

FREE – 1929 ATLANTIC ONE DESIGN SLOOP. (Cont from Pg 1.)

"My hopes of restoring the sloop at this time are not positive, so I would like to give it to someone who can do that. The boat had belonged to a man in Connecticut where he had raced it...I believe at out of Cedar Point Yacht Club in Westport. I actually spoke to a man named Olsen who had known the previous owner and had raced on her. By his account, she was very fast and handled well in weather. He assured me that it was a wet ride. I am a bit of an amateur historian interested in the Wompanoag tribe. It is their custom to change their name at the onset of any great event or occasion. Massasoit, when deciding to go and do battle against the Pequod, a rival tribe along the shore of Connecticut, changed his name from Massasoit to Oosamequin (Yellow Feather). He was called this name at the time of his death. And so, I named the sloop Oosamequin, hoping to return to the shores of Connecticut to do battle with the Pequod once more (The Atlantic HQ of the Fiberglass Atlantic One Design fleet).

"At one point, I acquired another boom and another set of sails for it from an Atlantic that was being scrapped. So, it has two sets of sails that I believe are in good shape. Two booms in serviceable condition. The mast is in fair shape but has all the hardware attached and could be rejuvenated. All the stainless steel rigging and stays are here as well and 6 new stainless steel stay moorings that attach below the deck along the ribs amidships. These I had made up in Kingston, MA, at a custom metal fabricator and they are of super high grade SS. All the other fittings and such are present. The hull is mahogany and the ribs are made of laminated oak. I have a set of plans from Mystic Seaport that show everything. I also have an extensive file on her with photographs showing the original location and look of everything on deck and elsewhere that I will obviously give with the sloop. As far as I know she was built in Lemwerder, Germany and I do know that she is #74 and was built in 1929. Apparently, no documentation of this last part is obtainable because the shipyard was destroyed during WWII. I think the sloop is restorable and I know it will take a lot of work. I will tell you in all honesty, if I had the money and the time I would still do this project, as I'm completely sure this racer would be unbelievable to sail. According to Joe Olsen, she loved big wind! I sincerely hope we can find somebody to take her. ...she still has a nice shape and I only noticed a little bit of hogging aft on the port side but an oldtimer told me often this will come right out once she's in the water." Asking: **FREE!** Contact Jack at PathfinderJun90@aol.com or 508-776-0834. (CC, **MA**)



1910 WILTON CROSBY CATBOAT 22'. (Photo on Page 1.) Owner says, "This very well-loved classic will serve the catboat enthusiast well. Complete overhaul in 1996 included new centerboard, shoe keel, and cockpit sole. Palmer gasoline engine with reduction gear and 3 parts engines. Spars, sail, and lines all included and in great shape. Fiberglass over original wood." Asking: \$8,000 or best offer. Contact Ian at 508-385-9285 or ian@quayzar.com. Located West Brewster, **MA**.



1964 CUSTOM BUILT 19' BARN FIND (Cont from Page 5.) "...to store the boat for the fall, and winter. Draining all of the fuel from both 20 gallon tanks, flushing all of the lines, leaving the tanks and lines bone dry. He inserted lubricant into each of the 4 cylinders of the monstrous 100 horse motor, threw a canvas cover over her, and there she sat.

"The builder passed away 4 months later in February of 1967, and there this new boat sat for 39 years undisturbed, unused, in a barn. The widow could not bear to part with it, although it sat, and sat, and sat. Then one day in 2006 she decided to clean up and started selling off everything. This boat was one of the items she sold. Another elderly gentleman bought her in 2006 with hopes of taking her out, in lieu of his gas-guzzling 52-footer. But there it sat, and sat, and sat, for another 3 years. Under cover but gathering dust, paint fading but the wood work inside looking good as the day it was installed. Finally after 3 years of hounding the man to sell me the boat, he finally relented in Aug of 2009.

"What sold me on the boat was the meticulous craftsmanship and attention to detail this builder had put into her. I didn't even care if the motor ran or was frozen; it wasn't the motor I was after. All the way from the anchors on the steering wheel with the built in fuel gauge right in the middle of it, to the professional installation of the wiring, fuel...

...tanks, all instrumentation, the working clock, to the gosh dang horn. This builder left nothing for the imagination. I got her home, bought 5 gallons of fresh mixed fuel, connected the fuel line to the motor, primed it, and BAM!! Fired right up. As the motor purred, I noticed no water was coming out of the exhaust and the fuel connector was leaking. So I had the impeller replaced and bought a new fuel connector. I was surprised to find out how easy and readily available parts are for this vintage classic motor. All the belts for the distributor still have the original manufacturer's stamp plain as day. The 37 year old hand pump to prime the motor, was as soft and supple and a new one. Plugs are original Autolites and still new. (Do they even make Autolites anymore?) Wiring, carbs, and everything under this motor cowling looks breathtaking. Any vintage boat guy will know what I'm talking about.

"This boat is bone dry and there is no dry rot, or mold, anywhere. I guarantee that. Constructed with Alaskan Spruce with fiberglass overlay. The exterior bottom paint looks like it was put on today. It is powered by a 100hp 1966 Evinrude with electric start, Selectric shift, and whatever number of hours it took to make that Alaskan trip. Model#: 100683R, Serial#: EQ2154. Motor recently serviced and installed new water pump impeller. Full vinyl enclosure in great shape, for those cold days and nights. Recently painted top deck and walkaround. Custom built dual axle Hosclaw trailer with coil suspension and rollers for easy launch and recovery; shows no signs of rust at all. Original tires, tows nicely. Fenders looked a little worn, so I painted them.

"It has a fairly large sleep cabin with head room almost high enough for the average person to stand up. Easily comfortable enough for 2 people, and a folding, venetian sliding door for privacy, and ample lighting. All of the vinyl interior is like new. I might add there isn't a whole lot of vinyl interior on the boat because it is all detailed in Alaskan Spruce. The sleep pads, the 2 captain's seats and one bolster is all that is upholstered on this boat. The original varnished woodwork shines. I did nothing to it except use furniture polish. The wiring compartment is unbelievable, and everything on this boat is in working order. It has dual windshield wipers, and the coolest steering wheel I have ever seen. It has a porta potti and is also plumbed for a head that sucks water from the lake and drains into a holding tank. (Not installed) I think back then, this type of head had just become illegal, so he capped the lines and installed a porta potti. The interior hull under the removable floor panels -- and there are many -- is still like new with high gloss marine paint. No water has ever leaked in this boat. You can have total access to the bare hull, from bow to stern, just by lifting the floor panels that fit tightly and securely. It has blowers for fuel fumes, which I have not experienced at all, or even know why that was installed because it's an outboard. It has a fold down table that holds the brand new vintage alcohol stove at the rear stern. The 2 - 20 gallon fuel tanks are vintage but look like they just came out of the box. All of the fuel lines are like new. It has a switch for each tank, plus a switch for reserve fuel and an off safety switch. It has what looks like new to me, fixed trim tabs, and also an electric tilt for the motor. I can't say enough about this vessel. YOU JUST HAVE TO COME SEE FOR YOURSELF." Asking \$5000. Contact Daniel at 206-402-3660 or baylinerdreams@comcast.net (Seattle, **WA**)



1969 TROJAN TRI-CABIN 42'

1969 TROJAN TRI-CABIN 42'. Owner says, "Tri-cabin, with twin 440v-8s, fresh water since new, needs restoration, and some wood replacement." Call Jerry at 603-279-8841 or harperboats@gmail.com for exact pricing (but should be within the BYB typical \$10k cap). (**NH**)