

SEADOG OWNERS ASSOCIATION

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

NEWSLETTER No.12 1981

THANK YOU everyone, for the help and support I have had since last summer, there have been many letters of encouragement which were very welcome, and an almost embarrassing response to my plea for copy for this newsletter.

Writing today, on a cold misty February afternoon it is difficult to remember the warm sunny days described in some of your letters and accounts of cruising. Yet only a few Sundays ago when that friendly High Pressure System gave us a respite I had a most enjoyable sail in company with many others in the Solent.

My original idea had been to publish everything I had just after Christmas, but time and the space available do not permit this, and so what I have done in fact is to include in précis form details of your cruises which I think would be of help to others and to include these in a cumulative index to all newsletters to date. If you would like to receive a copy of any of these cruise accounts in full, or a copy of any of the other references to past articles, please send me a stamped, and addressed envelope with a small donation towards the cost of the photocopy.

Speaking of which brings me to costs. I was congratulated so much on the format of the last issue that I hesitated before having this one produced in this way, it has the benefit of being reasonably easy to set up and I have the benefit of direct help by business friends. The last one was of course printed in a hurry for obvious reasons and even with help was expensive by comparison with duplicating.

Despite this I have managed to keep a balance of more than £200 in the Deposit account. The new members subscriptions have helped considerably of course and although I had to order a fresh supply of Brooches at a greatly increased price, the original die cost has been covered and at the same price to members each sale brings in just £1.

It has been a busy winter for me and the volume of SOA correspondence had me worried at first, but I have enjoyed it all thoroughly and feel more confident to start the 1981 season. I can't expect to sail so much this year as we are planning to start the building of a smaller house here now that our family, (and my crew) have grown up and left home. Nevertheless I shall be out on the water whenever I can and look forward to seeing some of you out there with me.

Please keep those letters, accounts of queries, solutions, and cruises coming in ready for the next edition.

Fred Murley.

THE AUTUMN MEETING at YARMOUTH, Isle of Wight, August 30th.1980.

I must get there early, mine is a mud berth in a drying creek and its springs. First high on Saturday is 14.44 BST, but supposing something goes wrong, I could be the last to arrive instead of the first. I can't get away the day before so the only answer is the night time high water at 0212 BST. I'm aboard in good time, on my own, but everything is shipshape and to hand. There is light from the jetties at Fawley and I can see what I'm doing so I warm up the Perkins and let go forrard, run aft and drop the stern buoy, back to the cockpit and ease astern gently. She has already swung her transom into the breeze but the berth alongside is vacant. Then - a thump - and silence. Half an hour later I reluctantly decide that whatever it is I've picked up from the next mooring its round the prop and isn't coming off tonight. The Secretary is marooned on the mainland, the Rally is on the Island, what to do?

The ship is abandoned in the dark after tying it to everything possible ashore and afloat, back to bed for a few hours then up early and away to Lymington, will all the others have gone?

Fortunately not, Reg. Freeman's beautiful Cenerea is there and then I learn that MOHICAN is also a non-starter so there are three extra crew for the sail to Yarmouth. This is a bonus which makes up to some extent for the night's frustrations, the chance to helm a bigger boat for part of the short trip to Yarmouth in absolutely perfect conditions. All too soon we are tied up alongside SEACANIS and eventually there are ten Seadogs besides the Ocean Dog TARA of Wroxham, the Nutkin LAKITA, and Cenerea herself.

That evening there are forty of us for dinner in the Royal Solent Club, and a very pleasant time it is. The ferry in the harbour runs late for us and much chat goes on into the early hours.

Next morning is fine and sunny again and there is a chance to get round to everybody, chatting and selling burgees and brooches. A chance too to talk to Jan and Lidy Carree from Edam on board NAMASTE II who have only just got to Yarmouth for the rally from the Eastern Seaboard of the United States. They had joined the Association when they arrived in Yarmouth two years ago and were put among the rest of us by the harbourmaster. At that time they were on their way to the Azores and since have cruised the West Indies and the Intra-coastal waterway.

Cenerea wasn't going back to Lymington that day so I had a lift back at speed on a Grand Banks cruiser, interesting and a very different view of the Solent and the river from the height of the flying bridge. It was with a definite feeling of deflation that I took the road home to sort out the mooring, but such is the kindness of people that I found all in order. A friend had seen what was wrong, donned his wetsuit, cleared the prop, and re-moored her properly.

BOATS ATTENDING were:- CENEREA, AHMEEK, AMERUS, GALWYN, JACANA of PYRFORD, LAKITA, NICHOLA JANE, SALUKI of ARNE, SEACANIS, TARA of Wroxham, NAMASTE II, HIBOUX, Rex and Joan Tapley (Tawny Owl) had to cancel, and as you know Mohican and Tresco Maid didn't make it but their crews did.

SPRING MEET at BEAULIEU River - Saturday & Sunday MAY 2nd & 3rd.

Yes, it has to be a different venue this time. 1981 is the Centenary Year of the Royal Solent Yacht Club at Yarmouth and they naturally have many special events organised. The harbour too is going to be even busier than in previous years, and boats are usually turned away on summer weekends. We have been very lucky in the past that Charlie Attrill has been able to keep spaces for us, but the only dates that the club could offer us were not acceptable for him so we have had to look elsewhere, and those of you who know how crowded the Solent can be will appreciate the difficulty facing John Freeman and me.

Fortunately I am a member of the Royal Southampton Yacht Club which has a clubhouse at Gin's Farm on the west bank of the Beaulieu river, just above the first bend after the long sea reach, and we will be able to have a meal there on the Saturday evening as we have done in the past. Catering may not be as elaborate as before, but I shall be seeing the steward shortly to find out what he can provide for us.

Gin's Farm is accessible by road (just) so this makes it possible for members who can't bring their boats to join us for the meal and a chat. It would be possible too for others from further afield to stay locally e.g. The Master Builder's Hotel at Bucklers Hard. At this stage however I am not sure what our maximum number will be. If you want to come, please fill in the slip at the foot of the last page and send it to me at once. I will send you further details and a booking form direct.

There are a limited number of club moorings, swinging, or on the visitors piles, and others are private, leased by the Beaulieu Estate. The Harbourmaster, Bill Grindley, from Bucklers Hard will help us as far as possible, but if we do run out of moorings safe anchorage in the lower reach is not far away.

This weekend is a Bank Holiday and there is another Club meet on the Monday. This need not affect us and anyone wishing to stay on for the extra day will find plenty to do. If we take as many as want to have a Sunday Lunch together in just a couple of boats up to the Agamemnon yard at Bucklers Hard, the harbourmaster will try to fit us into the marina for a couple of hours. The Maritime Museum is well worth a visit if you haven't been there before.

It will be coming up to springs for those who want to sail further up river although I don't think there will be enough water even for the bilgekeelers to reach the head of navigation at Palace Quay.

NEW MEMBERS

George and Wyn Gauld who came to the last meet in GALWYN have joined. N.B. the boat's name has been changed to this spelling.

J.C.Duerden, whose WESTMERIAN is based in Cumbria has joined.

Graham Biggs joined last year but his TIWANA is currently up for sale.

Bryan Westwood joined and came to the rally although not in his own boat SIREX, which is one of the Kingswear pack of Seadogs. He decided to join after a pleasant evening with MICHIKO II and DOG ROSE in Guernsey last year.

Mrs. B.E.Williams has joined, her PANZA is also at Kingswear.

Michael and Linda Fulford have joined although they are in the U.S.A. until June and EREMUE is laid up in Malta (see later)

Col. Timmins bought WATCHDOG in 1978 and has now joined, yet another Kingswear Dog. He cruised the Cornish coast and the Scillies in '79 and last year to the Channel Islands & St.Malo. (fortunately, before the fishermen's blockade)

Dennis Breary has joined, his SHIELWATER figures in a cautionary tale later.

Anthony Potts has bought SPINNER and joined. He is retiring from a Libyan post shortly.

James Knight has bought STARDOG, joined, and is taking her from the Solent round to the Orwell.

B.K.Russell has bought MELISSE and joined. She is at Chichester.

Barry Flood has bought TONGAREVA. He sailed her from Chichester to Strongford Lough last May, and during the summer the family cruised in Clyde waters, to Inverary and the Isle of Man. He's been very busy all winter too - see later.

Capt. Murdoch has joined, his CONMARA is at present laid up at Kyle of Lochalsh.

Ken and Vera Gosden bought TARRY and are keeping her at Mylor, just round the corner from the Bragg's Palafox II at Pill Creek. A mention from me led to a contact and the discovery of old acquaintanceship.

Mike Walter has bought SEEHOND, she is based at Hamble.

Vic. Holloway has joined, his WEATHERDOG is kept on the Yealm.

Peter French of Hemel Hempstead hasn't found his Seadog yet, but he is so sure he will that he has joined anyway!

NEWS OF BOATS AND OWNERS

SEASCAPE is at Gibraltar. Commander (Harry) Manners R.N. sailed out there last summer. He will be delighted to meet other members and offers his help to anyone needing assistance in that area. He can be contacted by letter c/o BFPO163 and by Forces phone 5226 or 5274. He remarks how nice it is to cruise without being frozen stiff. Spain and Morocco are of course his cruising ground, but see a cautionary tale later.

SALUKI of ARNE - Dr. Astbury is chartering her to the Rev. John Hughes of St. Louis (see last issue) in June. She will be cruised in Irish waters and he will bring her back later himself.

SALVADOR - Mr. J. Clarke, whose house has the delightful name of 'Christmas Pie' (There must be a story there) won the Manchester Cruising Association's Cup for his log of a 1979 cruise, but last year they were restricted by the weather to Tobermory and the Western Isles.

TALIESIN was used last year in the R.Y.A. Seamanship for the Blind Sailing week and Lt. Col. Wotton says that they seemed to get on very well with her. He has fitted an Autohelm 3000 which worked well on two cross channel trips. He also added a 380 sq.ft. Coaster or Cruising Spinnaker which adds appreciably to speed off the wind up to F4. On the wind a small jib is often set on the stay to prevent the coaster (set flying of course) wrapping itself around the stay and giving an extra slot. The tack is led via a block on the pulpit to the sampson post and the sheets via detachable blocks on the after deck cleats.

TONGAREVA - Barry Flood is refitting extensively. Having taken off the rubbing strakes to find that the bolts were galvanised and had rusted severely, he had to strip the interior trim to get at the heads to remove them. He now thinks that she looks better without it altogether. As a 709 paint job is due he is contemplating filling and making good instead of replacement.

He tells me that he got the splined stubs out of the windscreen frame (to renew the buttons) with a mixture of force, releasing oil, and a Ronson blowtorch. It sounds rough but he assures me that the Aluminium acts as an excellent heat sink.

He is also considering slab reefing, can anyone help?

CAUTIONARY TALES

SEASCAPE left the pontoon, everyone relaxed and looking forward to lunch and a swim while at anchor. Slow astern and away, neutral, then forward gear, but she still drifted slowly astern, the engine running steadily. Wiggling levers made no difference, no propulsion either way. Drifting into someone else's berth, with some shouting investigation showed all controls intact. A diver reported the propellor still there! Removing the battery box however revealed the shaft loose in its coupling. The nut had come off the forward end of the shaft and going astern had moved the shaft aft until the key fell into the bilge. It was found to be badly worn so must have been loose for some time. The coupling was ground in on the taper with grinding paste and a new key fitted. A new Nyloc nut completed the job.

Something else to check before you go back in the water?

MORE CAUTIONARY TALES

Check your Heat Exchanger carefully before recommissioning. In Dennis Emerson's last newsletter (No.10) he reported my own experience and need to rebuild this unit. Since then I have heard from the Fulfords that exactly the same problem has shown up on EREMUE and the yard are having to replace it. Dennis Breary was less lucky, his fell apart into its component parts, spraying oil and hot water in all directions. The mess in the engine compartment was indescribable and the cost of temporary repairs followed by replacement, unmentionable.

Fortunately this occurred in the Walcheren (Middelburg) Canal and not in the open sea. He was able to have a temporary repair carried out at Veere, fitting an end cap and nut, and the permanent rebuilding was as in my case, around a new main body casting. His was obtained from Perkins via Ferraris of Cricklewood. Mine took rather more finding and I eventually traced one in a Norwich firm. The problem being that this is not a spare in normal production, but only cast on a small batch basis.

Supplementing what Dennis Breary says in his letter, the deposit on the outside looks like salt, but is in fact an Aluminium oxide which has greater volume and therefore sets up pressure within the joint. The failure of the O ring used as a joint between the main (water) casing and the end cap, or between it and the brass ring separating the next one from the Oil cooler, allows electrolysis to start. Perkins had no comment to make when I suggested that this combination of materials in a marine environment was hardly good design.

Cleaning and reassembly of the casings, tubestacks, and caps is tedious but straightforward. The end cap MUST NOT be overtightened. Perkins say the max. torque should be 25lbf.ft.

Dennis's account of a subsequent trip to Holland is full of useful information for anyone planning a similar cruise.

THOSE OIL PIPES

In the files I took over from Dennis Emerson there is a detailed correspondence with Perkins on this subject. Helme of at least six cases of these pipes failing and I have since heard from P.F.Daly of CANDY CLOUD that his burst last year. I will give details to anyone direct, but it seems best to seal off the cooling system for the lube oil altogether and not replace the pipes unless you are planning to cruise to the tropics.

PERKINS - OWNERS COURSES 4.107/4.108 Marine Engines

Two day familiarisation courses at Peterborough will be held on the following dates:- March 23rd/24th.; June 29th/30th.; and July 20th/21st.

These are very valuable and well worth a fee of £13.80 (incl.VAT) It means a hotel stay for one night and they will reserve it for you if you wish. You can write to Perkins direct but I have two or three enrolment forms if you want to save time.

THE SCILLIES - in PALAFOX II

(from Deidre Bragg's account)

We have a neighbour, considerably older than ourselves, who makes it his business to 'organise' everyone.. if he can... I met him while stocking up for the summer cruise, and staggering under ten packets of cornflakes. He said that I couldn't need that quantity surely. He also took me to task for not belonging to a yacht club. I told him we belonged to the Seadog Owners Association, and this is enough for any serious minded sailor!

I eventually found room for the cornflakes and masses of other food.. but how do these long distance people manage?

We left Pill Creek in a gale, but moved up river to Coombe Creek until it died, and four days later after a stay at St. Michael's Mount harbour (£2. per night) a must for the sheer beauty and magic of Cornwall, we arrived at the Scillies, entering by New Grimsby. We knew it was the Scillies as the helicopter kept passing overhead in the same direction.

Our plan was simple - to visit all the main Islands and walk the perimeter, and this we did with the exception of St. Mary's where we only walked a few miles. We had a competition each day, the best 'find' on each Island. The boys were convinced that Sir Cloudsley Shovell's gold coins were just waiting for them to pick up. Guy found a 14lb weight on Gugh. I myself found a rather splendid piece of wood with good markings, which I insisted everyone helped carry in turn. It would I said make a splendid plaque for something on Palafox. Someone has used it for firewood this winter, as Guy remarked it was rather a long way to go for chop wood!

The Scillies is steeped in history, and one cannot but be affected by this, even if only in finding out about the many wrecks. Did you know that for some years in the early 19th Century there were only widows and children living on Samson as every man had been drowned in an attempt to reach a shipwreck. No one has lived there since about 1850.

St. Agnes was my favourite Island, we found and explored 'Beady Pool' looking for the beads washed ashore from a 17th. Century Dutch ship. There is a pub on St. Agnes called the Turk's Head, a reminder that the inhabitants of each Island are known by different nicknames. Turks, Caterpillars from Tresco, Thorns from Bryher, Bulldogs from St. Mary's, and Ginnicks from St. Martins.

We helped launch 'Shah', the St. Agnes gig for the Friday night pulling race to Tresco. These are long narrow clinker built boats and one or two are of great age. They were pilot boats at first, but have served as lifeboats and salvaged men and animals at times.

Our first purchase was a tee shirt for Mark boldly imprinted with a map of the islands. In order to get our bearings whilst walking he had to stand still and breathe deeply!

Whether you clamber over the grotesque rocks or stand in their shade and look out to sea at the many reefs and isolated pinnacles, or beachcomb on shimmering sands, time stands still, and you realise that the Scillies have you in their grasp and you are already making plans for a return trip.

HOLLAND - The Pretty Way TAWNY OWL Rex Tapley.
(This is a detailed account full of information for you if you plan a similar cruise. I will photostat it if you need it)

Entering at Flushing, look in and to Middleburgh, Club and Chandler for the Dutch Charts. North to the Voersemeer, East to Goudbreck lock and into the Oosterschelde. Goes- fairy tale mooring under the trees. Brunisse and into the Grevelingen a whole cruising area. Heringen, Brouwershaven, Middleplat, and many more. Through the Hellegat and Nord Hollandssch Diep to Willemstadt. A cheap mooring at the town quay for shopping.

Dordrecht, Willemsdorp, the Dordtse Kil canal, through bridges over the Oude Maas a couple of turnings to a yacht basin in the centre of the town.

Gouda, townhall, church, and cheese. Braasemeer lake yacht haven - a very welcoming club with help from all sides.

Amsterdam - tied up to trees in the centre, woken by the trams and bustle.

The IJsselmeer - Muiden and a Seadog SULISKER. The owner Wm. Van de Velde makes one very welcome.

Skippers Notes on many subjects:- Locks, Bridges, Marinas, Mooring systems, Charts, Almanacs, Weather forecasts, V.H.F.

Food, shopping and eating out.

Note Rex concludes by saying that his mooring at Folkestone is always available to Seadog owners. Look for the white buoy nearest the slipway. Enter from 2 hrs. before to 2 1/2 hrs. after High Water. (You will dry out of course)

TAWNY OWL is kept at Ramsgate off Pontoon H14 and Rex's phone number is 0303892337. Do call him if you are calling or in transit.

The whole account and notes are nine A4 sides and it is packed with useful facts and guidance. A most creditable effort and as good as a book to anyone going that way.

AMSTERDAM - The outside way. A sea passage and return through the canal system SHIELWATER Dennis Breary.

This is quite a different account of cruising in the same area, getting there by entering at Flushing, via the Middleburg canal, the Veerse Meer, Oosterschelde, Krammer, Volkerak, and the Haringvliet to Hellevoetsluis. Out into the North Sea via the lock at Stellendam, north past the entrance to the Europoort and onto Scheveningen. Thence to IJmuiden and into the Nordzeecanal to Amsterdam.

The two accounts are quite complementary and both together will provide much help for the first time cruise in Dutch waters.

THE MEDITERRANEAN EREMUE Michael and Linda Fulford.

Eremue crossed to Cherbourg in February 1977. From St. Peter Port to L'Abwerach it was Force 8/9 all the way. Revived by sunshine and wine they were on their way to Brest, and then to Benodet. La Rochelle, Royan, and San Sebastian and to several Northern Spanish ports. Lisbon which was disappointing Sesimbra which was much more enjoyable, Cadiz and then Gibraltar.

To Cartagena, and little by little to Minorca and Port Mahon, across to Port Leucate in the Golfe de Lyon where she was put on the hard.

They take up the story the next year.....across to Corsica and through the Straits of Bonifacio to La Maddalena. Here they met ONAR and sailed on in company along the Sardinian coast to Ustica, really charming and well worth a visit. Then through the Strait of Messina to Reggio Calabria before the crossing to Greece at Cephalonia, and by way of the Gulf of Corinth and the Corinth Canal to Piraeus where ONAR had to stop for repairs to the auto-pilot and radio. EREMUE was left for that winter in the old Venetian harbour in Crete.

In 1979 they sailed down the beautiful eastern coast of Turkey with some of the most delightful anchorages and secluded bays they have found. The Turks were found to be charming and helpful at all times. Cyprus, Paphos, and after some bad weather to Rhodes. EREMUE was left in the Marina at Bodrum where there is a 24-hour watch on all boats and they ran the engine every fortnight! Everything was perfectly O.K. when they returned nine months later.

Last year was spent in sailing to the Aegean Islands of Kos, Kalymnos, Leros, Patmos, Mykonos, then to Kea, Sounion and Piraeus before returning to the Ionian Sea and visiting Ithaca, Levkas, and Paxoi before crossing to Italy. The northern Ionian is a much calmer sea than the southern Aegean where the Meltemi, the N.W. summer winds can be very strong.

From there they went to Corfu where the little harbour of Gouvia is much safer than Corfu itself. To Fano and across to Italy and to Porto Palo in Sicily for the 55 mile hop to Malta where EREMUE is now waiting for them to rejoin her in June. At present they are staying at 2727, Anthony Avenue, Bellmore, New York. 11710 and Michael concludes his letter by saying that "if there is anything at all that any members would like to know in detail about ports etc we would be delighted to help in any way we can."

INDEX TO NEWSLETTERS AND MODIFICATIONS - (incl.No.12)

N.B.If there is a boats name - contact the owner for details.
If there is a newsletter number - contact me for a copy.

Anchor & Deck Hose. SEACANIS, EMRA, TRESKO MAID (Portable)

Autopilots - Autohelm 3000 TALIESIN
Sharpmate NEERON, EREMUE
Cetrek JACANA

Bleeding the Perkins & other fuel problems (6)

Bunk Coamings lowered in after cabin NEERON

Chart Table in after cabin LUNA

Cockpit locker false floors CANUTE

Compass swinging by Astro compass (1)

Cockpit table stowage (Port after bunk EMRA)
(Galley bulkhead CANUTE, TRESKO MAID)

CRUISES Mediterranean via The Midi 1975 (2)
Mediterranean via Biscay 1977/80 (12)(This issue)
Up the Seine to Paris (10)
Holland (12)(This issue - full accounts from F.M.)
Dolphin Watch (9 & 10)

Dinghy rack - additional frame for 6'6" tender CANUTE

Extra Solenoid for starting from ships batteries SEACANIS

Gas Tap protection CANUTE

Gas shut-off valve and warning light EMRA

Heat exchanger failure (12)(This issue)

Helmsman's Seat EMRA, LEONORA, SEACANIS

Hot water system SEA WOLF, JACANA

Mast steps NEERON

Mast stuffing EMRA

Mast Lowering Instructions by Roger Davies (1)

Noise insulation in port locker PROSERPINE

Oil Cooler Pipe failure (10)

Osmosis dealt with, MICHELLE, SEA WOLF

Pea Green abandoned off Ushant (1974) (1)

Propellor - to remove (9)

Racing, 'Whimsy of Weston's 6" extension, Massachusetts to Bermuda (6)

Radar reflector positioning (5)

Radar Scanner and bracket SEACANIS, OFFENBACH

Refrigerator SEACANIS, JACANA

Stemhead Roller (3" diameter) SEACANIS

Twin Forestays - athwartships EMRA, fore & aft SEACANIS

Teak Trim treated with 'Sadolin' EMRA, PALAFOX II

Treadmaster Deck SPINNER, EMRA.

Tidal Set and Ground Speed calculation (5)

Wardrobe rail, fore and aft CANUTE

PLEASE enclose a LARGE stamped addressed envelope, and a
contribution towards the cost of photocopying, Thank you. F.M.

The Secretary. Fred Murley F.P.S.
Ashlett Meade, Stonehills, Fawley, Southampton.
Telephone: Southampton (0703)891353. SO4 1DU

AMENDMENTS TO THE REGISTER OF SEADOGS AND OWNERS

I had hoped to have a completely reprinted and up to date register to include with this newsletter, but it just has not been possible. Please note that these amendments are additional to those in No.11.

CONMARA	Capt.W.R.M.Murdoch	Aird House, Badachro,	SOA
(Gairloch.D.109)		Gairloch,Ross-shire	

'Dolly and Mike'-alter name to DAM.

EREMUE		insert	SOA
--------	--	--------	-----

Gaywyn	alter name to GALWYN &	insert	SOA
--------	------------------------	--------	-----

GUNDOG	Colin Scott	Greyhound Inn,Chalfont -	---
		-St.Peter. Bucks.	

MELISSE	B.K.Russell	Copsemeade,Scarlett's Lane	
(Chichester:B)		Kiln Green,Berks.RG10 9XD	SOA

PANZA	Mrs.B.E.Williams	Allersmead House,	
(Kingswear:B.96)		Alderminster,Stratford -	SOA
		-on Avon. CV37 8NY	

SEEHOND	Mike Walter	29 Storrs Rd.Brampton,	
(Hamble:B:2662Y)		Chesterfield,Derbyshire	SOA

SHIELWATER	Dennis Breary	Overmist,18 Dence Park	
(Faversham:B:43)		Herne Bay, Kent, CT6 6BQ	SOA

SIREX	Bryan Westwood	The River House,By Loddon,	SOA
(Kingsbridge:B.56)		Wargrave,Berks.RG10 8ND	

SIRIUS of ARNE.Ivor Potts

SPINNER	A.J.Potts	3 Green Park,Prestwood,	
(Lymington:B:129)		Great Missenden,Bucks.	SOA
		HP16 0FZ	

STARDOG	J.P.Enight	Beck Cottage,Gawthorpe Lane	SOA
(R.Orwell:B:103)		Bingley,W.Yorks.B16 4DE	

SUEBRE	James Hughes	22 Bryony House	
(Lymington:B:18)	Sue Pitcairn	Bracknell, Berks.	SOA

TARRY	Ken & Vera Gosden	Resoon Cottage,Gulval,	
(Mylor:B:47)		Penzance, Cornwall	SOA

TIWANA		insert	SOA
--------	--	--------	-----

TONGAREVA	Barry Flood	19 Ballyloughan Heights	
(Strangford Lough:B:)		Ballymena.Co.Antrim.	SOA

TUGRADO	Major J.Masterman	Windrush,17 Oakley Hill	
(Lymington:D.107)	P.T.Setterfield	Wimborne, Dorset.	SOA

WATCHDOG		insert	SOA
----------	--	--------	-----

WEATHERDOG	V.L.Holloway	8 Halliwell Rd.Portishead	
(Yealm:B:771Y)		BRISTOL BS26 8JP	SOA

WESTMERIAN		insert	SOA
(Cumbria:B:97)			

I will try to print a new list altogether as soon as possible, will you let me know as soon as possible of any errors or omissions.

LOST DOGS

The list of eight names I printed last time is now reduced to six :- Mariposa II, Phillypas, Pothos, Rohan, Sayonara, and Sundog.

Sayonara was reported from the Virgin Islands, looking rather sad and uncared for.

If you do come across any of the others anywhere, put a membership form aboard and try to get a name and address.

MISSING OWNERS

Several have responded to my importuning since last time and have become members, reducing the number outstanding to 20.

If you would kindly amend your old list once more, you will see who they are, and if you come across them try to leave a membership form with them.

We now have 109 members who are current owners and there are probably about another ten boats which are not included in the list of names and which have been lost track of. If you think you recognise a Seadog by sight, and its name isn't in the list, try to confirm that it is, it could be one that was sold as a hull and not completed to the standard design.

Reg. Freeman

Reg. has not been too well this winter having had a spell in hospital but at the time of writing Hylda assures me that he is making progress and is keeping cheerful. I am sure you will join me in wishing him a speedy recovery. We would particularly look forward to seeing him at the May Rally.

R.F.Freeman and Partners, 27 High Street, Milford - on - Sea
Lymington, Hants, SO4 0QF
Telephones- 059-069 - 3000/3330

Hylda has confirmed that Insurance Rates for the Seadog are unchanged at the moment.

John Freeman tells me that he has a new supplier for hoods and canopies made in a lighter, more flexible fabric than the P.V.C. in use recently.

Details of this and new sail prices, besides other chandlery items and spares are available from them at Milford. He also hopes to bring these details and samples of some interesting items with him to the May Rally.

SALES LIST

Burgees A fresh supply is awaited and the price is not certain.

Brooches I have plenty, still at the same price.

Sail Plans Please say whether 399 sq.ft. or 454 sq.ft rig is required, if not sure please state the height of main mast.

£1.50 + 12p post & packing.
£1.25 + 12p post (Folded)

Working Drawings - Cooker Gimbals
- Mast Crutches (two) } Large Stamped
Reprint of Mast Lowering Data } envelope Please.

Secretary:- F.Murley FPS, Ashlett Meade, Stonehills, Fawley,
Southampton SO4 1DU

Telephone :- Southampton (0703 891353)

S T O P P R E S S

Major Masterman has telephoned me to say that a one third share is still available in TUGRADOG a deep keel Seadog based at a Lymington Marina. Will anyone interested, or who knows of anyone who might be interested please contact Major Masterman direct at "Windrush" 17 Oakley Hill, Wemborne, Dorset.