



57' (17.37m) 1966 Chris-Craft
Aventura Florida United States



OVERVIEW

Manufacturer:	Chris-Craft		
Engines:	2 Detroit Diesel	Hull Material:	Cold Molded
Engine Model:	8V71	Cruise Speed:	Knots
Engine HP:	429.13	Max Speed:	Knots
Beam:	15' 4"	Cabins/Heads:	3 /
Max Draft:	4' 5"	Fuel Type:	Diesel
Water:	146 G (552.67 L)	Fuel:	640 G (2422.66 L)

\$179,900



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Data Sheet

Category: Motor Yachts
Subcategory: Aft Cabin
Condition: Used
Model Year: 1966
Refit Year: 2006
Beam: 15'4" (4.67m)
Max Draft: 4' 5" (1.35m)
LOA: 57' (17.37m)
Cabins: 3

Crew Cabins: 1
Crew Sleeps: 2
Knots
Knots
Fuel Type: Diesel
Hull Material: Cold Molded
Hull Shape: Displacement
Hull Finish: Awl Grip

Fuel Tank: 640 gal (2422.66 liters)
Fresh Water: 146 gal (552.67 liters)
Holding Tank: 130 gal (492.1 liters)
Imported: No
HIN/IMO: CAD572009F

Engines/Generators

Engine 1

Detroit Diesel
8V71
Inboard
429.13HP
320KW
Fuel: Diesel
Hours: 2800
Year: 1966
Location: Port

Engine 2

Detroit Diesel
8V71
Inboard
429.13HP
320KW
Fuel: Diesel
Hours: 2800
Year: 1966
Location: Starboard

Generator 1

Koehler
15kw
15KW

Summary/Description

1966 Chris-Craft 57 Constellation Powered Twin Detroit Diesel 8v71's w/ reported 2800 hours since Major OH's Do not let her age fool you... She has underwent major re-Fits over the years including Re-Planking w/ Carvel Planked Mahogany etc. Previous survey's and history and records aboard

1966 Chris-Craft 57 Constellation

Powered Twin Detroit Diesel 8v71's w/ Under 300 hours since Major OH's

\$20,000 Price Reduction.

Owner Says bring all reasonable Offers

Do not let her age fool you...

She has underwent major re-Fits over the years including Re-Planking w/ Carvel Planked Mahogany etc.

Previous survey's and history and records aboard the vessel. Surveyes dating back from 1991 to 2006 in file. Excerpts & Descriptions below of some of the modifcations and details on the Re-Fit.

Contact us today for additional details

Accommodation

LAYOUT AND ACCOMMODATIONS

From stern to bow this yacht was arranged as follows:

- Varnished transom with teak swim platform and trim tabs-

- Semi-enclosed rear\bridge deck with hardtop-
- Lazarette hatch at transom end of rear deck provided access to rudders, fuel, and water tankage-
- Centerline helm, down steps to starboard to main cabin-
- Steps down from main cabin going aft led to two head compartments to starboard with a shared shower and guest cabin with two bunks to port-
- Owners stateroom aft, full width centerline
- Forward from main cabin down centerline steps to dinette on SB and galley to port.
- Next forward to port was forward cabin head compartment and two bunks in the crew cabin at the bow.
- Steps from the main cabin going forward raised to provide access to engine and generator room and machinery space- hatch access was also in the main cabin.
- Side decks and bow deck were reached from port and starboard wing doors.
- The flybridge was reached from a hatch and ladder to starboard thru the extended hardtop.

HELMS AND CONTROLS

Lower Helm-

The centerline helm contained a 20" stainless steel and teak wheel. Steering had been converted to a Hynautide hydraulic system that appeared to be properly installed. The view

from the helm was good forward and aft. Dual Morse style speed and shift controls were present for each engine.

Engine instruments consisted of twin tachometers with hour meters, amp meters, oil pressure gauges, water temperature gauges, and transmission oil temperature gauges. Additional gauges were at the helm for generator temperature and pressure. A 12v electrical system ammeter was at the helm.

Navigation and electronics present included a compass, depthfinder graph depth recorder, loudhailer, loran, marine radio, radar, foghorn, and auto-pilot.

Switches at the lower helm console included "on" (ok), start (ok), navigation lights (ok), anchor light (ok), binnacle, parallel solenoid, instrument lights (ok), generator start and light plant (ok), trim tabs (two rockers, ok), bilge pump (2 ok), stop switch (fuel shut-offs also at lazarette), searchlight (ok), engine alarm off (2), and one unlabeled switch. In addition to engine alarms there were four bilge pump alarm indicator lights at both helms.

Flybridge

The flybridge helm was located forward and to center of the flybridge "tub". It had a single pedestal white vinyl helm seat and bench passenger seats oriented fore and aft to each side. The

wheel was a 24", six external wood spoke wheel coupled to Hynautic hydraulic steering. Shift and throttle controls were

dual Morse units.

Flybridge instrumentation installed included twin tachometers, transmission oil pressure gauges, and engine oil pressure gauges. There were eight new indicator lights (four bilge pump)

Re-Fit Details Notes from Previous Surveyor

Notes from a Survey that was completed in 2006 detailing the extensive Re-fit

This 1966 57" Chris Craft Constellation motor yacht had been refurbished and personalized by

the same attentive and knowledgeable owner for many years. The vessel underwent significant work and upgrading beginning about 15 years ago so that the MAJESTIC MAIDEN met USCG requirements for a certificate for use as a local river cruise\ride boat on the St. Croix

and Mississippi Rivers. This vessel appeared to be in excellent structural condition and exterior cosmetic condition. Mechanical systems appeared to be in generally very good condition. The interior had been refurbished and redecorated during the same period.

The bottom had been completely refastened with silicon bronze screws and all deteriorated or

damaged wood in the bottom or topsides had been replaced around 1991. The bottom planks

were previously saturated with three coats of WEST System epoxy; the last two having copper

mixed with the epoxy. Since then annual work has addressed bottom planks and caulk, as needed. and the completion of the interior and its decoration.

During 2006 three planks had been re-bedded, three bottom stern transom planks were replaced, the port aft third of the waterline plank was renewed, the transom was rebuilt below the waterline and the hull sides were refinished. All fasteners removed for inspection appeared to be in good condition and absent any significant wastage.

The port and starboard main cabin windows had been repaired and upgraded to include framing and tracks. (2005). The work had been done in a professional manner and was significant improvement over the original quality.

The aft portion of the teak bridge deck (partly enclosed) had been repaired and new decking was installed (1991). The work was of high quality. (Still in good condition, but needing some minor refinishing).

'The side and forward decks had been covered with fiberglass cloth and epoxy and painted with a white polyurethane

paint. All edges or margins appeared to have been fitted and dressed as to

prevent water wicking or leaking under the deck. The quality of work inspected in 1991 was excellent. The decks were still in good condition.

Duplicate fuel tanks were reported built by a tank manufacturer to USCG specifications and installed (1991). The tanks were still in good condition.

The aft deck safety rails had been raised to 42" and the windows revised and changed to accommodate the new height. New wing doors had previously been fabricated and installed.

All work had a professional appearance. The varnished rail caps had blue canvass covers. All appeared in good condition.

The toe rails had been replaced or repaired and finished bright (1991-1995). Safety rail stanchions were re-installed and safety rail stanchions and cables had been added to the flybridge deck. They appeared to be in good condition.

The enclosed bridge deck hard top\cabin top headliner was removed and deck beams had been doubled or sistered to provide added strength for persons on the new flybridge. (1991) A perforated white vinyl headliner was installed about 1995. The cabin top/flybridge deck was in good condition.

A flybridge had been fabricated from plywood and covered with fiberglass and epoxy. Plywood in the flybridge deck (hardtop) had been replaced and the deck covered in the

fiberglass cloth and epoxy painted white. (1991-1993) The flybridge was in good condition with some minor paint cracks.

The forward cabin top had been changed from canvass to plywood with a fiberglass cloth and epoxy covering. It was painted white like the front deck. Side decks, flybridge, and hard top work was done during 1991 through 1993. The cabin top remained in good condition.

Toe rails had been repaired or replaced and finished bright (1991-1995). (Still in good condition). Blue canvass toe rail covers and rail cap covers were sewn and installed. (1995, still in good condition).

Safety rail stanchion and cables had been installed at the aft end of the flybridge deck. (1995) They appeared to be in good condition.

All through hulls above and below the water line had seacocks installed (1993-1996). They appeared to be in good condition.

Four thousand nine hundred pounds of external lead ballast was poured into seven U-shaped cross section castings and bolted to the keel to meet USCC requirements for stability testing. (1996) The external ballast appeared to be well-fastened.

Engine room portholes were permanently plugged and sealed per U S C instructions. They remained sealed.

The port engine was rebuilt with about 5746 hours on the meter. The starboard engine was majored, to include new bearings, two pistons and cylinders, seals, and crankshaft service. Both engines had about 50 hours use since the work was completed. The engines started quickly and appeared to operate satisfactorily.





























































