

Bone Yard Boats™

Winter 2009 SAVING OLD BOATS SINCE 1996 Issue 42

FREE – 1963 OWENS JAMAICAN 35' – FREE



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1963 OWENS JAMAICAN 35'. Double-planked mahogany hull. 12-foot beam. Accessories include Loran and depth finder. Owner says, "Structurally very good. Some upper stem rot. Boat is in original condition, no butchering. Very good [condition] considering the boat's age. When in the water, it had very good hull integrity. Boat has twin 90 gallon Monel fuel tanks, 15 gallon fresh water tank, 1-inch stainless steel shafts, and a spare set of propellers. Engines and interior have been removed. Engines need rebuilding or replacement. Interior is still intact. I still have the original factory owners manuals for Flagship & Chris Craft engines. I believe the present engines are Chris Craft. This boat was built during the transition period between wood and fiberglass. The cabin roof and helm canopy are fiberglass. The hull is all wood. The deck appears to be teak and is in very good shape. Interior is original early 1960's. I hope someone comes for it soon. I'd hate to take a chain saw to it." Asking **FREE!** Contact Aldo at 804-443-2597 or adecollibus@rivnet.net (VA)



PROFILING A CLASSIC: SAEEDA HAS A STORY TO TELL



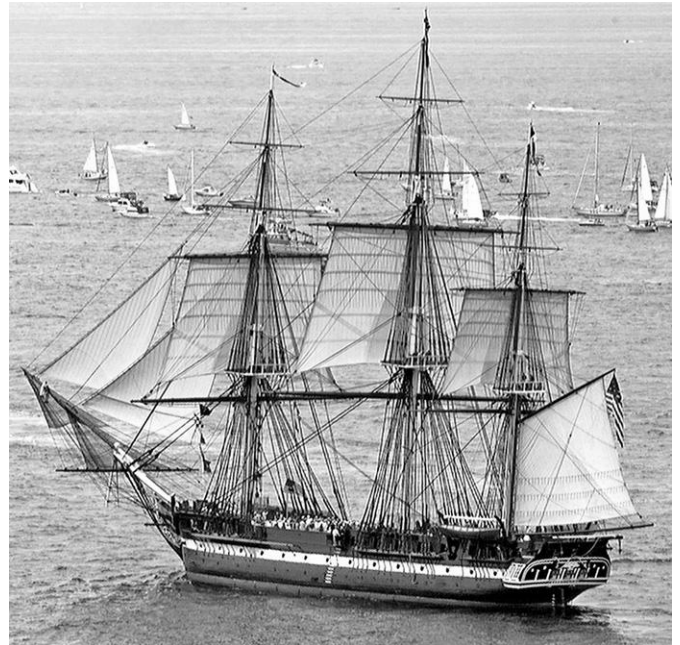
1923 HACKER-DESIGNED 23'

SAEEDA (formerly "Bertha") was built by T.W. Felgar and first launched July 20th 1923 in Hamilton Harbour (ON, Canada). Her hull is designed from plans published in Motor Boating Magazine as drawn by famed marine architect John L. Hacker and features the "modified V" configuration that Hacker is still renowned for to this day.

In her original configuration, SAEEDA was built as a long deck launch with the Buffalo Marine engine mid-ship and a small "roadster cabin aft." Used as a day boat, she was cruised extensively from Burlington Bay to the Toronto Islands. In the mid 1930's,... (Cont on Page 5.)

CONSTITUTION'S GUARDIAN

My friend 'Spider' Healey approached me one day with this proposal: "Hey, I have an idea for your Bone Yard Boats newsletter. How would you like to interview a former commander of the USS CONSTITUTION?" It took no time at all to grasp what a great opportunity I was being handed and quickly pleaded with him to make the introduction. After all, how often do you get the chance to speak with a man who walked the decks commanding the ultimate 'old wooden boat' – a ship whose construction was commissioned by George Washington himself and whose original copper hull sheathing was supplied by none other than Paul Revere.



UNDER SAIL JULY 21, 1997 (U.S. Navy Photo by Todd Stevens)

CONSTITUTION is an American maritime treasure for sure, and she holds a special place in the hearts of Bostonians. Majestic in her slip at the Charlestown Navy Yard, she is visible to all who cross over the Tobin Bridge into or out of Boston from the North Shore. She is particularly loved by the citizens of the seaside town of Marblehead, who provided her a safe haven during the War of 1812 and were the fortunate recipients of her return visit back in 1997 when she sailed for the first time in over 100 years. That brings me to Commander David Cashman, USN, Retired.

I met with Dave at his Marblehead home on the morning of December 2nd – a sunny day, 40 degrees, high cumulus clouds. I had with me one of my own personal treasures that, ... (Continued on Page 10.)



BLACK PEARL SAVED BY BONE YARD BOATS SUBSCRIBER

My first clue that we may have saved BLACK PEARL – the 52' brig built by Lincoln Vaughn in the 1940's and featured on the cover of the Fall '08 issue – arrived in an email: "Some energetic people I met at a wooden boat meet a couple of years ago put an offer in on her... You may have possibly saved the BLACK PEARL..." (Cont on Page 2.)