

**1949 ARROW CLASS YACHT SLOOP 18'.** Designed by J. Deering, U.S.A. 6' beam, 1' draft. Deck is glass over pine; hull is glass over mahogany (possibly cedar) planks, steam bent oak frames.

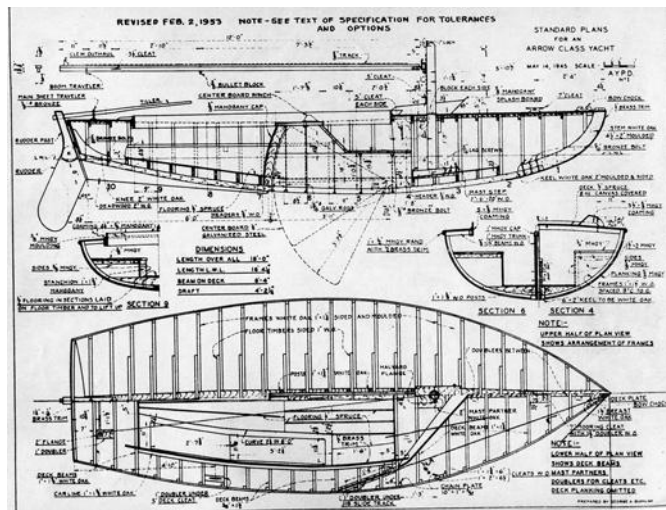
Owner says, "We have owned and maintained this boat for over 25 years, making many improvements during the restoration process. Adding safety teakwood handrails to the foredeck, thru rodding the centerboard trunk, and cutting in the step thru forward section. Installed a block and tackle system with cam cleat to raise and lower the centerboard. Installed all new bronze chain plates, stem, and stern plates. Reinstalled the thwarts to brace the upper section of the centerboard trunk. Built the kick up rudder and added a curved and tapered Hawaiian Koa wood tiller. Plus, added a mahogany and bronze base to proudly fly the Stars and Stripes. There is a hand made copper masthead fly, and a block with line to raise your colors to the starboard spreader. Her lines are sweet to the eye, and she sails as sweet as she looks. No flat plywood here, only smooth curves and tapered lines just like a classic lady should be. Her deep cockpit and high bow will keep you dry and comfortable even in the roughest conditions. She sails like a teacup over our big Lake Winnebago rollers. With her sail rig removed, she also performs well as a classic motor launch, using either electric or gas power on the transom motor mount. Also, if you like to fish, there are two recessed rod holders in the after deck corners for sail or motor trolling.



1949 ARROW CLASS YACHT SLOOP 18'

"There was a fleet of these boats in the Chicago area years ago. We have copies of 4 builders plans dated between about 1943 and 1953. They show the framing, sections, rudder/tiller, and centerboard dimensions. They will be included in the sale of the boat. We can only guess as to the year our boat was built. The deck and hull were already glassed over when we bought it in Sept. of 1983. A custom Harkin boat cover is also included, but it will require some mending and perhaps alterations as it was made to cover the boat with the mast stepped and sitting on our boat lift.

"If not sailing, the boat has always been dry, either on the lift or on the trailer, and only sailed in fresh water. The built up tapered wood mast is about 26 Ft. in length,(it could be shortened at least another foot), with stainless and bronze rigging, Koa wood spreaders and jumper struts. Bronze tanges on the deck connect with a hinge pin to the mast base strap to easily and safely step and unstep the mast. Just connect the two lower after shrouds to the chain plates, lift the mast and connect head stay. Now with the mast secure, the side shrouds and backstay can be attached. Included is an adaptor that fits over the boom crutch which then supports the upper part of the mast when it's in the hinged down position. There is support hardware on the transom and the forward part of the trailer to carry the mast when the boat is on the trailer and cruising down the highway. Heavy duty Harkin running rigging controls the main sheet, boom vang, center board, and deck cheek blocks. Five sails are included. Two cotton Lighting main sails still in good cruising condition with reef points. One dacron working jib, one like new dacron 150 genoa with sail bag, and one like new dacron club footed storm jib with sail bag. All halyards, sheets, and center board adjustments are controled from the Captain's tiller position in the center of the cockpit. Bright work from the floorboards to the topmast is finished with Flood's Decks Olja Swedish oil. The trailer is a heavy duty tilt design, with decent paint, bearing buddies on the axels, lights, and a spare tire. It's ready to hit the road. Price negotiable. Other photos available."



ARROW CLASS YACHT BUILDER PLANS DATED 1953

Asking \$4900. Contact Conrad at [cgschaeferrj@msn.com](mailto:cgschaeferrj@msn.com) or 414-788-8682 with any questions or comments on this antique, rare, classic, ready to sail, Arrow Class Yacht.. (Wauwatosa, WI)



**1958 SPEEDLINER CONTESSA 14'.** Owner says, "Speedliners were built in St. Joseph, MO. It is made of marine mahogany plywood and is very sound. This is what I have been able to find out about the boat; it was first delivered to a general merchantile store in Glendive, MT in 1958. It was purchased by a man in Glasgow, MT. Several years later the boat was sold to a friend of my in-laws in Opheim, MT (near the Canadian border). The boat was used on Fort Peck Reservoir in north eastern Montana for several years. My father-in-law and I noticed the boat in an old shed on his friend's farm about 5 years ago (2003). I inquired about the boat but, he didn't want to sell. Meanwhile, my in-laws had purchased the boat for me for Christmas. Great Christmas present!



1958 SPEEDLINER CONTESSA 14'

"Come to find out the last year the boat trailer had been licensed was 1969. The boat needed a good cleaning, but is in amazing shape. I cleaned up the boat - had the motor tested and floated her again on Fort Peck Reservoir. She ran strong and is a fun little boat. The motor is a 35 Horse Evinrude Lark that didn't originally come with the boat. My wife and I now have small kids and the boat is a little small for them, so I haven't been able to give it the love it needs. The trailer is, I believe, homemade and not that great. I have always put the boat and trailer on a car trailer for transport - making sure not to ding the hull. I have always stored the boat inside as had the previous owner." Asking \$4000. Contact John at [doublydesign@gmail.com](mailto:doublydesign@gmail.com) (MT)



**1952 JAFCO SEAMASTER 20'.** Built by Shepherd Boats. Hull is 1/2 inch cedar. Deck is mahogany plywood. Superstructure is white oak. Single 95hp gas inboard Chrysler M46. (Continued top of next page.)