

*Please return*



CANOES  
SKIFFS  
AND  
ROW BOATS

Antique Boat Museum

The Antique Boat Museum  
750 Mary Street  
Clayton, NY 13624

6-2001

*The*  
**FRASER HOLLOW SPAR  
AND BOAT COMPANY ∴**

All our Skiffs, Row Boats and Canoes are  
fastened throughout with Brass,  
Copper and Bronze

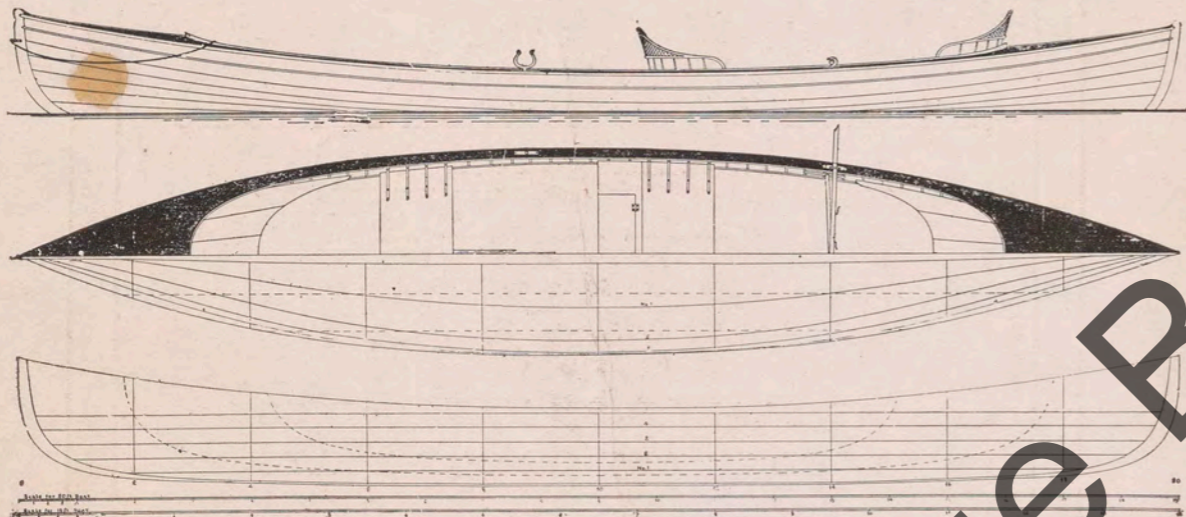
**NO PLAIN IRON FASTENINGS  
USED IN ANY OF OUR BOATS**

**GREENPORT, SUFFOLK COUNTY, NEW YORK**

Member of the National Association of Engine  
and Boat Manufacturers

The Fraser Hollow Spar and Boat Co., Greenport, Suffolk Co., N. Y.

Our work is high-grade only. We purchase and use only the best materials obtainable, and employ the most expert boat builders and mechanics that wages can command. We do not care to compete for cheap grade Boats or commonplace work.



Profile, Deck and Inside Plans and Lines of Famous St. Lawrence River Skiff (showing removable chairs).

10' long

The Fraser Hollow Spar and Boat Co., Greenport, Suffolk Co., N. Y.

### SHIPPING FACILITIES

Greenport, N. Y., is especially well favored as regards shipping facilities. We have special rates to many of the principal cities, and are always anxious to do whatever we can on behalf of our customers in the matter of obtaining lowest possible rates.

Our listed prices are in all cases for goods f. o. b. at Greenport, N. Y. Our responsibility ceases when we have delivered goods into the hands of the railroad or steamboat companies.

### TERMS, DEPOSITS, ETC.

Unless special arrangements are previously made, we require a deposit of twenty-five per cent. of amount to accompany orders, balance to be paid on delivery.

We warn the public not to purchase any boat as a genuine product of our concern which does not bear our trade mark plate (as here shown) in



TRADE MARK

shape of shield bearing our name, address, fouled anchor and paddle. This plate is inlaid on the bow deck of every skiff, canoe, row boat, yacht and other craft built by us.

The Fraser Hollow Spar & Boat Co.

Greenport, Long Island, N. Y.

J. G. FRASER, Manager

Telephone, 37 Greenport, N. Y.

Telegraphic Cypher Address,  
NEDGO, Greenport, N. Y.

## THE FAMOUS ST. LAWRENCE RIVER SKIFFS

### ROW BOATS—COMBINATION ROWING AND SAILING SKIFFS

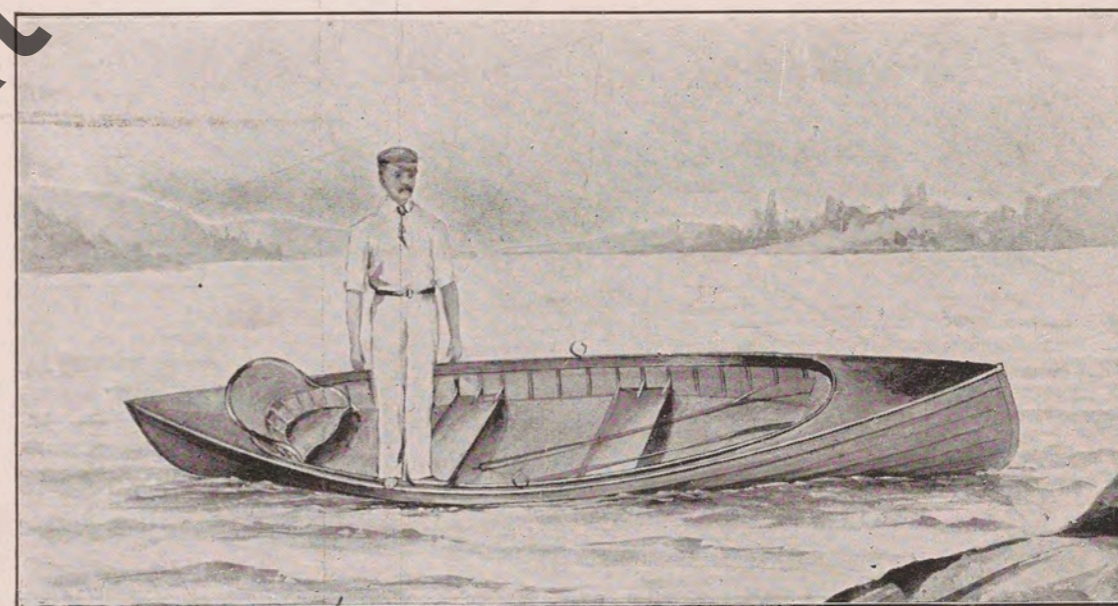
**T**HE Famous St. Lawrence River Skiff has gained a world wide reputation as being **THE** row boat, and combination rowing and sailing boat. No boating waters are without this little craft, and our readers who are familiar with the St. Lawrence River and Thousand Islands must know well how necessary these Skiffs are for the full enjoyment and safety of river life, as convincingly stated in article "Boating on the St. Lawrence," which appeared in the February (nineteen hundred and five), "Rudder," as follows :

#### THE ST. LAWRENCE RIVER SKIFF

"The whole business and pleasure of the river region is dependent upon some form of boat, and prior to the introduction of the pleasure launch, two great types prevailed ; the ordinary passenger river steamboat in various sizes, and the St. Lawrence River Skiff. Though now found in every boat house in the States, the skiff is purely a product of the river, called into being by the fishermen to meet certain specific uses. In its modern form it is an open boat, sharp at both ends, and not unlike a canoe in general model, sixteen to twenty feet long and about forty-two inches wide. It is of light construction, about one-quarter inch planking,\* usually lap-strake, with light bent ribs, fitted with two or three thwarts, and seats in bow and stern, with two pairs of oars swinging on pins in the gunwales so that they may be dropped instantly to seize a fishing rod. Many are fitted with a single sprit sail, and a folding centre-board beneath one of the thwarts. The construction varies with the intended use. Every canvas camp or plain pine cottage on the river has a strongly but plainly built skiff at its little dock, and every one of the magnificent boat houses has several skiffs of expensive build and elaborate finish as a necessary part of its equipment. The boats are light, staunch and very seaworthy, easy to row, and fast under oars or sail. Like the canoe throughout the interior waters of Canada, they are used by everyone, including women and children. They are the standard craft of the professional fisherman and the tourist, they are used for pleasure rowing and sailing among the Islands, and they are the universal means of communication on the river."—"Rudder," February, 1905.

\*NOTE—The planking of our regular Skiffs is  $\frac{1}{4}$ -inch thick.

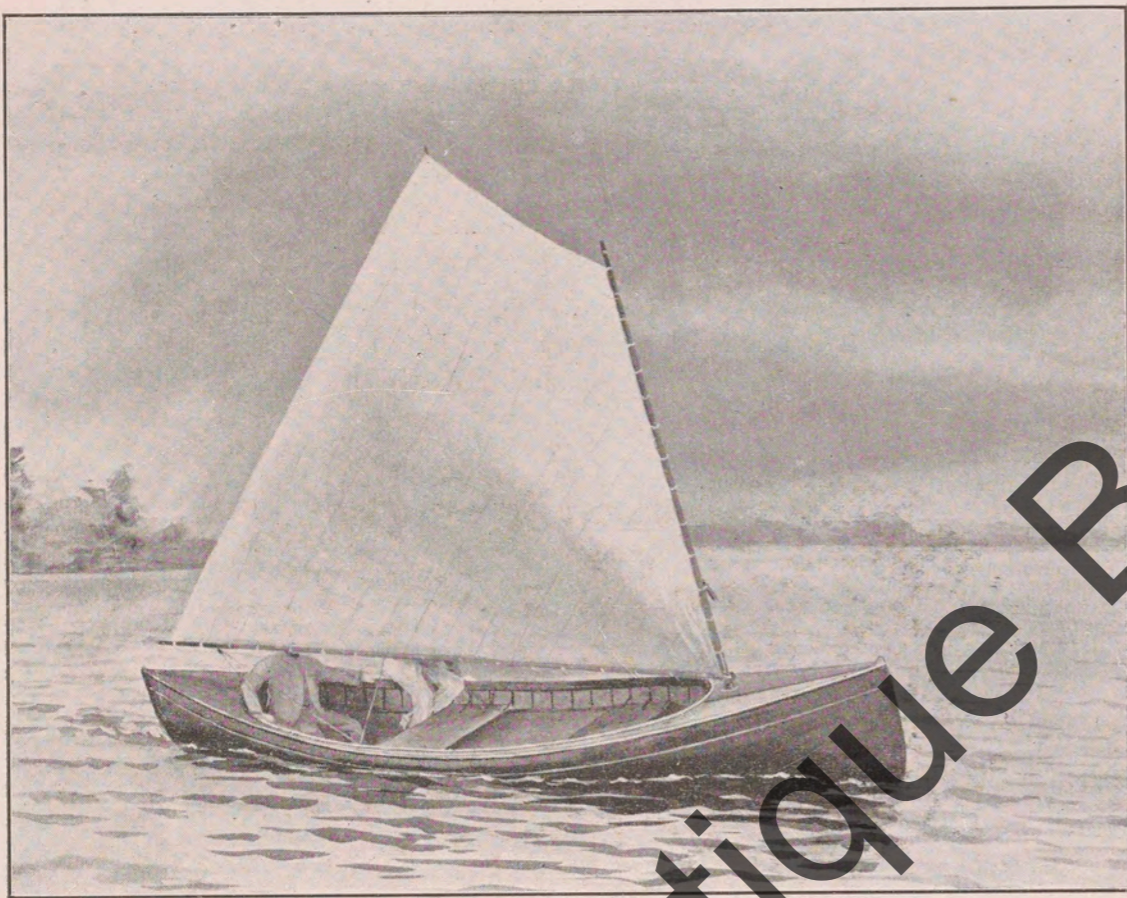
Till some eighteen years ago, this little craft was known to few beyond the St. Lawrence River, when the great possibilities were realized by The St. Lawrence River Skiff, Canoe & Steam Launch Company, of Clayton, N. Y. (later changing its name and location to The Spalding St. Lawrence Boat Company of Ogdensburg, N. Y.), and this Company gave much time and attention toward perfecting the model of the St. Lawrence River Skiff, with the result that it is now universally conceded to be the best all-around boat of its size in the world ; well-known from Maine to California, also in many foreign countries. The above mentioned companies were under the management of Mr. J. G. Fraser (our Manager), to the efforts of whom is due the success of the Famous St. Lawrence River Skiff. The designs and moulds of Skiffs made by those companies (and by the late Whitestone Hollow Spar & Boat Company) are owned by us, besides which we have on our working staff many of the skiff builders who worked under Mr. Fraser's supervision for many years on the St. Lawrence River.



The above illustrates an effective test of the stability of our Famous St. Lawrence River Skiff, showing a man weighing 160 pounds standing on the gunwale without upsetting boat or shipping water. Above is one of our 18-foot long, 42-inch beam skiffs. No ballast. No trick. This is, we believe, the only boat of its size upon which this test can safely be performed.

The Fraser Hollow Spar and Boat Co., Greenport, Suffolk Co., N. Y.

Usually we have a number of the listed grades and sizes of the Famous St. Lawrence River Skiffs in stock, but to avoid disappointment and insure shipment at time required, we advise our patrons to place their orders as early as possible.



18 feet x 42 inches, Famous St. Lawrence River Skiff, with Sprit Sail, Rudderless, as sailed on the St. Lawrence River

For prices of sailing outfits for Skiffs (including rudders) see Page No. 10.

The Fraser Hollow Spar and Boat Co., Greenport, Suffolk Co., N. Y.

## FAMOUS ST. LAWRENCE RIVER SKIFF

GRADE No. 1—  
SPECIAL

A Particularly Handsome, Well-built Boat, of Very Fine Selected Material,  
Constructed in the Best Possible Manner

Keel and stem, oak ; frames, oak or second growth rock elm ; planking, 5-16 inch mahogany or Spanish cedar ; smooth shiplap construction, seven streaks each side, copper riveted and burred ; bow and stern decks (each about 26 inches long), mahogany ; two rowing thwarts, and bow and stern seats, mahogany ; (except in the 15 foot and 16 foot lengths, the bow seat is omitted) ; foot boards, foot braces and rudder, mahogany ; woodwork, selected from perfect stock and finished throughout natural color with best spar varnish ; polished bronze fittings, including stem bands seat braces, swivel row locks (two pairs) ; painter ring, rudder yoke and attachments ; two pairs spruce spoon oars (7½ feet), varnished, leathered and copper tipped ; painter rope, etc.

### PRICE LIST—GRADE No. 1— SPECIAL

Length	Beam	Depth Amidships	Approx. Wt.	Price
18 ft. ....	42 in. ....	15 in. ....	135 lbs. ....	\$175.00
17 ft. ....	42 in. ....	15 in. ....	125 lbs. ....	165.00
16 ft. ....	42 in. ....	15 in. ....	115 lbs. ....	155.00
15 ft. ....	42 in. ....	15 in. ....	105 lbs. ....	145.00

If white cedar, instead of mahogany or Spanish Cedar planking, \$20.00 less.  
If half-smooth, beveled lapstreak, instead of smooth shiplap planking, \$10.00 less.

SAILING OUTFIT (see page 10) for No. 1 Special Skiff, \$50.00 extra.  
Shipping Crate, \$2.00 extra.

**FAMOUS ST. LAWRENCE RIVER SKIFF**

**GRADE No. 2**

**A Finely Constructed Boat, of First-class Finish, Built Upon the Same Molds as Our Grade No. 1 Special**

Keel, stems and frames, oak ; planking, 5-16 inch white cedar, beveled lapstreak construction, seven streaks each side, copper riveted and burred at frames ; copper nailed and thoroughly clinched at laps and joints; gunwales, cherry or oak ; decks and general finish, cherry, butternut or quartered sycamore ; two rowing thwarts ; bow and stern removable seats (except in 16-foot length, bow seat is omitted); removable floor boards: two foot braces ; rudder ; polished brass fittings throughout, including stem bands, rudder hangings, row locks, seat braces, painter ring, etc.; two pairs fancy side-plate swivel row-locks ; two pairs spruce straight blade feathering oars, varnished, leathered and copper tipped. All woodwork finished natural color throughout with best spar varnish.

**PRICE LIST GRADE No. 2**

Length	Beam	Depth Amidships	Approx. Wt.	Price
18 ft. ....	42 in. ....	15 in. ....	130 lbs. ....	\$100.00
17 ft. ....	42 in. ....	15 in. ....	120 lbs. ....	90.00
16 ft. ....	42 in. ....	15 in. ....	110 lbs. ....	85.00

Shipping crate, \$2.00 extra.

**SAILING OUTFITS** for grade No. 2, \$30.00 to \$40.00 (see page 10).

The Famous St. Lawrence River Skiffs with Extra Beam and Depth for use in waters which are subjected to heavy seas, or where extra room and accommodations are required in the boat, as follows :

- Beam, 44 in. or 45 in.
- Depth amidships, 16½ in.
- Depth at bow and stern, 26½ in.

Extra price in Grade No. 1 Special.....	\$15.00
“ “ “ “ 2 .....	10.00
“ “ “ “ 1 .....	5.00

**FAMOUS ST. LAWRENCE RIVER SKIFF**

**GRADE No. 3**

As in the rest of our boats, every inch of timber is sound and seasoned and carefully put together, with a view to great durability. No. 3 is also a very attractive little craft in appearance, being thoroughly well finished, and besides being a good family boat, is highly recommended for first-class boat liveries, summer hotels, boating clubs, etc. The quality of No. 3 grade must not be judged by its extremely moderate price. We sell large numbers of this grade every year, and the fact of our producing them in such quantities enables us to offer same at the figures named above.

**Grade No. 3.** Keel, stems and frames and gunwales, oak ; planking 5-16 inch white cedar, bevelled lapstreak construction, seven streaks each side, copper nailed and well clinched ; decks and general finish, ash, butternut or cedar ; two rowing thwarts, moveable seats in bow and stern (except in 15-foot and 16-foot lengths bow seat omitted); galvanized iron fittings, including stembands, seat braces, painter ring, rowlocks, etc. ; two pairs side-plated rowlocks, one pair straight blade ash or spruce feathering oars, varnished, leathered and copper-tipped; one foot-brace, wood rudder, outside of planking to lower edge of sheer-streaks, and floor and bottom boards inside below seat risings, thoroughly painted; top-streaks, decks, seats, gunwales, and planking, etc., above seat risings on inside, finished natural color in best spar varnish.

**PRICE LIST GRADE No. 3**

Length.	Beam.	Depth Amidships.	Approx. Wt.	Price.
18 ft.....	42 in.....	15 in.....	135 lbs.....	\$65.00
17 ft.....	42 in.....	15 in.....	125 lbs.....	60.00
16 ft.....	42 in.....	15 in.....	115 lbs.....	55.00
15 ft.....	42 in.....	15 in.....	110 lbs.....	50.00

**SAILING OUTFIT** for grade No. 3 (see page 10) \$25.00 to \$30.00 extra.

**Shipping Crate \$2.00 Extra.**

These Skiffs in grades 1, 2 and 3 can be built a trifle higher amidships, and seats placed higher if desired. Fixed thole pin oars and oarlocks may be substituted for feathering oars and oarlocks if required, at same prices.

Approximate weights as given are for boats complete, except oars, rudders and fittings.

**ALL OUR BOATS AND CANOES ARE FASTENED WITH BRASS, COPPER OR BRONZE, FOR SALT WATER USE. ALL PAINTS, VARNISHES, FITTINGS, ETC., THAT WE USE ARE SELECTED FOR THEIR ADAPTABILITY AND USE IN SALT AS WELL AS FRESH WATER.**

**THE SAILING OUTFIT** does not in any way interfere with the Skiff as a row boat, as the mast, sail, etc., can be instantly unshipped and left in port, while the centreboard folds into a small trunk, which projects very little above flooring.

**SAILING OUTFITS FOR THE FAMOUS  
ST. LAWRENCE RIVER SKIFFS**

**FOR GRADE No. 1—  
SPECIAL**

Boom and gaff or Batwing sail, 72 square feet area, complete with mast and spars, polished bronze blocks and fittings, mast tube and plate; patent folding centreboard, deck cleats and fair leaders, sheet rings, traveler, etc., \$50.00.

**For St. Lawrence River Skiff Grade No. 2**

Sprit sail, 72 square feet area, complete with mast, boom and sprit; cordage, etc.; polished brass fittings; mast brace and step (or tube and plate through deck); patent folding galvanized steel centreboard, cleats, sheet rings, etc., \$30.00.

**For St. Lawrence River Skiff No. 3**

Same as No. 2, except all fittings galvanized iron instead of brass, and material and finish not quite as high grade, \$25.00.

**EXTRA—Boom and Gaff, Hoisting Sail,** complete with halyards, cleats, etc., furnished instead of sprit sail at following additional cost: For No. 2 Skiff, \$6.00; for No. 3 Skiff, \$5.50.

**BATWING, LEG-O' MUTTON,** or other styles of rigs can be supplied with our Nos. 2 and 3 St. Lawrence River Skiffs when desired. Prices upon application.

**NO EXTRA CHARGE FOR LABOR OF AFFIXING SAIL OUTFITS TO OUR SKIFFS.** Crates for transportation of single Skiffs, \$2.00 each.

Our listed prices for Skiffs, Row Boats, Canoes, etc., are net, except when three or more of one grade are ordered at a time, when we make special prices, according to size of order and grades ordered.

**We Make Special Prices** to Boat Clubs, Boat Liveries, Summer Resorts, Hotels, etc., but, as mentioned above, only when three or more Boats or Canoes are ordered at a time.

**EXTRAS FOR FAMOUS ST. LAWRENCE RIVER SKIFFS**

**FLOOR COVERS**

Heavy duck floor cover, cut to fit and thoroughly painted.....\$6.00

**CORK CUSHIONS**

Corduroy cushions, cork stuffed, for rowing thwarts.....each 3.00  
 Canvas cushions, cork stuffed, for rowing thwarts.....each 2.00  
 Corduroy cushions, cork stuffed, for chairs.....each 2.50  
 Pantasote cushions, cork stuffed, Skiff or row boat size, for chairs..each 3.00  
 Canvas cushions, cork stuffed, Skiff or row boat size, for chairs....each 2.00

These cushions are thoroughly well made of the best material, and are splendid life-preservers.

**FISH BOXES**

Mahogany fish box, made to fit bottom of Skiff..... 5.00  
 Cherry fish box, made to fit bottom of Skiff..... 3.00

**CANVAS BOAT COVERS**

Boat cover to inclose boat when beached or exposed (to rain or sun).. 7.50

**CENTREBOARDS**

Brass plate centreboard, with wood trunk..... 17.50  
 Rudders complete with yoke attachments and steering lines..... 2.25

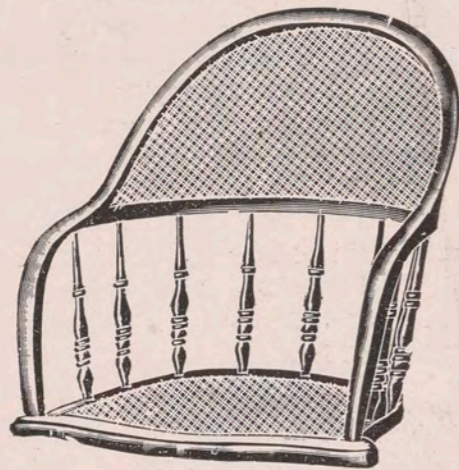
**OARS**

Spruce or ash straight blade, round but, feathering oars, varnished, leathered and copper tipped:

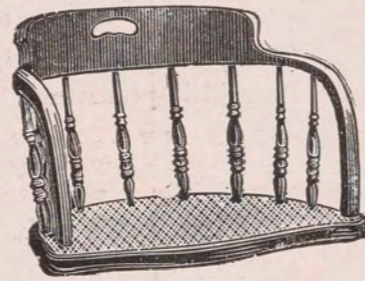
7½ feet long.....\$2.50 pair  
 8 feet long..... 2.75 “  
 8½ feet ..... 3.00 “  
 Spoon blade oars, varnished, leathered and copper tipped :  
 7½ feet long.....\$3.50 pair  
 8 feet long..... 3.75 “  
 8½ feet long..... 4.00 “  
 9 feet long..... 4.50 “

**BOAT CHAIRS (Removable)**

Either of the chairs shown are adapted for either bow or stern seats or thwarts of the Famous St. Lawrence River Skiffs or our ordinary row boats. Fitted with small leather pads on under side to prevent slipping.



No. 3. High back, oak frame, cane back and seat, varnished, each,.....\$3.00

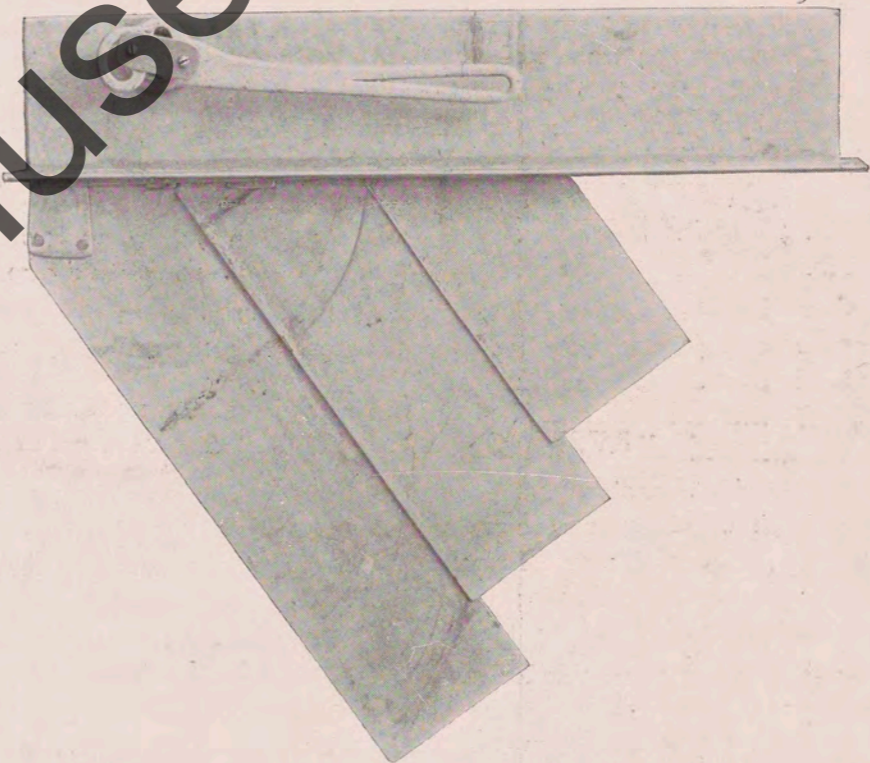


No. 4. Lowback, cane, oak chairs, each,.....\$2.00

**"NEW" FOLDING CENTREBOARD**  
(Patented)

Recognizing a long-felt demand for a thoroughly practical folding centreboard for combination rowing and sailing Skiffs, cruising canoes, and such small sailing craft, of which owners desire the cockpit room to be interfered with as little as possible by a plate centreboard and necessarily high trunk, we offer the NEW type as illustrated herein. This centreboard is exceedingly strong, durable and effective, and offers far less fore and aft resistance than anything else of the kind on the market. The trunk, or case, being low, is not sufficient to be any great inconvenience when boat is used for rowing or paddling only. The operation of a very ingenious lever is exceedingly easy. The entire construction is simple, there being practically nothing to get out of order. We keep in stock the different lengths from 24-in. to 30-in.; sizes 32-in., 34-in., 36-in., 40-in. made to order.

We have introduced a patent locking device which prevents a lateral separation or spreading of the blades, this being intended only for lengths of 30-in. and upwards, and is recommended for use in boats and canoes intended for racing.



SHOWING BLADES FULLY LOWERED

The entire centreboard is constructed and fitted for fresh or salt water use.

**PRICES (for New Centreboard)**

Length	Galv. Fit.	Bronze Fit.	Length	Galv. Fit.	Bronze Fit.	Length	Galv. Fit.	Bronze Fit.
24 in....	\$7.50...	\$8.50	30 in....	\$10.50...	\$11.50	36 in....	\$13.75...	\$14.50
26 in....	8.50...	9.50	32 in....	11.50...	12.50	38 in....	14.75...	15.50
28 in....	9.50...	10.50	34 in....	12.50...	13.50	40 in....	15.75...	16.50

**EXTRA FOR BLADE LOCKING DEVICE**

\$1.00 for 24-in. to 30-in. lengths      \$2.00 for 32-in. to 40-in. lengths

## ROW BOATS

### "EVENING PASTIME" No. 4

Oak keel, stem, sternpost, frames and gunwales; 5-16 inch white cedar planking, beveled lapstreak construction, copper riveted and burred; breasthooks, mahogany; two rowing thwarts and bow and stern seats and lazy back, mahogany; wood rudder; varnished natural color with best spar varnish throughout; two pairs straight blade spruce oars, varnished, leathered and copper tipped; two pairs swivel rowlocks; rudder lines; two-foot braces; polished brass fittings.

	Length	Beam	Depth Amidships	Approx. Wt.	Price
No. 4	15 ft.	42 in.	15 in.	120 lbs.	\$85.00
No. 4-B	14 ft.	42 in.	15 in.	110 lbs.	75.00

Our "Evening Pastime" Row Boat was designed more especially for river and small lake use, and has always proved a great favorite. Is very attractive in appearance, and thoroughly well built.

### "EVENING PASTIME" No. 5

Oak keel, stem, sternpost, frames and gunwales; planking, 5-16 inch white cedar, beveled lapstreak construction, copper nailed and well clinched, breasthooks, ash or oak; two rowing thwarts and bow and stern seats and lazy-back; oak or cedar finish; wood rudder; finished throughout natural color with best spar varnish; brass fittings throughout; two pairs swivel rowlocks; two pairs ash or spruce straight blade feathering oars; rudder lines; two-foot braces.

	Length	Beam	Depth Amidships	Approx. Wt.	Price
No. 5	15 ft.	42 in.	15 in.	150 lbs.	\$70.00
No. 5-B	14 ft.	42 in.	15 in.	140 lbs.	65.00

Approximate weight of above, Nos. 4 and 5, for boats complete, except oars, rudder and fittings.



Four Cushions, hair or cork and leather, \$12.50 extra

## PADDLING CANOES

As is the case of our Famous St. Lawrence River Skiffs, our Mr. J. G. Fraser (as Manager of The Spalding St. Lawrence Boat Company) has long been known to the boating public as a builder of Paddling Canoes. The all-wood (cedar) Canoes turned out by the St. Lawrence River Skiff, Canoe & Steam Launch Company (afterwards known as The Spalding St. Lawrence Boat Company) earned a reputation which old-time canoeists acknowledge and appreciate. We own all the designs and models of the above mentioned companies, though these have been remodelled and improved from time to time.

We have in our employ the most expert Canoe builders formerly employed by Mr. J. G. Fraser at the Spalding & Whitestone Shops, and will continue to build Canoes of the same standard of excellence in design, workmanship and finish, as formerly produced by those companies. The above applies also to Canvas Covered Cedar Canoes.



## CANVAS COVERED CEDAR CANOES

Our Canvas Covered Cedar Canoes are practically identical in design to our all-wood Paddling Canoes, and combine, as far as is possible in a craft of this size, **staunchness, safety,** ease in paddling, minimum weight combined with maximum strength, durability and handsome appearance.

The workmanship is strictly first-class throughout. Every inch of material is thoroughly seasoned and selected with care. The canvas skin is not an ordinary duck, but a very closely woven, tough, high-grade material, made specially for our requirements, and of such texture and strength as our special method of stretching requires, to obtain an absolutely smooth fit in one piece from stem to stern, without seam or wrinkle. The inside of the canvas is treated with a preserving oil.

The outside skin is filled with a preparation of our own invention, known and used by no other firm. This process is a considerable factor to the suc-

cess and popularity of our Canoes, as it greatly hardens, stiffens and preserves the canvas, producing a particularly smooth surface, on which enamel and varnish complete an exceedingly fine finish.

The skin of the cheap and ordinary Canvas Covered Canoe will, after a few weeks' exposure to water and atmospheric conditions, become either soggy and perished, or crack, blister and peel, allowing the canvas to get soaked, and rendering the life and term of usefulness of such a Canoe, short. This is not the case with our Canvas-Skin Canoes, which will, under all normal conditions, remain smooth and absolutely watertight, through the application of our special preparation.

This preparation is not only expensive to produce, but requires experts, as well as considerable time to apply it. This, combined with the fact that only copper, brass and bronze fastenings and fittings are used (copper rivets and burrs where practicable) makes the construction and finish of our Canoes somewhat more expensive than other makes. Hence we do not claim to compete in price against the ordinary Canoe, but to give excellent value for the prices at which we list.

### CANVAS COVERED CEDAR CANOES



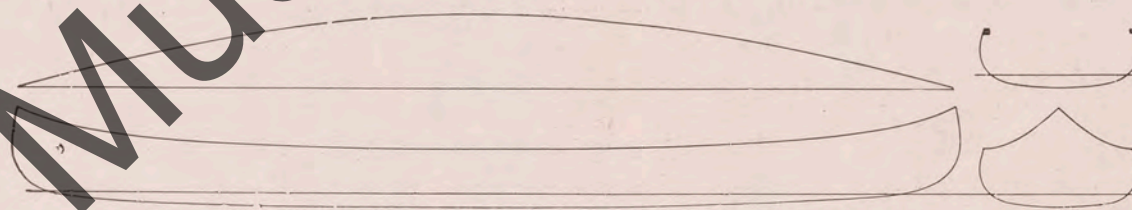
As regards durability, we believe there is no Canoe built which will equal our Canvas Canoe for hard wear and tear. Its weight is a trifle heavier than our Cedar (all wood) Canoes of the same size, but is still light, and can easily be carried by one person. It is an excellent little craft for Paddling Canoe cruises, being roomy and very buoyant, so that two persons and a reasonable amount of camping outfit can be accommodated.

We use a variety of colors for the outside of the canvas, among which are the following: Medium brown, azure blue, moss green, vermilion, Indian red, holly red, etc. As the entire interior of the Canoe and gunwales, decks, seats, thwarts, backboards, etc., are varnished the natural color of the wood, the canvas does not show, but the outside of the hull has the appearance of wood very smoothly finished in color and varnish.

We believe our Grade A to be infinitely superior to any Canvas Covered Canoe on the market, while our Grade B is thoroughly well built, handsomely finished, and in general excellence, second only to our Grade A.

### CANVAS COVERED CANOES

#### Descriptions of Grades



Outline of our 16-ft. x 32-in. Canvas Covered Paddling Canoes

#### GRADE A

**Material and Construction**—Bent oak stems; light bent cedar frames, wide at floors and tapered to gunwales; planking, light cedar strips laid smooth inside and outside, then covered with the best No. 8 close woven canvas, tightly stretched in one piece (without seams or joints, entirely over outside of planking) and filled with our special composition, then painted and varnished to a perfectly smooth surface.

Gunwales, short decks, two movable thwarts, and general finish of mahogany.

Two movable seats of cane insertion in wood frames.

All fastenings brass and copper. Interior, decks, seats, etc., varnished natural color.

Colors of outside, holly red, Indian red, moss-green, vermilion, azure blue, or velvet brown, etc.

#### GRADE B

Same as Grade A except decks, gunwales, thwarts, and general finish of butternut and spruce, cedar or cherry, instead of mahogany, and the whole not quite as handsomely finished as Grade A.

Grades A and B kept in stock.



GRADE C—Decked Canoe

Same as regular Grade A Canvas Covered Canoe, except to have decks 4 to 6 inches long at bow and stern and 3 inches at sides, of mahogany or Spanish cedar; combing, ditto.

PRICES OF CANVAS COVERED CANOES

GRADE A

15 feet.....	\$37.50
16 feet.....	39.50
16 feet 6 inches.....	41.50
17 feet.....	43.50
18 feet.....	47.50

GRADE B—Our Leader

15 feet.....	\$31.50
16 feet.....	32.50
16 feet 6 inches.....	33.50
17 feet.....	36.00
18 feet.....	40.00

Note—Our Grade B is especially good value, and as light in weight, as durable and desirable in every way as Grade A, except that the finish is not so elaborate as A. Our Grade B will compare favorably with the highest grade of any other make of canvas covered canoe.

GRADE C

Bow and Stern Decks each 30 inches long; Side Decks 3 inches wide  
Special (Decked) Canvas Covered Canoe

	No. 3
15 feet, 16 feet, 16 feet 6 inches.....	\$50.00
17 feet.....	52.50
18 feet.....	55.00

Transportation Crates or Heavy Bagging and Excelsior to  
Entirely Cover Canoes

For 15 foot, 16 foot, 16 foot 6 inches and 17 foot canoes.....	\$ 1.00
For 18 foot canoes.....	1.25



ALL-WOOD PADDLING CANOES

Descriptions and Prices



GRADE No. 20

Oak or second growth rock elm frames and stems; planking, all mahogany or Spanish Cedar, smooth inside and outside, decks (each 23 in. long) and thwarts of mahogany or birdseye maple; gunwales and removeable floorboards, mahogany; fastenings, copper and brass throughout; all wood highly finished natural color in best spar varnish; polished brass stembands and thwart plates; one cane paddling seat in stern.

Length	Beam	Approx. Weight	Price
15 ft., 16 ft., or 16 ft. 6 in.	30 in. or 32 in.	48 lbs. to 55 lbs.	\$60.00

GRADE No. 21

Same as Grade No. 20, except with the following variations: Planking of white cedar, with mahogany or Spanish cedar top streaks; flooring of white cedar. Dimensions, same as in Grade No. 20. Price, \$50.00.

GRADE No. 22

Oak stems, second growth rock elm, or oak frames, etc., planking white cedar, smooth inside and outside; decks, thwarts and general finish, butternut, cherry or quartered sycamore; decks (each 20 in. long), removeable floorboards of white cedar; copper and brass fastenings throughout, polished brass stem bands and thwart plates. Dimensions, same as Grade No. 20. Price, \$45.00.

Extras—Paddles, cushions, etc., see pages 21 and 22.

Transportation Crate or Bagging and Wrapping \$1.00

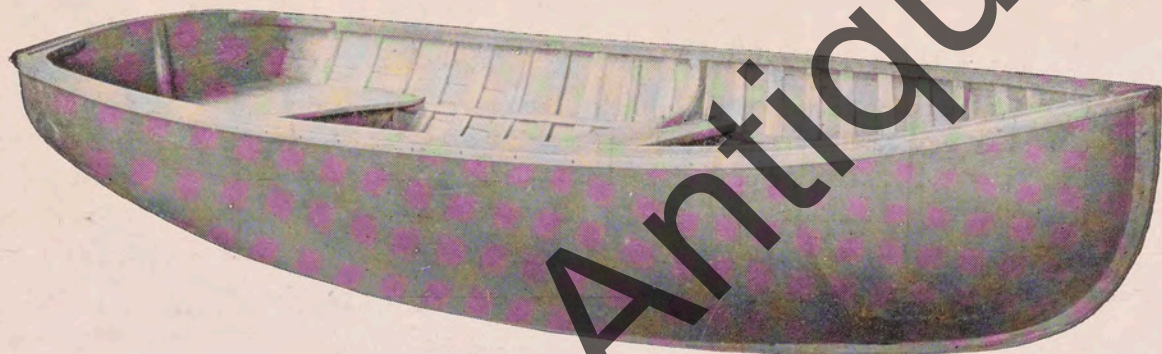
**CANVAS COVERED DINGHEY**

Length 9 feet and Beam 44 inches;  
Weight about 100 lbs.

This is a light weight, exceedingly strong and durable Dinghey, especially adapted as a tender for small launches, small sail yachts, "knockabouts," etc. This little Dinghey will carry four persons comfortably, or six at a pinch; is easily handled, tows well in wake of a sail yacht, and will stand a great deal of hard wear and tear. The outside skin is yacht's duck; stretched on in one piece without seams, the canvas being treated with a special hardening and stiffening process which renders it extremely indestructible, and is then painted and varnished to a perfectly smooth surface, which gives the outside the appearance of colored and highly polished wood. The stem, outside keel, rubbing streaks, gunwales, knees, etc., are of white oak. The inner planking is white cedar (smooth laid fore and aft streaks). The entire boat is fastened with copper and brass. The whole inside of boat, gunwales, seats, floorboards, transom, etc., varnished in natural color spar varnish. The outside canvas skin is mahogany color, varnished. Metal fittings, *i. e.*, stem band, rowlocks, etc., polished bronze; 1 pair ash oars.

Price,.....\$65.00

Shipping Crate to entirely enclose boat for transportation, \$1.50 extra

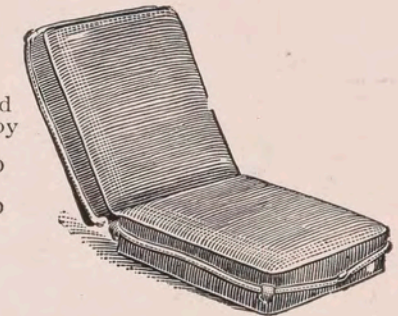


**EXTRAS FOR CANOES**

**AIR CUSHIONS No. 1**

Air Cushions (seat and back). Has life line attached, and will support two persons.

	Centre Covered with Duck	Covered Corduroy
Seat 12x12 in., back 12x12 in...	\$5.00	\$ 6.50
Seat 15x15 in., back 15x28 in...	9.00	10.50



**AIR CUSHIONS No. 2**



	Centre Covered Corduroy	Centre Covered Brown Duck
Size 12x12 in.....	\$3.00	\$2.50
Size 12x14 in.....	3.00	2.80
Size 12x20 in.....	5.00	4.00

**CORK CUSHIONS (also used as life preservers) No. 3**

Seat Cushions, covered with brown duck.....	\$1.50
Size 12 x 15 in., covered with pantasote.....	2.25
Size 12 x 15 in., covered with corduroy.....	2.25

**CANVAS COVERINGS FOR CANOES**

To entirely enclose Canoe when left ashore exposed to sun, rain, etc. Covers cut to shape from 9-oz. yachts' duck, brass grommetted and fitted with tying strings, \$5.00 each.

**BACKBOARDS**

Mahogany .....	\$1.00 each
Butternut or Cherry .....	.50 each

**OUTSIDE KEEL, OAK (for Canvas Covered Canoes)**

Recommended where Canoe has to be hauled out on docks, beach or rocks, \$1.50.

REMOVABLE BOTTOM BOARDS

For inside of Canvas Covered Canoes. These are not necessary in the ordinary way, but are recommended where Canoe is used for cruises and when extra weights and carrying outfit are loaded in Canoe, \$1.50 extra.

SINGLE PADDLES



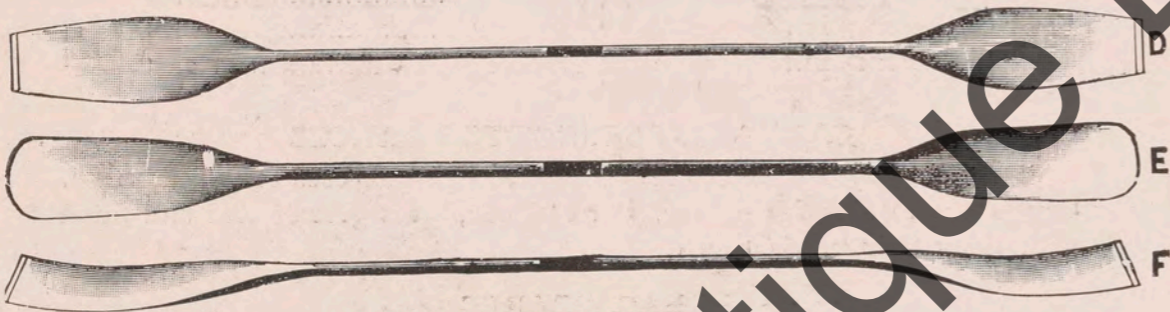
Single Blade, Maple, Spruce or Cedar, Best Grade, varnished natural color



SHAPE A OR B

Lengths, 5 ft. 3 in., 5 ft. 6 in., or 5 ft. 9 in., \$1.50 each.

SPRUCE DOUBLE BLADE FLAT PADDLES, varnished, jointed and copper-tipped.



SHAPE D, E OR F

8½ ft.....	\$3.50
9 ft.....	4.00
9½ ft.....	4.50

For Spoon Blades, 50 cents extra per pair blades.

BUILDERS OF

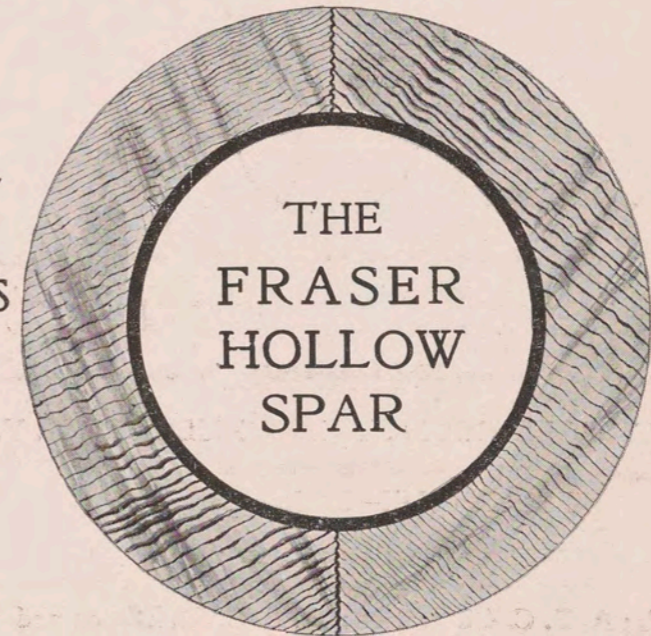


EXTREME LIGHTNESS, GREAT STRENGTH

The particular construction employed by us enables us to produce a Hollow Spar equally strong and reliable and yet stiffer than one of the same dimensions of solid spruce, yet the former will be anywhere from thirty-five to seventy-five per cent. (depending upon the thickness of the shell) lighter than the solid.

Such immense saving weight above decks (and without sacrificing any strength, but on the contrary increasing rigidity and stiffness), means not only considerable more speed in a yacht, but greatly increased stability. Such advantages are, of course, desirable in cruising as well as racing craft.

FOR SAIL  
YACHTS,  
ICEBOATS  
AND ALL  
SAILING  
CRAFT



THE  
FRASER  
HOLLOW  
SPAR

FOR  
SCHOONER-  
RIGGED  
STEAM  
YACHTS

OUR SPAR BOOKLET No. 4, FOR 1905  
SENT ON RECEIPT OF APPLICATION

The Fraser Hollow Spar and Boat Co., Greenport, Suffolk Co., N. Y.

---

We Build

HIGH-SPEED LAUNCHES,  
AUTOMOBILE LAUNCHES,  
CRUISING LAUNCHES,  
YACHTS' DAVIT BOATS,  
HUNTING BOATS,  
FISHING BOATS, and all  
Kinds of Pleasure Craft,

To Order

Estimates Furnished on Receipt of Application



The Fraser Hollow Spar & Boat Co.

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