

25 Sep1994

Voice of American Vega Sailors

No. 9-94

Gasoline engine parts:

Ric Eiserling
P.O. Box 5188
Santa Cruz, CA 95083



March 15, 1994

Hi Sid,

You recently asked me about sending a copy of the Ø-22 parts list. The entire parts list would be a bit too much to copy, but here are the two new sources for the engine parts (one in Sweden & one in the U.S.):


In Sweden:

Fors Marin
Hällefundregatan 16
421 58 V. Frölunda (a part of Göteborg)
Telefax: 0046-31-29-38-14
Telephone: 0046 -31-29-96-18

In the United States:

AME Ship Equipment
3464 NW North River Drive
Miami, Florida 33142
Telefax: 305-634-1291
Telephone: 305-635-2401

Hopefully, I'll have more information soon. As I now have my spare engine about ready to take into the shop - my idea was to do the removal and light reassembly of major engine components so the rebuilder would not have to deal with stuck & rusted fasteners.

 I'm still looking for a spare prop should one of our members have one. Also, I'm considering replacing the stern bearings with a Cutlass bearing but I can't figure out how to remove the Bronze housing to bore it out - Any ideas?

Hope all is well with you. Regards to all -

Ric Eiserling

Tzu





3 Eel River Circle
Plymouth, Ma. 02360
March 3, 1994

Dear Sidney,

Thank You for your prompt reply to my inquiry regarding the Vega Association.

I am looking forward to receiving the Vega Maintenance Manual, as I have many projects to complete before I launch the boat in the spring.

Initially I had reservations about buying the boat due to concerns of the Combi-drive and the boat's narrow beam. However during the few months since I took ownership I have received information from several sources that Vega was a good choice.

Currently my repair projects include: replacing all sea cocks with ball valves; removing all deck hardware and refastening; replacing cutlassbearing; pulling and repairing boat's rudder.

In response to your question of how I found out about your organization, my neighbor, Noel Bearce, was a former Vega owner and member of your organization.

Enclosed is completed application for club membership, and a check for \$23.00 to cover membership fee and purchase of club burgee.

Once again thank you for your prompt reply and the material that you sent.

Sincerely,

James Bearce

Wendell R. Lloyd
2401 Hwy 35 North
Rockport, TX 78382
Vega#2925 (1976)
"SERENIDAD"

February 23, 1994



Mr. Sidney A. Rosen, Editor
Vega Newsletter
10615 Whitman Circle
Orlando, Fl 32821

Dear Sid,

Please reference our telephone conversation this morning.

You asked about my collision with an oil rig during my voyage from Gulfport, MS to Port Aransas, TX, commencing on October 18, 1993 and ending on October 27, 1993

Regarding the voyage, I am not an author. So many events occurred over such a seemingly long period that I would have to record my thoughts on tape for an hour or two to cover all the information.

The upshot of my tale is a lesser boat than the Vega would have sunk after three solid hits against the columns supporting the oil platform against which the boat was tossed by angry waves.

I can tell what I perceive as my mistakes and some caveats for such voyages.

1. Expect the worst scenario. (Murphy's Law plagued me for the entire voyage.)
2. I was prepared with ample fresh water and canned food (I had to dispose of some 50. of steaks. Unable to cook.)
3. Beware of mal-de-mer! My experience: One of three uninitiated crewpersons get seasick . . . Believe it or not! Plan for it! Don't allow vomiting! Keep "suspects" busy!
4. For Voyages whose length could possibly exceed four days, make sure there are three persons aboard a Vega. (We were just 2.)
5. For all true sailors: Assume that the engine will fail. (Before I undertake any longer voyages than long weekend trips, I plan to use solar and/or wind power for a Magellan GPS handheld navigator. But my *Impulse Loran C functioned well during this voyage. I used separate lantern batteries.) I found many uses for the spare gel battery on board. My boat's power is comprised of an alternator and two batteries with isolation. To me, not adequate for offshore voyages.)
6. Prepare for such voyages by ensuring there is a VHF radio on board that operates independtly of ships power and has a range of at least 10 miles. Carry a back-up VHF radio, (I had two back-up radios and just barely survived. With a 3-mile-range handheld set operated with lantern batteries connected in series we

summoned a CG helicopter, which came near the boat. Buying an emergency VHF radio antenna would be a wise expenditure: one sufficient for transmitting over a ten mile range.

7. If towing a "hard" dinghy, fashion a cushion to protect the small boat against collision with the mother boat in a following sea. (I lost my sandpiper after it collided a dozen times with "SERENIDAD" and broke the towing fitting on the dinghy. (The Avons and Zodiacs are too expensive for my use. The inflatable I bought for use with my Seagull motor was unreliable/junk after only two seasons.)
8. Install lee boards so that off-duty persons can rest during heavy seas. I have the boards but I did not think we would need them for a "four-day" voyage. (Took nearly ten days. . .) We discovered that a bunk cushion on the cabin sole was the only answer.
9. Fashion a portable urinal for use during rough weather. I plan to start with a funnel and bond an extension to it that will reach overboard.
10. Lash survival equipment on deck. If abandonment is required, there won't be time to retrieve and prepare the gear from the cabin. DON'T WAIT FOR HEAVY SEAS TO DON LIFE JACKETS!
11. Install a reliable jib furler. (we had a "mission impossible" with the jib halyard - actually all halyards during this voyage. After this voyage (my 50th) I am convinced that jib furlers are the "way to go.")
12. Give special attention to emergency/survival equipment. Buy fresh flares(at least 15 reliable flares). Buy easy-to-use foul weather gear, life jackets and safety harnesses.
13. Carry at least 500 feet of anchor line; required off California, but a good idea everywhere. I even needed it off Mississippi, with the multitude of groundings I experienced there. (I DON'T LIKE THE MISSISSIPPI SOUND AREA !)

I expect my boat to be ready to go in late March. If you know anyone who knows someone in the Texas Coastal Bend area who enjoys coastal cruising, I would like to meet them. I am single and I prefer to sail with a crew.

From Port Aransas plan to range from Galveston to Mexico, cruising on a coastal basis. The Port Aransas to Port Mansfield (All Texas) is a nice voyage of a day or two.

Port Mansfield. 50 miles north of Mexico, used to have a pub with a dock for visiting boats. Also, this is one of the finest fishing areas in the U.S. Port Mansfield is a stretch to reach by automobile (20 miles off Hwy 77), but offers a nice port replete with Coast Guard. A marina and repair facilities are available.

Best regards

Wendell Lloyd

Wendell Lloyd



P.S.

Page 2 of 2 pages

CG told me that our calls early on alerted them to our voyage and they followed our progress (If so, why didn't they visit us sooner?).



Walter Brown, "Lyric" #120 writes -

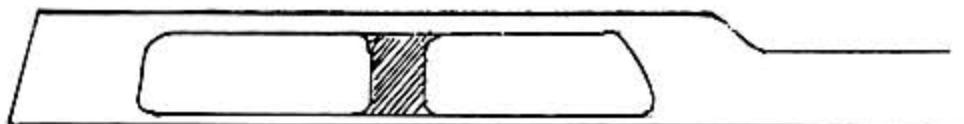
Sid,

3/2/94

"Sonia" is mostly stripped now. All that remains is the engine, combi, tank and tiller. I'm having a difficult time getting the last flange nut off of the combi.

Michael Walden from Santa Barbara drove up a couple of weeks ago and departed with the stern pulpit off of Sonia. He and his wife Wendy purchased their Vega from Taylor Die last year. Their boat already had a few parts from Lyric after I upgraded her with some of Sonias' equipment. I had done a deal with Taylor a while back, swapped him cockpit seats and sole as well as settee cushions for a drifter. David Sylvia from Rhode Island has also obtained a few parts. All in all, not to many things left. I'll send a current list later.

I've had problems with Lyrics main cabin ports leaking. I also read about Anne Miller on "Rupert" being knocked down and having one of her ports stove in. I'd been considering replacing them with Lexan, sealing with silicone and bolting to the cabin sides. Peter on "Walkabout" mentioned problems with thermal expansion of the Lexan which I hadn't considered. Thanks Peter. I'm wondering if I could still do it if I reduced the size of the ports. If I built a vertical bridge into the port cutout I could get by using 2 pieces about 2 feet long. Something like this:



If I do this I'll use epoxy and graphite fibreglas and scarf it into the the cabin sides. The expansion problem should be reduced by more than half.

Nick wrote that he and Jenny had upgraded "Tarkas" rigging by going up one size. Lyric is currently rigged with 3/16" wire and I believe this is original. Her original owner kept notes and receipts for everything and I haven't run across anything that suggests he had re-rigged her. I presume Tarka is rigged with 7/32" wire. Dave Gerr, a Naval Architect in New York has authored a book titled "The Nature Of Boats". In it he gives a rule of thumb for determing wire size. For a cruising sailboat the total breaking strength of the upper and one lower stay should equal 1.1 times the displacement of the boat. As such the Vegas are probably over rigged with 3/16". For a displacement of 5,070 lbs. you need a wire strength of 5577 lbs. and have a wire stength of 9,400 lbs. The West Marine catalog shows a price difference of 20¢ a ft. for the wire and a \$4.00 difference between 3/16 and 7/32" Stalok terminals. This was in the 1993 catalog and the new one shows a price increase. Anyway, the savings were over \$120.00 You could save more by using machine swaged fittings. Also new for this year is West Marine will be opening a mail order rigging shop so folks will be able to order custom built stays.

(CONTINUED)

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Most of Lyrics running rigging has been led aft. To do so required a number of fittings to be through bolted to the cabin. There is a trick to this. If you through bolt a laminate you will compress the laminate when you tighten the bolts. To avoid this use the following method. I should rephrase this, change laminate to " a cored laminate."

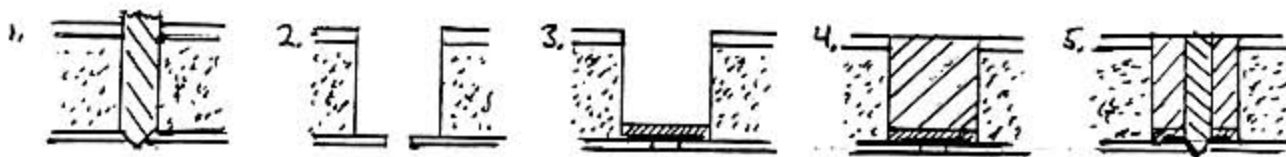
Step 1. Drill a pilot hole through the laminate. Taping a bag under the laminate will catch the chips.

Step 2. Use a hole saw or spade bit to cut through the top layer of glas and the core. Don't cut through the bottom layer. This hole should be around an inch in diameter.

Step 3. Place a piece of tape under the pilot hole in the bottom layer of glas and pour just enough epoxy into the hole to cover the tape. Let it set up.

Step 4. Fill the hole with an epoxy mixed with a thickening additive. Let it cure. Don't be tempted to skip Step 3 or you may find that the mix has pushed the tape away and leaked all over your interior.

Step 5. Drill through the epoxy and bolt whatever it is you are attaching. Use a bedding compound between the fitting and a backing plate or fender washer underneath to help spread the load.



The core won't compress when you tighten the bolts. I like System 3 Epoxy, others swear by WEST System. I do like the WEST System #406 Colloidal Silica as a thickening additive. CAUTION! A doctor friend warns that inhaling the silica powder could have GRAVE results! For anyone who doesn't already know, WEST stands Wood Epoxy Saturation Technique. No relation to West Marine but it is available from them as is the colloidal silica. The book previously mentioned is also available from West Marine or from the publisher, International Marine. A division of McGraw-Hill Blue Ridge Summit, PA 17294. 1-800-822-8158. The West Marine SKU for the book is 524702. System 3 is available from Monterey Bay Fiberglass, they take Visa and ship UPS. Addresses are.

1037 17th Ave

Santa Cruz, CA 95062

(408) 476-7464

or

314 West Depot

Bingen, WA 98605

(509) 493-3464

All for this time. I hope to have another letter out to you soon on how I mounted the NAVIK self steering vane on Lyric. I spoke with the dealers recently and they are willing to discount a group purchase if enough people are interested.

PS How much are the dues and please change my mailing address. Your'e still mailing to an address I moved from 2 years ago.

Walter S. Brown

660 Bair Island Rd. Box 45

Redwood City, CA 94063

(415) 364-7823

More: "Lyric" was re-rigged 2 weeks ago with 3/16" wire. Just in time for the Double Handed Farallones Race - a 60 mile offshore race. We had gusts to 38 knots and seas to 16 feet. Lyric did just fine!

76 Burdon lane
Cheam Surrey
SM2 7BZ
22 Feb 1994

Dear Sid,

Thank you for your last two newsletters. I am afraid the British "secretary bird" is nothing like as productive as you are and the exchange rate is about two to one; however I hope to be sending you my small offering in a week or so as we have a couple of hitches which have slowed up things a little.

I read Peder Grimstad's letter and I thought I would send you a copy of John Stanton's instructions for stripping and reassembling the Combi which he sent me when I attempted just that 8 years ago, having never had the experience of taking apart anything more difficult than a bike. When I told John that I was going to attempt it by myself, he sounded a bit dubious and said that he'd send me some instructions that he had written himself and that they might help me. All I can say is that they are marvelous. I treat them like a bible and keep one copy permanently on board as a standby. You have to follow the instructions *precisely*. I was so nervous when I started taking it apart that I labeled everything with a number and laid out each item in the order that I removed it on the bunks with the cushions removed and on lots of newspaper. When it came to reassembling, you simply reversed the order. The moment of truth came three months later when I had finished, and there were no nuts, screws or washers looking for a job. I still remember the day exactly, it was the 4th of July, a celebration day for America but an even bigger one for me. The result was 99% perfect, the 1% was that I had arranged the "palms" of the propeller in the wrong notch, which resulted in me going astern when I thought I was going ahead.. I cured that on the next tide and it worked perfectly afterwards. Maybe you have these (or similar) instructions, but in case you have not got them, here they are.

I also read Rodney Jones' letter about the IFR in Frederikssund two years ago where I met him and his wife Vi. I invited them to lunch aboard non Vega "Susanna". We had a good time and a pleasant lunch chatting all about things Vega.

I also had a marvelous time last Christmas when two of your members visited me. Jim and Leanne Watson, V "raven". What super friendly people they were. It was a real treat to have met them. They showed me some fabulous photos of their sailing waters in Puget Sound, which, in comparison with the Medway and Thames estuary where I sail, looked like heaven. I took them down to the Medway which is a bit muddy and it did not fail me. When we arrived there, someone had pulled the plug out and there was no water in sight, round my mooring. Jim said it reminded him of the Mississippi, but I think he was being polite. I don't think that mighty river can resemble the Medway with the tide out!

I hope this finds you in good form, Sid and that the enclosed instructions may be of some use. 'Out'.

sincerely,

Susanna
P.S. John Stanton is our parts supplier in Britain.

YUAN MONNARD
9060 BELLE RIVIERE
MIRABEL JON ISO
QUEBEC - CANADA
PHONE/FAX : 514-258-4421

MARCH 15, 1994

DEAR SYD AND MEMBERS,

FEW THING TO MENTION ABOUT MY TRIP OF LAST WINTER
SOME OF WHICH COULD BE HELPFUL FOR OTHER FELLOWS
NOVEMBER 1 TO DECEMBER 12 : 40 DAYS ON THE
WATERWAYS, FROM ANNAPOLIS TO FT-LAUDERDALE.
AN ABSOLUTE BEAUTIFUL TRIP. BEING ALONE ON
ELWIRE, I TOOK MY TIME, AVERAGING 35 MILES A
DAY. AMERICA IS GREAT, WHEN SEEN FROM A
SAILBOAT !

WHEN SHORTHANDED, THIS TRIP IS NEITHER SASY NOR
DIFFICULT. IT REQUIRES EVERY MINUTE OF YOUR
ATTENTION, WITH OR WITHOUT A NAVICO.
GREAT SPOTS TO ANCHOR, GREAT PLACES TO VISIT,
NICE PEOPLE TO MEET (HELLO TO THE NEW OWNER
OF "CROCODILE"...). IN SHORT, ELWIRE NEVER WENT
AGROUND !

NOW, SOME NEWS ON THE STUFFING BOX...

ELWIRE IS SIXTEEN YEARS OLD, TOTAL MILEAGE = 885
PRIOR MY TRIP, I ASKED MY (VERY KNOWLEDGABLE)
MECHANIC IN MONTREAL TO CHANGE RINGS + GASKET
+ BEARINGS IN THE COMBI AND STUFFING BOX.
THE BOAT DID'NT TAKE ANY WATER FOR TWO WEEKS.
UNFORTUNATELY, MY MECHANIC DID NOT EVALUATE
CORRECTLY THE WEAR ON THE CONTROL SLEEVE

ITSELF, THAT HE SHOULD HAVE REPLACED. (SEE
LETTER FROM LARS LEMBY, IN OCT. 93 NEWSLETTER)
SO, NOW, I HAVE A BILGE PUMP THAT TAKES AUTO-
MATICALLY CARE OF THE ENTERING WATER (STUFFING
BOX LEAKS AT ANY POSITION OF THE PROP.)

TOMORROW, WE ARE TAKING ELWIRE OUT OF THE
WATER FOR THE SUMMER.

NEXT OCTOBER, I WILL REPLACE THE CONTROL
SLEEVE + RINGS AND GASKETS AGAIN, USING EVERY
BITS OF INFORMATION I COULD GATHER IN VARIOUS
NEWSLETTER.

QUESTION TO MY FELLOW MEMBERS: IS ANYBODY
HAVING FOR SALE THE CONTROL SLEEVE, VOLVO
PART NUMBER # 3877004-6 ?

THANK YOU FOR THE VERY NICE "WELCOME TO
FLORIDA THAT WE RECEIVE EACH YEAR IN
OCTOBER FROM YOU, SYD.

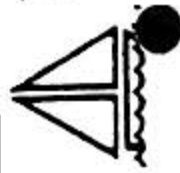
HAVE ALL OF YOU A NICE AND HAPPY SAIL !

YUAN



**United States
Sailboat Show®**
October 8-11, 1993*
Annapolis City Dock & Harbor
The World's Largest Sailboat Show

Hours: 10-7, Fri. - Sun.; 10-6 Mon., Columbus Day
Admission: Adults, \$9; Children 12 & under, \$4
*VIP Day: Thurs., October 7, 10 a.m. - 6 p.m.
VIP Day Admission: \$20 per person



Vega for sale:

Sidney a. Rosen, Editor
10615 Whitman Circle
Orlando, Fl 32821

Dear Sid,

I have decided to sell my 1976 Albin Vega "Papillon" (#2932) with a relatively little used Volvo Penta MD6B engine for \$10,400.

The boat is fully equipped for cruising with loran, radio, self steering, full set of sails including Harken self-furling genoa and lots more.

The hull, engine and sails are in excellent condition. This is "Papillon's" first summer in summer storage.

If you or any of our readers know anyone interested in a great boat at this price, please contact, me at the address below.

Sincelely

alan.org

Alan Braff
HC 68, Box 36 Davis Point
Cushing, ME 04563
Phone: (207) 354-8078

What a price - Wow!

ALBIN VEGA 72 Sloop:
27ft, 1992 15hp Yamaha,
main, storm, working, 150,
170, drifter. Excellent con-
dition, resently painted
bottom, \$5000. Call
(301)373-5291.(stm)



Calvert Recorder (Md) 7/22/94

Galley Hints:



Take along salted food - nuts, chips, popcorn - to help keep up body salts.



Eggs will keep longer if they have never been refrigerated. If you can only get refrigerated eggs, allow them to come to room temperature - they will sweat. Then dry them off and coat with vaseline.



Bring along food that doesn't need to be heated or cooked for bad weather use. Even a peanut butter sandwich is better than nothing.



Litre sized plastic bottles can be filled with fresh water & frozen at home. Use in your ice chest to keep food cold. As the ice melts, drink the cold fresh water.



If you must buy ice, only buy block ice. It is cheaper than cubes and lasts longer.



Lemon Joy is great on a boat. It suds & cleans in cold fresh or salt water - great for sea water showers & shampoos. Use a little in the head each day.



Picnic table cloth clips will keep your tablecloth on the cockpit table.



Try precooking food, storing in Seal-a-meal bags & freezing at home. The frozen package will help other food keep cool in boat ice-chest. Cook by boiling the bag.



Baby hammock Information wanted -

258 North Aberdeen Avenue
Wayne, PA 19087

Windfalle (#265)

February 28, 1994



Sidney Rosen
Vega Newsletter
10615 Whitman Circle
Orlando, Fl 32821

Dear Mr. Rosen:


This is my first letter to your newsletter, and it's not even really about the Vega as a sailboat! Our "problem," is that during this year, most of our friends and siblings are having babies. We're used to cruising with these parents-to-be and want to figure out a way to make them feel safe bringing their newborns on board. I want to know if you or any of the other Vega owners have managed to come up with some system for "stowing" a newborn or bigger infant. The only idea I have so far is one that I've heard about on airplanes. According to my mother, in Europe, airlines have little hammocks for babies to sleep in while traveling. This makes a lot of sense to me because no matter how choppy the waters get, the baby's center of gravity would remain the same. I'm stuck with what kind of hammock though (the storage ones you buy from Boat U.S. or some more sturdy, car seat type??) and whether any one has ever tried this type of device on a baby, and not just canned food. I would appreciate comments from people who have safely handled infants on board; especially since the first baby of the series was born yesterday!

Our Vega is on blocks now; we hope to have her ready to sail by Memorial Day week when we plan to take a week's vacation cruising the Chesapeake Bay. Last fall, in an attempt to solve a severe gelcoat crazing problem, we (I use the term "we" loosely, it's really my husband that does all the work) sanded down her hull and filled the cracks with epoxy. We're at the primer stage and plan to repaint with enamel. We decided against polyurethane because it is so costly and hard to work with. If anyone else has had this severe crazing problem, and has fixed it, we'd appreciate learning about it.

Thanks for this newsletter; we look forward every month to getting it because it's so much fun to read. We hope to see some of you on the Bay.

Sincerely,

Sharmon Priaulx
Shawn Rock



John & Lois Sprague (Flagfish #1492)
have cruised from the Great Lakes to Florida
and back for almost a year now. Haul-out
will be in Kingston, Ontario. and the boat
trailed to British Columbia.

Welcome Aboard!

Joseph Kimberly
P.O. Box 2368
Ogunquit, ME 03907-2368
Sail #2503; Year: 1975
(Bought Norman Meissner's Vega)

John L. & Mimi Crenshaw
55 Dell Creek Road
Bondurant, WY 82922
Tel: (307) 739-1090

Federal boat documentation relaxed

The Coast Guard has issued new rules governing the federal registration of vessels simplifying bureaucratic red tape. Under new procedures, effective Jan. 1st, getting a boat documented will require fewer forms and eliminate a lot of time consuming steps. Only two forms will be required instead of the previous seven. In addition, inadvertent admissions will no longer automatically void an application. Boat owners may renew their current documentation from any port, not just their home port and will now have the option of choosing any hailing port to mark their boat - not just residence or where the boat is docked. The down side is an increase in cost. An initial application will go up to \$133, from \$100, plus recording fees.



Deckmat

Less of a knot, more of an example of sailor's handiwork, this is nevertheless a useful accessory. If you want to make one of a specific size, mark out the outside dimensions first of all on the floor with chalk. It is a good idea to have handy a few weights or stones so that you can hold the end in place.

To get a good result, work slowly and without rushing, and concentrate on following exactly all the steps as shown in the illustrations. Once you have completed the mat, you can secure the ends with seizings so that they do not work loose.

Always make two, preferably three or even four, turns.

Mats like this are easy to make out of old, superannuated rope, although ones made out of new rope look rather more appealing.

It is all but impossible to describe the procedure. Simply follow the steps shown in the drawings, which speak for themselves.

