

LIMESTONE

by *Medeiros*



24' Express Cruiser

The ideal foul-weather friend, the 24' *Express Cruiser* is comfortable, responsive and dry. With her 5,500 pound base weight, 22° deep Vee and 9'2" beam, the cruiser holds her course in any weather. But the weather doesn't have to be foul to appreciate the *Express Cruiser*. Her efficient hull gives the 24' *Express Cruiser* great range and makes her perfect for a lengthy cruise or a weekend aboard. Take the *Express Cruiser* for a restful weekend with the family and you'll come to love the beauty which only a quality yacht can provide.

The enviable cabin offers standing headroom both in the galley and the enclosed head¹. The dining table² drops to complete a six-foot, six-inch berth for a comfortable night at anchor. The standard galley³ is spacious and offers a stainless steel sink, stove and refrigerator are optional. For the sportsman, the ample cockpit and removable stern quarter seats allows her to convert to a worthy sport fisherman. The 24' *Express Cruiser* - the flagship of the nation's most distinguished boat builder.

"I see Limestones everywhere I go, including Bermuda and Sweden. It's a conscious decision to buy the very best, because it's designed and built right. It does what you expect it to do. Basically, it's a bullet-proof boat."

Gary French, Managing Director/Executive Vice President, Olsten International



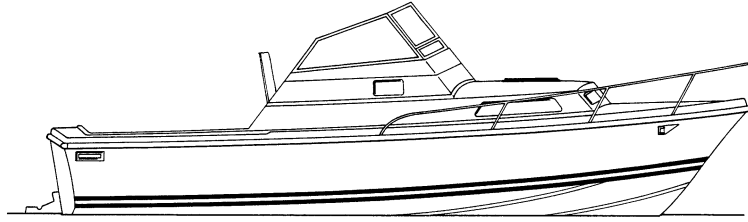
LIMESTONE 24

STANDARD SPECIFICATIONS - EXPRESS CRUISER

Standard specifications
may change at any time
without prior notice.

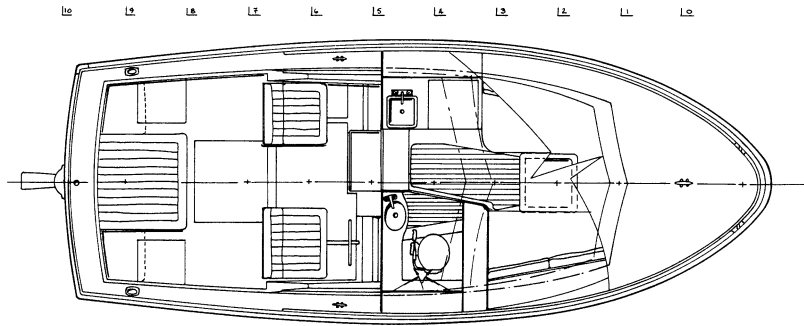
Principal Dimensions

LOA 23'6" (7.16 m)
Maximum Beam 9'2" (2.79 m)
Draft 1'5" (0.43 m)
Displacement 5,500 lbs. (2.5 t)



Hull Construction

- Single piece, balsa cored, hand lay up fiberglass construction
- Smoke white hull
- Molded in dark blue chine stripes
- Heavy duty vinyl rub rail with rope inlay at hull-deck joint
- Anodized aluminum corner castings
- Bow and stern towing eyes
- Full length stringers and structural frames overlaid to hull



Deck and Interior

- Diamond non-skid pattern on all flat surfaces
- Access hatches to fuel tank and stowage lockers
- Stainless steel bow mooring cleat
- Two S.S. bow mooring chocks
- S.S. midship mooring cleats
- Recessed stern mooring cleats
- All cleats through bolted with backup plates
- Recessed S.S. flag pole socket
- Aluminum framed windshield with tempered glass and two forward opening vents
- S.S. steering wheel
- Removable upholstered motor box cushion and jump seats
- Upholstered seats with stowage underneath
- 6'6" (1.98 m) vee berth with 4" (10 cm) foam cushions
- Fully enclosed head with S.S.

vanity sink and plexiglas mirror

- Removable pedestal mounted table
- Open side storage bins with shelves
- Guttered cockpit sole and transom drain plugs with flapper valves to permit self-draining

Electrical

- Automatic electric bilge pump
- Breaker panel
- Interior dome lights
- Horn
- Main breaker
- 12 volt battery
- Battery switch
- Ventilation blower
- Recessed navigation lights
- Starboard windshield wiper

Engine

- Aft mounted Mercruiser stern drive
- 75 U.S. gallon (283 L) aluminum fuel tank
- Ventilation to Coast Guard specifications
- Insulated engine box
- Instrument panel with hourmeter, tachometer, speedometer, voltmeter, temperature, fuel, oil pressure and trim indicator
- Panel light with dimmer switch
- Single lever control with stern drive trim switch

Designer: Mark Ellis Design Limited

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