

VODCA Newsletter

No. 4-90

Vega One Design Chesapeake Association

MARCH 25, 1990



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© Dr. Seuss

For those who got a special message

YOU KNOW WE TRIED & TRIED
TO GET YOUR DUES FROM YOU
BUT, IT SEEMS, YOU DIDNT WANT TO HEAR
SO NOW WE DO WHAT WE DO!

WE HATE TO LOSE A MEMBER
BUT THERE COMES A TIME TO SAY
"YOU DIDN'T PAY YOUR VODCA DUES
SO NOW - JUST GO AWAY!"

IT ISN'T OUR FAULT - WE TRIED OUR BEST
TO GET YOU TO STAY WITH ALL THE REST
WITH THOSE WHO BELIEVE IN THE VEGA FLEET
WHO USED A CHECK INSTEAD OF THEIR FEET

WE'LL WATCH FOR YOURS', BUT IT MUST
COME NOW

"THE CAT IN THE HAT CAME BACK"
SO CAN YOU!

WE NEED YOU! WE WANT YOU!

All members who haven't paid their dues (overdue since December 1st, 1989) have been notified that their memberships have expired. These prior members are no longer on our rolls. They are welcome back upon payment of their \$10. Annual Dues.

THE RISKS OF LEASING OUT YOUR BOAT



06 January 1990

Dear Sid,

Thank for your note. Sorry I missed you in Ft. Lauderdale. But, as they say-a moving target.....

I still belong to "AQUARIUS"-even tho I leave her for long periods of time, and seldom take her out to the ocean. In fact, she is still for sale.

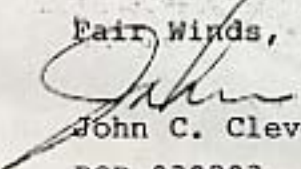
If any of the members know someone wanting a Vega, please call me at 305-463-3445, until the end of January. After that, please call my good friend and fellow Vega enthusiast, Paul Daiute, at 207-622-7689. The boat is well equiped and well maintained (by a professional Captain!). It comes with bedding, dishes, safety stuff, propane stove, and lots of neat stuff. She is still located in Ft. Lauderdale.

Personally-still working as a professional Captain. Just returned from Cape Cod where I spent the summer running a Baltic 51. Delivered a Little Harbor 77 to St. Thomas, via Bermuda, where I was able to view the aftermath of Hugo. Now it's off to St. Lucia in early February to teach sailing with the OFFSHORE SAILING SCHOOL. As you can see- a boat is a silly thing for me to own. Can anyone help me find her a good home?

I had a bad experience this summer with renters on the boat. It was a big mistake. One person knew nothing of boats and was able to destroy, thru water soaking and mold and mildew, about \$1000 worth of my personal possessions, including the log of my travels with the "AQUARIUS", and all my back issues of the newsletter.

Another renter, unknown to me, stole my tools and some misc. items, to the tune of \$500! Of course, the local police were next to useless. Luckily, Boat/US is my insurance carrier. They were very helpful, and quick!

Fair Winds,


John C. Cleveland

POB 030203

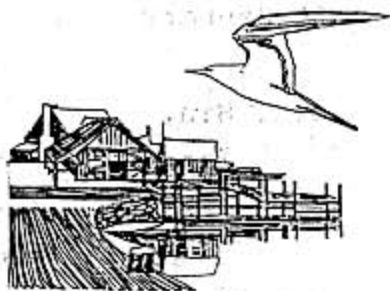
Ft. Lauderdale, Fl 33303-0203

305-463-3445



December 26, 1989

Mr. Sidney A.
10615 Whitman Circle
Orlando, Fl 32821



Dear Sid,

Enclosed is my check for \$10.00 to cover my 1990 dues. My first year sailing the Vega was an enjoyable one. My boat has the dreaded stuffing box disease even though the old owner claimed it did not, and at the time I purchased the boat I did not know much about boats, and even less about Vegas.

I purchased the boat in November of 1988 and proceeded to work on it all thru the winter. We weren't able to launch it until July of 1989. The boat was in much worse shape than I originally thought. I had to completely rewire much of the boat; that was relatively easy, just time consuming. I completely pulled out the interior and removed the 16 year old vinyl and replaced it with new foam rubber and white naugahyde. That turned out to be a major failure. I used spray adhesive for vinyl tops for cars from both 3M and Tremco. Neither held up and both discolored the naugahyde. Another project for this winter.

The head did not work and the holding tank was cracked and useless. I looked for a tank that was close to the shape of the area where I wanted to mount it, but couldn't find one that was even close. I ended up fabricating a tank out of stainless steel which was mounted on the port side just aft of the water tank and forward of the closet. I used cardboard Templates so the tank would fit the shape of the hull. The completed tank fits great and holds 22 gallons.

The boat really needed a good cleaning as 16 years of crud had clogged all the various drain holes which ran through the boat. As I took the boat further and further apart, I realized just how well built the boat really is, and Tarka the Otter's trip proves that.

I pulled the fuel cell out and cleaned the bilge. I was really glad I did that, as I found quite a bit of water and crud in the cell. I was amazed that the engine would run with that much water in the cell. The fiberglass support for the cell seemed like it would fall apart, so I fabricated one out of aluminum and also made it double as somewhat of a strum box for the new Whale Gusher pump.

The bottom was stripped by sanding and a complete AWL Grip system was used. It seems to have held up quite well and probably won't need any bottom paint until the end of next season.

However, as soon as the boat was in the water, the stuffing box problem became evident. Since I vowed that once the boat was in the water I would not work on it, I used Silicone to stop the leak. That kept the boat from sinking while I was away, but it had to be applied every time I left the boat. I have found a company, LAS DROP, which makes a 25mm stuffing box that never needs to be repacked. It cost about \$200. I am in the process of pulling the propeller shaft out and found that had to use both procedures written up in the manual to get mine apart. Please send me Joan Edison's info on overhauling the Combi drive as I wonder how I am going to get the thing back together. The alignment information in this month's newsletter will prove invaluable.

Finally, I have Proctor spars and want to make my reefing gear functional, but have no hooks on the neck of the boom. If anyone has any ideas, please Give me a call as there is nowhere for hooks to mount on the neck without drilling a hole through it, and I don't know if it will weaken it.

If anyone has any suggestions regarding any of the work I've done please give me a call. I'd be happy to share any information with anyone who needs it.

Sid: Thanks again for all your help and keep the newsletter coming !!

Sincerely



Jeff Noland
President
HTP America, Inc.

Skipper - Jeff Noland
Address - 261 Woodwork Lane
City - Palatine, IL 60067
Home Tel - 708-934-7065
Office - 708-934-7060 or 1-800-USA WELD
Sail # 1472 Year - 1972 Boat Name - A 'Bientot
Berthed - Montrose Harbor, Lake Michigan, Chicago

Overseas suppliers!

Vega Spares
Stanton Marine & Leisure
94 Everton Road
New Milton
Lymington
Hants
Tel 0425 619402

Vega Marin
Smithskavagen 8
S-421 66
V Frolunda
Sweden
Tel 031 286175

* * * Editor's Note: See my following response to Jeff about a substitute Reefing hook arrangement

SINCE WRITING TO JEFF, SID ROSEN FOUND THAT VEGA MARIN IN SWEDEN HAS A PROCTOR REEFING HOOK LISTED IN THEIR 1989 CATALOGUE



1770 REVKROK/REEFHOK <PROCTOR> 185.00

 Vega Marin AB 

A SUBSTITUTE REEFING HOOK

10615 Whitman Circle
Orlando, FL 32821
January 4, 1990

Mr. Jeff Noland
1456 Chelsea
Palatine, IL 60067

Dear Jeff,

HAPPY NEW YEAR!!! Thanks for your letter and your dues check.

When I installed jiffy reefing on My Vega I was faced with your problem of finding a reefing hook to fit on the gooseneck of the boom. Not having any guidance and being unable to find a suitable hook, I did the following:

1. I bought a suitably sized cleat and fastened it low down on the starboard side of the mast.
2. I bought a stainless steel hook with an eye at one end.
3. Using a 3/8 inch laid dacron line (to avoid possible stretching), I spliced an eye through the stainless steel hook eye.
4. Lowering the sail so that the reefing clew was at the proper height, I put the hook through the reefing tack hole & cleated the opposite end of the 3/8 line to the new (reefing) cleat.
5. Check the position of the hook after hoisting the sail - you may have to readjust the length of the line.

When reefing, just lower the mainsail enough to hook the reefing hook through the (Reefing tack hole), raise the sail, & winch tight.

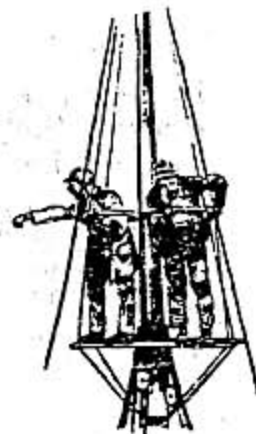
It works!

About the stuffing box - everyone who has bought one made by Vega Marine (Sweden) has praised the quality, workmanship and ease of installation. If you haven't already bought a replacement box, why not consider this one?

Per your request, I've enclosed a copy of Joan Edison's Combi instructions (by Stanton Marine in England) & hope it will solve your problem. I must say, however, the instructions in our own manual are very comprehensive and everyone who used the instructions in our manual have found them satisfactory.

Sincerely,


Sid Rosen



Abandon Ship

John A. Berle
11 Romar Drive
Annapolis, MD 21403

15 January 1990

Dear Sid,

Thanks for the photos! You are right, they were grand times and we had a lot of fun!

Had a big surprise when I returned from Raleigh and Xmas with my daughter - my Vega had settled on the bottom at my dock. A leak developed where the rudder post comes up through the hull and flooded the boat to the bunks. Fortunately, there is only a little over 5 feet of water at the dock, so it didn't sink altogether. I pumped out the boat and installed an automatic bilge pump to try to handle the leak and did the best job possible to patch the inside. So far, so good! Have a small heating unit to install in the bilge to keep it from freezing - hopefully.

I can't get the boat out of the water now as everything is frozen all the way to South River. This may be the point where we sell the boat this summer. Haven't used the boat in two years.

Hope your Elderhostel application was accepted & that you have a good time.

Best regards



ENGINE & PROPELLER SHAFT SYSTEM FOR SALE

WE RECENTLY HEARD FROM ESPIN BULLOCK (OSPREY #1107) THAT HIS MD6A AND ENTIRE PROPELLER SHAFT SYSTEM IS FOR SALE AS AN ENTIRE UNIT. THIS INCLUDES A NEW STAINLESS STEEL SLEEVE AND A NEW STUFFING BOX FROM VEGA MARIN IN SWEDEN. "THE ENGINE RUNS FINE BUT NEEDS NEW SEALS AT THE REAR END". IF INTERESTED, PLEASE CALL/WRITE: ESPIN BULLOCK

TEL: 813-955-3067
1920 HILLVIEW STREET
SARASOTA, FL 3579

Wendell Lloyd (#2925) seeks advice -

1490 Harbor Drive
Slidell, LA 70458
Tel: (W) 504-257-2005
(H) 504-646-2648

December 4, 1989

Dear Sid,

I could use some help in solving the mystery that surrounds my freshwater tank. It does not leak itself, and it has been tested all along the fittings. I think the water is somehow "channeling" through the pump. What do you think about this idea?

After filling the tank, all the water drains out in a matter of hours.

Another topic. My main halyard sheave appears to bind when winching the (wire cable) end down. I do not know if either the rope or wire portions of the halyard have been rubbing, causing the sheave to wear or if the cable has a kink in it. Have any of our members ever replaced the sheaves?

Finally, I just took delivery of a new tri-radial spinnaker and sleeve. I am anxious to get acquainted with its use.

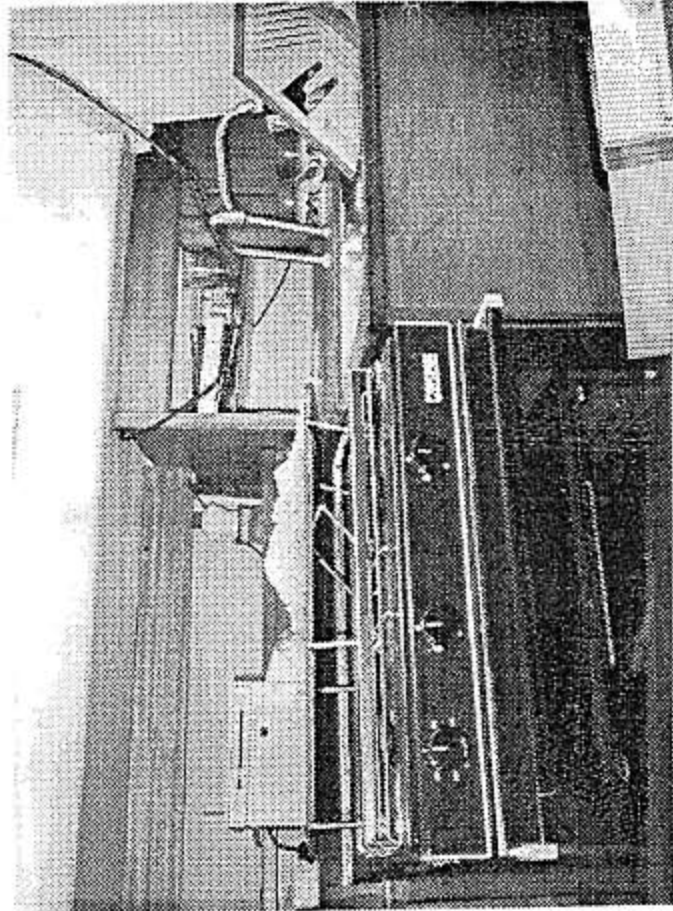
Sincerely,



A QUARTER BERTH IN A VEGA?

YOU BETTER BELIEVE IT! BILL LELAND'S VEGA (#344) HAS ONE. IT WAS INSTALLED BEFORE HE ACQUIRED THE BOAT. THE PORTSIDE ALCOHOL STOVE WAS REMOVED AND THE QUARTER BERTH INSTALLED - EXTENDING INTO THE PORTSIDE COCKPIT LOCKER. THE OLD STOVE WAS REPLACED WITH A PROPANE ONE WITH AN OVEN AND INSTALLED NEXT TO THE GALLEY SINK. THE ICE CHEST MAY HAVE BEEN REMOVED SINCE IT APPEARS THAT A DOUBLE SINK HAS BEEN INSTALLED. MY ONLY QUESTION IS "WHERE IS THE MICROWAVE OVEN HIDDEN?"

BILL ALSO ADVISED THAT HE WAS ABLE TO OBTAIN AN O-22 ENGINE MANUAL FROM AUTO-MARINE IN MIAMI, FL.



*This must be among the last
of the Vegas made*

(MD) ALBIN VEGA 27' '79, Volvo dsl,
roller furling genoa, many extras, very
good cond. \$15,900. (301) 263-3587.
(0087493)

ANCHORING BALL

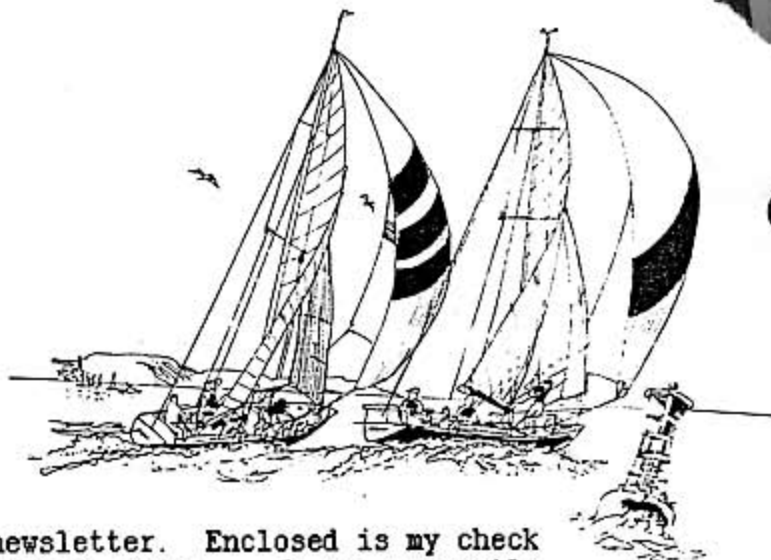
- Required on all boats when anchoring outside of a designated anchorage
- Lets others know at a glance that you are anchored
- Black inflatable ball measures 16" across
- Crammets molded in for easy attachment of your halyard and downhaul



UPGRADING THE ELECTRICAL SYSTEM -

December 5, 1989

VODCA
c/o Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821



Dear Sid,

Thanks for the copies of the newsletter. Enclosed is my check for my initial membership and annual dues. I am presently installing an Adler Barbour refrigeration system to replace the existing ice box. When I am done with the project, I will fill you in on the details. I also recently installed a shore power system. The Maringo power outlet is located in the starboard rear of the cockpit about 6" above the cockpit sole, where it is well protected and out of the way. The panel is made out of 1/4" plexiglass mounted on the inside of a cutout on the removable wood panel that is in front of the existing wiring cabinet. The breaker toggles and voltmeter are thus recessed and somewhat protected. I installed a Guest 15 amp ferroresonant charger on the forward bulkhead of the port sail bin and two 180 amp-hour sealed lead-acid batteries hooked in parallel under the cabin sole to aid in powering the 12 volt refrigeration system. I have some doubts as to whether or not this is the best charger to use for this application.

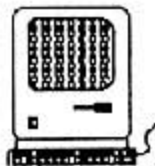
I am already looking forward to receiving my next newsletter. I also extend an invitation to go for a sail to you or any other VODCA members should you happen to be in Hawaii.

Sincerely,

Michael Lillie
PO Box 75642
Honolulu, HI 96836-0642

DISASTER !!

COULD YOU HEAR THE BIG BURP THAT SID'S COMPUTER MADE AFTER IT ATE ALL OF VODCA'S INFORMATION OFF HIS VODCA DATA DISK? IT ALSO ATE THE DATA ON A "BACK UP DISK" WHEN THAT WAS LATER INSERTED INTO THE COMPUTER'S DISK DRIVE. AND IT DIDN'T SAY "THANK YOU", "I ENJOYED IT", OR EVEN "DELICIOUS". SOME NERVE! FORTUNATELY SID HAD AN EVEN EARLIER COPY, THAT HE MUST NOW BRING UP TO DATE. SO, IT APPEARS THAT THE 1990 MEMBERSHIP LIST THAT SID WANTED TO PUBLISH IN APRIL WILL BE PUSHED BACK TO A LATER DATE. SORRY!



ONE MAN AND HIS BOAT

THE PILCHERS AND THEIR PANACEA

WE SHOULD INTRODUCE this new series by saying that its title is something of a misnomer – most boats have a couple behind them, but as a title *One man, one woman and their boat* didn't sound quite as snappy...

Never more is this the case than with our first couple, Brian and Gillian Pilcher, whose Albin Vega *Panacea* rarely leaves the mooring without both aboard.

Panacea could not be a more appropriate name for Brian and Gill's boat. Living in the Weald of Sussex and both having demanding London jobs, *Panacea* has become, over the years, a vital component of their lifestyle, offering a soothing method of unwinding from a high pressure weekday existence. She is used more than most yachts, at least twenty weekends a season, and every annual holiday in the 10 years they've owned her (only once in their 32-year marriage have they had a holiday in a hotel).

The Pilchers have sailed since the mid-1950s, brought up on the writings of Francis B Cooke, Maurice Griffiths and *Yachting Monthly*. They sailed with their children in several family boats, ending up with *Minerva*, a wooden 25-footer built by Anne Wever in Holland. Beautiful, but demanding on maintenance, they sold *Minerva* when their two children were starting to leave home, looking for a replacement offering headroom,



a diesel and low maintenance (this is taken to the extreme with *Panacea*; she has no exterior varnish and all teak is scrubbed a couple of times a year).

In 1979 they bought a 1972-built Vega, renamed her *Panacea* and put the boat on one of their yacht club's moorings in Chichester harbour. One investment which has made a big difference is buying a Tinker Tramp sailing inflatable tender which folds neatly on the coachroof. Supermarket trolley wheels (of dubious ancestry) slot over the transom, making hauling the Tinker (upside-down) up the long club slipway a doddle so getting to and from the mooring is not a problem.

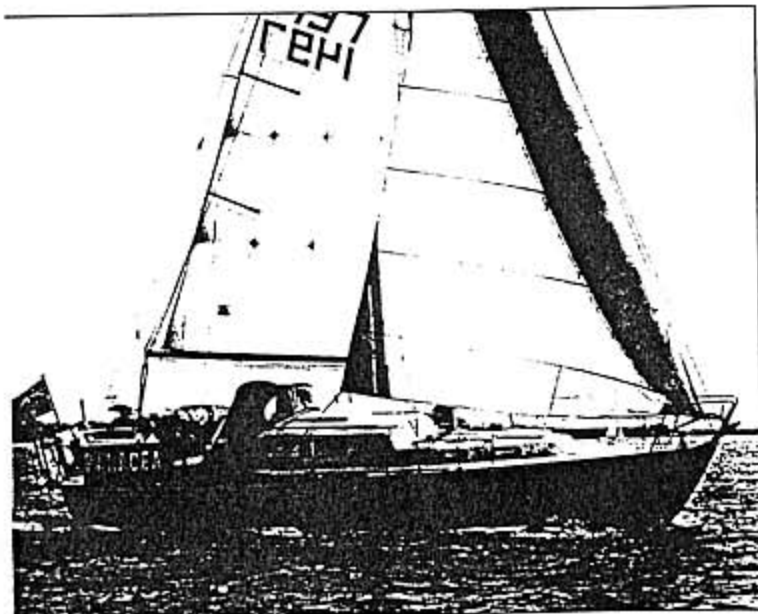
They have changed very little on *Panacea* – a few woodwork additions here and there, slightly raising the sprayhood (needing a marginally higher-clewed mainsail) and adding a drifter for light airs. If they've had problems, these have been with the engine, due largely to the fact that the fuel tank was in the bilge sump and had to be drawn up a fair

distance to the engine. They therefore fitted a new fuel tank in the cockpit locker. Maintenance has been routine otherwise, with *Panacea* coming ashore each winter.

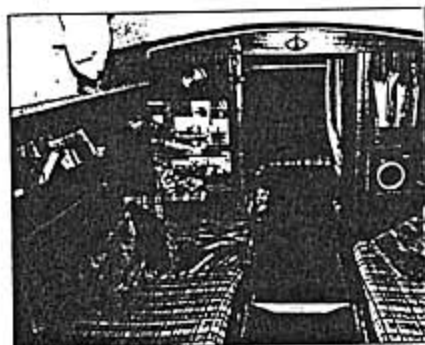
One of the peculiarities (and some would say the thing Per Brohäll got wrong) on the Albin Vega was to fit the variable-pitch propeller behind the rudder. It makes the prop vulnerable and, in Brian's words, 'life is up for grabs' when you try manoeuvring her astern...

Brian and Gill are avowed Francophiles and *Panacea* has trundled back and forth across to France many, many times, usually making the passage in around 12 hours. She's been as far west as Pontrioux, as far south as St Suliac (on the Rance) and east to Ouistreham and Caen. Otherwise, weekends are spent in and around the Solent, but quite often she never leaves Chichester; after sailing from there for 25 years, the Pilchers pride themselves on knowing just about every forgotten corner of that harbour, and as a result spend a good deal of time at anchor, with no other boats around.

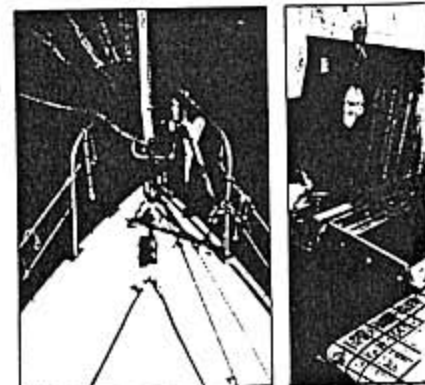
First impressions on going aboard *Panacea* are of a boat that is very much 'together'. At 17 years old she does not look in showroom condition, but those 17 years have honed her operation to



Right: *Panacea* becomes home virtually every weekend of the summer and is certainly accommodating and comfortable below



Right: clear working foredeck with the anchor slung clear and permanent ties for stowing headsail off the deck. Three mooring cleats save congestion when rafted up. Far right: compromising a small amount of settee length, the Pilchers added this extra worktop area with deep fiddles for use at sea



The Albin Vega

The Albin Vega was designed in 1969 by Per Brohäll and construction commenced in 1970. She was intended as something of a modern-day Folkboat, but offering a lot more space and a fraction of the maintenance; as a result approximately 4,500 were built between 1970 and 1978.

The Vega was designed to very firm, and highly demanding, principles – economy, light displacement, volume accommodation and, above all, good performance. A very hard brief to work to, but her staggering popularity demonstrates Per Brohäll's success. Hull lines are quite distinctive – very firm bilge sections give good form stability and a comparatively narrow waterline is achieved by use of tumblehome. Although the keel is long, its proportional length is not much greater than you would expect to see on a modern fin and skeg cruising design.

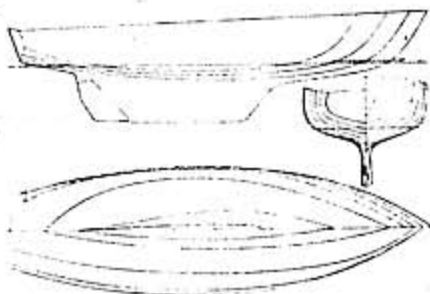
The design side of the Vega was clearly a comprehensive operation – she was intended for mass production, and as such was as much engineered as built. As well as producing a yacht to a demanding concept, Per Brohäll also incorporated a wealth of innovative and original ideas including, for example, a brilliant ventilation system.

Other than switching from petrol to diesel engines in 1972, the Vegas changed little



during production. Although light weight was an important part of the design, they have lasted very well indeed and the only two problem areas to emerge over the years are a weak mast support and fuel problems in the pre-1974 boats, because of the difference in elevation between the keel-mounted tank and motor.

The Albin Vega benefits from a very active owners' association which publishes excellent and informative newsletters as well as organising rallies. The Vega class also offers a good deal of competitive racing.



LOA	8.25m	(27ft 1in)
LWL	7.01m	(23ft)
Beam	2.43m	(8ft)
Draught	1.16m	(3ft 10in)
Displacement	2.3 tons	
Price guide:	£7,500 – £10,000	

Vega Owners' Association, Michael Edmonds, 14 Marlborough Road, Aldbourne, Nr Marlborough, Wilts SN8 2DD



Sensibly, the chart table doubles as galley area in port. Salt water faucet conserves their fresh water supply. The echo sounder folds out into the cockpit and Decca has been added recently

perfection – everything has a home, and throughout the boat are lashings and bungee cord and gadgets, each with a specific job to do.

The anchor hangs neatly on the bow with a snaphook from the pulpit and pipe insulation to stop it banging. The running boom is attached neatly to the mast with a simple lashing and normally stowed on a shroud with an equally simple hoop and lashing. Bungee attached permanently to the guardwire stows the jib and keeps it off the deck for anchor work. The feature I liked most of all was the adjustable backstay – a 6mm lashing joins the divided backstays and is pulled down to tension the stay and pushed up whilst not sailing.

Down below one is immediately impressed by the spaciousness of the homely mahogany accommodation. The berths are at a low level, but once seated this gives an enhanced impression of space. The berths are wide for comfort,

At 17 years old she does not look in showroom condition, but those 17 years have honed her operation to perfection

although one of the modifications Brian did to *Panacea* was to make an infill in the forecabin in order to convert it into a big double. Other alterations below include removing the icebox (they now bring down portable coolbags/boxes from home each weekend), increasing the galley work surface area with shelves on the ends of the berths, and recovering the upholstery with a high quality fabric.

Sailing with Brian and Gill on *Panacea* was a great pleasure. First, any guest is redundant, because the two of them wear the boat like a favourite glove. Each knows what to do when, and unusually there is no job demarcation – the yacht is of a size and configuration that each can do any job aboard and they swap and change constantly. If Brian is skipper, Gill is firmly co-skipper rather than crew. We left the mooring under sail, because they always do, with our wake peeling along the muddy creek shore out into the main harbour and busy traffic.

Panacea sails like a craftsman's well-oiled and loved tool. Every line is the right length and comes easily to hand, the headsail winches are bit small ('means we change down in good time') but run as smoothly as silk, and blocks turn easily from use rather than, as is often the case, squeak from neglect.

I was amazed at the boat's performance. She makes 5½-6 knots with very little effort, and Brian and Gill always plan passages at an average of 5 knots. She prefers to be sailed upright, needing the first reef in the main at 17 knots and changes down to working jib at 21-22 knots. One has the impression throughout that the Vega is an understressed boat, although the aforementioned backstay can be tensioned easily; otherwise nothing is pulled in very tight or works under much strain.

In these days of yachtsmen sailing on ever-bigger and ever-more complicated boats, the Pilchers and *Panacea* are a good example that real pleasure from sailing isn't related to boat size or sophistication. They are fortunate enough to have realised this many years ago and have no inclination to go much bigger. The money could be better spent on their beloved *Panacea*, with maybe a roller headsail, topsides repaint or epoxy job on the bottom. Time will tell. Geoff Pack

Next month Geoff Pack talks to John Radford about Kate of Swanwick, a Westerly Fulmar