

# VODCA Newsletter

No. 12-90

Vega One Design Chesapeake Association

Nov 25 1990

## IN APPRECIATION



As the termination of VODCA draws imminent, we want to remind our members of those individuals who served the organization over the past 14 years and thank them for their efforts:

### VODCA OFFICERS:

Sam Amoss *	Art Levin *
Don Angell	Charles Meloy
Jack Berle *	Mace Miyasaki
Bill Burns	Andrew Monjan
Don Chamberlin	Bob O'Keefe
Bill Cresswell *	Ron Pugh
Bill Edelstein	Patsy Rogers *
Bill Etheridge	Phil Rogers *
Tyke Furey *	John Romary *
Bruce Grayson	Sid Rosen *
Jim Hartzler *	Alex Schiavo *
Gordon Hempton *	Russ Walker *
Stuart Horn	Rick Woytowich
	* (founding member)

### VEGA OWNERS REPAIR & MAINTENANCE MANUAL

Art Levin

### NEWSLETTER:

Sid Rosen	:	Editor
Brendon Donegan	:	Substitute Editor (Jun-Aug '85)
Harold Cohon	:	Mailing Labels (1983 to 1985)
Nick & Jenny Coghlan	:	Contributors Emeritus

*(Thanks to all who contributed to our newsletter and helped make it a success)*

### BY-LAWS COMMITTEE (at inception)

Mary Hartzler  
Donna Romary  
John Romary

### LEGAL ASSISTANCE:

Sam Amoss  
John Romary

### MILESTONES

Organizational Meeting	-	November 19, 1976
1st VODCA meeting	-	February 13, 1977
VODCA Termination	-	November 30, 1990
Members (at organization)	-	15
Members (at termination)	-	166



# VAGABUNDOS DEL MAR

LIKE IN ALL THE ARTS, SOMETIMES IT IS HARD TO APPRECIATE THE REAL BEAUTY OF THE NAUTICAL ARTS. NOT IN THE SENSE OF VIDEOS, PAINTINGS, PHOTOS ETC. BUT IN THE WAY IT SHOWS US THAT BY APPLYING THE APPROPRIATE RESPONSE TO A GIVEN SITUATION, THERE IS NO REASON TO FEAR WHAT'S...

## HAPPENIN' IN THE SKY



AND WE CAN EXPECT A CLEAR DAY WITH GENTLE BREEZES



YEAH! COMM'N HONEY! LET'S GO SAILING!



HEY! WHERE DID THOSE CLOUDS COME FROM?



AHH! LET'S REEF! BE CAREFULL!



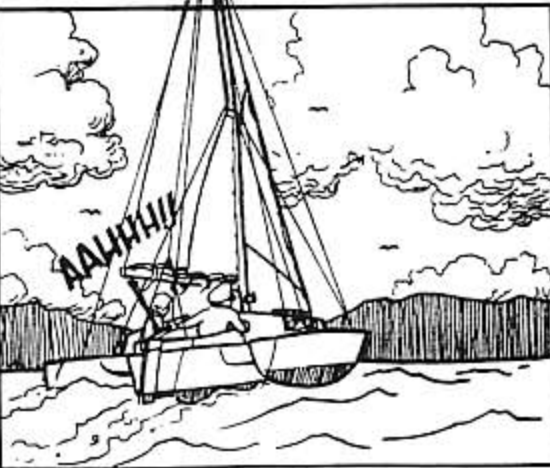
POINT INTO THE WIND!



OK! NOW A SMALL HEADSAIL!



WE'LL HAVE TO HEAVE-TO!



PLEASE GOD! DON'T PUT ME THROUGH ONE OF THOSE AGAIN!

(Shipping a Vega & Sailing the Med)

125 Seaforth Crescent  
Seaforth, Sydney NSW 2092  
Australia  
March 1, 1990

Dear Bob,

Do excuse this long delay in replying to your letter, forwarded by Sid Rosen. It caught us in the middle of our summer holidays and we have only just returned.

You were asking how we shipped our Vega from the US. I don't know if we were exceptionally lucky or not, but we did so without a hitch. She was trucked from Florida to Georgia, put on a container flatbed from the US east coast to Sydney, and arrived here without a scratch. It cost us a fair bit, but we think she is worth it.

I don't know how much detail you want, so hope this isn't going to bore the pants off you - but basically this is how we went about it . . . .

Firstly we had to find a shipping company which went from the US east coast to here, which was simple - we looked them up in a shipping newspaper and rang around. We could have sent her on a 'conventional freighter' as deck cargo or on the more speedy container ships. Although she is just too wide to fit inside a standard container, the firms have what is known as 'flatbeds' - basically a container base. The boat sits in a cradle on the flatbed, is strapped on (so we were told), and the mast rests on top of the yacht's deck. The flatbed is then placed on top of a bunch of containers.

To ship her, we use a Jowi cradle - size No. 1 - am enclosing a diagram and dimensions. It is very strongly built (we decided steel was a must) and was ideal. I think they sell only to boatyards, so the yard where we stored 'Lyric' ordered it for us. The address, should you want one is:

Price Designs  
Rt 1, Box 87  
Grifton, N.C. 28530  
Phone (919) 524-5790

It cost us about \$500. US.

For the actual shipping, she sat on a cradle (the chocks are padded). We had left 'Lyric' at David Lowe's boatyard in Port Salerno, Florida, and they were simply marvelous - packing 'Lyric' up for shipping as very precious cargo. (This whole shipping business was done with us in Sydney, and we were amazed at the efficiency of the 'states!')

Most of the standing rigging was removed from the mast, and what was left was tied at regular intervals and then very strongly taped. The mast lay at one end of the pulpit, and the aft end on an X-shaped support at the rear of the cockpit seats (still inside the cockpit) and then the centre of the mast was supported by wooden chocks covered in carpet resting on the coachroof. This was then all tied to the handrails etc. The stanchions didn't have to come off.

As I said, she had to be transported to the docks in Georgia. We used the Barber Steamship Line in Savannah (they are also Scan Carriers) - They gave us the details of where she had to go and the driver of the yacht transporter just followed them. Again, we have nothing but praise for the yacht transporters, who we gather are well-known throughout the US. We used Joule Yacht Transport of Florida - 12290 Automobile Blvd, Clearwater 34622. Phone (813) 573-2627, or toll free (800) 237-0727.

The only other thing to look into when shipping is whether the country to which you want to ship the boat has any peculiar customs duty - Australia does, for instance. We had to get the boat revalued as an Australian boat and pay the appropriate duty. The shipping cost us \$6000. US, but we were able to deduct part of this in the customs duty. Regardless, we think it was well worth it.



You also asked us about the Navik. It was absolutely invaluable crossing the Atlantic - we didn't touch the tiller for 26 days - and only had to adjust it in wind changes. It's just perfect for ocean passages, but for the Med, where the wind is so fluky, it's not so good. . . but then are any vanes? We had it working well from F2 upward - once a wind is constant and steady. We feel it is the best vane for a Vega. It is light and reliable. We have ours mounted on chocks on the stern to give the right height for the blade in the water. We usually adjust the vane manually, (a little knob at the base of the vane) but we are told there is a great little electronic gadget which means you wouldn't have to leave the cockpit, which could be handy. We've used the Navik in all winds up to F9 and found it absolutely spot on.

You also asked about our experiences in the Med -- this could take a whole book! We just love it and have had so many wonderful times I don't know where to begin -- in fact it remains our favorite cruising ground, despite the fluky winds!

Basically we kept Lyric there for 8 years - laying her up in various spots (Malta, south of France) and returning to replenish the coffers. Should you want any top laying-up spots (out of the water and safe) drop us a note back. We cruised virtually every canal and river in France, the coastlines of Spain, France, Italy, and Grease; all the Spanish, Greek and Italian Islands (the latter we think are the highlight of the Med), down to Malta, and Sicily, Gibraltar - then down to the Canaries and across to the US via the Caribbean.

The great thing about a Vega in the Med is that you can go into some fantastic ancient harbors that only a Vega can get into. One, Ventotene (in the Pontine Islands off Italy) has a harbor carved out of the rockface by the ancient Romans - there's just enough room for a Vega to turn round, and that's it! We rarely bothered with marinas as we always found somewhere we could tuck in and anchor. Sometimes we had whole islands to ourselves.

It's just the most incredible cruising ground and even after 8 years we still didn't see it all, and we do intend to go back as soon as we can. And it's always not light winds, as you'd know - we have had F9 and 10 in the Med. In Greece, for example, you always get a good strong wind every afternoon in summer. We were advised originally to 'winter' in various ports but decided you can really sail all year round. If you are thinking of shipping your boat to France (we know Port Vendres well) then we believe to sail in the Med and all it's delights, is well worth every cent.

Do let us know if we can be of any more help

*cheers, Joan & Gus Edison*

p.s. To prevent anyone from breaking into the boat, we removed the hatch combing and put in wooden 'chocks' to block the sliding of the hatch. It was then impossible to slide the hatch unless you unscrewed all the screws in the combing. Also, added padlocks to the main hatch & to all the cockpit lockers.





2, Boundary Crescent, Apt#3  
Devonshire,  
BERMUDA. FLO2

14th May, 1990.

Dear Russ,

Would you please forgive my tardiness in replying to your letter of last year. I did find the information on outboard engines very useful indeed.

I have had your letter stacked with the pile of information I have amassed on Vegas and Albin engines during the past 3 years. That is how long I have owned 'Maravilla' and really had any involvement in sailing and boats at all. I am learning all the time as I go along, and finding it very interesting.

'Maravilla' was involved in a transatlantic race in 1987 from the Azores to Barbados, as was mentioned in VODCA newsletter at that time. A number of the participants dropped anchor in Bermuda on their return journey and I made quite a few friends. The owner of my vessel had to return to the U.K. on personal business and sold her to me. It was an offer I could not refuse and threw me in the deep end, so to speak, with no moorings or much knowledge of sailing boats.

Without going into a lot of detail, with two friends we had a nice season or two sailing at the Eastern end of Bermuda, though I was not sure about her seaworthiness with some engine problems and storm damage from recent hurricanes. It was therefore my intention to slip her and repaint the bottom. A job intended to take 2-3 months. That was 19 months ago.!!!

Shift work is not very conducive to travelling the 45 minutes to the boatyard and working on a hull, especially in colder weather, but I prevailed and it took what seemed like months to remove 5 layers of antifoul. Briefly, I now have the hull cleaned and a ready to coat with Interprotect (a gelcoat like water protection) and then antifoul. I also removed the engine, and have been completely refitting the valves seals, fuel pump etc, as well as the exhaust pipe. If that wasn't enough my girlfriend and I have been painting the interior and replacing everything from water pipes to head facilities. I have fitted many extras such as bilge pump, vents, battery selector and completely re-wired the system which I am currently engaged in.

It was whilst refitting the engine that I considered leaving it out and fitting an outboard, however I was spurred on by a friend to replace worn out parts and paint it, for a few more years use.

Though I have still much work to do, including dropping the mast with the stainless steel counter balance frame that was included, I hope to be sailing before the end of the season. I get much encouragement from the members of VODCA who write, relating their experiences with the Vega, and from letters such as your, and I thank you sincerely.

*Dale Thornton*  
Dale.G.Thornton.

## Insurance coverage available to liveaboards through Seattle firm

Liveaboard insurance that bridges the gap in coverage between a homeowner's policy and conventional yacht insurance is on the market now, and liveaboards are hailing it as a breakthrough.

Liveaboards usually have gone without full coverage because insurers were unwilling to insure their boats as their homes, said Michael Frankel, former editor of *Living Aboard Journal*, a publication of the Homafloote Association, a liveaboard organization.

Liveaboards whose boats were their only homes could not get homeowner policies to cover their yachts, and conventional yacht policies did not provide the coverage that a homeowner's policy does.

Homeowner's coverage typically includes insurance against both loss of personal possessions and liability, away from home, and compensation for loss of use of a home after a fire or accident.

"There was literally nothing available," Frankel said.

Pettit-Morry Co., a Seattle insurance broker specializing in marine coverage, was the first to introduce a policy offering liveaboards homeowner coverage, at the start of the year. Frankel knows of no other such policy, and while not endorsing it, he said it is the kind of coverage liveaboards need and haven't had.

It insures against loss of possessions and liability away from the boat and pays costs of living if an accident makes the boat uninhabitable and forces an owner ashore for more than 14 days.

Bill Davis, who developed the liveaboard policy for Pettit-Morry, said it initially will be restricted to liveaboards who live and cruise in coastal U.S. waters, but it eventually may be expanded to include liveaboards who cruise outside the country.

He said Pettit-Morry is breaking new ground.

"Actuarially, it's a difficult thing to predict," he said.

But Davis believes the typical liveaboard is a better marine risk than the casual pleasure boater and that his homeowner risks are about the same as those of any other homeowner.

He bases the marine-risk assessment on surveys of liveaboards which show that 21 percent have Coast Guard licenses, compared to less than 1 percent for casual yachtsmen. The costs of the yacht and personal lines' policies are "competitive," when compared to other yacht and comparable homeowner policies, Davis said.

Frankel, who estimates there are 20,000 to 50,000 liveaboards in the U.S., concurs with Davis that they are a good insurance risk.

"Since the boat is their home and their only home in many instances, they're much more protective of their investment than someone who's just a casual boater," he said.

— Jim Flannery

What is your boat worth to you?



Kittery

Portsmouth

27' 79 Albin Vega Sloop, Volvo diesel, prich prop

15,000

BASS HARBOR MARINE

Bass Harbor, Maine 04653

27' VEGA 75

15,900

(FL) 27' VEGA 1976, new diesels, 5 sails,  
exc. cond., documented, \$12,000.  
(305)462-8210. (0010571)

**SARGENT  
YACHT SALES, INC.**

P.O. BOX 463, CATAUMET, MA

27' 76 Albin Vega

12,500

\*\*\*\*\*



**30' Albin Ballad for Sale**

Dear Sid:

The time has come to sell my 30 ft Ballad. As you know this is the big brother of the Vega 27. I only hope that some of our members can tell me what is the approximate selling price or they that may know someone who would like to buy her.

I have enclosed the original price & spec sheet as purchased in 1973 - hull #42. Equipment includes Plastimo roller furling, sailing instruments, many sails & also my spinnaker. The boat & engine are in good condition.

Looking forward to hearing from you or from any of our members.

Sincerely

Milton B. Sachse  
1634 Belfast Road  
Sparks, MD 21152  
301-771-4468  
301-823-8111





Cheers Mate - Welcome!

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VOOCA)

Name DAVID KING Home Phone (916) 644-3149  
 Spouse's Name DAWN Work Phone ( )  
 Address 6200 EL CAMINO  
POLOCK PINES CALIFORNIA Zip Code 95726  
 Hull/Sail No. 961 Year 1970 Boat Name PO CHAI  
 Colors: Hull WHITE Cove Stripe RED Spinnaker RED, WHITE, BLUE  
 YACHT CLUB NONE  
 WHERE BERTHED VALLEJO  
 Radio: CB        VHF  Amateur       

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VOOCA)

Name Tim Cherry Home Phone 301-749-0902  
 Spouse's Name Barbara Work Phone 302-934-9274  
 Address 1109 Resden Run Zip Code 21801  
Salisbury, Md.  
 Hull/Sail No.        Year 1970 Boat Name "Maj Tracks"  
 Colors: Hull Wh Cove Stripe - Spinnaker -  
 YACHT CLUB         
 WHERE BERTHED Somers Cove Marina, Crisfield, Md  
 Radio: CB        VHF  Amateur       

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VOOCA)

Name Nelson Head Home Phone (301) 460-5049  
 Spouse's Name Carolyn Work Phone (301) 767-2148  
 Address 14312 Yosemite Court  
Rockville, MD Zip Code 20853  
 Hull/Sail No. 3361 Year 1979 Boat Name VIKING  
 Colors: Hull white Cove Stripe blue Spinnaker -  
 YACHT CLUB not yet  
 WHERE BERTHED Cadle Creek, Rhode River, Md.  
 Radio: CB        VHF        Amateur

c/o St. Michael's University School  
3600 Richmond Road  
Victoria, B.C. V8P 4P5  
Canada



May 9th 1990

Dear Sid:

I'm sure you and our VODCA Newsletter readers must by now be rather tired of reading about "Tarka the Otter" in print, but (if you've run out of material) here's yet another article. It's from "Boat World", a B.C. monthly magazine, and is by Liv Kennedy, who is a well known "offshore personality in these parts. Hers' was the first Canadian family to circumnavigate the world some 20 years ago.

The other photocopy has a fleeting mention of "Tarka" incorrectly described as a Vancouver registered boat (she's from Victoria). This is from a very recently published book which apart from this factual error, I can recommend to everyone:

- a) planning a long voyage in a small boat
- b) " " " " " " " " with children.

The book is called "STILL IN THE SAME BOAT" by Fiora McCall and Paul Howard - published in Canada by McClelland and Stewart at \$28.95 - with several pages of photographs. It is a follow on of their best selling book "ALL IN THE SAME BOAT". We met Fiora and Paul at Cocos/Keeling Atoll in the Indian Ocean. Their boat "LORCHA" is a 29' steel boat, junk rigged, and registered in Toronto.

Jenny and I went out for a sail last weekend and were nearly caught by a rare spring gale which blew up to 50 knots in a matter of minutes, out of a clear blue sky. Compensation was our sailing for ten minutes, with a pod of Killer Whales only yards from "Tarka"- 2 adults and a 3 foot baby.

That's it for now! Enjoy your trip.

Fair winds,

*Nick + Jenny Coghlan*

Nick & Jenny Coghlan



( SEE NEXT PAGE )



# OFFSHORE CRUISING



**Around  
The  
World In  
Four  
Years**

**THE OFFSHORE PEOPLE**

**LIV  
KENNEDY**

Probably the most important decision you will make when planning an ocean voyage is the type of boat you will buy or build. Making the right choice will make a great difference in the kind of voyage you and your family will have, and it could also save your life.

In North America, we've found in talking to hundreds of offshore travellers, most people tend to choose an offshore cruising boat somewhere between 35' and 55' in length. In Europe, except for the round-the-world racing yachts, ocean travellers generally choose a boat 30-ft or less. Maybe it is because North Americans are used to big spaces and choose their boats accordingly.

Former Brits Nick and Jenny Coghlan of Victoria followed the European trend and bought a Vega 27 for their trip around the world. "We never thought of it as being small," Nick said in his soft English accent. What we were looking for was a boat that was well built with enough space for us and our belongings."

Nick and Jenny had worked in Argentina for three years prior to coming to B.C. in 1981. Nick is fluent in English, French and Spanish and taught Spanish in Buenos Aires, and Jenny is also fluent in the same languages. She worked as a computer programmer in Argentina.

They had heard about B.C. while working in South America, and one of the things they'd wanted to do when they got here was to get a boat and explore the coast. Not having had much sailing experience they enrolled in a cruise and learn class, and subsequently were invited to sail with the late John Fox from San Diego to Cabo San Lucas aboard his Formosa 35 *Jacaranda*. "That was an excellent learning experience," said Nick, "as John let us

do the navigating, and take responsibility for the sail changes. This gave us a feel of what it is like to be in charge of a yacht that was sailing offshore."

Nick and Jenny thought they had done considerable research into cruising yachts before buying the Vega, but in retrospect they realized they had done very little. John Neil, who spent several years offshore cruising aboard his Vega 27 *Mahina* and wrote the book "The Log of the Mahina" had a lot to do with them choosing a Vega 27.

The Coghlan's named their boat *Tarka The Otter* from Henry Williams book on river otters. *Tarka* in old English means "little water wanderer."

They had bought the Vega in 1983 with the idea of cruising in B.C. and possibly sailing offshore. The following summer they spent two months circumnavigating Vancouver Island. They met all kinds of weather — wind, rain, fog and strong tidal streams. They liked the way their small boat handled. "She is light — only 5,000 pounds — and handles somewhat like a dinghy, which means in case of an emergency one person can handle her quite easily," said Nick.

After that trip they decided to take an extended offshore cruise, and spent months in preparation. These preparations included the installation of a Navik windvane with some basic navigation equipment. Sails consisted of a main with four reefing points and six headsails including a drifter, genoa and four jibs. They found the storm jib too much sail in heavy weather, and used the cyclone jib instead.

The engine is a two-cylinder Volvo with a hand crank, which was a life saver on several occasions when the batteries failed.

They left Victoria on August 1, 1985 and headed down the coast to California and Mexico, and then sailed westward to the Marquesas and the other islands in the South Pacific on the way to Australia.

It was there that they decided to continue westward around the world rather than head back across the Pacific.

They sailed home by way of the Indian Ocean to Durban, South Africa and from there down the east coast of Africa, round the Capes of Agulhas and Good Hope to Cape Town, where they relaxed before heading across the South Atlantic to St Helena and Fernando de Noronha and Brazil. From there they sailed northward into the Caribbean, where they cruised the Windward Islands and Venezuela before heading back through the Panama Canal into the Pacific.

They sailed up the coast of Central America to Acapulco, then across to Hawaii, and then home to Victoria, arriving July 30, 1989 to complete a four year circumnavigation of the world.

Nick said the voyage was relatively trouble free. They encountered no major storms, and had no major breakdowns in the 36,000 miles they travelled around the world. The Vega had averaged about 100 miles a day, with her best days run 145 miles with a current lift, and her best overall time was 62 miles in 10 hours.

Their favourite places were the isolated ocean islands like St. Helena and Fernando de Noronha. They found that speaking French and Spanish was a real plus, and in French Polynesia they helped sort out a number of misunderstandings between the officials and cruising folk who felt they were being discriminated against because they could not speak French.

They also found it noticeable that while they were cruising in the Pacific and in the Caribbean where there other boats were mostly American and Canadian, *Tarka the Otter* was one of the smaller cruising boats, but when they reached Durban, South Africa, a popular stop for most round-the-world yachts, they found that she was about average size.

Nick and Jenny are back in Victoria working and looking forward to their next cruise. If they go back to the tropics where one spends most of the time out of doors, they will sail again with the Vega. But if they decide to cruise Europe or other cooler areas they may opt for a larger vessel.



### Recollections of a past event:

I recently enjoyed a visit by Ron & Micki Pugh of Burke, VA. Ron is a long time Ballad skipper and a past VODCA Commodore. The Ballad is the big (30') sister to the Vega. During the visit we reminisced about various VODCA events, and chuckled about the happenings on a particular VODCA raftup in St. Leonard's Creek, Patuxent River (Chesapeake Bay), Md.

About 20 members attended this event. We all had several fantastic "happy hours" and then dressed for dinner. About a mile and a half upstream of our raft-up was the White Sand's Restaurant & Marina, where we had made reservations. Since Ron's Ballad was the largest boat, he volunteered its' use to "taxi" us to the restaurant dock.

I had been to the restaurant several times previously, and when asked "Do they take credit cards" I said "Yes" without giving it any thought. We all ordered Hors' D'oeuvres' and drinks and were having a great time! About halfway through the meal, someone came to me & said, "Sid, We're in trouble - they don't take plastic." Since I had left my wallet on board my Vega (and had insufficient cash anyway), I panicked. I was reassured by the rest of our people "Don't worry Sid, We'll manage".

But by time everyone had paid their own bills, there was none left to "bail me out" of an awkward situation. I was left to face the restaurant owner, who threatened to call the police. After an embarrassing exchange of words with the irate owner (and leaving my credit card as "security"), he finally accepted my word that I would send him a check after getting home the next day.

It was about midnight when we climbed back aboard Ron's Ballad. Everyone (including me) was back in a good mood. But the engine wouldn't start and there was no wind. The fuel gauge showed about a third of a tank of Diesel fuel. Hand cranking would start the engine which would promptly then shut off. After several of these "starts", Ron tried Bleeding the fuel lines. but that didn't correct the condition. With everyone offering suggestions, Ron started running out of "cool". As a last resort, Ron said "Maybe we're out of fuel". He added more fuel from a "Jerry Can" and the engine roared to life. Breathing sighs of relief we motored back to the raftup and then sat in our cockpits enjoying the beautiful moonlight and listening to all the night sounds.

(This whole area is very historic. During the War Of 1812, the British fleet was harassed by many shoal draft Yankee schooner



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(CONTINUED)

gunboats. On one occasion, the British chased several of them into St. Leonard's Creek. Because of the shallow depth, the British warships couldn't get into the creek, so marines were sent to dislodge them. They were met by rebel gunfire at the narrow neck of the creek and had to withdraw. Landing marines further up the river, the British went overland to the creek and after a firefight forced the Yankees to burn their boats and withdraw.

About 18 miles further up the river is the town of Benedict, Maryland (which, in the past, was the site of several VODCA overnight rendezvous). During the war of 1812, it was here that the British fleet landed the troops that marched overland to Bladensburg, Md. where they defeated the "Yankees" and then moved on Washington where they burned the "white House.)



## Was My Face Red!

M.E. 'Ed' Davis  
10 Spring Valley Road  
Mystic, CT 06355  
9 May 1990

Mr. Sidney Rosen  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid:

I have a short story to tell. As you can see by LORELEI'S hull number (#321), she has been around for a while; since 1969, as near as I can tell. Recently my wife and I were coming alongside LORELEI in the launch provided by our marina - Spicer's in Noank, CT. As I was assisting my wife from the launch over Lorelei's gunwale, I noticed another couple in the launch eyeballing our boat. Without giving sufficient thought (obviously) I said: "She's old, but she's still a lot of fun." When they looked at us, I attempted to clarify my statement, still without sufficient forethought, by blurting out: "I mean the boat!" The other fellow caught my wife's reaction and said how happy he was that he was not spending the day in my shoes.

Sid, thanks again.

Most Sincerely,

M. E. 'Ed' Davis, USN (Ret)