

VEGA

Newsletter

Sidney A. Rosen, Editor (407) 352-9250
Email sidenock@aol.com

25 Mar 2000

Voice of American Vega Sailors

No. 3 - 00

Wanted!

The following members are "lost." They have moved and their newsletters have been returned by the post office. Does anyone know their new addresses?

Bryan Althouse
296 Jefferson Place
Annapolis, Md 21401

Edward Hardegre
329 Dayton Ave - #23
St Paul, Mn 55102

Dennis Crowley
Box 672
Worcester, Ma 01602

Gene Thompson
c/o "Wren" P.O.
321 High School Road NE #181
Bainbridge Island, Wa 02050

Robert Ponzetti
Box 6723
Ozona, Fl 34660

REMINDER:

If you move - the post Office has a time limit on the forwarding of mail. When that expires, the mail is returned to sender. Please send me your new address



REASON CHECKED
Fwd. order expired
NO FORWARD ORDER ON FILE
UNABLE TO FORWARD

◆ Webmaster wanted:

Our current webmaster, Dave Pomerantz, has sold his Vega and is looking for someone to take over and run the website.

If you are interested, Please contact Dave at:

56 Bartletts Island Way
Marshfield, MA 02050-6002
Tel: 781-834-8786

*** this site is very important - don't let it go "down the drain" !



Welcome Aboard!

Robert & Rose Tantillo
629 Danbury Road
Ridgefield, CT 06877

Catherine Ruhland
17 Walden Place
Tarrytown, NY 10591
Tel: 914-631-6104

"To boldly go where no man has gone before!"

Vega "True Genra"
Ed & Trudi Hardegree
2601 W. 7th Street #122
Ft. Worth, TX 76107
12 Jan '00

Hello Sid:

Just checking in! Welcome to the new year and best wishes for tons of new adventures!

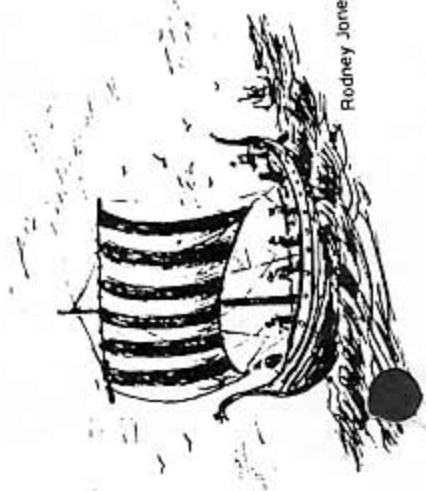
The Vega sails better than I do. it has been a real pleasure. We left Newbury Port, MA in November and had a wonderful trip through

Long Island
N.Y. Harbor
Sandy Hook
Barnegat Bay
Atlantic City
Chesapeake Bay
The Dismal Swamp
Interstate Coastal Waterway
Interstate anchored in Georgetown,

We are presently anchored in Georgetown,

S.C. & slowly heading south.
I need a bow pulpit and two original stanchions. Also, I would appreciate an update on availability of stuffing box grease.

Ed Hardegree
s/v "Tru Genra"



Rodney Jones

Jeff Johnson "(Moondance", #2955) writes:



Jeffrey L & Lily Quan Johnson
9535 Wickenburg Dr
Houston, TX 77031-3507

14 Jan, 2000

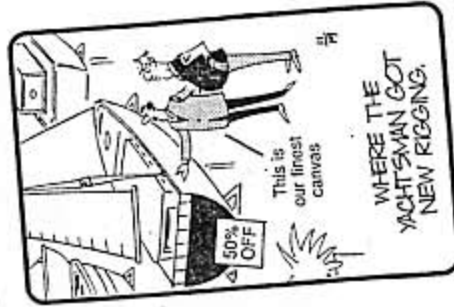
Hi Sid,

Please find our Vega Newsletter dues for year 2000 enclosed. We hope all is well with you & Florence and best wishes for the new year!

We have friends with boatys in interesting places we hope to visit. Sailed in the Costa del Sol last summer (very crowded!) and hope to make it to the French Antilles this spring.

Fair winds to all.

Jumble



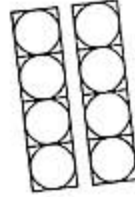
Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

Jumble

Jumbled words:

VOCAL SEIZE VASSAL SPLICE

Now arrange the circled letters to form the surprise answer, as suggested by the above cartoon.



AT A

The answer is elsewhere in this issue
I'm sure you will find it!

I won the "trophy"

January 4, 2000

Dear Sid,

Enclosed is my check for the year 2000. Thank you for all your effort. I don't have much to report. Several years ago I took out the entire interior of Dodi II down to the bare hulland replaced the liner with 1/2 inch thick fiberglass matting and new bright white naugahyde. Another year I totally rewired the boat and installed 12 switch electrical panel. Last year I rewired the mast for a new wind machine as well as well as lights.

I turned 75 this year but I still race my boat. I won the trophy for the most consistent finisher - I finished last in every race! One time, however, I almost lost my position! I was able to recover by doing an intentional 360 and getting myspinnaker fouled. We here on Lake Michigan don't have the exciting sailing that those doin other paretts of the . Sometimes I get waves 2 to 3 feet high.

Currently I am working part time at a West Marine store here in Michigan City. With my reputation as a high performance sailor, sometimes someone will ask me a question.

Please keep up the good work!

Dick Brauer
Lodi II



"To boldly go where no man has gone before!"

Vega "True Genra"
Ed & Trudi Hardegree
2601 W. 7th Street #122
Ft. Worth, TX 76107
12 Jan '00

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Ed Hardegree
s/v "Tru Genra"

Dear Sid -

We love our newsletter. You can not be replaced! I think you are stuck as editor!

We spoke with Art Levin* after the holidays. As always, it was most delightful talking with him and we look forward to seeing Art & Flora again - soon!

THE NEW BOAT IS GREAT! AND MIAMI IS A WONDERFUL PLACE TO SAIL. We spent a month in the "Keys" last summer and a week in the Bahamas. We often got out for a weekend or even just overnight!

It is a very special boat!

Thank you for all your efforts!



Lynn & Warren Fisher

11605 N.E. 10th Avenue
BiscaynePark, FL 33161



World Wildlife Fund
1250 Twenty-Fourth Street, NW
Washington, DC 20037

* Art Levin was one of our founding members. He has been retired for many years and is active in the "Shake-a-leg" sailing program for handicapped individuals. Warren has been a long time member of our club.



Wanted: Information on Spinnaker sheets

Thanks for your note. I am sorry we will miss each other in Tampa, as I thought it would be fun. Maybe next time. As for the dodger, I was hoping that you might run my request for an old one as a blue print in the newsletter, to see what comes of it. I might end up making it from scratch, but would like a "pattern" from which a loft could work with.

Another thing I am interested in getting feedback from someone who has a spinnaker. -

I bought the one advertised in December, but I have no idea as to the size of the lines that would be used for its sheets, or their length. If someone out there in Vegaland has that information, I could sure use it.....

Thanks Sid, and take care. By the way, I noticed the web site is falling into disrepair. It is sad, but these things take time and expertise, and I for one have little of either.....

- - - - -

Hal Kearsley
1902 38th Court
Phenix City, Alabama 36870
Tel: (314) 298-4764
Email: <http://dl.www.juno.com/get/taga>.



When was the last time you wrote something for the newsletter?

Tuesday, February 01, 2000

Dear Sid and fellow Vega'ers

Enclosed please find my check for annual dues.
Thank you for the phone number to Vega Marin AB. They sent me a price of 2195 SEK for the sprayhood, and 805 for the frame. How many \$\$ is this? Have any members ordered this frame and hood, and is it worth the money (however much that is?) Or does anyone have any plans, patterns, or suggestions for a sprayhood and frame?

I appreciate the input.

Thanks for the continued GREAT job on the newsletter and organization,

Sid!

Doug McDaniel "Lightning" dm1596@aol.com
1001 South Andrews Ave Suite 100
Ft. Lauderdale, Florida 33316

Sid, please note my new address. Thanks!



Sid's response via Email -

Doug:

Thanks for your letter and the dues.

As of this date a Swedish Krone (or Kroner) is worth .1157 cents. (a little over 11 and a half cents) . If you multiply 2195 Kroener (for the sprayhood) by .1157 it amounts to \$253.96. The frame would be another \$88.14. (VEGA MARIN WILL PROBABLY HAVE TO CHARGE YOU THE SWEDISH 10% VALUE ADDED TAX (VAT) - IN THAT CASE YOU WILL HAVE TO FILE FOR A REFUND - I DON'T KNOW ALL THE DETAILS.

Dont forget that shipping costs will be expensive. Also, chances are that there will be US duty when it enters the U.S.

THE POINT I'M ARRIVING AT IS THAT IT MAY BE CHEAPER IN THE LONG RUN TO HAVE IT MADE LOCALLY.

Please keep me informed!

Slime-Busting Bottom Paints

By John Clemans

Like protective coatings to keep the gelcoat and teak on the topsides of boats from deteriorating in the sun and salt of the marine environment, paints to keep hulls from becoming fouled by barnacles and plant growth under water are constantly being improved by marine paint manufacturers. **Interlux**, a leading manufacturer of marine paints, has introduced a new technology, called **Biolux**, to its line of bottom paints. **Biolux** is formulated to retard the development of slime, the first stage in the escalation of more tenacious fouling agents, which grow as inexorably as a man's beard, on the bottoms of hulls. **Interlux** does expensive testing of its products in Europe, where restrictions allow more creative experimentation than in the U.S. Its new **Biolux** "biocide boosting" technology was born there.

Through the years, there have been many ingredients added to paints intended for use on hulls to improve their resistance to the adhesion of weed, shells and other forms of marine life that attach to underwater surfaces. Lead, mercury, arsenic, tin and copper have all been tried, as has pepper. But, because of their toxicity and their deleterious effects on the environment, most of these additives, or "biocides," have been banned from inclusion in paints sold for use on pleasure boats, no matter how effective they have proven to be in the never-ending battle against barnacles. Copper is still permitted, however, and is the biocide that's in most of the paints used on pleasure boat hulls to keep them clean and slick.

In addition to applying a suit-

able bottom paint, the best way to keep your boat's bottom "clean-shaven" is to run the boat. A boat that is run regularly will have a much smoother bottom than one that sits idly at the dock for days or weeks on end. When bottom growth is allowed to develop, it not only detracts from a boat's appearance, but it also results in slower acceleration, reduced cruising and top speeds and fuel economy. In other words, with a dirty bottom, you go slower and it costs more to run your boat. Buying the best bottom paint available will save you money in the long run.

Unless you keep your boat out of the water—on a lift, a trailer or in a dry storage facility—you will be faced with having to apply some sort of bottom paint to the hull, especially if the boat is used in salt or brackish water. If you don't, you'll soon see why you should. In only a matter of a few days a noticeable green haze, then a coating of green fuzz, will begin to develop on the hull, as well as on the rudders, struts and other running gear, below the waterline. It's called "slime," and is actually alive.

Slime is formed by millions of algae cells that attach to the underwater surfaces of boats and then grow and multiply. In itself, slime is not so bad, although it's unattractive (you can't even maintain a nice, even coat of slime, because mullet and other fish feed off it and leave their marks in the form of intersecting lines). The real problem with slime is that it forms a foundation for further growth. Where there is slime, there will soon be barnacles. By adding a slime-fighter to

its bottom paints, **Interlux** has increased their arsenal of weapons with which to fight the entire spectrum of bottom growth. The company is not the first to do so, however. **Kop-Coat Marine**, maker of **Pettit** marine paints, has an additive called **Irgarol** in its **ACP-Ultima** bottom paint. **Irgarol** has been used in Europe for more than 10 years. **Irgarol** is an algicide that blocks photosynthesis in algae. **ACP-Ultima** is an ablatively copper polymer bottom paint that utilizes cuprous oxide (copper) to ward off barnacles and other bottom growth.

As noted earlier, copper is the biocide that most bottom paints now contain. It replaced tin, or tributyltin, in the late '80s. The copper leaches out of most bottom paints in rather short order. The problem with this delivery system is that the longer the paint is on the hull, the less copper is available. It's strong at first, but then weakens. Even though the hull appears to have sufficient bottom paint for a second season, the paint's barnacle-fighting ability is long gone. To rectify this drawback, "ablatively," "copolymer," or "self-polishing," paint was developed. In it, the biocide is evenly distributed and the paint wears away as much as a bar of soap does. This keeps the bottom slicker than do traditional bottom paints and reduces drag. There is as much biocide in the bottom "layer" of a coat of ablatively paint as in the top layer, so the biocide remains strong and effective as long as there is paint on the hull. And, since the paint wears away by design, there's less sanding and scraping before applying a new coat. **Biolux** and **Irgarol** are also

DOGWATCH

I'VE KEPT A SHIP'S LOG
DILIGENTLY FOR 5 YEARS

BUT YOU NEVER
GO ANYWHERE



www.marley.net
/dogwatch.htm

evenly distributed in Interlux and Pettit ablative paints, and their release is similarly "controlled." They both impede the formation of slime. You can think of them as similar to sunblock, although they are not physical sunscreens. Instead, they promote a chemical process that blocks photosynthesis.

By inhibiting the development of slime, Biolux and Irgarol enhance the release of copper (because slime restricts its release). So, the benefits are two-fold. By "blocking" the sunlight necessary for the growth of slime algae, these additives boost the anti-fouling properties of the paints that contain them.

Interlux has applied Biolux technology to three of its leading bottom paints: Micron Extra, Trilux and Ultra. Micron Extra is an ablative copper copolymer formulation that constantly and consistently re-



SLIME-FIGHTERS: Biolux technology is available in Micron Extra, Trilux and Ultra.

leases biocide. A boat painted with Micron Extra can be hauled and left out of the water for winter layup without any ill effect. The paint does not break down in any way. This is important, because Micron Extra is formulated for multi-season performance. Many boat owners get two or more seasons out of it without repainting. The more you apply, the longer it will last. And, because it "ablates," there is no heavy paint buildup to remove when it does come time to repaint. Micron Extra is for wood, fiberglass and steel boats in both fresh and salt water, and it is easily

applied with brush, roller or spray gun. It comes in red, green, blue, black and gray.

Trilux, a "hard" antifouling paint, is specifically for use on aluminum boats as well as outdrives and outboards. But, it can also be used on fiberglass and wood boats, and is a good choice if you want a white bottom. It contains no cuprous oxide, which can cause galvanic corrosion to aluminum. Instead, Interlux adds cuprous thiocyanate, which allows the formulation of bright colors, including white, and Teflon, which increases hardness and makes the bottom especially

easy to clean. Colors are red, blue, black, green and white. Application is similar to Micron Extra. Ultra is a hard antifouling paint as well, which means it is good for fast boats and for boats whose bottoms are cleaned often, because it is highly resistant to abrasion. Unlike Micron Extra, the biocide leaches out of the paint over time and there is a paint buildup to be sanded before applying a new coat. As it does in Trilux, Teflon makes Ultra slicker and easier to clean. A high percentage of cuprous oxide makes Ultra suitable for use in areas with warm water where algae and shells are particularly troublesome. It's available in red, blue and black.

Interlux has always had a reputation for hard-working bottom paints. The addition of Biolux gives three of these paints another tool with which to perform their vital task.

QUICKTIPS

■ If there were room here for only a single tip, it would be this one: Clean the bottom while it's still wet. Don't put it off. As soon as the boat is hauled, attack the bottom with a pressure washer or scrub brush and scraper, if necessary. If you let it dry, it will be 10 times harder to get the stuff off. Slime, weed and shells will require sandpaper to remove them.

■ Once the bottom is clean,

examine every inch of it carefully for blisters. If osmosis is occurring, it will begin as pinholes under the paint. It won't take long, however, for blisters to become visible—dime-sized imperfections. Stick the point of a knife into them. If liquid comes out, smell it. If it smells acidic (you can also test it with litmus paper), like vinegar, you have osmosis. If it's only water, then it's more likely that the anti-fouling

paint is separating from the primer or the gel coat and causing blisters—an "intercoat adhesion problem." If you think you have osmotic blistering, have a surveyor check it out and attend to the problem immediately.

■ If any of your topsides varnished wood is nicked or scratched, examine the area carefully to see if the varnish is so badly damaged that water can get to the wood itself. If it is, sand the spot

with 280-grit paper, then dab on some varnish with a pipe cleaner so the wood is protected over the winter.

■ If water intrusion has occurred, and spots have become discolored—gray or black—buy some oxalic acid crystals at the drug store and mix up a solution to bleach the spot out. Teak brighteners will also work. If the wood has been stained, restain it before varnishing, as the bleach will lighten the stain.



27142 SCHOONER WAY, RR2

PENDER ISLAND BC.

CANADA VON 2M2

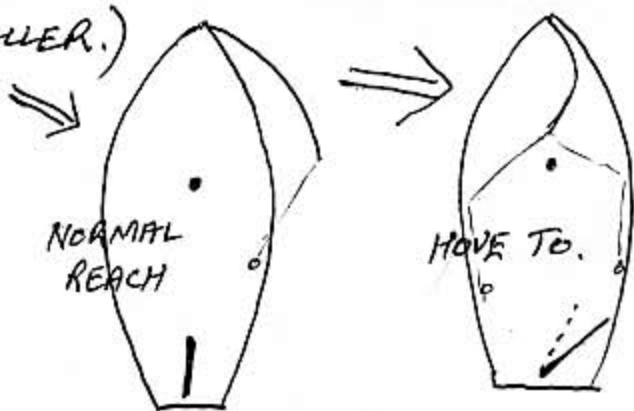
19-1-00

HELLO SID,

HOPE THIS NOTE FINDS YOU WELL, DOWN THERE IN THE WARMTH, ISLAND OF DISNEY!

NOTHING TO REPORT FROM HERE - JUST THE USUAL THINGS, RACING EVERY FRIDAY, USUALLY IN RAIN, ALWAYS COLD & MISERABLE. WHY DO WE DO IT? BECAUSE WE LOVE OUR OLD VEGAS, & KNOW THAT THEY WANT TO SAIL! SPRING, & WARMER WEATHER CAN'T COME QUICKLY ENOUGH.

SID, MANY VEGA OWNERS SEEM UNAWARE THAT THE VEGA IS A "FORESAIL" BOAT, AND SAILS REALLY WELL IN 15 KTS OR MORE USING JUST THE JIB - NO MAIN ALSO, THE BOAT WILL "HEAVE TO" PERFECTLY WITH JUST THE JIB. (WORKING JIB OR SMALLER.)



YOU JUST POSITION THE CLEW RIGHT IN FRONT OF THE MAST, AND PUSH THE TILLER TO LEeward.

ANOTHER THING - IF YOU FREE THE TILLER A BIT (DOTTED LINE) THE BOAT WILL "SAIL" - ON A BEAM REACH AT ABOUT 2 - 2 1/2 KTS. CAN BE USEFUL

HOPING SOMEONE ELSE WILL FIND THIS USEFUL. I REALIZE THAT IF YOU JUST LOOK AT THE DIAGRAM ABOVE (HOVE TO) IT MAKES NO SENSE AT ALL BUT IT WORKS!

HAVE A GREAT MILLENNIUM YEAR SID,

SINCERELY

Peter

VEGA #707 "WALKABOUT"

Answer:
Where the yachtsman got new rigging -
AT A SAIL SALE

He has "moved on up" - that is to a larger boat !

215 North 29th Avenue
Yakima, Wa 98902
January 7, 2000

Vega Newsletter
Sid Rosen

Dear Sid:

I'm writing to inform you that, after 20 years with a great boat, and 19 in your "tremendous" organization, I'm giving up my membership. I traded "Lyra" for a bigger boat (Jason 35', a double ended cutter) - see "Best Boats to Build or Buy" - by Mate).

The new owners live on their larger boat in Olympia and are keeping "Lyra" in Mexico where they are currently cruising - having sailed down there with a fun-cruising fleet (see enclosure). I gave them all my past newsletters and, of course, the recommendation that they join your association.

I'm fitting the "Jason" for offshore - expensive and time consuming! Future plans are to sail to San Diego, then to Hawaii, then
. . . ???

Many thanks for your efforts over the years. Your newsletter is invaluable! May 2000 be a prosperous year for you!

Regards -

Gerry Pickard

My Vega is for Sale

January 7, 2000

Dear Sid,

Enclosed please find my check for association dues for this year. I am putting my Vega on the Market, and would appreciate it if you would mention this offer tosell in an upcoming newsletter.

Year 1976

Length 27'

Engine type: Volvo Diesel MDB

Engine HP: 10

Boat location: Isle of Capri, FI

Price \$6,000.

Comments: Seaworthy - complete & original.
Damage to upper portion of bow.
Parts to restore bow at Capri
All new cushions.
Workshop manuals

Thanks very much

Edward J. Flannery

173 West Pago Pago Drive
Isle of Capri, FL 34113
Tel:9841-642-7193



Phone (804) 233-3878

January 11, 2000

Sidney A. Rosen
10615 Whitman Circle
Orlando, Fla. 32821

Dear Sidney,

Please find my check enclosed for my annual dues. Thirty years of old newspapers ^(letters) came in very handy during the last year as I restored hull # 150. Additionally the manual compiled by previous and current members was also a big help. The S/V Farther is now seaworthy, comfortable, dependable, and I feel as safe as humanly possible.

Since my sailing experience is limited, from the very beginning, I have invited "guest captains" to accompany me. This has become an inside joke around the marina and a status symbol to take a turn as captain. Many of these folks have more invested in their instruments alone than I do in my entire boat, but they never fail to heap on the praise not just in the restoration attempt but on the integrity and handling of the vega.

A few folks have returned somewhat disillusioned with their own vessels most notably the 25 foot Hunter and Catalina. It sounds as though you may be a little short on material for the news letters and I guess it's time I gave back to the club so allow me to share some of the things I've done to a thirty year old boat, where parts are hard to find or are overpriced, and in many cases not all that good to begin with.

My albin 0-21 is finally running very strong. I won't go into detail at this time because I question whether anyone is still using one but if there is one or two out there I know where the points and condenser came from, 66 VW where and how to replace the old solex carb with a brand new Zenith for under \$150.00 and a great replacement to the Dyna-Start from a gas powered golf cart for around \$250.00.

For now let me show off my switch panel/fuse box built from a cigar humidor I found the day after Christmas for 70% off. (Some folks think I should have named the boat "70% off")

I mounted Two Sea Dog 6 gang switch panels in the top and a small brass hasp on the side to keep the lid secure. The hinges on the humidor face down so the lid swings open and all connections are blade type. In the bottom are positive and negative buss bars connected to the batteries and engine block with 8-gauge wire. I mounted a condition of battery gauge and cigarette plug using the wood thing in the lid of the humidor that previously held a humidifier and hygrometer. In the picture you can see the battery gauge above the stereo, this has been especially useful in monitoring power usage. The assessability of this setup has been great for adding things plus it's dry! If anyone needs more info on the engine modifications I mentioned, feel free to write or e-mail me at SVFARTHER@aol.com.

Sincerely,

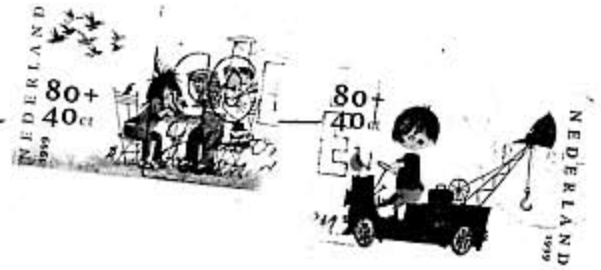


Thomas White



Henk Jansen

Van: Henk Jansen <henk-jansen@wxs.nl>
Aan: <sidnock@aol.com>
Verzonden: dinsdag 18 januari 2000 16:53
Onderwerp: Vega Newsletter.



Dear Sid,

I am sending you by snailmail US\$ 22,- for the Vega Newsletter. The amount is in cash, but every year it gets safely into your hands.

Below is my modest contribution to your newsletter.

Dear Sid,

I am reading your newsletter always with great interest. These days there is always a whole daily bunch of "snailmail"

I am always taking rather eagerly your newsletter first and foremost and read it to the end. It surprises me that there are always so many new members in the United States. Vega's seem to change ownership rather quickly.

In Holland we are more conservative in this regard. We have been owning our Vega Le Cygne for over 20 years. She has given us a lot of pleasure every summer. Due to warmer weather (global warming) the season is getting longer in Holland, but towards the end of October we usually berth the yacht. On alternative winters I have kept her in the water. If you take due precautions nothing happens. Only the underwater part gets a bit dirty, despite the use of anti-fouling paint. By now there must be 20 layers on Le Cygne, but I don't like to remove this most poisonous coating. The early coatings were still mercury based, which (fortunately) is no longer permitted.

The Vega is well reputed in Holland and still commands a good price (around US \$ 15000).

I am reading a lot of stories about the replacement of the Volvo Penta MD 6 a engine. Mine performs well. She needs maintenance at least once a year, replacement of oil is important. We had problems with the Dynastart, which started but did no longer produce electricity. The local workshop changed the wiring a bit and both batteries are now loaded from the dynamo. Fortunately, there is no reason to change the Volvo Penta for a Yanmar so far.

The weathered deck of the Vega started to look uncanny. Consequently I painted the deck with monourethane paint, which was quite a job. This coming springtime, I'll will have to touch up some parts. In general monourethane paint remains having a good gloss. There is a special version to avoid a very slippery deck.

My wife Margaret is afraid I will fall from the deck when changing sails. So we will try to sell the old jib and install rollers jib(s). Its a Furler installation and the genua sail only cost in Holland custom make \$ 670., 5.46 ounce dacron. When I took the main sail to the sailmaker, he inspected it and shook his head. It could be flattened, but it would be better to buy a new main sail which I did.

My E mail gets too long for Syd's Newsletter so I will wind up this story, promising to report on dutch nautical news another time.

Henk Jansen
 Le Cygne V.1682,
 E mail: henk-jansen@wxs.nl

18-1-00

Please write & tell us about
 your sailing adventures &
 your maintenance & repair
 experiences

