of THE UNITED STATES

By

Dated

1/14/91

GROUP (Organization or Club)

By

Title

Dated

1/2/91

No. of Members 168

Provisioning a small vessel for offshore cruising

by Nick & Jenny Coghlan - *Tarka the Otter* - #1639



Sailing TARKA THE OTTER through four oceans and 36,000 nautical miles of sea, we learnt that, although our Vega was at the smaller end of the scale, there were many tinier boats out there and, though we sometimes felt we were 'roughing it', others were doing it in an even more basic fashion. Take, for example, the 22ft day-sailer CONQUEROR that Thomas, from Greece, had sailed to the Caribbean. On his forty-day crossing of the Atlantic, Thomas did not take along a stove of any sort, because he felt it would be too rough safely to use one in his tiny cabin. His diet consisted almost entirely of tinned peaches. Or there was the 24ft square rigged PELICAN, from the U.S., whose skipper, rather than carry plates, preferred to eat solely off glossy magazine pages (*Cruising World* was fine, but 'freebies' such as *Latitude 38*, were too absorbent...); he'd gone to the trouble, too, to find a brand of coffee that was soluble in cold water because he could see no point in making hot drinks in the tropics.

The most obvious problem with provisioning a small boat for a long voyage is, of course, the fact that one cannot carry as much. We found, too, on the Vega, that we were not running our engine enough (and had no desire to do so) sufficiently to keep a fridge running; an ice-box was simply too much trouble in sweltering climates where it may be difficult to find ice and where a ten-pound block will be half-gone by the time you've got it back to the boat. So, one must change one's eating habits so as to:

- take advantage of local availability and prices.
- eat foods that do not require refrigeration.

You can safely ignore those old accounts of round-the-world voyagers who planned every menu for two years and spent the weeks preceding their departure varnishing tins and coating eggs with vaseline. These days, you need never be more than a month's sail away from a shop carrying tinned food; i.e. carry at least two months' worth, in case of mishap. Then, when you do arrive in port, eat as much fresh food as you can so as to vary the canned diet. In most places, though the quality may often be lower, the price of tinned food is actually cheaper than in North America. If you get really desperate for a cold beer, you can always mournfully hang around one of those plush Hans Christian 42's....

Some general principles to bear in mind when provisioning your Vega:

- learn what you like to eat at sea; this may not be at all what you THINK you'll like. The best way is to keep a running list of what you eat on major passages.
- learn what keeps. Buy tomatoes green and eat them as they come ripe. Potatoes, onions, citrus fruit and



apples all keep well provided you sort through them every few days and throw out the bad ones. Cabbage: use instead of lettuce for salads, peeling off leaves as you need them. Bananas: buy a green stalk, use them first, cooked, as a vegetable, then eat them as a fruit as they come ripe. (BEWARE: most of them will ripen at the same time!) Cheese: in the Pacific, buy Australian or NZ processed cheese that keeps without refrigeration. Margarine: in the Caribbean, buy tinned margarine that keeps even after it's been opened and remains solid in the hottest temperatures. Eggs: these will keep for at least six weeks unrefrigerated - just turn them occasionally and always break them into a cup and sniff before using.

- wrap fresh food items individually in newspaper where possible. We hung nets in the Vee-berth which kept some air flowing over them.

- check tins for bulging and throw away any that seem dubious (botulism).

- keep a list of what food you have stowed where, crossing off items as you eat them.

- have some instant meals available for rough weather (chilli, ravioli) and for those first few days of a passage when your appetite may be low.


- plan for the weather conditions. In cold waters you will want lots of soup, porridge, hot chocolate etc.

- have plenty of watch snacks (granola bars, nuts and raisins). Chocolate bars are not a good idea, where temperatures regularly exceed 90 F...

Stowage: as mentioned above, keep a list of what you're putting where. As the Vega's bilges are impracticable for much storage, there's no point in varnishing tins etc. Keep your tins as low as possible in the boat, and distribute the weight in a balanced manner.

Water: calculate on using half a gallon per person per day. i.e. the standard 14-gallon tank will last a couple two weeks. This does NOT allow for washing yourself or the dishes in fresh water: use salt water and a detergent (e.g. JOY) that lathers up. We installed, in addition, flexible tanks under the bunks - it's necessary to saw the bunkboards in half to install them. These were made by PLASTIMO and were not very satisfactory; they kept leaking at the seams, despite our replacing them several times. A better bet are rigid jerry jugs, say 5 galls each, stowed securely and in a balanced fashion around the boat. ALWAYS CARRY AT LEAST TWICE AS MUCH WATER AS YOU THINK YOU'LL NEED - i.e. 28 gallons for a fourteen-day trip. Even the slightest leak in your WHALE GUSHER pump can cause your main water tank to drain away into the bilge without your noticing it - keep an eye on that pump for wetness around it or for air coming out when you pump it. Those collapsible cubic water containers





(4 or 5 galls.) are useful for ferrying water back and forth, as you will have to do in most places. They have a tendency to wear through at the corners. If you are doubtful about the quality of the water you are taking on, add ordinary household bleach to it, approx one teaspoon per ten litres; you should be just able to taste the chlorine. We never found it necessary to gather rainwater, though it's quite easy to convert an awning into a rain catcher, by gluing a through-hull fitting into the middle of it. Alternatively, when at sea, hoist up the topping lift in a rain squall and a considerable quantity will run off at the gooseneck.

Cooking. We had a two-burner gimballed kerosene stove and found this very adequate. The gimbaling is not vital; it is usually just as effective to use retaining fiddles. Kerosene is cheap and available everywhere, albeit in widely varying qualities. Five gallons of kero, if used solely for cooking and lighting, would last us six months. In addition, you will need priming fuel of some sort - methyl hydrate, methylated spirits - which is also widely available, but at a higher price. An alcohol burning stove is far too expensive to run and provides a relatively weak flame. A very handy device when priming the stove is a little clamp-on wick which you can soak in the fluid and then clamp around the base of the burner, avoiding the potential problem of burning primer slopping around. The vast majority of cruising vessels use propane, which is fine as long as you are very careful in installing the tanks in a place where leaking gas can drain off safely. You should also be aware that many parts of the world, when filling propane tanks, require a fitting different to that used in North America.

Pots and pans. We found two saucepans, a frying pan and a pressure cooker to be sufficient. You can easily use the pressure cooker as an oven:

- remove the sealing ring, automatic air vent and regulator. Then EITHER put a cake rack in the pressure cooker and put your cake tin or bread pan on the rack OR oil the inside of the pressure cooker and coat it with cornmeal; press dough to fill the bottom of the pressure cooker. Jenny made many quiches, cakes and loaves of bread like this.



Fishing. We had very little luck with this - four fish in four years.... This was probably due, in large part, to the proximity of the trailing Walker log to any lures that we dragged. Many boats are able to catch as much as they want to eat. The key, we gathered, was heavy tackle. In many places, you can trade with local fishermen,

tins for fish, or, in particular, fishermen value small stainless hooks. Fishermen will often ask for, as trading items, shotgun cartridges, Playboy magazines and/or alcohol, none of which we really wanted to get involved in.

Local regulations. If you are sailing overseas, you should find out well in advance what foodstuffs you may bring into the countries you are visiting. New Zealand and Australia have particularly stringent regulations to safeguard against diseases that are quite common here but which have yet to reach the Antipodes. Apart from the immorality of trying to circumvent these regulations, you should realise that when entering these countries you will be searched quite rigorously. Examples of prohibited items: tinned meat that has been canned elsewhere than in Australia or N.Z., all fresh fruit & vegetables, eggshells. (Also, you should probably think twice before you sail to one of these countries with a pet: the wharf at Opuia, N.Z., has a special incinerator for disposing of Kitty...).

On a different tack, it may often pay you to enquire into tax & duty regulations before you do your stocking in each country. Some countries may give you big tax breaks (e.g. South Africa) if you buy your food in bulk at one supermarket just before leaving and fill in a couple of simple forms.

To summarise:

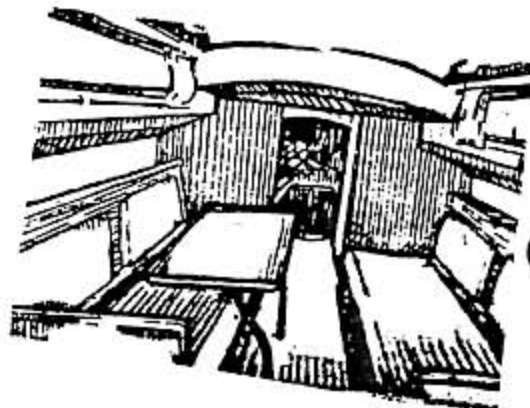
- be prepared to change your eating habits.
- eat fresh food when in port.
- try the local specialties.
- learn what keeps and what you like.
- stow your supplies low and balance the boat.

The following may also be of interest:

- Bread & Pizza recipes for the pressure cooker.
- A list of what we ate on one of our major passages (two people).
- A re-stocking list in South Africa, to take us across the South Atlantic.

Question ?
When was the last time you examined your spreaders and the mast spreader fitting (socket) for possible cracks?

Over the past few years, a couple of members have had to deal with broken spreader base fittings. Your editor has tried unsuccessfully to contact the Proctor Mast Company and it appears that the company is no longer in business. If anyone is aware of a source for these parts please contact your editor.



Bread

Easy to make your own. For preference I used dried yeast that you mixed straight into the flour i.e. you didn't need to soak it in water. The following recipe worked for me

6 cups flour
3 cups warm water (I'd use up to 1 cup sea water)
Salt (if not using seawater)
2 tablespoons cooking oil (optional)
Yeast according to instructions

Mix flour, sugar, oil and salt. Stir in yeast. Add water and knead for 5 minutes on a floured board (the dough will be sticky to start off with but as you knead in more flour it becomes elastic). Put in bowl and cover and leave till the dough has doubled in size (usually an hour or so). Put in bread pans and let double in size again. I found this quantity fitted nicely into my pressure cooker for cooking by method two and it would take 40-50 minutes to cook.

I did have problems in the higher latitudes getting the yeast to work. For these situations, I used a soda bread recipe.

4 cups flour
3 tablespoons flour
Three quarter teaspoon baking soda
1 tablespoon baking powder
6 tablespoons butter or margarine
2 eggs
One and a half cups sour milk (I made up dry milk and soured it with a splash of vinegar)

Mix dry ingredients and cut in fat. Beat eggs and milk and stir into dry mixture. Turn onto floured board and knead ten strokes. I cooked this in my pressure cooker by method two for about 45 minutes. Cut a cross into the top before baking.

Pizza

I made pizza in the frying pan. I'd press out dough in an oiled pan, fry it till light brown on one side. Turn over and put cheese, tomatoes or whatever on the cooked side. Continue frying until cooked. I used drained tinned tomatoes and would heat them up first to help the cooking process.

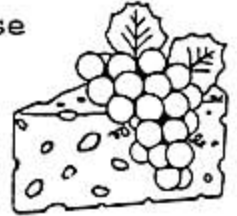


Food eaten in twenty-five days at sea (Mexico to Marquesas)

Fresh food

48 eggs
16 tomatoes
4 green peppers
one quarter kilo ham
3 avocados
30 onions
6 chorizo sausages

10 oranges
25 apples
three-quarters kilo cheese
10 lemons
25 potatoes
1 cabbage



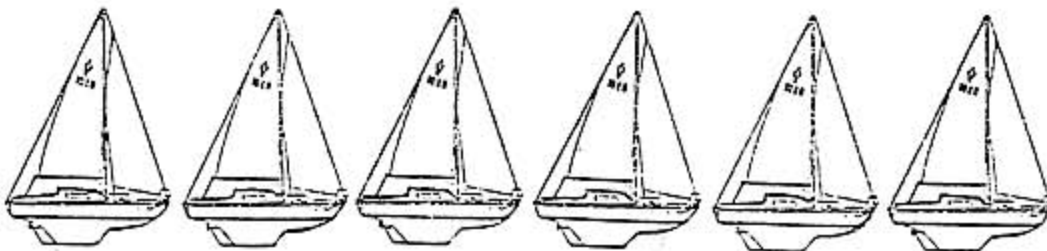
Other items

5 large loaves of bread
250g raisins
3 tins pineapple
1kg sugar
3kg flour
1kg trail-mix
8 milk puddings
juice powder for 21 litres
1kg black beans
4 tins corn
3 tins soup
2 tins green beans
1 tin roast beef
2 tins tomato paste
2 tins luncheon meat
2 tins cheese sauce
2 tins tuna
2 small tins devilled ham
1kg macaroni

500g boiled sweets
5 packets biscuits
2kg powdered milk
1 box Sugar Puffs
2 boxes cornflakes
26 granola bars
5 jellies
2 'Ramen' meals
half kg lentils
2 tins baked beans
2 tins peas
2 tins chilli beans
7 tins tomatoes
2 tins corned beef
2 tins Danish ham
2 large tins tomato pure
3 tins pate
half a jar Cheez Whizz
2 pkts Tortellini

Water

We drank (or cooked with) twenty-two gallons of fresh water; all our washing-up and personal washing was done in salt water so this figure reflects just what we drank and cooked with for twenty-five days. When possible (e.g. when cooking potatoes) we'd cook with some salt water. We have a saltwater pump in the galley - a great freshwater saver.



Provisioning list in South Africa

Bought February 1988, next major provisioning May, 1988

FOOD ITEMS

General

Drinking chocolate	Coffee (3 x 200g.)
Various spices	Tea bags (72)
Instant milk puddings (18)	Cheese spread (1)
Jam (3 x 500g.)	Peanut butter (1 x 500g.)
Honey (1 x 200g.)	Chutney (2)
Orange juice (3 x 1 litre)	Tang juice powder
Cheese sauce (3 packets)	Cup-a-soups (30 servings)
Cooking oil (3 litres)	Vinegar (1 litre)
Cookies (10 packets)	Crackers (2 packets)
Ryvita crispbread (2 packets)	Lemon juice (500ml.)
Cornflakes (2 x 300g.)	Weetabix (3kg.)
Tomato ketchup (375ml.)	Dehydrated complete meals (16)
Sugar (4kg.)	Flour (9kg.)
Macaroni (3kg.)	Rice (1kg.)
Granola bars (60)	Raisins and peanuts (2kg.)
Dried milk (5kg.)	

Tins

Pate/spreads (10)	Corned beef (12)
Spam/luncheon meat (3)	Tomatoes (36)
Peas (12)	Green beans (8)
Corn (8)	Baked beans (8)
Fruit (10)	Tuna (6)
Tomato paste (8)	Frankfurters (4)
Spaghetti sauce (4)	Chili con carne (4)

Perishables

Margarine (2 tubs)	Eggs (36)
Cheese (1kg.)	Bread (5 loaves)
Salami	Yoghurt
Cabbage (3)	Potatoes (30)
Onions (30)	Green tomatoes (20)
Apples (30)	Oranges (10)
Grapefruit (10)	Bananas

NON-FOOD ITEMS

Kitchen roll (4)	Toilet paper (10)
Shampoo (2)	Toothpaste (3)
Toothbrushes (2)	Ziploc bags
Garbage bags	J-cloths
Detergent	Kerosene (20 litres)
Priming alcohol (4 litres)	WD40
'C' batteries (6)	9V batteries (2)
'AA' batteries (20)	



Lars Lemby (VODA) writes from Sweden:

14 Dec, 1990

Dear Sid,

So it is farewell to VODCA as a formal organization. I suppose this is a wise and probably inevitable decision. We, in Europe, have liked very much to have a "sister" club on the other side of the Atlantic Ocean and we are happy to know that this does not mean 'good-bye' to Mr. VODCA in person, alias Sidney Rosen.

Thank you Sid for being such an excellent centre of knowledge, information, and comradeship. Please keep it up as long as you can!

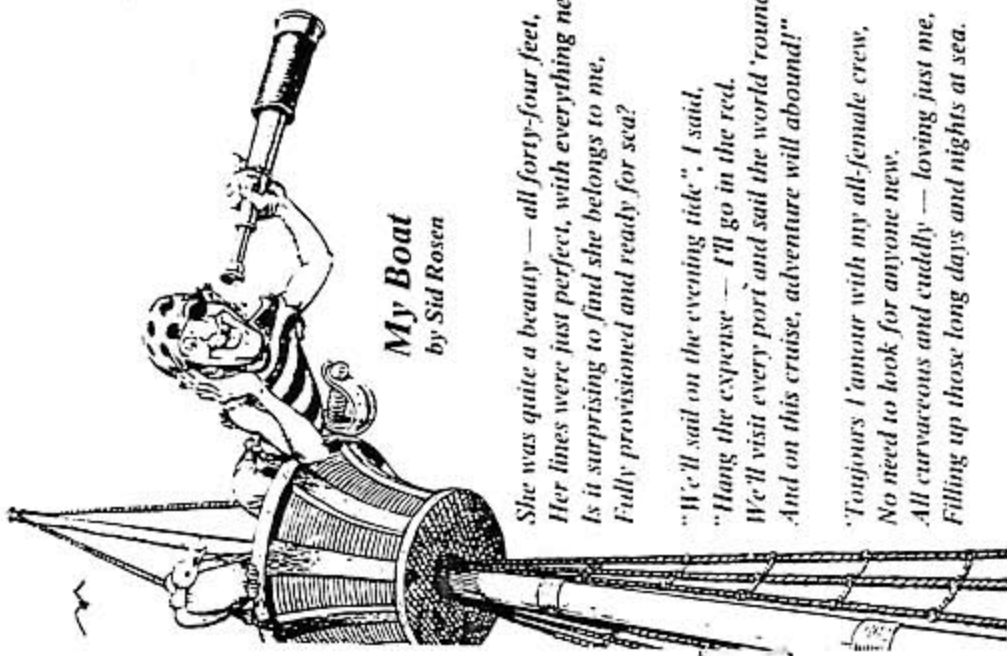
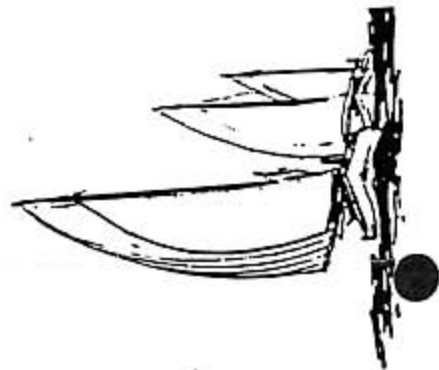
We missed you at the regatta in Eindhoven last summer. You would have been mightily celebrated! We are keeping it stored until you do come one day!

Kindest regards,

Lars Lemby

1992 America's Cup

The Old Boat		Vs. The New Boat	
	12 METER	NEW AMERICA'S CUP BOAT	
Overall Length:	65 ft.	75 ft.	
Speed Upwind:	8.5-9.2 knots	10-11.2 knots	
Speed Downwind:	10-12 knots	14-16 knots	
Beam (width):	12 ft.	18 ft.	
Draft (depth):	9 ft.	13 ft.	
Mast height:	86 ft.	110 ft.	
Sail Area:			
Main/1/2:	2,000 sq. ft.	3,000 sq. ft.	
Spinnaker:	2,500 sq. ft.	4,500 sq. ft.	
Displacement:	56,000 lbs.	37,000 lbs.	
No. of crew:	11	7	



My Boat

by Sid Rosen

*She was quite a beauty — all forty-four feet,
Her lines were just perfect, with everything neat,
Is it surprising to find she belongs to me,
Fully provisioned and ready for sea?*

*"We'll sail on the evening tide", I said,
"Hang the expense — I'll go in the red,
We'll visit every port and sail the world 'round;
And on this cruise, adventure will abound!"*

*"Toujours l'amour with my all-female crew,
No need to look for anyone new,
All curvaceous and cuddly — loving just me,
Filling up those long days and nights at sea."*

*With the wind in the sails and with spray in my face,
I was living it up at a very good pace;
And then dear friends, came the great big rub —
When my wife called out: "You've fallen asleep in the tub!"*

The Williamsburg News June 1986

For Sale - 1976 Vega

With Vetus Diesel engine (1988)

Steve Berman
1510 SE 15th Street - #208
Lauderdale, FL 33316

Responses to New Engine Survey

(Note: Owner 'satisfaction' is on scale of 1 to 10)

WILLIAM SIDES #39

NEW ENGINE: YANMAR 1GM
HORSEPOWER: 7.5 / 10
INSTALLED: 1981
PROP SIZE : - 3 BLADES
SATISFACTION: 10
COMMENTS: SEE OUR ARTICLE IN VEGA OWNERS REPAIR & MAINTENANCE MANUAL.

JACK WHITE #1674

REBUILT ORIGINAL MD6A ENGINE ENGINE:
HORSEPOWER: 10
INSTALLED: 1980
PROP SIZE :
SATISFACTION: 10
COMMENTS: MD6A HAS PROVED TO BE A GOOD & RELIABLE UNIT

DONNA SAWYER/CYRUS CADY #249

ENGINE: FARRYMAN - 1 CYLINDER
HORSEPOWER: 12
INSTALLED: 1987
PROP SIZE : 14" X 12" (MAXI-PROP; MUCH BETTER IN REVERSE & STOPPING) - 2
BLADES
SATISFACTION: 8
COMMENTS: ENGINE VIBRATES BUT VERY RELIABLE & VERY EASY TO HAND START. VERY
GOOD FUEL ECONOMY.

HARRY LEWENSTEIN #126

NEW ENGINE: YANMAR 1GM10
HORSEPOWER: 9
INSTALLED: 1988
PROP SIZE : 12" - 3 BLADES
SATISFACTION: 5
COMMENTS: SHOULD HAVE INSTALLED LARGER YANMAR 2GM20 (18 HP)

GEORGE ZVARA #704 (BALLAD)

ENGINE: WARREN FISCHER #407
ENGINE: VOLVO MD6A REBUILT
HORSEPOWER: 10
INSTALLED: REBUILT IN 1987
PROP SIZE : 9 1/2" - 3 BLADES
SATISFACTION: 7 - 8
COMMENTS: IF CONSIDERING REBUILDING MD6A:
PROS: EASY TO DISSEMBLE & REASSEMBLE, ENGINE BED THE SAME.
MAY BE CHEAPER THAN NEW ENGINE.
CONS: MAY BE UNDERPOWERED FOR 7200 LB BOAT (ESPECIALLY WITH FULL
KEEL) PARTS ARE VERY EXPENSIVE (EG: \$200 + FOR A PISTON)
GOOD EXCUSE FOR VEGA OWNERS TO GET RID OF THE "COMBI"



WARREN FISCHER #407

NEW ENGINE: YANMAR YS88
HORSEPOWER:
INSTALLED: 1980
PROP SIZE : 12" - 3 BLADES
SATISFACTION: 8
COMMENTS: GOOD ENGINE - WOULD LIKE A LITTLE MORE SPEED



ED PITTENGER #1568

NEW ENGINE: VOLVO MD7B
HORSEPOWER: 17
INSTALLED: 1983
PROP SIZE : 13" X 11" - 2 BLADES
SATISFACTION: 10
COMMENTS: A LITTLE LARGER THEN MD6A. NO CHANGE TO ENGINE BED. SOME SOUND INSULATION REMOVED TO ACCOMODATE ALTERNATOR

PAT CALLAHAN #2537

NEW ENGINE: YANMAR 2GM20
HORSEPOWER: 18
INSTALLED: 1986
PROP SIZE : 14" X 11" PITCH - 3 BLADES
SATISFACTION: 9 - 10
COMMENTS: RAW WATER COOLED. MORE POWER THAN NEEDED VERY QUIET AT 5+ KNOTS (2500-2700 RPM) LARGE PROP HURTS LIGHT AIR PERFORMANCE

JOHN SPRAGUE #1492

NEW ENGINE: VOLVO 2001
HORSEPOWER: 9
INSTALLED: 1989
PROP SIZE : 13" X 9" - 3 BLADES
SATISFACTION: 6 - 9
COMMENTS: HAD TROUBLE GETTING IT ADJUSTED AT FIRST (WOULD NOT IDLE, THEN ADJUSTED & WOULD NOT START WHEN COLD (=6). WHEN RUNNING IT IS GREAT (=9) SCATRA FLEXIBLE COUPLING (= SMOOTH 10)

GORDON HEMPTON #1147

NEW ENGINE: VOLVO 2002
HORSEPOWER: 18
INSTALLED: 1980
PROP SIZE : 14" X 10" X 7/8"
SATISFACTION: 10
COMMENTS: RUNS LIKE A MOTORSAILER. STOPS QUICKLY. BACKS STRAIGHT OR AS STEERED. GREAT RANGE W/18 GAL FUEL TANK. FRESH WATER COOLED.

ART LEVIN #1706

NEW ENGINE: VOLVO 2002
HORSEPOWER: 18
INSTALLED: 1985
PROP SIZE : 14" X 10" - 3 BLADES
SATISFACTION: 5
COMMENTS: TOO EXPENSIVE. BAD FRESHWATER COOLING DESIGN. BAD HEAT EXCHANGER. DIFFICULT INSTALLATION. GOOD BASIC BLOCK

TONY SKIDMORE #1517

NEW ENGINE: YANMAR 1GM10
 HORSEPOWER: 9 @ 3600 RPM (2.2:1 REDUCTION)
 INSTALLED: 1985
 PROP SIZE : 13" X 8"
 SATISFACTION: 10
 COMMENTS: LIGHT WEIGHT (167 LBS), ECONOMICAL ON FUEL. ALWAYS STARTS ON FIRST TOUCH OF BUTTON. AMPLE POWER (5 1/2 KNOTS @ 2600 RPM) WOULD BUY A 13"X9" PITCH PROP NEXT TIME

DOUG SMITH #972

NEW ENGINE: ALBIN (SAME GASOLINE MODEL AS ORIGINALLY EQUIPPED)
 HORSEPOWER: 10
 INSTALLED: 1986
 PROP SIZE :
 SATISFACTION: 8
 COMMENTS: RUNS FINE BUT I HAVE DISCONNECTED THE CAM TO THE CARBURATOR & USE CHOKE CABLE TO CONTROL RPM.

ESPIN BULLOCK #1812

NEW ENGINE: VOLVO MD7A - MS TRANSMISSION
 HORSEPOWER: 13
 INSTALLED: 1990
 PROP SIZE : 14" X 8" - 2 BLADES
 SATISFACTION: 8
 COMMENTS: LOTS OF VIBRATION (PERHAPS DUE TO OLD MOUNTS?) MORE POWER. NO STUFFING BOX PROBLEMS.

JIM HARTZLER #1864

NEW ENGINE: VOLVO 2002
 HORSEPOWER: 18 2 - CYL (WEIGHT 305 LB)
 INSTALLED: 1990
 PROP SIZE : LARGER PROP THAN PREVIOUSLY
 SATISFACTION: 10
 COMMENTS: LARGER PROP NEEDED. SOME CUTTING OF SOUND PROOFING FOAM IN ENGINE COMPARTMENT REQUIRED. ALSO CONSIDERED YANMAR & UNIVERSAL



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Seal of approval: Some 400 smelly, loudmouthed sea lions are being celebrated as the economic saviors of San Francisco's Pier 39. But a few dozen boat owners, forced to vacate piers as the animals took over, still resent the bold year-long occupation.

Pier merchants, who initially objected to the invasion, found their business skyrocketed as tourist traffic increased. Gross revenues in 1990 were roughly \$80 million, 7 percent higher than any other 12 months since the pier opened in 1978.

"We had 10.5 million visitors last year," said the pier's public relations director, Alicia Vargas. "That's the third biggest tourist attraction in the country after Disneyland and Disney World," she said, crediting the sea lions for drawing the big crowds.

Pier 39 gave the sea lions a complete dock as a home and added five floating docks for their comfort and convenience. Four more docks for the seals are planned.

— Liz Schensted

CHARLES L. WELCHKO
5604 KINGSWAY WEST
ANACORTES, WA 98221

1-206-293-4395



May 2, 1991

Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821

Dear Sid:

Well, we finally did it. We replaced our leaking stuffing box with a new 1" box made by Perko.

We hauled the vessel April 24th and pressure washed, sanded, painted the hull and replaced the stuffing box. We had the boat back in the water on April 27th. It was a double ugly job replacing that ol' stuffing box but now that it's done and over with . . . it really wasn't too bad. And it's great to have a dry bilge again!

Now VIMA-C is for sale. We purchased her new in 1978 and, after 13 years of sailing the San Juans, we have decided to sell the boat and spend more time RVing in our new Winnebago.

Last winter we spent four months in Southern California and it was reportedly the worst winter in a hundred years. It snowed in Santa Maria - the first time in history! The year before we were in Arizona and it was the worst winter in 40 years! Maybe we should try Florida.

Enclosed is a listing on VIMA-C. We'll provide moorage free w/energy and water at the float, for one year if purchased on or before August 1, 1991.

Have a happy day!

Sincerely,


Chuck Welchko

• Editors note: In keeping with policy we do not publish details on owners boats If you are interested in "VIMA-C" please contact Chuck Welchko.

Here are some prices on new sails :

EASTERN YACHTING INC.

P.O. Box 45, Ridgefield, CT. 06877 / 203-431-3636

Publication of this letter does not constitute
endorsement of the manufacturer

Mr. Sidney A. Rosen
Secretary
American Vega Association
10615 Whitman Circle
Orlando, FL 32821

4-20-1991

Dear Mr. Rosen,

Thank you for your interest in LAM SAILS. For 30 years, LAM SAILS has been a leading sailmaker for high quality cruising sails. Our products are well known for their durability and performance. The sail has a one-year warranty for material and workmanship. A large number of our customers are blue water sailors. You can be assured that our products will perform well for the classic Albin "Vega" sloop. Our sailcloth is of the highest quality, manufactured by Contender in Holland.

We are pleased to quote on your inquiry as follows:

Price on 10 wks delivery

VEGA-27 (sloop)

I=30.65; J=10.17; P=25.92; E=10.83

Main:

7.0oz/dacron/Area=141sq.ft.\$497.00

2 reefing points @\$25.00ea\$ 50.00

Battens & sailbag NC

Genoa:

L=30.36; F=15.25; LH=28.54

140%/4.0oz/Area=216sq.ft.\$401.00

Light Genoa:

L=30.83; F=17.00; LH=29.92

152%/4.0oz/Area=234sq.ft.\$434.00

#1 Jib:

L=27.58; F=12.17; LH=24.17

5.0oz/dacron/Area=147sq.ft.\$379.00

#2 Jib:

L=23.30; F=10.33; LH=19.03

6.0oz/dacron/Area=96sq.ft.\$305.00

Drifter:

L=31.16; F=18.50; LH=26.25

1.5oz/nylon/Area=237sq.ft.\$259.00




Cruising Spinnaker:
2-color/1.5oz/nylon/Area=477sq.ft.\$520.00

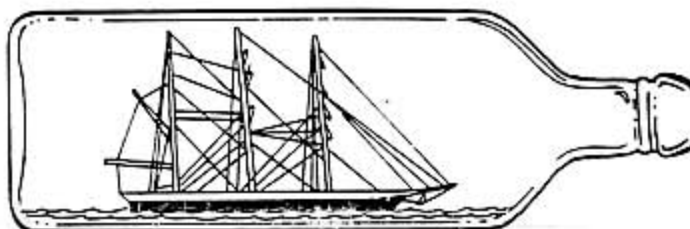
Storm Jib:
L=18.50; F=8.66; LH=14.00
8.0oz/dacron/Area=58sq.ft.\$264.00

Sailbag is included for each sail. [f.o.b. Seattle/UPS]

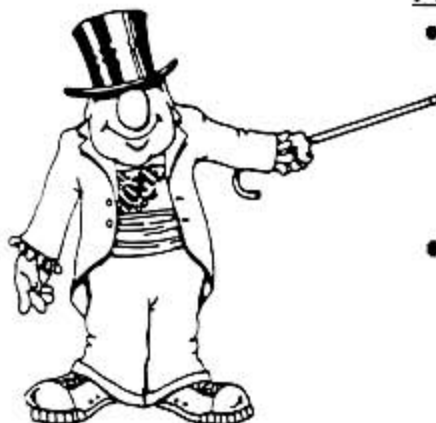
Our quotation is valid for 30 days, and subject to spar verification. If you decide to order please complete the order form and return it to our office with a 50% deposit (pay to the order of EASTERN YACHTING, INC.). For more information, please contact me at any time. If your club members decide to order in quantity, I will be able to offer you a special discount price based on volume. We ship via UPS anywhere in the United States or Canada.

Yours truly,


David Lee



Please *Welcome* our Newest Members!



- JAMES W. EDWARDS HOME TEL : 617-894-1802
81 SHADE STREET WORK TEL : 617-890-8873
LEXINGTON, MA 02143
SAIL # 1871 - "CUSHNOC" - 1973
BERTHED: SOUTH FREEPOST, ME
- GORDON & PRISCILLA DOUTY HOME TEL : 413-267-5554
58 WALES ROAD
MONSON, MA 01057
SAIL #1176 - "NO WAY" - 1972
TRAILERED: MONSON, MA

For an easy meal aboard:

COOK ANY OF THE PACKAGED FLAVORED RICE MIXES AND THEN ADD PEAS, SAUTEED ONIONS, LEFTOVER COOKED CHICKEN PIECES, CLAMS, SHRIMP, SAUSAGE, CANNED CLAMS, CRABMEAT, ETC. USE YOUR IMAGINATION. ITS' EASY - ITS' GOOD!

COPY

William Sides
P. O. Box 1420
Key Largo, Florida 33037

April 8, 1991

Dear Jim,

I read with some interest your letter in the Vega Newsletter regarding tiny bubbles on the hull. Your problem sounds too familiar to me.

When we bought "Lyra" ten years ago, she had just been professionally painted with Imron. All looked fine for about six months, then she began to develop tiny bubbles in the paint on the hull. About a year later we had her hauled for her annual bottom painting. She sat on a concrete slab in the blazing summer sun of south Florida. Within twenty-four hours, what had been a slight case of air bubbles, became a severe case of the pox!

We were informed that the problem was that the primer coat had been allowed to get damp (perhaps it sat overnight and dew had settled on it or it may have rained between coats) before the imron was applied.

Yes, it does look terrible. It was not until seven years later that we had "Lyra" repainted. We had absolutely no problems because the pox and the fiberglass was well protected. We had it sanded well and professionally repainted with Imron and it looks fine three years later.

Hope this may have shed some light on your problem and perhaps allayed your fears. If you have any further questions, let me know

sincerely,

Bill Sides

