



# Cabot Identification and Lineage

[edited to a single file from emails from Roy Mac Keen in July, 2007. Roy was CCI's final President in the late 1970's, author of *Cruising Cape Breton*, and a very proud Maritimer.)

## 1. Identification

There are three identifying marks on a Cabot 36:

- the **Carving Mark**, (containing the Serial Number),
- the **Builder's Plate**
- the **Cabot Trademark**.



Figure 1: Trademark on Idalia (Hul #30)

One of the first requirements for Cabotcraft Industries was to purchase the “reverse image dymo labler” necessary to affix a permanent ‘carving mark’ in the hulls of the Cabot. A Carving Mark is an international requirement for all vessels. In the days of wooden ships it was a number granted by the government authority (Customs) which had to be permanently carved ( not scratched into the keel). For steel ships it must be welded to a main beam. For composite boats it is to be moulded into the transom starboard upper right corner. As the majority of our market was export, it was absolutely mandatory to have this mark. Cabot owners will see this mark, containing the boat's serial number, in the top right corner of the transom (.e.g. **ZBD360320976**).

- ZBD Builders Code
- 36 Model identifier
- NNN Production Number (Note that we planned to build up into the triple digits !!!!!)
- NN Production Month ie Jan= 01, This was the date of moulding the hull
- NN Production Year ie the last two numerals of that year.



Figure 2: Carving Mark on Cimba (Hull 32)

It may be that some owners have (illegally) filled in the number for cosmetic reasons.

The **Builders Plate** was, at one stage in construction, a brass oval plaque approximately 2-1/2 inches on the long axis by approx 1-3/4” on the minor axis. There was rope around the periphery and two small screws could affix it to a surface. (In size, it would make a great belt buckle.) The top line

would have said “Cabotcraft Industries Ltd; the second line may have been “Sydney, Nova Scotia;” and the last line would have been “Hull No. with a blank space for the stamping of three digits.

The oval brass plaques were not introduced until mid production and were affixed to the aft cockpit just below the main sheet traveller where they could best be seen at a Boat Show. No other competition had them at the time. For those hulls that preceded the plaque, I believe plates were sent to the various owners.

## 2. Lineage

Working from an informal list of the boats kept by Jim Cencil (CCI Marketing and Sales), we built the first draft of an owners’ list that establishes when your boat was produced in the line of 49.

The numbering sequence was started at #10 and Bold Venture (Roy’s boat) was the 4th boat produced. Hence she is number 14. The production ended with number 59 which was the 49th hull produced.

At one point in correspondence Roy indicated that CCI skipped using hull number 13. While he was not in charge at CCI during the production of these early boats, he says he was often on site making inquiries about his own boat, Bold Venture (#14) and “picked up a lot of Scuttlebutt.” It remains uncertain, then, whether there is a hull #13. What is certain is that there were 49 boats built. This we know because the current producers of Cabots at Yachtsmiths International discovered that the designers of the boat, Ted Brewer and Bob Walstrom, were under an agreement with CCI to be paid royalties on the first 50 boats, after which the royalties would cease.

We also know with greater certainty that the final boat is #59, if only because Jim Cencil’s notes specify the first owners, Don and Pat Grey of Toronto. So working backwards, you either have the first boat as #10, and #13 is skipped, or the first boat should have been #11. You can see why we are anxious to be in touch with any owners who might unlock some of these mysteries.

Finally, there is a boat out there that claims to be almost the mould itself under sail. Aleewa, the first boat on our list, is owned by Roger Lee who writes (in about 2004): “Although I have sail #1, the boat is the plug from which the moulds were pulled. It really doesn't have a serial number. Roy Mac Keen writes: “I would hope that the plug was sold with a disclaimer that it is not a Cabot. Aside from the fact that the physical structure of a plug is not designed to sail, can you imagine the copious quantities of Bondo and fairing compound that is in that hull? John Perring, who was at Cabotcraft Industries from start to finish, writes that he recalls someone in the Maritimes purchasing the plug in order to build a boat. Is it possible that someone used the plug to lay-up a boat? In the long period of time during which the Cabot moulds lay dormant, is it possible more than one DIY builder had a go?

We take some licence, perhaps, in including this unnumbered boat on the list.

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