

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

NEWSLETTER No 15. Winter 1982 - 83

I began putting this Newsletter together last September and headed it "Autumn" in the usual way, but my plans were upset by an unexpected stay in hospital. In November I made a fresh start intending to send it out before Christmas, but news came from Hylda Freeman which made it necessary to revise the start once again.

Reg. and Hylda are retiring from active business and will be living aboard "Cenerea" at Lymington Yacht Haven, at least until the Spring. JOHN FREEMAN will continue on his own as a Marine Surveyor and Designer, and his address will be:-

37 Milford Road, Pennington, Lymington.

Telephone:- Lymington 74737

He will retain all the technical information, drawings, and design detail regarding the Seadog and his father's other boats, and will be able to help owners by answering their queries, and by offering advice, just as R.F.Freeman and Partners has always done.

The Chandlery itself, the Yacht Brokerage business, and the Yacht Insurance Agency has been taken over by:-

TONY and SUZANNE REDFERN - trading as TONY REDFERN MARINE

All Insurances placed through Freemans will continue through them with the same Broker and Underwriter.

I have been able to meet Tony and Suzanne and had a long talk with them about the way in which the Association has worked in parallel, so to speak, with the Freemans. They are very anxious that we should continue in the same relationship, and appreciate that the exchange of information regarding Boats and Owners is of mutual benefit to them and the Association.

Tony has had a career in International Sales and Marketing of Timber and Paper products worldwide, but has been looking for some years for an opportunity to let his love of boats and sailing take a prior place in his life. He and his wife are very likeable people, and with their two sons, Simon (presently pursuing Nautical Studies), and Timothy, will do all they can to help us and to look after the Seadog owner's interests and needs.

Initially, until they get to know us it would be wise to mention membership of the Association, and I'm certain that members will receive special consideration and keen prices.

All enquiries for Brokerage, Insurance, Spares and Gear should be addressed to:-

TONY REDFERN MARINE

The Chandlery, Milford-on-Sea, Hants. SO4 0QF

Telephone:- Milford-on-Sea (059 069) 3330

It only remains for you to join with me in wishing Reg. and Hylda a long and happy retirement with fair winds and kind weather to enable them to use their beautiful boat to the full. As Hylda herself says, they are looking forward to more time for sailing and to seeing even more of Seadogs than in the past. We, on our part will look forward to meeting them at sea, at the Rallies or in other harbours during the summer.

For myself - I feel that as an independent body the Association can fulfill a very useful function in keeping owners in touch with each other and with both the Freemans and the Redferns. As long as I have the support I have had up to now we should be able to continue on the same basis as before - an initial membership subscription only. To make it possible to keep the register up to date, please tell me at once if you are selling your boat or changing her name; - give the new owner a Newsletter and suggest he joins the Association.

Above all, keep your letters coming in with news of your sailing activities, any problems which arise, and (hopefully) their solutions.

The Spring Rally at Gin's Farm, Beaulieu River went off very well, with the usual mixed bag of weather. I plodded round on the Friday evening and picked up a mooring off the Club-house on a damp, drizzly evening, but Saturday was much brighter and eight other boats arrived during the day.

April Dawn, Eastr II, Melisse, Offenbach, Seascope, Sea Fleur, Thelphini and Reg and Hylda Freeman came with 'Cenerea'. The owners of Dogmatic and Galwyn came later by road and joined us for the meal in the club.

Sunday brought in a fine morning but with the forecast of a lot more wind from the west with rain later. Boats left at various times during the day; I went at 18.30 and had a very fast run home with F6 - 7 on my tail.

Just 10 days later we moved into our new house, so I didn't do much sailing for a while, in fact the whole summer seems to have been limited to day sailing, very often with visitors. On one occasion, our guest was my wife's mother at 82 and on another my aunt and uncle at 91 and 82 respectively !!. The total ages of skipper and crew that day was 289 between four of us! We also ferried relatives to the docks when the Tall Ships Race finished in August, a stirring sight even in driving rain, but the best remembered day was "The Island Double", the two-handed Round the Island race described later.

The biggest disappointment was that hospital kept me away from the Autumn Rally in Yarmouth, so let Hylda Freeman take up the tale:-

AUTUMN RALLY. 2nd October 1982. YARMOUTH Isle of Wight.

"Clare Murley rang me on September 20th to say that Fred had been rushed to hospital with suspected appendicitis and could we cope with the final arrangements for the Rally. We kept in touch and at one time it almost looked as though with expert medical aid and a good deal of luck Fred just might make it to the Rally if someone could either get "Tresco Maid" to Yarmouth or help him sail it there. Regrettably it was not to be, recovery was slower than expected and it was soon apparent that he would still be in hospital.

The last week of September gave us a mixed bag of weather, plenty of wind and more than enough rain, somehow it seemed that the Rally might never "get off the ground". Hardly the right expression but you know what I mean! To add to our problems, on the Thursday before the Rally the Royal Solent told me that their Dining Room closed for the winter at the end of September !! However as Fred had made a firm booking they agreed to open it up for us and as usual we had an excellent meal.

On the day itself it never stopped raining and I am sure that everyone must have had the same thought as they sailed towards Yarmouth - "We shall be the only ones there". Not so, at the final count 8 boats arrived, 5 Seadogs, ex-Seadog owners Eric & Angel Kear in "Lady My Way" and Peter and Leonie Ashley in their exciting new 42' Vagabond "El Vagabond". The President's boat "Cenerea" was the last to arrive and shortly afterwards we were invited aboard "El Vagabond" to drink a toast not only to the new boat but a special one for Peter who had become a Grandpa the day before.

We were all delighted to see Roy Croft and his wife, the new owners of "Timorley" on this their first Rally. I hope they enjoyed the 'jolly' and the remainder of their cruise; we look forward to seeing them again, (their Home Port is on the Exe). Harry Manners came crewless in "Seascope", Fred and Joan Ellingham were early arrivals in "Seacanis", affectionately known as "Mod-Dog", Peter and Maureen Jennings attending their second (or third ?) Rally in "Eastr II" and last but by no means least John and Gill Smurthwaite with Michael and Daphne Beasley in "Melisse". John brought a King-sized "Get Well" card for Fred which we all signed. (Reg and I delivered it a few days later when he was at home. It cheered him up no end - he was delighted with it). Altogether a fairly memorable week-end for many of us. It was also Charlie Attrill's last season as Harbour Master. He retires at the end of the year so no more shepherding "Dogs" into the "kennels" for Charlie. We shall miss him and I hope he misses us !!. See you at Gins in the Spring.

Spring Rally 1983 - Beaulieu River - Royal Southampton Yacht Club - Gins Farm.
Saturday 30th April 1983

Monday May 2nd is the Bank Holiday so if the weather is kind we look forward to a convivial evening in the Clubhouse on the Saturday and a pleasant day (or two) on this beautiful river. If you think you can come, please fill in the form at the end of this newsletter and let me have it as soon as you can. I will contact those who do to confirm arrangements in March.

Perkins Owners Marine Courses

At the time of writing Perkins have vacancies on the following two-day courses in the first half of 1983, all are for the 4/107 / 108 engines and at £19.55 including VAT are still excellent value for money.

February 7/8, March 7/8th, April 25/26th, May 9/10th & May 23/24th

Applications direct to:- P.S. Burdett, Product Training School, Perkins Engines Ltd.,
Peterborough PE1 5NA

Please also make enquiries about further courses later in the year direct to Perkins, as I may not be able to include them next time, and the limited number of places is soon filled.

Plymouth - last May

Peter and Deidre Bragg had invited anyone in the Plymouth Area to join them in Palafox II at Barn Pool on Saturday May 29th. I was in Exeter that weekend (by road) so went on to Plymouth and took the Cremyll Ferry to Mount Edgecumbe, walked along the shore and hailed Palafox II. There was one other Seadog alongside, SHILLAY, which was a great surprise to me as she is based in Anglesey. Capt. Taylor brought me off from the beach and I learned that they were on a cruise to Brittany and had decided to make the stop at Plymouth and accept the Braggs Invitation.

Unfortunately no one else did so, but we had a great gossip and I was quite sad to leave them on the ferry slip as I left in the evening sunshine to find the car and motor back to Exeter.

THE ISLAND DOUBLE - A two handed race around the Isle of Wight under the burgee of the Royal Southampton Yacht Club - August 14th 1982, sponsored by Solent Rigging (Services) Ltd, hospitality extended by the Royal London Yacht Club, Cowes.

In the last year I have had one or two enquiries about a Handicap Rating for the Seadog, and a more positive one from Col. Mackenzie, the owner of 'Jaluroch', prompted me to do something definite about it. The Portsmouth Yardstick Scheme didn't help directly and an approach to the R.Y.A. advisory panel only produced the comment that it was essential for several clubs to make their returns of race results for a year before a provisional number could be allocated. The system is self-adjusting, but time and a number of races are needed.

To make a start I entered 'TRESKO MAID' for the Island Double and applied to the West Solent Cruiser Racing Association (W.S.C.R.A. - known locally as "Whiskra") for a provisional handicap. After filling in the details of hull form, sail area, engine etc., I received a list of entries in Class 2B, (Unrated yachts with a West Solent Handicap below 0.865) giving me a provisional T.M.F. of 0.830.

This seemed to correspond to a Portsmouth Yardstick number of 120, and turning again to the R.Y.A. Scheme (YR2/82) one sees that this puts the Seadog level with the Westerly Centaur sloop (bilge) and the Prelude (fixed deep keel). This seemed a bit strange but looking more closely at the list of almost 400 different cruising yachts it became obvious how difficult it was to slot a boat like ours into an appropriate place. Of the 397 types only 13 have three keels, and only two are ketch rigged - the Westerly Longbow (deep keel) at 105, and the Westerly Berwick (bilge keels) at 116.

I had no time to make any special preparations, but as the boat had been lifted out for some work to be done only three weeks before and had been scrubbed and freshly antifouled then, I knew that at least the bottom was reasonably clean, and in view of the experimental aspect it seemed logical to sail with normal cruising gear and inventory.

The evening before, I collected my crew, Peter French, owner of 'DOGMATIC' from his mooring on the Hamble and we motored to East Cowes Marina for the night. Our Class start was at 0730 next morning and arriving at the line we concentrated on making a good start among the hundred or so yachts trying to do the same. We crossed only seconds after the gun and were away westwards very pleased with ourselves on a fine sunny morning with a light south-westerly breeze which unfortunately grew lighter. An hour later the whole fleet was becalmed in the Solent, spread out over several miles of smooth water from Egypt Point to Yarmouth.

The wind soon came, but from the rear of the fleet, so that the bigger Class One boats closed up inexorably. We were still motionless when 'Morning Cloud' sauntered by, her towering genoa seemingly carrying her own private supply of wind within it; when at last we did get enough to start sailing again it was fitful and many boats drew away from us. It got stronger soon, but headed us so that we had to tack through Hurst Narrows and beyond into the Needles channel. The Class One yachts were now passing us with depressing frequency and indeed one hailed us to know it we had "Given UP" !! - Perish the thought -.

When we finally rounded the Needles light it was with considerable chagrin that we found the inevitable windshift, meaning a long beat and several tacks to seaward to clear St. Catherine's Point. We don't of course point very high and we realised that few boats were still astern of us. With the headland safely past it was a tremendous mental lift to find the wind fresher and much freer, and to enjoy a much faster and easier sail along the South East coast of the Island past Culver Cliff and on to Bembridge Ledge Buoy, although by that time even the tail enders of the fleet were well ahead.

Rounding the buoy itself we thanked our lucky stars for the North going tide because the wind dropped, it started to rain and the visibility closed in. To retire at that point and start the Perkins would have made life much more pleasant but the whole object of the exercise would be lost, and what now had to be done was to finish within the time limit. Creeping along past St. Helens and Nomansland Forts we worked out our sums backward from 21.00 hours and figured that we might just make it if the wind didn't die altogether. There was very little margin however so we nursed the boat along using every puff and eddy to advantage. At long last we cleared Castle Point, not too close for fear of wind shadow, not too far to lose ground. It was almost dark when we drifted close to the line, and going forward to the bow to take our time I saw a faint light in the race box on the top of the clubhouse and wondered if they could even see us. They did of course and the welcoming klaxon was a great tonic as we squared away and motored hard for the marina to tie up before it was completely dark.

Next morning in brilliant sunshine on the balcony of the Royal London Yacht Club we collected our mementoes, a pair of engraved glass tumblers, and were made to feel we had done well to finish despite the computer print-out showing us to be No 102 of the one hundred and two finishers. Peter French, being in computers was very interested in the equipment used and pointed out that we had one distinction, the combined ages of one of the class winners was 36, whereas he is 62 and I am 58, so at 120 between us we feel that this should be programmed in as an additional correcting factor! We were assured that next time we will have an amended rating and should (must?) do better.

Later that day we sailed back to the Hamble in a fresh south-westerly breeze gusting 6 - 7, using the geriatric ketch rig of Genoa and Mizzen only, with the sunlog showing 7 knots plus in a confused breaking sea - going like a train, sheer exhilaration.

Now why wasn't it like that the day before?

NEWS OF DOGS AND THEIR OWNERS

MELISSE changed hands just as the last newsletter was being printed, and the new owners Michael Beasley and Jon Smurthwaite joined us right away. They have been able to bring her to both 1982 rallies.

DOGROSE was bought in April by Mr. P. Webster and he brought her back from Plymouth with John Freeman's help to her new home at Cobb's Quay marina, Poole. They are very pleased with her and have joined the association.

SARAH NOELLE II - Mr. G.F.N. Brook has bought her and joined the association. They sailed her from Langstone to Conwy in May.

WATCHDOG - Peter O'Brien has bought her and joined us. He has had a problem with the Perkins Oil Cooler Pipes which has happened to several other boats. I'm leaving this till next time for reasons of space so if you have anything useful to contribute on this subject, please be in touch.

NAUSIKAA has been bought by Piet Castenmiller who has become a member. He is very pleased with her and has arranged the after cabin for their three children. The family sails mainly in the Delta area of Zeeland but hope to go further later on and perhaps attend one of our meets.

TIMORLEY was bought by Roy Crofts in July and they had a very eventful collection cruise from Abersoch, having to put into Pwelli with an Auto Pilot problem and a leak from the gearbox. A week later they motored to Ramsay Island and then sailed to St. Ives. After a rough crossing to the Scillies they spent a week among the Islands. Their return was delayed by fog, but leaving in ideal weather, it blew up into F7 and after splitting the working jib they motored the last three hours into Mullion Cove. The last stretch to their home port at Dawlish took 17 hours of motoring.

They weren't finished with mechanical trouble tho', and lost three weeks of the best sailing weather while the engine was out and the gearbox repaired. Since then they have cruised to Guernsey (where the alternator seized) and locally on the Devon Coast. Despite all their problems they are very happy with the boat and were able to get to the Yarmouth Rally.

TRIASID has been bought by Mr & Mrs R. Cutts who have joined us. They have cruised to the Isle of Man and to the Orkneys this summer.

NATUNA now belongs to Mr D.M.S. Brisby who has also joined the Association. She is based at Wigbay, Stranraer.

BELHOUND which Dr Lodge 'discovered' in Castletown I.O.M. last year has found a new owner in Mr D.J.H. Jones and she is now berthed at Peel I.O.M. He has joined the association and tells me that they had a short cruise to the South and West Coasts of Scotland which was enjoyed by the whole family including the pet gerbil which berthed (in its cage) with the sails.

TAWNY OWL - Rex & Joan Tapley have sold Tawny Owl to Jean & Peter Bale and they have taken her to the East Coast at Bradwell on Sea to swell the number of Seadogs in that area.

CANUTE - has changed hands for the first time. George Blunt had her built to Lloyds +100A1 and has always kept her up to that standard. They are very sorry to part with her, and indeed to give up cruising altogether. He and his wife have been sailing together since 1935 (except for the war years) but now feel that there are still many other things to be done while they can. They saw 13 Seadogs whilst sailing off South Devon and Cornwall this last summer, more than any other single design. George very kindly sent me the original colour sales brochure for the Seadog in mint condition for the Archives.

John Watson and R.C. Thornberry are the new owners and they are keeping her in the Hamble, hoping to get some winter sailing in before taking her to Poole in the Spring.

CRUISING IN GREEK WATERS - Peter and Deidre Bragg did not take PALAFOX II to the Med., but had a very enjoyable holiday in the Saronic Islands, with gentle winds and eyeball navigation. They can thoroughly recommend Mirage Holidays to Seadoggers who haven't got the time to sail there. Palafox II has had the white PVC foam backed lining of the after cabin renewed. After much enquiry they had excellent service from Toomer & Hayter, Upholsters, 74 Green Road, Winton, Bournemouth 515789. Their "Ivory" was an excellent match and fixing was done with Dunlop Thixofix.

DO YOUR HATCHES LEAK ? - Several changes were made in the manner the companion-way hatches were fitted, and some of the early boats in particular suffer from leaks in wet weather or severe spray conditions. If you have had this trouble and dealt with it successfully, do let me know.

The HYDRA TOILET - Ralph Grundy of NICHOLA JANE had to cut out a new diaphragm of sheet rubber, and had to buy more of the matching material than he needed. Anyone else having to do the same could be in touch direct with him.

SOLWAY DOG - has had an extensive refit over 100 changes have been made. Some which are worthy of note are:-

- A foredeck drain (Tee'd into the washbasin drain) to take rainwater away from the chain pipe if the boat settles head-down when drying out.
- A crash bar in front of the cooker, and $\frac{1}{4}$ " thick aluminium alloy 'hot-plates' to stop pans burning.
- Nylon grab handles (from the car breakers) on both sides, inside and outside the windscreen fall easily to hand in rough weather.
- Air-O-Mat flooring in the heads, galley & cockpit has proved virtually non-slip, quiet and easily maintained. N.B. Peter French is about to fit this and I have seen a sample. It is a most intriguing rectangular network of plastic strips which are threaded through each other during manufacture, how, - I have no idea, and replaces gratings as a quickly removeable non-slip floor. I shall be interested to know how it works out in practice.

Samples from: Cobra International Ltd., New Road, Kibworth Beauchamp, Leicester LE8 0LE.

MY BEST WISHES TO YOU ALL FOR 1983 - May it give us all good sailing.

My Special Thanks to everyone who sent me 'get well' cards and messages, to all who have contributed - and especially to PETER FRENCH of "DOGMATIC" who has been very helpful in having this typed so professionally.

SALES DEPARTMENT - still at the same prices -

- | | | | | |
|---|------------|-------|---|----------------------|
| * | Burgees | £4.95 | + | 20p postage |
| * | Brooches | £1.50 | + | 20p postage |
| * | Sail Plans | £1.25 | + | 20p postage (folded) |

Say whether yours is a 399 or 454 square foot rig, or give the height of the mainmast.

- * Any other data, back issues, photocopies etc. - please send a large stamped self-addressed envelope or a contribution towards the postage.

Brokerage, Insurance and Chandlery for Seadogs

TONY REDFERN MARINE - The Chandlery - Milford-on-Sea,
Hants SO4 0QF

Marine Surveys, Design and Engineering advice

JOHN FREEMAN - 37 Milford Road, Pennington, Lyminster.
Telephone:- Lyminster 74737

Amendments to the:-

LIST OF OWNERS & BOATS
(Cut-off date - 1.2.1983)

(Dated 31st March 1982)

ALAKEIFIK II	(correction)		
AMERUS	(Now based at Topsham)		
BELHOUND (Peel:I.O.M:B:27)	D.J.H.Jones	Mona House Ballaugh Isle of Man	SOA
BONA	(correction)	Floristraat II Gronningen, Holland.	----
BORN FREE	(correction)		
CANICULA (Ochtum:B: :)	H.D.Vieluf H. Menzel	S'tedinger Strasse 85 2870 Delmenhorst West Germany	SOA
CANUTE (Poole:B:116:2163Y)	J.G.Watson R.C.Thornberry	Rose & Crown Inn Saunderton Nr. Princes Risborough, Bucks.	SOA
DOG ROSE (Poole:D:132:C132)	P.M.J.Webster	1a Denzil Avenue Netley Abbey Southampton SO3 5AZ	SOA
GUNDOG (:B:58)	Mr Morgan	Rowans Burrows Cross Gomshall, Surrey	SOA
JALUROCH	Col.H.A.C.MacKenzie	(correction)	
JOHVIA (Lymington:B:5:471Y)	(insert builders number)		
MAGGIE MAY II (:B:31)	S.H.A'Court	?	----
MARIPOSA II (: : :)	N.J.Reints	Goudsbloemanlaan 38 Den Haag Holland	----
MELISSE (Parkstone:B:32)	M. Beesley J. Smurthwaite	42 Highland Road Parkstone, Poole Dorset BH14 0DX	SOA
NATUNA (Stranraer:B:28)	D.M.S.Brisby	The Parsonage London Road, Stranraer Wigtownshire DG9 8AA	SOA
NAUSIKAA (Middelburg:D:135)	P.M.J.Castenmiller	St. Pieterstraat 13 Middelburg Netherlands	SOA
PANZA (Plymouth:B:96)	R.Croome	3, Breton House Vauxhall Quay Plymouth PL4 0DT	SOA
PILKA (Wilhelmhaven:B:86)	Ockenfels	Pollertweg 7 2947 Horster, W. Germany	----
ROHAN	Dennis Young	?	

ROUGHNECK (:B: :2438Y)	C. Porter	647 Liverpool Road Ainsdale Southport	----
SALUKI OF ARNE (:D:124)	T. Filby	Lelant Criccieth Gwynedd LL52 0AW	----
SARAH NOELLE II (Conwy:B:51)	G.F.N. Brook	Otthon, Llanefydd Road Henllan, Denbigh Clwyd	SOA
SARDAN (Gosport:B:30)	H.H. Berni	14 St. Helens Close Southsea Hants	----
SAYONARA (Virgin Islands:B:)	J.H. Naude	'Home Port', Charlotte Amalie St. Thomas U.S. Virgin Is. 00801	----
SEADOG (:B:71)	Has been sold		
SEEHOND	(correction)	Insert post code S40 3QA	
SPINNER (:B:129)	R.L. Allmay	Greenways Warren Blundellsands Liverpool L23 6VF	----
SUEBRE (S. West:B:18)	M.R. Moriarty	5 Parkside Court 7 Gloucester Avenue London NW1 7AT	SOA
TAWNY OWL (Bradwell-on-Sea:B:39)	Mr P. & Mrs M. Bale	5 Trusses Road Bradwell-on-Sea Essex	SOA
TIMORLEY (Starcross:B:57)	R. Croft	Shun Lee 4 Oakland Drive Dawlish, Devon EX7 9RN	SOA
TRIASID (R. Douglas:B:90:1404Y)	Mr & Mrs R. Cutts	42 Viceroy Court Lord St., Southport Merseyside PR8 1PW	SOA
WAGTAIL (Conyer:B:76)	R. Candlin	22 Cleveland Abingdon Oxon. OX14 2EG	SOA
WATCHDOG (Pwllhi:B:15)	Mr P. & Mrs M. O'Brien	24 Four Lanes Mottram, Hyde Cheshire SK14 6PP	SOA

(Insert in list of Non Seadog Members)

EL VAGABOND	P.J. Ashley	100 Viceroy Close Bristol Rd. Edgbaston Birmingham 5	NSD
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(Delete from list of Non Seadog Members) (whole entry)

TARA OF WROXHAM

SEADOG OWNERS ASSOCIATION ----- Membership Application Form:

The Name of your Seadog
Bilge Keel or Deep Keel Works Number..... (Behind the Wheel)
Sail Number (if displayed)
Your permanent mooring or base for cruising.....
Owners Name
Address
.....
Telephone Number

Please complete & send to the Secretary with a cheque for £5.00 as a once-only subscription to this address:-

Seadog Owners Association: Honorary Secretary F. Murley, F.P.S.
The Belvedere, Stonehills, Fawley, Southampton SO4 1DU.
Telephone:- Southampton 891353

1983 AUTUMN RALLY ----- Advance Notice :

Provisional Booking only for Saturday September 24th 1983

Royal Solent Yacht Club - Yarmouth - Isle of Wight

I would like to come to the Autumn Rally 1983

Name Name of Seadog

Address
.....

Please tear off and send to the Secretary - a firm booking (confirmation) form will be sent to you in August.

1983 SPRING RALLY ----- Advance Notice :

Provisional Booking only for Saturday April 30th 1983

Royal Southampton Yacht Club - Gins Farm - Beaulieu River

I would like to come to the Spring Rally 1983

Name Name of Seadog

Address
.....

- * I would require a mooring
- * I would come by road (delete as appropriate)

A firm booking (confirmation) form will be sent to you in March.

Please tear off & send to the Secretary Now

F. Murley F.P.S.,
The Belvedere, Stonehills, Fawley, Southampton SO4 1DU