

# Fred Pospeschil's

# Dunphy

# FILES

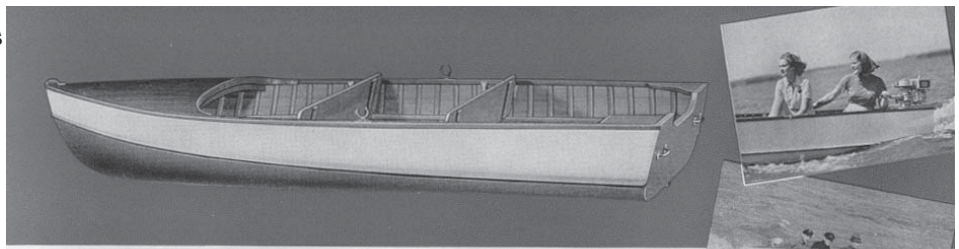


used the material mostly in the production of aircraft, it lent itself perfectly to the manufacture of boats.

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

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



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 untipable, 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	Approximate
												Weight	Shipping
Standard	. 4225	16'	58"	25"	54"	70"	70"	8 adults	315	lbs.	8 adults	315	lbs.
Deluxe	. 4226-D	16'	58"	25"	54"	70"	70"	8 adults	360	lbs.	8 adults	360	lbs.

Keel— $1\frac{1}{2}$ "x $2\frac{1}{4}$ " rocker type. White Oak.  
 Keelson— $\frac{1}{2}$ " by  $2\frac{1}{4}$ " Douglas Fir.  
 Bilge Stringers— $1\frac{1}{2}$ "x $1\frac{1}{4}$ " Cypress or White Oak.  
 Stem—Selected White Oak steam bent to shape.  
 Sternpost—Selected White Oak bolted to keel.  
 Transom— $1\frac{1}{2}$ " Philippine Mahogany reinforced with metal dowels.  
 Ribs— $1\frac{1}{2}$ "x $1\frac{1}{4}$ " White Oak spaced  $5\frac{1}{2}$ " centers, steam bent one length from quawale to quawale.  
 Hold-ribs— $1\frac{1}{2}$ "x $2\frac{1}{2}$ ", one between every rib from transom to end of deck, screw fastened to bilge stringers before planking is put on.

Planking— $\frac{1}{2}$ "x $1\frac{1}{4}$ " vertical grain western cedar hollow and round type with compressed seams, one length from stem to transom.  
 Deck— $1\frac{1}{2}$ " 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  $1\frac{1}{2}$ " wide provided with comfortable folding backrests.  
 Floor Boards—Oak half-ribs. See illustration page 3.  
 Hardware—Dunphy designed polished brass. For lifting handles and car locks, see Accessories. Page 23.

Towing Ring—Brass 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 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 untipable, 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".

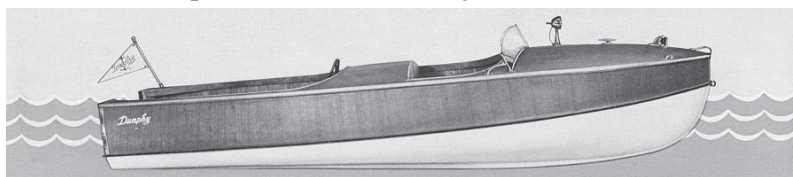




“soaking-up”. The one thing that was more difficult was repairing a hole or a spot that had worn through.

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,

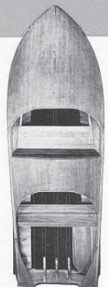


**The Deluxe MUSKIE** *America's Most Beautiful Outboard Runabout!*

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.

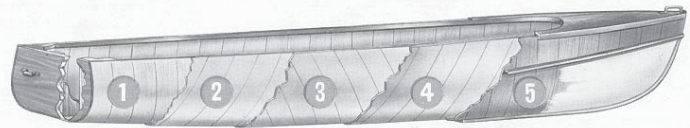
By 1954 they were celebrating the 100th Anniversary of Dunphy Boats and the cedar strip boats were down to a couple of fishing boats. The rich mahogany molded plywood of the Dunphy runabouts was at its peak. So was the rest of the molded mahogany runabout market. Several other makes were also building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



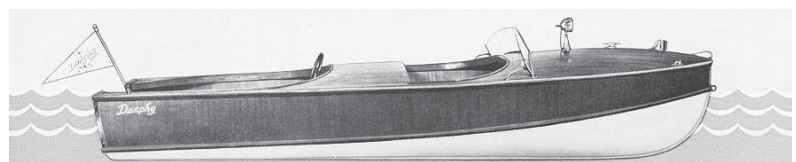
**FIVE HULLS IN ONE**

- 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.


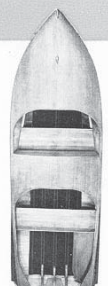


**The Deluxe SAND DAB** *Sporty Looking and Fast but a Safe Performer!*

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.**

