

# SEADOG OWNERS ASSOCIATION

President: R. F. Freeman A.R.I.N.A.

Newsletter No.6.

1978

Many thanks to those members who have put pen or type to paper and so swelling the size of the newsletter. There have been quite a number of changes in ownership so herewith the latest Register as far as I know. To date 90 Seadog owners have joined the association and of 125 Seadogs in the Register, 75 are present members - 60%. A membership form is added to the Register for the enrolment of members and those extra pounds ensure a no subscription organisation. At Feb 28 there was £214 in the deposit account.

## EVENTS 1978

April 22/23

Rally at Yarmouth. Details with you.

May 27

Round the Island by Sail and Power.

Being organised by Edward Pratt :- Corbies

61, Church Lane

Lymington Hants.

Also members not wishing to Sail and Motor around the Isle of Wight in gentle competition may meet at the Royal Lymington Y.C. for dinner.

Write to Edward and book.

Sept ?

Rally at Plymouth. Members who are in the West Country and interested in a meet at Plymouth in September would they kindly contact:- Bill Pounder (LYTRA)

21 Coombe Drive Cargreen

Saltash Cornwall.

Sept 9/10

Rally at Yarmouth I.O.W. Details with you.

Miss Sara Moore (LUNA) has kindly offered to help with the organisation as we are away. So contact her at:- The Probation Office, 62 Crocker Street, Newport, I.O.W. mark the envelope 'Personal'

## BURGERS:

£3 from R. F. Freeman & Partners

27 High Street, Milford-on-Sea, Lymington Hants.

Tel: Milford-on-Sea 3000

(A 'Gold' ketch motif upon a navy blue background.)

## BROOCHES:

Miniature of the above. £1.50 from D.E. but if away

Hilda Freeman has some.

## INSURANCE:

Excellent Seadog terms and assistance from Reg. F.

Freeman & Partners. Address above.

## RUNNING RIGGING:

Freemans have also prepared a complete list of replacement rigging in braidline. This can include double purchase on Main and Mizzen Halyards and Jib tack.

## PRESS FASTENERS:

For the spray hood windscreen fixing. Available from Freemans.

## SAIL PLANS:

£1. from D.E. state 399' or 454' rig.

Reg. Freeman has drawn a larger genoa. Details from him.

## TEAK OIL:

I am using.  $\frac{1}{2}$  litre Pure Turps.  $\frac{1}{2}$  litre Boiled Linseed oil + 1 egg cup of varnish.

## MODS:

RADAR. Article by Don Fair follows.

RADAR REFLECTOR. Fits within the rigging below the 'Parrot Perch' on the mizzen.  $\frac{1}{2}$  scale construction drawing from D.E.

## MAST LOWERING:

In Newsletter No.1., Roger Davies wrote an excellent article and he is the expert on this...up and down with the masts when up and down the Thames over the past ten years. Copies from D.E. S.A.E. please.

A SANGUINARY TALE.

'MICHETTE'

"we are all deluded thus. It breaks in our bosom and then we bleed"  
Shelley-Hymn of Pan

You will recall that first we put the hull right from osmosis and I am relieved to report that after two seasons Michette has been slipped and not a sign.

Next we proceeded to attack the chronic fuel failure of the Parkins assisted by Birdham Shipyard, Groves & Gutteridge, Berthon Shipyard and Phillips of Dartmouth plus Perkins themselves: with a pit stop every hour or less followed by acrobatics I was able to disprove the statement by Mark Brackenbury that a Seadog cannot be bled at sea. In June, Golden Arrow at Newhaven said: 1. Shorten the fuel lines : 2. Ensure that both tanks have adequate 5/16th" gauze protected breathers.

(Now, dear Seadog owners, have you two breathers: you think you have? Well, go and look. Ah you have a 1/16" hole in the tank cap. Very good now look at the other tank: see what I mean. And do not say that your engine has always worked first time; it will stop one day and then at the worst moment. So action in the Association for 1978. HUNT THE BREATHER.)

3. Take out the fuel pipe from the tank. Inspect and replace or renew. Birdham Shipyard did 1 and 2 very well as usual but baulked at 3 saying that the pipes were glassed in and to remove would mean fibreglass bits in the diesel so why not start out and see what happens. This we did: stopped two cables from Birdham Spit Buoy, ten minutes of elapsed cruise, 40,310 minutes still to go. BLEED AGAIN. In the end we failed off Alderney, heading for the Swinge in the dying breeze of a June evening but managed to tack into Braye with Blossom writing out both her resignation and a For Sale notice.

Next day, down the Little Russel with orange bucket ready to hoist, two boats escorting, wind light, engine on: engine stops, up bucket, two inch nylon rope ready, off we go behind Aquaries II, good young Richard, "if you prick us, do we not bleed?"

And so to St. Peter Port and to Moities, Perkins agents and Cruising Association boatman. A very nice, short square engineer arrived, inspected, went home to sleep on it, came back next A.M. early and said "When the fitters put your engine in they thought the breather pipes in the top of the tanks were for lift pipes and the two holes in each fuel tank, front end bottom were for drain taps fitted. All we need do is connect the fuel lines to the drain taps and block off the lift pipes in the tank tops and away you go. True enough we goed and went on to run the engine all the way from Alderney to Chichester entrance in gathering seas without a falter, all smooth at 1400 revs and never failed us since then. Of course, I wonder really what the previous owners had been doing for eight years but as I have never met them I shall never know.

And so, we trust has ended the trials, tribulations and aggravations of our first two seasons in Michette: I shall not bore you at length with all the other test questions: why a 30 amp ammeter on a 42 amp alternator? Why on the first fuel filter did the in pipe connect itself to the out hole and the out pipe to the in hole? Why were the sheet leads so placed that the foresails would never set? Bilge pumps made of radiator hose which folded like tissue paper? etc., etc., etc., But you can take it from me that everything is now in seagoing order and will stay that way if I know anything about it.

And we love Michette all the more.

Oh, by the way, we took the Herm ferry and when returning from Rosiere Steps to St. Peter Port, Blossom looked at me and I looked at Blossom. "Can't be" says she, "Well I never" says I. The large six cylinder Lister diesel in the ferry, never known to stop, just faded away and

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the fifty grockles glided effortlessly down the Little Russel on the way to St. Malo. A gentleman came out of the cuddy with a bag of tools, shoved aside the grockles sitting on the engine casing and proceeded to the second filter. I stepped forward with an offer of help: Who are you, says he. Allow me to assist, says I, - I am THE FASTEST BLEEDER IN THE CHANNEL ISLES. The language fell on Blossom's respectable little ears. For once she did not protest.

Brian Jackson 'MICHETTE' 22.12.77

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Extract from a letter from Robert Francis of Massachusetts  
'WHIMSY OF WESTON'.

OCEAN RACING: Last winter two items arrived in the mail a week or so apart, one a magazine article "Old men can win Ocean Races" and a circular from the Blue Water Cruising Club about a cruising boat race from Marion, Massachusetts to Bermuda. No Spinnakers, Working rig, two other headsails of staysails, storm jib and trysail.

A week or two later the R.N.S.A. Bulletin arrived with an article by one of the race committee requesting any R.N.S.A. Members in north east U.S.A. take part. Whimsy of Weston's entry was promptly sent in and we found out we were too small. Overall length plus 3 x WL, divided by 4 came to less than 26'. Arrangements were made to add six inches to the waterline aft by fitting a thin sheet of fibreglass and fairing it in with micro-balloons. (I have photographs of this - D.E.)

We decided to make it an International Joint services venture, one ex Canadian NVR, one ex RNVR, two ex US Army (WWII) and my youngest son (to climb the rigging!) The ex RNVR dropped out due to a bad back a week before the start so we signed on the Navigators son. As navigator we of course avoided any ex Naval types and stuck to one of the ex US Army men who had done the trip before.

Whimsy crossed the starting line about two minutes late and headed down Buzzards Bay in a strong southwester. We were the smallest boat in the race and by the time we left the bay and sight of land everyone else had gone out of sight. Being more suited to cruising than racing, we reduced sail for the night. By morning the wind fell to an almost flat calm and we were in deep fog. Although the fog cleared, light winds remained for all but one day when we were able to make hull speed under working jib and reefed mizzen (we had a 6' reef put in the mizzen on the advice of an old hand at racing to Bermuda). On the seventh day we heard a broadcast to the effect that we were one of the three boats still unreported and as we were still some fifty miles from Bermuda and two crew members had air reservations to get back to work in Massachusetts, we started up the engine and powered in, the last to arrive and a day after the last place prize had been awarded to another. We were sorry not to have completed the course under sail but with two crew having to get back to work and some anxious wives awaiting our arrival it seemed best to swallow our pride and get on in. 86 boats completed the course under sail and another 19 of us withdrew and either turned back or powered in. It was a great experience, eight days at sea and it is entirely possible that the reason we did not save our one day, two hour, fifty five minutes and fifty four second handicap is that we were too loaded down with food and liquid refreshment. (we took 200 plus cans of beer and shared the last can as we entered Hamilton Harbour in Bermuda). It has been suggested that if the navigator had consumed less beer our course might have been more direct. On the

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other hand, if he had drank less, we would have been deeper in the water for a longer time so it's anybody's guess.

Bob Francis.

Perhaps this article will encourage members to enter Round the Island by Sail and Power.

Bob does not have luck with Whimsy... you will recall he had ice in the bilges in last years Arctic weather. As they returned after the above passage Whimsy was struck by lightning with damage to the Alternator and the Auto Pilot (Sharps). And then the four bolts holding the steering sheared and on to emergency tiller.

And having been asked to try and fit the emergency tiller to MICHEIKO .....it didn't.....does yours?

Did any owner ever have a wiring diagram of the Seadog?

J.E.

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#### SEADOG RADAR SCANNER SUPPORT BRACKET.

Members may remember that our 5th. Newsletter recorded that I spent a Sunday Morning in Yarmouth up the Seacanis mizzen mast examining Fred Ellingham's excellent design and construction of a radar scanner bracket. The problem for a Seadog - at any rate the later versions - arises from the relatively small cross section of the mizzen and that the triatic stay, both necessary for mast stability, and is clearly in the way of the bracket. Fred has overcome this by having an athwartships rod associated with his bracket. From the ends of the rod he has taken appropriate stays (I) to the top and bottom of the mizzen mast thus retaining stability (II) to the top of the main mast thus replacing the triatic. (III) to the aft mizzen shroud deck fitting this assisting the mizzen to be stayed after and to resist torsional forces.

I don't have the same engineering facilities (or skill!) available to me that Fred Ellingham enjoys but in conjunction with Malcolm Lennis of Messrs. Lennis and Craig, I have designed and he has produced a modification to the standard Lennis aluminium bracket which achieves Fred's design. The standard Lennis bracket is widely used by amongst others Keen Int. Marionics and Greenham Marine. Malcom Lennis whose workshop is in Birdham Pool (Talisman, Cherry Lane, Bidham Sussex Tel: Birdham 512 624) and will be pleased to supply any Seadog owner with one of his modified brackets. He is also able to undertake a wide range of machine shop work in aluminium, stainless steel etc., in a well equipped workshop.

There are a number of fitting points concerning the bracket and associated rigging, which I will be happy to talk or write to any member about if they are contemplating fitting radar.

Don Fair 'OFFENBACH'

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REMEMBER APRIL 22/23 MAY 27 ~~XXXX~~ SEPT ? SEPT 9/10

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To: Miss Sara Moore, c/o The Probation Office, 62 Crocker Street  
Newport, Isle of Wight. (Mark Personal)

I will be attending the rally at Yarmouth on September 9/10.

Name.....Yacht..... Crew.....

Address....