

## SAVING THE JEAN

It was August 1<sup>st</sup> of last year (2005). I was just beginning my involvement with this venerable publication when I received a call from Eldo Hartz. Eldo had just acquired a boat named JEAN that had been grounded and holed on the shore of Hutchinson Island just across the river from Savannah, GA. Eldo explained to me at the time that he just "fell in love with her" regardless of the fact that she filled with water at every high tide. This story, however, began long before August of 2005.



JEAN on Hutchinson Is – photo courtesy of Jennifer Spell

The JEAN was listed in Issue #4 of Bone Yard Boats in the Summer of 1997. At the time, the photo showed her as she looked in the 1940s with a man dressed in whites with a skipper's cap askew standing atop the aft cabin. Next to him sat a woman in a bathing suit. The listing details stated:

### Charles Allen Cruiser

"Jean", a 47' LOA antique cruiser built in 1913 by Charles Allen in Red Bank, NJ. Powered by a 6 cylinder Ford Diesel with Barr Marine conversion, the hull is white cedar 1 1/4" planked (reinforced with Neoprene in 1964). Surveyed in 1981, the "overall condition of this vessel is good." Jean is well documented and very original. An Outline of Construction & History, written by past owner, plus letters are available. The boat is in the water at South Jamesport, LI and is being offered for \$5000.

Fast forward to May of 2005 and we find Charles Blanda, owner of the JEAN for the past seven years. I have yet to confirm whether or not Mr. Blanda purchased JEAN after seeing her in Bone Yard Boats, but the timing seems just about right. He had anchored off Hutchinson Island, and the receding tide caused a stationary object to pierce the JEAN's hull. And there she sat for several months with the daily tides washing in and out of her until Eldo Hartz successfully patched her holes and refloated her.

I called Eldo Hartz on April 7, 2006 to get an update on the JEAN. Eldo said that JEAN had 7 broken ribs and he actually

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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)

## LETTER FROM THE EDITOR

Dear Bone Yard Boats Readers:

It is only appropriate that I write this "Letter" from the cabin of my own boat on a hot, sunny, April day in Charleston, SC. It feels like summer here, so that means it's probably at least spring wherever you are.

I heard from many Bone Yard Boats subscribers after publishing the Winter 2006 issue. Here's one comment – "CONGRATULATIONS on a super Issue No. 30!!! We really enjoyed it." A couple of others expressed some concern about the number of fiberglass boats in the winter issue. Although we will not discriminate against fiberglass boats, I may have gone a bit overboard in last quarter's issue. I want you to know that I heard you. Good, bad, or ugly, I want to hear what the Bone Yard Boats subscribers have to say. The only thing I do not want to hear is silence. I travel a fair bit so email is really the best way to contact me. If email is not your thing, then by all means pick up the phone.

A few updates... A number of you contacted me about KING LOUIS, now successfully placed in a new home on Long Island, NY. I spoke with Michael Hunsicker who told me that they found a "qualified buyer." Translation – someone who has the means, know how, and passion to really care for a vessel of KING LOUIS' vintage. The 1968 Vivacity sloop listed in the last issue has been sold, and so has the 1948 Fairliner that we listed from the Center for Wooden Boats collection of donated boats. You will read more about the CWB in this issue. The 1969 Beal Downeaster is gone, too. Those are a few of the ones I know about...

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*Continued from Page 2.* ... **LETTER FROM THE EDITOR**

I have relisted a couple of boats at their owners' request. The 1940 Hunter, which appeared in the Fall '05 issue, is still in need of a new home with a reduced price. She was a beauty once and can be again. The FREE 1952 Matthews 41' is also back from the Fall '05 issue. Check out the original brochure photo on page 3.

We are also listing a 1937 Matthews 39-footer on page 1 and a 1959 Matthews 43-footer on page 7. The asking price of the 1959 exceeds the \$10k Bone Yard Boats limit, but I thought she was just too pretty to pass up. Besides, if you average together the prices of the three Matthews in this issue then we are still way under the limit!

The story of the JEAN, a unique boat that first appeared in issue #4 of Bone Yard Boats in the Summer of 1997, starts on page 2.

Andy (Andrea) McDonald and I have become "email pen pals" since she first contacted me after stumbling upon the Bone Yard Boats website last October. When I thought about profiling a "wooden boat champion" I could think of no better person. Andy's story begins on page 1.

And speaking of wooden boat champions, I learned from John Eaton that TEDDYBOLD, the 1927 ELCO Flat Top 42', has also been sold. John is a friend of the owner who worked tirelessly, along with the owner's son, at finding TEDDYBOLD a new home. John Eaton has listed several of his own boats in this issue (page 6), including a 1971 13' Whaler that certainly brings me back to my boating childhood.

I hope you enjoy this Spring '06 issue of Bone Yard Boats.



Charleston 1-Room Office of Bone Yard Boats – 2<sup>nd</sup> floor windows

*1959 MATTHEWS Continued from Page 7.*



1959 MATTHEWS 43' Luxury Sedan Cruiser

**MATTHEWS, 1959, 43'.** Luxury Sedan Cruiser, 13ft beam. Lots of work from day one getting the boat "pretty" but after so long a time not being able to use the boat comfortably I began to lose interest and finally moved off the boat two years ago and left her to the elements. Located in Placerville, CA. "Fix it, sell it, or cut it up and sell the two hemi's. If I get an offer and the buyer wants to have the boat moved, it is all ready to have the boat hauler back under her and take her away." Asking: \$12,000. Contact Ron at ronrobertson@mac.com or 530-295-0109 **(CA - 95667)**.

## WORKING WATERFRONT AT CLEARWATER FESTIVAL 2006

The Clearwater Festival (Great Hudson River Revival) will take place at Croton Point Park Fathers Day Weekend, June 17-18.

Working Waterfront will present representative vessels for visits and use. These boats are traditional and contemporary vessels, all active in historical, recreational or commercial service. The boats and the grand sloop Clearwater will be on the Hudson River, some with scheduled sails. A fleet of small boats will be available in which to Messabout.

Messabout is a major Waterfront feature that gives owners, builders and users of small boats a chance to meet and swap rides and stories. The public attending our festival will be invited to join the boat people on the water.

If you desire to participate on the water with your boat, or with an on shore boat-oriented demonstration, contact:

Stan Dickstein, (845) 462-3113 or  
Eric Russell, (718) 646-1224, E-mail: dicksten@vh.net  
Hudson River Sloop Clearwater, (845) 454-7673.  
E-mail: revival@clearwater.org

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