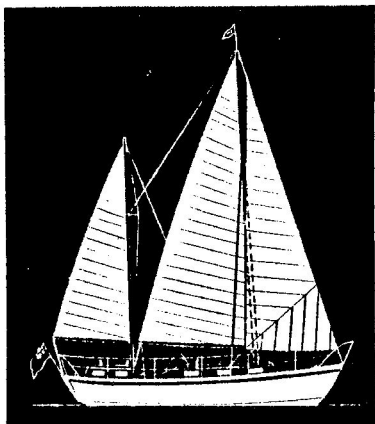


# SEADOG OWNERS ASSOCIATION

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

**NEWSLETTER No. 12 WINTER 1985-86.**

**THE DOG WATCH - By the Secretary**



Does it sound like sacrilege if I say that I didn't miss my Seadog this last year? Well, its only partly true, and one day recently when coming home through Southampton, while passing over the river I saw TRESCO MAID on her mooring at the bottom of her owners' garden looking very tidy and ship-shape. It was only a fleeting glimpse, but enough to make me itch to touch the wheel. Only a day or two later, at home, casually scanning Southampton Water, I brought the binoculars to bear on a boat just off the entrance to the creek. There she was again and looking a picture in full sail, and then I was really sad. This was of course during our Indian Summer in October, but I understand that the real Summer didn't actually happen. Perhaps it was fortunate that we were away for six weeks during June and July.

We had a most enjoyable and quite fabulous time in America with our elder son John. It began in Boston, where we met Bob and Fran Francis of WHIMSY OF WESTON, who gave us great hospitality, taking us down to Buzzard's Bay on Cape Cod, where they sail from, and my goodness! it was lovely to be on a Seadog again. WHIMSY was one of the last boats moulded and she was shipped out to America in the Summer of 1974. Bob showed us something of New England's beautiful coastline and country, as well as his own home, and then we were off by road to New York, stopping on the way to revel in historic Mystic Seaport, where Villier's "Joseph Conrad" is being refitted, near the restored old-time whaler "Charles Morgan". We stayed near New York with friends of John, who have a power cruiser on the Hudson and were able to have a glorious day out on the river with them, up past West Point. After another cruise, on the Circle Line this time, around Manhattan Island we drove to Detroit, saw the Ford museum and Greenfield village. John was now able to take his vacation, and the next flight, with him, was a long one to Arizona and New Mexico. Here we were back on the road to follow the Santa Fe trail, and across country to explore the Petrified Forest and the Painted Desert, Meteor Crater, Western ghost towns and the Canyon Country. Canyon de Chelly, Grand Canyon itself, Bryce, Zion, and on to Las Vegas.

Another flight to the west coast took us to San Diego, and then by road again to a very special night on the Queen Mary at Long Beach, in an elegant stateroom on 'A' deck. It was fascinating to look out on thousands of yachts in a vast marina across the bay with the city beyond.

Independence day found us in Disneyland, with an evening concert and fireworks to Souza's music at the Hollywood Bowl. The last of the 'tourist trail' was a tour of Universal Studios, before we flew to Calgary to stay with Clare's cousin. There it was Stampede time, and thats a whole story in itself. To calm down a little we drove to Banff for a few days in the peace and beauty of the Canadian Rockies.

It really is as beautiful as one imagines, clear mountain air, clean white water and still, chalk-blue Lake Louise. Almost on the home stretch now we flew east to friends in the countryside outside Toronto. A lovely home with deer in the paddock and beaver building a dam in the river.

## THE DOG WATCH (Continued)

It could have been an anti-climax to come to bustling Toronto, but it is such an attractive city that we enjoyed every moment of the last few days. This time it really was the home stretch as we drove back via Niagara Falls to John's home in Detroit. From there it was just a hop back to Boston, and the flight home. That's why I haven't really missed the boat this year!

So now back to the S.O.A.- I cleared up everything I could before we went, but on my return there was a backlog and I must apologise for the delay which several of you experienced before I was able to catch up again. We have had rather a lot of visitors too, so I am late once more with this issue. Thank you all for your letters and cards. The last Newsletter was obviously well received and I hope this one will come up to it, certainly there is no lack of material, and I shall have to leave some again for next time. Looking back at past numbers I seem to have been experimenting with a different format or typewriter each time. This is put together on an Amstrad Word Processor and as long as the final result is satisfactory it should be the pattern for others.

Peter French and I have been working steadily at the next re-printing of the Owners List, and he is putting it on his word processor so that we can keep it up to date much more easily. A surprising number of boats have changed hands again, but you won't find any amendments in this issue as we have decided to post the new edition separately. There are several reasons for this.

First of all I have had a lot of difficulty keeping up with the changes in ownership, and new addresses. In several instances I have only heard of a sale at second-hand, and without definite knowledge it takes a lot of time to find the new owner, write to him, and persuade him to join. It would be an enormous help if anyone selling their boat would let me know when they have done so and give me the new owner's name and address. It also helps if the last Newsletter is passed on to the new owners and they are put in touch with me direct.

The second reason for delaying the List is the **DATA PROTECTION ACT** which will regulate the keeping of personal data on computer file. In the case of a Club or Association which is not incorporated as a Company, the Act provides that, so long as every relevant member "has been asked whether he objects to data being held about him and has not objected" there is no requirement to register. I am therefore asking you all formally by this letter, if you do object to the Association maintaining on a computer file, the data describing each boat and its owner(s) as shown in the enclosed proposed entry. If you do object please let me know by return of post.

Two further reasons for delay are that I have been asked to include telephone numbers in the list so that members can be contacted more easily if a moored boat is seen to be in danger, or for assistance by a visiting member, or in case of theft. I have also been able to elicit much of the information missing from the last list, but I want to be sure that the new one is as nearly complete and correct as I can make it.

Attached to the bottom of this page is a copy of the printout of your entry on our files, will you please check it carefully.

If you will insert any missing data where circled in red, particularly the post code, and correct anything which is wrong, then post it back to me as soon as you can, we can up-date the entry and print it forthwith. If the slip is complete and correct, just ignore it, and if I do not hear from you by February 28th.1986 I shall assume that the entry is correct and that you do not object to our keeping the records in this way.

I am sorry to be so pedantic, but I must be sure of what I am doing, and having brought the records to such a nearly complete stage with more than 85% of known owners as members, it would be a pity not to seize the chance to make the records as accurate as possible.

**M.B.**The 'Home Port' is where the boat is usually kept during the sailing season.

## THE IRISH SEA MEET 1985

This years report came from David Jones of BELHOUND and it tells me that of the eleven boats expected on the Bank Holiday weekend of May 24-27th., the bad weather reduced attendance to five. Even the intrepid and stalwart organiser Reggie Lodge set out twice from Workington in SOLWAY DOG but was forced to turn back each time by the atrocious conditions. The skippers of the five boats that did arrive at Port St. Mary, - ARDESMOR (Fleetwood), BELHOUND (Peel I.O.M.), SALUKI OF ARNE (Conway), SPINNER (Abersoch), and TOPAZ TOO (Anglesey), all reported very rough passages, including David Jones himself who only had to come from Peel, and when rounding the Calf of Man (It was too rough for Calf Sound), found himself in thick fog, no coast in sight, and too close to Carrick Rock for comfort.

TOPAZ TOO was caught in the race off Langness and put into Douglas for the night, thus missing the meal at the Perwick Bay Hotel. The reply to his phone call to the Hotel was incoherent as the wine was by that time flowing freely! WESTMERIAN (Fleetwood) had to put into Douglas with engine trouble but the skipper came to Port St.Mary on the Sunday for a chat. In spite of the mishaps and the weather, all agreed that the weekend was very enjoyable and it was unanimously decided to hold another meet in 1986.

## NEWS OF DOGS AND OWNERS.

**AFARON** - Rex Pitt, who sails with Maxwell New, has been working hard on the electrics of the boat and has sent me some details of his progress so far. I will hold these until more comes along, as this is a less than satisfactory feature of most boats, and indeed I know that several have been re-wired to modern standards.

**BELHOUND** - Apart from his Irish Sea Meet experience, David Jone tells me that last year they cruised to Balintore, NW of the Moray Firth, his wife's childhood home, about 30 miles from Inverness. They went from the Isle of Man via the Mull of Kintyre and the Caledonian Canal, returning through the Caledonian and the Crinan canals. This year they were planning an easier cruise to Arran and Bute.

**BLACKDOG** - Robert Cooper never got around to joining the Association until this Summer. His boat was bought in 1973 and kept in Chichester until 1981 when he retired and moved to Fowey. He says that his cruising is modest but they are getting to know the North Brittany and Biscay coasts fairly well. He finds BLACKDOG ideal for two people "pottering about" Incidentally, she is one of the two seadogs which were moulded in black and so is easily recognised. He will be glad to help anyone with problems in Cornwall.

**CANICULA** - Herr Vieluf has a rather horrific tale to tell. The previous owner had sailed her from Germany to the West Indies in '79 as the start of a round the world cruise, but he died the next year and the boat lay idle until '82 when Dieter bought her. He says "Although we had some problems - we discovered a reef (left bilge keel destroyed), changed the oil cooler, renewed the gear-box bearings, I spent a few very nice holidays with my family in the West Indies" In 1984 they were due to bring her back to Bremen in three stages with separate crews. The first, from Guadeloupe to Bermuda had the dinghy stolen, and an engine failure which couldn't be repaired locally so he took out a new crankshaft, set of valves, bearings and gaskets to Guadeloupe. They got away on May 26th, but too late for the second crew to cross the Atlantic, so sailed to Montserrat, Antigua, the Virgin Islands and to Puerto Rico where they berthed her until earlier this last year.

On April 2nd. last, Utz Muller-Treu, his friend, set out from Puerto Rico singlehanded and reached Horta in the Azores on May9th. Utz had sailed twice around the world, singlehanded, in his own boat "Frauken" (1975-7 & 1979-82), so this was not a foolhardy exercise, but in Dieter's words, "His black night with Canicula he had on April 23rd." Within 24 hours he lost the forestay, and jury rigged the main halliard, while he rigged a new stay (he had spare shrouds and fittings aboard), then the mizzen sail went, and the paddle and the vane of the selfsteering.

## CANICULA (Continued)

At midnight the masthead bracket broke at the forestay fitting, and all the gear, with the genoa furled on its roller and the jib went overboard. The genoa on its roller opened in the water and went under the boat when he tried to save the sails. "When trying that, overcoming water destroyed the front-hatch, the cockpit was full of green water. He couldn't get the sails free of the bilge keels - so he cut all hanging down away. The water inside Canicula was about one foot high - he had to use the bilge pump very hard" Later on he found that one of the batteries had jumped onto the gearbox, spilling acid.

Utz's only complaint was "A Seadog is a good and strong ship, but the valves (cocks) in the cockpit are very much too small"

Later still the engine stopped once again and he sailed to Horta using a spare jib and main. Another club-mate flew to Horta, but they could not get the engine repaired and sailed on June 6th, reaching Swanage on July 2nd. Here they were looked after by Bruce Parkes of SCOTTISH LASS. A further letter of September 11th tells me that after an exchange engine was fitted at Poole, Dieter and his wife Christiane sailed on August 13th non-stop to Bremen, just anchoring for 7 hours at Dungeness, and arriving on August 19th, "....tired but happy...." His last comment about CANICULA, "...she is quite a little down after 5 years in the tropics - she needs care, and my wife and I need her. As we say in Germany : a life without a ship is just 50%"

GIMOR - I recorded her sale last time, but am glad to say that the new owners have joined us, and are sailing her out of the River Towy. They are Bill Vanstall, and his daughter Heather James with her husband Terence. This year they planned to cruise to the West of Ireland in late June and July, and in the Bristol Channel on long weekends.

CONNARA - Bob Price has had a busy year, all the antifouling was removed and two coats of epoxy applied, no sign of osmosis. The topsides are now dark blue (709 applied with brush and pad). All Varnish stripped and three coats of Sikens Cetol 7 applied (see page 14). Oil cooling pipes removed and new filter system fitted. Fuel injection pump modified as bleed point sheared off. Water injection silencer replaced because of corrosion (see page 15). Sea water pump access trap cut. A wet, windy and cold season started with launching on the Upper Clyde in mid-April and the trip up to Ardrishaig on the Crinan canal was rather unpleasant with a northerly F 5-6 down Loch Fyne and snow on the hills. "Thank heavens for the windshield and cockpit canopy. Has any one fitted a windscreen wiper?"  
Well I know SEACANIS has a hand operated one, but has anyone fitted a powered one?

CUSHAG OF MANN - Eoghan Lavelle wrote to me just too late to mention him in the last issue. He was elected Chief Scout of the Scout Association of Ireland, and was expecting about 10,000 to an International Scout Camp in August, so cruising was to be limited. He tells me that "Cushag" has often been used for Sea Scout training cruises. In 1983 he circumnavigated Ireland, with five crew changes on the way so that 17 Sea Scouts and Sea Rangers, including his own daughters were able to cruise for part of the trip. In 1984 he sailed from Dublin down to West Cork and thence to the Scillies, and back via Milford Haven.

DARESSA - Formerly "Scorcerer V" - was bought by Paul and Christine Smith and renamed earlier in the year. They have joined the Association and seem to have had an intensive summer with two holiday cruises, one to Weymouth, the other to St. Malo and Lezardrieux. DARESSA behaved herself very well even when the weather did not. They mention seeing DOG ROSE in Alderney, and also GLASS LADY and 'KAY OF JERSEY'? in St. Peter Port. This latter is a new name to me, does anyone know anything of her?

EASTRA II - Robert Hill, writing at the end of his first season with the boat says that although in terms of sailing, the year has been disappointing, mainly due to weather, but partly to a succession of boat problems; he is happy with the Seadog, although he has had a long list of difficulties to overcome.



## EASTRA II (continued)

John Freeman and I have been able to sort out most of these for him. They are mainly things which will arise with any boat if proper maintenance is not given its correct priority. Others may require more detailed attention. During the season he has met PIELAGO in the Brighton Marina, where OFFENBACH and WAGTAIL were also berthed, THELPHINI in Portsmouth, ANTANA in the Hamble, and SEEHOND in the Needles passage. AHMEEK was in Cherbourg bound for St.Malo. Despite the weather a lot of you seem to have been out and about.

ERMUE - Mike and Linda Fulford had some difficulty with the lower rudder bearing, and eventually found that the bronze bush at the foot of the rudder itself was missing, presumably corroded away altogether. This has been replaced and the pin as well so all should now be well. This was at the start of the season and their address was then Iraklion, Crete, but the next one is Lakki, Leros, among the Greek Islands, so I hope that they have by now had another interesting summer in the Med, and I look forward to hearing all about it, and the Walker 412 SatNav. they were fitting.

FAYE OF AUBIN - Tina and Les Poyner bought her in 1984, but I didn't hear about it until the early part of 1985, and when I wrote to ask them to join they had already left for the Med. My letter finally caught up with them in Sitges, Spain. They had bought "FAYE" with the intention of wintering aboard her in the Med., and spending summer months at Exmouth. One wonders sometimes whether that is the right way round. They went first to Guernsey, then to Dinan for a five week stop to renew friendships made in '72 when Dinan and Exmouth were 'Twinned'. Here too they met an English couple, David and Rowena Spencer who have a chandlery on the quay. He is a qualified Marine Engineer, and both were most helpful. They entered the Canal in November last and found it charming, though hard work for just two people. A month was spent at Messac while the Blue Line Depot repaired the engine. They were joined at Redon by a French athletics teacher Bruno, experienced in racing his own boats in the summer, who wanted to spend Christmas crossing Biscay! The Bay was kind to them however, blue skies and sunshine all the way for five days until the last hour before getting into Noirmoutier. Bruno had to leave them in Bordeaux, and they then had a cold and hairy trip up the Gironde. The guide says it can be done in 5-6 hrs. from Bordeaux at LW, they took 7 1/2 hrs. to Castets. I see the C.A. Handbook says "Follow a barge" and they warn that the flood comes up at 5 Kts!

However the real problem was that the next morning they found the lock gates to the Canal Lateral a la Garonne were frozen solid. By midday they managed to get into the lock among the ice that was to keep them there for three weeks. It became ten inches thick around the boat, and with no electricity available on the quay, first the loo, then the water, and lastly the Gaz all froze. They were about to abandon ship and fly home when they were introduced to Docteur Douane, the mayor, who lived in a Chateau overlooking the canal, and who offered them hospitality. Their French was slight and the English of the Dr. and his wife was non-existent until the end of their stay when both families had benefited. Once they were away it was an uneventful journey to arrive in Agde in brilliant sunshine with people in shorts only ten days away from a frozen lock.

In February they set off for Bacares and then on down the Spanish coast. Eventually they came to Sitges where they fell in love with the town and the Marina. They made their way slowly back up the coast to return via the Canal du Midi, and a letter from them at Exmouth in July last tells me that the return trip had its moments too, but I must leave that for the next time. They were hoping to be back in Sitges for Christmas, and I expect they are. I must also mention that in Spain they met a Yugoslavian who owned a Seadog. This is F.Huber who lives in Germany and did originally keep GLORY No.88. at Split in the Adriatic. I have always sent him Newsletters, but never had any other contact, it is good to know that you get them Herr Huber.

**FURAH** - I was glad to get a Christmas Card from Mike and Odile Groves as I had not heard from them for some while, although Joe Lyons of HIBOUX told me they were in Spanish waters. When Mike wrote they were alongside one another on the hard at Moraira and were off to dinner together. They have a flat but were rather taken aback to find their car under water after the worst storm in living memory at Javea. As Mike says, "You just don't expect that sort of thing when you are high and dry and living ashore"

They are thinking about Portugal, or maybe the Canaries for 1986, but there is osmosis to deal with, and plans are still in the melting pot.

**GALWYN** - I mentioned last time that Mike Chadwick had a broken shoulder, and hoped that it wouldn't interfere with his plans. It doesn't seem to have done so, his letter in October recounts a very busy first season with "Galwyn", more than 2000 miles since leaving Keyhaven last Whitsun. They sailed first to the Blackwater where she is now permanently based, and planned a three crew trip to Norway. Setting off on July 13th, they had a continuous reach or run to Kristiansand, 478 miles in just over 4 days, an average of 4.8 Kts. The next four weeks were spent in cruising the south coast of Norway, the Swedish coast, across the Baltic to Kiel, running out of diesel in the estuary. Mike had not done much navigation, but had an experienced friend with him on the trip over, and the tideless Baltic gave him a chance to acquire confidence. He had to navigate home without expert help though so it was a case of learning by experience. Refuelled, they motored through the Kiel canal and out into the Elbe, misty, overcast, and a 5 Kt tide against a F 5/6 SW giving steep stopping waves, all meant a motor-sail to Cuxhaven. It was even rougher to Helgoland where they were stormed in for three days. Their six weeks was nearly up, two of the crew had to be back at work in 5 days but the weather forecasts were consistently bad.

Mike had a book, "Small boat to the Skagerrack" which talked about getting back to the sea by using the inland waterways. (No, not "The Riddle") With a small scale road map of Europe they set off for Villesmshaven to enter the Ems-Jade canal, and passed a Seadog going the other way, but could not contact her or see the name. It was frustratingly slow progress until they reached the IJsselmeer, and had great sailing to Amsterdam, where two crew had to fly back to work, leaving two of them to bring the boat home. They were motoring up the canal to IJmuiden, almost exhausted, but heard the first good forecast, of light SE winds for the next day, so they pressed on and locked out into the North Sea at midnight on the 28th. August, when ironically the wind died and they had to motor all the way home. It was a 1740 mile trip, and they had only spent £24 in mooring fees. Despite the fact that they virtually motored all the way back from Kiel, they had no mechanical problems, a tribute Mike feels to George Gauld's care of the boat. He now knows that he has a very comfortable, practical cruising boat, and indeed one member of his crew found it much more so than a chartered Contessa 38.

**HIBOUX** - Babs and Joe Lyons set off for Cherbourg on July 4th for a 4,6,or8 week cruise depending on the weather. They were lucky and had a calm passage via Guernsey, round Ushant, along the coast to the Morbihan and down to La Rochelle and Royan. Three weeks of glorious cruising were followed by three weeks of pleasurable boating through the canals to Agde. They cruised along the Spanish coast and then made the 130 mile crossing to the Balearics in 25 hours sighting many dolphins and to their surprise a whale! Three more weeks of exploring the islands convinced them that this must be their cruising ground for 1986, and that Hiboux would not come home this year. Joe says that after 1500 miles this year she has given them no trouble whatsoever. She is now ashore alongside FURAH in the marina at Moraira waiting for the Spring, and Babs and Joe are leaving for Spain on December 10th.

**KURI MOANA** - A recent letter from Philip James, the owner of a third share in what was Mark Brackenbury's boat, (the others are A.O.Charles (Chas), and I.P.Hooper (Ian)), tells me about their third season in KURI MOANA. The partners usually have a two week cruise together, and every third weekend is for individual use.

## KURI MOANA (Continued)

That is in theory, in practice they quite often sail together, and the partnership works very well indeed. In their first year in 1983, they sailed to the Friesian Islands, and back through the IJsselmeer, having to motor-sail back for 30 hours to West Mersea because of head winds, and the next weekend the engine stopped, never to run again. Part of the timing gears broke, jammed, the pistons hit the valves, and that was that. It has been replaced with a 4.108.

In 1984 they were not able to get away together, and cruising was limited to the nearer French coast. This year the three of them went to Brittany, via Brighton, Cherbourg, St. Helier, and then Lezardrieux and the Lannion river, coming back via St. Peter Port, Sark, and Alderney to Gosport. The following weekend Philip, his wife, and Nicholas went back to the Channel Islands and met YOLANDA. This is another of those Seadogs who are members but whom I have never met or corresponded with. Or should I say that this is another of those boats that never seem to need any help?

Philip later sailed KURI back to West Mersea, to her mooring which they took over from Mark Brackenbury, small wonder she seems to know her own way home. This winter they are trying to improve her sailing performance and are considering the replacement of the 399 rig with the larger 454 as fitted to the later boats. Does anyone know if this has actually been done before? I don't have any record of it and I think it would be a fascinating exercise, if it is practicable. I shall hope to hear more of their progress in detail.

LILLIBET II - I had made several attempts in the past to get in touch with the owner of this boat, and was very pleased to hear from James Hill who is part owner, and who has now become a member. She is a deep keel boat and is another of the select band on the Hamble, or should one say 'Tarrant'?

NEVANDERER - has been bought by Mr. Richards who has taken her to Gravesend, I have written to him, and will be sending him a copy of this newsletter but to date he has not joined us. You may remember that in the last issue but one I mentioned seeing NEVANDERER in a fashion shot in the Daily Telegraph, did you see her again in one of the early episodes of "Howards Way"? - her last performance before retiring from the Hamble I presume.

ONAR - Peter Ashley (EL VAGABOND & formerly SEADOG), as well as Harry Manners (SEASCAPE) and several others have told me that Onar has been sold and is in Puerto Duquesa, Spain, but no one seems to know her new owners name. Can anyone please help? A letter to the previous owners, the Greens, has not been answered, but I know that they were looking for a larger boat for their increased family, so I imagine they have found one in another stable.

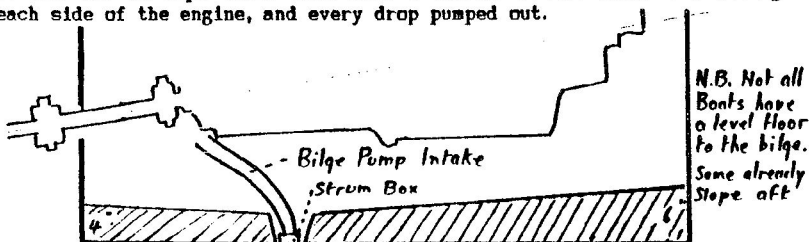
PALAFIX II - Peter and Deidre Bragg sent a card from Croisic in August, they did not get as far as the previous year, but enjoyed themselves as always. Earlier in the year they were the committee boat for the Flying Fifteen Championships, and Ian Sincok's SIRIUS OF ARNE was at the weather mark. The first ten qualified for free freightage to Hong Kong for the World Championships. Peter and his father built a FF years ago, and have always had an interest in the class. Last winter, Peter and Deidre modified the after cabin of PALAFIX to give a more comfortable double berth, (See page 13). I have also included with more notes on the fore-triangle, (page 11), their results with the Buntly King designed Genoa which they fitted. (see No.17 p.9.)

PROSERPINE - Mr. McConnell wrote to me in March to say that she was for sale. His was the not infrequent complaint that the family had grown up and gone, so crew strength was down to two, one of whom didn't enjoy it as much, and single handed is hard work, so she wasn't being used very much. They had had very happy times cruising to the South of Ireland, the I.O.M., and the Bristol Channel and were sad to lose her. In June he told me that she had been sold to Desmond McSherry, and I have written to him to welcome him into the S.O.A. He lives in Leixlip, Co. Kildare, and the boat is berthed at Howth on the coast, near "Ireland's Eye", what magic names!

**ROUSELLE** - Brian Jones has been ill and taken an early retirement. He isn't yet fit enough to enjoy it, and takes a fellow club member with him when sailing, but is looking forward to more extended cruising next year. This hasn't stopped him from looking after Rouselle, and since his problem with the deck (No.17.p.4.) has had no further structural difficulties despite some really hard sailing. He recounts one occasion last year when they shouldn't have been in the Lizard race, but were, running before a NW F 6 against the full spring ebb, recording speeds (through the water) in excess of 10 Kts. The 'bow' wave was from the leading edge of the bilge keels, yet hardly any water came aboard, and she showed no tendency to broach. The large genoa was boomed out to port, with the mizzen; and the unreefed main to starboard.

Last winter he had the engine out for overhaul, and replaced the drive plate to the gearbox. While it was out he sorted out the wiring, and the sound insulation material was replaced with a modern fireproof type marketed by Aquamarine. The tanks were de-rusted by scraping back to bare metal, rust killer applied, and coated with a mixture of gel coat mixed with a drying wax to fill any small porous spots. It has bonded well to the metal with no sign of flaking off.

At the same time he has improved the engine room bilge by cementing in a central flower pot, running the cement upwards on a slope, forward to 6" deep, and aft to 4" deep. When set, the pot was removed, the whole glassed in, and then white gel coat applied all over the bilge, engine bearers, and compartment. The Oil cooler was thin, so it was wound with glass tape and again gel coated. The tanks are a light grey, and with the engine re-sprayed blue, on new mounts, the whole job looks very smart and can be kept clean with half a bucket of hot water and detergent flung in each side of the engine, and every drop pumped out.



Brian's experience with Sikkens wood treatment is on page 14, but his notes on hull polishing are interesting. In their club is a fibreglass moulder who does all their repairs. He says that if fibreglass is regularly repaired when necessary and polished frequently there is no need ever to resort to re-spraying. The recommended product is Megulars Mirrorglaze, which is a mould release wax costing £9 per 11b tin which should last all season (up to 25 coats on a Seadog). It does not contain silicones and is non-abrasive. Rouselle's hull has had about 60 coats of polish since Brian has had her, and at 14 years old she shines more than new boats nearby.

**SALIA** - was another of the few boats whose owners I have approached, inviting them to join the S.O.A. but without success. She has now been sold to Dr. Alan Broad who has joined right away, and she is now at Saltash, very near Eric Bell's LYTRA.

**SARAH NOELLE II** - was another I had not had any contact with for a long time, and I am very pleased to have had a letter from Mr. Brook bringing me up to date. He retired in 1984, and in the July, left with his daughter from Conway for Spain. It was a longer trip than he anticipated with head winds all the way down the Irish Sea, and two days of a southerly F 8/9 off the Scillies which set them back 20 miles from their previous fix. They were safe enough with storm jib and reefed mizzen and had no qualms. The weather relented and they had good sailing across Biscay until off Finisterre when their last English forecast gave F 8 northerly, and meant 18 hours hard work at the helm. The rest was uneventful except for some hairy encounters with Spanish Fishing vessels. They called at Gibraltar, and are now at Torrevieja, berthed near EL VAGABOND.

**SARAH NOELLE II (Continued).**

During the year they have met TRIASID, TIMORLEY, and MISSI, the latter sailed single handed by Dr. Willman. Mrs. Brook wants a frig. installed. I know of two, forward in the peak on SEACANIS, and in the space under the chart table on SAINT IV, has anyone else fitted one recently, and in particular has anyone managed to adapt the locker outboard of the galley sink for this use?

**SHIELWATER** - has been sold to Mr. L. Sisson, Dennis Breary gave me his address and I wrote, but have had no reply as yet. He has probably been too busy sailing, so I will adopt my usual practice of sending him this newsletter and asking him again.

**TIMORLEY** - Roy Croft and his wife had a lovely summer, setting off from Almeria to Alicante, and across to Ibiza and Majorca for a fortnight's cruise around the island. They sat out some rather stormy weather in Mahon (Minorca), but with many friends, and then set out for Sardinia, a pleasant 45 hour crossing to Alghero with turtles and dolphins sighted. From there they cruised south and around to Cagliari, and then up the east coast to spend some time in the Maddalenas before seeking shelter from strong winds in Bonifacio, and on up the west coast of Corsica to Ajaccio, a really sheltered anchorage. For a change here, from the usual sea level viewpoint they took the narrow gauge railway to Corte near Monte Cinto and looked down on things from high up. After several other lovely anchorages they were in Calvi at the end of September and crossed to the mainland to look for a winter berth. Timorley is now ashore at Ste. Maxime until they rejoin her in April.

Roy had Satnav fitted this year and it was a boon, although he says it does tend to make one lazy.

**TRIASID** - is For Sale at £20,000 in Puerto de La Duquesa, Manivla, Malaga.

**EL YAGABOND** - Not a Seadog of course, but owned by Peter Ashley, once the owner of SEADOG herself, who is always ready to help anyone he meets on his travels, and regularly sends me cards from wherever he is. Last May I had one from Tunis, at the start of his '85 cruising, and in July there was one waiting for me on my return from the States from him posted in Turkey. They had got there by way of Malta, Crete, and Rhodes, and were then soon due to turn westwards. He mentions seeing a Seadog off the Turkish coast with RED sails, but couldn't contact her. That is news to me, who is it?

**VAGTAIL** - is For Sale at £16,500 in Rye Harbour.

**WATCHDOG** - Peter O'Brien sent a very careful assessment of the points he would like Mr. Thomassen to consider when remoulding the Seadog hull (No.18. p.1.) and several others have also made salient points which I shall pass onto him, and later will put them together for you in another newsletter. Peter is persevering with the Deks Olje, has now stripped and treated most of the cockpit woodwork which has improved the appearance considerably and appears to be standing up to the weather reasonably well. he will be treating the capping and rubbing strakes during the winter. He has also done a major re-wiring job, but as he is preparing a detailed account drawing and will send me a copy later, I will hold this over for next time.

Peter also adopted Peter French's improved water pump access trap and on a trial run, was able to remove and replace the pump impellor in 20 minutes.

**WEATHERDOG** - Vic Holloway has moved to Diptford, a village near Totnes, Devon, and is now much nearer his boat on the River Yealm. Elsewhere in this issue are his notes on the alignment of the sea water pump shaft and coupling, but to go back to his letter on the subject of his own experience, he says "A practice which I have fought against and had to discipline my staff about in my business life is 'Trial and Error' fault finding, regardless of logic and cost.

### WEATHERDOG (Continued)

This particularly applies to diesel engines where it is not unusual to overhaul injectors, then the pump, and only then to start logical fault finding" - It can be very expensive - Owners Beware!

I noted that his first trip after the overhaul was with four students taking a Yachtmaster course off Fowey, and I asked him for more details. I then learnt that he has been operating the R.Y.A. schemes through his company C.R.M. (Cruising, Rigging, and Mooring) at Newton Ferrers, since he retired from the construction industry. The company handles some of his part time interests in providing moorings etc, and also covered the publication of a yachtsman's Log Book and an associated Text Book "Practical Cruising Navigation", the second edition of which was published in 1982, and of which he has kindly sent me a copy. He has given 3 to 6 courses a year with 2-4 candidates each time. It has provided an added interest to his sailing and been a great way of getting keen crews, until this year that is, and he has now relinquished the R.Y.A. registration, not wishing to become more committed.

I see from the book that Vic. is a Chartered Engineer, and a Fellow of the Institute of Mechanical Engineers. Not only am I glad to find yet another Seadog engaged in teaching sailing, to join DOGBOAT and CUSHAG OF MAHN, but it is very comforting to know that there are among you people with a very wide background knowledge of the sea and ships. As I get more detailed queries I am becoming more and more reliant on help like this. When you write to me please tell me if you have any specialised knowledge, or experience that I may draw on. Without a boat now I see myself and the Newsletter as a clearing house for ideas and help.

To return to Vic for an epilogue to the saga of his sea-water pump, there was an even sorrier end to his own problems when a claim for abandoned holidays, cancelled courses, costs, time lost, and further time needed to be sure that all was well by removing the sump and checking oilways for metallic debris, was dismissed by the arbitrators. Costs can only be claimed after they are incurred and independent technical witnesses would have been needed. Perkins did not welcome involvement, and any engineers subpoenaed could only have spoken hypothetically.

Vic ends by saying, "It does seem that, unless you are very fortunate, the only way of being sure of your engine, or any other gear, is to work on it yourself, at least enough to know what is going on, how to get at things and what tools to carry"

### PERKINS DIESEL TRAINING - OWNERS MARINE COURSES

An appropriate point to mention these two-day courses at Peterborough which give one a tremendous amount of help in doing just what Vic has been talking about.

After the first day of theory, and a lot of practical work on maintenance and simple repairs on the second day, you really feel you know the engine much better, and can look forward to taking up the cockpit floor and getting down to it.

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Courses for marine 4.107 & 4.108 engines will be held on the following dates in 1986.

February 3/4 : 17/18 : March 3/4 : 17/18 :

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For booking forms, (and it is essential to book ahead, they are very popular), write to Mr.T.L.H. Robinson, The Product Education Centre, Perkins Engines Ltd., Peterborough, PB1 5NA, or telephone them on (0733) 67474-Extension 3694.

Alternatively, I have some booking forms available, and will send them on request + S.A.E.

The cost this year will be £30.00 + VAT, and this includes lunch, protective clothing, and literature. They will book accommodation for you in Peterborough if you wish.

I would also suggest that while you are there you get an up to date workshop manual for your engine, its an invaluable addition to the instruction book

## ***FOLLOW UPS***

**(1)THE FORE TRIANGLE.** - Please read these notes with the item in Newsletter No.16., and with the reports in No.17. This is a precis of your further letters on the many different variations some of you have tried. It is obviously impracticable to distill from these a common view, other than that the design generally is under canvassed, and I am disappointed that no positive indication has emerged as to whether a second forestay should be rigged athwartships or fore-and-aft; or perhaps left flying to be rigged as needed for a second genoa, or as a jury stay in an emergency. I hope that setting your contributions out in this way may help others who haven't yet modified the original sail plan.

**ARDESMOR** - The large genoa on his new Rotostay has proved very satisfactory on a broad, or a beam reach, acceptable on a close reach, but not very good on a run unless boomed out, and preferably goose-winged.

**CONNARA** - Rob. Price has fitted a Plastimo 709 roller, and they find the combination of a readily controlled fore sail area with the mizzen excellent for the gusty conditions of Scotland's west coast.

**KYROS** - Has a large genoa made by Leonards of Annapolis (USA) which really makes her fly. Above P4 however the lee rail goes under and leeway makes it inefficient.

**PALAFIX II** - The extra large genoa with a high clew designed by Bunty King has been a great success. The foot rises from the tack at about 15' to the clew 18" above the boom and sheets back to the mizzen chain plates. In practice the price paid for a good view to leeward is that when rolled the clew is high and the shape of the roll limits the use of a sleeve, so that one has to stand on the pulpit to put on a tie and unshackle the sheets. Peter did not specify a sacrificial leach feeling that this sensitive area of the sail should not be complicated with a change of material, extra strengthening, and stitching. The foot is 17' 10" (curved) and the total area about 290 sq.ft. Sheetting back to the winches is clear and no difficulty has been experienced with riding turns. 40' of sheet per side is needed. They bought 150' of 12mm. dia. colour coded marine commando climbing rope (Govt.surplus) for £15. It had had no wear at all, and after a machine wash was like new.

**ROUSELLE** - Brian Jones has added to his Seareef 60 system and 240 sq.ft. genoa, (No.17) a Team Sobstad radial head cruising coaster of 500 sq.ft. and a Mizzen Staysail of 150 sq.ft. He used them a lot at the beginning of the year and certainly saved a lot of diesel. However they got into a 'pigs ear' in Barnstaple Bay when flying both in a gentle F 2. A sudden gust of F 5/6 caught them off guard, the water line came to window level and was coming into the cockpit before they got the chute down. She was doing 8kts and he expected it to explode before they did get it under control. They ran right over it but without damage. A recent letter tells me that he has given up the idea of a bowsprit, being totally happy with his present rig. The working sail area is now 510 sq.ft. which is about right. In three F 8 gales later last year he reefed the roller genoa down to mizzen size, stowed the main, and with the mizzen unreefed coped with all three without any alarm to her crew. The roller reefing worked extremely well, the roll was tight around the luff tube, and the sail quite flat. It was interesting to note that the clew came out at the same height as that of the storm jib when it was used originally.

**SEASCAPE** - Harry Manners also fitted Seareef 60 and is very pleased with it.

**WEATHERDOG** - In No.17 Vic Holloway said that he had taken professional advice and got a new 300 sq.ft.genoa which did transform the boat's performance. He told me last spring that he was again researching roller reefing and still getting, just as I have found, an astonishing amount of conflicting advice. I am sure his own solution will be meticulously worked out in due course.

To conclude I will say that at the Southampton Boat Show I discussed the matter with Mr.J.Bethell of Arun Sails who has supervised the fitting of Rotostay to several Seadogs, and he is firmly against the idea of a second forestay permanently rigged. The system has its own halliard, and hence he feels that the original jib halliard should be kept shackled down to the tabernacle, ready for use as a jury stay, or for a second down wind sail, or for a storm jib.

I really think this matter is a case of choosing something, making it work, and hence it becomes the solution. Post hoc et ergo propter hoc!



**(2) The Water pump coupling alignment.**

The story of TIMORLEY's problem in the last issue "opened old wounds" for Vic Holloway of WEATHERDOG. Some while ago he paid £1200 for a major overhaul of the Perkins, and on the first trip afterwards it ran very roughly, noisily, and smoked. Vic was trained as a fitter himself, but let the yard get on with it. For several weeks they worked by trial and error, checking valves, injectors, the fuel pump, & took the head off, everything short of taking it out again, refusing to consider his diagnosis of timing error as the marks were in alignment. Eventually he discovered for himself that one lug of the water pump coupling had broken off and the bits wedged between gear rim and timing cover. The next weekend he replaced the pump coupling, re-aligned the pump flange, and re-timed the engine which gave no more trouble.

Vic puts the cause quite simply - The basic automotive engine has a pressed steel cover bolted over the timing gear through clearance holes, as its position isn't critical. In the marine version the sea water pump is mounted on a flange and spigotted to it, but the flange itself is not dowelled or spigotted to the cover or the block. So you can remove and replace the pump itself without trouble, but if the flange or the cover is removed at any time, the pump and flange must be re-aligned. He has given me a copy of the Perkins circular on the procedure which illustrates the tool needed, basically a simple mandrel, probably over-engineered to cost so much! Without this the safe method would be to partially tighten the bolts, then turning the engine by hand a little at a time (A ring spanner or Stilsons on the pulley nut), tapping the flange to ensure that the shaft is always free. You can feel this as there is a small amount of backlash. Then and only after a full revolution of the crankshaft can you tighten the flange bolts safely. Prevention - When you can, dowell the flange and the cover against the time they have to come off.

**(3) The Windscreen**

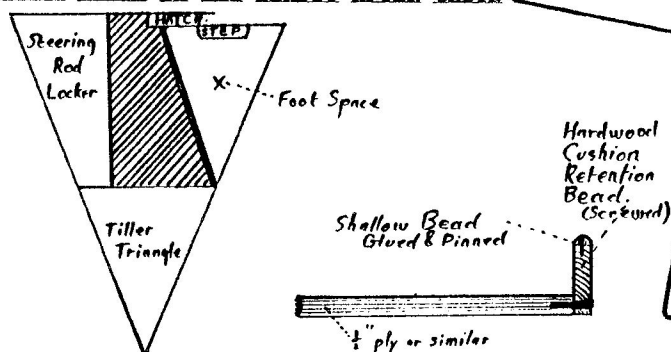
Almost a dozen people responded to this item, so the perspex of most boats must be nearing the end of its useful life. Replacement by the same material is possible, but a former would need to be made and the cost of this, the cutting and forming, plus carriage from one point would add substantially to the total. It seems sensible to consider as an alternative Polycarbonate sheet which can be cold-formed and inserted into the frame fairly easily. In fact the removal of the old will probably be the more difficult task. There are two grades, but the coated version sold under the trade name of Margard is used for Lifeboat windows. It is harder than Lexan sheet, and although developed for flat glazing applications, can be bent to a radius of 250 times its own thickness (4 mm.) and drilled under tension. It is used as a shatter resistant glazing material for windows and windscreens, and has been proven in trains, coaches, JCB's etc. The manufacturers are G.E.C. and a supplier who has been most helpful is Seaglaze Marine Windows Ltd., Green Lane West, Rackheath, Norwich, NR13 6LH (Tel. 720745). They have quoted a cost of £6.98 (+VAT) per sq. ft. cut to shape from card or paper templates supplied by the customer.

I think that this latter point is well made, as one cannot be sure that all boats are identical in this respect any more than they are in many other minor ways. I cannot easily do more than this myself. Dennis Cowhig who is restoring TIARAMA (No.2) near me has had to replace the whole frame as well, he has the material but hasn't yet completed the work. I would think that it needs someone to take the bull by the horns, remove his perspex, make a pattern from it, get the polycarbonate, fit it and tell us how easy or difficult it was.

**LB** It will probably be necessary to replace the splined bushes which also hold the buttons for the spray hood with new at the same time. Redfern Marine do have these, the s/s screws and buttons in stock.

**STOP PRESS-BLACKDOG** - Acting on this information, Robert Cooper has already had his replaced by a local car windscreen man. There was only £14 difference between the quotes for the material alone and for the whole job. Having a small lathe he has turned up the fastener bushes himself from 3/4" alloy rod.

# A DOUBLE BERTH IN THE SHADOG AFTER CABIN



## AS FITTED IN PALAFOX II- By Peter and Deirdre Bragg

- (1) Reduce all the cushion retention beads to 1" high, except that on the steering rod locker.
- (2) Glue and pin  $\frac{1}{2}$  round or 'D' beading to tops.
- (3) Raise the steering rod locker lid level with the adjacent berth, and lower its own cushion retention bead to the level of the locker lid itself.
- (4) Screw 1" sq. section supporting battens to the fronts of forward bulkhead, tiller triangle, and rod locker, at a level to suit the ply chosen for the insert.
- (5) Make a template similar to this outline diagram taking the measurements & the angles directly off your boat with an adjustable bevel.
- (6) Screw a cushion retention bead to the edge of the insert as shown in the section.
- (7) Use the template to have a cushion made to fit.

**M.B.1.** (Deirdre Bragg) The vinyl is hard to match, I finally found a car upholstery firm, Lang & Potter, 24 Market Rd. Plympton, Devon, with many samples and was able to get a good match. The triangle to stand in is now smaller, but the insert and the cushion are easily removable.

**M.B.2.** (Fred Murley) I did not fit a double bunk in Tresco Maid, but improved the after cabin floor considerably by fitting supporting battens on the bunk walls to hold a false floor above the protrusion of the hull. It reduced the headroom by about 5", but as one can only sit anyway it does not matter, and there is a lot more room for feet. A neat flush brass ring handle makes it easy to lift, the space below is useful, and sound insulation from the prop shaft is improved. A piece of carpet to match the saloon completes the job.

## THE WOODWORK

Since I reported on this subject in Issue No.17 some of you have come back to me with further comments, but no clear preference emerges. Those who believe in nourishing the teak with oil are content with a duller appearance but are glad not to be faced with periodic scraping or rubbing down to bare wood to start all over again. The owner of KYROS for instance uses Linseed Oil thinned with white spirit, and rubs it in with a rag from time to time. It does have a dull finish but the teak is preserved beautifully.

At the other extreme there are some who are prepared to remove every last vestige of previous finishes and apply traditional varnish in the traditional way, and certainly the results can be superb, for a season at least.

The alternative finishes such as 'Butinox' and 'Sadolin' were tried by some, but do not seem to have remained in favour. 'Deks Olje' is an interesting possibility as one can choose to stop after about 20 coats of No.1. and be content with a teak oil like finish, or go on to No.2. for a high gloss, particularly in areas of hard wear. Again though, refinishing is hard work unless one stops at No.1., and even here several renewal coats must be put on in the right conditions.

Commercially, exterior woodwork in buildings is now protected to an increasing extent by 'microporous' finishes which contain ultra-violet screening agents and claim to produce a "moisture control" system avoiding the problems associated with traditional clear finishes of cracking, blistering, flaking etc., caused by excessive moisture trapped in the wood. SOLWAY DOG was using Ronseal 'High Build' and had found it satisfactory. JACANAH of PYRFORD was using 'Cetol', CONMARA was stripping down prior to applying the same product, and I mentioned that I had used 'Rubbol THB' for the mahogany window frames of our new house. This had stood up well to two winters of salt-laden gales and east winds, but on re-ordering some to apply more I was told that the names had been changed. Meanwhile Brian Jones (ROUSELLE) told me that he had used 'Cetol Filter Seven' for two seasons, and had only needed a light rub down and another coat in the Spring. He felt that it stood up well to the marine environment but did not like too much abrasion so was still using varnish for locker tops. He felt that it was satisfactory for both interior and exterior use, and did preserve the natural colour of the teak.

I wrote to Sikkens U.K.ltd. for technical data to clarify the position, and mentioned the problem of a marine environment. They were very helpful and their recommendations are these. (M.B.The name Rubbol is no longer used) - For hardwoods, three coats of Cetol THB gives full protection, but for maximum endurance and on bare wood, use Cetol Filter Seven (Teak is colour 085) A three coat application normally requires simple one-coat maintenance after 4 years (on land). Afloat it will certainly be sooner than this, but do not rub the old finish down, wash it thoroughly, repair and stop before the extra coat is applied. This is a high build material and is flexible to move with the wood. In areas of maximum wear it can be replaced with Cetol HLS, which is more resistant to abrasion, and to match the colour as far as possible, use two coats of the 085 (teak) and compare the two. If another coat is going to make it darker than the wood treated with the Filter Seven, use the lightest colour 077 (Deal) for the third coat.

Brian has since told me that he is trying this for the previously varnished areas, so I shall be interested to hear how these three boats at least find the results to work out in practice.

## THE OIL PIPES

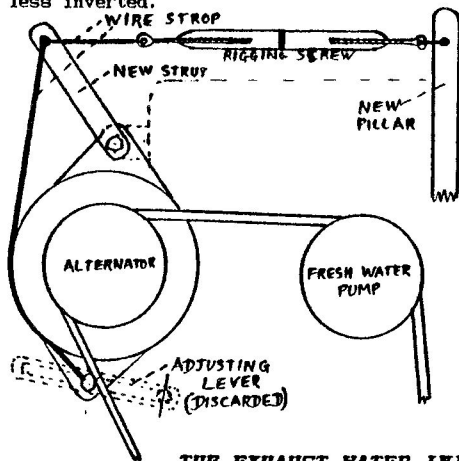
Some while ago there were several reports of failure of the oil pipes running from the filter mount block to the oil cooling section of the heat exchanger. The results varied from a messy engine room to catastrophic damage to the engine. Perkins always recommended carrying a spare set and replacing them at the slightest sign of trouble. The price however was a deterrent, £30-40 + VAT, and more than one owner had replacements made up by local tractor, or hydraulic fittings suppliers at prices from £8 to £11.50 (both + VAT). Perkins have agreed that "this part is drastically overpriced.....is being reduced in the next issue of the price list"

### THE OIL PIPES (Continued)

Perkins do advise that in U.K. and North European waters it is not necessary to cool the oil and the pipes may be disconnected. The filter mounting may be replaced with the newer type without outlets, or the existing holes may be short-circuited with pipework. The heat exchanger cooling is only necessary in tropical waters.

### CONTROLLING THE ALTERNATOR BELT TENSION.

Reggie Lodge (SOLWAY DOG) has tackled this job in a very practical way. The standard arrangement of adjusting the belt which drives the generator and the fresh water pump from the crankshaft is to loosen the generator support bracket bolts and the adjusting lever bolt, moving the body of the generator towards the engine to loosen the belt, and away from the engine to tighten the belt. The bolts are then tightened. Tension is correct when pressing the belt mid-way between two of the pulleys allows about  $\frac{3}{8}$ " of belt movement. All very logical and fine on the workshop floor, but in the boat it means locating invisible bolt heads by touch, fitting a spanner or socket, and having loosened them, holding the weight of the alternator with one hand apply the required tension, then with the other hand at the same time and without relaxing the tension, tightening the bolts again. All this while more or less inverted.



Reggie's system is simple, a strop around the alternator runs over a new strut to one end of a bottle screw, the other end of which is bolted to another strut mounted just above the thermostat.

Adjustment is simple, screwing in the bottle screw shortens the strop, pulling the alternator upwards and tightening the belt. Care must be taken that all three pulleys remain in alignment, and that the strop, strut, and bottle screw are all in the same vertical plane. The total cost was less than £2 for a light (non-marine) rigging screw, and pieces from the box of oddments.

Perkins do have a top adjusting system for use with the Lucas 17ACRM alternator. The cost (parts only) in May '85 - £29.50!

### THE EXHAUST WATER INJECTION BOX (SILENCER).

Brian Jackson (MICHETTE) found things running hot and on dismantling the box found solid soot inside with the 1W" reduced to  $\frac{1}{8}$ "! Golden Arrow, the Perkins agents say that the original box as fitted was too small anyway, and does not allow the engine to develop full power because of back pressure. The replacement box is larger and fitting in the locker was difficult, with thru' bolts into the after cabin which will have to be masked. Brian finds that the engine is transformed and wonders what the builders were up to, and just what other boats have in their port lockers.

John Freeman says that Golden Arrow are right in that the original Parsons Box is too small for the current 4.108 engine which is now rated at 54 SHP at 3600 rpm. The original specifications were worked out for the 4.99 engine, rated at 40SHP. The early boats were fitted with 4.107's rated at 45 SHP, and later ones with 4.108's rated at 46 SHP, all at 3600 rpm. There has never been any need to run the engine at full output except in an emergency as 2500 rpm will usually give the maximum speed through the water which is dictated by the wetted hull length. Hence the original box should suffice, but obviously if it is choked to a  $\frac{1}{8}$ " bore it is a different matter.

Brian has two more queries (1) Has anybody seriously looked at a complete wheel shelter instead of the windscreens? (2) Your ideas please on Radar display positions. E.B. Brian has been appointed Honorary Local Representative at Itchenor by the Cruising Association. Congratulations.

## **DANGER - DANGER - DANGER**

How old is your boat? - How long has your radar reflector been bolted or pop-riveted in position on the parrot perch, or at the top of the mast? If you think about the windage on this piece of equipment and the probability of fatigue in the metal itself or the fastenings - you will want to check that all is well. Mine went some while ago in a seaway when the boat was porpoising, fortunately overboard, and although we heard it we didn't see it go. Peter and Olive French lost theirs more recently, again without injury. The next one to come down might hit someone.

## **MISCELLANEOUS ITEMS**

**DEBRETTIS** - Recently, while convalescing, Brian Jones (ROUSELLE), went right through DebreTTis to look for Seadogs and found four differences to my list. Despite my giving them a copy, they still show PANZA, which was re-named GABRIELLE-B, but apart from the other items which are minor, he draws my attention to GRACE O'MALLY III owned by Mr. J.H. Naude in the U.S. Virgin Islands. The boat's name is entirely new to me, but I did know that Mr. Naude rescued SAYONARA when she was driven ashore there in a hurricane in 1981, with one keel ripped off. I shall write again and find out whether he has restored and renamed her. Thank you Brian.

**ARDESMOR** - A Christmas Card from John and Mary Wigney tells me that they cruised the Irish Sea and South coast as far as Dartmouth last season, covering about 700 miles. Unfortunately, after a 24 hour passage from North Devon to the Scillies, Mary collapsed. All is now well, but ARDESMOR is up for sale at Totnes.

**KYSON KOBA** - Has replaced the gear box drive plate, and says that Tideway Marine, Penton Hook Marina, Chertsey, KT16 8PP supplied the Borg Warner part (AS4-KIC) from stock at £18 +p.p.+VAT, by return of post.

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### **MARINE SURVEYS DESIGN & ENGINEERING CONSULTANCY**

R. F. Freeman & Partners, 37 Milford Road, Pennington, Lympington.  
Telephone. Lympington 74737 Hants.

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### **BROKERAGE INSURANCE and CHANDLERY for SEADOGS.**

Redfern Marine, The Chandlery, Milford-on-Sea, Hants, SO4 0QP.  
Telephone. Milford-on-Sea 3330.

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### **SECRETARY'S SALES**

Burgees - £5.15 + 22p. post and packing.

Brooches - £1.50 + 15p. post and packing.

Sail Plans - £1.50 + 15p. postage (folded).

£1.50 + 45p. postage (rolled in a tube)

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

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### **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 (D)...Works Number... (Behind the wheel)  
Registration Number.....Sail Number.....  
Your Home Port where the boat is usually moored.....  
NAME(S) of OWNER(S).....  
Address.....  
.....Telephone Number.....

Membership of the Association will be deemed to constitute consent to the holding of the above data for the purposes of the Data Protection Act 1984.

Please complete this form and send to the Secretary at the above address with a cheque for £10 as a once only subscription.