

There is no fixed propeller shaft or rudder underneath, as in a conventional inboard. The outboard drive unit can be tipped up for beaching. And it also tips up if it hits an underwater obstruction.

Wet-jet drive is another type of propulsion that is gaining favor. A conventional inboard engine is used to pump water in from under the boat and then jet it out behind under high pressure. This pushes the boat at a fast clip.

The craft is steered by changing the direction of the water jet and by diverting it with flaps. Since no propeller or rudder is needed, these boats can operate in very shallow water.

Wet-jet installations are used in inboard boats from 20 to about 30 feet in length. They cost \$5,000 and up.

For those who really go for speed, stock boats are now available with a three-point hull adapted from racing boats. In these, only the outer points of the hull and the propeller and rudder are in the water. This cuts down water resistance. A sporty new 17-foot family run-about sells for about \$3,000.

PEOPLE who boat on rivers, lakes, and other protected bodies of water have recently begun to realize that a regular boat hull with a shaped bottom and pointed bow is not necessary for them.

Since they do not want to cover long distances fast and don't have to cleave through rough waves, all they need is a floating platform that can move around.

Such boats are a flat platform on two long pontoons. The platform can be anything from a simple open deck to a fully equipped camping cabin or house trailer. Fringed awnings, decorative railings, outdoor grills, sun decks, and diving boards are often included. The rig is

pushed around by an outboard or inboard-outboard. The price runs from under \$1,000 for a simple open float to a much higher figure for a fully equipped house-trailer rig.

Another important development is the increased use of boat trailers. Anything from a little open outboard to a 26-foot cruising sailboat now can be pulled behind the family car. Sailboats once were considered too hard to handle on a trailer. But special hull and keel designs and specially adapted trailers have solved the problem. Trailers for smaller boats start at about \$400.

Much attention is being paid to designing boats with special functions. Craft intended specifically for water skiing, fishing, skin diving, or pure high-speed "sports car" operation are available in both inboards and outboards.

Boating's new status as a family sport is especially noticeable in the sport-fisherman field. Not long ago, most boats intended for sport fishing in open waters were plain, with a big cockpit, perhaps a shelter over the steering position, two rough bunks, and a marine toilet in cramped space under the forward deck. Most 1962 sport-fishing models include a comfortable cabin forward with an enclosed lavatory, a galley, a dinette, and an icebox under the shelter area.

Sport-fishing boats now are being built in larger sizes as a rule, and many of them are being used for family cruises as well as for fishing. The size of the most popular sport-fishing models is now in the 28- to 32-foot range. Only a few years ago, the average was 24 feet.

The American boatowner is becoming more knowledgeable about what he wants in a boat—and the boatbuilders are keeping pace by giving it to him.



Really a floating platform, this pontoon boat moves easily through calm inland waterways.

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