



HIGHBRIDGE • SOMERSET

Tel: BURNHAM-ON-SEA 2393/4

In offering the 1962 Brensal range we would be less than just if we did not acknowledge with thanks the ideas and criticisms of our many associates and customers which have contributed largely to the finished products now available. We value such comment and shall continue to encourage it at all times.

It has resulted we feel in our production of a range of boats covering a wide diversity of uses and likely requirements, at the same time maintaining traditional characteristics of boat building and quality of finish upon which Brensals have built their reputation.

Boat building is a business and to survive must be run strictly as such or founder. One way to success can be mass production but the basic truth at Brensals is that we, to a man, have a feeling for and a joy in building boats that will never be overridden by the desire to emulate a 'sausage machine'.

Brensals Boats are made available to the public solely through a distribution network. This network comprises marine trading establishments of the highest standards. Their appreciation of our boats and facilities for service and attention to customers requirements gives us confidence for the 1962 season and we hope for many years ahead.

Our boats are built at Highbridge in a modern factory of 20,000 sq. ft. including offices and showrooms. We are situated on the outskirts of Highbridge in view of the A 38 Bristol-Bridgwater road and it has been our pleasure to welcome friends and customers to visit us. This practice will continue. The increasing demand for our glass fibre boats has made it necessary to extend the area devoted to this specialized form of construction and we are happy to report that the quality of our products in this medium have been highly esteemed.

The 1962 range comprises the following boats:

THE BRENSAL PRINCESS.

PRINCESS MARK I

(Price £445)

A 2 berth cruiser built of timber and marine ply. An ideal holiday boat suitable for sea, river and canal use. Easily trailable and simple to launch. Gentle cruising or water ski-ing speeds available according to horse power of outboard engine fitted. Complete with foam berth cushions, upholstered helmsmans seat and cabin roof ventilators. Length 17'; Max. beam 6'; Weight 750 lbs; Loaded draught 11". The following are examples of speeds obtainable.

Single	10 h.p. engine	11 m.p.h.
Single	16 h.p. engine	12.38 m.p.h.
Single	40 h.p. engine	28 m.p.h.

PRINCESS MARK III

(Price £490)

Specification and performance in general as Mark I but this boat is constructed entirely of glass fibre thereby not only reducing maintenance to a minimum but having a most attractive appearance. This boat should have a direct appeal to the owner who has a limited time for his boating activities, and who cannot spare much time for maintainance. The weight of this boat is 775 lbs.

PRINCESS DAYBOATS

The Mark I version is constructed of solid timbers and marine ply, and is intended for day cruising either on rivers or at sea. The large open cockpit area makes the boat suitable for many purposes from water ski-ing to fishing and quiet cruising. The cabin contains two 6' berths upholstered with Vinyl covered foam cushions. With two adults on board the following speeds are obtained with outboard engines for which the boat was intended.

Single	10 h.p. engine	11 m.p.h.
Single	18 h.p. engine	19 m.p.h.
Single	40 h.p. engine	28 m.p.h.

The dimensions are: Length 17'; beam 6'; loaded draught 11"; Weight 725 lbs. Price £425.

The Mark II version is constructed throughout of fibre glass which requires little or no upkeep thus cutting annual maintenance costs to a minimum. The boat is easily trailed by the smallest of cars and is very easy to launch. The dimensions are exactly the same as the Mark I dayboat version with the exception of the weight which is 750 lbs. Price £455.

THE BRENSAL QUEEN.

The three variants of the Brensal Queen range are substantially built 2/4 berth cruisers suitable for rugged use and in this class it is possible to select a boat to suit a particular usage if the choice be for sea, river or canal or all three types of water.

The ladies will be especially pleased with the luxury of the well appointed cabin with its dinette, galley and separate toilet compartment. Men will appreciate the roomy cockpit, so suitable for fishing and the children will find plenty of room to sunbathe on the cabin roof. Intended for holidays afloat the Queen offers maximum comfort and safety.

STANDARD QUEEN

(Price £940.)

Dimensions: Length 20'2½"; Beam 7'6"; loaded draught 11"; and weight 1500 lbs, is primarily intended to cope with coastal water and estuary conditions but it is also a delight to use in more confined waters. Built to be powered by outboard engines, the following are examples of speeds obtainable:

Single	16 h.p. engine	7.25 m.p.h.
Twin	16 h.p. engine	14.25 m.p.h.
Single	40 h.p. engine	17.75 m.p.h.
Twin	40 h.p. engine	25 m.p.h.

AQUAMATIC QUEEN

(Price £1,600.)

A very popular version of the Queen is as standard specification but powered by the famous Volvo-Penta 80 b.h.p. Aquamatic engine giving speeds in excess of 26 m.p.h. at a consumption figure of 2½ gallons per hour. Further economy is possible proportionate with lower speeds. A 20 gallon fuel tank is fitted and the entire installation complete with engine hatches gives a superbly finished appearance.

NARROW BEAM QUEEN.

(Price £940.)

Completing the Queen cruiser range is a model identical to the standard but reduced in beam to 6' 8" to cater for the owner who wants the best of both worlds i.e. canal and open waters.

This boat can start a voyage from well inland and journey to coastal waters where the owner can enjoy all the pleasures of deep sea cruising etc. before returning to a convenient canal or narrow river near his home.

Built primarily for outboard engines it is possible to fit the Volvo-Penta Aquamatic if desired.

QUEEN DAYBOAT

(Price £725.)

A recent development is the Queen Day Cruiser which has been evolved with special attention to the cockpit space. For the sports fisherman who likes to make his boating a social occasion we think we have provided a sturdy seagoing craft which will allow much freedom of movement for several people in the large cockpit, which is fitted with two folding upholstered seats for helmsman and passenger plus a beam length upholstered stern seat. The cabin has been reduced in length by just over 2' but it still provides for two full length upholstered berths and in the main we foresee the ladies of the party being grateful for some comfort and sheltered space while fishing or similar activities are proceeding outside. As with the other Queens, this craft can be powered by outboard or inboard/outboard drive at horse powers to suit particular requirements. It is fitted with a self-draining engine well to take single or twin motors and with two adults on board the following speeds are obtained.

Single	16 h.p. engine	9.5 m.p.h.
Twin	18 h.p. engine	19 m.p.h.
Single	40 h.p. engine	20 m.p.h.
Twin	40 h.p. engine	26.5 m.p.h.

The Queen dayboat is also available with the famous Volvo-Penta 80 b.h.p. Aquamatic inboard/outboard engine.

The dimensions are similar to standard i.e. Length 20'2½"; Beam (Max.) 7'6"; Loaded draught 11"; Weight 1250 lbs.

RIVERQUEEN

(Price to be announced)

A 24' narrow beam (6'10") centre cockpit river cruiser, Providing luxurious living accommodation with two 6' berths in forward cabin and a 6' X 4'6" double berth in after saloon. Two burner Calor gas grill and cooker fitted next to sink unit which is supplied with fresh water from a 10 gallon storage tank under the cockpit floor. Formica surfaces on cupboard tops. Separate Elsan toilet compartment. Generous stowage and hanging wardrobe space provided. Curtains on nylon runners over large Triplex windows ensure privacy when required. Designed for outboard power, but a wide choice of engine installation is available. The weight of the Riverqueen is 2,200 lbs.

THE BRENSAL HARLEQUIN.

A glass fibre runabout specifically for hire operators. Three buoyancy compartments, timber bilge keels, modern wheel steering, plastic fendering and chromium deck cleat. Full beam bench seat for 2 adults and 2 children. Powered by Seagull 40 minus instantly removable for servicing. Length 7'; beam 5'; draught 5" ensures exceptional stability. Price £130. including engine.

NEWS RELEASE

from



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for Britten-Norman Limited

1-1-1962

BOAT SHOW DEBUT OF CUSHIONCRAFT

Among the dinghies, speedboats, cruisers and ocean racers at the 1962 International Boat Show, Earls Court, London, sits a low, flat, sleek white shape. It is the CC-2 Cushioncraft - an amphibious air-riding vehicle designed and built by Britten-Norman Ltd at Bembridge, Isle of Wight. The Cushioncraft makes its public debut at the Show by courtesy of the Ministry of Aviation which, a month ago, bought the CC-2 for an air-cushion vehicle research programme at the Royal Aircraft Establishment.

Powered with a Rolls-Royce V8 car-type engine housed within the ten-seat cabin, and driving two large centrifugal fans mounted one each in the fore- and after-bodies, the Cushioncraft is a working vehicle designed for the high-speed transport of passengers or compact loads over land and water.

Lightweight construction incorporating plastic-foam support for the alloy skin panelling gives the CC-2 a light displacement when at rest on the water - it draws two inches - and has the additional advantage that, in the event of the bottom skin being pierced, the flotation hull does not become waterlogged.

A key feature of the Cushioncraft is the employment of a low-pressure air-cushion. Lightly loaded the CC-2 is designed to operate at clearance heights of around 24 inches, and even at full load the cushion depth is reduced only to about 12 inches. There are two important advantages to this: first, it permits the craft to operate over quite severe gradients and very rough surfaces; and second, the low air velocities in the cushion cause minimal surface disturbance and thus when operating over water only a mist of spray is created. Where maximum clearance is not of major importance, loads exceeding the tare weight of the vehicle may be carried.

The Cushioncraft has a highly efficient system of control and propulsion by deflection of the air-curtain jets, supplemented by tilting the craft in the required direction of travel. Pitch control is derived by operation of flaps in the front and rear sections of the peripheral jet; roll control is similarly obtained by flaps on each side; yaw control is by differential operation of moveable vanes in the stability jets.

Britten-Norman Ltd built the CC-2 in response to requests from a great many potential operators overseas who, before committing themselves to larger and more expensive machines, require a relatively cheap and completely amphibious vehicle for proving trials and the build-up of operating experience. The CC-2 fulfills these requirements admirably, but it should not be regarded simply as an experimental machine: it is, on the contrary, a practical transport vehicle of a size and cost which fits the needs of many companies around the World not necessarily engaged in commercial transportation.

Series production of the CC-2 Cushioncraft is being undertaken, and the first production vehicles will be delivered later in the summer.

LEADING PARTICULARS

Length	27ft
Beam	17ft 1in
Height to top of fin	8ft 6in
Dry weight	3,100 lb
Engine	Rolls-Royce LV8
Type	8-cylinder over-square 90deg V-formation, liquid-cooled
Capacity	380.2 cu in (6230cc)
Fuel	Petrol (car grade)
Normal all up weight	5,500 lb
Gross weight with overload	7,000 lb
Fuel capacity	120 Imp gall

PERFORMANCE

Max range at normal all up weight	500 miles
Hoverheight, normal all up weight	12 inches
Hoverheight, light	24 inches
Max speed at normal all up weight	50 knots



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News about British Nylon

BRITISH NYLON FASHION PARADE AT THE INTERNATIONAL BOAT SHOW

Earls Court, January 3 - 13th, 1962.

"TRIM TRENDS" in Bri-Nylon and Bri-Lon.

A pre-view of 1962 sailing clothes is presented at this year's International Boat Show by British Nylon Spinners Ltd. The lively parade, shown several times a day in the Harbour Feature, illustrates some interesting ways in which nylon is making a special contribution to modern sailing equipment.

This collection of Bri-Nylon and Bri-Lon garments has been designed for sailing in any weather, from the sunny calms when a swimsuit really is a possibility, to the stormy seas when proofed nylon smocks and over-trousers come out of the lockers.

Ambisextrous Sailing Suits : This year, for the first time, a group of sailing suits made of proofed nylon fabrics is being shown. These suits are ambisextrous, designed for men or women. Consisting of smocks or jackets with over-trousers, they are generously cut, with useful front pouches and patch pockets.

The great advantage of nylon for these proofed suits is that it is not only very lightweight but stays pliable. It does not stiffen in cold weather and so is much more comfortable for moving about in the boat.

Colours are cheerful, easy to identify at a distance. Besides traditional oilskin yellow, there is scarlet, white and royal blue, with grey, navy or petrol blue for people who prefer a more subdued effect. Some of the smocks have hoods attached ; a cold-weather quilted navy nylon jacket is shown with a scarlet lining.

It's Stretch in Swimsuits : Bri-Nylon swimsuits for 1962 have a new and intriguing dimension - built-in stretch. A group of figure-fitting suits illustrates the dramatic new design possibilities offered by the gaily coloured and patterned stretch Bri-Nylon fabrics which are 1962's top choice.

Bri-Lon Sweaters Stand the Lot : Salt water, damp lockers - Bri-Lon sweaters stand the lot. They do not shrink or mildew, can be washed anyhow and dry extremely quickly. Bri-Lon sweaters in the parade show the various new textures available, from soft smooth sweater shirts to chunky cardigans.

For the Club Dance : For the more glamorous side of a sailing life, there are attractive and highly packable Bri-Nylon dresses for trips ashore and the boat club dance. Sight-seeing frocks appear in non-crush knitted fabrics, the sort that need no ironing. Party dresses are shown in the new printed Bri-Nylon foulards which, again, do not crease, and drip dry.

Show Clothes on Sale : Clothes shown in this parade can be bought from Swan and Edgar on their stand U.N.I, on the first floor, where a wide range of other Bri-Nylon and Bri-Lon garments will also be available.