

Motor Yacht "Merna"

COMPLETE INFORMATION: <https://www.freedomboatservice.com/merna>

MER-NA is a 36-foot, Raised Deck Cruiser, built by the Blanchard Boat Company, Seattle, WA. For more than six decades beginning in 1907, the N.J. Blanchard Boat Company produced some of the finest motor yachts, sailboats, and small tenders to emerge from the Pacific Northwest, including two dozen "Lake Union Dreamboats" that became a trademark of the company. MER-NA was launched in 1930 (hull #25) and is the last in the series of the Blanchard "Dreamboats". Purchased by her current owner and brought to Lake Minnetonka twenty years ago, she has been under our care, including several extensive reconstruction and upgrade rounds of maintenance, further detailed below.



Priced at \$129,900.

Specifications, MER-NA

- Classification Documented Motor Vessel, #230292
- Year 1930
- Builder N.J. Blanchard Boat Works, Seattle
- Model Standardized Cruiser ("Lake Union Dreamboat" style)
- Hull Number 25 in series (last one built)
- Length Overall 36'-0" (Waterline length also 36'-0")
- Maximum Beam 9'-6"
- Draft 3.5 feet
- Height 17' 2" from waterline to mast light (bridge clearance)
- Power Yanmar 4JH2E, 4-cylinder diesel, 51 horsepower, 4267 hours
- Cruising Speed 6-8 knots, maximum 9 knots
- Cruising RPM 2,100-2,600 (comfortable) Speed / RPM 5.1 knots @ 1500, 6.4 @ 2000, 7.7 @ 2500, 8.8 @ 3000
- Fuel Consumption 0.5 gallon per hour at slow cruise (2100 rpm/6 knots); maximum 1.5 gph @ 3300rpm
- Fuel Tanks New aluminum tank (August, 2001) 45-gallons, new fiber 23-gallon (Jan 2004). Total capacity 68 gal.
- Batteries Two 12-volt starting batteries plus three 12-volt "house" batteries rated at 360Ah.
- Xantrax RV2012 charger /1500W inverter.
- Water Tank Stainless steel, 75 gallons, under forward berth
- Pumps Brass water pumps (original) in galley and head
- Heat Red Dot R-290, forced-air heater in pilothouse and main cabin (2000 BTU, works off engine heat exchanger).

Merna (Continued)

- Stove Restored (original) Sound-brand cast-iron galley stove, stainless oven, burns kerosene, 1qt./hr., 15 gal. tank in bow.
- Hot water 10-gallon stainless tank heated by galley stove
- Lighting 12-volt original crystal fixtures; new wiring throughout (2004).
- Water closet SeaEra, 12v. macerating with 24 gal. waste water tank.
- Fathometer Ross 240/GPS Garmin, 3010C, color, moving-map,
- Chart plotter with GDL 30A, marine (XM WX) weather satellite receiver VHF ICOM, IC-M59 (new 2001)
- Stereo XM Satellite AM/FM radio with tape deck and 6-CD changer
- Horns: Air and electric
- Planking: Western Red Cedar
- Framing: White Oak, 1-3/8" x 1-1/4" bent frames
- Deck beams 1-1/8" x 2-1/4," Douglas Fir
- Decking Tongue-and-groove cedar, covered with painted canvas
- Bilge pumps: Rule automatic, 1" discharge; Par automatic, 1" discharge.
- Steering: Cable
- Anchors: Bruce anchor, 50' chain, 250' line
- Storm anchor (larger Danforth type), 50' chain, 250' line
- Safety: Four dry-chemical fire extinguishers, 2-1/2-5 lb.
- Dinghy: Original, 7'-6" lapstrake, Western Red Cedar with White Oak frames, on pilothouse top (mast and boom are used to lower and retrieve skiff).
- Searchlight: Two: one 12-volt, pilothouse roof, and one 12-volt remote control on bow sprint (removable)
- Life jackets: Eight life jackets, one ring buoy
- Clock, Barometer One each, in main cabin
- Windshield wipers: Two wipers and one windshield fan
- Refrigeration: Large (10 cu. ft.) stainless-steel icebox w/three access doors in pilothouse. Alder-Barbour compressor/evaporator provides refrigeration drawing only 5 amps.
- Miscellaneous: Original crystal "Mer-Na" glassware, Burgundy mohair upholstery throughout- All new through-hulls (2004)-
- Electrical system completely rewired and refused (2004)- galvanic isolator / inverter / charger-
- Hull completely stripped (2007). The forward keel and garboards were found rotten and were replaced. New ribs were sistered to the forward 4 stations. All other wood was in excellent shape and is documented with photos. The entire hull was refastened with 4000 hot-dipped, galvanized screws and each head sealed with 2-part West epoxy. Wood below the waterline was wadded & caulked. The entire boat was repainted with 2 coats primer and 3 top coats. - Transom completely rebuilt 2015