The MATTHEWS BOAT OWNERS ASSOCIATION (MBOA, a non-profit corporation) is for past and present MATTHEWS owners and for those who simply love and appreciate the Matthews marque. The Association is devoted to perpetuating MATTHEWS history, respect for a classic boat, and to serve as a clearing house for MATTHEWS BOATS, and club news devoted to the history of the MATTHEWS COMPANY.

2013-2014 Trustees

Deb Schoman
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Stuart Sherk
Mid Atlantic
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See back cover for a membership application!

The Maiden Voyage of ONWARD - a DVD
By Bob Reynolds

Over the years, the history of the Matthews Boat Company has been thoroughly researched and preserved by the late Edna Johnson, editor, historian & founding member of the M.B.O.A. I wish she were here to see this film; she would love it and would want it shared with her M.B.O.A. family...

In 1905 my grandfather, 34 year old Scott Matthews, was fatigued & depressed from the challenges of founding and training a work force to run a boat building company that he started in 1890 in Bascom, Ohio. Advised to get away from the business for a while, he completed the design of a 70-foot yacht (the Onward) on the drawing boards, and commissioned the company to build the boat. The yacht was specifically

Continued on Page 3
Letter from the Executive Director

Dear Matthews Boat Owners and Lovers,

I hope you were able to enjoy cruising on your Matthews this summer and will take advantage of some fall foliage cruising before the chill of winter sets in! Jeff and I celebrated our 28th year this summer aboard American Flyer, our 1968 45’ triple cabin Matthews. We cruised primarily in the Great South Bay on the south shore of Long Island. Two of our favorite locations include anchoring up the Great River (also known as the Connetquot River) near Oakdale and docking at Davis Park Marina, located on Fire Island (the barrier island between the Atlantic Ocean and the south shore of Long Island). While our children are now grown and living away from us, they always return in the summer to spend time cruising aboard our Matthews. American Flyer has been our “summer home” for all 28 years and will continue for many to come.

Bob Reynolds, grandson of Scott Matthews, has been in regular contact with me about the development of a historic story of the voyage of his grandfather’s 70’ yacht, Onward. His dream to film this story has finally come true. After many months of work, supported by friend Michael Muhn, the DVD premiered August 23rd at the Sandusky Museum and will soon become available for purchase!

In this issue, you will find a reprinted article from Classic Boating about the MBOA Rendezvous Summer 2000. The Board of Trustees and I have been discussing how we might bring together the Matthews boat owners again. As the membership represents a wide range of zip codes, we thought that regional gatherings may make the most sense. If you have an interest in launching a local “rendezvous” or just planning a dinner at a local restaurant for MBOA members in your area, let us know and we will help you to connect and promote your event. What better way to keep the association vibrant and preserve the stories and memories of the Matthews boats?

I want to express my thanks to those who have been contributing articles of interest to the LOG. Please continue to send articles about your travels, maintenance and repairs! The articles you will find in this LOG may help you to plan your next cruise or speak to a repair you have been considering.

Finally, the trustees and I are eager to bring on board new trustees who are committed to the preservation of this endangered species. If you are interested in learning more about this opportunity, please contact me directly at deborah_schoman@fa.org. We would love to have some new ideas and perspectives to continue to grow our association.

Enjoy the Fall LOG and keep those articles coming!

Deb Schoman
Executive Director, MBOA
designed for his family & himself to take on an extended cruise that would cover 9000 miles and last almost one year. On board was Matthew’s wife, two sons (ages 7 & 9), my mother (6 months old), a nanny, and his bachelor brother-in-law Simon Miller. Simon’s hobby was photography, and he took pictures from start to finish on this epic trip.

A year after the voyage, Scott wrote an account of their trip that was published in two issues of a magazine called Motor Boat, then it was back to business. Simon Miller’s collection of pictures and the written text were passed on to my grandfather after Simon passed away in the 1940s. When Scott passed away in 1956, my uncle, Carl Matthews, possessed them, and at his passing in 1976, they became mine.

I recognized their importance right away, as it was all there—almost 200 photos and the written account of this epic trip, all in a cardboard box. After all of these years, I knew this story had to be given a voice—When? How? And by whom? These questions eluded me until this past year, when all of the right pieces of the puzzle fell into place at the Maritime Museum in Sandusky, Ohio.

In early 2012, Sasha Tetzlaff, the Interim Director at the Museum, applied for a grant with the Ottawa County Community Foundation to upgrade the Matthews display at the Museum. The grant was approved and discussions began on how to proceed. Ruling out a couple of hands-on ideas that involved using archival pieces in the display, I came in one day with the box of pictures and the text. As the song goes... “Just one look—that’s all it took.” I showed it all to Mike Muhn, who had recently finished some great DVDs on the Perry Longboat for the 1812 Reenactment, and the building & sailing of the recently completed wooden Interlake class sailboat. Mike was impressed and challenged with the chance to bring this story to life, and so we did.

Annette Wells and her staff at the Museum have been busy checking copyright issues with the background music, etc. and soon the piece itself will be copyrighted. Telling the story of my grandfather’s inspiring voyage on the Onward is a dream come true.

Copies of the DVD will become available for a modest donation from:

- Maritime Museum of Sandusky
  www.sanduskymaritime.org

- Matthews Boat Owners Association
  www.matthewsboatownersassoc.com

The Maiden Voyage of ONWARD, the documentary movie of Scott Matthews’ Inspiration for the Matthews Boat Company, premiered on Saturday, August 23rd 2014 at the Maritime Museum of Sandusky.

MBOA Merchandise

A selection of Matthews merchandise is available on the MBOA website for our members and the boating community. Many items include the famous tagline, “Wherever you cruise...you’ll find a Matthews”.

www.matthewsboatownersassoc.com/merchandise.php
Piping Aboard

**Reality**

Luigi and Maril Bozzo come aboard from Virginia with *Reality*, a 1970, 46’ DCCB with a Cummins engine and 300 HP. *Reality* spends her summers and winters in Baltimore, Maryland. She cruises through the Chesapeake Bay and beyond. Luigi owned his first boat, a custom 1964, 8’ wood boat, at age 7. He still owns her today.

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**Greta**

Welcome Bill and Julie Buck, along with their 1956 42’ Flybridge Sedan Convertible, *Greta*. *Greta* has a Crusader engine with 330 HP. She has formerly been known as *Hexe*, *Gold Dust*, and *Doc Freeman*. *Greta* spends her summers and winters in Seattle, Washington, but cruises the inland passage off of Washington, British Columbia, and Alaska. To learn more about her story and her Captain, visit www.vintagematthews.com.

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**Margie Al**

Life-long sailors David and Terri Entler come aboard with their first power boat, *Margie Al*, a 1959, 42’ Stock Cruiser. Formerly known as *Bubbles* and *Elizabeth*, *Margie Al* features a Chris Craft engine with 220 HP. She cruises the Columbia River and Pacific NW, spending her summers and winters in Portland, Oregon.
**Dolphin Magic**

Not only is Malcolm Resnick the Captain of *Dolphin Magic*, he also lives onboard. The 1972, 56’ Voyageur is powered by a Detroit engine and was formerly named *Nahanni*. *Dolphin Magic* and her Captain spend their seasons at Piney Narrows Yacht Haven.

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**Joy Sea**

Dan and Joyce Weaver cruise South Carolina to Florida in their 1973, 56’ Voyageur Motor Yacht, *Joy Sea*. Formerly known as *Stroller* and *Lady Hawk*, she features a Mack Turbo D engine with 650 HP.

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Welcome to Danna Reynolds, whose late husband Scott M. Reynolds was the grandson of founder Scott J. Matthews.
Chamber of Commerce weather greeted the festivities of the Matthews Boat Owners Association’s rendezvous at Essex Marina on the Connecticut River.

The July event saw some of the oldest and newest of the marque on display at the island marina in historic Essex, an area that’s bustled with ship building activity since the 1700s.

In 1890, Scott J. Matthews founded the Matthews Boat Company in the basement of his Ohio home. By 1916, under the name of The Matthews Company, sub chasers and airplane fuselages were built. With family members nearing retirement by 1962, the company was sold and by 1974, the company ceased production altogether.

In high school, Jeff Schoman’s boating consisted of transporting a canoe on top of his Volkswagen. He and Deb would occasionallly take the canoe out on dates. After tying the knot in 1980, Deb went apartment hunting. No apartment at the time looked interesting. A suggestion was made to look at a 1958, 42’ Matthews that was for sale. Deb went aboard on a rainy day and, noticing there were no leaks, sealed the deal. The Schomans lived aboard for 7 years, then started thinking about a family and a larger boat. At the 1985 Matthews Rendezvous, Deb heard about a 1968 Triple Cabin 45’ Matthews and suggested Jeff check it out immediately. The trip was delayed by the birth of their son, Matthew, until August. As part of his inspection, Jeff drew oil samples from both engines for analysis. An offer was made at the time, but was turned down.

The owner of the 45-footer had requested that the yard paint at the bottom of the laid-up Matthews and launch it by Friday. Upon his arrival mid-Friday, the cruiser still had not been moved. Furious, he insisted it be moved out of storage and readied in the haul-out slip for an early morning splash. That night, the storage facility burned down, yet the Matthews was untouched. When he called Jeff to see how the oil samples turned out, Jeff asked why he was calling, was the boat still for sale? The answer was yes.

Purchasing the boat, Jeff took it 800 miles from Ohio to New York via the Erie Canal. All clothes, bedding and cooking supplies were boxed and sent to Lakeside Marina.

High winds on the leg to Buffalo turned out to be a real “bell ringer” with rough short seas. Fittingly, a local radio station played Gordon Lightfoot’s Edmond Fitzgerald.

Reverend Chris Turczany grew up with Heather, his 1954 Convertible Sedan. His parents bought it in 1969 and Chris has been working on it ever since. His parents were going to sell the boat when they moved to Florida’s harsher marine environment, but “I just couldn’t part with it,” says Chris, who keeps the 41’ Matthews based at Long Island City’s Freeport Yacht Club.

The “41” Convertible Sedan model
combined all the advantages of the Enclosed Sedan and also the open roominess of the Sport Cruiser. In less than two minutes time, the “convertible” changeover was made by folding back the hinged sections that form the partition between deckhouse and aft cockpit. Once opened up, the 20’ deck provided an ideal arrangement for entertaining or fishing.

The owner of the 45’ Triple Cabin Command Bridge was very specific about what he wanted. After he had his boat built, he bought the company.

Within the standard “45” hull were three aft cabin layouts that could be combined with any of three forward cabin plans. The triple cabin model featured three state-rooms with sleeping capacity for six.

Interior furnishings came in a choice of four floor vinyls for the aft cockpit, deckhouse, head, galley and companionway. Four selections of carpeting were offered for cabin floors. Four interior color schemes were available for interior decor, including deckhouse upholstery and curtains.

The “45” was 45’4” long and 14’ wide with a 3’3” draft, with capacity for 200 gallons of fuel and 100 gallons of water. The 30,000 pound hull reached a top speed of 24-26 mph.

Construction consists of white oak keel and frames, Philippine mahogany hull planking, waterproof plywood over fir beams for decks and cabin tops, and heavy canvas, vinyl or optional teak for the deck coverings.

Togetherness provides a very comfortable live aboard for the Connors, based in Essex from May to November. They live there, boat there, and walk a hundred paces to work there.

The oldest boat at the rendezvous was Ranger, Robert McGuire’s 1930, 38’ single cabin Matthews. In 1924, Scott Matthews introduced a standardized 38’ design that became the company’s first stock built boat. Previous construction was custom work by contract. With a standardized hull production, the shop crew remained employed during slack periods.

The “38” single cabin design, offering 12-16 mile speeds, was the lowest priced boat of the Matthews line at $7,980, equivalent to the price of two average homes. Model “38” displaces 16,000 pounds, featuring 6’2” of headroom, an 11’ beam and a copper riveted 1 1/8”

Continued on Page 8
Matthews Rendezvous Essex CT, continued from page 7

Philippine mahogany bottom and 7/8” hullsides. The L-head Kermath was fitted to a special Matthews muffler and large capacity storage battery.

The only fiberglass Matthews in the rendezvous was Phil and Gail Bassett’s 1970, 46’ Sport Fish Punkin. In 1969, Matthews entered into fiberglass by contracting to Halmatic of England for a 46’ hull nearly identical to the Matthews 45’ wooden hull.

The Halmatic hulls were comparable in appearance, dimension and performance to the wooden Matthews. In 1971, Matthews began producing their own fiberglass hull, yet sales steadily decreased in the early 70s.

Only 6 fiberglass Matthews are known to exist today.

MBOA Member Benefit

Best Benefits Club

As an MBOA member you are also a member of Best Benefits Club, a perks program which allows you to receive excellent discounts on a wide variety of quality products and services in Ohio and across the nation.

Save 12% on HoneyBaked Ham gift certificates
Save on movie tickets for Cinemark and Regal Cinemas
Special package offers and incentives from DISH Network and DIRECTV
Also, save on many hotels across the USA as well as auto rentals and so much more

How do you get the discounts? Best Benefits Club is primarily web-based. Just go to www.bbcmember.com and enter your MBOA password, MBOA114. Each of the listings will tell you how to obtain the discount - whether you need to print off a coupon, order tickets in advance from the BBC office, or show proof of membership (Proof of membership card can be printed directly off of the website after logging in). A BBC on the Go mobile app is available for Apple and Android devices.

Is there a discount you would be interested in that is not listed on the BBC website? Be sure to contact the Best Benefits Club office at 330-273-5756 with your suggestions!
MBOA Treasurer’s Report (YTD 2014)

Beginning Cash Balance as of 1-1-2014: $23,724.48

**Income:**
- Membership Dues: $2,803.00
- Merchandise Sales: $645.00
- Donations: $212.00
- Interest and Misc.: $50.48
  
  $3,710.48

**Expenses:**
- Management Fees: $3,850.00
- Printing and Postage: $1,617.85
- IRS Filing Fee: $400.00
- Misc.: $307.72
  
  $6,175.57

$27,434.96

Ending Balance per Bank (8-31-2014): $21,259.39

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**News from the Antique Boat Museum**

We’d love to hear from you! Membership supports the Museum in countless ways from helping us educate students about the St. Lawrence River to funding new research and exhibits. We hope you enjoyed your one year complimentary membership extended to you through the 2013 MBOA archival donation. The Museum could not continue to care for its collection, library and archives, public programming, or events without your membership and contributions. Please continue to be an important part of this museum community, consider joining the ABM today!

Renew your ABM Family membership for $65 and receive the following benefits:
- Free Admission to the Museum for one year
- Free Admission to the 51st Antique Boat Show & Auction
- A complimentary subscription to the *Gazette Annual* and periodic newsletters
- A 10% discount on all Museum Store Purchases
- Discounts on selected Educational Programs
- Discount on Library Research Services

Did you know you can renew your membership online? Just visit the Give and Join tab on our web site www.abm.org and save yourself a stamp!
I guess I have to say my affair with the Nancy B started under another woman’s name. She was then, in 2011, the Mary Ann. She lived in Deston, FL in a beautiful house constructed specifically for her 17 years earlier by a wealthy retired airline pilot. Nancy, my wife and partner of now 44 years, and myself were about to have our first grandchild. Nancy informed me that I wouldn’t be seeing much of her after the birth as she had committed to watching the new baby in Pasadena after my daughter went back to work. So I needed something to do that would keep us in close proximity. Nancy suggested I get an apartment close by. I knew that would not suit me so I suggested a boat. She said ok, so I went looking for a big boat. A couple of trips back and forth to Deston, FL and we became owners of the 53’ Matthews Mary Ann.

We decided it would be a spectacular adventure to bring her home to the Annapolis area on the Chesapeake via the Intercoastal Waterway. Thus the planning began. We decided to allow at least a month so as to be able to enjoy the sights from Deston across the gulf down the west side of Florida across the Okeechobee then up the Atlantic Intercoastal to Deal, MD, then onto Pasadena and finally settle at a very nice covered marina on Kent Island. We billed that trip “our trip of a lifetime”. It took 23 days, traveling approx. 1700 miles. We had 3-4 new guests meet us every few days along the route home. In total we entertained 22 people along the way and a great time was had by all. The boat preformed flawlessly just as the previous owner had assured us. She, being a 44 year old classic wooden prize, turned heads the whole way home. We were proud to be associated with her.

After some work in the yards at HHN and since we have enjoyed lots of family and friends, gatherings, traveling from Piney Narrows to Annapolis to Baltimore Inter Harbor to Chestertown to Rockhall to Philadelphia to St. Michaels. We love to share the boat and to date this 2014 boating season we have
had 65 guests aboard at different times of course. The largest party underway was a family reunion out of Annapolis, MD. where the Nancy B comfortably and safely entertained a group of 25 guests. She is well laid out for entertaining with seating for guests on the bow, in the salon, in the enclosed cockpit and my favorite on the fly bridge. With three heads there never seemed to be any lines! For large gatherings we either eat out or everyone brings a favorite dish. In this case, we spread food out in the salon, galley and on a large round cockpit table and had a feast. For smaller groups we just cook aboard. No one ever goes hungry.

Originally our plan was to keep Nancy B for 2 years then pass her on to new owners. This summer my wife suggested that our family and friends as well as she and myself were having so much fun that we should keep her for at least one more year, so we will.

The extended plan from here on is to use her as often as possible through the summer and fall of 2014. To share all she has to offer with friends old and new, as well as family. To see as many new places on the Chesapeake as we can until weather stops us. Then winter her again under cover at Piney Narrows until spring. In late spring /early summer our plan is to head north and visit as many new places as possible. Our destination will be Port Clinton, OH where she was built 45 years earlier in 1970 at the now defunct Matthews boat builders yard. I can’t describe my expected feelings. I’m so happy to have had the time I’ve had with her. So proud that she will then have finally traveled the infamous Great Loop. And it will be with great hopes that we can find her a good home there. Perhaps a new owner will find similar joys with her in or around her birthplace. Or perhaps a new owner who will take her on to new adventures. She is up to whatever awaits her and I’m sure our paths will cross again someday and that she will remain as grand as she was when first born. Maybe even grander with all of the miles, stories and adventures she can claim. None that have known her, enjoyed her company, admired her beauty, design and stamina will ever forget her. Of this I am sure.
### Galley Gourmet

Here’s a few treats to satisfy your sweet tooth!

<table>
<thead>
<tr>
<th>Chocolate Cream Pie</th>
<th>Pumpkin Streusel Squares</th>
<th>Chocolate BonBons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pastry Crust:</strong></td>
<td>1 3/4 c. Unsifted Flour</td>
<td>4 c. Rice Krispies</td>
</tr>
<tr>
<td>1 c. Flour</td>
<td>1/3 c. Brown Sugar, packed</td>
<td>1 lb. Confectioner’s Sugar</td>
</tr>
<tr>
<td>1 Stick Margarine</td>
<td>1/3 c. Sugar</td>
<td>2 c. Peanut Butter</td>
</tr>
<tr>
<td>1/2 c. Walnuts, Chopped Fine</td>
<td>1 c. Cold Margarine (cut into small pieces)</td>
<td>2 Sticks Butter</td>
</tr>
<tr>
<td>Mix all ingredients and press into 9x9 pan. Bake at 350° for 15 minutes. Cool completely.</td>
<td>1 16 oz. Can of Pumpkin</td>
<td>2 pkg. Chocolate Chips</td>
</tr>
<tr>
<td><strong>Filling:</strong></td>
<td>1 c. Chopped Nuts</td>
<td>2 tbsp. Crisco</td>
</tr>
<tr>
<td>1 8 oz. Cool Whip</td>
<td>1 Can Condensed Milk</td>
<td></td>
</tr>
<tr>
<td>1 8 oz. Cream Cheese</td>
<td>2 Eggs</td>
<td></td>
</tr>
<tr>
<td>1 c. Confectioner’s Sugar</td>
<td>1 tsp. Cinnamon</td>
<td></td>
</tr>
<tr>
<td>2 Small Instant Chocolate Pudding Mixes</td>
<td>1/2 tsp. All Spice</td>
<td></td>
</tr>
<tr>
<td>3 c. Milk</td>
<td>1/2 tsp. Salt (optional)</td>
<td></td>
</tr>
</tbody>
</table>

### Dump-It-In-Cake

1 Can Pie Filling (Cherry, Blueberry, Strawberry or Lemon)
1 16 oz. Can Crushed Pineapple
1 pkg. Yellow or White Cake Mix
2 Sticks Margarine (cut into small pieces)
3/4 c. Chopped Nuts

Put all ingredients into ungreased 9x13 cake pan in order listed. Bake at 350° for 50-60 minutes. Serve as is or with whipped or ice cream.

*Photo of the galley in Bill Buck’s 1956, 42’ Flybridge Sedan Convertible, Greta.*
My wife Peggy and I bought the *Rideau*, a 1926 38' classic, in 2000. We've been motoring in the waters of the St. Lawrence River since that time. In actuality, *Rideau* has actually been here in the Thousand Islands of NY since being purchased in 1926.

This past spring, she did not soak up properly. Water was flowing in enough to keep the forward bilge pump continuously active. We decided to take action and had her surveyed by folks at the St. Lawrence Restoration company in Clayton. They indicated that there was clearly a problem in the transom area and that various planks, or portions thereof, were likely suspects for replacement. And, of course, they indicated that other things could show themselves.

In any case, the *Rideau* is now in their shop and the bottom restoration has begun. Good news right away: the planks butting the transom were mostly fine. The top three on the port side below the waterline were punky and portions of them have been cut away. All exposed ribs were good, except for some slight cracking around the elbows. Those will be reinforced. The top plank on the starboard side has also been partially removed. Some sister ribbing will be required. The framework around the transom has been replaced. This was all accomplished during the first week.

Up next will be more review of the starboard side. They are also likely to remove the rear sections of the garboard planks on both sides of the keel. Early indications are that the forward sections will remain intact. I have been documenting the changes and marveling at the construction of these early family cruisers that Matthews began building around 1924. The restorers have welcomed my presence and I will continue to build my story to provide an update on the finished product.

We want the *Rideau* to celebrate her 100th birthday in 2026. Not many of her age have survived.

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**Article Submissions**

Editorial contributions are welcomed and encouraged. Do you have any tips or techniques to share? Have you recently done a remodel on your boat? Have an interesting voyage story to tell? We also welcome photos and other Matthews related materials for consideration.

E-mail submissions to the MBOA office at becky@matthewsboatownersassoc.com or mail to: MBOA, 4036 Center Road, Suite B, Brunswick, OH 44212.
A Five Star Matthews
By Lord Robbie Sprules
(Continued from the Winter 2011 LOG)

One of the chaps at the yard had built an exquisite strip sole in the aft cockpit of his thirties something mahogany motor yacht. John, the Aylings life saver and father to us all, along with his assistants, freely told me how to build a sole in the same manner, and gave me the confidence to try my hand at it. After returning to our home some five hours away, where a reasonably outfitted shop awaited us, we purchased a number of full 2”X8”X6’ fir planks, rough cut only. They were put through the thickness planer (just barely enough to make them smooth without removing too much material), and ripped full length on the table saw (new fine-cut blade) into 1/2”X6’ strips. Each strip was put through the planer again, both sides, to create slightly under 1/2” thick finished 6’ long strips.

With a roof top carrier loaded with the flooring materials, we returned to Aylings’ yard a week later, and booked in for another week. Golden Retriever in tow, tools galore and a few stomach butterflies for company, we unloaded our precious cargo and made ready for installation. We purchased many #10 1” screws, an equal number of #10 2” washers, and several tubes of wet environment marine adhesive. One by one, the strips were cut to length, glue administered, strip laid in place and three or four screws and washers used to hold them whilst they dried (the screws and washers snugged up to the edge of the strip, with half of the washer covering the strip leaving no marks on the strip itself). The screws acted as the spacers to create a reveal between strips. The new sole was left to dry for about 24 hours. All the screws and washers were removed, a light sanding given with a random orbital 8” sander, vacuumed and two coats of marine spar varnish were liberally applied. Black caulking was injected with a caulking gun into each seam, allowing it to rise up and overflow about 1/4”. Although this caulking remains pliable, one can work with it after 24 hours.

A Fein plunge cutter, with a knife blade (no teeth) was used to cut the caulking flush with the wood sole (use an ‘L’-shape cutter to keep the actual motorized portion of the tool elevated). The entire area went through final sanding, vacuuming and application of 6 coats of varnish (in total, twelve with sanding in between with fine-grade paper is required). Hatches were made in the same manner, freeboard covers replaced, fuel flexible jackets and ground wires replaced, stainless hatch trim replaced and quarter round replaced making for a completed job.

So, with a little woodworking skill, some patience, about $200-$300 worth of materials, a beautiful varnished fir sole can be fabricated and installed. As for the monel tanks, have a good look and pressure test them before deciding they have to be replaced. And how does Dauntless run? After a few test runs and deciding to replace the copper fuel lines to make certain there were no glitches, she runs like a dream, smooth, powerful, fuel efficient and
quiet. At nine knots, she just sips fuel. Our two-day (8 hours per day), 28-lock trip along the historic Rideau Canal with its many huge lakes and rivers, all the way to Navy House in Prinyers Cove in Prince Edward County, only used up 1/4 of each tank of petrol. We sailed the balance of the summer to the Thousand Islands, Kingston, Picton, the False Duck Islands, Waupoos, Adolphus Reach and Glenora on a single fill-up with half a tank of petrol left in each tank for the following season. I know some sailors who envy us.

After a lifetime around boats, with many opportunities to purchase newer fiberglass trawlers, and years owning a collection of mahogany gentlemen’s racers on the Muskoka Lakes, we find it hard to see any real advantage in replacing our Matthews. She is admired wherever we go, and we are so proud of her. In rough seas she never lets us down, and she cuddles us in the most sumptuous surroundings at dock or on the hook. There is a heft one experiences in these boats, a confidence of hull in water, a graceful momentum that is very hard, if not impossible, to beat. We always travel at a stately pace. To do otherwise would be to discredit the Matthews ideal. Dauntless looks grand just sitting there, and once we are in motion on the water with all flags flying, she cuts a fine figure, looking perfectly elegant even when surrounded by every sort of modern sailing or motor yacht.

Maintaining a half century-old boat is not for the faint of heart. Constant painting, repair and endless varnishing are orders of the day. Lady Lucinda and I, like many of you, do grow weary of all this attention to keeping our boat healthy and fit. But we have not found a real alternative to the labor, as colleagues with modern yachts seem to spend about the same time, and more money, achieving similar results. One might suppose that one could sell and not go through all of this torment. But what would we do when warm summer breezes beckon, the gulls call, and the smell of fresh varnish wafts out over the harbor like perfume from Chanel? There is a sense of responsibility in keeping these lovely boats alive and well. History shows us that, what we have saved from the past goes on to form the foundation of the future. Too often, great architecture is pulled down to make way for whatever the latest need is. In North America, old is old. In Europe, old is current. Many of the UK’s and Europe’s oldest buildings are admired around the world, they are financial generators through tourism. Artifacts saved from the past, now residing mostly in museums, reflect on how life was once lived. Even now, a Matthews reflects an entirely different style of living on the water. It was a time when life speed was much slower, and a meander somewhere by wooden yacht was to be savored. The getting there was the thing, not the arrival. We are most fortunate that we are able to continue living the history of times gone by, blurring the line between the past and the future by cruising the waterways aboard a vintage Matthews. Wood is real, natural, easily repairable, long lasting, workable, it smells great and it is exceptionally forgiving. Matthews got it right.

Lord & Lady Sprules reside at Thornfield Hall, Navy House and Beaver Lodge in the summers, and spend part of the winter at their house in south Florida. Lord Sprules is a Chevalier, Knight Commander of the Order of St. George, Captain of the Honorable Guard and Field Units for the 78th Fraser Highlanders, York, sits on the Board of Directors for the Royal Heraldry Society of Canada, and remains Partner Emeritus of Taylor/Sprules Corporation. Their four children and two grandchildren all reside in Canada. He is a Matthews owner.
The following MATTHEWS price list applies to 1956 42 footers, first constructed in late 1955.

### Price List

**Matthews “42” Cruisers**

**Accessories and extra equipment effective Nov. 15, 1955**

<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anchor, 22 lb. Danforth, Standard</td>
<td>$38.50</td>
</tr>
<tr>
<td>Anchor, 12 lb. Danforth, Mark IV</td>
<td>$35.00</td>
</tr>
<tr>
<td>Antenna, Webster-Triarc, hinged</td>
<td>$115.00</td>
</tr>
<tr>
<td>Awning, windshield visor, complete</td>
<td>$58.00</td>
</tr>
<tr>
<td>Awning, for shading aft cockpit of both Sedans, removable</td>
<td>$155.00</td>
</tr>
<tr>
<td>Bait Well, Live, under cockpit floor, Sport and Sedan models</td>
<td>$390.00</td>
</tr>
<tr>
<td>Batteries, larger 220 Ah, Diesel type instead of the 170 Ah size, per set of 4 (Supplied with Diesels)</td>
<td>$115.00</td>
</tr>
<tr>
<td>Bedspread, new nautical flag design, single</td>
<td>$22.50</td>
</tr>
<tr>
<td>double size</td>
<td>$26.50</td>
</tr>
<tr>
<td>Blower, for bilge, 3” size electric, installed</td>
<td>$72.00</td>
</tr>
<tr>
<td>Blower, electric, in galley hood</td>
<td>$58.00</td>
</tr>
<tr>
<td>Boat Hook</td>
<td>$9.00</td>
</tr>
<tr>
<td>Chair, for cockpit, Rattan, upholstered seat and back</td>
<td>$54.00</td>
</tr>
<tr>
<td>Chair, same as above, with fish pole swivel socket with floor fasteners</td>
<td>$85.00</td>
</tr>
<tr>
<td>Chargicator—for reading battery charge</td>
<td>$68.00</td>
</tr>
<tr>
<td>Chocks and Lashings for Dinghy (when owner supplies dinghy) Sport and Sedan models</td>
<td>$46.00</td>
</tr>
<tr>
<td>Cord, electric, 50 ft. dock extension for 110V</td>
<td>$25.00</td>
</tr>
<tr>
<td>Cork Floor, any deckhouse, extra</td>
<td>$90.00</td>
</tr>
<tr>
<td>Deadlight, in hatch, extra one</td>
<td>$24.00</td>
</tr>
<tr>
<td>Dinghy, 8 ft. Penn Yan Aerodierhy (59 lbs.) in chocks, Sport and Sedan models</td>
<td>$285.00</td>
</tr>
<tr>
<td>Direction Finder, Lear ADFM-12 with receiver installed in deckhouse</td>
<td>$1350.00</td>
</tr>
<tr>
<td>Electric Plug-In Receptacle, double, installed each</td>
<td>$15.00</td>
</tr>
<tr>
<td>Electric 110 V. Outside Plug-In for dock current</td>
<td>$30.00</td>
</tr>
<tr>
<td>Fish Box, mahogany, portable, drains overboard 3 compartments all models</td>
<td>$325.00</td>
</tr>
<tr>
<td>FishinChair, Matthews designed, each, installed</td>
<td>$230.00</td>
</tr>
<tr>
<td>Fender, Shipmate Marine, with rope, each</td>
<td>$11.00</td>
</tr>
<tr>
<td>Fender Board, 4 ft. long with 2 lines</td>
<td>$10.00</td>
</tr>
<tr>
<td>Fender Rack, for storing 2 fenders in aft cockpit</td>
<td>$16.00</td>
</tr>
<tr>
<td>Fire System, Kidde-Lux, Express, Sport and Sedan models, 35 lb. size, remote control</td>
<td>$297.00</td>
</tr>
<tr>
<td>Same as above, but automatic</td>
<td>$430.00</td>
</tr>
<tr>
<td>Flying Bridge, complete, dual controls, installed, Sport and Sedan models</td>
<td>$2185.00</td>
</tr>
<tr>
<td>Flying Bridge, unit to be shipped to owner, Sport and Sedan models</td>
<td>$2035.00</td>
</tr>
<tr>
<td>Gas Fume Indicator, J-W, for engine room</td>
<td>$115.00</td>
</tr>
<tr>
<td>Gas Fume Detector, Wallace Model A</td>
<td>$95.00</td>
</tr>
<tr>
<td>Generator, 3000 Watt, 12 V., water-cooled installed</td>
<td>$695.00</td>
</tr>
<tr>
<td>Generator, 3000 Watt, 110 V., with outside plug in</td>
<td>$1345.00</td>
</tr>
<tr>
<td>Glass, EZ-Eye, tinted, deckhouse windows except in aft bulkhead and door</td>
<td>$285.00</td>
</tr>
<tr>
<td>Glass Holder, clips on casing</td>
<td>$8.00</td>
</tr>
<tr>
<td>Ground for Radio Telephone, 12 sq. ft.</td>
<td>$55.00</td>
</tr>
<tr>
<td>Hatch, deckhouse above steering wheel, (no screen)</td>
<td>$95.00</td>
</tr>
<tr>
<td>Hatch, above galley, with screen</td>
<td>$90.00</td>
</tr>
</tbody>
</table>

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**THE MATTHEWS COMPANY**

PORT CLINTON, OHIO • U.S.A.
HOT WATER SYSTEM, (heats from port motor) .......... $345.00
ELECTRIC 110 V. HEATING UNIT in above system, automatic (outside 110 V. plug-in included) .......... 68.00
LADDER, Mahogany, boarding and swimming .......... 85.00
LADDER, Matthews, dinghy launching .......... 185.00
LETTERING—5" letters on transom, gold, per letter .......... 3.35
3" letters on transom, gold, per letter .......... 2.35
LIGHT, automatic electric, in ice box .......... 16.00
*LIGHT FIXTURE on wall (extra one) .......... 20.00
LIGHTS, MORSE DOCKING, in bow, per pair .......... 142.00
LIGHTER, cigarette, electric, installed .......... 5.50
LINE, 100' of %", handy passing thru locks .......... 6.75
*~ MAGAZINE RACK .......... 9.00
METER, Hobbs engine hour .......... 43.00
NUMBERS, registration, black on white boards, pair .......... 24.00
NUT, Hinge Electro-Nut, on end of shaft .......... 8.25
PAINT, Matthews straw, yellow, gray, light blue, or light green for decks, per gallon .......... 9.00
PAN, copper, under motors, each .......... 90.00
PILOT, Bendix "Photo-electric" automatic steering, installed at main controls. Model 45 .......... 795.00
PROPELLER, 5 blade, in place of 3 blade, each .......... 32.00
PUMP, electric bilge (when shower not ordered) .......... 137.50
RADIO-TELEPHONE, Pearce-Simpson, Price on application .......... 1810.00
RAIL, Metal 9' high, around aft cockpit Sedan, removable .......... 105.00
RAIL, Pulpit type for bow, metal, 32' high .......... 230.00
RAFT, Lite, 5 pass., in covers on canopy, painted .......... 110.00
REFRIGERATOR—electric 110 v. Kelvinator 8.1 cu. ft. with deep freeze, includes 3000 watt shielded 110 v. AC automatic generator, switch provided for operating from 110 v. AC dock current, including 50' cord, complete .......... 1810.00
RING BUOY, 21" with hanger, no lettering, Sport and Sedan, each .......... 20.00
Black letters for name (no port) each .......... 1.35
RUBBER FLOOR COVERING, aft cockpit, deckhouse, galley, toilet and companionway, Sedan models .......... 158.00
RUBBER FLOOR COVERING, aft cockpit, galley, toilet and companionway, Sport Fisherman .......... 158.00
SCRAP TRAP—modular metal holder with supply of 90 paper sacks for garbage disposal .......... 4.00
SEARCHLIGHT, Half-mile Ray No. 433, chrome plated with canvas cover, installed .......... 120.00
SEARCHLIGHT, One-mile Ray, No. 1033 .......... 190.00
*SEAT, helmsman’s extra one for port side .......... 85.00
*FOOTREST, for above seat .......... 38.00
SHADE, white, roller, under windshield windows, each .......... 6.50
SHAFT, Monel, 1 1/4" diam., in place of bronze, in Express, Sport and Sedans, each .......... 69.00
SHOWER BATH, all "42" models, with electric sump and bilge pump .......... 385.00
SOCKETS, for fish rods, on coaming, pair .......... 33.00
SPEEDOMETER, Aeromarine .......... 48.00
*STEPS, folding type as in aft cockpit, each .......... 36.00
STEPS, folding, chrome bronze, installed outboard on transom, each .......... 8.00
STOVE, 110 V. electric, with oven, in place of alcohol .......... 122.00
SYNCHROMASTER, to synchronize both motors, installed .......... 385.00
TABLE, hinged serving, starboard side of Sedan deckhouse 16" x 42" (Pansy top) .......... 54.00

** "42" Double Cabin-Flying Bridge Model:

Alternate arrangement of Dining Nook, opposite galley .......... 385.00
AWNING, Windshield Visor .......... 68.00
AWNING, sun over aft cockpit, removable .......... 175.00
DAVITS, outboard over transom, for dinghy .......... 230.00
DUAL CONTROLS, for Deckhouse, includes helmsman’s seat, footrest, windshield wiper .......... 975.00
FLYING BRIDGE CANOPY, canvas, folding .......... 400.00
FIRE SYSTEM, Kiddie-Lux, 50 lb. size .......... 260.00
PILOT, Bendix "Photo-electric" when installed only on Bridge Model 45 .......... 857.00
RAIL, hand safety type for stairway from Deckhouse to Bridge .......... 47.00
RAILS, chrome, mounted on mahogany rails on each side of flying bridge .......... 195.00
RUBBER FLOORING, for Deckhouse, galley, fwd. toilet room and companionway (supplied in aft cockpit) .......... 130.00
SEARCHLIGHT, remote control over-deck type for flying bridge style No. 444 .......... 265.00
SHAF, Monel, 1 1/4" diam., in place of bronze, each .......... 87.00
SEAT, Swivel type for Dining Nook .......... 63.00
TABLE, Dining, in addition to Dining Nook .......... 120.00
TEAK, aft cockpit floor .......... 390.00
TEAK, side and aft decks on standard model .......... 210.00
VENETIAN BLINDS in Deckhouse, 4 windows .......... 175.00

**Loading Charges**

Loading Matthews "42" on truck (less cover) .......... $ 90.00
Canvas cover for truck shipment, short type .......... 110.00
(if cover is returned in good condition to The Matthews company, freight prepaid, within 30 days after delivery, rebate is $50.00.)
Loading and chucking on R.R. car (including cover) .......... 387.00
(if canvas cover is returned in good condition, freight prepaid, within 30 days after delivery, rebate is $70.00.)

**Note**

All prices on this sheet are subject to change, without notice and not guaranteed. All items on this sheet shall be invoiced to customer at prices current at time of delivery.
PART I
July 1, 1992, was a mildly hot day with Long Island Sound flat as we cruised south the first day of what was to be a 3-season trip that would take us up the Hudson River, into Canada’s Georgian Bay and North Channel, down Lake Michigan, through the inland river systems at Chicago to the Tenn-Tom, down the Tenn-Tom, then across Florida’s Panhandle, the Gulf of Mexico, down the west coast of Florida, through Lake Okeechobee, and finally up the East Coast ICW back to our starting point, our home in Connecticut. Because we cruise aboard our “southern boat”, VALIANT LADY, a 46-foot flush-deck Matthews, in the Bahamas during the winter months, this “circumnavigation” was to take place during the summer only. Our destination for the first night was the Thimble Islands, a group of rocky outcroppings and islands off Branford, CT, where we dropped the hook in 9 feet of water. DIFFERENT DRUMMER, a 1970, 46’ Matthews sportfish, had performed admirably. Purchased in Texas in 1987, she was in such poor shape we had to ship her to Connecticut by truck, where we stored her in our yard while we rebuilt her over the course of 3 years. Although we had put her overboard in the summer of 1991 and given her a sea trial, it was too short to truly know how she would perform over a long run. She had new wiring, plumbing, tanks, and generator, but her diesels, twin Cummins 370 turbos, were 21 years old. The mechanics assured us they were in good shape, but with the hours and years on them, we had no way of knowing what parts were worn.

Day 2, hazy and warm, was spent in cruising to New York City, our anchorage for 4 days while we watched OP Sail. New York is a place to visit by boat - no traffic, no congestion, no noise - and what phenomenal views from the moment of first seeing the giant skyscrapers in the distance. The East River, a wide and easily navigated passage separating Long Island from Manhattan, took us past the Mayor’s Mansion, Harlem River, and UN Building, as well as helicopter pads and marinas tucked among the buildings where huge yachts barely showed their bows. On past the Battery, Governor’s Island with its Coast Guard installation, and out into New York Harbor where the spectator fleet and ocean-going liners were already gathering beneath the majestic Statue of Liberty.

The four days here were incredible in spite of constant rolling from boat wakes. Traffic never stopped - yachts, high-speed boats, outboards, Coast Guard, police - and overhead the helicopters and other planes circled, a large zeppelin lazily drifting behind them. Fireworks from the Brooklyn Bridge illuminated the night sky, the bridge turning into a brilliant waterfall at one point.

On July 4 the Tall Ships began their trek up the Hudson River, appearing out of the fog at the Verrazano Bridge like ghosts, their huge sails billowing in the breeze, led by the U.S. Coast Guard training ship, Eagle, saluted by fireboats playing streams of red, white and blue water high into the air over her bow. Just when we thought the parade was over, another Tall Ship would appear, gliding silently up the river. Brilliant, prolonged fireworks at the mouth of the Hudson River ended a spectacular day.

In a heavy haze, we hauled anchor and proceeded up the Hudson, seeing along the way many of the Tall Ships berthed at the old New York City docks. The Hudson quickly changed as we cleared the George Washington Bridge - high palisades on the New Jersey side, the outskirts of New York on the other with the city fading quickly astern. The Hudson winds among many towns dotting both sides of the river, giving way to rolling farmlands and old Dutch estates set high on the hills. That evening, in a heavy thunderstorm, we pulled into Norrie State Park, a small but delightful marina set in secluded woodlands on the east side of the river. Our Matthews 46’ was the largest boat in the marina, really too big for the slips, a condition we were to experience throughout the
summer.

All the way to Troy to the Matthews Rendezvous we were treated to beautiful scenery on both sides of the river - Bannerman’s Arsenal, an island castle originally used to store weapons; West Point; Storm King Mountain; quaint, historic lighthouses; and always the rolling hills through which the river winds and flows.

After 4 days of enjoying Troy with MBOA members and rendezvous festivities, we headed up the Erie in tandem with CIMBRI, a 46’ Matthews DCFB belonging to John and Betty Kemper of Ohio, and FANTASY II, Carol Drury Carlson’s 56’ Matthews from Staten Island, New York. Passing through the Flight, a series of five locks lifting the boats over 168 feet from the Hudson River, the three boats wended their way along the narrow Erie Canal, stopping for the night along a lock wall west of Amsterdam.

The following day, DIFFERENT DRUMMER pulled into a spot at a park-like lock wall near Utica while CIMBRI and FANTASY continued on. We waved at FANTASY the next day tied at the eastern entrance of Lake Oneida and CIMBRI passing through the last lock before the Oswego Canal where we headed north.

At Oswego, the northern end of the Oswego Canal on Lake Ontario, FANTASY, DIFFERENT DRUMMER, and POSEIDON, a 1948, 40’ Michigan Matthews belonging to Lee and Lynn Hornack that was returning home from a one-year trip down the Mississippi, around the tip of Florida, and back up the East Coast, all rendezvoused before heading on.

POSEIDON and DIFFERENT DRUMMER spent several exciting days together at Sacket’s Harbor on Lake Ontario “dodging” bullets and cannonballs fired in a re-enactment of the War of 1812. What a surprise to find such a weekend of festivities! DIFFERENT DRUMMER and FANTASY met once again briefly in Alexandria Bay before we headed west, FANTASY east. How wonderful it is to be a member of The Matthews Boat Owners Association. How else would we have met familiar boats and friends along the waterways?

On through The Thousand Islands to Kingston where we met Susan and Gordon Bunsick, owners of SEA WITCH, a 1953, 42’ Matthews DCFB we later passed her dock in the Bay of Quinte, tied up after her long cruise from Troy. More wonderful MBOA people we never would have met without the club.

Entering the 243-mile long Trent-Severn Waterway at Trent, a fairyland of winding rivers, sparkling lakes, land cuts, farms, and tiny villages awaited us. The Trent was an area where one could spend many seasons and we could not have been more courteously treated by the many Canadians we met throughout our trip in their waters. The lock attendants assisted with lines; the railway operators were concerned about our weight and held up the car until they were confident our boat was well set; and the cruising folks led the way on many dinghy trips through uncharted coves and rivers.

Boaters pay a nominal fee for using Canadian locks. Our fee, the most expensive because of our size (on which all rates are based), was $105 for six days of locking. The ticket was punched only on days the locks were actually used, so we stayed at various places in between the locks for several days. Boaters can remain overnight on lock walls, again paying a small fee based upon size. There is no water or power, but many of the locks are in town, so shopping was easy. What was fun for us was talking with the spectators, many of whom had never seen a lock or a boat of our size. They had difficulty believing there was a water route all the way from Connecticut, that we had a “kitchen” and “bathroom” and they went out of their minds when they saw the computer and television in the deckhouse!

Speak of the Canadians being helpful. We knew POSEIDON was ahead of us and many of the lockkeepers we asked about them checked their logs or remembered “the boat with the fringe”. Lee and Lynn have a Navy fringe all the way around the overhead of their cockpit! Two lockkeepers called ahead to another lock to see if POSEIDON had cleared. We had given up hope of ever seeing them, especially if they had passed out of the canal into Georgian Bay, and were happily shocked when we saw...
their boat tied at Port Severn, the western end of the Trent-Severn. We had a great time over dinner in a Laotian restaurant/store that evening talking over the experiences of our cruising.

The Trent-Severn has many features to recommend it, but two especially stand out. There are two lift locks, one 65’, the other 49’, that are comprised of two tubs. Only one foot of water is exchanged, the tubs operating on a gigantic piston that raises and lowers the entire tub. A lighted arrow directs the boat into the proper tub, the operator starts the mechanism, the tub arrives within a foot of the canal level, and the last foot of water is adjusted to lower or raise your tub. The gates open and out you go! A visitor’s center is located at one of the locks and shows the incredible process. You can also watch the lift operating from below.

A second feature of the Trent-Severn is the railway at Big Shute. The boats move onto the railway car, the attendants adjust self-contained strips and/or poppets, and as the railway car moves up and over a 65-foot mountain, the cars are stopped by traffic light to let the boats pass. A nearly level position is maintained by use of inner and outer sets of tracks, the front wheels of the car on one, the rear on the second. The observation area east of the railway is worth visiting.

POSEIDON and DIFFERENT DRUMMER cleared the Trent, cruising into Georgian Bay. How ignorant DIFFERENT DRUMMER’s crew was! Georgian Bay is a huge appendage of Lake Huron, so we prepared for compass courses! Luckily we had learned along the Trent that the small-craft route had to be used to avoid rocks, unchartered waters, and being out on the Bay with no inlets to harbors, so we were able to borrow charts from a cruising vessel. This small-craft route is more like a system of canals; you cannot vary from the marked chart and buoys or you will be on the rocks! Many passages require a VHF security call before entering - they are so narrow two vessels cannot pass and so winding you cannot see another vessel approaching. The Canadian markers are excellent and adequate, although much smaller than those in the U.S., making them extremely difficult to see at a distance or against a dark background. An able navigator is a necessity.

A few miles up the Bay, tired of cold, sloppy seas, and a driving rain, POSEIDON and DIFFERENT DRUMMER entered a harbor and rafted for the night. The following morning both boats were covered with bugs, a one-inch variety with wings equally as large as the body, the Canadians call a shad fly, totally unlike the shad fly we know in Connecticut. DIFFERENT DRUMMER had to be vacuumed inside before we dared walk, and both boats had to be hosed down with the sea-water pump before anyone could comfortably be outside. As Ted hosed the bugs off, masses of them collected in the cockpit scuppers. He then scooped them in handfuls, throwing them overboard. Ugh! All day as we would lift a coil of line or unsnap some canvas, we would find live bugs, which we gingerly picked up by their wings, throwing them overboard. Tied in San Souci the next night we were again invaded by the bugs, but nothing so bad as at anchor.

At Parry Sound, POSEIDON and DIFFERENT DRUMMER spent an enjoyable day in town, ending with a delivered pizza dinner on the boats! Talk of first-class convenience! POSEIDON, gone nearly one year, departed directly for home the following day, ending some great cruising times with newly-made friends.

DIFFERENT DRUMMER continued north, finding the channel very tortuous, rocky, but well marked. All of Georgian Bay is filled with rocks, some barely below the surface, lining the narrow channels. Cruising was not relaxed. Many waters were not chartered; others were chartered in the mid-1800’s. Datum level of the Great Lakes had to be computed and applied to the chart depths. Cruising was having a constant awareness and never were we able to sit back and merely cruise.

Anchorages were plentiful, but few were marked with buoys. It was always an estimate of distance off known rocks when we entered an anchorage; many times the holding ground was rock, and picking an
area with a suitable bottom became a challenge. Local boats tied to the rocks, fenders holding them of. It was usually necessary to tie a stern line to shore because of limited swinging room in satisfactory depths. Cruise guides all warned of the rattlesnakes, a protected species, so getting ashore to tie to a tree was always an undesired choice. Guides and people told of tales of the snakes coming aboard on the lines ashore, so a morning task was to check the boat thoroughly. One Canadian relayed his experience of finding three rattlers in his dinghy one morning! Yet the people all walked ashore to pick plentiful blueberries - but they did wear boots well up over their ankles. With only boating moccasins, we never did pick blueberries, and went ashore to climb rocks only a few times, then with wariness. Bear looking via dinghy was a much safer sport!

Editor’s Note: This ends part one. Look for the continuation of this story in the Spring 2015 LOG.

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**How to Refinish Matthews Sideplates**

By Jeff Schoman

**Step.1:**
Mask entire plate with tape then use a fine sandpaper block to carefully sand off tape from top of letters.

**Step 2:**
Spray entire plate with paint.

**Step.3:**
Carefully remove tape.

I use Dupont Imron for most white areas on the boat but any good brand of spray paint should last a long time - you could even shine it up a bit afterwards by using clearcoat - also available in spray cans.
As a member of Matthews Boat Owners Association, a BoatU.S. Cooperating Group, you are invited to become a BoatU.S. Member at a special discounted rate:

**50% OFF BoatU.S. or BoatU.S. ANGLER Membership**
Regularly $30/year – You Pay $15!

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For a complete list of the 25+ benefits or to learn more about BoatUS, visit BoatUS.com or call 800-395-2628
Classifieds

Classifieds ads are free for MBOA members and $45 for non-members with the following terms - Classifieds ad will post on the MBOA website for 90 days and in one issue of the LOG.

**FOR SALE:** 1971 56’ Matthews Voyager. Beautiful classic motoryacht that has been lovingly restored by a long-time MBOA member. The U.S. laid fiberglass hull is pushed by twin 530 hp Detroit 8V-92TI diesels which have been overhauled 25 hours ago. She is lying in Myrtle Beach, SC. Visit www.marquesa56.com for pictures and full details. Seller will discount the price 10% if the buyer is an MBOA member.

![Image of 1971 56’ Matthews Voyager](image1)


![Image of 1958, 24’ DCFB](image2)

**FOR SALE:** 42’ DCCB 1961. Chrysler 426, 290 hp. Kohler 8kw 2001; Heart Inverter 2007; Xantrex Battery Charger. Teak cockpit, bridge & side decks; extended hardtop w/complete enclosure 2013. 35 gallon holding tank, 6 gallon hot water heater. Handcrafted mattresses w/ custom covers 2001; new upholstery in dinette and salon; new Sunbrella front window cover. Full canvas Winter cover and frame. $29,900. Call Bob 848-223-7003 or captbob42@aol.com.

![Image of 42’ DCCB 1961](image3)

**FOR SALE:** *BETTINA*, 56’ 1974 Matthews Voyager, Fiberglass Hull, Flush Deck, Motor Yacht. First owned by Mr. Knute Morelli, former owner of the Matthews Yard. Vessel is powered by (2) 8V-71TI Detroit Diesels with a 15KW Onan Generator. She has a large pilot house with a helm seat bench that seats 3 plus a flying bridge control station and upper deck with railing. A 13.5’ Boston Whaler tender is cradled on the upper deck. *BETTINA* has a large salon with wet bar & hi-lo dining table. Galley and dinette are down and forward. 3 State rooms with 3 heads and tons of storage give plenty of room for living aboard or extended cruising. Fuel capacity is 710 gal with 300 gallon of fresh water. *BETTINA* is lying in Panama City, Florida undergoing refurbishing. For more info call 850-814-1467. $179,500 OBO

![Image of *BETTINA*, 56’ 1974 Matthews Voyager](image4)
MATTHEWS BOAT OWNERS ASSOCIATION
MEMBERSHIP APPLICATION

Date ______________________
Name _____________________________________ Spouse’s Name _____________________________________
Address __________________________________________________________________________________________
City_________________________________________________ State_____________ Zip/Postal Code______________
E-mail____________________________________________________________________________________________
Home Phone____________________________________ Cell Phone__________________________________________
___________________________________________________________________________________________________________

Name of Boat ______________________________________________________________________________________
Model _______________________________________________ Length ______________ Year ____________________
Engine Make ________________________Single____ Twin _____ HP __________________ Cylinders _____________
Former Name(s) of Boat _____________________________________________________________________________
Hull # ____________________________________________ (If Builder’s Plate is missing, check on underside of any drawer for Hull # written in marker)
Document/State Reg. # _____________________________
Summer Boat Location __________________________________ Winter Boat Location_______________________________
Cruising Grounds ___________________________________________________________________________________
Boat History/Personality/Characteristics _________________________________________________________________
_________________________________________________________________________________________________
Information about Captain, Mate and Crew _______________________________________________________________
_________________________________________________________________________________________________

If available, please email a photo of your boat to the MBOA office at becky@matthewsboatownersassoc.com, or mail with your application

__________ New Member $45 Please mail application and payment to:
(This includes a one-time $10 administrative fee)
__________ Renewal Member $35 Matthews Boat Owners Association
__________ MBOA Burgee (optional) $13 4036 Center Road, Suite B
__________ Total Due Brunswick, OH 44212

Please make checks payable to: Matthews Boat Owners Association

Preferred Communication Method:
_____ E-Mail    _____ Hard Copy

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Matthews Boat Owners Association (MBOA)
4036 Center Road, Suite B, Brunswick, OH 44212
Tel: 330-273-5756 ● Fax: 216-803-9900
www.matthewsboatownersassoc.com