



1953

AMERICA'S FINEST SMALL WATERCRAFT

penn yan
BOATS





An Aristocrat with 25 horse power.



IMPORTANT

All Penn Yan boats have brass and bronze fastenings and hardware throughout for use in salt water.

Horsepower and load tables show the maximum allowable under normal conditions. Very satisfactory performance will be obtained with motors of from one third to one half the maximum rating. The lower powering is highly recommended.

Boat dimensions may be expected to vary by 2% and weights by 5%. Shipping weights, because of the packing used, vary considerably and are to be used as a general guide only.

Prices include boats complete, packed in hay and burlap, and delivered to the transportation company at Penn Yan. Oars, paddles and other equipment are extras as listed.

Penn Yan boats are normally sold only through franchised dealers.

Specifications and prices are subject to change without notice.

THERE'S A THRILL in a boat that surpasses anything on land! Motor, sail, row or paddle—do any of these! But take to the open, uncrowded water for real recreation. Race along at top speed with a powerful outboard, or idle peacefully along some quiet stream—here is pleasure for you that no land motoring can equal.

The boat you buy makes all the difference in the world in your enjoyment. For a boat is a sensitive thing, and to be at home in the water, it must be designed and built by a master.

For more than a quarter of a century PENN YAN has been known from coast to coast as the maker of desirable small water craft.

Only designs, materials and methods of construction that have been time proven, combined with fine workmanship and finish, are found in a PENN YAN boat.

The wide variety of models, available only from PENN YAN, allows you to choose one which will *exactly* fit your particular requirements and conditions of use.

Choose your model intelligently and your happiness with your PENN YAN boat is then guaranteed to you.



Sustaining Member

PENN YAN BOATS
INCORPORATED
PENN YAN, N. Y.

1953 Catalog

COMPOSITE CONSTRUCTION

Canvas Reinforced Plastic Shell Over Wooden Hull

If the requirement is for a boat that is either light, or ultra light, in weight and which *cannot leak a single drop of water no matter how used* the answer will be found in a Penn Yan Composite boat.

These boats are produced by first building a smooth planked wooden hull in exactly the same fashion as a regular boat is made except that the construction is lighter. Over this is applied a "shell" of pure xcelite plastic reinforced with canvas. This shell is not cemented to the wood except on the planing portion of the bottom of high speed models.

Developed originally from, and a marked improvement over, the well known "canvas covered" type, Penn Yan Composite boats as now produced represent absolute perfection in light small boat construction. Do not confuse them, because of similarity in appearance, with oil paint "filled" canvas covered boats.

For the life of the cedar hull the *canvas will not weaken or rot* and the xcelite plastic *will not crack or alligator*. In the case of accident it is easy to make perfect, permanent and invisible repairs.

The exterior surface of a Penn Yan Composite boat is glass hard—much harder than any wood—and it will withstand the wear of dragging over stone and gravel beaches. The boat can be driven all day through any ice that a motor will push it, without damage except to the oak outside stem. Such treatment will ruin an all wood boat in a few minutes.

All Composite models have brass fastenings and bronze hardware for salt water. Decks are planked with 5/16" x 1 3/4" cedar except for the Playmate which is in mahogany.

The outside of the hulls are enameled in color with a stripe under the gunwales. Gunwales, decks and the entire interior are natural finished with spar varnish.

LIGHT COMPOSITE SPECIFICATIONS

Ribs: 5/16" x 1" cedar, spaced 1 3/4" apart. 5/16" x 1" cedar half ribs between main ribs in bottom of all models except the WX "Cartop."

Planking: 1/8" cedar except GXH Flier "Cartop" which has 3/16". Cover: 8 ounce canvas. Gunwales: Oak except in Dinghies where mahogany is used. Keel: 1/2" deep oak.

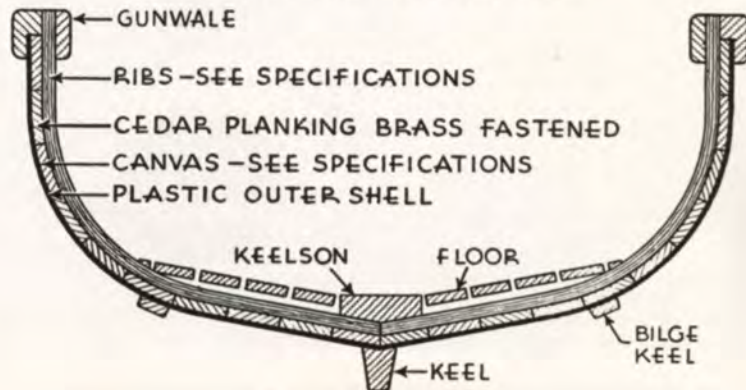
HEAVY COMPOSITE SPECIFICATIONS

Ribs: 5/16" x 1 3/4" cedar spaced 1 1/4" apart in Playmates. 5/16" x 1" oak spaced 1 3/4" apart with 5/16" x 1" cedar half ribs between main ribs in the bottom in all Trailboats. 5/16" x 1 3/4" cedar spaced 1 7/8" apart in Yachtsman Dinghies and Canoes. All canoes except the Hunter have 5/16" x 1" cedar half ribs in the bottom.

Planking: 3/16" cedar. Cover: 15 ounce canvas. Gunwales: Oak except in Dinghies where mahogany is used. Keel: 1" deep oak. Outside stem: Oak. Bilge Keels: 1/2" deep oak on all except Playmate and Canoes. Playmate has angle brass chine protectors.

Marine plywood is used in Composite boats *only* in a few places where it never is in contact with the water.

SECTION THROUGH COMPOSITE BOAT



STRIPTITE CONSTRUCTION

All Wood with Plastic Core. Construction Patented.

Where light weight is not required or desired Penn Yan Striptite Construction is recommended. It will be found to represent the *greatest advance ever made in the building of an all wood boat*. It was developed from the strip plank type that was a part of the Penn Yan line for many years.

It is the only boat in all wood of any kind that *does not depend* anywhere in its structure *on the tightness of a wood to wood joint to keep the water out*. It has all of the well known advantages of all wood construction but none of its equally well known disadvantages. No caulking or puttying—no “soak up” before being ready to use.

The hulls are built in exactly the same manner as any high grade double planked yacht except that no canvas or other fabric is used between the planking. A heavy sheet of penathene plastic in its place acts as a life time positive water stop.

Penathene is a miracle material. It is as flexible as rubber and as inert as window glass. At temperatures between 50 below zero and 150 above it is completely unaffected by anything that exists on earth. It does not age. Unlike the canvas or muslin regularly used in double planking it will never rot or cause rot in the wood to which it is applied.

A Striptite boat will last and stay tight indefinitely with no maintenance what-so-ever. The cedar planking can be left to weather like the shingles on a roof—if the owner is that indolent. In case of collision, unless pierced by something spike-like, the plastic water seal is so tough that the boat will stay tight even though the planking and ribs are stove in over a considerable area. Repairs to new condition are as easily made as in any standard construction.

STRIPTITE SPECIFICATIONS

All striptite models have keels, keelsons, stringers, seat risers, splash rails, stems and knees of oak. All have solid mahogany transoms.

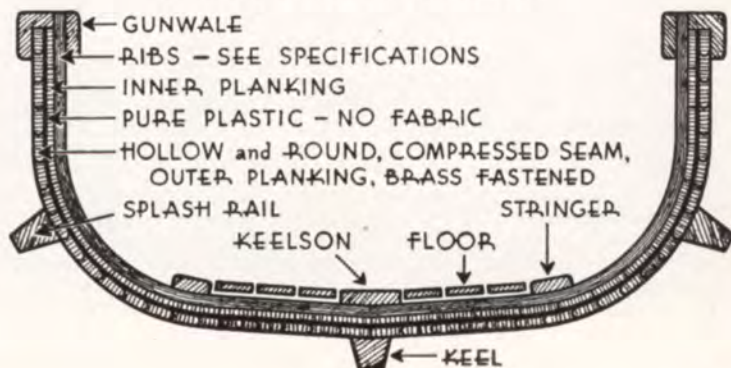
Ribs are of oak $7/16" \times 1\frac{3}{4}"$ on 6" centers. Half ribs are $7/16" \times 1\frac{3}{4}"$ oak and because the space between them and the main ribs is only $1\frac{1}{4}"$

they serve as a flooring. The inner planking is $3/16" \times 3\frac{5}{8}"$ cedar. The outer planking over the penathene plastic is $5/16" \times 1\frac{1}{8}"$ hollow and round compressed seam in either cedar or mahogany. This provides a total planking thickness of $\frac{1}{2}$ inch. Decks are planked with $5/16" \times 1\frac{3}{4}"$ cedar or mahogany. Fastenings are all of brass. Construction is for salt water thru-out.

Specifications on gunwales, seats, decks, et cetera will be found on the pages where the various models are listed. All models have the entire inside, seats, decks and trim finished natural with spar varnish only. A sufficient number of coats are applied to secure a finish much above the average in smoothness and luster.

No plywood of any kind is used anywhere in the construction of Striptite outboard boats.

SECTION THROUGH STRIPTITE BOAT



The Story of
the Famous
PENN YAN "CAR TOP" BOAT
The Ideal Craft for Sportsmen

A boat that can be easily carried on top of an automobile and, when not in use, kept overhead in a garage is a practical craft for *everyone* to own.

Relatively few people have the place or facilities to keep and care for the conventional type of outboard or rowboat without having it subjected to the damage of weathering and possibility of theft. They are also limited to a single location.

The transporting of small boats by trailer is expensive because of license and insurance requirements. It is laborious work to handle the boat and trailer and the combination is a cumbersome general nuisance either at home or on the road.

The ability to hire a boat at any location is always uncertain and livery boats are notoriously unsatisfactory in many different ways. Over a period of time the cost of rentals will pay for a good boat of your own—a "Cartop."

The first requirement of a "Cartop" boat is that it shall be light enough so that the *average man and woman* can put it up or take it down from the automobile top without exertion.

Actual tests show that the light end of a 60 pound boat (*about 25 pounds*) is the *absolute maximum* that a woman can be expected to handle. Note that it is *not* a matter of simple weight lifting but rather a somewhat complex maneuver of lifting a bulky article from the ground, turning it over in the air and raising it to full arm's length above the head.

The second requirement of a "Cartop" boat is that it be *long enough* so

that the ends can be easily reached when standing upright at the center of the front and rear bumpers. 12 feet is the minimum that will allow this.

Contrary to what seems to be a general impression, 8 and 10 foot dinghy types of boats are *extremely difficult* to handle on and off a car even though very light in weight. You cannot lift much when standing beside a car and leaning in over a fender.

The third requirement is that the width of the boat shall be such that the rubber vacuum cups on which the boat rides can be simply attached directly to the gunwales of the boat itself and be in the correct position to fit the automobile top. This eliminates entirely the need for any sort of device or attachments on the automobile. This width has been found to be 45 inches.

The fourth requirement is that the boat shall be light enough so that its presence on top of the car will be entirely unnoticed under any conditions or speed of driving. A 60 pound boat has *no effect* at all when mounted on the roof of a car. And the rubber cup mounting makes even the slightest marring to either car or boat, impossible.

Now, with 12 feet of length, 45 inches of width and depth in proportion, we can get a craft that is roomy, safe and seaworthy. By keeping the bottom quite wide and the bow very full and blunt above the waterline we can also get as much carrying capacity and steadiness as is found in the usual 16 footer and without loss of speed. Such a boat will handle beautifully with either oars or an outboard motor and will not be overloaded with 3 persons aboard.

But—all this must be had within the 60 pound weight limit and further—the construction must be such that the boat is strong and durable in every way and absolutely *proof against leaking even a single drop* no matter how long it is exposed to the heat of the fiercest summer sun.

All the knowledge and skill of the canoe and boat manufacturers plus that of aircraft engineering has been used by PENN YAN to produce the *one and only boat* that fully meets—and in some respects exceeds—all requirements. There is no other boat on the market that even comes close to doing it.

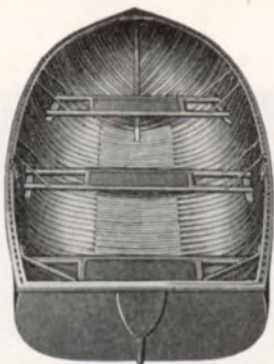
Volume sales since 1936 with hard use all over the United States has failed to disclose a single weakness or show how any possible improvements could be made in the Penn Yan Standard "Cartop" boat.

Beautifully built and finished, it is a possession as personal as your finest fly rod or gun and one in which you will take as much pride and joy.

The name CARTOP is our trade-mark registered with the U. S. Patent Office.



The Standard CARTOP, Model WXH, America's gem of the waterways.



Model WXH



Above—Auto Carry Set
STANDARD CARTOP BOAT



Model WX

PENN YAN STANDARD * CARTOP BOAT

Light Composite Construction

These boats are made for carrying on the tops of automobiles and trailers. They are light enough so that a man and woman can easily put them up or take them down. A fairly husky man can do the job alone.

No troublesome boat trailer with additional expense for license and insurance. No damage to automobile or cumbersome framing on its top. Stores for the winter overhead in the garage or in the basement.

Unique in design and the utilization of materials, a "Cartop" is strictly a Penn Yan product. The construction is absolutely proof against water and weather.

The strength to weight ratio far exceeds that found in any other small boats. The ample dimensions provide a degree of safety and comfort usually found only in craft weighing full three times as much.

The itinerant fisherman, hunter or nature lover will find in these "Cartops" a perfect solution to the heretofore perplexing

problem of getting afloat in a real boat on remote waters.

The Standard Model WXH has half ribs in the bottom and a knee from the keel to the transom. These are omitted on the light model WX.

Plain bronze hardware. Stock Color, Nile Green with Red stripe under gunwale. See page 2 for additional specifications.

The Auto Carry Set, offered as an extra, comes complete in a draw string bag. It consists of 4 rubber vacuum cups mounted on fittings which fasten directly to the gunwales of the boat and 4 webbing straps for holding down to the car.

Nothing is attached to the car itself except the straps to the bumpers. Damage is impossible. Suitable for either Sedan or Coupe. It is perfect automobile carrying equipment.

The Standard "Cartop" boat has had, since 1936, constantly accelerating sales. Owners who, in the beginning, are sometimes a bit skeptical of its extreme light weight, invariably are amazed at its stability, toughness and durability in actual use.

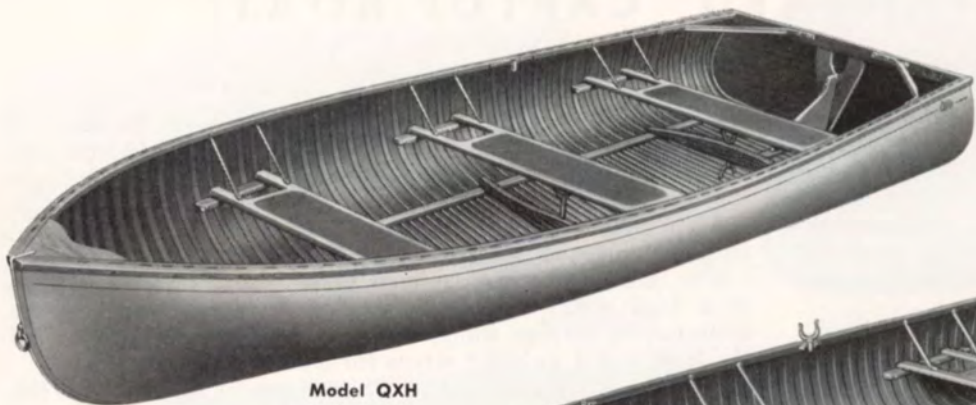
Name	Length Overall	Beam (Width)	Depth Amid.	Stern Width	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
Light Cartop	12 ft.	45 ins.	15 ins.	36 ins.	3	2½	450 lbs.	WX	57 lbs.	100 lbs.	Feather	199.00
Standard Cartop	12 ft.	45 ins.	15 ins.	36 ins.	3	5**	450 lbs.	WXH	67 lbs.	110 lbs.	Fancier	205.00

6 ft. varnished oars, per pair.....\$ 7.80
 6 ft. leathered and varnished oars, per pair..... 10.05
 Auto carry set..... 10.00

Carrying Yoke (for portage).....\$5.00
 Life preserver cushions, each..... 4.25
 7" blade spruce paddles, any length..... 4.00

*The name CARTOP is our trade-mark registered with the U. S. Patent Office.

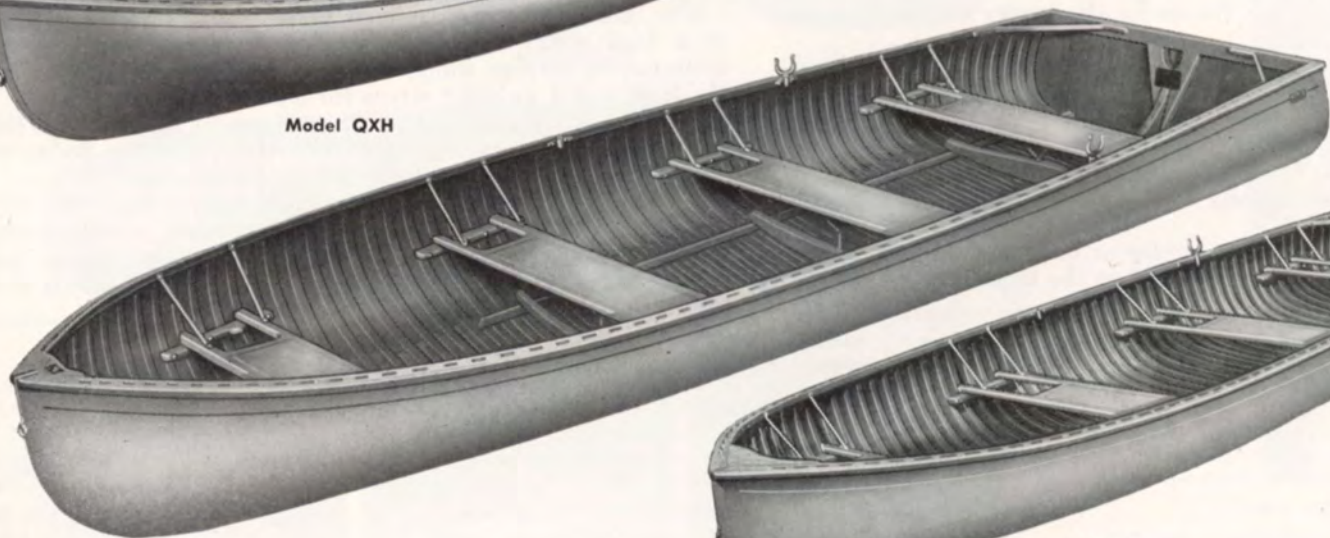
**Do not use more than 4 H.P. in very rough water.



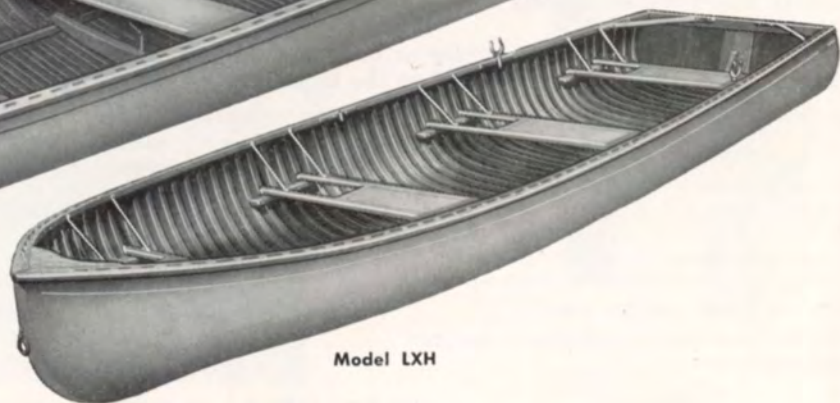
Model QXH



Model QXH



Model GXH



Model LXH

CARTOPS

PENN YAN SENIOR AND FLIER *CARTOPS

Light Composite Construction

The Senior "Cartop" is a lengthened standard "Cartop" with an additional seat. It will carry a bigger load and ride out rougher water. Because of its additional safety it is the indicated choice for many locations.

Two men can easily handle it on and off an automobile. In fact because many modern automobiles are so long from bumper to bumper it is frequently easier to handle, despite its weight, than the 12 foot Standard.

The extra length also makes for better handling qualities with either oars or paddles. Next to a canoe it is the best craft in the Penn Yan line for a pair of paddlers. For power it is a low speed displacement model.

The Flier "Cartop" is a high speed planning boat. Next to a strictly racing model it will give you all the speed there is in your motor.

The exceptional beam of the Flier not only gets the boat up

"on top" where it can travel fast with heavy loads but also provides a degree of roominess, steadiness and safety not elsewhere to be had. It is an excellent high speed fishing boat.

The design of the bottom is such as to produce spray-free level running and hairpin turning with full gravity banking.

With your Flier you will get the thrill of close to record speed for your power in an all-round useful boat. Or, using a small motor, you can safely fish on large rough bodies of water—using only 97 or 114 pounds of boat to do the job.

The Senior "Cartop" can be carried on an automobile using the Penn Yan Auto Carry Set. The Flier cannot as it is too wide. A regular cross bar type of carrier must be used with it.

Plain bronze hardware. Stock color: Nile Green with Red stripe under gunwale. See page 2 for additional specifications. Oar lengths 6½ or 7 ft. for LXH, 7 or 7½ ft. for others.

Name	Length Overall	Beam (Width)	Depth Amid.	Stern Width	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
Senior Cartop	14 ft.	47 ins.	16½ ins.	36 ins.	4	5	500 lbs.	LXH	84 lbs.	140 lbs.	Laurel	230.00
Flier Cartop	12 ft.	52 ins.	18 ins.	47 ins.	3	10	500 lbs.	QXH	97 lbs.	155 lbs.	Quixotic	254.00
Flier Cartop	14 ft.	52 ins.	18 ins.	47 ins.	4	12	600 lbs.	GXH	114 lbs.	185 lbs.	Gadfly	283.00

6½ ft. varnished oars, per pair.....\$8.45
 7 ft. varnished oars, per pair..... 9.10
 7½ ft. varnished oars, per pair..... 9.75

Auto carry set..... \$10.00
 Carrying yoke..... 5.00
 Life preserver cushions, each..... 4.25
 7" blade spruce paddle, any length..... 4.00

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About the
PENN YAN

TRAILBOAT



A Superb Craft for General Use

Although designed primarily for use with a Trailer these boats completely meet the requirements of more people in more ways than any other type ever built by Penn Yan. They are all purpose craft—tough, tight, light, safe and trouble proof. The six hull sizes and sixteen models provide for all motors up to 25 horsepower and all water and load conditions.

Unique in design and the utilization of materials, Trailboats, like "Cartops," are *basically different, basically better*. They free the user from the burden of unnecessary, useless weight.

An engineering analysis of most small boats will quickly show that about *one third* of their weight consists of "dead wood"—material that is not worked to its limit, or at all, when the boat is in service. It is there *only* because it was easier for the builder to leave it in than to eliminate it. The result is that forever after some owner has to "make two trips" to drag the boat up the beach.

Every pound of material in a Trailboat is there because it has a job to do. Nothing gets a "free ride," afloat or shore, at the owner's expense. It takes gasoline to move weight on the water and muscle to move it on shore.

Carrying as they do, only essential weight, Trailboats are, however, *put together to stay together*. 126 bolts (brass) are used in a 14 footer. The usual boat of its size rarely has more than 4—frequently none at all. They are

made to stand up under hard service, operation in waters full of rocks and deadheads, beaching on rough shores, pounding over the road on a trailer, livery renting and exposure to the elements.

The one piece canvas and plastic incasing of the hull means complete freedom from any leakage *at all* even if the boat is "cooked" all summer in the desert sun. This casing is so hard that the boat may be driven all day in any ice the motor will push it through without damage except to the *oak outside stem and keel*.

In case of accident it is easy to make perfect, permanent and invisible repairs. The repaired spot becomes what is virtually the strongest and longest lived portion of the hull. In a way it might be said that the more cover repairs the better the boat. The need for repairs on Heavy Composite Construction is however a very rare occurrence.

Except for the Penn Yan "Cartop," which is in a class entirely by itself, the Trailboat compares favorably in weight with craft offered by other manufacturers for carrying on top of automobiles. If you have the brawn available to get them up and down the two smaller open models are excellent top-of-car craft.

Built mainly of oak, cedar, brass, canvas and plastic—finely designed and beautifully finished—a Trailboat not only provides perfect service in use, but also an added dividend of pride of ownership in its unusual and exquisite appearance.

CARTOP OR TRAILBOAT—WHAT SIZE?

Both types and all sizes will give you all the speed there is in your motor. No other boats made will travel faster with the same power and load. The smallest outboard motors will handle the largest "Cartops" and Trailboats.

Both "Cartops" and Trailboats will have exactly the same long life under proper conditions of use.

If you are going to operate your boat in waters free from rocks and deadheads and are willing to handle it carefully when ashore, choose a "Cartop" and enjoy its minimum weight features. Bear in mind that with a boat so light in weight, collision with a solid or heavy object may result in hull breakage.

If, however, your craft is going to have to take a beating, afloat or ashore, or both—and you can handle the extra weight—choose a Trailboat. If in doubt, take the Trailboat.

The larger the craft the greater its safety, of course. When in doubt as between sizes, select the bigger one.



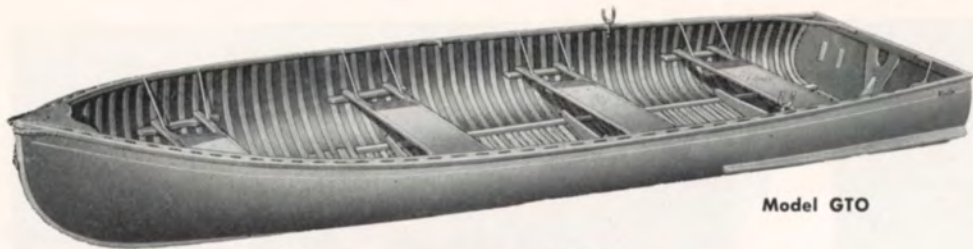
Model WGD Seagoer Trailboat



The Flier Trailboat Model GTD



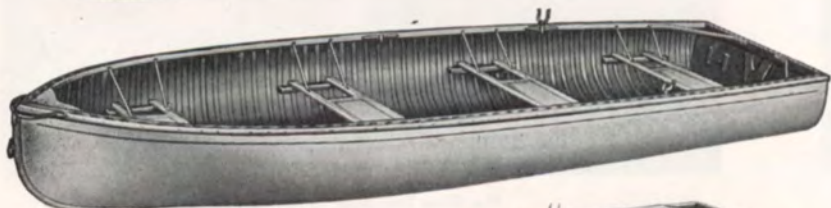
**Beauty, Durability, Speed and Safety
The Model BGD Senior Trailboat**



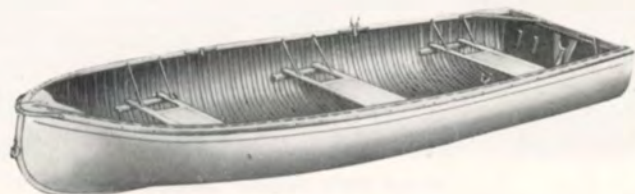
Model GTO



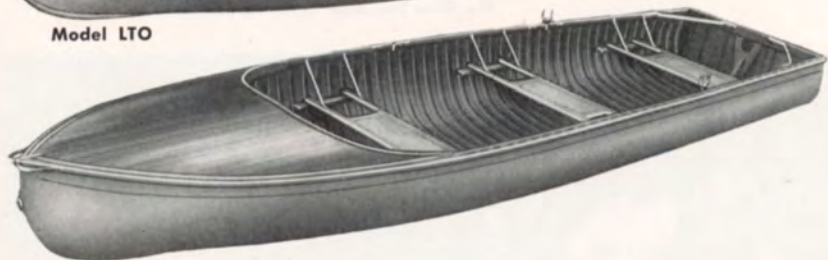
Bottom, All Models



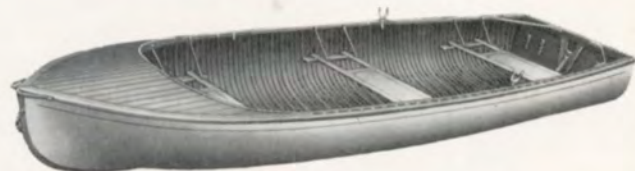
Model LTO



Model WTO



Model LTD



Model WTD



Model GTD

TRAILBOATS

PENN YAN TRAILBOATS

(Junior, Standard and Flier)

Heavy Composite Construction

These boats are made for transporting behind an automobile on a trailer. The characteristics which make them perfect for this purpose, however, also make them unexcelled for any general purpose use. For toughness and strength coupled with lightness and tightness they have no equal.

Both the Junior and Standard models are displacement boats made for small outboard engines and for easy rowing.

The Flier is, however, a high speed planing model. Very few boats of any kind or size will travel as fast with motors of from

5 to 12 horsepower. If you want to go places in a hurry it should be your choice.

The Flier is also a very safe fishing boat for use with heavy loads or on large rough bodies of water. The smallest motors made will handle it.

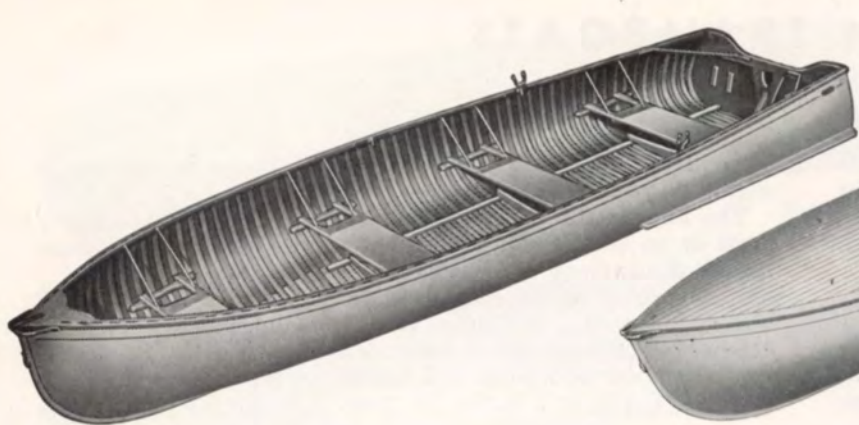
Plain bronze hardware. Note particularly the "twin single" bow lifting handle. You get a solid two handed "grab" on both ends of a Trailboat. Stock color: Blue Green with Red stripe. See page 2 for additional specifications. Oar lengths: 6 or 6½ ft. for WT, 6½ or 7 ft. for LT, 7 or 7½ ft. for GT models.

Name	Length Overall	Beam (Width)	Depth Amid.	Stern Width	Bow Deck Length	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
Open Junior	12 ft.	45 ins.	15 ins.	36 ins.	.....	3	5	450 lbs.	WTO	94 lbs.	140 lbs.	Wave	230.00
Decked Junior	12 ft.	45 ins.	15 ins.	36 ins.	24 ins.	3	5	450 lbs.	WTD	99 lbs.	150 lbs.	Wafer	257.00
Open Standard	14 ft.	47 ins.	16½ ins.	36 ins.	.....	4	5	500 lbs.	LTO	116 lbs.	175 lbs.	Loyal	253.00
Decked Standard	14 ft.	47 ins.	16½ ins.	36 ins.	40 ins.	3	5	500 lbs.	LTD	132 lbs.	190 lbs.	Lotion	283.00
Open Flier	12 ft.	52 ins.	18 ins.	47 ins.	.....	3	12	500 lbs.	QTO	126 lbs.	185 lbs.	Quail	276.00
Decked Flier	12 ft.	52 ins.	18 ins.	47 ins.	26 ins.	3	12	500 lbs.	QTD	135 lbs.	200 lbs.	Quad	302.00
Open Flier	14 ft.	52 ins.	18 ins.	47 ins.	.....	4	12	600 lbs.	GTO	140 lbs.	215 lbs.	Gallop	328.00
Decked Flier	14 ft.	52 ins.	18 ins.	47 ins.	48 ins.	3	12	600 lbs.	GTD	152 lbs.	235 lbs.	Gambit	344.00

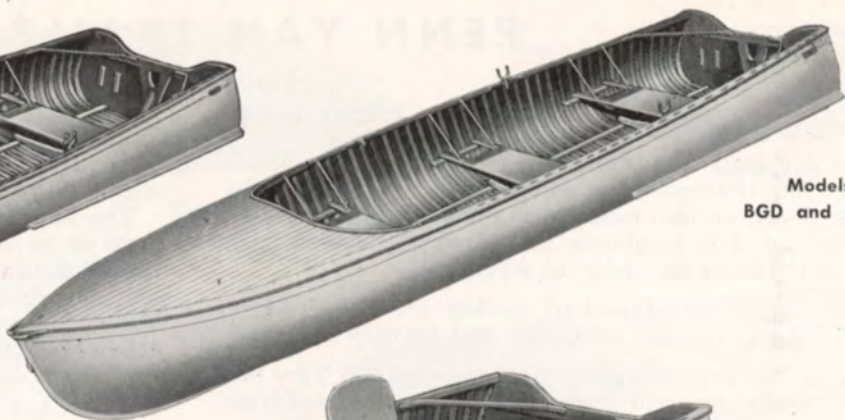
6 ft. varnished oars, per pair.....\$7.80
 6½ ft. varnished oars, per pair..... 8.45
 7 ft. varnished oars, per pair..... 9.10
 7½ ft. varnished oars, per pair..... 9.75

Auto carry set.....\$10.00
 Carrying yoke..... 5.00
 Life preserver cushions, each..... 4.25
 7" blade spruce paddles, any length..... 4.00

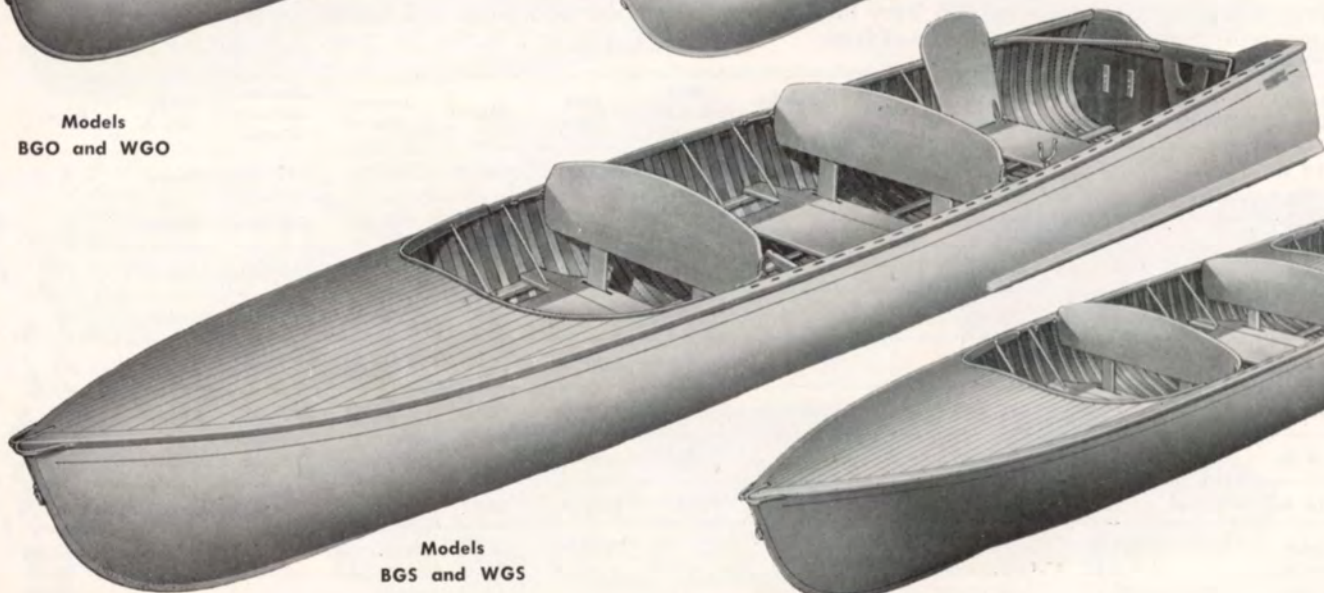
WT tarpaulin.....\$28.00
 LT tarpaulin..... 30.00
 QT tarpaulin..... 31.00
 GT tarpaulin..... 33.00



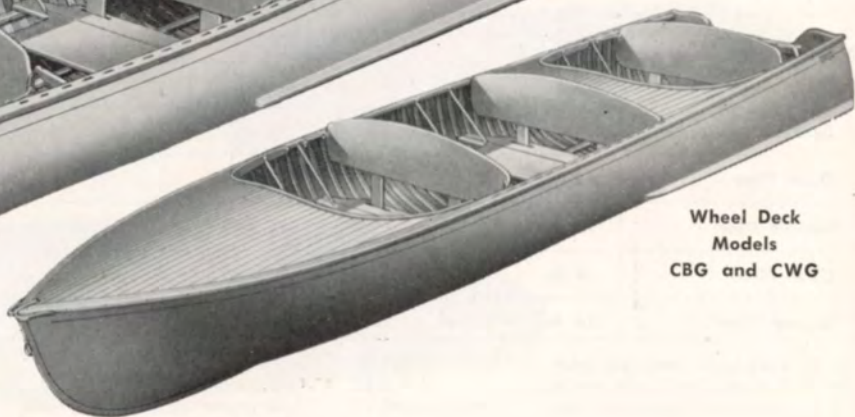
Models
BGO and WGO



Models
BGD and WGD



Models
BGS and WGS



Wheel Deck
Models
CBG and CWG

TRAILBOATS

PENN YAN TRAILBOATS

(Senior and Seagoer)

Heavy Composite Construction

The Senior Trailboat has exactly the same bottom design and dimensions as the Flier on the preceding pages. It is deeper and flares out slightly more at the sides. There is no appreciable difference in their speeds. The added depth allows the installation of back rests and center deck which cannot be built into the shallower model.

The Seagoer Trailboat is in a class wholly by itself. Full 14 feet long by practically 5 feet wide and 2 feet deep it weighs, in the open model, no more than the average rowboat.

It is the first and only *one* boat to provide *top efficiency*

throughout the entire popular range of outboard motor horsepower.

The boat runs *on* the water—not down in the water—or up in the air. It is about as fast with *any size of motor* as any other boat in the Penn Yan line except the Swifts.

Women and children can easily beach it. It is ideal for their use with a 2½ or a 5 horsepower motor. The “old man” can use nearly any power he wants to on it. It is completely safe for all.

Specifications are the same as for the smaller Trailboats on the preceding pages.

Name	Length Overall	Beam (Width)	Depth Amid.	Stern Width	Bow Deck Length	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
Open Senior	14 ft.	54 ins.	21 ins.	47 ins.	....	4	16	700 lbs.	BGO	152 lbs.	230 lbs.	Bonbon	335.00
Decked Senior	14 ft.	54 ins.	21 ins.	47 ins.	48 ins.	3	16	700 lbs.	BGD	164 lbs.	250 lbs.	Badger	372.00
Back Rest Senior	14 ft.	54 ins.	21 ins.	47 ins.	48 ins.	3	16	700 lbs.	BGS	184 lbs.	270 lbs.	Ballast	402.00
Wheel Deck Senior	14 ft.	54 ins.	21 ins.	47 ins.	48 ins.	3	16	700 lbs.	CBG	192 lbs.	280 lbs.	Beacon	435.-
Open Seagoer	14 ft.	58 ins.	23 ins.	52 ins.	....	4	25*	900 lbs.	WGO	169 lbs.	250 lbs.	Seal	379.00
Decked Seagoer	14 ft.	58 ins.	23 ins.	52 ins.	48 ins.	3	25*	900 lbs.	WGD	180 lbs.	275 lbs.	Sedge	419.-
Back Rest Seagoer	14 ft.	58 ins.	23 ins.	52 ins.	48 ins.	3	25*	900 lbs.	WGS	200 lbs.	300 lbs.	Serene	454.-
Wheel Deck Seagoer	14 ft.	58 ins.	23 ins.	52 ins.	48 ins.	3	25*	900 lbs.	CWG	224 lbs.	325 lbs.	Secant	489.-

7½ ft. oars, leathered and varnished, pair. \$12.00

7½ ft. varnished oars, per pair. 9.75

Names, gold and color, 2¼ inch, per letter. .30

Life preserver cushions, each. \$ 4.25

No. 919 Steering gear, CBG or CWG. . . . 38.00

See also Seat Back Steerer, page 23

Electric combination bow and stern lights
with battery and switch, installed. . . . \$35.00
BG tarpaulin. 33.00
WG tarpaulin. 38.00

* Do not use more than 16 H.P. in very rough water.

PENN YAN SWIFTS

Stock Utility Outboard Racing Runabouts

Heavy Composite Construction

To attain maximum speed in a planing power boat, it is essential that the amount of wetted bottom area be kept at the absolute minimum that will support the weight, and that the hull bottom design be such that it does not waste power by throwing water.

These two requirements are easily obtainable at the expense of stability but a race has never been won by a boat that was upside-down and rarely by one that could not get around a sharp turn.

The Swifts feature a completely different bottom in which the vee increases toward the stern rather than decreasing as is usual. The boats ride on a triangular wetted surface area that becomes automatically smaller, in both length and *width*, as the boat goes faster.

When properly trimmed the boat *will not porpoise* and the extremely wide transom bottom—which is only partly in contact with the water except on turns—makes *capsizing next to impossible*. The turning characteristics are *superb*. No fin is used.

To get maximum speed from Swifts, special high pitch propellers are required and the motor must be adjusted and the boat trimmed to get the minimum of wetted bottom surface. This occurs when the boat is *just short* of porpoising.

It should be understood that straight away speed in smooth water is entirely a matter of pounds per actual horsepower delivered by the propeller providing the boat design is fully efficient. Tests have shown that a half dozen good makes of boats, when ballasted to weigh the same and driven by the same motor and drivers, all have exactly the same straight away speed.

There is nothing faster than a flat bottom "mortar box" that has exactly the correct width for its total weight and power. Such a craft, however, is too narrow for stability.

Swifts are self adjusting to correct width of planing surface and at the same time have greater stability and sharp turning ability than any competitive boat on the market. In bad going they can be relied on to win every time. No other boat made will ride as cleanly or handle as well in really rough water.

The wheel deck models are extremely popular for general sport use as well as for racing. The open and bow deck models make most excellent trolling and fishing boats.

Swifts are regularly made with oak trim, and plain bronze hardware. Twin-single bow lifting handle and stern handles are standard equipment. Stock color, Chinese Red with White stripe.

The wheel deck models can be had on special order in Custom grade which has mahogany trim, plugged fastened mahogany decks with white compound in the seams, bow chock and bow deck cleat (see "C" and "D" on page 28), all hardware in chrome plate, stock color, White with Red stripe.

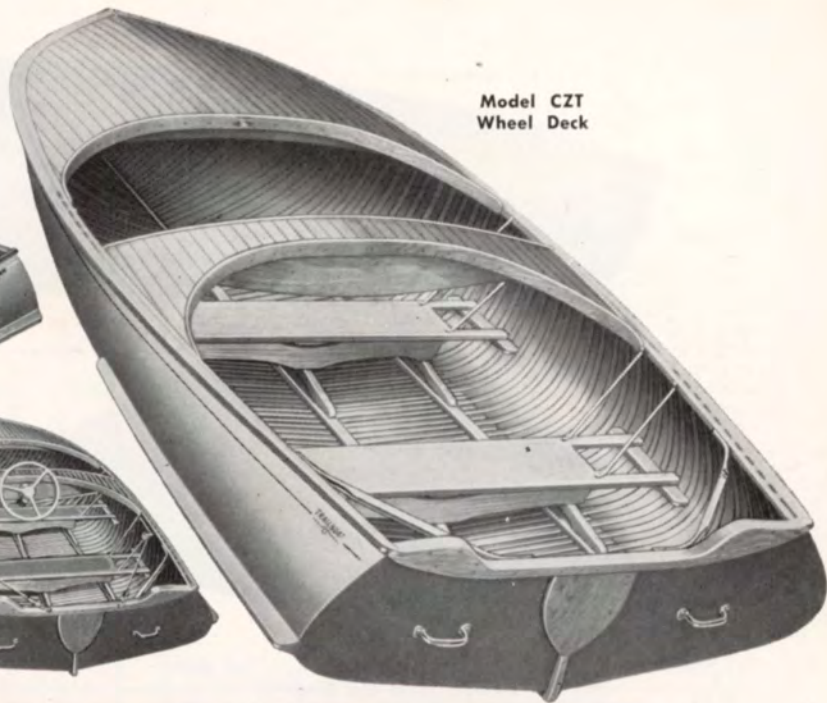
The illustration of model TTO in the center of page 18 shows two optional extras. The transom height adjuster, a combination of aluminum castings and wooden blocks giving a range of from 15½ inches to 17 inches are a necessity for all models of Swifts that are to be raced.

The Steering gear shown can be installed in any model of Swift that does not have a wheel deck and is quickly removable.

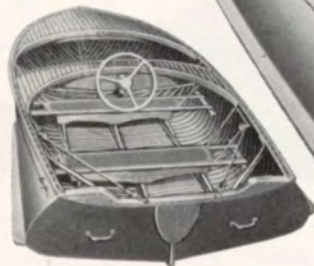
Model ZTO



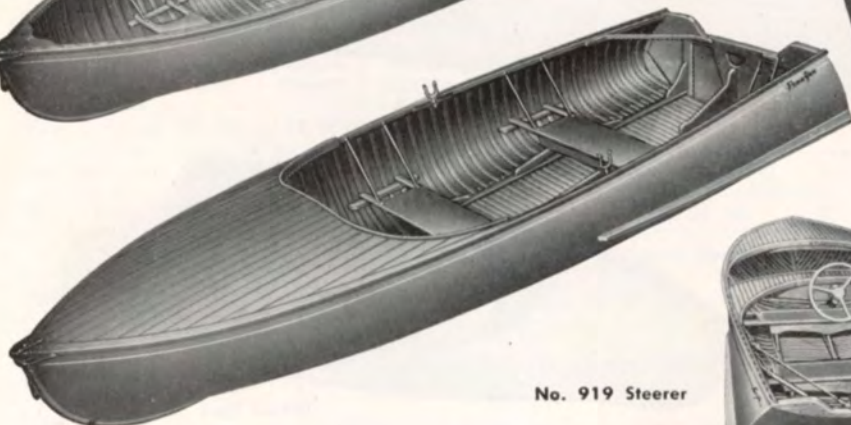
Model CZT
Wheel Deck



No. 919 Steerer

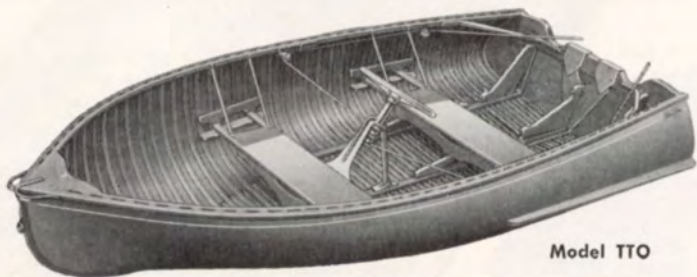
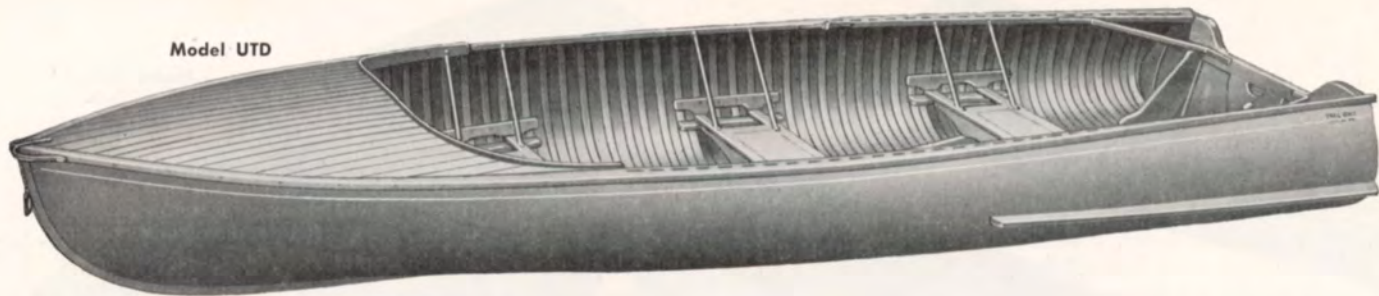


Model ZTD



SWIFTS
(Swift in action, Model CZT.)

Model UTD

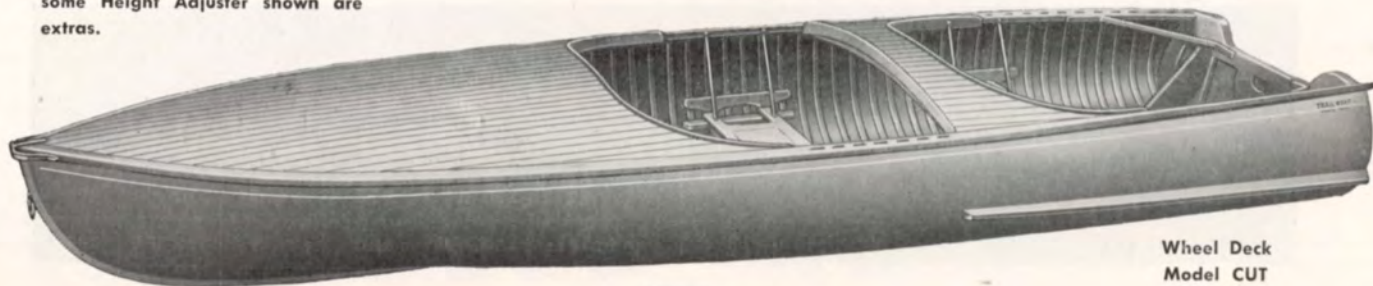


Model TTO



Wheel Deck
Model CTT

No. 934 Steering Gear and Transome Height Adjuster shown are extras.



Wheel Deck
Model CUT

SWIFTS

PENN YAN SWIFTS

Style	Racing Class	Length Overall	Beam (Width)	Depth Amid.	Stern Width	Bow Deck Length	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
Open	AU-BU	10 ft.	54 ins.	19 ins.	54 ins.		2	12	400 lbs.	TTO	123 lbs.	185 lbs.	Totem	302.-
Bow Deck	AU-BU	10 ft.	54 ins.	19 ins.	54 ins.	30 ins.	2	12	400 lbs.	TTD	135 lbs.	205 lbs.	Toddy	327.-
Wheel Deck	AU-BU	10 ft.	54 ins.	19 ins.	54 ins.	30 ins.	2	12	400 lbs.	CTT	149 lbs.	225 lbs.	Tendril	353.-
Wheel Deck Model above in Custom Grade										CTTM	154 lbs.	230 lbs.	Tundra	406.-
Open	CU	12 ft.	54 ins.	19 ins.	54 ins.		3	25	600 lbs.	ZTO	142 lbs.	215 lbs.	Zofra	335.-
Bow Deck	CU	12 ft.	54 ins.	19 ins.	54 ins.	48 ins.	2	25	600 lbs.	ZTD	168 lbs.	250 lbs.	Zoetic	372.-
Wheel Deck	CU	12 ft.	54 ins.	19 ins.	54 ins.	48 ins.	2	25	600 lbs.	CZT	182 lbs.	270 lbs.	Zobo	398.-
Wheel Deck Model above in Custom Grade										CZTM	187 lbs.	275 lbs.	Zevra	458.-
Bow Deck	DU-EU-FU	14 ft.	54 ins.	19 ins.	54 ins.	40 ins.	3	33	800 lbs.	UTD	191 lbs.	280 lbs.	Unicorn	419.-
Wheel Deck	DU-EU-FU	14 ft.	54 ins.	19 ins.	54 ins.	68 ins.	2	33	800 lbs.	CUT	218 lbs.	310 lbs.	Ursine	472.-
Wheel Deck Model above in Custom Grade										CUTM	225 lbs.	320 lbs.	Uhlán	542.-

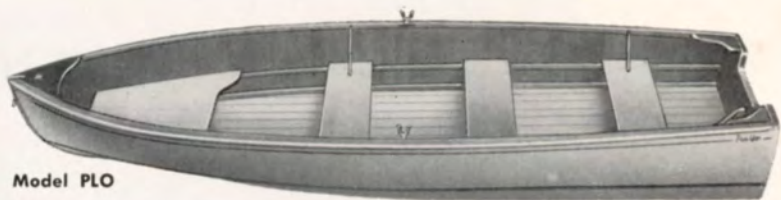
Note: A.P.B.A. rules will require permanently attached additional weight in some cases.

7½ ft. oars, varnished, per pair.....	\$ 9.75
7½ ft. oars, leathered and varnished, per pair.....	12.00
7" blade spruce paddles, any length.....	4.00
Life preserver cushions, each.....	4.25
Flag pole and socket.....	2.75
Names, gold and color, 2¼ inch, per letter.....	.30
Tarpaulin.....	10 ft. \$31.00 12 ft. \$34.00 14 ft. \$37.00
Electric combination bow and stern lights with battery and switch,	

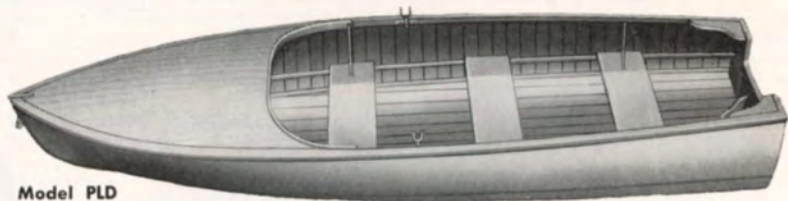
installed.....	\$35.00
Aluminum Keel replacing wooden keel (increases speed about 5%)..	5.00
Bow deck chock and cleat (page 28).....	3.80
Transom height adjuster.....	5.00
No. 919 Steering gear, wheel deck models only.....	38.00
No. 934 Steering gear, all other Swift models.....	45.00
Cross back rest bow seat, wheel deck models.....	8.00
Cross back rest stern seat, wheel deck models.....	12.00



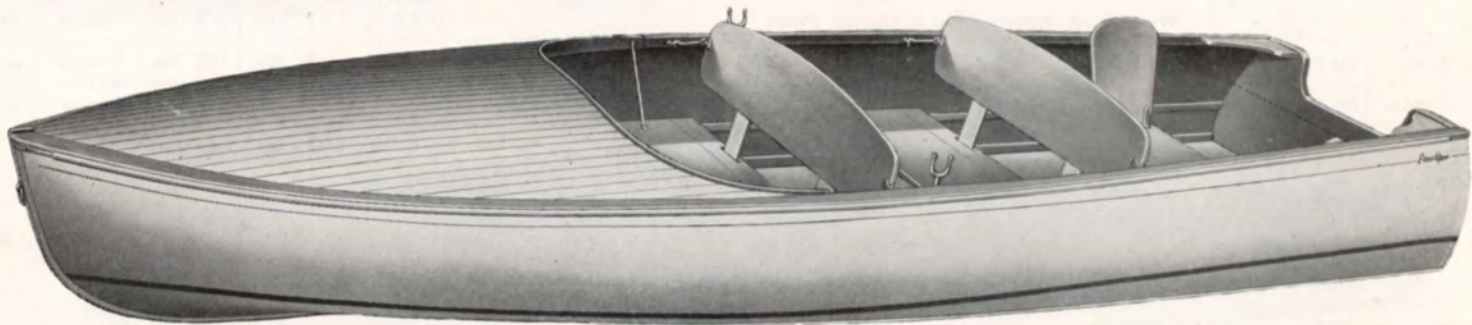
With 25 horse power



Model PLO



Model PLD



Model PL5

All back rests are instantly removable.

PLAYMATE

PENN YAN PLAYMATE

Heavy Composite Construction Vee Bottom

The Playmate is Penn Yan's finest outboard boat. It has been on the market since 1926 and thousands of them are in use all over the country. Yearly refinement and improvement make it as near perfect as any boat can be.

Like most fine inboard runabouts it is a genuine vee bottom with all the advantages that only this type can offer. As built by Penn Yan with full round bilge forward running into a deep vee aft, it is softer riding in rough water, faster and more efficient. Its inherent dryness is a matter of common knowledge as there is no substitute for chines that will turn spray down as cleanly and close to the water surface.

The Playmate runs perfectly, either as a displacement boat with the smallest single cylinder motor or as a planing boat

with the largest four cylinder. It takes the turns, wide open with a full bank and is virtually non-capsizable.

This boat may be chosen for any use, anywhere, with any motor, in the complete assurance that nothing finer or more satisfactory can be had.

Both models have oak gunwales, mahogany decks and spruce seats. The smooth flooring is removable. Hardware consists of stem band, painter ring, seat braces and one pair of rowlocks, all in chrome plate. See page 2 for additional specifications.

The stock color is White with Blue stripe under gunwale and Blue waterline except Model PLO which is Sport Tan with Green stripe.

NOT AVAILABLE

Style	Length Overall	Beam (Width)	Depth Amid.	Stern Width	Bow Deck Length	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
Open	15 ft.	60 ins.	24 ins.	50 ins.	.....	4	33	900 lbs.	PLO	275 lbs.	400 lbs.	Plaid	
Decked	15 ft.	60 ins.	24 ins.	50 ins.	64 ins.	3	33	900 lbs.	PLD	275 lbs.	400 lbs.	Placid	
Back Rest	15 ft.	60 ins.	24 ins.	50 ins.	64 ins.	3	33	900 lbs.	PLS	305 lbs.	430 lbs.	Plaza	

7½ ft. oars, leathered and varnished, pair. \$12.00
 7½ ft. varnished oars, per pair. 9.75
 Deck and handle set (page 28) 20.00

Electric combination bow and stern lights
 with battery and switch, installed. . . . \$32.00
 Khaki tarpaulin cover. 40.00

Life preserver cushions, each. \$4.25
 Names, gold and color, 2¼ inch, per letter. . .30
 Steering gears, see page 23

PENN YAN STRIPTITE BOAT

*The all wood boat
you can buy —*



that will be tight when dry.

Only a boat built mostly of wood can be truly satisfactory and a delight to own. Of all known materials wood only possesses the characteristics of lightness, stiffness, resilience, natural buoyancy, quietness, ease of repair, pleasantness to touch and beauty of appearance that are essential in a good small water craft.

Wood does, however, have several undesirable features as a boat material. It changes considerably in dimensions with changes in moisture causing *leakage*. It takes on *weight* through water soakage and is subject under some conditions of exposure to *rotting*.

In Penn Yan Striptite (and Composite) constructions these drawbacks are either eliminated entirely or reduced to an absolute minimum.

It is a *physical impossibility* for a Striptite, regardless of conditions of use, for the life of the boat, to *leak at all* in any planking seam or other hull joint, however, the planking fastenings and the keel and splash rail screws penetrate the plastic water barrier and complete tightness at these points depends on the self-sealing qualities of the plastic.

For this reason Striptite boats can not be guaranteed to be absolutely bottle tight at all times. *They are guaranteed to be always ready for instant use.* In oven-dry condition they may, or may not, "weep" at the fastenings for a few minutes after launching.

What happens when a dried out wooden boat, of other constructions, is launched is well known to everyone. It *sinks* and days of soaking may or may not, without other attention, make it even usable.

Experience through volume sales of Striptite boats since 1950 indicates that the big majority will never leak a single drop of water no matter how dried out or roughly used—or abused.

It should be understood that *water* does not go into or through wood. If it did it would keep on until the boat was full and awash to the gunwales. *Water vapor* does go completely through wood and many other materials which are considered waterproof—including the canvas and marine glue normally used for double planking—and produces soaking wetness through-out.

Unlike most other plastics, the penathene used as a seal in a Penn Yan Striptite has a water vapor transmission rate that is close to zero. Water vapor penetrates the outer planking *only* and is turned back at the penathene.

The entire inner planking, frames, keelsons and other members are always in—or if wet by rain or spray will return to—shore dry condition even while the boat is afloat. Very little added weight is taken on in use. And a Penn Yan Striptite is thus far less likely to develop rot and can be expected, under similar conditions of exposure, to have a longer life than any other type of all wood boat.

The life time durability of cedar, mahogany, brass and bronze when built into a boat in such a way as not to be in contact with any short lived materials is well known.

Double planking results in extreme hull rigidity. A Striptite is tougher and stronger and will take more abuse than any other known construction. It *will not loosen up* or "work" in *any water*, with *any motor* or when being transported on a trailer.

Stripitite Grades

Stripitite boats are produced in three grades, Standard, Premium and Custom. With the exception of the fact that the (F) side transom guards and the (G) inlaid stern band (see page 28) on Premium and Custom grades give protection not had on the Standard grade there is no difference what-so-ever in the life or serviceability of the three. The differences are otherwise a matter solely of appearance and equipment.

STANDARD GRADE

Oak trim, flush fastened cedar decks, spruce seats, plain bronze hardware. Stock color, outside of hull Blue-Green except for Center Deck Challengers which have bottoms and splash rails in Chinese Red with White sides above.

PREMIUM GRADE

Oak trim including natural finished splash rails, spruce seats, plugged fastened natural mahogany sides above the splash rails, flush fastened mahogany decks, inlaid stern band, transom side guards, bottom below splash rail painted Pine Green. All hardware chrome plate bronze.

CUSTOM GRADE

Aristocrats have mahogany hulls above the splash rails, mahogany decks, trim and seats. There are no exposed fastenings in hull or deck. Deck seams are filled with white compound. Half round natural finished oak rub rails with metal ends protect the gunwales. Transom side guards and inlaid stern band.

Deck and handle set (see page 28) consisting of (A) twin single bow lifting handle, (B) stern handles, (C) bow chock, (D) bow deck cleat and (E) stern tie rings. Bottom including splash rails painted Ivory. All hardware chrome plate bronze.

The deck and handle set which is standard on Custom grade Aristocrats can be furnished as a very desirable extra on all Stripitite models and sizes in either plain bronze or chrome.

Steering Gears



A properly installed wheel *tremendously* increases the pleasure of driving an outboard and also adds to the safety of operation. Of an improperly installed steerer—and there are far too many such being used—only the reverse can be said.

Such stock steering gears as are now on the market actually *fit* only a few boats. To allow of a *comfortable* installation in any model of boat big enough to take a gear Penn Yan manufactures eight different types. Order a Penn Yan gear installed at the factory in your boat.

Illustrated above is the No. 923 Side Steerer. It will fit Playmates and all Stripitite boats in DS and larger sizes, that do not have center decks. Price installed \$45.00. For under-seat tiller line cross-over as shown on page 28 add \$11.00.

Illustrated below is the No. 922 Seat Back Steerer. It will fit *all boats* in the Penn Yan line having back rests on the center seat. (The back rest is converted to rigid installation). Price installed \$40.00.

A cross back rest on the stern seat is an almost necessary addition to either of these steerers. The cost is \$12.00 with plain bronze fittings and \$16.00 with chrome. If substituted for side back rest on stern seat the cost is \$5.00 with either plain bronze or chrome fittings.



PENN YAN ROW—OUTBOARD

Stripite Construction Standard Grade

For those who want an exceedingly rugged, all around boat to use for rowing and with light motors, the Row Outboard² is recommended. It is unexcelled for long distance fishing trips where rowing is to be done after making the run under power.

The hull lines on this boat provide perfect rowing qualities. It runs well with small motors, providing the boat is properly trimmed. It will not be found satisfactory with a single person sitting in the stern. If very little rowing is to be done and the principal use is with a motor, the smaller sizes of Fisherman shown on page 25 are a better choice.

Plain bronze hardware: Stock color, Blue Green. See page 3 for additional specifications.



Length Gunwale	Beam (Width)	Depth Amid.	Stern Width	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
14 ft.	46 ins.	16 ins.	34 ins.	5	450 lbs.	EF	165 lbs.	235 lbs.	Saffron	249.00

7 ft. varnished oars, per pair.....\$9.10

Life preserver cushions, each..... 4.25

7 ft. leathered and varnished oars, per pair.....\$11.35

Bow and stern lifting handles..... 4.90



(16-Footers Have 4 Seats)

PENN YAN FISHERMAN

Stripitite Construction

Standard Grade

For use by sportsmen, boats which are not decked over in the bow have been found to be most convenient. There is more room for handling anchors and fishing gear and they are easier to get in and out of when landed nose up on shore.

Fisherman models are all of the high speed planing type and you can use real power on them for the purpose of getting you there fast. Like all Stripitite models they have rocker keels, full length splash rails and strain proof hulls. The full story on their construction will be found on pages 3, 22 and 23.

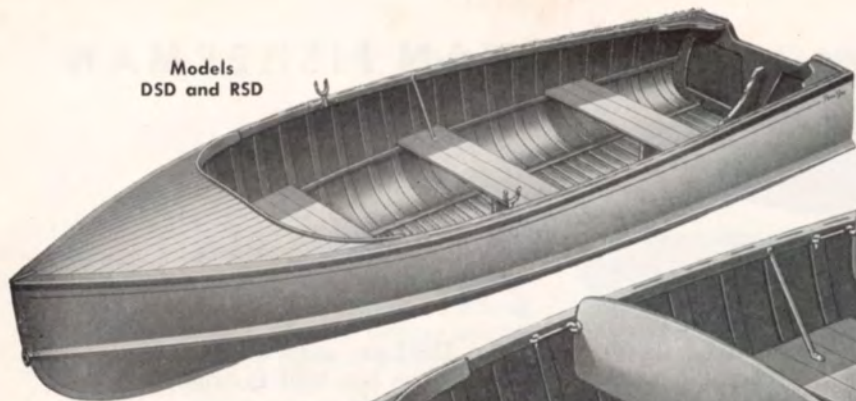
Models SNO, NTO and DSO are easy to row but due to their flat sterns will not behave too well in windy weather. Oars in the larger sizes are useful only as emergency equipment.

Model SLO is one of the largest and safest outboard boats on the market today. Recommended for off shore salt water use. On special order it, and other SL models on the following pages, can be furnished with a 40 inch wide transom cut-out to take twin outboard motors or one large motor for traveling and one small motor for trolling or emergencies. The extra cost is \$10.00.

Length Gunwale	Beam (Width)	Depth Amid.	Stern Width	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Shipping Weight	Code Word	Price
12 ft.	48 ins.	18 ins.	44 ins.	3	10	400 lbs.	SNO	179 lbs.	240 lbs.	Snow	260.00
14 ft.	48 ins.	18 ins.	44 ins.	3	16	500 lbs.	NTO	205 lbs.	275 lbs.	Nitro	290.
14 ft.	53 ins.	21 ins.	44 ins.	3	22	600 lbs.	DSO	215 lbs.	295 lbs.	Docile	314.
14 ft.	57 ins.	25 ins.	47 ins.	3	25	700 lbs.	RSO	230 lbs.	320 lbs.	Robin	346.
16 ft.	64 ins.	27 ins.	54 ins.	4	50	1,000 lbs.	SLO	310 lbs.	430 lbs.	Soar	435.

See page 29 for Accessories

Models
DSD and RSD



Model R55



Model SLD



All back rests are instantly removable.
Better than hinged type.

PENN YAN CHALLENGER

Stripit Construction Standard Grade

Challengers are standard models that meet with wide public acceptance wherever outboard boats are used. They may be purchased without hesitancy for use anywhere if the proper size for the engine power and water condition is selected.

In all Stripit boats great attention has been given to the contours of the hull and deck to secure a very appealing overall streamline effect. Narrow beaded decking is set inside the gunwales in real marine fashion and properly crowned and curved

fore and aft. There is no "over the top" job of "shingling" in a Penn Yan deck.

Back rests are high enough to be truly comfortable rather than just ornamental and are of solid lumber and substantial in appearance. All back rests are instantly removable. Hinged backs in a small boat where, either through desire or necessity, oars are used are a very decided nuisance.

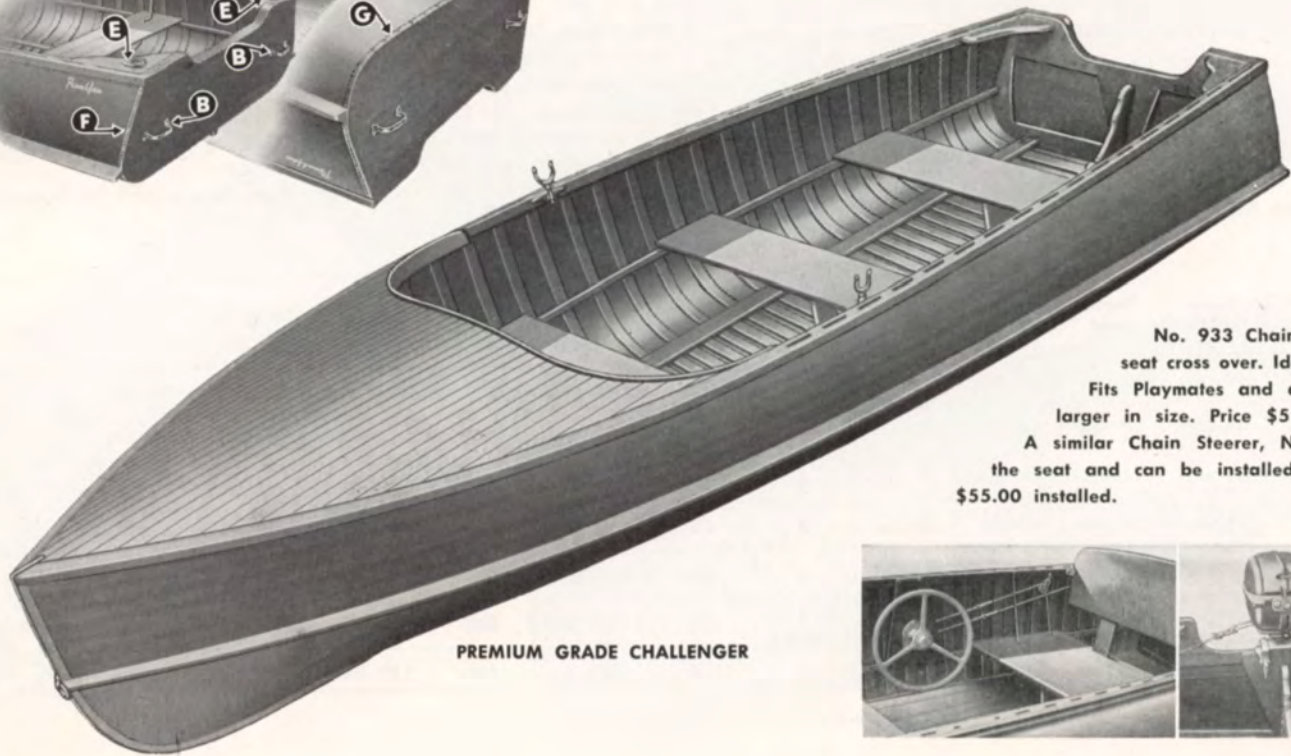
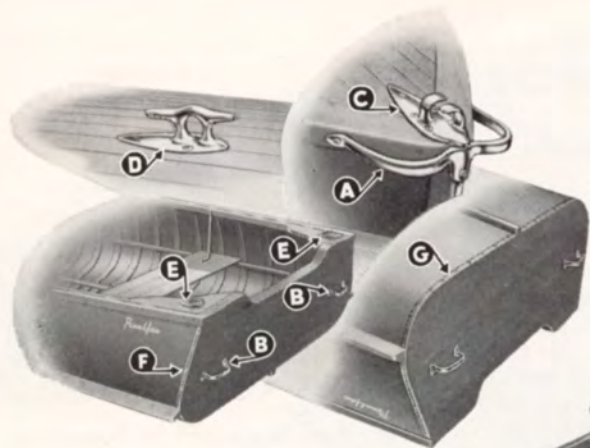
Full details of construction of these boats will be found on pages 3, 22 and 23.

Style	Length Gunwale	Beam (Width)	Depth Amid.	Stern Width	Bow Deck Length	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Shipping Weight	Code Word	Price
Decked	12 ft.	48 ins.	18 ins.	44 ins.	45 ins.	2	10	400 lbs.	SND	195 lbs.	260 lbs.	Snood	295.
Decked	14 ft.	48 ins.	18 ins.	44 ins.	36 ins.	3	16	500 lbs.	NTD	220 lbs.	300 lbs.	Nestle	319.
Decked	14 ft.	53 ins.	21 ins.	44 ins.	36 ins.	3	22	600 lbs.	DSD	225 lbs.	310 lbs.	Derby	343.
Decked	14 ft.	57 ins.	25 ins.	47 ins.	36 ins.	3	25	700 lbs.	RSD	250 lbs.	345 lbs.	Radiant	376.
Back Rest	14 ft.	57 ins.	25 ins.	47 ins.	36 ins.	3	25	700 lbs.	RSS	275 lbs.	370 lbs.	Rooster	409.
Decked	16 ft.	64 ins.	27 ins.	54 ins.	60 ins.	3	50	1,000 lbs.	SLD	340 lbs.	470 lbs.	Shale	488.
Back Rest	16 ft.	64 ins.	27 ins.	54 ins.	60 ins.	3	50	1,000 lbs.	SLS	370 lbs.	500 lbs.	Scholar	513.

See page 29 for Accessories

STRIPTITE DECK and HANDLE SET

- A—Twin-single bow handle.
- B—Stern handles.
- C—Bow chock. (Inlaid stern band (G) and transom side guards (F) are standard on Premium and Custom grades.)
- D—Deck cleat.
- E—Stern tie rings.



PREMIUM GRADE CHALLENGER

No. 933 Chain Steerer with under-seat cross over. Ideal for the fisherman. Fits Playmates and all Striptites D5 and larger in size. Price \$51.00 installed.

A similar Chain Steerer, No. 970, attaches to the seat and can be installed in any boat. Price \$55.00 installed.



PENN YAN FISHERMAN AND CHALLENGER

Stripite Construction Premium Grade

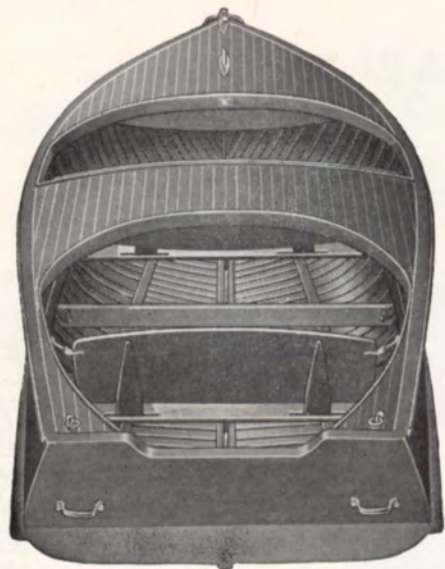
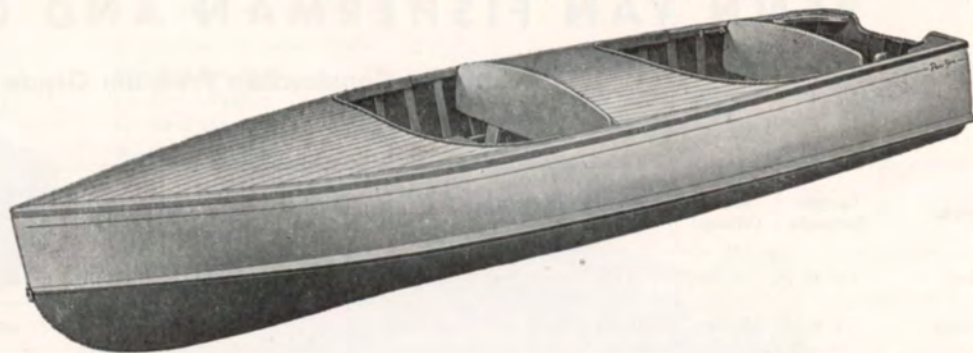
Style	Length Gunwale	Beam (Width)	Depth Amid.	Stern Width	Bow Deck Length	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Shipping Weight	Code Word	Price
Open	14 ft.	53 ins.	21 ins.	44 ins.	.....	3	22	600 lbs.	DSMO	230 lbs.	310 lbs.	Domain	361.
Decked	14 ft.	53 ins.	21 ins.	44 ins.	36 ins.	3	22	600 lbs.	DSMD	240 lbs.	325 lbs.	Demure	395.
Open	14 ft.	57 ins.	25 ins.	47 ins.	.....	3	25	700 lbs.	RSMO	245 lbs.	335 lbs.	Rocket	398.
Decked	14 ft.	57 ins.	25 ins.	47 ins.	36 ins.	3	25	700 lbs.	RSMD	265 lbs.	360 lbs.	Ripple	433.
Back Rest	14 ft.	57 ins.	25 ins.	47 ins.	36 ins.	3	25	700 lbs.	RSMS	290 lbs.	385 lbs.	Ribbon	480.
Open	16 ft.	64 ins.	27 ins.	54 ins.	.....	4	50	1,000 lbs.	SLMO	330 lbs.	450 lbs.	Solace	500.
Decked	16 ft.	64 ins.	27 ins.	54 ins.	60 ins.	3	50	1,000 lbs.	SLMD	365 lbs.	495 lbs.	Salad	552.
Back Rest	16 ft.	64 ins.	27 ins.	54 ins.	60 ins.	3	50	1,000 lbs.	SLMS	405 lbs.	535 lbs.	Scandal	599.

ACCESSORIES FOR ALL STRIPTITE OUTBOARD MODELS

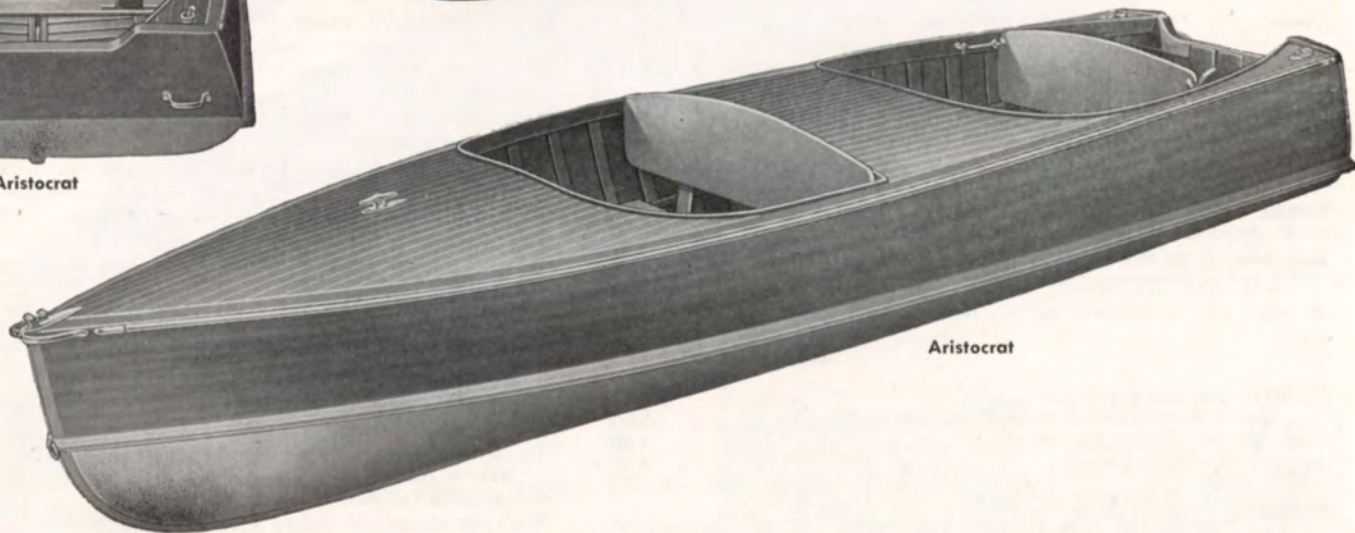
7½ ft. oars, varnished, per pair.....	\$ 9.75
7½ ft. oars, leathered and varnished, per pair.....	12.00
7" blade spruce paddles, any length.....	4.00
Life preserver cushions, each.....	4.25
Flooring, extra:.....	14 ft.—\$12.00 16 ft.—\$14.00
Tarpaulins:	
NT—\$31.00 DS—\$33.00 RS—\$35.00 LF—\$37.00 SL—\$40.00	
Flag pole and socket.....	2.75

Deck and handle set (page 28) Standard grade.....	\$11.00
Deck and handle set Premium grade.....	20.00
Electric combination bow and stern lights with battery and switch, installed.....	32.00
See page 23 for Steering Gears.....	
Vee type windshield, safety glass, installed.....	36.00
Names in gold and color, 2¼ inch, per letter.....	.30

Center Deck Challenger



Aristocrat



Aristocrat

CENTER DECK STRIPTITES

PENN YAN CENTER DECK CHALLENGER AND ARISTOCRAT

Striptite Construction

Length Gunwale	Beam (Width)	Depth Amid.	Stern Width	Bow Deck Length	Number Seats	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Shipping Weight	Code Word	Price
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CENTER DECK CHALLENGER STANDARD GRADE

14 ft.	53 ins.	21 ins.	44 ins.	54 ins.	2	22	600 lbs.	CDS	265 lbs.	350 lbs.	Desert	420.
14 ft.	57 ins.	25 ins.	47 ins.	54 ins.	2	25	700 lbs.	CRS	295 lbs.	390 lbs.	Rampant	453.
16 ft.	64 ins.	27 ins.	54 ins.	72 ins.	2	50	1,000 lbs.	CSL	390 lbs.	520 lbs.	Sequin	558.

CENTER DECK CHALLENGER PREMIUM GRADE

14 ft.	53 ins.	21 ins.	44 ins.	54 ins.	2	22	600 lbs.	CDSM	290 lbs.	375 lbs.	Damask	472.
14 ft.	57 ins.	25 ins.	47 ins.	54 ins.	2	25	700 lbs.	CRSM	320 lbs.	415 lbs.	Rajah	499.
16 ft.	64 ins.	27 ins.	54 ins.	72 ins.	2	50	1,000 lbs.	CSLM	430 lbs.	560 lbs.	Shrike	631.

ARISTOCRAT CUSTOM GRADE

14 ft.	53 ins.	21 ins.	44 ins.	54 ins.	2	22	600 lbs.	DSC	305 lbs.	390 lbs.	Decorator	535.
14 ft.	57 ins.	25 ins.	47 ins.	54 ins.	2	25	700 lbs.	RSC	330 lbs.	425 lbs.	Referee	587.
16 ft.	64 ins.	27 ins.	54 ins.	72 ins.	2	50	1,000 lbs.	SLC	445 lbs.	575 lbs.	Saturn	740.

Steering gear installed (No. 920 for SL and No. 944 for all other models on this page) \$38.00. See page 29 for other Accessories

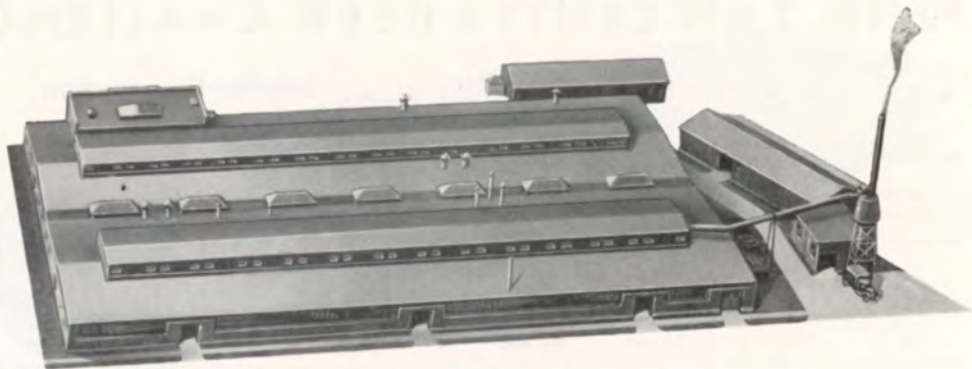
THE PENN YAN FACTORY

This modern, daylight, 60,000 square foot factory, on the shore of 22 mile long Keuka Lake, was built and equipped solely for the production of Penn Yan Boats. It is by far the finest in the world of small watercraft manufacture.

You are invited to visit it at any time and see with your own eyes how greatly such unequalled facilities can add to the inbuilt value of your boat.

You will see: better design, better materials, better and more accurate workmanship thru the use of precision machines and a finer finish—all at a lower cost.

You will see why your investment in a Penn Yan boat will guarantee you long years of pleasure and satisfaction.



Model DSD Challenger



Model ZTD Swift



Model WGD Seagoer Trailboat



Model CZT Swift



Model RSMD Challenger



Model CDSM Challenger

PENN YAN YACHTSMAN DINGHIES

Heavy Composite Construction



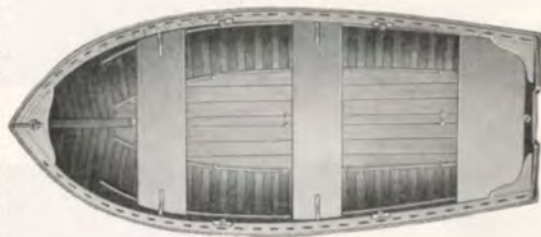
Nowhere more than in a dinghy does the desirability of the Penn Yan Composite construction show to such advantage. The alternate soaking when in water and drying when exposed to the sun ruins ordinary dinghies but has no effect upon a Penn Yan.

The three stock sizes meet practically all requirements. All are of modern wide transom design, strongly reinforced for outboard motor use. Stem band, hoisting rings and tow ring in bow and soft cotton fender rope set in groove entirely around the gunwale are standard equipment. All hardware is chrome plate bronze.

All three dinghies are ably designed. They trim properly with any number of persons aboard up to capacity. They are easy to

propel, and when fitted with a motor, are faster than ordinary dinghies. They tow properly.

Made only in Mahogany trim. The stock color on all models is White. Other colors may be had on two weeks' notice at no extra cost. See page 2 for additional specifications.



Name	Length Overall	Beam (Width)	Depth Amid.	Stern Width	Average Weight	Approx. Shipping Weight	Model	Code Word	Price
Standard	8 ft.	48 ins.	17 ins.	38 ins.	100 lbs.	130 lbs.	CD	Damsel	261.
Ensign	9 ft.	50 ins.	17 ins.	38 ins.	120 lbs.	150 lbs.	LD	Engle	274.
Navy	10 ft.	50 ins.	18 ins.	38 ins.	130 lbs.	170 lbs.	TD	Terrace	286.

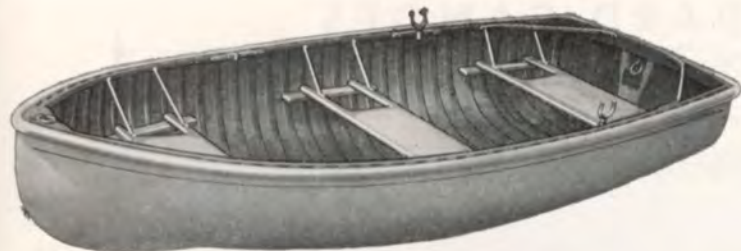
Leathered and Varnished Oars—

6½ ft. Standard.....	per pair	\$10.70
7 ft. Ensign.....	per pair	11.35
7 ft. Navy.....	per pair	11.35

Khaki Tarpaulin Covers—

Standard.....	\$22.00
Ensign.....	24.00
Navy.....	26.00

Tripod Canvas Bow-fender.....	\$4.10
Extra pair rowlock horns.....	3.60
Names, Gold and Color, 2¼-inch, per letter	.30



THE WORLD'S MOST POPULAR YACHT TENDERS

PENN YAN AERODINGHIES

Light Composite Construction

Weighing only 53 to 61 pounds, these seven, eight and nine foot dinghies are the long sought answer to the Yachtsman's prayers. Davits or other lifting gear are unnecessary, for they may be taken from the water with one hand and turned upside down on deck or cabin top.

The special construction makes them absolutely water tight at all times, and permits of a finish that will withstand sun and water without deterioration for much longer than any other known type.

The poundage of these dinghies is not a measure of their rigidity and ruggedness. Scientifically designed, they have no weak points or unnecessarily heavy ones. They go to the users with a guarantee that they will prove that it is now possible to

own a yacht tender which is completely work free.

Built only in mahogany trim. Seat braces mahogany lacquered bronze. Two pairs rowlock sockets and 1 pair rowlocks—lift rings and tow ring all in chrome plate. See page 2 for additional specifications.

Sponge rubber filled heavy cotton roll top fender entirely around gunwales. Fitted for outboard motor use. Stock color, White.



Length Overall	Beam (Width)	Depth Amid.	Stern Width	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
7 ft.	44 ins.	17 ins.	36 ins.	SX	53 lbs.	95 lbs.	Fuzz	215.
8 ft.	45 ins.	17 ins.	36 ins.	EX	57 lbs.	100 lbs.	Babble	224.
9 ft.	46 ins.	17 ins.	36 ins.	NX	61 lbs.	105 lbs.	Balloon	232.

SX tarpaulin.....\$20.00

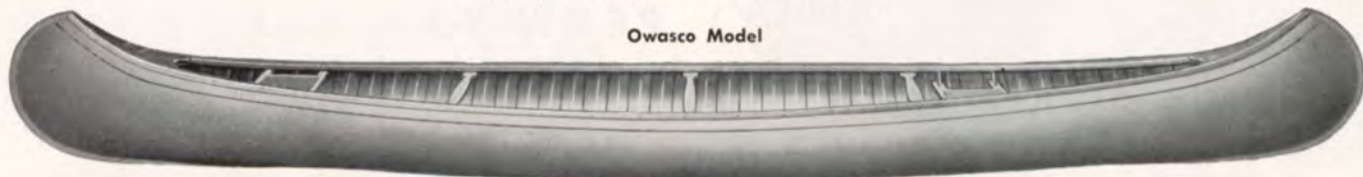
EX tarpaulin.....\$22.00

NX tarpaulin.....\$24.00

6 ft. leathered and varnished oars, per pair.\$10.05

PENN YAN STANDARD CANOES

Heavy Composite Construction



Owasco Model

When you send in your order for a Penn Yan Rainbow—or Owasco—you may definitely expect to receive the most graceful and finely modeled example of the Redman's craft that it has ever been your privilege to set eyes on.

Choice between the two models is a matter of personal style preference only. Both have a handsome "tumble home," shapely decks, nicely modeled thwarts and caned seats.

These canoes have oak gunwales, mahogany thwarts, seat

frames and decks. All have *outside stems* and *half rib* floors. (These last two items are usually furnished by other canoe builders only as an extra and at considerable added cost.) The stock color is Blue-Green with Red stripe under the gunwale. Other colors are optional on special order at no extra cost.

Any Penn Yan Canoe can be considered a long time investment because the plastic exterior under the paint will never crack and the reinforcing canvas will never rot.

Length Overall	Beam (Width)	Depth Amid.	Average Weight	Shipping Weight	Owasco Model	Code Word	Rainbow Model	Code Word	Price
16 ft.	34½ ins.	12 ins.	72 lbs.	120 lbs.	ON	Octave	RN	Rabbit	201.
17 ft.	35 ins.	12 ins.	77 lbs.	130 lbs.	OC	Octopus	RC	Raccoon	209
18 ft.	35½ ins.	12 ins.	82 lbs.	140 lbs.	OE	Ocher	RE	Raglan	217.

Double slat back rest.....\$3.00
7" blade spruce paddles, any length..... 4.00

Life preserver cushions, each.....\$4.25
Single slat back rest..... 2.50

Name, gold and color, 2¼ inch, per letter.\$.30
Auto carry set..... 10.00



Rainbow Model

PENN YAN SCOUT, CAMPER AND GUIDE CANOES

Heavy Composite Construction



Canoe design here reaches its highest perfection. The type has been developed by wilderness travelers for navigation of swift rivers and rough lakes—to be fast under the paddle and never cranky in any going. Purely functional in design, it has a beauty all its own.

High bows present a graceful appearance in a park lagoon, but they have no place on a sportsman's canoe—they present too much area to the wind. For the lagoon choose the Rainbow or Owasco model—where portability is the main consideration, the Hunter model. But—for fishing, camping, cruising or hunting, the style shown here is by long odds the best.

The gunwales are of oak and the caned seats, thwarts and decks of mahogany. Stock color, Sport Tan with Green stripe under gunwale.



Name	Length Overall	Beam (Width)	Depth Amid.	Model	Average Weight	Approx. Ship. Wgt.	Code Word	Price
Scout	16 ft.	34½ ins.	12 ins.	GN	72 lbs.	120 lbs.	Gosling	208.
Camper	17 ft.	35 ins.	12 ins.	GC	77 lbs.	130 lbs.	Gander	208.
Guide	18 ft.	35½ ins.	12 ins.	GE	82 lbs.	140 lbs.	Geese	216.

Double slat back rest.....\$3.00
Single slat back rest..... 2.50

Carrying yoke.....\$ 5.00
7" blade spruce paddles, any length..... 4.00
Auto Carry set..... 10.00

Life preserver cushions, each.....\$4.25
Name, gold and color, 2¼ inch, per letter. .30

PENN YAN HUNTER CANOE

Heavy Composite Construction



No other canoe on the market in a similar size and weight even remotely approaches the Penn Yan Hunter in steadiness and carrying capacity. In shape it is actually a cross between a canoe and a boat with a wide, flat bottom and extremely full, blunt ends. It is the equivalent of the usual 17 footer in all except weight and speed.

It is designed for heavy loads and rough water—to be stable to fish or shoot from and at the same time easy to portage. It is ideal for fishing trips to trout ponds and other remote and little frequented waters. Often used by hunters for retrieving and for bringing in heavy game from areas inaccessible except by canoe.

The gunwales are of oak and the caned seats, thwarts and decks of mahogany. Stock color, Sport Tan with Green stripe under gunwale. Regularly fitted with full length keel which will be omitted on special order. See page 2 for additional specifications.

Length Overall	Beam (Width)	Depth Amid.	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
15 ft.	35 ins.	12½ ins.	CL	58 lbs.	110 lbs.	Calabash	194.00

Life preserver cushions, each.....\$4.25
 7" blade spruce paddles, any length..... 4.00
 Carrying yoke.....\$5.00

Small slat backs, each.....\$ 2.50
 Auto Carry set..... 10.00

PENN YAN KINGFISHER CANOE

Heavy Composite Construction



A wholly different design of outboard motor canoe providing an absolute maximum of stability and carrying capacity with an irreducible minimum of weight and bulk. Built exclusively for the sportsman who needs a fishing, hunting or cruising craft that is really transportable. There is nothing else even remotely like it to be had. It has been extremely popular for many years.



With canoe weight, the steadiness and carrying capacity are equal to that of a boat of 50% greater width and depth, and twice the poundage. It runs perfectly with small motors. Row-trolling in it is effortless. Is exceedingly stable to shoot from. Ruggedly built to stand hard wear and abuse.

Highest quality construction. Oak trim. Finely finished. Half ribs in bottom. Polished bronze hardware. Stock color, Sport Tan with Green stripe under gunwales. Inset panel seats. See page 2 for additional specifications.

With the Auto Carry set, you can take this canoe along with you wherever you can go with your car.

Length Overall	Beam (Width)	Depth Amid.	Stern Width	Max. O.B.C. H.P.	Max. Load	Model	Average Weight	Approx. Shipping Weight	Code Word	Price
14 ft.	37 ins.	13 ins.	31 ins.	3	450 lbs.	MC	85 lbs.	150 lbs.	Fitch	227.00

Pair 5 ft. varnished oars.....\$6.50

7" blade spruce paddles, any length..... 4.00

Special oarlocks, 4 sockets, 2 horns.....\$ 7.00

Auto Carry set..... 10.00

PENN YAN SAILERS

Penn Yan produces two models of small Sailers, the 11½ foot Romosail and the 14 foot Motosail. Both are general purpose craft, row, motor or sail. They are open boats with marconi cat rigs and jointed masts. Hulls are round bilge in Striptite construction. Send for special folder on Sailers.



Model QXH "Cartop"



Model RSMD Challenger



Use a Penn Yan "Cartop" boat to catch the big ones.

REFINISHING AND REPAIR MATERIALS

Paint (except Chinese Red) \$2.40 a quart, \$1.35 a pint.
Chinese Red \$3.00 a quart, \$1.60 a pint. Spar Varnish \$2.40 a quart, \$1.35 a pint. Deck varnish \$3.50 a quart, \$1.85 a pint.

Rowlock Sockets, No. 500, Cartops, Trailboats, Swifts, Aerodighies; No. 552 all other models. Price per pair, plain \$1.70, Chrome \$3.30.

Rowlock Horns, No. 98 pinned type or No. 99 Open type, price per pair, plain \$2.00, chrome \$3.60.

Repair Kits for the Canvas Covers, all models boats and canoes, (Specify Model and Color) . . . \$3.00. For perfect, permanent and practically invisible, easily made repairs. Far better than marine glued patches.



The 67 pound model WXH Car-top above and left, is one of the finer things of life for the sportsman — the fisherman. Yet it costs less than any other good boat on the market today.

Above right shows a Huckins Fairform Flyer, offshore 48 diesel cruiser. On the aft cabin is a 57 pound, model EX Aero-dinghy — Standard equipment on all Fairform Flyers and many other makes of fine cruisers.

The old saying "THERE IS NO STRENGTH IN CLUMSINESS" is better exemplified by these PENN YAN boats than any other small watercraft being made.



APPROXIMATE FREIGHT RATES

per 100 pounds of shipping weight

Mobile, Ala.....	\$ 8.94	Omaha, Nebr.....	\$ 8.51
San Francisco, Calif....	19.85	Wilmington, N. C.....	6.39
Denver, Colorado.....	11.40	Newark, N. J.....	4.12
Jacksonville, Fla.....	8.37	New York, N. Y.....	4.12
Miami, Fla.....	10.12	Syracuse, N. Y.....	2.38
Savannah, Ga.....	7.48	Cincinnati, Ohio.....	5.40
Chicago, Illinois.....	5.80	Cleveland, Ohio.....	4.05
Indianapolis, Indiana ..	5.59	Tulsa, Okla.....	9.36
Des Moines, Iowa	7.58	Portland, Oregon.....	19.85
New Orleans, La.....	9.23	Philadelphia, Pa.....	4.12
Baltimore, Md.....	4.12	Pittsburgh, Pa.....	4.12
Boston, Mass.....	4.80	Memphis, Tenn.....	8.00
Detroit, Mich.....	4.46	Houston, Texas.....	11.28
Grand Rapids, Mich. . .	5.11	Norfolk, Va.....	5.40
Minneapolis, Minn.....	7.63	Seattle, Wash.....	19.85
St. Louis, Mo.....	6.74	Milwaukee, Wisc.....	5.80

(Railway Express costs 4 times first class express rate.)

PRINTED IN U.S.A.



1953

AMERICA'S FINEST SMALL * WATERCRAFT



penn yan
BOATS

