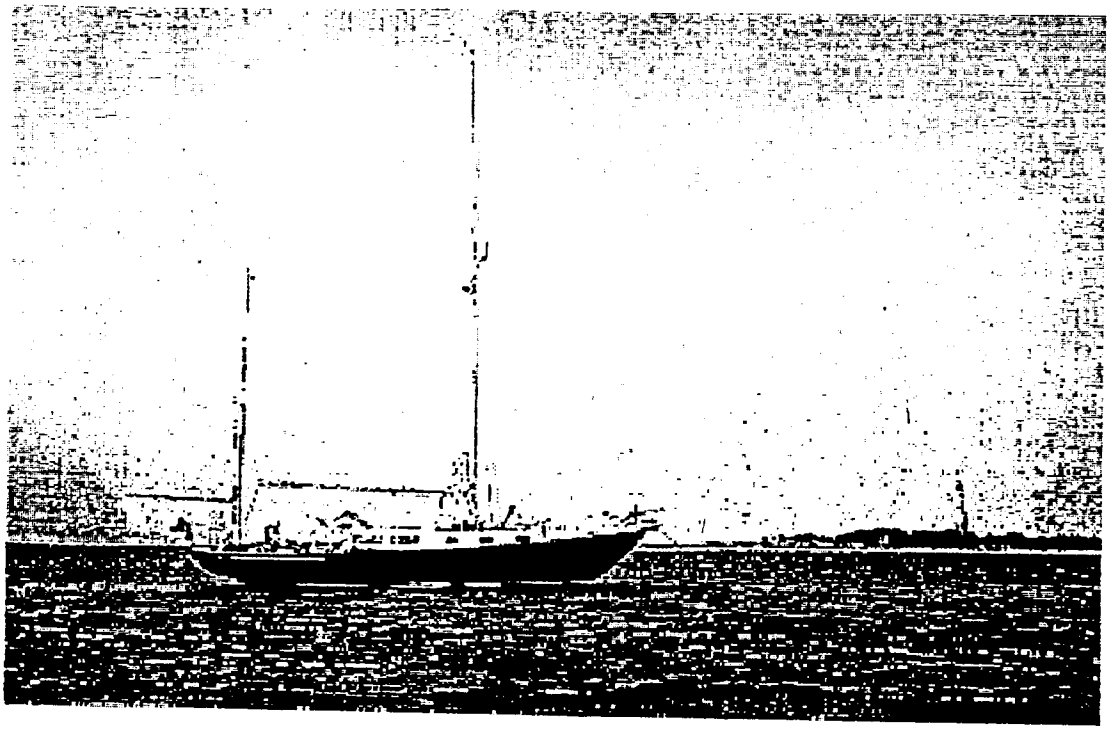
June 1996

THE ALLIED SEABREEZE



The Allied Seabreeze was designed by MacLear & Harris in 1962. A total of one-hundred and thirty-five of these magnificent boats were built between 1963 and 1972. Only three were built in the final year, hull numbers 133, 134, and 135. Of these, the Allied Seabreeze Association is aware of only one destroyed on a reef in the South Pacific. One-hundred and one belong to members of the association and are either being actively sailed or are in the process of being refurbished for sailing in the near future.

In a recent interview with Frank MacLear, he said the boat was designed to be sailed anywhere in the world. She is a small (34.5' LOA) but worthy passage maker. Beyond her seakindly and lovely sailing characteristics, she is a beauty to behold. She was designed by very capable naval architects and built by a company with impeccable credentials. Her hull and deck are solid, her interior thoughtfully laid out.

As a centerboarder, she is capable of safely traversing shoal waters, gunk holing remote regions, enjoying anchorages impossible for boats of deeper drafts, and searching far upstream for more secure harbors of refuge from approaching storms. At sea she is stable and comfortable but as a centerboarder, the capable sailor will know to reduce sail earlier than on deeper keeled boats.

The following pages are a compilation of questions asked of all the members of the association.

BOAT VALUE: Values ranged from $25,000 to $55,000. There is one highly customized Seabreeze for sale in the Great Lakes region for a $90,000 asking price. Generally, it would be safe to say that Seabreezes with recent hull and deck paint, clean, freshly upholstered interiors and basic instruments should bring $35,000. Add for GPS, SSB, radar, good galley equipment, low time diesel engine, recent rigging, and the like. I do not believe that $55,000 is an unrealistic price for a very clean, well equipped Seabreeze with a good sail inventory. As several members mentioned, they are extremely undervalued.

INSURANCE: Premiums ranged from $300 to $1,200. The average was $600. In most cases the $600 average was for coastal United States cruising. One, with Ocean Underwriters, is $600 including all of the Bahamas. I called Ocean Underwriters (1-800-327-0944) and they quoted me $589.00 for Maine to the Florida line and including Florida and the Bahamas for no more than 90 days per year. This included $100,000 liability and towing ($500 per occurrence) with no limit on occurrences. Patty, at Ocean Underwriters, told me that group rates would be difficult because a lot depends upon experience, previous claims, and driving record. All boats would need a recent survey. I, for one, plan to insure with Ocean Underwriters and I thank member Stephanie Somerset of *Safari* for bringing this to our attention.

RIGGING: Most owners are still sailing with the original rigging, or do not know if a previous owner had any portion replaced. Quite a few have replaced rigging as need be. That is, replacing the backstay, or some other component when a cracked swage fitting was found. There have been several chainplate failures. Most involved a lower shroud chainplate. One was a stem chainplate on a split backstay. In every case the plate broke at or just below the deck. The reason appears to be that water seeps through the opening and allows the plate to remain wet and exposed just below deck level just deep enough to make a visual inspection difficult at best. Frank MacLear speculated that the reason the lowers are the usual culprit is because the uppers do not have as much side stress placed upon them. A previous owner of *Southerly* actually lost the mast as a result of a chainplate failure. The forward port lower shroud chainplate broke on Roy and Sheila Harvey's *Aeolus*. They installed new chainplates, added running back stays, an inner forestay, re-rigged with one size larger rigging, and they have also added a boom gallows. As you can see, Roy and Sheila have taken major precautions. Others have increased the size of their rigging wire rope. Some replacements have been made on the broken chainplate only. Barb and I have confidence in the chainplates but inspect what can be seen of them regularly. I polish the stanchions once a month and together we varnish at least every six months. Times like this are well suited to go ahead and check the turnbuckles, Norseman fittings, and chainplates. In spite of this, *Happy Trails'* forestay broke while I was beating hard to windward with some of my friends. My hanked-on 110% genoa had a stout wire rope in the luff which served as a lightweight forestay and we have several spare halyards rigged and fastened to a stainless basket at the mast base. I turned around as fast as I could while two of my friends fastened two spare halyards to the stem head to act as additional temporary forestays.

Roy and Sheila's port forward lower chainplate broke under sail. They also turned around quickly. As a rule of thumb, and almost inevitably, the stay or plate that breaks is one under stress. So, nomatter whether its shroud, stay, or chainplate, the first action would be to turn around.

Barb and I now carry a length of wire rope and a handful of "bullhead" clamps in our spare parts inventory. If anything breaks, we can affect a temporary splice until a replacement can be made. We also have Norseman fittings on all of our rigging so we can make our own repairs without swaging tools.

ENGINE REPLACEMENT: Most engines have been replaced. For the most part, those that have NOT been replaced are the boats that came with the Westerbeke 4-107's. The larger the engine, the more satisfied the owner with performance. That stands to reason as far as performance goes. Perhaps I should have included a line for accessibility of filters, pump impellers, and such. Engines ranged from a tiny Volvo-Penta MD-7A with only 13 horsepower, to Yanmars, the old Gray Marines, Atomic 4's, and the 37 to 50 hp range of the Perkins and Westerbekes. Interestingly, one of the only apertures which was enlarged was on the smallest engine. The purpose was not to house a larger prop but to provide more flow and less restriction for the prop. Most boats motored at 6 knots regardless of engine make provided they were in the 30 hp or better range. Once again, even the little 13 hp Volvo would cruise at 5 to 5 1/2 kts. in smooth water. *Destiny* has a 32 hp Westerbeke 35B with a 14" 3-blade prop. Her aperture was increased by cutting out the cavity up to the pipe post. Her performance is rated as a 10. *Chesapeake Dream* wins the prize with a 50 hp Perkins she'll go 7 1/2 kts. Needless to say Tom rates her at a 10. Carl Bock, at Bock Marine in North Carolina, installed an 18 hp diesel in his Seabreeze. He also built a new sleek steel rudder with a better aperture and put in an Edson pedestal and wheel. He is still restoring his Seabreeze so there is no report of its performance at this printing. (By the way, Carl is a steel boat builder and marine boatyard owner. If any of you have parts you'd like to fabricate or other steel work, he's a terrific source.)

The better questionnaire here would have included some kind of owner assessment of how the engine and prop combination punched into choppy seas and winds bow on. Props were almost all 13 inch 3-blade bronze. Roy Harvey had his 13 1/2" prop on *Aeolus* "cupped" to add additional thrust without enlarging the prop or aperture.

Few owners knew the transmission type or ratio. They ranged from direct drive to 2:1. This ratio relies so much on engine type and rpm that I'm not sure of its significance except as it relates to each individual engine.

FIBERGLASS PROBLEMS: Very few boats have had blisters. Most of them were insignificant and easily repaired. A larger number (8 or 10) had some deck delamination. This occurred in the flat spots, as one might think. Typically on the flat foredeck or around openings on the aft deck. None was significant.

DISTANCE FROM UNITED STATES: The Seabreeze is a blue water boat. The only limitation to world cruising it may possess is limited tankage and storage. In the book, THE PROPER YACHT, the author says it would be a mistake to think it a true passagemaker because of storage, tankage, and limited accommodations. Never-the-less, its co-designer, Frank MacLear, says otherwise. Indeed, I specifically asked him if it ranked with the other boats of its size such as the Pacific Seacraft, Crealock 34. He unhesitatingly said it would hold its own against any cruiser of its size and displacement. He did say that *any* centerboarder requires earlier sail reduction than full keel boats.

With that said, the farthest any present member has taken a Seabreeze is to Venezuela. This honor goes to both *High Banks* and *Anemone*. Almost invariably, our Seabreezes stay close to home waters and coastal cruising. Gene Reardon knows a gentleman who made a transatlantic passage in a Seabreeze and we know of one that was lost on a reef in the South Pacific. The Young's Seabreeze, *Anemone*, was sailed to Europe and S. Africa by previous owners. The Young's recently returned from a trip to Venezuela, Guatamala, and Jamaica. I spoke to them on the SSB as they rounded Isla Mujeres and *Happy Trails* was enroute to George Town, Exuma. I also met a fellow who had just returned from a world circumnavigation in a larger boat. He made it a point to come to my boat to tell me he was impressed with the Seabreeze and had seen them all over, including New Zealand and Australia. I have no way of knowing if this is true. We do have 34 Seabreezes still unaccounted for. I'd like to think they are out world cruising.

HEAVY WEATHER: Several members reported experience with heavy weather. I would like to quote one, "Twenty foot plus seas, 40 knots sustained gusting to 55 knots. Lay ahull for eight hours - fairly comfortable considering. Then sailed with 100 working jib, no main. Best sailing I ever encountered. The boat is great. I have owned *Abraxas* about 15 years and doubt I will ever sell her. I have yet to find her equal." And I also was impressed with Tom Moncure of *Chesapeake Dream*, "I've been through 4 hurricanes + the storm of the century. On the boat in Key West @ 109 mph."

Roy and Sheila Harvey lived aboard *Aeolus* for six years and over thirty thousand miles. Roy's advice is much the same as Frank MacLear's. ".....as wind increases a boat doesn't need much sail up to keep it moving and under control. Too much sail only overloads the rig, increases leeway, and wears out the crew." In addition to a full compliment of sails, Roy and Sheila also carry a Gale Rider drogue and a six foot parachute. "These took very little room and gave the captain considerable peace of mind when the wind really blew." But Roy went on to say that they never really had to use "heavy weather tactics" partly due to paying attention to weather reports, the seasons, and using good judgment.

One of my favorite Seabreeze pals, Chip Reid on *Kealoha*, said he was in 40 to 45 knot winds and accompanying seas, sealed the hatches and he used storm sails, harnesses, and rum & coke!

There were as many different tactics employed as there were members who have experienced heavy weather. Some ran under reduced sail, some hove to, some motored bow to weather, some trailed warps, some just took down all sail, battened the hatches and went below. One owner said he'd "been knocked down, hove to for eight hours, had to run downwind to avoid broaching, but never experienced what I would call 'survival' conditions."

Co-designer Bob Harris said that he would recommend towing a warp or drogue from the stern over a sea anchor or other device from the bow. "In the old days a stout rope with an old tire tied to the end worked very well."

Most members carry nothing more than their everyday sails with a reefing main and perhaps a storm jib just in case. Only a small few carry a liferaft, emergency medical equipment, 406 epirbs, and such. This is, I guess, understandable since most simply enjoy sailing a wonderful boat in their home waters.

FAVORITE SAIL: Only a few members actually have a favorite sail. One favorite was the 110% genoa. I was surprised by this because it is truly a great sail on the Seabreeze and yet not the exotic answer I expected. In reading some old Seabreeze advertisements I noticed a reference to "the ever increasing popularity of the 110% for Seabreezes." In addition to the member who named it as his favorite, Barb and I almost always use our 110. It is the one we selected to keep in our "jib sail cover bag." Stephanie Somerset on *Safari* has her 110 as her roller furling genoa. The mizzen stays'l is also a fun favorite of the yawl rig members.

CENTERBOARD USE: Other than the fact that early boards are bronze and later ones are aluminum, they are basically all the same shape. The wide range in number of turns to put them down is a matter of mechanical winch types utilized through the years. These turns ranged from 20 to 90. What I was really interested in was how they are used and how many knew the number of turns. Most take a casual approach to the board. Some never use it. A couple don't have a board at all. One member said his centerboard was "....in the junkyard and R.I.P!" Frank MacLear said that they designed the Seabreeze with more full keel than was needed simply for the sake of stability, good design and sailing characteristics. Never-the-less, she will definitely sail better to windward with the board down, which is to a designed 50 degrees, not vertical. In fact, the board makes enough difference that one can actually trim the helm with the board. Sailing to windward with the board up, slowly lower it and watch her begin to point higher. Raise the board and watch her fall off. Of course one of the problems is that with enough forward speed or side pressure on the aluminum boards, they are difficult to get down. In a rolling beam or quartering sea from the stern, an enormous amount of roll can be eliminated by lowering the board. But it does bang around in this situation.

The Seabreeze was designed to have a monel centerboard pennant. Frank MacLear says they all should. Later Seabreezes with stainless pennants should have them replaced with monel.

Roy and I have drilled a small hole in the lower forward portion of the board and installed a grommet. Should the pennant ever break, a line can be run from the cockpit down under the boat, through the hole in the board and back up the other side to the cockpit. Then, the board can be lifted and tied off until repairs can be made.

GALLEY AND OTHER IMPROVEMENTS OR MODIFICATIONS: There are a bunch.

1. Stove. Most use propane or wish they did. CNG is safe but the tanks don't hold much and it is next to impossible to find outside the USA. *Safari* and *Parousia* have Origo two-burner alcohol stoves which allow the entire stove space to be used for storage.

2. Pressure water. Most have hot and cold pressure water.

3. Refrigeration. There were a number of comments regarding the lack of insulation in the original ice boxes. They had added insulation, some around the exterior where possible, others simply put insulation sheets against the interior walls. A couple of inventive members cut the top loading lid into hinged pieces so they don't have to open as large a space when putting food in or out.

Not many members really talked about their galleys. It is my personal observation that engine driven refrigeration is the simplest and most reliable. Most of the boats had limited battery capacity, which means that the engine needs to be run to keep the batteries up anyway, so why not use this time to refrigerate? That's our solution anyway. With the new watermaker we are installing on *Happy Trails*, we'll charge the batteries, freeze the cold plates, and make a little water all while the engine is running. Our engine has a 100 amp alternator and a three-stage regulator.

4. The Youngs converted *Anemone's* pilot berth into two large storage areas. Covered the lids with upholstery so it looks original. George and Kathy Bahen on *High Banks* made a similar conversion.

5. Roy & Sheila Harvey made a number of modifications. Three of note are that they cut doors in the plywood behind the dinette seat for additional storage and they cut and hinged the counter in the companionway for better engine access. For garbage storage, they rearranged the "wet locker" so they can put their garbage bags in from the galley and take them out via the starboard cockpit locker. They also added small drawers under the starboard galley cabinets on top of the ice box.

6. Barb and I inherited an Espar diesel heating system on *Happy Trails* with ducts to the cabin, head, and V-berth. We took out the ducting for sailing south but really enjoy the heat in the colder climates. We'll never put the ducting back in the head or V-berth. It is a luxury to have it in the cabin but the additional ducting takes up too much valuable storage space. Not so for one northern member who enjoys his heat ducted the way ours was. The Espar heater is reliable, thermostatically controlled, and runs on diesel fed directly from the main fuel tank.

7. After too many oil messes, I put a remote oil filter on *Happy Trails*. They can be purchased at any auto parts store. A cast piece with two hose outlets screws on where the filter used to, then the hoses are led to another cast piece that holds the filter. I used heavy duty hydraulic lines and made certain the connections were substantial.

8. For those who have the old wood grained formica bulkheads, or the white but now stained and old, there is a simple solution which will do wonders to lighten up the interior. Simply take off the trim and glue on new white formica to the old. Reinstall the trim. We liked it so much we did the cabin bulkhead, the dinette table and all the counters. Then, we put Spanish tile up on the narrow strip of bulkhead that runs by the companionway and behind the sink. It acts as a kickplate on the companionway step and as a backsplash behind the sink. We replaced the sliding doors into the "wet locker" with white lexan sliders cut to fit. The "wet locker" is now food storage and the refrigeration components are under it, accessed through a door in the starboard cockpit locker.

An even easier way to cover the old bulkheads was recommended by Joyce & Bob Davis on *Annarie*. They covered the wall with eggshell colored vinyl wallpaper. The vinyl is easy to clean and brightens the interior.

One couple repaneled their interior with real wood paneling.

9. If your old head sink and counter are looking as drab, stained, and chipped as ours was, you may be interested in this easy fix. We took the counter with built-in sink out of the boat, had the chips epoxied and sanded, then had the entire piece Awlgripped a light tan color. I didn't think the Awlgrip would hold up well under that kind of use but it has. It looks as good today as it did when we did it three years ago.

10. Several members have installed an additional hatch in the cabin top. They say it greatly increases the airflow and comfort below. *High Banks* has two 10" hatches installed in its cabin. An unexpected benefit was mentioned as the addition of very welcome extra light into the main cabin.

11. *Sirenia* has installed an inline "turbo fan" over the engine and ducted through the vent on the fan tail. This greatly helps keep the heat out of the boat.

12. What do members think of their boats? Well, for the most part, it is a love affair. One owner spontaneously concluded his questionnaire with, "I love my boat!" Another said it "compared well to the Hinckley Bermuda 40 at 1/3 the price." Frank MacLear took exception, "The Seabreeze is better looking than the Bermuda 40." Just look at the square cut off transom of the B-40, then look at the lovely sheer of the Seabreeze transom. It is clear that a number of members spent considerable time and effort specifically looking for a Seabreeze. Some of the members really don't know what a magnificent boat they own. One member said it was "lovely to look at and forgiving but a plain pain." But the owner of *Abraxas* may have said it best with the simple words, "I have never found her equal." And that is after 15 years of ownership. It was clear that almost everyone truly respects and enjoys his/her boat. Looking back, I can say that one of the best days of my life was the day I happened upon Roy Harvey in Marathon, Florida. For it was that meeting which eventually led to his recommending a Seabreeze to me. Thanks Roy.| After an extensive search from Florida to New England, it was love at first sight when I saw *Happy Trails* moored in Marion, Massachusetts. She's never let me down. When her systems fail, when something breaks and I start to cuss, I stop and remember....it is I who is letting her down.

(end)

(Prepared for the Allied Seabreeze Association
by: Charley Williams, s/v Happy Trails, hull #65)

SEABREEZE STATISTICS:

Designer: MacLear & Harris, 117 East 72nd Street, New York, NY 10021
Phone: (212) 472-1313

Seabreeze Association: c/o E. M. Reardon, 31 West Lane, Bay Shore, NY 11706
Phone: (516) 968-5082

Built by Allied Boat Company, Catskill, New York (no longer in business)

LOA: 34'6"
LWL: 24'
BEAM: 10'3"
DRAFT: 3'10" board up, 6'9" board down
DISPLACEMENT: 13,400 lbs.*
BALLAST: 4,000 lbs. of lead
SAIL AREA: 550 sq. ft. sloop, 575 sq. ft. yawl

Personal Comments and Comparison:

The last Seabreeze was built about 25 years ago. Only 135 were ever built. So many boats have been manufactured that only true devotees can identify more than a few. That is why we constantly have wide-eyed cruisers dinghy over in anchorages to ask, "What is that beautiful boat?" You will note in the main body of the preceding text that the Seabreeze is considered underpriced. Most of us read in a recent issue of Cruising World that the Seabreeze was considered a "best used boat buy." I would like to compare a boat that is today considered a "top of the line" passage making 34' cruiser, the Pacific Seacraft Crealock 34. Most of us are aware of this boat's reputation and popularity as an excellent long distance blue water cruiser. The Crealock 34's sell for between $95,000 and $125,000. But did you know?

1. The Seabreeze is 5" longer on deck.
2. The Seabreeze has a 3" wider beam.
3. The Seabreeze has 2,000 lbs.* more displacement.
4. The Seabreeze has a 3" shallower draft than the Scheel keel Crealock 34, but has the advantage of a 6'9"** draft when needed by virtue of its centerboard.
5. The Seabreeze sloop carries 550 sq. ft. of sail and the Seabreeze yawl carries 575 sq. ft., compared to only 534 sq. ft. on the Crealock 34.

* The designed weight was estimated to be 13,400 lbs. Gene Reardon has determined that the lightest Seabreeze weighs well over 14,000 lbs. Short of having your boat weighed at next haul-out, one may figure that, equipped for cruising and with average supplies, the boat will weigh more like 16,000 lbs.

** The designed draft, board down varies from 6' 9" to 7' 8". Drawing No. 212-1 scales at 7'3", down 50 degrees.