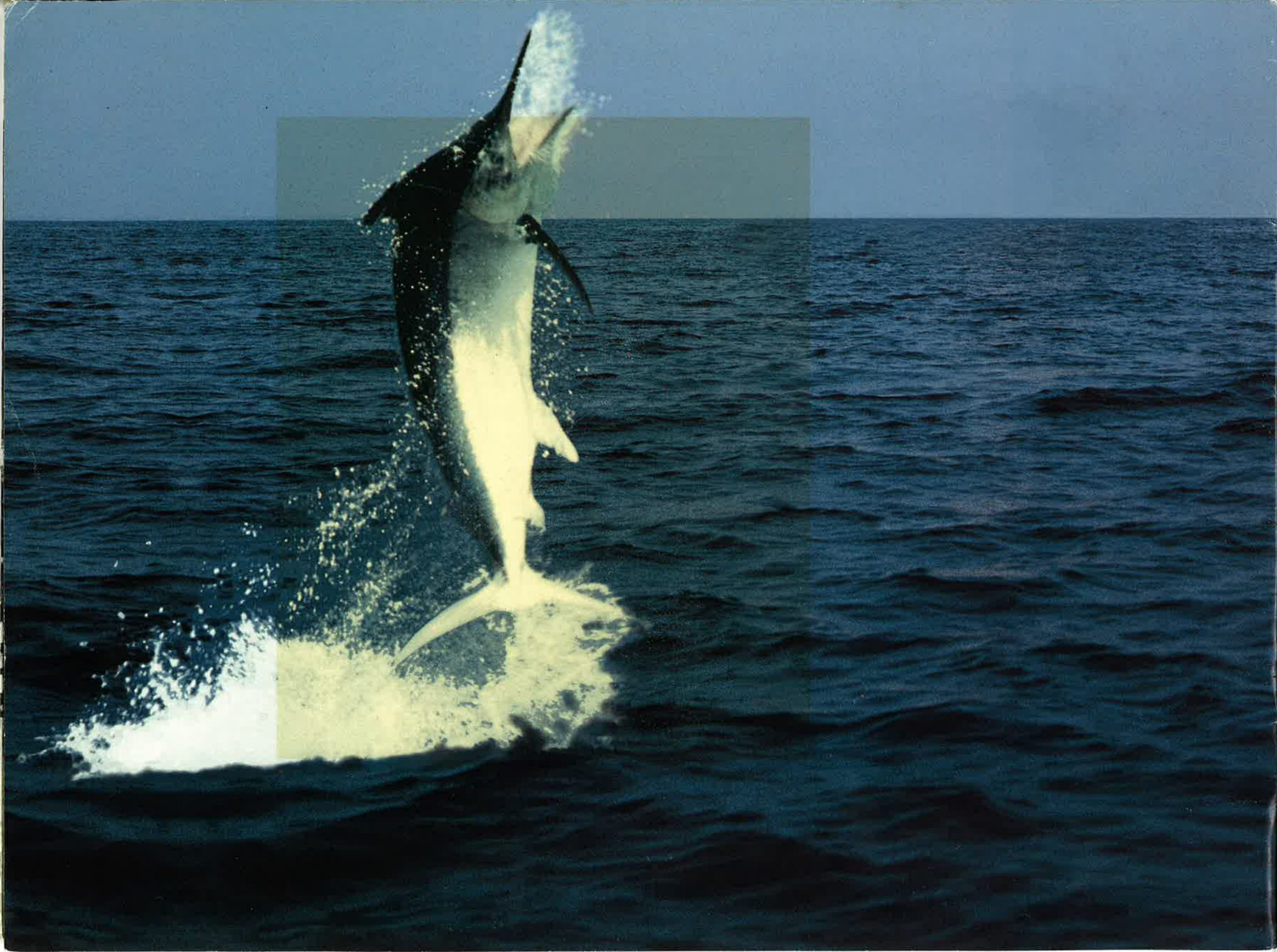




STRIKER



THE FINEST SPORTFISHING YACHTS IN THE WORLD







In the 1800's the striker was the boldest of all whaling men, pursuing his quarry in one of the most perilous confrontations in the history of man at sea. Striker yachts are built in the same spirit of conquest.

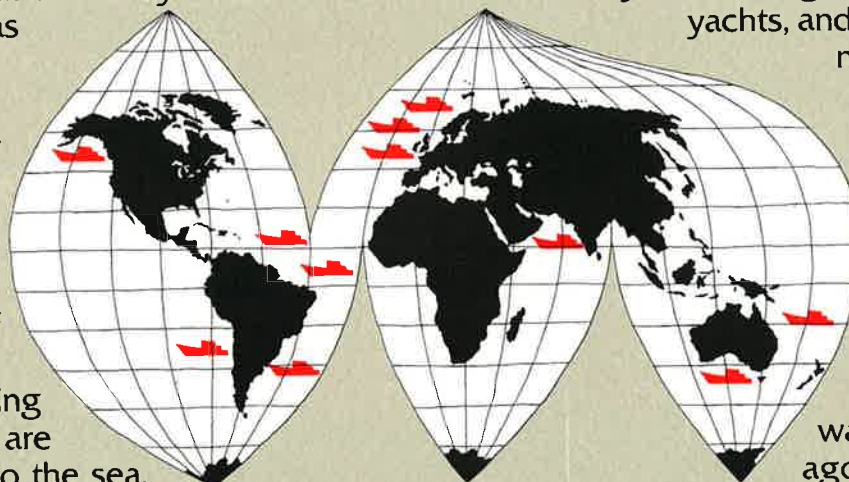
Built On A Tradition As Old As Seafaring Itself.

In the great age of whaling, the men they called the strikers were of uncommon mettle. Only the strongest of heart and body could stand in the bows of the whaleboat—harpoon at the ready—until the giant leviathan was nearly under his feet.

Our yachts were named after these extraordinary men. And it is in the spirit of conquering the biggest of gamefish and the vastest reaches of ocean that we build every Striker sportfishing yacht today. They are crafted in lands wed to the sea, where traditions of ocean travel stretch back to the days of myth and legend. Hand constructed in the finest shipyards of Europe, Scandinavia, and the world, Striker yachts are steeped in maritime tradition—built to take on the brutal force of the wildest oceans willingly. Every Striker must meet the

exacting standards long revered by the world's most accomplished craftsmen... but with the latest in construction technology. Strikers are built of aluminum, the optimum material for yachtbuilding. We pioneered its use in yachts, and our construction techniques are the most advanced in the world. It is this combination of tradition and technology that produces Striker yachts—unquestionably the finest sportfishing yachts in the world.

The first Striker was built over thirty years ago. Since then the Striker legend has grown and become part of modern sea lore. From its founding, Striker has been dedicated to building the finest, strongest sportfishing boats in the world, using a hull shape that provides the seaworthiness and stability a world-class sportfishing yacht needs.



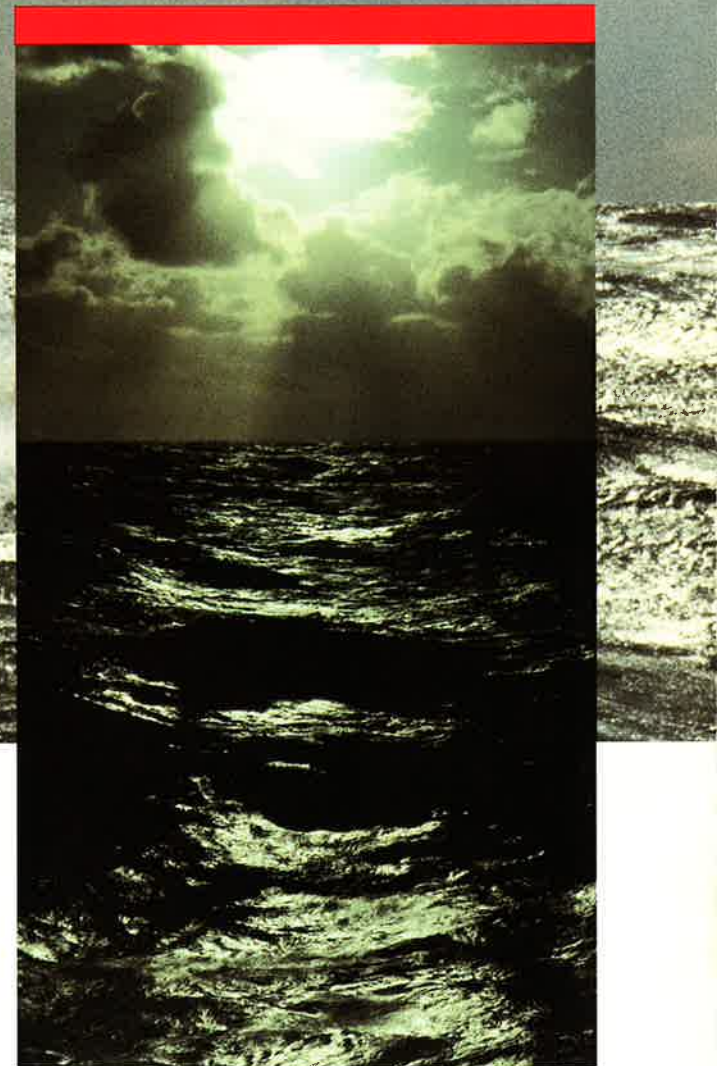
World renowned for seaworthiness, the Striker Pentapolymeric™ hull has been chosen for boats with the toughest assignments in the world: daily pilot and patrol work for countries adjacent to the roughest seas in the world.

The North Sea can kick up some of the most brutal waters on the face of the earth. It's no coincidence the majority of the pilot boats that work her regularly use hulls designed and built by Striker.



Early Strikers were made of steel—the only material strong enough to meet our standards. Later, when aluminum became an economically viable material, we quickly recognized its vast superiority and became *the first to use it in yacht construction*.

Over the years, Striker engineers and designers have continued to refine the unique hull, now known as the Pentapolymeric™ hull, to its remarkable performance capabilities today. In fact, its supremacy over other hulls is so complete that it has been consistently selected for use on pilot and coast guard patrol boats working the world's most dangerous seas. It remains one of the truly major advances in modern hull design.





Nowhere is strength more important than at sea. Aluminum construction allows the hull, deck and superstructure of every Striker to be welded into a single unit of immense hardness and strength.



Other Sportfishermen Are Built Like Boats. Ours Are Built Like Ships.

Striker owners are some of the most unique individuals in the world. But they share one common attribute. They simply do not accept limitations—period. There's never a sea too rough or a distance too great for a Striker owner. So we don't build Strikers like other yachts, but rather like ships. ■ Built of aluminum, Strikers are welded into one single unit, from flybridge to keel, from bow pulpit to transom. The result is a structure of such absolute rigidity that, even in the heaviest seas, she imparts a feeling of granite-like solidity.

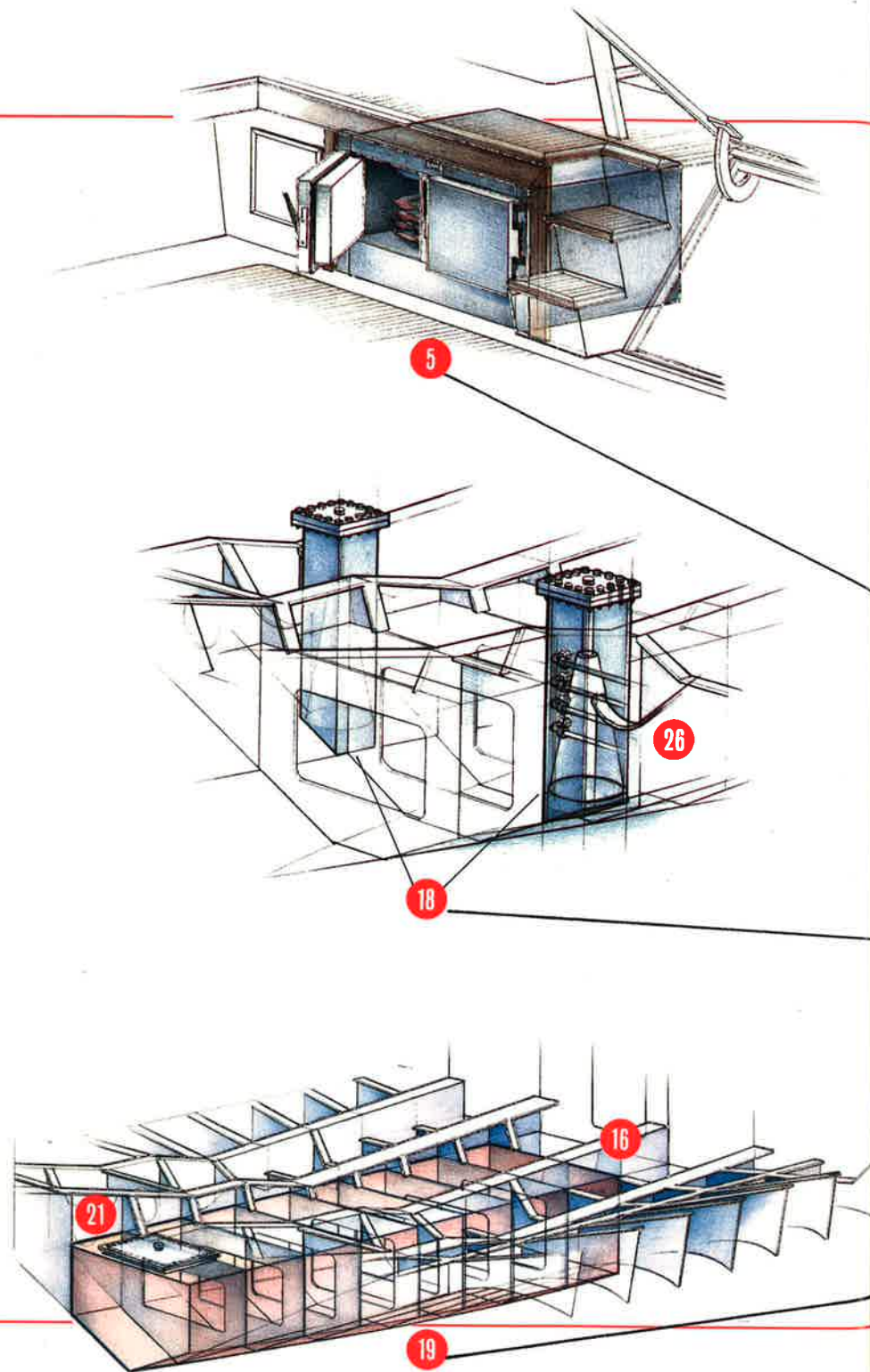
■ The massive brawn of a Striker is truly imposing. The engine room looks like something you'd find on a battleship. And forward of the main stateroom is even a crash bulkhead that forms a watertight compartment. ■ The quality is uncompromising throughout the yacht: hardware, plumbing and wiring are all of the first order, installed for absolute permanence. No detail is too small to escape Striker's obsession

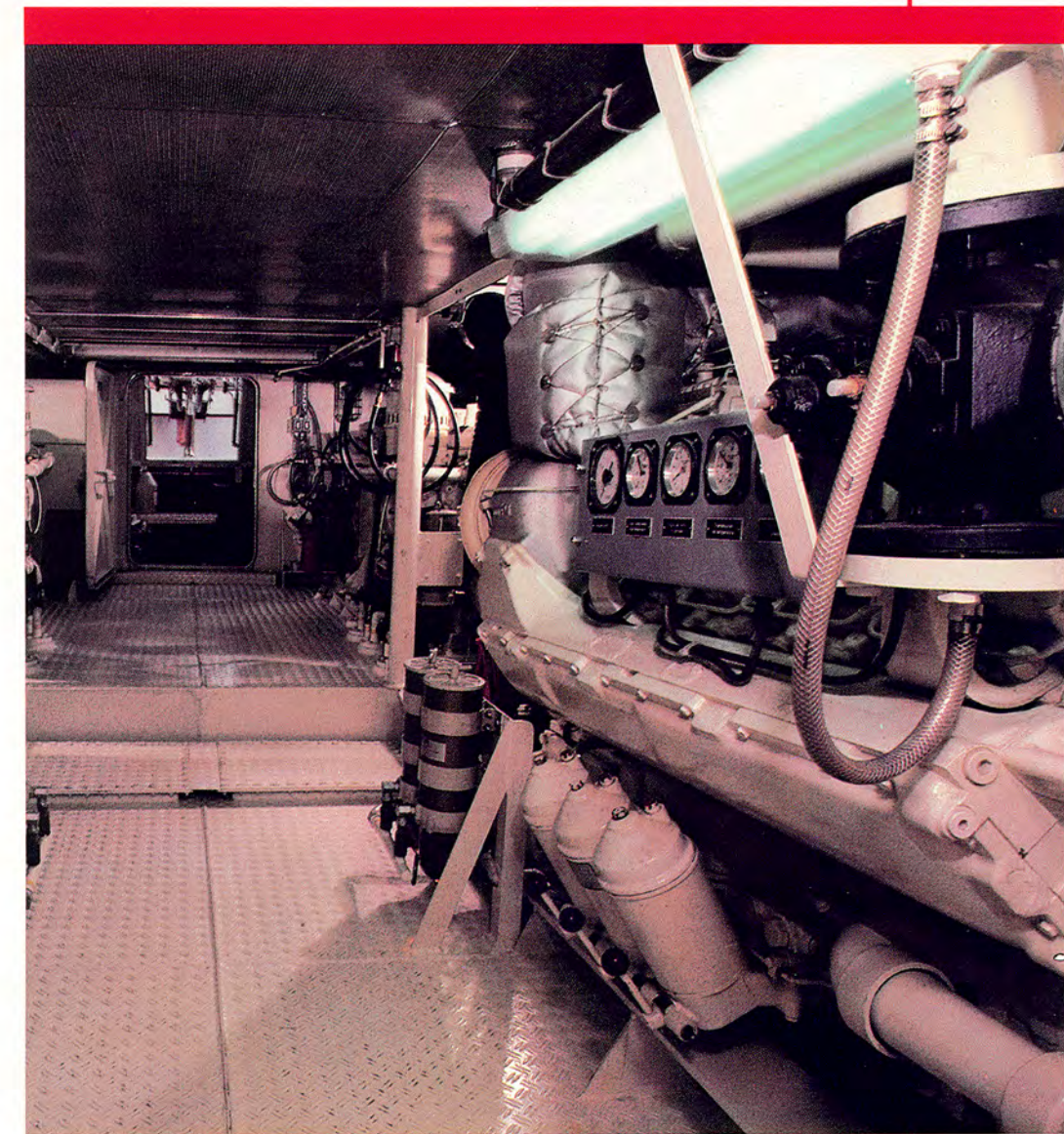
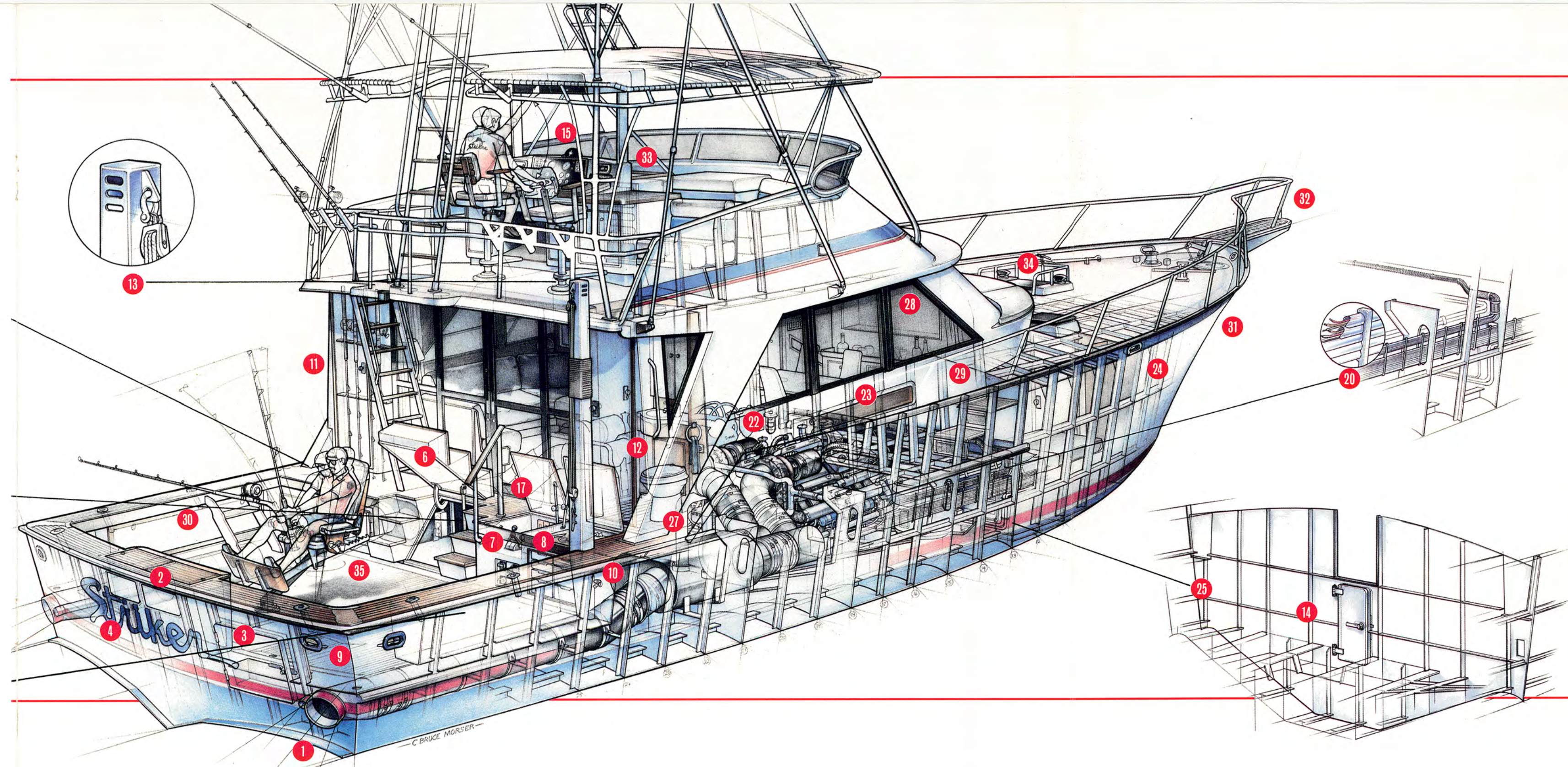
with excellence. ■ Intelligent design features greatly enhance the safety and structural integrity of the yacht, as well. For example, the supply of all seawater to engines and generators comes from one central location, or "sea chest," thus eliminating the need for more than one through-hull fitting. Also, the tankage is an integral part of the hull, permitting much greater fuel and water capacities. This also eliminates the need for cooling devices to reduce fuel temperatures, since the flow of water under tank surfaces acts as a natural radiator. ■ The list of engineering and construction details that makes Striker yachts the envy of all others greatly exceeds the capacity of this brochure. Suffice it to say that Striker owners demand nothing less than the best—in their professions, in their personal lives and in their boats. They seek their quarry, and their pleasures, in the far corners of the earth. And ours are the ships that take them there. ■

SELECTED FEATURES

- | | | | |
|--|--|---------------------------------|---|
| 1. Exhaust System | engineered to direct fumes away from cockpit. | 20. All Electrical Cables | are all insulated, braided copper wire, protected by sheathing and conduits. |
| 2. Transom Livewell | for live-bait storage. | 21. Manhole Access and Drains | permit easy maintenance and cleaning of fuel and water tanks. |
| 3. Tuna Door | makes boating large fish easier. | 22. Engine Alarm System | provides reliable early warning. |
| 4. Emergency Tiller | easily accessible under cockpit hatch. | 23. Fire-protection System | activates automatically. |
| 5. Cockpit Freezer | for handy frozen bait storage. | 24. Aluminum Framework | of transverse frames and longitudinal stringers welded into a single unit for maximum rigidity. |
| 6. Hydraulically Raised Stairs | provides easy access to engine room. | 25. Collision Bulkhead | forms watertight compartment in the most critical area of the yacht. |
| 7. Cockpit Engine Controls | for precise fish-fighting maneuverability. | 26. Copper Pipes | used for all fresh water plumbing. |
| 8. Bait-Prep Center and tackle cabinet | with sink, cutting board, pressurized hot and cold water. | 27. Isolation Transformers | for incoming shore power. |
| 9. Access Hatches | in all-teak cockpit for easy access to rudder heads and aft bilge. | 28. Zoned Climate Control | reverse-cycle air conditioning can heat or cool entire cabin or selected areas. |
| 10. Fresh and Saltwater Washdown | port and starboard, aids cleanup. | 29. Insulation | and moisture barrier engineered for maximum thermal effectiveness and noise reduction (quieter than fiberglass). |
| 11. Rod Locker | for convenient vertical storage. | 30. Safety Equipment | all USCG required equipment including life preservers, bell, manual fog horn, fire extinguishers. |
| 12. Day Head | with cockpit entrance reduces traffic through salon. | 31. Marine Aluminum | alloy 5083 used throughout; (tensile strength of 46,000 lbs. per square inch!) welded by latest inert-gas, shielded-metal arc process (no rivets used). |
| 13. Gin Pole | hoists fish and ventilates engine room. | 32. Bow Rail and Pulpit | 2" aluminum extrusion welded into an integral part of the hull for exceptional sturdiness, safety. |
| 14. Watertight Bulkhead Doors | provide fore and aft access to engine room; isolate rest of yacht from noise. | 33. Bridge Entertainment Center | refrigerator and sink w/fresh water conveniently located on bridge. |
| 15. Full Instrumentation | state-of-the-art gauges and operating instruments. | 34. Hatch Safety Rail | forward hatch has integral rail for safe entry and exit. |
| 16. Fuel-management System | permits transfer of fuel between tanks for balanced weight distribution. | 35. Cockpit and Covering Boards | solid teak used throughout. |
| 17. Oil Holding Tank | with integral hose for easy changing or topping off of engines and generators. | | |
| 18. Sea Chests | supplies raw water to engines and generators, eliminates need for multiple through-hull fittings. | | |
| 19. Integral Tankage | cools fuel as water passes over hull; eliminates need for fuel cooling devices; increases fuel capacity. | | |

Some of the features described above are optional equipment.







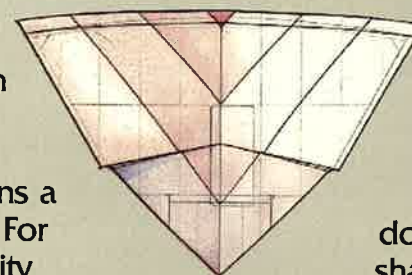


A Hull So Seaworthy It Was Chosen To Ply The Wild North Sea... Daily.

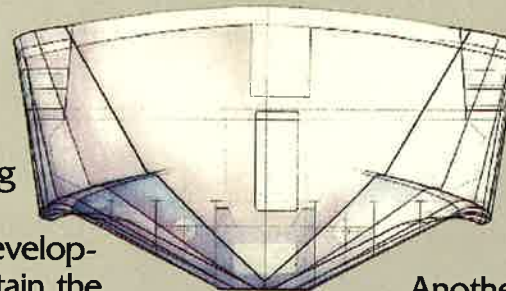
New computer-based tank-testing techniques have added tremendously to the sophistication of hull design in recent years. But one problem remains. No one hull design seems to suit the incredible variety of conditions a seagoing craft is likely to encounter. For example, deep-V hulls, built for stability at speed offshore, unfortunately also mean poor fuel economy, shallow-water limitations and, at slow speeds, will rock and roll the breakfast out of even the most seasoned old salt. Modified V's provide more stability, less draft, and better economy, but they lack the seakeeping ability of the deep-V offshore.

In the early 1950's Striker developed a hull design that would maintain the advantages of the other shapes, but eliminate the disadvantages. The result was a unique design which has since become known as the Pentapoly-metric™ hull.

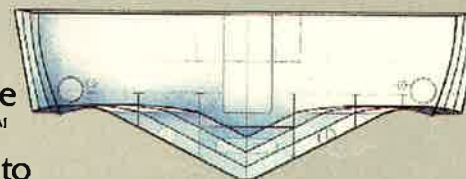
In analysis (see diagram), the forefoot of the Pentapoly-metric™ hull has a sharp, V-shaped entry to cut through seas easily, crisply and with minimal splash.



Very fine forefoot provides smooth, dry entry.



Five planing surfaces amidships insure both stability and efficient planing.



Relatively flat, concave aft section means excellent stability and efficiency.

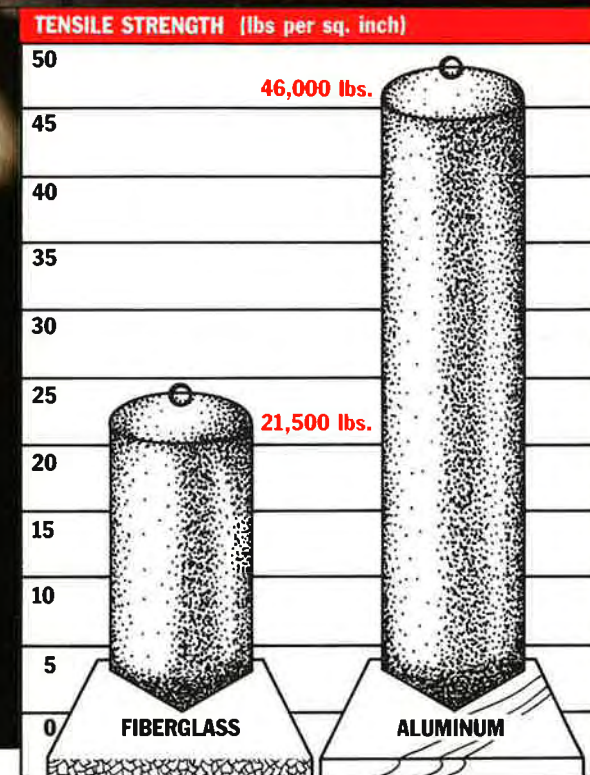
Amidships, the hull flairs into a "pentalift" shape, creating five planing surfaces: the flat box keel, two inner chines and two outer chines. This unique design not only creates highly efficient lift onto a plane, but excellent lateral stability as well. Finally, the aft section provides tremendous stability through its relatively flat, wide shape, while the concave form sends clean, non-turbulent water to the area of propulsion, creating a very efficient slipstream for the props.

This also allows Striker owners to cut back to one engine on long voyages because this aft hull shape eliminates the steering action that a single rotating prop creates when it "pushes" water against the deep-V typical of other yachts.

Another important benefit to the hull design is its very shallow draft. The low displacement of aluminum, coupled with the elimination of the deep-V amidships, makes it possible to confidently maneuver a Striker in areas far too shallow for other yachts. So in a very real sense, it is the ideal hull design for the oceangoing yacht...and certainly the only acceptable approach for the finest sportfishing yachts in the world.

Striker was the pioneer in aluminum yachts. And we have remained on the cutting edge of the science. We've developed new alloys and coating materials that have rendered aluminum incredibly strong and corrosion/electrolysis free, and introduced such techniques as prestressed panels for greater strength and integrity—a construction method so exacting that it has been adapted to the other thoroughbreds of the sea—the twelve meters.

As the graph shows, marine-grade aluminum has roughly twice the tensile strength that fiberglass has. In fact, aluminum has the strength of steel, but weighs only one-third as much.



Striker was the first yachtbuilder to recognize the overwhelming advantages of aluminum. In fact, aluminum is used by such builders as Broward, Feadship and Burger—makers of some of the world's finest cruising yachts. It is the ideal material—pound for pound the strongest available. Aluminum has the strength of steel but just one-third the weight. Unlike synthetic materials, it will not break, crack or splinter on impact; and it can be easily hammered out or, if need be, cut and welded. And unlike other hull materials, your boat can be used immediately following the repair.

Broward, Feadship and Burger are the registered trademarks of those respective companies.

But Striker didn't just pioneer aluminum construction. In fact, most of what the yachting world knows about aluminum, it has learned from Striker. Over the years, we have advanced the technology of marine aluminum applications dramatically by using improved alloys and coating materials, and even developing techniques and equipment to "pre-stress" the aluminum panels to the shape of the hull.

The final result of our approach to construction is a yacht built like a ship—a single, integrated unit of solid aluminum that will shoulder through virtually any sea with aloof nonchalance.

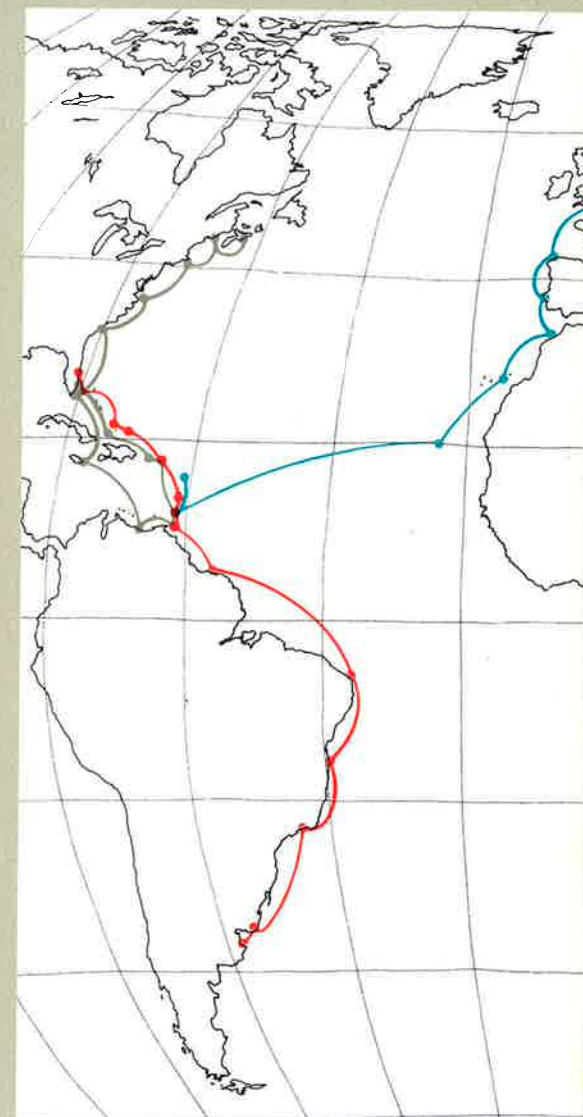
No matter where on the globe men go to fight fish, Striker sportfishing yachts are regarded as the world's finest.



Wherever Men Fight Fish, Striker Commands The Ultimate Respect.

Striker owners are the world's most avid sportfishermen, stopping at nothing to pursue their passion. Our yachts prowl the oceans of the world, from Venezuela to Nova Scotia, from the Indian Ocean to the Pacific Islands. Wherever the action is hottest, you will find a Striker raising the biggest denizens of the deep. With extreme cruising range due to its high tankage, and the shoal-water capability of its shallow draft, a Striker can take you places lesser yachts wouldn't dare attempt. Much of the design and equipment on a Striker will depend on the expressed preferences of its owner. The choices

are nearly limitless. But a typical Striker will come with many of the same desirable features. For example, all Strikers will typically include cockpit engine controls, a complete bait-preparation center, a large livewell, a bait freezer, low gunwales, a tackle locker, a transom door and many other features. Larger models will add enclosed rod storage (including a vertical rod locker), a handy day head and a gin pole. And finally, in the performance department, the essential ingredients of speed and handling come in their standard (i.e. legendary) Striker form. Power, ride and responsiveness reach quintessential levels in every yacht that bears the Striker name.



■ STRIKER 35 ■ STRIKER 37 ■ STRIKER 70
Typical trips made by Striker owners.

One typical Striker owner recently logged over 13,000 miles on a single sportfishing trip. His route took him from Ft. Lauderdale to the Bahamas, Puerto Rico, the Virgin Islands, the windwards, Venezuela,

New England, Nova Scotia and back to Ft. Lauderdale. The voyage was even interrupted for pulling a fifty-foot sailboat off a coral reef (thanks to the Striker's shallow draft) and towing it for two-and-a-half days to safe harbor!



Striker Owners Enjoy Creating The Most Exciting Interiors On The High Seas.

If the raw strength and power of the Striker exterior is like a beast, the interior is surely the beauty within the beast. And it is created by Striker owners themselves. On such magnificent yachts, it is only fitting that the cabin areas reflect the individual tastes and lifestyles of the owners. And with Striker, you can create as lavish a living space as you would on pure luxury yachts twice her size.

Because of Striker's aluminum construction, interiors are relatively free of the limitations placed on cabin layout by the structural bulkheads used on fiberglass boats. So owners can, in large part, start their plans with a clean slate. Then during construction, which is personally supervised by an on-site Striker quality-control engineer, craftsmen create everything to

your specifications. This assures exquisite detailing and joinery work performed by artisans practiced in the finest seagoing tradition of quality and precision.

The ultimate selection of furnishings, decorations, fabrics and materials is also made by the owners, with assistance available from the Striker interior-design staff. Striker itself presents a wealth of unique opportunities, as well. Our buyers comb the earth to find the finest, rarest fabrics and materials— materials that go toward making each yacht a distinctive expression of beauty and luxury.

So with your ingenuity and sense of style, and our readiness to support you in any design choices you make, your Striker will be as dramatic on the inside as she is on the outside. Truly the ultimate expression of seagoing luxury and comfort.



Striker owners enjoy creating their own distinctive interiors. Shown here are a few examples of the stunning results.



