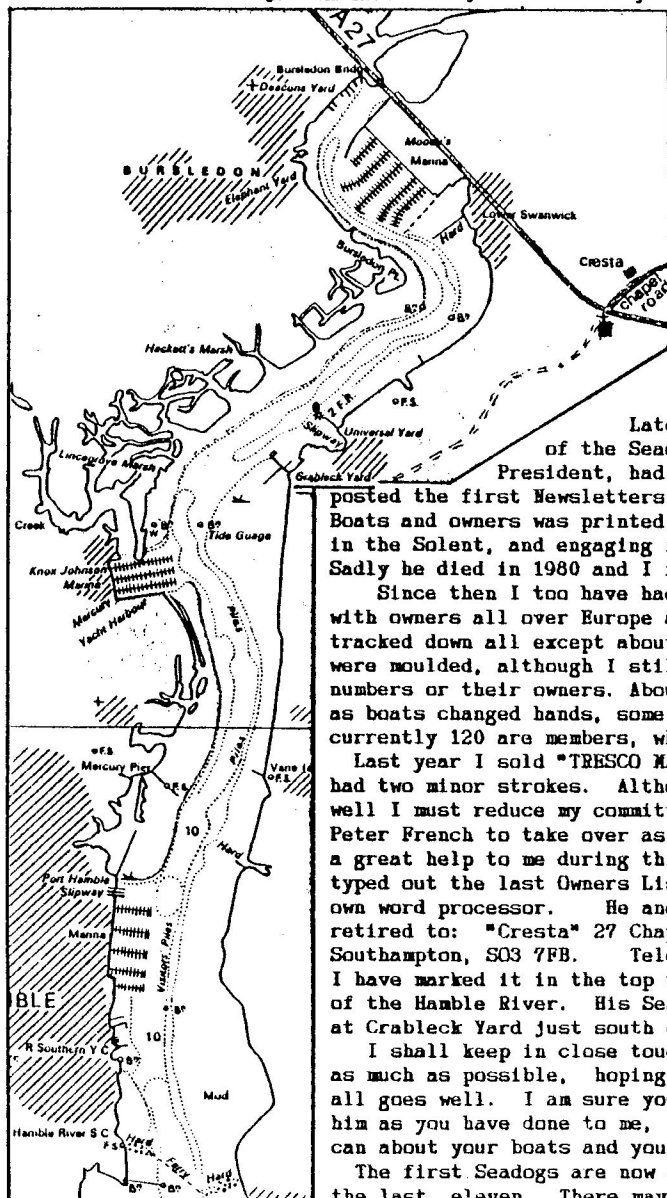


SEADOG OWNERS ASSOCIATION

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

NEWSLETTER No. 20 SPRING 1986

THE DOG WATCH - By the Secretary (Fred Murley)



RIVER HAMBLE

I am truly sorry to say that this is the last of the ten Newsletters I've produced since 1980 when I took over as Secretary after the death of Capt. Dennis Emerson, the man at the 1975 London Boat Show who started it all. The builders of the boat were in liquidation and he formed the S.O.A. to keep all owners in touch with each other, and to be able to record the ownership of the boats built up to that date.

Later he invited the designer of the Seadog, Reg. Freeman to be our President, had contacted most owners and posted the first Newsletters. Before long the List of Boats and owners was printed, he was arranging rallies in the Solent, and engaging in much correspondence. Sadly he died in 1980 and I followed on with his work.

Since then I too have had a mass of correspondence with owners all over Europe and in America too. I have tracked down all except about 6 of the 140 boats which were moulded, although I still don't know all of their numbers or their owners. About 110 members have joined as boats changed hands, some of them several times, and currently 120 are members, which is a good proportion.

Last year I sold "TRESKO MAID" and during the winter had two minor strokes. Although I am recovering quite well I must reduce my commitments and so I have asked Peter French to take over as Secretary. Peter has been a great help to me during this last year, and in fact typed out the last Owners List, which he has put on his own word processor. He and his wife, Olive have now retired to: "Cresta" 27 Chapel Road, Sarisbury Green, Southampton, SO3 7PB. Telephone: 048-95-3436

I have marked it in the top right corner of the 'chart' of the Hamble River. His Seadog "DOGMATIC" is moored at Crabbleck Yard just south of the Universal Shipyard.

I shall keep in close touch with Peter and help him as much as possible, hoping to sail with him later if all goes well. I am sure you will all keep writing to him as you have done to me, feeding in as much as you can about your boats and your cruising experiences.

The first Seadogs are now over twenty years old, and the last, eleven. There may well have been one or two later ones as some hulls were sold at the last for DIY completion, but as time goes on they will all need more and more care and attention, and the S.O.A. itself can be a vital source of information and help to members.

THE DOG WATCH - (Continued)

I must say how much I have enjoyed this work. Apart from sailing itself, I have revelled in writing and talking to so many of you from all over the country, Europe, and America. You have posed me many problems which I have done my best to answer, and here I would like to thank John Freeman very much for his co-operation and assistance at all times. His advice enabled me to help many of you when I did not know the answers myself.

LIST OF BOATS AND OWNERS

Thank you also for the response to the slips in the last Newsletter asking you to correct a proposed entry in the new List of Boats and Owners which is included with this posting. It should now be as nearly correct as it is possible to be, given that boats change hands all the time, and there is often a gap before I know about it. Sometimes there is no communication between the seller and the new owner so can I make a particular plea to you on behalf of your new secretary, Peter French, to let him know when you sell your boat and tell him the name and address of the buyer. Please, also, if you can, pass on a Newsletter to the new owner and encourage him to join, or leave a note in the boat if you sell through a yard and don't see him yourself. It will also help if you tell Peter when you change your own address!

The following boats are still not members, despite my several approaches in some instances; if you see them somewhere do have a try yourselves, PONA, DAM, GABRIELLE B, GEISHA, GRACE O'MALLY-III, MARIPOSA II, NEERON, PAVONIA, AND WAGTAIL.

We need to know the names of the new owners of JOHVIA, JUCARAN, ONAR, and POTHOS, they are all boats we have contacted in the past, but have no addresses for the present owners

Lastly where are DOG STAR, DOG TOBY, MAGGIE MAY II, PHILLYPAS, ROHAN, and SUNDOG? They were originally listed in Lloyds Register and are now missing altogether. They may have been renamed of course and be listed as something else.

That is nineteen missing altogether, which together with the 120 members make 139, minus GLASS LADY which as pre-production boat was not numbered, and allowing for the only two which were lost, BENITSIS, and BOLD BUCCANEER, a total of 140. We believe that this was the number of hulls moulded, but there may have been one or two more.

FINANCES

I have always kept a detailed account book, and totalled it annually, but never actually published a set of figures, assuming that you would trust me to do the best I could. I took over a bank balance of £234 from Mrs. Emerson and for a while managed quite well as I was able to get printing done at a nominal cost with the co-operation of erstwhile business colleagues. After I had finally sold my business and retired this was no longer so easy, and I wanted to get away from simple duplicating and aim at a higher standard of presentation. In addition I felt that the Association should be self-supporting so I increased the subscription which is only payable once by new owners when joining, to £10. Since then, the number of members has increased substantially and with it the cost of printing and postage but I have been more than able to keep abreast of things and have managed to increase the bank balance to £435 as at this moment, before printing this Newsletter and the new Owners List.

After these have been printed and posted, I should be able to hand over to Peter about £300 which will be sufficient for quite a while. Boats are changing hands more frequently nowadays and as long as he is told and can contact the new owners, the income from subscriptions will restore the balance quite quickly.

DATA SHEETS and PHOTOGRAPHS.

As many of you will know, I have built up a series of Data Sheets and sent them out in response to requests for help. I have also acquired several sets of photos showing modifications, which again I have supplied as copies when needed. The cost of preparing these has been high and they cannot be generally circulated, but Peter will continue this work and publish a list of what is available when he is able to. You can help by sending him anything which may be of help to others.

NEWS OF DOGS AND OWNERS

ARDESMOR - Mr. Richard van Oppen has bought her and taken her to Topsham on the River Exe, he lives not far from Wally Beach, the first owner of GLASS LADY the prototype Seadog. They plan a little light cruising first and then he and his wife Annette hope to visit Guernsey, and from thence to Falmouth and the Scillies.

ALAKEIFI II - Mr. Walford Taylor tells me that he is having a new cockpit canopy frame made in stainless steel by Hamble Yacht Services of 88 Satchell Lane, Hamble, who are also making the sprayhood and back canopy as they have the templates.

BELHOUND - David Jones intends to enter her in the "Round the Island" race for the first time and asks about Portsmouth Yardstick numbers. I have sent him the data from my own entry some while ago, but if anyone else has had a rating recently he would like to know.

BLEIBEN - Professor Vorath has sold her to someone else in his club but I can't update the List as I cannot read the new owners name! I expect he will pass on this Newsletter to him and I shall hear direct.

DOG ROSE - Philip Webster had some lively sailing in last summer's gales when sailing from Brighton to Fécamp, Cherbourg and the Channel Isles. His younger daughter did her first crossing at 6 months, berthed in the after cabin with the port berth cushion held vertically with the lee cloth and extra cords. They have fitted Vigil radar and a Decca Navigator, and an alarm system covering hatches, lockers and the engine room covers is linked to a radio monitoring unit in the Marina Office.

EASTRA II - Robert Hill says that he might be able to help anyone wanting to cruise during this year who hasn't a boat. Eastra II is based at Gosport. Please contact him direct.

EMRA - Alec Matthews has moved to Northport Drive, Wareham, and has also had a new hood and canopy with s/s frames also new sail covers all supplied by Quay Sails at Poole. They were lucky in picking the first two weeks of July for their cruise on the Normandy coast, the only period of reasonable weather last summer.

EREMUE - Mike and Linda Fulford who keep the boat in the Med. but write to me from the U.S.A. reported that they had a wonderful summer among their favourite places in the Greek Islands and found some new ones, meeting up with ANAHITA II at Amorgos. They tried out a 'Double Booster' sail lent to them by a friend on a Dutch steel yacht. It is of spinnaker cloth and looks like two big genoas hanked together on the forestay. It moved them in very light airs when the normal sails would not. Basically designed for running free it adapts for reaching by releasing the windward sheet and allowing that half to double over on the leeward half and together act as a normal genoa. They also fitted a Walker 412 Satnav during the summer and found it very effective. Referring back to El Vagabond's reported sighting of a Seadog with red sails off the Turkish coast, he says that their genoa is red and the main tan, it all looks red at a distance. He had just fitted the Satnav to the mizzen and was in the process of transferring the VHF to the main, hence no radio contact. Commenting on the after cabin double bunk, Mike says that they converted theirs some while ago but didn't leave any standing space, and haven't missed it. Eremue's hull is polished at the beginning of each season with 'Colonite' cleaner followed by two coats of 'Colonite Wax' which is used on aircraft and custom coachwork. It is hard work but a power drill with a buffer helps and the hull resists even oil stains, the polish lasting for the season.

Mike would also like to make a scale model of the Seadog hull and I am currently trying to make a suitable arrangement with John Freeman to have the original hull lines made available, bearing in mind that the copyright still rests with his father.

FAYE OF AUBIN - Last time I gave details of Les and Tina Poyner's first voyage through the canals to the Med. Another letter gives details of their return trip to Exmouth in June last year. It was not as traumatic as the outward journey but had its moments. They had their masts taken down at Cap d'Agde, only 55FF per mast, and in 1 hour. It was brilliant sunshine in the Canal du Midi, but they were soon back in sweaters and took their time stopping at places they had missed on the way down. Then they learnt that the chômage was to be brought forward by three weeks so had to hurry up, and just at that point the water pump failed. Fortunately they found Pierre Boscardin, an engineer conversant with Perkins, Volvo, etc, at Ave. de la Marne, 47520 Le Passage d'Agen (96.72.31 or 96.71.15), English speaking and very helpful. However they had to stay at Agen for the period of the chômage, meeting an English family who went thro' to Greece in 1980, but fell in love with the place and came back to stay. At Pauillac it was the 'Fête de la Mer' with fireworks and the French training ships 'Belle Poule' and 'Étoile'

Biscay was kind to them as they went via Les Sables d'Olonne to Le Croisic. The charge for the masts this time was 139.50FF each! They were stepped again at Dinan. The trip home from there was uneventful. Referring to DARESSA's mention of 'Kay of Jersey' in St. Peter Port, they feel sure that it was them, so there isn't another Seadog to add to the list yet.

A recent letter from Tina tells me that they left Exmouth again late last August bound for St. Peter Port and St.Malo. and back through the Brittany canals to Biscay. After ten weeks of terrible weather in Exmouth it was gorgeous, almost too hot with a 4-5 following wind to Royan. They found they had only 5 days to get to Toulouse before the locks closed which they did with 15 minutes to spare! The rest of the trip was leisurely to Cap d'Agde where they waited until the Mistral blew itself out and the masts could go up again. To Baccares and on to Santa Margarita was pleasant but then wind and heavy rain delayed the last lap to Sitges. When they wrote their feet were itching again and by now I expect they are somewhere else in the sun.

FURAHA - Mike Groves is still in the Med. at Javea enjoying life. He thinks Peter made three mistakes in the print-out of the Owners List to see if they were all asleep down there, but no, he assures me that they read the Newsletter from cover to cover. In February he was having difficulties in getting international or equivalent paints, after grinding off his osmosis blisters. He says that "In the Med you should never take it for granted that you will just be able to go out and buy things"

GABRIELLE B - She has been bought by Mr. J.A.Brodie of Cowes, and I have written to invite him to join but haven't yet had a reply.

GLORY - You may remember that Tina Poyner mentioned last time that they had met a Yugoslavian who owned a Seadog and I supposed this to be Franz Huber whom I had always sent Newsletters to but never corresponded with. This prompted Herr Huber to write to me to say that he reads the Newsletters with the greatest pleasure and that he hasn't written before because of his bad English, (which is a great deal better than my German), and because he had nothing to report. GLORY is one of those Seadogs which do not seem to have problems, or if she does, Franz tries to solve them himself. He sent a photograph which I have attempted to sketch here, showing what did happen to a reinforced concrete navigationlight when GLORY ran into it at 4kts on Auto Pilot!

Franz writes, "She broke out a triangle climbing up one foot high, the foredeck covered with pieces of concrete, terrible! Butthere were no damages besides some scrapers in the Gelcoat and a boxers nose in the metalwork in front. A Seadog only can do this! I promised GLORY, to do it never again and sell her never!"



Last year Franz had trouble with the drive plate between engine and gearbox and single handed took everything out to repair it, he has also had the same trouble with the lower rudder bearing as EREMUE and other boats, and again he fixed it himself. He also enclosed photographs of a very practical cockpit table and a simple way to prevent the genoa sheet traveller block from hitting the toe rail, just a wire between the stanchions at exactly the right height.

He sails GLORY from Pumat, on that beautiful Yugoslavian coast, to the Ionian Sea and back, on his own, each year. His wife prefers to fly to Dubrovnik or Corfu and join him there. He loves the Adriatic, describing it as a paradise with some faults! He has met FURAHNA near Split, and sends greetings to Mike and Odile, and also to FAYE OF AUBIN and Dr. Willman's MISSI whom he met in Ampuriabrava (where he has a flat) last spring. He will be there this year for some weeks and hopes to see them once again. He has retired after a myocardial infarction in 1984, and says his twenty years of Adriatic cruising is coming to an end. I'm sure you will all join me in hoping not, he sounds as though he really enjoys a Seadog Owners life.

GUNDOG - John Page writes to say that he had the same problem with the water pump as TIMORLEY and WEATHERDOG, and that after a \$1800 major overhaul! The engineers replaced the complete unit and he is now hoping that they re-aligned the shaft properly. He asks if anybody has brought the tail of the triatic stay down to a level where it can be easily adjusted, and if so, what means of adjustment is used. Is in fact much alteration ever needed?

MICHETTE - Brian Jackson has been busy as always. He confirms that replacement of the exhaust mixer box has literally transformed the performance of the engine, quieter, cooler, and at 1750 rpm gives 6kts in still water. It seems to achieve maximum hull speed in still water at a comfortable 2200rpm. He is of course comparing it, not with the original installation as new, but with what was found to be a 3" bore through solid soot and carbon, rather than 1 1/2" pipe. This does make a very valid point, that relying only intermittently as a Seadog does on engine power, it is not easy to appreciate a gradual loss of efficiency, particularly on a part of the layout not covered by normal maintenance or servicing.

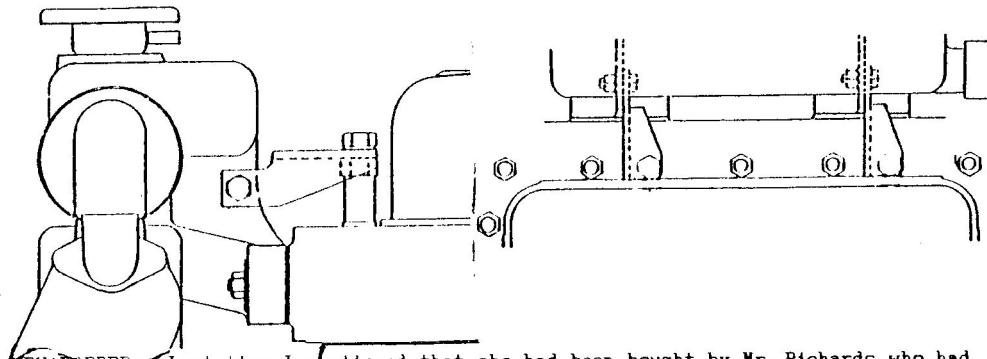
Brian has also replaced the Galley foot water pump. It was the original Jupiter but the body was of very inferior metal so he has replaced it with a Whale Gusher which fits into the same space but requires additional bolting to the side of the drawer fitment. He mentioned at the same time that the 'Freshness' filter in the pipe line does a super job and his party trick is to draw two glasses of water, one from the galley tap and the other from the unfiltered forepeak tap. The difference is tremendous.

MICHIKO II - Chris Wherry has brought me up to date with last season which as he says was one to forget. He had decided to dismantle the lining, complete his rewiring and at the same time to replace the bolts holding the rubbing strake with stainless steel ones (Five in way of the port cockpit locker proved inaccessible) They also converted the after cabin to a double like Palafox II after talking to the Braggs about it. Setting off in the June rain the engine was very noisy, this proved to be an injector, previously reset but still faulty. They motored to Malpas and found a stud lying in the bilge, one of the four holding the combined heat-exchanger/exhaust manifold to the cylinder block, all of which had sheared. The small yard at Malpas is run by a man and his wife living on a boat and with pontoons which dry out at low water. They offered power tools if Chris laid alongside a pontoon which they accordingly did. A phone call to Peter Bragg at Pill Creek brought more help, drills, whitworth taps, etc., and they were able to extract the studs and replace everything. When they refloated they found water coming in under the half bulkhead forward of the galley! They motored to Mylor Yacht harbour, pumping hard, and when hoisted out water was dripping from a smashed section on the knee right in front of the main keel. They must have settled on something hard and pointed just where the hull moulding is apparently not backed up by the ballast casting.

Chris thought that the gap had been filled with something like polyurethane foam, but a few months ago when Peter French and I talked to Bill Williams and George Long, both of whom were works foremen at different times when the Seadogs were being constructed, we were told that the castings were bedded into the hull moulding with a 3-in-1 cement mix which set hard. Mentioning this to Chris Wherry he said that the filling material whatever it was was still granular. We cannot be sure exactly what the answer is, but in his case he is certain that there is an extensive area where ballast and hull are not in contact and in fact tapping gives a hollow sound. It may be that this is not generally so, but when you dry out next it might be a good idea to tap around the centre keel. Meanwhile Chris found that MICHIKO was almost overhanging the garden of the owners of SIRIUS OF ARNE, Ian and Cherry Sincock who made them very welcome, indeed he cannot speak highly enough of the help he had from them, the Braggs, Mylor Yard, and not least Knox Johnston Insurance Brokers who were most efficient and settled everything immediately.

To return to the combined heat-exchanger/exhaust manifold, This was a 'Polar' type fitted only to some Perkins engines, in place of the transverse type with oil cooler. Its weight, combined with that exerted by the exhaust connection, and vibration, results in work hardening and fracture of the four studs. It needs to be given extra support by two brackets bolted to it and to two extended cylinder head nuts. Perkins Marine Bulletin No.19, dated February 1983 gives the necessary details. Chris sent me a photocopy of this, part of which I have sketched below, and I will send the whole to anyone who has this type of manifold fitted.

As Chris says, it's another season, he's replaced the propshaft couplings, the cutlass bearing, is wrestling with the lower rudder bearing, has repainted the topsides, repaired the toe rails and rubbing strakes and treated all the woodwork with Deks Olje and by now should be back in the water. Good Sailing this year!



NEVANDERER - Last time I mentioned that she had been bought by Mr. Richards who had taken her to Gravesend. He has now joined us and his letter tells me more. He left the Hamble solo and took 15 hours with a head wind, F5 to Brighton, and then on with one crew to Ramsgate. Solo again to Gravesend in a NE F7. He was very pleased with her performance particularly when hard on the wind. He intended to sail through the winter but a problem with the rudder meant a lift out. It did not appear to be keyed to the shaft and the reason for this became clear when it was dismantled by being cut in half. His photograph shows the arrangement well. A bronze casting at the top fits over the tapered end of the shaft, is located by a key, and locked by a nut on the threaded end of the shaft. In his case the nut tightened on the key, but did not tighten the casting on the taper. A weakness which had taken 12 years to show up!

I had sent him a data sheet explaining the arrangement of the lower bearing, but he comments as more than one of you have done, that there is no evidence of a bronze bearing surface on the bottom of the rudder and no wear on the GRP, indicating that the weight was taken on the top bearing. I have been assured that there was always a proud bearing surface or a washer between the bottom of the rudder and the shoe. Perhaps the explanation is excessive wear from sand or grit in the bearing when taking the ground. It seems a prevalent matter so I have reproduced the data sheet here and John Freemans comments. (see page 10)

ONAR - On page 2 I said we needed to know the name of the new owners of ONAR, amongst other boats. TRIASID has now told me that she is moored near him at Puerto de la Duquesa, and the owner is Mr. R. Travis. He also says that her former owners the Greens are nearby. I have written to Mr. Travis there and would hope to hear soon, but how much easier would my job have been if I had known when the sale took place.

PALAFIX - Not Palafox II from the Fal, but Jack and Bobby Phillips from Benfleet. They did not get very far last year like so many of you, but their cruising area is normally the East coast and from Calais to Holland. In 1984 they met Piet Castenmiller and family in NAUSIKAA in the Verse Meer and were made very welcome.

They are experimenting with headsails. The existing Banks 266sq.ft. works quite well with the Facor reefing system, but a new Williams headsail really needs a different sheeting position. Jack is now rebuilding and marinising a 4.108 to replace the original 4.107 with direct cooling. They have also fitted a kicker to the mizzen boom, and a backstay to the mizzen which is attached and tensioned by a block and tackle snapshackled to an eye in the stern, and when not in use to the cap shroud eye on the port side. This supports a tighter luff on the Mizzen staysail and it can be carried a bit longer when the wind comes around the beam.

They hope to come west and meet PALAFIX II one day.

ROUSELLE - Brian Jones has been busy again, and has sent three excellent photographs showing that the boat is in beautiful order. He has extended the rudder area by adding a shaped oak piece to the bottom so that the lower edge is parallel to the keel, adding about 3 1/4" in depth, and will let us know how it performs.

He is quite happy with his Colnebrook Seareef 60 system which has a traveller attached via a wire strop to the head of the sail enabling the luff to be tensioned independently of the forestay as the luff spar revolves freely around it. He feels that this is an essential feature of any roller furling system and says that the luff sag is much more noticeable with other makes when sailing in company. He has ordered a snuffer for his big coaster, not wishing to repeat last years experience in Barnstaple Bay, (see the last Newsletter).

Brian has a lot of practical experience tho' not a qualified engineer, and agrees with Vic Holloway regarding D.I.Y. His diagnostic instrument is a stethoscope consisting of a piece of wood 24"x1", put one end to the engine, the other to your ear and get used to the rumblings when its running sweetly. You'll then be able to trace the source of anything unusual.

SALUKI OF ARNE - John Martin has replaced the nylon hinge strips in the hatches with Polypropylene which he obtained from ACC Plastics of 321 Bemersley Rd, Norton, Stoke on Trent (0782-543750) quoting the thickness and width, and allowing extra length for wastage. The material, unlike Nylon, becomes stronger as it is bent in one direction, the molecules aligning themselves to the stress. He had a problem with wet rot of the after cabin bulkhead exacerbated by the non porous nature of the vinyl covering. He stripped this off, cut out the affected parts, bonded in fresh marine ply with epoxy resin and painted the whole area.

His summer cruising was a matter of harbour hopping between storms, from Conwy to Troon, the Kyles of Bute and Arran. He had to replace the gearbox oil cooler, and he also has fitted Colnebrook reefing.

SARDAN - Yet another member joining after some while, Harry Berney keeps her at Hardway (Gosport) and sails mainly in the Solent area.

SHIELWATER - Mr. L. Sissons responded to my letter and has joined too. He had a good first season with no problems and is very pleased with her.

TALIESIN - Lt.Col.Wotton writes to say that after many years electrical problems he has rewired the engine electrics and moved the regulator etc. to the saloon in the dry, and accessible. He has replaced the switch panel and the two master switches and splitting diode arrangement with a single four-way (Off-1-Both-2). Since then he has had no difficulty.

Taliesin (Continued) The next thing to do is to box in the mast light sockets to stop people treading on them and breaking the cables. Two winters ago the engine was removed and stripped down. The crankshaft had to be reground and the rings replaced but otherwise it was in fine condition. He took the opportunity to replace the oil filter with a modern one which is much easier to change without spillage.

THELPHINI - Roy and Judy Dash are leaving for the Med. via the French Canals in May. He has been fitting a frig this winter in the space under the steps between the galley and chart table. It is a Camping Gaz Model CT 125N, operating off Gaz, 12v., or 240v supply. The capacity is 25litres and as a top loader will need some modifications to the steps, and he will let us know how it works out in practice.

TONGAREVA - Barry Flood has sold her to Mr. Desmond Martin of Belfast, and I have written to him inviting him to join.

TRIASID - I had lost touch with Mr. Cutts in the Med, and was told that she was for sale in Puerto de la Duquesa. I've since managed to catch up with him and he tells me that she is for sale, at £18,000 fully equipped, or he will haggle for less equipment. He and his wife were living aboard but now have a flat on the port. He has had back trouble which is why the boat is sadly for sale, because they never had a moments trouble and even in bad weather, always felt safe.

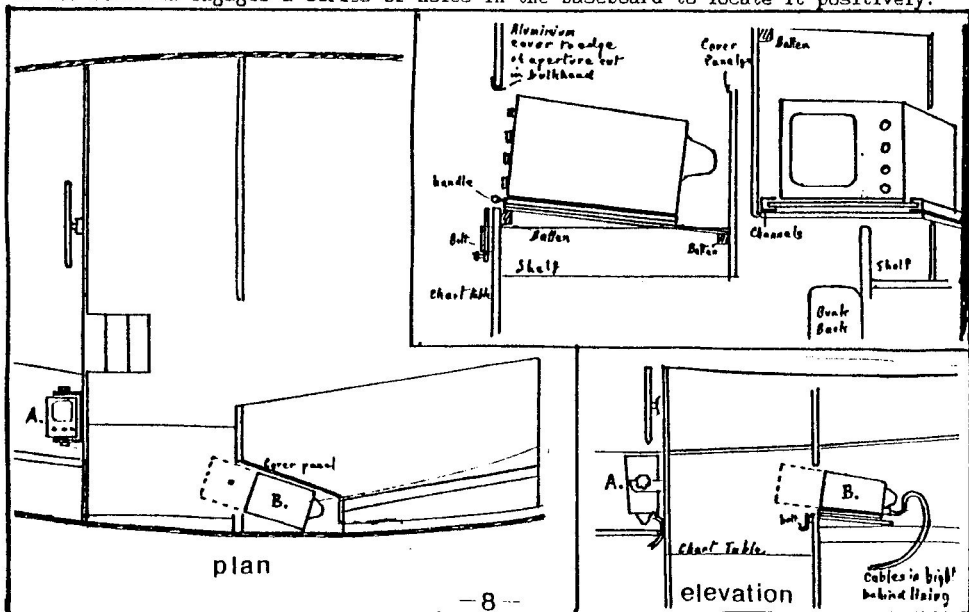
WAGTAIL - Another boat which again has changed hands recently. Richard Candlin has sold her to Mr. Nigel Packman, and I've written recently to invite him to join too.

WEATHERDOG - Vic. Holloway has sent me the details of his radar set installation and as I have had several requests for ideas on this subject I reproduce his sketches as they are, even though as he says, his Seascan is bulky by todays standards. The approach is quite different and may well help others to devise their own variations.

A. Original mounting in cockpit.

B. Current (permanent) mounting on slides in way of an aperture in the bulkhead, above the chart table, visible from the steering position.

Remove the trunnions and screw the casing to a ply baseboard having edges protruding to engage channel sections, which are carried on a shelf mounted at a suitable angle (Trial and error). Cut back into the lining to gain more space. A bolt on the bulkhead engages a series of holes in the baseboard to locate it positively.



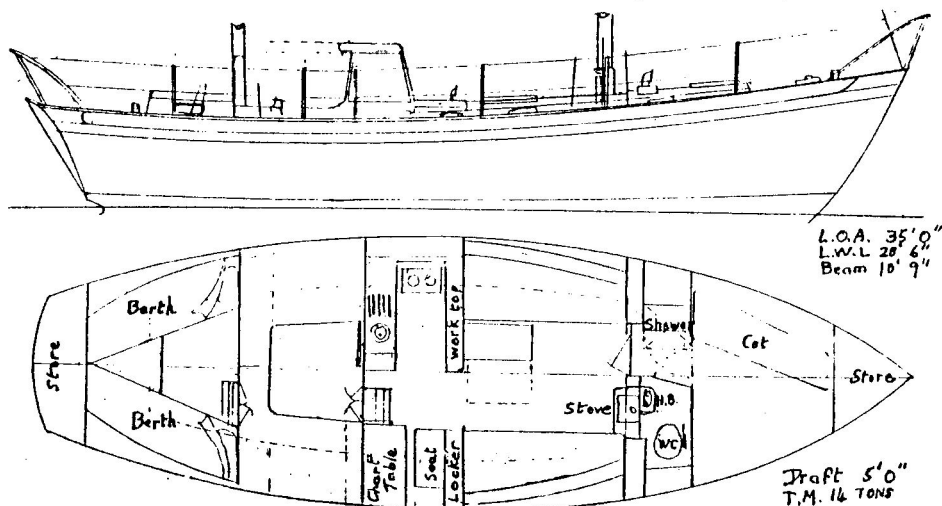
OCEAN DOGS

Some time ago I asked John Freeman about this larger version of the Seadog, and learned that three were originally built. TARA, ALISON MARY OF WELLS, and one other. Reg. Freeman also told me a long while ago that one was being built in wood on the East Coast. The only one I have seen was TARA, or TARA OF WROXHAM when she was owned by Mr. Panton, and they were NSD (Non Seadog) members. When they sold I lost track of her until Debretts listed the owner as Mr. P.F.W. Bensley. I was told that ALISON MARY OF WELLS is owned by a Mr. Hann, of Beccles, but had no reply to a letter to him.

Brian Jackson of MICHETTE now tells me that the boat is now in the hands of a Broker. He has also had a visit from a man who is building an Ocean Dog in wood at the Marine Training and Development centre, Nr. Lowestoft. This may be the one Reg. mentioned, although whether it is the third and missing one, or yet another altogether is an interesting question.

I will ask Peter French to contact these people and try to bring them in as members.

The only detail I have of the design is a photocopy of a sketch of hull and layout which I have tried to reproduce here. An interesting extension to 35 feet of our basic design with athwartships chart table and seat, separate toilet and shower, a cot in the forepeak, stove, oilskin locker, and a hard top to the cockpit.



THE 1986 IRISH SEA SEADOG MEET:-

Reggie Lodge of SOLWAY DOG has sent me the following details.

Saturday August 23rd to Monday (Bank Holiday) August 25th 1986 at Port St. Mary, Isle of Man. There will be a dinner ashore on the Saturday evening followed by a skippers meeting to decide on a venue for future meets.

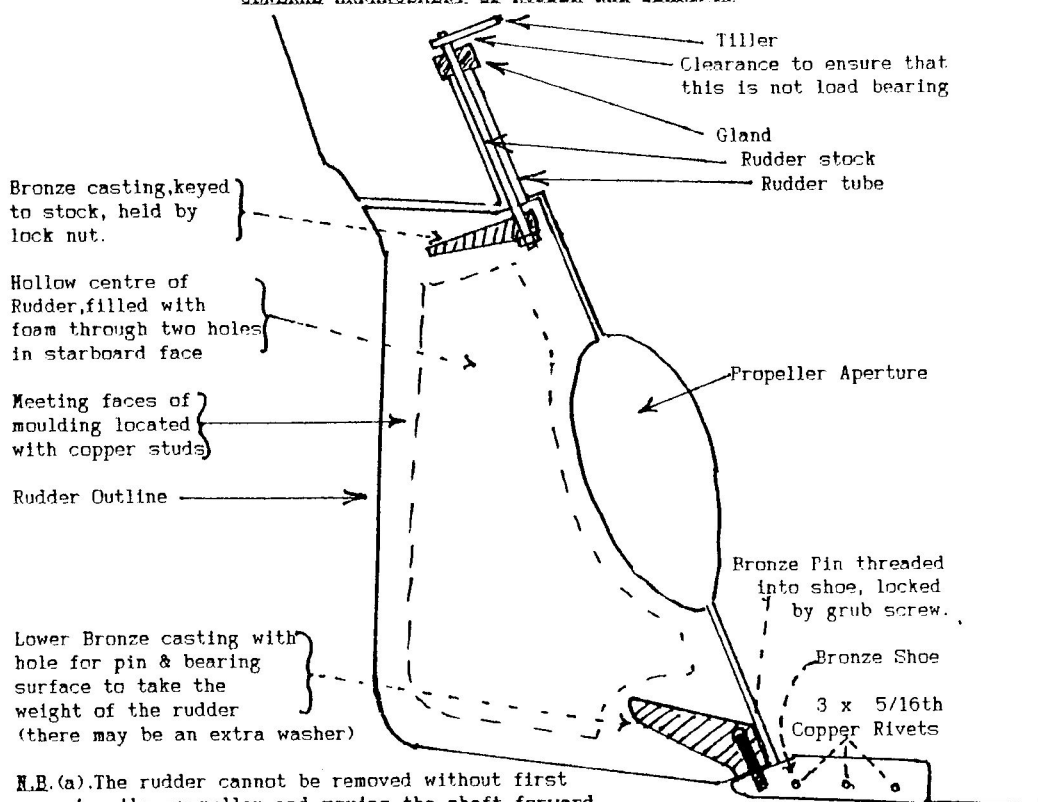
Boats stay afloat at the root of the Alfred Pier at Port St. Mary, though not everyone may find room there. The Inner Harbour dries. There are visitors' buoys in the Bay between the head of Alfred Pier and Carthure Rocks, 2½ cables to the NE.

Times of High Water Springs - Hours B.S.L.

Friday August 22nd 1986	0142	1407
Saturday 23	0220	1446
Sunday 24	0258	1522
Monday (B. Hol) 25	0336	1600

Dr. Lodge will contact SOA members in the Irish Sea area direct, but anyone cruising in the area will be welcome. Send your name and address to him at Howgill House, Walton, Brampton, Cumbria, CA8 2JR, for details and a booking form as soon as you can, and in any case before May 31st 1986. You will then be kept in touch.

GENERAL ARRANGEMENT of RUDDER and BEARINGS.



N.B.(a).The rudder cannot be removed without first removing the propeller and moving the shaft forward.

(b).The pin is domed at the top but must not contact the head of the hole in the lower casting. It does NOT take any weight. The exposed face of the lower casting is machined & proud of the GRP moulding, or a washer is present to transfer the weight of the whole rudder assembly to the shoe casting.

(c).To examine the bearing, first bend back the rivetted ends of three copper rivets holding the shoe in place and with a 1/2" punch or drift, drive these out and lever off the shoe. The hole in the lower casting must be cleaned of sand and debris. If it is worn it should be drilled oversize and a new oversize pin fitted to suit. If the face of the lower casting is scored or badly worn it should be milled true and a washer fitted on re-assembly. The Pin must not move, if no grub screw is present it should be refitted with loctite.

To remove the propeller. (1).Remove the split pin and slacken the nut two turns.

(2).Remove the shaft flexible coupling and slide the shaft forward (inboard) until the propeller boss rests against the stern bearing.

(3).Heat the propeller boss with a blow lamp and give a sharp inward blow to the propeller nut with a copper hammer, or a steel one with a piece of plywood between.

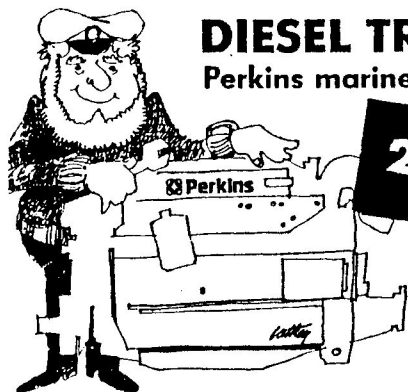
(4).When loose, remove the key and slide the shaft forward to free the propeller.

(5).Check the Cutlass Bearing. If there is more than 1/16" movement, replace it.

Slacken the clamp nut or remove the grub screw. Rotate the bearing with a large Stilsons wrench to loosen it. Replacement with new is straightforward.

Retighten the clamp nut or replace the grub screw.

Replacing the Propeller. Place over the end of the shaft, push this outwards until the keyway is exposed. Line up, insert the key, push on hand hard. Replace the flexible shaft coupling. Put the nut on and tighten it, holding the propeller to line up the hole in the shaft with the castellations in the nut. Replace the pin.



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I rang Mr. T. L. H. Robinson the Product Education Manager at Perkins Ltd. to get the dates for the Autumn series of courses for the 4.107 and 4.108 engines, and he was only able to give me the dates for the two he's arranged so far. However he asks me to say that he, and the the Company are always anxious to help owners, & if these dates are not convenient for some, will people get in touch with him direct and he will see what can be done.

AUTUMN COURSES 1986

Monday & Tuesday
OCTOBER 20th. & 21st.
Monday & Tuesday
NOVEMBER 3rd. & 4th.

These courses are very popular and are booked up very quickly, so please apply right away as soon as you can to:-

Mr. T. L. H. Robinson
Prod. Education Manager
Perkins Engines Limited
Peterborough PE1 5NA
Telephone:- 0733 67474

The cost of each course is £30 + VAT and includes lunches, protective clothing, and literature. If you would like them to book accommodation they will do so. The exercise is excellent value for money and I would suggest that when booking you also ask them to order, and have ready for you to collect, a workshop manual for your particular engine, it is a very useful book to have on board.

A stamped addressed envelope to Peter French will bring a booking form and detail sheet if you don't want to contact Perkins first.

STOP PRESS

AFARON - Mr. H. Ironside is buying AFARON from Maxwell New and will be basing her at Lowestoft.

BLACKDOG - Robert Cooper devoted the Indian Summer to catching up on some overdue jobs including lifting the port toe-rail to deal with a leak between the hull and deck mouldings. He found the cause of the trouble to be quite large cracks in the filler in the region of the holding down screws.

BLEIREEN - The new owner has written to me and tells me that she is now called **ONKIE** and is still being kept at Emmerich during the winter season. During the summer she will be moored at the Marina "Den Osse" at Grevelingmeer, Netherlands. The new owner is Herr Heino Weutscheck, an Electronics engineer, from Wuppertal, West Germany.

SIREX - Brian Stephens is the master of an Oil Tanker and wrote from Haifa to say that they only had a short cruise last year from Falcombe to Guernsey, meeting **GLASS LADY** in St. Peter Port, then on to St. Malo and the Rance. They did manage plenty of day and short trips of the pottering variety though.

PETERS PAGE

YOUR NEW SECRETARY

As you have already read, I've now taken over from Fred as Secretary of the Seadog Owners Association, but this does not mean that we shall be losing the immense fund of knowledge and experience he has accumulated over the years, because he has promised to be 'on call' and to give a hand when needed.

In expressing appreciation for all the hard work that Fred has put in on behalf of the SOA, I must say that a more capable, conscientious and knowledgeable Secretary could not be found, and he is going to be a hard man to follow. However I shall do my best and I am sure that with his encouragement and support I will succeed.

A few words about me. I'm married to Olive, and we live, (with two whippets), in a little fun-house within walking distance of our Seadog - DOGMATIC which is berthed at Crabbleck Boatyard on the Hamble River. All around is "Howard's Way" country, and we love it.

DOGMATIC came into my possession five years ago, being previously owned by Keith and Sally Gallop who kept her for a time at Puerto Jose Banus. She's turned out to be a delightful cruising boat for us and a lot of fun. I'm specially interested in keeping in touch with all the modifications that are done to the various Seadogs - so please write in and let me know when you make a successful mod. - it may help others. Of course, you could tell me about the unsuccessful ones too!

Peter French

SOLENT RALLY 1986 - When Fred last tried to hold a rally at the Royal Solent Yacht Club, Yarmouth, in the Autumn before last, it had to be cancelled as the numbers booked in were too few. Harbours, yacht clubs, and pubs tend to be very crowded in the season and reluctant to take bookings unless they are confirmed well beforehand, furthermore the booked number of meals has to be paid for even if they are not eaten! Nevertheless rallies have been very enjoyable in the past, and a useful opportunity to exchange ideas and experiences.

I had hoped to organise a rally for this Spring, but there hasn't been enough time to do it before this Newsletter goes to press. I will try an experiment a little later in the year, pick a suitable weekend, and contact as many of you in the Solent area as I can to see if we can get together.

THE SECRETARY

Peter French, "Cresta"
27 Chapel Road, Sarisbury Green
Telephone: Locks Heath (04895)-3436 Southamton, SO3 7FB

SECRETARY'S SALES

Burgees £5.50 + 22p post and packing.
Brooches £1.75 + 18p post and packing.
Sail Plans - £1.50 + 18p post (folded)
 - £1.50 + 45p post (rolled in a tube)

N.B. Please specify which sailplan is needed in case I do not have a record of the boat's rig. The two sizes are 399 sq.ft. and 454 sq.ft. If in doubt tell me the mast heights.

MARINE SURVEYS DESIGN AND ENGINEERING CONSULTANCY

R.F.Freeman & Partners, The Dog House, Boldre Grange,
Boldre, Lymington, Hants.

Telephone: Lymington (0590) 74737

BROKERAGE INSURANCE and CHANDLERY for SEADOGS

Redfern Marine, The Chandlery, Milford-on-Sea, Hants, SO4 0QF
Telephone: Lymington (0590) 43330

There is a new membership application form in the back of the latest LIST of BOATS and OWNERS.