

Hatteras

SQUADRON



A News Letter for Owners, Dealers, Suppliers, Employees and Friends of Hatteras Yacht Co.

The New Hatteras 50' Convertible



THE INSIDE STORY

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FIRST QUARTER, 1967

The New 50' Convertible

Complete is the word most often used by purchasers in describing the new Hatteras 50 foot Convertible. It's an ideal combination of luxurious details with practical features.

The new 50 Convertible follows the styling of the most popular Hatteras models — the 41 and 34 Convertibles. It will serve as a superb yacht, or it can be converted to a sportfisherman.

The hull is the same as the 50-foot Motor Yacht and the 50-foot Yachtfisherman, but the superstructure has been designed to provide the aft cockpit.

In the new 50, there is a master stateroom, a guest stateroom and bow stateroom with sleeping facilities in the deck house (a sectional lounge that converts to a full bed.)

There are three heads and three showers.

The standard floor plan has a

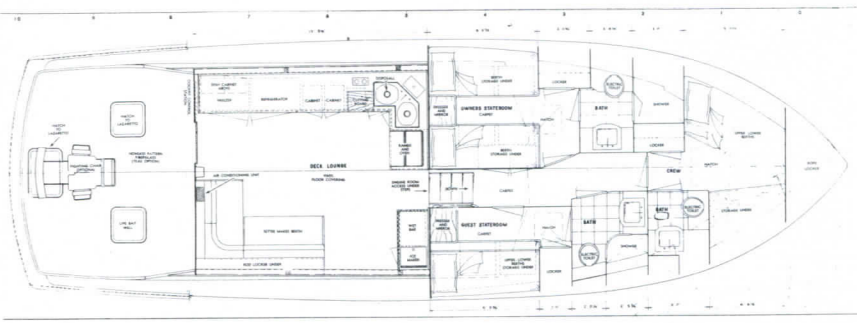
galley (conveniently incorporated) in the spacious deck house; or in an optional plan, the galley can replace the guest stateroom.

When converted to a sportfisherman, the lower controls can be located forward in the starboard corner of the cockpit.

Power and all other mechanical equipment is standard, the same as on the 50 foot Motor Yacht.

Hatteras 50' On Display At Miami Show

The two newest models in the Hatteras fleet — the 50 foot Convertible and the 44 foot Triple Cabin — will be among the Hatteras models to be shown at the Miami Boat Show Feb. 17-22.





The 44' Triple Cabin

Newest member of the Hatteras fleet is the handsome 44-foot Triple Cabin, another proved-seaworthy yacht designed to make full use of fiberglass for additional space.

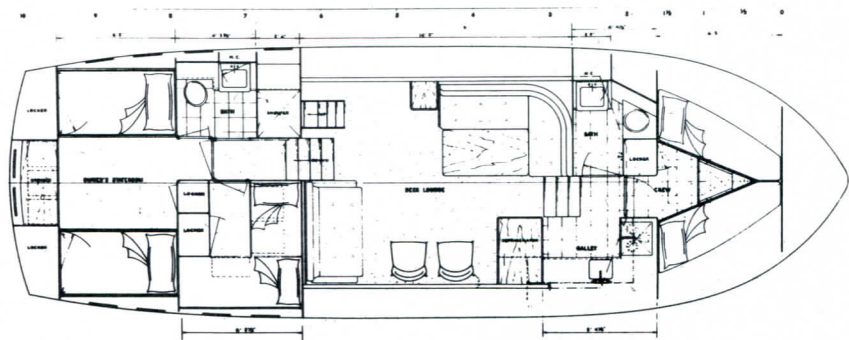
The Hatteras 44 sleeps ten with three couples in complete privacy in separate staterooms.

There is more usable space than in most popular 50 foot wood boats. The salon is spacious with expansive windows and windshield for excellent viewing.

The 44-footer provides for comfortable living and entertaining. The heads are complete with stand-up showers.

There is an electric galley with extraordinary storage space throughout.

The 44-foot Triple Cabin is one of two Hatteras models to be displayed at the New York Boat Show beginning Jan. 11. The other model to be shown is the 41 foot Convertible.



Two Hatteras Models at New York

Two Hatteras models — the 44 foot Triple Cabin and the 41 foot Convertible — will be on display at the Hatteras spaces (B-27, B-28, and B-29) at the New York Boat Show which opens Jan. 11.

Full page spreads in the New York Times and the World Journal Tribune, plus four-color double page spreads in Yachting, Motor Boating, Boating Industry, Rudder, Sea, New Yorker and the Show Directory will be used in connection with the Hatteras showing in New York.

Hatteras dealers meet Jan. 15 at 10:30 a.m. in the Hatteras Suite at the Americana.

The show will be open to the trade only from 10 a.m. to 6 p.m. Wednesday through Friday, Jan. 11-13. The show will be open to the general public (and the trade) as follows: Saturday, Jan. 14 and 21, 10:30 a.m. to 10 p.m.; Sunday, Jan. 15 and 22, 1 p.m. to 7 p.m.; and Monday through Friday, Jan. 16-20, noon to 10:30 p.m.

California Park Rangers Using New Hatteras 41'

SAN DIEGO — The National Park Service here has bought and placed in service a Hatteras 41 foot Convertible to provide a long-needed ability to protect natural resources and prevent vandalism at the Channel Island National Monument.

The Hatteras 41, Cougar, has undergone installation of extensive electronics equipment at Shelter Cove Marina and will be based at Channel Islands harbor, near Oxford, when it begins patrol work in January.

Tom Tucker, superintendent of the Cabrillo and Channel Islands National Monuments, said the fiberglass Hatteras will operate on a year-round basis with Dave Hysinger as skipper and Park Rangers Vernon Betts and George Bowen as crewmen.

One mission of the speedy Hatteras will be to protect sea lions and

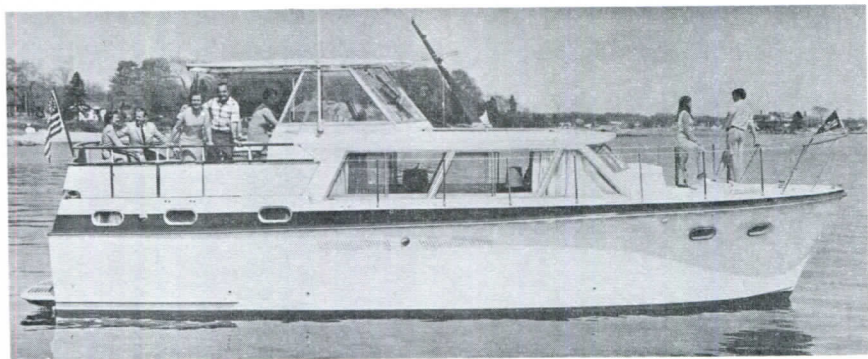
other wildlife on Santa Barbara and Anacapa Islands. During the summer months, the boat probably will be called on frequently for rescue work. Rangers made nine rescues last year at Anacapa. Tucker said the crew will be trained in scuba diving as well as patrol work and boat handling.

Tucker said until acquisition of the Hatteras "Couger" the Park Service has never been able to keep a year-around surveillance of the islands.

PEDESTRIAN—A man whose son is home from college.

VET—A man who learned to fight for his country and then to fight for himself.

KISS—A thing of use to no one but prized by two.



4th The Wallaces' ~~third~~ Hatteras

(EDITOR'S NOTE—Just as the Squadron was going to press with the story about the Walter Wallaces and their third Hatteras ... we received word that the Wallaces had placed an order for their fourth Hatteras—a new 44 foot Triple Cabin. The story of the Wallaces is nonetheless interesting ... so we'll wait to re-write when the Wallace family buys their fifth Hatteras.)

Mr. and Mrs. Walter A. Wallace of Pine Orchard, Conn., have just bought their *third* Hatteras—the new Hatteras 41' Twin Cabin.

Mr. Wallace tells why in his own words:

"My first 34' Hatteras Double Cabin was an experiment. Could I convince my family cruising was fun?"

"My wife wanted comfort and convenience, my children speed for water skiing, room for friends; and I demanded the best marine engineering for seaworthiness and safety.

"We studied every available media and found almost all information pointed to Hatteras as the coming boat.

"Still not completely satisfied, we made a trip to the factory.

"We were shown how a Hatteras yacht is made, starting with the laying-up of the hull, superstructure and component parts; then through the full production line to the finished yacht. All of our questions were answered fully.

"We were convinced that laminated fiberglass construction plus the features of the Hatteras made it a superior yacht and we wanted it.

"This type of construction with its seamless, jointless, one-piece molded hull provides greater strength, and completely dry compartments below, eliminating dampness and mildew.

"The lack of ribs allows for additional locker and storage space.

"As the result of the carefully planned layout, with its conveniences for housekeeping and cooking, my wife is a hostess instead of a galley-slave.

"I prefer to do all my own routine maintenance, which Hatteras fiberglass has cut to a minimum—allowing

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Wallaces

(Continued From Page 4)

me greater time on the water, rather than chipping, sanding and painting in the yard.

"In our extended trips, we ran into all kinds of weather and water conditions. The boat performed to my highest expectations at all times.

"The hull design reduced roll tendencies and minimized the yaw in following seas.

"My experiment was a success. My family joined me in a genuine love of cruising.

"However, we soon found that our boat was too small for the family and guests. Besides, we wanted diesel engines, so we bought our second Hatteras, a 41' Double Cabin.

"And again, thanks to Hatteras we spent wonderful summers on the water.

"The Wallace family has grown in knowledge and experience through these past years. Our respect for the nautical know-how of the Hatteras staff is unlimited.

"They improve models as needed, and we were highly pleased with the modifications on the 41' Twin Cabin. So we felt we must have one.

"Now—I am proud and privileged to be a *three time* Hatteras owner. It has more to offer than most custom built boats, and we believe it is the finest production boat available today."

Mr. Wallace's third Hatteras—the new 41' Twin Cabin—is an improved version of the very popular Double Cabin model. (Hatteras does *not* make yearly models; it *does* improve and replace.)

Redesigned superstructure has bet-

ter looks and better weather protection. Windshield has been improved, hard top extended. And there's a built-in seat forward for sun-lovers.

Mrs. Wallace likes the extra space. (This 41' Hatteras has more usable space than most 45 ft. wood boats.)

With a 16'10" by 10'6" main salon, a forward cabin, and a large aft stateroom, it sleeps six with complete privacy.

The spacious aft cabin is fitted with wall-to-wall carpeting, three hanging lockers, full-length mirror, 10-drawer dresser, Philippine mahogany paneling.

The aft stateroom has its own head (there is another head forward) with vitreous china lavatory, vanity, large stall shower with hot and cold pressure water, and large linen locker (optional).

The efficient, roomy galley has a 3-burner electric stove with oven and exhaust blower over stove, a 10 cu. ft. refrigerator with freezer, hot and cold running water.

There is plenty of storage space in cabinets, drawers, dish lockers, and glass rack and there are four 110-volt outlets for appliances.

A natural entertainment center, the spacious main salon is equipped with wall-to-wall carpeting, sound-deadening vinyl overhead, a stereo sound record player, and (optional) bar and ice-maker.

The big aft deck is ideal for an outdoor party or snack.

So now the Wallaces move up again . . . this time to the elegant new Hatteras 44 foot Triple Cabin (which sleeps ten with three couples in separate staterooms).

And they become, so far as we can tell, the only four-model member of the growing Hatteras family.

SALES, EARNINGS UP

Hatteras Has Record Year

Hatteras Yacht Company recorded sales totaling over \$10.4 million with profits up a record 34 per cent according to an annual report of the firm's seventh year of operation.

For the year ending October 31, Hatteras sales of fiberglass motor yachts totaled \$10,470,143 compared to \$7,348,008 the previous year. Earnings amounted to \$602,930 compared to \$456,742. Earnings per share amounted to 55 cents.

Expanded manufacturing facilities with more adequately-staffed management and engineering groups were listed as significant accomplishments during a "year of consolidation," said Hatteras President David R. Parker, Jr., in a report prepared for stockholders.

During the year, a new wing was added to the Hatteras manufacturing plant and other expansion and improvement projects not yet completed will substantially increase plant capacity. A modern sales and service facility was constructed at Fort Lauderdale, Fla., and is being leased to the Hatteras dealer there.

Parker said franchised Hatteras dealerships have been established in market areas heretofore not covered "and some dealer changes in other locations give us our strongest and best qualified sales and service organization to date."

"Our greater production capabilities have encouraged us to expand our sales efforts outside the United States," he added. "We now have qualified dealer representa-

tion in key European markets and in the Caribbean."

He said the present backlog of export orders "is pleasing and we expect this additional business to make a significant contribution to sales and earnings in 1967."

Saving water

The U.S. Bureau of Reclamation has been testing the spreading of a film, one molecule thick (less than one ten-millionth of an inch), to block the escape of water molecules into the atmosphere by evaporation.

The film is made of two compounds of fatty alcohols, hexadecanol and octadecanol, that have been used for about 30 years in cosmetic-making. These substances are colorless, odorless, nonrigid, nonpoisonous and abundantly available.

"Suppressing evaporation from large water storages is the most economical of all the methods of conserving water that are now available," states Victor K. LaMer, senior researcher in mineral engineering at Columbia University. In Columbia lab tests, he says, the technique has cut evaporation 50 to 70% at a cost of 10 to 12 cents per 1,000 gallons saved—about the average price of residential water. Costs in the Western field tests have ranged from 9 cents per 1000 gallons saved under especially favorable conditions at California's Lake Cachuma to 18 cents at windy Lake Hefner.



Tips From

Capt. Shy

By
Capt. W. F. 'Shy' Fodrie

(Captain W. F. "Shy" Fodrie is the Senior Captain for Hatteras Yacht Company and is recognized up and down the waterways as one of the most efficient and experienced captains and as one of the finest sport fishing captains in the world. He is also recognized as a captain who keeps an immaculate boat.)

WHEN maneuvering in close quarters, don't forget the stern as well as the bow of your boat. A boat steers by moving the stern one way or the other and in handling a boat you should be careful to see that the stern doesn't bump other boats or the dock when making a turn.

* * *

MANY repair bills and inconveniences can be avoided if the habit of looking at the instruments frequently is formed. They are there for your protection and by watching them you will be able to detect anything wrong before any great amount of damage can be done.

* * *

PAINTING the inside of a centerboard trunk has always been a problem, by using a sponge pad, tacked to a thin slat, this job can be accomplished easily and effectively.

* * *

DON'T let your boat develop "B.O." (bilge odor) Keep the bilges clean and sweet by using detergents in the bilge-water allowing same to slosh around for several days and then pump out. If very dirty this procedure may have to be repeated several times.

* * *

THE WEATHER bureau flies storm signals at various locations throughout the area. Learn to know where these storm signals are flown and what they mean and abide by them. This service is for your safety.

Printed batteries?

U.S. Army scientists have found that dime-sized pellets of compressed silver iodide powder coated with platinum and silver act as rechargeable batteries. Although the research is still highly experimental, these scientists claim it is a major advance over dry cells with liquid electrolytes.

Printed batteries could be molded to many shapes—even pasted on the inside of an instrument cabinet. Cells might be made as small as a pinhead—a boon to microelectronics. Instead of a single power source for a circuit, batteries could be tailored to fit each component.

They would be rechargeable, shock-resistant, and have long shelf-life, scientists say.



FOR VERY GOOD REASONS

Tuggles Own Two Hatterases

Why *two* Hatteras yachts? Let Roy Tuggle of Columbus, Ohio, tell you:

"We had several boats of wood and steel construction before I discovered Hatteras, and purchased the 41' Double Cabin. Since then, I have had good success with the Hatteras in every way.

"I liked the initial pricing and the lower maintenance cost. A Hatteras has less things to go wrong, such as dry rot, or rib cracking in rough seas.

"You have less worry about electrolysis. And boats made by Hatteras have more room.

"With reinforced fiberglass construction, they don't need the ribs and beams that eat up good usable space."

Buy a 50 Motor Yacht and a 41 Convertible Sports Fisherman

"Our family enjoyed the 41' Double Cabin so much that after 8 months with it, we could hardly wait to take delivery of the first Hatteras 50' offered to the public, in early 1965.

"Now, more than a year later, it still looks like new.

"Late '65, we bought a Hatteras 41' Convertible Sport Fisherman in order to have a fishing and cruising combination.

"I must say the Hatteras factory personnel have given excellent service. They have genuine feeling and consideration for their customers.

"I spend about six months a year on my boats. We cruise the Bahamas, and we're planning a cruise to Jamaica and the Virgin Islands.

"I am glad I am doing it with a Hatteras."

The Hatteras 50' Motor Yacht—designed by Jack Hargrave, custom-boat architect—incorporates many features found only in custom-built 80-85 ft. yachts.

It's a complete boat. Just about the only things not listed as standard equipment are electronic gear

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and a dinghy. (And that's because we felt you'd rather select your own.)

A few of the accommodations: stereo sound system piped throughout the boat; wall-to-wall deep pile carpeting; bar with icemaker and sink with running water.

There is a walk-in hanging locker with louvered doors, two walk-in engine rooms (with blowers and fully soundproofed), and twenty-two 110-volt outlets throughout the boat.

The galley has a 14 cu. ft. refrigerator with freezer, dishwasher, and garbage disposal.

She sleeps ten with ease, and has 317½ cu. ft. of storage space in lockers and drawers.

The 1011 sq. ft. of Philippine mahogany have been hand-rubbed five times by the furniture craftsmen of High Point, North Carolina.

Power is supplied by twin GM8V-71 diesel engines and Onan 12 KW diesel generator with soundproof enclosure.

The Hatteras 41' Convertible is a sport fisherman with exceptional speed maneuverability and seaworthiness.

With hull contours made possible by molded fiberglass, this boat handles easily, rides comfortably, and stays dry.

The efficient hull shape virtually eliminates pounding, yawing, and broaching.

The 105 sq. ft. cockpit provides plenty of space for fighting chairs and other fishing gear.

Complete fly bridge controls are standard with a choice of dual pilot-house controls or cockpit controls (or, optionally, *all three*).

The head has a vitreous lavatory; man-size shower with dome light; hot and cold pressure water system; two 110-volt outlets and 6 cu. ft. of storage space.

The Hatteras one-piece fiberglass hull and fiberglass superstructure makes for easy maintenance.

There are no seams or joints. No loose fastenings, rust, dry rot, caulking or sanding.

You can paint for appearance, but you don't have to paint for protection. This saves time, work and money.

With its ample space and luxurious detailing, the Hatteras 41' Convertible can also serve as a fine cruising yacht. She sleeps six.

In the galley, the counter has 9 sq. ft. of working space and loads of storage space in lockers and drawers. There is a 3-burner electric stove with oven and a 10 cu. ft. refrigerator.

Parker Named To Water Safety Post

David R. Parker, Jr., President of Hatteras, has been appointed to a Special Committee on Water Safety by North Carolina's Governor Dan K. Moore.

Parker, a graduate of Guilford College, was appointed to an unspecified term on the committee which will study water safety regulations in North Carolina and report to the Governor and the General Assembly.

These fiberglass Hatteras dealers



Henri Foussard
Part of Sunnyside
Stillwater, Minn.



Jim McGinnis
McGinnis Yacht Sales
Seattle, Wash.



George Couzens
Couzens Yacht Sales, Inc.
Mt. Clemens, Mich.



Ken Bond
Bond Boat Sales
Chicago, Ill.



Jack Richardson
Richardson Yacht Anchorage
Balboa Island, Cal.



Bill Good
Blue Streak Enterprises
New Orleans, La.



Pat Ashby
Gulf States Yachts
Seabrook, Texas

Specialize in curing your sore back

Bill Banister
Northern Yachts, Inc.
Henderson Harbor, N. Y.



Jim Gardella
Cove Marina
East Norwalk, Conn.



Ron Courville
Boston Harbor Marina
Quincy, Mass.



Gene Garbarino
Mystic River Marina
Mystic, Conn.



Jack McAllister
R. D. McAllister & Son
Erie, Penn.



Grant Bauer
New Jersey Yacht Sales Corp.
Point Pleasant Beach, N. J.



Harold Arber
Mariner's Haven, Inc.
Island Park, N. Y.

Earl Meierdierks
Riverside Marina
Riverside, N. J.



Harry Mogck
Cold Spring Marina
Cape May, N. Y.



Bob Ravas
Gem Boat Service, Inc.
Port Clinton, Ohio



Gordon Taylor
Taylor Yacht Sales
Edgewater, Md.



Herbert J. Butler
J. J. Luden & Co.
Charleston, S. C.



Ron Voss
Safety Marine, Inc.
Nashville, Tenn.



Bill Atkinson
Hansen Chris Craft Sales, Inc.
Sarasota, Fla.



Mel Spencer
Spencer Boat Company
West Palm Beach, Fla.



Swede Hoff
Bertram Yacht Sales, Inc.
Miami, Fla.



Pete Welch
Welch Marine, Inc.
Fort Lauderdale, Fla.



Jorge I. Rosso
Isleta Marina, Inc.
Santurce, P. R.

Testimony From...
**The Folks Who
Own Hatterases**

"Although I was pleased with my smaller Hatteras, I was not inclined to make an investment of the value of the 41 Twin Cabin, without considerable thought.

"Before I made my decision, I had considerable correspondence with J. B. Hargraves who was very kind and patient in answering my queries. I also wrote to some friends in General Motors for additional operating data on their informal opinion about the Hatteras.

"Using the data from Hargraves and from General Motors, I drew up several charts of the operating characteristics of the Hatteras 41, especially with regard to fuel consumption at various speeds. Meanwhile, I looked into the boats of five of your more prominent competitors at the same general price range for the same general type of boat.

"Three of these, offered boats which interested me enough for me to draw up similar operating charts and to set down a sort of balance sheet of the Hatteras and compare the two boats. It was only after having done all this that I finally decided on the Hatteras 41 Twin Cabin.

"After I had put it all down and measured it against what I personally want in a boat, there was no question but what the Hatteras 41 is the boat for me."

—*Vermont Royster, New York, N.Y.*

"Fuel economy good"

"I am very pleased with the boat's performance. In doing a considerable amount of off-shore fishing, the fuel economy is good (6V-53N's) and the riding qualities and over-all handling characteristics are excellent."

—*Robert F. Hainge, Houston, Texas*

"Smooth, dry ride"

"I became the very proud owner of a Hatteras 34 Sports Cruiser last year.

"Before purchasing my Hatteras, I had read and reread your catalogs; made the trek to New York in a blizzard for the boat show and made a special visit to High Point for a tour of the plant.

"Your ads have made the boat to appear to be a superb craft, but no words can capture the thrill of its performance in the ocean. When your course is set, Tiger follows it without veering off regardless of the seas and with no discomfort for the crew.

"My previous boat, which I loved, gave a ride that was always wet and rough; and a course was a problem to hold. Our inlet, Indian River, Delaware is a rough one. I have always kept bare steerageway in crossing the chop in the past, but, with Tiger II, the chop tends to disappear and you soar over it with no gear flying. I am most happy with it and want you to know it."

—*David C. Porter, Wilmington, Del.*

"Answer to yachtman's dream"

"I have been closely associated with your 41' Double Cabin Cruiser, as she is owned by my employer, Mr. E. P. Gertsch.

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From The Folks Who Own Hatterases

(Continued From Page 12)

"This is the first time I have had anything to do with a completely fiberglass hull of this size, but I have held my license since 1949. During this time I have seen many different types of boats, and I must say that you people have built the answer to the Yachtman's dream. The layout is ideal for fine luxury afloat and the room available in the 41 feet is amazing. It is one of the best handling boats I have been on and is very comfortable on trips between the mainland and the off-shore islands here on the Pacific Coast."

—*Capt. G. F. Maynard, Los Angeles, Calif.*

"Extremely seaworthy"

"After using the boat two seasons and taking several extended trips in it, I must frankly say that I would never go back to a wooden hull. The fact that one does not have to be constantly vigilant in regard to the condition of the bottom paint and deterioration of the hull is, to say the least, a great relief which one has to experience to fully appreciate."

"Another important point is the dryness of the boat. I mean by this, the lack of dampness which is so hard to prevent with a wooden hull. This is a real comfort."

"It is my intention to keep my boat for the remainder of my yachting years which, at the maximum, would be about the same as yours."

—*Sergius Vernet, Yellow Springs, Ohio*

"My tool chest is forgotten"

"I have now had my Hatteras 41' Double Cabin for about six weeks. I have never owned a boat that has given me so much pleasure."

"My wife and I have lived on the boat, bringing it from Morehead City, N.C., to Lake Worth; across to the Bahamas and out islands. We are now starting back."

"With other boats, I've always had a "repair" period each day, fixing trouble that had appeared that day. Now we just cruise, and my tool chest is forgotten."

—*Dr. R. W. Heape, Pittsburgh, Pa.*

"Exceeded all expectations"

"Last year we brought her down to the Balears from the South of France and I am very glad to report that the Hatteras-41 exceeded all my expectations and proved herself not only most reliable but also unexpectedly seaworthy when we met, on the several occasions, with gale-force winds and some very nasty steep Mediterranean seas."

"Last winter I left her stored on dry land, in the open, in this little port and when we came back this spring and put her back in the water the engines started up and everything worked perfectly without requiring any attention or adjustments of any kind."

—*H. M. Endeman, Mallorca*

CRAFTY ADVICE

THE HIGHER the clouds, the finer the weather. A lowering ceiling foretells rain.

* * *

A RAINBOW to windward means rain ahead. A rainbow to leeward means the rain's end.

* * *

WHEN SMOKE curls downward and lingers, a storm is nearing.

* * *

LIGHTNING from the west or northwest will reach you, but from the south or southeast, will pass you by.

* * *

A VEERING wind is a sign of fair weather. A backing wind means rain.

* * *

A FALLING barometer indicates nearing low area with winds and rain.

* * *

A LARGE halo around the moon indicates cirrus cloud formations and a warm front and rain.

* * *

A DRY morning is a sign of showers. Dew on deck means a good day ahead.

* * *

A DISTANT shore will loom up nearer before rain because of the thinning air.

* * *

THINNING air is hard to fly in, so birds sit it out before a storm.

* * *

A SKY FULL of webby cirrus clouds foretells disturbance and rain is on its way.

* * *

RAIN is most frequent at the turn of the tide.

* * *

MODERN marine engines do not require a lot of maintenance. Keep your engine clean, lubricated, and leave it alone when it's running all right.

* * *

NEW LINES can be broken in by towing astern, with one end made fast to the stern cleat.

* * *

REMEMBER to allow for the rise and fall of the tide when anchoring.

Desalting plant

Contracts for a 2,620,000-gallon-a-day water desalting plant have been let by the Florida Keys Aqueduct Commission. It is believed to be the first commercial installation to supply a community's water needs. Key West and the lower Keys now obtain their water supply from the Navy. The desalting plant will be built by Westinghouse Electric Corporation.

Air pollution

Strict enforcement of our new and drastic law against polluting the air should result in fewer, shorter and better political speeches.

BEREA RICE

Hatteras Trouble Shooter

Berea Rice can tune a Marine motor with the precision of a skilled watchmaker.

Fixing boat motors just sorta comes natural to Rice, a 40-year-old native of Morehead City, on North Carolina's sprawling sea coast.

Down in that neck of the woods, they use model boats and boat motor parts for teething rings. So when the kids grow up and head out into the world they don't need college training to make motor boat motors hum.

Such was the case with Berea. He lived around boats all of his life . . . and he understands what makes them tick . . . or tick wrongly. Save for a hitch with the Merchant Marine (naturally) during the big war, he clung to the Carolina coast and the boats that cluster to it.



Berea Rice

MURDER—A widely prevalent act which should either be discouraged or legalized.

INFINITY—A floorless room without walls or ceiling.

So now, Berea Rice has a job doing what he likes best.

He's a special service representative for Hatteras.

What does that mean? Well, it means he goes up and down the coast . . . fixing boats (Hatteras boats) . . . what else?

Dealer Appointments

DOMESTIC

Bond Boat Sales, 4130 North Rockwell Street, Chicago, Ill.

* * *

James J. McGinnis Yacht Sales, 1500 Westlake, North, Seattle, Wash.

* * *

Richardson Yacht Anchorage, 1601 Bayside Drive, Balboa Island, Calif.

FOREIGN

Cogeprec Marine, 21 Quai St. Pierre, Cannes, France.

* * *

Golden Dolphin, 59 Third September St., Athens, Greece.

* * *

Italmas, Via P. Marancelli, Milano, Italy.

* * *

Noll & Company, Niobestrabe, 2407 Travemunde, Germany.

Who's Who At HATTERAS

IF YOU WANT to know how many nuts and bolts go into making a Hatteras yacht . . . ask J. L. Bull.

Matter of fact, if you want to know the cost of each nut and bolt (figured to 4 decimal places) he can tell you.

He's the fellow who keeps tab on the profit and loss picture and the myriad maze of little things that go into making the sleek fiberglass yachts (like some 3,000 component parts).

In addition, J. L. rather calmly presides over Hatteras records and finances while filling his official role as vice-president and assistant secretary-treasurer of the corporation.

The late Willis Slane, Jr., called J. L. Bull his "uncontrollable controller." He meant he could tell J. L. what he wanted to do and listened while J. L. told him what he could do in the matter of finances, facts and figures.

J. L. sorta grew up with Hatteras. He was assistant treasurer of Textile Insurance Company before "signing up" for Hatteras hitch in August, 1962. Since then, Hatteras sales have increased over 500 per cent and J. L.'s paper work and record keeping have increased . . . like, 1,000 per cent.

He's a native of High Point, attended High Point public schools and received a B.S. Degree in Business Administration from High Point College in 1950. J. L., his wife and daughter still live in High Point.



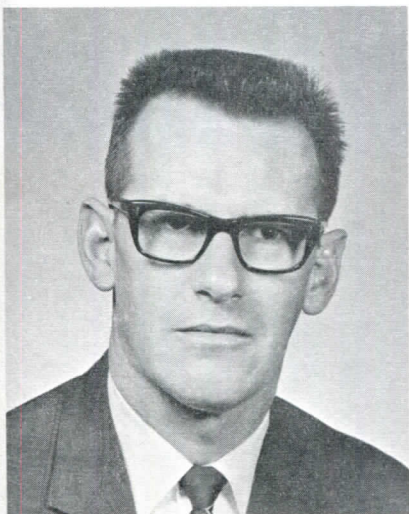
J. L. Bull, Jr.

Boating boom

Americans spent a record \$2,683,000,000 on boating in 1965, according to estimates of the National Association of Engine and Boat Manufacturers and the Boating Industry Association. The figure represents a 2 per cent increase over 1964.

The associations estimated that 39,325,000 persons used 570,000 in-board motor boats, 4,530,000 out-board boats, 535,000 sailboats and 2,230,000 rowboats, canoes, dinghies, prams, and miscellaneous craft. They docked at about 5400 marinas, boat yards, and yacht clubs.

Hatteras SALUTES



Raymond Myers

Myers Appointed Service Manager

Raymond D. Myers has been named general service manager of the Hatteras Yacht Company.

Myers has been with the Hatteras organization since November, 1959, in a variety of positions. His most recent assignment was special projects foreman.

In his new post, he will facilitate service to Hatteras customers through the company's dealers and suppliers and will handle warranty claims.

Myers was born April 19, 1929, in Thomasville, N. C. He was graduated from Thomasville High School in 1947 and received his technical training while in the U. S. Air Force.

He is married to the former Delores Elaine Morris. They have three children, Debra Inez, 13; Donna Elaine, 12; and Jaye Carol, 9.



Bill Rawleigh

IN SALES—William B. Rawleigh has been named sales administrator of the Hatteras Yacht Company, according to an announcement by W. A. Hosler, sales manager. Rawleigh was vice president of Factors, Inc., a commercial finance firm in High Point, before joining Hatteras.

Uncooked smoked MEATS will stay fresh and sweet for a long time if wrapped in a clean cloth which has been saturated with vinegar and wrung out. While the cloth is still damp wrap in waxed paper and store in the refrigerator. Cheeses also will stay fresh if stored in this manner but not in the refrigerator.

* * *



HATTERAS EMPLOYEES HONORED

Sixteen Hatteras employees who have been with the firm five years or more were honored Dec. 16.

Presented certificates by President David R. Parker, Jr., were: (Left to right in the photo above) R. C. Mason, William W. Tuttle, James M. Boyd, James D. McRae, Clifton M. Ezzelle, William H. Phillips, James H. Routh, Hubert Quick, Edward T. Baldwin, Robert C. Benson, Glen W. Caudle, C. L. Everhart, Sarah T. Phillips and Don A. Mucklow.

Certificates also went to William F. Fodrie (Cap't Shy) and Roy H. Wood, not shown in photograph.

LEMONS will stay fresh much longer if kept in a tightly closed jar of water in the refrigerator.

* * *

WHAT KNOTS

Uncooked smoked MEATS will stay fresh and sweet for a long time if wrapped in a clean cloth which has been saturated with vinegar and wrung out. While the cloth is still damp wrap in waxed paper and store in the refrigerator. Cheeses also will stay fresh if stored in this manner but not in the refrigerator.

* * *

Take advantage of "weathered-in" days to REORGANIZE your below deck areas for more efficient use. The galley area can be more efficiently operated if the tools are placed within reach in the order of demand. Pans near the stove, mixing bowls near the sink flat surface, and the planned meals stowed in the refrigerator so that the next meal is always next to be reached.



Don Ogram

Don Ogram Named Products Engineer

Don Ogram, a Naval Academy graduate and former submarine officer, has been named Products Engineer at Hatteras.

He was plant engineer for E. I. DuPont in New Jersey before joining Hatteras. He attended public schools in Swarthmore, Pa., before going to the Naval Academy, and has completed graduate work at the Wharton School of Finance and Commerce at University of Pennsylvania.

Ogram, his wife and two sons (aged 4 and 6) are residing in High Point.

MIDDLE AGE—The time of life when the average man is going to begin saving next month.

PEDIGREE—The bark of a family tree.

A Different Drafts“man”

Pretty Hatteras yachts and pretty girls seem to go together.

Maybe that's why Loretta Puett is so happy these days.

The pretty, 21-year-old, red-haired Tennessee native has a job with Hatteras.

She's a draftsman. (That's what they call women employed in drafting: draftsmen).

Loretta was born in Tennessee, but has lived most of her life in North Carolina, attended public schools in Jamestown and is a recent graduate in Drafting from Guilford Technical Institute.

She lives in Greensboro . . . just 15 miles from the Hatteras plant.



Loretta Puett

Bulging ends on TIN CANS signify danger. Food inside is spoiled and poisonous. Don't open the can. Throw it away.

* * *



Leon Smith

Leon Smith Is Promoted

Leon P. Smith, 33-year-old native of Salem, Oregon, has been named assistant superintendent of the Hatteras Yacht plant in High Point.

Smith came to Hatteras in July, 1963, and served as wood pre-fab foreman before becoming assistant superintendent.

He, his wife and two sons, aged 12 and 15, live near High Point.

All aboard!

This could create the most monumental traffic jam in history, but it now is possible for every man, woman, and child in the United States to travel simultaneously by car. There would then, of course, be no pedestrian hazard.

This fact is brought out in an AAA report that there now are 195 million people and 75 million cars; an average of 2.6 people for every car.

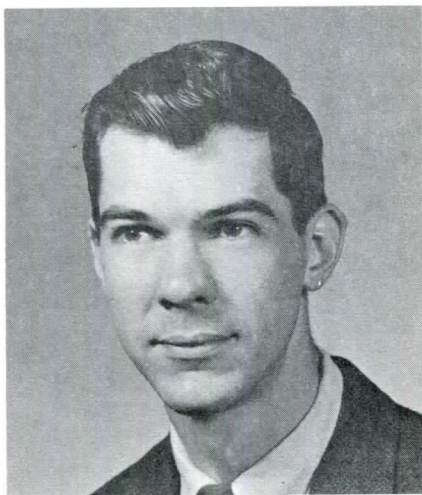
Joyner Joins Engineering Department

Until the Summer of 1965, a boat to Leon Joyner was just a vehicle that traveled on water.

Not now . . . because he's the new Methods and Standards Engineer for Hatteras Yacht Company. He assumed the position in June, this year.

But before that, he worked during Summer vacation (between his Junior and Senior years at N. C. State University) at Hatteras. When he graduated last Spring, with a B.S. Degree in Industrial Engineering, he came back to the huge fiberglass yacht making firm in High Point.

Joyner, 24, attended public schools in Wilmington before going to N. C. State. He's a bachelor . . . now resides in High Point.



Leon Joyner

Hatteras