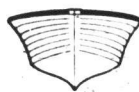


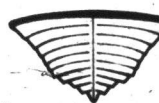
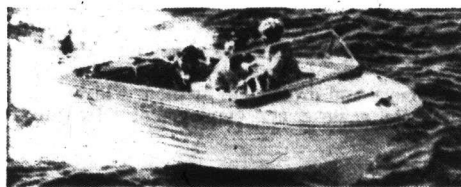
DESIGNED TO GIVE YOU THE TIME OF YOUR LIFE

... with your brand of performance contoured into the hull.

SPECIAL HULL DESIGNS TAILOR BOAT PERFORMANCE TO YOUR SPECIFIC NEEDS



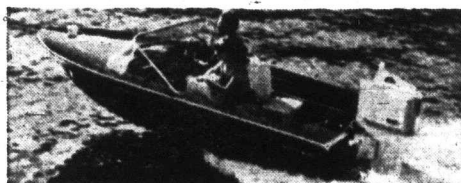
MODIFIED-V hull is a favorite in our small and medium-size runabouts. Planes quickly and rides fast and high. The Bedford shows you how this hull looks in action.



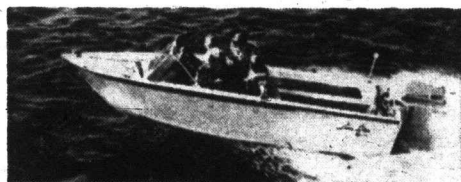
CUSHION-V is Chrysler's registered trademark for this revolutionary hull. Steep rise and deep laps cushion the ride in swells or breakers. Southwind demonstrates this hull.



QUAD-CHINE hull is a revolutionary and patented design, built for high-lift and high-speed on auxiliary planing surfaces. Only the Chrysler Mustang has it.

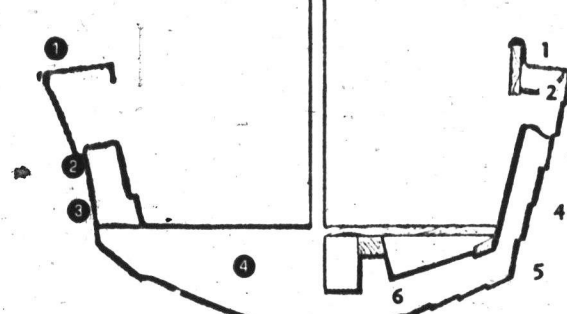


MODIFIED-V hull of this shape has proved to give a good, fast, stable ride in our aluminum runabouts, such as the new Del Ray, which demonstrates below.



FOAM-PAC®

CHRYSLER'S EXCLUSIVE
FIBERGLASS HULL
CONSTRUCTION PROCESS



1 In nearly every model deck and hull sections are riveted as well as sealed.

2 Uniformly strong, evenly shaped hull results from extreme precision in mold construction, resin formulation and application. Quality control is rigid.

3 Color-fast, mirror-bright finish starts with smooth molds, temperature-controlled gelcoat applications and use of ultraviolet absorbing agents.

4 Truly exceptional flotation, sound-absorption and strength are achieved by completely filling the space between floor and hull with specially formulated, rigid, polyurethane foam. Impervious to gasoline, oil and water—and stronger than ordinary foam, it forms a structural core bonded to hull and floor. Strength of the "sandwich" is multiplied tremendously over the strength of its individual layers. This principle, with metal structural core, is used in the construction of supersonic jet aircraft wings.

ARMOR-HULL

CHRYSLER'S EXCLUSIVE
ALUMINUM HULL
CONSTRUCTION PROCESS

1 Smoothly contoured hull and deck sections are precision-formed on a giant, 1000-ton hydro-press.

2 Stripper-punching equipment produces precise mating of parts, while heli-arc electrical welding produces strong, smooth seams.

3 Hard, bright, long-lasting finish is achieved by a thermostatically controlled, central paint heating system. Chrysler's marine alloys are heat-treated, remain corrosion resistant in fresh or salt water.

4 Lapstrake hulls and bottoms, featured on some models, have excellent ride characteristics and are formed on specialized machines developed in the Chrysler Lone Star boat plant.

5 With this hull you can forget popped rivets and skin punctures. They're so rare that they are covered by our warranty (on back cover).

6 Special polyurethane foam is poured in to fill space between floor and hull—as described in item 4 of the left column.

The exclusive Foam-Pac and Armor-Hull techniques developed by our marine chemists and metallurgists are significant advances in fiberglass and aluminum hull construction. In the boat business as well as the automotive business, Chrysler always has believed that sound engineering is the key to value—and customer satisfaction.

AND BUILT TO GIVE YOU THE BUY OF YOUR LIFE

... with OUR brand of strength poured into the hull.