

Greetings Fellow Seabreeze Enthusiast

You may, or may not, have noticed that last fall I neglected to produce a newsletter to the membership. Let me explain. During those months Sandy and I were feverishly building kitchen cabinets, painting, cleaning and all the assorted chores associated with building a new home. While not quite 100 percent complete, we made it in by the nick of time to have Christmas with our daughters and son-in-laws. Literally, the kitchen cabinets doors went up the day before. So finally we are allowing ourselves an occasional breather. It was quite an experience and we had the good fortune to have an absolute prince of a contractor. Enough of that.

The other morning I glanced at the nifty digital thermometer and saw it read 19 degrees. A bit confused, knowing it was colder, I then noticed a little LCD minus sign next to it. Yikes, now that is serious cold. By mid-morning it had 'warmed up' to minus 5 and I ventured to the barn and I can assure you Secret Water had not shattered like a glass ornament dropped on tile. Although I was a bit hesitant to even touch her for fear of the ultimate test of fiberglass. It's times like these that you second guess yourself about draining systems and sucking enough anti-freeze into her veins. Not too worry, come May when the sweat is dripping off my brow into the fresh varnish, all will be forgotten.

You may as well disregard the above paragraph. You can see that attempt at a letter got side lined for a few more months, and well, yesterday I was sanding the bright work in earnest and next weekend the sweat will land in the varnish. I have a launch date and I will be ready!

Welcome new members

- #5 Joe DeTolla, Galesville, Maryland**
- #43 Chris Matthews, Lexington Park, Maryland**
- #52 Kurt and Cathy Fisher. Eaton, New Hampshire**
- #76 Tom and Susan Kehayes, Eastman, Georgia**
- #134 Marcos De Lorenzo Tonndorf, Novi, Michigan**
- #122 Michael McNeal, Chicago, Illinios**
- #28 Bruce Parker, Greenwood, Maine**

Hopefully I have not missed anyone. My apologies if I have.

Once again, please share with me information about boats that are for sale and boats that have been sold. If you receive this mailing as an ex-owner, kindly forward it to the new owner if possible. If this reaches you as your first correspondence from the owners

association, welcome to the group. If you have changed address or the name of your boat, please let me know so I can update the data base accordingly. Now is a good time to advise of my new email: ArtHall123@gmail.com and a new home phone of: 207-338-8352; and even a new mailing address: PO Box 352, Belfast, Maine, 04915 Whew!

I have received several inquires recently from potential buyers. So if you have a boat for sale let me know the basics and I'll be happy to pass on the information.

ASOA Website:

http://www.geocities.com/allied_seabreeze/

Anyone who may have visited the website recently can see that it is way overdue for an update. Do we have any enthusiastic techie types out there willing to step up to the plate? I have a treasure trove of historical information we can use.

Maine Rendezvous

After a few years of inactivity on my part, it's time for a long overdue Maine Rendezvous. In recent years Tenant's Harbor has worked well. It's centrally located on the coast and casual dining can be had at the Cod End lobster shack on the dock. If the group mutually agrees to something a bit more upscale, we can move over the East Wind Inn next door.

I have selected the day of **Sunday July 12th**. My plan is to sail the West Bay Race on Saturday with the Rockland Yacht Club and that should conclude late that afternoon. No doubt the Blue's Festival will drive me out of town so I will shift over to **Dix Island** to stay Saturday night and then continue on to Tenants Sunday morning.

Tenants Harbor is also an easy place to come by car, so if bringing the boat is not realistic, feel free to join us any way you can. My cell phone in 207-807-6003. Not sure how the coverage is in that area. If possible, please give me a heads up if you plan to attend. We look forward to seeing you.

Birds of a Feather by **Norbert Nathanson** (Norbert penned this story for our yacht club newsletter and I'd like to share it here. Read on, there is a Catskill connection)

It had taken much longer than I had anticipated to ferry my first big boat, a neglected 1971 Morgan 35 that needed work, from Annapolis, MD to Albany, NY, a trip fraught with numerous problems for a first time offshore sailor. We had run aground twice in Chesapeake Bay, bottomed out on a six foot ocean swell while attempting to negotiate the dogleg at the entrance to Barnegat Bay in an early morning fog that laid up the boat for three weeks in a boatyard to have a new rudder post and rudder installed. In addition, dirty fuel lines had caused the motor to stop unexpectedly several times, had delayed our departure from Barnegat just long enough to place us in the path of the worst series of

line squalls of the season, and had almost caused us to ground in a pouring rain in the narrow approach to Great Kills Marina on Staten Island at 3 AM. The next morning, with the sun shining, we crossed our fingers as we started the motor, entered New York Harbor, passed by the Statue of Liberty, avoided the Staten Island ferries, motored under the fantail of the majestic Intrepid, and dodged dangerous floating debris, some almost as large as the boat below the George Washington Bridge, picked up our wives and my children in Nyack as planned, and were now enjoying a peaceful and thankfully uneventful cruise up the Hudson.

Miraculously, the motor continued to run as we passed Anthony's Nose, West Point, Harriman Park, Bear Mountain and countless other places on the river we had never seen from the vantage point of mid-river. Our wives set out a beautiful lunch on the hatch cover and we picnicked up the Hudson, spent the first night at Poughkeepsie, and tied up at Mariner's Harbor restaurant for a delicious dinner. The following day the weather was variable and just South of Saugerties, near Tivoli Reach, I heard a sound that was quite familiar to me, the sound of a straight eight-cylinder Franklin aircraft engine on a Republic Seabee amphibian aircraft. I'd spent many hours flying in a friend's Seabee and I knew that sound, but just as I spotted the plane, the sound stopped, the plane's nose dipped down, and it began a long gliding approach to the river off to the East of us, to a flooded mud flat that was out of the channel.

I had a gut feeling that he was in trouble, so I shifted to neutral and we drifted, watching to see what would happen. He landed smoothly and then I saw the bow door open and the pilot stood up and looked around. I couldn't get to him where he was, but the current was slowly sweeping him down off the shallows where he had landed and into the channel, so we executed a 180-degree turn and headed downstream slowly, waiting as he drifted toward us. As we closed in the pilot stood up in the bow door and waved. When he was in hailing distance I asked if he was in trouble and he said, "Yes. My engine conked out." Could we be of any assistance? Yes. Did he want a tow? Yes. We came around, crossed his bow and threw him a line. He made it fast to the cleat at the nose of the aircraft and suddenly we were towing an airplane up the Hudson River.

What does a sailboat under power do with a seaplane in tow on the Hudson River? Where does one take it? I thought about the possibilities as I looked at my charts. It wasn't a promising situation. I could tow him as far as the dam above Albany if necessary, but that wouldn't accomplish anything. With a fifty-foot mast and a five-foot keel, there weren't too many places I could take him. If he really had engine problems he needed to get to an airport or a mechanic, and there were no seaplane bases that I knew about on the Hudson.

We progressed upriver, consulting our charts and mariner's guidebooks, and assessing our options. As we neared Catskill, we spotted a Coast Guard crew in a Boston Whaler doing maintenance work on a river buoy. I hailed them, pointed to the aircraft, told them what had happened, and asked them if they could be of assistance to the pilot. They looked at me with blank stares. Airplanes were apparently not in their job description. In fairness, they had no more idea of what to do with a downed airplane than I did, and they

weren't overly eager to get involved, but when suddenly, the pilot untied and dropped our towline he became, as a vessel in distress, the responsibility of the Coast Guard. "He's adrift." I yelled to the coastguardsmen. "Can you get him secured?" The pilot waved and yelled thanks and we waved as we saw the coast guard leave the buoy on which they had been working and approach the plane, wondering how they were going to be able to deal with the problem, but satisfied that one way or another, he wouldn't continue to drift in the river. Twenty minutes later, we heard the roar of the Franklin engine and the plane came past us, twenty feet off the water, waggled his wings, and continued to gain to altitude.

Our travel through the flight of locks from the Hudson to our winter base on the Mohawk River in Albany was uneventful and three months later, on Thanksgiving Day we were out for a family drive when we happened to pass a small airport. "That's where that guy was going" my son yelled. "What Guy?" "The guy with the airplane that we towed. Let's go find him." I drove into the parking lot and my daughter said, "There he is." The man she was pointing at had gone in the door of the airport office. "I'll go see," I said. I really wasn't certain that the man I was looking for was who my children thought he was. I entered the airport office and cautiously asked if anybody there owned a Grumman Seabee. He looked at me suspiciously and nodded his head. "I do" "Did you fly it up the Hudson in August?" "Yes I did." "Well, I'm the guy with the sailboat who gave you a tow." Suddenly we were old friends and he related how he had purchased the plane on Long Island, was ferrying it home, and when we saw him come down. It had been his seventh forced landing that day. His problem? Dirty fuel lines. *Birds of a feather.*

News from Down Under

As we all know Allied Boat Company produced 135 wonderful Seabreeze sloops and yawls. At least one was finished to a high standard from a bare hull. From what I can tell this hull was sold just prior to the Citation models. Likely the deck plug was not quite ready and one anxious buyer saw it as an opportunity for something special. And at least one other boat has an interior finished by custom yacht builder. So while there are several variations of the boats that Allied sent out the door, none are more unique than the two Seabreezes that were custom built in Australia. They do differ in that that were modified to draw an additional 9" and do not have centerboards. However, they are both MacLear and Harris Seabreeze designs built by semi-amateur builders over a male plug. A study of photos of the boats hauled out, and it's clear they have the some hull form as the Allied boats. While the first of the two boats I have lost contact with, the second boat is owned by a very enthusiastic Peter Walker. Peter's *Singing Dragon* has seen a recent comprehensive restoration that now finds her in wonderful condition. If you ever find yourself in Brisbane, be sure to get in touch with Peter and Gina. I have no doubt they'll show you a wonderful time and take you sailing in a beautiful place. A few years ago

they were actually vacationing in Maine sailing on one of the coasting schooners. We managed to get together and sail *Secret Water* from Tenants Harbor back to her mooring in Northport. They are fine sailors and shipmates.

What follows in the first installment of Peter's account of Singing Dragon's refit.

Done & Re-done Down Under – perhaps a saga of the radical kind!

This is how we sorted out some – not all - of the original mistakes on *Singing Dragon* and helped her to sail and look her best.

FIRST, SOME HISTORY.....

For those who may not be aware, two Seabreeze based sailboats were “custom” built in Australia from plans purchased privately from Maclear and Harris in the late 1960's. The plans were supplied with approval from Allied on the understanding that Allied had no plans to export their craft to that part of the world.

The first vessel, “*Anitra*” was launched just after the 1974 floods had washed just about everything else near the Brisbane River out to sea – fortunately she was built on high ground! “*Anitra*” closely followed Seabreeze plans except for having a full keel instead of the shoal draft keel and bronze centerboard of the Allied vessels. Maclear and Harris provided guidance on the matter and so the keel & rudder changes were made to the mold and the draft increased to just under 5ft – for comparison, the difference between the keels of a Luders 33 on the hard and a standard Seabreeze comes close.

The second vessel “*Singing Dragon*” was built just down the road from “*Anitra*” using the male mold left over from her construction. Both vessels were built to the same Lloyds layup specifications applicable at the time for the hull, deck and cabin. While compliance with the layup specs was “to the letter”, compliance with the original Seabreeze plans went south the moment “*Singing Dragon's*” hull was turned upright. In the effort to create his ideal sailboat the builder won a little and lost probably more than he gained. The build integrity & fittings were (and remain) superior to many of “the others out there”, yet the constructor erred in ways that adversely affected performance and changed the appearance radically. Only someone familiar with Seabreeze hull lines would have made the connection.

The altered internal layout improved below decks functionality, access and space at the cost of offsetting the companionway hatch. Arthur Beiser's book “The Perfect Yacht”, features both the Rhodes Reliant and Seabreeze. It is clear that the original builder

compared the profiles of both vessels and attempted to blend features of both designs within the limits of the smaller hull dimensions.

Singing Dragon, launched late 1980, sailed well enough to compete/complete three Brisbane to Gladstone ocean yacht races in the early 1980's...arbitrary class – last and two fourths not far behind a couple of boats that still do that race as classics today. The race is usually held over Easter at the end of our cyclone (hurricane) season and it's possible that the "last" was from standing by/rendering assistance with others when a famous Australian racing yacht *Apollo* went aground and broke up on Lady Elliot Island.

Singing Dragon also operated as a sail training vessel out of the Royal Queensland Yacht Squadron (RQYS) in those days, so she was solidly built and maintained to standards sufficient to satisfy the marine survey requirements of the times ...I wonder what they thought of the heavy helm though?!

WE ENTER THE *SINGING DRAGON* STORY

By the time we "Newbies" purchased her in late 1998 two previous owners had loaded her with the accoutrements of the cruising lifestyle including a folding bicycle and enough "stuff" to fill a small room...we simply thought the more gear the better - "How wonderful! We'll be able to travel anywhere!" (how little did we know!!) . She was a bit ugly though - that large bow bulwark, the long rectangular steel anchor sprit and oversized mizzen, boom and bumpkin always seemed over the top ...as for the heavy helm, we just thought that all larger sailboats were that way and well... the ugliness was a matter of function over form and that it was all part of the enjoyment of sailing.

Gaining experience under sail came with a surprisingly large sub heading called "maintenance and repairs". So the steep learning curves for both categories climbed...they had to if we were to keep ourselves from strife!

Initially we had a great time learning to sail *Singing Dragon* and grew to love our "peculiar one off Yawl"...and we've managed to stay away from strife and embarrassment most (not all!) of the time since then.

When I eventually found out just how radically this boat deviated from the original plans, the more I realized that we weren't sailing to our potential, but at that stage I simply had no idea of what changes were needed. We moved with the times and suddenly the internet opened up a whole new world to us ...a website for Allied Seabreezes...different from ours but similar issues – how valuable the ASOA site has been for us as a source of knowledge, guidance and communication in all matters Seabreeze – even though our boat is not an Allied from Catskill on the mighty Hudson.

What really did it for me was in July 2005 when Gina and I did a Windjammer cruise on the *Isaac H Evans* after which we met up with Art and the other Mainers at the Tenants

Harbor get-together. We were invited to sail back to Northport aboard *Secret Water* - that is when we weren't motoring through the soupy fog – talk about “limited visibility”!! Art was kind enough to hand me the helm ...instant revelation! The way *Secret Water* sails is the way I really wanted *Singing Dragon* to be sailing! Thanks to Art for helping me work through the probable causes...the solutions were duly included in the forthcoming rebuild program. In June 2006 we again visited Maine and sailed aboard the windjammer “*American Eagle*”. While we were on a reach heading towards Stonington, the Skipper Capt. John Foss generously offered me a trick at the wheel ...8+ knots, a wet rail, dodging lobster pot marker buoys on the lookouts' call, all crew and passengers grinning from ear to ear – and the helm was lighter and more responsive than the one on my 35 ft boat back home. *Singing Dragon* would definitely change when we returned to Oz.

Life events, career and health issues interrupted our sailing and maintenance program for a couple of years. *Singing Dragon* was well overdue for attention and looked it too - we both felt badly about that.Now we get to the bit about how we changed the boat. The most major change can barely be seen with the vessel afloat.

THE WORK BEGINS

On February 12th 2008, I moved *Singing Dragon* from her mooring at Paradise Point to the Horizon Shores Marina at Jacobs Well (Gold Coast Queensland). She was hauled the following day, substantial marine growth blasted off and then the travel-lift placed her on Marine Team's hard stand in a yard full of heavy power boats.

HULL INTEGRITY -FIRST AND FOREMOST PRIORITY

We knew we had issues related to underwater hull integrity – These included osmosis, cutless bearing wear, weird output shaft seal performance glitches, rudder movement, sea cocks. No leaks yet but...

HULL SURFACE - Testing revealed high moisture absorption levels within the underwater sections of the hull. Bits of the gelcoat had been blown off by the high pressure wash when *Singing Dragon* came out of the water – problems confirmed in that department.

The actual fiberglass substrate contained pockets of generalized small osmosis bubbles and also quite a few (15 or so) larger well established blisters. With underwater hull thickness of between $\frac{3}{4}$ " to 1" and more in some areas the hull was pretty much intact, but moisture/wicking/blisters had to be dealt with

RUDDER - this was also saturated but fortunately there was no play between the shaft and the blade (and I did check to make sure there wasn't a barnacle jammed in there somewhere!).

OPTIONS

A - We could grind out the worst of the osmosis bubbles and re-fiberglass them and simply grind and putty the rest with a view to doing a few more /another section next haul out. Short term fix, ongoing pain and expense, possible re-insurance/survey issues.

B- We could address the whole osmosis issue through calling in a specialist company. Osmosis is really bad news for fiberglass boats in this part of the world (heat & ocean salinity levels). I felt I had neither the expertise nor the time needed to develop enough expertise to obtain the right results first time.

- so we chose course B. It was far more expensive than travelling the first route and once committed to that course of action there was no backing out until the job was complete.

“Ozpeel” (www.Ozpeel.com.au) completely eliminated the osmosis and rebuilt/resurfaced the entire underwater surface of the hull and rudder in modern materials. Basically, they use their own customized design planer that can follow every curve/shape of the hull without gouging. It planes/shaves the hull to the required depth for removal of every defective area – on cored boats they often have to go right through to the core to eliminate osmotic areas. After planing (2.5 mm in our case), the hull is dried to “new construction level” using vacuum assisted heating pads at 91.3degrees Centigrade and the required minimum moisture level attained. Then the replacement matting and strengthening is applied using a polyvinyl ester resin and finishing coatings that guarantees the critical substrate layers are right up to today’s technology. With the exception of the surfaces that were osmotic, the remaining substrate of the hull was excellent.

Undertaking this course of action very much affected our ability to complete other parts of the rebuild – but *no hull integrity, no confidence in the vessel –Stage 2 of the rebuild can happen some other day.* We found the Ozpeel process to be thorough, proven, professional and a great improvement – the best I could have done otherwise would have always remained amateur however I guess that’s when we learnt to spell BOATT with Two T’s instead of one (“B” bring “O” out “A” another “T” ten T thousand)!!.

Doing the hull this way also included treatment of the rudder. It also meant that all through hull fittings had to be removed. We replaced these with new hi grade bronze fittings.

A benefit that I hadn’t counted on was that the fairing of the new surfaces was so much better than the original. These people do work on some very high end power boats that really travel fast and take a beating. It was surprising how many passing yachties whose vessels were also on the hard or in the marina passed favorable comment on this aspect.

PROPELLOR, CUTLESS BEARING, SHAFT SEAL

The best time to remove the propeller and shaft to get to the worn cutless bearing and the troublesome “Deep Sea” ceramic shaft seal was during the hull drying process. The Deep Sea seal had a worrying tendency to drip intermittently and I was not really sure whether it was the seal itself or a combination of worn cutless, engine misalignment or what – basically it all needed attention. Again, I was faced with a multiple choice situation –

A. I could unbolt the prop (all too easily with only a nyloc nut holding it) then get in and crawl around back of the engine bay & drop the shaft out by pulling it under the engine after lifting and blocking it. This would then allow me to remove both halves of the deep sea seal, remove a damaged engine mount and then go outside to find and sort out the grub screw that holds the cutless bearing in place.

B. Ten years ago, there would have been no option B, just option A - the “B” would have simply stood for bad language! However, option B was about working smarter and not harder...just by chance, I met a chap working on another \$\$\$ (OMG) boat’s massive propellers in the marina and that was pretty much all he did. We got talking, one thing led to another and before too long the quote that I had been given was an absolute bargain compared to what I would have put myself through to achieve a lesser result. Paul from Watson Marine rebalanced and profiled the propeller, assessed wear measurement of the shaft (it was fine), installed and adjusted the new PSS shaft seal & cooling tube, replaced the troublesome engine mount, replaced and modified the cutless bearing to permit rapid access and easier removal and last but not least replaced the worrisome nyloc nut holding the prop with a castellated nut and split pin. It now runs perfectly...very noticeable reduction in low rev engine vibration and no shaft noise or odd leaks.

THE RUDDER

My worst fears about the rudder movement proved unfounded - Top and bottom bearings fine, shaft fine & no play between blade and shaft, cables that I replaced a few years ago all in “as new” condition – so why was the steering jamming and jerking rough? The old Raytheon 4000 autopilot was old and severely UV degraded – so I removed it entirely and pleased to do so when I discovered how poorly the actuating arm base was fixed. For the sort of sailing we do with crew on Moreton Bay, autopilot is probably the last thing we need when an unauthorized sideways glance at a bikini on a passing fly bridge can see you firmly onto a sandbank just as quickly! Lo and behold the steering gear and rudder work just great now in close quarters. I just couldn’t see retention of the old AP as being warranted for the type of sailing we do...this may change though, who knows?

THE RIG – *yawl to sloop*

The “Hobbyhorse” problem -

Singing Dragon had sailed since 1980 as a yawl with a heavy duty mizzen that would not have been out of place as the main mast on a 27ft pocket cruiser. I am certain that the intention of such a large rig was to power a large mizzen staysail for long offshore runs ...plenty of power reasonably low and minimal tacking or jibing requirements. There is another reality though...Our local conditions always require windward sailing performance and competence – *Singing Dragon* had a very heavy helm that was noticeable reaching and more so under the steep short backless wave conditions we often encounter on Moreton Bay.

When I worked this issue through with Art, clearly weight and overhead forces at the ends of the boat hadn't been taken into account by the original builder and previous owners. Having sailed aboard *Secret Water*, undoubtedly *Singing Dragon* should have had at least marginally similar sailing characteristics - the vast difference had little to do with the full keel present on my Australian boat. Clearly too much stuff -heavy duty spar, boom, stainless steel bumpkin, radar dome, solid helm cover etc- was aft of the waterline and also aft of the steering shaft/rudder. Art mentioned the term “hobby-horsing” and how “weight over the ends of the boat” contributes to poor performance and excessive weather helm. That described the exact situation we encountered underway. At the bow, *Singing Dragon* was also weighed down by a very large heavy steel anchor sprit, plus 45 lbs of CQR and 88metres of 5/16” chain. *So we had too much weight at both ends. Please understand that we were not interested in racing.*

Standing and running rigging as well as the mainsail were serviceable but very tired – now was the time for replacement.

Should I get rid of the mizzen? Friends urged me not to get rid of the mizzen as “it would spoil the unique character of the boat”. Besides, as a sloop the boat “would not perform as well as the yawl version due to reliance on the smaller height of the main mast alone”

I considered cutting the existing mizzen and boom back to Allied Seabreeze specs but that created more problems than it solved – would have left us with a short thick ungainly looking mizzen/boom arrangement and the need to have new sails cut to suit.

We also needed to do something at the bow to reduce that excess weight but retain the security that comes with heavy ground tackle. Changing the appearance of the bow was also a “Must Do”.

BITING THE BULLET

We decided to change to mast headed sloop rig. Both masts were removed and the main mast was serviced by innovative Rigging/Allyacht spars who also fitted a new steaming light, Raymarine wind instrument transducer base and new running and

standing rigging. I meantime constructed a new solid teak plinth and reconditioned the mast shoe – quite different from the Allied version.

The new mainsail was lofted by Quantum Sails at Labrador as loose footed in cruising weight dacron with two reefing points. The batten sleeves were re-aligned parallel to the boom to permit easier flaking - I'm not certain this made much difference as the new material is quite un-cooperative when it comes time to flake the sail – I might need to consider installing a set of Lazy Jacks. The important thing is that when “Up” the new sail is a performance revelation and draws perfectly. I'm very pleased that we decided not to persist with the old mainsail.

Singing Dragon has substantial external chain-plates. The main chain-plates were checked and found to be fine...you'll notice that there's an extra chain-plate with nothing attached – that's always been the case – I have no idea why this might be other than to suggest it could have been as simple as an original mistake or that it might have been put there for emergency purposes . The mizzen chain-plates were removed, sealed and faired.

I reconditioned the boom and put new Monel rivets everywhere they were required.

To be continued in future installments



No need to explain which picture is the *Before* and which is the *After*