






Chrysler Sailboats

Chrysler 22 Cruiser/Racer  Musketeer Catamaran  Buccaneer Sloop
 Mutineer Daysailer  Man O' War Fun Boat  Pirateer Dinghy



Designed For Winner And Beginner!

Chrysler brings you today's most advanced, full-featured family boats—all designed for enjoyable sailing and convenient trailering. These six unique boats are products of Chrysler's own expert sailboat design/manufacturing team and the world's most renowned consulting designers: J. R. Macalpine-Downie of Great Britain, and Halsey Herreshoff, one of America's leading sailboat innovators.

Chrysler sailboats meet the needs of a wide variety of sailing enthusiasts. Whether you're out for a relaxing day on the water, or vying for a racing cup, you'll find them ideally suited to your desires. And you get the long-term benefits of Chrysler's extra care and attention to detail in the building of handcrafted quality boats.

No matter which one you choose, you'll enjoy owning a Chrysler sailboat—designed for winner or beginner.

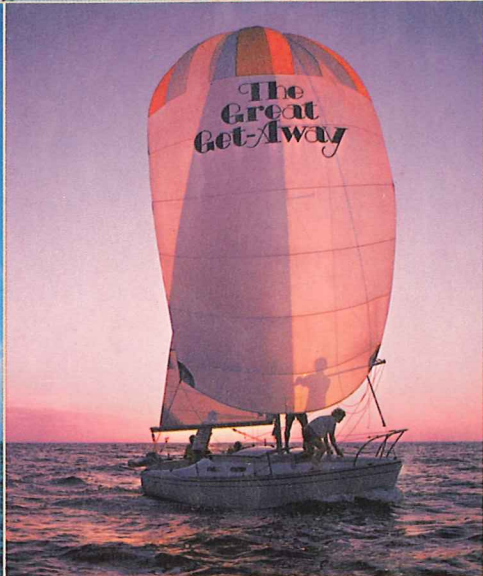
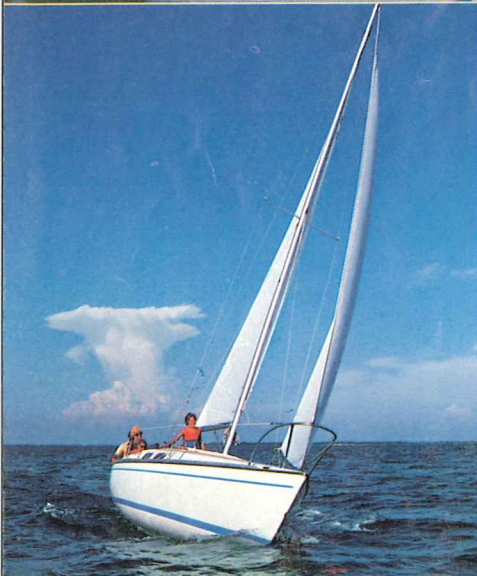
Chrysler 22

Chrysler's outstanding new 22' trailerable family sailer, sets a new standard for versatility and performance in small cruiser-racers! She sails with amazing stability—a result of her wide 7'9" beam, 3000-lb. displacement and 825-lb. swing keel (Also available with fixed keel, 1010-lb.). Safety for families and racers includes foot-gripping deck surfaces, self-bailing cockpit, self-righting capability and foam flotation. She's just right for a family of five, a racing crew of 2-3, or the single-handler.

FOR TRAILERING the easily raised swing keel and thru-hull pivot-up rudder keep center of gravity low, provide convenience for loading and launching. The hinged mast step and mast carrier make rigging simple. Her custom trailer saves dockage/storage fees (she'll berth in your backyard), and makes sailing fun mobile. Use it as an on-land camper on your way to and from waterways.

FOR CRUISING there's plenty of extra room and comfort. The whole family can rest easy on five 6'3" full-length cushioned berths. Cabin is light and airy with windows, translucent forehatch and sliding companionway hatch. Double berth converts to a





Chrysler 22

dinette (also great for charting, youngsters' games). Optional slide-away galley is positioned near companionway to give standing headroom and plenty of cabin ventilation with hatch open. Optional portable cooler forms step into cabin.

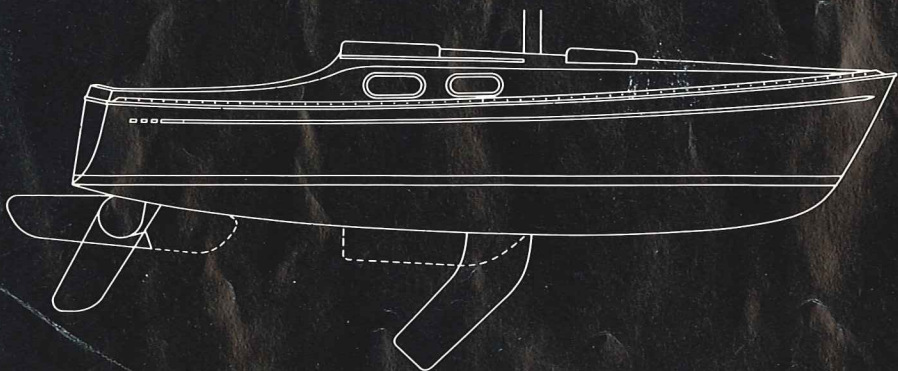
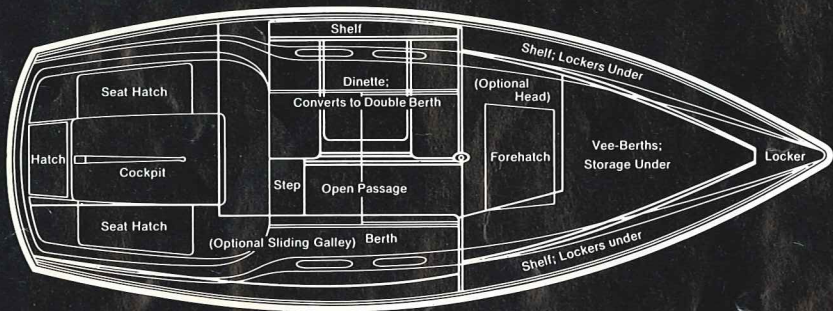
There's storage galore—even special space for an auxiliary outboard tank. The cabin has full-length fiberglass liners to make maintenance easy. There are optional portable or permanent toilets with window and privacy curtains; lights, and an optional self-tacking boom kit to fit working jib.

FOR RACING she has a variable-position keel with easy-control winch to let you fine-tune performance; a clean-sweep deck for minimal wind resistance; full-length aluminum toe rails that eliminate need for genoa track because blocks may be positioned anywhere and changed easily underway; and a thru-hull pivot-up rudder that's controlled from the tiller.

STANDARD EQUIPMENT: Cabin—5 cushioned berths (2 vee-bunks, double and single berths). Dinette table. Fiberglass cabin liner. Port-starboard windows. Sliding companionway hatch with hasp and teak door. Cockpit—Self-bailing. Sealed below-deck storage for outboard fuel tank. Thru-hull pivot-up rudder, tiller. 2 seat hatches with storage under. On Deck—Skid-resistant surfaces. Foredeck hatch. Hinged mast step. Mast carrier. Rigging—Anodized aluminum spars. 5-oz., 4-batten Dacron mainsail. 5-oz., 110% Dacron genoa. Halyards and sheets. Main sheet traveler. Adjustable stainless standing rigging. Quality cleats, hardware. Harken blocks. Port/starboard toe rail/genoa track. Hull—Hand-layup reinforced fiberglass. Foam flotation. Swing keel with winch and lock at 60° angle.

OPTIONAL EQUIPMENT: Sturdy bow pulpit. Stern rail. Slide-away 2-part galley (stove, sink, 4-gal. water tank). Portable cooler. Lifelines and stanchions. Outboard bracket. Marine toilet with holding tank or portable marine toilet. Privacy curtains for toilet and windows. Backstay adjuster. Cabin and running lights. Mainsail cover. 2-tone deck color (tan, white). Deluxe interior packages: blue plaid fabric cushions w/white vinyl, or yellow plaid fabric w/vinyl. Bariatric winches. Jiffy reefing. 150% genoa. 3/4-oz. spinnaker, pole, fittings. Self-tacking jib boom kit. Working jib. Cockpit cushions. Boom vang. Cradle. Chrysler S-3000 trailer, electric brakes.

SPECIFICATIONS: Overall length 21'7" Waterline 19'0" Beam 7'9" Draft: Swing Keel 825 lbs., 1'11" to 4'6"; Fixed Keel 1010 lbs., 3'9" Displ. 3000 lbs. Sail Area (sq. ft): Total—214, Main—100, Jib—114, Mast Length 26'6". Recommended aux. outboard—5 to 10 hp. Colors—white hull, blue waterline and side stripes; or blue hull with white waterline and side stripes.



Chrysler Musketeer

Take a new tack in catamaran performance sailing with the 16-1/2' Musketeer. She performs with exceptional speed, ease and agility when sailing to windward, in light air or a blow, on flat water or a heavy chop. Her highly buoyant hulls easily carry hefty loads without the tendency for the bow to dig into waves as is common in some cat designs. You can sail her to weather and tack her as easily as many single-hull sailboats, even on jib or mainsail only.

Her standard roller-furling jib allows you to reduce sail by more than 1/3 without leaving the trampoline. You can easily de-mount her twin symmetrical hand-laid fiberglass hulls for storage and trailering. A 6-to-1 endless mainsheet with Harken blocks and an adjustable traveler makes sail handling easy, even for beginners. A ball-type mast step simplifies rigging. Her 8' beam makes her easily, and legally, trailerable.

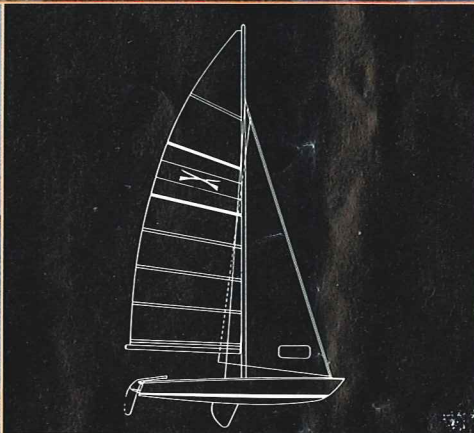
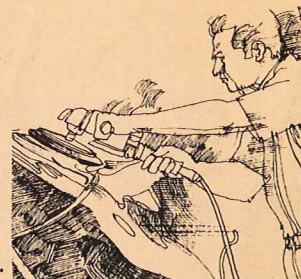
STANDARD: High-aspect-rig sailplan including a 5-oz. Dacron mainsail with 9 full-length battens; 5-oz. Dacron jib with roller-furling gear, window and adjustable fairleads; rugged trampoline with forward storage pocket; twin foil-shape kick-up rudders; retractable aluminum quadrant-type centerboards; full traveler gear; hiking straps; top-quality race-type hardware; Harken blocks; Dacron running rigging; stainless standing rigging and fittings; foam-filled aluminum spars; extra-sturdy hull main beam; positive flotation; skid-resistant deck surfaces.

OPTIONS: Trapeze gear; masthead float; black or white waterline stripe; outhaul/downhaul for mainsail; Chrysler S-600 trailer.

SPECIFICATIONS: Overall length 16'6". Waterline 15'0". Beam 8'0". Draft—CB up 6-1/2", CB down 33-1/2". Sail Area (sq. ft.): Total—250, Main—160, Jib—90. Mast Length 28'10". Capacity—racing 2, cruising 4. Approx. Wt. Fully Rigged 420 lbs. Colors—Yellow, blue or green hull with white deck.

Chrysler Fiberglass Construction

All Chrysler sailboats are built with the finest glass, resins and raw materials available. Full reinforcements and backing are molded into stress areas and behind hardware. All Chrysler sailboats have full foam flotation built in. All are delivered complete with custom-cut Dacron sails and running rigging, mooring and sheeting hardware including eyes, cleats, fairleads and blocks . . . included in the advertised price.



Chrysler Mutineer

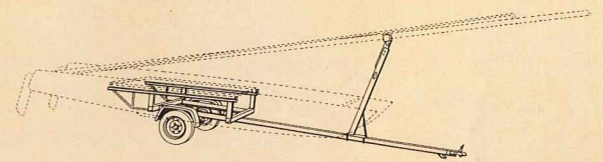
The innovative 15' sloop that's in a class all her own for comfort and handling ease. The all-'round fun boat/daysailer for families, couples or individuals. Her exceptionally wide beam (as big as many 18-footers) and spacious 7' cockpit make it easy for her to carry a large crew, yet sail on her proper lines. Because of her size, stability and sail-reducing capabilities, she also makes an excellent trainer.

But, don't let Mutineer's stiffness fool you. She feels every wisp of breeze; sails close to the wind on her main alone or on just a jib in heavy air. With almost effortless control she moves easily through the water with very little wake or displacement.

STANDARD: Roller-furling 4-oz. Dacron jib you can reef from the cockpit. Molded-in textured seats. Skid-resistant deck and flooring. Foil-shape center-board with low trunk for extra "people room." Foam flotation under sides, foredeck and in aluminum spars. Twin suction bailers. Adjustable foil-shape rudder. Pivoting tiller extension. Stainless standing rigging. Race-type hardware. Dacron running rigging. 4-batten, 4-oz. Dacron mainsail with mid-boom sheeting. Plenty of dry storage.

OPTIONS: Spinnaker with full gear. Olympic-type foredeck spinnaker launcher. Boom vang. Boat cover. Outboard bracket. Jib barber haulers. Hiking straps. Chrysler S-700 trailer.

SPECIFICATIONS: Overall length 15'0". Waterline 14'1". Beam 6'0". Draft, CB up 8", CB down 4'1". Sail Area (sq. ft.): Total—150, Main—100, Jib—50, Spinnaker—166. Mast Length 21'8". Capacity 4. Approx. Wt. Fully Rigged 410 lbs. Recommended Outboards—3.6 to 5 hp. Colors—Yellow hull, white deck.



Custom-Mated Sailboat Trailers

Chrysler trailers are custom designed to cradle your new Pirateer, Musketeer, Buccaneer, Mutineer, Man o' War or Chrysler 22 sailboat best, with no need for local make-do revisions. You can be sure they'll provide the most efficient support for your boat with full strength, protection and durability from bow to stern, whether stored or towed over rough terrain. Save on dockage and storage fees—and make your fun more mobile—with a full-quality Chrysler Custom-Mated Trailer. Ask your dealer for a free Chrysler Trailer Catalog.

Chrysler Buccaneer

Chrysler's 18' Buccaneer proved herself in national One-Of-A-Kind sail racing even before she was introduced! And today she's one of the fastest growing one-design classes—as well as a popular family day-sailer.

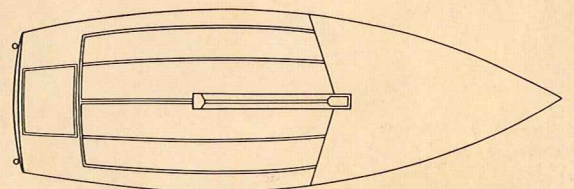
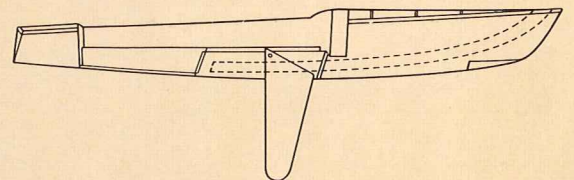
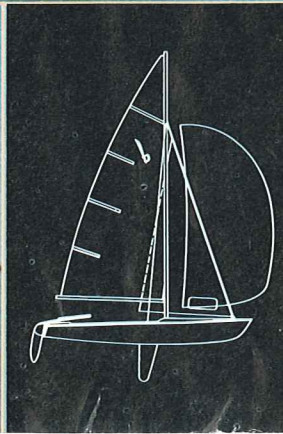
Considered by experts to be a breakthrough in performance design, Buccaneer's unique hull shape with long, lean bow and wide, flat stern lines make her easy to drive to windward, quick to plane, yet surprisingly stable, dry and easy to handle even for the novice. Her spacious 7'3" cockpit with molded-in, skid-resistant seats, deck and floor, plenty of storage, and rear deck hatch large enough for an outboard, make her an enviable family picnic sailer.

This performance purebred is so beautifully balanced and easy to handle, beginners learn the ropes quickly and seasoned sailors perform circles around competition easily.

STANDARD: 4-oz. roller-furling Dacron jib, window. 4-oz. Dacron mainsail with 4 battens and mid-boom sheeting. Adjustable foil-shape centerboard and rudder. Fingertip-control tiller with pivoting extension. Adjustable stainless standing rigging. Dacron running rigging. Foam-filled anodized aluminum spars and fiberglass hull. Twin suction bailers.

OPTIONS: Spinnaker with full gear. Olympic-type spinnaker launcher. Jib barber haulers. Boat cover. Boom vang. Hiking straps. Outboard bracket. Chrysler S-700 trailer.

SPECIFICATIONS: Overall length 18'0". Waterline 16'8". Beam 6'0". Draft, CB up 7", CB down 3'10-1/2". Approx. Wt. Fully Rigged 500 lbs. Sail Area (sq. ft.): Total—175, Main—114, Jib—61, Spinnaker—178. Mast Length 24'0". Capacity 6. Colors—Blue hull, white deck. Recommended Outboards—3.6 to 6 hp.



Chrysler Pirateer

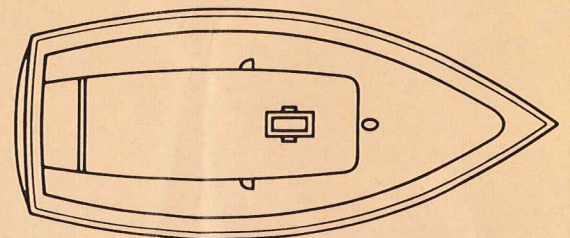
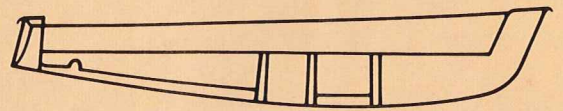
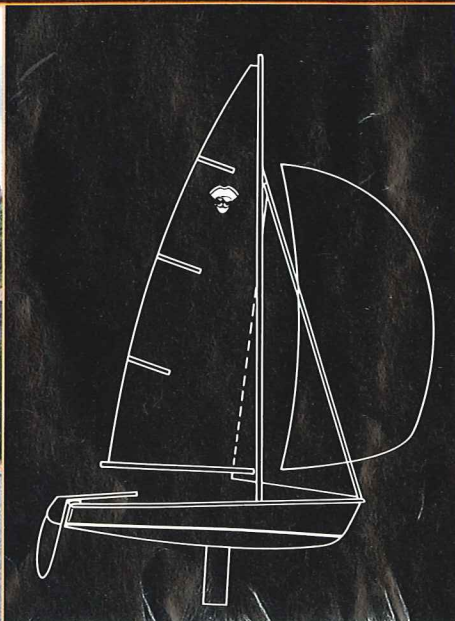
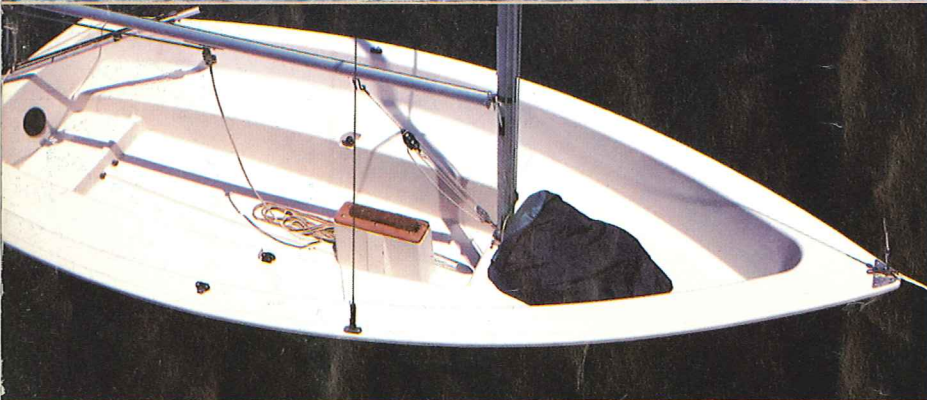
Chrysler introduces an all-new 13' planing-hull sailing dinghy that's portably light in weight, yet safe, stable and forgiving for beginners . . . a great junior or senior club trainer . . . a family fun boat . . . or a winning challenger for experienced sailors. Handsome, wide-open and beamy with a powerful bow. She has full foam flotation in hull, spars and between hull and deck for added safety. She'll hold 2-3 people with ease. Her sloop rig—mainsail, jib and optional spinnaker—is easy to handle and enables her to walk away from other boats of her type, even in the lightest of breezes. If knocked down, she's easily righted by the single hander.

She's practically maintenance-free with her smooth fiberglass hull, inner liner and corrosion-resistant rigging, hardware and fittings. Her design and style give her the look of bigger sloops.

STANDARD: Dacron mainsail, jib, halyards and sheets. Jib sheet cleats (2) recessed into seats for convenience and comfort. Anodized aluminum mast and boom with built-in foam flotation. Hinged mast step for quick, easy rigging and unrigging. Kick-up rudder. Wooden locking daggerboard. Hiking stick on tiller. Textured, skid-resistant surfaces. Molded-in seats. Stainless-steel standing rigging. Husky bow and stern eyes. Smooth fiberglass inner hull liner. Provision for an ice box in the stern. Foam hull flotation. Transom drain.

OPTIONS: Jib furling gear. Spinnaker, pole and fittings. Spinnaker launcher (unique design). Boat cover. Outboard motor bracket. Bow cover, ice chest, hiking straps. Chrysler custom-mated SC-500 trailer.

SPECIFICATIONS: Overall length 13'0." Waterline 12'2." Beam 5'6." Draft, board up 8-1/2", board down 3'4." Approximate weight fully rigged 300 lbs. Sail area (sq. ft.): Total—90; Main—60; Jib—30; Spinnaker—130. Mast length 18'6." Capacity 3. Color—orange hull, white deck. Recommended outboard 3.6 hp.



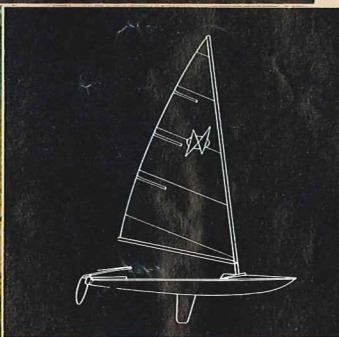
Chrysler Man O' War

One of the first in the new generation of family fun boats, the 15' planing-hull Man o' War uncomplicates performance sailing no matter whether you're a seasoned sailor or have never held a tiller before. Easy to rig, easy to trail, easy to sail, she'll forgive even the neophyte's mistakes.

STANDARD: Loose-footed Dacron sail with 3 vertical battens; luff sleeve slips right over the mast. Mast rotates in step so you can furl sail onto it for quick reefing, easy storage. All gear including 2-piece mast stows inside cockpit for trailering. The daggerboard is reversible. The kick-up rudder raises, lowers from the tiller. She has a pivoting tiller extension, integral hiking toeholds, stainless race hardware, Dacron running rigging. The big 6'8" cockpit with bailer carries 2-3 people with proper balance and trim. She has a skid-resistant deck and molded-vee splash-board. Her cockpit floats above water even if knocked down. Foam flotation in hull, mast and boom makes her easy righting. resists turning upside down if capsized. There's storage space below deck. Freestanding rig eliminates mast-support wires. Her low, sassy silhouette gives her a racy look even at anchor.

OPTIONS: Boat cover. Boom vang. Chrysler SC-500 trailer.

SPECIFICATIONS: Overall Length 15'0". Waterline 13'5". Beam 54". Draft 6" to 2'7". Sail Area (3-1/4-oz. Dacron) 85 sq. ft. Mast Length (2 10-ft. sections) 20'. Capacity 2. Approx Wt. Fully Rigged 195 lbs. Colors—Red hull, white deck; or white hull, red deck.



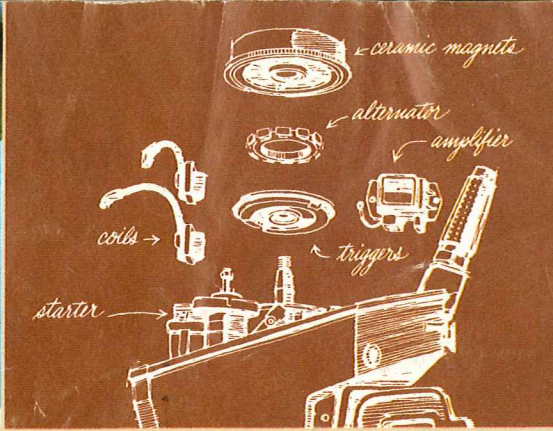
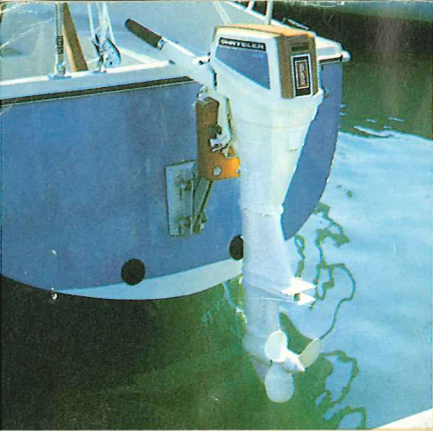
Easy for one person to right.

GLOSSARY OF TERMS:

BATTEN: Thin, flexible strip of wood or plastic to stiffen after edge of a sail.
BLOCK: Pulley device for controlling sailboat lines/sheets/ropes.
CENTERBOARD: A retractable keel that pivots up or down to prevent boat from slipping sideways in water.
SELF-TACKING JIB: Jib with a spar along lower edge, to provide self-tacking when going into the wind.
COMPANIONWAY: Opening, or stairway, from cockpit to cabin.
DAGGERBOARD: A retractable keel that slides up-down to prevent boat from slipping sideways in water.
DOWNHAUL: Block/rope device to tighten or haul a sail down.
FAIRLEAD: An eye through which a line is led.
FORESAIL: A sail carried forward of the mast.
FORESTAY: Mast support cable leading from mast to bow of boat.
GENOA: A large, overlapping foresail.
JIB BARBER HAULER: An adjustable

block or fairlead used to trim the jib laterally, in or out from the boat.
KEEL: A fore-and-aft member of a hull at the lowest point of the bottom to provide stability and to prevent boat from side-slipping.
LOOSE-FOOTED SAIL: One that is attached at the bottom edge only at front and back, not along the entire edge.
LUFF: The leading (forward) edge of a sail.
MAST STEP: Deck fitting to hold bottom of mast.
OUTHHAUL: Block/rope device to tighten or haul sail outward on a spar.
REEFING: Reducing the square footage of sail area.
ROLLER FURLING: Device to wind a sail around a forestay for storing.
HIKING: Leaning crew weight outboard on windward side to help keep boat upright in heavy wind.
RUNNING RIGGING: Lines/ropes used to raise, lower and trim sails.

SPAR: Term used for booms, masts, spinnaker poles.
STANDING RIGGING: Lines/ropes, wires, cables used to support mast and other spars.
TOE RAIL: Low strip secured along deck edge to protect crew from slipping across or off deck.
TRAMPOLINE: Sheet or webbing spread between hulls of a multi-hull craft to hold people, gear.
TRAPEZE: Wire attached to upper mast, with seat or harness at lower end for crewman, to aid in hiking.
TRAVELER: Block/line device which "travels" from side to side of boat, used to fine-tune mainsail trim.
VANG: A line to steady boom when sailing off the wind.
WINDWARD: The direction from which the wind is blowing.
WORKING JIB: Foresail which is smaller than a genoa, used as an all-purpose sail on small craft, or a heavy-air sail on larger craft.

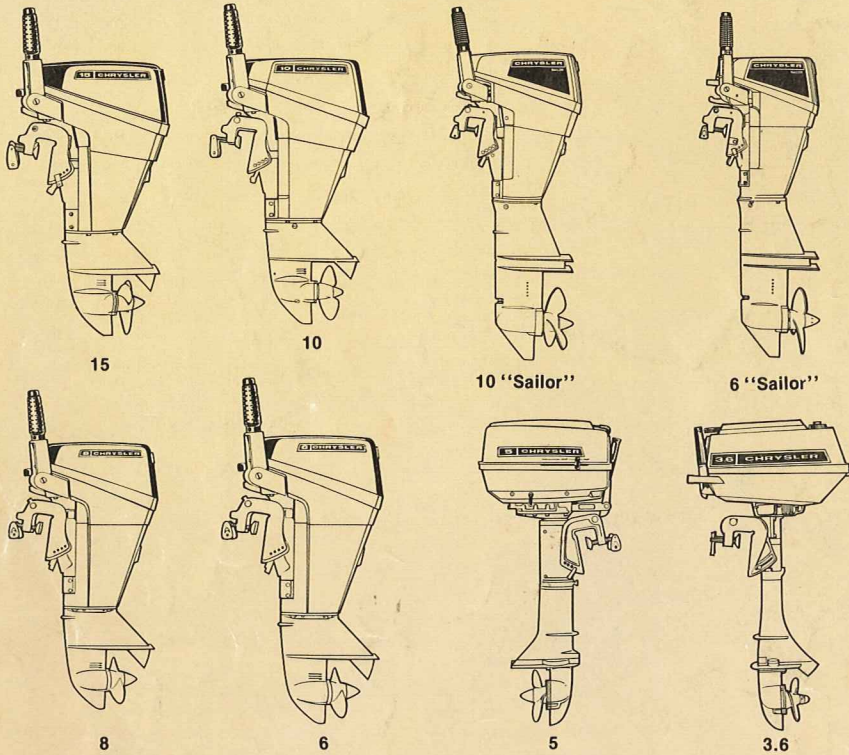


Chrysler Sailboat Auxiliary Power

The first outboards specifically designed to power sailboat hulls: Chrysler "Sailor" 6 manual-start, and "Sailor" 10 electric-start Magnapower III with alternator. Long 20" legs. Big 3-blade props with efficient 13:37 gear ratios. 40% more forward thrust than standard 6 and 10 motors. Special lower unit with above-prop exhaust and dual anti-cavitation plates delivers double the reverse thrust; provides quick-stop maneuverability. Starter on 6 pulls horizontally or vertically.

Lo-Profiles in manual-start 6, 8, 10 and 15 hp. are low, compact, lightweight. They fit where many others won't. Up-front controls are easy to get at. Narrow 6-gal. Tote Tanks stow anywhere. Self-contained 3.6 and 5 hp. "Swingers" pivot 360° for easy maneuvering.

There are plenty of sailboat options such as leg extensions, remote controls and displacement hull propellers.



Outboard Model	Hp.	Std. Shaft Wt. (lbs.)	Std. Shaft Length (in.)	Long Shaft Length (in.)	Opt. Leg Ext. for Std. Shaft Models (in.)	Remote Fuel Tank	F-N-R Gear-shift	Push-button Elec. Start	Rewind Start	Remote Controls	Std. Prop Dia., Pitch, No. of Blades	Opt. Sail Props: Dia., Pitch, No. Blades	Gear Ratio
15 Elec.	15	69	15	20	15	Std.	Std.	Std.	-	Opt.	8-1/8" x 8-1/4"; 3	8-1/4" x 6"; 3 8-1/4" x 4-1/2"; 3	14:22
15 Man.	15	59	15	20	15	Std.	Std.	-	Std.	Opt.	8-1/8" x 8-1/4"; 3	8-1/4" x 6"; 3 8-1/4" x 4-1/2"; 3	14:22
10 Elec.	10	69	15	20	15	Std.	Std.	Std.	-	Opt.	8-1/4" x 8-1/4"; 2	8-1/4" x 6"; 3 8-1/4" x 4-1/2"; 3	14:22
10 "Sailor"	10	79	20	-	-	Std.	Std.	Std.	-	Opt.	10-3/8" x 10"; 3	10-1/2" x 7"; 3	13:37
10 Man.	10	56	15	20	15	Std.	Std.	-	Std.	Opt.	8-1/4" x 8-1/4"; 2	8-1/4" x 6"; 3 8-1/4" x 4-1/2"; 3	14:22
8 Man.	8	49	15	20	15	Std.	Std.	-	Std.	Opt.	7-1/2" x 6-1/4"; 2	8" x 3-1/2"; 2	15:23
6 "Sailor"	6	61	20	-	-	Std.	Std.	-	Std.*	Opt.	10-1/2" x 7"; 3	10-3/8" x 10"; 3	13:37
6 Man.	6	47	15	20	15	Std.	Std.	-	Std.	Opt.	7" x 6-1/4"; 2	7" x 4-3/4"; 2 8" x 3-1/2"; 3	15:23
5 Man.	5	37	15	20	5	Opt.	-	-	Std.	-	7-1/2" x 6"; 2	7-1/2" x 4-1/2"; 3 7-1/2" x 3"; 3	14:21
3.6 Man.	3.6	33	15	22	-	Opt.	-	-	Std.	-	7-1/2" x 4-1/2"; 2	-	14:21

*Horizontal or vertical pull

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