

BAUDHUIN YACHT HARBOR

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THE 1968 CHRIS-CRAFT COMMANDERS

AMERICA'S FINEST FIBERGLASS FLEET

Commanders are beautifully styled. They'll stand up to the toughest test of strength, durability, and performance. Maintenance is easier than ever. And more economical than ever.

Superior fiberglass technology pays off big.

Consider the advantages of a hull made from polyester resin, reinforced with fiberglass. (Usually called simply "fiberglass.") It's immune to dry rot and marine borers. And changes in temperature. Color can be molded into it for a gleaming finish that outshines the finest enamel finish. And outlasts it. Fiberglass eliminates the high cost of constant repairs and the need for periodic repainting of hullsides and superstructures. It gives you far more free time for pleasurable cruising.

Now consider the fact that all fiberglass hulls aren't alike. Just as all boat builders aren't alike.

When Chris-Craft began producing Commanders, Chris-Craft engineers and designers set about exploring new techniques and construction methods. In doing so, they formulated a new technology for fabricating fiberglass boats . . . a technology requiring materials and construction methods that hadn't existed before.

The final result is a new breed of boats that combines sleek beauty with exceptional strength and seaworthy performance.

For more than seven decades, Chris-Craft has been first in the designing and building of the world's finest pleasure craft. First from wood. Then from steel. Then aluminum. And

now, fiberglass.

The 1968 Commander fleet, with new models and features, are proudly presented on the following pages. Perhaps many of the features were ones you hadn't expected to see for years — such as CruiseControl.

New Cruise Control for 1968.

Chris-Craft's new Cruise Control lets the pilot, by merely pushing two switches at the control station, adjust twin trim tabs faired into the bottom at the stern. He can thus achieve the most efficient planing attitude for speed and fuel economy under all conditions. The trim tabs may be regulated individually to correct for a list when the boat is unevenly loaded. A trim tab Position Indicator is available for the control console (extra).





Hardtop version. Bow rails are extra on all versions.

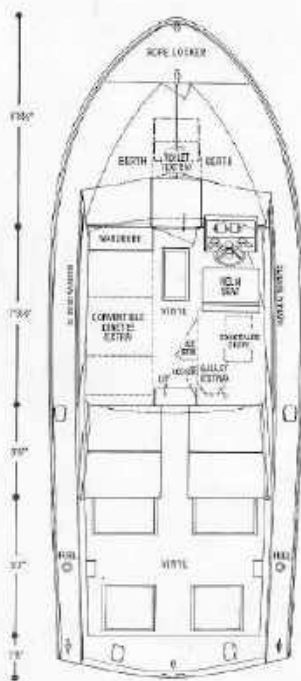


Standard open version of 22' Sports Express. Rails optional.





Twin screw model with optional galley and dinette



COMMANDER SPORTS EXPRESS

This high-performance hull is available in a number of ways. It can be an open boat with helm and companion seats and a wardrobe. It may have a soft top, hardtop, or a hardtop and Command Bridge. Single-screw model with a Chris-Craft 210-hp engine may have either a galley or dinette unit. Models with twin 185's may have both. Foam mattresses are optional for the forward V-berth platforms. Sleeping capacity can be two, or four, with the addition of a convertible dinette. Top speed is 38 miles per hour.

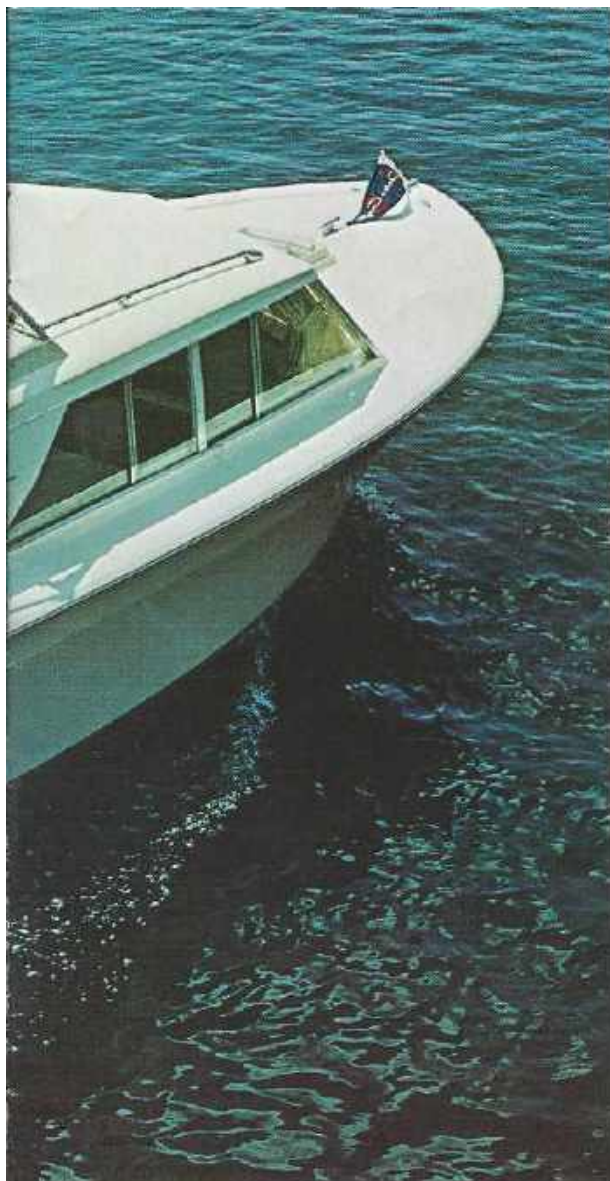
Specifications	Weight from waterline (pressure)
Sleeping Capacity.....2	Open.....6'5 1/2"
Length.....27'9"	Hardtop.....6'6 1/2"
Beam.....10'7"	Center and Grillbe.....9'7"
Draft (single screw).....25 1/4"	Fuel Capacity, gallons (single screw).....85.7
Draft (twin screw).....27 1/4"	Fuel Capacity, gallons (twin screw).....80
Freeboard, forward.....51 1/2"	Fresh Water Capacity, gallons.....16.5
Freeboard, aft.....37 1/2"	optional galley.....Fiberglass
Weight (dry, estimated).....5,530 - 5,710	Forward, Side and Aft Decks.....Fiberglass
Headroom.....6'1 1/2"	Cockpit Floor.....Vinyl-covered

Standard Equipment • Anchor Light • Battery Disconnect Switch • Bow Pole and Fenders • Cleats • Coats • Cockpit Step • Companion Seat with Folding Footrest • Deck Hatch, Forward • Electric Motor • Fuel Exhaustors • Ice Bell • Helmman Seat with Folding Footrest • International Navigation Lights • Life Preservers • Shipping Coakle • Stern Pile and Ledge • Vee Berths, Isothermosses • Windshield and Sliding Sidashields • Wardrobe



27

COMMANDER



Complete facilities for cruising four in comfort, in a fast, seaworthy, low-maintenance fiberglass hull. The forward area has foam-filled V-berths and a ventilating hatch which can serve as a second entrance. In the main cabin, a large dinette unit on the starboard side converts to a double bed. The galley has a concealed stove, sink with fresh water system, ice box, and storage. There's an enclosed, full-height lavatory with fiberglass sink and vanity. Bulkheads and paneling have rich natural wood finishes. Single 210-hp V8, or twin 185's; top speed is 37 mph.

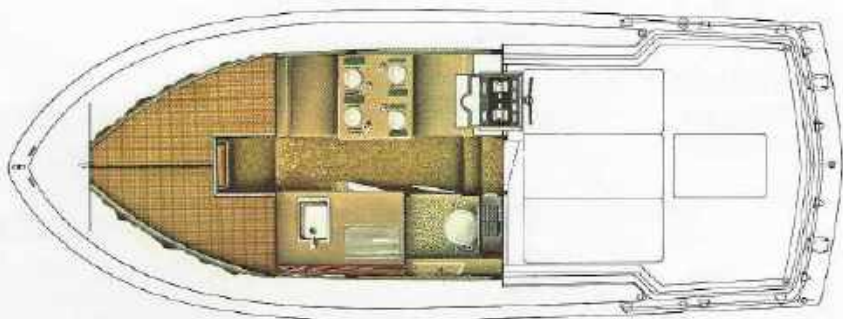
Specifications

Sleeping Capacity	4
Length	27' 0"
Beam	10' 0"
Draft (single screw)	23 1/4"
Draft (twin screws)	22 1/4"
Foreboard, forward	51 1/2"
Foreboard, aft	57 1/2"
Height from waterline (displacement) to top of mast	9' 0"
Weight (lbs., estimated)	6,200-7,000
Hoodway	6' 2"
Fuel Capacity, gallons (single screw)	48
Fuel Capacity, gallons (twin screws)	96
Fresh-water Capacity, gallons	116
Forward, Side and Aft Decks	Fiberglass
Cockpit Floor	Fiberglass

Standard Equipment • Alcohol Stove • Anchor Light • Battery Disconnect Switch • Bow Pole and Funnest • Carpeting • Chocks • Cleats • Deck Hatch, forward • Dinette, convertible • Dish Locker • Dock Lines, 1/2" x 6' • Electric Horn • Fire Extinguisher • Foam Cushions and Mattresses • Fig Rod • Fresh Water System, manual • Galley Sink, enamel • Handrails on cabin top • Handrails, aft deck • Ice Box • International Navigation Lights • LHO Preservers Mirror in Toilet Room • Shipping Cradle • Stern Pole and Lashes • Toilet, manual • Vee Berths • Wardrobe.



Hardtop and bow rails are optional.



20 50 100 150 200



31
**COMMANDER
SPORTS
EXPRESS**

This is as able a fishing machine as you'll find. She's available with twin 210, and 300-hp V8's, and the last pair will deliver a rocketing 39 miles per hour. The cockpit is large, with a non-skid pattern in the fiberglass decking. There's a private lavatory opposite the control station. Foam mattresses are standard in the forward cabin, and the addition of a convertible dinette unit (optional) can increase the sleeping capacity to

four persons. A complete galley unit is also an option. Command Bridge with dual controls, seat, and ladder is extra. Cruise Control available.

Specifications

Sleeping Capacity	2
Length	38'0"
Beam	11'3 1/2"
Draft	3'1 1/4"
Freeboard, forward	37"
Freeboard, aft	38 1/2"
Height from waterline (clearance) to top of mast	17'3"
Height from waterline with Command Bridge to top of mast	17' 1/4"
Weight (lbs., estimated)	10,120-10,820



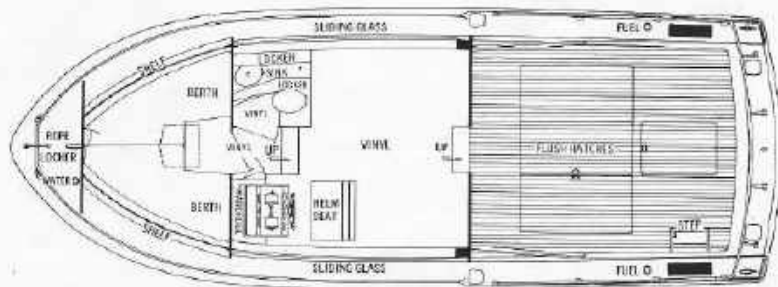
Galley and dinette (above) and bow and side rails (below) extra.



Headroom..... 5'4"
 Fuel Capacity, gallons..... 150
 Fresh water capacity, gallons..... 25
 Forward, Side and Aft Decks..... Fiberglass
 Cockpit Floor..... Fiberglass

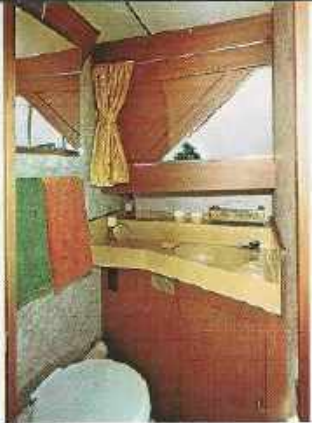
Standard Equipment - Ashlar and Nylon Line Battery Disconnect Switches • Bow Pole and Furling Clecks • Cleats • Cockpit Rail Gate, port and starboard Cockpit Step • Deck Hatch, forward • Dock Lines, nylon Electric Bilge Pump, automatic • Dorsal Horn • Fire Extinguishers • Foam Mattresses • Fog Bell • Fresh Water System, manual • Handholds or Lanyards • Handrails, all areas • Headlamp with Ventilating Windshield and Sliding Sidefields • Helmman Seat with folding Footrest • International Navigation Lights • Line Preserver Wire in baitel room • Radio Ground • Shipping Cradle Stern Pole and Engine • Toilet, manual • Toilet Room Blower • Vee Berths • Wardrobe • Windlass Wick.

3'0" 6'0" 3'2" 6'5" 10'7" 1'0"





Compact galley has natural wood cabinets.



Lavatory has fiberglass sink and vanity.



Fiberglass Command Bridge is extra.





Forward view of main cabin.

Rear view: Bow and side rails optional.





31

COMMANDER

Cruising capacity: six. Type of accommodations: luxurious. Starting with the forward stateroom that offers the privacy most people desire, this Commander has all of the things a party of six would wish for on cruises. The main cabin has opposing dinette and lounge areas to make entertaining convenient. The lounge converts to berths, and the dinette into a comfortable double bed. An L-shaped galley and an enclosed lavatory are just aft. All decks, and the cockpit floor are non-skid fiberglass. Powered by twin 210-hp Chris-Craft V8's, top speed is 35 miles per hour. Cruise Control optional.

Specifications

Sleeping Capacity.....6	Height from waterline.....3'11"
Length.....31'0"	(clearance) to top of mast.....6'5 1/2"
Beam.....11'5 1/2"	Maximum.....6'5 1/2"
Depth.....2'1 1/2"	Fuel Capacity, gallons.....100
Freeboard, forward.....54 1/2"	Fresh-water Capacity, gallons.....25
Freeboard, aft.....48 1/2"	Forward, Side and Aft Berths.....Fiberglass
Weight (incl. equipment).....10,660	Cockpit Floor.....Fiberglass

Standard Equipment • Alcohol Stove • Anchor and Nylon Line • Battery Powered Switches • Bow Pole and Furler • Carpeting • Chocks • Cleats • Cockpit Ball Game • Dock Hatch, forward, aluminum with vent • Dinette, convertible • Dish Locker • Dock Lines, nylon Dispenser • Electric Bilge Pump, automatic • Electric Horn • Fire Extinguishers • Foam Cushions and Mattresses • Fog Bell • Fresh Water System, manual • Galley Sink, stainless steel • Handholds on cabin top • Handholds, aft deck • Helmseat Seat with folding Footrest • Ice Box • International Navigation Lights • Life Preservers • Lounges, converts to a port and starboard berths • Mast with Anchor Light • Medicine Cabinet with Mirror • Radio Ground • Sponges • Ski Lifting Cradle • Stern Pole and Furler • Toilet, manual • Vee Berths Ventilation Hatches • Window and Glass Sidelights • Washbasin • Wash Basin, Fiberglass Weather Glass • Windshield Wiper.



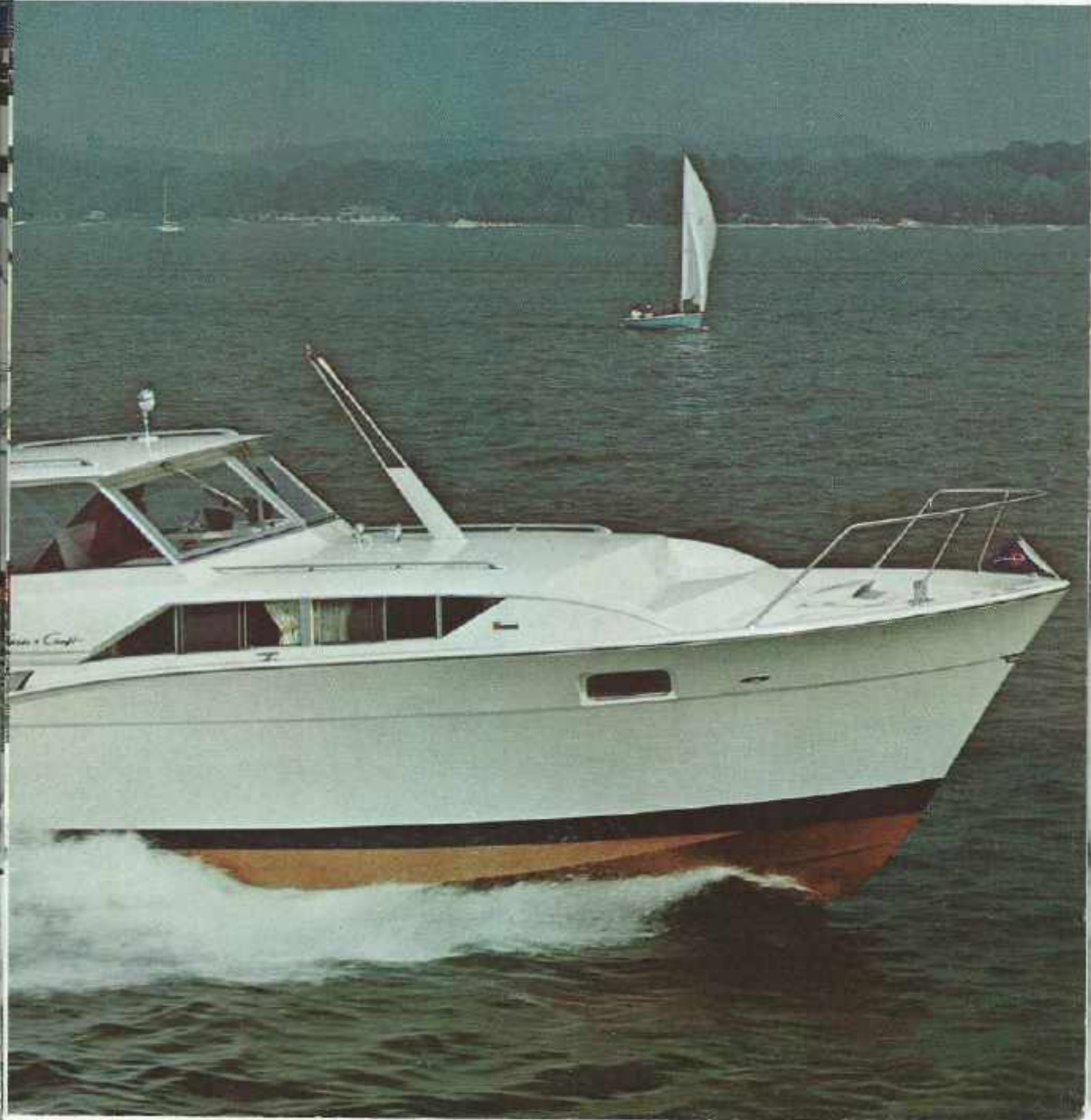
Galley has plenty of counter space and storage.



Leveler. Toilet has covered seat.



Bow rails shown are optional.





COMMANDER

When Chris-Craft introduced this first Commander four years ago, a quiet revolution in fiberglass boatbuilding began, and hasn't stopped. This 1968 version is better than ever, with a number of engineering refinements and styling improvements. The forward section has the privacy of an enclosed stateroom and an adjoining lavatory with shower (standard), which may be entered from the stateroom or the main cabin. The galley is all-electric. Power choices are twin 300-hp V8's, or 197-hp, or 258-hp diesels. Speeds to 33 mph. The list of standard equipment items which are normally called "extras" includes hot and cold water system, helm and companion seats, dockside wiring, bow and side rails, electric bilge pump, bilge blower, draperies, nylon carpeting, and windshield wipers. Cruise Control standard on diesel version, optional on gasoline models.

Specifications

Sleeping Cabins.....	5	Height from waterline	
Length.....	38'0"	to top of Command Bridge.....	12'7"
Beam.....	13'0"	Weight (lvs., estimated).....	17,000-23,500
Draft.....	30"	Headroom.....	6'4 1/2"
Freeboard, forward.....	63"	Fuel Capacity, gallons.....	200
Freeboard, aft.....	44"	Fresh-water Capacity, gallons.....	75
Height from waterline		Forward, Side and Aft Decks.....	Fiberglass
(clearance) to top of mast.....	12'0"	Cockpit Floor.....	Fiberglass

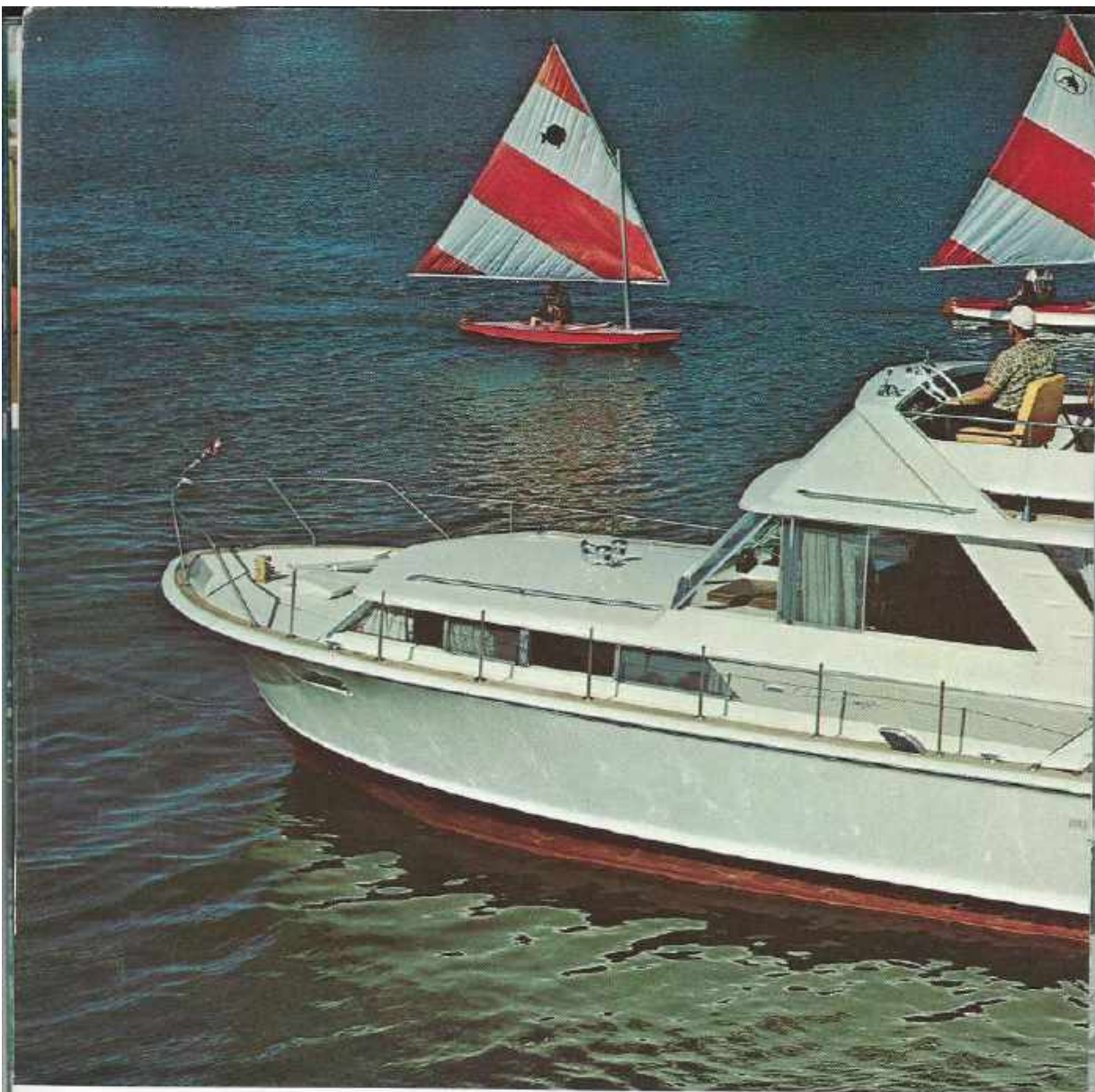
Standard Equipment • Anchor and Nylon Line • Battery Disconnect Switches • Bilge Blower • Bow Pole and Pommet • Carpeting • Chocks • Circuit Breaker Fusing AC and DC • Cleats • Cockpit Rail Gates • Companion Seat with folding Forward Compass • Cruise Controls (standard on diesel models only) • Deck Hatch, Forward • 2 aluminum Alk/Vent • Dinette, convertible • Dish Locker • Deck Lines, nylon • Dockside Wiring, 115-volt, 30-amp with one Waterproof Inlet and five Gas Inlet Outlets with 5/8" of Shore Cable with Adapter and Voltmeter • Draperies • Electric Bilge Pump, automatic • Electric Horn • Electric Polishing, 6.5 cu. ft. • Electric Stove, 2-burner with Oven and Refrigerator • Fire Extinguishers • Foam Cushions and Mattresses • Fog Bell • Galley Sink, stainless steel • Handrails on cabin top and hardtop • Handrails, bow, side and aft • Hood with Venetian Windshield and Sliding Side Windows • Helmsman Seat with folding footrest • International Navigation Lights • Life Preservers • Lounges, converts to upper and lower berths • Mast with Anchor Light • Nerve in Wheel seat • Mooring Bitts • Mufflers • Radio Ground • Screens • Shipping Cradle • Shower • Stern Pole and Endguy • Turret, electric • Vee Berths • Winches • Water Pressure System, hot and cold • Weather Cloths • Windshield Wipers (2).



Optional Command Bridge with dual controls.







The forward stateroom of this model is similar to the regular 38' Commander, but the cabin plan similarity ends there. In the aft-starboard corner of the main cabin is an L-shaped dinette area. With a few simple movements it can be converted to a curtained-off private stateroom with upper and lower berths, with a bedside seat and a night shelf. Opposite this unique area is one of the largest galleys (all electric) you'll see on the water. Sleeping capacity is six. The sedan deckhouse has a convertible lounge and sliding aft doors which open onto the cockpit. A Command Bridge is available for the broad hardtop. Twin 300-hp Chris-Craft V8's or 197-hp or 258-hp diesels; speeds to 33 miles per hour. Chris-Craft's Cruise Control is an optional extra with gasoline engines, and standard equipment with diesels.

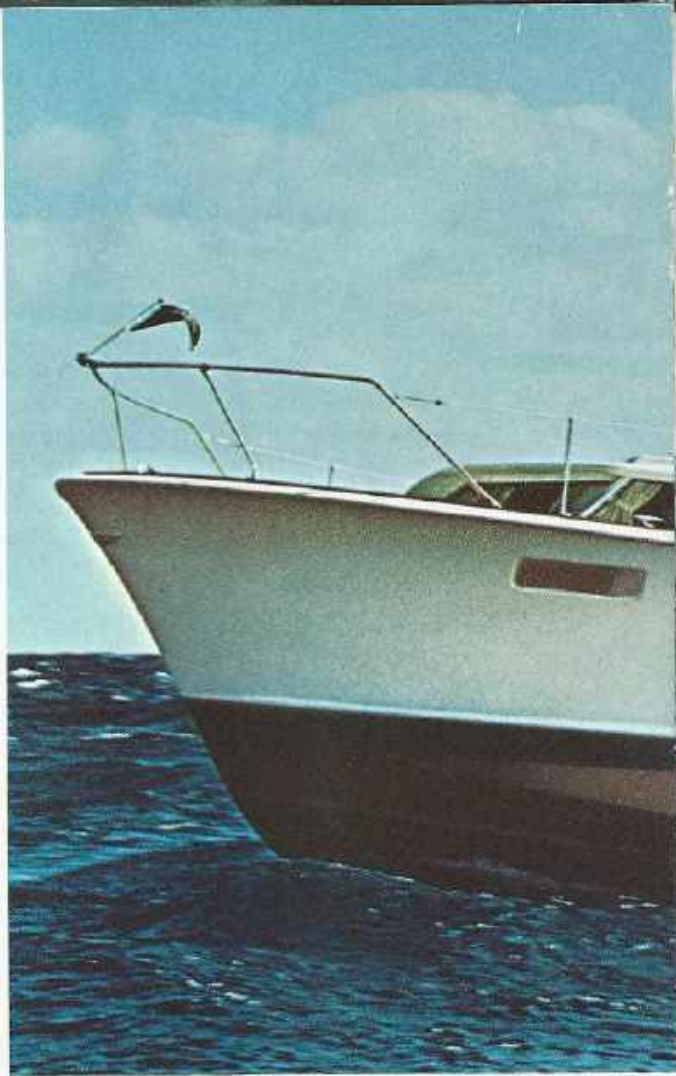
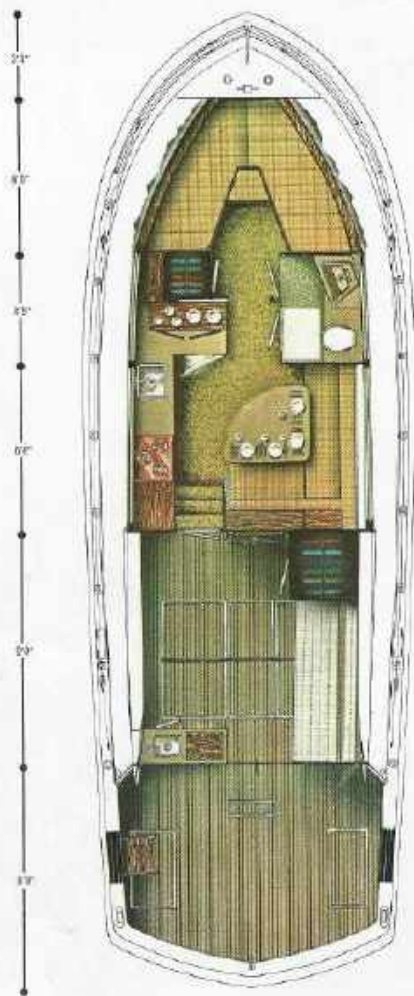


COMMANDER SEDAN



Sleeping Capacity	4	Height from waterline to top of Command Bridge 12'7"
Length	38'6"	Weight (lbs., estimated).....
Beam	13'6"	13,500-11,200
Draft	36"	Horsepower
Freeboard, forward	63"	6,416
Freeboard, aft	44"	Fuel Capacity, gallons.....
Height from waterline (clearance) to top of mast	72'6"	200
		Fresh water Capacity, gallons.....
		75
		Forward Side and Aft Decks
		Flarglass
		Cockpit Floor.....
		Flarglass

Standard Equipment • Anchor and Nylon Line • Battery Disconnect Switches • Bilge Blower • Bow Pile and Pennant • Carporting • Checks • Circuit Breaker Fusing, AC and DC • Cleats • Cockpit Rail Gates • Compass Cruise Controls (standard on closed module only) • Deck Hatch, teakwood, aluminum with vent • Dishes, convertible Dish Locker • Duct Lines, nylon • Backside Wiring, 115-volt, 30 amps with one water-proof inlet and five cabin outlets with 50' of Shore Cable, Adapter and voltmeter • Gasperos • Electric Bilge Pump, automatic • Electric Horn • Electric Refrigeration, 6.5 cu. ft. • Electric Stove, 3-burner with oven and hotplate • Fire Extinguisher • Foam Cushions and Mattresses • Fox Bed • Galley Sink, stainless steel • Handrails on cabin top and foretop • Handrails, bow, side and aft decks • Hardware with Ventilation Windshield and Sliding Sidepanels • International Navigation Lights • Life Preservers • Mast with Anchor Light • Mirror in Toilet Room • Mooring Bitts • Muffler • Radio • Radar • Raw Deck Pile • Screens • Rigging Gables • Showee • Sofa Lounge, converts to double bed • Stern Pile and Loran • Toilet, electric • Vee Berths • Handtrikes • Water Pressure System, hot and cold • Weather Cloaks • Windshield Wiper



COMMANDER SPORT FISHERMAN

38

The speed and seaworthiness of the 38' Commander hull lends itself perfectly to adaptation as a fishing boat. It has just about everything custom-built sportfisherman models offer, plus a number of features that only Commanders can offer. The private forward stateroom and main cabin are similar to the Sedan model, however the deckhouse is semi-enclosed. At the aft end of the

deckhouse, and opposite the convertible lounge, is a service bar with sink and ice box, which has infinite usefulness on all sorts of excursions. The fishing bridge comes complete with dual controls, helm seat, full instrumentation, guard rails, and ladder. Power: choice of twin 300-hp V8's, or 197-hp or 258-hp diesels. 33 miles per hour is top speed. Cruise Control is standard with diesels and optional with gasoline installations.



Specifications

Sleeping Capacity.....	6
Length.....	38'0"
Beam.....	12'0"
Draft.....	36"
Freeboard, forward.....	52"
Freeboard, aft.....	41"
Height from waterline (reference) to top of mast.....	13'9 1/2"
Weight (lbs., estimated).....	15,350-21,500
Headroom.....	6'4 1/4"
Fuel Capacity, gallons.....	250
Fresh-water Capacity, gallons.....	90
Fresh-water Capacity, gallons w/fuldeck.....	75
Forward, Side and Aft Berths.....	Fiberglass
Cockpit Floor.....	Vinyl-plastic

Standard Equipment • Anchor and Nylon Line
Anchor Light • Battery Disconnect Switches • Bilge
Blower • Bow, Pole and Pinnac • Carpeting • Checks

Cheek Brakes • Fueling, AC and DC • Cleats • Cleared
Bridge Deck • Compass • Cruise Controls (standard
on diesel models only) • Dink Hatch, Forward, Stair-
case with Yawl • Electric, convertible • Dash Locker
Deck Lines, nylon • Decaldu Afting, 118-wft., 10' in-
side with one Waterproof Inlet and five Cabin Outlets with
50' of Shore Coils, Adapter and Voltmeter • Drapery
Electric Bilge Pump, automatic • Electric Horn • Elec-
tric Refrigerator, 6.5 cu. ft. • Electric Stove, 3-burner
with Oven and Rotisserie • First Aid Kits • Foam
Cushions and Mattresses • Fog Bell • Galley Sink,
stainless steel • Hot Draft on cabin top • Hatches, in-
bow and side decks • Handrop with Ventilating Win-
dshield and Sliding Sunshield • International Naviga-
tion Lights • Life Preservers • Mirror in toilet room
Muffler • Radio/Ground • Race Deck Plate • Screen
Service Bar with Ice Box and Sink • Shipping Cradle
Shower • Sofa Lounge, converts to double bed • Stern
Pole and Engine • Toilet, electric • Vee Berths
Woodies • Water Pressure System, hot and cold
Waterford Ripor.



42

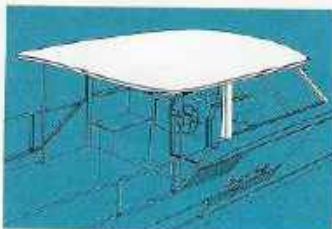
COMMANDER

The lack of bulky structural supports in Commander hulls can be appreciated fully here. A modern double-cabin flybridge design with an enlarged sundeck, she offers delightfully roomy dimensions both above and below decks. Headroom throughout is 6' 2" and up. The master stateroom aft has two wide berths, two dressers, and a large wardrobe. An adjoining lavatory has a stall shower (standard). The main salon has twin lounges on either side of a dining table which adjusts to coffee-table height. A serving bar separates the main salon from the galley which is a step lower. Appliances are all electric. The forward section holds another private stateroom and a second lavatory. 300-hp V8 engines provide 29-mph speeds; 258-hp diesels also available. Cruise Control is standard on diesel installations, optional on gasoline. A hardtop is optional, headroom is 5' 2" except in the well under the helm where it is 6' 4".

Specifications

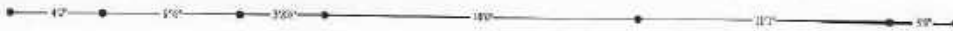
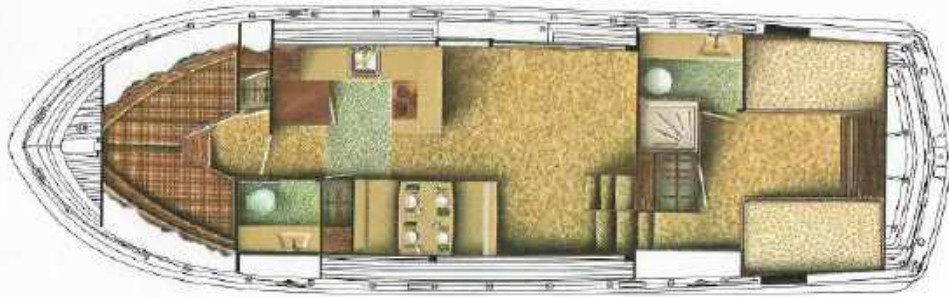
Sleeping Capacity	.....5	Height from waterline	.....16' 10 1/2"
Length	.....42' 0"	(to mast) to top of mast	.....16' 10 1/2"
Beam	.....15' 0"	Headroom	.....6' 2"
Draft	.....37 1/2"	Fuel Capacity, gallons	.....230
Freshwater, forward	.....75%	Fresh-water Capacity, gallons	.....70
Freshwater, aft	.....50%	Forward, Side and Aft Decks	.....Fiberglass
Weight (dis., as fitted)	.....23,949-27,123	Sundeck floor	.....Fiberglass

Standard Equipment • Anchor and Rye Line • Battery Disconnect Switches • Bimini Cover • Bilge Blower • Bow Pole and Pennant • Carpeting • Chocks • Circuit Breaker • Fishing, AC and DC • Charts • Sundeck Rail Gates • Compass • Convertible Diesel with Hi-to-Trait • Cruise Controls (Standard on diesel models only) • Deck Hatch, aft • Deck Hatch, forward, aluminum with Vent • Gas Locker • Deck Lines, nylon Dywidag Wiring, 1 1/2 in. 30 amp with the Water and Fuel; and nine Cabin 12 amp with 50' of Shore Cable, Adapter and Voltmeter • Gasoline • Electric Binge Pump, automatic Electric Horn • Electric Refrigerator, 10 cu. ft. • Electric Stove, 3-burner with Oven and Reducible • Fire Extinguishers • Foam Cushions and Mattresses • Fog Bell • Folding Top and Side Curtains • Galley Sink, stainless steel • Headrails on deck in top • Handrails, bow, side and gunwales • Helmman Seat, steel type • International Navigation Lights • Life Preservers • Mast with Anchor Light • Mirror in toilet room • Mooring Bitts • Mufflers Radio Ground • Pop-Up Dock Pile • Scupper • Shipping Cradle • Shower, aft • Stern Pole and Excess • Sea Lunge with Cushion, forward deck • Toilet, manual, forward Toilet, electric, aft • Ventilating Flybridge Windshield • Windches • Water Pressure System, hot and cold • Windshield Wipers.



A hardtop is offered as an optional extra.





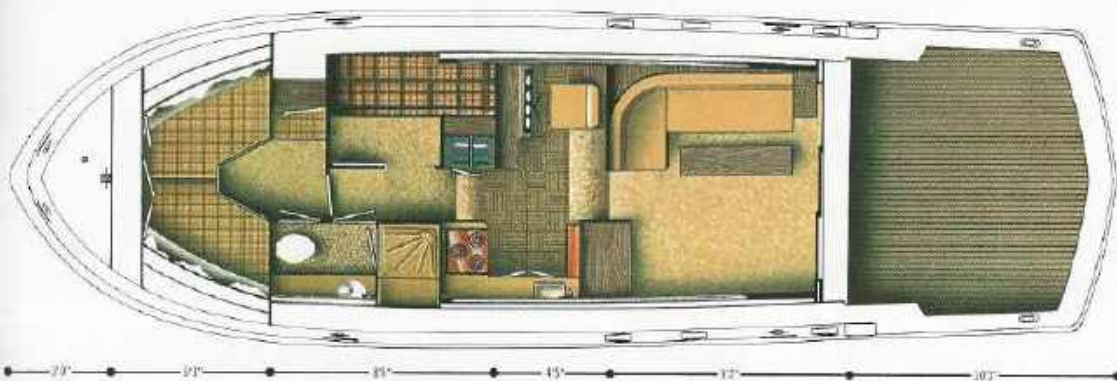
42

**COMMANDER
SPORTS
CONVERTIBLE**

This brand-new model is a unique design which blends the advantages of a salty sport fisherman with those of a luxury sedan cruiser. The result is an unusually versatile, comfortable, and sensible pleasure boat. Sleeping capacity is six. There are two private staterooms forward, plus a lavatory with an enclosed stall shower. The spacious deckhouse has a helm seat, and L-shaped convertible lounge, and a coffee table that may be raised to

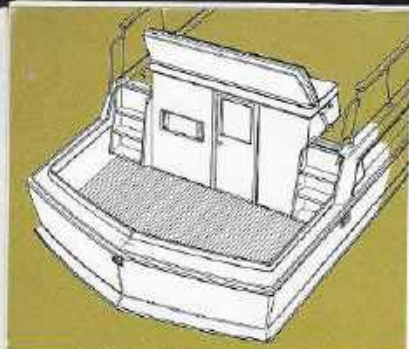
normal dining table height. A well-planned galley with electric appliances and plenty of storage room is just forward. At the aft end of the deckhouse, sliding doors open to extend the entertaining area into the cockpit. A Command Bridge is standard. Power choices include twin 300-hp V8's or 258-hp diesels; speeds to 29 miles per hour. Cruise Control is standard on diesel models, and optional on gasoline-powered versions.





Specifications	
Sleeping Capacity.....	6
Length.....	42'0"
Beam.....	13'0"
Draft.....	58"
Freeboard, forward.....	76 1/2"
Freeboard, aft.....	44"
Height from waterline (Clearance) without mast.....	13'3 1/2"
..... with mast.....	15'4 1/2"
Headroom.....	6'4"
Weight (Dry, estimated).....	22,443-25,611
Fuel Capacity, gallons.....	300
Fresh Water Capacity, gallons.....	150
Forward and Side Decks.....	Fiberglass
All Deck.....	Teak
Cockpit Floor.....	Vinyl Covered

Standard Equipment • Anchor and 15 ft. line • Battery Disconnect Switches • Bilge Blower • Bow Pole and Poles at Caping • Chocks • Circuit Breaker Fusing, AC and DC • Cleats • Cockpit Step • Command Bridge with Dual Controls • 2 Compasses • Cruise Control (Standard on diesel models only) • Deck Hatches (2), Forward Aluminum with Vent • Dish Locker • Dock Lines • Dockside Wiring, 115 volt, 30 amps with two Waterproof Inlets and cover • Cabin Bullets with 50" of Shore Collie, Adapter, and Voltmeter • Drapery • Drip Leaf Table • Electric Bilge Pump, automatic • Electric Horn • Electric Refrigerator, 10 cu. ft. • Electric Stove, 3-burner with Oven and Slane Cover • Fire Extinguishers • Foam Cushions and Mattresses • Fog Bell • Calley Blower • Handrails on Handtop • Hydraulic Bow and Side Deck • Hardtop, with Ventilating Windshield and Sliding Sideal slide • International Navigation Lights • Life Preservers • Mast with Anchor Light • Mirror in Toilet Room • Mufflers • Noke Ground • Rope Deck Pile Service • Seat, Command Bridge • Reelstrain's seat • Roofing • Footrest • Shopping Grocks • Shower, forward • Sofa Lounge, converts to double bed • Stern Pole and Fridge • Electric Toilet • Vee Berths • Windshies • Water Pressure System, hot and cold • Weather Cloth on Command Bridge • Windshield on Command Bridge • Windshield Wipers (2) • Wood Tow Post, forward • Shore Water Inlets P&S.



Optional fishing cockpit arrangement.



Large Commander Bridge with dual controls is optional.



Master stateroom, aft, has mirrored wardrobe doors.




47
COMMANDER

This vessel features a beam of fifteen feet, which makes facilities of extraordinary size possible below. The aft section is available with a choice of plans: A) A single oversize stateroom is featured (standard). B) A large double stateroom and a compact guest stateroom close by (optional). C) A single aft stateroom with a large fishing cockpit at the stern—joined by a companionway door (optional). All plans are served by a big lavatory with standard stall shower. Single stateroom versions sleep eight and the other sleeps ten.

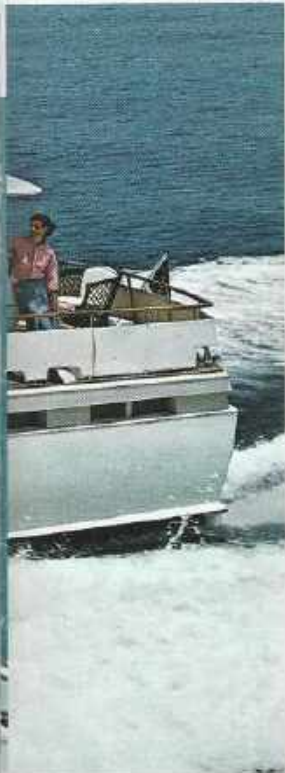
In the main salon, a modern convertible lounge converts to a full-size double bed. Forward of the salon, galley and dinette areas are well-placed for cooking and serving. The forward section has another double stateroom with adjoining lavatory and private entrance hatch. Directly under the galley-dinette area is a large hold for storage of luggage, provisions, etc. Power options include twin Chris-Craft 300-hp V8's or twin 258-hp diesels. Speeds to 25 mph. Cruise Control is standard on all versions of this model. Command Bridge extra.



U shaped galley has electric appliances.



Forward stateroom, looking toward head.

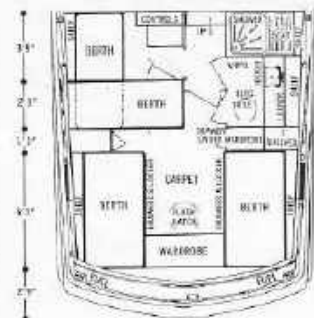


Above: guest stateroom in schematic plan.

Below: main salon.



Optional aft cabin plan shown below.

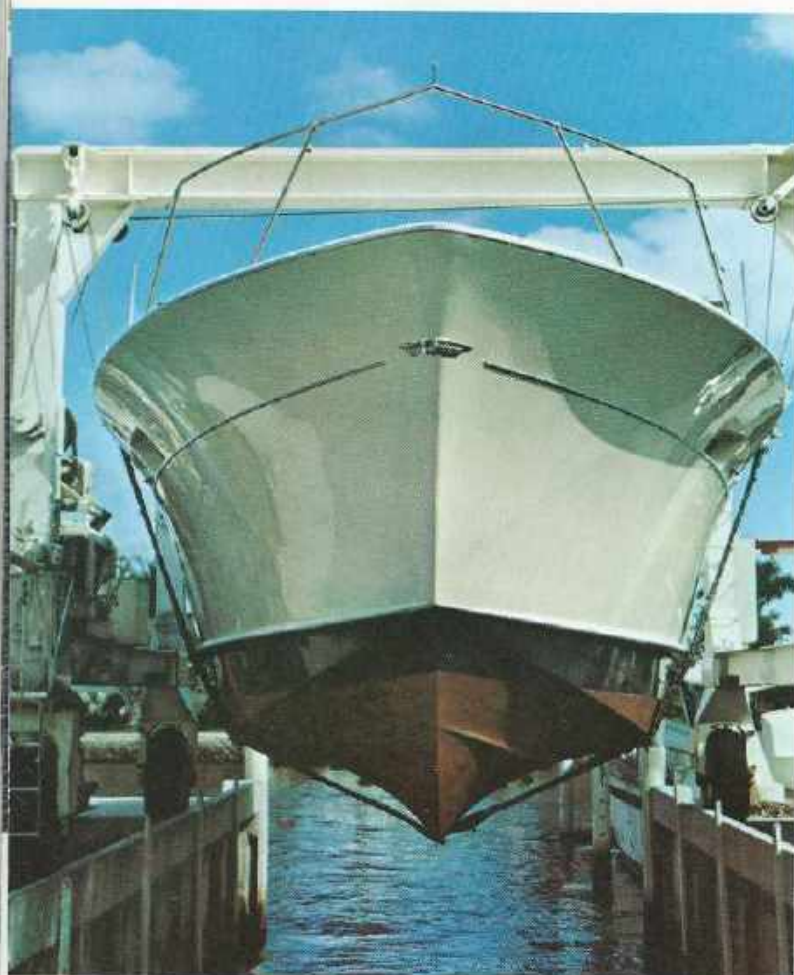


Sleeping Capacity.....	8-10
Length.....	47'0"
Beam.....	15'0"
Draft.....	38"
Freeboard, forward.....	88 1/2"
Freeboard, aft.....	70"
Height from waterline (clearance) including anchor light.....	17'1 1/4"
Weight (lbs., estimated).....	36,451-38,538
Headroom.....	74"
Fuel Capacity, gallons.....	100
Fresh-water Capacity, gallons.....	80
Forward, Side and Aft Decks.....	Fiberglass

Standard Equipment • Anchor and Winch Line • Battery Disconnect Switches • Bids/boards • Bidge Blower • Barn Pole and Pennant • Capers • Chocks • Circuit Breaker Panel, AC and DC Cords • Compass • Cruise Controls • Deck Hatch, aft • Deck Hatch,

forward, aluminum with Vee • Drivette, convertible • Dish Locker Deck Lines, nylon • Backside Wiring, 115-volt, 30 amps with two Waterproof Inlets as for Cabin Outlets with 30' of Spare Cable, Adapter and Voltmeter • Drapery • Electric Bidge Pump, automatic (2) Electric Horn • Electric Refrigeration, 10 cu. ft. • Electric Stove, 3-burner with Oven and Rotisserie • Fire Extinguishers • Foam Cushions and Mattresses • Fog Bell • Gally Blower • Gally Sink, stainless steel • Handrails on cabin top • Handrails, bow, skee and aft deck • Handing with Ventilating Windshield and Sliding Screenside International Navigation Lights • Life Preservers • Mast with Anchor Light and Vane • Mirror in master stateroom • Mirror in toilet room • Noying Bille and Tow Post • Mullers • Radio Ground Flap Deck Pig • Screens • Shower • Sofa Lounge, converts to double bed • Stern Pole and Eases • Sun Lounge with Cushions, forward deck • Tables, electric (2) • Wardrobe • Water Pressure System, hot and cold • Weather Cloths • Windshield Wipers, electric (2).

**TECHNOLOGY AND PAINSTAKING CARE
ARE THE BASIC INGREDIENTS
IN THE SUPERIOR FIBERGLASS CONSTRUCTION
OF CHRIS-CRAFT COMMANDERS.**



Until Chris-Craft began producing fiberglass pleasure boats, the acknowledged standards for fiberglass boat construction were those of Gibbs & Cox, famous designers of the U.S.S. United States and many Navy vessels.

When Chris-Craft began producing Commanders, Chris-Craft engineers set about exploring new methods and construction techniques. In doing so, they found the need for new materials, which they consequently developed.

Thus new ground was broken in fiberglass boatbuilding technology.

Chris-Craft Commanders still meet Gibbs & Cox requirements. As well as the strength requirements of Lloyd's of London. But Commanders also meet Chris-Craft's own requirements—the highest of all.

Owens-Corning Fiberglas Corp. asked Chris-Craft to assist in updating the specifications for the entire fiberglass boatbuilding industry. The specifications were then presented to the industry at a meeting of the Society of Naval Architects and Marine Engineers.

Here are some of the honest differences between Commanders and other fiberglass boats:

1. Chris-Craft spends more time and care preparing molds. Boughton Cobb, Jr. wrote in *Yachting* after observing Commanders' building: "... she is one of the most beautiful fiberglass moldings we have ever seen. The high-gloss finish, the absolutely fair form of her hull and superstructure are the product of carefully built precision molds."

2. Commander hulls have all-fiberglass stiffening. Some boats use wood stringers, which in the presence of heat or moisture, expand more than fiberglass, and invite an ultimate breakdown of the structure. Using all-fiberglass construction, Chris-Craft attains a 38% reduction in hull weight over an equally strong wood-stiffened fiberglass boat.

3. Commanders have self-supporting hulls, which don't rely on bulkheads or components for strength and support. What's the difference? Plenty. When all bulkheads and components are molded to the hull, every shock and vibration goes into every corner of the boat. In heavy going, doors and

drawers work open. Merely bumping a dock can send sound and vibrations through poorly supported hulls.

4. The higher the percentage of fiberglass reinforcing in a polyester laminate, the stronger the finished structure will be. Chris-Craft has the highest fiberglass-to-resin ratio in the industry, yet Chris-Craft layups are light and compact. One reason for this is Duo-Glas, a fiberglass reinforcing material developed by Chris-Craft and used only on Chris-Craft boats. Duo-Glas provides more strength per pound than other fiberglass materials used in the marine industry, and makes it possible for boat sections to be both light and strong.



5. A new structural reinforcing material, "Synkora," is used on all Commanders. Another Chris-Craft development, it is found in sandwich construction applications such as decks and cabin tops. Stronger than the balsa and plywood used by other boat-builders, it provides tremendous strength and is more compatible in terms of expansion and adhesion with polyester resin.

6. Chris-Craft has the most stringent specifications for gelcoats of anyone in the industry, requiring a 100% greater resistance to crazing, plus the

highest degrees of color and gloss retention.

Commander hullsides are not painted. They don't have to be. The painstaking preparation of the molds and the high-quality gelcoat used by Chris-Craft result in hard, mirror-like surfaces.



7. Chris-Craft has its own fiberglass research and development laboratory, where technicians are at work full time on new developments, quality control of incoming material and sections of completed boats, and new production techniques.

8. The design of Commander hulls is unique. Each is designed to provide the best performance for its length. And to conform with Chris-Craft strength requirements, each design must be able to withstand *three times* the strains and stresses of running through 6-foot seas at full speed.



9. CHRIS-CRAFT WARRANTY: For the first 24 months or 400 hours of operation, whichever comes first, Chris-Craft Corporation will repair or replace, at its option, parts defective by reason of faulty workmanship or material returned to the selling dealer with transportation charges to the point of manufacture. For the first 12 months or 200 hours of operation, whichever comes first, Chris-Craft will pay the labor costs as determined by its schedule for removal and reinstallation of such parts. Chris-Craft does not warrant used boat or engine purchases, paints, varnishes, chrome, gelcoats, racing boats or engines, altered boats or parts or speeds.



How do Commanders handle?

Capt. W. L. Farrington of Plantation, Fla. has no axe to grind. He's been an independent skipper for years, piloting boats for different builders and yards. After taking a new 47' Commander from Florida to Michigan, he wrote this unsolicited report:

"I ran her 2,100 miles and 220 hours and I have never had a finer riding or better handling boat under me in my life. The longer I ran, the more impressed I became. On my trip I encountered about all of the conditions that the average yachtsman would encounter in a lifetime and under all conditions the boat performed in unbelievable fashion."



There are many factory-installed accessories available for all Commander models. For a complete list and prices please see your Chris-Craft dealer or write the Chris-Craft factory.

Notes pertaining to all models: All prices are F.O.B. factory and include shipping cost except on the 47' Commander which can not be shipped by rail or truck due to clearance, but may be shipped via waterways and otherwise to all parts of the world. Chris-Craft engines are installed unless otherwise specified by purchaser. Speeds shown herein were obtained either by actual tests or are estimates based on engineering calculations. The test is conducted over a certified course with fuel and water tanks both three-fourths full, a driver only, and is averaged in two directions, with and against the wind and current. The stated speed is based on the maximum horsepower specified for each one-halft-hp flywheel operation. Model lengths are stated to the exact foot. Prices and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications, and models and also to discontinue models. Equipment and accessories pictured but not included in the list of standard equipment items will be furnished at extra cost if available. Approved accessories for factory installation are available for dealer's extra Accessory Price List. Irrespective of the place of manufacture the right is reserved to ship from any Chris-Craft factory. All prices are subject to those prevailing at time of shipment. All boat weights shown in specifications are estimated shipping weights and include shipping cradles (except 47' Commander), etc.

All 1965 Commander models meet the Coast Guard regulations established for international navigation rights effective Sept. 1, 1965.

Chris-Craft **COMMANDER**
Chris-Craft Corporation, Pompano Beach, Florida 33061