

So off we went to another large shed where I climbed over scaffolding and into the boat. Elizabeth pointed and said, "notice the real bathtub forward." You don't see many boats with bathtubs, right? Still under renovations, the boat looked spacious and comfortable. Elizabeth plans to sail to the Bahamas and beyond for several months. Later when we saw APHRODITE come in from her last run of the day, we saw Elizabeth getting off amid a pile of shoes. Captain Kirk said, "I let her take the wheel and she held her own."

Still later that day we decided to go over to Woodenboat magazine headquarters where we were promised a tour. Their headquarters are nearby and located in a very large, previously private, home. We were met by Tom Jackson – author of the column "Currents" -- who took us through the house starting with the extensive library, into the kitchen, and finally upstairs to the office of Editor, Matt Murphy whose walls are plastered with postcards. No need for wallpaper! In the hallway, we could see the proofs of the November/December issue.

After a final dinner at the the Brooklin Inn, we woke the next morning to a socked-in harbor of fog. As we drove to the boatyard we could hardly see the boats moored in the bay. Alan wanted to take a few more interior photos and look the boat over again before departing. Captain Kirk showed up and wanted a photo of the four of us together in front of APHRODITE. We arrived at LaGuardia later that day and taxied to Port Washington where I picked up my car and said farewell to Alan and Sue, knowing that we will be in touch again soon. Hopefully, for another great adventure.

*
Ginger

CROCKER'S BOAT YARD, INC.

P.O. Box 268, 15 Ashland Avenue
Manchester, Massachusetts 01944
Tel (978) 526-1971 / Fax (978) 526-7625
Toll Free (888) 332-6004
www.crockersboatyard.com

A Full Service Yard Since 1946

Samuel Sturgis Crocker

Catherine Crocker Palmer



ST. PAUL SHIPWRIGHTS



Designers, Builders, Restorers
of Fine Wooden Boats

Mark Sauer
Master Shipwright

Office: 651-227-7069
Cell: 651-592-0234

643 Ohio Street, St. Paul, MN 55107
www.stpaulshipwrights.com

Larry says, "We plan to keep the yacht in the family and travel the coast and Great Lakes in the future." Now named EUGENIA, he will rename the yacht ROSE LEE in honor of his wife. First, however, he wants to bring the boat closer to home and is looking for a marina in the Barnegat Bay area that can handle an 83-footer. She is now in Greenwich, NJ. Larry hopes to have her near ready to show off at the next annual Toms River Wooden Boat Festival. From there, he and his wife Rose Lee, plan to have their daughter Jamie-Lynn's wedding on board in August 2006.



1943 COAST GUARD CUTTER 83'

Of the 230 83-footers with a beam of 16'2" built for the Coast Guard for WWII service – beginning in 1941 with number 83300 – only 19 are still known to exist, with one being restored on the West Coast. This one was built in 1943, and all were designed by Eldgrig-McInnis and built by Wheeler Shipbuilding in Brooklyn, NY. Sixty 83's were shipped across the Atlantic for D-day, while others were carried to the Pacific as deck cargo. At War's end, some surplus vessels were transferred to overseas navies or found civilian owners and underwent conversion to private use. They were all framed with white oak, planked with Douglas fir, and carried a pair of Detroit 6-71 diesels for power.

This vessel was assigned to Fort Pierce, Florida for the duration of the War. After which, she was sold and converted to private use. Her superstructure was redesigned and put in place in 1950 with a false stack. Today, after four previous owners, she has three separate staterooms with heads, a newly outfitted galley, a laundry area, a main saloon both below and above deck, as well as pilothouse, engine room, and lazarette. She also has a heating plant and is air-conditioned.

I met Larry and Adam on November 12th in Greenwich, NJ, and saw the yacht. They both filled me in on her history and documentation. Then Larry showed me his book "US Coast Guard Cutters & Craft of World War II" by Robert L. Scheina, published in 1982 by the Naval Institute Press. He gave me a 6-page list, "WWII Construction Records US Coast Guard Patrol Boats," which lists the disposition of these vessels.

Larry and his family crew intend to replace some frames from within, replace some planks, and refasten and recaulk her entire hull. Yes, Larry and family have a BIG project, but the result will be something of which they will be proud. Not only will they be able to enjoy the pleasures of voyaging to far off ports in a grand looking yacht, they will also know that they have saved one of these disappearing WWII vessels. Look for her at Toms River!

*
Ginger



1948 HERRESHOFF -- H-28 KETCH -- 28'

HERRESHOFF, H-28 KETCH, 1948, 28'. Oak frame with white cedar planking. In the water and being used as a day sailor. Needs lots of TLC. The owner saved this classic ketch from the chain saw. He has sailed it for the last 5 years, and "it's now time for someone to come along and give this boat a good home and lots of elbow grease." Built by Troscott Boat Works, MI. **FREE!** Call Eric at 410-924-4961 (MD) [H114]



THOMPSON, Sea Coaster Deluxe, 1964, 17'. Exterior restored, no OB, nice trailer. Will sell as is, or restore interior to suit. Contact Homer at 269-673-6791 Email: homerandeve@accn.org. (MI) [H104]



1964 THOMPSON Sea Coaster 17'



Outboard Motor: Sears, 1955, 5.9hp. Good cosmetic condition. The recoil starter is broken. Owner says, "I got this motor to use as a trolling motor and never did. The first time I used it the recoil starter messed up and I never fooled with it again. I was told this was a low hour motor that the first owner bought new for his boat and discovered it was too small so he took it off and put it away. After many years of sitting I got it and had it running fine. Put it on the boat and that's when the starter broke. **Make a reasonable offer.** 706-772-9249 or Grizeebear1956@yahoo.com (GA) [H107]

CONSOLIDATED SPEEDWAY SEDAN, 1946, 37'. Double cedar planked, twin Chryslers, runs excellent, sleeps five, galley, head. Needs paint & topside work. **FREE!** 609-296-9045 (NJ) [H122] (J/F issue of Woodenboat)

BEAL DOWNEASTER, 1969, 32'. 10'8" beam & 2'8" draft. Built by Beal Island. Carvel planked white cedar topsides/bottom over oak frames with silicon bronze fastenings. Floors, keel and deck beams are oak. Raked stem, round bottom with transom stern. Underbody has a full skeg with propulsion protected. Single Chrysler raw water cooled gas engine; 7-knot cruise, 9-knot max. Two 40-gallon fuel tanks. Cuddy cabin forward with V-berth and V-berth filler. There is an open spacious cockpit with semi-enclosed starboard steering station. VHF, depth sounder, bilge blower, solar panel, fume detector. Needs cosmetic work. Asking: **Best Offer!** Contact Peter at 212-673-2334 or pmayer@overlookny.com (CT) [H100]



1969 BEAL DOWNEASTER 32'



CRUISERS INC. Seafarer model 202, 1961, 16'. Lapstrake. Original Johnson 40 H.P. outboard, canvas convertible top. Never restored, no rot, painted and varnished only. Includes a Holsclaw trailer. Owner says: "A beautiful boat. I am the third owner." \$2,500. OBO Contact Peter at 815-476-0677 or Bonnellbend@aol.com (IL) [H121]



GLASSPAR, Trident, 1957, 15'. 6' beam. 1950 Evinrude Elite 50hp. Motor runs, has washout connection. Trailer steel. Frame for canvas. Owner bought boat 2 yrs ago as a project. Has replaced seats, added carpet, fabricating a windshield. Asking: \$6300. Contact Eric at 919-772-3417 (NC) [H112]



1927 ELCO Flat Top 42' - See Cover Page 1 for Details