

# SEADOG OWNERS ASSOCIATION

President: R. F. Freeman A.R.I.N.A. Newsletter No. 5

1977

The season of 1977 started well with the Seadog Rally at Yarmouth on May 21/22 and a report follows. Having had to motor a considerable amount last year against light northerly and north easterly winds on returning from South Brittany, decided just to wander about the Channel this year and if possible avoid windward passages. And we were successful only using half the fuel of last year. Our setting course date was delayed until after the Jubilee Bank Holiday due to the arrival of No 4. Grandson and we had a superb summer. Meeting many old friends in many ports and many Seadogs, in fact about 26 of them! Two French owners, 'Dougal' leaving the Rance as we were entering and George Bessec of ORBICHE who kindly invited us for some excellent rum punches at his St. Malo home. We had only just moored alongside the quay at Dinan (14F pontoon, 7F Quay) when Betty and I walked back to take the lines from TUGRADOG.

A highlight was being one of the many boats escorting BRITANNIA into Falmouth and noted that the only other boat properly dressed was another Seadog - TARRY. Returning direct to the Solent instead of Christchurch in September met Dr. Moore of LUNA who with his family have been building the interior and rigging it over the past three years. Very well done and new ideas on the interior plan. One of our most interesting anchorages was at the Ile de Chausey, where you arrive at high water amongst dozens of rocks, then the moon pulls out the plug and you sink to a low amongst hundreds of rocks! Best to be visited at Neaps, mid-week and settled weather. The Granville Yacht Club have laid a large number of very good buoys just off the main island which has a shop and restaurant. By the way Granville has a marina, entered over a lowering sill at about half tide. (First night free). And the summer ended with another excellent rally at Yarmouth all organised for us by Hilda Freeman, with many thanks to her, as I was away on EMRA.

**BURGEE:** We now have a burgee, a 'gold' ketch motif on a navy blue ground which quite a few owners are flying. Cost £3, direct from Messrs. R. F. Freeman & Partners. (This arrangement is easier financially as we are away so much)

**SAIL PLANS:** Available for 399' and 454' rigs. From DE. Please order during the winter. Jeckells and Crusader have both copies of Seadog plans.

**INSURANCE:** Excellent Seadog terms and assistance from:- Messrs. R. F. Freeman & Partners 29, High Street, MILFORD-ON-SEA, Lymington, Hants Milford-on-Sea 3000 or 3330

**SEADOGS:** And the more Dogs insured the better are the terms! The grapevine has it that some time in the future there may be a production again. Also the lines are being drawn of a 35' Seadog.

**MEMBERSHIP:** 82 Seadog owners have joined the Association, though of course a number have sold their boats. Kindly help me to update the Register.

**FINANCE:** Excellent: About £240 in the deposit account and my usual unprofessional balance sheet will be in the Spring Newsletter.

**TEAK:** With a hint from Don Fair I am testing in the garden some teak treated with this Danish wood preservative.

RALLY MAY 21/22nd at YARMOUTH.

Attended by: AMERUS : APRIL DAWN : EMRA : JOHVIA : MOHICAN :  
SEACANIS : SEADOG : TRESKO MAID .

All the Seadogs arriving at Yarmouth had a hard sail as the wind stayed at NE 6 with the odd gust of 7. But the sun shone warm over the week end which made visiting other boats very enjoyable. Charley Attril, the Harbourmaster, kindly organised us all together rafted up on the two far end trots. The Royal Solent Yacht Club welcomed us and we initially met in the bar about 1900 and later all 24 crews with Reg and Hilda Freeman among us, sat down for a very good dinner. Sunday, though still windy, was hot sun and before departing to their home ports there was a lot of visiting and noting modifications. The 'high' point of the morning being the ascent of Fred Ellingham's mast steps by young Gloria Freeman. After another meet in the bar at lunch time all boats departed leaving EMRA swinging lonely between the trots.

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RALLY SEPTEMBER 24/25 at Yarmouth.

Attended by : AMERUS : APRIL DAWN : CENEREA : EMRA : HIBOUX :  
JACANA : KOHURA : LUNA : MODICAN : OFFENBACH :  
SEACANIS : TUGRADOG and ANTANE .

Once again the Clerk of the Weather heard the rally was on so this time blew hard from the SE but a fine number of Seadogs arrived at Yarmouth and 31 members and crews sat down to another excellent dinner at the Royal Solent. Great help was again given us by the Club and of course by Charley Attril who positioned all the Dogs onto two trots including ANTANA who, not being members, did not know about the rally and were duly moored alongside seven Seadogs to their utter amazement!..... and promptly handed a membership form!

Sunday dawned wet but cleared to Autumn sun and great movement between boats with ideas being noted. Especially Don Fair of OFFENBACH who spent most of the day up the SEACANIS mizzen steps with a tape measure drawing the radar scanner mounting. Perhaps good weather will be with us next year.

The SPRING 1978 Rally.....on 29/30th. April...? Comments soon please as I wish to book the date with Yarmouth. The season starts early as Easter Sunday is March 26th.

I apologise to members who cannot sail to the Solent in a week end but a high majority of the class are based in that area. I have suggested that centres are formed in North Wales, Holland and Massachusetts!

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PERKINS COURSES: Perkins run a most comprehensive two days owners course. Very good value, about £10 and details from Perkins.

QUARTER BERTH CUSHION FOR SALE; In Lincolnshire. Contact DE.



ODDS & DOGS.

F. Green of ONAR has cruised off to the Med. for a year or so.

Francis Scott of THELPINI has brought her back from the Med.

From George Blunt of CANUTE:- Repairs or replacements of stainless steel deck fittings can be obtained through:-

Mr. B. A. F. Withyman

Le Fay Engineering & Fabrications Ltd.,

Unit 2, The Tannery, Brockhampton Lane, Havant, Hants. Tel: Havant 73941

On a Lloyds survey, the surveyor expressed a preference for yellow tallow impregnated stern-gland packing than the black graphited. (My stern gland dried and tightened during the summer while away, so I injected a dose of Molyslip.....cured) DE.

From Geoffrey Godbar of PROSERPINE. To reduce engine noise, stuff the space round the exhaust fitting in the port cockpit locker with fibreglass insulation.

From Robert Francis of WHIMSEY OF WESTON. In the coldest winter for ten years in America, the cockpit filled with snow, melted and ran down into the bilge, froze and created a crack between the bilge and water tank. (Deep Dog). Therefore be warned - do not let snow accumulate in the cockpit.

Bernard Leigh is now in Saudi Arabia advising on the building of yachts. I had a long letter from him. Extracts.... general temperature in eternal sunshine 115 to 100....returning to the Boat Show... driving a Mazda 929 Coupe, have a shunt and you go to jail... living in a 60 foot air conditioned American trailer in the desert, north side of Jeddah. Like living in a large Motor Cruiser that has gone aground on a sandy beach....A delightful creek nearby, 5x<sup>1</sup>/<sub>2</sub> miles, clear blue 90 degree water, prevailing wind across the creek 4-5, using a Topper dinghy....Local club £200 p.a. (Has'nt joined)....Regards to all Seadog Owners.. ma as salamah.....B.L.

From Brian Jackson of Michette'

From "Southampton & Cowes Steamers 1840-1865, part of a book Early Solent Steamers by Captain F. T. O'Brien, Master of the Osborne Castle":- "On the evening of the 27 March 1851 the Duke of Buccleagh was in collision with the 15 ton yacht Sea Dog, owned by J. Barfoot of Lymington. The steamer was abeam of Calshot, bound for Southampton, when the yacht, having the owner and three other men on board, suddenly tacked and ran across the bows of the steamer.....within seconds the yacht went down". So members be warned, beware of the aristocracy!

TIDAL SET AND GROUND SPEED CALCULATOR.

Take a sheet of graph paper. Mark off 14 spaces vertically and from the centre radiate every 10 degrees. Mark off vertically and horizontally 7 spaces (1= 1 knot) Number the spaces from the centre 0-7 and the degrees 0-180.

To use: Take the dividers and I will call each point A and B. With point A at zero, open up point B vertically to the waterspeed. Swing point B to the angular difference of the course (T) and tidal stream. Swing point A vertically up or down (depending whether the stream is with or against) at the tidal rate of knots.

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Then the degrees between point A and point B will give the degrees of tidal set. Swing point B to the zero on the waterspeed scale then point A vertically up the scale and this will give the groundspeed.

Being a hog for navigation I use this method and alter course every hour and have achieved accurate landfalls when crossing the Channel and in the fierce tidal streams of the Channel Islands area. I know many argue that it is better to drift with the variant tides when crossing the Channel and actually sail a shorter distance. That is correct if the waterspeed is reasonably constant and an accurate landfall made.

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MODIFICATIONS.

Extra to the list in Newsletter 3

SEACANIS  
LEONORA

RADAR

HELMSMAN SEAT. Clamps onto port seat at right angles, complete with cushion and glass holders.

EMRA

DECK HOSE. Superb for spraying off the chain and anchor.

GAS SHUT OFF VALVE. In gas locker. Switch and warning light in the galley.

MAST STUFFING. Polystyrene Pop-Corn. Blown in with cylindrical (Hoover').

CRUISING.

This year we made two short cruises in Proserpine. At the of July we set off for Brittany, leaving Chichester Harbour at 0100 to make the Alderney race at slack water next morning. There was warning of fog patches and we ran into several of these with visibility down to half a mile: as the forecast from Jersey spoke of thick fog we altered course for Cherbourg and we were pleased to hit it right on the nose. Fog persisted next day in the Channel Islands and so we contented ourselves with a short trip to Ormonville. This used to be a good anchorage but no longer. The Visitors Buoys have now been moved so far out that they have insufficient shelter and the old practise of putting out a stern anchor no longer prevails, so one is too dependent on one's neighbours. When the fog lessened the wind increased and we had to spend two very uncomfortable nights at Ormonville before going on to St. Peter Port. Even then it was so rough off Cap de la Hague that there were suggestions of turning back but I figured it would flatten out as we got round the corner and into the lee of Alderney and within half a mile we were quite suddenly in smooth water.

It no longer made sense to go to Roscoff and we explored Herm and Sark with the aid of Malcolm Robson's excellent new Pilot Book. For Herm we used the anchorage of Rosaire Steps which proved quite safe although the tide runs very strongly. The most charming spot on Sark seemed to be Havre Gosselin, from which we made a departure northward for Cherbourg again via the spectacular Gouliot Passage dividing Sark from Brecqhou and then home in seas now heavy again as there were gales as near as Dover.

While that cruise, with our youngest son was beset with heavy weather, except for a couple of days, when I set off again ten days later with his brother and twin grandsons we had nothing but perfect weather.

contd on 5.



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This time it was Cherbourg, then Barfleur, where we allowed the Mayor to persuade us to enter for the town Regatta and were awarded a bottle of Champagne for sailing splendidly back into the harbour with our spinnaker drawing, although we explained we had never finished the course. The rules allowed for the use of the engines to the first mark at which, thanks to our Perkins Topsail, we had lain fourth; but we could not stem the tide in the light wind, to the utter disgust of the twins, who at the age of 12 are keen dinghy sailors.

Thence we went down the East side of the Contentin Peninsular putting in at all the little harbours like St. Vincent, St. Vaast, Iles St. Marcouf (worth a stop for a couple of hours but no more) and Isigny. It was easy enough to find the way in, as the buoys are quite clear although they are often moved as the channel alters, but one must be more careful on leaving, as we found it foggy outside although clear up the river. One has to be able to see the next pair of buoys before leaving the previous ones and this was touch and go. I wished I had taken bearings for each leg on the way in.

There was no difficulty, although the fog persisted till midday in getting into Grandcamp. The ledge of rock which looks so forbidding on the chart is very flat and there is plenty of water over it all the time the Harbour gates are open, which is rather more than two hours either side of high water. A detailed timetable is obtainable from the Yacht Club but it is safe enough to work on the two hours margin. This is now a harbour where yachts lie afloat at pontoons and no longer dry out, the Pilot Book being out of date. Thereafter we trickled back, retracing our steps. I should have mentioned that the best Camembert I know can be got from the Dairy at Isigny - only 500 metres from the bridge.

Geffrey Godber.

(Geoffrey is selling PROSERPINE and buying a Neptunian)

#### ROUND THE ISLE OF WIGHT (MOTOR & SAIL) RACE...?

Edward Pratt of TUGRADOG telephoned me with this idea, to be held about the end of May. Excellent idea Ted, I said, organise it! But could we have a few post cards from members stating if they would enter for an event of this type, or suggested modifications. I presume there would be a form of handicap for the different configurations Deep - Bilge - Rig - Spinnaker. Please write --- preferable to Ted.

#### RADAR REFLECTORS.

For the past years the controversy of where, how and why goes on. For the Seadog the most handy point of permanent fixing is on the 'pidgeon post' of the mizzen and a great number have been fixed (mainly by the old firm originally) point up. Which the pundits say is not good. The best according to Yachting Monthly awhile ago was how the octahedral sits say on a table. This is awkward to fix. According to the Journal of Navigation of September 77 (R.I.N.) the best for sailing boats is with the two opposite points aligned athwartships and the square plate between them aligned fore and aft with the top edge horizontal. And this is easy to fix! It gives a good detection range diagram, four lobes up to 5 miles and the worst arc abeam at 2 miles. However as the boat heels it greatly improves and becomes as the best mentioned above at 36 degrees of heel.

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Amendments to the Register.

ALAKIEFIK	F. Walford Taylor		SOA
AMERUS	A. Franklin	23 Nethercourt Av Fimchley London N.3	SOA
ANTANA	G. Beaby	The Retreat, Chapel Lane Blewbury, Dideot, Oxon	SOA
BIZZIELIZZIE (ex. Dog Toby)	T. Huisman	van Boetzelaerlaan 123A The Hague Holland	SOA
BORN FREE	P. Steadman		SOA
DAFILA	R. Phillips	Royston, Fairmile Lane Cobham Surrey	SOA
DAGOTIA	Mr. Mrs. Bridger	21, Church Lane, Lockington Driffield, N. Humberside	SOA
GAY MADRICAL	F. Hutchence	Dawson Bank, Dawstone Road Heswell, Wirral	SOA
GLASS LADY	T. Baylis	2, Cecil Mansions, Marius Road London S.W.17.	SOA
HIBOUX	For sale		
JOHVIA		White Eaves	
JUCARAN		56, Finches Gdns, Lindfield Haywards Heath Sussex.	
LEONORA	Mr. Mrs. Ellison	23, The Spinney Stanmore Middx	SOA
LUNA	Dr. Moore	Crossways, Wickham Fareham Hants.	SOA
MICHCIKO II	Mr. Mrs. Lievesley	9, St. Edwards Gdns Eggbuckland Plymouth	SOA
MOHICAN	K. Hlyton Smith	Foxley Manor Cott. Forest Green Row, Holyport, Berks.	SOA
SCOTTISH LASS			SOA
SEASCAPE	?		
SALUKI OF ARNE	?		
TRESCO MAID	F. Murley	Ashlette Meade, Stonehille Fawley Southampton	SOA
WHITAKER	J. Hobbs		

The following Seadogs have Dutch Owners but I have not the address:-  
 Sara of Wyre - Hound Dog - Neeron - Poppiento III (now Seacroft)  
 Mariposa II - Mutiny (now Honeysuckle Rose) - Sulisker - Bona.

## Late addition

CUSHAG OF MAN	L. Shoebridge	21, Herbert Rd. Bray Co. Wicklow	SOA
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