Is there a Formula for sportfishing?

You bet.

Actually, we have five of them. Which solution you choose is simply a matter of what turns you on. Inland lakes or the lure of the briney? Lake trout and coho, or leaping marlin and streaking blues? A boat that does double duty for family fun, or just a hard nosed fishing machine?

Okay, you name it. We make a Formula Sport Fisherman that’s been geared for that very purpose.

Formula sportfishing boats are for the serious fisherman who understands the role the deep-V performance hull has played in the evolution of today’s tournament winners, and who responds to the sleek look and solid feel of a fast performance design. Formulas get you to the catch site first, and bring you in long after rough waters have sent the others home.

Because at Thunderbird, performance is our heritage. We know performance boats like Ahab knew ole Moby Dick. After all, we’ve launched thousands of them in the last 28 years. Are they owner friendly? Well, when was the last time you saw a used Formula for sale?

Nobody builds deep-V’s like the folks who invented them.

Today, Thunderbird’s classic deep-V Formula hull is the most widely emulated performance hull that ever went to sea. But when we first sprang it on the boating world back in 1956, it was something of a departure.

What made it different (and undeniably better) was its ability to cut through waves rather than bounce across them. The deep “V” shape of the hull, with its constant 24-degree deadrise, permits the cleanest, smoothest deflection of water imaginable.

The fishing fraternity knew a winner when it saw one, and quickly joined our fleet. What hooked them then—and continues to now—is that our Formula is so responsive and solid. There’s no slapping across wave tops, no back ’n forth chine walking, no tripping on high speed turns when the battle is joined. All there is, is the sure, stable, spray-free ride in all kinds of seas.

And you’ll appreciate Formula’s performance lineage even more at sun-up and sunset, when its ocean racing design puts you first out and last in. Out to the fishing grounds quicker for a longer day pulling them in, speed and maneuverability to track the elusive schools when you’re there, and last to leave for home to weigh in, clean up, and still have time to relax at the club.

Fit for fishing.

Form follows function. In addition to the way a boat performs in the water, there are a few “musts” real aficionados look for in a serious fishing machine. Like plenty of working room at the fishing station and all through the boat, good sightlines, lots of convenient storage for gear and lures, well located and efficient bait boxes and chests for the catch, comfortable fishing chairs, sure footing in cockpit and on deck, a range of functional options. Thunderbird engineers kept them all in mind, and you’ll like the way they manifest themselves in each model.
Nobody's tougher on our boats than we are.

Of course, all this attention to human engineering would mean precious little without the structural engineering to back it up. That's why we've developed the sturdiest fiberglass cockpit ever to wage war with the deep. We've actually combined our cockpit and deck to form a single, unitized structure of amazing strength.

According to Coast Guard regulations, no boat over 20 feet is required to have safety foam. Yet at Thunderbird, we insist on foam injecting boards up to twice that size. Because when your crew's suddenly caught offshore in a mini-monsoon, it hardly makes sense to put a size limit on their safety.

After we make it rugged, we make it beautiful.

Another way to distinguish Formula Sport Fisherman boats from ordinary boats is simply by looking at them (or if you're like most onlookers, gaping at them). Their racy, contemporary styling signals their performance origins. Spacious cockpits and broad decks provide plenty of room—to accommodate a crew or to move quickly and safely at dockside, in inclement weather or when the seas are running. And their yacht-like cabins make the perfect retreat for your midday break from the action.

Topside, these Formula 550s are sport-fishing through and through. And there's good reason for that. John Adams. He's been our exclusive designer for over 13 years, and today every Formula boat we build carries his calling card. It's his disciplined eye and boundless imagination that give every Formula a certain posture and presence—an indescribable air of well-being that sets his boats apart from the commonplace.

Some sense it in the rakish lines, the ingenious use of space, the thoroughbred performance. Others remark on the consistency of his contemporary functionalism and attention to detail from stern to stern.

John says it's much simpler than all that. "Good design means quality materials, efficient operation and easy maintenance, whether you're designing a boat or a ball-point pen."

There's more. So much more, in fact, that this catalog will never be complete. But there's enough here to show you what a true fishing boat should be... and more than enough to show you why, after 28 years, there's still only one.

Formula.

Structural strength is also assured by hand laying the fiberglass in every boat we build. Sure, chopper gun methods are quicker, but they don't ensure the uniform strength we demand of Formulas.

There's one last structural advantage so carefully tucked away inside our hulls, no one will ever see. But an ordinary human ear can quickly tell it's there. It's called safety foam, and it hushes the sound of waves against the hull. More importantly, it adds a reassuring buoyancy and overall rigidity to each Formula hull. We inject it while the hull is still in the mold, to prevent any possible distortion.

It's easier to maintain, too. Just hose down the fiberglass nonskid at the end of the day, and let the self-bailing cockpit take care of the rest.

Just look at the imported cork and teak joinery, well appointed galleys, roomy heads, storage drawers, lockers and other stowage, generous sleeping quarters—all laid out in a cabin so roomy and quiet, it defies the code of the seas.
The Formula Two Sport Fisherman is a boat for storming offshore to hunt down the big ones...or for waiting in the reeds till the smallmouth get hungry. And, when it's not wearing its fishing clothes, it obliges as a ski boat for teenagers and a cruiser for the whole family.

A fishing boat starts with the cockpit. Ours is one piece of self-bailing fiberglass, with a nonskid surface that continues clear across the walk-around forward deck. The sure-footed safety is a nice thing to have on your side when your adversary suddenly gains his second wind.

Both the captain and first mate are issued indestructible contoured pedestal chairs with snap-on cushions. Under-gunwale storage areas feature teak pole racks for your arsenal.

What you'll find aft depends on whether you go outboard or stern drive. The outboard provides a live baitwell and two catch boxes with teak covers.

On the stern drive, it's a sound-cushioned motor box and a full-length teak coverboard (which neatly conceals a convertible top). Either way, slide-away jump seats provide seating for two when you need it, and stow out of the way when you don't.

If you're having too much fun to head in just yet, an extra large trifold hatch opens up the cabin, where you can catch a few winks between fish on a 2-sleeper bow berth. Other human comforts include a stainless steel sink with 5-gallon capacity for fresh water, a portable head and a 25-quat Igloo cooler.

You're not going to find a bunch of flashing lights and expensive toys here. What you see is what you get...room to move, room for storage and room to relax, all in a tough, utilitarian boat that makes fishing a real pleasure.

Formula Two Sport Fisherman. Just the name is enough to make the fish nervous.

<table>
<thead>
<tr>
<th>Formula Two SF (260 Merc)</th>
<th>19'6&quot; (5.94 m)</th>
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<tbody>
<tr>
<td>Centerline Length:</td>
<td>19'6&quot; (5.94 m)</td>
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<tr>
<td>Maximum Beam:</td>
<td>8'6&quot; (2.44 m)</td>
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<tr>
<td>Approximate Weight:</td>
<td>3050 lbs. (1383 kg)</td>
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<td>Maximum Capacity:</td>
<td>2205 lbs. (998 kg)</td>
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<tr>
<td>Fuel Capacity:</td>
<td>54 gal. (209 l)</td>
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<tr>
<td>Bridge Clearance:</td>
<td>5'6&quot; (1.68 m)</td>
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<tr>
<td>Draft:</td>
<td>2'8&quot; (81 cm)</td>
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<tr>
<td>Fresh Water Capacity:</td>
<td>5 gal. (19 l)</td>
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<tr>
<th>Formula Two SF 18 (175 h.p.)</th>
<th>19'6&quot; (5.94 m)</th>
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<tbody>
<tr>
<td>Centerline Length:</td>
<td>19'6&quot; (5.94 m)</td>
</tr>
<tr>
<td>Maximum Beam:</td>
<td>8'6&quot; (2.44 m)</td>
</tr>
<tr>
<td>Approximate Weight:</td>
<td>2635 lbs. (1196 kg)</td>
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<tr>
<td>Maximum Capacity:</td>
<td>2420 lbs. (1098 kg)</td>
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<tr>
<td>Fuel Capacity:</td>
<td>54 gal. (209 l)</td>
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<tr>
<td>Bridge Clearance:</td>
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</tr>
<tr>
<td>Draft:</td>
<td>2'8&quot; (81 cm)</td>
</tr>
<tr>
<td>Fresh Water Capacity:</td>
<td>5 gal. (19 l)</td>
</tr>
<tr>
<td>Maximum Outboard Horsepower:</td>
<td>175</td>
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Forward is more of the same. Contoured swivel chairs overlook the instrument panel. Look under the chair risers and there's more storage. Put the optional hatch pad over the cabin hatch, and fish from the bow.

And belowdecks is just enough comfort to take the edge off a cold morning, but not enough to take the fight out of you. A stainless sink, ice box, concealed head and a V-berth for two, plus extra rod storage hidden in the bulkheads. This compact cabin doesn't get in the way of your primary purpose...really, it's just along for the ride.

At dockside, accepting the grudging admiration of your fellows, you casually wash down the self-bailing cockpit with an optional built-in spigot, and pull out the removable catch boxes, the more handily to carry off your plunder.

We've seen it happen a hundred times. Your next-door neighbor gets a new 23 SF. The next time you see him, he's got a 3-day growth on his chin, his limit in the hold, and the steely gaze of a sea raider in his eyes.

But then, the Formula 23 Sport Fisherman does seem to bring out the serious fisherman in people.

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**Formula 23 SF/O/B (300 h.p.)**

- Centerline Length: 23'0" (7.01 m)
- Maximum Beam: 8'0" (2.44 m)
- Approximate Weight: 3500 lbs. (1591 kg)
- Maximum Capacity: 1125 lbs. (1123 kg)
- Fuel Capacity: 110 gal. (411 l)
- Bridge Clearance: 6'2" (1.88 m)
- Draft: 2'11" (64 m)
- Fresh Water Capacity: 5 gal. (19 l)
- Maximum Outboard Horsepower: 300
Beyond all the fighting space is a hard-working, safety-first deck. It features a welded wrap-around windshield for cockpit protection, diamond nonskid surfaces on the deck and walk-around, teak bow pulpit for docking, and sturdy stainless bow rails to keep boaters in the boat.

When the fish aren't hungry, the Formula 242 SF realizes you just might be. So there's a roomy cabin retreat below ... to down some chow, catch some Z's, or flip on some "music to fish by" on the optional stereo cassette player.

Aft, there's a triple-duty engine box that features a 4-position rocket launcher, a flat area for open tackle boxes, and a teak beverage rack across the front.

The bronze acrylic cabin door opens onto a sit-up lounge area with sofa, stainless steel sink, 25-quart Igloo cooler, Bornar hatch overhead, and two screened portholes to let in lots of fresh air and sunlight. Forward, there's a 6-foot bow berth that cradles two tired anglers, with room enough below for a portable head and extra storage.

Formula 242 Sport Fisherman. A hard-working boat you'll be glad to have on your side.

<table>
<thead>
<tr>
<th>Formula 242 SF (260 Merc)</th>
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<tbody>
<tr>
<td>Centerline Length:</td>
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<td>Approximate Weight:</td>
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<td>Maximum Capacity:</td>
<td>1600 lbs. (720 kg)</td>
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<tr>
<td>Fuel Capacity:</td>
<td>132 gal. (502 l)</td>
</tr>
<tr>
<td>Bridge Clearance:</td>
<td>5'6&quot; (1.68 m)</td>
</tr>
<tr>
<td>Draft:</td>
<td>2'6&quot; (0.81 m)</td>
</tr>
<tr>
<td>Fresh Water Capacity:</td>
<td>5 gal. (19 l)</td>
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</tbody>
</table>
Nothing says a fishing boat has to be all/business. Rugged, no-frills cockpits are great. But rugged, no-frills cabins don't necessarily help you catch any more fish.

As long as a fishing boat handles the rough seas coming and going, and gives you the proper gear and space to take on the meanest fish, what it looks like below-decks is of no concern to anyone but the guys who eat and sleep there (and possibly a wife in need of a little more reassuring).

That's why our Formula 26 Sport Fisherman is built with an eye toward fun as well as function. But first, the function.

Catching fish. The enormous, self-bailing cockpit gives you plenty of room for that. There's no engine box jutting out—just one big, flush cockpit with twin engine power underneath. A huge underdeck storage area keeps life jackets and fenders out of the way, but not out of reach. And open port and starboard stowage recesses hold all the rods and tackle the crew can manage.

Abaft the mate's seat is an all-out fishing station for cutting bait, rigging rods, storing tackle, and even parking a few coffee cups. It features Plano tackle drawers, a teak cutting board, tackle storage area, and a sink with sprayer washdown.

Now for the cabin. We made it as nice as any cruiser cabin, because we like to think even the most diehard fisherman has his soft spots.

Forward is the dinette, with room for four hungry men (in the daytime position) or two sleepy sacks (in its nighttime pose). With an optional package, the back cushions swing up and buckle in place to create two more bunks.

To port is a private head compartment (with vanity storage, sink and mirror) where you can stand up and brush your teeth without your knees getting in the way. Venting portholes with screens, a hanging clothes locker, sunroof and bronze acrylic hatch round out the creature comforts below.

Not everyone builds 26-foot fishing boats that're as nice as the Formula 26 Sport Fisherman. But then, not everyone realizes a boat doesn't have to be tough on the fishermen, to be tough on the fish.

Starboard, there's a complete galley with stainless steel sink, countertop, optional 2-burner stove, ice box, and all kinds of storage above (behind a sliding teak tambour door) and below.

<table>
<thead>
<tr>
<th>Formula 26 SF (Twin 228)</th>
<th>26'2&quot; (7.98 m)</th>
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<tbody>
<tr>
<td>Centerline Length:</td>
<td>9'6&quot; (2.90 m)</td>
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<tr>
<td>Maximum Beam:</td>
<td>6'6&quot; (1.98 m)</td>
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<tr>
<td>Approximate Weight:</td>
<td>6600 lbs. (2970 kg)</td>
</tr>
<tr>
<td>Fuel Capacity:</td>
<td>132 gal. (502 l)</td>
</tr>
<tr>
<td>Bridge Clearance:</td>
<td>2'6&quot; (76 cm)</td>
</tr>
<tr>
<td>Draft:</td>
<td>25 gal. (95 l)</td>
</tr>
</tbody>
</table>
This is the king of the hill, our biggest and best offshore hunter. A couple of weeks aboard the magnificent Formula 31 Sport Fisherman is an experience to warm the salt water in your veins. It doesn't so much spoil you for everything else as it makes you forget everything else.

Let's start with the luxuries. We borrowed the cabin from our equally awesome 31-foot cruiser. To port, under a 6'6" ceiling, an enormous dinette seats six, and converts to a double sleeper. Forward, the stateroom has a full bed you don't have to tear down every time someone gets hungry.

The spacious head compartment features vanity storage, mirror, hot shower and an optional Lectra San head.

And to starboard is a galley bigger than the kitchen in some apartments. Refrigerator with freezer, sink, stove, even a microwave if you want, and enough storage to make any supply officer smile.

The deep plush carpet and upholstery give the cabin an understated aura of nobility. You don't need a velvet jacket and a pipe to lounge below, but it certainly wouldn't look out of place.
Topside, the cockpit is big and all business. The helmsman’s seat puts you at eye level with the complete instrumentation and a stainless steel destroyer-style wheel. Engine and equipment rooms lie beneath nonskid hatches, separated by a solid bulkhead.

To port, another module, this time with a fiberglass tray with drain, a bigger lure trap, and access to the bulkhead for rod and pole storage.

The forward cockpit gives you your choice of fresh or raw water for cleaning fish, and includes a hose with nozzle sprayer.

No matter which direction you’re facing, you’re probably looking at another storage compartment. To starboard, a modular chest sits behind the helmsman’s seat, with tackle drawers, a lure trap, hanging locker for clothing, and a teak cutting board that covers an insulated cooler and ice sink.

Put on your hiking shoes and take a walk aft to the stern. When you get there, holler back and tell us how you like all this room, and whether you’re going to put in a fighting chair or not. Maybe you’d prefer our optional aerated baitwell. Either way, the deck is big enough for you, your crew and the biggest fish you ever caught.

The chairs and all deck areas are always visible from the helm. Add our optional Pipe Welder’s flying bridge, and you’ve got a boat that can go out and pick a fight with a fish even if he isn’t hungry.

Best of all, it performs like a Formula. This boat doesn’t plod along. It gets up on plane and handles like a champ, thanks to our deep-V hull and enough in-board power to deal with the hardest strike.

We always said that someday we’d build our dream fishing machine. Here it is, the winner and still champion... Formula 31 Sport Fisherman.
Thunderbird Products
Corporation
P.O. Box 501
Decatur, IN 46733
(219) 724-9111
Telex 23-2632 THUNDER DCTU

14100 Biscayne Blvd.
North Miami, FL 33181
(305) 945-7611

Due to a continuing program of product
development and improvement, Thunder-
bird reserves the right to change Formula
specifications, features and prices without
notice.

Interested in cruising or high
performance?
Thunderbird also builds a complete line
of Formula Cruisers (19'6"-31'6") and
Formula Performance boats (16'9"-
40'2"). See our special catalogues.