

1994 Vega International Friendship Regatta

The next VEGA International Friendship Regatta, IFR 1994, will be arranged in the the Archipelago of Stockholm in the middle of July 1994.

The previous plan, as discussed at Fredrikssund, was to meet at Malmö and sail in Öresund, but for several reasons this has turned out to be impractical. VEGA-KLUBBEN in Sweden therefore has decided to invite all VEGA-sailors - as well as ex-VEGA and other friends - to the protected, interesting and charming waters around Stockholm.

This IFR, to which we now invite you, will be very different. No military pomp as at Karlskrona, no mayor as at Enkhuizen, no vikings as at Fredrikssund. Instead we will take you through intricate labyrinths of narrow channels, across beautiful open waters to quiet natural anchorages - and here and there a small village on some island with a cosy restaurant.

We intend to make this IFR a FLOTILLA SAILING: We will start at some place with a re-union on the jetty, then sail together to some island where we can dine and dance - after a sauna and/or swim in the sea. Then we may continue to some anchorage in the wilderness and, perhaps, we will finish with a sailing parade in the heart of Stockholm. But everything will be friendly and well adapted for family sailing. For those who want to race, there will be courses along the route. The other VEGAs will sail roughly the same way and will have a good opportunity to watch the racers - and to arrive at about the same time! Of course everyone will be involved in the usual AFTER-TALK, when all the mistakes are explained and excused.

Welcome to VEGA-KLUBBEN in Sweden and to the IFR 1994!

Ingemar Bäck/

Lars Lemby

VEGA-klubben



HAPPY SAILING

Carolyn B. Head
111 Summer Village Drive
Annapolis, MD 21401

June 5, 1993

Dear Sid -

I don't know how it happened, but you inadvertently moved us "back" to Rockville, MD. (Where we do not want to be). We moved here last year and all our newsletters were coming to us at our new address. Suddenly they were being sent to our old address - so please "move" us back to our Annapolis address (where we are very much enjoying our new house, new location, and where we hope to enjoy our Vega more frequently! It is still docked at Cadle Creek on the Rhode River - only about ten minutes away.

So here we are - another middle aged couple whose regret that they hadn't sailed more on their Vega ("Viking") led to a determination to sail more and watch less and a major move with lifestyle changes from a home in which we lived for 26 years, and raised two great kids. So, you could say that owning a Vega could change one's life. It's a wonderful boat!

We enjoy the newsletter and appreciate all your efforts in keeping we Vega owners together. Please don't let the gremlins that (I swear) live in every computer "bug" you!

With our best wishes.

Sincerely

Carolyn B. Head
"Viking" #3361



May 4, 1993

Sidney A Rosen
10615 Whitman Circle
Orlando, Fl 32821
USA



Dear Sidney,

Thanks again for the many and interesting *Newsletters* you are so faithfully transmitting. I include in this letter \$20 in the hope that this shall keep the flow of information going. The Swedish Crown is now depressingly low, but even so the cost of \$20 can in no way equal the value of the information and the feeling of comradeship. And the wind is still free!

Last time I wrote about what might deteriorate by age on the VEGA. Since then I have heard of another example.

One member of the Swedish VEGA Club told me that he had done the BIG JOB, i.e. lifted off the deck-cabintop-cockpit from the hull (and replaced it!). Among other things he found that the nuts holding down the "chainplates" had eaten halfway through the strip of aluminium that conveys the load on these nuts to the turned-in top strip of the hull. See illustrating figure **A**

The piece of metal is presumably intended to distribute the pressure. On my old boat it is - as it was on the boat of my friend, a straight piece of Al, rectangular in cross section. On later VEGAs, I believe, an L-shaped profile was used. Both are really inadequate for the purpose: Too flexible and too soft.

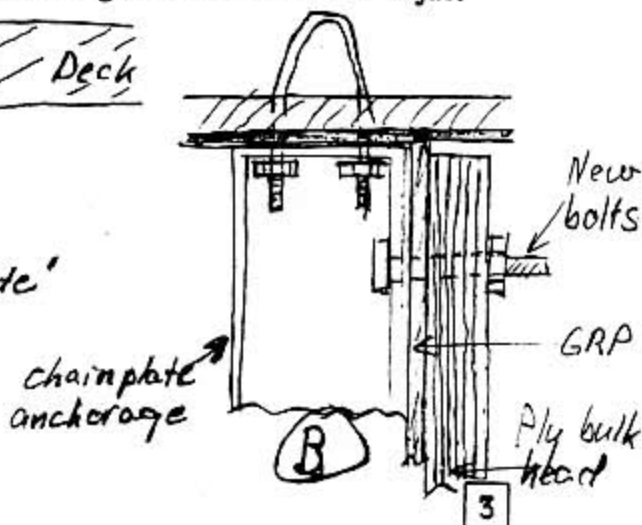
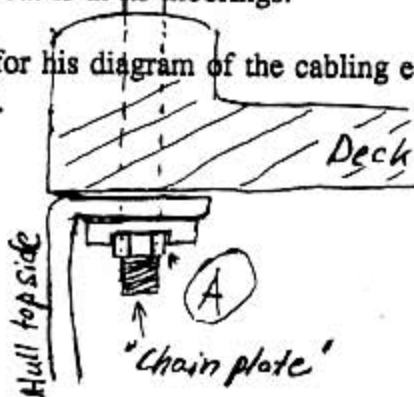
On IMARI (VEGA no 7) I have mounted "inverted suspenders" of stainless steel, modelled and shaped to fit, for the top and aft shrouds, and I am working on the other ones. See figure **B**

In order to give my old lady an easy time when she is resting I have also fitted bottlescrews with special handles to facilitate adjustments. Before I leave her at the jetty I open up 7 turns on each top shroud, leaving to the lower shrouds to hold the mast in place as long as the boat is at its moorings.

Thanks to Richard Edmonds for his diagram of the cabling etc. in No 2-93. I am just working on a similar solution.

Regards,

Lars



Lars Lemby is one of our members & heads the Vega One Design Association in Europe

It works !

166 Maple Street
Guelph, Ont
Canada N1G 2G7
1993 - May 27

Sid -

Just thought you should know how well our newsletter works. You put a notice in it that I had a reversing gear and prop to give away. Bill Etheridge in Hampton, Va took them and said he would hang onto the parts he did not need. Jack White, who lives in Dover Delaware, had a broken prop and contacted me and I referred him to Bill. So, Jack will apparently end up with the prop. You see, we have a whole bunch of Vega people who keep in touch with each other through the newsletter. Keep it up!

We are committed to cruise down the east coast this autumn since we have now sold our house here. Our old mailing address will still work.



Best wishes!

John
John Sprague
#1492 "Flagfish"

• **Vega Polo shirts**

Daniel Flaherty has a friend who does embroidery work on shirts. If there is sufficient member interest Dan would commission him to embroider the Vega insignia in red and black on polo shirts. It would be an all cotton or a cotton/poly mix white collared polo shirt with the Vega V and star embroidered over the left breast. Anyone interested? If so, please contact :

Dan Flaherty
10-11 162nd Street
Whitestone, NY 11357
Tel: 718-767-4567

**DAGEX** PROCESS SEPARATION EQUIPMENT

90 LORD SEATON ROAD,
WILLOWDALE, ONTARIO, M2P 1K5
PHONE: (416) 223-8637
FAX: (416) 733-4453

April 16, 1993

Mr. Michael Edmonds
14 Marlborough Road, Aldbourne, N.
Marlborough, Wilts, UK SN82DD

cc Sid Rosen

Dear Michael,

In the Feb. issue of our Vega Newsletter, I read your bit of information on the automatic lubrication of the Combi unit. Am I correct in assuming that this lubricator is a pressurized throw-away-can much like an aerosol can. I remember seeing such a lubricator some years back but never took much note. In any case I would appreciate if you could send me the address and if possible a brochure. This is the lubrication point about 7 o'clock on the side of the Combi unit?

While writing, I must describe some of my operating experiences (all bad) with the MD6B and Combi unit.

In 1988, while backing my first Vega out of my slip, I became entangled on an old mooring line which had slipped down the piling into the opaque water and was out of sight. The line wound around the propeller and drew the boat down about 8" before the motor stalled. The propeller screwed itself up the shaft and split the racking gear. Fortunately insurance paid for most of the loss.

From this experience I am extremely cautious when the engine is running because, as you know, the Combi is always rotating when the motor is running.

My second experience occurred two years ago when my son was using the boat. I keep the boat tied up in a lagoon during the summer months when I am up north.. Evidently some plastic trash floating about had come up against the water inlet causing the motor to overheat - scoring the cylinder wall sufficiently to cause loss of compression a few hours of running time later. The engine was shut down immediately when it started to blow steam and was not turned on again until the next day. Of course it ran fine since the blockage had probably floated away. Sometime later the damage manifested itself. I expect that if the motor had been turned on a few minutes later and the trash had floated away, then the block and/or head could have been irreparably damaged. On this occasion, the insurance company was not quite so generous but did very kindly share some of my coast since the motor was the some 15 years old.

How long will an MD6 last? Probably for tens of thousands of hours. In the repair, we decided to put in oversize pistons .020" larger diameter than the original. This cost about four times as much as regular pistons. The block was rebored and new main bearings

(continued)

(continued)

installed. Total cost was \$4200 US including labor and included all parts which may have been adversely affected by the previous high temperature. Cost could have been reduced by six or seven hundred dollars by just redoing the one cylinder which was scored but it seemed like false economy. I examined the block and the head when it was disassembled and it was just not corroded. The injectors which showed signs of corrosion were replaced on a later tune up. At this time the fuel tank which produced about a quart of emulsified diesel-fungus-water mixture was cleaned out.

Usually a Volvo dealer will be able to source a used block or head which can be purchased in order to do this kind of repair.

Also, I understand that if you do wish to repower with a Volvo, that Volvo offers a transition frame for about \$300. matched to the 2000 series engine so that change out is greatly simplified.

Regards

Gordon Griffiths

Griffith hull #3216, Padre Island, Corpus Christi, Texas



cc Sid Rosen

Vega International friendship Regatta

Statement of Interest
(please return not later than Nov 30, 1993)

Lazlo Szönyi
Gamla Tyresövägen 327
122 36 Enskede
Sweden

I would like to participate in the IFR 1994 in the Stockholm Archipelago. July 1994

Number of participants _____

I (we) would like to crew on a Vega _____

Name: _____

Vega # _____

Address: _____

Engine Information requested

1011 162nd Street
Whitestone, NY 11357

June 1, 1993

Hi Sid -

This past spring was a busy one for me. I had to install A new cutlass bearing, and as you know, it meant disassembling the Combi. The article: "Combi without tears:" was very helpful but even with it there are many things to be learned or figured out. A list of tools to have on hand before one begins would have been very helpful. Without such a list I had to make several "runs" to the hardware store to get what was needed.

Still the job was done and putting the Combi back together again was easy as was lining up the teeth on the operating sleeve to insure "neutral" is really neutral.

The old Volvo MD6A chugs away like it will never quit but I know that someday it will. I've been looking at and pricing engines like the 18hp Yanmar and Volvo. It looks as if I can expect to spend about \$6000 on the engine and transmission and several thousand more on labor unless I want to try to tackle the job myself. I am just crazy enough to try and am fairly well mechanically inclined. But, I would like to know if any of our readers attempted this job themselves. If so, what advice they would have for me. Does the 9 hp workwell enough or should I consider the 18hp one? (It seems like you can get the power for very little extra money!) Also, can anyone recommend the Volvo, Yanmar, Westerbeke or another make engine? Is one easier to mount than another? Will I have to spend time or taking away fiberglass from the engine beds? I have a lot of questions and would appreciate hearing from anyone who has switched engines. My telephone number is (718) 767-4567 (New York)

Take Care & happy sailing!

Dan Flaherty

YABBA DABBA DOO



ADVICE NEEDED

P.O. Box 696
Taos Ski Valley, NM 87525
6/4/93

Dear Sid -

I have enclosed a sketch of the persistent drip/leak that runs through the old battery compartment in the cabin sole of my 1977 Vega (sail #3278).

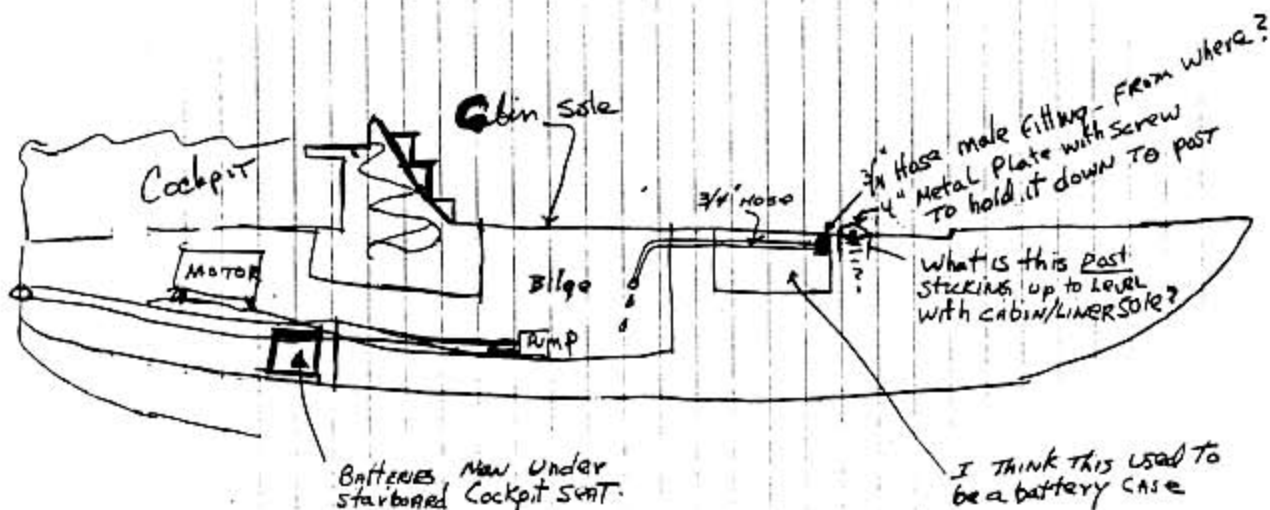
I hope that one of our members can shed some light on just what is being drained and where the water comes from.

Kenneth D. Burkette

Ken

"PRUDENCE"

Vega Hull # 3278
1977



May 20, 1993
4418 Route 309
Schnecksville, Pa. 18078

Dear Sidney,

I am enclosing my check to cover the initial membership fee, and a burgee. I enjoyed the letters of other vega owners which were in the newsletter you sent.

I have accomplished all of my boat maintenance and upgrades by myself. I spent approximately \$1800. and 3 weeks on the topside improvements - using all Interlux Epoxy products. I sealed the deck, patched all small holes, scratches, and surface cracks by hand and finally applying two coats of the Interlux Interthane - two part polyurethane paint. The entire job turned out very good- but I'm a finicky finisher. I got to patch and seal the gunwales and apply one coat of the finish paint before running out of time. This Interthane Plus is extremely glossy and reflects a good deal of infrared (heat) energy falling on the deck, resulting in a cooler interior during the summer months.

I also got to patch the small scratches, gouges, etc. in the leading edge of the keel, and that looked in new condition when I finished. I noticed a small increase in light air performance when we finally got "Good Things" back into the water.

Three years ago I rebuilt the head of my MD6A diesel engine, spending about \$750. I used the same old valves but replaced the valve seats and lapped in the valves by hand. The engine works good, but I will probably be needing a few parts from time to time.

I'm a Boat/US member myself - please send whatever papers are needed for the additional discount.

I have to run now

Sincerely,

Victor Lees
Victor Lees
#1813

