

LIBERTE - CLASSIC



Builder: [CLASSIC](#)

LOA: 47' 0" (14.33 m)

Year Built: 1930

Beam: 11' 0" (3.56 m)

Model: 1930

Min Draft: 12' 7" (3.83 m)

Price: \$75,000 USD Subject to change.

Cruising Speed: 8 Knots (9.21 MPH)

[See full listing on our website](#)

Location: Louisiana, United States

Max Speed: 10 Knots (11.51 MPH)

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OVERVIEW

To possess a single, unmistakable artifact of American seafaring lore is to enter a select circle reserved for the exceptionally fortunate. Few American-built classics from the early 1900s still ply the world's waterways; many of their kin rest behind velvet ropes in museums from Biloxi to distant maritime archives. Now, an opening to join that distinguished fellowship is offered.

The 1930, 47 foot ACF LIBERTE presents access to this rare international fraternity. Born when such yachts were the province of the privileged, she carries the refinement and bearing of a classic motor yacht, the charm of a vintage wooden cabin cruiser, and the comportment of a gentleman's cruiser of the highest order. American Car & Foundry (ACF), incorporated in New Jersey in 1899, grew in 1901 by absorbing a railcar maker that owned the renowned Jackson & Sharp shipyard in Wilmington, Delaware. While the company continued exporting railcars until 1920, the Wilmington yard diversified between 1918 and 1945, producing minesweepers for the U.S. government, schooners, barges, steam-driven passenger and freight craft, and a discreet run of private yachts. Self-reliance defined the yard: it ran its own lumber mill, converting raw timber into planking, frames, and ornate joinery, and even burned sawdust to fuel the very machinery that fashioned both rolling stock and vessels. From that lineage of craftsmanship came a small series of bridge deck cruisers whose construction still commands respect.

Commissioned in 1929 by Boston industrialist Griswald J. Hayward, this custom ACF 47' cabin cruiser first slipped into the water as HELEN. In 1932 she took the name MAXINE under new owner Max Bear. Julius Sylvack became her custodian in 1943, and in 1944 she was acquired by the Morton's officers and cadets club, represented by John L. Morton, and renamed MORTON. After five years serving the cadets she passed to William Nobles, Jr. in late 1949 and bore the name JOYCE until 1962. It is believed that between 1962 and 1973 she

adopted the enduring name LIBERTE before being sold in 1993 to her present owner and caretaker. Under his careful oversight she has undergone substantial restoration and vigilant upkeep, including the application of C Flex to her stout mahogany hull, creating a solid fiberglass bottom that mitigates the traditional vulnerabilities of wooden construction. For the past three decades LIBERTE has been a fixture on the Southern classic boat show circuit, collecting awards and admiration as a bona fide collector's yacht and museum quality vintage motor yacht.

She is, in every sense, a showpiece of the Gatsby era: graceful yet purposeful, a vessel whose lines and finish convey both elegance and intent, the poise and presence of a heritage cruiser meant to be seen and sailed. Most noteworthy, LIBERTE stands among the last known surviving ACF 47' cruisers—a living testament to American maritime history and a distinguished centerpiece for a private collection, while remaining fully prepared to cruise with assurance. For those in pursuit of a classic yacht of rare provenance—an antique motor yacht that marries authenticity with judicious modernization—she is the ideal realization.

Her current guardian, confronting age related health considerations, has reluctantly decided to entrust LIBERTE to a new steward. She may be inspected in her boathouse in Madisonville, Louisiana; courtesy showings or video walk throughs can be arranged. A comprehensive album of more than 450 photographs and videos is available upon request, documenting her meticulous care and storied life.

LIBERTE now awaits a successor to continue her tradition of aristocratic cruising. For the connoisseur who prizes pedigree, workmanship, and timeless elegance, this vintage wooden cabin cruiser, gentleman's yacht, and heritage motor yacht offers the invitation to pen the next chapter of her remarkable voyage.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1930

Sub category:
Motor Yacht

Country:
United States

Model Year:
1930

Dimensions

LOA:
47' 0" (14.33 m)

Beam:
11' 0" (3.56 m)

Min Draft:
12' 7" (3.83 m)

Speed, Capacities and Weight

Cruise Speed:

8 Knots (9.21 MPH)

Water Capacity:

120 Gallons

Max Speed:

10 Knots (11.51 MPH)

Fuel Capacity:

240 Gallons

Gross Tonnage:

23 Pounds

Accommodations

Total Heads:

2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

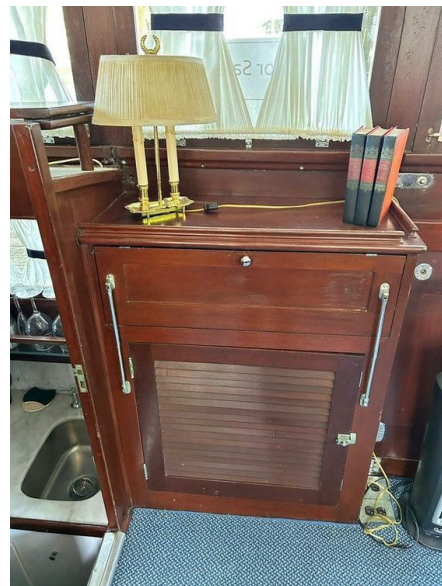
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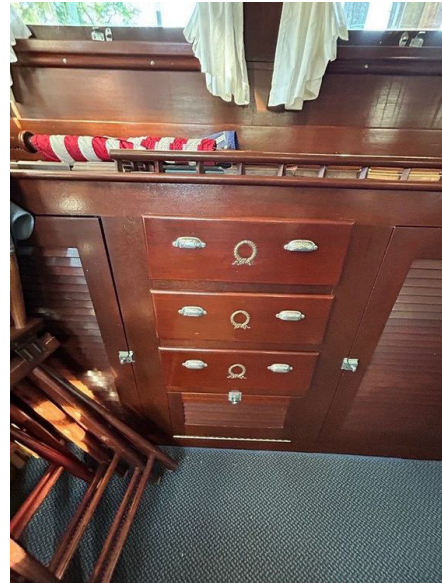
Ford Lehman

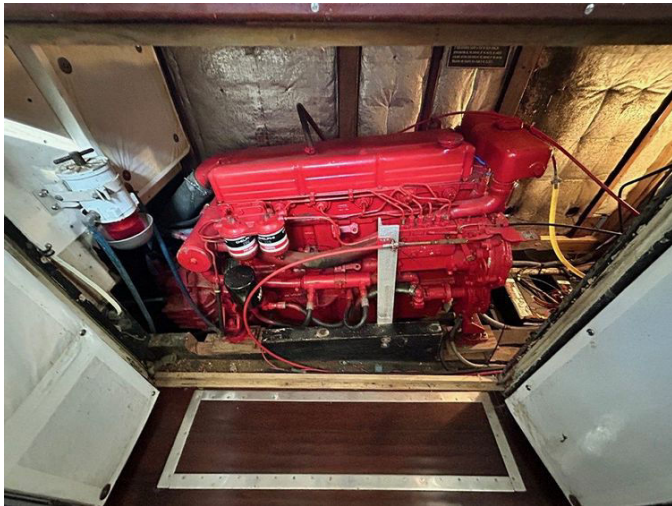
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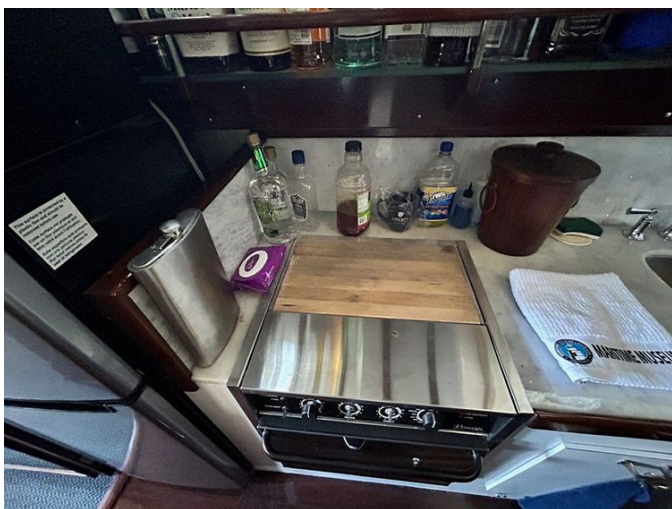
Diesel

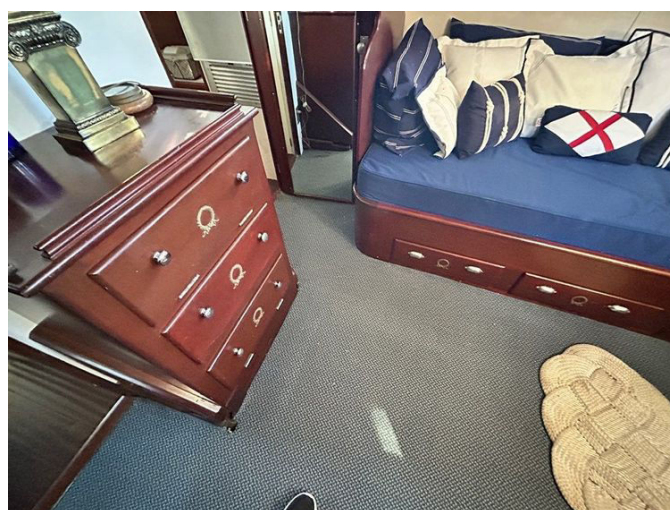
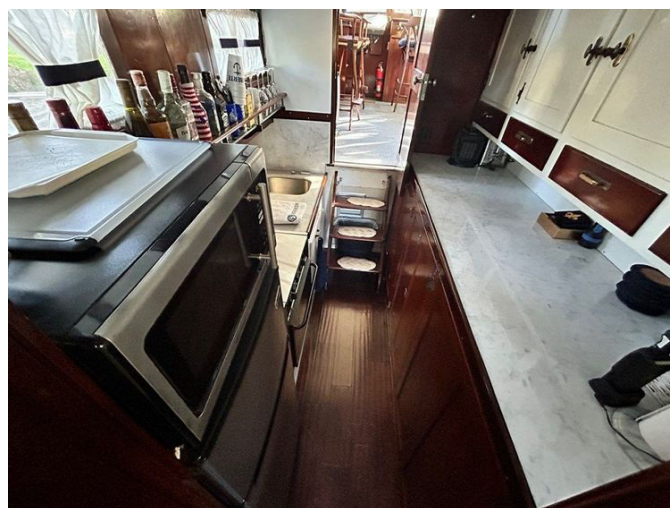
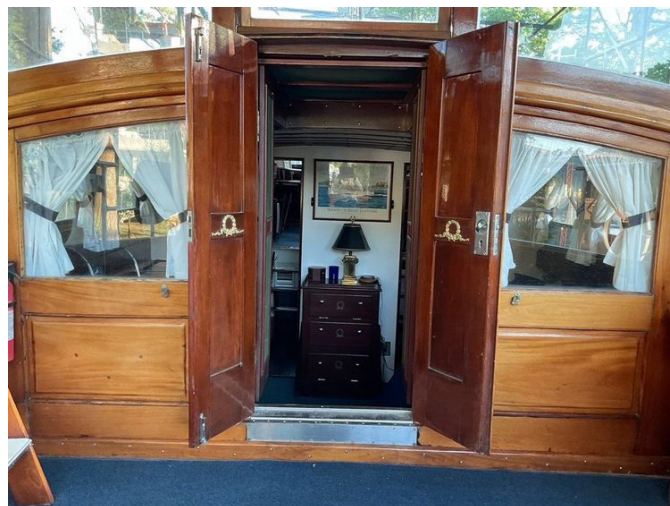
GALLERY

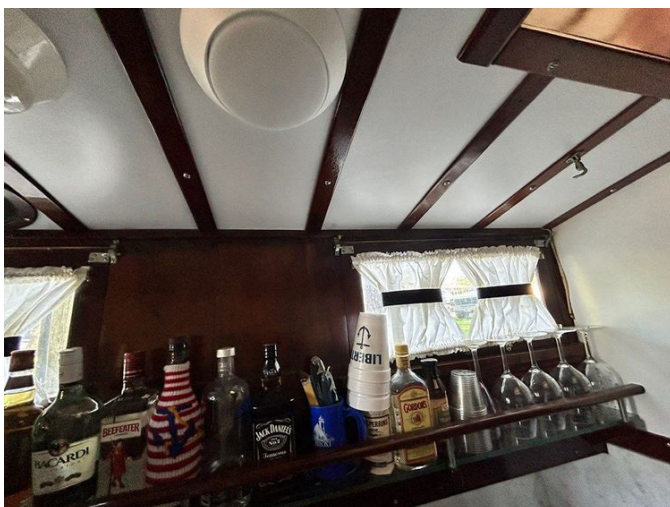












DETAILED DESCRIPTION

Walk through

The first glimpse of LIBERTE makes you pause and step back to take in her majestic, perfectly proportioned lines, and that first impression only deepens as you explore aft beneath the covered cockpit where a built-in bench at the transom, free-standing chairs, and a stowable table comfortably accommodate four to six guests for impromptu cocktail hours and unhurried sunsets. Forward, a pair of highly varnished companionway doors, each adorned with the ACF golden crest, conceal integrated screen doors; descend three steps to arrive in a generously sized aft stateroom where built-in bureaus line the port side, every drawer face bearing the iconic ACF crest and a hanging locker sits forward of the dresser. On centerline an exquisitely crafted mahogany dresser—again with the gold crests—sits beneath a classic lamp and framed artwork featuring a vintage boat show poster celebrating LIBERTE herself, while along the starboard side a second hanging locker partners with a double berth and additional drawer stowage below. As throughout the yacht, the mahogany paneling is beautifully matched, the bright white overhead is detailed with traditional mahogany battens, and a blue carpet softens the sole; large opening windows finished with custom treatments flood the space with natural light and invite a cooling breeze. Facing forward you may continue either to port or starboard: originally the starboard side cabin just ahead of the master served as a full head and now houses a Jabsco marine toilet and a Raritan ice maker, and it can be readily returned to a complete head with shower; this compartment features an opening portlight and a mahogany sole, and from here—or from the galley—the engine is accessed via removable midline panels. Continuing forward along starboard and up three steps, you enter the convertible main saloon/helm/second stateroom, an exquisite

mahogany paneled space where to port a built in secretory provides discreet storage beneath and concealed Pullman berths—an elegant nod to ACF's heritage in railcars and buses as well as shipbuilding—are cleverly integrated on both sides of the saloon/helm, invisible within the book matched paneling until deployed and resting on individual bronze legs with compact Pullman style clothing bars above. At the aft end, additional built in storage supports a flat screen TV atop a drawer cabinet. The helm occupies the forward end of this bright, airy room where large opening windows to port and starboard, plus three oversized panes across the bow, deliver superb natural light and cross ventilation; a starboard pilothouse door opens to the walk around side decks for effortless access to foredeck and aft deck. LIBERTE's decks are white with teak treads at the boarding gates, and from the bow looking aft the eye is drawn to hand carved golden scrollwork that spans the pilothouse above the forward windows. A new Lewmar windlass with remote controls at the helm stands ready for effortless anchoring, a large opening deck hatch ventilates the forward head compartment below, and crowning the pilothouse a "tender" is displayed like sculpture, cradled in mahogany just aft of the "smokestack" which houses the air horn compressor and carries elegant blue and gold trim. A hinged mast allows LIBERTE to slip beneath low bridges, confirming she is Great Loop capable, and a large stainless steel searchlight is hand controlled from the helm; the davit is of unknown status and is not to be considered operational. Reentering through the starboard door, you are met by a lovely mahogany helm with neatly arrayed electronics and controls where the mahogany spoke wheel and classic binnacle are themselves works of art and all engine instrumentation and electronics fall easily to hand when commanding LIBERTE; bow thruster controls and the windlass remote are at your fingertips and the searchlight's hand control resides in the deckhead on the starboard side of the helm. The lower section of the forward center window opens while the wiper serves the upper half, sightlines are excellent aided by windows spanning the aft end of

the saloon, the overhead remains crisp white with mahogany battens and the sole is carpeted in blue. Four free standing canvas and wood captain's chairs welcome guests while the helmsman enjoys a tall movable mahogany captain's seat, and a brass ventilation register set into the cabin sole adds a gleaming period flourish now serving a decorative role. This space originally doubled as the family dining area and there is ample room to add a stowable or fixed dining table if desired; access to the generator flats—home to the upgraded Northern Lights generator, the air conditioning compressor, the hot water heater, and allied systems—is via hatches in the saloon sole. Forward and to starboard of the helm, three steps lead down to a large private forward head finished bright white with a teak sole, manual head, basin, and a shower stall area with a teak seat and screened opening portlights for excellent ventilation. Climb back up and move aft along the port side to reach the amidships galley where expanses of marble countertop catch the light and storage is thoughtfully arranged above and below; beneath the inboard marble counter removable panels provide straightforward engine access. The galley is comprehensively equipped with a deep stainless steel sink, a full size stainless steel 110 V refrigerator, a Princess three burner electric stove with oven and a custom wooden cutting board integrated into the stove top cover, a stainless steel microwave, built in open shelving above the sink, dedicated glass storage, abundant lockers, a mahogany cabin sole, a bright white overhead with mahogany battens, and large windows with custom treatments, with easy flow either to the main saloon/helm or straight out to the aft deck.

Additional information

ACF's shipbuilders earned their reputation crafting exceptionally strong, safe, seakindly boats—whether for U.S. Navy minesweeping duty or for a fortunate few private owners—and set out with LIBERTE to deliver a roomy, comfortable family cruiser ready for real sea adventures, a pedigree reflected in the original

build specifications recorded by ACF: a four inch White Oak stem; a four inch Yellow Pine keel; a six inch White Oak shaft log; a one and three quarters inch Mexican Mahogany stern panel; three and a half inch Hackmatack stern knees; White Oak floor timbers from one and three eighths inch to one and three quarters inch in the engine compartment; two inch Oregon Pine engine stringers; Oregon Fir shelves measuring two and one quarter inch by two and three quarters inch; White Oak frames on ten and a half inch centers; one and three eighths inch Oregon Fir planking fastened in bronze; a one and one eighth inch Mexican Mahogany superstructure; White Oak deck beams one and three eighths inch by one and a quarter inch; a deckhouse roof of Oregon Pine one and a quarter inch by two inch tongue and groove; a White Pine deck seven eighths inch by two inch; mouldings in Mexican Mahogany; and a protected propeller completing the underbody. To secure longevity in the late nineteen nineties, LIBERTE underwent an exacting two year dry out followed by a comprehensive C FLEX application, a material system bonded to the prepared hull with an elastomeric adhesive to create a strong yet flexible interface between the wooden structure and the exterior fiberglass, then laminated with additional reinforcements to the desired strength, a proven method for preserving the life and character of vintage wooden boats so that LIBERTE now carries a fibreglassed bottom that safeguards hull integrity for future custodians. LIBERTE has benefited from a rare continuity of care: the same devoted custodian and the same project manager—who also owned the shipyard performing her refits—have shepherded her since 1993, producing a uniquely thorough, intelligently executed modernization of a classic yacht with notable upgrades that include a C Flexed hull; a new fibreglassed stuffing box with traditional packing; a new 120 hp Ford Lehman engine; new fuel tanks; approximately eighty five percent new electrical wiring; a Northern Lights eight kW generator; all new plumbing; new fuel lines; new engine exhaust with new Vernalift mufflers; a new bow thruster; custom upholstery inside and out; custom foam mattresses for all berths; newer batteries with a new battery

charger; new water pumps; marble galley counters; newer air conditioning; a hinged mast for easy bridge clearance; two Jabsco heads; cameras; Garmin GPS; upgraded galley appliances including 110 V refrigeration and microwave; a newer Raritan ice maker; a new Lewmar windlass with remote; upgraded electrical distribution with thirty amp shore service; upgraded plumbing and fuel filter systems; enhanced sound insulation and lighting; serviced opening windows; an upgraded windshield wiper; an upper deck smokestack housing the air compressor for the three horn system; and a canvas covered deck that has been protected and repainted. Her electrical suite centers on a newer Northern Lights eight kW generator, with all batteries replaced in the past year including two new start batteries, two new house batteries, and a dedicated windlass/bow thruster battery, shore power is thirty amp service available from both sides of the yacht, and approximately eighty five percent of the wiring and panels have been renewed; the helm features full engine instrumentation and genset remote panels, and newer triple air horns, a newer air compressor, and newer bilge pumps round out the system upgrades. Propulsion is by a 120 hp Ford Lehman diesel mated to a Velvet Drive transmission, supported by an eight kW Northern Lights generator and a Pro Tournament 360 battery charger, fuel is polished through Racor filters with newer fuel lines and filters, and additional mechanical enhancements include newer sound insulation, newer plumbing and water lines, a new fresh water pump and water filter, newer air conditioning, a hot water heater, a one and one quarter inch shaft, a Raritan ice maker, and a newer swim platform with steps up to the cockpit. Spares aboard include a spare anchor, spare prop, spare lines, spare power cords, and mechanical spares. LIBERTE received her annual bottom inspection and fresh bottom paint in March 2024, and her mechanical and electrical services are completed annually; she is turnkey and ready to write the next chapter for a new custodian and family—an authentic piece of Americana history brought lovingly up to modern standards.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel; a buyer should instruct his agents or surveyors to investigate such details as the buyer desires validated, and this vessel is offered subject to prior sale, price change, or withdrawal without notice.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

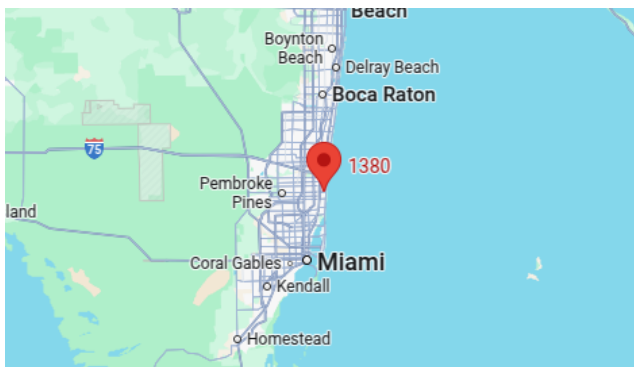
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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