

ALLIED SEABREEZE OWNERS ASSOCIATION

E.M. Reardon, 31 West Lane, Bay Shore, N.Y. 11706

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Dear Fellow Seabreeze Enthusiast:

Our winter rendezvous at Atlantic City and Miami Beach were delightful affairs and I consider myself very fortunate to have been able to attend both. Atlantic City was blessed with clear weather and brought out the owners of 15 boats. They were:

* Ron Blazo	Mount Vernon, N.Y.	#113
Mel Converse	Leesburg, Va.	#49
Linc Craighead	Fairfield, Conn.	#60
Richard & Brit DeBree	Sharon, Conn.	#36
John & Betty Eberman	Brandy Wine, Md.	#23
* Stuart Eichner	New York City, N.Y.	#4
* Ray Finley	Chatham, N.J.	#85
Joe & Betty French	West Islip, N.Y.	#101
* Sam Klein	East Setauket, N.Y.	#4
* Ed & Pam Laurent	North Wales, Pa.	#59
* Richard & Ursula Michel	Lederach, Pa.	#81
Gene Reardon	Bay Shore, N.Y.	#46
* Joe & Carole Sarnowski	White Stone, Va.	#133
Peter Scott	Brooklyn, N.Y.	#71
Doug & Connie Walkington	Pointe Claire, Quebec	#122

Those indicated by an asterisk were good enough to make contributions to the Association, plus one other member, currently unknown, who must be responsible for the extra \$10 bill that I found in my pocket when I got home. (Will the unidentified donor please step forward?) Awed by the capabilities of my new Mac, I promised everyone an ASOA financial statement, and one is enclosed. Treasure it because it covers our financial history to date and probably won't be repeated. I'll confine myself to annual reports hereafter.

Several things seem worthy of note concerning our finances. Of the 98 boats we list, 89 owners have gone to the trouble of returning a registry form, and more than half of those have contributed, many regularly, to the Association. We operated in the black for the first couple of years, and still don't run a significant deficit. (Phone bills don't count.) If half of our members each contributed \$15 dollars a year, and didn't request drawings at the same time, we would be just about self-supporting. Then we would have to decide whether to send mailings to those who didn't contribute.

Of special note among the attendees at Atlantic City is Ray Finley. He bought *SHAMROCK* right out of the box at the New York Boat Show in 1968. He's not only a sailor but a Past Chief Commander of the USPS.

Shortly before the meeting, Stuart Eichner completed the purchase of a "set" of Seabreeze drawings from MacLear & Harris. This was a negotiation that began during the '94 Atlantic City meeting. It is a really generous gesture on Stuart's part, for which I feel he paid a rather exorbitant sum. He now has reproducibles of a uniformly higher quality than mine, although even his Construction Plan is far from pristine. Unfortunately, no Citation drawings were included, but the long-sought

centerboard drawing is now available, 1 1/2" = 1' and Full Scale, but undimensioned. A list of Stuart's originals and mine is enclosed.

A recent addition to my collection of drawings has come from Ed Howard (#43). Among these are an Arrangement Plan with a dinette and a single fixed berth to starboard with outboard storage and the Centerboard Pin Detail. These are listed with my originals.

I also brought to the meeting a folder of the technical material that has accumulated on our boats. For those interested, copies are available of the following pages:

Typed copy of Sail Data table from sailplan; dimensions, areas, weights, and comments.

List of sources of bronze, top action winch cranks, Monel cb wire, etc., new and used.

Metallurgy textbook discussion of corrosion of stainless in water.

Curves of area distribution and heeling and righting moment for *ISOLDE* calculated by John Gaythwaite, her owner.

IMS velocity prediction polars for a Pearson 35 and 95.6% Bermuda 40 (reduction by WL ratio) that I calculated and overlaid, as the best approximations of a Seabreeze, pending someone volunteering to pay for an IMS certificate and VPP.

Historical material, including price lists for most years, assorted Original and Citation sales brochures, and original *Yachting Designs* page. Also, for anyone interested in researching the boats or Allied, the addresses of those involved in the L-33 and Seawind owners' organizations. Some work has already been done.

A pleasant surprise at the meeting was Joe Sarnowski's appearance with a package of Shore Sails brochures and discount price lists specifically tailored for Seabreeze working and light sails. It developed that his son, Michael, is sales manager for the home office in Newport, R.I. I've no idea how long the offer is good, but get in touch with him if you're interested. [Michael Sarnowski, (401) 849-7700.]

We talked a bit about the future, and a rendezvous in Southern New England next summer. Sam Klein added the possibility of anchoring in Setauket Harbor (contingent on getting *ALDORA* out of his back yard and onto her mooring) to the notions of using Sachem's Head YC (Guilford) or Shelter Island YC that Gerry Clapp and I have floated. Considering that *SOUTHERLY* is now in Ontario and that I hope to take *MANATUCK* to Maine, all alternative offers will be gratefully received.

We also discussed the possibility of meeting in New York City, specifically at the NYYC, next year at the time of the Atlantic City boat show. There we would have to pay for our meeting room, and the restaurant is somewhat more expensive. I guessed an all-inclusive cost of about \$150 per couple. Nonetheless, about half of those present seemed interested, but I don't what to make our get-together difficult to attend. Ron Blazo offered the City Island YC as an alternative New York City site. The meeting room would be gratis, but doesn't provide access to the NYYC Model Room.

This touches a subject dear to my heart - my desperate need for feedback. I don't know anything you don't tell me, and whether it be about rendezvous, meetings or volunteering for things I haven't the time for, or haven't even thought about, I need your comments.

After the meeting, most of us repaired to a restaurant I had selected out of a Chamber of Commerce directory. We had reservations and were all seated together at refectory-style tables. I felt the food was quite acceptable and the price reasonable, but the service and ambiance left something to be desired. Too many details were not as promised. I think we can do better, but the decision process is a lonely activity.

The Krarup's rendezvous and party on the Saturday evening of the Miami Boat Show was smaller but very nicely done. There was a total of five owners present, and all made contributions but me.

* Helge and Bente Krarup	Miami Beach, Fla.	#9
Gene Reardon	Bay Shore, N.Y.	#46
* Chip Reid	Delray Beach, Fla.	#54
* Jerry & Elaine Sokolow	Miami, Fla.	#62
* Stephanie Somerset	Tallahassee, Fla.	#7

Only Chip Reid's *KEALOHA II* was rafted up outside of *CAROUSEL*, but I suspect that nighttime temperatures approaching freezing must have reduced the attendance. (I was a guest of the Krarups, and I can testify that their heat pump never missed a beat - it was very comfortable all night.) Chip and his father did the iron-man thing and departed for Key Largo at 0700 the next morning.

Both boats were thoroughly inspected by all visitors, and while there was no meeting as such, everyone had time to look over the drawings, technical data and picture book of Seabreeze modifications that I had brought. The cocktail party and dinner was a grand gift of the Krarups to all who attended. I fear that those who missed the affair will have to find another host for next year, because the Krarups have spent the past five years upgrading *CAROUSEL* and, now that Helge is retired, it is time to put the house on the market and move aboard. Not only will we lose a delightful host and hostess, but the opportunity to socialize in a quite remarkable home. Before we broke up, I took another survey and found that about half of the guests there would be interested in a trip to the NYYC next winter. Jerry Sokolow also took the occasion to announce that, since he had repowered and repainted *CLOUD NINE*, he had taken her off the market.

On the subject of surveys, by the time you read this you should have gotten your copy of Charley Williams questionnaire. He asked me about boat values and I suggested he canvass the membership. I also told him of the crying need for data on replacement propulsion systems that work, and sent him a set of mailing labels. Hurrah for volunteers like Charley! Please cooperate with him.

Owners who made either of the get-togethers picked up their copies of the January 1996 roster. Yours is enclosed if I didn't meet you. May there always be water under your keel and the wind abeam.

Sincerely,



E. M. Reardon