

# "Fair Winds"

Dedicated to Mr. Sidney A. Rosen 1919-2000

## The Newsletter of the American Vega Association



### 9-Tails - A Cat's Life

by Bree

**Meow!** It's been a while since I've

pawed the computer, Dad kept leaving for work and not turning it on for ME!

It has been a busy time for my Mom and Dad, both of them took turns and left to go hunting far away. At least their clothes smelled of a far away place and what else are you doing when you doing when you go away but hunt? I don't like it when either of them goes away and I am very patient about keeping watch until they come home.

I've been helping to get the boat ship shape for our sailing trip in September, I know for a fact all the rope on board is sleep worthy. Mom is kind of worried about taking me to a different island for a week but we had a long talk about it and I promised to keep my paws on OUR deck. (I do hear that Kauai is the

cat's meow!) Dad has been working hard to get the forward bunk done, the sawdust has been making ME sneeze but Dad promised to make ME a special shelf to sleep on. I can't wait to help Mom varnish; although she said something about using my tail.....I think I might just take a nap instead.

(Continued on page 2)

### Opening Shot

By Chuck Rose

**Running behind as usual,** I'm

writing this in a hotel room in Palm Springs where I am attending a five-day business meeting.

You will notice some changes once again. I hope you like the way your newsletter is evolving. Bree, the Living Aboard Cat is back. I was finally able to bribe, er, convince her to deliver her column before deadline. Of course it helps that I'm nearly a month late with this issue. Part two of "Preparing Your Vega for Offshore Cruising", somewhat abbreviated because my scanner quit on me, begins on page 3. Another unfortunate effect of that particular equipment failure is that there are no sticky notes or handwritten letters this time and so there are somewhat fewer pages than usual.

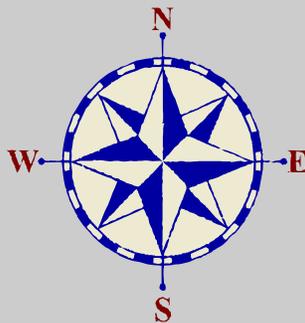
"Opening Shot" is full of apologies this time. We're late and short on pages, but,

(Continued on page 2)



### In This Issue:

- **Preparing Your Vega for Offshore Cruising: Part 2**
- **The Nav Station: Upcoming events and News**
- **Sisterships**
- **Nine Tails: Bree, the Live-Aboard Cat tells all!**
- **And More!!**



## Opening Shot

*(Continued from page 1)*

to make up for these shortcomings, I think we have pretty rich content. By the time I get the next issue out, I should have all the technical problems resolved and have a detailed report for those unfortunates who couldn't make it to the Rendezvous at Pender Island. Aloha,



### Contributions

You may submit contributions via e-mail by sending text or graphics to:  
Vega1860@netscape.net

Manuscripts, photos or drawings may be sent via conventional mail to:  
SV Lealea  
PO Box 88784  
Honolulu, HI 96830-87874

Contributions submitted via snail mail will be returned only if accompanied by a self addressed stamped envelope

## 9-Tails

*(Continued from page 1)*

All sorts of new stuff on the boat to play with, Dad got in a cleaning frenzy when Mom went away last month and took all their "cold weather" clothes and stuffed them into some cushions. (I figure just one coat should be enough) Mom and Dad lay on them but they look to ME like things that need to be pounced on and taught a few things. We get into some great fights at night. (Lions and Tigers and Bears, Oh My!)

Dad has been getting lots of mail for me to sleep on, and I thank everyone for that. If anyone has any questions about ME or my life on the boat, write my Dad and he will read ME your letter or e-mail Dad at

Vega1860@netscape.net

Keep your Paws on Deck!

Bree



## The Nav Station

*By Chuck Rose*

By now I expect most of you have your plans for summer pretty well firmed up. Once again, many thanks to member **Brian Hofler** (V1039 "Lyra") for putting the

### Pacific Northwest

**Rendezvous** together. Laura and I will be there. I hope you all can make it too. Here are the most up-to-date details as of press time (once again edited from Brian's email notices on the Yahoo egroup):  
**Place: Port Browning, North Pender Island, Canada**  
**Date: Friday June 29 to Monday July 02, 2001** (let Brian know if you will be coming in on the Friday or the Saturday)

Cost: \$21.60 / day (does not include electricity)

From: "Brian Hofler"

Date: Thu Jun 7, 2001 5:03 am

Subject: Pacific North West Rendezvous Update

Hello All;

Just an update to keep everyone informed.

Six Vega's are confirmed for the Rendezvous at Port Browning and I know more are intending to come. If you cannot get a place on the dock, don't despair.

The anchorage is great and amenities are close. My wife and I usually anchor in the bay.

A lady named Sheila Critch and her husband Walley will be attending on Vagery. She

*(Continued on page 8)*



## Preparing the Vega for Extended Offshore Cruising (Part 2)

By Nick and Jenny Coghlan "Tarka the Otter" V1639

Reprinted from the VODCA Newsletter No.8/9/90, Jun/Jul 1990

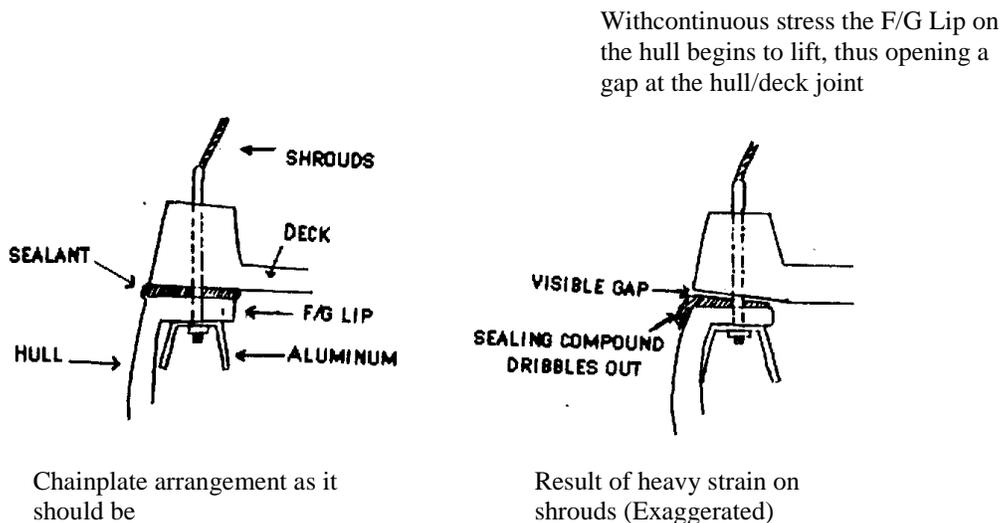
### RIGGING

Before we left we replaced our forestay with the next one up, and this new forestay was the only rigging failure we had (which implies that the Vega was rigged with high quality material to start with). Failure took the form of one of the 19 strands breaking. Only a 5 percent loss in strength, but impossible to haul a sail up beyond the snag. We put the old forestay back on and then, when we could, got hold of some 6mm 1 by 19 wire and installed it with two Sta-Lock fittings. In case of, rigging problems, the common wisdom is that you should carry at least one spare stay at least as long as your longest piece of standing rigging. This will normally be the forestay. You don't have access to roller swaging, so you need some Norseman or Sta-Lock fittings (The latter are easier to fit) and wire clamps for hasty emergency repairs. A set of bolt cutters is necessary, not only for fabricating your own rigging, but also for the awful scenario of having to cut loose a collapsed mast and rigging. Many people wonder if they should go to double backstays but, coldly considered, there is little point in this. In the event of a catastrophic backstay failure (and the backstay anyway takes less strain than the other stays) the sails and the mainsheet would hold the mast up and a temporary backstay could easily be improvised with the lopping lift.

The best way of checking your rigging (and you should do this whenever you can) is visually and by running a hand down it. Burrs are a sign of imminent failure. You should actually pay more attention to the end fittings than the wire itself. I go up the mast before every offshore passage to check on things and pay particularly careful attention to the nine lower fittings. In particular, look for hairline cracks in the turnbuckles (bottle screws). I have replaced four or five in four years. It's also worth putting frequent squirts of WD40 down the top of swage fittings - you never know what might be happening inside!

The 'chainplate' arrangement on the Vega is, of course, unusual and though I made frequent internal checks of it, I can't fault the principle of it and see no reason to go to more conventional chainplates. We did experience a slight lifting of the lip on the hull (see the following diagram (B)

(Continued on page 4)



(Continued from page 3)

which had the effect of opening up the outside of the hull-deck joint a little; a problem best solved with liberal supplies of silicone.

All the stays and shrouds need periodic adjustment, but don't over tighten them. This can have the effect of forcing the mast down too heavily. For the forestay, I pull it towards me at head-height with one finger. You should be able to bring it back about 2" toward you. It is vital that your fore and back stays have toggles at both ends - i.e. They can take the tension in any direction.

Also, never tighten the turnbuckles by putting a screwdriver in the gap. Use the screwdriver to hold steady the fork that goes into the stay (so that you don't wind or upwind the stay) then use a large adjustable wrench on the turnbuckle.

### CLEATS

We found an extra cleat immediately behind the bow cleat to be very useful, especially when anchored on all chain. It is vital to have two cleats here in the Panama Canal. For backing, use quarter inch aluminum, or heavier.

### FORWARD HATCH

Its advisable while at sea, to always use the forward hatch when going forward to change sails etc. It is much safer than leaving from the cockpit and making your way along the deck. With constant use the hatch arms take a lot of wear. We went through two. Also, be sure your gasket material is of the best quality as the hatch sometimes takes green water over it. 'Ensolite' type closed cell foam is good.

### CHIMNEY (if you have one)

This needs careful seating up if it is at all close to deck level

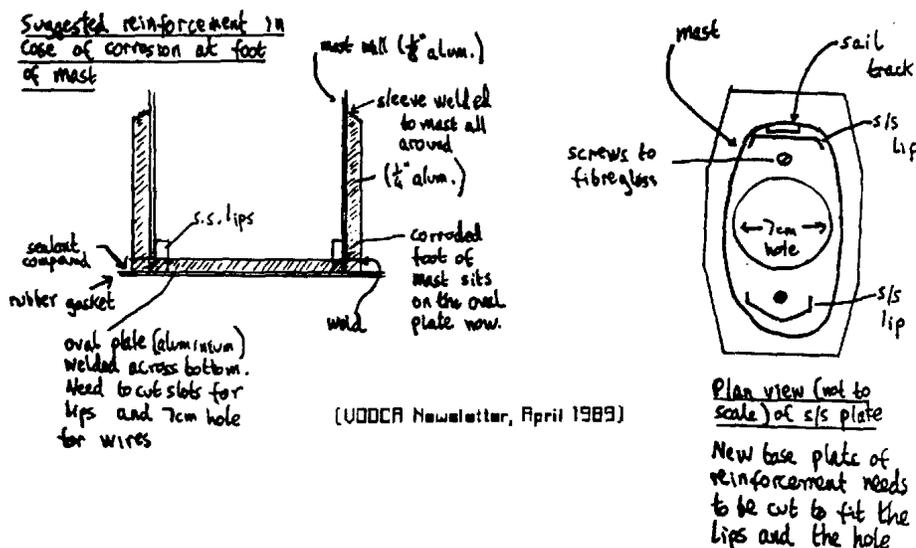
### MAST STEP (exterior)

The mast step was our main single problem. Simultaneously we had compression and subsidence on one side of the fiberglass step and a corrosion problem at the very foot of the mast.

To solve the former problem, we lifted the mast off, filled the depression with Marine-Tex, then applied several layers of alternating chopped fibre and woven fiberglass. The stainless steel base plate is held in place by two screws which are easily removed.

The latter problem was, I think, caused by repeated dousings of seawater in heavy seas. Some of which probably got in through the two small bleed holes, and which set up electrolysis between the stainless steel base and the aluminum mast. The thin rubber gasket that is supposed to insulate the two has long since cut through by the minuscule movement of the mast. The simplest solution would be to simply cut an inch off the bottom of the mast and re-step it. But only if you can take up the resultant slack in your shrouds and stays. Instead we had a four inch high aluminum shoe built (see below) and welded

(Continued on page 5)



(Continued from page 4)

onto the bottom of the mast cutting a hole in the bottom for wires and the two necessary grooves to fit onto the stainless steel plate. This was previously detailed in a VODCA newsletter. (*Editor's note: That would be about twelve years ago, 1989 perhaps. Anyone out there have a copy?*)

As a preventative measure, douse the foot of the mast frequently with fresh water.

### **MAST SUPPORTS (Interior)**

We experienced a degree of flexing in the main beam, especially when beating, meaning it could become difficult to fully open the head door, but the problem is no more serious than when we left. As a precautionary measure, we carry a pre-cut beam ready to jam vertically under the mast. You should note that you need to support this on another pre-cut cross beam and not directly on the false floor molding, which will not take any great load. By inserting a cross beam, you transfer the load to the hull.

The mast load is designed to be transmitted to the hull via the two vertical posts and the bulkhead itself. Our load is indeed traveling this route, but after four years we now have a faintly visible ridge on the outside of the hull, coinciding with where the bulkhead is glassed in. I can't think of any remedy for this, for it does indicate that the stresses are going where they are supposed to.

### **RATLINES**

Ratlines tied at 15" intervals between the upper and lower shrouds on either side allow the crew to climb and keep a good lookout in coral waters; they are also very useful for drying laundry.

### **LIFELINES**

High lifelines, running from the pulpit up to a chest-high ratline and down again to the stern pulpit add a little extra security at sea (Though you shouldn't be attaching your harnesses to the lifelines). We laced in the lifelines forward of the mast, which makes it more difficult for sails and parts of sails to disappear overboard.

### **JACKLINES AND PAD-EYES**

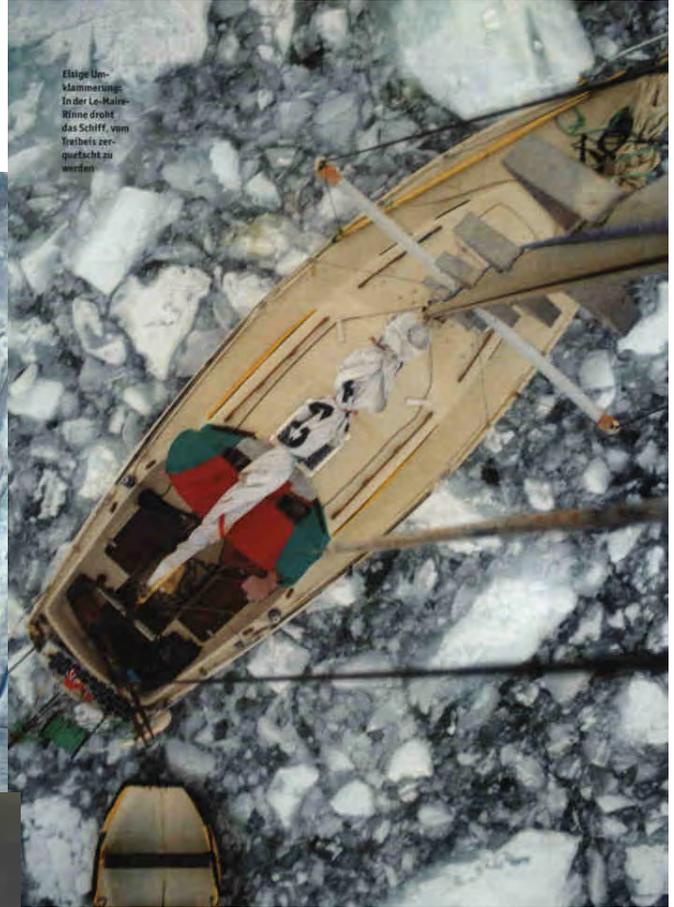
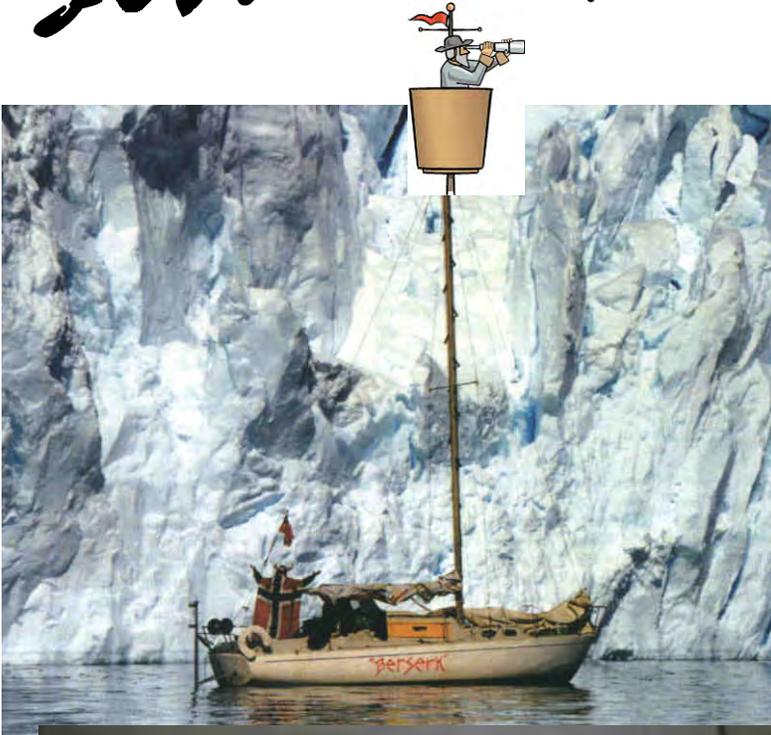
We ran a pair of plastic covered stainless jacklines from either side of the coach house at deck level. Each end was secured to a heavy SS Padeye with aluminum backing plates. When on deck, you should always clip on your tether, either around the jackline if you intend to be moving about, or straight to the padeye. We also installed two padeyes in the cockpit, one close to the normal steering position and one at the back of the cockpit, allowing access to the windvane. We made it a rule offshore, always to wear the tethers at night, in rough weather or when the other person was asleep. Your tether should be 5' long with stainless steel climbing type snap link that can easily be undone but which cannot accidentally undo when pulled the wrong way against a padeye (Climbing ones are *usually* made of aluminum). It is easy to make your own harness out of seat-belt webbing or climbing tape but be sure that the arrangement is such that it can't tighten up on your ribs under load. When changing jibs at sea, always go up to the bow through the forward hatch—never around the cabin trunk.

### **WINDOWS**

There is a risk of the main windows popping out under the impact of a heavy sea (Though we never actually took one that would have caused such damage.....) I cut one-inch wide, half-inch thick strips of plywood to run above and below each window, then had two appropriately sized pieces of lexan cut (Lexan is virtually unbreakable, but quite expensive, and, after four years in the tropics, ours has lost its sheen and makes the interior of the cabin a little darker). We then through-bolted, through the lexan, wood and fiberglass, leaving the front and back open. The result: Permanent storm-shutters. I don't believe in temporary ones being kept in a cockpit locker, as it would usually be too late when one got around to getting them out.

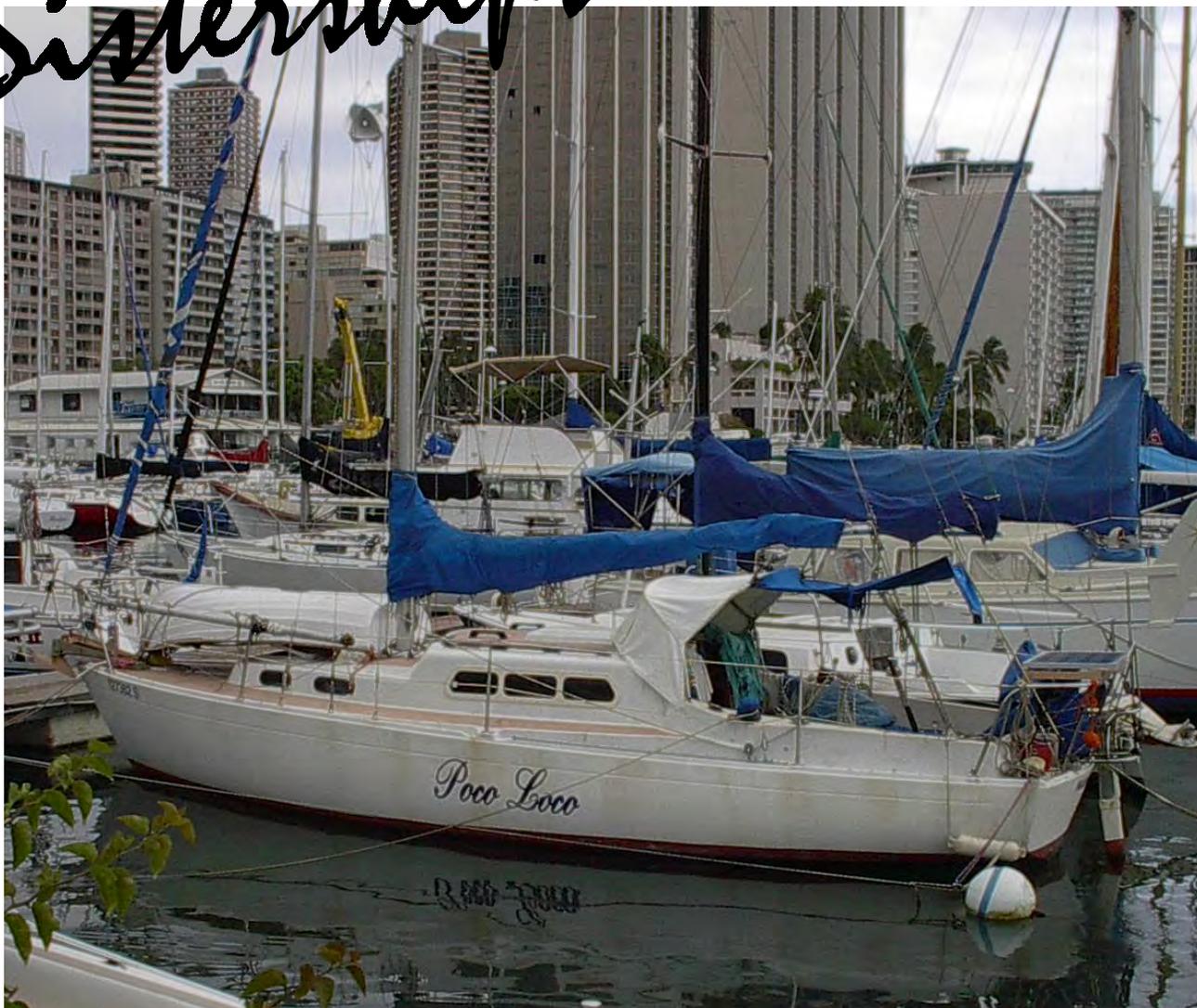
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# Sisterships



**Berserk** shown here during her voyage in the Southern Ocean, struck a submerged object and sank after cruising the Antarctic and rounding Cape Horn.

# Sisterships



*After reading the email from Doug at right, I went to WYC to see if I could interview Basin. She wasn't around but I did get a photo of Poco Loco for you.  
Chuck*

From: Doug Lupton <dлуption@l...>  
Date: Tue May 22, 2001 8:46 am  
Subject: Around the World Single Handed

"Basin" has just arrived at Waikiki Yacht Club in Honolulu, Hawaii, after single-handing from Tahiti in a Vega 27, "Poco Loco". She is an extremely pleasant woman and I have had only a short conversation with her. I will attempt to get her on the "net" on one of my office computers in the next few days. She has quite a few stories to tell. She found the Vega, "Poco Loco", at a marina in Panama, and if I have the story straight spent 104 days rounding the "Horn". She did have another woman aboard for that passage, but was knocked down in Antarctica after a collision with a container or other submerged object. More to follow when I can get her to a computer. Aloha  
Douglas Lupton

## The Nav Station

*(Continued from page 2)*

says that her husband is a musician so...bring your instruments

and lets party....Another individual, Max Baer aboard Siliqua has contacted me. He will be arriving as well.

So to recap:

Waywise, Lorna Doone, Lyra, Akvavit, Siliqua and Vagery are the designated docksiders.

If you wish to be on the dock...contact me ASAP and I will contact the marina to reserve more spaces. And the question comes

up...what will we do...well apart from visiting and getting to know each other, I suggest

a pot luck (don't worry there is a large grocery store there to stock up on favourite items), perhaps a dingy race (anyone feel active?) a group dinner at the restaurant should not be a problem...Bring your ideas and your enthusiasm...

Diana and I did sail to Port Browning over the May long weekend. We spoke to the marina operator and confirmed that 6 spaces are reserved for Vega over the July weekend. There is also a cabin reserved, I assume that is for you Chuck?? *(Yup, That would be us. Ed..)*

The operators are very low-key...you can interpret that anyway you want.

Diana and I had a great time. There is a pub / restaurant and shower /toilet facilities (although little used)...There is a new grocery store, bakery, liquor store, gas station etc within walking distance of the Marina.

For those of you coming from Washington state, it is easy to pass by East Point and Boiling Point Reef at the southern end of Saturna Island and come in from that direction. There is a nice little marine

*(Continued on page 10)*



### CHARTS

3477, 3313, page II. SCN Map B5.

### APPROACH

Either S of Razor Point or via the Pender Canal.

### ANCHOR

Off Hamilton Beach in the SW or to the E of the public wharf. Exposed to the SE.

### DEPTHS

6 - 8 m (19.5 - 26 ft). Holding good in mud.

### PUBLIC WHARF

15 m (49 ft) long. Generally used by local boaters.

### MARINA

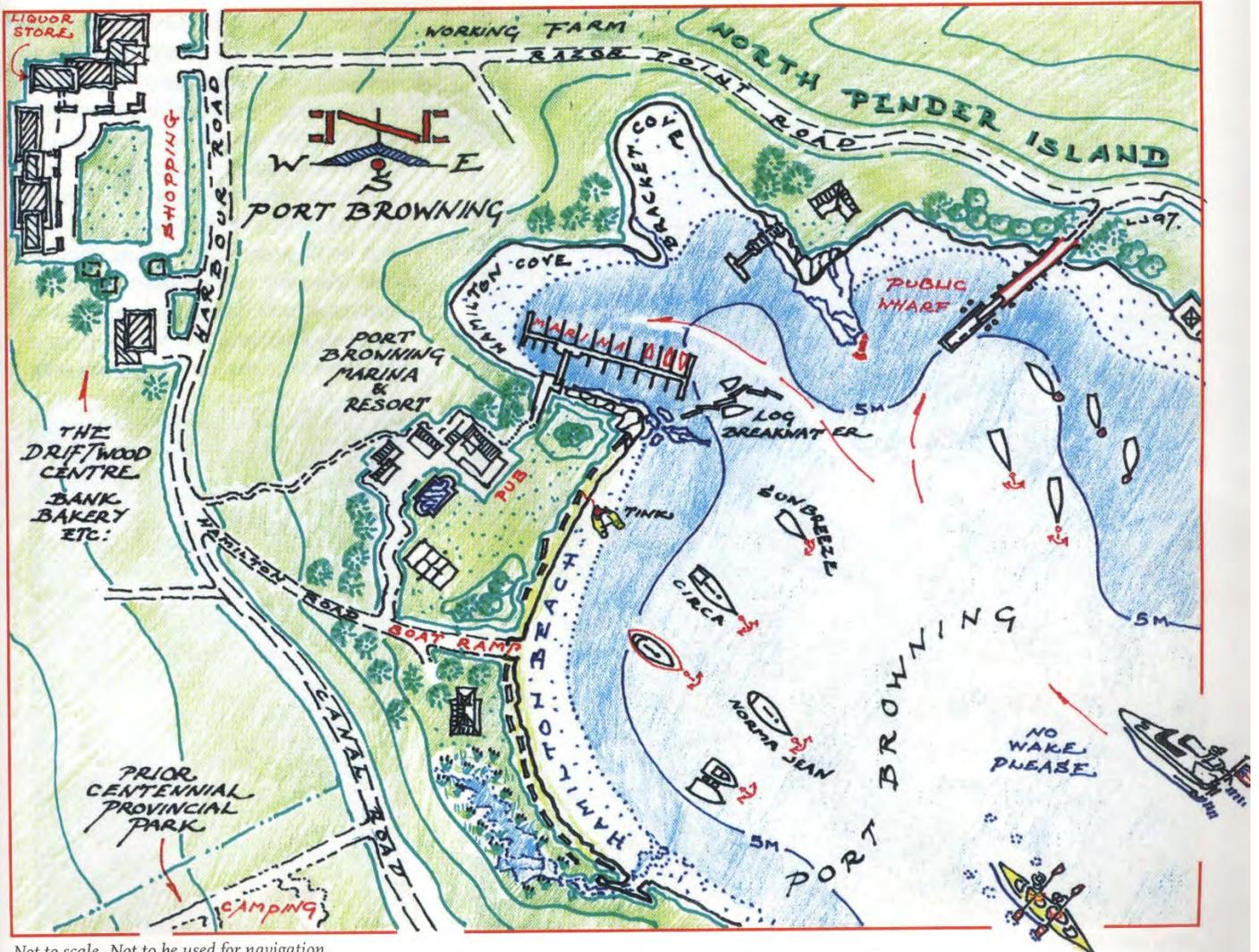
PORT BROWNING MARINA (250-629-3493) has a customs phone-in line and resort facilities. Enter close to the breakwater.

### BOAT LAUNCH

On the beach at the foot of Hamilton Road.

*Note: Reduce speed and observe "No Wake" signs.*

# NOT FOR NAVIGATION



## The Nav Station

*(Continued from page 8)*

park at Thumbo Channel (Cabbage Island). Good shelter from South Westers. There is more but my fingers are tired. Cheers

Brian—Lyra 1039  
(604)-820-7301

### **Nor'east Rendezvous:**

While the Northeast Vega Sailors haven't come up with anything yet, the Albin Cruisers have extended an invitation to their rendezvous. Here is the email from Tim Hall with the details:

Hi All!

If any of you folks are interested we are going to be holding our 2001 AlbinCruisers Rendezvous July 20-22 at Crockers Boat Yard, 56 Howard Street, New London CT 1-860-443-6304

We would welcome any Albin Vegas that would like to join us. Each boat must make their own reservations with Crockers. So far there are about 10 boats attending from around New England and as far away as North Carolina. Feel free to drop me a line for more info.

Tim Hall  
Medford, MA  
1970 A25 "Purrfect"  
AlbinCruisers  
List Moderator  
<http://groups.yahoo.com/group/AlbinCruisers>

### **Mid-Pacific Rendezvous (Hawaii)**

Here's the scoop:

**Place: Nawiliwili Boat Harbor and Hanalei Bay, Kauai, Hawaii**

**Dates: Friday, August 31, thru Monday, September 3, 2001**

### **Planned activities (So Far):**

The Nawiliwili Yacht Club has agreed to co-host this event and there will be a Vega class in their annual Labor Day Race from Nawiliwili to Hanalei on Saturday - Crews welcome on local boats. Party at the end of the race. Luau - the kind they only do on Kauai with Hawaiian entertainment and local style food (All diets are hereby suspended)- Sunday evening, location TBA

There will be two or three boats sailing over to Kauai from Oahu and there may be crew berths on one or two of them. For anyone who wants to fly in, there are direct flights into Lihue or island hops from Honolulu. If you need help with accommodations let me know. For anyone thinking of sailing over, it would be three or four weeks sailing time from the left coast so you would have time to get here from Port Browning after Brian's event if you're up for it. It would be really great if we could get a few mainland Vegas to Hawaii for this event. Anyone who wants to attend please let me know as early as possible and I'll give you all the help I can.

From: **Thomas D. Hamill**  
via email

Date: Fri May 4, 2001 5:08 am  
Subject: FYI: Coming on PBS or "I hope we're doing it rather than watching it"

May 2001 -**CRUISING AMERICA'S WATERWAYS**

PBS television schedules are created at the local level, so always check with your local PBS station for exact dates and times.

This new 13-part series beginning on PBS in May 2001 (check local listings) acquaints viewers with waterfront America and Canada using water travel to reach and enjoy interesting places, people and activities. **CRUISING AMERICA'S WATERWAYS** features a crew of three cast members - including series host, singer/songwriter Jonathan Edwards - who cruise through a mix of North American lakes, canals, rivers, oceans and fjords aboard a variety of watercraft - from a 30-foot powerboat to a luxury liner. The series has earned national Chris, CINE, Communicator, Telly and Videographer awards. Episodes include:

\*

"The Keys - Miami to Key West" (Part 1) The crew begins a trip from cosmopolitan Miami to laid-back Key West, Florida. There's an Everglades airboat ride, spectacular tycoon and South Beach art deco architecture, snorkeling, a ride on the African Queen in Key Largo and charter fishing in Islamorada.

\*

"The Keys - Miami to Key West" (Part 2) The cruise through the Florida Keys continues with a dolphin swim in Islamorada and a visit to a turtle hospital in Marathon. In Key West, there are stops at the Key Lime Pie Factory, Shipwreck Historeum, Hemingway's home and the famous Sunset Celebration in Mallory Square. The journey concludes with a catamaran ride to the Dry Tortugas.

\*

*(Continued on page 11)*

## The Nav Station

*(Continued from page 10)*

"The Champlain Canal/Lake Champlain" (Part 1) Traveling north on the Hudson River and through the Champlain Canal of New York State, the crew discovers this area's military and industrial past amidst the beauty of the Adirondack and Green Mountains.

\*

"The Champlain Canal/Lake Champlain" (Part 2) Cruising on Lake Champlain (the sixth Great Lake), the crew keeps watch for Champ, the legendary sea monster.

Along the way, there are tours of Vermont's Shelburne and Lake Champlain Maritime museums, charter fishing and a talk with the captain of a Champlain ferry boat.

\*

"Big Ships: Cruising on a Grand Scale" (Part 1) Luxury liner cruising is the focus of this adventure, which begins in Montreal, Canada. Ports explored include Quebec City and its historic district; Nova Scotia's Cape Breton Island; and Halifax, with its strong Titanic connection and some of the most beautiful public gardens in North America. There's also whale-watching along the picturesque Saguenay Fjord.

\*

"Big Ships: Cruising on a Grand Scale" (Part 2) This episode features a rare behind-the-scenes tour of the ship's bridge, engine room and kitchen. Ports visited include Bar Harbor, Maine, to tour Acadia National Park and also to do a little lobstering; Boston for a unique "Duck" tour on the Charles River and a visit to the oldest commissioned warship afloat in the world – the U.S.S. Constitution; and Newport with its famed yachting history and Gilded Age

"cottages." The ship passes the Statue of Liberty and Ellis Island before docking in New York City's harbor.

\*

"The 1,000 Islands – U.S. and Canadian Ports" (Part 1) The crew travels along New York's Oswego Canal to the Port of Oswego, gateway to the 1,000 Islands region. While in Oswego, the crew watches tall ships do battle and tours a D-Day tug and a haunted lighthouse before journeying to Sackets Harbor, an important naval center during the War of 1812. In Kingston, Ontario, the Wolfe Island Bakery, Fort Henry and the first lock on the Rideau Canal are visited.

\*

"The 1,000 Islands – U.S. and Canadian Ports" (Part 2) The international cruise through the scenic 1,000 Islands region continues with visits to the renowned Antique Boat Museum in Clayton, the Remington Art Museum in Ogdensburg and the magnificent Boldt Castle. Along the way the crew enjoys a traditional shore dinner, complete with Thousand Island dressing, of course!

\*

"New York State's Finger Lakes" (Part 1) Featuring a landscape carved by Ice Age glaciers that left behind deep lakes, waterfalls and gorges, the Finger Lakes region is one of America's top vacation destinations. The crew visits the craft studio of the trend-setting MacKenzie-Childs on Cayuga Lake, stops in Ithaca for tips on boating with pets and on crewing and tart-making at Cornell University, visits some of the region's picturesque parks and docks at a vineyard in this world-class wine-producing region.

\*

"New York State's Finger Lakes" (Part 2) The trip continues to the birthplace of women's rights, Seneca Falls, and then on to Watkins Glen for racing and a tour of a salt plant, and Canadigua for a visit to Sonnenberg Gardens. Along the way there are flying boats, grape pies to sample and a tour boat cruise on Skaneateles Lake.

\*

"Small Ship Cruising – New England Islands" (Part 1) Exploring New England Islands aboard a small cruise ship carrying only 84 passengers, the trip features the untouched natural beauty of Cuttyhunk and the popular Martha's Vineyard, including the Black Dog Tavern, the oldest carousel in America and a shipyard building a classic wooden boat for host Jonathan Edwards.

\*

"Small Ship Cruising – New England Islands" (Part 2) The cruise continues with stops in Nantucket to learn how Nantucket Baskets are made; Block Island with its Victorian hotels, lighthouses and Great Salt Pond; and Newport for spectacular fireworks and tours of Marble House and the International Tennis Hall of Fame.

\*

"The Concert at Sackets Harbor" It's all music and fun as series host Jonathan Edwards performs in an outdoor concert on the shores of beautiful Lake Ontario in the 1,000 Islands region of New York State.

Day & time: check with your local station



**Membership Application**

**Name:** \_\_\_\_\_

**Postal Address:** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Country:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**First Mate:** \_\_\_\_\_

**Hull/Sail No.** \_\_\_\_\_

**Boat Name:** \_\_\_\_\_

**Home Port:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_

**New Member** \_\_\_\_\_ **Renewal** \_\_\_\_\_



**Membership Information**

Membership dues are currently **US\$12** for one year for members residing in the United States. International memberships are **US\$15**. Membership includes a subscription to Fair Winds, published six times a year. Make checks payable to :  
**Chuck Rose**  
**SV Lealea**  
**PO Box 88784**  
**Honolulu, HI 96830-8784**

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