

Fred Pospeschil's

Dunphy

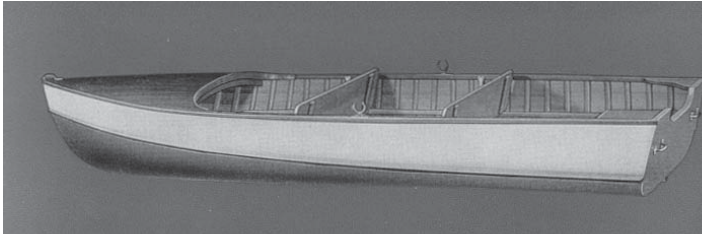
FILES

Without any catalogs, any type of advertising program, it has always been assumed that Dunphy Boats busied themselves with war time production from 1943 through 1946. After Fred Pospeschil had interviewed former employees, we learned that presumption was correct. In 1947 with the war ended, Dunphy once again headed full steam into pleasure boat production.

Dunphy would be on the cutting edge, building a new line of outboard runabouts with molded plywood hulls, a relatively new development stemming from the government's experimentation with mass production of this popular material. Although the armed services

used the material mostly in the production of aircraft, it lent itself perfectly to the manufacture of boats.

As you remember from the last issue, during the twenties, the large Dunphy imboards were built with mahogany planking. As the boat works wound its way through the depression and the boats got smaller, cedar strip and mahogany strip construction replaced the wide board planking. The



The Muskie is designed with an exceptionally wide beam and transom, flaring sides forward, turtle deck line, wider and more comfortable seats. With plenty of freeboard it is designed especially for safe performance during extreme weather conditions on any body of water. It is roomy, handsome, seaworthy, and is the ideal family outboard motorboat. Because of its rocker keel and wide transom it is level riding, practically untippable, and planes with a minimum of power. Recommended for use with motors from 9 to unlimited horsepower.

SPECIFICATIONS

	Model	Length	Beam	Depth	Aftship	Transom Width	Deck Length	Seating Capacity	Net Weight	Approximate Shipping Weight
Standard	4225	16'	58"	25"	54"	70"	8 adults	315 lbs.	470 lbs.	
Deluxe	4226-D	16'	58"	25"	54"	70"	8 adults	360 lbs.	500 lbs.	

Keel—1½"x1½" rocker type, White Oak.
Keelson—½" by 2½" Douglas Fir.
Bilge Stringers—1½"x1½" Cypress or White Oak.
Stem—Selected White Oak steam bent to shape.
Stempost—Selected White Oak bolted to keel.
Transom—1½" Philippine Mahogany reinforced with metal dowels.
Ribs—½"x1½" White Oak spaced 5½" centers, steam bent one length from quaiwale to quaiwale.
Half ribs—½"x2", one between every rib from transom to end of deck, screw fastened to bilge stringers before planking is put on.

Planking—½"x1½" vertical grain western cedar hollow and round type with compressed seams, one length from stem to transom.
Deck—½" Philippine Mahogany, screw fastened to deck beams with brass screws, counter-sunk and filled with mahogany-colored plastic wood.
Gunwales—Closed type both models.
Spray Rails—White Oak steam bent to shape, full length, screw fastened through each rib.
Seats and Backrests—Redwood 14" wide provided with comfortable folding backrests.
Floor Boards—Oak half-ribs. See illustration page 3.
Hardware—Dunphy designed polished brass. For lifting handles and oar locks, see Accessories. Page 23.

Towing Ring—Bronze specially designed to protect ends of spray rails.
Fastenings—All fastenings are copper and brass screws or bolts.
Finish—Above spray rails, one coat of primer and three coats of Sea Foam Green enamel. Below spray rails, three coats of special water-resisting copper bottom paint. Inside of boat, decks, gunwales and transom finished one coat of primer and three coats of best grade spar varnish.
Duffel Drawers—Both Standard and Deluxe models are provided with duffel drawers under stern seat.
Steering Wheels, Boat Covers, etc. see Accessories, page 23.

The DELUXE MODEL
 THE DELUXE MODEL has the same general specifications and dimensions as the Standard except the following changes: natural finish mahogany planking above the spray rails, coaming extending to transom, double cockpit, folding rear seat back.

Strip construction Muskie for 1942.

new molded plywood hulls had numerous advantages over strip-type construction.

The new hulls were smooth on the inside with a clean, uncluttered look. The strength of the veneers bent into compound curves was enough to resist the bending and torque placed on it by the heavy, powerful outboards that were in production at the time. The truly amazing thing about these hulls was an incredibly light weight hull with the strength of a much heavier boat.

They required no soak-up to swell the strips together like the cedar boats did. Nor did they add the extra water weight as a result of this



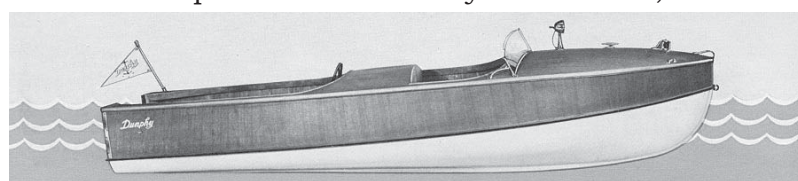
The Sand Dab, one of America's most popular outboard runabouts, is similar in design and construction to its bigger brother, the Muskie, and is built to take you wherever you want to go. It has roominess and rugged seaworthiness combined with the beauty of flaring bows, turtle deck line and handsome trimmings. Because of its rocker keel and extra-wide flat transom, it is level riding, practically untippable, and planes with a minimum of power. Full length spray rails not only add to its stability when banking around curves but reduce spray to a minimum. Recommended for use with motors from 9 to unlimited horsepower.

1942 Sand Dab Deluxe. I like the idea of "unlimited horsepower".

“soaking-up”. The one thing that was more difficult was repairing a hole or a spot that had worn through.

At the same time that molded plywood was coming into vogue, fiberglass and plastic boats were entering the market, as were aluminum, stainless steel, and magnesium hulled boats.

Dunphy had made the commitment to molded plywood. They threw the whole thing into it. The cedar strip process slowly disappeared from their lineup. The boats became more deluxe in both finish and by the hardware visible on the decks and around the cockpit. This was a time when boat manufacturers were just beginning to install these pieces at the factory. Before this,



The Deluxe MUSKIE *America's Most Beautiful Outboard Runabout!*

Model	Length	Beam	Depth	Deck Length	Load Capacity	Net Weight	Maximum O.B.C. Motor Recommendation
726-D	15'-6"	60"	26"	64"	900 lbs.	325 lbs.	50 H.P.
725	Muskie. Same as above but without center deck.						

Here is America's fastest and smartest looking 16-foot outboard runabout — the Dunphy Deluxe Muskie! Every ounce of boat building experience acquired over a period of 97 years has been put into this sensationally fast, five-ply, all-mahogany beauty. Because of its wide beam and flaring sides forward, it is level riding, unusually stable, and with its generous freeboard it is especially seaworthy during extreme weather conditions on any body of water. Naturally, all hardware is polished chrome.

Accessories, such as bow and stern lights, windshield, steerer, etc., are extra — for prices see page 23.

Molded plywood Muskie for 1950.

it was done by the dealers, and whatever the hardware line that the dealers carried went on the boat. Ever wonder why it's so confusing to know just what the correct hardware is on boats of this period? It could be almost anything and still be correct. It varies widely between the manufacturers and when they began to install these items at the factory.

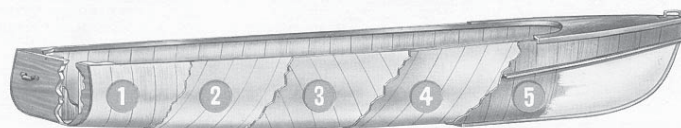
By 1954 they were celebrating the 100th Anniversary of Dunphy Boats and the cedar strip boats were down to a couple of fishing boats. The rich mahogany molded plywood of the Dunphy runabouts was at its peak. So was the rest of the molded mahogany runabout market. Several other makes were also building similar boats.

Industrial Shipping of Mahane Bay, Nova Scotia was selling molded plywood hulls to other manufacturers who only had to add decks, transoms, and interiors and they were

FEATURES OF DUNPHY MOLDED PLYWOOD CONSTRUCTION

The Dunphy 5-ply boat, built of full 1/16" thickness mahogany veneers, is veritably five hulls in one, bonded together with waterproof plastic under heat and pressure. The result is a perfectly contoured hull — seamless, light and extremely strong. Molded into one piece, the hull resists distortion and provides dimensional stability and uniform strength throughout the boat. All superfluous weight is eliminated in the finished product. Every Dunphy Molded Plywood hull is all

mahogany, the world's finest wood for boats. All stems, keels, gunwales, etc. are treated with "Woodlife", a chlorinated phenol which prevents undue shrinking, swelling and checking, and also rot-proofs these parts. Because of long experience and the most modern equipment, Dunphy produces a superior Molded Plywood boat, proven during production, and thoroughly water tested for performance. All long decks are molded mahogany plywood.



FIVE HULLS IN ONE

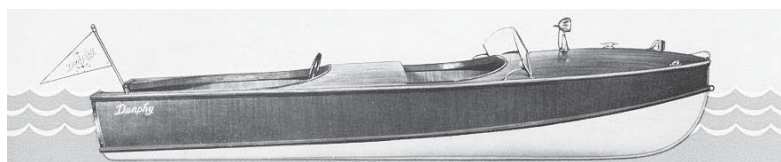
- 1 The inner ply, or the first hull, is shaped to the form and securely stapled in place at right angles to the length of the boat.
 - 2 The second hull is another ply at a 45° angle to the first ply.
 - 3-4 Hull number three crisscrosses the second ply at a 90° angle as does the fourth ply to the third.
 - 5 The outside, or fifth hull, is again fastened the same as the first.
- All plys are full length, from gunwale to gunwale, making an arch with no butt joints in the entire hull, except where the plys meet the inner stem and where they interlock.

This is how it was done.

in business. Industrial Shipping had hired Dick Cole, Naval Architect to travel the country designing hulls especially for these manufacturers and they would build the hulls in Canada and ship them out.

By the late 50's fiberglass was easily taking over the market. The idea of less maintenance was usually the deciding factor in this swing to a new product. Plastic had proven itself superior from an efficiency standpoint. While lacking the beautiful luster of mahogany, the styling elements that the plastic enabled the builders to produce led the trends in the market.

Management at Dunphy Boats resisted the change to this new material in building its hulls, some say causing the demise of a one time leader in its market.



The Deluxe SAND DAB *Sporty Looking and Fast but a Safe Performer!*

Model	Length	Beam	Depth	Deck Length	Load Capacity	Net Weight	Maximum O.B.C. Motor Recommendation
724-D	14'-2"	56"	24"	60"	750 lbs.	300 lbs.	33 H.P.
723	Sand Dab. Same as above but without center deck.						

The Deluxe Sand Dab, one of our most popular and beautiful runabouts, is similar in design and construction to its big brother, the Deluxe Muskie. It has roominess and rugged seaworthiness combined with the beauty of flaring bows, highly polished decks and handsome trimmings. It has an easy entrance to the water which reduces pounding in rough weather, and because of its wide, flat transom, the Sand Dab levels off and planes with a minimum of power.

Accessories, such as bow and stern lights, windshield, steerer, etc., are extra — for prices see page 23.

The Sand Dab not only has a new construction type in 1950, it has become more deluxe.

Fred Pospeschil's

Dunphy



FILES

In 1923, the Dunphy Boat Manufacturing Company were producing a complete line of boats, from the usual fishing boats for the local trade all the way to fast and powerful racers with engines up to 450 hp. Once again,

opened to a cheering crowd of 74,000 fans. If that wasn't enough, Frank Silver and Irving Conn released their great hit, "Yes, We Have No Bananas." And all the while Dunphy was cranking out the production of a great line of sturdy "first class" boats. ⚓

BULLETIN NO. 23

DUNPHY BOATS

including LAUNCHES, ROW BOATS, CANOES
FISHING and OUTBOARD MOTOR BOATS

I'll let the Dunphy catalog speak for itself on their accomplishments, but know that 1923 was also a busy year politically and historically. The Union of Soviet Socialist Republics was formed as the year began and at home the transcontinental airmail service was begun. Time magazine made its debut and The Firestone Tire Company put their inflatable tires into production. Yankee Stadium

The First of the Anchor D Line



JAMES LARSEN

FORTY Years ago, Northern Wisconsin was almost a perfect wilderness. Hardy lumbermen in jack-boots, corduroys and heavy flannel shirts were about the only white inhabitants of the great North Woods. They rowed their heavy batteaux over the crystal lakes, poled them and pried them over beaver dams in the streams, dragged them up on rocky shores and through almost impassable underbrush.

Forty years ago, if you had been near when a group of lumbermen were going from lake to lake through a beaver-dammed river, you might have heard:

"Look out there, Dan! Don't pry 'er so hard. You'll bust 'er."

"Bust 'er? Bust 'er, hell! She's a Dunphy!"

These were the first of the Anchor D's. Sturdy lumbermen's boats that rode the storms of Wisconsin lakes and braved the white water of her rivers with their shoals and rocks. Iron keeled they were, and oak-kneed with timber chosen standing in the forest by the founder of this company.

Later the settlements came, and with them the fishermen. Not men who fished for sport, but men who used their boats day after day for a livelihood. Men who knew boats, and loved boats, and lived in boats—men who used Dunphy's Anchor D's.

With the progress of settlement in this land of lakes and rivers came the inevitable demand for strong, light canoes, rowboats and launches. Time after time, opportunity offered for the Dunphy



LOUIS LARSEN

Dunphy Boat Manufacturing Co.

Builders of Outboard Motor Boats. Launches,
Rowboats, Canoes and Hunting Boats





Company to "pick up help" and start boat building on a "quantity production basis"—quality boats to sell. And time after time the "quality production basis" held its own. Every launch, every canoe, every rowboat was just as carefully made as the old batteaux or the fishers' boats.

Now and then, some boat lover heard of the company that took such pride in its handcraft and deliberately ordered a special design for his personal use. Occasionally a racer was turned out—perhaps a 450 horse-power speedster. Passenger boats were built for use in the Wisconsin Dells at Kilbourne. Light house-boats for the Great Lakes.

During the War, the organization turned its attention to Mine Yawls and Launches for the United States Government, shipping them to every seaport in the United States.

Through it all, one phrase has been the watchword for Anchor D—**quality production**. Workmen are trained and developed to carry on the ideals of the founder—under the direction of men who have spent their lives at boat building.

How Anchor "Ds" Are Made

It is worth a great deal to have this experience and care behind your boat's design and construction. You know you are not buying an experiment.

And there is more than experience and care behind every Dunphy. The very best materials, the latest, improved methods and equipment are used. **Every Dunphy boat is built over a solid form.** Thus, each boat conforms exactly to the correct proportions—is true in each detail of line. Solid form construction also produces stronger, more substantial boats.

Electric and air driven machinery lower costs and enable us to give you greater value. Compressed air is used for painting and spar-varnishing—giving a smoother, tighter, longer-lasting finish than brush work.

None but the best of materials is used. Cedar is Port Orford White, the



strongest known, or the best of Northern Wisconsin stock. "Highest grade only" is specified when we purchase cypress and white oak, or spruce for canoes. Before a single piece of any wood goes into a boat's construction, it is hand inspected throughout. **It must be all clear.**

All fastenings are of non-rusting metals—either copper or brass. Fittings are heavily galvanized or heavily nicked. All castings are made from our own metallurgical formulas to rigid specifications. Paints, too, are made to our order and mixed to our special marine formulas. The varnish used is the famous Valspar, instead of cheaper spar varnishes with which boats are often finished.

How Do People Buy Boats?

Many times we have heard the argument that there is no necessity for such care in boat building. Oftentimes, we are told, the boat purchaser is an enthusiastic novice who lets a flash of varnish and nickel take his eye, just as the purchaser of automobiles did some few years ago. About all he looks at is the design of the hull.

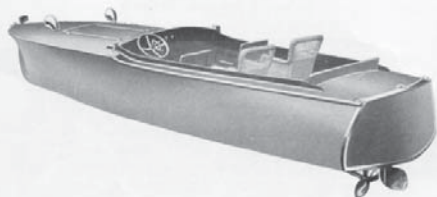
Perhaps many people buy boats in this fashion. But they don't buy cars that way any more—and we predict that they will not buy boats that way long. There is little pleasure in boating just because the boat "looks all right." Each Dunphy is built as carefully as if it were for our own use, and it is **GUARANTEED TO BE FIRST CLASS IN EVERY RESPECT.**

* * *

In the following pages of this catalog you will find descriptions and illustrations of most of the types of boats we manufacture.

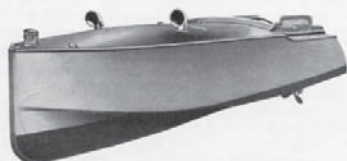
If there is any type you are interested in which you do not find, please do not hesitate to write us—we have been making boats of all kinds to owners' specification for years and are competent to work out your ideas in a practical and satisfactory manner.

(Signed) JAMES LARSEN, President,
The Dunphy Boat Manufacturing Co.,
Eau Claire, Wisconsin.



Dunphy V-Bottom Express

Three Sizes: 23, 26, 30 Feet Over All.



A medium-light racing hull, especially built for high power, converted-airplane or marine motors. Every feature of her construction is designed for buoyancy and strength without undue weight. Her deep bow sweeps sharply upward and out to the bilge, giving her the rise of a glider and the stability of a yacht. She can be depended upon to keep her nose up and her propeller down at any speed, and in a fairly heavy sea.



SPECIFICATIONS.

Keel, stem, stern-post and frames are made from best air-dried white oak. Planking of clear, selected white cedar. Transom, fender rails, coaming, covering boards and interior of cockpit in best Honduras Mahogany with three coats of Valspar. Decks of clear, narrow laid white pine; black marine-glued seams; finished natural with three coats of Valspar. Outside of hull in special white enamel above and copper bottom paint below.

FITTINGS: Electric starter, running lights and horn; two built-in seats forward and wide stern seat, upholstered backs and cushions; two wicker chairs; linoleum floor; auto steering wheel; reverse gear; nicked deck trimmings; brass cut-water; brass transom corners; steel rudder. Complete to last detail and **GUARANTEED** to be in order when received.

DIMENSIONS AND PRICES.

- No. 1023—Overall, 23 ft.; beam 5 ft. 8 in.; 100 H. P. Hall-Scott Aviation Engine\$1950
- No. 1026—Overall, 26 ft.; beam 6 ft. 2 in.; 150 H. P. Hall-Scott Aviation Engine\$2250
- No. 1030—Overall, 30 ft.; beam 6 ft. 6 in.; 150 H. P. Hall-Scott Aviation Engine\$2250

Prices F. O. B. Eau Claire—War Tax Extra.

THE FORWARD COCKPIT.

The forward cockpit is not included with the regular equipment. It will be included in specifications for \$75.00 additional, including neatly upholstered seat and back.



Bow on, showing the forward cockpit.



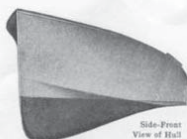
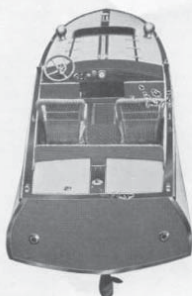


Dunphy Fast "V" Bottom Runabout

Two Sizes: 23, 25 Feet.

This speedy model combines life and buoyancy with the utmost seaworthiness. Her deep bow with its sharp curve to the bottom plane gives her the line of a spray rider and the promise of deep water sport. Responds instantly to a touch of the rudder—handles in extraordinary fashion.

This is one of the most popular of Dunphy Models for inland lakes and unprotected water. An excellent boat for sport cruising or as a general service launch where speed is a necessity.



Side-Front View of Hull



Dunphy Clinker or Lap Strake Outboard Motor Boat

This model is built over the same form as No. 99 and No. 100. It is of slightly lighter construction than the smooth planked models, but an excellent, seaworthy boat that will give years of good service.

SPECIFICATIONS.

Keel, stern, stern-post, transom and ribs selected white oak. Transom 1½ in. thick, reinforced with malleable iron castings. Ribs are 7/16x¾ in., spaced 4¼ in. apart. Planking clear selected white cedar ½ in. thick. Nine strakes to each side, fastened with copper or brass clout nails. Gunwales selected white oak 7/16x1¼ in. fastened through each rib with copper rivets. Seats clear yellow pine 12 in. wide; stern seat 26x41 in. Decks and stern hooks are cast aluminum of substantial design. The gunwales, transom, seats, floor strips and three top strakes are finished natural with three coats of Spar varnish. The bottom of boat is painted battleship gray inside, and moss green outside. One pair leathered and varnished oars and two pair oar-locks furnished with each boat.

GRADE "B" CLINKER MODEL.

Painted inside with three coats battleship gray and outside moss green. All fastenings galvanized iron. Otherwise same specifications as the grade "A" boat.

No. 101—Grade A.	Shipping weight, 230 lbs.	Price \$88.00
No. 101—Grade B.	Shipping weight, 230 lbs.	Price 80.00
No. 102—Grade A.	Shipping weight, 325 lbs.	Price 99.00
No. 102—Grade B.	Shipping weight, 325 lbs.	Price 90.00

FOLDING LAZY BACKS.

Dunphy Folding Lazy Backs, fit in any boat. They are reversible, substantial and comfortable.

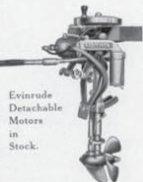
Price, each.....\$4.00



CUSHIONS.

Life preserving cushions for the outboard motor boats.

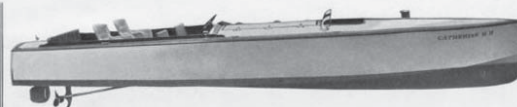
Per set \$22.50



Evinrude Detachable Motor in Stock.

OUTBOARD MOTORS.

We carry in stock for immediate shipment the famous Evinrude outboard motors in the double and single cylinder.

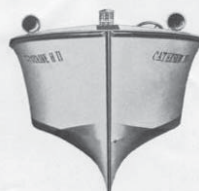


SPECIFICATIONS AND DIMENSIONS.

Keel, stem, stern-post and frames of air dried white oak. Planking, clear selected white cedar. Transom, fender rails, coaming, covering boards and cockpit interior in Honduras Mahogany, finished natural with three coats Valspar. Decks of narrow strips white pine with black marine-glued seams, also with three coats Valspar in natural. Hull, white enamel above water line and copper bottom paint below. All fastenings galvanized iron.

FITTINGS: Electric starter, running lights, horn, auto steering wheel, steel rudder; brass transom corners. Two wicker chairs; two built-in seats forward and wide stern seat, all with upholstered backs and cushions; six rope fenders; flag staff and nicked deck fittings. Every boat guaranteed to be complete and in first class running order when delivered.

No. 925—Length 25 ft.; beam, 6 ft. 2 in.; 32 to 40 H. P. Red Wing Motor with electric starter and lighting equipment.....\$2100.00



No. 923—Length, 23 ft.; beam, 5 ft. 8 in.; 18 to 24 H. P. Red Wing Motor with electric starter and lighting equipment.....\$1850.00



Dunphy Family Runabout

Two Lengths: 23, 26 Feet.

An improved Dunphy adaptation of a standard modern design, speedy, sea-worthy and substantial. Her flared bow streams back to a round bilge with a flattened underbody towards the stern, which gives her the easy glide of a canoe with great stability.

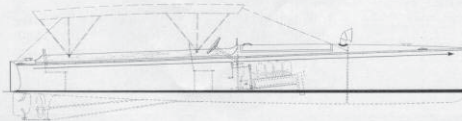
Her buoyancy and balance make her "feel alive" to the practised feet of a boat lover. Step from the landing stage into the cockpit and your first thought is, "Here's a real boat."

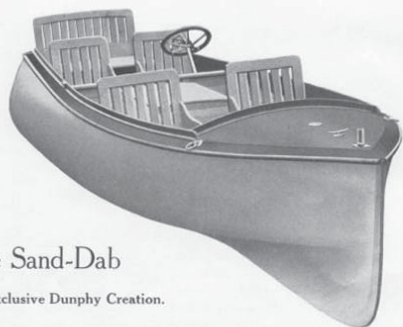
Either size comes completely equipped. Electric starter, running lights and horn, magneto, auto steering wheel, built-in reverse gear, built-in seats with cushions and upholstered backs, two wicker chairs, nicked deck trimmings, six rope fenders and flag-staff. Hull finished in white enamel above water-line; bronze bottom paint below. Coaming, covering, board fender, rail and interior in Honduras Mahogany. Decks clear white pine, screw fastened, natural finish, with black marine glued seams. Complete to last detail and guaranteed in perfect order on delivery.

DIMENSIONS AND PRICES.

No. 823—Length, 23 ft.; beam 5 ft.; 14 H. P. Red Wing Motor.....\$1695
No. 826—Length, 26 ft.; beam 5 ft. 6 in.; 36 H. P. Red Wing Motor..... 1925

Detailed specifications of construction and equipment on request.





The Sand-Dab

An Exclusive Dunphy Creation.

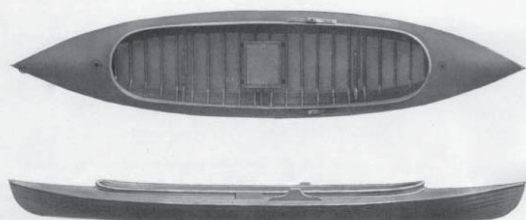
Here is the "Dunphy Pet," a play-boat for all the world. Just as her name implies, she slips lightly over bars and shallows, up into little coves and bays where green bass lie drowsing under lily pads; she noses her way gently up little rivers barely under way while your fly flicks out over her bow. Out in the lake again she takes on "trolling speed" while you pay out line to your whirling spoon.

Sport! All the family will love the Sand-Dab. In the shallows along the sandy beach children laugh and shout as they aquaplane behind her.

Comfortable and safe; ample power and speed. Always ready for the little trips to the hard-to-get-at places where the scenery and fishing are best. Handy! Beach her if you wish, her propeller is protected. Land anywhere. Handles eight if need be and makes twelve miles an hour easily. Ideal family launch or tender.

The great buoyancy and tunnel stern of this beautiful little V-bottom boat makes it possible to run her in 10 inches of water. Note how the sweep of the keel forward protects her propeller.

Copper and brass fastened for either salt or fresh water. Size makes it possible to ship the Sand-Dab anywhere at actual-weight freight rates.



Dunphy Still Hunter

Bottom and planking is made from selected cedar or white pine. Thickness of bottom $\frac{3}{4}$ in., planking $\frac{3}{8}$ in., which consists of four strakes on each side. Ribs are $5/16 \times \frac{3}{8}$ in., spaced 6 in., center, securely fastened through bottom and planking with clout nails.

In connection with the bent ribs, each boat is provided with three sawed oak frames $\frac{3}{4} \times 1$ in. Decks and covering boards are of $\frac{3}{8}$ in. selected cedar. Coaming is of selected oak extending 3 in. above the decks. Each boat is provided with a galvanized anchor tube through each deck.

Fittings consist of one pair of 6 foot oars, one push paddle, oar-locks, and one seat.

Made in Two Sizes.

No. 45—Length, 12 ft.; beam, 34 in.; length of cockpit, 6 ft. 6 in.; weight, 70 lbs.
Price \$42.00

No. 46—Length, 14 ft.; beam, 34 in.; length of cockpit, 8 ft. 6 in.; weight, 90 lbs.
Price 47.00



Dunphy Flat Bottom Rowboat

A Good All-Around Boat for Hard Service.

No. 61—16 ft. clinker sides and flat bottom. May be used with a motor provided with a center board and leg-of-mutton sail.

SPECIFICATIONS.

Length	16 ft.	Planking	$\frac{1}{2}$ in.
Beam	46 in.	Bottom	$\frac{3}{4}$ in.
Depth	$16\frac{1}{2}$ in.	Price, complete	\$62.00

Dunphy Canoe and Rowboat Accessories



Canoe chairs are made from clear selected white cedar, natural finished, with copper fastenings. Price \$3.00



Back rests suitable for row boats or canoes made from selected cedar, copper fastened and neatly finished. Price\$1.75



No. F-23 — Standard Canoe Seat. This seat is thoroughly well made and very strong, with hand caned bottom. Price\$2.50



Canoe Carrying Yoke. Strong, light and comfortable. Tight holding clamps. Price\$3.00



Paddles are made from selected spruce in $4\frac{1}{2}$ ft., 5 ft., and $5\frac{1}{2}$ ft. lengths. Price, each\$2.00



Floor racks are made from selected white cedar or pine, copper fastened to hardwood slats finished natural. These floor racks can be used with any of our canoes. Price\$3.75



Ordering a Dunphy



Motor boats under construction.

Each boat illustrated in this catalog is carried in stock and can be shipped promptly. It will arrive in assembled form ready for the water and guaranteed to be in perfect running order—first class in every respect.

Cruisers:

We have stock designs, working patterns and forms for 26, 36 and 40 foot cruisers and can make delivery in 60 to 90 days.

Special Models:

If the boats shown fail to meet exactly your requirements, special designs will be submitted for your approval. Simply outline your ideas and the specifications you desire. We have built many launches for particular purchasers who admired the sturdiness of the Anchor "D" Line, but who wanted a special purpose boat, or a certain individual design.

Any Dunphy launch can be bought without the motor or other equipment, and any type hull will be built to order. If you have a special motor for which you would like a hull designed, consult us.

Prices:

All prices quoted in this catalog are net and subject to change without notice. We request 25% of the purchase price with order and the remainder on draft will bill of lading attached.

All boats are carefully crated and delivered free on board cars at Eau Claire. Be sure to specify exactly the accessories and equipment you desire.

Dunphy Boat Manufacturing Co.

Builders of Outboard Motor Boats, Launches,
Rowboats, Canoes and Hunting Boats

Eau Claire

Wisconsin

