

• **Just shooting off my mouth-**

As a kid, way back when, I used to sing a song that was very popular - "The old gray mare she ain't what she used to be, ain't what she used to be" etc. Well things ain't what they used to be! I recently got a catalogue from North Sails that didn't show a sail in it or even talk about sails - but it did try to entice me to buy lots of everything that I didn't need: shorts, hats, canvas bags, sun glasses, gloves, books, vests computer software, even a dog collar and a radio controlled model sailboat! Like so many other companys they even wanted me to get a North Sails Mastercard. All this from a sail company! Perhaps you got the same catalogue. If you didn't get one from North Sails you'll probably get one from "Tillie the Toiler's Codfish Factory" (if there is such a place) Who knows! "C'est la Vie!"

Sid Rosen

• **What's in a name?:**

In looking over the list of Vegas belonging to members of the Dutch "Kring van Vega Zeilers" I was surprised at the number of them having English names.



Ali Baba	Beau Geste	Big Minic
Black & Blue	Cash Flow	Chinook
Delta Lady	Dolphin	Easy-going
Far out	Full-house	Happiness
Johnnie Walker	Lady Jane	Lady of Lytham
Lion	Mermaid	New Spirit
Phoenix	Refuge	Rover
Seagull	Second base	Second Wife
She	Summer Dream	Two pair
Ulysses	Waterman	Zenith

• **Information needed!**

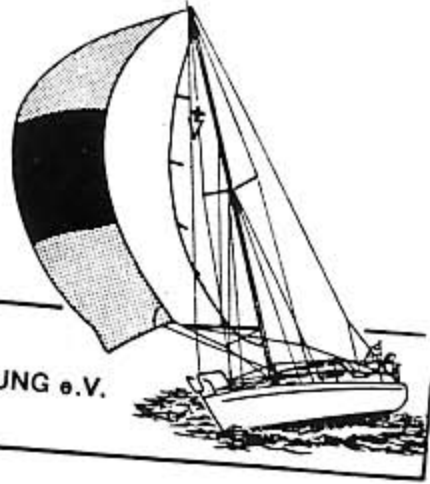
I need advice about my tiller arrangement block clamp. The clamp has become loose on the rudder shaft. There appears to be two bronze pins driven through the sides of the clamp into the rudder shaft and these are sheared off. My questions: Does the pin go all the way through the rudder shaft or are there two separate pins: one driven in from each side? Also, is it safe to shim the shaft or enlarge the gap in the clamp - thus enabling me to screw it down tighter/ Is it safe to attach the clamp without the pins? I would appreciate any advice!

Please respond to: Wiley Sanders
102 Laurel Way
Mountain View, CA 94040
Tel: 415-949-1844

HAPPY SAILING

Just one big happy family

VEGA-



DEUTSCHE **VEGA**-KLASSENVEREINIGUNG e.V.



Deutsche VEGA- Klassenvereinigung e.V.

VEGA ASSOCIATION
OF GREAT BRITAIN

Vega One Design Association

VEGA Newsletter
Voice of American Vega Sailors



16. IFR
Vereine 20.-25.1.
1996

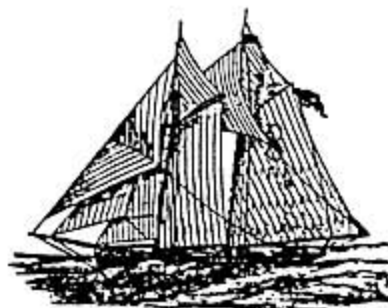
Mitteilung



VODA

I bought my Vega yesterday -

Mr. Sidney Rosen
10615 Whitman Circle
Orlando FL 32821



Greetings,

I am now the new owner of Vega No 2947, "No Name Yet." We completed the sale yesterday but there is a fair amount of work to be done on this boat before it's ready for the Bay. The boat has been used by a liveboard for a long time - I don't think it's even been sailed once in 5 or 6 years. I guess that secretly, deep down inside, I really wanted a project boat! I understand you have a big "information pack" for Vega owners, containing the collective wisdom the Association members need to keep their boats afloat. I sure could use it, since in the next few months I have to:

- Repair some serious oil leaks in the Penta MD6A engine, which seems to otherwise be in fairly good shape.
- Fix some rudder delamination problems. I would be interested in hearing from anyone who has fabricated a new rudder for their Vega, or has a spare one lying around. I don't want mine to fall off like John Neal's did!
- Replace the head and install a holding tank. I would be interested in finding out more about where owners have located their holding tanks when they did this.
- Replace the cutlass/shaft bearing. The fun starts this weekend when I plan to pull the prop.
- Replace the gate valves, which are deteriorating, with ball valves.
- Replace lifelines and some standing rigging.
- Get the engine temperature and oil pressure gauges working.
- Name the boat - considering the Vega's blistering PHRF rating of 240, maybe "NOVA" would be appropriate.

Like many Vega owners, I need documentation on the Combi drive. Mine is leaking a little oil out of the rear seal and will eventually require work. I have an exploded parts diagram, and some instructions which, unfortunately, make no sense. If any members have a spare Combi drive lying around the house, make me an offer - I'll buy it and use it for "practice" and a spare!

A few years from now it might be nice to repower but the local Yanmar dealer is quoting me \$10,000 for a complete 2GM20 installation. Yikes!

And, one more thing - I need zincs! For the time being I'll probably just hang a "fish" off the stern while I'm in the dock, but it would be nice to find a permanent solution. There aren't any traces of prior zincs on this boat; that the prop and hub are still in pretty good shape is a testament to the high quality materials (gold, probably, considering the cost!) used in the assembly.

Sincerely,

Wiley M. Sanders
102 Laurel Way
Mountain View CA 94040
(415) 949-1844
wsanders@netcom.com

Please welcome our newest members!

James & Rosemarie Dick
487 Soudan Avenue
Toronto, Canada M4S 1X1
Tel: (416) 486-6946
#1181, "Osprey", 1973

Jason & George Haker
8065 Old Montgomery Road
Ellicott City, MD 21043
Tel: (410) 796-7311
"Koss"

Wiley M. Sanders
102 Laurel Way
Mountain View, CA 94040
Tel: (415) 949-1844
#2947, 1976



Lorna Doone completes its circumnavigation

Mr. S. Rosen
10615 Whitman Circle
Orlando, Florida, 32821

S.V. "Lorna Doone"



Dear Sid:

Once again its time for an update on "Lorna Doone" & my retirement cruise. My last contribution to the newsletter, described the passage around the Cape of Good Hope & Up through the South Atlantic to the Caribbean. I spent two weeks in Antigua, at English Harbour, with American friends on a boat called "Patience" that had been moored astern of me in Durban. By a strange coincidence they arrived one hour after I did, having also having sailed direct. English Harbour is the only surviving Georgian Dockyard in the world, * a fascinating place to visit. The buildings have all been restored & it is once again a "working" dockyard, only now it caters to pleasure yachts rather than the fighting ships of the royal navy. The admiral's house has been made into a small museum with a fine display of ship models, swords, guns, old charts & various other artifacts. Just across the harbour from the dockyard is Clarence house, which was the governor's official residence & a roadway leading up to the gun emplacements & artillery barracks on Shirley Heights. A wonderful view from Shirley heights, back over the harbour & out across the blue Caribbean; obviously the perfect site for a defensive gun emplacement. You will recall that Antigua was severely damaged by a hurricane during the 1995 season. The dockyard itself shows no sign of this, but Clarence House was very badly damaged & the stone perimeter walls of one of the unrestored artillery barracks were completely flattened. Major restoration work & a lot of money will be required to make good the damage.

The passage from Antigua across the Caribbean to Cristobal & the Panama Canal was fast & enjoyable. A delightful sail of 1150 nautical miles with the wind over the quarter & the sun shining every day. Off the Columbia coast I was "buzzed" by a coast patrol plane who was obviously checking up on drug runners & wanted to know the name of the vessel, port of registry, last port of call & destination. Later, in Panama, I was told that the patrol plane would not just have come across us by chance & that all traffic along the coast is monitored using satellite surveillance in an attempt to clamp down on drug running.

As we got closer to Cristobal & the Panama Canal the amount of commercial traffic increased dramatically. On one dark, windy night I had no less than five ships in sight at the same time. To get out of the traffic lanes I edged south into the Gulf of Darien, a little off the direct route, but much quieter. In Cristobal the Panama Yacht Club gives the transient yachts complementary membership & has showers, laundromat, haul-out facilities and a bar and a restaurant. The paperwork related to making a canal transit is considerable, but with approximately 500 yachts a year passing through, the procedures are well established. On arrival you are given a brochure which explains the entire process & everything flows in a logical sequence. On the day that you make the transit you are required to have four line handlers on board in addition to the helmsman & canal pilot; rather a lot of people for a 27 foot Vega. The usual practice is for the crews of other transiting yachts to help each other through & this is what I ended up doing. All went well in the "up" locks at Gatun & we had sail up to assist us across the lake to Gamboa where we anchored for the


night. Strange to be anchored in fresh water in the middle of a central American jungle. We swam and looked at wildlife through binoculars: pelicans, parrots, buzzards, monkeys - and even a comical sloth, the first I had ever seen. The following morning at 1000 hours a launch came out with the pilot. We got the anchor up & motored down through the Gaillard Cut & three more locks, out into the Pacific. Almost home again.

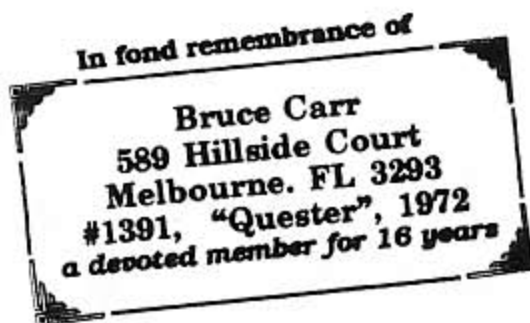
I spent three days on one of the Balboa Yacht Club's swinging moorings, catching up on boat projects & taking on provisions for the next leg, out to Hawaii. With the hurricane season in Mexico extending from May through October it was necessary to sail a somewhat circuitous route out to Hawaii; Southwest across the Gulf of Panama to the Galapagos, out along the equator to 135 degrees west, then north across the doldrums & from there direct to the Hawaiian Islands. The prevailing wind in the Gulf of Panama is S.W. at this time of the year & you have an adverse current of around one knot to contend with. The winds tend to be light and it took me 16 days to beat out to Albermarle Island, a distance of 850 nautical miles as the crow flies but closer to 1200 miles because of the extra distance going to windward. Just south of Malpelo Island I crossed tacks with a small French yacht & talked with him on VHF; the first time I've ever met another yacht in mid-passage.

I passed Albermarle, the most northerly of the large islands in the Galapagos group on May 18th & set out along the equator to make 2600 miles of "westing" before heading north to Hawaii. The sail along the equator was long distance cruising at its most sublime. A long, flat swell from the S.E., trade winds at 12 kts during daylight hours, easing to 8kts overnight, sun shining every day, current setting to the west, and never a line squall. . . . Sid, it was paradise on earth; Broadreaching under full main & genoa night and day for 2,600 nautical miles. Lots of sea life; reminiscent of the Mozambique Channel. Seldom a day passed without seeing whales or porpoises & finding flying fish on deck most mornings. I cut north at 135° W longitude carrying the S.E. trades up to 7° 30' north where we entered the doldrums. Two days of calms, squalls & rain showers followed & then we sailed out into the sunshine & N.E. trades - the start of a glorious fast broad reach for the last leg of the passage across to Hawaii. At 21° 56' North, 155° 16' West "Lorna Doone" crossed our "outbound" track from British Columbia & completed a circumnavigation - a wonderful feeling, believe me!

I plan to spend a week or so here in Honolulu & then head home to Canada for the winter. Will be in touch as things progress

kind regards:


Tony Skidmore





ALBIN VEGA SPARES & REPAIRS

<u>Description</u>	<u>Price Each</u>
Control Tubes (Highly engineered, better than the original!!) 316 Stainless with certificate (Plus £10.00 p&p)	£50.00
Main Combi Bearing	£10.00
Oil Seal (1 on combi, 2 on gland)	£2.00
Oil Seal (1 on combi)	£2.00
Main Oil Seal (1 on combi/engine)	£6.50
'O' Ring	£0.50
'O' Ring	£0.50
White Metal Bearing (2 on gland)	£4.00
<u>Complete Combi Service Kit (no Control Tube)</u>	<u>£32.00</u>
Fully reconditioned Combi Gearbox (Diesel) (Plus old combi) Plus £10.00 p&p including Hammerite painted.	£100.00
Oil Filters (Diesel - MD6A & MD7A)	£9.00
Fine Fuel Filter (Diesel - MD6A & MD7A)	£10.00

N.B. All Volvo spares are now obtainable from R.K. Marine at a 10% discount for club members. This means you must of paid your subs for the current year !! (Tel. 01489 585585. Located at Burseledon, opposite Moodys, Southampton)

All prices are for club members only. A lot of time and effort has gone into obtaining the spares at a reasonable price. The control tubes have taken over three months to manufacture so please support OUR CLUB to give you a better service for you Vega.....

Contact Steve Birch (Treasurer) for all spares - S R Birch (VAGB)
8 Cockshot Road
Great Malvern
Worcs. Wr14 2TT
Tel. 01684 568676



or: Diana Webb
76 Burdon Lane
Cheam, Surry SM2 7BZ
Great Britain

Additions to our membership list of 4/1/96

SURNAME	FIRST NAME	FIRST MATE	ADDRESS	CITY	STATE & CODE	COUNTRY	SAIL #	BOAT NAME	YEAR	HOME PORT	HOME TEL #	WORK TEL #
BERLIND	ALAN	ANDRIANA	LE CHAMP NEUF	03320 COLLEUVE		FRANCE						
BOLTON	DAVID H. W.	FRANCES	4540 BISSENDEN PLACE	VICTORIA	B.C. V8N 3K4	CANADA	3148	TUATARA	1977	WESTPORT MARINA, SIDNEY, B.C.	604-477-4516	604-477-2510
COMBS	DEXTER	SANDRA KAY	411 SOUTH OAKWOOD	DETROIT	MI 48217		2938	MINDY TOO	1976	CLINTON RIVER (LAKE ST CLAIR)	313-554-2468	
DAVIS	SHIRLEY	LLOYD DAVIS	110 DELLROSE DRIVE	LADSON	SC 29456		358	CONDOR	1969	STONO MARINA, CHARLESTON, S.C.	803-871-8936	
DICK	JAMES A.	ROSMARIE	487 SOUDAN AVE	TORONTO	ON M4S 1X1	CANADA	1181	OSPREY	1973	OUTER HARBOR, TORONTO	416-486-6946	416-691-2117
FLAHERTY	DANIEL	TRACY	39 LINCOLN BLVD	MERRICK,	NY, 1157766		2141	CARPE DIEM	1972	WHITESTONE, QUEENS, NY		
GORDON	DON	GINNY	1323 FARLEY COURT, SOUTH	ARNOLD,	MD 21012		929	MARIAH	1970	ANNAPOLIS, MD	410-349-0166	410-974-6714
HAUER	JASON/GEORGE		8065 OLD MONTGOMERY ROAD	ELKICOTT CITY,	MD 21043			KOSS			410-796-4380	410-796-7311
HAM	DAVID C.	CYNTHIA K.	P.O. BOX 33653	JUNEAU	AK 99803		1968	CYNTHIA I	1968	JUNEAU YACHT CLUB, JUNEAU, AK	907-790-2883	907-586-7228
HART	BRIAN	DIANA BICHEL	232 ELIZABETH DRIVE	SALT SPRING ISLE	B.C. V8K 1K8	CANADA	1331	SIN TACHA	1971	SALT SPRING ISLAND, B.C.	604-537-4751	
HASTINGS	KIM		P.O. BOX 1718	PETERSBURG	AK 99833		2317	BAD DOG	1974	THOMSEN HARBOR, SITKA		
HILL	ALLEN R.	DONNA F.	19 PENNELL AVE	PORTLAND	ME 04103		1556	KAJONA	1972	SUNSET MARINA, PORTLAND, ME	207-797-08/08	207-883-2312
LIEBLANC	RICHARD		422 MONTROSE BLVD	GULF BREEZE	FL 32561		1327	ZIG ZAG	1971	GULF BREEZE, FL	904-932-7732	1-800-444-922
MELERMAN	JAMES D.	FRANCES	3873 WEST 31ST AVENUE	VANCOUVER	B.C. V6S-1Y2	CANADA	993	PAPER CHASE	1970	VANCOUVER, B.C., CANADA	301-946-0121	604-874-8463
MELLER	THEODORE A.	MARTHA	414 HUMBERFORD DRIVE, SUITE 456	ROCKVILLE	MD 20850		1276 (B)	TURNING POINT	1978	PATAPSCO RIVER, MD	717-871-9472	301-424-9497
ROWEN	RICHARD		1710 CROSSFIELD DRIVE	LANCASTER,	PA 17603		2505	SEASCAPE	2505			
RUHLAND	JOHN	ROSE MARIE	1013 PENFIELD ROAD	ROCHESTER	NY 14625		151	DELLA FRANCESCA	1968	SODUS BAY, NY (LAKE ONTARIO)	716-586-3059	716-422-2013
RUSSELL	EDWARD		P.O. BOX 573	WINTERPORT	ME 04496							
SANDERS	WILEY M.		102 LAUREL WAY	MOUNTAIN VIEW	CA 94040		2947		1976		415-949-1844	
SANTIS	TONY & MIKE	SANTIS	P.O. BOX 446	ROCKPORT	ME 04856	CYPRUS	2859	KITTY'S ARK	1976	LARNACA, CYPRUS	207-596-7425	207-596-0856
SHERMAN	FORREST	LAURIAN	158 OLD COUNTRY ROAD	ROCKPORT	ME 04104		1422	ENCORE	1970	ROCKLAND, ME	207-667-8981	
SZAFRANSKI	JAMES	KAURA	335 FOREST AVENUE	PORTLAND	ME 04104		2932	PAPILLON	1976	LAMOINE, ME	809-238-0978	809-299-4243
THORNTON	DALE	ELIZABETH	Buckingham Cottage, 75 MIDDLE RD	SOUTHAMPTON	FL 3804	BERMUDA	1812	MARAVILLA	1977	EMLY'S BAY, ST. DAVIDS, BERMUD	617-545-0310	508-583-3939
TUFANKJIAN	ALLEN H.	JULIE	10 JERICHO ROAD	SCITUATE	MA 02066		3215	SNOW GOOSE	1973	SCITUATE /QUISSET, MA	206-935-0835	206-433-2358
WATSON	JAMES M.	LEANNE	4722 53RD AVE SW	SEATTLE	WA 98116		3215	RAWEN	1977	SHISHOILE MARINA, SEATTLE	708-272-1691	
WERR	CHARLES	JO ANN	3919 RUSSETT LANE	NORTHBROOK	IL 60062		130	ALLEGRA	1968	MICHIGAN CITY, IL		
WHITE	JACK	PATRICIA	1624 S. STATE STREET	DOVER	DE 19901		1674	SEAGRACE II	1972	DOVER, DE	302-736-1854	302-697-1233
							(B)	ALBIN BALLAD				



FCC Marine Radio License Fee is Abolished

At long last, in April, the Federal Communications Commission (FCC) abolished the VHF radio license requirement for recreational boats less than 65 feet in length operating in U.S. waters. "Recreational vessel owners no longer have to submit a lengthy application to the FCC," reports BOAT/U.S. spokesman David Pilvelat, "and more importantly, they no longer have to pay a \$75 'user fee' simply to have a legal two-way radio on their boat to use in case of emergencies.... July 1996 CRUISING WORLD

Did you know?

Many everyday expressions originated from Nautical terms:
ALLOOF: From the old Dutch word *loef*, meaning windward. It was adopted by English sailors in the 16th and 17th centuries, and in books of old voyages it is written variously as *aluffe*, *a-luff* and *aloof*. Describes a vessel which is sailing along a lee shore with her head pointing into the wind to prevent her being set inshore; also said of a vessel amongst a fleet of ships which sails higher into the wind so that she draws apart. Thus it has come to mean "one who stands apart".

SON OF A GUN: Complimentary term for a sailor suggesting he was a natural born to the job, or more precisely born on the job.

It comes from the time when women shared the gundeck accommodation with men aboard ships in port and sometimes at sea. Since the working spaces and gangways had to be kept clear, the only undisturbed place a woman could give birth to a child would be behind screens between the guns. The expression also meant being conceived alongside a gun, since a hammock wasn't convenient for that sort of thing.

FLOGGING A DEAD HORSE: A "dead horse" was the seaman's term for the first month at sea - a month for which they would have been already paid and spent the money very quickly afterwards. So it seemed to them, with the money all gone, that the first month was spent working for nothing. To mark the end of the "dead horse" month the crew would make an effigy of a horse and parade it around the decks.

parade it around the decks.

Lars Lemby
Kastanjevägen 8
S-132 46 Saltsjö-Boo
Sweden
Tel/Fax: +46*(0)8-715 87 04

Sidney A Rosen
10615 Whitman Circle
Orlando, FL 32821
USA

Dear Sidney,

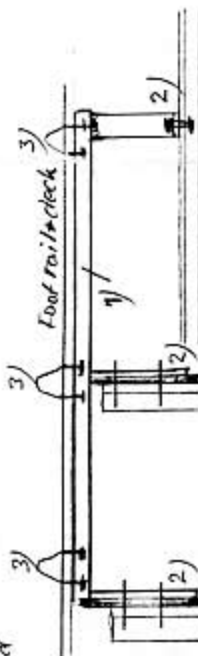
The following are translations or excerpts from the Scandinavian "VEGA-bladet" (which can be translated "the VEGA leaflet") no 3, 1995, as you requested. It starts with page 40.

Modification of rig and "chainplates" and some more details.

Alvar Wernboé, owner of VEGA no 1550, has painted his mast white with blue spreaders and cleats. When he dismantled the spreaders he found that the bolts or rivets holding them (they act as hinges and keep the spreader off the mast) had been distorted and almost sheared off. He issues a sharp warning. (I seem to remember that I have heard of mast failures caused by that very reason.) Alvar intends to replace with bolts of stainless steel. (Beware of galvanic corrosion steel - aluminium!) He also changed the "footings" on the mast. The rivets of old ones were rather loose.

Alvar also has reinforced the joining of the main bulkhead to the topsides with extra GRP flanges on the aft side (now empty) and through 10 mm stainless steel bolts and then bolted new chainplates for the top shrouds to the bulkhead. For the aft shrouds he has made box-like chainplates, which are fastened to the topside with GRP and concealed with neat little boxes of teak.

(Also IMARI has got similar reinforcements: Extra GRP flanges along the main bulkhead and the smaller bulkheads forward, i. e. hanging locker to port and toilet compartment to starboard. The aft "chainplates" are on IMARI also bolted to the horizontal GRP flanges on to which the shelves behind the settee-backs are resting. The main and forward shrouds are fastened to their bulkheads by means of individually tailor-made stainless steel boxes and through bolts along. These "boxes" - or "bracelets" - were very difficult and time-consuming to tailor and manufacture. When speaking to an experienced boat-builder, who had been at work on his own "old classic" (not a Vega though) he passed on the piece of advice that one should fit in a strong enough profile¹⁾ under the deck and fasten down this in three places²⁾ independently of the exact places for bolting down the shrouds³⁾.)



Diesel oil and tanks made of copper.

Gunnar, who has used his old copper tank together with his new diesel engine for 10 years, has read some articles stating that this combination is not recommended. He has asked some chemists and engine specialists but has never got a clear answer about the actual nature of the problem. The only explicit theory has been that condense water in the diesel oil might in the long run corrode a copper tank.

Does anyone know? Can anyone give a plausible answer, please!

Having described the renovation of the interior in an earlier article, I would now like to focus on the exterior. "Look before you leap". If there ever was an apt saying, especially for this part of the operation, then this is it! And I mean the paintwork.

Now I have, at least, some experience of handling a paint-brush, but as regards to applying a two-pot paint with a roller I can say I have only been a very interested onlooker. How many of us have not done our utmost, only to end up with very mixed results ranging from unsightly brush marks through orange peel effect to mirror finish.

The results are related to the possibilities:-

1. get everything done by a professional,
2. do the preparatory work yourself and have the finishing coats done by a professional,
3. do everything yourself.



In the end, the cost factor as well as the challenge to accomplish this job myself prevailed over the first two alternatives. For starters I removed all fittings:-

Sliding companionway hatch with rails, wooden frame around the companionway, compass, log and echosounder, cockpit seats, handrails, tabernacle, foredeck hatch, deckfills, navigation lights, pulpit, pushpit, stanchions etc right down to the fairleads. In short, everything that was fixed to the hull by means of screws or bolts.

I did this on my own, but it is advisable to have an extra hand for this phase of the work to hold the nuts steady. I had to resort to a lot of improvisation.

Removing the window frames was about the last thing I did. This was done by cutting through the rubber. The locking inserts just about disintegrated: they had become so brittle.

All the gear was quite a carload and it was stored in the largest bedroom in the house which I had turned into a workroom.

To prevent too much sanding dust from entering the interior I stuck clear plastic sheeting to the insides of all apertures. This was followed by a good clean up with hot water, sponge and chamois leather.

Although the hull was extremely tarnished, at some point in its life it will have been waxed. Since I didn't have any way of knowing what kind of wax had been used, i.e. with or without silicones, it had become important to degrease the hull very thoroughly. I have heard that silicones cannot be removed and that they manifest themselves only after painting when the coat of paint tends to contract into droplets. A 'silicone pill' hailing from the car industry solves this problem (neutralisation). I didn't need to use this 'pill', but it is good to know that it is available.

I used two half-litres of De IJssel's degreaser. Half a litre [≈ 1 pint] goes a long way and the second half litre can be used after I had finished sanding the hull.

After this it was all sanding, sanding and S-A-N-D-I-N-G !

I started with the superstructure. Everything was done by hand, as this is the best method. In the first instance I started off with 3M Pre-cut 180/220 sandpaper. In days gone by I used a much finer grit, but this is definitely not recommended. The adherence on a finely polished surface is much less. Besides the present-day paints have much improved characteristics with regard to flow and coverage so that the fine circular abrasions assure a perfect "key".

Deck and cabin roof were treated with "Scotchbrite". Thus the structure of the raster was cleaned up without actually affecting the pattern. After the topsides came the sides of the hull itself. This job is a shade more "pleasant". The first day I sanded till I was dead sick and at half past four I crawled dizzily into the car, half nauseated. A good half-mask respirator with dust pre-filter (≈ NLG 100.00) is essential. The simple paper masks are useless, certainly for spectacle wearers. The sanding took five days with about three for the topsides. In the meantime and on the last day some repairs to the hull were finished off using a two-pot filler from De IJssel. Several holes in the cabin roof were filled. Due to rapid curing and hardening, sanding could be done shortly afterwards. All in all the damage wasn't too bad.

On the sixth day everything was re-checked, cleaned and once more degreased.

It was mid-August 1992. The last boat had left the hut. The Vega was moved to centre stage and I had the whole place to myself. A very luxurious situation. A work table was made with the aid of a couple of trestles. I was going to start on Monday.

Before actually starting the painting operation I had acquired professional advice as to which type of paint I could best use. The commonly known marine brands are:-

Sikkens, Interlux, Epifanes and De IJssel.

- Sikkens' two-part paint is ready mixed in the pot and derives its curing from moisture in the atmosphere.



- Interlux is reputed to be difficult for an amateur.
- The Epifanes single pot paint is excellent in use. I have no information on their two pot paints. (Their colourcoding is identical to that of De IJssel).
- My preference was for De IJssel's "Double Coat".

The latter was based on the experience of others and also the available colors. At the same time, and that was a very good argument, I got advice from my 'neighbour', the Moverbo Yard in Waalwijk, where another Vega was laid up. This firm peels and spraypaints polyester and uses De IJssel products. They gave me excellent advice and so I also bought my materials from them.

It was my aim to restore the Vega to its original state. That is why the two-tone color scheme was maintained. For the superstructure I chose a shell tint (# 829), practically identical to the original color. And for the hull an off-white (# 839). I was advised against using pure white as this would give a very glaring reflection of the sun's rays.

To give everything two complete coats of paint the deck and cabin roof would need 3 litres (5½ pints, ≈ ¾ U.S. gallon), while for the hull 2 litres (3½ pints, ≈ ½ U.S. gallon) would be adequate.

The instructions on the tin state how the polyester D.D. paint should be processed: "30 minutes before use mix 2 parts by weight of Double Coat with 1 part hardener. This gives a paint with a 4 hour pot-life".

On Moverbo's professional advice I did not adhere to the maker's instructions. The paint starts to cure as soon as the mixing starts. The paint can be applied after a few minutes reaction time using a roller and no thinners. The amount of paint to be mixed should be matched to about half an hour's use. A new roller should be used every half hour.

I used a fine grade 'moltoprene' (= type of foam) roller, rounded off at both ends. Thus any roller marks are avoided. Single ended rounded tip can be used also, but then it should not be used on the side which has still to be painted. Round end on painted side. I must have used at least 15 rollers.

Temperature, of course, is a very important factor in determining the end result. The ideal temperature is 20°C (68°F). It is said that a few degrees higher or lower have an immediate effect.

To do the paint job I had taken a week's leave and the temperature was ideal, i.e. 20°C.

Monday

The week's work started with masking the hull with tape where it bordered on the deck. All fittings had been removed. Only the heads of the deck bolts were visible. These are difficult to cover up with masking tape. Preparatory work was done at home with a pair of spring compasses and by drawing 17mm [²²/₃₂"] diameter circles on a sheet of adhesive-backed plastic. I then cut these out and gave each an extra radial snip to the center. This resulted in tiny cones to be stuck on the bolt heads. I made about 60 off. Stupid work, good for a Sunday afternoon.

Using some degreasing solvent I went round the upperworks to remove the last bit of dust. This operation was repeated once more, this time with a tack rag. It is important to make a "campaign plan", i.e. to go to work systematically and not to find yourself hemmed in by fresh paint! On the advice of Moverbo, painting could be done in sections. To this end parts could be taped off with a thin tape, e.g. the gangways. The tape could be removed the following day and the tiny ridge of paint sanded flat and work could continue from there on. I did the superstructure in one go. Deft application is the word. It is handy to have a helping hand to provide you with new paint every halfhour and new rollers in between times. In the gangway near the fairlead a roller got its tip torn, it disintegrated and left a mess of bubbly crumbs on the fresh paint. A quick wipe, a few brush strokes, a new roll and I was off again.

Tuesday

The paint was lightly sanded (# 280/320). In the afternoon I tackled the hull (off-white) for the first time. Took me about half an hour per side.

Wednesday

Sanded hull lightly. Continued with the superstructure. If I were to apply a second coat the raster pattern of the deck parts would be largely lost. So I did these separately. For the second coat I went for the smooth parts first. It took quite a bit of time to mask everything off. The round corners of the cabin roof and the deck could not be done properly with tape. For this I had to prepare masks from plastic sheet with adhesive backing. A masking piece was made by laying the plastic over the position in question and marking on it the start of the curvature with my finger nail. These were made in pairs and coded, e.g. <deck SB'd fwd.>.

After applying these masks everything was cleaned once more, finishing off with the tack cloth. Take a deep breath and start again.

During the sanding of the sides some earlier repairs in grey-coloured epoxy filler had come to light and these were





slightly visible through the first coat of paint. As I did not want to run the risk of these showing through the second (final) coat I gave them an extra touch of paint.

I myself had used De Jussel's "IJmofix", a 2-part white filler.

Thursday

The first thing I did that day was to shin up the ladder, remove the tapes together with the masks and to "caress" the smooth glossy surface. The result was phenomenal, no drips, no brushmarks, just a pure mirror-finish.

In order to restore the partly lost (non-skid) pattern of the deck it was necessary to add some non-skid additive to the paint. Although De Jussel had this in their range of products, I used two small bags of similar stuff which had been given to me by a couple of painters who had just finished a Valk sailing cruiser. It was from Interlux, sufficient for 750ml [1 1/2 pints]. I had experimented a little with this the day before, adding these very fine polymeric spheres to the paint. Having mixed them I applied some on the foc'sle hatch cover with a brush.

The non-skid effect was good, but it is imperative to mix the correct amounts and not to rely on judgment by eye alone. The mixture is brushed on and a good distribution is obtained by immediately following up with a roller.

This too gave a good result after drying and the colour blended well with the rest of the paintwork. The non-skid additive gives the gangways and the roof a matte finish and contrasts nicely with the remainder.

Finished off the hull. The gray patches had been well covered.

Friday

On this day all tapes and maskings were removed and of the deck bolts as well. These reappeared in full brilliance, thereby setting off the surrounding paintwork beautifully.

The hull was finished but for the narrow blue Vega trim. For this line I chose Sikkens' single pot "Super-Gloss" boottop paint (# 279). The necessary masking was done by first applying a narrow smooth plastic adhesive tape approx. 10mm [3/8"] wide and over this a half lap of masking tape in case I should wander too far from the straight and narrow. I used a very thin paintbrush for this.

Below the waterline everything looked OK and I left well alone.

Now that all the painting had been completed it was about time to replace all the fittings. The metal parts of the cleats, the chocks, the deckfills, the fore hatch fastener, the cockpit floor-mounted bilge pump and other odds and ends had been sent away for re-plating. All articles of stainless steel had been polished with rubbing compound before re-fitting. The alignment of the pushpit was restored and the lot polished. Some parts were so badly scratched that they had to be burnished with ever finer grades of wetordry sandpaper and compound before final polishing.

All these were bolted down again and white "Sikaflex-221" was used as a sealant.

Slowly it looked like becoming a ship again. I fitted two new stainless steel butt hinges to each of the cockpit hatch covers. The fixing holes of the old piano hinges had already been sealed.

After doing the metalwork the windows were ready for reounting. What was it going to be, new rubbers or.....?

It took quite a bit of verbiage to convince "Mrs Skipper" that the purchase of aluminum windowframes was justified. I went to Piet van Soest and collected the complete set in February 1993. With some words of explanation and together with the instruction sheets I should be able to cope successfully.

Starting with the small windows I used a file to bring the hole just large enough for a tight fit. The fixing holes were marked off, pre-punched with a bradawl and drilled 4mm [No.21]. From the inside they were drilled out to 5mm [No.8] and countersunk to suit the special nuts supplied.

According to the instructions the nuts should be lightly hammered into the polyester, but this was difficult. Neither was trying to draw them in with the bolts a good idea. But using a C-clamp with a block of wood on the outside worked OK. The large windows could be done in the same way.

Each frame consists of two U-shaped halves and, in hindsight, where they butt together it would have been better to have filed the two adjoining surfaces slightly out of square beforehand in order to obtain a snug fit. The curved window surface tends to open up the part of the joint on the outside.

Apart from this I can strongly recommend them to anyone. I had to swallow twice when I heard the price, but in the end that is soon forgotten. They are completely in the right style and match the overall renovation of the boat.

As one of the last exterior activities the ship's name was applied to the transom. I had designed the lettering myself and had drawn it on a sheet of paper. I imagined myself back at the kindergarten when I had laid the paper drawing on a sheet of adhesive plastic and I was pricking the outline of the letters through with a large pin. They were then cut out and stuck on the transom. The system works well, is simple and cost effective.