

JANUARY 2006 : TO SCALE 6/10" TO 1 FOOT
 PETER BREEN ANTIQUE AND CLASSIC BOAT CO. LTD.
 MODEL: 31' DISPLACEMENT LAUNCH, WITH
 TRIED AND PROVEN HULL AND POWER

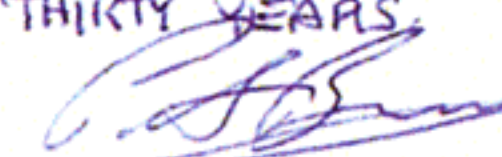
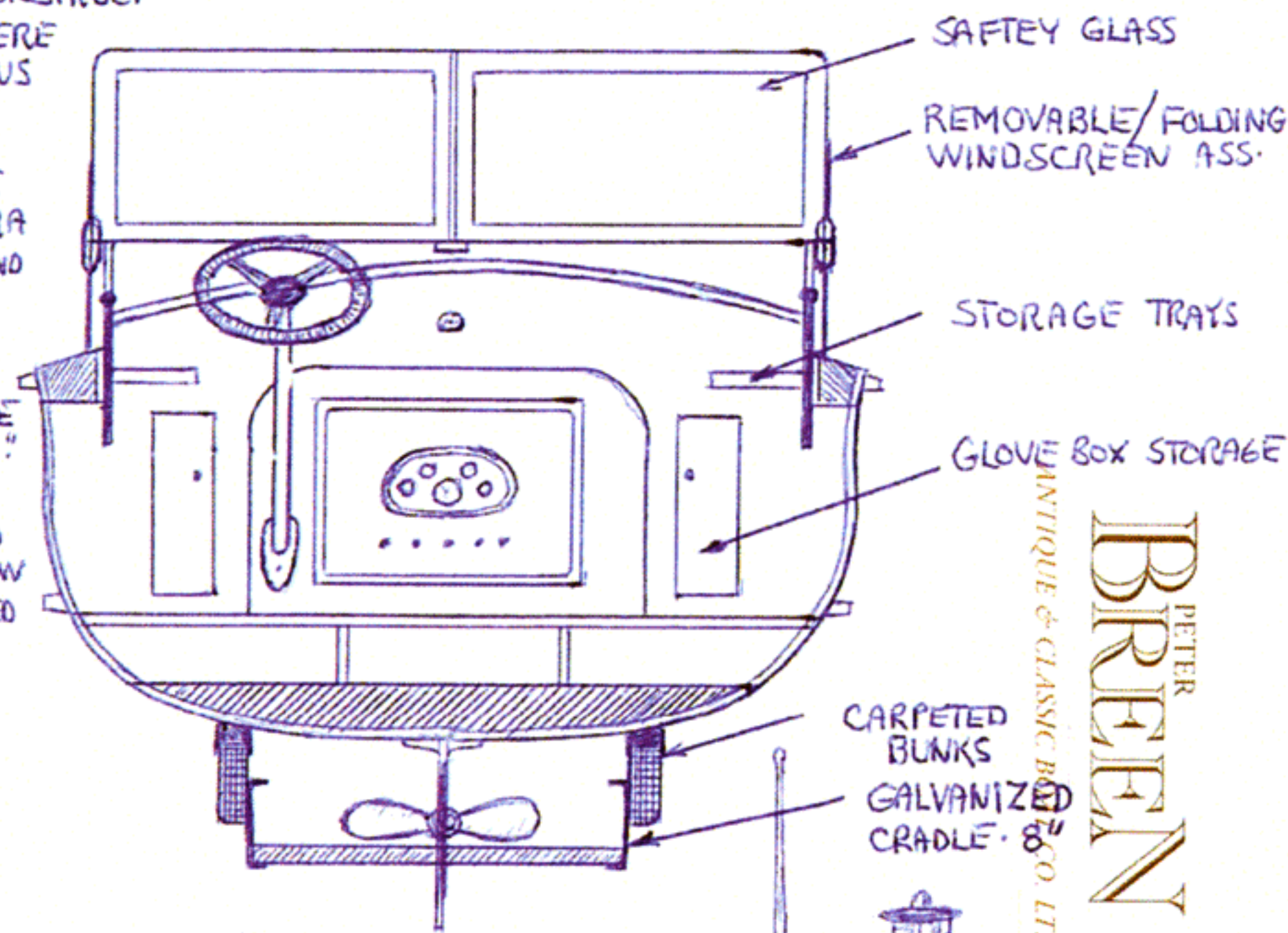
MISSION STATEMENT: USING THE BEST
 OF MATERIALS AVAILABLE, TO CONSTRUCT
 EVERY BOAT AS GOOD AS, OR "WHERE
 POSSIBLE, BETTER" THAN THE PREVIOUS
 BOAT.

SOME ADVANTAGES OF MY BOATS:

1. ALL WHITE OAK FRAMEWORK AND SKELETON THROUGHT, INCLUDING DECKS AND HATCHES.
2. ALL FULL DIMENSION MAHOGANY THROUGHT, NO VENEERS, LAMINATES OR PLYS OF WOOD USED.
3. BOTTOM SEALED INSIDE AND OUT, AND CLOTH SKINED UNDER WATER. (TOUGH SHELL OVER HULL).
4. EASILY FIXED IF DAMAGED, AS WATER CAN NOT HURT OR DELAMINATE WOOD.
5. UNDER DECKS, AND ALL HIDDEN WOOD HAS VAPOUR BARRIER COATS INSTALLED, TO INCREASE VARNISH LIFE.
6. ALL PERIOD HARDWARE, SAND CAST BRONZE, AND BORROWED FROM THIS PERIOD OF TIME.
7. TOTALY MECHANICAL STEERING SYSTEM THROUGHT, WITH CUSTOM TAILORED STEERING WHEELS.
8. LEATHER UPHOLSTRY THROUGHT, WITH CUSTOM LUMBAR SUPORT, BUILT IN EVERY SEAT.
9. ALL DUAL STRUT DRIVE LINE, WITH PILLOW BEARING INSTALLED, AND DRY CARBON SHAFT SEAL.
10. FULL PERIOD INSTRUMENTATION, WITH FIVE GAUGE GRAPE LEAF DASH PANEL, AND LACE FACED GAUGES.
11. TOTALY REBUILT AND GUARANTEEN FLAT HEAD ENGINES, FOR PROPER TORQUE TO WEIGHT RATIO. + SOUND.
12. ALL WIRING, MECHANICAL THROTLES, INSIDE HULL WORK DONE TO SHOW STANDARDS.
13. MY BOATS ARE BUILT IN A STATE OF THE ART WORKSHOP, AND WHERE POSSIBLE WE DO EVERYTHING IN HOUSE, OURSELVES, TO CONTROL THE QUALITY OF OUR WORK.
14. I WORK WITH THE CUSTOMER THROUGHT THE JOB, TO GIVE YOU ALL THE CHOICES THAT ARE AVAILABLE, SO THAT YOU CAN DECIDE AND MAKE DECISIONS, BEFORE IT BECOMES TOO LATE.

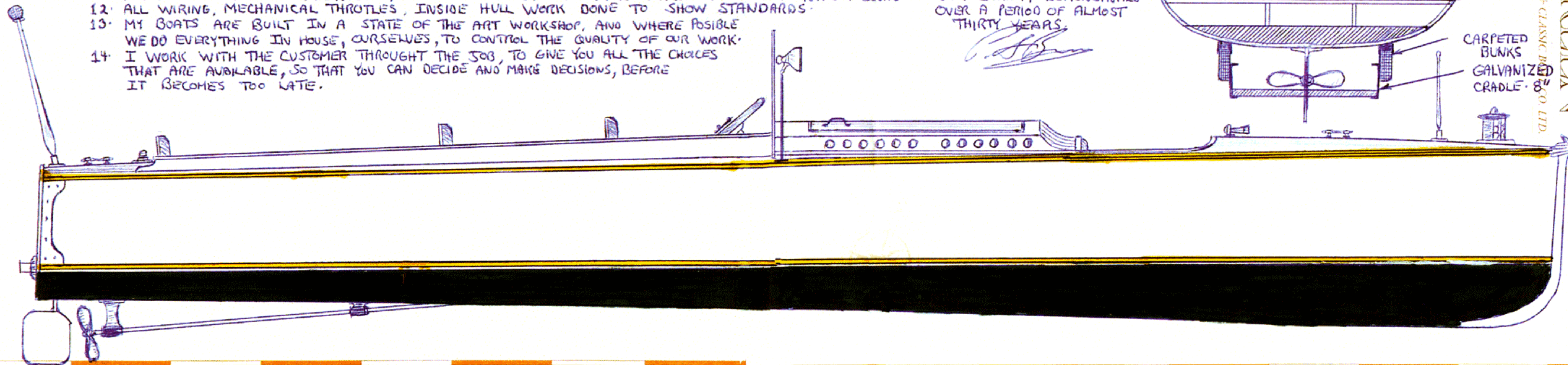
"HAVING DONE THIS MY ENTIRE
 LIFE, I DO MY BEST TO GO THE EXTRA
 MILE, AND MAKE MY BOATS RUIV AND
 PERFORM, EVERY BIT AS GOOD AS
 THEY LOOK, AS THEY CARRY MY
 NAME, AND A SATISFIED CUST-
 OMER IS ALMOST ALWAYS WHERE
 MY NEXT JOB WILL COME FROM."

ALL BOATS ARE DELIVERED
 TO A HIGH STANDARD OF "SHOW
 BOAT QUALITY" DEMONSTRATED
 OVER A PERIOD OF ALMOST
 THIRTY YEARS.

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FEB 2006 / DRAWN BY PETER BREEN

31' DISPLACEMENT LAUNCH

ALL DECK FRAMEWORK DONE IN WHITE OAK FOR STRENGTH.

FULL MAHOGANY WOOD GRATE FLOORING THROUGHOUT ALL COCKPITS.

COCKPIT COMINGS ALL BOOKMATCHED (AS WELL AS FLOORING AND DECKS THROUGHOUT) WITH TOP CAPPED IN MAHOGANY.

SELF STANDING BUCKET SEATS ALL BUILT WITH 10x4 MAHOGANY TO FINISH AS VERY THICK ROUNDED SOLID AND PLUSH SEATING.

ENGINE HATCHES COME IN WHITE OAK AND FINISHED NATURALLY SO THAT INSIDE OF MAHOGANY STAINED SAME COLOUR AS DECKS TO SHOW TWO TONES WHEN OPEN.

RAISED PANEL COCKPIT TRIM LIFTING DECK TRIM OR COVERED HATCHES 1/2" ABOVE DECK LEVEL.

THIS IS THE BEST AND ORIENT OF ALL THE 31' DITCHBURN HULL STYLES THAT THEY USED. (THERE ARE 4 DISTINCTLY DIFFERENT HULLS) I HAVE DONE THEM ALL OVER THE LAST 30 YEARS

OAK BACKING STRINGER FULL LENGTH OF DECK FOR ADEQUATELY FASTENING CLEETS AND DECK HARDWARE

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LENGTH OF EXHAUST WITH CUSTOM ANGLE BRASS PLATE FISHING EXIT

AFT DECK 28"

FULL LENGTH SPLASH RAIL AND GUNWALE RAIL IN EITHER OAK OR MAHOGANY

MAIN COCKPIT 12' 8"

TRADITIONAL DITCHBURN/MINWETT KEYED COVERING BOARD JOINTS

9"

52" ENGINE ROOM

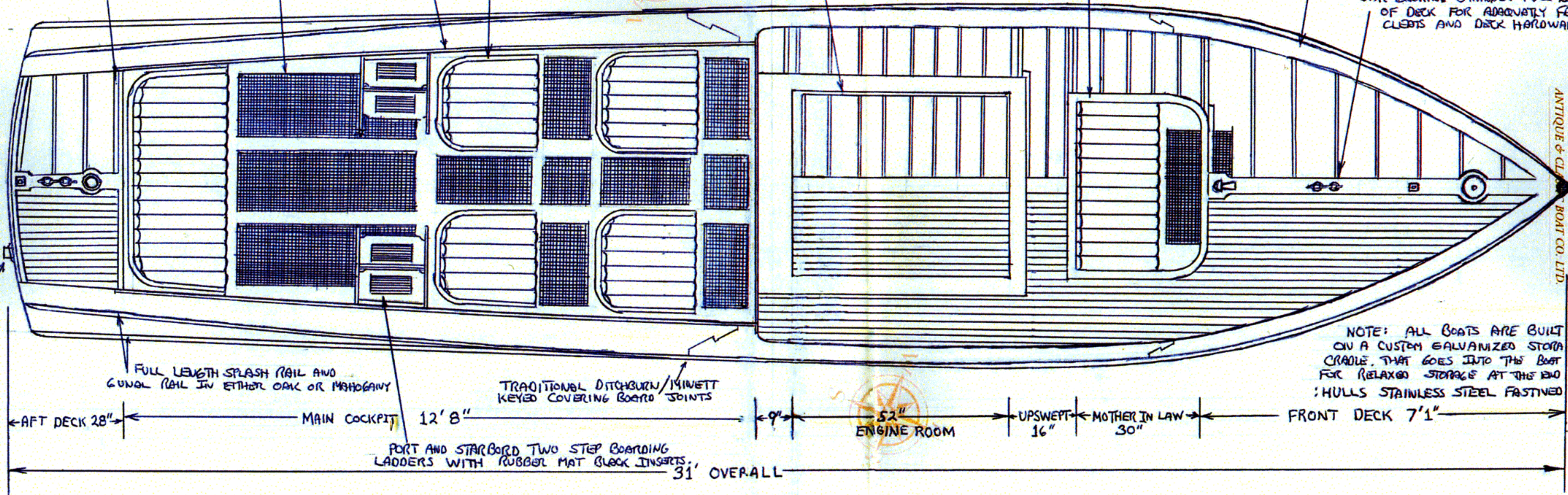
16" UPSWEPT

30" MOTHER IN LAW

FRONT DECK 7' 1"

PORT AND STARBOARD TWO STEP BOARDING LADDERS WITH RUBBER MAT BLACK INSERTS. 31' OVERALL

NOTE: ALL BOATS ARE BUILT ON A CUSTOM GALVANIZED STORAGE CRADLE THAT GOES INTO THE BOAT FOR RELAXED STORAGE AT THE END OF THE JOB. HULLS STAINLESS STEEL FASTENED THROUGHOUT.



DRAWN BY PETER BREEN

1 PIECE BLIND FASTENED TRANOM AS 1920'S ON ALL BOATS

ALL SELF SUPPORTED AND SELF STANDING FULL BUCKET SEATS THROUGHOUT ENTIRE BOAT - YOUR CHOICE OF STYLE AND ALL CUSTOM FIT AND PLACED TO FIT THE CUSTOMER

DRAWN AS TRADITIONAL WOODEN WINDSHIELD LAUNCH, ALSO HAVE ALL DITCHBURN STYLE BRACKETS TO MAKE IT INTO A FOLDING WINDSCREEN.

FRONT HATCHES CAN BE INSTALLED OVER MOTOR IN LAW COCKPIT, HINGED IN MIDDLE SO SPACE CAN BE EASILY ACCESSED FOR STORAGE WHEN COVERED OVER

CORRECT SPLIT BRONZE BASE AND CAST OUT GLASS STYLE REPLICA OF THE ORIGINAL 1920 REAR GROBE

ORIGINAL STYLE FUEL FILL, MACHINED TO ACCEPT NEOPRENE GASKET, TO SEND FUMES OUT REAR HULL VENT SO PASSENGERS DONT SMELL FUMES.

ALL LEATHER UPHOLSTERY THROUGHOUT - CUSTOM LUMBAR SUPPORT TO FIT CUSTOMER IN TUCK AND ROLL OR DIAMOND TOFT STYLES.

STRAIGHT 8 CYLINDER MOTOR THAT ALL THE LAUNCHES TO 36' WERE REPOWERED WITH THROUGH THE YEARS. (80% OF THIS 31'-36' DITCHBURNS AND MINET LAUNCHES)

TWO DIFFERENT VERSIONS OF UPSWPT TO FINISH FRONT COCKPIT AVAILABLE.

SIGNATURE CUSTOM FIT AND BRONZE CAST BREEN INDIAN. CHROMED WITH COPPER FACE

SHOWN DRAWN IN 4" RAISED DECK VERSION OF A COMMODORE DISPLACEMENT LAUNCH - ALSO BUILT AS FLUSH DECK VERSION

ORIGINAL AOOGA HORN WITH PROPER SOUND INSTALLED

PORT AND STARBOARD ORIGINAL RUNNING LITES

ORIGINAL STYLE DITCHBURN LITE AVAILABLE IN TWO CONFIGURATIONS WITH BUBBLE GLASS REPLICATED LENS
FULL SPLASH RAIL INSTALLED FULL LENGTH EITHER OAK OR MAHOGANY.

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APROX 40 GALLON S/S FUEL TANK

TOTALLY DRY, WATER COOLED, CARBON COMPOSITE SHAFT SEAL

SEALED 1/4" PILLOW BEARING ASSEMBLY.

SEPERATE OAK ENGINE BED BOLTED TO ENGINE HULL STRINGERS

ALL ONE PIECE HAND PICKED VERMONT WHITE OAK RIBS, ONE PIECE, FULL LENGTH FROM SIDE TO SIDE

1 PIECE CAST BRONZE CUTWATER - CHROME PLATED BLIND FASTENED

WHITE OAK KEELE THROUGHOUT ALL SKELETON AND FRAMEWORK AND RIBS, SOLID WHITE OAK.

FULL 7/8" MAHOGANY BOTTOM PLANKS WITH 8 OZ CLOTH SKIN OVER TOP FOR TOUGH DURABLE OUTER SKIN BELOW WATERLINE

ONE PIECE STAINLESS STEEL DRIVE SHAFT WITH DUAL STRUTS AND PILLOW BEARING FOR VIBRATION FREE PERFORMANCE.

ENGINE STRINGERS 24' LONG, SUPPORTED BY SOLID FRAME ON EVERY SECOND RIB OVER FULL LENGTH OF HULL

MAIN COCKPIT FLOOR CROSS FRAMED EVERY 12" TO SUPPORT ALL WOOD GRATED FLOOR AND SEATING ASSEMBLIES.

GRATED AND VENTED STORAGE UNDER ALL SEATS, EASILY ACCESSABLE.

DUAL CUSTOM CAST BRONZE STRUTS WITH HIGH TENSILE NYLON BEARINGS

HIGH TENSILE NIBRAIL ALLOY PROPELLER ASSEMBLY

STAINLESS/STEEL FUEL TANK AND ALL FITTINGS

REWORKED BRONZE RUDDER WITH CUSTOM LEADING EDGE TECHNOLOGY.

