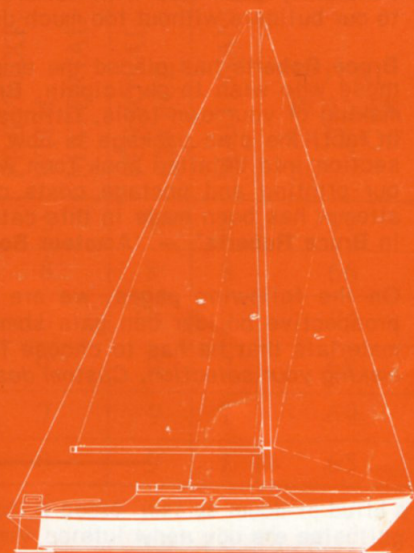
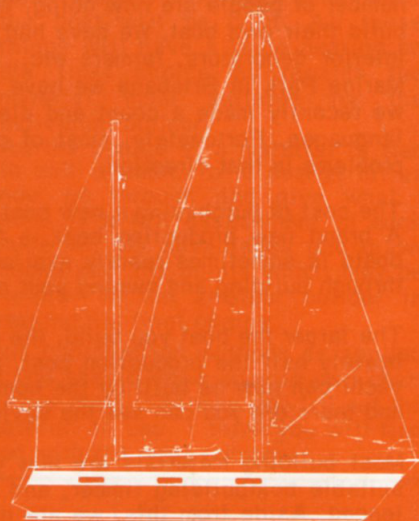


BRUCE ROBERTS BOAT PLANS

BRUCE ROBERTS BOAT PLANS (AUST).
MARINE PARK, GUMDALE,
QUEENSLAND 4154, AUSTRALIA.



Catalogue of plans

Introduction

WHY SHOULD YOU WANT TO BUILD A BOAT? In these days of rising inflation and industrial chaos, there must be a certain feeling of insecurity, and this is perhaps why so many people are turning to the sea in search of a freedom and peace of mind that no longer exists in everyday life. The fuel shortage and recent cost spiral has brought about a boom in amateur boatbuilding with the emphasis on sail rather than power. In the power boat field, the tendency is towards a displacement boat, rather than a planing hull.

We say, 'build your own boat and regain your freedom' and this appears to be what a considerable number of people are now doing. We are ever surprised at the types of people who finally decide to build their own boat. We have had stockbrokers, policemen, airline pilots, carpenters, electricians, interior decorators, farmers etc., and in Australia, a multitude of nationalities. For instance at Marine Park in Brisbane we have approximately fifty boats under construction at any one time and we recently made a count and discovered that we had ten different nationalities and six different languages. Fortunately, most of our builders are able to understand English and so we have few problems in that direction.

The cost of purchasing a new boat wherever you live in the world is now becoming quite prohibitive. A brand new production boat is for those who can afford it only, and although finance for these boats is sometimes readily available, it is not the answer to gaining the satisfaction that you get through building and owning your own boat.

The larger the boat you build, the greater the cost saving. A 16ft runabout could be built for approximately half the production cost, and a 30ft yacht for approximately one-third. A 45ft ocean going yacht can now be built by the home builder for a quarter or less of the commercial production cost, and therefore you can see the saving is quite considerable.

Most building materials are now quite readily available. Perhaps the hardest to obtain would be suitable boatbuilding timber, and in some instances steel and resin shortages have been experienced. Aside from this, we are now enjoying a period of abundant supply, and even though we are constantly frustrated with numerous industrial strikes, we are generally able to maintain supplies to our builders without too much difficulty.

Bruce Roberts has placed the emphasis on his slogan, 'Build for Less' and this is our aim for all those who wish to participate. **Bruce Roberts Boat Plans** now include design sheets covering the making of your own tools, fittings, self-steering vane, mast, dinghy, trailer (trailable boats), etc.,. In fact, the plan package is now becoming so large that we may eventually be forced to reduce a section into detailed book form which would make it easier for the builder's reference and reduce our printing and postage costs considerably, thus helping to keep the price of plans down. No attempt has been made in this catalogue to describe the different materials as this is amply covered in **Bruce Roberts' — 'Amateur Boatbuilding'** book.

On the following pages, we are listing the various designs with a brief description so that the prospective builder can gain some idea of the range that is presently available and the different materials that he has to choose from. *We would be happy to offer any further assistance to you in making your selection. Custom designs are available.*

METHODS & MATERIALS



ROBERTS OFFSHORE 44 Fibreglass hull — plywood cabin — steel ballast — alloy fittings.

The builder will have to decide the medium which suits him best. The materials such as fibreglass, steel, plywood, timber, aluminium, ferro-cement and in some cases a combination of all these are most confusing to our prospective builders. However there are many things to help him to decide which he should use. First he will have his personal preference, let us hope that this is guided by, and tempered with other points such as availability of materials, cost of materials and conditions under which the boat will be built. All these things will have a large bearing on the final choice as regards the material most suitable for the individual builder.

As the choice of a material is tied in with a choice of a design let us now go through and give what I hope is a fair assessment of each material, its advantages and drawbacks and any points which may be helpful to the amateur builder in making his final choice.

Illustrated here we have a chart which gives points for the various construction methods as applied to each material. The points awarded are on my own opinions and you should make up your own chart awarding points out of ten for the features of the materials as you see them. The way you fill out the chart will assist you in making your final decision on which material to use. I think you will find the answers interesting. You may not necessarily select the method with the most points.

MATERIAL	COST	EASE OF CONSTRUCTION	SPEED OF CONSTRUCTION	SHELTER REQUIRED	CLIMATIC EFFECTS	PREV. EXP. WITH MATERIAL	PERSONAL CHOICE	MAINTENANCE	TOTAL POINTS OUT OF 80
ALUMINIUM	7	7	7	8	10	5	7	8	59
FERRO-CEMENT	10	7	6	10	9	8	8	8	66
FIBREGLASS	8	10	10	7	7	10	10	9	71
PLYWOOD	9	8	9	8	9	9	9	7	68
STEEL	9	8	9	10	10	7	9	7	69
STRIP PLANK	9	7	7	9	9	8	9	7	65

One point you should keep in mind when selecting a plan is that it costs just as much to build a bad design as it does to build a good one, so you should be very careful when you are selecting your plan and do not begrudge the designer his fee because you may well regret your economies before the boat is very far advanced.

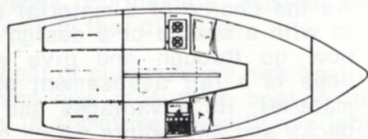
Every boat building material has its advantages and disadvantages. Some materials such as Ferro which looks relatively inexpensive, turn out to cost the amateur builders the same as it he had built in another medium. There are many reasons why you should not be influenced by claims of cheaper than usual building techniques. We have found after costing out, building and supervising the construction of hundreds of varied power and sailing craft that the material costs, no matter which material is selected, run in very close parallel.

ROBERTS TRAILER SAILER 18

**PLYWOOD
OR
FIBREGLASS**



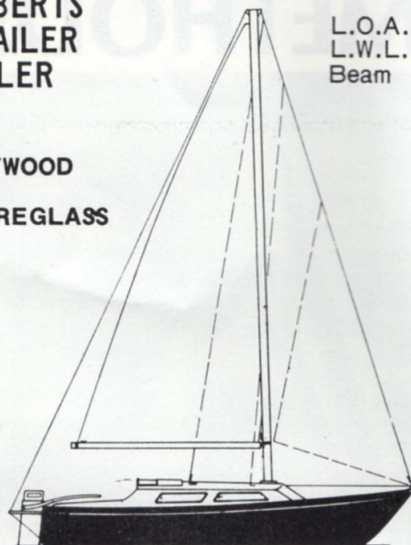
L.O.A. 18'3"
L.W.L. 16'3"
Beam 7'4"



Plans & F/S Patterns \$95
Study Prints \$5

ROBERTS TRAILER SAILER 22

**PLYWOOD
OR
FIBREGLASS**



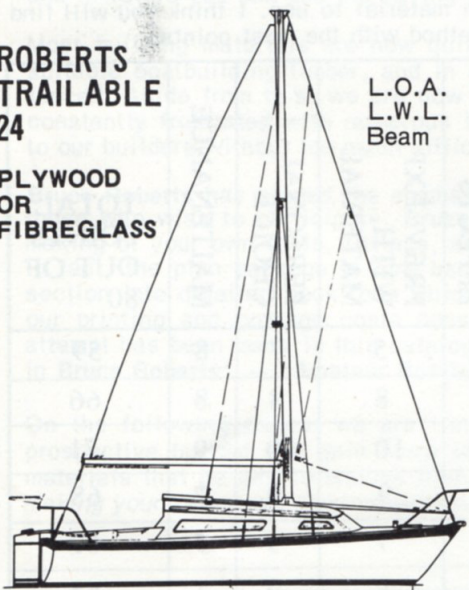
L.O.A. 22'10"
L.W.L. 18'3"
Beam 7'10"



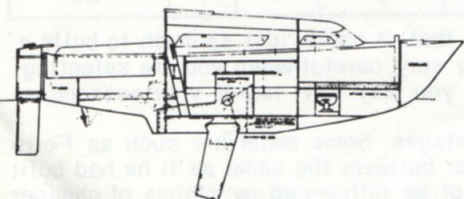
Plans & F/S Patterns \$150
Study Prints \$5

ROBERTS TRAILABLE 24

**PLYWOOD
OR
FIBREGLASS**



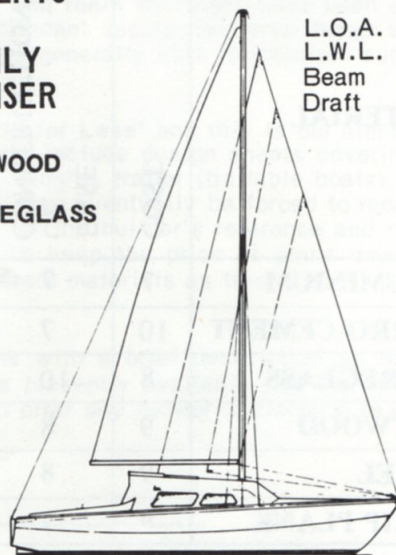
L.O.A. 24'0"
L.W.L. 21'3"
Beam 8'0"



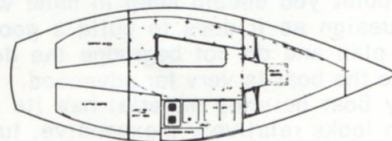
Plans inc F/S Patterns \$150
Study Prints \$5

ROBERTS 24 FAMILY CRUISER

**PLYWOOD
OR
FIBREGLASS**



L.O.A. 24'0"
L.W.L. 18'2"
Beam 8'6"
Draft 3'11"



Plans & Patterns \$145
Study Prints \$5



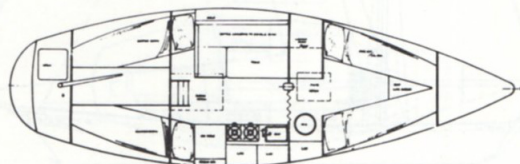
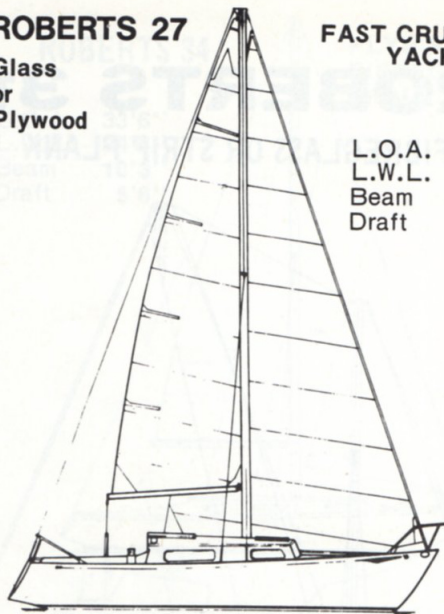
ROBERTS ADVENTURE 22
TRAILABLE YACHT

ROBERTS 27

Glass
or
Plywood

**FAST CRUISING
YACHT**

L.O.A. 26'7"
L.W.L. 21'6"
Beam 9'0"
Draft 4'8"



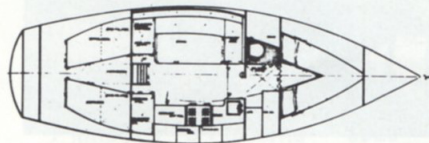
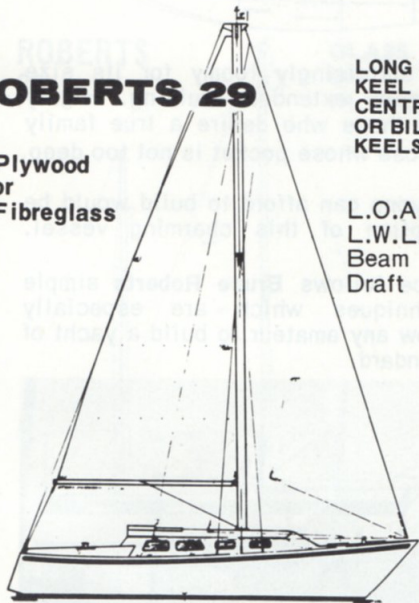
Plans & F/S Patterns \$180
Study Prints \$5

ROBERTS 29

Plywood
or
Fibreglass

LONG OR SHORT
KEEL —
CENTREBOARD
OR BILGE
KEELS.

L.O.A. 29'8"
L.W.L. 24'4"
Beam 9'10½"
Draft 4'3" - 3'1"



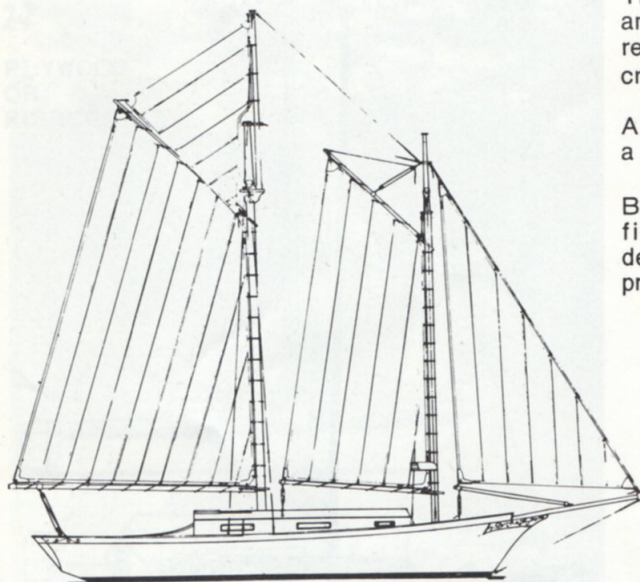
Plans & F/S Patterns \$245
Study Prints \$5



ROBERTS 29

ROBERTS 31

FIBREGLASS OR STRIP PLANK



L.O.A. 31' 11"
L.W.L. 24' 2"
BEAM 9' 7"
DRAFT 4' 6"
HEADROOM 6' 2"

PLAN PRICE INCLUDING
FULL SIZE PATTERNS \$270

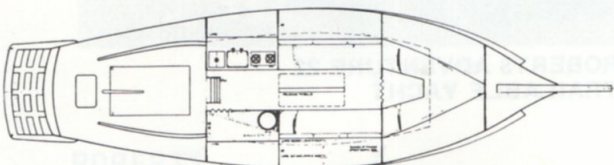
STUDY PRINT \$5 ea.

Auxiliary power can be a small diesel and adequate provision has been made for the carrying of stores, fuel and water, enough for extended cruising.

This attractive character yacht will appeal to many - several rigs are available and will assure sparkling performance under all conditions.

Recommended to those who desire something a little different while maintaining good performance.

For the purist, the **Gaff Schooner** will appeal as an easily handled configuration which is practical and has the appeal of yesteryear.



This yacht is surprisingly roomy for its size and is capable of extended cruising. Highly recommended to those who desire a true family cruiser and to those whose pocket is not too deep.

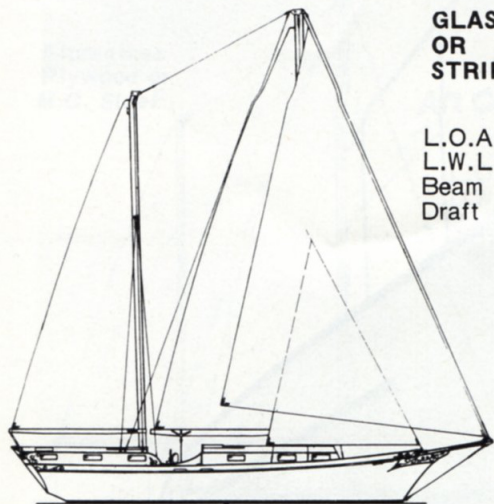
A yacht that anyone can afford to build would be a good description of this charming vessel.

Building practice follows **Bruce Roberts** simple fibreglass techniques which are especially designed to allow any amateur to build a yacht of professional standard.



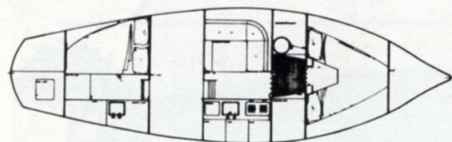
ROBERTS 31 & HM 32 share the same basic hull design.

ROBERTS HENRY MORGAN 32



GLASS
OR
STRIP PLANK

L.O.A. 31'11"
L.W.L. 24'2"
Beam 9'7"
Draft 4'6"

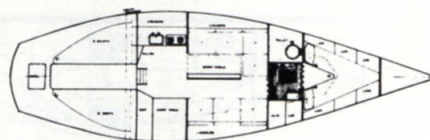
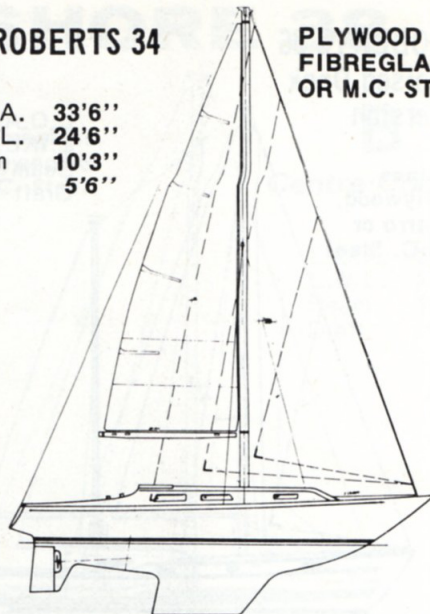


Basic Materials \$2445
Plans & F/S Patterns \$270
Study Prints \$5

ROBERTS 34

PLYWOOD
FIBREGLASS
OR M.C. STEEL

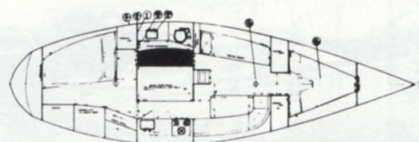
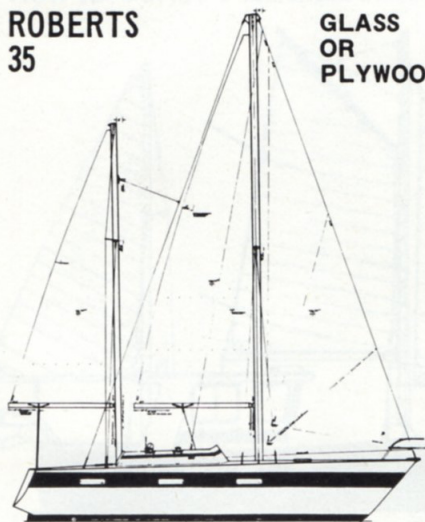
L.O.A. 33'6"
L.W.L. 24'6"
Beam 10'3"
Draft 5'6"



Plans & F/S Patterns \$325
Study Prints \$5

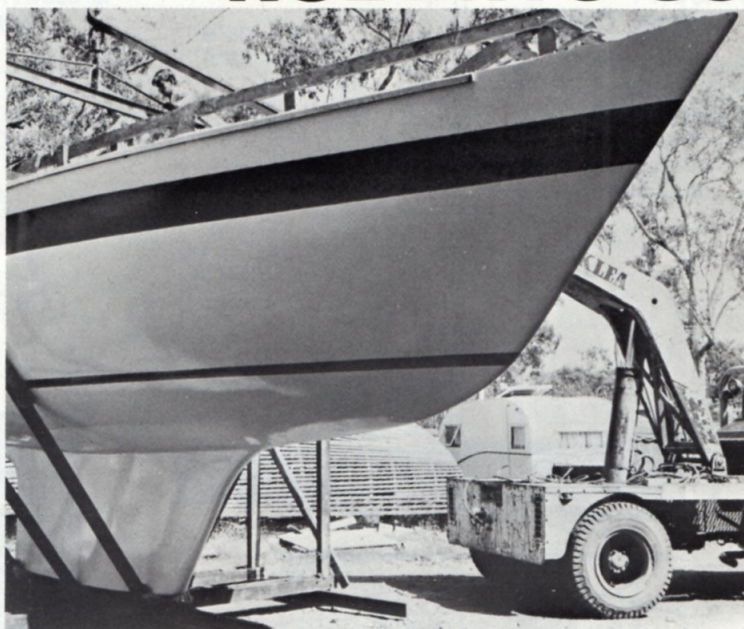
ROBERTS 35

GLASS
OR
PLYWOOD



Plans & F/S Patterns \$325
Study Prints (2 sheets) \$8

ROBERTS 35

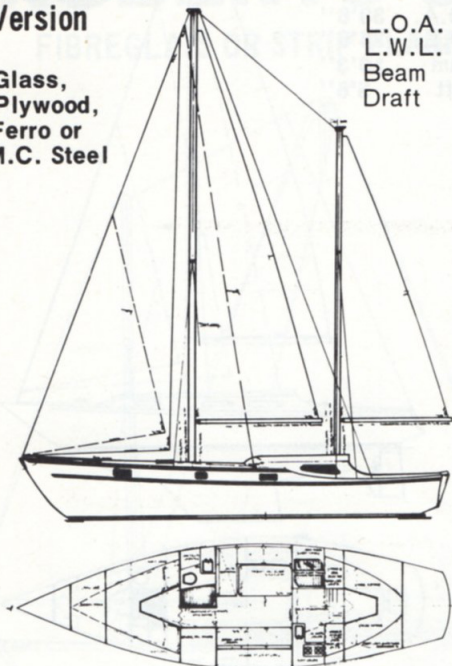


L.O.A. 35'6"
L.W.L. 27'6"
Beam 11'0"
Draft 5'6"

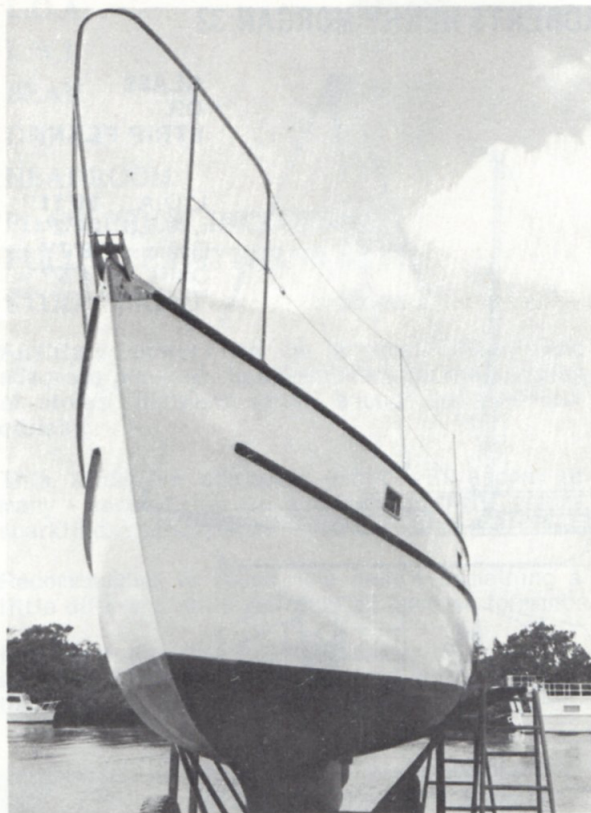
ROBERTS 36 **Raised Deck** **Version**

Glass,
 Plywood,
 Ferro or
 M.C. Steel

L.O.A. 36'9"
 L.W.L. 28'9"
 Beam 11'0"
 Draft 4'0"



Plans & Full Size Patterns \$325
 Study Prints \$5

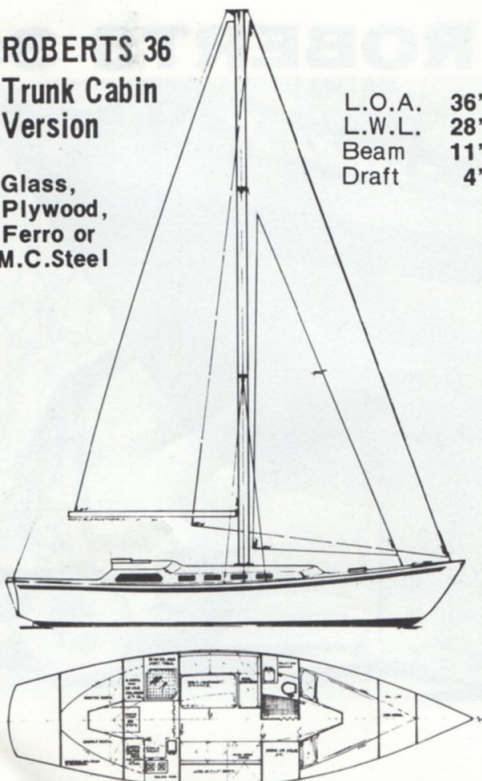


ROBERTS 36 - RAISED DECK VERSION

ROBERTS 36 **Trunk Cabin** **Version**

Glass,
 Plywood,
 Ferro or
 M.C. Steel

L.O.A. 36'9"
 L.W.L. 28'9"
 Beam 11'0"
 Draft 4'0"



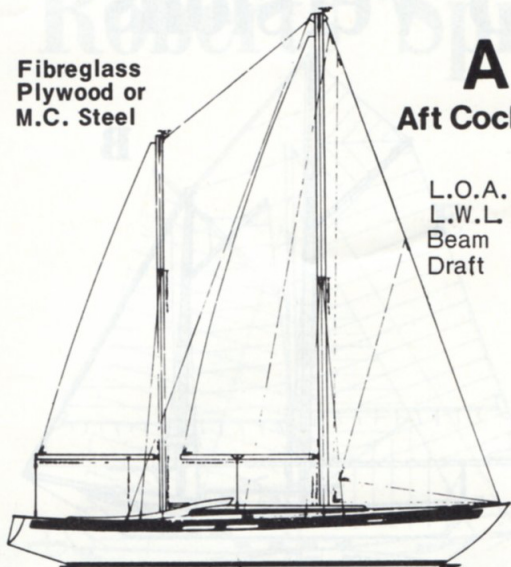
Plans & Full Size Patterns \$325
 Study Prints \$5



ROBERTS 36 (TRUNK CABIN VERSION)
 Plans available for Ferro Cement

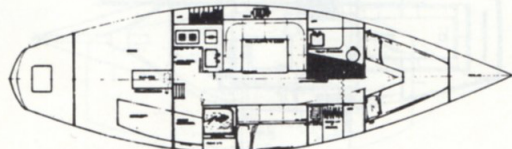
ROBERTS OFFSHORE 38

Fibreglass
Plywood or
M.C. Steel



A Aft Cockpit

L.O.A. 38'3"
L.W.L. 27'6"
Beam 11'3"
Draft 5'7"



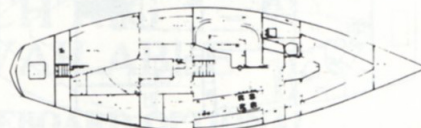
Plans & Patterns \$350
Study Prints \$5

Fibreglass,
Plywood or
M.C. Steel



B Centre Cockpit

L.O.A. 38'3"
L.W.L. 27'6"
Beam 11'3"
Draft 5'7"



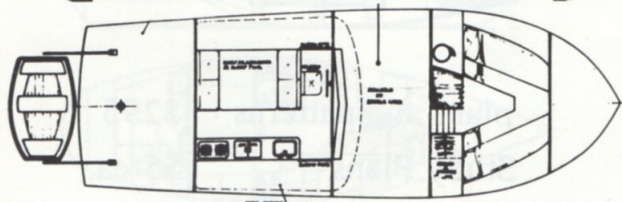
Plans & F/S Patterns \$350
Study Prints \$5

PACIFIC COAST FISHERMAN 36

Fibreglass,
Plywood or
Steel



L.O.A. 36'0"
L.W.L. 30'10"
Beam 12'6"
Draft 4'3"



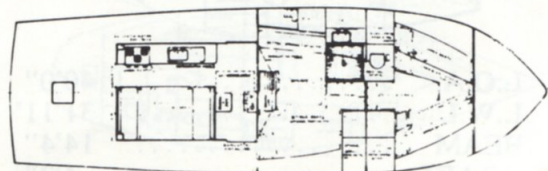
Plans & F/S Patterns \$295
Study Prints \$5

PACIFIC COAST FISHERMAN 40

Fibreglass,
Plywood or
Steel

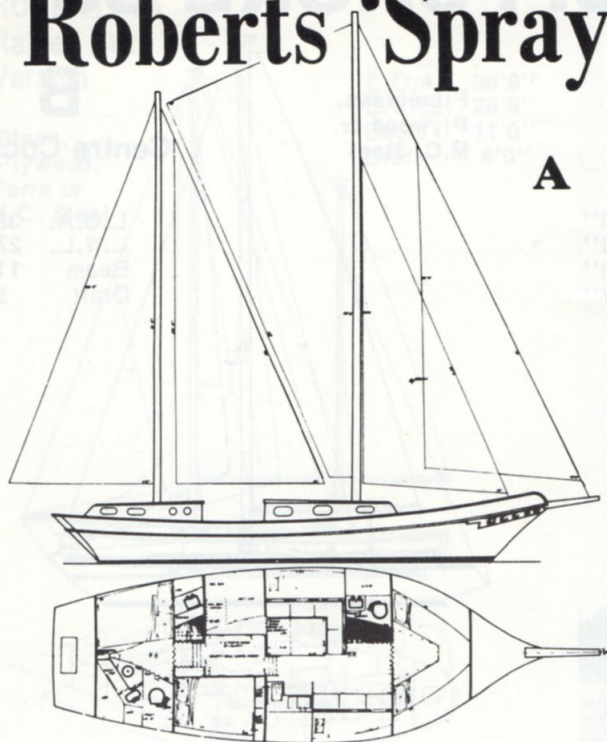


L.O.A. 40'0"
L.W.L. 35'0"
Beam 13'0"
Draft 4'3"

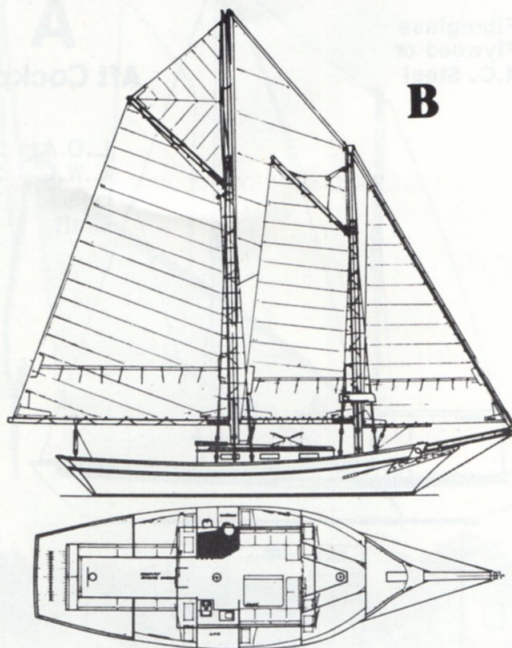


Plans & Patterns \$340
Study Prints \$5

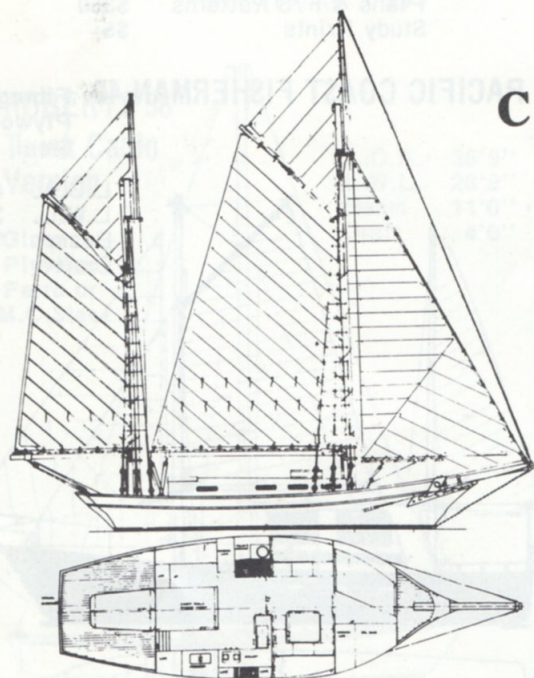
Roberts 'Spray' 5 Versions



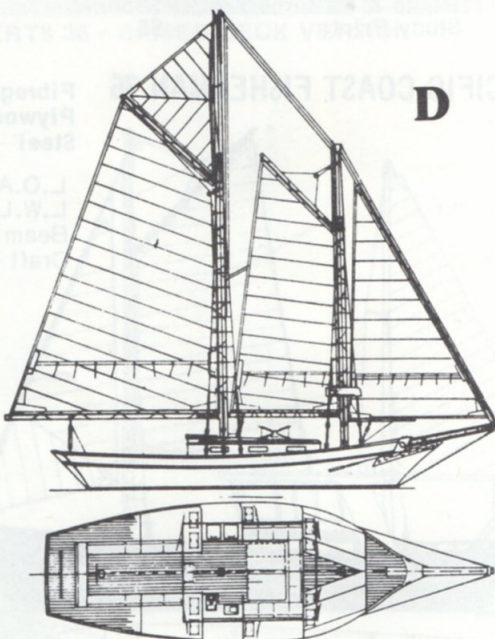
A



B



C

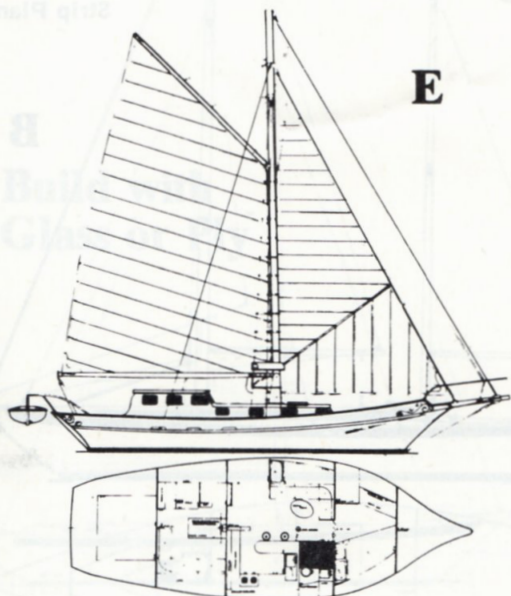


D

L.O.A.	.....	40'0"
L.W.L.	.....	31'11"
BEAM	.....	14'4"
DRAFT	.....	4'2"

plans and patterns \$295
Study Plans \$5 ea.

Roberts 'Spray' contd:



E

L.O.A.	40'0"
L.W.L.	31'11"
BEAM	14'4"
DRAFT	4'2"
HEADROOM	6'6" to 7'0"
BASIC MATERIALS	\$4,280

plans including full size patterns and all latest drawings \$295

Study Plans \$5 ea.

5 Prints A,B,C,D,E \$15 set

**KETCH RIG
IS AVAILABLE**

CENTREBOARD OPTIONAL

ROBERTS NORFOLK 43

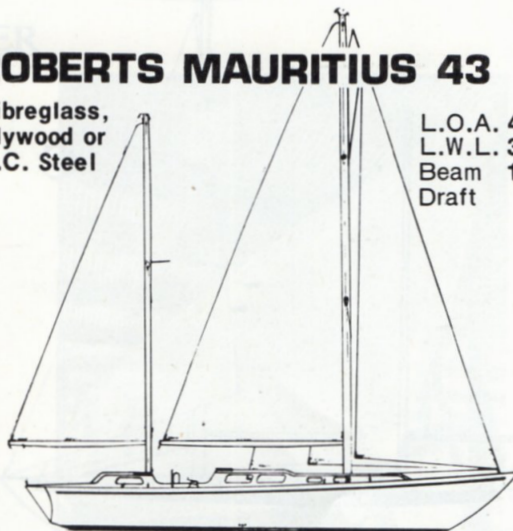
Fibreglass
or
Plywood



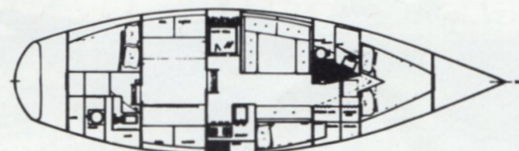
L.O.A.	43'3"
L.W.L.	32'6"
Beam	13'0"
Draft	5'0"

ROBERTS MAURITIUS 43

Fibreglass,
Plywood or
M.C. Steel



L.O.A.	43'3"
L.W.L.	32'6"
Beam	13'0"
Draft	5'0"



Plans & Patterns \$390
Study Prints \$5

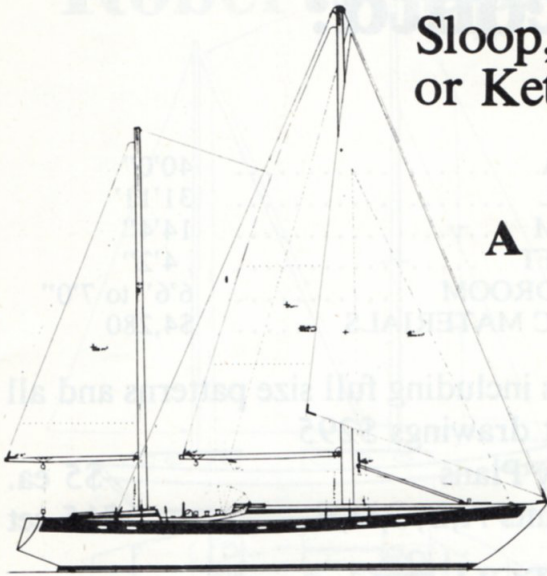


Plans & F/S Patterns \$390
Study Prints \$5

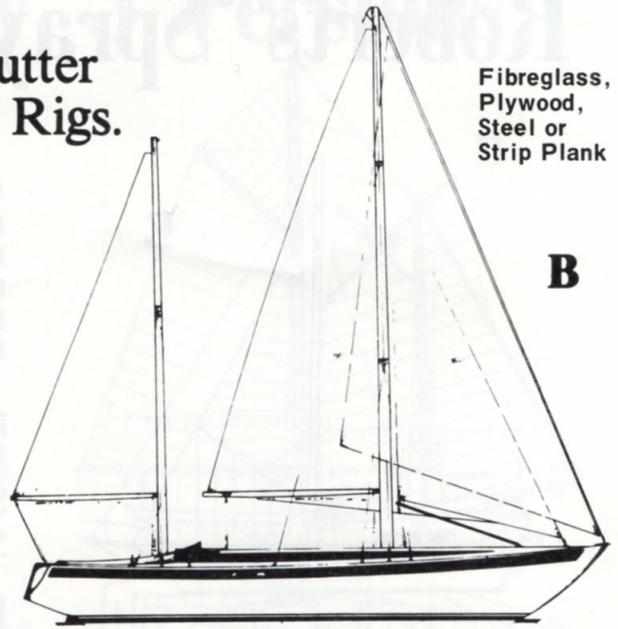
ROBERTS OFFSHORE 44

Sloop, Cutter
or Ketch Rigs.

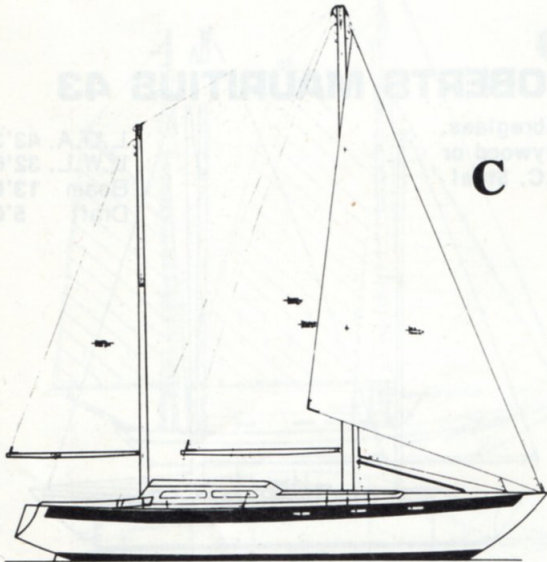
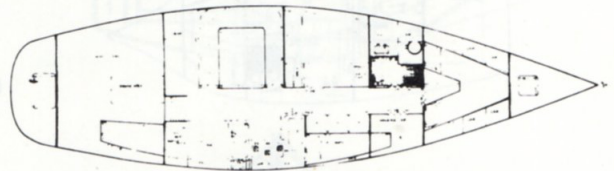
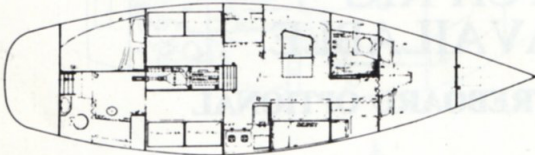
Fibreglass,
Plywood,
Steel or
Strip Plank



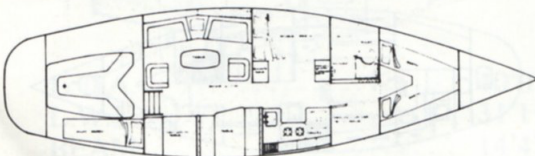
A



B



C



L.O.A. 44'8"
L.W.L. 32'10"
Beam 12'9"
Draft 6'0"



Plans & Patterns
Study Prints
(Set of 3 - \$12)

\$420
\$5

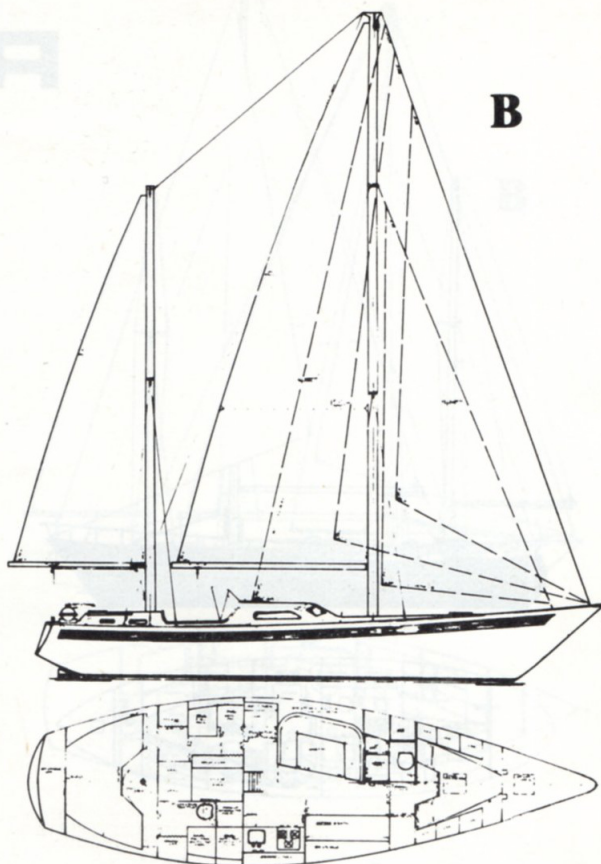
ROBERTS 45

A

**Build with
Glass or Ply**



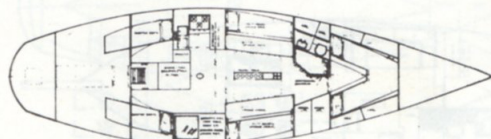
B



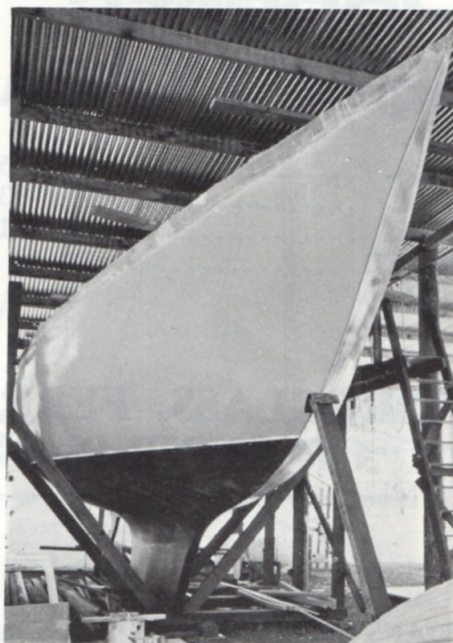
SLOOP - KETCH - SCHOONER

CLASSIC 45

L.O.A. 45'9"
L.W.L. 32'2"
Draft 6'0"
Long Keel



Study Prints \$5 each or
Set of 3 for \$12

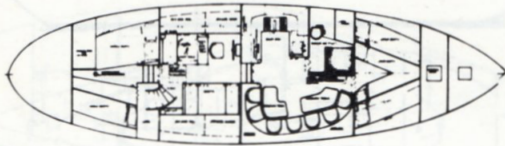


L.O.A. 43'8"
L.W.L. 32'2"
Beam 13'3"
Draft 6'0"

**PLANS & FULL SIZE
PATTERNS \$520**

Roberts 50

Canoe Stern



L.O.A.	.....	50'0"
L.W.L.	.....	42'5"
BEAM	.....	14'3"
DRAFT	.....	6'0"

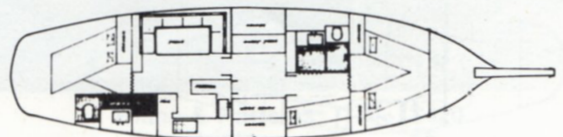
PLANS FOR
GLASS, STRIP
PLANK, FERRO.

PLANS INCLUDING FULL SIZE PATTERNS	....	\$650
STUDY PRINT	.....	\$5

Roberts HENRY MORGAN 50

L.O.A.	.....	50'0"
L.W.L.	.....	39'3"
BEAM	.....	13'3"
DRAFT	.....	6'6"

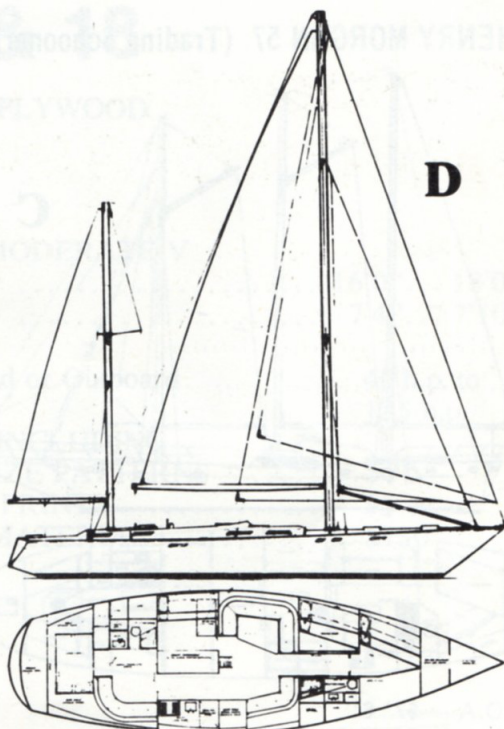
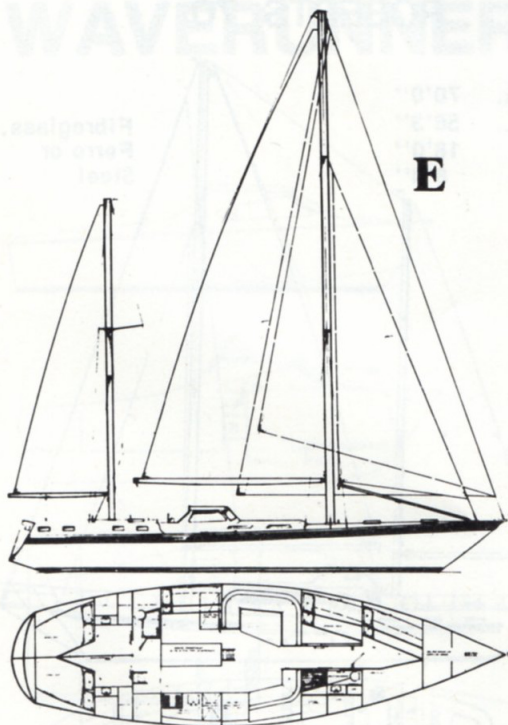
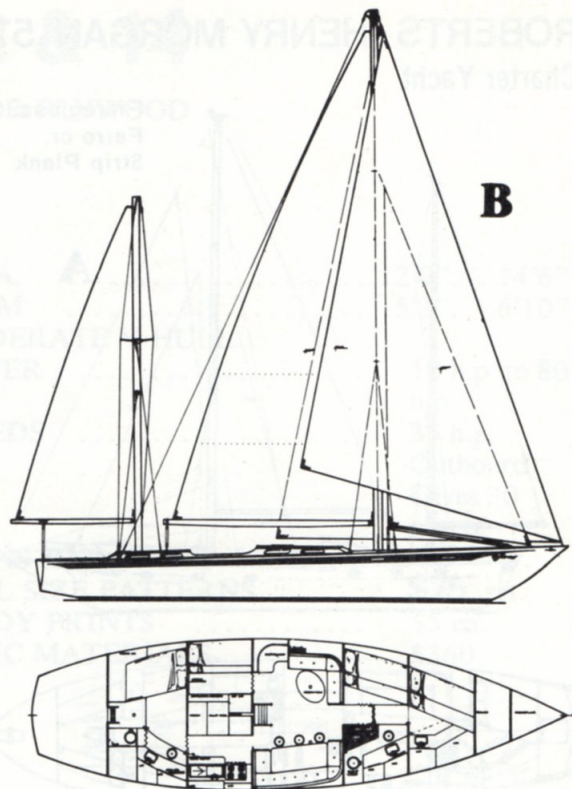
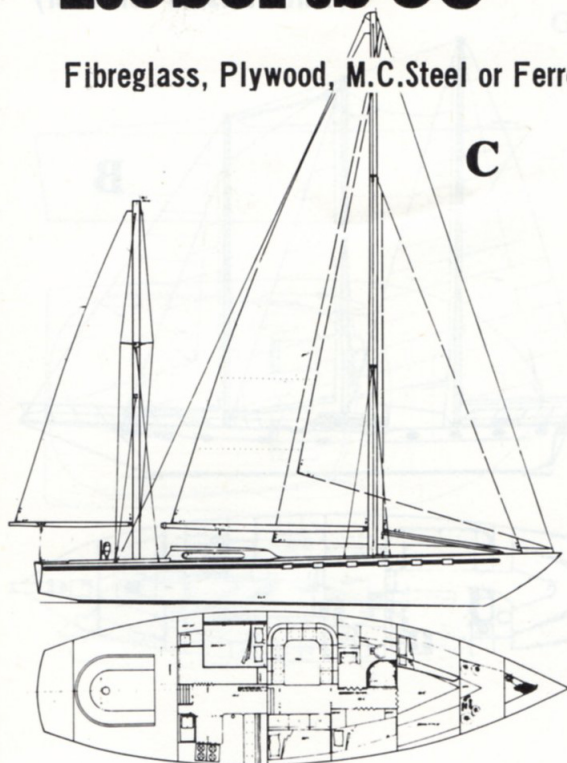
**FIBREGLASS, FERRO,
OR STRIP PLANK**



PLANS INCLUDING FULL SIZE PATTERNS	....	\$480
STUDY PRINTS	.....	\$5 ea.

Roberts 53

Fibreglass, Plywood, M.C.Steel or Ferro



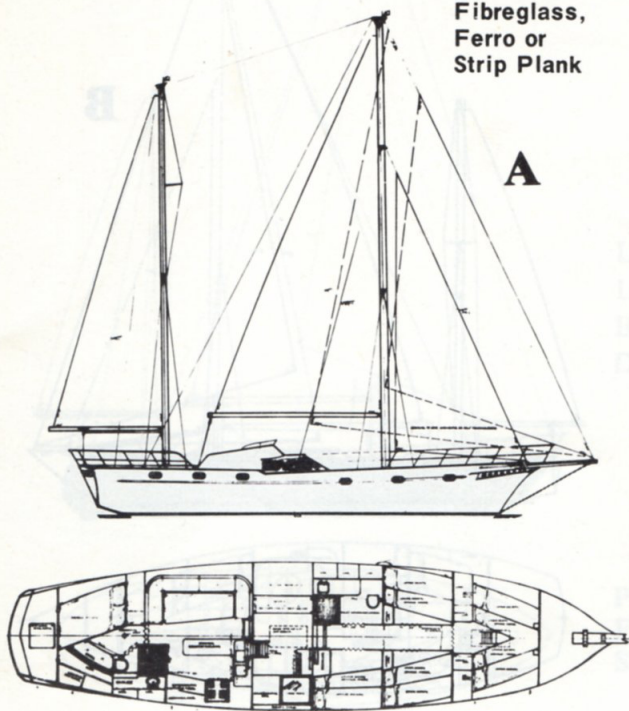
L.O.A. 53'0"
L.W.L. 40'0"
Beam 15'0"
Draft 6'6" (C.B. . . 5')

Plans & F/S Patterns \$635
Study Prints \$5
Set of 5 \$18

ROBERTS HENRY MORGAN 57

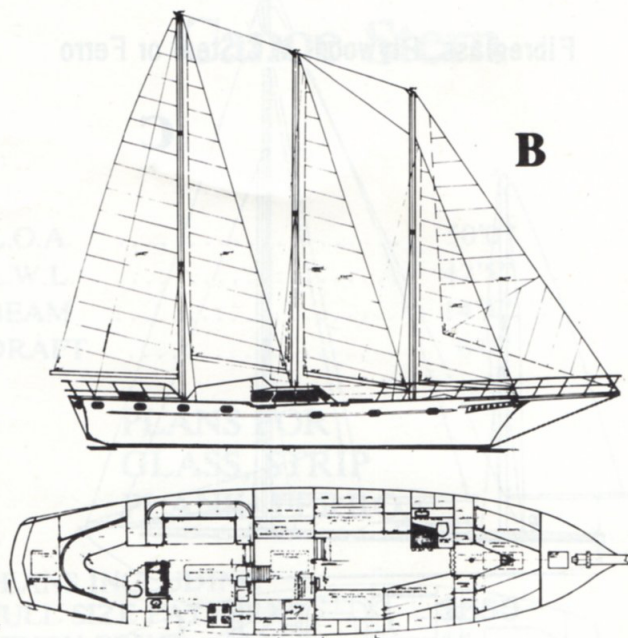
Charter Yacht

Fibreglass,
Ferro or
Strip Plank

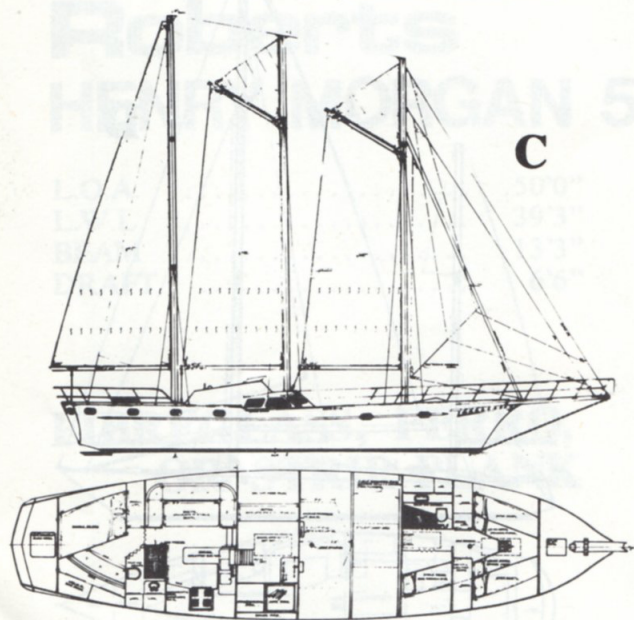


HENRY MORGAN 57

(Three Masted Schooner)



HENRY MORGAN 57 (Trading Schooner)

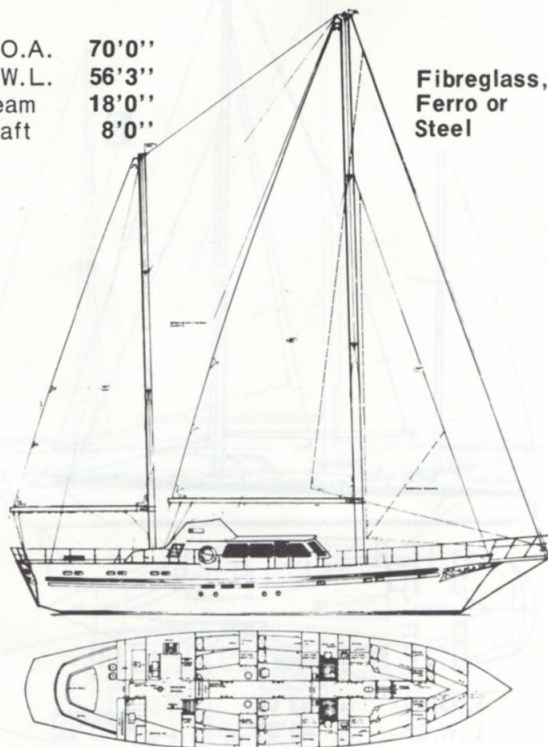


L.O.A.	57' 6"	Plans & F/S Patterns Study Prints Set of 3 for	\$750
L.W.L.	45' 10"		\$5
Beam	14' 3"		\$12
Draft	6' 6"		

ROBERTS 70

L.O.A. 70' 0"
L.W.L. 56' 3"
Beam 18' 0"
Draft 8' 0"

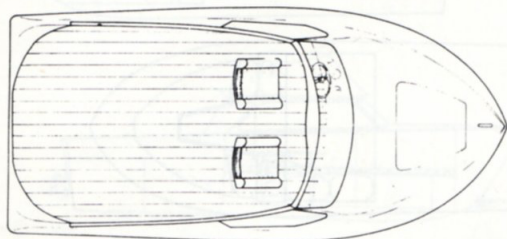
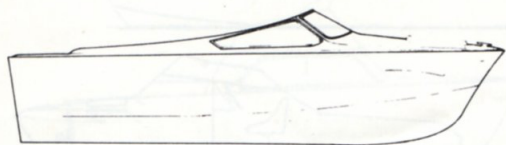
Fibreglass,
Ferro or
Steel



Plans and Patterns	\$2000
Study Prints	\$5

WAVERUNNER 12 & 14

GLASS OR PLYWOOD



L.O.A. 12'0"... 14'6"
BEAM 5'3"... 6'10"

MODERATE V HULL

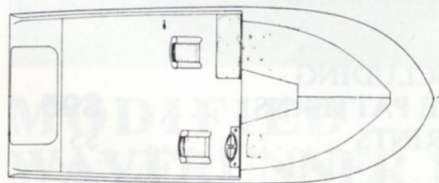
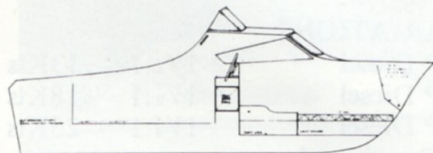
POWER 10 h.p. to 80 h.p.

SPEEDS 35 h.p. Outboard
Gives 30 m.p.h.

PLANS INCLUDING
FULL SIZE PATTERNS **\$75** set
STUDY PRINTS \$5 ea.
BASIC MATERIALS \$360

WAVERUNNER 16 & 18

GLASS OR PLYWOOD



HULL MODERATE V

L.O.A. 16'0"... 18'0"

BEAM 7'4"... 7'10"

POWER

Inboard or Outboard 40 h.p. to 135 h.p.

PLANS INCLUDING
FULL SIZE PATTERNS **\$75**
STUDY PRINTS \$5 ea.
BASIC MATERIALS \$750

FISHERMAN 16



WAVERUNNER 20

MODERATE V

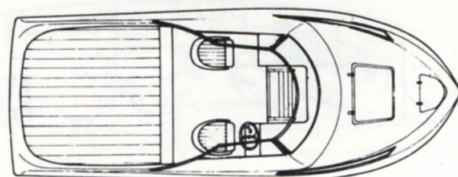
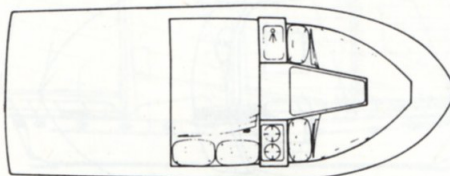
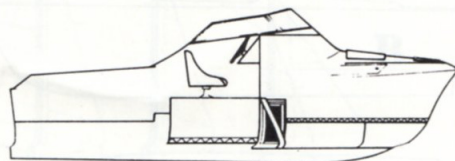
L.O.A. 20'0"
 BEAM 7'8"
 BASIC MATERIALS \$1060

FIBREGLASS
 OR
 PLYWOOD

POWER PLANT

Volvo stern drive 70-170 h.p.
 Outboard Single or twin
 up to 100 h.p.

PLANS INCLUDING
 FULL SIZE PATTERNS ... \$85
 STUDY PRINTS \$5 ea.



Moderate V 15° or
 Tunnel Stern
 versions available.

WAVERUNNER 22

GLASS OR PLYWOOD

L.O.A. 22'6"
 BEAM 8'3"

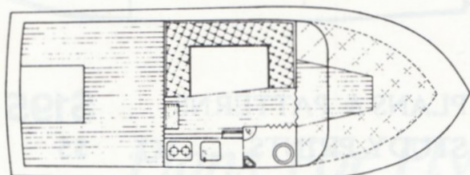
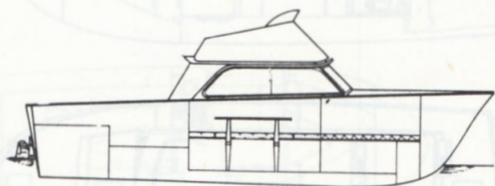
POWER VARIATIONS:

70 HP Diesel	1½:1	13Kts
100 HP Diesel	1½:1	18Kts
150 HP Diesel	1¼:1	25Kts
Single 85 HP outboard		
Twin 40 HP outboards		

PLANS INCLUDING
 FULL SIZE PATTERNS \$95
 STUDY PRINTS \$5

WAVERUNNER 24

Plywood or Fibreglass



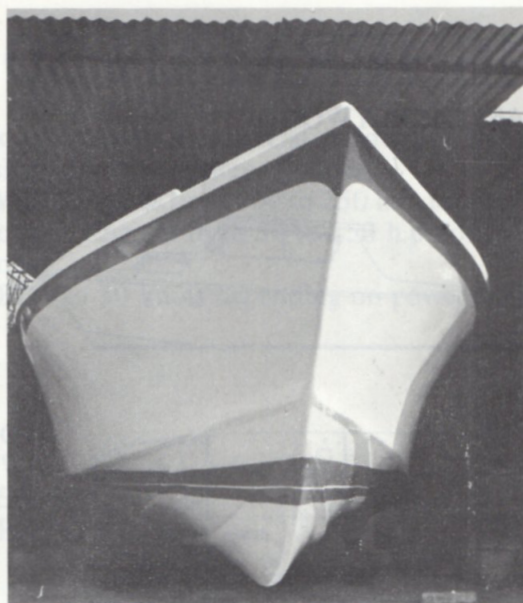
WAVERUNNER 24 FISHERMAN

(LARGE WORKING COCKPIT)

L.O.A.	24'0"
BEAM	9'0"
PLANS INCLUDING	
FULL SIZE PATTERNS	\$100
STUDY PRINTS	\$5



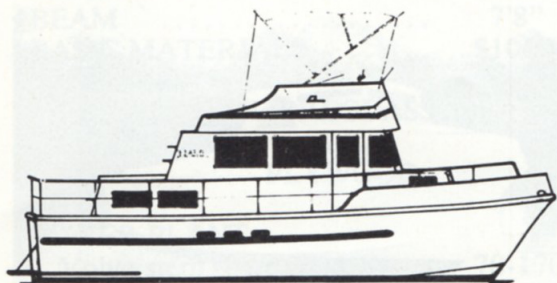
MODIFIED WAVERUNNER 18



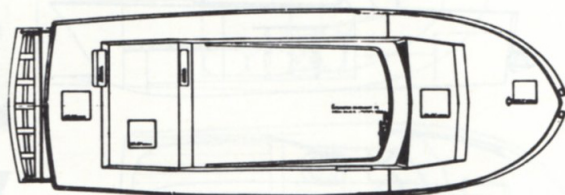
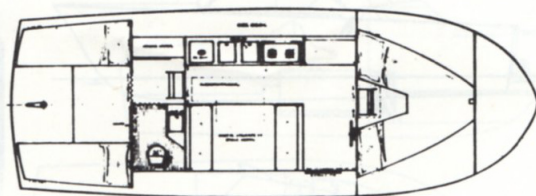
MIRIMAR 33 *Sportfisherman*

Roberts TRAWLER YACHT 29

**BUILD
WITH
GLASS OR PLY.**



L.O.A.	.....	29'0"
L.W.L.	.....	25'3"
BEAM	.....	10'6"
DRAFT	.....	3'5"
DISPLACEMENT	.....	12,000 lbs.

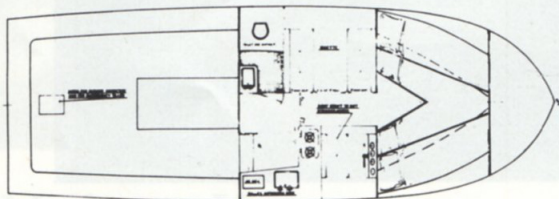
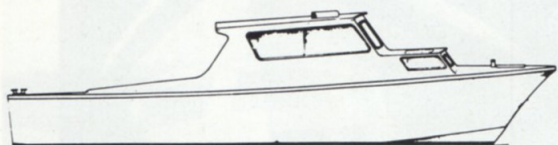


PLANS & PATTERNS . \$195
STUDY PRINTS \$5

FISHERMAN 30

GLASS OR PLYWOOD

The Fisherman 30 is a displacement hull and has been designed for economy and versatility. Suitable for commercial or pleasure uses.

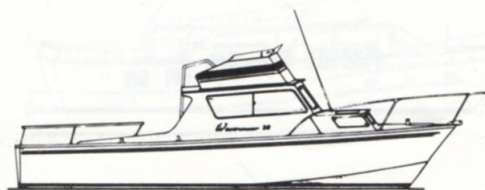


POWER	.....	50 - 70 h.p.
		Diesel
L.O.A.	.....	29'3"
L.W.L.	.....	25'5"
BEAM	.....	10'7"
DRAFT	.....	2'10"
FREEBOARD FWD.	.....	4'3"
FREEBOARD AFT	.....	2'10"
BERTHS	.....	4

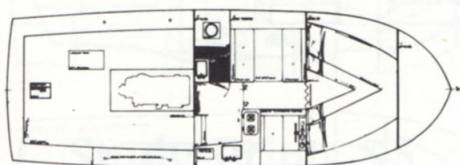
**PLANS INCLUDING
FULL SIZE PATTERNS \$150**
STUDY PRINTS \$5

WAVERUNNER 30 (Sportfisherman)

This Sportfishing version of the Waverunner 30 has proved to be a very popular design. Ideal for the family or charter work.



L.O.A.	.....	29'3"
L.W.L.	.....	25'5"
BEAM	.....	10'6"



PLANS INCLUDING FULL SIZE PATTERNS	.....	\$180
STUDY PRINTS (2)	.....	\$8

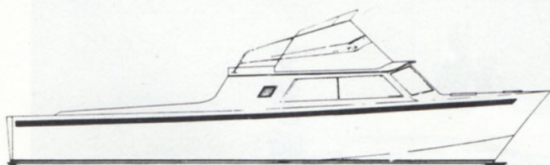
Plans For Plywood or Fibreglass

MIRAMAR 33

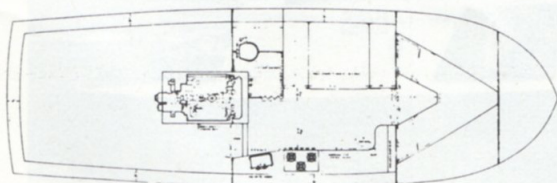
Although now in commercial production the plans are designed for the amateur builder.

POWER: Engines from 100 to 250 h.p. for single installations — Engines from 60 to 150 h.p. for twin installation.

SPEEDS to 30 knots depending on power options.

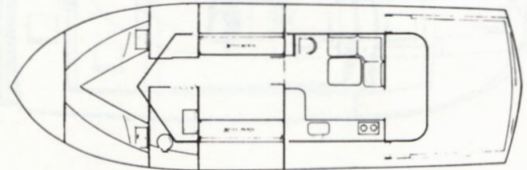
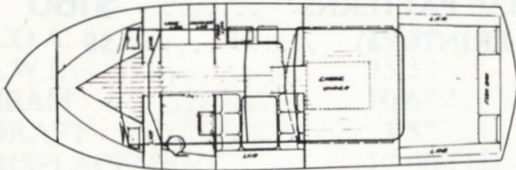
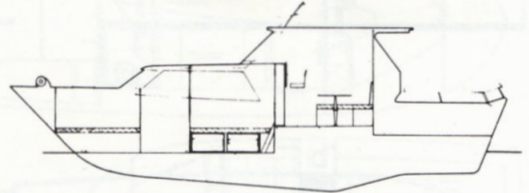
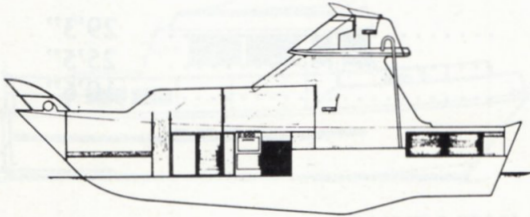
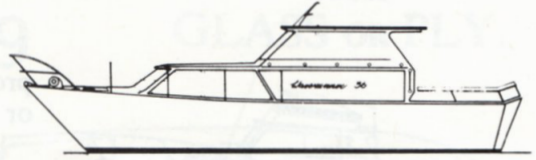
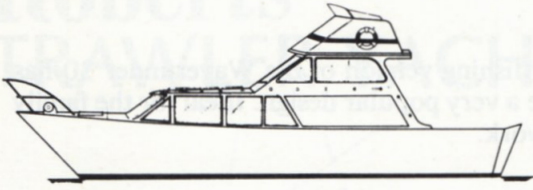


L.O.A.	.....	32'3"
L.W.L.	.....	28'7"
BEAM	.....	10'6"
DRAFT	.....	2'7"



PLANS INCLUDING FULL SIZE PATTERNS	.....	\$225
STUDY PRINTS	.....	\$5

Waverunner 36 Build with Glass or Ply



HULL MODERATE V

L.O.A.	.....	35'9"
L.W.L.	.....	29'6"
BEAM	.....	12'2"
DRAFT	.....	2'0"

Fully detailed plans including Full
Size Patterns **\$255**

STUDY PRINTS \$5 ea.

SET OF STUDY

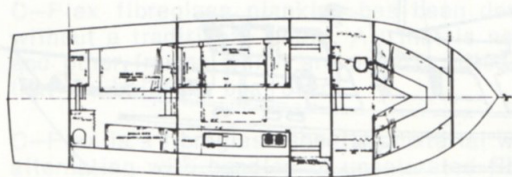
PRINTS (3 versions) ... \$12

ALSO AVAILABLE WITH STERN CABIN — CENTRE COCKPIT



Amateur built Waverunner 36 — 20 Kts. with single 320 h.p. Cryslar.

WAVERUNNER 40



PLANS INCLUDING	
FULL SIZE PATTERNS	\$360
FUEL CAPACITY	400 Gallons
WATER	200 Gallons
L.O.A.	41'0"
L.W.L.	36'0"
BEAM	13'6"
DRAFT	3'10

Study Prints \$5

**Build in Glass,
Plywood or Steel**

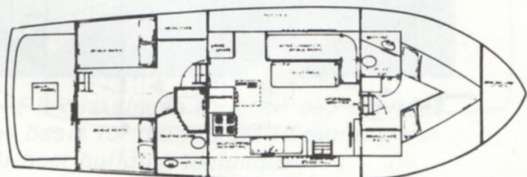
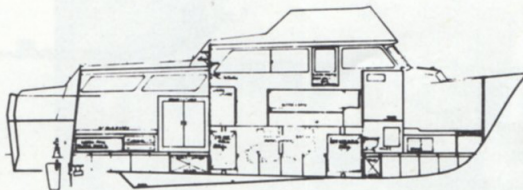
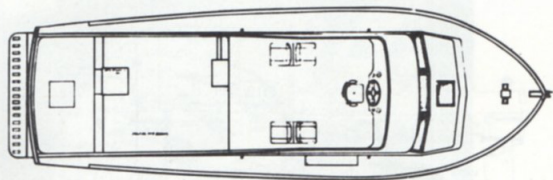
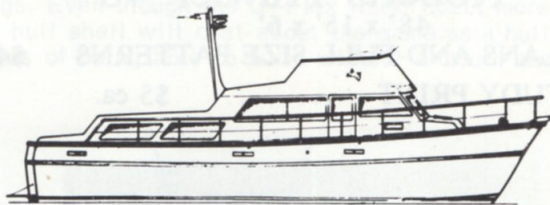


AMATEUR BUILT ROBERTS WAVERUNNER 40

ROBERTS P 41

L.O.A.	41'0"
L.W.L.	36'5"
BEAM	13'5"
DRAFT	2'7"

**BUILD IN FIBREGLOSS
PLY OR STEEL**

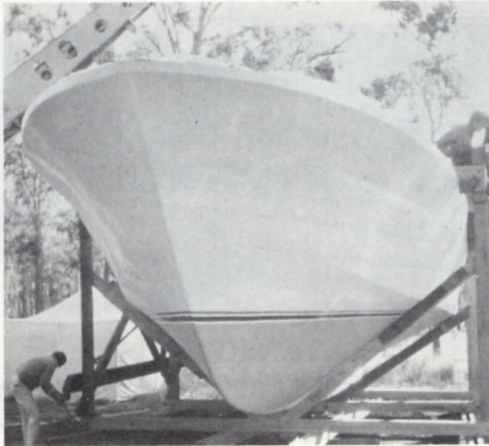
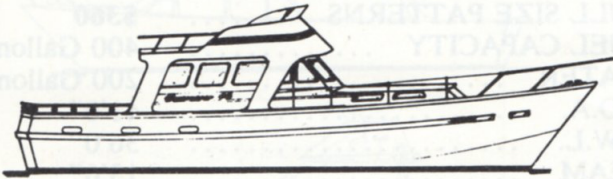


PLANS &	
FULL SIZE PATTERNS	\$395
STUDY PRINTS	\$5

WAVERUNNER 45

Build in Glass,
Plywood or Steel

VERSION A



VERSION B



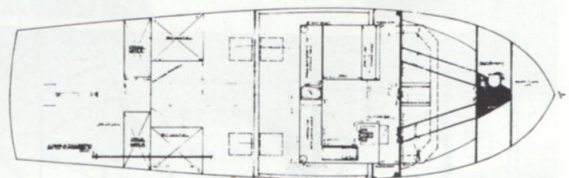
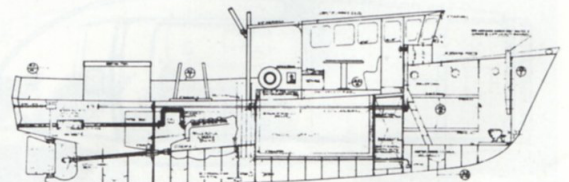
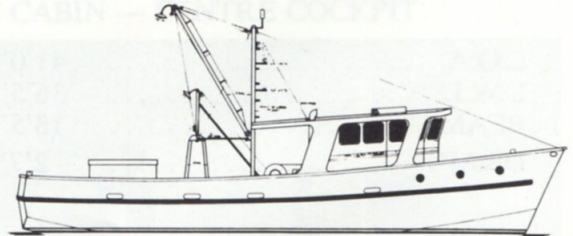
L.O.A.	.....	45'0"
L.W.L.	.....	40'0"
BEAM	.....	15'0"
DRAFT	.....	4'6"
PLANS INCLUDING		
FULL SIZE PATTERNS	.....	\$480
STUDY PRINTS	.....	\$5 ea.

Roberts Trawler 48

48' x 15' x 6'

PLANS AND FULL SIZE PATTERNS \$480

STUDY PRINT \$5 ea.



CUSTOM DESIGNS FOR ALL FISHING VESSELS TO 100'

Introducing...

C-FLEX FIBREGLASS PLANKING

C-Flex fibreglass planking has been developed to make it possible to build a fibreglass boat without a traditional mould. All that is needed is a lightweight framework. In some the bulkheads and other frames which are usually fitted in the boat later can be used as part of the framework that you build the boat over.

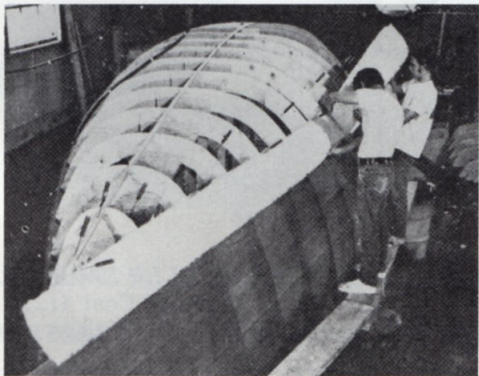
C-Flex is a fibreglass sheeting material which is made up of rods and fibreglass reinforced plastic alternating with bundles of unsaturated fibreglass rovings, the whole held together by two layers of lightweight open weave fibreglass cloth.

This combination of rigid rods held together loosely, with pliable areas in between, is what makes C-Flex unique in construction materials. In our knowledge, it is the only self-supporting material available today which will conform to compound curves without having to be stretched or deformed in some way. Furthermore, C-Flex will bend sideways, a property which virtually eliminates the problem of having to fit or splice the 'planks'. Most boats can be built by starting the first 'plank' parallel to the sheer line then butting the next 'plank' right alongside all the way to the keel.

Aside from the obvious advantage of being able to build an all fibreglass boat without a mould, C-Flex also affords the designer and builder the opportunity to save weight over a conventional fibreglass laminate without sacrificing strength.

This is because C-Flex is an undirectionally reinforced material and is considerably stronger in the direction of its fibre orientation (lengthwise) than an ordinary fibreglass mat or woven roving laminate. This property is used to save weight in the hull shell by running the C-Flex along the lines of anticipated greatest stress (usually fore and aft).

The weight savings also translate into a cost savings. Even though the C-Flex itself costs more per pound than mat or woven roving, the completed hull shell will cost about the same as a hull built with just mat and woven roving. The advantages of being able to build without a mould and the weight savings are a bonus.



C-Flex is simple to install and provides the basis for the fastest fibreglass one off boat building techniques.



29 ft High speed fishing boat. Additional laminations of fibreglass and resin are added over the C-Flex to build up the required hull thickness.

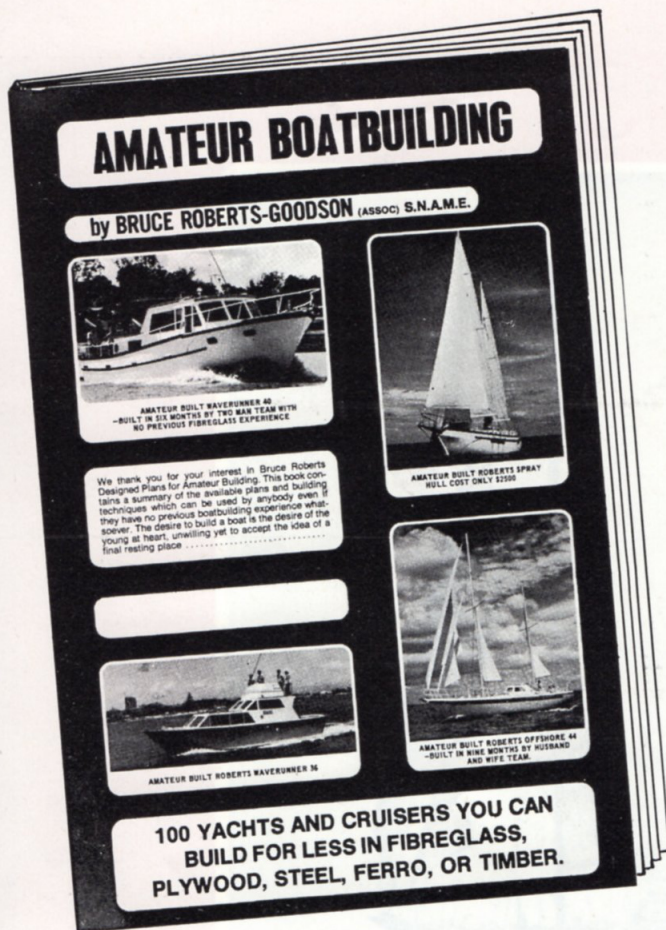


Top Left — *ROBERTS TRAILER SAILER 22*
Fibreglass Material Cost \$1250

Top Right — *AMATEUR BUILT ROBERTS SPRAY*

Bottom Left — *AMATEUR BUILT ROBERTS 29*

Bottom Right — *AMATEUR BUILT ROBERTS*
WAVERUNNER 40



This brand new book by **BRUCE ROBERTS** lists over 100 designs for the amateur builder including Cruising Yachts, Trailer Sailors, Runabouts and all types of Power Cruisers, Trawlers and Houseboats.

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A MUST FOR ALL HOME BUILDERS

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