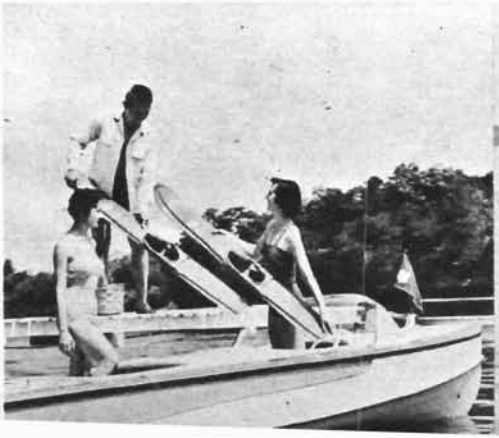
BOATS and BOATING SECTION

NEVER in outboarding history has the boat buyer been faced with such a broad choice of makes, models, materials and hull designs. There's a boat for every purpose, from running between the shore and the mooring to cruising hundreds of miles with the family. They're built of wood, plastic, Fiberglas or aluminum and you can have them edge-planked, sheet-planked, lapstraked or molded. If you can't find the boat you want, it isn't because the manufacturers haven't tried.

- ***Boats and motors***
- ***Sailboats***
- ***Houseboats***
- ***Accessories***
- ***The Thing!***

Kits

A complete revamping has occurred in the kit boat field. About eight years ago, the kit manufacturers started out with a bang and grew rapidly on the crest of the do-it-yourself wave. Then last year they appeared to be losing ground. They flourished when economy alone was the buyer's aim because a man could save anywhere from 25 to more than 50 per cent by building from a kit. Yet he wasn't always satisfied with



DUNPHY Imperial Greyling, a well-styled 14-ft. molded mahogany plywood runabout, has twin cockpits, lists at $950 with equipment shown.

Dunphy Boat Corp., Oshkosh, Wis.

THE NOMAD, built by Cruisers, Inc., is a 17-ft. lapstrake hull with a 75-in. beam. Motors from 30 to 80 hp are recommended. It is priced at $1,150.

the performance or the finished appearance of his boat. Square, boxy designs were used; year after year the same models were offered; parts weren't always cut too carefully and cheap woods were sometimes employed. All this added up to a loss of popularity while boating continued to boom. This year, however, the kit makers are back with added muscles, largely because of improvements in design.

Realizing the trend toward live-aboard cruisers, the manufacturers have come up with sleek, roomy models which, when completely assembled, have as much eye appeal as a factory-finished job and performance equal to all

Cruisers, Inc., Oconto, Wis.

EL DORADO frame kit is sold by Glen L. Marine. Builder finishes it off, working from plans supplied with kit: price, $88.

Glen L. Marine, Box 568, Compton, Calif.

BIMINI is 21 ft., has 91-in. beam. It is built by Trojan Boat Co., has oak frames, plywood planking, mahogany decks; $2,305.

Trojan Boat Co., Greenfield Rd., Lancaster, Pa.

REVEL CRAFT cabin cruiser is 20 ft. long, has 91-in. beam; planking is mahogany plywood over oak frames; price, $1,195.

Revel Craft Mfg. Co., Box 20, Arnold, Md.

OWENS 22 has 95-in. beam. It is planked with mahogany ply, has mahogany frames. Price is $2,195. Also comes as inboard.

Owens Yacht Co., Inc., Stansbury Rd., Baltimore, Md.

Custom Craft, 1700 Niagara St., Buffalo 7, N. Y.

TAFT MARINE WOODCRAFT sells this 17-ft. kit cabin cruiser. It has an 85-in. beam. Hull is planked with plywood. Kit: $495.

Taft Marine Woodcraft, 636-39th Ave. N.E., Minneapolis 21

CUSTOM CRAFT has a 21-ft. cabin cruiser in kit form. There's sitting headroom in forward part of twin-trunk cabin: $1,095.

but the highest quality custom products. Kits are available completely knocked down or in frame form only. In the latter case, the builder can buy his plywood and lumber locally and save freight costs.

Probably the biggest news in the kit boat field is the introduction of four molded Fiberglas runabout hulls by Custom Craft. The solid, molded sections can be put together in far less time than it takes to plank the conventional kit boat frame. If desired, the hulls can be had in one piece rather than in halves.

General Motorboat Corp., Annapolis, Md.

LITTLE MARINER is manufactured by General Motorboat Corp. This day cruiser is 19½ ft. long, has an 87-in. beam; $1,575.

Switzer Craft, Inc., Crystal Lake, Ill.

SHOOTING STAR by Switzer is a mahogany plywood 14-footer with a 75-in. beam. It weighs about 275 lbs., is priced at $675.

Factory-finished Boats

Fiberglas at the turn of the half century was still in the experimental stage. At that time, less than a half dozen manufacturers were pioneering the new material. Few veteran boaters gave it the time of day. Even in 1956, there were still many skeptics who thought it just wouldn't catch on. However, naval architects, working hand in hand with Fiberglas experts, have come up with some truly handsome and practical results. Price-wise, Fiberglas boats are somewhat more costly, but the obvious appeal of negligible maintenance, molded-in color and smooth-curved surfaces appears to be offsetting this handicap.

Another interesting development is the combination of Fiberglas and other materials. An example of this can be seen in the Crosby runabout which teams up a molded Fiberglas hull with mahogany topsides. Southwest Mfg. Co., with one of its Arkansas Traveler models, retains an aluminum hull but uses Fiberglas for the top structure.

Flotation in metal and Fiberglas hulls was originally taken care of by sealed watertight compartments, then more commonly by Styrofoam secured under

U-MAK-IT has new lapstrake skiff in kit form. The 19-ft. Texan has a 6-ft., 10-in. beam. Instructions are excellent. It's $595.

U-MAK-IT Products, 701 Whittier St., N. Y. 59

LARSON 21-ft. cruiser is ruggedly built with cedar strip planking and two-layer Fiberglas covering. The price is $2,361.

Larson Watercraft, Inc., Little Falls, Minn.

Aero-Craft Boats, 400 Water St., St. Charles, Mich.

AERO CRAFT 18-ft. riveted aluminum hull weighs 585 lbs., has 72-in. beam. Motors up to 70 hp can be used. Price is $1,725.

Blue Star Mfg. Co., Inc., Box 946, Miami, Okla.

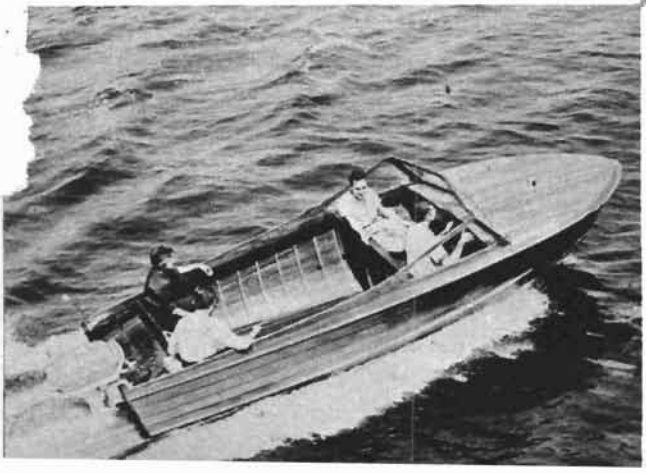
FIESTA hull is aluminum, decking is one-piece Fiberglas. It's 14 ft., has a 61-in. beam and a heavy-duty transom. About $600.

seats. Now a new approach is being used. Crosby installs a double bottom. In between, they seal balsa. This not only adds strength but serves as excellent flotation.

The lapstrakes or clinker-built hulls have long held considerable appeal because of their rugged construction and good performance in rough water. However, they require about 25 per cent more materials and considerably more labor, with the result that they are more expensive than sheet ply or carvel-planked counterparts. Thompson, one of the old leaders in the field, has introduced a new technique which cuts cost,

WIZARD HOLIDAY is laminated Fiberglas, has tunnel molded in for control lines. The 14-footer has a 69-in. beam; $595.

Wizard Boats, Inc., Box 28, St. Joseph, Mich.



SEAFIN is a lapstraked mahogany hull 17 ft., 9 in. long. It has a 79-in. beam and is 32 in. deep amidships. Well-built, it is good in rough water; $1,285.

Flying Finn, Inc., 122 E. 42nd St., N. Y. 17

CHRIS-CRAFT 19-ft. Sports Express cruiser kit can be built as inboard or outboard. It will sleep two, has a molded Fiberglas top; $1,870 and up.

Chris-Craft Corp., Algonac, Mich.

CAPRI DELUXE, made by Yellow Jacket, is a molded plywood hull, comes in three lengths (12, 14 and 16 ft.) at prices ranging from $600 to $825.

Yellow Jacket Boat Co., Inc., Box 264, Denison, Tex.

Crosby Aeromarine Co., Grabill, Ind.

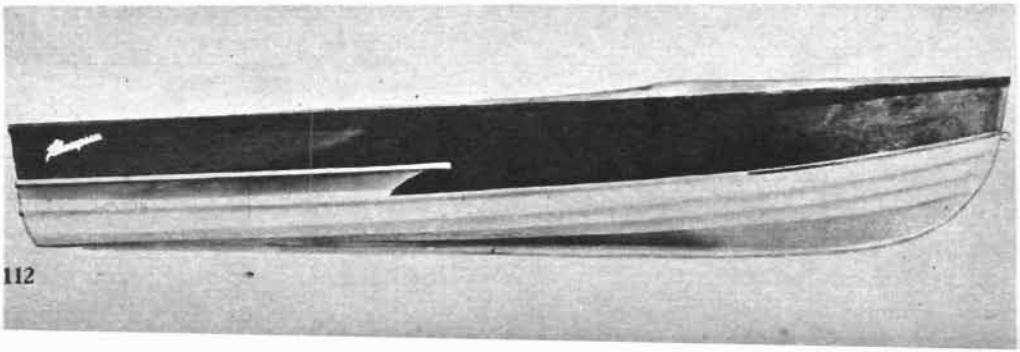
CROSBY CAPRI is a 16-ft. Fiberglas hull with mahogany decks. Extremely well-designed and built, it handles beautifully. Price, as shown, $991.

CUSTOM SPORTSMAN is made by Southwest Mfg. Co. The 14-ft., 9-in. hull is aluminum and the top structure is molded Fiberglas. List price is $865.

THOMPSON 14-ft. Fisherman has lap-strake planking around chine line, smooth marine plywood on sides and bottom planing surface. List: $335.

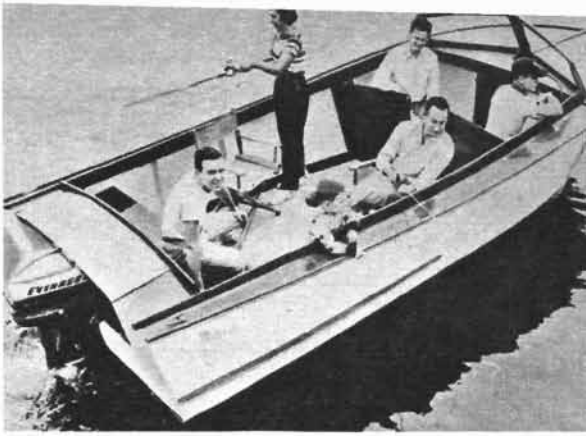
Southwest Mfg. Co., Box 2339, Little Rock, Ark.

Thompson Bros. Boat Mfg. Co., Peshtigo, Wis.



Lone Star Boat Co., Box 698, Grand Prairie, Tex.

CONSTELLATION is a 15-ft. hull built of Fiberglas by Lone Star. It has a beam of 65 in., will take a 40-hp outboard. $699.

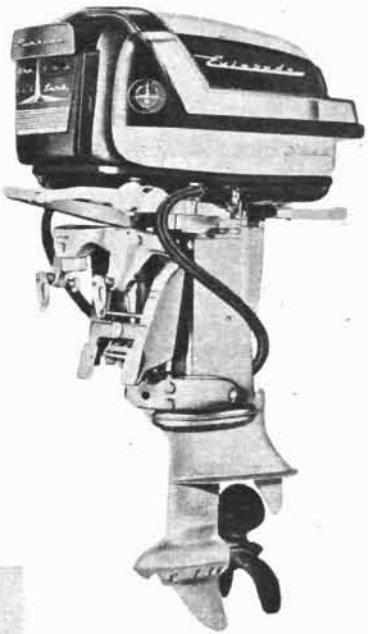


Topper Boat Co., 5816 Ritchie Hwy., Baltimore 5, Md.

TOPPER builds this 20-ft. outboard utility which, with its large cockpit, is an ideal fishing boat. As shown, price is $1,124.

diminishes weight and yet retains most of the desirable aspects. Lap-chine construction, as they call it, consists of using sheet plywood for the sides, lap planking around the chine line and sheet plywood for the bottom planing surface.

Molded plywood hulls offer beauty of wood combined with high strength, light weight and flexing characteristics which absorb pounding without a tendency to split side and bottom skins. They also make for cleaner interiors because no frames are necessary. One of the style and design leaders is Dunphy, which stresses lush appointments in deluxe sports runabouts and features flush floors on many of its models. Recognizing the value of front cockpit steering, this company has also added broader flaring bows to take care of the additional weight forward.



NEW EVINRUDE 18-hp electric model is priced at $475; 3-hp Lightwin costs $155, is popular with fishermen.

THE LARK is the style leader in the Evinrude line of ten outboards. This 35-hp Electric Big Twin costs $625, can be fitted with generator.

BUCCANEER'S 3-hp model weighs 29 lbs., has integral tank, sells for $135. The 25-hp electric has 12-volt system; $465. Manual starting can be had.

ELGIN is sold by Sears, Roebuck and Co. 30-hp, 12-volt electric with a generator is about $490.

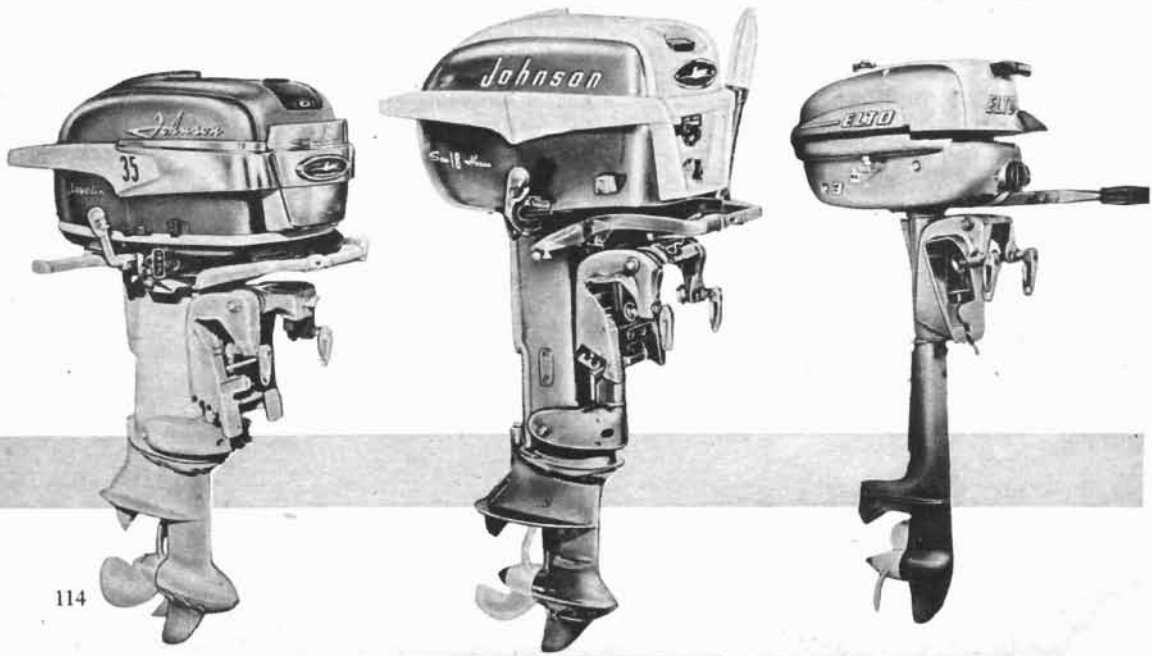
In shopping for boats of any sort, the buyer may find f.o.b. prices misleading. Some manufacturers include the deck and steering hardware, steering wheel, windshield, step pads, convertible tops and other items pictured with the boat. Other manufacturers picture dressed-up models but their price represents the hull stripped. It's refreshing to find a trend toward including what have become necessities in the base price quoted.

New Outboards

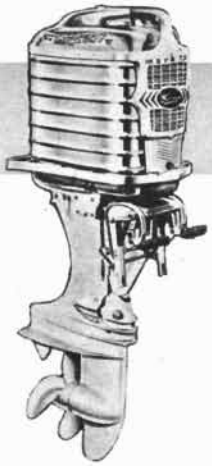
The biggest news in the outboard motor field is to be found at the top and bottom of the horsepower bracket, where two wholly new motors are offered. Yet throughout there are a

GOLDEN JAVELIN leads the Johnson line. The 35-hp electric has 12-volt system, sells for $625. New 18-hp electric weighs 87 lbs., is priced at $475.

ELTO motors are made in Canada. Smallest is single-cylinder, 3-hp; $145 to $155, depending on zone.



OLIVER 35 comes with generator, 12-volt battery in case; it has a 4-field electric starter.



MERCURY MARK 75 is rated at 60 hp. The six-cylinder-in-line engine has 12-volt system, generator; $975. Mark 10 trolls slowly, gives good speed, has through-the-propeller exhaust.

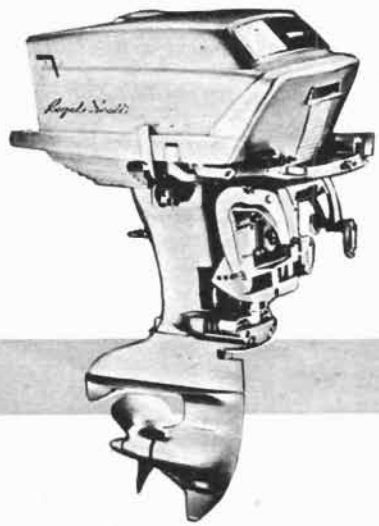
vast number of engineering and styling changes. One manufacturer lists 118 engineering modifications in a single model to bring it up from 25 to 30 hp. This, in itself, is an indication that 1957 isn't a year of mere face lifting.

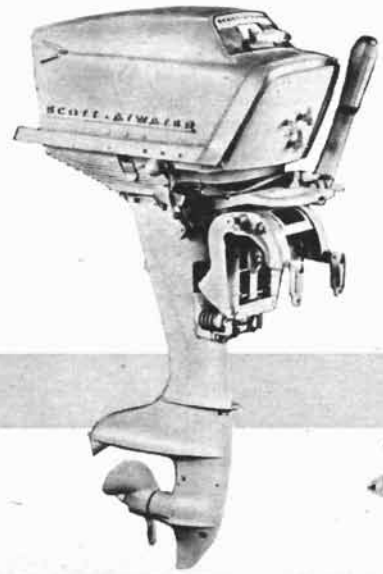
In general there is an over-all upgrading of horsepower. The increase in outboard cruising with a gradual shift from a lone fisherman type of boating to an all-family sport is largely responsible for this. Yet there has always been a demand for small motors and the major manufacturers will continue to produce something in this bracket.

Muncie Gear Works continues to have the lightest and smallest horsepower motor in the field, its Neptune Mighty Mite. This 17-lb., 1.7-hp, single-cylinder, water-cooled motor lists for $89.50 and is basically unchanged from last year.

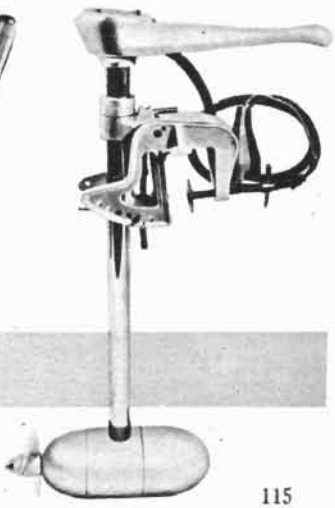
At the top of the horsepower range is Mercury's wholly new, six-cylinder-in-line, 60-cubic-inch, 60-hp Mark 75. The features of [*Continued on page* 154]

SCOTT-ATWATER leader is the 40-hp Royal Scott. It has 12-volt system, generator and automatic bailer; $675. Completely redesigned 10 is $330.





ELECTRIC fishing motor will run several hours on 6-volt battery. Silvertrol Model S-57 is $89.50.



accept generators and dealers will handle a completely assembled generator kit, which may be readily installed with no special brackets or shroud changes.

Another feature incorporated in both the Evinrude and Johnson 35-hp models is cylinder compression relief chambers for easier manual starting, should it be required. These compression reliefs consist of automatically operated valves in the cylinder heads which are connected by a linkage to the starter pulley.

When manual starting is used, the opening of the valves approximately cuts in half the required pull on the starter rope as compared to that of the previous 30-hp models.

Evinrude has also stepped up its mid-range motor from 15 to 18 hp, with an increase in piston displacement from 19.94 to 22 cubic inches. In redesigning to gain an added 3 hp, the output was accomplished with a weight reduction from 88 to 87 pounds.

Evinrude in all has ten different models including three 35s, two 3s, a 5½, 7½, 10 and two 18s. Its motors are priced from $155 for either the Lightwin or Duck Twin 3s (different only in exterior finish) to their style leader, the Lark, at $625.

Johnson for 1957 continues its 3, 5½, 7½ and 10 but has replaced last year's 15s and 30s with larger 18s and 35s, both of which are available in either manual or electric starting models. Stressed is a redesigned propeller slip clutch, which will eliminate pin shearing problems in its 10-, 18- and 35-hp motors. Another new feature is a serrated cutting edge on the forward rim of the propeller hub which will slash fishing lines and prevent tangling and fouling of the propeller shaft.

Oliver has entered the large horsepower field with a 35-hp twin which includes several unique features. One of these is a completely detachable powerhead. In a matter of minutes the powerhead and lower unit can be taken apart to offer easier portability and storage and lessen the possibility of theft.

Both Oliver and Scott-Atwater feature a novel lower unit clutch arrangement. Rather than having a drive shaft pinion gear mesh with either of two bevel gears actuated by a horizontally operating dog clutch on the propeller shaft for forward and reversing action, these two manufacturers position the dog clutch vertically between two pinions on the drive shaft. The shift mechanism lifts or lowers the two gears into contact with a single propeller shaft bevel gear. This results in elimination of several shift train parts and a slimming of the lower unit. The vertical rather than horizontal type clutch mechanism permits easier shifting with less wear on the gears. However, the design does have the drawback of creating greater steering torque.

The Oliver, which displaces 42 cubic inches, is equipped with a 12-volt electrical system complete with battery and generator. Several features once found on the now defunct Martin motors, automotive type intake poppet valves and a front of the motor angle adjustment feature, are found on the new 35. The poppet valves add to the quiet features of the motor and offer improved fuel vapor flow to cylinders at low speed and during acceleration, though engineering-wise, their application would appear to be a step away from two-cycle simplicity of design.

Also moving into the horsepower race is West Bend. This manufacturer has completely restyled the entire line, offering the motors with tan lower units and a choice of copper, yellow, grey or tan snap-on Fiberglas hoods. The largest of the West Bend motors is the 30-hp Shark which features a 12-volt electric system. Its displacement has been increased from 37 to 38.26 cubic inches. Other changeovers from last year's 25 include a reshaped cylinder head, redomed pistons, increased magneto output and carburetor changes offering greater economy.

Of particular interest to the outboarder who doesn't want to run the risk of a battery discharge (and who does?), West Bend has incorporated a blue signal light on the starter button to indicate generator charging or discharging.

Another wholly new concept is that offered by Mercury engineers with their new Mark 10, which features a forward swept powerhead and angled lower unit. In addition to streamlined appearance, the Mark 10's forward cant is styled to im-

[*Continued on page* 156]

Boats And Boating

[*Continued from page* 155]

prove idling performance since the angle will relieve the cylinders of the heavy, unburned ends of two-cycle fuel. Though little has been made of it, another feature is the exhaust which is released through the propeller hub. Gases emerge about 20 feet aft and make it easier on a trolling fisherman.—*Hank Wieand Bowman.* •

The New Sailboats

[*Continued from page* 119]

have become very popular. Unlike canvas, Fiberglas does not rot but forms a long-lasting, waterproof coating.

One of the advantages of plank boat construction is the availability of material for repairs. No matter where you may be, you will be sure to find suitable lumber to repair damaged planking. This may not be the case with Fiberglas, so it pays to have a repair kit on hand. Many marine dealers now sell inexpensive kits with enough material to repair a foot-square hole. The job is done by removing the damaged section to a point beyond any cracks. Then a coarse file is used to taper the outside edges back about four inches. Next the edges are coated with resin and a layer of resin-impregnated Fiberglas is applied. Layers are built up until the patch equals the hull thickness and then, when dry, the patch can be sanded down so that it is just about invisible.

Repairs on molded plywood can be more difficult. If a hole is punched on a relatively flat surface, the damaged section is simply cut out, another piece is fitted in and an overlapping butt block is screwed and glued to the inside. However, the curved bilge line presents much more of a problem. The recommended method is to square the hole off, then cut back each ply 1½ inches from the ply beneath.

Working from the inside out, increasingly larger veneers are glued into the step-like formation. The patch is built up until it equals the number of plies in the hull.

Regardless of what material a buyer selects, one thing is certain: he will have much more time afloat with less time devoted to maintenance than in previous years. •

Golden Hammer Awards

[*Continued from page* 131]

Baton Rouge, La. . . . John A. Maraldo, Toledo, Ohio . . . Warren Kibler, Warsaw, N. Y. . . . H. W. Collins, Cape Town, S. Africa . . . George L. Helms, Los Angeles, Calif. . . . W. L. Euslou, Redwood City, Calif. . . . Dean O'Connell, Danville, Ill. . . . O. D. Moss, Alva, Okla. . . . L. K. Wood, Meadow, Utah . . . J. A. Blankenship, Danville, Va. . . . C. E. Brickley, Farmland, Ind. . . . Howard Sprunger, Constantine, Mich. . . . Robert L. Esken, Clayton, Ohio . . . C. W. Harrison, San Bernardino, Calif. . . . Ernie Kabaluk, Lac du Bonnet, Man., Canada . . . Glenn Totten, Garberville, Calif. . . . John I. Hungerford, Reseda, Calif. . . . C. W. Jasmagy, Lemon Grove, Calif. . . . Gordon Peel, Calgary, Alberta, Canada . . . Eric T. Johnson, Camden, N. J. . . . T. W. Van Dyk, Hatfield, Pretoria, S. Africa . . . Walter A. Holland, Dover, N. J. . . . Thos. A. McGuire, Linden, N. J. . . . Cecil C. Unruh, McPherson, Kan. . . . Harry Eichman, Vandalia, Ohio . . . T. E. Leavy, Webster, N. Y. . . . James N. Jordan, Riddle, Ore. . . . Michael Anastas, Somerville, Mass. . . . Neal DuBrey, Grosvenor, Durban, S. Africa . . . D. H. Downie, Witham, Essex, England . . . Varrick Cox, St. John's, Newfoundland.

The following craftsmen have been awarded CERTIFICATES OF MERIT for their projects:

Charles L. Moree, Riviera Beach, Fla. . . . Walter Garey, Blissfield, Mich. . . . M. F. Weatherman, Amarillo, Tex. . . . R. C. Pruitt, Lakewood, Calif. . . . Robert H. Palmer, Eltingville, Staten Island, N. Y. . . . W. E. Beeler, Long Beach, Calif. . . . Edward Thaddens, Sacramento, Calif. . . . Harold F. Griffin, Springfield, Ohio . . . Earl Geilker, Norwalk, Calif. . . . Harry Mochamer, Summit Hill, Pa. . . . Robert F. Quinn, Detroit, Mich. . . . Paul C. Shellman, Delavan, Wis. . . . Edward Bozicevich, S. Amherst, Ohio . . . Harvey H. Jack, Kinnaird, Can. . . . R. C. Bird, Prineville, Ore. . . . Earl Vaughn, Alexandria, La. . . . Robert Gray, Warrensburg, Mo. . . . Albert Johnson, ET/2, FPO San Francisco, Calif. . . . S. W. Hipp, Birmingham, Ala. . . . Gordon Goodier, Swinton, Sanes., England . . . R. H. Eichhorn, Tucson, Ariz. . . . Gordon Richards, St. John's, Newfoundland . . . Gordon Simpson, Vancouver, Can. . . . J. Dewison, Cheshire, England . . . Benny Powell, Danville, Ky. . . . Ernest C. Purvis, Oberlin, Kan. . . . Donald Smith, Marlboro, N. J. . . . Evelyn F. Hendrickson, Carlsbad, N. M. . . . Donald Woolley, Granger, Ind. . . . Carl O'Dell, Carrollton, Mo. . . . Louis Ensler, Meridian, Miss. . . . John M. Hurley, Jr., Needham, Mass. . . . Fred J. Burton, Battle Creek, Mich. . . . John E. Brown, Rome, N. Y. . . . Donald Hood, Bykesville, Md. . . . Oscar B. Kelley, Smithburg, W. Va. . . . Raymond C. Smith, Delphi, Ind. . . . Gordon Ritter, Waverly, Ill. . . . Glen D. Miller, Xenia, Ohio . . . Charles Seaman, Flushing, L. I. . . . Henry Loeb, Jr., Owensville, Mo. . . . William Wardwell, Manchester, N. H. . . . Hedley M. Gardiner, Guernsey, U. K. . . . Martin G. Seidler, Las Vegas, N. M. . . . Arthur E. Cord, Miami, Fla. . . . Herbert M. Brock, Chester, Va. . . . Joseph G. Nofil, Brooklyn, N. Y. . . . Carl L. Ulanowicz, Grand Rapids, Mich. . . . R. F. Rinick, Chambersburg, Pa. . . . Robert Roy, Montreal, Can. . . . John R. Davidson, Woodlawn, Va. . . . Duane Balkema, Romoev, Ind. . . . Roy Schlomka, St. Paul, Minn. . . . Joseph Zeglin, Cozaddale, Ohio

Watch for the names of more winners next month. •