

Gidley, Grew and Lake Simcoe

Gidley didn't waste any time blowing their own horn, and by 1903 were advertising themselves as the "largest boat builder in the Dominion", claiming to produce over 200 boats a year. The production was heavy with small motorboats, which certainly put them in a tie with Canada Launch Works in Toronto, although the latter was struggling financially and would go under the following year. Gidley had its eye on much bigger and higher margin boats, ultimately the high-end yacht market, already dominated by Polson Iron Works and Robert Davis & Sons. Gidley, in its various forms and successors, remained active and a going concern from 1895 until 2011, an uninterrupted stretch of 116 years.



The Gidley's, Henry is in light coloured suit at left. James G. (Midland Boat Works) at second from left.



The “largest boat builder in the Dominion”, Gidley Boats. Main assembly room was on first floor, finishing and inventory storeroom on second.

John Gundry Gidley was born in 1821 to a family of miners in Breage, Cornwall in the southwest arm of England. The copper mines had a history that went back to Celtic times, but John had little interest in going underground in the predawn dark to just after sunset, bashing at rock with sledgehammers and chisels for 10 hours only to re-emerge into the chill rainy gloom that is Cornwall at the best of days. In 1854 he had saved enough money and left for what were then called the Canadas, particularly Upper Canada. He elected for a career in the open air, working as a sailor on the Great Lakes, working his way up to Captain, and doing ship repair and building boats in the winter season, when the sea lanes were closed. He settled in the port village of Penetanguishene, on Georgian Bay. In spite of its name, Georgian Bay is actually the sixth Great Lake, in terms of size and shape, the term “bay” sometimes gets used rather carelessly, such as Hudson’s Bay, which should be more correctly termed an inland sea. The geographic watery pouch that includes the port towns of Midland, Penetanguishene, Victoria

and Honey Harbour, Waubashene and Port McNicoll doesn't have a name, it is an actual bay on a misnamed one. John G. had five sons, two of which went into the boat building business. Henry started his own shop on Nelson Street (Now Beck Boulevard) just north of Main, right on the waterfront. It's hard to tell exactly where the shop was, there has been a great deal of levelling, rebuilding, and landfilling over the years, the location appears to now be occupied by a small marina, a restaurant, and a large parking lot; there is ongoing discussion as to whether the area is to be developed, as so much desirable urban waterfront is these days, as retirement condos.



50 ft by 10 ft. D in Cabin Cruiser or Club Launch. (1910-1915)

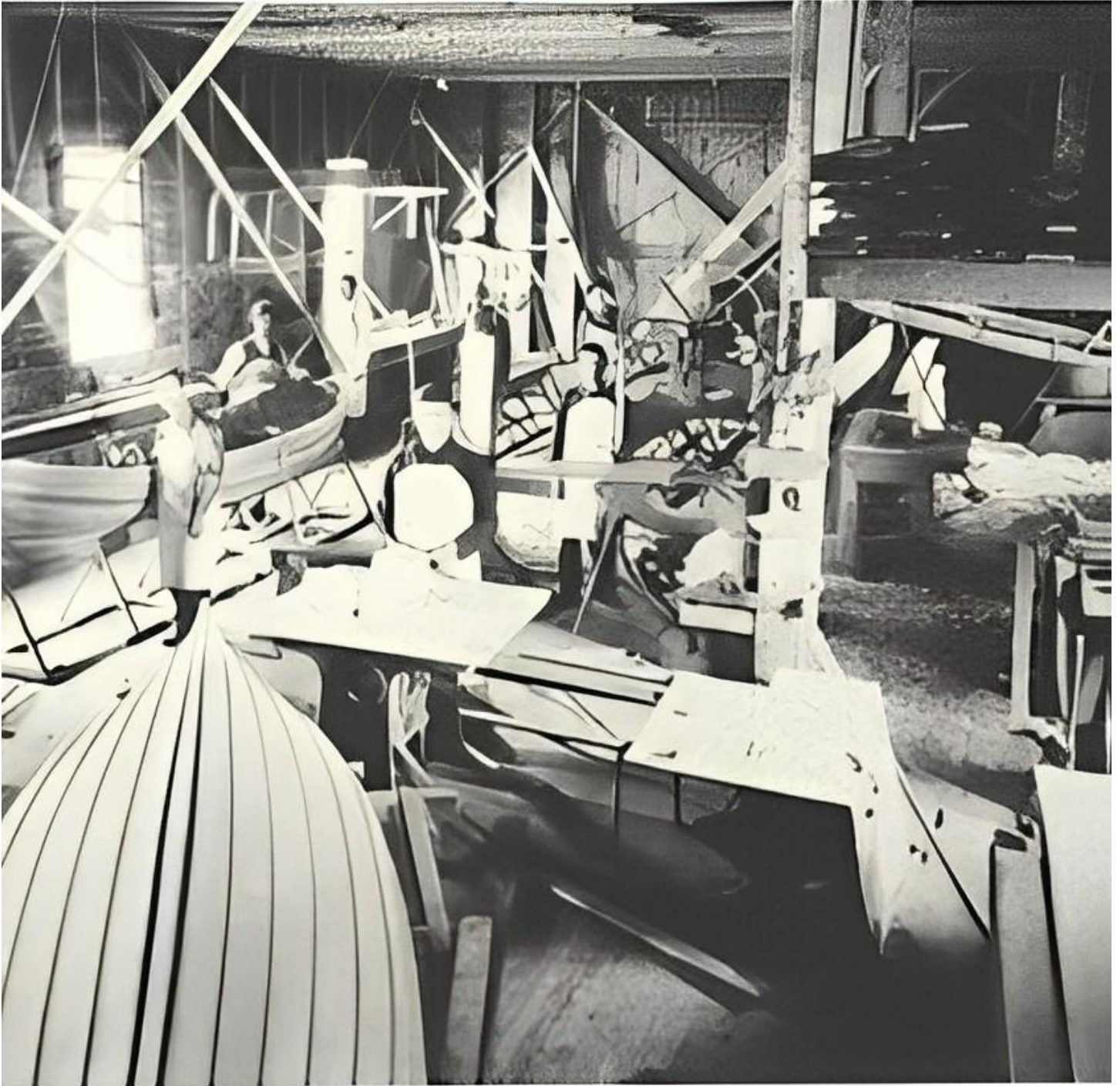
Early Gidley motor cruiser, 1910's.

But when manufacturing industry was more important than retirement luxury, the boat and engine builders were hard at work. There were three startups in the area, Henry's H. E. Gidley Boat Works, Adams Launch and Engine Works, both on the Penetanguishene waterfront and Midland Boat works a few miles away and so named for the big town in the area. It was a small

yard next to the commercial shipbuilding works of Midland Dry Dock and later Midland Shipbuilding. What became Midland Boat works was a tiny shed initially, known as Hackers Boat House, and had a number of owners over the years, starting with W. H. Hacker (no relation to Johann (John) Hacker of Detroit, who was slowly building his own boat and design business and would hit it big only in the early 1920's).



Hacker's Boat House, starter home of Midland Boat Works



Inside the Gidley works.



Dolly Varden, a Gidley launch you can afford.



Restored Gidley base model, 1910 Manotick Classic Boat Club photo

SUCCESSFUL MOTOR BOATS



As motor boats, like anything else, are judged by what they do, let us tell you something about one of our successful models—Betty II.

The "Betty II" is absolutely safe and seaworthy. She is 30 ft. long with a beam of 5 ft. 6 in. The 25 h.p. engine drives the boat along at the rate of 20 miles an hour. We might also add that one of these boats, five hours after the engine was started for the first time, won first prize at a race.

J. H. Ross Boat & Canoe Co., Limited, Orillia, Ontario

THE BRITISH MINIATURE RIFLE

101 pp., fully illustrated, deals with short range rifle shooting. By W. W. Greener.

Sharp Shooting for Sport and War

180 pp., illustrated, treats of long range target shooting. By W. W. Greener.

W. W. Greener's Books contain all the information required by the Tyro, and are of value as works of reference to the expert Rifle Shot.

The above books will be sent postpaid on receipt of 30c. each.

BOOK DEPARTMENT

ROD AND GUN IN CANADA,

WOODSTOCK, ONT.

J. H. Ross of Orillia was another competitor in the region, they did not outlast the war.

At its height 1909-1914, Gilbert made about 10-12 motor launches a year. Gidley said they made 200; that would be a lot over time. After 20 years in business by 1914 that would have been around 4,000 craft, and the waters around Georgian Bay did not seem to have such a fleet. As well, the small motorboat market was insanely competitive at the time, there were a lot of buyers, but there were a lot of builders as well, far more than merit mention in this text, hundreds of small carpentry shops might build a few motorboats to explore a new business line, even an average skill do-it-yourself type could build something boat shaped, with an engine that moved forward through the water, it was cheaper to have a mail order boat, or a mail order set of boat frames sent to you, along with hardware, an engine and detailed plans to ignore. Every city, town or village on the water had at least one boat builder, or someone who would do it on a customer order basis. A company photo for Gidley for 1914 shows eighteen people, two suit and tie types to run the place and sixteen more to do the hands-on work, Gilbert had about fourteen working staff, including the three Gilbert brothers. Gilbert's new shop was 40' by 140' it was too big and there as a lot of empty space, Gidley was a two-story building about 50' by 30' per floor, it was extremely cramped. But Gidley and Gilbert were not really competitors, Gidley covered the cheaper middle-class end of the market, Gilbert the upper middle to higher, so the production differences are misleading to some degree. Here is the Gidley model line for 1905, with prices you can afford (maybe).

Length	Beam	Cockpit	People	Speed	H.P.	Cyl	Price
18'	4'9"	12'6" X 4'3"	6-10	6 mph	1-1/2	1	\$260
18'6"	4'9"	12'6" X 4'3"	6-10	7 mph	3	1	\$325
21'5"	5'	14' X 4'9"	12-14	7 mph	3	1	\$385
25'6"	6'	17' X 5'7"	22-25	8 mph	5	1	\$555
25'6"	6'	17' X 5'7"	22-25	8-1/2m	6	2	\$650

Gidley's 1908 boat list: 25 people in a launch? I don't think so.

Gilbert's base model for 1908 was the 24-footer, which had an 8 HP Lockwood or Smalley, both imports, and started at \$950 and went up from there. It made sense, Gidley went for the middle-class buyer, Gilbert for the upper-middle and upper class.



1914 Gidley Boondoggle, owned by Dave Burns, at Big Rideau Lake Manotick Classic Boat Club photo

The building at the Penetang shore was shared with Adams, although it was not clear which building this was. In 1898, there was just a single two-story structure, by 1905 there were two buildings, the two-story and a second building just behind it. Where would they put everything? St Lawrence's engine factory consisted of three lathes, a milling machine, and a workbench to do the assembly. There were about 4-5 engines in progress at any one time, although this is a memory from someone who worked there in the 1950's as an apprentice, speaking to some of the old guys who had worked there in the 1920's.



Boondoggle on the water Manotick Classic Boat Club photo



Gidley Launch circa 1912.

Gidley after Gidley



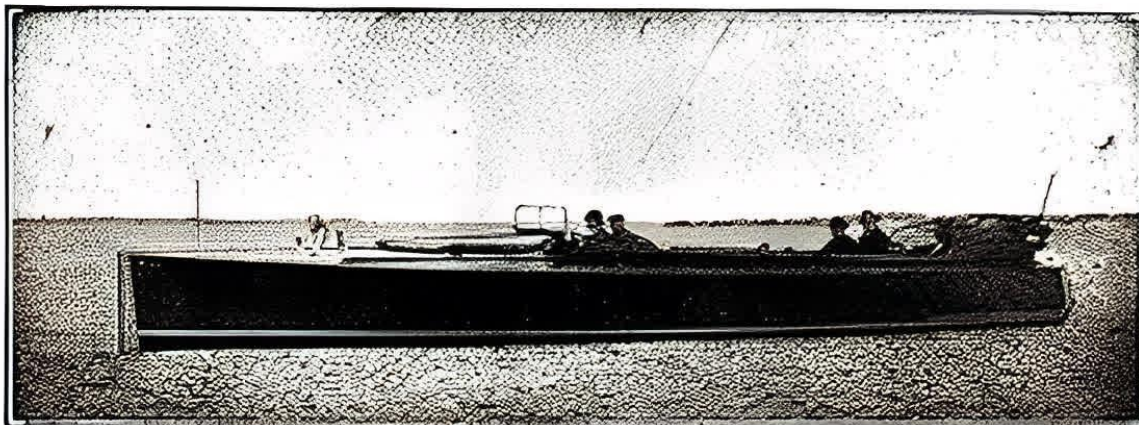
Cottagers line up for the mail boat to arrive, 1920's, given the women's outfits.

The reason for Henry Gidley's abrupt departure from the boat company he founded was not clear. In 1911, he simply left town, the town he was born in, grew up in and became a local business success in and took his family and moved to Detroit, apparently with the intention of

becoming a construction contractor in the home building business. There was no evidence of financial issues, no bankruptcy, no reorganization, no large contract that went south, such as would be the case for Minett-Shields 38 years later. My best guess is that there was too much competition and second the market needle was steadily rising to the full marker. Customers bought a boat eight years ago, it was working fine, no leaks, the engine was running smoothly, maybe they didn't use it quite as much as they did when they first bought it. Why should they spend another several hundred dollars for one that only went a few miles an hour faster. Other than Georgian Bay, where would you ship your product? The St Lawrence had Gilbert, Sauve, St; Lawrence Engine Co. Kingston had the venerable Knapp, now split into two shops. Ottawa had Dey Bros and Edgar Dey's Capital Boat and Canoe Works and Ketchum Boat Works, the Rideau system Davy Nichol. Dowsett, Elgin Boat Works and Conley's at Westport, Toronto had Schofield-Holden and Marine Construction Co., Hamilton Bay had Jutten & Bastien, Robertson Brothers and Hamilton Boat & Engine, Peterborough and the Kawarthas and especially Muskoka all had too many builders to even count, all going full steam with production. Polson and Davis held the high end, Aykroyd and Walter Dean the low end. At what point would the market simply reach its consumption limit and say "no more, I've had enough" and there would be a tidal wave of bankruptcies and collapses. On the other hand Detroit's industry was expanding rapidly with Ford and Durant and Chevrolet and small but growing businesses such as Caille Bros. Co., a slot machine manufacturer that was pivoting to small inboard and outboard motor production. These businesses needed workers, and workers needed houses and houses needed to be built. It was a carpenter's version of Dawson City of 1897, there was gold to be had. He sold his interest in Gidley Boats, but to whom. The general manager of the time was Hugh Warnock and I suspect he bought Gidley out. The photo of the Gidley staff in 1914 has as noted, sixteen workers and two suits, the dominating, smiling figure at the centre is probably Warnock himself, the pose of the man in charge. Warnock was probably not the sole owner, all of the larger firms were too expensive for a senior employee to purchase, there were almost always another backer, another businessman who had cash piling up from his successful business and needed somewhere to invest it. Polson Iron Works had John Bellamy Miller, Gilbert had a consortium of investors, mostly businessmen from Montreal. However Warnock was now the part owner and principal mind behind Gidley, and he needed a new vision to put the company back on track. The Great War began later that summer and pleasure boat building went into a freeze. The only survivors were companies who had large numbers of American's who had bought summer cottages and still wanted boats. They were going to continue to enjoy life, the trench battles were Europe's problem, or they would be until mid-1917.



Gidley boats on parade, 1920's



"The Penetang Line—Worth to Satisfy."



In the following:
 22' x 5' 4"
 25' x 5' 6"
 30' x 6' 0"
 35' x 7' 0"
 Prices:
 \$600 to \$1,500,
 according to
 Power and
 Equipment.

Singled Out from the Ordinary

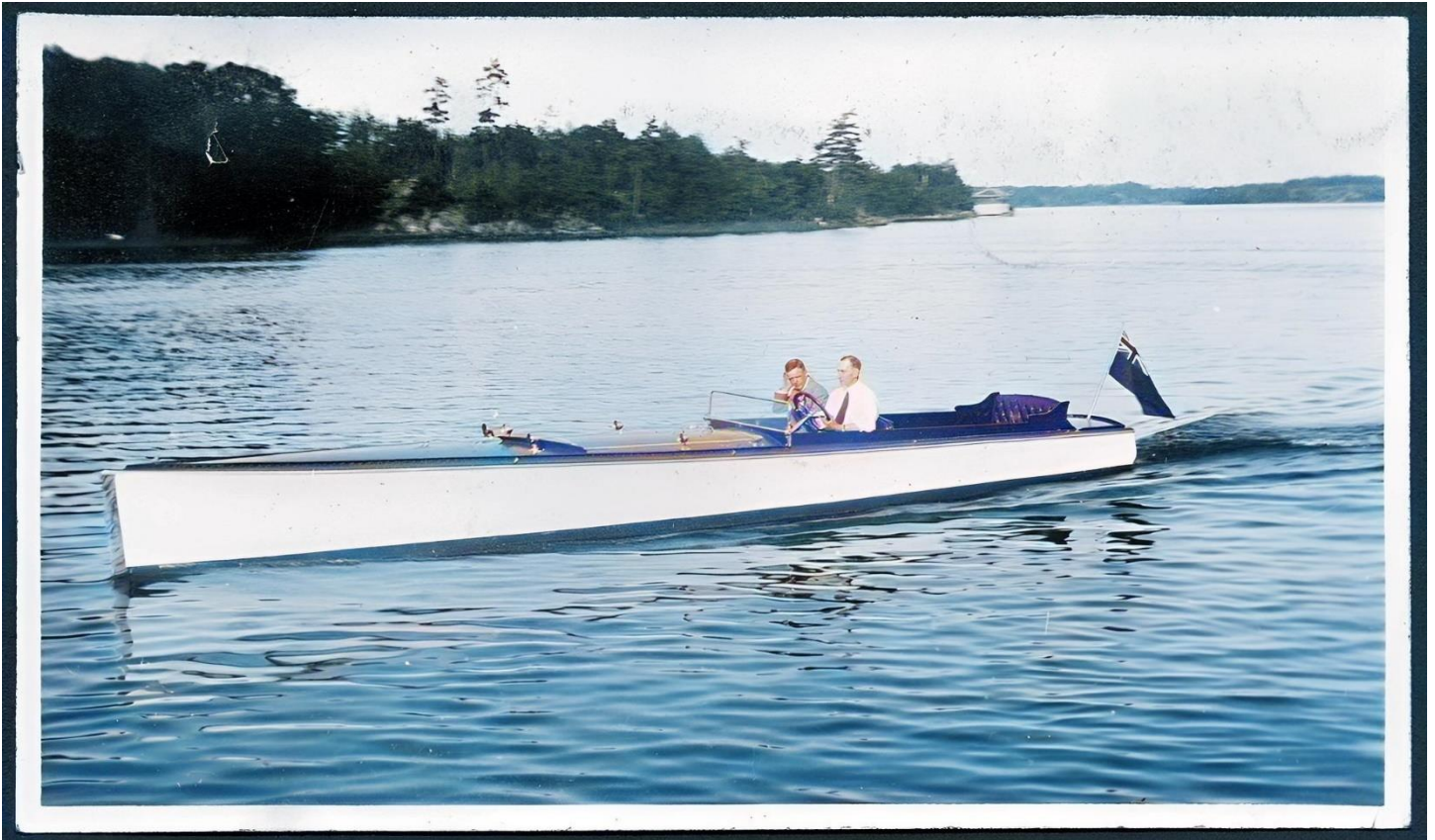
The illustration shows one of the "PENETANG LINE" LAUNCHES that are built on the "SAFETY FIRST" idea without sacrifice of speed. For real comfort, handsome appearance and reliability, you'll go a long way to beat this spacious craft. The picture doesn't do justice to this craft. Come in and examine one for yourself and you'll appreciate the perfection of construction and superiority of workmanship that distinguish the "PENETANG LINE." If you want a craft that will give satisfaction down to the smallest detail, you'll be interested in this handsome "PENETANG LINE CRAFT."

Orders filled at once. An absolute guarantee of satisfaction is given. Our catalog "G" will give you complete particulars. Get one, or pay us a visit and investigate.

The Gidley Boat Co., Limited, Penetang, Ontario, Canada

Toronto Show Room, 117 Bay St. Distributing Agents for the Loew Victor and Kermath 4-Cycle Motors

Gidley long deck launch, note the shorter foredeck than most other builders, maximizing passenger and driver area. Early 1920's. Most builders had abandoned the brass tube windshields for wood frame at that point.



Extra-long deck boat, Penetanguishene Gidley.

Warnock and Gidley managed to ride out the conflict and by 1920 they were ready to start anew, with new business ideas. The market had changed, the mass of small and big motor launch shops had disappeared or were pivoting into repair, storage and docking services, as with Gilbert and the Knapps. The Ottawa builders were all gone, Dowsett was the only consequential name left on the Rideau. The Hamilton shops were mostly quiet, again, switching to marina services if they were still in business. A handful of small builders built on an order basis from time to time, Jack Mallette in Gananoque, Davy Nichol in Smiths Falls. Warnock updated the Gidley launches, which had become stuck in the rounded 1910's style, with rounded sterns and low freeboard and barrel like decks. The new launches were more high-end, going up to as much as 35 feet long, with mahogany decks, and sides if you were willing to spend the extra money. The boats were much less rounded, with flat decks and sides and stern, with folding windshields (the boats up to that time had none), every bit as grand as a Ditchburn or Minnett and capable of competing in that same market.

ADVERTISEMENTS

Mer Douce

THIS IS THE
GIDLEYFORD

THE MASTER PRODUCT IN MOTOR BOATS



Conserving the Best Features of all Former Designs, and Presenting to Discriminating Boat Lovers the New SPEED HOOK Bottom

YOU CAN OWN ONE

Write — The GIDLEY BOAT CO., Penetang, Ont.



Province of Ontario

Beautiful Islands in Georgian Bay and Lake Temagami for sale or lease.

Excellent tourist sites in Algonquin Park and Rondeau Park.

For further information apply to the undersigned,

BENIAH BOWMAN,
Minister of Lands and Forests, Toronto.

W. C. CAIN,
Deputy Minister of Lands and Forests,
Toronto.

Wayne

GASOLINE AND OIL STORAGE SYSTEMS
The Wayne Super-Visible is the King of All Pumps

Phones CANADIAN TANK & PUMP COMPANY LIMITED
Adel. 5196, 2974 119 Adelaide Street West, Toronto

1923

The Algonquin Historical Society

Will prosecute their work for this year with increasing vigor

Eight issues of the official organ,

MER DOUCE

Will be published — February, Easter, May, June, July, September, November, Christmas.

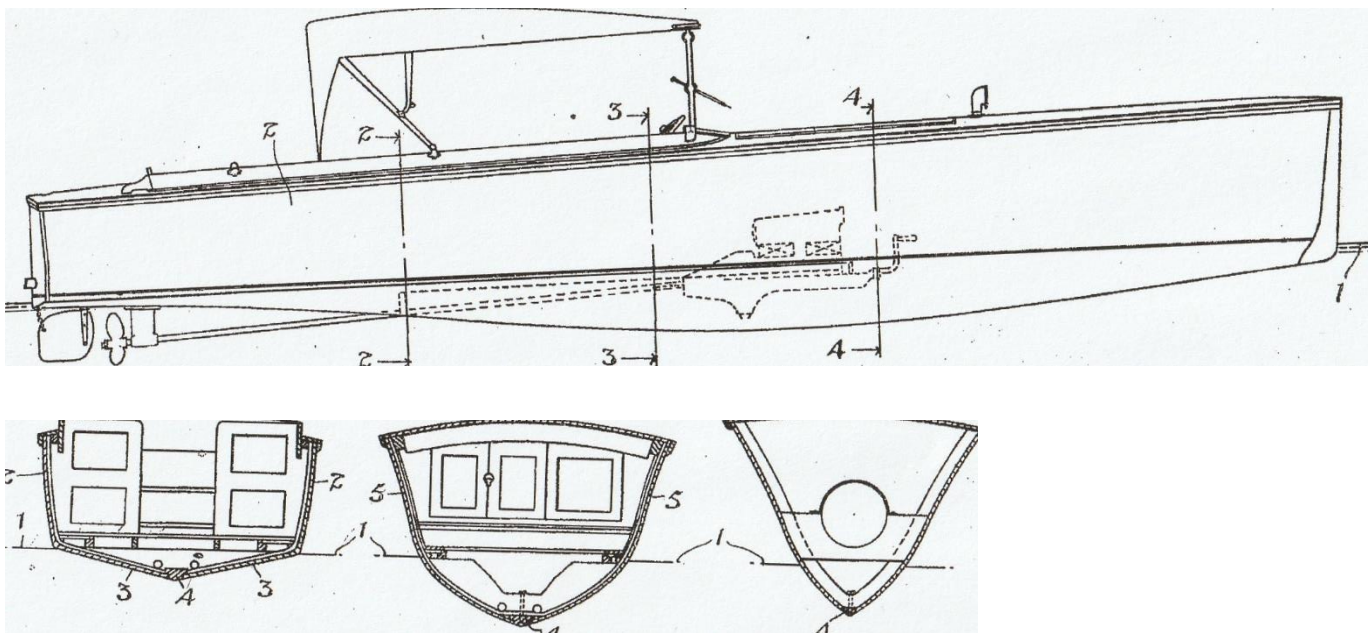
Bound Copies of the 1921-1922 issues for sale, \$2.00

An invaluable work of reference
School Boards and Libraries cannot afford to do without it

Address, **THE MER DOUCE**
92 Madison Ave. Toronto, Ont.

The Gidley-Ford, a short-lived co-production with Ford Motor.

The long decks were actually shorter than the Muskoka types, allowing for more cabin space, that appeared to be the main difference. Some promotional attention was pinned on a collaboration with Ford Motor Co. which involved putting a 20 hp marinized Ford Model T engine in a 24-foot Gidley. There wasn't anything particularly original about this, many engine and machine shops had been marinizing such engines for several years, notably St. Lawrence Engine Co. Warnock was a naval architect and an engineer, he actually designed the Gidley-Ford as a patentable motorboat and obtained a patent in the U.S. number 1505113.

*Warnock's idea was the fish belly bottom.*

The lynchpin idea was that the bottom would be shaped like a fish belly, apparently this would improve steering and general maneuverability. Did this really merit a patent? In 1922, the round bottomed displacement hull was already a technological dead end, and Chris-Craft and Hacker Craft were going all in on planing hull runabouts. The author's 1908 Capital Boat & Canoe fast launch has the same style of hull bottom, so maybe this is why there was no patent in Canada.



Restored 1918 Gidley Manotick Classic Boat Club photo

Ford had vague plans about including the so-called Gidley-Ford as a model in dealerships; this plan never really went anywhere as people did not care to buy their boats in the same place they bought their cars. This program, whatever it accomplished, ran from 1922 to 1926. Still it showed that Warnock was always trying new ways to grow the business. Gidley also started pursuing the coveted motor cruiser market. Supposedly they had built motor cruisers before the war, and there was a painting of one such boat they had built, but it was only a painting and in the era of snapshot photography, there was never a picture of it in the flesh.

About the Gidley Boat Company



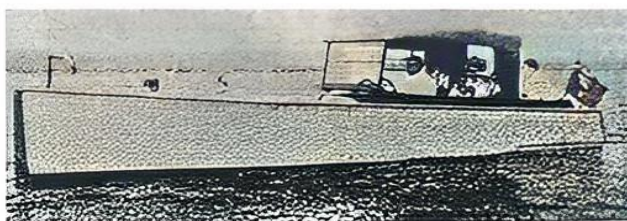
The Gidley Company can be traced to the late 1890's. There is an early recorded purchase by the Federal Government in 1903 for a boat to do survey work on the St. Lawrence River.

Orville Wright purchased his first Gidley in 1918.

Orville was pleased with his first 20' Gidley but the motor was weak and problematic. He elected to install one of his former company's WRIGHT engines in 1920. Since Gidley began using Ford engines in 1922 it is quite possible that although no record is known to exist as to how the deal came about, it appears that the only connection between Gidley and Henry Ford was Orville Wright.

As far as is known Gidley was the only manufacturer of water craft for the Ford Motor Company.

Gidley Boats were well designed for the unpredictable Georgian Bay waters, sturdily built and well finished.



Gidleyford side view shows the windscreen, khaki colour top and "one man" top irons. All of these were "off the shelf" Model T Ford parts.



Orville Wright's 1918 Gidley taken 1920
Griffith Brewer, Orville, Vilhjalmur Stefansson, Katharine Wright

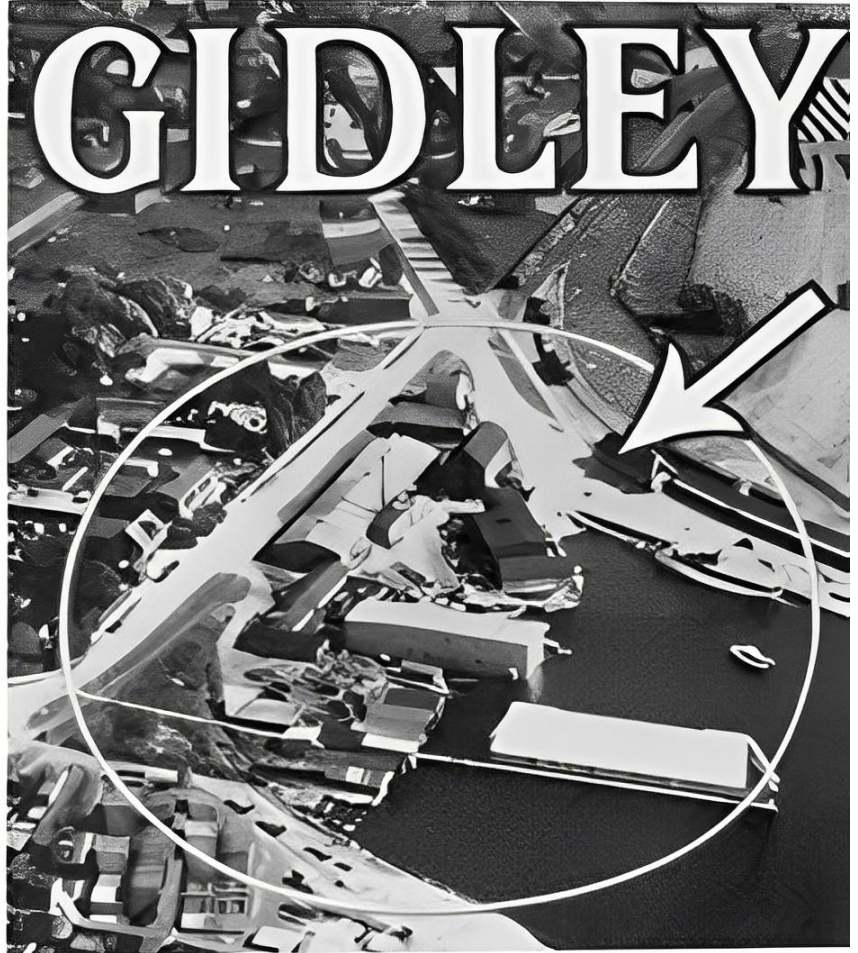
For a more complete account of Orville Wright's life on Georgian Bay in Ontario Canada see the book "From Kitty Hawk to KITTYHAWK" available by Emailing a request guy@kittyhawk-boat.ca

They built a small launch for Orville Wright, who had sold his interest in Wright Aeronautical in 1915 retired and spent his summers on Georgian Bay up north. The frugal Mr. Wright purchased a 20-footer in 1918, only to be disappointed in the weak, (probably 10 hp) engine, quickly replacing it was one from his former company, which was now focused purely on engine building. In 1929 he ordered a much larger day 30 foot cruiser. It had no name originally, but friends gifted him a series of brass letters spelling out Kitty Hawk, so Kitty Hawk it became. One of their largest projects was a majestic fifty-foot-long cruiser named Miss Scarlett, built in 1929. The name was not sourced from *Gone With the Wind*, as this did not come out for another 10 years, the book was tied to the movie and only then did the name of the heroine become iconic.

Gidley and the third life of Grew



*THE GIDLEY YARDS at Pen-
tong, where are turned out the
famous GIDLEY Yachts, Cruisers,
Runabouts. Make Pentong Harbour
— the finest on Georgian Bay —
YOUR harbour*



It appears Henry Gidley survived in Detroit; he did not prosper greatly or fail spectacularly. Over the teens and twenties he built houses and raised a family of four children. He had a house on Fullerton Drive; it is hard to tell today on Google Maps what it looked like in better times, there are some nice houses, some small and some not so impressive. He invested in real estate and then when the collapse came in 1931 his fortunes, like so many other small businessmen, went with it. He spent what little money he had left for an operation to remove cancer from one of his eyes, but back then surgery was the only cure for the disease, and if it was metastatic, it was only a matter of time before the end, he died shortly after in 1933. His old company, still under the control of Hugh Warnock was essentially moribund, almost no staff were left, only the building and some repair work was going on.



Gidley cruiser Miss Scarlett

Arthur Grew had his formative learning experiences at Aykroyd's in Toronto Harbour. He had asthma and in the era before inhalers, a serious attack could be potentially fatal, and in the 1900's the Big Smoke had become progressively smokier, even when I worked there in the late 1980's, there were regular warnings of air quality danger serious enough for those with breathing conditions to stay inside and close the windows. Grew's father lent him some money and in 1907 he headed up to the town of Jackson's Point on the southern shore of Lake Simcoe to start a new business. His interests at the time were purely in canoes and sailing dinghies and pulling skiffs, exactly what he had been making at Aykroyd's. Like so many other waterside builders, he also added a boat rental operation. It was a modestly successful business and like many luxury products, new customers became very thin in the early 1930's. The only way out was to appeal to an old customer to bail him out. This was Clarence Kemp, vice president of Sheet Metal Products of Canada Ltd. (under the corporate banner of General Steel Wares Ltd.,

for collectors of gas and oil cans, this had the red label with the letters “GSW” on the side) who lived in Toronto but whose family spent their summers in Georgian Bay. According to the biographical information, Kemp and his partner Eric Osborne “bought” Grew Boats, but other than some lumber and a few shop tools, and maybe a couple of canoes and whatever value the boat rental end had, the purchases was mostly the services of Arthur Grew himself, for a business that given its size and low margin that even in the good times, probably didn’t produce much more than a small living for the company principal. The more important purchase was the Gidley Boat Co. in 1932. Gidley was a much bigger builder with the name brand recognition and boats continued to be built as Gidley until 1939, when Kemp and Osborne merged the enterprises under the name Grew Boats, possibly because they had a personal connection with Arthur Grew and he would be the new face and principal of the consolidated company. It was actually a holding of three companies, the original H. E. Gidley, Grew Boats, and Walter Dean Canoe Co., which had been bought after its failure in 1923 (there are no known Gidley Sunnyside Torpedo canoes, so it is not clear whether there was any continuation of this model after 1924. The Jackson’s Point shop continued in the small boat business, making canoes and outboard runabouts while the Penetang shop struggled to get back into the runabout game; the era of the round-bilged long deck launches were past and it was time to move into planing hull runabout designs, the first of which was the 20 foot Grew Sea Master which came out in 1937. This was in line with the design of the time, all mahogany hull with a utility deck and interior configuration. The earlier and first phase of runabout design, originating with Chris Craft, Dodge and Hacker in the early 1920’s was based on the cockpit approach, with two or three seating areas, with the seats enclosed and separated from one another. In some cases, there would be the drivers cockpit and the back seat, so to speak, just ahead of the engine, which was under a hatch. This was usually the style of 17–19-foot models. For the 21 foot and up models, there were usually the two forward cockpits and a third cockpit just behind the engine, a sort of marine version of the car’s rumble seat. The problem with this design is that it was not very passenger friendly, once seated in the cockpit you were stuck there for the duration, you couldn’t get up and move around. The utility design, updated from the older launch style meant an open deck, you could get up and move around to the various seats, or sit on the engine box, which in some boats had padding on the top so it could serve as a sort of additional seat for less lucky passengers. By the late 1930’s the cockpit style was fading out and the utility was the norm. In 1939 the war came and in 1940 the wartime production acts ceased non-war essential manufacturing.



Peacetime to wartime, from luxury cruising yachts to military rescue boats. The “crash boat” was named for its ability to go out in all kinds of weather to rescue airmen downed at sea.

I haven't spoken much about wartime boatbuilding largely because this book is primarily about pleasure and cruising craft, but it should be noted that all the boatbuilders who were still active and had going business concerns, the loss of recreational products was quickly replaced by military ones. Davis Dry Dock and Polson Iron works were the only marine military contractors during the Great War that I know of. Davis made lifeboats for transatlantic shipping, Polson landed contracts to build minesweepers and as noted, once these were completed in summer 1917, Polson was stuck in a commercial dead zone with no more naval and no new civilian contracts and finally collapsed. In the Second World War almost all but the smallest shops were able to land something. Gilbert Marine made a single patrol boat, so large it had to be moved outdoors to have the deck and fittings completed. Grew, J. J. Taylor, Shepherd and Sachau built Fairmiles, which filled the gap between the MTB or Motor Torpedo Boat and the destroyer. By 1945, including the losses, the Royal Canadian Navy had almost 1100 naval vessels (not 600), running from the little Fairmiles to the Athabaskan Class (Tribal) destroyers, in the sense of carrying weapons and being manned by navy personnel. All commercial shipping owned by Canadian companies (50 ships in total) were engaged under a sort of forced-lease legislation (even Great Lakes grain freighters that would never go into the Atlantic) to serve in the Canadian Merchant Navy, which although engaged in war supply and faced combat in the open ocean, were manned by civilians. All wartime shipbuilding production was under a Crown entity known as the Park Shipping Company, which served as the general contractor for the Canadian version of the Liberty Ship, a quick build freighter referred to as the “Park Ship”. Sachau and Herb Ditchburn teamed up to design and build steel hulled harbour tugs. Myles Jeffrey ignored any military involvement and continued to build boats in his Athens shop up until 1943, although it is not clear where he got the mahogany lumber from; he may have already had it in stock. But before anyone passes judgement, it's worth understanding what the restrictive rules actually said:

The National Resources Mobilization Act was passed in 1940; initially it referred to the requirement for able-bodied young persons (not restricted to men) to

...place themselves, their services and their property at the disposal of His Majesty in right of Canada, as may be deemed necessary or expedient for securing the public safety, the defence of Canada, the maintenance of public order, or the efficient prosecution of the war...

The Act did not necessarily shut down any business, but it allowed the government to say, you were doing that, now you will be doing this. Therefore it was completely legal to continue to build pleasure boats, at least until the government said otherwise. But as with the Great War, there was no spirit of leisure, everything was in a state of wartime stress, except for light short-term entertainments like sports and movies which would distract for a few hours before it was time to go back to work. With rationing, travel to the cottage by car was basically impossible, unless you need to drive as part of your work, i.e. doctor or milkman, your gas ration was about three gallons a week (according to my mother), not much for the thirsty engines of the time, enough to do basic shopping and urgent needs and that was it, not unlike driving restrictions during the pandemic, vacations were out. As the military geared up for the invasion of France the rules tightened further and required the reallocation of all persons between the ages of 19 to 40 into listed “essential” industries, which included any such person engaged in recreational manufacturing, such as pleasure boats. This meant you could keep the older workmen, but the young guys had to go. Also you would be a fool to turn down lucrative war production contracts with their big revenues and guaranteed profit. There wasn’t much for a small shop in a landlocked village like Athens, Ontario, even if could sell a boat, it would be almost impossible to find the extra gas for a truck to haul it twenty miles down the road to be launched at Portland on Big Rideau Lake.



Grew Jolly Giant Model 1948 Manotick Classic Boat Club photo

Once VE day had passed, the contracts began to wind down. There was still Japan, but that issue was settled with the A-bomb later in the summer. The problem with the builders was the inevitable gap between the war contracts and the resumption of civilian consumption, and usually countries like Canada were still punch drunk from six years of war; a million service personnel would be looking for work and had to be reintegrated into the economy. Shepherd and Grew got back in the game quickly, Grew's new 24-foot model was the Jolly Giant, a larger and beamier version of the Sea Master. With relatively little competition in the Ontario runabout market, Grew's postwar sales increased to the point where Kemp and his fellow investors could put the company up for sale. The sale was made in 1950, to a William Phillips, known better as Col. W. E. Phillips; at the time it was not uncommon for commissioned officers to require being addressed with their service rank, even after they had re-entered civilian life. By contrast, in today's forcibly casual offices, even the company president or senior VP insists you call them by their first name. Col. Phillips had come across his rank honestly, entering the British Army as a private, and proving himself to be a gifted soldier, rising through the ranks, and in a move very rare in English society at the time, jumping the class line from non- to commissioned officer, something that didn't happen unless you had some exceptional ability. After his discharge he went into business, one of his most interesting ventures was when he came across a new insulation innovation from Owens Corning, glass fibers. The result was a soft (if very scratchy) mattress-like product that had the unusual ability to trap warm air. Up to that time insulation was simply an air gap between the outer wall of a building and the inner planking and then lath and plaster. Most houses in Canada were cool in the winter and depended on feeding coal into the boiler furnace in the basement, usually a pre-breakfast ritual for Dad or the older boys was to go down and take out the slag, known as the clinker and shovel in the day's fuel. Phillips obtained a license to produce this product in Canada, the company became Fiberglas Canada Ltd. which still makes and retails those big pink insulation bags you see at Home Depot. He didn't see so far ahead to imagine this stuff as future of boat building, but he certainly understood the material to know what it was and could do.



1949 Grew lapstrake utility M'Lora Manotick Classic Boat Club photo

The next phase of Grew was to focus strictly on motorboats. The Penetang plant would be expanded, the original Jackson's Point shop was sold. Arthur Grew was now separated from the company that bore his name. It should be noted that the motorboat DNA of what would become Grew Boats was really the continuation of the Gidley marque, which was about motorboats. Grew had stayed at Jackson's point and focused on what he liked and knew best, which were canoes and small outboard boats. The old Grew shop became known as Bonnie Boats Ltd. and ceased production a few years after Arthur Grew's passing in 1952. It became Bonnie Marina and was eventually bulldozed for the Lake Simcoe OPP marine station in 2018. Production of the Sea Master and the Jolly Giant at the renamed Grew Penetang plant continued into the late 1950's although usually the hull sides were painted white, only the deck was varnished. Grew was also moving into the cruiser market at this point. The age of varnished mahogany sides was

passing by 1960's and Grew starting building boat using designs from the rather blandly named Cruisers, Inc. These were made of cheaper plywood for painted lapstrake hulls. In a few years the era even of plywood lapstrake was coming to an end as well and Grew found itself facing a complete re-think of boat building materials and methods. Carpentry was out, glue and glass were in.

Grew Boats 1965-1988: We're here and everywhere

Grew Boats always seemed to be a cat with the proverbial nine lives; The Henry Gidley era from 1895 to 1911, then the Hugh Warnock era from 1911 to 1932, which included the purchase of Walter Dean. Arthur Grew the apprentice at Aykroyd's until 1907, then his own shop in Jackson's Point, then the Clarence Kemp era from 1932 to 1950, the short-lived Bonnie Boats from 1950 until the early 1960's, the Col. Phillips era from 1950 to his passing in 1964. There were a few more lives left to live. One of the keys to growth had been to specialize; Grew manufactures boats, it relied on others to do the designing and the selling. The designing work was to be licences from US manufacturers with already successful model lines that sold well in the US but were not competitive in Canada due to manufacturing import tariffs. In the early 1960's this had been Cruisers, Inc. The modern market was no longer a boat shop set up on a large well populated lake or water system and hope for local word of mouth and magazine ads. Now the selling would be done through a distributor, in this case Algonquin Marine Ltd. Algonquin built up a Canada wide dealer network, mostly in marine showrooms. Size was no object, if the business could fit a Grew into the showroom, they became a dealer. Martin's Marine, a modest dealer and boat and engine service shop near our cottage, had one single Grew in it's low-slung showroom, the boat was on a trailer and the windshield was almost at the ceiling, you couldn't stand up in it, you had to bend over. That was not a problem for our family, boats like that were for the well off on the lake. Not that I cared, even at that young age I was already a wooden boat snob and turned my very uninformed nose up at all fibreglass boats as some sort of curse. There was always a Grew racing by our point, often pulling a waterskiing yahoo who had to see how close the shoreline he could go with grounding out in the rocks, no one ever did, which was amazing, given how often they tried this and how drunk they probably were when they did. Ah, the 1970's. The all white Grew with its wedge windshield seemed be the boat of choice at the time, every third boathouse or dock seemed to have one. White Grew in the showroom, white Grew's all over the lake, where did they all come from?

SS-151 A new kind of experience

For many, this is the model which will introduce Grew boating. The SS151 allows you to custom select your new Grew. Follow the specifications and enjoy!

SPECIFICATIONS:

Centre Line	14'3"
Gunwale	15'3"
Beam	68"
Forward Depth	34"
Weight (approx.)	675 lbs.
Modified V Hull Configuration	
Cockpit Length	77"
Maximum Horsepower	65 h.p.

COLOUR OPTIONS:

Red Hull and white deck with red interior trim and white seats.
OR
Blue Hull and white deck with blue interior trim and white seats.

SEATING:

Forward bucket seats and rear seat
OR
sleeper seats.

STANDARD EQUIPMENT:

Black windshield; carpet floor and side panels with vinyl keepers;
two stainless steel transom lifting eyes; stainless bow eye; transom
drain; mechanical steering; teak step plates; navigational lights.

ADDITIONAL FEATURES:

This boat is A.B.C. certified and has a 3 year Hull warranty.



As the license with Cruisers, Inc. was winding down in the early 1960's along with sales of the lapstrake wood hulls Grew was building, a major decision was made to switch to fiberglass. Again, Grew sensibly maintained its focus on boat building as opposed to the cost and risk of designing, and obtained a licence from Slickcraft Boat in the U.S. Leon Slikkers had moved from the family farm to career in carpentry and then on to a job working on the Chris-Craft production line in the late 1940's. In the late 1950's as his old employer was starting to stumble with it's problem plagued fiberglass-plywood combo designs, he decided to strike out on his own and formed Slickcraft, which would produce a line of all fibreglass hulls. He did not have capital to build a plant in Canada, but the second-best deal would be earning money from the Grew arrangement.

SS-160 The fun seeker

Just the right size for a family runabout with opportunity to customize through colour and seating options to your taste.

SPECIFICATIONS:

Centre Line	15'7"
Gunwale	16'9"
Beam	79"
Forward Depth	33"
Weight (approx.)	1000 lbs.
Modified V Hull Configuration	
Cockpit Length	84"
Maximum Horsepower	110 h.p.

COLOUR OPTIONS:

White hull and deck with blue interior trim and white seats
OR
Yellow hull and white deck with yellow interior trim and white seats

SEATING:

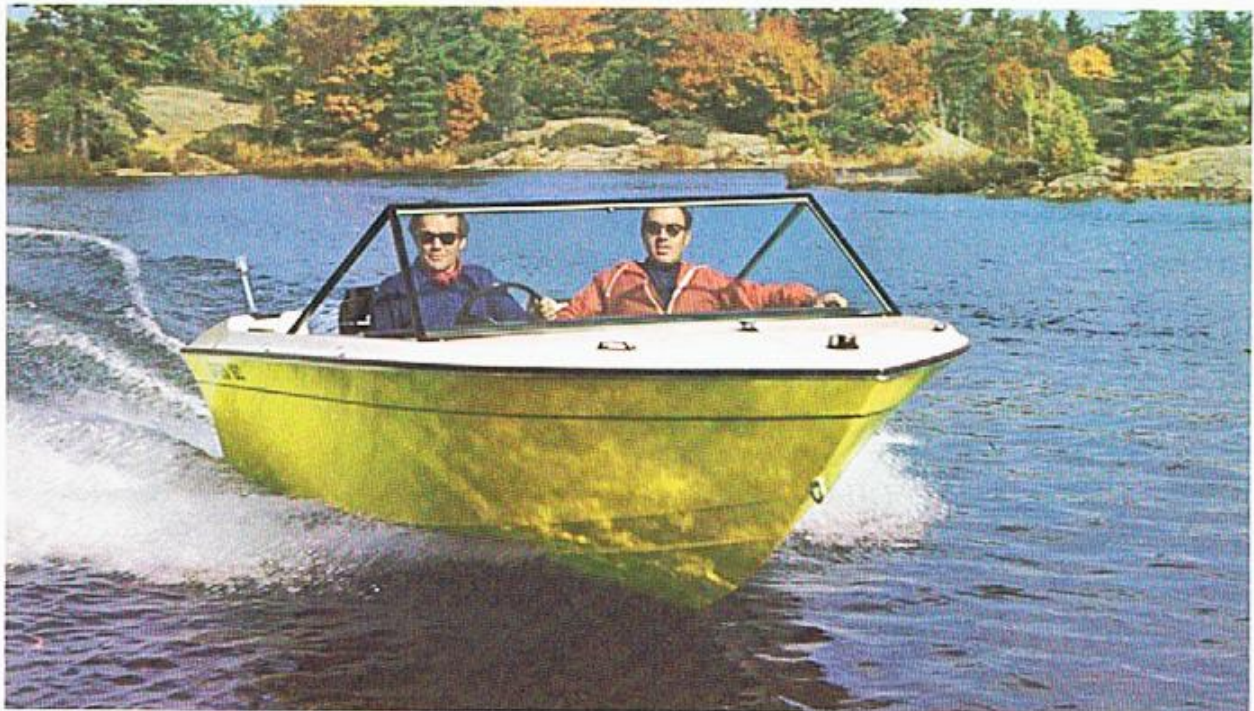
Forward bucket seats and rear seat
OR
sleeper seats.

STANDARD EQUIPMENT:

Black windshield; carpeted floor and side panels; bow curtain; two stainless steel transom lifting eyes; stainless bow eye; transom drain; mechanical steering; navigational lights; teak step plates.

ADDITIONAL FEATURES:

New style, forward bucket seats with full rear seat.
This boat is A.B.C. certified and has a 3 year warranty.



The Grew-Slickcraft license was divided into the outboard line, from 14-19 feet and the inboard-outboard line from 20-25 feet. The inboard-outboard drive system was a big improvement over the old pure inboard of fixed propellor and shaft being deflected against a rudder system. In this case an inboard engine was connected through the stern to an outboard mechanism that provides both steering and shifting. The benefit is that the steering is done with direct propellor thrust, allowing for a car like handling, as opposed to the slow reactive effect of the rudder system. It allows for sharp high speed turns on the water, and most importantly allows for relatively easy docking action, something important for the inexperienced or the chronically uncoordinated. Some primitive designs had been tried out on the late 1920's, by Johnson Motor Company and Ludington Boats, more as test-of-concept than a breakthrough innovation. The set up was simply a direct drive off the inboard engine to a outboard gear, then a 90 degree shaft to the familiar outboard gear foot and propellor; the unit was steered with a rod and pinion system but had no reverse or neutral mode, there was only forward. Both ideas were put aside in the Depression and wartime years, but the idea began to make a comeback in the late 1940's. The first of these was the Kermath Screwball, where the engine was mounted vertically, and the output shaft would extend through a plate on the keel to an outboard drive mounted below. But they had a lot of trouble making the engineering work, particularly in making a several hundred-pound engine sit upright on its crankshaft, and they did so without the design brilliance of the company namesake, James Kermath, who had been pushed out in 1918 and had gone to work for General Motors and in his mid seventies, was still working full time in the Fisher Body division. The few boats with this set up came back quickly, and the idea was dropped. Lou Fageol, the unlimited hydro racer came up with a similar idea while recovering from a crash, to mount the very light Crosley car engine in the same vertical configuration as the Screwball, except that the entire engine swivelled. The little 44 cube Crosley weighed (engine only) a mere 133 lbs and had produced 26.5 hp in the automotive version, racer Fageol boosted the output to 34 hp and sold it in both inboard and outboard configurations. The problem was putting out a huge amount of power through a right-angle gearing set up, which put a huge amount of stress on the gears, bearings, and the bracket to hold the mechanism together. Two engineers at Kiekhaefer Mercury, Charlie Strang and Jim Wynne came up with a proper outdrive system in 1949, Carl Kiekhaefer put the idea aside, convinced that outboards were the future. Wynne left the company and went to work for Volvo to produce an outdrive for Penta, which was introduced at the 1959 New York Boat Show. By 1960, Kiekhaefer realized that outboards were only get so big, 100 hp seemed to be the maximum, and the outdrive was matched to an inboard that became the Mercruiser. Carl Kiekhaefer was wrong about this, outboards would continue to grow in size and output, you can get a single 600 horsepower unit today. He was wrong about a lot of things. In the 1960's he was convinced that

gearshifts were unnecessary and set up a system where when you went into reverse, the engine would shut off and then the electric starter would start the engine the other way; it was not a very nimble process, and the engine became known as the “dock basher”. But he was right more often than he was wrong. He chose a single piston and cylinder size and simply added more pistons for more power, up to the Mark 75 with six inline pistons, ultimately this became the “Tower of Power” for the 100 hp Merc 1000 series; the approach kept things simple, and costs low as opposed to the varying piston sizes used by OMC. The early engines were rated under their actual output, so it seemed the customer was getting more power than they had purchased. He brought the professional racing team approach to his sponsor stock car program, at a time when NASCAR was still a bunch of locals who stuck together a car and then drove it hundreds of miles to whatever (dirt) track the race was happening. His aggressive Germanic efficiency did not sit well with NASCAR’s southern good old boy culture, and in spite of his transformative success, he and his cars are not spoken much of today. Kiekhaefer made sure the outboards were solidly built and mechanically robust. The Martin’s were light and low cost but not very durable and wore out quickly. He was right, at least in 1961, that higher power boat engines would be stern I/O drives, and this became the industry standard, but he and Volvo were not the only models. The 1920’s patent had long since run out, and by the mid 1960’s there were sixteen outdrive manufacturers. Steering was now done with a hydraulic system fed by the engine. The Penta outdrive was modest and rather small, the American machines were big and bulky. Suffice to say the early outdrives worked very well until they didn’t, several seasons of fun on the water and then a growling sound and no thrust and flag down another boat for a tow to the marina or the launch ramp. The mechanism was complex, and the components were expensive and “outdrive repair” usually meant a jaw-dropping bill, even in the 1970’s of several hundred up to two thousand dollars.

The Slickcraft-Grew design was a return to the hard chine deep-v hull of the Jolly Giant era. Like the Giant, there was plenty of room in the deck area, there were a pair of double seats, facing forward and back, and in the inboard models two seats beside the engine hatch, so there were six real seats in total. The engine hatch was padded, so someone could sit on it, if necessary. The outboard usually just had the four-forward seat arrangement only. The Penetang plant had been expanded from 55 to 100,000 square feet back in the early 1950’s, now it employed 80-90 full time staff. A few of the old-time wood craftsman probably quit at the switchover to fibreglass, but there were plenty of younger workers looking for work in a small town, other than catering to the summer tourist trade. With it’s national dealer network managed by Algonquin Marine, and the wood runabout fleet having reached the end of its usefulness and repairability, tariffs keeping out some (not all) American makes, by the 1960’s Grew entered

into a golden age where boats were being ordered as fast as the plant could make them. Gas prices went up in the 1970's but so did the price of everything else, and as a net oil exporter, Canada never had any fuel shortage issue, unlike the United States. Rideau Lake was a boating zoo in the mid 1970's and on sunny Saturday afternoon there were probably 3-400 boats going full throttle somewhere on the water, and this all bottlenecked at the Rideau Ferry bridge crossing. The original route over was a wooden bridge with a swing section that could be used to allow traffic through. It was in place since the 1920's, getting weaker over the decades and in 1966 a transport driver went over it (illegally) and went through, dumping his load of caustic soda right into the drink. A new concrete bridge was installed in 1968, high enough even for the biggest cruiser mast, and it was game on; you could go through as fast or slow as you like. There always seemed to be a large white, or yellow hull aimed right at you, from every direction, at maximum warp. It was not unusual to see Joe Hothead at the helm, beer bottle held high in the air as he passed by. It was your responsibility to get out of the way of a larger boat if you were a smaller boat. Most of the speedy boats were Grew's and they came in all sizes. Here they are, at what was the company's high point, in 1975:

The Outboard Runabouts:

ST-155 Something new under the sun

A happy alternative for those who wish extra interior space, good stability and excellent visibility.

SPECIFICATIONS:

Centre Line	15'
Gunwale	17'2"
Beam	70"
Forward Depth	27"
Weight (approx.)	820 lbs.
Tri-Hull Configuration	
Cockpit Length	75"
Maximum Horsepower	70 h.p.

COLOUR:

Red Hull and white deck with red interior trim and white seats.

STANDARD EQUIPMENT:

Black walk-through windshield; carpeted floor and side panels with vinyl keepers; teak step plates; two stainless steel transom lifting eyes; stainless bow eye; transom drain; mechanical steering; navigational lights; bow rail.

ADDITIONAL FEATURES:

Bow cushions with side bolsters.

This boat is A.B.C. certified and has a 3 year Hull warranty.



SS-143 An all new Grew

The ideal introduction to the Grew family of boating. The SS143 has all the careful craftsmanship and design found throughout every Grew boat.

SPECIFICATIONS:

Centre Line	14'3"
Gunwale Length	15'3"
Beam	68"
Forward Depth	34"
Weight (approx.)	655 lbs.
Modified V Hull Configuration	
Cockpit Length	77"
Maximum Horsepower	65 h.p.

COLOUR:

White hull and deck with beige interior and beige seats.

STANDARD EQUIPMENT:

Anodized aluminum windshield; vinyl floor; vinyl side panels and keepers; two stainless steel transom lifting eyes; stainless bow eye; transom drain; mechanical steering; teak step plates; navigational lights.

ADDITIONAL FEATURES:

Sun lounge sleeper seats.
This boat is A.B.C. certified and has a 3 year hull warranty.



The outboard line were simply sold as boats, the outboard was up to the customer, usually the showroom model was whatever line the dealer carried, at the time OMC-Evinrude OMC-Johnson, Brunswick-Kiekhaefer Mercury, and Chrysler. Grew exclusively made fast boats, they left the small outboard market to the pressed aluminum manufacturers such as Crestliner. In 1975 the top end Mercury's were the 85, 115 and 150 hp. For Johnson / Evinrude line they were the 75 hp, 85, 115 and 135. For Chrysler, it was a 75 hp, 85, 120, 135, although they did offer a 150 hp, but only as a racer and with open stacks, so Mercury still had the lead with the highest power offering. Chrysler was very much the weakest of the four; the company's inboard and outboard divisions were sold to the Bayliner Group as part of the corporate restructuring under Lee Iacocca in the early 1980's, the outboard line eventually returning successfully as the Force brand. Later in the year, Evinrude and Mercury brought their most powerful models to date, Evinrude's 200 hp and Mercury's 175, setting the stage for the superpower units of today, reaching 600 hp on some models. There was little else in the way of competition, Scott-Atwater had closed out just after it's 60 HP Royal Scott in 1958, the West Bend outboard line, including the 80 hp Tiger Shark had been the genesis of Chrysler program after it's sale in 1965. None of these engines were portable and weighed at the very least 220+ lbs a unit; even with several men there was nothing to grab on to. All installations were done with a block and tackle.

For Grew the boat model number reflected the length from stern to prow. The 143 was 14 feet, three inches, the 150, fifteen feet and so on. The 143, 150 and 155 were the entry level series, coming in white, red, blue, and yellow hulls (decks were usually white). There were four seats only, recommended horsepower was 65-70. The 160 came in white or yellow with white deck and interior and was rated for 110 horsepower. The passenger seats folded flat to form a sort of mattress like structure, good for your girlfriend to lie on and get a tan, although not really much else, although the ad referred to "sleeping arrangements"; you would have to be fairly young and durable to use it as bed.

SS-151 A new kind of experience

For many, this is the model which will introduce Grew boating. The SS151 allows you to custom select your new Grew. Follow the specifications and enjoy!

SPECIFICATIONS:

Centre Line	14'3"
Gunwale	15'3"
Beam	68"
Forward Depth	34"
Weight (approx.)	675 lbs.
Modified V Hull Configuration	
Cockpit Length	77"
Maximum Horsepower	65 h.p.

COLOUR OPTIONS:

Red Hull and white deck with red interior trim and white seats.
OR
Blue Hull and white deck with blue interior trim and white seats.

SEATING:

Forward bucket seats and rear seat
OR
sleeper seats.

STANDARD EQUIPMENT:

Black windshield; carpet floor and side panels with vinyl keepers;
two stainless steel transom lifting eyes; stainless bow eye; transom
drain; mechanical steering; teak step plates; navigational lights.

ADDITIONAL FEATURES:

This boat is A.B.C. certified and has a 3 year Hull warranty.



Outboard or Inboard Runabouts

The 170 and the 175 were the same basic hull, and length overall, but the 170 was outboard rated for 100 hp and the 175 the i/o version with a 140 hp engine installed. The 143 through 160 were all deep v style hulls, but the 170-175 had a sort of tri-hull design, a sort of modified cross between a deep v and catamaran. This allowed for the foredeck to be used for seats, presaging the modern deck boat style that pretty much all modern runabouts have. This was still a fairly small boat, and the foredeck seating would probably be better for children or a lighter person, for obvious reasons.



ST-170 Rugged, reliable...even racy

For stability and secure riding at high speeds, the tri-hull is unsurpassed. A fun boat that's perfect for small children.

SPECIFICATIONS:

Centre Line	15'6"
Gunwale Length	17'11"
Beam	78"
Forward Depth	34"
Weight (approx.)	1025 lbs.
Tri-Hull Configuration	
Cockpit Length	74"
Maximum Horsepower	100 h.p.

COLOUR:

Blue Hull and white deck with blue interior trim and white seats.

STANDARD EQUIPMENT:

Black walk-through windshield; carpeted floor and side panels; teak step plates; two stainless steel transom lifting eyes; stainless bow eye; transom drain; mechanical steering; navigational lights; bow rail.

ADDITIONAL FEATURES:

Bow cushions with side bolsters.
This boat is A.B.C. certified and has a 3 year Hull warranty.



Plenty of room and convenience



ST170 — a stable performer

Inboard runabouts



Boat as illustrated includes compass as optional extra

SS-194 Young and alive

A fast, responsive, beautifully balanced hull. Ideal for active people on the move.

SPECIFICATIONS:

Centre Line	17'6"
Gunwale Length	18'7"
Beam	84"
Forward Depth	39"
Weight (approx.)	2200 lbs.
Deep V Hull Configuration	
Cockpit Length	115"
Fuel Capacity	25 gallons

POWER:

Standard	165 h.p.
Options	170 — 190 h.p.

COLOUR OPTIONS:

Yellow hull and white deck with yellow interior trim and white seats
OR
White hull and deck with brown interior.

STANDARD EQUIPMENT:

Convertible top; black walk-through windshield; carpeting; custom wheel; windshield wiper; bilge pump; bilge blower; International lighting; 25 gallon fuel tank with electric fuel gauge; speedometer; tachometer; ampmeter; temperature and oil gauges; single lever control; teak step plates; folding console; bow rail; stern swim ladder; side bolster; fire extinguisher; 12 V electrical circuits with back-lighted switch panel; jump seats.

ADDITIONAL FEATURES:

Centre folding console for drink holding or storage; additional storage under sleeper seats or in the side panels.
This boat is A.B.C. certified with a 3 year Hull warranty.



SS194 built for speed



Easy access to deck, walk-thru windshield

The 194 was a return to the deep v hull, with a standard 160 hp engine and upgrade power options to 180 hp. It had only seating for four and the deep v configuration did not allow for room for foredeck seating. It had a 91 inch, nearly 6-foot beam which meant there was seating at the back on either side of the engine box. The 204 was probably the most popular, it had the same set up as the 194, engine power from 165 to 225 hp. Whenever someone says “Grew”, this is the picture that comes to mind, used for cruising, speeding, crashing through heavy waves, and pulling water-skiers. The 206 was the same length but had a cuddy cabin with a v-berth in it, again, something for those with more durable and lightweight bodies. I won’t call it a day cruiser, as there are no onboard facilities, after a certain point of drinking beer while boating, one must eventually return to land to seek relief, unless it is strictly a boy’s day out, in which case over the side we can go. The 214 is the biggest of the pure runabouts, also popular with the more monied purchasers, although the engine range was similar to the 194, ranging from 165 hp to 225 hp.



Boat as illustrated includes horn and compass as optional extras

SS-204 A getaway machine

Truly a boat that will please both the young and the young at heart. Plenty of power for skiing or pleasurable cruising.

SPECIFICATIONS:

Centre Line	19'6"
Gunwale Length	20'7"
Beam	91"
Forward Depth	43"
Weight (approx.)	2700 lbs.
Deep V Hull Configuration	
Cockpit Length	123"
Fuel Capacity	30 gallons

POWER:

Standard	165 h.p.
Options	170 — 225 h.p.

COLOUR OPTIONS:

Blue hull and white deck with blue interior trim and white seats
OR
White hull and deck with blue or brown interior.

STANDARD EQUIPMENT:

Convertible top; black walk-through windshield; custom wheel, teak bow walkway, folding console box for storage and drink holder; windshield wiper; bilge pump; bilge blower; international lighting; 30 gallon fuel tank with electric fuel gauge; speedometer; tachometer; ammeter; temperature and oil gauges; single lever control; teak step plates; stern swim ladder with integrated taft rail; side bolsters; fire extinguisher; 12 V electrical circuits with back-lighted switch panel; engine box cushion; jump seats; bow rail.

ADDITIONAL FEATURES:

Centre folding console for drink holding or storage, additional storage under sleeper seats, in the side panels and in the bow area. This boat is A.B.C. certified with a 3 year Hull warranty.



Functional console



Handsome interior



Boating pleasure at its best



Boat as illustrated includes mini galley and ski tow eye as optional extras

SS-206 A skipper's delight

A skim across the water proves it's exceptional riding quality. An extremely versatile craft for families and sportsmen alike.

SPECIFICATIONS:

Centre Line	19'6"
Gunwale Length	20'7"
Beam	91"
Forward Depth	43"
Cabin Head Room	32"
Weight (approx.)	2920 lbs.

Deep V Hull Configuration

Cockpit Length	114"
Fuel Capacity	30 gallons

POWER:

Standard	165 h.p.
Options	170 — 225 h.p.

COLOUR OPTIONS:

White hull and deck with brown or yellow interior.

STANDARD EQUIPMENT:

Convertible top; black windshield; custom wheel; carpeted cabin; bunk cushions; deck hatch; horn; two windshield wipers; bilge pump; bilge blower; international lighting; 30 gallon fuel tank with electric fuel gauge; speedometer; tachometer; ammeter; temperature and oil gauges; single lever control; teak step plates; teak drink holder; stern swim ladder; side bolsters; fire extinguisher; 12 V electrical circuits with back lighted switch panel; engine box cushion and jump seats; bow rail and teak taft rail.

ADDITIONAL FEATURES:

Storage under sleeper seats and in the side panels.
This boat is A.B.C. certified with a 3 year Hull warranty.



Relaxing V-berth area



Optional galley with cooler and alcohol stove



Instrument console and optional compass

The iconic Grew 204 and 206, what comes to mind with the name

Day Cruiser/ Inboard Runabout

SS-245 The sun seeker

Take your friends for an unforgettable day on the water — skiing, cruising, fun and good food. What a way to entertain!

SPECIFICATIONS:

Centre Line	22'10"
Gunwale Length	23'8"
Beam	96"
Forward Depth	52"
Cabin Head Room	51"
Weight (approx.)	3400 lbs.
Deep V Hull Configuration	
Cockpit Length	132"
Fuel Capacity	40 gallons

POWER:

Standard	188 or 190 h.p.
Options	225 — 233 h.p.
	Dual 140 h.p. to 170 h.p.

COLOUR OPTIONS:

White hull and deck with brown or beige seating.

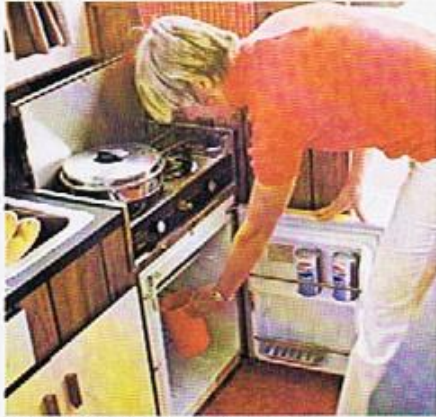
STANDARD EQUIPMENT:

Convertible top; black windshield; stainless destroyer wheel; carpeted cabin; two forward 6'8" bunks with cushions; louvered teak cabin door and companion hatch; plexiglass deck hatch; molded fibreglass floor; dual trumpet horn; two windshield wipers; tinted safety glass windshield; anodized aluminum rub rail; two stainless steel transom lifting eyes; stainless bow eye; teak side panels; bilge pump; bilge blower; international lighting; 40 gallon fuel tank with electric fuel gauge; speedometer; tachometer; ammeter; temperature and oil gauges; teak step plates; bow rail and teak taffrail; teak drink holder; stern swim ladder; side bolsters; engine box cushion; jump seats which swing up to lounge area; fire extinguisher; 12 V electrical circuits with back lighted switch panel; non skid decks and floor.

ADDITIONAL FEATURES:

Storage under sleeper seats, in the teak side panels and forward under the bunks. Solid teak trim and louvered teak door. This boat is A.B.C. certified with a 3 year Hull warranty.





Optional bright and spacious galley



Optional dinette for your dining pleasure



Handsome, completely functional console



Convenient and private head



Optional hard top with sliding side glass

SS-250 For the family that wants to go places

All new to the Grew line, this luxurious overnighter provides the perfect companion for carefree exploring.

SPECIFICATIONS:

Length Overall	24'0"
Beam	96"
Draft	18"
Transom Height	55"
Weight (approx.)	3900 lbs.
Fuel Capacity	75 gallons

POWER:

Standard	188 or 190 h.p.
Options	225 — 233 h.p.
	Dual 140 h.p. to 170 h.p.

COLOUR:

White hull and deck with brown interior.

STANDARD EQUIPMENT:

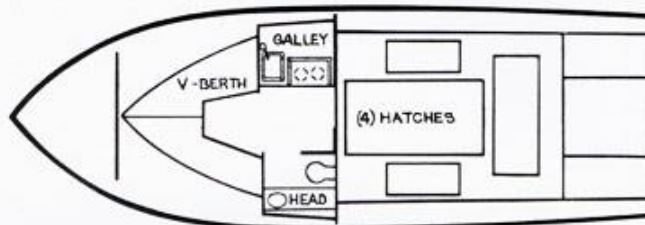
Black vented windshield with tinted safety glass; plexiglass deck hatch; ampmeter; speedometer; tachometer; fuel, oil pressure and water temperature gauges; 12 V electrical circuits with back lighted switch panel; convertible top, stainless steel steering wheel; teak cabin door and companion hatch; stainless steel bow and transom eyes; locking glove box; jump seats which swing up for lounge area; solid aluminum rub rails; insulated fibreglass motor box; bow rail and taffrail; fibreglass floor; a galley with 2 burner stove, sink, and ice box; a private head with holding tank; sink and vanity and tinted sliding glass cabin windows with screens; stowable table in cabin; recessed galley overhead light; locking radio box; cabin lights; non-skid decks and floor; fire extinguisher; electric bilge pump and blower; horn; anti-glare instrument panel; navigational lights; engine box cushion.

ADDITIONAL FEATURES:

Storage under seats, in the side panels and forward under bunks. Solid teak trim and louvered teak doors. This boat is A.B.C. certified with a 3 year Hull warranty.



SS250 trailers with ease



Radio storage box



Private head



Stand-up galley area

The 245 and 250 had the same hull, the 245 was the largest runabout, you could actually move around comfortably in the cabin, the 250 was the day cruiser, equipped with a head, basically a toilet and tiny airplane hand sink as well as a galley, with a little stove and mini-kitchen sink, and a fold out two-person dining area. I don't remember ever seeing the day cruiser model on the lake at the time, most persons who could afford a cruiser went with real ones, with the real onboard space, the Chris Crafts, Owens, Trojans, and early Sea-Rays.

Gold is forever, golden ages, unfortunately not so much. In 1969 Leon Slikkers sold Slickcraft to American Machine and Foundry, which was turning itself into a conglomerate, acquiring a huge line of recreational equipment manufacturing enterprises, so many that the product offerings went completely out of control; their most infamous purchase was Harley-Davidson motorcycles, which they basically ran into the ground before it was resold and recovered under a new and visionary management. Slikkers bought Slickcraft back and over the years it ultimately became Tiara Yachts Corp. At the time of this writing Slikkers is 95, still alert and active, a revered elder statesmen of American boatbuilding and one of the few remaining workers from the mahogany runabout era.

Grew terminated their license with AMF-Slickcraft in 1975. But there were no more licensing arrangements for Grew, it would be on it's own, as far as design was concerned. Grew was in for some rationalization of its own and the product line for 1976 was cut down dramatically to twelve to eight models, four outboards, two inboard runabouts and the day cruiser line, the 245 and 250. I'm not sure how to classify the 245, there is a stove and sink in the open stern area, but no head facilities, so you can cook and eat, just not do the other thing that follows cooking and eating; the theory is, I suppose that the 245 would be a marina boat, you would be out on the water for the day and then come back and eat at the dock, and make use of the marina washrooms. The 250 is a legitimate cruiser with both head and kitchen set ups in the cabin. In 1977 Algonquin sold Grew to a new group of investors, and Peter Francis, the former president of Trojan Boats Canada became part owner and general manager. Trojan Canada had recently closed its Canadian operations, centered in the old Shepherd plant in Niagara on the Lake, and Francis was looking for a new venture. It would not pay off.

The End of Grew 1989-2011








Sign over the Grew Boats display at the 2011 Toronto International Boat Show

Grew Boats was the boatbuilding cat with the proverbial nine lives; by the 2000's it was on its final one.

Peter Francis and his investors had enough by 1986 and announced that the plant would be closed. The day was saved, briefly, by an employee led buyout, but as is the case with this sort of re-structuring, the hard decisions about laying off staff cannot be made as the staff own the company. Grew Boats went into receivership in 1988. 1989 the sale was made to David Cameron and the Penetang operation was closed down, and all the equipment was moved to Owen Sound. Cameron had worked numerous jobs in the recreational boating industry over the years and had decided to try his hand running a boat building company. The Vandestadt and McGruer operation had closed the previous year, so there was a ready and available workforce with fiberglass boat building experience, not to mention the necessary production equipment.

One of those employees was Donovan Vandestadt, the son of Hubert Vandestadt, who went to work for the new company as it's sales manager. The original V & M plant was not available, it was converted into a multi-unit commercial building so Grew moved into another plant south of the town, on Highway 6. The name Grew was dropped as an identifiable brand and did not appear on the boat hull, except for the builder's tag, as required by law. Grew Manufacturing was the entity which produced two model lines, Profisher and Cutter. There were two numbered corporations:

2045227 Ontario Ltd. held the IP for the Profisher brand. Profisher was oriented towards customers primarily interested in fishing and featured accessories such as an onboard live well, bait well, and lockable containers for rods and a lockable cabinet with a built in tacklebox. The 1996 brochure shows the 160, 170, and 180 with outboard power from 80 to 110 hp. The 195 and 202 were available for either outboard power up to 140 or inboard/o configuration for 180 hp. But what was Profisher's edge? Twelve years earlier, in 1984, Bass Cat Boats Corporation, started by Ron and Jan Pierce of Mountain Home, Arkansas came out with an inexpensive, beamy, flat decked 19-foot speeder with telescopic seats and sporting a 225 hp outboard for power called the Pantera Pro; thus was born the bass boat as we know it today. It is literally the standard for any serious fisherman. Any boat not capable of the high speeds of these boats and the ease of movement around the deck could not compete. Perhaps they were steadier on the water, but I've seen bass boats easily handle some fairly big waves. Lund also had high freeboard hulls, but they were made of pressed aluminum and were considerably less expensive than the bass boat style, which over time has become fairly expensive.

<p>PROFISHER 160</p> <p>Length: 15'11" 4.8m Beam: 6'8" 2.0m Weight: 838 lbs 379.8 kg</p> <p>Fuel Capacity: 20 gal 80L</p> <p>Maximum Horsepower: 85 O/B</p> <p>Our lowest priced Profisher, comes standard with live well, hot well, device locker, side sleeper, full colored top available in 3 great colors: teal, blue or burgundy.</p>			<p>PROFISHER 180</p> <p>Length: 17'7" 5.41m Beam: 7'6" 2.30m Weight: 1250 lbs 568 kg</p> <p>Fuel Capacity: 20 gal 80L</p> <p>Maximum Horsepower: 90 O/B</p> <p>This boat covers all bases, handtop, cuddy, sportboat, family cruiser, or great family runabout. However it is aimed at the fibreglass runabout with its 3 wide, full fold away rear bench, camper canvas, tackle box, six steering wheel and full fiberglass hull liner.</p>
<p>PROFISHER 170</p> <p>Length: 16'2" 4.97m Beam: 7'10" 2.39m Weight: 1150 lbs 522.7 kg</p> <p>Fuel Capacity: 20 gal 80L</p> <p>Maximum Horsepower: 110 O/B</p> <p>Our best selling Profisher, available in closed deck, or casting deck with pedestal seat, live well, hot well, ice box, lockable rod storage and tackle box standard. Full high compressible top colour matched to graphics and upholstery.</p>		 <p>WELCH CUSHION SEATING</p>	
<p>PROFISHER 195</p> <p>Length: 18'10" 5.79m Beam: 7'8" 2.38m Weight: 2350 lbs 1068 kg</p> <p>Fuel Capacity: 30 gal 136L</p> <p>Maximum Horsepower: 180 I/O 150 O/B</p> <p>This is our largest runabout available in closed deck or bow deck with inboard or outboard power. Live well, lockable rod storage, tackle box, to mention only a few of the great standard features.</p>			<p>PROFISHER 202</p> <p>Length: 20'2" 6.20m Beam: 7'8" 2.55m Weight: 2750 lbs 1247 kg</p> <p>Fuel Capacity: 30 gal 136L</p> <p>Maximum Horsepower: 180 I/O 150 O/B</p> <p>Our best selling handtop, truly is the most for the least. Full stand on mid cabin, large cuddy, standard pumpout head, available in outboard or inboard, soft top or optional handtop. Large live well under passenger/deeper seat, tackle box and storage under driver seat. Available in teal, blue, burgundy.</p>
 <p>WELCH</p>	 <p>SWAY CONTROL FINISH TUBING STORAGE UNDER SEAT</p>		

1673747 Ontario Inc. operated as Grew Manufacturing, the IP for the Cutter brand. The genesis of the Cutter brand name is vague, at best. Owens Yachts had a fibreglass runabout line called Cutter back in the early 1960's, after Owens was picked up by Brunswick Corporation in 1962, the Cutter line was dropped. Where the brand name went after that is not known, but the similar name appeared under the Cameron Grew era; I can only surmise that a designer with the brand name sold a license to Grew, under the stipulation that the Cutter name appear on the boats, as opposed to Grew. Cutter represented the continuation of the cruising craft line from the predecessor Grew entity and had multiple seats, plenty of room to move about on the deck, and cooking and living areas on the larger models. There was the XLE Cutter line, the 173, the two 175 specialty waterski boats and the 180, all outboard powered up to 180 hp. One of the 175 was the "regular" ski boat, the other 175 the "Pro Ski" model, was a separate seat for the spotter (ideally there are a minimum of three persons during a waterski run, the driver, the skier, and the spotter, who will tap the driver's shoulder when the skier takes a dive. Wouldn't the standard back-to-back seating arrangement work just as easily, the idea is that the spotter should be able to reach around and tip off the driver at arm's length. In 1996 they came out with an outboard version of their mainstay model the XLE 180. Apparently, they were expanding into what they said were "larger family runabouts" in the XLE 190 and XLE 200, although Grew already had a

very long history in the 20 foot plus runabout class, going back to the postwar Jolly Giant. The day cruiser line included the 200, which had a mini-stove and sink, and toilet which was not enclosed, so when one needed to use the facilities, they had to lock the cabin door, the 240 had an enclosed head. The largest was the 280, there is a photo in the brochure, but it is incorrectly page-sized, so the boat looks tall and short. The gap between the 240 and 280 would be filled by the 260, which apparently did not exist as there was only a rather crude crayon rendering of the boat, it was obviously still not in existence. Overall, the quality of the 1996 brochure was not good, the colours were dull green and white, the composition poor, the aspect ratios of the photographs were often compressed incorrectly, making some of the boats look taller and shorter than they actually were, the noted crayon drawing of a high-level product such as the 260, seems to indicate either poor selling skills or a very limited marketing budget.

<p>XLE 173</p> <p>Length: 16'7" 5.06' Beam: 5'10" 1.8m Weight: 900 lbs 408 kg</p> <p>Fuel Capacity: 70 Maximum Horsepower: 80hp O/B</p> <p>Our newest luxury sport outboard at great entry level pricing.</p> <p>Available in four accent colours (blue, burgundy, teal and jade). Full instrument, cloth colour top, premium AULUM, Navex, B&B Vinyl, Stainless fittings and rear jump seats set the boat apart from all its competitors.</p>	   	<p>XLE 180 V/O</p> <p>Length: 17'4" 5.28m Beam: 7'2" 2.18m Weight: 1750 lbs 794kg</p> <p>Fuel Capacity: 20 gal 89 L Maximum Horsepower: 135 V/O</p> <p>This has been our best selling model for the past two years. It has all the features of larger boats but at a great entry level price. Performance better than any other boat on the water, full coloured cloth top, tilt steering wheel, cast box, ski locker, choice of four colours and double sided all other manufacturers, is available in a closed deck model if requested. If tank seats, rear sun lounge optional.</p>	  
<p>XLE 175</p> <p>Length: 16'9" 5.1m Beam: 7'3" 2.2m Weight: 1245 lbs 564 kg</p> <p>Fuel Capacity: 20 gal 89 L Maximum Horsepower: 120 O/B</p>	 <p>For those seeking the ultimate ski boat but with the additional family sport boat function, this is it. A pure ski boat but with bow rider and full cloth coloured convertible top.</p> <p>Dual bucket seats, full rear bench, lots of ski storage, again a choice of four accent colours (burgundy, blue, teal and jade) with base colour of white or almond.</p>		<p>XLE 190</p> <p>Length: 18'2" 5.54m Beam: 7'7" 2.31m Weight: 1950 lbs 884kg</p> <p>Fuel Capacity: 25 gal 113.5 L Maximum Horsepower: 150 V/O</p> <p>As we move into larger family runabouts, Cutter moves further ahead. The 190 will please faster, run quicker, run better, than any of the others and do this equally as well with 4 cylinder power or V6 power. Standing coloured gel in the deck, choice of four colours (burgundy, blue, teal or jade) with colour coordinated full legs, tilt steering, two air horns, ski locker, all stainless steel hardware and fixtures. (Bucket seats, rear sun lounge optional)</p>
<p>Pro Ski XL 175</p> <p>Length: 16'9" 5.1m Beam: 7'3" 2.2m Weight: 1245 lbs 564 kg</p> <p>Fuel Capacity: 20 gal 89 L Maximum Horsepower: 120hp O/B</p>	 <p>This is it, a well priced boat, to allow everyone the luxury of professional water-skiing - reverse seat for the observer, dual speakers, standard forward bow gas tank for nose down steering. Only available in XLX graphic colours, tonneau cover is standard.</p>		<p>XLE 200</p> <p>Length: 19'9" 6.02m Beam: 7'8" 2.34m Weight: 2250 lbs 1020 kg</p> <p>Fuel Capacity: 33 gal 150 L Maximum Horsepower: 205 V/O</p> <p>This is our ultimate sized family bow rider with all the great Cutter standard features. But again to beat the competition with extra horsepower or downsize with larger power. Everything is standard - tilt steering, premium gauges, coloured vinyl top, choice of four colours. Bucket seats and rear sun lounge optional.</p>
<p>XLE 180 O/B</p> <p>Length: 17'4" 5.28m Beam: 7'2" 2.18m Weight: 1750 lbs 794kg</p> <p>Fuel Capacity: 20 gal 89 L Maximum Horsepower: 115 O/B</p>	 <p>Our newest family runabout like no other. Buckets or sleeper seats standard, full rear bench standard. Choice of four colours with full coloured cloth top, tilt steering wheel, deck 2 tone gel, graphics and ice box.</p>	  	

Grew's Cutter runabout models

<h3>XLE 205</h3> <p>Length: 19' 9" 6.03m Beam: 7' 8" 2.34m Weight: 2400 lbs 1089 kg Fuel Capacity: 40 gal 152 L Maximum Horsepower: 205 HP</p> <p>This is the cuddy that has set all standards. Performs better with a 4 cylinder than the competitors does with a V6. Full caddy, colored top, pumpout head, caddy, fold down seat, boat port and starboard, sink with own water supply. High stainless bow rail, bass hatch with screen. Choice of four colours with two-tone colour deck.</p>		<h3>XLE 260</h3> <p>Length: 28' 8.53m Beam: 8' 6" 2.59m Weight: 5200 lbs 2358.7 kg Fuel Capacity: 75 gal 284 L Maximum Horsepower: 260 HP Alt Cabin: 7' 4" 2.24m Fresh Water Capacity: 24 gal 109L Cabin Height: 6' 2" 1.88m Grey Water Capacity: 24 gal 91L</p> <p>This boat will set the industry on its heels. It is a smaller sister to the 280 but priced to match everyone else's large cuddies. Yes, this is a full aft cabin with full enclosed head and shower. Everywhere you look you'll find storage and quality plus all the other options are standard on our new 260 aft. Choice of four colours (burgandy, blue, teal or jade). Like our other Cutters, our boats are better, with faster running hulls and this new 260 works well with the new V6 power, once again setting it apart.</p>	
<h3>XLE 240</h3> <p>Length: 24' 0" 7.31m Beam: 8' 2" 2.49m Weight: 49580 lbs 1727 kg Fuel Capacity: 54 gal 204L Maximum Horsepower: 230 HP</p> <p>The ultimate cuddy, full walk-in enclosed head, has its own galley with sink and ice box. Optional stove, full stand up colored top, large full rear bench, driver's bucket and ice box, sleeper (extra wide) for passengers. Ample storage. Tilt steering and the largest cuddy in the industry, makes this boat the ultimate in its class.</p>		<h3>XLE 280</h3> <p>Length: 30' 10" 9.39m Centre Line: 29' 2" 8.89m Beam: 9' 10" 3.05m Weight: 7307 lbs 3314 kg Fuel Capacity: 104 gal 475L Maximum Horsepower: 350 HP Alt Cabin: 8' 0" 2.5m Fresh Water Capacity: 24 gal 109L Cabin Height: 6' 4" 1.9m Grey Water Capacity: 24 gal 109L</p> <p>The largest family cruiser in a wide body, designed like its smaller sister the XLE 240. Unlike all the competition in this size of boat, all larger Cutters have foam injected hulls for safety and strength.</p>	

The Grew Cutter day cruiser line. The coloured pencil version of your most expensive model, the XLE 260, is not a good look.

grime-streaked Grew had a reputation for being overbuilt, to the point that what seemed to be grime streaked basket cases left outdoors were found to still be structurally solid, so many layers of fiberglass had been laid over the internal plywood cuddy beams the wood was still in perfect shape. Less positive comments came out about the 1989 and after Grew models; they had quality issues, not terminal, but annoying to anyone who just paid top dollar for a brand-new boat, such as this email, sent to Grew in 2003 by a new boat purchaser and recollected on iboats.com by a user Joe, who calls himself "Steam Mill".

"I purchased a brand-new Cutter 171 with a 90 Merc Classic on August 1 this year. I am very happy with the boat. It is of very good quality. My disappointment came when I went to put the top back up a the end of the weekend and a couple the snap-on clips were missing around the windshield. Luckily, I found one of them in the water at the dock. I emailed Grew Mfg and received no response and was a little concerned. Well, within 8 days of sending the email, I received 6 replacements clips via snail mail with a

handwritten note. It is nice to see that some companies still do care about their customers. I was very happy with the boat now I'm really happy with the boat. Thank-you Gail!"

It appears that Grew employee Gail had taken matters into her own hand and sent along the replacement pieces, it was interesting that she chose to hand write the note and not reply by email. Steam Mill Joe was impressed with this sort of customer concern, even if it was clear that it may not have represented company policy. Others were not so impressed by quality issues and complained to Cameron directly, as recounted, again on iboats, by user Boatin' Bob;

"Joe...this was the e-mail reply I received from the president of Grew MFG when I e-mailed him about my problems.....He basically says "you get what you pay for";

Good afternoon

We are in a very difficult business. Everyone wants a deal and my employee's only want to work 8 hour days 5 days a week. Boatland [Canada, a large boat dealer near Newcastle, Ontario] the same. Both Boatland and I don't charge enough for our products hence sometimes things get overlooked. I am sorry, we should both try and change the way we do business and concentrate on giving better service to fewer people at a higher price. I do build a great boat. Not sure what happened to the top. Did Royal charge you to fix it or was it warranty? The other problems should not happen but they did and you dealt with them. Please enjoy the rest of the summer. I don't make enough money to have one of my boats but I work 7 days a week anyway.

Thank you,

David Cameron, President"

This unfortunate and disturbing reply seems to be the writing of a man under very heavy stress, and not managing it well at all, lashing out at the apparently unreasonable expectations of Boatin' Bob for wanting a perfect craft, wailing about the hard work he does, dealing with unhelpful employees and not getting paid much or even earning even a small profit. The bitter, barely veiled sarcasm of his words *"I am sorry, we should both try and change the way we do business and concentrate on giving better service to fewer people at a higher price."* is embarrassing and a deeply inappropriate thing to say to a customer, basically we have quality problems because we want to provide you with a lower price as if this was somehow their fault. It is from someone who is barely holding it together even as far back as 2003, but somehow Grew did manage to hold it together, even through the financial crisis of 2008 and the

subsequent recession of 2009. This was not the case for long and by 2010 Cameron's world was starting to unwind. His wife had died in October that year and Grew Manufacturing was careening towards insolvency. Vendors were not being paid and had begun to take legal action. Grew fired back and countersued one of its suppliers. Grew's unpaid bills had ballooned to \$2 million, involving over 100 different creditors. Still, Grew set up at the 2011 Toronto and Hamilton boat shows like nothing was amiss and Cameron and his staff calmly took product downpayment cheques from interested customers.

On Monday Feb 21, 2011, after the Central Ontario Boat Show (Hamilton), the three employees manning the Grew display loaded up the promotional material and boats and returned to the shop later that evening at 8:00 PM. The ensuing events and the motives and actions are extremely unclear, and deeply strange. Some reports (unconfirmed, from neighbors) was that Cameron came out of the office into the parking lot and began pointing a rifle at a child of a female employee of Grew, who immediately began freaking out and calling for her mother. The presence of a rifle at a business office was not clear, I expect that was intended as a safeguard in the event an angry creditor showed up at the plant and tried to get rough. Whatever was going on, it was clear that Cameron had completely snapped. Don Vandestadt (misspelled as Vanderstadt in the police report), who had been working for Grew since the reopening, came out to see what was going on. Vandestadt grabbed Cameron and the woman and ran off into the next lot and hid (the released police reports don't mention any child). Regardless, it was now a tussle between Vandestadt and Cameron. Vandestadt then tried to pull the rifle away from Cameron; it discharged and Vandestadt was hit. Cameron himself ran off. Although injured, Vandestadt was able to make it back into office and call the O.P.P. When the police did arrive, they were unable to find Cameron until he pulled out of the yard in his truck and drove away up Highway 6. A chase ensued, but Cameron was able to escape, still armed. A major manhunt was called in, and the police set up roadblocks in the area. Cameron had headed north on Highway 1 and dodged the main road for a side road near the village of Kemble, but there was a block there as well. Police waved Cameron to stop, but when it was clear he wouldn't they rolled out a spike strip and punctured the truck's tires. Cameron's truck finally came to rest near a wooded area and as the police pulled up, he began shooting back. The shooting stopped and the police advanced on the truck only to find Cameron was gone and it was impossible to do any more searching in the dark. His body was found in the wooded area the following day. At 61 he was apparently unable to face losing his business and had concluded this was the only way out. Don Vandestadt eventually recovered, Grew was finished, and no buyers came forward and ultimately the land, building and facilities were auctioned off to at least repay some of the creditor claims, which included back pay for the staff. Vandestadt himself was awarded the Governor General's medal

for bravery in 2014, for his actions to save his fellow employee. Still, the location itself seemed to be under a permanent hex. According to further research by YouTuber and boat enthusiast and mechanic UOttawa Scotty, the building itself was finally sold to a plumbing company contractor, only to burn to the ground in 2014; the company principal had a near fatal heart attack when he arrived in the scene. Even the remaining boat moulds that had been left outside were destroyed in a grass fire in 2020. It seems as if the gods themselves wanted Grew off the face of the earth, even today I haven't seen a single example of the classic white Grew runabout from the 1970's not at a boat show, on the water or even hiding under a tarp in someone's back yard.

Ironically the company most responsible for crushing Grew was itself crushed a few years earlier. Genmar Holdings had been very profitable in the mid 1980's and 1990's, becoming the second largest boat builder in the world, but was badly in decline in the 2000's. The financial crash of 2008-9 took it down, the model lines read like all boats that have passed you on the water in the last 20 years: Aquasport, Carver Yachts, Champion Boats, Crestliner, Glastron, Hatteras Yachts, Larson Boats, Lowe Boats, Scarab Boats, Trojan Yachts, and, Wellcraft. The pieces were put on the block and parceled out to new owners. Irv Jacobs, the mastermind behind Genmar, survived the loss of Genmar and still had a number of businesses, but they were all relatively small and Genmar was the crown jewel in his empire. He put his own mansion up for sale in 2017, but there were no takers. In 2019, apparently distraught over his wife's failing health, so the story goes, shot her to death and then killed himself