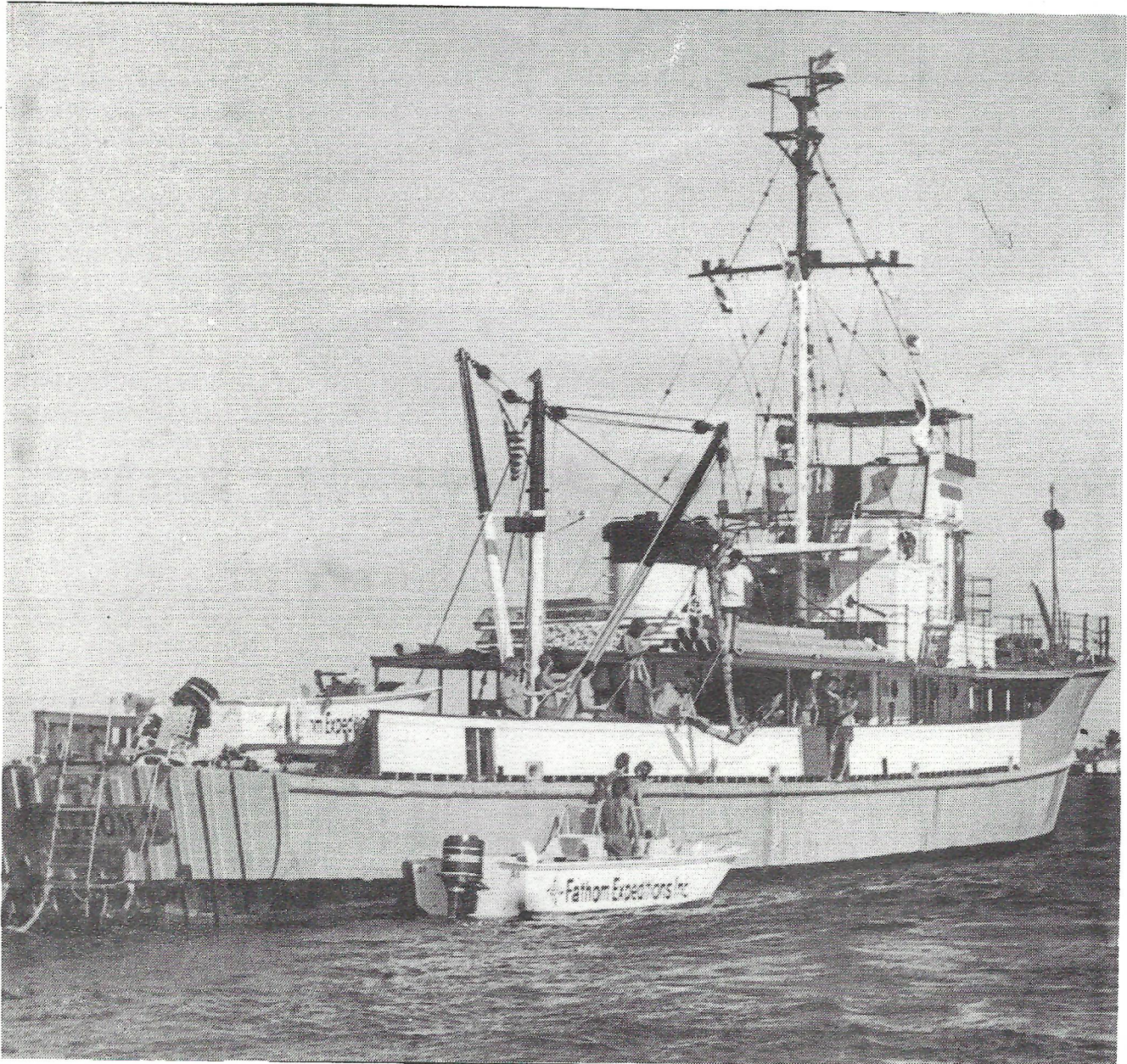




RUGGED! STRONG!

McKee Craft 20'

UTILITY BOAT

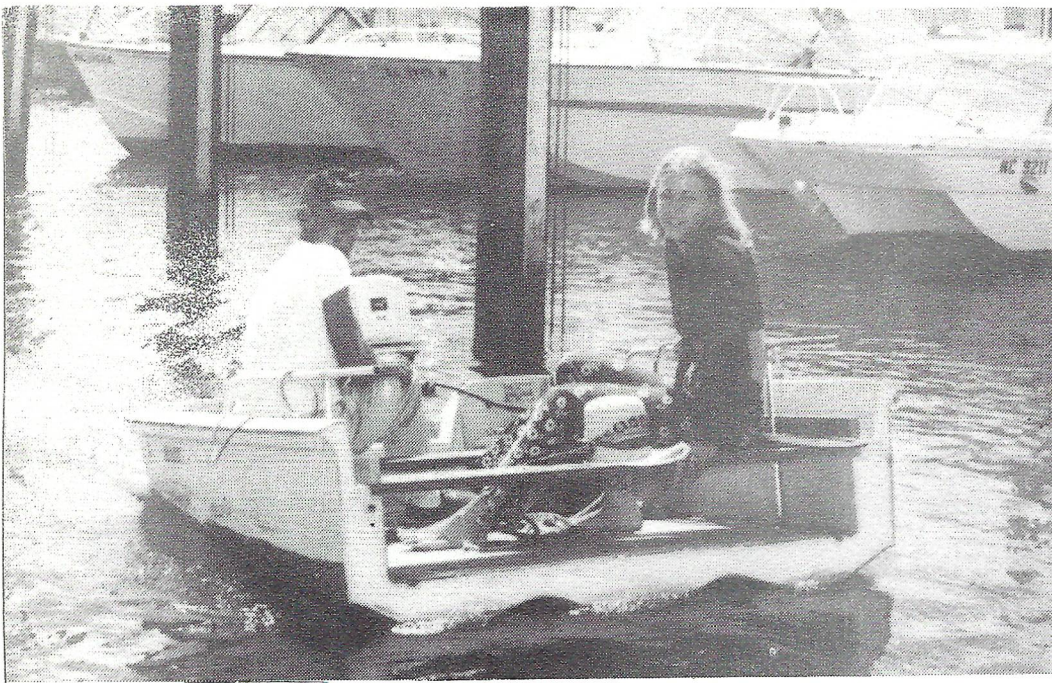


LANNES K. McKEE & CO.

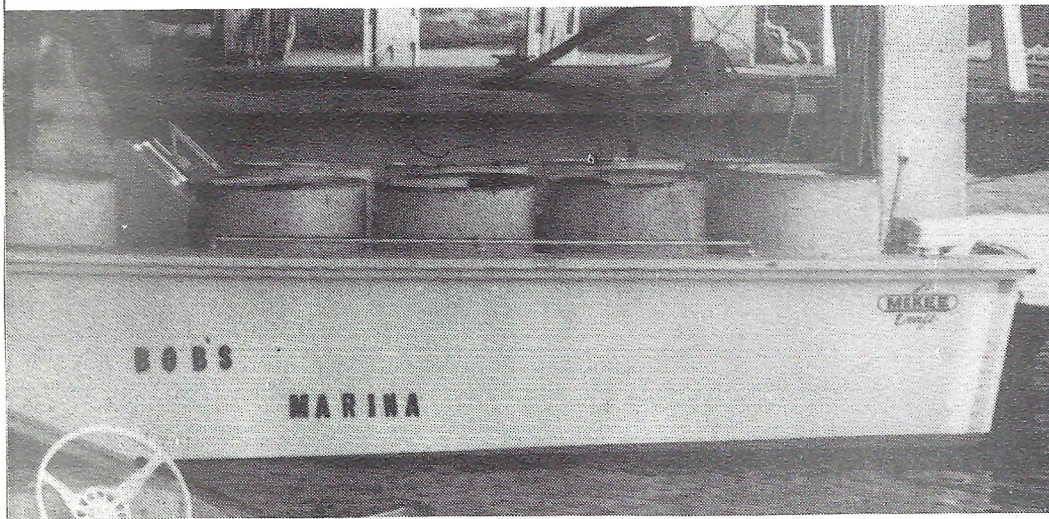
AREA 919 628-7940

P. O. Box 207

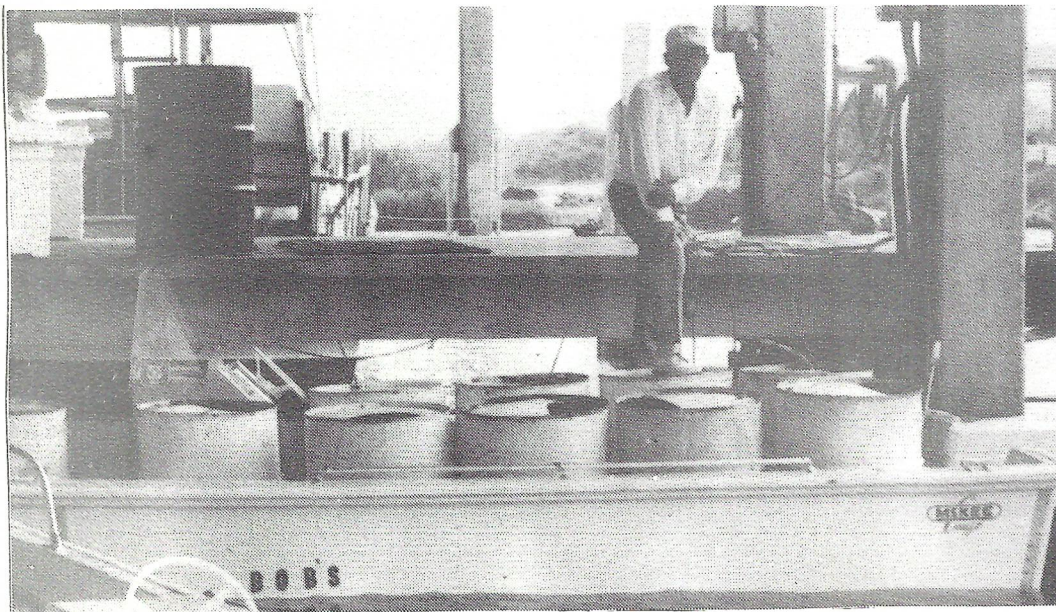
FAIRMONT, N. C.



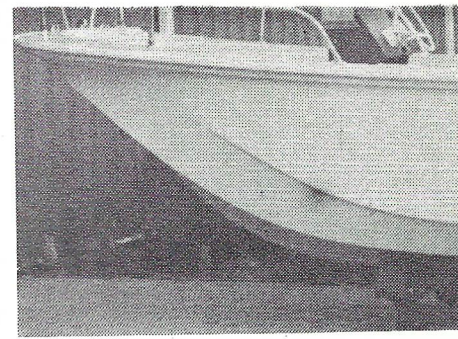
It floats even when cut in half.



Loaded with twelve empty 55-gallon drums.



Freeboard with full drums and 5,280 lbs.



McKEE CRAFT

The McKee Craft 20-foot Utility has a mahogany console, Teleflex steering and a hinged lid, bow chocks, bow and ski eyes, and is the standard model.

Custom built units are available and are able of carrying twelve 55-gallon drums of oceanographic gear. Outdrive power complete with 24-gallon built in fuel fishwells can be added.

Models can be delivered as:

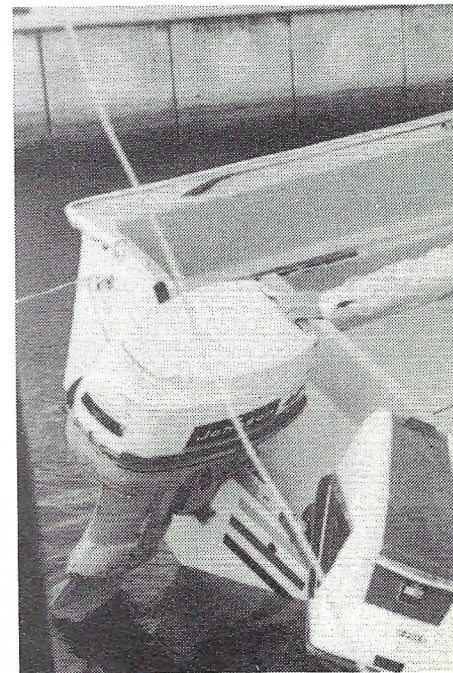
1. BARE HULL complete with bow chocks
2. STANDARD complete with mahogany console, Teleflex steering, running lights.
3. CUSTOM complete with all of the above. This model can be built with custom options.

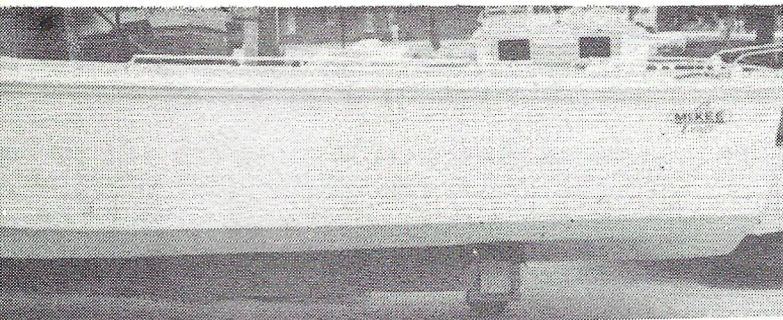
Centerline Length

Approx. Bare Hull Weight

Horse Power Rating

COVER PICTURE: Fathom Expeditions Inc. board and used for work away from the mooring.





T—WORKHORSE OF THE WATER

Boat is built in a basic configuration with a single central mahelmsman's swivel seat. Forward is bow storage space with a hing-
 unning lights, bow and side rails and three cleats. This comprises

upon special order. The large amount of clear cockpit area, cap-
 , can be used for transporting people, freight, sport fishermen or
 s available using either Mercury or OMC from 120 to 165 H.P.,
 ank. Folding tops, bilge pumps, bucket or swivel seats, and live

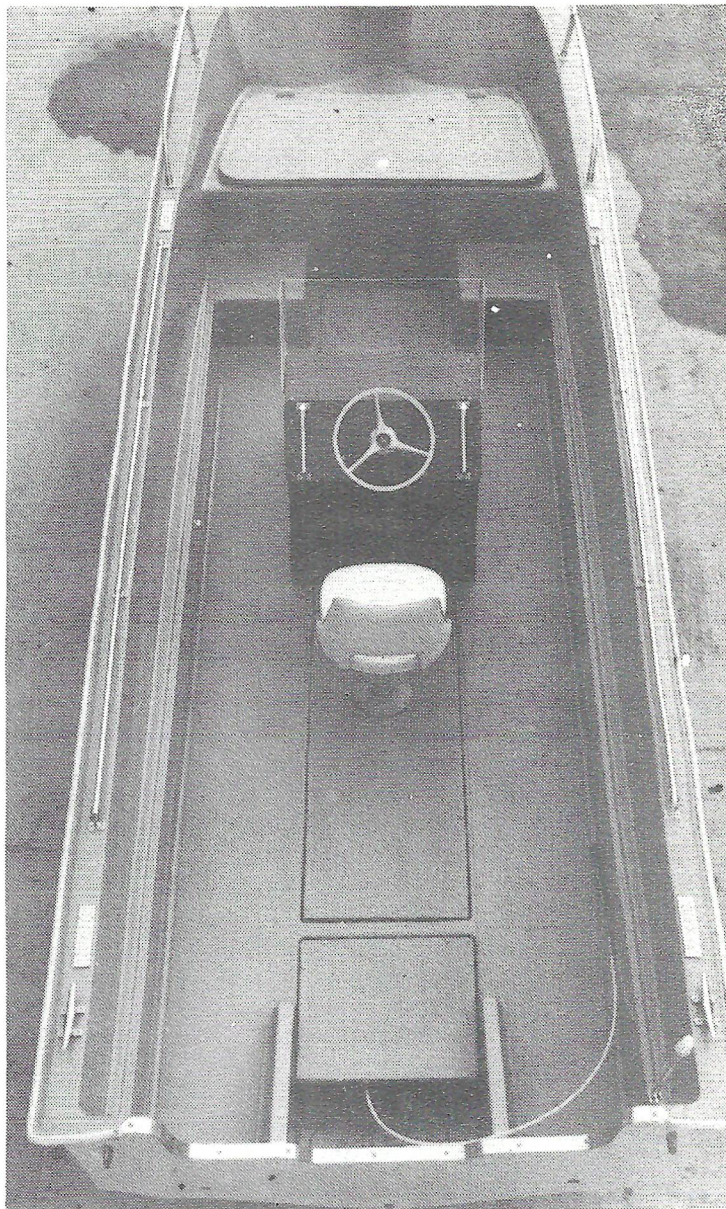
and ski eyes, storage box and lid, bow chocks.
 any console, bow and side rails, bow and ski eyes, one swivel seat,

standard equipment, plus options and interior design of your
 th fuel tanks, gin poles or other equipment to suit your specifica-

20-Foot Hull Specifications

| | | |
|-----------------|---------------------------|-----------|
| 20' | Rated Load Capacity | 4200 lbs. |
| 1600 lbs. | Beam | 84" |
| 165 H.P. | | |

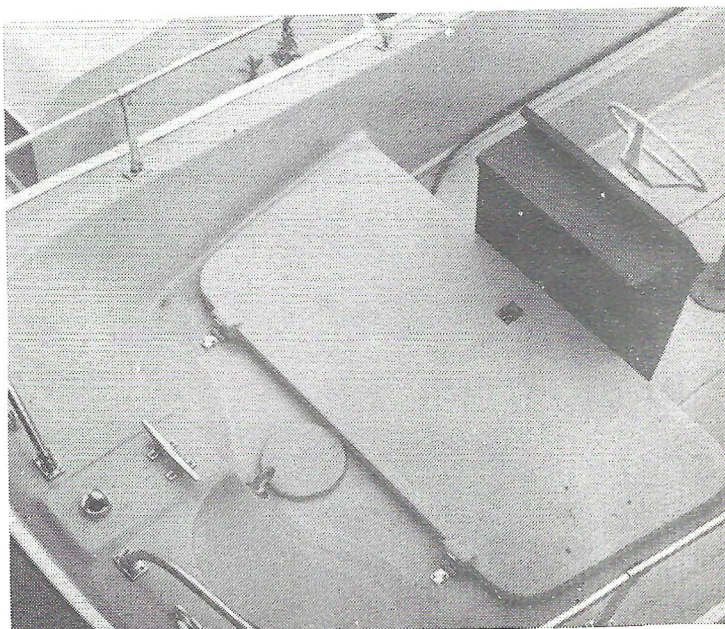
chose McKee Crafts for their work boats. Two 20-footers are carried on
 er ship.



Basic configuration of McKee Utility Boat.



ramp test With drain plugs pulled.



Forward storage chest and lid.

HOW TOUGH IS A MCKEE BOAT?

McKee Craft, Inc.
P. O. Box 207
Fairmont, NC 28340

Dear Sir:

How tough is a 14' McKee boat supposed to be?

With a crushed bow and shattered side, rub rails pulled loose to act as a second sea anchor, five men aboard - water, gas & supplies; is it supposed to withstand the hammering of 30' waves in a full gale for 37 hours and not disintegrate? Well, we thank God you build a boat with that hidden bonus of integrity that kept it intact in spite of the above abuse and misuse.

You'll note from the attached newspaper clippings that when my 47' motor sailer, the Tiki, foundered after 2 days in a full gale beating off the Grand Bahama Shoals, we took to the life boat. After we sent out our Mayday, we spent 2 hours putting gear aboard and where possible tying it down - 10 gallons of water, 20 gallons of fuel, emergency sails, food in pillow cases, sea anchor, flares, blanket, 4 coils of line, knives, flashlights, ships' log and papers, extra life belts, Very pistol -- you name it, we had it.

To stow these things, one man was aboard with two men pulling the McKee up to the stern and two men above slinging gear aboard. Time and again the stern rub rail of the ketch crashed down on the bow of the McKee -- all 20 tons -- splintering the bow and stern no matter how we tried to fend it off. The waves were 30 feet or higher, the wind at 60 on my anemometer -- it was a wild sea. One side swipe splintered the right side of the bow sheering off a piece 10 inches by 2 feet from the outside fiber glass covering, exposing the flotation material.

Twenty miles after cutting loose, we were swamped for the first time by a sea breaking above us. ~~There was already one man overboard and the gain in flotation was a slender margin of the margin. I sent 33 HP Evinrude outboard.~~

As the U.S. Coast Guard said to my sons 24 hours after the Tiki sank, "there is no use our continuing this search; no small boat could possibly survive in the cross seas in a Gulf Stream gale of this magnitude". Little did they know of your great design, how well she responded to a quick turn of motor to avoid a cresting, crashing wave and how her structure could hold together under the incessant pounding of tremendous, solid seas.

We eventually ran out of gas about 30 miles off the Florida coast east of Cocoa Beach, some 50 or 60 miles west from where the Tiki sank, having travelled right through the teeth of the gale. Five hours later, 10 miles further out, and some 20 miles further north, we were picked up by the SS Texaco Nebraska and through beautiful seamanship on their part taken aboard, two by stretcher, one unconscious and three of us still on our feet.

All of us are grateful I picked a McKee boat as a tender and life boat; we're further grateful your people really know how to build a boat with that extra integrity that made it so much more durable than we could reasonably expect.



Sincerely yours,

S. M. Huestis

S. M. "Bus" Huestis
Captain & owner of the late Tiki
and survivor by the Grace of God,
the SS Texaco Nebraska and the
builders of the McKee Craft.