

ALBANY  
BOATS

Antique Boat Museum

*Geo. W. Francis, Inc.,  
Clayton, New York*

Antique Boat Museum  
Albany  
BOATS

WE have made the name "Hacker Boat," or "Albany Boat" as it is now known under the Corporation management, a name to command the highest respect.

The respect has been earned solely by the co-ordinated effort of several capable men loyal to each other and to the Company with the aim to build better boats than the market had afforded.

Our success brings a determination to accomplish more this year in the development of boats. The new capital attracted to this Company provides complete facilities; larger production permits departmental specialization; and progress is the net result. This is the logical place to buy fine boats.

ALBANY BOAT CORPORATION

Successor to

Hacker Boat Company

Shop — 7th St.,  
Watervliet, N. Y.

Mail. Box No. 530  
Albany, N. Y.

THE ST. LAWRENCE RIVER  
MOTOR AND MACHINE CO.

THOUSAND ISLANDS  
SHIPYARD MUSEUM

### *Complete Equipment*

One of the most annoying disputes that can arise in connection with the delivery of motor boats, is in regard to what equipment should be included. We believe that boat builders should make their price to cover everything and deliver the boat complete in every respect and ready for daily service. Buyers should not be expected to be familiar with "bare boat," extras, and other classifications arising from competitive methods of doing business.

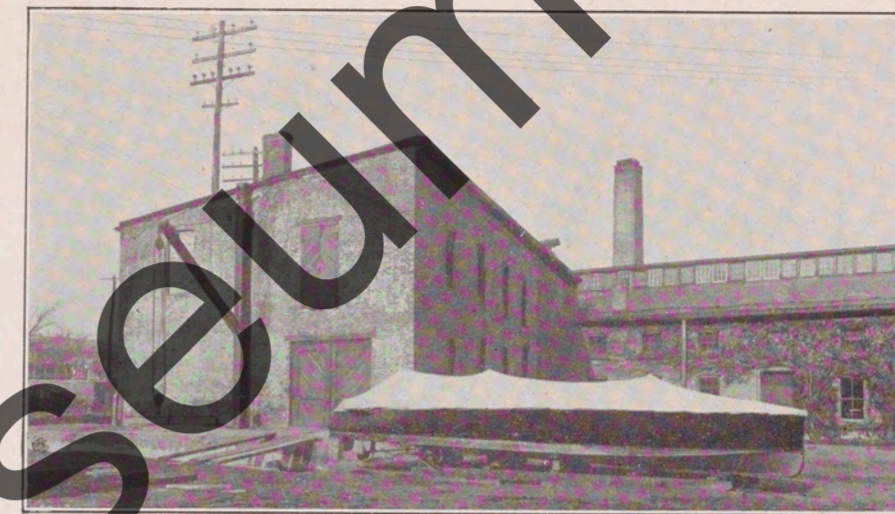
In this catalogue all prices are net and based on complete outfit. We even agree to comply with reasonable local regulations for boats, to carry out our complete equipment idea.

The equipment averages about one thousand dollars per boat and if anyone wishes to eliminate part of the expense by reducing the "luxuries," we will be glad to submit list of the items on which to check off anything not wanted.

### *We are a One-Price Concern*

We are not "soaking" the rich and cutting prices to others. By proper records of factory costs we are settling down to uniform prices fair to all. Buyers not only like a definite policy of eliminating the uncertainty as to prices and doing business with plain price marks, but it furnishes a standard of values for second-hand boats.

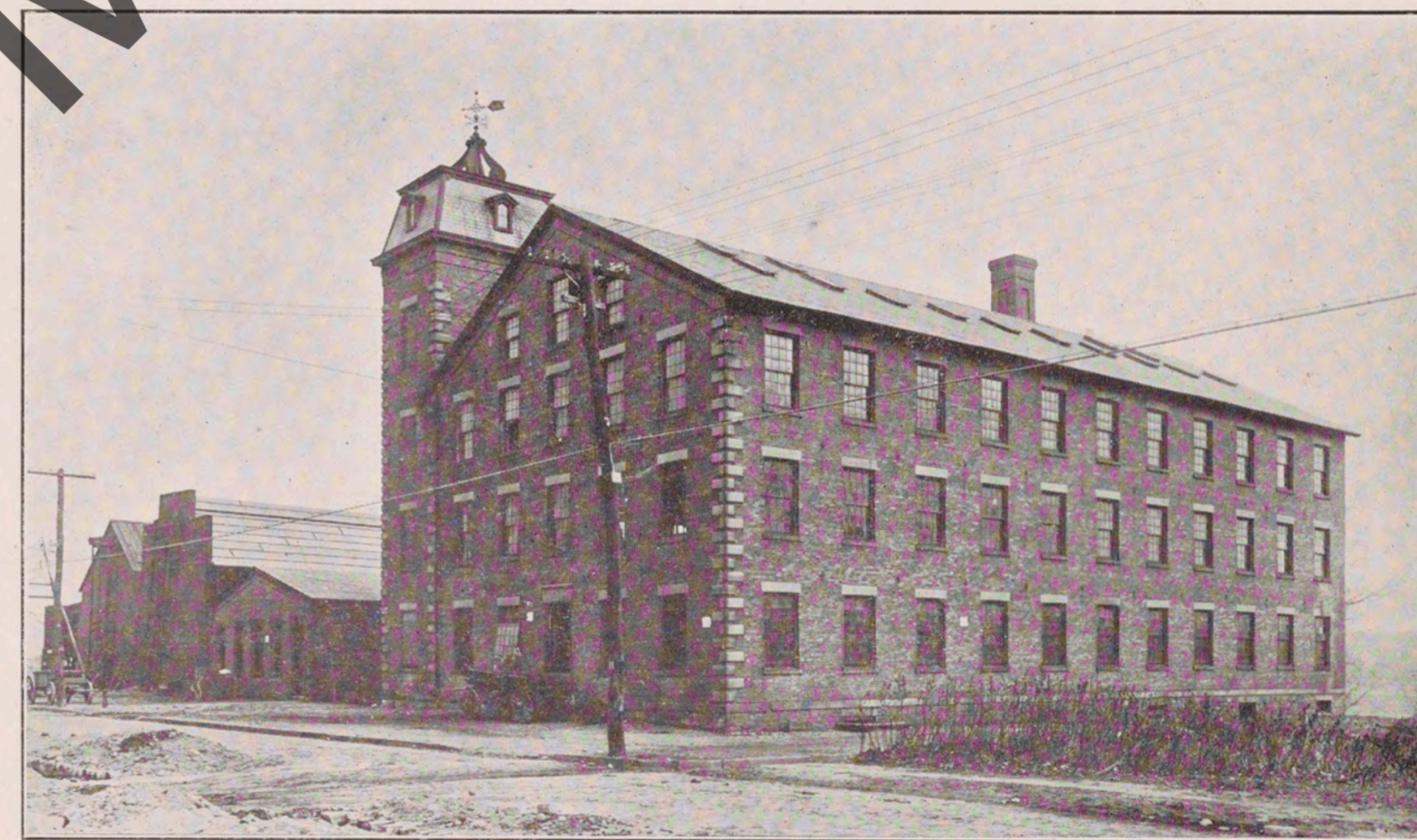
All quotations subject to increase without notice owing to constant advance in costs of materials and labor, and the indications of further increases.



**Our Old Home**

at 9th St. on Albany Level — Erie Canal, Watervliet, N. Y.

Here we worked night and day gangs and in outside space and still had to decline nearly 50% of the business offered.



**The New Home**

7th St. on Hudson River, Watervliet, N. Y.  
(25 minutes by trolley from Union Station, Albany)

Separate departments are provided for fast runabouts and hydroplanes and for express cruisers up to 75 feet. We will specialize on fast craft as in the past. The department of Naval Architecture occupies the loft floor of the largest building.

Atop of the reputation for the finest boats, we now have the best boat plant in the country and are better able than ever before to serve boat buyers.

Shop — 7th St.  
Watervliet, N. Y.

ALBANY BOAT CORPORATION  
Successor to Hacker Boat Co.

Mail — Box 530  
Albany, N. Y.

### **Guarantees**

Made Effective By A Service Department

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We differ from other boat builders in our attitude towards the industry. We not only build hulls but stand responsible for all we buy as well as what we make.

Last year we started to guarantee engines and equipment as well as hulls, the vital part of our guarantee being to furnish labor as well as replace defective parts. To use a slang expression, we got stung. Things we have sold for years and always considered O. K. suddenly became a thorn in the side. It means a lot of expense to go out to a summer resort, maybe \$50 or \$100, to replace a \$5 or \$10 defective article. It never seemed anything much to replace a defective part and write a nice letter expressing regret at breakage, but it strikes home hard to spend money on labor and expenses too. It stimulated us to investigate and to learn that some of the equipment enjoying widespread sale ought never to be in fine boats. In fact, before we got through with these tests and experiments we designed and built many new things suitable for their purpose.

Our guarantee this year will be just as broad as last year and worth more; it means that the possibility of trouble has been practically eliminated; and yet if necessary, we will take care of you and not leave you at the mercy of distant makers of parts or to expensive and inefficient "experts" at some remote summer resort. We carry parts and render our own service work on engines and equipment of every kind we use.

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A. B. C. Boats  
are proven out by "breakdown" tests in 1915.

### **A Word**

#### **About Speed in Real "Honest-to-Goodness" Miles**

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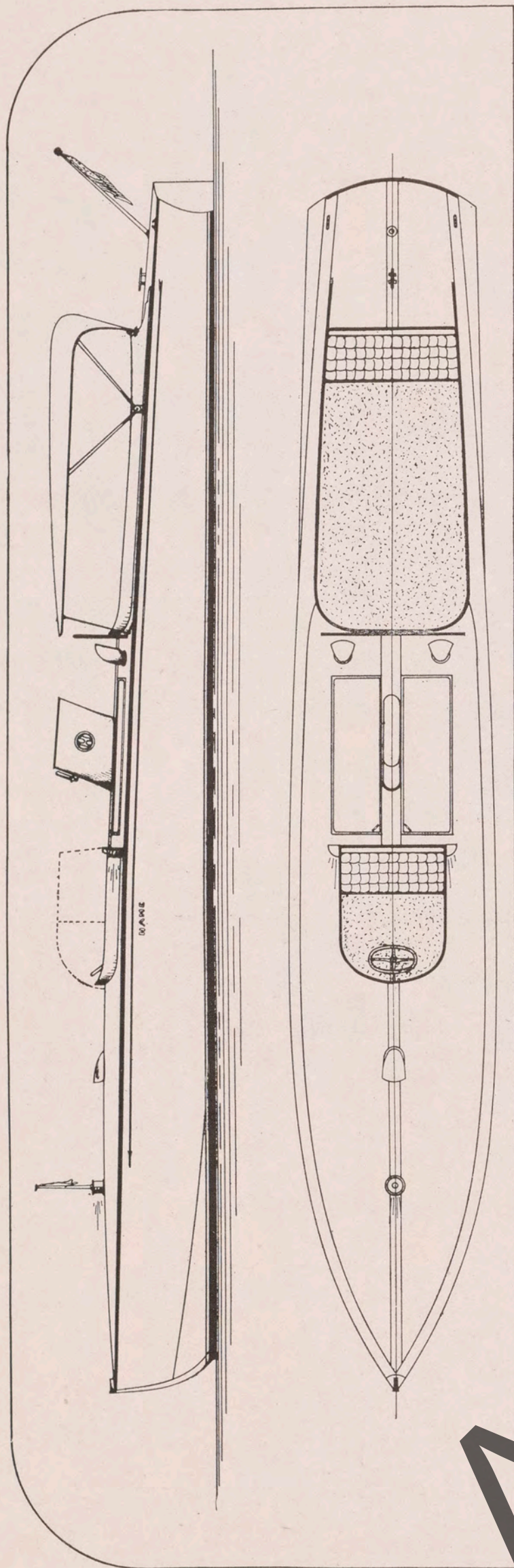
Readers familiar with our speed records may think the guarantees in this booklet are unnecessarily conservative. It leads to satisfaction anyhow. Sometime ago we determined we would steer clear of the humbuggery on speed boat guarantees and keep well below the speed expected.

Also our policy is to guarantee speeds only on engines we know from A to Z and can depend on for reliability and horsepower.

The man who buys an Albany boat won't have that experience of getting his boat on the home course and find himself short two or three miles per hour. A mile is 5280 feet long; remember it when you buy a boat.

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Albany runabouts are the fastest per H. P.  
per size and weight.



Albany De Luxe

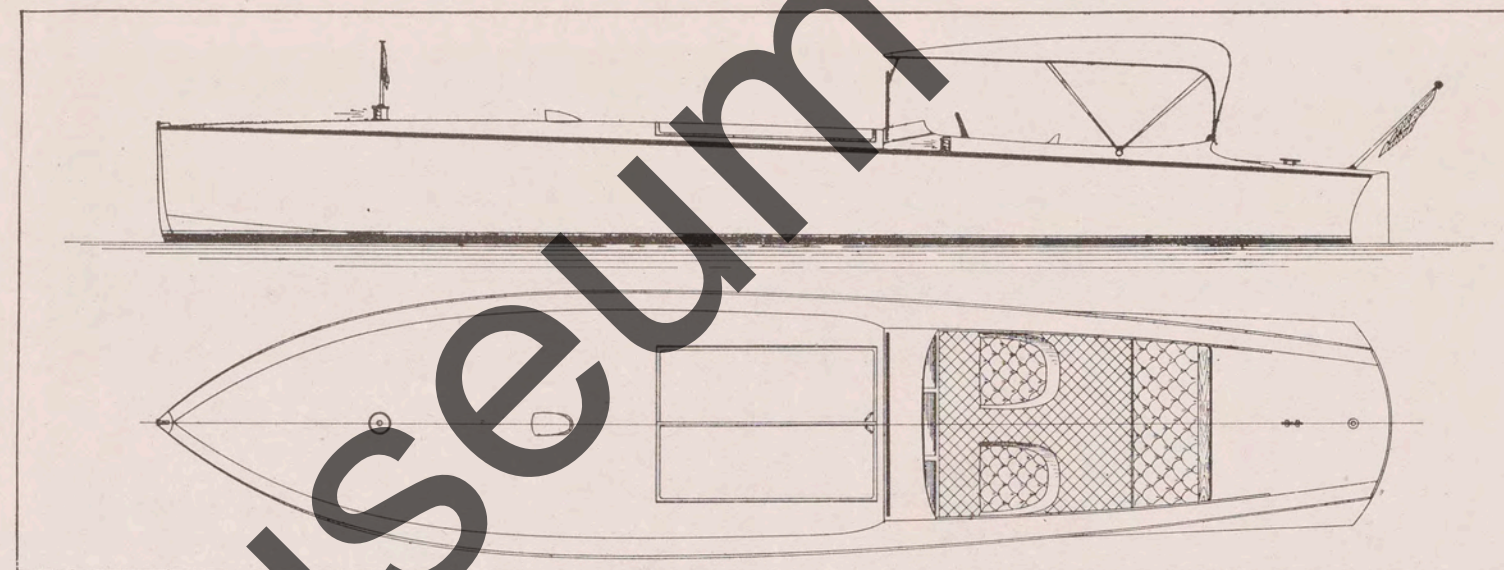
DESCRIPTION

Such a craft has never been offered before. It is the most fascinating runabout study in Mr. Hacker's experience. The "mathematics" of the job developed two plans for this boat which will be submitted in detail to any gentleman interested in the general data shown below. Please make appointment for President or Vice-President of our Corporation to deliver definite data on this subject by personal call.

Length ----- 40' 0"      Freeboard, bow, approximately ----- 36"  
 Extreme Beam ----- 7' 0"      "      stern, " ----- 24"

Power — Twin six (V type 12 cylinder), bore 6", stroke 7", 450 H. P.  
 Speed — 40 m. p. h. guaranteed; see pages 5 and 35.  
 Price — \$10,000 to \$12,000, on 2 plans.

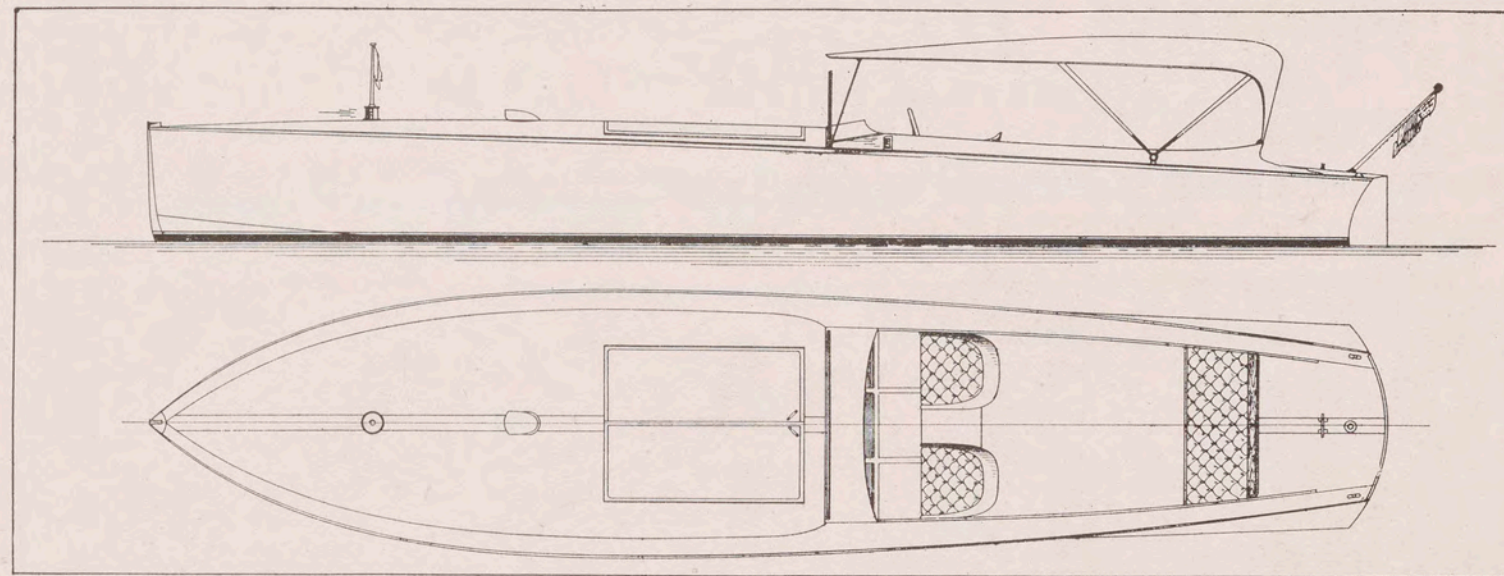
Antique Boat Museum



DESCRIPTION

Length O. A. ----- 27' 11"      Freeboard, bow, approximately ----- 2' 7"  
 Extreme Beam ----- 6' 0"      "      stern, " ----- 1' 7"  
 Engine — 6 cylinder 125 H. P. type E Special Van Blerck with Leece-Neville two-unit electric starting and lighting system.  
 Tank — 40 gallons, running radius about 100 miles.  
 Seats — 5 persons.  
 Speed — 35 m. p. h.; see pages 5 and 35.  
 Price — \$4000.

Top ----- \$125      Extra for One-man Top  
 Curtains ----- 40      Envelope ----- 12

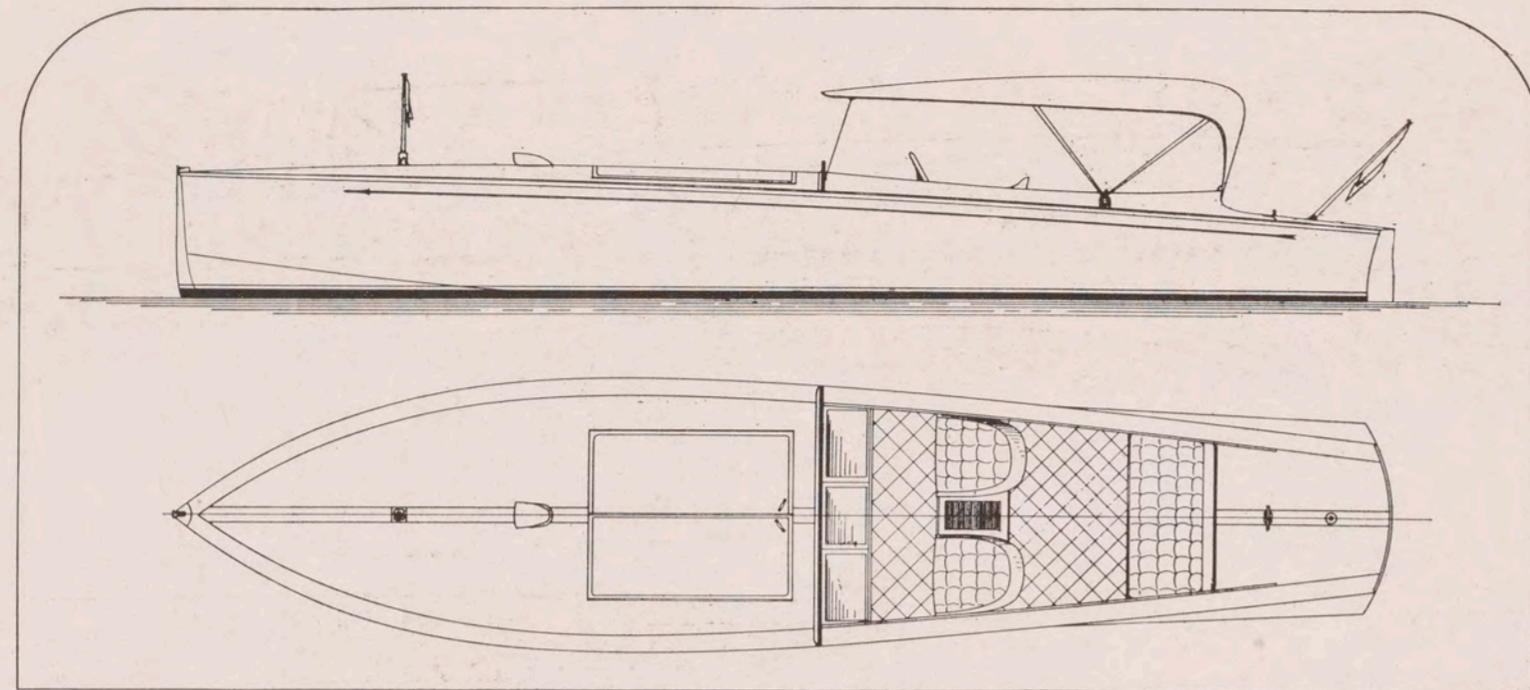


DESCRIPTION

Length O. A. ----- 28' 0"      Freeboard, bow, approximately ----- 2' 7"  
 Extreme Beam ----- 6' 1"      "      stern, " ----- 1' 7"  
 Engine — 4 cylinder 75 H. P. type E Van Blerck with Leece-Neville two-unit electric starting and lighting system.  
 Tank — 30 gallons, running radius about 85 miles.  
 Seats — 6-7 persons.  
 Speed — 29 m. p. h. guaranteed; 30 m. p. h. with E. Special motor.  
 Price — \$3500.

Top ----- \$135      Extra for One-man Top  
 Curtains ----- 45      Envelope ----- 15

Also built on Class 11 specifications with different equipment for \$2500.

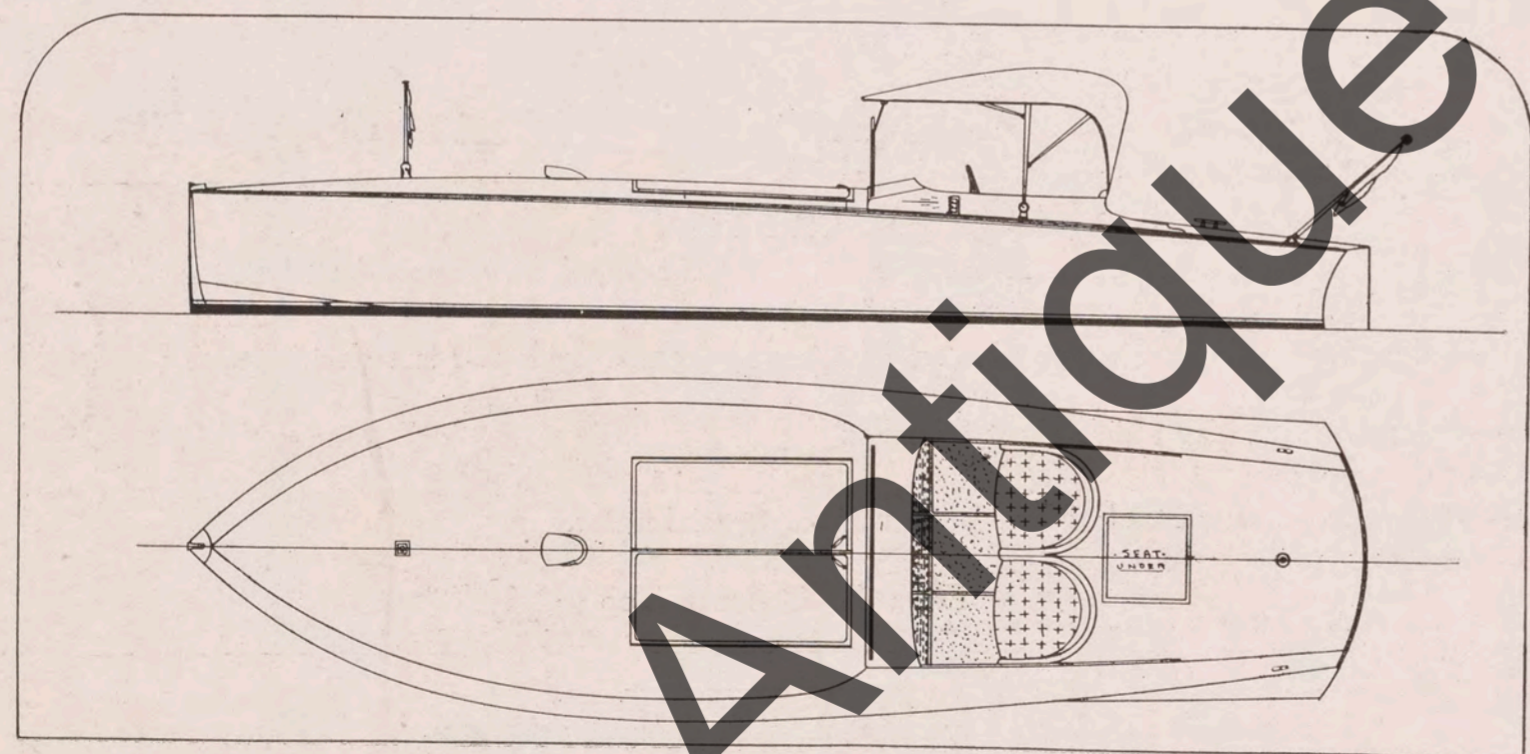


DESCRIPTION

Length O. A.----- 24' 6"      Freeboard, bow, approximately----- 28"  
 Extreme Beam ----- 5' 9"      " stern, " ----- 17"  
 Engine — 4 cylinder 50 H. P. Wisconsin. Speed 23 m. p. h.  
 Or 4 " 40 H. P. Watertown. Speed 20 m. p. h.  
 Seats — 4-5 persons. Six in some cases.  
 Price — Ranging from \$1500 to \$3000 with different constructions and equipments. Write especially for these specifications.

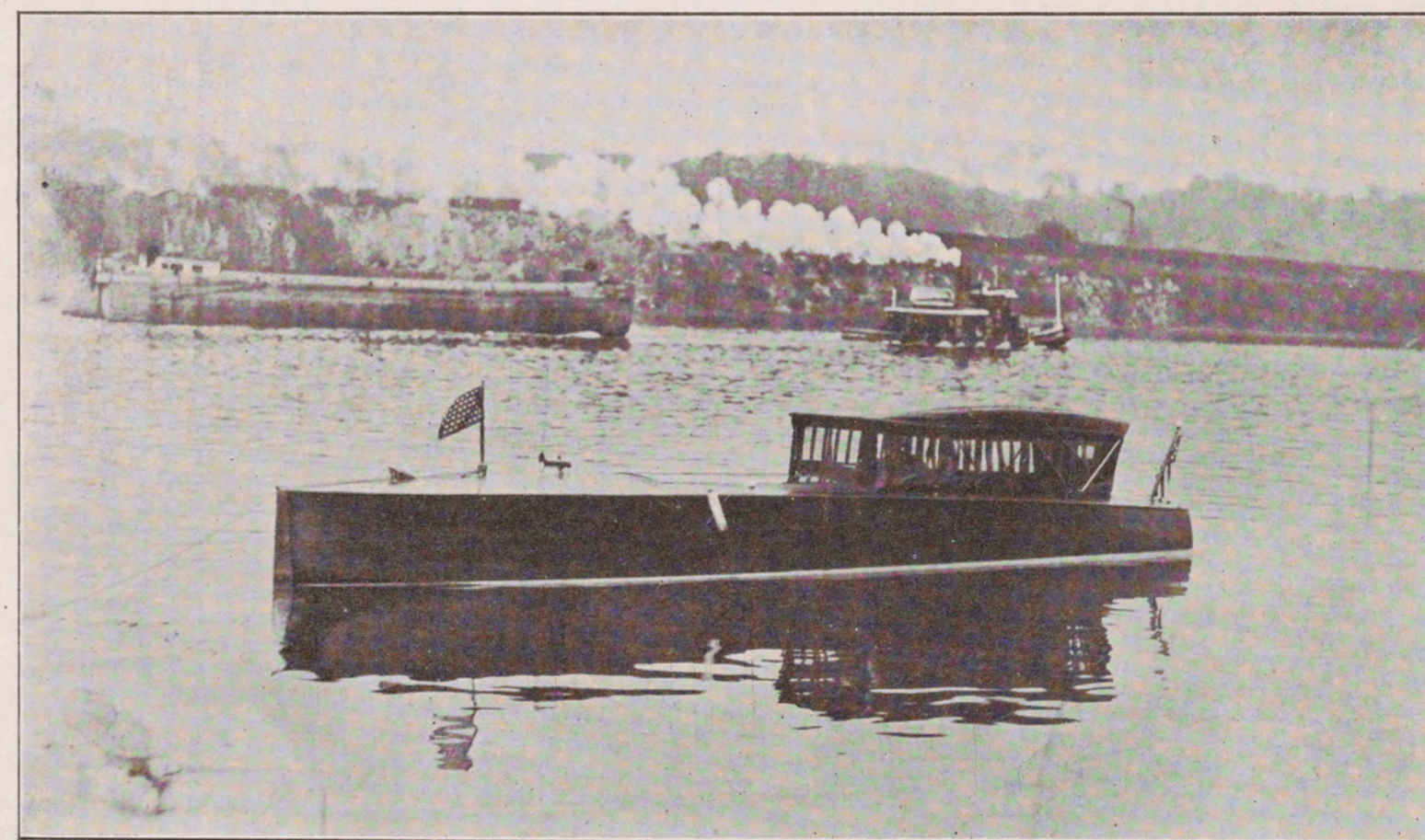
YACHT TENDERS

We have built a number of swift tenders for private use of owners of fine yachts in lengths of 20 foot up. One very attractive design in short length boat for owner's tender is shown here and we have other designs for 2, 3 and 5 passenger owner's tender.  
 A 20 foot tender from plan below was delivered in November, 1915, to Payne Whitney, owner of Captiva. (Second boat built for Mr. Whitney.)



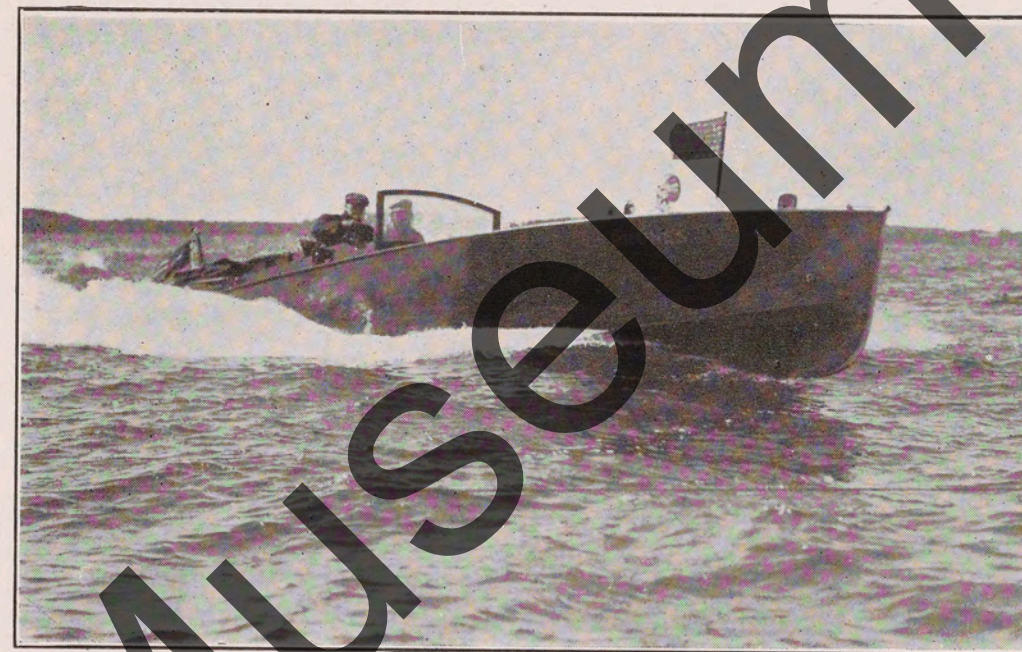
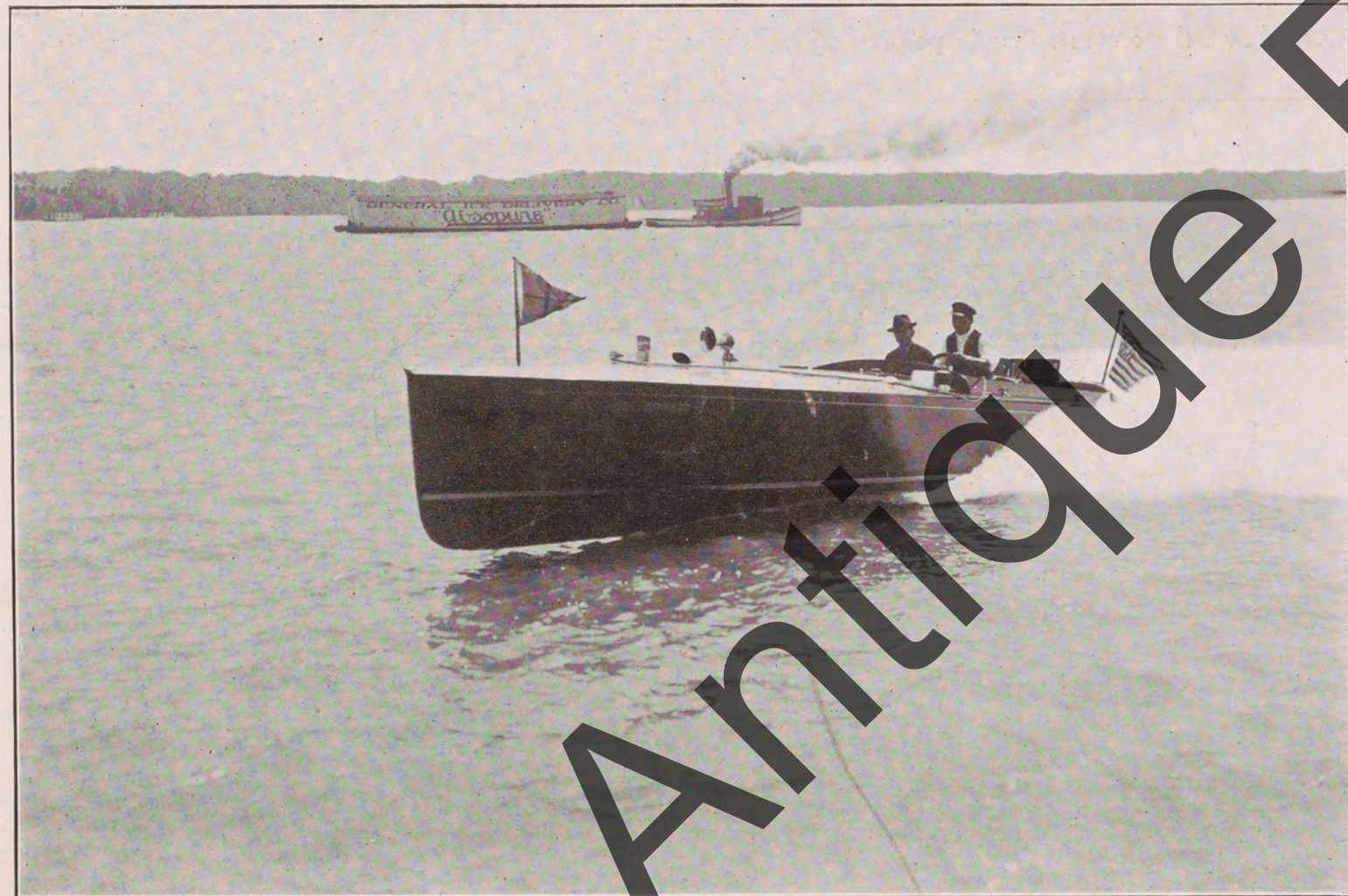
MYSTERY II

Built in 1915 for Vincent Astor — the second boat built for Mr. Astor. 32 foot runabout with 8 cylinder Van Blerck type E; speed 37 m. p. h. Disappearing windshield, cowl dash, recessed instrument board and the various other new features found exclusively in our boats. Lower picture shows the one-man top in position with Jiffy curtains and windshield also in place.



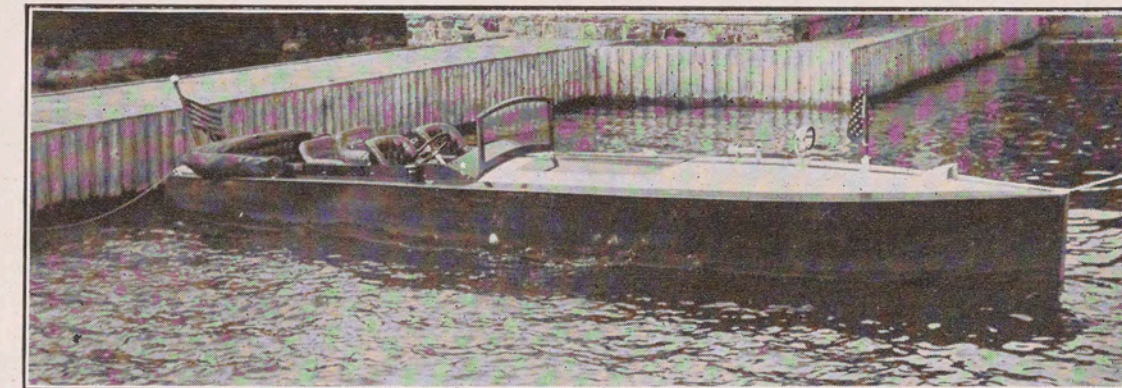


"Roamer," of Detroit, is owned by E. Holley and brother (the well-known makers of carburetors). This is our standard thirty footer with six-cylinder Van Blerck, electrically started. They consider the speed quite a sensation and averaged 35.6 m. p. h. up and down stream, with five men aboard.



George Leslie Howard, Malone, N. Y., owns "Prunes." His friends, and they are legion, say he has a strangle hold on the wholesale prune business. How-be-it, he says that prune money bought the boat and pays for the gasoline—hence the name "Prunes."

28' x 5' 10"; seating 6 persons; type E-4 Van Blerck; electric starter and lighter; heavy construction. Speed—31 m. p. h.



ANDRUS-ROBINSON COMPANY.  
WHOLESALE GROCERS.  
MALONE, N.Y.

Mr. L. Killen,  
Schenectady, New York.

June  
Twenty eighth

Dear Sir:-

From the Hacker Boat Company I have just taken delivery of a new 28 foot motor boat, "Prunes" powered with 24 Van Blerck. Mr. Tripp of the company informs me by letter that you were interested in a similar boat and had been anxious to see mine while in the water at Albany, but, through some oversight you were not notified in time. I wish you could have seen her when she was completed, but from my observation of the way they are being crowded with work at the factory it is easy to understand how this might have been overlooked.

I am not much of a boat expert, but to me the amount represented in the purchase of this boat was a considerable item and I tried to use a good deal of thought and put in enough investigation to satisfy myself in advance that I was not making anything worse than an extravagant purchase. Still, after placing my contract, I kept on building up in my mind an ideal in a boat of this kind, a sort of composite of the best qualities and features in other makes, which took me down to Albany in an attitude prepared to be disappointed in some degree with the "Prunes".

My craft exceeded in every particular this gauge which I had set for it. I have a real Thirty Hiler, apparently staunch and seaworthy, dry as a bone, not of light flimsy construction, beautifully finished and appointed to the last detail. It is the handsomest runabout I have ever seen and if any ship anywhere near the price on the St. Lawrence exceeds it it will be one of the boats Hacker puts up here.

I got more than I paid for.

Perhaps I seem overly enthusiastic, but my conviction that Mr. Hacker had the right design, the ability to build well, and the personal interest they seem to take in each individual job, makes me glad to give you this expression of how I feel about it.

If it were possible for you to come here and see my ship it would be a pleasure for me to give you a ride.

Yours very truly,  
George Leslie Howard

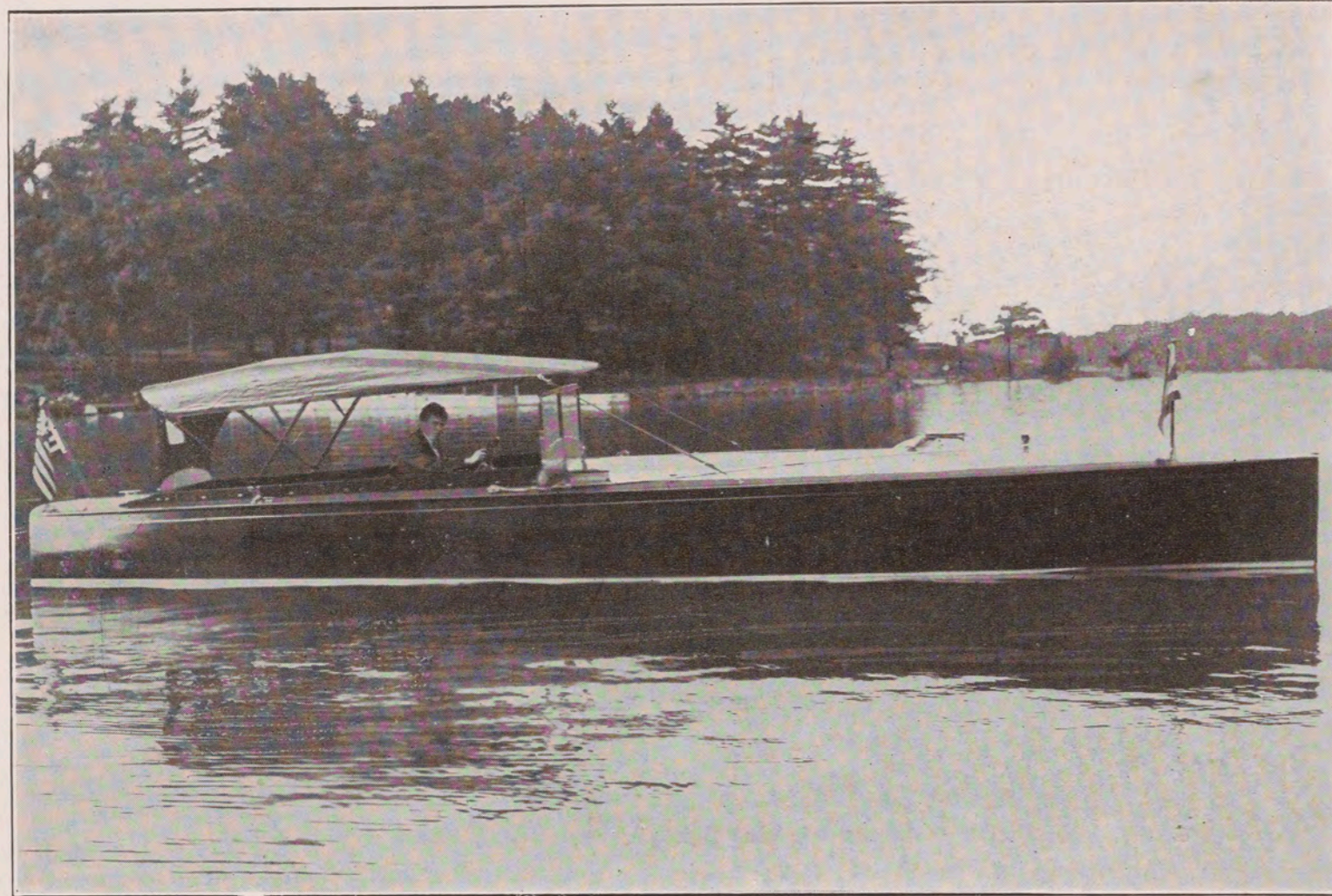
GLH/g

POSTAL TELEGRAPH - COMMERCIAL CABLES  
TELEGRAM

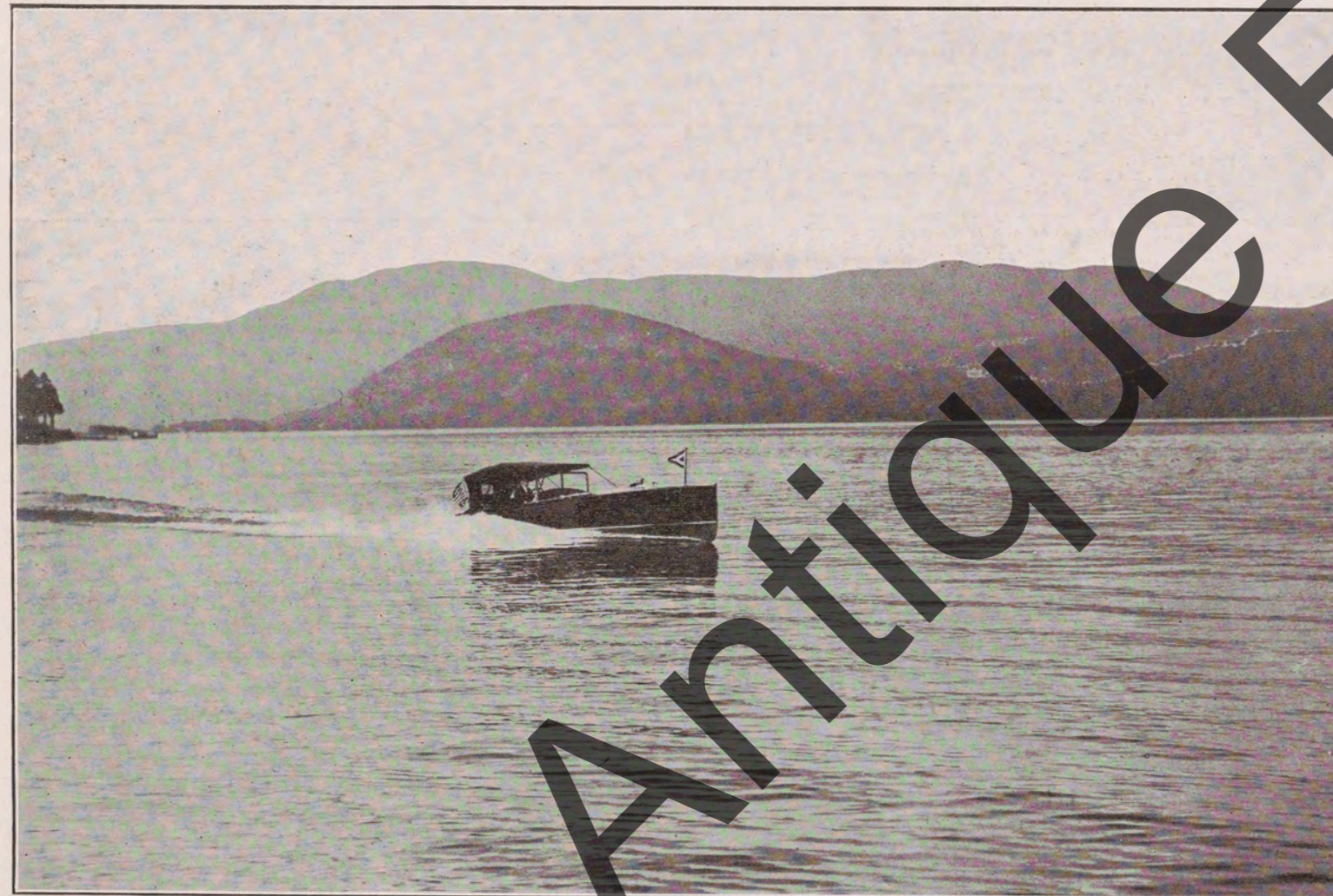
24ny x 1214p 10  
Malone N.Y. Aug 3-15  
L. L. Tripp  
Hackerboat Co.,  
Schenectady N.Y.

Prunes won no martin cup sixty mile free for all yesterday.  
Geo Howard

Wins in competition with high powered craft on unusually long race course.



Two views of "Show Me III," owned by W. K. Bixby, of St. Louis, and used at his beautiful summer home, Bolton Landing, Lake George, N. Y. The six-cylinder engine is a 1911 Van Blerck that "Show Me II" had capsized with. The motor was fixed up, equipped with electric starter, runs very smooth and reliable and drives the boat better than 32 m. p. h. on straightaway. In a 15-mile race with six hairpin turns the elapsed time was 29 minutes.



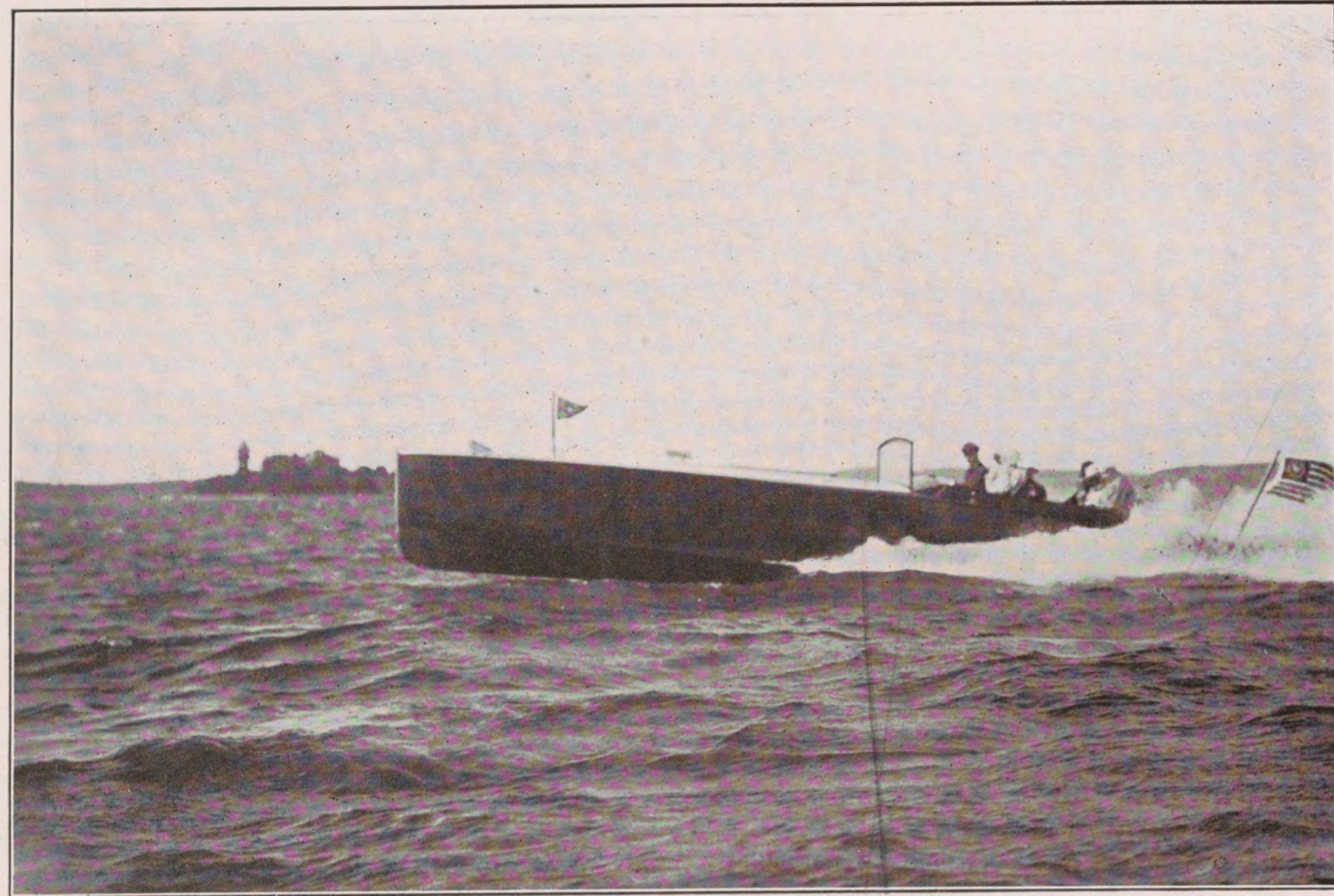
This page reproduced from 1915 catalog to say that as a result of giving satisfaction here, Mr. Bixby gave us several thousand dollars additional business in the autumn of 1915.



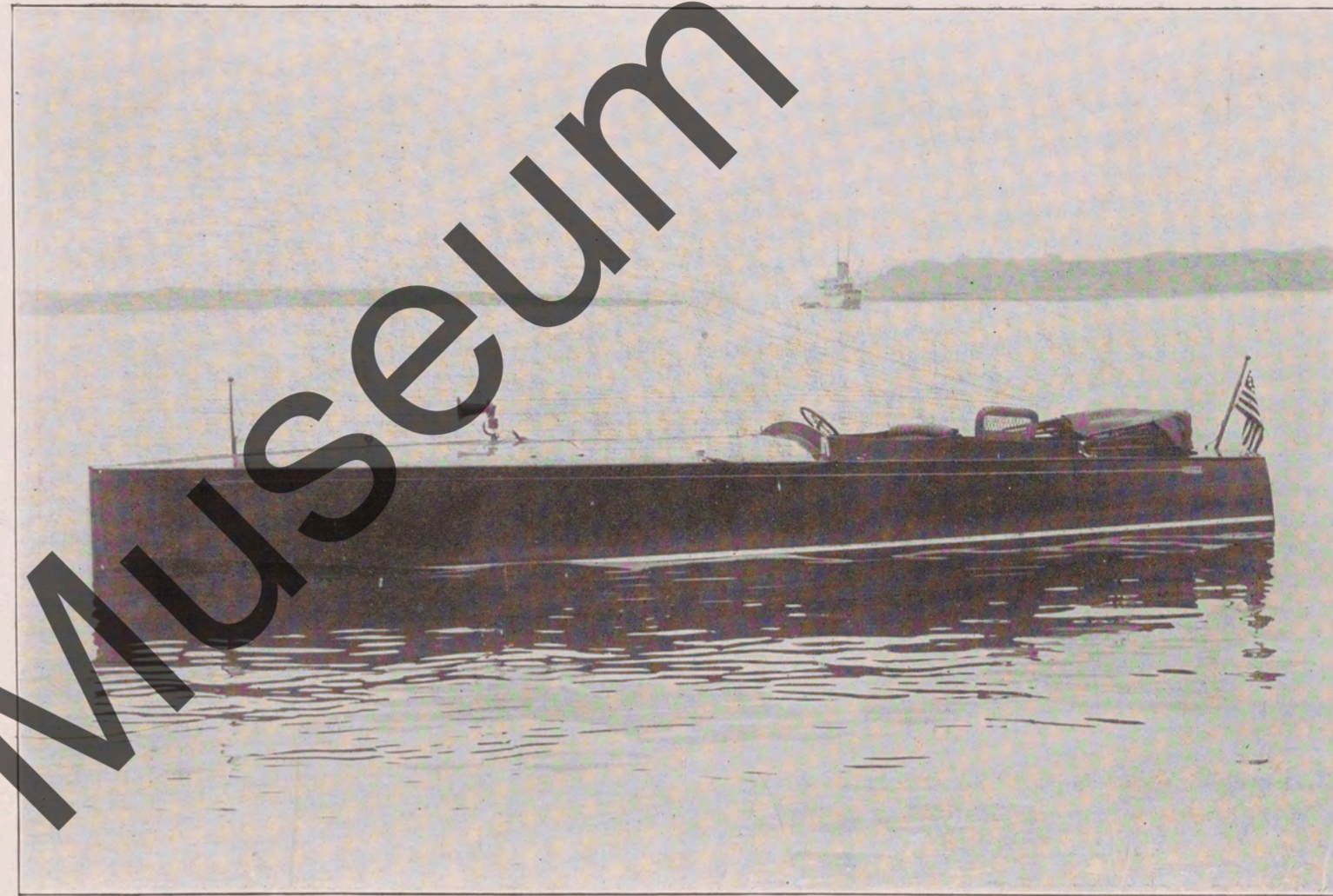
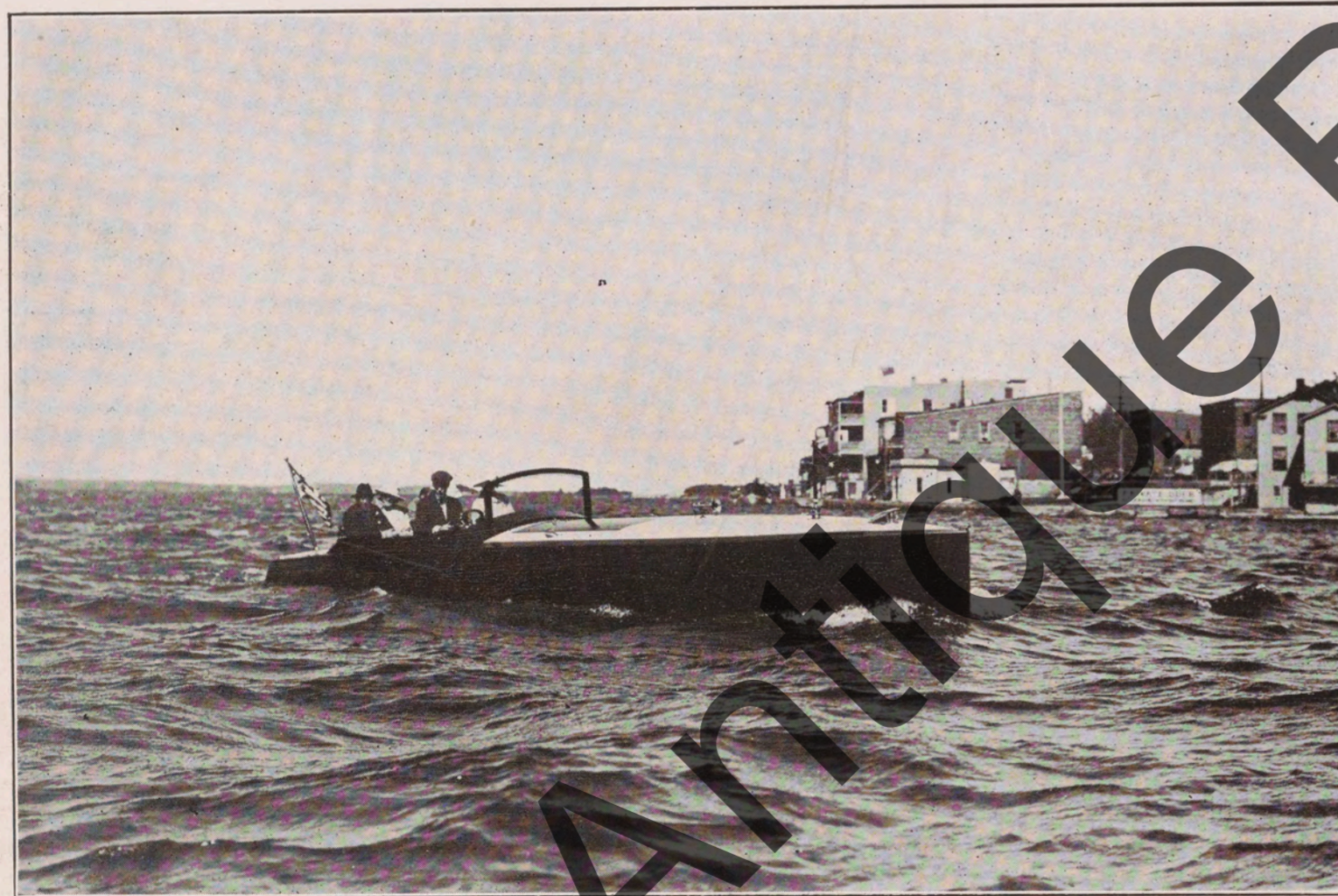
Stroller, owned by Commodore Percy K. Redick, Albany, N. Y., has the distinction of being the first boat of this new type runabout and which has proven so popular. He wanted a staunch, comfortable pleasure boat and still have 30 m. p. h. speed. He says he did not really expect the 30 in so heavy a boat. So 33 m. p. h. was quite a surprise. The "bacon" he particularly wanted was captured in the first race, winning by 14 minutes in 20 mile race. Stroller is 30' x 5' 9", powered with 6 cylinder Van Blerck, built in 1913. Lower picture shows boat November 1st, 1915, after three seasons' use.



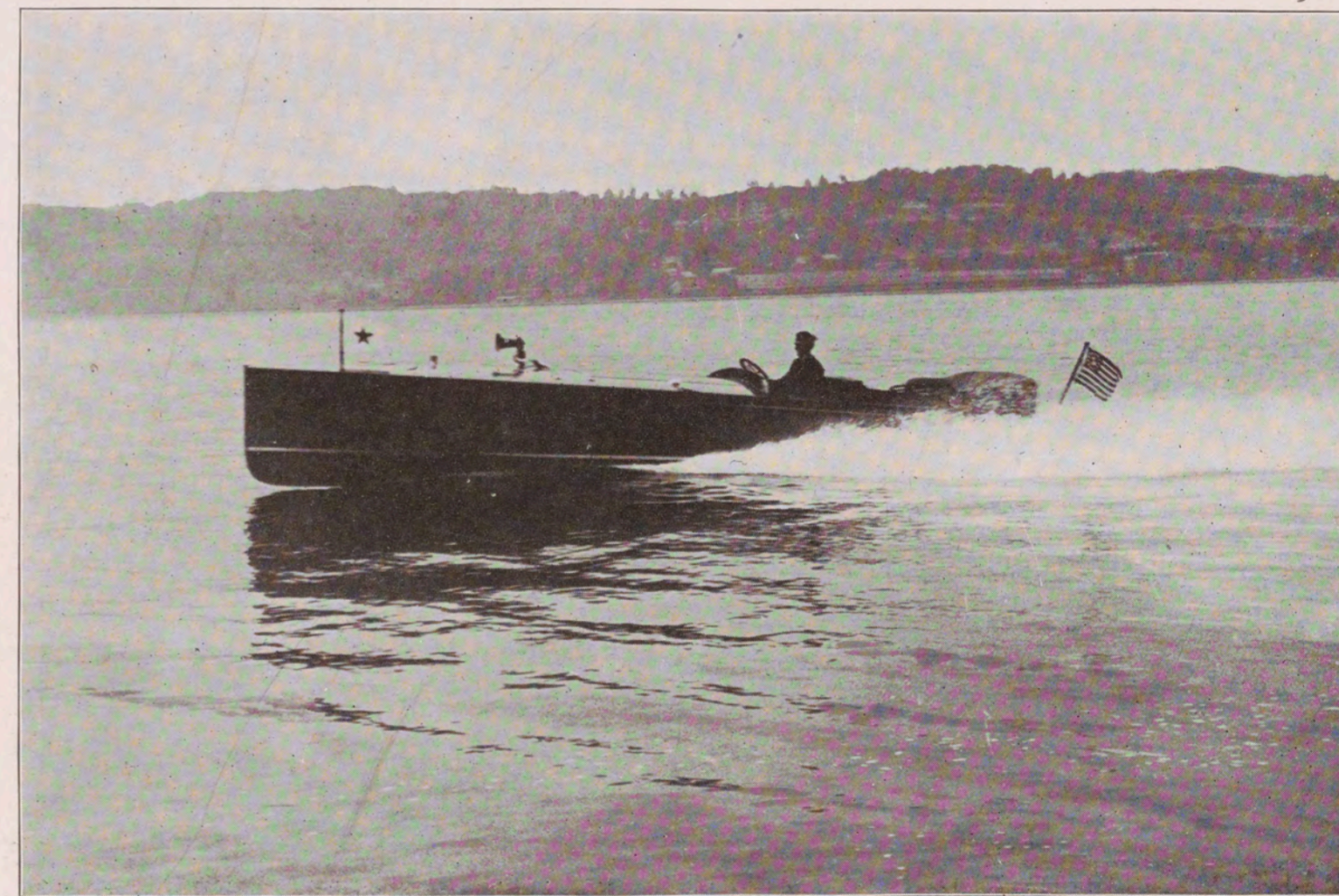
Reproduced from prior catalog to show the pioneer of the popular wave collecting type. There are many improvements since then but the name "Stroller" stays fresh in the memory.

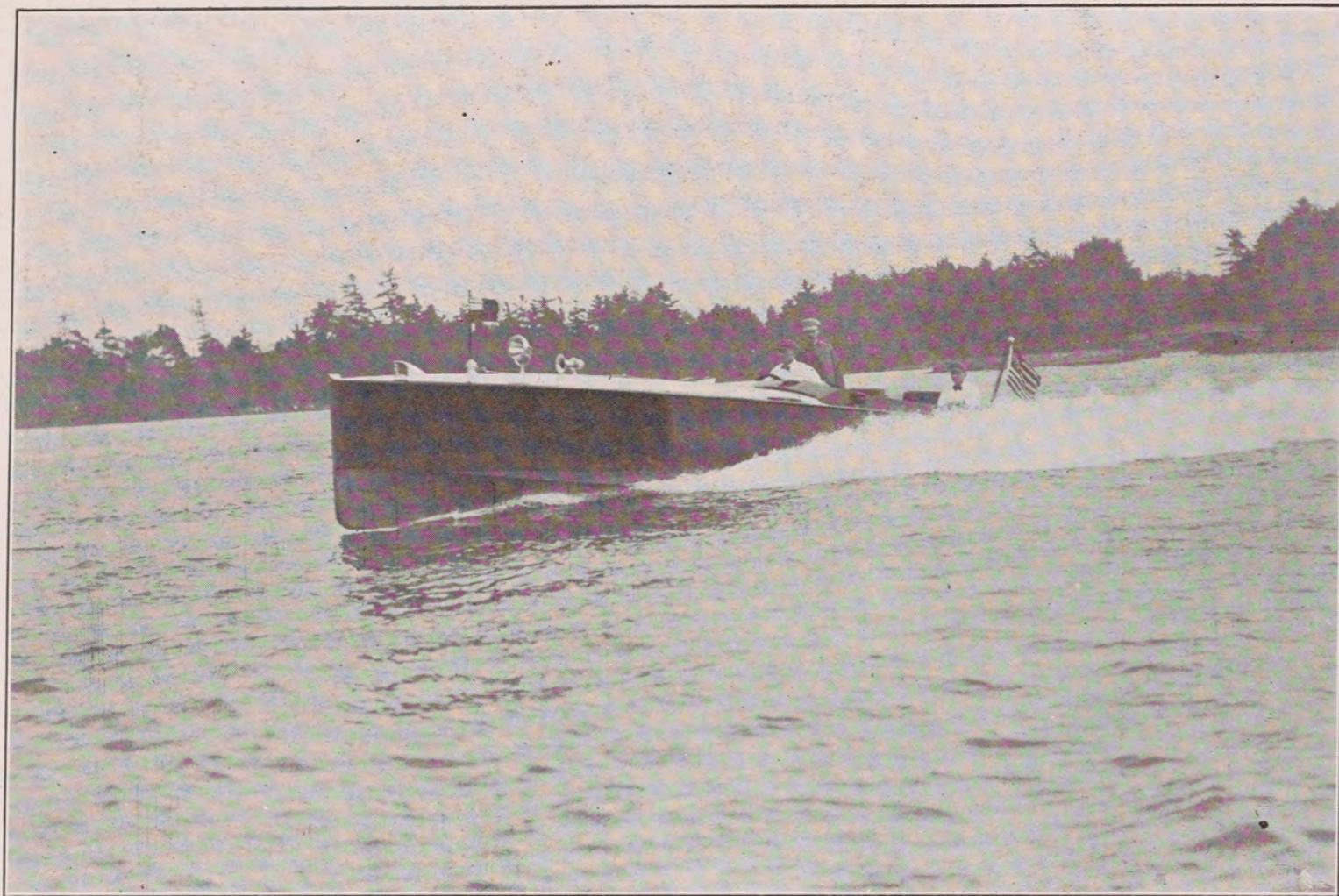


"R. I. L.," owned by Allen Bakewell of Boston for use at his summer home at Clayton in the Thousand Islands. A 30 footer with 6 cylinder Van Blerck making 35 m. p. h., and Mr. Bakewell estimated that R. I. L. made more mileage per month than any other pleasure boat he knew of.



These views are of the first boat we built for Mr. Astor. Mystery was 30' x 5' 9" with 6 cylinder Van Blerck motor; speed 36 m. p. h. Upon delivery of new boat in 1915, Mystery was sold to George Ainslee of Riverside Drive for use at Red Bank, N. J.



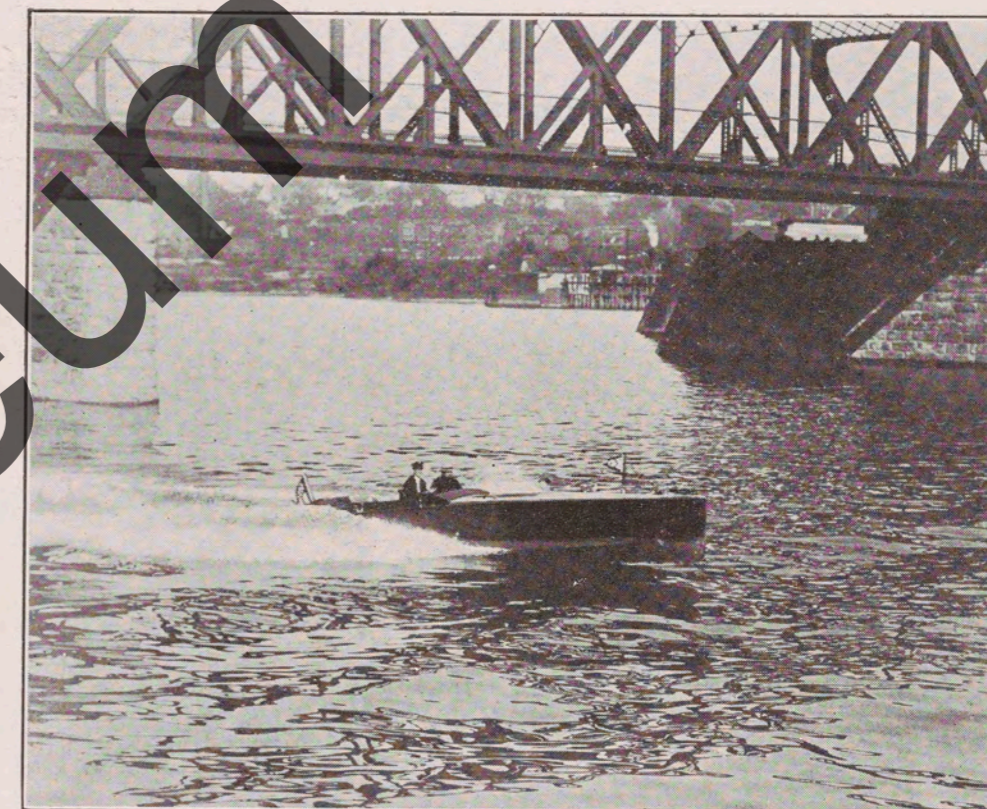


E. L. S. II, owned by Leonard Schreiber of Cincinnati, O., and used in the Thousand Islands at Alexandria Bay, N. Y. 32 footer with 8 cylinder Van Blerck motor; speed 35 m. p. h.



Araby III, owned by F. F. Peabody of Arrow-Collar fame. Home port at his beautiful Green Harbor place on Lake George. A 32 footer with 8 cylinder Van Blerck motor making 35 m. p. h.

Albany's popular dentist keeps himself in the pink of condition by spending his week-ends down the Hudson. When his new boat was done, the story is that his patients had to look Doc up at the Yacht Club if they just wouldn't try any other dentist.



"Vlie" (Dutch for "fly") on test over Albany Yacht Club course at speed of 31 m. p. h.



Vlie is 28 feet by 6' 1" powered with E-4 Van Blerck motor with two-unit Leece-Neville starting and lighting system. Boat built heavy and equipped with everything under the sun for boats.

Morton Van Loan, D. D. S.  
82 South Swan Street  
Albany, N. Y.

Oct. 8, 1915.

John L. Hacker Boat Co.,  
Albany, N.Y.

My dear Sirs:

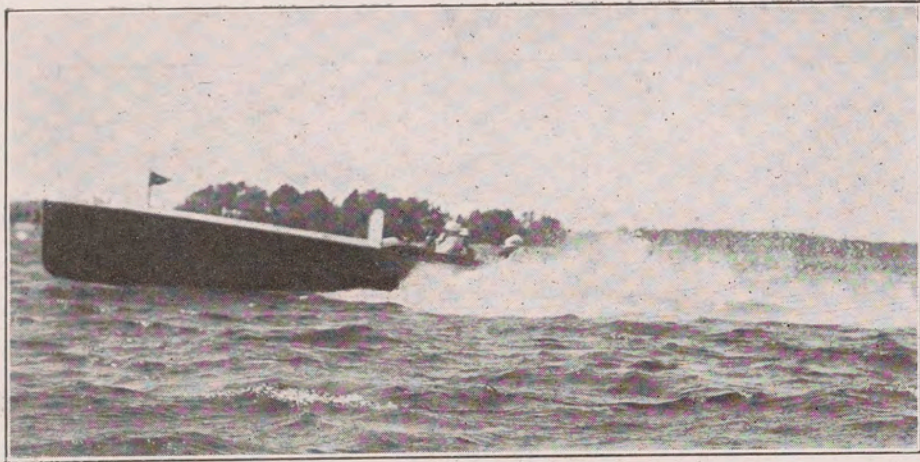
After running for two weeks, the new twenty-eight footer, built by you this past summer, I consider it the finest pleasure boat of its kind in the world.

It is the king of automobiles transferred to the water.

I have been a boatman for twenty years and I see nothing that could be improved upon.

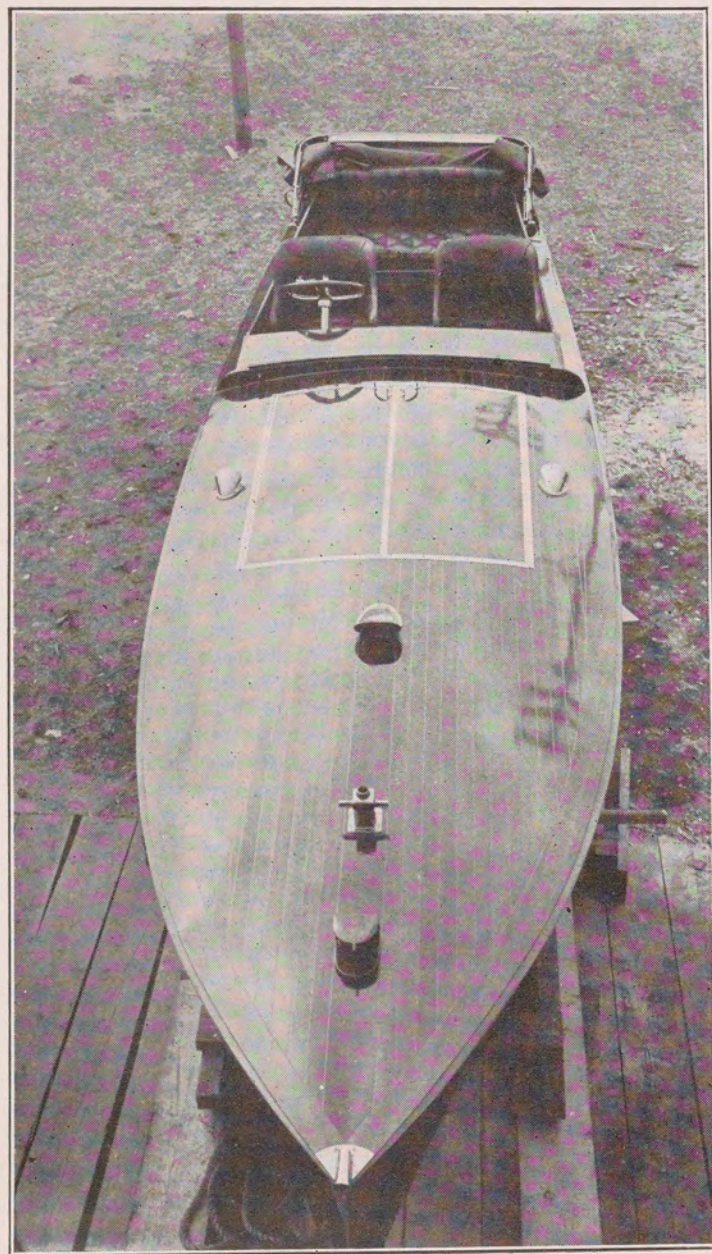
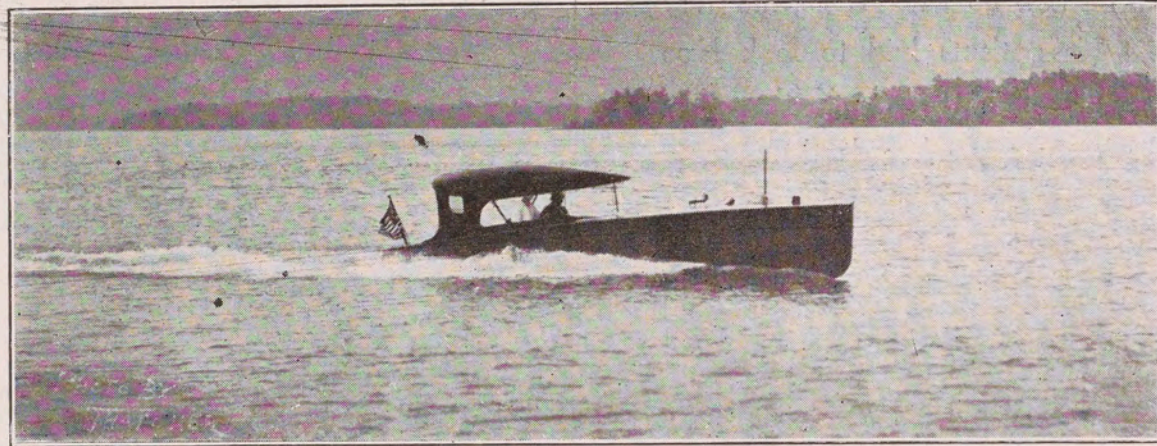
Yours truly,

*Morton Van Loan*

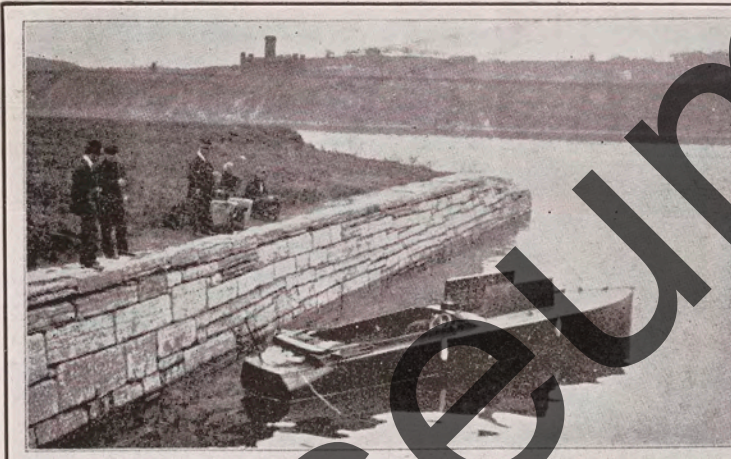
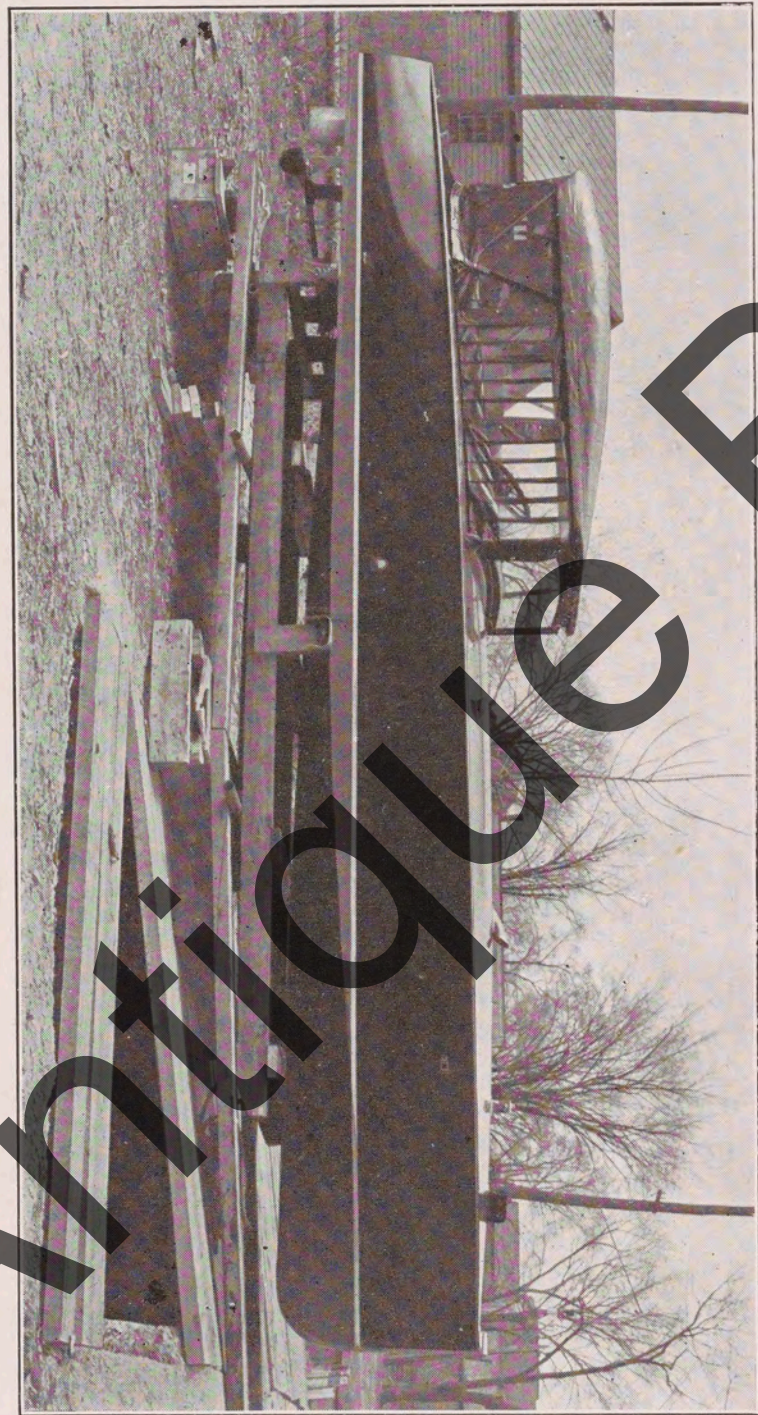


"Canny Scot," owned by W. E. Ogilvie of Havana and New York, and used at his summer home on Lake George. A 30 footer with 6 cylinder Van Blerck, good for 35 m. p. h.

One of the stock 24 footers shown on page 12, with 35 H. P. Sterling at speed 21 m. p. h. An excellent sea boat and good size for young people, with engines ranging from 40 to 50 H. P.



These two views of L. B. H., the first boat we built for Mr. Payne Whitney, are interesting as to shape and appearance out of water. 24' x 5' 9", 4 cylinder Van Blerck. Speed 33 m. p. h.



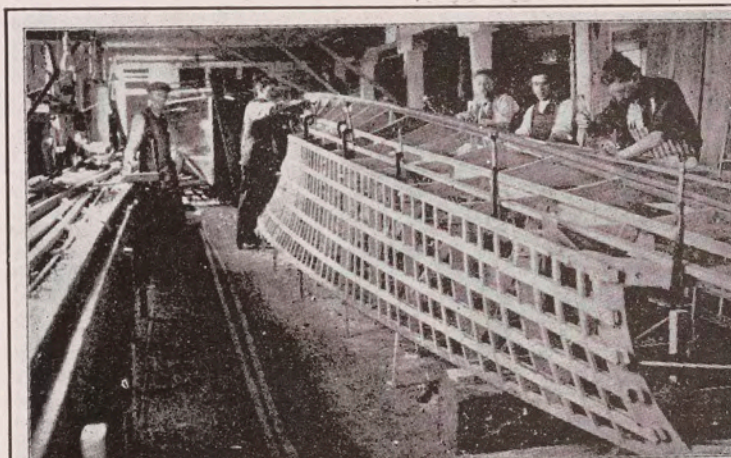
### Single-Handing It Among the Shops

By William Washburn Nutting  
The John L. Hacker Boat Co.

NAME them large in the world of the new motor boats—L. B. Hacker, of the John L. Hacker Boat Co., and the "Hacker" brand of motor boats. The first boat of this type that he built and the one upon which his later models have been based was the *Shelby*, owned by Ferry Rodick, of the Albany Yacht Club. The *Shelby* is a 26-footer of 5 feet 10 inches beam, and weighs 2,000 pounds. She is powered with a six-cylinder Van Blerck of that year, which develops about 100 horsepower. As she made a speed of 25 1/2 miles an hour, she proved something of a sensation.

This was the first of Hacker's new popular type, the last to be launched was Vincent Astor's *Mystery II*, and the trial trip of the boat was the occasion of my visit to the plant.

I have ridden in hydroplanes at all speeds up to well above the 50-mile mark, in more or less varied, but to say unconventional attitudes, but have never derived physical comfort. The ride on *Mystery II* was my first experience in a runabout traveling over 20 miles an hour, and I expected some of the discomfort of the hydroplane. I was agreeably surprised. There was a noticeable lack of vibration and not a sign of pounding. In the construction of these boats lightness is a secondary consideration. There is enough material in them and it is so used that vibration is practically overcome; and, of course, the design of the underbody, with its sharp, concave V section forward, makes a dry and smooth

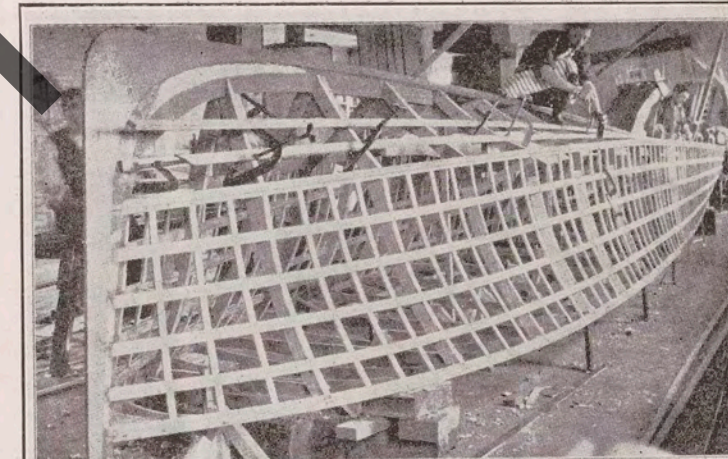


great care is given to the framing of the motor boats. The intermediate frames are bent over the fore-and-aft beam batten, which are let into the sawed frames. The battens are not needed to receive the bent frames, as they cause them to bend in an unfair curve. Instead, filler pieces of the thickness of the ribs are fitted to the spacers between the frames, thus building the former up to the surface of the latter. I have tried to show this feature in the sketch, and it may be seen also in the photographs. The smaller photograph shows the method of reinforcing the corners of the sawed frames with bronze plates.

For the planking, mahogany is used throughout. The bottom, which on a 25-footer receives considerable punishment, is double planked. The inner layer of 3/4-inch mahogany runs diagonally, and the 1/2-inch outer layer is applied fore-and-aft with a layer of painted canvas between.

George Tanner, the superintendent of construction, deserves a lot of credit, as does each man in the shop for the conscientious work that goes into these boats. The hidden parts show the same excellence of workmanship as does the outside. For example, each of the hundreds of filler pieces is fitted with the skill of a cabinet maker and no piece is put in place until its inner face and that of the battens on which it rests have been painted. The same is true of every joint in the boat.

This conscientious construction, coupled with Mr. Hacker's admirable design, has proved worth while, as each boat that goes out seems to bring other orders back to the builders. For instance, each member of the Lake George syndicate, for which *Five Eye* was built last year, with one exception, has since ordered a new runabout from Hacker's. Some of the other recent boats are Rosner, owned by Robert Rosner, of Detroit; *Shane II*, owned by W. K. Hixie, of Lake George; *Palace II*, also of Lake George; *Milnes*, owned by Russel



### NO THINGS UNDER WAY BY PUGET SOUND CLUBS

MEMBERS of the Tacoma Yacht Club are tight on the Dock & Deal secretary of the Tacoma Club, has a new proposition on membership and it is believed that within a short time Tacoma will have the largest club on the coast. The Tacoma Club now has everything in the way of a clubhouse, but still that it needs a motor boat.

The Olympia Club is another of the Washington clubs in excellent shape and much is being done. It is probable that the Long-Island race this year will start from Olympia and finish in some point down Sound, possibly Port Townsend or Port Angeles.

Members of the Seattle Club are busy arranging their summer home at Venetia Island, near Seattle. New boats are being constructed and the entire home will be placed in fine condition.

George Wayland and Tom Shertzer, owners of the speedy little *Ward*, put their boat recently on Lake Washington and gave her a try. They believe she will clean up everything in Astoria this season during the speed boat races.

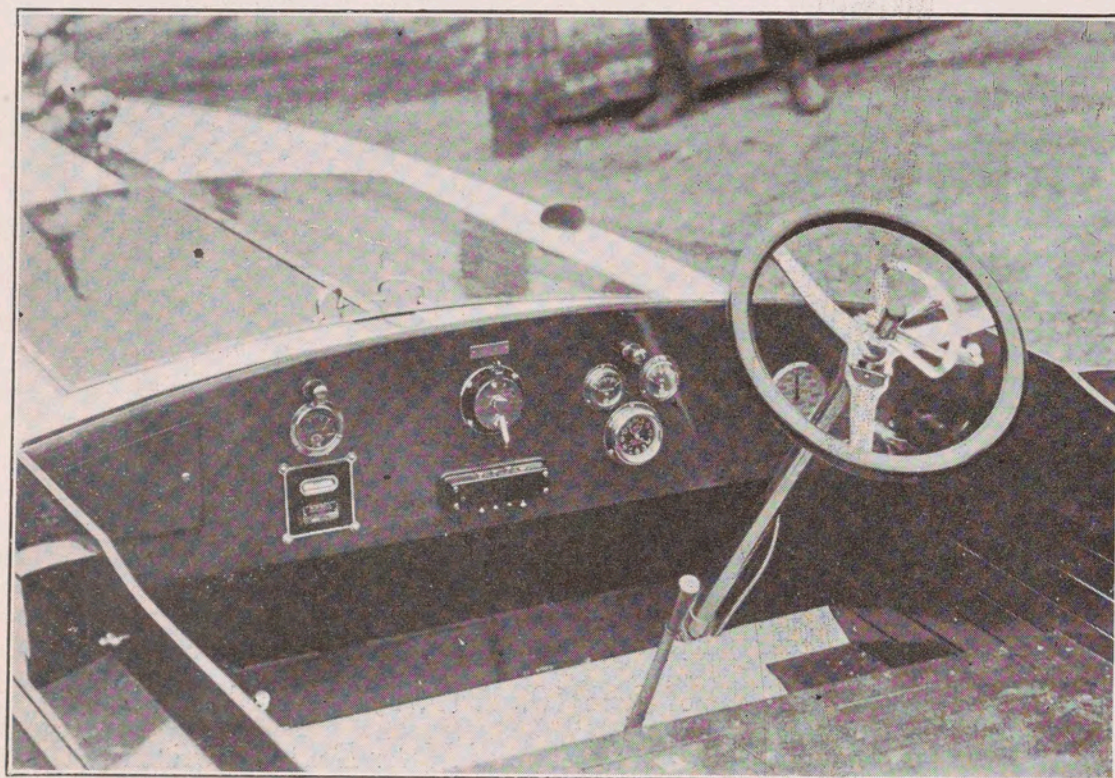
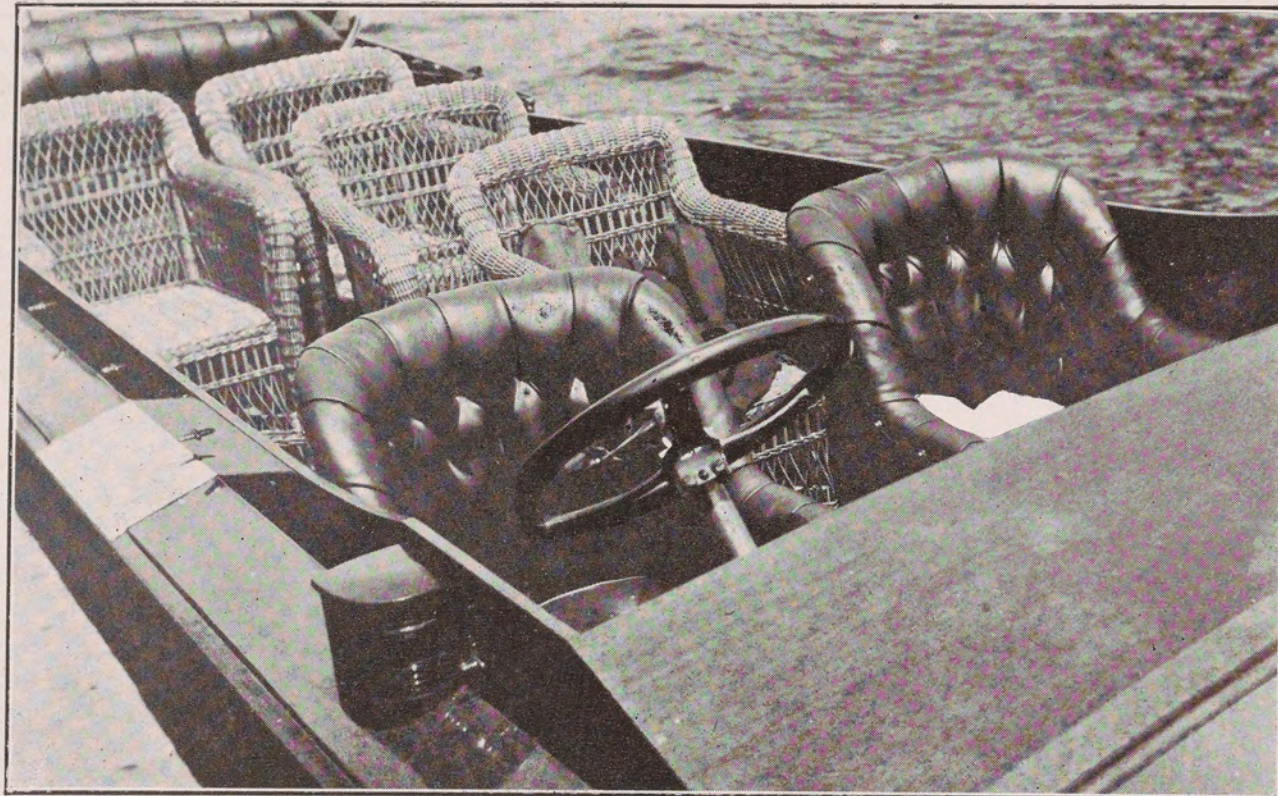
One of the events planned by the Seattle Yacht Club will be an cruise out to the Shikotsu at Seattle in July when they will start there. Shertzer, coming from all parts of the United States. The headquarters of the club will be placed at the disposal of all visitors, who will be shown about and given an idea of what motor boats mean to the subs of this great body of water.



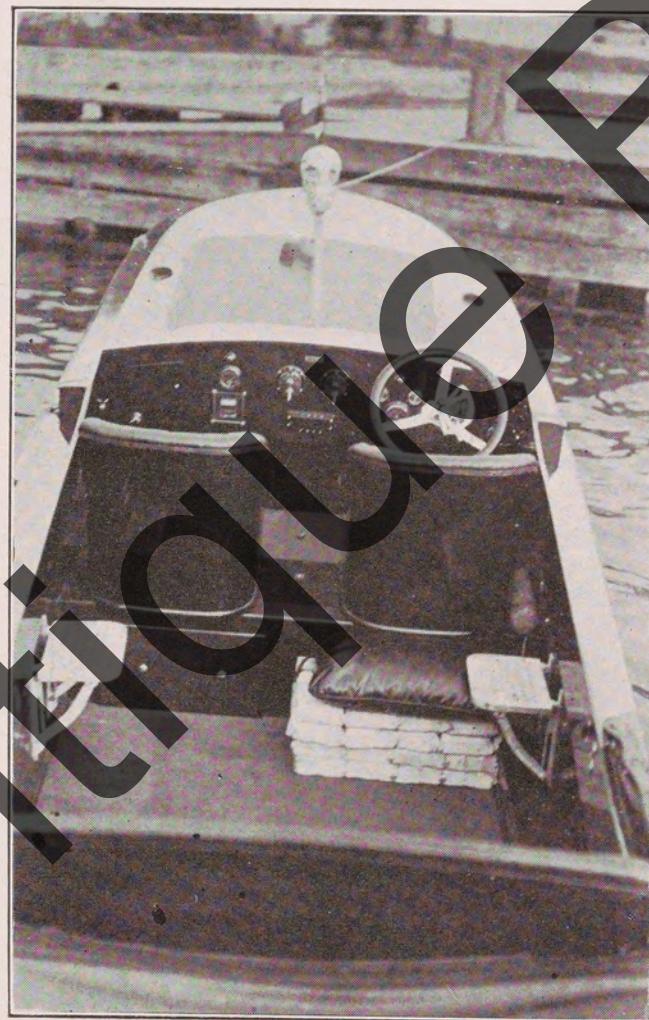
These photographic reductions of 3 pages from *Motor Boat* of June 10, 1915, by one of the well-known and popular editors of *Motor Boat*, are written in a way to convey, better than we can, information that many readers probably like to know about the boats they intend buying.

Looking aft on cockpit of 1915 model, 32 footer, 1916 design has more beam,— otherwise appears similar.

Note bucket seats, side running lights, cowl dash and disappearing windshield.



Standard instrument board—recessed under cowl. Note locker for small articles on port side. Chart drawer under driver's seat.



The bright sun spoiled this deck view picture. It was intended to show the simplicity of deck equipment and the clean unencumbered appearance of deck. Ventilators are our special low, racy type; horn mounted under deck near forward ventilator. Searchlight operated from driver's seat. Bow light, snubbing post and flag staff are combined in one neat fixture.

Aft light mounted on flagstaff and wired invisible; flag-staff removable.

**HOLLEY BROTHERS COMPANY**

MANUFACTURERS OF  
**THE HOLLEY CARBURETOR**  
FOR  
AUTOMOBILE, MARINE AND STATIONARY  
GASOLINE MOTORS

DETROIT, MICH. March 27, 1915.

John L. Hacker Boat Works  
Albany, N. Y.

Gentlemen:

The express runabout which you built for the writer and brother has proven satisfactory in every respect. It not only is very fast, but has proven after a season's use to be exceptionally sea-worthy in rough weather.

We have derived a great deal of pleasure from the use of the boat, and you may give the writer's name to prospective purchasers of your boats.

Yours very truly

*Emmett Hollan*



John L. Hacker Boat Co  
Albany N. Y.

Mr. Sirs

Receipts find ck in payment for extras account boat you built for me with Van Dusen six cyl. engine. The boat is perfectly satisfactory. Makes thirty miles an hour and is perfectly dry. It is better in every respect than I expected it would be.

Truly  
*W. K. Pixby*

Sept 15, 1914.

RUSSELL LORD  
RAILWAY EXCHANGE BUILDING  
CHICAGO

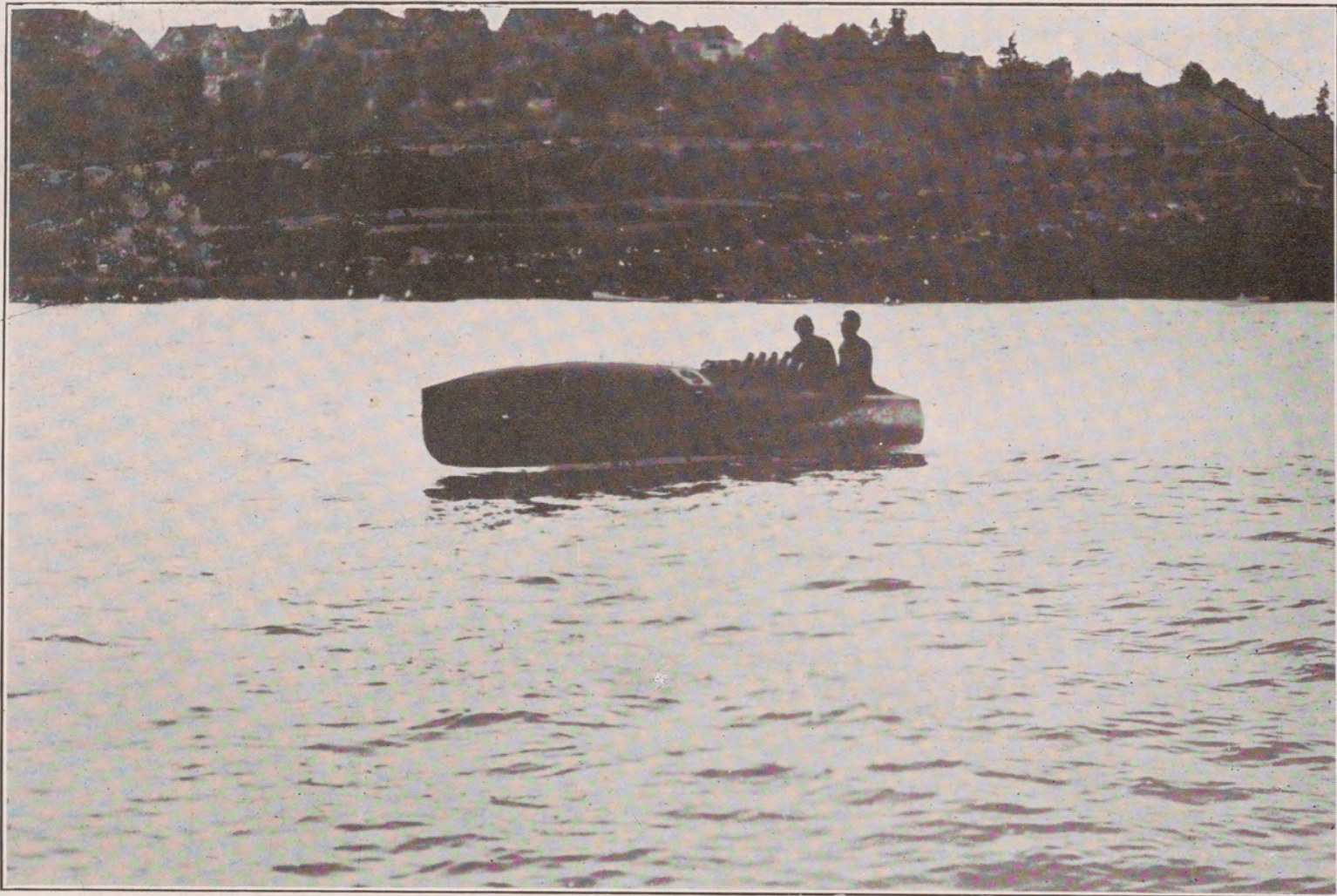
John L. Hacker Boat Co  
Albany - N. Y.

Dear Sirs

In reply to your letter of recent date concerning the runabout militant that I bought from you this spring, I will say that after a summer's use, I am extremely well pleased with it. Out of three new runabouts at the club this spring, it was by far the best in a sea, not withstanding it made about seven miles an hour faster. For dryness and comfortable riding this season, think you have a wonderful boat.

Yours truly  
Russell Lord

8/21/14



Oregon Kid traveling 50 m. p. h.

A 20 footer, 6 cylinder Van Blerck; won championships of Pacific Coast, Mississippi Valley Association and half a dozen minor races

Oregon Kid II — 1914 model hull and engine (6 cylinder Van Blerck) repeated the performance and retains the Pacific Coast Championship for Milton Smith and his son Wilbur, who drove the boat in the races. Her speed and the speed of her predecessor has not been equalled by any other craft of that size and power.

**WESTERN UNION**  
**NIGHT LETTER**  
THEO. N. VAIL, PRESIDENT

RECEIVED AT  
 Portland, Oregon, June 9th, 1914.

Van Blerck Motor Company,  
 Monroe, Mich.

Oregon Kid II powered with Van Blerck C-6 Special won first in race with Oregon Wolf IV powered with 300 H. P. Scowley. Best time for one mile was one minute, ten seconds. Engine performed perfectly under all conditions. Next race at Astoria July 2, 3, and 4.

GAS POWER AND SUPPLY CO.

8:30 A.

POSTAL TELEGRAPH - COMMERCIAL CABLES  
CLASSIFIED BY MESSY'S PATENT

TELEGRAM

NUMBER IN TIME FILED

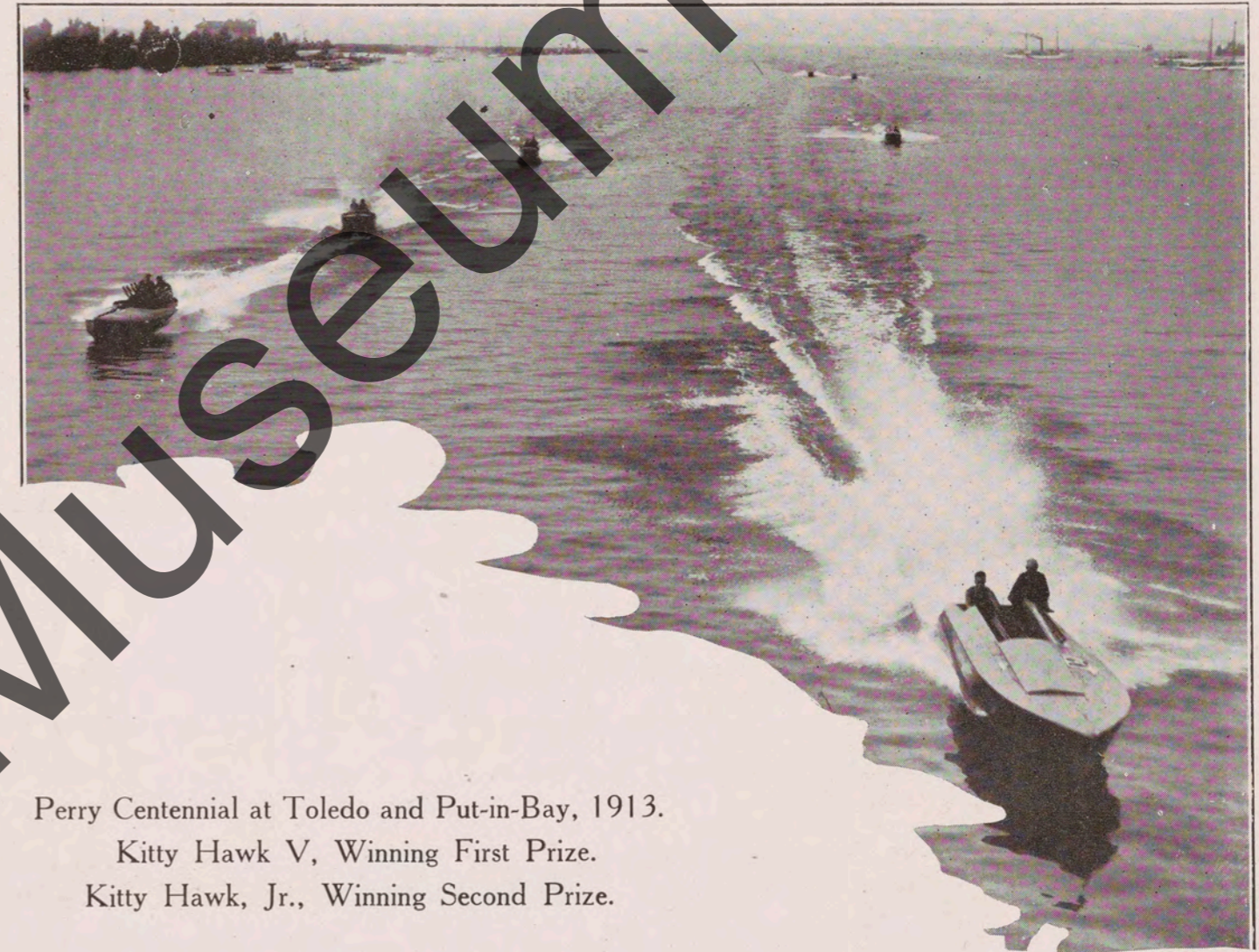
SEND the following Telegram to the address shown on the back hereof, which is printed on the back of this blank.

Seattle, Wash. July 7th, 1914.

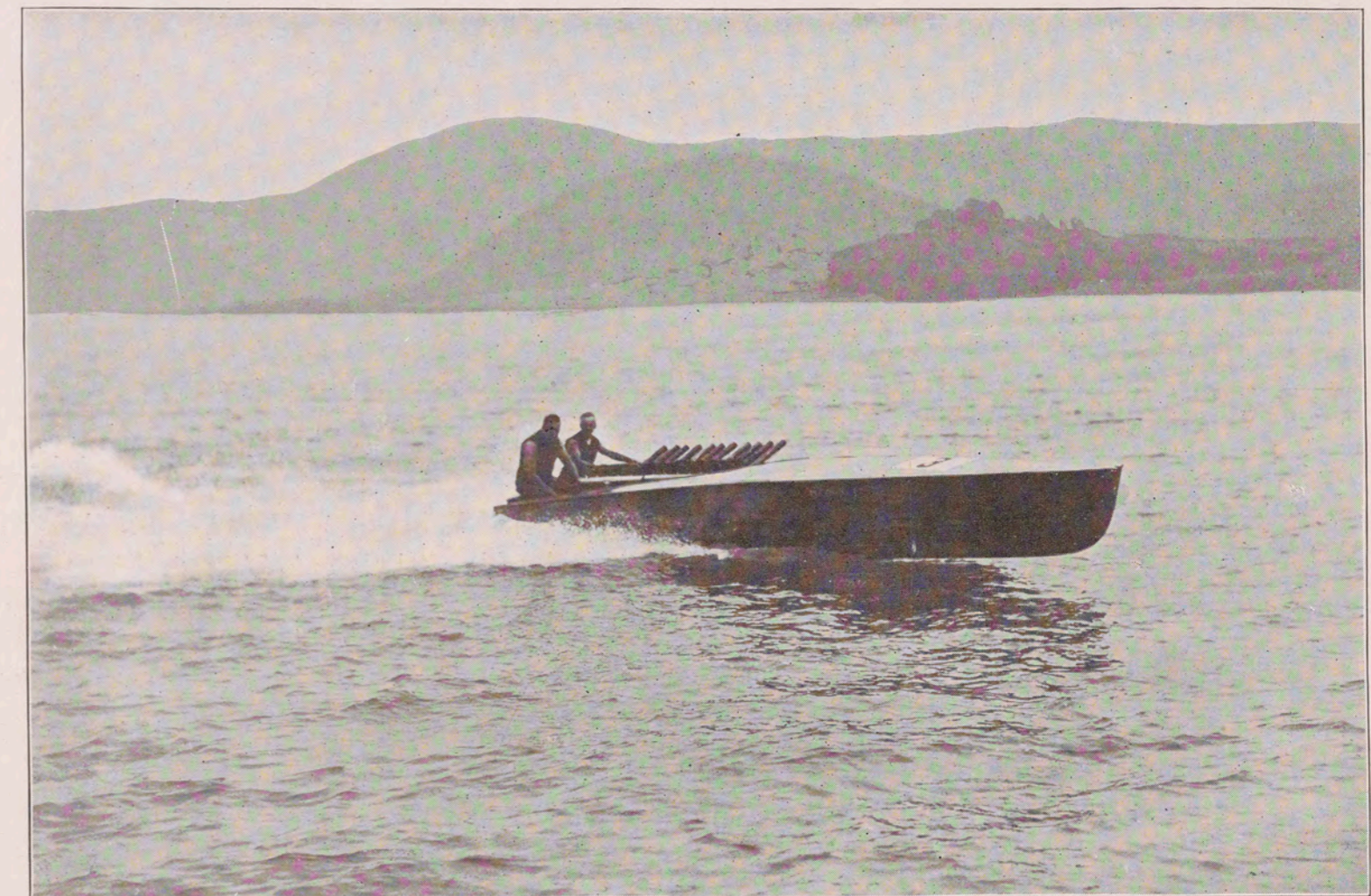
Hawkeye Boat Co.,  
 Astoria, O. R.

Designs take Pacific free for all and sixteen foot class championships. We are giving you big publicity, August issue. Can furnish excellent pictures for advertisements. How much space do you wish. Wire answer.

PACIFIC MOTOR BOAT.



Perry Centennial at Toledo and Put-in-Bay, 1913.  
 Kitty Hawk V, Winning First Prize.  
 Kitty Hawk, Jr., Winning Second Prize.



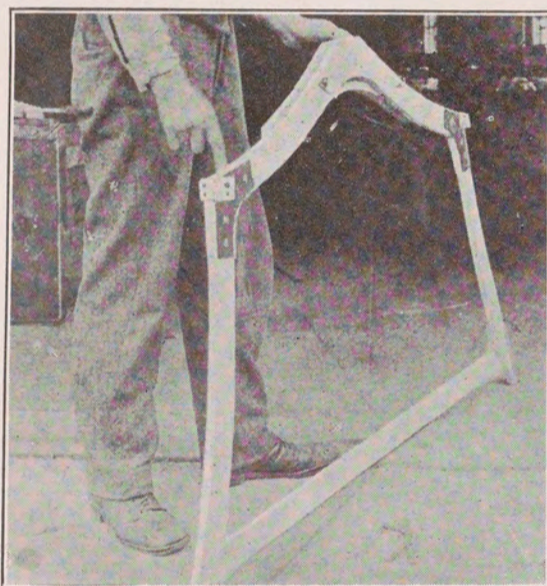
"Hawk Eye" — speed 57 m. p. h. Built to contest for Gold Cup, but prevented on account of engine trouble, and fire. Picture shows the planing qualities which are technically correct.

*Characteristics*  
**ALBANY RUNABOUTS**

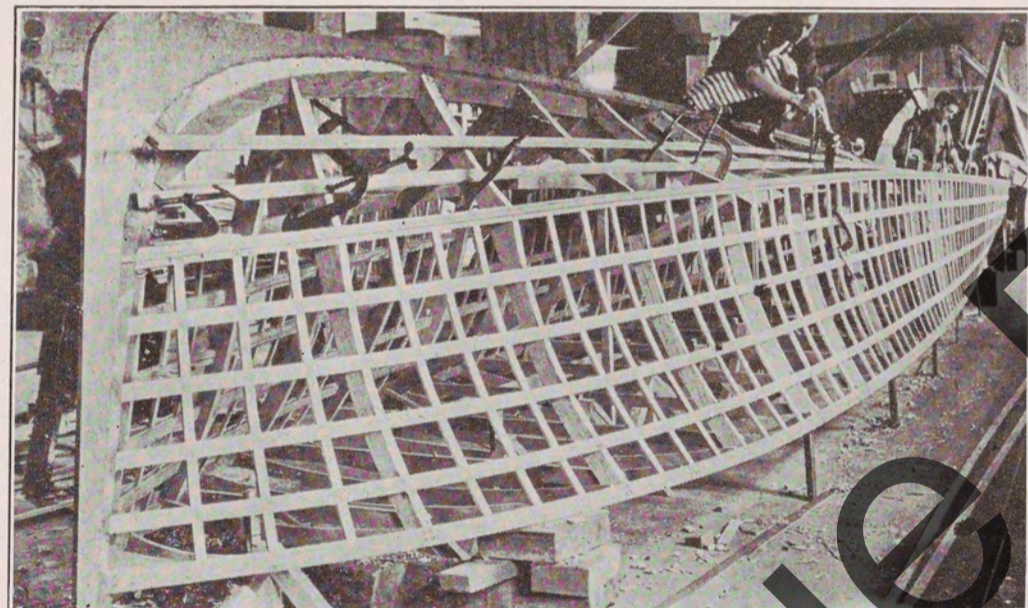
These remarks apply to our "standardized" boats, i.e., boats that we have built and tested ready for the 1916 market — as distinguished from "expectations" or boats on paper.

The designs are the speediest consistent with seaworthiness and comfort. We use liberal dimensions to permit luxurious passenger quarters. Our constructions are sturdy and are heavier than we would use for racing craft, and are therefore swift craft, absolutely reliable and seaworthy for everyday use.

Every detail for utility, comfort and appearance has been studied thoroughly; fittings and equipment of all sorts designed and manufactured for our purposes; power vibration and noises minimized by selecting the best engines made and studying installations to obtain the best results.



Note brass plate reinforcement on frame; angle plate riveted to chine. No screws in end wood. The fastenings *hold* in our boats.



Its appearance denotes strength. The small frames are re-inforced across chine and keel, which is very much stronger than a one-piece frame carried over chine and keel — the vital places in V boats.

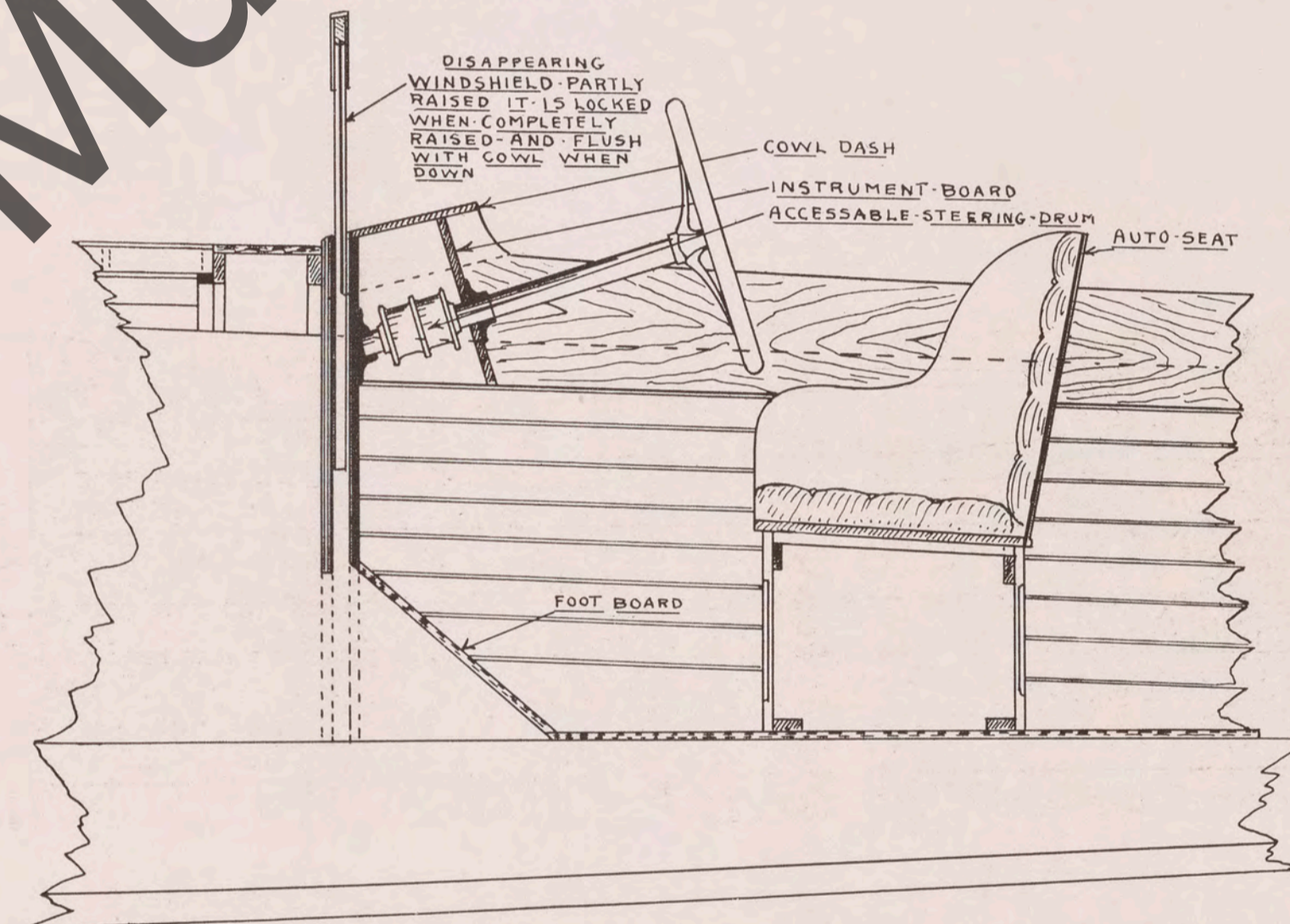
It is an expensive frame, but the strongest known, and supports planking uniformly at every point. With the development of high speeds and the fact that these boats handle so nicely in rough water at high speed, it is desirable to build very strong to assure safety under the hard service imposed. Many owners are going out of their way to get into rough water or jump steamer rollers — and we are making our boats to stand any service the owners get fun out of.

In addition to the extra strong frame we use double planking on the bottom (single planking on the sides). Planking is fastened with copper nails riveted over copper burrs, — and by the way, riveting is an art when done right, — but a poor job isn't nearly as good as screws.

(In our Class II construction we use a less expensive frame, brass screw fastenings, and it makes a considerable difference in price.)

Beauty may be only skin deep, but it is a splendid climax to other sterling qualities. Now, fine finish isn't just a question of varnish, as every connoisseur of boats or any fine woodwork knows. Fine finish "grows with the boat" and ends with that touch of master craftsmanship that gives distinction. Our boats have that distinguished finish.

In this book pictures appear with views of various features of the boat. One view that we would like to show does not come up good in photographs, and we are including below a pen sketch to show the idea of our disappearing windshield with cowl dash and recessed instrument board. Foot levers raise the shield, locks fasten it at any height desired and a cap closes the slot when shield is down. This is the only practical way of providing a good windshield *without* a lot of disadvantages.



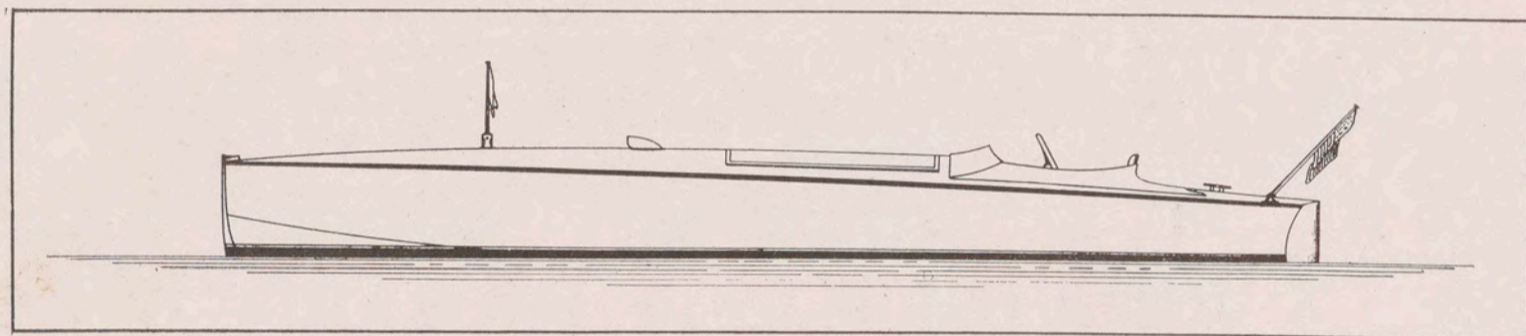
This steering wheel is brand new for 1916. We wanted a rigid one and finally devised this with 35° angle; the cable is locked fast on drum and cable leads in straight lines to tiller. We spent over \$300 in 1915 to devise reliable and convenient rudder equipments.

Our electric running lights are built a component part of boat and are always in place for instant service. Controlled by lock switch on instrument board.

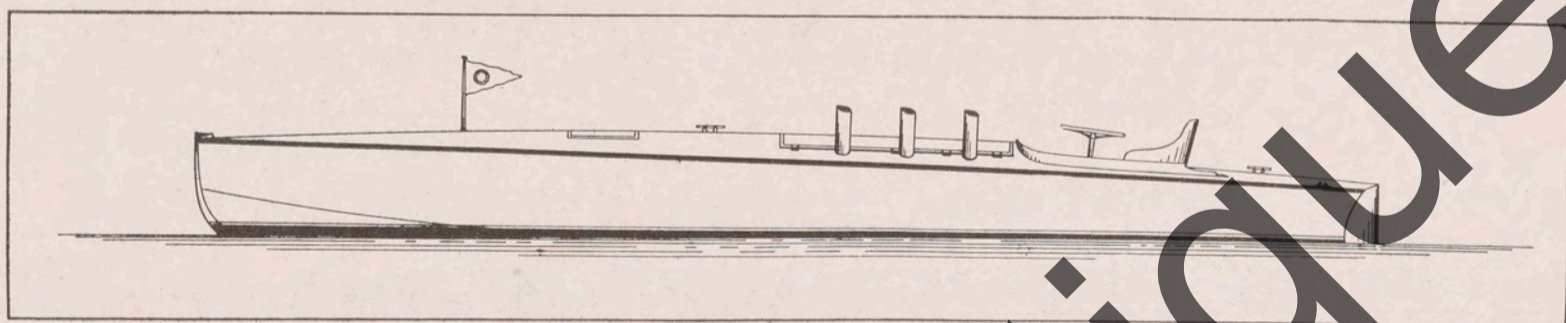
Frank, open discussions of boat construction, prices, etc., are one of our innovations in the boat business, this being our third catalogue in this way. We cordially invite visitors to our shops and urge notifying us to meet trains and convenience visitors in getting to shop. In coming without appointment take trolley from Union Station to 7th Street, Watervliet, and walk two blocks to the right, — 20 minutes ride.

## Hydroplanes

In the present stage of boat development, step hydroplanes are usually sought only for racing purposes. There are, however, some boat users who prefer the hydro design for runabout purposes with a little extra speed. With this thought in mind we are showing below a suggestion for a step hydro-runabout and can submit details and prices on combination pleasure and race boats of this style in 35 to 50 milers. When writing please state all requirements you have in mind (speed, passengers, etc.), and whether you wish to build a first-class hull or something to use a couple of seasons only.



Racing requirements should be submitted to us for consultation and quotation and will have prompt and personal attention. We will play the ace here and show below the new 1916 plan for a new racer good for better than 60 m. p. h.

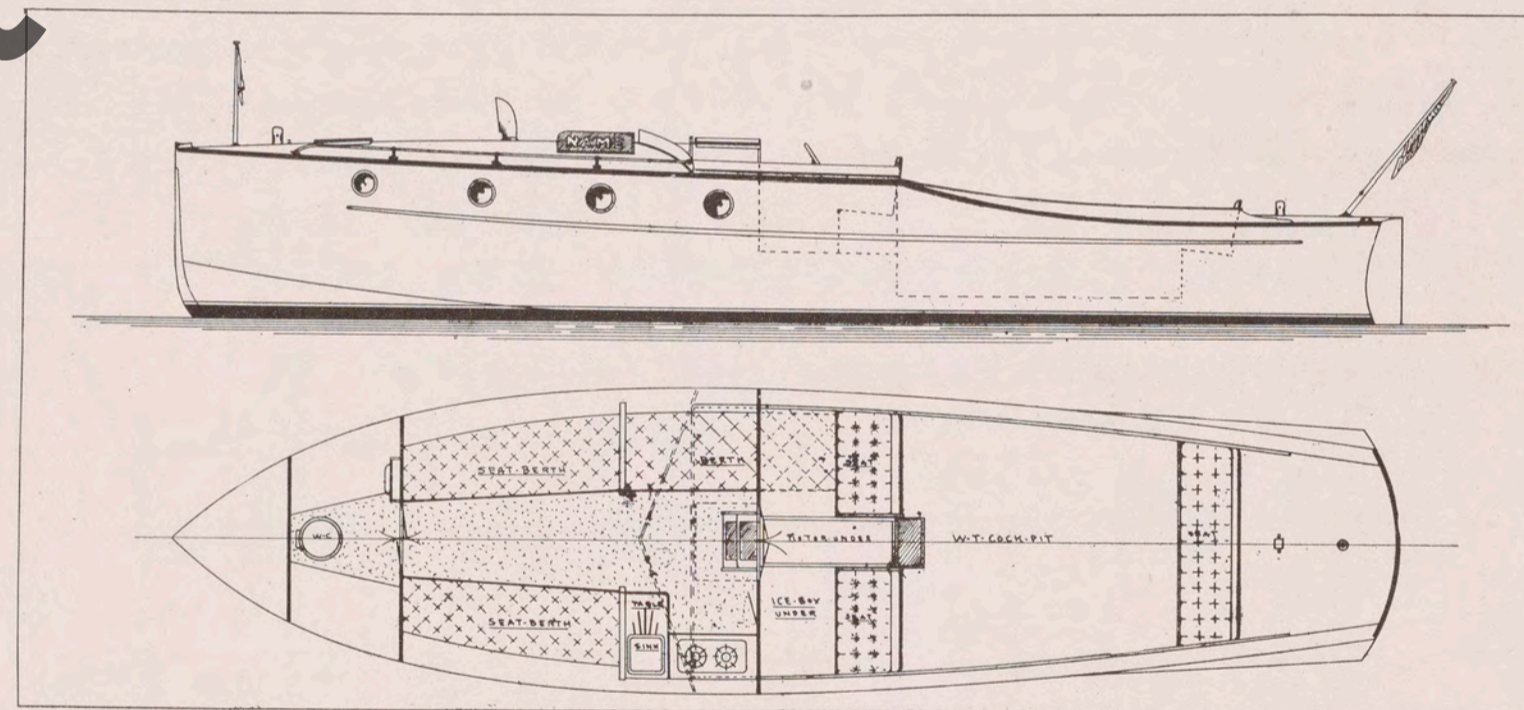


## Cruiser Department

In a general way we might outline our policy to confine our shop operations to express boats in lengths up to 75 feet or thereabouts. We advocate the refined V-type up to 60 feet with honors about equally divided in larger boats.

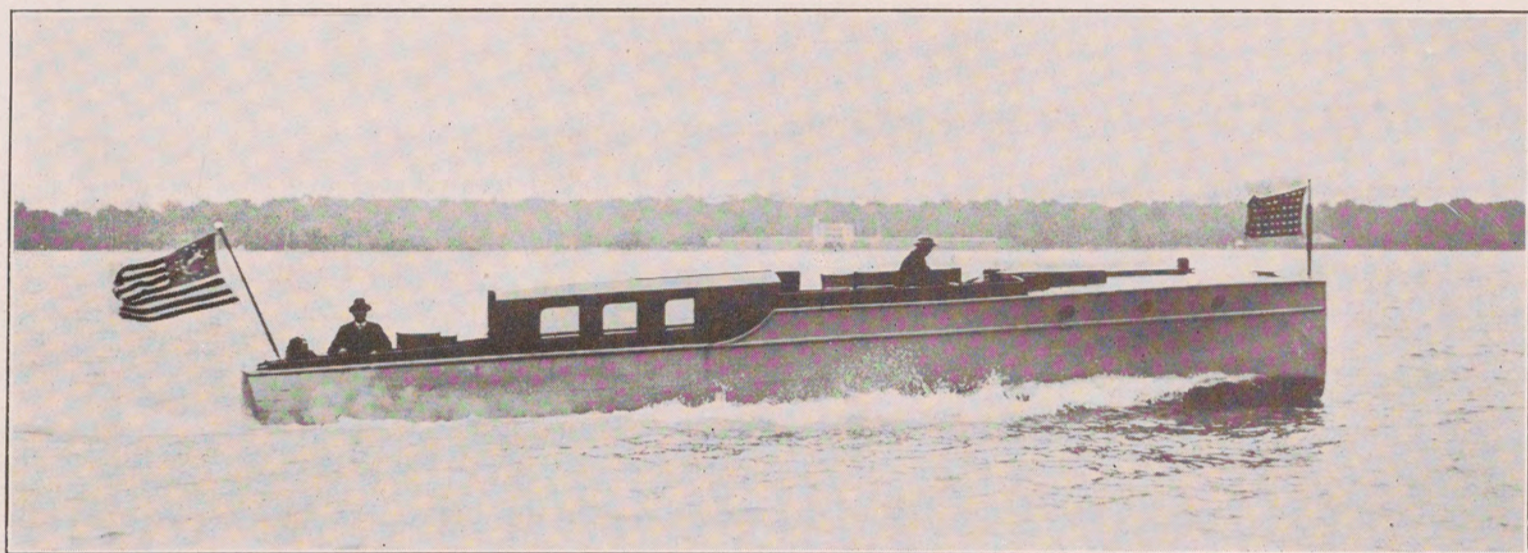
In writing for plans and quotations tell us size, speed or horsepower, passenger accommodations, cruising radius, how to be trimmed and finished interior, and any other details you may wish to add.

We do not guarantee absolutely complete equipment on cruisers, like we do on runabouts, but submit lists of equipment for buyers to select and include in price. We do this because of the opportunity for bona fide difference of opinion as to what constitutes complete equipment on cruisers large and small.

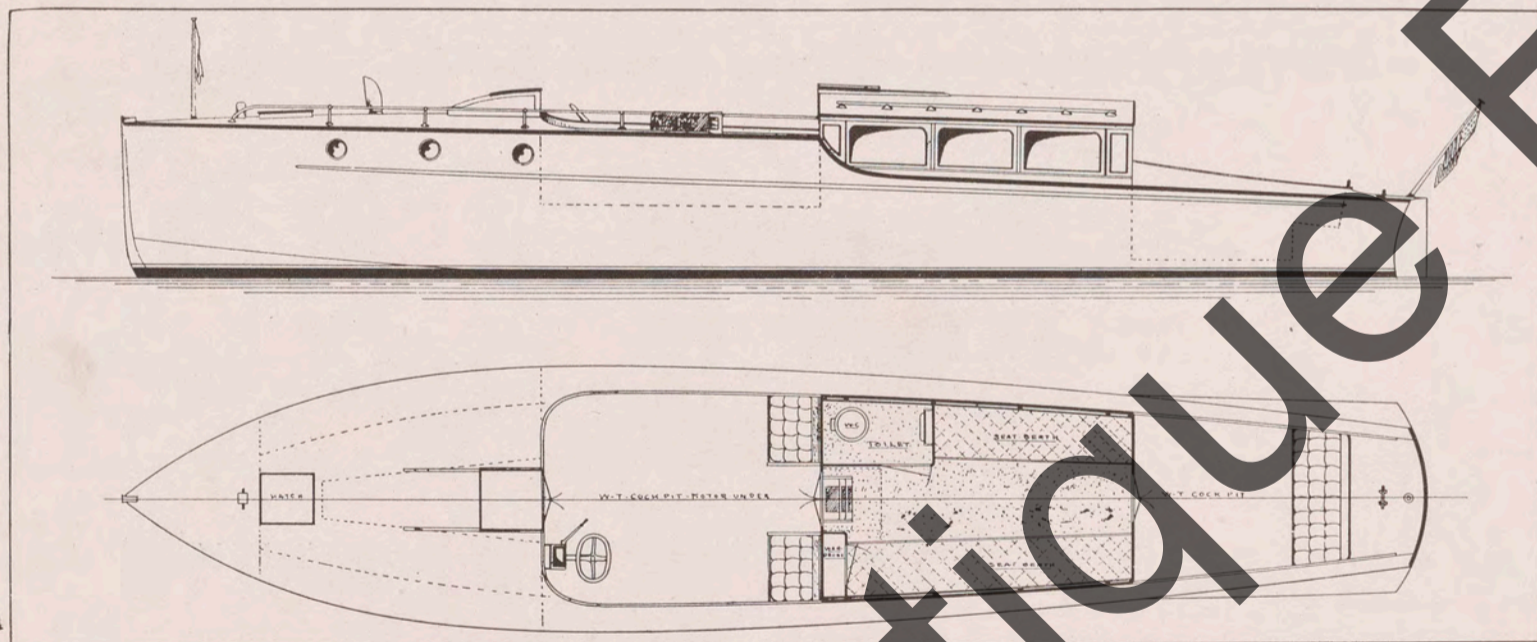


This 36 footer is a type and size suited for popular sale with 6 cylinder or with 4 cylinder Van Blerck motor in speeds from 18 to 23 m. p. h. We have a nice day cruiser in this size.

Cruisers — Continued

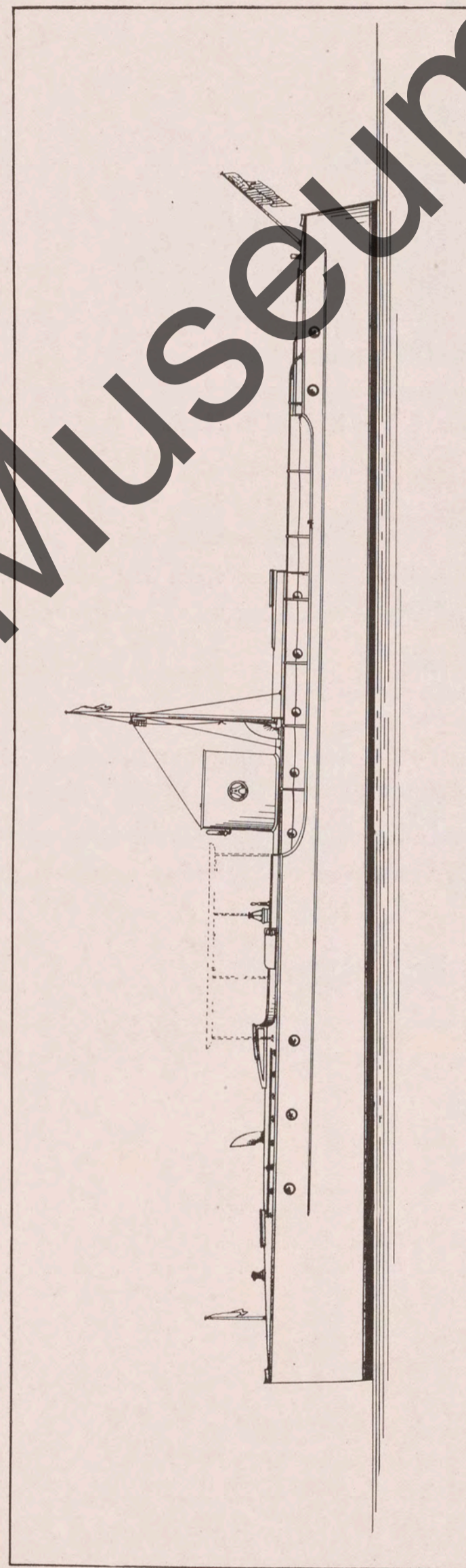


“Aolis” is a 42 x 9 foot day cruiser which Mr. Hacker designed to suit the requirements of Dr. G. H. Sherman of Detroit, Mich. Powered with Model E, 6 cylinder Van Blerck motor which turns a 22 x 26 wheel at 1150 r. p. m. and attains better than 22 real miles. It is the regular Hacker refined V bottom type and considering size and horsepower is without question one of the cleanest running and most successful cruisers afloat.



Plan Showing Arrangement of 42' x 9' Day Cruiser

Cruisers — Continued



These plans are one of several of the so-called defense boats or the Citizens' Naval Militia movement which is receiving such tremendous support from the well-to-do men of the nation. This particular plan is for a 60 foot boat for 35 miles or more, convertible from a day cruiser to Naval Militia program. Will be glad to go into detail by interview or correspondence.

The same idea is applied in a 45 footer for 30 miles.

Speed rules the waves and the express cruiser holds full sway. And yet we are frequently asked for a big, beamy boat from 60 to 70 feet. We have some plans of this kind in neat appearing cruiser types with liberal beam which provides comfortable living quarters and a fair turn of speed—combination houseboat and cruiser.

## Designing Department

Under personal supervision of John L. Hacker, N. A.

The name "Hacker" has reached the remote places of the earth linked with the production of fast boats. His practical experiences have taken him through almost every phase of the boat industry in the design, construction and use of race boats, fast runabouts, express cruisers and yachts.

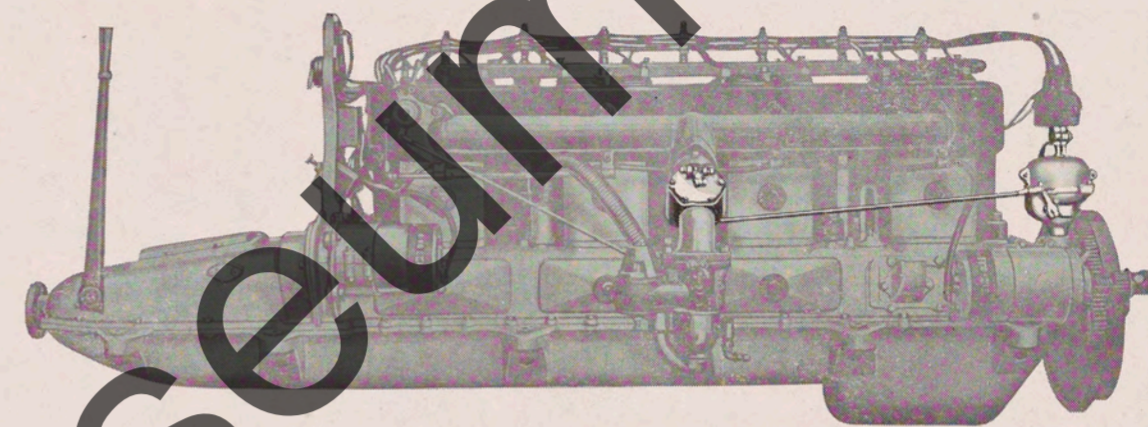
During 1913, 1914 and 1915 the sale of plans was discontinued so that he could concentrate on local designs and construction.

Our larger organization on departmental basis will release him from petty details, to use his head instead of hands. In conducting this Department of Naval Architecture on a broader scale, the department will sell complete plans for fast runabouts, hydroplanes and cruisers of the most efficient types tried and proven. All plans are furnished for what we term Class II construction which is not so expensive to build as our standardized products.

Address communications plainly to

DESIGNING DEPARTMENT,  
Albany Boat Corporation,  
Albany, N. Y.

## Engines



(Note: The extra equipment on carburetor and distributor at flywheel end is for governor and is furnished only on special order.)

We specify Van Blerck motors for a number of boats because of the success with them in the past, and because an investigation of the market does not show an equal.

We guarantee these motors in our contracts, carry spare parts and render any necessary service direct from our shops. These motors have cost us the least to maintain of any motors we have handled.

Our shop has also been designated the District Sales and Service station for New York State north of Poughkeepsie, and also the State of Vermont, whether in our boats or not, because of our facilities to take care of boat owners in accordance with the Van Blerck policy.

Some exclusive features of Van Blerck motors of special interest are:

Solid forged cam shafts, pressure feed circulating oil system, the proven system of scientific lubrication for high speed engines. Oil tight — no leaks into bilge. Reverse gear enclosed and oiled same as engine. Valves and all gears enclosed.

All parts standardized, absolutely interchangeable. No vibration — moving parts uniformly balanced.

Sturdy in construction, compact and neat in appearance, the Van Blerck engines have achieved just what they started out to accomplish, the foremost place among pleasure boat engines.

### DATA

Bore 5½" Stroke 6"

Model	Normal R. P. M.	4 cylinder		6 cylinder		8 cylinder		12 cylinder	
		Price	H. P.	Price	H. P.	Price	H. P.	Price	H. P.
EE	650-1000	\$1025.00	40-55	\$1500.00	60-85	\$2200.00	80-115		
E	1000-1400	1025.00	65-85	1500.00	100-130	2200.00	135-150		
E Special	1400-1700	1127.50	100-110	1650.00	145-165	2420.00	200-220		
H 12	1200-1500	.....	.....	.....	.....	.....	.....	\$6250.00	200-500

For engine data, storage, overhauling, parts, etc., address

ENGINE DEPARTMENT



Nature invites you in an Albany Boat to the sparkling waters and clean fresh air to enjoy this happiest and healthiest recreation. Nice boats take months to build and must be ordered ahead. Everybody is boating and shops are congested. Ensure a happy season by ordering your Albany Boat promptly so it can be built in time for your needs. Write to-day for complete description of the boat you want.

Antique Boat Museum

### Form of Sales Contract

Which Accompanies Specifications.

Place \_\_\_\_\_ Date \_\_\_\_\_

ALBANY BOAT CORPORATION,  
Albany, N. Y.

Gentlemen:

Please enter my order for \_\_\_\_\_ foot \_\_\_\_\_  
(length) (runabout, cruiser, etc.)  
per attached specifications and description.

The power plant is to be type \_\_\_\_\_ cylinders \_\_\_\_\_ motor with  
(electric or mechanical) (maker) starter arrangements.

The price of this outfit complete, except the top equipment, is to be \_\_\_\_\_  
Dollars net \_\_\_\_\_ \$

I \_\_\_\_\_ have the { top \_\_\_\_\_ \$ \_\_\_\_\_ }  
(will or won't) { curtains \_\_\_\_\_ } \$  
{ envelope \_\_\_\_\_ } \$

Total \_\_\_\_\_ \$

Use \_\_\_\_\_ color copper bottom paint.  
(green or bronze)

Please place name \_\_\_\_\_ on each bow and stern in gold leaf letters outlined in black.

Name of home port on stern \_\_\_\_\_ (if desired).

Please make shipment on or about \_\_\_\_\_ addressed to \_\_\_\_\_  
\_\_\_\_\_ at \_\_\_\_\_

I attach check for 25% deposit on this order and agree to remit 25% more when the engine arrives at your shop. Balance of 50% will be paid when boat is completed and ready for shipment, per specifications.

REMARKS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signed \_\_\_\_\_ Purchaser.

We accept this order subject to strikes, accidents and other conditions beyond our control.

We guarantee this boat for one year and will repair without charge any defect due to imperfect workmanship or material in hull, engine or other machinery, provided such defect is reported promptly and is not the result of accident, abuse or neglect. Railroad fares in getting to and from a boat requiring service will be charged to the owner.

ALBANY BOAT CORPORATION,

Per \_\_\_\_\_  
Sales Manager.

Albany, N. Y. \_\_\_\_\_

*DO IT NOW*

Antique Boat Museum

Antique Boat Museum