



Most powerful Diesel at the show

From its sleek smooth lines — from its size — from its clean design — you may not have realized that this General Motors Diesel packs a full, husky 1200 horsepower.

And it is exactly for these reasons — great dependable power in moderate size and weight — that this 2-cycle engine, together with its smaller and larger sisters, has found its place as power in brawny togs, sleek yachts, lake steamers and ocean liners.

And in every case the story is the same — it's economical, reliable power with unusual flexibility.

ENGINES FROM 150 TO 2000 H. P.

CLEVELAND DIESEL ENGINE DIVISION
CLEVELAND 11, OHIO
GENERAL MOTORS



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New York 17, N. Y.

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General Motors Corp.
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Washington 6, D. C.

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Cambridge 41, Mass.

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SEATTLE, WASH.
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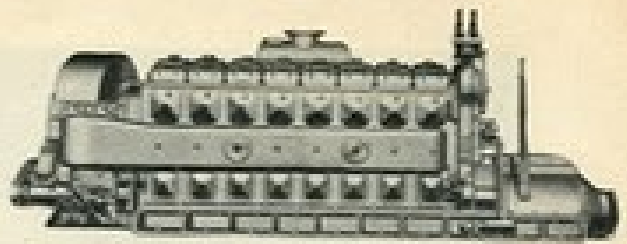
War husky ready to set peacetime Records

"Give us an engine with all the GM stamina but smaller in size," said Uncle Sam.

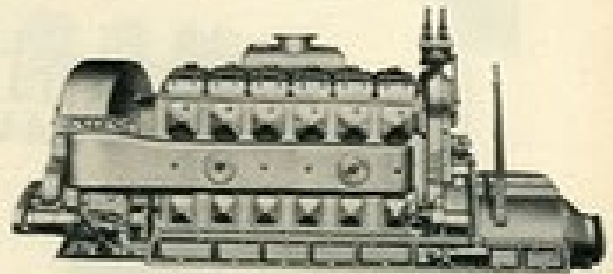
So we developed and built the 268A—a power plant in sizes from 250 horsepower—with all the dependability and high efficiency of the General Motors Diesels that powered more than 5,000 of our vessels of war.

Now the 268A with a shining record of outstanding performance is ready to provide the same kind of service to boat operators and yacht owners everywhere.

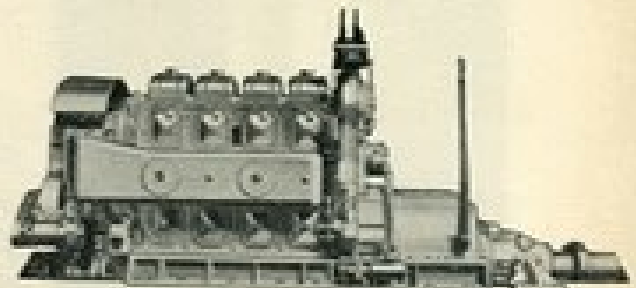
An outstanding power plant for propulsion or auxiliary service—whatever your power requirements. Be sure to get all the details on these General Motors Diesels.



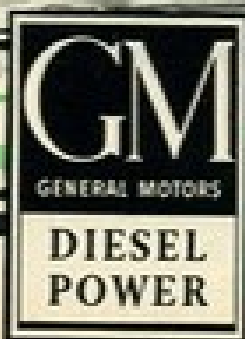
Eight cylinders—500 horsepower



Six cylinders—375 horsepower



Four cylinders—250 horsepower



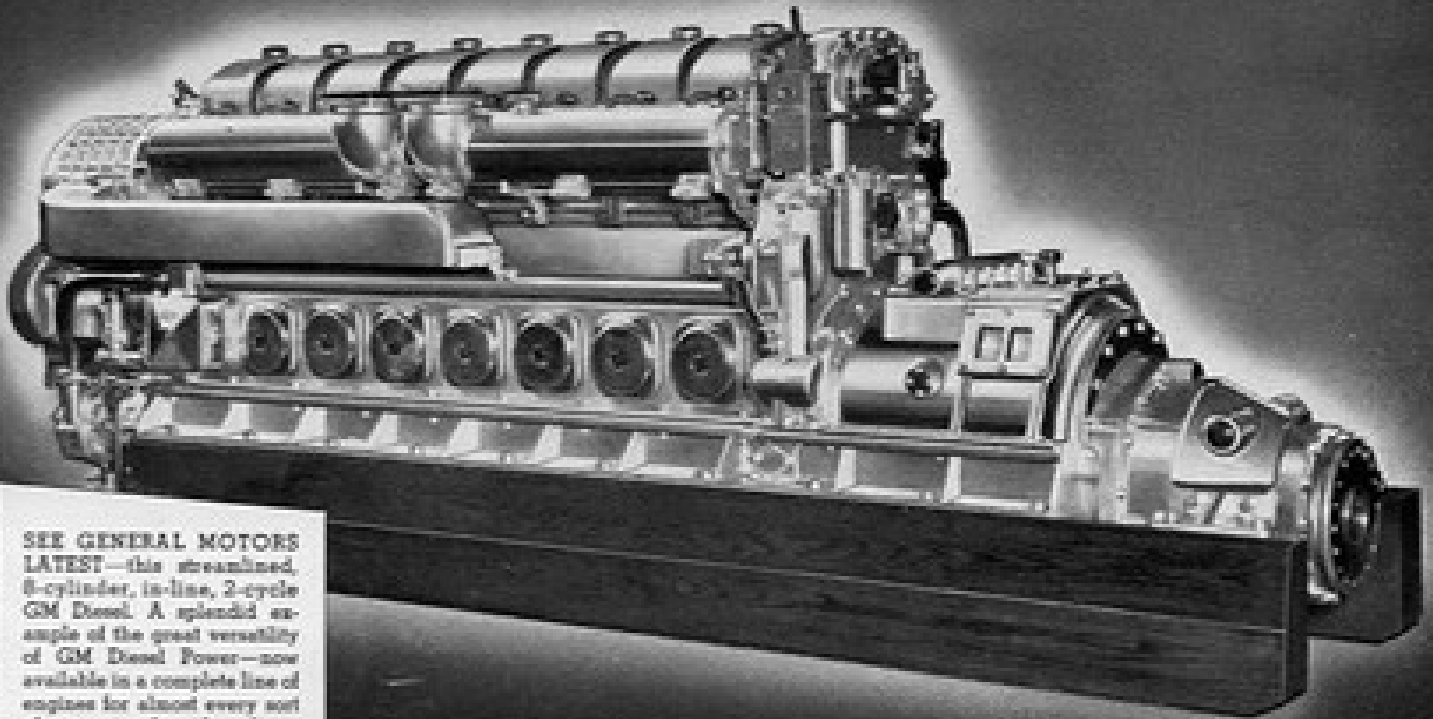
CLEVELAND DIESEL ENGINE DIVISION

CLEVELAND 11, OHIO . . . ENGINES FROM 150 H.P. TO 2000 H.P.

G E N E R A L M O T O R S

BE AMONG THE FIRST IN LINE TO SEE THIS

NEW *Stream-Line* GM DIESEL



SEE GENERAL MOTORS LATEST—this streamlined, 8-cylinder, in-line, 2-cycle GM Diesel. A splendid example of the great versatility of GM Diesel Power—now available in a complete line of engines for almost every sort of power craft, either direct or electric drive.

AT THE NEW YORK MOTOR BOAT SHOW, JAN. 10th TO 18th INCLUSIVE

WHATEVER your interest in marine power, you won't want to miss this latest General Motors Diesel development.

For you'll see in this new type Diesel engine the sort of forward-looking engineering that is making U. S. Navy, commercial and pleasure craft the world's foremost performers.

And if you're one of those who make it their

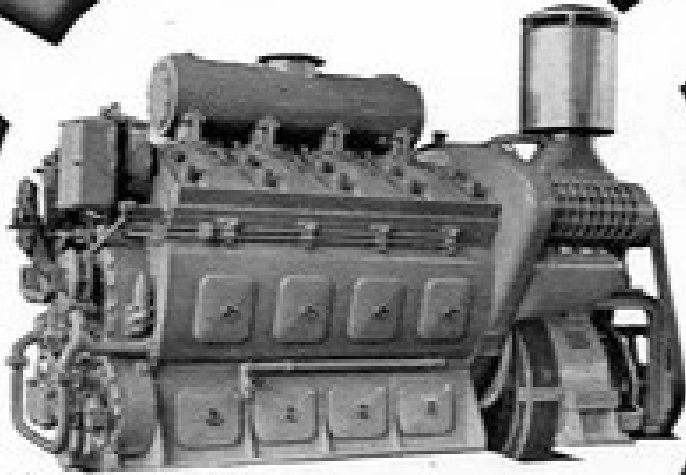
business to keep abreast of marine power advancements, you'll find in this exhibit the greatest example yet of General Motors' ability to make Diesel power more widely available, more highly desirable.

DIESEL ENGINE DIVISION

General Motors Sales Corporation, Cleveland, Ohio

GENERAL MOTORS DIESEL

"ELLERY W. NILES," U.S. Army mine planter, is powered with three 600-h.p. GM Diesel Electric Drive units.



GM DIESEL ELECTRIC DRIVE unit. Illustrated is an 4-cylinder, 600-h.p. series 547 GM Diesel 2-cycle engine with generator attached. GM Diesel installations include the complete engineering of the entire power plant. 547 GM Diesel engines are available in units from 400 h.p. upward. Auxiliary units from 45 h.p.

SEE THE DIESEL

That's Making Marine History!

THE FIREFIGHTER, world's most powerful fireboat, is in service for the City of New York—powered by two 16-cylinder GM Diesels direct-connected to three generators.



IT'S the new GM Diesel Electric Drive—now on exhibition at the Motor Boat Show—picked to meet the exacting demands of the nation's new naval defense program—to give workboats a new maneuverability they never had before—to power the world's most powerful fireboat—to extend the great safety and vast economies of the Diesel Electric Drive to heavy marine craft of every description.

That's what GM Diesel Power was called on to do—is doing so ably, so dramatically today.

Surely, you won't want to miss the most interesting exhibit of this most modern power, on display at the Motor Boat Show—to see how it permits a variable engine speed that means still greater fuel economy—to learn what new efficiency is assured by the GM 2-cycle principle in con-

junction with unit injection and Uniflo scavenging—to discover how widely its adaptability is extended by the new flexibility of its unit and accessory arrangements.

You are most cordially invited to visit our exhibit on the main floor of the Grand Central Palace, New York City, during the duration of the Show—January 6th to 14th. Look for the GM DIESEL POWER emblem—the high sign of a new day in modern marine power.

SEE THE NEW SERIES 71 GM DIESELS AT THE GRAY MARINE EXHIBIT

On display at the Gray Marine Motor Company exhibit in the Motor Boat Show are the new GM Diesel engines from 45 to 345 h.p., which Gray Marine adapts and equips for use in pleasurecraft and commercial vessels within this power range.



DIESEL ENGINE DIVISION

GENERAL MOTORS

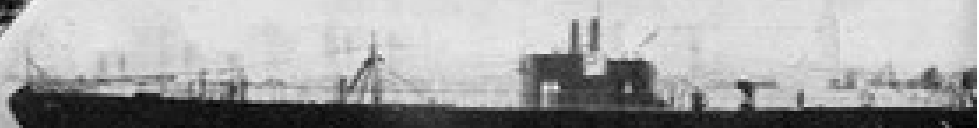
Sales Corporation

Cleveland, Ohio



THE THOMAS E. MORAN, one of the two new all-diesel tugboats of the Moran Towing and Transportation Co., Inc., America's largest towing concern. Both boats are GM Diesel-powered for Diesel Electric propulsion and auxiliary service.

NUMEROUS U. S. NAVAL AND COAST GUARD vessels are equipped with GM Diesel Electric Drive installations. And several new under construction will also be.





DOES TWICE THE WORK AT LESS COST

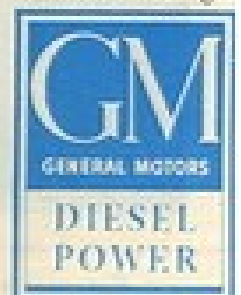
since the owner switched to General Motors Diesel Power

The Manzanita now handles tons that used to require two tugs because her GM 2-cycle Diesel delivers three times as much power as the 4-cycle Diesel it replaced. She cruises 16% faster—has 30% higher top speed—with her GM Tandem Twin "6-110" Diesel. The tug can now go farther to get business because the compactness of the GM Diesel leaves room for an extra 3100 gallons of Diesel fuel. And the Manzanita's owner bought and installed his GM Diesel for one-third the cost of other Diesels of comparable power.

MORE work at less cost. That's the big reason why operators in every field are switching to General Motors 2-cycle Diesel power. In tugs and tractors, shovels and sawmills, crushers and cranes, these fast-accelerating GM Diesels outwork most other Diesels of equal ratings—outwork gasoline engines of even higher horsepower. They often fit where other Diesels won't—weigh less, cost less than 4-cycle Diesels. They're about the same size as gasoline engines of comparable power and cost 40% to 70% less to run and maintain. You can get GM Diesel power in more than 750 models of equipment built by over 150 manufacturers. Get the list—and a free power survey—from your GM Diesel distributor. He'll show you the savings you'll make—the extra work you'll get—with a GM 2-cycle Diesel.

DETROIT DIESEL ENGINE DIVISION • GENERAL MOTORS • DETROIT 24, MICHIGAN

Single Engines . . . 20 to 200 H.P. Multiple Units . . . Up to 600 H.P. In Canada: General Motors Diesel, Ltd., London, Ontario





Knots to you.

Durability too.

You get the best of both worlds with Detroit Diesel engines. Speed and durability. Go ahead. Cruise for hours at maximum speed. They won't wear out. These engines are built to take it. They minimize break downs and foul ups. And even better, there are no volatile fumes to worry about.

But that's only chapter one. There's a lot more. These engines weigh less than other diesels. Have fewer parts. Require less maintenance. Cost less to run. And deliver a lot more power.



One Michigan skipper replaced two 280 hp gas engines with a pair of 140 hp Detroit Diesels. He saved enough space to add 100 extra gallons of fuel. Gets 20 mph at 2800 RPM. Cruises over 400 miles. And says he just closes the hatches and forgets about engine trouble.

Like one for your own boat? It'll be a pleasure.

Detroit Diesel Engine Division, General Motors, Detroit, Michigan 48228.

That's our story. Keep it under your deck.



MADE IN ENGLAND

Shaper of the Earth

This is your engine. Tough. Strong. Responsive. The Series 92 Detroit Diesel. Designed with muscle in every component. And with the productivity, durability and economy that have made Detroit Diesel engines famous around the world.

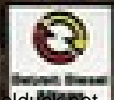
Order one wherever you need 240 to 880 HP. In 6V, 8V or 16V models, turbocharged or naturally aspirated. And remember our Series 53, 71 and 149 engines, from 48 to 1800 HP.

Detroit Diesels are available in most makes of construction and mining equipment. And they are sold and serviced by a worldwide network of distributors and dealers.

For more information, write Don Downham, Sales Manager, Detroit Diesel Allison, Division of General Motors, Post Office Box 81, Birmingham, MI 48012. Or call 1-800-521-0121 (in Michigan, 1-800-572-2424) toll-free.



The Detroit Diesels





People who buy them demand their money back.

They're our kind of people.

Yachtsmen. Sportsfishermen. Skippers who expect the most for their money. With Detroit Diesels the payoff starts right along with the engines. Better fuel economy. Lower maintenance costs. Safe operation. And it doesn't stop there. After thousands of hours, just when you might expect problems, you'll find these hard-nosed marine engines still going strong.

Their secret is simplicity. Fewer parts, less engine weight, more complete combustion. And how it pays off. They require less maintenance. Cost less

to run. And deliver a lot more power.

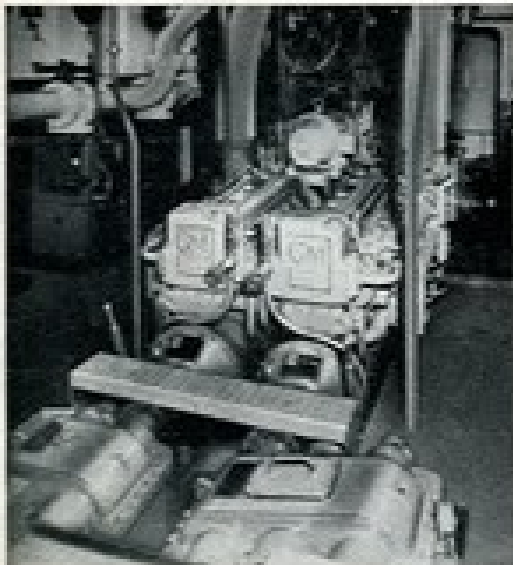
A Florida skipper repowered his 46-footer with twin 270-hp Detroit Diesels. In two seasons the only maintenance required was the change of one thermostat. And his fuel bills are lower, too. He now burns fewer gallons per hour using lower-cost, nonvolatile fuel.

How about you? Like an immediate return on your investment? Specify Detroit Diesel.

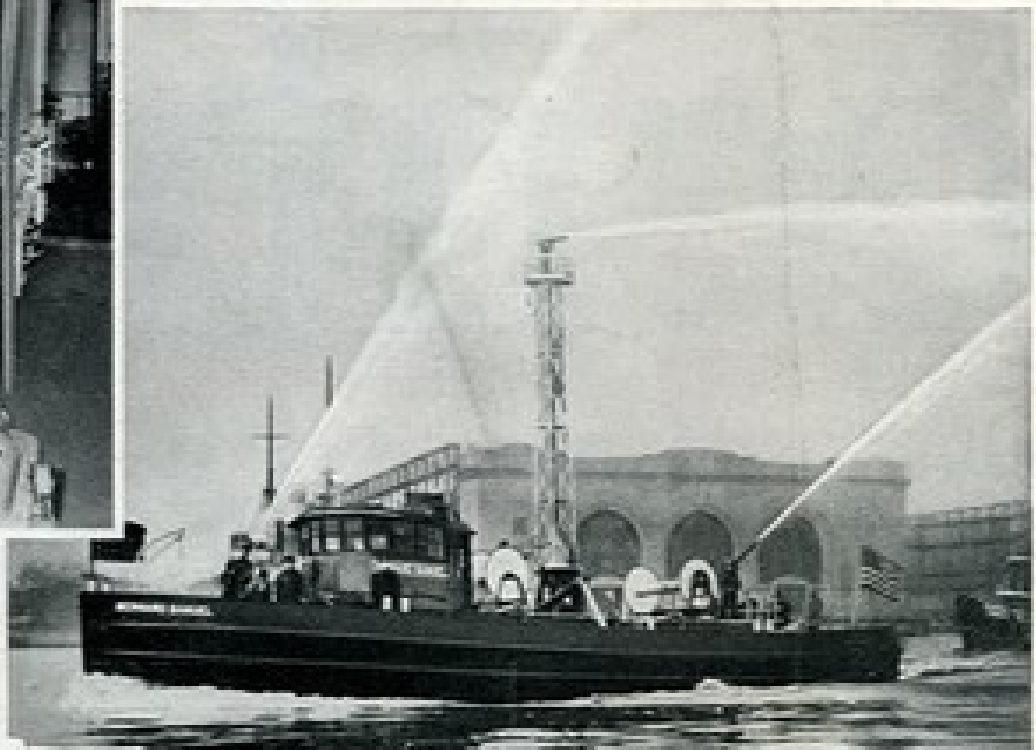
Detroit Diesel Engine Division, General Motors, Detroit, Michigan 48228.

You'll get your money back and then some.





Heart of the Bernard Samuel is this GM Series 71 Quad. Each engine can be individually debracketed and turned to pumping duty as the need demands. With a speed of 17 m.p.h., she can shift from full speed ahead to full speed astern in seven seconds.



Philadelphia's new fireboat, the Bernard Samuel, designed by Thos. D. Bowers, M. E., prominent Naval Architect, measures only 75 ft., yet packs all the punch of her larger predecessors and, at the same time, far surpasses them in economy and flexibility. She pumps better than 5,500 gallons per minute at 150 pounds nozzle pressure.

Brand-New Idea in fireboat design

THE Bernard Samuel's small size and great versatility can, in large measure, be attributed to her power plant—an 800 H. P. General Motors Series 71 Diesel Quad-6. Because of its compactness and greater power-per-pound 2-cycle design, this engine takes up less space—leaves more room for equipment. GM Diesel's instant, push-button starting enables the boat to get underway in a

hurry when the alarm sounds.

The same characteristics that made GM Diesels the choice of the Bernard Samuel's designer make these engines ideal for both pleasure and work boat power.

Write Detroit Diesel Advertising Department for free booklet "The New Idea in Fireboats" which gives the full story of the Bernard Samuel.

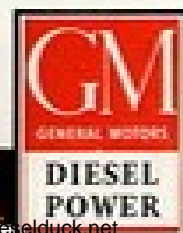
DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES...up to 200 H.P.

DETROIT 24, MICHIGAN

MULTIPLE UNITS...up to 800 H.P.

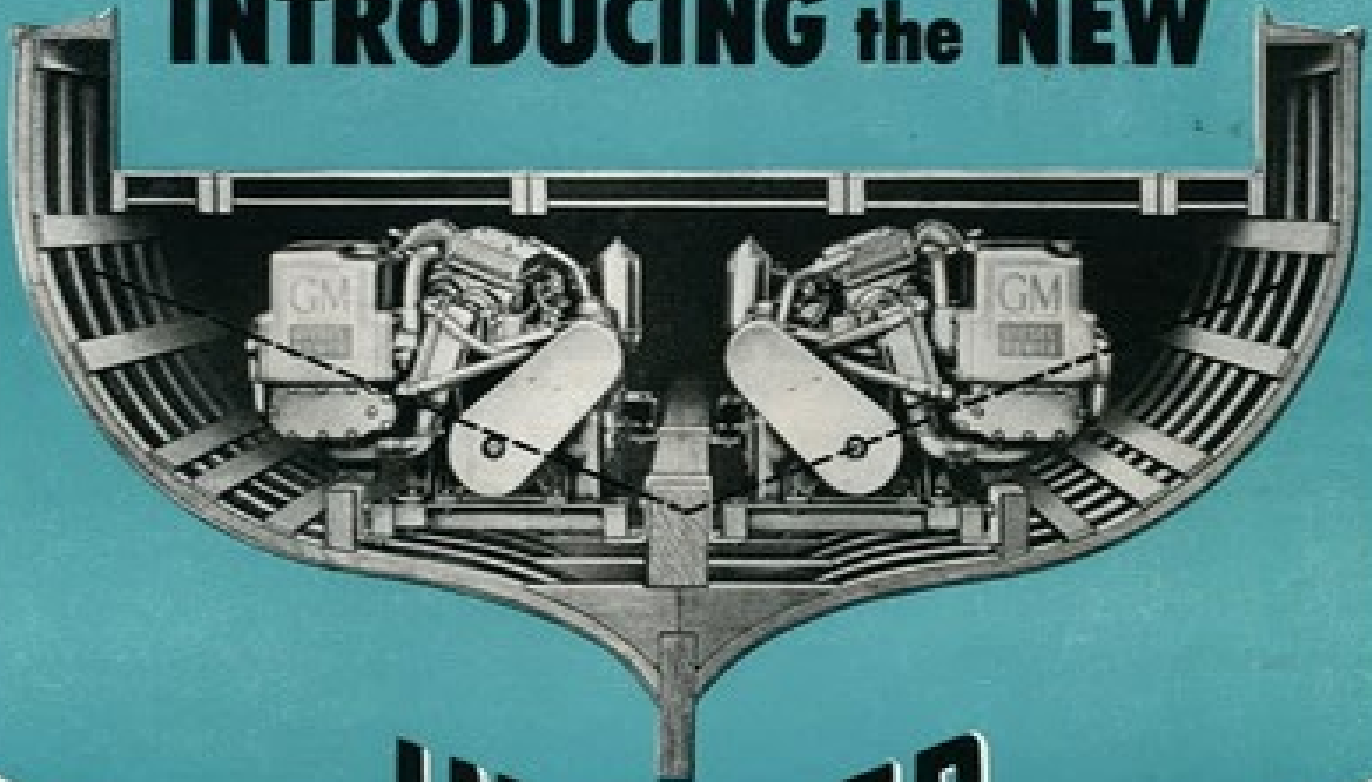
GENERAL MOTORS



DIESEL BRAUN WITHOUT THE BULK

This document, and more, is available for download from Martin's Marine Engineering Page - www.dieselduck.net

INTRODUCING the NEW



INCLINED

6-71 GM MARINE DIESEL

- ★ Available singly or in Matched Pairs
- ★ 31 inches Over-all Height
- ★ Weighs only 10.5 Lbs. per S.H.P.

Here's a more powerful, more compact and lighter-weight model of the famous General Motors 6-71 Diesel engine—standard of boatowners for safe, dependable marine power.

This new 216 shaft horsepower "six" is designed for modern marine applications where engine-room height is a big factor. By complete reengineering, tilting the block and head 70° from the vertical, over-all height has been reduced to 2 feet, 7 inches—9¼ inches less than the standard 6-71.

Through extensive use of aluminum, weight has been reduced 500 pounds per engine—to 10.5 pounds per shaft horsepower, complete with GM hydraulic reverse gear. This new low weight-to-power ratio assures faster cruising speed and lower operating costs.

extra safety of less volatile fuel—and lower insurance rates. It starts at the push of a button on fuel oil alone. It is economical to run and extends your cruising range. It requires minimum attention, and all accessories are topside for easy accessibility.

You've seen the sensationally simple 87 S.H.P. GM 4-51 Marine Diesel, introduced at the Motor Boat Show this year. You've read of the success of the new 138 S.H.P. "inclined" 4-71. Now we invite you to inspect this new 216 S.H.P. "inclined" 6-71—at your GM Marine Diesel Distributor's. Or for further details, write to:



DETROIT DIESEL ENGINE DIVISION

GENERAL MOTORS • DETROIT 28, MICHIGAN

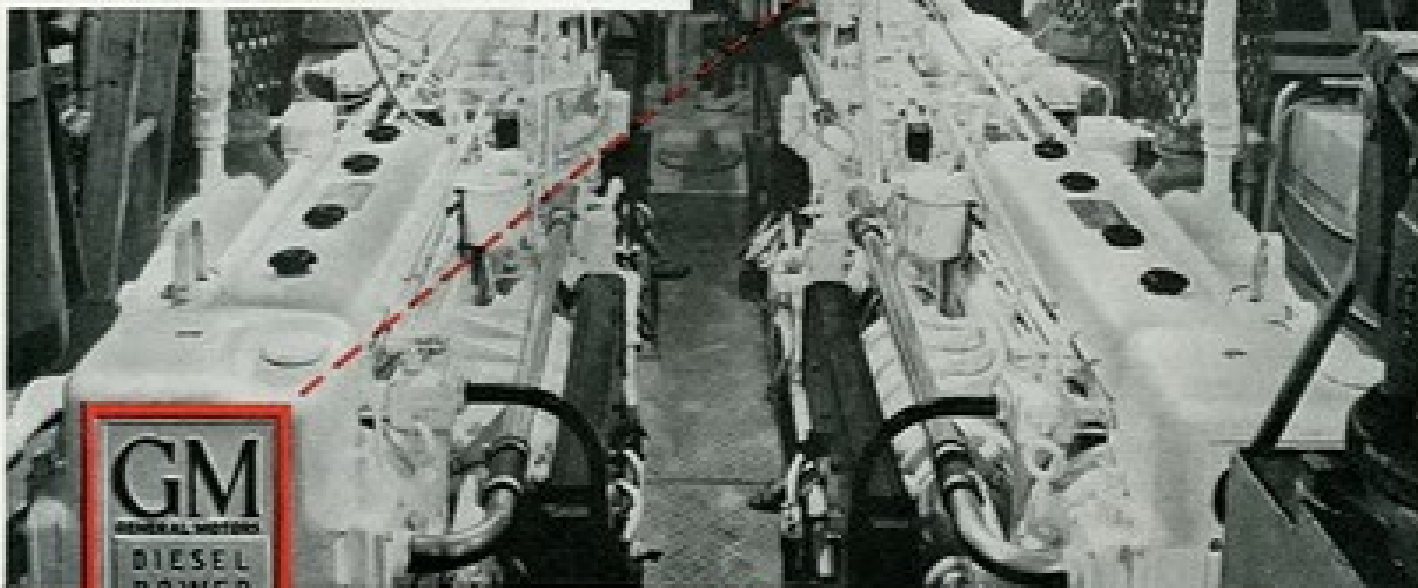


Floating home of the Ralph Evinrude is the luxurious 118-foot "Chanticleer"—powered by a pair of General Motors Detroit Diesel "6-71" Twins—four 200-H.P. engines driving two shafts. "Chanticleer" was built in 1948 by DeFoe Shipbuilding Company, Bay City, Michigan.

"My choice for reliability, quietness and smoothness"

says **RALPH EVINRUDE**

Vice Chairman of the Board, Outboard Marine Corporation



800 horsepower @ 2000 RPM is delivered by this pair of GM Tandem Twin "6-71" Diesels. Because of high-speed two-cycle design (power at every piston downstroke) GM Detroit Diesel engines pack more power in less space. New aluminum models of the "71" save 300 to 500 pounds of weight per engine. The smaller, valveless "51" model permits the use of Diesel power in boats as small as 22 feet.

Ralph Evinrude, whose father pioneered the outboard motor, has lived with boats and engines since boyhood. So we appreciate having his statement:

"I wouldn't have any other power in my boat. GM Diesels are tops for reliability, quietness and smoothness. On our trip from New York to Florida, running all four engines, a 15-KW. generator and heating plant, we cruised at 13½ knots on 26 gallons of fuel per hour."

The speed, safety and economy of GM Detroit Diesel power can be yours whether you own a 100-foot yacht or a 22-foot cruiser. For these compact two-cycle engines are available in a range of models to fit every size of craft—and they cost less than other Diesels!

Single Engines . . . 30 to 300 H.P. Multiple Units . . . Up to 800 H.P.



Mr. and Mrs. Evinrude were married aboard the "Chanticleer," October 6, 1953, and cruised from New York to Florida on their honeymoon. Formerly Frances Langford, singing star of screen, stage, radio and TV, the lovely Mrs. Evinrude praises the smooth, vibrationless performance of the "Chanticleer."

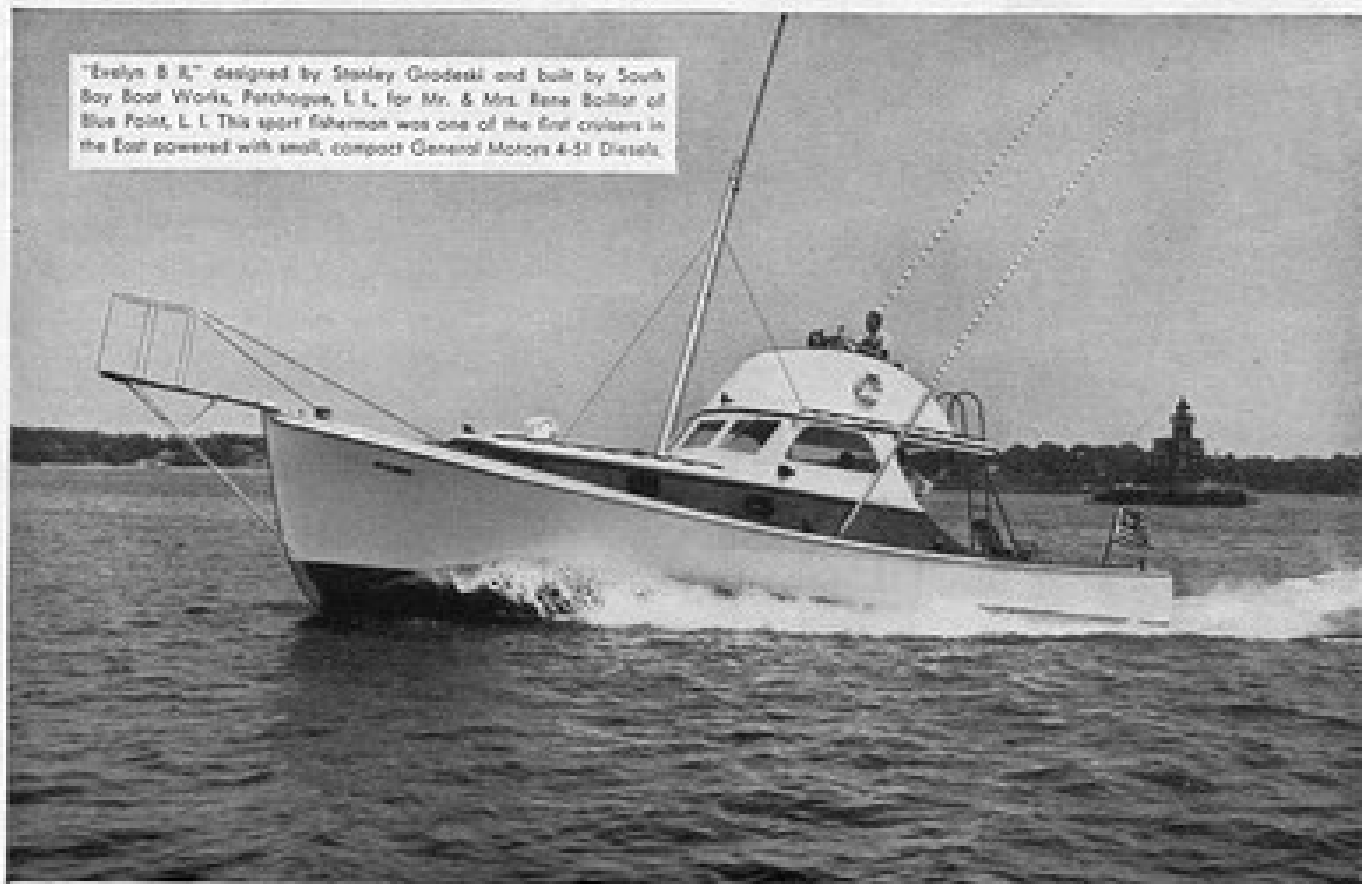
DETROIT DIESEL

Engine Division of General Motors

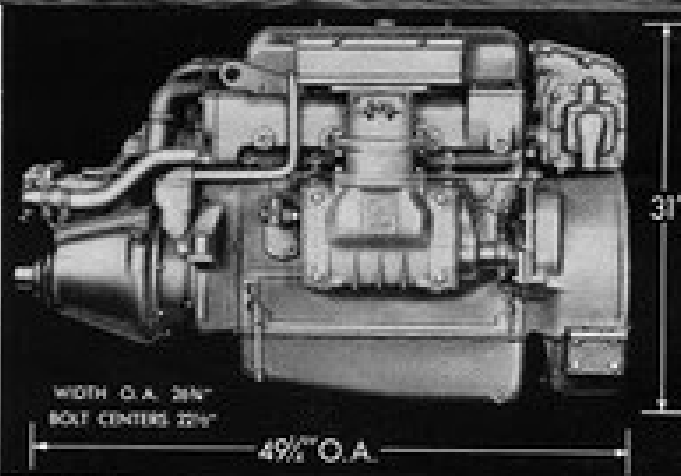
Detroit 26, Michigan
In Canada:
GENERAL MOTORS DIESEL, Ltd.,
London, Ontario



"Evelyn B II," designed by Stanley Grodzki and built by South Bay Boat Works, Patchogue, L. I., for Mr. & Mrs. Gene Soller of Blue Point, L. I. This sport fisherman was one of the first cruisers in the East powered with small, compact General Motors 4-51 Diesels.



NEW Compact Power



"Evelyn B II" Cruises on 84¢ of Fuel per Hour with 2 GM 4-51 Diesels

A pair of General Motors new compact 4-51 Diesel engines give this 40-foot sport fisherman a cruising speed of 12 knots and a top speed of 15 knots on low-cost Diesel fuel. The new 4-51's require little more space than comparable gasoline engines. They help "Evelyn B II" cruise on only 84¢ (6 gallons) of fuel per hour. This is one big reason for her 350-mile cruising radius.

Her owners report complete satisfaction with these easy-starting, fast-accelerating 2-cycle Diesels. These rugged engines give you the extra safety of less volatile fuel. They start at the push of a button on fuel oil alone and are practically impervious to moisture and dampness.

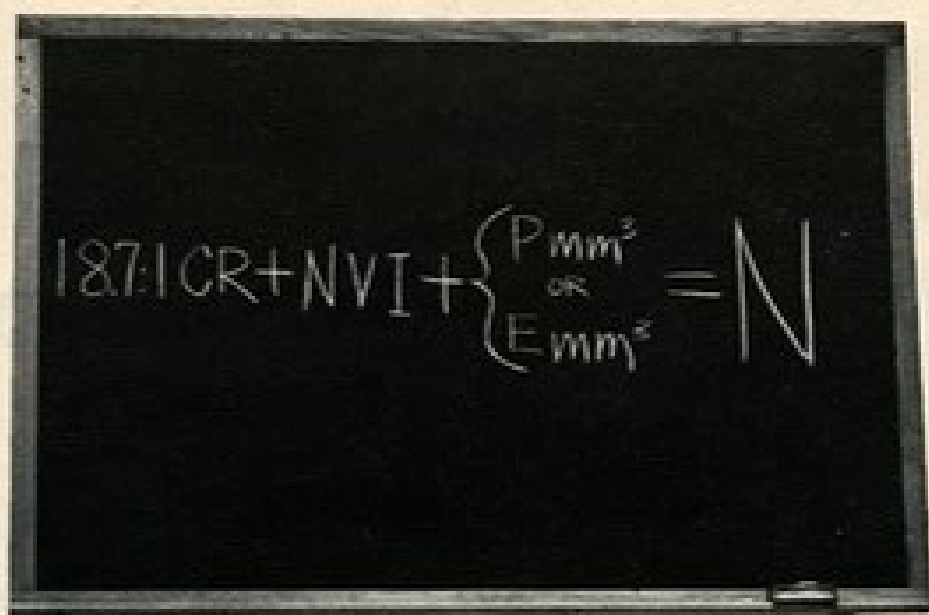
There's a GM Diesel for every boat. If you're thinking of buying a new boat this season, or of repowering your present one, make certain you see your GM Diesel distributor first.

DETROIT DIESEL ENGINE DIVISION

GENERAL MOTORS • DETROIT 28, MICHIGAN
Single Engines... 16 to 300 H.P. Multiple Units... Up to 840 H.P.

*It pays to
STANDARDIZE on*





Power and economy to the Nth degree

Webster defines the Nth degree as "the utmost."

GM Diesel's new "N" models fit this definition precisely.

With their 18.7 to 1 Compression Ratio and Needle-Valve Injectors, they give you a choice of:

1. *Up to 10% more economy with the same power.*
2. *Or 9% more power with the same outstanding economy of regular GM Diesels.*

And these new "N" engine refinements can even be added to existing GM Diesels at overhaul time.

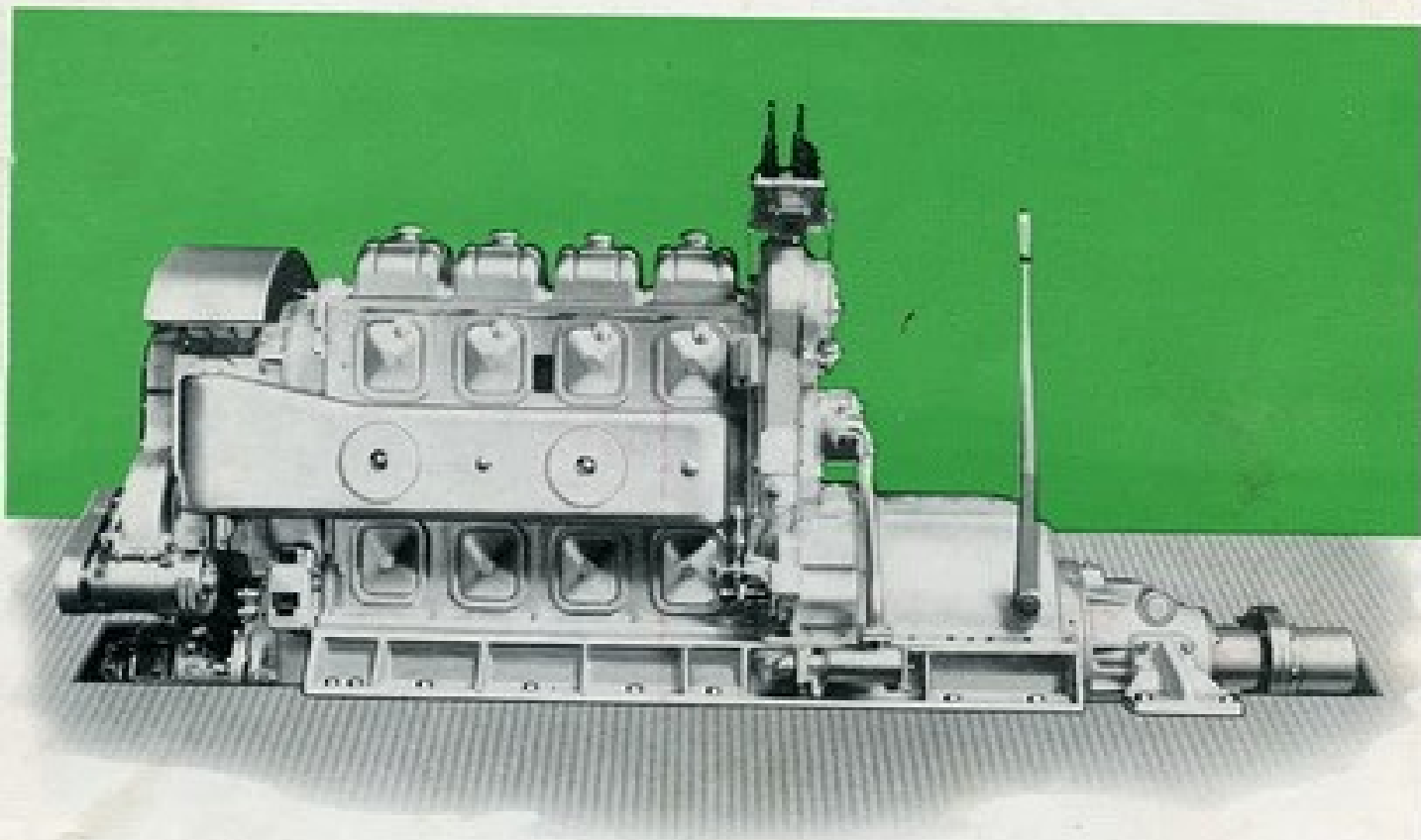
For the utmost in power—OR—the utmost in economy—specify GM Diesel Economy-PLUS "N" models.

See your GM Diesel distributor. Or write: Detroit Diesel Engine Division, General Motors, Detroit, Michigan 48228. (In Canada: General Motors Diesel Limited, London, Ontario.)

GM DIESEL
SERIES 53 & 71 ENGINES

SEE THE NEW GM DIESEL 280-H.P. 8V-53 AT THE NEW YORK AND MIAMI BOAT SHOWS

New-Type
GENERAL MOTORS
TWO-CYCLE
DIESEL MARINE ENGINE
Model 4-268A • 250 H.P.



Operating Side

Four Cylinders—6 $\frac{1}{4}$ -inch Bore—7-inch Stroke—250 H. P. at 1400 R. P. M.



GENERAL MOTORS

Diesel-Electric

GENERATOR SETS



Model
6043C,
100 K. W.

DETROIT DIESEL ENGINE DIVISION
General Motors Corp. • Detroit 28, Michigan



GM DIESEL

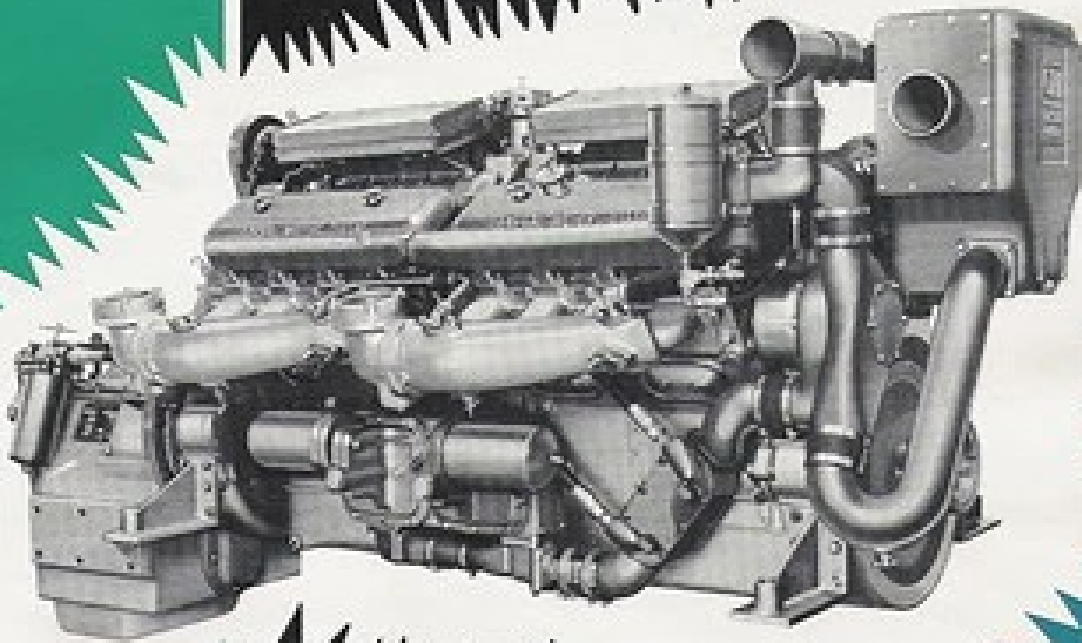
SERIES 71

MARINE PROPULSION
UNITS

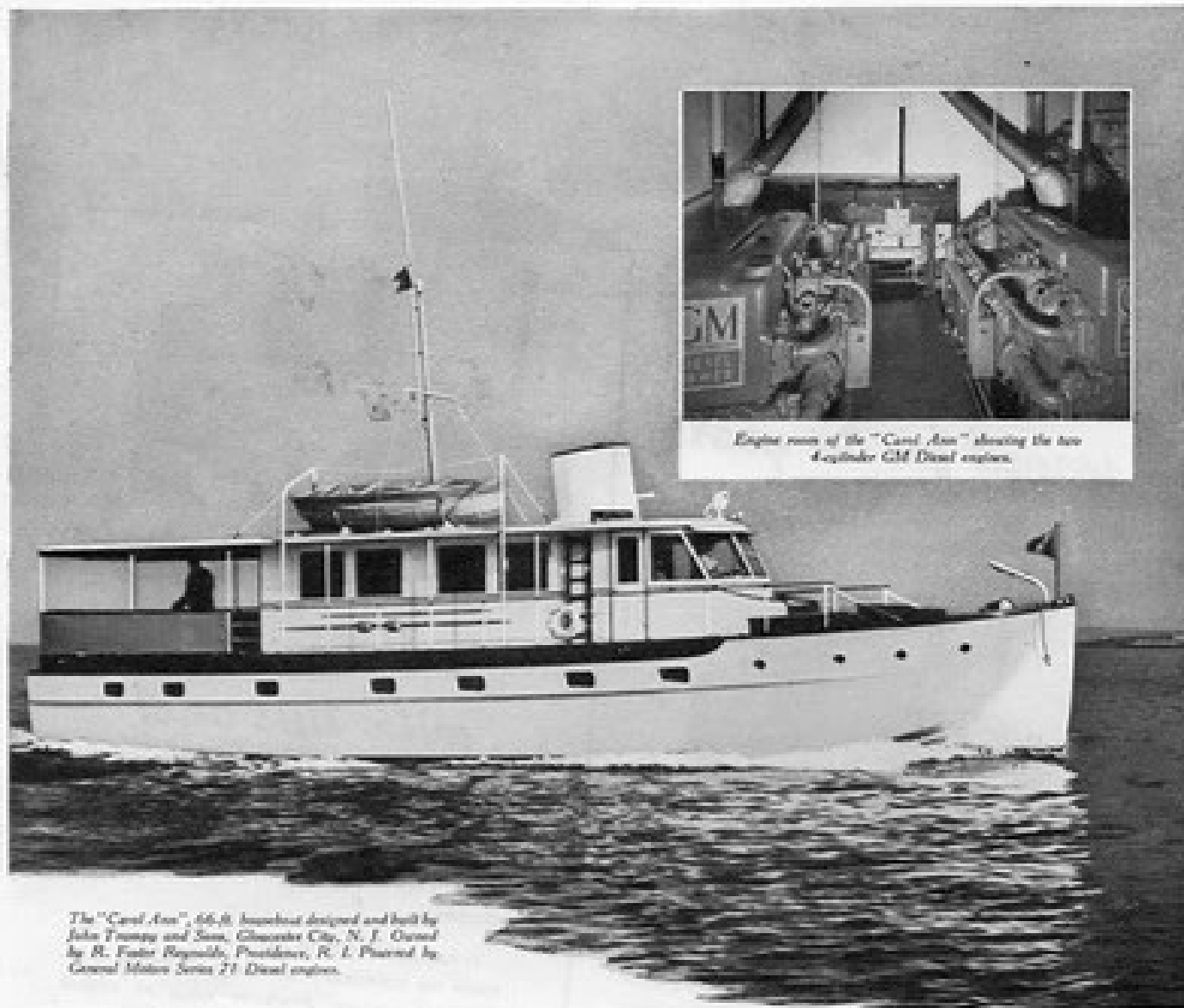
all
purpose
power
line

20 TO
1650 HP
IN ONLY
THREE
CYLINDER
SIZES

	MODEL
12V-71	7122-7200 STARBOARD 7122-3200 PORT
16V-71	7162-7200 STARBOARD OR PORT



MODEL
7162-7200



Engine room of the "Carol Ann" showing the two four-cylinder GM Diesel engines.

The "Carol Ann", 46-ft. keelboat designed and built by John Tronney and Sons, Gloucester City, N. J. Owned by R. Foster Reynolds, Providence, R. I. Powered by General Motors Series 71 Diesel engines.

All This and Diesels Too

The "Carol Ann" is comfortably roomy. Her accommodations allow for gracious living for her owners and guests—but that's not all. She also has the extra safety, economy and dependability of Diesel engines because she has Diesels which do not hog a lot of space.

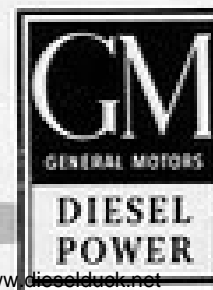
Her engines are General Motors Diesels.

For all their husky power, GM Diesels are compact. Each piston delivers power at every downstroke. That makes them smoother too. For there are twice the power impulses for each revolution and the flow of power is steadier.

Add all this to the GM Diesel's clean design and easy maintenance, and you can begin to see why so many of the fine new yachts and power craft appearing on the water today are being powered with GM Diesels.

DETROIT DIESEL ENGINE DIVISION

DETROIT 23, MICH. • [SINGLE ENGINES . . . up to 200 H.P.
MULTIPLE UNITS . . . up to 800 H.P.
GENERAL MOTORS



GM Diesels... Center of All "Ayes"



LOCH LOMOND, 68-foot motor powerboat with two 4-cylinder GM Diesels, designed and built by Henry C. Goble of Chicago for Mr. Robert K. Cameron, owner.



MARUFFA, 67-foot Marconi rigged yawl designed by Philip L. Rhodes of New York City and built by Penikese Shipyards in Wiscasset, Maine, for John Graham, Jr., of Seattle. GM Diesel auxiliary engine.



SAVITAR, 118-foot, all steel, DeLor Cruise-master, one of six palatial yachts, each powered with two GM Tandem Twins.



43-foot Twin Screw **VELLA**, designed and built by Hubert S. Johnson of Bay Head, N. J., for Henry C. Gilson, Jenkintown, Pa. 400 GM Diesel H.P. gives the **VELLA** a top speed of 19 knots.

Kee your eye on the rapidly growing number of fine yachts powered by General Motors Series 71 Diesels.

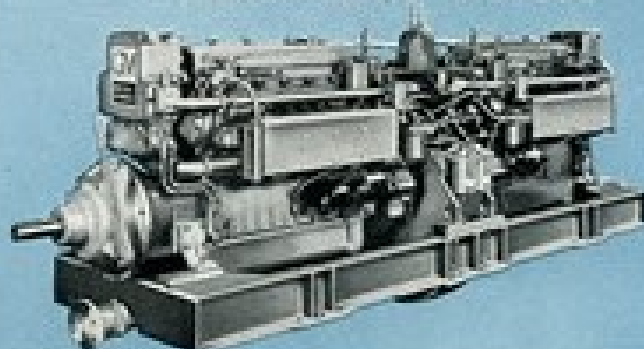
See how they start so fast, keep going so steadily and maneuver so easily. See, too, how much space they have for roomy accommodations.

The inside story is: GM Diesels are "two-cycle" —deliver power at every downstroke of the pistons. Thus they pack more power in less space and weigh less than older types. They start quickly on their own fuel, run smoothly and give you long-range operation with greater safety, greater economy.

These are engines that have set records for dependability on all the waterways of the world —engines that are backed by the experience gained in building more than a quarter million Series 71 Diesels.

Whether you are planning to build or repower, be sure to find out how much more GM 2-cycle Diesels have to offer. See them at the show or drop us a line.

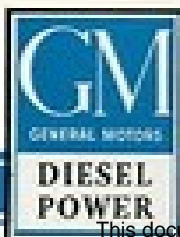
AT THE 1949 NATIONAL MOTORBOAT
SHOW DETROIT DIESEL ENGINE DIVISION
OF GENERAL MOTORS FEATURES
The TANDEM TWIN



General Motors now offers boatowners the flexibility of GM "71" Diesel multiple engine operation in a "Twin" that delivers up to 400 H.P., yet is only 37 1/4 inches wide.

This compact unit makes big horsepower available to a wide variety of hulls including twin-screw boats of limited beam. Built with the GM hydraulically operated reverse gear as an integral part of the unit, the Tandem Twin is easy to install, easy to take care of. Even in narrow beam boats it allows space on either side for cleaning and servicing. All working parts are readily accessible.

Available in port or starboard models. Choice of reduction ratios from 1.75:1 to 6:1. Front power take-off on either engine. Push-button electric starting.



DETROIT DIESEL ENGINE DIVISION

SINGLE ENGINES... Up to 200 H.P.

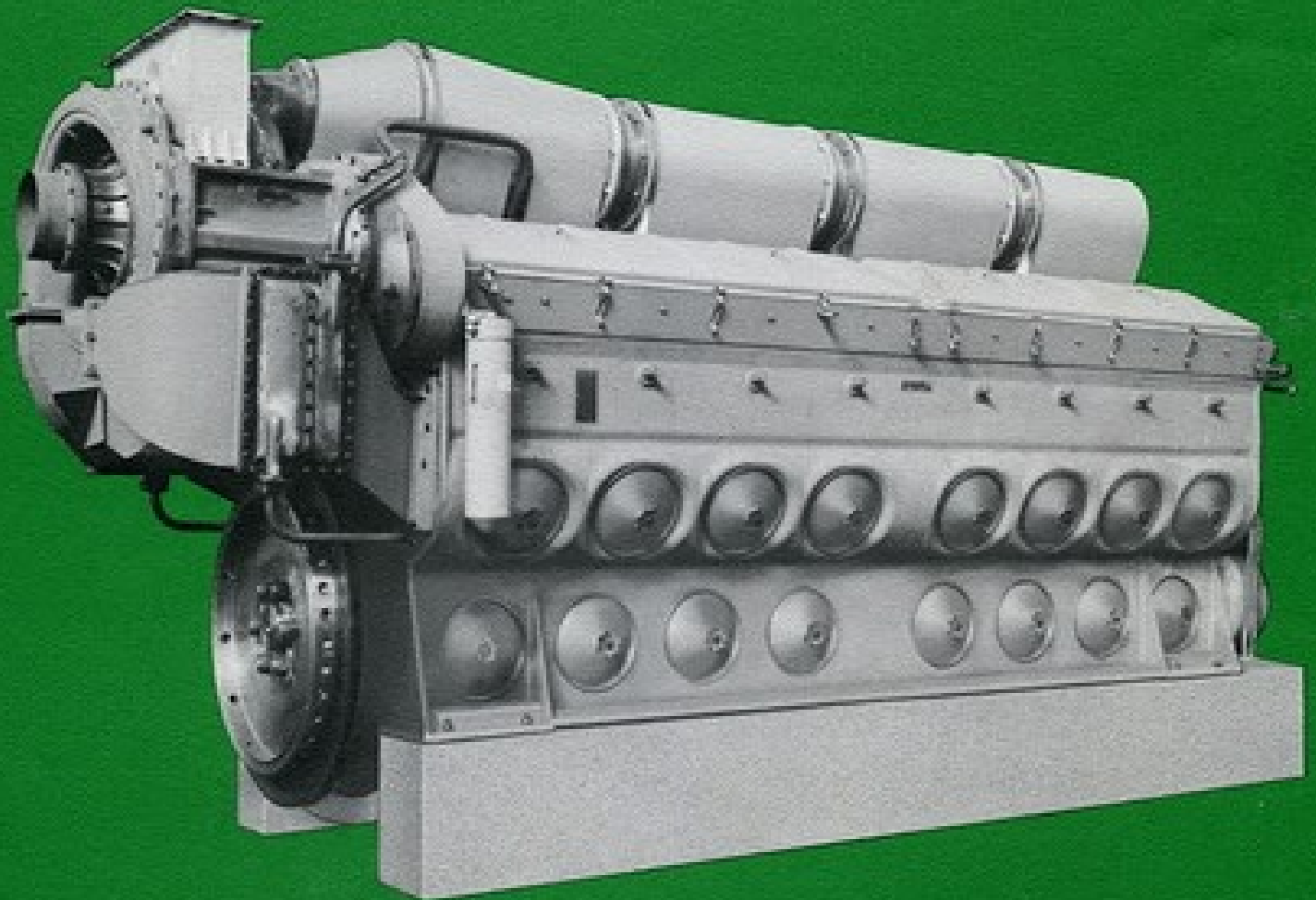
DETROIT 28, MICHIGAN

MULTIPLE UNITS... Up to 400 H.P.

GENERAL MOTORS

DIESEL BRAVN WITHOUT THE BULK

GENERAL MOTORS 645 E SERIES DIESEL ENGINE



MARINE APPLICATION

8-12-16 CYLINDER NON-TURBOCHARGED
12-16-20 CYLINDER TURBOCHARGED

ELECTRO-MOTIVE DIVISION / GENERAL MOTORS

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