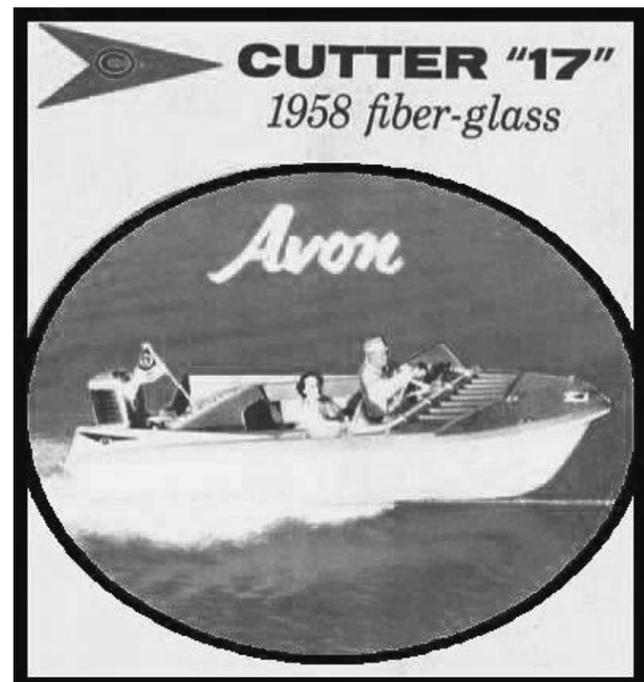


In the late 1950's boat manufacturers began experimenting with a not so new, but very flexible and cost effective material to build boats. It was known as fiberglass. This moldable substance made it possible to mass-produce boats on an unprecedented scale.

Now before the introduction of fiberglass boats, the freedom of open water could only be enjoyed by those who could dedicate themselves to the time consuming labor and great expense of maintaining a wooden hulled boat. Then, Cutter Boats Inc., a subsidiary of Owens Yachts, made it known that they had a top-secret process that could produce high quality, affordable, and easily maintained boats made from fiberglass.

Penny Candy was one of those boats. Her sleek and modern figure was deliberately designed to entice beginner boaters with exclusive details such as, car inspired tail fins, left sided steering, luxury seating set inside an extra deep hull, and a complete set of stainless steel hardware. An outstanding marketing tactic would have lured the average Joe with the idea that these boats were made to go straight from the showroom to the water. Imagine how proud Penny's owner must have been when he trailered home his candy apple red showpiece, and parked it in the driveway right next to the family car. He would have been the envy of all his neighbors. So we'll call him Mr. Jones.



For several years Penny would have shone brightly in her spanking new suburban development among the Jones's. But unfortunately, the ease of mass production comes with a misleading price tag. When things are easily made, and easily owned, they also become among the easily disposed of. Once the brief tail fin craze was over, Penny and her lot quickly became yesterday's news. The poor girl never had a chance.

As Mr. Jones's glory faded into the background of his neighbor's next best thing, he devised a scheme to rid



1958 CUTTER/AVON 17'

himself of the eyesore cluttering his yard. Now listen, please don't judge Mr. Jones too harshly. Remember, this is the 1950's. Status was measured not so much by the size of your assets but by how modern they were. Subsequently, Mr. Jones sent Penny to the farm, literally.

One fine fall day Penny was driven to the home of Mr. Jones's out of town friend. We'll call him Mr. Nice Guy. Carefully, Penny was set on pedestal of cinder block and wood for what Mr. Jones promised would only be "temporary storage." Sadly, season after season passed.

Mr. Nice Guy diligently attended to grass that grew beneath Penny's hull, and faithfully swept away the leaves that littered her deck. Every once in a while Mr. Nice Guy would stand before Penny, shake his head and sigh. He was charmed by Penny's nostalgic whimsy, but he just didn't know what to do with a boat that wasn't meant to do anything other than tool around the bay.

In the meantime, the weather took its toll on Penny's façade. Rainwater pooled in the wells of her bow, creating hideous blisters that festered in hot summer sun, and split in the dry winter wind. And if that wasn't enough, the shade and protection of her strong belly provided a good home for the wasp and mice that gnawed through her seats and wood framing. Yet, Penny remained steadfast and confident. Her nose was always held high toward the sea, and her stainless hardware boldly continued to sparkle between the sunrises and sunsets.

For over twenty years Penny sat in the middle of that field facing the same road that brought her there. A road now paved. Then Mr. Nice Guy decided it was time to let her go. He put out a hand painted wooden sign offering a..."Free Boat" to anyone interested, hoping someone would spare Penny from her alternate fate.

What kind of fate? Let's put it this way... if you had to dispose of a 17 foot abandoned boat on cinder blocks, without a trailer, no ownership papers, and no clue as to the whereabouts of its registered owner... what would you do? Mr. Nice Guy later confessed a grim plan that involved a chainsaw, rope, and bulk trash pickup day. Luckily, the very day Mr. Nice Guy put his sign out, my father drove past. We'll call my dad, Mr. Smith (really).

Anyway, I don't remember the exact conversation we had that morning, but I do remember how my dad strolled in, sat on my couch, and kept quiet while I rambled on... probably about

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BONE YARD BOAT LISTINGS ...



1925 MORGAN CUSTOM CRUISER 32'

1925 MORGAN CUSTOM CRUISER 32'. A beautiful classic built in Florida in need of restoration. The hull is cedar on oak and has been stripped bare and is in very good condition. All original hardware and systems are there. Engine is a four cylinder Graymarine with 2 to 1 reduction gear. The engine is locked up and missing head. Spacious aft deck and very liveable cabin space including head and original woodburning stove, and galley fixtures. The boat also has a front cockpit used for anchoring and docking. This boat has been modified over the years and original cabin and cockpit design are not known. Boat appears to have been equipped with a steadying sail. This boat also has a custom trailer that was built when the boat was transported to Atlanta in 1969. Any reasonable offers considered, but most of all want to see this lady go to a good home and restored to her original glory. Atlanta, GA. Asking: \$1500 obo. Contact Tim at tzoretic@aol.com



1947 PORT CARLING SEABIRD 20'

1947 PORT CARLING SEABIRD 20'. Waiting to be restored. 20' long, lapstrake construction with 3 bench seats in a walk-through cockpit design. Powered by a 6 cylinder Chrysler marine engine. The boat was purchased in 1978 as a restoration project and partially stripped before the owner was transferred to England. All chrome pieces have been set aside for re-installation, including the fittings for a Navy top. Needs some work to chine planks and transom area. The boat was in full running order when it was put into long-term storage in a boathouse on Lake Rosseau.

Owner says, "What a great website/newsletter, and a noble thing to do. We need to save these boats..." Continued



CHRYSLER MARINE of the 1947 PORT CARLING SEABIRD 20'

"The Seabird is still available, and I am just in the process of getting her removed from her current storage place to a commercial yard where she will be more accessible for viewing (Brancebridge, Ontario)." Asking: \$3,500 and willing to negotiate. Contact: Shirley at s.redpath@dsl.pipex.com.



1969 CHRIS CRAFT Futura 26'

1969 CHRIS CRAFT Futura 26'. Owner says, "The last year for the wooden model of Chris Craft Futura. Never used in salt water. 26 foot Chris Craft Futura built in late 1969 and shipped March of 1970 to the Bloomington, Indiana area. I believe the boat was stored on the water at Lake Monroe for the next eighteen years. The hull is plywood -- WXB-26-0024-S and the engine is 180085 -- a Chevy inboard 4-cycle V8 engine labeled 307-Q producing 200 HP. There is a canvas top for the whole deck area. It was upgraded to use unleaded fuel in 1991. An adaptation for running the motor when the boat is out of water, using a water hose, was also added at that time. It comes with full canvas, swim platform and stabilizing fins that work hydraulically. It has the original head and alcohol stove. The interior was redone in about 1993. It has marine and CB radio antennas and provisions for other antennas. The marine radio is late 1990s with digital display. It comes with an assortment of bumpers, lines, two anchors and a swim ladder. Since 1990, the boat was stored inside except for one year. It was put away at that time, properly winterized and fuel stabilized, in a heated building where it stayed until about May 1 of this year.

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