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SEADOG OWNERS ASSOCIATION

Newsletter No. 1 1975

Firstly to wish all members a Happy Christmas and excellent cruising in the New Year.
At the moment we have 45 members and £119 in a deposit account at the bank. Therefore by keeping expenses down should eliminate the requirement for an annual subscription and I must thank J. G. Meakes at Marlow for helping to produce this newsletter.
I have also been approached by four would be owners of Seadogs so may I ask that any member contemplating selling their Seadog, or know of a Seadog for sale, do contact me for an introduction to a purchaser. And if the sale materialises a contribution to the Association funds of say 1%. With an occasional sale the association would become self supporting and only require a £3 membership joining fee.
Unfortunately due to the liquidation of Appleyard Lincoln, the moulders for J. G. Meakes all production of the Seadog has ceased.
Any replacement fittings required can be obtained from J. G. Meakes at Marlow.

PEA GREEN.

In September 1974 we sailed 'EMRA' into Dartmouth, berthed alongside Pea Green and due to modifications to our rigging and gales we became neighbours for about two weeks. During this time Betty and I got to know Ken and Noreen Ashley very well. Ken and I had had close careers, both flying during the war then continuing in civil aviation, Ken as a Test Pilot with Bristols/B.A.C. As with 'old' experienced pilots he was meticulous in his preparation, highly qualified, a Fellow of the Royal Meteorological Society and an experienced sailor. Therefore it is doubly tragic that after so few days of the voyage Pea Green had to be abandoned, when many leave these shores with little preparation and little experience. Captain David Spon of SUKAZI has kindly written the following which has Noreen Askley's approval.

The abandoning of 'PEA GREEN' off Ushant and the death of Kenneth Ashley

Many readers will have heard of the abandoning of Seadog 'Pea Green' off Ushant on the 23rd. September 1974, while on passage from Plymouth to Vancouver via the West Indies and the sad death of her owner - Mr. Kenneth Ashley.
Ken and Noreen Ashley left Plymouth on 21st September and set out on the first leg of their voyage to the West Indies via Northern Spain. The weather at the time was fresh Southwesterly, necessitating a windward beat for the first 130 odd miles. Ken Ashley was a very fit man of great resourcefulness and both he and his wife had undertaken considerable heavy weather sailing during the long work-up period prior to setting off. By Sunday 22nd the wind had increased to force 8 South Westerly and subsequently reached storm force 10, veering to the Northwest. By this time 'Pea Green' was about 30 miles WNW of Ushant and with the strong tides and adverse weather there was an exceptionally bad sea running with winds gusting 60 to 70 knots in the squalls. Being in a lee shore situation and unable to run for shelter there was no alternative but to battle against the the weather until clear of Ushant. By Monday evening little progress had been made and both Ken and Noreen were exhausted. To add to their problems 'Pea Green' had developed steering trouble and they wisely decided to send out a Mayday signal.
Their distress call was received by a Liberian tanker the 'Ocean Chemist' which altered course to assist and in spite of the exceptionally heavey sea managed to manoeuvre so as to give a lee and enable 'Pea Green' to get alongside, at about 1830.

'Pea Green' contd.

Noreen Ashley was able to jump on to a scramble net and with the assistance of the crew managed to get safely on aboard. On attempting the same Manoeuvre Ken Ashley lost his footing and fell between the yacht and the ship's side, receiving fatal internal injuries. At great personal risk one of the crew of 'Ocean Chemist' managed to rescue him from the water and he was eventually hauled on board. His injuries were so serious, however, that he died shortly afterwards.
At the time of being abnadoned 'Pea Green' was undamaged and in good condition although unable to steer properly. It is believed that this was due either to a jammed auto pilot or to having a rope entangled in her propeller which effectively jammed the rudder.
Three days later she was sighted by the French cruiser 'Colbert' in a positmon Southward of Point du Raz and was taken in tow. The tow was eventually handed over to the St. Guenole lifeboat and taken into harbour. A local fisherman, M. Helias, arranged for a mooring and 'Pea Green' was pumped out and left afloat.
Unfortunately this incident coincided with a prolonged French postal strike and notification that the yacht was safe was not received by Noreen Ashley until some two months later.
When 'Pea Green' was eventually recovered and brought to U.K. she was found to be extensively damaged above the water line and had lost both masts and most of the guard rails etc. Virtually all this damage was caused during the time that she was being towed and is no reflection on her sea worthiness. Clearly, had there been adequate sea room and bearing in mind the resoucrefulness and courage of he owner, this sad event would never have been recorded.
Itbis a great tragedy that Ken Ashley was unable to complete his long dreamed of voyage to Canada and the many Seadog owners who knew Ken and Noreen will join me in offering Noreen our deepest sympathies.
Incidently 'Pea Green' has now been refitted and is once again in service.

PROBLEMS by E. V. Marchant of 'JOBISKA'

My Seadog is No. 117 built in 1972. In most ways it is a first-rate boat and I get a lot of pleasure out of it, but there have been a fair number of problems at one time and another.
Itbwould be interesting to know whether other owners have experienced aby of the following.
Mast Lowering. The notes provided by Bernard Leigh when I took delivery made it all sound delightfully simple. When I went up the Seine to Paris this summer I had the first occasion to try out his instructions and I found things didn't exactly go as easily as he seemed to expect.
The mizzen was fairly simple, using the main halyard to lift it out.
The problems began when we started to lower the main mast. Being a bit short of crew, I got the help of the crane in the yacht harbour at Le Havre and assumed that since the mast is in a tabernacle it would be quite easy to get the crane to let it pivot gently down. I hadn't fully realised the size and weight of the mast, or the fact that the berth where the crane is is none too sheltered. It was a moderately windy day and I soon discovered that lowering the unstayed mast would create impossible strains on the tabernacle if it was left attached.
In other words the only safe thing to do was to lift the mast straight out of the tabernacle and then manhandle it down - not too easy for just three of us, myself, my wife and one (fortunately young and tough) friend.
The situation was tangled up a bit by the fact that the boom, which has through-the-mast roller reefing will not fold up parallel with the mast, nor was I able to detach it.

Problems contd.

In spite of all my efforts, and those of a French mechanic, I never have solved the problem of detaching the boom at the gooseneck: it Looks as if it ought to be easy, but it isn't. Anyway the result of this that we went up the Seine and back with the boom lashed at an abgle along the quard rail. I managed to make quite a neat job of it, but it would have been a good deal better heatly stowed in the place provided in the excellent crutches which I obtained from Freemans when I bought the boat. Raising the mast we managed without the help of a crane. This time we were in the Bassin du Commerce at Le Havre which is beautifully sheltered. But even with a fairly high quay to pull from, it is difficult to push the mast high enough to be able to get a pull on the forestay at a reasonable angle. Fortunately just as things had reached a pretty critical stage help appeared in the person of a French gentleman who seemed to have had experience as a tug-of-war anchor man - which was just what we needed.

Anchor Winch.

I have had repeated trouble with the Moyle Mustang winch. It packed up completely after I had had it about a year, and Moyle charged me over £20 to repair it. In spite of this it has now broken again. It has only been operated normally by one man (elderly and rather below average physical strength) using the handle provided. Some internal component broke with a resounding bang and it is now U/S again. What should Ido now? Spend more good money having this repaired. or an even greater sum on a new and hopefully tougher make a anchor winch?

Play in the Steering Gear.

For some time I was worried about this and eventually I had a chat at the Earls Court Boat Show with a representative of Whitlock Marine. In the light of his advice I took off the console and checked the flanged connection between the steering box and the vertical rod which runs down from it. I found that all four bolts were seriously loose, and although I tightened them up, they have shown a tendency to work loose ggain. I would advise all owners to check these bolts. There is also a fair amount of play in the gearbox itself which I am not too happy about and I'm thinking of consulting Whitlocks again.

Broken Engine Exhaust.

Very soon after I first had the baot the flexible pipe between the engine and silencer developed a crack which I didn't discover until the resulting leak of hot fumes had done a certain amount of damage inside the port side locker. Freemans repaired this for me without charge but some months later it happened again. I then got Moodys on the job who replaced the long flexible pipe with a rigid pipe and much shorter length of flexible. The bill was horrible but the job first rate and I have had no more trouble. My engine was about t e first low line Perkins that Freemans installed, which may have accounted for this defect.

Crack Along the Bilge Keel.

For some considerable time a hairline crack has been developing along the join between one of the bilge keels and the hull. In addition several plugs of resin are coming out from the holes where the heads of the bolts securing the keel and countersunk. This looks to potentially like an expensive repair job, though it may not in fact be as serious as it looks. Has any other owner got any advise to give.

oOo

MAST LOWERING.

Roger Davies of AHMEEK during the winter keeps her at the bottom of his garden by Shiplake Lock on the Thames and has coped with this problem twice a year for seven years. Therefore I reckoned he was the expert to answer the mast lowering problem. D.E.

Notes on Raising and Lowering SEADOG Masts without outside assistance.

by Roger Davies.

I do not pretend to claim that the following method is the best but it has worked well for me twice a year for seven years.
The following extra eqipment is required:-

1. One pair of sheer legs (aluminium scaffolding serves well) each of about 10ft. 6 ins. in length. The bottom of these sheer legs should be slotted to fit over the topmast shroud chain plates on deck. The top of the sheer legs should be joined by a bolt or other suitable connection and which can furn freely in both poles.
2. A pair of wooden chocks constructed to fit into tabernacle sockets. These receive the mainmast when lowered for horizontal stowage. They can also be designed so that the mizzen-mast can stow alongside the main.
3. A stout single block with becket for attachment to the stem-head fitting.

To lower Mizzen-mast.

1. Secure both ends of mizzen topping lift to pushpit rail.
2. Disconnect triatic stay for point of attachment on mizzen mast and remove all six shrouds from their chain plates.
3. Attach after end of Main halliard to forward end of mizzen halliard and haul the point of attachment to mizzen head by means of the fall of the mizzen halliard which latter should then be made fast to a cleat on the mizzen mast.
4. Haul handsomely on the fall of the main halliard until head of mizzen mast nuzzles main mast. When doing this allow head of mizzen to hinge forward gradually by means of the mizzen topping lift - see 1.
5. Remove hinge bolt in mizzen tabernacle socket, haul mast clear of tabernacle, lower and stow.

To lower Main-mast.

1. Shackle single block to stem-head fitting.
2. Disconnect topmast shrouds from chain plates and set up sheer legs A bolt should be passed through the non slotted sides of the sheer leg poles and the loop of the chain plates in order to locate the former in the chain plates.
3. Shackle lower end of fore-stay to bolt at top of sheer legs.
4. Shackle terylene line($1\frac{3}{4}$ or 2 in. cir.) to bolt at top of sheer legs, reeve other end through block on stem-head fitting and secure to anchor winch drum.
5. Set ckock in mizzen tabernacle socket to receive upper part of mainmast when lowered.
6. Disconnect forward lower shrouds from chain plates.
7. Lower mainmast by surging lowering line round drum of anchor winch after making certain that said drum is locked by clutch and ~~xxkx~~ pawl.
8. Disconnect after lower shrouds from chain plates.
9. After removing hinge bolt lift forward end of main mast. Fit chock in tabernacle socket and replace mainmast.
10. Move mainmast forward so that fore and aft overhang is equal.
11. Tidy up shrouds, halliards, toppin g lifts etc.

MOST IMPORTANT.

The above operation, when done afloat, must repeat must be undertaken when the boat is lying in smooth water, otherwise one can lose lateral control when lowering. If there is a beam wind the mast can be controlled when lowering by means of hauling appropriately on windward topmast stay.

Mast Lowering by Roger Davies contd.

GENERAL NOTES.

1. Obviously sails and boom must be removed before mast lowering.
2. Equally obviously the s.s. locking bolt on the fore side of mainmast tabernacle socket must be removed before lowering.
3. To assist in avoiding snarl-ups, remove burgee halliard, signal halliards and main topping lift before lowering. As explained the mizzen topping lift is required for controlling the mizzen mast and should not therefore be removed before lowering.
4. The designed height of the tabernacle chocks should be sufficient to give:-
   a Head Room in cockpit
   b Clearance over wind screen
   c Clearance over spray hood when erected.
5. With two people it takes about 4 hours to lower and five hours to raise the masts including preparation and tidying up. This latter chore takes longer than one might suppose. The extra time for raising is required so that the rigging may be set up accurately. This includes mast alignment.
6. For raising masts reverse the above procedure using anchor winch for providing the necessary hauling purchase.
7. If conditions are at all doubtfull it is as well to steady mainmast before removing forestay from stem-head fitting by securing the main halliard temporarily to the pulpit while setting up sheer legs and lowering line.
8. If any Seadog owner is in need of any further advice or assistance in this matter please contact me:-
   R. S. Davies, 3, Rivermead Cottages, Ferry Lane, Shiplake-on-Thames, nr. Henley, Oxfordshire. RG9 3LZ Tel: Wargrave 2192
9. In order to avoid gelcoat damage it is as well to place pads (hardboard ferrous or aluminium sheet) over the topmast stay chain plates on deck to take the thrust of the 'feet' of the sheer legs.

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Cradk along Bilge Keel.

From Fred Ellingham of 'SEACANIS'. -- The gap between the keel and the housing in the hull is filled with a plastic 'gue'. With flexing of the keel the 'gue' cracks. Keel bolts are tensioned to 25 lb torque.

oOo

From Geoffrey Godber of 'PROSERPINE'

Electrical system. I have found that corrosion of the ends of the fuses tends to cause loss of voltage and sometimes total failure of the circuit. To avoid this occuring I now burnish them all with sandpaper as part of the fitting out process.

Electrical Anchor winch. Mine totally seized up and the cause was found to be salt water penetration into the motor through a small threaded hole which should have been stopped by a bolt which had been omitted. It is worth checking this.

Chichester Harbour. Amended system of buoyage - new beacons in several places and a new landfall beacon (lit) in place of West Pole buoy.

MODIFICATION.

To save space the list below gives the modification and the owner.
I suggest that any members interested make direct contact.
And please a great additon to this initial list for the Spring Newsletter.

SECANIS. Fred Ellingham.

3" stem roller so that the anchor can be winched right up. Eliminates the strain of heaving a 35lb CQR onto the deck.

Fore and aft twin forestays - one a rolloer.

Mivis Refrigerator fitted forward.

Shower: Uses pressure garden spray.
(We have used this mod. on 'Emra' -excellent!)

Extra solenoid fitted so that the engine may be started with the ship's batteries .
(twin battery system)

EMRA. D. Emerson

Twin forestays athwartships with roller on port stay.

Anchor/Deck hose (also Seacanis)

Cockpit Table. Stows alongside port after bunk.

COMPASS SWING: If any member would like the details of swinging the compass by Astro Compass do write me. Requires a calm and sunny day. Astro Compasses can be obtained from Govt. Surplus stores - ex RAF.

LOGS.

Perhaps a yuletide subject but mainly concerning seafarers with the mechanical, electrical and pure mubo-jumbo that we throw astern, push through the hull etc., etc., to try and record the distance and perhaps speed of the yacht.
Freemans seemed to favour the Sumlog but many Seadogs must have many various makes and it should make a good subject for discussion. I had a Sumlog on the previous boat amd found it useless initially until refitting and bringing the impeller and the head as close as possible together with hardly a bend in the cable.
But, on a friends recommendation, for EMRA I bought a Space Age Doppler log. Good, I thought, no moving parts, just a quick hole through the hull, insert transducer, join up tp readout and we are away.....
I played with the wretched log all summer and eventually it gave a reasonable answer. Then this year it quietly over-read by 25%!
Then a large engineers foot made contact with the stem of the transducer and broke it. Dangerous, so it was replaced with a skin fitting (For Deck Hose)
At the Southampton Boat Show after a few strong letters I took the whole works and dumped them at the Space Age stand. And they have been excellent. Set modded and two in-hull transducers supplied.
It just has to be fitted and tried! Report in the Spring.

EARLS COURT BOAT SHOW. JAN 1 - 11.

It has been suggested that Seadog Owners meet during the Show for a drink and a natter. This raised the problem of where, when and recognisation!
At the J. G. Meaks Main stand there will be a S.O.A. folder. Would members kindly ask for this at the desk and it will contain details of Bar, time and Button Hole ident and space for messages.

I must thank the Directors of J. G. Meakes for their help with our Association especially with printing this Newsletter.
I apologise for typing mistakes - my two hard worked fingers go adrift now and then!

D.E.