



1963 CHRIS CRAFT SKI BOAT 17' -- ENGINE

1963 CHRIS CRAFT SKI BOAT 17'. Philippine Mahogany hull. 6-foot beam. Single inboard gas Chevrolet 283 CID V8 185hp. Accessories include mooring cover, anchor, fire extinguisher, seat cushions, galvanized minnow trap and galvanized minnow keeper. Bottom is off (great for inspection of framework). This is a complete boat. All hardware, instruments, interior and planking are available. Dis-assembly notes and photos are included along with research material from the Mariner's Museum (Owner's Manual, Original Equipment List, Shop drawings). It also comes with many back issues of Classic Boating, Channel Marker and Rudder/Rusty Rudder magazines.

Owner says, "The boat was purchased in the late 80's and was used in fresh water only for two or three summer seasons here in southern Michigan. She has plenty of power to pull skiers and is very comfortable cruising at all speeds from a dead idle all the way up to redline. She wintered in a fully enclosed insulated garage. I found that the hull leaked a lot, so a bottom restoration was started in 1992. Then life got in the way and she has remained in garage storage since then. She now it awaits a new owner who has the time, talent and treasure to bring her back to her full glory." Asking: \$5,995. Contact Joe at jvanselo@comcast.net or 248-342-0938. S.E. Michigan (MI)



1963 CHRIS CRAFT SKI BOAT 17'



1966 Century 17' Parts Only. Windshield, gauges, and hardware for 1966 Century. Parts only, no boat. Asking \$750. Contact Robert at 509-725-0911 or r-lwiebe@msn.com (WA)

Continued from Page 2.

...SUBJECT: OLD COMMUTER IN NJ

I acquired it in 1981, from a Naval Cadet Alliance. They received it in the 1960's from a lawyer who lived on it at the 79th St. basin in NYC. Around 1950, it had two Chrysler Crowns installed at the Bath Iron Works, in Maine. I believe that the hull is teak over cedar on oak ribs, copper riveted. One of my peers insists that the outer hull is African mahogany.

In 25 years, I have not been able to find any hull, or builder, markings. Some people think it's Art Deco, others European, and one person thought it was a Admiral's Gig. The boat is located at Smith's Creek in Sewaren, New Jersey. This creek is off the Arthur Kill and about two miles from the Outerbridge Crossing (between Staten Island and NJ).



NJ COMMUTER 'AT SPEED' IN THE EARLY NINETIES

The oak stem, oak ribs, oak butt blocks are failing. The outer hull planking is still hard. Most of the interior, which had been added by the lawyer, has been removed and discarded. The bare inner hull is mostly open. I removed the engines, about four years ago and the stainless fuel tanks were also junked.

The pictures with the green bottom paint are current. The pictures, at speed, were taken in the early nineties. The picture docked is from the late eighties, but shows a nice profile. I know that the stern cabin, port side door and plywood bridge, were added by the lawyer and they are bad.

In the late eighties, after replacing the stern stem, shaft log beds, shaft logs and engine beds I installed a pair of 305 OMC 225 HP inboards. They used 2.57 to 1 Velvet Drives, swinging 20x22 three-bladed props. The pictures are (with bow out) are at about 4100RPM and clocked at 27 mph. Prior to 1950, the boat had two V-12 engines (totaling about 7000 to 8000lbs). Scott Halls would have been about 500 to 600 HP each, and should have pushed the boat to the 50-60 mph range. The boat was probably used by the government during WWII (coastal service), but that is speculative.

Thanks, in advance, for the interest. I am looking for more pictures, and have more details about the boat. As I stated, I cannot save this boat. The time on the rail is limited, and the yard owner wants to eliminate my slip. If you can provide any input as to its origins, that would be great. This boat, even in its current shape, has been my joy for many years.

Thank you, and I am looking forward to hearing from you.
Regards, Bill H.

Continued on Page 11.