

## BIG FAMILY PROJECT

By Ginger Marshall Martus

How many readers would consider taking on a damaged 1943 83' converted Coast Guard cutter and restore her to a usable private family yacht?

That is exactly what Larry Taylor of Jackson, NJ decided to do when he read about this vessel in the "Save a Classic" section of the January/February issue of Woodenboat magazine. Unfortunately, she had an accident four years ago and sustained hull damage during a travelift haulout. She has since been repaired and is now well braced up.

According to Larry, "One of the reasons I wanted this boat is that when I was 17 I joined the Coast Guard and later I was a paratrooper in the 505<sup>th</sup> Airborne Division, a highly decorated Division, and this vessel has the number CG 83505."



1943 COAST GUARD CUTTER 83'

Larry comes from a long line of seafarers from the New Jersey area. Past relatives sailed four-masted schooners carrying lumber and coal along the East Coast, and Larry grew up with boats, as he says, "as long as I can remember." Today, semi-retired, this was just the project for which he was looking. "I'm glad I could save her."

Larry has the skills to accomplish this job. As a professional master mechanic who repairs heavy equipment, he knows what has to be done. He also has the help and support of his family. His four brothers are professional craftsmen, and his two sons and daughter are all directly involved in the project. Another relative, Adam Ginther, they call "our Purchasing Agent" because he is the one who "finds things."

*Continued on Page 10.*

The Bone Yard Boats newsletter is published quarterly.

David Irving, Publisher  
Bone Yard Boats  
P.O. Box 831  
Charleston, SC 29402

Subscription Rate: \$19.95 for one year (4 issues).  
Subscribers can list boats for FREE in Bone Yard Boats!  
We will list boats from FREE to \$10,000 with rare exceptions.

Ginger Marshall Martus, Founder & Contributing Writer.

The Bone Yard Boats newsletter was founded in 1996 when Ginger Martus tried to save a single boat from meeting the business end of a chainsaw.

We remain true to that mission.

Power or sail, wood or fiberglass -- we do not discriminate.

If you know of boats needing rescue, please let us know.  
If you have restored a boat, we would love to hear about it.  
Let your story be an inspiration to others.

[www.boneyardboats.com](http://www.boneyardboats.com)

◆-----◆  
...THE SKIPPER, TOO      ...GREAT WEBSITE!!!

In the Fall '05 issue of Bone Yard Boats, there was a trivia question. Other than "Skipper," what was the name of the character on Gilligan's Island, played by actor Alan Hale, Jr.? I received several correct responses via email, but the first was from subscriber John F. In fact, his response was so good I just had to put it in this issue:

-----Original Message-----  
From: John F.  
Sent: Sunday, November 27, 2005  
To: davidirving@boneyardboats.com  
Subject: Great Website!!!

I believe "the skipper" was Jonas Grumby...or something like that... also "Gilligan" I think was actually "Willy Gilligan"... I haven't seen the show in years so who knows why I know that!!

FYI...."The Ark" the 40' 1932 trawler I had listed with you guys was sold!.....I will miss her dearly. All the local boatyards are gone (condos) so she became too much. I sold her to a friend of a friend.....I wish him all the best! I now have a 1974 Chris Craft Catalina 251. It's made of a new miracle product called fiberglass!! We'll see if it catches on! What are the worms going to eat? I still love wooden boats.....but I'll love them on the internet!

I'll still renew my subscription.....Great job Ginger and David!!!

Thanks  
JBF

PS "The Ark" survived 5 hurricanes in 2004 and a direct hit of Wilma 2005 in the water. Many new 'glass boats went down all around her!! Those worms are sure good swimmers!!!

## SOMETIMES, WE MAKE AN EXCEPTION...

Just before this issue was being locked down, I spoke with Michael Hunsicker about KING LOUIS. While we typically do not list boats with an asking price above \$10k, I just could not pass up the opportunity to include this unique vessel in this issue. At the time of this writing, KING LOUIS is listed on eBay with a "Buy It Now" price of \$19,750. The highest of 19 bids is \$4,850, and there are 8 days to go in the auction. The reserve price has not yet been met, so there's a chance she will still be available. Update on [www.boneyardboats.com](http://www.boneyardboats.com).

"King Louis" is a wooden gentleman's motor yacht built in 1914 by the Todd Shipyards in Mobile, Alabama. She is 37' in length with a pilot house, large framed windows, foredeck, aft deck with storage box, and rooftop railing. "King Louis" is built from Black Cypress over Oak. Along with the historic design and build, "King Louis" comes with an impressive array of modern conveniences including: Air Conditioning, Heat, Generator, Hot Water Heater, Pressure Water, Ice Box, VHF, GPS, Depth Sounder, Shore Power, 110V Outlets in cabin and Four (4) Marine batteries with Charger. Propulsion is provided by a Perkins 85 HP Diesel Engine located midships. She is a fine wooden vessel from a bygone area.



KING LOUIS, TODD SHIPYARDS, 1914, 37'.

"King Louis" was built in 1914 by the Todd Shipyards for a local judge, who wanted a place to meet his mistress. The affair ended amid tragedy and local scandal when, numerous years later, she shot the judge in his offices in a lovers spat. The second owners were a local wealthy family who enjoyed the boat for many decades. The third owner was a wood boat builder who fitted the vessel with the additional cabinetry, new keel, bunks, electronics and other upgrades. The fourth owner purchased "King Louis" in Spring 2004 and she was moved to the Chesapeake Bay where the roof railings were installed. The following winter, she was donated to Planet Hope ([www.planethopedc.com](http://www.planethopedc.com)), a non-profit organization, to benefit sailing programs for at-risk youth. It will be sold to the highest bidder above the reserve.

Since acquiring the boat in late 2004, she has been kept in a covered slip except for those times she was being moved or used. Based on the survey and appraisal, the boat's structure (bulkheads, structural members, hull, bottom, cabin & cabin interior) is in good condition. She needs exterior maintenance. The cabin top paint is flaking and should be replaced. Same for the hull paint. Bottom paint is old and should be redone.



KING LOUIS, TODD SHIPYARDS, 1914, 37'.

The engine is in working order. "King Louis" motored across the Chesapeake Bay in December '05 and the engine was last run on 1/5/06. The electronics, generator and electrical were also in good working order. The water systems were winterized and have not been tested recently. Plastic thru-hulls/valves have been replaced with bronze ones to better handle the colder weather.

"King Louis" needs an owner who appreciates wood boats and has the resources to provide needed upkeep, maintenance, and covered storage. In short, ownership of "King Louis" is a responsibility. Location: Kent Island, MD

Additional photos:  
[http://pg.photos.yahoo.com/ph/mhunsicker1/my\\_photos](http://pg.photos.yahoo.com/ph/mhunsicker1/my_photos)



**GOOD OLD BOATS**  
*We don't just insure them ...  
... we're owners of these boats.*

**Call us to discuss  
insuring your good old  
fiberglass, wood, steel, or  
aluminum boat**

**1-800-959-3047  
860-449-5915 (fax)  
P.O. Box 188 • Mystic, CT 06355**

KNOW OF A BOAT THAT NEEDS SAVING?  
TELL US!  
[www.BoneYardBoats.com](http://www.BoneYardBoats.com)