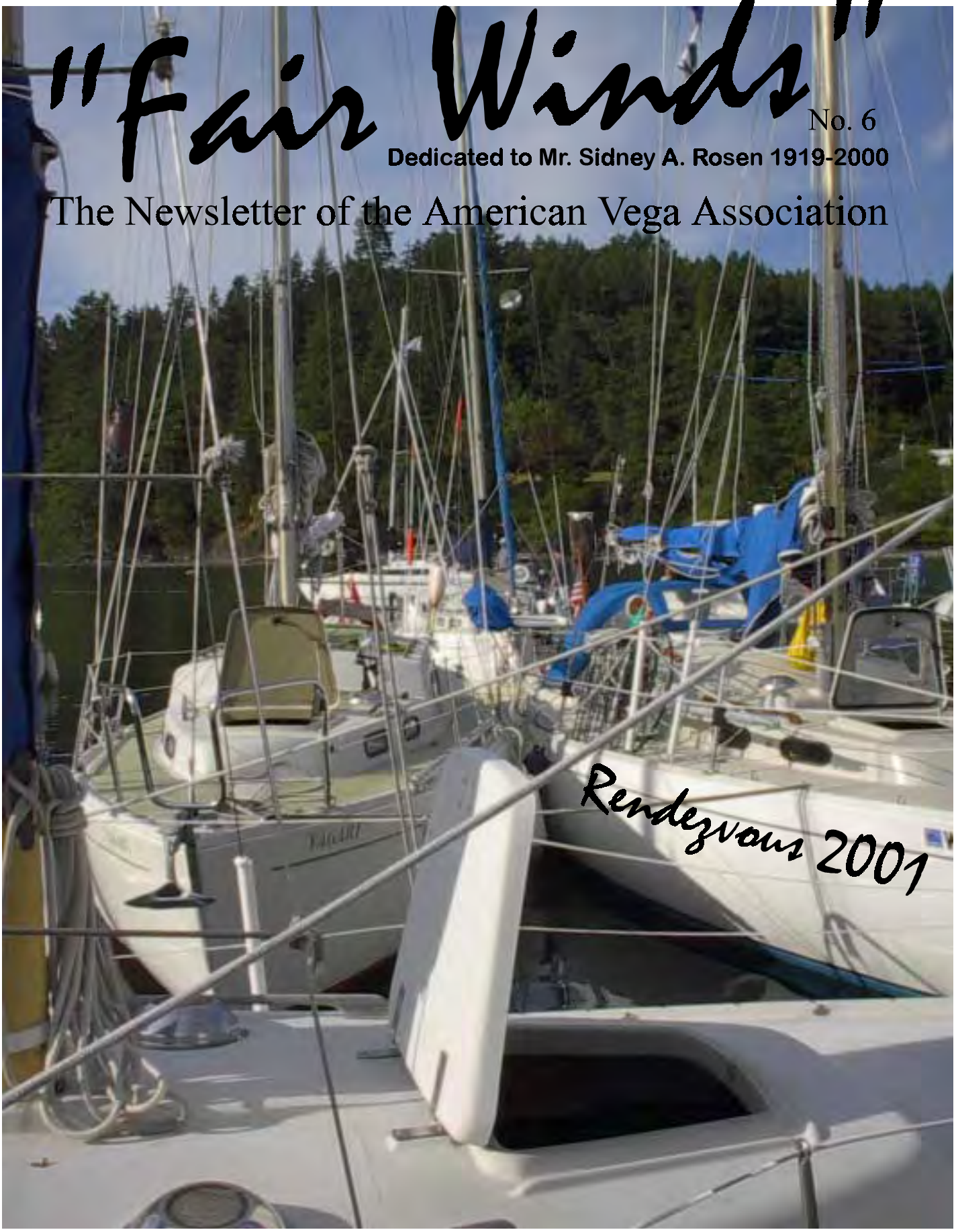
"Fair Winds"

No. 6

Dedicated to Mr. Sidney A. Rosen 1919-2000

The Newsletter of the American Vega Association



Opening Shot

By Chuck Rose

It was late in the afternoon, though the sun was still quite high, as we motored up the inlet towards Port Browning. Gene said that he thought that a boat approaching from the North looked like it might be a Vega so I had a look through the glasses. I couldn't be sure but I thought he might be right. Scanning the horizon beyond the point to the North I thought I saw another possible Vega farther out. Both seemed to be heading our way. Turning the glasses toward our destination, I thought I could see a Vega burgee flying from an appropriately sized mast which turned out to be **Akvavit.** Now, at this point I have to be honest and admit that Gene was a VERY good skipper who paid particular attention to the morale of the crew and approached the matter in the time honored tradition of the great navies of the world; with alcohol. Which is my excuse for my total inability to remember who, besides Ken McMillen and Bear were there when we arrived. I'm pretty sure that either Peter Bell or David Bolton, possibly both, were already in when Gene Suess and I and Lorna Doone tied up. Immediately upon securing our lines two more boats, the ones we had seen on our way in, arrived. What followed was a whirl of line handling and introductions. I eventually got most of it sorted out. And so began the 2001 Vega Rendezvous in North America. Laura came by car the next day with **Trish Suess** and that made us twenty **VEGAtarians** (To use a term I first heard from **Brian Hofler**) at Port Browning. I have to say that we all had a grand time getting to know each other and visiting from boat to boat; checking out all the details, asking and answering questions, eating , drinking, talking, laughing together and acting like we were all at a family reunion. I had so much fun . I left

(Continued on page 4)

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

The Nav Station

By Chuck Rose

This issue and the previous one have been a real challenge for me. My job has been demanding more and more of my time this year and a lot of the work on both issues was accomplished in hotel rooms and on airplanes during business travel. In fact, these words are being written on my laptop between flights in LAX. *(Several paragraphs of whiney drivel removed by editor)*

My business travel requirements also led to the cancellation of the event I had planned with **Nawiliwili Yacht Club** on Kauai. My employer sent me to Kona on Labor Day weekend to support a promotional even sponsored by our Dealer there. Still, it has been a landmark summer for Vega sailors in North America. The Rendezvous at Port Browning, put together by **Brian Hofler** was a tremendous success, as you will see by the coverage elsewhere in this issue, and soon we should be able to tell you about plans for Rendezvous 2002 which we expect will be at Friday Harbor.

This should be the last of my heavy travel schedule for a while; no more trips

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Signals From the Fleet

Here are a few excerpts from the Yahoo E-Group **http://groups.yahoo.com/group/AlbinVega.**

Hi Tim and Fellow Vega Sailors:

One of the great things about you Vega people like Tim on trailers is the advice we all receive from each other. In case anyone runs into a need for a gel coat match on a Vega herewith some info to file away after some lengthy research and a lot of blind calls:

Last year, our Vega was hit at its mooring on the forward portside quarter. The gel coat skin was broken in three places and there was a star shaped hit above the boot stripe. With a professional's help we matched the gel coat by buffing out a clean gel coat sample apprx. 1.5" sq. (no blemishes or defects please) to get as near perfect match as possible under a spectroscopy analysis linked with a computer database of existing gel coats. Our sample was matched in this way by a Company called Spectrum: 1410 37th Street NW - Suite F - Auburn, WA 98001 Telephone: 800-754-5516. Cost for a whole quart was reasonable - about $70 delivered by UPS. A professional is doing our work for us and he recommended this amount to repair the damage and all the dings acquired over the years as well. There are two kinds of kits, one for do-it -yourselfers with instructions and extras, and one for professionals with just the gel coat. If you need help ask for Mr. Kelly Raume at this Spectrum number.

Steve Birch of The Vega Britain group advises that after Vega 3100 each Vega had three gel coat colors one each for the topsides/hull; one for the deck; and one for the coach roof.

Ours is Vega 3228. Older Vegas apparently were of the monochrome variety and hence easier to match-up.

We had to replace our running lights as one was sheared in above accident. We chose a set from Hella a German concern. Polycarbonate case, acrylic lenses and stainless fixture suspending a 10w bulb above any possible condensation. Hella says cases are "watertight yet vented". Price was $40 for a set delivered. Steve Birch says his group offers a special anode assembly that bolts onto the Combi unit for 22 British pounds. I am contemplating this but am fearful of angering the Combi gods. Our unit must have a guardian angel because our Combi drive is quiet, virtually vibration free, and very fuel efficient. I am reluctant to add anything to this temperamental mix but need some sacrificial anode protection. Any other ideas out there? If I could back our Vega in a straight line on the rare occasions needed.....

Hope this helps someone.
Jim

----- Original Message -----
From: Tim brown
Sent: Wednesday, June 20, 2001 9:46 AM
To: Albin-Vega@yahoogroups.com
Subject: Re: [Albin Vega] trailer

hello all,
I built a trailer for my vega using a trailer , tandem axle, which was used to move a construction trailer.<one of those little mobile office things you see at contraction sites>... picked up the trailer for $50.00 had the bearings redone and new wheels, $150.00 and then had electric brakes put on, $100.00 , then i took a cradle from the boat yard, and welded it into the trailer frame. the results was a sturdy trailer with very little tongue weight and a easy pulling and cornering setup. i have moved the boat a couple of times from boston to LA ... beats shipping the boat out!

incidentally, the only problem for me is where to keep the thing as the boat is in the water year round. if anyone wants it...let me know. its located north of boston.

tim

(Continued on page 22)

Opening Shot

(Continued from page 2)

the photography to Laura so we got some great pictures. So did **Brian Hofler** and **Gene Suess** so this issue is packed with photos of boats and the folks who sailed in them to the Rendezvous. This issue's "Sisterships" feature is expanded and given over entirely to the Rendezvous beginning on Page 3. Many thanks to **Gene** and **Trish Suess** for taking us along in **Lorna Doone**. ***(And for their warm and generous hospitality)***

"Preparing your Vega for Offshore Cruising Part 3" is on page #18.

I wonder if one of our readers could jot down something along the lines of "Preparing your Vega for Club Racing" ?

After spending a few days with Gene and Trish and Lorna Doone I can't resist doing a feature on this finely fitted Vega. Look for it in an upcoming "Sisterships".

For Mitzi and everyone else who asked about the ceiling I'm putting in Lealea's forward cabin see the photos at right. And to everyone: I hope you enjoy this special issue.

Aloha

Above, the port side showing vertical 1/2 inch plywood strips epoxied to the hull and the olefoam insulation. The foam sheet is cut to fit between the plywood anchor strips then bonded to the hull with waterproof contact cement. Bronze screws fasten the 1/4" thick by 2" wide oak strips to the plywood battens. As usual, surface preparation was the hardest part.

Below, the almost finished product on the starboard side. The strips (14 per side) are ripped from a 2"X10" plank, at least 86" long to allow for the longest strip required (Which will be the bottom strip on the port side). We chose White Oak for this because we like the grain and the lighter color as compared to the Sapele woodwork standard in the Vega. It makes a nice contrast and brightens up the cabin. We used the same treatment in the curved footwell between the dinette seats and for the table top and everywhere else that the former plastic liner was exposed.

"Hey! VEGAtarians! Over here!"

The photos on the following pages were taken by **Gene Suess** (right), **Brian Hofler,** and **Laura Wong-Rose**. You know the old saying, "A picture is worth a thousand words." I do not believe I could adequately describe the fun and the camaraderie we experienced together at Port Browning, but I am certain that the photos on the following pages will do the job with a minimum of comment from me. Enjoy.

MV "Vega Leader" (I am NOT making this up) heard about the Rendezvous but was unable to get a berth at Port Browning

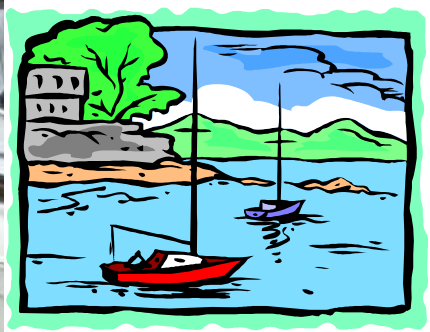
That's **Gene and Trish Suess** and **Lorna Doone** at right. I really can't thank them enough. They went out of their way to take care of Laura and me. They put us up at their house, loaned us their car, fed us and took us along on Lorna Doone for the trip. Thanks again you guys. You're the greatest!

Tony and Ros Craggs on beautiful **Chasquis** (left)

Lisa, Alice & Max Baer aboard Siliqua *(above)*

Peter Bell and Walkabout

Here we all are looking up at **Gene Suess** *(see pg. 3)*



Judy and **Ken** played host the first evening aboard **Akvavit**. (below) From the forward corner on the port side, working aft - **Michael Bolton, Chuck Rose** and **Ken McMillen**. On the starboard side from aft, **Mitzi** and **Bear Johnson, Francis Bolton** and **Judy Schwan**

At left, aboard their **City Zoo**, our newest members, **Bear** and **Mitzi Johnson.** City Zoo became one of the social centers of the weekend, shown below, Mitzi and Bear at right share a bottle of wine with **Ken McMillen** and **Trish Suess.**

Vegas in the morning sunlight at Port Browning (above) What a sight!

At left, **Francis Bolton, Laura Rose** and **Judy Schwan** relax in the cockpit of **Aquavit**

Sheila and **Max** enjoying breakfast aboard **Vagary**

Brian Hofler *(Right)* trying out Judy Schwan's inflatable sailing dingy, and **Diana** with **Lyra.** *(Above),* Laura tried to get a shot of each skipper and crew with their respective boats. Pretty challenging, really, since everyone was busy going from boat to boat, socializing and comparing innovations and modifications to each other's vessels.

At right, **Wally, Bear** and **Chuck** discuss the meaning of life over beverages on the dock.

Below, **Ken McMillen** on **Aquavit**

Rendezvous 2001

Who was there?

- True North - Frank & Mary-Theresa Smith (*left)*
- Siliqua - Max & Alice Baer + Lisa (*pg.5*)
- Chasquis - Tony & Roslyn Scraggs (*pg.4*)
- City Zoo - Bear & Mitzi Johnson (*pg.7)*
- Lorna Doone - Gene & Trish Suess (*pg.4)*
- Aquavit - Judy Schwan & Ken McMillen (*pg.6*)
- Lyra - Brian & Diana Hofler (*pg.10)*
- Tuatara - David & Francis Bolton (*pg.15*)
- Walkabout - Peter Bell (*pg.5*)
- Vagary - Wally & Sheila Critch + Max (*pgs.9&14)*

True North *(above)* with **Frank** and **Mary-Theresa Smith** couldn't stay but did make an appearance

At right, Pot-luck dinner on the docks (I had no idea that a Vega could hold so much wine!) Left to right - **Ken McMillen, Judy Schwan, Francis** and **David Bolton, Trish Suess, Chuck Rose** and **Gene Suess**

Evenings featured food, wine and conversation, spirited, reflective, warm and joyful until dark around 10PM

Peter and **Judy** *(above)* **Max** and Granddad **Wally** *(right)*

The folks at **Port Browning Marina** were not prepared for a dinner party of 22 **VEGAtarians** but they rose to the challenge.

On our last evening together we dined on the best Port Browning had to offer and toasted our heroes; **Brian Hofler** for organizing the event and **Sidney Rosen** for our inspiration *(Above).*

(From Left below) **Trish Suess, Michael** and **Frances Bolton** and **Tony Craggs**

Preparing Your Vega for Offshore Cruising – Part 3

SAILS

We bought new sails from J.R. Williams (The Hamble, UK). For headsails we carried a drifter, Genoa, No.1 jib, No.2 jib and a storm jib, using the dimensions recommended in the Vega Owner's Handbook. In addition, after 10,000 miles, we had what we call a 'cyclone jib' made, *about half the size of the recommended storm jib* – in addition we have found the recommended sail areas for given wind conditions to be rather too large. Of the headsails, we never used the drifter an only rarely the Genoa. The No.1 and No.2 jibs were our workhorses, with the two storm jibs as vital standbys. The larger storm jib was in day-glow orange; hideous, but probably a good idea.

For each sail you need a wire strop of a different length in order to get the sail as high off the foredeck as possible. *(Editor's note: I prefer to use a three-part jib tack downhaul which eliminates multiple strops and allows the height of the sail above the deck to be adjusted. It can also be used to tighten the luff of the jib from the cockpit and eliminates the need to use a winch on the jib halyard.)* This has three purposes: To improve visibility, to lessen chafe on the bow pulpit and to ensure the sail will not scoop up water in heavy seas. We flew our storm jib about six feet off the deck – just high enough to reach. You may find that close hauled you need to lead the sheets inside the upper shroud.

Because we sere hoisting sails higher than they were meant to go, we were getting wire halyards on the mast winch. This can be remedied by installing a cheek block on the mast about three feet below the winch and leading the halyards through it, then back up to the winch *(Or by installing all-rope halyards. Ed.)*

For the main, we left the roller-reefing as it was but added jiffy/slab reefing which does not jam up and which allows you to keep a better shape in the sail. We installed three rows of reef points, then later added a fourth. It sounds like a lot but we found that we were almost always sailing with at least one reef point in and, if we went again, I'd have the main cut smaller than the recommended size. The fourth reef point effectively serves as a storm trysail and we used it two or three times.

General principals – do everything you can, at all times, to minimize sail chafe, especially at the points where reefs are tied in and where, when running, the sail touches the aft lower shroud.

- We checked our sails before every passage and thus never had to do more than an hour or so of stitching.
- Cable covers and/or baggywrinkle on the lower aft shrouds help minimize chafing
- Using a wind vane means you must make every effort to balance the boat, which usually means reducing the area of the main and increasing that of the jib.
- In the tropics you should always cover the mainsail as soon as you get in. Ditto with the jib. As a safety precaution, we always kept the No.2 jib hanked onto the forestay, ready for a hasty exit under sail in strong winds, but bagged.

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ARRANGEMENTS FOR RUNNING DOWNWIND

Our usual running rig in trade winds of 15 to 20 knots was a poled out No.2 jib and guyed out main with two reefs. A whisker pole is vital; we stowed ours on deck with the hook end through a rope loop at the aft base of the bow pulpit, the spring loaded end clipped into one of the shroud attachments. A short piece of lanyard running from the pole's inboard end to one of the forward grab-rails is a useful precaution against losing the pole overboard when wrestling with it in rough weather. Depending on the length of your pole you may be able to gibe with certain sails just by dipping it and pulling it across to the other side; otherwise you will probably need to drop the sail two or three feet.

For safer long-term running you may want a mainsheet longer than the standard one. This would allow you to let the main out to the point at which the upper half of the sail is touching the aft lower shroud. You will certainly want a preventer guy. We ran ours from the end of the boom, attached with a snap-link, forward to permanently installed blocks lashed to the foot of the first stanchion back from the bow, then back to the aftermost of the tow winch cleats. When gibing you still need to go forward and re-thread the preventer through the block on the appropriate side.

Provided you have reefed down enough, we have found a run in the Trade winds is the Vega's best point of sail. By easing the pole and sheeting in the main, you can actually 'run' as far upwind as about 135 degrees of apparent wind before you need to put the jib over and go into a broad reach (Best with the No.2 jib).

Boat speed? I have heard of Vegas doing 7 or 8 knots consistently, but we rarely allow Tarka over five knots and consider four and a half as our ideal speed. If you start doing six or seven knots, you begin to strain things and, in particular, make your vane do a lot of work. Offshore, we feel conservatism must be your watchword. It is amazing how, in the end, the vast majority of boats all end up doing approximately the same daily runs (close to 100 miles). Our longer runs were as follows:

Vancouver Island to San Francisco	790 miles	10 days
Mexico to the Marquesas	2737 miles	25 days
Marquesas to Tahiti	797 miles	9 days
Bora Bora to Suvarov	701 miles	7 days
Fiji to Brisbane	1512 miles	15 days
Gove to Xmas Island	1937 miles	16 days
Cocos to Rodriguez	2010 miles	18 days
Reunion to Durban	1527 miles	15 days
Saldanha to St. Helena	1687 miles	20 days
St. Helena to Ascension	713 miles	7 days
Ascension to Fernando de Noronha	1099 miles	10 days
Fortaleza to Tobago	1665 miles	14 days

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Monserrat to Colon	1163 miles	10 days
Panama to Acapulco	1265 miles	25 days
Acapulco to Isla Clarion	868 miles	15 days
Clarion to Hawaii	2285 miles	22 days
Hawaii to British Columbia	2598 miles	28 days

Our longest day's run was in the South Pacific – 147 miles, the shortest, 0 (Yes 0!) in the South Atlantic. Fastest sailing was inside Australia's Great Barrier Reef where, on day, with no special assistance from the current, we did 62 miles in 10 hours; slowest was off Central America where, for several days running we did 10 or 15 miles (Under engine).

MASTHEAD INSTRUMENTS

Apart from the trilight, all we had up the mast was a Windex (Wind direction indicator) which I found quite invaluable. Hailstones necessitated a repair (With a section of an old Coke can…) to one of the trailing 'tails'. One must ensure that Boobies are dissuaded from landing on it.

DODGER

Vital. We got a new one from Stanton Marine Services (U.K.), which was fine but expensive. Provided you have the old one, you should be able to copy it yourself. The clear plastic deteriorates fast in the tropics (About one year if you do nothing to protect it) but Armor All seems to extend it's life considerably. A solid frame would be most desirable.

WEATHER CLOTHS

Also very desirable, these are available from John Stanton, but are easy enough to make your own. These stop a great deal of slop from finding its way into the cockpit.

COMPASS COVER

Prolonged exposure to the tropical sun can cause algae to grow inside your compass (Yes this really happened to us) causing it to jam. We incorporated press studs into the bulkhead mounted compass, then made a simple square cover of clothe with four matching studs. We just let it hang down by the two lower studs when we are sailing. We also incorporated a little pocket in the square for a baby flashlight. It is extremely useful to have a compass light.

COMPANIONWAY COVER

In yacht acrylic, attached to the companionway frame by press-studs, we made a zip-up cover for the companionway, with the zip arranged like a capital 'L'. This keeps the rain out and all but the heaviest seas – we never found it necessary to put our boards in.

COCKPIT LOCKER LIDS & FLOOR HATCH

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Without good gaskets, water will get inside all of these compartments. We never really solved this one. Our original gaskets perished and we haven't been able to find satisfactory replacements. The COCKPIT FLOOR GASKET is rather more important. Just hosing the boat down, a lot of water can get in here. Eventually we went to hand-cut 'Ensolite' closed cell foam, which is OK. The heat in the tropics seems to make most gaskets not stick very well.

LIFE RAFT

If you decide to get a life raft (And they cost upwards of $1200 US) then you have two decisions; to have it in a valise or canister and where to put it. The manufacturers say the valise is better because you're less likely to abrade the raft when packing is done and, because a valise packed raft is most likely to be kept below decks or in a locker, it will last longer. We originally had a four-man Avon in a valise but had it repacked in a canister because I realized what a struggle it would be, in an emergency, to get it up into the cockpit. For a life raft to remain accessible on a Vega, you must have it outside.

The traditional place to store one is on the coach roof, but it seemed to me that it wasn't a good idea to have all that weight and windage up there and anyway, you don't want to be climbing around up there in probably horrific conditions. That leaves the cockpit. We stowed ours on top of the lazarette hatch, with strips of wood bolted to the fiberglass on either side to prevent side-to-side slippage. In order to prevent forward and upward motion (Remember, you might have rolled the boat just before you decide to abandon it!) we installed two quick-release nylon straps which were attached to pad eyes on the rear decking and behind the mainsheet track. This means that you can't get into the lazarette locker so in there we kept our emergency five-gallon water canister which we'd need only when the life raft had been thrown overboard. You're supposed to have your life raft serviced every year. Having it done overseas can be a problem; it's vital to find a reputable agency. Anyone that won't let you personally se the raft being test-inflated and repacked is probably not reputable. Horror stories abound about canisters being repacked with bricks or even old National Geographic magazines, a ruse that won't come to light for at least another year and probably many, many miles later. Even with a canister, it is a good idea to make up a good lift-off cover out of yacht acrylic for the raft.

FLARES

To have a chance of being seen offshore you need parachute flares, which cost about $40 each, so hoard al the flares you can. Beg expired ones off your friends (They may not be legal, but they'll probably work) and, when you have your life raft serviced, ask the agency if they can let you have (Free) any shortly-to-expire flares that they may have taken out of freighters' and passenger ships' rafts. I didn't have much experience with flares but when we tried to fire of a SIGMA SKYBLAZER (Small flares, widely available in orange packs of six) in celebration of our circumnavigation, (After taking all sorts of precautions to ensure our flare would not be mistaken for a distress signal) we got no response from any of the TWELVE we tried. The firing chain simply pulled out. A Pains-Wessex 'pencil-fired' flare worked the first time.

BILGE PUMPS

A backup for the regular bilge pump is desirable, and whilst you're installing it, you might as well put it where, if need be, you could pump from inside the cabin – i.e. on the starboard wall of the cockpit well, close to the instrument panel. We installed a Henderson Mark V, stuffing its intake down where the

Continued next issue

Signals From the Fleet

(Continued from page 3)

--- sprague@saltspring.com wrote:

We had a trailer built at a country farm machinery shop. I still have the sketches from which it was built if you are interested. I will be away and not reading these messages until about July 15, if you want copies let me know then. The shop overbuilt the trailer and it is rather heavy. On the other hand it has served since 1982, today I took the boat on it over to get some repairs done, and it still tows like a dream. Electric brakes.
John Sprague, Salt Spring Island, B.C. Flagfish no. 1492.

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From: "Dale Hedtke" <hedtke@uswest.net>
Reply-To: Albin-Vega@yahoogroups.com
Subject: [AlbinVega] Boom Height
Date: Mon, 25 Jun 2001 08:40:30 -0500
I am making a dodger (Sailrite kit) for "Procrastinator" and I need to figure out the height of the boom over the sea hood/companionway opening. Would someone with their mast and boom installed on the boat send me a dimension? Thanks in advance for your help.
Dale Hedtke
Procrastinator" #38

>Walter Brown Responds>
Proctor (English company) made the spars for the Vegas. Boom height varied. Earlier Vegas had a roller furling gear on the gooseneck. Later models rolled the boom on a crank through the mast. The ones with the gear at the gooseneck had the gooseneck on a track, You flattened the sail by pulling down on the gooseneck. I presume by your being #38 that your boat is one of these. As an aside the mast height was changed also. Earlier masts had an external track riveted to the mast. Later model Vegas had the "tall" rig with an extruded track. Mast height was about a foot or so higher. Working sail area was 300 sq. ft. on the earlier boats and I believe it went to 341 on the later ones. Just be sure you know which one you're getting the measurements for and ask if the height is with the gooseneck at the lowest position. Sorry I can't help you more. I replaced Lyric's mast (#120 laid up in 1967) with one from a later model that was T-boned by a sportfisher.

By the way, Harken has alot of useful info on Vegas on their website. It might be of interest to the fleet to figure out which one of us has the last boat made with the sliding gooseneck.
Walt

****

The following letters are the conventional kind, now known as "Snail Mail".

Peter Bell

4 May 2001

Hi Chuck,

Just a hurried note to tell you my new address & to tell you that things are moving here regarding the Rendezvous.

I'm doing my little bit to help here on the Isoand, going around the marinas looking for Vegas & leaving notices on them; have also put a notice in "48 North", the most widely read of local sailing mags.

Some Vegas have been moved - I don't know where; but in Westport & Oak Bay marinas there used to be 12. Now only 8.

Got to go, catch you later.

Regards

Peter,
Walkabout, Vega#707

****

Bill Arnette

9 May 2001

Dear Chuck:
thanks for the call Tuesday Morning and the subsequent FAX. I believe you set a new world's record on my machine. Whew! At least I was

(Continued on page 23)

Signals From the Fleet

(Continued from page 22)

prescient enough to use my roller fed machine.

For your information, the "note pad" notes didn't come out that well and the shaded items like the table of contents (?) on page 1 and the photographs not at all. However, the block and bold letters "MEMBERSHIP EXPIRED" really caught my eye. Consequently I am enclosing a check in the amout of $15 for dues although my records show the check written to you on 2/6/01 has cleared. (Editor's note: I had faxed a copy of the entire newsletter to Bill, just by accident one with the membership expired stamp on the cover. It was an unintentional error on my part) In case the reminder was an oversight, pay me ahead for 2002 please. (DONE)

Now, the owner's manual. I would do a couple of chapters of the manual, preferably one on engines, to get it into the computer. (I have scanners, etc.) I would prefer to work with MSWord but I could use MS Publisher. Publisher has compatibility problems with earlier versions. (I work on a computer club newsletter and everyone seems to have a different version and it has been trouble)
Thanks for all you do,

Bill Arnette
Sommar Bris

Jim Elder

Chuck

Enclosed is my dues & money for a burgee. I have a copy of the manual so please don't send. As I said in my e-mail, I have a copy of Vega Westbound & would be happy to take requests &send them out. I lived in Kaneohe for a year in 1984 so I know what beautiful sailing waters you have. Believe me, the coast of Oregon is rather different..

Yours,

Jim Elder
346 High Street
Ashland OR 97520

****

Diana Webb

Dear Chuck,

Thank you for your recent newsletter. It certainly has set the ball rolling for AVA. Well done indeed.
I spoke to Joop Waganmakers and Joke a while ago. They said they had paid you a visit on their trip round the world. I know them well from previous IFR's & rallies. I hope your 3 rally's get good attendance.

Cheerio for now,

Diana

Bill Slim

3/6/01

Dar Chuck,

Because I sold my Vega, I'm relinquishing my membership in the Association and will no longer want the AVA News.

I'm sorry about this, especially seeing what a good job you're doing. Actually, I'd planned to stay on, but find that the interest (mine) is lacking.

As for my boat, No 403 (eight Bells) it was completely destroyed by the individual who bought it from me. Cutting off the cabin top so to raise it (wanted more head room) didn't work out. I'm surprised he wanted more head room since he apparently lacked that portion of his body.

Best Regards,

Bill Slim

PS Project was abandoned as was the boat.

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Finally, this anonymous email that I felt would benefit all of us. Will the author please stand up and take a bow?

While taking a solo cruise on Lake Michigan the 1st week in September, I managed to

(Continued on page 24)

Signals From the Fleet

(Continued from page 23)
run aground on a sandbar near Sheboygan Wisconsin and ultimately loose my boat in a storm. I hope now to relate a story and provide a lessons learned.

I'd left my home port of Michigan City on the Southern point of Lake Michigan with the idea of adopting a destination which was easily sailable. Turned out to be Port Washington WI at a NW heading at close reach. I'd covered the distance of approximately 145 statute miles in about 24hrs. Port Washington had no slips available and was lined with sheet pile and rock revetments. There was a lot of wave action in the harbor with winds of about 20kt. So I decided to go back out and sail up to the next port, Sheboygan. Based on last experience, I did not want to go into that port at night, so I decided to sail out into the Lake, heave-to and drift back. The Vega not only sails wonderfully in rough conditions (as others have recently discussed) but also heaves-to well. Sailed about 10mi off heaved to and drifted back at about 2kt with tiller hard over. Did this twice during the night staying about even with the harbor entrance. Towards dawn, I was about 3 mi off and decided to drift in a little further with the idea that I'd be close to the harbor mouth, douse sails and be tied up in a few minutes. I feel asleep instead however(without the depth sounder or alarm on) and woke up to the keel thudding on a sand bottom, about 150' from shore. Could not motor off. Could not swim anchors out to try a kedge due to depth. In no time parallel to shore currents known as to litoral drift formed a sand bar behind the boat. The Coast Guard will rescue life but not property here. They gave me the name of a marine salvor and tug firm. $5000-$6000 per the salvor, $1500 from the tug firm. So 1st I tried a charter fisherman @$200, could not get in close enough to rig line. Then commercial tug which drew 6' and needed 9:. had 750' of line, needed 1000' supplemented with anchor line but this readily parted after an all day effort at rigging. Winds started building so kedged out two anchors. Boat held until a wind shift over night set her parallel to the beach then again strong winds again with heavy surf. A day later the boat had broken apart and sunk. The surf had been unbelievably powerful. In fact the deck had come partially off and was later found about 6mi down the beach, buoyant because of its foam core.

In the narrow sense the mistake I'd made was falling asleep after having catnapped for two nights in a row. A grievous navigation error was however committed. I would never heave to, now, within 8hrs drift of a lee shore. There's no reason I couldn't have kept sailing out. And of course, I'd deploy the depth finder. Some might say one shouldn't be single handing (easy to do in Vega). But if I'm had a companion with me they to could have not been able to sleep the 1st night and 2nd night out and made the same error in judgment.

No. that's a clearly a case on two heads being better than one--less chance of error. And definitely two hand or more would have markedly improved the chance of getting off initially. Also, if you ever find yourself stranded on beach with shifting sand bottom and the possibility of bad weather, it is essential to get your boat off as soon as possible no matter what cost. The $5000 salver new the situation and felt confident he could get her off with minimal damage.

My plans now are to take a pause now--it's nearing end of season here--and start it all again, probably next year, remembering how glorious my trip was until the mishap.

The Nav Station

(Continued from page 2)
outside of Hawaii scheduled until January (I'll be going to Orlando and hope to squeeze in a visit with Florence Rosen again this year) and after that there will be six months of relative peace and quiet so I should be able to devote more time to the newsletter.

I could use some help with some other things though. It would be very helpful if someone could take over the memberships and mailing list. I have run into a problem with the state tax laws here in Hawaii. It seems that I am required under law to pay the 4% Hawaii General Excise Tax on the dues I receive. This entails taking out a business license and filing an additional tax return twice a year with the state. My bank also wants me to open a business account to handle the checks. (Some will say that you can get around this with a not-for-profit corporation and this is correct but forming a corporation is more trouble than it is worth in this case, considering the amount of money involved) I have done all this but it requires more time to keep the necessary records and, of course, more expense in producing the newsletter which already costs more than is covered by the dues. Considering all this, it makes more sense to me for someone in another state with less draconian laws take over the handling of dues and the membership records. If someone who has access to the necessary computer tools could handle dues, keep the membership list and produce mailing labels for me, they could send me the mailing labels at appropriate intervals along with a check to partially cover production and postage costs. This person could bear the exalted title of **"Membership Chairman"** Volunteers?

Burgees, T-Shirts etc.:
As of this writing, I am out of burgees and am looking for a source but I still need camera-ready artwork. Several of you have expressed an interest in T-shirts, caps etc. The main hang-up, again, is camera ready artwork. If someone could provide that, I can do the rest.

On the Organization:
Between the newsletter subscribers and the Yahoo e-group participants there are perhaps two hundred Vega Sailors participating in information exchange in English, primarily in North America. I am hoping that there are half a dozen or so among you who are willing to form a committee to address the challenge of reforming the Association and capitalizing on the momentum begun by **Brian Hofler** and the other twenty **VEGAtarians** of the Pacific North(South)West. The Yahoo e-group has revolutionized communication among Vega Sailors worldwide and has made information exchange easier and faster than ever before. It is time to integrate this resource into the fabric of the Association and consider the role of the Association and the newsletter and the free exchange medium of the internet. If you are up for it you can contact me via e-mail at:
vega1860@netscape.net,
by phone:
(808) 228-3703
or by snail mail:
Chuck Rose
SV Lealea
PO Box 88784
Honolulu, HI 96830.

Membership Application

Name: _____

Postal Address: _____

_____

_____

Country: _____

E-mail: _____

First Mate: _____

Hull/Sail No. _____

Boat Name: _____

Home Port: _____

Telephone: _____

New Member _____ **Renewal** _____

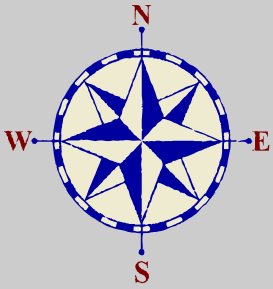
Membership Information

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 and a copy of The Vega Owners Repair and Maintenance Manual . Make checks payable to :

Chuck Rose
SV Lealea
PO Box 88784
Honolulu, HI 96830-8784

In This Issue:

- **Preparing Your Vega for Offshore Cruising: Part 3**
- **The Nav Station: Upcoming events and News**
- **Sisterships: Rendezvous 2001 Coverage and Photos**
- **Signals From the Fleet**
- **And More!!**



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