

ALLIED SEABREEZE OWNERS ASSOCIATION

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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 singlehanded #28, Doug Creighton singlehanded #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:



