

10

SEADOG OWNERS ASSOCIATION

---

President : R.F. Freeman A.R.I.N.A.      Newsletter No. 10      1980

---

It is the first beautiful day of 1980 - Good Friday -. And in the evening of this lovely day I start Newsletter No. 10, hoping that we have many many sailing days and nights this summer. Starting of course on April 26th, the Spring Meeting at Yarmouth. My thanks to Roger Davis for his notes on visiting Paris by Seadog:

EVENTS 1980

Spring      April 26/27.      Meeting at Yarmouth

            Sat. July 19th      R.L.Y.C. Ware and Power Cup Starts at 0730. This is a Sail and engine race around the I.C.W. This has been won in the past by Seadogs, Edward Pratt in Tugradog and last year Maxwell New in Afaron.

                                    Write to the Secretary of the Royal Lymington Yacht Club for details and entry form.

Autumn      August 30/31      Meeting at Yarmouth.

SALES:      Burgees      £4.25      from Freeman

            Brooches      £1.50      from D.E.

            Sail Plans      £1.00      "      "      (399 to 444)

            Mast lowering Gen SAE      "      "

FINANCES:      Fine!      With £235 in the deposit account.

                                    No call for more subscriptions!

                                    But finances could improve if members would buy their mates a brooch.

MEMBERSHIP:      122 Seadog owners have joined the association and there's 80+ on the mailing list.

R.F. FREEMAN & PARTNERS:      (Reg, Hylda and John)

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

                                    Tel: Milford-on-Sea 3000

SEADOG SPARES:      Seadog Insurance (20% N.C.B.): Brokerage : Chandlery :

                                    Canopy Frames and covers:      Fasteners for screen hood fixing.

RAMSGATE:      Members do remember that Rex and John Tapley have offered help when passing through their home port.

                                    TAWNY OWL      or      Hawkinge 2337

SEADOGS for SALE.

ONAR moored at present at the Larnaca Marina, Cyprus. Mr. & Mrs. Green have been cruising the Med for the last few years and now feel the need of a larger boat.

PIELAGO: Teddy Raw is experimenting in changing to Junk rig.

## UP THE SEINE TO PARIS :

Not a great nautical adventure but great fun and well worth doing.

A 'Seadog' is a particularly useful tool for the job because she has plenty of power to stem the not-very-strong river streams and on account of her easily lowered masts.

The only pilot book you require is Delmar-Morgan's "Normandy Harbours and Pilotage" and the only map you want is G.Clerc Rampal's "Carte de Navigation on Fluviale - la Seine." The latter is obtainable from Potters.

In this short note I am only going to deal with those aspects of the trip which are not covered in the above publications or those which on our particular passage we found useful, interesting or amusing.

Honfleur is a much more attractive harbour than Le Havre but one cannot start from there to go up-river at the correct time, i.e. 1 hour before low water Le Havre because the short approach channel from the river to Honfleur virtually dries out at L.W. It is therefore better to start from Le Havre or anchor in the river just one side of the fairway at the Honfleur 'turn-off' until the tide serves.

The leg up to Rouen from Honfleur can be accomplished in one tide provided you make full use of it and keep going at 6 knots. There are only two bridges on this stretch and both have plenty of headway at all states of the tide for almost any yacht with masts stepped so there is no need to lower until Rouen. Indeed it is better not to do so because, given a soldier's wind, you can sail a great deal of the way if so inclined.

At Rouen go into the western basin of the Bassins St. Gervais (245 kilometres on the map) which is quiet and where a suitable niche can be found for mast lowering. See p.68 of Delmar Morgan's book.

Refuelling points are not all that easy to find and it is a wise precaution to take, say two jerry-cans of extra juice which we found fitted well on the side decks between the shrouds in way of the stern cabin. However at Rouen we did find a Shell pump half way up the eastern side of the Ile Lacroix which lies at the 241 kilometre point.

The leg Rouen/Paris, which is some 243 kilometres in length, presents no difficulty with the following provisos:-

Commercial Traffic. Apart from sea-going ships between the estuary and Rouen there are a lot of heavy motor barges on the river many of which are pushers i.e. a tug pushing barges instead of towing them. Some of these are so long and cumbersome that they sometimes have to take a wide sweep on the wrong side of the river in order to negotiate sharp bends or when entering locks. In such cases the crew usually display a hand-held blue flag on the side they want you to pass.

Pleasure Traffic. Virtually none except foreign boats. Why this should be escapes me nor could I find the reason. There are, of course, a smattering of dinghy sailing Clubs here and there but no motor cruisers such as one finds galore on the non-tidal Thames.

Locks: There are no locks between Honfleur and Rouen and seven between Rouen and Paris. Always let barges in first and try and secure in the lock on their quarter. You will thus avoid their considerable slipstream when they start moving and also avoid being squashed between them and the lock wall if you make fast abreast of them. There are no lock fees.

Navigation. The map shows which side of the river and islands to go and there are shapes on the bridges to indicate which arch to pass under.

Mooring points. These are not always obvious and you need to keep a sharp look-out for places to stop for shopping or night stops. We found the barge skippers generally very helpful and it was often possible to lie alongside them. However, if you do this for the night be prepared to cast-off early in the morning as they invariably start moving as soon as the crew have brought their bagette loaves ashore which is generally about 0600.

Mooring in Paris. The Touring Club of France have a branch situated on a dumb barge moored on the east bank of the Seine between bridges - Pont Alexandra II and Pont de las Concorde. Go alongside and the O.i/c will allot you a berth which will probably be alongside a private motor-barge or a yacht. The situation is wonderful and is such that all the sights of the city such as the Avenue Champ Elysees, Place de la Concorde, Musee du Louvre, Notre Dame, Tour Eiffel, etc. are within walking distance.

Paris mooring gear. Big fenders, long nylon warps and, if possible, snubbers are almost a must because of the disturbance caused by passing traffic. The worst of this is due to the long, fast vedettes which ply their trade about 10 knots or more up and down the Paris river most of the day and well into the dark hours.

One other thing. Don't go to sleep when under way if you are on the helm. This may sound purile but let me tell you that at one point between Rouen and Paris we came across a fast twin-screw British motor-cruiser which had landed half-way up the river bank (fortunately it was sloping) because the helmsman had dozed off and we had to give him a pluck off. However, I am sure no "Seadog" owner would do a thing like that!

Well that's about all but if any member who is contemplating a similar trip would care to telephone me at Wargrave (073522) 2192, I might be able to fill in any gaps.

ROGER DAVIS

DOLPHINS: The Dolphin Spotters Handbook £1.75 (inc. p & p) is good value for Channel crossers and is obtainable from International Dolphin Watch, Parklands, North Ferriby, Humberside HU14 3ET Details of Dolphin Spotted to - Mr. D.A. McBrearty, Dolphin Survey Project, Dept. of Anatomy, University of Cambridge, Downing Street, Cambridge, CB2 3DY.

ELECTROLIC CORROSION: Extract from letter of Fred Murley (Tresco Maid)  
' what I took to be salt on the outside of the Heat Exchanger due to failure of the gasket was found to be an Aluminium oxide. On dismantling, it was obvious that the 'O' ring between the casing and the brass spacer ring has failed and Electrolysis has occurred where the two metals were in contact or close proximity. The brass ring is not affected but the casing is so eroded that it will have to be replaced completely.'

PERKINS 4107/08. Following the note in the last Newsletter a large amount of correspondence has happened. All regarding the braided pipes from the oil filter bracket to the oil cooler. All culminating in the most helpful letter from Mr. T. Dowey, Marine Service Manager of Perkins. ....

"Whilst in temperate climates, and operating in the lower speeds as auxiliaries in sail boats and estuary cruisers, the use of the engine lub. oil cooler is not strictly necessary, the oil coolers were included as Perkins had no way of controlling the final installed engine operating speeds, engine room ambient temperature, or movement of vessels into other climatic conditions.

In view of recent enquiries regarding the removal of oil coolers from these 'highline' engines, the situation has been re-appraised and it is approved for engine lubricating oil coolers to be removed from the oil circuit, providing the following parameters are not exceeded.

1. Full power/full throttle engines speed does not exceed 3,000 RPM. for continuous operating duties.
2. Engine room air temperature measured adjacent to the oil filter and support adaptor does not exceed 60°C (140°F).

When deleting the engine oil cooler from the oil system it is only necessary to remove the flexible pipes from the filter head to the oil cooler and replace the filter head adaptor with adaptor Part No. 37763674 which allows the oil flow to pass direct to the filter element.

It will be found convenient to leave the oil cooler in situ ready to be re-connected in the event of the boat being moved to areas where engine room temperatures quoted above will be exceeded. The displaced adaptor and flexible pipes should be stored safely, ready for possible future use if operating conditions are changed.

On those engines where operating conditions do not allow for removal of the engine lubricating oil coolers from the oil system, periodic inspections of the flexible pipes should be carried out to ensure careless handling has not displaced the pipe support clips, so allowing the flexible oil pipes to chafe on the engine structure or engine support beds. The support clips should also be inspected for rust or similar deterioration that can damage the outer covering of the flexible pipes"

I have fitted the modified bracket to EMRA and one pipe can be unscrewed from the filter bracket and attached to the union on the oil cooler vacated by the other pipe. The new bracket has a small plug for draining the filter.

TEAK

Further to Newsletter No. 9 note. We cleaned our Sadolined teak with detergent, rubbed on another coat of SADOLIN (Pine Shade) and it looks this spring, after a winter's weathering, as though we had just cleaned it! Obtainable from good builder's merchants or paint shops.

Hon. Sec. Dennis Emerson      The Cottage      Burchetts Green,      Maidenhead, Berks.