

# VEGA Newsletter

Sidney A. Rosen, Editor (407) 352-9250

25 May 1995

Voice of American Vega Sailors

No. 5 - 95

## Geographical Distribution of Members - 4/15/95

<u>State</u>	<u>Members</u>	<u>Canada</u>	<u>Members</u>
Arizona	2	British Columbia	14
Arkansas	2	Manitoba	1
California	16	New Brunswick	1
Connecticut	5	Nova Scotia	1
Delaware	1	Ontario	6
District of Columbia	2	Quebec	4
Florida	20	Total	27
Hawaii	2		
Illinois	5		
Maine	14		
Massachusetts	10	<u>Foreign</u>	<u>Members</u>
Maryland	21	Australia	1
New Hampshire	1	Bermuda	1
New Jersey	4	Cyprus	1
New Mexico	1	France	2
New York	7	Netherlands	1
Oregon	2	North Ireland	1
Pennsylvania	8	Sweden	1
Rhode Island	4	Total	8
South Carolina	1		
Texas	13		
Utah	1		
Virgin Islands (U.S.)	1		
Virginia	5	Total membership	196
Washington	11		
Wyoming	2		
Total	161		

### New Boat/US Accord Signed !

We have renewed our Boat\U.S. Cooperating Group Accord for another year!! This accord provides for a 50% discount off the regular \$17.00 annual dues, making it possible for you to join or renew your BOAT/U.S. membership for only \$8.50. If you want an application write Sid Rosen. If you are renewing your BOAT/U.S. membership please write our Cooperating Group Number GA80091S on your next bill from BOAT/U.S. and pay the special \$8.00 rate.



**Tyke Furey is selling his Vega-**

DECEMBER 28, 199  
146 WATER OAK DRIVE  
POINTE VEDRA BEACH, FL  
32082

Dear Sid,

I trust you and your family have been enjoying a most pleasant holiday season

I'm now into a third career and find I just don't have the time to sail "Estrellita" (Spanish for Little Star) any longer. After many years of pleasure in Narragansett and the Chesapeake Bay, touring the Intercoastal Waterway and off-shore northern Florida sailing, I'm putting the boat up for sale.

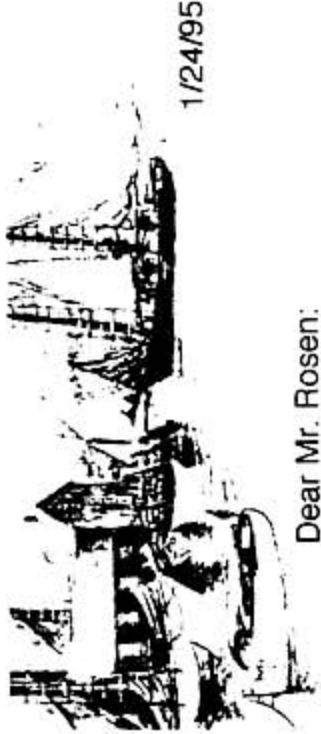
Vega #722 (1970) is at the Naval Air Station Marina at the Jacksonville Naval Air Station.

She is in very good condition, fully equipped with five sails and locally listed for \$13,500. I'd appreciate your mentioning this in the next edition of the Vega Newsletter

Thanks very much, Sid, for your assistance.

All the best,

*Tyke*



Dear Mr. Rosen:

My thanks for the time you spent talking with my husband about my new Vega. The yet unnamed boat was brought from Kittery, ME. to Smith Cove on Lake Winnepesaukee where it sat for at least 3 years in someone's back yard. As you can imagine, it was pretty grimy!

Harry and I did a quick outside cleaning and the boat yard painted the bottom on a 60 degree day in January. Now it stands front & center outside the ships store.

We're looking forward to the manual and any other Vega information (ie old newsletters), etc. The newsletter you sent us was very interesting!

We're happy to have learned about the association and are looking forward to sailing this spring.

Yours truly,

*Karen Sutton*

Karen Sutton

Jeff Johnson continues his account of last year's  
Vega International Friendship Regatta in Sweden

December 29, 1994



J.L. Johnson  
9535 Wickenburg Dr.  
Houston, TX 77031-3507  
(713) 568-0869

Dear Sid,

Let me continue with our story about this past summer's IFR in the Stockholm archipelago. As readers may recall, we had just gotten started with IFR activities; opening ceremonies and the first race. Let me pick up with my log entries from where I left you last.

13 July '94 — at the island of Biskopsön. Officially for the Regatta this was a day off — no activities were planned. However, Medisa's skipper Borje, had made plans the previous day. Borje had been talking with two members of the race committee, Peter Gustafsson, and Per Lindfors. Both of these young men are accomplished Vega sailors and racers. Peter is Henry Gustafsson's son, who some of us may know from Vega Marin purchases, (knowing the crowd, Peter announced at the first skippers meeting: "don't ask me questions about your engines, I don't know anything about them!"). Both men travel world wide to race sailboats.

Peter and Per suggested to Borje that they sail with us to the resort town Sandhamn (meaning sand harbor) on another island. On this trip they would give the crew of Medisa pointers on sailing with a spinnaker. In addition the Danish boat Rikke would sail with us to Sandhamn. As the events of the day began to unfold I realized this was more than just a side trip to a resort. The Danes on Rikke, who had won the first race, knew of Peter and Per and their long list first place finishes in the Vega and other sailboat races. I was told by a "little bird" that in fact Rikke's skipper and crew wanted very much to race against Peter and Per. Since these fellows were on the race committee, the trip to Sandhamn would be Rikke's only opportunity to race against Peter Gustafsson, and Per Lindfors.

Even before we started, a possible problem with the day's plan was discovered. The charts indicated that the area we were sailing to was off limits to aliens. We had been warned in the IFR write-ups that non-Swedish boats/crew should stay out of these waters. When I asked why there was such a strange rule, Peter replied with a half-way grin: "We can tell you, but we'll have to kill you afterwards". Apparently there are some sensitive military operations going on in these areas, probably submarine listening devices. Then somebody pointed out that more recent charts showed the area not to be restricted, so the unofficial race was on.

The start was uneventful, no effort was made to start precisely at the same time. The leg sailed was of course a down wind one, about 15 miles long. Medisa led at the start. The relative position of the boats didn't change much at first, then Rikke started to make a move. Rikke began to head upwind in an effort to gain speed and pass. Medisa also pointed

(Continued)

upwind to block the move. On the reaching course an islet lie ahead. Something would have to change or we'd both end up on the rocks. Very quickly Rikke jibed in an effort to get past us on the down wind side. Medisa also jibed. In these frantic maneuvers, the two Vegas passed within 1 meter of each other. At this point I had to push Rikke's boom away from me to prevent being hit. The excitement level of both crew's was very high.

After all this tight manoeuvring, Rikke now had a slight lead. As the sail continued, the two boats stayed close together. Peter noted that the boats were very evenly matched, and that only a mistake by one boat could change things.

Slowly Rikke sailed more on a reach, heading upwind and somewhat further ahead due to the greater speed of her course. At some point Per said that Medisa will win. Rikke had sailed too far upwind and although sailed faster, had sailed too far off the shortest path to the finish. Nearing the finish the boats began to converge. Medisa now had a two boat length lead, but the boats had to turn to the "finish line", requiring a jib. With Rikke closing, Medisa jibbed successfully, but Rikke faltered, her spinnaker warping around the headstay. The unofficial race was over.

Our destination Sandhamn is a small community mostly for tourists, especially those coming by boat. There is a sizable yacht harbor, a large restaurant/bar and numerous small shops. In one grocery store Borje buys provisions, including a can of the specially prepared herring, suströmming. We had been interested in the story about this traditional Swedish way of preparing herring. Suströmming is a canned salted herring that remains in the can for one year. The amount of salt is not quite enough, so the herring ferments (more correctly rots). One look at the can and you can see something is different: the can is bulging on top and bottom. When the can is opened, the odor that escapes is one of the foulest and strongest I have ever encountered. Once you become accustomed to the odor, the taste the fish is interesting and palatable. The suströmming preparation originated years ago when parts of the country were so poor, they couldn't afford enough salt to keep the barrels of herring from the summer harvest properly salt cured.

The trip back to Biskopsön was uneventful. Once back the suströmming was prepared together with potatoes, onions, and bread.

14 July '94 — This day is a race day; our second as a team on Medisa. We are full of confidence after our training session the day before. We arrive at the starting line in plenty of time, enough time for a pleasant morning swim in the Baltic. The winds are light and the first leg is down wind. Our start is not note worthy, but after the first mark we are second behind the boat Lars Lemby is sailing on, Wanderer, with the Danes on Rikke and the Norwegian on Nova behind us, (Lars was not sailing his own Vega, which was in dry-dock for repairs). We reach a decision point. The course through the archipelago is not a series of straight lines, one must find the best of several possible passages through the islands. The best course depending on the winds for that day, or even hour. Just before enter the next maze of islands and islets, we see Wanderer tack to an unexpected





Troll  
Fisk Biskopsön





31 IVY CRESCENT  
OTTAWA  
ONTARIO  
KIM 1Y1  
CANADA

November 16th, 1994

Dear Sid,

Many thanks for your letter. Of course, feel free to use whatever material you wish on Tarka's travels.

As you can see, we are now back from Mexico and installed in Ottawa again. We have checked the boat out after its two years in a warehouse, and all appears well. The test will be when we try to start the engine in the spring!

Our plans for next season are to take Tarka from Kingston, down the St. Lawrence, through Montreal and Québec, to the Saguenay fjord, then back up the Ottawa river to Ottawa. Accordingly, we are already scouting out locks, marinas etc.

Good to hear from you - please keep in touch.

All the best,

*Nick + Jenny*

Nick and Jenny Coghlan  
Tarka the Otter

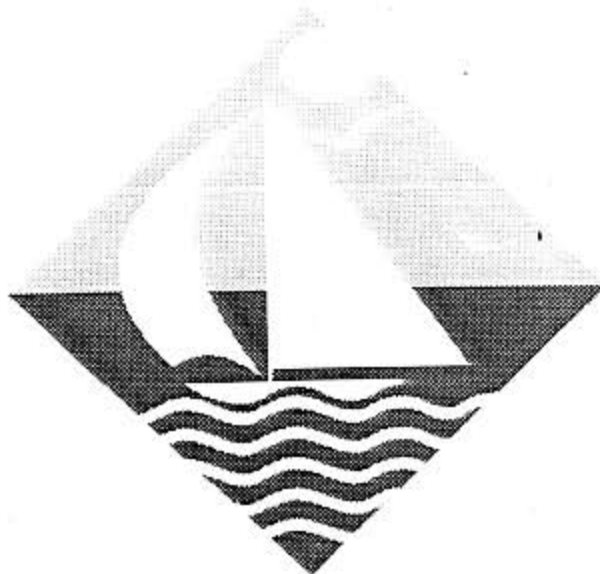


 **MD6A owners; don't panic!**

It was reported in one of the latest Vega-Bulletins that Volvo MD-6A diesels with serial numbers under 1450 were built with nylon lock washers on the idler wheel (intermediate gear wheel) of the valve train. These can break and cause major engine damage. If you are the original owner of a boat with an MD-6A and the aforementioned serial numbers, and your engine has not been overhauled/rebuilt by an authorized Volvo repair shop, then chances are your engine has the nylon lock washer. All Volvo authorized repair shops received a bulletin to replace the nylon washers. All boat owners who bought their boats used, (presumably the majority) cannot be absolutely sure if their engine has the nylon washer or not. There is a simple way of finding out. If you pull off the cover on the backside of the engine on which the fuel pump is mounted, one can see the washer. A light scratch with a screwdriver will reveal if its of metal or nylon.

# metro marketing west ltd.

680C LEG-IN-BOOT SQUARE  
FALSE CREEK  
VANCOUVER, B.C. V5Z 4B5  
TEL: (604) 874-TIME (8463)  
FAX: (604) 874-9300



May 30, 1994

Mr. Sid Rosen  
VEGA ONE DESIGN CHESAPEAKE ASSOC. INC.  
10615 Whitman Circle  
Orlando, Florida 32821

Dear Sid:

**RE: PAPER CHASE - 993**

It's boating time again and so it's time to clean up for another season my silent lady. Her bottom tends to be a major problem but I hope now this has become a thing of the past. Three years ago I moved Paper Chase to Long Harbour on Salt Spring Island. I found that this warm water basin is the 'mother' of all barnacle areas. When I lifted her that first year, instead of a dark blue bottom she was white with barnacles and enough growth on the Keel that it extended one foot off the boat. The prop and sumlog had one foot of clusters which eliminated it and the prop responded as though a plastic bag was covering it.

Well now a friend of mine whom I moaned and groaned to said he had read the attached and that it might help me. I tried it in November '93 when Paper Chase was painted and lo and behold, just recently I had her up and with the exception of the prop and sumlog she was as clean as the day she went in.

To hell with it. This year everything gets painted! Have a great summer everyone.

Best regards,

A handwritten signature in cursive script, appearing to read 'Jim'.

James D. McLennan  
PAPER CHASE 993

(Jim's "attached" is on the next page)

# WAR ON WEED

In the fight against fouling on his yacht's hull, Reese Palley tried out a new treatment to add to his anti-fouling and it worked . . .

Last year I came across a new product containing Compound-X which claimed to double the life of antifouling paint. I have an instant suspicion of any claim that includes an X in it. But since it was developed by a physician and was based on the intriguing fact that the secret compound contained the antibiotic tetracyclin, it caught my attention. It just seemed so reasonable that an antibiotic which resists the growth of micro-organisms in the body could do the same in the sea, which is no less than an analogue of the human body.

It was spring 1988 in Larnaca that I decided to test not Compound X but simply tetracyclin itself. My boat was hauled and prepared for antifouling. I put two coats of a black antifouling untreated with tetracyclin. Over this went an orange final test coat of the cheapest antifouling I could find. But this last coat was laced with tetracyclin.

I had determined that two chemically identical tetracyclins were available, one licensed for humans and the other for livestock. Since human kind differs little, in the basics, from all the other kinds, and since the animal product was a twentieth of the cost of the

human, I chose the cheaper version reasoning that, for my purposes, if it worked at all it would work as well.

I found some tetracyclin capsules at a veterinary office in Cyprus. The cost was 14p for ten capsules (2.5 grams) and since, by my unscientific calculations I needed just that much per litre, the whole cost of the experiment would come to about £1.14.

Feeling a wee bit silly and not at all hopeful, I mixed my powders into the cheap red Turkish bottom paint, slapped it over the first two coats of black antifouling, plunked "Unlikely" into the water and went sailing in the Mediterranean, the Aegean and the Black Sea . . . all bodies of water which are not known to be kind to hulls.

As a control I painted only the hull with the treated bottom paint. Just before the boat went into the water I dabbed all those little spots that always seem to get missed, with treated paint of which I still had a bit in the can. There was a small area on the rudder where the red had been scraped off and, not having any untreated paint, I dabbed it with a neat square of treated paint.

Six months later, in Kusadasi, I hauled the boat

for the winter. "Unlikely" rose out of the water her bottom clean and red and spotless as the day six months before when we had painted her. There was no barnacle growth, not even any of the slime that seems to generate spontaneously as the bottom did not even require the obligatory (and expensive) scrubbing with fresh water. There was simply nothing to scrub. And there had been no elision of the red paint, none of the underlying black antifouling showed through wherever the tetracycline had been used.

The rudder on the other hand was completely discoloured to a blackish grey (the untreated orange having worn away.) It was slimed and barnacled except for the little square which I had thoughtlessly dabbed with Tetracyclined paint. That little area was a hard edge square of cleanliness.

I now have a clean bottom at the cost of a couple of cokes. Judging from the condition of my rudder, the cheap antifouling paint that I used, a Turkish concoction called Transocean, had almost no effect.

. . .

## METHOD

I applied tetracyclin-treated

antifouling to the bottom in

Larnaca in March 1988. Withheld tetracyclin from rudder on which only antifouling was used. Used Turkish Transocean bottom paint throughout the experiment, the cheapest brand.

**Formula:** ten capsules of 250mg (total 2.5 gm per litre) of bottom paint.

**Instructions:** Open capsules and mix powder into a small amount of paint then mix into litre thoroughly. Then paint.

**First results:** Inspected underwater 1 July, 1988. Bottom absolutely free of slime or growth. Rudder appeared to have slime and small growths.

**Second results:** Inspected out of water 27 August, 1988 in Kusadasi marina. Bottom absolutely free of slime or growth. Appears as if it were freshly painted. The rudder was completely slimed with barnacle growth and other small hard growth. Propeller, which had been left completely unpainted, had considerable barnacle growth.

\* The man given credit for pushing this interesting development is Dr. Ralph Grams of the Florida School of Medicine.



## Repairing my bow plate -

P.O.Box 21,  
Tantallon, Nova Scotia,  
CANADA B0J 3J0  
August 27, 1994

Dear Sid,

Just thought I'd drop you a few lines to bring you up to speed on our doings in Nova Scotia. This has been a year spoiling ALCYON with new cloth. We purchased a new mainsail and #2 genoa from fellow VEGA NEWSLETTER member and sail maker Yvon Monnard (ELVIRE). We were looking for a real heavy duty suit of cruising sails (7.25 oz. cloth, heavy reinforcement, etc.) and we're very pleased with the results. We also replaced the dodger this year with a new Sunbrella one copied from the original equipment Vega dodger.

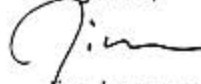
I got around to repairing the bow plate which had cracks from the side loading the forestay places on it. (I would advise checking for cracks, especially if your Vega is equipped with roller furling. Lars Lemby's letter first alerted me to this). In order to make welding repairs, I was obliged to remove the bow plate - not a minor task. First the bow pulpit and its associated running lights and wires must be removed. Then, to get at the nuts securing the plate, its necessary to reach up in the very narrow forward extremities of the forepeak. I found I was obliged to remove the small bulkhead at the fore end of the V berth and to remove the hose for the water tank deck fill fitting. If you're more careful or luckier than I was and don't drop any nuts or washers, you won't have to remove the water tank (I did). Of course the bow plate is bedded in goo, so everything needs to be cleaned in solvent upon removal. The actual repairing of the bow plate is quite straightforward; any good welding/machine shop should be able to do it quite cheaply. I opted to replace the entire piece that the forestay attaches to as there was wear around the holes for the clevis pin as well as cracks. Replacement was basically a straight reversal of the removal process. I used GEOCELL polyethylene caulk as bedding compound for the plate. When I stepped the mast (Did I mention you'll probably have to unstep the mast for this repair?) I installed a rigging toggle under the roller furling drum to prevent side loading of the bow plate in the future.

Once we got all of the repair work done, we could go sailing with our crisp, clean sails. Our cruising is a little different this year as we now sail with our six month old daughter Arielle. She is perfectly content aboard and often naps on a folded up sleeping bag on the cabin sole when we are underway. This is a simple and secure berth for her even when the boat heels twenty degrees. Next year we'll be sporting nets on the lifelines as she becomes more mobile. We're trying to locate a child sized life harness for her as well. It is sometimes challenging sailing with a baby but it is an experience we are all enjoying.

Once again Sid, thanks for all your efforts on behalf of the Newsletter. Its really great!

P.S. I'VE ATTACHED A COPY  
FROM A DUTCH COMPANY'S  
CATALOGUE WHICH SHOWS WHAT  
I BELIEVE IS THE ORIGINAL  
COCKPIT LOCKER HASP. I'VE  
ORDERED ONE FROM HOLLAND - I'LL LET YOU KNOW HOW IT FITS .

Regards,



Jim Legere, ALCYON #2002



## More about seacocks

7 Woodmont Lane  
Malvern, PA 19355

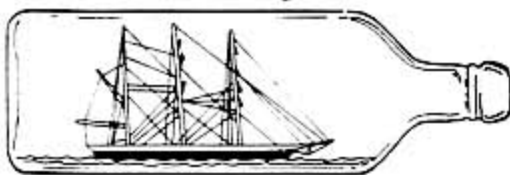
Dear Sid,

Thanks for the sample of BTG grease you sent me. I will buy a new grease gun to accept the grease and will try it after August 31st when we plan to return to Maine. You will get a report on its acceptability. I really don't care what the grease will have to cost as it is key to our boat's performance.

I can't give you a copy of our letter to the DeLeons because I mailed them the original. However we did have Ring's Marine change the OEM gate valves for seacocks about 10/11 years ago. The clearance for the seacock's lever under the head's platform was too low, so a handle of 1" brass was fabricated from an old drive shaft, extending inboard from the valve to the fiberglass below our head's door. At the inboard end of this rotating shaft, a 'tee' of the same material was braised/welded to it, giving the operator purchase to open and close the valve. Every two years, the seacocks are greased by the yard at launching in the spring. The lever is free to move in the vertical plane as it clears the head's closed door. We feel free of worry about the gate-valve stem's failure due to corrosion.

We can open/close each valve with a quick 1/4 turn if it should become necessary. We also carry a selection of wooden plugs to drive into these valves if a hose fails, etc.

The job was \$365.00 total for the 4 valves.



Sincerely,

*George*

George Wood

- **Reminder - We need your input for our newsletter .  
Please drop us a line today !**

September 22, 1994



Dear Sid,

As I told you on the telephone several weeks ago, my Vega ceased all forward motion on August 20th. It did fine in reverse; but there was a limit to how many places I could go in a backward mode; therefore, I had to have it fixed.

I went back to the Bass River on Cape Cod where I keep a mooring. There is a Marina there called Ship Shops. A fellow from Ship Shops looked at the boat and said that he could fix it since he used to work on Vegas when he lived in Maine.

The following weekend, I went back and they had the transmission apart and had their first look at infamous Combi mechanism. I agreed to a figure of \$1,500+ to have it fixed and the Service Manager said that he would go full speed on the parts ordering task.

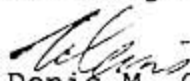
The next weekend, I learned that all the parts were available from Volvo, except a set of two locking rings. Volvo had one set; but nowhere could another set be found. Both sets of locking rings were essential; or else, the shaft would not stay in place. That is when I called you. You recommended a place in Connecticut and one in Miami called Auto Marine Supply. I passed the information to the Service Manager who seemed to indicate that Volvo would know whether or not any such parts were in stock in a dealer's inventory as well as their own. Any way, he promised to call Auto Marine.

I kept in touch with the Service Manager who told me that he was having no luck. Volvo was not able to find any in Sweden, and my parts were put on back order. Finally, on Sept. 15th, the Service Manager called to say that he had obtained all the parts and my boat would soon be back in the water. He said that it was Auto Marine that came through with the missing lock rings.

I do not know what to believe. He said that he never led me to think that independent dealers were on Volvo's computer. He said that he had called Auto Marine when I suggested that he do so; but that they were ten days getting back to tell him that they had the parts.

Anyway, the Accord was back in the water on Sept. 17th. Now, I am looking forward to a month or so of sailing before it gets too miserable even for the most enthusiastic sailors.

Best regards &amp; thanks for your help,

  
Denis M. Crowley.