



Type	Boats	Classification	--
Top	--	Class Type	--
Model	Lake Union Dreamboat	Builder	BLANCHARD
Manuf. Year	1930	Naval Architect	--
Refit Year	--	Interior Design	--
LOA	36' (10.97m)	Hull	--
Beam	9' 5" (2.87m)	Deck	--
Draft Min/Max	-- / --	Engines	1x, Yanmar, 4JH2E, 51 HP
GRT	--	Max Speed	--
Fuel	68 Gal	Cruise Speed	8 Knots
Water	75 Gal	Range	--
Flag	--	Accommodations	--

ASKING PRICE: **\$129,900 USD**

























Description

1930 Blanchard Lake Union Dreamboat

MER-NA is a 36-foot, Raised Deck Cruiser, built by the Blanchard Boat Company, Seattle, Washington. 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, #230-292

Year 1930

Builder N.J. Blanchard Boat Works, Seattle

Model Standardized Cruiser ("Lake Union Dreamboat")

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 5.1knots @ 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).

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, chartplotter 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 roof (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

Other Details

Standard

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

Features

Electrical Equipment:

Shore Power Inlet

Inverter

Electronics:

Depthsounder

Autopilot
Radio
Compass
GPS
Cockpit Speakers
VHF

Inside Equipment:
Stern Thruster
Electric Bilge Pump
Oven
Marine Head
Electric Head
Heating
Refrigerator
Battery Charger

Propulsion

Engine Make: Yanmar
Engine Model: P4JH2E
Total Power: 51hp
Engine Hours: 4267
Engine Type: Inboard
Drive Type: Direct Drive
Fuel Type: Diesel
Propeller Type: 3 Blade
Propeller Material: Bronze

Specifications

Speed & Distance:
Cruising Speed: 8kn

Dimensions:
Length Overall: 36ft
Beam: 9.5ft
Length at Waterline: 36ft

Tanks:
Fresh Water Tank: 1 X 75 Gal
Fuel Tank: 2 X 34 Gal
Holding Tank: 1 X 24 Gal

Accommodations:

Double Berths: 2

Twin Berths: 1

Heads: 1