

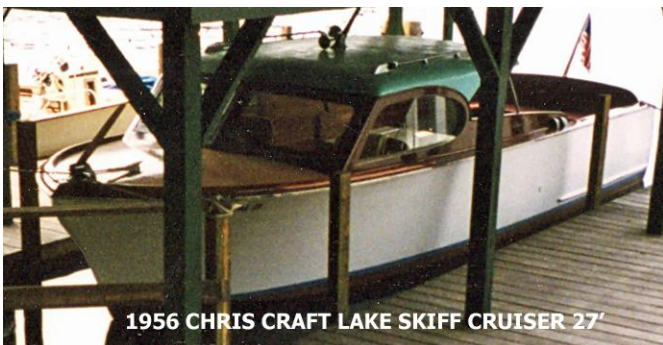
1938 RHODES CUTTER 46' (#428). HOTHER's owner is looking for someone to take over the restoration project. The owner provided the following information, written several years ago, and edited here for space reasons: "Designed in 1937, built in 1938. Her design was quite unusual, a double ended centerboard cutter for ocean racing. She won about 29 trophies 1st and 2nd places, including races to Bermuda from NY. HOTHER was truly built strong for offshore racing. She was well built, mahogany on oak, lead ballast, bronze fastened. Described in Richard Henderson's book Philip Rhodes and His Yacht Designs (chapter 19).



1938 RHODES CUTTER 46' (#428) -- HOTHER

"I have completed most of the rebuilding work. The normal processes of deterioration were seriously aggravated when she was run onto the Key West jetty one night in January, 1992, and sank in 20' of water. The result of this mishap was a 2' x 2' hole in the forward starboard side under the bunk. It took out two floors (I've made new ones) and two frames. Several other frames were broken. I've replace nine frames in that area as well as 12 in the engine compartment. I scarfed in the required planking where the rock went through the hull. Unfortunately, the people hired to re-float her were not experienced working a boat of this size. In their attempt to drag her off the rocks, they tore out the dead wood aft of the ballast (about the lower 8"). They also tore out the lower part of the stern post, below the prop shaft, and broke off the rudder from the stern post down. I replaced 4 keel bolts in the area of the gripe with silicone bronze that I made out of bar stock. These 4 were original and sounded pretty bad when tapped with a hammer. They had corroded away down to 3/16" diameter. They were originally 1/2" diameter. All the rest of the keel bolts are 7/8" diameter and are in fine shape.

"All of the floors from forward of the mast to aft of the center board trunk are made of silicone bronze. The rest are massive wood (white oak). I'm using white oak and ash in the structural repairs. I had to make 3 new deck beams and I laminated them using ash (it glues well since it is not an oily wood like white oak). I've replaced all of the damaged and ripped out wood with new white oak (1" planks) that I laminated in with epoxy and secured with silicone bronze #14 screws and 12" x 1/2" lag bolts. I still have to make a new rudder or add the missing section to the old one. The 3 large bilge stringers originally put in are still in great condition. The frames are 2" x 2" and many have been sistered. The chain plates are attached to a solid piece of bronze plate 18" x 48" on each side of the hull. Then, there are diagonal bronze straps running from those massive plates down to the keel. Mystic Seaport Museum has the original drawings of this boat. I bought copies of seven of them." Contact Jerry at mojo_hissself@yahoo.com or 239-997-6863 (FL) "I'll take any offer."



1956 CHRIS CRAFT LAKE SKIFF CRUISER 27'

1956 CHRIS CRAFT LAKE SKIFF CRUISER 27'. Twin original gas engines, 105hp each. Mahogany hull. Owner says, "Good condition. Needs repair work on mahogany planks inboard, chine log rotted on port & starboard, buttblock on starboard needs to be sealed. Original owner, great family cruiser on Lake Winnepesaukee, NH. Stored undercover at marina each year." Asking: \$9995. Contact Bruce at bwhpah@comcast.net or 508-259-0738 (NH) (Photo previous col)



1958 CRUISERS INC. MODEL 570 ROYAL VACATIONER 19'

1958 CRUISERS INC. MODEL 570 ROYAL VACATIONER 19'. Owner says, "My 1958, 19ft. Cruisers inc. Model 570 Royal Vacationer is a second generation of the Thompson family of the Thompson Brothers out of Peshtigo WI. She is a fairly rare boat; 1958 was the first year that Cruisers Inc. had a cabin cruiser in their product line. She is a low volume production unit and very collectable. I replaced the main deck that wraps around the cabin, which had plywood, with 3/4-in solid wood. Replaced the top deck with plywood. Completely painted the inside and outside, varnished all natural wood, and replaced the plywood door with a solid wood door. Motor is a Mercury six (100hp) and runs great. I would like to get as close \$10,000 as possible, but would consider any reasonable offer or possible trade. Contact Jerry at 325-632-2322 or jvincent@zipnet.us. E. Mertzson, TX



1952 CHRIS CRAFT 16'

1952 CHRIS CRAFT 16'. Owner says, "This 16-foot Chris Craft has been in storage for a long time. I will only sell this boat to a person who physically inspects it." Asking: \$9500. Call Drake 209-483-2893 or wildrose66@gotnet.net. (Stockton, CA 95210)



1937 WILLIAM ATKIN TALLY-HO MAJOR GAFF-RIGGED CUTTER 34'. Gaff-rigged Cutter presently sailed as a sloop. Mast, boom and gaff are solid fir in excellent condition. Broker says, "Built by Walter Pinaud of Nova Scotia. She is powered by a Westerbeke 4-107 diesel with approximately 3000 hours. Construction details: Double sawn English oak frames, decks are 1 1/2" yellow pine, cabin sides and hatches are teak, 7500 lbs external iron keel, (Cont pg 4)