

Once again dreaded winter and those idyllic days of drifting in the hot sun with the Ghoster boomed out but a memory. And also with the advent of Christmas the necessity to polish up my four typing fingers and thump out the next Newsletter. Unfortunately little material has arrived but perhaps a blessing for me as a new Register had to be produced. In fact having only typed the stencils a few days ago they are already splashed with correcting fluid with changes of ownership that have come to hand.

REGISTER: Would members please advise me when they are selling their Seadog as (A) I may have a potential buyer in the file and (B) to amend the Register with the new owner. Also there are still a few Seadogs not accounted for DAGOTIA - PHILLYPHAS - SUNDG - SEAFLEUR - TIMELLA - SALUKI and others.....if you do meet an owner of a non SOA register boat would you kindly hand them the attached membership form and ask that they send it to me even if they have no intention of joining the Association.

GEN: Bernard Leigh and Ralph Johnson are together at Portsmouth Marine Engineering and are obviously THE people to repair Seadogs. They have one in the yard now. Nattering to Reg. Freeman, he has been drawing the lines of a new Seadog type but two feet longer on the waterline. I also had a letter from John Hobbs (ex Meakes) from Holland who tells me that apart from operating a brokerage his company are hoping to start limited production from the Seadog moulds next year.

ASSOCIATION: Now stands at 65 members and with good interchange for those who require advice.

FINANCE: After paying for the duplicating and postage of the Newsletter there will be about £140 in the bank, so that new membership fees and a little interest and commission on Insurance are keeping pace with expenses.

INSURANCE: Very good Seadog terms from R.F. Freeman & Partners
29, High Street
Milford-on-Sea, Lymington

Tel: Milford-on-Sea (059 069) 3000

REPAIRS: Portsmouth Marine Engineering
Lower Quay
Fareham. Tel: 032 92 2854

or Bernard Leigh at home. Loxsheath (04 895) 6860

COCKPIT COVERS: Replacements can be ordered from Nylet Ltd
118-122 Station Rd
Fordingbridge
Hants

Tel: 0425 53456

Spray Canopy complete with frame	£141
Spray Canopy only	67.10
Stowage cover	11
Extension aft cover and bag	67.10

SAILS: Crusader Sails, Enefco House, The Quay, Poole.
Good small loft. They have both Seadog sail plans.
Laundry 25p per lb plus free winter storage.

SAIL PLANS: I have copies of both plans 399' and 444' and the charge is 80p each to cover cost of printing and postage plus a wee profit.

Please remember to state size of rig when ordering.

BURGEE: No ideas or designs have arrived and a suitable motive for the S.O.A. escapes me.

And herewith an account of the new scrouge of GRP! -- Osmosis
by Brian Jackson the new owner of 'MICHETTE'

O S M O S I S.

What a pretty name for a boat. Hang on, beofre you rush to put it in the owners' list between ONAR and PALAFOX: you don't find it on the transom - it is on the bottom.

"Millions of boats, most of the GRP boats now built, seem likely to be affected sooner or later as they get old, and only the best will be later" (Hugo de Plessis - Fibreglass Boats)

Osmosis is the diffusion of water through a semi-permeable membrane which allows water to pass but not dissolved salts. What's that in plain language? Unmistakable cracks, blisters or weeps showing through anti-fouling. Persistent tiny damp patches, between pinhead size and thumb nail size. Underneath crescent shaped cracks of burst blisters - water in the blisters has an aromatic smell.

Some hold that a GRP hull will not fall apart with osmosis but where do we start? When I had MICHETTE surveyed prior to purchase my good surveyor reported osmosis and was he to go on with the survey? Well, I decided that if there was a strong chance of osmosis going to occur in time we might as well have the treatment under skilled supervision at the beginning. So on with the survey.

The outcome was a report that MICHETTE was basically sound provided the osmosis was attacked. This meant:-

1. Grind off entire gel coat below water.
2. Wash off with high pressure hose and repeated every two weeks.
3. dry outside for 7 weeks
4. Move under cover.
5. One coat International 708 thinned.
6. Full coat 708
7. Rub Down
8. Fill
9. Rub down.
10. 707 brush cement.
11. Rub down
12. Successive coats of 708 (4 plus)
13. Anti-foul two coats of TBT.

Nine months have passed and as far as we can see the problem has been overcome. The cost to the vendor was in excess of £1,000.

So what to do? I strongly recommend owners to inspect their hulls and take the boat out of the water, if not at intervalls annually at least fairly regularly. If osmosis is suspected check with a reputable surveyor. Don't panic if you have it but don't just rub down and cover over with anti-foul.

I found my surveyors M. G. Duff and Partners of Chichester particularly helpful and we also had helpful technical advice from International Yacht Paints at Southampton. Perhaps it is like rust - cosmetic on steel but not structurally serious if tackled in good time. But I do stress that this problem is a world-wide one, not fully agreed upon for cause by the experts, so I cannot be responsible that the treatment above is right for you.

We believe that we did the right thing and we are very happy with Michette. All I ask is, don't rename your Seadog 'Osmosis'. It's a pretty name but let us leave it at that.

Brian Jackson.

Telephone from B.J. :- Also see article GRP Blisters in 'Yachting Monthly December.

Latest Modifications.

EMRA Treadmaster Deck. Designed in sections. Fantastically non slip. I have a full set of templates if anyone is interested. Required 9 4x3' sheets and with the marine adhesive cost about £62. It took us about a week to draw the sections on the deck, cut wallpaper templates, transfer to Treadmaster - large scissors cut it satisfactory - and stick it all on.

Past Modifications.

3" Stem roller	SECANIS
Fore and aft twin forestays - one with a roller	"
Athwartships " " " " " "	EMRA
Cockpit table (Stows alongside port after bunk)	"
" " (Stows " rear face galley bulkhead)	CANUTE
Shower - using pressure garden spray	SECANIS
Extra solenoid for engine starting (twin batteries)	"
Extension spindle fwd end of steering box for Sharpmate	NEERON
Mast steps	"
Simple masthead fitting for VHF aerial	"
Gas tap protection	CANUTE
Dinghy rack. Additional frame for 6'6" tender	"
Supplementary bilge pump	"
Treadmaster deck - Complete cover.	SPINNER
Helmsmans Seat. 2" ply plank swings out from port cockpit seat. plus cushion.	EMRA

LOGS. Continued from Newsletters 1 & 2. EMRA - On our new super etc., etc., Seafarer Log the counter stopped after only 255 n.m.! Perhaps 1977 will perhaps see us with a working log.

CRUISING This Christmas Newsletter would be a good outlet for members to write details of their past summer cruising area. Then members interested could contact them
PALAFOX II Spain.
AHMEEK Southern Ireland.

Betty and I had a superb cruise to North and South Brittany and managed to survive in France for just over two months due to the large 'cash and carry' stores loaded before departure. Met many Seadogs, SECANIS before departing, PALAFOX II near Belle Ile returning from Spain, TONGAREVA leaving L'Aberwrach for the Chenal as we were arriving from the south. Passed SCUBIDOU sleepily at anchor when setting course early from Perros and back at Guernsey GUNDOG - KYROS - PEA GREEN - JACARAN and SCUBIDOU again. And while photographing the harbour from the Castle included PROSERPINE entering.

Our cruise had two moments. Navigating into St. Evette (Audierne) in fog. Steering the prescribed courses through the RAZ in an exceptionally rough sea discovered an uncharted 'french concrete beacon' dead ahead.... it turned out to be the conning tower of a submarine!

NEWSLETTER 4 To be published in the Spring, so please ladies and gentlemen, may I have an abundance of 'Copy' in the New Year. I thank you in advance.

And so 'Seadogs' a Very Merry Christmas to you, with excellent cruising in 1977 in our excellent cruising boats.