

Introducing Callinectes Runabout

- **Quality** - Callinectes Runabouts are built to ABYC standards by trained Maine craftsmen.
- **Comfort** - A modern underbody, bow flair, 4" foam seating, and thoughtful storage makes a Callinectes a delight to use.
- **Safety** - Callinectes Runabouts employ jet pumps, to eliminate potential propeller related injuries while allowing access to shallow water.
- **Low Maintenance** - Fiberglass hulls are married to rich wood decks that are covered by twelve coats of UV resistant varnish.
- **Fuel Efficiency** - A fuel efficient engine coupled to a remarkably light 1000 lb hull, fuel consumption is miserly.
- **Environmental Stewardship** - Every Callinectes Runabout is powered by a high-output low emission engine.
- **Wow Factor** - Classic styling, comfort, and performance with little maintenance demands! What other classic runabout owner can say that?

Future Shows

- Mar 26-29**
Tavares, FL
Sunnyland Antique Boat Festival
- June 25-28**
Mystic, CT
Wooden Boat Show
- July 24-25**
Meridith, NH
Lakeside Living Expo

Spotlight on the Newcomer: Fiberglass Hulls

Callinectes runabouts are classically styled, easily maintained, and deliver an exhilarating ride at half, if not better, fuel efficiency. Now we introduce the first production fiberglass hull (see article below) which enhances all these qualities. The new hull arrives in the shop in April.

At first glance, the runabout looks as if it sped into the present from a day in the late 1940's. This all new design has the classic and exquisite styling of the Chris-Craft Riviera bow, those gorgeous covering boards, caulked seams, and eye-popping hardware and the sweeping tumblehome and moderately curved (and sloped) transom indicative of the older Italian Rivas. The new hull allows us to integrate our company principles: high quality construction, fuel efficiency, and environmental stewardship into a modern beauty.

For those who saw (or will see) the prototype, you may be wondering what will be different? And perhaps even, why is this a great

idea?

First, what doesn't change: the handcrafted deck, with stunning wood working and finish hardware. The fast and efficient powerplant, generous seating, and plentiful storage remain the same.

What's new is the structure underlying this powerful beauty: a vacuumed infused hull is lighter, uses less resin (not an ideal product for the earth, yet still necessary to the boat building process) and significantly reduces the VOC's released into the atmosphere. A lighter weight hull means the runabout will use even less gas.

While lighter, there is no compromise: this hull material is stronger than wood and most fiberglass boats on the market.

In fact, the hull will now be ISO compliant—for those who don't speak "ISO", this means it meets the more rigorous international standards for construction and safety.

Why not wood? Gosh, we love wood, we really do, but when it comes to putting wood in the water, the subtext is maintenance. What happens when you put an infused fiberglass hull in it's place? Well, you'll service it less than an all-wood hull. [So if you enjoy hauling and maintenance, this hull will not be for you.]

One more bonus for owners: you get to pick the color of the hull, which will now be gel coated. The difference in a gel coat paint? Anticipate "perfect", and you won't be disappointed.



Thank You! To Maine Technology Institute

And now, for some economic good news...

Callinectes Boatworks is moving forward with production plans—a year earlier than planned—thanks to the Maine Technology Institute (MTI). In the autumn of 2008, MTI awarded Callinectes Boatworks with a Seed Grant to develop hull molds for the Runabout 16. This tooling enables the company to leap forward in production with infused fiberglass hulls.

Launched in July 2008, the prototype Runabout 16 attended four shows where it garnered formida-

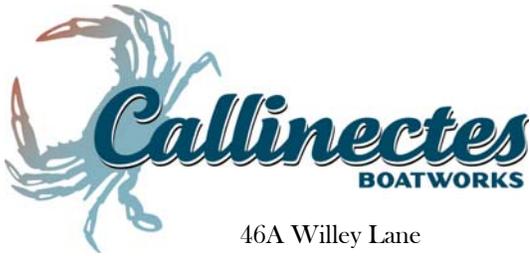
ble interest. Her performance on the water exceeded our expectations.

The new fiberglass hulls enable a faster production cycle (having a favorable impact on pricing) and provide owners with a lighter low-maintenance hull. From the company standpoint, we are excited about working with our new vendor, Chislett's Boating and Design.

The benefit of MTI support, at this juncture of business start-up and global economic conditions, can't be understated. The MTI

support for this valuable tooling allows the company to use its resources efficiently: in product development, manufacturing refinements, and brand recognition. Again, *THANK YOU!* To MTI.





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The Winter Spa Experience for Glen's First Build

In the year his father retired, Glen built his first power boat, a Simmons 20' Sea Skiff, named **EllyQuinn T.** [*Such a gift! Family and friends generously donated materials♥*] This winter, she rolled into the Callinectes shop for upkeep.

Launched in 2001, the boat resided in Virginia on the Rappahannock River as a family cruising and fishing vessel. She spent springs chasing freshly-launched Landing School boats off

the Maine coast. Versatile, spacious, and stable, she has a forward fishing platform, center console, leaning post, aft gear lockers, and a drop-in bait well.

After nine years, the original twelve coats of varnish (without any periodic maintenance) were ready to retire. As tired varnish will allow, the mahogany coamings and trim pieces had begun to sunburn. Thanks to the forgiving nature of wood, a good sanding (and lots of fresh varnish) erased the

blemishes. Fresh paint set her back to like new condition.

Originally built by two teaching assistants in a shop nearly the same size as the vessel, the builders decided to follow dory tradition, applying bottom paint up to the second strake. It was logical for the time, but this beautiful boat waited long enough for her proper waterline!

The hull design comes from North Carolina's T. N. Simmons (in the

late 50's) to handle the local shallow, changing, and often rough inlets. The skiffs quickly gained popularity among watermen: the pronounced bow, sharply-raked transom, and motor well provided a dry ride and eased handling of nets and lines in a following sea. Today, these original design skiffs are sought after: a few small shops produce original hulls.

