

- **A new "Vega Owner's Repair & Maintenance Manual" is planned!**

Jim Watson of Spokane, WA (Raven, #3215) has volunteered to edit an update of our manual. Rather than spending a lot of effort to redo the old manual, Jim will work to bring out "Volume 2" of the manual. This should incorporate all modifications, repairs, and maintenance data which has been published in our newsletters for the past 12 years. *This is a huge task for which no delivery date is promised. Just think "whenever, Amen!"*

- **Membership list:**

Our annual "Skipper list" is contained in this issue. The list is only as good as the information in our data bank. Much of the data is old or incomplete. Please review your listing and send the missing or revised data to Sid Rosen as soon as possible.

- **Loss of members:**

As of April 1, forty nine of our members had not renewed their memberships for 1997. Losing members is nothing new. It happens every year - for whatever reasons: sale of the boat, physical problems, or just loss of interest. But this year's decline is the biggest we have ever experienced. In order to get our membership back up, we ask for your help. If you should come across another Vega, please spread the word. But most important get a name and address and send it to Sid Rosen who will then contact the individual about becoming a member. We need every member we can find.

- **Vega One Design Association (VODA):**

Are you aware that our association is a dues paying member association of the Vega One Design Association headquartered in Sweden? Based on the number of members we were entitled to three votes at the last VODA meeting - held last July during the Vega International Friendship Regatta in Travemunde, Germany. Several times a year we get copies of newsletters in German, Dutch, Norse (Norwegian/Danish/Swedish). Most of this is never translated. Frank Gallardo has been our German translator for a long time. Help would be appreciated in translating the other newsletters. Please speak up if you can do this!

- **Looking for a Vega in Florida waters**

Last month your editor was called by a British Vega skipper who wanted to buy a Vega currently in Florida or Georgia waters. If you are aware of any such Vegas, please contact: Mr. Stewart Smith

9 Taworth Street
Boreham Wood, Herts,
England WD6 - 4EY



Rodney Jones

A standard Vega burgee?

At the 1994 meeting of the Vega One Design Association (VODA), Lars Lemby made a suggestion of having one burgee for all Vegas worldwide. Just before the 1996 Vega International Friendship Regatta in Germany, your editor sent one of our burgees to Lars (who is a member of our association) to fly at the regatta and as a proposed "universal" burgee for all Vega clubs. In a subsequent letter, published in our newsletter, Lars wrote:

"So far only you have responded. Somewhat reluctantly I have interpreted this thus: There is a certain degree of prestige attached to the local (usually national) tokens of the Vega Clubs and none seems willing to give up their own. My "presidential" view on this is that as far as they all have the "V" with a four pointed star" is all right with me. However, this "V" and star should preferably be of an agreed standard, i.e. they ought all to look alike on all burgees."

Lars letter was subsequently published in one of our recent newsletters. Member Bob Ponzetti (#2629, "Magic Monkey") comments on Lars writing as follows:

"If Lars Lemby thinks that nationalism stands in the way of adopting a world wide burgee he is probably correct. Especially if we think our American burgee should be the standard. That smacks of "Yankee Imperialism" or perhaps just "Ugly - American" attitudes. I'm being a bit harsh but I think a better idea would be to propose that each national group keep their own burgee and create a new international one! It could be an entirely new design or perhaps we should adopt the Swedish version as the international standard. (The Vega was created in Sweden.) That is if there is such a thing as a Swedish version."

Since I'm ignorant of the polite protocol for flying burgees, I'm just assuming I can fly two of them; the international burgee atop the national one, and that no one will snicker at my impropriety! "



Regards

Bob Ponzetti

Bob

Editors comment:

The burgee was sent to Lars with no nationalistic thoughts about it. I felt our burgee with the white "V" & star against the red background was more striking than the other ones I had seen. Also, since the burgee is usually flown from the spreader, I felt that our burgee with its red field would stand out better against the background of the white mainsail - as compared with a burgee with a white background.



February 6, 1997

Sidney A. Rosen
American Vega Association
10615 Whitman Circle
Orlando, FL 32821

Hello Sidney!

I was delighted and honored to receive your letter and they photo of the Berglinds and Mahina. I will always have a fond spot in my heart for Vegas!

Yes, Log of the Mahina is back in print, although there are only 100 or so copies left of the seventh edition (32,000 copies sold now). As you'll see, I updated the last two chapters and have gone to a better paper and cover.

I am enclosing some flyers on the book. Please let me know how many more you'd like. I'll send enough for each Vega Association member if you'd like.

Our most recent voyage from Cape Horn to Antarctica and then back to Seattle was a success, and Mahina Tiare III, a Frers-designed Hallberg-Rassy 46 just arrived from Sweden and sails like a dream. We look forward to a wonderful season of sail training as we head for New Zealand this May.

Please let me know if I can be of further assistance.

Most sincerely,

John Neal

Industry to Halt "Hull Splashing"

"Splashing" a boat used to be sailor slang for launching. Now the marine industry is out to stop another kind of splashing as it tries to keep some boat builders from stealing the hull designs of others.

Legislation to prevent copying a particular hull design using a competitor's fully constructed boat to make a mold, a practice commonly called hull splashing, is a top legislative priority for the National Marine Manufacturers Association (NMMA).



still
good
reading!"
- Sid

LOG OF THE MAHINA

A Tale of the South Pacific
by John Neal

This exciting, bestselling cruising classic is back! Newly up-dated sections on Islands and Outfitting a Small Boat for Offshore Cruising make *Log of the Mahina* a valuable guide and required reading for all cruisers venturing into the pleasures and challenges that may occur in the islands of Polynesia.



At 21, John Neal took off from Seattle in the 27' sloop *Mahina* for a voyage to Hawaii. Relying mostly on his ingenuity, John extends his trip into an incredible 14,000 mile odyssey through the Pacific. A tale of cruising simply, *Log of the Mahina* is a reminder that the beauty of sailing is not dependent on budget; an open attitude, good seamanship and self-reliance are the most important factors.

"For Neal, his log became more of a journal and less a log, a recounting of impressions... The result is without affectation, an honest, simple record of one man's adventure. With stops that include the Marquesas, Tuamotus, the Societies, the Cooks, Samoa and Christmas Island, plus falling in love, tearing up his rudder, and getting home, Neal has a lot to tell. What he covers serves as both a guide and inducement for anyone with a Pacific cruise in mind..." - SAIL Magazine

288 pages, 44 photos, Appendixes on: The Islands, Outfitting a Small Boat for Offshore Cruising. Information about passes and beacons and port requirements throughout.

ISBN: 0-918074-02-9 Quality Softbound \$16.95

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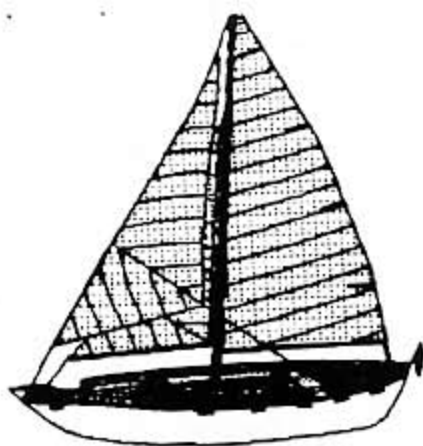
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**FAIR
PAGET**

#389

VHF:WCF 8192

Hi Sidney,

Just a quick note about some of my current projects and to send you my check for annual dues.

I had "fair Paget" awl-gripped last winter from the waterline up including decks and cabin. I also replaced all the teak except for the cockpit hatch covers. Rechromed all the metal fitting which were better quality than what you can buy now. They came out beautiful at about \$6-10 apiece.

I also bought a self steering vane from Ratcliffe Marine Design (173 Washington St., Pembroke, MA 02359; tel: 617-3516). It's a great looking unit - all 316ss, electroplated and included everything to hook up from the vane to the tiller. The dealer even drove down from Pembroke and installed it -FREE! He said it saved him time having to pack it up and ship it. He has put vanes on several Vegas and had drawings and photographs of all setups. I was very impressed with this man. All for less than \$1000. Since installing the vane, I have not steered the boat by hand. I found that it gives me the time to navigate that I could not concentrate on before. I can also fish which was previously difficult.

Last winter I hunted for a sail maker - my sails were the original 1969 ones made in England. I talked with more than 15 sail makers for a working set of sails (main & 100% jib). Nearly all of them were within \$30 - \$50 on a full set. All the big names (you know who they are) said they had the program for the set & would call their distributor & see if they had them "on the shelf". Not one of them asked where I would be sailing. Afterward I went to the Cape Cod boat show & talked with "Squeteague Sailmakers" and Marc Daniels asked me a bunch of questions.

I ended up with a mainsail with triple stitched seams, two sets of reef points, telltales, draft stripe, and set up for jiffy reefing. Everywhere you look on these two sails they show craftsmanship. They were not made in China - they were made on CaTaumet, MA. If you need new sales Give Marc a call at 508 - 563 - 3080.

A few weeks ago I went to him to have him make me a storm jib. I told him I wasn't sure of the size & would get back to him. Today (1-18-97) I went to him & he talked me into a Harken furler and not to get the storm sail. The furler should help me with single-handing. I have always been leery of furlers - not being able to roll up in a squall due to jamming, or unrolling when the boat is unattended - all big problems.

Marc said nearly all problems had been engineered out of the sails.

This years project: First - to have a double bow roller anchoring system. I've fabricated a mini bowsprit for my Vega And am negotiating with a fabricator now. Will let you how it works out.

Next I need to come up with a spare halyard or two. I also need to replace my spinnaker rigging & add more fuel & water tankage. I'm open to suggestions. I like the ones against the cockpit locker forward bulkhead - if I can find them at the right price. How about a trick boarding ladder set-up, Upgrade a two bank battery system. Anybody have a good design for mounting an alternator on an 0-21/0-22 gasoline engine?

The list goes on - I'm looking for ideas! I'll keep you informed -

Tim



- **Engine Parts -**

With engine parts for the Volvo MD-6A /6B and Albin 0-21 & 022 engines getting scarcer in the US, You might have to consider getting parts abroad. Stanton Marine in England used to advertise that they were the sole UK agents for Albin Engine parts. Why not try them if you need any parts:

Stanton Marine
94 Everton Road
Hortle, Hants
Great Britain Tel/Fax : 0425 619402

Their May 1994 price lists states " These (Albin) spares also fit Volvo C5, C10 & Ailsa Craig Petrol engines." Question: Has anyone ever tried to get Albin parts under these other names ?

- **Anode Kits -** Stanton Marine also listed: "Anode Kit - complete (Anode weighs 5lb)

- **Jim Legere "Alcyon" (#2002)** reports that he didn't do much upgrading last year. "I stripped the botton and sealed it with four coats of Intercept 2000. This consumed most of my 'enthusiasmm'. Incidentally, there were no significant blisters on the twenty three year old hull - a credit to Albin's materials and fine workmanship!"



How's your bottom?

The March '97 issue of Practical Sailor reported PETIT ACP 50 as the top anti-fouling bottom paint after 3 years of continual use.



Test Results: 1997 Bottom Treatments

Product	Type	Year	Rating	Retail/Discount Price (gal.)
Petit ACP 50	Ablative co-polymer	3	Excellent	\$224.95/\$105
Interlux Vendian	Silicone	3	Excellent	\$35 per sq. ft.
Woolsey Premium Performance	Modified epoxy	3	Very good	\$129.95/na
Petit Trinidad	Modified epoxy	3	Good	\$191.95/\$100
Epcotek 2000	Gelcoat	3	Good	\$10 per sq. ft.
Sea Hawk Cukote	Modified epoxy	3	Fair	\$209.38/na
Barnacle Ban (Hot Bottom)	Pepper/cuprous oxide	3	Fair	\$149.95/na
Classic Yacht Copper Coat	Modified epoxy	3	Poor (poor adhesion)	Discontinued
U.S. Yacht Super CopperKote	Modified epoxy	2	Excellent	\$149.95/\$89.99
Sea Hawk Tropikote	Modified epoxy	2	Excellent	\$202.24/na
ShipBottom	Modified epoxy	2	Excellent	\$180/na
U.S. Yacht CopperKote	Modified epoxy	2	Excellent	\$79.95/\$59.95
CopperPoxy	Gelcoat	2	Very good (easy to clean)	\$225/na
Permashield	Gelcoat	2	Very good (easy to clean)	\$35 sq. ft.
E-Paint No Foul ZDF	Vinyl/zinc oxide	2	Poor (poor adhesion)	\$126/na
Flexdel Aquagard	Water-based	1	Excellent	\$99.95/na
Hydrocoat	Water-based	1	Excellent	\$150/na
Interlux Aquarius	Water-based	1	Excellent	\$190/\$100
Nautical Paint America's Cup	Modified epoxy	1	Excellent	\$149.95/na
Nautical Paint Bio-C3	Ablative co-polymer	1	Excellent	\$179.95/na
Nautical Paint Copper Plus	Modified epoxy	1	Excellent	\$89.95/na
Nautical Paint Grand Cayman	Modified epoxy	1	Excellent	\$119.95/na
Nautical Paint Racing Vinyl	Vinyl	1	Excellent	\$149.95/na
Petit Aqua-Clean	Water-based	1	Excellent	\$197.95/\$100
Rule KL-990 Epoxycop	Modified epoxy	1	Excellent	\$126/na
Rule KL-990 Gloucester Sea Jacket II	Water-based	1	Excellent	\$114/na
Rule KL-990 Super Epoxycop	Modified epoxy	1	Excellent	\$152/na
Rule KL-990 Gloucester Super Sea Jacket II	Water-based	1	Excellent	\$179/na
Stargate SP52	Proprietary	1	Excellent	Not yet on market
Woolsey Neptune II	Water-based	1	Excellent	\$194.95/\$105

For a copy of the complete article please send a self addressed (US) stamped envelope to Sid Rosen.

- Peter Bell sent some good photographs of "Walkabout", #707. One showed the boat underway in not so wonderful weather using just the working jib. I note that the jib has a set of reefing points (unused in the photo) and is raised off the deck by a pennant. Another photo shows a teak (?) railing attached to the after end of the cockpit coaming and extending halfway up the port and starboard sides of the cockpit. Tell us about it Peter!
- Our congratulations to Manuel and Amy Vega of Fort Lauderdale, FL (Enterprise", #2920) on the arrival of their newest crewmember "Celia Rae" on November 11, 1996.