

## American Vega Association

### Financial Report - Calendar Year 1996

Beginning bank balance 1/1/96 \$2012.00

Income:

1996 Dues/donations	\$2174.	
1997 dues (prepaid)	1172.	
Sale of Club burgees (at cost)	72.	
Profit on sale of grease	4.	
Bank Interest	<u>48.</u>	
Total 1996 income	\$3470.	+ <u>\$3,470.00</u>

Total \$5,482.00

Expenses:

Postage	\$1263.	
Reproduction	1229.	
Bank charges	18.	
Office expense/supplies	146.	
Refunds (overpayments)	87.	
Computer service/repair	<u>100.</u>	
	\$2843.	- <u>\$2,843.00</u>

Bank balance 1/6/97 \$2,639.00

Adjustments:

*1996 expenses paid in 1997:*

Postage	\$108.	
Reproduction	111.	
Office supplies	<u>47.</u>	
	\$266.	<u>266.00</u>

Adjusted (true) bank balance \$2,373.00

Burgees on hand: 9 @ \$8.00 ea \$72.00



## Seven Seas Cruising Association -

In March 1952, a group of sailors in Corona, Calif., envisioned an organization whose purpose was to share cruising experiences via a monthly bulletin. From those efforts, Seven Seas Cruising Association was born and today is a worldwide association of over 5,400 cruising sailors.

Annual dues pay for the monthly bulletin, which contains member letters explaining such things as entry requirements, anchorages, mail, haulouts, repair facilities, sights, hazards, money, equipment, provisioning, laundry and other facets of cruising.

The association promotes gams in areas where sailors congregate, has an annual meeting with seminars and speakers, promotes sailing-oriented classes and seminars, provides a lending library for its members, disseminating information about hard-to-find insurance (health and hull insurance for

short-handed, worldwide sailing) and, most importantly, publishes the bulletin.

Home base is in Fort Lauderdale. Members come from around the world to meet the staff and to use the facilities at Home Base, which include a sailing library of over 1,200 books donated by members, SSCA merchandise and bulletin archives from 1952 on.

For more information about Seven Seas Cruising Association or applications for membership, call (954) 463-2431, fax (954) 463-7183, e-mail [ssca@bcfreenet.seflin.lib.fl.us](mailto:ssca@bcfreenet.seflin.lib.fl.us), or write to SSCA at 1525 South Andrews Ave., Suite 217, Fort Lauderdale, Fla. 33316-2548.

Diane Sikora  
Seven Seas Cruising Association  
Fort Lauderdale

\* Soundings Jan 1997



Sidney Rosen  
10615 Whitman Circle  
Orlando, Fl 32821


426 S. 9th Ave  
Pocatello, ID 83201

Dear Sid,

Thank you for your pleasant and polite letter which I just received today. I am enclosing \$17.50\* annual dues and I'd like to thank you for continuing to assume the mantle of president and the binder of us Vega maniacs. My Vega which I purchased from the estate of Charles Trenkle lies today in a cradle at the Noank Shipyard in Noank, CT. I am expecting to trailer it back to my home in Wilson, Wyoming next spring. It looks like there are at least 3 Vegas in Wyoming which is just about enough for a race! My friend Jack Crenshaw keeps his in Bondurant and I see from your newsletter that Jim Allen has a 1972 Vega somewhere in Wy. Jack Crenshaw has a nice book of owner letters giving tips and hints. Is that still available?

Once again thank you for your letter and Karlene and I hope we'll have the chance to meet you some day.

\* INIT FEE & Dues

  
Sincerely,  
Hugh Owens

### • My Vega is for sale!

Rhea Adams  
P.O. Box 7000-61  
Redondo Beach, CA 90277  
Tel: 213-371-8459

Dave & Cindy Pomerantz

October 11, 1996

56 Bartlett's Island Way

Marshfield, MA 02050-6002

davep@targetsoft.com

Dear Sid,

I've been meaning to write this letter for a while, so there's quite a bit to say. I had a busy spring getting the Vega ready and a busier summer sailing her on many weekend trips in Cape Cod Bay.

\* **Engine for Sale**

I'll be selling my Albin O-22 in nearly working order (blown voltage regulator is all that's keeping it from working) with shaft and combi. Anyone interested can contact me at (617) 834-878. More on that below.

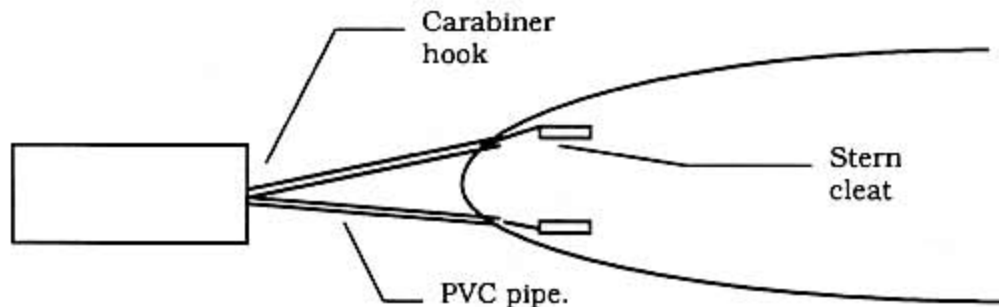
**Flipping The Dinghy in Rough Seas**

I have a small fiberglass pram that I tow during weekend trips. The problem is that the dinghy is a lot less seaworthy, of course, than the Vega. On one occasion, I was crossing a dangerous inlet (Newburyport, MA) against the current. I shouldn't have been there, but I didn't realize how rough it was going to be until I was committed to entering. As the waves grew shorter and steeper at the shallow entrance, the dinghy surfed down a wave, flipped over and submerged. I lost all steerageway and swung sharply towards the jetty beside the entrance. I fought to turn away from the jetty, but couldn't overpower the current that dragged against the dinghy. To regain steerageway, I cut the dinghy loose and was then able to turn away from the rocks. Sea-Tow came out to fetch the dinghy for me as it was too much for me to recover single-handed in those conditions.

So I'm left wondering how to plug this hole in the Vega's seaworthiness. It's not the first time the dinghy has caused problems. I'm thinking that I should either buy an inflatable that will be stored safely in the lazarette or find a way to lash the dinghy to the deck. Anyone have any ideas?

Maybe a small sea anchor, like a bucket tied off the stern, and a longer line for the dinghy, so it doesn't surf the waves.

**Bridling the Dinghy**



On a positive note concerning the dinghy, I got an idea from a (now-defunct) magazine for a bridle to control a dinghy in medium seas. If you have an outboard, you can't have the dinghy pennant loose where it can tangle in the prop, nor can you have the dinghy smacking into the outboard. Thread a 3/8" line through two 10-foot sections of 3/4" PVC pipe to form a bridle. Tie the two ends of the lines to the stern cleats. Where the line forms a V between the pipe sections, tie it to a carabiner hook, which is clipped to the dinghy.

The carabiner hook needs a swivel where it snaps to the dinghy and I use 1/2" soft plastic hose at the hook to reduce chafing of the line.

In rough seas, I tie the two pipes to the same cleat, so the dinghy can run more freely with the waves, less chance of flipping over, but still not ram the back of the Vega.

By the way, the magazine that had the idea was called Sticks and Rags, and was run by two Vega owners in the Pacific Northwest, Ann Rider and Gary Rodd.

### Engine

After much consideration, I replaced the aging O-22 with a Yamaha 9.9 hp 4-stroke extra-long shaft outboard instead of another gas inboard (just replacing old problems with new problems), a diesel inboard (very expensive), or continuing to repair the O-22 (quirky and not very powerful.)

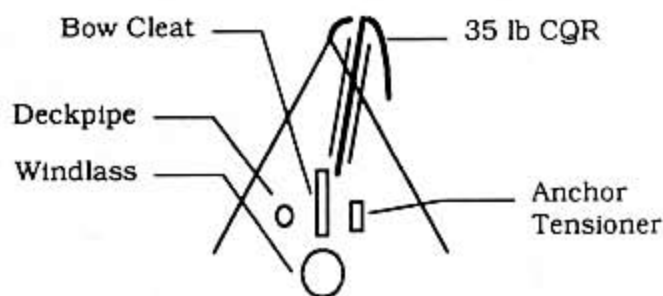
So I have a somewhat working O-22 for sale along with the combi and shaft and gauges. Please call. I have no idea what it's worth so I'm open to offers. It was working earlier this summer until the voltage regulator began sparking from corrosion and became a fire hazard, so I stopped using it.

I'm very happy with the Yamaha. Fuel-efficient, quiet, powerful, and no hot-engine stink in the cabin. That's a benefit I wasn't expecting. Yes, the prop comes out of the water occasionally in heavy seas, but not too much.

### Anchor

I had a 25 lb Danforth that I had trouble setting in rock-strewn New England harbors, so I opted for the following:

- 35 lb CQR
- heavy-duty Windline anchor mount
- 30 feet BBB chain
- 200 feet of 9/16" nylon line
- Anchorman manual windlass
- Chain tensioner



I've used this arrangement many times this season and the anchor sets easily. I'm glad I have the windlass. It was expensive, but hauling an anchor hand-over-hand isn't much fun.

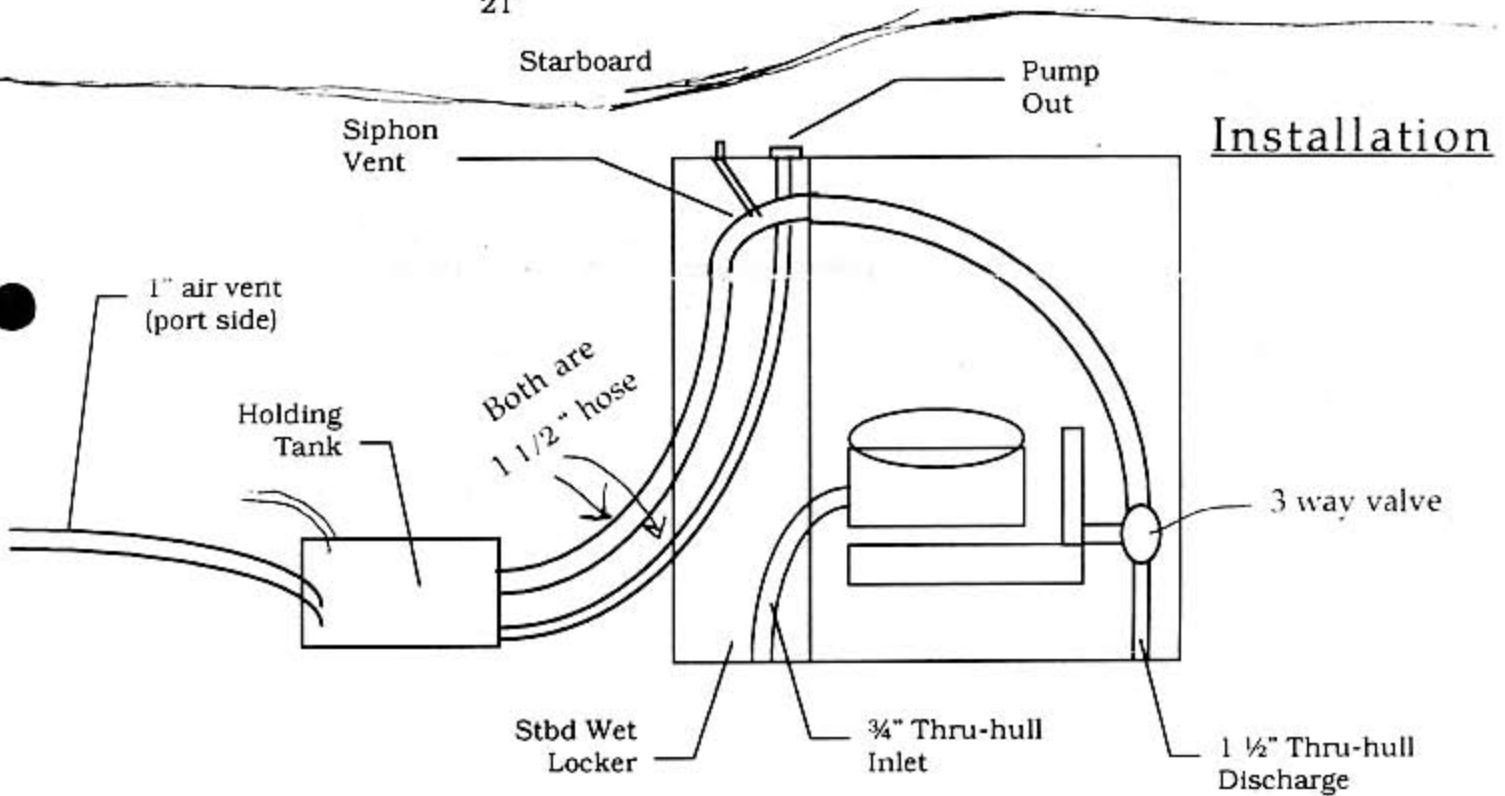
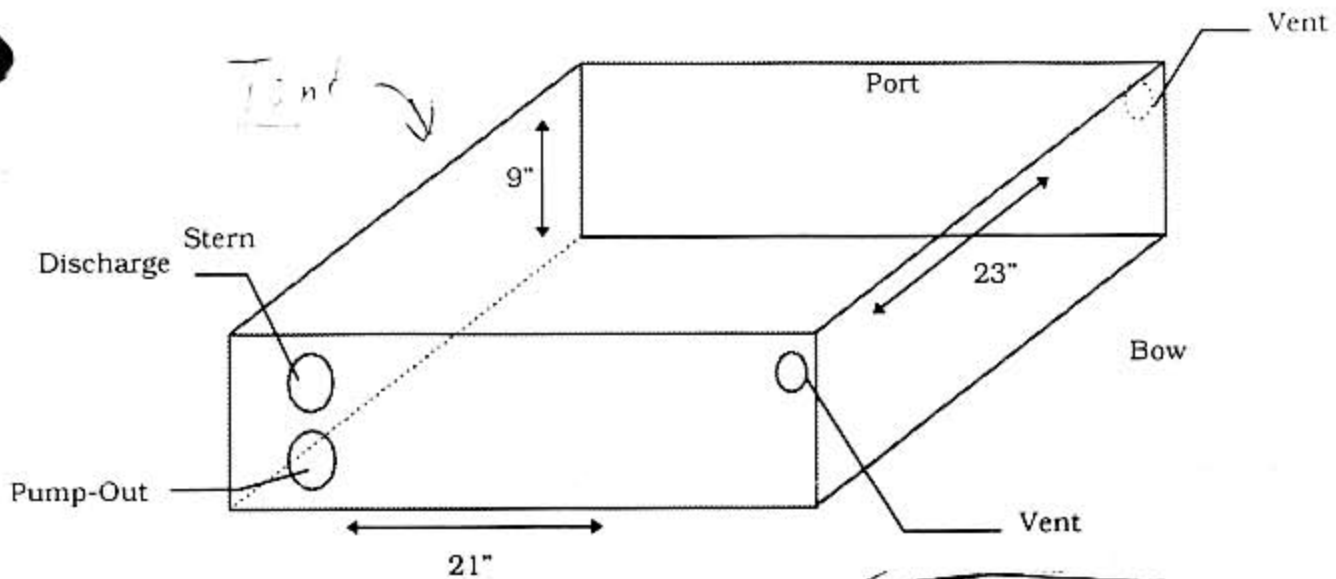
I had to remove and plug the old deckpipe and install the new one over the aft edge of the anchor locker. Unfortunately, the 200' of line packs the locker rather tightly.

Is the 35-lb CQR overkill for the Vega? Maybe. But I like the security.

One disadvantage is that the anchor hanging over the bow will chafe my mooring line. So when I tie up at the mooring, I stow the anchor in the cockpit and run the mooring line over the anchor mount.

## Holding Tank

I installed a holding tank last spring and it works well. Here's what I did.



## Parts List

- 9" x 21" x 23" tank, about \$120, with 4 spin-welded fittings as shown.
- (2) 1.5" threaded-to-barb elbow fitting
- (2) 1" threaded-to-barb elbow fitting
- 3 way valve
- deckplate for pumpout
- siphon vent
- 1.5" top-quality guaranteed odorproof hose for discharge and pumpout (\$7/foot).
- 1" good quality hose for air vent.

try to find this  
on sale



I put the holding tank just behind the water tank, centered under the v-berths. The forward corners rest on the hull. I bolted a wood stringer onto the bulkhead that is just aft of the v-berths to support the back edge of the tank. That holds it solidly in place.

I made the mistake of specifying the discharge and pump out holes too close to the back edge of the tank so the elbow fittings protrude through the bulkhead. That made installation of the tank difficult, since it can't drop straight down. These holes should be placed several inches forward of the back edge so the elbow fittings don't hit the bulkhead.

It's critical that the tank be vented or it will smell. Since carbon-dioxide, which is generated when the waste decomposes, is heavier than air, the vent hoses should have as few vertical runs as possible. The carbon dioxide needs to vent out of the tank or it will kill the bacteria that control the odors. Peggie Hall of Peal Products, the self-described Princess of Poop, declares in strenuous tones that she will not guarantee an odor-free installation if you run the vent hoses up to the deck. I followed her advice and drilled two holes at the bow, like nostrils, just under the gunwale and vented the tank there. Putting the two vents on opposite sides near the bow has the added advantage of setting up a pressure differential that encourages airflow. But you might get a better effect by running one hose to the bow and one to the deck – even though one hose is vertical, I suspect you'd get a convection current. Definitely don't vent with small diameter (e.g. 1/2") hose.

Connecting the hoses to the barbed fittings is difficult. Use a hair dryer to soften the hose slightly and lubricate it with dish soap.

Cost of all the parts and hoses ran about \$450 or so. Be sure to use good quality hose clamps and top quality hoses.

For the holding tank, contact: Peggie Hall; Peal Products; 5319 Littlebrooke Court, Atlanta, GA 30338. (800) 352-5630.

### **Miscellaneous Tips & Tricks**

My wife buys single-serving wine bottles since I don't drink wine. I wash them out and use them to keep cooking oil and a small liquor cabinet on the boat. A tupperware container jammed beside them keeps the bottles from tipping over and I've never had one break.

Anhydrous lanolin (\$10 for a tub at your local pharmacy) is good for keeping threaded connections from corroding and much cheaper than Boeshield etc. Not sure if it's a dielectric.

The CompuServe sailing forum (GO Sailing) is a great source of information, if you're online.

There's still so much to learn about how to rig, sail, maintain and enjoy the Vega. Sid, your newsletter is a big help and a pleasure to read. Thanks for keeping us all connected.

Fair winds,

*Dave*



## Nanni Diesel Engine - (translated from the Nordic Vega Newsletter Nr. 3/96)

For a long time I had wanted a more powerful engine than the Volvo Penta MD 6 A. The old engine, however, was still good enough after I rebuilt it in 1991, but one of the members of our club was in hard need of an engine because his own had totally broken down. So he bought my old engine at an reasonable price, I guess.

As I wanted more than the 10 HP I started looking round for an 13-17 HP diesel engine. Volvo Penta and Yanmar were out of the question because they only offer 9 HP or 18 HP and the latter engine would mean overpowering and a waste of money.

In the 13-17 HP range there was a lot of fine little engines as for example Verms, Lombardini, Ruggerini, Beta Marine (same basis engine as the Nanni but with a 20 amp generator -too little!!) and last not least the Nanni Diesel which was already running smoothly in 2 Vegas. In the end it became a matter of economy and I chose the Nanni 2.50 with 14 HP because I got a very good offer at the Copenhagen Boat Exhibition. The price was app. 4.700 US dollars without taxes (believe or not - our VAT is 25 per cent!!)

Installation: I removed the old Volvo and made two stainless steel strips (1 inch thick and 2,5 inches wide, the length was the length of the engine bed), drilled holes in the SS-strips using the old holes and bolts of the engine bed. Now I had raised the engine bed in order to align the engine with the stern sleeve. Then I placed the engine on the SS-strips, put in the new propellar shaft to find the optimal position and much to my surprise the alignment was O.K. Now it was only a matter of some sideways alignment and making center punches for the threads in the SS-strips. The threads were cut and the engine fastened to the engine bed.

As for the propellar I chose a 9 x 13" folding propellar which would give me as little water resistance as possible when under sail.

The old dry exhaust system and the engine control handle were removed (electrical power tools needed) and replaced by more modern systems. The electrical wiring was torn out and replaced by very few cables and a battery separator (what a relief to get rid of the old "rat's nest").

Now time had come to put the Vega into the water and test the new engine. What a difference!. No noise, no exhaust fumes and an acceleration I had never tried before. This means an improved manoeuvrability both forwards and backwards. After 4 months with the new diesel I have made the following experiences: At 2000 - 2200 RPM (max. with the folding propellar is app. 3200) the Vega runs 6 knots - with the wind and current against you it is only a matter of giving it a couple of hundreds RPM more to maintain a speed of 5 - 6 knots. I tried this during my summer vacation, had a hard wind (about 25-30 knots), current about 2 knots, and high waves right on the nose. At 2300 RPM the Vega was still able to make 5,5 knots over ground.

So all in all I can conclude that I got a powerful engine at a reasonable price and if you do not have ten thumbs it is possible to install it yourself with an occasional help from some friends.

As I have already told you the Beta Diesel is similar to the Nanni - but watch out for the generator with the dissatisfactory output (stronger generators are optional) and other accessories which are included in the Nanni.

Please excuse my poor technical English - I hope you have got the overall meaning!!

Walther



Our thanks to Mr. Walther Nerving, President of the Vega One Design Association,  
for translating the article into English.

## False alarm -

S.V. Koinonia  
Henry Grant  
Sitka, Alaska



Sid Rosen  
Editor

A couple of years ago I helped transport a group of kids from Sitka to a place called Allen Point for an overnight outing at a forest service cabin there. As Allen Point is somewhat exposed to the South East and the forecast was for winds up to 35 knots from that direction, I thought it best to move the Koinonia to a cove not far away in Nakwasinia Passage well protected from all but north winds.

One of my friends, Scott McCloud, had his charter boat in the same small cove and there seemed to be adequate swinging room for both boats so I anchored nearby. I had some concern though about swinging into too shallow water, but I knew I would be up several times during the night so I let it go at that.

That night, I sacked out in the starboard. bunk in the main cabin so I would have easy access to the cockpit to check the swing of the boat from time to time.

The second time I was up that night, at about 3am, everything still looked so good. and saw that everything looked good. There was a light misty rain and I could hear the wind rustling in the trees high above me. The Koinonia tugged gently at her anchor as I went below. I laid down and pulled the blanket over me and tried to go back to sleep. About 5 minutes later "WHAM"! I was knocked out of my bunk onto the cabin sole. Jumping up and up and hurried onto the deck I expected to find that one of our anchors had dragged and the bats had collided.

On deck, to my amazement, I found the Koinonia still swinging gently on her anchor, in the same misty rain. There was hardly a ripple on the water and i could see Scott's boat anchored nearby.

I stood there waiting for Scott or some of his people to come tumbling on deck - - but no one came. I glanced at my watch. 3:15 am. I felt strange: like being in the calm before a storm. There was something wrong. My sleep had dulled my mind and the mind wasn't functioning well yet. Again I glanced at my watch. 4:15 this time. Slowly my senses began telling me that I had been dreaming and had dreamed that our boats had collided.

My dream was so real, it actually knocked me out of my bunk. When I laid down at 3am I must have fallen asleep right away and dreamed that I was lying on my bunk still awake and that the wind had shifted causing our boats to collide.

I suppose being on a rather short scope in such a small cove, and never having anchored there before, left an impression of what could happen on my subconscious mind causing me to dream as I did. I'm not one to be able to explain the workings of the mind: Its just the way it was.

Henry Grant



## REFLECTIONS

by Jan De Groot

### Blisters Don't Matter

The dangers of the dreaded "boat pox" are overstated, says this seasoned marine surveyor.

I am going to say this right now. "BLISTERS DON'T MATTER!" There, I said it. Now I run the risk of being labeled an opinionated, stubborn Dutchman. I probably inherited those terrible qualities from my grandfather who built two fiberglass boats in Holland in the early 1950s. He did this despite predictions of doom and gloom by several experts. I remember those first two plastic boats because they were named after two of my aunts, *Cornelia* and *Josephine* - 37' full-keel sailing yachts designed by Sparkman and Stevens.

However, I don't want to blame my grandfather, rest his soul, for my "blister problem." My "problem" is that blister do not appear to be a problem. Yet many experts dwell on 'blisters' destructive capabilities. They are referred to as the "pox", "cancer" and all sorts of other horrible or fatal diseases.

"Don't buy a boat with the pox," they say. "It will delaminate." (Another scary term.) Some say blisters should be repaired by removing layers of "diseases" laminates, then overlaying new layers of glass. Peeling machines are marketed to strip layers from hulls. Thousands of dollars are spent on repairs - as much as \$12,000. for a 30' boat.

The first blister problem I dealt with was in the late '60s. I had not encountered the before, and certainly not to that extent. I talked to a lot of fiberglass people, but got no well-researched, scientific answers. They suggested perhaps it was because the surface underneath was not prepped properly, was not dry enough when the gelcoat was applied, or was just plain tired and needed to be redone.

Since then, I've seen lots of boat bottoms. These days, through my surveying business, I see or hear of nearly 1000 cases each year. It's probably safe to say I've seen more blisters than anyone else. Yet I've never encountered a fiberglass boat in any way structurally



Our thanks to Loren & Sandy Acker Star Bright #3085

damaged to a significant extent, or unsafe to operate because of blisters. To silence critics of this statement, I suggest that they show me a boat of normal construction - alternating layers of mat and woven roving, impregnated with resin - which has become structurally unsound and unsafe as a result of blisters. If they can, I will eat it.

WHY BLISTERS OCCUR Blister problems occur for three basic reasons:

- The use of incompatible resins, such as fire-retardant resins. In this case, blisters are generally apparent on the topsides as well as below the waterline. They are not a structural concern. This problem is primarily confined to a few particular makes and models, well-known to experienced surveyors. The manufacturers involved have either corrected the problem or gone out of business.

- Poor building procedures. The fiberglass cloth was not stored properly and became damp prior to lay-up. The result is intermittent and generally poor bonding of resins with cloth and gelcoat. The blisters may occur above as well as below the waterline. Blistering itself does not result in structural problems, but the vessel may have internal delamination of the fiberglass layers. This *will* weaken the structure and is difficult, if not impossible to repair. Such serious bonding problems are extremely rare. I've only encountered them twice - one sailboat and one powerboat., each from a different manufacturer who normally builds excellent products

- Water migration through the gelcoat. Blisters are located under water and possibly along the waterline only. This is the most frequently encountered type of blistering. The rate at which the water passes through the gelcoat depends upon the gelcoat's thickness and porosity. For this reason, avoid sanding or scraping the hull prior to applying anti-fouling paint.

In my experience, older boats will get blisters much later than newer boats because the gelcoat is thicker (Often, so is the entire lay-up.) Some older boats will never blister.

(continued on next page)

**BLISTER HISTORY** - Most glass boats consist of mat and woven roving. Mat is made of chopped glass fibres held together by a starch-like binder. It fills in the rough texture of the woven roving, and builds up thickness to stiffen the hull. It contributes some impact strength but that's all. Early Fibreglass boats were built over male mods. As a rule, the final reinforcement was roving, not mar. The gelcoat was applied later as a paint like finish. When gelcoat was applied inside a female mold, the finished surface often displayed the pattern of the underlying roving. With its much finer texture, mat was used to separate gelcoat from the first layer of roving in order to minimize "print-through". There is just one problem: The starch-like binder in the mat isn't exactly waterproof. I believe this is the source of most blisters, and that the damage in most cases is confined to the gelcoat and outermost mat layer.

When a typical blister - about the size of a quarter - is opened, a small cavity can usually be found within the outer layer of mat. The fibres are loose because the binding agent has dissolved. Provided the boat was built properly in the first place, these cavities do not weaken the structure. I have never seen roving affected by this process, which suggests that it's the binding agent in the mat, and not the resin itself, which is affected.

In order for the chemical reaction that causes blistering to take place, water has to remain behind the gelcoat for some time without circulation. It follows that if the blisters are punctured at an early stage, allowing the water to flow freely in and out, they will not grow bigger. This suggests to me that gelcoat has only a cosmetic function. In fact many fibreglass boats have been built or repaired without a coating of gelcoat. Obviously, there's no need to spend a fortune peeling layers from the hull. If a cosmetically pleasing surface is important, the blisters can be removed by sandblasting, then faired with

a filler and coated with epoxy. Otherwise, just grind the blisters off and paint.

Moisture meters in the wrong hands can lead to gross misrepresentation and unjustified alarm. The meters commonly used indicate relative, not absolute water content. In familiar terms, when the weather report announces 65% humidity it does not mean that we are walking around in a mixture of one third air and two thirds water. Moisture meters cannot be used reliably over anti-fouling paint or on fire-retardant lay-ups. Damp interior liners, paint, tanks and wooden structural members can all influence readings. I started using a meter in '81 and I'm still learning.

**BOTTOM LINE** coatings of paint, epoxy and gelcoat are all prone to blistering. Paint will blister on wooden boats and houses, epoxy coatings blister on steel and ferrocement boats. What does all this mean? When a boat has blisters, I find I have to depreciate its value, not because it is unsound or unsafe, but because of widespread misinformation. The general public will either not buy the boat or will expect a price reduction. The result? A lot of good boats are cheap because they have blisters - but they will provide the same safety and enjoyment as those with smoothbottoms.

How long does fibreglass last? Nobody knows, but perhaps my grandfather's work offers a clue. A while back, in the West Indies, I noticed an anchored boat that somehow looked familiar. I rowed around her and eventually could not keep from climbing on board. After checking her over carefully, I concluded she was in good shape and obviously in commission. As I rowed away, I gazed back at the name on her transom . . .  
.. *Josephine*

Not bad I thought: 42 years old and still going strong.

*Jan DeGroot is a Vancouver-based surveyor.*



### • Harbors in Southern France

In January of 1995 Robert Eckwall sent me information about 13 harbors/marinas in Southern France ("Cote d'Azur" to Spain). Several of our members asked for copies, but when I looked for it, it was nowhere to be found. I recently came across the listing in a very obscure place (far removed from where it should have been) and have made several copies of the listing. They are available to those previously disappointed members and anyone else who would want the information. Just write. My apologies to all who were kept waiting!

*Sid.*

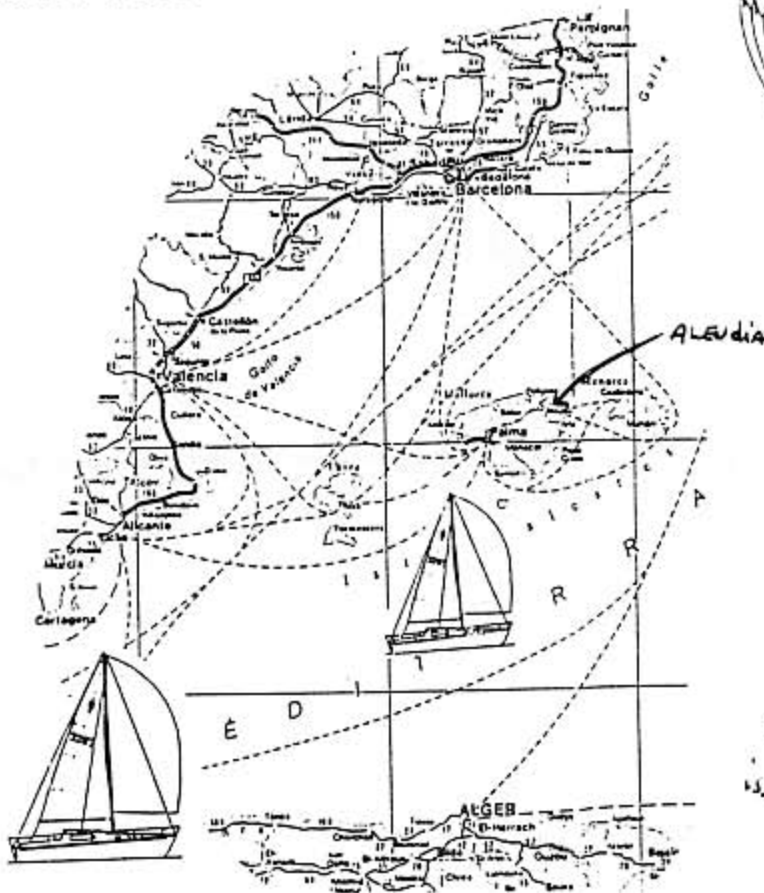
## SAIL THE MEDITERRANEAN IN A VEGA !

Yes, it is now possible!

Our Vega member Edgar Buhe has relocated is Vega "Cnerubin" to Aleuda on Mallorca.

For a price, he places his Vega at your disposal.

Anyone wishing so, should contact Edgar Buhe at the following Tel. and Fax (Germany) 49-04142-82001



Our thanks to Frank Gallardo  
"Cin-Cin", Key West, FL

Sid This is from their 1.76  
issue, the last copy I've received

Frank

### • Anyone for a larger boat?

Ted Miller, an eleven year member of our organization is selling his Albin Ballad - the 30' big sister to the Vega. It has full standing headroom. Designed by Rolf Magnusson and rated as half ton. The boat is in good condition

L.O.A : 29'11"	Displ: 7246 lbs
Beam: 9'8"	Keel Wght: 3417 lbs
Draft: 5'1"	MD6A engine

Call or write: Ted Miller,  
414 Hungerford Drive, Suite 411  
Rockville, MD 20850  
Tel: 301-424-0121

