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### ... TWINKLE

In April 2005, John Marsh and his crew from Paul's Marina cut her off her cradle and transported her to Bowdoinham. After arriving at Brant Miller's farm she was set on blocking and jack stands. And then began the inspection to see what I really had on my hands, and how bad it really was. The more I inspected her, the more amazed I was at her condition. It seemed impossible to me that a vessel that had set outside on a cradle for nearly a quarter century could be in such good shape. I then began the restoration process.

I removed all exterior cabin trim, removed the rub rails and toe rails and all deck hardware. The next step was to remove all the old canvas covering the decks. I removed the canvas with a good deal of apprehension. I felt that when the canvas came off, I would find significant rot. But that was not to be. Her decks were sound.

To date I have stripped all her trim, toe rails, etc. Her interior has been gutted and her paint stripped to bare wood. I have saved everything that appears the least bit salvageable — with the idea that she will go back together as closely to the way the original builder created her as possible. I have also removed the aft 2/3 of her shear planks that showed significant rot. Currently she is covered and will stay that way. When I return from Trinidad, I will remove the cabin and enough of the deck planking to facilitate replacing the shear planks. After that it will be re-fastening and caulking the hull and then onto the deck.

#### Update 2007

Well, things didn't go exactly as planned. I was extended another six months in Trinidad (yes, I survived the heat of a Caribbean summer) so TWINKLE was left untouched for longer than I had wanted. Now, however, I am back in Maine with time on my hands and a building where TWINKLE will be moved this week to complete her restoration. On the plus side, while I was away, Russ Dyer, the original owner's son, got her engine running — so that problem is out of the way. With TWINKLE safely under cover, I am going to re-double my efforts to get her back in the water in August or at the latest, September 2007.

To see a YouTube slideshow of TWINKLE's restoration go to:  
<http://www.youtube.com/watch?v=mFdA1EBVWdg>



H28 TWINKLE's INTERIOR

### LIONS WHELP – 1929 HOGDON BROS SCHOONER 92'



Although hardly a "bone yard boat," LIONS WHELP is certainly a piece of boating history. Built in 1929 in Maine and serving time as a submarine hunter off New York during WWII, this Depression-era schooner is moored in Brookings Harbor, OR and ready for a restoration. Her owner is asking \$149,900! Many great photos and plans at [www.lionswhelp.org](http://www.lionswhelp.org)



#### GREENWICH MANUALS NEEDED

From: James K.  
To: [davidirving@boneyardboats.com](mailto:davidirving@boneyardboats.com)

Hi David,

I just recieved my first edition of boneyard boats, issue # 34. If I could I would rescue all wood boats. Being that's not possible I did the next best thing and rescued one. A 1961 44' Greenwich yacht. It was left sitting under a willow tree for three years uncovered. It still had good bones so I contacted the owner and after some time was able to purchase it. I am in the process of working to get it back the way it was. I thought you or one of your readers might be able to help me with some information for this project. I'm looking for an owner's manual, advertising material, pictures, plans or possibly any history about the manufacturing company. I think the boats may have been built out of New Jersey. Any help would be greatly appreciated. I would be happy to pay for any copying or other cost that might be involved. I just put two new engines in her, so now I'll have to work part time for the rest of my life.

Thank You very much,

Jim K.

*If you can help Jim out, please call him at 1-586-215-8290 or [jkrause25@hotmail.com](mailto:jkrause25@hotmail.com)*

[www.BoneYardBoats.com](http://www.BoneYardBoats.com)