



THE

ALCO VAPOR LAUNCH

*Marine Vapor Engine Co.
JERSEY CITY, N.J.
U.S.A.*



THE MARINE 
VAPOR ENGINE CO.

Sole Builders of the

ALCO-VAPOR LAUNCH

ABSOLUTELY SAFE
IN EVERY RESPECT

J. B. M. SHOWELL, President
CHAS. A. WRIGHT, Secretary and Treasurer

CABLE ADDRESS
"ALCO," JERSEY CITY
TELEPHONE, 543, JERSEY CITY

Factory and Show Room
FOOT OF JERSEY AVE., JERSEY CITY, N. J.
Railroad Station, Communipaw, N. J.

Antique Boat Museum

How to Reach our Works

Our Telephone Number is 543, Jersey City

Easily Accessible to Visitors

BY calling up Telephone 543, Jersey City, we will be pleased to send a Launch to Yacht Landing, Pier A, Battery, New York City, and, after a pleasant trip of twenty minutes across New York Bay, land visitors at our works. Or, by using Central Railroad of New Jersey Ferry, foot of Liberty Street, N. Y. (boats leave every fifteen minutes), and turning to left when Jersey City is reached, our launch will be found in first dock, provided, of course, we have notice by 'phone. Train service every thirty minutes from same starting point. Leaving same at Communipaw Station (first stop after leaving Jersey City), by watching Bay shore to the left, one cannot fail to see our sign,

Marine Vapor Engine Company

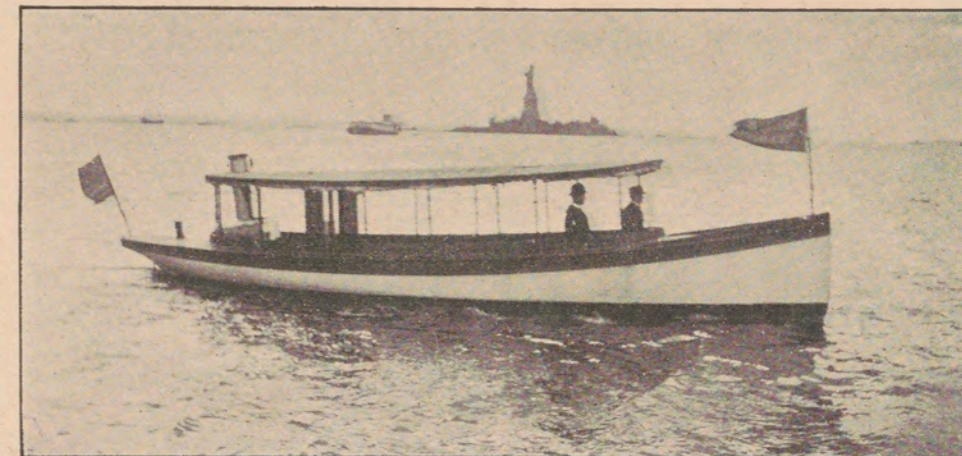
IN bringing to your notice the Alco-Vapor launch, it is with pleasure that we call your attention to the letters received from our patrons testifying to the merits of our system. There is no question but what from the highly commendatory tone of these letters, and the feeling of satisfaction evinced by the writers in their investment, that they believe that in the Alco-Vapor Launch they have at last secured the perfect power pleasure craft

These gentlemen concur in testifying that it is not only a convenient, reliable, and clean method of propelling launches, but that it is what the sport has long demanded, *an absolutely safe one*, being free from the dangers attending the use of gasoline and naphtha, and from the extremely disagreeable vibrations attendant upon the employment of the explosive gas engine

Among those using the Alco are the following gentlemen, and it will be acknowledged that they are most competent to judge of the relative merits of such craft and to give an expert and practical opinion

NEW YORK

EX-PRES. CLEVELAND	J. H. BOOTH	JNO. WOODBURY, M. D.
E. C. BENEDICT	F. H. BENEDICT	OWEN ROBERTS
E. M. TOWNSEND	F. D. BAYLOR	W. Y. HUFF
GEN'L W. WESTON	W. E. LOWE	C. F. LARZELERE
JOHN FALLON	MRS. E. D. BROWN	CHAS. J. ROOT



PHILADELPHIA
 J. C. S. DAVIS
 CLEMENT A. GRISCOM
 JNO. C. W. FRISHMUTH
 S. F. HOUSTON
JNO. W. HAMER
 P. A. B. WIDENER
 EDW. BROWNING
 CHAS. BORIE LEWIS
BALTIMORE, MD.
 HAMILTON A. GALE
CLEVELAND, O.
 H. M. HANNA
BOSTON, MASS.
 GEO. LAWLEY & SON
NEW BRUNSWICK, N. J.
 J. W. JOHNSON
PORT CHESTER, N. Y.
 D. M. GRIFFIN, M. D.

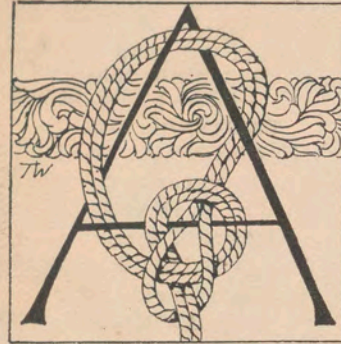
NEWARK, N. J.	N. J. WARD	T. J. KNOWLES
ANTHONY P. SMITH	E. L. PRESENDORFER	E. J. QUIGLEY
CINCINNATI, O.	EXETER, N. H.	LIGONIER, PA.
H. J. GROESBECK	CHAS. H. MERRILL	GEO. SENFT, SUP'T

With such names appended to our testimonials we believe we are justified in claiming that the Alco-Vapor system, equipped with the new **WRIGHT**, twelve to one High-Expansion Engine, embodies more advantages, coupled with greater safety than does any other system now offered to the public

But should our claim of absolute safety be questioned, we will cheerfully furnish a launch to any reliable party, and should they succeed in exploding either engine or generator, **we will forfeit one thousand dollars**

In order to better demonstrate what we herein assert, we have in readiness at our dock a launch that is at the disposal of our patrons, and through the medium of a run give a practical demonstration of our motor in actual use

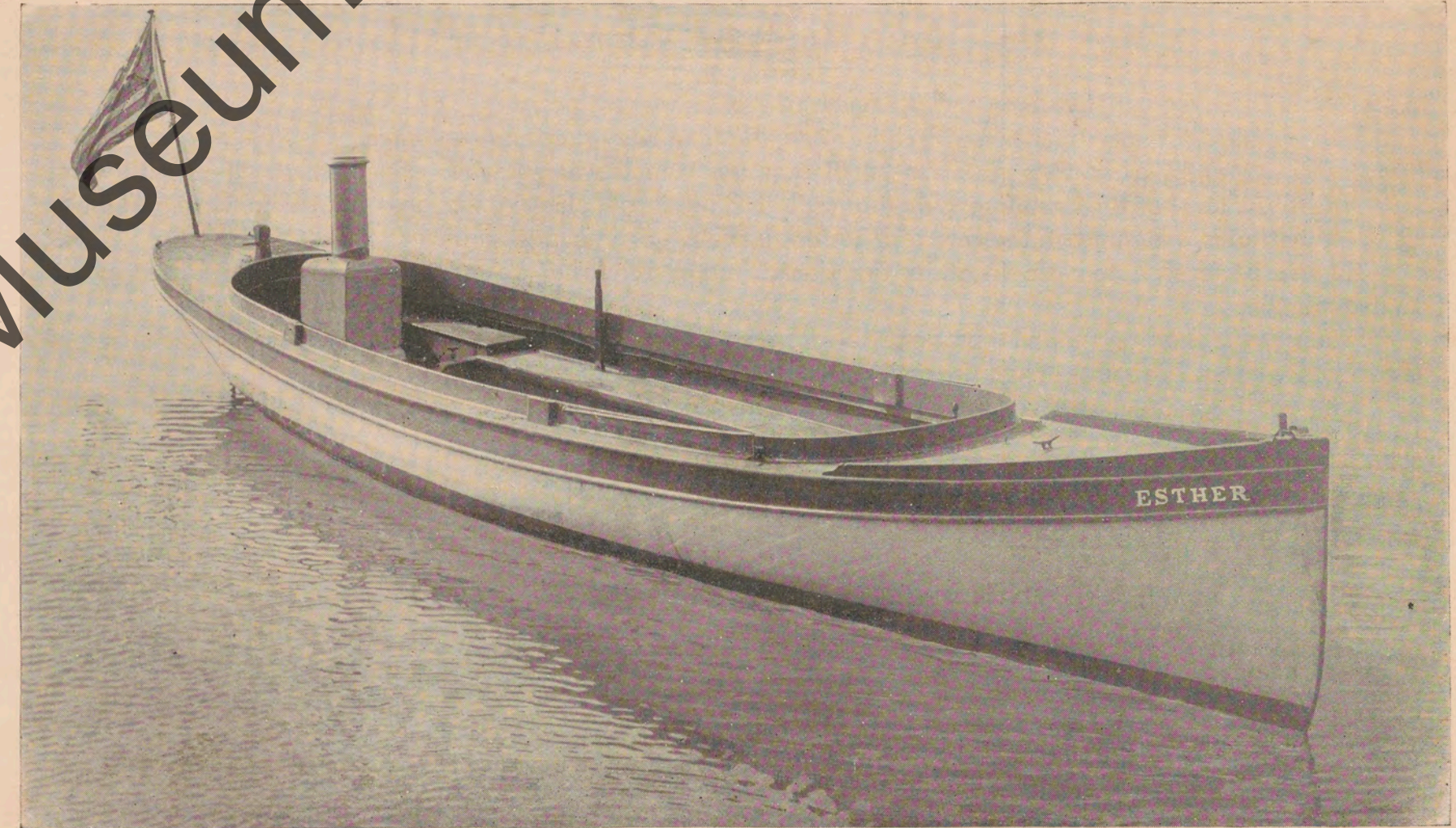
The Vapor System, wherein it differs from Naphtha



Should we use alcohol expansively for power, it may be asked, wherein does it differ and in what respect is it better than the use of naphtha? In answer to the first query, we will state that the alcohol has the peculiar property of expanding a greater number of times and at a lower temperature than naphtha. John W. Nystrom, Civil Engineer, a recognized authority, gives the boiling point of naphtha at 320° Fahr., water at 212° Fahr., and alcohol at 173° Fahr. So it will appear quite obvious that should we begin to create pressure at 173°, by the time we increased the temperature to the boiling point of water we have fifteen pounds, and before we reach the boiling point of naphtha we have a pressure of one hundred pounds.

In fact, owing to the low boiling point of alcohol, it is not necessary in starting the Alco Engine to laboriously work the liquid out of the cylinders by turning the engine by hand as in the case of the naphtha, for immediately we have 25 lbs. pressure—our engine starts without aid, and owing to the small amount of heat required one can fearlessly place their hand upon the casing of the engine when running at 100 lbs. pressure. But our intelligent critic may say, admitting all the advantages you claim, is not alcohol dangerous? Our answer is, *no*; for, unlike naphtha, it combines with water in all proportions, and should any be allowed to escape, the fact that there is always a small quantity of water in the bilge eliminates any likelihood of fire. This could be demonstrated by the simple experiment of taking a spoonful of alcohol, igniting it, and then pouring it into a glass of water. The flame will be immediately extinguished, while it is a well-known fact that naphtha burns more intensely upon the surface of the water than elsewhere.

As we carry but one-tenth as much alcohol as is usually carried of naphtha by naphtha or gasoline launches, and use the same over and over with but little attention during the entire season, the convenience and safety of our system will be readily seen and appreciated.



EX-PRESIDENT CLEVELAND'S 30-FOOT ALCO-VAPOR LAUNCH, 7 H. P. MOTOR, SPEED 9½ MILES PER HOUR

What We Claim for the Alco-Vapor Launch

IT is Lighter than any other known launch of the same horse power
 Greater speed per pound weight of engine than any other known launch
 Weight of motive power so small that the launch will not sink, even though filled with water to the level of the combing, a feature sadly lacking in the electric launch, with its immense weight of batteries, weighing, in the case of a 30-foot launch, 3,000 pounds and over
 Engine perfectly automatic in all its functions, thereby requiring no attention, and can be started in two to five minutes
 When gauge shows 20 pounds pressure the pressing of the lever to ahead or astern insures the starting of the motor, without further aid from the operator
 With our instantaneous reversing motion the launch can be stopped when running at full speed within its length
 The fact of the engine being in the stern admits of all the space forward being utilized for the comfort of the occupants

Points of Unquestionable Merit

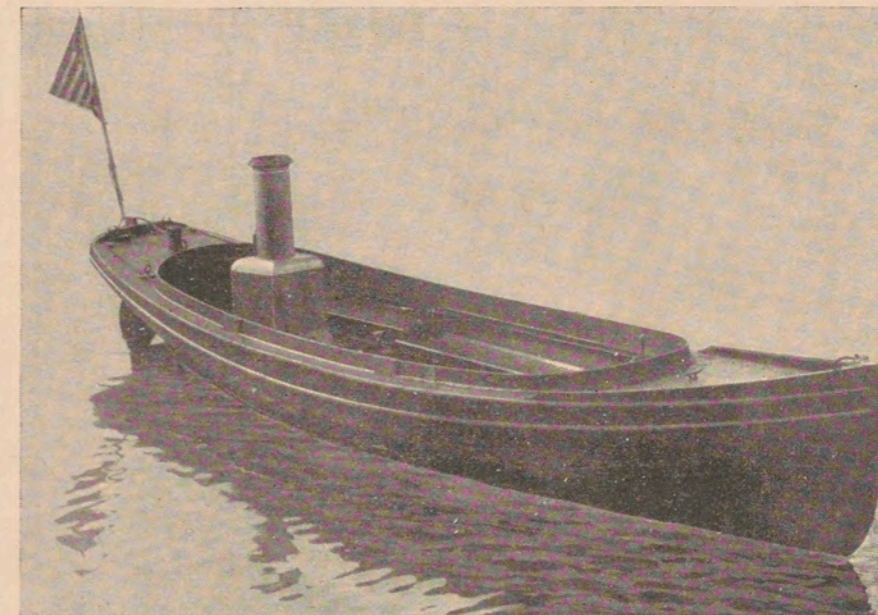
NO GEARS TO RATTLE	NO GOVERNMENT INSPECTION
NO DAMPER TO REGULATE	NO LICENSED ENGINEER OR PILOT
NO GLANDS SUBJECT TO PRESSURE TO LEAK AND CAUSE A FLAME	NO DISAGREEABLE VIBRATION
NO BABBIT METAL TO MELT AND STOP THE ENGINE	NO HEAVY FLY WHEEL
NO DEAD CENTER	NO SLIGHT, DELICATE PARTS
NO DANGEROUS FUEL	FUEL CAN BE PROCURED ANY PLACE IN THE CIVILIZED WORLD
NO EXPENSIVE THREE-WAY CRANK TO BREAK	

As we do not use water for expansion, our launches will run equally well in either salt or fresh water

Appearances of Motor

The accompanying sketch will convey an idea of our small, compact, but powerful motor, placed well aft in the stern, with a bulkhead dividing the engine compartment from the launch proper, thereby insuring the occupants immunity from oil and heat. This feature enables the ladies to wear any costume that best suits their taste, without fear of getting their clothes soiled

It may be supposed that owing to our using both alcohol and kerosene our system is necessarily complicated, but we feel confident that one demonstration will convince the most incredulous that such is not a fact, for the use of alcohol in our system requires but little attention. When the engine is running it flows as alcohol to the retort, through the engine as vapor, through the condensing tubes back to tank as alcohol, only to start on its mission again and again thousandsof



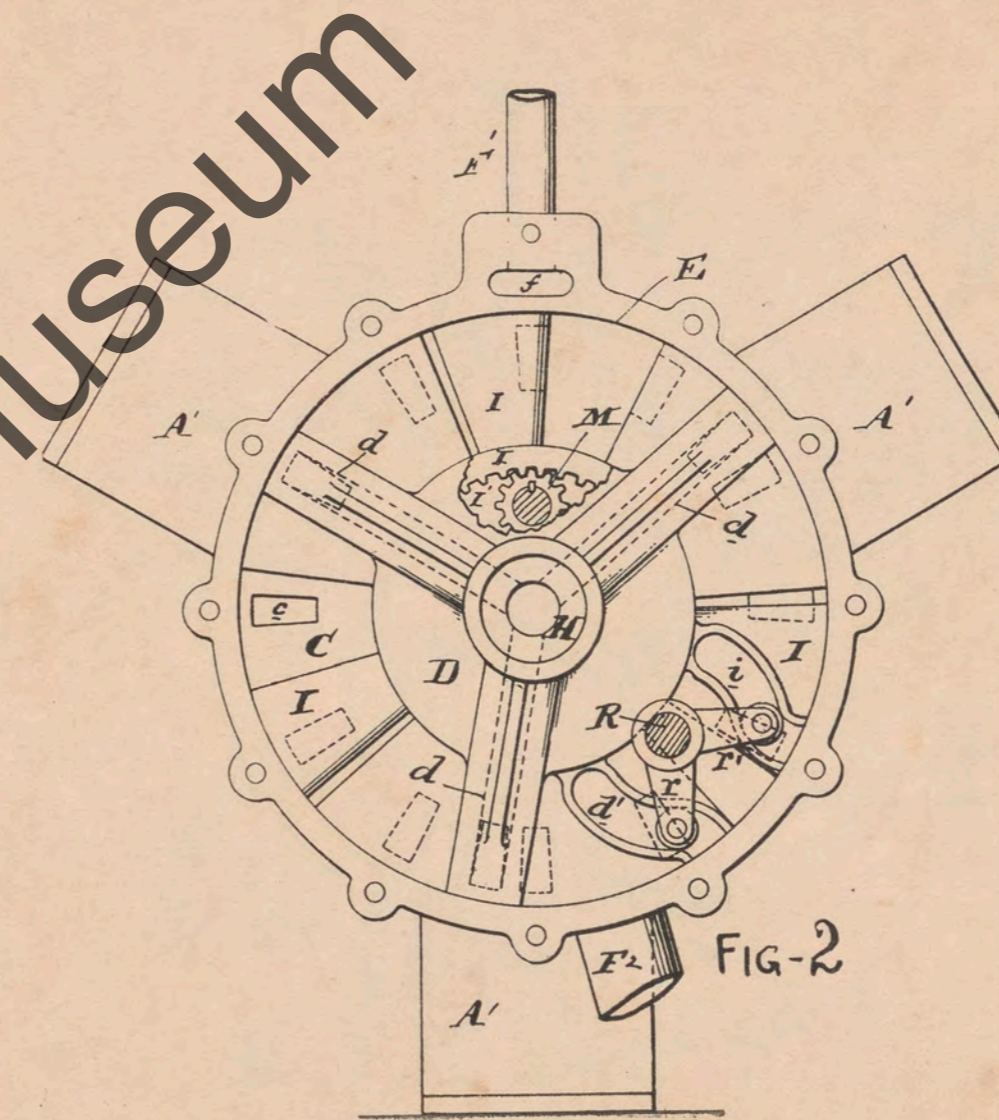
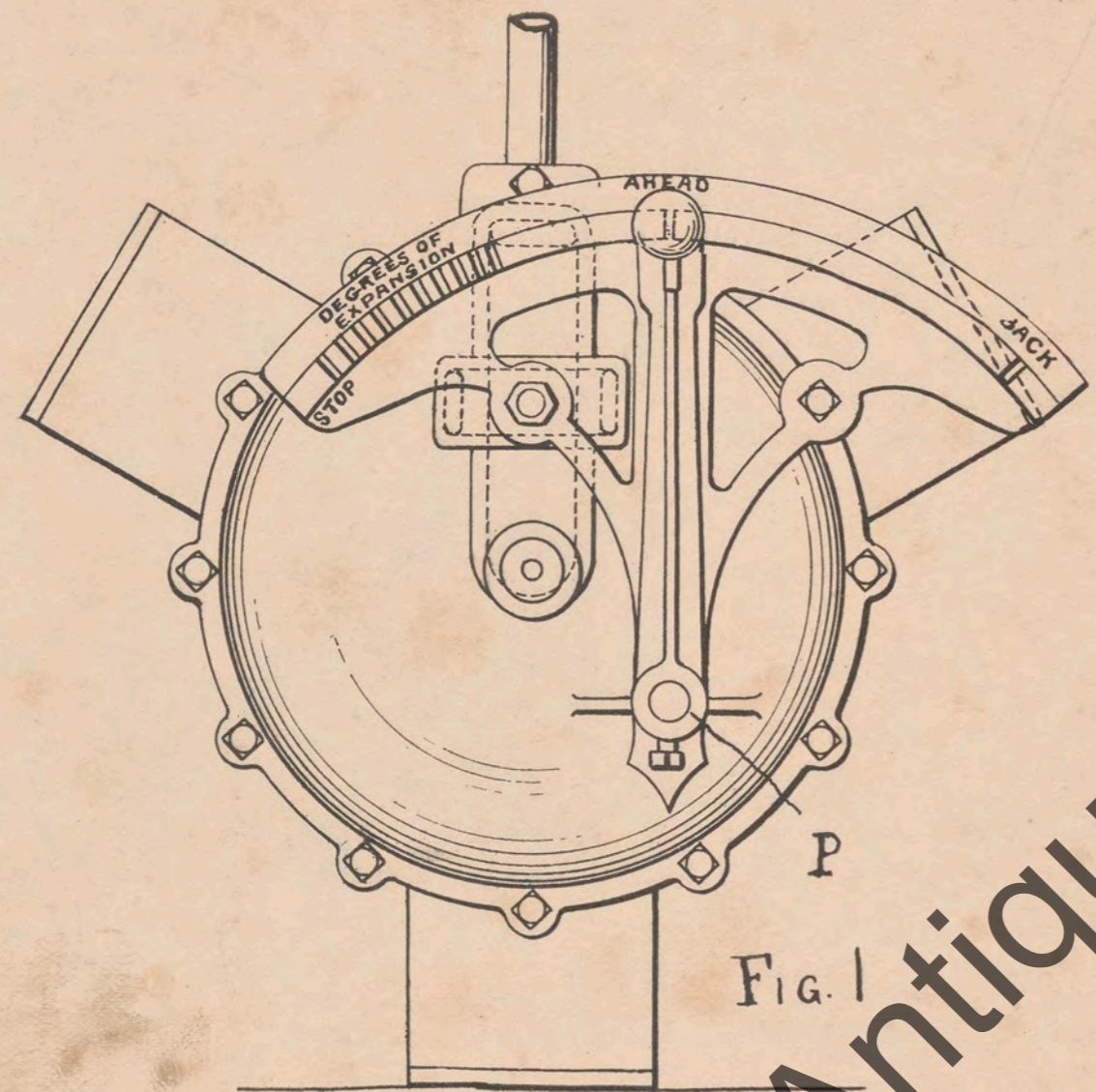
times, without any perceptible loss. The blue flame we produce in our retort by the aid of kerosene or headlight oil enables us to obviate the heretofore objectionable odor, and at the same time retain the valuable feature of using a fuel that cannot be ignited at the temperature of the atmosphere, for it should be remembered that in most states of the Union it is unlawful to sell a lamp oil that will not extinguish a burning match when placed in it

Launches using dangerous naphtha or gasoline are required to separate tank from main cockpit with a false bow, perforated to allow a continuous flow of water to carry away all leakage of the inflammable liquid used by them for fuel.

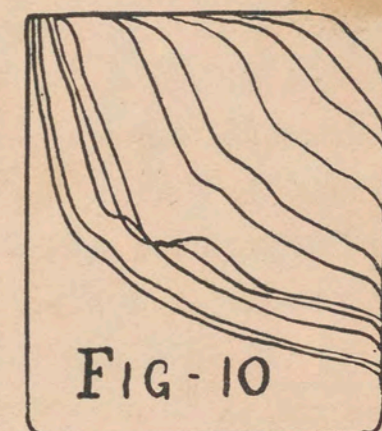
Our fuel is *absolutely* safe, and we are enabled to place our tank amidship, thus avoiding the ever-varying dead weight carried at the bow of other launches

Description

THE retort or generator in which the alcohol is converted into vapor is composed of seamless steel tubing throughout, and is tested to 1000 pounds hydraulic pressure before leaving our works, while the new Wright Engine, with which all our launches are now equipped (patents of which are controlled exclusively by this Company), makes it possible for even a novice to use the vapor as expansively as steam is used in the well-known four-valve Corliss Engine,



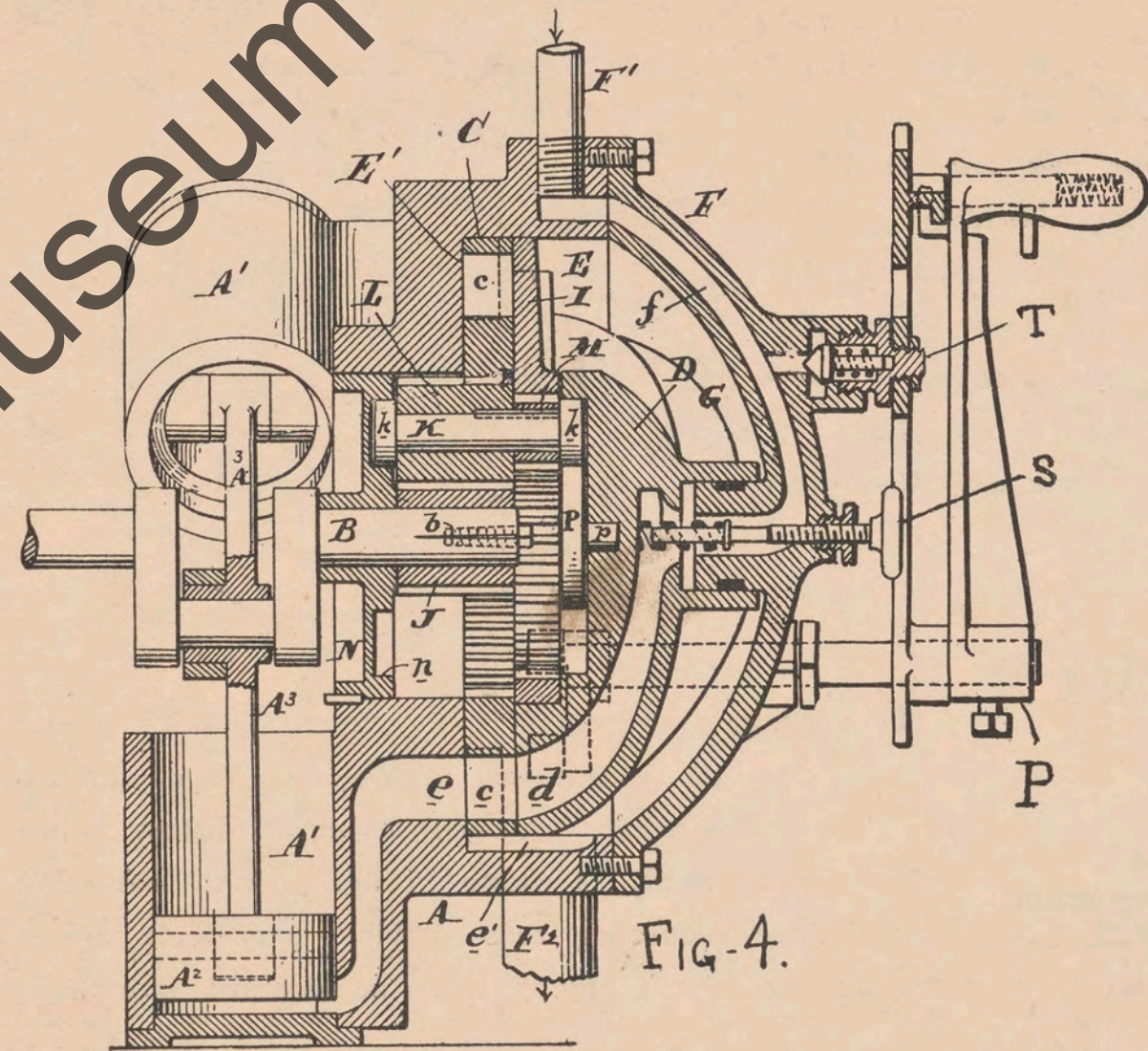
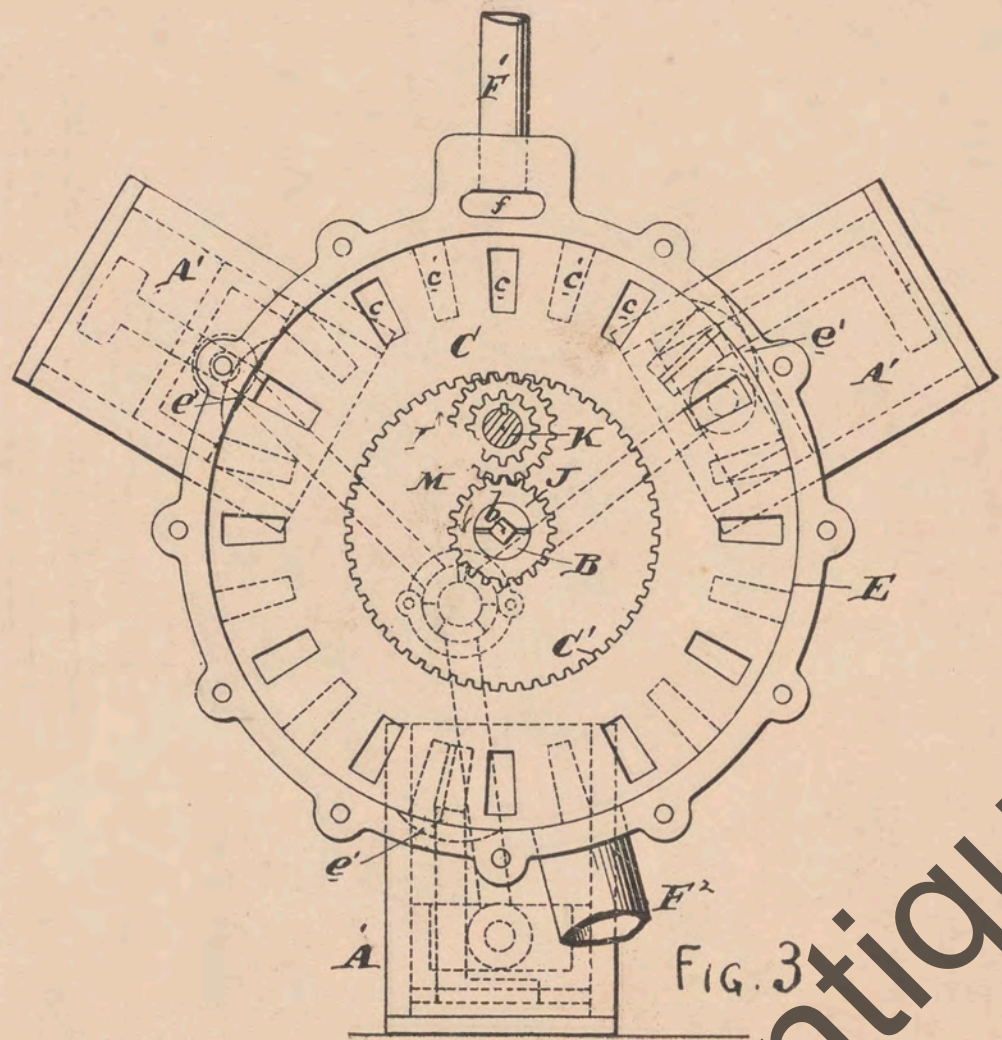
the card shown in No. 10 being an exact facsimile of one taken from the seven horse-power engine now in ex-President Cleveland's launch "Esther," showing the different degrees of expansion by moving the controlling lever P, figs. 1 and 4, from ahead to stop on the quadrant fig. 1. The controlling lever P, fig. 1, has five functions, viz: causes the engine to run back, go ahead, expand the vapor to any degree, reduce the speed irrespective of the pressure, and throttle off vapor altogether, thereby stopping the engine,



Antique Boat Museum

with no possibility of it starting itself, the last three features being lacking in the naphtha engine, while the Alco Engine contains fewer parts. One important feature in the Alco Engine is the ease with which the working parts can be examined, without in any way disturbing the retort. This can be accomplished within ten minutes, by removing the front cover, fig. 1, and simply lifting out the parts

Forked shaft *R* and lever *P* also control reversing rack *I*, figs. 9 and 2, through the medium of rollers *r r* and cams *i d*, fig. 2, in the following manner: We will suppose the motor running ahead with the lever *P*, fig. 1, at notch 7, on the quadrant (or cutting off the vapor at one-fourth of the stroke of piston), and it is desired to



reverse or back, no matter how quickly the lever *P* is moved to the extreme right, the first half of its movement places the cut-off valve *D*, figs. 2, 4 and 8, in a position to give admission of the vapor for the whole stroke of the piston, and there it is held stationary, while the last half of the movement of *P* to the right imparts motion to the reversing rack *I*, figs. 9 and 2, and through the differential gear changes the relation of the revolving valve *C* and the crank shaft, thereby reversing the engine without the possibility of a dead center

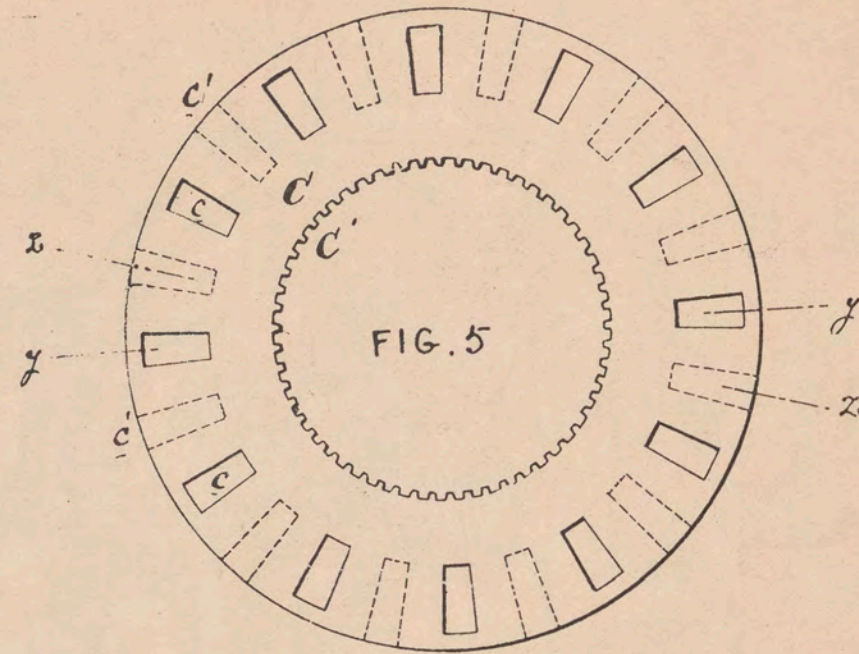
While many of those who peruse this catalogue will have no taste or inclination to digest the following detailed description, we will state that there is less occasion to have any knowledge of the internal parts of our motor to operate it successfully than any other, inasmuch as it is but necessary to place the lever on the quadrant according to what you wish the motor to do. But as we have many requests for such a description we insert it



FIG. 6



FIG. 7



The following description and reference to the several cuts will show the construction of the Alco-Vapor Engine. The three cylinders are arranged at equal distant points, or 120 degrees apart, as shown in fig. 3, with one crank and the three connecting rods working upon it in unison. The revolving valve *C*, fig. 5, is an annular disk with twelve

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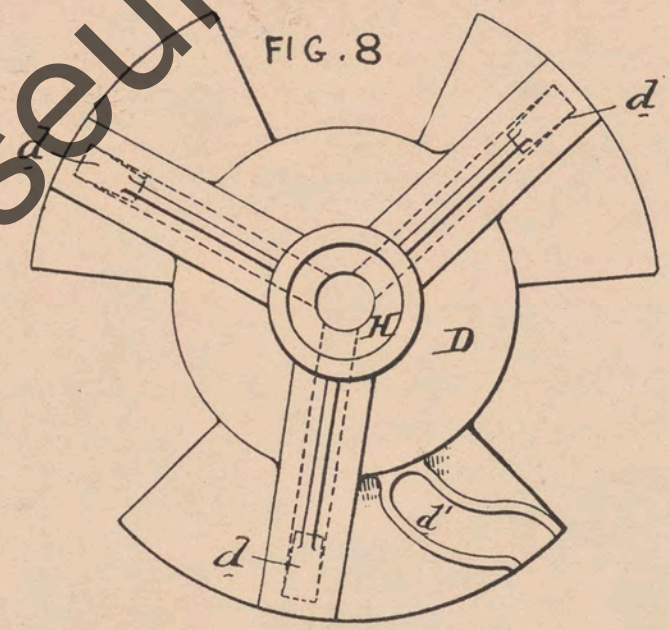


FIG. 8

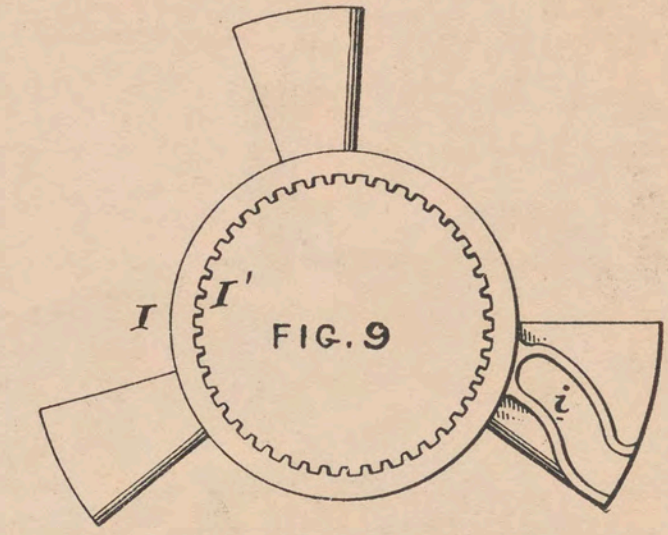
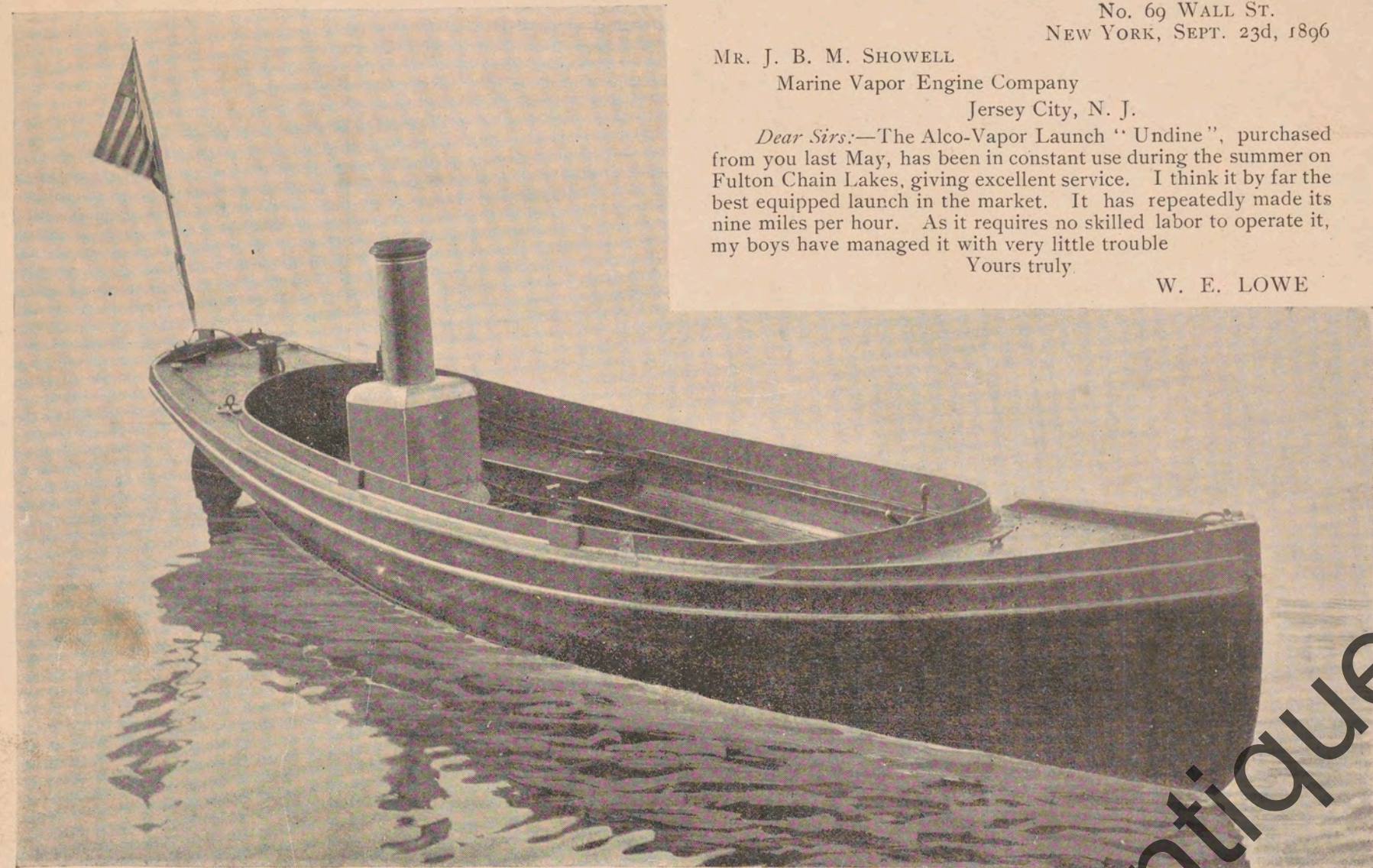


FIG. 9

admission and twelve exhaust parts, and is caused to revolve but once to twelve of the crank shaft by an internal differential gear, as shown in figs. 2, 3 and 4. The riding cut-off valve, fig. 8, is controlled by fork shaft *R*, fig. 2, and controlling lever *P*, figs. 1 and 4, with the object of being able to expand the vapor in the cylinders to any extent; or, in other words, cut off the vapor as early in the stroke as desired by simply moving the lever *P* to the various degrees of expansion



21-FOOT ALCO-VAPOR YACHT TENDER "UNDINE," 3 H. P. MOTOR

No. 69 WALL ST.
NEW YORK, SEPT. 23d, 1896

MR. J. B. M. SHOWELL
Marine Vapor Engine Company
Jersey City, N. J.

Dear Sirs:—The Alco-Vapor Launch "Undine", purchased from you last May, has been in constant use during the summer on Fulton Chain Lakes, giving excellent service. I think it by far the best equipped launch in the market. It has repeatedly made its nine miles per hour. As it requires no skilled labor to operate it, my boys have managed it with very little trouble
Yours truly,

W. E. LOWE

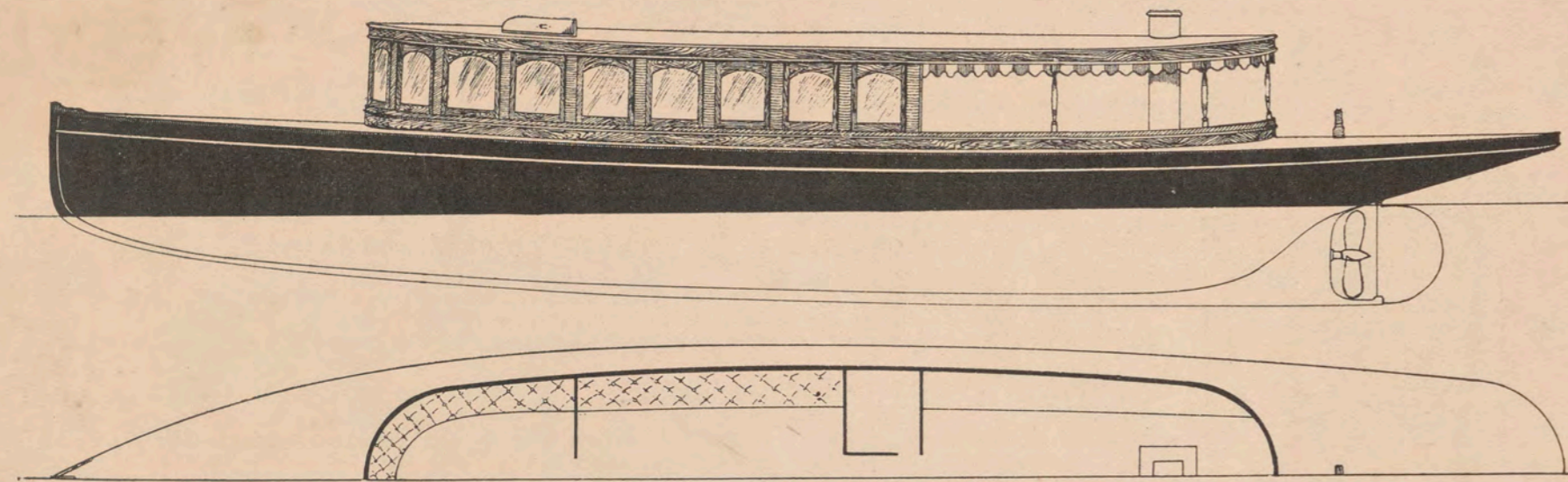
The Construction of Our Launches



WE give our personal attention to the construction of all our launches. The models are well known and modern in every way, with particular attention as to safety, speed and comfort, using only the best selected seasoned white oak for keels and timbers, hackmatack or oak for stem, dove-tailing being used for the stern-post and keel, and counter dove-tailed into stern-post, besides being securely fastened. We use the first grade of picked cedar for the planking, and see that they are all copper fastened. The propeller shaft passes through an oak knee, which is securely fastened

on the inside to the stern-post and keel. From this partial description of the launches in the rough it can be seen that they are high-class boats, light and strong, easy to handle, both in smooth water and a heavy sea. With the exception of an occasional painting or varnishing, the "Alco-Vapor Launch" should last for years

Wherever practicable, similar continuous construction to frames, such as we use upon our yacht tenders, is given to all other launches, of all sizes



40-FOOT CABIN CRUISING LAUNCH, 12 H. P. MOTOR, SPEED 9½ MILES PER HOUR

LIGONIER VALLEY R. R. CO.
LIGONIER, PA., Dec. 28th, 1896

MARINE VAPOR ENGINE CO.

Gentlemen:—The Alco-Vapor Launch, "Alpha," purchased last spring from you for service on Artificial Lake, at Idlewild Parks, has given splendid satisfaction, and is (engine and boat) in perfect condition. We carried in the neighborhood of 10,000 passengers, making ten-minute trips. The ease with which the engine can be handled, graduating the speed to suit, makes it a most convenient engine for almost any service

Very truly yours
GEO. SENFT, SUP'T

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No. 1438 SO. PENN SQUARE
PHILADELPHIA, October 23d, 1896

MARINE VAPOR ENGINE CO.

Dear Sirs:—In regard to your inquiry about launch "Vesta" purchased of you last May, I would like to say that it has given a great amount of pleasure, and that the system seems excellent, and especially so as in burning coal-oil, all danger seems to be reduced to a minimum. It is one of the simplest matters to start and run the engine, as I can testify by having run mine myself during the past summer

Yours truly
CHAS. MORIE LEWIS

Auxiliary Power for Sailing Yachts

THE pleasure of sailing, unmarred by the vexatious uncertainty of getting home when one wishes, is a well-recognized desire, and when it can be accomplished with the aid of such a small, compact motor as ours in the stern, that can be started in from two to five minutes, and also obviate the necessity of carrying on board such a dangerous fluid as naphtha or gasoline, we feel quiet confident that the intelligent yachting fraternity will recognize in our engine one particularly adapted to this purpose

AS OUR MOTOR WOULD HAVE TO BE PLACED IN THE HULL UNDER OUR DIRECTIONS, IT WILL BE NECESSARY FOR US TO HAVE INFORMATION AS TO SIZE, DRAUGHT, ETC., BEFORE QUOTING PRICES

921 PRUDENTIAL BLD'G

NEWARK, N. J., Oct. 28th, 1896

MARINE VAPOR ENGINE CO.

Gentlemen:—I write to say that the 7 H. P. Vapor Engine placed in my sloop yacht "Maggie S" has proved very satisfactory. After a test covering a period of seven months I find that the engine will drive my boat (which is 30 ft. deck measurement, 22 ft. low water line, 10 ft., 6 in. beam, and 3 ft. draught, which, with water tanks, closets, galley and cabin furniture and ballast, makes her quite a heavy boat) at the rate of seven miles an hour. One of

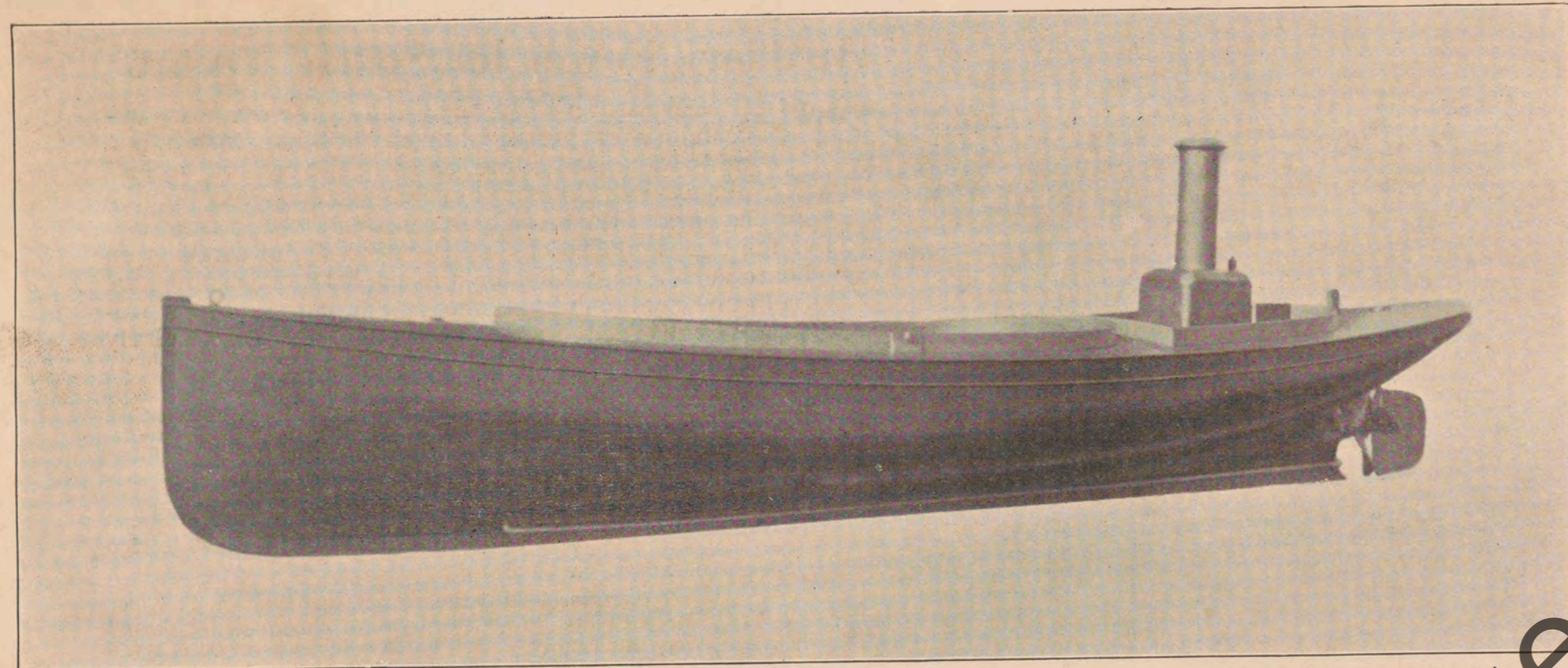


the advantages of your type of engine is that the whole engine can be placed under the cockpit floor, thus taking no useful room in the boat, except where the boiler comes through the cockpit floor on the port side, said boiler taking but the room of one man. I can in every way recommend your engine as an auxiliary for yachts

Yours truly

ANTHONY P. SMITH

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LAUNCHES BUILT BY GEO. LAWLEY & SON CORPORATION, SOUTH BOSTON, MASS., AND EQUIPPED WITH ALCO-VAPOR SYSTEM

MINDORA, - - -	21-ft. Launch, 3	H. P. Alco Vapor
ILLAWARRA, - - -	20-ft. " "	" "
ALERT, - - -	21-ft. " "	" "
HARRIET, - - -	17-ft. " 2	" "
JATHNIEL, - - -	21-ft. " 3	" "
HERMIONE, - - -	25-ft. " 5	" "
STARLING, - - -	23-ft. " 5	" "

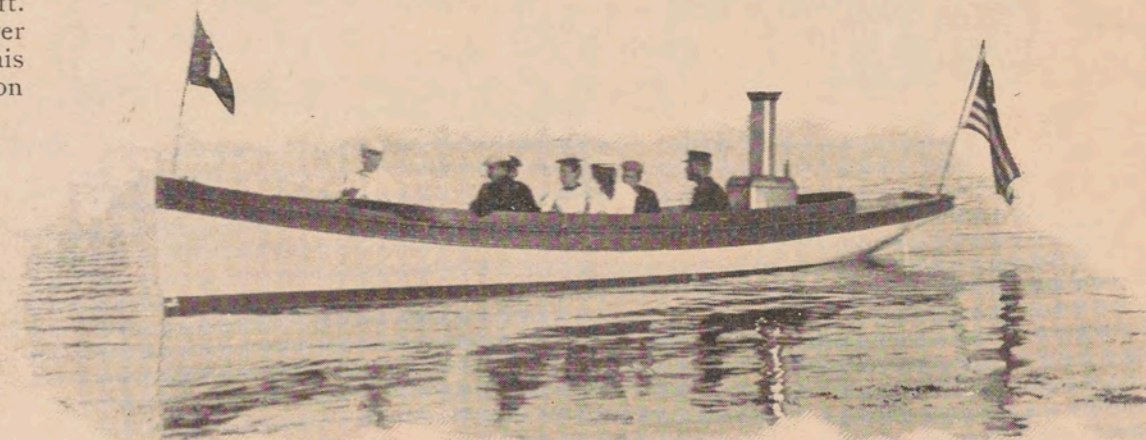
So. BOSTON, MASS. Dec. 3d, 1896
 MARINE VAPOR ENGINE CO.
Gentlemen:—Would say that all the motors that we installed have worked well. Not a thing gave out, or had to be repaired
 Yours truly
 GEO. LAWLEY & SON



78-80 WALKER ST.
 NEW YORK, Jan 25th, 1897

MARINE VAPOR ENGINE CO.
Dear Sirs:—After one season's use of my 25-ft. Alco-Vapor Launch, "Tekitisi", I feel more than ever convinced that your system is the soundest for this class of craft. I ran the boat about remote islands on the Maine coast, where it would be almost impracticable to obtain naphtha with certainty. What is more important still is the feeling of security from explosion or serious accident on account of dangerous fuel, which your system confers

Very truly yours
 CHARLES J. ROOT



305-307 WALNUT ST.
 PHILADELPHIA, Sept. 18th, 1896

MARINE VAPOR ENGINE CO.
Dear Sirs:—The launch which I purchased from you has been in constant use ever since it left your works. Two things in connection with it has surprised me very much. The first is that you had it ready for me after the short notice that I gave you, and the second is that I, who know nothing whatever about machinery, have been unable to get the boat out of order
 Beside using it in quiet weather, I have been outside when there has been quite a sea running, and I found the boat very seaworthy
 Yours truly
 S. F. HOUSTON

Our Yacht Tender and its Advantages

SHOULD many steam-yacht owners be asked why they do not use a naphtha or gasoline tender, they would in all probability state that they do not care to carry such a dangerous fluid as naphtha or gasoline in the hold of their yacht, as also the difficulty of procuring same while cruising in foreign waters. Both of these disadvantages are entirely obviated in our system. The small quantity (five gallons) of alcohol carried in our tender is never handled, and but one gallon of fresh alcohol added per month, if then, while the 150°-test kerosene we use is not only safe to carry, but can be easily procured in any foreign port

Wood alcohol at seventy-five cents per gallon will answer as well as the more costly variety

Our launches are now carried upon the davits of yachts **Oneida, Comanche, Vision, Puzzle, Josephine, Mindora, Illawarra, Harriet, Jathniel, Hermione, Starling, Alert and others**

Our motors are particularly adapted to yacht tenders, owing to the non-use of naphtha or gasoline, or any fluid likely to effect the insurance

Mahogany Finish Yacht Tenders

The frames of our Alco-Vapor Yacht Tenders are continuous from gunwale to gunwale, locking the entire construction, and doing away with floor timbers and necessity of cutting and weakening same for a water-way, as the passing over the top of batten on the keel leaves an opening between bottom of frame and top of planking, insuring a maximum of strength on a minimum of weight

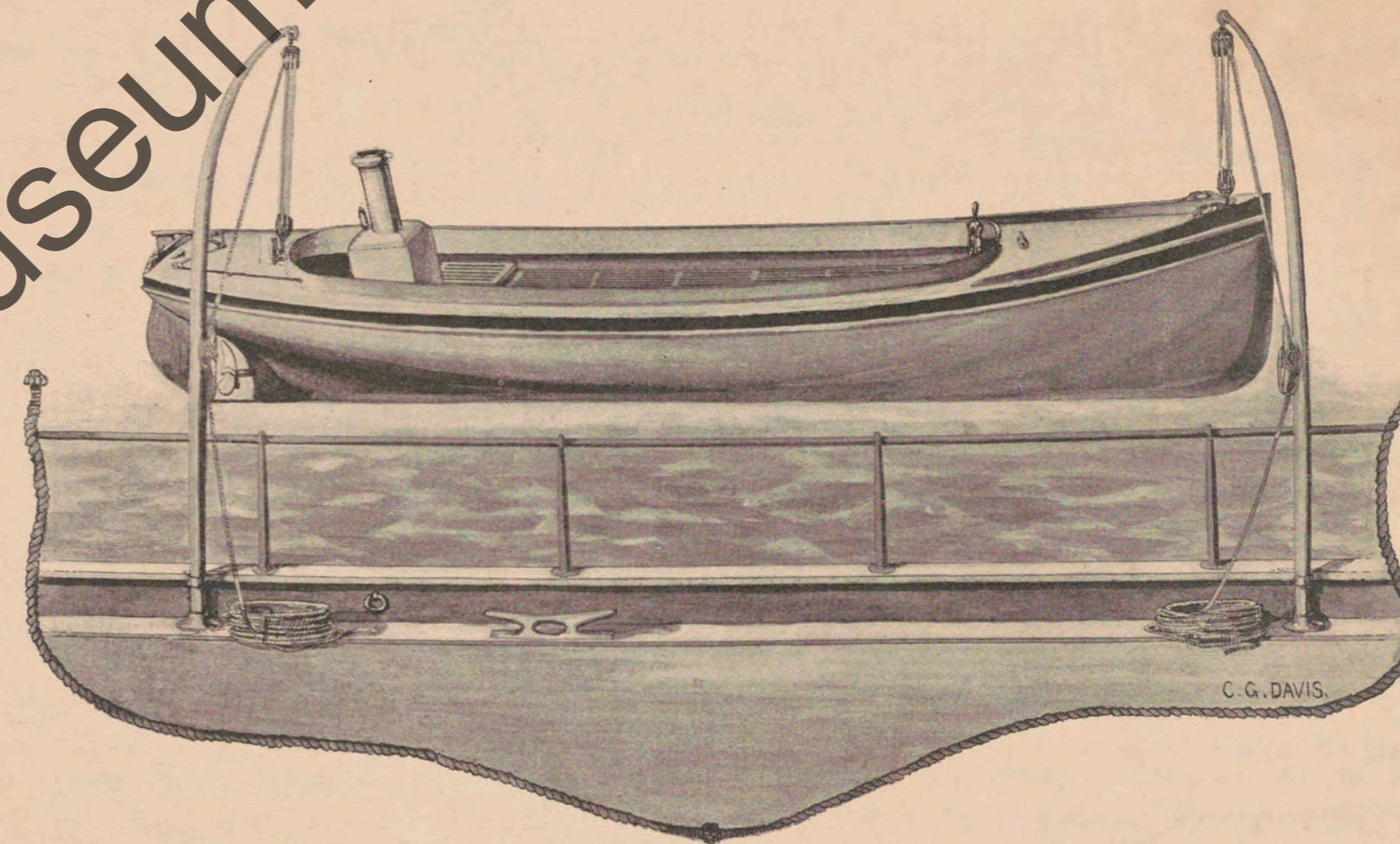
....PRICE LIST....

Alco-Vapor Yacht Tender, smooth finish, square stern, slated seats, grating floor and deck

16-foot Alco Yacht Tender	\$ 700
18 " " " "	775
21 " " " "	850
23 " " " "	1,025
25 " " " "	1,175

Clinker-built, square stern, with slatted seats, grating floor and deck

16-foot Clinker-built	\$ 725
18 " " " "	800
21 " " " "	875
23 " " " "	1,050
25 " " " "	1,200



21-FT. ALCO-VAPOR YACHT TENDER

Price List of Alco-Vapor Launches

Length, Feet.	Beam, Feet.	Depth, Inches.	Draught, Inches.	Length, Cock-pit, Feet.	Seating Capacity, No. Persons.	Horse Power.	Space Occupied by Motor in Stern, Inches, Length.	Weight Machinery, Pounds.	Weight Hull, Approx. Pounds.	Diam. Propeller, Inches.	Speed per Hour, Miles.	Capacity Kerosene Tank, Gallons.	Capacity Alcohol Tank, Gallons.	PRICE.			Consumption Kerosene per Hour, Gallons.
														Ash.	Mahogany.	With Lockers under Seats, extra.	
18	4.9	26	18	11	10	2	18	200	700	17	6½	40	5	\$600	\$625	\$25	1
21	5.4	27	19	14	14	3	19	250	800	18	7	50	5	700	750	25	1½
23	5.6	29	21	15	16	3	19	250	850	18	7½	75	5	800	850	35	1½
25	5.10	31	22	16	20	5	21	350	900	20	8	100	7	900	1000	50	2½
28	6.4	32	24	18	24	5	21	350	1100	22	8½	125	7	1050	1150	50	2½
30	6.7	33	26	20	26	7	30	450	1400	22	9	150	10	1350	1450	50	3½
33	7	36	27	23	28	7	30	450	1600	22	9½	175	10	1600	1700	50	3½
35	7.6	40	28	25	30	12	36	750	2100	26	10	200	15	2300	2400	50	5
40	8.4	45	30	26	38	14	36	850	2700	28	10	250	15	3000	3200	100	6

Additional for cabin 30-foot launch, according to finish	\$300 to \$1000
“ “ 35 “ “ “ “	600 to 1500
“ “ 40 “ “ “ “	900 to 2000

The equipment for above-classified launches up to 30 feet includes, without additional charge, rope connections to rudder, extending around cockpit, pair brass-beveled bow chocks and cleat, pair stern chocks and cleat, fore-and-aft flag poles with brass socket plates, oars and brass oar locks, oil cans, and necessary wrenches.

As a Help to Intending Purchasers we Submit the Following Complete Alco-Vapor Equipments

\$800 Equipment

LENGTH over all, 21 feet; beam, 4 feet 10 inches; draught, 21 inches. Hull—Oak keel and stern post, hackmatack or oak stem; steam-bent oak frames; upper strake; plank-sheer and mouldings of oak; cedar planking. Copper fastened and riveted; seams caulked with cotton; oak decks; all screw and nail holes plugged with wood; brass rudder and skeg; stem band and deck ring; brass chocks, cleats and flag-pole sockets. Lockers of ash, set of life-preserver cushions, canvas fly awning, with stanchions, steering wheel, folding anchor and cable, boat hook, oars and oar-locks, American ensign, two flag poles, two pair patent rope fenders, 3-way lantern and hand bilge and oil pump, one 3 horse-power Alco-Vapor system, complete with hand air-whistle. Speed seven miles per hour. Three coats of white paint outside of hull, one coat inside, three coats of varnish, three coats of green marine paint below water line.

\$1,000 Equipment

Same description as above, with length over all, 25 feet; beam, 5 feet 7 inches; draught, 25 inches. Complete 5 horse-power Alco-Vapor equipment. Speed eight miles per hour.

\$1,500 Equipment

Same description as above, with length over all, 30 feet; beam, 6 feet 6 inches; Draught, 27 inches. Complete 7 horse-power Alco-Vapor system, and power whistle equipment and stationary bilge pump. Speed nine miles per hour.

Extras

Brass Stationary Bilge Pump	\$15.00	Perforated Rubber Mats. $\frac{1}{4}$ inch thick, 50 cts. per sq. ft.; $\frac{3}{8}$ inch thick, 75 cts. per sq. ft.; $\frac{1}{2}$ inch thick, \$1.00 per sq. ft.	
Folding Anchors for 18 to 21 ft. launch, \$4 50; 25 to 30-ft. \$6.50; 35 to 40-ft.	9.00	Lettering. 25 cts. per letter extra. Red or white letters 50 cts. per letter extra.	
Standing Roof Awnings. Side and water-proof top curtains. Launch 25 ft., \$75.00; 30 ft., \$125.00; 35 ft.	150.00	Set of Pull Bells	\$5.00
Awning Poles and Best Ruby Awning, waved border. Launch 18 ft., \$18.00; 21 ft., \$21.00; 25 ft., \$25.00; 30 ft.	30.00	Set of Electric Bells and Batteries	15.00
Complete Canvas Cover for launches. Launch 16 and 18 ft., \$15.00; 21 ft., \$17.50; 25 ft., \$20.00; 30 ft.	25.00	Cork and Rope Fenders, \$1.50 to \$3 00 per pair; strainer funnel for filling tank	1.00
Canvas Cover for power plant only. 2, 3 and 5 H. P., \$7.00; 7 H. P., \$9.00; 16 H. P.	12.00	Lanterns. Brass. Port starboard, and anchor lights fresnel lens	18.00
Brass Ratchet Steering Gear.	15.00	3-Way Lantern and support, red white and green	6.50
Add 25 per cent. for nickel.		Brass Lantern for motorman	1.50
Brass or Nickel Plated Steering Wheel. Mahogany drum and handles. Suitable for launches 18 to 30 ft., \$10.00; 35 to 60 ft.	15.00	Patent Water Closet. Regular steam yacht design, in launches having ceiled awnings	60 00
Brass Rails. Fore and aft. Launches 18 and 21 ft. \$20.00; 25 ft., \$25.00; 30 ft., \$30.00; 35 ft.	35.00	Wash Basins with force-pump connections	30.00
Nickel plated, 25 per cent. extra		Brass or Nickel-Plated Letters. For name of boat, $2\frac{1}{2}$ in. deep, 25 cts. each; 3 in. deep, 30 cts. each; 4 in. deep, 40 cts. each.	
Brass Pump. Special make. For pumping kerosene into tank, or bilge from boat.	6.00	Cushions. With fillings of cork, Alaska down, i. e., deer's hair, covered with leather, plush or canvas, cost from \$1.00 to \$5.00 per running foot, according to style and quality.	
Brass Signal Code Plate,	1.00	Length of Cushions for the seat in a launch average the number of feet in whole length of boat.	
Brass Lever. To enable helmsman to manoeuver engine from bow	25.00	Yacht Ensigns and Private Signals vary in price from \$3.00 to \$10.00 each.	
Brass Power Whistle, Pump, Tank and Connections. Size <i>a</i> , \$25.00; Size <i>b</i>	30.00	Boat Hook, Brass tipped,	2.25
Oak and Plate Glass Partitions, separating motor space from main cockpit	75.00		

30-Ft. 7 H. P. Launch, showing partition. This launch is fitted with an oak and plate-glass partition separating motor space from main cockpit, and can be placed only upon boats having standing roof. Price for partition, \$75

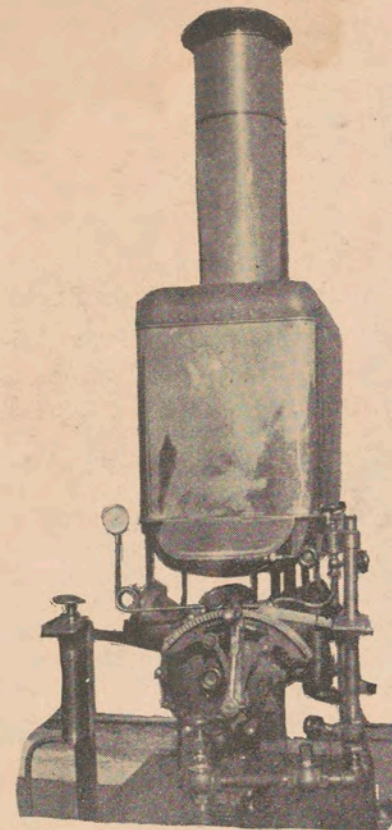


400, 401 JOHNSTON BLD'G
CINCINNATI, SEPT. 25, '96

J. B. M. SHOWELL
Pres. Marine Vapor Eng. Co.

Dear Sir:—I can sincerely endorse your Alco-Vapor Engine, and heartily recommend it to any one intending to purchase a launch. My launch I have, without any instruction or previous knowledge of engines, run for the past six months, without an accident or break-down of any description. I have also been upon several other launches, and studied their engines, with the result that I am more than satisfied with the Alco-Vapor

Very truly yours
H. J. GROESBECK



FRONT VIEW

Two H. P. - - -	\$400	Seven H. P. - - -	\$750
Three H. P. - - -	450	Twelve H. P. - - -	1250
Five H. P. - - -	550	Fourteen H. P. - - -	1450
Twenty H. P. - - -	\$2050		

Prices of Motors

THE accompanying prices include everything pertaining to the engine and system, but contingent upon the hull being sent to our works; otherwise we shall charge for the mechanics' traveling expenses and maintenance while doing the work

Motors

Our motors work automatically, and run for hours without attention. Any person of ordinary intelligence can manage same. As we have no troublesome damper to regulate, the mere changing of the launch's position in the wind does not effect its steady running. We guarantee the speed of our boats to be uniform

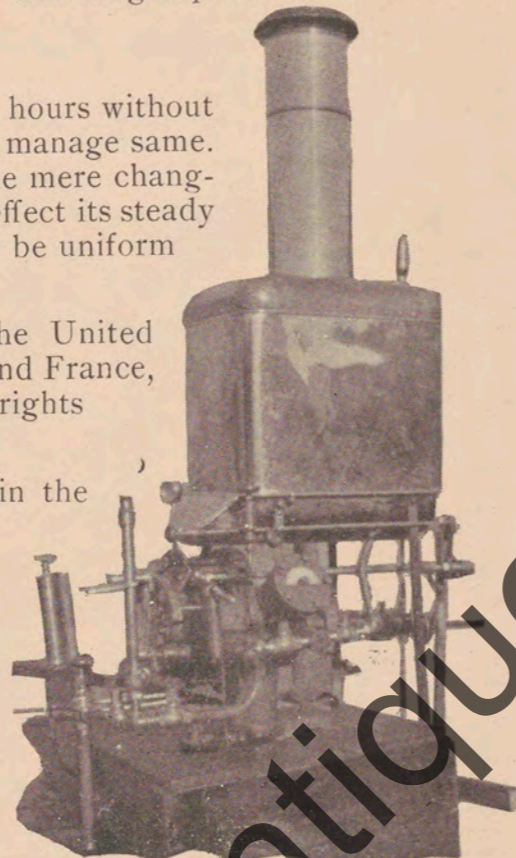
Patent Rights

As we are protected by the patent laws in the United States, Canada, Great Britain, Germany, Belgium and France, we will spare no expense in order to maintain our rights

Fuel

As kerosene is known in different localities in the United States by different names, we will state that any refined oil that is safe and lawful to burn in a household lamp will answer the purpose as fuel in our system

We will be pleased to furnish at our works 150°-test kerosene at current rates per gallon in all quantities



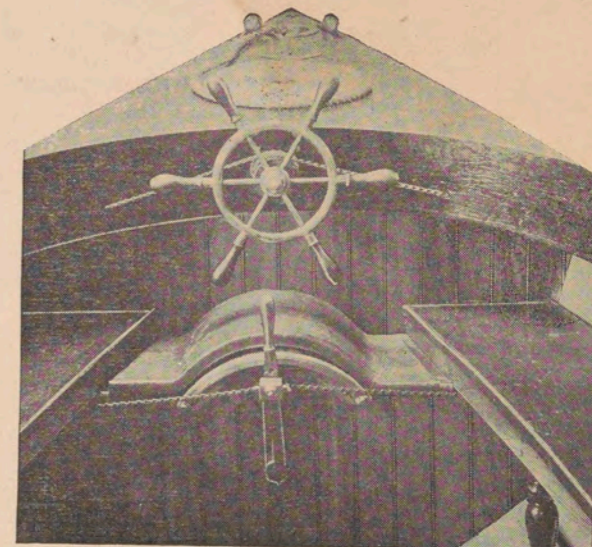
SIDE VIEW

WU
Antique Boat Museum

WE can furnish an auxiliary lever in the bow at a slight additional cost that will enable the helmsman to manœuvre his engine, should he wish to do so, in less time than a signal could be given. This arrangement would admit of the skipper having the entire launch under his control, while occupying the most advantageous position.
 Price, \$25.00



21-FT. LAUNCH, EQUIPPED WITH SPRAY HOOD AND 4-FT. EXTENSION



Our Alco Spray Hoods

for open boats fill a long-felt want, and can be extended for any distance over the cockpit

Price for single hood \$30.00, each additional foot of extension \$4.50

A Few of Our Testimonials

PHILADELPHIA, Sept. 25th, 1896

MARINE VAPOR ENGINE CO.

Gentlemen:—Replying to your favor of the 22d, the Alco-Vapor Launch built for me this season has proved entirely satisfactory, and I take pleasure in recommending it to anyone wishing a safe, economical launch, and one that can be run by any person of ordinary ability. Wishing you the success you deserve
I am
JNO. C. W. FRISHMUTH

NEW BRUNSWICK, N. J., Sept. 23d, 1896

MARINE VAPOR ENGINE CO.

Dear Sirs:—We wish to say that the yacht, "Helen Louise," as equipped with your vapor engine and outfit, is certainly a pronounced success. Have had no trouble of any kind with it since I have had it. She goes like the wind. I can outrun any naphtha boat of like dimensions that I come across. Have no trouble in managing the whole thing myself. While I do not think I am a first-class mechanic, still the whole thing is so simple that almost any one can manage it

Very truly yours
J. W. JOHNSON

EXETER, N. H., Nov. 27th, 1896

MARINE VAPOR ENGINE CO.

Gentlemen:—It gives me pleasure to testify to the merit and efficiency of your launch motor. My launch has afforded me great satisfaction and pleasure. I have used it two seasons, and found her always ready to go. The speed and power have surprised me, and the repairs have been practically nothing. It is a wonderful automatic engine, and I congratulate you on having the best motor on the market. Yours truly

CHARLES H. MERRILL

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No. 423 WALNUT STREET
PHILADELPHIA, Dec. 15th, 1896

MARINE VAPOR ENGINE CO.

Dear Sirs:—In reply to your inquiry to Captain Miller, in reference to the launch furnished to the steam yacht "Josephine," am pleased to say that the same has proven entirely satisfactory, and think, from our experience with it, that you have a motive power for small boats both safe and efficient
Very truly yours
GEO. D. WIDENER

No. 123 W. 44TH ST.
NEW YORK, Dec. 15th, 1896

MARINE VAPOR ENGINE CO.

Dear Sirs:—The 21-foot Alco-Vapor Launch I purchased of you last May has, since coming from your works, performed wonders, making several runs of eighty miles per day, and we made the trip from New Bedford, on Buzzards Bay to Poughkeepsie on the Hudson in four days, putting into harbor every night, and going for pleasure about fifty miles out of our course. Your power is almost automatic, and with a simplicity which will recommend itself to all
Very truly

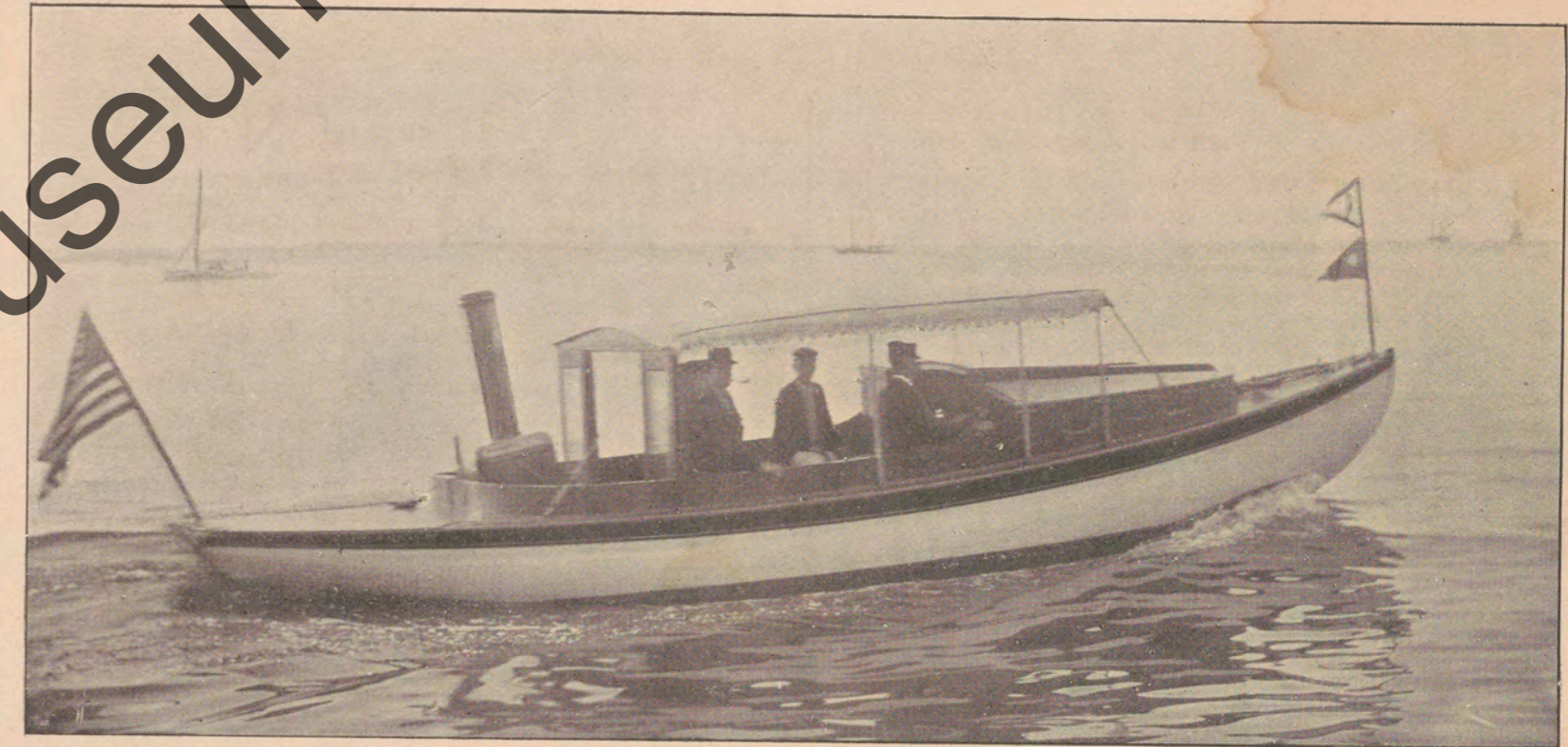
OWEN ROBERTS

No. 717 THIRD AVENUE
BROOKLYN, Dec. 18th, 1896

MARINE VAPOR ENGINE CO.

Gentlemen:—In regard to the launch I bought from you last spring, was in constant use all the season, and gave perfect satisfaction
Yours truly

W. F. HUFF



MARINE VAPOR ENGINE CO.

Dear Sir:—Replying to your favor of recent date, I would say that the seven-horse engine which you placed in my launch, which was built by the Crosby Catboat and Yacht-Building Co., has proved a perfect success, and has exceeded your guarantee in every way. The engine was subjected to some very severe tests in the worst storms we had last fall, purposely to test the model of the boat, and during the four months in which the launch was in constant use, the engine stood every test, ran smoothly, and without a single hitch or break-down, which I consider remarkable, when taken into consideration that the boat was handled entirely by persons unfamiliar with engines and machinery. I congratulate you on having the best marine engine in the market

Very truly yours

C. F. LARZELERE

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Testimonials (Continued)

No. 1503 PARK AVE.
BALTIMORE, MD., Nov. 4th, 1896

MARINE VAPOR ENGINE CO.

Dear Sir:—My Alco-Vapor Launch is all that you predicted, and more. I have used her in all weathers, in the rivers, in the bays, and on the ocean, and found her a staunch, shifty, able craft. She has made the round trip from Annapolis to Ocean City, N. J., and weathered Cape May, going and coming in the teeth of a gale. She behaved beautifully in the "riff-raffs" of the Delaware Bay and Atlantic Ocean. She has seen rough weather in the Chesapeake Bay, and is as strong to-day as the day I bought her. I would urge anybody wanting a seaworthy and satisfactory boat to deal with your firm

Very truly yours HAMILTON A. GALE

BAY SIDE, QUEENS CO.
NEW YORK, Sept. 30th, 1896

MARINE VAPOR ENGINE CO.

Dear Sirs:—In answer to yours of the 21st inst., I must say that the engine and boiler are most satisfactory, the new boiler and burner being great improvements. The burner has cut my kerosene consumption down one-half or more, and the boiler having a perfect circulation, gives any pressure, depending on how much heat you give it. In short, I can average for ten miles and return, 7.25 miles per hour, and for two miles, driven hard, 145 lbs. vapor at 8. per hour, which is very good for a 20-foot l. w. l. boat. I am not troubled save by 28-foot 6 horse-power naphthas, though 21-foot 2 horse-power are out of the game. Should you make as great an advance next season as you have this last, you would have about perfection

Yours very truly JOHN WOODBURY, M.D.

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No. 12 GREENE STREET
NEWPORT, R. I., Sept. 25th, 1896

MARINE VAPOR ENGINE CO.

Sirs:—Yours of the 20th to hand, and contents noted. I wish to say that my launch "Tillie" has given me entire satisfaction, although handled by men almost totally unacquainted with machinery of any kind. I am sure, in point of economy, your boats are superior to any other I have seen, while the engine is strong, durable and compact, and so quickly taken apart and replaced. They will do more than you claim

Very respectfully yours E. W. LORING

FERN HILL
BURLINGTON, VERMONT, Sept. 25th, 1896

MARINE VAPOR ENGINE CO.

Dear Sirs:—I have used with great pleasure and satisfaction one of the Alco-Vapor Launches the past summer, and found it perfectly safe, no trouble, and possessing in every way all the advantages its makers claim

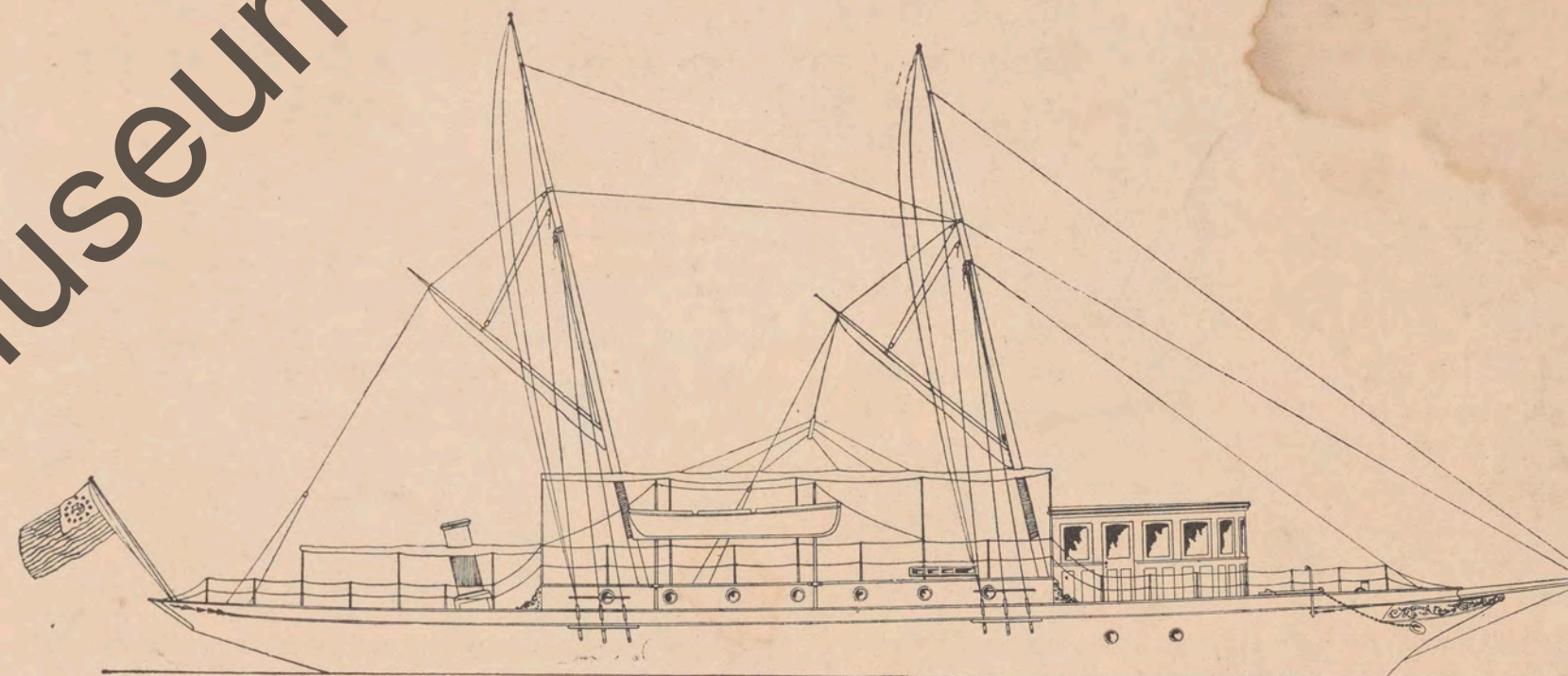
MRS. E. D. BROWN

INSTITUTE BOAT CLUB
NEWARK, N. J. Sept. 26th, 1896

MARINE VAPOR ENGINE CO.

Gentlemen:—The launch we purchased from you last April has given us satisfaction in every respect. Its mechanical simplicity is one of the many admirable advantages connected with your system of propulsion. With thanks for favors conferred on Yours truly, we are Respectfully

N. J. WARD, J. I. KNOWLES
E. L. PRESENDORFER, E. J. QUIGLEY



85-Ft. TWIN-SCREW ALCO-VAPOR YACHT, DESIGNED BY A. CARY SMITH, EQUIPPED WITH TWO 20 H. P. ALCO-VAPOR MOTORS

No. 307 WALNUT ST.
PHILADELPHIA, Sept. 29th, 1896

MARINE VAPOR ENGINE CO.

Dear Sirs:—In reply to your communication of the 21st inst., I am pleased to state that the Alco-Vapor Launch you supplied to me is performing very satisfactorily

Yours truly
CLEMENT A. GRISCOM, S. L. "ALERT"

PORT CHESTER, N. Y.

MARINE VAPOR ENGINE CO.

Dear Sirs:—After using your "Alco-Vapor" motor and launch for two seasons, I am more than pleased with motive power, and build of boat, and would recommend it in preference to all others I have seen

D. M. GRIFFIN, M. D.

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Terms

AET CASH, delivered in tide-water to any point within ten miles of New York City, with twenty-five per cent. of amount payable when order is accepted, and balance when launch is ready for shipment, and before leaving our factory. Our aim is to furnish first-class launches in every particular, and desiring them to stand on their own merits, as such we deem it inexpedient to allow commissions or discounts of any kind. We make no charge for personal instructions as to the running of launches when at our works, but when employees are required to go a distance we will be compelled to charge traveling expenses and time. In shipment of launches by rail, flat cars are used, 18 to 35-foot boats being handled in one car, the larger sizes requiring two. The freight on same is so much per car, irrespective of the size of the boat. If desired, we will provide a competent mechanic to attend to the shipment of boats, whether by rail or steamer, but time and expenses will be charged extra.

Storage of Alco-Vapor Launches

....STORAGE RATES....

18 to 25-ft. Launches	- - - -	\$3.00 per month
25-ft. Launches	- - - -	4.00 "
30-ft. Launches	- - - -	6.00 "
35-ft. Launches	- - - -	8.00 "
40-ft. Launches	- - - -	12.00 "
40 to 50-ft. Launches	- - - -	15.00 "

A small charge is also made for hauling in and out and the handling as follows: 18, 21 and 25-foot boats, \$2.00; 30-foot \$3.00; 35-foot, \$5.00; 40-foot, \$15.00; 45 and 50, \$25.00

Price of Propeller Wheels

Best composition bronze, four-bladed wheels, bored and key-seated

16 to 20 inch diameter	- - - -	\$0.75 per inch
21 to 24 "	- - - -	1.00 "
25 to 28 "	- - - -	1.00 "
29 to 32 "	- - - -	1.25 "
33 to 40 "	- - - -	2.00 "

Special prices for larger wheels

PRESS OF *Thomson* NEW YORK

The Antique Boat Museum
750 Mary Street
Clayton, NY 13624

Antique Boat Museum

