



Bone Yard Boats™

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THE RESTORATION OF A 1964 SATHER TRAWLER 36'

Robin S. recently came across the Bone Yard Boats website while surfing the Internet. Thinking that I might be interested in his restoration of SEA C. STRIDER, a 1964 36-foot Sather Trawler, and conversion to a live-aboard cruiser, he sent me an email. You know what? He was right -- I'm a sucker for a nice trawler. Robin's story follows:

"I purchased her, a 1964 36' Sather Trawler, 2 years ago in Vancouver, BC. She has a 6 cylinder Isuzu Diesel with 4,400 hrs. I had searched for almost 2 years all over the place for all kinds of different boats -- sail, power, cats and tri's. You name it. But could not find exactly what I wanted, either because of design, size, cost, or condition. My plan was to find a suitable craft to explore the waters between Vancouver Island, the mainland, and North to the Queen Charlottes' where I had worked as a Seaman/Surveyor with the Department of the Environment for 3 years in the 70's.

I had been told that winds in the areas I was considering were un-predictable and most sailing craft were dependant upon their motors for 80% of their cruising in these waters. I kept being told that good wood boats were hard to find, would require a lot of work, and would not hold their investment value. But that is what I wanted. The more I looked, the more I liked them. They had a warm charm and each it's own personality that I wanted to get to know and share.



SEA C. STRIDER, 1964 SATHER TRAWLER 36' -- BEFORE

When I went over to see her it was love at first sight. She'd had a 2-month old survey with no major concerns and the owner, whom I also liked, offered her to me for \$15,000, a drop of \$4,000 from his asking price.

Continued on Page 2.

BONE YARD BOAT LISTINGS



1941 NEWFOUNDLAND FISHING SCHOONER 55' -- TRUANT

1941 NEWFOUNDLAND FISHING SCHOONER 55'. Owner says: "TRUANT is a big boat. She's an overbuilt workboat with 3-inch frames and 1 1/2 inch planking. She fished off Newfoundland for her first decade. Then she hauled coal between Nova Scotia and Newfoundland for the next. For her 3rd and 4th decades, she was a Sea Scouts boat, teaching boys to sail along the coast of Maine. For most of the last 20 years she was owned by two men of Gloucester, Mass. One of the owners was a shipwright, who is responsible for keeping her functional through the years. My wife and I acquired her a couple of years ago as we sailed through Gloucester.

TRUANT has gaff fore and mainsails, a jib and a staysail. She has a long sprit, about 15 feet long. Her main mast is some 45 feet above the water, and she once had topmasts. We have her old sails as well as 6 heavy-duty used sails in good condition that need to be cut down for her. There are no winches--just block and tackle. Her rigging is galvanized and in decent condition--deadeyes and lanyards for the shrouds and bronze turnbuckles for the stays. She has a huge manual windlass that can be worked by two people at a time. There are two deckhouses and two companionways.

Continued on Page 9.