

## Vegas wanted:

The following members have indicated that they want to buy a Vega. If yours is for sale, please contact:

- Lorenzo Gilchrist  
1013 Woodbourne Ave  
Baltimore, MD 21212
- Peter Johnson  
3841 West 22nd Ave  
Vancouver, BC, Canada V6S 1J8
- James Allen  
2602 Quadra Street  
Victoria, BC, Canada V8T 4E4
- Felix Arts  
145 Pfeiffer St  
San Francisco, CA 94133  
(Wants to sell old boat first)
- Lorenzo Gilchrist (Prospective member)  
1013 Woodbourne Ave  
Baltimore, MD 21212



## News Around the fleet :

- Bob Pittman (Julie #2537) , Oxnard, CA cruised the lovely Channel Islands last year . Bob says "Its incredible that despite all the rain they had in California not one drop of water entered the boat - !"
- Ed Clement (Puffin #1396), Rogers, AZ says his 1993 cruising plans include a sail to Guatemala.
- Doug Smith (Sundowner # 978) , Portsmouth, RI has been working on hurricane planning with the local Red Cross. He is also working on his PHD dissertation and doing some consulting & teaching on the side.
- Loren & Sandy Acker, Sidney, B.C., Canada, have sold Star Brite#3085 and bought "Seaweed" a Fisher Northeaster '30. They are retaining their membership and are now on our 5 year honor roll of members.
- Doug McDaniel (Lightning #264), Fort Lauderdale, FL, sailed down to Coconut Grove, FL over Christmas. He reports lots of debris still left from Hurricane Bob. He didn't recognize Key Biscane from the water. A good many trees are down or laying at crazy angles.
- Ulf & Ulrika Wahlstrom (Vagary #965) spent their 9th winter aboard Vagary with three solid weeks of snow and the temperature below Zero degrees Celsius. Snug as a bug in a rug ?



# BOAT/U.S.

## Cooperating Group ACCORD

### *Between*

Boat Owners Association of The United States  
Washington National Headquarters  
880 S. Pickett St., Alexandria, VA 22304

*(herein called BOAT/U.S.)*

### *And*

VEGA NEWSLETTER/AMERICAN VEGA ASSOCIATION

*(Organization or Club)*

10615 WHITMAN CIR

*(Mailing Address)*

ORLANDO FL 32821

*(herein called GROUP)*

### *By our signatures below:*

BOAT/U.S. agrees to:

- Provide full Membership to all bonafide members of the GROUP at a special Cooperating Group rate of \$8.50 (one-half the regular \$17.00 dues).
- Allow GROUP members who are already BOAT/U.S. Members to renew their Membership at the same special rate.

The GROUP agrees to:

- Have a BOAT/U.S. Member serve as liaison.
- Maintain a group size of at least 10 members.
- Have at least 5 members join or renew their BOAT/U.S. Membership during the year.
- Send BOAT/U.S. a sample of information notifying members of this special cooperating group arrangement at least once a year. *Examples: newsletters, announcements, etc.*
- Make BOAT/U.S. literature available to its members.

*This Accord does not constitute an endorsement of either organizations' activities; it becomes effective for one year upon the signatures of the authorized representatives of both organizations and may be renewed each year by mutual agreement.*

### *Accepted*

BOAT OWNERS ASSOCIATION  
OF THE UNITED STATES

Signed \_\_\_\_\_

Dated \_\_\_\_\_

GROUP (Organization or Club)

Signed \_\_\_\_\_

Title \_\_\_\_\_

BOAT/U.S.

Member Number \_\_\_\_\_

No. of Members \_\_\_\_\_

GA 80091S

Dated \_\_\_\_\_

Signed *Richard Michelman*  
Dated *02/05/93*

Signed *Sidney A. Rosen*  
Title *Secretary*  
BOAT/U.S. Member Number \_\_\_\_\_  
No. of Members *180* Dated *1/15/93*

478 Main Street  
Old Saybrook, CT 06475  
January 18, 1993



Sidney A. Rosen  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid,

This is a letter that I have been meaning to write for years. So here goes.

A little background first. While working I lived aboard Halcyon # 1460 four days a week for four years, 1979-1982. These are the changes that we made over numerous years.

#### FORWARD CABIN

We eliminated the shelf on the port side and moved the hanging locker partition inboard to meet the edge of the shelf. Changed the clothes rod from athwartship to fore and aft. This gave considerably more space for hanging suit jackets, etc.

We used the shelf on the chain locker bulkhead to support the table forward and installed a block of mahogany with a turn fastener to support the aft end of the table. There is room above the table to store our wind scoop. The table is mounted with leg supports down.

A 110 volt electric heater was installed in the forward center locker. A rectangular louver opening with a grill was cut through the bulkhead for the hot air release. The square cushion must be removed and the support has holes drilled for air flow. The wires run under the head compartment and a thermostat was mounted on the starboard bulkhead in the main cabin. This heater was plugged into 110 shore power outlet in the main cabin. This provided heat and when turned down low prevented the boat from freezing.

The stainless holding tank which was available from Sweden was installed behind the bowl in the head. It is vented next to the head window. Pumpout outlet is topside on the starboard side. A "Y" valve came with the head holding tank for off-shore sailing.

#### MAIN CABIN

Shore power was installed with two double outlets on each side over the sink and stove and in the forward compartment. Each side is connected to a circuit breaker mounted on the bulkhead in the starboard cockpit locker. Outlet for shore power cable is located in the backrest of the cockpit facing aft. We also made up a 30' cable which works fine.

Our engine, the MD6A is still salt water cooled. A "Y" valve was mounted on the salt water intake. After we anchor or tie up we leave the engine running and switch the valve drawing fresh water from a plastic jug. One gallon will flush the engine. We carry 4 jugs of fresh water in the cockpit locker.

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### MAIN CABIN

We cut a pattern and installed indoor-outdoor carpeting both in the main cabin as well as the forward cabin. We used 1" x 3/8" mahogany strips angle cut to parallel the flooring. The strips were screwed into the upright partitions with pan head screws. So mounted we can easily remove the carpeting to check the bilge etc. The carpeting is then slipped back under the strips. Feels nice on a cold morning.

A Dickinson Newport wood stove (charcoal) was installed on the port side of the forward bulkhead. It is vented through the deck with a removable two foot extension for proper ventilation and draft. This gives us enough heat for our use. The main cabin hatch is always left partially open when using the stove.

We made a small (18" square) cocktail table with a two foot wooden leg that fits in the table opening in the floor. It is usable in the main cabin or cockpit. There are fiddle-boards all the way around.

A shelf about 12" x 20" with fiddle-boards is mounted on the bulkhead between the port bunk and the stove. This is hinged and drops down when not in use. Shortens the bunk by about an inch. Great extra work surface.

When the stove is in use, the cover is used as an extra shelf for a sink drain. It is supported with a square pole set on an angle over the starboard bunk. It is tilted so that when used as a drain, the water runs into the sink. It gets rid of the cover and provides another work surface.

The hull liner had to be replaced. "Soundings" had an ad for a Head/Hull liner made by Ozite Company. They forwarded samples and we chose Soft Touch Cream. It came in 6' x 20' roll. It is sun-fade and mildew resistant. We cut the 6' length into 3' widths. We scraped the old glue, painted the hull and installed it with contact cement. Contrary to instructions use the contact cement only on the hull. Coating both sides causes a bleed through. We also would give the hull at least two coats of paint to prevent light from showing through.

### TOP-SIDE

A danforth anchor bracket was installed by the first owner. He removed two deck bolts and installed a mahogany block with a cut-out for the flange of the Danforth. The shaft of the anchor is secured in another block mounted slightly aft. The anchor is secured to the blocks with lengths of shock cord. I have experimented with Velcro this past year and it seems to work fine. Velcro doesn't seem to be affected by rain, cold or heat.

Sorry it took so long to get this down on paper but perhaps some of the information will be useful. If anyone has a question I'd be glad to help out.



**Life-like Owl -  
Sends Gulls and Ducks  
Screeching in Anger**

Tired of the clean-up when you arrive? Try our 17" high life-like owl which is the dreaded enemy of both gulls and ducks. Every detail and color right down to the glass eyes. Plastic with molded eye for hanging.

*Bill*  
Bill Steinbuch

# Cockpit Weather Cloths

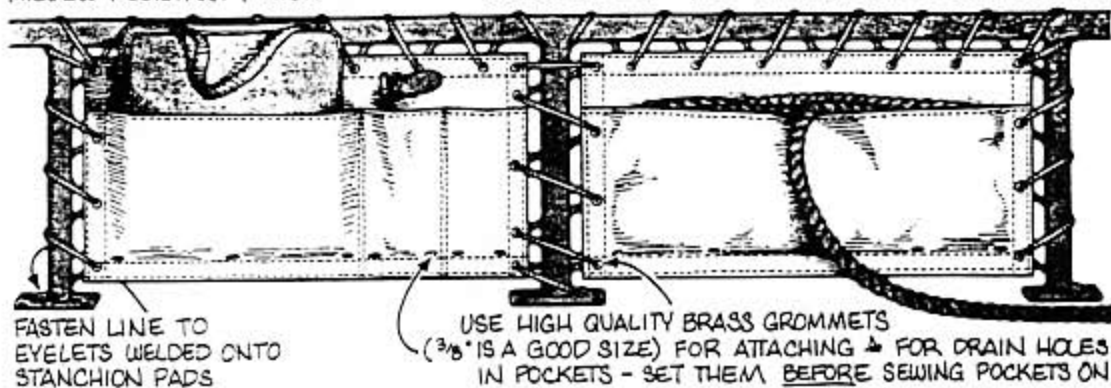
Canvas weather cloths attached to the stanchions provide increased privacy (particularly in crowded moorages and packed marinas), give some protection from wind and spray, and generally make the cockpit safer and more comfortable. They are simple to make. Just sew a double  $\frac{1}{2}$ -inch hem on all perimeter edges to reinforce the mounting grommets. Grommets planned in a pattern will allow easy lacing to the cockpit stanchions or cabin sides.

Some stanchions have small welded or bolted eyelets for dodger lace lines, or the mounting holes are simply drilled through the stanchion. All you need is a good mounting eyelet or hole at the top of each stanchion; the bottom can be held in place with eyelets attached to the deck. If the stanchions have a horizontal piece across the top, put lacing over the top for support. Each panel can be laced around the upright and into the next panel. All this takes some trial and error and adjusting to get just the right tension on the panels. We often use  $\frac{1}{8}$ -inch diameter lace line, but shock cord has advantage because it allows a degree of elasticity and holds each panel taut under all conditions.

Really windproof weather cloths should be kept as tight as possible, but you should make provision for allowing water through should a solid wave slap them. It doesn't take much of a wave to bend small stanchions if they are tightly laced together. Leaving gaps on edges and bottoms of the canvas panels will be less windproof but safer in rough waters. If the water you're heading for has a bad reputation, you might even consider making the dodgers "breakaway" by using lighter cord for lacing, or by adding a Velcro slit in the middle that will tear open if hit by solid water.

SELECT A HEAVY WATER REPELLENT  
ACRYLIC FABRIC WITH  
MILDEW-RESISTANT FINISH

MEASURE AREA BETWEEN STANCHIONS + ADD  
ABOUT  $1\frac{1}{2}$ " TO ALL FOUR SIDES OR ENOUGH TO TURN  
EDGES UNDER + FOLD OVER TO REINFORCE GROMMETS



When designing each panel, we try to sew canvas pockets to the inboard side for stowing lengths of line, winch handles, cushions, hand bearing compass, charts wrapped in plastic, and other things. Pockets can have shock cord sewn into their tops to make them tighter, or pleats to give them extra volume. The bottom corners of all sewn-in pockets should be vented with a grommet to drain any spray and rain water.

While most often used around the cockpit, weather cloths may also be appropriate along the sides of the foredeck. Although they increase windage, they make the foredeck more secure for kids and for sailbags. Larger panels that might otherwise obscure vision can be equipped with small sewn-in windows of clear acrylic.

From: "Upgrading Your Small Sailboat For Cruising"  
by Paul & Marya Butler  
Highmark Publishing Co., Ltd. 1988  
Camden, ME.

Our congratulations to the proud new parents:

January 12, 1993

Alan Berlind  
S/Y 'Kitty's Ark'  
Larnaca Marina  
Larnaca, Cyprus  
TEL: 3574-624342



Dear Sid,

If I haven't written for some time, it is because I've been busy making preparations for a new crew member for the 'Ark'. Michael, who crews by the name of Mickey, was born on November 16, 1992, and Andriana and I have our hands full swabbing the deck and everything else in sight.

Depressingly so, nothing much has changed in Cyprus, since the main element in the status quo here is the presence of more than 25,000 Turkish occupation troops encumbering some 40% of the island. The rest of the world is too busy caring about Croats or Serbs or Somalis and making the Turks believe they are important regional actors to spare any attention to this forgotten outpost. Politics aside (and mine are no secret), the occupation puts a crimp in local sailing, since some of the best harbors for yachts are in Famagusta, Kyrenia and Morphou Bay, all off bounds to lawabiding sailors, i.e. those who refuse to honor the self-proclaimed authority of the puppet regime in the North.

Nevertheless, we do manage to race around Larnaca Bay, the cruel winter allowing, and the local fleet of three Vegas hang in there with the sleeker big boys. The owners of "Jonesta" and Nujaimah" joined me in outfitting our craft with Rotostay furling gear, and we are awaiting new sails from Lee Sails of Hong Kong. I just don't have the heart to send an eight-week-old mate to the foredeck to change jibs in a wet force 6. I hope to test the new equipment on a short trip to Israel in the spring, about 36 hours away. Lebanon is still out for an American flag, and Turkey is on my personal boycott list. This is too bad, since it's southern coast, just 40 miles from Cyprus, is renowned for its fine, unspoiled cruising grounds. Such is the price of principle.

Finally, I offer a word of advice to anyone who has not discovered for themselves the problems attendant upon over-tightening the bolts that hold the deck onto the hull. When on the hard last year, I routinely gave all the nuts around the inside perimeter a few good turns. Don't do it! All I accomplished was to put too much stress on the fiberglass lip around the deck, resulting in some cracking that I am now having to deal with following the development of leaks in a few places.

My check for the 1993 Newsletter and a burgee is enclosed. Happy New Year to you and all your far-flung correspondents.

First we had "Halcyon" - now comes "Alycon"

P.O. Box 21,  
Tantallon, Nova Scotia  
CANADA B0J 3J0  
December 2, 1992



Dear Sid,

Up here in Nova Scotia the leaves are flying as the fall gales begin to get their teeth into us. As I write to you this evening, there's a fire in the wood stove and ALCYON is high and dry, shivering on the slipway. You lucky lot that can sail year round...

I was saddened by the news of the loss of GALATEA TURBO and her crew. As one who spends a great deal of time working offshore, I have occasion to see the fury of the sea up close but in the relative comfort of large structures and ships. I often wonder how our Vega would fare. I have no doubt that there isn't a more seaworthy 27' production boat built, but the sea is fierce mistress. There but for the grace of God go I...

It was a good season for ALCYON this year. The MD6A is back together, although not yet back in the boat. I intend to overhaul the Combi this winter and stick the whole lot in once the boat is back in the water. Two years of sailing without a motor have honed our boat handling skills, but we are looking forward to the luxury of an 'iron mainsail' next season. I have attached a description of the engine odyssey for the record.

Finally, since its November once again, I'm enclosing US\$11.00 for membership dues; the best money spent in my boat budget. However, I was a little disappointed not to be flying the Vega burgee this summer. I believe if you check your records, I ordered one (and enclosed payment) about this time last November. In any case, keep up the great work. We sure appreciate all the time and effort that must go into each VEGA NEWSLETTER. Thank you, Sid.

**Leslie Marine Ltd.**

Howe Island, R.R.4,  
Gananoque, Ontario,  
K7G 2V6

Niall Leslie

"The Technical Specialists"  
Tel. 613-542-0850 Fax 613-548-7312  
Order line 1-800-361-7477 SEE OVER

RECOMMENDED BY JIM LEGERE

Regards,

Jim Legere  
ALCYON (#2002)

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## THE SAGA OF AN ENGINE OVERHAUL

When we purchased our Vega, ALCYON, in the spring of 1991 we knew we had engine trouble. The previous owner told us that we may as well forget about the original VOLVO MD6A and go out and buy a new motor. "We'll see..." I said to myself. We knew the VOLVO was seized, at very least; the former owner had broken the 'nose' off the camshaft trying to turn it over. Furthermore, the fuel injection pump was missing. "Oh, I took that into XYZ Diesel for a rebuild, but they wanted too much money...it's probably still there!" said the vendor. Because of the lack of a working engine, ALCYON's price was very attractive. It didn't take us long to make the decision...

The Vega is such a smart sailer that you don't really need an engine. We've sailed two seasons without one and can only think of a couple of occasions where we could have used one: one stormy night when we dragged our mooring and one windless evening sculling the last 1/4 mile home. However, there are times when the iron mainsail is a real luxury. Like in crowded anchorages when the wind is light and fickle. And for charging batteries.

The engine was removed with the boat in the water. I built a sort of gin-pole on the end of my dock and, using a chain fall, had the engine out in under an hour. The engine, less COMBI drive, alternator and generator, fit easily through the companionway. With the help of a sturdy friend the engine was carried inside for dismantling. The COMBI, shafting and prop stayed on board; I didn't fancy sailing around all summer with a bung in the shaft tube!

Stripping the engine was relatively straightforward. It would have been nice to have had a flywheel puller but judicious hammering paid off. Removal of the head revealed number two piston well and truly stuck with evidence of salt water having entered the engine. With the crankshaft and number one piston removed, the process of freeing the stuck piston began. Penetrating solvent and curse words were liberally applied to the frozen cylinder. These were followed by mighty wallops of a twelve pound sledge hammer applied to the piston crown via a three inch billet of seasoned maple. Ten or twelve applications of this process over the period of a month finally succeeded in budging the stubborn piston. The piston emerged relatively unscathed except for frozen rings. The cylinder wall was corroded, but not beyond redemption.

Next came the hard part: spending enough on VOLVO PENTA replacement parts to substantially improve the Swedish export trade surplus. In addition to the missing fuel pump, I needed crankshaft main bearings, thrust washers, big end bearings, piston rings and gasket sets. I started shopping around for

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parts, still unsure whether it would be cheaper to rebuild or replace.

The first stop was the local VOLVO PENTA dealer. The quote which was returned was for a bit over \$2300.00 (CAN). I thanked them and proceeded to look elsewhere. I wrote to several VOLVO agents in the U.S. and Canada. Some of the addresses were obtained from the VEGA NEWSLETTER and some from GAM, a canadian yachting magazine.

In the end, I made the acquaintance of Niall Leslie of LESLIE MARINE LIMITED on Howe Island in the Gananoque (Thousand Islands) region of Ontario. Mr. Leslie was most helpful, calling me several times while working on my shopping list. And, he was by far and away the most reasonable! He was able to locate a very slightly used fuel pump (approx. 4 hrs. running time) which helped to bring the total bill down to \$1558.44 (CAN) including delivery and all taxes. I would definitely recommend LESLIE MARINE LTD. (613) 542-0850.

The next step was to get the machining started. I went into a local machine shop of good reputation with a bag of VOLVO parts in tow. I asked to speak with the machinist who would be working on my engine. I showed him the bearings I had purchased and asked him how much he thought they cost. He was floored when I told him the price. He also did a careful, perfect job of machining my engine: the cylinders were honed to maximum tolerance, the crankshaft was turned down and the block refaced.

While the machining was being done, the injectors went to a local diesel specialist to be refurbished. I gave them a total of four, saying I wanted two plus a spare in top condition. They were able to clean one; the other two required total rebuilds due to corrosion.

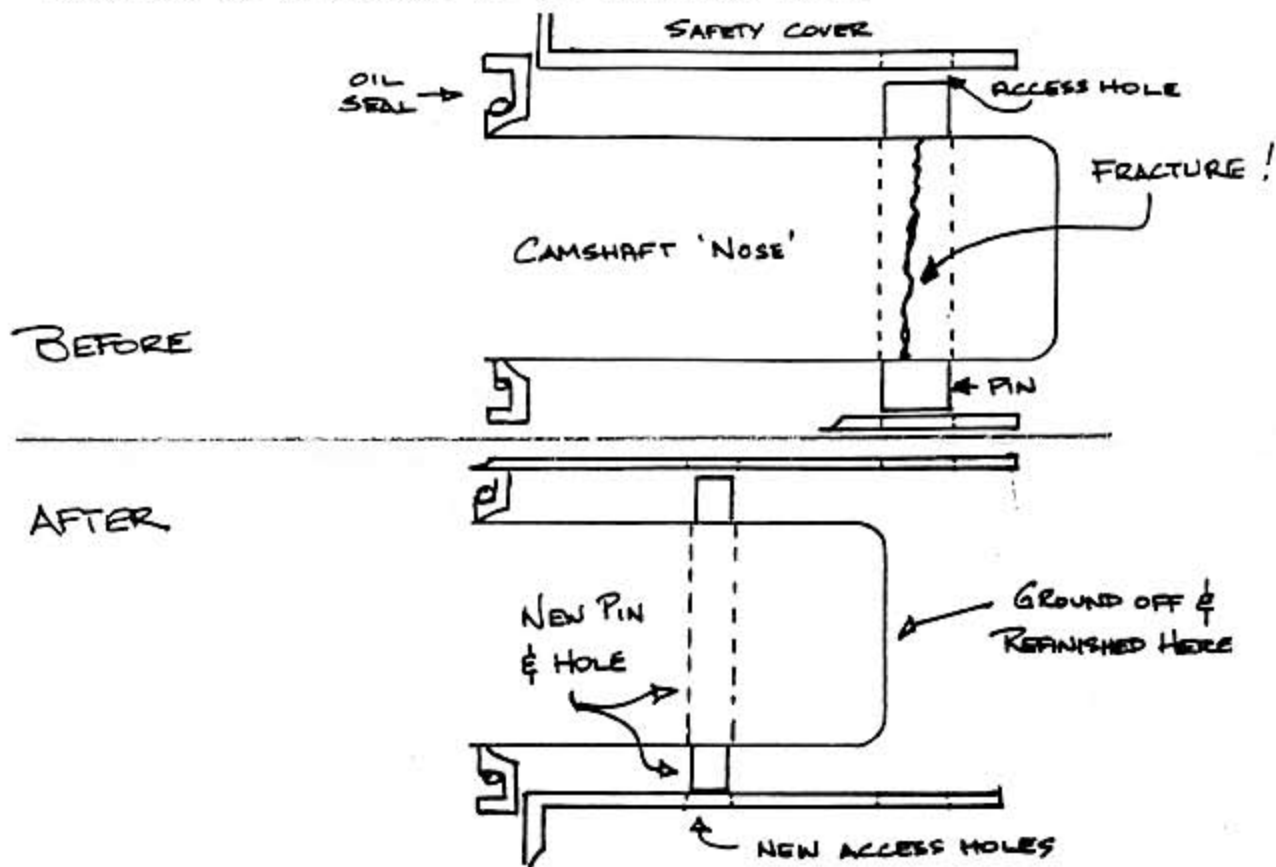
Finally it was time to start reassembly. Working from the VOLVO manual and the VEGA OWNERS MANUAL, this is relatively straightforward. I renewed the oil seals for the crankshaft and the camshaft. These were available from a local bearing and seal distributor at what was probably a fraction of VOLVO price. I had purchased a de-coking gasket kit from LESLIE MARINE which covers all the gaskets associated with the cylinder head. I made the rest of the gaskets and used PERMATEX Aviation Form-a-gasket everywhere. All bolts, studs and nuts went together with LOCKTITE Anti-seize. LUBRIPLATE engine building grease was used liberally during assembly.

Now, about the camshaft with the broken 'nose'... I priced a new one at \$550.00 (CAN). Since the present one wasn't badly worn, I couldn't justify the expense: I wanted to be able to hand crank but the engine would run with the broken nose camshaft. In the end, I determined to try and fix the camshaft I had. After consultation with a welder, I ruled out

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welding the broken nose back on, due to the heat stresses such an operation would impose. I noodled some more on it and came up with what will, hopefully, be a workable solution. I took the grinder to the broken end of the camshaft to clean it up and finish it off. Then I cross drilled a new hole in the shaft about an inch aft of where the old hole and pin had been located. I decided to use a smaller pin (1/4") and accordingly drilled a smaller hole. This still leaves an inch or so before the start of the oil seal section of the camshaft. I also drilled two new access holes further aft on the camshaft nose cover. Finally, the cranking handle was modified to go deeper on the camshaft nose.



Well, the engine is back together now, waiting for Spring. I still have to haul out the diesel tank for cleaning and go over the COMBI unit. Although engine rebuilding is not for the faint of heart, the greatest strain is on the pocketbook! The bottom line? I spent \$2231.12 (CAN) and many pleasant evenings in the garage. I reckon repowering would have cost twice that, and entailed many miserable hours fibreglassing in the bilges. Of course, if you're not mechanically inclined, repowering may be cheaper. The debate goes on...

## VEGA 27 WANTED

ANY YEAR OR CONDITION CONSIDERED. IDEALLY  
LOOKING FOR A BOAT THAT IS COSMETICALLY "TOUGH"  
BUT STRUCTURALLY SOUND. AND WORTH SPENDING SOME  
MONEY ON EG: REPOWERING, NEW SAILS, NEW  
UPHOLSTERY, ETC. (NOT SUGGESTING THAT THIS  
WOULD REPRESENT A BOAT BELONGING TO ANY  
VEGA NEWSLETTER MEMBER, BUT MAYBE SOMEONE  
KNOWS OF A BOAT IN THEIR AREA THAT FITS  
THIS DESCRIPTION AND IS OR MAYBE FOR SALE)

I WOULD PREFER A BOAT LOCATED IN MY  
REGION (PACIFIC, NW) BUT IF PRICE IS RIGHT  
AM WILLING TO CONSIDER ANY LOCATION  
AND TRUCK BOAT HOME.

CONTACT: JIM ALLEN

2602 QUADRA ST.

VICTORIA, B.C.

V8T 4E4 CANADA

PHONE: (604) 386 8887

### Overseas suppliers:

Vega Spares  
Stanton Marine & Leisure  
94 Everton Road  
New Milton  
Lymington  
Hants  
Tel 0425 619402

Vega Marin  
Smithskavagen 8  
S-421 66  
V Frolunda  
Sweden  
Tel 031 286175

