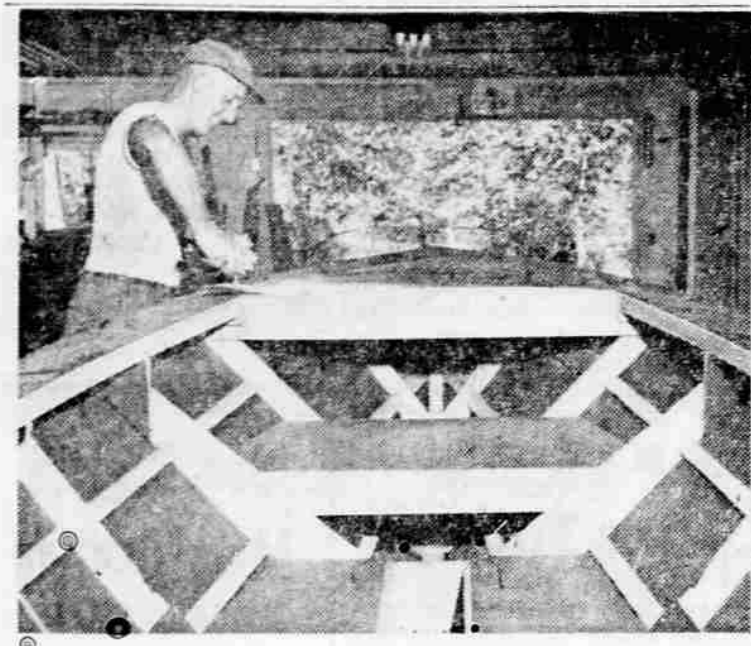


Hull Design Secret of Boat Performance



By BOB VROMAN
Mail Tribune Staff Writer

The secret to outstanding performance in any boat, large or small, is in the hull design and little else, according to valley resident Jim Allen, who has been building boats as a hobby for 29 years.

Whether a boat cuts through rough water or "slaps" on top of it or whether it tracks smoothly in a tight turn or not depends mainly on the shape of the craft on its underneath side.

Allen learned how much hull design means by making and testing many different boats from his own plans and noting their characteristics on all kinds of water in lakes and streams of the northwest.

Hit Upon Design

A few years ago he hit upon a design that outperformed any boat he had ever built—or had ever seen—and his hobby has turned into another new southern Oregon enterprise.

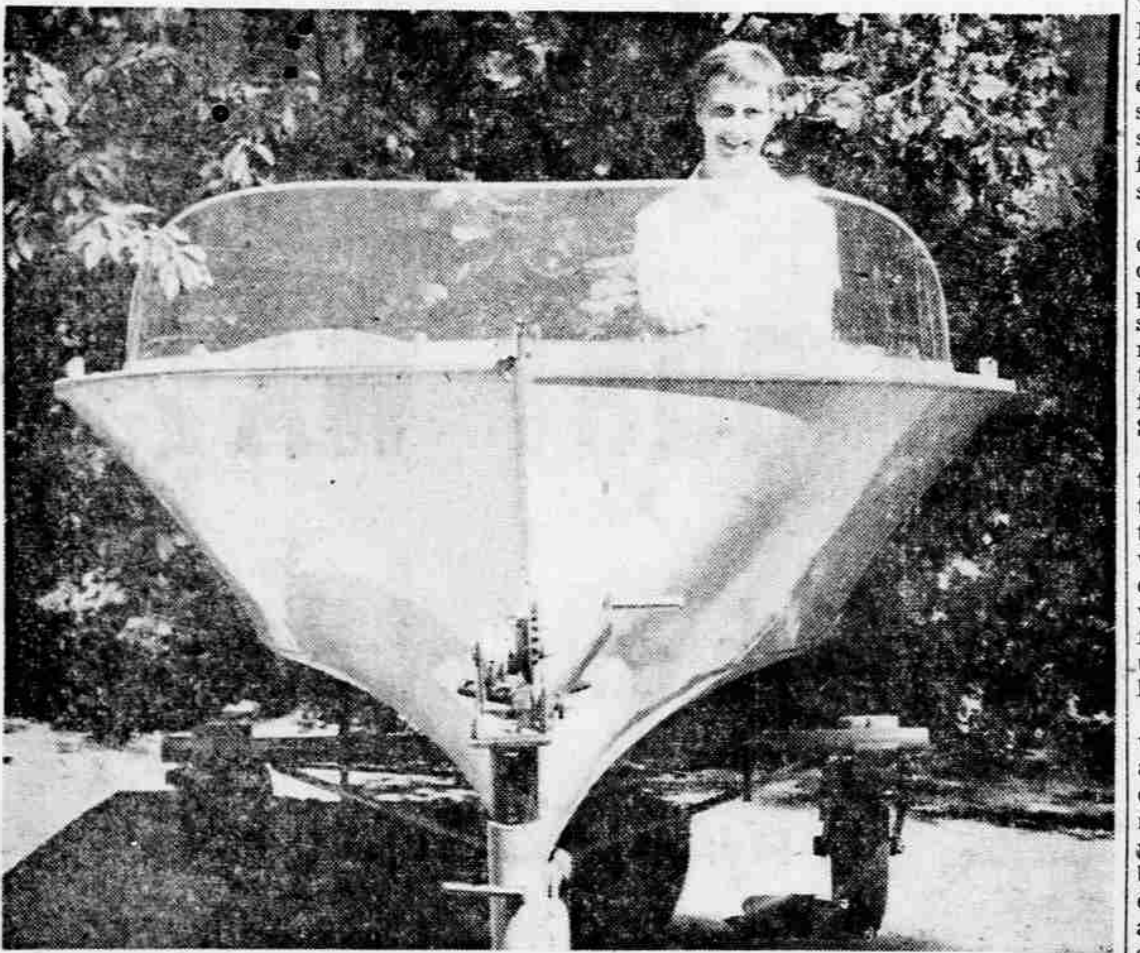
Last year he and his son, Al, who make their home on Rogue river several miles north of the old military bridge site, decided to manufacture the boats on a com-

SMOOTHES JOINT—Al Allen above, who, with his father, run the Roguewoods boat factory at their home on the Rogue River, is shown above sanding a joint on the deck of a Tru-V runabout prior to putting on the finish, a polyester resin. All Tru-V hulls are completely glassed on the outside to give maximum strength. Planking is of 3/8 inch marine plywood that is bonded between layers of a special plastic, Crezone. The plywood, made especially for marine construction, is a fairly new product put out by Harbor Plywood corporation. The "V" shape of the fore part of the Tru-V hull can be clearly seen in the angle of the ribs in the picture above.



OVER RAPIDS—The "proving grounds" for Tru-V boats is the rough stretches of rapids along the Rogue river. For the next month or two, while the river is high, Jim and Al Allen, who operate the Roguewoods boat factory, will give demonstration rides to prove what the boat will do. Wide flare on the prow of the boats makes them more

seaworthy, the makers claim, and gives a considerably softer ride in rough water than ordinary boats. The flare also throws the water far to the side, keeping passengers and the inside of the boat dry. The picture above was taken on the rapids just below the Allen home.



FRONT VIEW—A head-on view of a Tru-V boat shows the accented "flare" or "V" shape of the forward section of the hull. Sitting in the boat, which is mounted on a trailer ready for delivery, is Al Allen's wife, Muriel, who helps out at the boat factory occasionally. A 15-foot runabout,

similar to the one above weathered a bad storm on Pudget sound when Al got caught miles from shore. Jim Allen spent many years developing a hull design that would be more seaworthy than an average boat. The runabouts can be seen at Littrell Parts, marine division, East Sixth st., Medford.



SHARP TURN—Going at a good clip into sharp turns above, boat builder Jim Allen lays a 15-foot Tru-V runabout over on its side until the gunwale touches the water. Powered by a 35 horsepower outboard, the boat literally jumps into planing position,

but instead of slapping every wave it is cushioned through them by the extreme V shape of the forward section of the hull, which aids maneuverability. (Note the long section of the prow that is out of the water.)

mercial basis because they felt their design was better than any on the market.

Extreme flare in the forward section of the hull gives a soft, cushioned ride in the roughest water by slicing through the waves instead of hitting them with a bump, and, in addition, the flare throws the water wide, keeping the passengers and pilot dry. Steering of the boat is positive with any size outboard and it maneuvers like a cat in fast turns.

The Allens call the particular design the Tru-V (the name is registered in the U. S. Patent office) because of the "V" shape of the forward section, and the name of their factory is Roguewoods boat works.

Original Hobby

Allen's original "hobby" boat shop, located amongst the trees behind their river home, didn't need many changes to become a factory. The addition of a temperature-humidity controlled paint room and the construction of special jigs and templates was all that was needed to go into stepped-up production.

Before deciding to manufacture the boats for sale, Allen and his son spent several years testing a 15-foot runabout and an 18-foot cruiser with the special "V" design on Lake Meade, Klamath and Shasta lakes and even on the waters of Puget sound. (A feature story on one of their Puget sound cruises was carried in the Mail Tribune last year.)

They also used the rapids of the Rogue river for a "proving ground," where there was water rough enough to shake some boats apart at the seams, but their test models took all the pounding they could put them through.

One year on Puget sound, Allen says, one of the 15-foot runabouts, hit the worst storm he had ever encountered and after hours of buffeting by the huge waves, the boat and Al came through unscathed.

All of the Allens' boat-building know-how is incorporated in the construction of the rugged hulls. Ribs are scientifically spaced and vary in width, depending on points of stress, and the boats are planked with a special 3/8-inch plywood which is coated on both sides with Crezone, a waterproof plastic compound. The planking, a product of Harbor Plywood corporation, is comparatively new and is especially made for boat construction, giving additional strength to the wood and forming a hard, protective surface coating.

All Tru-V hulls are also completely glassed on the outside, making for strongest possible construction. Brass screws and special annular-ringed clincher nails are used throughout and all the boat fittings are of brass or bronze.

Special Feature

Another special feature of the boats is the finishing of the deck. Instead of the traditional varnish over natural wood, the Allens use multi-color polyester resin to provide a non-skid, durable surface. The same material is used on the interior of the hulls.

Although the Allens have what they call their "standard" model, a customer may order special seating arrangement, and extra wide motor well to accommodate two outboards or other changes at no extra cost. This is one of the advantages of running a small operation, Allen said.

Though their factory is small and their maximum output is one boat every ten days or so, a customer can be sure he can buy no better boat for the money anywhere. This is partly due to low operating costs and the efficiency of a two-man shop plus the fact

that both men know well the business of building boats—they have risked their own necks on rough, open water to prove their theories were right.

Finished Runabouts

The Allens have already finished and sold 14 of the 15-foot runabouts and five fishing-type boats and now they are working on another 18-foot cabin cruiser that they will take to the sound later this year. They are also working on plans for a deluxe 21-foot Tru-V cruiser that they will make on special order.

Now, and as long as the river stays high, the Allens will give demonstrations to prospective customers who want to see what the boat will do. The ride includes a fast trip on a long stretch of still water, a few sharp turns and a run over a 100-yard stretch of rapids—if the passenger has the nerve.

Just last week a prospective buyer was taken for a spin on the river by Allen and was given the "works." When the ride was over, the man had no more than gotten both feet on the dock when he said, "I'll take it." After going over all that rough water he was completely dry and had not had the liver shaken out of him as he was sure he was going to have. That was enough to convince him that a Tru-V boat had something to offer that other boats didn't.

Set Up Dealerships

The only dealer now handling Tru-V boats is Littrell Parts Marine Division, East Sixth st., Medford, but the men plan to set up dealerships in other towns on the coast in the future. Littrells have on display at the present time one of the standard 15-foot runabouts. One of the boats was sold to a Portland man after he had taken one of the demonstration rides.

To get out to the Roguewoods boat works, one crosses Bybee bridge on the Rogue river, keeping right at the next road junction. From Modoc orchards it is approximately three miles straight ahead. A small wooden sign on the right hand side of the road designates where to turn.

Once a person has ridden in a Tru-V, he knows at once it is not just "another boat"—it is an example of a fine piece of engineering and credit to its southern Oregon manufacturers, Jim and Al Allen.

\$500 in Prizes Set For Rooster

Rogue River—"The biggest and best Rooster Crowning contest ever held" is rapidly taking shape in Rogue River for the annual Rooster Crowning Jubilee, according to H. F. Norwood, parade chairman.

A total of \$500 will be awarded to the crowning roosters, Norwood announced. A \$250 prize will be awarded to the top crower with other prizes going to the most original and best cages.

Beetlebaum, the rooster who crowed 109 times in 30 minutes in 1953, holds the world's record, he said.

The color guard of Rogue River post 3114, Veterans of Foreign Wars, will lead the parade which will begin at 10 a.m. The crowing contest is at 12 noon. There is no entry fee.

A square dance and pee-wee baseball game will be held in the afternoon, followed by a dance in the evening.

Anyone wishing to enter the parade is invited, Norwood said.

United States exports of cotton in fiscal 1957 were 7.6 million bales, valued at \$1,115,000,000.

Buried Treasure

by Pinkney Gage

Most Pennies Worth Just That To Coin Collectors

It is true that there are very few spectacular values to be found among the pennies which the United States has coined during the past 50 years that go through your hands each day.

Including pennies with the same dates but different mint marks—such as the D for Denver or the S for San Francisco—there are now nearly 100 that have been coined during this century.

To realize the top value of a complete collection of 20th Century pennies, it would be necessary to have all of them in uncirculated condition—an almost impossible task. But the value to be obtained from even a partial collection of pieces that are in good condition—though taken from coins in actual circulation—is still considerable in relation to the effort involved and amount of money invested.

For example, one collector I know recently sold a collection of 60 20th century U. S. pennies for \$35.

The collection cost him 60

AUTHOR'S INSCRIPTION ADDS VALUE TO 1ST EDITION

The value of a first edition of any book by a well known author is always enhanced if the book is inscribed by the author, but there are other ways by which its value can be increased.

A book dealer bid in a copy of Robert Frost's "Mountain Interval" for the not so very low price of \$20. Signed copies have brought as high as \$60 at auctions in recent years, but this one was unsigned.

It was in excellent condition, however. Its blue cloth binding was not stained or worn. None of its 100 pages were loose, and the white end papers had not been damaged as so often seems to happen. In fact, it looked almost as good as on the day in 1918 when it came off the presses of the Henry Holt and Company, in New York.

I saw the book on the dealer's first edition shelf. He had put it in a slip case and marked it at \$40.

Some three months later I

LORD'S PRAYER QUOTE GIVES PLATE HIGH VALUE

When ever you come across a plate or platter on which are inscribed the words "Give Us This Day Our Daily Bread," the chances are that you have a piece with a premium value.

Glass bread plates with that inscription are fairly common in salvage and curio shops, and untold thousands of them are still in use in homes across the country.

Though most of them are not particularly attractive, they have a value to collectors part of which lies in how the piece serves as a nostalgic reminder of the relatively simple life of the late 1800s.

Recently I saw one of these bread plates in what is known as the Egyptian design. It was of an oblong shape with a large oval center. Around the rim was the biblical inscription. Somewhat to one side in the oval was the seated figure of a woman holding wheat kernels in her lap and looking off over a rather Egyptian appearing landscape.

The piece, in clear glass and of the common pressed glass type of manufacture, had little charm to it. The workmanship was certainly no better than mediocre, and though I knew the glass of that design—also known as "Parthenon glass" because of the inscription on the goblets in the set—had a value to collectors, the \$20 price on the piece seemed at least a third too high.

It sold almost while I was looking at it, however, and the lady who bought it told me that she felt herself quite lucky to get it. She had acquired the same piece a few weeks before, but in amber glass which obviously would do nothing for the set she was collecting in clear glass. And since she had twice turned down lower priced, Egyptian design bread plates in clear glass, only to have someone else snap them up, she was not going to pass up a third opportunity.

(Released by McClure Newspaper Syndicate)

ILLINOIS VALLEY Library Hours Changed

By RUTH RAUSCH

Cave Junction — Mrs. Ralph Messenger, head librarian of the Cave Junction branch of the Josephine county library, announced that the new summer hours for the library will be from 10 a.m. to 5 p.m. and 7 p.m. to 9 p.m. Monday through Friday and from 10 a.m. to 1 p.m. on Saturday. New hours started yesterday and will continue through Aug. 31.

A reading club will be formed beginning Monday, June 9, and awards will be made to those youngsters attending the club 10 times during the summer.

On Thursday, June 19, a story hour will be started for children between the ages of four through the fourth grade at 11:30 a.m. every morning through the summer months.

Out of town guests who were in the valley to attend the Knight-Preston wedding June 1 were Mr. and Mrs. Andrew Mellow, brother-in-law and sister of the bride from Santa Rosa, Calif.; Larry Sanders of Forest Grove, Ore.; Mrs. Hollis Bell and Mrs. Jennie Knight, both of Medford, aunt and grandmother of the bride; Mrs. Clara B. Smith of Victor, Mont.; and Mrs. Joe Ripp and children, Norma, Nancy, Kathy, Janice and Jerry of Woodland, Wash., aunt and cousins of the bride.

The Rev. Don Preston, brother of groom from Brawley, Calif., and the groom's parents, Mr. and Mrs. Meryle Preston of Ashland.

According to word received by Mrs. Marvin Cross, George Hicks entered Rogue Valley hospital in Medford for major surgery.

Mrs. Valerie Rauber will be employed at Oregon Cave resort for the summer in the office and gift shop.

Mr. and Mrs. Pat Symington were in Sacramento, Calif., with Pat's parents, Mr. and Mrs. Ed Symington, formerly of Selma, for the Memorial Day weekend. Mrs. Pat Symington, the former Dolores Smith, came north to visit with her family, the L. E. Smiths, for a visit.

Another house guest at the Smith home for the summer is Mrs. Clara Smith, of Victor, Mont., mother of L. E. Smith.

Mrs. Stanley Tellyer of Ray Del Mar, Calif., was here to attend the graduation of her sister, Cecile Zimmerman, from Kerby Grade school. When she returns to her home, Mrs. Tellyer will take Cecile with her for the summer.

Mrs. Marvin Cross entertained at a luncheon given in honor of Mrs. Tellyer, the former Donna Zimmerman, on Tuesday of this week. Those attending were Mrs. Don Zimmerman, daughter, Cecile, the honoree, and Mr. and Mrs. Marvin Cross.

Mr. and Mrs. Harper Mann of Glendale, Calif., were visitors at the John L. Spitz home. On Thursday both couples went to Ukiah, Calif., where they spent Memorial Day with the Harper's son, Alan Mann. Mr. and Mrs. Spitz returned to the valley Tuesday.

There will be a meeting of the Democratic club Monday night, June 9, in the Legion auxiliary rooms.

Mother, Son Hurt In One-Car Crash

Mrs. Betty Davis, 33, and her son, Larry Allen, 8, of 55 North Main st., Ashland, are in Rogue Valley hospital for treatment of injuries suffered in a one-car accident on Friday afternoon, according to state police.

Mrs. Davis, wife of LeWyatt Davis, received a broken pelvis and hip and her son suffered facial cuts and a skull fracture, police said.

The car Mrs. Davis was driving went off Highway 99 on Billings hill north of Ashland and rolled over after apparently skidding on slick pavement, according to investigating officers.

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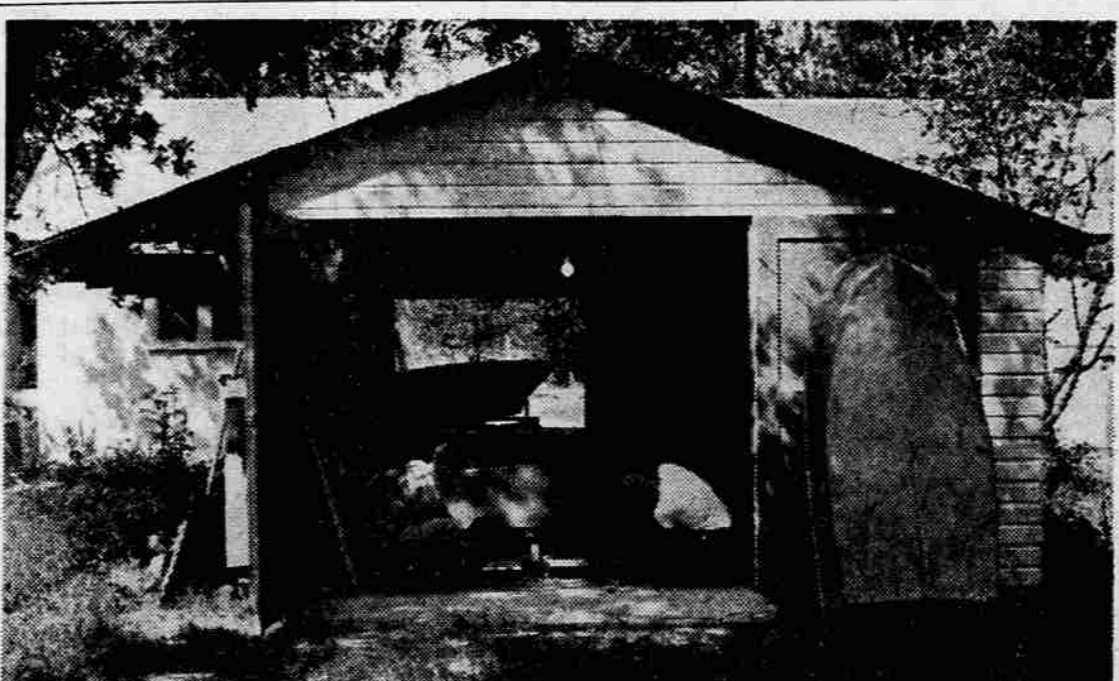
Family Room

Chapel

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FUNERAL DIRECTORS

W. MAIN AT SIXTH



BOAT FACTORY—This building, located among the trees on the banks of the Rogue river, is where Tru-V boats are built. Jim and Al Allen, owners, are setting a transom in place to begin construction of another 15-foot runabout. A finished hull can be seen silhouetted against the door opening on the far end of the shop. A temperature and humidity controlled paint room is located on the wing to the right and various power tools are kept in the left wing of the building. The men also build fishing-type boats, molded fiberglass dinghies, like the one leaning against the door in the picture above, and larger Tru-V cabin cruisers.

PORTLAND — (UPI) — Donald E. McPherson, of Astoria, was fined \$200 in Federal district court here Friday after pleading guilty to a charge of possession of halibut caught outside the halibut fishing season in 1956.

McPherson, a fish dealer, was accused of the possession of 10,500 pounds of halibut in violation of a fisheries agreement between the United States and Canada.

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