

29 January 2000

Dear Fellow Seabreeze Owner:

Just a week ago, Mystic Seaport was the site of the winter meeting of the ASOA, or at least the Northern Division thereof. To my knowledge, there hasn't been a meeting of the Southern Division since we were last invited to the Krarups in Miami in 1997. If anyone is contemplating such an affair this year, I not aware of it, but I wish they would.

The outside air temperature display in the car indicated 13°F as we turned off I-95 to the Seaport. Stepping out into the parking lot disclosed the local sailing breeze - 15 to 20 kt from the northwest. Fortunately, I'd left my windchill table at home, but it was not a day for the faint of heart. It was, however, a beautiful day, with blue skies and bright sun.

Despite some misgivings, we left a roaring fire in the warm sitting room of the Seamen's Inne and followed Bill Ames as he led us back across the north parking lot and up the hill to the curatorial restoration shop, the first stop on our tour. There we were met by its director, Bill Peterson, who explained the services performed there and led us on a tour of the many temperature and humidity controlled rooms, each filled with a particular type of marine artifact such as models, paintings, photographs, scrimshaw, etc., each item bearing an identifying acquisition number. Despite the crowded aisles, we were allowed to wander about and examine the pre-restoration form of the exhibits.

From the CRS building, Comm. Ames led us to the Seaport shipyard at the extreme southern end of the Mystic complex where the 82' schooner *AMISTAD* is under construction. We were met by the project manager, Quentin Snediker, who gave us a rundown on the history of the original vessel, the background of the current project, its financing, its likeness to the original and, after we were aboard, the construction techniques employed. Among the points that I recall his stressing were that the original was not a slave ship but a coastal cargo carrier, the current vessel is visually similar but not a replica, and that Mystic is a contractor to Amistad America, Inc. which is financing the project and will own and operate the vessel after its completion. Launching is scheduled for March 25th of this year, with its initial public appearance in New York harbor on July 4th.

The hike back upwind from the shipyard to the Inne will forever be recalled as the Mystic death march. The thirteen Seabreeze owners who were present for all or part of the tour were:

Ron Blazo, Shirley, Mass., *PRELUDE*, #113  
Linc and Mary Lou Craighead, Fairfield, Conn., *SUNDART*, #60  
Dick and Elaine Dodson, California, Md., *RESPITE*, #88  
Joe and Betty French, West Islip, N.Y., *DESTINY*, #101  
Art Hall and his father, Pownal, Maine, *SECRET WATER*, #36  
Mark and Linda Prestero, Boxford, Mass., *PERELANDRA*, #16  
Gene Reardon, Bay Shore, N.Y., *MANATUCK*, #46,  
Jim and Amanda Rutledge, Old Lyme, Conn., *REVERIE*, #58

Peter Scott, Brooklyn, N.Y., *WINDPIPER*, #71  
 Lew and Josephine Thatcher, Branford, Conn., *LYRICO*, #14  
 Tom and Vicki Thompson, Neptune, N.J., *CLOUD NINE*, #62  
 Hank and Chevy Towers, Essex, Conn., *FINBARR*, #121  
 David Westgate, Mattapoisett, Mass., *ESPRIT*, #45

After thawing out by the fireplace, and a visit to the tavern room, an excellent luncheon was served to both the Luders and Seabreeze people at tables for six upstairs in the Morgan Suite East. During lunch, we all introduced ourselves and a general call was made for mutual assistance with the maintenance problems common to the L-33 and the Seabreeze.

Following lunch, it was necessary to hold both group meetings simultaneously in the same room. Despite vast good will on both sides, this was not a good idea. Fortunately, neither group had any very challenging subjects to discuss. The Luders people, who are certainly better organized than we and slightly outnumbered us, had only to move their vice commodore up to commodore and select a location for their next meeting. I solicited ideas for summer rendezvous and opinions on where to meet next winter. No firm recommendations were offered.

One announcement that I made with a mixture of regret and relief was that we are going to allow the owners manual project to collapse of its own dead weight. The people with the necessary skills, time and enthusiasm to see it to publication are simply not available. Instead, it is my intention to prepare a detailed list of the historical, technical and other material that is available, and to offer copies of whatever portions owners may request, for the cost of reproduction. The copying will, of course, be at my convenience, in the order in which requests are received. I console myself with the thought that the Internet seems to be doing a very satisfactory job of transmitting maintenance information among our members, at least those with e-mail addresses.

On a related subject, but distinct from the Mystic gathering, Steele Brown's input on the proper use of the Hurth transmission, that I relayed in my last letter, elicited a comment from Bob Greimel (#67). He reports that an inspection of the Paragon transmission on his Perkins 4-107 disclosed serious wear on the pinion bearings in the planetary. The transmission service that provided the replacement parts told him that pinion bearing failure resulted from extended engine running with the transmission in neutral. The transmission must be in forward gear in order to provide proper lubrication to the planetary pinion bearings. The problem is most common on boats with electric refrigeration. He suggests a Honda or a wind generator.

Please not the revised fine print in the roster. My new area code is 631. Thus endeth the newsletter of the century. Welcome to the twenty-first.

Keep warm,

Encl: Owners Roster and Associates - Revision List  
 Owner's E-Mail Addresses  
 Owners Alphabetical Listing  
 Yacht Names - Alphabetical Listing  
 Owners and Telephone Numbers by Region