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# SEADOG



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editor Peter French

THE SEADOG OWNERS  
ASSOCIATION JOURNAL

by John Lansdell

Having been a fan of the Seadog for many years, yet regrettably still not an owner, I have my own ideas about how a Seadog might be modified to suit my preferences and experience gained on other yachts and thought perhaps other owners might like to shoot me down.

A. BASIC

1. Bow Roller for self stowing the anchor, with gate to retain chain from jumping off roller. I have got fed up with gymnastics in the bow recovering and stowing anchors and think that this can be better and more safely done with a self stow. It would also prevent back strain. The gate to retain the chain on the roller relates to certain conditions of snatch when anchored in a steep chop. It needs to be removeable and may well include a roller.

2. Second bow roller - for warp/chain with well blended cheeks or side rollers to reduce chafe, again with gate. Few could afford the weight of chain sufficient to allow its use for two anchors when conditions are such that you need this level of security. That being so, when chain and warp are led out at angles to the centreline of the boat, then chafe on the warp becomes a considerable worry.

3. The existing anchor winch is a worthy bit of kit - but has anyone experience of alternatives? For instance, is there a foot operated model? That way you could hold on to the lifelines with both hands and use your strongest muscles.

4. Engine driven bilge pump with intake below a large area of permanently fitted gauze to exclude bilge debris; changeover cock to allow direct seawater intake from a flexible pipe overboard, and the outlet arranged to allow a direct overboard output, or, by connection of a hose, anchor washdown. Should you need to shift a lot of water quickly, because of a hull or pipe leak, only a direct drive pump is likely to be adequate; not only that, but it can go on working as long as you have fuel, giving time to sort out the problem. The point about the gauze is that when a large volume of water is in a hull in a seaway it flushes out debris and dross, just the stuff to block a pump at the worst possible moment.

5. Install Lavac heads: changeover cock on intake to pump to drain sump in foc'sle, thus allowing shower sump pumpout. For me the Lavac has one basic advantage, the cleaning out of the pump is easy! If you then use the same pump type for the manual bilge pump it makes spares easy too. The point about the shower tray is that soapy water draining through the cabin over long periods can give off smells in hot weather. (Peter French tells me that a wet seat on a Lavac loo can be avoided by leaving it open when not in use - the damp results from condensation, not slop).

6. Move batteries up to under cockpit seats (following advice contained in the Fastnet report) and fuel tanks down to compensate. Provided the tanks are properly vented they can work under water - batteries cannot, and they deserve better access for routine maintenance.

7. Install slab reefing mainsail: It is simple, results in better sail shape and has less to go wrong.



8. Install Dutch type curved ensign staff at top of mizzen mast. It just looks good!
9. Tricolour masthead light.
10. Replace deck electrical plugs with glands and have all wire breaks below deck.
11. Replace all metal seacocks with glass loaded phenolic spherical valves (ball valves) with 90 degree lever operation.
12. Put in an engine drip tray to stop oil getting in the bilge.
13. Move cockpit bilge pump to allow operation with locker lid down.

#### B. MAKING IT COMFORTABLE

1. Install gates in lifelines with lever type connections on both sides to allow more elegant access, plus sockets for boarding ladder; both would make man-overboard recovery easier. Having sailed for 8 years on a boat with these features I am amazed that owners do not demand them on their new boats. Why should ladies have to scramble over guard rails when they are dressed up for a run ashore? In a seaway, entering a dinghy from a rigidly attached boarding ladder is so much easier - better than some of the undignified scrambles you can see in any anchorage.
2. Replace spreader deck lights with mast mounted items, both masts.
3. Install Xenon strobe on top of mizzen mast as "attention getter" with switch in cockpit. (May not be 'legal').
4. Install diesel fuelled cabin heater, ideally with water heating; I have heard of a Danish one that has a hotplate to boil a kettle as well!
5. Install jib downhaul and reefing jib to reduce foredeck hazards.
6. Fluorescent cabin lights.
7. Install handhold at convenient height inside windscreen to allow safer entry/exit to the cockpit. I know you can use the edge of the screen to hang on to, but it is not ideal and I would like to see fitted something about 15" long.
8. Softer engine mounts, more flexible drive couplings, better sound insulation. In the fields of noise and vibration the whole technology of engine installation has moved ahead, particularly in how these are transmitted to the hull. It may be worth balancing the propeller and shaft to reduce vibration.
9. Gearbox. My interest is in a HURTH gearbox (of which I have had good experience), which, because it is a totally mechanical unit does not require a heat exchanger. It is also smaller and lighter than the existing unit fitted to Seadogs.
10. Fit Midship Cleats.

#### C. FOR A LONG CRUISE

1. Install Aquair (wind and water powered) generator for quiet battery top-up when on passage and at anchor, without the need to run the engine.
2. Install wind vane - what type though?
3. Move forestay. Primarily to give slightly larger sail area, but also to allow fit of a staysail, possibly with a removeable forestay. If co-ordinated with the self-stow anchor roller and a revised pulpit it could give improved boarding access when moored bow-to as in Scandinavia.
4. Install whisker pole, a la Perdey.
5. Install sewage holding tank. Any designs or experience welcomed.
6. Easy stow/use kedge anchor and chain/warp - all suggestions welcome.
7. Hard dinghy.
8. Install manual desalinator.
9. Change rudder configuration to allow it to become semi-balanced by moving lower pivot point aft by 8" and head bearing angle changed to align, with new rudder to suit. This should improve manoeuvring astern.

#### D. ELECTRONICS

1. Combined depth/speed dial, mounted over wheel cowl.
2. VHF set with long lead to handset to allow its' use at the wheel.
3. D/F radio system, what type?
4. Multiband radio with Single Sideband for forecasts & entertainment.
5. NASA Navtex - great piece of equipment.
6. GPS receiver - Total Luxury!
7. Autopilot - if PINTA not fitted, what type?

John concludes:- "What would others do, I wonder, if they had a free hand? I just wish I had the chance .....!"

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#### NEWS OF BOATS & THEIR OWNERS

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AFARON - Bart Groves - "Our forays in AFARON this year took us back to Kinsale where we berthed near DAGOTIA which is owned by Stan Levis, a near permanent resident of this delightful part of Ireland. From here we went on round to the Kenmare River - such superb scenery that Monica got out her painting gear. Then rounded Shellig Maachel and made it into Valencia (where the weather comes from). From Valencia we had a superb sail back to Crookhaven just before the weather broke.

The whole of the Irish south and west coasts seem to offer superb cruising, safe harbours and great friendliness.

July saw us near at home - we went round to Milford Haven for the start of the Tall Ships' Race - wonderfully impressive and a super carnival atmosphere at the new Marina - a great transformation of the old fish dock - but with access limited to plus or minus 2 hours on High Water, hardly an attractive proposition compared with the rest of the Haven. Incidentally we had a chat to CI-MÔR, so we met the first and last production Seadogs this year. (DAGOTIA is number 1 and CI-MÔR is number 140).

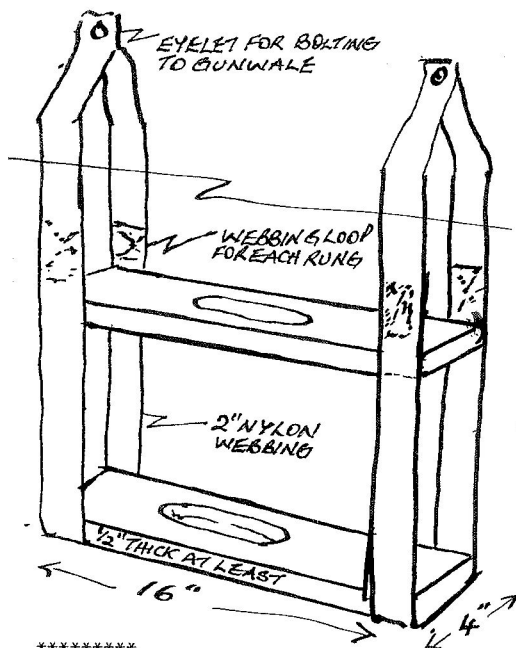
Our autumn cruise took us to Padstow - the Scillies (Tresco) - then up the Fæl to Malpas, then three days up the Helford River. One misty morning as the easterly wind dropped away we took the ebb tide and rounded the Lizard without seeing it. Just then the wind veered giving us a grand sail in sunny weather, right across Mounts Bay and up past Lands' End with a good flood tide speeding us on our way. However the favourable tide ran out by Trevoze Head and we had to motor up the River Camel to anchor in the pool at Padstow because the gate was closed. It was a delightful cruise and we have established our itinerary for the first part of a Brittany Cruise next year.

On the sailing side, the fitting of "EASYREEF" for the mainsail has proved excellent, but the mizzen will definitely stay slab, although a small winch to be mounted on the Mizzen tabernacle will also suffice to deal with the Mainsail reefing.

One of my pet hates with cruising boats has long been stainless steel or aluminium boarding ladders with painfully narrow rungs that do not project far enough down for safe recovery from the water or easy access if aground. Memories of the old Naval Boarding Ladders of chain and oak led me to think up my version which has 4" deep, and half inch thick rungs slung in loops of 2" nylon webbing.

Each of the rungs has a hand-hold cut in it. The rungs themselves are long enough to get two booted feet on each one, and because the loops extend up to the gunwale, they remain reasonably horizontal when they press against the ships' side. The lower three rungs are weighted to ensure they sink, and a PVC canvas screen protects the boats' side from toe-inflicted scrapes. The loops are all sewn and the rungs are fixed underneath so there are no fixings to inflict scratches.

The result is a reasonably cheap - easily stowed ladder which can be mounted on the beam and if a pennant is provided can easily be pulled down even if you are in the water."



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BORN FREE II - Richard Moorsom has designed and built for himself a demountable double-berth for the after cabin. Give him a ring if you are interested. He has working drawings and photos.

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BRANDANE - from Holland Olaf Mulder writes:- "The old lady BRANDANE is very proud of her new Burgee and keeps in me fresh the memories of the last Seadog Rally at Shotley Point. My crew was amazed that the bond between Seadog Owners is so strong - much stronger than amongst other boat owners.

We met on our trip to the Scillies (yes, a dream come true!) several other members, among whom we spoke to the Hindleys of TARRY and - several times, with John & Christine Tattum of MOHICAN and Peter Bruguier of SALIA. So nice a way to make acquaintances and friends!

Like you, the whole Shotley event inspired me to think about the next International Seadog Rally - although I agree that a few years between them is necessary to keep it fresh. It looks as though we might be able to be involved in 1994. As sailing keeps one young, I am sure to meet Olive and you in the same good health and spirits as you were in Shotley!"

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CI-MÔR - from Wales news on bowsprits by Terry James:-

"Today is such a dismal foggy day that it has given me an opportunity of writing to give you news of our activities last year.

You will remember that this time one year ago we planned fitting a bowsprit to CI-MÔR - I can now give you our impression of her after a complete seasons use of the boat with the new bowsprit.

CI-MÔR (continued). The change has made such a dramatic improvement that I wonder why we dithered so long about making it. Gone is the weather helm: the boat is now perfectly trimmed.

Our first outing, a weekend trip from our home moorings in the River Towy to Skomar Island and back over a weekend in a Northerly F5-6 (but dead flat seas in the lee of the land) was memorable. We had worried about the equation of sail balance/centre of effort and possibly of inducing lee helm, or having not made the bowsprit long enough. In the event the combination of bowsprit length and headsail size proved just right. The headsail sheet has now been returned to the vessels' original blocks on the sheet track (having temporarily been affixed to a mizzen chain plate) and we find that the boat pretty well steers herself, apart from running to reaching when the helmsman is still needed. She can carry her mizzen sail for much longer, being perfectly balanced in F4-5 wind on the beam.

The new bowsprit is a tapered plank of Teak - 8 feet x 9" x 3" - and standing 4 feet forward of the bow (thus now 34 feet overall). The inner 4 feet has the Sampson Post and Windlass mounted on top (bolted through the deck and the twin bow rollers on the crane iron takes the original pulpit fitting and an inner forestay. If anyone would like further information I would be happy to supply this.

Last year our annual trip to Brittany was beset with bad weather and problems. We got as far as Douaranz-Treboul where I had to remove the cylinder head ..... then had to wait 5 very wet days before a replacement head gasket could be obtained from England. (We have a Captain diesel engine and not a Perkins!). Captain diesel engines were never imported into France, nor the BMC van engine upon which it is based.

During the waiting period we left the boat at Treboul Marina and went to stay with friends in Lesneven. We both like this little marina and pay tribute to the Capitaine and his staff for their help. Having fixed the engine we motored to Ushant and anchored in Lampaul Bay and spent a day walking the island. We paid a very worthwhile visit to the museum of lighthouses and buoys which is part of the Creac'h Lighthouse, and highly recommend it.

With the prospect of a SW5 we upped anchor and sailed around the northwest and north side of the island past Creac'h (what a coastline and what currents!) to anchor in the little used Baie de Beninoud. This is only open from N to NE; the only problem we could see is the depth of water and the amount of cable that has to be set. We anchored at low water in about 8 fathoms. This bay is an excellent departure point for Lands' End or the Scillies, although it means crossing the Separation Zone around Ushant (rather than its approaches).

With permission to cross we set off for the Scilly Isles; then at 01.00 hours when we were 20 miles south of the Scillies the propeller picked up an old fishing net. This was exasperating as we had sailed all the time and had only just switched the engine on to tickover to keep up speed in a dropping wind. The net was about 100 feet long and we managed to drag the main part of it on board. It was covered in goose barnacles and I guess it had been floating around waiting for our arrival for some months! A shredder around the prop would have been of little use in this case as the greater bulk of net was tightly drawn around the prop completely filling the aperture between hull and rudder. We continued sailing and by 08.00 managed to get about 5 miles south of St Marys when the wind died completely. Fortunately we got a tow from a kindly French yachtsman into Porth Cressa. There, a fellow countryman of mine on a diving holiday removed the offending article. Our short holiday was nearly over, but we managed a couple of days around the islands before the long haul up the Bristol Channel in strongish headwinds and back home".

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GALWYN - Stephen Axon writes about "Full length battens, lazy jacks and slab reefing".

"When I purchased GALWYN I found the worm-gear roller reefing system to be stiff, awkward and time consuming - particularly because of the necessity of removing the sliders from the mast track whilst rolling in the sail. Having decided in 1990 to replace my main and mizzen sails I investigated other/better methods of reefing, though I was still prepared to continue with the boom roller system as I had always found it satisfactory on the Westerly Pageant which I owned prior to the Seadog.

At the Southampton Boat Show I did the rounds of the sail makers securing immediate quotations and had more or less decided on either Arun or Crusader when I passed the Banks stand. To me, Banks' sails had always signified racing rather than cruising sails and as there were no customers on the stand at the time, I spoke to Eddy Warden-Owen and was gratified to note the interest taken in my problem. Unlike all the other sailmakers I had visited he was less interested in providing a quote using the desk-top computer and more interested in advising on my mundane problem.

I was told for the first time (despite inquiries to other sail-makers) that if I wanted to use a roller reefing system then I should have the sails cut with the batten pockets parallel with the boom. That might seem obvious to many, but although I have been sailing boats for the best part of 30 years, it had never occurred to me! He also suggested that to avoid the need to remove the sliders from the mast groove, the Stowboom extension be used with my existing boom (that was a mistake which I was to discover later). Although a more expensive option, the use of full length battens was also suggested.

I opted for Banks' sails of 6 oz weight with full length battens for both main and mizzen. We discussed fitting lazy-jacks with a quick release system so they could be used in conjunction with roller reefing.

My new sails were made during the winter of 1990 and in the Spring fit-out some happy times were spent climbing up and down the mast fitting the Stowboom extension to the mast-groove. This system uses an external track which stands proud of the mast itself and a bolt-rope which rides up the track, thereby giving a very good luff shape. In practice I found the system unworkable without the special Stowboom. What was worse, when running in a F4/5 wind, and due to "flogging" when putting the sail away, the batten pocket at the luff of the sail was damaged by contact with the Stowboom extension. This necessitated, early in the season, taking the sails back for repair on two separate occasions. On the second occasion I gave up the unequal struggle and decided that the system was (for me) unworkable, and I reverted to sliders. This facilitated the use of Lazy-jacks which could be permanently fixed to the boom.

When chatting to Banks about the problem I had had with the full length battens I was advised that if I was not using the Stowboom system it would be easy to 'beef up' the luff end of the pocket. This being duly done, the sails now set very well and the lazy-jacks work a treat.

When visiting the Boat Show at Earls Court this year it was interesting to observe that on stands where fully battened sails were shown, the batten pockets were reinforced at the luff end with strong plastic fittings similar to those which have now been fitted on my own sail. I also noted an article in Yachting Monthly (February '92 - Page 52) which makes a similar point and refers to the use of compression slides.

The use of sliders - rather than a bolt-rope system - also ensures that the luff of the sail is held into the mast when it is being raised and lowered, thereby ensuring that the lazy-jacks do their job, rather than allowing the sail to be blown back as the sail comes out at the bottom of the luff groove.

I now use a Slab reefing system, fitted externally to the existing Kemp boom which allows two slabs to be taken in simply, quickly and efficiently, and without drooping sailcloth over the cockpit windscreen and blinding the helmsman. And I have found no difficulty whatsoever in reefing whilst under way.

The set of the sails with the full length battens gives a distinctly improved appearance to the boat; additionally, performance is improved - particularly in light airs and when motor-sailing.

I fitted lazyjacks to both main and mizzen sails which enables me to drop either sail very quickly; the mizzen sits happily in the lazyjacks without further securing whilst hove-to under main and foresail.

The only snag - and perhaps 'snag' is the right word - is that occasionally, when raising the sail, the full length battens get caught in the lazy-jacks but this is fairly easily remedied and should not occur if the boat is held head to wind.

When copying lazy-jacks I noticed many boats have a tensioning arrangement at the mast, whereas on GALWYN I have arranged the tensioning at the after end of the boom, but this must be a matter of personal preference.

Peter French asked what I thought of this system with its fully battened sails and my reply was that it is early days as yet, but I am very satisfied with it - it certainly makes life easier for Christine, not the tallest of crews, to be able to see where she is going when I am raising or lowering the sails".



GLASS LADY - John de Candole - "We have now sold GLASS LADY to Paul Shaw from Barrow-in-Furness. GLASS LADY, having just returned from 5 weeks cruising in South Brittany immediately departed for the Northwest via Rosslare, Dublin and the Isle of Man. She has covered a lot of miles this year.

Having looked at Vancouver 32s (too expensive) - Rival 32 & 34s (too small) and Tradewind 33s (too slow and rather expensive), we have decided on a compromise in the shape of DAMARA - she is a Westerly 33 ketch - an adequate floating home with a good turn of speed. We must now give the boat some character ..... and get used to the 5' 6" draught! We shall have her out of the water for the whole of the winter to let her dry out properly and do the many jobs required before next season. In the long term, we are aiming at Spring 1994 for our departure South!

I have for sale a good Furling Genoa made by TAB of Poole. This sail is suitable for a Seadog without a bowsprit. We bought it just before we had the bowsprit fitted to GLASS LADY and therefore it is in good order. Price £200 or near offer. (Phone:- 0590-642991)".

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GLORY - from North Carolina, USA, comes news from Susanne Huber:-

"A few days ago I had great pleasure to get my mail in the United States - first time since half a year!

It was wonderful to receive all these envelopes, including 3 letters from my father asking about which foreign bottoms my anchor is hooked in - and last not least he sent me the "SEADOG '91" plus new Owners List.

I'm gladly surprised how interested you are in my cruises in GLORY - so many pages filled with her Caribbean ways!

It will take me some time to read all that interesting news of my unknown new Seadogger friends. For the first time I got an Owners List and with big surprise I saw that only one of all built boats is lost, and that only 6 are still unknown. I found Seadog GRACE O'MALLY III in the American Virgin Islands and talked to her owner John Naude. He had great adventure rebuilding his boat (lost bilge keel, survived Hurricane HUGO in 1989) so he told me very colourful in St. Thomas in May '91.

In the Dominican Republic I celebrated the 10,000th sea mile since starting in Turkey 2 years ago and followed on Columbus' tracks to the Bahamas. What a dreamy cruising area with clear, lukewarm sea, full of tropical fish and virgin beaches. The little Seadogs' shallow draft is a great advantage at so many anchorages, especially on the banks of the Exuma Cays!

I have so many new impressions of the United States with lots of historical places and nice villages in the south, interesting landscape and nature along the Intra-coastal Waterway. I'm planning to cruise Chesapeake Bay up to Annapolis and Washington. But if I get homesick for the tropical waters again I shall blow my conch-shell horn towards the south .... I'm afraid the tropics have spoiled me for Northern waters!

In the long term I'm looking forward to the very far away future when I can join you all at a Seadog Rally on the British south coast - so I do hope you will continue holding them! Best wishes and fair winds from (Seadog) "Lucky" and Susanne".

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HIBOUX - Joe Lyons writes from sunny Spain -

"We had our usual cruise in the Balearic Islands last year as well as odd weekends away and day sails. HIBOUX remains in good condition - showing signs of age in places but nothing serious. We managed to haul out last winter for 3 months and will do so again this winter. The Marina in Denia has been virtually rebuilt with much improved facilities and we now have a large area ashore available. This, together with much better management has been most welcome.

Our cruise last year started off rather poorly. We were weather-bound in Denia for 3 days with rough seas and adverse winds. We finally started but the boat decided it was time to play up a bit. Engine starting being the problem and in spite of one new battery (Deep cycle variety as opposed to lorry battery) there was not a lot of improvement. For the first week we struggled on. During the crossing from Ibiza to Majorca - a nice passage - we were motorsailing the last few miles when the engine stopped and refused to restart. Air in the fuel system. No wind, only a bumpy sea. After four hours spent upside down in the cockpit we managed to solve the problem. However, turning the engine over on the starter to complete the bleeding process proved to be the death knell for the starter motor. This was the root of our previous problem - not batteries. Luckily the facilities in the Port of Andraitz were good. Starter motor was removed by me and a new armature put in by an extremely good Electrician in the Marina - he having got the part from Palma. It only took 24 hours - not bad. But cost £150 plus £50 labour.

Expensive - but after that no more trouble, apart from being broken into while at anchor at Puerto Cristo while we were ashore with the dog. Luckily we didn't lose anything much, only my torch. While we were in Andraitz we met TRIASID with Ludwig and Jelke Brandt on board. They were very tired having just arrived from Barcelona. We let them rest and read about them in the Newsletters. Next day we asked about his offer of his old sails - he having converted to a fully battened system. They were still available so we made arrangements to collect them. A very good suit of sails and another friendship. All by courtesy of the Seadog Owners Association". (In consequence of this Joe very kindly contributed £30 towards our Funds!)

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LOON - Pat Lawless writes from Limerick to let us know that LOON has now been sailed back from Brazil to Ireland where it is intended she will be used to give sailing experience to youngsters - with Pat as Skipper in charge.

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MELISSE - Jon Smurthwaite - "We had some good west-country sailing last summer after a winter 'emptying' the engine compartment - new stainless steel fuel tanks, engine/gearbox preventative part replacement work and fitting a Jabsco engine driven bilge pump which also reverses to wash down decks. And replacing all the rear keel bolts whilst I could still get at them.

At the moment I am fitting a Shaft Lok and dismantling the cabin fittings and headlining to replace navigation light leads.

Next step - a feathering propeller. Some people never stop, do they?".

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MISSI - Heinz Willmann writes from Rostock in Germany:- "though I have some difficulties with my joints I am still sailing; this summer I was in the Netherlands but finished already in August because I was booked to go on a wonderful trip on the Tall Ship the "MAXIM GORKI" (2,500 tons, Russian Ensign, but built in Germany). We went through the Baltic Sea to Leningrad and other towns there".

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NAUSIKAA - from Holland newish Seadog owner Wessel Liezenga informs us that he has had trouble getting a part for his Electralog, but otherwise the boat is doing very well and they are all happy with it. He writes "We enjoyed our sailing holiday in the Delta area, on the Oosterschelde, the Haringvliet, up to Amsterdam and the Ysselmeer - then we returned to Middleburg by the offshore route".

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PEA GREEN - Live-aboard Brian King comments:- "Several Seadogs have been into Brixham this year - SEAFLEUR, SCOTTISH LASS, MOHICAN & MELISSE. I am greatly indebted to Jon & Gill of MELISSE for showing me parts of PEA GREEN I never knew existed and for being a mine of information on the Seadog Class generally.



I don't know whether I shall still be at Brixham next year as I'm looking into the possibilities of perhaps moving to Northern France. There are a few places which advertise annual fees as low as £800 including craning out for winter storage. As yet I do not yet know how this would affect 'live-aboards' like myself but am hoping to find out.

However, back to this year. After last April's mishap with the engine I can now report all is well in the Black Hole Department. The 4.108 engine is now sounding first rate and is a first time starter. Not using the 'Easy Start' means the knocking noises have faded away, thank heavens. Sailing has been confined to the Torbay area, but full of fun and very enjoyable, either by myself or with sailing friends. Our local windy nook has taken a bit of a hammering this summer. Friends have been quite shaken when PEA GREEN, sailing with just the mizzen and threequarter jib has cracked on at five and a half knots with barely ten degrees of heel - when in similar conditions their own boats would have had decks awash. What surprised me was just how close to the wind one could get with this combination, but with much reduced speed of course.

I agree with the comments in the Year Book about freeing the mizzen just before tacking; I also find it a benefit to sheet in the mizzen sail before adjusting the mainsail to any new course. It seems greatly to assist the helm.

The Mizzen Staysail has been out of its bag twice this year in winds of F3 or less. The first time I set it too low and couldn't get the Mainsheet past it so gave things full Jib and went like a rocket. I have had the finest time of my life finding out how to sail a ketch, with one of the finest ketches ever built - a Seadog. What I still do find amusing is when talking to other boatowners and they ask what sort of boat you have. On being told "a Seadog ketch", the look of awe that comes onto their faces does wonders for your self esteem.

Earlier in the year Brixham hosted a Yachting Monthly Classic Boats Rally and although PEA GREEN was not associated with the rally, she did draw some enquiries. One retired couple from Poole were most interested and asked if they could buy her. At the other extreme, another person stood near the bows, scratching first one ear, then the other, muttering between whiles to his wife. After some minutes of this he came and enquired of me what was the 'Letter Box' for in front of the windscreen. I was glad I was sitting in the cockpit at the time. Anywhere else and I would have fallen over the side laughing.

I have fitted a winch on the side of the starboard cockpit locker which has been suitably beefed up to take it. As yet no shins have been cracked on it; the winch is for hauling the dinghy over the side. I intend to fit another winch on the top of the after cabin on the port side for winching in the roller reefing jib. I shall have to modify this winch to enable me to disengage the pawls to allow it to run out. Lastly, if you have to work on the Perkins Engine I can thoroughly recommend a book - the "HAYNES FORD TRANSIT OWNERS WORKSHOP MANUAL (DIESEL ENGINES) NO 418. These books are obtainable from Halfords".

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ROUSELLE - Brian Jones from Ilfracombe in Devon - "During the winter of 1989 I tackled the forecabin. I could never understand why it wasn't lined as is the remainder of the boat, so I set about lining it. I stuck sealed cork tiles along the sides of the hull, carefully cutting around the nuts that secure the rubbing strake. Beneath the deck-head I glassed on various blocks of wood and screwed on to them sheets of marine plywood which had been covered with white foam-backed vinyl. The joints were covered with strips of Mahogany as done in the rest of the boat. I also fitted a new s/s fixed porthole in place of the opening one.

The hatchway was finished by making a mahogany surround which covers the surrounding vinyl and fibreglass finish to the hatch sides. Having completed the lining we noticed during the summer of 1990 the cabin to be much drier with no sign of mildew forming anywhere.

During the winter of '90/'91 I had the bottom of the hull scraped back to the gel coat and the whole area sanded down. There was no sign of any wicking or osmosis - probably due to the fact that ROUSELLE was built in the summer of 1971 and has been wintered ashore for 6 months each year since - and for the last 9 years has been on a drying mooring.

The hull was then coated with 3 coats of VC Epoxy Tar and 2 coats of scarlet VC Teflon manufactured by EXTENSOR X and distributed by International Paints. The actual job was done by Ilfracombe Marine Services at a cost of around £800. With the help of Jimmy Green Marine I then renewed all the standing stainless steel rigging on the mainmast.

As regards the engine - a Perkins 4.107 - I was going to renew the oil cooler pipes as they were 10 years old and liable to give trouble. Perkins were contacted and they recommended that the pipes be replaced by their cannister type oil filter unit which cost £47 complete. This was done as the cost of new pipes and fittings was about the same. The new cannister is much more accessible than the old paper filter element. I shall just have to remember to spike the top 2 hours before pumping out the oil to ensure that the filter is empty. Perkins now state that the use of an oil cooler is no longer necessary except on very high revving engines. Also as the oil will now run slightly warmer on the Seadog this would improve both lubrication and fuel efficiency.

All that now remains to be done is a thorough waxing of the hull topsides (still unpainted) and another coat of Sikksens applied to the woodwork.

As regards the price of a Seadog, I received a cash offer for mine during the summer of 1989 for £22,500. I have just had it surveyed and the Surveyor agrees with the price of £22,500, or perhaps a little more".

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SALIA - Peter Bruguier, who emigrated to the Isle of Wight, writes:-

"We moved to the Isle of Wight in July 1987, and brought our Westerly Centaur DUE1 with us. The Harbour Master at Newport offered us a pile berth at Folly Reach which, he told us, we should have to share with a "Seadog". A Seadog? What's a Seadog? Never heard of that class!

We motored downriver the one and a half miles from Newport Town Quay to the Folly Inn and found MER CALEB on the west side of the piles. We later met Barry and Anne Matthey who gave us a guided tour of her. She looked solid and seaworthy with her cosy centre cockpit. The lined and well timbered saloon felt warm and friendly.

Frequent trips to Newport Harbour as part of my job revealed two more Seadogs, SEA CANIS and BORN FREE II. I was beginning to like them, especially that centre cockpit after the cold and exposed aft cockpit of the Centaur. I was advised to contact Peter and Olive French of the Seadog Owners Association for advice. After a long telephone discussion with Peter, I exhorted the qualities of the Seadog to my crew - Val (my wife) and Harvey (younger son). The decision was made - our next boat had to be a Seadog.

The Centaur sold easily and quickly. I contacted Fred Ellingham who had earlier mentioned selling SEACANIS but she was already in new ownership. Two others were for sale in the south of England. They were BORN FREE which I had already seen, and SALIA near Plymouth. We saw them both on the same weekend.

BORN FREE was in far better condition than SALIA but considerably more expensive. But we considered SALIA could be brought up to scratch for less than the difference in price - so we took the advice of Peter French and bought the cheaper SALIA, subject to a reasonable survey.

She was ashore at St. Germans. Inevitably launching and stepping the masts took longer than anticipated and the owner was getting twitchy about the tide, but happily the Perkins started first time and we made a hasty departure with the owner successfully navigating the tortuous shallow channels all the way to the deep water. Then for the first time in my life I took the wheel of a Seadog. We went to Queen Annes' Battery Marina where we finalised our purchase. That done, I and my passage crew were treated to a fine meal in the Royal Western Yacht Club. Then the previous owner departed and I was left in charge of a boat neither I nor my crew had previously sailed.

The crew, consisting of two friends plus my younger son rose at the crack of dawn - the Perkins once again started first go and soon we were out into Plymouth Sound heading into a freshening S/SE wind already up to Force 4. Then the doubts crept in. Was the engine reliable? Would the radio work? Were the sails in good condition as we hadn't yet raised them? "Come on Peter" - I thought - "what are you - man or mouse"? Right, wind almost on the nose - let's get the sails hoisted before we turn up-Channel. Up with the main - it's a bit old but in sound condition. Next the mizzen - same condition as the main. Unfurl the Seareef genoa - obviously fairly new but rather small. Bear away, set course up Channel, broad reach, heeling well, engine off, five knots on the log - should make the Folly Inn in 24 hours.

Just before Start Point the wind went fluky and disappeared. Engine on again - time to play with gadgets like the autopilot, an Autohelm 3000. Its inbuilt compass didn't agree with the main steering compass - never mind - just adjust the control knob until it holds on to the required course. Now on to the one piece of equipment I'd long wanted - a Decca Navigator. In this case an AP mark III. I am not computer literate and neither were my crew but after much poring over the manual and pushing of keys I managed to enter a good Dead Reckoning position. Hey Presto - it stopped bleeping and the traffic lights went to green. Magic! Lets check. Course O.K. Speed - 8 knots? - never! The Log shows 4 and a half to 5 and a half knots. Hang on - that 8 knots is speed over the ground and not through the water. Once I'd got the hang of the thing I entered several more waypoints and worked out our estimated time of arrival.

Night fell and it became very cold as one might expect in early April - as we approached Portland Bill speed fell to 3 knots over the ground. Sudden frantic bleeping from the Decca caused consternation till we realised it was telling us we had arrived at our first Waypoint. The engine, Autohelm and Decca continued to work faultlessly as the crew took it in turns to doze. The Decca announced our arrival at the Needles just as dawn was breaking. We motored up a totally calm Solent and tied up at our Folly mooring at 0800 - exactly 24 hours after leaving Plymouth.

We have now had SALIA for three seasons, sailing between Poole and Chichester only, except for one trip to Cherbourg. SALIA was in poor condition when we bought her. She is slowly responding to love and care, but it's a long-term project. When we purchased SALIA the surveyor had condemned the fuel tanks so this was to be our first major job. Imagine our surprise when we later discovered the previous owner had had the engine out for a major overhaul just two seasons earlier - and had not there and then replaced the tanks. We engaged a local yard to carry out the work and decided on stainless steel tanks. Next we found that the sacrificial anode had not been connected. This unforgiveable omission had, in time, caused serious crevice-corrosion of the stainless steel propeller shaft which now had to be replaced.

At the same time the two flexible drive-shaft couplings were replaced, as was the Cutless bearing. An estimated bill of £800 for replacing the fuel tanks escalated rapidly to more than £1,400.

I have not been impressed by work done by the previous owner, but will limit my comments to those aspects which might have affected the safety of the boat:-

(A) At the end of the first season I found there was no filter cartridge in the diesel fuel filter.

(B) Seawater in increasing amounts was getting into the bilges. The usual checks failed to find the source. But when I shut off the port cockpit drain I found the pipe had suffered 3 drill holes through it where someone had made a hole in the galley bulkhead for access to the seawater impeller. Layers of sticky tape had been wound round the damaged pipe but its adhesive qualities had worn off.

(C) The halyard from the head of the furling genoa is led through an eye located near to the top of the mast. Its purpose is to prevent the halyard from being wound round the forestay while furling or unfurling the sail. We had just left Cherbourg for the U.K when I attempted to unroll the genoa. The eye at the top of the mast pinged off into the distance, leaving the genoa partly unrolled and I was unable to roll it up by means of the reefing line. Back home a trip up the mast revealed that only one hole had been drilled in the mast and thus the eye had been secured by only one screw instead of the two screws with which it was designed and intended to be fixed.

(D) A replacement toilet - far too large for the plinth - was flexi-mounted on an oversized piece of ordinary plywood.

(E) The stern gland greaser which popped out every time it was used. Investigation revealed that the delivery pipe was just a push-fit into the housing.

So it goes on - but, I hope, not forever!"

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SOLWAY DOG - her new owner Harold Broadbent writes from Barrow-in-Furness:

"At present I have the engine out for an overhaul and general clean up - I intend to renew the engine mounts before I put it back into position".

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JALIESIN - News about seacock renewal from Eric Richardson - Sheffield:-

#### "Saga of the Seacocks".

"As you know I had to remove the starboard cockpit drain valve some two years ago to fit the Calorifier. When this was removed I dismantled it to ascertain its condition and found it completely shot. I removed and renewed it, deciding to check the rest next season (1991) it being too late in the year to do them at that time.

When, 12 months ago, I started on the work I decided first of all to check to see which valves were watertight. This I did by closing them tightly and filling a hose from the inside with a kettle to give about a 3 foot head of water.

The first seacock tested was the engine water inlet which I had been told by the previous owner had been recently changed by the yard. This was O.K., so on to the next. The next being the portside cockpit drain, and it leaked like one. As you know it is a sod to get at and I could not move it, so decided to get rough with it. At this stage I should mention that the boat was on a trailer in my backyard, so access to the underside was good. I decided to renew the valve and the skin fitting also.

To do this I used my 4.5" Bosch angle grinder with great care to grind away all the material that was external to the hull. When the flange was finally removed I found that the tube had a small key cast on to prevent it turning. I chipped this away with a round-nosed chisel. The tube then punched up easily with no damage to the hull. The new skin-fitting did not have a key, but was designed to be locked with a piece of flat bar to prevent it turning whilst being tightened.

The Galley seacock was also found to leak - the same with the sink in the heads. These were removed in the same manner. When stripped, the gates in both valves were nothing more than bits of green scrap, almost beyond recognition as gates.

Both seacocks for the heads leaked, one so badly that I could not pour fast enough with the kettle to fill the tube. When I stripped them they were solid and in reasonable shape, but badly eroded. After a thorough clean-up I decided they would reground. It took about an hour each, using coarse grinding paste to establish the first contact. A further hour or so finishing off with fine paste produced a good clean finish. These two seacocks are the only proper taper-plug seacocks on the whole boat, and it shows the superiority of this old fashioned animal over the gate-valves. Before assembly they were liberally coated with vaseline and now seem to be as good as new".

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TARRY - Fred Hindley from Fowey - "The self-stowing anchor bow-fitting has now been fitted and is proving to be highly successful. With the Lofrans electric anchor winch to help, my son is now our anchor man (he is 9 years old). Very useful if you have 30 fathoms of chain out then find you've got it wrong and have to do it all over again!"

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TIWANA - John Poxon writes of the puzzle of water getting into the engine:

"When buying TIWANA last year, one of the plus points seemed to be that the engine had been rebuilt just the previous year - by a company named Westcountry Boat Sales at Dartmouth and owned/managed by Keith Baigrie. So we looked forward to many trouble-free miles with the 4.108 engine in the years ahead.

The first blow was finding water in the sump after some weeks of being on a mooring in Poole Harbour which is in an area that can be very choppy as the ferries go by. The source of the water was traced to the exhaust system. The Surveyor who had reported on TIWANA for us - James Belton of Teignmouth, Member of the YBDSA - had reported on the engine :- "Installation satisfactory." I learnt the hard way that a wet exhaust with neither a gooseneck/U-bend nor a water-box is not in any way an adequate installation!

To sort it all out I turned to IAN DUTFIELD of DUTFIELD MARINE, based at Parkstone Yacht Club - (0202-715220). To cut a long story short, Ian fitted a Parsons "U" Bend in the port cockpit locker and also a water-box on the floor of the engine compartment. This cured, once and for all, the problem of water getting into the engine while TIWANA was on her mooring.

When it fell, the second blow was unexpected and equally traumatic. This time, only a few days into our summer cruise in the West country, we again found water in the sump. As we were in the River Dart at the time the obvious thing to do appeared to seek guidance/help from Mr Baigrie who had done the work the year before. This proved fruitless, and, to cut a long story short, my advice would be to keep well clear of that firm for work of any nature.

Philips Boatyard was equally unhelpful, as they could only advise either on buying a new engine (which they could supply at an attractive price), or on having the Perkins taken out of the boat and writing a blank cheque for whatever work could be found to be done on it.

Other advice was to potter on gently, but to pump out the sump frequently. We were assured that a 4.108 engine would cope with an oil/water emulsion for some time without real harm.

Once more I turned to Ian Dutfield at Parkstone Yacht Club and at the same time I sent a letter describing the symptoms to Perkins at Peterborough.

Quite independently, and before I received the reply from Perkins, Ian sorted out this latest water ingress problem and tracked the source to the seawater-pump drive. When he stripped it down (with the engine in situ) he found an incorrect seal had been fitted (back to front) for the drive out from the timing case. This seal had distorted and so let water into the engine. (I received a very helpful reply to my letter to Perkins from their Senior Service Executive - C.P.Lucas - who suggested that if it was seawater, then it must be either a problem with the exhaust or at the point on the front on the engine block where the drive for the Jabsco seawater pump comes through from the timing case).

Ian Dutfield has worked on a number of Seadogs and I think he has done an excellent job for me. We could only try the repaired engine briefly at the end of last season, but we desperately hope that all is now well for us to enjoy the Summer ahead!"

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TRIASID - Another interesting annual update from Ludwig and Jelke Brandt who live in Germany and keep their Seadog in the Mediterranean:-

"Fully battened sails, Zippacks and Lazy Jacks

I can only say that its handling is very easy and works good. Last summer the few days in which we really could sail had mostly to be running in light conditions. The full batten sail is more calm even though not built for those conditions (heavy material). Good profile in light winds because the battens allow a perfect trim, not being disturbed by waves or bumpy sea (or much less than normal sails). Zippack without problem to stow, but I can't recommend Elvestroms Zippack made in Denmark. The gear is unusable as a good sail cover. Rain and dirt can come in - the material gets soon dirty and is difficult to clean. The Zipp is wrongly stitched, in that it partly goes as hard a zip in just dry-cleaned pants. (Sorry for the comparison .....).

After sending them three times back to Denmark for improvements without any good result, I announced to publish my experiences with their company in the German "Yacht" magazine. They immediately called me. They promised to give the money for the Zippacks back (which they really did). We now have on top of them good old-fashioned sailcovers for harbour use and wintertime.

Zippaks with good shape and good material I saw last summer from Elvestrom/France which they produce in the south of France.

Lazy Jacks: - Once you've got used to this (in principle a very old system) you will wonder how you managed without them. Two words of advice:-

1. Don't use normal clamps for tensioning (which I did). Clamcleats with a leading eye are much better, faster to trim (necessary because of 'Chafe'. When once the sail is set they need some looseness in the lee - but the opposite before dropping the sail!)

2. Don't try to set the sails without being head into wind.

Windpilot; - We decided, as long as we sail in the Mediterranean not to install wind vane steering. People have told us that for this area it's a waste of money so seldom can you use it. The autopilot is the best gear there.

Heat Exchanger: - This summer, just before our holiday cruise, we found (like many other boats before) our heat exchanger leaking. After demounting the unit we could see it was beyond repair. In Spain we would have needed more than 6 weeks to order the part (and for an unbelievable price). In my panic that these holidays will again be "harbour holidays" I asked all the Yacht Services in the region for help.

One of them - (English people in) - could help us. John Burrell, a retired Royal Navy Engineer immediately said: "You will find this part at Golden Arrow Marine, Newhaven". We phoned them, they had the Heat Exchanger in stock, posted it to Perpignan, South France and 4 days after our phone call we were ready to sail on our holidays. Costs, including delivery, were £204 plus 378 Francs French Customs. (That's the Common Market for you!).

In the Autumn John Burrell overhauled and cleaned the engine; then painted it and also the engine compartment as far as could be done without taking out the engine.

Calorifier - John also helped us install a calorifier and found the best solution to connect it to the engine and where to fit this relatively space demanding gear.

In general the engine has got new injectors - the old ones had been leaking back and got so rusty it was nearly impossible to install them without several leaks. TRIASIDS' deck is painted where originally the anti-slip finish is. Very effective and good looking. But several coats painted too thick made the paint break away at some points. I sanded all away (more than 45 hours with a sander - horrible!). One whole day with filler repairing cracks on top, then 2 thin coats of Blakes Deck Paint rolled on. This will be good for several years.

Battery Charger - Finally, TRIASIDS' big batteries 3 x 108 amp hour (Vetus sealed batteries) had always been charged when in harbour with a small automatic charger which the owner before me had installed. This charger could only give max 6 Amps and never worked automatically.

So now we have bought a new one:- PHILLIPPI TYPE ALG 12/20 IUOU - (so it's called in Germany). It charges for 1 hour at 20 Amps on a controlled voltage of 14.3 volts. It then goes back to 13.7 volts with a falling current. Additionally it has a temperature-meter installed close to the batteries to measure and compensate for the different temperatures in the engine compartment which can affect the charge rate by as much as 1 volt. In harbour this charger can be left permanently plugged in to charge the batteries and give power for all uses. It's the fastest and safest way to charge.

Our summer sail was nice without dramatic situations. We sailed as usual the Balearics. Arriving at Majorca, Puerto Andraitx we met HIBOUX. Joe had just a problem with his starter motor. We anchored together in the inner bay. And then the normal "sailors situation" developed. In a little blow he dragged his anchor without being able to start the engine. Luckily for HIBOUX it was a nice day and the dragging soon stopped so that it was not dangerous.

We spent weeks at our favourite anchorage - Espalmador, near Ibiza, then sailed back to Majorca. Here we took the boat out of the water at the Yard where TRIASIDS' osmosis treatment had been made. Hull is OK, but from the rudder came a few drops of water, down close to the lower bearing. There is still water in. But it is not much. We will see how this develops in the future. We gave her 2 coats of Antifouling then back in the water.

Electrolysis: - TRIASID has 6 Seacocks which we have had to change in the past 5 years. Three because they had corroded too much.

I measured between the Seacocks and the Anode with a sensitive meter and found a flowing current. That decided me to connect all of them to the Anode. At the time of writing, because of the difficulty of getting all the wires through from the various seacocks to the Anode the job is still not yet completed.

Does anyone else have experience of this problem? If so, do please get in touch with me or with Peter French - be it just a phone call.

Maybe it's also a harbour-specific problem. The shore-power installations in Spain, and specially in our home port are nearly criminal. Maybe this will change now because our new Charger has what is known as "Galvanic Separation" in its transformer. This is one of the reasons why this gear is so horribly expensive.

#### Space for the Calorifier

As close as possible to the engine was the condition. As we had changed the original exhaust system (Newsletter No. 23/Spring 1989) we had space on the port side of the engine compartment to be able to fit the Calorifier to the transverse bulkhead just a little bit (in the original version of the Seadogs) under the small foot-end locker. But what a fitting! Without the help of John Burrell I never would have been able to do this job!

#### WATER METER -

Not one of us Seadog owners knows how much fresh water has been used. To fit a normal 'Boat Gear' type meter which shows full/half-full/empty seemed to me nearly impossible for our bilge keel tanks. Then I got the idea - why not measure the consumption after filling up the tanks?

Best of all would have been to have found a meter which one could set back to zero after each filling up of the tanks. But I never found one.

Now we write down the amount of freshwater already consumed as we fill up, and know that after 220 Litres it will be finished. It is a simple and cheap system and works very well. By the way, pressure water systems are only for very disciplined boat people! If you use it like at home the tanks are astonishing quick empty!. My advice if you have a guest aboard - switch off the pressure system - and don't show them which switch it is!



For the function of the water-meter it was necessary to lead all fresh water pipes from both tanks together, via a 2 way valve. (We don't any more use the separate outlet of the port tank to the loo washbasin and have sealed it up).

From the 2 x way valve the water goes through a Jabsco Freshness Filter and then through the Water measuring instrument. This is just an ordinary and simple Household Water Meter which counts the flow of water in Litres. These meters are very common in Germany and cost about 80 DM. each".

NOTE Ludwig has supplied a detail diagram shewing how to connect all this up. If you are interested please send £1 for a copy of the diagram and the notes. P.F.

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WAGTAIL - Nigel Packman - "As I understand it, the engines in Seadogs are mounted on flexible engine mounts with little provision being made for adjustments or alignment. Any misalignment being taken up by the two flexible couplings at either end of the short shaft.

When I get around to sorting out my engine I will be looking at the Aquadrive System, and would recommend the fitting of a thrust bearing attached to the rear cabin bulkhead (after suitable strengthening), with the Aquadrive Constant Velocity joints between this and the gearbox.

This system will put all the propeller thrust onto the hull, and not onto the gearbox bearing and engine mounts.

Any engine misalignment will be lost in the constant velocity joints. This modification should make for a much smoother running engine, with less vibration and noise being transmitted to the hull".

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WEATHERDOG - Vic Holloway from Totnes in Devon:-

"Like many members I suppose, WEATHERDOG and Esme and I are growing old together with inevitable effects on us all.

Cruising is more restricted and some crews no longer available.

One annual cruise with three particular friends has remained a tradition over the years. We always used to start at the beginning of September with its variable weather, so in 1989 I suggested we changed to July "when the weather is so much better". In the event we were weatherbound in Dartmouth for a week where the floating traffic warden added insult to injury by charging us £65 for the privilege.

1990 was better, but still included two days cowering behind the closed storm gate in Polperro. Being a great admirer of Brunel, I followed his motto of meeting setbacks with more of the same prescription and induced the others to allow the whole month of July in 1991 for a trip to the Scillies - thus giving ample time to dodge any bad weather and still have at least a week pottering about the islands and trying out my new sailing Tinker.

We made St Marys in three reasonably comfortable but extremely murky hops but were stuck there for four days of unremitting strong wind. A catamaran dragged and was smashed ashore and others were in trouble. With no real improvement forecast we deemed it prudent to take the first opportunity of a passage to St Michaels Mount where we were again delayed before snatching at a brief respite in the bad weather to make a lively rounding of the Lizard. Two very wet days were spent in the Helford River passing the time by scraping up to gloomy Gweek in pouring rain.

After one more night in Restranguet Creek we abandoned and ran back to the Yealm. We tied up at the Swan for dinner leaving only a few hundred yards to go on the flood to our mooring off Bridgend Quay. As a fitting end to the trip we got soaked while tying up in a sudden downpour in the dark - perhaps there's something to be said for September after all!

Other sailing has been fairly limited but over the last 3 years I have satisfied a long held ambition to catch lobsters and crabs. I don't intend to extend this though, because expensive pots 'disappear' so frequently.

Maintenance on me personally has not exceeded a couple of reasonably satisfactory surveys, but Esme has needed a couple of stainless steel screws to secure her port femur.

WEATHERDOG required more attention including, this year, replacement of the after cabin bulkhead (the Mizzen tabernacle bolts were almost gone), new flexible coupling, new windscreen and new flexible exhaust pipe. The steering wheel and console fitting have been replated. The canopy & back extension are being repaired, the latter, having been stowed unused for years, became everybodys favourite on the Scillies trip. I still have to go up to the crosstrees with a replacement spreader lamp - a fairly regular nuisance job and am wondering about the canopy hoops. The aluminium is sound but the chafed coating looks unsightly. I might use stainless tube. Ordinary domestic plastic water pipe would an excellent cover for the aluminium but metrication has made life that bit more difficult as 19mm is fractionally smaller than 3/4".

A job which has been on my list for years is dealing with the small areas of crazing around stanchion bases. Long ago I made up stainless steel plates and plywood packings to reinforce the underside of the deck, but only ever did two as stripping out the lining to the cabin is tedious and anyway I never wholly made up my mind about how to treat the crazed areas. The stock answer might be to dig them all out and refill. But doing them all at one go with all the interior stripping involved sounds like a large professional job. And there would still be a colour match problem. A bit off-putting! Perhaps cover-pads would be better - steel? - hardwood? - GRP? - has anyone made a mould?

This leads me on to another query which surfaces from time to time. Should one really renew standing rigging after 10 years? Mine's done 20 years plus. Am I alone? And what about the spars? Would there be a case for commissioning a yard to draw up a package-deal for rejuvenating old Seadogs - re-rigging and incorporating the modifications and improvements for which there seems wide agreement.

For some years now my own decisions have been affected by thoughts on:

- (a) - Buying a new boat if only I could find most of the Seadog characteristics.
- (b) - Resigning myself to a small motor cruiser, but I'm reluctant to give up sailing and want the best of both worlds.

So I go on thinking in this circular way and postponing major renewals. I still use original Ratsey sails and a 20 year old Seascan Radar. I also must be about the only sailor without an electronic navigator but then, basic navigation has always been part of my interest.

There seems to be increasing insistence by Insurers on frequent surveys - 5 years in most cases - 3 years in some. I wonder if they will start dictating about major repairs and replacements?

Looking back over my sailing years I am so conscious of how much more regulated, bureaucratic and expensive it has all become. Hard to realise that we had no synthetic sails and cordage, no stainless steel or nylon fittings, no electronics except basic radio, no RYA certificates - (did anyone else do a Board of Trade Yachtsmans?) - no pontoon moorings, let alone marinas, no mercenary and partisan harbour authorities favouring selected residents, and paying Harbourmasters to collect dues to pay harbourmasters to collect dues. Ah! we've seen the best of it!"

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WHIMSY OF WESTON - Now at Cape Cod - Massachusetts - A few lines from new owner Humbert Astredo:-

"What a delight to hear from you. Took me by surprise as Bob Francis (previous owner) had mentioned the Seadog Association in passing, but what with the excitement of a new boat it didn't register. I look forward to receiving the Newsletter and I shall be more than happy to attempt contact with any other US Seadog Owners. The only one I know of at present is located in the Annapolis, Maryland area. I happened across her hauled out this past winter during my search, and found her impressive to the point where, well, I just went out and bought her sister.

I am at present living aboard her in the Cape Cod area, but soon to be heading south to the Chesapeake and by the end of the year expect to be down Florida some place. My plans, in keeping with the boats' name, are simply to go wherever the 'whim' takes me. Time will tell".

And Bob Francis, previous owner of WHIMSY OF WESTON writes - "I had fifteen years of complete enjoyment with my Seadog before I put her up for sale for health reasons just two years ago. But while I cannot sail a full size boat anymore I do race Radio Controlled Model Yachts and have become active in helping Handicapped children with model yachting. I would love to have a model Seadog and if I do get a mould, I'll be in touch again".

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#### "SEADOG T SHIRT"

Members have asked if it would be possible to have a Seadog T Shirt. Ken Dewar (NSD) member has designed a Logo (as illustrated on the front cover of this issue) and is happy to produce and sell the personalised Seadog T Shirts (with the name of your boat) direct to members. Ken has recently moved to the south of France so please write to:-

KEN DEWAR, QUARTIER MOULLAUD,  
LES ADRETS DE L'ESTEREL, FRANCE 83600.  
Tel: (from U.K.) - 010-33-944-09771.

Ken will also be happy to paint a personalised water-colour "Commissioning Board" of your Seadog. Please get in touch with him for details of price and delivery.

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SEADOGS ATTENDING:

BONA	Willy & Marie-Louise de Crom
BRANDANE	Olaf Mulder and crew
DOGBOAT	Cy & Louise Blackwell
DOGMATIC	Peter & Olive French
EARL OF ESSEX	David & Anne Newman
JACARAH	Ken Hervé & crew
KYSON KOBA	Peter McDonald & crew
NEWANDERER	Bill Richards & Crew
SARAH OF WYRE	Ad & Annie Beaufort & family
SEASCAPE	Harry Manners & crew
SEEHOND	Ken & Jess Willey
SORAYA	Jaap & Wil Mientjes
STARDOG	Bill & Dee Chamberlain
SULISKER	Peter & Sonja Binkhorst and family
TALIESIN	Bill & Avril Richardson
TRESCO MAID	Colin & Enid Craik
WAGTAIL	Nigel & Gill Packman & the little Wagtails.

NON-SEADOG BOATS ATTENDING:

ALLYSON MARY OF WELLS	Tony & Janet Webster
BRASYLL	Kees & Lea Brant
ETOILE de L'ESCAUT	Piet Castenmiller and family
WESTAWAY	Hal Ironside & crew

SEADOGS REPRESENTED BY THEIR OWNERS:

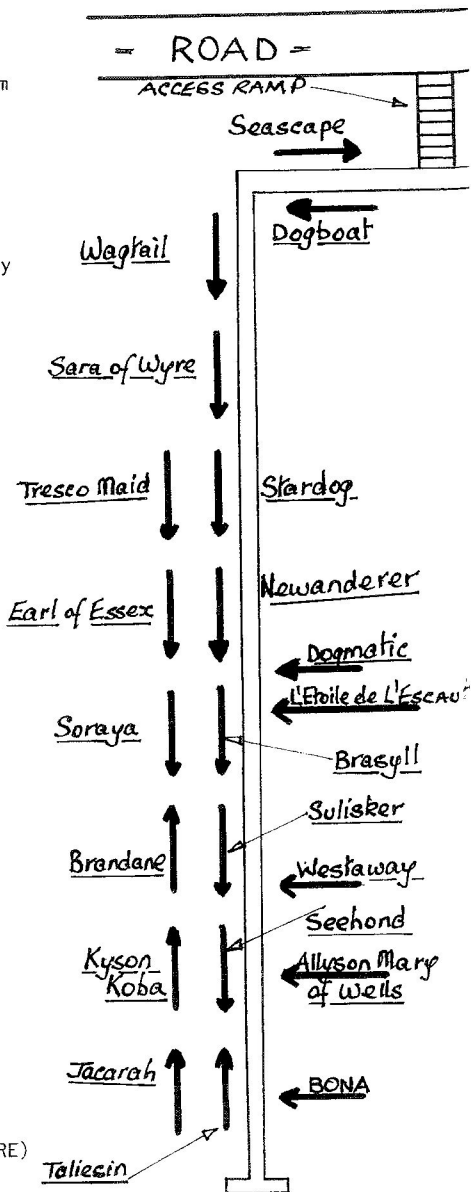
ANAHITA II	Gordon & Anne Pinkard
CANUTE	John & Hilary Watson and family
DOG ROSE	Philip & Ann Webster
GLORY	Franz Huber & Bridgette
GLYFADA	Dick & Mignon Cathcart
KURI MOANA	John & Beryl Saville
LILLIBET II	Don & Audrey Tovey
NICHOLA JANE	David & Dilly Ridge
SEAFLEUR	Tim & June Bartlett
SUEBRE	Clive Stovell
TIMORLEY	Ann & Roy Croft

NON-SEADOG MEMBER:

Ian & Sue Jures - (Now new owners of SUEBRE)

VIDEO PRODUCER:

Bob & Audrey Wingfield: owner of PIRANA - a 29' SNAPDRAGON.



## SECOND INTERNATIONAL SEADOG RALLY

SHOTLEY POINT MARINA - 3/4TH AUGUST 1991

Early Sunday the 21st of July, Olive and I, plus Tim & June Bartlett (SEAFLEUR) sailed from the Hamble River aboard our Seadog DOGMATIC. Warm sunshine, a pleasant change from the wet and dreary weather we'd suffered for the past seven months, put us in a cheerfully optimistic mood as DOGMATIC ploughed her way east through the waters of the English Channel to Calais. On the evening of our arrival we spotted SEEHOND moored in the outer harbour and were able to make fleeting contact with Ken and his crew as they passed through the lock.

From Calais we sailed on to Ostende; while still in the entrance lock a voice from above made us look up and we saw with surprise and pleasure Joost, Piet Castenmillers' eldest son who bore an invitation from his father for us to visit them aboard their latest acquisition - L'ETOILE DE L'ESCAUT - a Standfast 40' - a fast yacht originally designed for Admirals Cup racing. How lovely when entering a foreign port to be greeted by friends!

And how the days pass when you are enjoying yourself; all too soon it was time to cross the North Sea to Harwich, and to Woolverstone; here, in our absence, Cy Blackwell (DOGBOAT) had overseen arrangements for the Rally. With great goodwill Cy did much to ensure the comfort of visiting members. Not only did he loan his Seadog DOGBOAT to the Watson family (CANUTE) but provided a flat for the use of our German friends Franz Huber and Brigitte (ex GLORY) and for Roy and Jane Croft (TIMORLEY) plus a large caravan for Bob and Audrey Wingfield, our friends from the Hamble River who came specially to record the Rally on video tape. A day or so later we sailed from Woolverstone to Shotley Point Marina in company with Cy & Louise in DOGBOAT. Soon after our arrival, from around a bend in the river appeared a succession of those unmistakeable Seadog masts. Presently our reserved pontoon hummed with activity as mooring lines were fixed, greetings exchanged and boats were dressed overall. Among the earliest of arrivals were our Continental friends, Willy & Marie Louise de Crom (BONA) and Piet Castenmiller and family; the arrival of Ocean Dog ALLYSON MARY OF WELLS - first of this class to attend our Rallies - created something of a sensation. She is a timber built boat, 33' long, and immaculate - a great credit to her owners Tony and Janet Webster.

While on her rounds of the boats to collect money for the dinner Olive was surprised to hear Jaap Mientjes (SORAYA), address her in good English. When we last met at Middelburg Jaap could manage to speak only a few basic words. Olive asked if he'd been taking lessons. "No" he said, "I've been watching television and listening to the English and not looking at the sub-titles" - it was hard to believe he had learned so much in so short a time.

Over the weekend we received brief visits from four welcome visitors. Franz Huber and Brigitte (ex GLORY) flew over from Germany but had to return on the Saturday evening so could not stay for the dinner - also, Richard and Mignon Cathcart, who, days earlier had bought GLYFADA, drove down from Humberside to spend a few hours at their first Seadog Rally.

With the arrival of more Dutch boats a continental atmosphere blossomed; by evening the pontoon was full of gaily dressed boats, flags fluttering in the gentle breeze and brightwork gleaming. That evening we went to the nearby Bristol Arms pub for dinner and on our way back to DOGMATIC we heard music and singing coming from a party of Seadoggers aboard BRASYLL, one of the Dutch boats - a Westerly Longbow.

The background to the music and mirth was that much earlier we had asked Jaap Mientjes to bring his accordion and trumpet to the Rally. He did better than that. He also brought friends Kees & Lea who sailed over in their Westerly BRASYLL and arrived complete with a fine portable electric piano which ran off the ships' batteries. Soon we joined the crowd in BRASYLLS' cockpit - Olive counted 12 people - and there was still room for more on board. Dutch beverages in generous quantities were passed round - songs were sung in Dutch and in English - and when Harry Manners (SEASCAPE) and his crew arrived we all squeezed up a bit. We could have carried on all night, but towards midnight felt we should let other berth holders get some sleep, so reluctantly, we made our way to bed. Saturday we planned a visit to the Butt & Oyster at Pin Mill. This famous pub stands in a picturesque location on the banks of the Orwell where a number of old Thames barges are moored close by. John Watson (CANUTE), David & Dilly Ridge (NICHOLA JANE) and Clive Stovell (SUEBRE) ferried most of our Continental visitors there by car. Jaap and his family got on their bikes and cycled. The crews of JACARAH & DOGMATIC caught the local bus! At Pin Mill - tucked high and dry round the corner near the Butt & Oyster - we found Seadog NICHOLA JANE. Her owner David Ridge, has stripped out everything - but everything. You've never seen anything like it. And he's had the boat rewired to a standard that would do credit to Concorde. Unbelieving Seadoggers of all ages formed a queue to view this "naked" Seadog - an awe inspiring sight - only hope David remembers where all the bits go when the time comes to put her back together again.

When at last we returned to Shotley we found a few more Seadogs had arrived and when the final number (she thought) was reached, Olive went to the caterers with the total - 89 people, including 15 young Seadoggers.

Before dinner we gathered for refreshments at the upstairs bar of the Regatta restaurant. Thanks to the generosity of their English Seadog friends - our Continental members were provided with pre-dinner drinks and wine for dinner. A gesture greatly appreciated. With the weather being so incredibly hot most people flocked out onto the balcony to enjoy the fresh air and superb views over the water to Harwich and Felixstowe.

Harry Manners and his crew had till then been noticeably absent from this gathering when suddenly a voice said - "Look at that - must be the best-dressed Seadog crew ever seen." Far below, just entering the lock was Harry's Seadog SEASCAPE - her five crew at attention - immaculate in blazers, white shirts and Seadog Ties. Minutes later, amid much applause, they walked across to join us. One stalwart member of Harry's crew seen sporting a large and elaborate medal upon his left breast explained that the "ORDER OF SEASCAPE" had been awarded to him for gallantry - for surviving 20 years as First Mate of SEASCAPE!

In the early stages of organizing this Rally Olaf Mulder (BRANDANE) asked if there was anything we would like Dutch members to bring with them. I suggested they appear in Dutch National Dress; unknown to me this gave a problem for apparently there is no National Costume as such. There are many Regional Costumes and every region is different. Olaf explained this at the reception, so we were surprised and delighted to see pretty, petite Charlotte Castenmiller appear in an enchanting Dutch costume which produced gasps of surprise and pleasure from the English members - Charlotte really did look beautiful - like a Princess out of a story book.

Moments before we were due to go in for dinner four more people made a surprise appearance (KURI MOANA). This brought the total to 93. We heard later that our Seadog Rally was the biggest function ever held at Shotley - quite an achievement for a club with under 140 boats - many of them outside the U.K. After a short delay while table settings were rearranged we took our places.

Before we sat down to eat, Piet Castenmiller said Grace in Dutch and I in English. The fifteen young Seadoggers were presided over during dinner by Piet's son Joost who kept them well supplied with Coca Cola and lemonade. On their part, though some were very young, all behaved extremely well and reflected much credit on their parents.

At the end of the meal came speeches and presentations; we had wished to give everyone a small gift and were indebted to Alec Matthews (EMRA) who suggested, then produced attractive blue leather-style drinks coasters over-printed in gold and silver with the Seadog motif and details of the Rally. Every overseas owner was presented with a boxed set of 6 Coasters - other members were given one each as a memento of the Rally.

Olaf Mulder then made an entertaining speech in English followed by surprise presentations on behalf of the Dutch Members of the S.O.A - each British boat owner was given a blue and gold banner over-printed with details of the Rally. Attached to each banner was a miniature "Beerenberg" - a popular Dutch liqueur cum pick-me-up. Olaf next presented Olive and me with a large illustrated book describing the variations and origins of Dutch Regional Costumes. Later in the evening Olaf made a second distribution of the Beerenburgs as he had brought a generous supply.

Unbeknown to us Cy Blackwell had quietly visited all the boats and made a collection to buy us a thank-you gift. Olives's eyes did a double-take when Cy, on behalf of the Seadog Owners, presented her with an unusual "box" of chocolates - Thorntons Continental Casket - "a totally edible confection consisting of a nougat casket lined with plain chocolate and filled with Continental Assortment Chocolates". Cy next presented us with a book which had been signed by everybody present - a copy of the hard to come by "East Anglia - its Tideways and Byways". Olive and I thank you all for such lovely surprises - we were pleased to organize the Rally and got a great deal of pleasure from seeing all the happy faces there - your kindness and good wishes were much appreciated.

Then followed the entertainment. From BRASYLL Lea brought her electric piano & Jaap Mientjes his accordion - plus a surprise. At the previous nights' sing-song aboard BRASYLL Olive half-seriously had said "you are so talented - why not write a song for the Rally?" Well - they did.

Jaap, clad in a heavy full length-striped dressing gown strode to the centre of the floor where everyone could see him. With Lea playing an accompaniment on the accordion, Jaap chanted English verses he'd written - all about the Seadog Rally and his lunch at Pin Mill. Each verse ended with a rollicking chorus sung with great gusto by the Dutch crews. As they sang, Jaap 'flashed' open his dressing gown and flexed his knees in time to the music.

Each time he did so, something long and bristly flew out from between his legs and struck his stomach with a loud bang.

This hysterically funny sight caught everyone unprepared. In no time at all people were falling about in fits of laughter - attached to Jaaps' stomach was a metal dustpan, and somehow, fixed to his knees, was a long-handled bristle brush. Each time Jaap bent his knees, the brush flew up and struck the dustpan with a resounding clank. As there were several verses this happened many times; by the end of the song our sides were aching and many were mopping tears of laughter from their eyes. Earlier our Dutch friends had wondered whether English propriety would be offended, but hoped we would see the funny side of it all - they needn't have worried - we proved we still have a sense of humour. Ken Herve (JACARAH) and crew followed with a calypso they'd made up (about "this man FRENCH" and the Rally) - the words and gestures had the Dutch in stitches!

For the rest of the evening Lea and Jaap played background music for this friendly gathering of people who had much to say to each other. It was well into the early hours before we made a move towards our bunks.

On the Sunday morning one or two Seadog crews departed early then mid morning the rest gathered ashore by Gordon and Anne Pinkard's (ANAHITA II) caravan for a farewell drink. Wine for the occasion was provided courtesy of Bob Francis from America (ex WHIMSY OF WESTON). Bob had sent a donation asking that part be used for hospitality at the Shotley Rally. A generous and kindly gesture from an Overseas Seadog Member. Thank you Bob. Once again we all had a very happy time and the fine warm weather added to the occasion. Sunday afternoon saw the departure of many more Seadogs including some who set off towards the River Thames. These were spear-headed by Ken & Jess Willey in SEEHOND who acted as flotilla leaders to our Dutch friends who had no charts of the River Thames. DOGMATIC had planned to join them later and escort them back down-river but it wasn't to be. We were extremely sorry to have to cancel our arrangements as Olive had been keenly looking forward to the London trip. However, we did manage to get a message through to Ken Willey at Tower Bridge Marina so they have to didn't worry about us.

The weather for the next few days was not favourable but it did improve later, and our sail from Dover on to Brighton and then home was made under near perfect conditions - in fact it was almost too hot and we had to rig a sun canopy over the cockpit - at one stage the wind moved into the right direction and increased and we had a cracking sail. Coming through the Looe Channel at Selsey Bill with the tide under us we managed to coax DOGMATIC up to 9.9 knots over the ground. We saved our tide and swished into Bembridge Isle of Wight. Next day we sailed along to Cowes, up the Medina to Newport where we stayed overnight. Then it was back up the Hamble River and home.

The final tally of Seadoggers who arrived by boat, car or caravan was:-  
 17 x Seadogs arrived by sea.  
 11 x Seadogs represented by owners who came by car or caravan.  
 4 x Non-Seadogs arrived by sea; (1 Ocean Dog; 2 Westerlys; 1 Standfast).  
 1 x Non-Seadog owner - (Ian & Sue Jures - now the new owners of SUEBRE).  
 1 x Video Film Recorder (Bob & Audrey Wingfield who own a Snapdragon 29).

Altogether 97 people attended the Rally - 93 stopping for dinner.

Well done everyone who made such a splendid effort to get there.

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#### NOTE

Alec Matthews (EMRA) can supply boxes of 6 Coasters with the Seadog motif and personalized with your name and the name of your Seadog for £5 per set. If you wish to order a set - (and what a nice present they would make for the Seadog Owner who has everything) - please contact Alec at:

17 Northport Drive  
 Wareham - Dorset BH20 4DL

Telephone 0929 556637



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# The Shotley Seadog Song.

I came from Holland  
I am learning your language  
I sailed near the coast but it  
was all misty.

I look all around me  
I'm not very well  
Then I discover a buoy with  
a bell.

We sail in the harbour. That's very nice  
The Seadogs crews like that  
It shows in their eyes.

With keels on his boat we make  
much music  
we're talking and singing and  
that's all we need.

In the midst of the day  
we went to Lin Mill.  
With two beers inside me  
I'm a little bit ill!

We are all here together  
and that's very fine  
We are eating and drinking a bottle  
of wine.

Performed by Jaap Mintjes on Saturday 3 August 1961



By Roy Croft

GREECE

The first week in May we returned to TIMORLEY at Thessalonikis thinking all we had to do was paint her bottom, lift her into the water and be away. My word - how six months of relaxation does dim the memory!

We soon realised how much there was to do. This year TIMORLEY had come of age (the old fashioned 21 years) and the insurers asked for a survey report. Without success we tried to find a surveyor; finally, it was the Port Police who put us in touch with a surveyor of merchant vessels - an accredited member of the International Naval Surveys Bureau. Sounded impressive enough and my insurers agreed to accept his report. The following week the surveyor arrived at 08.30 for an appointment of 11.00, stayed half an hour and charged £200. Some days later he presented me with a single sheet of paper entitled "Certificate of Seaworthiness" - valid until 1994. We sent this to the insurance company, though not without some misgivings. Meantime we found both batteries needed replacing and the injectors required overhaul. The bill for the injectors alone came to £100. What with these unexpected expenses plus expected ones like anti-fouling paint, marina charges and many other incidentals it was an expensive start to the season. Eventually, on the 7th of June, we got away and motored in the flattest of calms round the west coast of the Khalkidhiki peninsular to Nea Moudhania where we stopped for the night. On the way the Pinta autopilot went on the blink and we had trouble with the charging rate. This latter turned out to be due to a loose fan belt - but the trouble with the autopilot developed into an on-going saga.

The following day we went through the canal at the top of the Kassandra peninsular down to Paliorion where we had our first swim of the season in lovely clear water. From thence we crossed to the Sporades and explored several anchorages before deciding on Patitiri on Alonissos island. That night a heavy swell rolled in and at about 2 am we were up adjusting ropes. Next day we set off early for Kopelos and the enclosed and pleasant tree lined anchorage at Panormous. Travelling from east to west through the Sporades chain of islands one goes from deserted islands to populated ones, ending with tourist dominated Skiathos.

From the Sporades we made our way to the Evia Channel which separates mainland Greece from the Isle of Evia. Half way down this channel, at a place named Kalkhis, a major repair had, for the past year, kept one of the low bridges closed, effectively barring waterborne traffic. Rumour had it that the bridge had now been re-opened. Keeping our fingers crossed we set off. As we entered the channel a number of fires were to be seen burning high on the hills on either side. These hills are too steep for normal fire fighting so specially equipped flying boats are used. These aircraft skim low over the surface of the sea and scoop up water which is dropped upon the fires. This difficult operation is made the more hazardous by the pilots having to find a clear spot among all the boats to take up the water - at one anchorage we had them coming in just over our mizzen mast.

At Kalkhis we found the bridge to be working once again, but we had to wait until nearly midnight before it opened to let us through. When we finally did get through we tried to anchor but found no firm holding; slowly we set off downstream and approached a moored lighter with the intention of tying up to it for the night; then, in light of our searchlight, we saw with repulsion it was a rubbish lighter and swarming with hundreds of rats. Hastily we reversed and moored alongside a nearby yacht.

We made an early start next morning and continued down the channel to the excellent anchorage of Porto Rafti which is only an hours' bus ride from Athens. From Porto Rafti we continued on to Cape Sounion where we anchored for a swim and for lunch. Then on to Frangolimani for the night. From there we crossed to the Corinth Canal and by tea time were tied up in Kiato harbour on the Peloponnisos side of the Gulf of Corinth. Our next port of call, a days' sail away, was Galaxhidi. We had called here in 1986 and visited Delphi then, but thought it worth repeating. Set gloriously on the slopes of Mount Parnassus with incredibly beautiful views across the valley and olive groves to the sea, Delphi evokes in me sheer admiration for the architect and sympathy for the masons who built this ancient town on such a difficult site.

From Galaxhidi it is not far to Trizonia Island where there is a peaceful, almost totally enclosed bay. And on a nearby hillside is an attractive timber cafe where one may sit down to a gourmet meal and enjoy lovely views out over the anchorage. After a night stop at Mesolongion (which is approached through a buoyed channel with huts on stilts on either side) we left the Gulf of Patras and made our way north. On the way to Levkas we stopped for a swim in the crystal clear waters of the Isle of Atokos. Later that afternoon we passed Onasis' island of Scorpis - no different from the many others, apart from the dozens of tripper boat circling round it. We had truly entered the world of the tourist. At Levkas we stayed four days then passed through the canal to Paxos. This is an island with attractive and safe anchorages - we were reluctant to leave, yet keen to reach Corfu, our first mail-drop.

#### CORFU

A month and two days from the start we arrived at Gouvia anchorage, just north of Corfu town. Amongst the mail was a letter from our Insurers to say the Underwriters would not accept the "Certificate of Seaworthiness" and wanted a full report. We'd had high hopes the Insurance Certificate would have been here, together with a Cover Note in Italian - essential when sailing in Italian waters. There had been a bit of a language barrier with the Greek Surveyor and I wasn't confident about explaining to him over the 'phone exactly what was required. In the end I wrote him a letter. With it I included a previous survey and asked him if he would write his report on similar lines and send two copies direct to the UK. As we were now going to be here for some time we arranged for one of our daughters and a grandson to come out for a week. We hoped she would be able to bring with her the required insurance document, together with some new photo-electric cells for the autopilot.

During the waiting period we explored some of the many attractive anchorages locally. At one of these, Lakka, on Paxos, I went to start the engine and there was just a 'clunk'. Eventually I pinned this down to a blown cylinder head gasket letting water seep overnight into the cylinders. Removal of the injectors and turning the engine over blew it all out and after replacing the injectors the engine behaved normally. We returned to Gouvia and ordered a new head gasket from the Perkins Agent. Next day I phoned to enquire when I might expect it and was told the factory in Athens was on holiday for three weeks, but if I liked to go to Athens I might be able to get one from the one person left on duty. I didn't fancy doing this, so got in touch with our local Perkins agent in Exeter and asked him to send me one. Soon it arrived and I had the engine working in time for our daughters' arrival. She brought the required insurance documents from our insurers in England plus some photo cells which I fitted to the autopilot, but they failed to cure the fault.

After our 6 weeks stay we left Corfu on 30th August and made for the little island of Orthoni, north of Corfu Island; here we spent two tedious days waiting for the strong winds to abate before we attempted the major sea crossing to Tricase on the heel of Italy.

## ITALY

On the crossing from Orthoni we had trouble with the engine 'hunting'. And earlier, during attempts to bleed the engine I had beheaded the adjusting screw on top of the fuel pump. People on neighbouring boats recommended the services of a local mechanic who, they said, had serviced their engines reliably and cheaply. Next day the mechanic arrived - a handsome Italian in immaculate overalls. He took with him the decapitated screw and returned shortly with a newly made replacement. After bleeding and running the engine we went out for a trial. Still the hunting persisted - which- he claimed was the fault of the injector pump itself. Apart from that everything seemed O.K. We stayed on for two more days, reluctant to leave this lovely little harbour with its friendly people, but we had far to go. We hopped down to St Maria Di Leuca, stayed a few hours, then, the weather being favourable, set off on our long crossing to Crotone - the one stretch of water we were dreading. We had heard of many instances of people running into tremendous storms at this entrance to the Gulf of Taranto.

Our crossing was reasonable enough - clear sky, full moon and Force 4 winds. The sea in places was confused and steep waves brought us at times almost to a standstill, but for about a third of the passage we had calm seas and arrived safely at Crotone just after daylight. Here we spotted Seadog AMERUS with Stephen and Tricia aboard. The weather then deteriorated. About 10am an Italian yacht left the harbour, only to return 3 hours later with a broken mast. That evening we went aboard AMERUS and heard they too had had problems with blown cylinder head gaskets. The following morning the 05.20 weather forecast was good. We wasted no time setting off to cross the 'Bay of Squalls' - another trouble spot. Once again fate was kind. Dusk was proclaiming gin and tonic time as we entered Rocella Harbour after a splendid days' sail of 66 miles at an average speed of 5 knots. Rocella is a large man-made harbour built with EEC money and never used for the purpose for which it was constructed. Cap Del Ami, our next stop, was yet another. It lay just 44 miles down the coast and we reached it at 2.30 the next afternoon.

## SICILY

Our next leg was across to Sicily. We had a mixed bag of weather - just as we approached Catania we were engulfed in a thunderstorm with torrential rain and zero visibility. We were thankful it hadn't come earlier because we had been carried way off course by the current from the Straits of Messina. At Catania we found a mooring at the Yacht Club where there were few facilities; it was expensive as are most Italian Clubs. During our stay we took on water and fuel and Jane did a load of washing while I changed the fan belt. Next we had to make a decision as to where to leave TIMORLEY for the winter. There were 3 alternatives:- Malta - Majorca - or the South of France. It was now the 10th of September and late for lengthy trips. Weighing everything up we decided on the South of France where there was a boatyard highly recommended by friends. Next came choice of routes. Should we go through the Straits of Messina, up the west coast of Italy, across to Corsica then on to France. Or through Messina along the north of Sicily to Sardinia, then Corsica and France. Or perhaps along the south of Sicily, Sardinia, Corsica and France. Although the Pilot gave poor reports of the south coast of Sicily we heard there were now sufficient harbours for a safe journey so we settled on the southerly route. That decided we had a day off and took a coach trip to Mount Etna. The coach drove us to 6000 feet where we found many restaurants and tourist shops. Because the cable car to the top had been destroyed in the 1987 eruption, we were transferred instead to four-wheel drive vehicles which took us to 9,000 feet. There we were surprised and a little disappointed not to be allowed to go anywhere near the top of the volcano. With so little to see we returned to the warmth of our coach 3,000 feet below.

On the 14th we made the short hop down to Siracusa to visit a friend who lives there. Early next morning we made for Portopalo on the southernmost tip of Sicily where we anchored for the night in mid harbour. The next leg was to Likata. We set off at 06.00; as the day wore on wind and sea built up. The wind, from a favourable direction, pushed us along at between six and eight knots in surges down the backs of 15' foot high waves. Visibility worsened and it became obvious we should not reach Likata before dark, so we changed course for Gela. This entrance would be difficult to find were it not close by an oil refinery which shows up well. Once inside the harbour we made for a vacant berth alongside the wall. Just as we dropped the stern anchor there was the dreaded clunk and the engine stopped. We had just enough way on to reach the wall and make fast. The following morning I took a look at the prop but found no trace of rope. Tried the engine - and it worked. So what was it? We found out when we recovered the stern anchor and came across a submerged metal buoy which the prop must have caught. The sea was flat calm and the sun shining as we motored the few miles along the coast to Likata. This is a commercial harbour and the town a mix of old and new - with tiny old fashioned houses and narrow streets which suddenly open into wide streets with modern shops. Here we were recommended to visit San Leone, a small harbour devoted to pleasure craft and small fishing boats, which we found a friendly place indeed. A day or so later we were taken by a man whom we had met at Likata to visit the ruins at Agrigento. These were impressive and compared favourably with those we'd seen so far. The weather kept us pinned here for one more day, then on the 21st of September we moved on to Sciacca.

Whilst there I checked the engine and found the Jabsco seawater pump to be leaking. I had a spare which I fitted, only to find that too leaked. This delayed us a further day; on the Monday we set off to go to Mazzaro Del Vallo, but as we were sailing merrily at 5 knots we decided to carry on to Marsalla, our last port in Sicily. Yet again the weather turned bad on us - Force 7 forecast for local waters. Weather forecasts were now becoming difficult to get. We were too far away to hear those from Greece, and Italian broadcasts all stopped at the end of the holiday season. Then we met a Dutchman who recommended the long range forecasts from Monaco and immediately took his advice. Day after day we listened but forecasts for the sea area we were interested in were depressing. Our next leg was across 200 miles of potentially rough water, and we took great care in preparing for the voyage. Engine oil was changed, fuel and water topped up, and we stocked up with lots of food and local wine.

#### SARDINIA

On the 27th the forecast from Monaco was reasonable, so about 09.30 we set off. Wind and sea on the quarter made steering difficult - what wouldn't we have given for the autopilot to be working. During the night steering became more difficult still, but around midday conditions improved. Then we found ourselves in the middle of an Italian Navy exercise with seven warships encircling us. By evening we were on our own again, not making very good progress. About 23.00 we saw a series of lights which looked like a fishing fleet. As we got closer we could make out that it was the Italian fleet again; soon it became clear they were not going to give way to us. We had to go about. As continuing upon this course would have taken us seriously away from our destination I took down the sails, lashed the tiller and lay ahull. Dog tired, we went below and crashed out. Next morning I was pleasantly surprised to find how little leeway we had made - only 4 miles - after lying ahull for 10 hours. We resumed sailing, then the wind dropped. Soon the engine overheated. I promptly stopped it, then failed to allow time for it to cool down. The moment I unscrewed the cap of the heat exchanger I was deluged in steam.

It took the top layer of skin off my left wrist and smothered me in water and oil. Fortunately I had on my wet weather clothing which saved me from worse damage. Jane rendered first aid, we topped up with water and oil and carried on. The sea was calm and there was no wind. We motored on. About 23.00 we picked up a light on the coast of Sardinia. In the half light we thought we could identify in the distance the headland we wanted. Eventually we saw another light which we took to be that of a small fishing boat. When we were almost upon it we realised it was people fishing from the shore. A quick change of course, then when we saw the lights of a couple of boats at anchor we made for them, dropped anchor and fell into bed.

We rose at 08.00; but look as we might, we could see no sign of a harbour, so set off to find it. Then we ran aground. First we tried going astern; next rowed out a kedge anchor and hauled on the cable but TIMORLEY would not budge. Fortunately assistance was at hand. A couple swam over from one of the nearby yachts and while we hauled on the kedge warp they pushed at the bow and off she came. They also told us Teulada harbour was in the opposite direction to the way we were going. Not long after this we entered Teulada. While Jane made bread I had another go at the engine, tightened down the cylinder head and adjusted tappets and fan belt.

Sunday 30th September we set off for Cala Forte, an island harbour on the southwest of Sardinia. The wind came up and gave us a good sail and we soon arrived off the harbour entrance. With the wind still favourable and our progress so good we carried on towards the Gulf of Oristana. Two hours later the wind changed its mind and veered round almost onto our nose; once more we were reduced to motor sailing. When we reached Oristana at 01.30 there were so many other lights on the shore that we couldn't identify the leading lights. We gave up, returned to the anchorage just inside the mouth of the gulf and motored inshore of an anchored merchant ship. When the sounder indicated 20 feet, we let go the anchor. In all we let out about 130' of chain but still it didn't hold. Slowly we motored in towards the shore until finally the anchor did bed itself in: then after a stiff whisky, did the same for ourselves.

Next morning we spent two hours trying without result to receive a weather forecast. It was now getting later in the season than we would have wished so we took a chance on the weather, weighed anchor and set off. 300 yards further on the engine stopped. Sailed back under genoa and anchored. Found the nut on the top of the fuel filter had worked loose. Tightened it, bled system and set off again towards Bossa Marina 28 miles along the coast. Just after rounding a headland and with Bossa in the distance, maritime police manning a power boat roared up, demanding we heave to while they checked our papers and passports. As this procedure can take a lot of time I asked if they would take our papers and return them to us when we got into Bossa. Reluctant at first, they finally agreed, took our documents and sped off. We were almost at the harbour mouth when they chased up to us again, handed over our papers and passports, then turned and headed back round the headland from which we had come. Which explained why they were anxious for us to heave to - they were not based at Bossa as we thought. Next we discovered that all the clocks had been put back an hour the day before which accounted for our inability to get a weather forecast.

We left the following morning in a torrential downpour which fortunately didn't last and reached Alghero just after lunch. This is a lovely port with the castle wall running parallel with the sea wall. We refuelled, but at £2.38 a gallon found diesel expensive. That done we went ashore to get rid of the last of our Italian money. 63,000 Lira went on food, the rest on beer and postcards.



## CORSICA

Dawn saw us motoring out of the harbour under a grey sky. All day we sailed parallel with the Sardinian coast heading towards the Fornelli passage where we intended to anchor for the night. When we got there a strong swell prevented us from entering. We had no option but continue north to clear the northwest tip of Sardinia. In the deteriorating weather we made barely 2 knots as we ploughed our way throughout the night towards Ajaccio in Corsica. Just before dawn we picked up the Sanguinaires light, then set a good course for Ajaccio harbour which we reached about 10.30.

Ajaccio is a lovely place with a secure harbour, but very expensive in summertime. This being so, we were pleased to find mooring charges had gone down a day or so before our arrival. Then when I visited the Customs and Harbour authorities I found I needn't have gone. Regulations have been eased - now one may come and go as one pleases. During our stay I had another look at the engine. Found a push-rod bent and the thread stripped on one of the cylinder head nuts. Took injectors for cleaning and checking to local Perkins agent and bought a new push-rod and nuts. When I went back to collect the injectors the Perkins agent told me 2 nozzles had to be replaced, and the bill was £52! But even when these parts were refitted and the tappets readjusted, still the engine overheated.

I talked this over with one of the crew of a nearby British motor yacht. He was a racing car driver and well used to the vagaries of engines. After listening to the symptoms he offered to bring a pressure gauge to test the engine. He fitted the gauge to the cooling water header tank on the front of the engine and found the moment the engine started the pressure increased dramatically, clear indication of a blown gasket. He also discovered the thermostat was opening (wrongly) at 70 degrees instead of 52 degrees so I decided to leave it out. The Perkins agent had no cylinder head gasket in stock. Then I remembered the old one I'd been given in Corfu which I'd squirreled away for just such an emergency. After careful repair with Araldite and much wet and dry rubbing down it was fitted. When all was back together and the engine started there was no variation of pressure in the header tank and the engine sounded sweet indeed.

## ON TO FRANCE

The weather continued poor - day after day gale force winds were reported. While waiting we visited museums, sat in roadside cafes watching the world go by and listened to every weather forecast. They were all different. Then on Sunday the 21st of October they were all in harmony and promised fair weather for 24 hours. We decided to go for it. Twenty minutes later we were off. We made good progress to the Sanguinaire islets marking the northern tip of the Gulf of Ajaccio. Here there is a narrow gap between two of islets which saves about two and a half miles. We knew heavy swell funnelling through the gap makes it a rough passage, but time was of the essence - we had to take the short cut. We got thrown around a good bit but after an hour were into calmer water. From then on we had a fine trip, some sailing, some motoring and some motor-sailing but averaging about 5 knots. The sky at night was clear, no moon, but an abundance of brilliant stars and by 05.00 we could see the light of Cap Cameret on the south coast of France. Next we picked up the light on the Iles d'Hyeres and set course for the Porquerolles Islands. The wind was now at our stern and increased in strength. We picked up speed till when sailing through the gap between the Porquerolles and Ile de Port Cross we were once more surging down waves at nearly 8 knots. When we got into the marina at Porquerolles we weren't a bit surprised to hear there was a severe gale warning in force. During the day the wind went up to 55 knots - we made it with less than 2 hours to spare. We couldn't help thinking what might have happened if the engine had not been serviced before we started.



We spent four days at Porquerolle waiting for the weather to improve. We did a little walking around the island which is a pretty place. Very crowded in summer but now most places were closed with only the locals and those living on boats to be seen. Slowly the strong winds died away and on Friday the 26th of October at 06.30 we set off across the Gulf of Lions for Port de Bouc. The wind which had started in the northeast then backed to the southwest and increased. The seas became steeper and confused; a lot of water came on board and steering became exhausting. We decided it was now too rough to cross the gulf to Port de Bouc so altered course for Point Rouge and put into the marina. Next day there was no let up in the weather so we took a bus into Marseilles and visited the magnificent cathedral of Notre Dame de la Gard. Here there are panoramic views over the surrounding city, countryside and coastline. But the wind up on the parapets was terrific.

During the night the wind dropped away so we got up bright and early and without waiting for a weather forecast, set off. The Gods were with us all the way and we arrived safely at Port de Bouc which we found to be a surprising place and rather confusing. We found the entrance to the canal and motored past flat fields which surround this heavily industrialised port. When we arrived at Martigues we found we had passed the boat yard without noticing it so had to go back. We eventually located it near a massive road bridge which crosses the canal. After tying up we went ashore to see if there was anyone about. There was. The office was fully manned and to my astonishment found they had us booked for lifting out at 3 pm that very day. A case of telepathy?

We went back to TIMORLEY, had lunch, motored into the dock, and by half past three we were high and dry ashore. Another hour or so to get both masts down then we were on our own - at journeys end and dog tired.

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#### ACKNOWLEDGEMENTS AND THANKS

Willy de Crom (BONA) - for producing the screw-on Oil Filter Adaptor for the Perkins 4.107 & 4.108 engines - Cost: £20 each. The Nylon Guard Rail Insulators at £2 each and the Propeller Puller which costs £20. These items are available direct from Willy de Crom who kindly donates a percentage of the price to our Club Funds.

Susanne Huber (GLORY) - for her long and interesting stories - one of her letters, which was received too late to make this edition, is currently being translated by our daughter and will be published in the next issue.

Reggie Lodge (ex SOLWAY DOG) - for the interesting cuttings re "Happenings at Dinton" and for the cartoons in the last two Newsletters.

Cyril Porter (TOPAZ TOO) - for copying the picture of his Commissioning Board so that it could be reproduced in this issue.

Ludwig Brandt (TRIASID) - for giving a suit of sails to Joe Lyons (HIBOUX) in return for a Donation to Club Funds.

Ken Dewar (NSD Member) - for designing the front cover of this issue and the Tee Shirt Logo. Also for donating the water-colour painting of a Seadog 'Commissioning Board' as a splendid Raffle Prize at Dinton.

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ATTENDANCE LIST
(* = First Visit)

<u>BOAT</u>	<u>NAME</u>	<u>ROOM</u>	<u>HOME PORT</u>
AFARON	BART & MONICA GROVES	9	SOLVA - PEMBROKE
BONA	WILLY & MARIE-LOUISE DE CROM	8	ANTWERP
* DECLAMERISK	BILL WILLIAMS	7	KEMPS, SOTON
DOGBOAT	CY & LOUISE BLACKWELL	W/W Flat	WOOLVERSTONE
DOGMATIC	PETER & OLIVE FRENCH	25	HAMBLE RIVER
* FAYE OF AUBIN	EDDIE FELL & SALLY DAVIDSON	20	POOLE
GALWYN	STEPHEN & CHRISTINE AXON	14	POOLE
* GLASS LADY	PAUL & ANN SHAW	15	B. IN FURNESS
* LOON	PAT LAWLESS	5	LIMERICK
* NATUNA	DICK & GILLIAN DURHAM	17	EMSWORTH
NICHOLA JANE	DAVID & DILLY RIDGE	1	PIN MILL
PALAFIX	JACK & BOBBY PHILLIPS	12	SOUTH BENFLEET
PALAFIX II	PETER BRAGG	5	FEOCK - CORNWALL
PIRANA (Snapdragon 29)	BOB & AUDREY WINGFIELD	2	HAMBLE RIVER
EX SEACANIS	RAY & JANNINE MULLIN (OUR HOSTS)	Private Flat	DINTON
* SEADOG *	JULIAN & ALISON DAVY ROBIN & LYNNE EVANS	Inner Flat	TORPOINT
SEASCAPE	HARRY & CAROLINE MANNERS	4	GOSPORT
SEEHOND	KEN & JESS WILLEY	18	GOSPORT
SHEILWATER	PETER & JUDY BARRALET	21	DARTMOUTH
STARDOG	BILL & DEE CHAMBERLAIN	12A	BENFLEET
TALIESIN	ERIC & AVRIL RICHARDSON	W/W Flat	LOWESTOFT
* TIWANA	JOHN & EILEEN POXON	11	POOLE
* TOPAZ TOO	JOHN & BARBARA PORTER	6	MENAI BRIDGE
* TOSHER (MV)	FRED & JOAN ELLINGHAM	16	POOLE
WAGTAIL	NIGEL & GILL PACKMAN	10	CHATHAM REACH
* WEATHERDOG	VICTOR & ESME HOLLOWAY	19	RIVER YEALM

SEADOG OWNERS ASSOCIATION

WINTER WEEKEND BREAK AT THE NATIONAL TRUSTS' PHILIPPS HOUSE  
1/2 FEBRUARY 1992

We didn't think they could get any better - but this weekend proved how wrong we could be.

It started well and that's how it went on. Two days earlier Pat Lawless (LOON) had come to stay with us and this gave us a chance to get to know this affable Irish gentleman. Pat has made a number of single-handed ocean crossings, the most recent being his voyage in his Seadog LOON from Limerick to Brazil.

For many days past the weather had been atrocious; by day and by night thick freezing fog covered most of the country and we began to wonder if anyone would brave the elements and drive to Wiltshire. In the event we needn't have worried - as always the intrepid Seadoggers were not put off by the weather. We left home on a foggy Saturday morning and made our way towards Philipps House, stopping at the filling station at Barford St Martin to stock up with Anton Berg Marzipan Bars (a must for us) - then on to nearby Bellas' Hotel to join Willy & Marie-Louise de Crom (BONA), for coffee.

An hour later we headed up the long drive to Philipps House and there left our worldly cares behind - once through the door into the shining interior you find yourself back in another era - greeted warmly by staff who now treat us all like old friends and cannot do enough to make our weekend a happy one.

Olive set up her booking-in table while I took Pat on a tour of the house to put 'Welcome' letters in each bedroom; this is a time consuming task, the house being on 3 floors with all sorts of hidden back stairways. Every bedroom was taken - (Olive and I had moved into a staff room on the top floor to free our room so two more people could come).

First to arrive was Bill Williams, who was the Production Manager during the building of the first 50 or so Seadogs. Bill is a mine of information and knows the Seadog inside out - so we were delighted when he said he would try to come. Bill, now 75, has been ill for some time and was unable to come last year as planned - so we kept our fingers crossed for him this year and were over the moon to see him step into the room. We knew Bill would be a star attraction - and he was all of that.

Throughout the long afternoon the fog thickened, yet still the headlights streamed up the long drive and by tea time only two had not arrived. One was Eddie Fell (FAYE OF AUBIN) who was coming straight from the Airport on his return from a skiing holiday in Austria - he eventually arrived at 11.00p.m.

About 4p.m. we gathered for tea and biscuits and right away Bill Williams was surrounded by people asking him questions.

Happy Hour followed at 5.30 - members came down that magnificent marble staircase clutching bottles and glasses - then the muted buzz of conversation grew and grew until it filled the House. For some Members it was their first visit, but they were soon welcomed into the fold and within minutes were part of this big happy family. From far and wide they had come - Antwerp - Limerick - Barrow-in-Furness- Devon - Yorkshire - Cornwall - Wales and East Anglia to mention but a few.

The clarion call of the dinner gong rent the air just before 7 p.m. The Dining Room, as usual, presented a splendid sight - gleaming cutlery, colourful table napkins, pretty flowers and huge bowls of fresh fruit. And as always, Ray Mullin did us proud - not only did he cook us a superb dinner but he also made lots of gorgeously fattening Belgian Chocolates which were handed round with the coffee.

After dinner we seated ourselves in the Stone Hall where Pat Lawless regaled us with stories and showed slides of his various singlehanded Transatlantic crossings. It was around midnight that most people made their way to bed.

Next morning, replete with a good English Breakfast, we went to the Stone Hall again, this time to see a video film, (taken over the years by Fred Ellingham - ex SEA CANIS) of some of the early Seadog Rallies. It was good to see the faces of people who had long since sold their Seadogs. Interesting too, for new owners to watch 'their' Seadog being handled by previous owners. Bob Wingfield then screened the film he took last August at the 2nd International Seadog Rally at Shotley Marina. A most professional effort, it brought back happy memories.

The Raffle Prize was a water-colour Seadog "Commissioning Board" donated by Non Seadog Member Ken Dewar. Ken, who had painted the picture, asked that it be raffled at Philipps House and for the proceeds to go towards the Club Funds. The amount collected was £56.00 - the winning ticket belonged to Cyril and Barbara Porter (TOPAZ TOO). This painting will be personalised by Ken to depict Cyrils' Seadog, TOPAZ TOO. Thank you Ken, your kindness and generosity is much appreciated.

When lunch was announced we all thought we couldn't possibly eat another morsel - but entering the Dining Room and seeing the display of viands set before us we soon changed our minds. All too soon, it was time to pack up and go home; Pat Lawless, who'd hoped to visit friends in Liverpool before returning home to Limerick was kindly offered a lift to the "Capital of Ireland" - as Pat calls it - by Paul and Ann Shaw (GLASS LADY). By 4.30p.m. most cars had gone and we settled the finances with Ray and Jannine and gave them over £90 which had been collected for Staff gratuities. Ray & Jannine thanked everyone on behalf of their Staff, and said that it was always a pleasure for them to have the "Seadogs" at Philipps House and hoped we would come again in '93.

At the very last, having seen Bill Williams safely on his way, we followed hard on his heels - happy once more to have enjoyed such a successful weekends' entertainment - we hope everyone else enjoyed it as much as we did.

TAILPIECE = Reggie Lodge (ex SOLWAY DOG) sent the following from the Guardian Weekly which indicates further strange goings on at Dinton:-

#### HORSES WITH A PREMONITION OF DANGER

"An old friend with whom I spent a pleasant, reminiscing evening over Christmas told me a couple of stories that will bear repeating. They refer to the village of Dinton, near Salisbury. The way to the fields on the plateau above the village goes through a cutting, called The Hollow, which used to be very narrow and steep. (It still is. P.F.).

"One day when I was a child" my crony said, "two horses with a waggon-load of sheaves behind them refused to enter. In the end Jim, the carter, lost his temper with them and beat them with a stick until they did move. When they did they went down the hill very fast and were uttering a kind of whimpering cry. They had just got past the steepest and narrowest part when a big rockfall came tumbling down, immediately behind them!"

We agreed that the horses must have been aware of impending disaster. As a matter of fact, the story resembles closely the Biblical story of Balaam's ass. I don't know what to make of the next story, though.

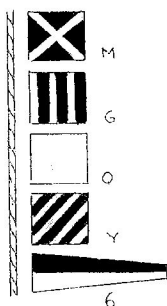
There's a West Country saying that "When the Squire moves house the rooks move too". Well, some years ago when the Squire moved from Dinton House to Hyde House the rooks followed! "They moved from their rookery near Dinton House, where they had rested for many years, to a new site by Dinton cross-roads, a distance of about half-a-mile. The old site was very quiet, whereas the new one was right near lots of road traffic, but the rooks did not seem to mind one bit".

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# Topaz~Too

owned by Cyril & Barbara Porter

CALL SIGN



YACHT CLUBS

WEST LANCASHIRE  
YACHT CLUB



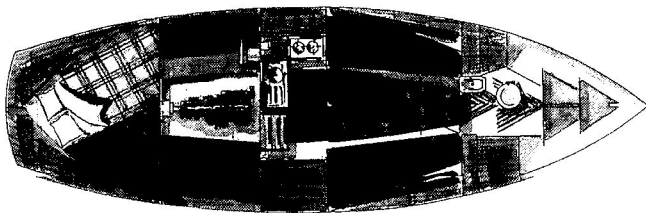
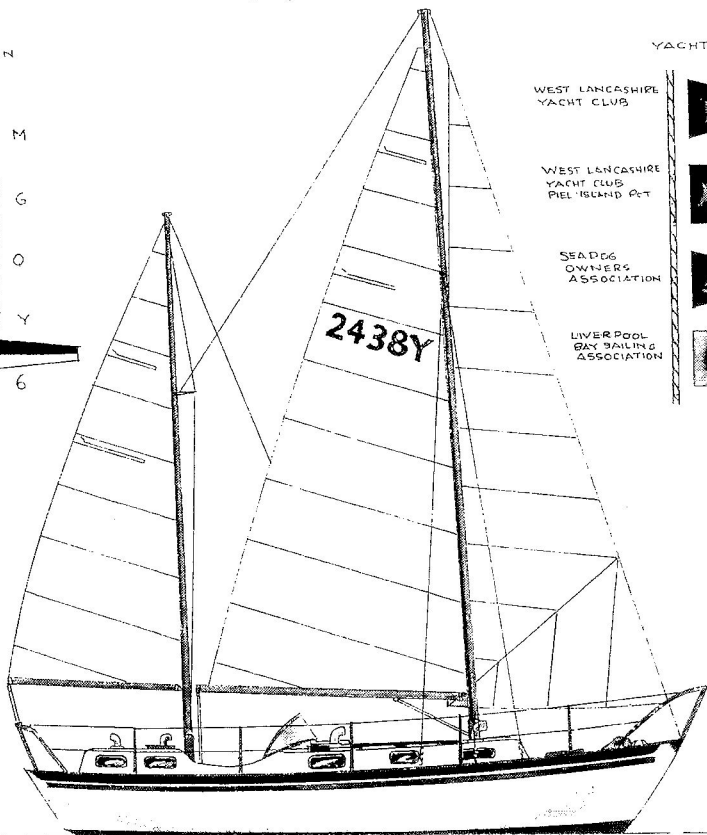
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SEADOG  
OWNERS  
ASSOCIATION



LIVER POOL  
BAY SAILING  
ASSOCIATION



The Seadog is a ketch rigged motor-sailer capable of serious and extended deep sea cruising. The rugged G.R.P. hull is approved to Lloyds 100 A1 classification.  
Designed by R.F. Freeman A.R.I.N.A. & built by Reg. Freeman Yachts Ltd., Woolston, Southampton.

L.O.A	30 ft	Displacement	5.7 Tons
L.W.L	24 ft	T.M.	10 Tons.
Beam	9 ft	Working Sail Area	399 sq.ft.
Draft	3.5 ft	Engine	Perkins 407 36hp diesel.

## "PALAFOX" - TO THE ILES D'HYERES & BACK - VIA THE CANALS OF FRANCE

By Jack & Bobby Phillips

For some time thoughts of a trip through the canals of France had occupied our minds. In 1991 we decided to go. We weren't in a hurry. We would take our masts with us and put up with the inconvenience (which in the event was minimal) since a sail in the Med. would be pleasant - and should we so desire we could return via the Canal du Midi and Bordeaux.

Thus it was that on the 22nd of May we sailed to Calais, attended the rally of the Narrow Seas Club, then unstepped our masts and on the 29th entered the canal system. Our first night was spent at Ruminghen where the Au Rivage restaurant served an excellent meal. The first lock we entered the next day gave us unexpected problems. Having been designed for 100' long barges and not 30' Seadogs, it had mooring bollards placed accordingly - this was a problem that stayed with us all through the canals. As soon as one got used to the mooring arrangements on one series of locks - it changed - and a different mooring strategy was required. The second problem was the very high rate at which the lock filled - we were kept busy dashing about fending off and making constant adjustments to the mooring lines. Although the rise in the next lock was 13.1 metres, nearly 4 times as much, we had a much easier passage, for it was a newer type of lock which had floating bollards which rise with the water level.

We stopped that night at a mooring at La Bassee. These yacht moorings, found from time to time along the canals, frequently have free water and electricity. Sometimes showers and toilets are provided, though at the better appointed moorings, charges are made.

Next morning we picked up a rope round the propeller. With the aid of a boathook and a freezer knife (specially purchased some years ago for just such an emergency) we cut the rope and cleared the prop. After a pause for refreshment we continued on our way and stopped for the night at Arleux. It is at Arleux where one may take either the Canal du Nord - quicker but more commercial; or the St Quentin canal which is slower and less used. We took the slow route to Cambrai - a good stop for shopping. The following day we were towed for two hours through a tunnel 5 and a half kilometers long. At the next tunnel, only 1 kilometer long, we were allowed to motor through. The next days' run to the marina at St Quentin was short. Here we stayed a couple of days then rejoined the Canal du Nord at Pont Leveque. From here-on it becomes the Oise until it joins the River Seine at Conflans Ste Honorine some 119kms further on. The lower stretches of the Oise to Goujon Yacht Harbour are scenic though a little sunshine at this time would have been welcome.

From Goujon to Paris Arsenal Marina is about 75 kms so we made an early start. Straightaway we ran into trouble in the first lock which was a huge one, being 250 metres long and with few bollards to tie to. Just as we had entered the lock and were passing close to a moored barge its engine was given a sharp burst ahead with rudder hard over. The resulting turbulence crashed us against the lock wall, bent the pulpit, snagged the end of the roller reefing spar which was forced back along the stowed mast, and knocked off the masthead tricolour light. Barges normally moor to one line with their motors going slow ahead. Fine for barges but makes life difficult for yachts. Two more locks and 34 bridges later we were in Paris where we stayed 4 days, did a little sightseeing & bought additional pilot books.

From the Seine we entered the river Yonne; the locks on this river slope at an angle of about 40 degrees - which is bad news for owners of bilge keel boats; great care is needed when fending off. After transitting 26 locks we diverted down the Nivernais to Auxerre where we met ex Seadog owner Hal Ironside and crew (ex AFARON) whom we last saw at the Middelburg Seadog Rally in 1988. They were on holiday in a Penichette they'd hired at Auxerre. It was raining again when we left Auxerre bound for the Canal de Bourgogne and St Jeane de Losne. So far we had covered 788 kms and passed through 106 locks. So we weren't really looking forward to the Bourgogne section which is 242 km long and has no less than 189 locks! Apart from a few floating hotels and charter boats this canal is relatively unused by commercial traffic; most of the time we had it to ourselves. On the plus side it became sunny and hot and the scenery pleasant - our reference books were often out to help us identify plant and birdlife. Herons were common, kites and buzzards soared overhead; we saw golden orioles - brilliant yellow birds with black wingtips and tail; and the most striking of all - Kingfishers, the colours of which appear to fluoresce.

We did a record number of locks that day - 11 in all - all manually operated. After Tanlay came a section of automatic locks. These give the easiest and most gentle lock passage. As you approach, the boat is detected by radar, then red & green lights come on to indicate the lock is being prepared for you. When the green light only shows you enter, tie up, then operate a switch which closes the gates behind you, fills the lock, and opens the gates at the other end. A photocell records your leaving and resets the lock for the next boat. This is designed to register on a 38 metre barge and not on a 9 metre yacht but everything worked fine for us at the first lock. But the gates of the second lock remained stubbornly shut as we approached. We tried waving a frying pan in front of the sensor - still nothing happened. Jack got on his bike and pedalled 7 kms along the tow path in search of help. In his absence an English yacht arrived. The skipper, a hydraulic engineer, had the system working in two shakes. Palafox was without her skipper since Jack was still pedalling furiously for help. Bobby took the Seadog into the lock where the other crew helped her tie up. The first boat went slowly out of the lock; then PALAFOX moved forward. As her bows approached the lock gates they started to shut. Bobby quickly went into astern but seven tons of boat and stores do not stop immediately. In the nick of time the lock engineer arrived - raced to the control box and stopped everything. To celebrate my birthday and our safe passage so far we had a superb dinner that evening provided by the skipper of the other boat. He was an excellent cook and used any excuse to go into his well equipped galley where he produced mouth watering dishes, Pastis and a bottle of bubbly. We were all late getting up next morning.

Between 10 and 20 locks a day was now our norm, and with temperatures in the thirties it was wearing. Weed in the canal became a nuisance, at times blocking the engine cooling water intake. At Pouilly en Auxois, the highest point of the canal, we again met our friends on the English yacht and were treated to yet another memorable meal to celebrate the fact that from now on we should be descending the locks all the way to the Med which should make life much easier. At the summit of many canals there is a tunnel - the Bourgogne is no exception - this tunnel is over 3km long and unlit. Once through we had trouble at the next lock where mown grass blocked the inlet valve to the lock and it wouldn't fill. We also noticed, despite going downhill our progress was not as fast as we had hoped. The cause was having to wait for every lock to fill before we could enter as priority was given to ascending boats. To compensate, the scenery in this stretch of the canal is superb. Each lunchtime we would stop for a couple of hours and snooze under the trees - it was far too hot to operate the locks.

The scenery from Dijon to St Jean de Losne contrasted starkly with the earlier beautiful countryside, being now more industrialised and polluted with noise from a busy airport. At St Jean we found an excellent mooring in an old barge basin and stayed a few days. We had now traversed 297 locks and at times, what with the work and the heat, we felt we had seen more than enough of them. What spurred us on was the thought that now only 17 locks lay between us and the Mediterranean. 60 miles downstream, at Chalons sur Saone we tied up at a marina which lies in a sheltered position behind a small island which protects the moorings from the wash of passing craft. Here we enjoyed our stay and had an enjoyable meal at a pavement restaurant - complete with street entertainment.

On the way to Lyons we passed through the Maconnais and Beaujolais wine growing areas; at Macon we spent one night then continued non-stop to Lyons where we fetched up at an uncomfortable mooring just opposite the cathedral. Fortunately all river traffic stops at night so it was peaceful and we could enjoy the floodlighting of the bridges, churches and public buildings - a spectacular scene for an overnight mooring. Next day we entered the Rhone and headed for the quiet little town of Roches les Condrieux. From there our next stop was Tournon opposite the vineyards of Crozes Hermitage. Here a steam railway runs along valleys and over chasms up into the hills - a most enjoyable excursion through wild and rugged scenery. After we left next morning a full blown Mistral developed. We found few stopping places useable in a Mistral and ended up in a barge repair yard opposite a nuclear power station, next to the TGV railway line and the N7 main road. Noisy, but at least the mooring was safe.

On the way to Arles next day, at a place named Bollene, we passed through the biggest of all Rhone locks. This lock is a massive construction in which you are lowered 27 metres (89 feet) in 7 minutes, accomplished with no fuss and almost uncanny silence. At Arles we found free water and electricity on the pontoon, and across the bridge an old town with a network of alleyways and narrow streets leading to the Roman amphitheatre.

Before leaving we went to refuel the engine and found the diesel-hose had been left out in the full glare of the sun. This resulted in the oil inside the pipe being heated to a high temperature. I was warned by the operator to go carefully - which I did - but after the first couple of litres had gone into the tank, a massive vapour-lock arrived at the filling nozzle. In spite of my immediate shutting of the nozzle the whole cockpit was drenched as ten litres of diesel erupted with explosive force. This was not a happy moment and the subsequent clean-up continued all the way to Port St Louis where we arrived in the evening of the 1st of August.

Here we arranged for the masts to be raised, but a combination of faulty crane and another Mistral delayed the operation for almost a week.

At last we entered the clear blue-green seas of the Mediterranean and anchored in a small rocky cove on the Ile de Ratoneau where we dropped our hook in 7 fathoms. When we looked over the side we could clearly see the anchor lying on the white sand. Next day we sailed round the island and passed the Chateau d'If of Count of Monte Cristo fame. Our next port, St Mandrier, just south of Toulon, is remarkably attractive and well worth a visit. From there it was only a short sail to the Iles d'Hyeres; being August everywhere was desperately crowded so we found a small bay and spent a few lazy days there lying at anchor. When our supplies began to run out we started to retrace our steps homewards, and a week later, on the 20th of August, visited Port St Louis back on the mainland of France.



Once the masts were down we entered the Rhone and paid a visit to Avignon, a town we had missed on the way down. The marina mooring is close to the famous Pont. The town itself held no appeal, being very crowded.

The current in the Rhone was not yet very strong which was fortunate as we now had it against us. As locks were approached it did increase though, and by the time we reached Lyons it was running at 3 knots. We retraced our earlier route to St Jean de Losne then diverted northwards via the Marne canal to Rheims, eventually joining our outward route at the St Quentin canal. Due to the dry summer, water levels in the Marne were low; at one point we thought we might be stuck for the winter. At one lock, two barges trying to pass in opposite directions became wedged and blocked the canal. In another incident a large yacht became stuck on a lock sill until pulled off by a tractor. These incidents did not delay us greatly, but it is not unknown for yachts to be trapped all winter when ice formation can become a problem.

Emerging from the St Quentin tunnel we had to stop for an emergency repair to the pulley on the alternator. This repair lasted till the 13th of September when we arrived at Calais - where it chose to pack up just as our propeller picked up a large piece of plastic as we were about to enter a lock.

After repairs and restocking the masts, our return trip to Benfleet on the 17th of September 1991 was made in a headwind and a nasty chop - we were back once again to our normal sailing weather!

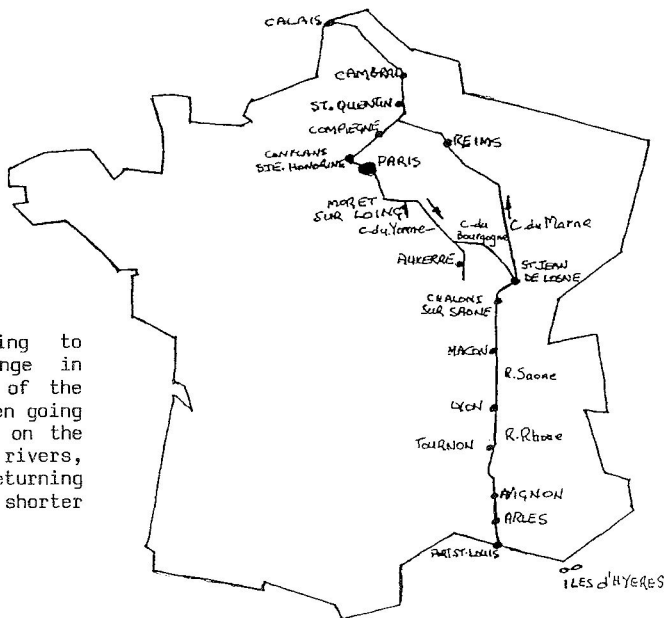
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	<u>N. Miles</u>	<u>Diesel</u> <u>(galls)</u>	<u>MPG</u>	<u>Locks</u>	<u>Days</u>
Outward Leg	965	88	11	314	86
Return Leg	840	118	7	223	33
<u>TOTALS:-</u>	<u>1805</u>	<u>206</u>		<u>537</u>	<u>119</u>

\*\*\*\*\*

#### NOTE

It is interesting to compare the change in fuel consumption of the Perkins engine when going slowly downstream on the Saone and Rhone rivers, and when returning upstream in a shorter period of time.



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## ROLLER REEFING THE SEADOG MAINSAIL

by Peter French

As there appears to be some uncertainty among owners as to the best method of roller-reefing the Seadog mainsail I thought it might be helpful to list a procedure I've found to give a tightly rolled sail and a good result.

The steps in order of operation are:-

Insert winding handle in roller reefing gear at forward end of mainboom.

Free-off the mainsail downhaul.

Wind reefing handle until the mainboom is at the top of its short length of track.

Slack off the Main Halyard until boom is lowered to the bottom of its track and make fast the halyard.

Continue to wind the reefing handle until the mainboom is once more at the top of its track.

Repeat the process until sufficient sail has been taken in.

Then tighten mainsail luff by hauling on the downhaul.

### MARKING OF ANCHOR-CHAIN ON DOGMATIC

<u>COLOURS</u>	<u>FATHOMS</u>	<u>FEET</u>
1 X RED	2	12
2 X RED	4	24
3 X RED	6	36
1 X RED: 1 X GREEN:	8	48
2 X GREEN	10	60
3 X GREEN	12	72
1 X RED: 1 X BLUE:	14	84
1 X RED: 2 X BLUE:	16	96
3 X BLUE	18	108
4 X RED	20	120
1 X RED	28	168
1 X RED	29	174
BITTER END	30	180

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Last year Ludwig Brandt (TRIASID) wrote in praise of two items of yacht equipment which he had recently fitted.

The first was the SONY ICF 2001D Programmable Radio Receiver with a built-in timer - ideal for receiving Weather Forecasts. Ludwigs' letter inspired me to visit our local dealership where I was so impressed by the versatility of this little radio set that I bought one right away. Since that time it has given such excellent service that now I would not like to sail without it.

The second of the two items:

HARKEN/BARBAROSSO 40 ST 2 speed rollerbearing self-tailing Genoa Winches.

The self-tailing part is ball-bearing and the whole winch virtually friction free. This means that even a child can handle them. I fitted two of these winches to DOGMATIC at the beginning of last season - and what a joy to use - they were an instant success and have saved an awful lot of hassle and scrambling about in the cockpit. Best of all no-one is required to tail.

I would even go so far as to say in recommendation that the best present you could possibly buy your wife is a pair of these wonderful winches!

.....

Fully battened Main and Mizzen Sails with Lazy-Jacks and Zippak:

Ludwigs' comments under this heading also interested me. Ken Willey (SEEHOND) had earlier fitted fully battened sails, and had told me he was delighted with them - he said sail handling was so easy that singlehanding SEEHOND was now a practical proposition - and proved it by sailing singlehanded to the Scilly Islands and back. Then I received a long letter from Stephen Axon (GALWYN) about fully battened sails - this heightened my interest still further.

To cut a long story short I have ordered a set of fully battened sails complete with easy-stow cover from RAY BLACKMORE of FAREHAM (the same man who made the sails and easy-stow cover for Ken Willey)

In the next issue I'll let you know how I got on with them.

P.F.

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PROOF THAT PURCHASE TAX OR VAT HAS BEEN PAID ON YOUR SEADOG

With 1993 drawing ever nearer it looks as though it is going to become vitally important for all owners to be able to prove to the authorities here and in Europe that Purchase Tax or VAT has at some time been paid on your SEADOG.

So does anyone have the ORIGINAL INVOICE, showing the Purchase Tax or VAT paid?

If so, would you please be kind enough have a LASER COPY taken and send it to me for the records. Cost of copying and the postage will be refunded. It will be a great help to us all if someone could come up trumps!

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Another year has flown leaving behind a host of happy memories. The two Rallies have been great fun - the Shotley International Rally surpassed all expectations and our winter break at Philipps House in February was once again a popular success. This mid-winter function now looks like becoming a permanent fixture.

We are looking forward to the two Seadog Rallies this year. The first one, on August Bank Holiday at the new Marina at Preston in Lancashire, is timed to coincide with the Preston Guild Celebrations which take place once every 20 years. There is now a fair number of Seadogs in the northwest and we've already heard of Members who intend to join us - some crossing the Irish Sea - others travelling there by car or by boat. Our Seadog Rally should help to contribute some nautical interest and colour to the general festivities. (The N.W. Rally Organizer is Pam Hamlyn ex ARDESMOR Phone: 0772-883494). Our end-of-season Rally at Newport I.O.Wight - (last w/e in September) - will be the final chance of a get-together in '92. It is usually well supported, so we hope the weather will be kind and allow some of our 'long distance' Seadogs to get there.

On a personal note, Olive and I have, over the years, enjoyed much support and pleasure from the Seadog Owners Association and have made a host of good friends. For example Jaap and Wil Mientjes (SORAYA) came over from Holland to spend Christmas with SEEHOND owners Ken and Jess Willey. Ken asked if we could take them all for a 'Solent Sail' as DOGMATIC was still in commission. We agreed - then by chance I mentioned this to two other friends who own a sturdy triple screw 48' steel motor cruiser; they immediately suggested we all might like to travel across to the Isle of Wight with them aboard their boat. What a comfortable trip that was - like being on the Cowes Ferry. Up upon the Bridge Deck where our eye level was about 20' above the water, we didn't need charts or binoculars to spot the buoys - they were all neatly laid out before us!

In spite of the unsettled weather, high winds and even higher seas it was one of the warmest December days on record with temperatures up in the 50's. We made a fast passage, arrived in grand style at Cowes West where we went to lunch at the Royal Corinthian Yacht Club. That evening the eight of us returned to our house for dinner. Ken & Jess told us later they had put on a typical English Christmas for Jaap and Wil - Carols at Winchester Cathedral - Presents in stockings - Christmas Crackers etc., Things they apparently don't have in Holland.

Olive and I have recently returned from a week in East Anglia where we were made most welcome by SOA members. While we were staying at the Carlton Hotel in Great Yarmouth, Tony Webster (Ocean Dog ALLYSON MARY OF WELLS) arrived and took us on a sight seeing detour on the way to his home where Janet had prepared a delightful lunch - (Olive immediately added two more recipes to her collection, one of which, a Rhubarb & Orange Dessert, we are sure, will become a great favourite). Moving on from Great Yarmouth we spent two very happy days with Cy and Louise Blackwell (DOGBOAT) who run the "P & Q" Sailing School from Deer Park Lodge, their picturesque home on the banks of the River Orwell.

Should any of you be considering taking an RYA practical course or even want to brush up your boat handling, then Cy Blackwell is your man. Cy is one of the most highly experienced Sailing Instructors in the U.K. And he does all the cooking aboard!

One day when Cy took us for a drive in the Suffolk countryside we called in at Woodbridge Tide Mill where we saw LUNA - an interesting Seadog - interesting in the fact that this is the only Seadog I know of that does not sport a windscreen. Also during our stay at Deer Park Lodge, we had the pleasure of visiting David & Dilly Ridge (NICHOLA JANE) for coffee - David said he has almost completely reassembled his "naked" Seadog and hopes to get her afloat later this summer.

Our next stop was Essex; during our stay in Southend we were invited for lunch by Brian and Babs Herve (ex JACARAH). In spite of being temporarily in charge of two young grandchildren, Babs still found time to produce a delicious meal. This was complemented by Brians' choice of excellent vintage wine - a subject on which he is keenly interested. Brian and Babs are hoping to spend the next few summers exploring the canals of France and have recently purchased a canal boat out there - we look forward to hearing about their experiences.

Some time this summer we are hoping to head south to Brittany; if all goes well and we can get away early enough, perhaps call in at the "Brest '92" celebrations" - maybe we might meet some of you there.

Club finances remain in a healthy state even after paying for this years' Newsletter, Owners List, postage etc, thanks to the continuing generosity of members. We have been fortunate too in receiving donations from some owners who have sold their Seadog through the Club, thereby saving themselves a good deal of money. (I've been told that some Yacht Brokers on the South Coast are now charging 10%). It's only because of help like this from our members that we are able to keep things going without an Annual Subscription. I am often asked by non-members how much our yearly subscription is and they are always amazed when I say there isn't one - just the once-only joining payment; after that we have to rely on our members voluntarily topping up the finances - my grateful thanks to all who have helped this year.

Over the past 12 months quite a lot of boats have changed hands so I would like to welcome all the new Seadog Owners who have recently joined us. I hope that you will be able to come to one of our Rallies where you will have the opportunity of meeting other members. Always remember that the Club is here to help with any problems you may have - so please do 'phone or drop a line - (an SAE is always welcome if you need a reply). This year we have been delighted to have been able to welcome quite a number of SQA Members to our home when they have been in the area, so should any of you be down south and near the Hamble River, do give us a call and come for coffee. It really is like having a large and caring family and our lives have been greatly enriched by your friendships.

Have a safe and happy sailing season and keep me informed of your adventures, mishaps, solutions etc. - all these make interesting reading and I've got to have something to put into the '93 Newsletter! Once again - thank you all for your generous support this year, for your visits, letters and 'phone calls which make this job so interesting - and lastly, but by no means least - my thanks to Olive for her continued support and help.

I wish you fair winds, calm seas and all you would wish yourself -



Peter French  
Honorary Secretary

P.S. We have a good supply of Seadog Ties (£8.50), Burgees (£9), Brooches (£4.50) for sale ..... profit from these helps your Club Funds - so if you haven't got one - now is the time to send in your order.

Over the years that I've been Secretary I have frequently been asked by interested Members - "What aeroplanes did you fly?".

Recently, I was asked to give a talk at the Royal Air Force Yacht Club about some of my experiences as a Test Pilot. In preparation for this talk I compiled the following lists which may be of interest and answer the question .....

<u>FIGHTERS:</u>	SPITFIRE: HURRICANE: WHIRLWIND: LIGHTNING: ROC: GLADIATOR: GAUNTLET: TOMAHAWK: MOHAWK: HIND: HENDY HECK - (prototype):
<u>NIGHT FIGHTERS:</u>	BEAUFIGHTER: HAVOC: DEFIANT:
<u>HEAVY BOMBERS:</u>	LANCASTER: STIRLING: HALIFAX: AVRO MANCHESTER: LINCOLN: B17 FLYING FORTRESS : LIBERATOR: SUPER FORTRESS B29:
<u>MEDIUM BOMBERS:</u>	MOSQUITO: WELLINGTON: WHITLEY: BLENHEIM I & IV: HAMPDEN: HEREFORD: WARWICK: HUDSON: MARYLAND: ALBEMARLE:
<u>LIGHT BOMBERS:</u>	BATTLE: NORTHROP A-17-R: WALLACE: WAPITI: HECTOR:
<u>TORPEDO BOMBERS:</u>	SWORDFISH: BARRACUDA: BEAUFORT:
<u>DIVE-BOMBER:</u>	CURTISS HELLDIVER:
<u>AMPHIBIANS:</u>	CATALINA: WALRUS:
<u>SPOTTER PLANES:</u>	AUSTER: LYSANDER: STINSON VIGILANT:
<u>GLIDERS FLOWN:</u>	HORSA: HOTSPUR:
<u>GLIDERS TOWED:</u>	HAMILCAR - (prototype): HORSIA: HOTSPUR: HENGIST - (prototype): ROTAVANE:
<u>GLIDER TUGS:</u>	LANCASTER: STIRLING: HALIFAX: WHITLEY: HUDSON: ALBEMARLE: HECTOR: TIGER MOTH:
<u>TRANSPORT AIRCRAFT</u>	ANSON: DAKOTA: DOMINIE: DRAGON: DRAGONFLY: ENVOY: DH86B: VICKERS VALENCIA:
<u>TRAINING AIRCRAFT</u>	BOTHA: OXFORD: HARVARD: MAGISTER: MASTER: MARTINET: BATTLE TRAINER: TIGER MOTH: AUDAX: HART & HART SPECIAL: AVRO TUTOR: AVRO 504N:
<u>MISCELLANEOUS AIRCRAFT</u>	FOX MOTH: GIPSY MOTH: HORNET MOTH: MOTH MINOR: LEOPARD MOTH: PUSS MOTH: PIPER CUB: MONOSPARE: MONOSPARE TRIKE: PROCTOR: PERCIVAL GULL: FALCON: QUEEN BEE: WHITNEY STRAIGHT: TIPSY TWO SEATER: WICKO: COMMODORE: MONARCH: FAIRCHILD:

SPITFIRES TEST-FLOWN  
(And where known, their ultimate fate)

31.5.40	K9824	Mid air collision	11.7.41	P9319	
19.8.40	K9862	Mid air collision	6.6.40	P9322	Broke up in flight
5.5.41	K9863	Mid air collision	13.6.40	P9330	Overturned on landing
1.6.40	K9890	Crashed into R.Mersey	23.6.40	P9339	
30.5.40	K9891	Collided	23.6.40	P9459	Mid air collision
2.9.41	K9900		26.5.40	P9463	Shot down Portsmouth
30.5.40	K9934		19.8.40	P9464	Shot down E.London
19.8.40	K9962	Shot down (Kent)	8.4.41	P9490	Dived into ground
28.3.41	K9995	Flew into ground	3.9.40	P9500	Mid air collision
1.6.40	L1059	Dived into ground	6.6.40	P9503	Crashed
1.6.40	L1088		13.6.40	P9519	
16.6.41	L8441		13.6.40	P9540	
2.6.40	L9934		27.6.40	P9560	Dived into ground
30.8.40	N3196	Dived into ground	8.12.41	P9563	Crashed
10.7.41	P1712		15.6.40	R6602	
13.6.40	P3039		25.7.40	R6603	Shot down Gravesend
25.5.40	N3275	Shot down over Dungeness	8.7.40	R6613	Shot down E.London
30.6.41	P6039		10.6.40	R6707	Shot down off Dover
15.8.40	P6834		10.6.40	R6708	Shot down off Deal
25.7.40	P6909		10.6.40	R6709	
5.9.40	P7286		10.6.40	R6710	
21.8.40	P7287		11.6.40	R6711	
21.8.40	P7288		11.6.40	R6712	
13.8.40	P7320	Force landed	11.6.40	R6713	Shot down over Kent
14.8.40	P7323	Shot down Kidderminster	15.6.40	R6716	
7.7.41	P7442	Collided	31.7.40	R6829	
15.7.41	P7446	"GUWBUNGA"	31.7.40	R6830	Force landed
9.3.41	P7556	Spun into ground at Porth	8.8.40	R6831	Shot down Portland
14.7.41	P7626	Force landed	14.8.40	R6834	Shot down Hailsham
31.3.41	P7884	Mid air collision	27.7.40	R6907	Damaged
28.3.41	P7895	Crashed on take-off	16.3.41	R6976	
14.3.41	P7896	Force landed	19.3.41	R7017	
9.3.41	P7900	(off Cromer)	27.5.41	R7022	Shot down
9.3.41	P7901	S/down by Brit. convoy	4.4.41	R7207	
5.7.41	P7988		13.5.41	R7208	To Hornechurch
4.4.41	P7991	Crashed	3.4.41	R7209	"CITY OF LIVERPOOL"
23.4.41	P8012	Bombed at Exeter	3.5.41	R7254	
9.3.41	P8046	"CITY OF WORCESTER"	14.5.41	R7277	To H'church - (missing)
9.3.41	P8047	"THE MALVERNS"	16.7.40	R7286	
16.3.41	P8049	Dived in - Richmond Yks.	16.7.40	R7287	
4.5.41	P8077	Spun in - Eglinton	1.9.41	W3026	
13.3.41	P8089	"IDEAL"crashed E/failure	2.6.41	W3109	Shot down in sea
13.3.41	P8090	"MINERS OF DURHAM"	16.5.41	W3185	"LORD LLOYD" coll.France
11.7.41	P8094	"ON THE TARGET"	29.7.41	W3606	
16.3.41	P8144	"CITY OF ST ALBANS"	26.8.41	W3818	
20.3.41	P8164		12.8.40	X4160	Shot down off Seaford
29.3.41	P8174	"BALTIC EXCHANGE"	11.8.40	X4161	Shot down off Portsmouth
13.3.41	P8176	"GARFIELD WESTON SENIOR"	21.6.41	X4255	Shot down
10.7.41	P8179	"MONTAGUE B"	3.9.40	X4323	Shot down at Fennington
4.4.41	P8246	Missing-failed to return	3.9.40	X4327	Shot down over Ashford
3.5.41	P8260		19.5.41	X4624	To Heathrow
15-6-41	P8441		19.3.41	X4720	Crashed
4.4.41	P8462		4.4.41	X4991	Flew into the ground
25.6.41	P8583	Mid air coll.with Hampden	16.9.41	AA731	Shot down
25.6.41	P8659		16.9.41	AD191	
22.7.41	P8674	"AFRIKAANDER"s/d-Sept Iles	23.10.41	AD301	Sent to Russia
7.7.41	P8701	Missing-failed to return	23.10.41	AD323	Mid air collision
22.7.41	P8715	"WULFRUN"	8.12.41	BL233	
1.7.41	P8748	Hit trees near Luton	8.12.41	BL201	Mid air collision
27.7.41	P8794	Missing-failed to return	8.5.41	BL352	Sent to Russia
			3.1.42	BL429	

## CONTRIBUTIONS AND DONATIONS

### Our grateful thanks to the following Members who made contributions and donations towards our Funds

Bart Groves	- AFARON - Donated £10 towards Club Funds
Pam Hamlyn	- ARDESMOR - £50 - for introduction to Tim Spirit - who bought ARDESMOR
Willy de Crom	- BONA - from Belgium - £20.30 Part donation & part percentage on goods sold
George Blunt	- ex CANUTE - £5 towards postage fund
David Newman	- ex EARL - £25 on sale of boat
James Lindsay	- EARL - £2 overpayment on burgee
Tim Burke	- FURAH - £2 extra on burgee payment
Stephen Axon	- GALWYN - £10 towards the general funds
Alan Sheridan	- GAY MADRIGAL - £20.50 donated in support of our funds upon joining the Seadog Association
John de Candole	- ex GLASS LADY - £100 in appreciation of the introduction to Paul Shaw who bought GLASS LADY
Paul Shaw	- GLASS LADY - £28 - contribution to funds and excess payment on burgee
Keith Bastow	- ex GLYFADA - £100 for introduction to Richard & Mignon Cathcart who bought GLYFADA
Richard Cathcart	- GLYFADA - £30 - towards running expenses
Joe Lyons	- HIBOUX - £30 in appreciation of Ludwig Brandts' gift to him of TRIASIDS main & mizzen sails
Sidney Ellison	- LEONORA - £10 towards general funds
Brian Jackson	- ex MICHETTE - £100 for the introduction to John Husband who bought MICHETTE
Heinz Willman	- MISSI - From Germany - £10 towards foreign postage
Wessel Liezenga	- NAUSIKAA - From Holland - £5 to help with postage
David Ridge	- NICHOLA JANE - £10 towards general funds
Brian King	- PEA GREEN - £10 towards postage and copying
Julian Davy	- SEADOG - £9 towards running expenses
Harry Manners	- SEASCAPE - £25 donation to help with costs
Harold Broadbent	- SOLWAY DOG - £2 excess payment on brooch
Roger Allmey	- SPINNER - £25 towards general costs
Ian Jures	- SUEBRE - £2.50 towards telephone calls
Peter Binkhorst	- SULISKER - from Holland £10 towards general running expenses
Eric Richardson	- TALIESIN - £15.50 extra on Brooch plus donation to Club Funds
Roy Croft	- TIMORLEY - £4 towards foreign postage & copying
Vic Holloway	- WEATHERDOG - £1.50 - overpayment on necktie
Bob Francis	- ex WHIMSY OF WESTON - from America - £50 to defray cost of Membership of SOA for new owner/plus cost of supplying and posting Seadog News Magazines to new owner for the next 3 years/plus hospitality at the Shotley Rally - the balance to Club Funds



# O B I T U A R Y

## B I L L   W I L L I A M S

(PRODUCTION MANAGER OF THE EARLY SEADOGS)

(DIED NIGHT OF THE 7/8TH MARCH 1992 - AGED 75 YEARS)

The Seadog Association has lost one of its most valued members. Those who came to Philipps House at Dinton in February had a last wonderful opportunity to talk to Bill who knew every nut, bolt and screw on the Seadog. It was Bill who was instrumental in transforming the original basic drawings into the boat we know and love.

For some years Bill had been fighting cancer and winning the battle - for it wasn't the cancer that took him from us but an awful chest virus that laid him low for many weeks. He had difficulty in breathing when he came to Dinton but was determined to get there to meet everyone. Mid-February he got worse, but again fought through and we thought he was on the way to recovery.

On the 6th of March we invited him to dinner and he arrived just after four o'clock with his constant companion - his dog Tiller. He was his usual happy self - thoroughly enjoyed his dinner, stayed until around midnight, then got into his car and drove out of our lives for ever.

Next day, so we were told later, he felt cold and unwell and went to bed. He got worse, couldn't breathe, and phoned for the ambulance. He died shortly after on his way to the hospital in Southampton.

His funeral was on Friday 13th March at the cemetery of St Marys' Extra, Woolston. We joined his family and friends at the graveside for a simple ceremony. Some years ago Bill chose his plot at this, one of the prettiest cemeteries around. It is not far from the place where the first of the Seadogs - (GLASS LADY) - was born in a warehouse behind the Picador garage. And it is only a short distance away from Spitfire Quay where Mitchell designed the Spitfire. Bill's life was wrapped up in boats and planes and his stories were legion, but it was the Seadog that meant the most to him - even after a lapse of all these years he was never happier than when asked to help solve problems.

During his time in the Far East he made a study of many religions and was a deep thinking man. He was also a poet who had such a way with words he could reduce one to tears. Every year he wrote a Christmas Poem to give to his friends and we will always treasure ours.



Bill will be greatly missed - we could always rely on his good advice regarding any problems on the Seadog - he was writing a book on the History of the Seadog but unfortunately this was destroyed one night not so long ago when his boat sank at Kemps Quay and he and his dog had to leap ashore for their lives. However, sometimes while he was chatting, we kept a small tape recorder running, so do have a record of some of his stories.

We shall always remain grateful to Bill for his dedication in producing what must be one of the best and safest boats ever built.

The message with the flowers sent by the Seadog Owners Association said it all:

"WITH GRATEFUL THANKS FOR ALL YOUR WORK ON THE SEADOGS

THEY WILL BE YOUR LASTING MEMORIAL"

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