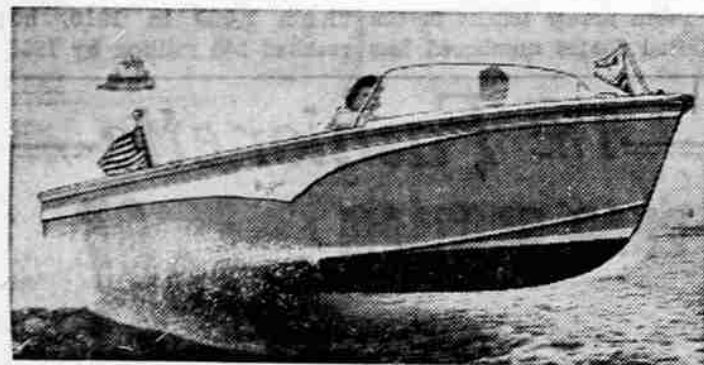




ALL THE THRILL of a fast motor boat is packed into this 17-foot Magnum by Higgins—good for water skiing, fast trips down the lake or just plain fun cruising.

Boat Owners Do Own Repair Work

Boat owners are saving both time and money these days by doing their own repair work using plastic repair kits. The job may be a major break in the hull or such minor damage as a leaking fuel or water tank—a kit works equally well for both—but not the same kit.

The Reinforced Plastics Division of the Society of the Plastics Industry points out that there is a distinction between the type of reinforced plastic kit that will patch a large hole and the type that will fill a gouged out groove in a hull or a small rusted hole in a fuel tank.

These plastic repair materials fall into two general categories. The type recommended for the patching of large holes, broken masts, badly rusted pipe or other damaged parts that are under stress or pressure consists of fibrous glass cloth or mat combined with a plastic resin. The other general type can be likened to a cold solder and is applied like putty to the surface to be repaired. This "putty" consists of a plastic resin combined with finely chopped or ground material which may be either glass or non-porous metal.

The principal distinction between these two general types is the form of the reinforcing or strengthening material. The strength achieved by the type using fibrous glass cloth or mat as the reinforcement is evidenced by the fact that this is the same material used for molded fiber glass boat hulls. There are applications, though, where such strength is not needed for a repair and the "putty" type with its less expensive reinforcement or filler is adequate.

Both types afford a hard, durable surface, unusually

Formula Proposed For Water Sports

Chicago—A national group of boating enthusiasts and firms has proposed a formula to guide state legislators considering regulation of water sports.

The Outboard Boating Club of America said the formula was a step forward from a recommended uniform boat regulation act set up some time ago and used by more than 24 states to establish similar laws.

OBC executive director Guy W. Hughes said initial reaction to the new formula has been "very promising and that legislators eyeing boating problems in California, Michigan, Tennessee and Connecticut have indicated deep interest in it."

The new proposed bill has sections lacking in the earlier one to cover water skiing, operation, overloading, overpowered and operation in restricted areas. It also bans regulation of boating by local communities and is based on the OBC contention that regulation is a matter for the states.

However, the OBC said, the state laws should be uniform across the country to prevent conflict and confusion. It hopes that the new legislation proposed also will influence forthcoming federal laws on boating.

good weathering properties, resistance to rust and corrosion—and they are easy to use. They demand neither special skill nor elaborate tools for their application. Most important so far as their use in the repair of fuel tanks and pipe lines is concerned, they obviate the need for a blow torch.

The heart of a bird can beat too fast for the human ear to count.

Fiber Glass Used As Basic Material For Hull Building

The advent of a number of new small cruising sail boats under 30 feet in length and the growing development of fiber glass as a basic material for hull construction stand out as keynotes in the new sail boat fleet for 1958.

At the 48th National Motor Boat Show in New York recently, there were half a dozen sail craft under 28 feet in length, the smallest being a British import, the 17-foot Silhouette, displayed by Ferrier Marine of New York. Three of these were fiber glass as was the biggest boat in the Show, the 41-foot Bounty II, built by Coleman Boat and Plastics Co., Sausalito, Calif. The long popular Luders "L-16" 26-foot day sailer was introduced this year in plastics for the first time.

The smallest cruising sail boat to be exhibited in the history of the Show, the Silhouette has two bunks in her small cabin, a waterline length of 12½ feet and a stern bracket for outboard auxiliary power. Other small cruising craft in the 1958 sail flotilla are three 23-footers by New England Builders—the fiber glass Sea Sprite by American Boatbuilding Corp., of East Greenwich, R.I., the plastic Marlin by Cape Cod Shipbuilding of Wareham, Mass., and the plank wood-en Rocket by A. R. True, Amesbury, Mass.

Swedish Cruiser
Making its New York debut was the 28-foot Swedish-built Kings Cruiser, with cruising accommodations for four. Exhibited by the importer, Georgetown Yacht Basin, Georgetown, Md., she is built of African mahogany and has a sail area of 300 square feet. She is 20 feet 10 inches on the waterline.

The long popular L-16 26-footer by Luders Marine of Stamford, Conn., which for a decade or so has been built of molded plywood, is being offered in fiber glass this year for the first time. It has inner and outer skins of glass reinforced plastic with a buoyant cellular layer between. The "Sealfoam" construction is said to be very strong and permits watertight compartments to make the boat unsinkable.

Luders is also building a 40-foot molded plywood example of the L-27 class, one of the biggest molded plywood boats ever produced. This craft is a capable offshore racing-cruising boat, and other boats in the same class have already posted good records in middle distance racing.

In its sophomore year is the California-built, all fiber glass Bounty II. Since her introduction a year ago, the Bounty has gone into assembly line production and is now equipped with what the builder claims is the first all-fiber mast. The spar is 55 feet tall, weighs 250 pounds, about half the weight of a wooden stick, and it has withstood several severe laboratory tests.

In the smaller, one-design classes, many of the prominent groups were represented at the Show: the 20-foot Highlander, the 17-foot Thistle, the 19-foot Lightning, the 15½-foot Snipe, the Dyer Dhows, the Sailfish sailing surfboards, the 15-foot Herreshoff Bullseye, the Rhodes 18-footer, the 20-foot Flying Dutchman, the 13½-foot Blue Jay, the 16-foot Rebel, the 11½-foot Penguin and the Jet 14.

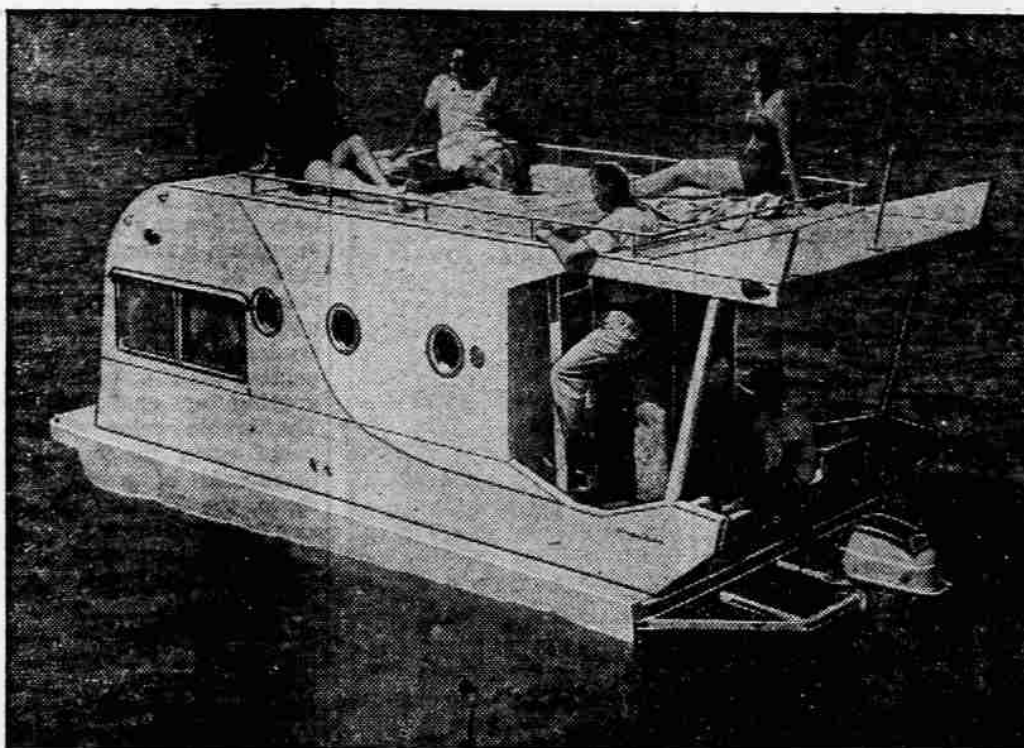
Suggestions Match Boat, Motor Sizes

What size motor for what size boat? This question is asked often by shoppers for a boating outfit and here are some suggestions.

A dinghy from 6 to 10 feet operates best with a 3-h.p. motor.

A rowboat, flat bottom, 10 to 14 feet operates best with an outboard in the 3 to 10 h.p. range.

A utility boat, 14 to 16 feet, gives the best performance with an outboard motor in the 18 to 35 h.p. class.



MODERN STEEL HOUSEBOAT designed for outboard power, this trim little craft known as Grandma III afford a maximum amount of living space in a small size craft. Only 22 feet long and eight feet wide, this craft can sleep four adults, has a complete galley, a large dressing room and chemical toilet. Berths are innerspring bunk-beds.

Higher Horsepower Highlights Outboard Motor Models in 1958

Ever higher horsepower for greater speeds, increasing modernization of design, colors that complement new model boats, less weight, reduction of price and a new diesel outboard, highlight 1958 outboard motors.

A startling new and revolutionary outboard power plant, the 7½ hp diesel outboard made by American M.A.R.C., Inc., of Inglewood, Calif., has the industry and boating fans talking. The unique power plant eliminates usual excess weight and size of a diesel engine. A great achievement in the portable motor field, the engine's advantages include low cost operation and elimination of the problems connected with magnetos, spark plugs, carburetors and gasoline fire hazards.

Novel Arrangement

A two cycle, self-scavenging engine, it has a novel arrangement of opposed-firing pistons in a single cylinder to reduce unit weight and size. Fuel is pre-combusted, thus eliminating the bulk of diesel combustion chambers. Compression ratio is 20 to 1, and the engine includes a metered fuel injection system, anti-friction bearings throughout, including piston connecting rod and crankshaft. The motor is priced at about \$325.

A new concept in gasoline outboard motors is Evinrude's new V-banked four cylinder 50 hp motor with the cylinders placed horizontally to afford a more compact, efficient and vibration-free motor. The firm's line is headed by two 50 hp V's, Starlite and the Four-Fifty. Both motors are for large runabouts, utilities, workboats and cruisers. In addition to the two 50's, Evinrude's 35 hp Lark has the new quiet-running principle built in. The motors are mated in a soundproof chamber while outside parts above the gearcase are mounted to the pivot bearing. The powerhead is floated on rubber mounts in the outer shell, and the exhaust tube is sealed in a silencing nacelle to prevent noise escape.

Featured by Johnson

Another manufacturer featuring the V-concept is Johnson with a 50 hp, four cylinder V-motor which balances one bank of pistons against the other. This not only reduces vibration and motor noise, but provides a compactness not possible with in-line motors. The V-principle allows use of a shorter, more efficient crankshaft.

In line with the ever increasing demand for higher horsepower, Mercury's 1958 line is featured by a 70 hp motor, the most powerful production outboard for 1958. The firm also announces that it is reducing prices on all 1958 models as compared with last year.

Mercury's Mark 78 is a six-cylinder, in-line motor with 66 cubic inch piston displacement and a horse-power rating exceeding that of the 60 hp Mark 75. Other new motors for 1958 are the four-cylinder Mark 58 and the two-cylinder Mark 28.

The "79's" slimness permits twin engine installation with 16 inches between propeller centers while the "58" incorporates an economical fuel saving device that provides up to 60 per cent more miles per gallon at cruising speeds.

All new outboard motors have been restyled to meet the modernistic trend demands of the general public. One firm, Oliver, offers a series of new outboard colors to complement many of the new outboard boats. In the motor's powerhead measures restyled line, Oliver's motors feature a thrust forward hood-

top while the lower portion sweeps to the rear. Standard with all models is the firm's exclusive fuel tank which automatically apportions oil and gasoline.

Weights 160 Pounds
A new three-cylinder, 60 hp motor weighing only 160 pounds, Oliver's Flying Scott steps-up performance on heavy boats 50 per cent and attains speeds up to 50 mph on fast hulls, according to the builder. An in-line unit, the motor's powerhead measures 12¾ inches wide and low weight-to-horsepower ratio

Beach bags and slippers go "hand-in-foot" this season. One especially delightful duo is splattered with enormous red roses and green leaves.

makes the new engine suitable to a wide range of craft. Scott-Atwater's new line runs from 3.6 to 60 hp and features modern styling and bold colors.

Following the automotive trend in styling and accessories, West Bend's 1958 line of outboard motors features a special "dash light" on the motor front which illuminates all controls for after dark cruising. Also featured with electric remote controls is a toggle switch to prevent battery drain when the motor is shut off, a key starter switch, lockable when motor is not in use, stern clamps that fit the hand, easy action cover release and five new, modern colors.

Family Boating Safe Recreation

One of the main reasons for the waterwise skipper, boating has become America's number one family sport in recent years is that it is such a safe recreation for all ages.

Newcomers to boating who want to find out how and where to learn the easy skills and knowledge that will make their days afloat more enjoyable should read the 16-page booklet "More Fun On The Water" published under editorial supervision of the National Association of Engine and Boat Manufacturers and the Yacht Safety Bureau.

Profusely illustrated with photographs and drawings the pocket-sized volume covers inboard and outboard motor boats, sail boats, row boats and canoes. In addition to introducing the beginner to proper safety practices afloat it serves as a handy-reference

for the waterwise skipper. A listing of where to find free classes on boating, pamphlets, charts and tables and general cruising information is a highlight of the booklet. Other features include the basic principles of safety on water skis, tips on the proper methods of trailing a boat behind the family car, how to signal for help on the water and a presentation of the official U. S. Weather Bureau day and night storm warning signals.

"More Fun On The Water," produced by Ticonderoga Publishers of New York, is available free of charge in small quantities from the National Association of Engine and Boat Manufacturers 420 Lexington Avenue, New York, 17, N.Y.

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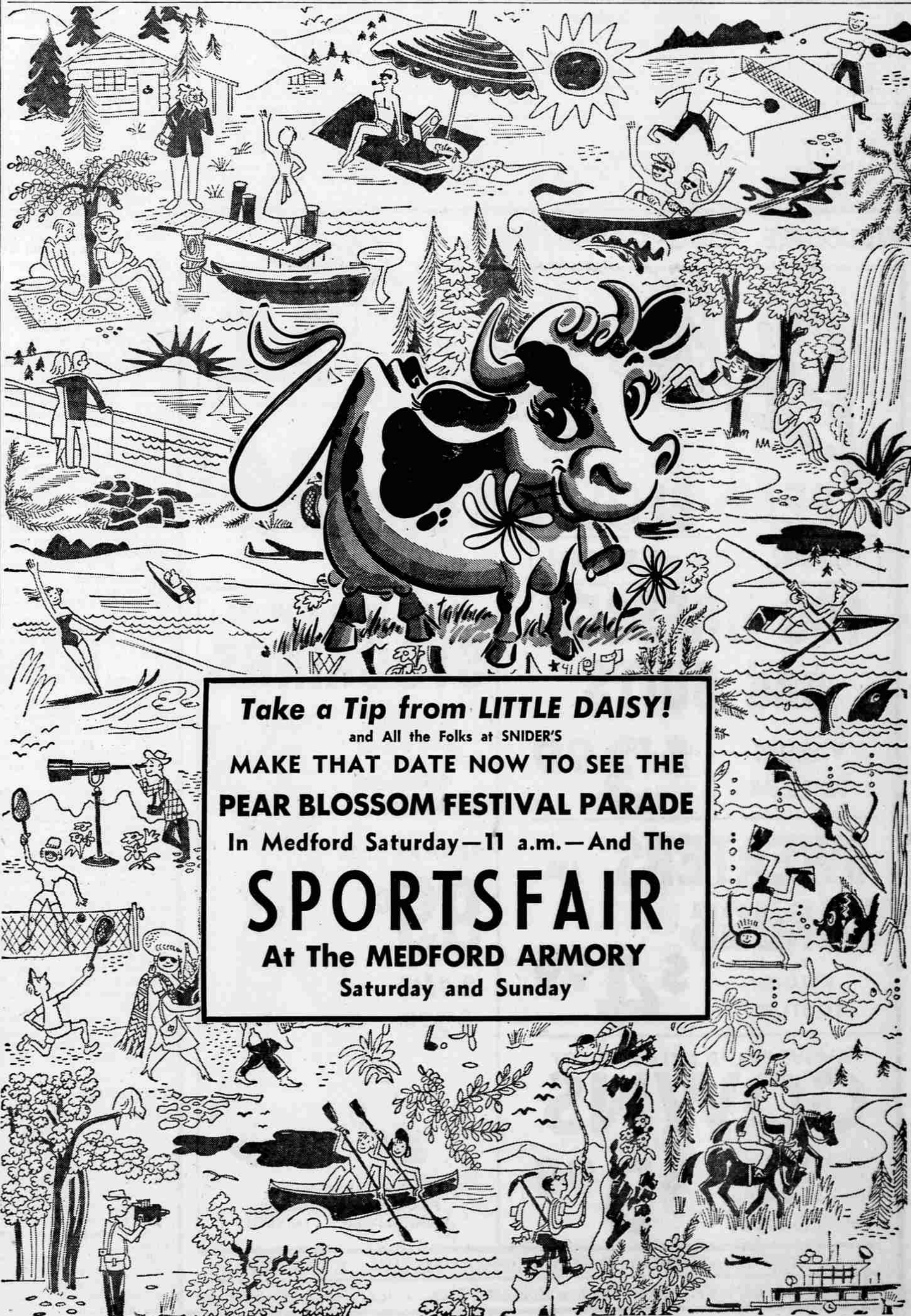
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