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Mystic Seaport Museum, Inc.
For Research Purposes Only

The Donzi 16

POPULAR
BOATING
TESTS

BY DICK BORDEN

In addition to winning races, this 16-footer is winning people, among them builders of other stock boats

"She's nautical Geritol," enthused Bob Cox, Donzi dealer and owner of Lauderdale Marina, Ft. Lauderdale, Fla. "I've yet to take a prospect out for a trial run and bring him back to the dock without a big grin on his face and new sparkle in his eyes. She's a fabulous performer. And she's so safe that I can hand her over to just about anyone without a worry."

"What tickles me," says her builder, Don Aronow, "is that boatbuilders and professional skippers are buying Donzi 16s." He named executives of several prominent boatbuilding firms. "They bought them just to run around in, not for business reasons. The professional skippers, and owners of larger pleasure boats, are using them as tenders."

Between the January 15 public debut of the Donzi 16 in stock-boat form at the New York Motor Boat Show and the April 15 date of this report, Donzi Marine produced 80 of the sporty-looking, deep-V stern-drive boats. As of April 15, there was not an unsold Donzi 16 anywhere in the country, but there was a waiting list of paid-up owners-to-be. Take another look at the cover of this issue and perhaps you can fathom the appeal of this aquatic sports car.

Find one to hop aboard and go for a run and there won't be a question in your mind.

I found mine at Santana Marine, Dinner Key, Miami, Fla., dangling from a cable hooked to

her lifting rings—she was just being lowered into the water. A look at her bottom, while thus suspended, told me she was a fast boat and finely balanced for occasional bouncing off the top of seas. Deadrise, from amidships aft, was 24 degrees. What I didn't suspect was that she was one of the first three Donzi 16s to come out of the production mold, and had been the factory's first demonstrator. When I stepped aboard, she had undergone continuous hard running (hundreds of hours), and her stern

The nearer of these two Donzi 16s is powered by a 110-hp Volvo. The Volvo-powered boat is

powered by a 165-hp Eaton Interceptor and the one running alongside her, with stern-drive inventor Jim Wynne at the wheel, is said to be capable of a top speed of 40 mph and the one driven by the Eaton Interceptor stern drive delivers speeds to 50 mph.

drive was improperly propped. I clocked her at only 40.46 mph with the tach reading 4700 rpm. Fuel consumption at that speed was 14.50 gph for 2.79 mpg. She cruised at 3000 rpm and 25.88 mph, consuming 5.67 gph for 4.56 mpg. This gave a range of a little better than 100 miles on 24 usable gallons of fuel.

However, while that information is far from representative of her performance, the boat's excellent handling characteristics got through to me loud and clear. Bob Cox, who is a good and

honest friend, speed-checked another Donzi 16 for me. The model he used had an Interceptor 165 tuned to peak operation, and the stern drive swung the proper #596 Michigan three-bladed wheel. He didn't have our fuel-flow meter, so could only provide me with times, both ways, over a measured mile. Here are the speeds he clocked:

2275 rpm—25.9 mph	3980 rpm—44.1 mph
2750 rpm—32.3 mph	4220 rpm—44.9 mph
3100 rpm—35.4 mph	4520 rpm—48.4 mph

continued overleaf

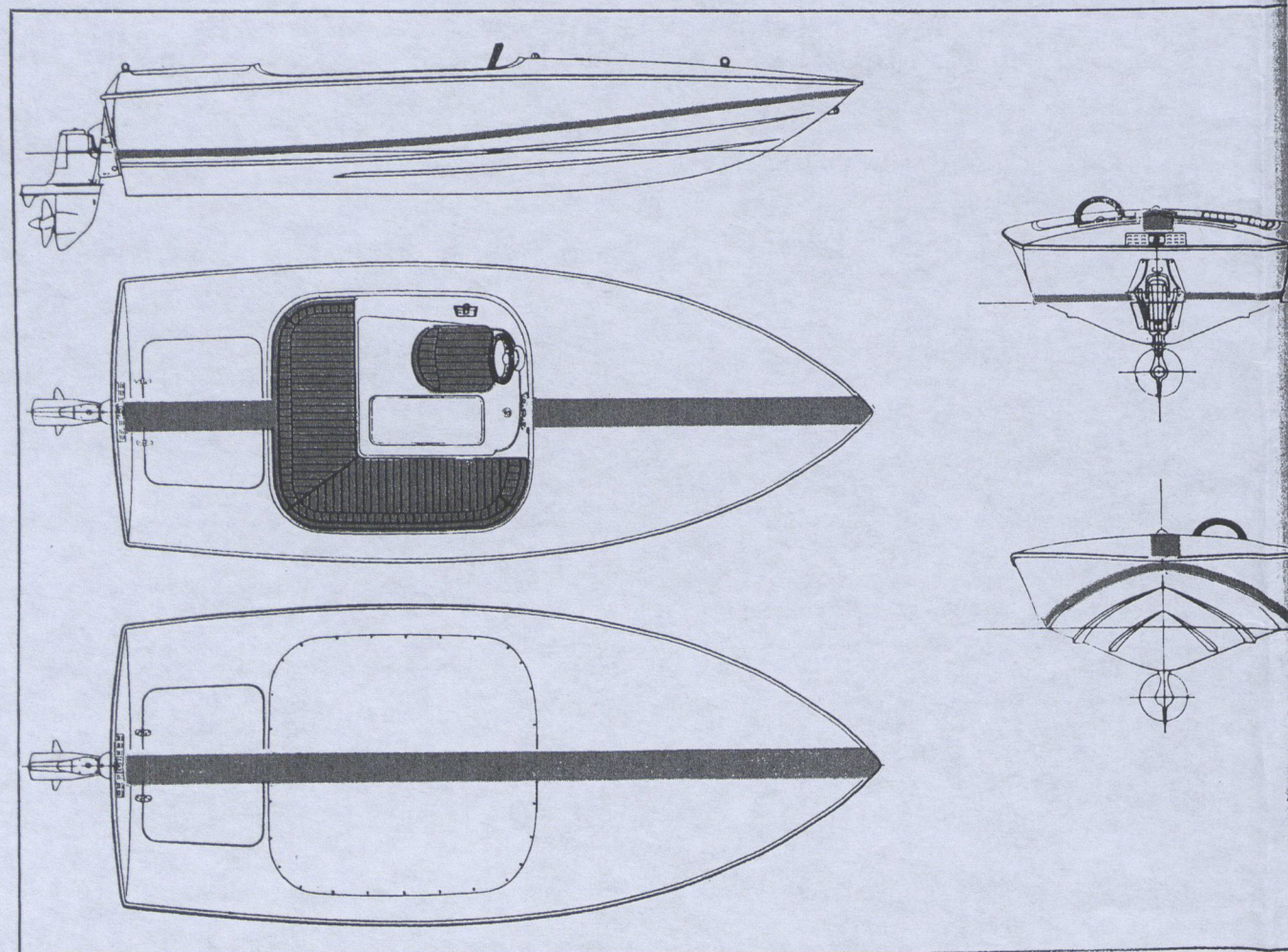
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My calculations indicate that the boat Bob tested had a cruising range of approximately 130 miles operating at somewhere between 2400 and 2600 rpm and 28 to 30 mph. With a little more running-in of the engine, I'm confident she would have reached a higher speed.

This boat handles beautifully, gets onto a plane quickly and easily, and is so dry that if it weren't for the wind on your face, you'd think you were in an enclosed cabin. Anyone accustomed to making long runs will marvel at her course-keeping ability. In a boat of this size, the steering wheel ordinarily needs constant manipulation, often to the point of being tiresome. Not so with the Donzi 16. She picks her way with amazing consistency, even in a chop. She turns smartly without galloping, and maintains riding trim even when completely or partially out of the water—as when breasting a wake



Flush storage well, recessed in cockpit sole is just big enough for two life jackets and a few small items.



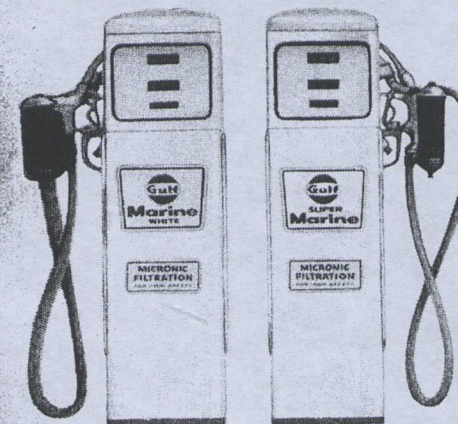
The little Donzi looks fast sitting still, even in drawings. Bottom strakes forward get her onto a plane quickly. Short strakes aft impart lateral resistance.

Specifications on page 69, text continued on page 68

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The Donzi 16

continued from page 64

SPECIFICATIONS

Dimensions:

Length overall . . . 16' 7 1/2" Freeboard forward . . . 1' 8"
Beam . . . 7' Freeboard amidships . . . 1' 9"
Draft (drive up) . . . 1' Freeboard aft . . . 1' 4"
Draft (drive down) . . . 2' 3"

Displacement: With propulsion machinery specified, approximately 1,450 lbs.

Accommodations: Seating for up to five people—helmsman on adjustable (fore-and-aft as well as 360° swivel) bucket-style seat, and four passengers on L-shaped seat. There is a channel-style stowage compartment for water skis built into the otherwise void area beneath the foredeck and there is a stowage well for safety gear and miscellaneous items recessed in the cockpit sole.

Construction: Fiberglass, hand lay-up—8-ply hull embodying a layer of 3/4-oz. mat, three layers of 1-oz. mat, a layer of 1-oz. woven roving and three layers of 24-oz. woven roving for an average thickness of 3/8". Deck-and-cockpit shell is an equally beefy 7-ply lamination incorporating a 1" balsa core. Two plywood-cored fiberglass stringers spaced 24" on centers on either side of the keel line and tied into the transom, plus three bulkheads and the deck-and-cockpit shell when integrated with the hull, stiffen the latter in all directions. The Donzi 16 is, in effect, a one-piece boat upon completion. Transom thickness is 2", with a 1 1/2" plywood core-panel accounting for three-quarters of its thickness. Foam flotation material, although not standard, is available at extra cost. However, in the event of swamping, sufficient air would be trapped within the watertight bow area to buoy the craft in a bow-upward position. Rub rails, an integral part of the boat, are capped with aluminum.

Equipment: International rule navigation lights; stainless steel deck hardware; hoisting rings; 2 1/2-lb. dry chemical fire extinguisher; bilge blower; electric automatic/manual, submersible bilge pump; snap-fastening, zipper-opening tonneau rain cover for cockpit; upholstered urethane foam cushions (zippered upholstery) for L-seat; console-mounted engine gauges; Morse single-lever throttle-and-shift control; Teleflex push-pull-cable steering; heavy-duty steering wheel; color-coded wiring; 65 amp-hour 12-volt battery with shut-off switch; foamed-in, 25-gal., terneplate steel bow tank, and operator's manual containing wiring diagram and maintenance instructions. The boat is available in a variety of colors.

Propulsion: 165 hp (at 4400 rpm) Interceptor *2:1.46 gear-ratio stern drive, swinging a 14" x 20" three-bladed cupped propeller (Michigan #596). The 8-cylinder (V-8) gasoline engine, manufactured by Dearborn Marine Engine Div. of Eaton Mfg. Co., 7100 E. 15 Mile Rd., Warren, Mich., has 260 c.i. piston displacement, 3.80 x 2.87 bore and stroke and its weight, combined with that of the stern-drive unit is 610 lbs.

*Other stern-drive packages are offered, among them the 110-hp Volvo driving through a Model 200 Volvo Aquamatic stern drive.

Performance: See text. Below-par performance of the test boat, due to a poorly tuned engine and improper propeller, prompted us to delete our performance findings as not representative enough to be meaningful to potential Donzi 16 buyers. Accurate speed data were obtained in a second test session with another boat, however, and these appear in the accompanying text.

Designers: Don Aronow, Dave Stirrat, Jim Wynne and Waltman Walters.

Price: With standard equipment and propulsion machinery specified—\$4,395 L.o.b. Miami, Fla.

Builder: Donzi Marine Corp., 2940 N.E. 188th St., North Miami Beach 62, Fla.

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POPULAR BOATING



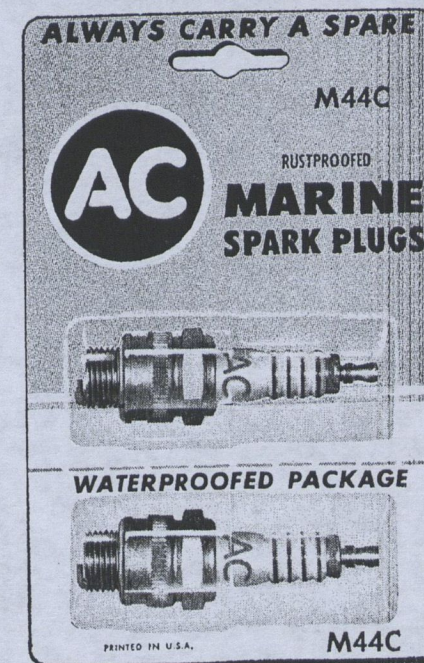
Big motors and small . . .

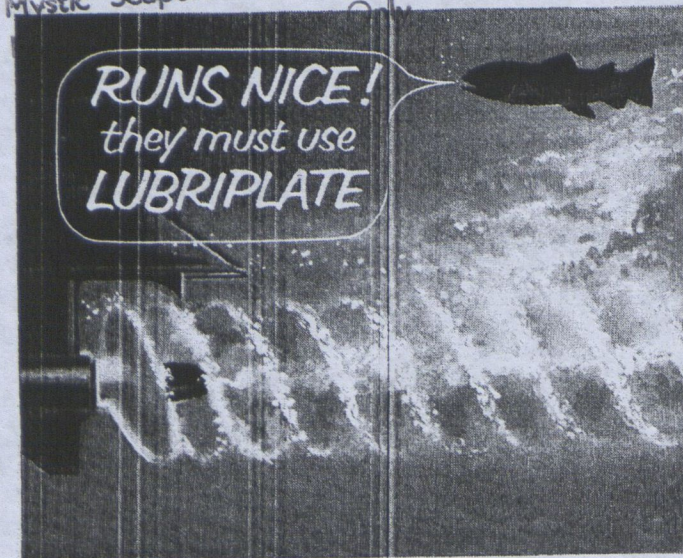
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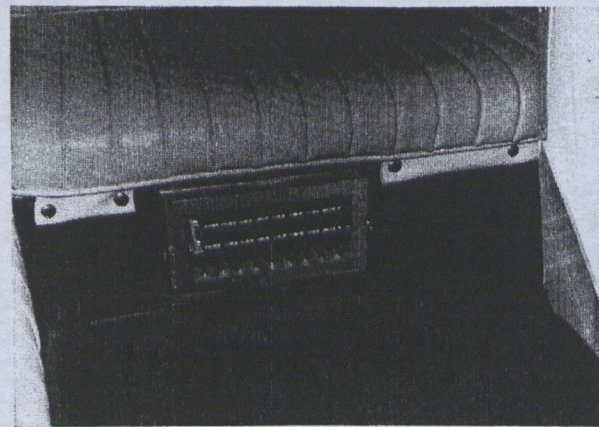


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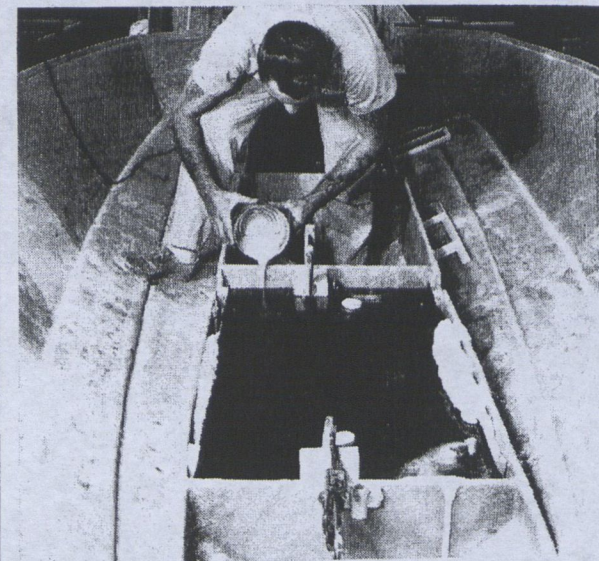
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The Donzi 16

continued from page 66



Adjustable vent aft in cockpit adds to carburetor's air supply and ventilates cockpit when tonneau cover is on.

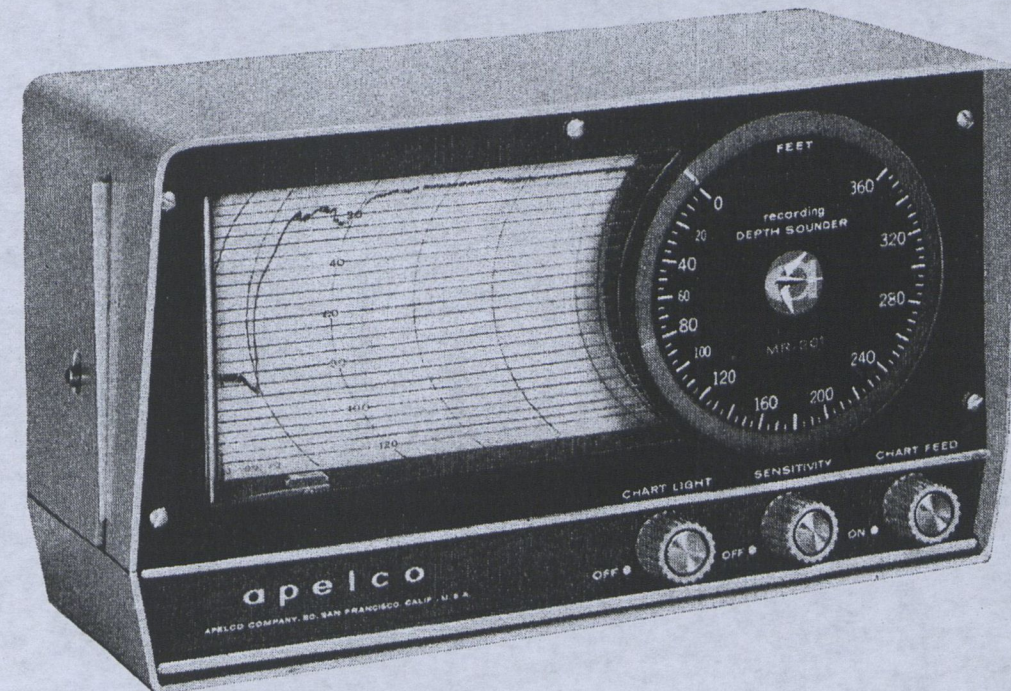


The Donzi 16's 25-gal., V-bottomed terneplate steel fuel tank is foamed into bulkheaded space forward of helm.

at high speed or leaping off the back of a swell. (It was a larger version of the same boat that won the 1965 Miami-Nassau powerboat race—see page 35.)

But, as usual, I was looking at the boat from the standpoint of strictly pleasure application. And my one and only criticism, aside from being disappointed about spending time with a sick version of the frisky boat shown on the cover, is that the hand rail partially ringing the cockpit is an accessory instead of standard equipment. The boat itself is built to stay together come what may, but without the hand rail, passengers may not stay with the skipper and the boat.

The rail is \$48 extra—well worth it and in keeping with the safety-consciousness evident in the rest of the boat and her appointments. Life jackets, horn, lines and anchor are other items left for the owner to buy, but the Donzi 16 comes with everything else, including bilge pump and blower. ⚓



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A SOUNDER RECORDER**

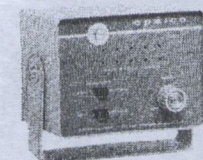
MR-201, double-feature instrument... both sounder and recorder... for safety and pleasure. Valuable for navigation, equally so for the ardent fisherman. As a sounder, MR-201 operates to 360 feet, puts a brilliant marker opposite the number on a full vision scale corresponding

to the bottom depth under your boat. But you can switch it to print out simultaneously, a continuous record on a slow-moving chart showing contour and type of bottom... thermals... submerged objects... at depths to 240 feet. You also get indication—and depth—of schools of fish... individual large fish... important information to the successful fisherman.

MR-201 is all solid-state... uses only transistors and diodes... has no tubes to age, replace. Current drain is so low that the unit can be operated from a 12 volt lantern cell battery for portable applications. Circuit-wise, MR-201 is far in advance with Spinning Link Electronic Coupling and Magnetic Impulse Keying which eliminate troublesome slip rings and keying contacts.

Construction is of highest quality. Heavy gage aluminum, rust proof cabinet, sturdy cast chassis—precision gears, stainless steel shafting—durable epoxy finishes. Transducers are available for thru-hull or transom mounting.

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Pre-set at depth you want alarm to sound and DA-1 will "tweet", aurally alerting you that unsafe minimum depth has been reached—an excellent safety alarm device. Detects fish also! And sensitivity can be set so that tweeter will sound off when boat passes over even a single large fish! DA-1 connects to Apelco flashing light sounders, MS-66B, MS-102, MS-252A, MR-201 sounder/recorder.

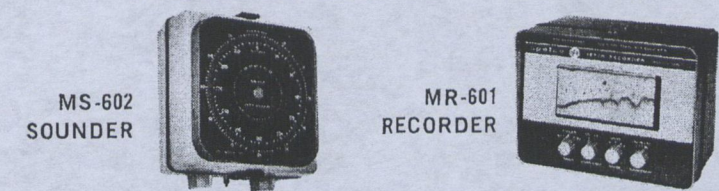
Fully transistorized—no tubes—very low drain on boat's battery. Depth range: 5' minimum (approx.) to 360' maximum. Size of unit: 5" long, 3 3/4" wide, 3 3/8" deep.

Write for complete details on DA-1 "tweeter" and Apelco sounders recorders

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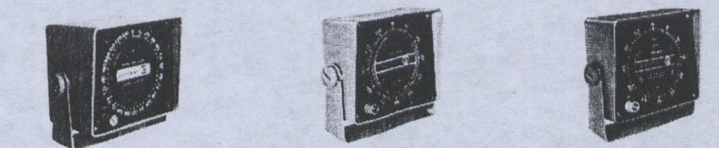


MS-602
SOUNDER

MR-601
RECORDER

Double-duty with 0-360 feet range for in-shore soundings, 0-120 fathom range for off-shore. All-transistor. Bulkhead mounting, slim contour. Highest commercial grade. 12, 24, 32V DC operation.

Two models of this roll chart recorder: 0-100 fathoms and 0-300 feet. Unit is designed for bulkhead mounting, is a heavy-duty, commercial grade recorder. 12 and 32 volt DC operation.

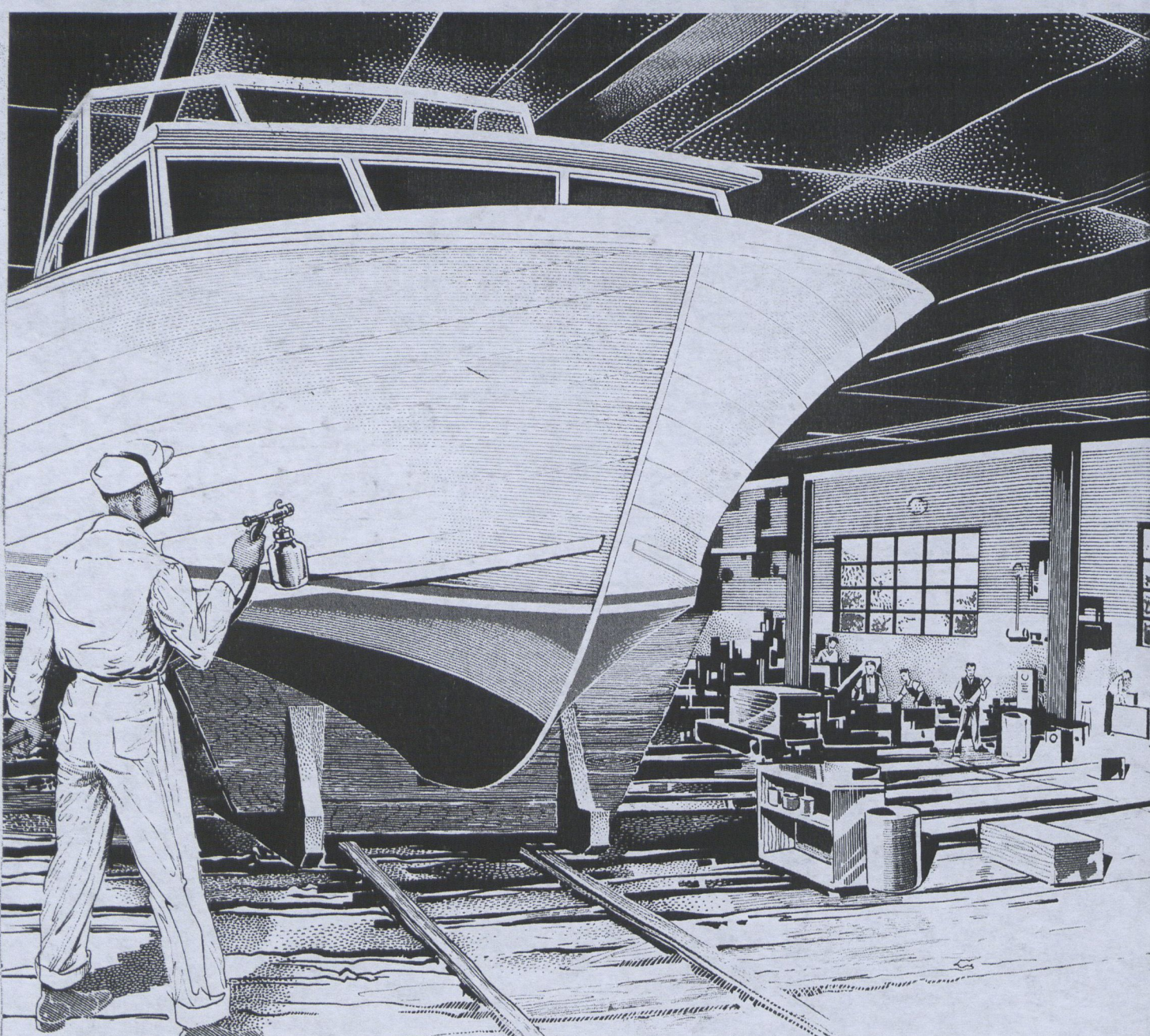


MS-252A SOUNDER
Reads 0-240 feet. Has glare free inner ring, gimbal type mount. All transistor. For 12, 24 and 32V DC operation.

MS-102 SOUNDER
Reads 0-120 feet... and more. Glare-free inner ring, gimbal type mount. All transistor. 12V DC operation.

MS-66A SOUNDER
Reads 0-60 feet. (to 120 feet depending upon bottom conditions). All transistor. Gimbal type mount. 12 volts DC.

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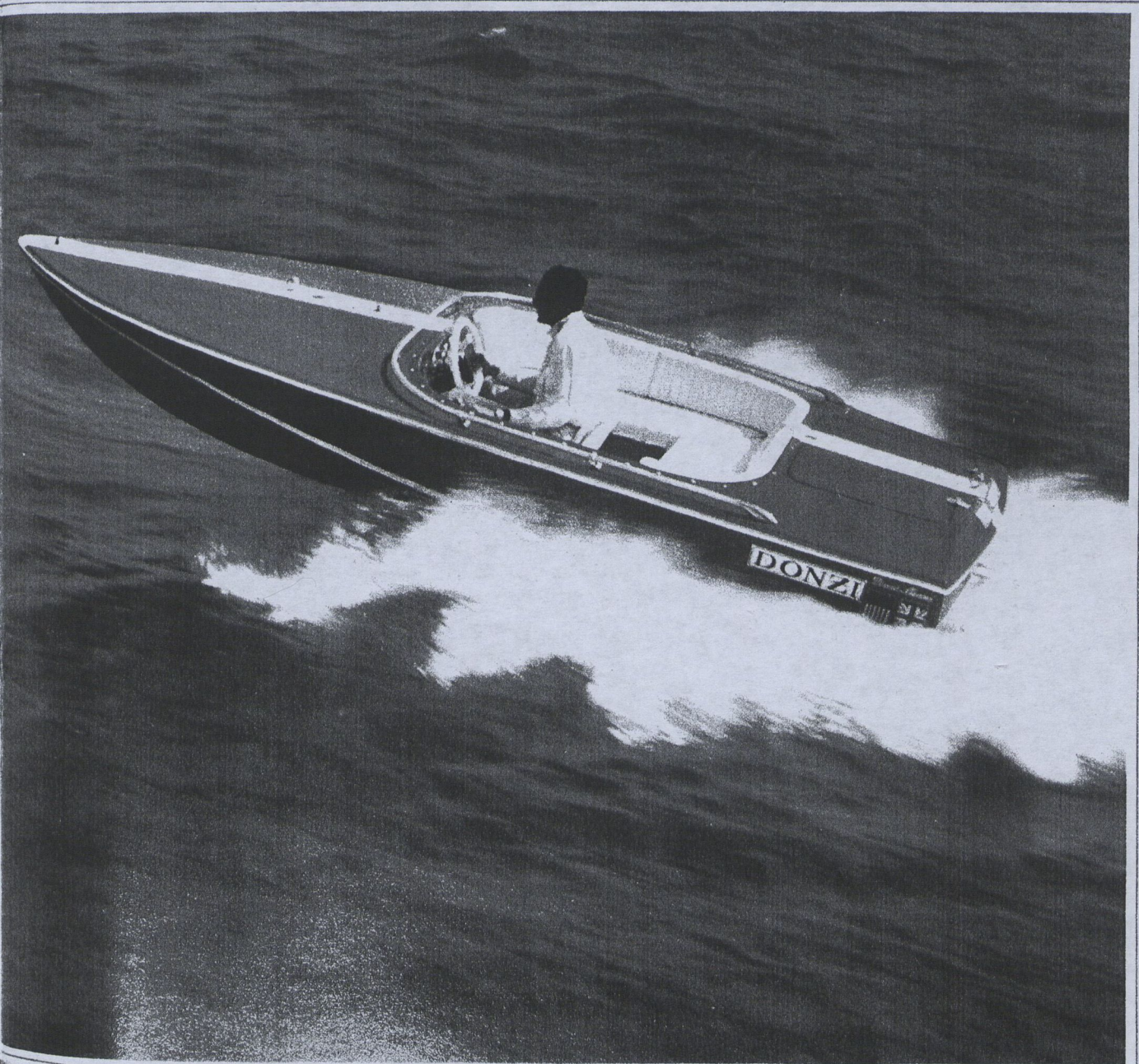
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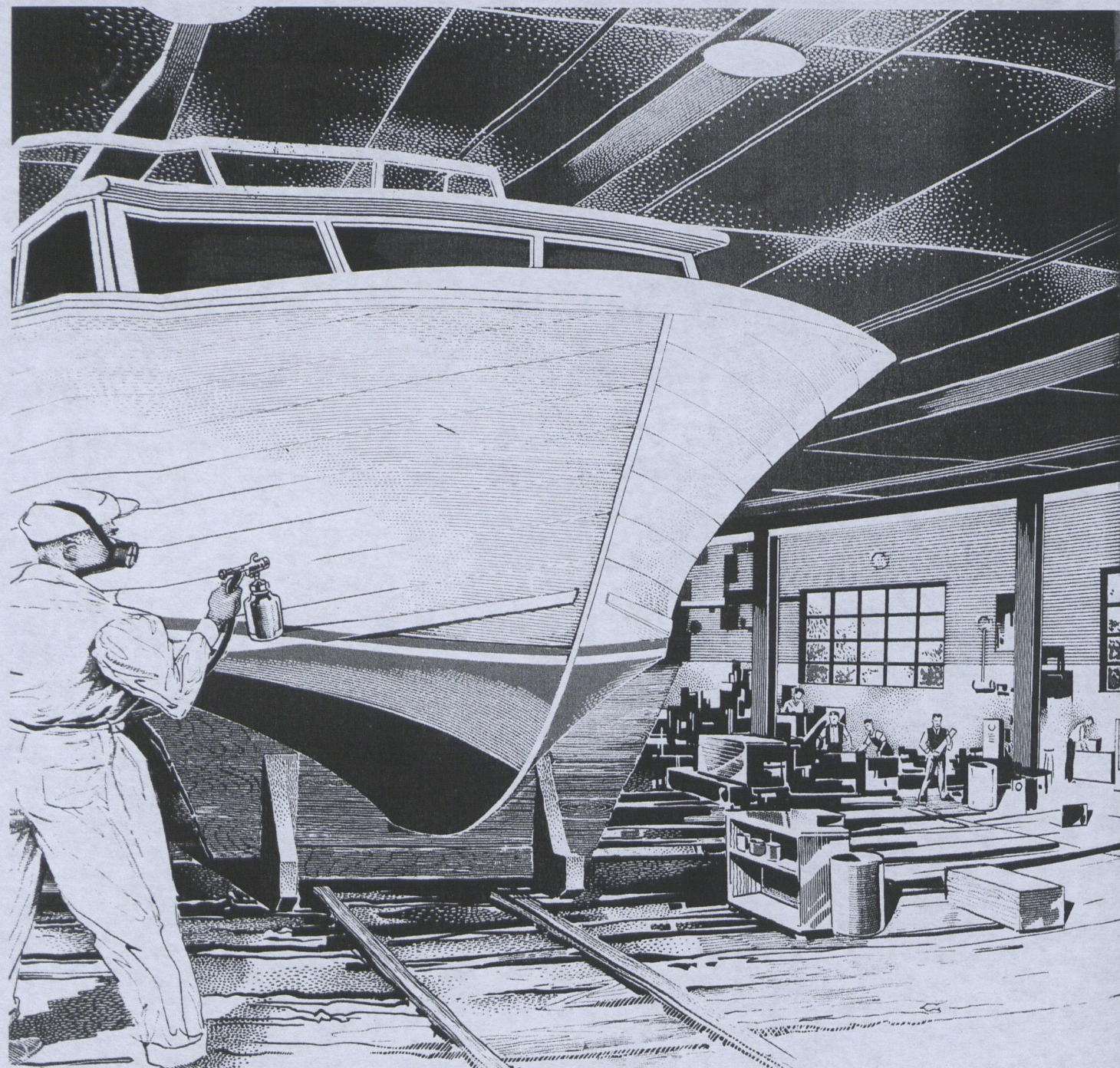
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