

South Shore Boatworks 'good little bay boat'

HALIFAX, MA – With some New England lobstermen catching lobsters “right up in the eelgrass” into October of this year, there is a growing school of thought that a small operation can still make a decent living.

Bob Fuller of South Shore Boatworks in Halifax has a new 25'6"x8'6" hull model that he feels would fit the bill for a lobsterman looking for a “good little bay boat that handles well and is cheap to operate.”

A third generation boat builder, Fuller said he “started hanging around my father’s shop when I was four years old.”

Fuller grew up learning his way around both wood and fiberglass, doing everything from long-term building and finishing projects to hurry-up-so-I-can-go-fishing-in-the-morning repairs. His approach to operating his own business has always been to “think outside the box and be open to new ideas.”

Over the years, Fuller has built everything from

wooden dories to a 20' steam launch, finished off fiberglass workboat hulls and restored wooden lobster boats, and earned a reputation as a builder of custom wooden steering wheels.

And while all that was going on, Bob Fuller put a lot of thought into having a boat model of his own.

Gurnet Point 25

About six years ago, Fuller approached Jamie Lowell of Even Keel Marine Specialties Inc. in Yarmouth, ME to talk about a new hull design.

“I’d known Jamie and his brother Joe for a while,” said Fuller. “I really admired their work and the boats designed by their father, Carroll, and uncle Royal. They’re a talented family.”

Fuller’s goal was a semi-builtdown hull in the 25'-to-26' range with no wider than an 8'6" beam to allow for easy trailering. An above-the-knee wash rail and a top with 6'4" headroom were also on Fuller’s wish list.

“Jamie gave me just what I was looking for,” he said.

Sandpiper III, the first Gurnet Point 25 to hit the water, was about “1,000 pounds heavier than a standard 25,” according to Fuller, yet hit 20.6 knots with a 180-hp Yanmar diesel.

The 25'6"x8'6" hull can be finished as either an inboard or in an outboard configuration, said Fuller. All hulls and tops feature vinylester resin and gelcoat, along with Divinycell foam coring. Penske board is used in the stringers and bulkheads.

Presently, Fuller has another 25-footer underway as a spec boat.

“I’m just putting the stringers in,” he said in early November. “I haven’t even chosen an engine yet.”

With any luck, perhaps someone else will be making that choice for him.

Brian Robbins



Photos courtesy of Lowell Brothers

The Sandpiper III cruises at 17 knots with a 180-hp Yanmar diesel. “A basic lobster boat would run about 1,000 pounds lighter,” said Bob Fuller.

