

- **Hull drawings of the Vega**

GERT & GRE WONDER OF BUSSUM, NETHERLANDS, RECENTLY SENT YOUR EDITOR MANY GOODIES "ON BEHALF OF THE DUTCH VEGA SAILORS". INCLUDED WAS A COPY OF PER BROHALL'S DESIGN DRAWINGS OF THE VEGA HULL IN 1:20 SCALE. COPIES MAY BE OBTAINED BY WRITING TO SID ROSEN.

- **Pearl Harbor Commemorative Medal**

IF YOU WERE IN THE US MILITARY SERVICE ON THE ISLAND OF OAHU (OR THEREABOUTS) ON DECEMBER 7TH 1941 YOU ARE ELIGIBLE TO RECEIVE THE "PEARL HARBOR 50TH ANNIVERSARY MEDAL" WHICH HAS BEEN AUTHORIZED BY CONGRESS. WRITE TO:



Chief of Naval Operations, Awards and Special Projects
OP-09B33 Room 5E589
The Pentagon
Washington, D.C. 20350-2000

- **Information Requested**

YOUR EDITOR WAS RECENTLY CONTACTED BY MR HENRY REIGELSBERGER OF DAYTON, OHIO WHO IS SEEKING INFORMATION ABOUT A LARGE SIZE VARIABLE PITCH PROPELLER SYSTEM. SINCE HE IS BUILDING A 45 FOOT YACHT DISPLACING APPROXIMATELY 32,000 POUNDS, A SUBSTANTIALLY LARGER ENGINE AND PROP IS REQUIRED. IF ANYONE HAS KNOWLEDGE OF A SUITABLE SYSTEM, PLEASE CONTACT SID ROSEN.

- **Stuffing box grease**

IN THE PAST EIGHTEEN MONTHS WE'VE HAD SEVERAL OFFERINGS OF A GREASE WHICH WAS ESPECIALLY COMPOUNDED FOR THE USE IN THE "ORIGINAL" VEGA STUFFING BOX. WE PLAN TO ORDER SOME MORE SO THAT IT WILL (HOPEFULLY) BE AVAILABLE IN TIME FOR THOSE MEMBERS WHO NEED TO WINTERIZE THEIR BOATS. SO, ORDERS ARE NOW BEING TAKEN. THE PRICE WILL AGAIN BE \$5.75 PER 8 OZ TUBE (MINIMUM ORDER: 2 TUBES).

YEARS AGO, USERS OF THIS GREASE SAID IT DID A GOOD JOB. BUT SINCE OUR BOATS ARE NOW THAT MUCH OLDER, YOUR EDITOR WOULD LIKE SOME "FEED-BACK" FROM OUR RECENT USERS ABOUT THE PERFORMANCE OF THE GREASE. **IS IT DOING THE JOB?** IF YOU HAVE USED IT, PLEASE WRITE ABOUT IT TO SID ROSEN SO THAT OUR OTHER MEMBERS WILL KNOW OF YOUR EXPERIENCES WITH IT.

- **Change of ownership**

PAT CALAHAN, SANTA ROSA CA, (JULIE # 2537) HAS SOLD HIS BOAT TO ROBERT & BARBARA LOCKS, GRASS VALLEY, CA. WE HAVE INVITED THEM TO JOIN OUR RANKS.



WELCOME ABOARD!

THE VEGA NEWSLETTER

NAME ROBERT A. STONE HOME PHONE 804 436-3374
SPOUSE BEVERLY J. STONE WORK PHONE _____
ADDRESS 228 WOODBRIDGE DR.
CHESAPEAKE, VA ZIP CODE 23320
SAIL NO. 2495 YEAR 1975 BOAT NAME "FUNSEEKER"
YACHT CLUB _____
WHERE BERTHED TIDEWATER YACHT AGENCY, PORTSMOUTH, VA.
RADIO: CB _____ VHF AMATEUR _____



THE VEGA NEWSLETTER

NAME STIRLING & DIANA PEART HOME PHONE 916 661 6064
SPOUSE Diana WORK PHONE 916 662 0221
ADDRESS P.O. Box 90
Woodland, CA ZIP CODE 95695
SAIL NO. _____ YEAR '72 BOAT NAME Scherzo
YACHT CLUB n/a
WHERE BERTHED Delta area near Sacramento, Isleton, CA
RADIO: CB _____ VHF XX AMATEUR _____

R_x For Barnacles

Last January, when the Environmental Protection Agency imposed a federal ban on the use of tributyltin in most bottom paints, many boat owners returned to the old standby, cuprous oxide, for antifouling. While most sailors applaud the removal of a deadly toxin from the marine environment, many also lament the loss of true multiseason protection.

It is only natural that some will ask, when painting their bottoms this spring, if there is not some substance that might be added to off-the-shelf antifouling paint to prolong its life and discourage the growth of slime and barnacles. One can only wonder how many homebrew additives have been tried by shirt-sleeve boat owners —

from snake oil to cayenne pepper — with disappointing results.

Last winter came word from Reese Palley who, while cruising the Mediterranean aboard his ketch *Unlikely*, struck upon the idea of mixing an antibiotic into his copper bottom paint. On the permissive isle of Cyprus he was able to buy, without a prescription, 10 grams of tetracycline capsules from a veterinarian. He opened the capsules and sprinkled the drug into his regular cuprous oxide bottom paint in a home-brew experiment. As a control, he painted only the hull with tetracycline-laced paint; the rudder was painted with untreated cuprous oxide paint from the same can. Six months later, he

hauled *Unlikely* in Turkey.

His photographs substantiate startling results. The rudder was fouled with algae and barnacles, and most of the untreated cuprous oxide had sluffed off its surface. The hull, on the other hand, was clean as a whistle, and the treated red bottom paint as bright as the day it was applied. Had Palley stumbled upon a breakthrough substance that had eluded the chemical wizards and paint manufacturers? Not quite.

Cruising World learned that in 1977 Dr. Ralph Grams of the University of Florida began a decade of controlled experiments on the antifouling properties of tetracycline. His objective: To find a replacement for the toxic heavy metals in conventional antifouling paints,

which enter the marine food chain and are released in the air by shipyard sandblasting.

While tetracycline has thus far fallen short of offering a substitute to toxic metals, research has shown tetracycline to be an effective antifouling agent that, mixed into any type of bottom paint, appears to double its antifouling life. It is non-toxic to plant and animal life and it does not affect the color, viscosity or adhesion of paint. Known by the trade name Compound-X, the paint additive was patented in 1983 and received EPA approval in 1984. Compound-X is manufactured as a powder by Star Brite Marine Inc., of Fort Lauderdale, Florida, and is sold in many chandleries.

About "Dreamweaver"

c/o St. Michaels University School
3600 Richmond Road
Victoria, B.C. V8P 4PS *

5/4/91

Dear Sid:

In response to Doug Hare (#2383), I can supply you with some information concerning the Vega "Dream Weaver".

As we cruised the Barrier Reef (Australia) in 1987, people kept saying to us "Oh you just missed another Vega coming through: Dreamweaver from Honolulu". We finally caught up with Brad Storm on the Indian Ocean Island of Mauritius. Brad's South African girl friend was crewing for him. Subsequently we met up with them in Cape Town, where Brad had found employment as a rigger for Bellamy Masts. He told us something of his adventures aboard "Dreamweaver" which by that time had done 1½ circumnavigations. He recounted how on one leg in the Pacific, he took out his years of frustration with the engine by dismantling it piece by piece "in situ", casting each piece overboard as he went! Brad had some problems with bending of the mast beam and solved these rather drastically. He cut a hole in the cabin sole beneath the beam, inserting a vertical post that sat on the keel ballast. On top of this he attached a crosspiece upon which were supported the two vertical beams that frame the doorway. The load on the beam was thus transferred to the hull. In addition, the main mast support beam was reinforced.

In South Africa, Brad sold "Dreamweaver" to two young South African men and we later saw the boat at Rodney Bay, St. Lucia (Caribbean) hauled out on the land while her new owners traveled back to South Africa. This was in 1989. Incidentally, there was another Vega in St. Lucia of Brazilian registry called "CHARRUA". A friend of ours saw her last year in the Marquesas (South Pacific). So Vegas do get around!

That's all for now.

Fair winds & sunshine

Nick + Jenny

Nick & Jenny Coghlan

*1639 - "TARKA THE OTTER"

* The Coghlan's have since moved
to Ottawa (Ontario, Canada)





July 2, 1991

822 Hwy 90, 31W
Bay St. Louis, MS 39520
(Office) (504) 257-2005
(Home) (601) 467-2414

Sidney Rosen
10615 Whitman Circle
Orlando, FL 32821

Dear Sid:

After reading the most recent issue of the Vega Newsletter, I decided that it was time to give you an update on the SERENIDAD (176 #2925).

You will recall that I replaced the Volvo MD6B engine with a Ducati (VM286) engine (24-hp) in mid-1987. With power to spare, I installed an 80-amp alternator. In December, 1990 I hauled the SERENIDAD and had the entire boat Imroned. Looks like new now!

I use a Jillerpilot 2500 autopilot, and I have had Mast Walker steps installed on my mast (from Damage Control). Also, I installed two batteries (stbd locker) and two panels of circuitry. I sail weekends to the islands offshore of Mississippi and Alabama.

Question: My afterstay seems loose, but the turnbuckle is "two-blocked". What can I do?

P.S. Vega owners who are still struggling with the variable-pitch propeller don't know what they are missing. // Happy Sailing,
Wendell R. Lloyd

Installing an anchor bow roller system *



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

May 22, 1991



Dear Joe,

Sid Rosen asked us to respond to your request for information on installing an anchor bow roller system. We installed such a system on "Lyra" several years ago and it works great. We keep our two Danforth anchors there all the time. It keeps them stowed out of the way, yet ready to use at a moments notice.

To do this we made a bow "pulpit" (see attached sketch) to accommodate the rollers. The pulpit measures about 14 inches by 38 inches. We were fortunate enough to find an old barn board that was wide enough to make the pulpit. You could also use a 1-inch thick piece of marine plywood or glue two 1/2 -inch pieces together.

The original fairleads that were on "Lyra" were removed and bolted to the appropriate positions on the new pulpit. On the advice of a friend who says "You can never have too many cleats," we installed two additional cleats with the pulpit. We're glad we did.

The cut-out in the center accomodates the forestay, water will fill hole and original cleat. The two 5" x 17" pieces shown in the sketch go under the aft ends of the pulpit and act as spacers.

We purchased the rollers from a marine store (they were boat trailer rollers). I'd suggest using rollers with a deep V. We didn't and the anchor line jumps out on occasion. The shaft was cold-rolled steel of an appropriate diameter for the rollers.

We used copper tubing, which we pounded flat, to make the hold-downs for the rods. We bent the copper tubing over to fit the shaft. Then we drilled the necessary holes and screwed them in place.

We used thru-bolts through the cleats to hold down the pulpit. Of course, we used backing plates below. We put the whole thing down with bedding compound.

A brace from the underside of the pulpit to the bow of the boat was necessary to provide additional strength to hold extra weight, since we had a tendency to step one foot on the pulpit when handling the anchors. The brace was made from a piece of 1-inch stainless steel stock such as that

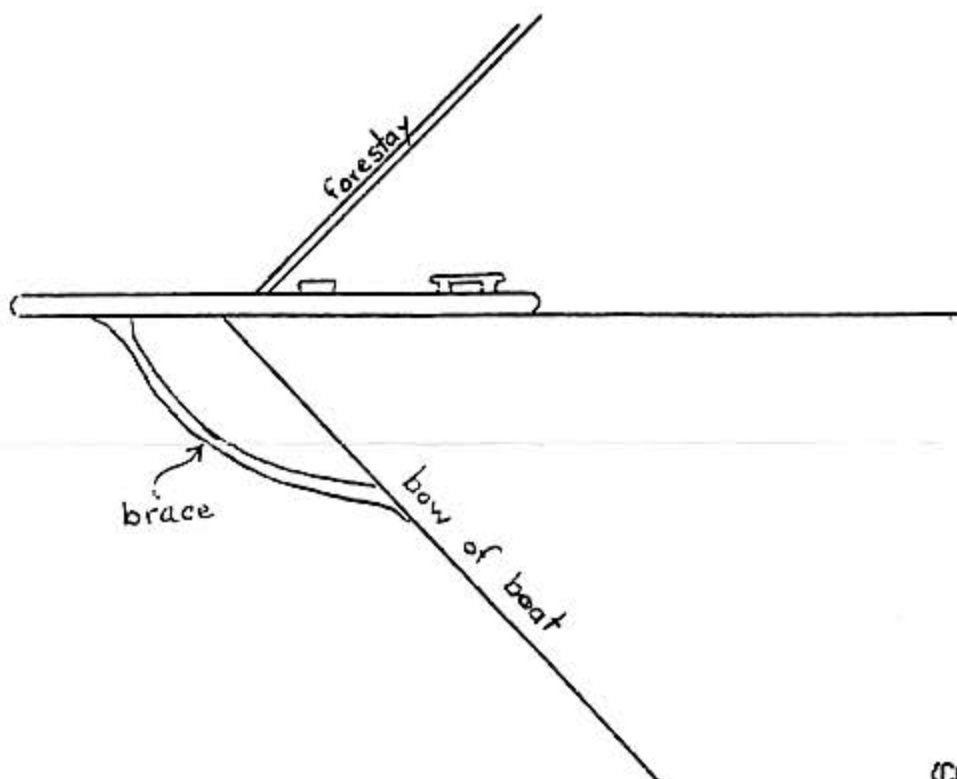
(CONTINUED)

used for making handrails or biminis. It was an appropriate length to form a modest arc from the under side of the pulpit to a point on the bow about two feet or so down from the deck. The ends were flattened to attach.

Hope this helps. If you have any questions, don't hesitate to give us a call: 305-451-4056. Let us know how you make out.

sincerely,

Bill & Karen Sides



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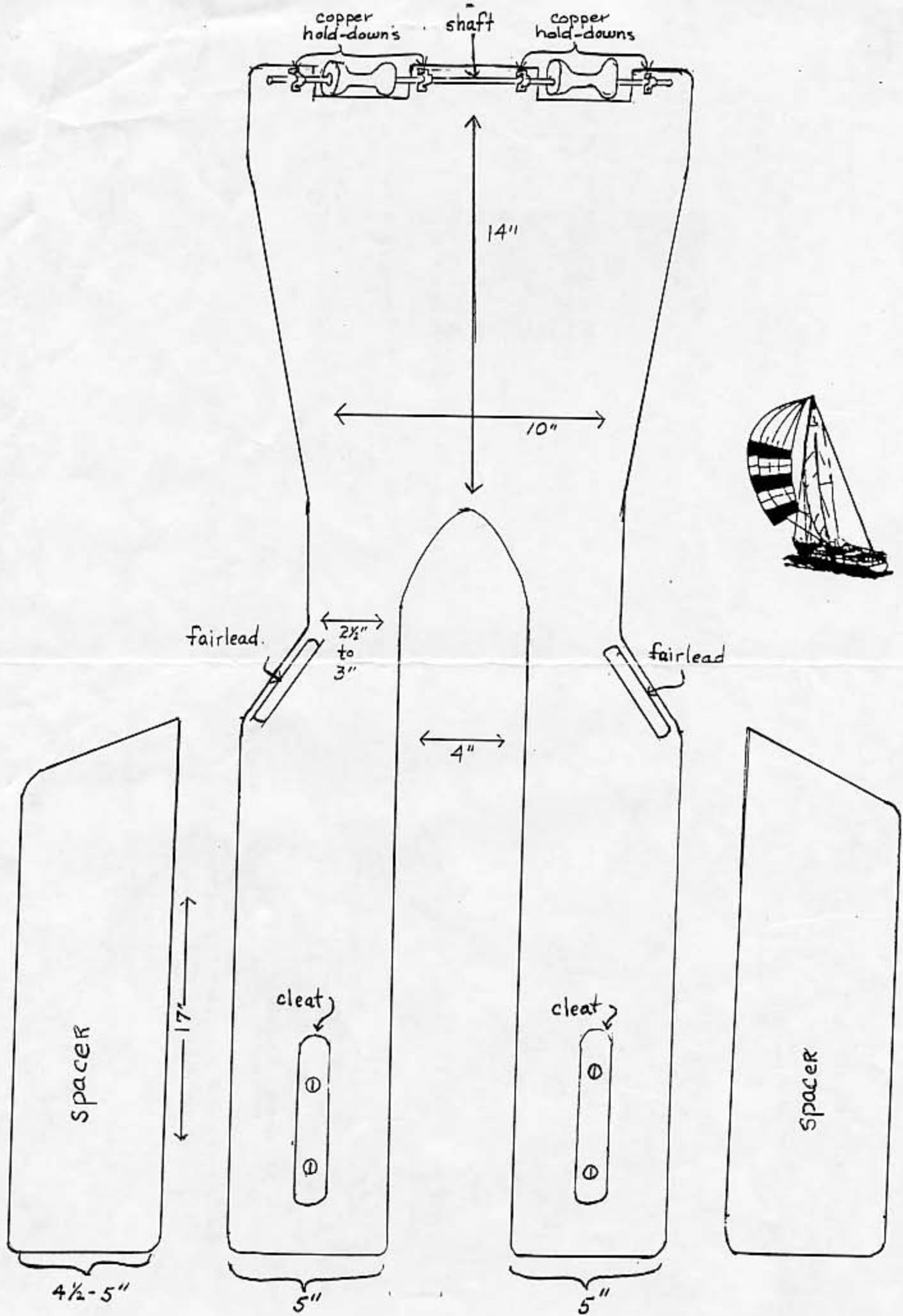
• **Bob & Monique Eckwall (Suistno #123) write:**

" I have an old friend who owns a Morgan 46, vintage 1980. He hauled out the other day and I got to look at his hull. I said 'you've got some blisters there'. He replied "Those aren't blisters - they're just pockets of water under the paint! Now I ask you !!"

I was upset about Karen & Bill Sides' decision to sell "LYRA" and about the proposed new boat taxes in the U.S. and Florida. Isn't there any effective action we could take. Boat/US & other lobbyists seem to be ineffective. Maybe we need a crusade.

Editor's note: The federal "luxury" tax on new boats has now been repealed, however the federal boating "use tax" still remains in effect.





STIRLING PEART & ASSOCIATES

INSURANCE SERVICES

323 FIRST AT DEADCAT ALLEY

P. O. BOX 90

WOODLAND, CA 95695

(916) 662-0221

July 8, 1991

VODCA

c/o Sidney Rosen
10615 Whitman Circle
Orlando, Florida 32821

Dear Mr. Rosen:

I learned of your club from Norman Meisner in Sausalito, CA.

I am a Vega enthusiast. I just purchased a 1973 27 foot Vega sailboat and am interested in information about your club.

Actually the history on ownership of the boat is interesting. My father originally purchased the boat from the initial owner. When my father sold the boat several years later we were sad to see her go. The new owner's contacted me several years later and I purchased the boat. After sailing it for a couple of years I sold the boat to a partnership. I was even sadder to see her go the second time from our family. After eight years the partnership that purchased the boat called me and asked if I was interested in buying her back. What a great moment for me. It was quite nostalgic for my entire family to board her again & find all of our original hardware and additions still intact.

We realize what a fine boat she is and feel like she has come back home. My wife likes the boat immensely also and feels it is a great compromise between

ESTABLISHED 1954

July 4, '91

Sidney Rosen
Vega Newsletter

Dear Sid -

Nice issue of the newsletter with the article from Nick & Jenny. Very reassuring article. I have had some contact with them about building trailers - they are moving east and bringing their boat, so maybe we will see them on the Great Lakes.

Your engine survey was also interesting. My yard said that my troublesome new engine, which I can never get to cold start, started for them on the first revolution, after the long winter lay-up! That's always the way!

This is mainly about your request for information on mast spreader fittings. The last catalogue I have (1985) from Henry G. at Vega Mar in Sweden listed them for 55 Kroner. I bought a couple about that time and keep them for the time when they will be needed.....

Best wishes

John Sprague #1492



• **Go sailing on an Elderhostel program !**

YES THAT'S RIGHT, SAILING! GO DAYSAILING ON A 65 FOOT CHESAPEAKE 'BUGEYE' KETCH OUT OF ORANGE BEACH, ALABAMA. YOUR EDITOR APPLIED FOR THIS PROGRAM THREE TIMES BEFORE GETTING ACCEPTED LAST SPRING. BUT THEN A FAMILY REQUIREMENT AROSE REQUIRING SID'S PRESENCE ELSEWHERE. SID AND FLORENCE HAVE AGAIN APPLIED AND ONCE AGAIN ARE KEEPING THEIR FINGERS CROSSED HOPING FOR ACCEPTANCE. THE PROGRAM TAKES ONLY 22 PEOPLE AT A TIME. THE COST IS ONLY \$280 PER PERSON INCLUDING FOOD AND LODGING IN A NEAREBY MOTEL. ELDERHOSTELLING IS GREAT - BUT EVEN BETTER IF YOU CAN GO SAILING ON ONE!



**UNIVERSITY OF SOUTH ALABAMA/
BALDWIN COUNTY/SAILING**

Welcome aboard the *Cyrus King*, a 65-foot wooden Chesapeake Bay bug-eye ketch, harbored on Wolf Bay in Orange Beach (halfway between Mobile and Pensacola), and possible other boats. Sailing and classroom activities are conducted at Island Sailing Center. Lodging, meals at nearby resort overlooking the Gulf of Mexico. Hostellers should be comfortable climbing stairs, walking moderate distances, and be prepared for vigorous physical activity. USA/Baldwin County provides coordination, academic programming. B,T/S

Mar 1 - 6 # 01857-0301 - 1
Mar 8 - 13 # 01857-0308 - 1
(Begins on Sunday, Ends on Friday)

Beginning Sailing on Alabama's Beautiful Coastal Bays

Cyrus King, *T.J. Spithre*, and *Anonyme* are beautiful boats awaiting your arrival for this exciting adventure. Experience the exhilaration of sailing as you hoist the sails, man the helm and learn to tie knots. Explore the quiet, spectacular beauty of the back bays of coastal Alabama. Develop your sailing skills in the warm, hospitable environment. All equipment provided for beginning or advanced sailors. Equivalent of two courses.

**Coastal Alabama's Beach Creatures/
Features: Marine Biology, Dune Dynamics**

General history and principles of marine biology, beach and dune dynamics, global oceans, man's impact on the environment, and pollution will be explored. Field trip to beach and dunes included.



Anyone else have an oil filled stuffing box?

Dear Sid

I had to remove my fuel tank and replace the filling hose which was leaking diesel fuel into the bilge. A boat surveyor said the fuel tank is still good but it is becoming porous and would have to be replaced in about four years. I also replaced my fuel lines with copper tubing, using compression fittings to make airtight joints. It gave me a chance to clean the bilge and the wasted space that the present fuel tank occupies. Ther bilge was filthy with old grease from the old stuffing box. (I have the new oil filled box.) Someday I hope to remove the present fuel tank and replace it with a new one in one of the cockpit lockers.

The MD6A is old but still working fine. I've changed the oil twice since I got the boat and then added a liquid tefflon oil additive called "Teffguard" to help the lubrication. The engine runs fine and I plan to nurse it along as far as possible.

I'm proud of my Vega. I'm keeping the name "Carpe Diem" which the previous owner had named the boat in deference to the old superstition about changing boat names. I've been busy reading about three years old VODCA newsletters which came with the boat and find them interesting. I've learned a lot from them!!

I'll keep in touch.

Sincerely,

Dan Flaherty
Dan Flaherty
10-11 162nd Street
Whitestone, NY 11357

P.S. I recently saw an ad for a '69 Vega in Connecticut on sale for \$6,500.

6/1/91

Page 2176: The technical committee spotted the breakage of a nylon locking ring in some Volvo Diesel MD6A motors with serial numbers 1 to 5495 incl., minus numbers 5187 to 5229 and 5249 to 5254. This number is printed on the left side of the motorblock next to the fuelpump and under the alternator. When the nylonring breaks a gearwheel might disconnect itself, stopping the camshaft and the fuelpump. The gearwheel might do considerable damage. The trouble might start any moment while running.

Volvo said that the first sign of the nylonring not properly functioning is indicated by the oilpressurelamp starting to burn at revs under 1100/min. The nylonring should be replaced immediately by an improved ring. Volvo-dealers have been informed through service bulletin 12-1974 nr 10. Replacement now might prevent future damage, but it is not an easy job for the average do-it-selver. You should remove the backplate of the motor. Be prepared for a hard days work.

Page 2179: Reports, collected by Gré Wonder, from Denmark, busy with IFR 92, 150 members now, plans for summertour to Sweden or former DDR.

Germany, Club is doing well, not much racing but several social meetings. Dieter Glatzel stepped down as president but will remain in the VEGA-family.

England, 1990 was a very succesful year with activities in N-Ireland, Scotland and the Eastcoast. 80 members now, the biggest number ever. Four British VEGA's sailed to IFR in Holland and 2 of those are planning to take part in Denmark next year. Recommendation by Ken Wakeling: "If you can't participate in the America Cup, go to Denmark, you have more chances of winning, it is nearer, even through the Kieler Canal and you will have a great time"!

U.S.A., Sid Rosen sends a monthly newsletter, Voice of American VEGA sailors to his members. The cover of February's number showed a photo of 60 IFR-VEGA's in Enkhuizen. The American VEGA Association has a member on Cypres, Alan Berlind, V 2859 'Kitty's Ark'. This VEGA was rescued from Greek cowboys and yuppies, got a facelift by Alan and has a happy owner again. The yacht was checked for osmose, no trace was found, a compliment for the builders.

Sweden, Total members 520 now. Under Lars Lemby's guidance winter courses are held on racing and rules, while a TC directs petrol- & dieselengine courses. Swedish champion became H. Jenssen, V 550, among 17 VEGA's competing.

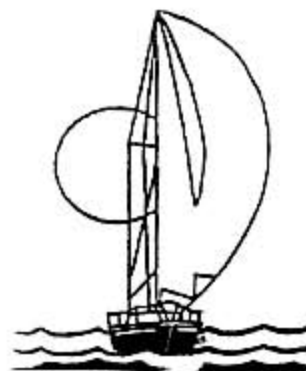
Divers near österskärs Havsbad found a rammed yacht, appearing to be a VEGA. It was reported stolen in 1987 with buoy and chain. The sportdiver might get the VEGA as salvage reward.

A few VEGA's have installed stern-rudders. The board is asking for experiences but has grave doubts.





Here's an easy to fit zinc for your prop!



Bruce D. Grayson
2328 20th St. N.W.
Washington, D.C. 20009

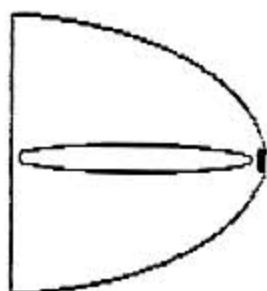
1/9/91

Dear Sid:

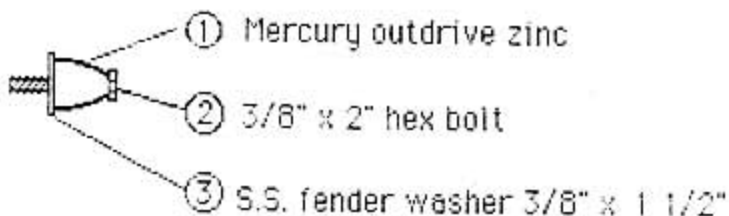
Enclosed is my check for 1991 dues.

I had mentioned a zinc anode fix that I've used for the past two seasons in place of the doughnut zincs which seem to be no longer available.

Take a Mercury outdrive zinc, drill it to accept a 3/8" bolt and fasten it to the propeller hub using a 3/8" x 2" stainless steel hex bolt. Details are shown below.



propeller hub



This zinc arrangement may be replaced as required without hauling by free-diving.

Hope all is well.

Bruce Grayson # 2739

Bruce Grayson