

# SEADOG OWNERS ASSOCIATION

NEWSLETTER No.18 SPRING 1985

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

## WHAT HAVE WE HERE?

Why is a sloop among the ketches? The deckhouse is different, but surely the hull form is familiar? In fact it is a projected design for a new boat to use the original Seadog hull moulding which has been found in Holland by a Mr. Thomassen of Terheijden. He telephoned me last September for information, and I put him in touch with Reg. and John Freeman. What are your thoughts on a re-designed Seadog? What would you leave out or fit in? There is no prize for the best answer but I am sure that Mr. Thomassen would be interested in your ideas based on your own experience. If you would like to set them down on paper I'll pass them on to him.

## MANY HAPPY RETURNS

Reg. Freeman, our President, and the designer of the Seadog was 80 years young on the 11th. of February, and celebrated it with a family party at John's home in Pennington. Reg. and Hylda have been living aboard CENEREA over the winter, most of the time at the Medina Yacht Harbour, upstream of the Folly Inn. By this time they will be at Harold Hayes yard at Yarmouth, fitting out ready for another trip westwards.

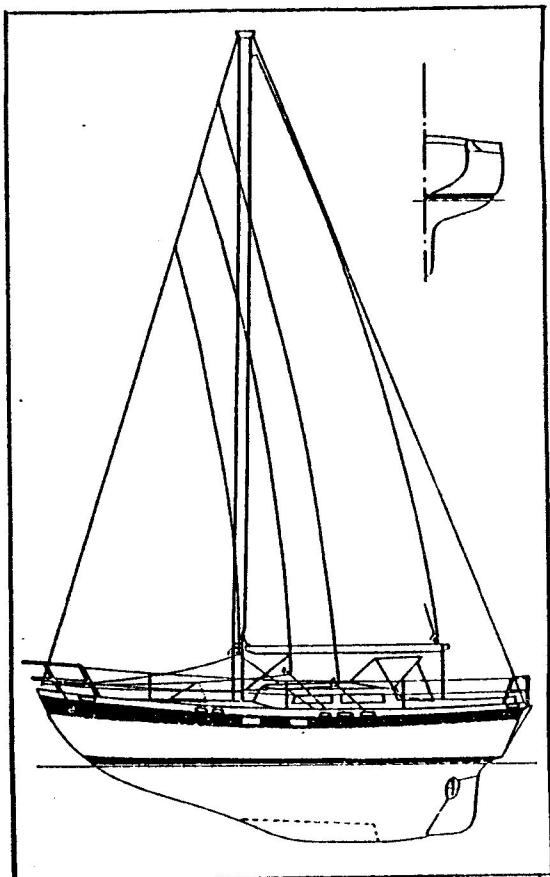
## HAPPY SAILING REG.

## THE DOG WATCH - by the Secretary.

Firstly, may I thank all of you for the very nice things you have said about the last issue, the new list of Boats and Owners, and also for commiserating with me on parting with TRESCO MAID. I have been so busy since then that, apart from a pang or two when I've seen her sailing by, there has hardly been time for too many regrets. Indeed I've felt it more this winter, whilst putting this together, and reading your accounts of the way you used last year's marvellous Summer.

However, a new season is upon us, Peter French has retired to a house at Sarisbury Green, near to DOGMATIC's mooring on the Hamble river, so hopefully I shall be able to get some sailing with him during the next few months besides writing about it.

I will keep the work of the Association going for as long as I can, or until someone else volunteers to take the job on. The problem certainly isn't one of a lack of



material, I seem to have as much left over as I have used, and once again I have had to leave out one or two things which have been pending for some while.

You can see from a later page that several boats have changed hands in the last few months, and this means quite a lot of correspondence in contacting the new owners, telling them about the Association, persuading them to join, and up-dating the Register. It is much more difficult if a boat is sold and I don't hear about it until later. Please let me know if you do sell your boat, or indeed if you change her name. There is also quite a lot of correspondence involved in answering questions, or finding the answers, often from John Freeman, sending out sail plans, burgees etc. but I must say that I do enjoy it and find it very interesting to be in touch with so many people in all parts of this country, Europe, the Med, and the U.S.A.

Thank you also to those members who have sent a donation to the funds, even though I didn't specifically ask for it as such. The account now has over £400 again, which is just as well, as due to a 'take over' I have lost my free printing facility. This time however I have had great assistance from John Freeman who has let me use his word processor to set up this Newsletter, and Peter French is getting his organised to enable the Register to be put on disc and updated easily. If you can include a stamp or a S.A.E. when writing to me I think we can keep going for quite a while without worrying about subscriptions.

VERY IMPORTANT - I shall be away from home during JUNE and JULY, so please bear with me if it takes a while to catch up with the back-log after that.

SOLENT RALLIES - Our Autumn meet at Yarmouth I.O.W. had to be cancelled at the last moment as I had only had two firm bookings when it was time to confirm definite numbers with the Club for the meal. It has become increasingly difficult to arrange these meets in the Solent area. The harbours are so full at weekends during the season that the Harbour Masters are very reluctant to reserve berths for a club or association, and then have to explain to other boats why they are turned away while there are still vacant spaces. The demands on the various Club premises and Hotels, pubs, etc. are also great and they will only consider a reservation if we can guarantee a number well in advance.

In view of these considerations, and not having a boat of my own at the moment, besides planning to be away for a considerable part of the summer I have not made any arrangements for this year. If I can plan a weekend free to be in a suitable harbour with someone else, I'll contact those boats in the Solent area and we will try to meet informally.

#### THE IRISH SEA MEET

Reggie Lodge was much more successful with his first meet of Seadogs at Port St. Mary, Isle of Man. This is his account of a very enjoyable gathering and his arrangements for the next.

Five Seadogs from the Irish Sea met in Port St. Mary Isle of Man for the 1984 'Late Summer Holiday' weekend, 24th to the 27th August. BELHOUND (Peel IOM), CANDY CLOUD (Dun Laoghaire), SALUKI OF ARNE (Conwy), SOLWAY DOG (Workington), and TIMELLA (Belfast) were all there. ARDESMOR (Fleetwood) sailed into Peel to deal with a seized engine, but characteristically undeterred by this latest anguish (v. Newsletter No.17.p.2), her company came across the Island to the gathering anyway. SALVADOR (Pwllheli) was fogged into Holyhead; and TOPAZ TOO (Southport) had to turn back with alternator problems.

Boats mostly arrived late Friday or early Saturday, and Saturday itself seemed to pass in a flash: It was spent aboard each others Seadogs, probing, and for some, in minor repair activity as well. Labile parties developed, and eventually about 25 persons sat down to an excellent dinner at the Barn, a venue happily chosen by the resident Seadog's skipper who had thoughtfully ensured that the Isle of Man Yacht Club's bar had had its licence suitably extended for the subsequent revelry. A skippers' meeting was held, out of which came the decision to repeat the event, but this time during the Spring Bank Holiday weekend in 1985. The Skippers' meeting also gave crew the opportunity to chat up the Skippers' wives. Peace eventually descended

on the rafted boats until it was discovered that a dinghy was missing. That situation was happily resolved at 0200 hrs.

Sunday dawned in silence and fog; after about 10.00 hrs. more parties formed, more information was exchanged and more friendships initiated. Then boats began to steal away into the fog at the start of the second halves of their very worthwhile passages. A good weekend indeed.

Of the (now) 23 Seadogs in and close to the Irish Sea, eight had set out and nearly six had made it. With longer notice more may make the trip in 1985; if they do they will not be disappointed, for it was obvious that our Seadogs are great federating agents.

NOTE THESE DATES AND RESERVE THEM - Friday May 24th to Monday May 27th 1985.

Fill in the slip at the end of the last page of this newsletter, and send it to Dr. Lodge direct if you will be sailing in the Irish Sea area at that time, whether you intend to come or not, (so as to keep in touch with him), and in early May you will receive a final briefing.

### NEWS OF DOGS AND OWNERS

SCOTTISH LASS - After the succession of misfortunes I detailed last time she has been bought by Bruce Parkes who lives in Swanage and the boat is now based there. He had several problems arising from the work carried out by the yard, but a lot of hard work has put her back in commission and he logged over 1000 miles last summer, mostly under sail, twice to the Channel Islands and St. Malo.

EARL - Stuart Murray has sold Earl after fifteen years of ownership. Her new owner is David Newman who is very pleased with her and she is at Leigh-on-Sea, Essex.

EASTRA II - Peter and Maureen Jennings have parted with Eastra II, but she will still be staying in Gosport with her new owner Robert Hill.

SIRIUS OF ARNE - Ian Sincok has bought Sirius of Arne from Brian West and will be keeping her on the Fal, based at Mylor, and quite near Palafox II.

GLASS LADY - The pre-production Seadog, was built in 1964 and first owned by Mr. W. (Wally) Beach, who still lives on the river Exe at Topsham. He was one of the first to join the Association in 1975, and kept her until 1977 when she was bought by Tony Baylis, one of the 'Wurzel' group, (Remember the Combine Harvester?) Tony used her extensively in his rather limited free time and also chartered her in Solent waters. Now she has been bought by John de Candole and she is moored just inside Hurst Spit in the Keyhaven river near his home.

TUGRADO - Yet another Seadog which has left Solent waters for the East coast. For many years she was owned by a group of four and cruised from Lymington, taking part in Solent Points Cruiser racing, and competing for the Ware Sail and Power 'Round the Island' trophy with considerable success. The last member of the quartet, Paul Setterfield took her to Woolverstone Marina in 1984, and she will be kept there by her new owner, David Woodbridge. When he telephoned me at the early part of the winter, I suggested that he get in touch with Cy. Blackwell, and they had a very enjoyable day out with him, becoming fully convinced that a Seadog was the boat for them. I had made that suggestion because only a short while before it I had heard from Cy. for the first time, telling me all about his business and a boat which deserves a paragraph to itself.

DOGBOAT - I see from the early correspondence in the files that Cy. Blackwell was one of the very first owners to meet Dennis Emerson on the stand at the 1975 London Boat Show when Dennis formed the Association to keep owners in touch with each other and with Reg. Freeman; the builder having then gone into liquidation. Cy. had sold his London business and house as a result of the economic crisis and three-day week of 1974 and semi-retired to Suffolk to start a Holiday Charter venture doing the thing he liked best - sailing. He has sent me an up to date brochure of his P & Q School and Holiday Charters, and very impressive it is too. DOGBOAT has been the flagship for ten years and has averaged about 5000 miles each year with tuition for R.Y.A. Certificate

courses, and holiday chartering. Cy. says quite a few people have qualified and gone off to buy a Seadog. Whether that is due to the quality of the boat or the tuition he isn't sure. The only modifications to the standard layout of the boat are the conversion of the port-side bunk to a double for occasional use, and the elimination of the oil cooler. He tried Deks Olje but has reverted to Spinnaker varnish, and she looks well. He is in commission all the year round and says that everything is original and in first class condition after ten years of hard work.

Apart from Dogboat, he has a Maxi 95 and a delightful cottage on the banks of the Orwell, for self-catering holidays or on an 'all-in' basis. It is good to know that a Seadog has been found and proved to be such a reliable mainstay of a thriving business.

LYTRA - The last contact I had with Lytra was in 1980 when when I sailed up to Cargreen on my own and saw her on a mooring obviously not being used and looking rather sad. I am glad to know that she has found a new owner, Eric Bell of Saltash, who has started to restore her. It is quite a task apparently, but she is now moored only a short distance from his house which does make things easier. Major Bell is the Hon. Secretary of the Saltash Sailing Club, and he lives only a matter of yards from the Clubhouse. Any Seadog and its owner visiting the Tamar will be made very welcome. Lytra was originally named LUTRA meaning 'Otter' and was cruised very extensively as such by a former owner, Brigadier Heathcote, a member of the Royal Cruising Club. Several of her voyages are chronicled in the R.C.C.'s "Roving Commissions"

LUNA - Number 128, one of the last hulls moulded was completed and fitted out by Doctor (Now the Rev.) Moore, not entirely to a standard layout. She was bought last summer by Nigel and Janine Berry of Altrincham and they keep her at Pwhelli. Their first sailing area was to Arran and the Kyles via the Isle of Man.

AIHMEEK - Roger Davies has found his builders number at last, its No.26, please put it in the space on page 10 of the list you had last time. There are only 23 more to track down now. Roger has fitted Rotovane furling gear and has two of the standard headsails, Nos. 1 & 2 jibs, to dispose of. Would anyone interested please get into touch with him direct.

AFARON - With the last newsletter I put a slip to those in the Solent area giving the name of a person wanting to take a share in a boat, and I am glad to say that Rex Pitt is entering a 'trial period' with Maxwell New to see how it works out.

ARDESMORE - John Wigney is still wondering whether he has eliminated all the gremlins. After the trauma recounted in the last issue he has cruised the Crinan Canal, Western Isles, Mull of Kintyre, and the Isle of Man. This included fitting a new shaft and coupling in Lambash, a new alternator in Portpatrick, and dealing with a seized big-end bearing, which was caused by a combination of circumstances. There was a leak at the timing case joint, the oil strainer had been left off the sump pipe at a previous service, and the wire to the oil pressure switch was broken. Despite all this they made two 50 - 60 mile passages in thick fog and another such at night. He was very pleased with the Decca Nav. and the Raytheon Radar installed last year. He is now trying to decide how best to carry a small GRP tender on the after-cabin roof, and how to launch and recover it easily. Can anyone help him please?

CONMARA - Rob. Price had a marvellous first season in a remarkable Scottish summer. With 'Wetties' in use for three days only, they covered 800 miles and visited 28 anchorages between the Clyde and North Uist. From Tayvallich they called at Jura and Gigha, then to Oban, Tobermory, Canna and other islands before returning through the Crinan canal.

SEASCAPE - Harry Manners had a good season with three visits to the Normandy coast.

KYSON KOB - Neville Allen bought her last year, just too late for me to include it in the newsletter, or to amend the Owners List. He contacted me later about a replacement set of hood supports, and John Freeman was able to tell me that the templates for a set of stainless-steel hoops are held by Powell Engineering Co. Ltd. Norman Farm, Lower Swanwick, Southampton. Tel. Locks Heath 2307.

PALAFIX II - Peter and Deidre Bragg regularly send me P.C.s of the places they



get to, and last summer I felt very envious to receive one from St. Marys and another from Morbihan. A while ago I was startled to get a very bulky envelope in the post and thought at first that they had written a book! It was a photostat of the deck log in fact and a letter packed with information. Some of this I was going to put with notes on the fore-triangle, but it will now have to wait until next time. They cruised to the Scillies in June for a week with a fast windy return to the Fal, and on July 20th. set off overnight for Ushant and Brest, Audierne, Benodet, L'Orient, and Port Haliguen, reaching the Morbihan by the 31st. Returning via Concarneau, Camaret, and an overnight passage back on the 17th. August.

Work planned for this winter was to convert the after cabin portside bunk to a double. He would also like to get a fuel tank out to check the outboard side for rust. Has anyone managed to do this without removing the engine first?

Where, he asks do you stow your sailboard? By day, forward on the side deck is O.K. but it obscures the nav. lights at night. Has any one tried outside the guard rails aft with the lifebelts inboard? They saw SHILLAY pass en route for France, but heard that they had mechanical problems in Morlaix and had to sail back to Plymouth for engine repairs. MICHIO II also visited them while cruising from Plymouth to Helford. AMERUS - She also changed hands last summer and also too late for me to quote from Dr. Jagodzinski's letter. He had the Perkins out for a complete overhaul and while checking everything in the engineroom found the gate valves on the cockpit drains to be brass with bronze skin fittings. They were probably original and were completely de-zincified, snapping off under only moderate spanner pressure. The BSM was BS 1952. KYROS - Tony Spinks joined the Association last summer, again too late for me to include a mention last time. She is No. 110, and he bought the hull in 1972, fitting it out himself. The basic layout is standard but with some modifications based on his experience in earlier boats. The sails were by Ratseys, and the masts by Stainless Steel Spars. The mizzen is not in a tabernacle but stepped on top of the ventilator trunking like a dinghy.

Wing.Cdr.Spinks had been serving in the U.S.A. from 1979 to 1983 and Kyros was ashore which is why we had missed her. The name is the greek form of 'Cyprus' and was chosen after the family returned, and the children were determined that the new boat should bear the name of their cat on the island

BLEIDEN - Bernd Vorath has the following sails to dispose of, hardly used:-

Small Genoa 380gm/sq.m. - 19sq.m. Blue - Ratseys - 1969

Large Genoa 205gm/sq.m. - 23sq.m. Blue - Crusader 1978

"Bloomer" 40gm/sq.m. - 23sq.m. Red & White - Crusader 1978.

FURANA - The Groves are no longer resident in Malta. They sold No.4. Montana Court last May and sailed for Syracuse, then on to Taormina with Mt. Etna erupting in the background. Sailing up the Italian coast via Scilla, Amalfi, Capri, and Procida, they found it all very attractive and relatively unspoilt. In July from Fiumicino they visited Rome. Later they were in the Balearics and then on to mainland Spain and Gibraltar, which was not so pleasant. They saw JOHVIA there (see p. ) and have also met MISSI in Malta, and SARAH NOELLE II in Torrevigana. They were planning to winter in Seville and explore Portugal before returning to the Med. to look for a shore base for winter '85.

TIMORLEY - Roy Croft didn't have quite as much good sailing last year as he had hoped, mechanical problems delayed them at Ibiza until mid-August, and the weather was then still uncertain, so, leaving the Greek Islands for another time they retraced their steps back to the Spanish mainland, sailed to Gib. and later back to Almeria where they were wintering. The details of his engine problems I have described separately. While in Gib. they also saw JOHVIA, no-one aboard and apparently up for sale. They just missed FURANA in several places, saw TRIASID and ONAR there, and MISSI in Palma. SOLWAY DOG - Reggie Lodge has been baffled for some while by a slight list to port, and a definite tendency to bury the port keel deep in the mud. He tried restowing some of the heavier gear and keeping the starboard water and diesel tanks full, using the port ones preferentially.

The answer was found when watering at Ramsey. The starboard water tank was

empty despite not having been in use. The taps to each tank under the sink are the usual quarter turn off/on, but the pipe is not horizontal so the 'off' position is not vertical. When SOLWAY DOG was sitting in the mud for 6 hours with a 20 degree list to port, the water siphoned over to the port tank, and hence the 2/3 degree list when she floated off. Since he realised this the list has disappeared and the hole in the mud under the port keel is filling up.

MICHETTE - Brian Jackson has had great success with a Homoeopathic approach to sea sickness. Instead of Stugeron, or any of the other accepted drugs, all of which have side effects for some people, he has used Tabacum 12. Anyone interested in this could ask their G.P. whether he has homoeopathic experience, or consult a specialist who has.

Other 'Drug-Free' cures, culled from personal experience are, attack by hostile aircraft, opening a seacock and issuing balers, or putting the victim on the helm!

TARRY - I had never been able to persuade her former owners to become members, but she has now been sold to Claude Hope, who has joined us right away. She is the third Seadog to settle in that corner of the Fal with PALAFOX II, and SIRIUS OF ARNE, being just around the corner in Restronguet Creek.

GALWYN - George Gauld has found a buyer for his cherished boat, it is Michael Chadwick, at present living in West Bridgeford. George says that he has a Norwegian wife and a small baby, has sold up his business and plans to have a two-year holiday. After re-fitting the boat they will be off to Norway and the Baltic. Then, together with two friends as crew they plan to go to the Canaries for next winter, and after that the Azores. Michael has written to me and joined the Association since I heard from George, but I see he was writing with difficulty from a broken shoulder. I hope this doesn't interfere with their plans.

#### WATCHDOG AND THE PRACTICAL BOAT OWNER

Peter O'Brien's excellent article in the September issue prompted several of you to send me copies in case I had missed it. From your comments he would seem to have caught the spirit of owning a Seadog, warts and all. His approach to the osmosis factor in buying and selling a boat which can now be from 10 to 17 years old, is a realistic one, now much more widely held, and second-hand boats are being offered and sold at more sensible prices.

Indeed I think his article may have helped directly as I would think that the number of boats which have changed hands this winter must be a record. The interest in his description of the Seadog has certainly been widespread. Terry Galligan wrote to Peter from the Falkland Islands and was put in touch with me because he is returning to the U.K. in May and will be looking hard for a Seadog for himself.

#### DEBRETT'S REGISTER

The first edition of the successor to Loyds Register was far from complete, and as several of you said that you had filled in the first form but not received the second one I took the matter up with them. Apparently the first, abortive attempt was a joint one with another company supposed to compile the data, and they withdrew from the project leaving Debretts to start all over again. I have now let them have a copy of the current list of Boats and Owners, so you all ought to be in the next edition.

#### RAYTHEON RADAR INSTALLATION

Following the mention of John Wigney's installation in ARDESMOR, Bob Francis of WHIMSY OF WESTON has completed his successfully and has also sent me a set of photographs to help anyone who is interested. So I now have two sets available for anybody who is uncertain which way to tackle it.

#### THE HEAT EXCHANGER - (See newsletter No.12)

Vic Holloway of WEATHERDOG found that erosion of the body end faces had begun. He was able to avoid buying a new casting by re-cutting the faces with a simple

boring jig. He used two 'bakelite' discs cut to fit the body bore and bolted onto a long bolt which also carried a cutting tool. Mild steel is suitable as the body is of soft metal, and the assembly is self-centering. An 'O' ring forms the seal so that a reasonably flat, unpitted, face is all that is necessary.

#### COAXING LIFE FROM WEAK BATTERIES - (From the Cruising Association Bulletin)

The battery isn't flat, you have still got some lights, but it won't turn the engine over fast enough to start it. There isn't a decompression system on the Perkins 4.107 or 4.108, but you can take off the air intake cowl, and cover the opening with anything flat and hard. This has the same effect, and the engine turns over more easily. As soon as it starts, put the cowl back before anything drops into it. Perkins describe this as a "Useful trick", which won't harm the engine in any way, but don't rely on it, and do remember that the suction at the intake is considerable, and even invisibly small particles of dust etc. being drawn in could quickly do severe damage.

#### ADJUSTING THE TAPPETS

Roy Croft has drawn my attention to the method now recommended in the Perkins Owner Courses, which is different to that in the 4.107/108 handbook and the workshop manual.

1. Remove the rocker cover and mark all the rocker lever ends with chalk. There are 4 cylinders, hence 8 valves, add one and remember **NINE**
2. Starting from the forward end, look for a valve spring pushed partly down by its rocker lever, among the first four. e.g. No. 2. Then **NINE** less two = 7. Number seven valve is in the correct position to check with a feeler gauge and adjust if necessary.
3. Counting onwards, No. 4 is partly down. Then **NINE** less four = 5. Check Number five valve. Rub off the chalk marks as you deal with each one.
4. With the 'STOP' control fully out - turn the engine on the key and repeat as necessary until all chalk marks are gone and hence all tappets have been adjusted.
5. Run the engine, check that oil flows from the holes in the centres of the rocker levers. Refit the rocker cover, renewing the gasket if necessary.

#### ACCESS TO THE SEA WATER PUMP

Peter French of DOGMATIC has cut an access hatch through the bulkhead to make it much more practicable to service this awkwardly situated but vital piece of equipment. I have reproduced here his sketch of the arrangement and exact position. Brian Jackson followed it exactly and his probe came through dead centre on the pump cover.

#### THE SEA WATER PUMP DRIVE SHAFT

Roy Croft on Timorley, as I mentioned earlier had a problem which baffled several engineers, and yet had a simple answer. He found that the lugs on the pump shaft had sheared, and when a new pump was fitted, the same thing happened again. Then the engine would not start. **Twelve weeks**, and several 'experts' later a friend suggested that when the shaft had shed its lugs it had upset the timing of the fuel pump. On removing the timing gear cover, the marks on the gear itself and the hub were about .25" apart. After resetting, the engine went first go, and has gone steadily ever since.

When they finally had another shaft sent out from the U.K., the suppliers said that lining up the Jabsco pump is a critical adjustment and that Perkins sell a special tool for the purpose retailing at about £50. Without this, the best method is to fit the pump but not tighten the nuts, pull out the 'stop' button, give the engine a turn or two on the key, then tighten all.

(N.B. No mention of this or of a special tool is made in the workshop manual)

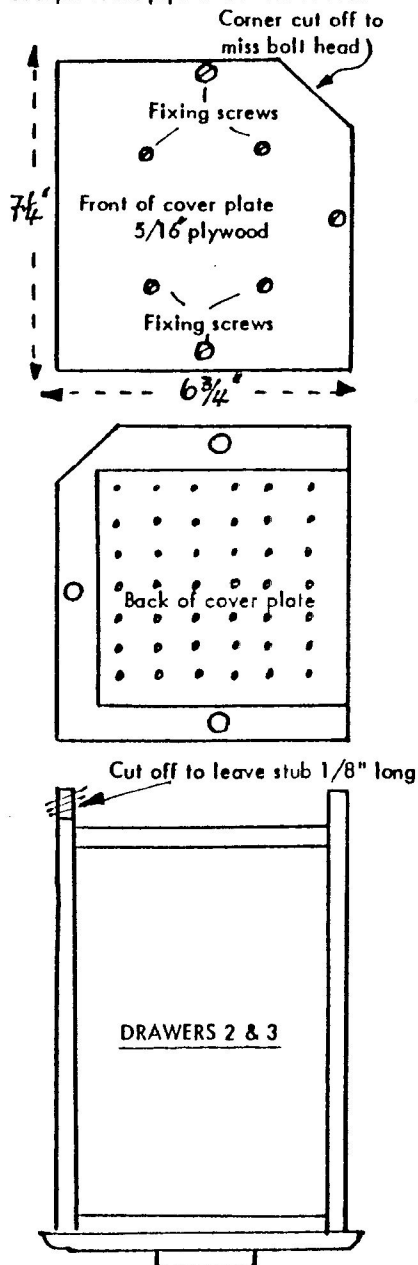
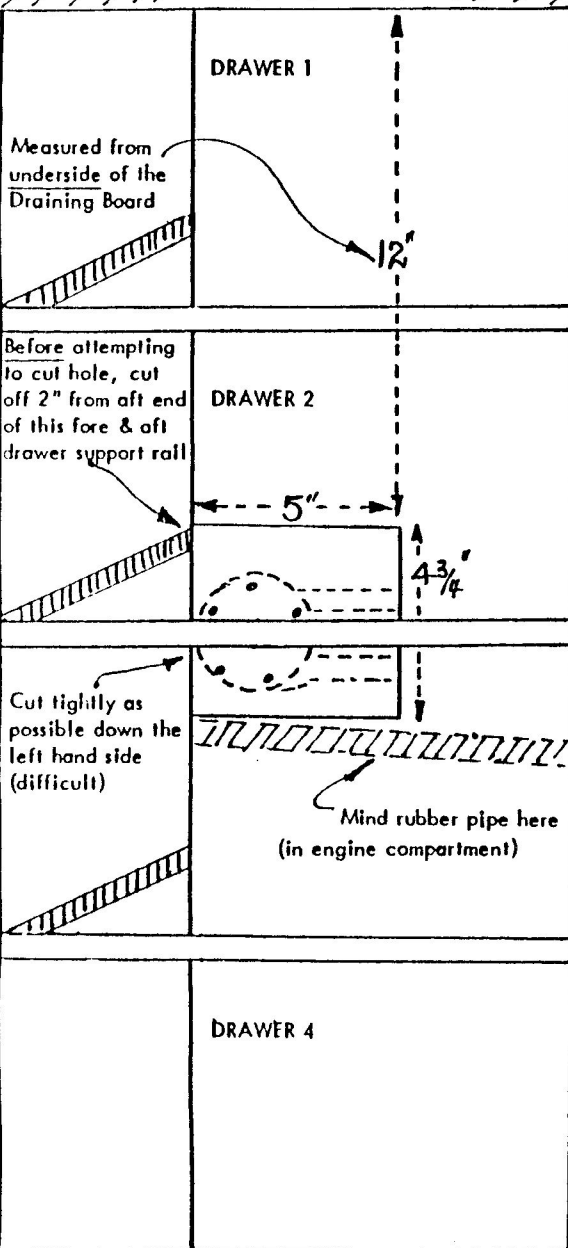
# WATER-PUMP ACCESS TRAP

(As fitted to "Dogmatic" - Seadog No. 45 - by Peter French - May 1982)

Engine: Perkins 4.107 : Indirectly cooled :

Remove all drawers: Mark out position of trap: Drill small hole in centre of marked area and check from engine compartment that it is in approximately correct position in relation to the water pump: Cut off 2" from aft end of left hand fore and aft drawer support rail where indicated on sketch — before attempting to cut the hole: Don't cut through rubber cockpit drain pipe at bottom of hole.

## DRAINING BOARD



#### THE BORG-WARNER VELVET DRIVE HYDRAULIC GEARBOX.

The manuals tell us not to sail for more than eight hours with the propeller freewheeling with a maximum shaft speed of 715 rpm equivalent to an engine speed of 1430 rpm. The reason given was that the engine being stopped, the oil pump in the gearbox is not driven and the unit is therefore not properly lubricated. The alternatives were to remember to run the engine for a spell from time to time, or to fit a shaft brake. Brian Jackson of MICHETTE asked them about this recently and received a surprising bulletin dated 1978 which says that "Service and installation manuals are not in agreement with our current position on freewheeling. The manuals will be revised to agree with this bulletin as they are reprinted"....."It has been determined by tests and practical experiences that all Velvet Drive marine transmissions can be freewheeled without risking damage in sailing or trolling applications. Caution should be taken to be sure that proper oil level is maintained prior to freewheeling as well as normal running"

"People who sail are divided on whether there is less drag or more drag when freewheeling the propeller while sailing. The main factors involved in this issue are the shape of the hull and the size and pitch of the propeller."

In other words, you make up your own minds. N.B. The gear lever should be in NEUTRAL when the engine is not running.

#### LIGHTNING STRIKES (See the Cruising Association Bulletin December 1984.)

Brian Jackson who contributed this item to the C.A. was in Dartmouth when a nearby boat was struck and the Radar, radios, auto-pilot, echo sounder, Decca-Nav, and Frig. were all damaged. Later he found that his own radar had been affected. Newton Crum settled a claim very promptly, but the underwriters report indicates that radar is vulnerable to the very high voltages induced in some components (in his case a transformer), and as to possible protection - "It does not appear that there is any way of shielding the radar e.g. by earthing"

It does not follow that a lightning strike will do so much damage, but what can be done on a non-metallic boat with no earthing of the chain plates? Most people carry jump leads to parallel the batteries if needed, it might help to clip them to the shrouds and let the ends dangle overboard in the water. at least it might help psychologically.

#### SNIPPETS

THE RUDDER - Anyone contemplating a major refit should consult with John Freeman on the design of a larger rudder which improves the handling qualities of the Sealog substantially, even dramatically.

WINDSCREEN - Is your perspex crazing badly? It would be very costly to replace it on a 'one-off' basis, but a large part of the cost would be the preparation of a former. If a sufficient number of owners were interested the shared cost would obviously be much less.

PERKINS COURSES - The Product Education Department at Peterborough has been re-organised and the new manager is Mr. T.L.H. Robinson. I have just had the dates of this years 2-day courses for the owners of 4/107 & 4/108 engines. They are - April 1st & 2nd; 15th & 16th; 29th & 30th; October 14th & 15th; 28th & 29th; and November 11th & 12th. The price (including VAT) is now £30 and I would say is still good value. I have application forms and details of the courses or you can phone direct on (0733) 67474. They do get booked up very quickly so act right away if you are interested.

#### WHERE ARE YOU TRIASID?

Dear Roy Cutts, Two years ago when you left for the Med., you were going to let me have a forwarding address. I hear you have been at Duquesa, but I have

Newsletters Nos. 16,17,18, and the new List of Boats and Owners for you as soon as I hear for certain where I can send them. Or, have you sold the boat, and if so, to whom?

Can anyone seeing Triasid pass the message on please.

JUCARAN - Some while ago Mr. Tucker died tragically in a road accident after taking the boat back to the Channel Islands. She was left there for some while but has now been sold. I don't know to whom, or indeed where she is now.

JOHVIA - TIMORLEY, SEASCAPE, and FURAHIA, all saw her in Gibraltar, but deserted, and a letter to the previous owners hasn't produced a reply, despite a S.A.E.

ONAR - I know she has been sold, Peter Ashley (ex SEADOG) met Frank Green in Gib. but a letter to his home address hasn't produced an answer. TIMORLEY saw her in Duquesa, but I don't know which owner was aboard then.

GEISHA - The previous owner gave me Capt. Berg's address, but two letters haven't been answered.

POTHOS - I know she is or was in Paimpol, deserted and damaged, and I have written to the boatyard there but without any response.

ROHAN, SUNDOG, PHILLYPAS, MAGGIE MAY II, DOG STAR, DOG TOBY.

Do you exist - somewhere?

LIST OF BOATS AND OWNERS - Up dating Issue No. 5 to March 19th. 1985.

(a) Major Changes of ownership.

<u>CIMOR</u> - Mr.W.H.Wanstall, Pleasant View, Hebron, Pembrokeshire	----
<u>EARL</u> - Mr.D.Newman, 98 St. Clements Court, Broadway, Leigh-on-Sea,	SOA
(Leigh-on-Sea:B:9)	Essex 204
<u>EASTRA II</u> - MR. R.P.Hill, 49 Southwood Lane, London, N6 5ED	SOA
(Gosport:B:85)	206
<u>FAYE OF AUBIN</u> - Mr. L. Poyner, Willowdene, 18 Hartley Road, Exmouth,	----
( :B:40:1382Y)	Devon EX8 2SG
<u>GALWYH</u> - Mr.M.Chadwick, 177 Rutland Road, West Bridgeford, Notts.	SOA
	212
<u>GLASS LADY</u> -Col.J.A.V.De Candole, Elizabeth Cottage, New Road, Keyhaven	SOA
(Keyhaven:B:0:2297Y)	Lymington SO4 OTN 203
<u>JUCARAN</u> - New owner not known - delete entry.	----
<u>JOHVIA</u> - New Owner not known - delete entry.	----
<u>KYSON KOB</u> A-Mr.N.& Mrs.A.Allen, The Bull Hotel, Market Hill, Woodbridge	SOA
(Woodbridge:B:7:497Y)	Suffolk, IP12 4LR 201
<u>LYTRA</u> - Major.E.Bell, Watersedge, 31 Coombe Road, Saltash, Cornwall,	SOA
(Saltash:B:4:619Y)	PL12 4ES 208
<u>ONAR</u> - New Owner not known - delete entry.	----
<u>ROUGHNECK</u> - Name changed to <u>TOPAZ TOO</u> delete this entry.	----
<u>SCOTTISH LASS</u> - Mr. B. Parkes, 51 De Moulham Road, Swanage BH19 1NX	SOA
(Swanage:B:99:3121Y)	204
<u>SEAWOLF</u> - Mr.P.F.Gillett, Ambleside, The Promenade, Hullbridge, Essex	SOA
(Hullbridge:B:82:5698Y)	SS5 6NB 200
<u>SEEHOND</u> - Mr. & Mrs. Waller, Flat 11, Lingfield Grange, Poole, BH13 6AB	SOA
(Poole:B:932662Y)	213
<u>SHIELWATER</u> -Mr.L.Sisson, 32 Well Terrace, Heybridge, Maldon, Essex	----
<u>SIRIUS OF ARNE</u> -Mr.I.D.Sincock, Tytressa, Mylor Churchtown, Falmouth,	SOA
(Falmouth:B:70:)	TR11 5UG 210
<u>TOPAZ TOO</u> - Mr. C. & Mrs.J.Porter, 647 Liverpool Road, Ainsdale,	SOA
(Anglesey:B:134:2438Y)	Southport, Merseyside 172
<u>TARRY</u> - Mr.C.M.Hope, Pandora Cottage, Point, Devoran, Truro, TR3 6NN	SOA
(Restrongnet :B:47:2659Y)	211
<u>TUGRADO</u> G - Mr.D.Woodbridge, 160 Sharpenhoe Road, Streatley, Luton, Beds.	SOA
(Woolverstone:D:107:)	LU3 3PS 207

(b) Minor amendments.

AHMEEK      Insert Builders No. 26  
 BLACK DOG   New address. Dolphin House, Fowey, Cornwall.  
               Home Port. Fowey.  
 CANDY CLOUD- Home Port. Dun Laoghaire  
 CUSHAG OF MAN - Home Port. Dun Laoghaire.  
 DOGMATIC.   New Address. Cresta, 27 Chapel Road, Sarisbury Green, Southampton,  
               SO3 7EB  
 NICHOLA JANE - Amend SOA membership to SOA 146  
 PAVONIA      Amend Home Port to Poole,  
 PROSERPINE- Alter address to:- 8 Park Lane, Dublin 4, Eire. Insert No.91  
 SEASCAPE-   Alter address to:- Foxbury House, Westbourne, Emsworth, PO10 8RN  
               Alter Home Port to Gosport.  
 LUNA, SALVADOR, & WATCHDOG - Alter Home Port to Pwllhell  
 TJARAMA -   Insert membership No. SOA 202  
 WESTMERIAN- Alter Home port to Fleetwood.  
NON-SEADOG MEMBERS p.9. LAKITA - Delete whole entry.  
NUMERICAL LIST. - Insert - 7. Kyson Koba  
    26. Ahmeek  
    91. Proserpine  
    134. Alter name to Topaz Too.

STOP PRESS      March 20th, 1985.

From Brian Jackson of MICHETTE

Has anyone the old sight boards for port and starboard sidelights ?  
 He wants to replace them and would like to do so with authentic originals,  
 otherwise he will have to copy Watchdog's.

He has a very strong varnished teak stand for a Beaufort 6-man Liferaft  
 container. Its massive, the wood alone is worth a lot more than the £20  
 he would accept for it.

He draws attention to the last date (14th May 1985) for making any protest  
 against the proposal to ban most antifoulings. .... See your Chandler.

MARINE SURVEYS, DESIGN & ENGINEERING CONSULTANCY

John Freeman - 37 Milford Road, Pennington, Lympington, Hants.  
Telephone: Lympington 74737  
.....

BROKERAGE, INSURANCE, and CHANDLERY for Seadogs.

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

SECRETARY'S SALES department

Burgees - £4.95 + 20p. postage and packing.

Brooches - £1.50 + 20p. postage and packing.

Sail Plans - £1.50 posted folded flat.

£2.00 posted rolled in a tube.

N.B. Please specify which sail plan is needed in case I don't know the boat's rig. The two sizes are 399 sq.ft. & 454 sq.ft.

THE SECRETARY Fred Murley, The Belvedere, Stonehills, Fawley,  
Southampton, SO4 1DU  
Telephone: Southampton (0703) 891353

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SEADOG OWNERS ASSOCIATION

MEMBERSHIP APPLICATION FORM

THE NAME OF YOUR SEADOG.....  
Bilge Keel (B) or Deep Keel (K).....Works Number.....(behind the wheel).

Sail number (if displayed on the sail).....  
Your home port, or permanent base for cruising.....  
OWNERS NAME(S).....

ADDRESS.....  
.....Telephone Number.....

Please complete, and send to the Secretary at the above address with a cheque for £10.00 as a once only subscription.

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IRISH SEA MEET - Friday May 24th. to the 27th. 1985.

I intend / do not intend to bring my Seadog to Port St. Mary for the Spring Bank Holiday Meet on the weekend of May 24th to the 27th. 1985.

My Boat's name is.....date.....  
My address (if different to the register is).....  
I shall require.....dinners for self and crew on Saturday May 25th.  
Add any comments, queries, or suggestions and send this slip direct to:-

Dr. R.M.Lodge, Howgill House, Walton, Brampton, Cumbria, CA8 2JR.