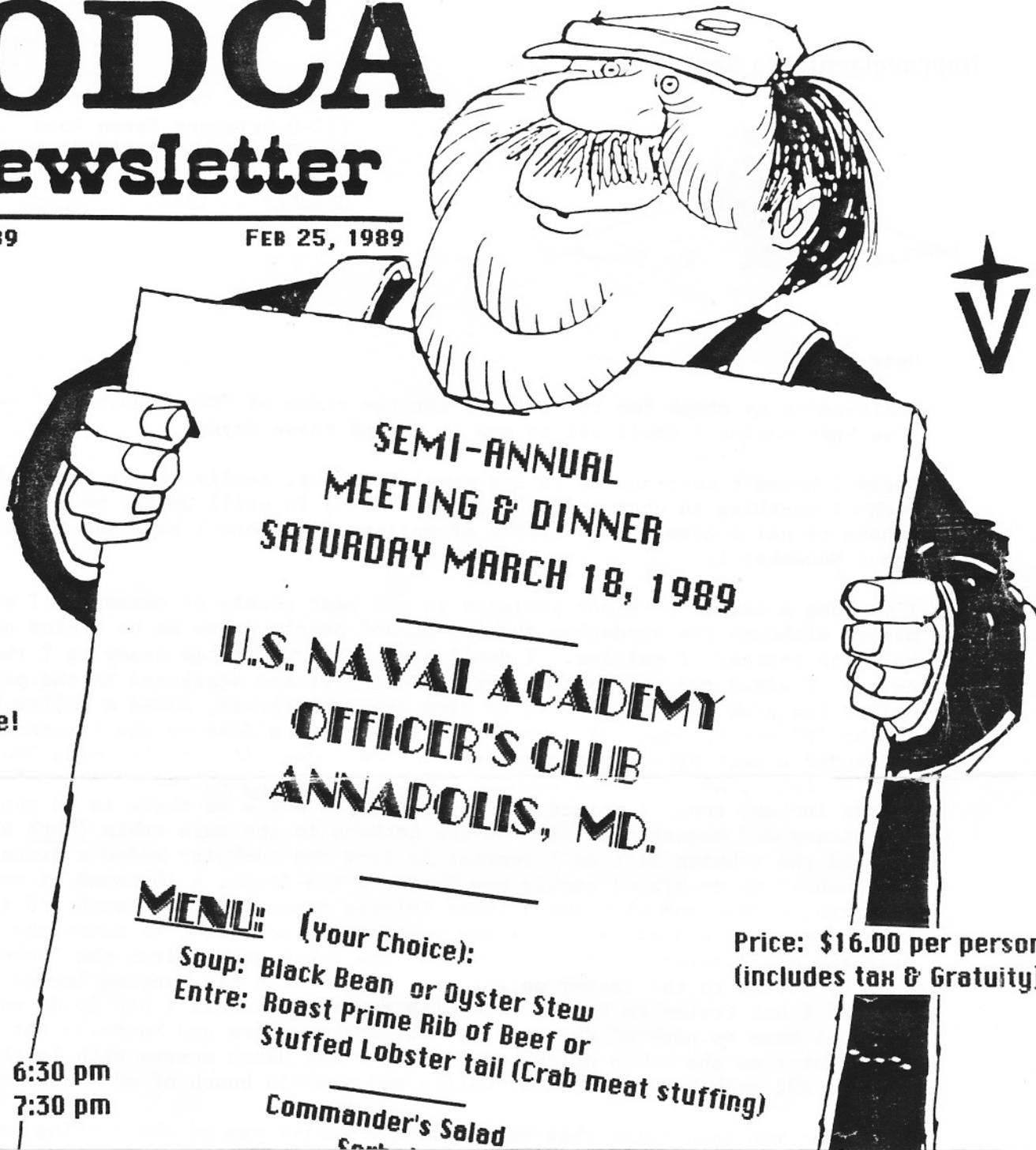


VODCA Newsletter

No 3-89

FEB 25, 1989



Guests
Welcome!

SEMI-ANNUAL
MEETING & DINNER
SATURDAY MARCH 18, 1989

U.S. NAVAL ACADEMY
OFFICER'S CLUB
ANNAPOLIS, MD.

MENU: (Your Choice):
Soup: Black Bean or Oyster Stew
Entre: Roast Prime Rib of Beef or
Stuffed Lobster tail (Crab meat stuffing)
Commander's Salad

Price: \$16.00 per person
(includes tax & Gratuity)

Cocktails : 6:30 pm
Dinner : 7:30 pm

DOES IT WORK?

In the January 15 issue of *Practical Sailor*, there's an article about a new way of avoiding the dreaded mosquito bites common to all boaters. It needs no electricity, doesn't smell, and will go with you wherever you are. This magic potion, whoops, pill is none other than a vitamin B complex tablet taken once a day. According to the article, "Take one vitamin B complex tablet each day beginning in

the spring and mosquitoes will have no Draculean desire for your blood. It's that simple." And, "A mosquito would appear, hover for a moment then just buzz off. They wouldn't even land." Any takers? If you know about this wonder drug or are willing to try it, please let the editor know your results so that they can be passed along to everyone.

REPRINTED FROM THE JIB SHEET" (CHESAPEAKE BAY TARTAN 27 ASSOCIATION NEWSLETTER)

Improvements to Seajay



Charles J. Trenkle III
117-D Brittany Farms Road
New Britain, CT 06053

October 4, 1988

Dear Sid,

Enclosed is my check for two dollars for the video of "Vega Westbound" -- I've been hoping I could get to see it one of these days.

Sorry I haven't contributed to the newsletter but, really, there hasn't been much of anything to chat about. Seajay (#1869) is still on her mooring and I hope to get a couple of weekends of sailing in before I have her hauled about November 1.

I've done a couple of minor projects in the past couple of seasons. I say minor, although the headaches they've caused nearly drove me to taking up knitting instead of sailing. I don't seem to be nearly as handy as I thought. Anyway, I added two collapsable water tanks port and starboard in the main cabin, pulled the sink out of the head to give me more storage, added a filler piece in the "V" berths (even if I never use them), put a door on the forepeak cuddy and added a deck pipe to make an anchor rode locker (it barely holds 300 feet of 5/8 line: I may cut this down to 250 feet so I can get my 30 feet of chain in the locker, too. I splice the rope onto the chain so there is no shackle.): put hinges and magnetic catches on the lockers in the main cabin (much better): changed the topping lift so I control it from the cockpit: added a Bruce anchor (25 pounds) so my ground tackle now includes the Bruce, a 20-pound hi-tensile Danforth, a 20-pound plow and a light folding grapple (I've enough 5/8 inch line to stock a store): put in a new vent on the port side to match the one over the head: shifted the fuel tank for the cabin heater from the locker under the "V" berths to the locker on the port side by the big hanging locker (the trouble I had trying to bend copper pipe to fit! And all I had to do was to fit fuel hose as part of the line! That cost me hours and hours.): put down Treadmaster on the cabin soles and fixed the two hatch covers with latches (they cost me \$32 each but work really well): and a whole bunch of odds and ends.

I've been run into twice this season (while Seajay was on the mooring no less). Both "hit and run." One time the hit-and-runner left severe gouges on the top of my starboard gunwale. Looked as though someone had taken an axe to it. Most irritating. I suppose it was a COR on a bow roller.

I've gotten some sailing in -- nothing exciting, just weekend trips this year for one reason and another.

And I guess that's all except, could my address be corrected? It's ended up as 1176 Brittany Farms Road and it should be 117-D Brittany Farms Road.

I look forward to seeing the video.

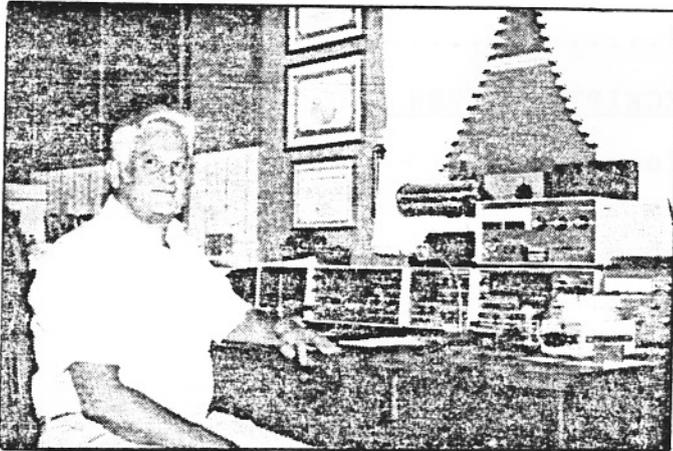
Sincerely,

Charles J. Trenkle III

CQ - ALL VODCA HAM OPERATORS:

THIS IS A REPRINT OF AN ARTICLE ABOUT OUR JOHN RITTER (FREIHEIT #1037), TAMPA, FL.

CSX Engineer Plans Amateur Radio Expedition to Soviet Union



Every amateur radio operator has a desire or dream of packing up his radio equipment and going to some far away country or island, putting up an antenna, and talking with other amateurs around the world.

This dream has become a reality for Johnnie Ritter as he has been invited by the Soviet Government and the Federation of Radiosports of the U.S.S.R, to take part in a Radio Amateur Expedition to Ayon Island, which is about fifty-five (55) miles off shore from the town of Pevek, located in the Soviet

Arctic. Twelve (12) Russian amateurs and six (6) American Amateur radio operators have signed for the expedition.

It will take place starting February 10, 1989 and ending February 20, 1989. The group will meet in Moscow on February 5th, with transportation furnished by the Soviet Armed Forces to the Pevek area.

Johnnie has been an amateur radio operator since 1947 and has talked to other hams in all fifty states and one hundred and sixty eight foreign countries. (His call is "W4MBQ".)

He started with the Seaboard Air Line Railroad in December, 1950, and was promoted to Engineer in 1957.

We are hoping this endeavor is fruitful as to the continuing good relations between America and the Soviet Union, also we further CONGRATULATE Johnnie on his invitation to participate in this momentous event!

COURTESY "TAMPA TRACKER",
newsletter of the CSX CORPORATION

Welcome to our crowd!

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VODCA)			
Name	<u>JEFF NOLAND</u>	Home Phone	<u>(312) 934-7065</u>
Spouse's Name	_____	Work Phone	<u>(312) 934-7060</u>
Address	<u>261 WOODWORK LANE</u>	Zip Code	<u>60067</u>
	<u>PALATINE, IL</u>	Boat Name	<u>A BIENTÔT</u>
Hull/Sail No.	<u>1472</u>	Year	<u>1972</u>
Colors: Hull	<u>WHITE</u>	Cove Stripe	_____
		Spinnaker	_____
YACHT CLUB	<u>NONE YET</u>		
WHERE BERTHED	<u>HOPEFULLY MONTROSE HARBOR</u>		
Radio: CB	_____	VHF	<u>X</u> Amateur _____



The VHS Video tape "Vega Westbound" still available for viewing - \$2.00



VEGA ONE DESIGN CHESAPEAKE ASSOCIATION

TREASURERS REPORT - 30 NOVEMBER 1988

Account Balance - December 1, 1987.....\$2,943.96

RECEIPTS - 1988

Gross Dues (Including initiation fees
and prepaid dues for 1989)

Dues (including 15 prepaid for 1989
and 2 prepaid for 1990).....\$1,536.00
Initiation fees..... 75.00
1,611.00

Interest earned on checking account 149.36

Rental fees for VHS VEGA tape..... 12.00

Receipts from burgee sales..... 60.00

March Dinner 227.00

Miscellaneous receipts..... 1.99

Total Receipts..... 2,061.35

EXPENSES - 1988

Newsletter (Including reproduction, postage,
dues notices, Manual postage).....2,105.68

Reproduction of VHS Vega film..... 71.63

March Dinner expense..... 283.49

Reorder of burgees from World Flags..... 160.00

Reorder of checks for VODCA account..... 19.42

Total Expenses..... 2,640.22

Checkbook Balance 11/30/88. 2,365.09

NET WORTH

Burgees on hand (26) at \$7.00 each..... 182.00

Checking account balance..... 2,365.09

TOTAL ASSETS..... \$2,547.09



"TARCA THE OTTER" (CONTINUED)



IN LAST MONTH' NEWSLETTER NICK & JENNY COGLAN WERE ON THE VENEZUELAN ISLAND OF MARGARITA EXPLAINING HOW INEXPENSIVE THINGS WERE THERE.

=====

You can see why lots of yachts come here to stock up! Yachting hardware, of course, being imported, is relatively expensive - but gas and diesel fuel are actually cheaper than water. Car batteries are about \$15.00 apiece and many boats have bought the excellent locally built "Caribe" inflatable dinghies, for about 1/2 the price of equivalents in the US and Canada.

There were 30-50 yachts in the most popular anchorages of PORLAMAR and PAMPATAR, and at the latter an American lady, married to a Venezuelan husband, has set up an operation called "Shore Base Yacht Services" to cater exclusively to the foreign yachts. They offer dinghy security, will do your paperwork for you, order in marine supplies, etc. Boats whose crews do not speak Spanish were finding their services especially helpful.

From Margarita we headed out again, to the remote offshore islands of LA BALANQUILLA and LA TORTUGA. These are both relatively low and flat (Max about 60 feet high), very wild and desolate. The snorkeling on Balanquilla was the best we have experienced anywhere including the Pacific. We have a small guide-book to the tropical fish of the Caribbean and by the time we finished here we had checked off about 90% of the listed fish. Once again, the only inhabitants are fishermen who either live aboard their open launches or in palm thatched shacks on shore. They are very friendly and several times brought us fish, refusing any payment. On shore there ugly black iguanas, parrots in the mangroves, and wild donkeys. The fishermen have dug wells, but the freshwater supply is brackish at best and unreliable. Here and there on shore, in lonely groves of cactus, you find graves, marked by stones and perhaps a whitewashed cross of sticks bound together by wire. On Blanquilla is a primitive little home-made shrine to the Virgin Del Valle, patron of the fishermen. A candle always burns there, and the fishermen say that if it goes out the fish will go away. You could spend days beachcombing. Apart from some new shells, I found a set of shark's jaws, 2 ft diameter complete with approximately 600 razor-sharp teeth! All in all, these are wonderful places to spend a couple of weeks on your own. The only negative feature was a small dirt strip on La Tortuga, which attracted light planes from the mainland (50 miles distant) at the weekend. The pilots like to buzz the yachts at masthead height; we were quite pleased, though, to find the very recent wrecks of two Cessna aircraft at the end of the airstrip. They don't always get it right!

We came back to the mainland at the resort city of PUERTO LA CRUZ. We have now begun to cruise slowly east again, ultimately hoping to be back in Grenada, to haul out, in late October. The coastline east of Puerto La Cruz is a national park and is one of



the two or three most beautiful and protected cruising areas we have been to. We are surprised, in fact, that the charter fleets have not yet discovered the area. Dozens of islands are cloistered within a few miles of the shore, and on the mainland, deep fiords and bays cut into the high jungle-clad mountains. Although, as I have said, there are now a lot of foreign yachts in these waters, you never need to share an anchorage.

Typically, there is a light westerly of 5-10 knots in the morning, a brief rain shower in the early afternoon, then an equally light easterly in the evening. At night the sea is mirror calm - you can see the stars reflected in it! The typical anchorage is virtually landlocked up to 1500 feet on all sides, mangroves to the water's edge and, at night, not a sign of human habitation. You can hear parrots in the trees, sometimes monkeys, and on one island we became friends with a semi-tame toucan. The ocean water feels like tepid bathwater.

Hoping you enjoyed your summer. We'll try to keep you in touch with our travels, and look forward to a VODCA newsletter or two when we pick up our mail in Grenada.

Yours,

Nick + Jenny



WELCOME ABOARD!

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VODCA)

Name ARTHUR SMITH

Spouse's Name _____ Home Phone (301) 745-9511

Address Box 83 Work Phone () _____

ST MICHAELS, MD Zip Code 21663

Hull/Sail No. 1812 Year 1973 Boat Name _____

Colors: Hull WHITE Cove Stripe RED Spinnaker WHITE

YACHT CLUB MILES RIVER YACHT CLUB

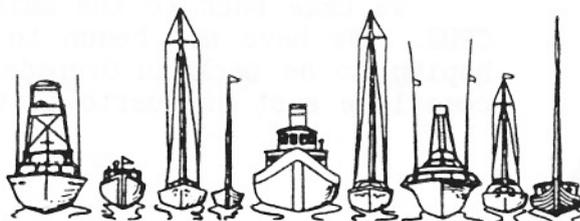
WHERE BERTHED _____

Radio: CB _____ VHF Amateur _____



Used Mainsail Wanted

Thomas Genereux
358 Arlington Avenue
Bayville, NJ 08721
Tel: (201) 269-1989



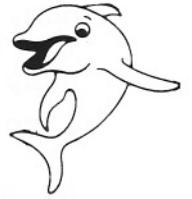
Joseph J. Dimock, 

510 East 41st Street

Savannah, Georgia 31401

(912) 234-1205

September 14, 1988



Dear Sid,

Thanks very much for your letter of September 1st. and all of the fascinating information enclosed. Up until now I have felt sort of a loner since first owning "Ilse".

"Vega Owners' Repair and Maintenance Manual" will be a big help as the original manual that came with the boat says nothing about engine maintenance and certain other things that are of interest.

We used to own a Dickerson wood ketch. I liked it fine but the maintenance on a wooden boat in this climate is very costly. We bought "Ilse" in 1983 in South Carolina and have kept it in this area since then. We use her mainly for inland waters and coastal sailing.

Since owning her, have installed a Marinetic circuit breaker board for the 12 volt system. The wiring now is in good shape. The shore line is a Hubbell type with circuit breakers.

As mentioned on the phone we have a Volvo MD 6A model two cylinder raw water cooled diesel. I am gradually learning something about its problems and hopefully how to prevent further ones.

The siphon device that I mentioned is an anti-siphon. The raw water hose is lead from the pump outside of the engine compartment into the starboard locker just aft of the refrigerator area. It goes up in a loop with an anti-siphon at the top similar to the ones used on marine toilets. Apparently I did not check the opening on the siphon as it clogged and caused water to enter the engine and seize the pistons. That required a major overhaul. Now I keep the siphon device open with an ice pick or other small tool to prevent this happening again.

The raw water pump on the engine requires occasional work: replacement of the impeller or sometimes the entire "guts" including the shaft and O rings. I keep a set of socket wrenches just for that purpose.

This year I installed a new primary fuel pump, the off the engine, and it works fine. It takes a lot of fooling around to bleed the fuel lines and get the engine running.

We like the Vega very much. It is so well built as compared to many American boats. I have not had a problem yet under the mast support as have heard about. We don't do any rugged sailing, anyway.



She came with a hand bilge pump in the starboard after end part of the cockpit. I had to renew it which I did. Right now, for some reason, the pump does not work but perhaps the hose does not reach down into what appears to be a deep sump under the engine fiberglass bed. I don't see how I could install a submersible type pump..

As there are only the two of us, I sold the spinnaker when I got the boat. We have a very good jib and storm jib, also a 170 genoa. Incidentally, Bacon in Annapolis has some wonderful buys on sails if you give them the exact dimensions.

Joining VODCA seems exciting to us. We have only met ~~one~~ person who owned a Vega. It was in sorry shape the last time I looked at her. Ours was sort of neglected too, when we bought it too as the owner had suffered a serious health problem.

By the way, if the Tidners are in the Savannah area, please have them give us a call. We would like very much to meet them and have them here for a visit. That and other voyages like theirs are inspiring to us. Too old now for a transocean voyage, but nevertheless we know she is a seaworthy boat!

Sid, thanks again for your letter and all the fascinating enclosures. Now we shall have someone to talk to about Ilse and her engine besides the Volvo man in New Jersey.

Enclosed is our check for membership as per your letter.

Best wishes!

Sincerely,



PLEASE WELCOME JOE DIMMOCK!

Joe

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VODCA)

Name Joseph J. Dimock, IV Home Phone (912) 234-1205

Spouse's Name Mildred Work Phone (-) -

Address 510 East 41st Street

Savannah, Ga. Zip Code 31401

Hull/Sail No. 2503 Year 1975 Boat Name ILSE

Colors: Hull white Cove Stripe blue Spinnaker none

YACHT CLUB none - USCG Documented

WHERE BERTHED Young's Marina, Wilmington Island, Savannah.

Radio: CB - VHF yes Amateur -
 WYC 2423



PART II OF LAST MONTHS LETTER FROM JIM SHELDON -

(PRIVATEER CHANCE, #1976)



Most people don't realize that the charging system in most sailboats is totally inefficient and made for automobiles that charge as they go - i.e. as the engine runs. In a sailboat you run the engine this evening to charge and then use that stored power tomorrow or even ten days later. This is why most cruisers charge every night and cuss the poor results.

The problem is primarily in the design of the regulator and secondarily the size of the alternator and batteries. To charge properly both need to be junked, because the regulator needs to be a totally different design, the alternator needs to be rated at 25% of a larger battery capacity, and special deep cycle batteries are required to hold this type of charge. The secret is that the charge must be in the batteries' "Mid-capacity range", between 50% and 85%. In this range batteries accept a fast charge. Discharging below that range will cause damage to the batteries. Above that range charge acceptance is too time consuming. This is the quick and dirty nutshell.

Last year we put in a four battery, 400 amp hr system with a 60 amp automotive alternator and a manually controlled regulator to test out the theory of the mid-capacity system. We were amazed; we averaged over four days between charges. The system proved itself. Now to find a supplier. "Practical Sailor" magazine brought us the answers in articles on the overall subject.

Cruising Equipment Co. in Seattle (as well as another company) has developed a system that is economical for the cruising small boat sailor. The heart of the system is the regulator/monitor/controller that applies instrumentation to the batteries and supplies information that allows the sailor to automatically control a 100 amp or larger marine alternator so that the batteries are charged quickly within the mid-capacity range and not overcharged. We are installing a controller, a 100 amp temperature compensated marine alternator and four 6 volt 130 Ah batteries in seriesed pairs, along with some further details. Cost with spares and details is under \$1500, plus 8 to 10 hours of installation labor. That seems like a lot of money and it is, but it is in the same ball park as a Harken furling/reefing system and other large ticket items. For the cruiser it pays because you get an efficient system to use daily without skimping that will work for ten to fifteen years with proper care.

One point I should mention is that most shore power chargers have no control on overcharging batteries. If left on too long batteries will be boiled and eventually boiled dry and thereby ruined. Ours is by Guest Corp. and has badly damaged our present batteries.

The Autohelm self-steering system is a great convenience that eliminates many weary hours at the helm. It seems to work well except when there is a sea on an aft quarter.

The Loran has been a great help. The most spectacular use of it was to enter Tennants Harbor, Maine in a dense fog. Another time, when I did not agree with my Loran, I made a buoy five miles south of the one I wanted. This was in fogged in-Buzzards Bay. The Man upstairs obviously looked after us!





Bilge pumps are a life and death item. First you need the largest manual plastic body diaphragm pump that Whale makes (Gusher Titan @ 25 gpm, 3.3 ft. of lift and 1.7 ft. of head) and mount it under the cockpit sole. The lever rocks back and forth and will save your skin in a tough situation. If I could only have one pump this would be my choice. Boat U.S. and West Marine Products carry this.

As for the electric pump, ours is a Jabsco Water Puppy that will pump 6.3 gpm @ 2.1 psi. It will lift water five feet at that rate and pressure and has a power draw of 6.8 amps. The problem we have had has been in finding the proper control system. We first put in a "Rule" control panel and float switch. Forget the float switch; it is trouble. We are now replacing it with two PAR Hydro-Air Pump controls, one to control the pump and one for an emergency warning of high water if the pump fails. We have had high water over the batteries three times in five years and do not wish to move our batteries. A separate alarm is mandatory. Only air tubing and pickups go into the bilge. There is nothing to jam. Hoses and their layout are critical; we could have sunk last year, had we not lived aboard! Do not use bellows type hose; it chafes through easily. Use polytubing and a safety vent loop in the discharge to prevent water from backing up and flooding, as happened to us. Strainers should be on the intake of all bilge pumps - or more trouble. M&E Marine Supply is an excellent source for details of this kind.

I do hope I have given you information you can use for several VODCA issues. The main reason I have delayed getting this information to you is adequate experience with the system or product. As I said earlier, I would be happy to detail a particular system or item to interested Vega owners.

I hope you and your family are doing well and that it is not too hot in Orlando. In northern Texas we are sweltering in 100+ temperatures!

Very truly yours,

Jim

James R. Sheldon
JRS/dcs

WELCOME TO VODCA!



VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VODCA)

Name Bob Gaskins Home Phone (714) 768-5020
 Spouse's Name Anna Work Phone (714) 855-6600
 Address 23756 Via Porton Zip Code 92691
Mission Viejo, CA
 Hull/Sail No. 1561 Year 1972 Boat Name Anna G
 Colors: Hull White Cove Stripe Blue Spinnaker _____
 YACHT CLUB _____
 WHERE BERTHED Dana Point CA; Slip C-22
 Radio: CB _____ VHF _____ Amateur _____

SUNDOWNER CREW NEWSLETTER SUMMER '88

NEAR MUTINY AVERTED AT LAST MINUTE!

SUNDOWNER and crew participated in this year's Newport Yacht Club Memorial Day Regatta to Block Island. Facing 25 knot winds and 10 foot seas, SUNDOWNER got off to a flying start at 1000 AM on Saturday, 28 May and through expert seamanship and nautical knowledge, maintained it's first place position for several hours until forced by opposing currents to relinquish the lead. By the time the entrance to New Harbor was in sight, the seas had taken their toll on the crew. While the Captain had his beer, the crew's liquor locker had jammed shut! A near-mutiny was averted just before desperate measures were taken to open the cabinet.

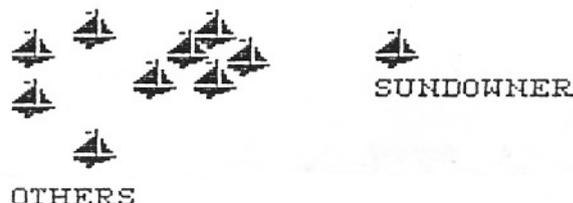
Cooler heads prevailed, and the vodka was duly recovered. The mood of the crew improved rapidly once drinks were made, and we entered Block Island harbor at 1930 for a well-deserved R&R. The stay at Block was enjoyable and the trip back to Newport was interesting, but the consensus of the crew was that the race was too early in the season to be truly enjoyable. Next year we visit the NYC while they go to BI!



NEAR VICTORY!

This overhead view of the race was taken from the Goodyear Blimp. Notice the strong lead taken by SUNDOWNER at the start of the race - you can hardly tell that the anchor line is being dragged behind the boat.

TO BLOCK ISLAND-->



ENGINE PROBLEMS SLOW RETURN TRIP

SUNDOWNER'S return trip to Newport on Monday was almost as exciting as the trip out. With faltering winds and beam seas, the Captain started the engine. After a short time, it became apparent to Nanci that we weren't moving very fast. Just after she passed on this observation, a noise from the engine room was heard - sounding like someone dropped a bag of M&M's - and the engine was stopped. With Nanci reluctantly at the tiller, the Captain replaced two fanbelts in record time while the boat rolled in heavy swells. The engine was restarted but continued to run poorly, moving the boat at about 3-4 kts. After several hours of this, SUNDOWNER arrived at the Navy marina. Just as she turned into the marina, the engine stopped altogether, but we coasted into the berth with our momentum. Subsequent inspection of the engine indicated a bad distributor cover, which has now been replaced, but it was an exciting end to our first cruise in 1988!

SUNSHINE NEWSLETTER
SUMMER '88

NEAR VICTORY

NEAR MUTINY AVERTED
AT LAST MINUTE

VODCA



C/O SIDNEY A. ROSEN
10615 WHITMAN CIRCLE
ORLANDO, FL 32821



FIRST CLASS

PAUL HALVACHS
300 SECOND AVE. S.E. -BOX 43
ST. PETERSBURG , FL 33701



HALV300 337012074 1B88 02/25/89
NOTIFY SENDER OF NEW ADDRESS
HALVACHS
6015 W B ST
BELEVILLE IL 62223

