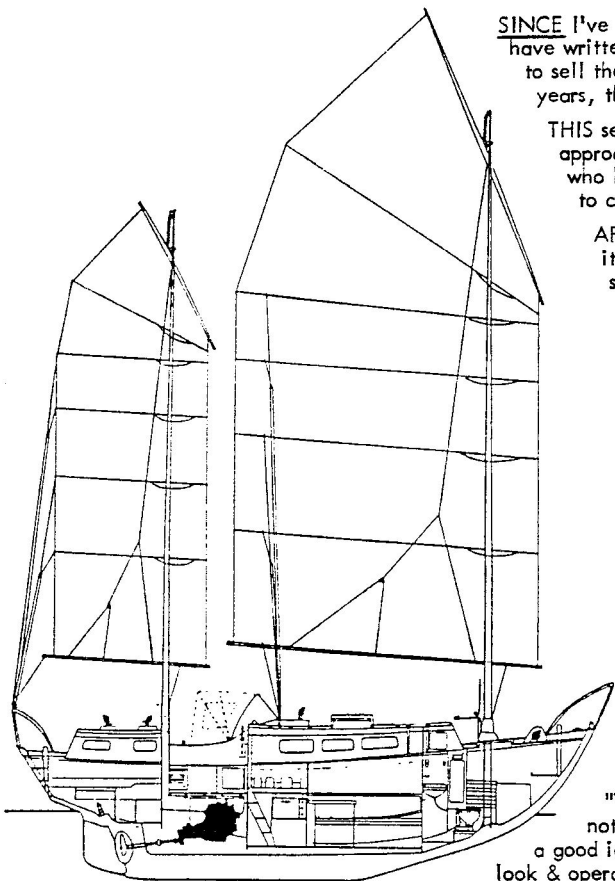


SEADOG OWNERS ASSOCIATION

President:- Mrs Hylda Freeman

Secretary:- Peter French

SPRING 1988 - - - - - NEWSLETTER No 22



SINCE I've been secretary, a number of Owners have written to say they are reluctantly having to sell their Seadogs because, with advancing years, they can no longer cope with the sails.

THIS set me thinkingI therefore approached Robin Blain of Sunbird Yachts who lives nearby, to ask if it was feasible to convert a Seadog to Junk Rig.

AFTER examining 'Dog natic', he said it could be done, and has drawn up some details to show what is involved.

BEFORE you throw up your hands in horror - consider the alternatives -

WOULD you rather sell your boat because you can no longer handle the sails - or convert to Junk Rig and carry on sailing?.

THIS article may set you thinking and who knows - one of you may "take the plunge".

I'LL be looking forward to your comments, which I will publish in the next Newsletter. P.F.

FITTING JUNK RIG

ONTO A 'SEADOG 30'

- THE SAIL PLAN -

(An explanation by Robin Blain)

"This sail plan is an Artists Impression - not a 'designed' sail plan - but it gives a good idea of what is involved & how it will look & operate. Using the existing mizzenmast position with maximum practical sail area, the

remaining area has been put in the mainsail - the size of this area decides the position of the mainmast. A 'designed' sail plan may increase the sail area and take the mainmast forward in the forehatch. If a forehatch is essential, another hatch will have to be fitted in the coach-roof of the toilet compartment.

MIZZEN MAST - The mizzen sail is sheeted to the pushpit with 'X' section track fitted across the rail. Or the sheet could go to the deck. The boom is high to avoid crews heads in the cockpit; control lines will be cleated on the port side of the aft-cabin bulkhead. Sails may be hoisted either side of the mast, whichever best for siting halyards & cleats.

MAINSAIL - The mainsail is also hoisted high to give good visibility on all points of sailing. The sheeting method is similar to the mizzen, but arranged on both sides of the sail & attached to the battens approx. 18" forward of the leach. This has 3 advantages:- 1) Saves cost of hoop over cockpit, necessary to anchor mizzen-type system with 'X' track; 2) The sheet system would go either side of the coachroof, well ahead of the sprayhood & keep lines well away from the cockpit; 3) A sheet-track would not be needed.

A first reaction might be - even if I can afford it - how can I possibly get used to its appearance?

But many people, new to sailing, think it has beauty and liken it to a butterfly's wing, or a fan - and the Chinese think the Bermudan rig pretty peculiar! It all comes down to what you are used to.

Secondly, I can hear you hissing through your teeth at the cost - but I find no one minds paying provided they get value for their money; this costs no more than a new small car, & a lot less to run. With it, when off the wind, you will enjoy the pleasure of sailing away from other Seadogs while they are still fighting with their spinnakers, if they dare use them. And you can tack to windward with one hand and eat your lunch with the other. Just ask your wife or crew how they would feel about never having to winch in, or even touch the sheets every time you go about - ever again!

And did you say "but they don't go to windward"? Sorry to destroy that myth - the Junk Rig does go to windward - it is the hull it is put on that does not go to windward very well. In any event, many cruising folk motor-sail to windward a lot of the time - even if they don't admit it. With our flexible battens & sheet tracks, the Junk Rig is nearly as close-winded as the Bermudan Rig, and over a passage, because it is so easy to operate at maximum efficiency, often overtakes a less efficiently sailed Bermudan Rig.

If you are still not convinced you are going to get the windward ability you need, then our Swing-Wing Rig will guarantee you your old Bermudan Rig's performance while still being handled from the cockpit like the Junk. This costs about 15% more than Junk Rig.

COSTS - Complete Installation - supplied - Yard installed & Rigged & Commissioned by Sunbird Yachts - £7,035.00 + VAT. This figure includes Steaming & Masthead Lights, VHF aerial, Radar reflector and Sail covers. The cost of the Junk Rig for Owner completion is about £5,500 plus cost of Design work (£285 & delivery (UK) - £150) - all plus VAT For more information & a £5 Information Pack, please contact Robin Blain direct at Sunbird Yachts (0329-42613), day, weekends & evenings or write & arrange for a trial sail."

From the Secretary - It has been pleasant to make contact with so many Seadog Owners this year, by letter, visit and phone call, and encouraging to know you find the SOA helpful. Several new members have joined this past year, including 3 from Holland & others who joined prior to becoming owners. WELCOME to you all - hope to see you at some of the Rallies. Should you ever run across a Seadog whose owner is not a member, convince him of the benefits of joining, & should you sell your boat, please make sure the name of the new owner is passed to me & he is made aware of the SOA. I hope to produce & distribute an up-dated Owners List this year & would appreciate early notice of change of address or phone number (so please add the SOA to your check-list of folks to notify). Lastly, should you be 'going off into the blue', please let me know.

My thanks are due to Reggie Lodge of Solway Dog for sterling work in supporting the Association in the Northwest & for Indexing past Newsletters (more on this in another issue), and as always to Fred Murley for his continued support & supplying & printing the address labels: Fred & Clare now live near the new Marina at Hythe on Southampton Water, at 'Apple Cottage', 3 School Rd., Telephone:- Hythe 840454.

Please continue to keep the letters arriving detailing your crises, cruises, happy times & problems - it makes interesting reading...and I must have something for the next Newsletter!

Finally - if you are ever in the Hamble area - a phone call will ensure a welcome & Olive will get the coffee on..... Safe & Happy sailing, and a Sailor's Greeting to you all

FINANCES - a 16 Page Newsletter costs about £120 to produce & post. After paying for this issue, our Bank Balance will be approx. £250. The cost of producing the next Owners List will substantially diminish this figure.

For the past 4 Years the Subscription for new members has been held at £10, during which time costs have risen appreciably - the time has come when it seems sensible to raise the Joining Fee to £12.50 to help offset this.

As Fred Murley wrote (in Newsletter No 17, 1984) - "The alternatives would be either an annual subscription or a single additional levy on Members, both a lot of work to put into effect, and one would hope, unnecessary".

Pete

ALLYSON MARY OF WELLS - (Ocean Dog) - Tony Webster thoughtfully sent a newspaper cutting showing yet another Ocean Dog being constructed at the International Boatbuilding Training Centre at Oulton Broad.

AMERUS - Steven Gibbons found the rudder gradually stiffened up & became hard to operate:- "this was caused by the pin in the shoe at the base of the rudder unscrewing & lifting the rudder and jamming it up against the plate at the base of the rudder tube." Come April, Steven hopes to be off to the Mediterranean for a two year cruise.

ANAHITA II - Gordon Pinkard acquired Anahita II from Richard Watts last March - "It was the first time I bought anything without seeing it, but having met Richard, I took all on trust, and when I took over Anahita in Greece I was very pleased at what I found. Richard had looked after her well & accumulated a lot of come-in-handly pieces.

John Cook, owner of TIWANA, joined me for the passage to Malta via Corfu, Italy & Sicily. We shared a disturbing experience en route. Perhaps it all came about because the only chart of the area we could buy in Levkas was a small-scale photostat.

On the first night we decided to drop the hook at an anchorage on the north coast of Othonoi, and we were motor-sailing into the bay at about 4-5 knots when suddenly, we stopped with a crunch as we hit a submerged rock. First reaction was to go full astern to drag off, but this produced another horrible crunch and rattle back aft.

My first thought was 'Hell, that's the prop. damaged as well'. We managed to pole-off, make out to sea a bit, & then sail in on a direct course to the anchorage. We didn't appear to be making any water, and John took a dive over the side where he could see damage to the stem and the starboard bilge keel. The prop. looked O.K. Investigation of the tailshaft revealed that in going full astern, the after Silentbloc flexible coupling had disintegrated. The inner metal sleeves had pulled out through the rubber bushes, allowing the tailshaft and prop. to move aft to foul the rudder, and the intermediate shaft to thrash round loose in the bilge.

Using some come-in-handly bits, I rebuilt the coupling & pulled the inner sleeves back into the rubbers with a couple of long studs -(with large washers under the bolt-heads to prevent any repetition). The tailshaft half-coupling had been distorted, so the whole assembly ran a long way out of true, but at least we had power for emergencies. Crossing to Otranto next day in rough irregular quartering seas with wind F5-6, the autopilot couldn't cope, so we hand steered with only the No1 jib set & poled out, and averaged 5 knots for the passage, using the engine just to tie up in Otranto.

Next day I removed the bent half-coupling & with the help of a vice at the Boatyard and judicious use of a heavy hammer, (the fitter's friend), trued it up enough to run OK until we reached Malta. There I had the boat lifted out at Manoel Island Yacht Yard where we found an 8" long gouge, 3/4" deep, in the bow, and similar in the bilge keel. I left the boat for a month for the damage to dry out thoroughly, & returned at the end of June to find the Yard had made a very good job of completing the repair. July was spent fitting up various items, including a bow gang plank.

I've given a Seadog a good test hitting a rock at 5 knots - many another craft would have shattered on the spot. The more I see of the boat, the more respect I feel for the late Reg. Freeman; a lot of people in Malta have commented "How right she looks". Am now considering moving to Majorca where I can get direct flights to & from Exeter, & avoid the hassle at Gatwick which I face for Malta flights; all being well, will be taking Anahita to the Balearics via Sicily, the west coast of Italy, Elba, Corsica & Sardinia. We'll be keeping our eyes open for other Seadogs on the way".

CANICULA - H Dieter Vieluf has joined that elite band of owners who have fitted bowsprits to their boats. This one is about 30" long with twin forestays & furling jib No3. Jib No1 is now self-tacking. He has also fitted a new polycarbonate windscreen & a new spray-hood and has increased the area of the rudder by about 25%. He writes - "as Brian Jones of Roussele reports, under power in reverse, the boat now goes in the helmsman's direction". Last summer, we went to the Baltic Sea. My wife Christiane and I left Kiel & reached Bornholm 43 hours later non-stop. After 8 days at Bornholm, we went back to Klintholm non-stop in 20 hours, and from there through Denmark in short, easy stages. Our new dinghy is a banana-boat with sails, and anchoring as often as possible, we had a very happy time.

In 1988 we want to go - you may believe or not - to the Eastern Scheldt! Unfortunately, our holiday starts on the 16th of June, & I have to be back latest on July 18th, so we are very sorry not to be able to attend the Rally at Middelburg in August. Nevertheless, a Seadog Rally in the Netherlands is a good idea - and I hope it will be continued".

4.

CONMARA - Rob Price launched on April 10th with above average problems. A week before launching, while the engine was being run using an onshore water supply, he spotted a steady drip of water from the gearbox oil cooler, just inboard of the seawater seacock:- "Feeling under the oil cooler, found a draincock which I didn't know existed, and which fell out into my hand. On removing the cooler I found the draincock had simply 'rusted' out. A new cooler was unobtainable locally, so the yard soldered the draincock back into place. Then, on starting the engine while 'Conmara' was in the cradle on the slip, a newly fitted waterpump gasket blew: water everywhere, & 15 minutes to change it! Even with the access hatch in the bulkhead, the water pump is still difficult (for me) to work on. One tip I can pass on - use Blu Tac to hold the first bolt in place on the plate before screwing home with a screwdriver. After launching & a cold, wet passage downriver across to the Kyles of Bute, we picked up one of the HIBD moorings off Kames for the night. This new(ish) service for yachtsmen visiting the West Coast of Scotland is provided free by the Highlands & Islands Development Board at certain anchorages - Kames on the West Kyle, Gigha Island, Craighouse on Jura, Salen on Mull, and Tobemory. Next morning I woke to find snow down to 400 feet & the boat covered with thick frost - crystal clear air & magnificent views of the snow capped mountains of Arran. Such high pressure conditions usually bring strong northerlies: sure enough, as we rounded Ardlamont Point into Loch Fyne, a NW F6 gave us a long slog under engine to Ardrishaig & the Crinan Canal. Next day, summer arrived, and we had 10 days of glorious warm weather. Our Summer Cruise was the culmination of a most enjoyable season; we covered about 700 miles between the Clyde & Northern Skye. Starting from Tayvallich, through the Sound of Mull, out to Canna, Soay & up the west side of Skye, visiting anchorages in Loch Harport, Loch Dunvegan, Loch Snizort then round the north of Skye across to Loch Gairloch, Loch Torridon & south via the Isle of Rona, Plockton & Tobemory. The weather was kind during our 3 week cruise in July, i.e., fewer wet days than usual on the West Coast: Conmara behaved very well under a variety of conditions & we found our large new genoa a great asset. During the season we saw two other Seadogs - Kushka at Kyleakin, where they were trying to sort out fuel-filter problems, & Seadog No 98 while passing through the Kyles of Bute at the end of the season - couldn't see her name as she was towing a dinghy over the stern & had no VHF (98 = Candy Cloud from Dublin). I eventually obtained a new gearbox oil cooler & had no other engine problems throughout the season, and, while adding nothing to the performance, the new wooden wheel I fitted gives great pleasure!"

DOGMATIC - Notes from your secretary - Peter French ...first of all, starter motor failure:-

We were on the Isle of Wight, all packed up and ready to leave for home; the starter-motor just whirred and whirred, but wouldn't turn the engine. It was then I found that there was no spanner aboard to fit the starter motor bolts. At crack of dawn next morning I called in a local engineer. He arrived about 3 hours later and removed the motor with some difficulty, dismantled, cleaned and refitted it and we were able to leave early the next morning. (I could have bought two dozen spanners with the money it cost to have an engineer to do the job!)

Three weeks later it happened again - this time on our half-tide mooring on the Hamble River, when we had guests and whippets aboard and were stacked out with food and gear. It was high-water and we were about to leave on a week's holiday. Once again the starter just whirred. I couldn't believe it! Something had to be done quickly if we were not to miss the tide, so I shot below, grabbed the largest hammer I could find, and had someone turn the starter key while I vigorously thwacked the starter motor. After half a dozen blows the starter suddenly engaged, the engine fired and we were away - (I did leave the engine ticking over until we were safely tied up at a marina at Cowes).

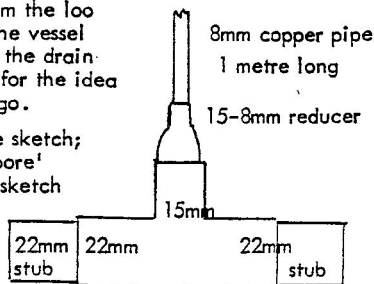
Next day Olive took our guests and the dogs sightseeing while I removed the starter motor. The trouble was in the Bendix Gear. The delicate spring and the washers top & bottom had a rusty appearance and a rough surface, so with a fine warding file I carefully smoothed the roughness from the spring then, using very thin oil, "ground in" the washers top & bottom by pressing on them & rotating them back & forth until they moved freely, repeatedly flushing with penetrating oil. When everything moved smoothly under the impetus of the fine spring, I refitted the motor, and (touch wood) since then it has given no further trouble. The spanner I found most useful in removing the starter motor was a "Britool" right-angled fixed-socket spanner - Part No 1587 - 1/2" X 9/16".

N.B.....When refitting the starter motor to the engine, it is not at all easy, if you possess short fingers, to get the bottom fixing bolt into place and started in the thread - a great deal of patience is required, but it can be done.

Loo washbasin.

Years of putting up with hot water magically vanishing from the loo washbasin finally drove me to fit an 'air-bleed'. When the vessel pitches in a seaway or even at a mooring, air is forced up the drain-pipe and tends to blow the plug out of the basin. Credit for the idea goes to Joe Lyons of 'Hiboux' who fitted one some years ago.

I used ordinary plumbing fittings as shown in the sketch; the 8mm piping and reducer are commonly used on 'small bore' central heating systems. Solder all the items together as sketch and fit as follows:-



Cut a section from the plastic drainpipe (with the sea-cock shut off!) which is located in the bottom of the larger of the two lockers on the port side. Then drill a hole in each of the shelves directly above and feed the copper piping up through them. Next force the cut ends of the drainpipe over the copper stubs protruding from the "T" piece & secure with Jubilee Clips. You may have to soften the plastic piping with very hot water to do this. The finished job is effective and worth the effort.

Engine Oil Cooler.

I have modified the oil filter support bracket & removed the flexible oil pipes as described on Page 10 of Newsletter No.21.

External Woodwork.

With a lot of effort Olive and I succeeded in scraping off all the old varnish and have treated the wood with several coats of Sikens Cetol Filter 7. It looks fine now, but time will tell if it is durable in a marine environment.

FAYE OF AUBIN - Les & Tina Poyner provide this absorbing account of their recent travels:-

"Our canal tour round mid-Europe was decided upon because our youngest son is serving with the RAF in Gutersloh near Munster, & to visit him and his wife, thought rather than air or rail, it would be more interesting to take 'Faye' & make a round trip.

We had wintered in Almerimar near Almeria & left on April 26th, having quite a rough trip up to Agde in France with headwinds of Force 7 nearly all the way. It took a month to do the 600 odd sea miles, as there were days when it was just impossible to put the bows outside the Marinas. So it was with relief when we arrived in the Herault River with miles of canals in front of us. No more worry about weather forecasts and no more rough seas to worry about. What a false sense of security that turned out to be!

We finally got into the canal system on May 26th, having struck our masts at Agde, and made an overnight stop at Frontignan, setting off early next day for Aigues Mortes, a beautiful mediaeval town. Next stop was to have been Beaucaire, but on leaving the Petite Rhone, the current was so strong we were practically standing still, so turned downstream to Arles for the night; had we realised the difficulties ahead we would have stayed there for the whole summer!

Next day it took nearly 10 hours to travel the 43 kilometres to Avignon - this was to be the speed most of the way until we reached Germany, for due to unseasonal late snow, & five weeks of continuous rain, the rivers of France & Germany were all in flood, at least 2 metres higher than normal, & running correspondingly fast. The worst day was travelling from Vienne to Lyon, where tugs & barges passed us on this length as if we were standing still, and it seemed we were never going to get to a mooring for the night.

Eventually we reached a nice tho' expensive marina at Valence, the only real marina since leaving Aigues Mortes; we were to find moorings few & far between - a great pity, since there are so many villages where one would like to stop, but where, due to sloping banks & shallows it is impossible to moor. After Lyon was a small marina at Macon, very pleasant, friendly and English speaking. It only has room for boats up to 8 metres & 4 tonnes, but there is a quay where four visiting larger boats can tie up.

Next stop was Chalons sur Saone, a large city with a small pleasant marina; here the Canal du Centre joins the Saone & the Canal de Bourgogne joins it 56 kilometres further up at St. Jean de Losne. From hereon we were to see only one English yacht during the rest of the journey to Luxembourg; this was a motor cruiser on her way to Holland via Toul, Pont a Bar and Gived.

We stayed overnight at a pretty village called Pontailier on our way to Corre and the Canal de l'Est. Here, they have made a big effort to make visiting boats welcome & are in the process

of building a small marina which will take one out of the main current for the night, more than welcome relief, for barges travel 24 hours a day on the rivers & cause quite a wash as they storm past.

The Canal de l'Est was disappointing; there were few places where we could stop & not much to see. The banks are too high to see over, and there are very few villages or towns. It was 46 locks up to the summit at Epinal, at 360 metres the second highest in France, (the summit on the Canal de Bourgogne being the highest), & 47 locks down to Neuves-Maisons, a distance of 122 kilometres. Here we were on the River Moselle and really began to enjoy our journey.

We made an overnight stop at Toul, mooring under the shadow of the cathedral. From here it is just 132 kilometres & 13 locks to the Luxembourg frontier, done in 2 days, arriving at Schwesange on the 23rd of June. This is an excellent marina & camp site just 5 kilometres inside Luxembourg; we were met by the Patron - not asking us how long we were staying, but if we would like fresh breakfast rolls next morning, & if so, how many - and they were duly produced. It was unbelievably clean & so cheap compared to France, approx. £2 for the night compared with 79FF at Valence. From here we had a marvellous trip down the Moselle, the current now with us, making life much easier; the views have to be seen to be believed, from Mahring to Traben Trarbach particularly. The river winds like a snake & all around are Beech trees & vineyards as far as the eye can see, up steep slopes where an electric lift on rails goes from the bottom to the top to get the ripe grapes to the lorries that take them to the vats.

Our next stop was at a small marina in the pretty & immaculately clean village of Brodenbach; we set off early next morning intending to stop at Koblenz. The Moselle enters the Rhine approx. 4 kilometres above Koblenz & we found the current here unbelievably strong; we were doing less than 1 kilometre an hour against it, so turned round & shot like an arrow down the Rhine, having little time to glimpse at the villages and towns as we flashed past, averaging 22 kilometres an hour! This is where we met our first really large barges & hotel boats; these were three or four times bigger than those on the Rhone & Saone, sometimes coming 3 & 4 abreast. We stopped (with difficulty) at a marina near Leverkusen. It took 4 men to haul us into a berth against the current & with the engine full on! Worrying at the time. Next day we roared on again down the Rhine to Wesel where we entered the canal system for Munster.

By the 29th June we were safely at Dorsten on the Wesel-Datteln Canal, only 2 days away from Munster. We thought once on this canal we would lose the big barges, but no such luck: here they had push-&-tow barges which would couple anything up to 5 barges together. Just before Datteln they are widening & deepening the canal for even bigger barges! We had long delays on this stretch - most welcome as it was almost too hot to stay in the cockpit. We arrived in Munster on the 1st July. The sides of German canals are nearly always steel piled - one can tie up anywhere within reason; there are ample mooring signs, but few places where one can get drinking water or fuel. We left 'Faye' at a marvellous marina at Fuhstropf just 10 kilometres north of Munster for 6 weeks while we visited our son and his wife. This marina is on a side-creek of the Wesel-Datteln Canal, and has all facilities & even a bar-restaurant that doubles as the Marina office.

At the end of our stay, we left on the 13th of August intending to enter Holland at Coevorden, but on reaching the Ems-Vech canal, found that, as it is no longer used by barges, the gates have been left open & the depth allowed to drop to under 80cms., the same with the Haren Ruten canal which would have led into Holland at Ter Apel. The only route now open throughout is to go right up the Dortmund-Ems Canal to Emden & into Holland at Delfzijl. This was a blow, as it would have meant another 380 kilometres travelling the length of Holland to get to Belgium. Time was now getting short if we were to get back to Spain for the winter, so we turned about & headed back to Munster and thence to Wesel to enter the Rhine once more. The floods had now receded, but even so, we found travelling at 18 kilometres an hour, while manageable, too fast for comfort. We finally entered Holland at Lobith. Feeling by now we had had enough of big rivers, we chose to travel down a small, narrow canal, the Tuid Wilhelmstadt. This very definitely was not a good move. It turned out to have only 2 accessible stopping places in its 120km. (approx) length - S.Hertogen & Weert, with a wait at each and every one of the many lifting bridges. Weert was a quaint village, all cobble walkways & fountains and a huge pedestrian area surrounded by all the shops you would ever need.

Moving on, we entered the Meuse just above Liege & spent the night at the new town mooring in Liege itself, but set off early next morning as this is the industrial heart of Belgium, noisy & smelly, & the Meuse goes right through it, so pressed on to Namur and the most beautiful part of the Meuse, passing through a huge gorge on the way to Dinant. We spent the weekend here at the Town Quay. It has water & electricity but can only take about 6 nine-metre boats, so in the height of the season it must be difficult to find a stopping place.

On Monday the 14th we crossed the border into France at Givet - a nice town with a new marina, (a couple of quays built out into the river with fingers which you moor between). It has water & electricity and was not expensive. One drawback of the canalised Meuse is that barges have priority over pleasure boats; there is no point in overtaking, as lock keepers always wait for the barges. One day it took us nearly 8 hours to do 26km. behind a barge. Frustrating.

We next stopped at Charleville Mezieres (at a quay with water & electricity beside a camp-site); from there we travelled just 18km. to the junction of the Canal des Ardennes. This canal is fascinating, just like an English one, being very narrow & through agricultural land all the way to Vieux-les-Anfeld. There is an interesting stair of locks from Le Chesne to Semuy - 25 in a distance of 7.8km., & they are all automatic. We joined the Canal l'Aisne a la Marne at Berry-au-Bac, intending to stop at Rheims, but time was marching on, so after a quick look at the Cathedral, continued to Chalon-sur Naine, stopping overnight at Sillery where there is a large war cemetery.

From Chalon-sur-Naine to Vitry le Francois was charming, mostly dead straight with no other traffic but one barge (going in the opposite direction thankfully), and we did the whole trip in 6 hours. At Vitry there is a chandlery where you can buy absolutely everything from food and wine to a British Ensign, which we did, as ours was by then getting very tatty. We stopped overnight at Saint Dizier, shopped, & left in convoy next morning with 8 French yachts with whom we travelled as far as Joinville. They were most interested in us and our travels, and were great fun.

We had a horrific 12 hour plus journey next day to Chaumont, arriving at 10 o'clock at night in the dark! The last two and a half hours were a bit of a nightmare as there was absolutely nowhere to moor, despite it being written in our 'Inland Waterways of France' book that there were several quays! We were 'rescued' by a kind Waterways Authority man, who, seeing our difficulties, went back to Chaumont & opened the lock to let us through after 9 pm to where we could tie up to a wall for the night. Not an experience we would want to repeat.

45km. after Chaumont came the Balesmes Tunnel, 4km. long and UNLIT despite being told otherwise. The fluorescent tubes have worn out & not been replaced; this part of the canal system is obviously used infrequently & the barges which do, have powerful searchlights - we were very relieved to get out into the sunshine again. From here it wasn't far to the Saone, just over 72 km. to Pontailier, where we stayed for the weekend. Then, slowly now, for the floods had subsided, to Lyon, stopping at Chalons sur Saone, St Jean de Losne & Macon on the way. Once back on the Rhone, our speed increased again & we were averaging 100 km. a day in company with other yachts, our first British boats since the motor-cruiser on the Canal de l'Este in June.

From Valence on, we were in company with a small 7 metre British boat also on its way to Spain, to Torrevieja, where we had seen two Seadogs, 'Sarah Noelle' & 'Thelphini' in May on the journey north. We both stopped for the night at St Etienne des Sorts where there is a very high quay (10 metres!) with just 3 bollards set in a wall & 4 boats already tied up to them. With a struggle we managed to tie up to one bollard & settled down for the night, but a fierce wind started up in the early hours and gave us a very rough ride, so decided as soon as it was light enough, to move on. 3 of the other boats were going to Lyon, but we, together with 'Last Fling', the 7 metre boat, decided to go on to Avignon - 38 km. with nowhere at all to stop, & by half-past eight, the wind was gale force 10 with two-metre high waves hitting us on the bow 'Last Fling' was disappearing under the water to emerge minutes later. 'Faye' was fantastic, the problem was the masts. The see-saw action of the waves caused the cradles to rock. The one by the pulpit gave way & our masts slowly started to go over the starboard side. We heaved them back & tied them with every spare line we had to the port side, & limped, five hours later, totally exhausted, into Avignon, where we collapsed for three days. We heard later that a 10 metre Swedish yacht, (which we had seen earlier), had in fact sunk that day; the owner and his wife were pulled ashore, but they lost their belongings and boat.

There is now a marina at Avignon with water & electricity on the quays and showers - clean & not expensive. Apart from ourselves, 'Faye' was dry as a bone, but not so 'Last Fling' - every single thing was soaked including the mattresses and it took them two days & hours at the local launderette to dry everything again. We travelled with them the following Tuesday down to Aigues Mortes in calm conditions, hot sunshine and a steady current that took us the 93 km. in just over 7 hours. On the way, once back in the Camargue, we saw two vast herds of the famous black bulls, and the equally famous white horses - uncountable numbers of herons, egrets and flamingoes in flight, like a big pink fluffy cloud.

We had an uneventful journey down to the Etang de Thau, & on reaching Agde, where we had intended going out into the Med., heard the winds were Force 9 & not expected to abate for

several days, so we decided to go on up the canal to the Robine junction & down to Narbonne, having not been there before. We are glad we did, for Narbonne is charming & we would have wintered there except that our 6 months allowed in France was nearly up. So after a week we went to Port la Nouvelle, had our masts stepped, and sailed to Puerto de la Selva, which is the first Spanish harbour with a marina, and not all that far from the French/Spanish frontier. It is a small very pretty fishing village set in a horseshoe shaped bay surrounded by tree covered hills, and here we shall spend the winter.

Reading back over what I've written, after 5,000 kilometres and 485 locks, it does sound like a horror story; it wasn't really, though it's a journey I don't think we'd like to do again, unless we had two big engines, but having said that, we wouldn't have missed the sights for the world, and we have many marvellous memories to talk about in the future".

GLASS LADY - John de Candole says "Glass Lady is undergoing a major face-lift as a result of discovery of osmosis and because I have now decided to take her on an extended cruise next year rather than sell her. In addition to other work - repainting - rewiring - fridge - improved skylight & hatches, I propose fitting an effluent holding tank for the loo, and an electric shaver point and would be grateful for any advice". Finally he asks if anyone has successfully dealt with dirty drinking water tanks in the bilge keels, and would like to contact any owner who has fitted a bowsprit as a solution to poor performance in light winds.

HIBOUX - Joe & Babs Lyons are now living permanently in a villa at Javea in Spain. House & garden keep them very busy, - "then of course we try not to neglect the boat; she's about ready now, having been out of the water for antifoul, engine service, woodwork etc. We see quite a lot of Mike Groves on Fuhara. He spends the summer aboard & winters in his flat. Recently we had visitors from England, none other than Fred & Joan Ellingham of 'Seacanis'. A delightful surprise - not in their boat however, but in a motor-caravan when they were on their way to Andalusia and Gibraltar".

JUCURAN - More on the '3 Year Rule' - (Newsletter No 21) - John Palfrey bought 'Jucuran' at a bargain price in the Channel Islands, (where she had lain for more than 3 years). When John got her back to Portsmouth, he was charged VAT on the Customs valuation of the boat - not on the price he paid for her. Customs ruled that the figure he had paid was below market price. So beware, if you're thinking of buying a bargain boat overseas, talk the whole thing over with Customs in your area before parting with your money!

KYSON KOBA - In September while on a visit to Suffolk, Olive and I plus two friends called on Neville Allen at the Bull Hotel in Woodbridge where we were received most hospitably..... Subsequently, Neville invited me aboard 'Kyson Koba' to see a very effective & attractive repair to the bulkhead in the stern cabin where some rot had been discovered. I think it looks better than the original!

LADY M - From Holland Hans den Boogert sends news of his Deep Seadog which, till now, has been unknown to us. She is fitted with a Fiat Diesel engine & has sails by Arun. He writes - "Nothing much is known of her history. I understand that the previous owner used her as a motor-boat for several years, but sold her after the first sailing trip, when his wife discovered sailing vessels do not move on an even keel and she did not like that. I presume 'Lady M' was imported into Holland as a part-finished hull, possibly by J.G.Meakes Ltd, Holland. This firm does not exist here any more. The interior was most probably finished by the previous owner. Regrettably not to the standard I have seen on a yard-completed Seadog. 'Lady M' has hydraulic steering, (her motor-boat ancestry I suppose), & this is horrible when sailing, so I intend to convert back to the Whitlock mechanical system".

LYTRA - Eric Bell regrets not being able to attend the Dutch Rally in August - he is committed to a Club trip to Brittany. "We were unlucky last summer - in one period of 10 days away, we managed to sail for about 2 hours, so now I'm looking for something with just a bit better sailing performance. We both have very mixed feelings about selling, because she is superb in heavy weather and has lovely lines. The wheel-shelter hasn't progressed from the prototype, and we had to attend to some deterioration in the bulkhead in the stern cabin. Apart from that, 'Lytra' now looks in much better shape than many younger boats".

MELISSE - John Smurthwaite wrote to say - "We all, Gill, Jenny and myself, enjoyed the Seadog Rally in the Medina last weekend. The climate was with us, the company was good, the chat interesting - and it was delightful to see Hylda Freeman. You deserved more boats - an excellent spot".

MICHETTE - Brian Jackson had a very good cruise to the West of England, some good days, some bad.

Rope, weed, line & net cutters: "Not a peep from anyone - same with Cruising Association apart from one member who advised a scrambling net to remove fouling on screws. So not much interest. I have acquired a Sandvik pruning saw on a long pole advised by a RCC member who has used it twice, cost about £16. A boat came into Birdham Pool last Thursday having collected a warp round her screw only 1/4 mile from the Pool; tow & haul out to pay for, say £150. It is surprising people aren't very interested in the subject.

I have fitted the sightboards as originally supplied with Seadogs; Eric Bell kindly gave me his old ones ex 'Lytra', beautifully made with dovetail joints and I have put on Aquasignal 41 side & masthead lights. All greater power than required in the regs. but I think worth the change for safety's sake".

Brian has had his engine electrics rewired professionally and kindly sent a copy of the diagram. (Secs. note: If any owner would like a photocopy, please send me 50p + SAE)

Engine oil filter. The old pattern (non-screw-on) filter is no longer available so he has fitted the official Perkins Mod. kit as follows:-

<u>Bracket - Oil Filter</u>	-	<u>Part Number P 413.210.35</u>	<u>(£20.70)</u>	ALL PLUS VAT
<u>Joint - Oil Filter Bracket</u>	-	<u>Part Number P 368.625.17</u>	<u>(£00.24)</u>	
<u>Lubrication Filter - (each)</u>	-	<u>Part Number P 265.440.3</u>	<u>(£05.68)</u>	

Brian warns that the bracket comes with an entry for a Sensor which is not needed with the 4.107 engine; care should be taken that it arrives complete with a plug for this entry (to be fitted with PTFE tape). And check before fitting, that the bracket thread will accept the screw-on filter. The first one would not, so had he not checked, he would have had to take it all off again. "Further", he says "the new fitting will now foul the straight water-pipe from the gearbox oil cooler to the Jabsco water pump. A flexible pipe is needed, Quinflex TR31 11/8" to 15/16", which costs £9.06 from Cedo, Chichester".

MOHICAN - soon after the 'Yard' had cleared a blockage in the port-side deck drain, John Tattum noticed "a significant volume of water in the bilge, when the amount previously encountered afloat had been negligible. The firm doing the work must have used something more substantial to clear the blockage than the plastic-coated length of wire that every Seadog owner surely has on board to get round THE BEND".

(Secs. note: downpipes from deck drains go to a collector box moulded inside the hull at water level, just behind the fuel tank; great care must be taken not to use force of any kind when clearing blockages, especially when in the forward pipe).

NATUNA - Desmond Brisby of Stranraer, who reluctantly parted with 'Natuna' to Philip Ellis, concludes his letter: "I wish the Association a future as long as these lovely yachts last..... Just at the present time I would, as you will probably understand, prefer not to see one, but any owners coming up here are always welcome. Being deprived of sailing, I have bought a caravan, and using this, am starting as a trainee guard on the Scottish Railway Preservation Society Line".

NEWANDERER - Mr Richards motored all the way to the Channel Islands and back - "Late June last year, I brought the boat round from Gravesend to the Hamble River, stopping at Ramsgate & Brighton, and had two difficult legs in the latter stages. On 4th July we set off for Jersey - the sun shining gloriously but not a breath of wind - we had to motor the whole way. Spent 5 days there & two in St Malo before returning to Jersey. The cost in fuel up to then was only £16.20....amazingly little

I was surprised to see TBT still on sale in St Malo and the French still applying it on their boats. A Jersey man told me that in North Brittany, the authorities had been craning out visiting yachts to check their antifouling - if found to be one of those prohibited, there is a heavy fine. The boat has to be cleaned off completely and you are required to pay the bill before your boat is allowed back in the water. I include this information to warn other Seadog owners (ever bearing in mind it cannot be substantiated of course).

From Jersey we motored to Guernsey spending 2 days there before departing for home at 9 am, still motoring (tho' SW F5 was being forecast daily). Just 12 hours later we passed the Needles & berthed at Moody's in the Hamble River about midnight. That was the only spell of fine sunny weather last year, & I was lucky enough to cop the lot.

Two weeks later, with help of an old friend, we brought 'Newanderer' back to Gravesend non-stop - 35 hours motor-sailing. I know the lower Thames quite well, but it was quite an experience to come all the way up in the dark. The contours of the land disappear, & lights take up a straight line. Lights on buoys merge with coloured lights at Southend and buoys thought to be missing suddenly appear, having been masked by ships at anchor, whose lights merge with those ashore and are thus unseen.

On another topic, you may remember I had rudder failure which necessitated its removal, cutting in half & renewal of metal-work. The repair has been completely satisfactory for the past 2 seasons.

I now have another problem: a large number of circular marks on the hull below the water-line. The smallest about 1/8" and the largest about 1/4". They pricked out easily, & there was no sign of dampness nor smell associated with osmosis. Two independent Surveyors suggested that at some time, the boat has been left without antifouling and attributed the damage to crustaceans. This seemed a reasonable explanation, as each mark was perfectly round, with what appeared a small puncture-mark dead centre. Their advice was to keep on filling them. After cleaning the hull last season, it was noticed that those previously filled were still intact, so I applied four coats of G.4 and hoped for the best. On lift-out at the end of this season, small erosions similar to a juvenile's whiteheads were noticeable, but the G.4 is unbroken.

I believe the original fault is osmosis, and the small erosions caused by dampness in the hull at those points when the G.4 was applied. However, it is not too serious at the moment, so will not bother having anything done immediately".

PALAFIX - Jack Philips replaced his exhaust water injection manifold (which had corroded beyond repair), with one he made from stainless steel. He writes - "I should be pleased to talk to anyone who wishes to make one of these, tho' regret cannot give much idea of cost, as the stainless plate & pipe bends were given to me, and I supplied the hard labour with hack-saw, lathe and file. The stainless welding was done by a local firm for only £5, which I still find incredible" (Secs. note: John has sent detailed drawings -please send 50p +SAE for photocopy).

He continues "As with Black Dog, I had to replace a portion of the aft cabin bulkhead because of rot. If only sufficient mastic had been used in bedding down the aft hatch, there would have been no problem. However, everything has gone back quite nicely, but I agree with Robert Cooper ... 'it's one hell of a caper'. On the rubbing strake I am trying a new wood-work treatment using S.P. Systems products. I have applied 4 coats of an epoxy wood sealer - EPOSEAL and coats of two-pot polyurethane varnish - EPICOAT - I regard this as the ultimate deterrent to weather - however time will tell"

In a later letter Jack sends thanks to the 'Dutch Connection' for their invitation to the Rally in Holland ... "however, as we cruised to Holland & the Friesian Islands last year (when we met the Castenmillers and the Benkhursts), this year we are proposing to visit Brittany. Nevertheless, time & weather permitting we will make every effort to get to Middelburg as well.

The stainless-steel exhaust box has performed very well, apart from one small leak where the silver soldering did not take properly, but all appears well after resoldering.

Some time ago I noticed a seepage of water from the rudder-gland area which gradually increased in magnitude. When I tried to tighten the 4 holding down screws, I found all the screw-heads had dezincified & they crumbled away, making it quite a tricky job to remove the remaining portions of the screws with no heads! I strongly advise all Seadog owners to check them.

Lastly, RADIO AMATEURS - are there any among our ranks? As a Radio Amateur, I would like to discuss common interest topics". (Sec: If you are & interested, please let me know).

PROSERPINE - Des McSherry, from Dublin - "How nice to return from work on a dreary winter's evening and to find an invitation to go sailing lying on the floor-mat.

Although I keep the boat in the water and go out when the weather is "reasonable" - anything under force 8 - it has been anything but reasonable lately. We have been hammered by the same systems which have been getting at you over the past few weeks and I had just begun to feel that the sport had been abolished.

So, while the wind rattled the chimney pots, it was pleasant to contemplate a run to Holland in late July.

This was easy because the living room is already littered with charts, light-lists, pilots, etc.,

arising from a more or less fixed intention to depart on a cruise from Howth to the Scilly Isles, Brest, Santander and La Coruna returning directly to Dunmore East.

The pencilled departure date is June 24, and if we adhere to that date it is unlikely that we would be able to attend the Rally at Middelburg. However, since receiving your letter we have been examining ways of having our cake and eating it too. There is a possibility that the prospect of a Sea Dog get-together may outweigh whatever charms La Coruna may happen to possess.

I would like very much to be at Middelburg and have a natter with other Sea Dog owners as the only contact I have here is with 'Candy Cloud' and that only rarely. Hard to believe when one considers that our moorings are separated only by the width of Dublin Bay.

Last autumn I fitted a bowsprit to 'Proserpine'. It's a stainless steel 'A' frame which extends four feet ahead of the stem and has a teak deck; the pulpit & lifelines have been moved out to the end. The base of the fore-triangle is now 13 feet instead of 9, a 50% increase in fore-triangle area.

And was it worth the trouble?

The answer is a mildly qualified "yes".

On the credit side, performance is vastly improved, especially to windward - she is much faster and much quicker in stays. Balance under jib, main and mizzen is so good that she will go to windward without autopilot and will even chase windshifts. In moderate winds I use a non-standard genoa which extends about 2 feet abaft the mast. In stronger winds I revert to the designed genoa which now extends only as far as the mast, so there is little or no overlap. Under either rig, and provided the mizzen is set, the performance is as I said above.

So, why the qualified "yes"?

Well, the bad news is that if the mizzen is not set, there is considerable lee helm unless the working jib is used. I have therefore got into the habit, when conditions warrant, of dropping the main and running under jib and mizzen which is quite satisfactory.

Also on the credit side is the fact that the foredeck is now considerably larger and the appearance of the boat is, to my eye at least, much improved. Of course Sea Dogs are pretty boats anyway."

SARAH NOELLE II - George Brook reports excellent service from Marine Autopilots Ltd., when his Pinta packed up. " - then the heat exchanger developed a leak - luckily the pitting was very slight, and a smear of silicon sealant in the grooves on re-assembly effected a cure.

Last season, I cruised single-handed from Torrevieja, (where I winter the boat), to Alicante, then across to Ibiza where I spent a week; next to Porto Colom in Majorca where I met Mr & Mrs Dash aboard THELPHINI, then north via Alcudia to the Costa Brava - (30 hours on a beam-reach with a F 5-7, logging 120 miles). Sailed the Costa Brava from Blanes to Rosas and back, with many ports of call on the way. Spent a week in Barcelona while the Round Europe Race was on a stage rest. These great Catamarans are a marvellous sight. Later, high winds bottled me up in Denia where I met Joe & Babs Lyons with HIBOUX (which has the next sail number to 'Sarah Noelle', 51 & 52). Finally back to Torrevieja via Altea and Santa Pola, logging 1,000 miles on a thoroughly enjoyable cruise during which I met & enjoyed being with boating types of many nationalities.

This was possibly my last cruise (sad thought), but I am getting a bit long in the tooth for this single-handing lark, besides which I have a hip which is troublesome at times. As you may have gathered from my previous remarks, 'Sarah Noelle' is reluctantly for sale. In April 1980/81 she had a new 4.108 engine, reconditioned gearbox, new stern gear, new genoa, main & mizzen by Ratsey & Lapthorne, new spray-hood & stainless hoops; in 1984 new Life Raft; 1986 new batteries, plus recon. compass head on Pinta Autopilot plus many extras and she is ready for cruising" (George's UK address - 3 Bryntirion, Henllan, Denbigh, Clwydd.)

SEACANIS - In Spring '87 Fred & Joan Ellingham drove to Spain in their motor-caravan & stayed in Javea with Joe & Babs Lyons (Hiboux) and old friends Vic & Ruth Sheaf. (some owners will remember that for many years Vic was Harbourmaster at Newport on the Isle of Wight). At the Seadog Rally in September, Joan took some lively photos of owners with their crews at the 'festive board' in the dining room aboard the paddle steamer "Ryde Queen".

SEASCAPE - Harry & Caroline Manners also attended the Rally, but had to depart at midnight. It was a beautiful evening, and as we walked back from the "Ryde Queen" we watched them, lights glowing, glide away into the night -an unforgettable sight!

Harry writes - "Nothing dramatic to report from 'Seascope' recently, except that sludge and water in the fuel tanks was a nuisance last season, so this winter I boldly cut a 6" diameter hole in the starboard tank, cleaned all the filth out & then fitted a flange ring, 8 bolts and a lot of 'leakstop' resin around the hole. When it had set, I had 8 studs protruding (all wire-locked together inside) and fitted a circular steel hand-hole door & tightened up on a gasket..... Surprisingly it doesn't leak, so will do the other tank next winter".

SIREX - Jennifer Stephens wrote to say that while Brian was away, (he's Captain of a 35,000 ton tanker at present in the E. Med.), an urgent phone call warned her that 'Sirex' had broken away from her mooring at the head of the estuary and blown down onto the next boat. A good friend went to the scene, repaired the broken chain on the hired mooring, and at high water hauled 'Sirex' back to her mooring, luckily with no damage to either boat.

"During August and September Brian and I cruised to the Isles of Scilly where we spent 10 days - it was delightful; we weathered one gale quite comfortably at Porth Cressa. On another trip we went to Exmouth and up to Topsham where we saw a very smart Seadog - I forget its name.

Then, before Christmas, I joined Brian at sea for six weeks, going to Israel, Greece, France and Russia. I'm not too good a sailor, but love the little excursions we can get ashore sometimes."

SUEBRE - M.R.Moriarty has just sent a short note from Plymouth to say he is on his way to the Mediterranean, and with luck, won't be back for 12 months!

SOLWAY DOG - During the unexpected heat-wave of April last year when Olive and I were holidaying at Lakefield on Ullswater, Reggie Lodge very hospitably invited us to join him and his crew, Gordon & Mrs Potts, for lunch. Setting off on a glorious morning, we eventually arrived at Howgill House which we found situated practically on the ramparts of Hadrian's Wall. Later we learned that it was built from stones salvaged from the Roman Wall close by, which in turn was built by Roman Legionaries sent up from Verulamium, 260 miles away in Hertfordshire..... Lunch was a very entertaining affair and amid a great deal of nattering, Reggie served a super meal. In all, it was a most enjoyable and entertaining day.

The next morning, we went for a sail in 'Solway Dog'. As we motored out of Workington Harbour, thick banks of fog rolled in and kept us on our toes dodging incoming fishing vessels. The visibility was barely 10 yards, but Reggie managed to take us blind, (courtesy of the Decca Navigator), five miles up the coast to Maryport when a brief appearance of the sun gave us an opportunity to enter this semi-derelict harbour where some old steamers (Clyde Puffers), appear to have been abandoned. The return journey in thick fog mirrored the outward, except that when closing the shore near Workington, Reggie was able to use his local knowledge of noise emanating from invisible trains and barking dogs to pinpoint the entrance channel. I learned a lot - about gadgets for the boat, navigation by Decca, and the history of the Solway Firth!

During the past year Reggie gave demonstration sails to several families interested in owning a Seadog. Philip & Linda Ellis went on to buy 'Natuna', and tho' it was rough(ish) when it came to Don & Pam Hamlin's turn, it didn't put them off. They are in the process of acquiring 'Seafleur' from Dr & Mrs Langley - yet another Seadog gone from the Hamble River.....

On the Irish Sea Seadog Meet at Caernarfon Reggie reports that "boatwise it was not well attended - 4 boats only: Shillay, Saluki, Topaz II and the faithful Belhound over from the Isle of Man. Several more boats sent their skippers and crew along, so there were as many as 22 persons sitting down to dinner. The advantage of a mainland meet is road access! In spite of this, it was decided to revert to the Isle of Man in 1988 - to Peel. Our experience confirms that people do not want to make a passage of more than about 60 miles on a Bank Holiday week-end; we are, therefore, lucky in having identified the Isle of Man as a central point in the Irish Sea which can acquire attendance figures which are attractive. The day was good, the weather kind(ish), the setting marvellous under the walls of the fine Castle, and John Martin did a marvellous job with the local arrangements, even producing a souvenir menu and entree into the Royal Welsh Yacht Club.

Gordon Potts and I celebrated afterwards by losing our car, which we could not find because we could not find the car park in which we had parked it - not, that is, until a friendly police-sergeant drove us round all or many of Caernarfon's car parks until we found the right one.....

I am currently having trouble with my starter solenoid (i.e. relay). It seems to me we should all fit the sort of solenoid which can, as a last ditch operation, be operated by hand, as were those fitted to some old Minis; they had a small rubber-covered button which, when pressed, had the same effect as operating the starter button. Such I now seek. But I have come up with a

novel way to start the engine if the solenoid does fail; with the starter-battery isolator switch OFF, short-out the errant solenoid, and then use the isolator switch as the starter-switch..... Beware, however!.....you have to reverse the process before you are in a position once more to charge the starter battery".

TALIESIN - Eric Richardson bought her in autumn 1986 and sailed from Hamble bound for Hull on the 26th October. He had to abandon the trip at Suffolk Yacht Harbour on 30th October due to weather and lack of time. Here, the hull was treated for osmosis.

Meanwhile, Eric & friend Norman - "who provided that other pair of willing hands which makes all things possible", built a road trailer & at the beginning of April, brought 'Taliesin' home for a refit, during which "we found some disturbing features (due, in my opinion, to boatyard incompetence, all maintenance hitherto being done by a yard for the previous owner).....

- a).....Gearchange cable almost worn through, due to being trapped under an engine mounting after an engine overhaul. (Port rear mounting).
- b).....Steering drag-link connecting the tiller-arm to the steering box. At some time, the track-rod ends had been changed and the drag-link end bushed to accommodate a smaller diameter threaded portion. This bush was loose and floating, only held in place by blobs of brazing overhanging the ends of the tube. This could have resulted in loss of steerage at any time.
- c).....Battery stowage had been altered to put both batteries on the starboard side of the engine. It looked substantial with both batteries well clamped into the box. In the first heavy sea, box & batteries became mobile and flattened a diesel pipe. Subsequent examination revealed that the securing screws had been sawn through below the box - this being done because it was impossible to get the batteries into the box without first sliding it out from under the side of the cockpit.

Enough of problems. Work done so far includes overhaul of engine & gearbox, making a new port-side fuel tank & moving both fuel tank fillers from the cockpit to the port deck. The new tank is now properly vented and can be filled quickly, but venting of the starboard tank, though improved, is not satisfactory & still needs to be filled very slowly to prevent fuel spillage, but at least it is not now in the locker.

A Taylor paraffin heater was fitted for a little creature comfort, and since going back into the water at Largs early in June, have managed two short holidays plus a couple of weekends,and we are delighted with her."

TONGAREVA - Bob Swatton - "After a hard season's use, I felt mechanically she was not "up to par". Now ashore at Gosport Boatyard, I have completely stripped out engine, fuel tanks, stern gear, all electrics and sea-cocks, down to a bare hull. The fuel tanks were rusted and failed a pressure test at 5 psi, so am having new ones made in stainless steel. All switches, relays and wiring showed the ravages of time and salt, so a complete rewire of the boat is projected, including replacement of the existing switch panel with a 12 switch circuit-breaker to give added flexibility and control. The stern gear, supposedly replaced last season, was outside repair limits - the shaft badly corroded and worn. This means a new cutless bearing and re-packing of the stern gland. The engine is well worn, but not irreparably, and a rebore, crank-shaft grind & injector & pump service should put things right.

The steering console/instrument panel is now rather shabby, and in any case, too small to take the extra instruments I wish to fit, so am having another moulded which will conform in size to the original, except that the width at the top will be increased by 1" each side to enable me to fit a 60-0-60 ammeter, voltmeter, oil pressure & coolant temperature, electric tachometer, and the original V.D.O. log. (The mould of the console is available should anyone require one). My console will be in white because of problems colour-matching the original, but any other colour within reason is possible".

TOPAZ TOO - Cyril & Barbara Porter have owned her for 5 years and "since then have had nothing but pleasure from her. From the River Ribble we have cruised the Clyde & Loch Fyne, the Isle of Man, Strangford Loch, in and out of all the ports going down the East Coast of Ireland to Waterford and visited most of the Yacht Clubs & harbours as far as Fishguard, so our cruising-ground is literally round the Irish Sea. We have attended all the Irish Sea Seadog Rallies and enjoyed them all.

The company at the Caernarvon Rally was most interesting, the food & service at the Black Boy pub good. Afterwards we continued our get-together at the Royal Welsh Yacht Club. On Sunday we sailed in company with 'Belhound' & 'Saluki of Arne' to Belan Point, and while they

pressed on round Anglesey to Cemaes Bay, we picked up a mooring for the night just inside Caernarvon Bar.

We understand 'Tapaz Too' is the last boat built by Freemans; over the past five years, we have made many small modifications which were not so much work but pleasure:-

The heads: Replaced washbasin pump with a Whale foot pump - much better for washing both hands at once. Replaced mirror with a larger one. Removed door to portside locker, increased the size of the opening & now use it as a wet locker. On the starboard side, raised the height of the fiddle on the shelf to stop toilet equipment leaping on to the floor in rough conditions. Replaced the door handles with brass ones.

Main saloon: Cut elongated access holes in the front of the saloon berths to give easier access to the storage space underneath.

Chart table: Width reduced by 5 inches on the left hand side to enable a book & pencil rack to be fitted along the bulkhead. Increased height of fiddle on front of chart table to stop charts, pencils & books escaping; added extra light on chart table & under galley hanging cupboard.

Engine: Our Perkins seems to be a reliable beast, but when I have to work on it, I wish I was 25 years old & very supple. I had cut a hole in the bulkhead to get at the water impeller before it was reported in the Seadog News - it's most useful. Also replaced main bearing for steering column and the starboard rear engine mounting - otherwise, with regular maintenance, she goes like clockwork.

After cabin: Port-side bunk rearranged to create double bed (this can quickly be changed back to original layout).

On deck: dismantled & rebuilt anchor winch. Had anchor regalanized. Leaky saloon wind-ows removed & repaired; new lampholders fitted to navigation lights.

Cockpit: Cockpit locker hinges replaced with brass piano type.

Mainmast: Fitted guard round steaming & deck light to stop halyards getting caught up round them, most infuriating in heavy seas. External woodwork treated with Deckspar Varnish. We are very pleased with the appearance even now at the end of the season.

Rudder: We are thinking of increasing its size as described in the last Newsletter".

WAGTAIL - Nigel Packman - "We are very pleased with her but still plagued with a seemingly never-ending list of jobs to do. I gave the heat exchanger a service as it was beginning to suffer corrosion, & have modified the engine oil filter & done away with the oil cooler - it seems to work OK. I have still to replace a section of the port side capping rail and rubbing strake damaged in last April's gales. The October hurricane only damaged the dodgers'!

This winter I removed the rudder as there was excessive play on the bronze bottom pin, so am having a new one made, also a thrust washer to fit over the pin. Pitting of the propeller shaft is still giving problems in the areas of the gland packing & shaft bearing, so am having 2 bronze sleeves heat-shrunk on the shaft over the affected areas. Am also fitting a propeller and shaft cathodic protection-brush to help with the bonding".

WATCH DOG - Peter O'Brien - "In two separate incidents last season, Watch Dog partially flooded, tho' mercifully found before disaster occurred.

Incident 1: At the start of the season, Watch Dog was launched & motored to her mooring 15 minutes away, then left for an hour while we went to lunch. On my return, I found the engine compartment flooded almost to the top of the engine.

Cause: The soldered end-cap of the gearbox oil cooler had been pushed off (perhaps as a result of frost during the winter), and tho' there was no noticeable leakage when the seawater pump was sucking water through, once the engine was stopped, water continued to siphon into the engine compartment.

Damage:

1. Sump of new oil wasted (seawater got in down the dipstick hole)
2. Repairs to gearbox oil cooler
3. Repairs to starter motor (which failed shortly afterwards)

Lessons: Make sure oil coolers (engine & gearbox) are properly drained off each winter, and always turn off the seawater cock, even if leaving the boat for only a short while, to prevent siphoning taking place.

Incident 2: For a change, this season I took a temporary quayside mooring in Porthmadog Harbour. This place dries out, & at low water, Watch Dog settles bows down enough for a pool of water to form on the foredeck after a shower of rain. No problem. As soon as she levels up again, the water runs away down the side deck drains. I had to leave Watch Dog unattended for a period of 2 weeks during which there was some very heavy rain, and on my next visit, found the main cabin flooded well above the floorboards.

Cause: The Seadog deck makes a large catchment area; in prolonged heavy rain, while the boat is aground bows-down, the water level in the bow rises rapidly, and soon pours down the anchor chain pipe. In 2 weeks this had put 30/40 gallons in the main cabin.

Damage: None, long term: just a very inconvenient bailing and drying out process.

Lessons: Moor the boat the opposite way round so she dries out stern downwards; alternatively fit an additional foredeck drain." (Sec: Reggie Lodge did this on Solway Dog, and 'Tee'd' the pipe into the drainpipe of the wash-hand basin in the forepeak - see Newsletter 15.6).

WHIMSY OF WESTON - Bob Francis from the USA writes - "Your article on heat-exchangers in Newsletter No 21 hit home soon after we launched this past Spring. Leaks developed and the boatyard mechanic suggested replacement. It was then I found that Perkins in North-America has few parts for engines built for delivery in the UK as was mine. Another 4.108 engine is built specially for the American market, and in particular for yachts built in the Far East for sale in the USA. After several 'phone calls to Peterborough & elsewhere in the UK, I received a new heat-exchanger complete with pipe elbows after losing 6 weeks of our rather limited sailing season.

This year, we replaced our ageing main & mizzen with special sails by Dayle of Marblehead, Massachusetts. The main is a 'STACKPACK' with full-length battens - (they put a beautiful shape into the sail) - & come complete with lazy-jacks & built-in sail cover. To hoist, simply unzip the cover & raise. To drop, just lower away - the sail stays within the lazy-jacks instead of falling to the deck - then zip up the cover. More expensive than regular sails, but very convenient for a mature (in 60's & 70's) husband & wife crew. We didn't buy the complete system with built-in cover for the mizzen, but did get full length battens to match the main. A model-yacht chandler is making me a plug, mould & one GRP hull of a deep Seadog (scale 1" to 1') so I can make a model to keep on the mantelpiece. It will also be large enough to sail. Incidentally, if any Members plan to visit the East Coast of America, we are near Boston in Massachusetts, Telephone 617 899-3662, and haven't seen another Member since Fred and Clare Murley were over here a couple of years ago".

SUBJECT	- ABRIDGED LIST OF CONTENTS -	PAGE
Bowsprits (fitting)	CANICULA	3
	PROSERPINE	11
Bulkhead in stern cabin	KYSON KOBÄ	8
	LYTRA	8
	PALAFOX	10
Canal Tour of Europe	FAYE OF AUBIN	5
Engine Oil Filter - modification	MICHETTE	9
Flooding of Engine & Saloon	MOHICAN	9
	WATCHDOG	14
Fuel Tanks	SEASCAPE	12
	TALIESIN	13
	TONGAREVA	13
Heat Exchanger	SARAH NOELLE	11
	WAGTAIL	14
	WHIMSY OF WESTON	15
Hitting a Rock at 5 Knots	ANAHITA II	3
Little known "3 YEAR RULE" - continued -	JUCURAN	8
Propeller Shaft	TONGAREVA	13
	WAGTAIL	14
Radio Amateurs	PALAFOX	10
Rope & Net Cutters	MICHETTE	9
Rudder	AMERUS	3
	CANICULA	3
	NEWANDERER	10
	TOPAZ TOO	14
	WAGTAIL	15
Sails (with Lazy-Jacks & full length battens)	WHIMSY OF WESTON	15
Starter Motor Failure	DOGMATIC	4
Water Injection Manifold (replacement)	PALAFOX	10
Washbasin Air Bleed	DOGMATIC	5

SEADOG RALLY AT MEDINA YACHT HARBOUR - ISLE OF WIGHT - SEPTEMBER 1987

A happy occasion with 8 boats attending. Our President, Hylda Freeman, arrived in Cenerrea accompanied by her son Nick. Also present: Daressa, Dogmatic, Melisse, Seacanis, Seascape, Seehond and Tongareva. That evening we gathered aboard the paddle steamer "Ryde Queen". There were two other rallies held that weekend; we were the first party to arrive on board for dinner and the last to leave, so you can be sure we all enjoyed ourselves.

Rob & Nel Roell from Holland (who earlier visited us at home and immediately joined the SOA) paid a surprise flying visit to the Rally. They had recently purchased what was assumed to be an ordinary motor boat but which, to their delight, proved to be the last Seadoghull ever moulded. This discovery brought them to England in the hope of acquiring Sail & Rigging plans to help them transform 'Atlantis' into a one-hundred-per-cent Seadog. Whilst at the Rally they went aboard all the Seadogs and had a very happy time comparing notes with owners and crews before dashing off the catch the Harwich-Hook of Holland ferry departing in the early hours of next morning. Rob and Nel live aboard a barge in the heart of Amsterdam, from which they run their floating restaurant, boathire and sail-making business. Both extend the warmest of welcomes to all Seadog Owners and crews, with, or without their boats.

Some time later I was pleased to receive a letter from Piet Castenmiller (Nausikaa), signed by 8 Dutch Seadog Owners, inviting all Seadogs, wherever they may be, to attend a weekend Rally in Holland in August this year. To gauge interest I circulated 85 Owners whom I considered might be able to make the journey. Of 47 reply slips returned, 22 expressed an interest in a function this year, with the Bank Holiday weekend (just) gaining most votes. Some Owners who live too far to sail there have said they may go by air or by ferry.

FIRST INTERNATIONAL RALLY OF SEADOGS - MIDDELBURG - HOLLAND, AUGUST 27/28

Organiser: Piet Castenmiller, St Pieterstraat 13, 4331 ET Middelburg. Tel 010-31-1180-36715.

All Seadogs & Crews everywhere are invited to attend and will be made most welcome.

HIGH WATER FLUSHING

Fri.	26.8.88	12.07	GMT
Sat.	27.8.88	12.50	GMT

RADIO CHANNELS

Flushing.....	Channel 09
Flushing LOCKS.....	Channel 22
Info.B'casts (every hour +35).	Channel 14

Neville Allen (Kyson Koba), recommends a stop-over at Ostend on the way, (tie up at the Royal Ostend Yacht Club). Leave next day 1 hour before LOW water, then it's just 6 hours along the coast with the tide with you all the way. Lock gates will be open if you get it right.

CHARTS - In addition to Brochures, Piet has very helpfully sent two excellent Dutch Charts. No 1801.2 illustrates the approach from Ostend to Flushing. From Zeebrugge to Flushing, the channel is marked by buoys every couple of miles. Yachts approaching Flushing should stay out of the main channel and keep just to the starboard (inshore) of the starboard hand buoys. Chart No 1803.8 (with English sub-titles), splendidly covers Flushing Docks and the Walcheren Canal as far as Middelburg.

As a bye-line, I understand the Harbour Master at Middelburg likes collecting unusual tins & bottles of beer, so if you want to get into his good books, you know what to do

Piet Castenmiller concludes the letter of invitation with the words:- "I'm looking forward to meeting a great number of you at the Seadog Rally in August. We in Holland will endeavour to arrange an interesting programme, one that will suit the occasion of this, the first international meeting of owners of our fabulous Sea Dog "companion"".

Secretary's Sales

Burgees	£7.50 ea. (inc UK p & p).	Brooches	£2.95 ea. (inc UK p & p).
---------	---------------------------	----------	---------------------------

As well as advertising the SOA, the small profit on the sale of these helps keep us solvent.

Sail Plans	Folded - £2.95 ea.	Rolled in tube	- £3.25 ea. (both inc. UK p & p).
------------	--------------------	----------------	-----------------------------------

Please specify Plan required, 399 or 455 square feet.

HONORARY SECRETARY

Telephone: Locksheath (04895) 3436

Peter French, 'Cresta', 27 Chapel Road, Sarisbury Green, Near Southampton SO3 7FB