

HARPERS: For three boats below, call Jerry at 603-279-8841 or harperboats@gmail.com (phone contact preferred). Owner offers a layaway plan with minimal deposit, no storage fees, and no interest. **(NH)**



1972 BROADWATER 33': Twin 302 V8s; Sleeps 6; Aft cabin; Fiberglass cabin and fly bridge; Bimini Top; Fiberglassed bottom; Used yearly; Good condition. Asking \$8500.



1974 LUHRS SPORT SEDAN CRUISER 28' Fiberglass hull, Twin V-8 Chryslers. Needs restoration. Asking \$4500.



UNIFLITE CHRIS CRAFT CRUISER 36' Needs restoration. No engines. Asking \$4500.



1964 BERTRAM MOPPIE 20'. Owner says, "Classic Glass. Sound Deep V-hull # 204. Original design intact. Comes with lots of hardware, parts, and manuals. Rarely used Load Rite trailer in excellent shape." Contact nohara@ec.rr.com or call 252-240-1415 **(NC)**

WANTED: Looking for a Dory seine fishing boat as a restoration project, preferably located in **VA** or nearby. Contact Kevin at 757-287-8226 or kcooper9@cox.net

1956 CHRIS CRAFT SEA SKIFF 22'. Utility. Asking \$1800 with trailer and full mooring cover. Contact Chuck at 847-867-7861. **(IL)**



1957 THOMPSON SEA LANCER 17'

1957 THOMPSON SEA LANCER 17'. Owner says, "Cortland built, (C77638), 17' with 1961 Johnson 75hp engine and Little Dude Trailer. Needs some woodwork around port side gunnel for about 2 feet astern the windshield. Boat and trailer have current NY registration. Last used about 4 years ago. Had some leaks at the time. Transom seems firm. The boat is located on City Island, **NY**." Asking \$1,000. Call Ernie at 914-834-2162 or email: ernie1@optonline.net



1957 CHRIS CRAFT EXPRESS 28'

1957 CHRIS CRAFT EXPRESS 28'. Owner says, "Restoration in progress on this complete sedan express with flush wrap around deck, includes trailer and both 6 cylinder gray marine engines (overhauled but not installed) ... both 6 cylinder gray marine engines on covered pallets..." Asking \$4000. Mukilteo, **WA**. Contact Terry at terry.jett@boeing.com



1952 CENTURY 19'

1952 CENTURY 19'. Owner says, "Nice boat, needs restoration, has all original equipment and accessories. Does have 2" puncture hole that needs repair. Cover included, on trailer but not road safe." Asking \$5000. Contact Karen at 260-375-3395 or karenh@citiznet.com **(IN)**

THE WORLD OF WHIRLWIND

By Howard Johnson

Little Johnny was three in 1948 when his parents began taking him out boating on the Severn River, near Annapolis, Maryland. In those days, boats were few and his folks claimed to know everyone who had one. Johnny's earliest memories include a fabulous Gar Wood twin engine utility that belonged to a Mr. Kipp. Today that boat adorns the cover of Tony Molica's book on Gar Wood Boats. There were several cute little Cruis Along weekenders made in Solomons, Md., a very fast and noisy Hickman Sea Sled and best of all, the beautiful Whirlwinds. They had green bottoms, a few were red, with mahogany topsides and later, painted white. One could never miss the way they could turn, sucked down, holding on, passengers screaming and laughing with joy. What could ever be more pleasure? The whirlwinds seemed to have it all: beauty, speed, ease of maintenance, goes right up to shore, piddles around in shallows, easy to trailer and put away. No wonder their owners seemed to have the most fun.

All his life Johnny had Whirlwinds around. They were built near where he grew up, and his father knew all about them because they all had worked together at home to win the war. Mr. Johnson worked at Edgewood Arsenal, and the Whirlwind owners had worked at Allied Aviation.

In the sixties and seventies, boats became more numerous, but the Whirlwinds still stood out to Johnny, who now began to use his given name, Howard. By the eighties, it was still clear to him that the Whirlwinds were the best boats even though everyone else had forgotten them. He never wanted any ugly fiberglass boats and hated that itchy feeling left from working on them. He always had a beautiful varnished boat when everyone else had vinyl and plastic. They had walk thru windshields, and he had no windshield, never needed one. Their boats were so maintenance free they just left them outside where the sun rotted the seats and the rain rotted the floorboards and transoms. He carefully washed his, dried it and put it away under a canvas, not Sunbrella, cover -- year after year, in the old fashioned way. His friends would say, "You know, you are in a rut with these old boats." He would say, "We had a great time today, didn't we?" and they would say, "YES, we did!" Howard had gradually come to understand that THE BEAUTY OF WOOD ADDS A MEASURE OF PLEASURE.

All the fiberglass and plastic owners had been missing out. Years later Howard found out about the Antique and Classic Boat Society, formed in 1975, to promote the pleasure of old time boating, which they saw then, was being lost. Wood and Water go together to make boating more fun. They are two kinds of essential beauty to which paint and plastic can't measure up.

Whirlwind boats stand out among other wooden boats because they have features that others do not -- owner kindly features. They are light weight, 240 lbs for a freshly refinished '57 - 14' boat. What other boat can say that?