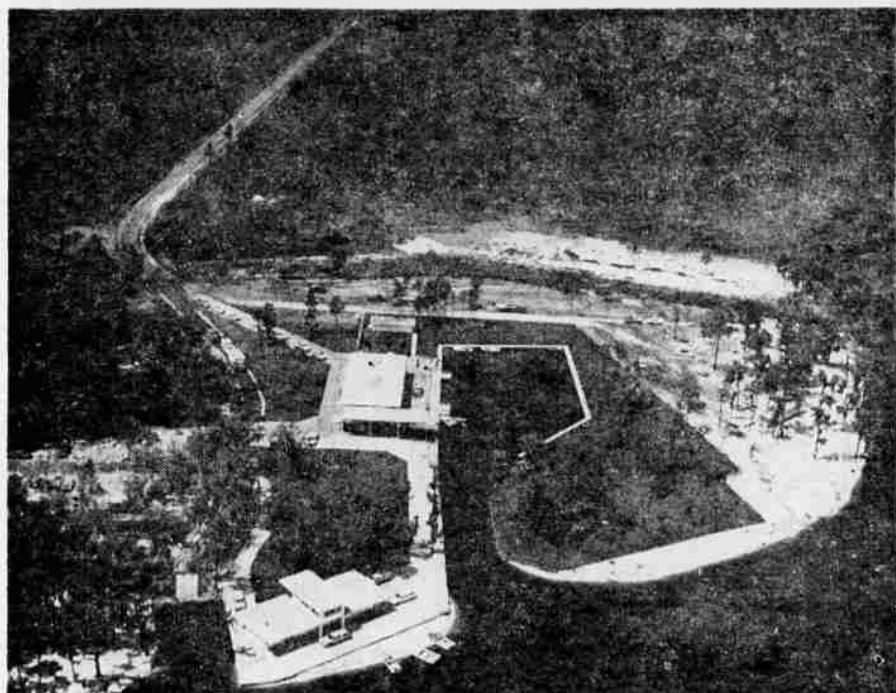




MOST MODERN TEST STATION in the outboard industry is this \$1,000,000 installation cut from the wilderness near St. Cloud in central Florida by the Kiekhaefer Corporation, manufacturers of Mercury Outboard motors. Known as Lake "X", the facility will be used to accelerate the design and safety of outboard engines, boats and accessories. Visible here are the launching ramp, company motel and timing tower, boat house, protected harbor, canal and access road.

Do-It-Yourself Plastic Boat Now On The Market

SAUSALITO, Calif. (UPI)—The Aeromarine Plastics Corp. has come up with a trinket for the do-it-yourself man who has built everything — a 40-foot-19,500-pound sailboat.

Even the newcomer to kit construction should not have too much trouble with it, since the boat is all plastic and a minimum of tools is required.

Most necessary item is \$9,750 for the molded hull and deck which come separately; or roughly \$15,000 for everything including the plumbing, mast and engine.

The money, plus a large backyard and an aggressive attitude, are all that are needed. The kit builder is then master of his fate.

For those who lack all the ingredients but money, Aeromarine will deliver to your nearest ocean or lake the completed boat for a mere \$27,500.

The only difference on the boats is the name. If completed outside Aeromarine's plant, it is called the Aeromarine 40. If the factory does the job, it is the Bounty II.

Designed by Philip L. Rhodes of New York and the brainchild of builder Frederick M. Coleman, Aeromarine's plastic boat has a popular advantage over conventional craft. There is little maintenance needed.

Whereas most sailors "spend a day working for a day sailing," plastic owners keep their boats shipshape with a bucket of fresh water and a sponge.

One Bounty II owner is Moreland Hogan of New Orleans, who trucks his sloop "Glass Slipper" around as if it was a dinghy, racing as far away from home as New York and Chicago.

Carting a wooden boat of the same size in the same manner would be next to impossible without constant damage to paint, frames and planking, all of which the Aeromarine boats lack.

Hogan's other boat problems were also solved by "Glass Slipper." Plastics are unaffected either by the extreme Southern heat, which spreads the seams in wooden hulls, or by wood borers, which can eat the bottom out of a conventional boat.

In New York another owner, engineer John Hughes, does not pull his Ensis II out of the water as all other boat owners do during the

winter. Since plastic does not warp and ice can't hurt it, he says he just brushes off the snow occasionally.

In the past year and a half, 39 Aeromarine boats have been built and are racing and cruising throughout the United States.

But there is another side to the story. Plastic boats are still in the experimental stage and no one knows for sure their limitations.

Coleman claims that because of the unframed molded hulls and decks, his boats have no built-in stress such as exist in wooden boats where planks and frame are bent to fit.

The tests show that the fiberglass-resin combination used in the Aeromarine 40's and the Bounty II's will take more of a certain type of stress than steel.

Pendant Is Atom Meter

SYOSSET, N.Y. (UPI)—A pendant about the size of a silver dollar may save your life in the event of nuclear war.

The pendant is a plastic-encased dosimeter, or dose meter, which, according to the manufacturer (Specialty Electronics Development Corp.), records radiation exposure cumulatively.

The sensitive element of the dosimeter in phosphate glass, which emits luminescent light after being exposed to harmful X-ray or gamma-ray radiation.

Unlike instruments that detect the presence of radiation, this one is designed to tell of exposure the wearer may not have been aware of.

Work Starts On Museum

OKLAHOMA CITY (UPI)—Construction is underway on the National Cowboy Hall of Fame and Museum at a hillside site northeast of here.

The project moved out of the planning stage and the first dirt was turned earlier this year. At present, 40,000 cubic yards of dirt are being moved to make way for the first building units and for a parking lot.

The five-million dollar project, a joint venture of 17 Western states, was a dream of the late

C. A. Reynolds of Kansas City. He originated the idea in 1947 and spent eight years selling it.

The first phase of the project is scheduled for completion in August, 1960.

Newton Is Poll Winner

BRIDGEPORT, Conn. (UPI)—A world-wide election has been won by Sir Isaac Newton.

The balloting was conducted by the University of Bridgeport among 1,116 persons in 50 countries to choose 25 "immortals of science" whose names will be inscribed on the university's new Hall of Science.

Newton polled the most votes, followed closely by Pasteur, Galileo, Darwin, M. Curie, Archimedes, Copernicus, Faraday, Mendel and Aristotle.

One name will be added annually for the next 25 years. Scientists qualify 10 years after their deaths so the late Albert Einstein soon will be a candidate.

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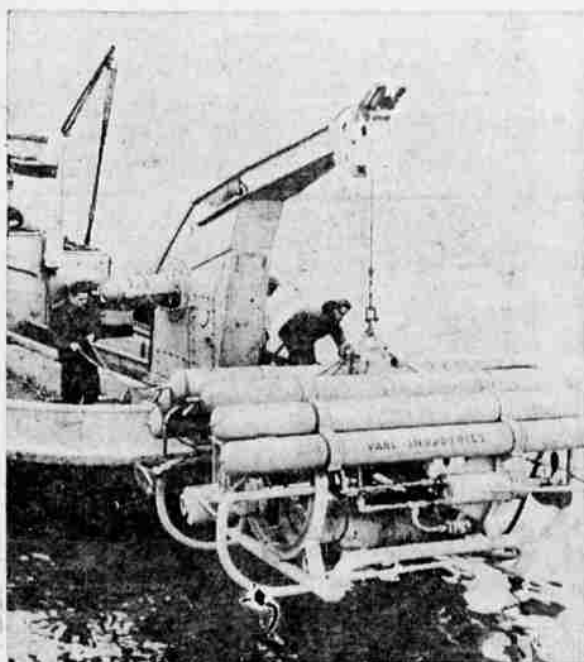
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TELEVISION IN DEPTH — Item of interest to hunters of sunken treasure: the Navy now has an underwater television camera that can make visual surveys of sunken ships more than 600 feet below the surface. Shown being lowered over the side, above, the camera is mounted in a self-propelled vehicle and can be controlled from the ship. It is able to hover at desired depths and carries an underwater lighting system. If fitted with mechanical arms, the vehicle could collect samples from the ocean floor or retrieve sunken objects, say its makers, Vava Industries of Roselle, N.J.

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