

Elco

MOTOR
BOATS



FOREWORD



ESTABLISHED in 1892, the record of ELCO is most interesting and unusual. From the very beginning of our organization we have been prone to undertake what appeared to be the impossible. At the World's Fair in Chicago, in 1893, when the development of electric power was in its infancy, we operated 55 Electric Launches, carrying over a million passengers. With the advent of the gasoline engine, ELCO undertook the complete *standardization* of pleasure launches; that is, building a model, thoroughly trying it out, perfecting it in its last detail and then constructing that model in quantity—the only logical way to successful and economical production. As a result, there are vastly more ELCO Motor Boats in use throughout the world than any other type, and each model

has a definite value in the resale market, which is, of course, of great benefit to an owner.

In 1915, when the British Admiralty, harassed by the submarine menace, required a large fleet of motor launches, they approached ELCO as being the only concern in the world with the experience and competence to successfully supply their urgent needs. How ELCO undertook this seemingly impossible task and actually built 550 eighty-foot Motor Launches in 488 days, is a matter of history. During the four years of the Great War, ELCO delivered a total of 722 submarine chasers and never had a single boat fail to fulfill the rigid requirements of its official trial.

ELCO *Standardized* Models embrace all sizes and types of power boats and motor yachts.

THE ELCO WORKS

OF THE ELECTRIC BOAT COMPANY

ESTABLISHED 1892

HENRY R. CARSE, *Pres.*

HENRY R. SUTPHEN, *Vice-Pres.*

THOMAS S. HANSON, *Gen. Mgr.*

Main Office and Works:

AVENUE A and NORTH STREET
BAYONNE, NEW JERSEY, U. S. A.

New York Office:

5 NASSAU STREET, NEW YORK CITY
Hanover Bank Building

Telephone Connections: 470 BAYONNE AND 20 RECTOR

Cable Address ELECLAUNCH, NEW YORK Western Union Code

33-FOOT *Elco* CRUISETTE



The ELCO CRUISETTE is the result of continuous development. We realized years ago that the motor boats offered for a purchaser's selection were generally quite unsatisfactory, built in a more or less haphazard manner and of poor design and workmanship; little attention was paid to the relationship of the various parts, and, strange as it may seem, seldom were two boats ever built alike.

The value of the Cruisette is at once evident to those who have the opportunity to compare ELCO prices with the prices of other builders, and it is possible for us to give this value only because of perfect *standardization*.

Mr. H. R. Sutphen, our Vice-President, has been aptly called "the father of standardized Motor Boats," and the success of the Cruisette has been largely due to his vision.

Judging from the number of sales and the enthusiasm of the owners, we feel safe in saying that the Cruisette has proved itself to be the most successful Motor Boat ever built.

The Cruisette has been thoroughly *standardized*. It is a part of the ELCO *Standardization* plan that each Cruisette be thoroughly perfected in every detail and then completely tried out so that, if the owner desires, he can immediately start off on a cruise without feeling that he must be accompanied by a corps of experts. In this respect the success of the Cruisette has been phenomenal. As examples of performance, a Cruisette made the trip to Florida, by way of Chesapeake and the open sea, one went to Toledo, three went to Baltimore, two to the Thousand Islands and four made the run down Long Island Sound to Boston and vicinity.

The hull of the Cruisette has been very carefully developed with the idea of providing a boat that would be thoroughly safe and seaworthy under all possible weather conditions and yet have an attractive "yachty" appearance.

As one owner recently remarked—"it is always a pleasure to me to hear the expressions of approval of my Cruisette wherever we may anchor, whether it be at the yacht clubs or in the little fishing harbors along the Coast where the critical 'old salts' never fail to admire its model and lines."



33-FOOT *Elco* CRUISETTE



33-foot CRUISETTE, 36-40 Horse Power ELCO Engine, Speed 12 miles

SPECIFICATIONS

Model 33	Series 21
Length Overall	33 ft. 0 in.
Beam, Extreme	8 ft. 8 in.
Draft, Extreme	2 ft. 10 in.
Speed	12 miles
Cabin Accommodations	4 Persons
Head Room	6 feet
Keel and Frames	White Oak
Planking	Cedar
Decks, Pine	Canvas Cov'd
Finish	White
Trim	Mahogany
Hull Metal Work	Galvanized
Joiner Hardware	Bronze
Engine	ELCO
Number Cylinders	4
Bore and Stroke	4 3/4 in. x 6 in.

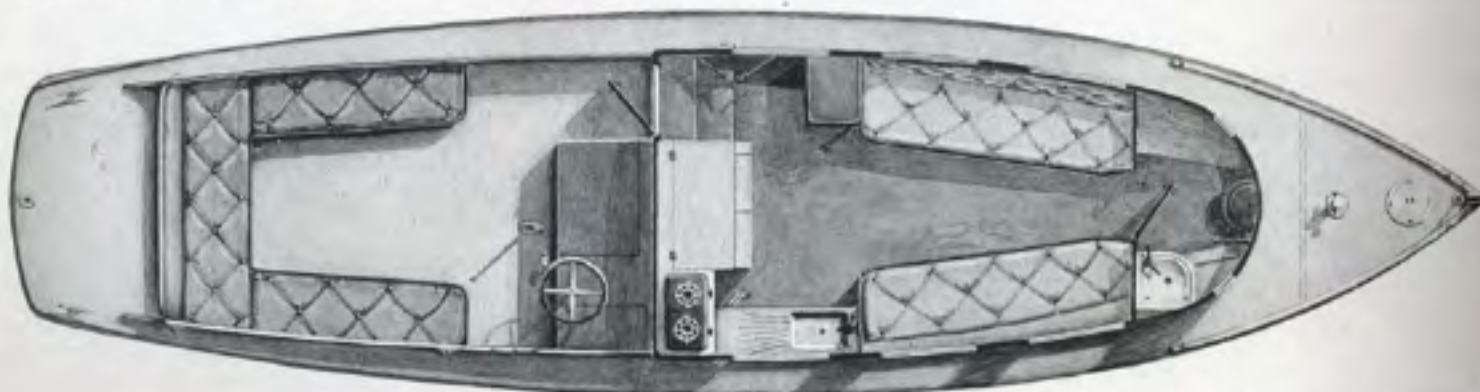
Horsepower	36-40
R. P. M.	850-900
Reverse Mechanism	Sliding Gear
Lubrication	Force Feed
Carburetor	Schebler
Electric Starter	Leece-Neville
Ignition	Magneto
Exhaust	Muffler
Electric Lighting	12 Volt
Battery	90 amp. hr.
Fuel per hour	2-5 gals.
Radius	160-400 miles
Fuel Tank	Galv. 60 gals.
Water Tank	Galv. 45 gals.
Ice Box, Capacity	180 lbs.
Plumbing	Yacht Type

EQUIPMENT

Awning and Frame	Fog Horn
Electric Starter	Fog Bell
Lighting Plant	Fire Extinguisher
Flag Poles	Upholstery
Four Sailing Lights	Linoleum
Anchor and Cable	Name
Six Life Preservers	License Numbers
Hand Bilge Pump	Whistle
Mooring Lines	Engine Tools

EXTRA EQUIPMENT

Mast and Rigging	Mahogany Folding
Side Curtains	Table
Stove	Dish Racks



Plan of 33-foot CRUISETTE

Specifications subject to change

33-FOOT *Elco* CRUISETTE

In the Cruisette, ELCO has brought out a model that is adaptable to almost any use. The same technical knowledge which made the British "M. L's" the wonderful seaboats they were, has gone into this design, thus assuring the purchaser that the Cruisette is seaworthy and dependable.

All experimentation has been removed. Every detail has been thoroughly tried out in actual service and all ELCO experience—all ELCO knowledge is centered in the Cruisette. As a result of this careful labor and thought, there is no small cruiser obtainable in the market that has the successful record, and is so highly regarded by motor boat enthusiasts.

The illustrations show the appearance and the arrangement of the 33-foot Cruisette. While many improvements have been made in this series over preceding ones, it is the same Cruisette which has proved so popular in the past.

The hull is of the flush-deck type having a cabin trunk and a large seating cockpit. The side decks allow easy and safe access forward, permitting the full use of all deck space. The hinging windows in the trunk make the cabin exceptionally light and well ventilated.



ELCO Engine



The interior is planned with the utmost care—every inch of space being used to the greatest advantage. The lavatory compartment is forward; the main cabin, with full head room, has two transom seats with hinging upholstered backs which form berths at night. The galley space, sink, ice box, and stove bench are all conveniently located.

The floor of the cockpit is raised so as to provide good vision for the occupants. The steering wheel and engine controls are on the starboard side.

The ELCO Gasoline Marine Engine was especially designed and developed to fulfill the requirements of the Cruisette. It is ideally suited to this boat and has unusually large reserve power. The engine is modern in every particular, starting readily and operating perfectly even in the coldest weather. Its remarkable low fuel consumption always proves a source of surprise and pleasure to Cruisette owners. The unique adaptation of the dry-plate clutch and the sliding gear transmission for the reverse gear, has made the Cruisette exceptionally easy to manoeuvre and most dependable in any emergency.



40-foot CRUISETTE, 36-40 Horse Power ELCO Engine. Speed 10 miles

SPECIFICATIONS

Model 40	Series 21
Length Overall	41 ft. 6 in.
Beam, Extreme	9 ft. 9 in.
Draft, Extreme	3 ft. 0 in.
Speed	10 Miles
Cabin Accommodations	8 Persons
Head Room	6 feet
Keel and Frames	White Oak
Planking	Cedar
Decks, Pine	Canvas Cov'd
Finish	White
Trim	Mahogany
Hull Metal Work	Galvanized
Joiner Hardware	Bronze
Engine	ELCO
Number Cylinders	4
Bore and Stroke	4 3/4 in. x 6 in.

Horsepower	36-40
R. P. M.	850-900
Reverse Mechanism	Sliding Gear
Lubrication	Force Feed
Carburetor	Schebler
Electric Starter	Leece-Neville
Ignition	Magneto
Exhaust	Muffler
Electric Lighting	12 volt
Battery	90 amp. hr.
Fuel per hour	2-5 gals.
Radius	160-400 miles
Fuel Tanks	Galv. 80 gals.
Water Tank	Galv. 70 gals.
Ice Box Capacity	300 lbs.
Plumbing	Yacht Type

EQUIPMENT

Awning and Frame	Fire Extinguishers
Electric Starter	Upholstery
Lighting Plant	Floor Covering
Flag Poles	Boarding Ladder
Four Sailing Lights	Flags
Mast and Rigging	Name
Anchor and Cable	License Numbers
Six Life Preservers	Whistle
Hand Bilge Pump	Stove
Moorings Lines	Windlass
Fog Horn	Cowl Ventilators
Fog Bell	Engine Tools

EXTRA EQUIPMENT

Dinghy and Davits	Anchor Davit
-------------------	--------------



Plan of 40-foot CRUISETTE

Specifications subject to change

40-FOOT *Elco* CRUISETTE

In the 40-ft. *Standardized* Cruisette we have embodied many features of arrangement which are not ordinarily found in much larger boats. The boat combines the simplicity and handiness of the smaller Cruisettes with the comfort, convenience and accommodations of a yacht. As the illustrations on the opposite page show, the hull is of the raised deck type with bridge deck amidships; and the after cabin deck is also raised and there is a flush deck aft.

The steering wheel, with the engine controls alongside, is placed in a commanding position on the bridge deck. The bridge deck, which extends over the engine room, is a feature of the boat; it is protected by a coaming at the forward end and an awning extends over its full length. Two comfortable upholstered seats are provided at the after end of the bridge and a mahogany railing at the sides lends a sense of security.

A companionway from the bridge leads to the saloon forward which is provided with the usual ELCO upholstered transom seats, and backs; these backs forming additional berths at night. Two full length lockers at the after end of the saloon and two mahogany dressers at the forward end give ample stowage space. A door at the foot of the companionway opens directly into the engine room. The galley is just forward of the saloon and is complete with every convenience. This design of the galley and its location have proved most satisfactory in service.

The seats at the after end of the bridge deck are divided by the companionway which leads to the after quarters. Here is found a most comfortable double stateroom having full head room and equipped with two built-



in berths; a dresser extending under the after deck with mirror above. Lockers at each side provide useful stowage space. At the foot of the companionway on the starboard side is the lavatory, fully equipped. A door on the port side of the passage leads to an additional stateroom which may be used for the crew. Particular attention has been given to ventilation throughout. The forward quarters have, in addition to the ports, a large hinging skylight. The after stateroom has two large windows which open to the after deck. Ventilators are provided for the engine room and lavatory. The after cabin deck forms an ideal stowage space for a dinghy. The mast and yard add greatly to the "yachty" appearance and are most useful for signalling purposes.

The power plant is the same ELCO Gasoline Marine Engine which has proved so dependable and economical in our other Cruisettes.



30-foot ELCO EXPRESS, 60 Horse Power ELCO Engine. Speed 20 miles.

SPECIFICATIONS

Model 30	Series 21
Length Overall	30 ft. 8 in.
Beam	6 ft. 2 in.
Draft	1 ft. 10 in.
Speed	20 miles
Accommodations	10 Persons
Keel and Frames	White Oak
Planking	Cedar
Decks	Canvas Cov'd
Hull Finish	White
Trim	Mahogany
Hull Metal Work	Bronze
Deck Hardware	Bronze
Engine	ELCO
Number Cylinders	4
Bore and Stroke	4 3/4 in. x 6 in.
Horsepower	60
R. P. M.	1400
Clutch	Dry Plate

Reverse Mechanism	Sliding Gear
Lubrication	Force Feed
Carburetor	Schebler
Electric Starter	Leece-Neville
Ignition	Magneto
Exhaust	Stern
Electric Lighting	12 volt
Battery	90 amp. hr.
Fuel Tanks	Copper
Capacity	40 gals.
Fuel per hour	2-6 gals.
Radius, full speed	130 miles

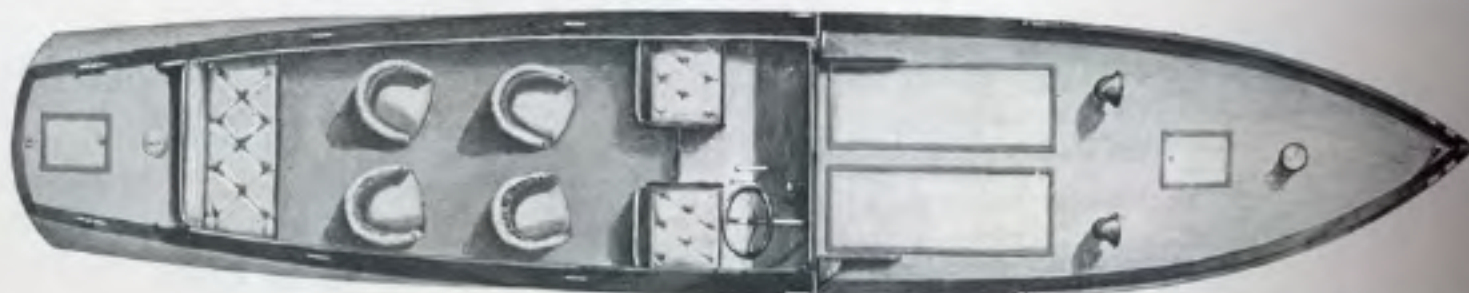
Four Sailing Lights
Hand Bilge Pump
Painters
Fog Horn and Fog Bell
Fire Extinguisher
Seat Cushions
Four Chairs
Floor Covering
Name and License Number
Oars
Whistle
Engine tools

EQUIPMENT

Electric Starter and Lighting Plant
Flag Poles and Sockets
Anchor and Cable
Six Life Preservers

EXTRA EQUIPMENT

Light Standing Roof
Side Curtains
Windshield



Plan of 30-foot ELCO EXPRESS

Specifications subject to change

30-FOOT *Elco* EXPRESS



THE ELCO Expresses are the development of 17 years constant study; improved from year to year, just as the high-grade automobile has been improved. In the new model, Series 21, is found every element which has gone to make ELCO Express Boats so successful in the past. Seaworthiness and strength are combined with gracefulness and speed to form a boat which will give the same service on the water that is expected from an automobile on land.

A popular fallacy in the past was that any engine installed in a hull would make a good motor boat. It is now generally recognized that the successful motor boat must be scientifically designed and tried out by experience so that each part will work in perfect harmony with every other part; in this way only will seaworthiness, reliability and complete satisfaction be assured—and this is the achievement of the ELCO Expresses.

The arrangement of the Express type of motor boat was originated by ELCO and has proved so logical and satisfactory that it has been universally adopted as the standard for open boats.

The engine is placed forward of the steering cockpit under a protecting hood and the after part of the boat is given up to a large comfortable cockpit, with divan seat and easy chairs.

The driver's seat is just aft of the engine compartment, with the steering wheel and engine controls conveniently located, enabling one person to operate the boat just the same as an automobile.

The new model 30-foot ELCO Express has been designed especially for the ELCO Gasoline Marine Engine. This engine is modern in every respect, and, having all moving parts enclosed, is exceptionally quiet in its operation. This quietness, together with its remarkable flexibility of control, is a source of pleasure and satisfaction to the owner.

The engine is substantially built and all parts are accessible for inspection and adjustment; and, as soon as the engine is put under power, its reliability becomes at once apparent. The engine is readily started by a very satisfactory electric starter and the new type of reverse gear gives the operator absolute control over the engine, without the slightest fear of "stalling it," even at the slowest possible speeds or when occasion may require that the boat be quickly reversed.

The appointments of this ELCO Express are most complete and protection from the weather can be provided by the light standing roof with side curtains and windshield. These, in conjunction with the "raised deck," shown by the illustration, make the boat unusually seaworthy and dry even in rough water.

The ELCO Express will be found to be entirely satisfactory. Customers are using them all over the world and their success is particularly attested to by the large number that are yearly purchased by the exploration companies for use abroad. These companies require boats which are simple and economical to operate and can be absolutely relied upon.

The value of ELCO Expresses, when re-sold, is quite remarkable and there is always a ready market for them.

36-FOOT *Elco* EXPRESS



36-foot ELCO EXPRESS, 225 Horse Power Engine. Speed 32 miles

SPECIFICATIONS

Model 36	Series 21
Length Overall	36 ft. 4 in.
Beam	6 ft. 9 in.
Draft	2 ft. 4 in.
Speed	32 miles
Accommodations	12 Persons
Keel and Frames	White Oak
Planking	Mahogany
Construction	Seam Batten
Decks	Mahogany
Trim	Mahogany
Finish	Varnished
Hull Metal Work	Bronze
Deck Hardware	Bronze
Engine	GR Sterling
Number Cylinders	6
Bore and Stroke	5 $\frac{3}{4}$ in. x 6 $\frac{3}{4}$ in.
Horsepower	225

R.P.M. (approx.)	1500
Reverse Gear	Sterling
Lubrication	Force Feed
Carburetor	Stromberg
Electric Starter	North East
Ignition, Battery	Triple
Exhaust	Muffler
Electric Lighting	12 volt
Battery	130 amp. hr.
Fuel Tanks	Copper
Capacity	106 gals.

Four Sailing Lights
Hand Bilge Pump
Painters
Fog Horn and Fog Bell
Fire Extinguisher
Seat Cushions, Leather
Four Chairs
Floor Covering
Name and License Number
Oars
Whistle
Searchlight
Windshield

EQUIPMENT

Electric Starter and Lighting Plant
Flag Poles and Sockets
Anchor and Cable
Eight Life Preservers

EXTRA EQUIPMENT

Mahogany Sedan Cabin or Automobile
Type Hood



Plan of 36-foot ELCO EXPRESS

Specifications subject to change



The 36-foot ELCO Express, Series 21, is, we believe, the handsomest and most luxurious high speed motor boat ever built as a *Standardized* product. We have been building and perfecting it for 17 years and, during all this time, it has maintained its distinction. The exquisite beauty of its graceful lines, the polished mahogany planking, decks and trim, the charming manner in which everything is fitted, never fails to call forth admiration and bring pride to the owner. So beautiful and complete a piece of workmanship can only be developed by years of patient study and experience.

There are more of these ELCO Expresses in use throughout the world than any other type of fast pleasure launch and many are giving good service today which were built ten and twelve years ago.

The 36-foot ELCO Express is built, of solid mahogany planking with continuous seam battens to give added strength and yet preserve the desirable feature of light construction. The generous beam, and the depth of the hull, together with its high freeboard, afford the

utmost seaworthiness and strength together with comfort and speed. It will serve you on the water as the automobile does on land. The greatest care is taken in its construction—every piece of material being selected from the best stock and, in quality of workmanship and finish, it has no equal.

We were the first to bring out the Express design and it has been copied by every other builder of high-speed boats, both in this country and abroad. This design embodies the original idea of placing the motor forward, under a protecting hood, separated from the seating cockpit. The seat for the driver is aft of the engine compartment, with the steering wheel and engine controls conveniently located, enabling one person to operate the boat. The cockpit for passengers is in the after part of the boat comfortably appointed with easy chairs and divan seat.

One of the many distinctive and exclusive ELCO fittings is the aluminum windshield cowl which protects the control bulkhead and gracefully incorporates the sailing lights.

Whenever desirable, protection from the weather can be provided by the Sedan Cabin, or by an automobile type of hood. The Sedan Cabin is particularly attractive and affords complete protection under all conditions.

This Series 21 Express is equipped with a Sterling GR six-cylinder Gasoline Engine, which has made such a splendid record for power, reliability and economy. The boat develops its speed of 32 miles an hour with ease, positiveness and a remarkable lack of vibration.

The value of ELCO Expresses when re-sold is most unusual and seldom fails to please an owner.

50-FOOT

ELCO

CRUISER



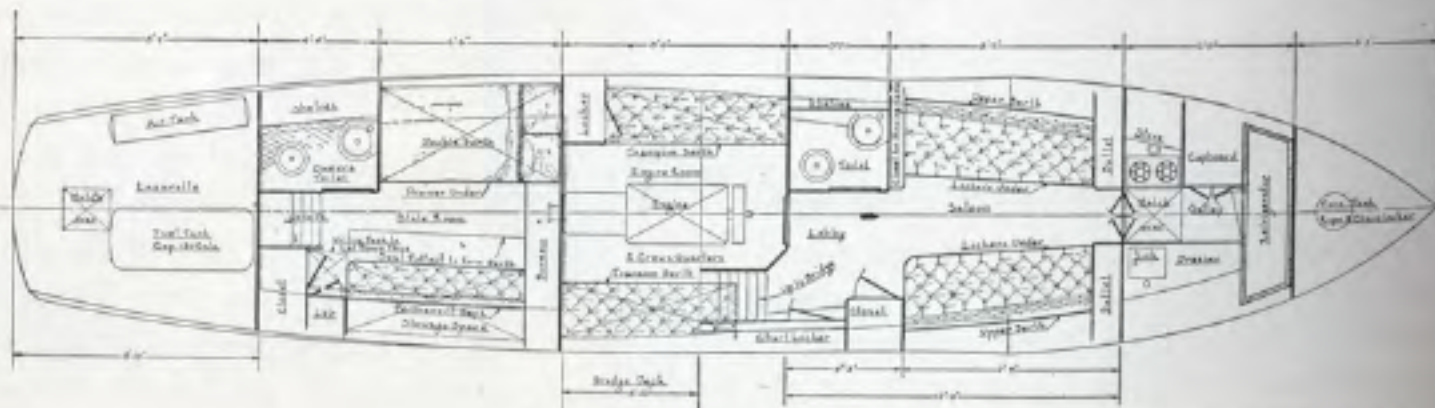
50-foot ELCO CRUISER, 75 Horse Power Engine. Speed 13 miles

SPECIFICATIONS

Model 50	Series 21	Bore and Stroke	6 1/2 in. x 8 in.
Length Overall	50 ft. 10 in.	Horsepower	75
Beam, Extreme	10 ft. 4 in.	R. P. M.	625
Draft, Extreme	3 ft. 3 in.	Reverse Gear	Standard
Speed	13 Miles	Lubrication	Mechanical
Cabin Accommodations	9 Persons	Carburetor	Stewart
Head Room	6 ft. 2 in.	Electric Starter	Leece-Neville
Keel and Frames	White Oak	Ignition	Magneto
Planking	Cedar	Exhaust	Stern
Decks	Pine	Electric Lighting	24 volt
Finish	White	Fuel per hour	7 1/2 gals.
Trim	Mahogany	Radius	250 miles
Hull Metal Work	Bronze	Fuel Tank	Galv. 150 gals.
Joiner Hardware	Bronze	Water Tank	Galv. 80 gals.
Engine	Standard	Ice Box Capacity	300 lbs.
Number Cylinders	4	Plumbing	Yacht Type

EQUIPMENT

Awning and Frame	Upholstery
Electric Starter	Floor Coverings
Lighting Plant	Name
Sailing Lights	License Numbers
Flag Poles	Flags
Anchor and Chain	Auxiliary Tiller
Life Preservers	Mahogany Table
Power Bilge Pump	Air Whistle
Moorings Lines	Stove
Fog Bell	Windlass
Fog Horn	Anchor Davit
Mattresses	Engine Tools



Plan of 50-foot ELCO CRUISER

Specifications subject to change

50-FOOT *ELCO* CRUISER



For over ten years, this ELCO Cruiser has been the finest cruiser of its size obtainable in the market. Its development has been gradual and consistent, each new model containing all that is best, as shown by years of experience. The remarkable number of these cruisers which are in general use, the great demand for them and their resale value, have made them the standard by which all cruisers are gauged.

This Series 21 ELCO Cruiser is 50 feet long and has many improvements; chiefly the Bridge Deck enclosure, for protection in stormy weather. The saloon is much improved by the increase in size and the addition of windows and the stateroom now provides luxury and convenience seldom found in boats half again as large. The aim of this cruiser has always been for comfort and seaworthiness—seaworthiness under all conditions of weather—rather than excessive speed.

The engine we recommend is the new type Standard, with overhead valves and jump spark ignition. The feature which makes this engine so desirable, is that it develops its power at low revolutions so that it can be operated continuously at full speed.

Thirteen miles an hour is an unusual speed for a boat of this displacement and seaworthiness.

Summarizing the features of the ELCO Cruiser: there is an Owner's Cabin containing a double berth, with mattress and spring. The transom seat, opposite, is most comfortable and, when extended, forms an emergency berth. There is a mahogany dresser, three large lockers, attractive alcove shelves and a desk, ingeniously arranged. The private lavatory, with every convenience, even to a full length pier mirror, makes this compartment very complete.

The saloon forward is most cheerful, light and airy, with every appointment; it contains four berths, two formed by the transom backs when they are hinged upwards. Every comfort is provided—buffets, china closet, lockers, racks, etc. Forward of the saloon is the unusually large galley. The ice box has a capacity for 300 lbs. of ice. The stove bench is completely lined with asbestos and zinc. Adjacent to the saloon is the general lavatory, fully appointed.





WE guarantee each launch or yacht for one year, and will repair, without charge, any defect arising from imperfect material or workmanship, provided only that the facts shall be reported to us immediately upon discovery and the faulty parts returned to us, transportation charges prepaid. This guarantee cannot cover repair of damage caused by accident, misuse or neglect, nor upon engines and equipments that we supply but which we do not manufacture. In such cases, the usual guarantee of the manufacturers will apply.

We cannot guarantee delivery and safe carriage. Our responsibility ceases when shipments are receipted for in good order by the carriers.

Prices: Our prices are strictly net. We give no discounts.

Terms: Net cash in New York funds, for boats launched and in complete running order at our works; 25 per cent payable with order. Time deliveries are subject to strike, fire, congestion of water by ice and other causes beyond our control.

Shipping: Boats up to 60 feet can be shipped on one flat car. Larger boats, of 10-foot beam or less, can be shipped by means of two cars.

Instructions will be given free at our works. An experienced man can be sent to give instructions at customer's expense.

Export Shipments: On orders for export, prices do not include delivery to and loading on steamer, for which there will be an extra charge, according to the size of launch and method of delivery required by the steamship carriers.

THE ELCO WORKS are located at Bayonne, New Jersey, on the line of the Central Railroad of New Jersey, half an hour distant from the Liberty Street ferry, New York, to West 8th Street station, Bayonne.

The works consist of large and most modern buildings and machinery where even the largest yacht can be constructed entirely under cover. THE ELCO WORKS are a part of the Submarine Boat Corporation which successfully fulfilled a contract with the United States Shipping Board for building 150 cargo ships at the Port Newark Shipyard.

THE ELCO WORKS OF THE ELECTRIC BOAT COMPANY

ESTABLISHED 1892

HENRY R. CARSE, Pres.

HENRY R. SUTPHEN, Vice-Pres.

THOMAS S. HANSON, Gen. Mgr.

Main Office and Works:

AVENUE A and NORTH STREET
BAYONNE, NEW JERSEY, U. S. A.

New York Office:

5 NASSAU STREET, NEW YORK CITY
Hanover Bank Building

Telephone Connections: 470 BAYONNE AND 20 RECTOR

Cable Address ELECLAUNCH, NEW YORK Western Union Code

ELCO



80-foot MOTOR YACHT. Speed 22 miles.

In the evolution of the modern Motor Boat, ELCO has been the leader in all developments for the benefit of the ultimate purchaser.

ELCO was

first to demonstrate the success of *Standardized* Motor Boats

first to design and build the Express type of Motor Boat

first to produce the luxurious Motor Boat now known as the Sedan

first to build a successful Yacht Tender having a speed of over 20 miles

first to design and build a *Standardized* Hydroplane

first to design and build the Submarine Chaser.

