

SINBAD DINGHY

Perfect for the beginner. This smart sailing Dinghy is also for rowing or maybe used with a small outboard motor. The ideal boat as an introduction to sailing—Deliberately undersailed for safety.

Specifications:

CEDAR STRIP CONSTRUCTION

| | |
|--|----------|
| Length..... | 10½' |
| Max. Beam..... | 52" |
| Max. Depth..... | 18" |
| Planking..... | 5/8" |
| Weight complete with sail..... | 160 lbs. |
| Motors to..... | 3 h.p. |
| Sail—Gaff, rig, 50 sq. ft., Cotton, Red & White. | |

Standard Equipment:

Short bow deck, 3 cross seats, centreboard box and dagger-type centreboard, rudder with tiller handle, mast, spars, 50 sq. ft. two-colour cotton sail, all rigging ropes, rack-type floorboards, eye bolt, oarlock sockets.

Finish: Natural varnish throughout. Rudder and centreboard Red enamel.



ADVANTAGES OF WOOD CONSTRUCTION

Shall it be wood or a substitute material? Before you buy the boat of your dreams, consider some of the many advantages of wood!

Wood has **STRENGTH**. It absorbs constant flexing, will not brittle with time and is not affected by ultra-violet light. With **NATURAL FLOTATION**, this sturdy material can bend and re-bend without fatiguing, cracking or breaking. And regardless of current claims, no boat can get by without **MAINTENANCE**, so we now see a trend back to wood boats.

Wood is **REPAIRABLE** because it is workable without complicated equipment, chemicals, long return factory trips. And wood boats are **ECONOMICAL**, holding their value better than boats of other materials. With **NATURAL SOUNDPROOFING**, there is

not the constant banging of waves as with thinner more brittle materials!

The natural **BEAUTY** of wood in grain and texture, the solid appearance of a painted surface make you feel at home. Because you know what you can expect of wood, you are **SECURE** in its advantages and limitations.

The **TRADE-IN-VALUE** of your wood boat is tops because of the beauty, superior stamina and long life of wood.

With the new developments in processes to combat rot and decay, new adhesives to make joints watertight, advances in varnishes, etc., plus the natural advantages of wood, you can see why we say **WOOD, ALWAYS NATURALLY BEST FOR BOATS—NOW BETTER THAN EVER.**

GUIDES TO VARIOUS TYPES OF BOAT CONSTRUCTION

CEDAR STRIP CONSTRUCTION as used in our production is one of the oldest in Canadian history, producing boats of 20 to 30 years service and beauty. You have the softest ride because ribs and planking are designed to flex **WITHOUT FATIGUE**. Cedar planking is copper nailed and clinched to ribs with a permanent holding power. Framing and reinforcing parts are a clear grained oak. Transom is mahogany plywood reinforced for recommended power and framed inside and outside with 7/8" mahogany to give a 2½" transom rim at planking bearing point. Half round ribs are hardwood, 7/8" wide spaced 3" centre to centre. Western cedar planking is 5/8" or 3/8". These hand built boats are finished with a specially formulated marine varnish.

LAPSTRAKE or CLINKER TYPE CONSTRUCTION is one of the oldest methods of boat building known to mankind and is recommended for boats experiencing rough water use with motors over 40 h.p. Reinforcing and framing are oak. Ribs are 5/8" x 1 1/8" spaced 6" centre to centre to which full-length 3/8" African mahogany 5-ply plywood is brass screw fastened and planking is bolted together between ribs with brass bolts. Elastic compounds seal joints. Transom construction

is a double thickness 3/4" 7-ply mahogany plywood rimmed with inner and outer layers of solid mahogany for a total bearing edge of 2½". Built by craftsmen, each boat is protected with top quality marine finishes.

IN MOULDED PLYWOOD CONSTRUCTION, ribs are eliminated. Thin 1/8" layers of mahogany veneer in strips are applied over a form and pressure bonded to give a one-piece seamless hull which is reinforced for recommended power. These boats are ideal for trailering and for in-and-out-of-the-water use. Our new designs feature a wider beam for increased stability and safety, a wider transom for more motor lift and a sharp bow entrance for better riding.

CANVAS COVERED CONSTRUCTION is versatile and adaptable to pleasure canoes. Ontario cedar ribs are bent to shape and to this frame is fastened, by brass tacks clinched into the ribs, the 1/8" thick cedar planking laid lengthwise in strips 1¾" wide. A tight fit prevents foreign material from entering between canvas and planking. Canvas is stretched over the hull and filled with our canvas filler. After kiln drying, the canoe is sanded, varnished inside and enamelled outside.

WARRANTY Rilco Industries Limited endeavour to maintain top quality in all its products. If, however, within a period of one year from date of purchase, defective materials or workmanship is evidenced, Rilco Industries Limited will furnish without charge f.o.b. factory in Lakefield replacement parts for or repairs to any of its products which in its opinion have not been subjected to abnormal use or any

facts must be made to the Company immediately in writing to establish validity of the claim and authorization in writing must be obtained from Rilco Industries Limited prior to returning any material to us. All materials must be returned on a prepaid basis. This warranty does not apply to any products or parts not of our manufacture whether or not said parts were installed on the finished product prior

DEALER IMPRINT