

Greetings fellow Seabreeze enthusiast.

At long last I am making some time to compose an overdue newsletter. Please accept my apologies.

Sandy and I have had an exceptionally busy summer and this fall hasn't given us much of a break. Perhaps my most time consuming endeavor has been fulfilling a life long dream of having a proper building to store and work on *Secret Water*. While we have no intentions of replacing the boat or taking on another project, the barn we've just completed will provide a wonderful shelter to enjoy *Secret Water* in the off season. If you live in Maine, where the sailing season is exceptional but short, it makes sense to find a way to play with your boat both on and off the water. With an adjacent workshop, I look forward to tinkering the winter months away. We won't even discuss the economics of this arguably foolhardy endeavor.

Secondly, our daughter Katie was married October 14th on beautiful Islesboro Island. Those familiar with the coast of Maine know Islesboro is accessed by the state ferry service. You can imagine how that adds to the planning of such an event. We were told by the islanders not to worry and they assured us all would work out. I can report that it was a huge success. I even bought a new suit and wore a tie!

Roster of Seabreeze Owners

Each fall at this time I have provided an up to date roster of the ASOA boats and members. You will notice that this mailing does not include that document. For those of you that are connected to Mel's e-mail network, you saw an explanation and an offer to provide a hard copy via snail mail or a copy sent via e-mail. For those that are just now aware of this change, please let me know if you too would like to receive a copy; either as a paper mailing or via your e-mail. Note that when I send it via e-mail it will be as a .pdf document. Most every computer has Adobe Reader installed so this is the best way to deliver it. The file size is not very large and downloading is quick even with a dial up connection. You can then print it out or save the document for future reference.

The reason for this is two fold. First is the obvious expense of copying and mailing. Secondly is the time required to assemble, label and mail.

Importantly, I want everyone who wishes a roster to get one, so please let me know.

Rendezvous Reports *Contributed by Joe French*

The *Second Annual* Hobe Sound rendezvous was held on April 8-9 at the home and docks of our gracious host and hostess, Carlton and Stephanie Oakes.

In attendance in addition to Carl and Stephanie, *Arabella* #74, were Dave Kipp, *Mon Plaisir* #48 and Joe French *Destiny* #101. Dave came in the almost new flag blue *Mon Plaisir*, looking much better than when recovered from the mangroves after the hurricane season of 2004 (the boat, not Dave). Joe French came via "collision alley" a.k.a. I-95.

On Saturday we checked out a nearby anchorage (Pecks Lake) and went for a walk on the beach. Later between rounds of delicious food and drink we inspected the refinishing work on both Seabreezes at the dock. If any owners have any questions on refinishing the cockpit coamings, ask Carl to send you a photo and details of his work; sunglasses a must. The scheduled sail on Sunday was rained out so more sea stories and dreams were exchanged until time to leave. It was disappointing that more owners could not make the gathering. Dock space, anchoring room, and hotels nearby! What more can you ask for? More than 130 owners missed a great weekend.

Sincere thanks to Carl and Stephanie for their efforts and generosity.

Chesapeake Rendezvous *Contributed by Nancy Mehegan*

Hi Folks,

I am pleased to report that “**The Sixth Annual Chesapeake Bay Rendezvous**” held at the Seaford Yacht Club this past weekend was a success. The weather was clear and cool with lots of sun. We had 4 Seabreezes; *Dawn Treader II*, *Tangle*, *Sally Forth* and *Prudence*. We also had a smaller sister ship in attendance, an Allied Seawind owned by Marilyn & Bryan Schempf of Poquoson, VA. That was a treat for us along with a good story. The boat was his father’s and was purchased new in the late 60’s and has always been in the family. It was a little jewel.

First to arrive on Thursday was Doug Walkington & his crew, Walter Miles, on *Sally Forth* followed by Mel & Don McShane on *Tangle*. Friday saw the Ebermans aboard *Dawn Treader II* followed by Mike & Lynn Adler on *Prudence*. Mel & Molly Converse arrived by car. After a Happy Hour on the dock we had a delicious dinner at Nick’s Riverwalk Restaurant on the newly developed riverfront in Yorktown. The Converses said their goodbye and headed home Saturday morning. Dave & Diane Berry came by car Saturday as did Sandy & Ren Renfro. Lots a visiting took place on Saturday, followed by a Happy Hour in the clubhouse, which served as dinner for all of us. We were joined by 4 club members and afterwards we retired to visit on the boats.

Sunday morning wake-up was at 8:00 AM, followed by a hearty breakfast. *Tangle*, *Dawn Treader II* and *Sally Forth* took off about 9:30 AM headed for Norfolk. The Adlers spent Sunday night in Seaford and headed home on Monday. Denny and I spent the day on their boat along with several other club members getting the “Grand Tour”

Next year's Rendezvous will be held at Dave & Diane Berry's home on Myer Creek with Lynn & Mike Adler co-hosting, dates to be determined.

Thanks to Molly Converse for some of the pictures.

As Ever,
Nancy Mehegan

Maine Rendezvous to resume in 2007

With all the activities in the Art and Sandy Hall household this past summer we didn't manage to host a summer rendezvous on this rock bound coast. We will do our best next summer.

Winter activities?

As of this writing there are no immediate plans for any winter activities. Several years ago we had a get together in Portland, Maine that coincided with the Maine Boatbuilders Show in March. If there is interest in repeating this event or planning something similar to it, please let me know.

Welcome new members

Michael Binroth of Jackson Michigan, *Chiquillada* #24, ex-Oxwalegus, ex-Bellatrix. This is a new listing to the ASOA roster.

Tom and Susan Kehayes of Eastman Georgia, *Magdalena* #76, ex-Fox Aquila. Farewell and good cheer to Barbara Crosby who has been longtime and enthusiastic supporter of ASOA. Our condolences to her on the passing of her husband Bill.

Thomas Tierney of Isle of Palms, South Carolina, *Glorious Mystery*, ex-Miss Mary. Not sure of the hull number on this boat, but based on age I suspect it is #77, 79 or 83. This is also a new listing to the ASOA roster.

Christopher Kanakis of Bayville, New Jersey, *Flying Fish* #133, ex-Peddler

Scott and Catherine Duffield of Guilford Connecticut, *Pearl* #70, ex-Hazel G, ex-Legend

Scudder #67. It is interesting to note that the boat had been purchased by the previous owner's son. I am hoping to eventually receive contact information.

The only boats unaccounted for are #3, 22, 26, 79, 83, 95 and 120. There are several that I have on record but have slipped off the mailing list either from change of address or sale. 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 your address or boat information, please let me know so I can update the data base accordingly.

Propeller Cage

Michael Adler, *Prudence*, #81 contributed the following:

The attached picture (see color photo spread) may be of interest to Seabreeze folks who sail in Maine (lobster pots) and Chesapeake Bay (crab traps).

Having spent the past several years in the sailboat propeller business, I got to hear all the stories about pot warps wrapped around propellers, pulling out shafts, breaking gearboxes, burning up cutlass bearings etc. All this happens a lot in spite of line cutter devices like Spurs, serrated discs etc.

So we decided that the best way not to have a line around the propeller was to keep it away in the first place, rather than wait for it to wrap and then trust a gadget to cut it off.

The result is what you see (color photo spread). It's all built from type 316 stainless 1/4" diameter rod and 1/8" flat stock, heliarc welded. It can also be made using 5/16" diameter silicon bronze rod with the ends heated and flattened, all brazed using oxy-acetylene with a slightly reducing flame. All the materials were purchased from McMaster-Carr for under \$60.

The propeller is (naturally) a 4 bladed VariProp, 15" diameter, in an enlarged aperture. The engine is the original Westerbeke 4-107 but now fitted with a Hurth 2:1 reduction gear in place of the original direct drive.

Regards!

If you are interested in such an upgrade you can contact Michael directly at:

Michael Adler/Lynn Chapman-Adler
AdChap Partnership
TEL 804.436.0140
FAX 804.435.5084
adchappartners@rivnet.net

For you Net surfers

Check out this website. There is no end to day dreaming on the internet.

<http://marinas.com/>

Around the Alboran Sea

Jim Carrier, *Ranger* #107

In March of 2006, after two years' absence, I returned to Spain to put *Ranger* back in the water. I had carved out six weeks' vacation, arranged a rendezvous with a sailing friend, and bought charts and a guidebook to Morocco, which lay 100 miles to the South.

Since entering the Med, I have kept *Ranger* at Almerimar, a large marina (1,100 slips) on the Costa del Sol, not far from where Spain turns the corner and heads north toward France. It is one of the cheapest marinas in Europe, about 6 Euros a day for hard standing, although a 16 percent EU tax and the current 30 percent exchange rate brings it close to \$10 a day. Many boat-owners and several of the craftsmen are Brits, and it's a pleasant, safe and upscale enclave.

But a U.S. boat has to leave the EU every two years, and Morocco loomed as a close, if slightly risky destination, given the war in Iraq.

With only two crucial projects, a frozen, leaking packing nut, and a seized, corroded forestay furler, Dave Pfautz and I managed to drop in the water in a week. But motoring to a slip, the bilge pump cycled every couple of minutes.

Down in the narrow aft bilge, two streams of water were coming in on the port side. Ah, I thought, that explains the oily residue on the external rudder heel, visible even after two years out of the water. Four small screw holes, apparently left from a zinc, were seeping.

I got in the cold water and tried to patch with underwater sealant, but the streams persisted. We hauled out, I ground out the screw holes with a Dremel, and stuffed them with quick curing epoxy. Then I filled the bilge with a water hose, only to find a cascade of water coming from cracks all up and down the rudder post.

A little more grinding found dry, brittle fiberglass with what looked like worm holes in the roving all the way into the bilge. It must have been a bad day in 1970 when *Seabreeze 107*, the first Citation, was laid up in Catskill, NY. Thirty-six years and a transatlantic later, stress cracks in the gel coat had deepened to reach the underlying flaw.

With three weeks and a couple of thousand dollars gone, I had a hull better than new, but Dave had to go home.

So I headed alone to Africa by going east 125 miles toward Gibraltar along the Costa del Sol, a very developed coast backed by the Sierra Nevada mountains. Unfortunately the view is spoiled by giant swaths of plastic green houses in which Europe's vegetables are grown. There are marinas every 30 miles, but I anchored out.

Winds in the western Med are fluky, often gushing east or west through the Strait of Gibraltar at up to Force 7 for days, then switching directions. Winds from mountain passes and on- and off-shore breezes also kept me busy, somewhat in the manner of a Keystone Kop, but I ended up motoring in a dead calm across the eight-mile wide Strait of Gibraltar, and into Marina Smir, the only modern marina in Morocco.

It is kept clean, heavy patrolled by police, and empty. Though warned about heavy handed officials, and somewhat fearful of flying a U.S. flag in a Muslim country, I found the reception efficient and non-threatening. In fact, they fear most an attack on foreign travelers by fundamentalists, and maintain a near police-state regarding Islamists.

One day I visited Tetuan, an ancient city 30 miles away where I found internet cafes with French keyboards and satellite TVs tuned to Aljazeera, the Arabic TV news channel. In the medina market, a World Heritage site, a rug salesman managed to talk me into buying a carpet.

I then set out eastward along Morocco's beautiful Mediterranean coast, a green and mountainous horizon patched with numerous brown fields of hashish. Largely because of drug running, anchoring along the coast requires prior permission. There were no other yachts, and I was aware of constantly being watched.

My second stop was the fishing village El Jebha. Picturesque and isolated with unpaved streets, I was welcomed as an honored guest by sardine fishermen who rafted me up to their worn boats and tire fenders. Kids would crowd around, saying "a-MAD-ican." By showing them instant digital images, I managed to take several pictures in an otherwise photo-shy culture.

Several mornings later, as the haunting call to prayer came from the tall minaret atop the mosque in the center of town, I headed east.

At my next stop, Al Hoceima, a city with a Spanish-owned island in its harbor, I was approached by an English-speaking student who asked directly for a ride to Spain, which would probably put me in the brig.

But I also met boaters who offered to keep *Ranger* there, work on her and watch over her. It would have been cheap, maybe 800 Euros a year, and I was tempted. As the political situation changes, I would love to explore the "other" Mediterranean of Algeria, Libya, Tunisia, and Egypt.

But they didn't have a lift large enough in Al Hoceima. So, out of time, I headed north, across the Alboran Sea, 100 miles, 24 hours, back to Spain.

In June 2007, I hope to sail to Valencia for the America's Cup.

Just a reminder

Seabreeze Drawings on CD:

As you probably know I have 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. The CD also includes hundreds of Seabreeze photos and the collection continues to grow. I always welcome pictures of the boats. Whether they are fully restored 'cream puffs' or boats that are undergoing restoration. They are all of interest.

Fairwinds,

Art

