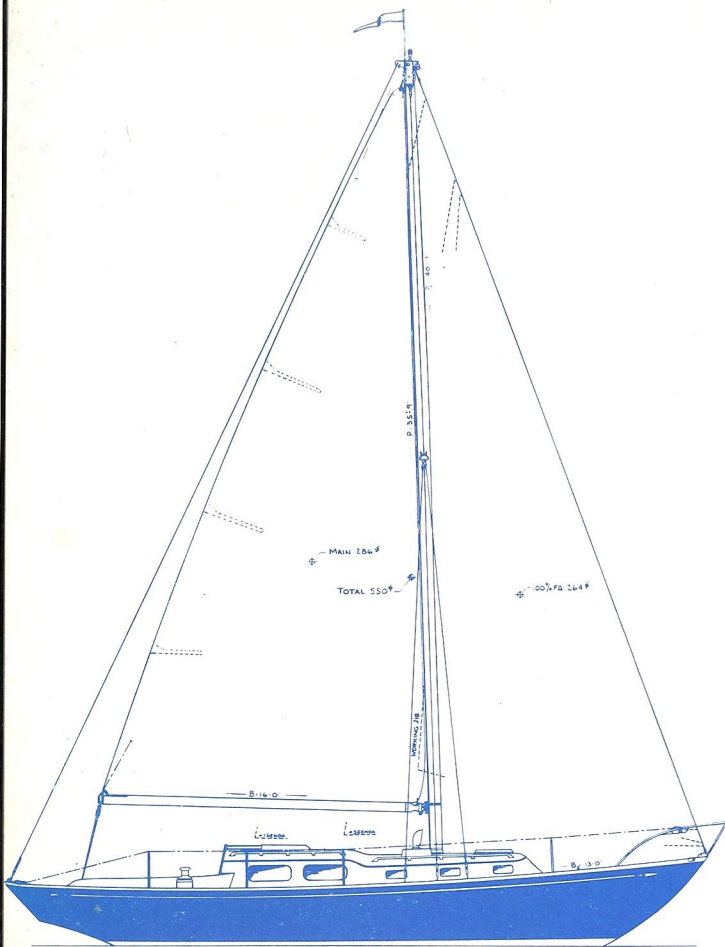


A modern centerboard auxiliary in fiberglass
for ocean racing and fast cruising.

SEABREEZE

Seabreeze measures 35 feet long outside and looks 40 feet long inside. She's designed to win races and built to withstand gales. She has a \$35,000 look and a \$20,000 price tag. You maintain her with a hose and a damp sponge.



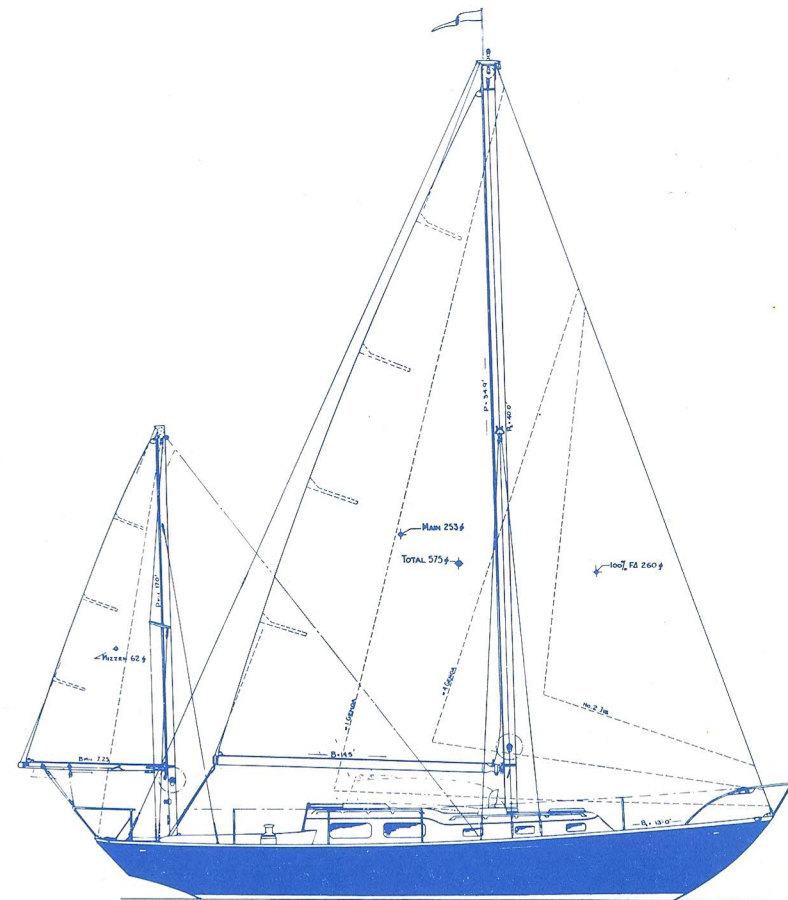
The keel-and-centerboard hull, of which *Finisterre* was an inspired prototype, has revolutionized the design of the modern offshore racing yacht. Seabreeze is a new and highly refined example of the type.

MacLear and Harris have incorporated in her design the lessons learned from years of observation of sea-going centerboarders.

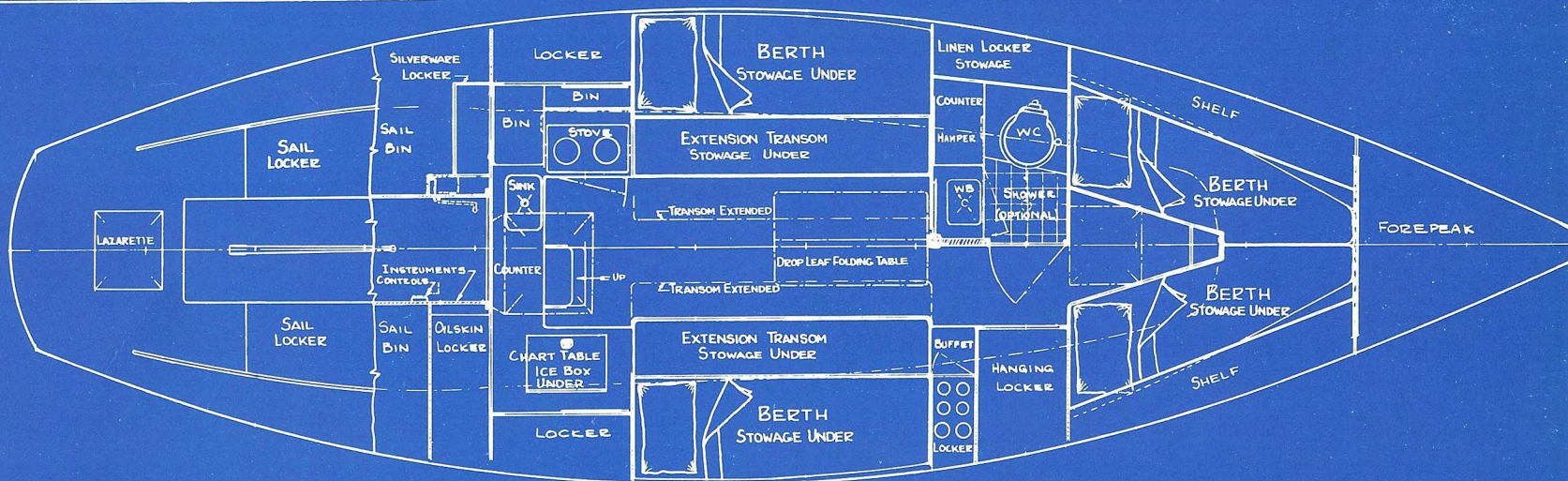
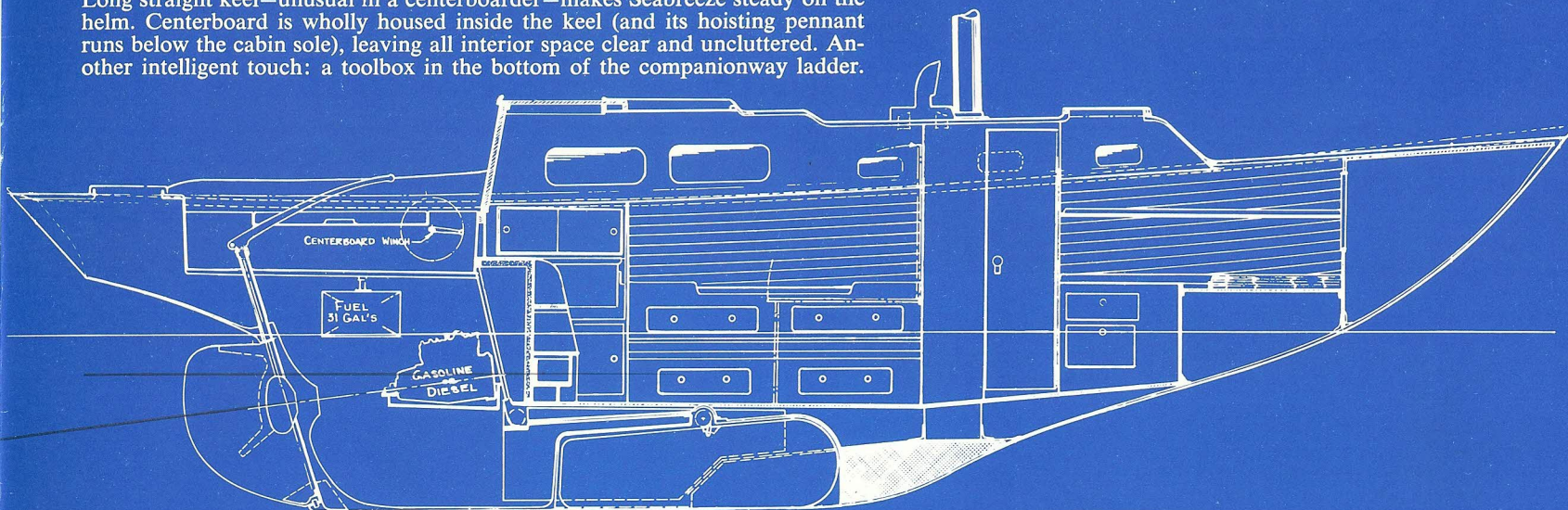
Seabreeze has a 4,000-pound lead keel to give her great stiffness with moderate draft. Her centerboard nestles within the keel, to reduce wetted surface and

increase speed off the wind. She has a fine entrance, a clean run, and a long keel for easy steering in a following sea.

Below decks, you reap the rewards of Seabreeze's generous beam and fiberglass construction. She has six berths without the abomination of uppers; a large galley; a realistic chart table; a profusion of lockers, drawers, and bins; and a fine feeling of spaciousness everywhere. (An alternate layout, with dinette, is also available.) She will be a happy ship to sail on, even during the shambles of a hard race.



Long straight keel—unusual in a centerboarder—makes Seabreeze steady on the helm. Centerboard is wholly housed inside the keel (and its hoisting pennant runs below the cabin sole), leaving all interior space clear and uncluttered. Another intelligent touch: a toolbox in the bottom of the companionway ladder.



All dimensions are king-sized. The chart table accommodates a large-scale chart; the galley accommodates a large-scale cook; and all six bunks are designed for *strapping* crew members. Drop-leaf table folds flat against the bulkhead when not in use. There is a dressing table, with mirror, in the head. Seabreeze provides the amenities of a much larger yacht. Note the liquor cabinet abaft the hanging locker.

SEABREEZE

by Allied

Designed by MacLear & Harris;
built by Allied Boat Company, Cats-
kill, New York.

Length overall:	34'6"
Length waterline:	24'0"
Beam:	10'3"
Draft, board up:	3'10"
Draft, board down:	7'0"
Sail area, sloop rig:	550 sq. ft.
Sail area, yawl rig:	575 sq. ft.
Displacement:	13,600 lb.
Ballast:	4,000 lb. lead
Engine:	25 HP Gray Sea Scout

SPECIFICATIONS

HULL AND DECK: Hull one-piece fiberglass-reinforced plastic with an integrally molded centerboard trunk. Hull is both longitudinally and transversely reinforced. The one-piece insulated deck, trunk cabin and cockpit are of specially engineered sandwich construction to insure highest strength and stiffness with least weight. The non-skid is molded flush, to minimize wear and chipping. The 4,000 lb. lead ballast keel is glassed securely inside the hull.

INTERIOR: A complete headliner gives a smooth, clean interior overhead, and there are no exposed fiberglass surfaces to detract from the below-decks shipshape appearance enhanced by natural teak or Philippine mahogany trim and formica-covered bulkheads and counter tops.

Main and forward stateroom bunks are 6'6" with 4"-thick naugahyde-covered mattresses. Four wide extension transoms pull out to make two additional 6'6" berths. Easily accessible storage areas are provided under main cabin bunks.



Headroom 6'3" in main cabin and 6' in toilet area and forward stateroom, with 10 sq. ft. of galley counter and work area excluding stove and SS sink; 100 lb. ice box with 8 cu. ft. of storage capacity, toilet room with sink, laundry hamper, linen and medicine storage, mirror and light, six large opening ports with screens, and two 4" dorade ventilators opening into main cabin and toilet room—all make for comfortable living below.

DECK FITTINGS: All SS or Bronze of American manufacture, with specially engineered stemhead fitting incorporating bow chocks and pulpit base. 10½" bow cleat, rope deck-pipe leading into forepeak, four 6" jib sheet cleats, one 6" main sheet cleat, two 8" stern cleats, two 6" stern chocks, two #5 jib sheet winches, one #2 jib, halyard winch, one #2 main sheet winch, SS life lines and bow pulpit.

SPARS AND RIGGING: Spars are extruded and drawn aluminum with ⅞" nickel silver sail track and tapered elliptical aluminum spreaders. The aluminum boom is equipped with 4" roller reefing. Rigging ¼" SS 1 x 19 wire with ½" bronze turnbuckles with toggles. Stainless steel chain plates bonded to hull and deck and thru-bolted to bulkheads wherever functional.

ELECTRICAL SYSTEM: 12-Volt with 2 heavy-duty batteries complete with safety switch and fuse panel, engineroom exhaust blower, navigation lights, 6 screw-type cabin lights.

Fuel tank: 30 gallons Monel, under cockpit sole; Fresh water: 60 gallon tank under cabin sole; Propeller shaft: ⅞" Tobin bronze; Propeller: Type E two-bladed 13 x 8 R.H.; Rudder: fiberglass-reinforced plastic; Rudder stock: 1½" Tobin bronze; Engine: 25 H.P. Gray model SS 91, direct drive.

Specifications subject to change without notice.

ALLIED BOAT COMPANY CATSKILL, N. Y.

