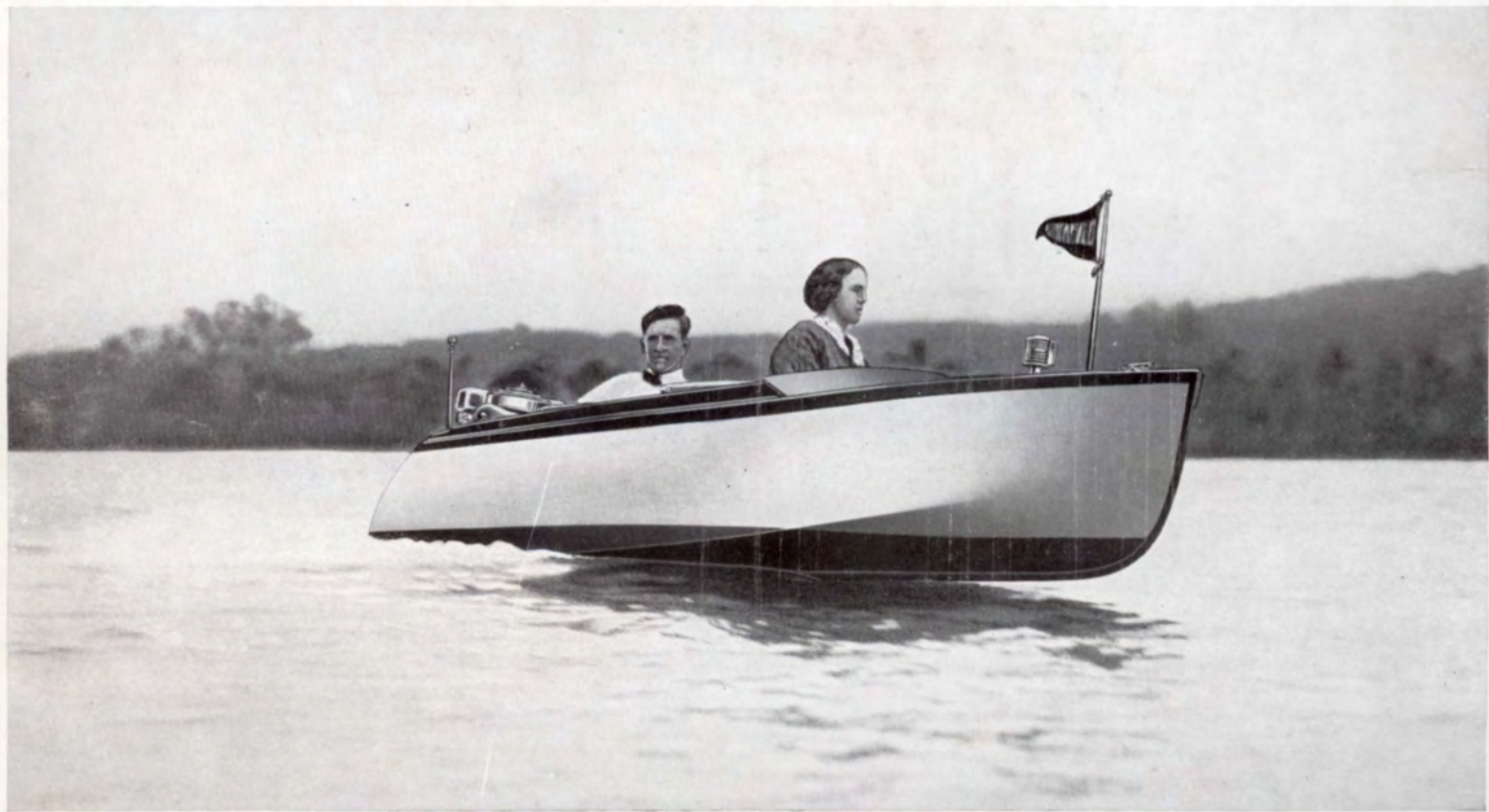


Penn Yan Boats





PENN YAN SUPER BUZZ DELUXE



THE ownership of a modern boat will bring to you a clean, safe and fascinating recreation—the fullest enjoyment of the outdoor playgrounds, nature's lakes and rivers. Whether you choose paddle, oars, sail or motor—whether you find romance in a canoe under the moon, contentment in slow trolling for the "big fins," exhilaration in sailing, or thrill in flying over the water with a high speed outboard—you will find in boating a new and lasting pleasure—added health and happiness.

A great many models and sizes of boats, in a variety of constructions, are available at a wide range in price. Your satisfaction with the boat you choose will depend on the facts at your command when you make the selection.

There is hardly anything in the world that some will not sell cheaper than others, by sacrificing quality. Those who consider price only are their lawful prey.

The purchase of a boat will become an expense if it gives only a few months of service—an investment if it lasts for a long period of years. *Quality* is more than worth the little extra that it costs.

No boat can be better than the knowledge, the responsibility and integrity of those who built it.

Behind each PENN YAN craft—guaranteeing its *correctness of design*, its *quality* and the *service it will give*—is a plant and an organization which has no equal in the industry.

PENN YAN BOAT COMPANY, Inc.

PENN YAN, NEW YORK

THE PLANT

Situated at Penn Yan, N. Y., on Keuka Lake, with open water available the year around, the Penn Yan Boat Company's plant is ideally located for the experimental and testing work that is a necessary part of its endeavor to maintain the very highest standard in design and performance.

This "daylight" plant, the finest of its kind in existence, was built and equipped solely for the production of the craft illustrated in this booklet. Every facility which will aid in their manufacture is available.

THE PERSONNEL

The best type of workmen are attracted and held by the working conditions obtaining in a modern, light, clean and well equipped shop. The men who build Penn Yan boats are picked from the finest. Each is a specialist in his line and takes great pride that his part in the fabrication of these craft shall be above criticism.

Management is in the hands of men with long experience in the industry—men who know boats and use them constantly—men whose watchword is "progress" and whose business creed is the golden rule.

THE PRODUCT

The Penn Yan line of boats and canoes is complete and meets all small watercraft requirements. Eighteen models are available, each of which is particularly adapted to the use for which it was developed. All are of modern design by skilled architects, built with machine tool precision of the finest materials and thoroughly tested under extreme conditions.

The composite method of construction is used on all Penn Yan boats. Each hull is built over a heavy, solid form which insures perfection of line and model. The cedar planking is copper fastened to wide ribs of the same material, set very close together. This forms practi-

cally a double planking with the grain crossed and, while exceptionally light in weight, it is very strong.

Over this smooth planked hull, one piece of 24-ounce canvas (three times as thick as ordinary tent duck), is stretched by machinery under a tension as high as 12 tons. A special filling material is applied to this canvas which removes all trace of texture and provides a perfectly smooth, hard but slightly flexible surface that will wear like a sheet of steel.

The composite construction with smooth planked wooden hull, canvas covered, when properly built, of the right materials, provides by far the most satisfactory small boat known.

It has all the advantages of any of the other types and none of their disadvantages. In addition it has many desirable features found in no other boat.

With a weight of scarcely more than half that of similar steel or all-wood craft, it has greater durability coupled with absolute water tightness. Owing to the steel-like outer surface it may be dragged over stone and gravel beaches for years without injury.

Composite construction permits finer lines than are usually possible otherwise and fine lines mean more than beauty. Together with lightness and flexibility, they give to a boat that quality of being alive and intelligent that is absent in the stubbornly rigid type—it meets the waves like a conqueror and not like a saw log.

Actual tests show that it will live and remain dry in a sea so heavy as to quickly founder wood and steel boats of similar size.

No "ton of weight" to handle in the water or on the shore, no water soaking, drying out or leaking, no bailing, no caulking or puttying, no battered "tin can" appearance or unpleasant metallic sound under oars or motor,—in fact, no boating bugaboo of any kind will be found in a Penn Yan craft.

They come very close to small boat perfection—a joy to own and to use. Those who have tried them would not have any other.

GENERAL SPECIFICATIONS

Applying to all Models

All craft shown in this catalog are ribbed and planked with cedar—copper fastened. Keelsons, seat risers and other framing are of spruce. Stems and knees are of oak.

Mahogany trimmed boats have gunwales, transoms, seats and decks of this material—finished like a piano.

Spruce trimmed boats have spruce gunwales, white pine or oak transoms, as required, cedar seats and maple decks.

Twenty-four ounce canvas of the finest quality is used on the larger craft and the dinghies. On the canoes and smaller boats the weight is suitable for the service required.

The filling material removes all trace of texture and is smooth, hard and durable.

The outside of the hulls, except on racing models, is finished by the automobile body process with a final application of two coats of spar varnish. The completed surface is smooth and brilliant and may be had in any color or combination of colors. The trim and entire inside finish is of spar varnish only, on the natural wood, revealing all the beauty of this material.

All boats have natural finished floor racks that are removable for ease in cleaning.

Full length keels projecting one inch below the bottom are provided on all models except the auto canoe and the hydroplanes.

All but the canoes and high speed outboard boats have oak bilge keels for added protection to the bottom. Angle brass corners protect the chimes on the high speed models.

The polished brass oarlocks, and most of the other fittings used

on boats in this catalog are manufactured by the Penn Yan Boat Company, to its own designs.

Four styles of oarlock horns, all of which are interchangeable in the same plate sockets, are available. Open (feathering), North River (pinned), Adirondack and Round.

In ordering a boat state the type of horns desired. Otherwise the open type will be furnished. Adirondack horns require square butt oars.

Boats are priced complete, ready for use, except for oars, paddles, back rests and other equipment, which are extras.

Tarpaulins are of waterproofed khaki duck. On all but the dinghies, fastening is effected by hooking at the transom and tightening draw ropes at the bow which pull the cover snugly up under the outwales for the entire length. This method is simple, quick and practical. No difficulties are experienced thru cover shrinkage and there are no snap fasteners to become broken. Dinghy tarpaulins are fitted with the usual grommets and ropes for tying under the boat while on the davits or chocks. On all outboard models an opening for the motor, with a flap, is provided at the transom. It is not necessary to remove the motor to cover the boat.

Bow light equipment consists of a polished cast brass combination light with dry cell battery under the deck, controlled by a switch on the dash.

Stern light is installed only in combination with the bow light and is operated from the same battery, both being controlled by one switch mounted on the left side of stern within reach of the driver. The stern light is instantly removable.

FAST OUTBOARD BOATS

Prior to the year 1926, the only outboard engines available were of the low power "kicker" type. They were intended to take the place of a pair of oars and consequently were used on rowboats and square stern canoes; giving very satisfactory service and developing speeds of 6 or 8 miles per hour.

Upon the appearance of high-power motors, it became apparent that especially designed craft were going to be necessary for them if any degree of safety and efficiency were to be obtained.

Under the tremendous thrust of these new motors, the old types of outboard rowboats and canoes stuck their bows up in the air in a vain endeavor to climb to the surface, throwing large quantities of water in all directions and acting in general as tho they might, at any moment, turn a hand-spring.

Early experiments, immediately indicated that the problem of producing craft which would perform properly with the increased power, and make full use of it to the end of travelling smoothly at maximum speed, were such as to severely tax the engineering abilities of those who attempted it.



Merely pleasing, "boaty" lines were no longer sufficient. Bottom areas had to be properly proportioned and shaped, weight distribution and planing angles had to be correct. It was necessary to replace "boat builders art" with exact scientific knowledge and experiment.

The unequalled facilities for development work along these lines available at Penn Yan were used to produce the craft with which were given the first public demonstrations (in 1926) of the high powered motors. They were called Baby Buzzes and travelled at about twice the speed of former outboard boats. Their spectacular performance awakened interest and enthusiasm wherever they were seen.

Since that time Penn Yan has been conducting the most extensive program of fast outboard motor boat experimental work ever undertaken.

The Super Buzz and the Playmate for general family use—and the Ceestepper and Beehydro for racing—are the products of this endeavor. Their performance, handling qualities, safety, comfort, appearance and serviceability are proof of the results that have been accomplished.



OUTBOARD RUNABOUTS

Super Buzz

The introduction of high powered outboard motors and the development of efficient craft for use with them, has opened a new era in boating. Heretofore the delights of high speed water travelling have been reserved for the few who could afford costly runabouts. Now, for a very modest investment, you may become the owner of an outboard boat that will give all the thrills of flying—with absolute safety and luxurious comfort. The operating cost will be less than that of the smallest automobile.

These new craft are so far superior to the older types of power boats as to make them entirely obsolete. "Slow motion" monotony gives way to exhilarating speed—a sensation of which you never tire because of the ever changing water surface over which you travel.

The complete power plant is mounted on the transom and the entire interior of the boat is available for passengers. No greasy engine, leaking stuffing box, hot exhaust pipes or other messy equipment. No bilge water with oil and gasoline in the bottom. No fire risk! The boat is clean, dry and safe at all times.

The motor is a compact, detachable unit—simple, easy to operate, and thoroughly reliable. Owing to the tilting feature, the boat may be safely driven in shallow water or beached anywhere. Both boat and motor are easily cared for when not in use. There is no "work" to this new kind of water motoring.

The dryness of these craft is remarkable. They are safe and comfortable in any sea that an open boat can face. The extremely wide flat bottom makes capsizing impossible.

The shock absorbing qualities of the slightly flexible composite construction give real "balloon tire" riding characteristics in heavy seas. They cannot be strained or pounded to pieces no matter how

Playmate

rough the water or how great the speed. They cannot leak or gain weight thru water soaking.

Fast enough for the speed fan, comfortable for the whole family and practical for every use to which a small boat may be put—they are truly water motor cars.

In purchasing a high speed outboard runabout, there are a few important points that should be kept in mind.

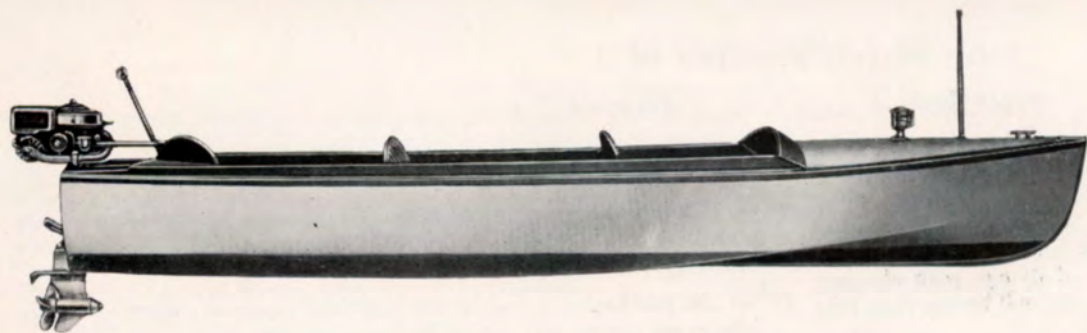
Craft of this type must be light in weight if satisfactory performance is to be obtained and no light weight all-wood construction will withstand the service to which these boats are usually put. Fast driving in rough water soon loosens the fastenings and causes leakage.

Penn Yan composite construction is flexible—it gives under shock and can never be strained or become leaky. Its life is many times greater than any but the heaviest of all wood types.

The design must be correct. A boat may be ever so nice looking but unless the bottom is accurately and properly shaped and proportioned, it may act abominably when an attempt is made to drive it at high speed.

Penn Yan has developed craft that give maximum speed and efficiency with perfect stability and handling qualities. They run level, like a train on a track, with the bow just clearing the water. This trim remains the same, either with a driver alone in the stern seat or with passengers in the forward seat. That this can be possible, seems miraculous, but it is, nevertheless, a fact.

Remember that it is impossible to produce a boat which will give really satisfactory results with different powers. Beware of those offered without definite recommendations as to suitable motors—there is no such thing as a boat good for all. Buy the correct boat for the motor which you intend to use.



PENN YAN SUPER BUZZ DELUXE

For High Powered Motors of More Than 7 H. P.

This craft was designed for those who want the very finest high speed outboard boat that it is possible to produce. No expense has been spared that would add to appearance, comfort or convenience.

The basic characteristics of the boat are identical to those of the famous Penn Yan Super Buzz described on the next pages—a craft which has met an enthusiastic reception, everywhere that there is water.

The luxurious comfort of the DeLuxe model, its fast, level running, its sharply banked turns, its dryness in rough water, its ultra-smart appearance—all will delight you.

In this craft you will get every desirable quality of those costing many thousands of dollars—without any of their disadvantages.

The exhilarating sensation of smooth, high speed which it gives can not be exceeded by *any* boat. Comfort, seaworthiness and safety are at the maximum. The speed with driver alone ranges from 21 to 25 miles per hour, depending upon the power of the motor.

Cost of purchase, cost of operating, weight and amount of attention and care required are minimum. No boat house is needed—simply run the craft under its own power up onto an inclined slip or



beach it and cover it with the tarpaulin.

Attention is particularly directed to the weight, 310 pounds. Two men can pick the boat up and carry it.

The craft is leak-proof—there is no bailing to be done. Because it does not gain weight thru water soaking there is no reduction in speed thru continued use.

In short, the Super Buzz DeLuxe is incomparably the finest of small water craft available today.

All exposed woodwork is of genuine mahogany—nicely finished. The deck and sides to the waterline, are finished in color and spar varnish—the bottom in Bridgeport Bronze.

The floor is of grey linoleum. The entire inside of the boat is upholstered in blue Spanish Fabricoid. Cushions and backs are of the same material—plaited.

Equipped with polished brass bow cleat, chocks and stern cleats. The electric lights and flag pole shown in the photographs are extras. The stock color is blue.

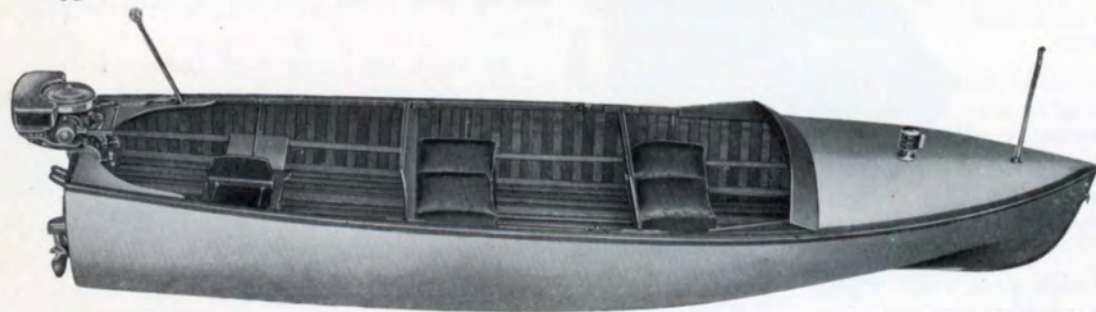
Crating advisable on less than carload shipments, extra \$7.00.

Model	Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Code Word	Price
SBDL	16 ft.	52 ins.	21 ins.	310 lbs.	600 lbs.	Diamond	\$360 00

Electric Bow and Stern Lights,
installed.....\$22.00

Flag Pole and Socket..... \$2.00
Khaki Tarpaulin Cover.....\$22.00
Names, gold and color, 2¼", per letter, 20 cents

4-foot Spruce Paddle..... \$2.25
White Enamel Finish, extra.....\$10.00



PENN YAN SUPER BUZZ

For High Powered Motors of more than 7 H. P.

Because it has no equal as a general purpose runabout, the Super Buzz is the most famous and widely used fast outboard boat in existence.

It will take you over a rough, wind-swept lake at a breath-taking pace—in comfort. It will carry a big load at high speed or may be throttled down to 2 miles per hour for trolling. It is practically impossible to capsize it. There is no outboard craft available of any type—that is safer.

It is bigger, faster, more comfortable and more durable than it's prototype, the Baby Buzz. Attention is particularly directed to the beam (width), depth and seating capacity as compared to the older model. The speed with driver alone ranges from 22 to 26 miles per hour depending upon the power of the motor.

It is natural for the introduction of a craft so far in advance of others to be followed by imitations. Boats are now appearing which *look* something like the Penn Yan Super Buzz. One thing cannot be copied, however, and that is the knowledge and experience behind it. And in a high speed boat which requires a scientifically designed bottom, these things have a real value to the purchaser.

A study of the photographs will reveal refinements of construction

not found in the usual boat. Balanced in line and proportion with no weak spots or excess weight of material where not required—this craft aptly illustrates the old saying that “there is no strength in clumsiness.”

Notice the 5-foot bow deck with runabout type of cowl, the substantial way in which the transom is braced, the comfortable and roomy layout of the interior. In this boat you will get all the comfort performance and efficiency that modern engineering science can produce.

Prices are on craft complete ready for use. Fitted with polished brass stem band, seat braces, painter ring and one pair of polished brass oarlocks but without the cushions, lights or flag pole shown in the photographs, which are extras.

The forward seats are 16 inches wide and the back rests are instantly removable. The location and position of the drivers seat provides the maximum of comfort and convenience.

Made only in the mahogany trim. The stock color is palm green. Decks are finished the same as the hulls. Other colors are optional in two week's time at no extra cost, except for white which is priced below.

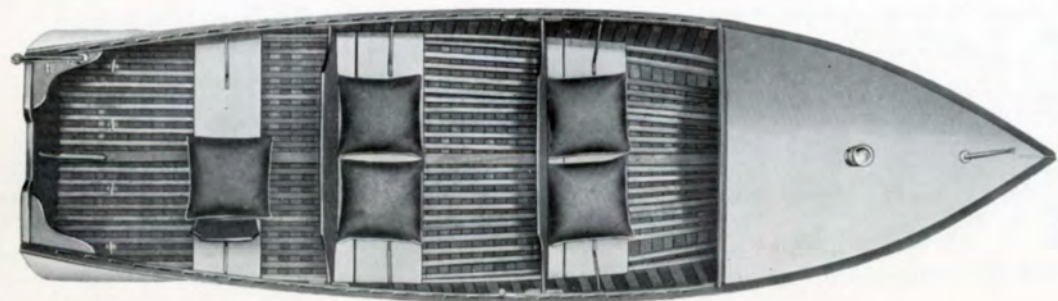
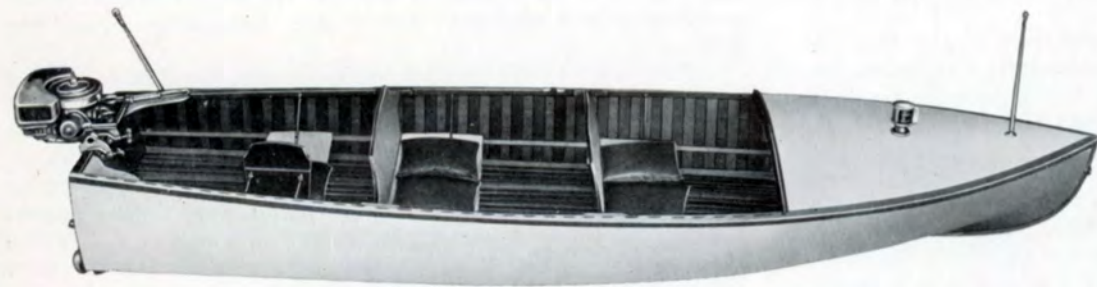
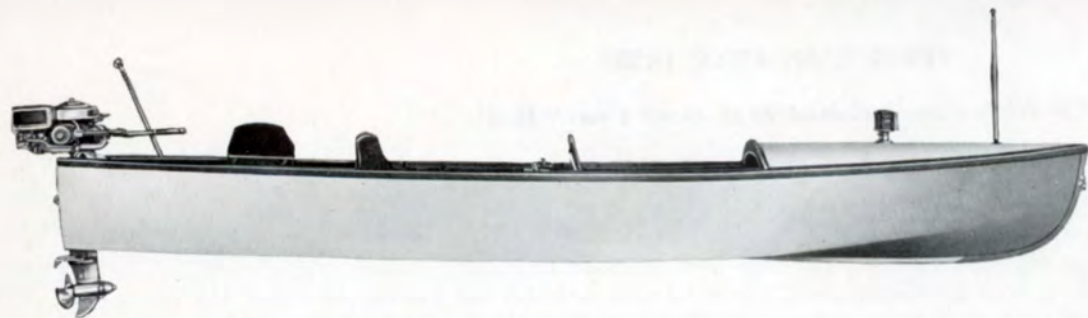
Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Model	Code Word	Price
16 ft.	52 ins.	18 ins.	240 lbs.	400 lbs.	SBMB	Sapphire	\$225.00

Life Preserver Cushions, each. \$1.50
 7½-foot Oars, leathered and varnished
 per pair. 5.25
 Flag Pole and Socket. 2.00

Electric Combination Bow Light, with
 battery and switch, installed. \$16.00
 Electric Stern Light (installed only
 with Bow Light). 6.00

Khaki Tarpaulin Cover. \$20.00
 White Enamel Finish, extra. 10.00
 Names, Gold and Color, 2¼" per
 letter.20

Crating (advisable on less than Carload Shipments) Extra, \$7.00



PENN YAN PLAYMATE

For Medium Powered Motors of 4 to 7 H. P.

The Playmate is, for the medium power motors, what the Super Buzz is for the big motors—a highly efficient general purpose runabout. The dimensions are somewhat smaller and the weight correspondingly less, thus allowing the maximum possible performance with the power available. The bottom lines are necessarily entirely different from those of the Super Buzz.

With a dryness and seaworthiness that is only slightly less, it has the same fine handling qualities, comfort and safety as its larger companion craft. The weight—185 pounds—is remarkably low for a boat of this size. Anyone can draw it up on a slip or beach and two men can easily pick it up and carry it.

Light weight has not been obtained at the sacrifice of strength, however. The boat is extremely rugged and durable—it will withstand an amazing amount of abuse.

To those who prefer to use the medium power motors, the Playmate will give the greatest all-round satisfaction that can possibly be obtained, but do not expect satisfactory performance if you either under or over power it. Equipped with any of the medium power

motors for which it was designed it is a craft which will delight you in every particular.

The speed with driver alone ranges from 20 to 24 miles per hour depending upon the power of the motor. While the speed approaches that of the Super Buzz when running light, it falls off much more rapidly under increased loads than in the case of the larger model.

Prices are on boat complete ready for use. Fitted with polished brass stem band, seat braces, painter ring and one pair of polished brass oarlocks but without the cushions, lights and flag pole shown in the photographs, which are extras.

The forward seats are 16 inches wide and the back rests are instantly removable. The location and position of the drivers seat provides the maximum of comfort and convenience.

The stock color of the mahogany trim boat is palm green; the spruce trim bright red. Decks are finished the same as the hulls. Other colors optional in two weeks time at no extra cost, except for white which is priced below.

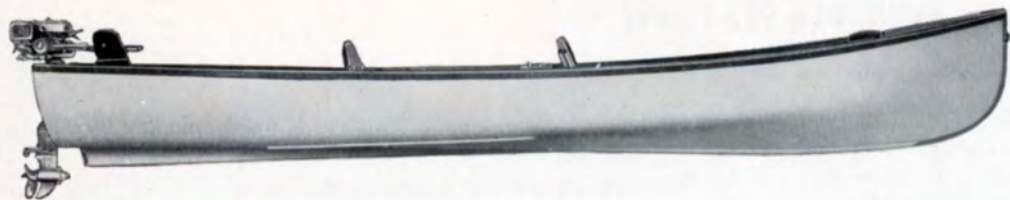
Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Spruce Trim Model	Code Word	Price	Mahogany Trim Model	Code Word	Price
15 ft.	50 ins.	16 ins.	185 lbs.	300 lbs.	PLB	Plaza	\$177.00	PLMB	Platoon	\$190.00

Life Preserver Cushions, each..... \$1.50
 7½-foot Oars, leathered and varnished
 per pair..... 5.25
 Flag Pole and Socket..... 2.00

Electric Combination Bow Light, with
 battery and switch, installed..... \$16.00
 Electric Stern Light (installed only
 with Bow Light)..... 6.00

Khaki Tarpaulin Cover..... \$19.50
 White Enamel Finish, extra..... 10.00
 Names, Gold and Color, 2¼" per
 letter..... .20

Crating (advisable on less than Carload Shipments) Extra, \$5.00



PENN YAN COQUETTE

For Low Powered Motors of less than 4 H. P.

Those who want the very finest available craft for use with motors up to 4 horse power will find in this 16-footer a boat which surpasses their highest expectations.

It is big, capacious, comfortable and remarkably seaworthy. You may safely take the whole family out in it, even in bad weather. Attention is particularly directed to the width. Those who have used narrow boats and canoes in which the weight of the motor projects the bow high in the air will appreciate the stability and level running position of this craft.

Owing to its fine vee bottom lines—like those of the modern run-about—it is as fast under a light load as a speed canoe and under heavy loads it's much faster than boats of less width or with the less efficient round bottom.

The speed with driver alone ranges from 8 to 14 miles per hour with motors developing from 2 to 4 actual horsepower.

Designed for efficient driving with medium power this boat is not

suitable for use with big motors. Its action under more than 4 horse power is unsatisfactory.

Notice the substantial transom construction, the wide stern seat, the 30-inch bow deck with coaming and the pleasing distinctive lines of the craft.

Study the action photos of the craft shown elsewhere in this booklet. This will permit you to visualize its nicety of line. Remember that the Coquette is a low-power displacement boat which travels *thru* the water rather than planing over its surface. That the running is absolutely clean, without bow wave or roll at the forward quarter, is indicative of its superb design.

No outboard boat afloat is finer in appearance or performance.

Stem band, seat braces and painter ring are of polished brass. Equipped with one pair of polished brass oarlocks.

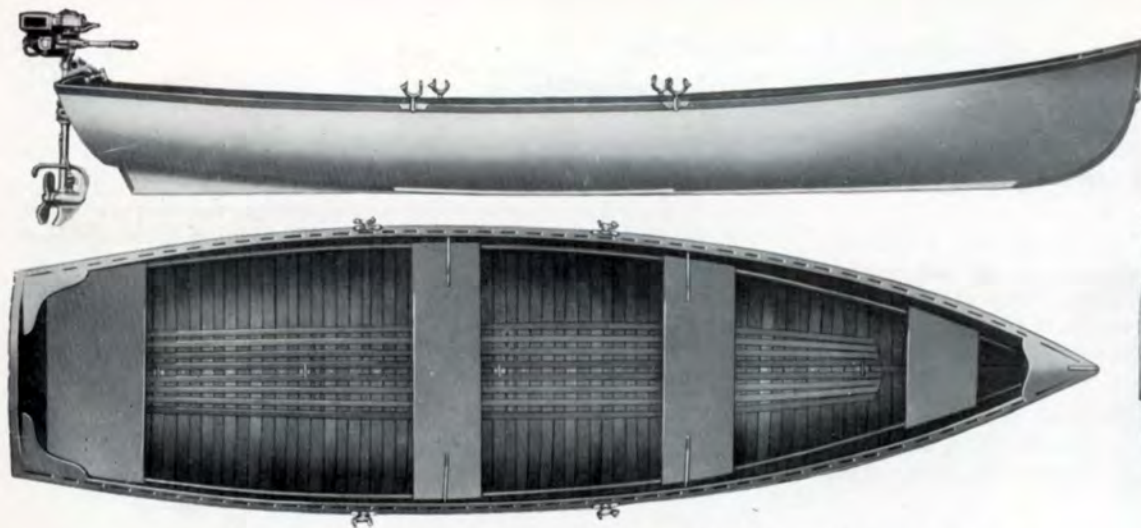
Cushions, which give the boat all the comfort of an automobile, are available at extra cost. Seats in models COB and COMB are 16 inches wide—in model CO, 12 inches wide. The stock color is palm green.

Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Spruce Trim Model	Code Word	Price	Mahogany Trim Model	Code Word	Price
16ft.	50 ins.	16 ins.	175 lbs.	300 lbs.	COB CO	Condor Costume	\$150.00	COMB	Cockatoo	\$163.00
							\$138.00—Without back Rest Equipment			

Life Preserver Cushions, each. \$1.50
 7½-foot Oars, leathered and varnished
 per pair. 5.25
 Flag Pole and Socket. 2.00

Electric Combination Bow Light, with
 battery and switch, installed. \$16.00
 Electric Stern Light (installed only
 with Bow Light). 6.00

Khaki Tarpaulin Cover. \$20.00
 White Enamel Finish, extra. 10.00
 Names, Gold and Color, 2¼" per
 letter. 20



PENN YAN ROW-OUTBOARD BOAT For Oars or Light Motors

This craft was designed for a general purpose "cottage boat" to be used with either oars or motor. A fine craft for long distance fishing trips.

Owing to the fact that it is impossible to make a boat that is perfect for both oars and motor, it is not to be compared, as an outboard boat, with those shown on the preceding pages. It is, however, a much better rowboat.

For use with the lighter weight motors, this craft is superior in every way to our former square stern sponson canoe, which it replaces. It weighs and costs less. Attention is particularly directed to the weight—105 lbs. Very easy to row or to handle ashore.

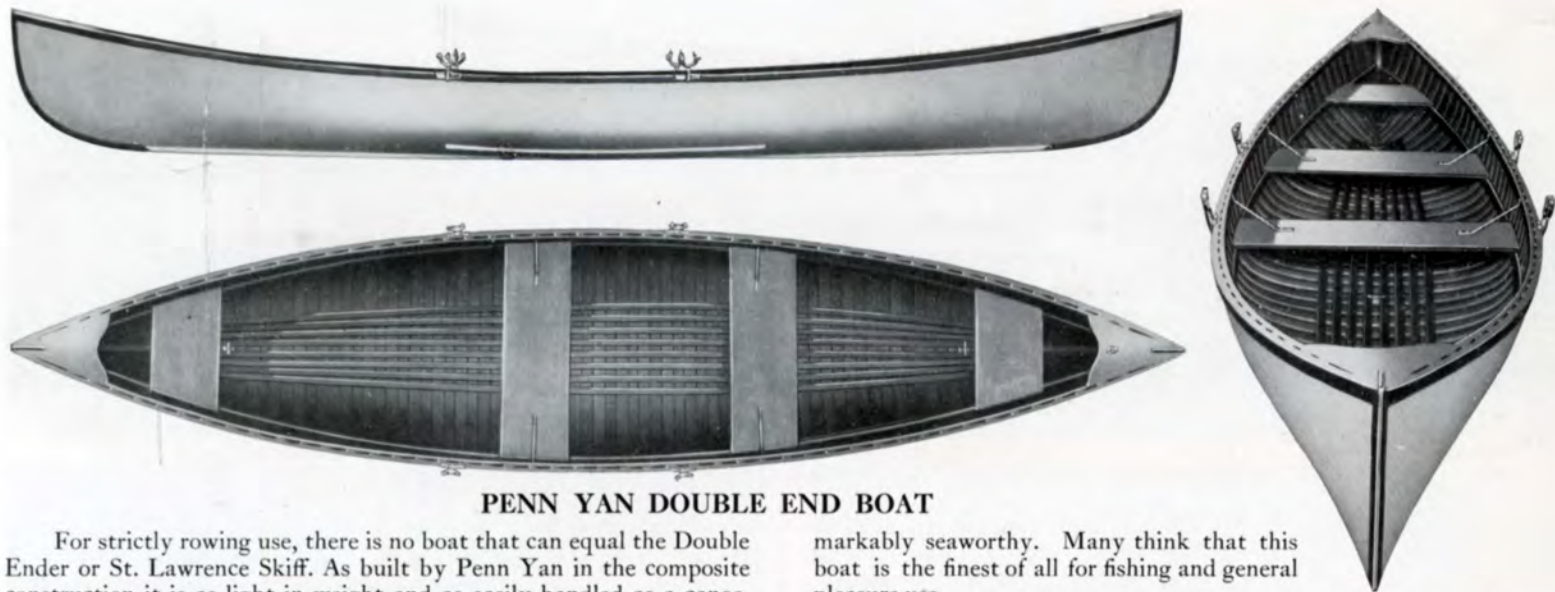
Stem band, seat braces and painter ring are of polished brass. Regularly equipped with two pairs of polished brass oarlock plates and one pair of horns. The stock color is palm green.

Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Spruce Trim Model	Code Word	Price	Mahogany Trim Model	Code (Word)	Price
14 ft.	46 ins.	15 ins.	105 lbs.	190 lbs.	CF	Chisel	\$96.00	CFM	Chimney	\$104.00

7-foot Oars, leathered and varnished,
per pair..... \$4.90
Life Preserver Cushions, each..... 1.50

Extra pair Polished Brass Oarlock
Horns..... \$2.00
Names, Gold and Colors, 2¼", per letter..... .20

Khaki Tarpaulin Cover..... \$17.50
White Enamel Finish, extra..... 6.00



PENN YAN DOUBLE END BOAT

For strictly rowing use, there is no boat that can equal the Double Ender or St. Lawrence Skiff. As built by Penn Yan in the composite construction it is as light in weight and as easily handled as a canoe.

It is graceful in appearance and moves through the water swiftly and noiselessly, leaving practically no wake. No other type of boat rows as easily. While a bit narrower than other models its long, straight keel insures proper handling qualities on windy lakes and it is re-

markably seaworthy. Many think that this boat is the finest of all for fishing and general pleasure use.

Fitted with polished brass stem bands, seat braces and painter ring. Regularly equipped with two pairs of polished brass oarlock plates and one pair of horns.

The stock color is palm green.

Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Spruce Trim Model	Code Word	Price	Mahogany Trim Model	Code Word	Price
16 ft.	42 ins.	14½ ins.	100 lbs.	175 lbs.	DE	Desert	\$90.00	DEM	Demon	\$98.00

7-foot Oars, leathered and varnished,
per pair..... \$4.90
Life Preservers Cushion, each..... 1.50

Extra Pair Polished Brass Oarlock
Horns..... \$2.00
Names, Gold and Colors, 2¼", per letter..... .20
Khaki Tarpaulin Cover..... \$16.50
White Enamel Finish, extra..... 5.00



SUPER BUZZ DELUXE



SUPER BUZZ DELUXE



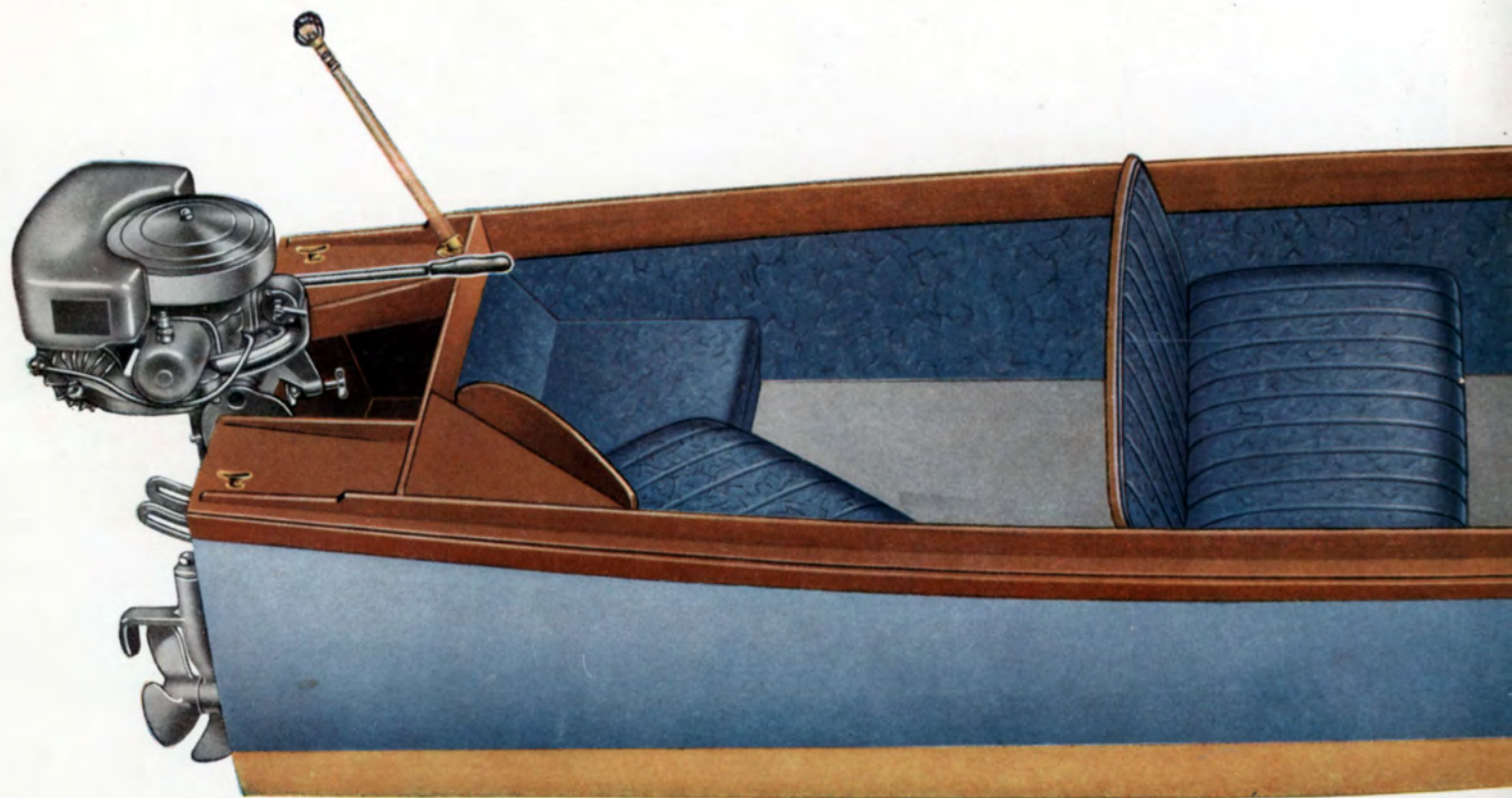
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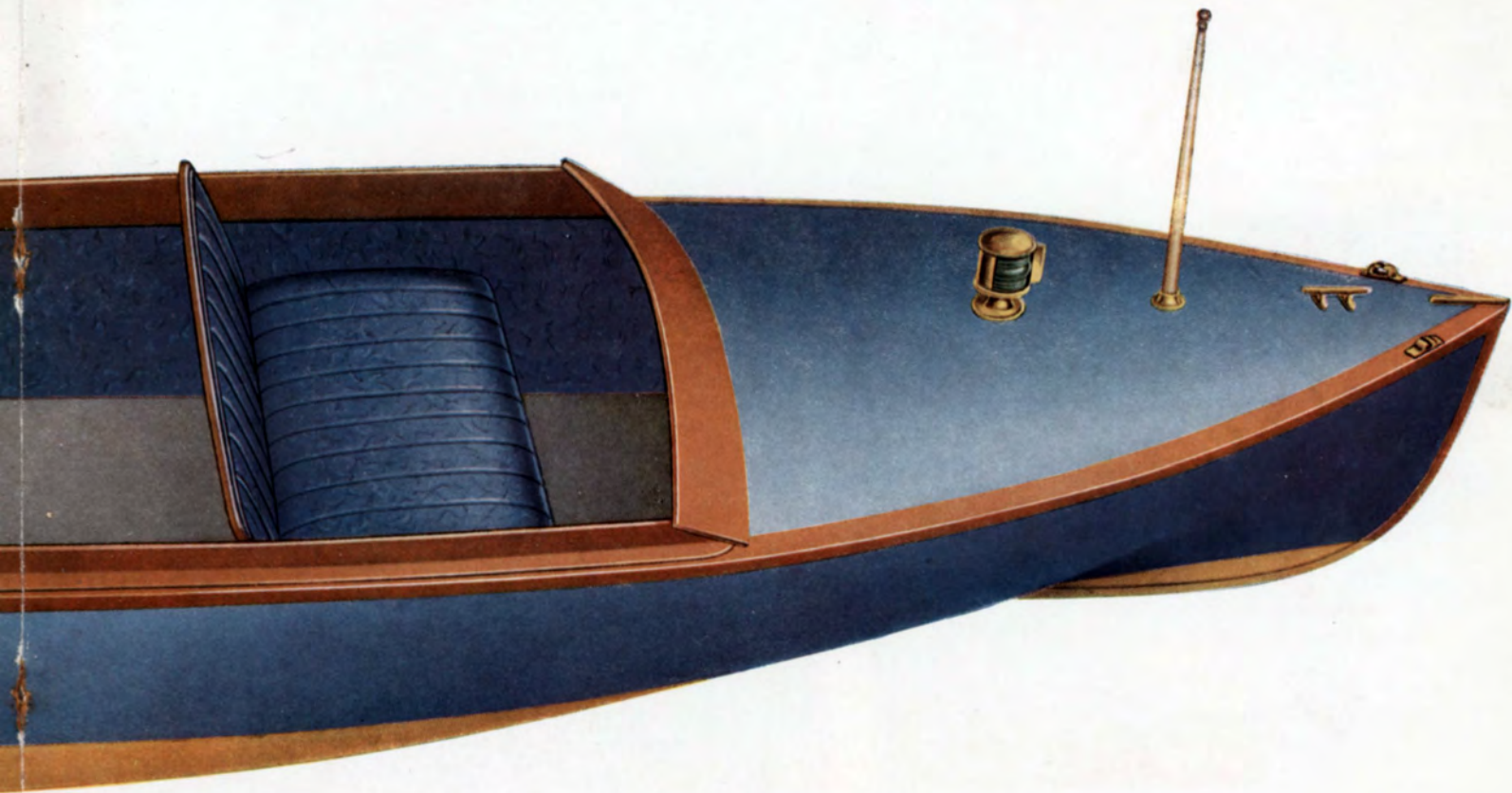
PLAYMATE



COQUETTE



PENN YAN 9



SUPER BUZZ DELUXE



BEEHYDRO



SAILING DINGHY



SAILING DINGHY



CEESTEPPER



CEESTEPPER

RACING

In less than two years the record speed for outboard motor racing boats has been doubled—raised from 16 to 32 miles per hour. It goes without saying that such speed in a small boat provides real thrills—more than you can get in anything else but a flying machine.

The outboard races have already become the major feature of the increasing number of regattas that are being held at all water centers. In some of the 1927 races as many as 50 entries faced the starter and furnished wild excitement, both for themselves and the spectators, as they tore around the course—blurred streaks of color—with roaring motors, hitting only the wave tops.

The winners get cash prizes or valuable trophies—and the glory. Best of all, however, they have experienced the indescribable exhilaration of driving their own boat thru to victory.

Until you have driven one of these new snappy little craft in competition—until you have smashed thru rough water with other flashing hulls running abreast of you—have rounded the turns at the buoys on “two wheels” amid a shower of spray—watching your step to avoid collisions—you cannot appreciate what a red-blooded, exciting fascinating sport it is.



OUTBOARD HYDROPLANES

Ceestepper

Penn Yan is the world's largest manufacturer of outboard motor racing boats—a position attained solely thru the merit of its product.

The two hull designs shown in this catalog are the result of exhaustive experiments backed by scientific knowledge and practical experience with craft of the type. All useable combinations of beams, planing angles and step positions were tested for speed under varying weights and powers—with particular attention being given to stability and rough water handling qualities—in developing these hydroplanes

From these tests, several entirely new and radical features were evolved—features which provide a number of highly desirable characteristics never before to be had in an outboard motor racing boat.

The method used in building was originated by—and is exclusive with Penn Yan. No other manufacturer offers it. The materials and the structural design are the same as those of an airplane—a construction offering the greatest strength for the least weight of any known to modern engineering science.

Weight is an extremely important factor in obtaining speed. The figures given in this catalog are honest and will be found considerably less than that of any others which are sufficiently substantial to be at all serviceable. Some manufacturers advertise weights far less than the actual poundage. Get a guarantee before buying.

Also remember that a boat built of wood only will weigh much more after a short period of usage.

Penn Yan racing boats can not gain weight thru water soaking. They will not leak and cannot be pounded to pieces in rough water. Exposure to the elements has practically no effect on them. They

Beehydro

are the only craft of their type on the market today which will not be ruined if left in the hot sun or which will last and retain their full efficiency for an indefinite time under ordinary usage. The life of an all-wood racing boat is notoriously short even under the best of care.

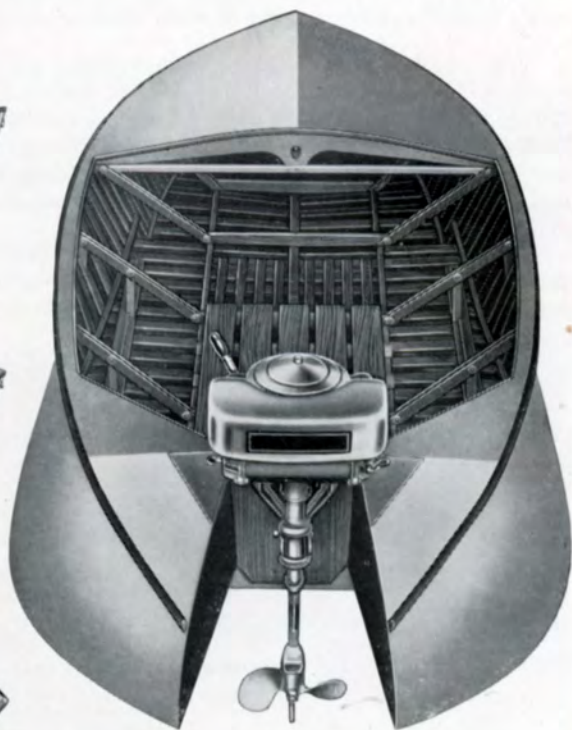
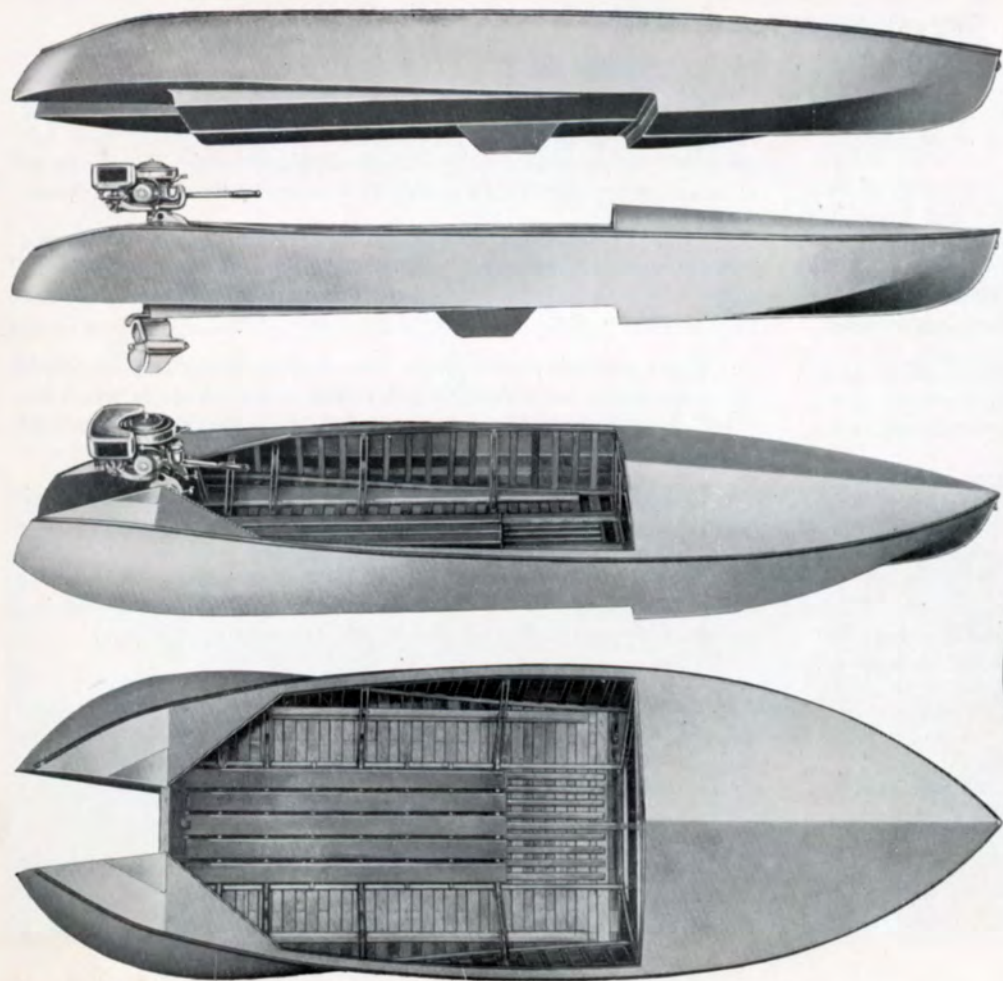
In case of accident, the special type of composite construction permits perfect, permanent and practically invisible repairs to be easily made by anyone. We furnish the materials and simple instructions.

These craft will run in proper trim with the driver alone sitting in the stern within comfortable reach of the motor. Boats in which the driver has to crawl forward for correct trim, making an extension handle necessary, are not properly designed.

In the Ceestepper or Beehydro, you will of course, get the maximum possible speed with the power you use—more than with any other craft available. We have proven that. Also—you will get a degree of smooth, level running, with freedom from any tendency to jump or porpoise, never before to be had. The seaworthiness—considering weight and speed—will be found equally remarkable.

Remember, however, that success in racing requires team work between boat, motor and driver. Penn Yan will provide you in either the Ceestepper or Beehydro with a *real* racing boat. The rest is up to your motor and to you—and largely to you, for the performance of the motor depends to a great extent upon the way in which you break it in, condition it, and care for it.

(To test two boats for their relative merits time them both over a given distance using the *same* motor. Tests with *two* motors are worthless—there may be great variation in their power.)



PENN YAN CEESTEPPER

(Patent applied for)

For Class C and D Motors

(For Class B Motors where speed exceeds 28 miles per hour or extra seaworthiness is desired.)

The Ceestepper is designed for extremely high speeds—up to 40 miles per hour—in any kind of water—rough or smooth. Its stability and seaworthiness are phenomenal for a racing boat. To obtain these without sacrificing speed a new principle of bottom design was developed, the main feature of which is the use of longitudinal steps.

For maximum efficiency increased speed requires decreased beam which normally would also mean decreased safety. The longitudinal step construction of the Ceestepper, however, provides more than ordinary stability and at the same time permits the beam of the running bottom to be governed solely by speed considerations.

The planing bottom of this craft is narrow but the beam *just above* the high speed water line is 54 inches. This feature provides three advantages: First: the boat is practically non-capsizable; second: pounding and jumping in rough water is reduced to a minimum; Third: the narrow plane allows the attainment of speeds far excess of those possible in a craft which runs on its full beam.

As an added feature, available in no other boat, the over-hanging part of the bottom is carried around the stern and for a distance of

two feet *behind* the motor. This limits the amount of “kick up” in starting. The driver may sit in the extreme stern and give the most powerful of motors instant full throttle without danger. The boat goes straight ahead—not up in the air. It is obvious that the resulting quick get away is a tremendous advantage in a race. While others are climbing forward to “break their boats over,” you are on your way.

The Ceestepper has been tested against every make of boat in its class that is available. It is faster than any other in existence today. This fact, coupled with the other desirable characteristics to be had *only* in the Ceestepper make its purchase imperative if you would be “up-front” at the finish line.

Recommended for B class motors where power developed is sufficient to make more than 28 miles per hour. The boat is *not* fully efficient at lower speeds.

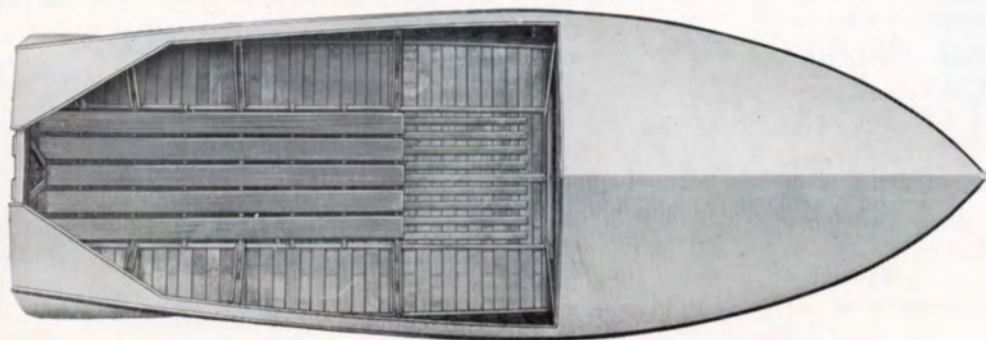
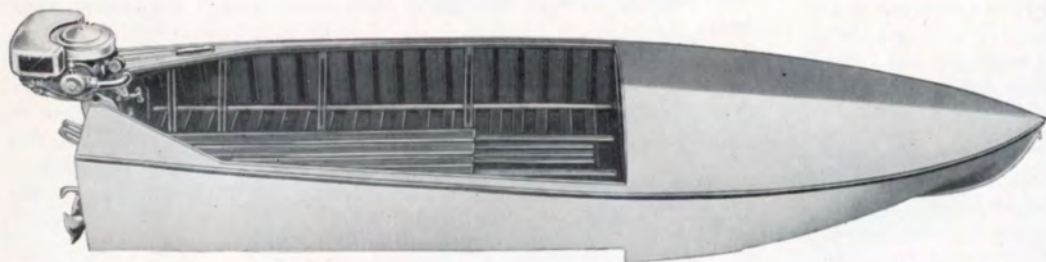
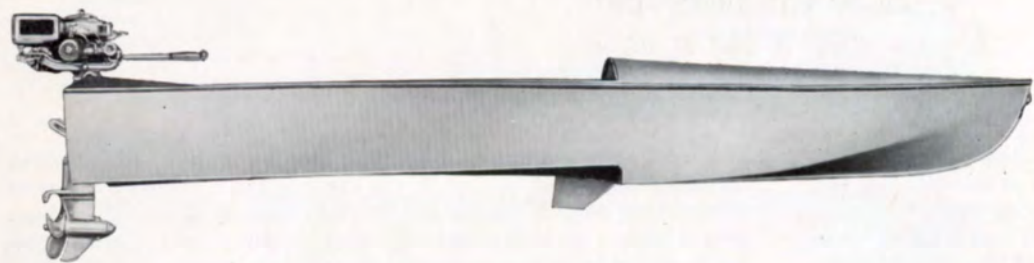
Built of cedar, spruce and Haskelite and covered with especially treated light weight duck. The outside and deck is finished in Chinese Red Lacquer; the trim and entire inside is varnished on the natural wood.

A RACING CRAFT—NOT SUITABLE FOR ROUGH, GENERAL USAGE !

Model	Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Code Word	Price
XC	14 ft.	54 ins.	15 ins.	118 lbs.	375 lbs.	Challenger	\$185.00

Kapok Floor Matt.....\$5.00 4-foot Spruce Paddle..... \$2.25 Khaki Tarpaulin Cover.....\$20.00
Names in Gold and Color, 2¼", per letter..... .20 Hand Lettered Names, any color, 6", per letter..... .50
Repair Kit..... \$3.00

Crating (advisable on less than carload shipments) Extra, \$6.00



PENN YAN BEEHYDRO

For Class A and B Motors

(Not recommended for speeds above 30 miles per hour except in smooth water. See Ceestepper.)

Where ability to make extreme speeds—safely—in very rough water is not desired, the Beehydro will meet every racing boat requirement. It is slightly faster than its larger companion boat—the Ceestepper—when the power used develops speeds *below* about 28 miles per hour.

The Beehydro has been tested against every make of boat in its class that is available. It is faster than any other in existence today.

Considering size and weight, the stability of this little craft is very remarkable—greater than that of any other similar boat. Some users have driven it at speeds as high as 33 miles per hour and have been highly enthusiastic about its smooth, level running and its wonderful handling qualities.

An important design feature of the Beehydro is its very long step-base. It slides over big waves with a freedom from jump that amazes those accustomed to the usual short step-base boats. The craft will not “porpoise” under any conditions.

Notice the neat, trim design—the smooth crowned deck which is continued along the sides and into the stern corners without a break.

This deck is covered with the same material as the hull itself. In comparison with the usual flopping canvas type it is as taut as a drum head—permanently.

The transom is a single piece of Haskellite—the hottest sun can not check or crack it. Those who have had experience with a board transom will appreciate the value of this feature.

While very light in weight, the construction is unusually rugged in every part. No ordinary punishment from fast driving in heavy seas has any effect on it what-so-ever. As with all other Penn Yan Boats, leakage is unknown, even after long service. The inside bottom remains bone dry. Contrast this with the ordinary leaking racing shell with which the bailing can and sponge are essential equipment.

Class B racing enthusiasts will find in the Beehydro an answer to their fondest hopes. It is not possible to make a finer little craft.

Built of cedar, spruce and Haskellite and covered with especially treated light weight duck that is exceedingly long wearing—tough and durable.

The outside and deck is finished in Light Blue Lacquer; the trim and entire inside is varnished on the natural wood.

A RACING CRAFT—NOT SUITABLE FOR ROUGH, GENERAL USAGE !

Model	Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Code Word	Price
XF	12 ft.	50 ins.	15 ins.	94 lbs.	250 lbs.	Firefly	\$155.00

Kapok Floor Mat.....	\$5.00	4-foot Spruce Paddle.....	\$2.25	Khaki Tarpaulin Cover.....	\$18.00
Names in Gold and Color, 2¼", per letter.....	.20	Hand lettered Names, any color, 6", per letter.....	.50		
		Repair Kit.....	\$3.00		
		Crating (advisable on less than carload shipments) Extra,	\$4.00		



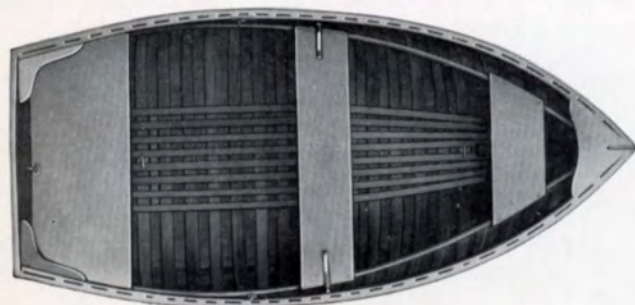
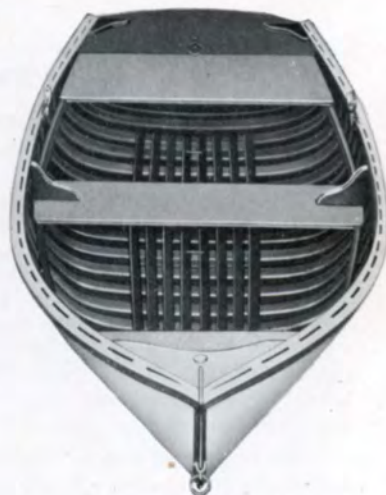
12 FOOT SENIOR



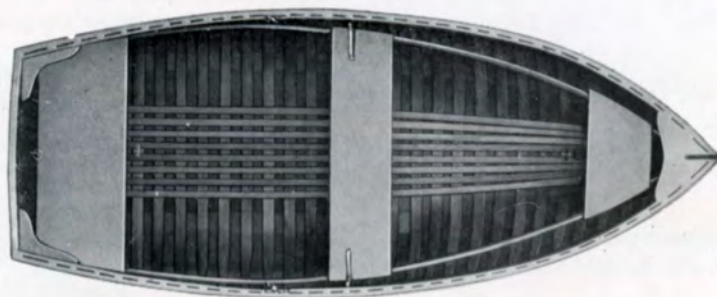
8 FOOT STANDARD



8 FOOT JUNIOR



8 FOOT STANDARD



10 FOOT STANDARD

PENN YAN DINGHIES

While composite construction is much more satisfactory than any other for all small water craft, it is in the particular kind of service to which a dinghy is subjected, that it most greatly excels. A dinghy is alternately in the water and on deck exposed to the sun. While this continued soaking up and drying out soon ruins the ordinary kind, it has no effect whatsoever on the composite type.

Penn Yan was formerly a large builder of all-wood dinghies, but the composite construction has so definitely proven itself to be far superior for any use, anywhere, that other types are no longer manufactured. To try one is to be convinced. It is not an accident that Penn Yan builds more dinghies than any other manufacturer.

Four sizes of rowing dinghies are available, meeting practically all requirements. All are of modern, wide transom design. All models have polished brass stem bands, towing rings, and hoisting rings in bow and stern.

The Eight-foot Junior is as small as it is practical to make a dinghy. It is not suitable for outboard motor use. Available in spruce trim only and does not have rope fender. Equipped with one pair of polished brass oarlocks.

The Eight-foot Standard is a wide, deep and thoroughly seaworthy little craft. The transom is reinforced for outboard motor use. Only those of lighter weight are recommended on so short a boat, however. A soft cotton fender rope, set in a groove, runs entirely around the gunwales. Equipped with one pair of polished brass oarlocks.

The Ten-foot Standard is a larger edition of the Eight-footer and is equipped the same. It will carry a bigger load and a heavier motor.

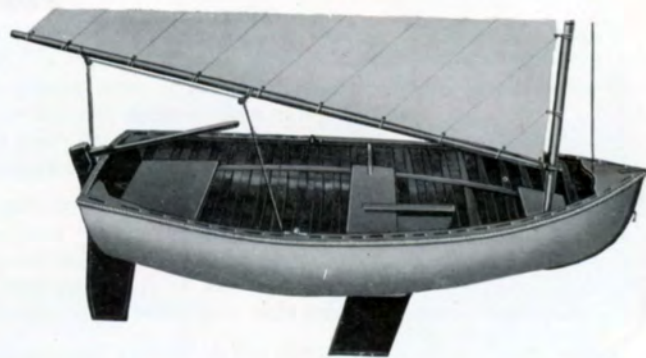
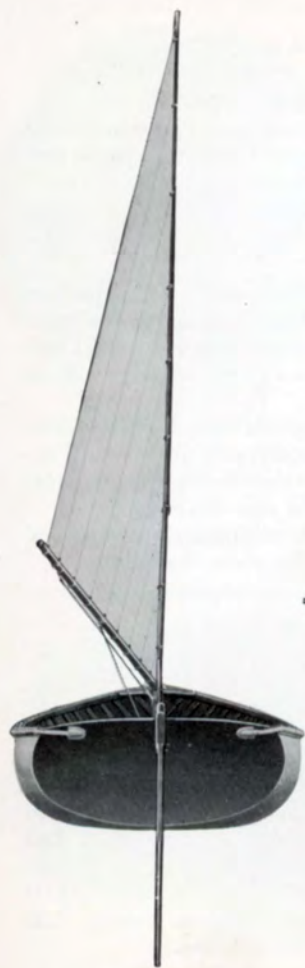
The Twelve-foot Senior, while light in weight, is a big, capacious dinghy. It has three cross seats in addition to the horseshoe stern seat. The transom is reinforced for motor use and fender rope is fitted as in the Standard sizes. Equipped with two pairs of polished brass oarlock plates and one pair of horns.

All models, except the Junior, are available with built-in center board wellways as sailing dinghies. Sail equipment is instantly removable and in no way interferes with normal rowing use. By purchasing a sailing dinghy you get two boats in one. See page 31.

The stock color on all sizes is palm green. Other colors optional in two week's time at no extra cost, except for white. See below.

	Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Spruce Trim Model	Code Word	Price	Mahogany Trim Model	Code Word	Price
Junior	8 ft.	43 ins.	15 ins.	68 lbs.	100 lbs.	JR	Julep	\$75.00			
8 ft. Stand.	8 ft.	48 ins.	17 ins.	80 lbs.	125 lbs.	CD	Daisy	\$90.00	CDM	Damsel	\$98.00
10 ft. Stand	10 ft.	50 ins.	17 ins.	95 lbs.	150 lbs.	TD	Testament	\$105.00	TDM	Terrace	\$113.00
Senior	12 ft.	52 ins.	17 ins.	125 lbs.	210 lbs.	WD	Wasp	\$125.00	WDM	Wampum	\$135.00

Leathered and Varnished Oars:—	Per Pair	Khaki Tarpaulin Covers — Junior...	\$10.75	White Enamel Finish, extra:— Junior.	\$4.00
6 ft. (Junior).....	\$4.20	8 ft. Standard.....	11.00	8 ft. Standard.....	5.00
6½ ft. (8-foot Standard).....	4.55	10 ft. Standard.....	13.00	10 ft. Standard.....	6.00
7 ft. (10-foot Standard).....	4.90	Senior.....	15.00	Senior.....	8.00
7½ ft. (Senior).....	5.25	Tripod Canvas Bow-fender.....	2.50	Extra Pair Oarlock Horns for Senior.	2.00
Names, Gold and Color, 2¼", per letter....	.20	Nearly 200 Penn Yan Dinghies are in use by the United States Government.			



PENN YAN SAILING DINGHIES

Dinghy sailing is a form of recreation which is rapidly growing in popularity. It is a safe and delightful sport. Because the first cost is the last, it is inexpensive.

Many canoe clubs which formerly conducted sailing canoe races are now using dinghies instead, as with their "large boat" sailing characteristics and handling qualities, their action is vastly superior to that of a canoe. Because of their perfect maneuvering abilities, fleets of these little boats provide highly interesting competition.

Owing to the fact that the entire sail equipment including the centerboard and rudder is quickly demountable, they are easily cared for. The extremely light weight permits them to be hauled out on the slip or beach—or picked up and carried.

With the sail equipment removed they may be used with oars or outboard motor in the normal rowing dinghy manner. There is nothing to cause interference of any sort with such service.

They are trim little ships—perfect in every detail—handsomely modeled and built to endure many seasons of hard usage.

The hulls are exactly the same in design, materials and equipment as the rowing dinghies shown on the preceding pages.

The center board wellway is built into the center seat in such a way as to take up no useful room in the boat. It does not project below the bottom of the boat or above the top of the seat.

The center board itself is of wood—dagger type and is instantly removable. When all the way down it projects nearly two feet below the bottom, giving great stability, and windward sailing ability.

The rudder, of ample size, is hung on brass gudgeons on the transom. The brass mast ring is in the bow seat with step block under it.

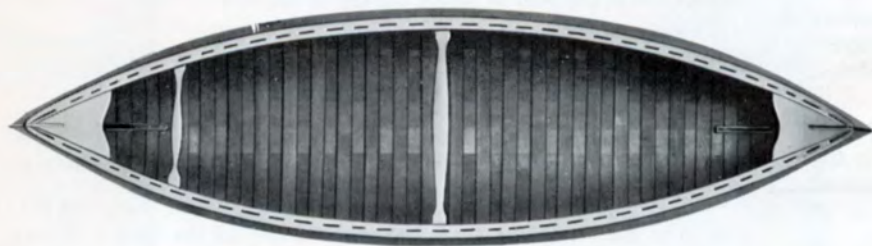
The spars are of spruce with polished brass mast jaws and pulleys. The mast and spars are the same length as the boat and may be stowed in it. This is an important feature, not easily obtained. A 15-foot mast with a 10-foot boat is a nuisance. The sail is of Egyptian cloth and the rigging of cotton rope.

In a Penn Yan Sailing Dinghy you will get the product of practical experience, fine design and the best of materials.

The stock color is palm green.

Length Overall	Beam (width)	Depth Amidships	Sail Area Square Feet	Weight	Shipping Weight	Spruce Trim Model	Code Word	Price	Mahogany Trim Model	Code Word	Price
8 ft.	48 ins.	17 ins.	42	120 lbs.	160 lbs.	CDS	Dancer	\$135.00	CDSM	Dalhia	\$143.00
10 ft.	50 ins.	17 ins.	60	140 lbs.	195 lbs.				TDSM	Temple	\$170.00
12 ft.	52 ins.	17 ins.	78	174 lbs.	250 lbs.				WDSM	Waffle	\$204.00

For Oars and Other Extras, see page 29,



PENN YAN AUTO CANOE

This little craft fills a long felt want for a really portable boat.

In shape it is a cross between a canoe and a boat. Its wide flat bottom and extremely full, blunt ends, give it great steadiness and carrying capacity. Not built for speed.

Weighing only 38 lbs. it can be handled like a market basket, yet it is very staunch and will carry two heavy adults, safely and comfortably.

It is ideal for fishing trips to small trout ponds and other remote and little frequented waters. Often used by hunters for retrieving. Pack it full of duffle and tie it on the running board or top of your car.

As a beach plaything for either children or grown-ups it has no equal. No swimming party is complete without one or more of them.

When equipped with the removable sailing outfit which consists of a 16 square foot Egyptian cloth lateen sail, adjustable leeboards, and rudder, it becomes a miniature yacht that is a surprisingly able



sailer even in quite rough water. Where several of these are available much competition and sport may be had in "one class" racing. Fine for teaching the youngsters to sail.

The equipment recommended for this boat when it is to be used for fishing or general purposes consists of a Kenyon cushion and a small size slat back for each person with one 8-foot double paddle. In handling so short a boat alone one person will find the double paddle superior to the single. When two are in the boat it may be unjointed and one-half used by each in the usual single paddle manner.

Do not confuse this with the usual 10, 11 and 12-foot canoe. It is much flatter in the bottom and fuller on the ends. There is no other canoe on the market in anything like this size and weight, that even approaches it in steadiness and carrying capacity.

This boat is made in spruce trim only. The stock color is bright red although a few are usually carried in palm green also.

Length Overall	Beam (width)	Depth Amidships	Weight	Shipping Weight	Paddling Model	Code Word	Price	Sailing Model	Code Word	Price
10 ft.	34½ ins.	13 ins.	38 lbs.	70 lbs.	CA	Catawba	\$56.00	CAS	Castle	\$74.00

8-foot Double Paddle, jointed..... \$5.50
Small Slat Backs, each..... 1.50

Life Preserver Cushions, each..... \$1.50
Names, Gold and Colors, 2¼", per letter..... .20



OWASCO

RAINBOW

PENN YAN CANOES

Exquisitely modeled, unsurpassed in shapeliness, finish and serviceability; Penn Yan Canoes are available in two distinctive shapes—the Rainbow model with gracefully turned back bows and a long easy gunwale curve, and the Owasco model with the more conventional bow curve and the gunwales sharply upturned at the ends.

Both have a handsome “tumble home” with shapely, high crowned decks, nicely modeled thwarts and caned seats. The bow

seat is hung on 4-inch brass bolts. The stem bands are of polished brass. Built only in the open gunwale style, with keels, outside stems and floor racks—*complete in every particular*.

The stock color is palm green. May be had in two weeks in any color desired at no extra cost, except for white (see below)

Combinations of colors, decorative designs, names, etc., are available. Penn Yan employs competent artisans for this kind of work.

	Overall Length	Beam (width)	Depth Amidships	Weight	Shipping Weight	Spruce Trim Model	Code Word	Price	Mahogany Trim Model	Code Word	Price
Owasco	17 ft.	35 ins.	13 ins.	88 lbs.	130 lbs.	OC	Octopus	\$78.00	OCM	Octagon	\$86.00
Rainbow	17 ft.	35 ins.	13 ins.	88 lbs.	130 lbs.	RC	Raccoon	\$78.00	RCM	Racket	\$86.00

7-in. Blade Spruce Paddles, any length.. \$2.25

8-in. Blade Spruce Paddles, any length.. 2.50

Single Spruce Slat Back Rest..... 1.25

Single Mahogany Slat Back Rest..... 1.75

Double Spruce Slat Back Rest..... \$1.75

Double Mahogany Slat Back Rest..... 2.50

Slat Chair, Spruce..... 2.50

Names, Gold and Color, 2¼", per letter..... .20

Slat Chair, Mahogany..... 3.50

White or Cream Enamel Finish, extra.. \$5.00

Life Preserver Cushions, each..... 1.50

PENN YAN CANOE SAILING EQUIPMENT

This equipment may be applied to any canoe. It was designed and tested by men who know and use sailing canoes and will be found free from the faults of the ordinary kind.

The mast seat and step are usually permanently installed and in no way interfere with the regular paddling use. The rest of the outfit is removable.

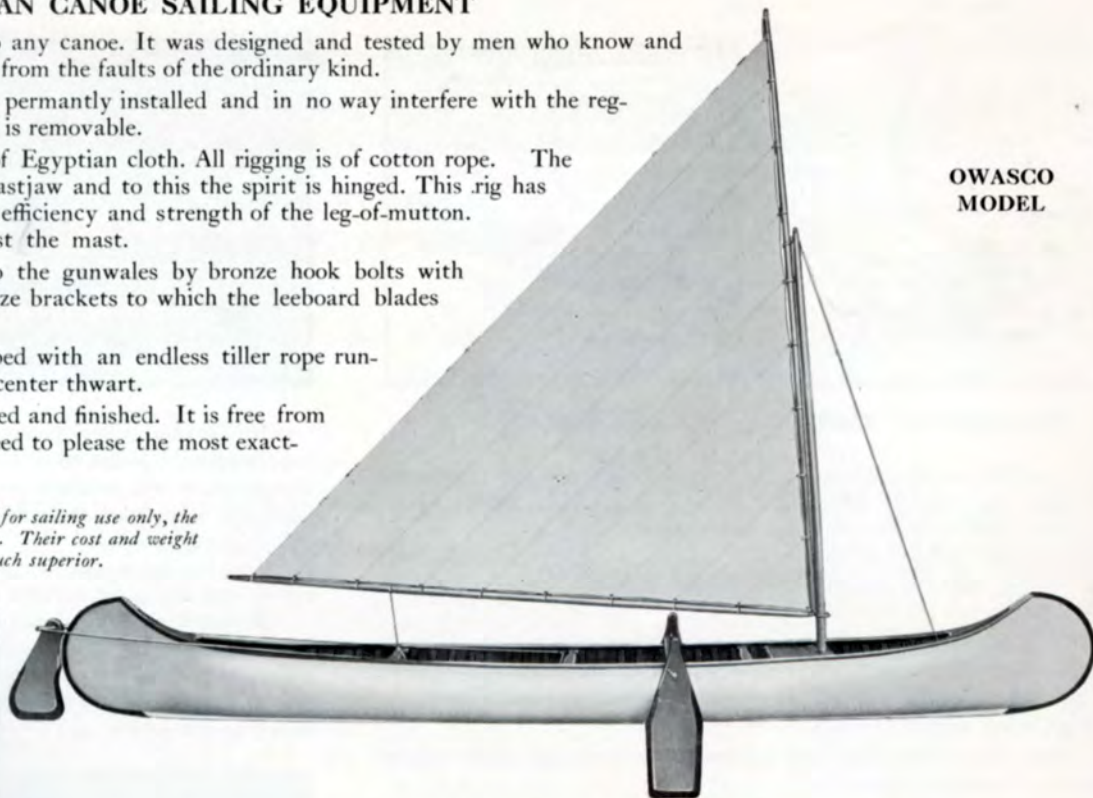
The spars are spruce and the sail of Egyptian cloth. All rigging is of cotton rope. The boom is fitted with a polished brass mastjaw and to this the spirit is hinged. This rig has the safety of the lateen type with the efficiency and strength of the leg-of-mutton. There is no pocketing of the sail against the mast.

The leeboard cross arm is held to the gunwales by bronze hook bolts with wing nuts. It carries manganese bronze brackets to which the leeboard blades are pivoted under lever nuts.

The rudder of ample size is equipped with an endless tiller rope running through pulleys at the ends of the center thwart.

The equipment is beautifully designed and finished. It is free from makeshift features of any sort. Guaranteed to please the most exacting devotees of canoe sailing.

NOTE—Where a complete craft is to be purchased for sailing use only, the dinghies shown on page 31 are preferable to canoes. Their cost and weight is about the same and their sailing qualities are much superior.



**OWASCO
MODEL**

Sail Area	Size	Code Word	Price
45	square foot complete sailing outfit	Breeze	\$35.00
65	“ “ “ “ “ “	Blast	\$43.00

The OLD — and — the NEW



“WOOD BUILT” BARGAIN PENN YAN COMPOSITE

Carefully conducted tests show that under normal conditions of usage, the average all-wood boat will increase in weight about one-third, due to water soaking. This means that if you buy an all-wood boat weighing, say 180 pounds, you must expect to handle, not this weight, but 240 pounds—180 pounds of boat plus 60 pounds of absorbed water.

It is scarcely necessary to point out that this greatly reduces the buoyancy of the craft and makes it hard to row, drive with power or pull out on shore. The added weight is ruinous to the performance of high speed outboard boats.

Penn Yan composite craft cannot water soak and their weight remains the same indefinitely.

In buying a dinghy, rowboat, or outboard motor boat of all-wood construction, you are putting good money into an obsolete article.

NO CAULKING AND PUTTYING !

NO SWELLING, SHRINKING, LEAKING OR BAILING !

ILLUSTRATING ACTION OF BAD DESIGNS



Study the action photographs of any boat, purchase of which is contemplated. Much may be learned by doing this. There are two things which will indicate poor design—a running position with bow high and stern partially submerged; and the presence of large quantities of disturbed water.

Do not be mislead into thinking that either of these indicate speed—for the exact reverse is the truth.

A properly designed and really fast boat runs in an approximately level position—in high-power models with the bow just clearing the water, in the low-power type with the bow *in* the water. There is no rolling wave at the forward part of the craft and only a minimum of spray at the stern.



PENN YAN PLAYMATE

ABOUT SPONSONS

Following a series of carefully conducted tests in which it was demonstrated conclusively that sponsons, under normal conditions of usage, actually possess none of the anti-capsizing properties popularly accredited to them, but rather adversely effect stability and safety, the Penn Yan Boat Company is discontinuing all sponson models.

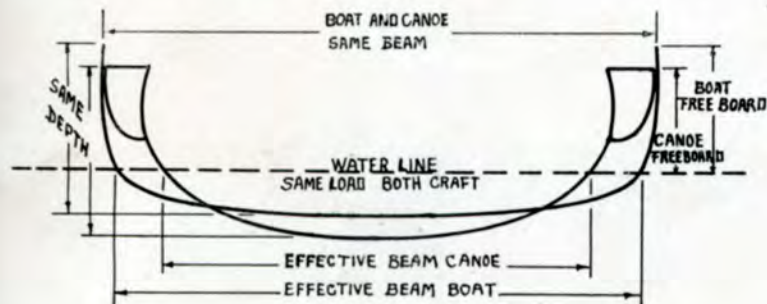
Penn Yan builds its business on the lasting good-will of each buyer and it endeavors to give him the true safety and the value to which he is entitled.

Space considerations will not permit an explanation here of the real action of sponsons (to those sufficiently interested to write for it, we will gladly furnish this) but it is a proven fact that their *only* value lies in the excess flotation which they provide after a canoe is submerged.

However, no properly built canoe will sink, it will always float and support its occupants. Where, for any reason, excess flotation is desired, Balsa Wood, built into the bows—or in the case of boats, under the seats—will provide it without the unsightly clumsiness of sponsons and at less cost and less weight. Balsa Wood floats will last forever. They cannot be punctured or worn out. They are far superior to air tanks.

Balsa Wood, equivalent to sponsons in amount of flotation, will be practically invisibly built into any craft in this catalog at an additional cost of \$15.00.

Further in regard to sponsons—a comparison is sometimes made between the dimensions of sponson canoes and boats. This is very misleading as a boat has far greater effective beam and freeboard than a sponson canoe of the same width and depth and carrying the same load. The diagram below clearly indicates this.



ORDERING A PENN YAN BOAT

All craft illustrated in this booklet are usually available in the stock color for immediate delivery.

Prices include boats complete with oarlocks packed in hay and burlap, and delivered to the transportation company at Penn Yan. Oars, paddles and other equipment are extras as listed.

In writing order give model letters, length, kind of trim (color if other than standard) and equipment or other extras desired. In wiring order use the code word.

Terms are strictly net cash.

It will save you time and trouble to remit in full with your order.

When accompanied by a 25% deposit your order will be shipped sight draft attached to bill of lading, or C. O. D. for the balance.

APPROXIMATE FREIGHT RATE

Per 100 Pounds of Weight

Little Rock, Ark.....	\$ 9.82	Detroit, Mich.....	\$ 3.34
Mobile, Ala.....	8.74	Mackinaw City, Mich....	4.60
San Francisco, Calif....	16.65	St. Louis, Mo.....	4.90
New Haven, Conn.....	3.04	Concord, N. H.....	3.14
Washington, D. C.....	3.06	Albany, N. Y.....	2.26
Jacksonville, Fla.....	5.52	New York City.....	2.66
Miami, Fla.....	11.48	Wilmington, N. C.....	5.98
Tampa, Fla.....	6.60	Cleveland, O.....	2.84
Savannah, Ga.....	5.18	Portland, Ore.....	22.20
Chicago, Ill.....	3.98	Philadelphia, Pa.....	2.66
Indianapolis, Ind.....	3.86	Providence, R. I.....	3.04
South Bend, Ind.....	3.78	Charleston, S. C.....	5.28
Louisville, Ky.....	4.18	Memphis, Tenn.....	8.10
New Orleans, La.....	8.74	Houston, Texas.....	10.60
Portland, Maine.....	3.42	Norfolk, Va.....	3.46
Baltimore, Md.....	2.66	Green Bay, Wis.....	6.16
Boston, Mass.....	3.04	Milwaukee, Wis.....	4.28

