

## ALLIED SEABREEZE OWNERS ASSOCIATION

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

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Dear Fellow Seabreeze Owner:

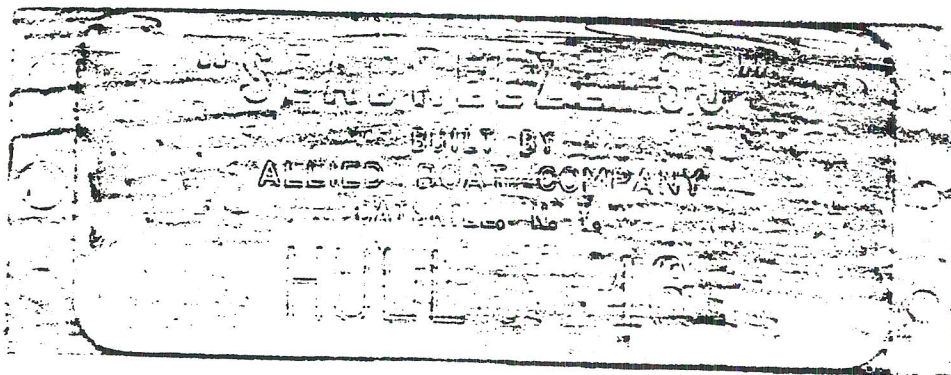
The summer rendezvous are over, the roster has been updated as best I can, and it's time to share the latest information I'm aware of. Both rendezvous were blessed with fine weather, although it was blowing a breeze in Frenchboro most of the day. By chance, both affairs drew the same number of boats, six, plus two boatless owners at Shelter Island and one at Frenchboro.

Shelter Island attendees were Gerry Clapp singlehanding #28, Doug Creighton singlehanding #73, Linc and Mary Lou Craighead with son Lucky aboard #60, Joe and Betty French without #101, Bill Pace aboard #111 with Sam Klein (#4) as crew, and Gene Reardon with #46. The cocktail party aboard *MANATUCK* peaked with eight guests in the cockpit and me at the top of the mizzen mast untangling signal flags. Gerry Clapp makes a great substitute bartender. Dinner at the yacht club followed.

Most of the boats arrived late at Frenchboro, putting major boat-looking off to the following morning. The final muster included Joe and Betty French with #101, Art and Sandy Hall with their two daughters aboard a rebuilt and reborn #36, Dr. Bob Madrell with his brother-in-law Ski aboard #80, Greg Moebius and friend with #125, and Gene Reardon with Helge Krarup (#9) aboard #46. Most of the group made the cocktail party on *FINBARR* before moving on to a lobster feast at the seafood shop on the town dock.

In addition to the usual pleasures and pressures, the past few months could be called the season of the hull number questions. I'd be the first to acknowledge that there is nothing sacred about a production hull number. It just serves to locate a particular boat in the production run, and provides a convenient framework for our owners roster. That said, I am learning that the Allied Boat Company was careless in its record keeping, and that the room for error is diminishing as we locate a greater number of the boats. With the roster standing at 115 boats, over 85% of the number built, duplicate numbers are turning up.

I have to wonder how many of us can be really sure of our hull number. The boats were originally delivered with builder's plaques that were 2" x 5" pieces of black plastic that bore the hull number and the Allied name and address. They tended to disappear over the years. A rubbing of mine, that I found in a box of leftover parts, looks like this:



Another source of the hull number is an old documentation certificate, one made prior to May 1988, that had the Master Carpenter's certification on it. While the Coast Guard copies of this information have apparently been destroyed, the Documentation Office makes their abbreviated, consolidated documentation records available on the Internet. Art Hall has done us a great service by downloading all the Seabreeze files he could find.

As I've told many owners in search of their hull number, most of the interior joinerwork was made under subcontract and delivered for installation in a particular hull. This led to the hull number being scribbled on hidden parts of the woodwork, such as drawer bottoms and on the inside of panels normally hidden from view.

As a last resort, it is sometimes possible to cross-check an old copy of Lloyds, NAYRU Offshore Racing Yacht sail number records, and a 1972 Allied Seabreeze Newsletter that I inherited, and thereby determine a hull number. There appear to be inconsistencies however, and what is right and wrong becomes very difficult to determine. This path of last resort leads as often to frustration as to success.

The reason for this dissertation is that I have had to change the listing of two boats in the current roster, and I wonder how many more problems will arise as the number of available hull numbers diminishes. It would be very helpful if all the current owners would check and confirm their hull numbers.

While I'm making impassioned pleas to the membership, there is another subject that requires airing. With the demise of Charlie Williams, we lost our survey taker. Using the straightforward approach of asking, he managed to elicit from owners the purchase price, insured value and estimated worth of a substantial number of our boats. The years have gone by, the boats continue to change hands, and I find that I must attempt to keep the record up to date. I have to ask any of you who did not respond to the original survey if you would be game to send me the answers to the foregoing questions, along with your appraisal on a scale of 10 to 1 (ten being excellent) of the condition of the exterior fiberglass, exterior teak, engine, sails, and electronics, and the overall condition of the boat. I promise not to associate the data that I collect with a particular hull number. You may even respond anonymously if you wish.

So much for my requests of our membership. Now it's your turn to expend some effort. I look forward to hearing from you.

Sincerely,



P.S.: Joe French asks whose dark colored Seabreeze yawl he saw eastbound in the Cape Cod Canal about noon on Friday, August 20. One of us, or another boat to be discovered?