

Greetings Fellow Seabreeze Enthusiast

Once again Summer is in full swing and those that rely on the return of warm weather are busily getting their boats ready for the season. For the first time in my memory I find myself not involved with that annual ritual. Why, you ask? Well after much deliberation Sandy and I have decided not to commission *Secret Water* this year. Gasp! You may recall that we built a boat barn/workshop a couple of years ago and now it's time to build a home on the same property. Since we both plan to contribute as much sweat equity to the project as possible, it only made sense to take a year off from sailing. Fear not dear reader, I will have plenty of opportunities to get out on the water.

My daughter and son in law have sold their vintage 44' wood motor sailor and have replaced it with a much more practical craft. They have purchased a 1977 Intrepid 35. Hull number 1 of just 5 built. Intrepid was a sister company to Cape Dory that failed shortly after start up, but their largest offering was the McCurdy and Rhodes designed 35 footer. While a tad modern for my taste, it's really a very attractive design and I look forward to a chance to sail it. We will certainly miss our summer cruise, but we'll just have to make up for it next year.

Welcome new members

133, *Flying Fish*, David Martin, East Hampton, New Jersey
#58, *Reverie*, Dudley Baker, Sherborn, Massachusetts
#19, *Breeze*, Roger Johnson, Lakewood, Colorado
#102, *Whimsical*, Glen Ring, League City, Texas
#90, *Sail la Vie*, Larry Phelan, Roseburg, Oregon
#128, *Elixir*, Chip Schrader,
#61, *Hongi*, Reed

You will note that several of these owners and boats are far from Catskill, NY. As the fleet ages the boats seem to venture further and further from there origination on the banks of the Hudson River. A good example is #90. Years ago my records show she sailed on a reservoir in South Dakota. Currently she is berthed in Mexico. Glad to see our boats get around.

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.

Tampa Bay Gam

Recently there was a historic 'first' for Allied Boats. A fellow by the name of Ed Verner organized a rendezvous of all Allied boats down in the Tampa area. The Seabreeze class was represented by DESTINY (Joe French) and EPHRAIM W. (Dick Gray). Also on hand were Carlton Oakes and David Kipp. (did I miss anyone?) I've enclosed a reprint from Southwinds magazine that elaborates on the event.

From Bay to Barge: A summer trip through inland France

Occasionally I get desperate for something add to these pages. What follows is an article my son in law wrote for our yacht club publication. While not Seabreeze related, it should appeal to anyone that loves to cruise. Enjoy...and dream a little.

It is hard to find a compelling reason to leave Penobscot Bay and Bayside amidst all the splendor of a mid-August afternoon. However, new horizons awaited and with some feeling of excitement I allowed myself to be hurtled over the Atlantic at ten miles a minute. I knew things were shaping up when we were served a fresh baguette, Camembert cheese, and a glass of wine before dinner on the plane.

After a little excitement in the baggage claim department, putting Katie's knowledge of French to the test, we were on our way to the train. France's high-speed train network (TGV) is a small engineering marvel. Traveling at over 175 miles per hour, the trip from Paris to Lyon, in the heart of France, took just two hours.

To "planes, trains, and automobiles", add "barging". Barging is the epitome of relaxation. As soon as we stumbled off the local train in Roanne, we were met by the smiling faces of Tom and Gayle Norton, our good friends from Islesboro, and Tom's daughter Shelly. Tom and Gayle's barge, *L'Escapade*, is a thing of beauty. It is an eighty-foot long converted Lux-Motor style barge that was built in 1919. On deck, every flat surface is either covered with pots of densely planted flowers or occupied by antique lounge chairs. The latter of which Katie quickly took a liking to. Below, *L'Escapade* exudes comfort and elegance: the perfect balance of antique and modern.



The next morning, after sleeping off our travels, we were softly awoken by the aroma of fresh brewed coffee and chocolate croissants. A golden light filled the pilothouse and a soft thumping reverberated from the engine room as *L'Escapade's* big 195 hp (at 1100 rpm) DAF diesel slowly turned over. One and a half (maybe two) croissants later it was out with the dock lines and in with the bay leaf tree; the side decks were too narrow to accommodate a five-foot tall specimen tree and line handling operations essential to locking.

Locking is a surprisingly simple operation. Interestingly, all of the locks we transited in our ten day journey date back to the 1800's, a credit to their original engineers. The deepest lock we transited had a vertical drop of nearly 30 feet. Many of the locks are still manned by keepers living on-site in beautiful but rustic stone houses. Often they keep gardens and peddle their crops for a little extra income. We were fortunate to sample some of their produce, just one of the many gastronomic delights during our trip.



One of the greatest thrills we had was the local snail fête in Iguerande (*degustation d'escargot*). The snails were heavenly, cooked in their shells with a little basil and olive oil. We ate snails until they came out our ears and then followed them off with fresh chocolate covered orange rinds. All the while we kept finding the bottoms of 1.5 liter wine jugs, a labelless local rosé that I shall never forget. About the time the warm glowing feeling of eating and drinking just a little too much set in, we took to the bumper cars. It is impossible to fully explain the bumper car situation in words as they certainly were not your Bangor Fair bumper cars. First, the entire set up was done in a playboy bunny theme. Second, it was run by gypsies who would duck below the counter every time a camera flash would go off. The entire scene was a little unreal: hundreds of people, thousands of snails, wonderful wine by the jug, music, gypsies, and chocolate. What more could one want on a night out in rural France?

The greatest engineering marvel of our trip was the pont canal (canal bridge) in Digoin. The canal crosses nearly 60 feet above the Loire river in a 238 meter long, stone bridge, constructed in 1838. The effort put forth in creating Europe's inland waterway network is most remarkable. It is

extremely fortunate enough of it was preserved so that people can still experience barging today. In fact, many of France's canals still carry commercial cargo.

There are a number of ways to go barging in France, do it yourselves can rent and captain your own barge, much like bareboating in the islands. For those seeking a few more creature comforts, captained barges and luxury hotel barges are a wonderful way to put your feet up and relax. Rates vary greatly and it is advised to do your homework. Of course we cannot recommend Tom and Gayle enough to someone seeking a high end charter experience.

Sadly our time in France passed by all too quickly. We spent our last night in a sleepy little hotel on the left bank in Paris. It was a nice way to end our time in France, but our hearts were already stolen by the rural and rustic countryside we saw from the deck's of *L'Escapade*. From a church dating back to the eighth century, to a tomb from the second century, from grand chateaus to simple market squares, France by barge is a magical time machine. The slow thump of the DAF diesel is a world away from high-speed trains and jet planes. Like the moss on the canal banks and the mistletoe in the tree tops, the villages, sites, and panoramas that unfold along the canal have transcended time.



Preliminary announcement of the Annual Chesapeake Seabreeze Rendezvous.

September 13. Once again at the waterfront home of Dave and Diane Berry. Entertainment is on the agenda. So far there are six Seabreeze owners planning to attend. Call the Berry's at (804) 462-6101 or email them at dberry03@hughes.net for specifics. And of course watch for Mel's email traffic updating the event.

Fair winds,

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