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A homemade trailer comes with the boat. The trailer alone weighs about 4000 lbs and the dry weight of the boat is 4400 lbs, which means it takes a full size pickup truck to transport. I use automobile tires on the trailer instead of truck tires. I never moved the boat more than about 25 miles per year. Highway transport would require new tires. A new rear end was professionally installed on the boat in about 1995. A line of separation of old wood and new wood can be seen about 12 inches from the back on each side. The hull was always watertight after two weeks in the water even before the new rear end was installed.



1969 CHRIS CRAFT Futura 26'

The reason I opted for the new rear end was that the boat had severe dry rot in the above water line area. Any water getting into the bilge comes from rainwater and the drive shaft. There is some dry rot around the windows. About three foot of canvas over the deck on the starboard side toward the aft came lose and was replaced with fiberglass and painted over. One new meter was added to monitor the motor and the backlighting of the dash was upgraded in late 1990s. The boat is economical on gas. It will plow through the roughest water like a trawler at slow speeds and will plane at about 2200 rpms where it becomes very maneuverable. My mechanic has run it at 4100 rpms several times, but I never was brave enough to go over 3700 rpms. Most of the time, we cruised somewhere between 1500 and 2200 rpms. A full package of manuals, bills for work done and an accurate boat's log comes with the boat detailing its history. It should not take a lot of work to get this boat ready for a summer of fun. The boat is sold as is and where it is on Old Henderson Road west of Evansville, IN." Asking \$5000. Contact Dick at 812-476-2188 or dickthomas01@insightbb.com.



1959 TROJAN 18'. Plywood hull. No outboard with boat. Hull and topsides have been restored. Needs seats & floorboards & windshield to be made. Good project. Call David at 845-987-7424 or todoccs@warwick.net.



1965 CHRIS CRAFT Cavalier 24'.

1965 CHRIS CRAFT Cavalier 24'. Wood hull, 9-foot beam. Engine: IB 283 Corvette H-Head. Transmission: Paragon Velvetshift. Owner says, "I bought the boat 5 years ago – my wife said I needed a hobby! She was fully operational and seaworthy when I trailered her home from Fish Creek WI. She currently sits on a custom made tandem trailer which handles the load very easily. She has been stored in a brand new garage since then. I built the garage for the boat! As you can see I have done a lot of work on her. Unfortunately, I am much better at taking things apart than I am at putting them back together again. I have all pieces/parts of this boat, interior and exterior. She needs to find her way to a talented craftsman who has the time and skills to bring her back to life. Location: DePere, Wisconsin. Asking: \$2500 or Best Offer. Contact Jim at 920-540-7915 or jimrenright@new.rr.com



1968 CHRIS CRAFT Sea Skiff 35'

1968 CHRIS CRAFT Sea Skiff 35'. Asking FREE. Topsfield, MA. Contact bjackson@amgs.com or 978-887-0001.



1957 CHRIS CRAFT SEA SKIFF 36' SAVED FROM THE CHAINSAW!

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... CROSBY STRIPER

My first point of attack was the stem. I had noticed that the yard guy had some blocking under the stem so I decided to investigate. As I probed away, I soon found that there were two sections making up the stem and they had separated apart and the void had been filled with Bondo. I decided to remove this material and by the time I was done I had a hole about the size of my fist. I did some creative thinking and removed a section of the stem and replaced it with 1/4 inch oak strips laminated in epoxy. I then fastened the strips with a carriage bolt through the hull and into a floor frame. I faired it all in and it looked great.



1952 CROSBY STRIPER HULL #20

While I was working on the stem, I came to realize the severity of the deterioration of the boat. Its skeleton was that of ribs bolted to knees at the lower chine with galvanized bolts, but these bolts were rusted through to almost nothing. I had to replace all these knees and bolts plus the ribs and floor frames that were rotted. This continued through the entire boat till I got to the transom. At the transom, I noticed that the entire framework to it was rotten and the rudder stock was like a sponge from electrolysis. I then saw a 3-foot section of the keel rotten, too. I was ready to break out the chain saw but stayed the course and got it all replaced with new oak. Quite a tedious job but it was accomplished.

I reinstalled the rudder and shaft log and was done with the structural work. I had to replace some planks on the bottom, and then I refastened all the planks to the new ribs I had installed. I now started to look at the deck, which was canvas-covered. I removed the rub rails and saw why the ribs were rotten. The boat was leaking rainwater at the shear line and running down the ribs. I had to replace the sheer planks and the deck. I then applied 2 layers of 10 oz. cloth set in epoxy to the deck overlapping the sheer plank by 4 inches so that it would not leak again.

I now turned to the windshield and removed it, as it was rotten on the bottom. I used the pieces as a template and made a new windshield. I also glassed the top of the cabin in epoxy before I set the new windshield. Wow, alotta work and I still had to put the engine in!

I had removed the engine (Chrysler Crown 6 cyl.) and took it to a shop for a total rebuild, which took 15 months. I reinstalled the motor and hired a marine mechanic to hook it

It was great to hear it fire up for the first time. It is now 2006 and I finally have the boat in the water. It barely leaked and the guys at the yard were impressed with the job I did on the seams and the boat in general as they were watching me for the whole project.

We plan on using it for a while, but I know that I will be clamoring for another project soon -- I have my eye on something already. You can call me a glutton for punishment or an old sentimentalist, but the fact of the matter is that I love wooden boats and can not stand to see them sitting there rotting away. This makes the 5th boat I have saved and I hope I have enough left in me to get at least 1 more done before I get too old.

Sincerely,
John S. (Bone Yard Boats subscriber)

The Thompson Dockside, newsletter

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Come Join Us!

THE TRUE VALUE OF PENNY CANDY

By Donna Pennington

mailto: davidirving@boneyardboats.com
Subject: The True Value Of Penny Candy

Dear Mr. Irving,

Yesterday, I had the pleasure of meeting Ginger Martus at the Tuckerton ACBS show, and she told me that she handed you the reins of "Bone Yard Boats". Wonderful -- I wish you success in your mission to save once beloved boats from an unwarranted fate.

My 1959 Cutter/ Avon, Penny Candy happened to narrowly escape such a grievous end. I'm in the process of making her a symbol of an often-overlooked class of throwaways. She belongs to a generation of outcast exiled at the end of what I call, The Fiberglass Revolution.

I'm sending you her story "The True Value Of Penny Candy" for consideration to perhaps inspire your readers, because there's a lot more value in the restoration of a bone yard boat than the glory of having finished the work. I hope you enjoy her story as much as I enjoyed working on her restoration.

Thank you. Sincerely, Donna Pennington

What's the True Value Of Penny Candy?

Well, from the beginning she was destined to be something more than just another sweet ride. Penny and others like her were at the forefront of a major revolution in recreational boating.

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