

Welcome aboard the Classic Motor Yacht COLLEEN (circa 1929, a turnkey, perfectly proportioned 36 foot raised foredeck sedan cruiser.

Tom and I were vacationing in the Delta and came upon Colleen in Benicia. Owner Patrick Welch invited us for a tour of the beautiful vessel. We left him with a membership application and he applied. We later found out this boat had been a past member.

EARLY HISTORY

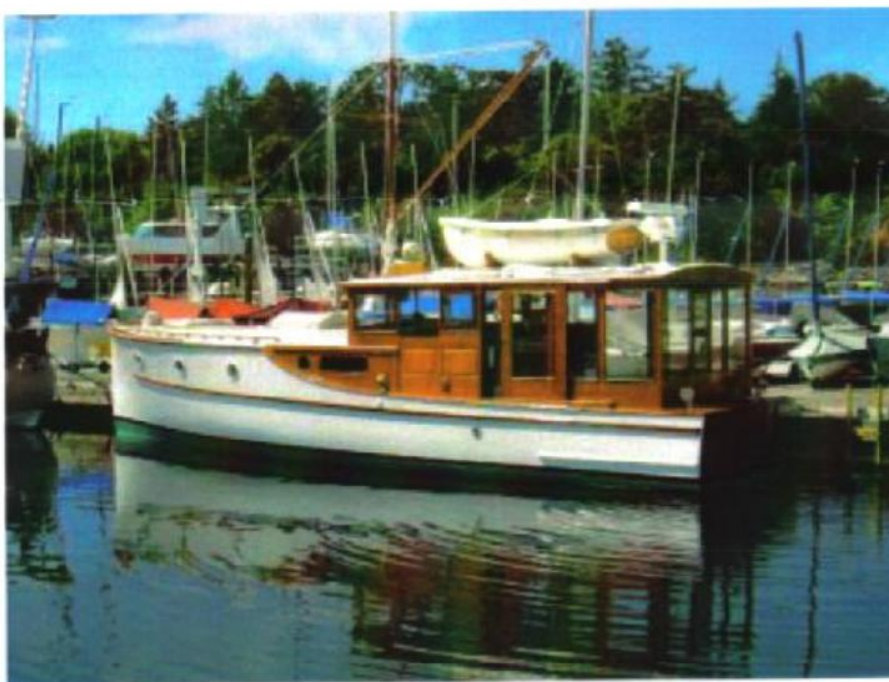
The motor yacht *Colleen*, a Lake Union Dreamboat, was commissioned by Mr. D.L. Webster II in 1928 and was built by the N.J. Blanchard Boat Co. on Lake Union in Seattle, Washington. *Colleen* was launched at the Blanchard yard in June 1929.

Mr. Webster, Dean of Physics at Stanford University, selected the Blanchard 36, designed by Naval Architect Leigh Coolidge, for its handsome well proportioned lines and sea keeping capabilities. Leigh Coolidge was an accomplished designer, and a contemporary of Ted Geary another talented Naval Architect of the period. Coolidge and Geary collaborated on a number of designs. Coolidge is probably best known for his outstanding design of the 128 ft Miki tugs. Many of these

strikingly handsome vessels were built of local wood in west coast shipyards and were much admired for their graceful lines, comfort and sea keeping ability.

Charlotte Islands and on to the glaciers in Alaska. They also circumnavigated Vancouver Island.

A remarkable documentary of *Colleen's* ambitious wilderness journeys wa



From *Colleen's* launch in 1929 until the declaration of War in 1941, Mr. Webster, his wife and four children cruised aboard *Colleen* every summer on the British Columbia coast and Alaska. The family would journey from San Francisco to Seattle where they would board *Colleen*, kept at the Blanchard boatyard. Over the years the Webster family cruised the Strait of Georgia and its many inlets, Johnston Straits and the central coast including the Queen

captured by the Webster Family on their 16mm movie camera. This rare and unique



film captures the spirit and adventures of this remarkable family aboard the beautiful and able *Colleen*, while portraying the realities of yachting on the British Columbia Coast in the 1930's with only a clock and barometer to assist the navigator.

RESTORATION

After more than 60 years in service and a handful of owners, *Colleen* was in need of major reconstruction to ensure structural integrity for many more years to come. Her machinery and equipment needed replacement to meet and exceed current safety regulations and to provide the modern amenities required by the yachtsman of today.

In 1989, *Colleen* was hauled and a 2-year, keel-up reconstruction by professionals was undertaken at a cost of \$300,000 USD. The old and tired

frame of *Colleen* was carefully dismantled and replicated with new materials. A new old growth Douglas fir keel was laid, white oak, steam-bent frames installed and floors fitted. She was then re-planked from her keel up with new edge grain 1" old growth fir and screw fastened. The transom was replaced with select

Honduras Mahogany. The original tongue and groove cedar decks and deck head were covered with (3/8") mahogany marine plywood) sheathed in Dynel cloth. This upgrade has provided a fully watertight and durable deck structure) unlike the original paint over canvas. All electrical and plumbing systems were replaced and designed to meet current regulations and accommodate modern amenities.

Bulkheads were replaced with marine plywood. The pilot house, as well as all exterior and interior joinery is select

Honduras Mahogany finished bright. The joinery and workmanship is of the highest standard throughout, reflecting authenticity of design and appreciation for detail and function.

Colleen was professionally painted and varnished inside and out and colors were carefully selected in keeping with the period. Quality leather and velour materials, professionally cut and fitted, were used throughout for interior upholstery. All deck covers are Sunbrella furniture grade fabric. A custom two-piece Sunbrella

form fitting winter cover is provided.

A number of interior modifications were made which greatly enhanced interior space and functional layout. The original forward deck hatch, situated over the chain locker, was moved aft over the forward sleeping cabin. This change has provided additional light, ventilation and evacuation from the cabin. Additionally the windlass could now be properly situated on the foredeck to facilitate the handling and storage of ground tackle. In the mid-ship salon, traditional port and starboard pipe berths were removed to be replaced with a dinette to starboard and a pullout double berth to port.

Without question the one modification that doubled the functional living space and pleasure aboard *Colleen* was the aft conservatory. The original cockpit, from the steering station aft, was open to the elements. The conservatory was designed and handcrafted with great care to complement the original design criteria. To ensure structural integrity all joinery is mortised and tenoned. Large safety glass windows were set in the perfectly proportioned Honduras Mahogany panel to enclose the cockpit. In addition generous glazed glass sliding doors were installed to port and starboard, as well as two hinged glazed doors to the aft deck ensuring maximum light and access. The addition of the Conservatory provides a visually pleasing and functional all weather living environment aboard *Colleen*.

