

31 West Lane
Bay Shore, N.Y. 11706
9 March 1995

Dear Fellow Seabreeze Enthusiast:

Our Atlantic City boat show meeting seems to have been a success by any standard. The following attended:

*Ron Blazo	Mount Vernon, N.Y.	#113
*Gerry & Julie Clapp	Guilford, Conn.	#28
*Licoln Craighead	Fairfield, Conn.	#60
Richard DeBree	Sharon, Conn.	#36
Garry & Mary Doncourt	West Haverstraw, N.Y.	#123
Joe & Betty French	West Islip, N.Y.	#101
*Sam Klein & Stuart Eichner	Hauppauge, N.Y.	#4
Tom & Pam Laurent	North Wales, Pa.	#59
*Tina Lotts	Hampton, Va.	#53
Frank MacLear	New York, N.Y.	N.A.
*Richard & Ursala Michel	Lederach, Pa.	#81
Gene Reardon	Bay Shore, N.Y.	#46
*Chip Reid	Delray Beach, Fla.	#54
*Joe & Carole Sarnowski	White Stone, Va.	#133
Yda Schreuder & Joe Lazar	Landenberg, Pa.	#93
*Peter & Lee Scott	Brooklyn, N.Y.	#71
Stephanie Somerset	Tallahassee, Fla.	#7
Wyllys Terry	Charleston, Mass.	#118
*Doug Walkington	Pointe Claire, Quebec	#122
David & Sally Westgate	Tiverton, R.I.	#45

I'm grateful to all of you who went to the trouble of coming. Most of us were meeting for the first time, and it was a great get-together. I've included a couple of pages of photos, captioned with some trepidation. If you can recognize yourself and I've misidentified you, please let me know.

I also want to thank those who took the occasion of the meeting to contribute to the operating costs of the Association (shown by * above), as well as the Converse, Dymersky, French, Garben and Johnson families, who contributed this year. Thanks also to those who have contributed in '93 and '94. Pretty soon I'm going to have to bookkeep this operation and publish a list of all our "members".

The time was spent in an hour of stand-up socializing and about a one-hour meeting which was a forced march through an agenda that was available ahead of time. It started with everyone introducing himself and his boat, reinforcing the name tags most of us made up at the door. This was followed by another social period after which many of us adjourned to a local restaurant where we managed to get three tables, all together, without a reservation. We're indebted to Joe French who took the minutes that I've appended to this letter. Show-and-tell consisted of an attractive $\frac{1}{2}$ " = 1' half-model that the Trident Studio sent (\$180 plus, to Association members), a sample

A.G.A. Correa sailplan rocks glass and catalog, a photo album of custom interiors and deck fittings, a sample class flag, and prints of the available drawings.

This is a good time to solicit suggestions concerning another meeting next year. Would another location or time be more convenient, perhaps to gather a different sampling of our membership? Would a location separated from the boat show environment, perhaps offering more time in a more congenial environment, be more attractive? I need all your opinions, certainly of those who came this year, and of those who might be tempted by another site.

We are also obliged to Chip Reid, who not only made the trip from Florida, but brought a large collection of old construction drawings of the boats. I've had reproducibles made of these to add to my hull lines, sail plans, and dinette arrangement plan. Chip contributed:

Standard Arrangement Plan (folding table)
 Table of Offsets
 Lines of Deck Plug, Deck Plan and Details
 Molding and Const. Details (Deck Joint & Bronze Stem Ftg.)
 Molding and Const. Details (Deck Joint & Al. Stem Ftg.)
 -Sheet 2 (Companionway Hatch & Rudder Heel Ftg.)
 Construction Plan
 Joiner Sections
 Rudder Casting
 Racing Rudder (i.e. Luders-style trapezoid).

Most of the drawings are full-scale, and I can provide bluelines at about \$1.50 to \$3.00 a sheet, depending on size. If any of you have any other Seabreeze construction drawings, I urge you to send them to me to have copied and return, or have reproducibles made yourselves and send them to me for the Class file. I particularly need a centerboard drawing, the most frequent request I get.

The past year has provided me with an unnerving insight into the construction standards and indestructibility of our boats. Nothing is forever, and optimism and the ostrich instinct are poor responses to the effects of age, use and abuse. At least six of our members have suffered chainplate failures, one twice. The result is usually more startling than serious, with only one kinked mast reported, and no losses. My information is best tabulated:

#44	Fwd lwr at deck level	Replaced with
	Upper thru upper bolt hole	$\frac{1}{4}$ " bronze plates
#54	Aft lwr, thru upper bolt hole	Replaced with $\frac{1}{4}$ " Type 316
#55	Upper - mast kinked	Replaced with 5/16" Type 316
#66	Aft lwr, thru upper bolt hole	Replaced with bronze
#67	Fwd lwr, thru upper bolt hole	Replaced
#122	Fwd lwr at deck level	Replaced with stainless.

Seven chainplates in 135 boats are not a lot, but our information is quite incomplete. If you know of any other instances and can send details, please do so. So far, most of the boats seem to have been in southern waters, and some, but not all, of the stainless was

magnetic. There are no easy answers. Removal is no fun, and everyone has his own acceptable level of anxiety. George Bahen wrote last October from Puerto Rico that he had removed five plates and found them in perfect condition, so he was leaving the port upper, the hardest to get at, alone. The Bahens should be in the Windward Islands by now.

This is no place for a litany of complaints, but a healthy respect for the carelessness of others and the passage of time is called for. Reports of failed aluminum stemhead fittings, a rudder stuffing box shoulder cut off too short to accept two clamps on the support hose (it ultimately slipped off under way), and my own loss of all lube oil following a pinched pressure gage capillary (with no audible alarm), makes me believe you can't be careful enough. I hope that you will all send me reports of any fundamental failures that you incur, with an accurate description of what the break looked like and your best appraisal of what might have caused it. If I can perceive a trend, or a basic weakness, I'll try to collate the data and publish the results as I have done with the chainplates.

The roster that is enclosed accounts for exactly two-thirds of all the boats built. Please remember, additions are up to you as individuals. If you see an unlisted boat, try to gather enough information for a listing. If you meet an owner whose boat number is listed with an asterisk, please try to convince him to submit a questionnaire. Some people will never be induced to join, but the more boats we know about, the better able we'll be to deal with the ravages of time. Enjoy your boat, and keep in touch.

Best wishes,



Gene Reardon

MINUTES OF SEABREEZE OWNERS MEETING OF FEBRUARY 10, 1995

Gene Reardon called the meeting to order about 1745.

Gene gave a short introductory speech explaining his efforts in assembling the list of current owners and whereabouts of the Allied Seabreeze 35s. He welcomed any help in tracking down the 45 or so yachts that have not been found.

Following a self-introduction by all owners present, a discussion was held on the future of a Seabreeze association. The unanimous opinion seemed to be that everybody would support Mr. Reardon's efforts to serve as a clearing center for owner listings, maintenance problems, equipment upgrading and modifications, and other information of interest, with donations to cover postage and printing.

Mr. Frank MacLear of MacLear and Harris (designer of the Seabreeze) gave a short speech on the origin of the yacht. The design was similar to, but a scaled down version of, FINNESTERRE, a famous yacht of the '50s and '60s.

An informal maintenance and problem solving seminar brought forth several areas of concern, including:

Chainplates - Several have cracked, usually the lowers. All plates should be checked. If replacement is necessary, use Type 316 stainless.

Delamination - Very little reported. Can usually be fixed with WEST epoxy.

Centerboard pennants - Use Monel, not stainless, with bronze boards. Put several extra feet on drum and replace board connection every time boat is hauled.

Mast parts - Available from Zephyr Spars or Metalmast Marine.

Opening port screens - Bomar hatch screens can be fitted, or fiberglass screening can be placed over port and held in place by the original screen frame.

Fixed ports - Can be replaced by Lewmar and/or Bomar ports.

Several other subjects (all about Seabreezes) were discussed by smaller groups, with everyone explaining that they had the prettiest boat. Of course, since everyone was a Seabreeze owner, everyone was right.

At 1930 (meeting room closing time) the majority of the group moved to a restaurant on the pier for a dinner and more boat talk.

Joe French,
Destiny Marine