


VEEDETTE

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30

Elco VEEDETTE 30



IN the new Elco Two-Cabin Veedette 30, the Elco Works is proud to present a new and improved type of small cruiser in which the defects of existing small double cabin boats have been overcome, and in addition a great advance made in design and construction of both hull and arrangement. The Veedette 30 offers, at most moderate cost, the privacy of inside and outside cabins, the greatest flexibility of arrangement for comfort both day and night, and a choice of two ranges of power and speed.

The skill, ingenuity and long experience of Elco designers have made possible the many exclusive features which distinguish this new model. A long and expensive series of experiments and trials, plus a tradition of building fine boats, were required to develop in the Veedette 30 a

handsomer, stronger, more comfortable and more serviceable cruiser than any other of about the same size.

Heretofore building a boat of given size to sell for a lower price involved merely a cheapening of ordinary construction methods. In the Veedette 30 the reverse is true, and one of the greatest advances is in the hull of the boat. It is of Elco dead-rise Vee-bottom form which proved to best combine the necessary qualities of speed and seaworthiness. The action is perfect at any speed in any conditions of weather or sea and the speeds obtained with the economical engines installed are remarkable.

The highly perfected Elco Duotite system of construction is used. Planking is double, of Philippine, with a bonded inter-layer of waterproof fabric, the whole fastened with closely spaced screws. Bottom planking is double diagonal while



the topsides have a continuous vertical inner framing with the outer strakes laid fore and aft. The strength of this construction is enormous, so great that the ordinary light inner frames are superfluous and the inner surface of the hull is as smooth, continuous and unbroken as the outer. Other advantages are many. The boat is permanently leakproof and caulking is never necessary. The interior has more room and is easier to clean and care for. Additional strength and protection against flooding the boat in case of damage to one compartment is provided by four watertight bulkheads of the same construction as the skin. Furthermore, actual tests have shown that even if completely flooded the boat not only will not sink but maintains good stability. All of these advantages are found in no other type of construction and only in Elco boats.

Not only in its hull is the Veedette 30

an improvement over other thirty-foot boats. For a long time designers have tried to provide the privacy of two separate sleeping spaces on boats of this size. The result is the familiar double cabin type with one or two berths tucked away in a cramped, ill-ventilated little "dog-house" back aft. This was abandoned by Elco eleven years ago because it was too uncomfortable to be of practical use. Instead the Veedette 30 uses the exclusive Elco Deck Cabin which forms a highly desirable outside stateroom for two or four people as well as an ideal living space. In addition the trunk cabin gives an inside stateroom for two more.

The picture plan on the next to last page should be consulted to form a proper conception of the arrangement of the boat. A brief study of the captions will make most details plain, but there are some which require further description.

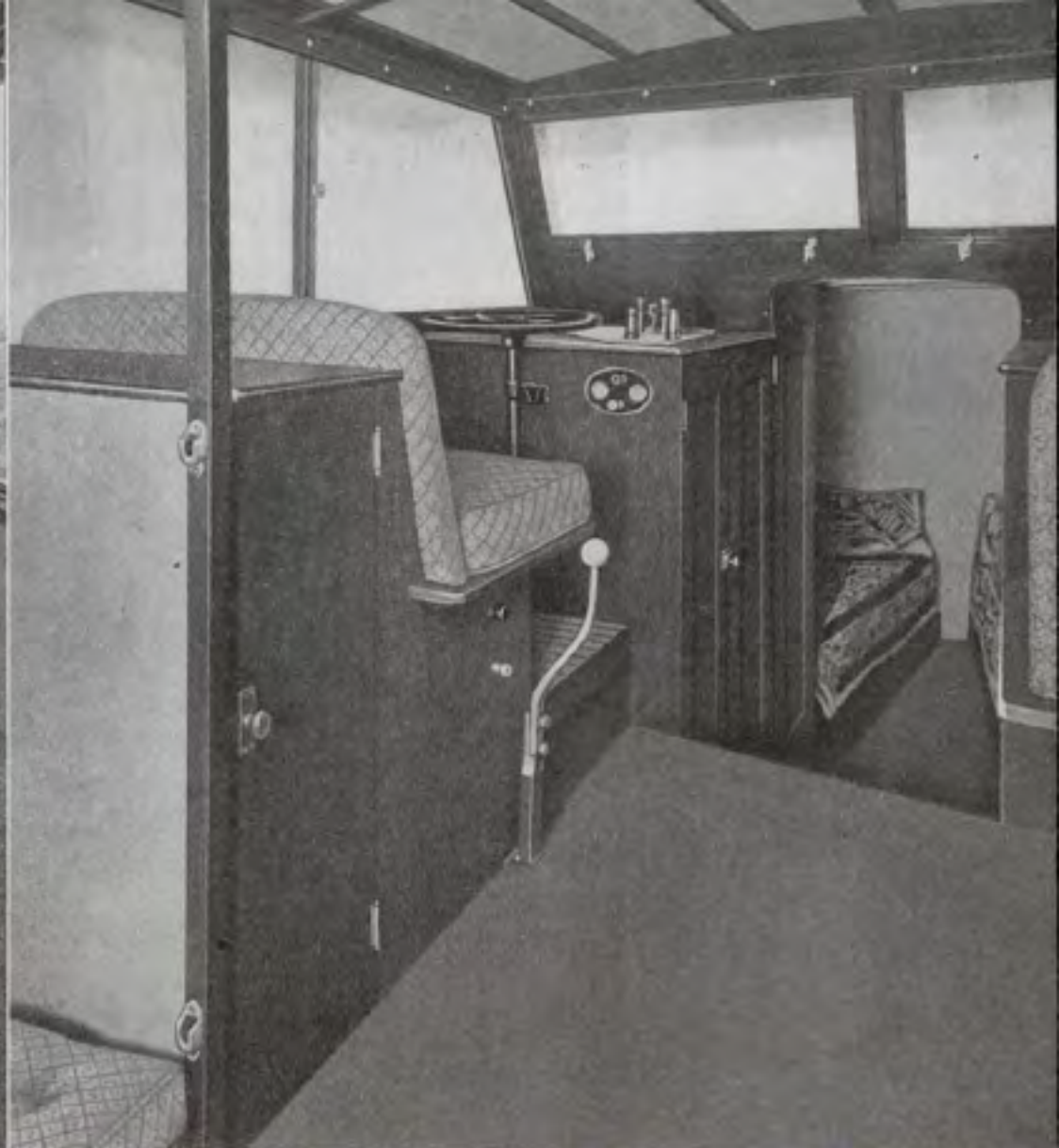
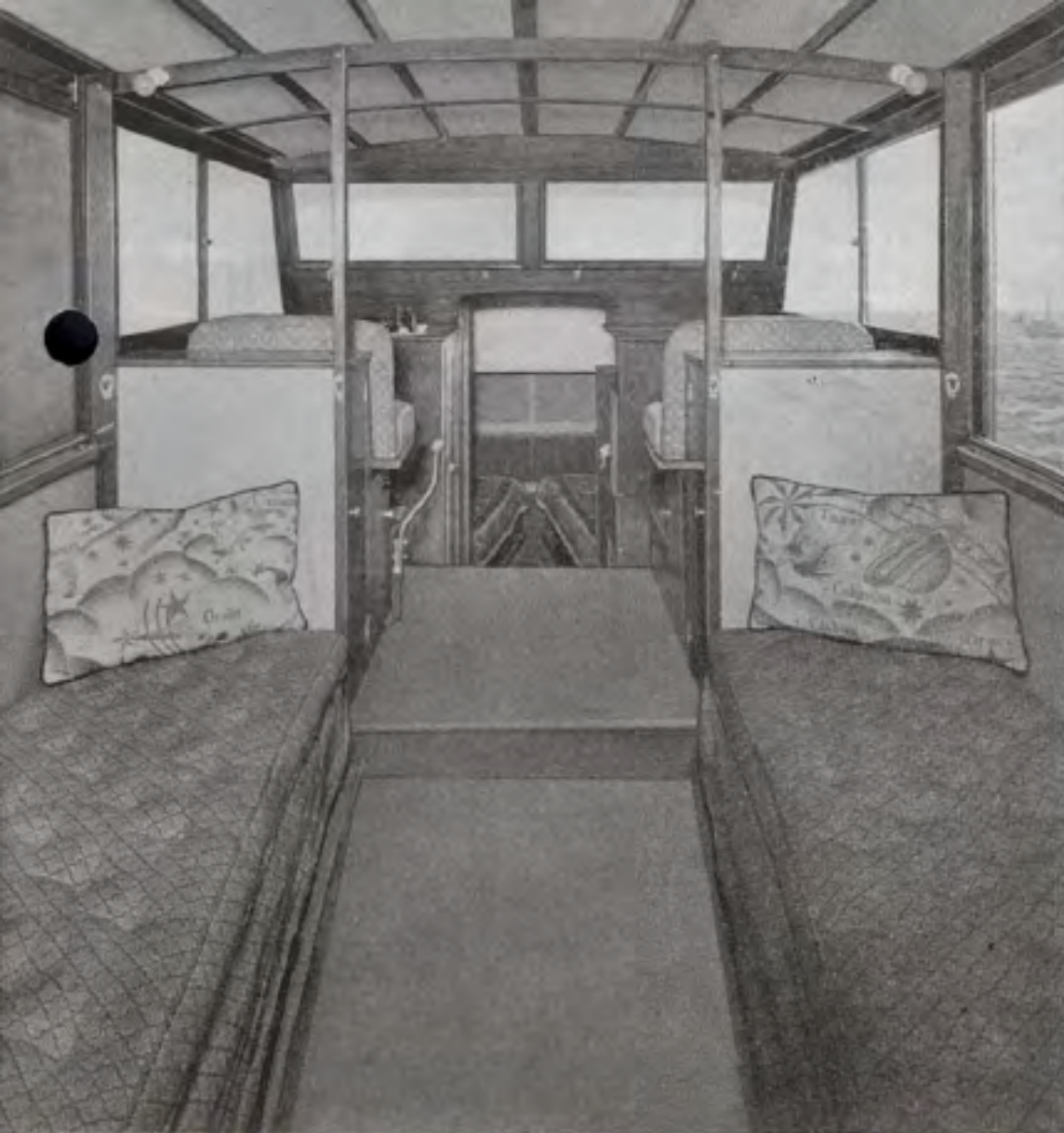


The advantages of the protected steering seats cannot be adequately shown on the plan. Instead of the owner-operator being separated from his friends and uncomfortable at the wheel, he has a well-upholstered seat which is high enough for clear, all-around vision. Opposite is another similar seat. All controls are convenient to the wheel, large flat surfaces for charts are in front of the seats, and stowage for tools and small articles is under them. This whole steering position is fully enclosed for protection in bad weather, or entirely open if it is fair. This is accomplished by a slanting two-piece adjustable windshield opening entirely across the front, and by horizontal sliding sashless windows at the sides.

The rest of the Deck Cabin owes its dual utility to the type of enclosure used. A bulkhead with double glass paneled

doors closes the after end and a permanent roof shelters it. At each side are two sets of vertical sliding panels. These disappear entirely in daytime or fair weather. If insects trouble, the screen panels are pulled up and the hinged screens at the windshield dropped. If the weather is bad, or at night, the solid panels are raised, either entirely or part way, and the Deck Cabin becomes tight and snug. The two berths each side are stowed one over the other, with bedding between, by day forming wide soft seats. At night the uppers are raised into place if four are to sleep. Under the lowers is stowage for table, life preservers and other equipment.

The flexibility and versatility of this arrangement for the most used part of the boat appeals immediately; particularly to the experienced boatman who has fussed with canvas side curtains, slapped at in-



sects, or retired below to the inside cabin if conditions on deck were not favorable. The usefulness of the space is doubled, and it is pleasanter and more comfortable under any conditions of use.

The Veedette 30, in addition, has an open after cockpit and a forward cockpit. The former is ideal for bathing, boarding the boat, loafing in the sunshine, or fishing. Chairs may be installed if wanted. The forward cockpit is delightful in pleasant weather and forms an easy, safe place from which to handle the anchor. It is formed by a sunken deck inside a coaming. Passengers' backs rest against the sloping cabin front and their feet on a sloping footboard under a hinged hatch. This scheme is economical of space below and combines the advantages of both deck and cockpit.

The finish and decorations of the Veedette 30 are yachty and pleasing. There is no roughness or crudeness anywhere. The interior is done in painted panels with varnished mahogany finish trim. Upholstery is attractive and tasteful. The galley and lavatory are located between the two cabins, accessible to each and suited to the greatest convenience of all.

Details of the two engines, choice of which is available in the Veedette 30, may be found on the last page. Both will give quiet, vibrationless and trouble-free service. The essential difference is in the speed obtained. Engine installation is worked out with characteristic Elco perfection of detail. The Elco safety fuel system gives complete protection against fire hazard and assures the owner of complete safety for himself and his guests.

Arrangement Plan of ELCO VEEDETTTE 30

Bow deck, varnished. Chocks, flag pole socket and mooring bitt.

Two spring berths in trunk cabin, extending partly under forward cockpit. Stowage under berths.

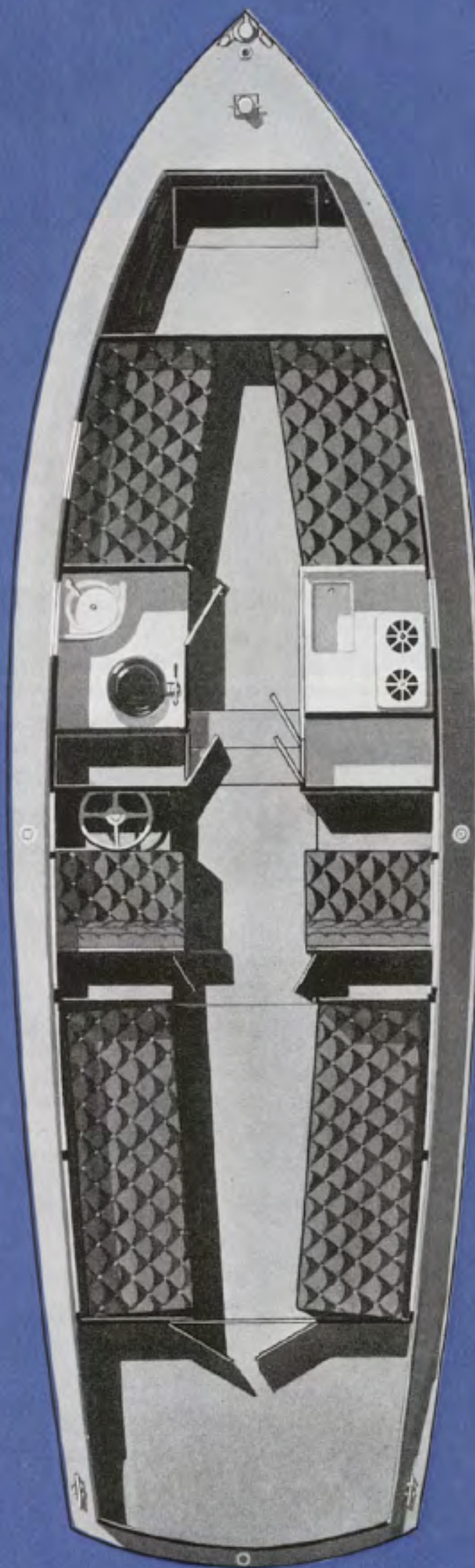
Lavatory, completely equipped with yacht toilet, wash basin and all accessories.

Clothes hanging locker. Chart board in front of wheel over locker.

Raised Elco steering seats protected by ventilating screened windshield with sliding glass side wings. All controls at wheel.

Lockers in deck cabin each side.

Deck cabin seats form upper and lower spring berths at night. Bedding stowed between berths. Life preservers, deck gear and table stowed under lower berths. Water tank under floor.



Bow cockpit formed by canvas deck. Slanting cabin front forms back rest. Forward hinging hatch with sloping foot-board and large ground tackle stowage under.

Trunk cabin, full headroom, ventilating windows each side. Bilge fully accessible.

Galley with drain board, sink, two burner stove in hood, stowage for food and cooking utensils.

Large refrigerator draining overboard. Dish racks over.

Engine fully accessible under floor hatch. Elco safety fuel tanks each side, fills and vents outboard.

Deck cabin enclosure under permanent roof. Bulkhead with double glass paneled doors at after end. Sides enclosed at will by vertical sliding panels, one set of screen, other solid, adjustable in height, forming cabin or cockpit.

After cockpit, entirely open, suited for chairs, fishing, bathing and boarding boat. Stowage and rudder gear under.

OUTLINE SPECIFICATIONS

MODEL 30—SERIES 311

Design	30-B-80	Speed	14-15 or 16-17
Length, overall	30' 0"	Fuel capacity	80 gals.
Beam	9' 0"	Mileage	190 or 160
Draft	2' 6"	Sleeping	6
H. P.—optional	65-70 or 80-90	Headroom	6' 1"
Power Plant, optional, Elco B-298 or, Elco BMA-6			

HULL: Elco Deadrise Vee Type.

CONSTRUCTION: Elco Duotite construction of double planked Philippine with bonded interlayer of waterproof fabric. Bottom double diagonal. Top sides with continuous vertical inner framing with outer planking in fore and aft strakes. Transom same as planking with mahogany finish. Hull subdivided by four double water-tight bulkheads giving added strength. All hull fastenings bronze. Decks and superstructure Philippine. Roofs canvas covered. Hardware and deck fittings brass.

DECK ENCLOSURE: At forward end a slanting, two-piece, adjustable, rain vision, ventilating, water-tight windshield with hinged inner screens. At sides of Elco steering seats a fixed window and a horizontal sliding sashless window. Deck Cabin with permanent canvas roof. At each side two sets of vertical sliding panels. One set solid, adjustable in height, for complete enclosure. The other set of screen. After bulkhead paneled with two hinged glass paneled doors.

FINISH: Underbody anti-fouling brown copper with green boot-top and semi-gloss yacht white topsides. Decks and roofs painted where canvas and varnished where bright. Superstructure and trim varnish. Interior varnished with painted panels.

RUDDER AND STEERING GEAR: Rudder integrally cast bronze blade and stock. Inboard type. Elco steering wheel with rack and pinion gear direct connected to tiller.

PLUMBING: Water tank lead coated. Capacity 50 gallons. Piping galvanized and non-metallic. Yacht type water closet and wash basin. Enameled sink with Elco simplified hand fresh water pump. Stove, two burner solid alcohol in metal hood.

ENGINE INSTALLATION: Optional with purchaser. Model 30 for 14 to 15 miles speed. Elco B-298 engine, 6 cylinder, $3\frac{3}{4}$ bore, $4\frac{1}{2}$ stroke. (298 cu. in.), developing 65 to 70 horsepower at 1800 to 2000 R. P. M. Planetary reverse gear, battery ignition, full pressure oiling, 7 bearing crankshaft, removable head. Model 30-S for 16 to 17 miles speed. Elco BMA 6 engine, 6-cylinder, $4\frac{1}{8}$ bore, $5\frac{1}{8}$ stroke (411 cu. in.) developing 80 to 90 horsepower at 1800 to 2000 R. P. M. Planetary reverse gear, double ignition, full pressure oiling, 7 bearing crankshaft, removable head. Propeller shaft bronze $1\frac{1}{4}$ ". 3-blade bronze propeller. Shaft bearings, non-metallic. Exhaust through Elco muffler and galvanized pipe to stern, water cooled. All controls and gauges at steering position.

FUEL SYSTEM: Two lead coated tanks, 40 gals. each. Special Elco safety fuel system, eliminating gasoline fire hazard. Tank fills outside boat tight to deck. Vents

outboard. Extra heavy copper tubing and fittings. Supply by positive mechanical pump on engine with strainer and shut-off valves. Back fire guard on carburetor and self draining drip pan under.

ELECTRICAL SYSTEM: Generator and starting motor on engine. On Model 30, 6 volts with 100 ampere hour battery. On model 30-S, 12 volts with 100 ampere hour battery. Ample cabin lights in suitable fixtures, and permanent special sailing lights.

UPHOLSTERY: Trunk cabin transom seats, spring frames with separate fabric covered cushions. Steering seats, deep cushions and upholstered backs. Deck cabin seats, two spring frames each side, lower springs with mattress, upper springs with cushion. Upper springs with special hangers to form seat by day and upper berth at night. All cushions covered in attractive waterproofed fabric. Linoleum on floors of cabins, lavatory, galley and after cockpit.

EQUIPMENT

DECK AND MISCELLANEOUS EQUIPMENT

Side lights	Anchor
Bow light	Anchor cable
Range and anchor light	Dock lines, 2
Anchor light, oil	Boat hook
Searchlight	Fenders, 2
Signal horn, electric	Boarding ladder
Fog horn	Sounding rod, fuel
Fog bell	Bilge pump
Life preservers, 6	Compass
Bow staff	Insect screens
Stern staff	Name on stern
Yacht ensign	Hailing port
Elco burgee	License numbers on bow

FURNISHINGS AND UPHOLSTERY

Table, mahogany	Refrigerator
Cushions, trunk cabin	Dish racks
Cushions, deck cabin	Stove
Cushions, steering seats	Chart board
Linoleum on floors	Light bulbs
Wash basin	Fuses
Water closet	Fire extinguisher
Sink	Instructions
Mirror	Pilot rules
Medicine cabinet	Keys

ENGINE EQUIPMENT

Tools, engine and boat	Tachometer
Starting crank	Gauges
Muffler	Motometer
Instrument panel	Battery

SPARES

2 spark plugs	2 cabin bulbs
2 lighting fuses	4 sailing light bulbs
2 generator fuses	1 qt. distilled water



STANDARDIZED CRUISERS built by THE ELCO WORKS
of the ELECTRIC BOAT COMPANY
BAYONNE, NEW JERSEY

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