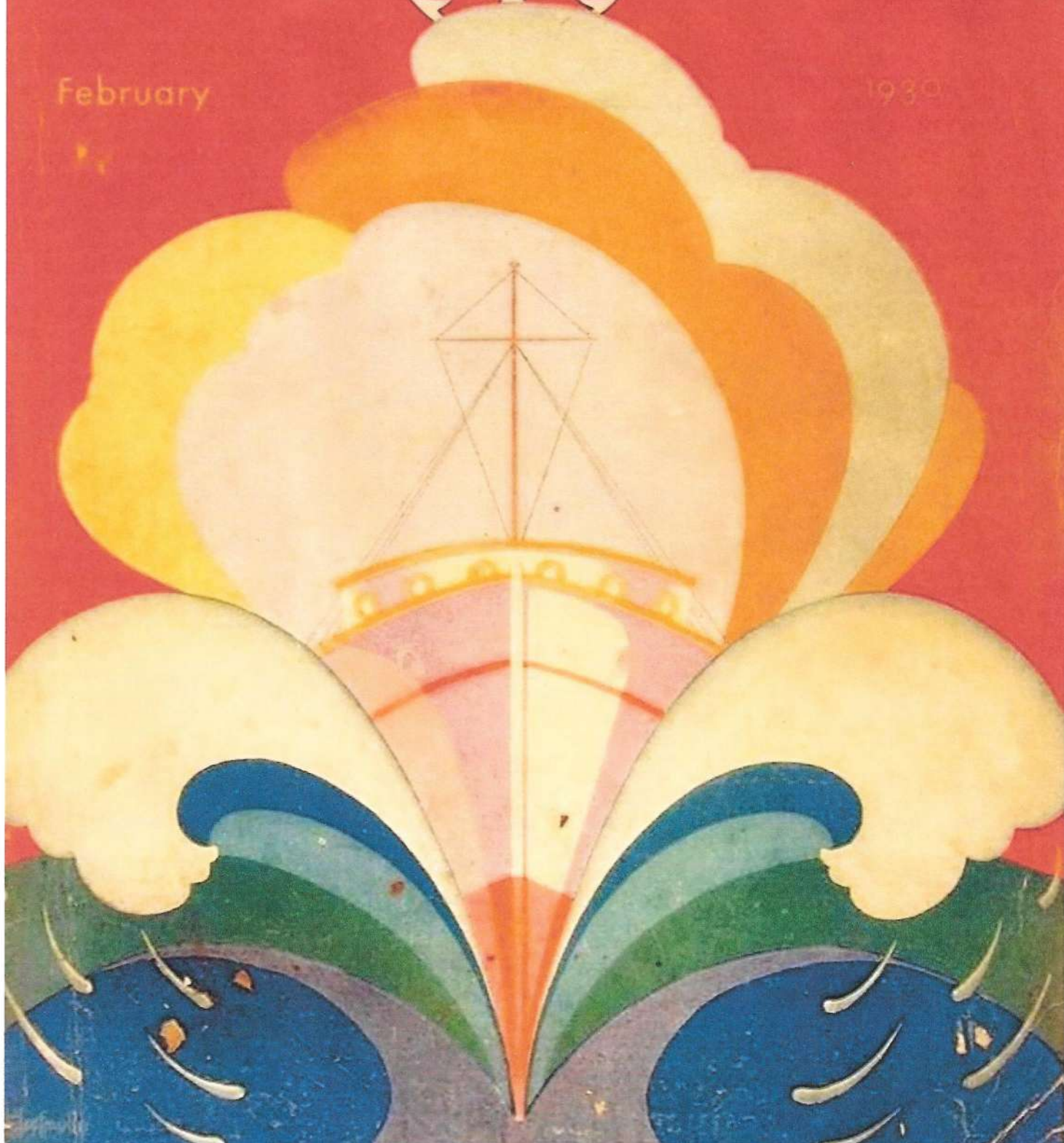


The Yachtsmen's Magazine

MOTOR BOATING

February

1930



S I L V E R A N N I V E R S A R Y
SHOW NUMBER ONE DOLLAR
THE COPY

Outboard MOTOR BOATING

REG. U. S. PAT. OFF.

FIFTY-SEVENTH ST. AT EIGHTH AVE.,
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CHARLES F. CHAPMAN

FEBRUARY, 1930

MOTOR BOAT SHOW NUMBER

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SEA SLEDS—DRY AND SAFE

Six attractive models comprise the Sea Sled line for 1930—three inboard and three outboard. The inboards are 22, 26 and 28 feet in length, built in both open and sedan types while the outboard group consists of an open 13, open 16 and 18-foot sedan express cruiser.

Sea Sleds retain the characteristic lines on which their reputation for fast, comfortable, safe and dry carrying capacity has been based with numerous improvements which contribute to smarter appearance, extreme comfort, seaworthiness and economy of operation.

The model 22 is a new addition to the Sea Sled fleet; with beautiful curves blended into a streamline design which suggests power and permits her to slip quietly and easily through the roughest of seas, without pounding and a noticeable absence of wetting spray. Two close-coupled cockpits provide seating capacity for six and a speed of 30 miles an hour is attained with a 110 h.p. motor.

Luxury, comfort and safety are the salient characteristics of the new three-cockpit 26-footer. Workmanship and finish are carried to a very fine degree, resulting in a beautiful, graceful and trim craft. The 26 carries a load of ten passengers at speed, making 42 m.p.h. with her 200 h.p. Kermath engine.

Largest of the line is the model 28, a powerful craft of astonishing capabilities. A 200 h.p. Hall-Scott motor drives this model 38 m.p.h. and provides flexibility of control and operation beyond all expectations.

An express cruiser 18 feet in length distinguishes the outboard models. An outboard motor of 25 h.p. will furnish a speed of 27 m.p.h. carrying two passengers. Half of the cockpit is covered with a sliding demountable day cabin which slides forward to meet the windshield in bad weather or aft in good weather. If desired it may be removed completely. Cruising accommodations are provided with bunks for two, toilet, kitchenette and food locker.

Model 16 incorporates a new re-designed bottom which makes her just about as safe as a boat can be made with extreme power in rough water at high speed. All mahogany throughout with the exception of a white oak keel, she is a handsome model of striking beauty.

The 13-footer, smallest of the line, is still produced and maintains its reputation as a consistent winner in outboard competition, particularly where extreme seaworthiness is a factor. Speeds of 30 miles an hour will be possible with the new motors.

Fastest Official
Outboard Speed Ever Made

49.34 M. P. H.

Made by H. G. Ferguson driving a
CRANDALL COMET



Fourteen-year-old "Billy" Lyon, who broke all B and C class speeds, is shown here in one of the 1930 Comets.

43.94

CLASS B, DIV. 2
"CRANDALL COMET C3"
driven by
CHARLEY HOLT

43.97

CLASS B, DIV. 1
"BABY BRONTOSAURUS II"
a Crandall Comet
driven by
"BILLY" LYON

47.156

CLASS D, DIV. 1
Made by "BILLY" LYON

1930 CRANDALL COMETS

For classes A, B and C are now ready for delivery. Model B-C (150 lbs.) is the 1930 model of the boat that H. G. Ferguson used to set the Class D record at 49.47 and "Billy" Lyon used to set the class B and C record at 43.97.

COMPLETE "CRANDALL CRAFT" LINE FOR 1930

Crandall Comet—Model A.....	115 lbs.
Crandall Comet—Models B-C.....	150 lbs.
Crandall Comet—Model D-E (for rough water)....	225 lbs.
Crandall Craft 15-ft. Outboard Runabout (a safe low-priced family boat for all around use)	
Crandall Craft 15½-ft. Ocean-going Outboard Runabout	
Crandall Craft 19-ft. Outboard Runabout	
Crandall Craft 19-ft. Sedan Cruiser	
Crandall Craft 15½-ft. Inboard Runabout	
Crandall Craft 22-ft. Inboard Runabout	

Write for the Crandall Craft Bulletin

CRANDALL BOAT CO.

NEWPORT BEACH, CALIFORNIA

Phelps

Wisconsin

THE NEWEST OUTBOARD APPEARS

New Engine Built by Manufacturers of the Indian Motorcycle

Has Been Designed for Maximum Performance and Long Life

SINCE the announcement was first made that the Indian Motorcycle Company was to place upon the market an Outboard Motor, much speculation has been in the air regarding the mechanical specifications of the new motor. The firm has a background of 27 years experience in design and building small motors—and those who have been familiar with the type of Indian Motorcycle used throughout the world in police departments and by sporting enthusiasts, have been loud in their contention that Indian Motorcycle Company would produce an Outboard Motor with several radical departures from the conventional outboard design. Others have claimed that the conservative yet progressive policies of this manufacturer of motorcycles would make the new Indian Outboard Motor of more or less conservative design.

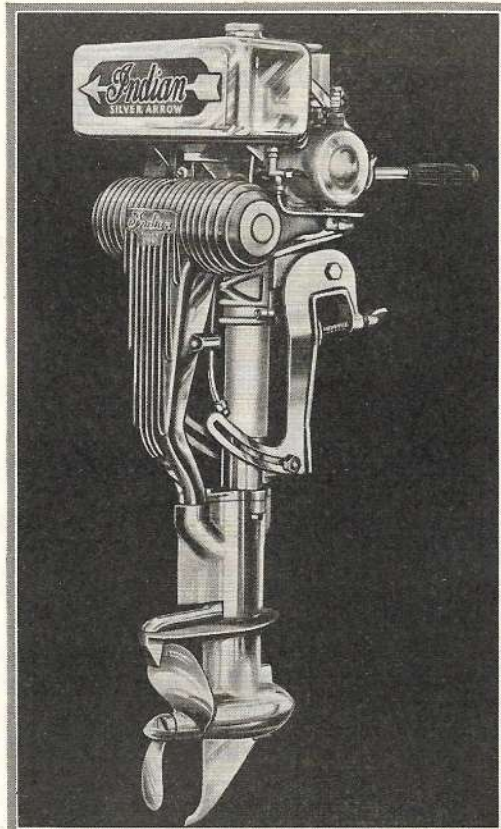
However, now that the new Indian Silver Arrow has been announced, Indian officials have made public the mechanical details of the new Silver Arrow Motor. First, the motor is of the Class B type and is a two stroke, three port design. The cubic inch piston displacement amounts to exactly 19.36 cu. in. with a bore of $2\frac{1}{2}$ and a stroke of 2 inches. Upon an examination of the general layout and design of the Indian Silver Arrow, one is instantly impressed with the fact that the new motor is a thoroughly engineered job from start to finish, with stamina and reliability predominant in the design. In fact, those who are familiar with motorcycle design, can readily note the handwork of Indian's staff of trained engineers when it is remembered that the Indian Scout Motorcycle, first designed and produced nine years ago, now ranks as the world's leading motorcycle from the stand-

point of stamina and long life. The selfsame engineers who developed the Indian Scout have aided in the design of the new Indian Silver Arrow Outboard Motor, and Indian officials are loud in their acclaim that in the new Silver Arrow there will be a motor which will be able to outrun competitive makes and keep its tune very much longer than usual, in the hands of the average boat owner. Great strength and carefully engineered design are evident in the one-piece crankcase construction of specially heat treated aluminum alloy, the new and entirely radical cylinder construction, and the very efficient and businesslike appearing muffler which is composed of a single casting of silicon aluminum alloy.

The new Indian Silver Arrow Outboard Motor is of a high speed type, with a normal speed of 4,600 r.p.m. The lower housing, containing the drive gears, also contains the important elements of the cooling system, and is designed in such a manner as to offer minimum drag in the water.

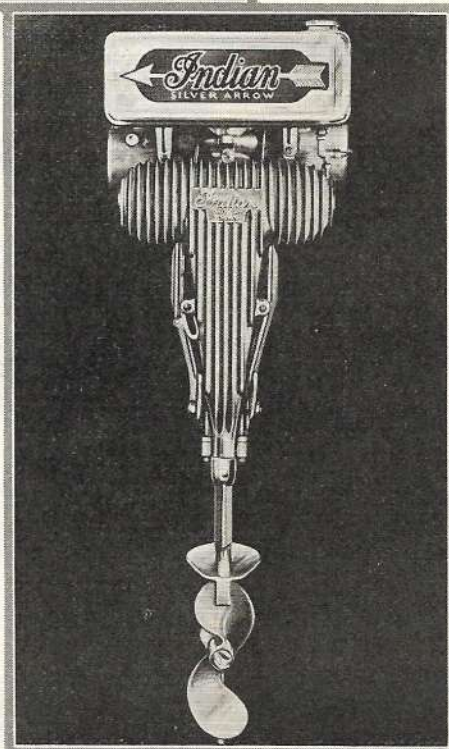
The new motor is cooled by the pressure system, whereby water for cooling is induced through a screen in back of the propeller, and is forced by the pressure of the propeller up through special passages in the lower housing direct to the cylinder jacket. From the cylinder jacket it is discharged into the open air, within vision of the operator of the motor. Such a design is just one more step toward a fool-proof outboard motor, for even the most inexperienced, of operators can readily note just how the cooling system of the motor is functioning at any time.

With 27 years experience in building small gasoline engines to develop the utmost horsepower in the smallest possible space, it is not surprising to note a special high
(Continued on p. 412)



The new Indian Silver Arrow outboard engine is a Class B machine with many exclusive features

A rear view showing the one piece aluminum muffler and the carefully streamlined lower housing



SPECIFICATIONS OF AMERICAN OUTBOARD ENGINES

MODEL	Class A, B, C, D	Horse Power	Piston Displace- ment	Bore and Stroke	Number of Cylinders	R. P. M.	Weight	*Lubrication Method	*Make Ignition	*Make Spark Plugs	*Make Carbureter
CAILLE											
Detroit, Mich.											
Red Head 14	A	6	13.916	2 1/4 x 1 3/4	2	.....	40	Fu	Bo	.....	Til
Red Head 15	A	6	13.916	2 1/4 x 1 3/4	2	.....	43	Fu	Bo	.....	Til
Red Head 25	B	15	19.63	2 3/8 x 2	2	.....	75	Fu	Bo	.....	Til
Red Head 45	C	21	29.6	2 3/4 x 2 1/2	2	.....	105	Fu	Bo	.....	Til
Red Head (Racer) 35	A	10	13.916	2 1/4 x 1 3/4	2	.....	43	Fu	Bo	.....	Til
Red Head (Racer) 40	B	17	19.63	2 3/8 x 2	2	.....	75	Fu	Bo	.....	Til
Red Head (Racer) 50	C	23	29.6	2 3/4 x 2 1/2	2	.....	105	Fu	Bo	.....	Til
CROSS RADIAL											
Detroit, Mich.											
*563-S	G	50	74	2 1/2 x 3	5	4000	155	Pr	Rob Bo	A C	Til
*563-R	G	50	74	2 1/2 x 3	5	4500	.....	Pr	Rob Bo	A C & Bo	Winfield
*563-C	G	50	74	2 1/2 x 3	5	4000	155	Pr	Rob Bo	A C	Til
ELTO											
Otobard Motors Corp.											
Milwaukee, Wis.											
Fold Light	A	2 3/4	8.2	1 3/4 x 1 5/8	2	3500	29	Fu	Fl	A C or Ch	Til
Lightweight	A	3 1/2	10.2	2 x 1 5/8	2	3500	38	Fu	AK	A C or Ch	Elto
Service Speedster	B	7	19.6	2 1/2 x 2	2	3500	64	Fu	AK	A C or Ch	Elto
HiSpeed Speedster	B	12	19.6	2 1/2 x 2	2	4500	62	Fu	AK	A C or Ch	Elto
Senior Speedster	C	14	24.5	2 1/2 x 2 1/2	2	4000	80	Fu	AK	A C or Ch	Elto
Senior Speedster (Starter)	E	14	24.5	2 1/2 x 2 1/2	2	4000	94	Fu	Storage Bat.	A C or Ch	Elto
Quad	E	35	49	2 1/2 x 2 1/2	4	4500	115	Fu	AK	A C or Ch	Elto
Quad (Starter)	E	35	49	2 1/2 x 2 1/2	4	4500	129	Fu	Storage Bat.	A C or Ch	Elto
EVINRUDE											
Milwaukee, Wis.											
Outboard Motors Corp.											
Fold-Light	A	2 3/4	8.2	1 3/4 x 1 5/8	2	3500	29	Fu	Fl	A C	Til
Fleetwin	A	6	13.9	2 1/4 x 2	2	4000	58	Fu	Fl	A C	Til
Fastwin	B	14	19.9	2 3/8 x 2 1/4	2	4500	82	Fu	Fl	A C	Til
Speeditwin	C	20	29.9	2 3/4 x 2 1/2	2	4500	97	Fu	Fl	A C	Til
Speeditwin 22	C	22	29.9	2 3/4 x 2 1/2	2	4500	98	Fu	Storage Bat.	A C	Til
Speeditwin 22 (Starter)	C	22	29.9	2 3/4 x 2 1/2	2	4500	112	Fu	Storage Bat.	A C	Til
INDIAN											
Springfield, Mass.											
601	B	.....	19.63	2 1/2 x 2	2	.....	67	Fu	Bo-Fl	Ch	Til
JOHNSON SEA HORSE											
Waukegan, Ill.											
Single	A	1 1/2	4.71	2 x 1 1/2	1	2800	27	Fu	Fl Mag	.....	Own
3	A	3	9.42	2 x 1 3/8	2	3000	38	Fu	Fl Mag	.....	Own
4	A	4	8.28	1 7/8 x 1 3/8	2	4500	45	Fu	Fl Mag	.....	Own
10	B	10	19.9	2 3/8 x 2 1/4	2	3800	63	Fu	Fl Mag	.....	Own
12	A	12	13.96	2 1/2 x 1 3/8	2	4500	60	Fu	Fl Mag	.....	Own
16	B	16	19.9	2 3/8 x 2 1/4	2	4500	89	Fu	Fl Mag	.....	Own
32	D	32	39.8	2 3/8 x 2 1/4	4	4500	110	Fu	Fl Mag	.....	Own
LOCKWOOD											
Outdoor Motors Corp.											
Milwaukee, Wis.											
Fold-Light	A	2 3/4	8.2	1 3/4 x 1 5/8	2	3500	29	Fu	Fl	A C	Til
Ace	A	7	13.9	2.1 x 2	2	4000	50	Fu	Fl	A C	Til
Chief	B	12	19.9	2 3/8 x 2 1/4	2	4500	70	Fu	Fl	A C	Til
Chief (Starter)	B	12	19.9	2 3/8 x 2 1/4	2	4500	84	Fu	Fl	A C	Til
MUNCIE TWIN											
Muncie, Ind.											
OB2	A	2 1/2-3	9.42	2 x 1 1/2	2	3250	42	Fu	Bo	A C	Til

*KEY TO SYMBOLS

*-4 Cycle
Bo-Bosch
Ch-Champion

Ei-Eiseman
Fl-Flywheel
Pr-Pressure
Fu-In Fuel

Se-Scintilla
Til-Tillotson
Zen-Zenith
AK-Atwater Kent

All of the larger sizes of engines will be supplied with electric starters in 1930

THE NEWEST OUTBOARD APPEARS

(Continued from page 410)

efficiency feature in the design of the cylinders. This new design incorporates a cylinder packet of high grade aluminum alloy, with a high grade cast iron cylinder barrel inserted. In other words, the cylinder itself is a barrel of iron surrounded by an aluminum water jacket—with an entirely aluminum head of the Hot-Head variety. Indian has perfected this design and has eliminated the water jacketing of the head for the express purpose of furnishing a motor which will operate at exactly the correct temperature for highest efficiency at all times.

In the design of the new muffler, the engineering staff has exhibited its knowledge of problems in silencing small high speed gasoline engines. A very handsome muffler, consisting of a single aluminum alloy casting, very carefully shaped and fitted with ample radiating fins, carries exhaust direct from the cylinders to the lower housing, whereupon it enters the water. Tests in the water during the last few months have convinced all spectators that the new Indian muffler offers the very utmost in silence and smooth operation with the very minimum of back-pressure.

The trade is looking forward to more outboard motor announcements by this famous manufacturer of motorcycles. However, Indian officials are not divulging details of their plans for 1930 beyond the announcement of the Silver Arrow. There is every indication that the Outboard Motor Industry is to be benefited every way by this latest entrant to the field.

DEPENDABLE POWER

Oversized, sturdy construction and smooth, dependable power are the outstanding characteristics of the Falcon line of marine motors produced by the United States Motors Corporation of Oshkosh, Wisconsin. The series comprises five husky models as well as a complete line of marine electric generating sets which range in capacity from 350 watts to 25 kilowatts.

Falcon motors are built in 1 cylinder 5 h.p., 2 cylinder 10 h.p., 4 cylinder 15 h.p., 4 cylinder 40 h.p. and 6 cylinder 50 h.p. types, each of which is distinguished in its class by its inherent qualities of ruggedness and long life. Models 5 and 10 are practically identical in design except in number of cylinders, and have been prepared especially to meet the requirements of the fishing trade and similar heavy duty.

The 10-15 h.p. Falcon is a compact little 4 cylinder unit that crowds a maximum of power into a limited amount of space. Flexible in the extreme, it is ideally suited to use in runabouts, tenders, small cruisers and for auxiliary power.

The 40 is a most advanced type of motor of matchless performance in any field. Vibrationless power output, oversize construction, quick acceleration, easy starting and control and complete accessibility are in-built qualities that recommend it to any service.

The big 60 h.p. Falcon is a six-cylindered job and embodies all of the modern refinements found in the smaller engines, producing a power plant of exceptional quality for cruiser, runabout and work boat use.



FROM THE WIGWAM
of **MANY INDIAN**
MOTORS
comes a New
Outboard!



Home of the World Famous *Indian*



Backed by 27 Years of successful Motor Manufacturing

FOR twenty-seven years, INDIAN Motocycles have been the accepted standard for speed, power and endurance. INDIAN Motocycles have been the exclusive equipment of the country's largest police forces—New York's Police Department uses INDIANS exclusively and hundreds of other police departments everywhere know and appreciate INDIAN performance. The steady day-and-night, rain-or-shine dependability of the INDIAN Motocycle has never been equalled.

Now, born of the experience of 27 years making INDIAN Motocycles, INDIAN offers an Outboard Motor, embodying the same qualities of speed, endurance, dependability.

The new INDIAN Silver Arrow Outboard Motor delivers the same smooth, steady flow of power of its motorcycle brother; it is built to stand the same grueling punishment, to "get you there" under every condition; to give you speed when speed is needed; to deliver always an abundance of dogged, persistent power. The 27 years of skilled engineering experience devoted to the designing of small compact power units is yours, when you buy the INDIAN Silver Arrow Outboard.



Here's the Silver Arrow

A Worthy Brother to the Motorcycle that holds the World's Speed Records—the World's Endurance Records—and other scalps earned in Competition where *Superior Performance Wins!*

HERE it is—the INDIAN Silver Arrow Outboard Motor—with a host of exclusive INDIAN features that make for reliability, long life, and *punch!* An ease of starting heretofore unknown in outboards—and real economy of operation—are further features of this new INDIAN Motor. Note the strong, clean-cut design—and the absence of small parts. An indication of typical INDIAN stamina.

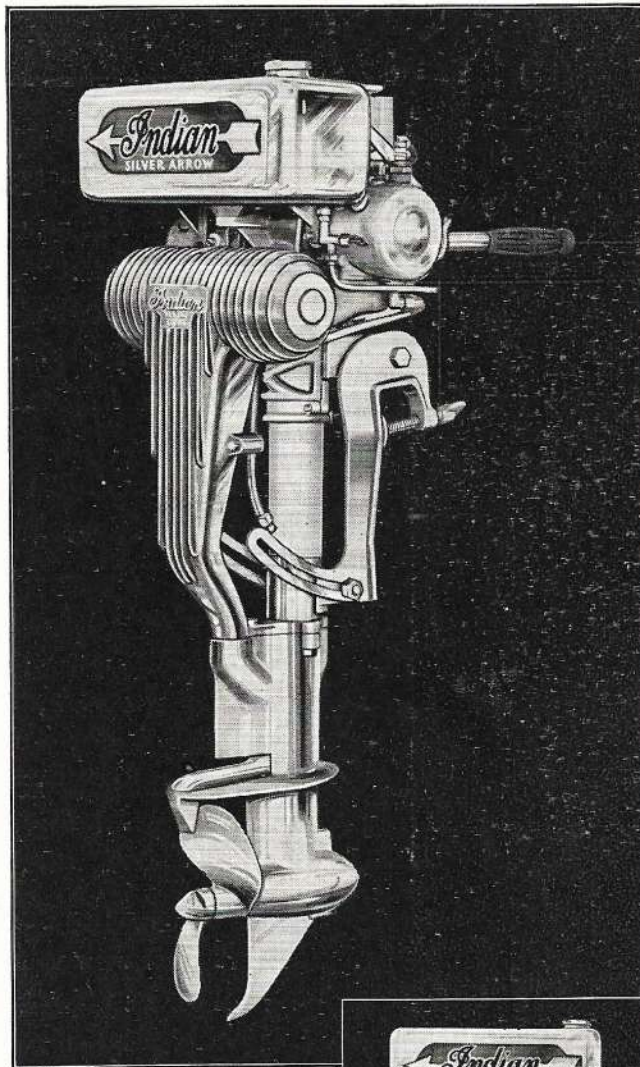
It's a Class B Motor of 19.36 cubic inches piston displacement — most efficient, two-stroke, three port design. It's just loaded with horse-power—starts at a turn of the flywheel and rev's up to 4500 R.P.M. with a smoothness that's a treat to the outboard motor enthusiast. The new INDIAN cylinder design, employing a solid aluminum alloy head—and the new "Full-View" cooling system, helps this motor to deliver maximum performance when you want it.

This new INDIAN motor is designed and built throughout to the INDIAN standard of quality and wherever possible, especially in some of the larger parts, high grade aluminum alloy is used, with the result that the motor weighs only 68 pounds.

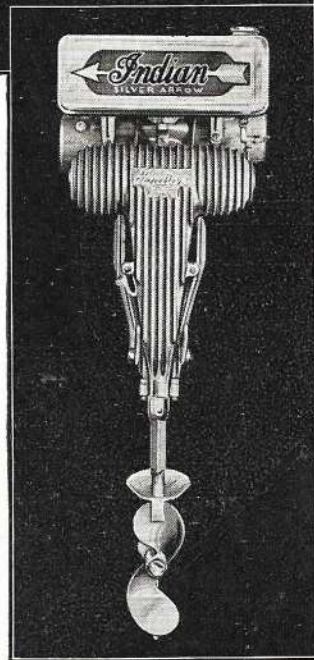
Silence is the key-note of the Silver Arrow Motor. The new INDIAN cast aluminum silencer, made in *one piece* carries the exhaust under water with a minimum of back-pressure. This silencer is another carefully engineered feature with its ample cooling fins which help to dissipate heat effectually.

Large oversize bearings, cylinders of best grade cast-iron set in aluminum alloy water jackets, and ball bearings wherever necessary, plus a very thorough system of lubrication, contribute toward the long life in service which one expects of INDIAN products.

You must see—and try—this new INDIAN motor to appreciate outboard motoring at its best.



Above: Note the clean, compact, design of the Silver Arrow Motor, and the absence of small parts. Simplicity and stamina are built into this design. The spacious muffler, cast in one single piece of aluminum alloy, is well finned for cooling.



At Right: A rear view of the INDIAN Silver Arrow Motor showing the carefully streamlined lower housing which slips through the water with minimum resistance. The design of the anti-cavitation plate is such that it facilitates exhaust by suction.



SMILE WITH *the Indian*

EVERYWHERE the red INDIAN Motorcycle is a familiar sight . . . everyone remembers the INDIAN almost since motor vehicles have been known. Think what this prestige means behind the INDIAN Outboard! Outboard enthusiasts will recognize the advantages of a motor built on the knowledge acquired through 27 years of successful motorcycle engine manufacturing. Here, combined in one standardized motor, are all the features prospective purchasers seek — speed; smooth, steady power; absolutely dependable performance; strong, sturdy construction. Here, in one motor, are all the features generally found spread over several types; you stock one motor to meet 95% of the outboard user's needs. And behind it is the world-wide reputation of the great INDIAN Motorcycle!

Choice Dealer territories still available—write today for full details.

INDIAN MOTORCYCLE COMPANY
SPRINGFIELD, MASS., U.S.A.

*Cash in on Indian's World
wide Prestige*

INDIAN MOTORCYCLE CO., SPRINGFIELD, MASS.
Gentlemen: Please send me complete details on the INDIAN
Arrow motor. I am particularly interested in the following territories:
My name is _____
Street _____
City _____ State _____

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