

# Vega 36 Newsletters

## 1965-1969

Obtained from the Yahoo Willard Boat Owners List, these original mimeographed newsletters, which were marginally readable, have been scanned using Optical Character Recognition software and manually edited to create this document. Some portions were still unreadable and are noted in the document.

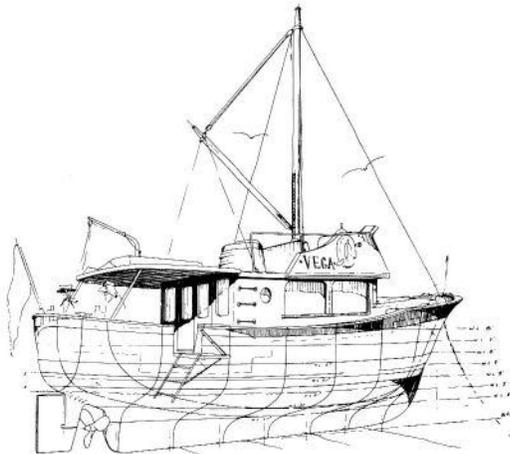
It is interesting to read the stories and hear the excitement of the owners over these boats, which were after all, the first production “trawler” yachts on the market. The discussions of stabilizers, for example, was a brand new development in motor boating, and many of the Vega owners worked directly with Capt. Beebe to fine tune the rigs on these boats.

I have tagged hull numbers and other terms, and have let Word create an index at the end of the document.

There are a few issues of the newsletter that were missing from the file, and certainly if anyone can supply the missing editions I’ll be glad to update this document.

Rick Etsell, Oct 2009

[www.pacificmotorboat.com/willardboats](http://www.pacificmotorboat.com/willardboats)



December 1, 1965

**VEGA NEWSLETTER #2**

Nine owners report:

Louis R. Mann, Hull No. 1  
2727 DeAnsa Road, J-18  
San Diego, Calif. 92109

"My wife and I bought Vega #1 as a new boat from Richardsons. Twice we have cruised to Cape San Lucas and around to La Pas and up into the Gulf of California, each trip about five months. We bought the boat for Mexican cruising, it proved ideal for the purpose, but having completed what we intended to do we would sell it.

"We would by no means put a 110 volt auxiliary system aboard with electric cooking. Just another thing to go haywire and a noisy nuisance. We kept the alcohol stove with three burners and an oven which was new equipment on the boat when we bought it and like it best of all. Two reasons, safety and the fact that we can safely carry enough alcohol for six months in plastic cans. And we have found a synthetic alcohol for \$1.20 per gallon which you can barely smell.

"Regarding the steadying sail. It is wonderful for its purpose. With a beam sea and any beam wind ours is always up and it is very effective. But with the engine off it will only head you into the wind. Our dinghy is rigged for sailing and we can use the dinghy sail as a jib for Vega by reversing the leech and the luff. Then we have a "para anchor" aboard which we figure we could rig somehow for extra sail. Of course you'd make headway pretty much down wind. But if you will carry plenty of extra filter cartridges and keep your fuel clean and change your oil regularly I think you need worry little about your engine. Also we ran our engine at only around 1750 RPM. And change transmission oil regularly, too.

"I know of the rudder trouble on #2. We were in Turtle Bay, about --- hundred miles south of here shortly after they had the trouble there. And the boat was in La Paz harbor when we arrived and again the next year when we went down there, but we were sorry never to have been there when the owner was aboard. We have had no such trouble and no signs of it. We bond everything to the engine electrically, even a brush on the prop shaft wired to the engine bed to bypass a possible disconnect through the transmission. Then the engine is wired to one zinc on the boat bottom. To save this zinc we use a double throw switch and transfer from the bottom zinc to a zinc hung overboard from the cockpit when moored or at anchor for any time.

"We did change the original 40 amp alternator for a Leece Neville 100 amp alternator and added two more batteries so there are three 220 amp hr. batteries"

## NEW OWNERS

Major General W. M. Canterbury, USAF, Ret., and wife (Monte and Mary) on 29 March 1967 purchased Hull No. 1 from Louis R. Mann. The name has been changed to ALPHA LYRA (seemingly appropriate for Vega No. 1.) Home port will be San Diego, vessel documented with Official Number 507671. Address of owners: 5821 Box Canyon Road, La Jolla, Calif. 92037. Owners would welcome contact with other Vega owners in area. Amateur radio equipment shortly to be installed operating on forty through two meter bands under call K 6 M D.

Frank J. Kaiser, 17155 Hesperian Blvd., San Lorenzo, California, 94580, is now owner of Vega #34, a cruiser.

Bill Tighe writes: "As of this morning we began construction of Vega #35, a cruiser model, for Mr. Ramsey C. Armstrong, 1422½ Sunset Blvd., Pacific Palisades, California. . . . He was the originator of the Vega 36 back in 1960 and has finally found the time to resume boating."

## REPORT FROM R. H. TYRELL:

"Our Vega Trawler, CINDY-LIL, is now based at berth #6 in Jack London Square Yacht Harbor in Oakland, Calif. The 59 hour trip (non-stop\_ from Newport/Balboa provided 62 knot winds on the Sims anemometer (less our forward speed) around Point Arguello and later another batch of 50 knot winds near Point Sur. Crossing Monterey Bay we had steady 30 to 40 knot breezes. This was the test I was looking for with regard to the stabilizers. All I will say is they worked magnificently, no problems, and GREATLY reduced the roll action.

"Jack Helm (Malaya, Vega #5), Keith Cordrey (former owner of Sultana) and Frank Gertin (from Richardson's Yacht Sales) made the trip with me. Frank, who has Masters papers, naturally was in charge. The consensus of these highly experienced gents was that without the stabilizers the trip would have been a bit on the miserable side.

"I have many window and door leak problems to tangle with. Sure like to hear from other Vega owners about any good tricks to cut down this annoyance. I'll experiment with some of the rubber based sealants.

"Contrary to the builder's assurances the heat from the engine room does NOT warm either the salon OR the wheelhouse one dam bit. Both were dam cold. I plan to return to my original idea of a truck heater supplied from hot fresh water from my hot water tank and a circulating pump.

"The Perkins, the radar and the auto-pilot were vital and performed real great. Only problem was the dam window leaks under the steady drenching of hard driven spray.

"I also have secured a pair of stabilizers to use at anchor. These are made by Mr. Henry Brent of Criterion Machine Tool Works in Costa Mesa for me. It is a far cry from their highly sophisticated production of precision machinery. But Mr. Brent has made several pair for friends after making the first pair for his own boat, the 55-foot NORLAND. Basically they are a round steel basket two feet in diameter and maybe eight inches deep. The bottom has one inch square steel mesh or hardware cloth. Then a neoprene sheet is secured on the bottom on top of the wire mesh. The neoprene is slit from the center outward like spokes of a wheel or into pie shaped segments. What happens when the basket is suspended from a three chain bridle is that as the basket lowers through the water the pie shaped rubber flaps raise up and let the water thru but when the basket is raised the flaps promptly shut and produce an increase in drag. I have not had a chance to use them at anchor where I had a good surge to see how well they work. John Porter has a long used pair exactly like mine on his GRUNDLE, a 50 footer. Mine and John's are 24 inches. Mr. Brent's are 36 inches in diameter. Mine are made with one a little smaller so they will nest one inside the other for better storage. Forgot to say they are of course hung from my outriggers and merely replace the Kolstrand stabilizers.

"Jack Helm indicates he will use the "A" frame type of outriggers such as are shown in the Kolstrand brochure. I have a sort of modified "A" frame rig, takes me maybe four minutes to either put the "fish" out or take 'em in, alone.

"Hope to meet with other S. F. Bay Vega owners soon to exchange ideas. The latch string for Vega owners passing through the bay area is always out and hope to meet them all."

-----

Please bring us up to date on your Vega. Write us if you want a copy of "Linco in Panama – San Blas and Perlas Islands".

A handwritten signature in cursive script, appearing to read "L.C. Binford". The signature is written in dark ink on a light background.

L.C. Binford  
1901 NE 70 Avenue  
Portland, Oregon 97213

Date: Jan-Mar 1966?

**VEGA NEWSLETTER #3?**

Note: The first page from this newsletter is missing, consequently the newsletter number and date are unknown.

in parallel supplied by this alternator giving us large capacity to carry the refrigerator when at anchor for a spell. And we can charge them quickly by running the engine. Of course we have the 20 amp generator supplying the separate starter battery, too.

"You have a wonderful little sea boat. We have been in 55 knots and no sweat and made against it. A bit uncomfortable, let's admit. Spray over the top of the mast but never a bit of green water over the bow.

"We trust you will have many happy hours on your Vega as we have had on ours."

-----

Frank K. Danzig, Hull No. 10, "Tranquilizer III"  
1156 San Ysidro Drive  
Beverly Hills, California

"For whatever benefits might accrue, I would like to list the troubles, no matter how few, encountered in three years of ownership of Hull #10, TRANQUILIZER III. I have only about 650 hours on the engine.

- "1) Loss of compression -- with RPM suddenly dropping from 1800-1850 down to 1200 or even less. This was rather frightening in mid-channel, but turned out to be nothing more serious than gummy fuel filters which were immediately changed at about 500 hours.
- "2) Diesel fuel in the water system – quite a problem! We kept torquing the head, but to no avail. Finally the head was removed, a new gasket installed and “several other things” performed by a Gray mechanic with a rather regrettable bill resulting. However, the engine no longer throws off clouds of black smoke, and starts without an eruption of unburned fuel.
- "3) Strange behavior by the automatic pilot – where suddenly the boat performed an almost complete circle in mid-sea for no apparent reason. Cause was later determined to be a corroded reefer fuse (one of the large ones) – which caused an electrical surge when the reefer went on, said surge holding for about 15-20 seconds, and making such a great drain on the power supply that the auto-pilot went “out of its mind” and changed course for what is now an apparent reason.
- "4) Barbecue effect of starboard stern seat and seat padding – caused by the exhaust pipe which is not properly shielded with asbestos (or needs additional asbestos). (I haven't done anything about this.)
- "5) Leaks in heavy seas – caused by dried up caulking in the cap rails. With Hull #4, check yours.

“Under the heading of improvements, here are a few:

- “1) I saw one of the later models manufactured by Bill Tighe and went crazy about the inside companionway, eliminating the outside starboard ladder which I consider a definite safety hazard. This was quite a complicated installation, requiring the relocating of the shower on the port side rather than the starboard, reworking the cabinet-work inside the cabin, changing the railing system topside, and remodeling the doors so they accorded out from the port side. Not to mention all of the complicated work involved with the teak ladder, the cap to cover same on the top deck, hand rails, etc. But this is the greatest investment a Vega owner can ever make – in safety and peace of mind.
- “2) Heavy-duty sound powered telephone between bridge and main cabin (manufactured by Kauare Industries of Beverly Hills). I consider it essential to have communication from above to below, and vice versa.
- “3) Addition of extra batteries to electrical system. (My reefer draws about 25 amps while under power, hence I feel I need this additional insurance.) I never use the reefer while at anchor or mooring, hence I would be interested in hearing about Onan 3 kw generators, or 6 kw generators and cost of same and installation, diesel, only.
- “4) Installation of wooden lattice work on open spaces throughout engine room and large rear lazarette. This eliminates white cement powdery substance being ground into teak decks, into carpets, etc. Also, makes a surface one can sit upon comfortably while working below.
- “5) Reinforcement of rear deck table, side padding implementing back padding for flying bridge and back padding of canoe stern. All for comfort sake. Also, newly installed: flap on head outlet on port side to eliminate closing more than one valve when underway.

Regarding your question about the steadying sail, I have used it in a brisk wind in the straight-up position (I am obviously no sail man) and find the boat doing about one to two knots. I don't know about jib sails, but would be interested in hearing more.”

-----

Vincent Rohlf, Hull No. 28  
Kaukauna, Wisconsin

“My boat is powered by the new Perkins 6 cylinder, 354 cubic inch engine. It is a real smooth running and quiet engine, with that added power when needed. Perkins says it has 120 H.P. and I believe it.

"The ----- (-----) also installed for us a Diesel Onan 110 v-3 K. W. generator which is a gem. A bit noisy, but a great convenience because we anchor out much and particularly needed in the NORTH CHANNEL because there are no docks or power anywhere. The 3 K. W. is plenty large to handle anything you will ever use on board.

"I installed a small freezer between the water tanks in the lazarette. It's only 3 cubic feet but works out very well.

"We have only one problem in cold Wisconsin and that is our short season, which is really only two months long. Weather here does not allow much cruising before July 1<sup>st</sup> and closes about Labor Day.

"So far we have about 150 hours on the engine and 180 hours on the generator, and never a complaint from either. The additional engine horsepower will pick up a couple of extra knots when trying to beat a storm to a harbor."

-----

O.C. Field, Hull #29  
1600 Espinosa Circle  
Pales Verdes Estates, California

"I am just getting mine in shape to go cruising, and would be very glad to greet you at the California Yacht Anchorage any time you happen to be in this neighborhood.

"With the very few boats of this type afloat, it (the Newsletter) sort of pulls Vega owners together."

-----

H.C. Cooke, Hull No. 19, "SEVEN SEAS", Call Letters WX 4181  
2004 The 600 Building  
Corpus Christi, Texas

"I think your idea of a news letter is great. It would be nice to keep in touch with the other owners. Especially the problems and solutions.

"You are smart to get rid of butane gas as it is extremely dangerous.

"I have found that this boat will sail 4 to 5 knots in an 18 knot wind on a broad reach, but does not point well.

"One trouble I had was leaking windows. It was cured by letting the windows leak and screwing a channel in the inside for the water to drain into and then drilling a hole to let it drain out. Simple, but effective. A doorbell and transformer connected to the negative buss and to ground would raise so much hell Mr. Rinke would never have plugged his dockside current in wrong, causing polarity.

"Hope to see you in the Bahamas next summer."

-----

Mr. Jon G. Bowman, Hull No. 18, "Tangueray"  
4004 Auburn Street  
Rockford, Illinois

"I have cut the accommodations to 2 forward bunks on the starboard side and installed a shower, navigators desk, etc. on the port side. She is equipped with a 3 kw Onan generator, dual alternator, 25 gal. hot water pressure system, Bendix auto-pilot, Triton speed log and RDF, 150 w Apelco radio phone, and has remote installations for all of the above on the bridge. She has 2 stations. I have installed sheerline davits for the dinghy, Soapstone cabin heater and fireplace, air conditioner installed in the stack. She is completely electrical and has a Constavolt, a 110-12 v refrigerator, a 110 electric stove and oven, dual batteries and will operate all equipment for more than 75 hours without running either engine or generator.

"The steadying sail will not provide headway in the event of motor failure, possibly with a jib or balloon one could make slight headway, but I would not think it to be practical.

"Yes, I am trying to sell Tangueray as I would like to have Willard Boat Works construct a 52' Garden Design similar to the Vega and certainly if you want to publish this information, other Vega owners might know of interested parties."

-----

Sres. Raul Y Alfonso Romero, Hull No. 27, "Tlaloc"  
Av. Gautemala #10-219  
Mexico 1, D.F.

This boat belongs to four brothers who live in Mexico City but keep their boat at the yacht club of Acapulco. Their letter, written in Spanish, indicates that they speak English but find it more convenient to write in Spanish.

They suggest that we learn a little Spanish and visit them at Acapulco.

Name of their yacht "Tlaloc" is that of the Aztec "God of Waters", for the god will protect them from all dangers.

They like the newsletter idea and hope we can form a club as it will give us a friend in every port of the continent. They have doubled their batteries but are concerned as to power if the main engine should fail. Have considered a 40 HP outboard motor but don't want the gasoline aboard.

-----

Vernis W. Clark, Hull No. 11, "Andante". Call letters WA 7374  
461 Via Lido Soud  
Newport Beach, California 92660

"About two months ago we purchased a Vega MOTORSAILER Hull No. 11. We've named her ANDANTE, Calif. Registration No. CF 0111 CF, Radio Call Letters WA 7374.

“Helen and I plan to cruise north next year, so a newsletter containing information about the various Vega owners, their location, and their cruising plans will be of particular interest to us.

“1 – Andante has an alcohol stove. I personally prefer electric. I should think electric would be best for your purposes. Cooler cooking in the tropical area. A portable air conditioning unit can be used, and a good spot would be right over the forward hatch, where it could be removed when in rough weather. Good heating for winter use in the northwest, should you bring Linco to Portland. Emergency power for battery charging in an emergency.

“I believe 6KW best particularly if you consider air conditioning, because 3 KW is just about enough for cooking, with very little to spare.

“2 – There have been 5 Vega Motorsailers built, and the same basic hull is used. Of course there is more ballast to offset the 660 square feet of sail. Although it take somewhat more wind to move the motorsailer than a regular sailing auxiliary, she moves quite well. I believe that with the steadying sail plus as much jib sail area as possible, that the cruiser should sail on a reach or a broad reach or a run quite easily, if slowly. At least enough to get you to some port in the event of motor failure. As for working to weather I would have my doubts.”

-----

C. F. Dailey and Donald J. Young, Hull No. 7, “Blue Horizon”  
4117 E. 14<sup>th</sup> Street  
Oakland, California 94601

“We have hull #7 which we purchased from David L. Frazer of Newport Beach last March and brought her up the coast to S. F. Bay. We are at present anticipating a summer in the San Juans and British Colombia.

“We did have a most unfortunate and unlikely accident which resulted in our installing a new engine (G.M. 4-53) and at the same time we installed a 6 kw Onan two cyl diesel generator. . . Now, one at a time.

“First the engine failure. . a connecting rod bolt that clamps the rod cap to the crank journal backed out and fell in the oil pan. . the rod went thru the side of the engine block... a once-in-a-lifetime accident, but it did happen.

“We went to the 6 kw generator because of an idea that we are trying to work out. Our plan is to drive a 5.5 hp electric motor which in turn will belt drive the propeller shaft. It will be worked out by trial and error, however I hope to turn the shaft about 500 rpm which will give us headway, and as you say, a way to get home. it might even be a good trolling speed.

“With the new engine and the generator (mounted generator on Port side aft of main engine) our engine compartment is fairly crowded, but ample space to service. Running generator exhaust provided a small problem, because of location of exhaust in relation to water level, but finally paralleled main engine system exactly and it works fine. Generator now exhausts at same level as main engine exhaust and about 12” to port side.”

-----

Comments of L.C. Binford, Hull No. 4, “Linco”

Certainly I am pleased to the response to newsletter #1. Answers to my questions were helpful.

Even if Mr. Mann, owner of Hull No. 1, thinks the electric generator a noisy nuisance, the majority seemed to favor so I have purchased one. Bought the 6 KW, while slightly longer, other dimensions are less than the 3 KW. They claim it starts easier and runs more quiet. Haven't yet found whether or not I can install Onan's sound shield.

Somewhat along the line suggested by Mr. Dailey, I have been trying to figure out to use an electric motor. None of the manufacturers of electric drive outboards use as much as 5 horse power, so they write me. Why can't one that will take the output of the diesel generator be made? Such a drive would also serve if the shaft or propeller was damaged.

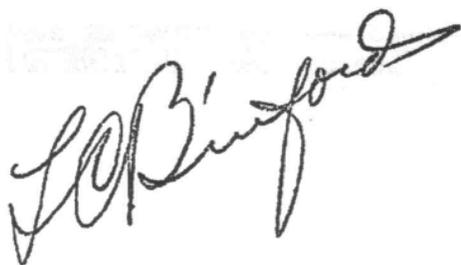
Mr. Dailey, with your Chevrolet service shop, couldn't you use a compact 5 HP 220 volt motor to replace the gas engine on a low horsepower, long shaft Johnson outboard?

I think an electric motor draws 750 watts per horsepower. Six KW generator might operate a 10 HP motor if no other load. While it takes more to start, the Onan generator will take a heavy overload for a short time. Maybe the same brackets, gears and propeller, say of a 10 HP outboard, could be used?

I will be in Miami the first of January. As soon as the generator is installed I expect to cruise to Nassau for a trial run before the long hop to the Canal and South America.

Keep writing - Lois Hanger of my office will act as associate editor for subsequent issues. We will have no publication date but will strive for one a month.

When more of you have written we will publish a directory of your name, address, number of hull, yacht name, home port and radio call letters



L. C. Binford  
1901 NE 70 Avenue  
Portland, Oregon 97213

April 27, 1966

**VEGA NEWSLETTER #6**

With this newsletter, we welcome two new VEGA owners. Robert A. Day, 501 Bellagio Terrace, Los Angeles, California, is the owner of Hull No. 32, "NINA", to be completed around the middle of June. Hull No. 20 is now owned by Mr. Webster Rooks, P.O. Box 4228, E. Providence, R.I.

The "LINCO" should arrive in Panama within the next few days. The skipper was joined by his eldest son, Lin, at Montego Bay, Jamaica. Any of you who might be in the vicinity of Cristobal Yacht Club, Panama Canal Zone, would be given a royal welcome by Mr. Binford and his crew.

-----

Mr. Lawrence Boothe  
2525 Ocean Blvd.  
Corona del Mar, Calif. 92625

"Our "Caracola", Vega #6, is now cruising under her new name of "Mimi II" and skippered by John B. Townsend whose home address is P.O. Drawer #2347, Santa Fe, New Mexico.

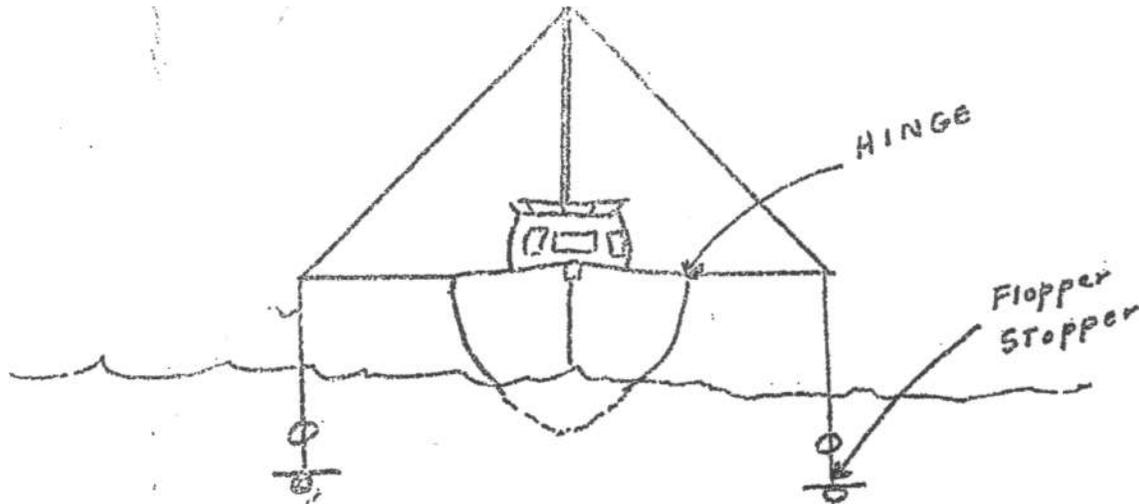
"She carries a New Mexico registration number but will be permanently berthed at Guymas, Mexico. The new Mimi II is now equipped with Radar, and a 6 KW Onan generator, among other things.

"I feel impelled to suggest a word of caution to Mr. Nance, owner of Vega #22. I, too, had smoke problems in a following wind, but eliminated most of mine after a complete overhaul and installation of "Perfect Circle", (I think that was the name) piston rings. I was persuaded not to exhaust under water because of the increase in back pressure. Smoke indicates incomplete combustion. Back water will increase the problem of combustion. This is a matter for a diesel expert to provide the answer. I found improvement by changing to a three blade wheel.

"In answer to Mr. Cooke's question about the "Flopper Stopper". They are available from:

Nameco Engineering Co.  
Ed Martindale, Owner  
506 - 30th Street  
Newport Beach, Calif. 92660  
(714) 673-3200  
Price \$30.00

"The most effective installation for maximum dampening of the roll of the boat, when running or at anchor, is to rig the "Flopper Stopper" in the manner illustrated - (next page)



"This is essentially the way the fishermen in the Northwest use them and run in all kinds of weather. The simplest way, and the way I rigged it on the Vega, was to suspend the "flopper Stopper" from the end of the boom which was swung as far outboard as possible – about six feet – and secured there. Even this simple method I found quite effective in lessening the roll of the boat. It was particularly appreciated by guests with sensitive stomachs." (Ah so-o.)

-----

All of you I am sure received a drawing and specifications of the new VEGA Trawler a few months ago from Willard Boat Works. Mr. Tighe, President, writes:

"The new VEGA Trawler (#31) has been launched at last, and is creating quite a stir on the waterfront! She is at Richardson's yacht Anchorage and we'd like to extend an invitation to all of you who might be planning to visit our area, to stop in and view the newest member of the VEGA line.

"There still seems to be some confusion about VEGA Marine among some of the owners and we'd like to straighten it up. Although VEGA Marine is no longer in operation, we at Willard Boat Works have the original VEGA tooling and most of the key personnel came over from VEGA. In other words, it is the same boat being built by many of the same craftsmen. We'd like to mention that if we can ever be of any help to any of the VEGA owners in any way, we'd be more than happy to be of assistance.

"We have a very active custom yacht program and are presently building three 47' fiberglass yachts designed by Blaine Seeley."

-----

Lynne O'Connor, secretary to Mr. Tighe, has sent us an updated list of owners which we hope to mail to all of you soon.

Lindley C. Binford  
1901 NE 70 Avenue  
Portland, Oregon 97213

July 12, 1966

**VEGA NEWSLETTER #7**

Report from Lindley C. Binford:

LINCO was welcomed June 1st to the Panama Canal Yacht Club at Cristobal, just ahead of the hurricane season.

Thanks to the liberal interpretation of their regulations, I was permitted to leave the boat there for 45 days to care for important affairs in Portland – really to see a son married. Commencing on July 15th, I have the use of the club railroad for five days at which time I will paint the underwater hull and do other work that may be necessary, including a new zinc collar on the drive shaft.

Work completed, LINCO will probably cruise for a few days to the islands off San Blas about ten hours run East of the Canal Zone on the Atlantic side, to fish and explore this little known area which is inhabited by colorful Indians. They wear gold rings in their noses, so it is said.

On return I will cross to the Pacific side of the Canal and hope to cruise south to Guayquil, Ecuador, and on out to the Galapagos. There has been talk of going to Cocos Island where 17 million in gold is buried, but have given it up as LINCO is so loaded now we would not have the capacity to carry the gold.

I want a partner boat, preferably a Vega. Could any of you join me now – this fall, or winter?

Report on "LINCO IN THE CARIBBEAN"

While on LINCO January to June, Miami to Panama, I talked into the tape recorder from time to time. Mrs. Hanger has typed my loquaciousness into some 80 pages. We have had a dozen set up by a duplicating process. If you want to wade through it, send a request and we will mail you a copy.

-----

I too, want to know more of the "flopper stopper", Isn't it a nuisance when fishing?

NEW OWNERS

#31, new design called Vega Trawler has been purchased by Mr. Walter Hellmuth, 7112 Estrella, Corona Del Mar, California. Tentative name 'Vega Star'.

#32, purchased by Mr. and Mrs. Robert A. Day, 501 Bellagio Terrace, Los Angeles, California.

#33, owner Richard H. Tyrrell, 427 – 13<sup>th</sup> Street, Oakland, Calif., 94612, has the hull under order. He writes:

“I plan to become involved with the stabilization devices sometimes known as flopper-stoppers. I read Robert Beebe (Capt. USN ret.) article in the current Motor Boat Magazine. Capt. Beebe has sketched HIS suggestions for the stabilization gear on the Vega and after his return from his Hawaii trip will confer with me to further the project.

“Be there other owners with similar interest OR better yet any who have had actual experience with such gear I’d like very much to have their name and address AND phone number.”

-----

Mr. Webster Rooks, Warwick Neck, Rhode Island, has purchased Hull #20. He writes:

“The faults found by others seem to be universal. There was no communication system from the bridge to below and did we miss it. Also there was no Auto-pilot which in 7½ knot boat is an absolute must. Have just bought a Ware and understand two other Vegas have them. Would like to hear from them on their findings.

“Due to corrosion on our battery charger the automatic cutout was failing to work. This caused the batteries to boil ruining seven of the cells of each battery.

“Have ordered a pair of flopper stoppers from Nameco Engineering Company. They had run out of Vega’s size but will ship in about two weeks.

“I sure could use advice on rigging the F. S.’s Should they be mounted on hinges amidships so not to decrease her ability to lift? Motor Boating’s article on “Passagemaker” showed a boom of 15 ft.”

-----

Note from Editor: Back issues have become a slight problem as there have been many requests. So far we can supply.

No, to you new readers, there is no charge for these ‘Letters’. Editing on our part is for fun and the education owners have been giving us. Keep your letters coming.

Lindley C. Binford  
1901 NE 70 Avenue  
Portland, Oregon 97213

December 20, 1966

**VEGA NEWSLETTER #8**

LINCO again is berthed at the Panama Canal Yacht Club while our skipper and his wife are vacationing in Ecuador. From Cristobal, Canal Zone, LINCO may cruise to Acapulco where I am sure, she will undoubtedly find companion Vegas.

The past three months we've spent in cruising and thoroughly investigating the San Blas and other islands off the coast of South America. From listening to tape recordings describing these beautiful islands, the colorful people and their unusual customs, this armchair traveler is ready to toss aside day-by-day routine and immediately join the San Blas Indians -- nose ring and all.

Mr. R. H . Tyrell, 427 - 13th Street, Oakland, California, writes that his determined investigation of stabilizers has concluded with Capt. Beebe designing a complete set for his Vega Trawler. More of his letter follows:

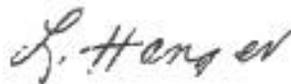
“My research on the stabilizers to date indicates their use at anchor is of UNQUESTIONED great value. Capt. Beebe is my only favorable source of info on their use underway. I have inspected his boat and gear and questioned him at great length. What didn't show up in his article or Hoyt's article on their use is the equipment breakdowns on the long ocean crossings..... My assessment of his difficulties (about which he is not disturbed) is that they were inevitable design failures which through these experiences have one by one been greatly reduced. These many refinements and improvements are being incorporated in the rig for our Trawler.

"What seems kind of exciting is that IF the rig WORKS on the Trawler it will be almost exactly useable on the Vega cruisers.... to reduce the roll underway or at anchor."

Mr. Webster Rooks, Warwick Neck, Rhode Island, has by now installed his "Flopper Stopper". All Vega owners would, I am sure, be interested to know how effective they are, and details of the installation. We will be happy to pass the information along.

Mr. Tyrell: We much appreciated your kind words re "Linco In the Caribbean" and are pleased to hear from you. We would like to know how your stabilizers are working out in order that we and other owners may profit. from your experience "

Happy Holidays



for L. C. Binford

January 27, 1967

**VEGA NEWSLETTER #9**

Interestingly enough, while still receiving favorable comments on LINCO IN THE CARIBBEAN, two Vega owners are planning similar cruises. Mr. R. H. Tyrell and his wife will accompany Captain Beebe on his PASSAGEMAKER leaving Monterey about the middle of February. Mr. H. C. Cooke of Corpus Christi, Texas, is planning a trip which will commence in June. To both of you we highly recommend an article in the February issue of National Geographic entitled "More of Sea Than of Land: The Bahamas", a fascinating travelogue authored by Carleton Mitchell, whose yawl FINNESTERRE takes him through the many cays and islands of the Bahamas. A previous article published last fall in the same magazine, describes his passage and visits to the Windward Islands in the Caribbean.

Interest continues high among owners as to the efficiency and installation of stabilizers.

Mr. J. G. Helm, 2222 South Broadway, Los Angeles, Calif. 90007, writes:

"I have become infected with the flopper-stopper fever and definitely plan to install stabilizers on Malaya (Vega #5 cruiser), and am consequently eager for all available information in this respect. I recently installed a jib on Malaya, which in size and proportions very much resembles the one in the photograph of Linco. However, Malaya's jib is rigged with a roller-furling gear which is very easy to set and douse (works like a window shade); and it is a definite help in my anti-roll efforts with the boat."

Mr. H. C. Cooke, 2004 The 600 Building, Corpus Christi, Texas 78401:

I too am very interested in any stabilizers as the tendency of this boat to roll is very great. Any information regarding this subject would be greatly appreciated ...Please extend to other Vega owners an invitation to stay with us anytime they are in the Corpus Christi-Ingleside area."

Mr. R. H. Tyrell, 427 - 13th St., Oakland, Calif. 94612, whose unflinching determination to research stabilizers for his Vega trawler will result in an unlimited opportunity to assess their value, writes:

"Our trip with Capt. Beebe will give us first hand knowledge and experience with the stabilizers for a good month or more. We also hope to take movies of their use for the skeptics. I'm taking a clinometer along which we'll observe for determining just how much the roll is reduced underway.

"As I mentioned Capt. Beebe drew plans for the stabilizer rig for our trawler (which is still in the Willard Boat works). Willard suggested that they be fabricated out of stainless by R. C. Marine instead of the aluminum and galvanized steel the

specs called for. This change probably tripled the cost but will provide obvious advantages.. The mast will be aluminum extrusion job identical to masts used on the famous Cal 40 boats.

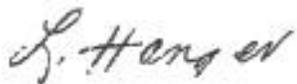
"Webster Rooks in Warwick Neck, Rhode Island, is holding up on his stabilizers until he sees what happens with mine. Ditto for Jack Helm in Long Beach.

"The Kolstrand people in Seattle are the source for the stabilizers and assorted gear used with them. They sell to commercial fishermen up and down the coast and to many Marine supply stores.. They have an excellent brochure about the stabilizers free for the asking. I'll try to find time to write them and ask them to send you enough to enclose one with the next Vega Newsletter if you wish to do so..

(Please do. We need about 36. Ed.)

"Since my last letter to you my probing has uncovered ample evidence to support the use of stabilizers BOTH underway and at anchor. Frank Guertin of the Richardson Yacht Anchorage has delivered more Vegas from Mexico to Seattle than anybody. He says they not only are great they INCREASE the speed underway (over-the-bottom) acct in lumpy weather one can hold a much truer course. I've encountered so much favorable evidence that I am no longer concerned about their use or value. What is unknown is the bugs in a Vega installation. There are substantial loads on the gear and the attachments to the boat. Here is where I expect problems."

Mr. Tyrell: Our skipper, Mr. Binford, expects to be in the Canal Zone about February 1st. We have written him re your plans. It is our sincere hope that two such enthusiastic Vega owners will meet. If you keep a written account of your experiences on the cruise from Monterey to Miami, we shall be glad to include it in our Vega Newsletters. This holds true for all owners - Ed.



For L. C. Binford

March 15, 1967

**VEGA NEWSLETTER #10**

At present LINCO and crew, consisting of wife Dorothy, and son Lindley, are fishing in the Perlas Islands off Panama and will go on down to Bahia Piñas for the 'big ones'. (Simply fabulous, we've been told.)

Our Skipper is now a licensed pilot in the Canal Zone for craft under 65 feet, the result of having passed a power squadron type examination. This permits LINCO the use of Canal waters and passage through the Canal without a pilot.

Now a member of Panama Canal Yacht Club, Cristobal, Canal Zone, LINCO will probably not voyage north for some months to come.

- - - - -

Welcome To The group:

New owner of Hull #28 is Mr. Nelson Stoker, 307 N. Michigan Avenue, Chicago, Illinois 60601, having purchased from Mr. Vincent Rohlf.

A letter from Jack G. Helm, owner of MALAYA, Hull #5, informs us that Mr. G. L. Lofquist, 3350 Packers Avenue, Los Angeles, Calif. 90058, has bought Hull #15, TERESA, from Mr. Lee Carpenter.

- - - - -

Mr. Richard Hokin, P. O. Box 601, Chicago Heights, Illinois, owner of NEPENTHE, Hull #16, offers other owners an unusual opportunity to cruise the Bahamas, especially if time is somewhat limited. He writes:

"NEPENTHE is currently laid up in Miami and I find that I am presently unable to use her very much. If a Vega owner from elsewhere in the country were interested in cruising in the Bahamas or Caribbean, I would be very happy to consider some sort of exchange agreement or long term charter. The NEPENTHE is expressly equipped for tropical or sub tropical cruising."

- - - - -

Mr. R. H. Tyrell, Hull #33, 427-13th Street, Oakland, Calif. 94612, writes that departure date on Capt. Beebe's PASSAGEMAKER - Monterey to Miami - has been delayed until April 10. His intrepid research on "rock and roll" has resulted in the following information

"Have another Vega project going. After reading Capt. Voss' book about handling a small boat in storms at sea I decided to gear up for lying to a sea anchor PLUS a small storm sail "well aft" to act, as I get it, as a device to keep the vessel weathervaned into the wind. Larry Boothe and Jack Helm have told me that a Vega lying to a sea anchor swings a good 45 degrees off the wind from side to side

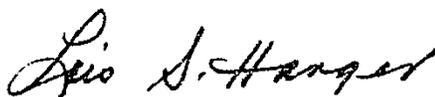
Vega Newsletters 1965-1969

and in so doing gets into the trough of the seas for unpleasant rolling.

“Now here my plan is to rig a small triangle of heavy sail as far aft as possible and then see if the vessel WILL lie steady into the wind. I’ll probably also have the stabilizers swung out to see what THEY do under such a condition. This is the essence of Capt. Voss’ technique. Anyone interested in small boat handling at sea under storm conditions will enjoy the book and in my opinion learn much. Keep it away from wives and landlubbers.”

- - - - -

Mr. Tyrell: Thank YOU, for ordering the Kolstrand brochure on stabilizers. Upon receipt we will mail to all owners. Do inform us of your experience with stabilizers. Ed.



For L. C. Binford

1901 NE 70 Avenue  
Portland, Oregon 97213

April 12, 1967

**VEGA NEWSLETTER #11**

Enclosed with this Newsletter is the brochure on stabilizers from Kolstrand and Company of Seattle, Washington (thanks to Mr. Tyrell). VEGA owners who are interested in stabilizers will learn much from Mr. Tyrell's initial experience. Part of his letter follows:

"The stabilizers on our new boat, a Vega Trawler model, CINDY LIL, work in a 100% satisfactory manner. As I mentioned, Capt. Beebe, whose articles in Motor Boat Magazine sparked the whole bit, designed our rig. In the producing many changes got incorporated because we switched from a wood mast to an aluminum mast and stainless steel outriggers from aluminum outriggers.

"But let me tell you the results of using the stabilizers is utterly fabulous. I don't mean the ride is just a little better, I mean it's day and night different. Example in a four hour trip with small craft warnings flying - winds to 30 knots on anemometer, we took two 20 degree rolls, the rest averaged from 5 to 10 degrees. Plus the fact that it was pleasant aboard, a cup of coffee stayed put on the console, etc. They work, there's no problems (so far) and I'll be danged if I can see why EVERYBODY doesn't have them.

"My rig was expensive, maybe close to 2 grand. I believe one can assemble the whole bit for under \$500 and I'll bet there'll be those who'll do it for under 2 bills.

"The outrigger assembly just lays out there stiff as a board. It doesn't bounce, or wrack or jerk or wiggle or NOTHING. There is no apparent (to sight or touch or feel) exorbitant stresses or pressures. . . . The boat behaves quite pleasantly in EVERY respect. I'm trying to say here that the utter black magic of removing the roll of the vessel is not accompanied by any EVIDENCE of the suppression of what must be some hairy forces and pressures.

"I can handle the rig entirely alone. The 7/32 towing wire is a bit hard to hang onto when pulling in the stabilizer but I'm experimenting with ideas to make it easier.

"The Kolstrand stabilizers do nothing at anchor account the single wire suspension. Hung from a 3 wire bridle maybe they'd work ok at anchor. I can assure any Vega owner I wouldn't have a Vega without stabilizers. In chatting with Capt. Beebe about stabilizer gear for the cruiser model he didn't seem to think it would be too difficult to work out.

"I used the 192 sq. inch "medium" 25 lb. Kolstrand stabilizer. I am muchly curious how a stabilizer say 25% larger would and will try this in the summer. I purchased bulkhead racks for stowing the "fish" when aboard. I now will secure Vega Newsletters 1965-1969

deck racks and mount them either on my cap rail or next to it on the deck acct being able to stow the fish as soon as I have it in my hand would be better for me. Now I must lift it over the rail and tote it to the bulkhead mounting racks. . . . Stowed at or near the rail cap with the vertical fin pointing outboard would be best for me.

“Over the last 9 months I encountered much negative static on the idea and MOST of it from so called experienced boatmen. . . sure glad I didn’t give up on the idea. So if YOU go the route be prepared to be almost a voice in the wilderness.”

R. H. Tyrell  
427 – 13th St.  
Oakland, Calif. 94612

Mr. Tyrrell we do appreciate your first-hand report on the stabilizers. We feel that all owners are interested in a comfortable ride and many undoubtedly will follow your example.

A handwritten signature in cursive script, appearing to read "L. C. Binford".

For L. C. Binford  
1901 NE 70 Ave.  
Portland, Oregon 97213

July 27, 1967

**VEGA NEWSLETTER #12**

LINCO was left at dockside in Cristobal, Canal Zone, about May 1st, where she will rest until I return to her on October 30.

Her ten months in the Panama area - San Blas, Perlas and off Panama Pacific mainland, have been typed from a tape I made while there. There isn't enough of the 55-page booklet to go around but if interested, write for the loan of a copy.

I am so enthusiastic about the Panama tropical area for yachting that I welcome the chance to talk about it, so do ask for a copy that you promise to read, share with friends, and then return.

In returning to LINCO I will be loading her down with more fishing gear - the big ones at Pinas Bay won some contests. Next time we'll be ready.

The everyday sun was too much for us on the bridge. Now there will be a Bimini top and awning for the bridge aft the mast.

We like to spin cast. Our new fishing platform off the bow will give us room to swing a line.

The Onan 6 KW generator will have a drive shaft to it's own propeller to give us emergency power, and we hope a speed slow enough to use bonita as live bait. Can't go slow enough with the Grey Marine.

Relatively light winds makes sailing in the zone near the equator a pleasure. LINCO is not a motor sailer but we are doing our best to make her one. New roll jib will let us use a much larger jib. Lowering the boom and extending it permits doubling the main.

We'll give a detailed report later on fishing platform and sails when we see how they work out. Bill Tighe has helped with the design.

Onan will use an Albina power take-off to the 3/4" drive shaft. Small wheel turning at 1800 should give some headway. We'll report on this after a tryout.

I have found some dealers, mostly selling other makes of marine engines, saying that parts are not available for Grey Marine. I find it's not so : Try Marine Motors, 210 SE 6th Avenue, Portland, Oregon.

November 28, 1967

**VEGA NEWSLETTER #13**

On November 1st LINCO and her skipper were re-united at the Panama Canal Yacht Club, Cristobal, Canal Zone, after some five months of separation. In addition to shopping for supplies to send to the Canal Zone, Mr. Binford was deluged with invitations to show his beautiful color slides of the San Blas and Perlas Islands.

Vega owners who did not receive a copy of Mr. Binford's manuscript, "Panama San Blas and Perlas Islands", will soon be able to read a condensed version (pictures, too) in the yachting magazine "SEA".

Larry Barber, Marine Editor, wrote in The Oregonian of October 29, 1967:

"We were out at Jack Binford's home the other night to view his colored slides of cruising in waters adjacent to Panama Canal Zone and to hear his plans for further cruising to the Galapagos Islands.

"It made everybody present a bit restless, wishing he had enough boat, time and money to tag along.

"Jack, whose real name is L. C. Binford, and is a lawyer and apartment owner, has a 36-foot Vega, named Linco, at the Panama Yacht Club. He purchased the boat in Miami, Fla., cruised through the Bahamas and West Indies to Panama. . .

"Last winter, Binford, his wife, son Lin. . . put in several weeks cruising among the San Blas Islands. . . . then went through the canal to the Pacific end and cruised in the Perlas group. They came home with hundreds of pictures of the colorful San Blas Indians in their native haunts, garb and ways, and scores of pictures of marlin, sailfish and tuna-types caught in the Perlas.

"After spending the summer in Portland, Binford departed last week for Panama, via California points. He took with him an Albina power take-off, new sails by Waagmeester, equipment for installing a second propeller for trolling, and a fishing pulpit for the bow. He plans to install these, as well as a "Bimini top" over his flying bridge.

"Binford will double the sail area and install roller booms. He uses the sails for steadying as well as propulsion.

"He plans to join his son, Bill, a Harvard graduate, in Peace Corps work, building school buildings for the people of the Galapagos Islands. They will live on the boat. Bill is head of the 400 Peace Corps volunteers in Ecuador, and his father, mother, and brother John, have all worked with him. In fact, Mrs. Binford now is in Quito."

Following are excerpts from the Hollywood News feature story of September 20, 1967:

"A life pattern of involvement and an absorbing interest in people are two factors that will take L. C. Binford. . . . . to the Galapagos Islands off the Coast of Ecuador this winter.

"Binford will be working with Peace Corps volunteers, building schools in the interior of the islands. This construction project will implement a school survey Binford conducted for the government of Ecuador three years ago.

"The schools will be constructed by local workers under the direction of the Peace Corps volunteers with Binford lending his engineering and construction experience.

"Binford, who has served as National President of the Izaak Walton League and as chairman of the Oregon Water Resources Board, had fishing in the high lakes of the Andes in mind when he visited his son, John, when John was a Peace Corps volunteer in a remote village in Ecuador. Fishing was forgotten for the more interesting tasks of improving life for the villagers and from some simple improvements such as a more efficient adobe cooking stove and the introduction of rudimentary sanitation and first aid, Binford's interest progressed to widened horizons for these people through better education.

"Fishing is still a major interest of Binford's. Last year he spent the winter on his yacht, The Linco. The Panama Yacht Club at Cristobal, Panama, was his base for trips that included the Perlas and San Blas Islands. Catches of trophy marlin and sailfish gave the days excitement but so did getting acquainted with the Perlas and San Blas Indians and becoming familiar with their cultures and their economy.

"Mrs. Binford, now in Quito with son, Bill, will join Binford on the Linco this winter. Binford characterizes her as a "very efficient member of the crew" when she is aboard. At the close of last winter's voyages, she had to be properly "discharged" to the satisfaction of the Panamanian authorities who like to see the relationships between captain and crew handled in a businesslike manner."

Mr. H. C. Cooke, 2004 The 600 building, Corpus Christi, Texas, 78401, writes:

"My three boys and myself had a wonderful 6 weeks cruise this summer on Vega Hull #3, throughout the Bahamas and crossed the Gulf twice. Everything functioned great except a very serious defect in the original installation was noted. The outlet from the engine room bilge pump is tied into the engine saltwater discharge line with a tee. About 200 miles off Florida at 2:00 A. M. in the morning, the impeller went out on the bilge pump allowing the engine water to flow back through the bilge pump and into the bilge, and very nearly sunk our boat. It

was fortunate that someone glanced in the engine room in time to pump this water out. Needless to say, the bilge pump now has its own through hull outlet. This was the only mechanical failure, and we enjoyed light winds and smooth sailing the entire trip.

"Mr. Tyrell's experience with leaking windows was solved on our boat by putting a channel on the inside of the windows at the bottom. The water leaks around the base of the windows into the channel, runs to the back of the channel and out of a weep hole drilled through the side. We were never able to seal-off the leaks around the windows, but this has adequately solved this problem."

-----

From Mr. R. H. Tyrell, 427-13<sup>th</sup> Street, Oakland, California 94612 :

"I note continued comments regarding the Vega rolling at anchor.. I am using the basket type flopper stoppers when at anchor which greatly reduces this unpleasantness.

"I have a friend who rigs the basket stabilizers ONLY. In other words his outriggers are guyed and/or installed on a semi-removable basis and with much lighter and less sophisticated design so that he can get his baskets out soon after dropping the hook and then retrieve them just before raising anchor. Basically it is an outrigger with some kind of plastic fore and aft guys and a topping lift. My outriggers are 13 feet long and work great. Longer ones would be better I guess and impose no great problems to rig if for at anchor use only.

"Sunday I DID try only one stabilizer underway in a dead cross sea with a 24 knot wind. Believe it or not it seemed as effective as when running with two. I remember Capt. Beebe saying he thought the weather stabilizer did 75 maybe 80% of the work. From this one trial I'm inclined to agree. IF you ever tangle with the stabilizer project beware of using too short an outrigger. Boats who have done this invariably experience unsatisfactory results, basically hardly ANY results."

-----

We would be pleased to hear of your summer cruises and experiences that we may share with all Vega owners.

For L.C. Binford



1901 NE 70 Avenue  
Portland, Oregon 97213

March 25, 1968

**VEGA NEWSLETTER #14**

One week ago L. C. Binford and yacht LINCO arrived at Manta, a port city on the coast of Ecuador, completing the first leg of the trip to the Galapagos Islands where Mr. Binford will build schools under the directive of the Ecuadorian Minister of Education.

Before leaving Balboa, Mr. Binford mailed tapes to his office here in Portland, and the following is taken from one of the tapes. We thought it would be of interest to every Vega owner. Sketches enclosed will give you an idea of some of the additions made to LINCO. Tape follows.

-----

Let's talk about the sails. Most Vegas do not have a [jib] sail. Correspondence indicates that one owner has a jib sail, and I think all of them have a main of some sort or another. Let's talk about the jib sail first. In order to use a larger jib sail than the first one I put on, it was necessary to get a furling drum. Merriman makes a very good one and a very expensive one. They make it in three sizes and the smaller size is adequate for our purpose. In round figures it is about a \$200 combination to get the furling equipment. Then of course you have to get a very special sail made and you have to use a special stay material. You can't use the ordinary jib stay, but rather one that more lends itself to having the sail wrapped around it and sewed on firmly so it will roll.

We found, thanks to Mr. Tighe at Willard Boat Works, that we could use a sail about 10 feet along the mast - 18' by 23' 23". That is quite a bit larger than the one I had before and it will immediately appear that this comes back in such a way that it overlaps with the bridge, but by using this rollaway type that is no item. You control the jib from the bridge, so to go from one side to the other you simply roll it and let it out the other way. You don't have the trouble of the jib just going wild and batting the venturi off the bridge.

Well, does it work? Yes, it really does. You don't use it as much as you do the main steadying sail, but when you catch the winds right and put it up along with the larger main that I now have, at last you can sail the conventional Vega. You don't sail very fast, but you sail. In general you can change course and do fairly well with light breezes. On some courses heavy breezes bothered even more than light ones as it was a little hard to hold course. I don't know what would correct that, maybe a bigger rudder would help. Anyway, you now can sail.

Now on the main the boom on the conventional Vega is just about high enough that one walks under it. Maybe it isn't quite that high, but I lowered it down as low as it would go and that means it is almost on a horizontal plane to the water. I used the same general lines of the small sail except to increase the dimensions all the way around. The distance along the boom and the distance along the mast each are approximately 14 feet. On any Vega you would have to check because there is some variation in length. If necessary a little expansion could be given to the boom. Well that gives you a substantially greater sail. I've used the type of sliding gooseneck which permits it to slide up and down along the

mast, and that way I can use the small steadying sail that originally came with the Vega. It also permits the raising of the boom to a height that will support an awning and now I have an awning that covers all of the bridge aft of the main. When the dinghy isn't aboard I have all that room, except for the stack, open for deck chairs and lounge.

I also made another little lounge up on the bridge. In the corner to the port from the stack I put a raised box area just high enough to set in the outboard gas cans, placed fiberglass over it and a 4-inch foam upholstered seat over that. It's six feet long and of course, the width between the stack and the rail and a little wider yet as you go around the curve. It is an excellent lounge or bed on the bridge. Also around the bridge I have a removable rail of rope rather than cable so it can readily be removed. It gives you a feeling of protection when you're working the sail or just lounging, and especially when guests are using the deck chairs there's no fear that somebody is going to fall in.

The real luxury is the Bimini top over the pilots portion of the bridge. It's a folding variety and made as large as possible - that is, it extends out over the venturi all the way around and also has curtains to completely enclose the area. The old cushion at the pilots seat was always too narrow so I put a two feet wide sheet of plywood over the glass cover to the boxed area for the pilots seat, and then made a four-inch upholstered seat to go over the top of that, and a removable cushion to go to the back of the pilot. Removing the cushion the pilots seat becomes an excellent bed, one of the best places on LINCO to sleep. With the curtains up you have a complete enclosure from the weather. Of course down here in the tropics we don't have much weather, but we do have a little rain so the curtains serve a useful purpose.

I have always been annoyed with the heavy door that covers the area just back of the wheel where you hand up the beer from down below to the pilot. Well, that door has always been a nuisance and I think some of the Vega owners already have done something about it. Here in the tropics the easiest way to do anything about it was to put up a rolled-up canvas with snaps. That keeps the weather out and protects whatever we have in storage in that area. The principal item that is of immediate concern to me as the pilot is the fathometer that I keep under there. The fathometer is certainly needed above and placed anywhere else would get a certain amount of salt water spray, but back there it's fully protected and it is a very practical place. I use an extension cord and move the fathometer down into the cabin when we don't want it up here on the bridge.

Our real joy is the fishing platform. I hope that I can prepare some sort of a sketch that might be circulated to Vega owners. [attached.] I have an original sketch, somewhat marked up by now, that was prepared by Willard Boat Works. We had the platform made in Portland. With a little help I gave to a firm called Portland Pipe Bending Company, we made it out of 1-inch brass pipe. By making it in two pieces to be welded together on the job, it was not too large a package to be shipped to the Canal Zone. Also I shipped down a sheet of marine plywood. While the plans show a 4 by 5 foot sheet of marine plywood as being the necessary material, I wasn't able to get the 5' size. After experimenting I finally used the 4-foot marine plywood.

It's quite possible that a photograph might be helpful to owners who have an idea for such a platform. I have made some pictures that I hope will turn out well enough that they could be used if anyone were interested. It certainly gives us a feeling of protection at anchor or handling the sails. Anytime at sea I have always been uneasy to permit guests,

passengers or crew on the bow. Now with the platform we feel much safer. The rail is very substantial.

Specifications indicated that we would probably need a strut under and that we would need a cable above, but we have neither. We have anchored it so firmly without either that a 300-lb. man was able to jump on it without any appreciable deflection. Based on that we decided to forget all about the struts and the cable.

There was some little uneasiness that it might want to scoop up water like a duck bill, but it doesn't, although we have had it slapped from below. It seems to lift very well and if anything it knocks down some spray that ordinarily would have gone up over the bridge, as spray sometimes does on the Vega.

I covered the plywood on the fishing platform with glass cloth. If you use a rather coarse-grained glass cloth and paint with an epoxy paint you will have a good non-skid surface. Even when its wet we find that our bare feet hold quite well. We use the platform for fishing; we use it for spearing; we use it for picking up our anchor line at the buoy; and it's just about the most convenient thing that we've added. Personally I think it helps appearance, though I have had some who say they disagree.

At last we have done something about a secondary source of power that I would say is only fair, but it's better than none at all. We rearranged our 6 KW Onan. We put it almost amidship, ahead of the main engines and a little to one side. With an Albina Engine Works power takeoff (Albina Engine is in Portland, Oregon and they will be helpful if anyone is interested) we welded the Onan through the power takeoff to a drive shaft and the drive shaft is mounted to starboard a little ahead of the main engine wheel, obviously of course, to one side. The wheel that they specified is only 10 inches in diameter, a sailing boat type propeller. It doesn't have much drag though a motion through the water will set it to spinning unless you put some sort of stop on it.

This device will run our refrigeration, two or three fans, will drive this propeller and give us a trifle over two knots in water that aren't too disturbed. In highly disturbed waters or if there is a little wind blowing you may not get much of the effect of the motion. In fact under certain conditions it will not give enough motion to give rudder. Under favorable conditions wither of direction, weather or water, it will give the motion that I mentioned. By clock-watch checking going through Panama Canal in the cut area where there is no current, with the ship heavily loaded and a dozen passengers aboard, it was accurately checked and we got a little over two knots. I would suggest that anyone interested write the Albina Engine Works in Portland, Oregon and you might refer to me or to the Vega. They will give you information and will gear it to your particular yacht.

I made one more change that some have mentioned in Vega correspondence. The five-blade propeller that we have has been a 24-20. We were not able to get more than 1800 RPM's out of our engine, loaded as we are, with that 24-20. Here in the Canal Zone, or rather Panama City just out of the Canal Zone, we finally found a firm that could change the pitch. It is commonly done in the United States. They changed the pitch of the wheel to 18, so we now have a 24-18 wheel instead of the 24-20. We can now get up to 2100 RPM's out of the engine, which the books say we should be able to do, and we now by clock-watch checking, know that we get our maximum speed efficiency at 1800 RPM's. If we go faster we get no more speed. We're only getting about 7 ½ knots at that speed but

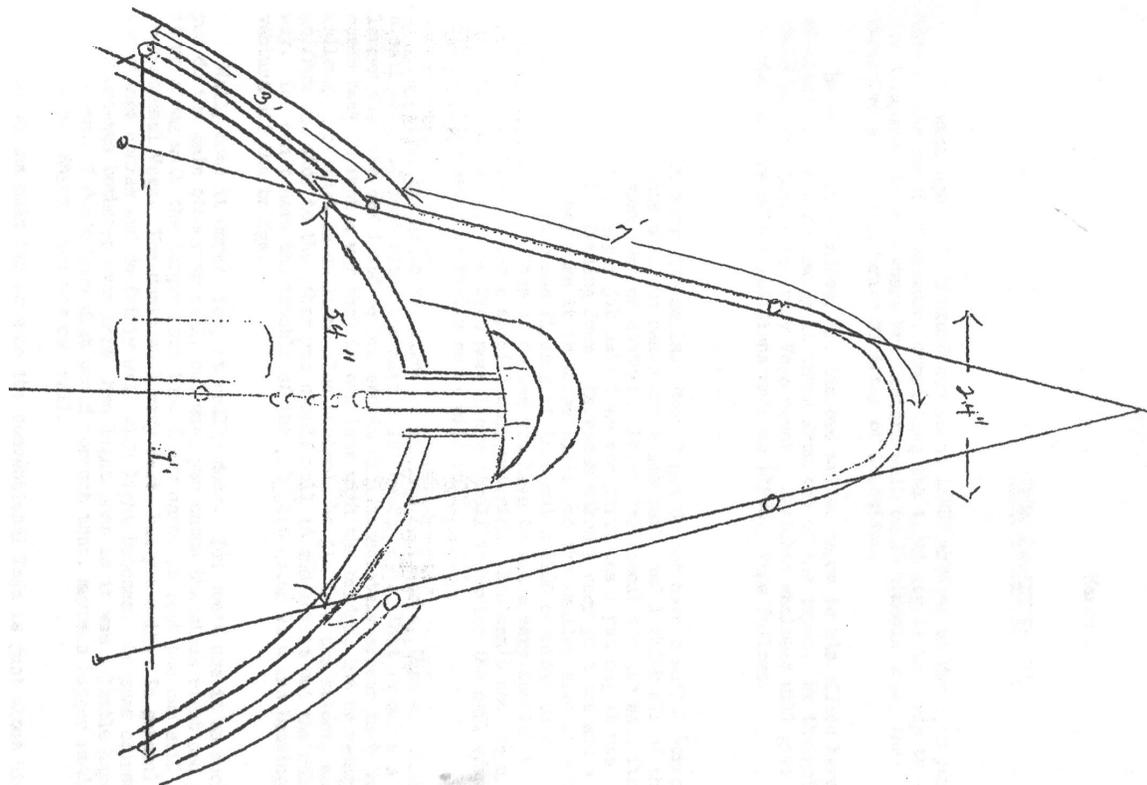
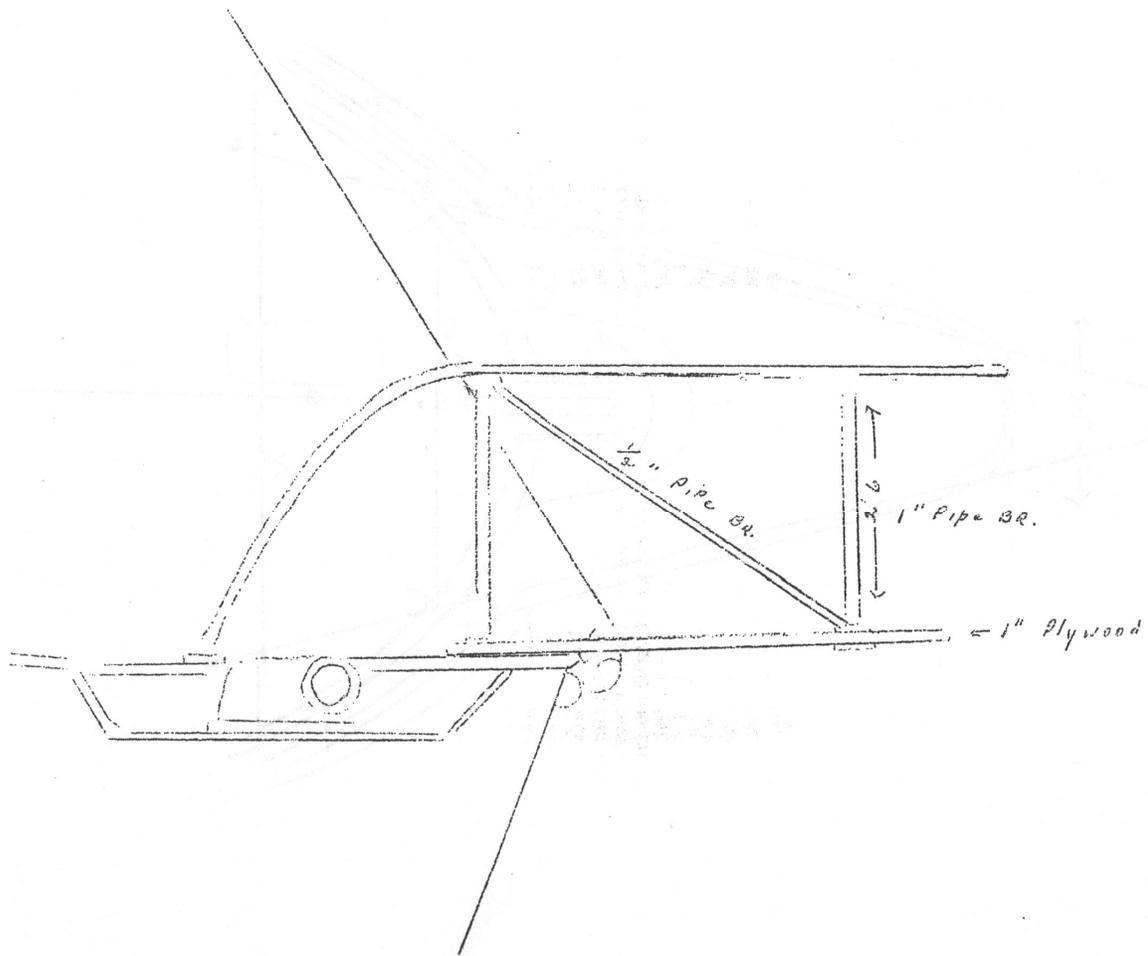
remember that I'm talking about a Vega heavily loaded, people aboard, etc. I'm now normally plotting a course of around seven where at one time I thought I was getting eight – I doubt that I ever was.

Adding a sail doesn't seem to do very much to speed up. We do pick up just a little bit but what we can do is turn back the RPM's on the engine and still get the same speed. All the devices that we have added plus the tropics, and don't forget the air conditioning plant that we use, has given us a little heat problem which we have solved by putting a little squirrel-cage type fan in the hatch opening on the port side. This sucks the air out of the engine room and from the air conditioner. Even with the Onan, the main engine and the air conditioner running we are able to keep the cool hatches and cool engine room, that is, cool for their purpose.

Perhaps I can give a more detailed report on all these things in another year or two after we return from South America and the Galapagos Islands, but the equipment I speak of has already had three weeks of field use under rather tough weather and under tropical conditions. I feel now that I can say that all the things we have added are desirable and can be recommended.



For L.C. Binford  
1901 NE 70 Avenue  
Portland, Oregon 97213



June 15, 1969

**VEGA NEWSLETTER #15**

All Vega owners are probably aware from previous letters that I came to Galapagos in June of 1968, a year ago. LINCO ----- and her skipper lives aboard at the island of Santa Cruz.

There is an inner harbor to Puerto Av---a, maybe its ---- Bay on your chart, where the fishermen anchor. Everyone comes here to swim and play on the tiny sand beach. At low tide most visiting sailing yachts would be a-ground, but not LINCO with 4-foot draught and especially as we, by local invitation, are anchored in the entrance channel. Only 60 feet from the two small piers.

Also by local invitation we have an underwater cable to the dock attached to the local co-op electric plant set up by Peace Corps engineers. They insisted on placing the meter aboard rather than ashore. When I go cruising I roll up the cable and take off – on return, plug in. To take on water I slack off anchor, drift to the dock and connect with the hose.

Considering that I have been here for a year and am helping the Peace Corps build a primary and secondary school, I probably get a little extra consideration – but all yachtsmen are most welcome.

I must admit that our large freezer box has added to good living. Invitations aboard visiting yachts often come – I think because we furnish the ice.

Fresh fruit and meat is available. I do miss tomatoes, lettuce, carrots, beets and all other vegetables. Goats (domestic gone wild) are free for the taking and fishing is good. We have hooked sail, wahoo, king macarel, amberjack, shark, grouper, dorado (often called dolphin) and numerous others. For other food we have taken sea turtles, lobster, rock crab and oysters.

The materials for the schools are a partnership program of Ecuador and two California schools: Imperial Junior High, Ontario, and Halix High School, La Mesa. Individual gifts from me, my family and my friends are all given through the Peace Corps.

This past week we had our first movie. Removing two mobile partitions we have an auditorium which will seat 200. A visiting yacht had a good travel film and the Darwin Society provided the projector. The 'packed house' had no chairs.

If any of you yachtsmen have any money left after financing your ship, why not buy a few chairs for our school? Your check (\$25, \$50, \$100) should go to L. C. Binford marked for gift to Peace Corps for Galapagos schools. In due course you will be officially thanked, and the letter along with your cancelled check should satisfy the Treasury Department audit of your tax returns. I get pleasure in ----- that Uncle Sam is spending almost as much as I am.

Better than a check would be for one or more of you to come down here and  
Vega Newsletters 1965-1969

spend a few months. If you know something of cabinet or furniture making our school shop needs you. Your Vega will get you here. If you haven't had a copy and want to cruise down to the Equator, my office will give you a copy of LINCO'S log of daylight hops – canal Zone to Ecuador. From Mania, Ecuador you go straight West along the Equator to Galapagos and Santa Cruz, 600 miles. There are some currents and trade winds, but never violent winds.

Most of the year there are no bugs or mosquitos, but the last few months I needed screens, which LINCO has. Mosquito bites do hurt, but no malaria.

Your Vega does nicely lying over on a sand beach to clean, even paint the bottom – one tide, one side; next, the other. We changed the drive shaft bearing this way on LINCO.

When I left the States in November of 1967, Sea Magazine, so the editor said, would publish LINCO's cruise in San Blas and Perlas Islands out of the Canal Zone, in the spring of 1968. If they did I never heard of it, but down here we know little of what is going on. I have wondered if any of the articles on yacht cruising are not indirectly connected with the advertising department of the magazine.

Is the Vega still made at the Willard Boat Works? What is the latest on stabilizers? Since enlarging the main sail and adding a roller jib I find no need for them. With the increase in sails LINCO still will not sail into the wind, but with winds favorable will make good headway.

My son John, wife and 18-month old son of Portland, Oregon spent the months of December, January and February aboard LINCO. On an island cruise from a position on shore, he made pictures of LINCO under sail. I haven't see a print but I am asking him to make one for each of you.

You will observe the fishing platform, the aft rail on the bridge and the extended poles fore and aft supporting the antenna hanging from the mast. This is for our 'ham' radio, Station HC9LB.

Any of you who are really interested in coming to the Galapagos, write my office. By radio contact they will pass your plans on to me. Should part of your crew be timid or limited in time they can fly to Guayaquil and come on out to the islands on the Tuesday weekly flight.

Here you don't need a telephoto lens to take pictures of birds and animals. For some reason they are completely unafraid. I wanted a close-up of a finch – my camera will not focus under 2½ feet – but he persists on being closer. This is the bird that uses his head. To get worms out of a hole he tears a splinter off a piece of wood and jabs the point into . . . [the remaining paragraph of this edition is unreadable. . .]



For L.C. Binford  
1901 NE 70 Avenue  
Portland, Oregon

## INDEX

#1 .....	2, 3, 11	CINDY LIL.....	3, 22
#10 .....	6	flopper stoppers .....	16, 28
#11 .....	9, 10	Gray Marine .....	24
#15 .....	20, 35	La Pas .....	2
#16 .....	20	leaking windows .....	8, 28
#18 .....	9	Linco .....	4, 10, 11, 17, 18, 26, 27
#19 .....	8	LINCO .....	12, 15, 17, 18, 20, 24, 26, 30, 31, 35, 36
#2 .....	2	Malaya .....	3, 18
#20 .....	12, 16	Mimi II .....	12
#22 .....	12	motorsailer.....	10
#27 .....	9	NEPENTHE .....	20
#28 .....	7, 20, 26	NINA .....	12
#29 .....	8	Onan.....	7, 8, 9, 10, 11, 12, 24
#3 .....	5, 27	PASSAGEMAKER .....	16, 18, 20
#31 .....	13, 15	Perkins.....	3, 7
#32 .....	12, 16	Richardsons .....	2
#33 .....	16, 20	sail.....	2, 7, 8, 10, 21, 26, 30, 31, 33, 35, 36
#34 .....	3	SEVEN SEAS .....	8
#35 .....	3	stabilizers .....	3, 4, 17, 18, 19, 21, 22, 23, 28
#4 .....	6, 11	steadying sail .....	2, 7, 9, 10
#5 .....	3, 18, 20	Sultana .....	3
#6 .....	12	Tangueray.....	9
#7 .....	10	TERESA.....	20
ALPHA LYRA.....	3	Tlaloc .....	9
Andante .....	9, 10	Tranquilizer III .....	6
Blue Horizon .....	10	Turtle Bay .....	2
Cape San Lucas .....	2	Vega Star.....	15
Capt. Beebe .....	16, 17, 18, 19, 20, 22, 28	Willard Boat Works .....	9, 13
Caracola .....	12		