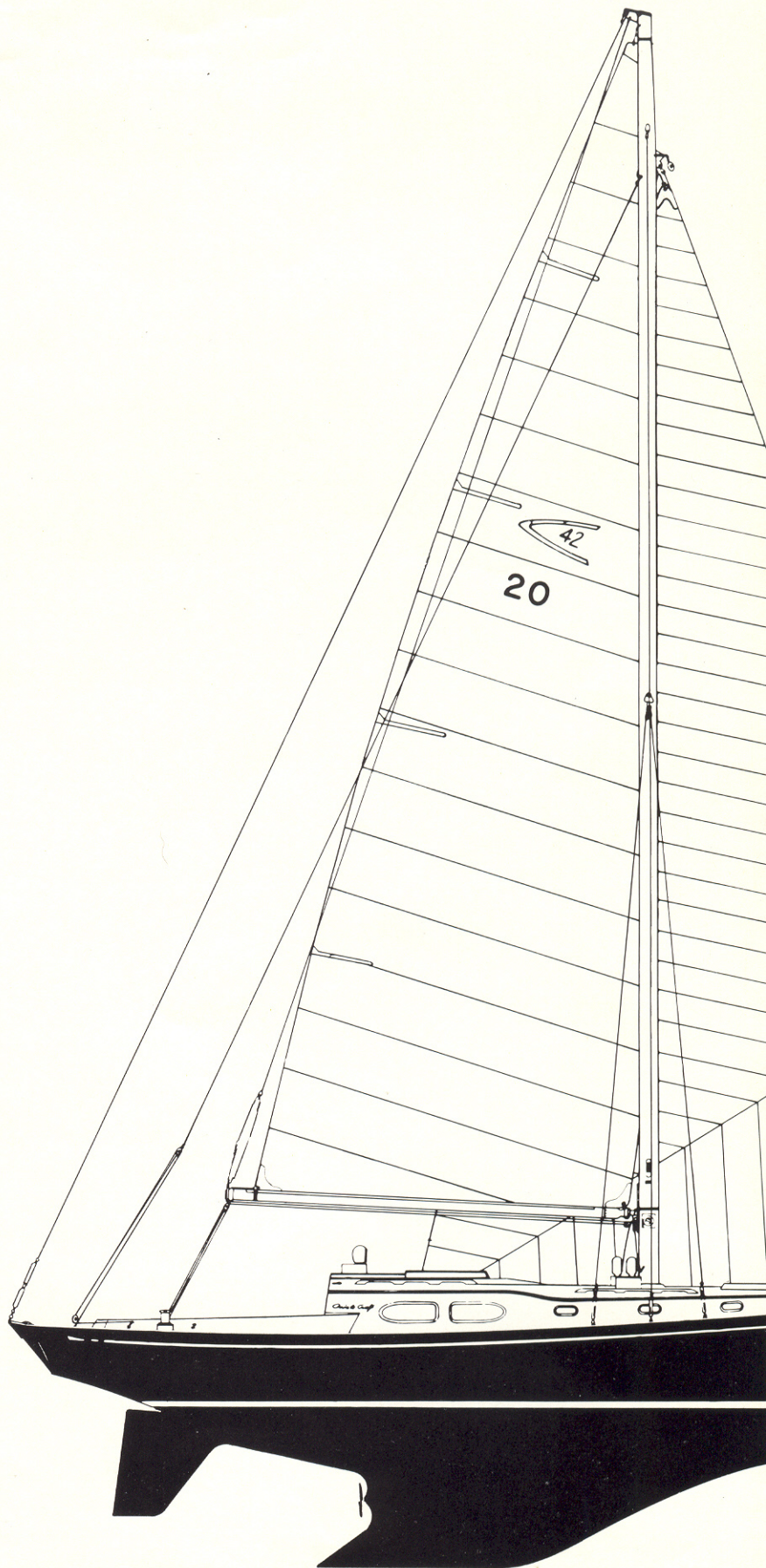
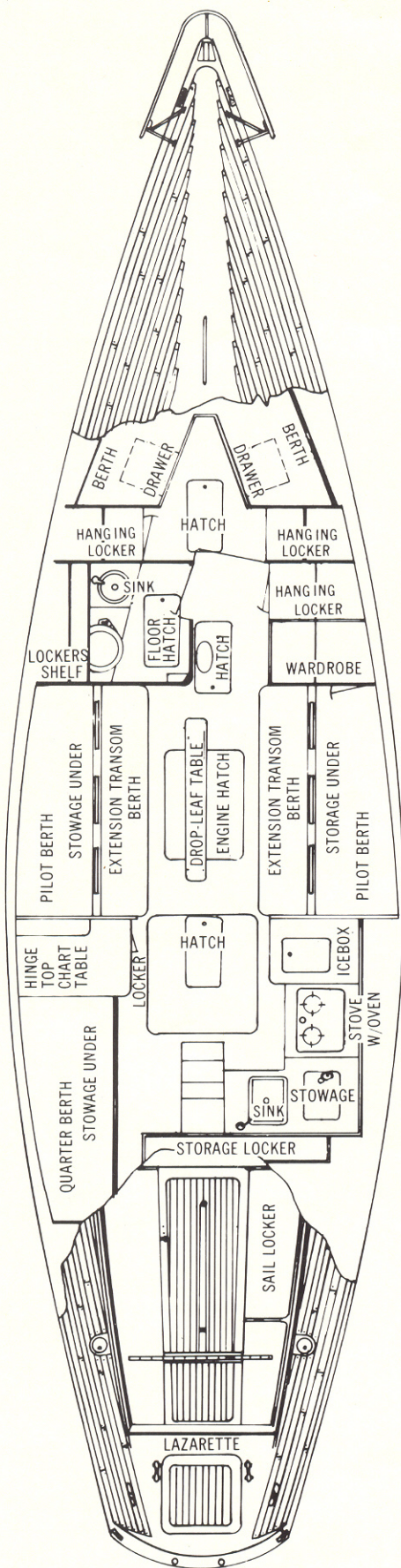


Comanche 42

The new queen of Chris-Craft's ocean racers.



Chris-Craft®



Comanche 42

Joining Apache 37 and Cherokee 32 in Chris-Craft's sparkling fleet of ocean racers is Comanche 42, a new Sparkman & Stephens tank-tested design featuring a light-displacement hull with a fin keel and a blade rudder on an integral skeg. The skeg is similar to the one Sparkman & Stephens designed for the America's Cup defender "Intrepid" and other modern "twelves." It reduces turbulence and drag in the aft sections and tends to reduce the quarter wave, thus producing a greater hull speed.

The sail plan has a big, powerful foretriangle with a modern 15/16 rig and running backstays. The running backstays, though not needed for mast support, enable you to keep the jibstay standing to maintain your windward ability when beating into a wind of 15 knots or more. It's a great advantage, and Comanche 42 is the only production auxiliary that has it. Comanche's ability to go to weather has astounded many experts who have observed her in trials with the most esteemed of today's ocean racers.

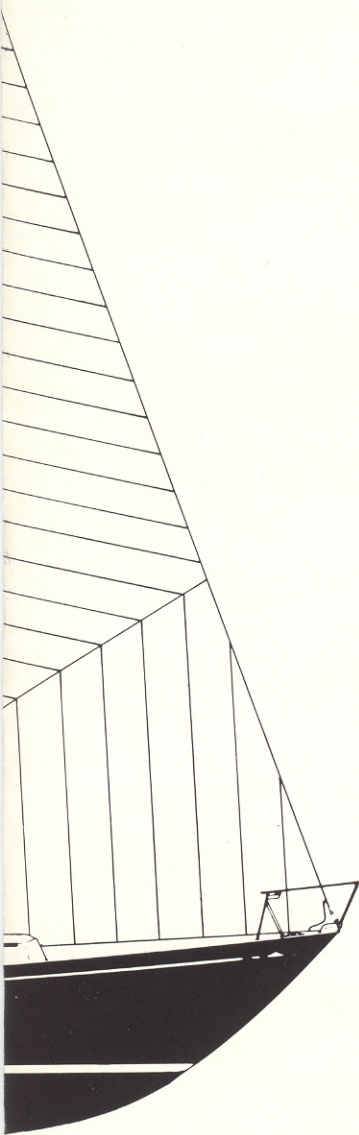
The cabin has a private forward stateroom with twin berths, 2 hanging lockers, 2 stowage lockers, and 2 large drawers. The main cabin has a pilot berth and a transom berth on each side of a midships dropleaf table. A complete galley with oven and gimballed stove is to starboard, and a navigator's station with a hinged-top chart table is to port. Beneath the chart table is a quarter berth (the 7th berth). And stowage is everywhere...including sail lockers aft that you can really stow sails in. (The forward hatch is big enough to pass a full sail bag through, too.)

The joiner work is beautiful. Added touches of craftsmanship are seen wherever you look. The cockpit sole looks like wood, but it's Chris-Craft's now famous "planked-deck" fiberglass. Every bit of hardware is the best available*. Internal halyards. A bow pulpit with built-in running lights (that can be seen to leeward when you're rail down) is standard equipment. A Universal Atomic 4 auxiliary with 2-to-1 reduction gear. Monel fuel tank. Four batteries for plenty of reserve power. Circuit breakers, not fuses. Quality from her tapered mast to her bronze shoe.

So if you're looking for a boat that not only goes, but goes first class, see your Chris-Craft dealer and ask him about the exciting new Comanche 42.

*Such as Barient winches.

Specifications subject to change without notice.



Comanche 42



Mattresses all (7) 4" foam • Drop leaf cabin table with fiddle boards • Fiberglass plank pattern cabin sole Flip top chart table with shelf above • 2 burner alcohol range with oven in Gimbals • Stainless steel galley sink 2 banks of batteries with charge divider • Stainless steel water tanks (70 gallons) • Monel fuel tank (25 gallons) • Electric fuel gauge • 35 Amp alternator • Full bonding for lightning • Limber hole chain in bilges • Engine room ventilation to C. G. Specs. • Hand bilge pump. Diaphragm type mounted in cockpit • 7 adult life jackets 3 dry chemical fire extinguishers • Special screw driver Mast boot—vinyl coated dacron • Hand fog horn • Bell Jib halyard winch—Barient #16 • Main halyard winch—Barient #3 Reel • 2 sheet winches—Barient #16 • All hardware chrome stainless steel or special Marine Alloy 2 snatch blocks • International navigation lights • Mast-head light • Bow pulpit with side lights mounted in it Genoa tracks and cars on rail and 10° line on deck Tapered aluminum mast—painted with special finish Aluminum boom—painted with special finish Roller reefing • Worm drive outhaul control at Goose-neck • Internal main and jib halyards • Roller bearing main sheet traveler • Large bow and stern chocks (4) Fiberglass sheath for main hatch slide • 3 Dorade vents with PVC cowls • Special sailboat engine controls in cockpit with removable handles • All exterior woodwork is teak • Fiberglass teak plank pattern deck Rubber mast wedges • Sail plan drawing • Electrical wiring diagram • Spar and rigging drawing • Mast wedging instructions • Engine manual • 2 Mooring cleats on aft deck • 1 Large mooring cleat on foredeck • Flag staff socket • Flag staff • Tuning manual • Yacht Ensign Laminated tiller • Inboard deck scuppers • 2 blade solid propeller • Teak molding at cabin top break • Gold cove stripe • Cockpit seat locker with dogs • Boot top • Textured fiberglass headliner • Electrical, fuel and bonding system to A.B.Y.C. stds. • Hand pump for engine oil sump • Engine drip pan • Aluminum sheaves for main and jib halyards • Main boom downhaul (dacron) • Black bands on spars • Antifouling bottom paint • Large top loading fiberglass lined ice box—8½ cu. ft. • Toilet Fiberglass vanity and wash basin • Sea cocks on all thru hull fittings below water line • Pot locker in galley • 6 Stowage lockers in main cabin • 3 Hanging lockers • 1 Wardrobe with drawers • 1 Pair Jib—Genoa sheets Running back stays with blocks and dacron tails • Wire main halyard • Wire jib halyard with dacron tail • Forward leading dacron main sheet • Manual fresh water system • Sheaves for Auxiliary external main halyard Sheaves for Auxiliary external jib halyard • Mast wired for spreader lights • Circuit breakers instead of fuses Special low double jib tack ftg. • Bronze shoe on lead keel • Fairing strips over rudder stock • Spare spark plug 22-s Danforth Anchor • 150 Ft. 5/8" Nylon Anchor Rope

Chris-Craft®

Chris-Craft Sailboat Division, Chris-Craft Corporation, Pompano Beach, Florida