

★ If you haven't paid your dues in the past three months, your next issue will be stamped

LAST ISSUE
MEMBERSHIP EXPIRED
12-31-93



Please remain a member ! We need you !



Three cheers for the Thorntons !

Dale and Julie Thornton (St David's, Bermuda) report that "Maravilla" has been refloated after five years of refitting and cleaning. The Thorntons deserve a medal for their perseverance! Good luck and fair winds!



Please welcome our newest member !

Douglas J. Payea
Box 1214
Corpus Christi, TX 78403
Tel: (512) 289-0561
Sail #813, "KIKI", 1972

Do you fly our burgee ?

A new supply of our burgees have been ordered. We furnish them at our cost! The price is still only \$8.00. A beautiful flag to fly!



"Vega Westbound"

The video tape "Vega Westbound" is still available for your viewing. Just ask your editor! Your only cost will be the postage to return it to Orlando.



Primer on painting

There's more to painting a boat than meets the eye, but you can do it.

by Doug Kelly



Every boat owner should know a little something about the basics of painting, if not for the purpose of doing it yourself, then at least to appreciate what the professionals are up against.

Of course, what applies to painting a hull goes for repair painting, too, and there are many owners who do their own boat repairs.

There are several popular brands of paint for boats. AwlGrip by U.S. Paint is probably the best-known, and its brand name has just about become a generic way of describing a paint job on a boat. DuPont's Imron is often chosen by the pros, but so is Sterling paint. All popular colors are available in most brands.

Paint is normally applied topside to the deck, console and gunnels, plus the three sides of a boat. The bottom is seldom painted on boats that are kept in the water because of potential blistering. Anti-fouling coatings are applied below the water line.

The most important element leading to a nice, even, glossy paint job is proper preparation. If you don't do the prep job right, the result will be spots where oil, grease and other contamination forms "fisheyes" in the paint. These are craters with no paint in the middle. Fisheyes take a lot of extra time to eliminate, so be sure to get the boat completely cleaned.

You must decide whether to remove deck hardware and other accessories or mask them with tape or paper. Usually, removing such hardware as cleats and rails before cleaning is the better choice, but you can mask them and if you do this, it must be done carefully and after the boat has been cleaned. Large equipment, such as a windshield, usually must be removed in order to be able to apply paint to all areas.

Once the boat is ready for cleaning, start with simple soap and water. Scrub it thoroughly. After the boat has been washed and dried, solvents must

be used to remove any trace of oil, grease or other contaminate. Be very careful when using solvents and follow all label directions religiously.

Now you are ready to prime the surface. The first step is applying gelcoat over any unpainted, cured fiberglass you wish to paint because fiberglass absorbs paint and takes away the glow. Once the gelcoat cures, use very fine-grit sandpaper and smooth it as much as possible. Any large marine store should have gelcoat for sale and while most pros spray it on, it can be brush-applied.

Cover the gelcoat with a primer such as DuPont's Corlar Epoxy Primer or U.S. Paint's AwlQuick and again carefully follow label directions. Sand the primer thoroughly and then remove all traces of dust with a soft cloth or air compressor.

The first layer of paint is applied very lightly, which is called the "tack" coat. Let it dry for 10 to 15 minutes or until it gets tacky. A medium coat is then applied, which is also allowed to dry until tacky. The next two coats are heavier and applied separately, with each flowing out to spread the paint evenly until it gets shiny.

You must have the right equipment to apply the paint properly. Brushing it on requires more time and a steadier hand than spraying, but with care the finish will look as good as a spray job. If you choose brushing, make certain the paint selected is brushable and once again, follow the directions on the label.

Almost all professional paint jobs are done with a sprayer, and a popular one is made by DeVilbiss. If you are doing the job yourself and don't have a sprayer, most "rent-anything" services keep them in stock.

Since moisture is the biggest enemy of paint, air compressor hoses should be long so any condensation in the hose can dry. Some really good sprayers even come with a dryer in the hose line to evaporate moisture.

If harmful chemicals are being used that should not enter the lungs, you must use a charcoal-filtered mask, such as the one made by 3M if you are spraying on the paint. A simple dust mask will not suffice. Paper coveralls are available and rubber gloves complete the ensemble. Most of these materials can be found at marinas or large marine/auto paint stores.

To give you an idea of the costs involved, a 24-foot boat will normally require about four gallons of paint. The retail cost per gallon runs between \$100 and \$200, depending on which brand you choose. Primer is also expensive, not to mention the sprayer, compressor, mask or other materials involved.

A professional job on that same 24-footer, topside and sides, will cost around \$3,200, but here you are paying for expertise and labor in addition to materials.

Here are some tips to keep in mind when painting a boat, or even painting a repair job.

- Adjust the sprayer or your brushing technique first with a piece of cardboard or scrap, not your boat.

- Spray or brush the last two thick coats on the sides of the boat from the bottom up. Gravity will flow the paint back over the coat to give it an even sheen.

- Always try to paint a boat indoors. If you must do it outdoors, an accelerator can be applied to the paint to make it dry faster.

- If the paint runs in some places, it can be repaired with a brush while still tacky. Wipe it lightly with a clean brush to remove the run and then pass over it with a fine spray or thin brush coat.

There's no doubt a new paint job adds greatly to the utility and appearance of your boat. And whether you do it yourself or hire a shop to handle the task, painting unquestionably increases its value.

Just be careful if a neighbor volunteers to do it cheap. FS

(The above is extracted from a slightly larger article)

FLORIDA SPORTSMAN/January 1994



• Report: Stuffing box grease

Jim Hartzler (#1864 "Windhover") has repowered but reports that he was very satisfied in his past usage of automobile waterpump grease in his stuffing box.

Anyone need an MD6A & COMBI ?

January 18, 1994

Vega newsletter
Sidney A. Rosen, Editor
10615 Whitman Circle
Orlando, Florida 32821



Dear Sid:

I can't say this is will be much of a sea saga, but you said you needed mail, so here goes. I'm still living aboard my Vega, "Wren" (1972, #1838), now in my second winter. I live with some condensation and some cold corners, but a small ceramic disc heater on shore power has taken care of things nicely in our moderate winter climate (coldest temp last winter was 18F), and the Vega's insulation makes a big positive difference, if condensation complaints of other liveboards is any measure. Wintertime life in a slip about 150 feet from the Columbia River is splendid, with bird life all about and human traffic reduced. That rain on the deck is great therapy for my busy job; amenities of Tomahawk Bay Marina here in Portland make living aboard easy. Am now into volume 9 of Patrick O'Brien's 16-vol. Capt. Jack Aubrey novels (just reissued in paperback by Norton).

I reworked the 110 v. system last year and relocated batteries to a more heavy-duty, deep-cycle setup on a glassed-in shelf at bottom of the port cockpit locker, and I find this a great asset, compared to the Sears Diehards that were slopping around in the bilge when I bought the boat. Now I am looking at installing a two-stage bilge pump arrangement, as per the recommendations of the offshore sailors and *This Old Boat*, and I find an odd configuration that I wonder if other owners have encountered: the boat had a small pump and float switch installed at the level of the top of the fuel tank—but now that I have removed the waterlogged wooden bracket that restrained the old batteries in the bilge, I find that a hose passed downward at the aft corner of the fuel tank will go down several more feet into what is evidently a void below the tank, and when attached to a Water Puppy will remove several large buckets of water (about 5 gallons or more). Is this water "designed into" the Vega, as ballast? It is of course as objectionable as any bilge water, depending on what has leaked down there, and I would like to have my new installation rigged to pump it out (I have a pressure switch that seems to work very well, with a tube that reaches down there, at the other corner of the tank). Does this sound reasonable to old Vega hands, or am I creating some new problem by getting rid of this water?

I had new bronze thru-hulls and ball valves installed last spring, when the bottom was painted (Albin's gate valves were badly corroded, and one of the forward thru-hulls had leaked slightly all winter, bringing me a terrific variety of organic odors as tiny stagnant bits of river water slowly made their way toward the bilge, inside that wonderfully designed channel under the berth). Made a trip last summer of some 100 river miles (statute miles) down the Columbia to Cathlamet, a great little historic river town from the days of the profligate timber harvests and fisheries, and made a number of other jaunts upriver and down, over the summer (giant tugs work with log rafts out here, day and night, and one memorable anchorage had them lighting up the Vega with powerful searchlights at 2 a.m.,

(CONTINUED)



while they maneuvered delicately around us). The Vega sailed well in up to 35 knots of breeze coming down from what we call The Gorge, upriver from Portland, where several sites have become known worldwide for ideal conditions for windsurfing (I guess that's become a trade name; technically, it's sailboarding). The Vega on a reach is a wonderful thing. And a 27-foot boat is a great size for two of us: an old patio umbrella I bought for \$15 is an instant cockpit awning, with snaps siezed to ends of the ribs and hooked to backstay and lifeline.

I'm putting some sail replacement high on my agenda, but I'm beginning to think seriously of scraping the cash together for repowering, too. Here's the basic reasoning: as a minimum, I have to deal this spring with 1) a generator/starter that works but has been diagnosed as having a short in the winding; and 2) reworking of my totally worn-out cutless bearing, and while I and a mechanic friend have read "Combi without tears" over and over, nobody in the yard here particularly wants to understand it. I can imagine yard bills climbing inexorably as they puzzle it out.

As an intermediate step (short of repowering), I could install a 1.9:1 Volvo reversing/reduction gear I located in Seattle, reworking the stern tube, shaft, etc. as other Vega owners have done. I found a salvaged gear for \$200, but Volvo experts tell me that by the time it's working on the engine, the bill would be over a thousand.

So (you see where this is leading): it seems to me that for a couple of thousand more (and I *really* like this boat), I could have a new 18-hp Yanmar with freshwater cooling, etc., the reworked stern tube, conventional controls, a classy instrument panel, a quieter, smoother life under power, and a *totally standard* shaft and prop. I know that the Vega literature has news of repowering with Westerbeke, but has anybody looked at the 18-hp Yanmar? What am I getting into?

If I do get around to pulling out the Volvo MD6A (rebuilt, 1991, and trouble-free except for that dynastarter) and the guts of the Combi system, does anyone want all or part of it for a modest fee, FOB Portland, Oregon? I realize my eagerness to get rid of this invention is not much of a recommendation, but I could see where a mechanic who understands it might love it.

Well, that's all for now. My plan for the next couple of years is to gradually divest myself of my deadline-crazy publishing job (as I've happily divested myself of so many unneeded possessions when I moved aboard) and to relocate in the vast, wonderful cruising ground of the San Juan archipelego (I've had a number of summer charters up there; two sons live and work in Seattle). Many thanks for keeping the newsletter alive. I enjoy your comments, I admire your network that extends all the way to the Scandinavians (what a great-sounding event they have planned for this year!), and I appreciate all the contributions of our happy clan of Vega people (just wish there were more of them in the West).

All the best,

Gene Thompson ofc: (503) 777-7596 on board: (503) 289-0105
3203 S.E. Woodstock Blvd. fax: (503)777-7769
Portland, Oregon 97202 internet: gthompso@reed.edu



(CONTINUED)

p.s.—In a marine store in Seattle over the holidays, I ran into the most notable ex-Vega-owner in the West, John Neal, author of *Log of the Mahina* (his book about ocean cruising in his Vega in the 70s). He and his wife are prominent in charter cruising, now, in a larger boat, and they are regulars in *Cruising World* and authors of *Mahina Tiare*, a new book about their South Sea travels. John's first book contains an account of unshipping and rebuilding the Vega rudder in a tropical lagoon, and of rather punishing the Vega in his youthful exuberance, collapsing the beam under the mast on the way home, etc.

A hearty welcome to Bob & Helen Gaertner !

(You had us worried for almost 10 years)

R. Gaertner
18660 Arcadia Place
Brookfield, WI 53045



Dear Sidney,

I wrote you in 1984 about joining the Vega One design Chesapeake Association and you replied with a very nice letter. I addressed an envelope and a check, but for some reason (neglect?) I did not mail it.

I just found your address and decided to join.

Enclosed is a check for \$30. and the application form you sent me in 1984. If \$30.00 is not enough, please advise.

I always knew the Vega was a good boat, but until I sailed other boats with my son Chris, we found what a great boat it is!

We visited some sailing relatives in Goteborg, Sweden and saw dozens of Vegas. They indicated the Vega was the largest single design of cruising boat in Sweden!

We sail on Lake Michigan, out of Milwaukee, with occasional trips up the west shore of Lake Michigan to the Sturgeon Bay and Green Bay area which is similar to the New England coast. On a return trip home, we stayed in Aloma, WI for one and a half days and then sailed to Port Washington, WI in 13 1/2 hours - a distance of about 90 miles!

We have added a Hood roller furling stay, and added the convenience of running the main and jib halyards to the cockpit. The original main was re-fitted with full length battens and slab reefing.

We look forward to hearing from you.



Happy sailing . . .

Bob Gaertner

It sounds fishy to me !

I recently went surf casting with friends at the Canaveral National Seashore (Park) just north of the Kennedy Space Center, Florida . We lugged our gear, chairs, coolers & umbrellas from the parking area and set up about a hundred yards further down the beach. About 35 minutes later I had a strike and landed a small Bluefish about 12 inches long. Unhooking the fish, I put it in a large plastic bucket which contained two packages of mullet that we had purchased for bait.

Some time later one of my friends had to rebait his hook. He went to the bucket and yelled "Where's the bait". "In the bucket" I said. "There's nothing here" was his reply. I went running and much to my surprise he was right. The pail was empty - my fish and the bait were gone. We couldn't imagine what happened to them. Sam, one of my friends, said "I'll go back to the bait shop & get more mullet. He walked back along the beach to the wooden steps leading from the beach to the parking lot. When he got to the top of the steps a man with binoculars told him that while we were engrossed in our fishing, a large raccoon had made two trips to the bucket and had stolen my catch and the bait. We bought more bait, but the fish that I caught (which the raccoon stole) was the only fish we caught that day.

There comes a time!

Bob & Brenda Gilbert (#1507, Ariel II), of Wynwood, PA, members since 1982, have put their Vega up for sale - "with regrets and many happy memories". Good luck!

Sid Rosen



Boat & equipment for sale -

Espin Bullock
2309 14th Street W.
Bradenton, FL 34205
1/20/94

Sid -

After owning "Taboo" (#1872) for 10 years, I've moved to a larger boat.

So, Taboo is for sale for \$12,000 with lots of upgrades. Also I have the following misc. equipment that I'd also like sell:

NAVIK steering Vane	\$600.
Main sail (battenless)	300. - Tanbark color (dark red)
Cruising spinnaker	300.
Storm jib	100.

If anyone is interested, just give me a call on the phone:

Work: 813-747-4242

Home: 813-720-5354

Many thanks -

Espin
Espin Bullock



Tern #1519, San Francisco
December 26, 1993

Dear Sid,

I sent you a letter about a month ago about how I reinforced my mast support. I haven't seen it published yet in our newsletter and only hope you got it. In the meantime I am enclosing an excerpt from the book "Choice Yacht Designs" by Richard Henderson.

Reading this article should have any Vega owner burst with the pride of owning such a wonderful boat. Henderson also writes up the Vega in his book: Singlehanded Sailing (2nd edition). Peter Johnson, an Englishman, also wrote up the Vega in his book "Ocean Racing and Offshore Yachts"

I have also enclosed a copy of the Vega's lines, which might be of some interest to our readers.

I took my boat out about a month ago on my first trip outside the "gate" (the Golden Gate). Took a short trip down the coast to Half Moon Bay. The conditions were ideal: a light offshore easterly wind with about 2 ft. swells. My only complaint would be that it was quite cold. Visibility was excellent and the trip took about 6 hours. I had my 110% jib up plus the mainsail. I used my Autohelm1000 for most of the trip. What a wonderful invention! It came with the boat when I bought it.

After arriving at my destination I was later joined by the fellow members of my boat club, the Bay View Boat Club of San Francisco. Three boats were rafted to mine. We stayed two nights and then motored back to San Francisco - no wind!

I have completed the rewiring of my boat and everything now works *all of the time* which gives me a real sense of security. I have installed new Gelcel batteries and a new master breaker panel. Also a car cassette deck and speakers (KLH indoor/outdoor speakers), great sound!

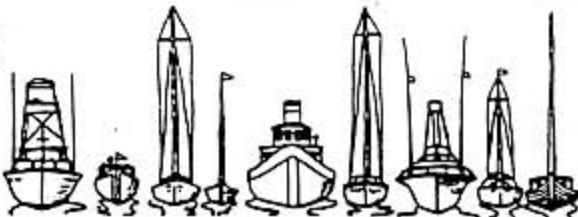
Next on my project list is a TRICOLOR masthead light and a FM masthead antenna, which I plan to haul up with an electrician's fishtape, from the top of the mast. As the cables get pulled up, I'll slip foam copper pipe insulation over the wires, taped together with duct tape, in order to get rid of the annoying clanking of the VHF antenna cable against the inside of the mast.

I've tried to contact you by phone (305-352-9250) but got a funny beep and then a busy signal.

Thank you for all your effort -
Best wishes for 1994


Felix Arts

* * Editors note: Area code 305 has been changed to 407. Copies of the Vega article by Richard Henderson are available from Sid Rosen on request.



Honeymoon in Vegas.

Some 3,500 Albin Vega sloops were built over a 10 year period starting in the late 60's. The 27-ft sloops are spread far and wide, with several class organizations active in Europe.

On this side of the pond, there is only one national body, the American Vega Association. Begun as a regional class association in 1975 in the Chesapeake Bay area, the AVA now operates out of Orlando, Florida. Under the auspices of the Vega One design Association, the international "mother" group, the member associations sponsor an international regatta every two years. In 1972 it was held in Denmark, with a pproximately 100 boats in attendance. This July, it will be held in Sweden.

In the Americas, there are currently about 185 members in the U.S. and Canada. If you would like to join them, you can contact AVA Secretary (and newsletter editor) Sidney Rosen at 10615 Whitman Circle, Orlando, FL 32821. A newsletter is published monthly and new members receive a copy of the association's "Vega Owner's Repair and Maintenance Manual" - over 90 pages of how to repair, maintain and improve the Vega.

If only Chevrolet had been so concerned about their Vega. . . .
'Latitude 38', Feb 1984

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About that earthquake -

12450 Culver Blvd #209
Los Angeles, CA 90066
2/12/84

Dear Sid,

Just a note to let you know the quake shook everything up, but didn't do too much damage in my area. Santa Monica, which is about 5 - 6 miles away, got hit pretty hard. I live close to Marina del Rey. All the boats there seem to have taken it very well.

People from the Cal Techquake center keep saying the big one is yet to come. This last one was big enough for me!

Regards,

James

James Gingery

Good Luck John !

∇

Member John Lawler of Bradenton, FL (Sunrise, #2762) has started a bookselling business called "Charington House" and has just published a very selective catalogue of new childrens books.

The catalogue is unique in that it provides a list of the best in newly published books for children, regardless of publisher. Twice yearly approximately 50 booksellers that specialize in childrens' books report on what they consider to be the best of the seasons' new publications. That list is entered into a database resulting in the Charington House catalogue and provides timely service direct to the customer at competitive prices.. Each listing provides a synopsis of the book, number of pages, age and grade levels.

John requests \$3.00 to offset the production & mailing costs of this first class catalogue of childrens books. Books are sent directly to the customer by the publisher involved.

The address is: Charington House Booksellers
P.O. Box 9661
Bradenton, FL 34206



I could use a rebuilt MD6A/B

833 WEST 17TH STREET
COSTA MESA, CA
January 31, 1994



Dear Sid,

Thanks for your concern about the earthquake. We came out fine since it happened about 75 miles away from us.

My friend Michelle Brown sold her Vega from her home in the Bahamas to a passing sailor and got a good price for it.

I own a Contessa 26' but will still get your newsletter. Since the boats are about the same size, lots of the Vega information is great for me. Keep up the good work!

Sincerely,
MIKE
Mike Dullen

P.S. I only wish the Contessa was a Vega if only for the great group of members being held together by the newsletter.

I also have an MD6A (or B) Volvo and could use a rebuilt one for my Contessa

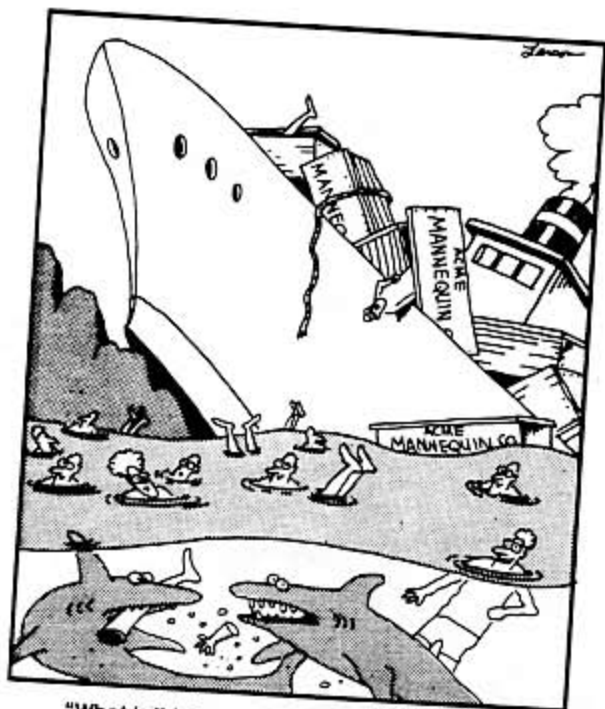
Florida anchoring case overturned

A Florida judge has overturned a boater's trespass conviction for anchoring in a state marine park and accused state officials of scare tactics and "witch-hunt type accusations" to try to prove the boater was a hazard to safety and the environment.

"Scare tactics about imagined but not proven damage to the environment or the safety of boaters was discussed," says Acting Circuit Judge Frederick A. DeFuria in the decision. "The reality was: The fear element of danger to boaters, damage to turtle grass or soft coral was never supported by the evidence."

The judge reversed the December 1992 trespass conviction of William Harrington, who was ticketed the previous April for refusing to pull anchor and pay \$11.67 for an overnight mooring in the Florida Keys' John Pennecamp Coral Reef State Park.

One ticket charged Harrington, of Miami, with "trespassing with a vehicle" — his Morgan 41. The other accused him of illegally "camping" because he declined to take an overnight mooring.



"What is this? ... Some kind of cruel hoax?"



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 *Alvin Michelman*

Dated 1/19/94

GROUP (Organization or Club)

Signed *Sally A. Rosen*

Title *Secretary, American VEGA Assn*

BOAT/U.S.
Member Number GA 800915

No. of Members 185 Dated 1/14/94

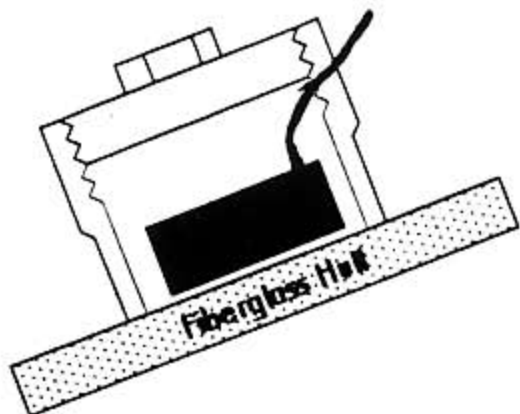
Dear Dr. Tartan:

When I bought my Tartan 27 ten years ago, it came with an old flasher-type Ray Jefferson fathometer. The transducer for the unit was mounted on the inside of the hull, just aft of the water tank and forward of the mast, on the starboard side, beneath the trapezoidal shape section of the cabin sole.

The former owner had cut the bottom out of a square one-quart TupperWare container. The container was then mounted to the hull by embedding it in modelling clay/putty. The container was then filled with fresh water, the transducer was placed inside, and the lid was secured in place. A slot and hole in the lid allowed the transducer cable to exit -- the slot was sealed with putty. This arrangement provided a transducer well without the need for a hole in the hull. It worked well; however, over time, the modelling clay became soft and the water in the well leaked out. Thus the entire assembly had to be re-mounted in new clay periodically. Recently I became tired of this arrangement and decided to improve it as follows.

From a local hardware store I purchased a plastic fitting and a plastic plug normally used for the cleanout on a home sewer pipe. In my case, the transducer is a rectangular shape with a diagonal of almost 4 inches, so I needed a rather large fitting -- this might not be necessary for a smaller, round transducer.

After cleaning and sanding the inside of the hull in the area of the old TupperWare well, I mounted the new fitting to the hull using MarineTex. I had to hold the fitting in place until the MarineTex set up, as the



assembly is mounted on a sloping surface on the hull. After the MarineTex hardened, I drilled a hole in the high side of the fitting about one inch from the upper lip, and then expanded the hole into a slot travelling up to the lip to accommodate the transducer cable.

After placing the transducer into the well and sealing the slot with silicone sealant, I enlisted the aid of two young boys to stand on the rail and hell the boat a bit to level up the lip of the new well. I then filled the well with glycerin from the local drug store (required about 16 ounces). I had considered water or oil, but chose glycerin for its low freezing point and non-polluting characteristics. With the boys still on the rail, I screwed the cap into the fitting and the job was done.

I can report that the transducer works like a charm. It is a permanent transducer well that anyone can install in less than an hour -- for less than \$20. I'm sure that smaller transducers can be mounted with smaller fitting and less glycerin.

Chesapeake Bay Tartan 27 Association


VEGA



*Brussum, The Netherlands
9-11-'93*

*Dear Sidney
The Dutch Vega
Association is
sending many
greetings to you
and the A.V.C!*

*Gre'Wander-
Visser*

