

Greetings Fellow Seabreeze Enthusiast!

Florida Rendezvous.

I am please to extend the following invitation from Carlton and Stephanie Oakes of Hobe Sound, Florida:

Date: Saturday April 16, 2005

Place: *8491 SE Driftwood St, Hobe Sound, Fl 33455*

Land line: (772) 545-3473 Mobile: (772) 708 5446

Email: coakes@adelphia.net

There is dock space for four boats and adequate mooring space.

What to bring?

Your Boat and your Alcohol. Food and non-Alcoholic beverages will be provided.

By boat:

What could be simpler? The Carlton's home is right off the ICW. (It's the house with the good-looking boat, *Arabella* # 74, alongside!)

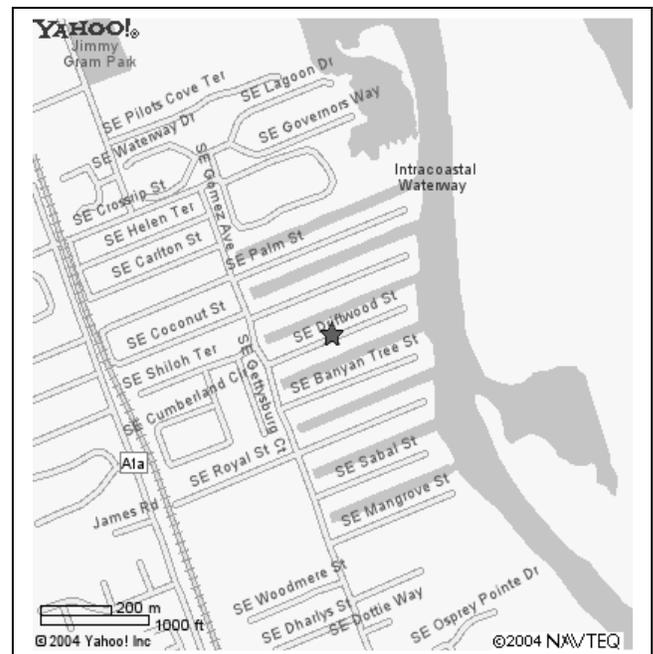
By Car:

Call Carlton and Stephanie for specifics.

Snow Birds:

Don't head back north just yet!

Florida west coasters: It's worth the trip across the state!



Future Plans

Donald and Effe Marchese, *Shalimar #30*, are also extending an invitation for a Seabreeze Rendezvous this coming summer. Location will be at the Miramar Yacht Club in Sheepshead Bay, New York. An August date has been kicked around but I'm sure Don would like to hear from you with suggestions. So, anyone who would be interested in joining the Marcheses, please give Don a call and help finalize a date.

Don @ 718-646-0414

A late spring letter will announce finalized plans. I will also put something together on the coast of Maine. Your suggestions are welcome. **Art @ 207-688-4088**

Seabreezes out there cruising.

Folks that are members of Mel Converse's Email group (I believe the number is a remarkable 71 participants) have been following the cruising adventures of Dave and Diane Berry, and their kitty Mrs. P., aboard *Southerly*. Since leaving their home in Virginia they have had quite an adventure winding their way down the ICW to Florida and making the passage to the Bahamas where they are now. The old adage that cruising is simply "fixing your boat in exotic places" seemed to ring true for a while. Fortunately, all problems seem to be behind them as they enjoy the lower latitudes. Oh the envy of reading their messages after a bout with the snow blower and several trips to woodpile.

Aboard *Destiny*

Also out cruising this winter is Joe French aboard *Destiny*. What follows is a recap of his adventures:

After weeks delay, waiting for the remains of hurricanes to die down, I left Long Island for Norfolk. The winds had settled a little too much and the engine was used a lot. While passing Atlantic City, a boat with Coast Guard markings and manned guns fore and aft, came within hailing distance and asked me my intentions. They just wanted to make sure that I wouldn't turn and interfere with their gunnery practice. No problem. Arrived at the Navy Marina in Norfolk 52 hours after leaving West Islip.

Several days were spent in Norfolk waiting for the Admiral (Betty) to arrive by car. We decided to take the Dismal Swamp route. It is every bit as interesting and scenic as guidebooks and articles claim. One morning we were the fourth vessel in a parade of five sailboats when the engine stopped instantly. The engine would not run in gear and the rudder was jammed as we drifted into trees hanging over the waterway. The sailboat following us towed us to the south locks. After all attempts to find a diver or towboat failed, the lock keeper who had been helping us find someone, talked a trawler into offering us a tow to Elizabeth City (3 hours); Very nice of the trawler and the lock keeper. In the meanwhile, we had called John Eberman for advice and he was preparing to come rescue us in *Dawn Treader II*. We told John that his tow wasn't needed and he arranged for us to go to the only boatyard in town. A diver was finally located and shortly

after going under in the Starbucks colored water he began to hand up coils of Pollyanna.

After hot showers and a delicious meal at John and Betty Jo's we spent three non-eventful days getting to the next Seabreeze hosts, Roy and Sheila Harvey of Pierce Creek. It is always fun and a delight to visit with the Harveys but good things had to end. Roy helped arrange transportation for me to take Betty back to her car in Norfolk.

After leaving the Oriental, NC area, I am single-handed again. Three days later; still north of Wilmington, the overheat alarm began sounding and was instantly followed by steam rising out of engine compartment. I quickly ran the out jib and since I already had the mizzen flying, I was able to get to the entrance of a marina, I started up the engine for a quick docking. The fresh water pump was the problem. It had disintegrated on the insides. Three days later with a new pump installed, I was underway again.

I stopped in Myrtle Beach at the Barefoot Landing for three days. It is a free dock and every evening it was like a used boat show. (One night 33 sailboats and 5 power boat were docked or rafted out to three deep.

I anchored several nights in the marshes and creeks of South Carolina and Georgia. One morning as I was passing a marina just south of Savannah; a familiar looking bow was spotted. It was '*Southerly*'. The Berry's weren't ready to leave but they gave their intended anchorage for the evening. I was there waiting for them when they arrived. We had a nice visit and enjoyed Diane's dinner. Mrs. P inspected the new Seabreeze but went back to her familiar hideouts.

The next day we sailed and motor sailed up and down a couple of sounds in Georgia with 15 to 25 knots of wind. I went around a bend in the creek where we were anchoring for the night and dropped the anchor. After realizing that I had gone too far around the bend for the best protection from the wind, I could not get the anchor up. After giving up and accepting the fact that if I could not get the anchor up maybe it would stay until morning, It did and the wind died down before morning. No problem in 5 knots of wind compared with 25 knots. Parted ways with *Southerly* in the morning.

Brunswick, Georgia, was an interesting town to spend a stormy weekend. Lots of shrimp and a West Marine store.

The next stop was St Mary's. More shrimp and nose-ums.

Everything worked fine until a few hours north of Daytona Beach. Once again the overheat warning sounded. This time the water in the overflow tank erupted when the engine was started and the engine would overheat almost instantly. Once again with a favorable tide and light wind abeam, progress was made toward Daytona. With dying winds, changing tide, and news on the radio that a double bascule bridge could only open one side; I succumbed and called Towboat US.

Trouble shooting the problem was simple. Fill up the expansion tank, crank up the

engine, watch the water bubble out of the tank followed by the overheat alarm. No other indications in the exhaust water or dipstick.

The consigns of opinion was a failed head gasket but how to fix it was open to discussion. One group of mechanics wanted to remove the engine at a boatyard 10 miles away. (All the local boatyards were full of storm damaged vessels.) Luckily, the Westerbeke dealer in the area said he would be able to remove the head to check the gasket in the boat. After the Thanksgiving weekend, his crew showed up and had the head off in 3 1/2 hours. The gasket had a small crack between a cylinder and a water passage. The next day the mechanics showed up with the newly painted and checked OK head and new gaskets. 3 1/2 hours later the engine was running at normal temperature.

I left Daytona on a high note. Not for long. As I was anchoring for the evening just south of New Smyrna Beach, the prop was non responsive. An over the side inspection confirmed the worse- the prop had backed off and the spacer adapter to make 1" prop fit on 7/8" shaft was destroyed. It was getting dark, the wind had died, the boat had drifted aground; so once again Towboat US to the rescue. The nearest boatyard was at the Ponce Inlet where I arrived after dark.

The next morning when the boat was lifted, It was decided that a new adapter, cutlass bearing, and new prop nuts would fix it. While waiting for the parts I killed time by painting the boot stripe and bottom. You can still do that in Florida!! In two days I was on my way again.

No more slow downs until a bridge half way up stopped and stayed that way for 4 hours.

Dave Kipp offered me the use of his dock in Vero Beach. "*Mon Plaisir*" was in a yard getting hurricane damage corrected. He drove up to Cocoa and boarded as guide to his dock on Bethel Creek. I enjoyed the hospitality of Dave and Sandy and also visited with Southerly who waiting for transmission parts.

At my next anchorage I was awoken by someone calling my name. I did not know who it was but went ashore in the dinghy to check. It was Carleton Oakes (*Arabella*) who had heard from the Berry's that I might be his neighborhood. He said it was easy to recognize the prettiest boat in the anchorage.

The fuel pump was acting up. Turned out to be a broken ground wire that could not be repaired. Carleton helped by suggesting that NAPA stores sell a replacement pump for 1/3 the cost of a Westerbeke pump. It worked.

The next day Carleton came back to the anchorage (Manatee Pocket) and guided me to his dock off Hobe Sound. Carleton and Stephanie were very graceful hosts and the shower had hot water, but all good things had to end. Christmas time was getting near and I had managed to make a normal three week trip last over two months.

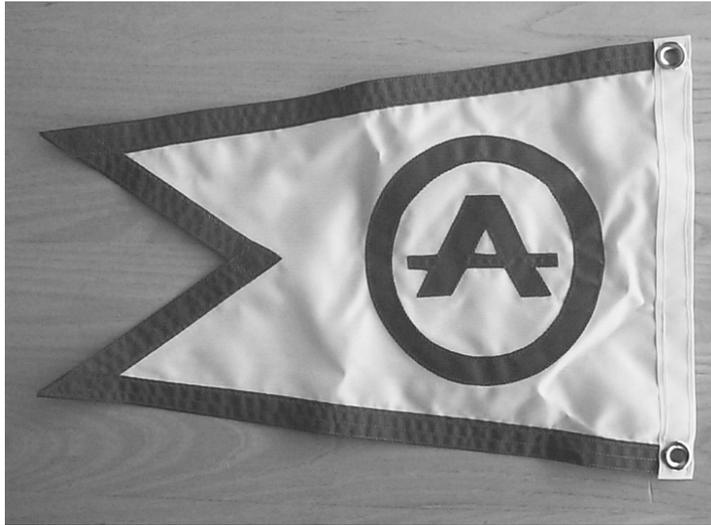
The next two days to Ft Lauderdale were trouble free. Destiny is now at a friend's house

on New River. I plan on returning to Florida tomorrow and would love to visit with other Seabreezes. I will probably be in Miami in January, Key West in February, and St Pete in March. Cell phone 631 431 5263.

Joe French, *Destiny* #101

A.S.O.A. Burgees

Burgees are once again available while supplies last. They are of domestic manufacture and available for our cost of \$30. They are 12" x 18", red on a white field. Contact me at: 207-688-4088 or askghall@zwi.net. Make checks payable to ASOA and send funds to Roy Harvey, ASOA Treasurer, P.O. Box 886, Oriental, N.C. 28571.



Seabreeze marketplace:

Currently there are six Seabreezes available on WWW.Yachtworld.com. Also, there are 3 or 4 offered by private sale.

I have been corresponding with a gentleman from Portland, Texas, that in very much interested in acquiring a Seabreeze. Preferably an older "bronze" boat in good condition. Contact Reuben Welsh at: Redcapstan@aol.com or 1605 W US Hwy 181, PMB 207, Portland, Texas. 78374

Seabreeze Drawings on CD:

I finally got around to having the ASOA collection of MacLear and Harris / Allied Boat Company drawings scanned. They are in .pdf format that makes them viewable on just about any computer. If necessary, simply download Acrobat Reader that is free off the Internet. You will be able to zoom in and out and pan over the drawing.

Also, you can take your CD to your local full service print shop / office super store and have them printed out as full sized drawings suitable for framing.

I chose 13 of the best drawings that have the broadest appeal. The drawings I did not include were ones in very poor condition and ones that depict construction details that Allied never used. Also, I did not scan the 3 full sized rudder drawings. (keep in mind that these are still available if ever needed) Three Citation drawings are included also. (Yaw and Sloop profiles plus accommodation plans)

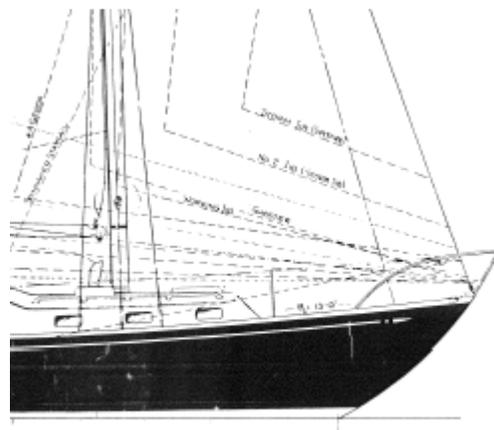
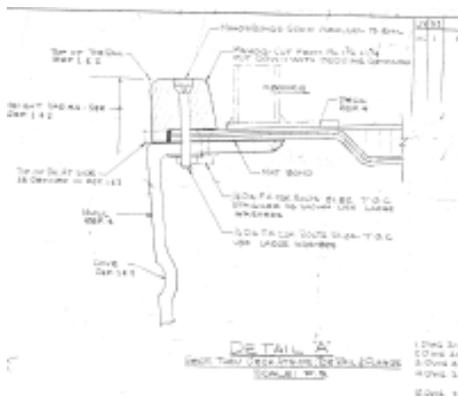
And since there is still plenty of room of the CD I will include the ASOA collections of about 90 Seabreeze images collected over the years.

\$15 will cover the cost of a CD and postage: Please contact me if you are interested and I will burn you a CD. Please send your \$15.00 to: Roy Harvey, P.O. Box 866, Oriental, NC 28571 and makes checks payable to "ASOA".

Total cost of scanning the drawings was \$235. Hopefully we will eventually recover this expense. By digitizing the drawings we have effectively preserved them. Like our boats, many of them are getting up in years.

Several people have already indicated an interest in a CD. If you have any questions feel free to contact me.

A couple of samples: These are just portions of a large drawings.



Fair winds,
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