


Some Interesting
Facts About 
Our Launches

THE SPALDING ST. LAWRENCE BOAT CO.
ODDENSBURG, ST. LAWRENCE CO., N. Y.

Antique Boat Museum

PRESS OF
CHARLES AUSTIN BATES, N. Y.

SPECIAL DISCOUNT.

Unless otherwise specified, we allow
five per cent. discount, when cash for
amount of order accompanies same.
The Spalding St. Lawrence Boat Co.

JANUARY, 1898.

WHY OUR LAUNCHES ARE BEST.

Buying a launch is a highly important matter. There are a great many things to consider; a great many requirements which the launch must meet. If it fails in one of these, it fails in all—it doesn't suit you and can never be made to suit you.

To be permanently satisfactory a launch must be built upon just the right lines; every inch of material used must be of the very best; its sea-going qualities must be sufficient to withstand the severest tests—it must be strong, staunch and durable, and at the same time light and graceful.

It must be perfectly safe; it must be fast and easy-running; it must be handsome in workmanship, finish and appearance.

To claim the highest possible degree of all these and many other good qualities for the launches made by The Spalding St. Lawrence Boat Co., is to assert the exact truth—a truth susceptible of the most conclusive proofs.

Our reputation for making the best launches is well

known, and every launch we make adds to it. Every launch is made "on honor."

From stem to stern, and through and through, every bit of wood or metal used is the very best that long experience, exhaustive study and the most thorough examination can provide, and every detail of workmanship is as near absolute perfection as human skill and ingenuity can make it.

We are never satisfied to rest on our oars because our launches are better than others; we are constantly studying and experimenting to improve upon our models, devise better methods, and add to the worth and beauty of our boats.

Our prices, considering the high quality of our launches, are extremely moderate. We make the best possible boat and charge as little for it as it is possible to charge, but we do not desire to compete with the lowest priced launches on the market. We will not try to do "cheap" work—we don't know how and we have no wish to learn.

Cheap, flimsy, unsubstantial boats will do for children's toys, but a boat for which you spend a large sum of money, in which you risk the life of yourself and that

of your friends, and which you should reasonably expect to be a source of enjoyment for years, is an entirely different matter.

Money spent for a boat that will prove unsubstantial, unseaworthy and constantly on the dry dock is money worse than wasted.

Buying a launch of us means absolute security. You are as sure that it is in every respect just what we claim it to be as if you had stood by and superintended the work of making it.

Our famous shield trade mark, inlaid on the bow deck of a boat, is a source of pride to every boat-owner fortunate enough to be able to point to it. It means what "Tiffany" means on a piece of silver.

We earnestly invite every man who intends buying a launch, or who thinks of ordering a boat made, to let us hear from him. We want to show him just how and why we can give him a boat that will prove staunch, durable, seaworthy, safe, fast, easy running and comfortable; a boat that will be as handsome as any boat he meets in any waters, and preserve its beauty as long as it does its usefulness, and save money for him at the same time.

SOME DETAILS AND DESCRIPTIONS.

Our 24 and 30 foot launches, as illustrated and described herein, are our latest models, designed for speed, handiness and sea-going qualities, and are the result of much careful study and experiment to produce the best craft of their size embracing those requirements. We have figured the displacement in the length of load water line and beam, rather than in draught of hull. We have departed from the heavy, ill-proportioned, badly balanced, "tubby," "wet" models, that are so prevalent among the majority of launches usually seen, and produced something with clean-cut, fair lines, light but strong construction. At the same time, the designs give extremely handsome and rakish looking craft, with rather less seating capacity than the average launch of the same length, but certainly embodying infinitely better qualities as easily handled, speedy, sea-going boats.

Yacht owners carrying power launches as tenders on davits, will appreciate the fact that it is highly essential

that such boats be as light as possible, consistent with necessary strength for hard and constant service; that such tenders must also be able to ride heavy seas, and, at the same time, must be as dry as it is possible for small launches to be. We have made a careful study of this particular branch of the business. We invite correspondence with yacht owners requiring any kind of yacht's boats, and will be glad of the opportunity to submit estimates.

Our shipping facilities are excellent to any part of the States.

We can furnish any kind of motor power or machinery required by our patrons, but highly recommend the Alco-Vapor motor for our smaller launches, as a perfectly safe, easily handled, effective and reliable equipment, as well as being light and extremely compact. This engine is automatic throughout, can be started in from two to five minutes, and requires practically no attention after being started in operation. It has instantaneous reversing motion, so that a launch can be stopped within its own length, even when running full speed. It has no dead centers, no dangerous fuel, and requires no government inspection nor licensed

engineer or pilot. It has no disagreeable vibration, no heavy fly wheel; for fuel it uses common kerosene, which can be readily procured at any place in the civilized world. It uses no water for expansion, so will run equally well in salt or fresh water.

We specially request our patrons to extend to us as much time as possible in ordering launches. We build most of these to order, and as a rule require at least six weeks to properly construct, finish and equip same ready for shipment. *We build all sizes of Vapor and Steam Launches, and will be glad to submit estimates on receipt of application.*



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SPECIAL 30-FOOT LAUNCH.

Beam—5 ft. 6 in.

Depth amids—2 ft. 8 in

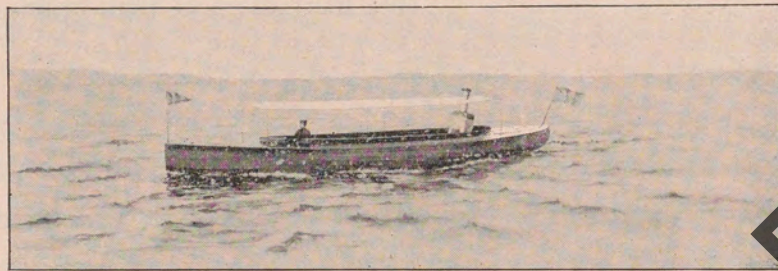
This Launch Furnished with Either Square Transom,
or Rounded Sharp Stern.

(See Illustrations of Both Styles.)

DESCRIPTION.

Oak keel; natural crook hackmatack stem; oak or second growth rock elm frames; selected white cedar planking, smooth construction, copper riveted and burred throughout; three water-tight bulkheads (one forward and one aft of oil tank under forward deck, and one under stern deck); mahogany covering boards, king planks, coaming, deck hatches, and general finish; deck planks, white pine strips, yacht laid, blind fastened, caulked and payed; forward deck 7 feet; aft deck 5 feet 9 inches to 6 feet; cockpit seats hard wood, finished in mahogany, with lockers; engine bed oak, brass

bolted and covered with sheet brass; machinery 5 H. P. Alco-Vapor motor complete with all appurtenances; copper oil tank 60 gallons capacity, under bow deck; bronze shaft and propeller; bronze rudder and rudder fittings; two steering wheels (one at bow and one at machinery space) connected to rudder with bronze tiller wire rope; bronze and wood deck fittings

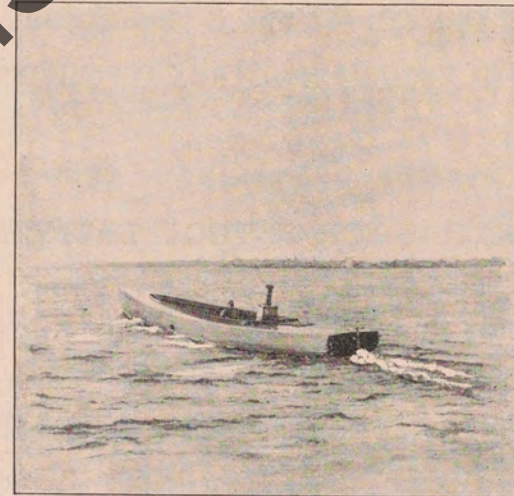


30 Foot Round Stern Launch with fixed awning.

including chocks, cleats, flag pole sockets, flag poles, one pair removable rowlocks and one pair oars, galvanized iron ice tank under seat.

Outside of planking finished in white enamel above L.W.L., and yacht's copper composition paint below L.W.L.; carved and gilded scroll work at bows, and

fore and aft cove on topstreaks; decks, coaming and interior of cockpit highly finished in natural color Spar varnish; all material sound, seasoned and selected;



30-Foot Launch with square stern.

workmanship and finish highest grade throughout; price, F.O.B.R.R. or steam vessel at Ogdensburg, N. Y., twelve hundred and fifty dollars (\$1250). If

planked with mahogany instead of white cedar, seventy-five dollars (\$75) extra.

We furnish this 30-foot launch with either square or sharp rounded stern, as customer prefers, at same price.

Where maximum amount of speed is desired, the square stern is better, but for exceedingly handsome appearance, and, at the same time, a very speedy model, the rounded sharp stern is generally considered the more attractive.

EXTRAS FOR 30-FOOT LAUNCH.

Removable awning of fancy striped material, complete with stanchions, sockets, etc., ..	\$25 00
Folding spray hood on brass frame, fancy striped awning cloth,	35 00
Brass pump, special pattern, light and effective, to pump kerosene into tank, or as bilge pump, etc.,	6 00
Perforated rubber mat for cockpit floor, made to shape, 50c. per sq. ft.	
Heavy yacht duck cover to fit completely over machinery and cockpit,	20 00

Standing canopy (as shown in illustration of 30-foot launch) of brass tube frame and stanchions, and yacht's-duck cut to shape and stretched over frame; whole canopy removable bodily when desired, or frame and stanchions left standing and cover removable, \$125 00

Brass power whistle with pump, tank and connections, size B, 30 00

LARGER SIZES.

Model, material, workmanship, fittings, finish, etc., same as special 30-foot Launch.

Length over all.	Alco-Vapor motor.	Price.
33 ft.	7 H. P.	\$1,550 00
35 ft.	7 H. P.	1,600 00
35 ft.	12 H. P.	2,150 00

EXTRAS.

Removable awning of fancy striped material, complete with stanchions, sockets, etc., for 33-foot boat,	\$30 00
For 35-foot boat,	35 00
Folding spray hood on brass frame, fancy striped awning cloth, for 33-foot boat,	40 00

For 35-foot boat,	\$45 00
Brass pump, special pattern, light and effective, to pump kerosene into tank, or as bilge pump,	6 00
Heavy yacht duck cover to fit completely over machinery and cockpit, for 33-foot boat,	25 00
For 35-foot boat,	30 00
Perforated rubber mat for cockpit floor made to shape, 50c. per square foot.	
Brass power whistle with pump, tank, and con- nections complete, size B,	30 00



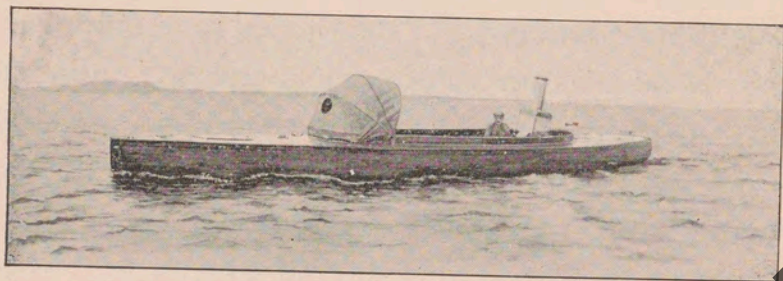
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24-FOOT SPECIAL SQUARE STERN LAUNCH.

Oak keel; natural crook hackmatack stem; mahogany transom, oak or second growth rock elm frames, neatly jogged; planking selected white cedar, beveled lapstreak construction, copper riveted and burred throughout; 3 water-tight bulkheads (one forward and one aft of oil tank under bow deck, and one under stern deck); mahogany decks and coaming; mahogany hatches (access to dry stowage) forward and aft; cockpit exclusive of machinery space, 8 feet long; machinery bed oak or yellow pine, bolted with bronze to keel, covered with sheet brass; machinery, one 2 H. P. Alco-Vapor Motor, complete with all appurtenances; copper tank for kerosene under bow deck; bronze shaft and propellor; mahogany rudder with bronze hangings; deck steering wheel connected to wheel at forward end of cockpit, and steering lever at machinery space; bronze and wood deck fittings (*i. e.*, chocks, cleats, etc.): 4 folding cockpit chairs; all fastenings brass, copper and bronze; all timber sound, selected and seasoned;

workmanship and finish thoroughly first-class; wood-work varnished natural color in best Spar Varnish; price, F. O. B. R. R. or steam vessel at Ogdensburg, N. Y., six hundred and fifty dollars (\$650).

If mahogany planking instead of white cedar, fifty dollars (\$50.00) extra.



SPECIAL 24-FOOT SQUARE STERN LAUNCH (see description).

EXTRAS FOR THIS 24-FOOT LAUNCH.

Removable awning of fancy striped material, complete with stanchions, brass sockets and plates, etc., \$22.50

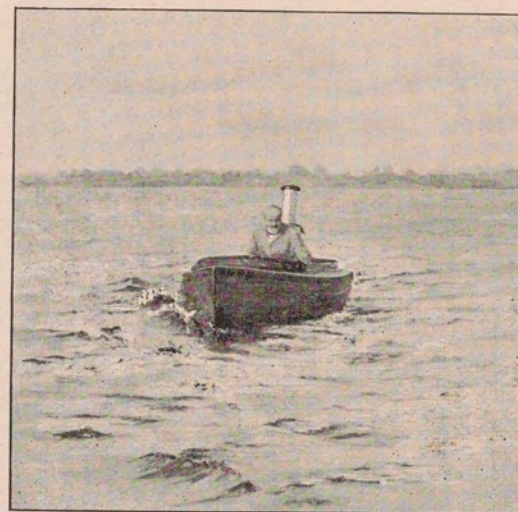
Folding spray hood on brass rod frame; fancy striped awning cloth, complete, 20.00

Brass pump, special pattern, light and effective, to pump kerosene into tank, or as bilge pump, etc., \$6.00

Perforated rubber mat for floor of cockpit, cut to shape, 50c. per square foot.

Heavy Yacht's-duck cover to fit completely over machinery and cockpit, 15.00

Brass power whistle, pump, tank and connections, size A, 25.00



SPECIAL 24-FOOT SQUARE STERN LAUNCH (see description).

OTHER SIZES.

Square stern transom (as shown in illustration of 24-Foot Launch).

Material, workmanship, fittings, finish, same as included in description of 24-Foot Launch.

Length Over All.	Alco-Vapor Motor.	Price.
18 ft.	1 H. P. ..	\$485.00
20 ft.	1 1/2 H. P. ..	525.00
22 ft.	2 H. P. ..	630.00
24 ft.	2 H. P. ..	650.00
24 ft.	3 H. P. ..	725.00
27 ft.	3 H. P. ..	785.00
27 ft.	5 H. P. ..	900.00

Extras for above same as list for extras for 24-foot Launch.

TERMS.

Unless other arrangements are made previous to acceptance of order, our regular terms are twenty-five per cent. (25%) of amount to accompany order; the balance to be paid when boat is ready for shipment.

WHERE CASH FOR FULL AMOUNT ACCOMPANIES ORDER, WE ALLOW A SPECIAL DISCOUNT OF FIVE PER CENT (5%).

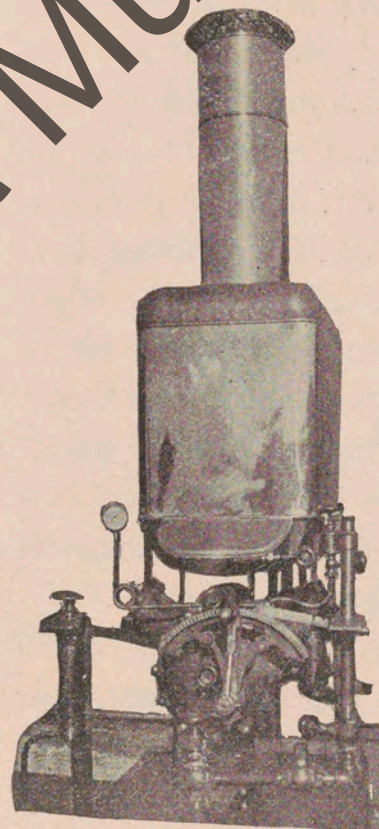
In all cases our prices are for goods F. O. B. R. R.

or steam vessel at Ogdensburg, N. Y., and our responsibility ceases after we have mailed shipping receipt to customer.

SUPERIORITY OF THE VAPOR SYSTEM.

As alcohol is used expansively for power, it has the pro-

perty of expanding a greater number of times and at a lower temperature than naphtha. Mr. 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 appears quite obvious that should one begin to create pressure at 173°, by the time the temperature is increased to the boiling point of water, there is fifteen pounds pressure, and before the boiling point of naphtha is reached



there is a pressure of one hundred pounds to alcohol. 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 there is twenty-five pounds pressure the engine starts without further aid, and owing to the small amount of heat required, one can fearlessly place one's hand upon the casing of the engine when running at one hundred pounds pressure. Is not alcohol dangerous? 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 can 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.

The Alco Motor carries but one tenth as much alcohol as is usually carried of naphtha by naphtha or gasoline launches, and uses same over and over with but little attention during the entire season.

It may be supposed that owing to the use of both alcohol and kerosene the system is complicated, but one demonstration will convince that such is not a fact, for the use of alcohol in the 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, thousands of times, without any perceptible loss. The blue flame produced in the retort by the aid of kerosene or headlight oil obviates the heretofore objectionable odor, and at the same time retains the valuable feature of using a fuel that cannot be ignited at the temperature of the atmosphere.

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 such a course is unnecessary.



OUR YACHT POWER TENDER AND ITS
ADVANTAGES.

Should many steam-yacht owners be asked why they do not use a naphtha or gasoline power tender, they would in all probability state that they do not care to carry such dangerous fluid as naphtha or gasoline in the hold of their yachts, also, remembering the difficulty of procuring same while cruising in foreign waters. Both of these disadvantages are entirely obviated in this 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, 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.



THE SPALDING
ST. LAWRENCE BOAT CO.
OGDENSBURG, N. Y.

JANUARY, 1898.

.. SPAR COATING ..

A Perfect Finish for all Woodwork, Spars, and Ironwork
Exposed to Excessive Changes in Weather and Temperature

MANUFACTURED BY

Edward Smith
& Co..

45 Broadway, New York
N. Y.

(POST OFFICE BOX 1780)



TRADE MARK.

THE SPALDING ST. LAWRENCE
BOAT CO.

OGDENSBURG, ST. LAWRENCE CO., N. Y.

Builders of
High-Grade Pleasure Boats. Racing and
Cruising Sailboats and Yachts of the Modern
Smaller Types a Specialty. Launches
of all Descriptions.

OGDENSBURG, St. Lawrence Co., N. Y.
January 15, 1897.

MESSRS. EDW. SMITH & CO.,
45 Broadway, New York City, Box 1780.

GENTLEMEN:—

We are convinced of the excellent quality of your Spar Varnish, and take pleasure in informing you that we have decided to use same exclusively for this year. We aim to furnish our customers the very best that can be obtained; hence our decision in your favor, as we think your varnish a considerable factor toward a highly finished craft. Besides which, we find your goods durable in either fresh or salt water.

Yours truly,

THE SPALDING ST. LAWRENCE BOAT CO.,
OGDENSBURG, N. Y.

JOHN G. FRASER, Treas.

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