

LETTER TO THE EDITOR:

1955 CHRIS CRAFT CORSAIR 38'

To: davidirving@boneyardboats.com
Subject: 38 Corsair Hull #CR-38-017

Hello David,

In 2003, an ad in Boats for Sale caught my attention and resulted in purchasing and storing a 1955 38 Corsair. Being lover of wooden boats and having restored several Chris Crafts, this boat had to be saved even though I was in the middle of a restoration project at that time.

The boat began her life from Chris's Holland plant and sold through a dealer in Sturgeon Bay Wisconsin in 1955. In 1998, a Georgian Bay in Lake Huron marina operator bought the boat in Cleveland and the boat, under her own power, made the trip to Parry Sound Ontario. The new owner began a major restoration project at his facility using skilled shipwrights and by 2002 had respectfully disassembled all hardware, removed the engines and tanks to facilitate a proper restoration project. The hull and bottom has been taken back to bare wood and the bottom seams professionally reamed in preparation for new caulking. The deck was removed and supporting structures replaced. The transom was completely rebuilt and the result shows the skill involved.

The project now well underway was halted when the owner found a new project and decided to either sell the boat as a work in process or sell the hardware and have the vessel destroyed. I could not let that happen and as a result am now the owner of a partially restored 1955 38 Corsair. The boat was lifted aboard a mariner hauler and transported to inside storage near Toronto Ontario. The Corsair became my fifth boat!

The boat provides a rare chance to restart the restoration having the "dirty work" behind and the more enjoyable part of the project ahead. There is a lot to be done but to obtain a project this far along, the end is in sight not to mention the cost savings of the work already completed. The boat is ready to be loaded aboard a hauler and moved to another shop for completion. I would like to recover the \$6000 that has been spent to purchase and move the boat but I am more interested in finding that individual or group that will finish the project. There are many photographs of the boat before the projected started as well as others documenting the work. In addition, there is documentation from the Mariners Museum.

David, any assistance you or your readers could provide would be greatly appreciated.

Regards,

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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

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LETTER FROM THE EDITOR

Dear Bone Yard Boats Readers:

I am pleased to bring you Winter 2007 of the Bone Yard Boats newsletter. There are some fabulous boats in this Issue #34 in need of new homes, as well as some great stories. There is also a mystery to solve in finding the SOUTHERN CROSS, the subject of the lead article on page 1.

I receive a lot of email from the boating community, nearly all of it quite positive. I respond to email as quickly as I can, but occasionally I don't meet someone's expectations. For this I apologize. Like Ginger before me, I am a one-man-show, except, of course, for contributing writers. There's no "staff" at Bone Yard Boats – just me! All that being said, email is still – by far – the best means of contacting me.

...and speaking of Ginger, she wrote the terrific feature story about Jerry Bass' restoration of CIGARETTE, the 1928 commuter yacht, in the Winter 2007 issue of Restoration Quarterly published by the International Yacht Restoration School. The 75' CIGARETTE was actually cut in half in order to be transported from Newport to New Jersey and then rejoined!

...and speaking of contributing writers, Andrea McDonald is back with a great story about Dragon racing and her CAPRICE. If you have a restoration story – or a story about classic boating in general – we'd love to hear it.

I have reproduced on page 11 some of the wonderful emails I have received recently. I hope you enjoy them.

Continued from Page 10.

... DRAGON

Another amazing thing CAPRICE did for me in return was she brought me the love of my life. While I was in the locks, a man commented on how gorgeous my Dragon US35 was. He told me about another man who had an old beat up Dragon and gave me his phone number. I had already been told of this man months earlier in response to one of my Dragon hunting ads, but they hadn't given me any contact information. I was thrilled to have his phone number in my hand as I left the locks headed for that first race.



1968 Dragon CAPRICE

I called him the day after the races on my way to work at the Center. I told him I was hunting Dragons and was told he had an old one from the fleet that he may not want. He invited me to see her, which I did. While I was not looking for a boyfriend at all, this man was so interesting -- such a gentleman and so smart and funny. He is one of the best shipwrights around and had worked for over 20 years on an old 1909 60-foot Ketch that had sunk. Totally rebuilding her. Every frame, every plank. I needed to hunt for Dragons at a particular boatyard. Since he knew how to get there and I didn't, it was good excuse I guess for a date. We have been together ever since. We joke that his Dragon and mine got us together and planned this.

CAPRICE is now at his boatyard in Seattle. She is right next to his Dragon. I'm sure they are old friends from their days of racing in the Puget Sound Dragon Fleet together. After it dissolved, the boats ended up lost. While several of them have been destroyed and sadly are gone forever now, I'm still hunting the remaining Dragons. My fleet is on its way to recovery here on Puget Sound so CAPRICE will have other Dragons to race.

We are working to restore both of our Dragons together and then we will return them to their fleet and race them together. I spent 5 hours yesterday slowly and painfully chipping out 350 old bung plugs. Only 1650 or so more to go! CAPRICE needs some major work, like 82 new steam bent frames and all new floor timbers. We are going to add extra floor timbers and do some other very interesting things to stiffen her up so she can actually compete against modern glass Dragons. Horn timber and stem needs repair as well as some planks. We will save 90% of the hull and even the original teak deck and the cabin house too.

But how odd that I have barely started removing old paint and



1968 Dragon CAPRICE and Captain Andrea McDonald

bungs, and yet this old, abandoned boat has already done so much for me? Yes, they are a lot of work and money to fix, but I can't think of anything more worth my time and dollars. These boats really will give back to you ten times what you put into them. CAPRICE has given me so much happiness and love and helped to save other Dragons and reform a lost fleet. I am going to keep that promise to her and turn this ghost of a Dragon back into the champion race boat that she was. She will be one of the fastest and more eye catching Dragons around. But, much more important than that...she will be now be well-loved for the rest of her new life doing what she was born to do.



EMAILS RECENTLY RECEIVED AT BONE YARD BOATS:

Subject: Re: Bone Yard Boats
David,

What you do is a lot of work and we need to let you know all that work is appreciated. You, like Don Quixote, are an important figure in the grand scheme of things.
Keep up the good work. – LG

Subject: Re: Subscription issues

David, The newsletter arrived this weekend and I love it. Thanks for responding back and I look forward to being a subscriber for many years to come. Have a great holiday season!

Subject: SUBSCRIPTION

Dear David,
I simply love your web site and I will be sending the fee for a subscription. Keep up the good work, which I know involves a lot! --TK

Subject: Fall 2006

Hi David:
You're teasing me with the Fall Preview on the web site. When do we get the real thing in our hot hands?! Barely can wait. Wishing you best. –BC

Subject: Re: Bone Yard Boats -- Wants You Back!

Just finished the fall issue. Enjoyed the article on the Crosby Stripper-we redid one a few years ago-the Windfall out of Shelter Island-sunk at the dock-raised and hauled to Hartford by a motivated owner-quite a challenge!

Renewal form and check will be in the mail soon.

Keep up the good work.

JC

KNOW OF A BOAT THAT NEEDS SAVING?

TELL US!

www.BoneYardBoats.com