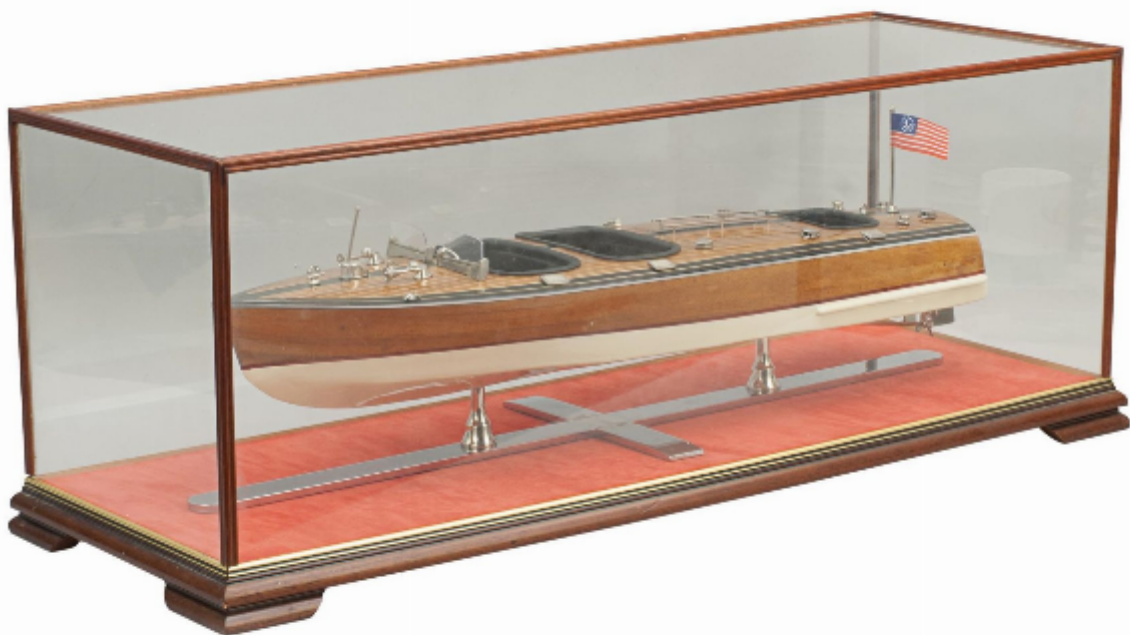




Chris Craft Triple Cockpit Speedboat Model

Sold



REF: 29284

Height: 13 cm (5.1")

Width: 65 cm (25.6")

Depth: 17 cm (6.7")

Framed Height: 29.5 cm (11.6")

Framed Width: 78 cm (30.7")

Framed Depth: 78 cm (30.7")

## Description

Chris Craft Triple Cockpit Classic Speed Boat Model.

A high quality, highly detailed wooden handcrafted classic American speed boat on chromed metal base in a glazed display case. The Chris Craft Triple Cockpit speedboat was constructed using plank-on-frame construction, has leather seats, dual drop-down windshields, chrome fittings, propellers, rudders, steering wheel, horns and more. The powerboat has white bottom paint, boot stripe and a clear varnished coating on the topsides and deck. Very reminiscent of the famous jet-setting Italian Riva Aquarama Speedboat.

Chris-Craft Boats was an American manufacturer of boats that was founded by Christopher Columbus Smith (1861-1939). The company was sold by the Smith family in 1960 to NAFI Corporation, which changed its name to Chris-Craft Industries in 1962. The current successor is Chris-Craft Corporation, which produces motorboats under the Chris-Craft name.

Chris Smith built his first wooden boat in 1874 at the age of 13. Years later, he built a duck hunting boat. His friends liked the way he built them, and they asked him to build them one. This was technically the start of the boat company. He soon began to build more boats and joined his brother Hank in 1881 to begin producing boats full-time.

In 1910, the brothers joined with other partners to form the Smith Ryan Boat Company. The firm's name was changed in 1922 to Chris Smith & Sons Boat Company, then to Chris-Craft in 1924. The Detroit-area company became well known for its sleek racing boats in the 1910s and 1920s. Chris-Craft sold high-end powerboats to wealthy patrons such as Henry Ford and William Randolph Hearst.

In the late 1920s, Chris-Craft extended its market into the middle class when it became one of the first mass-producers of civilian pleasure boats. The company began assembly line production at their plant in Algonac, Michigan, on the St. Clair River, dramatically lowering production costs. Formerly, most powerboats had been hand-built. Engines were supplied by both Ford and Chrysler, and by the Hercules Engine Company in later models. In 1927, the company introduced the Cadet, an affordable 22' runabout. At the time, the domain of speedboats was largely confined to the wealthy. Its innovative advertising campaign promised a piece of "the good life" to the growing American middle class. The company sold its boats on the instalment plan, making them among the first powerboats available to the general population. The Great Depression robbed many Americans of discretionary income, and Chris-Craft sales suffered. The company introduced a line of low-priced powerboats to stay solvent. By 1935, a 15.5' utility boat sold for as little as US\$406 (\$8,024 in 2021 dollars. During World War II, the company produced small patrol boats and launches for the U.S. Navy.

After the war, Chris-Craft introduced a new line-up of civilian pleasure boats in time for the massive American consumer expansion of the 1950s. That decade marked the height of company prestige, and the Chris-Craft brand name became virtually synonymous with pleasure boating. The company offered 159 different models, and it was the sales leader in many categories of small civilian powerboats.

The company sold high-end boat...