

Fall 07

Greetings fellow Seabreeze enthusiast.

The 2007 summer sailing season in Maine was not only exceptional, but it was longer than usual. Great sailing continued right up to the end of October. But alas, the days are getting too short and the breeze getting a bit too cool. *Secret Water* did not enjoy her usual cruise this year and had to be content with several extended weekends. None the less, we set the anchor in several new anchorages which fulfills a goal we have each year. The casual racing we do, (actually it's myself and buddies from work, Sandy jumps ships for these events), was successful. The Rockport to Northport regatta, a full weekend with two 18 mile courses, we placed first and brought home another shiny dust collector. Later in the summer, Actually September 8th, the day of the Chesapeake Rendezvous, we sailed the Around Islesboro Race. We managed 6th of 39 boats. No trinkets this time, but the satisfaction of having beat plenty of tough competition.

There were a couple of other 2007 sailing highlights that didn't involve *Secret Water*. In April, Sandy and I met our daughter and fiancé in New Zealand while they were returning from a semester abroad in Sydney. We took the opportunity to spend a day sailing in the Bay of Islands, north of Auckland. It was readily apparent why the Kiwi's are such avid sailors. It was just a beautiful place.

The other opportunity came closer to home. I was invited to sail a day race from Camden to Brooklin, Maine aboard *Wild Horses*. How could I pass up the offer to sail aboard a 76' 'spirit of tradition' cold molded wood beauty? From my vantage point I could watch the knotmeter showing 11-13 knots on a broad reach with the asymmetrical spinnaker up. We went through the fleet like they were sitting still. The next day, Saturday, was the Eggemoggin Reach Regatta, but consumed with guilt for having strayed to another women, I declined the offer and returned to *Secret Water*.

Recently I received photos of two exceptional boats. Larry link sent me pictures of *Walela*, #33 and Paul McDermott send pictures of *Marion M.* #99. Both boats are true labors of love. If you find yourself sharing an anchorage with either of these boats, be sure to introduce yourself for an eye-popping tour.

Finally, rummage through your recent magazines and check out the September issue of *Cruising World*. Jim Carrier, *Ranger*, #107 reports on the Valencia, Spain from the perspective of a little guy in the midst of the big guys.

Roster of Members

Last year was the first year that I did not send out a multi-paged roster of members. The reason was two fold. First is that it's a lot of work on my part, and secondly it saves a considerable amount of postage and photocopying expense. So once again, if you'd like a paper copy let me know and I'll send

one on. If you'd like an electronic copy I'll be glad to send you a .pdf file. With that you can either store it on your computer or print your own copy.

Chesapeake Bay Rendezvous by *Nancy Mehegan*

The 7th Annual Chesapeake Bay ASOA Rendezvous was held this year at the home of Diane and Dave Berry on Myer Creek in Lancaster, VA., on the weekend of September 8th. **Sally Forth** with Doug Walkington and his cousin Walter arrived on Friday under tow. Doug had lost his fuel pump out on the Corrotoman River and was towed in by both the McShanes aboard **Tangle** and Dave Berry in **I Think I Can**, his new tug boat. Denny and I arrived around 1:30 and rafted up to **Sally Forth** at the Berry's dock. The Eberman's aboard **Dawn Treader II** were already there when we arrived. We were joined by Barbara Hughes who is a new Seabreeze owner. She has purchased hull #8, still in Florida.

After we all became reacquainted or acquainted, as the case may be, we had a Happy Hour followed by dinner in Diane & Dave's newly remodeled great room. As usual, the food was wonderful as was the company. Saturday morning Diane was able to track down a replacement for Doug's fuel pump. A contingent was formed and went off to Deltaville in search of the elusive fuel pump. On Saturday afternoon we were joined by Andy & Dawn Lindey owners of **Breezy**. They were planning on coming by boat but had an engine problem at the last minute and drove instead. Their boat is kept at the Norfolk Yacht and Country Club. Saturday, after the Happy Hour, we were joined by Mike and Lynn Adler. It was a pleasure to have them there as Lynn has been doing battle with cancer. We wish them the best. Dinner was barbeque; chicken, pork and ribs with all the trimmings plus some very fancy desserts.

Sunday morning we were treated to a wonderful breakfast complete with a casserole, coffee cake and all the coffee you could drink. Denny and I cast off about 10:15 AM and the others stayed on a bit longer. I understand the fuel pump was successfully installed and all else left Sunday.

Thanks to Dave & Dianne for the entertainment, hospitality, beer and wine. They have offered their home again next year. We look forward to it and to having Phoebe M. back in the water.

I wish you all Fair Weather and Following Seas, *Nancy*

Maine Rendezvous

The 2007 Maine rendezvous held in South Freeport on 9 August. Because of a last minute scheduling conflict at the Harraseeket Yacht Club, we gathered at Joe and Genie Field's home about a half mile from the water instead of actually being at the dock. None the less, a good time was had by all. It attendance were the Joe and Genie Field (**Venture**), Art and Sandy Hall (**Secret Water**), Ken and Melissa Textor (ex-owners), Betty Ann and Don Lockhart (**Sacunska**), Gay and Andy Howe (**Keewaydin**), Jim and Ester Hart (**Blue Moon**) and Dick Gray (**Ephraim W.**)

Collectively we would like to express a very special thanks to Genie Field who opened their home to us all on very short notice.

Welcome new Members

Joseph P. Tolla, hull #6, Ray Gabler, hull #131 and Buzzy Gaiennie, Rob Tyler and Steve Tucker who co-own hull #44

For Sale

12-foot Passagemaker sailing skiff for sale, built from Chesapeake Light Craft kit, Okoume marine plywood and epoxy assembly, complete with sails, rudder, dagger board, rigging, etc., in mint condition, used twice, go to: <http://www.clcboats.com/boats/passagemakerdinghy.php> for pictures and construction details, price \$1,800, call Ken Textor (formerly hull #70) (207) 443-1677

Seabreeze Marketplace

There are numerous Seabreezes on the market currently. Some I am aware of because folks have contacted me, and others I stumble upon. Occasionally I do get an inquiry from someone that found my contact information on the internet. What I do then is have Mel send out an email to the participants and then potential sellers can contact the interested party directly.

Which reminds me, once again. If you have sold your boat or changed your address please let me know. If this letter reaches you as a new member, welcome to the group.

Florida Rendezvous

Joe and Betty French have generously offered to host a winter or spring rendezvous at their water front home in Saint Petersburg. There are a good number of boats berthed in Florida and quite a few of those are on the west coast in the great Tampa-St. Pete area. This will be a great opportunity for those that have never attended a Seabreeze gathering to do so. Joe would like to get a feel for when would be a good time to put this event together. Email him at: joedestiny@earthlink.net or give him a call at: 631-431-5263 (cell)

ASOA Email Information Exchange

At the present time, ASOA has 75 members participating in an email exchange which allows members to submit questions for distribution to the list. For the last 7 years our experience has been that in almost every case, at least one of the members has an answer, and frequently we get multiple responses.

During this time, one thing that has become apparent is that in addition to the expected differences found in the Citation models, virtually no two Seabreezes are exactly alike other than the hulls, which came from the same molds. Most of these differences are the placement of turning blocks for the centerboard pennants, cockpit drains, and the like. While these are small differences, usually variances from the drawings, it has been surprising to see some of the effects of these variances. This has been a source of many of the questions that the group has been able to solve. Others have been more routine,

but given the age of the boats, solutions are sometimes hard to come by for lack of parts. Frequently someone knows where they may be purchased or, in some cases, fabricated.

The breadth of the knowledge we collectively have is nothing short of amazing, as is the willingness for each of us to share it. For those members not making use of this resource, all it takes to join is an email to mbconverse@yahoo.com. Only ASOA members, regular and honorary, are included and all email addresses are kept confidential.

Why a Seabreeze?

We all have our tale as to how we came to own one of these wonderful boats. What follows is one such tale:

The beauty of age. By Michael Binroth, #24, *CHIQUILLADA*

When I was 26, back in 1989 or so, I needed to make a decision. I could buy a small condo and a small boat and a small condo., or, as I decided, I could buy a bigger boat and live there. This started 6 years of Michigan live aboard life on a Pearson 424. It was an OK boat, and I had lot of fun from many perspectives. At that age and being a single man it was a great thing to do. There were lots of ships passing in my dark and plenty of them were rum runners, as I was myself. (Does rum-runners play in the north east? It is the term for the small motor boats that would smuggle booze between Windsor and Detroit). I have captured many memories of great times with great friends and even a little sailing thrown into the mix. The marina was a hot spot and the bar was always populated.

For me, at that time, sailing was associated with a safer form, a higher brow form, of partying. Don't get me wrong, I raced lots of boats in my teenage years and spent hours on hours of trimming chutes. The Pearson was properly maintained and properly equipped for bad times as well as good. But the boat was a vehicle in which the group gathered to carry on doing what younger single people do. For that no apologies are necessary.

Now I am forty-five. My twin boys are 10 years old, my daughter is 9. My wife and I met 11 years ago, shortly after I sold the Pearson. Looking back I can see this was less accidental timing than part of a greater change in my attitude, values or subconscious mind-set.

Our first six years of family life had been spent in an old farm house in desperate need of repair. The garden was large and kept well weeded. The children raced around on bicycles and helped with what chores they could. We camped, hiked and canoed. For the times, it was the right thing to do.

To that point my children and I had been trailering the fantastic little Trinkka 10 my dearest father had given to us. Two at a time we would sail up and down Portage Lake with one eye on the Windex. Father has always been a sailor at heart, and I know he wanted to see that passion passed down to the next generation. I think he knew that the value of that Trinkka was exponentially greater in the memories that it would create than the measly sums offered at the Marina. He is a wise old man and he laid the trap!

But we were 100 miles from any real body of water. How could I further their training and interest in sailing? What was my desire to return to this love? A graceful dame offered avenues.

On one of our camping trips we joined my aunt and uncle. Uncle was getting older and mentioned he could not maintain the boat anymore and was going to have to put it on the market. The problem was, it was in need of a good cleaning and that good cleaning would result in revealing needed repairs. I had always admired the old boat. The graceful lines you all know so well, and the proud look that accompanies most every well made craft. The sweep of the bow almost whispering “come on, take me there, I’ll get you back home”.

Then and there it was decided. By early spring we had valve number four of the Palmer replaced and a tow boat was working hard at pulling her out of her muddy berth (we are losing a lot of water here in the Great Lakes). For the life of me I could swear that her last four years had been a never ending senior prom, and she had been standing against the wall, just praying for someone to ask her to dance. Sure, she was a little ugly, but I knew she could boogie!

To this point we have spent two summers on the boat. Its main purpose is to offer us housing for a month while the children go to Optimist classes and the occasional afternoon sail. Do not despair dear fellow Seabreeze owners, this is also the right thing at the right time! I have limited amounts of time to devote to the necessary repairs, but we are making progress. I am also in the process of tweaking my business such that I can string together enough summer days to carry out a Great Lakes voyage. What is important is that not only are the children getting favorable sailing experiences, but they are also getting their souls infused in a boat whose design follows function, sailing function, where lee clothes were standard, built in a solid craftsmanship that can scarcely be marketed profitably in this day.

You see, I am getting older, and with a bit of age comes a bit of patience. Nights are coming when a son and I will go forward to change the jib, our harnesses clipped on to a jack-line (this is the reason for eschewing roller reefing, not until they are out of my house!). But, we are not quite there yet, and neither is the boat. My children, my wife, the boat and I are all works in progress.

A remarkable sailor

Joe French sails *Destiny*, #101, out of St. Petersburg, Florida. Not long ago he and Betty moved from Islip, NY. Previously Joe would ‘run the ditch’ (ICW) back and forth to the sunshine state. *Destiny* is one very well traveled Seabreeze up and down the eastern seaboard.

Joe may have many miles in his wake, but his daughter in law Jennifer, is really the remarkable sailor in the family. Next time you complain about going up the mast or climbing into your sail locker to change the oil, stop and consider the challenges she faces every time she spends a day on the water.

Jennifer started sailing on sailboards with Joe’s son Tim in the 1990’s. They joined him at different times aboard *Destiny* in Newport and Maine to go cruising. They even took the Seabreeze way Down East to Roque Island on their own.

Life changed in 1998 when a snowboard accident left Jen with a C-6 spinal cord injury and medically a quadriplegic. Not to be defeated, she had an experimental operation at the Cleveland Clinic. Wires and electrodes were implanted under her skin to the leg muscles bypassing the damaged nerves. This system, called F.E.S., allows her stand by moving a magnetic switch over her stomach. She is then able to use a walker to move about.

Her story has been featured on several TV documentaries including Nova, Scientific American, and PBS. Her wedding to Tim was filmed by PBS where she demonstrated the F.E.S. system by walking down the aisle assisted by a walker. (Betty and Joe had about 3 seconds of air time but Hollywood has never called.)

Soon after moving to Florida, Jen and Tim began to sail specially outfitted 2.4's and Sonars, both boats are paralympic classes. The boats are modified to meet her needs. As I understand it, the helm seat is a cleverly design device that slides across the cockpit not unlike a main sheet traveler. Gravity takes her across to the low side, she locks in, the boat goes on the other board, and now she's on the high side. With a goal of competing in the China 2008 games, a top notch team was organized and training was soon under way. In 2007 her team sailed in Miami, St. Petersburg, Chicago, Rochester, Marblehead and Newport. In most regattas she is the only women skipper and some of these races are against able bodied crews. This October in Newport was the final chance for one boat to go to China next year. Jen finished in 4th place, only 7 points out of 1st. If they had finished 1 position higher in half of 16 races they would eating Chop Suey next summer. Her crew is staying together for additional racing and looking forward to eating fish and chips in Cowes at the London 2012 games.

When not sailing, Jen is very active serving on disabled and handicap committees. She lobbies in Washington for stem cell research and speaking at biotech and medical conferences keeps her busy.

As we all know racing isn't everything. Jen and Tim still occasionally day sail aboard *Destiny*. Ever resourceful Joe has a devised a system to help her aboard using the main halyard.

The A.S.O.A. wishes Jen and her crew continued success and spot on the 2012 team.

Here are some web sites for further reading:

<http://www.saillavie.us/>

http://www.sailamerica.com/press/press_details.asp?id=233

<http://www.neurotechnetwork.org/>

<http://rollingpix.blogspot.com/>

Cheers,

Art

