VEGA Newsletter

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

Jun /July 1994 | Voice of American Vega Sailors | No. 6/7 - 94

- **Just to let you know -**

Your newsletter was late last month due to computer problems. Your editor has never been much of a typist. He types using a fast three finger hunt and peck system , making lots of errors. Somehow the wrong combinations of spurious characters ganged up, corrupting everything including programs and data. The computer went crazy. It ignored the operating commands it was given and it was impossible to access the data disks which contained all our membership data and financial records

Hours were spent on the 1-800 telephone with Apple Computer and Microsoft. The hard drive had to be reformatted, pristine systems and programs applied and the entire membership list reconstructed from ledgers, filing cards, etc. *(That sounds so simple.)* Some errors still exist and your editor is still working to correct them.

- **That was the bad news - now for the good news!**

When our predecessor organization, VODCA was terminated a few years ago, money remaining in their treasury was turned over to your editor so that the new informal organization would not be hurting for money to operate. The only proviso was that when your editor was unable to carry on the organization and newsletter, the money was to be donated to a worthwhile marine museum in the name of VODCA.

Since then all our financial reports have reflected a slowly increasing bank balance. It now contains more money than we need to operate. So (hang onto your hats) a 100% membership dividend is now declared!

All members who have paid their 1994 dues are having their memberships extended an extra year! ***It's a buy one, get one free type of deal !*** Everyone is now paid up through December 31, 1995

THANKS FOR YOUR SUPPORT!

÷ ÷ ÷ ÷ ÷ ÷ ÷ ÷ ÷

- **Proctor mast information** !

Parts for our Proctor mast and boom are no longer available in North America. The following is the only address we have for ny Proctor parts:

Proctor Metal Masts LTD
Duncan Road
Swanwick, Southampton S03 72Q
Great Britain

Our thanks to member Rodney Jones of Bangor, North Ireland for the information.

John Sprague is sailing from Ontario to Florida & back

Aboard "Flagfish" - #1492
1993, January 13th

Dear Sid,

It was nice talking with you on the phone. Yes, we will surely give you a call before we get to Cape Canaveral

Anyway, about the bimini. I sent you Norman Meissner's letter and photo. He got the idea and found the place ("Marine Surplus") to buy the bimini at a goos price. Norman placed his bimini behind the mainsheet and cut holes for the backstay.

I bought one and installed it just ahead of the backstay. It can be used only when not sailing with the mainsail. I take off the mainsheet, tie the boom to the backstay and use the topping list. To sail, the bimini folds back against the backstay.

Marine Surplus sold their smallest bimini for $150.in December 1993. It fits 68 to 80 inches wide, 72 inches long, and is72æ long. They supply fittings for mounting to a vertical surface. I attached mine to the outside of the cockpit coaming, at the top, just aft of the cleat. It is a nuisance to get in and out of the cockpit when going to the foredeck, but worth it for shelter from the sun. Marine Surplus will ship the bimini UPS. They cut the frame in half and supply fittings to join it. That coasts an extra $10.
They have limited colors: Blue; light grey; two shades of dark red; dark grey.

Paul Halvachs, another Vega member, wrote us about the sum awning he uses. We had such an awning made in Ontario before we left for Florida, and used it for two weeks at Christmas when we stayed at the dock in Sarasota, Fl with family. It was good to keep off the rain and dew - one of my daughters slept in the cockpit. It was 4x7 ft and had splits made of Velcro to rejoin them around the backstay and topping lift. It attached in the centre, to a spare halyard which held it up like a tent. It also had velcro around and a side panel could be added. As I recall the whole thing cost $200. from a company ("on sail") near Toronto, whose name I can supply when I get home next autumn.

Sid, parts for the original Brydon Boy/Par head are still carried by Jabsco/ITT. their Ohio depot , tel (513) 325-8701 offered to ship anything required, such as the plastic pump cylinder for $30. or the complete pump for $80. Boat wholesalers also carry parts, such as Glen Mar in Clearwater, Florida. Jabsco redesigned the head but intends to continue supplying parts for the old one, which is widely used.

One final thing : "Dinghy Tow". It is for all inflatables. I cannot say enough good things about this. We have used it for 2200 nautical miles sop far on this trip, and it has solved a lot of problems. The dinghy is ready to go in 2 minutes - and I don't have to lift off the outboard motor or pack the dinghy on deck only to have to inflate it again the next day. We have had some very rough crossings and actually could forget about the dinghy - follows along and doesn't take on any water. The system is expensive ($750. or so), but it uses first-class hardware and is worth every nickel".

Best wishes

John

* *Editor's note:*
Along with his letter, John sent an advertisement for the "Dinghy Tow" mentioned above. Unfortunately, it has been misplaced. If anyone sees one of these ads, please send Sid a copy.

Here's a new overseas source for Vega & engine parts

Stanton Marine & Leisure

Tel: New Milton (0425) 619402

94 Everton Road
Hordle, Lymington,
Hants S041 OFD

ALBIN VEGA PARTS - PAGE 1 — MAY 1994

Description	Part No.	Price Ex Vat	Price Inc VAT
BRYDONBOY MARINE TOILET SPARES			
Service Kit - gaskets & seals	0102	14.43	16.95
Service Kit - hardware	0101	8.50	9.99
Piston Kit	0106	6.29	7.39
Valve Seat & Cover Kit	0109	8.32	9.78
EQUIPMENT			
Annode 5lb	32215	10.00	11.75
Annode fixing bolts-pair	32218	7.38	8.67
Annode kit complete		25.25	29.67
Autohelm 1000 Self Steering Gear		149.00	175.08
Butterfly vent for cockpit (4")	32855	4.63	5.44
Electric blower 12v	1908007		
Exhaust drain plug		.65	.76
Keel drain plug		3.25	3.82
Keel drain skin fitting		10.25	12.04
Sea Searcher Magnet		12.90	15.16
Stern gland hose		3.20	3.76
Sumlog inner 3 metres		11.76	13.82
EXHAUST PARTS			
Complete Exhaust System for MD6A		149.00	175.08
for Albin 021/022		169.00	198.58
Diesel exhaust hose 1 1/2" per metre		19.80	23.27
Injection Section		49.00	57.58
Nylong skin fitting 3/8" - 1/2"	37800	1.99	2.34
Water lock	LP40	36.40	42.77
Stern Gland Hose		2.9	3.41
STERN GLAND - Hose		2.90	3.41
ELECTRICAL EQUIPMENT			
Charging relay/regulater	0/190/219/001	66.88	78.58
Distributor cap (021/022)	1/235/522/119	9.55	11.22
Distributor points (021/022)	1/237/330/162	1.81	2.13
Distributor condensor (021/022)	1/237/330/162	4.49	5.28
Dynostart brush set	2/017/014/105	11.19	13.74
Ignition switch (MD6A)	0/342/309/005	25.63	30.12
Ignition switch (021/022)	106/005	23.42	27.52
Magneto condensor (021/022)	17272	29.00	34.08
Regulator for MD6A alternator	0/190/600/016 (0/192/062/007)		
Spark plugs	MB12	3.51	4.12

(continued)

• The VAT (Value added Tax) should not be applicable to out of country orders •

(continued)

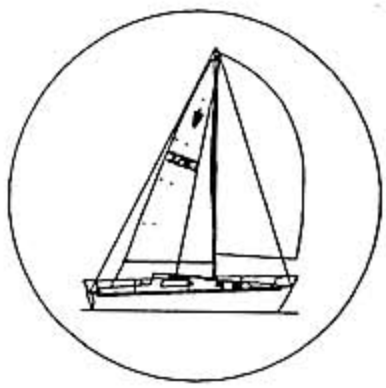
Stanton Marine & Leisure

Tel: New Milton (0425) 619402

94 Everton Road
Hordle, Lymington,
Hants S041 OFD

ALBIN VEGA PARTS - PAGE 2 MAY 1994

Description	Part No.	Price Ex Vat	Price Inc VAT
ENGINE PARTS - MD6A			
Cylinder head gasket		22.23	26.24
Cylinder head stud			
Decoke gasket set	875508	43.52	47.80
Dish core plug - s/s	840213	19.84	23.31
Dynastart Belts	966981	18.62	21.88
Engine mounts		19.90	23.38
Fine fuel filter	303	15.32	18.00
Fuel lift pump kit	834255	41.10	48.29
Keys M02, M03, M04		2.00	2.35
Lock ring (MD6A Combi)	914478		
Manifold bolts			
Manual		6.50	zero rated
Nut (MD6A Combi)	3876380	28.72	33.75
Oil filter	471	10.06	11.82
Oil Pressure contact switch	807078	9.52	11.19
Ring (MD6A Combi)	3876421	37.60	44.18
Stop control cable	825765	18.30	21.50
Temperature sender	840074	17.88	21.01
Thermostat	875796	23.08	27.12
Water pump to block gasket	802551	.39	.46
HOSE CLIPS			
Size 2		.75	.88
4		.75	.88
6		.75	.88
8		.80	.94
16		.85	1.00
24		.95	1.12
28		1.00	1.18
32		1.05	1.23
44		1.10	1.29
WATER PUMP PARTS			
Cam	AL8	2.95	3.47
End cover	AL6200	3.93	4.62
Gasket	1126	.27	.32
Impeller	4528/0001	8.75	10.28
O ring	SP2000/23	1.15	1.35
Seal	SP2701-04	1.68	1.97
Shaft	11227	15.76	18.52



NOTE: Minimum Order Value £5 + VAT
TERMS: Cash/cheque/credit card payment with order
POSTAGE: Please add postage as follows:

Order Value £5.01 - £10	= £1.50	£50.01 - £100	= £3.50
£10.01- £20	= £1.75	£101+	= £4.50
£20.01- £50	= £2.50		

Prices subject to alteration without notice

(continued)

(continued)

Stanton Marine & Leisure

Tel: 0425 619402

94 Everton Road
Hordle, LYMINGTON,
Hampshire SO41 0FD

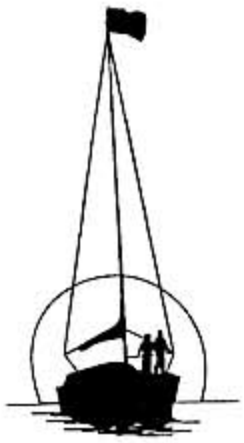
COMBI SPARES - VEGA WITH VOLVO MD6A & ALBIN PETROL 021/022

		EX VAT EACH	INC VAT EACH
75925	White metal bearings (2)	3.30	3.88
52801-156	Seal (3)	2.20	2.59
25mm	O ring (1)	.45	.53
19mm	O ring (2)	.40	.47
52207-20	Tab Wash	5.95	6.99
859208	Gasket (diesel)	4.56	5.36
859087	Gasket (diesel)	2.16	2.54
	Gasket (diesel)	2.18	2.56
76236	Gasket (petrol)	2.25	2.64
47391	Gasket (petrol)	2.25	2.64
47392	Gasket (petrol)	2.25	2.64
47357	Stern bearing	9.50	11.16
SKF60072RS	Combi Ball Race (diesel)	24.71	29.03
49562	Combi Ball Race (petrol)	47.20	55.46
28	Hose clips (4)	1.00	1.18
48924	S/S control tube	139.00	163.33
48923	S/S shaft	129.00	151.58
47433	Propeller blade	299.00	351.33
47604	Propeller boss	490.00	575.75
Hypoid 90	Gear oil - 500 ml bottle	1.30	1.53
Shell Retinax	Grease - tin	2.72	3.20
	Remote Greaser Kit	15.20	17.86
	Remote Header Tank	19.06	22.40
	Set of Combi Instructions	1.00	1.18
	4" Engine to Combi Seal	7.76	9.12

POSTAGE: Please add postage as follows:

Order Value		
£5-£10	= £1.50	£50.01-£100 = £4.00
£10.01-£20	= £1.95	£101 + = £5.00
£20.01-£50	= £3.50	

Prices subject to alteration without notice.



(continued)

Vegalia

John Stanton has phoned and told me that he has acquired the oil filters for the th MD6A/7A engines, and will keep some in stock. They are £13.30 including VAT.

He also has fine fuel filters £18. including VAT.

NEW in stock are his oil impregnated stern bearings which will replace the old Tufnol ones. With these new nylon bearings, the engine can be run when out of water. The price is the same as the old ones.

(continued)

Stanton Marine & Leisure

Tel: New Milton (0425) 619402

94 Everton Road
Hordle, Lymington
Hants, SO41 0FD

VEGA - PVC GOODS & SAILS

	EX VAT EACH	INC VAT EACH
SPRAYHOOD	£259.58	£305
SPRAYHOOD FRAME	£ 81.70	£ 96
SAILCOAT	£ 82.00	£ 96.35
TURTLE	£ 44	£ 51.70
STANDARD COCKPIT COVER	£128	£150.40
ENCLOSED COCKPIT COVER	£163.90	£192.58
WINDOWS (EACH)	£ 28	£ 32.9
COCKPIT TENT STOW BAG	£ 18	£ 21.15
P.V.C. HOLDALL	£ 19	£ 22.33

ALL ABOVE ITEMS ARE IN BLUE PVC, WHITE IS AVAILABLE AT 10% SURCHARGE.
ACRYLIC IS ALSO AVAILABLE - PRICE ON REQUEST

POSTAGE AND INSURANCE: £4.50 PER ITEM

DELIVERY: 2 - 3 WEEKS

TERMS: PAYMENT WITH ORDER BY CHEQUE/CREDIT CARD/CASH

In memoriam:

Your editor was saddened to learn that Nate Sanderson of Francestown, NH (#3226, "Natalie") passed away last year. With Nate's passing, we lose a good friend and a longtime member. Nate, a World War II naval veteran, served in the Pacific theatre - fighting off many a Kamikaze suicide attack.

Each month for many years (prior to the obtaining of a computer by your editor) Nate gratitously furnished the Association with mailing labels for our newsletters. Nate loved horses, had his own stable, and ran a "horse camp" each summer. The camp is now being continued by his wife Natalie and daughter, Lisa. Our condolences to the Sanderson family.

MIKE & TONY SANTIS
18 EMILIOU HOURMOUZIOU
AYIOS ATHANASIOS
LIMASSOL, CYPRUS

DEAR SID,

I WANT TO THANK YOU FIRST FOR TAKING US AS MEMBERS IN THE VEGA ASSOCIATION AND FOR ALL THE INTERESTING NEWSLETTERS YOU HAVE SENT TO US. THESE LETTERS ARE GREAT! I'M ALWAYS LOOKING FORWARD FOR THEM.

WE BOUGHT OUR VEGA IN DECEMBER FROM MR. ALAN BERLIND AFTER A DESPARATE SEARCH IN THE CYPRUS MARKET. WE LOOKED AT QUITE A FEW BOATS AROUND THE ISLAND BUT NOTHING CAME TO OUR EXCITEMENT. SOME WE COULDN'T AFFORD, SOME WERE IN TERRIBLE CONDITION AND STILL EXPENSIVE WITH PARANOID PRICES. SOME WERE IN FAIR CONDITION WITH FAIR PRICES WHICH PUT US IN THOUGHTS. YOU SEE, ON OUR ISLAND THE MARKET IS NOT BIG AND SAILING HERE IS NOT POPULAR YET. BUYING A BOAT IS EXPENSIVE HERE. AN EXAMPLE, IF YIOU WERE BUYING A BOAT HERE WHICH WOULD COST $15,000 IN THE USA ; YOU MIGHT HAVE TO PAY JUST OVER $20,000 FOR THE SAME BOAT HERE IN CYPRUS.

FROM THE FIRST MOMENT MY BROTHER AND I SAW THE VEGA, I SAID TO MYSELF "THIS IS THE BOAT WE'RE LOOKING FOR". SHE WAS VERY WELL MAINTAINED BY MR. BERLIND. WHEN HE TOLD US THAT THE BOAT WAS 17 YEARS OLD I COULDN'T BELIEVE IT! WE WENT OUT SAILING TWICE WITH THE OWNER AND AFTER WE LOOKED AT THE BOAT OUT OF THE WATER, WE DECIDED TO BUY IT. WE REALLY WANT TO THANK Mr. BERLIND SO, SO MUCH BECAUSE HE WAS SO HELPFUL.

OUR EXPERIENCE WAS FIRST WITH WINDSURFING AND THEN WITH A MIRROR DINGHY. WE KNEW NOTHING ABOUT SAILING AND THE SAILING LIFESTYLE. ALL WE KNOW NOW IS DUE TO READING MAGAZINES AND BOOKS ABOUT SAILING. IT IS GREAT! WE LOVE IT! WE LOVE YOUR WORLD AND WANT TO BE PART OF IT. NOW THAT THE FIRST STEP HAS NOW BEEN MADE - WE'RE LOOKING FORWARD TO LIVE ABOARD AND SAIL AS FAR AROUND THE WORLD AS POSSIBLE. FOR THE MOMENT WE'RE SAILING A LOT IN LARNACA BAY COVERING 15-20 MILES EACH TIME. AS SOON AS WE GET THE FREE TIME FOR IT WE'RE PLANNING FOR THE GREEK ISLANDS WE'D LIKE TO KNOW IF ANY OF THE VEGA OWNERS DESIGNED HIS OWN WINDVANE FOR THE VEGA. IF SO, WE'D LIKE TO BE IN CONTACT WITH HIM. THANK YOU AND ALL THE VEGA

(continued)

(continued)

OWNERS FOR THEIR INTERESTING LETTERS. WITH MY BROTHER TONY I WILL BE SAILING OUR VEGA IN CYPRUS WATERS THIS SUMMER AND WILL BE HAPPY TO MEET ANY OTHER VEGAS SAILING OUR WATERS.. IF ANYONE WILL BE SAILING HERE, LET US KNOW. WE'LL BE LOOKING FOR YOU AND THE CLUB BURGEE. AND YES - WE DO FLY OUR CLUB BURGEE WITH PRIDE.

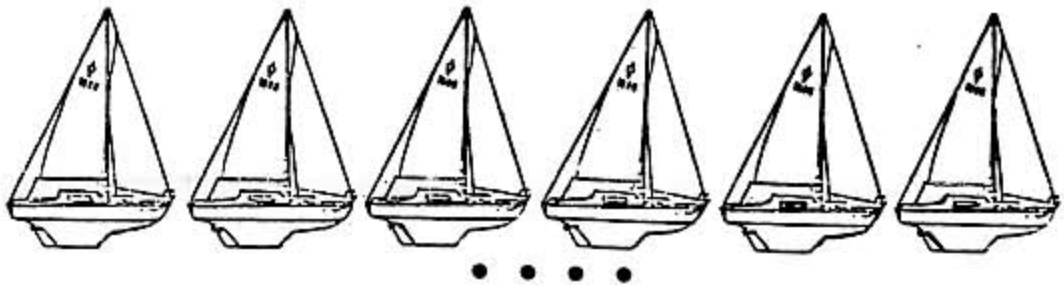
ALL THE BEST TO YOU. THANK YOU.

MIKE

∞∞∞∞∞∞

✓ David Whiteman (My Shelia, #641) is doing computer enhanced satelite imaging of Ontario's recreational & tourist regions. His photos are suitable for mounting or framing or are laminated. Custom maps of special areas are available as murals, photo reproductions & computer diskettes.

Air-Sat Image Maps, Box 428, Station C, Toronto, Canada M6J 3P5



219 North 29th Avenue
Yakima, WA 98902
Feb. 4, 1994

Dear Sid,

In my last letter I mentioned some changes to Lyra including the new electrical system anchored by the 4 6 volt ROLLS batteries and quad-cycle monitor/regulator. Two batteries are under each cockpit seat. I forgot to mention my Alden Fax-mate which is attached to my SSB radio.

My two major questions are , which I hope members can help me with:

1) An arrangement to enable me to charge batteries while at anchor; i.e., how to keep the Combi in neutral while accelerating the engine. (ICOM recommends running the engine while transmitting on SSB in order to maintain 13.5 volts for the radio. *

2) How to access the keel for SSB ground . (Grounding appears to be the most critical element for SSB operation.) **

The more I plan for this off-shore venture the more I realize the need to balance (endless) wants with needs. My priority is safety. - convenience is secondary. This spring/summer: new sails & anchor(s)/chain.

That's all for now. Thanks for keeping the newsletter rolling.

Sincerely,

Gerry Pickard

* See page 15c of our manual

** a recent issue aluminum foil placed under the cabin settees was recommended as a ground

16 years of tips from Loren & Sandy Acker -

Dear Sid,

My First Mate, Sandy, has written so many times that it has put me to shame not having contributed some material that may be of use to others. As you know, we are past owners ("Star Bright", 1976 - 1992, hull #3087, now on "Seaweed", Fisher Northeaster 30', hull # 36, built 1974). Here are some "tips" that should have been passed along earlier in our 16 years of ownership.

1. **MAST-TOP ROUTING OF ELECTRICAL WIRING:** I avoided night time rattling at anchor and improved accessibility of wiring by fastening wires (VHF low loss heavy duty and strobe -- additional wires for other functions possible) to backstay with nylon ties. Aft deck connectors, with leads going on forward to cabin and electrical panel, allow disconnection so that white PVC piping, the type that pressure-fits together in sections, could be run up back stay, over wiring, until almost to mast tang at top (momentary disconnection of backstay is necessary to push the pipes, one at a time, up the stay. The piping protected the nylon ties from UV thus giving them a life of at least 16 years (they get brittle and pop off, otherwise) and, likewise, the wire is thus protected to and should weather well. There is no clanging at night, the mast is uncluttered to allow air circulation up (as it was designed for), and everything is easily serviceable without unstepping or tedious feeding of wires. The extra weight aloft is minimal (as the piping is light) and never showed itself to be a problem.

2. **CARRYING AND TOWING INFLATABLE:** For passages across large bodies of open water, we carried our inflatable inverted across the aft pulpit, snugged up against the backstays (with suitable anti-chafing). A block and tackle was situated higher on backstay to lift dingy out of water by attachment to gunnel (either port or starboard). Once dingy was on beam's end, lying upright above pulpit, the lower gunnel was grabbed and swung inboard as the dingy was now lowered (this leaves dingy upside down, resting against backstays and lying on pulpit. Two inch synthetic webbing comprising two straps, previously attached to base of Vega boarding ladder on stern (or eye bolt put in by owner), are now pulled up and over outboard side of dingy and brought forward to attach snugly to backstays. Light lines from sides of pulpit brace dingy from shifting along its fore and aft direction when "Star Bright" heeled. Dingy proved quick and easy to raise and launch under all harbour conditions and rode securely in very rough conditions. Regarding towing, which we often did too, inflatables DO flip when towed under windy conditions (rarely but disastrously). We had one flip and nose-dive (yes, nose-dive!) under the water, tearing its fabric from the tremendous strain as the portion forward of the towing lines folded back. To guard against this, in calmer waters while towing in windy conditions, we learned to tow with lines from each quarter of "Star Bright" going to twin towing rings just aft of dingy's bow (standard issue on Zodiacs). These lines were actually one continuous loop kept secured to aft mooring cleats and short enough so that if dingy tried to flip, the lines drew the bow in against the stern so that the flip could not be completed. (Such a continuous line also proved short enough to not foul dingy engine when dingy was in use and so it was kept permanently secured to dingy.) Towing on such short scope, bow merely inches from stern, did not significantly increase towing resistance and made disaster of a flip, impossible.

3. **UNIQUE SYNCHRONIZATION OF THROTTLE WITH PROPELLER PITCH:** We found that syncing pitch with throttle in such a way that we had initial forward thrust while the engine was at idling rpm (roller at high point of cam) gave us better cruising and top speeds at lower rpm (1500 and 1900 rpm, respectively, with less noise and vibration) WITHOUT causing engine overload (greyish black exhaust). This also meant that we got initial forward thrust while engine was at minimum (idle) rpm, giving "quieter" and smoother manoeuvring around docks (our system vibrated more at about 1200 rpm, the factory set "proper" synching that previously gave us slow-ahead, than it did at idle -- so idle rpm, rather than 1200 rpm, became our slow-ahead!). Also, the consequential higher rpm (about 1000) at initial reverse thrust (throttle roller is off of high point of cam at this point) should be expected. Consulting with several engineers about the

(continued)

(continued)

"danger" of this desynchronization causing possible overloading of engine, it was concluded that there is so much slip in the prop / water medium that these overloadings would not be significantly felt by the engine and thus no harm would come of it (our variable pitch prop guarantees that the engine never "sees" full pitch at lower revs so we're several giant steps ahead of the game already as compared to conventional prop/transmission systems. Over 16 years with a well behaving combi and no more than expected engine wear convinced me they were likely correct. It does take a little "getting used to" to have neutral pitch occur at a non-minimal rpm, but a mark by the control lever in the cockpit or just an experienced "ear" is an easy solution. (By-the-way, except for the danger of always having a turning prop when the engine is running, we had nothing but good experience with the combi and feel it was a fine piece of planning on the part of Albin.)

4. **THREE YEAR BOTTOM PAINT:** Though the Pacific Northwest is not known for rapid fouling, as more tropical areas may provide, we found that we could easily get at least two years from any hard bottom paint (usually Epoxy Vinyl type) by letting it dry for 4 or 5 days before launching (probably two or three in hotter climates). This seemed to slow down the subsequent leeching rate, evening it out over time in our cooler waters where a higher rate is not needed. It was usual for people at our yard to remark, with every yearly haulout, how clean the bottom looked only to be further amazed by our telling them that this was the second (sometimes, third) year. Of course, we'd hose and lightly scrub every year.

5. **PROPELLER HUB GREASE PLUG:** Having encountered a disintegrating plug in our first year of operation, we discovered that building up a small mound of 5 minute epoxy over the re-installed plug each year, following a very, very light smearing of the greasy residue left from filling the hub (or even the skin oil off the side of a sweaty nose) onto the hub around the plug hole, would keep the epoxy from permanently adhering while protecting the plug from galvanic corrosion. The next year, the epoxy would peel off and leave a perfectly preserved plug, easily removed without crumbling and even re-usable.

6. **LIGHT WIND GENNY:** One of the two best additions ever put on the boat (the other being an "Autohelm") was a light, 3.5 ounce, unimpregnated soft cloth, bright yellow 140%, high-cut-clue genny. It was easy to stuff, easy to raise, and pushed "Star Bright" along significantly faster, being useful to windward in breezes up to 15 knots and on broad reaches in breezes up to 25 knots. WOW! What an improvement. But it was mostly in the light breezes, sometimes with string as a sheet, that she paid her way by increasing our summertime sailing easily by 400%. (We're going to have one made soon for our 8 ton Fisher tank.) To think of the times we might otherwise have turned on the engine gives us a warm feeling of good judgment. Get one!

7. **JIB DOWNHAUL:** I would strongly recommend considering a jib downhaul in favour of a roller-reefing/furling arrangement. I simply attached a light nylon line to the top hank and ran it down through the remaining hanks to a small block at deck level and thence running to the cockpit or mast, where ever one handles the jib halyard from. Upon releasing the halyard, especially when pointing up-wind, the jib can be easily brought down to the deck with the downhaul without going out onto the bow. I have yet to have had this line foul in any way which prohibited its use. It helps to keep some minimal resistance on the halyard while pulling the downhaul (just slipping it under your "bum" or running it through your armpit allows one hand, always, for the boat and one for yourself. Once down, a bungee cord running along the rail will secure the foresail with minimal effort. And all this convenience without having a roller-reefing/furling system which compromises the forestay and sometimes (!) results in a sail which can't be lowered, let alone furled. (Sandy remains unconvinced as she prefers the roller on "Seaweed", now.)

8. **FLUSHING ENGINE:** A cooling water strainer, located in starboard locker slightly above water level, could be opened and fed freshwater as soon as we got dockside (engine is still warm and thermostat is still open). Closing intake while running engine and (most importantly) while running garden hose into strainer at low rate, allowed flushing of engine before another

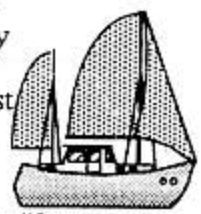
(continued)

(continued)

week or more of lying idle. I have no proof but this seems sensible with a saltwater cooled engine (perhaps, too, the fresh water in the engine cooling channels helps to dissolve some of the newly acquired, mineral deposits -- who knows?).

9. MAIN CABIN DOUBLE BERTH: We cut out a long portion of the inboard vertical edge of the two settees in the main cabin almost down to the level of the horizontal surface they are a facing for. We reattached these, by many long wood screws, as horizontal supports, both port and starboard, for a board which straddled the walkway between the settees (the board being otherwise stored under the port settee mattress). This made a lovely, easy to set up double (perhaps triple for the more kinky) berth using the cushion from the starboard settee as a mattress and the pillows (loose pillows came with the 1976 Vega) laid onto the starboard settee (which was unused except in emergencies) to keep everything in place. It was sumptuous for us (we do like sleeping together and sailing wasn't about to change this!). Easy to set up, easy to put away every morning -- a treat.

10. MULTI-PURPOSE ELECTRONIC TIMER: I had made an electronic, solid-state 12v. timer which allowed on times of .1, .25, .5, 1, 2, 4, 8, 16, 32 and 64 seconds and off times of the same values. This timer, by the use of phono plugs hanging beneath the bridge deck looking like an old fashion telephone switch board, could time the on and off times of the (a) autohelm (useful in following seas when you don't want the autohelm continuously reacting to yaw and would rather it wait for the boat to yaw back and then just check every 10 seconds and only give a one second correction which, averaged over longer periods, would keep the boat on course); (b) strobe light atop mast (which commercial captains tell me is more in our favour than a radar reflector which too often does not reflect), minimizing battery use while making it easier for others to judge changes in our distance off from them (apparently an off time for the strobe of 30 seconds or so, helps); (c) anchor light so that, for example, it will be on for 15 seconds every minute, saving some considerable battery power (note: this may be illegal) and; (d) a small 12v fan (see Practical Sailor) which can distribute heat more uniformly on chilly evenings but doesn't need to piggishly run continuously (try 30 seconds on, 60 seconds off). It could be used for just about anything that could run intermittently just as well as continuously, to save juice.


"Seaweed"

That's it Sid. We continue to be loyal followers of the Vega, certainly missing the closeness and intimacy of the water as we lounge, in shirt sleeves, in our wheelhouse while sailing in near-freezing winter temperatures or UV-drenched, carcinogenic summer conditions, rain or shine! (And we sure wish the Fisher Owners Association was as good as this one.)

(Loren and Sandy Acker) (and Becky, and Lori, and Kit-Kat)

16-2330 Harbour Road, Sidney, B.C. VAL 2P8, Canada

• • • • •

Here's to more great years.

Vega Association Memberships - 15 July, 1992

Sweden	530
Holland	230
American	192
Denmark	160
Germany	80
Great Britain	62
Norway	55
Total	1,209

(Approximately 3400 Vega were built over a 10 year period)

December 28, 1993

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

Dear Sid,

This letter is in response to your call for articles for the Vega Newsletter. I may have some stuff suitable for print. Let me go back in time a bit, starting in early 1993.

We decided on painting the deck of our Vega MOONDANCE. I looked around and found a guy that would work with me on the job. I did all the prep work, and he did the spraying. We used IMRON, color coat of white topped off with a clear coat. I took practically everything off the deck, boy what a job. We had done the hull sides a few years before with Interlux. My painter talked me into painting the hull sides over with IMRON to get a good match. I was convinced after he pointed out that I had "already done all the hard work". Of course I refinished all the bright work, and added new lifelines to boot. The ship looks practically new now. I should add that the paint reflects more light energy, the cabin is noticeable cooler in the summer. If any readers what to chat about the job they can reach me at the above number.

In the fall of '93 we entered our MOONDANCE in a local regatta called the Harvest Moon Regatta. The regatta starts at Galveston and heads offshore to Port Aransas, some 160 nm. through the Gulf of Mexico. Three Vega's entered: Weaver, Timmerman, and myself. Of the eight or so boats in our class the Vega's finished 1–2–3 in 28 hours or less. The sail was a close reach the entire way, with winds to 25 knots; a real bone crusher by most standards. Even though, it was a beautiful experience sailing through the night with the harvest moon showing the way. A total of 150 yachts participated, and a big party was held at the Port Aransas Municipal Marina after the race.

I decided to head straight back to Houston the next day via the offshore route, and here begins my tale of woe. I noted that when motoring between the jetties headed offshore, MOONDANCE seemed slower than usual. I didn't take much notice at the time, but later realized something was wrong. That morning everything went well. The weather had calmed some, although we were still on a beat. At about 0400 the next morning the wind died and I decided to motor for a while to make time and charge the batteries. The motor started fine, as it always has, but when I push the throttle forward, the engine revved up and the boat moved slowly astern. Overboard inspection showed that the propeller would not feather to the forward position. Something inside the Combi had apparently "slipped". To make a long story short, we drifted most of the time and occasionally caught a breeze

for a few hours. After three and one half days of dodging oil rigs and a seismic vessel, we finally made it to home port where we were towed to the slip.

Well, I dismantled the Combi unit and removed the shaft assembly, (yes, with the boat in the water). I had done this job once before about 4 years ago at the boat yard to replace the outer shaft. I found a real mess inside the Combi; plenty of sea water was present, and rust particles from the housing were everywhere. In addition, the thrust bering was making a nice grinding sound and, the shaft had a "half moon" groove at the cutlass bering. After running the motor with the Combi/shaft removed I noted that there was virtually no vibration. The vibration plus the wear on the shaft lead me to concluded that the engine must be out of alignment. The mis-alignment is probably the cause of my problem, together with worn seals in the through out the assembly. I am still unclear as to exactly why the propeller would not feather to the forward position. I've now got all the new seals and metal parts cleaned/painted/repaired, but the water is too cold the put it all back together. I am now considering taking the head of the engine off and rebuilding it, (valves, injectors, etc.). I would very much welcome advise or comments from readers that have experience with this job.

Finally, after reading about the International Freedom Regatta in the VEGA Newsletter,* I sent a letter off to the IRF committee requesting a sponsor so we could participate. Lars Lemby responded immediately with the very nice (enclosed) description of the event. Newsletter readers may find this interesting. Needless to say we are very excited about the possibility of participating in the IRF.

Sincerely

Jeffrey L. Johnson

* Published previously

Albin "Ballad"

- **WE WELCOME CHARLES & JO ANNE WERR TO OUR RANKS!**

DEAR SID,

PLEASE SIGN US UP AS MEMBERS OF THE VEGA ASSOCIATION. I'VE BEEN A CO-OWNER OF OUR GOOD SLOOP "ALLEGRA", HULL #130 FOR OVER 15 YEARS AND AM TIRED OF GETTING MY NEWSLETTER THREE MONTHS LATE. ALSO, IN '93 I SUCCESSFULLY ACCOMPLISHED THREE (3) "UNDER CONTROL" AFT MOTORIZED DEPARTURES FROM OUR SLIP #541 WHICH SHOULD BY ITSELF QUALITY ME FOR MEMBERSHIP! CHECK ENCLOSED!

CHARLES & JO ANN WERR
3919 RUSSETT LANE
NORTHBROOK, IL 60062
#130, "ALLEGRA" 1968

"The cavern under my tank" ?

1417 E. Steamboat Bend Drive
Tempe, Arizona 85283

The Vega Newsletter
c/o Sidney A. Rosren
10615 Whitman Circle
Orlando, FL 32821

Dear Sid:

I am enclosing a couple of pages from"Latitude 38" magazine, listing two Vega skipipers who are advertising for crew for cruising to hawaii and in the Bahamas. Perhaps you know these fellows or are they members? Anyway, it's more evidence that Vegas are everywhere!

Early last month I had to replace the diesel tank deck fuel filler hose due to a major split in the hose just above the place where it disappears under the engine block (a Volvo MD 7A). What a mess when I too late discovered that several gallons of Mexican diesel fuel had mysteriously vanished into places unknown. I returned to Phoenix, ordered an expensive Shields hose from Boatswain's Locker in Costa Mesa, Califotrnia and returned to San Carlos with it a couple of weeks later.

After a full day's work by Victor Ortega and a helper, we got the tank out, scrubbed its interior after taking off the top of the ballast filling the keel, replaced the tank, attached the new hose to the deck fitting with a couple of new hose clamps. In a way, this episode was instructive and helpful, as I was pretty sure my fuel tank had an accumulation of gunk from before I acquired the boat in 1992. Sure enough it was lined with something very much like road asphalt topped with black mayonnaise.

All of this is pertinent to Gene Thompson's letter printed in the March issue. As he also learned, there is a large space under the fuel tank that fills with water (or worse if you're unlucky enough to have a fuel spill) and need pumping out occasionally. I sure don't think it is designated as water ballast and I like Gene's way of dealing with it. Like him, however, if keeping that water out of there is a problem, I would like to hear about it.. I would also be happy to talk with Gene or anyone else about my view of the cavern under the tank. My phone and fax numfers are the same: (602) 820-5363.

With best regards,
Tom Latta
"Setawan" # 1919

LOOKING FOR CRUISING CREW

+ Dan Argabright, 38, (702) 746-5143, Vega 27, Hawaii, 7/94 ..... 1,2a,b,10.
+ Frank Gallardo, Jr., 52, 1107 Key Plaza, Suite 300, Key West, FL, Albin Vega 27'-sloop, Bahamas, On-going ..... 3a,8.

1/24/94

12231 5th Ave South
Seattle, Wa. 98168-2046

Dear Sid:

It is again time to send our dues for renewal of our membership to the Vega Association. We eagerly look forward to each newsletter.

Our big sailing trip of 1993 was to South Puget Sound as featured in an article titled, Ted Brewer's South Puget Sound found in the August 1993 edition of Cruising World Magazine. We sailed the first two weeks in May, hit a warm spell of 80 degree temperatures so the winds were rather light, but found very few boats sailing in the area at that time of year. We met and traded information with another couple who own a Vega and keep their boat moored at Jarrell's Cove.

We put in a Lectra-San to eliminate the need of dumping stations. It was one of those "little jobs" but well worth it. We put it under the V-berth as described in the VODCA manual. Victor fashioned a one piece hatch board of plexiglass the thickness of the hatch board track. It allows the evening light in, leaving the cool and damp out. It is stored in a pillow case under the settee cushions.

Our stuffing box is beginning to leak like a sieve, short of placing a grease gun to the thing and giving it a few pumps of the handle while underway, as described in the VODCA manual, we have to do something about it. Does anyone know where we can purchase a new coupling sleeve or does anyone have a coupling sleeve that is not worn they took out of their boat and wish to sell? Has anyone replaced the stuffing box the boat came with to another stuffing box? If so,* what brand and how well has it worked? We don't want to replace the engine and drive train just for the stuffing box.

We highly recommend Coastal Marine at 4300-11th Ave. NW, Seattle, Wa 784-3703, they are most helpful in getting Volvo parts.

Happy sailing,
Victor and Judy

Victor and Judy DeLeon, "Windrose"

* Users of the Vega Marin stuffing box (from Sweden) say it is"A-1"

* * * * * * * *

A RENDEZVOUS
OF ALL VEGA SKIPPERS IN
NORTHWEST
UNITED STATES & CANADA
IS BEING PLANNED FOR
AUGUST 1994.

PLEASE CONTACT:
ULF & ULRIKA WAHLSTROM
P.O.BOX 20019
SIDNEY, B.C., V8L 4Z0
CANADA
TEL: 604-383-7140
FAX: 604-3865-2172