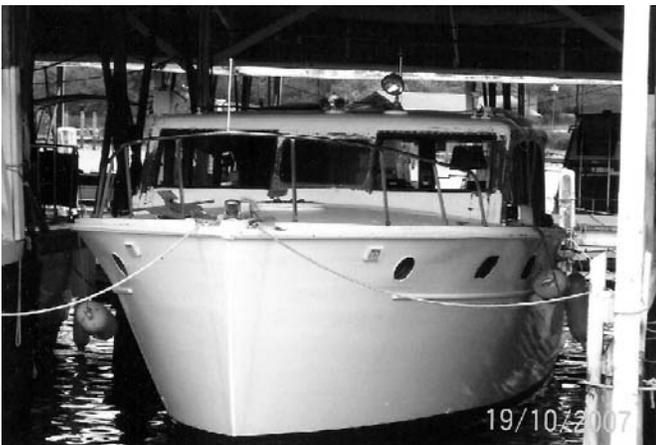


Dear David:

I am sending in my renewal to Bone Yard Boats for my third year after having scrutinized the Fall 2007 issue for the first of what will be many times. It is really hard to put down the newsletter when you see all of the boats available. My compliments to you on the newsletter and the website, and to those who assist you in this endeavor.

In August of 2006, I took my wife to a marina in an effort to de-stress a little and look at some boats for sale. I had spoken with a salesperson in relation to two or three boats that were then for sale. We had just arrived when we learned that there was something of a problem with one of the boats – it was bow down in the slip and was taking on water, so of course the salesperson said he would understand if we wanted to skip that one. There was a sump pump grinding away with the hose hung through a side window.



1940 CHRIS CRAFT ENCLOSED BRIDGE CRUISER – OLE CHRIS

Its name is OLE CHRIS and it is a 1940 Chris Craft Enclosed Bridge Cruiser with a newly rebuilt straight six, Chris Craft gasoline engine. The interior is Philippine Mahogany, worn but somehow holding out the prospect that it could be brought back to a very attractive shine. The marina owner came over and told me it was a remarkably solid boat. They had called the owner about the problem, and he was on his way. I was told that the owner had reached a point where he was bringing the title over and that he had decided he was finished. If the boat was not sold, it was going to be destroyed.

I continued to look and jumped on. I saw what looked like window crank handles. I cautiously cranked one, and down rolled one of the side windows. I saw three more crank handles, two on each side. I peeked forward to see a galley and an over/under set of bunks and a locker. I opened a door to port and there was a head. The salon had an interior pilot station but no flybridge. There was a newish, L-shaped sofa that supposedly converted into a double bed and provided storage. I went back to climb out onto the deck. We quickly went and looked at the other few boats, and I can't even tell you what they were. We ended up back at the Chris Craft.

I made the offer recommended by the salesperson, which was way below asking price. The deal was struck with the support my wife provided by saying,...

*(Continued on Page 9.)*

The Bone Yard Boats newsletter is published quarterly.

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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.

Boat listing information supplied by owners is assumed to be reliable. We take no responsibility if it's not.

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

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#### LETTER FROM THE EDITOR

Sorry, this issue is so jam-packed with incredible boats that I have no room for an Editor letter. I have listed a couple of boats above the \$10k limit due to their historical significance, such as the 1930 Custom Bridgedeck Cruiser below. – David



1930 CUSTOM BRIDGEDECK CRUISER 30' – see Page 11.



**1928 ELCO FLAT TOP 42'.** Located in Deltaville, VA at Schroeder Yachts. Owner says, "She is a project boat, but not beyond restoration. I sincerely hope you can help me and save the boat too." Asking \$8,000, "but open to all offers." Contact Diane at 910 520-4971 or dsvalhalla@hotmail.com. Diane did not have a picture available by press time, but says this ELCO resembles TEDDYBOLD, the 1927 ELCO Flat Top 42' listed in the Winter 2006 issue of Bone Yard Boats.