

# VEGA

# Newsletter

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

25 Aug 1991

VOICE OF AMERICAN VEGA SAILORS

No. 9 - 91

## VODCA Award to Art Levin

June 27, 1991

Mr. Art Levin  
100 Edgewater Drive  
Coral Gables, FL 33133

Dear Art:

It hardly seems possible that fifteen years have passed since we first met and started VODCA. As you will recall one of the primary reasons for forming the group was to pick each others brains on repairs and modifications to our boats. Out of that came the first Maintenance Manual which has been a best seller since the first edition.

Art, without your dedication and marine savvy, none of us would have had the first much less the many updated versions during these past fifteen years. I honestly believe the manual was, next to Sid's untiring efforts, the most motivating factor in the recruitment and steady growth over the years.

Now that VODCA no longer exists, it is only fitting that you should have some small memento of these years and all of your hard work. The enclosed gift was designed by me and assembled by my son Will. The credit for the suggestion of some kind of memento was Sid's. I hope the plaque is truly symbolic of your solid support of all the VODCA members.

I hope this finds you well and still at the tiller on a sunny afternoon with a spanking breeze.

With fond remembrances,

Phil Rogers  
Past Commodore, VODCA

Copy: Sid Rosen



# Welcome

## THE VEGA NEWSLETTER

NAME DICK CHUDLEY HOME PHONE (604) 537-9747  
SPOUSE LISA WORK PHONE ( )  
ADDRESS R.R. 1 MOBRAE EAST C-37  
GANGES, B.C. CANADA ZIP CODE V0S 1E0  
SAIL NO. 1742 YEAR 1972 BOAT NAME   
YACHT CLUB SALTSPRING ISLAND SAILING CLUB  
WHERE BERTHED GANGES, B.C.  
RADIO: CB  VHF YES AMATEUR

## THE VEGA NEWSLETTER

Name SPENCER BLOCK Home Phone (602) 883 2366  
Spouse's Name Kerstin Work Phone (602) 622 2711  
Address 3030 S. DONALD AVE Zip Code 85746  
TUCSON AZ 85746  
Hull/Sail No.  Year 1968 Boat Name OSO BLANCO  
Colors: Hull white Cove Stripe  Spinnaker   
YACHT CLUB   
WHERE BERTHED MOORED - SAN CARLOS, MEXICO  
Radio: CB  VHF X Amateur



## THE VEGA NEWSLETTER

NAME Daniel Flaherty HOME PHONE (718) 767-4567  
SPOUSE  WORK PHONE ( )  
ADDRESS 10-11 162ND ST. #7C  
WHITESTONE, NY 11357 ZIP CODE   
SAIL NO. 2141 YEAR '72 BOAT NAME Carpe Diem  
YACHT CLUB Beechhurst Yacht Club  
WHERE BERTHED WHITESTONE, Queens, NY  
RADIO: CB  VHF ✓ AMATEUR





## Vega Association of Great Britain

14 Marlborough Road  
Aldbourne  
Nr Marlborough  
Wilts  
SN8 2DD  
England

28th May 1991

Dear Sid

Once again many thanks for the continued flow of Newsletters. I often have cause to photocopy them to owners who write in looking for some information on subjects such as anchoring in hurricanes or installing mast tabernacles. In Holland last year I noted that most Vega had mast lowering gear fitted but only the minority had bow rollers for mooring or anchoring.

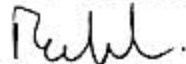
I see that Norman Meissner has had some difficulty with John Stanton. I know that he is positively paranoid about VEGA MARIN. It is understandable as John bought up all the Albin spares when they closed in the UK and he is now trying to make a living from a pool of about 120 or so yachts. Thus any sales by Henry Gustaffson are seen as taking away his livelihood. We are better off than the Dutch as apparently sales by Vega Marin are made solely through one dutch chandler.

I publicize both sources as Vega Marin has spares which are not available from Stanton Marine & Leisure (The aft plastic ventilators for example). J S issued a 5 page price list in 1985, I offered to circulate an update with my newsletters but he has always declined and says that he does not have a new version. UK members simply phone him and ask for a availability and price on an item.

I am always prepared to intercede if there is a dispute, especially as you can only contact him before going to work yourselves.

By the way we organized our first sailing workshop last weekend at Cowes. We mustered 7 Vega and Steve Sleight, who won several big races last year, coached us all in boat handling and sail trim over two days. We managed a lunchtime raft-up and a bar-b-que. No it did not rain. The Northern Ireland Group have now had an inaugral meeting with 6 Vega represented and the East Coast Group are fixing some races following a social meeting in April.

Best Wishes to you All

  
Michael Edmonds  
Hon Secretary



Chairman  
Mike Cox  
13 Bagoens Close  
London N14

Secretary  
Michael Edmonds  
14 Marlborough Road  
Aldbourne  
Marlborough  
Wils SN8 2DD

Treasurer  
Howard Piper  
16 Bading Avenue  
Southsea  
Hants

Arthur J. Levin  
90 Edgewater Drive #826  
Coral Gables, FL 33133

July 4, 1991

Dear Phil:

I had just returned home from being "at the tiller on a sunny afternoon with a spanking breeze," when I found your most welcome surprise awaiting me, which I really appreciate.

The Vega maintenance manual was a labor of love for me, and I probably benefited more than most from compiling it over the years. That it contributed to keeping VODCA going and was helpful to others was an added boon.

At my age I have gotten used to "remembering when," and the 15 years since we first met to start VODCA are full of splendid memories. I still have the same Vega that I bought new in 1972, and I still make good and frequent use of it. I regret that VODCA had to end, and I hope there will be enough interest and cohesion among current Vega owners to help Sid keep the Newsletter going. I had hoped that one of the newer people would continue to keep the manual updated, and maybe Sid ought to seek volunteers thru the newsletter.

Your momento is perfectly conceived and beautifully executed, and I am most grateful to you and Will for this splendid gift that I shall treasure, and to Sid for his thoughtfulness.

If you are ever down in these parts, be sure to get in touch. Keep well and happy sailing.

Warmest regards,



c.c. Old Rosen

The plaque awarded to Art Levin was inscribed:

"To Art Levin, If it ain't broke don't fix it"  
Editor, VODCA Maintenance Manual  
1976-1990  
With deep appreciation

**The Market Place**

What would you ask for your Vega?

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## The 'Halberg Rassy' Treatment for Tired Locker Lids by Diana Webb

As Bugle's cockpit locker lids had been attacked rather badly by the weather, not only from the top where the marine ply laminate was lifting but also along the edges where the plywood was spreading apart, I decided to give them what I call the 'Halberg Rassy' treatment of 'laid decks'. The locker lids are now much more solid and they look really fine.

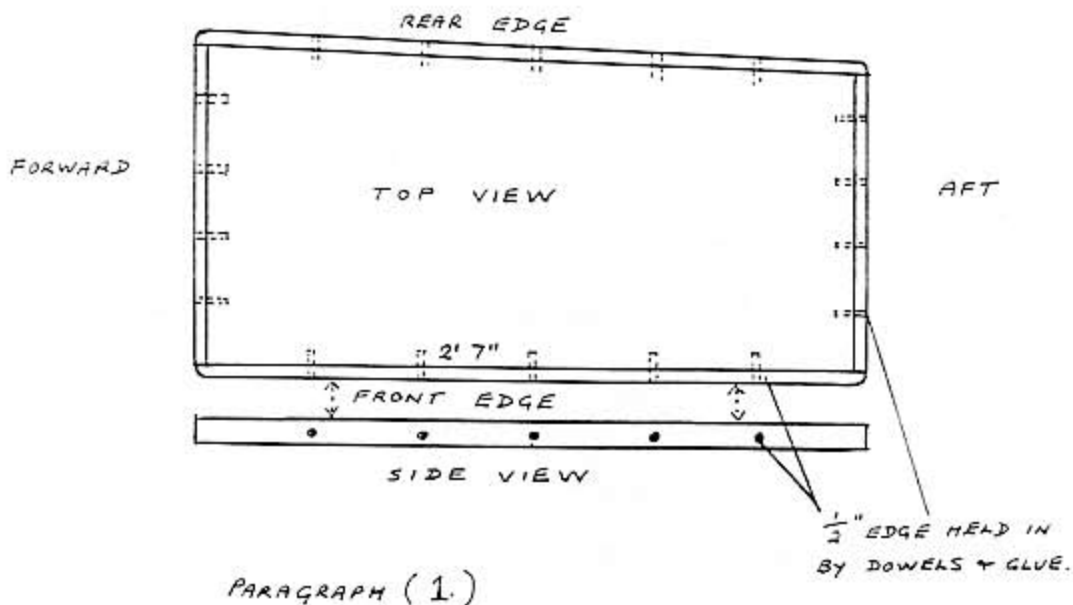
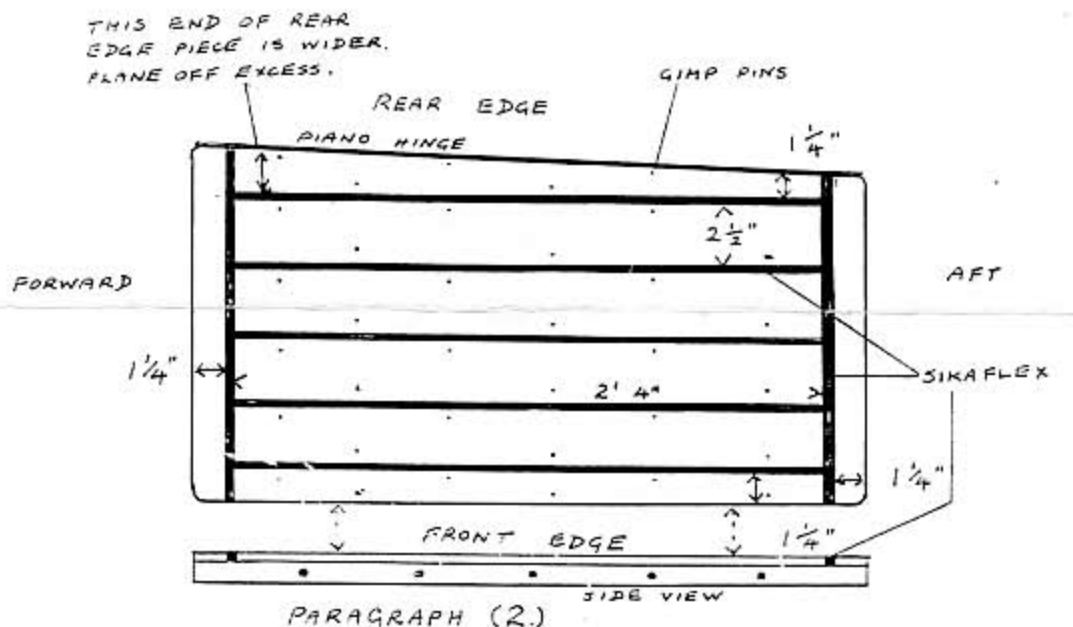
The cost was about £30 for the three lids. The hardwood came from the Richard Burrige Stand in a Payless DIY sale. I started off with 5 lengths of 2.5" by 8', and 2 lengths of 1.25" by 8'. If I needed any more I could buy the odd pieces. Two tubes of black Sikaflex 221 and Sikaflex Primer were needed and one medium size plastic bottle of Evo Stick waterproof wood glue. Also a few copper gimp pins. Don't make the mistake that I did, and buy them at the DIY store, although they label them as 'brassed' they are not brass and after a while they start making small black stains on the wood. Get them at a ship's chandler and they will be brass or copper.

1. Measure the locker lid and cut 0.5" off squarely all the way round, with a circular saw with a guide, to give you the straight edge. Depending on how thick your locker lids are, the edging strip needs to be 0.5" x the thickness of locker lids. For Bugle it was 18mm. Glue and dowel each side, allowing the front and rear edging to be the full length of the lid. I used 5 dowels on the front and rear edge and 4 on the sides. If any of the dowels are sticking out proud, plane them off later when all has set. Then round off the corners. If your locker lid does not suffer from weather penetration from the edges, you can disregard this whole paragraph.

2. On the top of the lid where the marine ply laminate was lifting on Bugle, I used a Black & Decker electric planer, and I removed 0.25" (60mm) layer by layer. After I had removed 0.25" the remaining laminate was sound all over (This also means removing some of the newly stuck doweled edging.) You are now left with a completely flat edged board. On top of this you lay the "planking" which comprises of 4 planks 2.5" wide x 0.25" thick x 2'4" long. The whole lid is surrounded by 4 narrower pieces. The piece which goes along the front edge is 2'4" long and 1.25" wide. The forward edge is 1'4" long and 1.25" wide, the aft 1' 2.5" long x 1.25" wide. The rear edge is odd. Because of the shape of the boat you have to cut the rear piece from a 2.5" x 2'4" length. At the aft end the rear edge is 1.25" wide but at the forward end it is considerably wider. Plane the excess off after fastening it. Lay the fore and aft planking first, including the front and rear edge strips. Before gluing them, make sure they are parallel to the front edge and space them out evenly. The spaces between the planks will be just over 0.25" wide. The Sikaflex will be squirted between the planks, so if the widths of your planks differ from mine, it does not matter as you can make up any differences by adjusting the spaces in between. Try to keep the spaces as uniform as possible as this improves the cosmetic appearance. Having got them parallel and evenly spaced, now glue and pin them with the gimp pins spaced along alternate edges, so that the pressure is even. If you can clamp the edges with G clamps so that there is no gap at all between the edging planks and the base, do it. Now do the same with the remaining two shorter edge pieces that lie 90 degrees to the

(CONTINUED)

parallel planks and also finish the ends off. Again leave the same space between the long edge of the shorter pieces and the ends of the parallel planks. Clean off any excess glue before it sets. When everything is completely dry apply the Sikaflex primer in the spaces and later the Sikaflex. Use the instructions for that product from the tin. Do not forget to put masking tape along all the edges, as applying the Sikaflex is the same as applying mastik and can be messy. Sikaflex cannot be removed except by sanding. So if you make any errors wipe it off and when dry, sand it clean. I suggest that you start off with the stern lockerlid as it is the easiest one to make, and if you give up after making that one, the boat will not look odd. For the final touch I applied several coats of "olly" (Deks Ole 1) and they look beautiful and are not slippery. The end result is well worth the effort.



## Recollections of the exhaust system



1250 S. Washington St. Apt 203  
Alexandria, Va. 22314  
April 2, 1991

Sidney A. Rosen, Editor  
10615 Whitman Circle  
Orlando, FL 32821

Dear Sid:

It's been a long time since we talked or I wrote. Hope you are doing well. This letter is in response to your request for information on the exhaust system in the No 4-91 Newsletter (April?).

We replaced the Volvo MD6A in Windhover (#1864) a year ago, and in the process we replaced the exhaust system. I was (too) familiar with it, so I believe I can describe it from memory.

First about the new engine. We chose a Volvo Penta 2002. This is a 2 cylinder 18 hp diesel. Weight 305 lbs. It fits reasonably well into the engine compartment with some cutting of the sound proofing foam at the top of the valve cover and at the rear to accommodate a larger shaft coupling. The higher power required a bigger propeller, so the old variable pitch one is gone. (We never had any trouble with it, but I greased it regularly and added zincs to reduce electrolysis. Backing was always a problem, though.)

We checked into Yanmar and Universal engines, but chose the Volvo partly because of lower cost than Universal, and partly because the filters, etc. are very accessible.

The original exhaust system cracked when the boat was about 10 years old, and I took it off and had it re-welded. That lasted until the engine change. The system was fundamentally a stainless exhaust tube jacketed with a heavy rubber hose about 3" inside diameter which carried the cooling water aft to a point near the transom where it was injected into the exhaust. There was a "gooseneck" just before the exit through the transom, and it had a small loop of hose to break any siphoning.

As I remember the pipe was a stainless tube (about 1.5" dia.) that went from the exhaust manifold back with a "gooseneck" just forward of the transom. It had three stainless collars welded to the straight part of the tube. These were about 3" outside diameter and welded water-tight to the tube. The middle one had holes in it, as I remember, and the one nearest the engine had a tube about .75" dia welded into it. The tube took the cooling water from the engine. I don't remember how the cooling water was injected into the exhaust tube.

The heavy rubber hose that acted as the outside jacket was merely slid over the collars and fastened with hose clamps. The middle collar may have been to break the jacket hose into two parts, or to inject the water into the exhaust. I do not remember, but I do

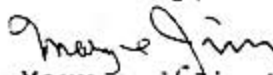
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remember that there was a plug in it to permit draining the water for winter lay up. Getting the hose off was a problem.

The casualty that made us make the first repair to the system was a hole at the collar nearest the engine which sprayed a mixture of exhaust and water on the engine. The engine was still dirty when we took it out.

We are glad to be rid of the weird battery arrangement and that starter-generator. Incidentally, I took it off and still have it. If anyone wants a good starter-generator for a Volvo MD6A, let me know. Phone: (703) 548-2959.

Sincerely,

  
Mary and Jim Hartzler  
"Windhover" #1864



—————

*A prior Vega dealer joins our ranks!*

RR1 Mobrac E. C37  
Ganges B.C.  
Canada VO5 1E0

Dear Sid,

Many thanks for your prompt reply to my letter. I am enclosing a check for membership fee, annual dues & burgee.

I did not tell you in my last letter but I used to represent Albin here in B.C., for about ten years, until the dreaded conglomerate moved in. I had an excellent personal relationship with the management at Kristinehamn. It was sad to see things go down hill at the end. I spent some weeks at the factory in 1971. They were very hospitable and took the trouble to "familiarise" me in all the steps of production. Since I have a sister in Sweden I was able to make several visits to the factory over the years.

While I was a dealer I sold some 25 Vegas and I think that Wheeler Yacht Sales in Seattle must have sold a similar number. There must be quite a few Vegas ( and potential members) lurking up here in the N.W. - I'll see if I can scare up some.

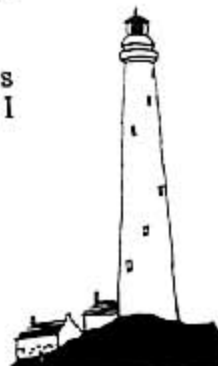
I am in touch with Tony Skidmore ("Lorna Doone") and sold Loren Acker his boat "Starbright" so we have the basics of a network locally.

I waited some years before I was in a position to own a boat of my own, but always planned to own one when the "time" came. I'm be delighted to be part of the group. If I can be of any assistance just send up a flare.

Sincerely,



Dick Chudley  
"Altair" #1742





NOR'EAST



1<sup>st</sup>

# ALBIN FAMILY REUNION

## Sept. 14, 15

*Point Judith Marina*

*Wakefield, RI*

**POINTS TO THE ACTION**



For Information Call:

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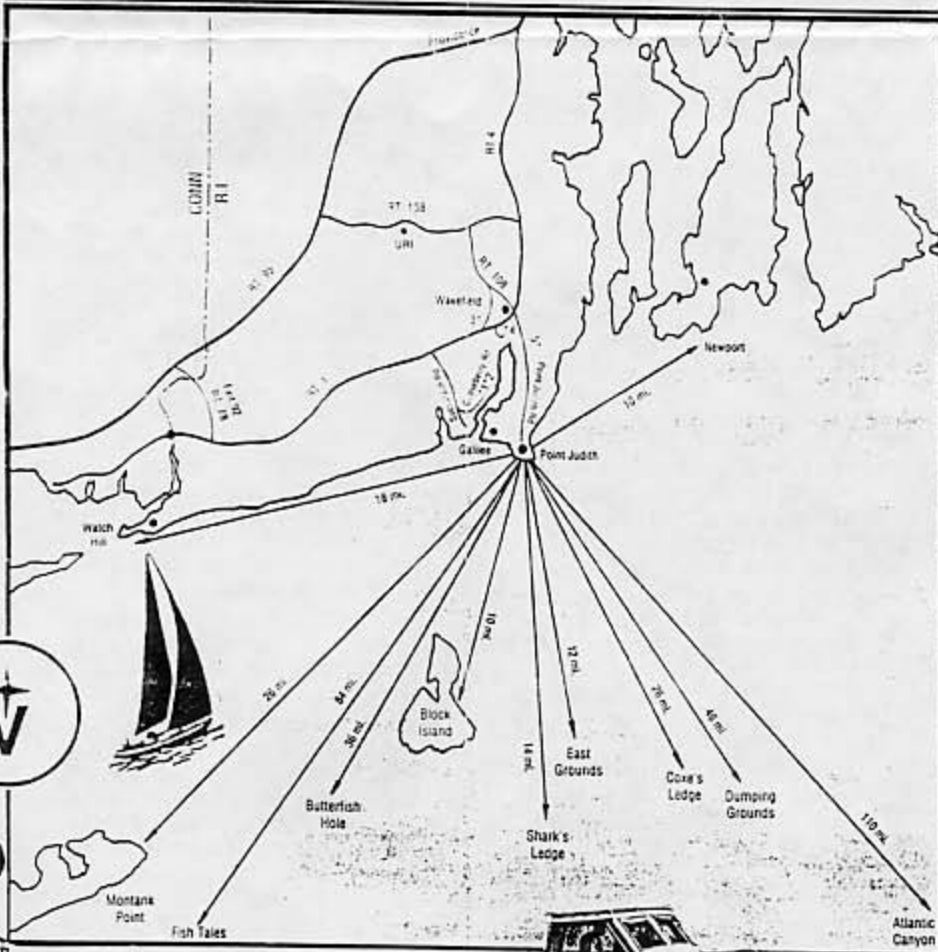
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# Bargains Ahoy!

## How to Bottom Fish for Your Yacht



### YOUR MONEY MATTERS

By DOUGLAS R. SEASE

Staff Reporter of THE WALL STREET JOURNAL

In days gone by, pirates who stole boats were hanged from the yardarm. But in today's recession-ravaged used-boat market, you needn't resort to piracy to possess a fine yacht—at current prices, you can practically steal it legally.

"You have to be aggressive and willing to insult the seller with a ridiculously low offer, but there's no question that this is a buyer's market," says Dan Spurr, editor of Practical Sailor, a publication that evaluates sailboats and gear. "There are some real bargains out there."

Consider: A brand new 41-foot Sweden sloop would cost \$350,000 to \$375,000, depending on how it's fitted out. But a 1985 model recently sold for less than \$149,000, or \$20,000 below the seller's original asking price. And the owner of a 1983 Tayana 37-footer, who reduced his asking price to \$69,000 from \$79,000 after months of no offers, finally drew a bid "in the mid sixties," says his broker.

For years, used boats have been a better deal than new ones. New boats depreciate rapidly, often losing 20% or more of their value in the first year alone. And used boats are usually fitted out with electronic and other gear that would cost thousands when added to the base price of a new boat.

The value gap between new and used has widened even more this year, since Congress levied a luxury tax on new boat purchases. The 10% tax, which some congressional leaders would now like to repeal, applies to the price in excess of \$100,000 and to any equipment added to a new yacht in the first six months of use. That would add \$18,500 (10% x \$185,000) to the \$265,000 base price of a typical 45-foot ocean-cruising sailboat.

Meanwhile, prices of used boats have been seriously eroded by a combination of factors. For one thing, boat manufacturers have continued to churn out new boats despite the fact that many vessels, especially sailboats, built in the 1970s are still perfectly seaworthy. As a result, the market is virtually saturated.

Couple that with a recession that has brought the conspicuous consumption of the 1980s to a screeching halt, and the re-

sult is a glut of used boats looking for new owners.

Walter Sullivan, president of BUC Information Services, a Fort Lauderdale, Fla., firm that publishes used-boat price guides and operates a world-wide listing service for boat brokers, says his listing service shows 16,200 vessels with a total value of some \$6.2 billion for sale on the world market this year. This time last year, about 13,000 boats were listed. The mean price of a yacht listed by BUC now is about \$310,000, while the median price is \$105,000.

"What you've got is the used boat business competing with the new boat business, and a lot of people who financed their boats upside down," he says. "Buyers now are very tough, very demanding, and if they don't get the deal they want, they don't buy."

People looking for bargains can find them in the classified and brokerage sections of boating magazines like SAIL, Cruising World and Yachting.

Don't expect every yacht listed to go for a song. Mr. Sullivan says savvy owners who have the financial resources to stick it out still won't settle for low-ball offers. "A lot of them learned a lesson in the 1970s, when they sold boats at fire-sale prices, then had to buy them back for a lot more later," he says.

Still, the advantage in most cases lies with the buyer—and there are ways to maximize that advantage.

The first rule, say people in the boat business, is to assume the asking price is vastly inflated. Most owners don't know—or don't want to know—how badly boat values have eroded.

"We're not afraid to tell a seller what we think his boat is really worth, and a fair price today is considerably less than it has been," says John MacDowell, a veteran broker at McMichael Yacht Brokers in Mamaroneck, N.Y. "Sometimes people get annoyed and won't give us the listing, but six months later they're back because they haven't had an offer."

Mr. MacDowell says that problem is becoming less common these days. "The entire boating fraternity, including the sellers, recognizes now that this is a buyer's market," he says.

Another broker suggests that if you like a particular boat, open negotiations with an offer of half the asking price. "Every once in a while, you'll find someone who is really desperate, and under those conditions you can get an enormous reduction in the asking price," he says.

Avoid falling in love with a particular boat. An emotional attachment to a sleek sloop takes pricing power out of your hands. "The psychology of buying and selling hasn't changed," says Practical Sailor's Mr. Spurr. "A good car dealer looks for buyers who are drooling over a car, and boat dealers do the same thing."

If you do make an offer, have your financing lined up. As with everything else, bankers have become hypercautious about lending on boats. A seller doesn't want to take his boat off the market for two weeks while a potential buyer searches fruitlessly for financing. Many banks and marine finance companies will be happy to prequalify you for a loan before you find a boat, leaving only the details to be worked out when a seller accepts your offer.

Also, check with your tax adviser to see if you can write off the interest on a boat loan. In general, if the boat has basic living accommodation—sleeping space, a galley and a toilet—it could qualify as a "vacation home," and the interest may be tax-deductible.

When negotiating through boat brokers, don't assume their loyalties lie with the seller even though it's the seller who pays them. Brokers make money only when boats change hands, and in a sick market like this, brokers who sense you're a serious buyer will work harder to get the seller's price down than they will to get your price up.

Once a price has been agreed upon, it's time for a survey. Banks and insurance companies usually insist on a thorough inspection of a used boat by a marine surveyor. Even if they don't, you should. A good surveyor can make even the most seaworthy yacht sound like it's on the verge of foundering at dockside. Use the criticisms to knock a few thousand more off the price—the price reduction will more than cover the inspection fee.

Of course, if the inspection uncovers any serious problems, you're free to walk away from the deal or to insist that the seller remedy the problems.

Finally, think carefully about how tough you were on the seller. A few years from now, when you want a bigger boat or your spouse is sick of sailing, someone is going to come strolling down the dock and beat you up just as badly. "There may be a few exceptions," says Practical Sailor's Mr. Spurr, "but the boat that's a bargain today will be a bargain a few years from now. too."

May 27, 1991

VEGA Owners Association Newsletter  
C/O Sidney A. Rosen  
10615 Whitman Circle  
Orlando, Fl 32821



Dear Sidney,

Wanted to let you know the outcome of my cutlass bearing change-out, and to say thanks for the consultation you provided.

My Vega (hull 404, made 1969) has had the original engine and drive replaced with a Yanmar 1GM10. The shaft size (bearing i.d.) is 3/4" which is standard, however the cutlass bearing opening through the hull (bearing o.d.) is 30 mm, or 1-3/16". This is definitely not standard for American made cutlass bearings. After a pretty thorough search through the marine supply community here in Houston found no exact replacement.

My solution this time was to have a 1-1/4 in. O.D. cutlass bearing machined down nearly 2 mm to fit the existing opening (this doubled the \$35.00 price of the bearing). A longer term solution might be to have the opening expanded to fit standard American size cutlass bearing.

However, I'm not sure this wouldn't be more of a headache than it's worth since cutlass bearings generally aren't an item one has to replace often.

You might put this question before the other owners. Has anyone ever dealt with this problem differently (like something so novel as finding metric cutlass bearings)?

Thanks again for the service you provide via the Newsletter.

*Wesley R. Smith*  
Wesley R. Smith  
5035 Cotter Lake  
Missouri City, Texas 77459  
(713) 499-7023

This is a Newsletter and we need  
**NEWS!**