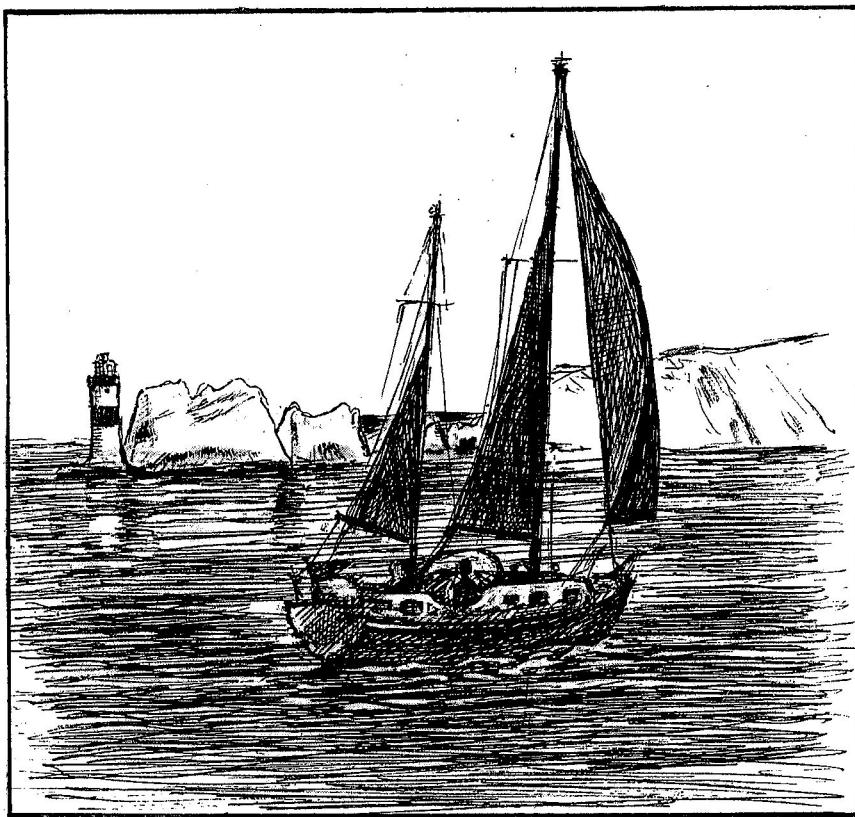


The SEADOG

No 25 SPRING 1991

Editor: Peter French



SUBJECT	- ABRIDGED LIST OF CONTENTS -	PAGE
Acknowledgements	- P.F.	53
Alternator	- EREMUE	17
Autopilot	- PEA GREEN	22
Bilge Keel Repair	- TRIASID	28
Boarding Ladder	- SEAFLEUR	24
Bowsprit	- CI-MOR	16
Bowsprit	- GLASS LADY	19
Cockpit draincock - portside	- MELISSE	20
Deck drains - access to collector box	- MELISSE	20
Donations	-	51
Double Bunk - in Saloon	- DOGBOAT	13
Dry exhaust system	- MICHETTE	21
Engine Mounting Brackets	- DOGBOAT	14
Engine overhaul	- MICHETTE	20
Forestay (inner) - removeable	- DOGMATIC	52
Guard-rail insulators	- BONA	52
Heat exchanger - problems fitting new	- SEA FLEUR	23
Kicking-strap - (on Mizzen) -	- TRIASID	28
Locker catches - saloon	- MER CALEB	20
Mast-lowering - 'A' Frame -	- TRESKO MAID	27
Mizzen Mast - falling backwards	- TARRY	26
Oil filter adaptor - for screw-on filters	- BONA	52
Oil-level - in engine sump	- P.F.	52
Radio - Sony ICF 2001/D	- TRIASID	27
Radiotelephone - unusual type	- TRIASID	28
Rudder	- ANAHITA II	15
Secretary's Page	P.F.	54
Water Injection Bend (Parsons Box)	- EREMUE	18
Winches - Self-tailing - good	- TRIASID	27
Winches - Halyard - not so good	- TRIASID	28
<u>FEATURES:</u>		
GLORY'S Caribbean Cruise	- GLORY	36
"Thank heaven we're sinking ..."	- SUEBRE	3
"DOGBOAT comes of age"	- DOGBOAT	12
Pat Lawless and LOON	- LOON	39
"SEASCAPE to North Britanny"	- SEASCAPE	30
Seadog to Denmark"	- PALAFOX	5
'Tribute to two Seadogs'	- DOGMATIC	10
Handling Ketch Rig	- P.F.	46
<u>RALLY WRITE-UPS:</u>		
On the plane to Ostende	- P.F.	43
Folly Jolly	- P.& O.F.	8
Philipps House, Dinton	- P.& O.F.	32
<u>FUTURE RALLIES:</u>		
Shotley Point Marina - Harwich Harbour	- P.& O.F.	56

by Clive Stovell

During 1990, whilst on a visit to a Cornish boatyard to see some friends I saw for sale a neat little a sailing ketch. To cut a long story short, had I not enjoyed many cups of tea aboard this yacht sitting beside its hot little bogey stove - and in general known the boat for some years, this tale would not be told. However a deal was struck and the beautiful SUEBRE was mine.

I live now near Ramsgate in Kent and planned to sail SUEBRE as soon as possible to moorings at Sandwich. Pressure of work dictated Easter Monday and the following five days the only dates available to me for the next 6 months.

Help was at hand; the previous owner offered to accompany me as crew - (advisory) - and the salesman at the yard, who said he knew the River Lyhner blindfold said "Down the River Lyhner in the dark (22.30 hours) - no problem - I'll guide you!". Then, quite by accident I met Derek in Plymouth and over a coffee related my good fortune and my doubts. He sympathised. My crew, one elderly gentleman, whose health was bad, hence the parting from his beloved Seadog. A boat that was strange to me - and if things got difficult, could I cope? Derek, a wise and mature sailor who often did yacht deliveries agreed to come along - but only as Skipper. Well, we eventually agreed, which was a weight off my mind, and as you will see, a very wise decision.

Easter 1990 saw Mike, the previous owner, and Derek, make SUEBRE ready for sea, though I had seen to most things some weeks previously. I was not due to join SUEBRE until 21.15 Monday evening and we must cast off immediately to take the last of the flood to make Plymouth with a fair tide.

Monday 21.15 my coach arrived at Landrake and Mike was there to pick me up. As we drove to the boat he said "I shall not be coming. I've had another heart attack!". Well, I thought, I wonder what Derek's health's like?.

22.20 - I'm running around in the dark searching for Tony the salesman who lives at the Yard and promised us pilotage - in the dark - down the River Lyhner - "no problem". He could not be found - so - time and tide wait for no man "cast off aft - cast off forward" - we are away - full tanks and everything functioning. Well, not quite - something's not right with the depth sounder. Oh Dear! now it's packed up altogether.

Derek's helming, I'm operating the searchlight and repairing faulty connection on depth-sounder and seeking the Fairway - because Derek now tells me he cannot see at night. Had a cup of coffee from the many vacuum flasks previously prepared, then I thought ... it's not so bad ... after all it's not raining very hard and here we are under way, albeit under power just wait till she comes alive under sail.

Well we made Barnham Pool at Plymouth and made fast to an R.N. Sailing Association Buoy for a few hours sleep. We had been monitoring the weather forecast which stated a Westerly F8 was declining and the long term outlook was for Easterlies - so really we just had to get as much of this Westerly regardless.

Tuesday 06.00. Cast off and made our way out of Plymouth. Once clear made sail and finished with engine. Southerly course to get some sea room - terrific - Number 2 Genoa, full Main and Mizzen - she sails like a rocket - well, at least we know the rigging is O.K.! Shortly we reduced sail due to an All Ships Warning of "Wind F7 rising to Westerly F8, gusting F9". We are now on course for Dartmouth - and at a cracking pace.

Taking stock we know now the V.H.F. receives only and does not transmit, but our blessing is we don't have the previous owner on board or he would have had another heart attack! Enjoyed the hot stew that Derek made, washed down with coffee, and promptly brought up by 12ft following seas accompanied by a refreshing helping of spume - no other vessels in sight.

She is a good boat, her lines speak wonders - she's saying - "You take care of me and I'll take care of you" - and so we make Dartmouth and a good night's rest.

Wednesday: Forecast wind E4-5. 07.00 we cast off heading for Poole. Not a hope for a sail, and Mr Perkins rules the day which develops into a slogging match of choppy seas, wind over tide and flying spray. Spent some considerable time praying to the god of Taylor's Stoves. Having at last got the stove going again we eat and drink welcome hot food, making fast at Poole at 22.00 hours. Fish and Chips and bed.

Thursday: Forecast wind Easterly F6 - Sea moderate to rough. At 07.00 we set off from Poole straight into a lumpy sea and Perkins going well. Sea developing a heavy swell - decided to put the kettle on. Once below - Heaven forbid! - a foot of oily water running fore and aft! Quickly check the toilet seacock O.K. Derek shouts down - "check the stern glands" - meanwhile electric bilge pumps are going full blast. I dive into after cabin - stern gland O.K.

Hullo! - surprise, surprise - there it goes again - every time we hit a swell, the rudder-stock gland lets in gallons of water from the gland base. Oh dear! - it stinks down here of oily water and burning fibreglass!

The stench of burning - but where from? I rush topside, push Derek aside and open up aft engine hatch - clouds of dense smoke. Clearing smoke reveals a glowing incandescent bulkhead - the exhaust pipe firmly against the burning section. Derek shouts "Hang on - we've got a big one coming". Crash! - SUEBRE heels and two feet of bilge water douses the fire - wonderful - just as if she'd done it deliberately.

Excellent, so now we are only sinking and Derek keeps remarking that if the previous owner was aboard he would chuck the old b..... overboard, pacemaker and all.

Decision time. Come about and head back to Poole. 10.00 a.m. saw us through the bridge at Poole and making for Cobb's Quay - my arms aching from constantly pumping - but we made it. By 13.00 we had been craned out for a complete rudder inspection.

Well, the worst was that the four bronze screws which retain the rudder stock bearing and gland had been totally eaten away by electrolytic action. It was noticed that one was missing completely, it's hole being filled with Plastic Padding. Drilled and removed old remnants, retapped and fitted replacement screws - job done. Now about the oil that also was floating about - a light reddish in colour. Ah! yes - transmission fluid - and yes, we had, on our return to Poole, encountered a lack of transmission. I added new oil but failed to find the cause of the leak. Altogether a good night's work and tomorrow we must be away early - but it was not to be.

Friday. Exhaustion and lack of sleep took its toll. Next morning we slept through the alarm, so went shopping and had a meal out. Forecast for Saturday - bad weather. Various people said it won't be fit to sail till Monday!

Saturday Wind E force 7. 07.00 got underway and made good time in heavy weather. Oh dear! now the transmission's packed up again- essential to get power quickly. Refill transmission with oil - not an easy task in rough seas, doing a handstand in the engine compartment whilst pouring oil. The boat's slamming up into your head, and cold seawater is pouring down a trouser leg. Once more we are under way so put the kettle on and cook a meal.

Across Poole Bay, past the Needles and Hurst Castle into the Solent - then out between the Forts, plugging away through heavy seas, wind Force 8 on the nose, making for Brighton.

It rains, and we use our last oil in the transmission. It rains harder, visibility very bad though improves somewhat with lightning flashes.

The night drags on - we are off Brighton looking for the elusive occulting light and Brighton Marina. Got it, and so to bed at 02.30 a.m.

Sunday. A rest. An excellent Breakfast at a lorry driver's caff. Got underway at 12.00 noon, wind still on the nose, heading for Dover. I managed to cook a three-course Sunday roast on the Taylor device - Derek managed to lose his glasses.

Heavy rain and poor visibility, finally making Dover at 00.30 a.m.. Red lights at Western and Eastern entrances! We motored up and down - the VHF was on the blink, not transmitting, so we flashed Morse with the Aldis Lamp. We did everything but let off flares. After two hours of misery we finally motored right up close to the mole and flashed our searchlight through the office windows. That did the trick. We got a green and anchored on the western side of the harbour at 02.30, completely whacked.

Monday. After 4 hours sleep left on the tide for Sandwich - a pleasant motor-ing trip - no wind, just thoughts of hot showers and creature comforts. Berthed and made fast at Sandwich at 11.30 - exactly a week from leaving Plymouth.

If, in the past, I had thought that SUEBRE was a wonderful boat, I now know she is much, much more, and together we will go afar.

o o o

SEADOG TO DENMARK by Jack & Bobby Phillips

PALAFIX'S 1990 summer cruise commenced with the Seadog Ostende Meeting on July 7/8th. We arrived at Ostende in a wet 4/5 south-westerly to a most exclusive Rally comprising two Seadogs and a Contessa 38! - (BONA, PALAFIX & COIGEACH MOR). However that is another story which I suspect will be reported elsewhere in this issue.

We left Ostende in increasing wind and whizzed up to Flushing and were happy to lock in at 18.30 hours only to find that here the Customs work only office hours 9-5 pm.

Having read the Two Hundred Pound Millionaire by Weston Martyr (highly recommended) we visited Dentslas and found a fairly basic mooring in a marina and a supply of (very) cheap diesel fuel from a moored barge, which also sells chandlery and food supplies.

With an improvement in the weather we proceeded via the Haringvliet to IJmuiden for an overnight stay. There being practically nothing in the way of facilities here, apart from a couple of rubbish bins, this is possibly the least attractive mooring in Holland - and it a long walk to the shops. We did however miss a mobile supply lorry which called in the morning.

We left early on a foul tide so that we could make Den Helder with a favourable current. This passage marked the end of our down-wind sailing for some time; With the wind now easterly we motor-sailed into the Royal Naval Yacht Club Den Helder where in the floating clubhouse restaurant they cook a very good Nasi Goereng. Still having the wind on the nose we decided to enter the canal at Harlingen, a most delightful Friesian town and well worth a visit. The harbour however is tidal, and if one moors against the wall it is very difficult to get ashore at low water. If there is room it is better to proceed through a small bridge to the upper end of the harbour where there are finger berths and all facilities. From here we went, via Gronningen to Delfzijl. This journey has been completed by some in one day, but I think it would be a very long day with a certain amount of luck with the locks.

The yacht harbour at Delfzijl is in the tidal basin outside the lock, but it is necessary to refuel at the barge just inside the lock, since the price of diesel fuel at the Yacht Harbour, not being duty free, is almost double. By now we were running out of charts, so visited excellent chart agents Datemar where we bought charts for the German Friesians and the River Elbe.

We planned next to go to Norderney via the Memmert (Wattfarhwasser) channel and cross the sands guided by the withies ("pricken" in German), which mark the channel. It was along this channel that Carruthers rowed in 'The Riddle of the Sands' story, but unlike this hero, we planned to do it in daylight. On local advice we left Delfzijl two hours after high water and took the ebb down the River Ems. We reached the first buoy marking the shallows to find there was insufficient water to proceed - the tide not yet having risen sufficiently - and seeing another yacht about one mile ahead of us hard aground we retraced our course to a deep pool where we anchored to wait for a while, resuming our passage two hours later.

With this set-back to our schedule it was dark when we transited the Memmert channel, which is unlit and only four feet deep. This really concentrated the mind; it was fortunate that the withies had reflective tape which with the aid of the Aldis lamp, enabled us to complete the passage and arrive at Norderney at half-past midnight. From Norderney we made passage outside the island of Wangeroog, but ever anxious to get the maximum benefit from a favourable tide, we again left a little too early and had to wait for an hour before we could cross the bar under rather rough conditions. After this it was a pleasant passage with a NW3/4 to help us on our way.

The next leg was across the estuaries of the Jade and Weser and up the Elbe to Brunsbützel. This was approached with some trepidation after reading in the Pilot Book of the sea state that may arise in strong wind against tide conditions. Happily this time it was calm with a NE F1 wind, and on the back of the Elbe flood we covered the 57 miles to Brunsbützel with only 48 miles on the log.

Kiel canal is 98.5 km long: whilst many boats make the passage in one day, to achieve this requires a good 10 hours motoring at 6 knots. We decided to stay overnight at the yacht moorings at Flemhudersee at km 85. This would give us time to exit the canal and go to Strande (next door to the Olympiahafen at Schilksee) where additional charts were to be purchased.

The weather now turned very hot and our first port of call was at Maasholm at the entrance of the Schlei, a lovely wooded inlet some 20 miles long with Schleswig at its upper end. Our next port was intended to be Sonderborg in Denmark, but the marina was full so we moored under some low cliffs some two and a half miles away across the bay, and had a very peaceful night. Here it came forcibly to our notice that this part of the Baltic is a prolific breeding ground for jelly fish; in some places one seemed to be sailing through liquid jelly fish rather than water, which did inhibit one's urge to go swimming.

Sonderborg, on the Island of Als, is separated from the mainland by a narrow channel, the Alsund. Sonderborg is on the south end of the sound and has a busy road bridge which opens at set times. Passing through this we made for Augustenborg which is a pleasant little town with good facilities. Our Pilot Book wrote that one of these was a good "Kro". This term was not included in the glossary but on further investigation it proved to be a restaurant and, although the standard of cooking was good, the meal comprised mainly vegetables and not much else. And we did find that eating out in Denmark can seriously damage your plastic card.

Genner Fjord, a small wooded inlet in south-east Jutland was our next call - yet another picturesque mooring of which there are dozens to choose from. The hot spell was now beginning to change and while on passage across the Little Belt to the Isle of Lyo, the wind went round to SE4/5 which gave us a long beat into Lyo Bay where we found good shelter for the night. From here it is but a short distance to Faaborg. This is a most attractive town and with its fine old houses with courtyards and pedestrian precincts is well worth a visit. While we were here we enjoyed the local Fishermen's Regatta, with races for trawlers, fishing boats and dinghies, plus other entertainments which took place around the old harbour where the atmosphere was fairly lively. We were moored in the newer yacht harbour which was more peaceful.

Next we sailed eastwards through the Svenborg Sund to Lunkebug Bay and on to Rudkobing on the Isle of Langeland. Rudkobing also has a new yacht harbour which has good facilities and relieves the overcrowding in the old fishing harbour. This is another unspoilt and pleasant town to visit. The weather was now tending to strong winds and rain, so, in a quiet period we sailed to Marstal on the Isle of Aero. This is another attractive town with a long harbour, the outer wall being constructed of dry-stone - ballast from sailing ships during the 18th & 19th centuries. This was our last Danish port, and where, on the morning of our departure, we experienced a considerable thunderstorm which, having cleared, left us with a flat calm.

We then motored out bound for Stickenhorn and the British Kiel Yacht Club where we were made most welcome. From here, back into the Kiel Canal and this time stopped at Rensburg at the R.V.R. Yacht Club which in 1988 had celebrated its centenary and they kindly gave us a commemorative plaque.

With marker-posts every kilometre the Kiel Canal provides a convenient means of checking the log: this showed that while the speed indicator was O.K. the distance reading was 3 percent low which I was able to correct.

Our next stop was Cuxhaven where we moored up in the "up to 9 metre" berths - only to be asked by the Harbour Master - "your boat is 9.14 metres, yes?". It transpired that he owned a Hurley 30ft and knew just how long a Sea Dog was. We left at 06.30 next morning and took the ebb down the Elbe in calm conditions but only half a mile visibility. The fog cleared later but the wind was never more than Fl/2 variable, and we arrived at Norderney at 18.30.

Once again the weather deteriorated and for the next four days the wind blew up to gale force from the SW with the odd thunderstorm. While there we met a British Sadler 34 we had first seen at the Kiel Y.C. He was on passage to Gibraltar and like us was waiting for the weather to improve. I learned later from Peter Bragg of PALAFOX II that Peter was seen by the Sadler crew well down the French coast. Since they at first thought they were looking at (PALAFOX I) they must have been highly surprised to see us already there!

There was not much improvement in the weather so we decided to retrace our route to Delfzijl through the Memmert Channel - this time in daylight. We left at 06.00 saying goodbye to the Sadler crew and locked into the Dutch canals at Delfzijl and proceeded onwards to Gronnigen where, having passed through eight bridges, found that all the keepers had gone home, and we were stuck for the night. However, had this not happened we would not have found the excellent Vietnamese restaurant in the town that served a superb ristaffel. We spent a further night in the canals, the weather was still unsettled and the forecast the following day was giving Fl1 for the German Bight. My hand-held anemometer was off the scale at 55 mph so we were glad to be inside the canals and not at sea somewhere outside the Friesians.

We returned to Harlingen and from there went into the Ijsselmeer to IJmuiden via Enhuizen and Amsterdam. While there the 13.15 forecast indicated winds veering from the present easterlies to S or SW (on the nose again). So at 15.30 we locked out and with the last of an adverse tide made Scheveningen by 20.30. At £10 a night, most probably this is the most expensive marina in Holland, tho' to compensate there are some very good fish restaurants right on the quayside. From here we went via Helvoetsluis down the Haringvliet, the Volkerak and across the Oosterschelde to the Hanswert Canal, currently being enlarged. We crossed the Westerscheldte and visited Paal where Willy & Marie Louise de Crom keep BONA their Seadog. This caused some confusion - the locals thought they were seeing double! Here we passed a couple of most enjoyable days due to the kindness of Willy & Marie-Louise and other members of his yacht club.

Leaving Paal, we worked our way down the coast to Calais (to replenish duty free stocks), and from there had a brilliant night passage with full moon across the Channel and into the Thames Estuary at Benfleet. So terminated a very pleasant two-month voyage.

Following a week of superb autumn weather, Olive and I plus our faithful crew, John and Audrey Lansdell, not forgetting our even more geriatric Whippets, set off from our berth on the Hamble River at 06.15 on Saturday. There was no wind, the water very calm, the temperature warm - all giving promise of a superb weekend to come. Crossing the Solent was a delight - we had it almost to ourselves, seeing only a container ship, one ferry and in the far distance, the sail of a small yacht. The sun broke through and made a golden path in our wake, patches of blue sky appeared and all was well.

Arriving at the Folly Inn, we tied up on the shore pontoon for the benefit of our two old Whippets and Olive started to prepare breakfast when we heard the first few spots of rain. Within minutes the rain was thundering on deck and everywhere was dark and grey. Must be a passing shower we thought - the forecast had been for a fine weekend. Well, that shower decided to stay put over the top of us and we had heavy rain for the whole weekend.

We heard later the BBC weather man apologised for his mistaken forecast as torrential rain covered the South of England for two whole days.

Before long the early birds started to arrive - Barry Yaldren - (EX BORN FREE II) in his Contessa 38 (COIGEACH MOR) and Fred and Joan Ellingham - (ex SEA CANIS) in their motor yacht TOSHER. The first Seadog to arrive was SEAFLEUR crewed by Tim Bartlett and Gordon Pinkard (who had left his Seadog ANAHITA II in the Med. - and within 24 hours of arriving in England dropped everything to accompany Tim on the long voyage up from Topsham in Devon). Another long distance Seadog was SIREX with Brian and Jennifer Stephens who were attending their first Seadog Rally and had come up from Kingsbridge in Devon. Brian is a tanker captain and is not often in England for the Rallies.

Most Seadogs arrived during the afternoon - emerging through mist and rain to raft up alongside the early arrivals. Olive clambered from boat to boat - booking everyone in and apart from collecting the mooring fees - collected some honourable bruises on her legs from the guard rails! She was delighted to welcome so many newcomers to our Rally and of course enjoyed seeing all the "interesting extras" - for instance Alec and Mollie Matthews (EMRA) who arrived with a chatty green Budgerigar as crew, were flying a huge Battle Flag with the Seadog Motif which Mollie had made - and which, at the end of the Rally was presented to the Secretary for future Rallies - you won't be able to miss DOGMATIC now!

Soon it was evening and we all gathered in the bar of the Folly Inn for a pre-dinner drink and chat. The Warsash Sailing Club also had their rally that weekend and the place was bulging but somehow we all managed to fit in. The dinner was most enjoyable and at the end I thanked everyone for coming and welcomed our over 80's - Roger Davies (AHMEEK), Joe Yaldren (COIGEACH MOR), and of course our faithful Eileen Tracey (GLASS LADY). It is encouraging for us all to know they still want to sail and join us on our Rallies.

There was a special welcome for Peter Bragg - (PALAFOX II) - who travelled by car from Feock in Cornwall to be with us. Sadly, Peter recently lost his wife Dierdre, but is coping very well - he's even taken a Cookery Course and now makes his own bread!

It was near closing time when, late evening, the water-bus collected us and we were returned safely to our boats - and still the rain poured down.

Next morning several Seadogs had to make an early start but the rest gathered for exchanging ideas, viewing modifications and generally chatting and having a "hair of the dog". We left for the Hamble around 16.15 and had a reasonable crossing of the Solent - visibility was poor due to the rain and there was no wind for sailing so we motored all the way.

Olive and I were delighted with the response to this Rally - we always wonder when we send out the notices whether many boats will come, and to see so many was a great reward for our efforts. Altogether there were 16 Seadogs and two non-Seadogs actually moored at the Folly Inn. Another (SALIA) stayed on her mooring up-river, but Peter and Val Brugier joined us for the dinner. Two more Seadogs were represented by their owners - Peter Bragg (PALAFOX II) and Gordon Pinkard (ANAHITA II), a total of 21 boats and 47 people. We were expecting another 2 Seadogs (KYROS) Tony & Annette Spinks, and (KURI MOANA) Guy and Beryl Saville, all of whom had to cry-off because of family health problems.

Guy and Beryl cancelled early on and kindly donated the money they'd paid for the dinner to the Seadog Association - others, plus crew members who cancelled after the final date for agreeing numbers with the Folly Inn, unfortunately could not have money returned as all meals ordered had to be paid for.

Olive would like to thank all of you who purchased ties, burgees and brooches as the income from the sale of these helps Club funds.

We are hoping to see a lot of Seadogs at the next International Seadog Rally which will be on the East Coast (over the first weekend in August) at Shotley Point Marina, Harwich Harbour. Details are on Page 56 - (the back page) - so put the date in your diary!

Thank you all for coming and making this Folly Rally the best attended Seadog Rally so far - needless to say, Monday morning dawned sunny and warm with clear blue skies.

BOATS & CREWS ATTENDING THE ISLE OF WIGHT RALLY

AHMEEK	Roger Davies and Jamie Lewis
BORN FREE II	Robert and Helen Moorsom
CANUTE	John Watson and crew
DOGMATIC	Peter and Olive French and John and Audrey Lansdell
DOG ROSE	Phillip and Ann Webster
EMRA	Alec and Mollie Matthews
GALWYN	Stephen and Christine Axon
GLASS LADY	John and Lisa de Candole and Eileen Tracey
JACANA OF PYRFORD	Stewart and Dinah McLennan and Lyn Mason
MELISSE	Jon, Gill and Robin Smurthwaite
MER CALEB	Barry and Anna Matthey
SEAFLEUR	Tim Bartlett and Gordon Pinkard
SEASCAPE	Harry and Caroline Manners Tony and Jane Harris
SEEHOND	Ken and Jess Willey
SIREX	Brian and Jennifer Stephens
TUGRADOG	David and Nikki Woodbridge
COIGEACH MOR	Barry, Tony, Laura and Joe Yaldren.
M.Y. TOSHER	Fred and Joan Ellingham.

BOATS REPRESENTED:

ANAHITA II	Gordon Pinkard
PALAFOX II	Peter Bragg
SALIA	Peter and Val Brugier

On 29th March 1976 an event occurred which was to change our lives and bring us and many others unimaginable joy and happiness. This was the birth - deep in the Hertfordshire countryside, of a litter of Whippet puppies. At the time this event was of no significance to us - we had just celebrated our daughter's marriage and were a happy family complete with Rikki our Basenji dog - an adorable animal, who, tho' blind from the age of 6 months had led a full and happy life for the last 9 years. The situation changed when Rikki was suddenly taken ill and sadly died on the 17th of April. Dog lovers amongst us will know how large a gap is left in life when an old friend leaves and after a few weeks we began to think about another dog. We decided this time we would buy two - not too large, but short haired and known to have good temperaments. We remembered an acquaintance who had 6 Whippets so we went to see him to see if Whippets would fill the bill. To say we were enchanted would be an understatement. Those six dogs were not only attractive to look at but lived together in a happy family unit and welcomed us with gentleness.

Our minds were made up and we were delighted when we heard about a litter which had been born a few weeks earlier. We set off towards Old Welwyn and made our way to a large country house with paddocks and woods surrounding it. We were welcomed into the house, then the owner stood at the door and called - "Whippets! - Whippets!" - and out of the woods bounded several Whippets, an Ibizan Hound, a selection of other breeds and 7 Whippet puppies. We then had to make a choice - one puppy stood out from all the others - a most beautiful fawn and white dog with a smokey-blue nose - Olive just had to have him! Watching them all at play we noticed that the smallest pup of all - another fawn and white dog - followed the dog with the smokey nose and stayed close by his side while they dug holes in the flowerbed and generally went about things that interested 8 week old pups. "Let's have the little one too- they seem to like each other more than any of the others".

We couldn't have made a better choice - those two puppies complemented each other in every way - Smokey was aristocratic and dignified while Frippet was full of fun - a real tomboy. As they grew and their characters developed they became even more attached to each other. They would walk side by side - so close that one fitted into the curves of the other, their perfectly synchronized steps and elegant bodies brought many a smile to passing strangers.

They would run for the sheer joy of it - racing across the Chiltern Hills, round fields and through woods chasing squirrels. Frippet, the fun-loving dog was so fast he could catch a ball in flight even after it had passed over his head. They came on all our holidays - one vividly memorable Lake District walk was the one up the fells and along the Roman Road named "High Street" - 14 miles of craggy ups and downs for us but we reckoned they did 24 miles and still had the energy to race down to the valley at the end - then race back up to find out what was keeping us.

As the years went on their love for each other deepened into a tender devotion - a cry from one would bring the other rushing to his side, to lick his face and give him comfort. Where one went, the other followed; they would happily share their favourite foods - two noses and two busily licking tongues deep in the same dish, no matter if it was Frippet's or Smokey's - they lived for each other and never spent a day apart.

When they were 5 years old we purchased DOGMATIC and they sailed with us wherever we went. It was around this time they both caught a bronchial virus which gave them badly congested chests. Frippet recovered fully but Smokey was left with damaged lungs which, we were told, would get progressively worse over the years.

From then on he was on diuretic tablets for the rest of his life. This naturally curtailed any long distance sailing with us as he needed frequent trips ashore, but he managed very well and was a good sailor - better than Frippet who was seasick on two occasions when we were sailing in rough seas on the way to the Isle of Wight Rallies.

After we retired to this beautiful part of England they were our devoted companions on all the walks for miles around - through them we made lots of new friends - in fact, long before people knew our names, Olive became known as the "Whippet Lady". Wherever we went, those dogs came too - they were a much loved part of our family - so obedient, kind and good natured - it was a joy to be with them.

Gradually, as the years passed, they stopped their mad racing and became more sedate - although Frippet still loved to play ball.

Then in June 1990 they both became very ill. Smokey's lungs congested and he nearly died and Frippet got arthritis - only Olive's devoted care and attention pulled them through and although they were a lot slower - they still enjoyed their shorter walks.

All this changed at the end of November when, returning from a walk, Frippet lay down on the grass verge just a few yards from home - as if to say "enough is enough - I don't want to walk any more". From then on he became unable to walk any distance - just lay in front of the fire and very sadly we realised that the end was nigh. Even then he spared us that awful decision - at 2 a.m. on the 26th November 1990 he became distressed and so we rushed him to the vet who said that his kidneys had failed and there was nothing more anyone could do. He therefore went to sleep as gently as he had lived.

We worried about Smokey as we felt we couldn't have Frippet disappear without trace; it would have been too traumatic for him - in life they had never been separated from each other for a moment - so on reaching home we laid Frippet, wrapped in his blanket, on the lounge floor. Smokey went to him, washed his eyes and face and with his nose gently pushed all of Frippet's covers off and washed his body from head to tail - then lay by his side, put his head over Frippet's back and lost the will to live. From then on, he wouldn't eat, drink or walk and even with all our attention and love, nothing could induce him to change his mind. With no exercise his lungs deteriorated rapidly and on the morning of 29th of November we had to rush him to the vet, but there was no hope, so, 3 days after his beloved brother, he too went to sleep with that quiet dignity that had been his trademark throughout his life. After fourteen and threequarter years, life was just not worth living without his brother and friend.



Since their passing, we have had so many wonderful letters from friends and acquaintances - people stopped us in the street to ask after them - then shed a few tears on hearing the news. They were loved and admired wherever they went and were known as two of God's gentle creatures - they had no vices and had been a delight to live with all those years.

And now we say "no more dogs" - we hope to spend more time aboard DOGMATIC and get in some foreign sailing.

We live with the memories of two of the most delightful and faithful companions anyone could have known. Their photographs are aboard DOGMATIC to remind us of the happy years we spent with them - so they will still travel with us on all our voyages. They both loved being aboard DOGMATIC so we can think of no better place to remember our two special little "Seadogs" than aboard our 'other' Seadog.

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21 in '91. "DOGBOAT" COMES OF AGE

By Cy Blackwell P & Q Sailing School

For the first five years of her life she was treasured and pampered, our escape from the hustle and bustle of City life. Inevitably the call of the sea was stronger than the call to make money and with very little debate, a decision was reached to combine business and pleasure by using DOGBOAT for sail training and holiday charter. In 1975 we found the perfect setting for our new venture, a most delightful Elizabethan cottage - set in three acres - on the banks of the beautiful River Orwell.

From here for the past 15 years we have run P & Q Sailing School which is recognised by the Royal Yachting Association. We teach sailing, navigation and seamanship - under sail or power - from beginners to Yachtmasters.

The SEADOG has proved an ideal teaching boat - slow compared with modern designs, but safe, stable and seaworthy, and the perfect cruising boat.

She has carried me and my many customers safely and comfortably over 50,000 miles - and probably nearer 75,000 miles. Even after this amount of work, she is still in exceptionally fine condition throughout and has just had a survey to conform with the New Code of Practice for the Safety of Sail Training Ships by the Department of Industry, and with the exception of one or two minor additions to safety equipment, has passed with flying colours with a Stability Rating of 2 (by the STOPS method). In non-technical terms, this is very good indeed. And very few changes have had to be made to the original specification.

At a very early stage roller reefing was dispensed with and slab reefing fitted by the simple means of pop-rivetting a track on the side of the mainboom with sliding blocks for the reefing pennants, and getting the sailmaker to put two rows of reefing eyelets and two reefing cringles in the mainsail, thereby enabling a 60 per cent reduction in sail to be made for heavy weather conditions.

The original method of tensioning the luff of the mainsail by block and tackle sliding up and down a track on the afterside of the mainsail always seemed messy and complicated when putting in a reef or handing the sail, so the 'gooseneck' was made a permanent fixture to the mast and an additional winch fitted on the starboard side to enable the luff to be tensioned up with the halyard.

We often get families of five wanting to come on an RYA Course or holiday, so, to enable us to sleep six persons, we had to alter the port bunk in the saloon so that it could be converted into a double berth.

This was achieved by mounting the saloon table onto two sliding tracks on the galley bulkhead, and fitting a small hinged leg (of the same height as the bunk) to the underside of the folded table so that it supported the table when lowered down the sliding tracks. Then a detachable top to the bunk can be slid outwards like a shallow drawer to rest upon the top of the now lowered table, whilst the forward end is supported by a batten screwed to the forward bulkhead. To complete the conversion, two matching 'fill in' cushions were made up by a local upholsterer and these, when laid alongside the bunk cushion in the shallow drawer-top make a very acceptable double berth. The two 'fill in' cushions also double as cockpit seat cushions on fine days.

With very few breaks, DOGBOAT works from April to November so maintenance is an essential part of daily routine and we find that, apart from having to teach boat and engine maintenance as part of the RYA Syllabus, the majority of our students are always keen to get 'hands-on' experience. Considering just how much this boat is used and the amount of sea-miles we cover, replacement of worn or faulty parts and components is relatively small.

The following is a list of parts repaired or renewed over 20 years:-

Two years ago - all running rigging renewed with new-type materials and colour-coding. Ten years ago - new suit of sails (apart from Storm Jib). Now using the original Ratsey Sails again while the newer suit is being overhauled and repaired - and yes, you can guess, the old ones are still perfectly serviceable! New seacocks to self-draining cockpit and galley drain. (Usual problem, dezincified.) After wearing out two old pattern alternators, changed to modern type with built-in regulator ("machine sensed"), and replaced the Blocking Diode with a charging Relay and warning light. Starter Motor gave intermittent symptoms of bad connections or poor battery state. Suspected connections to Isolation Switches. In the process of eliminating loose connections by systematically tightening everything, the battery lead to the starter motor short-circuited to earth and started to melt wires. Quickly turned off isolation switch, removed starter motor and dismantled. Found the insulator had been gradually disintegrating - and that final turn of the spanner caused total collapse. We were literally up an Essex Creek with no Lucas agent for miles around. Decided to fashion a 'temporary' insulator from a Nylon plastic cupboard door catch. It's still working perfectly. Eight years ago removed engine oil cooler and fitted modified engine oil filter. Replaced gearbox oil cooler. Unfortunately it corroded away inside. This was only detected when oil started issuing from the exhaust and the gearbox dipstick showed emulsified oil present. Gearbox had to be flushed out five times to clear it of water. Primary diesel fuel filter (with glass bowl to sight any water content) was shattered one night in an electrical storm while DOGBOAT was moored in the Marina with no-one aboard. I don't think I shall ever forget the shock of stepping down the companionway into two inches of diesel oil. Forty odd gallons down the bilge. We now have an all-metal filter.

Bronze cap-nut on the heat exchanger de-zincified and finally broke apart. Temperature gauge gave us due warning of impending trouble, so it was engine off and demonstrate how to sail into Suffolk Yacht Harbour. A phone call to Duffields of Norwich (Perkins Main Dealers) had a new nut delivered to us the next morning. They now have a Volvo branch in Ipswich operating a twentyfour hour service.

Fuel Lift Pump overhauled and new diaphragm fitted. Cost of repair kit £4.50. Engine sea-water pump started to lose efficiency. Cut a hole through forward engine bulkhead to obtain access from behind nest of drawers in galley. Replaced impellor and reversed brass endplate which was badly worn through constantly working in the environment of the muddy suspension of the Thames Estuary and North Sea.

During the winter DOGBOAT normally lies afloat on a tidal drying mooring just outside our cottage, ready for action should anyone like to indulge in an Outward Bound Course.

Two years ago we booked into Fox's Marina Ipswich and hauled out for light sand-blasting of years of accumulated anti-fouling, and inspection for the dreaded big 'O'. Need not have worried in the slightest. Not a sign of any blistering and as dry as a bone. (Dogs bone of course!) Decided, having gone thus far, prevention was better than cure and applied two coats of Epoxy Resin in the centrally heated warmth of a well equipped workshop. Also took the opportunity of applying four coats of Spinnaker varnish to all bright work and compound polishing the topsides. The superb thickness of the SEADOG gelcoat came up like new. (For confirmation of this statement, check with Peter and Olive French - DOGMATIC).

Stern gland leaking excessively this year called for closer inspection which revealed the prop-shaft was VERY badly worn - from inch and a quarter diameter down to one inch in the packing gland. Using graphite-type packing could not be entirely blamed as I had changed to Walkers packing some five years previously. Little specks of bronze metal in the drip channel under the bearing (looked like I had struck gold) revealed that the bronze collar of the packing gland had been rubbing against the prop shaft. This led me to believe that the engine must be out of alignment.

Further investigation proved that both front engine brackets had broken at the welds, allowing the engine to drop 3/4", hence the prop shaft misalignment. New brackets were obtained from Duffields of Norwich which, on inspection, were found to be considerably 'beefed up' from the old ones as they are now made from 1/4" plate. Clearly there must have been problems with the old ones breaking.

It's interesting that although many of the faults on SEADOGS are common, I have never heard of another case of broken engine brackets. Whilst the engine was lifted to replace them it was felt prudent to fit new SILENTBLOC engine mountings (obtained from Golden Arrow Marine, Newhaven). This company was also able to supply flexible prop-shaft couplings. These were not really in need of replacement, but while the engine was lifted and the prop. shaft being renewed, it was easy to change them. Also renewed the Cutless bearing.

Helmsman's Seat, similar to WAGTAIL'S, fitted 3 years ago: when not in use it stows in the starboard cockpit locker. The Decca Mark II Navigator was replaced by the Mark III as it is so much easier to use and demonstrate to students who have never seen one before. Autohelm 6000 fitted. Rather an expensive luxury, but magic on long passages and when working on deck with students or eating a meal in the cockpit underway.

The 'Code of Practice for Safety on Sail Training Ships' issued by the Department of Trade's Marine Directorate requires that all yachts used for sail training must have a 'Stability Rating Certificate' and a 'Sail Training Ships Certificate' by January 1991.

All in all, there are 195 Items on the check-list that must be answered, which means that every item has to be checked for compliance and condition. And the standards applied are very high - and stringent.

I am sure that knowing that their yacht can meet the high standards required by the code will give all Seadog Owners a great sense of satisfaction.

AFARON - Bart Groves writes - "AFARON has proved to be just what we were looking for. We have a couple of trips to Ireland under our belt plus quite a bit of local cruising. Next year we hope to get right round the Fastnet and up the West Coast, possibly after the Tall Ships have raced out of Milford to Cork. In Kinsale we came across DAGOTIA - apparently wintering there. Wherever we went in Ireland we found lots of interest in Seadogs - a local fisherman, recently retired as Deputy Coxswain of our Lifeboat put it this way - 'She's the only real ship with sails in this Harbour!'"

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AHMEEK - Jamie Lewis - cruised the west-country with his two children aged nine and seven and a half; during that time they encountered no less than 5 Seadogs.

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ANAHITA II - Gordon Pinkard, from the Med. - "We had a trouble free year, starting the season with a leisurely cruise around Ibiza and Formentera, then back around Majorca. Followed by a few weeks enjoying the calas and harbours of Minorca before lifting out for the winter at El Arenal in Majorca in September. Looking her over, I noticed there was quite a bit of play in the bottom pintle bearing of the rudder (approx one eighth of an inch), so prior to coming home I removed the bottom shoe and measured the pin and the bore of the bush in the rudder. I have since made a thin-walled bush of phosphor bronze and in February 1991 I shall go out for a couple of weeks to dress the pin to suit the new bush and then Araldite the bush into the rudder.

I am also going to fit a normal mechanical type oil pressure gauge to the engine in addition to the electrically operated gauge as I have a secret dread of an electrical circuit failure making me think the engine oil pressure has failed - perhaps with the boat in a dangerous situation off a rocky shore. Other than JOHVIA at Porto Colom, and Ludwig Brandt's TRIASID which called there in July, we saw no other Seadogs in our travels this year.

However, I enjoyed my trip (with Tim Bartlett in SEAFLEUR) from Exeter to the Folly Seadog Rally at Cowes - I must say the awful weather confirmed my belief that my Seadog ANAHITA II is in the right place - the Med".!

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CI-MOR - Terry James - "The coming season will be our seventh with a Seadog - over the last four years we have spent our main holidays cruising Brittany and we think our decision to go south, as opposed to Ireland, has been vindicated by the weather which has never been wholly satisfactory for friends who have sailed in the latter waters.

We now have many French friends in our twin town, Lesneven, north of Brest, and at least some time is spent away from the boat. Since Heather and I both work for the same organisation holidays are unfortunately limited to a three week spell so our cruising range is limited. In 1989 we got as far south as the Morbihan and Belle Ile, but last year our plans were curtailed by a serious head injury in January, so any holiday afloat seemed improbable. But in the event we had a very relaxing and enjoyable trip down as far as Douarnenez, taking in the Rade de Brest, Ushant and the Scilly Isles.

Weatherwise we have been lucky over the last few years, but this year we had a briskish return up the Bristol Channel in F6-7 conditions, and made a fast passage from St Mary's in the Scillies to Lundy in 17 hours. This was in fairly high seas, having blown a gale the previous 24 hours. We always seem to catch the roughest weather on the home leg.

The year before last, in gale force winds between Lundy and the Welsh coast, we sustained our first proper knockdown when the vessel was inundated by a massive breaking wave. The cockpit was completely filled with water, the whole port side toerail ripped off and we lost much on-board equipment. The main anchor was torn from its bow housing and we sailed for about two hours streaming it with 275 feet of chain!

It was impossible in such conditions with only the two of us on board to turn the boat into the sea to attempt retrieval - in the end the whole lot was lost when the anchor momentarily touched bottom as we approached shallow water off Caldy, breaking two 18 mm ropes (as if they had been cotton) which had been affixed to buoys that had been set up ready to cut free should we get into difficulties.

It sounds rather dramatic, but it would be an understatement to say that we were both very relieved to get into the lee at Tenby. We now make sure everything is more than adequately lashed down before attempting passages in such conditions. Fortunately our insurance company met our claim for not just the damage to the hull, but also for the loss of equipment.

In terms of new equipment, the addition of a Navstar 2000D has been outstanding. Neither of us wanted to start using such navigational aids until we had a thorough grounding in traditional methods. We have never got into any real difficulties, but the uncertainties that the Decca system takes out of traditional DR navigation means that holidays have been far more relaxing. (I have never relished arriving at the traffic separation scheme off Ushant, or the rock-strewn Brittany coast in an impenetrable Breton Mist on just an estimated position alone!)

As far as sails are concerned, we finally succumbed to a furling genoa (made by Ted Summers of Canard Sails, Swansea). The dimensions are Luff 33.5 ft, Leach 34 ft and Foot 22 ft. The length of the foot means that the sheet has to be taken back to the aftermost mizzen chains. The main reason for adding such a large headsail was to try to reduce weather helm in lighter conditions when the vessel was subject to a heavy helm well before reaching her hull speed.

The new headsail has helped, but with the sheet angle so far aft, the centre of effort itself still seems too far abaft the mainmast. So, despite some misgivings, we have decided to make a radical modification to CI-MOR'S rigging with the addition of a bowsprit. An 8 ft long, 9 x 3 inch piece of mahogany is being fitted which will move the sail area some 48 sq. ft forward. She will be cutter rigged, the inner stay running from near the spreaders to the old forestay position at the bow for setting a storm jib.

Problems of lee helm have clearly been encountered by other owners who have fitted bowsprits, and we hope our vessel will not become unbalanced. Our intention is to be able to carry the mizzen on a reach in, say, an upper Force 3 while maintaining a balanced helm; in fresher conditions we will drop the main (as invariably we do now), sailing on reduced headsail and mizzen in strong winds.

Another modification is the manufacture of a lifting rudder for our Hydrovane self-steering. The Hydrovane is a very serviceable and extremely strong (and independent) steering system, but its main drawback is that when using power, the Hydrovane rudder upsets the directional stability of the vessel and has to be removed. This is a considerable inconvenience on passage since removal (or for that matter putting it on) can really only be done from a dinghy - and it would not be possible to put the rudder back on in even slightly lumpy conditions. Thus, if there is no promise of good winds on

prospective voyages, we have tended to leave the rudder off so that the Autohelm 3000 can be used under power. We have now had a second rudder made in teak, with a large pivot which will allow the rudder to be swung clear of the water when the "iron genny" replaces wind. Although it cannot be as strong as the original we hope it will cope with our summer sailing.

We have seen a number of Seadogs on our voyages but have not always been able to stop and chat - we continue sporadically to meet up with DAGOTIA (first and last production boats keep meeting), and have in the last few years come across a number of other Seadogs kept in Bristol Channel ports. This year we may return to the west coast of Ireland, although should there be any doubts about the weather, we will add a few degrees of southward latitude and sup the French wine.

Last year the infamous Carmarthen Bar was rebuoyed for the first time by an organisation that I co-ordinate. The buoys are laid seasonally, and it should now be possible for strangers to get into the three rivers inside. There are a number of small clubs, and visitors would be more than welcome - though visitors and locals alike must dry out. In July the Tall Ships will be at Milford Haven, so who knows, we might perhaps have the pleasure of receiving a visiting Seadog up the Towy"!

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CONMARA - New owner Robert Martin writes from Applecross (Wester Ross) in the Scottish northwest:-

"I graduated to a Seadog from a Hurley 22 which I fitted out from a factory hull, and during the last 10 years I have been based here have cruised many, many miles on the west coast and outer islands. CONMARA has ended my 3 year quest for a Seadog nationwide - missing out on so many only to find number 109 here in Scotland. Some years ago I narrowly missed buying KUSHKA which came up for sale in Inverness. This summer I met her present owner Iain Cameron in Applecross when he was on his annual North West Cruise. The two Seadogs were side by side - the only two in Scotland I understand.

CONMARA is a very clean original sound Seadog - she received a good survey in June 1990. No osmosis or other faults - the previous owner epoxied her hull which seems to be intact. The boat has been lightly used with only 1,500 hours on the Perkins 4.108 engine. CONMARA was originally built for Sheriff Murdoch who lives 50 miles north of here at Badachro Gairloch - which is a strange turn of fate. She is well remembered in these parts, especially in Kyle of Lochalsh where the boat was laid up every winter for 8 years in Sheriff Murdoch's ownership. CONMARA has come home and is now based at Poll Creadha, Applecross, Ross Shire.

Now she will be in commission 12 months a year, and this I feel very guilty about, as she has always been wintered ashore since 1972. I have always sailed between gales in winter up here. A Seadog is a very comfortable and reassuring boat when the wind blows hard. A very practical package for these waters".

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EREMUE - from Greece comes the following cautionary story by Mike Fulford - "Whilst checking the alternator belt I noticed bright metal showing by the crankshaft pulley-wheel. On further examination I discovered the pulley retaining-bolt had worked loose and dropped, along with the washer, into the bilge. These I retrieved with a powerful magnet. To check that the key and key-way were OK I eased off the pulley, but could not find the key. The magnet did not find it in the bilge either.

I tried to replace it with another, but lost this one also. As I found it is virtually impossible to replace the pulley and key from above I decided to cut a section out of the bulkhead behind the steps. This done, I was not satisfied that the keys were not in the bilge. In fact they were behind the

crankshaft oil seal and were retrieved, after removal of the seal, with a small screwdriver. A new seal was fitted and again all was well. I would add that, even with access through the bulkhead, this is a far from easy task. Periodic checks of the tightness of the bolt would be time well spent".

Mike has also replaced the Parsons cast iron water injection 'bend' (in the port cockpit locker) the original having developed a crack. Later, "when we arrived back in Leros we rowed out to EREMUE at anchor in a secluded bay to find that someone (we are pretty certain) from another yacht visiting the bay whilst we were away, had attempted to break in to the saloon by breaking out the ventilation slits on the hatchway door. Fortunately the 'Reg Freeman' door and hatch system foiled the attempt, and the only damage is to the hatch. This is easily repaired, and this time with a solid piece. We count ourselves fortunate that the Seadog has this system unlike other yachts. So all's well thank goodness".

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FURAHA - (currently in Malta) - was sold recently by Mike Groves to Tim Burke who intends to keep her in the Mediterranean and to cruise Greek & Yugoslav waters.

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GABRIELLE B - Dot Tomlinson - "Following a long search we finally found the Seadog we wanted; she looked beautiful; but the travelling for us was not over as she was on the Isle of Wight, some 250 miles from home. Not put off by a long survey report detailing numerous jobs requiring attention, we decided to take her across to Cougar Marine on the Hamble River where we hoped to be able to do the various jobs and finish in time to enjoy sailing our new boat by Easter.

On a windy day in late February we crossed to Cowes on the Hydrofoil with son Ian and sister and brother-in-law Helen and Alan, all hoping GABRIELLE B would stay afloat long enough to move her. As we climbed aboard the heavens opened. To the familiar and reassuring sound of the Perkins 4.108 engine and in driving rain and wind, Bill steered the boat (for the first time) out between packed mooring buoys. We decided to pick up a buoy at the mouth of the creek while we brewed up and decided whether to try for the Hamble or go round to Cowes and return the following weekend.

Snag! Where had the boat-hook gone? We had seen one previously. With great difficulty, due to weather conditions, the men managed to rope on to a buoy and we settled in with Rum and Coffees to listen to the Shipping Forecast - Force 7 to 8 - gusting Gale 9!. Suddenly there was an almighty bang as the rope broke and we were adrift. Fortunately the engine answered immediately and a quick decision had to be made as to our destination - Bill's responsibility as captain - a difficult decision in the circumstances and one which I know he alone will make. THIS IS A SEADOG! We have been out in some pretty rough seas in the Irish Sea with our last boat ARIES, a Colvic 26 - and a Seadog is a much sturdier boat after all.

So we set off towards the mainland. With the wind and rain and visibility deteriorating, Alan and Ian had to lean out to see where we were going and give directions to Bill who couldn't see a thing now. The echo-sounder, Radio-telephone and log were, by now, found either to be not working or faulty. But Ian had experience of radar and managed to work the old Decca Radar which was a Godsend in the circumstances. I think Helen and I felt like throttling him when he kept coming down and saying "I don't know how you two can stay down below when it's so rough". We were trying to keep out of the way!

We arrived at Hamble Point like drowned rats and the rough weather was an early introduction to the good handling and performance of our Seadog. I felt quite safe.

We are now ashore at Hamble Point in the midst of doing the necessary jobs to become in full commission. The engine was craned out after several weeks of waiting and expecting it to have been done. This was essential to enable us to get the fuel tanks out to get at a seawater leak which the surveyor had spotted on the port side and was not happy about".

Dot says she will later send news of further work done on GABRIELLE B and details of their subsequent delivery trip around to North Wales.

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GLASS LADY - John de Candole - "we have just returned from our main sailing holiday of the year

One week helping with the RYA Sailing for the Blind at Falmouth. The Seadog is an excellent starter boat for this course - safe and steady with plenty of things to grab on to. We had strong Westerlies on the trip from Keyhaven to Falmouth and fled into Dartmouth with F7 on the nose. Setting off again with a slightly better forecast (F6 westerly) we flooded the cockpit round Start Point - my hat flew overboard and I was sick! GLASS LADY quite happy though. After 3 hours to recover in Salcombe we sailed overnight to Falmouth - F5 westerly and a lumpy sea. All in all a difficult weekend trip. But the boat never gave us a moment's concern.

One week in the Isles of Scilly - winds 4-6 - but lovely clear sunny weather. The few boats about were mainly French - a lovely week with plenty of walking and bird watching - lobsters etc.

Two weeks in Brittany and the Channel Islands with most time spent in Iles de Brehat and Chausey - marinas were avoided as much as possible. Now light winds - all Easterly - but lovely weather - plenty of motor sailing I am afraid. Only two Seadogs seen during the trip, one of which was SEASCAPE with Harry & Caroline Manners in St Malo where we had dinner and a lot of wine together.

We nearly drowned Lisa off Mordrieux in the River Rance - never go swimming in that river! There was a phenomenally strong and sudden tidal surge lasting probably only 10 minutes. (See Harry Manner's story - "SEASCAPE TO NORTH BRITTANY" - on Page No. 32)

Finally back to the Solent for the Queen Mother's Spithead Review - GLASS LADY dressed overall. Dull windy evening with lumpy sea. Returning to Cowes for a dinner appointment we broke the forestay fitting (at the masthead) and the furling gear and sail were deposited in the water. Mast intact however and GLASS LADY is now at her mooring in Keyhaven, less her mainmast which is being repaired.

Once again she looked after us properly, only failing when we were safely near our home. We love her dearly!"

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KURI MOANA - just the briefest of notes from Beryl Saville -

"We have had a mixed year with KURI-MOANA, various problems arose: split leaking rudder - delaminating propeller, furling jib not furling, new expensive foil also not working. I am wondering what next!

Anyway we plod on hoping the last problem will be the last".

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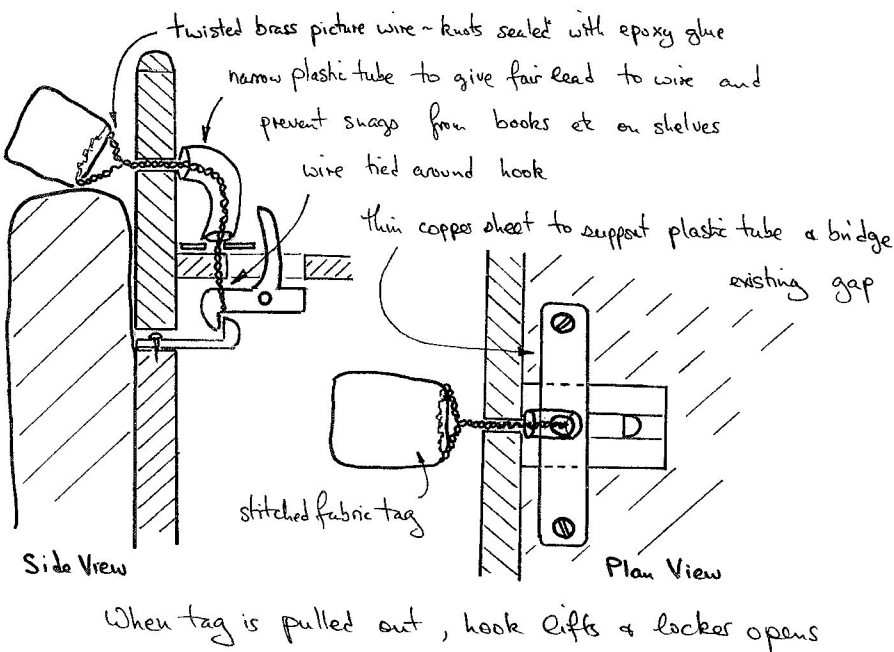
MELISSE - Jon Smurthwaite kindly sent photographs shewing the location of the two transparent plastic 'windows' which cover access holes cut through the floor and side of the port cockpit locker to gain access to the difficult-to-get-at portside deck-drain collector box. The 'window' covering the hole in the floor of the locker has been made 3/8th of an inch thick (for strength).

Another colour photo shows the new position for the portside cockpit drain seacock. "Photo B is the new position for anyone who has their forward cockpit drain seacock tucked right into the corner where you can't get at it unless you are triple jointed and 18 inches in height.

The old hole has been glassed and gelcoated. Its new position, about 12" aft of the original, allows foot space when standing in the engine compartment and, depending on the type of engine oil filter you have, still enables access to that".

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MER CALEB - Barry and Anna Mattey - Anna sent the following ingenious but simple solution to save us the eternal struggle to find the catch for the seat lockers - Olive tried it out at the Isle of Wight Rally - and it works!



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MICHETTE - In his annual update Brian Jackson writes: "AR Savage (at Chichester Yacht Basin) who did my engine in June 1989 are no longer operating as such and new position is not clear. Total cost then of engine out, complete strip, crankshaft ground, big end and mains, new liners, new pistons, valve seats cut and lapped in: new gaskets and seals: - was £1245 plus VAT. The gearbox was not touched nor the injector pump, as in their experience best left alone if working well. Injectors had been previously overhauled that Spring by Lucas. There was no corrosion in the engine shell: cause of endless oil leaks was front oil seal to gearbox. Job was well done

although we had an engine stoppage just off Grove Point on the way to Portland Bill inner passage in calm conditions: bled engine and relieved that it was not when we were at the Bill: I think it was caused by vestigial air after the rebuild, eight hours before.

Like BORN FREE II, I am disposing of the Decca 60 radar. The original use was navigation, but it has now been overtaken by Decca Navigator: we cannot really use it for collision avoidance: it takes up room on the chart table and when it has gone we can drop the masts again for regular inspections and cleaning.

And like EREMUE, the yard has just replaced the dry exhaust section using the John Freeman drawing & not as depicted in Data Sheet A/16/2 of March 1979. The s/s bellows came from Norris, Isleworth: (M & Y Flexibles Ltd., used by SEACANIS are no longer trading). The Parsons mixer box was quite good after five years but needed scaling and much scraping out. Notes on this are in Newsletter 16, page 6. I incline to this system rather than the long flexible pipe, which is more vulnerable to vibration: but time will tell.

What is not made clear is that the pipe must be lagged but not the bellows - obvious to everyone else I guess - but not me. The two supports are fixed using flexible mounts: the first time we had just a fixed support but the vibration was a real bother. The flexible mounts used are from a local garage: Unipart GEX 7081-centre mounting for Mini: £2.50 each plus VAT. The upper mount cannot go to the cockpit floor as indicated on Page 6 as it must clear the rod steering: it is hung from a pad in the aft end of the port locker right up close to the carline.

I changed over the battery charge from one battery to the other by using a change-over switch with the engine running and the Navstar Decca Navigator on: it spiked the Decca so I have now put 0.8 amp line fuses in both positive and negative leads. Kelvin Hughes did a marvellous repair, including at their suggestion, sending me a replacement set.

Can someone tell me how to free the nut round the adjusting screw in the top of the Whitlock steering box to take slack out of steering by adjusting cam within?: the material used has left the locknut corroded and I am afraid to bash it. Plus-gas doesn't work.

About my chart corrections - I have been given a new programme for IBM compatible computers: listing available to go with PBO Chart Corrections in return for cheque for £5 payable to RNLI and four second class stamps; apply to me (Brian Jackson).

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NATUNA - recently sold, she has departed the North West, her home for many years past, and is now berthed at Emsworth (Chichester Harbour) not far from where new owners Dick and Gillian Durham live.

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NAUSIKAA - last September Piet Castenmiller wrote from Holland:- "We, my girlfriend Henneke, sons Joost & Bart, and daughter Charlotte and I spent a very nice time on board of the NAUSIKAA during 3 weeks, sailing from Ostende to Hellevoetsluis and, of course, the whole area in between".

Later he wrote again (about an idea for another International Seadog Rally, this time in England) - "The area you proposed in your letter to Olaf Mulder (BRANDANE) I know rather well, specially the River Orwell, the Blackwater and Walton on the Naze. It is a beautiful environment to spend a few days. About the area I am very enthusiastic. I have very much confidence in the success of the Second International Sea Dog Rally!". (Piet is organizer and link-man for the active Dutch contingent who have promised support).

Subsequently Piet wrote - "With regret, I must announce that I have sold the NAUSIKAA. For me it is a pity, that, by selling the ship, I cannot stay a Member any more, because I have very dear rememberings of the Club and its members. I hope that I can become a Member of the Club of non-Seadog owners, because I like to know and to follow what is going on.

Also I like to continue the contacts I had with several members, especially with Olive and you, John and Audrey Lansdell, Brian Jackson (MICHETTE), Willy and Marie-Louise de Crom (BONA), Ad de Beaufort (SARA OF WYRE) and all the others, who were in Middelburg in 1988.

And now, with my big family growing bigger every year, I am looking for a 38 foot yacht with the same characteristics as a Seadog!".

February 1991 brought news of success in his search for a new boat - "At the end of December we bought a new boat and I am very happy with her. There is a lot of work to do before the new sailing season, because the boat is very, very dirty. The last two years she was ashore and never been used. Hanneke, the children and I work very hard to get a beautiful and clean ship"!

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NEWANDERER - Bill Richards has not been too well this last year - "My sailing has been curtailed somewhat recently. Last year I lost two and a half stones in three weeks for no apparent reason, and it took a long time to recover.

That was followed by shingles on the face which was very unpleasant and this year I have had collapsed lungs caused by blood clots. I was rather low and for a while considered selling the boat, but I couldn't do it as I felt that it would be too final. I'm glad now that I didn't.

I spend a lot of time at Gravesend Sailing Club where I have been the Mooring Master for a few years and have made so many new friends since I retired and I realise that if the boat went, my association with the Club would clearly suffer, and the thought of being away from boats and the sailing fraternity doesn't bear thinking about".

All being well, Bill and NEWANDERER hope to be joining us at Shotley Point in August for the Seadog Rally.

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ONAR - it was with the greatest of pleasure that after having been unable to establish contact with this Seadog for more than 8 years I received a letter from Mrs Knight and Mr Demare applying for Membership of our Association. ONAR is currently at Mahon in Menorca.

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PEA GREEN - new owner Brian King -

"PEA GREEN is now out of the water and she is at present lying near SHIELWATER at Dartside Quay, Galmpton, Devon. Apart from the usual maintenance and wintering the only problem remaining is to cut a hole from the galley through the engine bulkhead to be able to reach the engine water pump impeller.

The problem I had earlier with the Sharp Autopilot is, I am glad to say, resolved. The place or root of the trouble being the cable that operates the clutch. This was bending when trying to de-clutch. The old cable was multi-strand, whereas new cables are solid. If anybody does still have the multi-strand cable I would suggest a change. It is not funny trying to disengage the Autopilot when the cable goes - it doesn't work.

It takes removal of the ship's wheel, steering pedestal and the front plate of the electric motor box, just to disengage the clutch.

It happened to me at the entrance to Brixham Harbour with large ferry boats and trawlers whizzing by. After three complete circles I finally managed to declutch by twisting the wire cable against the lay of the strands at the push-pull knob end. I wouldn't recommend this to anybody else. Hence two new solid cables.

Until the end of the season it was a case of me putting PEA GREEN through her paces and learning, or PEA GREEN putting me through my paces - I can imagine the latter is the more truthful!"

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SEACANIS - new owner Colin Whimster of Edinburgh - "We bought SEACANIS from Ray Mullin in late July and brought her up to the River Forth in August - by road I'm afraid. Still sorting out the rigging and other things so really expect to start serious use next spring".

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SEA FLEUR - Tim Bartlett sent the following account of a year in the life of a Seadog:

"SEA FLEUR spent the winter of '89/90 alongside TIWANA upon the town quay at Topsham near Exeter. Winter gales came and went and the only damage was a hole worn through the cockpit canopy, caused by a rope rubbing across the aft hatch cover. SEA FLEUR sat upon railway-sleeper sized timbers, the bilge keels chocked off with smaller pieces, one of which was of softish wood. In time this must have compressed slightly allowing a sideways rocking motion to develop. Then, during a night of severe wind, the soft piece must have blown away, for when I visited the quay next morning, SEA FLEUR was leaning right over on the starboard keel, the port keel well clear of any support. I dread to think what might have happened with a wind-shift - particularly if she had been left untended for five or six months. So beware, make sure nothing can shift, nor vibrate out from under.

While out upon the quay quite a few projects were tackled. The first was to cut an opening in the bulkhead behind the steps into the engine compartment. I was shown how by Ad and Annie Beaufort (SARA OF WYRE) when we visited them in Holland the previous year. I can now get my left arm and head through a hole 15 inches square.

To make a good thing better I cut a removeable piece from the side of the sink locker nearest the drawers and corresponding in height with the access hole to the seawater pump at the rear of the drawers. Now I can get my head and left arm in the large hole, and my right arm through the side and rear holes in the sink locker to work with both hands. (Heaven knows what will happen if I have a heart-attack in that position!).

Next job was to rid myself of the oil-cooler. The middle 'O' ring joint had been eaten away and I was lucky it lasted through the season, even though it was not in use, as the oil pipes had been removed prior to my ownership. Then, while poking black scale from an end-cap the screwdriver went straight through. The replacements which arrived from Golden Arrow Marine were - (apart from one being threaded and one with a hole) - identical - i.e. both pipe tails came off at the same angle. After five weeks of sending them back and forth in the post, Golden Arrow finally convinced me that this is the only pattern now made - and that I must adapt the hoses to suit. But nobody makes hoses to suit. A quick visit to our local breakers yard saw me returning with a bag full of miscellaneous bends. With the aid of a length of 1" pipe, two sections of bend and four jubilee clips the job was done - and is still working.

Servicing sea-cocks, particularly the large one on the loo was a pain. So, out came the chippy tools again and I cut and made a small hatch close to the body of the big seacock - servicing it is now a five minute job.

That useless little shelf at the top of the hanging locker is no more. It's now a locker with a door. And above the wash-basin I've built a small flat locker about 4" deep and a foot square - ideal for lotions and potions.

Next, to enable the crew to walk ashore in comfort when moored bows-to I made a gadget that fits on the starboard bow adjacent to the pulpit rail deck fitting. This works in conjunction with a 7'6" long multi-purpose boarding ladder with a metal fitting one end to fit the 'gadget'. A board 7' long, hinged in the middle for stowage purposes, bolts to the ladder between the strings. When assembled and fitted in place the boarding ladder will swivel up and down, while two small wheels on the shore-end enable it to move back and forth. Also, the ladder, with board in position, makes a good fender-board - finally, the ladder, which has a base-board, is handy for climbing up a wall.

So much for the lay-up season. SEA FLEUR went back into the water at the end of March and we were soon off for a long weekend. That's generally what we've done this year - out for a few days at a time. Which amounts to Torbay, Dartmouth, Totnes, Salcombe or Lyme Regis. We very much like the River Dart - and if you overnight in the Mill Tail at Totnes you'll be made very welcome at the T.B.A. club across the river. You can either walk round or take the dinghy.

There are numerous anchorages in the River Dart - cheaper than picking up a mooring. On your way in when visiting, try to find the mooring master - he will supply you with the Dart Information Booklet, then for an interesting time on the last day of Regatta Week, anchor off the town centre; at about 18.00 the Red Arrows put on a spectacular flying display which is followed at 21.00 by a Grand Firework Display!

Torbay is splendid for sheltered sailing, but when it comes to moorings, Torquay and Brixham Marinas are just so expensive; they deserve a wide sail-past. However Brixham Yacht Club makes you very welcome and in 1990 charged only £6 per night for their pontoons just in front of the Club. Paignton too, is ideal if there's room. When entering Torbay give the Harbour Master a call - then if he can't fit you in, you can divert to Brixham Yacht Club or anchor just out of Brixham in Elbery cove or Churston Cove.

With the end of the Season approaching fast, I had doubts about being able to get to the Folly Seadog Rally on the Isle of Wight - in fact two days before the Rally I was convinced I was not going to make it. Then, on the Thursday before, June came back from Topsham to say she'd run into Gordon and Anne Pinkard - (of ANAHITA II - in the Med.) - and Gordon was keen to go to the Rally. Soon everything was arranged. We had to clear Portland Bill by dusk, which meant we must be away by 13.00 hours at the latest on Friday. Our estimated time of arrival at the Folly Inn, Isle of Wight was 10.00 Saturday. We had a very steady jaunt through the night, averaging 4.5 knots which put us at the Needles buoy at dawn. We arrived at the Folly Inn at 10.15 and were greeted by Peter and Olive. Gordon and I both thoroughly enjoyed the Rally, but the weather could have been kinder.

On the Sunday we started back at 14.00 and port-hopped via Yarmouth, Weymouth and Lyme Regis. We just beat a full-blown gale into Lyme and immediately got pinned against the Cobb, there being no place else to go. The whole harbour was full, all waiting to be lifted out the next weekend. After a very bumpy night with the fender-board getting worn out against the piles, the wind abated slightly. Force 7 was still forecast for the afternoon, so we had a look round and decided we could get alongside a Fisher 31 - which would put us head to wind and where we would be dried out for some time.

This we did and then what happened?. As we settled on the bottom, the wind dropped, the sun came out - and that's how it stayed right through the night - the moon changing places with the sun of course it would have been a cracking moonlit sail home!

Nothing drastic was forecast next morning so out we came. But the wind steadily increased and the nearer we got to the River Exe, the more it came round on to the nose, so we crept along under the shelter of the cliffs. We picked up a mooring at Starcross where we had lunch and waited for the flood, arriving back on our mooring at 18.00 hours - we were back in the house by 19.00 hours. A good trip all round, and the longest this year.

Already making plans for next year, particularly the International Seadog Rally on the East Coast - see you there".

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SHILLAY - Brian Taylor sends news from the north-west - "After some local sailing around Anglesey we left home on June 10th last year for our summer cruise which extended in a leisurely fashion southward with Milford Haven, Instow, Porthleven, Falmouth and Plymouth being our principal stopping places.

Then a return to Anglesey via the Scilly Islands. We were back on our own mooring on the 7th September which left little time to lay up for winter before our return to Spain (by car and ferry). We are there through the winter from October until April - so, should any Seadog Members be in the vicinity, our address is:- LADERA DEL AGUILA 4, MARO, NERJA, MALAGA, Phone:- 952-52-12-35.

Last summer our original intention had been to head for Brittany, but a severe oil leak from the sump gaskets led to a long stopover in Plymouth where the engine was taken out by the firm of Fox & Haggart at Sutton Harbour. Their work left us with more troubles than we started with and necessitated a second removal in Falmouth where we decided to cut our losses, and had an exchange 4-108 engine fitted.

Both these operations required lengthy stops, first in Sutton Harbour Marina at Plymouth, and second in Falmouth Marina, both of which gave us excellent and sympathetic treatment. A phone call to Golden Arrow, Newhaven at noon one day resulted in the exchange engine being delivered in Falmouth the next day.

During the past three seasons we have renewed the genoa, mizzen and mainsail - all supplied locally by J. Dawson (Sails) at Port Dinorwic. The main had its first trial last weekend and looks good.

We have not thought of parting with SHILLAY as yet, and hope we are good for a few more years! For this season we expect to head south again and look forward to seeing other Seadoggers, though I doubt we will get as far as the Solent".

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SOLWAY DOG - Reggie Lodge -

"Just back from sailing in a 31 ft Rustler sloop: Dunvegan (Skye) - North & South Uist - Canna - Loch Isleornsay - Arnisdale in Loch Houran. And now I am off again, this time for a week on the upper Thames and the Oxford Canal in a 54 ft narrow boat. After that its up to the River Clyde in SOLWAY DOG.

Now, an observation. Many Seadogs have no mizzen kicking strap fitted; but they will find that such a strap will keep the mizzen quiet and improve performance considerably. After all we cannot always sheet down the mizzen's boom enough - I was glad to see that GLORY has one".

In October Reggie wrote - "... meanwhile, I sail furiously, sprinting to the tape as it were. I collected a strong crew (4 on board) to go round the Mull of Galloway and up to the Kyles of Bute. The weather promptly grew even stronger, so that we never, in 10 days, got farther than Luce Bay (Port William): there were Force 8's on 3 days, and Force 9 on one half day.

Another half day was spent in motoring if you please, in a flat calm with gales all around us, back round Burrow Head from Port William to the Isle of Whithorn - we were in the eye of the stationary depression. But we had a glorious run back home!".

December brought another letter - "I've sold SOLWAY DOG - The Seadog Owners Association only gets half what I promised because the introduction to my buyer came not from the SOA via you but from Pam Hamlin (ARDESMOR). Pam receives a first edition of - "We didn't mean to go to Sea" - by Arthur Ransome - to record the fact that I gave her her first taste of a Seadog which led to her acquisition of ARDESMOR". (Reggie made a most generous donation of £100 to our funds).

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TARRY - Fred Hindley who lives at Fowey recounts a strange incident - "We decided to visit Falmouth last weekend; the forecast was Easterly 4 or 5 with occasional F6 off exposed headlands. The way from Fowey to Falmouth is paved with exposed headlands so we had a boisterous sail, covering some 19 miles in 3.5 hours.

When at midday next day we left Falmouth to return to Fowey we found the wind to be no more than F2, so motor-sailed on 080 degrees. Then, at 13.50 hours, it happened

Very quietly and without any fuss - in fact unseen by anyone aboard - the mizzen mast fell down. The triatic stay had become detached from the mizzen and was busily winding itself round the mainmast.

At the time we were motoring at 4.5 knots so I slowed down a little but kept her going until the trailing wires and ropes had been tied up clear of the water, lashings put over the inboard end of the mast, then it was back to 4.5 knots and we carried on home to Fowey.

The mast had made a very useful cradle for itself where it landed on the pushpit - slightly off centre - as the tabernacle had become twisted in the process".

This winter Fred is fitting an inner forestay "a la TRIASID" and a self-stowing roller bow-fitting similar to that which Jan Carre designed and fitted to NAMASTE II.

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TIWANA - Barbara Cook writes with the sad news that her husband John died very suddenly early last September. John and Barbara cruised frequently throughout the season and were well known figures in Topsham where TIWANA was based.

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TOPAZ TOO - Cyril Porter writes from Merseyside - "For your information, there are on moorings at Menai Bridge, Anglesey, SHILLAY, SARAH NOELLE and TOPAZ TOO, and when Barbara and I paid a recent visit to Abersoch, we found three more Seadogs at the South Carnarfonshire Yacht Club - GUNDOG, WATCHDOG and SPINNER.

I understand from members of the Club that they are looking for more - I think North Wales is trying to corner the lot!".

TOSHER - Fred Ellingham (ex SEA CANIS) - "We spent the winter in Spain again (becoming a habit) - and enjoyed it very much. We spent a week with Joe and Babs Lyons (HIBOUX) - Joe is very happy now he has been able to purchase his berth at Denia Yacht Club. Joe and Babs made us very welcome and say they would be very pleased to see any Seadoggers that venture that way.

We came back home at the end of March and it's been all go since. First we had to repair fences etc. legacy of the second hurricane - then at Easter we went with the family to Sweden - ski-ing!

When we got back we sold the motorcaravan, bought a 4 wheel drive Shogun and intend getting a caravan this year in time for next year's Spanish trip.

Mean time we tackled TOSHER and got her, (him?) ready for launching by the end of April. We are very pleased with our little motor boat - a lot less aggro than a yacht, but we do miss the sailing silence at times. The Seaward 23's have an Association and are holding a Rally at the end of June in St Peter Port, Guernsey. If the weather is OK, TOSHER hopes to go, with First Mate's permission!".

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TRESCO MAID - new owners Colin and Enid Craik have moved her round from Southampton to their East Coast mooring at St. Lawrence Bay on the River Blackwater.

This Seadog has a unique (for Seadogs) built-in mast lowering arrangement. Firstly there is a permanent tubular "A" frame fitted in the bows to which the forestay is attached.

Next, large pelican hooks secure the forward shrouds of main and mizzen masts to their chain plates. Finally, substantial stainless steel straps have been fitted between the bottom of the main and mizzen cap shrouds and the chain plates, the cap shrouds having been shortened by a corresponding amount.

I have no information as to the effectiveness of this arrangement, knowing only that it was designed to allow both masts to be tilted backwards when passing under low(ish) bridges.

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TRIASID - our professional musicians, the violinists and Seadog Owners Ludwig and Jelke Brandt (who keep their yacht in the Mediterranean) delight us from Germany with yet another chapter in the saga of living with a Seadog named TRIASID:

"New radio receiver - we changed our 10 year old Sony ICF 2001 for the new model ICF 2001C - much better. Timer - (you don't forget the weather forecast) - and a facility called "Synch" (for reduction of interference) - very effective. Programmable stations, including storage mode. You need only to push one button and the wanted station is there without any tuning. Costs only 3 times less than comparable seaworthy receivers. Aerial: only an uninsulated starboard stay and a big seacock (toilet outlet) as earth connected with a big diameter wire.

Batteries - TRIASID'S 3 big sealed batteries (Type Freedom 108AH) have worked for at least 9 years, now a little weak, have been changed to sealed (also service-free) batteries - Vetus 115AH.

2 x Speed Self-tailing Genoa Winches - our original winches changed to the Harken/Barbarosso 40 ST. Perfect in size for Seadog's cockpit coamings, and fitted simply upright which works well. Selftailing system also ball-bearing, which needs less power than comparable Lewmar winches - good for musician's hands! Now Jelka also is able to pull our genoa sheets.

2 x Halyard Winches - both changed to Gibb 7 ST, but they are too weak to winch a man up the mast and are mechanically poor in quality.

V.H.F. Radiotelephone - old fashioned 12 Channel radiotelephone changed to 55 channel "Shipmate RS 1800". Very practical piece of gear, supplied in two parts. The detachable handset has buttons just like a modern telephone - with this system you can operate in the cockpit.

Fully battened Main and Mizzen Sails with Lazy-Jacks and Zippack: being "sail-freaks" we ordered new Elvstrom sails. The sails before (Team Sails) - not old and in very good condition do not have the nice shape and performance which I expect from a good sail. With the Lazy Jacks and the permanently fitted sailcover with a Zip Fastener, sail handling is simpler and faster. I will write later after more experience using the system.

Kicking-strap for the Mizzen - since fitting a kicking-strap to the mizzen boom I now have a nice-shaped mizzen sail. Fittings for the boom are available in chandleries. I fitted a chainplate on the bulkhead under the wooden mast-foot where the "chimney" for the engine air vent is. There is little space to fix the bolts, but with a spanner cut in half, it was possible with patience.

Experience: use of mizzen much better, less weatherhelm, sail closer to the wind, less chafe of the stays, and better sail profile in bumpy conditions.

Bilge keel repair (again) and Osmosis Treatment.

Mid-August after our summer cruise to the Balearics we left TRIASID in Palma, Majorca until the autumn. After some research we found in Palma the best recommended man, a Dutch guy, to do glassfibre work and Osmosis Treatment. The boat was on the hard and after measuring the hull humidity, the underwater line got sand-blasted, in opposite to your recommendation in the last Newsletter.

I have learned that all loose or ill sections go away with sandblasting and there will not be sanded away healthy parts.

While the boat dried out in warm conditions (until mid-October), the joints between hull and bilge-keels were filled with elastic material called 3M5200 which sticks, after drying out, like hell.

Treatment then after the method and with the products of West-System. Because Seadogs hulls are so strongly built, it has not been necessary to strengthen and repair the hull with glassfibre, which is often necessary in light displacement boats. Treatment went in the following steps:

One coat of clear resin for penetration.

Three times epoxy filler with micro balloons, sanding and fairing in between.

Sealing with 4 coats of clear epoxy resin with black pigment added, plus, in the last 2 coats, barrier coat additives. After this the boat had a surface like new gelcoat.

Finally: 2 coats of epoxy primer for 2 coats of anti-fouling. One week for drying out and the boat was ready.

Arriving in Palma on October the 15th I found the timetable for the repair one week delayed. But seeing the major work on the finish completed I have the impression that this chap is really competent.

Because TRIASID'S underwater line looked like new (before Primer and Anti-fouling) the chap was so proud that he wanted to keep the boat the whole winter on the hard in Palma (to show her to his potential clients), but my intention was to sail her back to our winter berth in Ampuria Brava, and which is paid for for the whole year and avoid having double expenses.

On Friday 26th of October, TRIASID went in her element again, lots of wind generating waves in the harbour, especially in the Travel-Lift berth with its vertical concrete walls. I hurried to set the furling forestay, controlling other items including the engine to get out of this wet and uncomfortable place as quickly as possible. Engine on and out of the concrete cavern to find a berth for the night.

Shortly afterwards, in the commercial harbour, the engine went on strike. Wind F6/7 - no sails prepared - no one there to take a line, only big commercial vessels around, each ten, fifteen metres high - luckily berthed, not sailing. Only the possibility of "anchor down" in about 15 metre depth. This went without problems. What had happened?. Someone, inspecting the seacocks, must have closed the fuel tanks, which I never do (one is always open).

Bleeding the system was all that was necessary. Fortunately no big vessel had come, with his big horn insisting on his right of way. (Next day the same thing happened again - must have been air also in the other tank pipe, but this time it happened without wind in an undangerous situation, but naturally still in the harbour).

Saturday 27th - Very unsteady weather; after consultation with the big weather station, they advised me to go immediately - "in the next days it will be impossible to sail to the mainland by yacht" they said.

At noon I started from Palma with a young Dutch girl - (who had been looking for day work in the harbour) - as paid crew, to help me on this delivery sail. We passed the breakwater at the entrance with a light northerly wind, which turned to the west as soon as we got out of Palma Bay (which is usual). By 4 o'clock we had weathered the SW corner of Majorca, situated between the small island of Dragonera and Majorca.

By noon the wind was NW 3-4 and we could motorsail on our long windward leg to Barcelona. The weather was fine, but unfortunately the young lady was not seaworthy and "offered to Neptune" many times, despite the fine conditions. I had had some pain in my right kneejoint since the morning and noticed that the knee swelled up thicker and thicker. Then I remembered - the day before I had made a quick hard step (during the hurry in the Travel-lift berth) in the engine compartment, and now there was something wrong.

At midnight the wind had so increased we could sail without engine after 65 miles (of noise). Two o'clock in the morning found me crawling on the foredeck and setting the stay for the stormjib, taking away all others except the reefed mizzen - meanwhile F7 on the wind. The barometer had lowered 6 mb since we had left Palma.

At 5 o'clock in the morning I thought we still have too much sail on, heeling sometimes more than is good to make some speed. It must have now blown more than Force 9 - difficult to judge by night (we don't have a wind-indicator). Until now we didn't sail TRIASID in wind more than Force 9. But in the cockpit behind the sprayhood I felt very protected. The young girl curing her seasickness in lying in her berth was quite brave - she helped me at the wheel - (even if she spew frequently) - while I was engaged with the sails. After sunrise we took again the engine to help remaining on course and I had a short sleep. During the morning the wind decreased to Force 5, and by 10.00 a.m., in sight of the mainland just north of Barcelona, the wind died completely. Quite tired, we entered the small harbour of Masrou after this long trip of 130 nautical miles at 1 p.m.

The sail to Ampuria Brava was made in two steps in the next few days in nice conditions (except a gale-warning of 50 knots, which did not come!).

One needs a bit of luck on a delivery in late October, particularly with such a crew - one seasick, one with a sprained knee (detected in a hospital after the sail - for weeks I went with crutches).

TRIASID showed again a Seadog's ability in rough conditions on this windy night.

At Easter, if the political situation allows we will be in Spain on the boat to look at what is new and get some sun, which both of us need so much after a long winter in Northern Europe.

In case someone is interested having our used sails, they are here in Germany, ready to send away. I will send them to anyone who is interested in having them (they are without fault, only a little dirty). My idea is, that this person should pay the costs of delivery and make a donation to the Seadog Owners Association".

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SEASCAPE TO NORTH BRITANNY - JULY 1990

By Harry Manners

The plan for our summer cruise was to get SEASCAPE over to St Malo where, using the ferries, we could change crews and allow those who dislike Channel crossings to come and go more easily.

Accordingly I asked old sailing friends David and Neville (both veterans of the Middelburg Rally) to join me for the first leg. On the 4th of July, in heavy rain, we assembled on board and settled in, the crew, old Empire men, conversing in Urdu and Swahili as usual. That evening we managed a bumpy motor-sail to Cowes, continuing next day to Yarmouth in a Westerly Force 7. From here at 10.30 next morning we departed, with 4 rolls in the main, wind WNW 3/5. At first we made good progress on 220 degrees magnetic; gradually with chilly rain squalls the wind backed. Unable to lay the Casquets we steered for the Alderney Race, and at 23.40, about half an hour after slack water, we passed through without trouble. Conditions deteriorated during the night and by dawn, approaching the Big Russel, we met driving rain with increasing wind and sea - and the fair tide almost gone. I decided to go east of Sark, now hardly visible in rain and mist, and more like Orkney, to take shelter till the next tide, which - in the event - proved only slightly less uncomfortable. However with the valiant help of Perkins we made St Peter Port in time for lunch and a rest p.m.

By the 8th of July the weather improved and we had a good sail down to S.W. Minquier buoy and entered St Malo that evening in a flat calm, berthing in Bas Sablon marina which is an austere place but it sufficed for the Sunday night. Next day was devoted to money changing, victualling and exploring St Servan. That evening we passed through the lock of the Rance Barrage and sailed gently to a mooring off St Suliac. Upon returning to St Malo on 10th July we locked into the Bassin Vauban where, under the town walls, there is a good marina with all facilities close by. The locks are easy to deal with (waiting buoys provided) but the process takes a long while because they are big, as of course, is the tidal range.

David and Neville departed on 11th July and I was joined by Caroline together with Peter and Jean Godley, more old SEASCAPE hands. At last the weather improved and hereafter we had a Mediterranean climate. On 12th we sailed westward past Cap Frehel and late in the afternoon, through the haze, we sighted Ile de Brehat. Soon the horizon became a jumble of rocks, beacons,

headlands and church spires, but it all sorted itself out. We sailed through the Ferlas channel in fine style and continued up the attractive Trieux river to the small marina at Lezardrieux. This is NOT an easy berth to enter/leave due to strong currents running athwart the pontoons. Here we explored the village, ate a lot of crepes and galettes and began to enjoy ourselves. Then, after a French mechanic with the necessary spanners efficiently tightened a loose ball-joint in the steering linkage we sailed up-river to Roche Jagu where a Chateau is situated most spectacularly above a wooded bend in the river. During the strong ebb we secured to a waiting-buoy and after a late lunch set off to explore the Chateau which has been carefully restored, though not lived in for several hundred years. (The family have a better one elsewhere!). The intricate slatework around the roof gables and dormers is very fine.

On the 13th we took the evening flood up river to Pontrieux, securing in the basin at about 23.30, to find Bastille Day celebrations about to start on the opposite bank. Fireworks and disco until 03.00, but we did get a free berth because of Quatorze Juillet. Pontrieux is not very interesting (and some way from the basin) so we came back downriver and set off for Ireguier (via the Moisie passage, Les Heaux Lighthouse and Passe de la Gaine) which latter requires close attention.

Ireguier hove into view at 18.00 and we anchored in the river close by an attractive petit chateau with a colourful garden. Next day we moved to the marina (which has excellent facilities) and explored the town and cathedral with its perforated spire - said to reduce the wind pressure on it. On the 16th we retraced our steps down-river via Les Heaux Lighthouse where we encountered quite thick fog patches and were glad of Decca.

The fog cleared as suddenly as it had appeared and we eventually anchored in La Corderie (W side of Brehat). This is a beautiful anchorage, and more sheltered than one would expect - due to strong tidal eddies across the entrance. Despite a fresh N.W. wind we were very comfortable and spent 24 hours exploring the pretty footpaths of the island. Swathes of wild flowers abound and there are no cars. Despite waves of day-trippers coming across on the ferry, we found that most did not stray far from the port and Le Bourg area. Brehat is a delightful place even today and the huge tidal range gives ever-changing coastal scenery. We had a brief chat with Seadog SHILLAY which came in as we left for La Chambre on the S.E. corner. Here we anchored in the northern part of the harbour, drying out on the flat sandy bottom for about two hours on each tide. Most of the time we had this part of La Chambre completely to ourselves. We explored by dinghy some of the offlying islets, shopped in Le Bourg market (get there early, things are scarce by 11.00!) - and what with swimming, eating and sampling various wines, time passed all too fast.

On 19th we reluctantly weighed anchor and navigated through La Trinite Channel to Paimpol where, in the docks, there is an efficient little Marina. Paimpol is a nice small town and worth a longer visit. Early next morning we locked out at 03.45 and caught the east-going tide. This gave us a leisurely passage back to St Malo where we locked into the River Rance at 15.00 and continued up-river, the temperature rising steeply as the sea receded astern. Above Mordeaux, where the river narrows, there are rickety eel fishing huts upon the banks; suddenly one comes upon the Chatelier Lock where friendly lock-keepers broadcast classical music over the loudspeaker system! Just above the lock there is an attractive village complete with mooring pontoons and here we spent the night.

Next day we motored the last 3 miles to Dinan where we got some fuel after rousing the cafe owner who also works the pumps! The heatwave continued, so after taking the berth offered by the most helpful Port Captain we set about the steep climb up to the walled town where you slip back four centuries. There are no modern buildings - here, modern means about 1600! During the afternoon it was so hot on board that we took the dinghy up the canal and sat under the poplar trees.

Here we met FAYE OF AUBIN re-stepping their masts after exploring the Brittany Canal. On the 23rd we returned to St Malo where we met GLASS LADY and teamed up with the de Candoles for a meal ashore.

Time for the next crew-change. Caroline and the Godleys departed, John Jacobsen and his niece Lis arrived. Once more into the River Rance to let John and Lis settle in - (after 2 weeks of English I now had a Danish-speaking crew!).

Quite beyond me are the mysteries of the 'Electricite de France' pamphlet predicting water levels in the River Rance. We secured to a buoy off Mordreux (which we had used before) when the water level began to drop and continued to do so until the whole river above the bridge was empty!. This, evidently, was the 3 x monthly flush-out - quite unmentioned in the leaflet. Our planned meal ashore turned into a bows-down picnic on board - then the waters returned with equal speed.

The power of the River Rance is phenomenal - currents run up to 6 knots and the turbines, I calculate, generate about 3,000 Megawatts. On the 26th, in hot summery weather, we set off for Ile Chausey and arrived in time to moor up and eat ashore in the one and only hotel. This is another amazing archipelago with fabulous ever-changing views. The island is French - but our waitress was from Swindon! The public telephone demonstrates the rampant power of the Russian Vine - the box has completely disappeared under this shrub and you enter through a leafy tunnel!

Next day we sailed up to Sark, anchoring in La Greve de la Ville and in the early evening took a walk around. Sark seemed to be suffering from too much tourism; sheer weight of numbers is eroding both the footpaths and the tranquillity.

Early a.m. we left, circumnavigating the island and passing between Sark and Brecqhou. A few moments later we were enveloped in thick fog but continued motoring northward. Soon we met a small Guernsey fishing boat which was completely lost, having no compass and no radio. We had to reverse course and lead it back to Sark lighthouse. That afternoon we rounded Cap de la Hague and later moored in Omonville, an attractive little village with a good restaurant on the quay.

After a final baguette run next morning we sailed away and had an uneventful Channel crossing, mostly under twin headsails, reaching Yarmouth late in the evening. We returned to Gosport on 30th July having covered 576 miles without a hitch. Well done SEASCAPE.

PHILIPPS HOUSE WINTER WEEKEND 1991

Saturday dawned cold, bright and fair; the heavy frost, which brought a champagne sparkle to the morning, coated trees and bushes, made roads slippery and driving conditions hazardous.

So we started early for Barford St Martin to keep an appointment for mid-morning coffee with Willy and Marie-Louise de Crom (BONA). We heard they'd enjoyed a better night crossing of the Channel than last year when, half way, a severe storm raged which delayed for some hours their arrival at Dover.

Philipps House looked as beautiful as ever - the drive in bright sunshine up to the House lifted our hearts - before us, across the valley - stretched a view with not another building in sight. Inside, a log fire blazed a welcome and radiated warmth and a feeling of well-being, and from everywhere came the hum of activity as Ray and Jannine and their staff prepared for our stay.

Olive immediately set up her "booking-in" table in the entrance hall then Ken and Joan Dewar arrived - and thereby lies a tale. Two days earlier we'd had a phone call from someone keen to buy a Seadog - a relatively frequent occurrence. I did mention we'd be away at Philipps House and there was a spare room - (Sidney and Margaret Ellison - LECNORA - cancelled due to Margaret's delayed eye operation). A little later Ken phoned again - they would love to come - and would join the Association on arrival!

As the car park filled the House began to vibrate with life - there were delighted greetings as old acquaintanceships were renewed and new friendships born - all this in the most informal and happy of atmospheres.

Following a leisurely afternoon tea with biscuits in the Drawing Room, people began to drift upstairs to their rooms to change for dinner. From about 5.30 p.m. onwards we began in twos and threes to gather in the grand hall at the bottom of that magnificent marble staircase (filmed in "To the Manor Born") for pre-dinner drinks and the 'Happy Hour'. Once again members had been very generous - Willy de Crom (BONA) donated a bottle of whisky and a tray of Belgian beer while Marie-Louise tempted one and all with mouthwatering Belgian chocolates. Barry Yaldren (ex BORN FREE II) provided a tray of lager and a bottle of whisky, while our good friends Tim and June Bartlett (SEAFLEUR) (they regrettably had to take up their Madeira time-share and missed the weekend) - sent along 9 litres of Tim's superb home-made white wine together with good wishes to all for a very happy weekend.

The gong for dinner sounded at 6.30 p.m. and what an occasion it was! Ray had excelled himself - we sat down to a banquet that will be remembered by all for a long time to come. For those who missed the weekend, this was the menu:-

* Melon Singapore * Sorbet * Roast Leg of Wiltshire Lamb (with Rosemary & Garlic) * Raspberry Pavlova * Cheese and Biscuits * Fresh Fruit * Coffee and Cream * Individual Boxes of Home-made Chocolates *(Wines and liqueurs you bring yourself!)..... *

I made a short speech of welcome and thanked Ray for preparing such a wonderful dinner. The deafening applause that followed was proof that his efforts had been overwhelmingly appreciated. After an eloquent and charming reply by Reggie Lodge (ex SOLWAY DOG), we retired to the Stone Hall where Bob Wingfield - a non Seadog owner - presented a video film of his cruise last year to Western Brittany and North Biscay.

The talk and video film were informative and entertaining and showed not only beautiful scenery but navigational aspects of the voyage, and made us realise how much cruises can be enhanced by such a video record which will continue to give pleasure long after we have returned.

Bob, a Snapdragon 29 owner, and his wife Audrey had bravely bought tickets for the Seadog Weekend, at the time wondering if they would be the odd ones out - needless to say they were made so welcome they said they would like to come again next year!

Then Cy Blackwell (DOGBOAT) (who runs the P & Q Sailing School) talked about the new 'Code of Practice for Safety on Sail Training Ships'. He handed round a copy of an "Application for U.K. Sail Training Certificate" which contained 195 items to be answered - and complied with - to the satisfaction of the D.T.I. Marine Directorate. Cy then invited questions from the audience who were so interested they were still talking well after 11.30 p.m!

Next morning, after a truly substantial English Breakfast, the Ladies - accompanied by quite a few of the men, attended a talk given in the Stone Hall by Dee Chamberlain (STARDOG). Dee is a talented lady who makes three-dimensional greeting cards, decorates plates and makes beautiful Faberge-type eggs from basic goose eggs - she also lectures on these subjects at evening classes. After a break for coffee, she demonstrated how to make the cards and several members tried their hands at it. Dee says this interesting hobby can easily be pursued while on a Seadog when you are in port, and it is a great talking-point with visiting yachtsmen and women.

During the morning a few members left to visit nearby friends and relations or depart on long journeys home. Many lived far away - Bart & Monica Groves (AFARON) drove from Pembroke in south west Wales, Reggie Lodge (EX SOLWAY DOG) came from Cumbria, Bill & Dot Tomlinson (GABRIELLE B) from Stoke on Trent; Peter Bragg (PALAFOX II) from Falmouth; Gordon & Anne Pinkard (ANAHITA II) from Devon, and some from the south and east coasts, not forgetting of course - our old friends Willy & Marie-Louise de Crom (BONA) from Antwerp in Belgium! Lunch was informal, served at 12.30 (with white wine courtesy of Tim Bartlett), after which the majority of people started to think about going home - luggage came down the stairs - cars drove away with many a hand waving back and slowly the house emptied. Olive settled the finances with Ray and Jannine - who expressed their appreciation of the money given in gratuities to the staff.

It looks as though the Philipps House Weekend has become a must - so many people have remarked what a good opportunity it is to meet other Seadoggers, to hear about solutions to problems - and not always Seadog problems either - and make enduring new friendships in the process.

So by popular request we have booked Philipps House for next year - the date will be the 1st & 2nd of February 1992. However - the price has had to be substantially increased, principally because the National Trust now requires Philipps House to show a profit on all their functions. (This is to fund a rolling programme of repairs and restoration of the building. Rewiring alone will cost upwards of £40,000, while renewal of the lead on the roof will be even more costly).

Ray & Jannine have costed the Philipps House Seadog Weekend 1992 at £32.50 per head - this will include: Dinner, Bed, English Breakfast and Sunday Lunch.

Where else could you go to enjoy yourself with such food - and such company - as you will find in the delightful surroundings of Philipps House - and get such a bargain? Please let us know as soon as possible and confirm that you wish to come - it soon gets booked up.

Tail Piece - Reggie Lodge sent the following story culled from the pages of the GUARDIAN WEEKLY, 30th December 1990:-

".....a delightful ghost story with a happy ending relates to Philipp's House, Dinton, in Wiltshire, which used to be the home of a family of country gentry but which now belongs to the National Trust. It is often let for conferences, seminars and similar functions.

A feature of the building is an impressive staircase with balustrade, descending to a spacious hall. Not so very long ago a woman attending a course there came out of her bedroom about midnight and saw the elegant figure of a lady in flimsy clothes floating down the staircase. Naturally she told her story the next day, with the result that on subsequent nights a number of watchers were waiting for the ghost without being rewarded.

At the social evening on the final night of the course, another member of the group confessed: "I hope you will forgive me, but that magnificent stairway fascinated me. I thought of Regency ladies floating down the steps on their way to a ball, with horses and carriages waiting outside. What a feeling it must have been, I thought! So I just had to try it for myself. That night I put on my prettiest nightdress and a floral dressing-gown, and when I thought that everyone was asleep I walked down the stairs to my imaginary carriage. I didn't know anyone had seen me!"

o o o

As a P.S:- Willy de Crom brought with him a supply of special Oil Filter adaptor fittings for the Perkins 4.107 & 4.108 diesel engines. These enable the "Fram" screw-on type of oil filter to be used. They sold well. If interested in buying one of these, for details please turn to Page No.52.

GUESTS ATTENDING THE PHILIPPS HOUSE WINTER WEEKEND BREAK FEBRUARY 1991

<u>SEADOG</u>	<u>NAME</u>	<u>ROOM</u>	<u>HOME PORT</u>
AFARON	BART & MONICA GROVES	21	SOLVA - PEMBROKE
ANAHITA II	GORDON & ANNE PINKARD	2	MAJORCA
BONA	WILLY & MARIE-LOUISE DE CROM	W/W Flat	ANTWERP
EX BORN FREE II	BARRY & LAURA & TONY & JOE YALDREN	Inner Flat	POOLE
DOGBOAT	CY & LOUISE BLACKWELL	W/W Flat	WOOLVERSTONE
DOGMATIC	PETER & OLIVE FRENCH	8	HAMBLE RIVER
	JOHN & AUDREY LANSDELL	5	
* GABRIELLE B	BILL & DOT TOMLINSON	1	CONWY
GALWYN	STEPHEN & CHRISTINE AXON	14	POOLE
GLASS LADY	JOHN & LISA DE CANDOLE	6	KEYHAVEN
MER CALEB	BARRY & ANNA MATTEY	19	FOLLY INN - I.O.W.
NICHOLA JANE	DAVID & DILLY RIDGE	17	PIN MILL
PALAFox	JACK & BOBBY PHILLIPS	12	SOUTH BENFLEET
* PALAFox II	PETER BRAGG	15	FEOCK - CORNWALL
* PIRANA (Snapdragon 29)	BOB & AUDREY WINGFIELD	11	HAMBLE RIVER
EX SEACANIS	RAY & JANNINE MULLIN (OUR HOSTS)	Private Flat	DINTON
SEEHOND	KEN & JESS WILLEY	18	GOSPORT
EX SOLWAY DOG	REGGIE LODGE	7	WALTON, CUMBRIA
STARDOG	BILL & DEE CHAMBERLAIN	12A	BENFLEET
* TALIESIN	ERIC & AVRIL RICHARDSON	9	LOWESTOFT
TIMORLEY	ROY & JANE CROFT	4	CYPRUS
EX TRESKO MAID	FRED & CLARE MURLEY	16	HYTHE - HANTS.
* WAGTAIL	NIGEL & GILL PACKMAN	10	CHATHAM REACH
* Still looking	KEN & JOAN DEWAR	20	HAMBLE

(* = First visit)

GLORY'S CRUISE OF THE CARIBBEAN

At the end of last summer Franz Huber sent further news of his daughter Susanne's proposed cruise round the world in her Seadog GLORY.

He wrote - ".....I got two letters from her. One from Grenada, when she invited Brigitte and me to visit her in November in Marigot-Bay, St. Lucia. Between the lines I feel she is homesick a little. She is sailing all alone with Lucky (her little dog) since her friend Rolf stayed in one of the northern islands to sail in the charter-business. I think we will fly out late in November.

Her second letter arrived from Port of Spain, Trinidad; just this very minute the radio reports they just have a revolution there.....! She writes she has a nice place alongside the quay near Customs and Immigration - and all the people are very friendly to yachties (yachts do not visit this island very often) and officials are very nice to her and care for her. In the Seamen's Mission close by she has TV, a swimming pool and helpful people.

GLORY makes no big problems, though a new sprayhood is necessary (she will sew it herself), and the axle of the rev-counter was broken (its needle was swinging since long ago - I should have known a spare part was necessary!) - but Susanne has found a replacement part in the city. All that she has written in this letter showed me she likes this place and will stay longer. And now there is a typical South American Revolution!. I hope she comes through it without being concerned too much".

Some days later:

"The news became worse and worse about the revolution in Trinidad and by the 4th of August we became anxious. Then that afternoon Susanne called from Venezuela to say she had left Port of Spain several days before that crazy revolution. I think she is in Port Cumana now. I hope I can report more when we make a visit to St Lucia in November".

Then in September - Susanne:

"There are no special news at the moment; I'm sailing again single-handed since my arrival in Antigua in January 1990 with only my little seadog "Lucky" as crew. She still feels happy on board and is very pleased about the undisturbed, clean and sandy beaches. What a nice thing that she likes so much to eat and play with coconuts which are found very often in the Caribbean Islands.

Last but not least, I'm glad to have her as a watchdog at the anchorages, because now and then there are stories about thievery in the Antilles and South America!

My plans for the next tours with GLORY start to get shape now. During the hurricane season I will stay in Venezuela until November, when my family and friends will visit me in the Grenadines. That area I like most in the Caribbean, as there are so many nice bays with only a few miles of tradewind sailing in between. The corals are still wonderful, the water crystal clear and now and then I had a pretty nice fish on the trawling line.

In February 1991 I want to sail, via the Dutch Antilles and San Blas archipelago to Panama. Hopefully I don't have to change plan, because islands like the Marquesas, Tahiti, Bora-Bora in the South Pacific sound wonderful. But of course not all the time am I sitting in the sunset with a good Rum-Punch, because GLORY needs to get her care and maintenance.

The last adventure was my time in a local shipyard when GLORY was hauled out for antifouling. There was a movement in the lower rudder bearing and my propeller was totally damaged, possibly by electrolysis! I got a cheap second-hand prop. (for \$50) which had to be cutted smaller.

When the boat was launched I had a bad sound and vibrations in the prop-shaft area! The yard took me ashore again without charge and we found out that one of the three propeller blades was 2 centimeters wrong in the angle! As we didn't want to remove the rudder again, we opened both couplings on the propeller shaft and removed the clutch discs - (for removing the rudder just open one coupling and slide the shaft forward).

Again in the water I still had the same noise. Now I was told that they had to line up the engine - a two-day job for one worker in Venezuela (I bargained the price down to £11) - but when the job was finished things were no better. Now I think either the prop is still wrong in shape or the old rubber in the flexible couplings does not move enough any more. I will try to get a better new prop in the original size of 17" x 12" instead of the second-hand one which was 17.5 inches by 13 inches".

October 1990 - Franz:-

"Susanne had called from Venezuela last week; she got a new propeller - the third time they took the boat out - and all the problems are gone: no vibrations, no noises. As you told in your letter, the bad propeller was the reason for all the troubles. But in spite of this good news I thank you for the addresses. I will order a new propeller as a spare part. The flexible couplings she will not need - I never believed that they could be the reason for the noises.

The 23rd November I will fly to St Lucia and meet Susanne there. At last she has made up her mind and will start to Panama via Venezuela in January 1991 and sail to the Marquesas - I would like to follow her!"

March 1991 - Franz again:

"Susanne has now decided to sail to the U.S. East Coast this summer and is already underway. She hopes to be back in Panama by November to start the long voyage across to Hawaii - Canada - & the U.S. West Coast.

Her problem is and ... it's a big one Australia and New Zealand do not allow her little dog "Lucky", to go on land. But that is far in the future."

April 1991 - Letter from Suzanne's 'passenger': - (kindly translated from the German by our daughter Christine, a teacher at the Anglo-Continental School of Languages in Bournemouth).

"The Skipper Susanne is so bad about writing that it is high time for some news. This second letter to you all has been a long time in the planning, so now I have simply had to take the initiative!

I have lived on board now with Susanne for one and a half years, although people still maintain that she is 'single-handed'! I know very well that Susanne is fond of me and would never leave me, although I can be a bit stubborn. I may even disturb the other yachts sometimes with my yapping, but that deters thieves and most people find me absolutely delightful.

You might be interested in my origins, so I will give you a few particulars. My mother is said to have been a popular artiste in a circus in Andalusia - that is why people say I have a certain intelligence and willingness to learn. In fact I should have been more 'top drawer', but my father put paid to that! But you mustn't think badly of me because I'm only a black mongrel and haven't got a pedigree. Unfortunately I don't know my brothers and sisters, because we were separated early on and had to make our own way in life. Anyway I don't suppose that any of them are as widely travelled as I am, or have any idea that there is such a stray in the family!

Although not everyone believes me, I am quite happy on board and I don't miss trees at all. The sea always has something interesting to offer and I learnt very early on to keep a good look out. Those sailors among you will know what it's like on dogwatch, and I have found my own nice little place in my doggie bunk. Anyway, let's look back at our time in the Caribbean since our arrival in Antigua in January 1990.

Susanne's friend Rolf soon found a reasonably priced 42' yacht in English Harbour and quickly decided to buy it. After our time together on GLORY we separated on good terms and after that sailed for the next month with two boats to Venezuela. We took our time scouring the Antilles chain of islands, from Anguilla in the north to Grenada in the south. Each of them was explored for their wonderful anchorages and fantastic beaches. Quite often Susanne explored the area by hitch-hiking, local bus, rented moped or on the bike we have on board. I especially like the French islands because I could land there without any problems, whereas the former British Colonies had some very odd ideas! I really couldn't understand it at all, because my passport is valid, I'm healthy and feel like a million dollars! It's preferable for Susanne to do all the running about and shopping in the busy streets though, because the hustle and bustle and the traffic is too hair-raising for me. I have been for a walk on the beach a few times illegally - the authorities turn a blind eye, but that's just between you and me.

In July 1990 we went further down towards Venezuela via Port of Spain, Trinidad. The Spanish language brought back childhood memories to me and Susanne found all the different islands very beautiful. In Margarita you could buy everything from litres of duty free rum to sewing machines. In Cumana we had a lot of trouble with a new propeller, due to the shoddy workmanship of the shipyard.

Unfortunately I still haven't got any snorkelling equipment, but Susanne has learnt the art of spearfishing and used to come back every day from underwater chases with wonderful fish. During the sailing legs I kept a good look-out for dolphins, and Susanne and I saw a whale for the first time. It was quite unnerving for the two of us, for the huge fellow, as big as a boat, watched us from close range, but then soon quietly withdrew! I always keep an eye on our fishing spinner out astern, for there is no better adventure than a wriggling fish in the cockpit or the delicious fillets which Susanne prepares. Unfortunately I have only ever caught one small fish on my own - in shallow water on the beach. Perhaps it was beginner's luck - but I will soon get the hang of it.

December and January was 'visiting time' on GLORY. We were happy to see Susanne's father, who had a longing to see his daughter again, and happy about the arrival of diving friends from Ingolstadt, and of course the five weeks of family time with brother Klaus, Martina his wife and their bright little son Martin. What area could have been more suitable than the Grenadines between St. Lucia and Grenada. There, everyone's dream of the Caribbean comes true, even when the Trade Winds blow so strongly and deposit the odd wave in the cockpit!

We had planned to be in the Pacific by now, but it was getting a bit late in the season and so Susanne replanned the whole itinerary!

We want to sail from the Virgin Islands in May, (between the winter storms of the North Atlantic and the coming hurricane season in the Caribbean) in the direction of the USA and spend the summer there in Chesapeake Bay. The 300 kilometre long bay is a giant area of estuaries, tributaries and fjords, a natural area of beauty in the heart of the States. On one side there are cities like Washington DC, Annapolis and Baltimore, and on the other side there are many lonely spots, a wealth of fish and all types of birds.

But leaving the Tropics won't be easy, for we have got used to the high temperatures. Anyway, before next winter comes to the USA we must make our way south because I don't want to get to know the word 'Snow' in my lifetime!

I hope you have enjoyed getting to know me a little. I wish you all
....Fair Winds!From your 'Seadog' LUCKY".

A note from Susanne- "Best wishes from me too. I would be very happy if anyone felt like visiting Lucky and me on board. Between the middle of June and October 1991 a cruise round Chesapeake Bay would be possible. Why not combine a holiday to the USA with a sailing trip?

You can get more information from my brother Klaus on 0841-32542, Ingolstadt".
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PAT LAWLESS & SEADOG "LOON"

April '89 Picture Postcard (to Stewart McLennan - JACANA) - "Have bought Sam Llewellyn's Seadog LOON. I was comforted and encouraged by your praise of Seadogs and indeed can now agree - would have preferred Deep Dog, but will do my best with this one".

2.5.90 Card to SOA - from Muiden, Holland. "I took up residence today in the Yacht Haven at Muiden Holland. Had some very nice letters from owners which I must reply to. Busy preparing and equipping for trip to Ireland".

21.5.90 Card - Torquay postmark. "Arrived here from Folkestone last Friday. Seadog everything I expected of her. Have to fit Decca, S/Steering etc. Thanks for all the help and advice".

31.5.90 Card - Kinsale. "Arrived last night ex Dartmouth - you were right - a great boat. Flew downwind under twin jibs to Lands End and had a calm spell in the Irish Sea. Poor visibility as I made landfall, but got in OK. Leaving for the Shamrock p.m".

13.6.90 Card - Cappa, Kilrush, Co Clare.- "Am, at last, like the rabbit, near the burrow. Pottering upriver to Killaloe (on Lough Derg) where I prepare for an August departure".

16.6.90 Card - "We got to Killaloe yesterday where I prepare for departure in August. To say again, to Olive and you, "thank you" is the prime object of this card. You were most helpful as indeed were many of the 'Dog Guys' I contacted before I got LOON".

21.6.90 Letter - (written 16.6.90) - "while the sponsor bought the Dog - I have to supply and equip etc. out of my own pocket. Hoping to get Sub-sponsors for sails, self-steering, solar panels, etc. Was interviewed by National TV crew on Thursday. Got Radio and T.V. coverage which can only do me good".

25.6.90 Letter - answering some questions about previous trips, etc:-

"When returning from Newport, Rhode Island in 1987, after arriving there in 1986, met 20 days of sustained strong winds, fortunately on my tail and being in the Gulf Stream, made a fast passage of 28 days. Most of the twenty days, had either a storm jib, or No 2, & often had to lie ahull, so, I said, to be in the Southern Ocean at the right time of the year could hardly be worse.

Anyway - the oceans, as Masfield said, have a 'wild call' and one can only take another step up the ladder of life.

In the Seadog I hoped to find a trustworthy, robust and sea-kindly split-rig boat for speed, ease of handling and comfort.

Now to the present - main sponsor originally offered to forward to Capetown, South Africa, the readies for a new boat if I wished to continue the circumnavigation after the Folkboat sank under me. This was when I was on the Norwegian ship which picked me up. I did not accept for many reasons, the main ones being:-

(A) After being 105 days at sea, although I was fit and well, I had the trauma of losing my boat which had seen me through many waves safely, plus losing all my floating assets.

(B) If I had carried on from Capetown it would not have been a true circumnavigation. You also need friends' advice etc. preparing for an ocean voyage. I must say, that in Ireland, between suppliers of all kinds of sails, electrics, I have them.

(C) Also, and not least, my family, though relieved at my survival, had no word for forty days prior to my call to the Irish Coastguards from the Norwegian ship. There is very little shipping between the Capes of South Africa and South America and I had only V.H.F.

(D) I had found that I had become a Grandfather, for the sixth time, by my youngest boy, Pete and his wife Marion. Emily, a lovely girl, whom I was anxious to see, not to mind my wife Nance, daughter Helen and the other members of a very loyal family.

This is a long-winded answer to your questions but after Christmas I approached Tony O'Mara - I said, 'if his offer of a boat still stood, I was prepared to give it another lash'. If it was not for Tony, I would be grounded, as I find it difficult to get sub-Sponsors. Sailing is far from being a popular sport here, but I am happy to say the scene is improving.

(4) - Name of boat for purposes of the voyage:- "TOYOTA O'MARA" - LIMERICK.

Looking forward to meeting you both sometime. Peter told me he had been here once, and as I look out across the Shannon and up the mountains I often wonder why I leave this beautiful part of Ireland".

13.8.90 - Letter from Derg Marina, Limerick - "To keep you up to date - expect to leave here next week for Limerick Docks where I step masts and stow food. As much as I love the oceans, will miss this very beautiful area of Lough Derg.

From Limerick docks I go downriver, calling at Foynes where my son who is on a tug there, gets the Chief Engineer (there is only one) - a nice Cork man, to give the Perkins 4.107 a last checkout before departure.

Then Tarbert Isle to give Liz, a Kerry woman, a farewell kiss. Then on to Cappa in Co. Clare to visit the new Marina Development who are my biggest sub-Sponsors. From there to Carrigeholt. Again in Carrigeholt (Co. Clare) another kiss from a girl to wend me on my way southwards. I'm planning, on paper anyway, to depart on the weekend 25th/26th August.

So far all going well with the boat - have fitted new:-

Standing rigging; Whisker poles; Storm Jib; Working Jib; Mizzen Staysail; Whale pump in the cabin:

Mizzen Boom - (old one had longitudinal crack - a full-length extrusion flaw!)

Twin inner forestays for Storm Jibs. (Fitted the chain-plates where anchor winch was) and mast tang at spreaders.

Went back into Lough Derg last Sunday after anti-fouling, flushing water tanks, etc. So that's it for now. Will drop a line, somewhere, as I go downriver".

The next news of Pat came in a newspaper article sent to us by Tony Spinks (KYROS). Robert Martin from Scotland (CONMARA) also recognised the photograph as the cockpit of a Seadog (tho' he's only recently become an owner). The article described Pat's unscheduled arrival at a Brazilian port.

Then, on 25th of March this year we received from Pat a long letter with a first-hand account of his voyage to Brazil.

Pat's story-

"So glad to receive your nice letter. I left your S.O.A. File on the LOON together with your letters and address. How often I thought of you since I returned home on Christmas Eve.

To get down to brass tacks. I still have the boat, which is being sailed back by friends of mine, one male and one female. He bought and sailed a boat home from the Med. two years ago.

Tony O'Mara who still owns the boat, wants me to teach kids and teenagers to love the water upon her return. Thank God for wealthy sponsors.

I left the Shannon Estuary at the end of August. Met my first gale two days out and a second six days later. No problems other than putting my foot into diesel when getting out of lee bunk. Forgot to close lee fuel cock. Lost a share of fuel.

Below Gibraltar Strait 11th September. Passed Madeira Island lighthouse at night. Latitude 30'N on 16th of September, which is more than half-way between Madeira and the Canary Islands where I picked up the N.E. Trades which held until 7.10.90 at 8' 07N 20'32W. Which is where my problems started.

First the SATNAV 2000 antenna failed. Then I sweated in 100 degrees with little wind and all from S or SW until the end of October when I picked up the SE Trades 3' 07N 15' 33W ex sextant noon-sight. Blew out a genoa before I could hand it in one of the many squalls I met in the Doldrums. Winds of F8 just like that, with torrential rain, which at least keeps the seas reasonable.

Was 70 nautical miles east of Isla Martin Vas and Isla da Trinidad on 18.11.90 when I decided to call it a day and head for Brazil 600 nautical miles away. Had alarm set hourly on the morning of 26.11.90. Awoke two hours before dawn and heard surf crashing on shore. Dawn showed a low sandy shore with palm trees. Skirted it and moored at 1400 hours.

Above is a very short resume of the voyage. Another Irishman, Gerry Moran from Dublin left in May and ran aground during the night off Salvador (north of where I was, Vitoria). He had stopped at many places en route.

Apart from Madeira Light, I only saw the Cape Verde Islands. I met many ships who always kindly confirmed my position. Some radio messages were sent by them as I had facilities from the Irish Coastguards via Portishead, who, if they got a report of me, sent it on to Shannon, so my family knew of my progress.

I was 92 days at sea. The three weeks in the Doldrums was, I would say, the main reason for calling the voyage off. I spent five days of that period windless in temperatures of 100 degrees.

SATNAV failure was another factor. When you are becalmed on an ocean there is always a swell, if not two, which does not make the noon-sight easy in high temperatures - salt running into your eyes does not help either.

You know I sailed to Newport, Rhode Island in 1986 in 56 days and returned in 1987 in 25 days. In 1989 I was picked up off Capetown, South Africa after 110 days and lost my International Folkboat.

But on none of those voyages did I even consider halting the voyage.

On this last voyage, I made marvellous progress until I entered the Doldrums, running under twin jibs with whisker-poles in the Trades, which are as reliable as sunrise every day.

In heavy weather conditions - (of which I met four) - she was superb! I only had all sails down twice, lying ahull with helm a-lee and very cosy, except for wave crests thumping the weather bilge making a noise. I found if conditions were bad enough to fill the cockpit, which was not often, the motion and angle of heel usually emptied most of it.

In light winds, especially headwinds, of which I met a lot in the Doldrums, we were undercanvassed. The Mizzen Staysail was invaluable in light winds abeam or abaft when the mainsail would be flapping like a whores drawers.

I had two solar panels which were great. A cabin compass. Emergency VHF aerial, also new rigging. The German WINDPILOT self-steering was excellent, but the windvane limited the use of the mizzen.

If I could have afforded it I would have gone for the Deep Keel version of the Seadog with the larger sail area, but in spite of that, the bilge-keel hull proved itself to be excellent in every way, as most of my voyaging was downwind. She held her course always under self-steering.

The most useful items I had aboard were two plate springs (used to hold pots and kettle on the cooker).

I arrived in Ireland from Holland early in June 1990 and departed fully prepared at the end of August 1990. (I had also had one month preparing in Holland).

As I said, boat, engine, rigging etc. held up Al. I only got new Storm Jib (which I never flew), Mizzen Staysail, (which was great), and a Working Jib. I had plenty of food and water (purification tablets) left when I arrived in Brazil.

The dangers - falling overboard, but at least you can watch that. Run down by ships - minimal - but still possible. Had some fairly close, especially off Gibraltar and Cape Verdes. South Atlantic - little shipping, unless near coasts. Flotsam - hit nothing this trip but previously hit plenty of floating objects. Especially in shipping lanes. Gear failure always possible but I kept maintenance No 1.

That is about it. If you want any more information on any aspect of preparing or voyaging please let me know. Yes I have lots of photos made into slides as I have always been busy giving talks to clubs etc.

I am sailing an 11 metre ketch from Yugoslavia starting next May, (which is only a bare month away) to Kilrush Creek Marina, a new and not before its time Marina on the Shannon Estuary.

So I expect to be at sea for approximately six weeks or more. No Trades going North and not a lot of wind in the Med., but she has a 200 h.p. Mercedes diesel. A big change from my first open sailing boat which my friend and I used to weekend in as teenagers. With an awning over the boom and a hole in the floorboards which you would put your finger in when you woke in the morning to know if you would have another hours sleep"..

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ON THE PLANE TO THE OSTENDE RALLY

by Peter French

MON. 2nd July: - When Barry and Laura Yaldren (EX BORN FREE II) called to collect a new Seadog burgee and a chart of Ostende Harbour, Barry asked if I would care to come to Ostende in COIGEACH MOR (his Contessa 38) - there was no hesitation in my answer - it was yes, please!

TUE. 3rd July: - Phone call from Barry - weather forecast very bad - serious doubts about going.

WED. 4th July: - Despite that, Barry's heavily loaded 15 cwt van appeared on time. Aboard were Barry, his son Tony, and Barry's 85 year old father, Joe - (Joe was coming with us for the first leg - from the Hamble River to Port Solent at the top of Portsmouth Harbour). As we drove the short distance to Moody's Marina we could see that trees were swaying in the wind. Soon the stores and equipment were humped aboard and while Joe and I stowed it away, Tony and Barry dashed off to the local Tesco Superstore. Meanwhile the anemometer was registering 35 knots of wind, gusting past 40.

When Barry and Tony returned, the decision to 'go for it' was unanimous. At 16.40 we motored down-river to the Solent where we turned east and, firmly propelled by the gale, (now SW40 knots, gusting 45), sped along. As we closed Gilkicker, from around the Point and coming towards us appeared a slow-moving cloud of spray - as it approached we could just make out the familiar shape of a Seadog, - that of the indomitable Harry Manner's SEASCAPE - punching manfully headlong into wind and wave, resembling more a submarine than a yacht, while we, heading in the opposite direction were doing more than 8 knots under storm jib alone. At the entrance to Portsmouth harbour we reduced speed and threaded through lines of battleships to reach our haven for the night - Port Solent - where facilities are excellent - the showers must be the best on both sides of the English Channel. During the evening Laura drove over to collect Joe and take him to his home.

THUR. 5th July: The notice displayed outside the Marina office was not encouraging. - "SEA STATE VERY ROUGH: WAVES VERY STEEP" - for there had been almost continuous gales for the past week. But the weather forecast did hold a gleam of hope - the gale then blowing was predicted to veer northwest. After weighing things up we decided to push on and if things got too bad, to divert to Newhaven. With triple reefed main and storm jib set we headed well south of the Nab Tower to give Selsey Bill and its nasty associate shoals a good offing. The seas grew larger and more irregular as we lost the shelter of the Isle of Wight and the new gale from the north west built up a cross-sea. Down in the hollows of the larger waves there was little or no wind and control of the boat was momentarily lost. Tony volunteered to go forward, change the storm jib for a working jib and take out one of the reefs in the mainsail. It did the trick. Under perfect control COIGEACH MOR scudded happily on her way at eleven knots plus; streaming spray like a speedboat she planed almost continuously down the front faces of the waves. Tony commented on the fact that even though tiller control was lost during the planing, the boat's course continued perfectly straight.

Tony claimed the speed record that night when we were somewhere between Beachy Head and Royal Sovereign. We had just recovered from the shock of hitting a large floating object when high above our stern there rose a wave of such size and steepness that it pitched our bows sharply downwards. Thrust forward by the moving mass of water COIGEACH MOR planed down the face of the wave at ever increasing speed until we were doing 16 knots with walls of spray on either side of the boat up to the height of the spreaders. Inside the boat the noise was indescribable!

For some days prior to leaving for Ostende I had suffered early symptoms of a painful condition known as cystitis - this I had foolishly neglected to treat promptly so by now I was feeling pretty crocked up. For that and for other reasons that wild night will live with me for ever - there was something almost surreal about it.

We hurtled eastwards - (and rolled our bulwarks under) - I took refuge in the "coffin" - a wonderful haven for the under-par - conceived by Barry and Tony, the starboard bunk in the saloon can be converted into the human equivalent of an egg-box - you can't fall out - and you can't hurt yourself - every yacht should have one! To combat night chill, Barry and Tony fortified themselves with frequent draughts of Brandy and Ginger Wine, and at change of watch at midnight Barry cooked a great stew of beef and onions. What it is to be young!

Planing up-Channel in a Contessa 38 is an exhilarating experience, but the sustained high speed got us to Dover much too early, and for the next six hours we suffered an unfavourable tide, for just as we altered course to cross the shipping lanes at 90 degrees, the tide set west and we were swept back the way we had come, and it was five long hours later before Calais came abeam!

FRI. 6th July. The latter part of the voyage was uneventful - Tony made scrambled eggs for breakfast and teased me with suggestions of pilchards on toast or fat Bacon. It was late morning when we nosed into Montgomery Dock at Ostende - we could see BONA already moored up but no sign of life aboard - Tony jumped ashore to make enquiries where we should tie up, and immediately made himself unpopular with the eccentric Harbour Master by asking of him "Excuse me, do you speak English?". He was treated to an outburst which started something like "You *** English think you are the only educated people, but let me tell you".

We soon spotted Willy and Marie-Louise de Crom (BONA) on board a German yacht where they were being entertained. When they saw us, we were all invited aboard by the hospitable German owners and before long were sharing their lunch, Pumpernickel and Salami, washed down with half-litre steins of German wine - a fine start to our stay in Ostende.

As soon as he heard of it, Willy de Crom knew immediately what to do about my cystitis - he took me to a chemist who handed over a box of what I now know to have been powerful antibiotic capsules, (to be taken only with a meal), which the chemist dispensed specially for, and supplied only to, visiting yachtsmen. I paid the money, put the box in a pocket, then forgot about it.

Till, that is, that evening when I was dining out in the company of Willy & Marie Louise de Crom, Barry and Tony, and the German couple with whom we'd enjoyed lunch aboard their yacht. I'd practically finished a huge bowl of Moules Mariniere with a hot peppery gravy when I remembered the capsules. Absently I slipped two into my mouth, washed them down with a glass of beer and carried on talking to Marie-Louise.

Next thing I was conscious of was of opening my eyes and seeing the ceiling - slowly I became aware I was flat on my back - that anxious faces were peering down at me from over the table top - someone had a hand down my open shirt front and was swabbing my chest with ice-water while Willy de Crom checked my pulse. Everyone was momentarily shocked, thinking I'd fallen off my perch for good, and Marie-Louise was exclaiming "Peter, Peter, don't leave us!" - in the confusion the waiter quietly whipped away what remained of the mussels. Never, ever, had I imagined that mixing alcohol and antibiotics could cause such a reaction.

SAT: 7th July - Next morning at breakfast I experienced a sickening reaction to taking the capsules which left me feeling woozy and I had to lie down until the feeling passed. But I had been warned by the chemist not to stop the treatment once it had been started - it was obvious I was in no state to return to England the way I had come so Willy accompanied me to the ferry office where I booked a passage to Dover for the following day. On our way back to Montgomery Dock we bumped into Jack and Bobby Phillips - (PALAFOX) - they had arrived at 14.30, having sailed from Dunkirk where they had been stuck for 4 days because of the weather.

To span the boredom gap between lunch and evening dinner, Willy de Crom arranged for us all to experience a Belgian speciality - (not recommended for those with weak stomachs) - raw mussels. Willy, (who provided the treat) first visited some of the numerous stalls vending seafood and after sample tastings returned to COIGEACH MOR with a kilo or two of raw mussels which he proceeded to prepare in simple fashion in the cockpit. When opened they were sprinkled with lemon juice, freshly squeezed, then lightly dusted with ground white pepper. Overcoming, oh so slowly, our revulsion at the thought of eating raw mussels, one by one we cautiously sampled them - to our surprise they were delicious - certainly richer in flavour than oysters - in the end Willy couldn't prepare them quickly enough - yes, I'd certainly tackle them again, but only in Belgium or Holland.

The early evening peace and quiet took a dent when 40 racing yachts arrived from England and rafted up in the Dock - as alcohol and reaction took hold the celebrations that followed were boisterous - quite early on one poor fellow was hauled up to the spreaders, feet first ...

For dinner we revisited the restaurant of the night before - seeing me, the proprietor remarked, with just the trace of a smile - "Monsieur, tonight please remember - here, the bedrooms are upstairs!"

SUN: 8th July - After breakfast we gathered for coffee aboard BONA till time came for me to leave. Tony walked with me to the ferry terminal - which we found to be at the railway station. When only one engine on the ferry would start, Tony returned to the marina while I went below to wait. An hour and a half later came the announcement we would be casting off in 15 minutes.

I left a warm and comfortable seat and climbed to the boat deck. Looking over the rail I saw far below me on the dockside a group of people shouting, waving and blowing foghorns. Even without binoculars I knew this gathering giving a film star's send-off were the assembled crews of COIGEACH MOR and Seadogs PALAFOX & BONA, with, most unexpectedly, Piet Castenmiller and his girl friend Hanneke from Holland. Piet and Hanneke had intended to sail to the Rally and had set off the day before in NAUSIKAA, but conditions in the Wester Scheldt were so rough one of the children was sea-sick, so Piet turned back. They had driven over to be with us that morning....

Though the crew of the ferry did what they could to make up for the time lost, strong near gale-force head-winds and rough seas so slowed our crossing we were two and a half hours late arriving at Dover - even so, we were in luck - the boat train had been held to await our arrival. It wasn't long to Victoria Station where a change of trains then a short taxi ride got me home in time for breakfast and more of those ghastly capsules. This adventure has made me realise what folly it is to set off on a sea voyage with such symptoms and carry no medication.

I was really very sorry to have missed the return crossing with Barry and Tony - I'm sure it was as hilarious as the outgoing trip!

MON: 9th July - Piet Castenmiller phoned from Middelburg to ask how I was

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HANDLING KETCH RIG
by Peter French, DOGMATIC

With the last Newsletter I sent out a questionnaire which read:

"Many Seadog owners, when graduating from sloop to ketch rig go through a phase of trial and error before getting the hang of things. For example, in a strong wind the mizzen sail has such a powerful steering effect that when going about it can and sometimes does overpower the rudder. In these conditions my first impulse would be to uncleat the mizzen sheet and leave it so until the manoeuvre was completed".

In total I received 17 replies, many complex and with qualifying statements. My grateful thanks to all who contributed.

I was hoping to publish the results in a useful diagrammatic form but this proved more difficult than expected. However, the comments appended to many of the replies form the basis of an interesting and constructive article in themselves. So, as a start, I feel I can do no better than to print, in full, the contribution from Reggie Lodge (SOLWAY DOG):

"The Perkins 4/107, swinging a three-bladed propeller puts Seadogs firmly in the category of tough motor-sailing cruising boats. The design hull speed is almost 7 knots, but this can only be achieved above F4 when reaching. There is no real need to reef until F6 or F7, when large boats have already reduced sail. Even then, one can avoid reefing if hard put to it by just stowing the main.

The ketch is most usually commended for its easily handled sails; that the mizzen can also provide steering as good as any windvane-actuated autopilot under most conditions other than running is rarely mentioned, but it is a much prized bonus; the fact that one can lock the wheel and allow the mizzen sail to maintain the required course when the wind is forward of the beam and reasonably constant in strength is most reassuring and convenient.

Experience born of experiment is best, but SOLWAY DOG'S sail wardrobe and her ketch rig offer many possibilities:-

1. The mizzen can be used to balance the boat, or, in other words, specifically to get rid of any excessive tendency for the bow to be knocked downwind by a sea when on a beat or a close reach. In fact, the desired amount of weather helm (tendency to luff up into the wind might be a better term for a wheel steered boat) can be achieved very accurately by adjustment of the mizzen sheet. (Under some conditions, one or two INCHES of sheet make significant changes).

2. When sailing downwind, the mizzen is best left in its sail cover above about Force 3, for, being a motor sailer, the rudder is too small for this point of sailing.

3. The mainsail can easily be dropped if the boat is about to be hit by a squall with full sail up when beating, and the boat will remain balanced under foresail and mizzen. A more effective sail combination for prolonged sailing in a blow concentrates two driving sails a bit forward of midships. A smaller jib and a reefed main will be found to be better than a bigger jib and no main, for then the slot effect operates.

4. It seems best to operate with a heel of no more than 10-15 degrees. If she heels more than this, the Seadog is almost certainly over-canvassed.

SOLWAY DOG (continued) -

5. Since the mizzen is a powerful air rudder as well as a driving sail, its sheet must be released when tacking, otherwise the boat can very easily come into irons, especially in winds below Force 3.

6. The No 1 Genoa is a powerful sail, but mine cannot be used close-hauled on a hard beat. It has a 20 ft. foot and so needs a long set of jib sheets. The first fairlead has to be back on the base of the stanchion just aft of the cockpit. From this, the sheet has to be led forward along the side deck to the block in the aftermost position of the after track to provide a fair run onto the winch.

7. A similar arrangement is needed for the 400 sq ft cruising chute, except that a winch need not be used with this sail which may be set singlehanded by means of the 'Yo-Yo' or snuffer in all apparent winds more than about 80 degrees off the bow and less than about Force 4.

8. It is worth setting the mizzen staysail for any long reach: it will provide at least an extra half knot. Use the taffrail block for its first fairlead".

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BELHOUND - David Jones - "When going about I always uncleat the mizzen sheet first, no matter what the wind strength, and leave it uncleated until the manoeuvre is completed.

I still have the handling notes issued by the builders when the boat was new, which states, inter alia, that 'Sea Dog will carry full working sail, including Genoa, up to F5, and working sail up to F6".

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EMRA - Alec Matthews (Master Mariner) - "EMRA has the taller rig and I find I have to take a reef in the mainsail rather sooner than the older Seedogs with the shorter masts.

EMRA has no Trysail; this would be a requirement if ocean passage making were envisaged.

She does have a mizzen staysail, and this sail gives me much pleasure when conditions are right. It can be set, with or without the mizzen sail itself, and on a broad reach in a F4 for example, EMRA really gives a good account of herself.

One tip for the sloop sailor when converting to ketch: always make sail in the order MIZZEN - MAIN - JIB".

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GLASS LADY - John de Candole - ".....she is now fitted with a 3' 3" long Bowsprit of stainless steel.

On the wind:

(a) In light winds of less than F3 I will probably motor-sail unless I have all the time in the world.

(b) In winds of F3-5 I will set all sails (Genoa, Main, Mizzen) and she will sail herself in a flat to moderate sea, no Autohelm or helmsman required! In a moderate to rough sea or with a strong tide she will need human help.

(c) In winds F5-7 I will put 4-6 rolls in the Genoa, and above F6 a reef in the Main. I will take down the Mizzen usually in F5 or more.

(d) In winds of F7 and over I will either take down the main and replace it with the mizzen or put two reefs in the main. In a rough sea I will probably motor-sail because she needs help to drive through the sea. I have also tried cutter rig in strong winds using the Storm Jib on the inner forestay and the Genoa with 10 rolls - it all depends on my energy - how sick I feel and what crew I have!

GLASS LADY (continued) -

Reaching:

(A) In light winds - F3 or less I will use all the sails (sometimes substituting the Genoa for a lightweight Genoa or the Spinnaker) and including the Mizzen Staysail.

(B) In winds F3-6 - all sails but probably not Spinnaker above F4-5 and not Staysail above F5. The Mizzen usually has to come down above F5 because we get too much weather-helm.

(C) In winds more than F6 I will use the rolled genoa plus reefed main, but if short-handed revert to Genoa and Mizzen.

Running:

(A) In light winds - the Spinnaker plus Main (although I quite often take the main down because it clanks about and upsets the Spinnaker. If I do this, I retain the mizzen.

(B) In winds F3-5 - Spinnaker and Main.

(C) In winds above F5 - the Genoa and reefed Main.

In spite of my additional sail power - Bowsprit etc., I usually motor-sail in winds of F2 or less - unless I have all the time in the world and a favourable tide. I also confirm that the Mizzen tends to overpower the rudder (and mine is enlarged!) - and also causes weather-helm in strong winds so I usually get rid of it in winds above F5.

Winches: I have LEWMAR 25's - 2 speed: I find them inadequate and Lisa finds them impossible in moderate to strong winds. I would be interested to hear what other boats use". (see TRIASID - bottom of Page 17 - P.5.).

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KYROS - Tony Spinks - "I do find the combination of working Jib and Mizzen is very useful. The boat is nicely balanced and very easy to handle".

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MICHETTE - Brian Jackson - "The mainsail is so good that I have reefed it a couple of rolls only twice in 10 years at least. Would never need to buy in-mast reefing gear. I do not have a mizzen staysail - wish I had. And I leave the mainsail hoisted even in the absence of wind to identify the boat. Sheeting of the mizzen is critical".

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PALAFIX - Jack Phillips - "We don't have hard and fast rules for any particular set of conditions, but we have never roller-reefed the main, since one is left with a poor sail shape (and no kicking strap but I feel a better control in rising wind conditions would be had with a progressively furled (reefed) genoa and reefed main and no mizzen.

I think slab reefing on the main and mizzen would be advantageous.

At present, in rising wind conditions when on passage as poised to being just out for a sail), our first reduction in sail is to drop the main and maintain speed with the engine".

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SEA FLEUR - Tim Bartlett - "The very first time we sailed FLEUR after buying her we got into trouble. We set off to take her to her new home on the River Exe in Devon, and with my son-in-law for crew we went down the Hamble River to the Solent to have a look at the conditions. It was blowing hard from the southwest. But the forecast was for the wind to decrease. So we carried on motoring west and would have gone to Poole. Wind and sea got worse and the motor stopped with an air-lock, so we had to set sail.

SEA FLEUR (continued) -

With a lot of rolls in the Mainsail and Genoa and two reefs in the Mizzen we tried to tack our way across to the shelter of Studland Bay where we could anchor. It was no good. All we did was lose ground (back towards the Shingles bank) and now the seas were getting mountainous. She was going like a train across the wind, but when I tried to turn her, she just slowed and carried on. It took ages to get her round, and then off again like a train. We got so fatigued in the end we called for help and got a tow into Yarmouth.

This was all because I didn't know enough about the mizzen sail.

All I had ever read about was that it would keep you steady, so I thought it had to stay up in rough weather.

So yes, I can confirm that going about in F7-9 rough conditions with the mizzen cleated is very very difficult".

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SEASCAPE - Harry Manners - (ex Submariner) -

"Our mizzen has a slab reef about 2 feet up the luff, which I have found very useful. I sometimes even used it in F5 because it eases the steering; and we do have the enlarged rudder which makes reaching much easier.

When motor-sailing to windward in poor weather with a much-rolled genoa, I find it necessary to re-lead the genoa sheet inside the main shrouds to get a better lead to the sheet car. This helps quite a bit to keep up to windward as much as possible - (like when coming back from Middelburg!).

I would be interested to hear other owner's views on mast-rake angles - you see all sorts

and a few of these!"



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SEEHOND - Ken Willey -

1. "I think I probably tend to sail a ketch as a sloop that just happens to have a mizzen that is used occasionally either when there isn't much wind (and I think that the mizzen will give a bit of extra push), or when there's too much wind for the main and with the wind either before or on or just behind the beam, I think the mizzen will help to balance the steering.

2. The amount of sail I carry very often depends on such factors as crew strength (often only me, in which case the main can be a pain to lower at times), state of the engine (a potent factor in my recent experience!), whether or not I'm in a hurry (bang on the engine and get there before closing time!) and whether or not it is night or poor visibility.

3. Predominantly, nearing the end of my fourth season with a Seadog, I think of the boat as a motor sailer with the emphasis much more on the motor than I did in my first season. If there is wind to sail it, OK - sail it. If not - on goes the engine. (Am I showing my age?). By "the wind to sail it" I mean a reaching wind of F2/3 up to F7 (I haven't experienced more in SEEHOND) or a following wind of up to F8 when I would use only the easily furled foresail".

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SHILLAY - Len Taylor - (Master Mariner) - "I use Genoa, Main & Mizzen up to F5, but when running, Mizzen sheeted in hard to assist steering. When beating in restricted waters I dispense with the Mizzen. At other times, as you suggest, uncleated to go about.

SHILLAY (continued) -

I endeavour to make sail compatible with any point of sailing, which means I could probably carry more when running, but an alteration of course could be an embarrassment when single-handed".

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SIREX - Brian Stephens - (Master Mariner) - " once the wind is ahead, I usually uncleat the Mizzen when going about."

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TARRY - Fred Hindley - "I am in no way qualified as yet to complete the questionnaire - I have looked around to try to find any text book which could help me sort out the handling and balance of the ketch rig - but have found nothing yet".

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TIMORLEY - Roy Croft - "As a matter of routine we always (when we remember it) release the mizzen sheet before going about.

We dispensed with roller reefing on the main and have slab reefing with just one row of ties which are set at about the 2nd reefing stage.

The hardest pressed has been with half-reefed genoa, full main and mizzen in about F6 and a half to F7 on a close reach".

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Finally, W.D.Hepworth - SEADOG OF POLRUAN - concluding his reply, wrote:-

" I agree with you about uncleating the mizzen, but I would not say that any of my 27 answers would be correct in all circumstances. For instance, especially in heavy weather, the choice (which includes changing) of sails depends on many factors that need continuous assessment and evaluation, one with the other, such as:-

What was the last weather forecastStrength of crew - numerically

tired or rested hungry or fed wet or dry weak or strong

seasick or not night or dayvisibility - now, & forecast

What known hazards will appear in next few hours

shoals headlands turbulence tidal streams & currents

What other shipping can be expected in the vicinity?

When should the next hot meal be prepared?

Is there any over-riding need to make port by a certain time?

What hazards can be expected there?

Should the skipper be conserving energy for worse weather expected?

Should the skipper be concentrating on making best progress to a safer situation?

Can the engine be relied on?

Is there sufficient fuel (and other supplies) for foreseeable needs?

I am sure you know all this, and much more, but perhaps the point should be made!".

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CI-MOR - DOGBOAT - & - ROUSSELLE also returned fully completed forms, which together with the other 14 will be evaluated and hopefully displayed in an easily understood diagram in the next SEADOG Magazine.

Already emerged is the importance of uncleating or freeing-off the Mizzen Sail when tacking or when in close quarter situations - such as trying to pick up a buoy or man overboard under sail alone. In all my years of reading yachting books and magazines - let alone participating in Sailing Courses in which a ketch was employed - I've never known this fact to be mentioned, let alone discussed - it must surely be the best-kept secret of them all - but why? No wonder some new owners have problems to begin with! PF

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CONTRIBUTIONS AND DONATIONS

My very grateful thanks to the following members who made contributions
and donations towards our Funds

Bart Groves	- AFARON - At Philipps House donated £10 to Club Funds
A. Webster	- ALLYSON MARY OF WELLS - £1.50 - overpayment on Tie
Barry Yaldren	- ex BORN FREE II - £1.50 - overpayment on Tie
Terry James	- CI-MOR - Gave £10 to help with expenses
Robert Martin	- CONMARA - £4 - extra payment on Subscription & Burgee
Paul & Christine Smith	- DARESSA - donated £20 towards the running costs
David Newman	- EARL OF ESSEX - gave £3 towards running costs
Alec & Mollie Matthews	- EMRA - £4 - towards Club funds
Tim Burke	- FURAH - £15 - in appreciation of assistance given during purchase of FURAH from Mike & Odile Groves
Mike & Odile Groves	- ex FURAH - donated £7.50
Stephen & Christine Axon	- GALWYN - £10 donated at Philipps House Winter Weekend House Party towards running expenses
Franz Huber	- GLORY - £5 - donation towards Continental postage
Aubrey Allso	- GUNDOG - £1.50 excess on tie
John & Beryl Saville	- KURI MOANA - donated £19 - the money for Dinner at the Folly Inn Rally - (which they were unable to attend)
Peter McDonald	- KYSON KOB - £1.50 - (overpayment on tie)
Sid & Margaret Ellison	- LEONORA - £10 - towards running expenses
Pat Lawless	- LOON - £10 - towards foreign postage
Dick Durham	- NATUNA - £25 - with thanks for help in finding a suitable Seadog
Philip Ellis	- ex NATUNA - £100 - for introduction to Dick Durham who bought NATUNA
Bill Richards	- NEWANDERER - £10 - towards running expenses
Peter Bragg	- PALAFOX II - £1.50 - overpayment on Seadog Tie
Brian King	- PEA GREEN - £30 - for assistance given when he was he was purchasing PEA GREEN
David Chubb	- ex PEA GREEN - £50 - for introduction to Brian King who bought PEA GREEN
Brian Jones	- ex ROUSELLE - gave £10 for costs
Peter Brugier	- SALIA - £3 - towards Club Funds
Peter Owen	- SALVADOR - £10 - for Club Funds
Ray & Jannine Mullin	- ex SEA CANIS - £50 - for the introduction to Colin Whimster of Edinburgh who bought SEA CANIS
Reggie Lodge	- ex SOLWAY DOG - £100 in appreciation of help given by the SOA while Reggie was selling - though ultimately SOLWAY DOG WAS sold via a recommendation from Seadog Owner Pam Hamlin (ARDESMOR) and not the SOA!
H. Broadbent	- SOLWAY DOG - sent £4 for Club expenses
David Mould	- SOYAKAZE - donated £5 towards running costs
Roger Allmey	- SPINNER - £25 - towards general costs
Peter & Sonya Binkhorst	- SULISKER - From Holland - a £10 donation to funds
Eric Richardson	- TALIESIN - £1.50 over-payment on Seadog Tie
Barbara Cook	- TIWANA - £10 - toward costs of letters & phone calls
Barbara Cook	- ex TIWANA - £200 - in appreciation of assistance given by SOA in introducing John & Eileen Poxon who bought TIWANA when Barbara's husband died suddenly
Colin Craik	- TRESCO MAID - £30 - "to help a little towards the Association's costs"
Nigel Packman	- WAGTAIL - £5 - towards Club funds
Gill Packman	- WAGTAIL - £1.50 - overpayment on Seadog Tie

THE WILLY DE CROM SCREW-ON OIL FILTER ADAPTOR
(for Perkins 4.107 & 4.108 diesel engines)

Belgian engineer Willy de Crom (BONA) offers to supply bolt-on adaptors which enable the use of screw-on oil filters - the FRAM PH 2821A. To fit, remove existing fitting and bolt Willy's adaptor in its place - one major benefit of which is that it is not necessary to replace the water pipe to the gearbox oil cooler, as with the Perkins adaptor. COST: £20 each.

Willy can also supply an improved pattern of nylon guard-rail insulator at £2 each..

If interested in buying either or both of these items, please contact me or Willy de Crom direct. Willy will bring them with him when he comes to the International Seadog Rally at Harwich in August.

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OIL LEVEL IN THE ENGINE SUMP

Most marinized Perkins 4.107 & 4.108 engines have aluminium sumps, but those fitted to automotive versions of the same engine are made of pressed steel. When installed in a boat, these steel sumps slope the wrong way. It has been suggested that if your engine has a pressed steel sump - (which slopes the wrong way) - it would be prudent to maintain the oil level half an inch above the "FULL" mark - there is plenty of clearance between the big end journals and level of the sump oil.

Has anyone any comment on this subject? PF

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DOGMATIC'S FAST-OPERATION REMOVEABLE INNER FORESTAY - Peter French-

As insurance against the possibility of failure of the furling foresail mechanism I recently fitted a removeable inner forestay (5mm diameter wire).

First I bought a 5mm Kemp fitting - drilled the appropriate sized hole near to the top of the mast and rivetted the fitting in position.

Next, to provide a point of attachment for the stay at deck level, I reversed one of the bolts on the port afterside of the anchor winch and in place of the existing nut, fitted a strong stainless steel eye-nut.

Then a 5mm Kemp tang, (which slots into the mast fitting), was swaged on at one end of the stay.

At the other (lower) end, a block with integral snap shackle was slid along the stay followed by a nylon parrel bead - the stay was then terminated with a swaged reinforced eye so that block and parrel bead are retained and cannot fall off the wire stay.

TO USE:

Shackle the stay to the eye-nut; snap on the piston hanks; attach halyard to headboard; and - (after attaching the sheets) - haul away. As the sail is hoisted both luff and stay are automatically tightened.

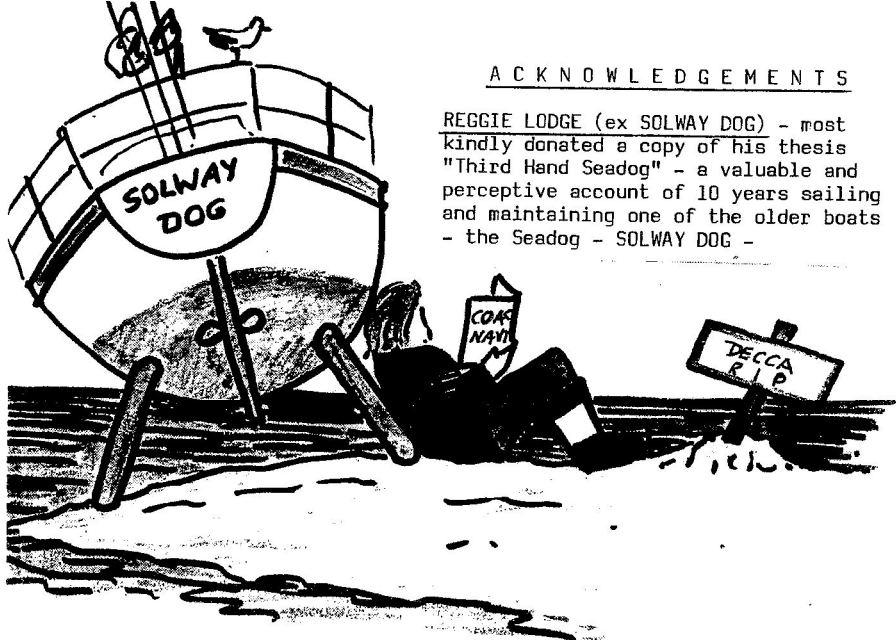
TO STOW:

Remove the sail: unshackle the stay and clip to either port or starboard forward chain plate: attach halyard to eye at the bottom of stay and haul tight. It's all very quick - no pelican hooks nor bottle screws - and very much cheaper too.

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ACKNOWLEDGEMENTS

REGGIE LODGE (ex SOLWAY DOG) - most kindly donated a copy of his thesis "Third Hand Seadog" - a valuable and perceptive account of 10 years sailing and maintaining one of the older boats - the Seadog - SOLWAY DOG -



Jack Phillips (PALAFOX) - Grateful thanks to Jack for his gift to the Association of a copy of that useful French publication "LIVRE DE BORD" which is packed with information on more than 100 ports in and around Mediterranean. With this book, answering questions on the Med. should be a doddle.

Roy Croft (TIMORLEY) - and John Lansdell (NSD) - both contributed interesting articles which we regret were not able to be included in this issue of the "SEADOG" magazine. They will be given priority in 1992!

Brian Jones (ROUSELLE) - sent a most interesting letter which is impossible to condense. Unfortunately it arrived just too late to be squeezed into this magazine. But it will have priority for the 1992 issue which I hope to have out earlier than this - (D.V).

FRONT COVER - I am indebted to John Lennox, friend, neighbour and retired Art Master, who helped out at the last moment when other plans failed.

L A T E N E W S

HIBOUX - From Spain, Joe Lyons - "We lost Tara at 13 and a half early last year. However we have another Labrador - 'Misty' - who is almost the same in colour and nature. We were very lucky as they are difficult to come by in Spain. She belonged to an Englishman in Valencia who was going abroad again on business. She was 16 months old when we got her and very wayward. She was born in Quito, Equador, and flown here when 3 months old. Keeping her in a flat in Valencia was very difficult for them, hence the decision. We took her cruising in the summer on HIBOUX and after a couple of days she was absolutely wonderful. We think Tara must have briefed her extremely well. We did our customary excursion to the Balearics and had a lovely time. Completely round both Ibiza and Majorca; we are getting to know the place rather well and find it excellent cruising ground.

HIBOUX continues to give good service needing only a little attention but we do have a problem with the rear bulkhead which we intend to replace soon. If anyone has any advice or tips they would be very welcome at this end"

Once again it's time to review the past year, which for us has been mostly happy - the two Rallies were exceptionally well supported, we have had many letters and phone calls from far and wide, and best of all, visits from passing Seadoggers. The sad part was the loss of our two dogs at the end of November.

But happy times outweighed the sad - last Spring we spent a most enjoyable day at Topsham in Devon in the company of our hosts Gordon and Anne Pinkard (ANAHITA II) who invited us and Tim and June Bartlett (SEAFLEUR) to join them for lunch - with a guided tour of the town to follow. There we were introduced to the original buyer of GLASS LADY - Wally Beach - now in his eighties - a larger than life character if ever there was one!

At a ceremony marking the 50th anniversary of the Battle of Britain last September, I presented to the Mayor and Councillors of Hemel Hempstead Borough a framed photograph of the 'Hemel Hempstead' Spitfire. In the year of 1941 local residents clubbed together and presented this fighter plane to the Royal Air Force in token of their support for the war effort. The Mayor entertained us warmly and was delighted to receive the picture as the official copy had been mislaid. Olive and I lived in Hemel Hempstead for 40 years - all that time my copy of the Spitfire picture lay filed away. With the approach of the Anniversary I thought that for the sake of posterity it were better it be donated to the Council for display in the Town Hall. At the close of the ceremony Olive and I dashed to Hampton Court where, on the River Thames, we boarded the 'EMPRESS OF INDIA' just in time for the cruise and wedding reception of Celia, daughter of our oldest friends. This was a magic occasion and a wonderful finale to a happy and historic day.

Christmas was great - we invited Tim and June Bartlett to join us and our family and we couldn't have had a happier time. We also entertained Bill Williams - (Bill, now 74, was Production Manager for the first 50 or so Seadogs). He's a great character, lives on a boat with his dog 'Tiller' and loves to talk about Seadogs - what he doesn't know about there really isn't worth thinking about. He's also a poet and each year writes a special "Poem to Christmas". We also had a visit from Jim Carden, retired Naval Architect, Surveyor, one-time partner of my cousin Alan Buchanan. Jim also worked at Whites Shipyard where the first Seadogs were built.

The winter months were cheered by an invitation from Eileen Tracey to join her and John and Lisa de Candole (GLASS LADY) for lunch at the Royal Lympington Yacht Club. During the meal 'Fibreglass' Bill Williams was described as being the Seadog 'Guru'. John was interested to meet him so one day Olive and I collected Bill and his little dog and drove to Keyhaven where over one of Lisa's famous lunches, we listened, rapt, to incredible stories about the building of GLASS LADY and the early Seadogs. Bill is writing a "History of the Seadog" - and we have invited him to come to Philipps House next February so that more members will have a chance to talk to him.

Over Easter we had the pleasure for four days of the company of Cy and Louise Blackwell (DOGBOAT). We really did enjoy their visit, especially seeing Louise's happiness when she sat at a picture window in the lounge and watched our "fox family" at play only a few feet away. Olive puts a dinner out for them every evening and the three foxes give us hours of pleasure as we see them coming and going into our garden.

Now we have come full circle - spring is here again and we are wondering what the next year will bring?.

Association-wise, Club finances are holding their own thanks to the generosity of members who, unasked, sent donations - as well as those members who handsomely recognized the help given by the Club towards selling their Seadogs by making a generous donation. If you sell through a yacht-broker he'll charge around 8 per cent - so the odd hundred or so, given to the Club saves you a great deal of money and also helps the Club to remain solvent.

The sale of ties has now slowed - but there are still quite a few left - so, to any members who have not yet purchased one - please help your Club recoup the money invested so that it can be channelled into other things.

Through the generosity of members, we have a healthier Bank Balance this year. I have purchased more Burgees and Brooches for stock and after deducting the cost of producing and posting this News Magazine and Owners List we still have a balance of £579.63.

As you know, costs of everything are rising, but I feel that a good news magazine, full of interest and helpful tips is an essential part of the Club and helps to bind us all together, so keep those donations coming in - Thanks. Also a S.A.E. is always welcome if you need a reply.

Several old friends have parted with their Seadogs - some of whom have expressed the wish to continue as members of the S.O.A. It is interesting to note that although some have changed to bigger, faster boats, they still join us at the Rallies and remain valued members of the Association.

I should like to welcome our new members - some have already purchased their dreamboat, others are still looking. You have joined a very happy and supportive Club and I hope that if any of you are 'down South' you will give us a call and come for a coffee. We are only 15 minutes walk from Moody's Marina on the Hamble River and we are always pleased to see you.

In conclusion, once again I thank you all for your continued support and Olive for all her help in so many ways. I hope you have a happy and trouble-free sailing season in 1991 and then you can write and tell me all about it and if you have any disasters - well write and tell me anyhow!

.....and a final word from our 86 year old Roger Davies (AHMEEK) who wrote - after the Folly Rally -

".... a line to thank you for the lovely 'Seadog' Rally last Saturday. You did a wonderful job bringing 20 Dogs to the starting line and the proof of its success was the enthusiastic nattering that went on during the party.

Don't give up because I look forward to attending another one when I am 90".

Best Wishes and a Nautical Greeting to you all,



Peter French
(Honorary Secretary)

F O R S A L E

<u>TIES</u>	(Gold ketch motif on navy)	£8.50 each	(inc. UK p & p)
<u>BURGEES</u>	(Gold ketch motif on navy)	£9.00 each	(inc. UK p & p)
<u>BROOCHES</u>	(Miniature of the above)	£4.50 each	(inc. UK p & p)
<u>SAIL PLANS</u>	(399') <u>Folded</u>	£3.50 each	(inc. UK p & p)
	<u>Rolled in tube</u>	£4.00 each	(inc. UK p & p)
	(455') <u>Folded</u>	£5.00 each	(inc. UK p & p)
	<u>Rolled in tube</u>	£5.50 each	(inc. UK p & p)

Honorary Secretary: SEADOG OWNERS ASSOCIATION Tel: 0489-573436

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



2ND INTERNATIONAL SEADOG RALLY
SHOTLEY POINT MARINA (HARWICH HARBOUR)
1ST & 2ND AUGUST 1991



Last year when Olive and I were actively planning the second International Seadog Rally we visited ports and harbours from The Wash to the Thames Estuary. When we reached Suffolk, Cy and Louise Blackwell, (DOGBOAT) - (of the P & Q Sailing School) - kindly offered us the use of their caravan which is in a delightfully quiet and shady position at the far end of their three acre riverside garden. During our time there we inspected likely locations along the three rivers before deciding on Shotley Point Marina, which not only is well placed at the mouth of the River Orwell (in the shelter of Harwich Harbour), but is easy of access for our Continental Members. Shotley Point - (the old H.M.S 'GANGES') - is a new Marina with modern facilities and a helpful Staff. Cy and Louise have supplied us with copies of the 'Guide to Harwich Harbour' with tide tables, and generally have liaised and smoothed the way for a successful Meeting - and David and Dilly Ridge (NICHOLA JANE) who live at nearby Pin Mill have promised their full support.

Among Members who have been circulated the response has been good. Should you not have been contacted, but are planning an East Coast Cruise about that time, please let me know and I will send details, harbour charts, tide tables etc. We would dearly like this Rally to rival Middelburg - a spectacular success if ever there was one - and to give our overseas visitors the warmest of welcomes. From the response we have received so far - and if all the Seadoggers that have said yes, do come - then this will be the largest gathering ever seen.

Should you be unable to get your Seadog round to the Rally but would still like to come, Cy and Louise Blackwell have very kindly offered the use of a flat, and a caravan in the garden, plus the berths on DOGBOAT which will be moored at Shotley Marina. The boat berths are already taken by the Watson Family (CANUTE); if you wish to take advantage of Cy's offer of the use of the flat or caravan contact them on:- 0473-780-293. In addition, Shotley Point Marina has offered parking space for anyone bringing a caravan etc., and there is still plenty of room to camp on Cy's land beside the River Orwell - so there really is no excuse for not coming!

Some South Coast members have expressed interest in the possibility of cruising in company to Shotley; if it all comes off, there may be a small Seadog flotilla heading up-channel next July.

Tim and June Bartlett (SEAFLEUR) are planning to drive up from Devon and join us on DOGMATIC for the voyage to Harwich. A spin-off to this arrangement is, that before then, all being well, Olive and I hope to drive to Devon and join Tim & June aboard SEAFLEUR for a cruise in the south-west - an idea other Seadoggers might like to think about as it provides the opportunity of exploring parts of the British Isles difficult to reach in the time available. There is also the added interest of sailing on another Seadog - as well as forming new friendships.

Because the Seadog Association is not large I feel there is a much closer bond between Seadog owners than there is in other Clubs - we have been delighted to hear of friendships that have come about through the Association - many formed at Rallies and at Philipps House. Maybe this idea will be yet another way to bring Club Members closer together.

Olive and I look forward to meeting as many of you as possible at our Second International Rally, so be sure to pencil in the date so that you do not miss this historic event!

T H E E N D