

I am happy to announce two things. 1. Reg Freeman A.R.I.N.A., has become President of the Association. We had a most enjoyable four hour lunch together during which every aspect of the SEADOG was covered including any future, as we are all agreed that it is very sad that such an excellent design should not be continued. 2. We are now an association of 55 and there has been a great interchange of information between members, even to America.

The finances are still fine, as you will see from the balance sheet though that will decrease a little when the newsheet duplicating and postage have been paid for. I am now having a duplicating service run off my badly typed stencils as this makes the Association independent. As yet, unfortunately, we have not been instrumental in selling a SEADOG and receiving a small contribution towards the funds! Also enclosed the an amendment to the Register, still far from complete and I would ask members to help me update this. I hope to produce a revised Register next winter.

I had a long letter from Sam Fergusson Musser of Quarryville U.S.A. enclosing a newspaper article on his cruise to the Bahamas. He would also like a UK based SEADOG owner to switch ships with him during a summer so that they could sail SAINT IV in American waters and he could sail theirs here. (Address in Register) In fact the association almost has an American section with Bob Francis of Weston, Massachusetts and his WHIMSY OF WESTON.

It was very good to have David Chubb of Plymouth join as he has bought a restored PEA GREEN and after the sad beginning, trust he will have many years of fine sailing in her.

INSURANCE: With increased costs it was good to receive the following quote from Reg Freeman:-

His company - R. F. Freeman and Partners of 29, High Street, Milford-on-Sea Lymington, Hants....quotes.....

Basically for cover at Lloyd's we can offer a rate of £1.10% for 7 months in commission, 5 months laid up, T.P. Indemnity to £50,000, Cruising UK, Elbe, La Rochelle. No Excess. With £25 Excess the rate reduced to £1.00% Any NCB transferable and 5% discount on premium to Association members.

TUGRADO: Edward Pratt entered his deep Seadog in the Fremo Motor Sailer Race last year. Brixham- Plymouth - St. Peter Port - St. Malo - Brixham. And did exceedingly well to gain 2nd. place overall and in his class was 2nd. 1st., 2nd., 1st. in the four legs. Ted said it was a most enjoyable event and may be run again in 1977. Also his berth at Lymington Haven Marina will be available for 9 weeks 24th. June to 31st. August and we would like to sublet it. (Address in the Register)

THROUGH THE 'MIDI' IN THELPHINI by Dr. Francis Scott.

THELPHINI is a Deep Seadog built by Reg. Freeman and delivered early in 1973. The idea of going to the Mediterranean via the Canal du Midi germinated while she was building when we heard of other Seadogs that had made the passage and that the Midi was the best route for a boat of her size. Finally in the Autumn of 1974 we decided to make the passage in the 1975 season with the idea of spending a season or two cruising the Med. We decided to allocate one month for the passage from Dartmouth to Cap d'Agde near Sete to include also the return journey to England and planned to leave mid-July. Our intention was to allow ten days for the passage to Bordeaux, ten days to pass through the Canal and the remaining time for settling in at Cap d'Agde and returning to England. Two of the crew would leave the ship at Bordeaux and be replaced by two others who would join us for the passage through the Canal and on to Sete. Due to strong head winds we were delayed in Dartmouth for four days finally setting off on July 16. We reached Camaret after thirty three hours against light head winds. Having only a week to reach Bordeaux we continued with another overnight passage to Quiberon and a further long hop to Royan at the mouth of the Gironde arriving early afternoon on July 21.

The Marina at Royan we found very crowded but were allocated a berth against the harbour wall at the far end of the harbour near the crane. We decided to lower the masts here rather than at Bordeaux, a fortunate decision since facilities there proved to be totally inadequate for the purpose. We managed quite easily with the crane but charges for its use were in fact quite reasonable. Lowering the mainmast with a line from the forestay to a crew member on the quay proved quite easy to control and both masts were finally placed in supports previously designed to fit into the main and mizzen mast steps with lashings to fore and aft pulpits. The passage up the Gironde was accomplished easily on one tide on July 23 and we berthed at a small marina at Lormont on the west bank just above the suspension bridge where we had arranged to meet our second crew who were travelling by car from England. Lormont is about 4 Kms from the centre of Bordeaux which is easily accessible by bus. There was no difficulty in arranging to leave the car at the marina to be picked up on our return. To reach Castets to lock into the Canal Lateral de la Garonne one must leave Bordeaux at the beginning of the flood which necessitated a dawn start on July 25. We had been advised to pick up a barge just above the city and to follow it as closely as possible since the deep channel is not buoyed up the Garonne. In fact we followed a succession of barges which gradually overhauled us reaching Castets in 5 hours. We had to wait for over one hour to allow the barges to enter the lock first. The lock at Castets has a rise of over 4 m. and has a formidable appearance. We held on to an iron ladder to starboard and one of the crew shinned up the ladder with a warp only to find the top rung missing and no hand hold on the quay! He managed to scramble over the edge somehow to find that this was the only lock where the lock-keeper was prepared to fish the warps up with a long hook and make them fast himself. On leaving the lock we were given a paper describing the operation of the automatic locks on the Canal Lateral with a rapid explanation in French which we only half understood. On approaching each lock there is a red and white striped pole hanging from a wire cable across the canal and four lights on the bank to starboard. If 2 red lights are showing the lock is occupied and you must wait until one is replaced by green when the striped pole should be given a quarter turn to the right. This reserves the lock for your use. When 2 green lights appear you can slowly approach the lower gate but must wait until lights to the right of the lock gates are green before entering the lock. Not all the locks on the Canal Lateral are automatic and we found several of the automatic ones out of order. Lock drill for both manual and automatic locks follows a similar pattern. Stone steps lead down to a platform just above water level at the approach to the lower lock gate, usually on the towpath side. One of the crew must be dropped off on this platform to be ready to take your bow and stern warps as you enter the lock. This means approaching at about 2 knots to within 6 inches of the platform so that the crewman can jump off. Allow for the fact that the tail race which comes in at an angle just below the lock is liable to throw you off course. The crewman ashore will receive bow and stern warps as you enter the lock and make the yacht fast towards the downstream end to avoid the worst of the turbulence when the sluices are open. In automatic locks there is nothing more for the crew to do apart from tending the warps as the water level rises. In manually operated locks the crewman ashore operates the lock gates and sluices on his side while the lock keeper does the others. Adequate fend-offs are essential and about six or eight are really a minimum each side. After three locks we picked up a tow from a barge as far as Meilhan, there being just room in the locks for both of us at a squeeze and there we stopped beside a waterside cafe where we found ourselves lumbered with the too friendly barges for most of the day! The next day with an 0800 start we reached Agen by 1845 having negotiated 14 locks. There we found a clubhouse with showers and other facilities on the quay and shops, restaurants and the railway station are within a short walk. Here we first encountered 'THERAPIST' an Arpege owned by Michael and Hazel Woodruffe who were waiting for a crew to join them and whom we were to meet again in the Canal du Midi. After spending a night at Castelsarrasin we continued to Toulouse. On this stretch there is a mechanised ramp which takes barges past four manually operated locks which have to be used by pleasure boats.

The basin at Toulouse where the Canal Lateral ends was a disappointment. There are no facilities for yachtsman and few shops or restaurants close at hand. The centre of the city is quite a long bus ride away from the basin which is rather shallow and we only found just enough water alongside opposite the exit of the Canal Lateral. After visiting the city we had lunch and left Toulouse entering the Canal du Midi which leaves the basin at right angles to the Lateral. The fourth lock after leaving the basin is double, the first chamber being under a road bridge with very little head room and one has to make fast to vertical bars on the starboard hand wall of the lock. We only managed to negotiate 6 locks before 1930 when the locks close and we tied up alongside the canal bank about 17 Kms out of Toulouse.

The following day, July 30, we reached the highest point on the Canal where the long descent to the Med. starts. There is a statue to Paul Riquet the builder of the Canal just before the first descending lock, aptly named, L'Ecluse de la Mediterranee. The drill for descending locks is much less arduous since the crew can step ashore after entering the lock but one has to pick up the crew ashore from a ladder on the lock gate as one leaves. On reaching Castelnaudray that evening we promptly ran aground where the Canal debouches into a large basin. To avoid doing this one must skirt a large reed bed to starboard heading for the quay where the Blue Line cruisers have their headquarters. Here there are all facilities including showers and a conveniently placed quayside pump for diesel fuel where we were able to fill our tanks. The town is only a short walk from the quay and we found it quite charming with plenty of excellent shops and restaurants. Owing to a rather late start the next morning a failed to reach Carcassonne that evening but arrived instead just after breakfast the next day. We were also delayed by weed blocking the water inlet of the cooling system and one of the crew had to go overboard to clear it. A careful eye needs to be kept on the temperature gauge which gives warning of impending blockage. At Carcassonne one ties up alongside a quay to port where there are showers and other facilities. There is little water and one has to nose in gently to find a suitable mooring place. 'THERAPIST' arriving shortly after us and having slightly more draft ran aground and eventually tied up outside us. Some of the crew of both boats who had not previously had the opportunity visited the old city and we both left in the late afternoon for Trebes, a further 6 locks which took us a little over two hours. There we found a good quay to tie up to and with shops for provisions within easy reach. The next day we preceded in company but encountered a lot of floating weed which caused trouble to 'THERAPIST' by getting round her prop but we only had to keep out inlet filter cleared. This stretch of the Canal has many bends and we saw our chosen destination Capestang long before we reached it, the final reach seeming interminable. The next day August 3 was our last in the Canal. We passed through the tunnel at Malpas, through which one can see daylight but where there is no room to pass another boat. At Fonernannes just before Beziers there is a flight of 7 locks operated automatically and was open in our favour from 1300 hours to 1500. We reached the circular lock at Agde at 1825 after which one enters the river Herault turning upstream for 300 metres before re-entering the Canal on the far abnk and passing through the final lock which was open so that we could motor straight through it and then left the Canal to enter the Etang de Thau.

We could see the lights of Marseillan over to port and we entered the harbour and tied up just as the light was fading. We had completed the passage of the Canal in ten days as planned but the heat, with the temperature constantly in the minties, was trying indeed.

We spent two nights in Marseillan leaving at 0630 and heading out into the Etang to reach Sete at 0830 to await the opening of the bridges at 0900 when they open briefly to allow boats to reach the outer harbour. Here we were allocated a berth in the marina and arranged for the use of the crane to raise our masts. This can be rather tricky as swell from passing ships may cause the boat to roll violently at a critical moment. Next day we completed our passage to Cap d'Agde about 30 kms along the coast to the West under sail - a relief after two weeks of solid motoring.

In conclusion I should like to add that with a reliable engine and a crew of three or four, at least one of whom is agil and reasonably strong a passage through the Canal is not unduly arduous. The booklet entitled 'Itineraire Nautique Les Canaux du Midi' issued by the Touring Club de France proved invaluable and I would like to record my thanks to Brig. Gen. Wingate-Gray whose notes on the Canal and other helpful advice encouraged us make the decision to undertake the voyage.

WARNINGS:

NEERON - John Cockhill - Owners with a heat exchanger might like to know that the brass cap which holds the assembly together fractured last year. This allowed the component parts to sepearate and the sea water and oil continued to pump into the bilge until the engine compartment was full and overflowed into the saloon. The warning buzzer did not sound and the temperature gauge did not register any increase, in fact there was, if anything, a decrease until the engine seized up - possibly because it was running on and surrounded by sea water. At the time we were motor sailing to windward in a F.7

The cap itself had a hair line crack which, where it opened, clearly showed corrosion. It also had a bright ring inside which showed that it had been overtightened as some stage although to my knowledge it had not been off since installation.

TONGAREVA- Stanley Broughton - We have broken the fan belt on a couple of occasions and we always carry spares. The first time it happened we ordered new ones by quoting the number in the Perkins Spares Manual, only to find that they were too big. The slipping belt slowly disintegrated and the resultant black dust was sucked into the air filter causing the engine to overheat! It took us quite some time to find the cause. Now we carry two belts of the right size.

BILGE KEEL CRACKS.

PIELAGO - Teddy Raw - With regard to cracks along the bilge keels, I may be able to assist. My boat is No. 49 built late in 1968. When I took her out of the water in October 1973, I found cracks had developed along both keels. I let the hull dry out, then very carefully took off the surface of the gel coat with a power drill and wire wheel. Then I put on two layers of glass tape 3" wide and finished with a coat of resin. A manufacturer of GRP hulls was working on a boat nearby, looked at my work and said I had got it right.

Since then the boat has had two seasons, some rought weather and is now ashore again and touch wood, without prejudice together with crossed fingers, all appears to be well. No sign of any movement or further cracks. Before the tape went on I found that two resin plugs had come away from the bolt heads. I made these good with glass putty.

PROBLEMS.

WHIMSY OF WESTON - Bob Francis - What is the best way of keeping the teak trim in good condition? Any solution to wear of the vinal or plastic coating on the cockpit canopy frame? 'WHIMSEYS' anchor winch gave trouble the first season. I unbolted the winch, brought it home and removed the gypsy so I could get at the inside. There I found a set screw (or grub screw) had loosened on, as I recall, a pawl or pinion. When this screw was tightened up well I had no further trouble and a year later the winch is behaving well. If you have access to a shop where the gypsy can be pulled off the shaft without too much trouble or expense, it might be worth while repairing it at home. Does the mizzen require a backstay when using the mizzen staysail? (Reg Freeman said this is not required)

NEERON - John Cockhill - Stern Gland. This is now starting to leak badly. Does it rely on packing alone and would the addition of a cup or remote greasing attachment have any adverse effect?

FIVE

M O D S

NEERON

John Cockhill

Extension spindle at forward end of the steering box to enable Sharpmate to be completely installed with short chain drive in one half of the bulkhead cupboard. Mast Steps on Mainmast and reversal of Triatic stay shackle to enable easy derigging. Simple masthead fitting for VHF aerial. Lowering bunk coamings in aft cabin to avoid bruised knee caps

CANUTE

George Blunt

Cockpit Table 25x27 $\frac{1}{2}$ ". When not in use housed on rear face of bulkhead opposite sink. Gas tap protection. Metal pipe 2 $\frac{1}{2}$ " long in front of cooker taps resting in wooden slots. Paper rack main cabin. Teak strips 1x $\frac{1}{8}$ ". Forepeak wardrobe. Hanging rail to fore and aft. Cockpit locker port. Removeable false floor on 1" chocks for drainage of warps and diesel spillage. Dinghy rack. Additional wooden frame to standard rack to carry upturned GP 6'6" tender. Supplementary Bilge pump to remove residue. Foot operated from platform rear of engine. And Bilge Sponge for final clearance.

SPINNER

Stuart Hurst

EMRA

Dennis Emerson

Treadmaster Deck. (I have seen it looks fine....D.E.) Helmsmans seat. $\frac{3}{4}$ " ply plank swings out from port cockpit seat. Plus cushion. Keeps the mate-ess comfortable and happy.

L O G S

SUMLOG (TONGAREVA - Stanley Broughton) The Sumlog, we find remarkably accurate while the hull is clean, but as weed begins to grow the Sumlog starts to under read. So when crossing the Channel on our Summer cruise, we use a Walker log and take hourly readings from the two instruments. We have noticed that the Sumlog error is very consistent; so during the rest of the cruise, we use the Sumlog only, applying the percentage correction.

DOPPLER SPACE AGE (EMRA) (Contd from Newsletter 1) We sat, with the winter fire warming the cabin, with an instrument and two in-hull transducers on the cabin sole. And the directions in one hand and a whisky in the other. Directions:- 3-5" below the waterline. Fin keel 18" aft of the beam. Bilge. The same but forward of the trailing edge of the bilge keel. Never less than 3' forward of the propeller. All very interesting and after about a day with a tape measure, shining torches through the hull to find the water line and almost discolating a shoulder decided it required a legless dwarf to bond the transducers in! Wrote to Dextronic. They phoned. Yes, I could experiment with plasticene bonding.....Down river. Not a flicker of a knot. Pushed a transducer into the plasticene on the galley sink water pipe and pumped ---7 knots! Down river again and with transducer pushed hard into the plasticene achieved 6 knots but very irregular readings when slowing. No idea where to bond the transducers. Parcelled up prettily and taken to the Christchurch Marine Auction!

MOHICAN - Roger Seddon - Bonded in beneath the chart table and the other opposite. Reasonable readings but electronic interference gives different readings whether sailing or motoring.

SEAFARER LOG. JACANA - J. Cooper - Fitted by J.G.M. in the locker below the chart table (Deep Seadog). Not reading when even with modest heel on the starboard tack.

EMRA - Fitted the transducer just aft of the forward bulkhead and by the port settee in the main cabin. A small section of the hull shows between the cabin sole and the port locker. Small ply locker made to enclose the transducer. When extracted for cleaning water runs into the small bilge below the cabin sole. Works perfectly when motoringsails yet to be bent on and really tested. Report in No. 3 Newsletter! At least one can rely on the dear old Walker churning away astern..... until it also picks some Channel weed!

SIXFUNDS

Statement as at 29th. February 1976

Postage	14.89	Subscriptions	160.40
Office		Interest	4.30
(Books, Files, Headed			
Paper, Envelopes, Etc.)	15.92		
Newsletter 1	1.49		
(Sherry to Duplicator!)			
Cash in hand	2.70		
Withdrawn	35.00		
Cash at Bank	129.70		
	<u>164.70</u>		<u>164.70</u>

Roger Daives looked over the account book and found all correct.
 If any accountant members raise the odd eyebrow on the way the above
 has been set out.....sorry I am not an accountant! D.E.

GEN.

From Stanley Broughton:- About twice a week in the summer months, Air France have been running a plane from London Airport in the mornings, which calls at Dinard and St. Nazaire. It drops its passengers and takes a return load in the afternoon. I usually sail TONGAREVA, by easy stages, calling in at such delightful places as the Morbihan, and tie up finally in the River at Le Pouliguen, or La Roche Bernard. Then by taxi to the Airport, we meet my son and his crew to give him the "Gen". The whole cruise takes only four weeks and we have done it several times.

Replacement cockpit covers:-

Messrs. Nylet, 118/122, Station Road, Fordingbridge.
 Telephone 0425 53456.

(For EMRA we made a white PVC cover for the winter, the Bernina took a slight beating but a leather needle coped)

Sailmaking: E. S. Kear of JOHVIA has been attending a sailmaking course and finding it of great interest.

I hope to have a copy of the sail plan of the original and the Mk.4 available. I have one of the Mk.4 but it is still with Jeckells and I have as yet three letters unanswered! As in the last letter to the Managing Directors I stated that Jeckells made good sails but after placing the order it was hell to get anything from them including the sail.

Cruising areas: Met a friend ex. Malta who is now based at Milazzo on the north coast of Sicily, south of the Lipari islands. He says it is an excellent winter cruise area.

BURGEE. A few members have intimated that they would like an Association flag. The design of a symbolic motif is not easy for a SEA....DOG. Could any artistic members help with design suggestions. Triangular or square like the RNLI flag. Then I will contact and obtain a price from some reasonable manufacturers.

REGISTER. Enclosed a separate sheet with the amendments. Would members kindly help me bring this up to date.

NEWSLETTER No. 3 Response for No. 2. has been excellent so please repeat for the next issue before Christmas. Subjects. Problems, Modifications, Cruising Gen. Logs. etc., Please remember that acknowledgment of letters will be long during the summer as we will be away from mid-May to September. Charts as far as La Rochelle but hoping for a better rate of exchange. Quite frankly with all the stores on board I do not think we shall ever leave shallow draft Christchurch! A Good 1976 Sailing Summer, D.E.