

# SEADOG Owners Association

Hon Sec John Lansdell

Newsletter 35

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## Foreword

Hilary Waitt

## Winter Rally

Whilst I know many of you may not afford to travel I have had to make some decisions about the above.

I have had correspondence from Best Western and the best price they can offer is for a Golf Club and Spa in Coventry but that is £89 per person per night and single rooms are £135.

As this is the last year the Elstead Hotel in Bournemouth will be there and we have used it for almost 30 years I feel it would be wrong to abandon ship. The staff have looked after us so well over the years; and let's face it it's been a lot of fun.

Therefore I am reserving the hotel from Friday 24<sup>th</sup> to Sunday 26<sup>th</sup> February.

The rates for everyone regardless of single rooms will be £60 pp for Dinner bed and Breakfast, with Sunday Lunch £16.50.

If you think you will attend please notify me ASAP by email to [sillyhilly21@hotmail.com](mailto:sillyhilly21@hotmail.com).

Some of you remember *Loon* and Pat Lawless who circumnavigated in his Seadog.

His son Pat Lawless is now fourth in all boats in the Golden Globe. If he's back perhaps he will come and give us a talk. If not, I will find someone pretty interesting. However if our website is anything to go by there's plenty to talk about!

I am also proposing a rally to the Folly or Newport on the 24<sup>th</sup> to 26<sup>th</sup> June 2023.

Again, would you attend (weather permitting)?

I realise these are challenging times but it is three years since we have met. I will organise it but I need your commitment.

You don't have to drive, perhaps use National Express or Ryanair or I can put members together to share cars.

The Seadog is so special we must try to keep up our traditions.

Hilary

## Out and About Summer 2022

*Rounding the Lizard - Graham Mathews*



*Marina da Póvoa - Raymond White*



## New Yard Trailer for *Hound Dog*

Debbie and John Stopford

### Boat Recovery



To recover the boat, steer onto the trailer and between the forward uprights. The forward uprights serve as a stop for the boat whilst in gear, as the tractor pulls the boat out of the water.

### Yard Manoeuvres



## Construction

Welded structural steel with heavy duty truck bearings for the wheel hubs.

The key measurement is the diagonal for the bilge keels.

*Right side view*



*View from back to front*



*Side view from front to back*



## Repairs to *Gundog*

Paul Young

*Gundog* was on a pontoon in Langstone Harbour on the night of Wednesday 20<sup>th</sup> October 2021 when she was damaged by a hurricane and a tornado. The graph of the storm that night can be seen on [Chi Met](#). The port side teak rubbing strake and the toe-rail were damaged and the hull was scratched.

3D Marine in Sparkes Marina carried out the repairs. The main mast and mizzen mast were removed, the boat was lifted out of the water and put into the 3D Marine shed. The rubbing strake was replaced and the toe-rail repaired. Woodwork that was showing damage from old age was replaced. The port and starboard gelcoat sides and the transom existing paintwork were taken back to the original gelcoat, prepared for re-coating and resprayed using spray gelcoat. 'GUNDOG Langstone' was placed on the transom and GUNDOG added on the port side and starboard side of the bow.

The Raymarine black and white Radar was removed and replaced with a Garmin ECHOMAP UHD 95sv Chart Plotter that is connected to the NMEA 2000 System of the Raymarine Wheel Pilot. With the ceiling panelling in the galley removed, to enable the rubbing strake to be fitted, a new galley extractor fan was fitted. A new VHF Radio Antenna with the bracket and cable were replaced on top of the mast, along with the Masthead Tri Colour LED light and the Raymarine Wind Masthead Transducer. The combination Mast and Deck Light was replaced together with the main halyard and the forestay bolt.

The cabins on the decks and the cockpit were polished, the gelcoat was repaired as necessary and the decks cleaned. The annual *Gundog* maintenance for 2022 was carried out.



## Controlling the Mizzen Sail on *Gundog*

Paul Young

The usual mizzen sheet layout does not bring the boom to the centreline of the yacht and flattens the mizzen with more force to achieve this. A rope traveller going to the cockpit is fitted with a roving pulley to pull the mizzen boom slightly to windward of the yacht

centreline. This brings the mizzen further out of the airflow of the main, creating improved airflow. The yacht will sail closer to windward while improving the set of the mizzen. There is also more control over how flat the mizzen can be set, which adjusts the weather helm contributed by the mizzen.



*The mizzen on a port tack set with the rope traveller and roving pulley*



*The position of the roving pulley when not in use*



*The Clam Cleat with the green tape marking the position for the roving pulley*

## A New Rubbing Strake for *Gina*

David Nixon

Since I purchased *Gina* her piecemeal rubbing strake has been a source of irritation. Rust stains from the fixing galvanised roofing bolts, extra stainless-steel fixing screws and bolts, and dark brown Sikaflex liberally applied to fill gaps where the strake had separated from the hull all contributed to the motivation.

I attempt one major job in the off-season and this year it was the turn of the rubbing strake. The idea germinated at the 2019 Winter Rally where a fellow owner recounted how he'd replaced his rubbing strake with synthetic teak.

### Removing the old rubbing strake

The original rubbing strake comprised a rubber gasket next to the hull, a 20mm thick base hardwood strip bolted through the hull and a shaped 'sacrificial' hardwood strip screwed to the base strip. I doubt the rubbing strake is teak. I've seen iroko mentioned. Indeed, I'd effected some repairs to the toe-rail with an iroko school desktop complete with the carved initials of generations of school children. Over the years, those repairs have weathered to be indistinguishable from the original. So, I'd go with iroko as the wood used for the rubbing strake and toe-rail.

The advice from my fellow owner was to use a crowbar to remove the original rubbing strake. It worked well apart from sections where the original had been bolted or screwed through with stainless fixings. My fellow owner reported the original galvanised roofing bolts had fallen away "into the bilges". Unfortunately, *Gina's* were all glassed in and mostly had to be cut and the stumps ground down flush externally.

Finally, the mild steel remnants of the roofing bolts were treated for rust and the tenacious strips of Sikaflex scraped away.

### Sourcing the new rubbing strake

The 'traditional' range from 'Flexiteek' offers a 100mm by 20mm moulding in 10 metre rolls. My quote at Xmas 2021 was £55 a metre plus VAT with a delivery charge of £20. I ordered two 10 metre rolls. I'd advise checking for current pricing before ordering.

You can choose any colour as long as it's standard or sanded teak:-)

Once delivered, I couldn't lift the two rolls together and had to separate them. Even a single roll was difficult to load into the car.

## Fitting the new rubbing strake

The single measurement taken was the terminating angle at each end of the original rubbing strake (being 60 degrees).

The two rolls were laid out on the deck following its curve and cut to size. It turned out they were 20mm short on the original length. I count that as a reasonable estimate of the flare of the hull.

The synthetic teak almost flattened out except for the ends so one strip was turned over and the two strips with ends bending apart were clamped together overnight. That action went a long way to straightening the ends.

Offering up the new rubbing strakes was a matter of tying both ends; one to the bow roller and the other to the stern cleat. In between, half a dozen lines were tied to the upper guard wire with a slipped clove hitch, passed underneath the new strake and tied to the lower guard wire with the same hitch. That tamed the rather weighty beasts and allowed for incremental adjustments as the self-drilling tek screws were fitted.

The first pass used 50mm tek screws at handspan-centres. Once the strakes were dry fitted and looked fair, the tek screws were slackened a few at a time, a wavy 6mm bead of 'Everbuild Stixall' was applied to the hull and the tek screws re-tightened. A couple of days later the tek screws were removed and replaced with rawlplugs and countersunk self tapping flat head stainless screws.

To finish off, a plug cutter was used on an off-cut. The resulting 20mm plugs were sliced thinly with a knife. The plug slices were stuck into the countersinking with Sikaflex. Imperfections were filled with 'Rustins Teak Wood Filler'.

The job was completed with a palm sander and 80 grit aluminium oxide sanding pads to fair any synthetic teak slices standing proud.

In conclusion, much of the old rubbing strake is sound and will serve to repair damaged sections of the toe-rail in future.



## Cockpit Cover for *Glory*

Steve Woodland



*Both halves of cover folded*



*Rear view from stern*



*Rear view from inside*

## New Toe-Rail for *Tiwana*

Tiwana Gray

Replacing the toe-rail on *Tiwana*, I decided to replace all the rail as the "compound" that was under the rail was broken at nearly every screw. The rail wasn't bonded to the cabin top or Hull.

So, with a circular saw that could also cut the bolts, I cut down 40mm and chiselled out a trench. I countersunk the bolt holes and filled them with West Epoxy and 407 low density filler. I cut many bits of larch 100 mm long x 25mm square and filled the gap with these and again West Epoxy and a 50/50 mix of 405 filleting blend and colloidal silica then belt sanded it down smooth.

The toe-rail was cut out of a plank of Siberian larch in three sections, bedded in 3M Marine Adhesive Sealant 4200FC and screwed down with 40mm s/s screws.

The aft section is filled with 48mm x 75mm treated timber; again, bedded in the 50/50 mix. The aft section is being made in two parts cut to shape and bent over a plywood former to the shape of the stern and glued together with bison glue.

Now the cabin and Hull are firmly bonded together and completely watertight.



*Sanded fair with a belt sander*



*Port-hand toe-rail complete*



*Stern sanded fair together with a section of the original toe-rail*

## Solent Gems 2022

David Nixon

Strictly speaking neither of these two destinations are in the Solent but they make a scenic day-sail from our erstwhile base on the Medina. The daylight tides generally run East and West and the reverse in more or less equal measure from Cowes. One week it makes sense to head West and another week East.

My chosen destinations are Solent bookends. Emsworth in Chichester Harbour and the Wareham Channel in Poole Harbour. *Gina* has visited both of these locations in each of the last three years since her wings were clipped post EU and during the pandemic.

## Emsworth Yacht Harbour

*Gina*'s original winches are stamped 'Lewmar' (previously) 'of Emsworth'. I replaced the pawl springs a few years ago. With a little luck and regular greasing the winches may last for another 50 years!

The yacht harbour is at the end of a drying channel and the water in the marina is retained by a cill. There's a useful diagram on the marina website that illustrates the depth of water over the cill either side of high water. Towards neaps, depth over the cill can become a little tight. So much so that last year (2021) I was looking anxiously at the barometer. I recalled that tidal height is standardised based on a barometric pressure of 1013 millibars. A one

millibar increase or decrease in pressure represents a one centimetre decrease or increase in tidal depth. I was sufficiently rattled by the unusually high pressure to leave a day early. This year we arrived in the middle of a heat wave but we were much closer to springs with a comfortable depth that would allow us to leave in good time for the return journey to our then home berth in Folly Reach.

Last year we tied-up astern of *Terror*, a restored Oyster Boat operated by a group of volunteers who style themselves the 'Terror crew'. This year she slipped over the cill around half an hour before *Gina* with half a dozen passengers aboard. As we were closing Chichester Harbour entrance on our return home she made a graceful sight tacking to and fro!

In all, the yacht harbour is a tranquil berth with reasonable charges and a historic town and harbour within easy walking distance. The town also has a reputation for the high number of pubs it possesses but I couldn't possibly comment:-)

## The Lake Yard, Wareham Channel, Poole Harbour



### *Wareham Quay August 2022*

On *Gina's* previous two visits to the Lake Yard (whose scores of swinging moorings straddle the Wareham Channel) in Poole Harbour, I'd looked towards the River Frome and thought I might like to venture a little further towards the river. This year, I'd resolved to reach Wareham Quay! I chose a week of high and rising tides to minimise the possibility of grounding.

If visiting the Lake Yard at weekends (Friday to Sunday) the reasonable mooring fee includes use of the water taxi and temporary membership of the Lake Yard club (bar and restaurant). Within easy walking distance there are a large food pub, chippie, convenience store and a first class café. Poole is a short bus journey away.

*Gina* has an old Garmin chart plotter fitted above the chart table on the saloon bulkhead and visible from the cockpit. Although the screen is small it is adequate to assist pilotage.

However, I prefer large-scale (harbour) paper charts for passage planning.

I plotted my course from the Lake Yard to the River Frome and was reasonably confident of making the river just before the first high water. In the event, I tucked in behind a yacht that was heading for the Ridge Wharf boatyard on the river:-)

A little further upriver is Redclyffe Yacht Club. I said good morning to a chap standing in the cockpit of his yacht and jokingly enquired if there was room enough to turn upriver. As I passed he pointed to my transom and said to his lady companion "it is *Gina*". As I pootled upriver to Wareham Quay I wondered where I'd seen him before. It wasn't until I passed on the return journey I realised that the couple were Paul and Rosemary ex *Melisse*. There was only time enough for a parting wave of recognition. Back on the Lake Yard mooring I reflected on past SOA rallies to amongst other destinations: Honfleur, Gravelines, Torquay and Weymouth:-)

## Recent Changes of Ownership

Hilary Waitt

- Brian and Jenny Stephens (ex *Sirex*) *Antana*
- Ian Burtonshaw *Topaz*
- Martin Keelor *New Wanderer*
- Max liberson has bought and repaired *Sirex* but will be renaming her
- *Tresco Maid* has gone to Chile
- Stephen Wooltorton *Seadog of Polruan*
- Sue Pagan *Seafleur*