



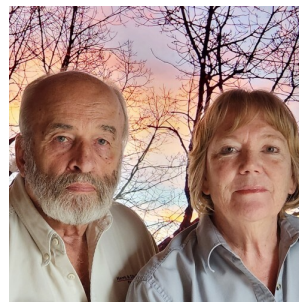
23' (7.01m) 1960 Chris-Craft Sea Skiff
Gananoque Ontario Canada



OVERVIEW

Manufacturer:	Chris-Craft		
Engines:	1 GMC	Hull Material:	Fiberglass
Engine Model:	350 cid	Cruise Speed:	
Engine HP:	300	Max Speed:	
Beam:	8' 3"	Cabins/Heads:	1 / 1
Max Draft:	2' 0"	Fuel Type:	Gas/Petrol
Water:		Fuel:	

Call for Price



Grant and Patricia Bowlby grantandpat@harrisellis.com

1-613-331-5944



Data Sheet

Category: Express Cruiser
Condition: Used
Model Year: 1960
Beam: 8'3" (2.51m)
Max Draft: 2' (0.61m)
LOA: 24' (7.32m)
Cabins: 1
Double Berths: 1
Heads: 1

Fuel Type: Gas/Petrol
Hull Material: Fiberglass
Hull Shape: Deep Vee

In Stock: Yes

Engines/Generators

Engine 1

GMC
350 cid
Inboard
300HP
223.71KW
Fuel: Gas/Petrol
Year: 1984

Summary/Description

This is a beautifully restored and lovingly maintained 1960 Chris-Craft 23 Sea Skiff. This wooden classic offers a nod to the past that serves as a gloriously stylish day cruiser. We absolutely love her classic lines, large rectangular wood incased windshields, and oversized captain seats. Her above

The Sea Skiff lineup of boats with clinker-built, lapstrake, round-chine planking was Chris-Crafts attempt to capture its share of the Lyman Boat Works sales success. Lyman became well-known for this process after building about 5000 boats in 1955. Sadly, in 1962, Chris-Craft started to make these boats with aluminum-framed windshields which, in our opinion, detracts from their classic appearance.

The owner has replaced some of the bottom boards within the last 5 years as necessary and the engine was rebuilt in 2006. The owner has his own boatbuilding business so he is very well-qualified to work on and rebuild boats such as these.

This Chris-Craft 23 Sea Skiff is a real head-turner and will be an absolute delight to own and take on sunset cruises.

Notes on the engine from the Owner

The cylinder block is a one-over 350 cid V8. The marine conversion is original to the boat with a couple of minor differences. The carburetor is an 80s version of the original so it has an electric choke and this is a great improvement.

When I built the engine, I did so at a Kingston, Ontario machine shop which was well-known for classic custom race and marine engines. The objective was not to create massive horsepower but to create an engine that is well balanced, smooth and efficient.

The components for the short block (block, crank, connecting rods and pistons) were sent to a specialty shop to be line-honed, balanced and assemble. The block was then fitted with a slightly longer duration cam and top-of-the-line GM off-road cylinders head of cast iron. These heads use valves which are wider than stock (2.02). A breaker less electronic ignition kit was fitted. The result is an engine that spins and breathes very easily.

As a bit of a lark, while in the machine shop, I used a computer-driven milling machine and my laptop. As a result, my exhaust manifolds are engraved with a play on my family name WALLSCRAFT.



