

# SEADOG OWNERS

# ASSOCIATION

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

NEWSLETTER No.17 SUMMER 1984

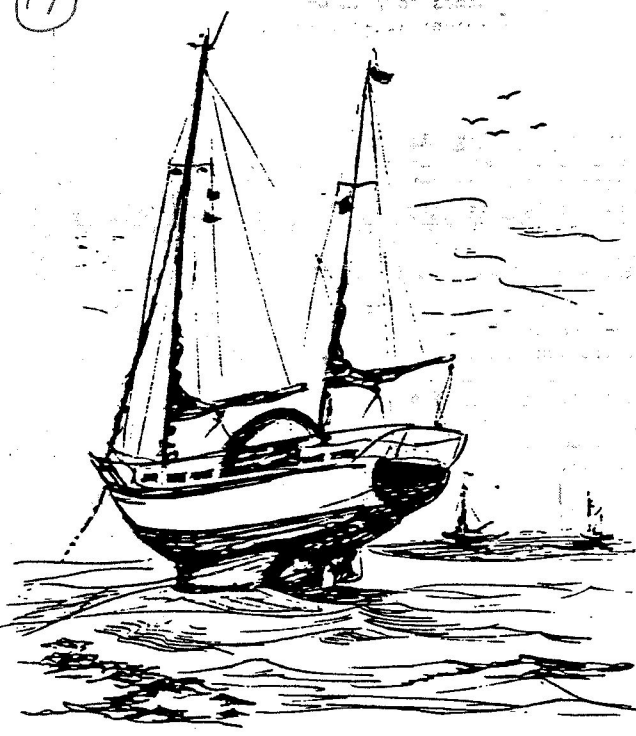
From the Secretary - Nobody came forward in response to my appeal for someone to take over the work of running the Association. In the meantime my family commitments have not decreased, and looking at my log to see just how little I had used the boat I felt that decision time had come. To cut a long story short, I have sold "Tresco Maid" and decided not to replace her for a year or two at least, until I can be more sure of time to sail.

She has been bought by Nigel Gee, a naval architect who lives and works in Southampton, so she will be staying in the Solent.

For my part I am now much more free to catch up with my work again, finish off and send out another much delayed Newsletter and new list of Boats and Owners.

I plan to continue the work as I have been doing 'til someone does come forward who can spare the time to do it & sail as well. It gives me a great deal of pleasure and interest, and I would be loth to lose the personal contacts I have made with members all over this country and abroad.

(17)



This sketch is by Professor Vorath's wife. Their Seadog "Bleibeen" is seen against St. Annaland in the Netherlands.

## The New List of Boats and Owners

This is as up to date as I can make it, and at last is nearly complete. We haven't quite found all the 'Lost Dogs' - Five names are just that, based on looking at old Lloyds Registers, hearsay, or memory. They may well be wrong, perhaps belonging to other boats long since renamed, and there may well be others around I haven't come across. I hope you will also find the Numerical List of interest. It is printed for the first time and has taken a lot of work to put together, but there are some gaps left. You might think it simple enough to fill in all but the five whose owners we don't know, but even after writing to every one, member or not, there are still 20 who haven't given me the information.

In the main list, under the boat name is shown (as before) the home port, whether she is a bilge keel (B) or deep keel (D), the builders number, and the sail number if this is different and is shown. On the right is shown SOA if the owner is a member of the Association, with a figure which is the membership number in the new register I have compiled listing all the details I have about each known boat.

I believe that 140 hulls were moulded, 141 with "Glass Lady" - two have been lost, leaving 139 which tallies with the number of names in the list.

# A few more statistics

139 Boats

~~114~~ Names, Owners & Nos. known  
~~25~~ Names & Owners known  
~~5~~ Names only known  
~~20~~ Numbers not known  
~~5~~ Non-members  
 15 Members whose boats' numbers  
 I still dont know.

139 Boats

~~113~~ Members of the Association  
~~26~~ Non-members  
 5 Names only known  
 21 Potential Additional members.

So membership of the Association is virtually 82% which is excellent. Please help me now to bring in those 21 who aren't, and to keep those lists up to date by telling me if you change your boat's name, or sell it, and in which case tell me the new owners name and address, if possible tell him about the Association and encourage him to join, giving him a membership form from the end of this issue.

## The Future of the Association

I've just said this issue because it requests an increased subscription. The fee was originally £3.00 in 1975 when Dennis Emerson formed the Association at the London Boat Show when the builders went into liquidation. He increased it to £5.00 in 1979 and I have kept it at that level ever since. This has only been possible because we have in effect been subsidised by some of my former pharmaceutical business colleagues who have provided me with free printing and photocopying facilities. When I took over in 1980 there was £234 in the account. Since then the balance has varied considerably, but new members subscriptions as boats change hands, deposit account interest, some donations, and profit on the sale of sail plans, brooches etc, has enabled me to build it up to £343.

Postal charges are due to rise, but more importantly I cannot be sure how much longer the free printing will be available, and when somebody takes over the full cost of this may have to be met.

As the boats age, repair and replacement will become more important, and the Association increasingly valuable. I would hope to see substantial files of data built up to help owners extend the useful life of the Seadog which from its substantial construction and specification should outlast most of its contemporaries.

It seems sense to me to build up the funds to anticipate this, and £10.00 today is less than £3.00 in 1975. It isn't a great deal to ask of anyone who has bought a boat for several thousand pounds and I can't see someone refusing to pay. The alternatives would be an annual subscription or a single additional levy on members, both a lot of work to put into effect and I would hope unnecessary.

## NEWS OF DOGS AND THEIR OWNERS

ARDESMOR The new owner sent me an account of his first season entitled 'The Honey-moon is Over'. After a long search for the right boat he found Ardesmor in Caernarvon. After some necessary work was done in Bangor, they took her out round Puffin Is. and coming back into the Strait at nearly low water, got mixed up with a Regatta event, hit a submerged rock, reversed off and found full port helm jammed on! Son Michael, crewing, crashed into the aft cabin, pulled off the cover and put the crank back on the right side of T.D.C. with a hefty kick. With all in order again they later took her to Fleetwood. Their first cruise proper was a circumnav. of the I.O.M. where they lost propulsion. Somebody in the past had lost the key from the coupling at the gearbox end of the shaft and hoped that a couple of 3/6" bolts would do as well! West Marine Boatyard were very helpful and they were able to complete the cruise despite running aground off Millom and other events. Now he says he has to take cruising "seriously"

A later letter tells me he has fitted a Rotostay, Decca Nav., and Raytheon Radar, Had a new canopy made and fitted by Fleetwood Trawler Supply for £150 + VAT, over winter she is berthed at Skipool by the Blackpool and Fleetwood Yacht Club, and he is taking the Y.O.C.

WHIMSY OF WESTON Bob Francis sailed last year in the Booth Bay area of Maine and off Newport R.I. A three generation crew of self, son, and 10 year old grandson + Loran-C was very successful. He asked me for suggestions before fitting Raytheon Radar and I was able to send him copies of the excellent photos which John Wigney

had sent me on his installation on 'Ardesmor' This is a very novel(to me) way of dealing with the display itself and if anyone else is interested I can loan a spare set of prints I have.

MICHIKO II The last letter I had from Niel and Minette Lievesley told me of their Plymouth to St.Malo trip and passage to the Med. via the canals. They wintered in Estepona and brought the boat back last year. It seems to have been their cruising swan song as the boat has now been sold to Gill and Chris Wherry. He is with T.V.SW. and she is a very capable assistant in every capacity from dress designing to house repairs, mixing and laying concrete, and studying<sup>for</sup> the Yachtmaster Offshore. They have completed a daunting amount of work on the boat between them. Blisters were dealt with by mechanical removal of gel coat, five coats of epoxy resin, filling between 1 & 2, Perfection 709 on the topsides, deck, & coachroof. The forehatch was replaced, wiring rationalised, alarms fitted and some capping rail pieces replaced. He says "We have done little else, no changes inside yet" ! They plan a September cruise from Plymouth to Falmouth and the Scilles. Their mooring is near their house which is directly opposite Cotehele Quay. The best anchorage is about 400 yards below Cotehele near the Cornish bank for the best water and the green painted house is visible through the trees. Any Seadog is welcome, and owners are invited to drinks and natter, even a shower! They are looking forward to meeting other owners exploring the Tamar valley.

TUGRADO has moved from the Lymington area to the East coast. Peter Setterfield is now the sole owner from the originally quadruple partnership. He joins other Seadogs at Woolverstone Marina.

SIREX is staying at Kingsbridge although Bryan Westwood has sold her. The new owner, Brian Stephens has cruised with him for some while and indeed has been looking after the boat for the last two years at least. They have become members.

MER CALEB John Roberts cruised her extensively in 1980 to the Baltic via the Kiel canal, and back through the Friesian Islands and Holland by the canal system to Flushing and Ostend. In 1983 they went via Le Havre up the Seine to Paris. Then into the Canal du Bourgogne and through the 3Km tunnel Pouilly en Auxois to the Rhone/Saone to the Med. Cruising was however limited by arthritic problems and they have regrettably sold Mer Caleb to Commander Barry Mattey who lives in the Isle of Wight. So one Seadog is reversing the trend and coming back from the East Coast to the Solent. John Roberts sent me a most interesting account of his cruising and although now a caravanner would be delighted to help anyone planning similar voyages. (Tel.West Mersea 382741)

Barry Mattey and family were unable to bring Mer Caleb to the Spring Rally at the Folly as she was still in the Yard, but they came in their Gypsy and enjoyed meeting Reg. Freeman.

CONMARA Sheriff Murdoch had owned her from new in 1972 but she has now been bought by Doctor Robert Price who has cruised the west coast of Scotland for the past six years in a Tomahawk. They are looking forward to the comfort and space of a Seadog.

JACARAH Last Season she was cruised locally in East Coast rivers and later with Mr. Herve jnr. as skipper, visited Scheveningen and the W. Friesian Is. Through the IJssel Meer to Amsterdam and back the 'shorter way' In 15 days he met 2 or 3 other dogs including Kuri Moana.

ONAR The Greens went to the Med. five years or so ago and have sailed there extensively, the Balearics, Sardinia, Corsica, Sicily, Italy, through the Corinth canal to Athens. In company with the Fulfords in 'Bremue' to Santorini and Crete. Later after Rhodes and Turkey, they wintered in Cyprus. They flew home for the birth of their daughter Clair, and when she was 10 weeks old returned to Cyprus and the Greek Islands they had missed, before spending the next winter in Italy.

ONAR (Continued)

Next Spring it was Sicily, Malta, Pantellaria, and on to Tunisia before Algeria, Morocco and Gibraltar. They are now in Duquesa a new and very clean marina a few hours from Gib., and Onar is up for sale. Apart from a growing Clair, her grandparents want to come too, so they are looking for something over 40 feet. With the letter was a superb set of photos of Onar, she really is in lovely condition and if anyone is interested to see them, drop me a line.

SOLWAY DOG - and an IRISH SEA SEADOG SECTION?

Dr. (Reggie) Lodge told me that there were 21 Seadogs between Gairloch and Swansea so he has sent a letter to each suggesting a meet. In April he had had an enthusiastic response and has arranged for a dinner on Saturday evening August 25th. He suggests that members arrive at Port St. Mary I.O.M. on the Friday or at latest on the Saturday morning tide. Anyone cruising in the area and able to swell the numbers should contact Dr. Lodge right away on Brampton 2949.

TIMORLEY Writing in October last Roy Croft was able to tell me that the Newsletter caught up with him in Ibiza just 4 days after I posted it to their Devon address. Their daughter cleared the mail and took it with her when she joined them for her holiday. They did not catch up with 'Triasid' as they had hoped but did meet with Michiko II in Les Sables D'Olonne on their way home. Biscay was kind to them apart from one sharp storm, but they used the Gironde, Canal Lateral, and Midi route to the Med, taking a leisurely 3 weeks, rope round the prop once only, fell into the canal once only! They had intended to winter in Majorca but listened to others and crossed to the mainland at Altea, where 5 hours of torrential rain showed them some leaks they didn't know they had. The town was flooded too. Meandering down the coast they decided to winter at Alicante, a good harbour, pleasant company including four Cruising Association boats. By now they will be in the Greek Islands.

SHILLAY Len Taylor tells me of a fairly lengthy cruise last year starting from the Firth of Clyde, I.O.M., south to Brittany and numerous calls as far as Quimper. They returned via the Channel Islands and the first Autumn gales found them snug in the Tamar at Calstock and their return to Anglesey was slow between the bad spells. He had been unhappy with the cooling system and has had the engine out for the first time in 15 years. Meanwhile he went to Peterborough for a Perkins owners course, thoroughly enjoyed it and recommends it as a confidence booster. This year he was thinking of Biscay and further South.

TIWANA John and Barbara Cook say that last years cruise was a 'wandering' one with no fixed itinerary, led only by the wind. They crossed from Dartmouth on impulse, spent 5 weeks in the Channel Islands and on the North Brittany coast, St. Malo, and up the Rance as far as Dinan. 600 miles on only 12 gallons of fuel, not more than two consecutive nights in any one place. Not all easy sailing, visibility was often poor and there was more than enough wind at times. It was very enjoyable, they are not great marina lovers and spent a lot of time at anchor in quiet and delightful nooks and crannies. This last winter she has been ashore, the two-pot Blake hull paint has stood up superbly to its first season and his Christmas project was a half model in Brazilian Mahogany.

ROUSELLE Brian Jones learned a lot about his Seadog in his first season and was able to cruise to the Scillies last August. Later he was concerned to find a deck distortion in the region of the main tabernacle which needed the insertion of a laminated beam bolted to the main bulkhead and all is now well again. He has also replaced the Pinta with the Autohelm 3000 which works extremely well.

I did discuss this distortion with John Freeman and his answer indicates that the weight of the main mast should bear on the forward part of the tabernacle if it is positioned properly, i.e. directly over the main bulkhead. The mast has a sloping foot for this purpose and this must fit exactly to the corresponding slope in the tabernacle itself. The bolt at the rear is only a fulcrum for lowering the mast and must always be loose, never taking any weight. If the mast is raked too much and weight bears on this bolt a turning moment will be set up in the tabernacle and the mast weight will bear more on the deck aft of the correct point.



The first boats had galvanised tabernacles and the masts were specifically made for the Seadog. Later stainless steel was used to the same design and most of the middle range of boats had these. Still later a modified type was used and the masts were made from the standard sections then available. With the later boats particularly therefore, it is important to ensure that the slope of the mast foot matches the slope in the tabernacle, and that the after bolt is loose in a slotted hole. If strengthening is necessary a laminated beam can be shaped, the deck depression raised by jacking, the beam bolted to the bulkhead, and when all is done the deck allowed to settle down into its original and correct position. It might also be sense to ensure that the weight is transferred to the keel by further strengthening the bulkhead with a vertical pillar and a bearing pad top and bottom.

I believe this may also answer a query raised by Mr. J.P.Kloos, the architect owner of ATON III in the Netherlands who asked about the distribution of forces between the mast foot and the shrouds.

EREMUE Mike and Linda Fulford have wintered in New York, on a boat, but not on their Seadog. Eremue has been on the hard at Marmaris, Turkey. This summer they are returning to the Aegean, possibly for as long as 14 months.

EASTRA II Peter Jennings has replaced his Autohelm 3000 with the 5000 model, and apart from the main control and the wind vane he has a remote control on a wander lead. He has been studying Astro and navigated on an Ocean 70 last season in preparation for longer trips in retirement. He also has a Seasure roller furling and new sails by B.Blackmore of Fareham.

TIARAMA Dennis Cowhig is restoring her on the spit at Calshot at the entrance to Southampton Water almost alongside the J class 'Endeavour' which is also being restored but on a somewhat larger scale. That doesn't detract from the size of Dennis's task, Tiarama is Number Two and has some unique features. Her first owner, Douglas Dobbs, a film producer, commissioned her in 1968 and he had her fitted out for world-wide cruising, intending to carry out a circumnavigation. She has extra strengthening to the hull and watertight bulkheads, with foam insulation to the water line. The layout is quite different with one bunk forward and the heads in the space normally used for the chart table. There is extra water and fuel storage in glass fibre tanks. Dennis has the skill and experience to cope with the task and I was very impressed with the standard of his reconstruction. He and his son sailed with me to the Spring Rally at Cowes and is looking forward to sailing Tiarama as soon as he can.

SCOTTISH LASS Colin Shortis has had a great misfortune, after doing a lot of work, and fitting Rotostay as well as Vigil radar, the boat was badly damaged in Poole harbour. Her mooring was very close to the main channel up which the Ro-Ro ferry goes four times a day causing a great deal of scouring. Although all the harbour moorings are lifted and checked regularly, they parted where the ground chain was attached to the sinkers and Scottish Lass still with her mooring gear was driven ashore in a gale, unfortunately against jagged metal posts. The combination of F9/10 and pounding by the waves resulted in a number of holes. The mast was broken in the attempt to haul her off by the yard, but fortunately Colin was able to recover most of the electronic gear before the tide covered it. The hull has been sold to a boatyard, repairs completed and she has been resold to a new owner whose name I do not yet know. He pays tribute to the basic strength of the hull which took remarkably little damage considering the conditions.

CENEREA I know not even in July where the President and his Lady have got to! We saw Reg. at the Spring Rally, but Hylda was not well and I was glad to hear later that all was well and that they would be heading west in the summer. I was told at the beginning of July that they would be calling at Yarmouth for water and I left a message with the harbourmasters office. I don't think it reached them for I haven't heard anymore. If anyone does see them in one of

their favourite West Country haunts would you please let me know?

MICHETTE Brian Jackson (Wearing his Coast Guard hat) says, "Please mark all loose deck gear with the ship's name, particularly dinghies, liferafts, oars, lifebelts, etc." Much anxiety is caused and time wasted by searches which are always mounted. Obviously tell the Coastguard if you lose any such item overboard.

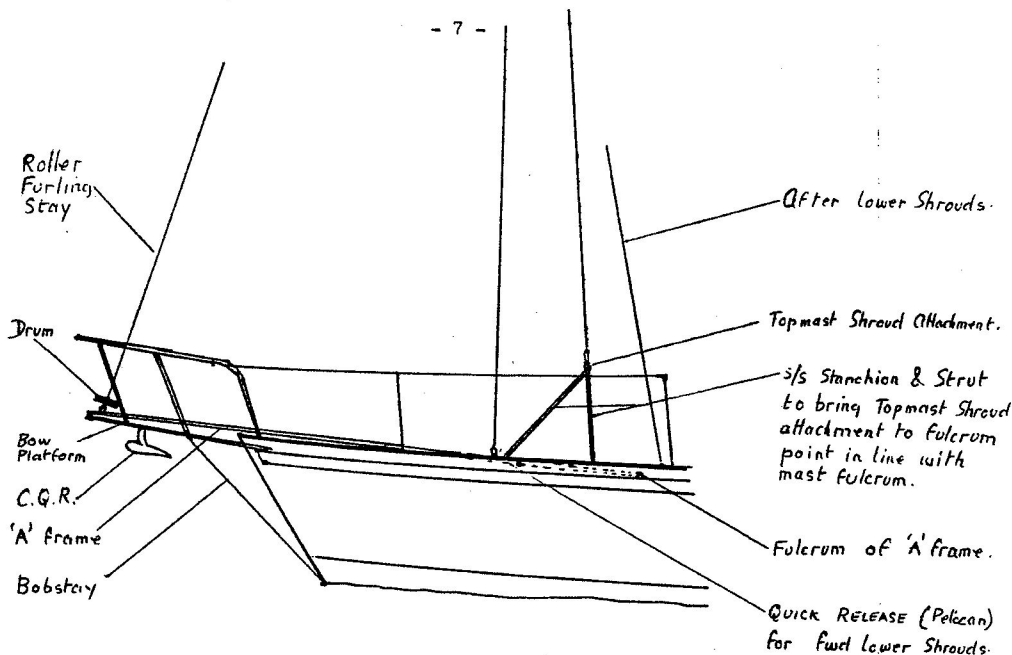
NEWANDERER Did you see her picture on Page 13 of the Daily Telegraph on July 23rd? Unfortunately she was partially behind a dolly bird showing off what will be worn at Cowes this year.

TORTUGA A completely new name for the list and a most unusual coincidence. In 1982 a letter from the U.S. Virgin Islands addressed to J.G. Meakes found its way to Milford and a copy came to me. It confirmed a sighting by the Dutch boat "Namaste II" in 1979 of a neglected Seadog "Sayonara" in Charlotte Amalie, as the writer, a Mr. Naude said that he had bought her after she had been washed ashore during a hurricane and lost a bilge keel. I wrote to him but did not get a reply. However in November last I did get a letter from Dr. R. Pavlis, Lecturer in Organic Chemistry at the College of the Virgin Islands telling me that he had heard about the Association from Mr. Naude, photocopied the membership form from a Newsletter, and sent it in with a cheque as he too owned a Seadog. This is "Tortuga" which he bought from an Englishman who had sailed it to the U.S. and then onto the V.I. (He only knows that he was an importer for Italian Shoes!) Incredibly Tortuga is No. 53, and Sayonara is No. 54! Robert Pavlis sails most weekends, often to St. Croix about 45 miles to the south over open sea with times varying from 6 hours to 22. Around St. Thomas the many Islands give plenty of sailing in normally excellent conditions. The wind is usually out of the East and about 15kts, but winter can give 30kts. for week after week. The temperature is around 25-30°C most of the year.

BLEIBEEN This boat deserves a Newsletter to itself and I can't do it justice here. Nothing in the last Newsletter aroused more interest than Joe Lyons' (Hiboux) report of meeting Professor Vorath's Seadog in Brittany and in particular his claim to be able to lower the masts in 10-15 minutes. I have had several letters from the owner since then and a most excellent set of photos showing in great detail how he has modified the boat. BLEIBEEN, (the name means 'Leadend Legs' or colloquially 'Slow Coach') is No. 79 and as 'Floodtide' she was cruised extensively by her former owner the Rev. Hughes. She is now berthed at Emmerich on the Rhine. This is just inside the Dutch/German border and from the Atlas I make it about 140Km. to the nearest open water at Europort, that is as the crow flies of course. It is a small lake and the masts have to be partly lowered to pass under the bridges.

I have partly traced and partly sketched from the photos the general arrangement of the Bow platform and the 'A' frame and I hope that this does convey the basic idea well enough. It doesn't show the superb quality of the workmanship, but if anyone is sufficiently interested and will contribute to copy prints for themselves I will have some made.

Basically the arrangement consists of a conventional bow platform of s/s with teak decking. The C.Q.R. roller is carried forward clear of the stem and it is normally stowed in position. A bobstay takes some of the upward pull to a thru-bolted s/s fitting wrapping around the stem at the waterline. The 'A' frame lies inside the pulpit side rails and is pivoted on the side decks at a point just in front of the second lifeline stanchion. It is shaped to follow the inner curve of the toe rail and thus leave the deck clear. The roller furling gear is shackled directly to a lug at the apex of the 'A' and the swivelling action of frame and mast is controlled by a multiple purchase using two four-pulley sheaves, one fixed to the A frame, the other to the platform frame. So far, so good, but what about the shrouds and the difference between the fulcrum points of their plates and the mast itself? The topmast or cap shrouds have been shortened and are taken to the top of an extra, strutted stanchion positioned so that the attachment points and the mast fulcrum are all in line. The forward lower shrouds are fitted with quick



release, pelican type hooks. Both masts are lowered together and from the photos the roller forestay is then nearly horizontal and the 'A' frame at about 70°. Lowering fully for lifting off is of course only an extension of this procedure.

Anyone of us who has struggled with the masts without a crane or an 'A' frame will marvel at the weights and forces involved, but as an engineer, Herr Vorath has obviously calculated these carefully and everything looks immensely strong and rigid. His crew is his wife (Who drew the sketch on the front page) and his son aged 7/8 In his first year he cruised to Zealand and the Belgian coast, in 1983 the Channel coast, and last year to Brittany. I wish I had space to quote more from his letters but this must wait for next time when I will look more closely at a series of vector diagrams he has sent showing the boat's performance under various sail areas and wind conditions. Frankly I need time to assess them myself. He has also replaced some of the ply trimming with solid wood, and again here his workmanship is admirable.

WATCHDOG Peter O'Brien bought her in 1982 and survey showed small but fairly extensive blistering and water leakage around the top rudder bearing, which seemed to be through the GRP rather than through the bearing itself. Over the 1982/83 winter season Watchdog had the complete underwater area gelcoat replaced with epoxy treatment and the topsides resprayed. He was very pleased with the way in which the work was carried out by Firmhelm Ltd. of Pwllheli and would be pleased to help any other owners with similar problems. The rudder bearing problem was cured by removing it, sand blasting and reglassing it back into position. Another job done was to fit a proper keyway and key between the steering arm and the lower end of the vertical shaft from the steering gearbox. It was only located by a dowel pin which had worn and gave 30° of slack at the wheel.

WEATHERDOG Vic. Holloway wrote to me with his assessment of the Foretriangle as I asked and also mentioned a similar problem with the top rudder bearing.

He had had a serious and expensive leakage and had fitted a heavy sub-flange of brass screwed down with 'umpteen' wood screws.

Looking at the drawings I first thought that the gland would be above the water line, but then reflected that with pitching movements the hydrostatic pressure could be quite enough to cause leakage if the stuffing box was not tight.

John Freeman has explained that the original construction was as shown here. (My sketch is not to scale) A wooden block with a clearance hole for the rudder shaft is encapsulated (glassed into position) and the bearing flange is fixed in position by wood screws into the wood block. As Vic. points out these are not good enough on that quite small pitch circle for the

potential leverage and forces involved with a large rudder. It would be prudent to check and see if there is any movement of the flange relative to the GRP and if so to see whether the crews are corroded or whether water has rotted the wood block. Fortunately a fairly easily corrected problem.

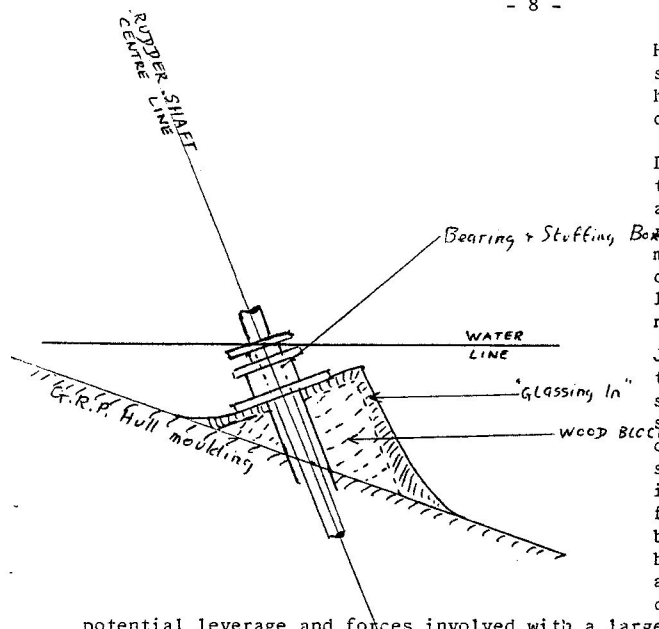
#### A CAUTIONARY TALE.

It might seem unnecessary for me to ask you to let me know if you change your address, but not just to get the newsletter. An owner rang me in the Autumn to say that he had noticed another Seadog quite a bit lower in the water than usual, did I have the owner's telephone number? I thought I did but it was not the correct address or number and it took quite a while to trace the right one. In the meantime a forcible entry was made and the boat pumped out.

LOST DOGS - Aton III tells me that the previous name was Hounddog but earlier still she was 'Gay Dog' so that eliminates one name from my list in the 'last Newsletter. POTHOS has been reported several times in Paimpol and John Watson of CANUTE tells me that he saw her again last year with the cover off, the hatch split and open with a dreadful mess below. No sign of owner or life of any sort. I have written to the yard nearby, but if anyone is there, can you have a look and try to find her number for me?

#### INSURANCE

You may remember that in the last Newsletter I mentioned the increased excess on any one claim to £100 on the standard Seadog Policy with James Steele, and the consequent feeling that competitive quotes were necessary. At the Southampton Boat Show I made the rounds of the principal companies for estimates and I also talked to Mr. David Marsh of James Steele, at some length. As I expected the major companies differed little in their terms, and Mr. Marsh was at pains to point out that some Insurers have better reputations than others in their handling of claims and general co-operation. Certainly I have had no complaints in this respect and for instance Colin Shortis said how efficiently and promptly they had handled the major claim for 'Scottish Lass'



# Insurance (Continued)

I was very glad therefore to hear from Suzanne Redfern that James Steele have, as a gesture of good will, and as a result of our discussion, reduced the excess on specified items, e.g. Dinghy, Outboard, Life raft, personal effects, to £25 w.e.f. 1.1.84. You should have been informed of this direct on renewal.

## THE FORE TRIANGLE

Following my notes last time on Genoas and Furling Systems, you have responded with many letters detailing your own answers and experiences. A precis of them all is simple - (1) The boat is seriously undercanvassed. (2) Roller furling is all it claims to be. (3) If one can't have that then at least have a very large genoa. I will let you speak for yourselves -

MICHETTE - Rotostay + large genoa 100% successful. Spare forestay fore and aft, not athwartships. Less likely to foul sail, less likely to strain top fittings.

TIMORLEY - Rotostay + modified genoa (UV panels added for £30 by Arun Sails) Now nearly 250 sq.ft. Handling in much easier except in worst conditions when furling can be difficult. They also have a 'Team Sails' Cruising Chute which is good with staysail and mizzen.

SOLWAY DOG - Jeckells made a 'Lazybones' chute of 407sq.ft. uses a 'yo-yo' snuffer which makes "setting and handing singlehanded a simple matter" It works in winds down to about 80° off the bow. Hasn't used it above F4. Below F3 its better on its own unless the main is goosewinged. It is set flying and sheeted to the taffrail. PALAFIX II have had an e.l. Genoa made by Spargo, Bennett, & King of Falmouth, cut by Bunt King. The clew rises from the tack at about 15° to a point 18" above the boom, and sheets back to the mizzen shroud plates. It gives the maximum slot effect above the boom but doesn't obscure vision to the same extent as the conventional foot. Of 7 oz. cloth, we wait to hear how it works out in practice.

MER CALIB has a cruising chute of 560 sq.ft. which is excellent with the staysail in F2-3.

BREMUE - In the Med; they don't have rollerfurling as the same area of sail is always exposed and sails are soon damaged with the heat and the sun. They have used a 278 sq.ft. Genoa for 4 years with greatly improved performance on and off the wind. It is 3.8 oz. Dacron and can be used up to F6. Last summer they had a 56 Mile run av. 6kts. with Genoa and Mizzen goosewinged, excellently balanced.

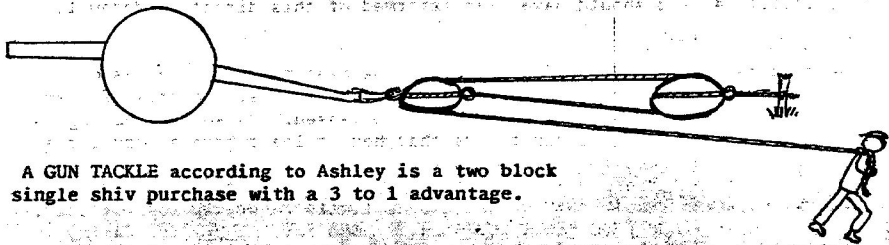
ROUSELLE - Seareef system (60) + new genoa by TAB Sails of Poole, a young go-ahead company with new, sensible ideas, very co-operative in meeting requirements. 240 sq.ft. of 7oz. cloth, cut flat for the Seareef. Asked for concentration of sail area in the foretriangle. Luff length increased by 21" over the 202sq.ft sail, sets lower and an extra 15sq.ft. in this area. New tracks on the side decks as foot is also 21" longer. The sail sets beautifully and rolls flat, a noticeable gain in speed and the mizzen can be set more efficiently. In a F6 against a short steep sea she went like a train with no weather helm and the lee deck just awash. 6-7 kts. on the wind and green water everywhere including below as the forehatch wasn't secure!

TIWANA - They inherited a superb set of headsails so haven't thought about a roller. They have fitted twin forestays & use the standard genoa as a working jib with a large (oversize) 'wrap round' as the usual other sail bent on. With just two of them they reef by handing the main and relying on the foretriangle and mizzen. The big Jenny is the answer up to F5 but a handful when short tacking and 2-speed winches would be a help. Wally Beach (ex Glass Lady) suggested bowing down the main boom to a mizzen chain plate to flatten it without centring it. It then gives an excellent slot. They also have a conventional spinnaker and prefer it with the wind dead aft. A plastic bucket 'slurf' works well.

WEATHERDOG - 3 years ago, professional advice was against roller reefing because:-

- (a) The 202 Genoa couldn't be modified. (b) At least two extra sails still needed.
- (c) The necessary second forestay would be inconvenient wherever situated.
- (d) In heavy weather the reefed sail is too high. He took the alternative advice, to get a larger genoa. Nominally 300 sq.ft. it has transformed performance and technique. (1) More sailing, less motoring in light airs. (2) The mizzen was useless running or beating and too sensitive to sheet tension when reaching, in fact only of real value as an alternative to the main in very heavy weather. Now, balanced by the larger headsail, it really pulls its weight. (3) Down wind, depending on wind strength he uses either the big Genoa hanked on, or the 202 hanked on and

the 300 set flying on the opposite side. The 202 is poled out and the 300 sheeted to the end of the main boom with a gun tackle. The sheet track is limited so the 300 is taken to the appropriate stanchion base or chain plate via a snatch block.



A GUN TACKLE according to Ashley is a two block single shiv purchase with a 3 to 1 advantage.

### THE WOODWORK

Again, thank you all for the response, but this time it is much more difficult to assess your reports because some of you try or have tried anything and perhaps everything, and some are firmly convinced of the superiority of varnish. However, this is what some of you say:-

SOLWAY DOG - Has found Ronseal 'High-Build' very satisfactory, the solid pigment accumulates in the grain and helps to reduce the amount of rubbing down. Is now content with 2 coats in exposed positions, and a single coat on the cockpit sole and locker lids in October should not have needed any attention this Spring.

MICHETTE - Sadolin 'Teak' was too sombre, the 'Pine' shade (as on EMRA) was good, but Deks Olje No.1 has first class endurance, but it is necessary to strip the wood completely, and he now has it on the Toe rail and rubbing strake only with the deck brightwork varnished.

WEATHERDOG - Used Deks Olje No.1 only and put a lot of work into it but it became unsightly like rotten varnish though easier to restore. Probably because, even with all the work traces of old varnish remained. Would try it again on new work., but is now trying Blakes Teak Oil. Vic. says, "What kind of madness is it that impels us to fit something as a buffer and protector and then give it such a high finish that we are terrified of allowing it to contact anything? Varnishing was an annual penance for 10 years, then.....Deks Olje painful initiation rites.. For 2 years I was snug in the knowledge that I had found the ultimate truth..... that honeymoon is over.....Blakes Teak Oil, so far....but we have been here before" Finally apropos this problem and the previous one of sheeting genoas, "What about aluminium Toe rails?"

ARDESMOR - In April he was stripping off ready for Deks Olje Nos. 1 & 2

TIWANA - Butinox was used and he was satisfied with it, but it does lighten with friction. The 'Pitch Pine' is a good colour and can be touched up with cloth or brush. Writing in January John Cook did say that he would be overcoating it with Sikkens Cetol Filter 7 which is said to be compatible and abrasion resistant. Sadolin now have a similar product 'Sadotrap' for the same purpose, but he hasn't used this.

ROUSELLE - Brian was in the process (in January) of treating all exterior teak with Sikkens Cetol Filter 7 which produces an attractive sheen finish of the same colour as varnished teak. Guarantee is for four years without further treatment!

JACANAH OF PYRFORD - Stewardt McLennan also used Cetol last year and it was still good this spring.

THE BELVEDERE - no not another boat but our house. When we built it two years ago I had mahogany window frames, and they were treated with Rubbol which is also made by Sikkens and is similar to Cetol. On all the previously untreated wood it is as good as when applied, but on one frame which was supplied varnished in error it needs attention. We are in an exposed position and I feel that these products are good, but are they good enough to survive the marine conditions? Please tell me later on. Incidentally, brochures on Cetol are available from Sikkens U.K.Ltd. Didcot Ind. Est. Station Road, Didcot, Oxon OX1 7NQ.

The AUTUMN RALLY at YARMOUTH I.O.W., September 1983.

I went solo in TRESKO MAID on the Friday evening and tied up in the harbour alongside HIBOUX. After everything was tied up and ship-shape I joined Joe and Babs Lyons for coffee and we talked Seadogs and other things, but turned in relatively early. Saturday was warm and sunny, and after a walk ashore we waited for the others to turn up. It was a lovely day and boats came streaming in, but apart from Peter French in DOGMATIC, no Seadogs. All the piles were beginning to fill up and the harbourmaster was about to put other boats alongside us when AFARON came in and then JACARAH towing SEADOG which had run short of fuel. Peter Ashley the former owner of Seadog was there in his big Blue Water ketch 'El Vagabond' (he has kept his membership as an NSD owner) and he was able to bleed Seadog's fuel lines and get her running again quickly. We were all in the Royal Solent and Tony and Suzanne Redfern joined us for a very pleasant supper. Sunday was cloudy, but a good forecast, Hiboux left early, Seadog and the others after her, and then Dogmatic and Tresco Maid sailed back in company as far as Calshot where we parted for Hamble on the East and Ashlett on the West.

The SPRING RALLY at the FOLLY INN River Medina I.O.W. May 12th 1984.

This was a change of venue as last years event on the Beaulieu was less than excellent, but I did not get much response to my notice in October so I sent a separate notice to the 26 boats most likely to come, and with nine acceptances I went ahead with the arrangements. Came the day, and with the usual Rally gale forecast five had scratched leaving me wondering how many meals I would have to eat. However CENEREA was at the Folly already, so I picked up Dennis Cowhig, who is restoring 'Tiarama' with his son and friend and the four of us had a good sail in a fair amount of wind, (in fact we saw one boat lose its mast) to the Medina to find Fred and Joan Ellingham berthed there in SEACANIS with two other friends aboard. Barry Matthey who had bought MER CALEB but had not then taken delivery, was still on his 24' 'Just Gipsy' and came along with three others so with Reg. Freeman and a friend (Hylda was not well) we were 14 for supper in the Folly Inn. A table of 6 and another of 8 suited us well and it was very happy company. Next day was bright and sunny, though still windy. We spent a while on Seacanis for Dennis to admire all the "Mod Dog" gadgets and then hurried off down river to catch the tide for Ashlett before it dried out. Dennis and the boys thoroughly enjoyed themselves and he says he learned a great deal about Seadogs which will be helpful to him in fitting out Tiarama.

STOP PRESS - Space is short so I must leave Oil Pipes, the Stern Gland, and other items until next time. Sorry I ran out of carbon ribbon on page nine.

CENEREA - Have just heard that the Freemans are anchored off St. Mawes, but PALAFOX II is in Brest so I can't contact them yet.

ARDESMOR - has fitted a replacement 'Zenith' for the 'Lavac' W.C. (see last issue) but N.B. The extra height makes the seat foul the port locker door. He cheated and took the beading off the bottom.

GALWYN - George Gauld and his wife have put the boat on the market, they are finding the work too much for them. A pity since they have owned her from new and in fact bought her at the 1972 Boat Show when she was exhibited there.

DAGOTIA - Sighted on April 29th by ROUSELLE who got no response to calls on R.T. She went into Ilfracombe harbour and they later sailed around her, but no sign of life. Next time he will run up the Jolly Roger and board her!

PERKINS COURSES October 8/9th 1984; October 22nd/23rd 1984; November 12/13th. 1984. Details from Perkins or from me. Price - same as last year £19.55

VERY MANY THANKS TO YOU ALL FOR YOUR LETTERS OF ENCOURAGEMENT - This Newsletter is all your own work! MANY THANKS also to Peter French of DOGMATIC for his help and support both in typing the Owners List and cheering me up too.

Gracious, I've just re-read all this - Grammatical errors, poor syntax, repetitions ad lib - Sorry, but no time to correct further - *Red*