MEET THE TREND SETTER



WILDS' Caribbean

WILDS' Caribbean 39 ft. luxury cruiser

Wilds' new Caribbean cruiser is the exciting new concept in inland water pleasure craft, setting a new standard in comfort, convenience, safety and economy. And it's priced-up to suit the pockets of both the hire fleet operator and private owner alike. From her double bottom – built big-ship fashion with numerous separate watertight compartments – to her spacious sun-roof, Caribbean combines the toughness of heavy duty glass fibre with a fresh modern approach to all-weather comfort afloat.

Everything for private owner or hire fleet operator

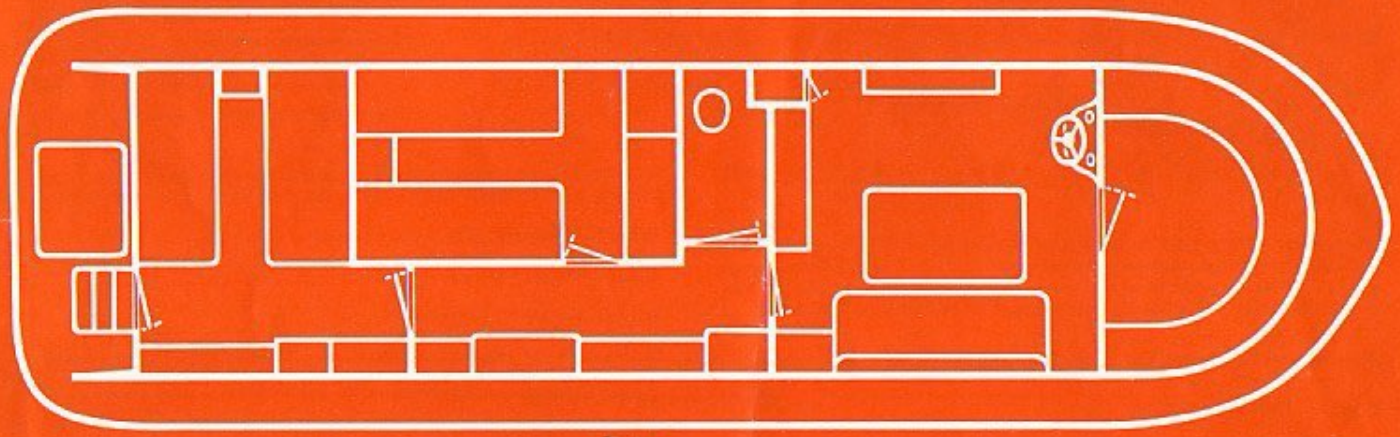
For the private owner Wilds' Caribbean has everything he would expect from a much more costly craft – and more.

For the hire fleet operator Caribbean has everything it takes to get full bookings right through the season. When she made her debut at the International Boat Show she attracted enough hirers to book six cruisers right through the summer from Easter to October – bookings worth more than £10,000! With outstanding ease of maintenance, tough reliability and a low first-cost, Caribbean will return your capital outlay quicker than any other cruiser afloat.

We sell hulls too. Designed to take standard size domestic furniture in cabins and galley, the Caribbean hull, or hull and superstructure, is ideal for fitting out at your own yard to whatever standard you choose.







Caribbean

SPACE. Wilds have designed and built their trend setting Caribbean to match the needs of both the private owner and fleet operator. She's spaciously built – as can be judged from the plan!

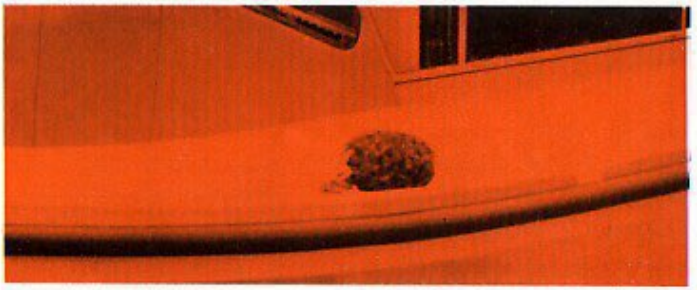
COMFORT BY DAY. In the Caribbean everything comes household size, from the galley sink to the lounge settee. Built for six (with room to spare) her spacious day saloon has home-size furnishings and a splendid view for everyone from low-level all-round windows.

COMFORT BY NIGHT. At night that big saloon converts in a minute to a luxury double bedroom. The bed comes easily down from the wall and built in around it are wardrobes, cupboards and a vanitory unit with hot and cold water. The two other cabins can have twin or double divan beds – interior sprung and as big as the ones at home – dressing tables, wardrobes, plus their own hot and cold water washbasins.

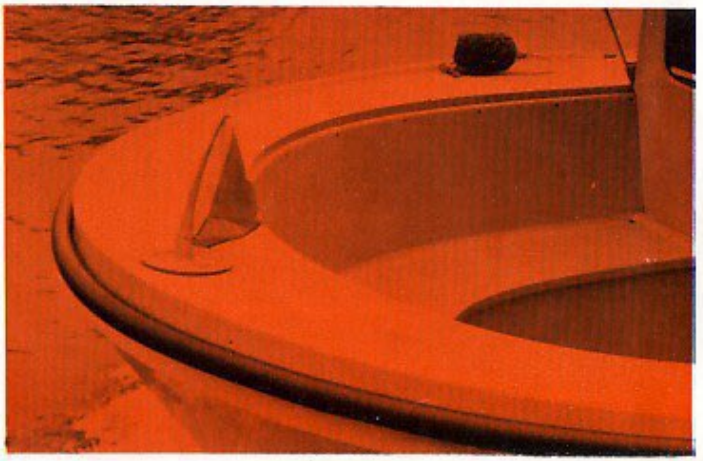
CONVENIENT. Call it a galley if you like, but in the Caribbean any woman will feel at home. Everything again is household size – the cooker, the stainless steel sink, the kitchen unit, even the electric refrigerator. And piping hot water all the time!

TAKE A SHOWER! As well as the washbasins with hot and cold water in every cabin, Caribbean has a hot and cold shower compartment, and a modern pump-type W.C.

FOR SAFETY. Caribbean's side decks are 17" wide all round – and the roof rails fall easily to hand. But in the Caribbean you hardly ever need to walk around outside. There is room for all inside, and easy access to all parts of the boat. Children in the forward cockpit are always under the eyes of adults in the saloon.



TO CATCH THE SUN. Windows slide back or wind down to let in the summer breeze. Open the door to the forward cockpit and your sun lounge measures 15 ft. x 9 ft. And you can sunbathe on that massive sun roof too! Raining? Close tight the windows and enjoy real weather-proof comfort – still with a perfect all-round view! And the shape of the roof keeps the rain off the helmsman's window.

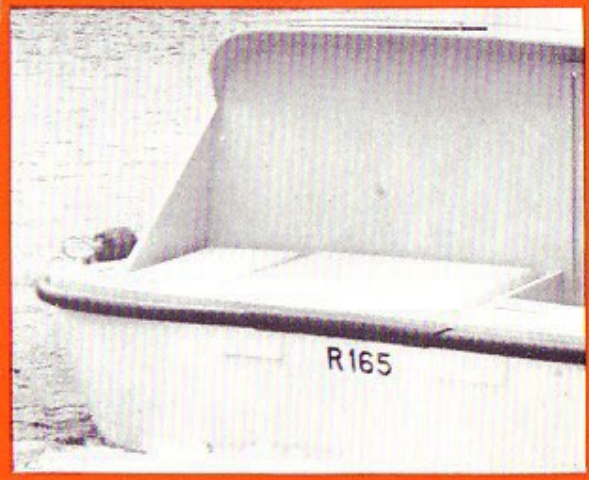


spells comfort-safety-convenience!

It's all plain sailing with Wilds' Caribbean

EASY TO DRIVE. Take a look at the Caribbean's lines. This is no ordinary hull. The unique underwater lines make Caribbean as manoeuvrable as anything afloat, with the light Morse steering she turns in a little more than her own length and in his forward position the helmsman has a perfect view. Engine control is by a single lever.

DIESEL HYDRAULIC. A powerful diesel engine drives Wilds' Caribbean through a hydraulic pump – and the whole unit occupies only the last three feet of the boat, sealed away completely from the accommodation. No engine smells, no vibration, no noise – just complete reliability. With hydraulic drive there is no gearbox, no clutch. From full ahead to full astern – you will never stall the engine.



SERVICEABILITY. Everything is in that last few feet of the boat. Take out the engine, and no engineer need step inside the accommodation. Put it back, no realignment problems.

ECONOMY. The exterior is all glass fibre. No need to store under cover, or even take her out of the water. Spring fitting out? Just a good hose down and a polish!
And the Caribbean is tough. The specification is as high as you'll find anywhere – as approved by Lloyds Register of Shipping and the Ministry of Transport.

PRICES
Luxury model, as shown at the 1966 International Boat Show, **£4,700.**
Hull, **£1,125.**
Hull and Superstructure, **£1,878.**

MOULDING SPECIFICATION

Hull: A one-piece fibreglass moulding with integral keel. Resin and glass to highest specification and as approved by Lloyds Register of Shipping and the Ministry of Transport. Reinforcement system is a sandwich of woven rovings cloth and chopped strand mat to give the optimum strength/bulk ratio. Hull reinforcement basically 14 oz. increased to 20 oz. for sides, 22 oz. for keel, stem and waterline.

Cabin Top: Basically an 8 oz. lay-up reinforced as necessary. The roof is a sandwich incorporating a honeycomb core for strength and insulation. Roof with non-slip surface.

Deck: Laid up integrally with cabin top and sides, the deck is provided with a non-slip surface. 12 oz. glass lay-up.

Gunwale: The gunwale connection between hull and top moulding in a bonded flange with galvanised steel through bolting. The flange is external and provided double lip for the all round p.v.c. fender.

Inner Bottom: The inner bottom forms the cabin floor. It is of ½" plywood sheathed in fibreglass and laid over the transverse hull bottom stiffeners which are spaced 30" apart.

End Bulkheads: The end bulkheads to the cabin, and also the doors are of fibreglass to provide an all moulded exterior.

Aft Deck: The after deck has integrally moulded coamings for hatches and cabin entrance companionway. The companionway and hatch covers are all of fibreglass. Hatches are provided for the engine space, and the gas bottle stowage well, which is also a one-piece fibreglass moulding with gas drain overboard.

Forward Cockpit: The forward cockpit together with the seats extending all round, is a one piece fibreglass moulding.

ABRIDGED SPECIFICATION

Dimensions: Length (Mldd.) 39 ft.; Breadth (Mldd.) 12 ft.; Draft (Aft) 2 ft. 4 in.

Hull, Cabin Top and Associated Mouldings: Fibreglass Mouldings, with heavy, pigmented and polished surface coatings, rendered non-slip where necessary. All materials of best quality and as approved by Lloyds Register of Shipping, and Ministry of Transport.

Propulsion System: Diesel-Hydraulic.

Engine: Perkins 4. 108 .

Fuel Tank: Fibreglass 40 galls. capacity.

Steering Gear: Morse 400.

Water Supply System: Godwin automatic pressure unit.

W.C.: Simpson Lawrence pump type.

Sink: Stainless Steel.

Gas Cylinder Stowage: Two 32 lb. cylinders.

Windows: Toughened glass in anodised aluminium alloy frames. Sliding type forward. Hopper type aft. Full drop in forward bulkhead.

Wall Coverings: Vinyl Wall covering.

Roof Lining: Painted.

Hydraulic Unit: Dennison.

Battery: 12 V. 120 amp. hr. When supplied with Electric Refrigerator an extra 180 amp. hr. battery with diode splitter unit is fitted at an additional cost of £74.

Controls: Morse.

Water Tanks: Fibreglass 80 galls. capacity.

Hot Water: Indirect Calorifier System.

Cooker: Flavel "Courier" 3-burner oven and grill.

Refrigerator: L.E.C. Electric or Gas.

Furniture: Teak veneered in cabins. Laminated plastic working tops, and wash basin surrounds.

Floor Covering: Linalay.

F. B. WILDS LTD., HORNING, NORFOLK. **Telephone Horning 366**

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