

# VEGA Newsletter

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

No. 4-91

VOICE OF AMERICAN VEGA SAILORS

MAR 25, 1991

## • Almost a tragedy !

LAST OCTOBER, BILL LELAND ALMOST HAD A FATAL TRAGEDY ABOARD HIS VEGA (#354). HIS EIGHT YEAR OLD SON JOHN WENT BELOW TO TAKE A NAP IN THE FOREPEAK. WITH THE FORWARD HATCH AND DOOR CLOSED AND A FOLLOWING WIND, JOHN WAS ALMOST ASPHYXIATED BY A 30 MINUTE EXPOSURE TO CARBON MONOXIDE LEAKING FROM A SMALL HOLE IN THE ENGINE'S EXHAUST PIPE. THE RETURN TO NORMAL HEALTH HAS BEEN A LONG AND COSTLY ONE, FULL OF PROBLEMS BUT JOHN IS MAKING GOOD PROGRESS AND IS RELEARNING TO READ AND WRITE.

**Please check your exhaust system - The above incident could happen to you!**

## • Information/Draftsman wanted

NOTHING DEFINITIVE HAS EVER BEEN WRITTEN ABOUT THE VEGA EXHAUST SYSTEM. OUR OWN VEGA OWNER'S REPAIR AND MAINTENANCE MANUAL LACKS INFORMATION ON THIS SUBJECT. A RECENT INQUIRY BY PEDER GRIMSTAD (VAGARI, #2171) HAD TO GO UNANSWERED. IF YOU HAVE HAD ANY EXPERIENCES WITH YOUR EXHAUST SYSTEM, PLEASE WRITE YOUR EDITOR ABOUT IT. IF YOU CAN GIVE US A DIAGRAM OF THE EXHAUST SYSTEM IT WOULD BE MOST APPRECIATED. (IT IS VERY POSSIBLE THAT THE SYSTEM HAS VARIED OVER THE YEARS THAT THE VEGA WAS MANUFACTURED.)

## • Seeking Information:

STEVE SIMMONS (LYRA, #703) WOULD LIKE DATA ABOUT A "3 WAY COCK/SEACOCK" FOR THE ENGINE/EXHAUST SYSTEM. IF YOU CAN ENLIGHTEN HIM, PLEASE WRITE HIM AT:

18 Pearl Court  
Vallejo, CA 94591 - Tel (707) 642-8105

## • In our next issue : our 1991 Membership list



## • Did you get your newsletter ?

I KNOW THAT ONE OF OUR MEMBERS DIDN'T GET HIS NEWSLETTER LAST MONTH. WHO ? I DON'T KNOW. THE POST OFFICE RETURNED ONE NEWSLETTER WITH THE FRONT COVER TORN OFF. DESPITE MY EFFORTS TO GET 100% DELIVERY, I GET INFREQUENT LETTERS SAYING "I DIDN'T GET MINE". IT USED TO BE MORE PREVALENT, BUT HAMMERING THE STAPLES, AND SEALING THE CORNER GOING INTO THE POST OFFICE CANCELLING MACHINES HAS CUT THE INCIDENCE WAY DOWN. BUT WHO DIDN'T GET THEIR LAST ISSUE ?

## Book Review:

# The Price of Admiralty

The Evolution of Naval Warfare

JOHN KEEGAN



I found this book on naval warfare very interesting. Four chapters address the battles of Trafalgar (wooden ships & iron men), Jutland (battleships - WWI), Midway (air power - WWII), and the battle for the North Atlantic (submarine warfare - WWII).

As a sailor I particularly enjoyed the chapter about the battle of Trafalgar. Did you know that at that time, the British could relay a signal flag message from the lead ship in a column to the last ship - sometimes over a hundred miles away - in about five minutes?

The following is an excerpt which I thought might interest our readers.



Hindsight also enables us to see that the wooden man-of-war, for all its outwardly antiquarian appearance, was in fact an astonishingly efficient, highly developed, even 'modern' instrument of war. Its designers had endowed it with capabilities, particularly those of 'endurance' in the widest sense, which the naval architects of later generations would seek in vain to supply to their creations. The sailing man-of-war, for example, took its means of motion from the winds, which are constant, or nearly so, costless and immune to interruption. It could carry within its hull almost all that its crew and fabric required by way of supply - preserved victuals, water, timber and cordage - for voyages of many months. HMS *Victory*, for example, was designed to store enough biscuit, beef and beer, the sailor's staples, for 850 men for four months and enough powder and shot for estimated expenditure in a three-year commission. A great deal of necessary maintenance - repairs to sails and 'setting up' the rigging - was carried out daily at sea as a matter of course. Position-finding was, since the invention of a reliable chronometer in the 1760s, as accurate as it would remain until the development of radio. Damage control in the event of action was usually well within the capacity of the crew unless fire, a rare eventuality, took hold. Above all, the offensive potentiality of the ship was ferocious: the first broadside from a first-, second- or third-rate, if well aimed and well timed, could disable an opponent completely, leaving it defenceless against boarding or further salvos.

The artillery power of the sailing man-of-war is best conveyed by comparison with that exerted by contemporary armies. Napoleon's Army of the North of 1815, that destined to give battle at Waterloo, took 366 guns of 6-pounder to 12-pounder calibre into the field. The force of artillerymen needed to work this 'cannon park' numbered 9000, and the train of horses to draw it, its ammunition limbers and its supply wagons at six horses to a train some 5000. Horse fodder, at 20 lb per horse per day, amounted to 50 short tons, a supply which also had to be collected and transported at heavy additional cost in human and animal labour. By contrast, Nelson's Trafalgar fleet of twenty-seven ships mounted 2232 guns, of which the lightest was 12 lb in calibre and the heaviest 68 lb. The force of men needed to work this cannon park, at twelve to two guns (since only one broadside was manned at a time) was some 14,000, their daily supplies some 3 lb per man (liquids, which had to be transported at sea as they did not on land, added another 8 lb), while the motive power to manoeuvre the whole artillery force and its crews (though not the attendant capital costs) came free. In short, the gun power of Nelson's Trafalgar fleet exceeded that of Napoleon's Waterloo army six times; and if it had had to be transported by land - at a speed five times less - it would have required over 50,000 gunners and 30,000 horses, as well as a daily supply of some 300 short tons of fodder and 75 tons of food; the comparable daily intake of solids and liquids aboard Nelson's fleet was 70 tons. In brief, six times as many guns, of much heavier calibre, could be transported daily by Nelson's fleet as by Napoleon's army, at one-fifth of the logistic cost and at five times the speed.

The potency of this highly advanced weapon of war was, however, circumscribed by two extrinsic though interconnected factors: rigidity of the naval signalling system that had prevailed throughout the eighteenth century and the consequent rigidity imposed on the contemporary admiral's mind. In his ships he had military instruments whose equivalents the land commanders would not possess until the middle of the twentieth century; strategic in their capacity to detach themselves from fixed points of supply, tactical in their power to deliver overwhelming force at the critical offensive point.

## News from our sister associations In Europe



- At the general meeting of the Vega One Design Association (VODA) in Enkhuisen, Netherlands, 26 July 1990, the various organizations belonging to VODA reported their memberships as follows:



Sweden	497
Norway	54
Great Britain	60+
Denmark	140
Holland	240
Germany	<u>50?</u>
Total.....	841

(During this same period VODCA  
had 158 members)

- Lars Lemby and Jan Vis were re-elected President & Secretary respectively, however, Mr. Vis, at his own request requested limitation of his term to a maximum of two years.
- The 1988 VEGA class rules requires that "The yacht shall have a permanently installed inboard engine. The weight of the engine including reversing machinery and propeller shaft must not be less than 120 kg".
- The Danish Vega Club reported celebrating their 20th anniversary and that they are planning to hold the next "International" (Vega) "Friendship Regatta in the summer of 1992 in Denmark".

The following information has been extracted from the Danish annual report.

"As you already know we made a contract with a sailmaker last year who is able to offer sails, sailcovers and so on for the Vega at unbeatable prices. This contract has been a big economical advantage for the members."

***Would anyone of our members like undertake a mission of this type on behalf of our general membership. If so, please advise your editor!***

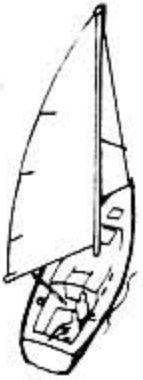
"Subsequently we felt that there was more to do. So, this autumn we made another contract with an insurance company. Considering the experienced skippers and the high quality of the Vega the Insurance company was able to offer us especially good insurance conditions. Once again it meant great advantages of being a member. Our slogan today is: A Vega-owner can't afford not to be a member."

***Again, this too may be economically advantageous. Any volunteers to look into this?***

- The Swedish Vega association reported two of the Swedish boating magazines had rather extensive articles about the Vega during 1990.

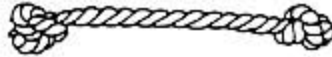


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"The articles have been mainly positive. she is supposed to be a very cost-effective boat for family cruising. However, the popular Swedish misunderstanding that she is not good at sailing has been cited again. Also, "she has nothing to do in the races today" has been said. This is something we have to fight!! and we need help from our Vega friends abroad who can verify her good sailing properties in open sea."



**Dennis Crowley (Accord #3253) has his problems**

*Take a look at the estimate on the next page*

December 20, 1990

Dear Sid:

If you can stand another letter on the infernal "Stuffing Box" subject I will tell you about my experience in the two years that I have owned a Vega.

The Boat Yard that I used to use, tried various methods to deal with the "Stuffing Box" leak.

- (1) An electric bilge pump was installed. This seemed to work all the time whenever I was in the boat and the water sloshed around.

But, when I left the boat during the work week, it generally failed so that my boat batteries were under water when I came down on Saturday.

- (2) The Boat Yard put a grease gun into the Cockpit locker with a line running to the "Stuffing Box". I was supposed to give the gun a quarter turn each time I went aboard. The grease apparently hardened, and this was a failure.

I have moved the Vega to another yard. Now, I have the enclosed estimate to cure my "Stuffing Box" woes forever, supposedly.

Any comments will be appreciated.

Regards,

Denis M. Crowley

DMC/emw  
Enc.

Spring!





Ransom Parker  
Bruce Parker

Telephone: 508-563-9366

Dennis Crowley  
12 Old Lantern Circle  
Paxton, MA 01612

S.V. ACCORD

December 14, 1990

In response to your letter of 9/14/90 (enclosed), submitted are the following cost estimates:

A. Stuffing box:

1. Disconnect engine and propeller. Slide engine forward into main cabin.
2. Remove old stuffing box. Machine new box to fit shaft, pack & install new stuffing box.
3. Replace engine, hook back up, install propeller.

labor:	20 hrs. @ 48.00	\$960.00
materials:		53.00

B. Toilet:

1. Remove toilet.
2. Furnish & install new pump assembly.
3. Install toilet.

labor:	2.5 hrs. @ 48.00	\$120.00
materials:		102.58

C. Rebuild bilge pump:

1. Disassemble, clean, rebuild pump.

labor:	1.5 hrs. @ 48.00	72.00
materials:		20.00

D. Electrical:

1. Replace bad electrical cable ends & test.

labor:	1.0 hr.	48.00
materials		4.50

Sincerely,

Al Cook

Service Manager

enc.



## Origo Stove Replacement Parts :

<u>Part#</u>	<u>Description</u>	<u>Suggested Retail</u>
#1000	Fuel canister for ORIGO stoves	\$ 34.00
#1010	Gasket for fuel canister (pack of 2)	4.00
#1020	Knob for 1500/3000/5000/6000 (pack of 2)	4.00
#1030	Knob for 2500/4300/4500 (pack of 2)	4.00
#1040	Temp. switch 115v for 2500/4300/4500	40.00
#1050	Electric element for 2500/4300/4500	56.00
#2001	Cuttingboard for 2000	41.00
#2501	Cuttingboard for 2500	75.00
#2501E	Cuttingboard for 2500 electronic pad	75.00
#2502	Glass lid with side arm for 2500	75.00
#2503	Glass lid for 2000/2500/2500E	75.00
#2503E	Glass lid for 2500 electronic pad	75.00
#3001	Potholders for 1500/3000/6000	24.00
#3002	Gimbals for 1500/3000	59.00
#4001	Potholders / rail for flushmount stove	38.00
#4003	Gimbal for 4000	196.00
#4004	Cuttingboard for 4000/4100	51.00
#4010	Brass screw and clip for 2000/4000/4500	6.00
#5010	Flame spreader for 5000	12.00
#6001	Cuttingboard for 3000/6000	61.00

M. & E. MARINE SUP. CO., INC.  
P.O. BOX 601  
CAMDEN, NEW JERSEY 08101  
U.S.A.  
609-858-1010



### • Wintering aboard in Alaska:

IN A RECENT ISSUE, KIM HASTINGS REPORTED LIVING ABOARD HER VEGA IN SITKA, ALASKA. WHEN QUERIED ABOUT THIS BY YOUR EDITOR, SHE REPLIED: "YES, SID, I DO LIVE ABOARD THE YEAR ROUND. AT LEAST IT'S EASIER TO HEAT THAN A REAL HOUSE."

IF KIM'S VEGA WAS MOORED TO A FLOATING DOCK, SHE WOULD HAVE HAD A MUCH EASIER WINTER THAN DOUG SMITH DID WHEN HE WINTERED ABOARD HIS ICEBOUND VEGA IN WASHINGTON, D.C. SINCE HIS DOCK WAS NOT A FLOATING TYPE, THERE WERE MANY TIMES WHEN DOUG HAD TO STAND ON THE BOW PULPIT TO GET ON AND OFF THE BOAT. SOME DOINGS!



- KEMPTON WEBB LAYS CLAIM TO HAVING THE LARGEST TRAILERABLE CRUISING SAILBOAT - 10,000 LB RIG OF WHICH 2,000 LBS IS IN THE TRAILER. HIS CHVY 'SUBURBAN' WITH THE 454 ENGINE HANDLES IT EASILY. (KEMPTON HAS AN ALBIN 82 MOTOR SAILER.)

### • Norman Meissner writes -

PLEASE ASK IN THE NEWSLETTER - I RECENTLY INSTALLED A VEGAMARIN STUFFING BOX, CONTROL SHAFT AND STERN TUBE BEARING. THE WHOLE JOB WENT WELL WITH THE COMBI COMING OUT AND GOING IN WITHOUT A PROBLEM. THE ONLY THING IS THAT THE NEW STUFFING BOX AT LESS THAN FULL POWER STILL GETS ALMOST TOO HOT TO TOUCH AFTER ABOUT 15 MINUTES OF OPERATION. HAS ANYONE ELSE HAD SIMILAR EXPERIENCES WITH THIS STUFFING BOX?

4322 Houlihan P1  
Victoria, B.C. V8N 3T1  
January 1991



Dear Mr. Rosen,

Because we just joined last fall some of what follows may duplicate previous information that you may have.

First. I wonder if you know anything about a Vega called "Dreamweaver"? About four years ago we spoke to a couple who I believe were from Port Madison, Wash. They came over to our boat from their large motorsailer and said their son had completed a circumnavigation - crossing his outward track from Port Madison and was at that time in Hawaii. We were told that he planned to write a book about his trip, but I have never seen anything about it.

Judging from the Vega Repair Manual, our experiences with the Volvo MD6A/Combi system are fairly typical. We installed a Sendure fresh water cooling system when the engine was 6 years old. The engine still ran too cool so a different thermostat was installed - providing a temperature increase of 10 degrees. The replacement thermostat was for an MD1B engine, but it also fits the MD6A. Improved engine performance resulted. I could write a lot about the engine, but I will stop here to keep from getting too long-winded. Suffice to say "Bang Bang" takes more maintenance/repair time than everything else.

Here are some of the repairs/ modifications we have made which don't appear in the manual:



1. To repair torn out hinges on cockpit hatches rout a 1/4" x 1/2" deep groove down the back of the hatch cover - inset a 1/4" x 1/2" teak strip with epoxy to hold screws.



2. "Faucets" on the Whale galley pump which leak - an "O" ring of small body diameter slipped down the aluminum tube will seat in the cork plug & seal.



3. A leak where the pump handle on the Bryden Head enters pump: Remove pump handle - heat a plumbing supply packing nut with a propane torch & slip it down the shaft onto the pump. The hot nut will form its own threads in the plastic and waxed string packing will stop drips.

4. Two of the long screws holding main cabin grab rails (stbd side) broke flush with the base of the grab-rail. I had to drill out the stumps (difficult). Since matching replacements could not be obtained, I installed 1/4" SS machine screws (better). I counter-bored the outside grabrail about 1" deep x 1/2" dia, captured 1/4" nut in epoxy. Used Likaflex to glue in bungs.

5. After table support socket in cabin sole broke free: I taped a cut aluminum can to hull for a mold, poured full of filled polyester resin & set socket back. For security, I added "glass" over after the mold was removed.



6. Optimus kerosine stoves with new type spark light starters: If they leak when "on" (i.e. dribble) there is a metric 5.5mm O-ring seal which can be replaced. (Don't mix up left and right starters when installing.)

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7. To get away from the smell from icebox drain into bilge: lead the plastic drain tube from the icebox forward past the seacock for the saltwater tap. There is a scupper between the hull and cabin pan. A piece of 3/8" copper tubing will pass through the scupper. Another short length of plastic hose leading into a 2 quart bottle sitting on top of the fuel tank will collect run-off water.



I have been experimenting with an anchor sail to relieve the Vega's tendency to "horse" in a breezy anchorage. My first try with this type sail seems to slow the swings somewhat. It has a 6' luff and a 5' foot leech. The foot is approx 5 ft in length. The anchor sail is set with the main topping lift & sheeted to the vang. Has anyone else had any experience with this?

I hope some or all of this makes sense to you and is of some value to other Vega owners. I will gladly elaborate or try to sort out any confusion that may be generated.

Yours truly,

Doug

Doug Hare  
(Bosun "Siliqua" #2383 .)

### Please Dont "get lost" .....

All too often we have newsletters and other letters being sent to our members returned to us. The reasons:

"MOVED - NO FORWARDING ADDRESS"  
"FORWARDING ADDRESS EXPIRED"

You paid your dues. Please let us be in touch with you!  
**Send us your change of address in advance of any move!**



Let us Pray!



With the ship sinking rapidly, the captain called out "Does anyone here know how to pray?"

"I do Sir" said one man stepping forward.

"Good" replied the captain, "I pray while the rest of us put on life jackets - we're one jacket short".



2/3/91

**U.S. PAINT**

February 15, 1991

Mr. James Ranti  
18 Sunset Road  
Old Saybrook, Connecticut  
06475

Dear Mr. Ranti:

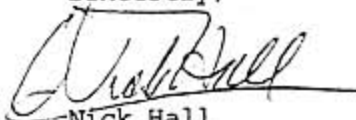
Your letter to the American Vega Association was forwarded to me for advice on the tiny bubbles in the Awlgrip® on the hull of the "Tarka II."

Unfortunately your letter contains no details on the application, other than the mention of the blisters and the age (3½ years).

Slight blistering of an Awlgrip® Finish near the water line is not uncommon. This is a result of the area being immersed for long periods due to a load on the boat or extended time on one tack. Usually these blisters will subside if the area is allowed to "recover" out of the water. With age the coating becomes more susceptible to this phenomenon. With more information I may be able to provide more insight into your problem.

Also any "blistering" on a fiberglass hull should be investigated—osmotic blister repair can be very expensive. Early discovery and treatment could save you a good deal of money.

Sincerely,



Nick Hall  
Technical Service Manager

NH:bs

cc: B. Cortner  
F. Thomsen

The Vega Newsletter/ American Vega Association

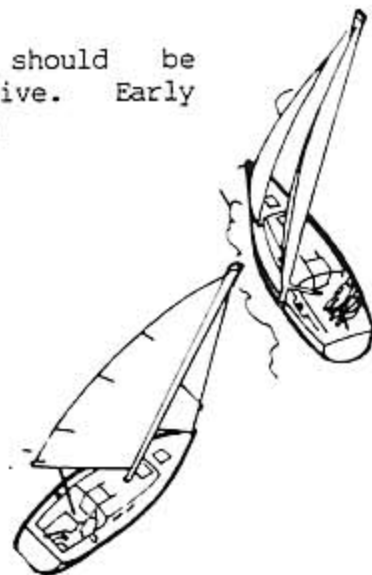
Dear Sid:

I didn't realize it was dues time again. Enclosed is my \$10.00 check. Please note my new address.

I had Awlgrip put on Tarka II about 3 1/2 years ago. Last year I noticed quite a number of tiny bubbles on the hull. This year there are thousands of these pinhead sized bubbles. The person who did the work is now out of business. I think the bubbles are superficial but up close the hull looks terrible. The original Gel-coat is underneath the Awl-grip so I assume that the fiberglass is well protected. If anyone has any ideas on this matter please let me know.

Best regards,

Jim Ranti



**AWLGRIP®**

**ALUMIGRIP®**

**AWLGARD®**

**An invitation to visit Jan & Larry Weir-**  
**WE WELCOME THEM TO OUR "FAMILY OF MEMBERS"**

P.O. Box 684,  
Queen Charlotte City, B.C.,  
VoT 1S0,  
26/1/91.

The Vega Newsletter,  
c/o Sidney Rosen,  
10615 Whitman Circle,  
Orlando, Fl, 32821.

Dear Sidney;

Please excuse our tardy reply to your letter of Nov 23; the holiday season seemed to shuffle priorities in letter writing around here.

Sorry to hear that we don't qualify as the "most westerly Vega" in North America - guess we'll just have to be content with the Canadian title. We're planning an Alaska cruise this summer or next, and we'll be sure to look up Kim Hastings in Sitka when we visit.

You mentioned in your letter the recent circumnavigation of a Vega from B.C. We met "Tarka the Otter" in Sidney B.C. shortly after they had completed their trip and spent a very interesting couple of hours chatting about Vegas and boats in general. We've also bumped into "Mahina" upon occasion; she's now berthed in Seattle under a different owner than John Neil. Like the Coghlan's, his "Log Of The Mahina" was the motivator in our purchase of a Vega 10 years ago.

Please extend an invitation to all your members to visit us here in the Queen Charlottes. This archipelago of 150+ islands, known internationally as the "Canadian Galapagos", is a treasure trove of nature and the culture of the Haida Indians. Situated 60 miles off the northern coast of B.C. and 30 miles south of the Alaskan panhandle, our population of 6,000 prides itself in resisting the "ravages of civilization", and fostering our love of the outdoors. It's a cruising paradise!

Be well, and hope to hear from you soon.



*Jan & Larry Weir*

THE VEGA NEWSLETTER					
Name	<u>Larry Weir</u>	Home Phone	<u>(604)559-4687</u>		
Spouse's Name	<u>Janette</u>	Work Phone	<u>(604)559-8466</u>		
Address	<u>P.O. Box 684,</u> <u>Queen Charlotte City, B.C.</u>		Zip Code	<u>VoT 1S0</u>	
Hull/Sail No.	<u>1366</u>	Year	<u>1972</u>	Boat Name	<u>London</u>
Colors:	Hull <u>White</u>	Cove Stripe		Spinnaker	<u>R/W/E</u>



## 1991 Sail numbers

4/1/91

SURNAME	SAIL #	BOAT NAME	HOME PORT
POJIS	0027	NO PROBLEM	TALL OAKS MARINA, FORKED RIVER, NJ
SIDES	0030	LYRA	KEY LAKE, FL
SACHSE	0042 (B)	ELT BURTON	LONG BEACH MARINA, MD
GINGERY	0101	ARGONAUT	MARINA DEL RAY, CA
POT	0102	JOOP	MARINA DEL RAY, CA
ITZ	0114	AVOCET II	MICHIGAN CITY, IN
BROWN	0120	LYRIC	DOCKTOWN MARINA, REDWOOD CITY
ECKWALL	0123	SUSITNA	MELBOURNE MARINA
LEWENSTEIN	0126	FARFALLA	COYOTE PT MARINA, SAN MATEO, CA
KIRKENDALL	0130	SALLEGRA	WASHINGTON PARK MARINA, MICHIGAN CITY, IN
ADAMS	0137	CELEBRETY - B	CABRILLO MARINA, SAN PEDRO, CA
ANDERSON	0141	BALLENA	ANACAPA ISLE MARINA, CHANNEL IS.
COON	0150	BUBBLY ANN II	KILMARNOCK, VA
RUHLAND	0151	DELLA FRANCESCA	SODUS BAY, NY (LAKE ONTARIO)
MIYASAKI	0249 (B)	SPRAY	BOWLEYS CONDOMARINA, MIDDLE RIVER, MD
MCANIEL	0264	LIGHTNING	NEW RIVER FT LAUDERDALE, FL
BERLESWEENEY	0265	WYNJAC	ABERDEEN CREEK, SOUTH RIVER, MD
PUCKETT	0266	CYGNET	HAROLDSON'S MARINA, WILMINGTON, NC
COGEN	0277	UKIYO	SALEM HARBOR, MARBLEHEAD, MA
CURRIER	0297	RESANDE	MATTAPOISETT BOATYARD, MA
DAVIS	0321	LORELEI	MYSTIC, CT
LELAND, JR.	0354		WADMALLOW ISLAND, SC
DUDDY	0381	NANSEN	FALMOUTH FORESIDE, ME
GEYSER	0384	NELSON	COTUIT, MA
ROBINSON	0389	DAWNING GALE	IN OWN YARD (FOR ENGINE WORK)
MC DONALD	0391	JETSKE	ION TRAILER AT HOME
SMITH	0404	PRECURSOR	LEGEND PT - CLEAR LAKE SHORES, TX
FISCHER	0405	SUNDA	LITTLE RIVER, N. MIAMI, FL
JENSEN	0491/11696	NILJAMAH	LARNACA, CYPRUS
WHITEMAN	0641	MY SHEILA	PENETANG, ONTARIO
TAYLOR	0662	SKOAL	LAKE ST. LOUIS (ST LAWRENCE RIVER), QUEBEC
BARLOW	0698	ZEPHYR	ISLEBORO, ME
SIMMONS	0703	SWEDDY PIE	VALLEJO MUNI MARINA, CA
ZVARA	0704 (B)	AURORA	MYSTIC, NOANK, CT
LARSON	0715	SONETT	BUCKS HARBOR, ME
SCHATZ	0716	CHAPTER XI	RARITAN Y.C., PERTH AMBOY, NJ
LINDSAY	0721	TAMURE	COUOX, BC
FUREY	0722	ESTRELLITA	PABLO CREEK, ATLANTIC BEACH, FL
SYLVIA	0877/3558	WASA	NARRAGANSETT BAY OFF JAMESTOWN, RI
SUGAR	0929	ALGORITHM	STONEY CREEK, MD
MCLENNAN	0933	PAPER CHASE	VANCOUVER, B.C., CANADA
EBERLING	0935	SPINNER	SANTA CRUZ, CA
KING	0961	PO CHAI	VALLEJO, CA
WALNSTROM	0965	VAGARY	TSEHUM HARBOR, SIDNEY B.C.
SMITH, JR.	0978	SUNDOWNER	NAVAL WAR COLLEGE, NEWPORT, RI
AKE	1016	AFTER YOU	CLEVELAND, OH
ATTER	1037	FREHEIT	DAVIS ISLAND, TAMPA, FL
SINGRAS	1060	JAVA JIVE	VIRGINIA BEACH, VA
ALLEN	1066	BOCHICA	ROYAL RIVER, YARMOUTH, ME
ANDERSON	1079	KOLOA	KEAHEA LAGOON, KANEHOE, HI
HEMPTON	1147	MAMIE	MILL CREEK, MAGOTHY RIVER, MD
GRAY	1165	NELSON	WACONIA BAY, MA
DAIUTE	1167	VAGRANT	BELFAST, ME
REED	1168	GALE III	PT. LOOKOUT MARINA, POTOMAC RIVER
LAMPITT	1184	FLEUR	KINGSTON, ONTARIO
TRAYERS	1229	angela	FAIRHAVEN, MA
SMITH	1247	TRUE NORTH	ROYAL VICTORIA Y.C., VICTORIA, B.C.
MILLER	1276 (B)	TURNING POINT	WHITE ROCKS MARINA, PATAPSCO RIVER, MD
WEIR	1366	LONDON	GOVERNMENT DOCK, QUEEN CHARLOTTE CITY
CURRIE	1388 (AL)	Z-TWIST	MYSTIC, CT
CARR	1391	QUESTER	EAU GALIEE HARBOR, FL
WILSON	1422	ENCORE	JOURNEYS END MARINA, ROCKLAND, ME
STENBUCH	1460	HALCYON	NORTH COVE, OLD SAYBROOK, CT
NOLAND	1472	A BIENOT	MONTROSE HARBOR, CHICAGO LAKE MICH
SPRAGUE	1482	FLAGFISH	(TRAILERED)
JONES	1499	NEMONE	BANGOR MARINA, DONAGHADEE HARBOR
GILBERT	1507	ARIE	SWAN CREEK, ROCKHALL, MD
SKIDMORE	1517	LORNA DOONE	VANCOUVER ISLAND, B.C.
GOLD	1519	TERN	PIER 39, SAN FRANCISCO, CA
COOPERSTEIN	1553	BOUNTY	CENTERPORT, NY
GASKINS	1561	ANNA G.	OMAHA POINT, CA SLIP C-22
PITTEMBERG	1568	SOMMAR BRIS	PORT ORCHARD MARINA, WA
STEWART	1591	SJOSUGEN	HARBOR VILLAGE, KENMORE, WA
RANTI	1597	TARKA II	OLD SAYBROOK, CT
BRUNER	1600	DOCK II	MICHIGAN CITY, MI
TONEY	1625	JOBISKA	ANTIOCH MARINA
COGHLAN	1630	TARKA THE OTTER	WESTPOINT MARINA, SIDNEY, B.C.
WHITE	1674	SEAGRACE II	DOVER, DE
LEVIN	1706	FLORA D.	CORAL GABLES WATERWAY, FL
BARBOUR	1707	SHIVA	HOOD RIVER, OR
EDISON	1772	LYRIC	SEAFORTH, SYDNEY, AUSTRALIA
TUFANKJIAN	1810	SNOW GOOSE	SCITUATE QUISSET, MA
SMITH	1812		MILES RIVER, ST MICHAEL'S, MD

SURNAME	SAIL #	BOAT NAME	HOME PORT
HALVACHS	1826	DOUBLE FANTASY	SAN MATEO, FL
ROSE	1860	LEALEA	ALA WAI YACHT HARBOR, HONOLULU
HARTZLER	1864	WINDHOVER	WEST RIVER, GALESVILLE, MD
TRENKLE II	1869	SEAJAY	NOANK SHIPYARD, NOANK, CT
BULLOCK	1872	TABOO	MARINA JACK, SARASOTA, FL
CRIMES	1873	JEANNE GEE	BEARDS CREEK, SOUTH RIVER, MD
SHELDON	1879	PRIVATEER CHANCE	(TRAILERED), GRAPEVINE, TX
GROBLER	1880	KIRSTIN	MILES RIVER, TALBOT CITY, MD
CARRICO	1923	CARIOGA	ST MARYS RIVER, MD
CROOKS	1947	GANDALE	SHLSHOLE BAY, SEATTLE, WA
REICHERT	2000	MARIAH II	LAKE TEXOMA, TX
PROUTY	2132	BANDIPUR	ROCKPORT, TX
GRIMSTAD	2171	VAGARI	EAST BAY MARINA, OLYMPIA, WA
GALLARDO, JR.	2184	CIN-CIN	NAS JACKSONVILLE, FL YACHT CLUB
DEAKIN	2204	REAL ESCAPE	LAKE ST. LOUIS - ST LAWRENCE RIVER
SKELTON	2217	TWO CAN	EVERETT MARINA, EVERETT, WA
GRAVES	2223	SOUNCY	BUCKS HARBOR, MACHIAS PORT, ME
ETHERIDGE	2225	HARBINGER	HAUPTON, VA
HASTINGS	2317	BAD DOG	THOMSEN HARBOR, SITKA
NORMANDIN	2354		BEACONFIELD YACHT CLUB
HARE	2363	SILIDUA	BLUE HERON BAY, N. SAANICH B.C.
PICKARD	2456	LYRA	CAP SANTI, ANACORTES, WA
ALEXANDER	2495	FUN SEEKER	NAB, LITTLE CREEK, NORFOLK, VA
MEISSNER	2503	MELANAKA	BRADENTON, FL
ROWEN	2505	SEASCAPE	HARRINGTON RIVER, MILBRIDGE, ME
BISHOP	2536	THE BEES KNEES	ALEMEDA, CA
KALLAHAN	2537	JULIE	SAUSALITO, CA
GREEN	2554	MISS FAYE II	HAMPTON ROADS MARINA, VA
DONEGAN	2592	DARK ROSALEEN	PATAPSCO RIVER, MD
HAGLUND	2609		UPPER MAGOTHY RIVER, MD
FANCHER	2618	FENESTRA	RHODE ISLAND YACHT CLUB
ROCHE	2658	HARMONY	MARYLAND MARINA, MIDDLE RIVER, MD
RUNDSTROM	2691	MAHO	PORT SAN LUIS, AVILA BEACH, CA
GRAVETT	2705	WHISPER	ZAHNIZER'S MARINA - SOLOMONS, MD
WALKER	2711	TIPPIN	ST. LEONARDS CREEK, SOLOMONS, MD
GRAYSON	2730	CYBELLE	ZANNEBERG'S MARINA - SOLOMONS, MD
LAWLER	2782	SUNRISE	WARES CREEK, BRADENTON, FL
FIRCH	2829	KARYN	DOCK MARINA, TACOMA, WA
SCHUEHL	2858	NAN-SEA III	GREENLAND COVE, BREMEN, ME
BERLIND	2859	KITTY'S ARK	LARNACA MARINA, LARNACA, CYPRUS
BRITTON, SR	2896	ZEPHYR	WATERGATE, KEMAH, TX
ROGERS	2915	CADEAU	NAVAL STATION, ANNAPOLIS, MD
LLOYD	2925	SERENIDAD	JONES YACHT BASIN, GULFPORT, MS
MITCHELL	2926	COVERATURE	LAFAYETTE LANDING, KEMAH, TX
BRAFF	2932	PAPILLION	DAVIS POINT, CUSHING, ME
JOHNSON	2955	FREEDOM	BLUE OAK PHN, CLEAR LAKE, TX
DIETZ	2959	GLORIA	SAN LEANDRO, CA (SAN FRAN BAY)
CASSIDY	2967	PERSPICASSIDY	
COHON	3027	SASSY	NORTH POINT MARINA
LILLIE	3041	MALUHIA	C-14 ALAWAI SMALL BOAT HARBOR - HONOLULU
ASKER	3085	WIND HARMONY	O'KEEFE'S MARINA, CITY ISLAND, NY
ACKER	3087	STAR BRIGHT	VAN ISLE MARINA, TSEHUM HARBOR, SIDNEY, BC
WEAVER	3121	ODYSSEY	KEMAH, TX
JACK	3142	PEN-Y-CHENT	EVERETT, WA
BOLTON	3148	TUATARA	SIDNEY, B.C. CANADA
SHEA, JR.	3173	OSPREY	SHENNECOSSETT YC, GROTON CT
GRANDON	3176	OCTOBER '91	ST. MARY'S RIVER, MD
MCNEHERN	3177	NANCY M. II	EAGLE MT LAKE, FORT WORTH, TX
AGANIER	3199	LE PETIT BONHEUR	LAKENBURG ISLE LA MOTTE (LAKE CHAMPLAIN) VT
RYAN	3207	TOUCAN	RICHMOND Y.C. - RICHMOND, CA
WOOD	3211	NALUSCIA	HARRASSEKET RIVER S FREEPORT, ME
WELCHKO	3215	VIMA C	FLOUNDER BAY, ANACORTES, WA
GRIFFITHS	3216	GRIFFITI	PADRE ISLE (CORPUS CHRISTI) TX
SANDERSON	3226	NATALIE	TRAILER
SMITH	3228	DISCOVERY	MOUNT SINAI, N.Y.
CROWLEY	3253	ACCORD	MATTAPOISETT BOAT YARD, MA
HERBECK	3254	HEDWIG	PICTON LAKE ONTARIO, CANADA
HEAD	3361	VIKING	CADLE CREEK, RHODE RIVER, MD
KAPER	201284 (B)	BIG PIRATE	WEST RIVER, GALESVILLE, MD
CHEERY	?	MY TRACKS	SOMERS COVE MARINA, CRISFIELD, MD
HONORE	?		
MAK	?		
THORNTON	?	MARAVILLA	EMILY'S BAY, ST. DAVIDS, BERMUDA
COE	(M)	CHABLIS	HARBORAGE, ST. PETERSBURG, FL
WEBB	MS134	COYABA	N. TARRYTOWN (SPRING & FALL)
ALBERTINE	NO BOAT		
AMOSS	NO BOAT		
DOWSET	NO BOAT		
ROSEN	NO BOAT		
TOR SAILER	NOTE: A - ALBIN 82 MO B - ALBIN BALLAD M - MORGAN 33		

