

VODCA Newsletter

No. 10-90

Vega One Design Chesapeake Association

25 Sep 1990



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Treasurer, Secretary	:	Sid Rosen	:	(407) 352-9250
Ø Editor	:		:	

Giving Credit Where Credit is Due -



Art Levin, of Coral Gables, FL, has been doing a fantastic job for the past 12 years; yet most of our members are not familiar with his name.

Art is a "Member of the Plank" (a founding member of VODCA) who has singlehandedly been responsible for the initial writing and four (4) subsequent revisions of our own "Vega Owner's Repair & Maintenance Manual".

Art is now reluctantly "stepping down" from this important task and a replacement must be found to continue his important work. Any Volunteers?

I'm sure our members join me in saying *"Thanks Art for a job well done!"*

Burgees -



To encourage our members to fly our club burgee, we have always sold the burgees at our cost (including postage). We will continue to do so. Reluctantly, we must now sell them at \$8.00 each. That is a bargain basement price for this beautiful, high quality 16" x 24" nylon burgee. Some associations' sell their flags for three times what ours cost.

If you don't already have a burgee, or need a replacement, why not order one today?

Worth Saving -



We trust that our members have saved the June/July 1990 issue of our newsletter (Nick & Jennie Coghlan's treatise on "Preparing your Vega for Extended Offshore Cruising") and have added it to their copy of our "Vega Owner's Repair & Maintenance Manual" for future reference.

Due to size and cost, this article will not be republished.



WELCOME TO VODCAI

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VODCA)

Name Jack D Dietz Home Phone (415) 462-0047
 Spouse's Name BESSIE Work Phone ()
 Address 6084 Sequoia Ct.
Pleasanton CA. Zip Code 94588
 Hull/Sail No. 2958 Year 1976 Boat Name GLORIA
 Colors: Hull White Cove Stripe Blue Spinnaker ---
 YACHT CLUB ---
 WHERE BERTHED SANKEANDRO CA. (SAN FRANCISCO)
BAY
 Radio: CB --- VHF ✓ Amateur ---

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VODCA)

Name GILLES AGANIER Home Phone (514) 692-6546
 Spouse's Name CLAUDETTE Work Phone (514) 341-0557
 Address 31 boul. St-Francis
Châteauguay, Québec, Canada Zip Code J6J 1Y2
 Hull/Sail No. 3199 Year 1977 Boat Name Le p'tit bonheur
 Colors: Hull white Cove Stripe white Spinnaker ---
 YACHT CLUB -----
 WHERE BERTHED Isle La Motte, Vermont (Lake Champlain)
 Radio: CB --- VHF ----- Amateur -----

VEGA ONE DESIGN CHESAPEAKE ASSOCIATION, INC (VODCA)

Name Alfred E Anderson, M.D. Home Phone (808) 235-3468
 Spouse's Name --- Work Phone (808) 834-5333
 Address 46-129 Lilipuna Rd
Kaneohe HI Zip Code 96744
 Hull/Sail No. 1079 Year 1970 Boat Name Koloa
 Colors: Hull Cream Cove Stripe Blue Spinnaker None
 YACHT CLUB Kaneohe Yacht Club
 WHERE BERTHED Keehi Lagoon
 Radio: CB --- VHF --- Amateur --- VHF Pending





Ab Aquilon Inc.

Ph: (713) 556 - 1694

Houston August 8, 1990

Dear Mr. Rosen,

Our Vega has, as you know, gotten a new home so I am writing to you in a completely different matter.

About a year ago I contacted a Swedish company that manufactures a product called ANKAROLINA. The name is a mixture of the Swedish words for "ANCHOR" and for "LINE" and an anchoring line it is. I wanted to get one for our Vega but I ended up as the General Agent for ANKAROLINA in the U.S..

I have used ANKAROLINA during many years in Sweden and it makes line handling so easy and safe plus it frees up storage space. We use this line for everything - anchoring, towing, life line and - not to forget - jack lines.

ANKAROLINA is excellent as jack lines. The webbing is flat and does not roll under foot. It can be neatly cleated off on the bow and stern cleat to provide safer access to the deck.

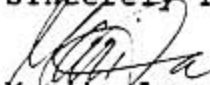
I am enclosing information about ANKAROLINA. ANKAROLINA has got a lot of attention from the press so I am not surprised if you have already seen articles about it.

I believe that the best way to spread the information of ANKAROLINA is "pier talk". Vega skippers are no nonsens sailors that value quality and function higher than a glitsy surface. Those are the sailors you are prepared to take advices from.

I want Vega crews to use ANKAROLINA for safe and easy anchoring and safer deck work. I will ship ANKAROLINA to cost for the benefit of having serious sailors experiencing the benefits of ANKAROLINA and letting fellow boaters know what ANKAROLINA is, when they ask.

Do you feel it is in the interest of Vega owners to learn about this product and to be able to buy ANKAROLINA at cost? Would you be prepared to spread the information in the newsletter or can I "advertize"? I will call you shortly to hear your comments.

Sincerely Yours,


Marita Lawson
President

APPROXIMATELY 1/2 PRICE TO
VODCA MEMBERS!

SID ROSEN

THE CHANDLERY

A Swedish Approach to Anchoring, Neat and Compact, But Different

Perhaps more than anything else having to do with sailboats, the choice of anchor gear seems to be determined with a Ouija board.

Most experienced sailors swear by their choice of anchor, rode and fastenings. It's usually based simply on what has worked (or failed!) in actual usage. And oh my, how vivid are the memories of the failures.

Still, rare is the sailor who can resist poring over the latest tome on how to anchor and, also, how to stow some of the clumsiest and bulkiest equipment on the boat.

How would it be to carry an anchor rode—neatly stowed, ready to deploy and easy to retrieve—in a space about the size of two large pizzas?

You can do it with a rig newly imported from Sweden. It's called Ankarolina.

As shown in the photo, it's a high-impact, smoke-colored plastic reel containing 185' of 1"-wide webbing with a breaking strength of 5,500 pounds. It has a reinforced loop on the end for easy attachment of the anchor. It weighs only 8.4 pounds.

Addicted as we are to anchoring with chain, braid or laid line, we might be apprehensive about using webbing

for a rode. For a given weight and volume, webbing beats rope hands down. That's why webbing is used for safety harnesses and seatbelts (they're rated at close to 7,000 pounds). However, polyester braid doesn't stretch like nylon.

What about chafe? If there's truth in the theory that chafe can be minimized by presenting the largest surface area of the soft material to the hard surface, then webbing should be better than rope.

Unless you've sailed recently in Scandinavian waters, you probably wouldn't know about Ankarolina if it weren't for 35-year-old Marita J. Lawson.

She's Swedish. After sailing for a half dozen years in Europe with an Ankarolina as the primary anchorline for her own 27' Albin Vega, she came to the United States 14 months ago with her new husband, George, who works with an oil company. Aboard their 41' Lucander double-ender, she quickly tired of retrieving the anchor.

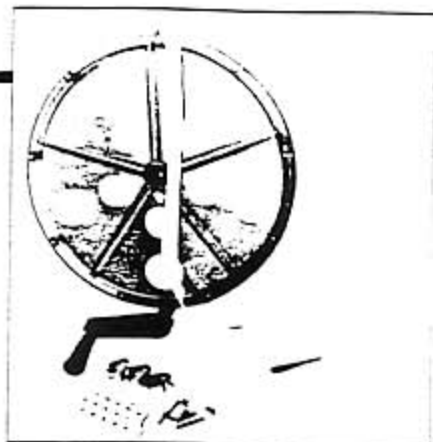
"George, I'm just not going to be coiling all that line," she said. "There's a better way."

A few letters later, she was in the import business, operating out of their Houston home.

Ankarolina comes in two sizes. The big one, shown in the photos, is a 17" reel less than 3" wide. With the accompanying hardware, it can be mounted most anywhere.

At \$249, it's not cheap. That's more than twice what you'd pay for the equivalent nylon anchor rode providing the same 5,500-pound breaking strength.

It would take a bit of a mindset to trust your boat to a web strap no bigger than the belt with which you hold up your trousers. But if you want to think about it, write or call Marita.



The Ankarolina reel can be mounted flat, vertically or horizontally, under a hatch, or on the pulpit or pushpit. A winch handle can be substituted for the supplied handle, but the reel is only to take up slack.

She'll probably convince you that Ankarolina would, at the very least, make a very handy stern anchor. She'll even tell you what the name of her little company means.

—D.N.

Ab Aquilon Inc.
850 Threadneedle
Houston, TX
(713) 556-1694



The end of the webbing is heavily reinforced. If it ever chafes excessively, Ankarolina offers a heavy-duty web shackle.

Practical Sailor

**UODA President Lars Lemby flies VODCA burgee at
International Vega Friendship Regatta in Holland - Takes 3rd place**

Dear Sid,

This is the last night of a
marvellous week. The sailing
has been thrilling with winds
between 0 and 5 Beaufort.

Vega #7 "INARI" was flattered
to fly the VODCA ensign and I
am happy to report that we took
it to 3rd place (out of 27) in the
racing class. We sincerely have
been missing you. Please start
planning for Denmark in 1992.

Yours,

Lars

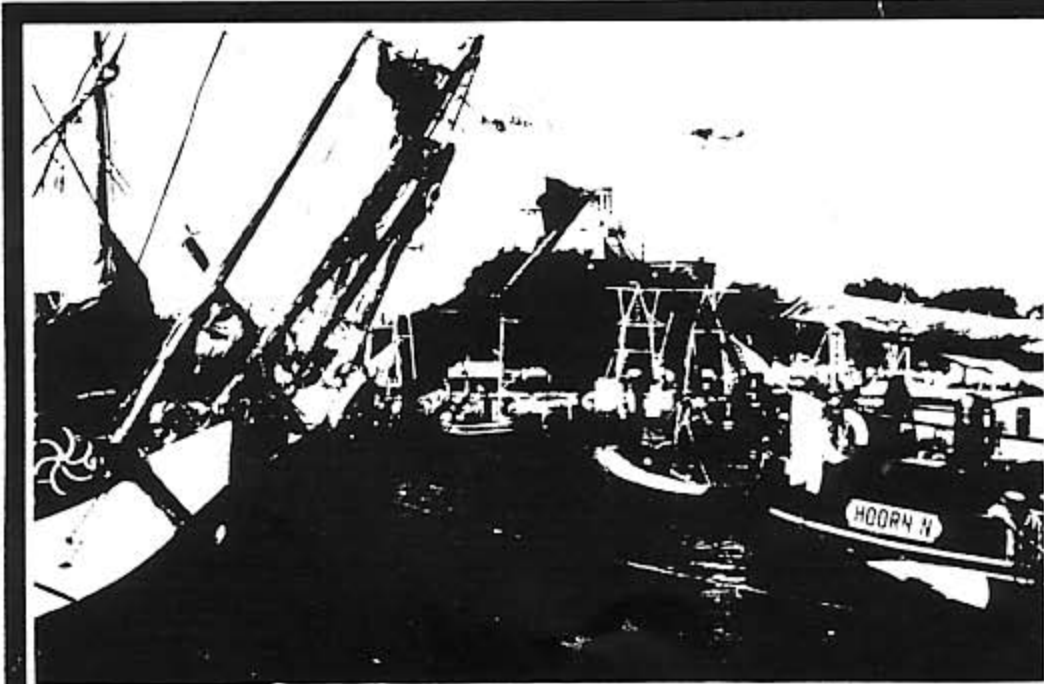


nederland



nederland

Mr. & Mrs.
Sidney Rosen
10615 Whitman Circle
Orlando
Florida 32821
USA



Enkhuizen, gezicht op de Drommedaris



REPLACING THE CABIN LINING -

c/o St. Michael's University School
3400 Richmond Road
Victoria, B.C. Canada V8P 4P5

April 29th 1990

Dear Sid,

I'm writing with regard to the member whose letter about the cabin insulation was published in the current YODCA newsletter. We recently re-did ours. Some comments:

1) The most vital part of the procedure is getting the old glue off. After we had peeled off the foam, we couldn't find any solvents that worked, and ended up doing most of it by means of a paint-scraper and blunt knife. No skill needed, but it is very laborious.

2) For the new insulation we used material that is used in "Ensolite" camping mattresses (closed cell foam). The actual material was called "Aerolite". It comes in various thicknesses & colours. We used blue, 1 centimeter thick.

3) For adhesive, a foam shop will advise you. The adhesive we used bears the code number EC4396 Glue CS 0406-1528-1. We obtained ours from:

Pelagic Pacific Industries Ltd
428 East Burnside St.
Victoria, B.C., (604-386-7814)

This is a contact glue that seems to work fine. You should note, though, that once you made contact, you can't pull the foam off again.

4) For the Vee-berth it is advisable to do each side in two pieces, as the material may stretch a little when you apply it. Glue each piece on from one end, smoothing out air pockets as you go. You need to work in a minimum temperature of 10 degrees Celsius (50 fahrenheit) and be very careful not to inhale the glue fumes.

Hope this is of some help.

All the best!

Nick + Jenny

Nick & Jenny Coghlan
"Tarka the Otter"



Placard regulation in effect, but fines 'not likely' at first



By Wendy Mitman
Staff Writer

The Coast Guard has begun enforcing federal rules requiring all recreational boats over 26 feet to display overboard discharge laws on a placard and mandating that some boats have written waste management plans.

Carrying potential criminal fines of \$50,000 and civil fines of \$25,000, the requirements stem from an international conference on preventing pollution from ships. Protocols ratified at the conference became federal law, and the Coast Guard developed regulations to enforce it, said Lt. John Manganaro of the Port Operations Branch in Washington, D.C. The rules took effect July 31.

Depending on size, boats over 26 feet must carry at least one placard in a prominent location, such as over the galley or next to hatches. The Coast Guard will look for the placards when it conducts routine boardings, but Manganaro said the program initially will be one of education.

"To go on board a vessel that doesn't have a placard and place a \$25,000 fine on them is not likely," Manganaro said. "There are other enforcement actions we can take." For example, he said, the Coast Guard may simply issue a boater a warning and outline the requirements of the law.

The placards must be at least 9 inches wide and 4 inches deep and state the following:

- Dumping plastic or a mixture of garbage and plastic is prohibited in any waters.
- Discharge of all garbage is prohibited within U.S. waters and in all other waters within three nautical miles of the nearest land.
- Dunnage, lining and packing materials that float may not be dumped within 25 nautical miles of the nearest land.
- Discharging garbage ground to less than one inch beyond three nautical miles of nearest land is permitted; other unground garbage may be dumped beyond 12 nautical miles of the nearest land.

• Violators may be fined up to \$50,000 and sentenced up to five years in prison in criminal penalties, and civil fines may run to \$25,000. Violators also may be liable for state, regional or local penalties.

Along with the placards, boats 40 feet or longer that have berths and galleys or that operate, or are certified to operate, beyond three nautical miles from shore must have written waste management plans describing procedures for collecting, processing, storing and dumping garbage. The plan, which the Coast Guard said may be a concise statement or an elaborate outline, also must designate who carries it out.

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'A' Frame Feedback -

KEMPTON WEBB (COYABA #138) REPORTS THAT JOHN SPRAGUE'S ARTICLE ON THE TABERNACLE AND 'A' FRAME IN OUR JAN '90 ISSUE WAS "SUPERB" AND THAT HE HAD SEEN THESE 'A' FRAMES BEING USED ON MANY SAILBOATS DURING HIS THREE WEEKS IN HOLLAND IN 1988.

Looking for a Vega -

BRYAN HONORE, 650 VERNON STREET #5, OAKLAND, CA 94610, A RECENT NEW MEMBER, IS LOOKING FOR A VEGA. ANY LEADS FROM OUR MEMBERS WOULD BE APPRECIATED. BRYAN FEELS THAT HE "WILL BE GETTING MORE THAN JUST A BOAT - IT SEEMS MORE LIKE A READY MADE FAMILY!"



Do not dump plastic trash overboard

It is illegal to dump the following waste in these waters:

INSIDE 3 MILES

(AND IN U.S. LAKES, RIVERS, BAYS AND SOUNDS)

PLASTIC · DUNNAGE · LINING AND PACKING MATERIALS THAT FLOAT · ANY GARBAGE EXCEPT DISHWATER, GRAY-WATER OR FRESH FISH PARTS

3 TO 12 MILES

PLASTIC · DUNNAGE · LINING AND PACKING MATERIALS THAT FLOAT · ANY GARBAGE NOT GROUND TO LESS THAN ONE SQUARE INCH

12 TO 25 MILES

PLASTIC · DUNNAGE · LINING AND PACKING MATERIALS THAT FLOAT

BEYOND 25 MILES

PLASTIC

Plastic trash includes bags, wrappings, cups and lids, jugs, stirrers, straws, 6-pack holders and fishing line. Garbage includes rags, glass, paper, metal, maintenance waste and food of any kind except fresh fish. Graywater is drainage from a dishwasher, shower, laundry, or wash basin. Dunnage is material used to brace cargo.

Courtesy of
Soundings

It is illegal to dump plastic trash anywhere into the ocean or navigable waters of the United States. Violators may be fined up to \$50,000 and sentenced to up to five years in prison under criminal penalties and fined up to \$25,000 in civil penalties. Regional, state and local restrictions and penalties may also apply.

If waterproofed, the above sign can be mounted on boats to conform with the federal rules.



Please welcome George Zvara & his "Gloria" Ballad to VODCA !

206 Pequot Ave.
Mystic Ct. 0635
9 April 1990

Mr. Sidney Rosen
10615 Whitman Circle
Orlando Fl. 32821



Sid:

Got your package the other day. Thanks for the response and warm letter. Enclosed is a check for membership in the VODCA and for a Burgee if one is available.

I wish I knew about the association while I was repairing my Ballad *Aurora*. You see, I got *Aurora* as a Gloria boat. (You remember Hurricane Gloria don't you?) She broke from her mooring and was thrown up onto a parking lot. Luckily she did not take on water so the interior was dry. I found her in pretty bad shape at a local marina in Noank. Her port side was stove in from the main bulkhead down to the quarterberth. The port side interior woodwork was parted and was one big jigsaw puzzle. There was a nice tear where the keel meets the hull and there were some bites out of the rudder. The rigging was OK except for a twisted lower aft shroud chainplate which was ripped through the deck from the chainplate bulkhead.

She was some sight at the marina with her guts hanging out and her finery on the ground. But when one looked at her unblemished starboard side one could see that she was built for *comfort and speed*. As you know, her distinctive Albin lines would make her stand out from the rest, beckoning the unattached.

So I did the dirty deed. I negotiated a price with the marina (who got her in an insurance auction) and contracted a local fiberglass outfit to get her structurally sound. They found a sistership nearby (another Ballad ?? -where??), made a mold representative to the stove in area. Then they then made a cast from the mold and popped in onto *Aurora's* side. They glassed up the keel and trimmed the rudder.

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This was a low budget operation, so I was going to take on all the cosmetic work, including fairing in the cast in piece (mindless task!) and putting back in all of the interior. When she was structurally OK I had her trucked to the backyard where I started in on her. I took me 18 months to get her looks back. Now her topsides are clean and she has new lining and varnish in the main saloon compartment.

But when I was ready to roll I found that her Volvo needed a rebuild. That was a winter project. So I hauled out the MD6A and rebuilt it in the garage.

Aurora now has her place on the mooring field on the lower Mystic River. We cruise Fishers Island and Block Islands Sounds during the season and sometimes we just hang out at the mooring and watch life go by.

Many thanks for allowing me to join VODCA, Sid. I would like to think that with the associations contacts and membership along with my experience in restoring *Aurora* that we may both be of some assistance to each other.

If you're in the Mystic area give a hail.

Regards,

George P. Zvara
Ballad #704
Aurora

AS PRINTED IN THE "JOB SHEET"

And this note... Dr. Tartan recently received a special issue of "VODCA", newsletter of the Vega owners of the U.S. The issue contains a very useful, detailed description of the preparations made to the Vega "Tarka the Otter" to "fix her up" prior to a circumnavigation of the world. While the Vega isn't identical to our T-27s, and most of us are not preparing for a circumnavigation, much of the information might also be of interest in terms of standard, common-sense maintenance and boat improvement tips. If anyone is interested in a copy, please give Dr. Tartan a call or a letter, c/o the Editor, and we'll oblige.

Chesapeake Bay Tartan 27 Association
August 1990



Please welcome Robert Firch to UODCA!

April 1, 1990

Mr Sidney Rosen
10615 Whitman Circle
Orlando Fl 32821

Dear Sid,

Thanks for your rapid response to my letter. My application and check are enclosed.

I purchased my Vega from Don Wild of Olympia, Wash. in Feb 1986. There was snow & ice on the deck the first time I took the boat out for trials. Since then, much has been done to it.

After reading many horror stories about the Combi unit and stuffing box, I replaced them with the MS gear in 1987 and have had no troubles for the past three years. A "WOODEN BOAT" article caused me to build and install lockers and book shelves behind the settees. This greatly improved the use of this space. The thru-hull gate valves have been replaced with ball cock valves. This past winter I installed an electrical distribution panel, replacing the fuses with circuit breakers. An Autohelm auto-pilot has been installed.

The previous owner had the boat re-rigged with a new boom. A Lewmar winch is mounted on the boom to allow slab reefing. The headsail winches were replaced with #30 Lewmar winches and moved to the cabin top. All the lines lead aft to the cockpit.

Auxiliary fuel tanks have been installed in the port and starboard cockpit lockers against the bulkheads. Fuel capacity is now approximately 35 gallons giving a cruising range of 450 to 500 miles. I don't know if this is a good idea or not - it came with the boat - but when I cruise to the San Juan Islands and North, I don't worry about fuel. Because of light winds in this area, you may have to power the whole way.

Other changes being considered are new sail control hardware strengthening the mast support and a new instrument panel. Something will soon have to be done with the head due to ecology reasons. These are winter projects - I don't want to cut into the sailing season.

I was glad to hear that there about 13 other boats in the Puget Sound area. I have only seen one (Mahina) in the last four seasons. I'm looking forward to receiving the newsletter and hearing what other Vega skippers are doing with their boats. I'm interested in their experiences with light-air sails. What works what doesn't!

Thank You



Robert Firch



When was the last time you shared any of your experiences with your fellow members?