

THOMPSON, Cedar Fishing Boat, 1955, 12'. Restored; hull fiberglassed. Row or OB. \$2995. Contact Homer at 269-673-6791 Email: homerandeve@accn.org. (MI) [H103]



CHRIS CRAFT, Constellation, 1962, 50'. 14' beam. Flush deck, fly bridge. Mahogany hull, all exposed decks glassed (West System). Twin Ford Seamaster gas engines, model 534, 275 hp – one with 0 hrs & 1 with 1800 hrs. Basically solid but hull sides need work, running gear runs well, as does 6 1/2 kw Onan generator. New autopilot (in the box). Lots of spares. Only a few hours on refastened bottom. New fuel tanks. New a/c units ready to hook up; sea cocks already installed. New hardtop overhang, recent wing doors, soft aft enclosure in good condition, aft deck party center & fridge, sink. \$10,000. Contact Jack at 703-532-2354 (DC) [H111]



Vivacity Sloop, 1968, 20'. Twin keel sloop with mast & boom, no sails. Rotten cockpit has been removed, and new one built & ready to be installed. Fiberglass hull. Custom Trailer is optional for \$250. Asking price: **FREE!** Contact David at 860-388-6919 (CT) [H108]

Outboard Motor: Evinrude Model 3362s. Year & hp unknown. Tuned & running fine 5 years ago, unused since. Asking \$100. Contact David at 860-388-6919 (CT) [H109]

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CARVER, Mariner, 1975, 33'. The Mariner is a very popular boat, well known for its huge interior layout and boxy appearance. This boat was built in the first production year (1975). The hull is solid fiberglass, the decks and superstructure are plywood. Stepping down into the main salon, one is immediately impressed with the spacious dimensions of the combined salon and galley area. Obviously designed as a family cruiser, the 33 Mariner features a stall shower in the head and a unique bulkhead ladder in the salon for direct access to the bridge. The Mariner's flybridge is unusually large for this size vessel. The owner has recently installed hardwood floors throughout the interior that complements the original wood trim. The Hull has been painted, portlights have been repaired and outside decks sealed and coated. Some major pieces of equipment have been replaced. The engines (FWC Ford 302s) were serviced and worked last season but, currently do not start - owner has run out of time to finish engine repairs and will sell as-is. Considerable renovation on this vessel has been completed. Although some work remains to be done in the engine compartment and on deck, it has provided comfortable live aboard quarters for the past year. With a little TLC a new owner would have a very comfortable cruiser. \$8500. Contact Frank at (757) 619-3182. (VA) [H102]



1975 CARVER Mariner 33'



THOMPSON Sea Coaster, 1961, 16'. 97% restored, trailer, 55 H.P. Tohatsu Electric start, hyd tilt, marine radio, horn, sonar, compass, bilge, Chicago area, \$4,800. Rich G, (847) 679-4052 (IL) [H120]



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... **APHRODITE**

there was Captain Kirk Reynolds, captain of the Royce fleet of boats, project manager, Brian Larkin, chief designer, Bob Stephens, and about 30 others who had been directly involved with this huge project. With drinks in hand and much conversation we then headed for a sumptuous buffet. Chuck Royce, Captain Kirk and Steve White were at the head table where remarks and recognition were made. After dessert Steve White announced that anyone who would like a preview of APHRODITE before launch could come over to the boat yard NOW! A number of us hopped in cars and made a beeline to see her. Steve threw the switch, the huge sliding door slowly rose, the lights grew brighter, and we all had our first good look at this legendary beauty. She is awesome, with black shiny hull, varnished cabin, long gold scroll work at the bow, large brass spotlight alongside double brass airhorns. She is stunning.



APHRODITE – Oct 3, 2005 – At rest in her slings.

With all shoes off, we climbed aboard and saw her from stern to bow. She was never intended to be a family cruiser. She was designed to be a fast commuter for John H. Whitney who lived not far from his boathouse in Manhasset LI, with his office in downtown New York City. Now, with some modifications, such as a fully equipped galley, two forward cabins and two aft with a head, she is close to the original. The seating arrangements have not been completed but she is planned to be used for special outings and events. All of a sudden someone sounded the horn which made a tremendous blast in the enclosed area. Steve White said they were manufactured by a firm that makes horns for railroad engines and large ships, and this one, which is about 30" long, is the smallest they make.

After all the 'oohhs' and 'aaahhs', it was time to head back to the Dragonflye Inn to get ready for the big launch the next day at 10am -- high tide. The Dragonflye Inn is an 1874 Victorian Mansard in the little village of Brooklin. A delightful young couple, Joe and Natasha Moore, took it over about a year ago and are doing renovations. There are very few inns in the area and this one is quite lovely.

The next day we arrived at 9:30am and saw APHRODITE in slings waiting to be transported out and over the water. Many local and distant people came to witness this event, including Dana Hewson from Mystic Seaport, Matt Murphy, Editor, and Maynard Bray from Woodenboat magazine, to name a few.

Before the launch, many pictures were taken, especially when Captain Kirk gathered the entire work crew to pose at the stern of the boat and thank them for their work on APHRODITE. He placed a floral wreath at the bow and presented a large bottle of champagne to Debbie Royce who sprayed the bow with bubbles. This was planned as they didn't want to mar the bow with broken glass. Then glasses of champagne were passed out to whoever wanted a sip.

The motor started on the travelift. She slowly made her way to the water and was gently lowered until she floated. Everyone clapped and cheered. Alan, Sue and I were invited to go aboard for her very first shakedown run. Captain Kirk, who organized this whole event, was at the controls and took her slowly out of the harbor into open water. It was a bright, clear warm day with about 15 on board, including two men from the Caterpillar Co. APHRODITE has two 1000hp diesels, and they hooked up computers to monitor her functions. I sat on the outside front deck near the cabin, and as she picked up speed I decided I better stay where I was. Captain Kirk pushed her to a top speed of about 42mph, and Alan said later, "she exceeded her original contract speed of 35mph."

We were flying along and enjoying the whole experience when I saw two chase boats with photographers following as best they could. After about 45 minutes we came back to the dock and got off as another group boarded. Captain Kirk took two more groups out for long runs and in between a huge catered buffet was assembled in one of the large sheds for all to enjoy. While I was sitting on some wood planks with Sue, sipping wine and munching on a great salad, Elizabeth Meyer of Newport, RI, came over to chat. Elizabeth's 48ft, early 1900's Lawley sailboat is also undergoing some renovations at the yard. Then while Alan and Sue went upstairs to the main office to autograph Alan's book, "Boats By Purdy" -- Captain Kirk wanted to give each workman a copy -- Elizabeth asked me if I would like to see her boat. Now, who would say no?

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