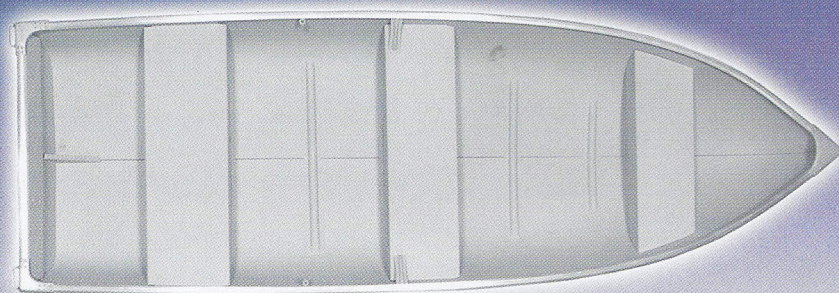
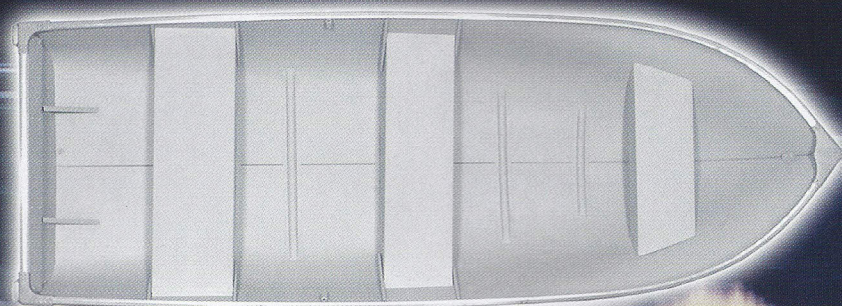


ALUMINUM SEMI-V AND JON BOATS



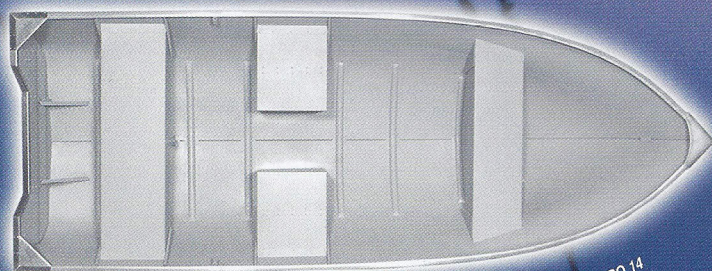
LAKER

Model	Weight (lbs.)	Centerline Length	Beam	Depth	Transom Width	Transom Height	Persons	Maximum Cap.(lbs)	Maximum HP	Hull Thickness
<i>Laker 12</i>	112	11'10"	54"	22"	50"	15"	3	400/540	10	.050
<i>Laker 14</i>	125	13'7"	56"	22"	50"	15"	4	510/650	10	.050

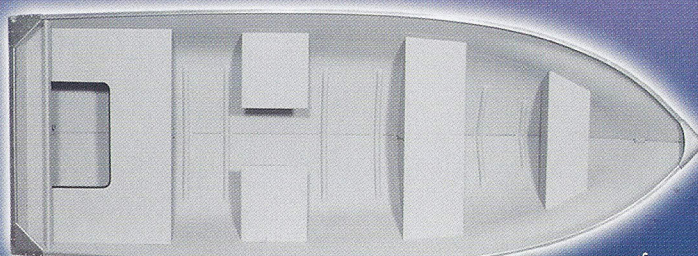


PRO

Model	Weight (lbs.)	Centerline Length	Beam	Depth	Transom Width	Transom Height	Persons	Maximum Cap.(lbs)	Maximum HP	Hull Thickness
<i>Pro 12</i>	121	11'10"	56"	23"	50"	15"	3	425/550	10	.050
<i>Pro 14</i>	151	14'0"	58"	25"	54"	15"	4	525/725	15	.055



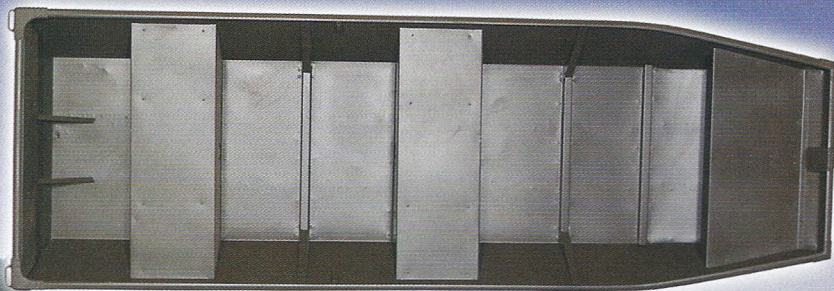
SUPER PRO 14



SUPER PRO 16

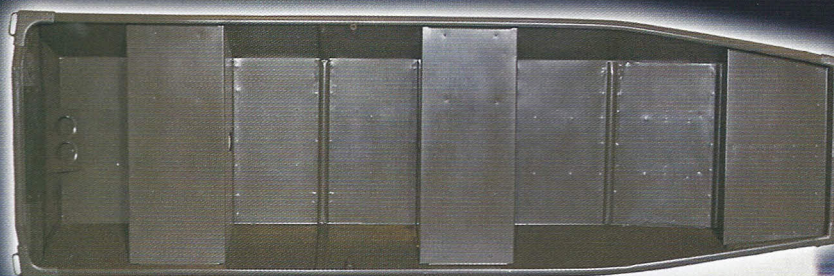
SUPER PRO

Model	Weight (lbs.)	Centerline Length	Beam	Depth	Transom Width	Transom Height	Persons	Maximum Cap.(lbs)	Maximum HP	Hull Thickness
<i>Super Pro 14</i>	208	13'11"	62"	26"	61"	20"	4	605/900	25	.063
<i>Super Pro 14 II</i>	208	13'11"	62"	26"	61"	15"	4	550/775	25	.063
<i>Super Pro 16</i>	290	15'10"	71"	29"	65"	20"	6	800/1135	35	.071



FISHERMAN

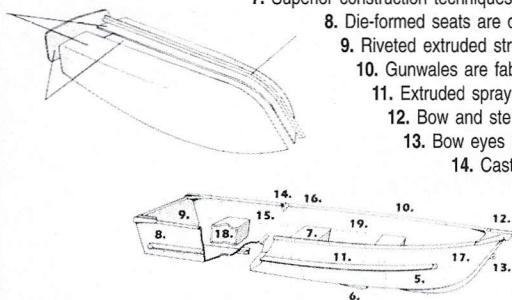
Model	Weight (lbs.)	Centerline Length	Beam	Depth	Transom Width	Transom Height	Persons	Maximum Cap.(lbs)	Maximum HP	Hull Thickness	Bottom Width
<i>Fisherman 10</i>	116	10'0"	56"	18"	56"	15"	2	270/350	5	.050	38"
<i>Fisherman 12</i>	133	12"0"	56"	18"	56"	15"	3	355/500	10	.050	38"
<i>Fisherman 14</i>	144	14"0	56"	18"	56"	15"	3	435/630	10	.050	38"



EXPLORER

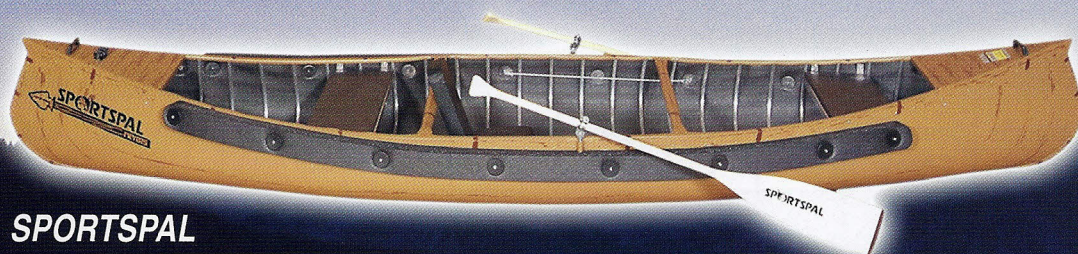
Model	Weight (lbs.)	Centerline Length	Beam	Depth	Transom Width	Transom Height	Persons	Maximum Cap.(lbs)	Maximum HP	Hull Thickness	Bottom Width
<i>Explorer 10</i>	80	10'	46"	14½"	48"	14½"	2	325	3	.040	30¾"
<i>Explorer 12</i>	90	12'	46"	14½"	46"	14½"	2	390	3	.040	30¾"

1. Meyers hulls are **formed** in halves, not riveted together from flat pieces like many manufacturers' hulls. The stretch-forming process increases the overall hull strength.
2. The hull halves and transom are heliarc welded with a continuous single seam. Their construction is stronger and virtually leakproof when compared to riveting.
3. The welded bottom seam is further protected by an extruded stem / keel.
4. All Meyers boats are tank tested after the welding process and when the boat is completed. In addition, regular production boats are periodically tested in adverse conditions.
5. Marine specification aluminum alloy resists corrosion, electrolysis and accidental puncture.
6. Compatible metals and alloys utilize throughout Meyers boats resist electrolytic action in salt water environments.
7. Superior construction techniques create the most rigid aluminum boat on the market, reducing noise and vibration.
8. Die-formed seats are designed to act as bulkheads for added structural strength.
9. Riveted extruded strakes **eliminate** potential weak points found with ordinary pressed-in stakes.
10. Gunwales are fabricated from heavy duty **extruded** aluminum.
11. Extruded spray rails are preformed for uniformity.
12. Bow and stern castings are custom designed to add integral strength while doubling as carrying handles.
13. Bow eyes are standard on all models (except Lakers).
14. Cast oarlock socket feature noiseless easy-guide nylon inserts.
15. New, advanced aluminum paint system protects in fresh and salt water.
16. All edges are rounded for safety.
17. Unique flaired bow design minimizes splash and spray for dry boating.
18. Convenient transom drain is included.
19. Built-in foam flotation meets rigid U.S. Coast Guard requirements for standard and level flotation.

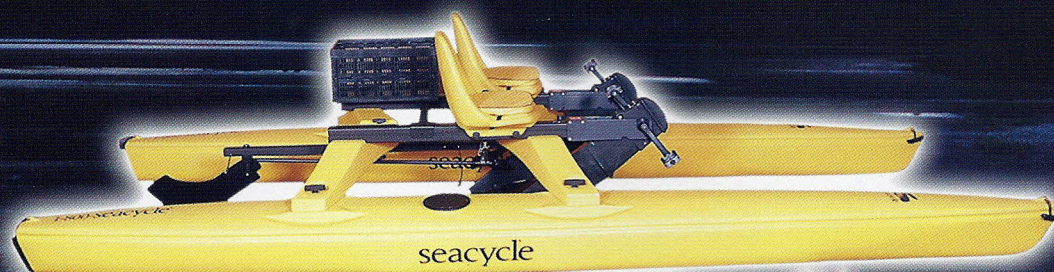


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