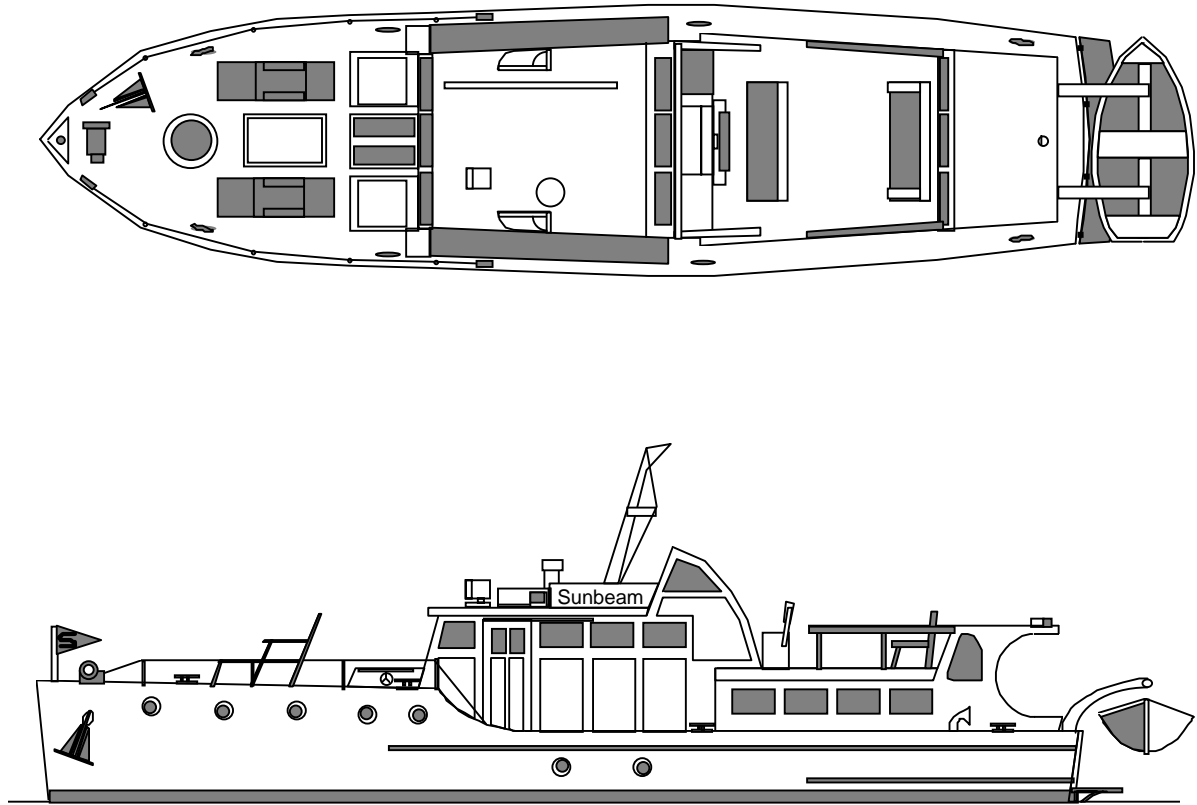


# Craig E. Nelson:

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The "Sunbeam" ... a wonderful boat for living aboard and cruising on Seattle's waterways



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I have had the pleasure of owning and operating the O.S. Sunbeam on the inland waters of Puget Sound for 19 years now. In this time I have cruised for many hours on the lakes and waterways of Seattle, on Puget Sound both north and south and ... the Straights of Georgia, the San Juan archipelago and to cities, bays and small neighboring islands of Vancouver Island.

In all this time, the Sunbeam has never let me down. I have let her down though. I ran aground once (almost twice!). I have dragged anchor several times. I have allowed the main battery banks to run down whilst at anchor. I have fallen overboard (luckily ... while at anchor!). In general ... this boat has tended to get me out of most of the boating trouble I have foolishly gotten myself into.

Much of my use of the boat has been idling around Lake Union with friends on board ... just seeing the sites and enjoying the day. As such, I have often had to maneuver in close quarters with various docks, buoys, obstructions and other vessels. The nearly perfect handling qualities of the Sunbeam have saved me many times from embarrassment and much worse. I routinely take her into channels and inlets too narrow to turn around in (like 30 feet wide ... Sunbeam with her dingy on davits hanging out behind is about 53 feet long).

I have occasionally “parallel parked” her in 60 foot openings between other boats along side of docks (this is extra fun when a crowd has gathered to bet on how much damage you are going to cause to the boats tied up fore and aft of your landing spot). I often take her into channels that are about 65 feet wide and ... at the end of the channel ... spin her on her own centerline axis ... and steam away in forward gear looking like a million dollars. I gotta say: this maneuver really gets window seated folks attention at the waterfront fern bars now proliferating on Lake Union and the ship canal.

The above examples of boat handling are more to the credit of the designers of the Sunbeam than to myself. With some practice ... anyone can make the Sunbeam go exactly where they want it too. The boat is so well balanced it is simply a joy to maneuver.

Speaking about maneuvering ... one of the more fun places to strut your stuff with Sunbeam is in the annual Opening Day of Yacht Season Yacht Parade sponsored by the prestigious Seattle Yacht Club. Sunbeam and her motley crew have been in the “Classic Motor Yacht” section of the parade many times over the years and ... if I do say ... we are a real crowd pleaser. There are bigger yachts and yachts with brighter bright work than the Sunbeam has ... but ... Sunbeam gets the crowds applause every time.

She has power too. Not as much as she used to have when she was a rum runner. In those days she had about double the shaft horsepower she has now. I estimate that she used to have a top speed of 17 knots ... pretty darn good for a full displacement cruiser. These days her diesels move her along at a more sedate (but still sprightly) 12 knots at full throttle. I usually back her off a bit and cruise at ten knots. In a heavy sea way, I take her down to about 7 knots.

Speaking of sea ways ... I have had her out in fairly big seas (10 feet) in the straights. Sheesh ... its a ride for a cowboy. Because Sunbeam is long and lean (built for speed) she pitches and rolls in a soft gentle sort of way old sailors called “sea kindly”. As her bows move into a wave trough she sometimes pierces the back side of the wave ahead and a large plume of spray will come up over the wind screen on the flying bridge (which is where I like to drive from ... good weather or bad). In these conditions the Sunbeam feels and acts like a leaping and bounding living creature. Its a fun and exciting ride.

Sunbeam is fine at the dock also. I lived aboard for 10 years ... in fact ... the 10 best years of my life. I had to be careful about how much junk I collected but ... I never felt all that cramped or crowded. On the contrary ... it felt like I was living inside an wondrously intricate wood sculpture.

Liveaboard living is pretty good for another reason: almost all the other liveaboards are great people. I never had land neighbors anywhere near as nice as my dock neighbors. Also ... when you cruise to some harbor somewhere ... everyone wants to say hi to the interesting folks on the “old classic” (that’s us!) that just pulled in. Conversation and offers for cocktails and treats seem to come from everywhere. Sometimes when you just want some peace and quiet ... all the attention can be a little vexing but ... hey ... “nobless oblige”.

All in all ... I can say that the Sunbeam is a great boat that will give its owners back much more that they will ever need to give her. She did it for me and she will do it for her new owner ... which just might be you!

Here are some pictures and information about the old girl that I hope you will enjoy and find interesting.

“Captain Craig” ... long-time owner of the Sunbeam



The Sunbeam is beautiful ... under way ...



or ... resting quietly at anchor ... or at the public dock of the Empress Hotel in Victoria ...







Observe the happy camper in the deck chair ... This could be you! Also note the strategic placement of the wood stove (I burn coal) just under the position of the average Captain's Tush at the location of the main steering station ... a non-trivial accomodation to the rigors of the sea.



Ah yes ... after a rough day on the briney ... what is better than a hammock assisted siesta in the warm and brightly varnished main solon? Sigh ...



Opening Day ... Seafair ... the world famous Duck Dodge ... let's go boating !!!

In my opinion ... no boat is ever better decorated than when she is loaded up with folks having a great day on the water ...

Here you see Sunbeam in two of its many phases over the years. Above you see us in the 1995 Opening Day Yacht Parade (Antique Motor Yacht Division) and ... below ... you catch the crew catching the 1989 Seafair Hydro Races.

It seems clear to me that either painted or varnished ... the sunbeam is always a pleasure to behold.





### **Description of the O.S. Sunbeam:**

The vessel is an all wood 1929 Humphreys twin diesel tri-cabin motor yacht with vertical stem, rounded chine and transom style stern. The vessel is a documented (Coasting Trade) vessel of U.S. Registry with no load line assigned. The vessel is built and designed for pleasure service.

Forward in the bow is a forepeak chain locker (100 ft oc chain - 200 ft 3/4 inch nylon rhode). Aft is the forward head with water closet forward on the centerline and sink aft to starboard. Aft on the centerline is a door leading to the forward stateroom. Outboard to port and starboard are berths with lockers below. Aft to port is a hanging locker. Aft to starboard is an enclosed cupboard. Above is a 24"x 22" wood raised deckhatch with 15" chromed portlight with glass. Aft on the centerline are wood bi-fold louvered doors.

Directly aft of the forward stateroom is the galley with 42-inch long stainless steel counter with sink to port. Forty-one inch long stainless steel counter to starboard with refrigeration compressor below. Aft to port is an unused hot water tank behind a stainless steel panel. Inboard and aft to port is a three burner propane range. Aft and above to starboard is a custom refrigerator with 32-volt compressor below. Aft on centerline are three stairs leading to main salon/pilothouse above. Below the stairs are three vapor tight battery switches and a heavy duty Ratelco constant voltage marine battery charger. Above in the deckhead is a wood skylight hatch.

Below the main salon is the engine room with two Mercedes Benz six-cylinder diesel engines outboard to port and starboard with Capital reduction gears. Aft and outboard of the engines are wet exhaust Systems which terminate on the side of the hull up to the port and starboard sides of hull at waterline. Also, outboard to port and starboard are raw water cooled heat exchangers. Access to the engine room is provided through hinged wood deck hatches in the main cabin sole above. Directly aft of engine room is a 300 gallon fuel oil tank. Between the engines is a welded aluminum 40 gallon auxilliary fuel tank.

Above the engine compartment and fuel oil tankage is the main salon. Forward to port is the helm with a wood sliding door outboard to port. Directly aft is an air tight cast iron wood (or coal) stove with L-shaped blue velvet covered settee further aft to port. Outboard to starboard and forward is a domestic style brightwork finished roll top desk. Aft to starboard is a wood sliding door to the starboard deck. Further aft to starboard are steps leading to the flybridge helm above. Inboard to starboard are three steps to the aft companionway.

To port of the aft companionway forward is a locker with 20 gallon 110 VAC hot water tank outboard, 40 gallon sanitary holding tank inboard. Forward is an enclosed utility locker. Outboard to starboard is an enclosed head with sink, water closet and separated shower. Further aft is the aft stateroom with two berths to port and lockers below. A single berth is to starboard with twenty-five gallon water tank below. Aft and up three steps is the cockpit area with lazarette below. Forward in the lazarette is an athwartships mounted cylindrical copper 100 gallon water tank. Aft are four 8-volt batteries (32 V house power) and three 12-volt batteries (24 V for starter motors; 12 V for electronics). Directly aft of batteries are the steering system quadrants and mechanical connections.

Forward on the bow is mounted an electric anchor windlass. The complete foredeck has been stripped to bare wood for restoration to the original uncovered wood deck condition. Aft of the foredeck centerline is the forward stateroom deckhatch and galley skylight. Outboard to port and starboard of the galley skylight are wood non-watertight deck boxes. Directly aft of the skylight rises the main salon cabin with vents, running lights, manually controlled spotlight all mounted atop the cabin. Aft rises the wood framed flybridge helm window arrangement. Directly aft and on the centerline, is the helm position with seats aft. At aft end of the aft cabin coach roof rises an additional wood framed cockpit cover with windows forward and outboard to port and starboard. A 9 1/2 foot dingy is carried across the stern on davits with an integral hand winch. A teak swim step supported by antique female figured bronze supports lies across the full width of the stern.

### **Summary:**

The vessel is an older all wood twin diesel motor yacht showing excellent original quality construction and workmanship. The vessel is of tri-cabin style design of typical construction and design for a vessel of its age and type. The vessel mechanical systems to include propulsion systems and electrical systems have been continually modified to upgrade the vessel. Physical layout, design and construction all appear original.