

Greetings fellow Seabreeze enthusiast.

As of this writing *Secret Water* is resting safely at home alongside my garage covered up and winterized for the cold months ahead. Despite a glorious autumn with plenty of fine sailing opportunities, other obligations kept me from using the boat as much as I would have liked. Next year will be better.

Rendezvous Reports:

Once again Maine's reputation as the fog factory was confirmed. This summer, if it's possible, was worse than last. And when it was clear and beautiful the wind was elusive. This kept everyone's activities to a minimum and likely effected the poor turnout for the Maine rendezvous. However, *Secret Water* #36 played host to the ever enthusiastic crew of *LaVolta* #80 while Dick Gray, *Ephiram W* #92 and Mark Prester, *Perelanda* #16 / *Manatuck* #46, joined us by the overland route. The original intent was to feast on lobsters but by a unanimous decision we went up the road to the local favorite Mexican restaurant, *Dos Amigos*. A great meal and good cheer was shared by all.

There has been a Maine rendezvous ever since 1996 when the group gathered in Pulpit Harbor, North Haven Island. With luck, things will work out better next year.

The Chesapeake gathering on the other hand was a wonderful success. I received the following report from Nancy Mehegan:

Hi Everyone,

October 1-3, 2004, was the weekend for the ASOA Rendezvous. We had five Seabreezes, one Sabre and two land cruisers attend. Mel & Molly Converse came by car as did Roy & Sheila Harvey. We also had the Berrys on Southerly, Doug Walkington on Sally Forth, the Ebermans on Dawn Treader II, the McShanes on Tangle and the Adlers on Prudence. Everyone arrived in plenty of time on Friday so we could all get acquainted or re-acquainted before Happy Hour in the clubhouse. We were joined for our Happy Hour potluck by 27 SYC members who helped Denny and I make the ASOA members feel welcome. We talked boats and told sea stories.

Saturday we were greeted by rain, as usual, but we managed to see all the improvements on everyone's boats anyway. Happy Hour on the dock was followed by dinner at the club. Art Hall sent the association's scrap books, flag, and other memorabilia including a new book about Allied that has just been published. We all took advantage of the Seabreeze tote bags he generously sent. Thanks Art. Sunday morning after breakfast those heading home left and those heading south stayed on for another day.

Until Next year,
Nancy & Denny Mehegan

Frank MacLear / IN MEMORIUM

This past year marked the passing of Seabreeze Co-designer Frank MacLear. What follows is his obituary: Thanks to Andy Howe, *Keewaydin* #84, for passing this on to me.

Frank Reynolds MacLear, the noted naval architect died at his home in Watch Hill, on Sunday, July 11, 2004. He was 84. In a career which spanned nearly seven decades, MacLear stood out for his imaginative boat designs and his ability to translate personal sailing experience into practical concepts. He was an outstanding yachtsman, expert navigator and accomplished ocean racer. The yachting world has lost an outstanding member. MacLear worked for the world famous yacht design firm, Sparkman & Stevens, Inc. before opening his own firm, MacLear & Harris, Inc., in 1959. He participated in more than 700 design projects including commercial and military, but focused on large private sailing yachts drawing on his many years' experience sailing more than 300,000 miles all over the world. He was the inventor and innovator of the boomless mainsail and remote-controlled luff roller furling. An expert navigator, MacLear navigated numerous ocean races. He was the navigator for the 1958 America's Cup challenger Weatherly. He made seven Bermuda races, eight trans-Atlantic crossings and three trans-Pacific crossings.

The kind of man the world sees all too infrequently, Frank MacLear will be missed by yachtsmen, friends and his family. MacLear is survived by his wife, Suzanne; their four children, Lydia MacLear, Malcolm MacLear, Diana Renehan and Bruce MacLear; and six grandchildren. A memorial service is planned for Saturday, July 17 at 12:30 p.m. in The Watch Hill Chapel. In lieu of flowers, the family has requested that donations be made to the Mystic Seaport Museum, P.O. Box 6000, Mystic CT 06355-0990, (860) 572-0711.

New Members

I would like to welcome Charles Heurtley to the A.S.O.A. Charles owns *Fidelitas*, #130, and moors her at Quartermaster Harbor on Vashoun Island, Washington. *Fidelitas*, is a new listing on our roster. Charles has a distinction shared by just a few members in that he purchased *Fidelitas* new from Allied and has been the sole owner all these years. Clearly it was a purchase he has never regretted. Charles is a retired electrical engineer from Boeing and has meticulously maintained *Fidelitas*. She is one of the few late boats that can boast a bronze centerboard.

Now that the ink is dry on the deal, I can also welcome Tim Lackey of North Yarmouth, Maine as the new owner of *Perelandra*, #16. You may recall the boat suffered fire damage in the fall of 2002 and was declared a total loss by the insurance company. Tim has taken on the Herculean task of restoring her. Tim lives just a few miles from me and I am familiar with his abilities. I am confident she will sail again. *Phoenix* would be a name to consider! Tim runs two web sites of interest to sailors. Visit www.tritondaysailor.com to see his current project and www.triton381.com to experience his restoration and sailing activities of *Glissando*. I'm sure once the *Perelandra* project gets underway, Tim will have a web site that will describe every step of the process.

Long time members Mark and Linda Prestero, having sold the damaged *Perelandra* to Tim are the proud new owners of *Manatuck*, #46. *Manatuck* was in limbo while Gene Readon's estate was settled and now has a new home with dedicated Seabreeze sailors.

A unique new member has also been welcomed to the A.S.O.A. Hull number 21, ex *Bulbul*, (new name to be decided), is owned by the Old North State Council BSA in Greensboro, N.C. to serve as flagship for the Charles T. Hagan Sea Scout Base sailing program. Her homeport is High Rock Lake, elevation 624'. (16,000 acres)

The boat was donated by Lars Nystrom in 1997 after being damaged in hurricane Fran the previous year. The scouts themselves, along with adult help, have repaired storm damage and put the boat back in sailing condition. Originally a sloop, she has been converted to a yawl rig but as

of yet has no mizzen or mizzen stay sail to use. **Is there a member of our group willing to part with any used sails to help keep the boat sailing and serving this worthy organization? Please contact:** Corky Gray, 3407 Cottage Place, Greensboro, NC 27455. Email: seapost263@yahoo.com

What follows is a brief history of Greensboro Sea Scouts:

High Rock Lake was impounded in 1927, and soon attracted Sea scouts. At the time, they mostly used Navy surplus Whaleboats and home built Moths (\$50 BSA kit sailboats). Uwharrie, General Green, and Old Hickory council Sea Scouts built bases on lands leased from Alcoa, eventually establishing Sea Scout Ships, "Davey Jones", "Sapona", and "Merrimac".

In 1939, the Greensboro Ship, "Davey Jones" was named the top Ship in the United States. Life Magazine sent a reporter and photographer to the Ship's base at High Rock. They spent 4 or 5 days there and the story was suppose to be on the cover of the September 1st issue. Of course you know what happened, Germany invaded Poland, and the story got pulled.

The legacy of regional Sea Scouting lives today. Gone are the days when the Sea Scouts had to scrounge for building material, and ask for surplus nails from the old Odell Hardware Store in Greensboro. Today we are blessed to have this wonderful new facility for use to continue the tradition!

The mission of the program is to teach safe boating, with an emphasis on the youth learning basic sailing skills. In addition, the members will have an opportunity to participate in leadership roles through holding a position as a Ship's petty officers, and earn advancement recognition through the Sea Scout rank system. Regardless of if their interest advances to recreational boating, racing, or possible career in The Navy, Coast Guard, or Merchant Marines, the Sea Scout venturing program is a great place to learn the fundamentals.

Visit their website at: www.people-places.com/gsoseascouts

2004 Hurricane Season

As we all know, it was a wild year in Florida and the gulf coast. I am relieved that I have not heard of any damaged suffered by any Seabreeze's. I did hear from Patrick MacDonald, *Altair #112*. Patrick keeps the boat in the Mobile area and was just to the west of Ivan's track. Luckily he and the boat came through unscathed.

Thanks to Todd Kersh

The updated roster of A.S.O.A members included in this mailing, was made possible by the efforts of Todd Kersh, *NeverLand, #129*. The original data base had been created in a Mac program called Filemaker Pro. Thanks to Todd's computer savvy I can now maintain records in the Microsoft based Access program. Access is a widely accepted program that should make file sharing, updating and report generation easier for me. Thank you *very* much Todd!

I do my best to keep the data base information up to date. If you notice any mistakes regarding your record, please let me know and I will make corrections. Send me an email at askghall@gwi.net or phone me at 207-688-4088

A call to aspiring writers

I invite Seabreeze owners with a flair for writing to contribute articles that I can include in these periodic mailings. While I strive to make them interesting and informative, I can only come up with so much to say. What follows is a contribution from Mel Converse with an account of an offshore passage from Maryland to Maine. Please feel free to share with the group your experiences or favorite pages from your logbook.

Mel's Article

Mix a 35 foot Allied Seabreeze called "Whim", three Dartmouth alums - all Past Commodores - and a passage from Chesapeake Bay to Maine, and you get one terrific cruise. Mel Converse '60, signed up Rick Van Mell '63 and Steve Blecher '64 as crew for the trip, with hospitality along the way provided by Jay Evans '64 & Hasty at their home and mooring abeam the Cape Cod Canal (including daughter Posey '98), and a rousing welcome to Maine from Brian Klinger '62 & Lise.

The trip started Monday morning, July 10th from Galesville, MD, about 10 miles south of Annapolis. We powered up Chesapeake Bay in hazy sunshine, no wind, high heat and humidity, to the C&D canal where the crew spent the first night. An 0630 departure caught the tide and carried Whim into Delaware Bay with cooler northerly winds and a cloud cover all the way to Cape May. A late afternoon passage through the Cape May Canal punctuated with a fuel and water stop had the crew into the open Atlantic under blue skies, calm seas and a steak and salad dinner the first night offshore. Atlantic City shimmered under a moon-lit sky after a perfect sunset.

NOAA's computerized Old Salt kept forecasting nor'easterlies, and Wednesday morning they finally arrived. After a night of shifting winds, a cross sea piled up the chop and the yawl Whim doggedly beat her way onward in 15 knots of breeze. To improve VMG toward Block Island, still a hundred miles ahead, we cranked up the engine to point higher. Agitated by the bouncing sea, the fuel tank coughed up a hair ball and choked the engine to a halt at 0645. Mel performed an enema on the fuel line, replaced the fuel filter and by 0830 it was running again. Deciding not provoke a repeat, we sailed all day until the wind shifted west, we reached up to course, and were once again pointed at our destination.

By late afternoon the breeze began to die and as the estimated-time-of-arrival on the GPS stretched into days, it was time again for the engine. It refused to start, so another purge was initiated with Mel blowing the line clear and before long we were rolling along for an easy night ride in the moonlight. We arrived off Montauk Point just after dawn Thursday, and enjoyed an omelet breakfast before picking up a mooring in the Great Salt Pond at Block Island at 0830. Steve jumped ship to board the ferry to New London, and Rick & Mel took showers, did laundry and settled in for a quiet dinner aboard.

Once again NOAA's Old Salt threatened threatened mayhem in 25 knot winds and a frontal passage, so we decided against a planned Friday anchorage in the exposed Tarpaulin Cove, a little west of Woods Hole in the Elizabeth Island chain that makes up the southern boundary of Buzzards Bay. Instead we headed for Jay and Hasty's home and mooring on Scraggy Neck, between Cleveland Ledge Light and the entrance to Cape Cod Canal. It was a beautiful sail in 10 knot sou'westerlies with the mizzen staysail set under friendly cumulus against a deep blue, clear sky. So much for the gales. But NOAA continued its rantings until finally the front passed with heavy rain Saturday night - with Whim and her crew comfortably tied to the mooring. Sunday was a lazy day sail with Jay & Hasty, anticipating the forecasted even better weather for the next leg north on Monday.

Ha! Halyards rattling before first light, shrouded in 1/4 mile visibility fog, greeted our 0630 departure for the Canal and Salem, 60 miles to the north. With the engine and current Whim hit 11 knots over the bottom at mid-canal. After a quick fuel stop, we left the last channel buoy astern and disappeared into the fog of Cape Cod Bay.

Between the GPS's steady countdown and black blips on the radar screen, we threaded our way through southbound boats and ticked off the headland buoys one by one. By the time we were 20 miles east of Boston, the fog had retreated to about 3 miles, in good time to identify a massive radar echo as the aircraft carrier JFK returning from Sail 2000.

No Salem Witches this cruise, just a nice marina and a good night's sleep. Mel's wife Molly joined us on Tuesday, we toured the town, avoided an afternoon thunderstorm, and supped at In A Pigs Eye.

Wednesday morning we cast off and toured Marblehead Harbor, then headed east for Gloucester. We saw what the Andrea Gail did not - the lighthouse on Ten Pound Island marking the inner harbor, and tied up to a dockside restaurant for lunch. Completing our harbor tour, we spotted the beautiful green hull of the Hannah Boden, outfitted now for deep-water lobstering, but looking terrific in her Perfect Storm fresh coat of paint. Then through the Annisquam Canal through Cape Ann to pick up a mooring for a pastel perfect sunset.

Light head winds again thwarted Mel's desire to sail, and we powered the short distance to the Isles of Shoals and nestled onto a mooring that had Whim half in New Hampshire and half in Maine. These isles were inhabited by European fishermen in 1605 and pre-dated the landing of the Pilgrims at Plymouth Rock.

Friday morning dawned soft, clear and quiet. Mel was determined to sail the final 5 miles into our destination, and trying to time the tide, we cast off at 0930. Drifting at times a less than a knot, the wind slowly worked aft and zephyrs hatched the water. First the jib was wung out to weather on the pole. The staysail was set. Two and a half knots! With much bravado, the asymmetrical chute was set to leeward of the jib, and at three knots we sailed a stately course into Portsmouth Harbor and it's northern shore, Kittery, Maine.

Singing Dragon

Readers may recall that last winter I came upon a Seabreeze in Brisbane, Australia. It was unique in that it was custom built from scratch over a male plug; I suppose not a true "Allied Seabreeze". The owner/builder had sold the plug was aware that a second Seabreeze had been built from it, but knew of no other details. What follows is an email I received from Peter Walker, owner of *Singing Dragon*:

Hello Art,

I am writing this to you from Brisbane Australia about the two Seabreezes built here in Brisbane during the seventies. The other day I was 'cruising the net' and chanced onto your website through the "Good Old Boat Magazine" links. I was most surprised and excited to read "Seabreeze" plans from Maclear & Harris. Bill's letter mentioned a second radically modified vessel constructed from their male mold. I am the current (fourth) owner of that vessel & thought a quick note to you about "Singing Dragon" might also be useful for your records. I have owned "Singing Dragon" since late 1998, having purchased her from a broker as a "McLear & Harris NY Seabreeze" "only one of her kind in the southern hemisphere & built to stand Atlantic Ocean conditions" - some

sales pitch!~ We didn't have the internet then so I knew no different and with little experience I sure wanted a boat that wouldn't let me down in a "blow".

Until I read Bill's letter I was unaware of "Anitra's" existence and had been quietly beavering away trying to glean information about "Singing Dragon's" early years -launched 1980. Shortly after I bought "Singing Dragon" I was browsing through a marine artifacts shop at Labrador Gold Coast (Boats'n Pieces) & found an interesting book by Arthur Beiser "The Proper Yacht" - published (c) 1966-ISBN 0 229 64490 2. I noticed a reference to the Maclear & Harris "Seabreeze" so thinking I'd see "my" boat in the book, imagine my disappointment when the photos pp 24-28 looked nothing like "Singing Dragon" - the book also showed a profile of a Rhodes Reliant pp 64-65 that more closely matched my vessel's profile although that one was 40'9" LOA and my vessel was identical to Seabreeze at 34'6". Confused? Yes, but for me "Singing Dragon" has always been & remains a great boat with excellent attributes and a few that need changing.

When I read Bill's description of the second vessel I knew immediately where the origins of my boat began as the timing, construction method and location fitted like missing jigsaw puzzle pieces. Bill's right, from the deck line up, "Singing Dragon" is nothing like a Seabreeze at all; below the sheer she's virtually identical to "Anitra" (minor difference in rudder profile). The internal layout is unique although very nicely finished with a suitable balance of timber, painted surfaces and laminex, & cast bronze fittings - seems to be an interpretation of the Rhodes Reliant.

Anyway, what to do next after reading all this stuff about Australian Seabreezes ? I found Bill's phone number, made contact and as I had a job to do in his area yesterday (Friday) we agreed to meet up. Now "Singing Dragon" came to me with a substantial amount of paperwork from all three former owners with handwritten instructions, lay-up specifications, original pamphlets etc as a loose Ships' Book which I have subsequently re-edited as a formal information & training Manual. So, armed with photos, Ships Book and a big bag of brittle original plans and tracings I turned up at Bill's place and we then swapped notes, cross checked photos & put the bits & pieces of the puzzle together.

It turns out that the original builder of "Singing Dragon", a Captain Michael Lawrence lived nearby to Bill's folks in Brisbane & he, being aware of the existence of the now redundant male mold for the full keel "Seabreeze" purchased same & proceeded to construct Singing Dragon during the mid-late seventies. At the same time he incorporated his own guidance/advice as required from Bill and his Dad. Also turns out that some of the paperwork had been loaned to the good Captain by Bill's Dad and somehow in the excitement of it all had never been returned - well there's no time like the present & so that's now in the process of being put to rights some twenty years later.

Of great interest were Bill's photos of the construction of "Anitra" and the references to Lloyds and Bureau Veritas specifications. By matching notes & photos it's apparent that "Singing Dragon" was laid up to almost exactly the same construction specification as "Anitra" - very heartening for me! My paperwork details the actual quantities/volumes and (then) costs of materiel used - this was of interest to Bill. This has been an excellent experience for me so I'd like to thank you for your efforts making contact with Bill Cowlshaw. Your comment that some may not consider "Anitra" a true Seabreeze is probably a little off the mark - she's certainly not an Allied Seabreeze, but she's even more certainly a true MacLear & Harris Seabreeze. On the other hand, I regard my "Singing Dragon" as a very modified custom Maclear & Harris Seabreeze hull - a bit like "Anitra's" less than beautiful half- sister who requires an extreme make over and is never- the- less very much loved by her Skipper & Crew and a good little ship who always

delivers, no matter how bad the conditions.

Future Plans - (1) I want to remove the ugly raised portion of the bow now that I know from Bill's photos that there are no structural implications - I never liked it but I was dubious about the possibility of weakening the hull to deck join at the bow. (2) The coach house will remain as is although refit will see the addition of a suitably proportioned cockpit coaming to eliminate the "coffin-like" appearance of the aft section of the cabin. (3) The way oversized yawl rig will either be removed or sectioned to replicate the original yawl specifications & thereby (hopefully) eliminate a weather helm problem, permit the removal of the stainless steel bumpkin and simply balance the lines.

Some other details - Wheel steering, 3GM 30 Yanmar (250 hrs), 3 blade fixed prop, comfortable sleeping accommodation for 4 crew midships & port & starboard quarter berths, dedicated sail & line stowage instead of V berth, bronze ports identical to Anitra (local foundry), kero stove/oven (almost identical to Anitra), stbd Nav station with VHF, 27 Meg radio, 16 mile Furuno Radar, GPS, depth sounders, sumlog. Hope all this is of some interest to you, thanks again Art for your efforts. Please feel free to contact me if you need to know more. Fair Winds & calm seas Peter Walker -Skip - SY "Singing Dragon".