

VEGA

Newsletter

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

No. 2-91

Voice of American Vega Sailors

Jan? Feb 20, 1991

National Vega Rendezvous

MONTHS AGO, WE MENTIONED THE POSSIBILITY OF HAVING A NATIONAL VEGA RENDEZVOUS IN ORLANDO IN THE SPRING OF 1991. TO DATE ONLY A FEW RESPONSES HAVE BEEN RECEIVED - TOO FEW! THIS IS NOW A SECOND CALL.

Orlando is the number one tourist attraction in the world. PEOPLE COME FROM ALL OVER THE WORLD TO VISIT DISNEY'S EPCOT, MAGIC KINGDOM, PLEASURE ISLAND, AND MGM STUDIO; ANNHEISER BUSCH'S SEA WORLD, & THE UNIVERSAL PICTURE STUDIO. NEARBY IS CYPRESS GARDENS, BUSCH GARDENS (TAMPA), THE SALVADOR DALI MUSEUM (ST. PETERSBURG). CAR RENTALS IN FLORIDA ARE ABOUT THE LEAST EXPENSIVE OF ANYWHERE IN THE U.S. DRIVE TO ST. AUGUSTINE (OLDEST CITY IN THE US), OR TO SARASOTA & SEE THE RINGLING MANSION AND THE CIRCUS MUSEUM. MOTOR ACROSS THE EVERGLADES, SEE MIAMI BEACH, CORAL GABLES. MOTOR DOWN TO PICTURESQUE KEY WEST. CHARTER A BOAT; CRUISE THE GULF OF MEXICO OR THE ATLANTIC OCEAN. THERE IS SO MUCH TO SEE AND ENJOY.

But we want you to meet and socialize with your fellow Vega skippers from all over the country.

THAT IN ITSELF SHOULD MAKE YOUR TRIP ENJOYABLE. SUFFICIENT RESPONSES WILL START THE BALL ROLLING. IF INTERESTED, PLEASE WRITE YOUR EDITOR.

②3 and counting

Don't be out on the count of "3" !

This is our 2nd request for payment of 1991 dues

Please pay your dues now!

Next month some of your fellow members will have this stamped on their newsletters -

Will it be on yours ?



LAST ISSUE
MEMBERSHIP EXPIRED
11/30/90



How do these new members look to you, Frank?

THE VEGA NEWSLETTER

Name DAVID H.W. BOLTON

Home Phone (604) 477-4516

Spouse's Name FRANCES

Work Phone (604) 386-3252

Address 4540 BUSSENDEN PLACE

VICTORIA, B.C. - CANADA

Zip Code V8N3K4

Hull/Sail No. 3148 Year 1977 Boat Name TUATARA

Colors: Hull WHITE Cove Stripe BLUE Spinnaker _____

YACHT CLUB _____

WHERE BERTHED SIDNEY B.C.

Radio: CB _____ VHF Amateur _____

THE VEGA NEWSLETTER

Name F. BARRY LINDSAY

Home Phone (604) 339-5853

Spouse's Name LEE

Work Phone () _____

Address 1807 BEAUFORT AVE - #114

COMOX, BC, CANADA

Zip Code V9N-4B8

Hull/Sail No. 721 Year 1975 Boat Name TAMURÉ

Colors: Hull WHITE Cove Stripe Blue Spinnaker _____

YACHT CLUB COMOX SAILING CLUB

WHERE BERTHED COMOX, BC

Radio: CB _____ VHF CE 8198 Amateur _____

Information wanted:

1. WHERE TO OBTAIN REPLACEMENT FUEL DRUMS FOR THE ORIGO ALCOHOL STOVE. PLEASE WRITE OR CALL JOHN RITTER
5206 EAST 131ST AVE
TAMPA, FL 33617
TEL 813-988-6026
2. EARLE SUGAR IS PAINTING HIS HULL & WANTS TO DUPLICATE THE ORIGINAL DECK COLOR. ANY INFORMATION ABOUT THE COLOR OR PAINT NUMBER WOULD BE APPRECIATED. WRITE HIM AT:
644 NEWBRIDGE CT.
ARNOLD, MD 21012
TEL: 301-757-4928



About replacing those window gaskets

Mr. & Mrs. William Sides
P. O. Box 1420
Key Largo, Florida 33037



Dear Sid:

We just finished putting "Lyra" back in the water after giving her a new coat of bottom paint and doing the few odd jobs that needed to be done. It seems strange to be starting a new boating season when all our friends up north have just finished theirs.

Although we love "Lyra" and she's as good (probably better) than when she was built, we feel that with Bill's health and the deteriorating boating conditions in the Keys, we must sell her. Since we plan to give up active boat owning (we'll charter from time to time), we will sell her with all the gear and electronics. Anyone interested in an inventory or information can give us a call at 305-451-4056.

As you can see from the clipping I enclosed, our State legislators are planning to make a Marine Reserve out of the Florida Keys. This would put ALL waters of the Florida Keys under the control of the State. The State of Florida then controls when, where and IF you can boat. The new fees proposed for Monroe County (the Keys) include: \$12 annual boat operator license (in addition to a proposed State boat operator license, a current \$50 boat license, and the new Federal user fee), a \$5 stamp for diving (in addition to the current State fishing license fee), a \$2 special stamp for the two-day lobster sport season (in addition to the fee the State already charges to catch lobster), a \$1 airport disembarkment fee on all people flying into the Keys and a \$.50 toll on all vehicles entering the Keys. Needless-to-say, none of this thrills us.

I was flattered to see my article, "Camera Care Afloat" which had appeared in Sail reprinted in VODCA recently. I've sent along a copy of my "Baking Without an Oven". I thought it might also be of interest to Vega owners since few of us have room for an oven aboard.

A word to Dick Brauer and anyone else contemplating replacing the black molding/gasket around the windows--DON'T! We did a couple years ago and it was the worst job we've ever tackled, and we've tackled some pretty bad ones. We had no problem getting the molding from Sweden, but unless one can also get the tool required to install them, the job is almost impossible. It took us three solid days and the air was purple with expletives the whole time. If anyone still feels compelled to replace the molding and wants directions, they can feel free to call us at the above number.

Best regards,
Bill & Karen Sides



Baking without an oven

To eat well and preserve fuel, use the top of the stove, says Karen Sides

If you've been denying yourself the taste of freshly baked breads, pies, cakes, and brownies because you don't have an oven or using the oven consumes too much fuel, then bake on top of the stove in a substitute oven: It's simple to do, and it's more economical than baking in a conventional oven.

By using cooking equipment you already carry aboard, you can bake almost anything on a single stove-top burner. It makes no difference whether you cook with alcohol, kerosene, or propane. With any method, stove-top baking will generate less heat and use less fuel than conventional oven baking because preheating is greatly reduced or eliminated, you're heating a much smaller area, and you're cooking over direct heat.

Substitute ovens. You have a number of options for a substitute oven—for example, using a combination of two

pots (one inside the other), placing the food directly in a thick-walled pot, or using a commercial stove-top oven. The variations on these methods are limited only by your imagination and the cooking equipment you have on board. Read the manufacturer's directions if you're using a new pot, though; some materials, such as enamel coatings, shouldn't be heated dry.

To create a simple pot-in-a-pot oven, use any two pots, one of which fits completely inside the other and leaves at least 1/2-inch clearance around the edges. A heavy-gauge (thick-walled) pot is the best outside pot because it distributes heat more evenly. Cake pans, pie pans, metal mixing

One of the best oven substitutes is a pressure cooker; use it for economical cooking or bake in it directly

How to bake bread

The following recipe will yield one loaf of stove-top-baked bread.

1/2 cup warm water
1 1/4 teaspoon dry yeast
1 teaspoon salt
3 tablespoons sugar
2 cups flour (more if needed)

Dissolve yeast in warm water. Add salt and sugar and let stand 5 minutes or until foamy. Stir in flour. Knead on a floured board for 8–10 minutes. Place dough in a greased bowl and turn once to bring greased side up. Cover and let rise in a warm place until double in bulk (1–1 1/2 hours). Punch down the dough.

Place the dough in a well-greased pan. Put it into the oven and bake over a medium-low flame (approximately 350–375° F) for 45 minutes or until the top is dry and the center of the bread springs back when pressed with a finger. Turn the bread over gently and bake another 10–15 minutes or until golden brown. —K.S.

bowls, casserole dishes, bread pans, coffee cans, or the top of a double boiler make excellent inside pots.

To configure these two pots for baking, place crumpled aluminum foil or a metal rack in the bottom of the larger pot. Then grease the inside of the smaller pot, if necessary, and fill it with the food to be baked. Place the smaller pot inside the larger one and cover the larger pot.

Pressure cookers, which many have discovered are excellent for fuel-saving economy in regular cooking,

are also great for baking. You can use your pressure cooker for either two-pot or direct baking. For two-pot baking, use it as the outer pot, but be sure to *leave the pressure gauge off* when you put on the lid. The only tricky part is finding a pan small enough to fit inside your pressure cooker.

Because of the pressure cooker's heavy-gauge construction, you can also bake in it directly. Generously grease the inside of the pressure cooker and place the prepared food directly in it. Again, *leave the pressure gauge off*.

A heavy Dutch oven is ideal for holding large batches as well as foods that require a deep container. You can bake directly in the Dutch oven or use the two-pot system.

There is also a variety of commercial stove-top ovens available. Most consist of a metal enclosure, which fits over the burner, with a rack for holding the food container. Some have built-in thermometers and collapse for easy storage.

Cooking directions. Because of the small size of a substitute oven, preheating time is greatly reduced or eliminated. If you are using the two-pot method and the outside pot is thick walled, preheat it for 5 minutes. There's no need to preheat for any of the other methods.

Adjusting the heat takes a little practice because stoves and types of heating fuels vary. Generally, a medium-low flame produces the equivalent of a 350-degree Fahrenheit baking temperature. In general, too little heat is better than too much. Cooking times vary, of course, depending on the stove and the food being baked.


If the food gets too moist inside the substitute oven, prop the cover open slightly with a toothpick.

Flipping food. Bread, biscuits, cornbread, and some other foods must be turned to cook thoroughly and brown the tops. It's best to flip them about three-fourths of the way through their cooking time. Cakes, fruit breads, brownies, and other foods are too delicate to be flipped.

If you're using the two-pot method, grip the edge of the inside pot with a pair of tongs, remove it, and set it on a heat-proof surface. Remove the crumpled aluminum foil or metal rack in the bottom of the outside pot. Generously grease the bottom of the outside pot, invert the pot that contains the food, and gently lower it back into the outside pot. Put the cover on and finish baking.

To flip food baked directly in a thick-walled pot, support the food with two spatulas, remove it from the pot and place it on a heat-proof surface. Re-grease the bottom of the pot. Invert the food and use the spatulas to gently lower it back into the pot. Cover and finish baking.

I've used these methods on board for 14 years to bake bread, cakes, pies, brownies, meats, vegetables, casseroles, even pizza. I like the simplicity, coolness, and fuel economy so much, I usually bake on top of the stove when I'm ashore.


Karen Sides and her husband, Bill, have sailed Florida and Bahamas waters for the past 14 years aboard Lyra, their 27-foot Vega sloop. They use a two-burner stove to bake anything that calls for an oven.



Immeubles J. Deakin & Assoc. Realty Inc.

COURTIERS EN IMMEUBLES REAL ESTATE BROKERS

August 27, 1990

Dear Sid,

I have attached a copy of Choice Yacht Designs' article on "A Jolly Fine Boat" by Richard Henderson. I agree with every part of his review except his suggestion that the MD6A does not provide adequate power. In any event, if you have not seen this article, I'm sure you and our other members would enjoy it.

I have the MD6A and although I have had to completely rebuild her, she pushes "Real Escape" (our escape from the real estate business) beyond her hull speed with ease.

We have just returned from a trip to the 1,000 Islands : Montreal to Kingston during which time we went through 5 seaway locks @ an average lift of 40 feet each.

We left on a Thursday morning From Ste Claire and locked through the Beauharnois locks stopping overnight on the high side of the second lock. It was very exciting going through these two locks at night - an 80 foot rise. On board I had my son and daughter 11 & 12 years and a friend of each ages 10 and 12.

The trip went well, although we had no wind and had to motor for 3 1/2 days.

I have often told people that one of the advantages of a diesel is that it will run on just about anything. . . . I proved it when the engine ran out of fuel just east of Cornwall - about 3 miles from the marina! A combination of gasoline (from my inflatable), engine oil, Vodca & rum kept her going to the marina - much smoke - but she ran ! ! ! After filling the tank with diesel I let her run for a few minutes and she was as good as new again. . . . in fact, I think I cleansed out any carbon that might have been in there.

The rest of the trip went great - beautiful weather - I returned with three friends. A "guys" trip with four sets of golf clubs and played 18 hoilles twice. Once @ Alexander Bay on Wellby Island and again @ Upper Canada Village, Ontario. We played well, the boat sailed well and a good time was had by all.

Talk to you soon.

Best regards.

- P.S. A) The sail # of "REAL ESCAPE" is 2204
B) Can I still get some of that grease stuffing box grease you talked about? If so, please advise.

Fixing the carburetor

August 9, 1990

Mr. Sidney Rosen
10615 Whitman Circle
Orlando, Florida
USA
32821

Dear Sid:

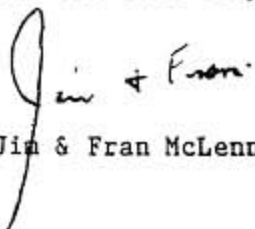
What a Westcoast summer we're having. Once we finished a cold June, summer arrived. In our case, we took our boat over to the Gulf Islands and arranged for a one-month mooring at the village of Ganges on Saltspring Island. We use the B.C. Ferries system to take us for weekends of gunk-holing. A marvelous month of good weather and great memories.

While cruising, I ran into a dirty carburetor problem on my Solex 26 VBN-Z for gas engines. In anticipation that it may lead to further problems, I have tracked down a replacement repair kit which includes a gasket set, needle seating and idle screw at a cost of \$18.50 CDN. It is through a company in Toronto called Prencos Progress & Engineering Corp. Ltd., #149-151 Strachan Avenue, Toronto, Ontario, M6J 2S8, Fax # (416) 363-7899.

They, in turn, led me to Yamato Engine Specialists, 6870 Palm Avenue, Burnaby, B.C., Tel. # (604) 434-6608 (Ray) to do the cleaning.

In any event, having sourced this, it may save some effort by other people who may wonder what to do if their carburetor ever packs in.

All the best to you both,


Jim & Fran McLennan



We had several recent inquiries about this prop-hub zinc
Vega Marin AB

* OFFERANOD FÖR VEGA.
* FÖRHINDRAR KORROSION PÅ PROPELLER OCH
* PROPELLERAXEL.
* MONTERAS BAK PÅ PROPELLERN MED DEN MED-
* ANDE BRICKAN OCH BEF. LASBRICKA.
* ART. 7750 OFFERANOD/ZINK PRIS 70,-
100,-



PRICE SHOWN IS OLD (1989)

GUNNAR C.F. ASKER
Naval Architect and Marine Engineer
Member SNAME

ASKER "FLEXI-SAIL and "JET SAIL" - DESCRIPTIONS

1. Flexi-Sail.

Flexi-Sail is patented under patent * 4,561,374. It is a two-system rigid or semi-rigid airfoil consisting of a jibsail and a main sail mated to each other so that the angle between centerlines of the jibsail and the mainsail can be changed.

The sail system is a rotatable 360°. The airfoil contour is changed depending on which tack the boat is sailing on. It can be also set for maximum lift in following wind.

Advantage of Flexi-Sail over a soft sail.

The angle of attack against the apparent wind can be increased with a rigid sail compared to a soft sail without stall of the sail. The boat can point higher because a rigid sail does not flutter against the wind. A tacking maneuver can proceed faster with a rigid sail surface. The sail can be "unloaded" by pointing it directly into the wind. Usually a slight artificial torque is applied before the sail starts to change angle against the wind to prevent rapid oscillation with gusty winds. The lift or thrust obtainable is higher with a rigid surface compared to a soft sail.

2. Jet-Sail.

Jet-sail utilizes two patents. Patent * 4,561,374 and Patent * 4,699,409. The latter patent caused me to be included in the 1990 edition of "Who is Who of American Inventors".

The description above for Flexi-Sail also applies to Jet-Sail. In addition it is a so called aspirated airfoil. This means that the speed of the apparent wind when flowing over the sail surfaces can be increased by a fan, which takes suction through inlets which are alternately open or closed depending on the position of the jib-sail in relation to the mainsail. The interior of the Jet-Sail has two compartments. A forward suction compartment and a rear compartment under pressure. The air is discharged through an air curtain nozzle, which extends the height of the sail in the rear. Both the intake and air exits cause the air flowing over the sail surface to reduce the thickness of the boundary layer and to cling to the surface. This means that even steeper angles of attack may be used before the sail stalls. Reefing is easily accomplished in two ways. The angle of attack can be adjusted from zero to maximum thrust and the aspiration fan can be slowed or stopped as required.

Comments regarding drawing sheet AE 014387.

Propulsion can be sail only with Genua and Jet-Sail. Or with Jet-Sail and alternately the inboard engine or one of three outboard modes. A 3.5 HP gas driven outboard or a Nominal 3 HP electric outboard or a smaller nominally 1 HP electric outboard. This gives a variety of engine thrust combinations for evaluation of Flexi-Sail and Jet-Sail thrust at varying wind force and directions.



Sid:
Thank you for your postcard requesting an explanation
of my Diagram AE 041387. A variety of propulsion
modes are important for thrust determinations. Only
the type of engine is used at any one time together with
the jet sail. Motor-sailing with Jet-Sail and an electric
outboard is most delightful - only the wind is audible.

(CONTINUED)

ASKER ENTERPRISES RESEARCH VESSEL "WIND HARMONY"

Why 3 engines?

LOA 27 Feet Swedish Vega Sloop
Engines: Volvo-Penta Diesel MD6B, 10 HP
 Evinrude 20 Ampere (1 HP) Electric O/B
 Minn Kota 45 Ampere (3 HP) Electric O/B (Added 1989)
 Wind-Assist Jetsail, 40 Ft² Airfoil with 1/4 Hp
 Aspiration Fan and Coanda
 Effect Jet Nozzle.

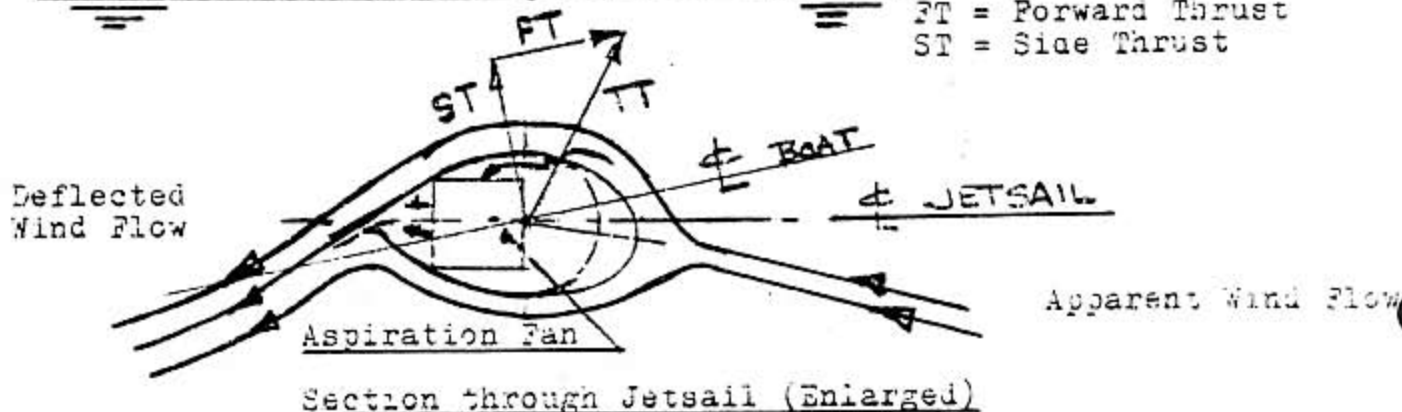
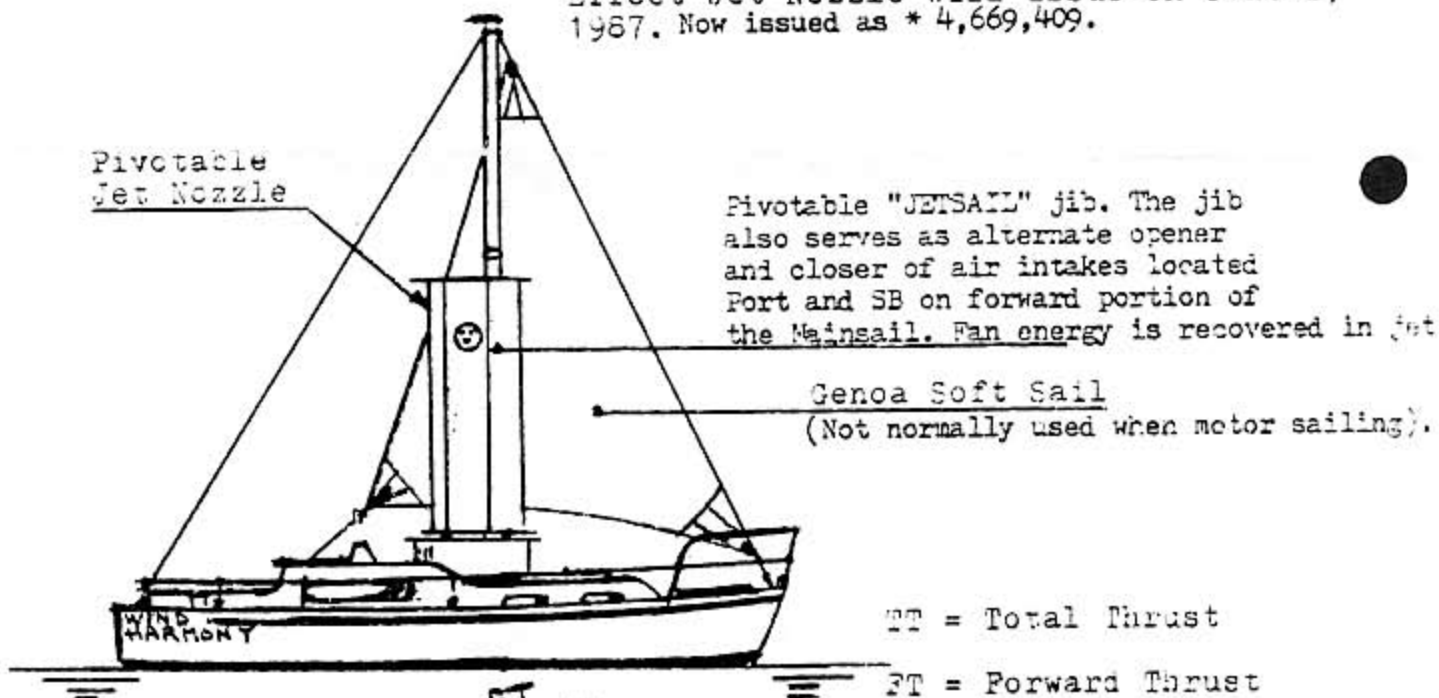
Soft Sail, 160 Ft² Genoa.

OPERATION

Sailing Jetsail plus Genoa.

Motor Sailing Jetsail plus Diesel, alternately
 Gas O/B or Electric O/B.

Patents * 4,561,374, December 31, 1985 covers
 the pivotable jibsail for airfoil
 contour change from SB tack to Port tack
 and vice versa. Patent covering the Coanda
 Effect Jet Nozzle will issue on June 2,
 1987. Now issued as * 4,669,409.



Life as a Sea Cadet

by Björn Attenberg



Per Brohäll, as a young man, showed a keen interest in sailing. So when his undergraduate exam was passed he had only one summer left as a boy before he joined the hard life of real seagoing. The choice in Sweden at that time, 1936, was between two big sailing ships, which both carried apprentices: the fourmast barque "Abraham Rydberg Association", and a shipowner in Gothenburg that ran a 4 msk by the name of "C.B. Pedersen". Per applied for a bunk in the "Abraham Rydberg" to get sea time under organized practice and good teachers. The "Abraham Rydberg" carried four officers, one teacher, two cooks, bosun, sailmaker, donkeyman and a carpenter. Per was one among 40 cadets who made up her crew, and signed on for a one year trip. A run in ballast from Gothenburg to South Australia. Unship the ballast and load a full cargo of wheat for the UK. After discharging the wheat, usually in London, the ship took in ballast and sailed for Sweden where she arrived in June one year later.

The job on board for the cadets was the usual; watchkeeping, maintenance work and lectures. The crew was divided into four watches, which meant 10 cadets in a watch, and while on deck, left 8 boys besides one at the wheel and one lookout. It was tough going to tack the ship on eight men, but it was done regularly. In bad weather the watch on stand by was called, heavy sails were furled and then the stand by gang relieved.

Four watches made it possible to have lectures with two watches in daytime, and keep the stand by watch at maintenance work. But at night, if the weather was good, only one watch at a time was on deck and the others could have a good and long rest.

Leaving Gothenburg we took a track north of Scotland and down to Madeira where we stayed three days for recreation, sightseeing etc. After leaving Madeira life on board completely changed as the ship caught the North east Trade Winds down to the Line. The Trades meant nice going, warm air and less work. No more stand by, no icy North Atlantic blasts and no furling of heavy Topgallants. When we passed the Line a lot of cadets had to pass examination in front of Father Neptune and his wife, a very dreaded meeting as no cadet got through without being barassed more or less by the elders.

That same day came the South East Trades and on the wind and port tack the ship reeled off the knots southward to the Horse-latitudes and then south east to the Roaring Forties. I think nowadays almost everybody reading about the "Whitbread Around the World Race" knows about these latitudes where the Westerlies roar, the seas are mountainous and the speed of sailing ships at their best. Steering is difficult and often two to three men are at the wheel and the other watch is stand by in oilskins.

It was a hard, long month of rain, fog, rolling, wet clothes, blisters, bad food and holystoning the decks. But we came through it all. Steered more north into the Australian Bight and up the Spencer Gulf where the anchors hit the mud outside a small Australian town, named Wallaroo.

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The month was December, the ballast came out in four days and then we warped ourselves to the long jetty to take in wheat in sacks. X-mas was around the corner, we had leave every night and made lots of friends ashore and in ships tied alongside us. Plenty of good food, Australian butter, fresh bread, everything down there made us forget the hard life we had been through. On X-mas eve we had dinner altogether, the whole ships company. Our Captain and the old seasoned Sailmaker held speeches; not just about the same thing and distinctly in different sober conditions, but were met with tremendous applauses. A memory for life!

After three short weeks we slipped our moorings and slid along the jetty full of hushed onlookers and friends. The sails were wet alongside without any shouting, just whispers; hands were shaken over the rail and the jetty was soon lost from sight in the approaching darkness. Outside the Gulf course was set West for South Africa, as January was the time of the year when we should have easterly winds prevailing.

While we are now sailing over the Indian Ocean let's look back on the Abraham Rydberg Association. It was formed in the 1850's by a wealthy merchant and shipowner in Stockholm. He wanted to form a school for training young men to become officers in the merchant navy. In his will he administered a large sum to form this association and the Board bought a small brig, Carl Johan, which took about 20 cadets for summer training. The brig was sold in the 18-seventies and a small, wooden fullrigger became its successor. This fullrigged ship was built to the Association's specification and was the first of the following ships to be named after the founder. A-R 1 was followed by a steel fullrigger around the turn of the century and Per's fourmasted barque (A-R 3) was bought in Frisco in 1931. It was one of the last square-riggers to leave the American West coast under sail with a full cargo of wheat for the UK.

After a fairly long trip the ship was entering the English Channel in April 1935. One night she had a collision with a steamer, some of the main rigging was damaged, and there was a grand hullabaloo. The hull was nog holed so there was no immediate danger. She could limp up Channel with a tug assisting, to Ipswich where the cargo was discharged. Per was the only one having unexposed frames in his camera so was ordered by the Captain to take pictures of damage for the enquiry. Ballast was taken in and the crippled ship towed to Blyth where necessary repairs were undertaken. An uneventful trip over the North Sea brought the ship home in June, where the cadets were signed off to other jobs or just vacation.

Among the cadets of earlier trips in the 4 mbk, had formed a small "bund" of fellow mates and Per joined this club. These chaps thought that they should form a hard core of tough guys who really had sailed the big seas and tasted salt water, compared to some elderly men who only had served in AR 1 and 2 during summer vacations. But the Bund joined this elderly association of cadets called "Rydbergsgastarna" (Rydberg-shipmates) in 1936. (CONTINUED)



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This association had its 60th anniversary last year and nowadays accomodates all Old Salts who have served in sailingships, big or small, around the Horn or just Cape of Good Hope. We count more than 500 members, a club newspaper is published every third month, and a yearly meeting is held on May 1st, to celebrate time and place where in the old days the young cadets joined their Abraham Rydberg for a full summer training.

The member-mates are split around our country in three "Watch Below's", who have monthly "come togethers"; we eat, talk and listen to members or invited lecturers who show pictures and speak of shipping, journeys, navy matters etc. "Rydbergsgastarna" have good contacts with fellow cadets in Denmark and Norway. And we have a dream that the Mother Association, which still provides training for young cadets but with other shipowners, shall be able to have a big trainingship of their own some time in the future.

And what happened to Per's 4 mbk? Well she sailed into the war, was sold to the Portugese and finally broken up in 1953. Sorry about that!

Björn Atterberg, shipmate with Per Brohäll 1935-1936



Engine Survey:

OVER THE YEARS MANY OF OUR MEMBERS HAVE REPLACED THEIR ORIGINAL ENGINES WITH OTHER MAKES. IN ORDER TO PROVIDE A DATA BASE AND TO BE ABLE TO ASSIST MEMBERS WHO ARE PLANNING TO RE-ENGINE THEIR BOATS, OR THOSE WHO ARE NOW HAVING PROBLEMS WITH THEIR NEW ENGINE, WE WOULD APPRECIATE YOUR COMPLETION AND RETURN OF THE FOLLOWING FORM.

Engine Survey

Name: _____ Hull No. _____

Original Engine _____

New Engine - TYPE: INBOARD, GASOLINE _____
INBOARD, DIESEL _____
OUTBOARD _____

MAKE & MODEL NO: _____ HORSEPOWER: _____

DATE INSTALLED _____

PROPELLER: SIZE _____ NUMBER OF BLADES: _____

DEGREE OF SATISFACTION (ON A SCALE OF 1-10): _____

COMMENTS: _____

