

# SEADOG OWNERS ASSOCIATION

President:- Mrs Hylda Freeman

Secretary:- Peter French

NEWSLETTER No 21 \*\*\*\*\* SPRING 1987

## SEADOG 'LYTRA'



## REG FREEMAN

It is with great regret that I have to inform you that our President, Reg Freeman, died on the 28th of January this year, aboard his beloved 'Cenerea' at Medina Yacht Harbour on the Isle of Wight.

He was 82 and had been ill for some time. The cremation was at Whippingham on the 5th of February.

He left a request that his ashes be "kicked off the transom", in the Solent, on a sunny day.

Mrs Hylda Freeman has agreed to become the new President of the Association and we all welcome her. She has also very kindly written about 'Reg and the Seadog story', and I quote her letter in full.

## REG FREEMAN - AND THE SEADOGS - by Hylda Freeman.....

"As many of you will have heard, Reg Freeman died earlier this year aged 82. He was a quiet man who did not seek publicity. His boats had pleasing lines with good sheer, and his cruising ketches are well known. Like his contemporary, Maurice Griffiths, he was rarely without a boat of his own, and with a cheerful coal stove aboard, he sailed summer and winter until well into his 80's.

Most of his designs were to client's requirements, but one of his earliest "production" boats was the J & J 18 footer built just before the war for around £100. Many of these boats are still giving pleasure to their owners today. In the early 1960s, with the advent of GRP and modern production methods, he was asked to design a standard cruising boat. At the time, many "boat factories" were beginning to produce boats in very large quantities at comparatively low prices, but Reg had in mind a yacht with a more individual, hand-finished look, even if it cost more to produce. It had to be a craft to appeal to the family cruising man, young or old, experienced or novice, suitable for deep water or shoal, easily handled, and with a reasonable turn of speed under sail or power. A motor/sailer as such was not envisaged, accent had to be on sail. The result was the popular "Seadog".

A length of 30' O.A. was decided upon, as this was rapidly becoming the length on which Marinas were basing their minimum charges; also it gave a waterline length which could comfortably accommodate 4/5 berths. After considerable experiments with mock-ups in the office, an aft-cabin layout was decided upon. This gave the ideal cabin for stowing away the very young or for watch-keepers; it also gave a good safe centre cockpit.

The yacht had to be capable of taking the ground, so the choice was a centre board or bilge-keels. The trend 20 years ago was towards the latter, but pieces of plate steel stuck out on each side of the hull did not appeal to Reg. He felt the keels could add to the performance of the

boat if properly designed. And so he evolved the successful aerofoil section bilge keels, into which he cleverly incorporated fresh water tanks. With the long straight centre keel, the yacht gave a good performance and looked after herself well at sea, and sat comfortably on the ground in harbour. The snug ketch rig was split up so that sail could easily be reduced without having to reef, and with the help of the Perkins engine, she could be comfortably motor-sailed.

There were many innovations which helped to give the Seadog a good name among cruising yachts. They have a number of long distance cruises to their credit, including trans-Atlantic crossings. They are well known throughout Europe and the U.S.A., and the same comment is frequently heard wherever their owners gather - "She is such a safe boat", they say, "she looks after you". Long may they sail.

But the Seadog story would not be complete without remembering the late Dennis Emerson, who had the foresight to bring all the Seadog Owners together by forming the Seadog Owners Association. The early Spring and Autumn Rallies were memorable, and gave wonderful opportunity to exchange cruising notes, or to extol the virtues of the latest innovation! His successor, Fred Murley, did a wonderful job in updating the Owners List, a task which became increasingly difficult as Seadogs started to change hands. He also did much to keep Owners in touch with each other. Latterly Peter French gave Fred considerable assistance, and we all wish Peter every success now that he has taken over. The Association has been lucky indeed to have such dedicated and hard working Secretaries.

Regrettably, without her Skipper, 'Cenerea' will not be seen around much this season, but for the time being, I hope to stay aboard in the Medina Yacht Harbour, so shall be delighted to see visiting Seadogs.

Good sailing In 1987.....HYLDA FREEMAN.

From the Secretary - Reg Freeman's death is a sad blow and the loss of a link with the past.

Although he was some 15 years older than me, our paths in life crossed a number of times. Before and during the last war, both he and I were in aviation where we had common acquaintances....later, at Boat Shows and at Looe during the years Cenerea was a-building at Curtis and Popes Yard, and latterly with the Seadog Owner's Association, the common interest was yachts and the Seadog in particular....we shall miss him...

Moving to the affairs of the Association, I would like to thank the many folks who sent good wishes on my 'elevation' to the post of Secretary, and all those who have written so many interesting letters. I have been surprised and delighted by the sheer number of letters and phone calls, and to have this contact with so many of you both here and overseas is a very stimulating experience.

Some of the queries have really made me think, delve into old Newsletters for information and generally lean heavily on the experience of the past - thank you, Dennis Emerson and Fred Murley...

Another point of interest is the number of calls I get from non-Seadoggers - seeking Seadogs for sale. Several have joined the Association as NSD members, (as in fact I did), to keep in touch while they find "their" Seadog, and I would like to take this opportunity of welcoming into the fold all the new Members, both with and without Seadogs.

Next I should like to thank Fred Murley for supplying and printing all the address labels on his Amstrad word processor. He is keeping active and maintains a keen interest in the Seadog Association. Recently he and Clare have been toying with the idea of moving to a bungalow on level ground just a short walk from the new Hylthe Marina on Southampton Water.

Our finances are just about holding their own - I will give a fuller report in the next Newsletter, but in the meantime it would help if you would buy your Ladies one of the very attractive enamel/gilt Seadog brooches...I am reliably informed that they like them very much, and are excellent value at the price... (the brooches, not the Ladies!)...and your boat would look very smart sporting one of the Seadog Burgees (prices on the back page).

Lastly, as postage is a major item, it would help greatly if, when writing, you would enclose a stamp for the reply (and my thanks to those who already do this!)

Before I sign off, may I prevail on you, should you sell your Seadog, to inform the new owner (or the Broker), of the existence of the Seadog Owner's Association, and ask them to join.... and if you discover any Seadog whose name does not appear on our list (like DIADEM, last seen in Crete), or you come across any Seadog whose owner is not a member, please try to make contact. In any case I should be pleased to hear about it...and please keep your letters and phone calls coming in.....Happy and safe sailing.....

*Pete*

**ANAHITA II** - Richard Watts spent the last 4 years cruising the Mediterranean in Anahita II, and is now wintering in Greece. He asks for information on fitting davits to a Seadog - where he may obtain replacement gash bins, and where to procure the type of material used to cover the interior panelling. He writes that recently he has had thoughts of selling ANAHITA II, for the usual reason of buying something larger.

**BLACK DOG** - Robert Cooper found dampness under the sink and in the corner of the head lining above the crockery rack, and a little water accumulating in the after-locker under the port bunk. He lifted and resealed all the deck fittings on the port side - a tedious job "since it involved removing all the panels and insulation - and it didn't work". He next applied plastic tape over the full length of the join between both sides of the toe-rail and the mouldings, took the boat out in a blow - hardly any water now found its way in - proof that the leaks were under the toe-rail. The toe-rail was removed (he found that few of the holding-down screws were doing any work), strips of decaying plastic foam seal discarded, and loose filler between the two mouldings raked out. All was washed down with a high-pressure hose and allowed to dry out. When all was completely dry, resin was poured in and 'D' cramps applied while it set. Screw holes were filled with Interfill 300 "which grips like mad" and the surface was dressed down. Finally the toe-rail was replaced on a generous bed of Seelastic. "It has worked", he writes...

**CANDY CLOUD** - Paddy Daly informs me that his club, the Royal St. George arranged a cruise-in-company to Brest (on the strength of Brest being twinned with Dun Laoghaire), to visit the Yacht Club de Rade de Brest and in due time to attend a reception by the Mayor on the 15th of July - the day after Bastille Day. On the 9th of July 18 boats set off, and after spending two happy days anchored in the Scillies at Hughtown on the way, they made a good crossing of the Channel, making landfall at Ushant. After passing through the Chenal du Four in a misty calm, they slogged against the tide to Brest, mooring "at the magnificent municipal Marina at the Anse du Moulin-Blanc".

The celebrations passed off according to plan and after repairing a cracked exhaust pipe with asbestos cloth bandage and jubilee clips, they departed from Brest, visiting Canaret, Morgat, through the Raz de Seine, then on to Audierne.

Whilst at anchor at St. Evette, the engine packed up. Lifting the cockpit floor, he found a "mixture of oil and seawater spewing all round the engine compartment... the nut on the heat-exchanger had shattered and the oil cooler had fallen apart". It took three days to get the engine fixed. The return through the Raz de Sein to Canaret was uneventful except for a hectic fifteen minutes in the Raz itself. The weather deteriorated to a S.W. force 6 to gale 8 giving them an uncomfortable Channel crossing. "Nearing the Scillies we could see nothing in the mist and rain and we were very relieved at last to find ourselves looking at the entrance to St. Mary's Sound. Considering we were navigating by dead reckoning and found it hard to hold our course in a big following sea, we were lucky to hit our target spot-on after one hundred miles.

We then endured three bad nights in Hughtown, in total contrast to what we had experienced on the way down. The holding in the anchorage is very poor in a blow, and it was very crowded. At four thirty one morning, we found a Frenchman who had dragged his anchor sitting in our lap, jammed between our two anchor chains. He carried us rapidly down onto other boats, and we had a hectic hour getting free of him. He had a crew of three men and a woman. The woman was great, calm and purposeful. The men were useless, like chickens without heads. We had a Force 10 in the anchorage that night, and afterwards heard that it was Force 13 at Penzance, which Force I did not know existed.

Eventually we found a slot in the weather between depressions and made for Dun Laoghaire where we arrived without mishap forty hours later. The painful part of coming home was paying duty on the remaining part of our duty-free gin allowance. I know you won't believe this of an Irish crew, but we found our case of duty-free gin an embarrassment, and ended up giving most of it away to thirsty Englishmen in the Scillies"

**CIMÖR** - Terry James has managed to strip and reconstruct the inwards of his Moyles anchor winch for about £7.00, and offers to furnish any other member with the relevant information. During his first year of ownership, the Captain diesel had to be removed to have the starter motor renewed, and during last year's lay-up the engine was again taken out, this time to have both fuel tanks repaired. At the same time he took the opportunity to fit a Vetus plastic exhaust system with pleasing results. Unfortunately the engine will have to come out again as an oil seal between the engine and gearbox started leaking during their four week cruise to the south and west coast of Ireland as far as the Aran Isles. This leak resulted in a rather long trip back from Kinsale to Appledore.

"But despite these niggling difficulties, we have taken to the boat, and much admire her sea-keeping abilities. On our first trip to Ireland, at our initial port of call (Dunmore), we were rafted up next to 'Dagotia', Seadog No.1, and have met her owner on subsequent occasions as a sort of unofficial 'Alpha and Omega' Club, being the first and last production boats."

We consider the best addition since purchasing her has been the acquisition of a mizzen-staysail, which works wonders in beam winds in light airs. The sail is so easy to set from the cockpit that we now rarely use the spinnaker since the boat is usually sailed just by Heather and myself".

**CONMARA** - Rob Price wrote asking if anyone has experience of cleaning out the fresh water tank on a Deep Seadog. He also had problems with fitting a new water-injection box for the exhaust, but with the help of SOA members Brian Jackson (Michelette), and David Woodbridge, (Tugradog), he eventually obtained a new box and had a trouble-free season with the engine.

"My wife and I had 2 weeks in July during which we sailed around Mull - more precisely - motored - that first week was gloriously fine and sunny with no wind. On the second week we had one gale Force 8 and another Storm 10! On the way down the Sound of Jura back to Tayvallich, my wife commented on the fine looking yacht about a mile off our starboard bow. At that moment our VHF came to life with a call from 'Timella', a Seadog based in Northern Ireland. We had a friendly chat and were sorry to have missed them in Tayvallich the previous night".

He concludes his letter by writing "as the only Seadog based on the West Coast of Scotland, (as far as I know), I would be happy to assist any fellow Seadog owners if they are planning a cruise in these waters and have any questions".

**FUHARA** - Captain Mike Groves has brought me up-to-date with a letter written while he was sitting out a particularly vicious Levanter gale in Sheppard's Marina at Gibraltar. During the gale, the anchor chain at the head of the pontoons parted, and the pontoons, with all the yachts attached, dragged down on to the yachts at the end of the basin.

He writes "We quickly raised the alarm, and risking damaged gelcoat and copping, moved into the travel-hoist basin - a tight squeeze with a motor boat already in there, but at least safe. A good example of 'pull the ladder up, Jack'. Gusts of 70 m.p.h. impeded the staff as they attempted to lay out a big anchor and get the pontoons back in position"

Fuhara was given a couple of coats of Gelshield when they were hauled out while wintering in Spain. One week after she was refloated, a small amount of salt water was found in the small compartment forward of the rudder tube. The water was not coming from the gland, but was seeping through the fibreglassed section through which the rudder-tube passes. I am waiting to hear if he has now cured this problem.

**GLORY** - Frans Huber, who keeps his boat at Punyat, Yugoslavia, wrote to Fred Murley to say he has had a splendid summer with 'Glory', sailing once again to the Ionian Islands and back to Yugoslavia.

At the same time, his daughter made a single-handed trip down the River Danube in a small boat fitted with an outboard motor. She started from a point near their home and made her way right down to the Black Sea, eventually arriving, very happy, at Kusadasi in Turkey.

Frans has sent details of a Seadog not known to us - "SORAYA"....I have written to the owner, (who lives in Holland) to invite him to join the Association.

Interestingly, I have recently heard of another Seadog believed to be in Greek or Yugoslav waters..her name is (or was) "DIADEM", and her previous owner was Mr Tudor-Jones of Aberystwyth.

**GLYFADA** - Keith Bastow bought 'Glyfada' in March '86 and in May brought her round from Salcombe to his home port of Burnham-on-Sea in the Bristol Channel. He comments:-

"1986 has been a get to know a Seadog year!! Sorting out various little problems:-Engine-mountings - "the engine was fully floating" - Heat-exchanger - strip and careful rebuild; electrical problems various, and a toilet malfunction....but the year has been very enjoyable, with just over 800 miles going under the keel in a shortened season" He would be interested to receive information on Larger Headsails and Roller Reefing, Bowsprits, and lastly Pressure Water. He is going to be busy....

**KUSHKA** - (ex 'JALUROCH')...Colonel H.A.C. Mackenzie kindly wrote to inform me that he has at last had to part with 'Jaluroch' owing to his inability to get about her. At the same time he sent his best wishes to all other Seadog Owners.

The new owners are Iain and Fiona Cameron who are now in the process of renaming her "Kushka" - a name derived from Scottish Gaelic 'CU UISGE', meaning 'Water Dog'. She now lies at her winter mooring in Loch Long, in a little bay just outside their front door. In the Spring she will be sailed to her summer mooring at Connel-by-Bar on Loch Etive, a distance of some one hundred miles. Their present yacht, a Great Dane 28 is now, reluctantly, for sale.



**LYTRA** - Eric Bell writes to say that 'Lytra' went into Ron Greet's Boatyard at Turnchapel, Plymouth, in April '86 and came out looking almost like new in the following October. The gelcoat under water was completely removed and replaced with epoxy; much of the deck and coachroof where the gelcoat was badly cracked was removed and rebuilt, and the topsides and cabin roof were then painted and the finish is superb. Most of the deck area was covered with Treadmaster. Whilst all this was going on, Eric fitted mast steps and did numerous other jobs.

By the time they were completed winter lay ahead, and during this period he managed to build and 'attach' a trial permanent wheel shelter. (See photograph on the front page). Eric goes on:- "This year, no sooner had I put Lytra on to her mooring when, on virtually the first sail of the season, the gearbox failed completely. After removing it (much easier said than done), I got it ashore and on stripping found the oil seal at the forward end had worn away due to severe pitting of the gearbox input shaft - possibly the result of the boat having been laid up for so long before I bought her. I am hoping that the honed shaft plus new seal will keep it going until the end of the season when it is destined for a complete overhaul".

**MICHETTE** - Brian Jackson, Cruising Association Representative for Chichester Harbour, . . . . Indefatigable and dedicated Seadogger, has donated a copy of the Manual on the Pinta Auto-Pilot. These are manufactured by Marine Automatic Pilots Ltd., Waterloo House, Waterloo Street Hove, Sussex BN3 1AH (Tel. 0273 - 770519). The Managing Director, L.C. Barber, confirms that they do have detailed records of each installation and still provide service.

Brian reports excellent postal service from AFH Marine, 934 Wimborne Road, Bournemouth, BH9 2DH (Tel. 0202 - 527934) on the occasion he replaced the rubber edging round the pedestal and engine hatch. During the year he has replaced both engine couplings, this time obtained from Golden Arrow Marine, Newhaven (Part No FC 9218).

Finally, he asks:- "Can we have a forum on leaks from the engine. I lose about 1 pint of oil every 14 hours...definitely into the bilge, but source not apparent. Only clue is the drain plug on the oil filter which usually has a smear of oil on it although hard tight. Filter ring clear."

That was in August. . . . . In October I received the following. . . . .

Item 1: "Thought for the day. Advertisement in Yachting World, March 1966 by Reg Freeman Yachts, Ltd., SEADOG KETCHES NEW FROM £5,550.00. . . . . the present cost-of-living Index gives a value based on that in October 1986 of £36,343.00. . . . ."

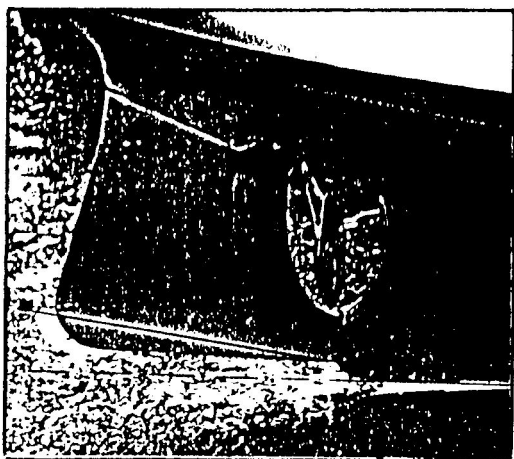
Item 2: "As a matter of urgency, has any member fitted either the 'Stripper' Rope and Weed Cutter, or the 'Spurs' anti-fouling Line, Net and Weed Cutter? . If so, has the Member been fouled by any of the above, or by Japanese Seaweed, or by plastic bags or by cargo nets. . . . and. . . DID THE CUTTER WORK? 'Mchette', (not fitted with a cutter), was fouled this year, and, in Poole Bay, again this year, a yachtsman collapsed and died in heavy seas trying to clear a tangle of lobster pots. This is a rapidly increasing problem and we must decide what to do about tackling it by means other than diving over the side or cutting traps in the rudder compartment." Please communicate directly with Brian Jackson on Birdham (0243) 512086, and he will collate the survey.

Item 3: "Have bought a Navstar A300D, using the Decca System that is fully approved by Decca and also has one or two features not possessed by Decca, plus cheaper. Have had it working in the garage; The Kedge (Brian's bungalow), moves about 10 yards a night. The other week, not fully understanding the system, I placed us 300 miles west of Gibraltar and at the last count we were on a course of 350 degrees True, making 3.7 knots. There is a good explanation for the above, but it means that to use a Decca System you have to be a navigator and not merely read the pictures"

**MOHICAN** - Ken Hylton Smith says that sadly he has sold 'Mohican' after some very happy years of ownership and many miles cruising in her in every sort of weather. He is contemplating a change to a slightly larger craft. The new owners are Mr A.C. and Mrs P. Millard of Winchester, and 'Mohican' is berthed in Kemps Marina, Southampton.

**PROSERPINE** - Des McSherry reports a successful cruise to the Isle of Man and a chance meeting with Paddy Daly in 'Candy Cloud' in Arklow last July.

**ROUSELLE** - Brian Jones, commenting on the performance of his enlarged rudder, writes:- "I can state that the addition is well worth the effort of doing it. The effect of the additional area is more noticeable on the reach and on the wind, as the mizzen can now give a little more drive. The greatest advantage is under power in reverse. Instead of the stern initially being kicked to starboard, I can now oversteer the propeller and keep her straight, and even a little to port." Brian has also installed a Decca 111 Navigator and a Dana-Plus Cockpit Repeater, and the magic box works very well.



'ROUSSELLE'S' NEW RUDDER

Brian goes on: "On Fred Murley's advice, I treated the exterior woodwork on 'Rouselle' with Sikken's Cetol Filter 7 earlier this year. I applied one coat of Teak Shade and two coats of Deal colour. That produced a nice rich teak colour which is definitely more hard wearing than the original which had been on the boat for two seasons without much attention. I am now definitely converted"

Commenting on the arrival of 'Glyfada' at Burnham-on-Sea, bringing the total of Sea-dogs in the Bristol Channel to four, Brian suggests organizing a meet somewhere agreeable to all. If interested, please get in touch.

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SALVADOR - John Owen, the new owner, has fitted a Taylor's Diesel Cabin Heater to the bulk-head at the forward end of the port bunk in the saloon.

SARA OF WYRE - has changed hands: the new owner is Mr A.P. Beaufort who lives at Kortgene in Holland.

SCOTTISH LASS another boat that has a new owner. He is Mr J. Ledger of Canford Cliffs. I can't do better than quote from his letter: "My wife and I are absolutely delighted with the boat; we have covered more miles, and used 'Scottish Lass' more extensively in one season than we did in three with our previous boat, a Sadler 26. We have turned the aft cabin into a nursery/playroom for our daughter (2), by temporarily boarding in the space between the two bunks. We are also thinking of installing a 'fridge or cool box arrangement of some sort in the galley area. Do you have any information from other owners on this subject". And unfortunately the answer is 'no', so if you have a fridge or cool box fitted and you are happy with it, please write in and I will publish the information in the next Newsletter.

SEADOG OF POLRUAN - David Hepworth has retired and moved from Bridport to Membury near Axminster. He has had trouble with the flexible section of the exhaust pipe. . . . "After letting a marine engineer (?) try to braze-in a new piece and warping the engine fitting flange by overheating, I decided to fit the standard 45 degree water-cooled exhaust elbow which I obtained from a Perkins Spares Stockist. This, together with the correct exhaust hose, Vetus bends, and a Vetus Swan-neck fitted in the port cockpit locker has worked very well for the past four or five seasons with no trouble"

SIREX - Brian Stephens asks "Do you know the origin of the name 'SIREX'?" I don't, but perhaps there is someone who reads this that might know. . . .

SOLWAY DOG - Reggie Lodge writes to say that the bad summer of '85 was double-edged - "too little sailing has some compensation in plenty of time for that very time consuming portion of boat maintenance which might be called the final sprint. By February 1986 I could honestly claim that for the first time 'Solway Dog' was 'ready in all respects for sea'. There was nothing affecting her seaworthiness known to be amiss. The release from guilt or worry that this happy state provided was extraordinary.

During the winter I got more sailing in than I did in the summer and I also managed to write 17,000 words of history of what has been done on Solway Dog in the first three years of her ownership by me. This too was enjoyable, and should be useful to the next owner when senility overtakes this one."

On the installation and use of a Decca Navigator he says: "...while I keep an hourly E.P. plot going when I am offshore (just in case a fuse blows), I leave the navigation to Mr Walker's magic box (Decca). It really is a revolution: because the box always knows where it is, (or warns you if it doesn't), has a memory and a sense of time, it can tell you at a button push not only that quantity usually hidden from the navigator, the course made good OVER THE GROUND,

but also the range and bearing of where you want to get to. If the wind is free, and there is nothing in the way, all you have to do is alter the boat's heading so that the Course Made Good equals the objective's bearing. It will even tell you when you will arrive. And all this without sweating it out in Tidal Atlases (totally inadequate in my waters), velocity triangles and the like. Very much more time is available in the cockpit rather than at the chart table, and that is much more enjoyable and efficient, at least to me...."

Dr. Lodge reports that he enjoyed the day he spent on a demonstration sail with Eric and Avril Richardson. He said they liked the Seadog very much (of course!), and they have now bought 'Talesin'.

On the stowing of a cylindrical Canister Liferaft on a Seadog, he writes: "...when I bought 'Solway Dog' (as 'Marecane'), the liferaft was mounted forward of the spray screen. Since it is in a cylindrical canister, it obstructed the view forward. I have now moved it to a position on the after deck immediately forward of the samson post where it is completely out of the way, and so extends the area of support of the dinghy which I keep aboard above the after cabin, that I have been able to dispense with the wooden structure which had to be provided for this purpose. The use of the samson post is preserved by fitting a large hook with a loop of chain which is permanently looped over the post. By moving the liferaft canister aft in this fashion, the lines and the view are improved and the weight reduced: a racing man would object to such a heavy weight so far aft, but no matter!"

**TALIESIN** - as reported above, Mr and Mrs Richardson bought her last autumn. Their home is in Sheffield and their mooring is on the River Humber. I, for one, will miss the comings and goings of this frequently used boat which was moored very near to 'Dogmatic' on the Hamble River.

**TRIASID** - Ludwig Brandt bought 'Triasid' in Spain last Spring without a survey. The first time the mainsail was hoisted, the winch came away from the mast. In Estepona he had to have both bilge-keels re-fixed to the hull. Triasid had been hauled out for anti-fouling, when it was seen that water was seeping from the join between the inner sides of the bilge keels and the hull itself. He writes: "Luckily we found Stan Holmes, now living in Puerto de la Duchesa; he said he had worked with Reg Freeman when the Seadogs were built (and designed the deck?). He is very familiar with these boats. He recommended to cut a 'V' in the split between the hull and the bilge keels where it was open, and after cleaning, sanding, and drying out with acetone, brushing in epoxy resin (from West Products), three times. After this, epoxy filler was worked in carefully, sanded down and at least two coats of epoxy resin on top of the repair. Stan Holmes surveyed the (English) workers all the time. Stan Holmes thinks that this trouble is caused by shipyard workers beating wooden wedges too hard under the bilge keels at laying up time".

Other problems: "When we bought her, at first we could not tack, as the mainboom was touching the forestays of the mizzen.... There was also excessive weather helm, the Cutless bearing was worn, and the Sharp autopilot went on strike. The second day at sea, the engine belt broke. We took a rest, no wind and awful sea, then, fitted a new belt, which was, luckily, aboard.... had trouble with a nearly round nut on the alternator, (and so on), and arrived very tired in Almeria. Next morning we needed fuel. When I dropped the pipe in the tank, after about 2 gallons, we had a fuel fountain in the cockpit and on me. There was no air vent at all in the tanks. Doing it slowly, it took about ten minutes each tank to fill. (In Palma we eliminated later this fault. The people who fitted the new tanks on Triasid for the owner before made imbecilities, but the problem is now, with good vents, solved)."

The bilge keel repair was put to the test when rounding Cabo de Gata when he had an Easterly force 5 on the nose.... "whoever is familiar with the region will know what an awful sea there is against wind and current. Normally I never would have tried to pass the Cape in these conditions, but if you have to hurry you do it. We motor-sailed as near as possible in the lee of the Cape, then tacked, and with the strong Perkins, we did it. This day I learnt how capable a Seadog is. The seas gave Triasid a good wash and clean, only the hatch on the coach-roof showed that it was not water tight, but none came in the cockpit except some spray. We had an enjoyable trip to Ibiza, dragged twice in a short blow in the Bay of Espalmador with a Danforth. After the second dragging, we refueled to Ibiza Harbour, and, naturally by night, and half a mile before the harbour entrance, the radar went off. But we know this harbour well and moored without problems. Next trip, to Palma, we had nice winds and Triasid sailed at times at over 7 knots and that made me happy."

He goes on to say that he has been based in Palma for more than 5 years and in that time has "made expensive experience with craftsmen of each kind". He offers to give the benefit of his experience to any Seadogger. He can be contacted at the Club Nautico, or "phone me in Germany for addresses of agreeable craftsmen". From Palma, dial 07/496 894 523 22.

One craftsman that he specially recommends is a Belgian, Jean-Paul, Marine Machine..... Telephone (from Palma) 45 49 77 between 8 and 9 o'clock a.m. Ludwig concludes his letter "In Palma we met also Peter (Ashley) and his wife Leonie from 'Vagabond'. They came aboard and told us of the Seadog Association. Unfortunately, this time we had a lot of repairs, so we had not really time to talk with them quietly.

We only saw one Seadog (no one aboard) moored in Porto Colom / Majorca, which was for sale. Sorry I can't remember the name, but she needs a new rig, and the stays are only galvanized and in bad condition. Now as a member of the Seadog Association, I promise that I never will forget the name of a Seadog again."

In my reply to the above letter, I mentioned that Olive and I once had a five-day battering when crossing the Gulf of Lions from Cuidadela in Menorca to Port Grimaud near St.Tropez in the South of France. Ludwig commented: "...I read with interest your gale crossing of the Gulf of Lions. Sometimes one has to have luck on the sea! Up to now, my experience with the Lion are the best, but in this region I am extremely careful, listening each day to Marseilles Radio and staying in the harbour if there is 'something in the air'. Most (bad) things happen if one has no time to wait. The Lion is the reason why I leave the boat in the Balearics as long as we cruise in the western Mediterranean. It would be more practical for me to stay normally in the South of France, but I am afraid to cross each holiday this terrible region with statistically more gales than Cape Horn".

He went on: "...We have just returned from Palma where we spent two weeks over the New Year on 'Triasid'. We had lovely weather and she was very comfortable with the Taylor heater in the evenings and a warm shower in the morning ('cause I finally found the right pump to repair the shower/boiler unit). There in Palma, we found a message on board from Christine & Paul Smith, owners of Seadog No.6, 'Daressa' (moored in the Hamble). We missed them by only a few days; their message was dated the 23rd December, and we arrived on the 27th."

Other comments were:

**RADAR REFLECTOR.** "Triasid carries a Vigil Radar System, and the radar reflector is not permanently installed because of the Sat. Nav. antenna on top of the mizzen mast. Our reflector now hangs below the spreaders of the mizzen where it gives a much better echo if situated in the right angle, than forward of the mizzenmast. The echo behind a mast on yachts, I found out, is nearly nothing in this covered angle. I think I did the right job, the reflector is still there, despite the fact that they had measured 88 knots of wind in the awful October gale which damaged many yachts and sank 8. 'Triasid' had only 1 1/2" of toe-rail damaged on the port side".

**WINDSCREEN.** "The windscreen on 'Triasid', which is the original one, looks nearly new! The owner before, Randle Cutts, told me that he had sanded the screen in a certain manner. I did not understand with which material. I think this is much cheaper than a new screen".

**DAVITS.** Ludwig has sent a good photograph of davits fitted across the stern of 'Triasid'. He says: "...to answer your question, the miracle is a pair of davits as you will see from the photograph. I feel that they are a bit too short aft so that the rubber dinghy comes too near the pushpit".

**STERN ANCHOR ARRANGEMENT.** This will be a future project, and very desirable because of the common practice in the Med. of bows-on mooring.

**TONGAREVA** - Last June, Desmond Martin phoned from Belfast querying the practicability of fitting a larger propeller to a Seadog to obtain the benefits of lower engine r.p.m., quieter running, lower fuel consumption and longer engine life. (It is claimed that over-propping may be likened to overdrive or a 5th gear in a car). I sent him a copy of "Overpropping for Cruising", originally published in Practical Boat Owner, Issue No 98, February 1975.

Recently I heard from Des that 'Tongareva' now sports a larger prop. and the result is all he hoped for.

He writes: "...The Prop. size is 17.50 inches by 14 inches. This reduces the r.p.m by about 500, and with this size, the engine still has enough power. The firm that made the prop. is:- Chas. J. Russell, Sheen Lane, Mortlake, London SW14 8AE. Telephone 01878 2140. The price was £79.00 plus VAT; I thought this was good value"

He has done a lot of work to the boat.... "I have sand blasted the hull up to the top of the water line. I was very surprised to find the hull to be in first class order...a light rub over with an orbital sander and I am now ready to re-epoxy. I am still undecided which epoxy to use. Some friends used Gelshield last year and had trouble getting it to harden. I have been advised

to use Epoxy Tar, about 4 coats would give ample protection. I have seen a hull done with this and it looks a really good job. I have fitted Sea Furl Reefing and bought a new headsail from Ratsey and Increased the sail area which measures 18 feet along the foot. At the time I was not sure if I had made it too large, but it could not have worked out better. I get a lot of drive out of it. So much, that I seldom use my mainsail. Mizzen and headsail are a great combination, plus the safety of operating it from the cockpit. My old headsail was altered to suit the extra groove which is handy when running with the wind.

The next thing I fitted was an Eberspacher D3L heater. This is fitted in the rear cabin in the little locker on the port side alongside the steering rod, (very awkward to fit). It is ducted to the rear cabin, the main saloon, and the last duct is reduced in size and comes out beside the toilet. This outlet takes the hairdryer attachment supplied with the kit. The next boat I buy, a heater will be No 1 on the list.

I have also fitted a new radio, the Demek RS800 + aerial. I replaced the existing coax cable with 10mm cable, and the difference is very noticeable. When I was in Scotland last year, I was able to talk to some friends who were still in Strangford Lough in Northern Ireland. They also had the heavy cable fitted.

The next thing I bought was an Autohelm 3000 which is a lot easier to operate than the old 3000, and before going to Scotland I purchased a Navstar A300D, which proved a worth while investment.

I have removed all the varnish in the saloon, etc. and have revarnished it all. I then had new bunk cushions made, with thicker foam, and upholstered in red velvet, with curtains to match.

In one of the Newsletters, someone was asking about fitting a fridge; there is a fridge on my boat; it is electric and is fitted next to the sink unit; if you need more detailed information, I will send it to them. P.S. I am enclosing the particulars and list of relevant details of my boat which is for sale...price...£20,000.00....I shall be looking for something larger"

WAGTAIL - Nigel Packman cancelled an order for a new Newbridge Pioneer in favour of the purchase of 'Wagtail' and now wonders if he did the right thing. Wagtail is moored at Chatham Reach in the River Medway, and is sailed by Nigel, wife Gill, and children Hannah and James. He writes..."...I have had a lot of work and various problems to overcome. The prop. had to be removed and serviced due to electrolysis, also I had to have a new shaft made, even though a new one had been fitted about 18 months earlier.

On checking the bonding to the anode, I found the wire to the gearbox broken, also no bonding between the flexible couplings. Next I found that the hose on the bilge pump only went to within about 14" of the bottom of the bilge, so she had quite a lot of foul-smelling oily water slopping about in the bilges for a long time - what a mess!

He has fitted a new catalytic heater in the saloon, a new window in the sprayhood, and says that he has been able to obtain new shades for the strip lighting in the saloon from Lab-Craft, Ltd., Sales Department, Bilton Road, Waterhouse Lane, Chelmsford, Essex CM1 2UP.

#### LATER NEWS

BLACKDOG - Robert Cooper writes: "Black Dog" has been keeping me busy for the past four months. Back in July, while on our summer cruise, the drive-plate disintegrated. At least it was discreet enough to do so while we were fifty miles inland up the Vilaine. In the course of sorting it out, Louis, an amazing and apparently treble-jointed engineer, kept muttering darkly in thick Breton about other impending disasters.

Since the engine was consuming equal quantities of fuel and lubricating oil I decided to have it out, and did so in early November. In the process of lifting it out in something of a swell, it nudged the after-cabin bulkhead and went straight through it.

It turned out that about half the area of the bulkhead was completely sodden and delaminated. The rather sobering question was - what on earth had been holding up the mizzen tabernacle? These are the circumstances in which your West countryman with his lovely cheap mooring longs for one of those expensive marina berths with electricity laid on.

Fortunately the rot stopped just short of the bunks, but it has been necessary to strip down all the hatch framing, which in turn means taking out the forward end of the head-lining. I would not have minded so much if I hadn't taken all the brightwork back to bare wood last year!

Anyway, the bulkhead is now made good, and I have put in a massive bridge which takes the mizzen tabernacle load right down to the engine bearers. All that remains is to replace the 64 plugs that had to come out. Incidentally, I found that a good way to get wooden plugs out

was to drill a small hole in the middle, then screw in a self-tapper until it pushed the plug out.

The engine, after 18 years and 1700 hours was too far gone for repair and I am putting in a service replacement. I have also had the fuel tanks out and found some fairly deep pitting, but after shot-blasting, hot zinc spraying and two coats of epoxide they should see me out.

I realise I haven't mentioned the cause of the bulkhead problems. In fact there were three. One was shortage of sealant behind the starboard facing trim of the hatch. Spray was driving in behind this and feeding into the end-grain of the ply. A second, and more serious, was the absence of a good seal between the forward end of the top hatch frame and the lip of the glass-fibre moulding on the port side. Rain and saltwater gathering in the trough formed by the hatch runner and the outer trim was pouring down onto the top edge of the ply. Finally, there was a minute and quite invisible crack in the after cockpit drain hose where it had been expanded and bent to fit onto the cockpit sole fitting. Whenever the boat heeled to port, water was seeping out of this crack and running down the hose to where it was held against the bulkhead by a strap.

Almost certainly all three faults were in the boat from the day she was built.

I suppose in a way it's a testimonial to her strength that the mizzen mast has not long since gone down through the bottom of the boat.

One other development to report is the fitting of a TWC regulator system. I won't really know whether this is worth the money until I have cruised with it, but I have had enthusiastic reports from other people down here who have fitted it.

I would earnestly recommend that people keep an eye on their aftercabin bulkheads because it is quite easy to deal with the leaks I have mentioned, whereas replacing any part of the bulkhead is one hell of a caper....."

While on the subject of trouble in and around the engine compartment, perhaps its the right time to reprint the following:-

EASTRA II - (Peter Jennings was the owner when he wrote the following) ... "anyone bothered by the possible failure of the braided oil pipes can carry out a simple modification without having to obtain the special oil filter support bracket.

Looking at the machined face of the casting after removal, note the  $\frac{1}{2}$ " diameter hole drilled as far as the first oil pipe hole. Using this oilway as a guide and with a  $\frac{1}{2}$ " twist-bit, continue the hole clear through to the second oil pipe hole, a distance of less than 1". Be sure to remove all traces of metal from the casting before re-assembly.

The holes vacated by the oil pipes will need to be plugged. By a fortunate coincidence, the thread is a standard plumbing one, and central-heating steel radiator plugs are easily obtainable at a cost of about 26 pence each. Be sure to get steel plugs (not the brass ones with a vent hole). The square recess in the plug is driven using a 3/8" square drive ratchet extension.

Removal of the oil pipes is rather messy - have plenty of old rags handy. The job is best accomplished during a routine oil change."

Use of the engine without an oil cooler does meet with the approval of Perkins the manufacturers, and I quote from one of their letters on the subject:-

"Whilst in temperate climates and operating in the lower speeds as auxiliaries in sail boats and estuary cruisers, the use of the engine lubricating oil-cooler is not strictly necessary. The oil coolers were included as Perkins had no way of controlling the final installed engine operating speeds, engine room ambient temperature, or movement of vessels into other climatic conditions. In view of recent enquiries regarding the removal of oil coolers from these 'highline' engines, the situation has been re-appraised, and it is approved for engine lubricating oil coolers to be removed from the oil circuit, providing the following parameters are not exceeded:

1. Full power/full throttle engine speed does not exceed 3000 rpm for continuous operating duties.
2. Engine room air temperature, measured adjacent to the oil filter does not exceed 60°C (140°F).

When deleting the engine oil cooler from the oil system, it is only necessary to remove the flexible pipes from the filter-head to the oil cooler, and replace the filter-head adaptor with Adaptor Part Number 37763674 which allows the oil-flow to pass direct to the filter element"

There are pros & cons. Perkins solution is initially much more expensive, but the replacement filters are cheaper. How many you would have to use to justify fitting the adaptor, I haven't worked out.....

## DOGMATIC - (a cautionary story from your secretary)

At the beginning of last season I noticed a tiny drop of water oozing from the "O" Ring seal at the joint between the oil-cooler and the main body of the heat-exchanger/header-tank. It didn't look terribly serious but when the assembly had been dismantled the seatings of the "O" rings were seen to be deeply corroded. I had no trouble, using a small screwdriver, in poking a hole clean through the crumbly metal. (The body of the heat-exchanger is of aluminium, the end-covers of brass or a similar metal; "O" rings hold them apart). When water bridges this gap, electrolytic action takes place and corrosion results - the aluminium suffering.

The casting appeared to be a write-off, so I spent the next few days motoring around the coast visiting likely yards in search of a second-hand one, but all in vain. Depressingly, I was told that this model was obsolete, out of production, and had been replaced by an entirely new design, the "Low-Line", a combined exhaust-manifold/heat-exchanger as fitted to some 4.108 engines. (Much later I found that this information was incorrect).

Fitting this "Low-Line" model looked like being very expensive and a lot of hassle, so I next tried to have the old unit repaired. From the start it seemed there was a jinx at work. The repair firm promptly went on strike for 6 weeks, then my contact went on his holiday; when he returned a fortnight later, believe it or not, no one could find it. To cut a long story short, it was returned to me weeks later as beyond repair.

Next, a phone call to a firm in Lancing started full of promise, but after hanging on for what seemed hours, I was told that the part-number was proving difficult to find, and as they were closing within the hour for their annual holidays, they really couldn't offer to help me.

Finally I did what I should have in the first place and wrote to Perkins. They put me in touch with a firm that had one in stock; a few days later Golden Arrow Marine of Newhaven delivered the elusive part to my door. Now poorer by a little over £140 and a lot wiser, I'm very happy to put the troubles of 1986 behind me and am keenly looking forward to using Dogmatic once more.

I received no sympathy from our local Marine Engineer for what he saw as almost criminal negligence. He couldn't understand, when no one thinks twice about cleaning seawater filters, why heat-exchangers are neglected until they give trouble, which, when the day of reckoning arrives, is usually serious. His recommendation to safeguard oneself from a similar situation is to remove the end-caps of the heat-exchanger (certainly not less than once a year), hose out the tube-stacks and examine the seatings of the 'O' rings for incipient corrosion, and consider this an essential part of normal engine maintenance. If the "O" rings are still satisfactory and there is no corrosion of their seatings, then everything may be carefully dried and re-assembled.

Special care must be taken to tighten the securing nut to 25 foot pounds - not more and not less. This nut (which is extremely expensive), is not an ordinary nut. It is designed to shatter under stress. If it is over tightened it will ultimately disintegrate without warning and the cooler will fall apart.

So if you see, anywhere on the outside of your heat exchanger, a deposit that looks like powdery salt, then trouble could be at an advanced stage..... the 'salt' is aluminium oxide which has a greater volume than the original metal. Gradually, with the passage of time, a huge pressure builds up, so huge that the special securing nut shatters and the heat-exchanger falls apart. This may take years, but the day of reckoning is inevitable if you wait long enough and deny it any maintenance.

I've deliberately gone on a bit about this, because it happened to me, and because I, of all people, should have known better. In spite of the fact that I'd read and re-read horror stories in the files about heat-exchangers falling apart on the high seas, oil spraying everywhere, sometimes resulting in the destruction of the engine, the message really hadn't got through...so if you haven't already done so, do dismantle and check your heat exchanger now while there's still time. Sod's Law makes it likely that if/when yours fails, it will be at the most inconvenient time and when you are least expecting it.....maybe motoring in a busy tideway.....or even crossing a shipping lane.....at night.....in fog.... I think I can count myself lucky that Dogmatic was in her berth when it happened to me.....you might not be.

POSTSCRIPT - There's a boatyard in Southampton which regularly receives SOS calls from owners of yachts stranded abroad with heat-exchanger failure (or worse). The going rate for express delivery of a replacement part overseas is upwards of £300. Add to this whatever other expenses you will incur while waiting for the heat-exchanger and the total is going to be considerable.... never mind the inconvenience...and all for the sake of an hour or two at laying up time.....



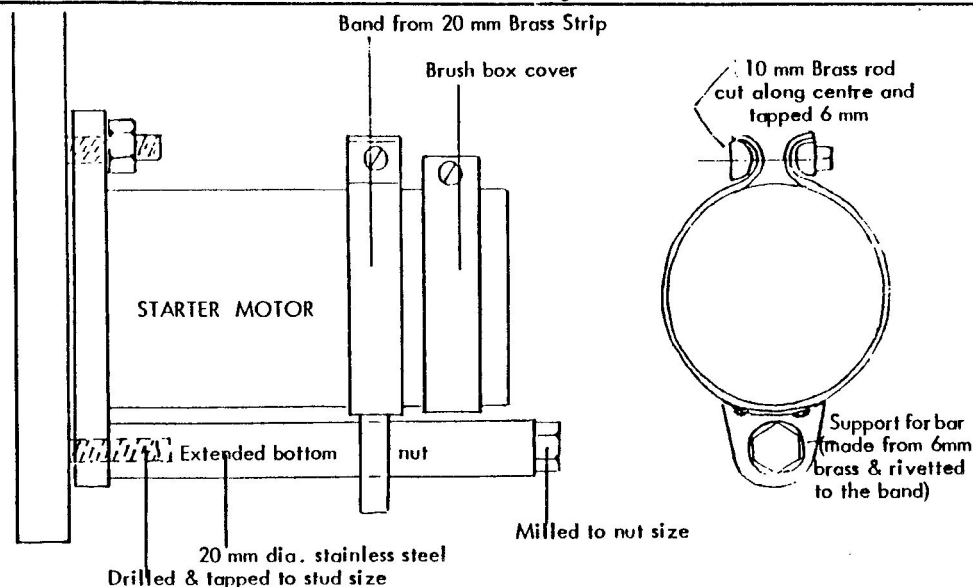
LILLIBET II - Last October, James Hill told me that while he was sailing between the Forts at the eastern end of Spithead, he was nearly rammed by a super-tanker. Observing the approach of the distant vessel he went to start the engine, intending to motor well clear of the channel. When he operated the engine master switch and turned the engine start key, there was no response from the starter motor. The wind was light, the tide strong, and the supertanker swept on its way frighteningly close.

Investigating the trouble later, Jim found that (1) the engine master switch had developed a fault and was not making contact, and (2) the brushes in the starter motor were worn right out - there was practically no carbon left on them.

Considerable difficulty was experienced in getting at the Master Switches in order to work on them, also in removing the starter motor, mainly because of the inaccessibility of the bottom bolt.

To secure himself from like problems in the future, the master switches were repositioned on the port bulkhead between the top of the draining board and the bottom of the hanging cupboard, access to the cable ends being gained via the steering console in the cockpit. At the same time, a 'machine sensing' Alternator was fitted, plus much heavier cabling all round, especially to the starter motor.

Jim, ex Merchant Navy and a professional electrical engineer, has drawn a full and detailed diagram of 'Lillibet II's' new electrical installation, and will be very happy to pass this and any other information to interested members of the Seadog Owners Association.



Note:- Make sure extended nut not long enough to foul dip stick.

His solution to the problem of simplifying the removal of the starter motor is to fit a very long (about 8") stainless steel nut, the head of which extends slightly beyond the forward end of the starter motor; this makes removal easy, and the above diagram explains the detail.

When Jim called to see me last Sunday and brought the diagram, he told me of his experience while attending a Perkins Owners Course. He said the syllabus covered the engine adequately, but the electrics were scarcely mentioned, and when he asked how often starter motors on the School engines were checked, no one could remember their ever being looked at. When one of the starter motors was removed and the brushes were found to be worn right down to the metal, Jim was promptly invited to lecture the class on Marine Engine Electrics ..... which he did! This subject will now be included in all future Courses.

Reading the above, it seems we should all be investigating the state of the brushes in our starter motors before the commutators are ruined...its beginning to look like being a particularly busy fitting out season.....

## BUYING YACHTS ABROAD AND THE "3 YEAR RULE"

This came up when I had a phone call from one of our new NSD Members to say he was interested in a low-priced Seadog advertised for sale in Porto Colom in Majorca. He didn't know the boat's name, but remembering that Ludwig Brandt of 'Triasid' had written about a rather forlorn and neglected Seadog with galvanized rigging, and putting two and two together, it had to be 'Johvia', but that is by the way.

My caller told me he had enquired of Customs & Excise whether there would be any problems in returning the yacht to this country. The gist of what he was told appears below. A double-check with Customs at Southampton confirmed the basic fact that....

### "A British Yacht exported for more than 3 years automatically loses its British Identity".

Should this yacht subsequently be re-imported to the U.K., VAT & Duty may have to be paid under the '3 Year Rule'.

However, an owner who originally exported his yacht and then returned the same yacht to the U.K. after an absence abroad of more than 3 years is entitled to claim a waiver of the "3 Year Rule" under the "British Return Goods Regulation", and if successful, will be allowed to re-import without charge. To be successful, the owner must prove that:-

- (a) VAT has been paid on the vessel, or
- (b) Purchase Tax has been paid, or
- (c) The vessel has had second-hand use in the U.K.

In the case of a British yacht which is abroad at the time of purchase and has been so for more than 3 years, VAT & Duty will be charged should the vessel be subsequently re-imported to the U.K. On arrival at a British port, a STOP NOTICE will be slapped on the vessel and she will not be allowed to be used until the following charges are paid:

- (a) VAT on the purchase price
- (b) Should a delivery crew be employed to bring the vessel back, VAT will be payable on their charges for doing so.
- (c) VAT will be payable on the cost of Insurance Cover for the voyage to the U.K.
- (d) A nominal Duty of around 2% may be imposed, depending on the policy of the Customs Authorities in the area.

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Two Ocean Dogs have joined the Association, and I hear there is another under construction.

ALLYSON MARY OF WELLS - is owned by Tony Webster - he would welcome ideas to incorporate in a mast-lowering 'A' Frame he intends to construct.

TARA OF WROXHAM - owners Chris & Penny Bellamy propose to visit the Baltic and the Mediterranean and would welcome advice from owners who have cruised these waters.

EL VAGABOND - Peter Ashley, ex owner of Seadog 'Sea-dog' sent a postcard from Nidri in Greece and reports meeting Ludwig Brandt of Triasid in Palma & that Johvia is for sale in Porto Colom. Peter hopes to meet us all again at some future rally.

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## - TAIL ENDS -

Would you like to own a permanent and unusual memento of your Seadog? Olive had to choose a Ladies Night present and spotted a stall at Hamble Boat Jumble selling brass table lamps in the form of small yachts. We asked the owner of the business if he could make one resembling a Seadog - he did - and now it sits on top of the TV. It doesn't pretend to be a scale model, but it is hand made and we are very pleased with it. For details and price, write to Dave Turley at Sandcliffe House, Sandcliffe Road, Erith, Kent.

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For Sale & Wanted Adverts. - should we start a section devoted to Member's adverts? If so, (and the income would certainly boost the finances), what sort of charge would be considered reasonable...write in and let me know. More about this in the next Newsletter.

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AN AUTUMN RALLY - is anyone interested in attending a Seadog Rally (in late September) at Medina Yacht Harbour, Isle of Wight (just upstream from Cowes)? If so, please write and let me know. If there is sufficient response, I will do what I can to organize one.

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# LIST OF BOATS & OWNERS

(Corrections & amendments to 31.3.87)

<u>AFARON</u> (LOWESTOFT:B:38:694Y)	H.IRONSIDE 0603-721-266	THATCHED COTTAGE MIDDLE ROAD GREAT PLUMSTEAD NORWICH NR13 SEE	SOA 230
<u>ANAHITA II</u> (MEDITERRANEAN:B:17:119Y)	R.P.S.WATTS	35 LINESFORD ROAD NUNHEAD LONDON SE15 3BX	SOA (82)
<u>CANUTE</u> (FOOLE:B:116:2163Y)	J.G.WATSON R.C.THORNBERRY 084-44-7830	ELM COTTAGE, CHINNOR RD. ELEDLOW RIDGE HIGH WYCOMBE BUCKS.	SOA 167
<u>EARL</u> (LEIGH-ON-SEA:B:9)	D.NEWMAN 0702-796488	LAPWATER COTTAGE LAPWATER CLOSE LEIGH-ON-SEA	SOA 205
<u>EREMUE</u> (MEDITERRANEAN:B:46)	M.Mrs L.FULFORD 0423-888178	c/o 164 HOOKSTONE DRIVE HARROGATE NORTH YORKSHIRE HG2 8PF	SOA 130
<u>GLYFADA</u> (DURHAM ON SEA:35:2375Y)	K.BASTOW 0278-787321	NEWTON LODGE BERRON ROAD DURHAM ON SEA SOMERSET TA8 2FN	SOA 240
JALUROCH	<u>DELETE WHOLE ENTRY</u>	(Now "Kushka")	
<u>KUSHKA</u> (LOCH LONG:B:25)	J.M.CAMERON 03012-517	COTILLESSAN ARDGARTAN BY ARROCHAR ARGYLL, SCOTLAND	SOA 239
<u>MOHICAN</u> (SOUTHAMPTON:D:131)	A.C. & Mrs P.Millard Winchester 62540	4, HYDE GARDENS HYDE STREET WINCHESTER HAMPSHIRE SO23 7EL	SOA 233
<u>PROSERPINE</u> (HOWTH:B:91)	M.D.MCSHERRY 953739 (Home) 525178 (Office)	38 CLONARD PARK SANDYFORD DUBLIN 16 Eire	SOA 220
<u>SALVADOR</u> (PRESTON:B:130)	P.J.CWEN	12 PORTLAND CLOSE HAZEL GROVE STOCKPORT CHESHIRE	SOA 232
<u>SARA OF WYRE</u> (GOES:B:37)	A.P.BEAUFORT	NANKREEKSTRAAT 5 4484 EB KORTGEHE NETHERLANDS	SOA 241
<u>SCOTTISH LASS</u> (FOOLE:B:99:3121Y)	PJW & Mrs SPW LEDGER 0202.674823	WESTGATE HOUSE WESTERN ROAD CANFORD CLIFFS, POOLE DORSET BH 13 7EP	SOA 234

<u>SEADOG OF POLRUAN</u> (DARTMOUTH:B:95)	W.D.HEPWORTH	8 HEATH COMMON MEMURY AXMINSTER DEVON	SOA 091
<u>SIREX</u> (KINGSBRIDGE:B:500)	B. & Mrs J.STEPIENS  0548-2689	RIVERHEAD 35 ENVANKMENT ROAD KINGSBRIDGE DEVON TQ7 1LA	SOA 188
<u>SORAYA</u> ( : : )	J.MIETJES	ST. ANTONIELAAN 138 6821 GK ARNHEIM NETHERLANDS	---
<u>TALIESIN</u> (RIVER HUMBER:B:94)	Mrs A.RICHARDSON  0742-692454	55 VICAR LANE WOODHOUSE SHEFFIELD YORKSHIRE S13 7JH	SOA 238
<u>TRESCO MAID</u> (SOUTHAMPTON:B:69)	N.& Mrs S.GEE  0703-552649	250 PRIORY ROAD ST. DENYS SOUTHAMPTON SO2 1JW	SOA 192
<u>TRIASID</u> (PALMA:B:90:1404Y)	HERR L.BRANDT	MAX PLANCK STRASSE 6670 ST. INGEBERT WEST GERMANY	SOA 236
<u>WAGTAIL</u> (CHATHAM REACH:B:76)	N.PACKMAN	61 HILLINGDON ROAD SEVENOAKS KENT TN13 3RH	SOA 231

ADD TO LIST OF NON SEADOG MEMBERS

<u>NO BOAT YET</u>	R.MORGAN  0222-530249	19 LYNMOUTH DRIVE SULLY SOUTH GLAMORGAN WALES	NSD 235
<u>ALLYSON MARY OF WELLS</u> (Ocean Dog)	T.WEBSTER  0493-728425	HAMILTON CAISTOR-ON-SEA GREAT YARMOUTH	NSD 237
<u>TARA OF WROTHAM</u> (Ocean Dog)	C. & Mrs P.BELLAMY	79c MANOR WAYE UDRIDGE MIDDLESEX	NSD 242
<u>NO BOAT YET</u>	P.A.ELLIS  0625-877585	WOOD LANE END FARM ADLINGTON MACCLESFIELD CHESHIRE SK10 4PQ	NSD 243

UPDATE OF BUILDERS NUMBERS

25 - KUSIKA (ex Jaluroch):      35 - GLYFADA:      38 - AFARON:

R.F. Freeman & Partners,      The Dog House,      Boldre Grange,  
   Boldre, Lymington, Hants.  
Telephone    Lymington (0590) 74737

SEADOG OWNERS ASSOCIATION BURGEES - £6.95 including U.K. post & packing  
(a 'Gold' ketch motif upon a navy blue background)

SEADCG ENAMEL/GILT BROOCHES - £2.95 including U.K. post & packing  
(Miniature of the above)

SAIL PLANS - £2.95 including U.K. post & packing (folded flat)  
- £3.25 including U.K. post & packing (rolled in cardboard tube)

N.B. Please specify which sailplan is required. The two sizes are:-  
399 sq. ft. & 454 sq. ft. If in doubt tell me the mast heights.

PETER FRENCH  
'CRESTA'  
27 CHAPEL ROAD  
SARISBURY GREEN  
NR. SOUTHAMPTON SO3 7FB

Telephone: Locksheath (04895) 3436

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Water seeping in around rudder tube	FUHARA	4
Permanent wheel shelter	LYTRA	1 & 5
Oil leaks / Rope, net & weed cutters, etc.	MICHETTE	5
Larger Rudder	ROUSELLE	5
Stowing cylindrical liferaft cannister	SOLWAY DOG	7
'Triasid's' many troubles + offer to help + recommended engineer in Palma, Majorca	TRIASID	7 & 8
Larger propeller	TONGAREVA	8
Disintegration of drive-plate + Rot in stern cabin bulkhead	BLACK DOG	9
Failure of oil pipes to cooler	EASTRA II	10
Terminal corrosion of heat exchanger	DOGMATIC	11
Modified engine electrics + Starter motor problem solved with 8" long nut.	LILLIBET II	12
The little-known "3 Year Rule"		13