



Cheers! - Welcome Aboard!

Michael & Wendy Walden
2417 Murrell Road
Santa Barbara, CA 93109
Tel: (805) 966-5233
#81, "Wendy Sue", 1967
Moored: Santa Barbara Harbor

Robert & Lois Ponzetti
4503 Rose Street
Schiller Park, IL 60176
Tel: (708) 678-3787
#2929, "Magic Monkey", 1976
Moored: Azarian Marina, Racine WI

Shawn & Sharmon Rock
258 N. Aberdeen Avenue
Wayne, Pa 19087
Tel: (215) 687-0144
#265, "Vindfalle" 1968
Moored: Shipwright Harbor, Deale, Md.

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

Richard LeBlanc
422 Montrose Blvd
Gulf Breeze, FL 32561
Tel: (904) 932-7732
#1327, "Zig Zag", 1971
Moored: Gilmore Bayou, Gulf Breeze, FL

We've lost a friend

We are saddened to learn of the recent death of our long time member Pierce Reed of Rexford, NY. Pierce put up a gallant two year struggle against cancer and died at home surrounded by his family. Our condolences to Pierce's wife Pat and the Reed family.



• Stuffing box grease

For many years we had been stocking limited quantities of a stuffing box grease especially compounded for our Vegas. We recently discovered that our supplier is no longer in business. Obtaining good grease is still a concern of our members. If you have been using a satisfactory product, please write the editor so that we may spread the word to other members.

Indian Point
St. Margaret's Bay
P.O. Box 21
Tantallon, Nova Scotia
CANADA, B0J 3J0
July 16, 1993



Dear Sid,

Thanks for your last letter and the burgee we ordered. For your records, we have a new telephone number (903) 823-1400. If any Vega sailors are cruising Nova Scotia waters, I would invite them to sail St. Margaret's Bay and stop and visit. ALCYON is the only Vega moored in French Village Harbour so we aren't hard to find.

Speaking of cruising Vegas, we saw one flying Canadian colours anchored in Roadtown harbour, British Virgin Islands, this last February. By the time we got our charterboat and went looking for her, she was gone. If anyone knows of this Vega (we didn't make out her name) we would love to correspond with her crew. We hope to sail ALCYON down that way some day and could do with some advice.

Hopefully ALCYON's mechanical overhaul is drawing to a close. After finishing the diesel, I went at the Combi. The usual complement of new seals and fresh grease was needed. Upon pulling the shaft and propeller, the bronze operating sleeve was found to be badly worn in the vicinity of the stuffing box. I had a new sleeve fabricated from a length of 3/4" SCH 40 stainless steel pipe by a local machine shop (25mm tubing is what's really called for, but it is impossible to find). The cost was about CAN \$250.00 as they had to turn the pipe down to 25mm as well as cut the tread for the prop on the end.

Now I'm attending to the myriad of little tasks that fill my TO DO list. I had water leaking in around the screws that go through the side of the cabin into the trim board on the inside. These were removed, caulked and reinstalled. After reading Lars Lemby's letter on aging Vegas, I checked my bow plate (where the forestay attaches) and, sure enough, found cracks. This will have to come off and be rewelded.

As I check off each chore 'done' we are hopefully getting closer to doing some serious cruising. Heaven forbid but some have suggested I like working on ALCYON more than sailing her. . .



Regards,

Jim Logue
ALCYON * 2012



27142 Schooner Way. R.R. 1
Pender Island B.C.
Canada V0N 2M0

Dear Sid.

Thanks for your letter; always nice to get a letter from the "chief!" I'm somewhat surprised you want to know details about "Walkabout's" new cabin windows-I had some negative comments about them when the boat was moored at Westport Marina, near Sidney

First thing was to get the old glass windows out-easy enough. I then put one on some thick cardboard and traced the outline of the glass, $7 \frac{1}{8}$ high by $50 \frac{5}{8}$ long. I then had to decide how much overlap I wanted, and decided $1 \frac{1}{4}$ inches. Let me digress a moment; my questions about screwing on Lexan windows were met with very negative replies from the "experts" at Canoe Cove Marina. I was told they invariably leaked, and since they admitted they used silicone between the Lexan and the cabin fibreglass, I'm not surprised. I was going to do the same, until I picked up the new Lexan windows, and was told I'd better stick with my original plan, and use ordinary weather stripping, available at most chandlers. The reason is the very different expansion rates and lengths of fibreglass and Lexan. The Lexan, which expands more and faster, simply slides over the weather stripping, but would tear the silicone.

I arrived at $1 \frac{1}{4}$ inches overlap because the weatherstripping was only available in $\frac{1}{2}$ inch and $\frac{3}{4}$ inch widths. (You could of course use 1 inch) So in order to get $1 \frac{1}{4}$ inches of overlap I had to add $1 \frac{5}{8}$ inch on to the tracing of the old window on the cardboard, the reason for the difference being of course that the old windows are smaller than the rough opening in the fibreglass. I now had the patterns for the lexan windows, which are $53 \frac{7}{8}$ inches long and $10 \frac{3}{8}$ inches high. Cost for the two pieces of Lexan was \$110 Canadian. I chose $\frac{1}{4}$ inch thick, as the only alternative was $\frac{3}{8}$ which I considered perhaps unnecessary for cruising in this area.

Incidentally, the reason for using two layers of weather stripping, one outside the other is simply that one layer 1 inch or $1 \frac{1}{4}$ inches wide would be just too difficult to tape around the ends of the windows-it wouldn't lie flat.

After taping the two layers of stripping around the opening, one has to decide how it is to be screwed or bolted on. I chose #8 1 inch s. steel tapping screws, which were screwed into the fibreglass. The reason I didn't bolt it on was because you have to have some way to hold the nut on the inside, while you're outside; anyway, it's simpler and quicker to screw it on.

Now, as to the hole size, etc., I measured the Lexan cool, and after lying in the summer sun for a while; the difference was $\frac{3}{16}$ inch. To mount the window I held it in place with one hand and drilled a $\frac{1}{8}$ hole through Lexan and fibreglass; then widened the hole through the Lexan to $\frac{3}{16}$, so the screw would pass through easily, and screwed it into place. Then the same at the other end so the window was in place. Now drill holes right around, with the $\frac{1}{8}$ bit. No one seemed to know how far apart to drill the holes, the Lexan dealer suggested 4-5 inches, but I thought the Lexan bent too much at that distance, so I settled on 3 inch centres along top and bottom, and $2 \frac{1}{2}$ inches around the ends. After all holes have been drilled, take the Lexan off the window opening and widen the $\frac{1}{8}$ holes, to take care of the expansion. The sizes in the diagram are the ones I used, but it's anyone's guess-certainly I have allowed for plenty of expansion, but while the holes at the ends are big, ($\frac{9}{32}$) the finishing washers on the screws are much bigger.

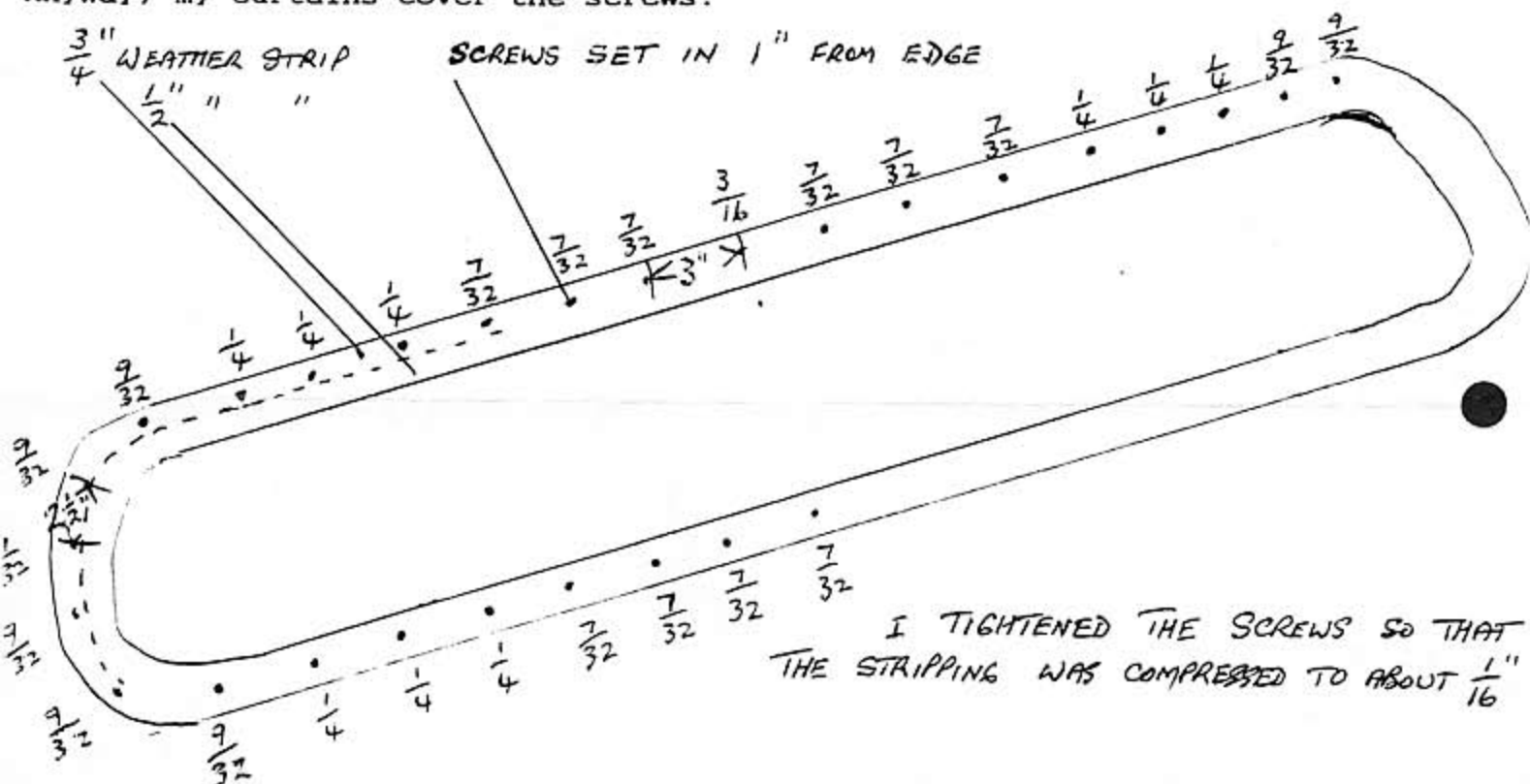
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I used black weather stripping, so the window would appear to retain it's black border; as for the sight of the screws and finishing washers, I don't mind but they could be painted black. I don't think it's worth it.

This solution, while not the prettiest, is certainly the strongest and easiest way out; the second cheapest (you could use plexiglass, but why, when you can use Lexan) It's also easy to fix if anything does go wrong, but I haven't had a drop of water in, and the same system on my truck canopy has been perfect for 3 years now. Incidentally, the weather stripping I used was $\frac{1}{4}$ inch thick.

The screws came through a bit too far on the inside of the cabin when they were tightened, so I cut them off with bolt cutters and filed the edges, but they should stick through a bit, for the time you have to install new stripping. Anyway, my curtains cover the screws.



The enclosed photo shows "Walkabout" during her recent haul out for bottom paint and repair to a small leak around the rudder post. No sign of a blister, not bad for a 23 year old boat! Several people admired her lines.

No, Sid, as regards the dodger I just have the ordinary sewn in plastic. Keep up your efforts on our behalf, they are really appreciated!

Regards,

Peter

"WALKABOUT" #707



1993-05-05

Lars Lemby
Kastanjevägen 8
132 46 Saltsjö-Boo
Sweden



Peder Grimstad
119 W. 17th Ave.
Olympia, WA. 98501
U S A

Dear Peder,

Many thanks for your letter.

I have read in the VODA Newsletters that you over there have had a lot of problems with the stuffing box. It leaks, it stops jammed etc.

True, we also have encountered a few problems here but not to the extent you seem to be having. I will try to explain my experiences as well as I can, though I find that "mechanics" was not a part of my schooling in the English language.

The basic designs are as follows:

The original box has two gliding bearings both situated aft of the chamber containing lubricating grease. This means that these bearings will be poorly lubricated. The aft one may be water lubricated (if that functions).

At the aft end of the box is an "O-ring", springloaded, that should be mounted so as to keep out the water that enters from the stern along the manouvering tube into the short rubber hose connecting the stuffing box to the stern. (Water must enter this far because the bearing at the aft end, where the prop. shaft and the tube leave the hull, is water-lubricated.)

At the front end of the box is another "O-ring", the purpose of which is to keep the grease in the box.

This box should be filled with a rather soft grease, which must not be applied with too much pressure, because that would press out the O-rings. (The forward one would yield first.)

What, then, can go wrong with this?

The first things to wear out are the O-rings. These must then be replaced and this can only be done by dissembling the combi set-up, pulling the prop. shaft and tube out aftwards and mounting new O-rings on the tube. If this is your solution it is wise to add a few spare O-rings abaft and forward of the box. (Make sure that the springs in the new O-rings are made of proper stainless steel!) There they can sit and rotate with the the prop. and when needed you would only have to prize out and cut away the old ones.

The next problem would be that the O-rings have worn out a groove in the tube itself. Then you will have a dripping leakage when you run the engine at normal speed, i e where the wearing will be most aggregated. This type of leakage one can live with. If you don't fancy to pump out your bilges after each engine run, you could install a bilge pump that goes on with the engine. When the engine is off, you would put the prop in "sailing position". Here there will

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be no wear on the tube, hence no grove and no leakage.

Now, as time goes, you will find your old manouvering tube so badly groved that you decide to replace it with a new one. Then you will probably choose to get a new type of stuffing box as well. The type offered by VEGA Marine has two advantages over the old one: The first is that the chamber holding the lubrication is situated between the two foremost gliding bearings. (This box has 3 bearings.) The two forward bearings will therefore be better lubricated. The other advantage is that there is (at least on the one I have bought) an extra packing (a grease-loaded piece of string held in place by a screwing device) at the forward end that can be tightened or replaced without dismounting anything.

This type of stuffing box should be filled with a thickly floating oil, type outboard engine gear-box oil. It is convenient to put a small container above the stuffing box, e g on the forward-aft bulkhead under the cockpit floor, and lead a hose to the box. Make sure that no air-bubbles can get trapped to form a lock. (Bleed through before you attach!)

When you procure a new manouvering tube you may encounter problems. It is essential that the outer diameter of the tube matches the gliding bearings in the stuffing box. If the fit is too tight the bearings will jam. We have measured differences in diameter between various types of tubes, reported to be of the same diameter, up to 0.04 mm - sounds awfully tiny, doesn't it - and this will be enough to spoil the game for you. So match the bearings in the stuffing box to the tube and make sure that the fit is as it should. When you put the prop. shaft into the new manouvering tube apply grease generously. Beside its lubricating function it will also prevent water from entering from the propellor house along the shaft into the combi set-up. (The prop. house should also be filled with grease for the same double purpose.)

Finally, you have the problems of disembling and re-assembling the combi set-up. This I have done several times (it takes only a couple of hours when one knows how to do it, but - alas - one forgets so quickly), but as I have a petrol engine and a very old boat my advice would not help you. Yet: Be sure to make notes of how things are situated before you take them apart! Make a lot of notes, also of obvious and simple things! Use your camera frequently! Before you open the big nut that holds the manouvering tube to the manouvering block (the one with the cogs on the top) mark its place on the tube (I used a sharp-edged file and made a thin line around the tube). The nut calls for a 33 mm fixed spanner. To hold the block inside the "cog block" mentioned above in place (so that it does not revolve) you need a steel rod with a diameter of 11 mm. (The none business end of a 11 mm drill will serve.) Put a piece of wood against the hull side and let the rod come to rest against this when you work with the spanner. (Vice versa when you put it together again. This nut must be tightened up very hard. It turns the normal way, i e tightens clockwise.)

I have found that a pair of knee protectors, the type ice-hockey or basket ball players use, is a blessing when I am working down there below the cockpit.

Well, Peder, I hope this will solve all your problems now and for ever! Have a good summer!

Kind regards,

Lars



Installing my new Perkins '18 :

Henry Grant
2103 B S.M.C. Road
Sitka, Alaska 99835



Dear Sid,

Well after a year of procrastinating I have decided to do something about getting power in the Koinonia (#2474). I thought about different new engines, outboard power, rebuilding the MD6A, and at one point I even thought about using a sculling oar to get in and out of the harbour .

Anyway, after much deliberation my wife and I decided to get a new engine. I had checked into a lot of different engines and thought I liked the Westerbeke 18 one the best. When my final decision was made I called Stewart's Marine in Seattle and told him what boat I had and what power I had just pulled out. I asked if he thought the Westerbeke would give me sufficient power. We talked about it for a while and then he said "You know, we just got through pulling an MD6A out of a Cal 30 and installed a Perkins 18 and it fitted the old mounts with very little adjustment. He said "all we had to do was raise one end of the engine 3/4 inch and the other end 7/8 inch".

"Well, that's for me" I thought" - 18 hp, 3 cyl., popular make, and it fits the old beds"

Funds were available and the engine was ordered. The engine arrived and with the help of my grandson it was put aboard the "Koinonia". The boat was then towed to the Halibut Point Marine yard and hauled out.

The Perkins did not fit the same as in the Cal 30, but it did fit. I had to use the old flex mounts because the new mounts were too high. Also, I had to rebuild the rear engine mounts.

I had a 1" stainless steel shaft made 38" long with a flange to match the gearbox flange. This cost \$273.00 plus another \$27.00 for the nut and zinc. Then I called "Doc" Freemans in Seattle and ordered a stuffing box with a 1-1/2" hose that fitted over the 35mm stern tubs - \$75. with shipping. then I had the Prop Shop order a 14/12 three blade Sailor Prop for another \$240.00.

By now the boat was out of the water for a month. Two or three hours in the evenings after work wasn't very much - as slow as I am.

Friday, July 2nd, I decided to start the engine. I rigged up a valve to fit the end of a hose with a fitting that hooked up to the raw water pump. After priming the fuel system I turned on the water and tried to start the engine. It wouldn't turn! It acted just like the old MD6A when it froze up on me. The next day I found water on top of the #3 piston. Water doesn't compress therefore the engine would not turn over.

With the water out of the cylinders and the injectors back in, I removed the impeller from

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the raw water pump and tried again to start the engine. No water hooked up this time!

I suppose the hose pressure was too high and so it filled the exhaust system too fast and backed it up into the engine exhaust ports and into the cylinders. Anyway, it works fine now.

A lot of wiring needs to be sorted out but that can be done after I get back into the water.

My biggest worry is about the exhaust. . . It looks like the water that could be left in the low part of the exhaust hose could be possibly sucked back into the engine.

I should be back in the water by July 6th but I don't expect to use the boat until I feel better about the exhaust.

Enough for now!

Regards,

P.S. The engine cost 4800 bucks

Henry Grant

More about the previous "alternative rudder" article

"Although the construction does not adhere to the class prerequisites, I am of the opinion that it is better to modernize the Vega rather than sell it. Here, there are at least two Vegas with this construction and the owners report, among other things, of better maneuverability, lighter rudder pressure (even under spinnaker) and improved handling by reverse sailing under motor".

Walther Nerving, Danish Vega Club



●●● Urgently needed ●●●
we can't have a newsletter without news.
We have practically nothing for our next
issue. Won't you tell us about where you
went, what happened & how you coped!
Please send it to your editor **NOW !**

Copied from the German Vega Newsletter

Awnings

SID: THIS IS A COPY OF WHAT I WROTE TO
SEVERAL MEMBERS ABOUT MY AWNING.

R.R. 1 Box 1140
Brewer, ME 04412
March 29, 1993



PAUL

This is in response to your inquiry about awnings. Our awning came with our boat which we purchased used in 1984. It is not perfect, but after spending 4 of the past 6 years either cruising or living aboard in Florida, it has proven to be durable shade.

As you can see from the drawings, it is an 80" by 96" sunbrella rectangle with sleeves on the front and back. It has side and stern flaps to protect against the sun throughout the day. When not in use, these flaps can be rolled up and tied. A split in the center of the rear edge of the awning allows it to be carried further aft. P.V.C. poles are fitted through the sleeves and the center loop can be used with the main halyard to tent the center.

The awning sits atop the boom so cannot be used while sailing. Five lines secure the front of the awning: one from the center forward to the mast; one to each aft side stay; one down to each mid-lifeline stanchion base. All lines are tensioned to make a slight bow in the P.V.C. poles. The side flaps can be let down and tied to the lifelines. The aft P.V.C. pole fits behind the backstay.

The awning has been up continuously for months while living aboard. It survived a total white-out squall with winds at 50 knots or higher. We have had it restitched and reinforced twice, mostly for chafe around the backstay, topping lift, and where the sleeves come in contact with the boom. Last season we recoated it with a paint-on silicone sealer which renewed its water repellency.

Although it might seem cumbersome tying all those lines, I can raise the awning in about 10 minutes. When down, it is rolled up and secured to the coach house handrails. I used an additional P.V.C. pole while living aboard for added support.

There are a few changes I might make. First, I would have removable side and rear sunflaps. In Florida, I saw some made of a screen-like mesh that blocked out the sun but allowed air passage. I would also make the flaps longer (30" ?), as sometimes we had to clip towels to the bottom of the flaps to block out the rising or setting sun. Inserting the aft pole through its sleeve was difficult because the two-piece P.V.C. pole often disconnected at the joint. We ultimately replaced it with a long, one-piece pole. Our awning is not entirely satisfactory, but we do appreciate the extra shelter it provides during rainy or sunny days.

Bill and Karen Sides (LYRA) designed a covered wagon type awning which can be used while under sail. We copied their desing, but find that it sits too low on our boat. Bill raised his boom about 6" because he is so tall, and that made the crucial difference in how his awning performed. The pattern for their awning is in the manual.

Lastly, I've had two ideas for awnings. The first would be a custom dodger, taller than the original and with a detachable cockpit awning extending from the back edge. The other would be a P.V.C. stand to be under the boom.

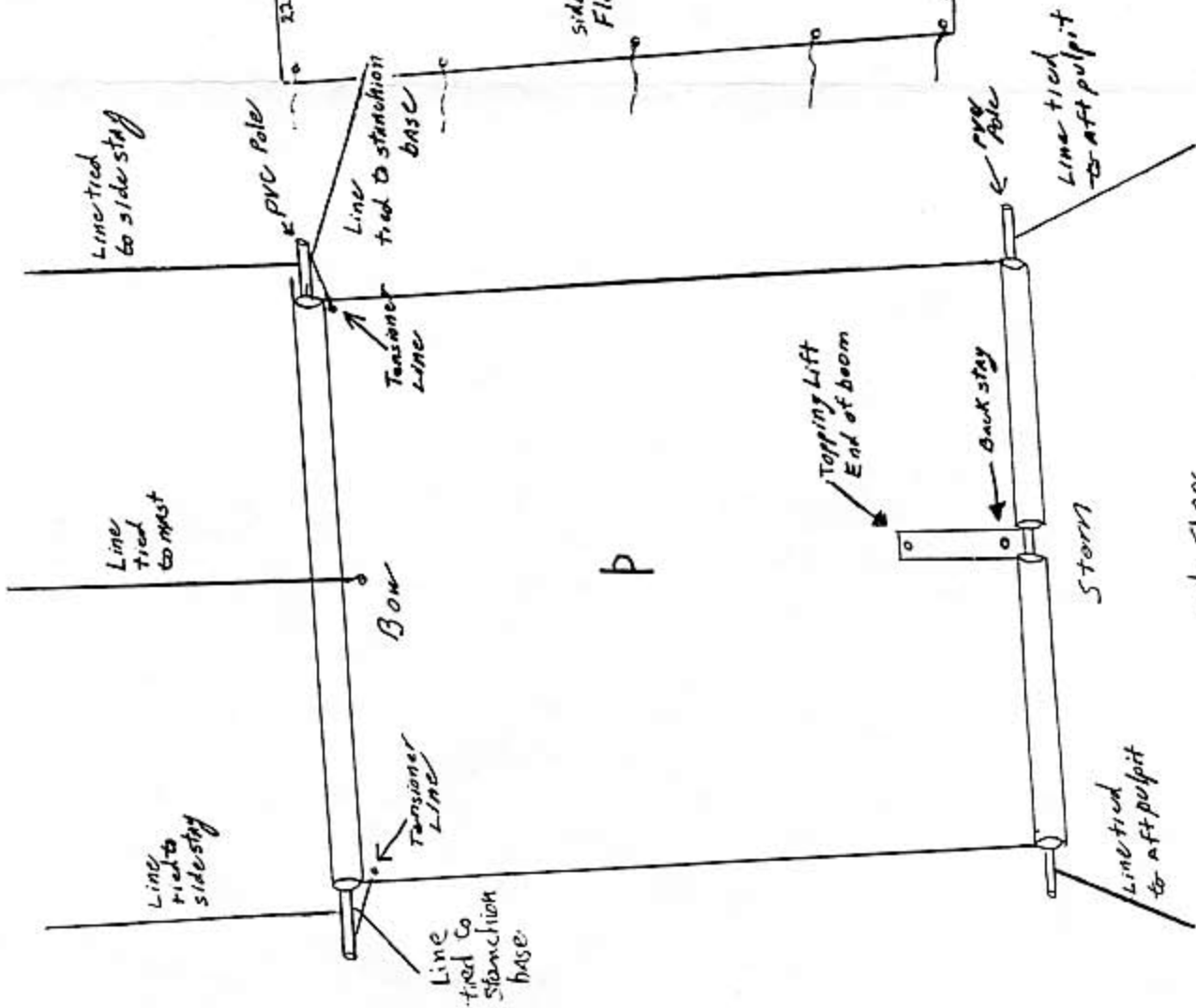
I hope this is of some help. Please let me know whether you find a succesful solution.

Smooth sailing,

Paul
Paul Halvachs
"Double Fantasy"

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I



p

II



Cockpit sole gasketing

9/9/93

very
hot
tip

VEGA NEWSLETTER/AMERICAN VEGA ASSN.
10615 WHITMAN CIRCLE
ORLANDO, FL 32821

DEAR SID,
THIS IS IN RESPONSE TO YOUR INQUIRY ABOUT REPLACEMENT GASKETING FOR THE UNDERSIDE OF THE REMOVABLE COCKPIT SOLE. THE ENCLOSED SAMPLE OF A 1" X 1/8" CLOSED CELL NEOPRENE STICKY BACK SPONGE IS OFF A 500 FT. ROLL I BOUGHT 15 YEARS AGO AND HAVE USED SUCCESSFULLY DURING THAT TIME. I REPLACE THE GASKET ANNUALLY REGARDLESS OF CONDITION.

I TALKED WITH THE SUPPLIER: MANUFACTURED RUBBER CO, 4501 TACONY STREET, PHILA, PA. 19124 TODAY. THEIR MS. SYLVIA QUOTED ME \$9.20/c - \$50. MINIMUM ORDER WITH A 3 WEEKS DELIVERY.

THE MATERIAL IS VERY EASY TO APPLY AND AS FAR AS I CAN TELL DOES THE JOB. THE MFGR'S TELEPHONE # IS (215)533-3600

HOPE THIS HELPS,

SINCERELY,

Ledge Wood
"Nausicaa"
Sail 32 11

If performance and time be the test,
The Vega sails with the best
and, she's better than the rest
Some are simply no contest,
and this is not a joke or jest.
so, end your quest without protest
and sail a boat you can't detest,
even when she's overdressed!
You'll leave her feeling most impressed.

Diana Webb

From The Vega Association
of Great Britain

The Achilles heel of Vega's, not steering in reverse
Has prompted me to say my piece and put it into verse
One solution springs to mind that's sure if not so
handsome
Just put an outboard on it's arse and steer it from the
transom.

Anon's brother

When sailing in a Vega do take a tip from me
and duck your head when down below and going for a pee
Jack may find it better to emulate his Jill
Instead of standing to perform, sit down and hold it
still.

Annon's other brother

