VEGA Newsletter

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

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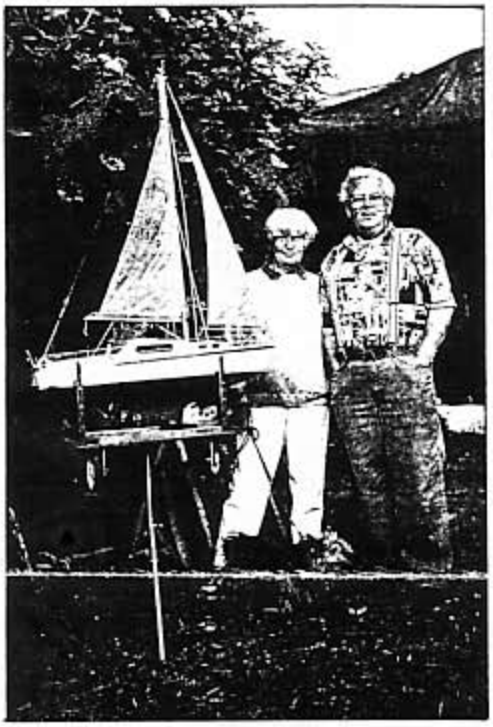
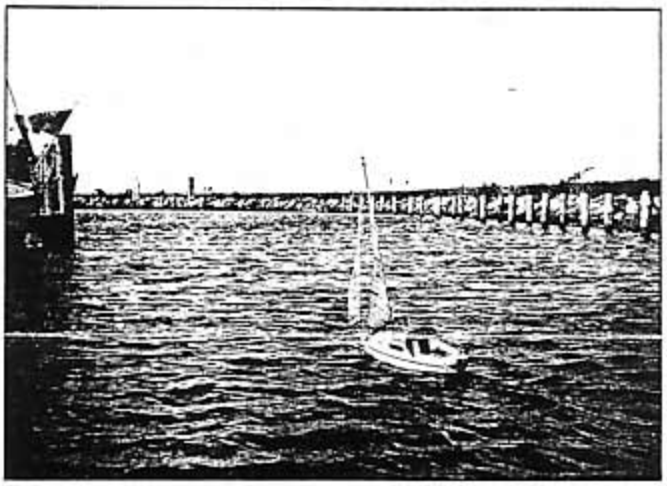


Jüngste Vega

Youngest (or smallest) Vega in our fleet

...ßter Flotte



Nein, es ist nicht war, daß keine Vega mehr ...

Nac No. it is not true that Vegas are no longer built. After a long
der construction, the successful launch and maiden voyage of the
kle youngest and smalledst Vega of our fleet ensued. *d zugleich auch*

Man Manfred totally surprised us.

Wir
durc The big vegas did not dare to follow through with the traditional :fahrt
Aber Pentacost competition. But Manfred sailed with his Vega, furled
ab. mainsail with Flock 1, through his course guided by an invisible hand., seinen Kurs
Von demonstrating excellent maneuvers with his Vega.
Mann :xelente

Dir, We wish you, dear Manfred, your Vega and your ship of life, always
den the necessary distance from daily obsticles.

From the German Vega Club newsletter, January 1993

Diesel Diligence

by Ken Miller

Diesel engines are reliable workhorses . A professional mechanic offers these tips to keep yours clipping along

It's a pleasure on a sunny afternoon to wash down your boat or touch up the brightwork while you enjoy the sunshine and chat with other sailors along the dock. But with as much care as most boats receive, whole areas of maintenance are consistently neglected. The idea of playing contortionist in your engine compartment, for example, with sweat rolling into your eyes as you skin your knuckles and drop tools into the bilge is never appealing. Neither is decoding maintenance manuals that may as well be written in Sanskrit. But routine engine maintenance is simpler than most sailors think, and pays big dividends in the long run.

A diesel engine is a combination of simple, easily understood systems. All diesel engines need a clean flow of air, fuel, oil and coolant. The alternator, controlled by the voltage regulator, charges the batteries that run the starting motor. The oil pump provides lubricant to wear points within the engine. The water pump and thermostat provide a controlled flow of coolant to carry away excess heat. The fuel injection pump provides measured fuel that is atomized in the cylinder by the injector nozzle as the piston reaches the top of its travel within the cylinder. The fuel is ignited by heat generated by compressed air in the cylinders. By following these suggestions, you can keep these systems doing their part for years.

All fluid levels should be checked daily when the engine is in use. Check engine oil level, coolant, and transmission oil. With the engine running there should be a substantial flow of seawater from the exhaust. The usual causes of seawater blockage are plugged strainer, damaged impeller, or passages blocked by an accumulation of salt and carbon, usually in the mixing elbow, where seawater is injected into the exhaust. Less common problems are leaks on the suction side (pump will draw in air instead of water), or a collapsed hose.

Oil and oil filters should be changed at least once a year regardless of engine hours. Corrosive by-products of combustion, such as sulphuric acid, build up in engine oil and the oil itself deteriorates. Used engine oil can be analyzed for contamination and metal traces, indicators of engine wear or potential breakdowns. This service can be arranged through most repair shops for a nominal fee.

Metal in salt water is subject to galvanic and electrolytic erosion. Both are controlled by attaching sacrificial zinc anodes which, being lower than mild steel on the galvanic scale, dissolve, instead of your engine. Sailboat engines should have a zinc plug threaded into the heat exchanger (seawater/coolant), and in the oil cooler and gear oil cooler, if they're cooled directly by seawater. Zincs should be inspected at least annually. Missing or badly eroded zincs indicate the need for replacement. The amount of erosion can vary significantly from one boat to another. Metal fittings underwater should be bonded together electrically.

Belt failure, though a common problem, can be easily avoided. Failure of a water pump belt will cause the engine to overheat, which can destroy it. Failure of an alternator belt can leave you without electricity. Check the outer corners of these belts for a rolled, fuzzy edge and a concave outer face. This wear indicates a belt that is riding too deeply in its pulley. Roll the belt between your fingers and check the inner faces for cracking and glazing, signs of excessive wear. This can be caused by age or maladjustment. In most belt arrangements, tension is correct when moderate finger pressure at the middle of the belt deflects it one-half to three-quarters of an inch. Oil-soaked or glazed belts can produce an variety of squealing, chirping and rattling noises. To diagnose, a shot of penetrating oil will silence a chattering belt. Noisy belts should be replaced.

Visually inspect motor mounts for breakage and loose fasteners. Loose fastenings are easy to spot because of a dark ring around them, indicating abrasion by vibration.

Alignment between the engine and the propeller shaft is a matter of placing the engine on its mounts so that the output flange of the transmission is properly mated to the drive flange on the propeller shaft. Misalignment of more than about .004 inches, measured at the flange faces with a feeler gauge, will cause excessive wear and vibration. With the engine out of gear, the shaft should turn fairly easily by hand. I recently worked on a boat that vibrated so badly at cruising speed that the teakettle would rattle off the stove. The problem was engine/shaft misalignment of only .006. I got it within .002 and the problem was solved.

Check hoses for chafing, cracking and delamination. Any hose that has bubbles in the casing, is unusually soft when squeezed or is oil soaked is a candidate for replacement. Check hose clamps by tightening *gently*. Don't tighten them so much that they cut into the casing. A thin layer of silicone sealant where the hose and fitting mate will help a new hose slide into place and prevent subsequent leaks.

Fuel filters should be replaced at least annually; more often, if water or algae are trapped in the filters. Fuel additives available at marine stores and diesel engine dealers will reduce algae and absorb small amounts of water in the fuel.

Diesel engines should be tuned up at regular intervals, as dictated by manufacturer's specifications, engine hours and performance; these intervals are longer than for gasoline engines. A diesel tune-up consists primarily of adjusting the valve settings and pressure checking injectors. Valves set too loose clatter and rattle, while valves set too tightly will quietly burn themselves up. At intervals specified by the manufacturers, injectors should be removed and tested by a qualified repair shop. Malfunctioning injectors can either burn holes in pistons by not atomizing fuel or cause excessive wear by dribbling fuel that washes lubrication from cylinder walls and dilutes lubricating oil.

After reading an engine repair manual or some of the engine manuals in the library, and given some hands-on experience, the average sailor with a basic tool kit should be able to perform most engine maintenance. One key to success is judging your own ability. If you consider a task to be beyond your skills, find a reputable mechanic.

No matter who performs your engine maintenance, remember that a moderate outlay of time and money will repay you with years of trouble-free service from your diesel engine.

Ken Miller, a lifelong sailor, has worked for 18 years as a shipwright and mechanic, including two years in Antarctica for the National Science Foundation. He presently operates All Harbours marine services in Seattle, Washington.

"Look! We're not far from civilization!"

Welcome aboard!

Joseph & Rose Marie Tokar
Unit #607, 3650 Kaneff Cir.
Mississauga, Ont, Canada L5A 4A1
Tel: (416) 276-0523
#2887, "Kira," 1976
Berthed: Mississauga, Ont

VEGA-klubben

Naerum, 09.08.1993

Dear Sid,

Thank you very much for your letter and your invitation to a visit to Florida - I don't know if it will be possible some day as I really hate flying, but if I one day overcome my fear of heights Florida and the Carribean will be on the top of my list.

Also thanks for the latest newsletter, which is always a pleasure to read.

Well, back to your question about the extra stern mounted rudder. You can't have seen it in the latest Scandinavian Newsletter, but som years ago (Vega Newletter Nr. 1. 1990 and Nr. 2. 1991) we showed two alternatives. The Danish alternative is a spade rudder and I enclose the original drawings which - I think - speak for themselves. Also in this case the original rudder is fixed by means of a s/s-bracket on the rudder head and thus serves as a emergency rudder.

The Swedes have published two rudders. One of them is a rudder from a Maxi 68 which has been altered slightly - the other rudder is a home made one and was showed in Newsletter nr. 1. 1991 (copy enclosed). I'll try to give a translation, but as I've told you before my technical English is not the best, but I hope you'll get the main points:

"The rudder is made of 3 layers of 15 mm marine plywood of the cheap mahogany type. One plate is enough. The rudder was glued with Cascofen glue and I used clamps on the sides and 6 pieces of 10 mm bolts with large washers on the surface. Then the bolts were removed and the holes filled with Plastic Padding. This was followed by a shaping of "the underwater body" with power tools and then 2 layers. og 350 gram fiber glass mat. Filling, grinding and at last painting with a 2 component "Albin white". Fittings were welded of stainless steel by a friend of mine. Notice that the rod is a full length s/s rod which makes it easy to mount and dismount the rudder.

The old rudder is still there and locked by means of a fitting in the cockpit and can be used in case of an emergency. I didn't reinforce the stern as I found the laminate thick enough. The swim ladder was removed to the backboard side."

(CONTINUED)

So much for the rudder - Hope you'll understand it.

Another Danish innovation is intended to solve the eternal problem of getting hold of zinc anodes. In cooperation with the Danish Volvo Penta dealer we have developed a substitute for the big bolt at the end of the propeller. If you know any stainless steel specialist you are welcome to use our idea. Please notice that the substitute bolt must be secured with Lock-tite or a similar product. The zinc anode is normal Volvo spare part which is available worldwide at a low cost.

I hope you and your members will benefit from this information and looking forward to receiving the next newsletter from America I send you, your wife and all your members warm greetings from Denmark.

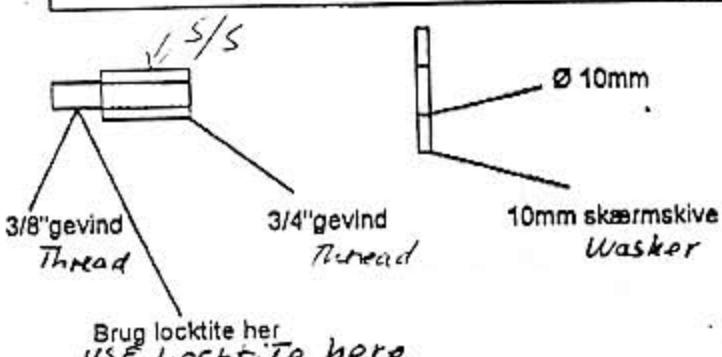
Sincerely

Walther

P.S. Jenclose a Danish Vega Burgee hoping to get yours in return which I promise to fly with pride.

Walther

Zinkholder oversigtsbillede med gevindstørrelser og 10 mm skærmskive.



USE THIS ZINC TYPE WITH A THREAD AT THE END

Med venlig hilsen A/S Rungsted Bådværft Motordivisionen.

The zinc is used as a mounting Tool.!!

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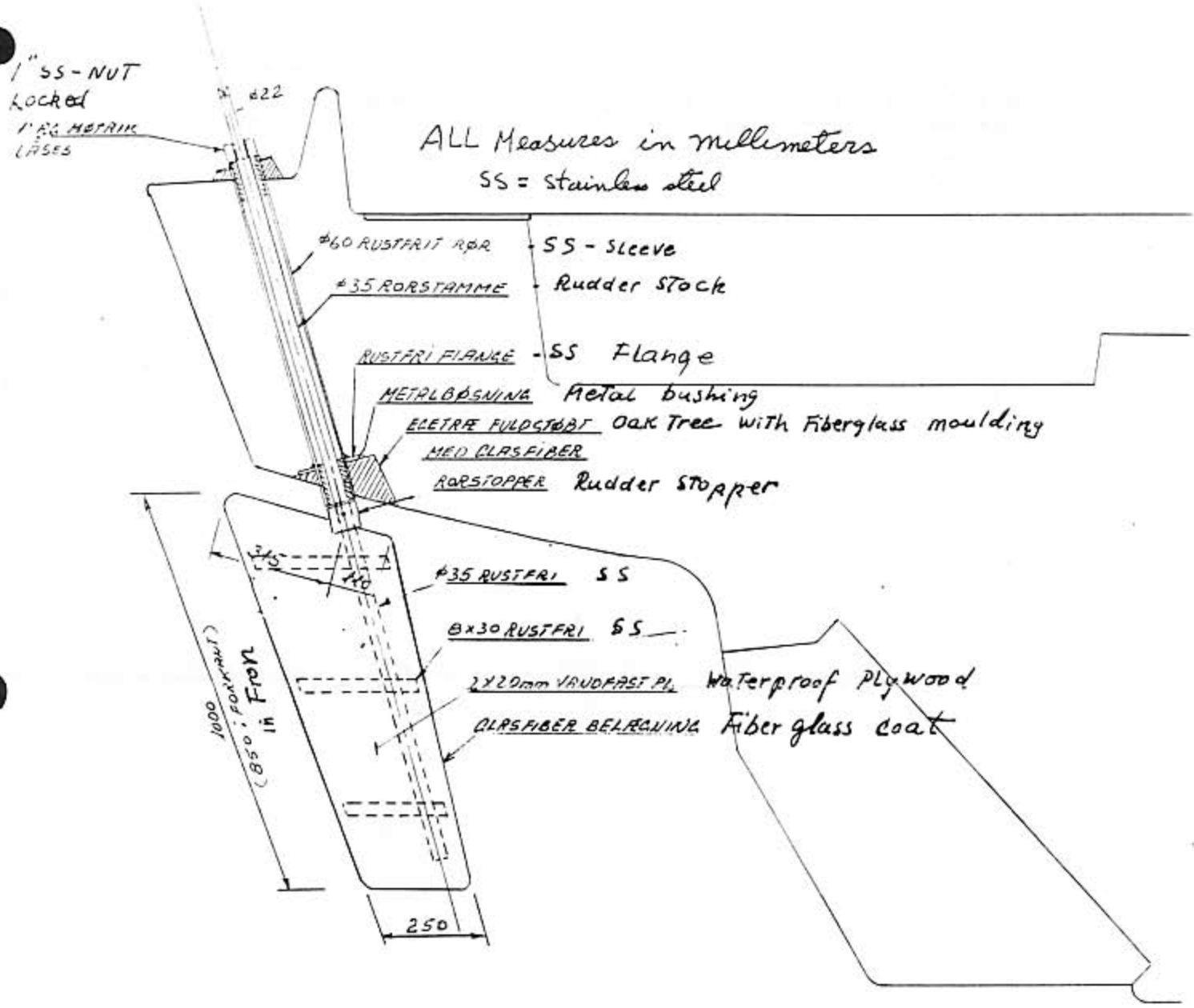

ROR FOR "VEGA"

Julie & Ernest Vargas
519 Park Street
Morgantown, WV 26505
Tel: (304) 292-3125
#105 "African Queen", 1967
Berthed: St. Johns, Virgin Islands

Colby Munger & Carol McGonegal
1101 Opaca Street
Crownsville, Md 2103, 2-2128
Tel: (410) 849-2520
#1915, "Cadeau" 1976

Peter Johnson
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Vancouver, B.C. V6S 1JB
April 15, 1993

Vega Newsletter,
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Orlando, Fl 32821

Dear Mr. Rosen,

Thanks for your package of materials. The Vega Newsletter is really something! The Vega network is full of terrific commraderie, as well as great know how. The Vega Manual is genuine gold. I've already begun to note bits and pieces of it to keep in mind in my search for a boat. I'm more convinced than ever that its a Vega I want. I am a bit concerned about parts numbers detailed in the manual, and wonder as time goes on if it will get increasingly difficult to buy Vega bits and pieces for the engine and Combi. Is VEGATILLBEHOR in Sweden still in operation? And I wonder if you might consider putting a notice in a forthcoming newsletter of special note to Pacific Northwest Vega sailors of appropriate (Washington and Oregon) addresses people have used up here for parts, etc. I have written a letter to Boat U.S., and asked to join. I do have a buddy in Bellingham, Washington that could be used as a base - but all this is in the future, when I get a Vega.

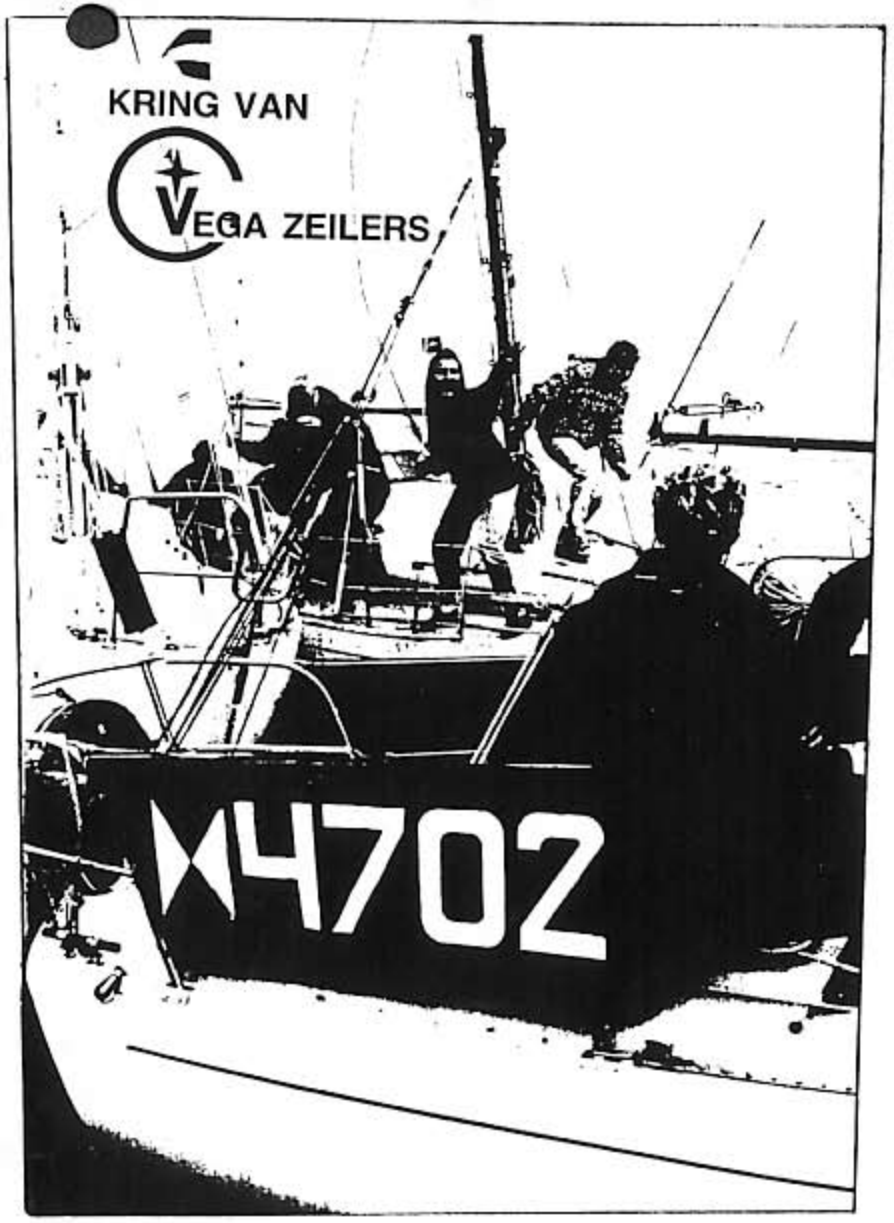
Several people have written me since you published my name in a recent newsletter. Thank you! The information I have learned about the boat is invaluable. Among them was Art Levin of Coral Gables, Fl. who let me know that his boat was for sale. All the letters were most interesting and I would have loved to have bought a couple of the boats. Alas, these sellers were on the East coast of America, and shipping costs make the boats quite prohibitive to me. I will be patient and continue to read the newsletters and the manual.

I noticed in the manual, a Mike Johnson (P. 41) had an insert about "sheet to tiller" steering using surgical tubing and a mainsheet tie off. I wonder if you might send me his address. I've had some fun with that system on a friends old Cascade, and with a bit of "fiddling", it worked very well. It is an inexpensive and workable self-steerer and I'd appreciate any correspondence about such a system.

Again, thank you for all the material you sent. It is fun belonging to a Vega group even if I don't have one! I will stay in touch. Looking forward to our next newsletter

Sincerely,
Pete Johnson
Peter Johnson

Thanks for the address of "Soundings"



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Vega Association of Great Britain

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27 January 1993

Dear Sid ,

I do hope that you don't mind me calling you by your first name when we have never met, but I feel that I already know you through your cheerful newsletter, and that it's about time that I introduced myself:

I have taken over from Michael Edmonds as secretary of the VAGB. VAGB has been without an official secretary since Michael retired from that office in September, and Brian Pilcher and his wife Jill have been a marvelous stop-gap in between. Brian, as you know, is our chairman. To follow Michael Edmonds who was so good and so efficient is quite A daunting aspect, so i have kept a lowish profile up to now.

I have owned "Bugle" - #1698 since 1986 and have been an active member since 1987. For the past four years I have tried to keep the East coast regional group of VAGB going. Apart from our Annual Get Together and one or two races that I managed to organize, (with two starters) it has been by communication that keeps the East coast alive. There are only 15 boats and the furthest ones are in Ramsgate and Hull, more than 300 miles apart.

I had the good fortune to be able to attend the slide show and talk that Nick & Jenny Coughlan gave when they were over here. Similarly, I know quite a few of our fellow Vega sailors from Holland and Scandinavia as I managed to attend both the two IFR,s by boat. I had hoped to meet you in Frederikssund last year, but as you were unable to come it gave me the chance to meet your representatives Rodney and Vi Jones of Northern Ireland.

Please Sid, would you send your newsletters to me now. I do hope one day we , may meet. If you come our way please let me know so that we can give you a warm welcome,

Sincerely,

Diana Webb

Diana Webb

N'J Halfweeg
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2264 CL Leidschendam
The Netherlands

Phone: +31.70.3277123

April ~~2nd~~ 4th, 1993.

Dear Sid,

May I introduce myself: I am the duty translator, English/Dutch (& v.v.), for the Kring van Vegazeilers. Until a dozen or so years ago I had a Vega (V 1294) ALTAIR and was an avid reader of the Bulletin and an occasional contributor as regards some technical tips. From Holland I, or rather we (my wife Martha insists that I refer to ALTAIR as a joint venture), have cruised to the Baltic Sea a number of times via the Kiel Canal and the Lym Fjord. We also visited the Albin Marin yard when we sailed/motored along, or rather 71 metres up and down, the Gota Canal. As it turned out we were the only Dutch Vega ever to do this as Albin foreclosed a year or two later.

As you no doubt will have seen from the Vega Bulletins sent to you by my good friend Gré Wonder I have translated a number of articles which appeared in your brain child.

I must say that the way you have organised the Newsletter works well. How does that quotation go....."by the people and for the people"?

You recently published a contribution by Lars Lemby in which he describes several useful hints and it is in connection with this that I am sending you my translation of my comments which I made after translating Lars' letter for the Vega Bulletin.

ALthough we now have a Ballad ("ALTAIR" - B 333) we have still sailed in a Vega recently. That was in VEGA, V 2501, belonging to my brother-in-law, Ed Kuiper.* And does he have some wonderful waters at his disposal! Moored in U.S. Virgins and what with day sailing to Virgin Gorda or other sub-tropical islands in the U.K.Virgins: that part of the world is his oyster! [At least outside the hurricane season.] We've been there in 1990 and in 1992. On our first visit we had an extension to Florida: Disney World, Epcott Center, Everglades etc etc, and we did not have your address or phone number to hand otherwise we would certainly have gotten in touch with you. The second trip had an extension to Sint Maarten and Saba.

Nice to have contacted you, Sid.
Do carry on with the good work!
Best Regards

(CONTINUED)

* Ed has been a member since Jan. 1987

[1] stands for NAN in Dutch, but in English speaking parts of the world it's NORMAN.

(CONTINUED)

Regarding Lars Lemby's experiences as mentioned in para. 1.1. i.e. the woodscrews used for the grabrails on the coachroof. Due to electrolysis the zinc component of the brass is eaten away leaving only a fragile copper "skeleton". As former owner of "ALTAIR" (V.1294) I too have had this problem which I solved by replacing the screws by their stainless steel counterparts. (Now I shudder to think that many a time I have relied on these rails in steep seas!) No matter how carefully you undo the existing screws you're bound to break one (or more). This means that re-attachment is a problem unless new fixing holes are pre-drilled. I went about this as follows:-

Before unscrewing establish the present position of the top side rail with pencil marks on the coach roof. Proceed by unscrewing. If any screws have broken you'll find it difficult to remove the remaining stumps, so file them flush. Thus a fresh location of the screwholes is required. Mark off a new position, say, 3/8 to 1/2in (1cm) further forward on one support position. Hold the SS screw to the light and using a slide caliper measure the silhouet of the core diameter of the thread. Pre-drill with a drill of similar size or slightly smaller. This will prevent any inadvertent splitting of the rail. Re-position the external and corresponding internal rail and I suggest you smear some soap on the thread of the screw to lighten your labours. Never use grease for this as the mark left by this method is practically impossible to remove. Align the external rail using the pencil marks and mark off the remaining hole positions from the inside. Before final assembly this is the time for sanding and varnishing, should you in any way feel so inclined. Finally use a type of sealing compound which maintains its elasticity in order to prevent the ingress of any water between rail and coachroof.

As for Lars' remarks in 3.2. regarding the bows of the Vega these remind me of the experience of one of our members who had had a long slog slamming into heavy seas in The Channel. He remarked, with some appreciation, on the wonderful flexibility of the Vega when subjected to the onslaught of heavy seas. Only later did it become clear that this was due to the loosening of the screws etc. in the bows.

So it is worth checking the tightness of all screws at the start of the season and, maybe, also after experiencing some inclement sea state.

Another phenomenon became apparent also and that was the crazing of the gel coat in the places where the partitions supporting the bunks were located. It is in those places that stress concentrations were shown to occur and it is advisable to apply some means of load spreading. Although, at that time, I had sold my Vega and replaced it by an Albin Ballad I thought it prudent to take a bit of prophylactic action by spreading the load.

The method I chose is also applicable to the Vega i.e. I placed strips of marine ply between the hull and the bulkheads or partitions under the bunks up for'd. The strips were 5cm(2") wide and approx. 5mm(3/16") thick. In order to obtain a snug fit I started (with the ship in the water so that the hull would have its proper shape, and with all screws and bolts fully tightened) to mark off the actual hull shape on the partitions supporting the bunks. Use some sort of scribing tool with its point 5mm off the hull surface and draw this along the partitions. Saw the partitions to shape. Do a trial assembly to make sure everything fits nicely. Glue the marine ply strips on the marked positions on the hull and completely reassemble the bunks etc., before the glue has set.

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