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IMPORTANT CONSUMER INFORMATION

Photos herein were taken under supervised conditions with professional drivers. Operate your boat with proper experience and take appropriate safety precautions.

Please refer to Sportboat Price Schedule for optional equipment and pricing. The deck plans and photographs shown herein may include optional equipment on certain models. Dimensional specifications shown include standard equipment only. Dimensional specifications, optional equipment and standard equipment are subject to change without notice.

Representations made in this brochure do not constitute an expressed warranty, or implied warranty of merchantability or implied warranty of fitness for a particular purpose. Any and all warranties are contained in the Warranty Registration Certificate. Copies of Limited Boat Warranty are available at any authorized Murray Chris-Craft dealer or as part of the Warranty Registration Certificate received after purchase of product.



Chris-Craft

1986

AMERICA'S BOATBUILDER SINCE 1874

The first Chris-Craft sportboat was launched from the shores of Lake St. Clair, Michigan 112 years ago. It was little more than a hollowed out log crafted by Christopher Columbus Smith, then a boy of 13. He never dreamed it was the beginning of a legend—Chris-Craft.

It wasn't long until Chris Smith launched a small business, creating duck boats for fishermen and hunters who worked the flats near the Canadian border. Ideally suited to the marshes, Chris' boats were strong, lightweight and easy to row.

By 1884, Chris had his own boat-building shop. It was there that he bolted a naphtha-gas engine into a duck

boat, and invented the powerboat—two years *before* the automobile was invented by Karl Benz and Gottfried Daimler in Germany.

The Chris-Craft legend grew as world speed records were shattered by Smith's creations. First 16 mph, then twenty-six mph in 1908, forty in 1914 and then the legendary 50 mph barrier a year later.

After World War I, Chris Smith, who had brought his sons into the business, scoured the country buying up 90 hp surplus aircraft engines used to power the Curtiss Jenny.

Converted to marine use, the engines propelled the Chris-Craft legend to new heights as the world dis-



Christopher Columbus Smith, founder of Chris-Craft.

covered the joys of a fast, reliable mahogany sportboat. Today Chris-Craft classics of the twenties, thirties and forties are coveted by marine collectors everywhere...and find themselves at center stage whether they're "On Golden Pond" or at an antique boat show. The fact that so many have survived is a belated testimony to Chris Smith's uncompromising production methods.

World War II produced a legend of a different kind, a steelplated landing craft. Almost 14,000 of these LCV's were constructed before the war was over. And to those familiar with government contract overruns, here's an unfamiliar fact: Chris-Craft cut the Navy's production costs in half and rebated \$4-\$5 million a year to the government.



Miss America shattered the early boating speed records.