

## REPORT TO FOG July 2010

1. **Rendezvous June 18-20.** A lively little group assembled at Brentwood Marina and enjoyed a tour of Findlayson Arm (up the Saanich Inlet) with representatives of the Saanich Inlet Preservation Society. We used two boats: Kairos (Nan and Steve Simpson) and Katzenjammer (June and Terry Milne) for the venture which was enjoyed by all. So after we convened for another lively AGM (We have them as often as possible.) On Sunday a few ventured over to Butchart Gardens and the event ended. Some photos:





## 2. AGM

**In attendance:** Iolanthe, Kairos, Katzenjammer, Kingfisher, Kipper, Puffin, and the Drake's Nordic Tug: Phoenix, and the McConkey's Nordhaven.

- a) This is our 10<sup>th</sup> anniversary year! FOG, the website, was started on September 1, 2000.
- b) We read an email from Lonnie Walters in Alaska who has just purchased Keta, a Northeaster 30. He is claiming to be our youngest member at 27 years.
- c) We welcomed (gulp!) two Former Fogger couples to the meeting: Charlie and Nancy Drake actually arrived in their 26 Nordic Tug, and Irene and Dave McConkey came by to tell us about their 40 Nordhaven. They even brought gifts for our US friends: new basic life vests that are not approved for Canadian waters. Seems they had a large inventory on their boat.  
Every one was able to take one home.
- d) We did attempt to increase the treasury of the Group by passing a motion respecting Former Foggers and the need for a fee to maintain membership. The motion suffered much discussion and amendments until your chair gave up and let it all go. (Ed. Note: We have no standards)

e) The Milnes and Simpsons were singled out for their fine seamanship and hospitality during the afternoon venture up the Narrows.

f) The next unofficial unplanned rendezvous (if anyone turns up) will be at the Orcas Yacht Club in West Sound on Saturday, September 11. Yacht Club members might use the dock if space permits, otherwise this is an anchor off event with a pot luck BBQ on shore at the Club.

g) No plans were made for the Spring 2011 Rendezvous. Please forward ideas.

### **3. Switching to SEMCO Teak Sealer. (A Report from *Kipper*)**

Following the lead demonstrated last fall by Dave and Irene McConkey on *No Limits*, a boat they sold to take on a 40ft Nordhaven, we decided that to give up on years of trying to repair Cetol and switch to SEMCO on our Fisher 30.

SEMCO, a teak sealer material makes these claims on its webpage:

“Over time, the sun and weather will cause surface erosion leading to discoloration, mildew, graying, roughness and checking. The desire to prevent this ravage of the elements without becoming a "teak slave" gave birth to SEMCO Teak Care Products. An initial 2-coat application of SEMCO will protect the wood for an entire season, unlike most sealers and oils. Then a single re-coat at seasonal intervals will keep your teak in great condition for many years.”

The initial test began last October when we decided to remove what was left of the Cetol from the top rail and apply Semco as a winter coat. By December it looked awful: dull, flat complete with mildew and dirt. But we found that it had not turned grey or had broken down from water incursion. In fact, it was fine, if somewhat ugly after a wet winter and missing the rich warm orange tones of Cetol. We did recognize that we had not completed the refinish process in our fall window. Semco specified that the naked wood be treated with a two part teak cleaner which, in our case was not readily available from the US Company. So we applied Semco to the sanded rails missing that step.

In June we decided to take Cetol off the two sides and re-do the top rails. First revelation: Semco can be removed easily from teak with just a two part teak cleaner. After removing Cetol from the sides with heat gun and scraper, the rails and sides were sanded and cleaned with the two part process. This time we used a local two part cleaner from Fiber Craft. Once dry, we were able to clean and lightly sand the whole side and apply two coats of Semco to the side and rail. It was simple to apply: foam brushes, one hour drying followed by immediate second coat. No bright sun restrictions, etc.

It does look like freshly sanded teak when dry. It does get wet. It is not as pretty as varnish or Cetol. But it looks good, it appears to last long enough and it is easy to recoat after a scrub. The product is very inexpensive and goes a long way. Our initial gallon is down to the 2/3 mark after 2 coats (plus two earlier rail treatments). We paid about \$100 US with taxes at West Marine.

As you can appreciate, everyone at the recent Spring Rendezvous was interested if not convinced. They want to see how it will last. What is the downside? Remember it is not a coating so water can not get underneath like like Cetol. The photos below all show the completed finish after two weeks.

Much more detail is available on the Semco Web Page:

<http://www.semcoakproducts.com/>

Do call or write more detail. We do plan to provide an on-going report on this product.

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