



Please Welcome our Newest Members!

John & Susan David
2601 Carter Drive
Muskegon, MI 49441
Tel: (616) 780-1020
#1391, "Questar", 1972

Don & Ginny Gordon
1323 Farley Ct, South
Arnold, MD 21012
Tel: (410) 349-0166
#929, "Mariah", 1970

Michael Rowen *
1710 Crossfield Drive
Arnold, MD 21012
Tel: (717) 871-9472
#2505, "Seascape", 1975
* Michael has his father's Vega.

Jim & Laura Szafranski
335 Forest Avenue
Lancaster, PA 17603
Tel: (207) 667-8981
#2932 "Papillon" 1976

• Sorry about that !

If your 1996 dues were not received by April 1st, your name was not included in our 1996 membership list. An addendum will be published in a later issue.

VODA Award - Several years ago your editor was honored with an award by the Vega One Design Association (VODA) in Europe. VODA is the "mother" association of the national Vega Associations in northern Europe. As a recipient of the "VODA Achievement Award", your editor was asked to name any possible nominees for this year's awards. The names of several members were subsequently submitted for consideration. It gives your editor great pleasure to announce that Nick & Jenny Coughlan ("Tarka the Otter") have been accepted as candidates for the award. The names of the actual awardees will to be announced at next VODA meeting in Germany this coming July during the Vega International Friendship Regatta. Good luck Nick & Jenny !



Information needed!

MEMORIAL HOSPITAL

YAKIMA VALLEY MEMORIAL HOSPITAL

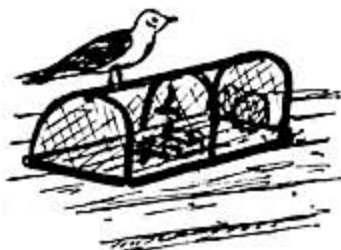
215 NORTH 29TH AVENUE
YAKIMA, WA. 98902

DEAR SID:

THE "LYRA PROJECT" PROCEEDS SLOWLY BUT STEADILY. I SPENT TWO DAYS AT THE SEATTLE BOAT SHOW, BUT I GO FOR THE BOOTHS PRIMARILY SELLING PRODUCTS AND THE WORKSHOPS/PRESENTATIONS. IT'S A COOL THING SINCE THE BOAT PORTIONS OF THE SHOW IS 98% POWER BOATS OF ALL STRIPES. BUT I GOT A LOT OF INFORMATION WHICH LEAD TO MY DECISION TO BUY A RADAR (KODEN CRT-TYPE) AND WIND VANE (NARVIK). I ALSO FOUND A COMPANY THAT MAKES A "SKOOKUM" DODGER- FIT FOR OFFSHORE.

SID, I NEED INFORMATION FROM ANYONE REGARDING THE SUCCESSFUL GROUNDING OF A HAM OR SINGLE-SIDEBAND (SSB) RADIO ON A VEGA - HOW THEY DID IT, MATERIALS, ETC. I'D GREATLY APPRECIATE GETTING A NOTICE ABOUT IT IN ONE OF OUR FUTURE NEWSLETTERS.

I'M ENJOYING TONY SKIDMORE'S CONTRIBUTIONS ABOUT HIS VOYAGE, ESPECIALLY THE LAST ONE ABOUT N.E. AUSTRALIA SINCE I WAS THERE (A BIT FURTHER SOUTH IN THE TASMAN SEA) LAST FEBRUARY/MARCH.



THANKS & REGARDS -

Gerry Pickard
GERRY PICKARD
LYRA, #2456

- Pauline Furey ("Estrellita", #722), Pointe Vedra Beach, FL has been busier doing more selling of her novel "Faldetta" than in sailing. Pauline is now well into her second effort - a tale about the Battle of Britain in 1939-1940; having grown up in England during those chaotic times.

Redoing my Vega -

To: Sid Rosen, VODCA
From: Homer Shannon
Date: November 17, 1995
Regarding: Year One As a Vega Owner



Dear Sid:

When I wrote you last summer regarding my carburetor problems I said that I would follow up with a letter describing all the things I had to do to my Vega and how the season went. On Monday, October 9th, I hauled "Cinderella" out for the season and I think it is time to get this letter written.

Cinderella, formerly Turtle Dove, is a 1970 Vega, hull number 718. I think this makes it a fairly early boat. It is equipped with the original Albin 022 engine and a combi drive. The boat has been fitted with a Cruising Design jib furler and the cockpit locker covers have all been replaced with teak hatches similar to the ones described in the Vega owners manual. The interior is all stock and in good shape for its age. About that manual... The Vega Owners Association Manual has come in handy although not critically so yet. What concerns me about the manual is all the dangers that seem to lurk in the boat; the combi, the engine, the rudder etc. etc. I seem to have many of the problems described, although I haven't had to resort to any of the really major operations described. It scares me to read that document, if I had read it before I bought the Vega I think I would have bought another boat!

I knew when I bought this boat that it was old and in need of some repairs. I guess when you only spend \$5,500 for a boat you had better not want too much. What I saw in the boat was a good set of sails, an inboard engine, a loran, near standing headroom and an excellent review in the "Practical Guide To Used Sailboats". My then current boat, a very clean Cape Dory 25, had none of these things and I was pretty sure that I could sell it for \$5,000 to \$6,000. It seemed like a good trade up. I hired a surveyor to survey the Vega and his report was uninspiring. Basically, he said it was an old boat with good sails. It had moisture in the keel, which he did not see as a big problem and moisture in one area of the deck and topsides hull which he said should be repaired. With no loan involved and no commitment of my entire life's savings, his attitude was, "Hey, if you want the boat, buy it". I did.

The first problem I had was getting the boat delivered. Although I had bought my Cape Dory in the neighboring town to where the Vega was and sailed it home in the spring, I rejected this idea because the Vega needed too many repairs. Trucking fees would only be about \$400 and I had worked that into the cost of ownership. I finalized the deal in early March, and of course, this is

still in the winter here. Although I am in southern New Hampshire, we do get a fair amount of snow which usually sticks around for a while. When I began looking at the boat in January, we were having a very mild winter and there was no snow in my yard. By the time I wanted to move the boat we had over two feet of snow on the ground. I cleared the snow with a snow blower and called the hauler. He couldn't haul for another week. Then we got a major thaw. Spring thaws are not a good time to be moving heavy equipment across unpaved areas. I called the hauler and told him to hold off until the ground froze again. At last the ground froze enough to let the truck come into the yard. I called the hauler and told him to go get the boat. He couldn't go on Sunday as requested but he could go on Monday. Monday, of course, it snowed again. Snow with freezing rain. This was not enough to block the yard, but enough to make driving difficult and although the hauler was able to go and get the boat he couldn't get it to my house and wound up taking it to his boat yard. In the mean time, I found a buyer for the Cape Dory and he wanted delivery right away. Once the Vega was parked in the yard the Cape Dory would be blocked in. I would have to wait until the Cape Dory was out before I could bring the Vega in. Finally, in mid April the ground dried out, the Cape Dory got hauled away, and the Vega was delivered to my yard. Time to commence repairs and refurbishing.

Decommissioned boats are always dreary affairs. Everything is apart, pieces seem to be missing, and everything looks dirty and untidy. I started by taking everything out of the boat. I sent the two jibs out for cleaning and to have the 110% jib (which was brand new) set up for the furler. The boat had two mains, an original Beacon and Cowes and a one-season-old Thurston. These I simply moved into the basement. The main problem with the interior was mold and mildew. It encrusted the hull and stunk to high heaven. I figured that all of the foam backed vinyl behind the woodwork had to be removed. At first I tried to just tear it out. That was not going to work. Then I tried taking out just the key pieces of the plywood interior, no-go here either. There was only one way to get this boat clean; strip the entire interior.

Taking the interior apart is not such a big deal, it all sort of screws together with a million small screws and bolts. With a good mornings work I had the whole thing apart. Once the woodwork was out it was a simple process to remove the foam backed vinyl. Man, it was disgusting! The next problem was to remove the glue that was used to hold the vinyl to the hull. I tried several cleaners and solvents without success. Finally I found a gum remover called Goof Off that did the job. Who knows what kind of cancers I'll develop from breathing the stuff! Even with a fan sitting atop the hatch pumping in fresh air it was really toxic. The removal method was to spray the cleaner on with an airsol pump, allow to set for 10 minutes, and then scrape off with a putty knife. Then I went back over the area with rags to get it really clean. I considered repainting the interior hull or covering it with some new vinyl material but decided to just leave it bare. Its not visible and bare fiberglass will not have the moisture problems that the vinyl had had.





In the process of cleaning the interior I discovered something that began to fit in with some of the problems visible from the deck. There was a one foot by four inch patch in the hull on the starboard side just above the water line and behind rear chainplate. The boat had been Awlgripped dark blue and this repair was not visible from the outside. It was a good repair but it really got me thinking. I knew that both the bow and stern rails were not original. Several of the safety line stanchions were bent. There was a repair to the deck, which the surveyor had pointed out and had said contained moisture. There were several gouges around the starboard jib track and the track itself was going to need a good filing before the jib sheet block would travel its full length. It became obvious to me that this boat had gone up on the rocks. It hadn't sunk, the interior was too good for that, but it had been pretty beat up and the repairs were not really up to snuff. I suspect that #718 was a casualty of Hurricane Bob.

I began to focus on the things that Bob could have done. The safety line stanchions needed work, but that was minor. The bow pulpit was a joke. It was made of 7/8 tubing and fitted into the original one inch brackets. It looked as though it would rip the jib to shreds on a run. I threw it away, filled in all the extra holes in the deck (this boat must have had 50 unfilled holes in various spots) and ran the safety lines to eyelets on the deck. The stern pulpit was not much better. It was custom fabricated with bad welds and poorly aligned brackets but it was serviceable. I decided to leave it alone. If any one knows where I can get original pulpits for a reasonable cost I would be very interested.

The next problem was the hull and deck. I had noticed blistering of the Awlgrip below the area where the deck repairs had been made. I scraped away the blistered paint and, horrors, Bondo! The scratches in the hull had been filled with ordinary automotive Bondo. It was absorbing moisture and peeling away from the fiberglass. Fortunately, this is only a cosmetic problem, the glass itself appeared to be OK. I dug out what had to be dug out and filled in with PC27. I found some near matching enamel paint and did what I could. I like to tell my friends that I now have a good looking hundred foot boat; it looks good from a hundred feet. Still don't know about the deck. I cut a small core sample through the deck into the laminate with a hole cutter. I expected to find rotten plywood or something like it. Instead I found polyetheyne closed cell foam with some type of silicone filler. No moisture. I have no idea what type of repair this was or who did it but there is no rot and no evidence of structural problems. I epoxied the core back into the deck and decided to ignore the problem. You have to keep a perspective with a \$5,500 boat.

The problem of moisture in the hull was not confined to the Bondo under the paint. The surveyor had found moisture in the keel as well. He suspected that water had seeped into the dead space under the floor and filled all the cavities in there. He said this would not be a problem since there was no wood involved. The biggest danger was from freezing and potentially splitting the hull. He said that the hull was not yet split and if repaired would cause me no further problems.

Boy was he right! A hole drilled into the lowest part of the keel allowed nearly ten gallons of water to escape. The problem turned out to be in the bilge where the false floor had pulled away from the keel all along the starboard side. Someone had attempted to seal this with silicone caulking, but it had not bonded to the oily fiberglass of the hull. This is a hard area to get at, but I did the best I could to properly clean, sand and glass over the damage. This seems to have solved the problem. I drilled into the hull again, once the boat was on stands, and there was no water.

With a few more days of puttering around the deck I got most of the minor problems resolved. There were too many to list, I just kept chipping away at them. Next I decided to check the mechanicals and fire up the engine.

One subject the Vega manual had touched on was the problem of fitting a zink on the prop to stop electrolytic corrosion. I came up with what I thought was a nifty solution for this. I purchased a Mercury thread on bullet shaped zink from a boat shop. Then I came up with a stainless steel bolt that fitted the thread of the zink. I removed the stainless steel bolt off the end of the propeller hub and had a local welder weld the two bolts together, head to head. Once the bolt was reinstalled on the propeller, I simply threaded on the zink and tightened it with a pair of pliers. I would like to report that this was an excellent idea except that when I hauled the boat, the zink was completely gone. I can't imagine that it totally corroded as I keep the boat in a mooring field with few electric sources around me and I don't use much power under way. I suspect that the zink backed off the bolt. I'll modify my design this winter to add a cotter pin through the zink and the bolt.

- continued in another issue -

* Editor's note

A noble idea about the zink, but it seems to me that you are generating your own electrolysis. Two dissimilar metals (Stainless steel & Zinc) in contact with each other in salt water generates electrolysis resulting in the lower order metal (Zinc) being eaten away.

Add in N.W. Yachting 9/95



27' ALBIN VEGA '68 Swedish pocket cruiser, really capable of offshore passages (sister of Neal's famous Mahina). Volvo diesel, 4 sails, DS, AP, 2 anchors. Very nicely kept. US \$9,900 (805) 644-9665.

From W. Arnett, Kirkland, WA - #1568

Look at this Vega!



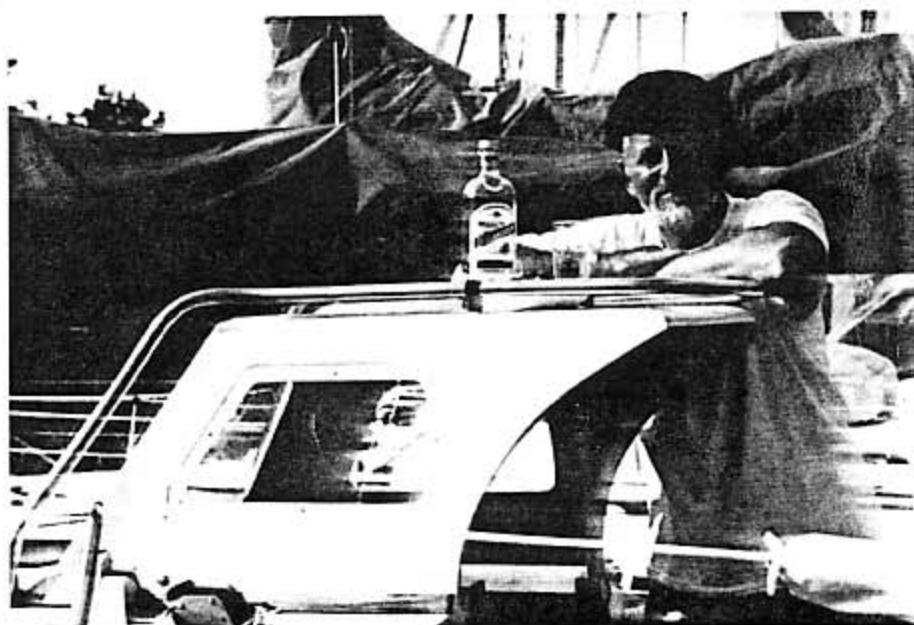
From the Kring Van Vega Zeilers "Bulletin". #73

En modifierad VEGA

What
would
you
call this?

*Is it a dodger,
a companionway
cover - what?*

Whatever it is, it's terrific !



Av Benkt Sjöbäck, V-1572

VEGA - bladet
(Norway, Denmark & Sweden)



- **Sailing to the Azores & Europe**

Several months ago a member requested information on sailing his Vega to Europe via the Azores. The May '96 issue of "Cruising World" magazine addresses this crossing in the first of a three part article "A one-year circuit of the Ocean Sea." The two routes discussed were the northern route and the Azores route - with returns to the Caribbean via the Canary Islands using the N.E. trade winds. In fact, the Azores route appears as a convenient stepping stone to Europe. Read the article! Sid



Flag Harbor Marine Service

P.O. Box 250
St. Leonard, Maryland 20685
(410) 586-1915

John Little
3820 Balsam Road
Port Republic, MS 20676

Sid,

I have enclosed my check for \$10. Please send me the cockpit sealer tape mentioned in our newsletter. I'd really appreciate it.

I know I told you how I came upon my Vega (#2940). Since then she is totally functional with new electrical and plumbing, radio, autopilot. I also built a new companionway and teak cockpit doors. I added a spinnaker which makes a major improvement when off the wind.

The Volvo MD6B runs great with the new starter, alternator, instrument panel, exhaust riser and stern tube bushing. I must have the only Vega that doesn't leak. Coming back from the Eastern shore of Maryland a couple of weeks ago the boat proved to be a stout little sailor when we got caught in a squall for over two hours with 30+ knots of wind on the nose. The boat handled just fine!

Anyway, I really have no need for three sailboats, so if anyone is interested, or knows of anyone looking for a Vega, please contact me.

Thanks for your very interesting newsletters!

Sincerely,

Vegas for sale:

Bill Slim
50 South Woods Lane
Doylestown, PA 18901
Tel: (215) 348-7383

John Russell *
10910 Winchester Drive
Amelia, VA
Tel: (804) 561-5471
* with trailer



Jim McLennan, Vancouver, B.C. (letter on Page 11)

Wanted: a fix for a broken hand crank fitting!

Jack White
1624 South State Street
Dover, Del. 19901

Dear Sid,

Spring outfitting is upon us and a new bottom coat is a must this year.

Everything else is OK except that the hand crank fitting on the MD6A was broken off. Would you know of anyone else with this dilemma, or a fix? It isn't all that important as long as my batteries are up, but when they are flat it is a problem.

Thanks again,

* Could this be welded?
The editor

Jack

★ Jeff Noland (A Blentôt, #1472) writes:

Sid:

Just a few words to mention that I've done a lot to the boat but probably the neatest thing was "varnishing" the wood, using acrylic Urethane Automotive Enamel. I even did the wooden cleats and they have held up for three years without any additional work. I believe this is far tougher than regular varnish.

Keep up the good work!

Thanks



★ Welcome aboard!

Kevin McClone/Jen Ruffing
874 Sequams Lane West
West Islip, NY 11795
(516) 669-5769

December 18, 1995

Dear Sid,

Hi! I am delighted to be able to write you this letter announcing that Kevin McClone and I are the proud new owners of a Vega. We recently purchased our Vega from John Little in St. Leonard, MD. We are excited about becoming members of the club and look forward to writing in our with our own cruising stories in the coming years.

Enclosed is our 1996 dues. John and given us the November 1995 Vega Newsletter and I see on your first page the request for payment of 1996 dues. Please send our newsletter to: 874 Sequams Lane West, West Islip, NY 11795. Thanks!

Currently we are looking to outfit the boat for cruising and we have been calling around for a dodger. If you have any information on this purchase that might be useful in our search, it would be greatly appreciated.

We are looking forward to becoming more integrated members of the organization and learning a lot from other Vega owners.

Kind regards

Jen Ruffing

Jen Ruffing & Kevin McClone



Call TowBOAT/U.S.

on VHF 16 or
BOAT/U.S. 24-Hour Dispatch at
1-800-391-4869

For General Towing Information, Call 1-800-888-4869.

Need Help
On The
Water?

"Still working on Lyric" - Walt Brown



Dear Sid,

11/20/95

Just got the November issue of the newsletter. Thanks for putting it out, it always makes my day a bit brighter. Lyric has been hauled out for 3 months now. Some much needed attention is finally happening. Six layers of barrier coat on a badly crazed underside. My honey and I used Peel-Away to strip off many coats of old bottom paint. It worked well and I'd recommend it to anyone contemplating stripping the bottom. It's available from West Marine. Lyric had been painted prior to my purchase of her. We took all the old paint off and are now hoping to get the topsides and hull finished off if the weather allows. You might remember in an earlier letter I mentioned I was going to split the main cabin ports into two per side. It's happening. A lot of work involved but I think it will be worth it. I also removed the forward ports and glassed in the holes. I'll be installing opening ports from Beckson. The deck was getting soft in a few places so it was painted with flat black latex (to heat the interior and speed up the evaporation of any moisture in it), drilled and injected with epoxy. The holes were plugged with wooden dowels which were then sanded flat, counter-sunk and covered with epoxy again. The latex was washed off with acetone and the entire deck sanded. I don't know if the older Vegas had non-skid on the deck, Lyric didn't but it may have been sanded off by the previous owner. We'll be putting Tread-Master down as non-skid. Expensive, but really well rated by Boat U.S. and Practical Sailor. I had used exterior latex with sand earlier, it was okay with the added advantage that it came up easily with Jabsco brush cleaner. A word on blisters, there seem to be two types, gelcoat and laminate. Lyric has a very heavy gelcoat and blisters have not been a problem with it, however I have had a few blisters in the laminate. For some reason they seem to occur only just below the waterline. They've been ground out and filled. Hopefully the barrier coat will prevent future ones.

I'm in the process of installing a new Yanmar 2GM20. I had planned to install the Volvo from Sonia (the wrecked Vega I bought as salvage) but decided I really didn't want to put a 20 year old engine into a boat that I plan on cruising. I read somewhere that exterior dimensions had never been changed on the Vega. I believe this is wrong, Sonia's fuel tank is to wide to fit in Lyric's bilge. This would be okay if the glass thickness accounted for it but it doesn't. I cut a few holes for thruhulls in the bilge and it's about 7/16" thick. Anyway, I'd heard that the Yanmar went in without much trouble. Not on Lyric, she had an Albin 21 with a transmission and fixed prop. As it is I'm laminating oak stringers for it but I'm going to have to have custom made mounts for the rear of the engine. Either that or bring the engine into the cabin! I found the current owner of the Albin and I will put Homer in touch with him. He said that he would be willing to attempt a rebuild from the two but the one he has is frozen up. I'm sorry to say that the West coast source for Albin parts is out of business. Tom Hall in Sausalito, CA was forced by illness to close his business. From what I understand, the parts inventory was sold as scrap. I'll write again when the Yanmar is in, I'm sure I can get it to fit but as I said, it's going to be difficult. I guess that I'll part out the Volvo. Give me a few months to finish what I'm doing with Lyric and I'll take it apart and see what's usable. I should be able to put out a list in time for spring out-fitting.

It's going to be a busy winter. We'll be installing an Apelco Fishfinder/GPS, a Furuno LCD radar, new depth and knot meters, a new VHF and a SSB, Navico auto pilot, solar panels, water-maker, wash-down pump, holding tank, new batteries (2 six volt golfcart types in each cockpit locker, lots of Amp hours for a low price), charger/inverter and refrigeration!! The list never seems to end. Next year we'll buy a 406 EPIRB and a liferaft and were out of here. Mexico, Costa Rica, the Canal, the Caribbean, the East coast and most definitely the Chesapeake, (I grew up in Norfolk and I promised Judy I'd take her crabbing) and hopefully Europe. I'd also like to find the smallest possible 2 burner propane stove and oven. I saw one once that I believe was made by Plastimo and installed in a Ballard that looked rather small. I never got a chance to measure it. If anybody knows anything about this stove, please contact me! It's not in the current Plastimo catalog. (Or any other small stove) All for now.

Walt Brown
660 Bair Island Rd. Box 45
Redwood City CA, 94063

Help Wanted -

Dear Sid:

I am having a problem with my Combi prop. In the past, I was able to push the throttle handle into full forward for ahead thrust and full aft for reverse thrust. This past summer something changed. The engine works smoothly, the forward thrust is still positive from very slow to very fast. It's reverse that is the problem. The throttle lever will only move a slight distance beyond neutral. I do have some reverse but very little and very slow.

Has anyone else had this problem? If they have had the problem, how was it corrected? I would appreciate any information and help that anyone can give me!

Thanks for your help,

Dick Brauer

R. M. BRAUER
2049 LAKE SHORE DRIVE
P. O. BOX 783
MICHIGAN CITY, INDIANA, 46360

219-874-8896

We lose an old comrade!

We were sorry to learn that our long time member Charles Trenkle of New Britain, CT ("Sea Jay", #1869) had passed away. We will miss him!

metro marketing west inc.

HEAD OFFICE
SUITE 5
805 DUPONT STREET
BELLINGHAM, WASHINGTON
98225

MAIL TO SALES OFFICE:
Contact: JAMES D. McLENNAN
680C LEG-IN-BOOT SQUARE
VANCOUVER, B.C. V5Z 4B5
TEL: (604) 874-8463
FAX: (604) 874-9300

HiSid-

Gosh, another year has slipped by.

Would anyone want a great Vega 27 - #993, built in 1971?

Fran & I seem to be spending less time boating and more time cottaging. The boat is loaded with extras so if there is any interest I would be delighted to share the love affair with a great boat!

Best regards

Jim

