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... **TRUANT: 1941 FISHING SCHOONER 55'**

There are two butterfly hatches that need to be rebuilt at some point and there are a number of bronze and steel ports. We lived in the forward cabin, mostly. The aft cabin doesn't have much in it. The engine is powerful and reliable, although the wiring around it needs re-doing. She's internally ballasted with large iron plates. She steers with an oak wheel. We have a bunch of seasoned planking stock on board.



1941 NEWFOUNDLAND FISHING SCHOONER 55' – TRUANT

We sailed her to Maine, down to the Chesapeake and back to Rhode Island. Day sailors in a number of harbors have become fond of the sight of our boys walking the plank on summer afternoons. I've done most of the sailing single-handed. Although raising anchor and setting sails is a workout for one guy, she sails quite well on all points except close hauled. I try to keep her sailing in good weather only, because of her age. I did expose her to some significant weather at one point, however, and she handled the waves well.

We replaced a number of deck planks, fixed many seams on her deck and bottom, rebuilt the forward cabin and galley,

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installed a wood stove and a small two-burner propane camping stove, acquired some additional used sails (which we have yet to re-cut for her,) replaced the rudder post, installed a holding tank and other plumbing, repaired the engine starter, replaced the propeller, replaced the samson post, and added a huge anchor (170 lb bruce type) and chain. A few months ago, I added a large battery bank (about 600 amp hours.)

The most important items that need work is rebuilding the main gaff (which is partly done,) and re-cutting the additional sails we acquired. The deck still needs a lot of work, but there's no hurry. Her hull planks can be replaced on an as-needed basis as well, or an ambitious soul might peel her planks and start afresh. That would make her quite formidable.

Unfortunately, we're in the process of a divorce, and I'm living aboard TRUANT alone now. As I've worked on and sailed her, I've grown increasingly fond of the old girl, but she's more boat than I need on my own. She deserves a good home.

The boat is a roughly built workboat. She still has her fish hold amidships. She floats and sails well enough for such an old girl, although she needs work just about everywhere. No particular area needs urgent attention, however. She can be worked on over time and do quite well. Because she's a workboat, no fine woodworking skills are required." 15' beam. Pine/fir planking on oak frames. 125hp Ford Lehman inboard diesel. Solar panel. Asking: \$7,000. **(RI)** Contact Christian at 646 -509-0616 or cpschorr@mac.com or cporders@mac.com



I received the following email on April 6th from the owner of Winifred III, the 1941 EDWIN MONK DESIGN 63' that was listed in the Fall 2006 issue (details follow):

"This is the last call for the Winifred III. Please let me know if you would like to make an offer and save her life."



1941 EDWIN MONK DESIGN 63'

1941 EDWIN MONK DESIGN 63'. Built by Grandy Boat Company Seattle, WA for for Mr. & Mrs (Wini) Schmidt. She is 63' long by 15 1/2' on the beam. Wini added her touch by having the kitchen up next to the Salon so she could see and visit. There are 3 state rooms and the captains quarters. She includes 1 1/2 bathrooms. She was repowered in 1953 with a 8 cyl. and a 4cyl. Buda. She has been lived on.

Boat name: Winifred III. Asking price: "Taking Offers"
Contact Charlie at 503-705-7688, charlie@bluelinetrans.com, or mitcht@comcast.net

www.BoneYardBoats.com