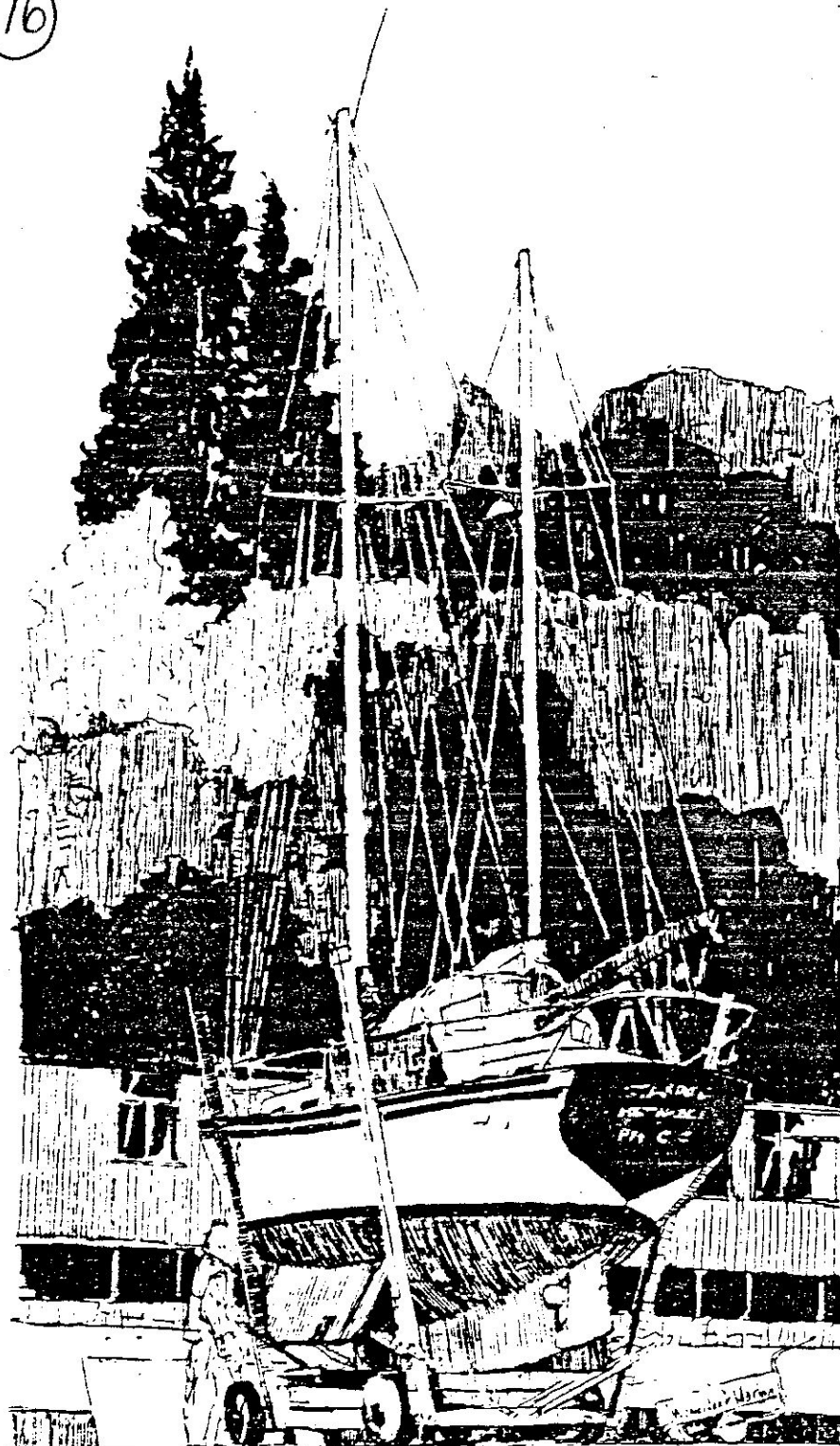


SEADOG OWNERS

ASSOCIATION

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

16



STARDOG
AT WOOLVERSTONE
MARINA

"Stardog" at Woolverstone Marina.

NEWSLETTER No.16 Autumn 1983

LAYING UP - Should I?, or shall I leave her in the water hoping for a good late Autumn and chances to sail on mild winter days?

After such a long spell of fine weather the question ought not to arise, but I am the victim of circumstances. Family illness since the New Year made me revise my own priorities and it has only been possible to sail occasionally in local waters.

The demands on my time prevented me from producing a Spring Newsletter and some members had to wait a long time for answers to their queries. I have never liked to do any job less than well so that coupled with the possibility that I may have to give up sailing I am prompted to appeal to any member who has time to spare to take over the work of running the Association.

Everything is now in order again, and up to date. I have done a lot of work in filing and collating all the correspondence and available information for a successor.

The Owners list is ready for reprinting after a considerable number of changes. There is a higher proportion of members than ever before, nearly all the boats have been traced leaving only a few unknown owners and some gaps in the numerical list.

Continued on next page,

This pen and ink drawing of 'Stardog' laid up at Woolverstone Marina was published in the East Anglian Daily Times in 1981. The artist, who has permitted its reproduction, is Keith Pilling who regularly contributes to the paper under the heading "Saturday Sketchbook". In his letter he warns that quality is lost in reproduction, and this of course from a print already. Any owner interested in a sketch of his own boat can contact Mr. Pilling at 9 Thornhill Rd. Barham, Ipswich IP6 0BJ.

My thanks also to Peter Knight, Stardog's owner.

LAYING UP (Continued)

The continual correction and updating of the Owners list is the most tedious and time consuming part of the work, but I am now waiting for a quotation from a local computer agency to have the data put onto a word processor. Apart from ease of correction and alteration, address labels would be available for mailing so that the total time saving would be considerable.

The funds are in good shape with a Deposit Account balance of nearly £400. This has risen steadily as new subscriptions have come in from boats changing hands as well as from the increased total membership, so that I have been able to cope with rising costs and much more correspondence without losing ground, but I must once more thank my business colleagues who have in reality subsidised us by printing the Newsletters for me. Without this help it would be a rather different matter and a successor might have to reconsider the subscription position.

I have found it all a very rewarding task, with many personal contacts all over the country and abroad. Seadog Owners are all very nice people. Please contact me right away if you think you would be able to take charge of the Association.

NEWS OF DOGS AND THEIR OWNERS

CENEREA - At the time of writing we seem to have lost track of our President and his wife! Reg. and Hylda moved their boat to the East Cowes marina in the Spring, and I saw them there in April when both were looking well and anticipating a West country summer cruise. John Freeman ran into his father in a shop in Fowey quite by chance, and had a card from them in Falmouth during August. I'm sure they enjoyed that hot sunny spell.

DAGOTIA - Number One - The first production Seadog pictured on the glossy sales brochure and photographed by Eileen Ramsay for the Yachting Monthly review by Barry Richardson in 1966. She has now been bought by Stan Levis of Mumbles and is based at Swansea Yacht Haven. He would like to know the origin of the name, the last previous owner cannot help. Does any one know?

TIARAMA - Number two - has been bought by Dennis Cowhig and is to be berthed near me on Southampton water, at Cracknore Hard, Marchwood, opposite Southampton Docks.

TIWANA - yes, Number three - is based at Topsham in sight of Mr. W. Beach in his retirement. He bought the pre-production Seadog and named her "Glass Lady". John and Barbara Cook sailed Tiwana to the Scillies last year and were one of the Seadogs seen by Joe Lyons on Hiboux in Brittany waters this summer.

CANICULA - Located at last, this was one of my lost dogs and she is based at Cchtum (Bremen) West Germany. Her owners Herren Vieluf and Menzel live in Delmenhorst, and have joined the Association.

GUNDOG - Barry Morgan is the new owner and she is at the Mercury marina on the Hamble river.

GABRIELLE B - (formerly PANZA) Roger and Pam Croome live at the Barbican, Plymouth, and she is berthed at the Sutton Harbour marina very near them and not far from my old home. They were inspired to look for a Seadog after admiring Dog Rose when she was owned by Alan Miller. Writing in January they had only had their delivery

trip from Kingswear and were very pleased with her. They have since had two weeks in the Channel Isles and have changed the name to that of their former boat.

SCOTTISH LASS - Colin Shortis has fitted a Vigil Radar, and roller furling headsail. He was coming home on leave from Zimbabwe during August, and looking forward to a lot of sailing. I hope he didn't miss all the best weather.

ROUGHNECK - After a long while with the B.P.Yacht Club she has been bought by Cyril and Barbara Porter who will be sailing in the Southport and Menai Straits area. They hope to change the name to "Topaz Two" after their previous boat. Incidentally she has no builders plate but we think that she is No.134 and hence one of the last batch built by Reg. Freeman Yachts Ltd. in 1974, just before the demise of the company.

PILKA - Another of my 'missing dogs! The owner, Rolf Ockenfels, was contacted by Dr. Willman of "Missi". She is No.86 and was built in 1971. He has joined the Association..

ATON III - (formerly HOUND OG) - Bought from Mr. Van Gool by the Architect J.P.Kloos and renamed. She is berthed at Enkhuizen, in Holland.

ANAHITA II - Richard Watts who has bought her is keeping her at the Brighton Marina. I think she is the first Seadog to 'live' there and it will be interesting to learn how this new port rates with the older ones for South Coast and cross channel cruising.

SPINNER - Mr. Allmey has bought Spinner and sailed her from the I.O.W. to Abersoch in April last. So yet another Seadog has left the South Coast, and there is a growing number in the North West.

SCOUBIDOU - has moved from the South Coast too, but to the East this time. Her new owners, Mr. & Mrs. Hansen are basing her at Ipswich.

KURI MOANA - Now here is a name to conjure with among Seadogs, particularly to members of the Cruising Association, for her former owner Mark Brackenbury sailed her for over 25,000 miles around the coasts of Britain and Western Europe whilst amassing the detailed information which has been used extensively in the new edition of the 'C.A.Handbook' of which he is the Honorary Editor. As far as I know he had owned her from new and it was his description of her in the C.A.Bulletin of April 1976 that made me certain that I wanted a Seadog. Having sailed so busily we can understand and forgive him that he didn't have time to join the S.O.A. Incidentally 'Kuri Moana' is Seadog in the Maori language (his wife is from New Zealand) and his new boat a 48' L.O.A. Arcadian ketch of Aluminium construction is named "Kiwa" which is Maori for "Sea God" - a very pretty play on words. Her new owners are Tony Charles, with P.R.James, and I.R.Hooper; and she is still at Mersea, they must be pleased to have a boat with such a reputation

PALAFox II - Peter and Deidre Bragg took a non-family crew with them on the crossing from Plymouth to Brittany but it didn't work out very well and they continued alone to Morbihan and Belle Ile before returning in August.

HIBOUX - The Lyons had a good cruise in the best of the fine weather to Normandy and Brittany, sighting eleven Seadogs on the way. Especially noteworthy was Professor Vorath's "BLEIBEN" which is kept at Emmerich on the Rhine. This means raising and lowering the masts repeatedly and he has a permanent 'A' frame in situ. He says it is a 10-15 minute job! What about that Roger Davies? Bleiben also has a bowsprit and hence a larger fore triangle. Much of the plywood trimming has been replaced with beautifully crafted solid teak. Even the cockpit locker lids are laid like a teak deck. Under previous owners she has, (as 'Floodtide') crossed the North Atlantic three times.

ARDESMOR - The new owner, John Wigney has joined us and filled another gap in my list as I had never been able to contact the previous owner. One of the later bilge keel boats she is now at Fleetwood. He has sent me an amusing and detailed account of his 'honeymoon' with her which I shall be quoting from next time.

GEISHA - Captain Olof Berg has bought this boat from Christian Cederberg and as he lives in Malmoe, Sweden, I have assumed she will be staying in those waters, but I haven't heard from him yet in reply to my letter inviting him to join the Association.

SALUKI OF ARNE - was sold by Dr. Astbury some while ago and I was afraid we had lost track of her, but apparently she was being refitted and has since been sold again to John Martin of Prestbury who is basing her at Conwy, North Wales. He has had an enjoyable first season in Anglesey waters.

ROUSELLE - Bought by Brian Jones and is now on his mooring at Watermouth Cove, North Devon; I believe the first Seadog with a home on this part of the coast. This is the first ketch he has owned, after 25 years of various sloops ranging from semi-submersibles to an old tub with so much weather helm that if you hit a hole in the wind she went round in circles. By May they had found Rouselle very sea kindly in the short steep seas of the Bristol Channel, and in June when joining the Association, Brian reported a run of 53 miles from Dale to Watermouth in 7 hours and 20 minutes, a club record. He also reports using a 'cutter rig' with the storm jib flown on the spinnaker boom up/downhaul and tacked down to the anchor winch. I did try this myself last year, it does add detectably to boat speed on the wind. He is now asking, in common with several others about the use of a larger genoa and I have mentioned this later on.

SEADOG - I knew that Peter Ashley had sold 'Seadog' because he had renewed his membership as a Non-Seadog member (N.S.D.) to keep in touch, but it was a little while before I was able to contact the Shawley family who have bought her. Bob and Toni describe themselves as novices and their son David as a dinghy sailor of some years standing. Nevertheless, after a three day intensive course they were learning fast, and had already crossed to Cherbourg by the Spring Bank Holiday.

FURAH - Based in Malta G.C. The Groves were planning to visit the French South Coast for a wedding in May, and later to cruise on the west coast of Italy and to Elba. They have had new sails from W.G. Lucas & Sons. Quotes for Main, Mizzen, Genoa, & Jib, in the U.K. ranged from £600 to £1100. Their last set from Cheoy Lee delivered in the Seychelles, cost £300!

TRIASID - Bought by Roy and Mrs. Cutts last year when they cruised in Isle of Man waters and the Orkneys. He has now taken an early retirement and they have sailed to the south, to Portugese waters and on to the Mediterranean. During the winter she was stripped to the gelcoat and 9 used on the topsides, epoxy below the waterline. The engine came out for over-haul, a shower and fridge were fitted, and a H.&C. water system with immersion heater for marina use. With a new set of sails they should be very well equipped for extended cruising.

TIMORLEY - Another South Devon boat has been thoroughly over-hauled inside and out. They were unable to get her back into the water soon enough for the Beaulieu Rally but set off for the Med. via Biscay in June, taking with them an extra hand in the useful shape of a 30 year old engineer and diver! I did try to put them in touch with Triasid, but at the time of writing I don't know whether they sailed in company or not.

RACING HANDICAP

My account of the 'Island Double' last year provoked much interest, but for obvious reasons I was not able to follow it up this year to see how we fared with a revised T.C.F. of 0.815. Several members writing have told of past successes and failures generally due to lack of wind. "Seadog" herself was one of the many boats unable to finish in the full scale 'Round the Island' in June for this reason. We must face it, we do not have a 'light airs boat'

THE GEARBOX OIL COOLER

Geoff Beabey^{is} writing to apologise for not being able to get to the Spring Rally, as his Gearbox was with Cougar Marine for attention. He had noticed occasional flecks of oil at the exhaust and cooling water outlet at the end of last season, and on running for the first time this year the Hamble river was covered in oil! The dipstick hole showed a seawater/oil emulsion. He suggests that it would be sense to declare that the cooler had reached the end of its life before it breaks down, his had lasted for 15 years.

John Freeman suggests that it is quite practicable to test the cooler by disconnecting it at the water inlet from the strainer, sealing this with a bung, removing the forward hose and closing this end with a bung drilled to take a standard car tyre valve. A foot pump fitted with a pressure gauge can then be used easily to test the cooler to 50lb. Meanwhile it is obviously sense to keep an eye on the outlet and on the gearbox dipstick.

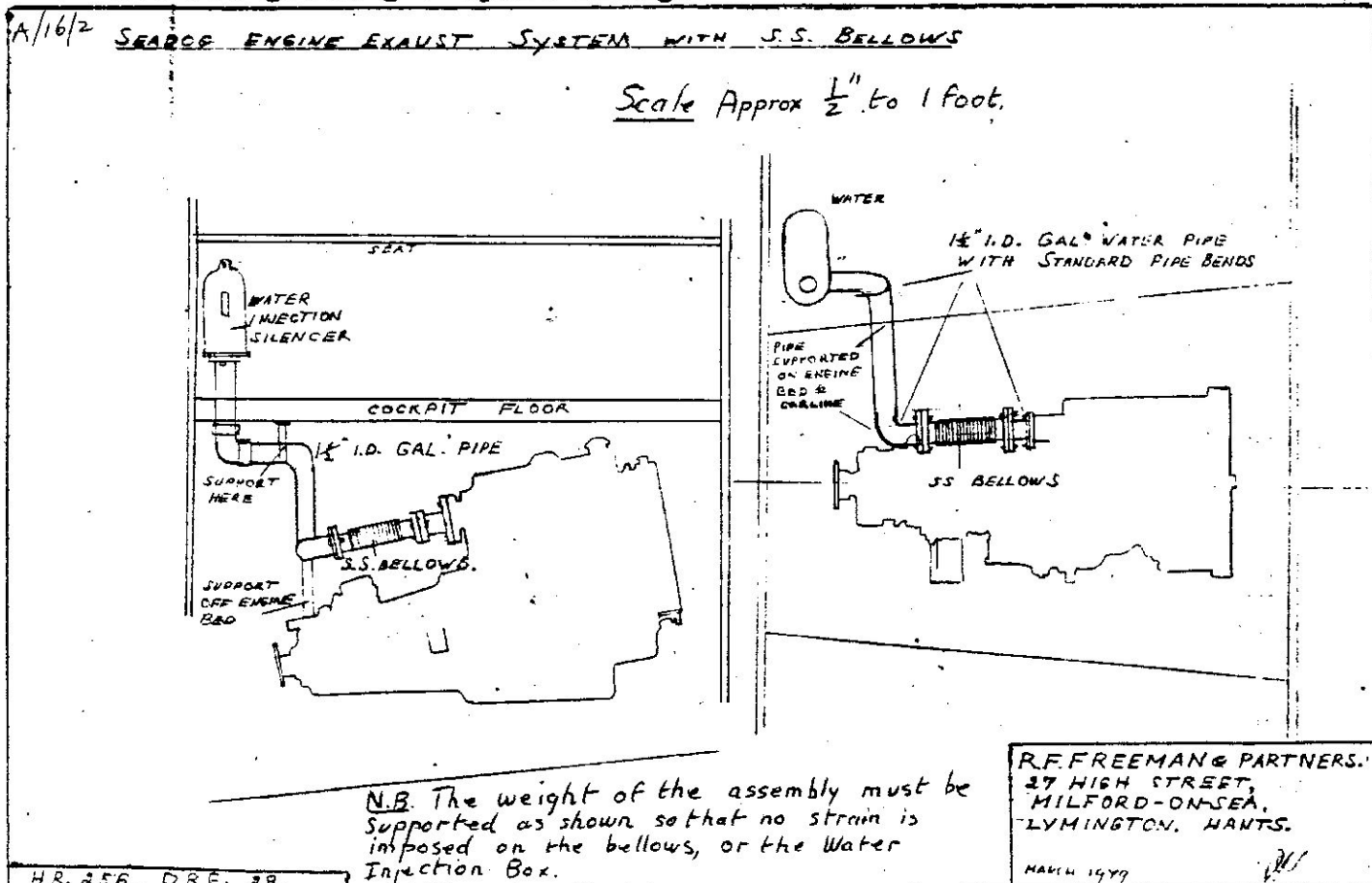
This is a convenient point to mention that some boats have a small bore pipe leading from the water injection box in the port locker through the bulkhead, under the after cabin sole to the stern gland. Most however have the more correct arrangement where the small pipe which carries a by-pass of cooling water discharges overboard on the port side, thus enabling one to see that seawater is circulating as soon as the engine is started merely by looking over the side. John Freeman points out that this is only incidental, and that the prime purpose of the by-pass is to allow air to enter directly into the exhaust as soon as the engine is stopped and the gases cool and contract, thus preventing sea water being drawn up into the exhaust system.

SOME NOTES ON THE EXHAUST SYSTEM

Most Seadog installations of the Perkins engines have a spiral wound 'flexible' pipe from the after end of the exhaust manifold to a delivery pipe leading to the water injection 'box' in the port cockpit locker. This was made with an asbestos seal which becomes brittle over a period of years. If the system is not disturbed, no trouble may be experienced, but if it is moved or disconnected for removal of the engine, or the lifting of the after end to work on the gearbox; the seal may break down and a leak of exhaust gas will turn the engine room into a black and messy hole. 'Sod's Law' would ensure it happened if the engine was removed and the whole space freshly painted!

Replacement pieces of the pipe are obtainable, but may only last a single season. A better alternative is a stainless steel bellows supplied with flanges and gaskets. The remainder of the connection can economically be made up from straight lengths and standard bends of ordinary $1\frac{1}{2}$ " I.D. Galvanised water pipe, thus keeping cost to a minimum. It is a relatively simple D.I.Y. job if the correct dies are hired or borrowed.

The sketch below reduced from John Freemans drawing, with his approval, shows the general arrangement, the exact lengths of the pipe runs will vary. If the first person who has to do it will kindly let me know the dimensions he finds necessary, we can add 2" to each length, publish these, and anyone can then make up a set to take to the boat, knowing it will only be a matter of a hacksaw to adjust them to his own particular installation. The possible exception is the flange on the end of the exhaust manifold. This is supplied by Perkins as an expensive spare part (part No. 0380203) - a flat piece of machined bronze with holes for the fixing studs and a larger central hole for a piece of tube (not supplied) to be brazed in. Depending on what you have there already it may be possible to use or modify it without getting a spare flange.



INSURANCE

In the earlier part of the year the standard Seadog Insurance rate was raised to 1.05% (it was reduced to 0.9% a year or so ago) and the excess on any one claim was increased to £100.

I know from correspondence that some members have been sufficiently unhappy about this to obtain competitive quotations. The general rate seems to be 1.25%, but like all insurance there are pros and cons which have to be taken into account in deciding which policy offers the best overall value. The Seadog Insurance has a very good record, claims have been met promptly, and at least one substantial one was paid in full with very little questioning. The excess is worrying in that it raises a question in ones mind - am I insured only for a major catastrophe?, and with a boat built so strongly as a Seadog, minor accidents inflict less damage than on a more lightly constructed hull.

I wondered whether such problems as being moored in a more dangerous area came into it, but I am assured that this is not so, the excess applies 'across the board' and there is no penalty on anyone for any special conditions. Insurance is a very competitive market and one needs to be very sure of oneself before changing horses in mid-stream.

The MOYLES MUSTANG ANCHOR WINCH

Peter Bragg of 'PALAFOX II' wrote to Moyles at 73 Walton Road, Woking, GU24 5DP, and they sent him details of the action, lubrication, and dismantling, which last is quite tricky.

They can still supply spares against the serial number of the winch concerned. I have legible photostats of their data if anyone requires it, but note that it only applies to the 'Mustang' model with the works in an oil bath, and not to the simpler 'Bulldog' model.

Thank you Peter for the gen.

The LAVAC MARINE TOILET

As originally supplied the bowl is an aluminium alloy casting coated with nylon or similar plastics material. Some of these have become badly stained and normal cleaners won't remove it. Indeed some cause the nylon to lift away from the metal and although the seal is not broken it is very unsightly to say the least.

Blakes of Gosport tell me that this model has been discontinued for some while because of this and they now supply the 'Zenith' instead. This uses a ceramic bowl attached by a neoprene seal to a plastic base with the locating flange, which is slightly larger than the previous one to cover up any marks left by it. The holes for the fixing bolts do not correspond, but as the height of the whole bowl and base is 2½" more than the Lavac it would probably be best to modify the box or plinth it is fixed to, depending of course on the length of your legs from the knee to the heel! A new hinge pin is supplied, but the seat, cover, and hose connections are all identical, and can be reused.

The normal price of the bowl, base & pin is £47 + VAT, but to those replacing a 'Lavac' bowl, it is £32.50 + VAT. This is the price collected at Gosport, and they don't want the old one back.

The FORE TRIANGLE

I have been asked more than once for comments on the performance of the boat with a larger Genoa than the standard, and also about Ghosters and Cruising Chutes. Tresco Maid is absolutely standard so I cannot help. Linked with this is another recurring query on the provision of roller furling systems. There are of course many such on the market and I'm sure each has advantages and drawbacks. The following information is culled from both Tony Redfern and John Freeman.

The original genoas were 202 sq.ft for the 399 rig, and 228 sq.ft. for the 454 rig. The 'large' genoas were 240 and 290 sq.ft. respectively. For the smaller rig, a sail of 225 sq.ft. on a Rotostay is recommended, and currently this would cost about £342 for the sail, including the usual U.V. protection. The Rotostay is about £500.

John thinks that the ideal set up would be to fit the Rotostay so that the forestay can be retained, enabling a separate 300 sq.ft. lightweight genoa to be set as an alternative or as an additional downwind headsail. Some modification of the stemhead fitting may however be necessary for this.

The existing Genoa isn't suitable for conversion to use on the Rotostay, this is confirmed by Brian West of 'Sirius of Arne' - he has found it too small and too heavy.

'Amerus' has the Colnebrook system - very satisfactory in use, but the rivets holding the spigots which connect the sections of the spar need checking occasionally.

'Scottish Lass' has recently fitted Rotostay so - How do you like it Colin?

FOR THE NEXT NEWSLETTER

1. Please let me have data on your use of larger headsails.
2. I hope to summarize a lot of letters about those OIL PIPES.
3. Similarly with the STERN GLAND, tell me if you have problems. (apart from those members who have already written to me).
4. FINISHING WOODWORK - Reports please on these or any others you have used as alternatives to Teak Oil or traditional Varnish.
Sadolin (Pine) - EMRA - PALAFOX II
,, (Teak) - Michette
Beautinox - TIWANA
Rubbol - ALAKEIFIK
Deks Olje, Decor, Xyladecor, and any others.

THE SPRING RALLY AT BEAULIEU - April 30th. 1983.

Space is very limited this time, so let it suffice to say that we had seven boats present, and thirty one of us sat down to a meal in the Royal Southampton Yacht Club's waterside clubhouse. For once the weather was relatively kind and there was enough wind to give us all a good sail there and back.

The Boats attending were:- CANUTE, DOGMATIC, GALWYN, HIBOUX, MELISSE, OFFENBACH, SEACANIS, and TRESCO MAID. Hullo, that's eight in all-

I can't count. Fred Murley F.P.S. (Honorary Secretary)

The Belvedere, Stonehills, Fawley, Southampton, SO4 1DU.

Telephone:- Southampton (0703) 891353.

AMENDMENTS TO THE LIST OF OWNERS AND BOATS (dated 31.3.82)

Cut off date 9.9.83 - These are major alterations and corrections only, minor errors will be corrected in the new list to go out with the next Newsletter in the Spring of 1984.

ANAHITA II (Brighton:B17:550Y)	R.P.S.Watts	Flat 4 32 Mitcham Park Mitcham, Surrey	SOA
ARDESMOR (Fleetwood:B:105:)	J.Wigney	8 Wordsworth Ave. Thornton Blackpool FY5 2ST	SOA
ATON III (Enhuizen:B:)	J.P.Kloos	Zonnelaan 37 2012 TB Haarlem, Holland.	SOA
DAGOTIA (Swansea:B:1:)	S.W.S.Levis	702 Mumbles Road Southend, Mumbles Swansea, W.Glamorgan	SOA
GABRIELLE B (Plymouth:B:96:)	Mr. & Mrs. Croome	3 Breton House, Vauxhall Quay The Barbican Plymouth PL4 ODT	SOA
GEISHA (Sweden:B:87:)	Capt. Olof Berg	S- Forstadsgatan 49 S- 21143, Malmoe Sweden	---
GUNDOG (Hamble:B:58:)	B.J.Morgan	Rowans, Burrows Cross Gomshall, Surrey	SOA
KURI MOANA (West Mersea:B:50:)	A.O.Charles P.J.James I.R.Hooper	c/o 34 West Hill Way Totteridge London N20	SOA
HOUNDOG - Delete complete entry - Now named ATON III			
PANZA - Delete complete entry - Now named GABRIELLE B			
PILKA (Wilhelmshaven:B:86)	R.Ockenfels	Pollertweg 7 2947 Horsten West Germany	SOA
ROUGHNECK (Southport:B:134:2438Y)	Mr. & Mrs. Porter	647 Liverpool Road Ainsdale Southport, Merseyside	SOA
ROUSELLE (Watermouth Cove) (N.Devon:B:100:)	L.B.J.Jones	48 The Pines Oakwood, Faringdon Oxon SN7 8AX	SOA
SALUKI OF ARNE (Conwy:D:124:)	J.H.Martin	Hafod, Marl Edge Prestbury Cheshire SK10 4BT	SOA

AMENDMENTS TO THE LIST OF BOATS AND OWNERS (Continued)

SCOUBIDOU (Ipswich:B:34:)	Mr. & Mrs.J.R.Hansen	1 Framlingham Court Valley Road Ipswich IP1 4EF	SOA
SEADOG (Port Hamble:B:71:1253Y)	Mr.R.& Mrs.T.Shawley Mr.D.Shawley	Laundry House Malshanger Green Basingstoke, Hants. 69 Wooteys Way Alton, Hants.	SOA
SPINNER (Abersoch:B:129:7737Y)	R.L.Allmey	Green Ways Warren Road Blundellsands Liverpool L23 6UF	SOA
TIARAMA (Southampton:B:2:)	D. Cowhig	28 Butts Ash Ave. Hythe Southampton SO4 6RD	SOA

CENEREA - Please note that Reg. Freeman and Hylde are no longer at Lymington Yacht Haven Marina. I do not know where they will spend the winter. Any enquiries should go to John Freeman at R.F.Freeman and Partners, 37 Milford Rd., Pennington, Lymington, Hants. (Lymington 74737)

LOST DOGS - Where are they now?

I have been patiently working away at Lloyd's Register trying to find out more about those few in the list whose whereabouts, or owners are unknown, with some success, but I believe that I now have more possible names than I need to complete the list of hulls moulded. The probability is that some of these are no longer in use as boats names have been changed. It may well be that your Seadog was previously called something else. Can you please check you Certificates of Registry and let me know if this is so.

The names I would like to trace are DOG STAR, DOG TOBY, GAY DOG, MAGGIE MAY II, PHILLYPAS, ROHAN, and SUNDOG

Incidentally the boat now called LYTRA was formerly LUTRA and a former owner was a member of the Royal Cruising Club, writing accounts of his cruises for their Journal.

Maggie May II was Number 31 and was originally owned by a Mr. Simon Holmes A'Court who sailed her from the Seychelles to the Hamble in November 1972 and then left for his home port of Durban. He is believed to have completed a circumnavigation and made a film of his voyage. I wonder if she is still in South African waters.

Any information you can produce about these or any other Seadogs you see when cruising which are not in the list, will be very welcome. I would like to complete the numerical list of all boats moulded, but there are still some gaps.

Marine Surveys, Design & Engineering Consultancy

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

Brokerage, Insurance, and Chandlery for Seadogs.

REDFERN MARINE - The Chandlery, Milford-on-Sea, Hants, SO4 0QF
Telephone:- Milford-on-Sea 3330

Tony and Suzanne have helped me greatly during the past year to keep up to date with changes in Seadog ownership. Finding themselves missing actually sailing very much they have bought a 25' 'Wing' sloop, " Rambler of Woodbridge". They hope to join us at Yarmouth on the 24th September if Tony can get back early enough from Plymouth where their son Simon is starting a degree course in Nautical Studies at the Polytechnic.

Redferns have the stainless steel exhaust bellows in stock at the moment and most of the general bits and pieces for Seadogs. Their brokerage division has been busy and several boats are currently on offer.

Secretary's Sales Department

I have Burgees at £4.95 + 20p. post & packing and Brooches at £1.50 still + 20p post and packing. Sail Plans are not available at present for technical reasons but I can supply photocopies in sections (say whether 399 or 454 sq.ft. rig is needed) as well as photocopies of most of the articles and back numbers of the Newsletters. Please send a (very) large envelope with a contribution towards the postage and cost of copying.

SEADOG OWNERS ASSOCIATION -----Membership Application Form.

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

Please complete and send to the Secretary with a cheque for £5.00 as a once only subscription to this address:- F.Murley F.P.S
The Belvedere, Stonehills, Fawley, Southampton SO4 1DU.
Telephone:- Southampton (0703) 891353.

SEADOG OWNERS ASSOCIATION

Advance Notice

1984 SPRING RALLY. Provisional booking only for Saturday May 12th.

THE FOLLY INN - River Medina - Cowes - ISLE OF WIGHT

I would like to come to the 1984 Spring Rally

Name.....Name of my Seadog.....

Address.....

.....Telephone Number.....
Please tear off and send to the Secretary as soon as convenient

PERKINS ENGINES - Owners Marine Courses

Two days of instruction on the 4.107 and 4.108 engines, their functioning, operation, servicing, maintenance, and fault finding. These are very popular and it is necessary to book a place well ahead so here are the dates for 1984. The cost is the same as last year, £19.55 including VAT, booking forms and full details are available from Perkins Engines, Product Training School, Peterborough, PE1 5NA. (0733 - 67474 and ask for Mr. Burdett)

February 6th/7th
20/21th

March 5th/6th
19/20th

April 9/10th
23/24th

May 14th/15th

June 4th/5th.

Very many thanks to you all for your letters and especially your good wishes following my illness a year ago.

Special thanks too to Hylda Freeman for taking on the Yarmouth at such short notice, and to Peter French for his help with typing the last Newsletter and the revision of the Owners List.

Please keep your letters coming in, but bear with me if I can't answer them at once, I'll get around to it as soon as I can.

Fred Murley.