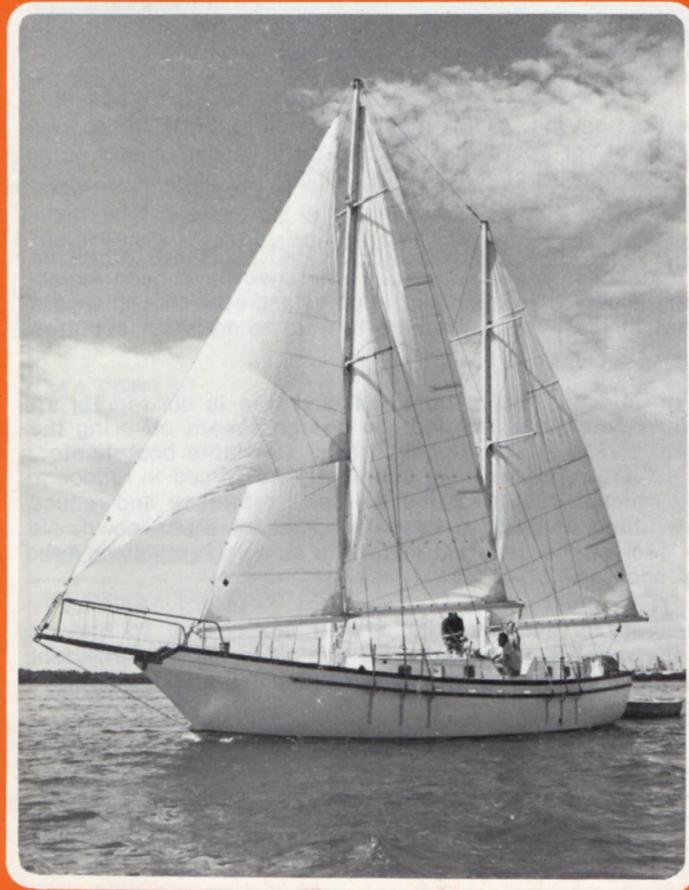
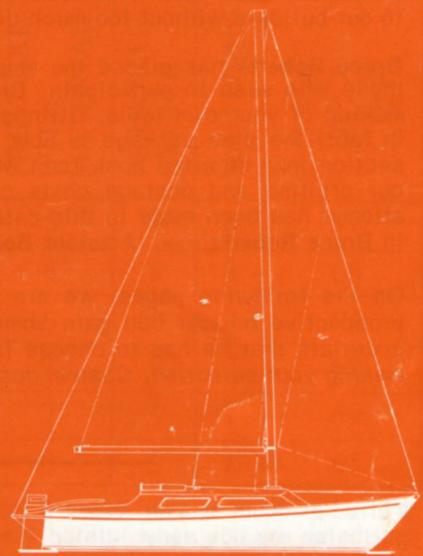
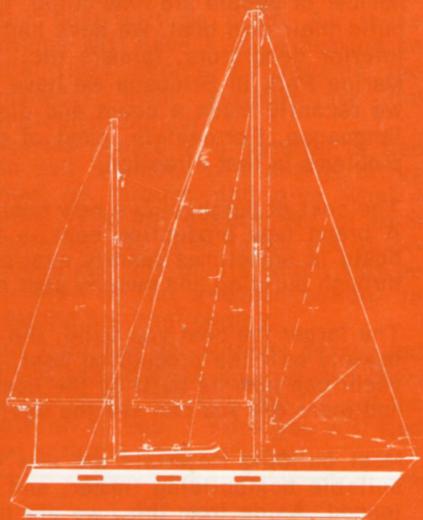


# BRUCE ROBERTS BOAT PLANS



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.*

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# METHODS & MATERIALS



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

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.

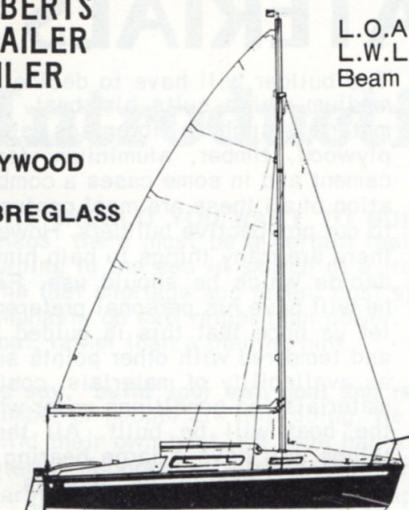
The builder will have to decide the medium which suits him best. The materials such as fibreglass, steel, plywood, timber, aluminium, ferrocement and in some cases a combination of all these are most confusing to our prospective builders. However there are many things to help him to decide which he should 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.

**ROBERTS  
TRAILER  
SAILER  
18**

**PLYWOOD  
OR  
FIBREGLASS**

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

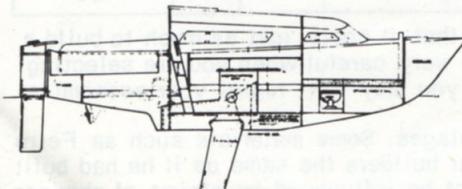
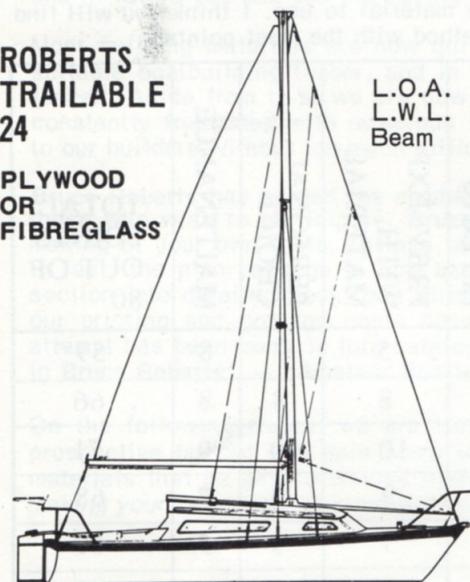


**Plans & F/S Patterns \$95  
Study Prints \$5**

**ROBERTS  
TRAILABLE  
24**

**PLYWOOD  
OR  
FIBREGLASS**

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

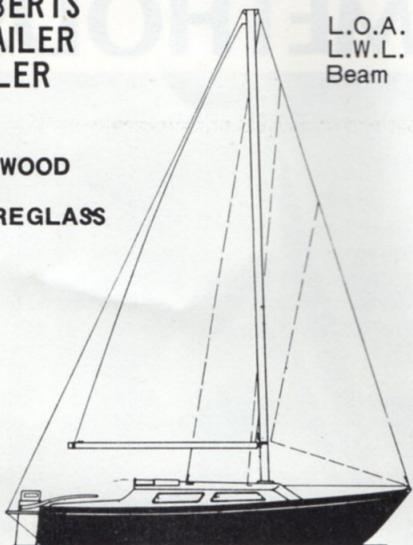


**Plans inc F/S Patterns \$150  
Study Prints \$5**

**ROBERTS  
TRAILER  
SAILER  
22**

**PLYWOOD  
OR  
FIBREGLASS**

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

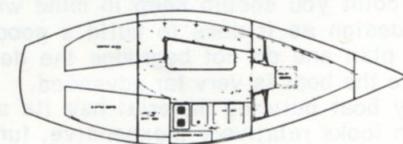
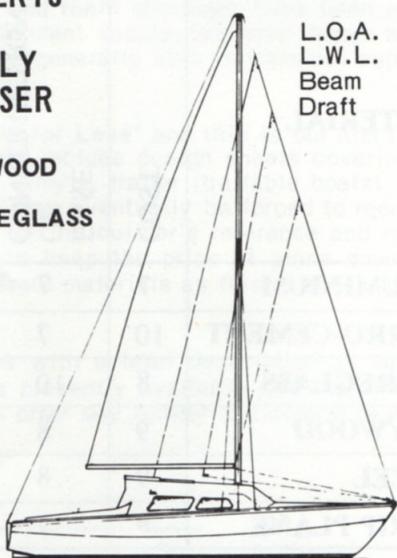


**Plans & F/S Patterns \$150  
Study Prints \$5**

**ROBERTS  
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**



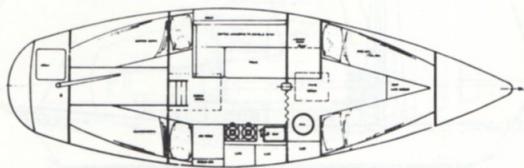
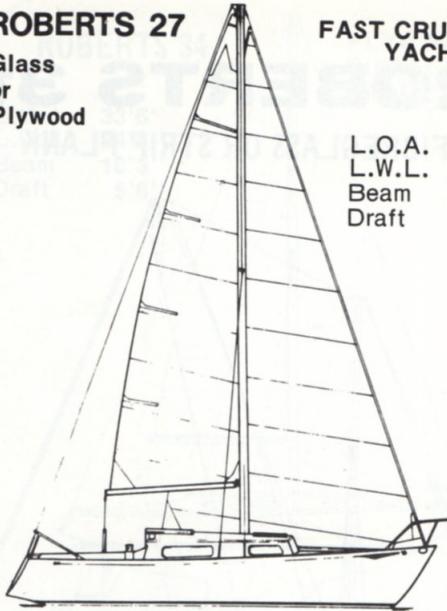
**ROBERTS ADVENTURE 22**  
TRAILABLE YACHT

## ROBERTS 27

Glass  
or  
Plywood

FAST CRUISING  
YACHT

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



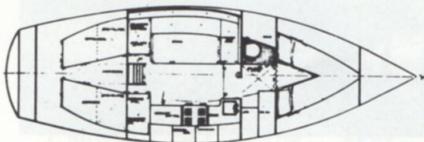
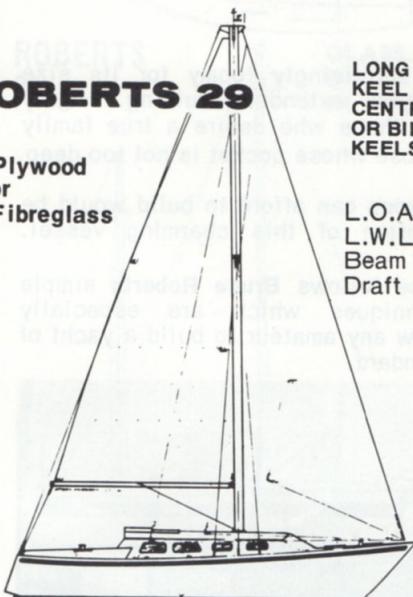
Plans & F/S Patterns \$180  
Study Prints \$5

## 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"

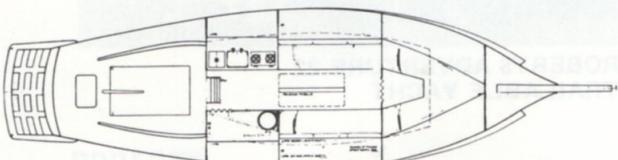
PLAN PRICE INCLUDING  
FULL SIZE PATTERNS \$270  
STUDY PRINT \$5 ea.

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.

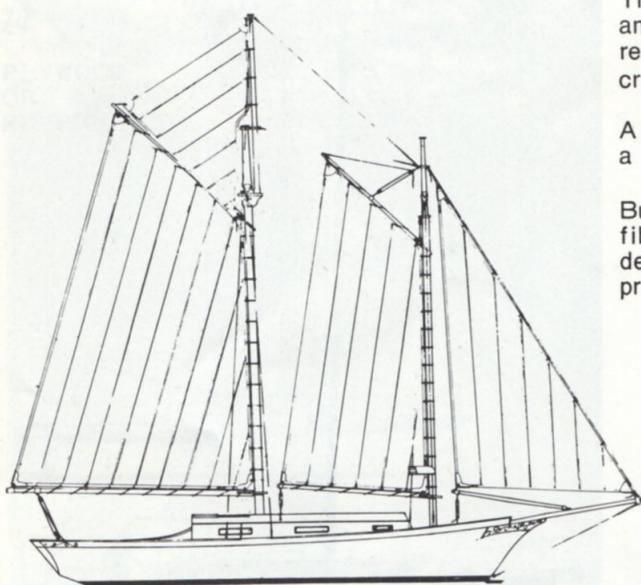
For the purist, the **Gaff Schooner** will appeal as an easily handled configuration which is practical and has the appeal of yesteryear.



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.

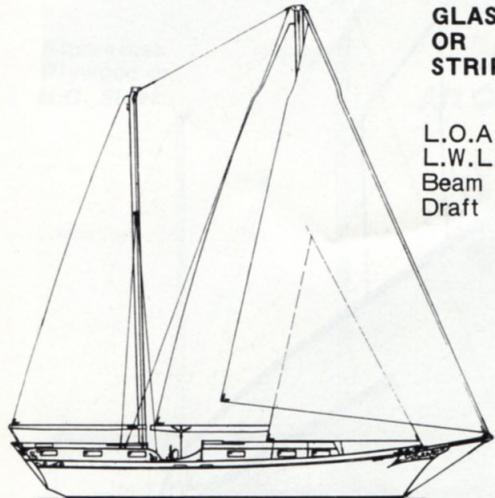
A yacht that anyone can afford to build would be a good description of this charming vessel.

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



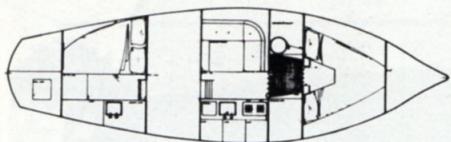
**ROBERTS 31 & HM 32 share the same basic hull design.**

## ROBERTS HENRY MORGAN 32



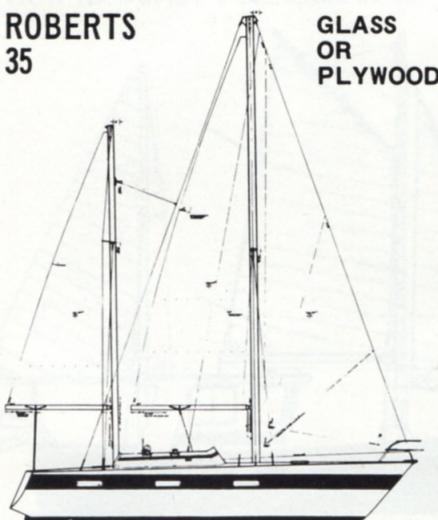
GLASS  
OR  
STRIP PLANK

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

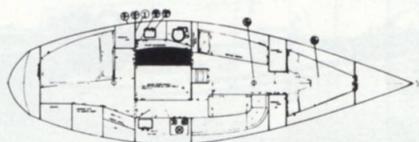


Basic Materials \$2445  
Plans & F/S Patterns \$270  
Study Prints \$5

## ROBERTS 35



GLASS  
OR  
PLYWOOD



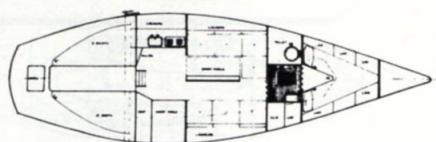
Plans & F/S Patterns \$325  
Study Prints (2 sheets) \$8

## ROBERTS 34



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

PLYWOOD  
FIBREGLASS  
OR M.C. STEEL



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

## ROBERTS 35



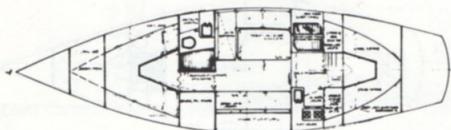
L.O.A. 35'6"  
L.W.L. 27'6"  
Beam 11'0"  
Draft 5'6"

## ROBERTS 36 Raised Deck Version

Glass,  
Plywood,  
Ferro or  
M.C. Steel



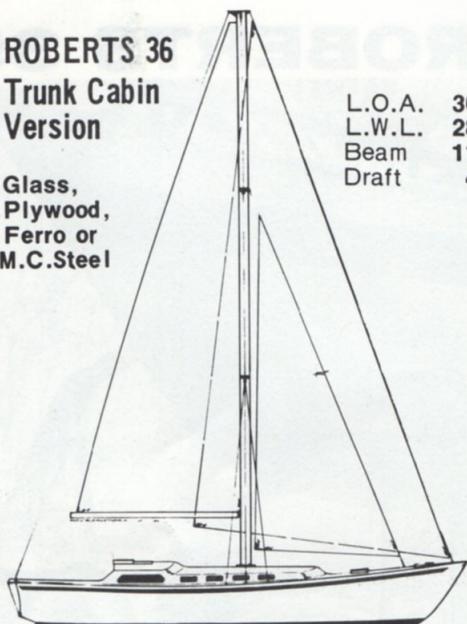
L.O.A. 36'9"  
L.W.L. 28'9"  
Beam 11'0"  
Draft 4'0"



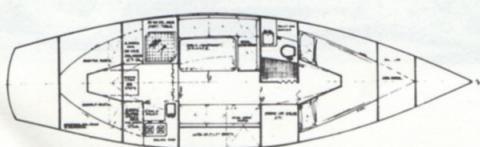
Plans & Full Size Patterns \$325  
Study Prints \$5

## ROBERTS 36 Trunk Cabin Version

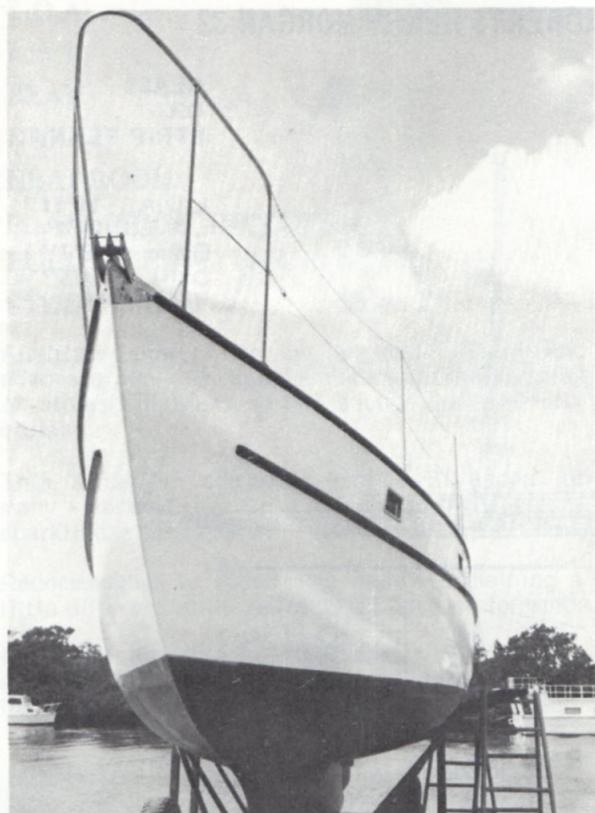
Glass,  
Plywood,  
Ferro or  
M.C. Steel



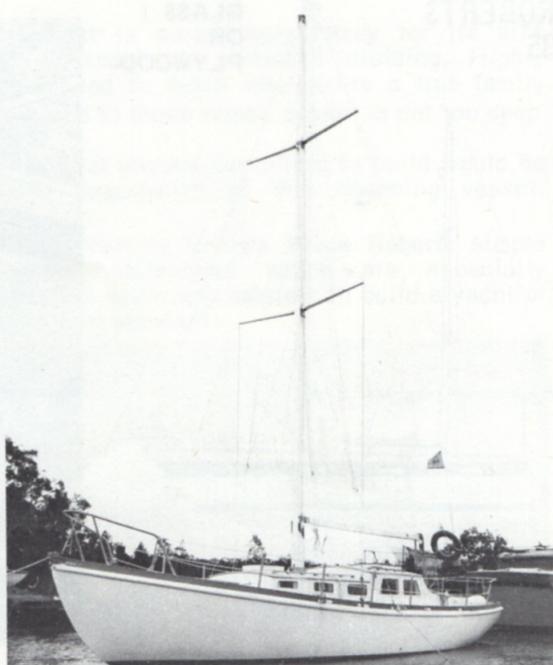
L.O.A. 36'9"  
L.W.L. 28'9"  
Beam 11'0"  
Draft 4'0"



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

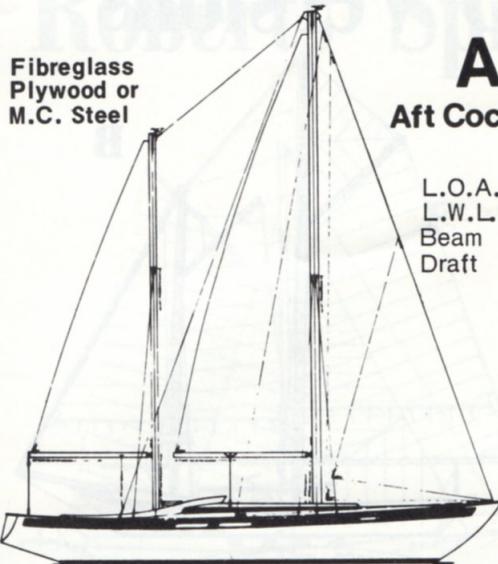


ROBERTS 36 - RAISED DECK VERSION



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

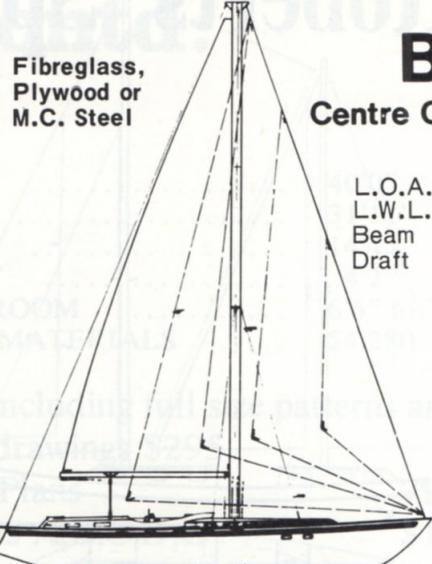
# ROBERTS OFFSHORE 38



**A**  
Aft Cockpit

Fibreglass,  
Plywood or  
M.C. Steel

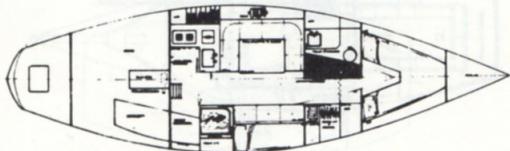
L.O.A. 38'3"  
L.W.L. 27'6"  
Beam 11'3"  
Draft 5'7"



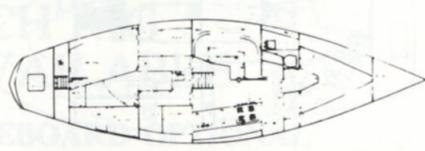
**B**  
Centre Cockpit

Fibreglass,  
Plywood or  
M.C. Steel

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



Plans & Patterns  
Study Prints \$350  
\$5



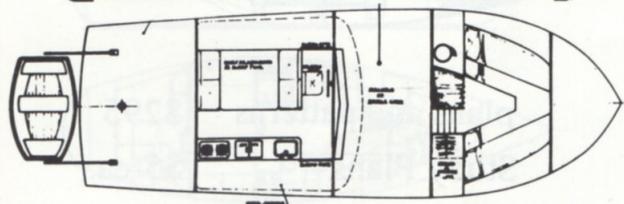
Plans & F/S Patterns  
Study Prints \$350  
\$5

## PACIFIC COAST FISHERMAN 36



Fibreglass,  
Plywood or  
Steel

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



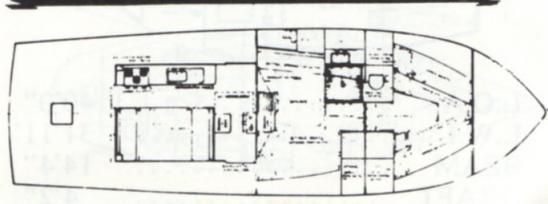
Plans & F/S Patterns  
Study Prints \$295  
\$5

## PACIFIC COAST FISHERMAN 40



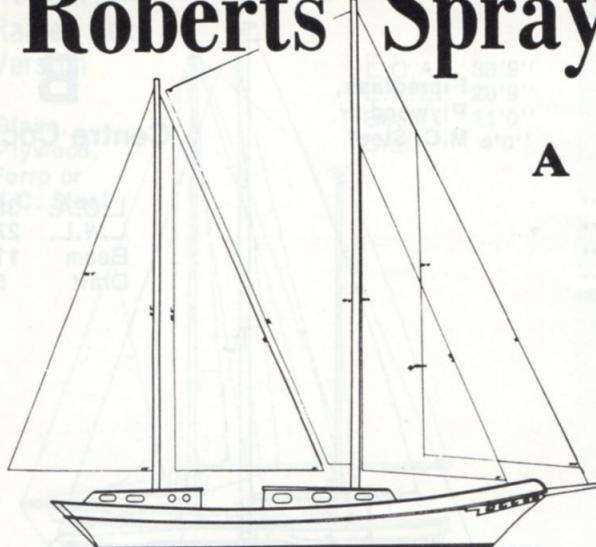
Fibreglass,  
Plywood or  
Steel

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

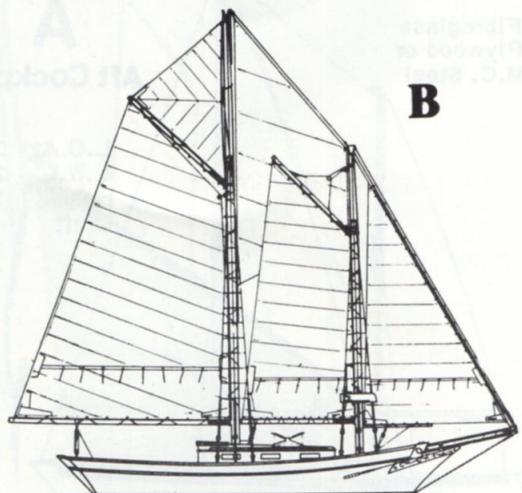


Plans & Patterns  
Study Prints \$340  
\$5

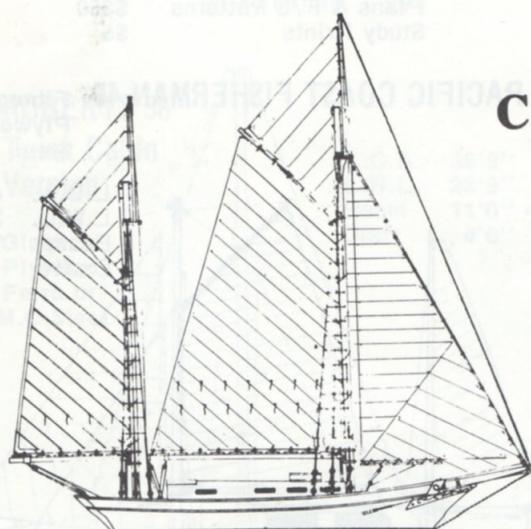
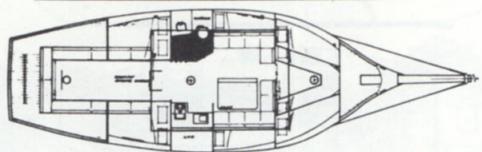
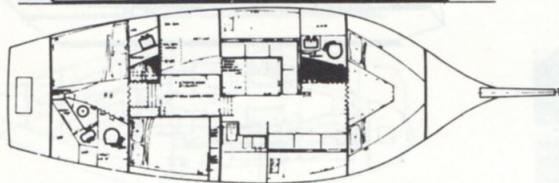
# Roberts 'Spray' 5 Versions



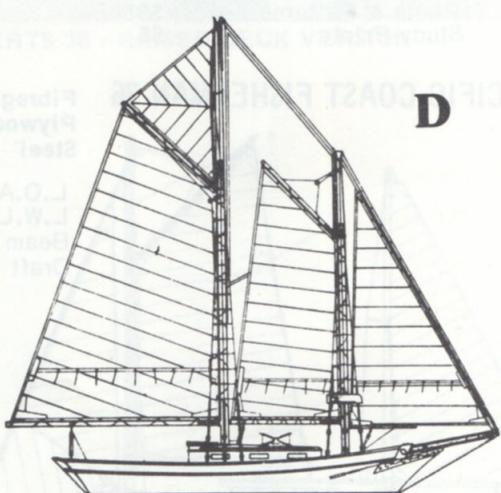
A



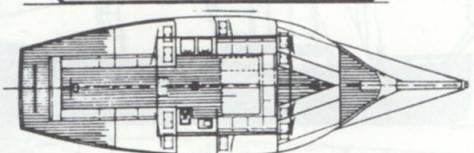
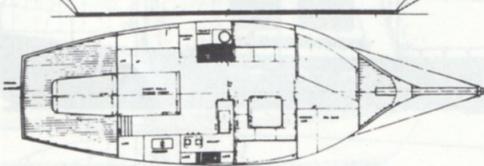
B



C



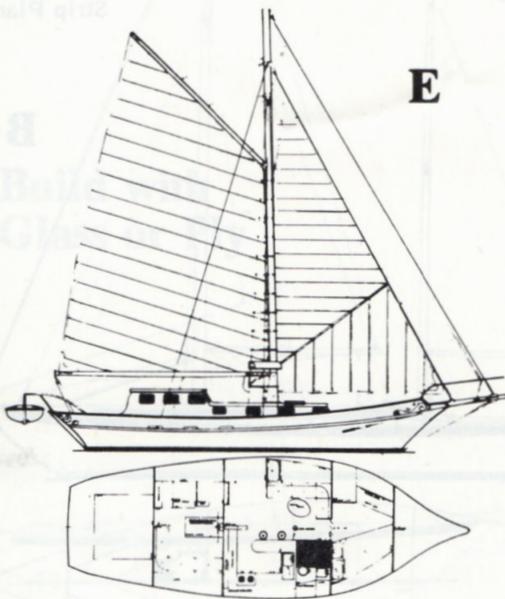
D



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:



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

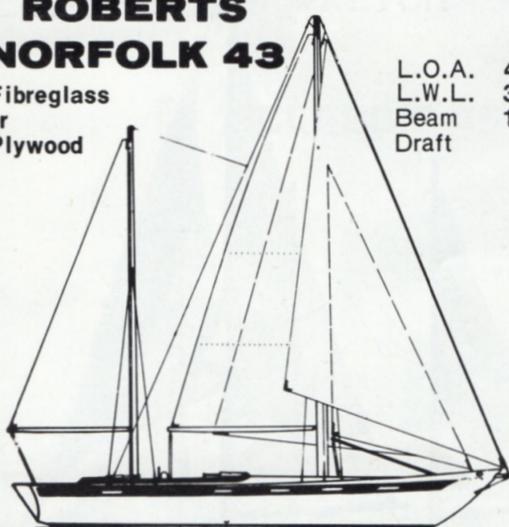
## KETCH RIG IS AVAILABLE

CENTREBOARD OPTIONAL

### ROBERTS NORFOLK 43

Fibreglass  
or  
Plywood

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



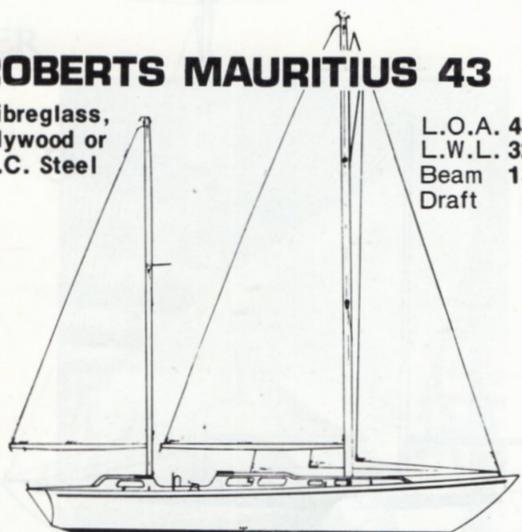
Plans & Patterns  
Study Prints

\$390  
\$5

### 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"



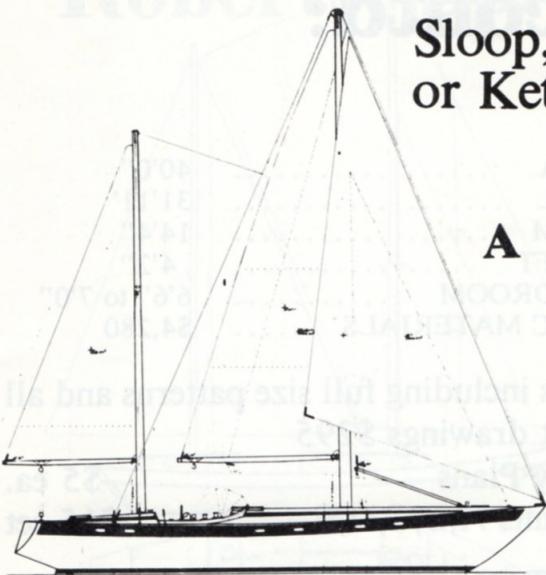
Plans & F/S Patterns  
Study Prints \$390  
\$5

# ROBERTS OFFSHORE 44

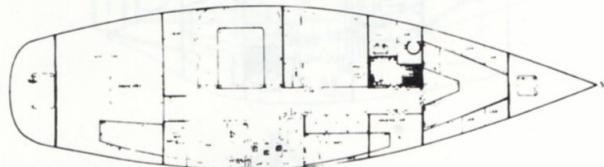
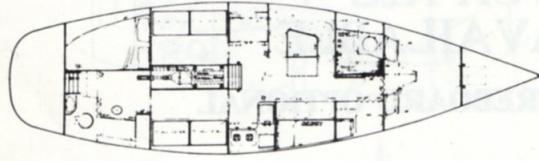
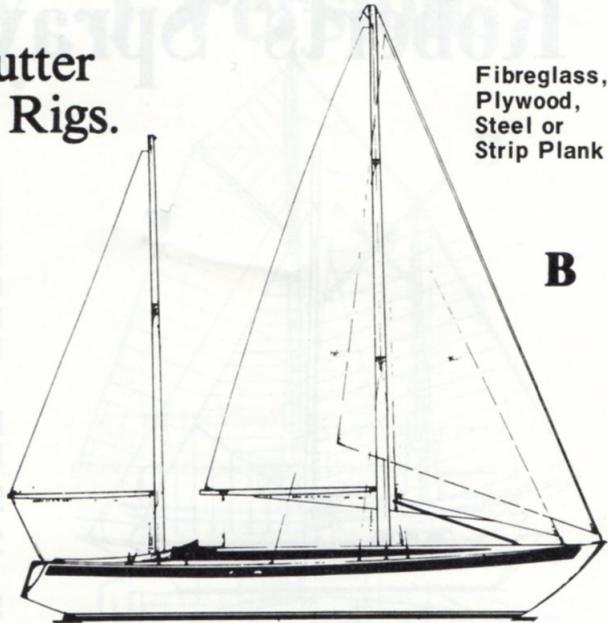
Sloop, Cutter  
or Ketch Rigs.

Fibreglass,  
Plywood,  
Steel or  
Strip Plank

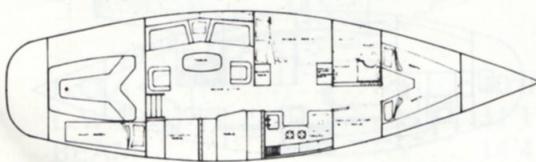
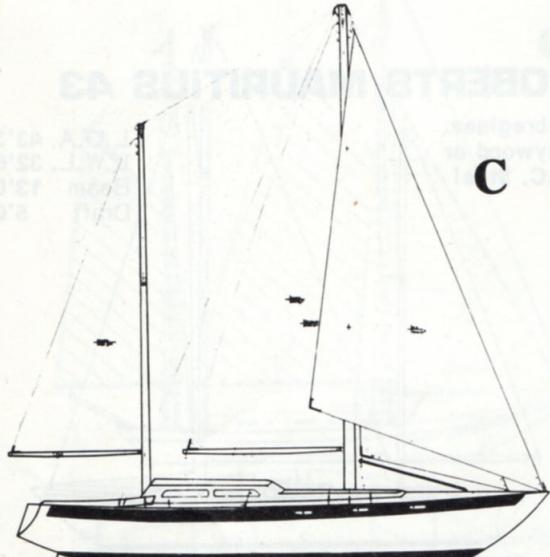
A



B



C



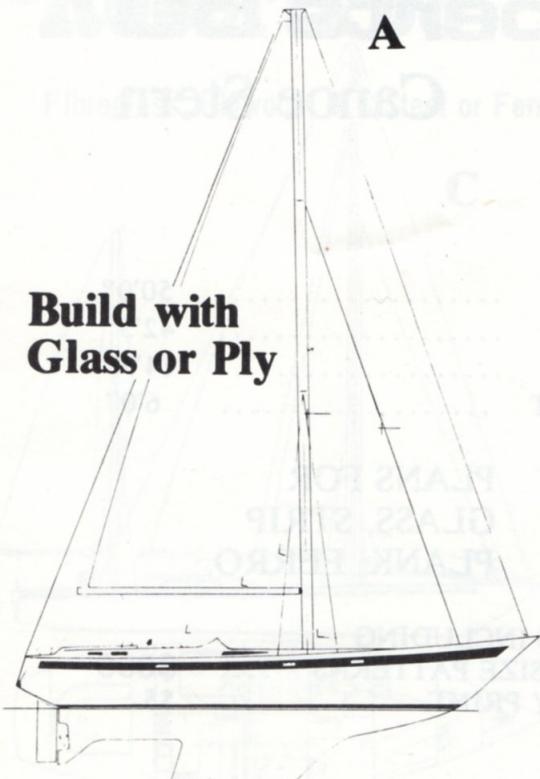
L.O.A. 44'8"  
L.W.L. 32'10"  
Beam 12'9"  
Draft 6'0"



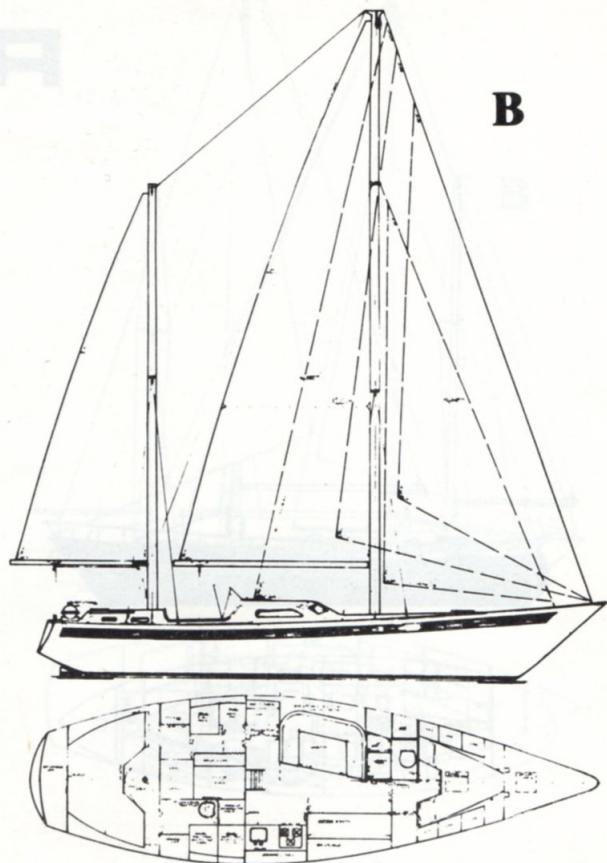
Plans & Patterns  
Study Prints  
(Set of 3 - \$12)

\$420  
\$5

# ROBERTS 45



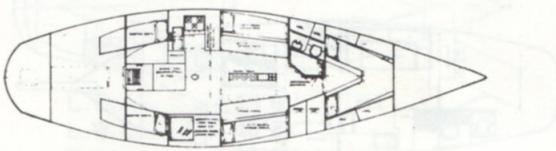
**Build with  
Glass or Ply**



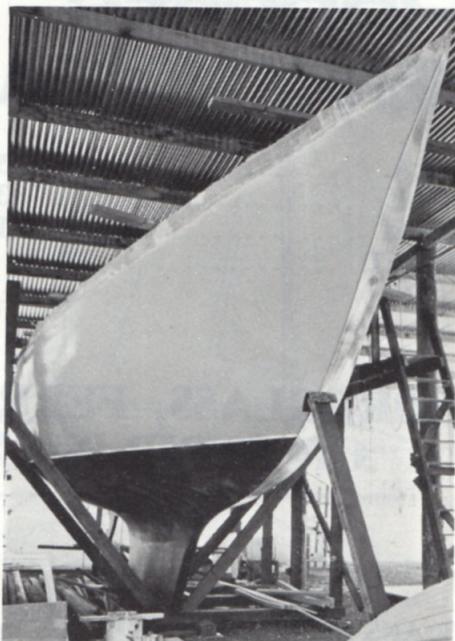
**SLOOP - KETCH - SCHOONER**

## CLASSIC 45

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



Study Prints  
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**

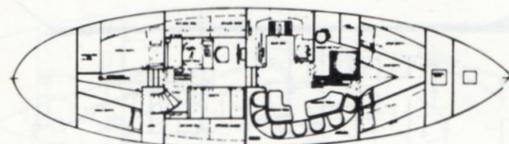
# Roberts 50

## Canoe Stern



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

PLANS FOR  
GLASS, STRIP  
PLANK, FERRO.

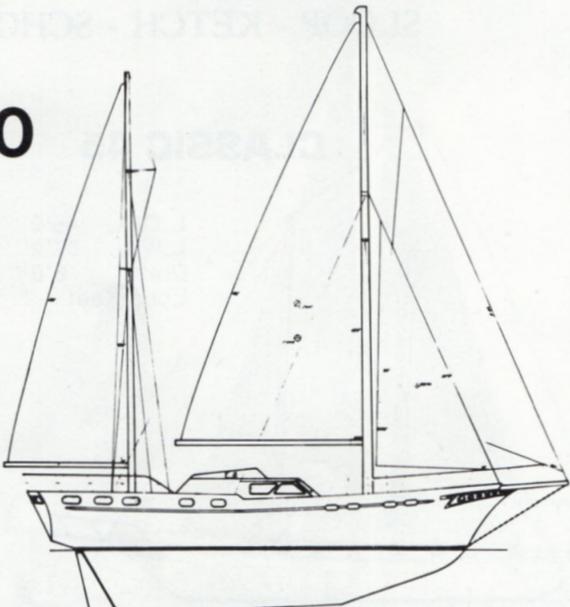


PLANS INCLUDING  
FULL SIZE PATTERNS ..... \$650  
STUDY PRINT ..... \$5

# Roberts

## HENRY MORGAN 50

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



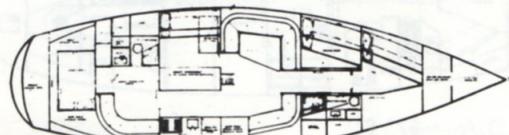
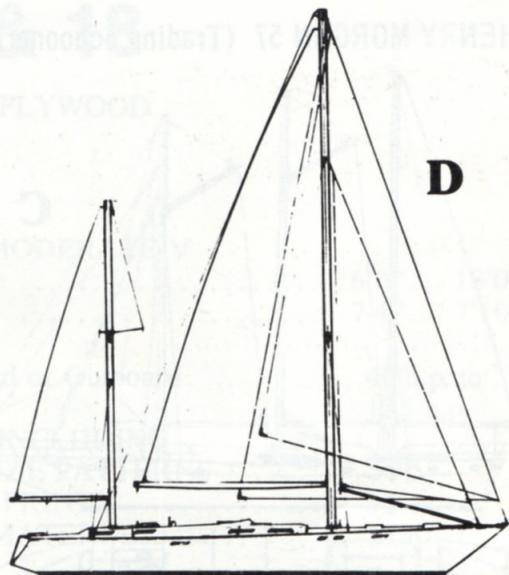
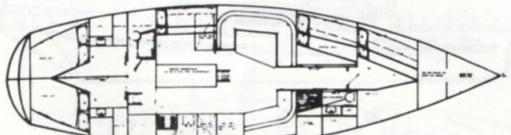
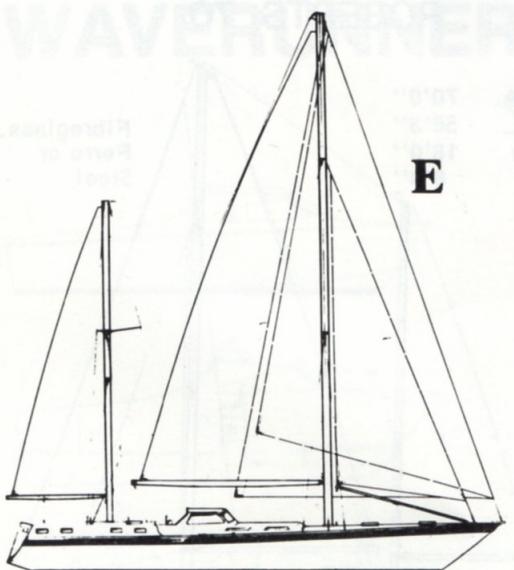
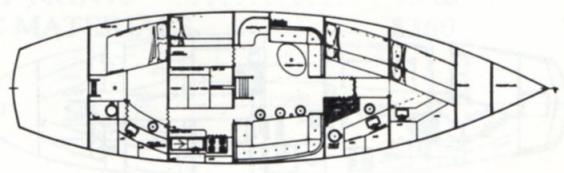
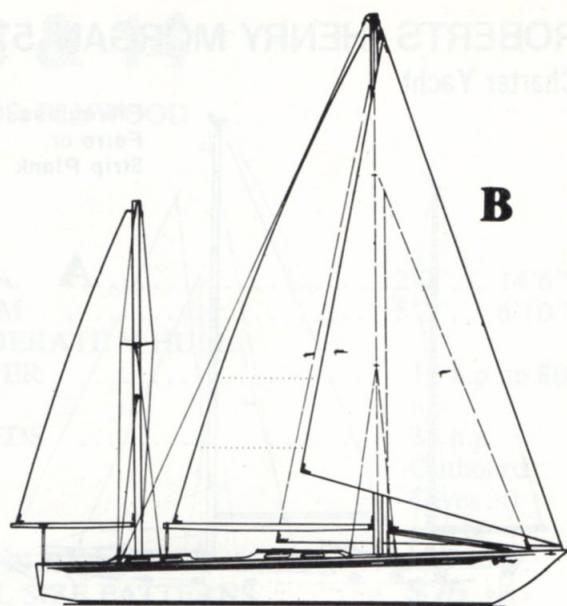
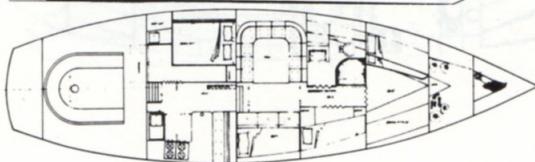
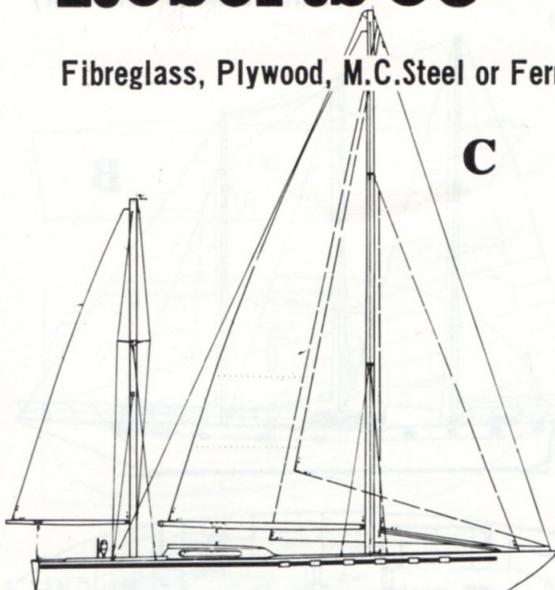
**FIBREGLASS, FERRO,  
OR STRIP PLANK**

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



# Roberts 53

Fibreglass, Plywood, M.C. Steel or Ferro

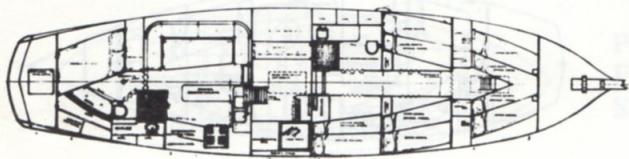
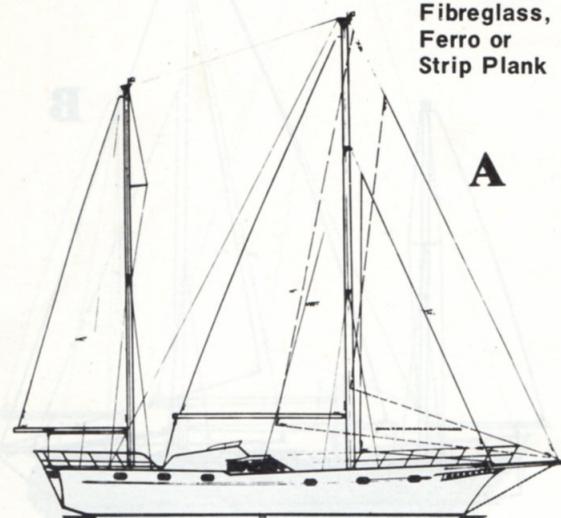


L.O.A. 53'0"  
L.W.L. 40'0"  
Beam 15'0"  
Draft 6'6" (C.B. . . 5')

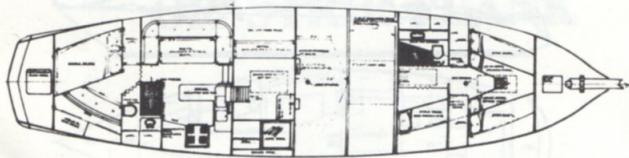
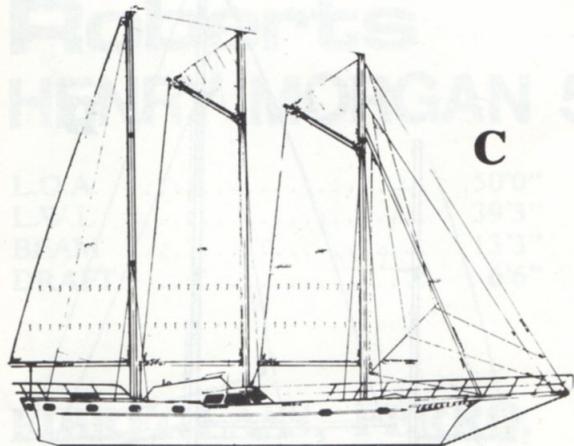
Plans & F/S Patterns \$635  
Study Prints \$5  
Set of 5 \$18

# ROBERTS HENRY MORGAN 57

Charter Yacht



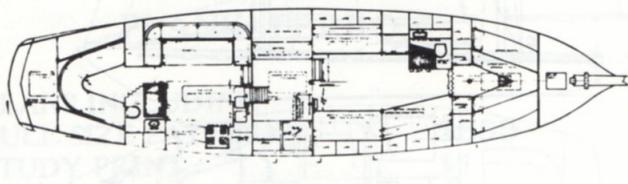
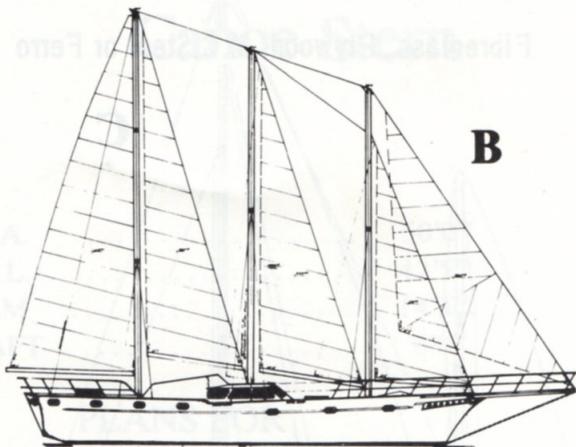
# HENRY MORGAN 57 (Trading Schooner)



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

# HENRY MORGAN 57

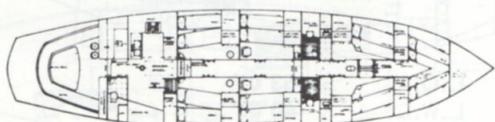
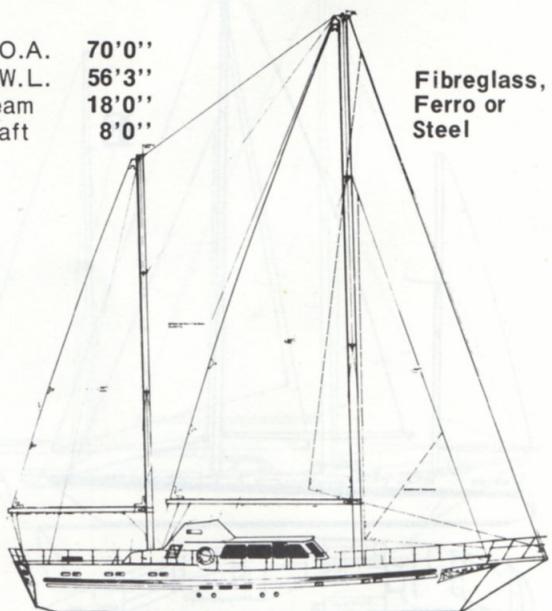
(Three Masted Schooner)



# ROBERTS 70

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

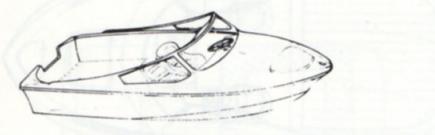
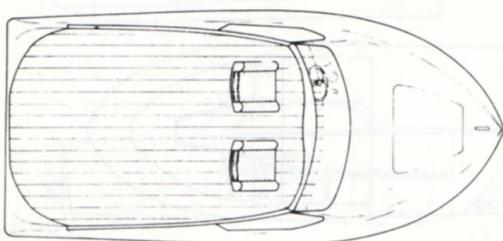
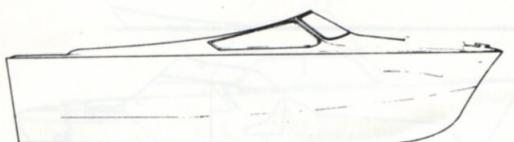
Fibreglass, Ferro or Steel



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	.....	<b>\$75</b> set
STUDY PRINTS	.....	\$5 ea.
BASIC MATERIALS	.....	\$360

## PLANS INCLUDING

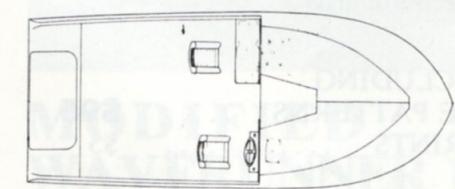
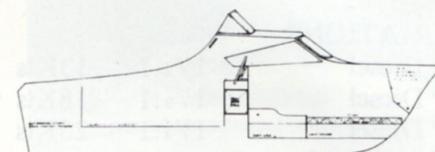
FULL SIZE PATTERNS .....

STUDY PRINTS .....

BASIC MATERIALS .....

# 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 .....

STUDY PRINTS .....

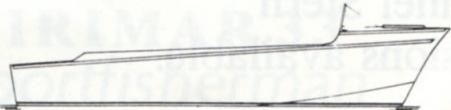
BASIC MATERIALS .....

**\$75**

\$5 ea.

\$750

## FISHERMAN 16



# WAVERUNNER 20

## MODERATE V

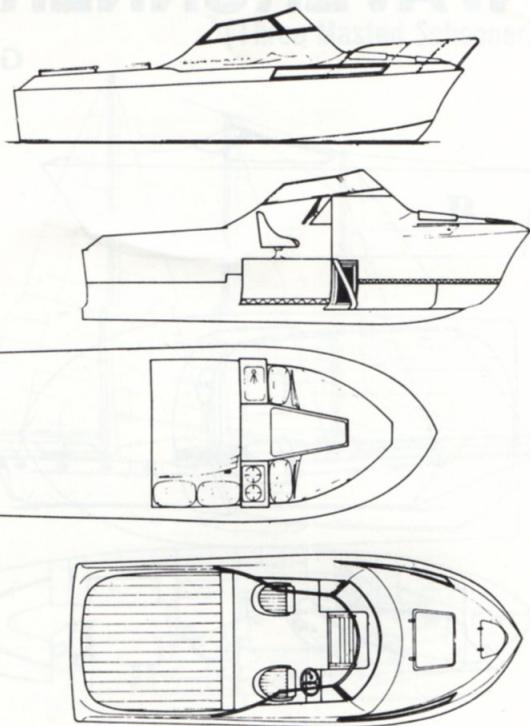
L.O.A. .... 20'0"  
BEAM .... 7'8"  
BASIC MATERIALS .... \$1060

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.



# WAVERUNNER 22



Moderate V 15° or  
Tunnel Stern  
versions available.

## GLASS OR PLYWOOD

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

## POWER VARIATIONS:

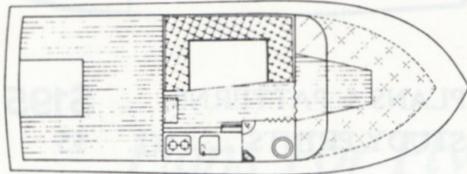
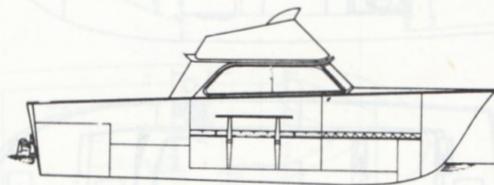
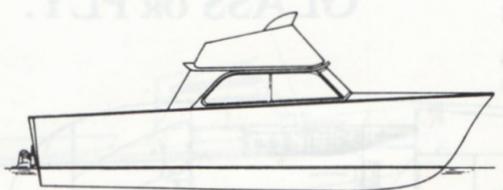
70 HP Diesel	1 1/2:1	13Kts
100 HP Diesel	1 1/2:1	18Kts
150 HP Diesel	1 1/4:1	25Kts

Single 85 HP outboard  
Twin 40 HP outboards

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

# WAVERUNNER 24

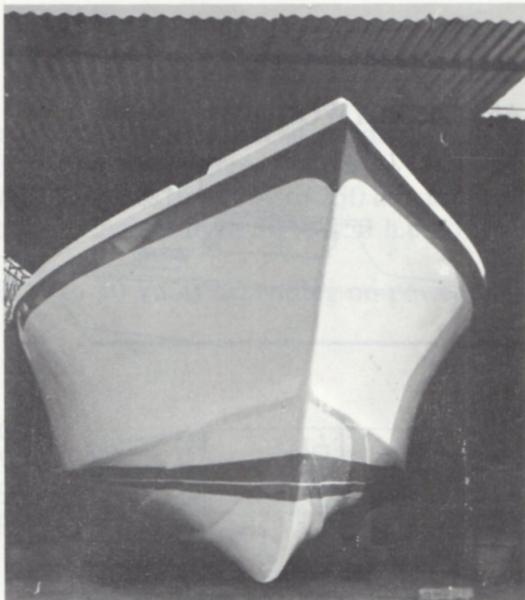
*Plywood or Fibreglass*



## WAVERUNNER 24 FISHERMAN

(LARGE WORKING COCKPIT)

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

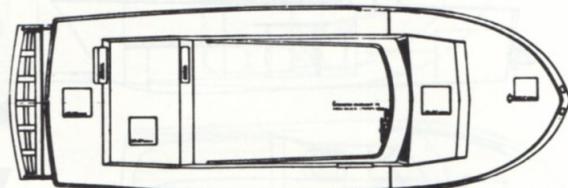
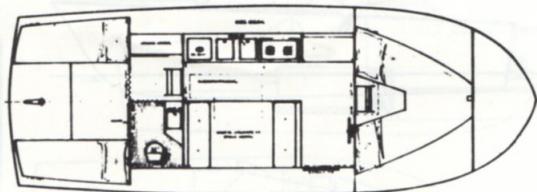


## MODIFIED WAVERUNNER 18

## MIRIMAR 33 *Sportfisherman*

# Roberts TRAWLER YACHT 29

BUILD  
WITH  
GLASS OR PLY.



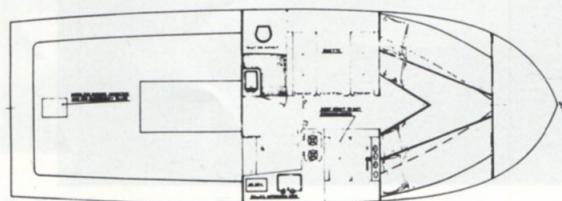
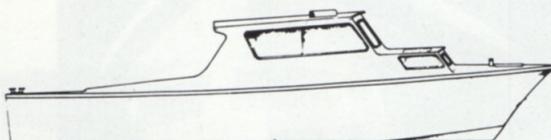
L.O.A. ....	29'0"
L.W.L. ....	25'3"
BEAM ....	10'6"
DRAFT ....	3'5"
DISPLACEMENT ....	12,000 lbs.

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.



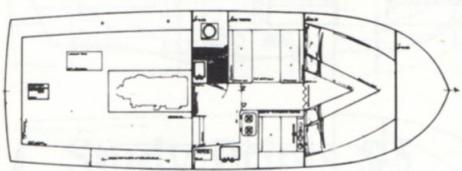
POWER .....	50 - 70 h.p.
	Diesel
L.O.A. ....	29'3"
L.W.L. ....	25'5"
BEAM ....	10'7"
DRAFT ....	2'10"
FREEBOARD FWD. ....	4'3"
FREEBOARD AFT ....	2'10"
BERTHS ....	4

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

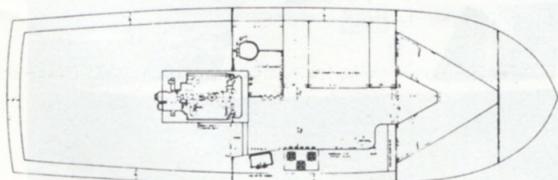
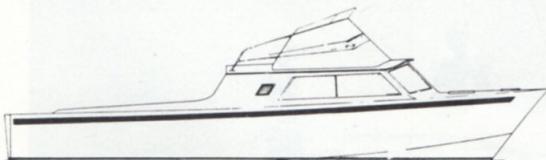
## *Plans For Plywood or Fibreglass*

### **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.

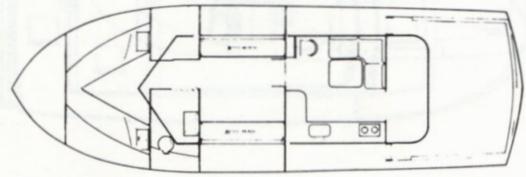
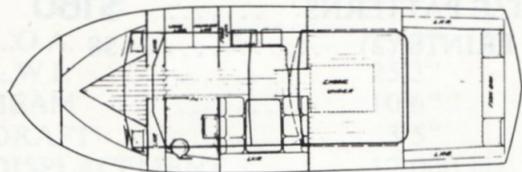
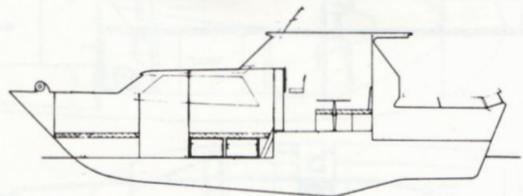
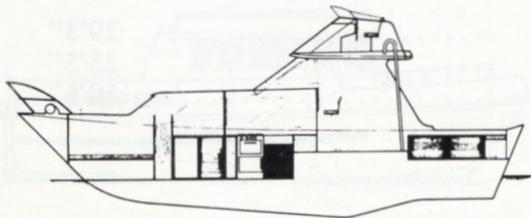
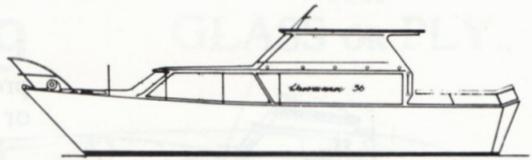
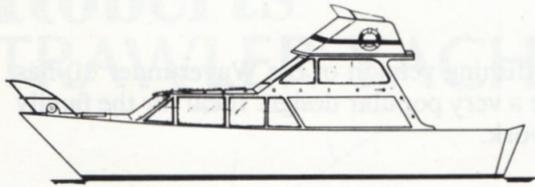


L.O.A. ....	32'3"
L.W.L. ....	28'7"
BEAM ....	10'6"
DRAFT ....	2'7"

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

# WAVERUNNER 36

Build with  
Glass or Ply



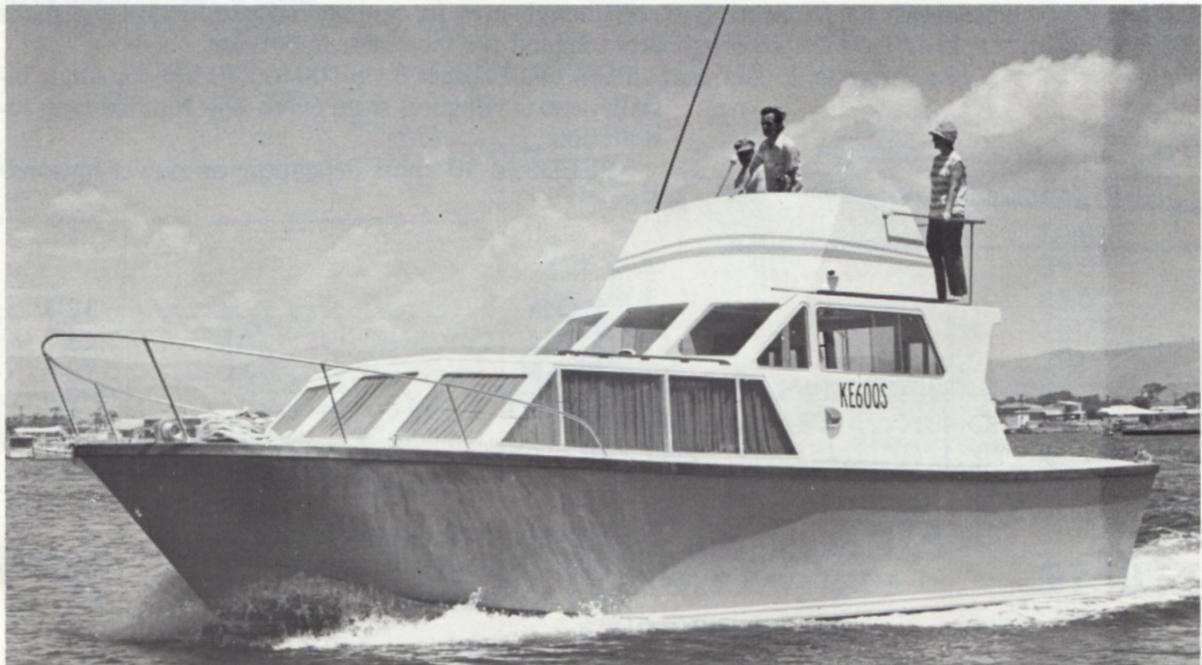
## HULL MODERATE V

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

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

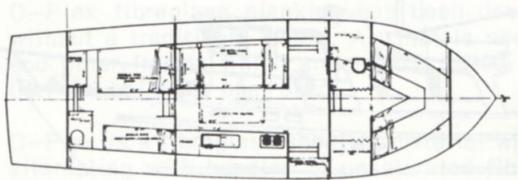
STUDY PRINTS ..... \$5 ea.  
SET OF STUDY  
PRINTS (3 versions) ... \$12

ALSO AVAILABLE WITH STERN CABIN — CENTRE COCKPIT



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

# 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"



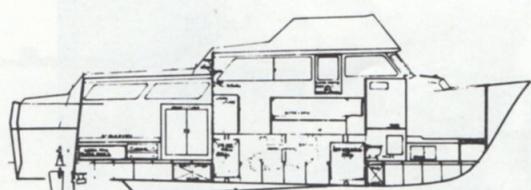
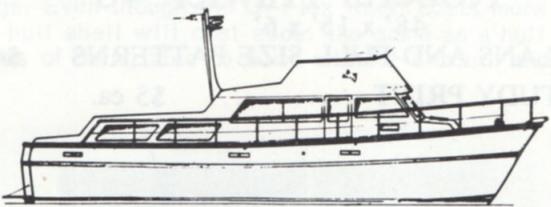
Study Prints \$5

Build in Glass,  
Plywood or Steel

# ROBERTS P 41

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

BUILD IN FIBREGLASS  
PLY OR STEEL

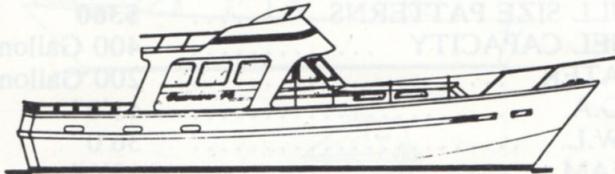


PLANS &	
FULL SIZE PATTERNS	..... \$395
STUDY PRINTS	..... \$5

# WAVERUNNER 45

Build in Glass,  
Plywood or Steel

## VERSION A



## VERSION B

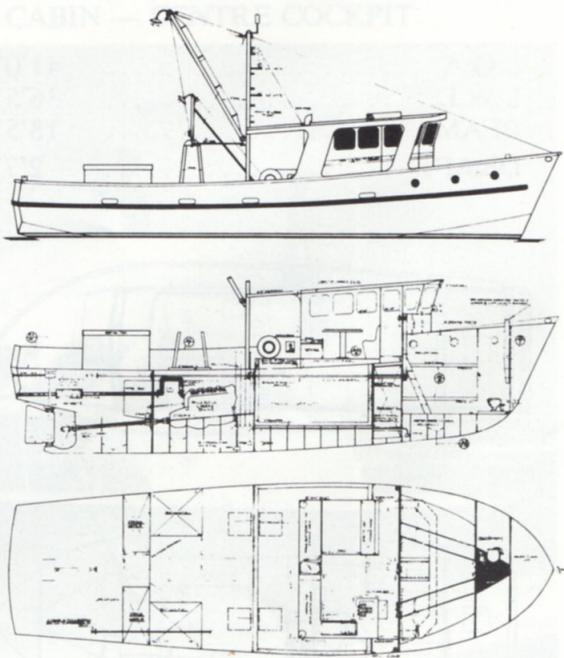


L.O.A.	.....	45'0"
L.W.L.	.....	40'0"
BEAM	.....	15'0"
DRAFT	.....	4'6"
PLANS INCLUDING FULL SIZE PATTERNS		..... \$480
STUDY PRINTS		..... \$5 ea.

## 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.

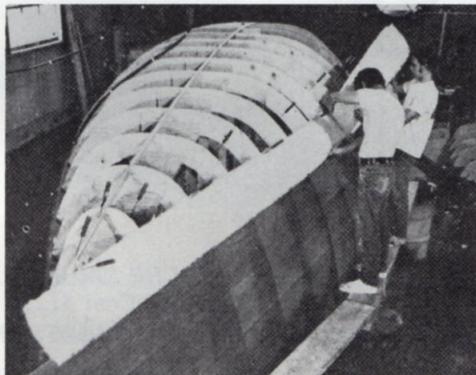
C-Flex is a fibreglass sheeting material which is made up of rods and fibreglass reinforced plastic alternating with bundles of unsaturated fibreglass rovings, the whole held together by two layers of lightweight open weave fibreglass cloth.

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

HING VESSELS TO 100'

# AMATEUR BOATBUILDING

by BRUCE ROBERTS-GOODSON (ASSOC) S.N.A.M.E.



AMATEUR BUILT WAVERUNNER 40  
-BUILT IN SIX MONTHS BY TWO MAN TEAM WITH  
NO PREVIOUS FIBREGLASS EXPERIENCE



AMATEUR BUILT ROBERTS 38' SAIL  
HULL COST ONLY \$1200



AMATEUR BUILT ROBERTS WAVERUNNER 36



AMATEUR BUILT ROBERTS OFFSHORE 44  
-BUILT IN NINE MONTHS BY HUSBAND  
AND WIFE TEAM

100 YACHTS AND CRUISERS YOU CAN  
BUILD FOR LESS IN FIBREGLASS,  
PLYWOOD, STEEL, FERRO, OR TIMBER.

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

The book is fully illustrated with numerous photographs and drawings showing boats under construction and complete.

You are taken step by step through the various construction techniques including Fibreglass, Ferro, Plywood, Strip Plank and Steel.

**A MUST FOR ALL HOME BUILDERS**

**PRICE \$5.75**

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