

Outboards Runabout 'Fin' Craze Said Subsiding in Nation



The "fin" craze that swept styling of outboard runabouts in recent years has subsided noticeably if the craft displayed at the recent National Motor Boat Show is indicative. Use of both fiber glass and wood lapstrake construction in more conventional designs is gaining.

Builders are concentrating on turning out boats with much more "liveability" and cruising comfort. Several builders are offering a variety of seating arrangements in each model while others are installing permanent gasoline tanks holding upward of 20 gallons of fuel in the bigger runabouts. This latter innovation is designed to overcome the necessity of carrying extra six-gallon fuel tanks on a day's cruise.

Fiber glass continues to grow as the nation's favorite material for outboard boat construction although lapstrake wood is keeping pace. Two more pioneers in aluminum boat-builders—Grumman and Alumacraft—are both adding reinforced glass models to the line this year for the first time. One company, Sock Boat Corp., has even come out with a new process for home building of fiber glass boats. They exhibited a 15-foot run-

about that can be constructed by the amateur at home in 20 hours.

Novel Hull

A novel hull design is the 15-foot Eureka shown by Whitehouse, "a three-point-in-reverse" according to the manufacturer's description. Engineered to ride on a point forward and two points aft, this craft has a maximum beam of 86 inches and a transom beam of 85 inches. She performs well with motors to 250 hp and retails for \$1,199.

One of the most expensive outboard runabouts displayed was the 19-foot Coast Clipper by Hi-Liner. Built of plywood, this speedster has disappearing side windows, built-in stainless steel 24-gallon gas tank, convertible top, automatic type upholstery with innerspring and foam rubber, a padded dashboard, windshield, steering, running lights and chrome-plated brass deck hardware.

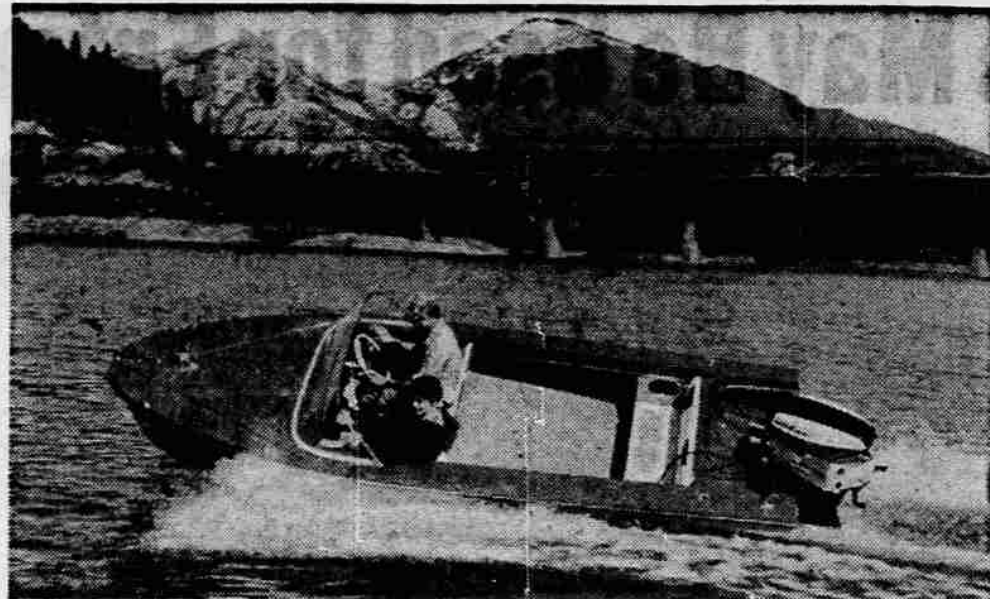
Old line builders who continue to turn out only wooden boats almost exclusively lapstrake, include Thompson, Lyman and Dunphy. The 55-year-old Thompson company, located in Cortland, N.Y., featured a "Uni-Hull" construction in its lap boats with ribs, strakes and keels forged into a single, strong unitized hull locked together with 2,870 silicone-bronze bolts. The company showed five models from 14 to 21 feet.

Lyman, with its clinker-built (lapstrake) hulls, introduced built-in 25-gallon gas tanks on its two largest outboards, the 17 and 18-footers. The tanks are installed just aft of the forward seat, vented overboard through a screened, fireproof fitting and electrically grounded. The Dunphy Wayfarer, a 19-foot open runabout, converts in less than five minutes to a fully enclosed overnighter capable of sleeping four persons or the convertible canvas top can be used to provide shade from the sun without the after section.

Fold-Away Seats

A major producer of fiber glass outboard boats, Glasspar, showed 11 models, including seven runabouts, among them the new 16-foot Citation deluxe medium open family cruiser. This craft has fold-away seats which disappear with the flick of a latch to afford more room for activity in the cockpit.

Lone Star Boat Company of Grand Prairie, Tex., builder of both aluminum and fiber glass outboard boats offered a new concept in keying their boats directly to the purchaser's taste. Its sport runabouts and cruisers are sold with a wide variety of seating and equipment options permitting the buyer to specify his own interior.



TESTING BOAT—The Tru-V boat, which will be displayed at the Crater Lions club's Sportsfair at the Medford river 12 miles from Medford, is shown above being tested on Rogue river. The Tru-V boat will be displayed at the Crater Lions club's Sportsfair at the Medford river 12 miles from Medford, is shown above being tested on Rogue river. The

Tru-V Boats Are Product of Local Father and Son

Of interest to the boaters of this area is the exhibit of Tru-V boats at the Crater Lions Sportsfair at the Armory this weekend.

Tru-V manufactures a line of molded fiber glass sport boats in the Rogue valley. The factory is located on Modoc rd., four miles north of Tou Velle State park, and is situated on the river. Tru-V offers actual demonstrations of their boats at anytime.

The local firm was organized three years ago by Jim and Al Allen, a father and son team, who had built boats up until that time as a hobby. For two years, Tru-V manufactured plywood boats, but with the surging demand for plastic boats, the company shifted operations to molding fiber glass.

Describes Design
Tru-V is not only the registered trademark of the firm, it is a term that accurately describes the design that insures maximum performance, comfort and safety, according to the manufacturers.

Jim Allen, who is the designer, has had more than 30 years in design and construction of pleasure boats. Tru-V is the culmination of this experience in what he feels is a superior craft.

Al Allen is the production man for the company and says he will back the workmanship on Tru-V against any other boat in the field.

Michigan Has Plan For Safe Boating

The state of Michigan has come up with a program that promises to make a worthwhile contribution to safe boating.

Alarmed by the increasing number of small boat accidents, the U.S. Power Squadron cooperated with Detroit's police department to put on special clinics in conjunction with five Detroit and suburban squadrons of the national organization.

Each session presented films and instruction on boating safety. Included in the subjects covered were: federal and state rules on boating, proper lights and other equipment, handling emergencies afloat and basic rules of safe navigation.

Hundreds have attended the sessions so far.

Sports Connected Businesses Make Fair Successful

The Crater Lions club said today that although they are directors of the Sportsfair, it is the sports clubs, the recreation area managers and

Sportsfair Events Noted by Crater Lions Members

The Crater Lions club activities committee has announced events for the sportsfair this week end.

One of the features of the sportsfair is a series of style shows under the direction of Mrs. Lon Skinner. The fashion shows will feature Miss Linda Lowery, sportsfair queen, and her court, modeling styles from Burelson's.

The fashions will be shown every hour on the hour in the two-ring tent adjacent to the armory and will run from noon to 9 p.m. both days. Mrs. Marjorie Green will narrate.

Parachute Jumping
Parachute jumping, popularly called sky diving, promises some breathtaking moments, according to Dr. Frank Wilson and Dr. Earl Johnson, co-chairmen of the activities committee. Drops are scheduled at 3 p.m. both Saturday and Sunday and will feature the Gossett brothers.

No matter what time people arrive to see the sportsfair, something will be going on, the committee reported.

Saturday and Sunday tent shows will feature skin diving, water ballet, diving, team swimming, water safety demonstrations and life saving and water survival training.

There will also be a horse show featuring seven classes at 2 p.m. Saturday. Among the classes in the show will be the Appaloosa costume, the hackamore, the three-gaited and the western pleasure. The horse show will be narrated by Janet Young and Ed Anderson.

Other events of interest will be go kart races twice Saturday and three times Sunday. This popular new outdoor sport is a must for the youngsters attending the sportsfair, according to the committee. Doors open at the armory both days of the sportsfair at 10 a.m.

sports equipment merchants that are the actual producers. The third annual Sportsfair marks again a concerted effort to combine resources, to organize southern Oregon and northern California recreational facilities, sports clubs and merchants.

It is hoped this will bring about increased publicity to make this area more appealing to tourists. It marks an attempt to stimulate interest in local facilities and products, and offers an excellent chance for all groups and merchants to participate towards one mutual purpose, club officials said.

Members of the Crater Lions feel that although the southern Oregon - northern California area has not received much wide-spread publicity, with the exception of the Rogue river itself, this Sportsfair will show just what is available to tourists in the region.

Prospect Residents
As an example, the residents of Prospect have formed an organization to promote and publicize their immediate area and will maintain space at the Sportsfair to further this end.

The Crater Lions Sportsfair this week end will feature 80 paid exhibitors plus many other activities of special interest. All types of water craft and water sports equipment, along with guns, ammunition, trailers, planes, mobile homes, health equipment, and other sporting items will be on display.

There will also be a horse show, parachute jumping, skin diving and swimming exhibitions, helicopter rides, a trout pond, go kart races, sportswear style shows, and other special activities.

All proceeds from the third annual Sportsfair at the Medford Armory Saturday and Sunday will aid the Crater Lions sight and blind charities.

LIGHTS KIT MEETS LAW
A majority of the states in the U.S. require directional lights on boat trailers as a safety factor, because the boat often hides the auto lights from view. A trailer owner who wants to install these lights can now do so himself with complete directional kits that are now on the market. It takes only a few minutes to make the installation.

Trend Toward Marine Diesel for Use in Smaller Recreational Boats Continues

The trend which started several years ago toward developing marine diesel engines for use in smaller recreational and work boats is continuing in 1960. This was apparent at the National Motor Boat Show held recently in New York.

Marine and diesel power plants generally have lower silhouette for use in small to medium sized cruisers, many of them are turbocharged and at least one line is engineered to burn "almost any hydrocarbon."

The Detroit Diesel Engine Division of General Motors, biggest U.S. marine diesel manufacturer, introduced a matched pair of low 130 hp inclined four-cylinder units in its popular "53" series with a front-end height of only 16 inches measured from the centerline of the shaft. The fly-wheel has been moved to the front of the engine to improve the configuration specifically for installation in boats from 28 to 40 feet overall.

Turbocharged engines for 1960 are featured by both Cummins and Hercules with the biggest such unit on display the Cummins 600 hp, 6,100-pound, 12-cylinder model. With light weight per horsepower the Cummins 12 and six-cylinder engines have air-flow characteristics engineered to utilize the variable fuel system. The Hercules "poly-diesel" engines are designed to burn "almost any hydrocarbon," according to the company, including oil, gasoline and kerosene and come in both verticle and flat models, the latter designed for small craft use.

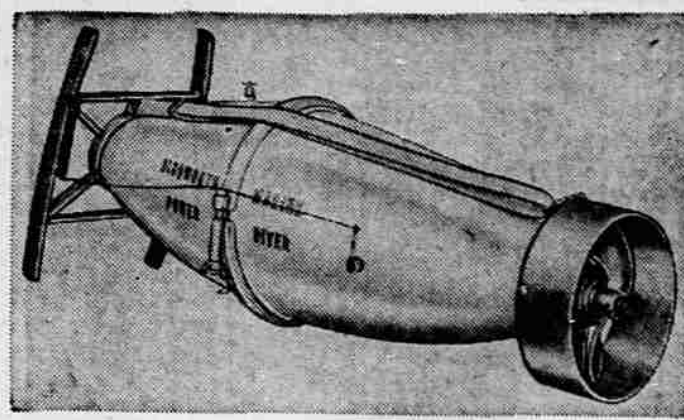
Gray Is Rubberized

Graymarine's line includes a 427 cubic inch, six cylinder engine developing 110 continuous hp that is rubber mounted, has air intake silencers and is naturally aspirated. This four cycle model is equipped with a Roosa-Master fuel injection pump. Barr is offering two new diesels, four and six cylinders, built on Ford blocks, developing 220 and 330 hp respectively and priced from \$2,050 up.

British air-cooled models for 1960 are being imported by Lister-Blackstone and Orenda. The Lister exhibit included five engines from four and one-half to 36 brake horsepower with all accessories built to meet U. S. Coast Guard and Yacht Safety Bureau requirements. Features of this line include hot air discharge and water cooled exhaust.

The Orenda engines made by Peters Ltd come in one, two, three and four-cylinder models ranging in horsepower from 8.2 to 20 brake horsepower. Highlights are the "square bore and stroke" four cylinder 20 hp engine and the three cylinder high speed PC3 operating at 3,000 rpm.

Chrysler, long noted for its gasoline marine engines, took over distribution of the German-built Deutz air-cooled diesels and introduced them to



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the American market at this show. Burmeister and Wain American Corp., successor to Lathrop, showed a modern, two-cycle diesel with integral shaft and controllable pitch propeller. Swedish diesels shown by Volvo included a five hp single cylinder engine with reverse-reduction gear.

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