



1952 JAFCO SEAMASTER 20'

Owner says, "Complete refinish inside and out last winter. Hull painted Hatteras white interior as well and 10 coats of epifanas on all bright-work. Changed over to 12 volt. Ready to enjoy... It's a very nice boat, runs like new, new paint and varnish. Has a 1992 4000 lb trailer with brakes, Sunbrella mooring cover and both the boat and the trailer have transferable **NY** registrations current." Asking \$7500. Call Tom at 585-394-3360 days, 585-455-8151 cell, or tsteel71@hotmail.com



1954 ANDRES UTILITY 26'

1954 ANDRES UTILITY 26'. Mahogany on oak. 1955 Corvette Stingray gas V8, 185hp. Rebuilt 2005: rebored, resleeved, new pistons carb kit, new top. Owner says, "Last in water 2006, sound craft in need of varnish & TLC, a real beauty." Asking C\$6000. Contact Kevin at kevin@headacres.ca or 613-539-4323 **(ON)**



1956 CHRIS CRAFT 27'

1956 CHRIS CRAFT 27'. Wooden hull, single gas engine. Owner says, "A marina owned boat. Boat was last in water 2005. Not original motor, newer canvas, some wood planking needs to be replaced, a lot of original hardware is still there, the missing windows are in the cabin." Contact John at 866-441-3984 (toll-free) or 845-429-0100 or email salesspbm@optonline.net. Boat located Stony Point **(NY)** on the Hudson. Asking \$5000.

1948 CENTURY SEA MAID 17'. Owner says, "The boat needs a full restoration. I have found a different tandem trailer and restored that to store the boat on. I have located the correct 1948 Gray Marine Fireball 140 engine that has been disassembled and some parts cleaned up. I have located 2 of the 4 missing deck vents. The only piece of missing hardware on the boat is the rear gas filler cap, light pole socket and light pole and 2 deck vents as far as I know. The boat has a hull number of 48Q133.



1948 CENTURY SEA MAID 17'

"There is a layer of fiberglass on the bottom that is slowly coming off but has helped to hold the bottom together. I have owned the boat since 2003 and it has been stored indoors that entire time. The boat is in storage in northern **MN**." Asking \$5500. Contact Mark at mbnjagn@charter.net or 763-458-4036.



1966 CHRIS CRAFT CONSTELLATION 37'.

Owner says, "My boat is a 1966 Chris Craft 37-foot Constellation. Though built in 1966, it was bought new and titled as a 1967. This model was the most popular in the Chris Craft Constellation series. Chris Craft built 345 of them in the production run from 1963 through 1967. The series encompassed family cruisers and motor yachts from 25 feet through 57 feet. The last Connie was a 57-footer built in 1972 for Pete Rozelle, then commissioner of the National Football League.

"The boat is 37 feet long at deck level. It has 12' 3" beam. The draft is 32 inches. It weighs 17,000 pounds. Fuel capacity is 175 gallons in two 87.5 gallon tanks. Water capacity is 40 gallons. The holding tank is 20 gallons. The hull is mahogany. The cabin top and bridge hardtop are of fiberglass. The deck, including the aft cockpit are vinyl covered. The aft deck is newly covered in Nautilux.

"It is powered by twin 427. cu. in. 300 hp Chris Craft V-8s. The base of the engines are Ford Truck blocks. The engines, Paragon transmissions and carburetors were rebuilt and have 20 hours on them. There is no generator. The boat is equipped with an inverter and 30 amp shorepower. Spare props and shafts are included. With a full tank of fuel and two persons on board, the boat cruises at 18 to 24 mph, depending on sea conditions and fuel mileage. At around 20 mph, I realized slightly over a mile to a gallon on a long cruise. Top speed is 36 mph plus.

"The boat has a 6,000 BTU air conditioner and dockside water. Electronics include an Icom 127 VHF radio, Northstar 951 GPS, Sandpiper digital depth sounder, engine synchronizer and gas fume sniffer for the bilge. There is a dual

trumpet Kahlenberg air horn with compressor that will wake the dead. There also is a large chrome searchlight operated manually from the helm. The boat also is equipped with trim tabs which I never felt the need to use. The boat is equipped with a VDO sumlog that includes a propeller-driven speedometer. The motors had approximately 1,700 hours on them when they were rebuilt. I had them rebuilt as they were beginning to use oil. The rebuild included new bearings, pistons, rings, valves, valve springs and new valve seats to provide for unleaded fuel. The ignitions were converted to electronic-type, doing away with points. The crankshafts were checked for true. The cams were reground.

"The boat is in good condition. It has been maintained by the Mayea Boat Works, of Fairhaven, MI. They are a premier, even pre-eminent wooden boat maintenance and restoration group. They also build custom wooden boats. Currently, the boat needs varnish on the toe and handrails. The hull was painted five years ago and could go another few years with some touch up. No major woodwork is needed. There is a soft spot in the deck around the pump-out fitting where water has seeped under the vinyl deck covering. The canvass backdrop covering the back deck needs some repair.

"The cabin layout is: V-berths in the fore cabin with hanging lockers on either side. A door to the head which is to port allows V-berth sleepers access without going into the main cabin. The forecabin can be closed off from the main cabin with a locking door. In the main cabin, the galley is starboard with an under-counter 12v refrigerator. There are lockers and drawers for dishes, tableware and cutlery. There is a microwave and coffee maker. There is a three-burner electric range with oven. Across the aisle from the galley, on the port side, is the head with sit-down commode, sink and telephone shower. Another door provides entrance to the head from the main cabin. Next to port moving aft is a larger locker. Aft of it is the dinette. The table can be lowered and the settee cushions laid out for form a double berth. There are drawers under the settee. Across the aisle, to starboard, is a convertible couch. It converts to an upper and lower berth. There are drawers under this couch. The cabin has a door with a screened opening that can be closed for privacy.

"Stepping up out of the main cabin, the helm is to port with all controls. There are matching helm and companion seats which fold down to permit total access to the engineering spaces. The aft deck, or cockpit, behind the helm and companion seats and on the same level, can accommodate six or eight deck chairs and a small table in the middle. We have four big deck chairs and there is more than enough space for them and yet allow people to move around. The aft deck is protected by weather cloths. There is a swim platform, accessible by steps. It also has a swim ladder.

"The boat did not go in the water this year. It has been winterized and is stored in a covered shed at a marina." **(MI)** (Photo and contact details at top of Page 5, Column 1)