

## ALLIED SEABREEZE OWNERS ASSOCIATION

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Dear Fellow Seabreeze Enthusiast:

The imminent close of the northern sailing season provides the incentive to produce a report on the summer's ASOA activities and roster changes. The Sarnowski's rendezvous at their home in White Stone, Va. on the 20th of July was, sadly, rather poorly attended. Although the Crosbys had indicated their intention of attending with *FOX AQUILA*, they didn't make it, but John and Betty Jo Eberman did in *DAWN TREADER II*. The Ebermans, it appears, were on their way to their new home in Creswell, N.C. Joe and Carole provided dinner at the Indian Creek YC and, in deference to John's status as a retired Episcopal priest, transportation to the local church the next morning. Joe may have had his own motivation for attending, having survived the loss of a upper shroud chainplate over the July 4th weekend without kinking the spar.

The Shelter Island, N.Y. affair on August 1st was a bit better attended, with three boats and four owners. Bob and Molly Gill get the distance award for coming down from Osterville on the Cape. They also get the perseverance award for arriving at Shelter Island on Wednesday with a new backstay chainplate installed after having had the original part while daysailing in Nantucket Sound on the previous Sunday. Bob, by the way, is the commodore of the Wianno YC and the original owner of *SASHAY*. Linc Craighead cruised *SUNDART* down Long Island Sound from Fairfield, Conn. while Joe French did his iron-man act in *DESTINY* and made it single handed in 19 hours non-stop around Montauk from Fire Island Inlet. *DESTINY*, being a reasonable facsimile of a white yawl, was on my mooring to serve as host boat, while *MANATUCK* languished in Bay Shore, the victim of a badly kinked neck I suffered last spring. (She is in commission now, but still in Bay Shore.) Joe provided a couple of nights accommodation to me, and the hospitality of a raft for our guests. The usual gam and boat-looking was followed by dinner at the Shelter Island YC.

Hank Towers' rendezvous in Pulpit Harbor, Maine on August 21st was the best attended with four boats. In addition to Hank and Chevy Towers' *FINBARR* (Hank is another original owner), Steele and Corina Brown attended in *SHELDRAKE*, Greg and Sandy Moebius in *CANIS MINOR*, and Joe and Betty French in *DESTINY*. Joe had done his thing once more, non-stop single handed from Shelter Island to the Cape Cod Canal and, after a rest, ditto on to Rockland. with fog all the way from Long Island. Betty and their children joined him in Maine.

These rendezvous are a marvelous opportunity for owners to socialize with other owners, see the various modifications that can be made, and the solutions to common problems that have evolved over the years. One can only hope that we continue to have volunteers willing to organize them, and that attendance will increase with time. Pamlico Sound and the east and west coasts of Florida are obvious additional sites.

A member with a completely valid reason for missing the Pulpit Harbor affair is John Gaythwaite, who got down from Manchester to the Block Island rendezvous last year, but this year chose to go east to sail the Monhegan Island race. He and Michele opted for the non-spinnaker PHRF division and wound up a very respectable third in class, loaded to full cruising trim. They spent another week in Maine, but vacation time ran out and they were home by the 21st.

The owner survey that Charley Williams conducted and distributed last spring has lent impetus to

the notion of some more formal and perhaps regularly scheduled publication for our group. The request (why don't you...) for a newsletter or owners manual is one I get frequently, and it begins to appear that there may be enough interest among some of the members to produce such a thing. The Tartan 27 group on Chesapeake Bay, a much larger organization, is famous for its manual, and the Allied Seawind II owners, a group about our size, have a volunteer editor and a publisher who manage to get out a very respectable booklet about twice a year.

Contemplating any such publication raises a great many questions. How would we finance it? Should it go to all owners or only those who contribute? Should we follow the Seawind people and devote each issue to a specific topic, or deal with a number of subjects on the basis of owner interest and volunteered material? I was once involved in the creation of a manual covering a variety of subjects in some detail. We started out by distributing only a binder with a table of contents that formed a good working outline, and subsequently distributed punched pages to be inserted as the material became available. We will consider such a technique, but I would appreciate any suggestions concerning the best approach, priority of content, or offers of assistance or written material that any of you would care to make.

Last spring, I floated the notion of moving our mid-winter meeting and dinner from Atlantic City to the New York Yacht Club at the same time, well aware that the change would result in significant additional expense and loss of convenience to those who really wanted to visit the boat show. There has been no overwhelming support for the idea and so, rather than estrange any members of our fledgling organization, I will request a meeting room again in Atlantic City, most likely for Friday, January 17th and, with luck, arrange a more private dinner party afterward.

Because of the number of address and ownership changes that have occurred since its last publication, and the addition of five boats, I'm inclosing a complete revision of the roster. We now list 104 boats, 77% of those built. Please continue the search.

Keep in touch,

A handwritten signature in cursive script, appearing to be the name 'John' or similar, written in dark ink.