

THE SEABREEZE 35

The SEABREEZE has an international reputation for being one of the finest yachts of her size. She was designed by Frank MacLear and Bob Harris of the firm of MacLear and Harris of New York City. Her centerboard design allows for shallow draft and, therefore, cruising into bays not accessible to other keel boats.

Her long footed keel and integral rudder are important factors in the enjoyment of distance sailing. Unlike many boats being built today with spade rudders, she sails easily with minimum attention to the helm. The one and one-half inch solid bronze continuous rudder shaft secured by a 35-pound heel casting insures steering that won't fail even after grounding.

The SEABREEZE is a boat you can own forever, for she embodies the suggestions of more than 125 owners who have helped to make her a perfect boat. One owner sold his first SEABREEZE and bought a more recent model because of the changes and improvements made.

Although many people buy the SEABREEZE for cruising, a number of owners actively race her. She has won the Chandler Hovey Trophy in Boston, and many races in Long Island Sound.

The SEABREEZE marks a record of no rigging failures, even though some owners have been caught in severe storms. One SEABREEZE owner writes that his boat is the only one of five to get off a particular coral reef in the Bahamas.

The boating industry has no standards on hull construction, so the number of laminates and thickness are left to the builder's discretion. Allied has the reputation of building the strongest hull. This is not by accident, but because we feel you should be able to go anywhere in your Allied yacht under extreme weather conditions.

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One nice thing about this Allied centerboarder is that the king pin is accessible from inside the boat. Not so important when you are near a yard - but if you should ground with your board down, you can remove the board without hauling to repair any damage.

Some manufacturers have made attempts to take a keel boat hull design and, through modifications, re-offer her as a centerboarder. Designs between keel and centerboard boats are so different as to make such attempts relatively ineffective. We did not do this with the SEABREEZE. She was designed from the start as a centerboarder. Perhaps this, to a considerable extent, explains her fine success.

The numerous drawers and lockers provide tremendous amounts of storage. Having the galley aft eliminates the need for quarterberths and, therefore, retains the deep sail lockers. One SEABREEZE owner who cruised from New Hampshire to the Bahamas found room for two fold-up bicycles in his sail lockers, aside from the sails, boarding ladders, life jackets and an abundance of personal gear.