

Please welcome our newest members -

Daniel J. Argabright
3505 Rosalinda Drive
Reno, NV 89503
Tel: (702) 746-5143
#1346

Forrest & Lourian Sherman
158 Old County Road
Rockport, ME 04856
Tel. (207) 596-7425
#1422, "ENCORE", 1970

Dan Keirns
7 Bull Street
Newport, RI 02840
Tel: (401) 846-0397
'ANDSAR", 1969

Willem & Mieke Timmermans
1011 Caspian Lane
Houston, TX 77090
Tel: (713) 440-6671
#2930, "MOIRITSA", 1976

Thomas A. Latta
3030 North Central Avenue
Phoenix, AZ 85012
#1919, SETIAWAN', 1973

William Whyte
9 Brookdale's Crescent
Dartmouth, Nova Scotia, B3A 2R3
Tel: (902) 427-2822

James & Karen Reardon
3 Eel River Circle
Plymouth, MA 02360
Tel: (508) 747-1432
#2902, 1976



• A lesson to be learned ?

Your editor was recently called by former member Kieran O'Carroll of County Cork, Ireland about securing a replacement boom for his Vega. The boat was running downwind in high winds, under control of an automatic pilot (or windvane) with the boom vanged down to the lower shroud chainplate. Kieran had to go below for something and while below, the boat rolled, the boom went into the water and broke. We hope to hear how Kieran fared on replacing or fixing the boom.

- Recently several members have requested the telephone and fax numbers of Vega Marin (Henry Gustafson) in Sweden. Our thanks to Jim Sheldon for providing the following data:

Henry Gustafson
Vega Marin AB
Box 7010
42107 V.Fronlunda, Sweden

011-46-31-2861-75 Office
011-46-31-2929-51 Shop
011-46-31-2924-49 Fax

Bill & Karen Sides have parts for sale -

9053 Fountain Road
Lake Worth, FL 33467

Dear Sid,

Thanks for thinking of us. It was good to hear all the Vega news. We've missed sailing, but we sure don't miss the midnight boardings by the Coast Guard.

We've seen quite a bit of the U.S., in our R.V. over the last few years and expect to take off again this summer.

By the way, in our original fashion of never throwing anything away, we still have the original shaft and prop out of "Lyra". When we put the new engine in, we replaced everything.

If anyone's interested, the parts are available. I have no idea how we'd ship it, but guess if someone close by needed it, it might be worth their while to pick it up.

If any of our members get down our way we'd love to hear from them.

Thanks again for the update. Please keep in touch.

Best regards,

Phone # for anyone interested in the shaft & prop:
407-967-7537

URS # 1-2 361 X 45 08 0002 7598 -
MAR 17.

*Best regards,
Bill & Karen*

URS 952 5200 =

Turnbuckle cracks -

50 South Woods Lane
Doylestown, Pa
Feb 24, 1994

Dear Sid,

Your newsletters are really terrific. I get more out of each one of them than I do from the magazines I read

"Eight Bells" is doing OK. Right after buying the boat, we recognized a rigging problem. All of the wires were stretched to the point that the turnbuckles couldn't be taken up anymore. Then, upon inspection, we found that all of the male threaded parts that attach the turnbuckles to the chain plates had hairline cracks at the high stress point where the outside diameter sharply increases. The wires were in good shape, so we had three inches removed from each and new, oversize fittings and turnbuckles, with toggles removed, installed.

That's the only exciting repair work we did other than a complete paint job. That was work, but the boat looks good and sails much better now that she has a new dress.

If you're ever in the Philadelphia area, please give us a call. Betts & I would like to meet you.

Best regards

Bill Slim
Bill Slim

MD6B parts for sale -
 Willem A. Timmerman
 1011 Caspian Lane
 Houston, TX 77090
 Tel: 713-440-6671



IFR 94
WELCOME TO
STOCKHOLM ARCHIPELAGOE

1993-11-25

Lars Lemby
Kastanjevägen 8
132 46 Saltsjö-Boo
Sweden
Tel home +46*8-715 87 04
VEGA no 7 "IMARI"

Jeff and Lily Johnson
9535, Wickenburg
Houston,
Texas, 77031

USA

Dear Jeff and Lily,

Many thanks for your letter announcing your plan to come to the IFR 1994.

We are happy for having received your - and, indeed, a few other's - application asking for the opportunity to crew on some Swedish VEGA and we are searching for hosts for you and the other expected guests.

The start of the IFR is now scheduled to be on **Monday July 11, 1994**. What will happen after that will be dependant on the actual weather, but our hope and ambition is described in the enclosed "GOOD WEATHER PLAN NO 1".

Perhaps we should point to the fact that this IFR will be a "flotilla sailing", during which the nights, except the first and last ones, will be spent in natural anchorages. That means that there will be no "civilised conveniences" such as showers, water toilets, shops etc. We, the local sailors, are of course used to this since our parents first carried us on board in a bag. In the morning one strolls away some little distance for a private swim bringing a piece of "salt-water-soup", tooth-brush etc. Dry toilets, the bucket type, will be provided ashore. Most cooking will done on board the individual VEGAs, except for the first and last nights. We want to give our guests something that is genuin - and that also happens to be rather primitive. But be sure - you won't forget it!

It would also help us to find a suitable host for you if you would give us some hints of your age and physical shape (can jump ashore and clim' aboard), knowledge of the VEGA and of sailing (new owners, never sailed before or old sea-foxes).

As for language there will be no difficulties. Most Swedes understand English.

Looking forward to hearing from you again,
Yours

Lars Lemby



Here is our GOOD WEATHER PLAN NO 1:

Monday 11 July 1994:

During the day we get together below the old stone fortress DALARÖ SKANS (N59°06.7';E18°23.2'), that once upon a time defended the S entrance of Stockholm against, chiefly, the Lübeck and Danish fleets. At 16.00 hours we open the IFR and hoist the VODA flag. 17-18 hours VODA-meeting. In the evening dinner and dancing together at the fort.

Tuesday 12 July:

Racing in two classes (with and without spinnakers) or cruising to some well protected natural anchorage in the outer skerries, some 15 NM. There we hope that the local fisherman will have in stock newly smoked fish - even eel - for those with an interest in such delicacies.

Wednesday 13 July - two alternatives:

Either stay where we are, perhaps with a short race "offshore", i.e. outside the archipelago, or a very short but interesting sailing with "accurate pilotage" to another natural anchorage about 6 NM away. This island has very smooth, almost horizontal ice-polished rocks, where we can dance and play in the sunset.

Thursday 14 July:

An interesting cruise, about 10 NM, through the intricating maze of skerries to one of the bigger inner islands with a well protected lagoon where we put our boats to the rocky shore or leave them swinging at their anchors.

The racing crews will make a "distance regatta" with a great number of possible routes to choose. About 15 NM.

In the evening we all get together on the grassy field below the old thorpe just inside the shore.

Friday 15 July:

Short cruise, about 6 NM, along the rock-wall of Ingarö, rising vertically and overwhelmingly directly out of the water. The racers will get a more regular race-course round fixed marks.

In the evening we gather around the newly restored dance-floor (indeed - only Scandinavians will understand this - there is a brand new timber dance-floor in the middle of wilderness built by the local boat clubs). There we will flex our muscles at conversation or just sit and talk and watch the sun go down.

Saturday 16 July:

In the afternoon we sail or motor to Saltsjöbaden, 6 NM. This is the traditional "Cowes" of Stockholm, with lots of sailing tradition and atmosphere. There we can find showers and similar inventions of civilisation in order to refresh ourselves for the final Regatta Party in the Grand Hotel (as we hope - our booking is not yet confirmed).

Sunday 17 July:

At 08.00 we hoist our flags, then lower the VODA flag, close the IFR and wish each other Fair Winds until the next time.

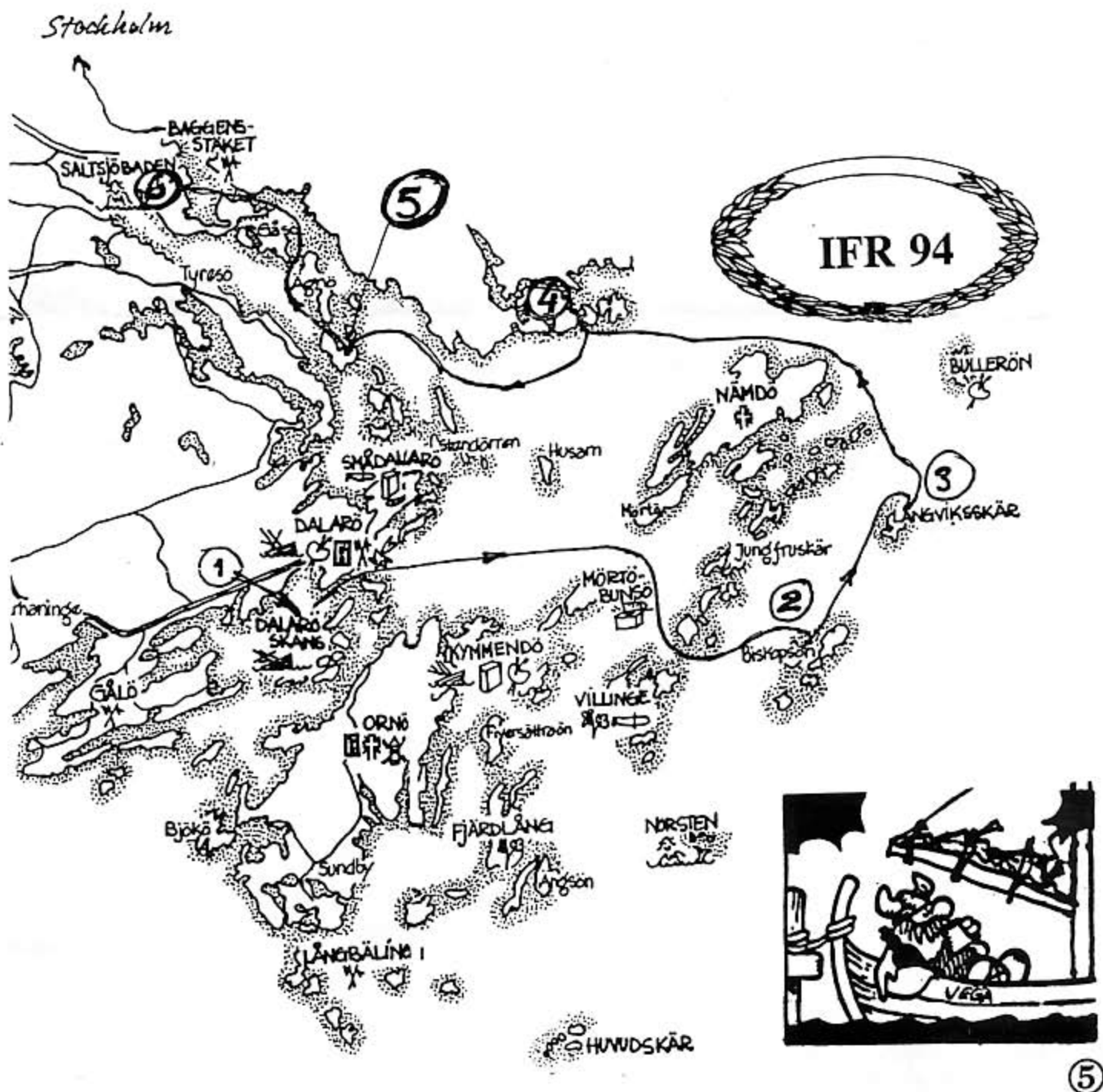


Before IFR:

Those who arrive early can go to the charming little hamlet Dalarö, just N of Dalarö Skans. There one can replenish the boat supplies (except for booze that must not be sold in ordinary shops in Sweden) and look around. Don't miss the "Smuggler Museum" if it is open!

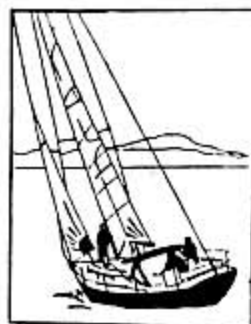
After IFR:

From Saltsjöbaden one can take the local train to the nearby shopping centre or to the City of Stockholm. It is also possible to sail to Stockholm with ones own boat through the beautiful narrow channels of Baggens-Stäket, where the town was last time defended against the Russians (on August 13, 1719 - it is quite peaceful now!).



NORMAN MEISSNER
S/R GALVESTON - WESTA
PIER 46B SAN FRANCISCO, CA 94207

31 DEC 93



Dear Sid,

It certainly was a surprise and coincidence that you called the same day I met John Sprague up in St. Pete. As I mentioned, we made plans to meet the next day in lower Tampa Bay and anchor in a cove on the Manatee River. We rafted up and had a delightful lunch on the cockpit table with the sun shining brightly and the air temp about 75. His boat is without a doubt the finest Vega I've ever seen. In many respects it is really a floating manual of improvements and ideas, some of which I haven't seen or thought of before. All in all it is an outstandingly well fitted out and maintained boat. I had written John before about my Bimini arrangement and he took the opportunity to buy one while he was in Bradenton.

I've got some items that may be of interest and am passing them on to our members through you:

Combi propeller greasing (underwater) - I noticed that since the haul out period of my boat had been doubled because of the change in dock location that I was getting an emulsion leaking out of the combi control box. When I was actually able to pump a little water out of the box rear seal I decided that something had to be done. I donned my scuba tank and wet suit, grease gun, broad blade screw driver and got into the water. I was able to remove the grease plug on the prop and insert a grease fitting. After that I just pumped in the grease - underwater, while my assistant moved the control lever back and forth in order to distribute the grease through the prop and up to the control tube. Following that I put a good amount into the combi box with the rear cover removed to force out the emulsified grease. Using a grease gun in the water does not entail a pollution hazard as grease does not form a sheen on the water as oil would and the excess grease can be wiped off the hub with a rag as it comes out. After I finished I disassembled the grease gun and washed it down with fresh water inside and out and it has not experienced any ill effects from its salt water swim.

Replacing the fuel tank filler hose - On loading the boat for my November cruise to Charlotte Harbor, luckily before fueling, I discovered that the fuel fill hose was completely broken in two where it passes through the port locker. I knew this would be a job that I would have to face someday and I had been dreading it for four years. Upon further examination of the hose I found that it had badly rotted out in several areas. I wonder if this might have been the cause of the strong diesel smell that I have always had on the boat on opening it up. In fact, the smell would even get into the linens I had aboard. Anyway, I purchased an array of "weapons" to remove the old hose clamp from the tank. They included a right angle ratchet screwdriver, an offset screwdriver, and a razor blade knife. After slacking the clamp a little I promptly dropped

the ratchet screwdriver into the never-never land in back of the fuel tank. By the way, it helps to remove the batteries to get better access to be able to work with one hand on the clamp. I was also able to employ a flashlight and mirror to get an idea of what I was up against. Once the clamp was slack, I found that the best tool to loosen the clamp was a washer with a string through it tied to my finger. Unfortunately, the clamp was the type that did not have a hex head which would allow the use of a nut driver. You can be sure that my new ones do! Once the clamp was off, it was necessary to to split the hose with the razor blade knife in order to slip it off the tank fitting. On pulling the hose off it parted several time due to the rotting. The id on this hose turned out to be 2". Most American boats of this size use inch and a half hose. I purchased 8 1/2 feet of USCG approved hose and ran the hose a little bit lower than the original in the port locker so it could rest against the hull. As it turned out it was just enough. If I would do it again I'd but 9' or 9 1/2' to be on the safe side. When I put the pieces of the old hose together I found the length to be about 7'. Because I ran the new hose lower in the cockpit I had to cut a new hole in the bulkhead. The new hose is considerably less flexible than the original so that's why It has to be longer - you cant bend it to the smaller radius of the original. By the way, tightening the new hose clamps with a 1/4" ratchet driver was a breeze compared to unscrewing the old clamps. My boat is hull #32503 and was built in '75.

Headliner replacement - Another project that I knew I would eventually have to tackle was the replacement of the headliner in the forward cabin. I purchased 5 yards of foam-backed pleated fabric to do the job. I would have preferred vinyl couldn't find what I was looking for and the price of this material was right. I removed the anchor line bulkhead and the bunk tops in the forward cabin and then peeled the old headliner off the sides of the cabin. After that I scrapped off the heavy residue but did not clean to the bare fiberglass. I tried lacquer thinner, etc. but quickly decided that neither it nor the fumes were worth the effort involved. To install the new material I used double sided carpet tape instead of messing with contact cement and I'm glad that I did! It was easy to work with and allowed me to move the fabric and still hold it when I was finished. I used the old material as a template in cutting the new material to size. I Originally thought that it might be necessary to use a 1/4" round molding on the after end of the cabin but was able to neatly push the new material between the bulkhead and the side of the boat. Because the new stuff is thicker than the old it was necessary to trim a little off the bottom of the chain locker bulkhead in order to refit it. The entire job took a good day working by myself.

Best regards and happy
New Year - Norman



6200 El Camino Dr.
Pollock Pines, Ca 95726
December 28, 1993



Sidney A. Rosen
10615 Whitman Circle
Orlando, Fl 32821

Dear Sid:

Here are a few thoughts I have accumulated over the five odd years I have owned my Vega. Maybe you can use them to fatten up the newsletter. Before I start, however, I would like to express my sincere appreciation for the very fine job you have been doing in publishing the newsletter and, from what I can tell, in keeping the Vega Association alive and well.

My boat seems to be exhibiting many of the typical Vega problems with the exception of those of the engine/drive system. The original engine has been removed and the stern tube glassed over. An 8 HP Yamaha short shaft outboard now hangs on one side of the transom. By enlarging the cavitation plate and carefully adjusting the motor depth I find that it works quite well in the area I sail (San Francisco Bay). The short shaft allows me to flush the motor with fresh water in a vertical position when the bracket is in the raised position. I replaced the original propellor with one designed for pushing large boats. It will now back into a moderate wind! I also added a Radio Shack rectifier bridge to the auxillary coil so I can charge the battery while motoring. In rough water the motor is occasionally momentarily submerged half way up the engine cover but it never misses a beat. Motors nowadays sure are better designed than they used to be.

The mast was getting badly cracked and corroded at the step so I cut off about a quarter inch and made a band from 1/8 by 3/4 aluminum to fit around the base. The band ends were butt welded together using oxy-acetylene and a new aluminum rod that works similar to brazing steel. Corrosion resistance seems to be good. The band was then attached to the mast using aluminum pop rivets and epoxy. The stainless mast step was insulated with sheets of rubber and formica. Metal to metal contact between aluminum and stainless steel should be avoided to prevent electrolysis in a salt water environment. I used black vinyl electrical tape to insulate between the inside of the mast and the mast step. While I had the mast down I removed all the fittings and isolated them with vinyl tape and lots of Boatlife sealant on the screws. I also replaced the internal wiring, using tubular foam pipe insulation around the wires to keep them from slapping inside the mast. By the way, my Proctor mast is just under 30 feet tall and weighs 105 lbs. with all the stays, spreaders, halyards, etc. I also replaced the standing rigging. I would recommend having stays and shrouds made a little shorter than the old ones to allow for stretch. I didn't and now I'm almost out of adjustment on the turnbuckles.

I found one possible source of deck leaks that others may not be aware of. After removing the spray cover for the sliding hatch cover I found a couple of the screw holes had been drilled too deep, going clear through

the lip and into the cabin top at the bottom of the drainage groove under the cover. These holes had let the foam core load up with water that then drained out around the interior handrail screws.

I've also got a couple of comments on the cabin windows. I solved my leakage problems with a little sealant around the ends of the rubber molding where it seems to have shrunk and pulled apart a bit. The same problem occurred with the compass glass cover. The rubber molding seems to be similar to that used on older style car windows. This may be a good source for those looking for a replacement. My experience with automotive rubber products, though, has been that the replacement parts have seldom been up to the quality of the original equipment. One might look for some automotive tire paint to dress up the looks and prevent weathering for a period of time. You used to be able to get tire paint that would cover up whitewalls and last the life of the tire. The last can I bought though was so thin and watery that it wouldn't cover anything.

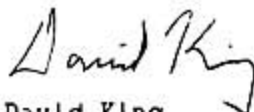
I am always on the lookout for any potential safety problems with my Vega. I tried removing one of the U bolts that are used as shroud anchors but it wouldn't budge. Maybe they were put in with resin. Anyway, I satisfied myself that they wouldn't pull out even with a bit of corrosion around the aluminum reinforcing strips. Another area I am concerned with is the brass tube that the rudder post passes through. The bottom end is below the water line and it seems quite thin. Has anyone had problems with the tube corroding through?

My Vega came with a Navik steering vane which worked well pointing or reaching but not at all going downwind. I think the boat rolls around so much in the short chop of the bay that the pendulum style vane initially swings in the wrong direction resulting in helm to helm course corrections. I bought an Autohelm 800 that I use a lot while singlehanding. It works fine under normal situations but I think the extra power of the 1000 model would help when the conditions get nasty. The Autohelm also doesn't do well while running although it is much better than the Navik. I should point out that because of the location of my marina, 90% of the sailing I do is either pointing or running in inland waterways.

Last year I got a new sail that has been working very well for me. It is a 110% jib made from 7 1/4 oz. material with reef points at 70%. It has a high aspect ratio, reaching almost to the mast head, so it points well and when the wind picks up I can reef down quickly. I still need some practice furling the reefed portion, but reefing is quicker and safer than changing jibs.

Well, Sid, this is about all I have at the present time. Once again, thanks for all the hard work on the newsletter. I always look forward to receiving it every month.

Sincerely,



David King
Po Chal #961





Compass Card For A Devious Lady

By Willie Wickins (Iona Lady V 1763)

It all became apparent one summer when cruising the Hebrides in "Iona Lady" (V 1763). The navigation didn't seem up to scratch and our landfalls weren't always as they should have been, but the excuse we dragged up was a "probable magnetic anomaly". If this didn't work, we could and did blame the tidal currents, of which there are plenty and we could usually save our pride one way or another.

However one sunny and calm afternoon after clearing the Torran Rocks off the SW corner of Hull and setting a course for the tip of Colonsay, we noticed that our course was nowhere near where we wanted to go, and a quick glance with the handbearing compass confirmed something wrong.

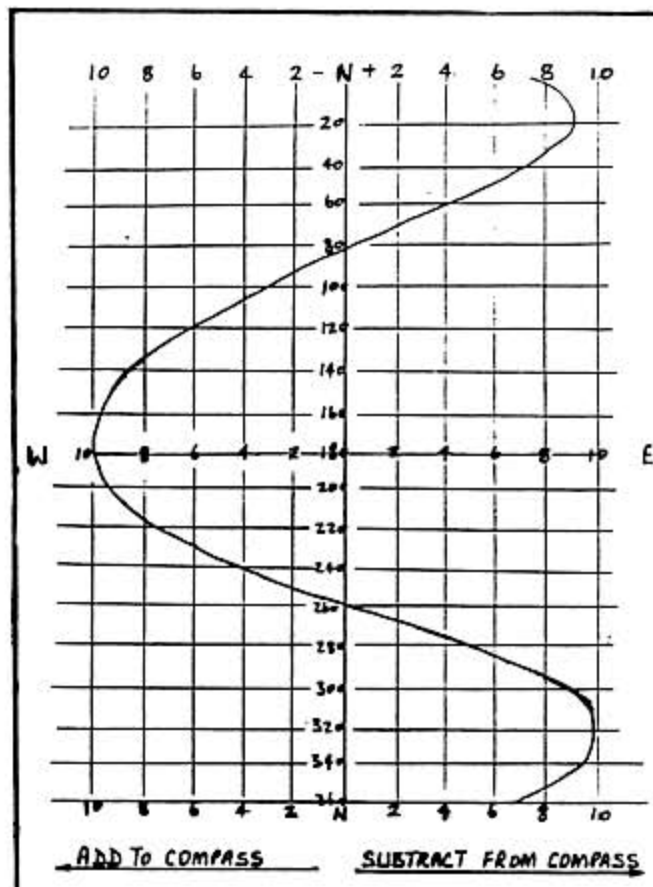
Right lad, there's no point in bluffing ourselves, this little lady is devious and we'll need a deviation card for next year (why rush when you have Decca).

Next year came and on a calm spring evening at our mooring we fitted a second compass on the coaming above the stern locker and our steering compass on it's usual bracket 150mm above the bridgedeck and 50mm to the left of the main cabin hatch.

We reckoned that the compass at the stern shouldn't suffer from deviation and so used it to give the right bearing. Our engine is the Volvo MD6A and we reckoned that with so much iron, the question of whether it was running or not shouldn't make too much difference, so we left it off. By pulling from other boats and pushing with our dinghy we slowly revolved the boat, noting the discrepancy between the compasses every 20 degrees or so.

Thus we arrived at the deviation card printed at the right. As you will note we went in a "make do" fashion but were able to put it to a test in our Hebredean cruise of '92, found it made a huge difference and appears to be reasonably accurate.

To anyone else who has the MD6A engine, with the compass mounted in a similar position, I feel this card will be of help, but if anyone has an "improved" version, do let us know via the Newsheet.



Alan Berlind
S/Y "Kitty's Ark"
Lacarna Marina
Larnaca, Cyprus



December 28, 1993

Sidney A. Rosen
10615 Whitman Circle
Orlando, Florida 32821

Dear Sid,

It feels like the end, but it's really a new start. On December 13, I parted company with "Kitty's Ark" with tears on both sides after a love affair of six years, in preparation, and partial payment, for a move from coastal Cyprus to the terrestrial heartland of France. Andriana and I have bought an old farmhouse, habitable but in need of improvement, in the middle of Charolais beef cattle and oilseed country, where we and Micky, already a yearling, will try to make our garden grow in another language. For an amateur sailor and boat mender to country bumpkin and house restorer is a big leap, and I will miss my Vega dearly. But we are looking forward eagerly to life "in the sticks" à la française. The new address, effective in early March is: Le Champ Neuf, 03320 Coulevre, France. (We found out after the fact that Coulevre means grass snake.)

The new owners of "Kitty's Ark" (#2859) are Tony and Mike Santis, Cypriot brothers and musicians who hope eventually to sail to Thailand and other mythical places. (I've given them the Coughlan's "lesson plan" for such ventures.) They would like to subscribe to the "Newsletter" at the following address: A. Santos, 18 Eliliou Hourmourziou Street, Aghios Athanassios (Limassol), Cyprus. My weaning from boat life would be eased if you would keep me as a member for another year - at the French address given above (beginning with the first 1994 issue). Assuming both requests can be accommodated, I am enclosing my check for \$40.00 (to cover the extra postage involved, with any overage to go into "the kitty").

I can only echo the sentiments expressed by so many other readers in telling you how valuable and entertaining the Newsletter has been, both directly and as a stimulus to correspondence with other Vega sailors in possession of information and expertise not immediately retrievable from my cockpit locker.

Once again, many thanks!



Sincerely

Alan Berlind