

Greeting Fellow Seabreeze Enthusiast.

Summer in Maine this year was pretty much split right down the middle. This sailor got a jump on things and *Secret Water* was rigged and sailing by Memorial Day. You must understand. This is considered early at latitude 44N. Well mother nature had other ideas and sailors all over the northeast suffered the wettest, coldest spell we can remember. It was enough to make a NASCAR fan out of the most dedicated sailor. Finally, August came and long stretches of dependable weather finally prevailed. In order to 'make up for lost time' *Secret Water* stayed in commission well into October and some fine fall sailing was enjoyed. All is forgiven mother nature.

It was July of 2003 that I found myself at the helm of this merry band of boat owners. Just a few weeks prior, Gene Reardon, who is responsible for the existence of the ASOA, had passed away unexpectedly. Somehow the stars and planets lined up and I found myself attempting to fill his shoes. Our ways of doing things were a bit different. I embraced email, while Gene still like to correspond with the written letter. Over the years, I've only spoken to a few other, distance members over the phone a handful of times. I suspect Gene ran up considerable long distance charges in his constant pursuit of boats and efforts to reach out to other Seabreeze owners.

My experience with our modest yacht club in Maine, the Northport Yacht Club, is that organizations need a shot of new blood now and again. Nothing is better than new ideas, and fresh 'worker bees'. Furthermore, like it or not, the world communicates in different ways then it did 10-15 years ago. The Internet is all around us in or daily lives, and I know that if the ASOA is to prosper, we've got to get with the program. Our boats are spread far and wide. Mexico, Spain, Canada, possibly Costa Rica, up and down the east and west coasts, great lakes and even on a few inland lakes. In some respects we really are world wide.

The new blood and 'worker bees' comes as Andy Schell and Mia Karlsson, *Arcturus* #56. Over the next few months we are changing the watch, so to speak. Already well underway is the new ASOA website: <http://www.alliedseabreeze.org/Home.html> and Blog page: <http://alliedseabreeze.blogspot.com/> I urge you to bookmark those pages.

So while I am stepping aside after these 6 years, *Secret Water* is still going to be around for a long time. We have no intention of hanging out the 'For Sale' sign. She has proven to be a wonderful boat for Sandy and I to cruise the coast of Maine. We have many, many places close to home yet to be discovered.

I want to express my special thanks to Mel, for all his efforts serving as Master of the Email. It really has been the glue that keeps us together. Special thanks to Roy Harvey for doing an outstanding job of keeping our finances in order. And finally, thank you to all that have hosted and attended the various rendezvous over the years. And of course, I sincerely wish Andy and Mia all the success with keeping the ASOA a vibrant and active group. These fine old boats will be sailing for many years and many miles to come.

All the best, Art *With that, I'll hand you off to Andy*

From Andy & Mia

Greetings fellow Seabreeze owners. I have been mulling over how to write myself into the organization for a while now, putting off Art's request to send off a newsletter in the fall. I'm writing you from the newly renovated cabin of *Arcturus*, our yawl, #56, which we've owned now for about a year and a half. A glass of my favorite red and some cheerful music accompanies me. It's warm for October in Annapolis, and the hatch is open wide, letting in the nice evening breeze.

Seems like a short bit of time to go from a new Seabreeze owner to President of the organization. I suppose a bit of history about our boat, Mia, and myself and how we came into this position is in order. Here goes.

So why in the world did I volunteer to be the leader of the ASOA? It started innocently enough when I answered a request for a new website. I'd been designing websites for a few local businesses in my free time, just for some extra cash really, and something I enjoyed doing. Art replied, asking if I'd be interested in a bit more responsibility, and suddenly, without ever meeting anyone involved in the ASOA, save for the previous owner of my boat, I assumed this position. So, I hope everyone accepts the new leadership, which will be divided between myself and my fiancé Mia, and we look forward to continuing and building upon what Art and the others before him have started.

As for our boat, that is quite a serendipitous story in its own right. If you get a chance, pick up the November issue of "Good Old Boat" magazine, where an article of mine will be featured about the purchase of my boat, that I wrote and submitted this past spring. I'll do my best to sum it up here.

I suppose my path towards boat ownership started in 1976. I wasn't born until 1984, but I've got my father's blood, and his boat search began that year - I followed an eerily similar path. My dad bought his first boat at age 24, the same age I was just a bit ago when I bought *Arcturus*, formerly *Cybele*. His boat was a classic (then almost new) Bristol 24, and he and my mom learned to sail her on the Chesapeake. Ultimately they sold her and bought a Phil Rhodes-designed Chesapeake 32 named *Sojourner*, and their sailing career began in earnest. They sailed *Sojourner* to the Bahamas in 1980 when my dad was just 28, spending the year there cruising and adventuring, breathing in the air of a wanderlust lifestyle that I'd soon inherit.

They adopted the name *Sojourner* from that little boat, and every boat since then (4 in all) have kept the name. Fitting, since *Sojourner* essentially means 'traveler.' In 1993 my parents set out for the Bahamas again, this time with kids, and aboard their 3rd *Sojourner*, the 36' Allied Princess ketch. I was nine, my sister seven, and that year was the defining year of my life, influencing every decision I've made since then.

In 2006 I graduated from Penn State University with a degree in Tourism Management and immediately took two months off before becoming a 'real person' with a job and an apartment. I went backpacking in Fiji and New Zealand and met Mia, the girl of my dreams, a tall blonde Swede. I followed her back to Sweden the following winter, and three years later we're now engaged. I never did have a chance to become a 'real person' after all.

We weren't looking for a boat. In fact, we were living comfortably on my dad's current *Sojourner*, a Wauquiez Hood 38, the big sister to Hal Roth's last *Whisper*. We were docked along the Broadway Pier in Fell's Point, Baltimore, and as per usual, I was sifting through the classified ads in *Spinsheet* over my morning coffee and happened to see the ad, which read something like this: '1966 Seabreeze yawl, \$35k refit, lying Oxford.' It was springtime. Mia was getting ready to return to Sweden, and I'd be shipping out in about a month to skipper a scuba diving expedition for teenagers aboard a 50-foot catamaran in the Caribbean for the summer. We had no business buying the boat. Then I met Ben.

Crossing the Bay Bridge from Annapolis to Oxford, I had a strange feeling that simply looking at this boat was going to lead to something. Ben Weems met us at Bachelors Pt. Marina in Oxford, where it quickly became apparent that only real boats resided here. *Cybele* was on the hard, her masts not even stepped, yet I knew I'd own the boat as soon as we turned the corner and I caught a glimpse of the hull. This was a *real* boat, I thought, and it'd be mine.

Ben was just completing a four-year restoration from keel to masthead, and Mia and I would become the lucky beneficiaries. About three weeks later, and only a week before Mia and I would leave for the summer, we took possession and sailed her back to Annapolis, only after Ben saw us off at the dock, his work completed as he helped us bend on the mainsail. The sail home was indescribable, a brisk southerly breeze with full sailing flying, touching 8 knots on the crests of the easy rollers coming up the Bay. I knew we'd bought the right boat. Ben remains a close friend, a truly genuine person who I am indebted to be acquainted with.

Currently *Arcturus* – we named her after a 1930 John Alden schooner I sailed on in New Zealand only 4 days before meeting Mia – is lying in Annapolis, and we're headed to Florida for the winter. Mia is here on an extended visa, and the three of us – Mia, *Arcturus* and myself – are planning on returning to Sweden together via Bermuda, England and the Atlantic next spring after an extensive refit to be completed this winter.

So that about rounds it out. Aside from my college education, I hold a USCG Master Mariner license and the MCA/RYA Yachtmaster Oceans license, and have an upstart small business together with my dad (also a captain), teaching sailing and navigation and doing deliveries. We call it, appropriately, Father & Son Sailing.

As for the ASOA, I plan on creating a new website, which just recently launched at www.alliedseabreeze.org, and filling it out over the next couple months with all the fun historical info that Art has graciously mailed to me. The ultimate goal is to create the definitive collection of everything Seabreeze, from original drawings to owner correspondence. The email listserv which Mel has been maintaining will continue, and I'll be organizing and posting the interesting bits on a new forum at <http://alliedseabreeze.blogspot.com>, which will also be linked from the website. I also plan on organizing some events with the other owners, and hope to get an updated database of every boat and its owner, with their stories and photos posted on the website.

The best part about owning a Seabreeze, which I wasn't fully aware of until buying her, is the other people that also own and love them. Though I've only personally met a few, already countless invisible faces hiding behind email addresses have been incredibly helpful to Mia and I with our boat. I never knew what I was getting into when I bought *Cybele* from Ben. Every day Mia and I find some new detail that he did to the boat that simply amazes us, and every day we get new emails from the ASOA that further confirms that first-sail notion that yes, we bought the right boat.

I only hope that I can follow in the footsteps of Art and Gene before him, and continue to keep this organization as strong and supportive as it's been in the past. Thanks to Art, Mel, Roy and the rest of the ASOA for a warm welcome.

Cheers,
Andy & Mia
Arcturus, #56

Hoodie Rings

From time to time a member of ASOA steps up to the plate for the benefit of the membership. Several years ago, Carlton Oakes, *Arabella* #74, beat the bushes and found a source for the stainless steel trim rings, AKA "Hoodie Rings" that Allied used to trim out the cabin sole hatch boards. Once a common 'off the shelf' item used to install a sink in a counter top, these rings are not readily available. Working with Vance Industries, Inc. 5617 West Howard Street, Niles, IL 60714 a short production run was made and many owners once again had a respectable looking cabin sole. This summer Glen Ring, owner of *Whimsical*, #130, once again ordered a production run of 40. I believe he has a few available still. If you are interested contact him at <GRing404@aol.com> or 281-414-5550

Glen, Carlton, thank you for your efforts.

Welcome new members

Brian Kearney has purchased #30, *Shalimar*
Don Lavery is a the proud new owner of #60, *Sundart*
Frank Pecor is excited to own #64, *Sarah*. (ex-*Witch of Tillo*)

I might add the Frank caught the bug while crewing aboard *Secret Water*. He is also a co-worker and member in good standing of the "LHYC" (lunch hour yacht club) which consist of a Bermuda 40 owner, a Waldon 37 owner, a Sabre 34 owner and now a two Seabreeze owners.

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 address or the name of your boat, please let me (now Andy) know so I can update the data base accordingly.

Burgees are still available

I still have several ASOA burgees available. If you are interested, send a check for \$30 to Roy Harvey, P.O. Box 886, Oriental, North Carolina, 28571. He'll let me know when he receives your check and I'll get one in the mail for you.

Sails pitch

I have available a nearly new, hardly used spinnaker. It's actually off a Santana 35. Luffs are 38'6" and the foot is 22'6". Slightly smaller than a real Seabreeze spinnaker. It is 1.5 oz cloth intended for moderate to heavy conditions or close reaching. First \$400 takes it. For details contact me at: Arthall123@gmail.com

Chesapeake Rendezvous report from Nancy Mehegan

Hi Everyone,

On the weekend of Aug. 13-15 fourteen Seabreeze owners met at the home of Dave & Diane Berry on Myer Creek. In attendance were:

Andy & Dawn Lindley (*Breezy* #39)
Dave & Sandy Kipp (*Monplaisir* #48),
Mike & Lynn Adler (*Prudence* #81)
Nickie Athanason (*Morning Star* #15)
Ren & Sandy Renfro (*Sirenia* #124)

Mel McShane (*Tangle* #116)
Barbara Holmes (*Morning Star Too* #8)
John & Betty Jo Eberman (*Dawn Treader* #23)
Nancy & Denny Mehegan (*Phoebe M* #9).

A few were conspicuous by their absence; Mel & Molly Converse, Don McShane and Doug Walkington.

This was our 8th Annual ASOA Chesapeake Bay Rendezvous. As we have mentioned to each other; the boats brought us together but friendship keeps us coming year after year. Folks started rolling in on Friday and were treated to hors d'oeuvres, beverages and lots of boat talk and conversation. Saturday we had just about perfect weather. After lunch friends of Dave & Diane's arrived along with their friend Bill Gurley who entertained us with mandolin, fiddle,

banjo, guitar and song. Saturday evening Dave & John cooked burgers, brats and chicken to go with all the pot luck items everyone contributed. Delish! Sunday morning breakfast was very good with all the contributions and Diane's breakfast casserole. Everyone started for home after breakfast except for the Kipps who left for Florida on Monday. Denny and I sailed back on Mike & Lynn Adler's boat to their home in Kilmarnock. It was a pleasure to sail on a Seabreeze again! (Being an owner of 2 boats is never smart!) Our Sabre was sold this summer. We have spent a great deal of time determining what exactly we need to do to get our boat back in the water. Next summer we should be afloat but I think I said that last year. We all owe Diane & Dave a great big thank you for all the rendezvous that we have enjoyed at their dock and their home on Myer Creek. They are gracious hosts and delightful friends.

Until next year you all take care,
Nancy.

Maine Rendezvous?

I had hoped to pen a report of an equally successful rendezvous in Maine this past summer. We actually had a date on the calendar but, unfortunately weather and conflicting schedules somehow worked against us. As close as we came were two brief unplanned encounters with Curt and Kathy Fisher, *Snowfish* #52. With luck we'll do better next year.

Singing Dragon

You might recall that the spring newsletter included an account of the restoration of a custom Seabreeze from Australia. She is a unique boat, built to a modified MacLear and Harris plan. While perhaps not a true Allied Seabreeze, she has the heart and sole none the less. Best of all, she is owned, sailed and pampered upon by Peter and Gina Walker. As delightful folks as you'll ever meet.

What follows is the second and final installment of the Peter's account of restoring Singing Dragon. Peter is not only a capable boat restorer, but he also spins a good yarn. His energy level and the time put into making Singing Dragon right make me tired just to read these pages. Enjoy!

PAINTING –

This was to prove the most difficult of decisions for us. With the underwater hull repairs being such an essential component of the rebuild, the extent of those repairs bit very hard into our budget. At the completion of the underwater repairs we had the bit you don't see looking very spiffy and the parts you do see looking like any other old beater.

Again, we had choices.

- A. We get a quote to have the hull topsides spray-painted professionally in the spray sheds using two pack polyurethane while the mast is out. We have the option of any color we desire. We also get a quote that includes cabin and decks. I receive the quotation and sadly but gladly say "thanks but no thanks" – Well and truly beyond our budget – definitely "no can do" regardless of whether the finishing coat is in Awlgrip, Sterling, International or Altex.
- B. We sand back the topsides, fill in all the holes from the rubbing strake and mizzen shrouds and roll and tip finish out on the hard using an International paints two pack polyurethane product designed specifically for roll and tip application. Cabin and hi-gloss areas of deck to be roll & tipped, again using a polyurethane, then curing and taping off to allow the application of the anti-skid paint.

Decks to be cleaned up and re-coated (rolled) with new anti skid single pack. We have the option of a color change using this method.

- C. We tidy up the existing sun-faded junior navy topsides finish, hand line in any paint scratches & chips, fill in all the holes from the rubbing strake and mizzen shrouds, cut and polish. Remove damaged cabin paint carefully then fair and over-paint using roller tip method. Then mask off and re-finish deck in single pack anti-skid. We don't have any real options for color change other than changing anti-skid color. The idea being that we go back into the water and get the paint professionally done next time we haul out when we can hopefully afford a professional job.

But then there were all the complicating factors that crept in!

Singing Dragon had a timber rubbing strake at gunwale height. I used to think it was great but with time and experience came to realize that it was in the wrong position to be useful as a rubbing strake – too high for a vessel coming alongside and too roughly made to be decorative. The moment I found the timber had substantial areas of rot, the decision was easy – simply remove once the boat was on the hard. When the time came to consider repainting the topsides, there were two lines of multiple holes from the now removed fasteners that had once held the old rubbing strake. These all had to be filled and faired. New tools, abrasives, epoxy and fillers required – that's fine by me.

The Marina was undergoing a major upgrade while *Singing Dragon* was on the hard. The next complicating factor then became all the nearby earth works and heavy vehicle traffic passing by the hardstand all hours of the day – dust and sand and plenty of it plus strong wind. This made it very difficult to undertake painting preparation.

Then the weather came in on cue – we had been in drought conditions for ages. When I needed fine weather we had the Luck of the Irish – it bucketed down and continued to do so because the El Nino pattern changed to La Nina – return to typical monsoonal weather patterns. Just great for prepping and painting out on the hard – and of course as soon as we get a dry day the wind, trucks and earthmovers are back on the job.

So , I was making all the moves with scaffolding ladders and planks and getting ready to erect an “environmentally sustainable temporary facility in which to conduct marine maintenance and repair work” – i.e. An all enveloping greenhouse of a tent in which the operator wears full protective gear and runs hired air filtration and exhaust systems to comply with local laws. There was just no cheap way out of this – I simply couldn't paint “out in the paddock”, time was ticking and the hard stand fees were adding up. Explaining to Gina in USA just how I'll achieve all this and get *Singing Dragon* back into the water without incurring serious financial or relationship damage – not so easy!

The next complicating factor was of my own making! I put my back out and simply couldn't even drive the old Jeep out to the marina but I did manage to get to the physiotherapist who did her best to get me shipshape again...only it would take time – I had a boat to finish!

About the same time as my back was “back on line again” the financial crisis started to bite. Marina businesses that had earlier been enjoying good times suddenly found themselves with empty sheds, rent to pay and trades people to retain. Suddenly things had changed, we were renegotiating the initial quote for spray painting with “much sharper pencils.” While the second quote was much improved, it was still quite a deal higher than we could agree upon (or actually afford) however eventually we agreed a price and rates and the arrangement allowed me to be on

the job as an “assisting consultant”. Brad and the crew had decided that after looking at some of my workmanship I looked like I knew what I was talking about plus, I had a much better idea of where Seabreeze hull lines began and ended than they did. Times and dates were agreed for the move from the yard into the shed and not a day too soon as heavy weather set in shortly after.

So it was option A after all. The color change was from junior navy to Snow White – one single color – even the antiskid is snow white. I never thought it would work, but it did. All I knew was that these guys live and die by their spray jobs and when their body language changed each time I mentioned a dark color on the topsides I finally got the message about the need for light colors in the sunny tropics. Even then the costs blew out..

THE RACE TO GET INTO THE SHED -

Once the masts had left the marina I was left with the task of removing almost every single deck fitting in preparation for painting – that was a fact regardless of where I was eventually going to have the painting done. The amount of work involved in doing that is amazing...even more amazing is the quantity and variety of fastenings. All but a few were well bedded in the sealant of the time – some deck fastenings were affected by catalytic corrosion. One touch of the spanner and these snapped like fresh carrots leaving creating the next problem of how to remove the embedded broken bits. Generally things were good on deck although a couple of small patches require further surgery where the mizzen once stood. All scantlings fittings and fasteners were put in containers and taken for further appraisal on my workbench.

Over the course of a few days everything that wasn't already removed from *Singing Dragon* found its' way home for checking over – grinding, reshaping, polishing, measuring – whatever. The only things that didn't undergo this assessment were the engine, instrument main & second panels and the steering pedestal and head. Everything else took a ride in the Jeep or my mates vehicles- Chris's Ute or Bob's box trailer. Things were always busy on the workbenches from the first day that *Singing Dragon* came out of the water - cars found themselves parked outside and the workshop organization separated dirty and clean job benches and pending and finished storage areas...plus an ever growing “redundant stuff” area. Today there is not a single item aboard *Singing Dragon* that has not been passed or failed.

– I am so pleased that Gina was back in USA during this time...hmmmm!

THE BOW BULWARK

The race to get into the paint shed also took on new impetus at the bow. The ugly bow bulwark that so destroyed the sheer line of the deck had to be removed. I was never going to be able to restore the lines to an exact Seabreeze replica without affecting the deck to hull joint integrity, so I established a “best possible” line that allowed me to retain the two bronze mooring fairleads in the bulwark. After measuring three times or more it took only a few minutes with a 5inch diamond cutting wheel to lop off the offending pieces. The new line wasn't perfect but it was great to see how much the removal affected the appearance.

ANCHOR SPRIT

Removing the steel anchor sprit was tricky. The securing through bolts were difficult to access while working solo...in the end a vise grip with an extended arm did the job one by one until I suddenly realized I hadn't secured the sprit to the anchor windlass in preparation for lowering. It was as much as I could do to lift the thing into the Jeep and take it home. I'd guess it weighed around 75 lbs and so it was too much to be at any end of the vessel. Even shortening the thing it was still too heavy. I decided that a timber sprit (Tasmanian Myrtle) with a twin captive roller

arrangement on a stainless steel end capping would be more efficient and lighter. Once I realized how much weight we had in the bow I also considered whether carrying the 45 lb plow anchor and 88 meters of 5/16 chain could be improved. I found extra storage capacity beneath the sail locker and moved about 66 meters of chain further aft and below the waterline. I guess we could remove some chain length and drop a size in anchor so that remains a possibility. The new timber and stainless sprit went on right after *Singing Dragon* came out of the paint shed so that the mast could be refitted.

ANCHOR WINCH

Removing the anchor winch was quite straight forward – four hexagon headed bolts/nuts through a heavy plywood plinth. The tricky bit was removing the plinth in one piece so that I could profile and match the surface of the new solid teak plinth. The winch was cleaned, dismantled, checked, re lubed and re-assembled, painted and bronze wheel acid dipped, rinsed polished, clear coated and tested. The refurbished arrangement went back on after painting. The new teak plinth looks much better than the old plywood base and certainly fits better than the old one did...plenty of Sikaflex™ sealing the boltholes, bolt threads, washers and deck to plinth joint. Nothing moves nor leaks.

BOW RAIL

The original bow rail was very high, weak in the aft section and uncomplimentary to the lines of the vessel. It had to be modified after the raised bow bulwark was cut off. I'm not a welder and I didn't wish to learn on such a highly visible component of the boat. Brett from Cutting Edge marine welding and polishing was able to follow my design instructions and make the much needed changes. Again, there was never any real choice about making a bow rail that looked exactly like an Allied, but there was the opportunity to amend the lines and angles of that tubing so that it presents a more harmonious appearance at the bow. Bolting it back on after painting was a challenge due to the new base positions and the need to exactly measure the position and attitude of the leading bases. It's now stronger than original, complies with rail height guidelines and has some unity with the bow profile.

HELMSMAN'S SEAT

Stripping the decks before heading into the paint shed meant the dilapidated Sunbrella™ covered helmsman's seat had to come off. I'm not too sure whether the Allied boats have a helmsman's seat but as dilapidated as it was, it was exactly right for me. Essentially an arched stainless steel frame covered with a marine ply base onto which was glued a vinyl sealed cushion covered by the Sunbrella™. I couldn't put it back without some design "assistance" from my little workbench. The refurbished seat now has the stainless frame nicely polished and visible, the ply base has been trimmed, re-sealed using Bote Cote™ epoxy, reshaped with oval drainage holes and stylized with three functional strips of Tasmanian Myrtle that I hot water formed to comply with the arch of the seat. The new arrangement blends in more suitably with the bronze "Seastrel" compass and nearby bronze mooring fairleads and deck cleats.

THE SEASTREL COMPASS

"Fools rush in" – *Singing Dragon's* vintage Seastrel bronze "Dead Beat" compass had an ever increasing air bubble. You guessed it –no local experts except at the antique auctioneers and valuers but they know nothing about them except they're now rare. Local advice was to simply replace it with a new plastic one and rely on the GPS anyway. I liked the bronze compass though – provides ambience in the cockpit. So I pulled the thing to bits until I discovered the leak source, drained the fluid, cleaned the complete hemispherical circumference (surgically clean!) prepped and epoxied the entire joint. I determined that the fluid was alcohol and not light clear oil, selected the best and

purest and injected the potent brew courtesy of a new epoxy dispensing syringe until there was virtually no bubble. It works! I also made a new mounting plinth, fixed the night light, the internal reflector is repainted, all bronze is polished, sealed and shipshape and my good shipmate Bob even knocked up a new Sunbrella™ cover for it. The reassembly process after the boat had come out of paint shed also revealed that the lubber lines had never been perfectly aligned with the centerline so I corrected that too by running a tensioned line passing directly on top of the glass from the centre point of the transom to the bow. The fall of the line makes a good sight – the original was 2 degrees off. I cross referenced the compass against the second compass I have on the bulkhead of the pilot berth - fine. We'll see how the compass "repair" holds up.

HATCHES

All hatches, the skylight and ventilators had to be removed prior to entering the paint shed. I made up a new set of washboards and took the original kwila faced washboards home where both were stripped repaired and re varnished. At the same time all handrails were unbolted and they also received complete stripping and revarnishing (on the kitchen table! We also have winters in Australia!).

The companionway hatch on *Singing Dragon* is a heavily constructed timber and ply arrangement. Once on the workbench I discovered one corner suffering from rot in the heavy ply. This item is on my Stage 2 list for redesign so a concealed patch-up was in order. I cut out the rotten part plus a sufficient section of "good" ply beyond that. The covering strips of kwila had not been affected except for one of the side dress trim pieces. This allowed me to construct a simple former over the cut out part. I filled this with Bote Cote™ epoxy filler. To remove the "former", I covered it neatly with clear lunch wrap poly film. It worked a treat, separated easily, no air gaps present and the tiny amount of surplus epoxy was easily ground off. I made four new teak dress trims which were then screwed and bonded (Sikaflex™) into place. Once the repairs were done, new varnish and new underside white paint applied, the hatch was good to go.

The "Hicee" skylight - dismantling it was probably the most awkward, fiddly job of the entire rebuild – many small pieces and unusual angles...the arrangement was that I would dismantle, strip and prepare fittings needing repainting in the same colors as the vessel and then return them to the paint shed where the painter allocated time and space for all of the "smalls" to be undercoated and finished together. The finished skylight now looks great in the high gloss Altex two pack- I "domed" and polished the stainless hex headed fasteners before sealing and refastening it to the cabin top.

OTHER BITS AND PIECES

Also prepped and finished in this manner with the same very pleasing results were the lazarette hatch, dorade boxes and cowls plus midships stanchion bases and an old fiberglass Avon life raft container and the new timber plinths I made for fore & aft bronze fairleads and deck cleat. These fittings were refastened using new or checked and tested originals and re-bedded in Sikaflex™ – such lovely sticky stuff to work with – but under no circumstances scrimp on this stuff!!

The old Avon life raft container returned to the foredeck as a deck lines container/box for two reasons. First, *Singing Dragon* has an ugly vertical rise at the front of the cabin – the deck box looks as though that was always its' home and provides a visual break to that harsh vertical line. Short of doing major reconstructive surgery the cabin line has to remain what it is and I guess the best justification can be found with the useable space and headroom below – I can't think of anyone other than our 6ft 6" son who has ever criticized the layout and headroom below.

All bronze port lights/deadlights were in good condition and were left undisturbed – for now..

IN THE SHED

Once in the paint shed there was no turning back. Time and effort was of the essence and where I could assist I did. One thing that must be mentioned is the absolute need for caution when using two pack polyurethane paints. Spray time for the painters and their full respiration suits was “work on other parts of the boat” time for me.

Finally the dark blue Watty! Poly 400 topsides were sanded and faired and prepared for filling of the small holes left by the removal of the rubbing strake.

ESTABLISHING THE NEW WATERLINE

The next thing we had to do was establish a new waterline from the remaining original. This was because the top line of the newly refurbished underwater hull surfaces cut into the old waterline particularly at the bow. Ozpeel had sighted and measured the keel line to waterline dimensions and found variance when they projected the topline all the way to the bow. I agreed with them and recalled that I thought Singing Dragon had always appeared a little down on the waterline at the bow despite looking ok along the decline. Luckily I had a copy of the original Seabreeze plans and we were able to sort of establish “the correct line”. Marking and taping took literally ages but it was important to get it as right as we could in the certain knowledge that she’d be riding higher when she went back into the water as a completely dry and lighter boat. The way we addressed the issue was to do the waterline in a dark navy with a gold top stripe and to extend the anti fouling higher than it had been previously. We think it has worked out reasonably well although there was certainly an element of guesswork involved...definitely better than before.

HULL PREPARATION

Then it was on with the shrouding and the new epoxy primer coat...Most of the preparation, fairing/correction had to be done along the line where the old rubbing strake and mizzen chain plates used to live. Every hole was shallow ground and then epoxy reinforced then faired off afterwards. Once the epoxy primer (base) coat had gone on the topsides any high spots were addressed and further primer subsequently applied. When the time came to apply the Altex polyurethane undercoat the appearance of the vessel had really changed. The new Micron anti-fouling was also applied around this time – green is an uncommon antifouling color over here – mostly black or dark blue...so it wasn’t surprising to see passers by raising their eyebrows – even the painter wasn’t happy but I’m pleased I stuck to my guns...many surprised & positive comments from the “experts” afterwards...let’s just see how well it works now she’s back in the water!

The topsides finishing coat came out much better than anyone expected - I had been forewarned that the Altex product did not have the same luster as Awlgrip/Sterling but that it had greater durability to handle day to day knocks – and much more reasonably priced. One of the reasons that we chose white was that it tends to mask any small formline/fairing faults and also that it doesn’t tend to show UV fading in the same way as the darker colors, plus of course that it deflects the heat better. So as much as I like the dark topsides colors, practicality ruled the day.

SIGN GRAPHICS -To finish off the topsides we had a couple more decisions to make. First – Sign-writing the name hailing port and registration number and adding a Seabreeze style cove stripe. Second – what to do with the fiberglass gunwale. John from “ Stripes’n FX “ a local Gold Coast marine graphics & signage business met with us on site then emailed me a number of styling options to work with develop . After a second on site meeting we had determined the size style, position of the lettering and the width and dimensions of the cove stripe. Within a few days the Signage and stripe were on and looking great.

CAP RAIL - The second problem was really a demand by Singing Dragon for a nice cap rail. The way things had worked out with jobs going over budget for this reason or that (& all valid!) we had decided that as much as we wanted to have a nice cap rail we simply couldn't afford it...then the next thing we found that we had an offer we couldn't refuse when we were organizing the replacement timber anchor sprit. So our job kept Mo the shipwright going for another few days while things were slack elsewhere with the bigger boat jobs. So we ended up with the essential timber cap rail done in Tasmanian Myrtle once the deck and cabin had been repainted and antiskid applied..all in Altex Snow White. Bob and I had a day of working furiously in the shed after the painting was finished refitting all the stanchion bases and myriad other items that I had removed from the deck. As it turned out, we ended up having to run tape over the holes we couldn't fit objects to – but they were soon sorted out once we were back out in the yard. At this time we were using plenty of Sikaflex and wiping rags – try as we might we could find no easy way of re-assembling. One thing we both know is that Singing Dragon is securely fastened.

RE-ASSEMBLY - Once back in the yard, re-assembly was the main priority. I also took the opportunity to sort out some very messy electrical connections and remove surplus wiring from redundant electronic equipment. I made up a new housing for the wind instrument and depth sounder. Cable runs in the engine room were re-routed and radically tidied and protected. The engine was given oil and all filter changes. Transmission was checked. All batteries were charged& returned aboard courtesy of Assegai marine's forklift and John the owner. The new Raymarine VHF radio was installed and tested.

The mast returned and was re-stood using the world's most expensive mobile crane. With new paint, new rigging (standing and running) radical changes to the appearance generally, testing time couldn't come fast enough. All systems including the engine were test run. Last job was the Marine Surveyor who queried me about the cockpit drainage arrangements but issued a clean bill of health otherwise.

LAUNCH DAY - We re-launched in November 2008– check for leaks... darn! We had to come straight out again. Leaking seacock – not of my doing- thank goodness. This was replaced no charge to me (as was the haulout and re-launch). The problem was soon sorted out and we were clear to head back in.

MISTAKES

Only one major mistake on my part (at least I hope only one– would have like there to have been none). I fitted a new depth sounder and believed that the transducer would shoot through the hull as did the ones previously fitted – not the case. So now I have to wait until next haulout to drill a hole in my hull to enable the transducer to fit. Until then we have plenty of cable to attach it to a pole and hang it over the stern. ..It works (but looks odd!).

SO HOW DOES SHE SAIL NOW SHE'S BACK IN THE WATER???

The run back to the mooring was like sailing a totally different boat for all the right reasons.

To date we haven't had many opportunities to sail due to family circumstances and commitments. But...the *Singing Dragon* – she looks like a totally different boat, sails like a totally different boat and is much livelier and more fun in the water - she brings a face aching continuous smile to our dials underway whether powered or under sail alone! Conditions so far have limited us to only using the working jib and main, but all the signs are really good. She has a very different and immediate response to gusts. My mate Bob usually trims and he was really pleased – we were like a couple of grinning idiots. We now need to get out into some more open conditions to see how much the changes have really helped – but the early signs are great. One of the nicest feelings was seeing that Marina and its hardstand vanish as we bore hard to starboard out into the main channel.

So we enter a new chapter in the *Singing Dragon* story – one in which we hope we’ll continue to be delighted by the changes we bought about to a vessel that was never really a Seabreeze, will always be unique but is now a good deal closer to making the most from a sea breeze in the ways a real Seabreeze does. Stage 2 will probably come around sooner than we ever have planned and the idea is to tackle the upgrading/freshening of the accommodation , upgrade the winches and fit a coaming.

I realize that there will always be critics of the way we went about doing things but everyone’s situation is different and our time is ever more precious as we grow older...and I taught myself quite a few new skills along the way. One of my biggest personal fears was that if I had taken *Singing Dragon* home to work on the project would have taken more years than I care to imagine. It’s amazing how the pressure of hardstand fees etc can keep a project moving! Best of all, if anything breaks on *Singing Dragon* at least I know how it was put together and can be dealt with.

I sincerely thank my amazing wife Gina for her love and understanding, tolerance and wonderful support during this “Saga” even as we were half a world apart– could not have done this without “the Admiral” being on deck and now is our time to enjoy *Singing Dragon*.

I sincerely thank all members of the ASOA in America and my very good shipmates here in the Land of Oz whose contributions and advice over the net and directly have been a key that assisted us both plot the course and sail the rhumb line for the restoration of the *Singing Dragon*.

List of available drawing on CD. Scanned as high resolution PDF.

Name	Dwg. Number	Comments
Arrangement Plan (Dinette)	212-C Alt 0	
Arrangement Plan (Pilot Berths)	212-B Alt A	
Arrangement Plan C	212-C Alt 0	One fixed berth STBD
Backstay Lug detail	212-4 Alt 0	
Centerboard details	212-8 Alt 0	Cross section through CB pin and ballast area of keel
Centerboard Section	212-16	
Construction Plan	212-5 Alt A	Bulkheads, tanks, ballast, centerboard details
Construction Plan	212-5, Alt 1	Includes laminate schedule and suggested rudder structure
Joiner Sections	212-9 Alt 0	Stations 0, 2, 3, 5, 7 and 8
Lines and body plan	212-1	Lines and body plan
Lines of Deck Plug	212-3 Alt 15	Deck details, cockpit details
Lines, Dwg.	212-1, Alt 0	Lines and body plan
Molding and construction details	212-4 Alt A	Seahood detail, gudgeon, pintle detail
Molding and construction details	212-4 Alt 1	Stem casting, cockpit locker detail, deck flange
Molding and Construction Details	212-4, Alt 3	Change from Brz to Al stem head
Racing Rudder for Seabreeze	212-15, Alt 0	trapezoidal rudder used on Citations
Rudder Stcok Casting	212-7 Alt 0	
Sail Plan	None	Citation yawl

Sail Plan	None	Citation sloop
Sail Plan ~ Sloop	212-B- Alt 7	
Sail Plan ~Yawl	212-8 Alt 7	All sail dimension, profile
Table of Offsets	212-2, Alt 0	
Rudder Casting	212-7 Alt 2	Bronze weldment