FOR SALE!!

The Motor Yacht PIED PIPER

Year: 1940
Length: 40'
Designer/Builder: Scott Matthews/Matthews Boat Co., Port Clinton, Lake Erie, Ohio
Engines: Twin Gasoline, Chrysler Royal, 8-cylinder, 135hp each
Cruising speed: 10 knots  Maximum speed: 14 knots
Fuel tanks: 260 gallons  Water tank: 40 gallons  Holding tank: 30 gallons
Current location: Private boathouse, Tacoma Yacht Club, Tacoma, Washington, USA
Vessel: $59,000  Boathouse: $30,000
(If purchased together, discounted to: $79,000)

PIED PIPER is the original name of this handsome and very comfortable 1940-model-year Matthews Boat Company "38" Standard Sedan. Built in 1939 and actually measuring 40-feet in hull length, this boat is one of only two boats left in existence of this model. Her large salon has a 360-degree view and her widely spaced twin engines make maneuvering and docking easier, making the joys of boating much more pleasurable. There are no stairs between the aft cockpit and the main salon, making entry and exit safer and easier than in most boats. Below and forward is the galley, head, hanging locker, storage, and stateroom, with large anchor locker in the bow. The roof has a built in gutter system that drains rain water via the gutters and then through roof support tubes, true craftsmanship.

Having been owned and cruised for 15 years by the current owner, the PIED PIPER has had extensive repairs and upgrades, most of which do not show so that she appears original in almost every detail. Her original 1939 twin Chrysler Royal straight-8 gasoline engines continue to run as flawlessly as any modern engine; compression is well within specs for all cylinders on both engines.

Matthews boats are some of the strongest built boats in existence. The PIED PIPER's hull is double-ribbed on 14" centers (the double-ribbing is original, not added later). Carvel planking is 1-1/2" thick. The transom is double-planked with two layers of 1" thick planks, for 2" inches of transom thickness. Butt blocks cover every hull seam. The hull is still fastened with original copper rivets, proven to be in excellent condition at each survey. And there are TWO hogback stringers on each side of the boat.

A partial list of repairs and upgrades performed during the past 15 years includes:
- New fuel tanks and hoses and pumps and fuses and wiring. Rebuilt carburetors.
- New fresh water tank and hoses and pump and fus and wiring and water filter.
- New alternators (the original generators are still bolted to the engine to cover those holes).
- New toilet, hoses, clamps, holding tank, vent, macerator, Y-valve, through-hulls and valves.
- New 7KW Westerbeke generator with its own new fuel tank and hoses and pump and fuses and wiring.
New exhaust system on engines and on generator.
Rebuilt keel-cooler systems and pumps on both engines.
New Jabsco water pumps for exhaust cooling system, and hoses and clamps.
All new through-hulls and valves throughout the boat.
Three new electric, automatic bilge pumps and new wiring and fuses and clamps.
New transmission couplers and shafts and props. New dripless shaft glands.
New Pertronix electronic distributor plates in engine distributors.
New inlet coolant strainers on both engines and generator.
New anchor, rode (300’ chain and 300’ line), windlass, wiring, fuses, switches on foredeck and at helm.
Both engine starters rebuilt and re-wired for 12v (the original were 6v).
New 8D batteries for engines and house, including all wiring and main battery switch.
New shore power electrical outlets, one on each side of the boat.
New battery charger and battery combiner.
New separate refrigerator and freezer in galley.
New AM/FM radio, tape player, DVD player combo unit and wiring and speakers and amplifier.
New 8-foot sailing dinghy from Gig Harbor Boatworks.

A partial list of repairs to the original hull, decks, soles, and house over the past 15 years includes:
Replace bottom half of double-planked transom.
Professionally "wood", stain, seal, and varnish all exterior brightwork.
Replace swim platform with larger one and add extra supports.
Repair main cabin window hardware in four windows; rebuild forward center window.
Garboard seam refastened and recaulked the full length.
Hull bottom and topsides wooded and primed and painted.
New shaft mounts fabricated and installed with new bushings.
Bit of soft wood in foredeck replaced when new anchor windlass was installed.

A partial list of regular maintenance on the boat includes:
Tune-ups and oil changes on both engines and on the generator every year.
Fuel filters replaced every year. Flame arresters cleaned every year.
Water pump impellers replaced every other year.
Varnish freshened every year.
Regular haulouts for survey work, insurance, and for regular maintenance and inspection.
Fire extinguishers, flares, and other safety equipment replaced or updated regularly.
Vessel Safety Inspections performed by USCG Auxiliary or USPS annually.
House/engine/generator batteries replaced every five years. Check battery electrolyte annually.
Replace all zins every year, using a diver in off-years from the haul-outs.
Empty and clean fresh water tanks every year and change filter.
Inspect all lights, the horn, toilet system, all through-hulls, belts and hoses every year.
Remove full length of anchor rode and inspect annually.

Keep in mind these are only partial lists. This classic vessel has been brought back to "like new" condition and kept there. For the past 15 years (and before that as far as the current owner knows), the boat has always been kept in covered moorage. For the past three years, the boat has been boathouse kept at the Tacoma Yacht Club.
The Tacoma Yacht Club boathouse can be purchased along with the boat – see details above and below.

PIED PIPER won "Best Original Boat" at the Des Moines Classic Car & Boat Show, 2011. Out of hundreds of classic boats, she was the first boat in the Classic Yacht Association chosen by the members to win the "Best Classic Motor Preservation Award". She is registered with the international Classic Yacht Association. The PIED PIPER has cruised from Olympia to Alaska and has always carried those on board to safe harbor at the end of each day.

If you wish more information, please contact the current owner at piedpiper1940@gmail.com.
PIED PIPER's boathouse at the Tacoma Yacht Club is also for sale. Lighting has been added inside along both sides; the deck on the starboard side of the boat has been widened for easy access to the boat. Moorage cleats have been added on both sides. The large curtain door is electrically operated by remote. Dock bumper material has been added to all deck edges. Screening has been installed around the top edge of the boathouse to bird-proof the boathouse. The deck and the loft were cleaned and repainted shortly after purchase. The bow end of the "well" has been reconfigured so the boat can be moored either bow in or stern in. The mast of the PIED PIPER fits under the lower edge of the curtain so there's no need to lower the mast. Purchased in January 2014 for $30,000.00.