

## NEW FORD TURBINES... SMOOTHEST POWER AFLOAT.

395 and 450 horsepower\*

Your first time out with Ford turbine power will be an eye-opener. From the moment you hit the starter switch, you see, feel and hear differences that put more pleasure in life afloat.

No exhaust smoke. Not a quiver of vibration in the hull. And almost no engine noise.

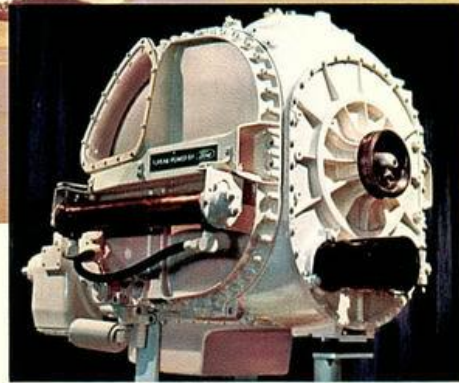
At the helm, you command the smoothest marine power ever to turn a prop. In salon or

cabins, the remarkable quietness makes conversation easy. On deck, you enjoy the sweet clean sea air—with no exhaust odor to mar the experience. And at the dock, the turbine makes you a welcome neighbor. No smoke or oily discharge from your engines.

For new hulls, the Ford turbine gives marine designers and engineers the great advan-

tages of light weight and amazing smoothness. For repowering, a turbine can make an older boat new as tomorrow.

Ask your Ford Industrial Power Products distributor for descriptive literature on Ford marine turbines. Call on him for technical advice on repowering or new installations. You'll find him listed in the yellow pages, under ENGINES.



\*Continuous rated brake horsepower @ 60°F and sea level.



The photos are of a prototype I think - and maybe of a Ford turbine powered boat - anyway they were black and white press release photos, not for brochures. Here is another of the same boat with the accompanying press release as given to Chris-Craft dealers, and also a clipping from Yachting Magazine July, 1973. Note that this model was available with turbine power. Interesting that my Chris-Craft Owner's Custom Reference Book (blue loose-leaf received with my 1978 45 tf) contains a section "Turbine Systems Module". The turbine model provide two idle speeds, "...HI for most operating conditions, and LO for very slow operation of the boat", very much like trolling valves on diesel boats today. Look at the page I included showing the turbine module panel - an indicator light for "Flameout" - cool!



CONTACT: C. GORDON HOUSER  
(305) 946-4000

THE NONPAREIL -- THE CHRIS-CRAFT 45-FOOT TOURNAMENT FISHERMAN

Chris-Craft's new 45-foot "fishing machine" with a 16' foot beam is a high-performance craft with long range for offshore fishing. Chris-Craft believes it has the largest assortment of fishing features ever assembled in one production boat. Designed for fishing, from the cockpit up, it will serve as a first-line attack vessel on many types of game fish in notable tournament ports throughout the world.

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## NEW BOATS in Yachting

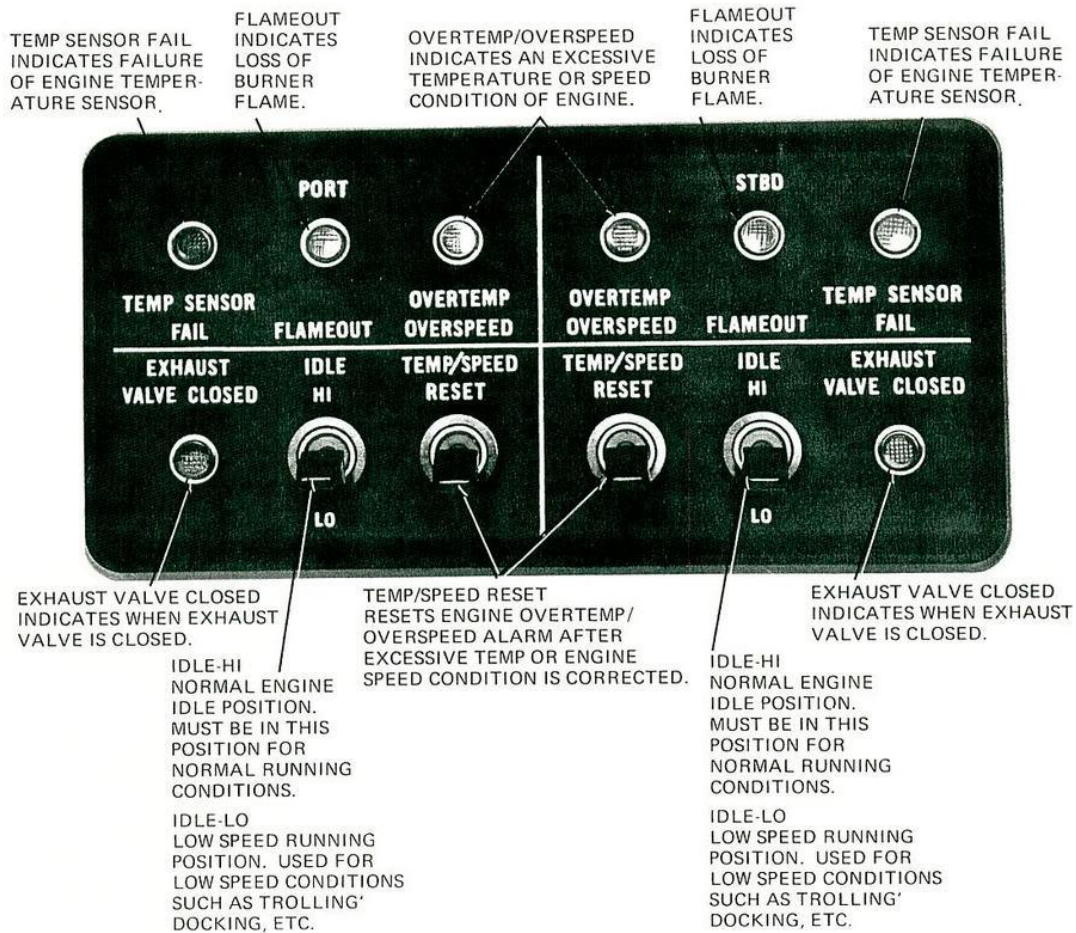
JULY, 1973

*Introduced a year ago, Chris-Craft's 45-foot tournament fisherman has established an impressive performance record. Although completely equipped, her list of options is legion, particularly in the area of electronics and fishing equipment. She is 45'6" o.a., 16' beam, 46½" draft and is built of fiberglass. Fuel capacity is 600 gal., water 150 gal. There are accommodations for eight persons in three cabins. Power options include twin 320-hp. GM diesels, twin 350-hp. Cummins diesels, twin 425 GM diesels and twin 373 continuous hp. Ford turbines. For further information write Chris-Craft Corp., Pompano Beach, Fla. 33061*





# TURBINE SYSTEMS MODULE



More reading:

[https://books.google.com/books?id=LIIZ\\_iY1dgoC&printsec=frontcover&source=gbs\\_ge\\_summary\\_r&cad=0#v=onepage&q&f=false](https://books.google.com/books?id=LIIZ_iY1dgoC&printsec=frontcover&source=gbs_ge_summary_r&cad=0#v=onepage&q&f=false)

1972 Ford Turbine Power, offered in the Commander and Roamer series

April 7 2011 at 11:43 AM Paul

Chris Craft sure did push the turbine engines in the early 1970s, but to date we don't have any evidence they ever sold any to the general public. What we do have are owners manuals telling how to start and run the turbine engines, and images of the control panel, etc. From time to time you will see some Ford or Chris Craft marine turbine ads for sale on ebay, and there are some there now I think. The development was cut short in 1973 due to a flood, as noted below. Too bad.....because with continued development it could have gone through enough R&D, T&E (trial and error) to eventually be a viable power system.

Here is a bit of history on the Ford turbine program.

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In January, 1955, Ford Motor Company became the first auto company to publish results of its research and development work on gas turbine, or jet, engines for automotive use. Ford shared with Society of Automotive Engineers members the results of three years of research on turbines, compressors, burners, regenerators and other components. Ford researchers believed that optimizing those components was the key to adapting the gas turbine for automotive use.

They installed a 150 hp, low-pressure regenerative turbine in a 1954 Ford, but the results were unimpressive. The focus of automotive applications shifted gradually to trucks and in 1966, a turbine powerplant was installed in the C-800, the largest truck Ford built at that time.

Five years earlier and impressed by a 300 hp Ford turbine prototype, the U.S. Defense Department contract with Ford to develop a 600 hp version. The result was Big Red, a towering super-transport prototype. After its debut in 1964, it made several cross-country runs at costs comparable to diesel operation.

An improved version, the first turbine designed for a specific commercial application, was introduced in 1966 for highway testing in Fords W-1000, a heavy-duty tractor used in over-the-road service. Other turbine engines underwent testing in a Continental Trailways bus used on cross-country routes and in part of the Ford truck fleet hauling parts between Michigan and Ohio.

Among its major advantages, the Ford turbine engine offered low noise, low emissions, low oil consumption and little vibration, easy cold-weather starting, extended overhaul life, high torque at low speeds and instantaneous full-power capability.

Military tanks, helicopters and jet airliners use gas turbines because they are smaller than reciprocating engines with better power-to-weight ratios. But high fuel consumption at idle and the costly materials required by their high operating speeds and temperatures have precluded successful turbine automobiles, except for one-off demonstration vehicles and dragsters.

In 1970, following 18 years of gas turbine research, Ford opened its Ohio Engine Plant in Toledo to build and sell turbine engines for heavy truck, bus, marine and industrial usage. But Ford closed the plant in

1973, after continuing issues of turbine heating and a devastating flood that shuttered a single-source suppliers only plant