

ALLIED SEABREEZE OWNERS ASSOCIATION

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

31 December 1997

Dear Fellow Seabreeze Enthusiast:

Once again it's Atlantic City Boat Show time. This year the show is back to early February, but shortened to Feb. 4 - 8 and relocated to the new exhibit hall. (I don't know where it is, but I'm sure it won't be hard to find.) We have been assigned Rm #307 for a meeting on Friday, Feb. 6, from 4 to 7 PM.

My understanding is that the exhibit hall is arranged so that guests arriving late on Friday will be able to go directly to the third floor meeting rooms without buying tickets to enter the show area which will be on the second floor. Our Sail America contact at the show is Bill Koconis, should any difficulty arise. I will fax him a list of potential ASOA meeting attendees a couple of days in advance. It is possible to contact Bill at (800) 817-7245 to buy tickets in advance: \$12 for Saturday instead of \$15 at the door, or \$20 for both Saturday and Sunday.

A party is again planned to follow the meeting. We will eat at Mama Motts, the restaurant a few blocks west of the old Convention Center that we used last year. Cocktails are scheduled for 7:30, fixed-price dinner at about \$25.00 including tax and gratuity, starting at 8:00. The restaurant offers both Italian and North Italian (think French) cuisine. Whether we have a private room depends on the size our group. Although a final count can await our afternoon meeting, I would appreciate an indication of interest in advance if you plan on joining us for dinner. There is convenient parking.

Also again, Helge and Bente Krarup (#9) have been generous enough to offer their hospitality to us for a rendezvous in conjunction with the Miami Boat Show. A chart showing boat and car approaches to their waterfront home in the Sunset Islands appears on the next page. The party is scheduled for Saturday, February 14th, cocktails at 5 pm, dinner at 7:00. Please contact the Krarups directly at the address shown, or at (305) 532-0127 if you plan to attend.

We've added two more hull numbers to the roster, bringing the total to 111. These listings, and several ownership and address changes, are shown in the accompanying revision sheet. Perhaps this reminder will inspire some of our non-registered owners to return their questionnaires so that they can be on the mailing list for the up-coming roster reprint.

I have been collecting E-mail addresses and hope to publish these along with the roster mailing. Mel Converse (#49) at MConverse@compuserve.com has kindly agreed to be our Internet contact. While I've made an effort to note the E-mail addresses some of you have sent, I'm not certain I have them all. For the sake of accuracy and completeness, will you please send snail mail to me, or E-mail to Mel, your proper E-mail address.

Bob Greimel (#67) has asked me to pass on the information that he had to buy more stainless plate stock than he needed in order to replace SCUDDER's chainplates. Anyone with a need for 1/4" x 1-1/2" Type 316 should get in touch with him. He has about 4'. Also, I have custody of the last two of the Seabreeze class pennants that Gerry Clapp had made last spring. They cost #26 a piece. Gerry will order more when these are gone but, in the meantime, send your check to me if you want one.

Having pointed a number of owners toward experienced council on various boat projects and

sources of antique marine hardware over the past few years, it's now my turn to ask a question. I received a load of gasoline contaminated with heavy, non-magnetic sludge at the end of last season, so I need a safe, workable method of agitating the fuel in the tank while filtering it, preferably through the existing 2- μ in-line Racor filter, or through a separate filter and back into the tank or a separate container. Any experienced voices out there? Remember, it's 30 gallons of gasoline that we're talking about.

Finally, Tom Zydler's article on the Seabreeze did appear in *Cruising World*, but in the December issue. It is largely accurate and consistently flattering; it can do nothing but good. For those of you not into USSA offshore racing numbers, the photo with the article is of the current *MANATUCK*.

Happy New Year,

Gene

