

VEGA Newsletter

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

No. 6-91

VOICE OF AMERICAN VEGA SAILORS

MAY 25, 1991

"Log of the Mahina" offer falls through!

The December issue of The VODCA Newsletter reprinted a letter from John Neal offering to sell us the remaining issues of his book "Log of the Mahina". The following is an extract of John's original letter offering the books:

 *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.

John now says that his letter was misunderstood by your editor and that the books were offered at a price of \$20.00 each, postage included.

What do you think? *Was it \$20.00 for the case of books or \$20.00 each book?* In any case Mr. Neal has them available to any of our people who are willing to spend twenty dollars for a hard back copy. Personally, I feel that Nick & Jenny Coghlan's account of their world circumnavigation is more interesung and meaningful to our members. Unfortunately it is not in book format. I only hope each member has kept his old VODCA newsletters!

Sid Rosen

Our June and July issues will be combined



Welcome Back!

ED & MINKE KUIPER
441 KINGSTON CRESCENT
WINNIPEG, MANITOBA
CANADA R2M-0V1
#2501 "VEGA" 1976
BERTHED : CORAL BAY, VIRGIN ISLANDS

HOME TEL: 204-233-3618

Please Welcome our newest members:

JOE PEREL
874 BEAR CREEK
COSTA MESA, CA 926-1703
#707 "WALK ABOUT" 1970
BERTHED : CABRILLO YACHT BASIN, SAN PEDRO, CA

HOME TEL : 714-641-8180
WORK TEL: 714-522-8930

JAMES W. EDWARDS
81 SHADE STREET
LEXINGTON, MA 02173
#1871 "CUSHNOX" 1973
BERTHED: SOUTH FREEPORT, ME

HOME TEL : 617-894-1802
WORK TEL : 617-890-8873

GORDON E. DOUTY
FRISCELLA A. DOUTY
58 WALES ROAD
MONSON, MA 01057



Casting call: Sailing enthusiasts with screen presence will get their big chance in May when Francis Ford Coppola brings his film crew to Newport. Coppola is executive producer for "Wind," a movie about the America's Cup. Most of the cast has already been hired, says publicist Dick Brooks, but there will likely be room for extras.

The movie, starring Matthew Modine ("Married to the Mob" and "Birdy") and Jennifer Grey ("Dirty Dancing"), is based very loosely on Dennis Conner's book "Comeback," his account of losing the Cup to the Australians in 1983 and winning it back in 1987. In the screen version, however, Modine wins the Cup for Australia and wins again when the Americans put up a challenge. Grey plays his love interest and a member of the winning crew.

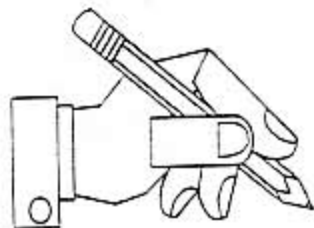
"This is fiction," says Brooks. "We're not doing a

documentary."

Technical advisor for the movie is Peter Gilmore, who sailed on Kookaburra III, the Australian boat Conner beat. All of the sailing scenes will be filmed in Australia aboard 12 Meters from the 1987 challenge, Brooks said, including Kookaburra I, II and III, and the New York Yacht Club's America II.

The film crew, led by director Carroll Ballard ("The Black Stallion"), began filming in Australia in February. They were to finish Down Under in early May and move to Newport later in the month for a four- or five-week stay, Brooks said. The movie is scheduled for release during the Cup trials starting in San Diego in January 1992. For information about casting extras, contact Zoe-Trope Studios Wind Project, 916 Kearny St., San Francisco, Calif. 94133.

— *Ebba Hierta*



We're waiting
to hear from you!

Soundings May 1991

From our member in North Ireland -

Monday, 14 January 1991

9 Brianville Drive
Bangor
Northern Ireland BT 19 2DZ

Dear Sid,

Many thanks for your letter and latest copy of the "VODCA" newsletter which I received today. My wife "Vi" and I find the newsletter very interesting.

First, I enclose my application plus money for the initial fee, 1991 dues and a burgee. If there are extra costs involved in postage, please let me know and I will send you whatever is needed. Now, having applied, it may perhaps be fitting to give you some detail for your records.

My wife Vi (full name Violet Patricia - having been born on St. Patrick's day) was born in Winnipeg, Canada of Irish & Scotch parentage. She is interested in seeing the recording of your Canadian members. She did sail quite a lot with me in the past, but has recently tended to be less keen on the sailing. When it comes to helping with all the fitting out work, Vi has been invaluable!

I myself, despite my Welsh name, was born in Newcastle where the Mountains of Mourne "sweep down to the sea" as the song has it. The name Rodney was taken from the battleship "H.M.S. Rodney" which was on a visit to Newcastle at the time I was born. I've been about boats on and off most of my life and despite an early intention to go to sea I ended up in the Civil Service from which I will be retiring soon. (More time for sailing!) We have no family. So much for the pen picture.

Good luck with your new organization. Your new organization is perhaps better off for the change if only for organizational efficiency. We've often wondered about how you managed your meetings, etc with such a scattered membership. Your personal efforts are certainly worthwhile as the Vega is one of the best designs to come off a marine architect's drawing board. I know of one chap in Scotland who has had three Vegas. Having had different boats in between he was still lured back to the Vega.

Lars Lemby of VODA has been a tireless worker for the Vega class as are the Kring van Vega Zeilers in Holland. I met Lars and his wife Anna Marie in the late '70s when they were sailing around Ireland with some friends. We have kept in touch ever since.

My own Vega "Nemone" (rhyme with lemony), sail # 1499 cruises the Irish Sea and the West coast of Scotland. Although I keep a ship's log I have written up a couple in narrative form for competition in the Cruising Association of our local Ballyholme Y.C. You may be interested in one of them recording a 2-week cruise some years ago when we went up to Stornaway in the Outer Hebrides - off the west coast of Scotland. I will photocopy it for you although the photographs may not come out very well. Even so, it may give you some idea what cruising over here is like.

I belong to Ballyholme Yacht Club situated about 1 1/2 miles from where we live. It is a very active club with probably the largest membership of any yacht club in Ireland.



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"Nemone" is normally moored in Donagadee harbor a few miles from us and while most local yachts prefer either to race at weekends or take the short trip over to Portpatrick on the Scottish coast (about 20 miles away) I'd rather leave here on a Friday night, make a night passage of 50-60 miles, and be in one of the Scottish ports or islands early Saturday morning. This leaves all day Sunday for sightseeing and socializing while the return trip is made by leaving early on Sunday morning. It is essential, however, to work the tides over here as they can be quite strong in places such as Donation Sound, Arntain coast and Mull of Kintyre.

I see you have member in Cyprus. We were holidaying in Cyprus a few years ago and saw a Vega in the marina at Larnaca. Unfortunately we were not allowed into the marina for security reasons - there had been an incident earlier when a yacht with an Israeli crew was blown up by terrorists. I think the Vega that we saw at that time may have been one which, according to notes in "Yachting Monthly" had left England for the Mediterranean.

In an earlier newsletter of yours there were items which I would be interested - especially a video. I must go back over old issues and get an up to date price from you.

Well, that about wraps up this epistle. Again, many thanks for your letter and I look forward to continued correspondence.



Yours sincerely,

Rodney Jones

Cruising Spinnaker:

It has been many years since your editor went sail shopping! Recently, in looking over a brochure from Lee Sails, your editor was impressed by their "Radial Head drifter". Some might call it a "cruising spinnaker". Basically, it is cut like an asymmetrical spinnaker and is used without a pole - in place of a jib. The tack is "hanked" onto the forestay and the height is controlled by a pennant line. Lee Sails cautions that the sail should be jibed - never tacked through the fore triangle. Other sail manufacturers undoubtedly have similar products. I believe this type of sail would have a lot of appeal to our average member who may feel that they are not quite ready for a spinnaker.



Gerry Taylor (SKOAL #662) writes :

1430 Lake St-Louis Road
Léry, Quebec J6N 1R1
Canada
March 21, 1991



Dear Sid,

I address you as if we are old friends already - and that is a tribute to you for your prompt, friendly and most informative response to a shot-in-the dark letter. It is most Appreciated! Thanks.

Also, sign me on as a subscriber to the Vega Newsletter and as a member of the Vega Association. It is, indeed, a pleasure to join in with kindred spirits. That there is a kinship amongst Vega skippers is well demonstrated in the Vega Newsletter you sent me and that is the icing on the cake of sailing a distinctly "good boat" !

Now let me introduce myself. I'm a 52 year old guidance counselor (secondary school) married to Phyllis for 25 years, father of Meredith (McGill Univ. sociology student) and Matthew (Jr. college -student of fun). I've always lived in Quebec and yet don't speak French all that well- surprise! I have owned a sailboat for 21 years - starting with a self-assembled Mirror dinghy (12' pram) then to an O'Day Mariner 2+2, then a CS-22 and now Vega #662 which I bought a year ago. I am a member of the woodlands Yacht Club of which I served as Commodore. I also belong to the Canadian Power & Sail Squadron, from which I have earned Advanced Pilot (AP) rating. All of which is kind of neat but doesn't really express the facts that I love messing around with boats, and I am a most dedicated cruiser!

I have spent fifteen years prowling around the St. Lawrence waterway, Thousand Islands, Lake Ontario, Rideau Canal/Ottawa River, and Lake Champlain. I have also served as pilot (& cook) on a trip from New Jersey to Nova Scotia. I've sailed on the Bras d'Or Lakes and off the Florida Keys on other ventures. My home waters, however, are from Kingston to Montreal, so, if any members are looking for local knowledge, please refer them to me.

Although I've but one season aboard a Vega, it is a boat I've known for a long time. During my cruises I've walked many a dock looking at the boats. On certain occasions I have been brought up short by a particular vessel. Perhaps it was a certain 'salty' aspect, or piece of gear. Anyway, whatever it was, my mind's eye gradually formed an image of "The Boat".

The Vega was not exactly that boat.

My friend Norman, who sailed a Tanzer 22 out of a marina not far, occasionally would lure me away from my boat, and every time I walked his dock - mainly lined with a variety of powerboats and a minor mélange of sailboats - I'd come across this salty-looking, purposeful, "real" sailboat. "The Swede" or "the Finn" Norm would say. Then about this time, a year ago, Norm said "The Swede's for sale". Then I really looked close. Then I bought. And now I really know that my Vega is "The Boat".

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Or perhaps I should say that it will become "The Boat" - that is, if I ever get finished with this, that, and whatever. So, in the process, I am working away at the adaptations, adjustments and modifications that make a production-manufactured product one's own. For instance, I got my boat at a very good price because the seller thought the motor was finished - water in the oil!!! It turned out that the seals on the camshaft and the waterpump were finished, so viola, about \$6.00 later, all is well! It wasn't quite that simple: I hauled the motor and dismantled it, renewed all gaskets etc. The exercise has made me very familiar with my powerplant and I have assembled a complete set of spares - and I know what tools I need for repairs afloat.

(I really feel that I am just gossiping along)

(I also feel you won't mind a bit)

In fact - it is called a GAM!

Anyway, my summer 1990 was sort of a shakedown cruise for Phyllis and I. Not trusting the inboard, we used the transom - hanging a 15 hp Evinrude long-shaft, electric-start, remote-throttle/gearshift OUTBOARD MOTOR with generator. And it worked! It is not a terrific rig, but it works! But now I would like to talk about my preference for inboard power.

As a clean and simple replacement for inboard power, conversion to an outboard seems attractive. And in many aspects, it is, because you have a portable power that is easily serviced, stored, and in general, "user friendly": There is a bit more to it. In addition to the cost of the motor, repowering a Vega this way will involve these other items:

1. Motor mount
2. Remote controls
3. fuel tank

These, of course, add to the cost of the basic motor, but they also require modifications to your boat, including a backing block for the motor mount, holes for wiring, and mounts for controls, plus wiring, etc. All of this requires a fair amount of mechanical skill along with time and inclination. Having it done professionally at a questionable \$/hr would probably make repowering with self-installed inboard engine a somewhat more attractive alternative.

My feeling is, that repowering a wornout inboard by converting to outboard is not particularly worthwhile. Rebuild or replace the inboard engine. Rebuilding the Albin O-22 is no big deal! As a matter of fact, many high school motor mechanics course teachers would love such a project because the engine is simple, handy, and light. Anyway, I lifted, dismantled, rebuilt and reinstalled my engine with very little help. Interestingly, there is little real need for metric tools!

I Have just realized that I can just carry on, and on, and on! So, I shall stop for now!

Nice to meet you!



P.S. There is undoubtedly a wealth of info in back-issue Vega Newsletters. I'd be willing to pay whatever it costs for photocopies/handling/postage of whatever you might think is worthwhile





Vega Association of Great Britain

Sidney A Rosen
Editor of The Vega Newsletter
10615 Whitman Circle
Orlando
FLORIDA
FL 32821
United States of America

6th April 1991

Dear Sidney

I read in your March 25th edition the article concerning Bill Leland's near fatal accident on VEGA 354 when his son was overcome by Carbon Monoxide. Over here most of us have been warned by John Stanton (our spares supplier) of the risk, in fact the ventilation system tends to send gas forward regardless of sailing direction. I enclose a photocopy of the March 1989 article and drawing. This is also repeated in the set of Vega Notes I mailed you back in November 1990. Please reproduce it.

In an earlier edition you had a letter from Rodney Jones in Northern Ireland asking about joining your association so I have written to him and enclose a copy for you, clearly he had lost touch with the Northern Ireland Vega owners who have now decided to form an Association of their own.

Many thanks for all your Newsletters.

Yours Sincerely

Michael Edmonds
14 Marlborough Road
Aldbourne
Nr Marlborough
Wilts
SN8 2DD
England

The article and drawing addressed by Mr. Edmonds was previously published in the VODCA Newsletter #11-90, Oct 25, 1990. It is again reprinted on the next page.

Back to France

Bob & Monique Eckwall are back in Port Vendres, France after wintering aboard their Vega "Susitna" in Florida. Bob (like most of us) is upset about Bill & Karen Sides selling "Lyra" and about the new federal (and state) taxes on boats.



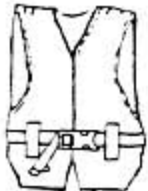
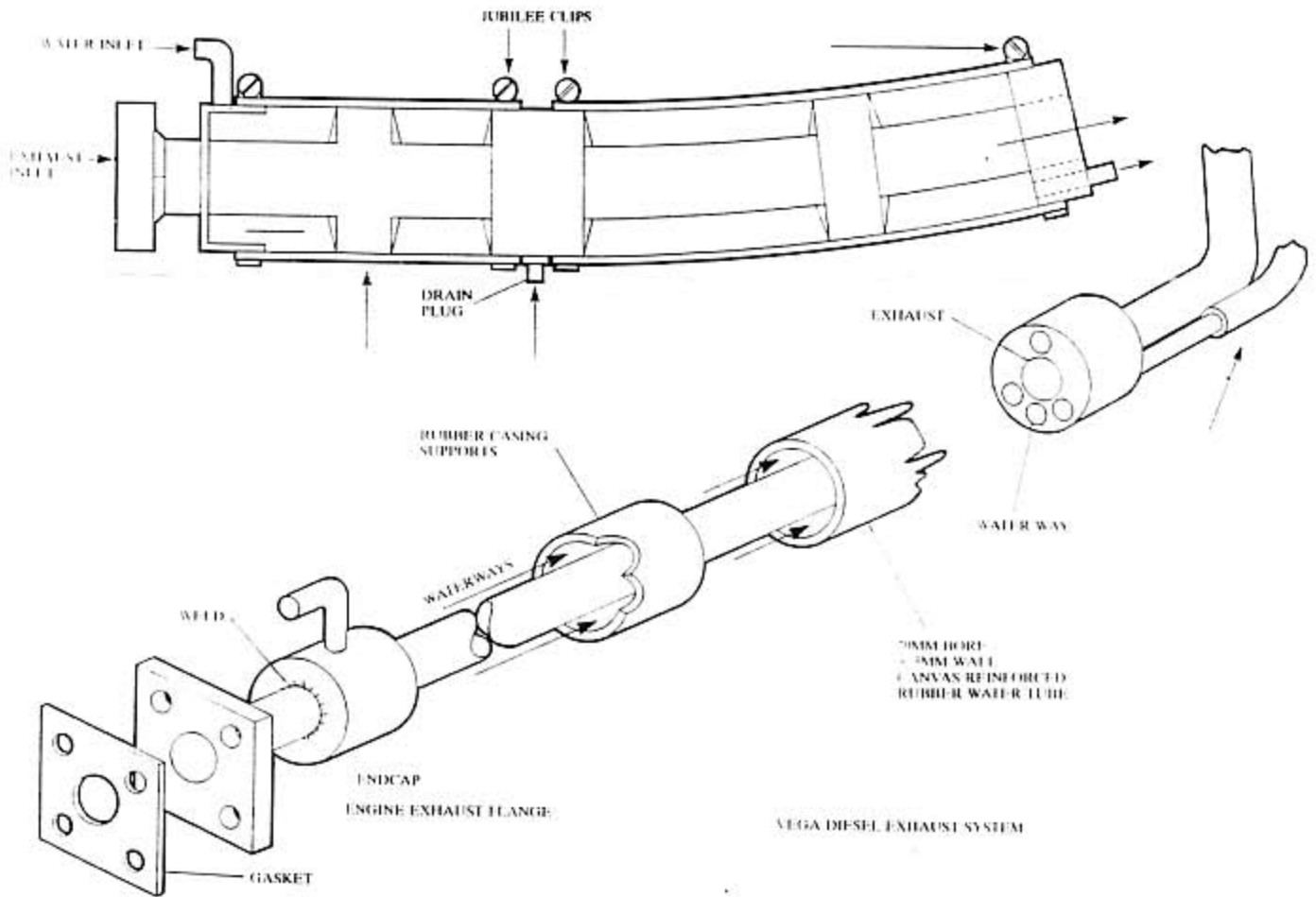
Repairing the Exhaust System


 Our thanks to the
Vega Association
 of Great Britain

Brian Dennis recently experienced a cracked exhaust pipe. The usual procedure is to scrap the whole system and install a new exhaust using a water injection section at the engine end. However, if you understand how the exhaust is arranged it is possible to repair it if the break is at the engine end or the stern end. The unit is shown in Fig. 5 and consists of a water jacket around the stainless steel exhaust tube. There is no mixing of gas and salt water

until the final top bend at the outlet. The whole exhaust is removed by taking it over the engine and into the cabin, having first released the screws holding it at the engine end and undoing the sockets (using an allen key) which secure it to the U tube at the stern. It will also be necessary to remove the timber strip over the instrument panel (this is secured by three wood screws). The rubber outer casing is a tight fit over the casing supports but

can be removed from the aft end. The break had occurred just aft of the forward flange after 16 years, it was successfully welded and should last another 16 years. Whilst the exhaust is out the stainless steel tubing should be cleaned out and checked for excessive pitting, the U tube at the stern should also be checked. Carbon monoxide from a leaking exhaust can be fatal as it will tend to move forward into the cabin.



"Know Before You Go"





NORMAN MEISSNER
WESTAR MARINE SERVICES/GALVESTON
PIER 46B SAN FRANCISCO, CA. 94107
10 Feb 91

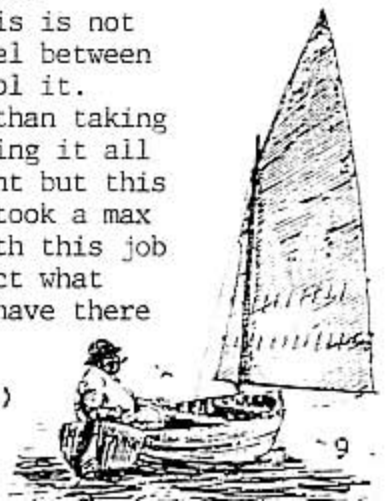
Dear Sid,

Well I'm back at work again out here in San Fran. It was too bad that we were not able to get together on the 26th of Jan. I hope that the lack of turnout was due to the Superbowl weekend date and not due to a lack of enthusiasm of the Florida Vodca, anyway the weather that Saturday was not the best. As you might remember I said I'd write a letter to Vodca about my Combi adventure, I'll do this in a separate sheet so it will be easier for you to edit for VODCA. At that time I told you about my pro dawn call to England in search of technical information from ?(sells combi parts ect, can't remember the name just now) . At the time I didn't realize that he was in business selling parts and that in fact he has a competing stuffing box control shaft arrangement. When I told him I had the VegaMarin parts he really blew it and unloaded on me saying how VegaMarin was stealing his trade, and oh by the way, his instructions for combi overhaul cost a pound and how did I get a copy? This is after I complimented him for their accuracy. Not quite what I expected to hear on my transatlantic nickel, oh well if I would have known that he had these parts to start with he might have gotten my trade, but after his reception I'm not so sure. Sid you might print this as you see fit I know his name appears somewhere in back Vodca newsletter.

As you know I had been planning to do a Combi overhaul for over a year, The seals weren't sealing, the only way I kept water from coming in while I was away from the boat was by pumping in grease to the stuffing box. And for sure the stern tube bearing was talking to me when underpower. I had ordered a new control shaft, stuffing box, and sterntube bearing from Henry Gustafson of VegaMarin in April with a view to doing the job in the Fall. As it was I started when the boat was hauled in December. Thanks to Vodca's instructions I was amazed how simple the job was and was able to have everything out of the boat in 2 1/2 hours with no complications whatsoever. Upon examination I found that the sterntube bearing was in fact not worn but that the control shaft was where it fit into the bearing. On disassembly of the propeller I found that the blades were on backward, I'm still scratching my head on that one. Next I took the existing shaft to a local propeller shop where they straightened it. On preparing the stern tube bearing be sure and put four longitudinal grooves in it and one circumferential in line with the four holes in the shaft log. This is not only for the bearing lubrication but also to permit water to travel between the shaft log and the control tube to the stuffing box to help cool it.

Next came reassembly, this also went very well, perhaps easier than taking it apart, just be careful not to drop any gaskets while your sliding it all together. I needed a few tries on adjusting the blade neutral point but this only involved repositioning the positioning gear. this operation took a max of 3 hours and I was ready for the water. I was really pleased with this job along with the simplicity of the Combi and though it is not perfect what ever really is. Regular clutches and transmissions can certainly have there problems to and aren't nearly as easy to fix.

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But now the fun begins. This might be all my own fault but I felt that the stuffing box was running too hot and I feared that the seals might fail and/or gouge the control tube and begin leaking. I never ran the engine for more than a 1/2 hr without taking action to cool the stuffing box with rags and water. At one point, at the dock I actually slipped the stuffing box off the rubber tube that holds it. Surprise! hardly any water came in. I theorized that the new sternbearing clearance are so close as to not allow a sufficient amount of water up the shaft to cool the stuffing box and with the stuffing box in place there was no way for the air trapped in the tube to be vented as the seals certainly are tight. At this point I fashioned a small copper saddle with a 1/4" copper tube protruding below it for a 1/4", this was placed over a hole bored for it in the top of the rubber tube that holds the stuffing box and is held in place with hose clamps. On to the copper tube I slipped a clear pvc tube long enough to reach above the water line. In this way I knew that water was up to the stuffing box. Unfortunately this still didn't keep the stuffing box as cool as I'd like it. I then wipped some cotton cord around the stuffing box and now when I am underway for more than a 1/2hr place the clear tubing on the stuffing box and I find that the few drops that come in to soak the cotton cord are enough to keep the stuffing box cool. Perhaps when this is all worn in this won't be necessary but I just didn't want to damaged the new parts that were installed.

Best regards,

Norman

.....

SID'S FORMER "MEANDER" (#2225) IS RENAMED -

2/7/91

Sid,

As you can see by the membership form we have reluctantly renamed "Meander" as "Harbinger". Harbinger is the name of the small community in N.C. where my family is from & where we have a house.

No exciting sea talks to relay. Hope all is well with you, Florence and your family.

Someplace I recall seeing something on installing a detachable inner forestay for setting a storm jib. If you happen to know could you mail me a copy. I have added a Harken roller reefing and there's no way to set the small jib.

Sincerely,

Bill

Bill Etheridge



• Bill: I have been unable to find anything on this
Sid



Page 2184/5: This time a translation from VODCA, America: Northwest Passage by David F. Pelly. This passage was made in a VEGA called Snow Bunting and tells us about a chartered trip on Great Slave Lake in Northwest Territories in Canada, which in fact was a discovery expedition eastbound. The area is hardly charted, soundings are few and of an exploratory nature. In 10 days they saw no other boat, but passed the nest of an American Eagle. The water was cold, but because of the continuous sunshine, they often just wore T-shirts and shorts. The weather sometimes is unpredictable but they had guidance from an old saying: If the weather does not suit you, wait ten minutes and it has changed.

They passed areas where great explorers as Mc Leod and George Back had been and who had given their name to Bay's and rivers. The region started to be explored some 150 years ago, although Indians had occupied the territory long before. David Pelly was very pleased with the VEGA and called her a sturdy boat with a very appropriate name.

By the way, most of the translations from English into Dutch are made by Nan Halfweeg, an ex-VEGA sailor, who now skippers a Ballad, but still is an enthusiastic member of the Kring.

Jan Vis, V 1658
May 1991

Since the Kring's "Bulletin" is written in Dutch, our thanks to Mr. Vis for his summary in English - part of which is reproduced above.

7a:	Sidney A. Rosen American Vega Association 10615 Whitman Circle Orlando, Florida 32821	TOM HALL & ASSOCIATES MARINE ENGINE SALES & SERVICE SCHOONMAKER POINT FOOT OF SPRING STREET P. O. BOX 156 SAUSALITO, CA 94966 (415) 332-2788
SUBJECT	Albin gasoline engine	
MESSAGE		DATE Sept. 4, 1991

Mr. Rosen:

Responding to your inquiry regarding parts for the Albin gasoline engine. You are aware this engine went out of production in 1971, however we do have some parts and have access to them.

Due to the complex pricing we are unable to furnish an accurate price list. We will be happy to quote prices on order.

Our office hours are: 8:30 - 4:30 Monday through Friday, 8:30 - 11:30 on Saturday. Our phone number is 415-332-2788, FAX 415-332-4807.

If we have parts in stock, we are prepared to ship same day as ordered.

Sincerely,

Tom Hall
Tom Hall
Owner

