Available for the first time in almost twenty years, this 92-foot (28 m) luxury motoryacht has been pampered and maintained to the highest standards in her custom Seattle boathouse. She is an exquisite and historic vessel, having been owned by heads of state, captains of industry, and movie stars.
**M/V Olympus**

**History**

*Olympus* was launched on May 14, 1929 at the New York Yacht, Launch and Engine Company yard in Morris Heights, New York. George Callendine Heck, partner in a Wall Street investment firm, commissioned the yacht for the dual purpose of commuting from his two estates on Long Island to Manhattan, and for summer cruises along the Eastern Seaboard. He specified a low profile design in order to avoid having the bridges opened during his commute to work. Her original name was “Junaluska” in honor of the beautiful lake in North Carolina contained within the vast land holdings where he spent his childhood summers.

The design was from the firm of Henry J. Gielow naval architects, and her lines were laid down by Olin Stephens – now remembered as one of the top yacht designers of all time, but then a 20-year old apprentice just beginning his illustrious career. (Shortly before he died, Mr. Stephens had an opportunity to tour the boat again, and remembered her design fondly and in complete detail.)

Mr. Heck parted with the yacht following the stock market crash of October 1929, and she was ultimately purchased by Mr. George Converse and his beautiful wife, a former silent film star, Anita Stewart. Both experienced and able yachters, they brought the yacht on her own hull from the east coast, through the Panama Canal to her new home in Southern California, where she was active in the Hollywood social scene and participated in Newport Harbor Yacht Club activities.

During the war years, *Junaluska* was conscripted for military use. Records have not been found, but it is believed she was used by the Army Corps of Engineers for personnel transport duties. When the yacht was surplussed following the war, Washington State Governor Monrad Wallgren heard of her from his good friend, President Harry Truman. At auction, the State of Washington was the sole bidder for the boat, and acquired her for only $15,000 in 1945. The purchase was made through the Washington State Department of Fisheries, and she was officially listed as a "fisheries patrol vessel," although the press quickly labeled her “the Governor’s yacht.”

Wallgren re-christened the vessel “*Olympus*” after Mount Olympus, the highest peak in the Olympic National Forest. (President Truman and Governor Wallgren had worked hard on the legislation to form the Olympic National Forest.) President Truman was aboard many times for informal and formal trips, and began his much publicized “Whistle Stop” 1948 re-election campaign with a ride on Olympus from the Naval Shipyard in Bremerton to a tickertape parade in downtown Seattle. (A framed copy of the President’s signature in the ship’s log is now proudly displayed in the dining room.)

In part due to public outrage at the expense of using public funds for a Governor’s yacht (reportedly over $104,000 was spent on upgrades), Wallgren was not re-elected and the yacht was sold to private owners. Among those was Howard S. Wright (the contractor who built Seattle’s Space Needle), and Crowley Maritime. She has remained in Washington State ever since the Governor’s ownership, and was purchased by Seattle attorneys John and Diane VanDerbeek in 1994. Although the ship had been well maintained over the years, the VanDerbeeks began a planned maintenance and upgrade path, starting with a custom, fully enclosed boathouse for her. (The boathouse
They moored her on Seattle’s Lake Union, home to a large cadre of some of the world’s finest wooden boat shipwrights and experts.

Over the VanDerbeek’s ownership the vessel has been completely re-wired, and all systems have been brought up to modern standards. For the last 5 years her maintenance has been overseen by her captain who is also a licensed naval architect. She is now considered to be “better than new” in every regard.

(Watch our narrated 22 minute video presentation of the colorful history of the MV Olympus: http://www.yachtolympus.com/olympus_history.swf)

**SPECIFICATIONS**

<table>
<thead>
<tr>
<th>Year</th>
<th>1929</th>
</tr>
</thead>
<tbody>
<tr>
<td>Builder</td>
<td>New York Yacht, Launch and Engine Co., Morris Heights, NY</td>
</tr>
<tr>
<td>Designer</td>
<td>Henry J. Gielow (w/Olin J. Stephens)</td>
</tr>
<tr>
<td>Construction</td>
<td>Fir, Oak, Teak, Mahogany</td>
</tr>
<tr>
<td>Location</td>
<td>Seattle, Washington, USA</td>
</tr>
<tr>
<td>Official Number</td>
<td>228550</td>
</tr>
<tr>
<td>Hull Identification No.</td>
<td>WAZ3009B1929</td>
</tr>
<tr>
<td>Length Overall</td>
<td>92‘-0” (28.04 m.)</td>
</tr>
<tr>
<td>Length On Deck</td>
<td>91‘-7” (27.91 m.)</td>
</tr>
<tr>
<td>Breadth: (inside of guards – add 6” per side for guards)</td>
<td>18-0” (5.49 m.)</td>
</tr>
<tr>
<td>Depth</td>
<td>9.4’</td>
</tr>
<tr>
<td>Draft</td>
<td>7‘-9”</td>
</tr>
<tr>
<td>Waterline Length</td>
<td>89‘-0”</td>
</tr>
<tr>
<td>Registered Length (from Certificate of Documentation):</td>
<td>83’</td>
</tr>
<tr>
<td>Gross Register Tons (US)</td>
<td>116</td>
</tr>
<tr>
<td>Net Register Tons (US)</td>
<td>79</td>
</tr>
<tr>
<td>Approx. Full Load Displ. (Full Fuel &amp; Water)</td>
<td>250,000 lbs (est)</td>
</tr>
<tr>
<td>Air Draft</td>
<td>29’</td>
</tr>
<tr>
<td>Fuel Capacity:</td>
<td>(4) @ 400g = 1600 g. total (6060 l)</td>
</tr>
<tr>
<td>Power</td>
<td>(2) Detroit 6-71 diesels, approx 165 HP each.</td>
</tr>
<tr>
<td>Speed</td>
<td>Cruise 9.5, Top 11</td>
</tr>
<tr>
<td>Range</td>
<td>approx 1300 nm with 20% reserve</td>
</tr>
<tr>
<td>Water Capacity:</td>
<td>approx. 1000 g. in 2 copper water tanks</td>
</tr>
<tr>
<td>Holding Tanks Capacity:</td>
<td>110 g. in one heavy duty rotomolded tank</td>
</tr>
</tbody>
</table>
CONSTRUCTION

Original construction report: “Keel and timbers are of oak, keelson yellow pine, planking fir, and decks and deckhouses are of teak. Mahogany, in natural finish, is used for the interior of the big deckhouse…” Reportedly the original douglas fir planking was shipped to New York by rail from Oregon.

Stem has been replaced in Ironbark. The vessel was recently re-fastened with bronze fasteners and new bronze keelbolts. Recent survey available, December 2011.

ARRANGEMENT
The vessel is arranged with all crew accommodations and maintenance accessed from the forward part of the boat, and all owner accommodations aft, making it possible for the crew to perform most tasks without ever having to interrupt the guests.

In the focsle are crew accommodations for four (with access from on deck or through the dining room.) Moving aft is a large space for pantry, refrigerated stores, washer/dryer, secure china and stemware stowage, with below deck wine and provisions storage. A steel bulkhead and door separates the pantry space from the engine room, with AC & DC electrical panels, 2 generators, watermaker, furnace, etc.

On the Main Deck forward is the large formal Dining Room with seating for eight. Immediately aft and a half deck up is the wheelhouse. Passing the wheelhouse on the port side leads to the fully equipped commercial galley, while passing aft to starboard leads to the main boarding area, with direct access aft to the Main Saloon. Aft of the Saloon is a wet bar area, and the fantail lounge space with partially enclosed dinette/sette and wrap-around fantail stern seating. The entire fantail area is enclosed in state-of-the art clear acrylic isinglass, with easy opening sliding panels port and starboard.

Owner/guest accommodations for eight are accessed from and directly below the Main Saloon. Stateroom No. 1, with queen size berth, is forward to port, with adjoining dressing room with head and shower. This head also has a separate entrance from the passageway for use as a day head if desired. The starboard forward stateroom also has a queen sized berth, and adjoins another head with shower, which also serves the starboard “bunk room”. The aft stateroom is a spacious double cabin with adjoining private head and shower.

The Upper Deck is accessed from a vertical ladder amidships starboard. On this deck is a variety of deck boxes, a chest freezer, life rafts and tenders – a 16’ Boston Whaler to port and the original 16’ lapstrake launch to starboard.

(Note: Interior photos are available on the Olympus website at: yachtolympus.com/yacht-accomodations.html.)

MECHANICAL

- Main Engines twin Detroit Diesel 6-71’s with Twin Disc transmissions. Approximately 3000 hrs on each. 3” stainless steel propeller shafts, with 32 x 34” bronze propellers.
- Northern Lights N844L 20kW 120/240VAC, and Kohler 8kW 120VAC Generators
- Webasto Diesel/Electric heating system, works on 24VDC or 120VAC to provide domestic hot water and hydronic heating system water (via convectors located throughout the vessel.)
- Spectra Newport 700 watermaker (approx. 30 GPH)
- Carbonator lube oil extraction pump with manifold system to all 4 diesel engines.
- Quincy 1.5 HP 120VAC Air Compressor + 24VDC Backup Compressor (for air-shifting and whistles.)
- (4) Dometic Masterflush electric toilets (ceramic household style), with 110 g. holding tank and Sealand macerator discharge pump.
- Bilge Pumps: (4) Rule 2000 submersible pumps with float switches and high-water alarms in engine room and helm station. (1) Johnson L2200 submersible pump in forepeak. Leeson 1.5HP 115VAC centrifugal pump with bilge/SW manifold with 4 pickups or SW supply to washdown or fire main.
- Headhunter X-Caliber 24VDC Fresh Water Pressure System.
ELECTRICAL SYSTEMS

- (2) 50A 120/240VAC Shore Power connections with (2) Charles 50A Shore Power Isolators/Boosters
- MasterVolt MVT 37024005 MASS COMBI 24/4000 INV/CHGR
- (16) Dyno L16HC 350AH house batteries, wired for 24V, 1400AH
- (2) Dyno 8D Deep Cycle Starting Batteries.
- Auxiliary & Emergency batteries below wheelhouse sole: (2) 8D davit bank + (1) 8D electronics battery.
- Separate start batteries for each generator.
- AC & DC Electrical panels by Superior Marine Electric. Automatic switching, digital meters, etc.

DECK EQUIPMENT

- 24VDC American Windlass (Philadelphia), Dual Wildcat, ¾ HP
- Port Anchor 110-LB Galvanized Danforth, Starboard Anchor 180 LB Cast Danforth
- 375-ft of ½” galvanized anchor chain port and starboard.
- Tender Davits: Port side (2) 2000# Warn Industrial, Starboard (2) 3000# Warn Industrial winches., 12VDC

NAVIGATION

- VHF #1 Transceiver: Standard Horizon Quest X, GX1500S
- VHF #2 Tranceiver: West Marine ZEPHYR
- Handheld VHFs: (2) West Marine VHF150
- Furuno GP-32 GPS/WAAS Navigator
- Furunna Navnet Chartplotter System, with 48-mile open array radar, DFF-1 Depth Sounder, CMap NT+ charts for Olympia to Port McNeill BC (Canada).
- Comnav Auto Pilot 1101 AP w/211 Remote
- Furuno Depth Sounder FCV-665, OEM-E2335-OB
- Maximum Vigilant Anemometer, Shatz Royal Mariner Bell Clock, Merpowitz Barometer, Kelvin-Hughes Inclinometer.
- (3) Horns, 100psi air: duplex ship’s horn, Kahlenberg Model S-1; 4-tone tweeter; single trumpet Carcotone
- Carlisle & Finch Co., 12” Spotlight

HOTEL EQUIPMENT

- Viking 4-burner propane Galley Range
- Hobart Commercial Dishwasher/sanitizer (90 second cycle time)
- Broan Trash Compactor
- Frigidaire 21 CF Galley Refer/Freezer, Separate 7CF Refer and 7CF Freezer in Pantry
- Full size chest freezer on Upper Deck, Bar refer on aft deck, Clear ice maker on aft deck
- Full size stacked washer and dryer
TENDERS

- Port side: Boston Whaler 15’ Supersport LTD 1988, with 1999 70HP Johnson Outboard.

- Starboard side: Original 16’ lapstrake tender (given the name “Junaluska”, after the original name of the yacht), fully restored by Alan Thomle with Dynel/epoxy sheathing. 4-cyl Lycoming inboard gas engine, seats 6. This boat has won numerous awards at Classic Boat Festivals.

SAFETY EQUIPMENT

- 2-bottle Fixed Fire Extinguishing System in the Engine Room, with activation pulls on the main deck and at the wheelhouse.
- Full complement of fire extinguishers and all USCG required safety equipment.
- (2) 8-person Avon self-inflating life rafts.
- 406 EPIRB
- (2) 30” throwable Life Rings with automatic strobe lights

CONCLUSION

*Olympus* is a one-of-a-kind heirloom vessel, embodying the best of the “Golden Age of Motoryachts.” Cruising aboard her is an experience never forgotten, as time slows down and guests feel they are living life to the fullest. This is a vessel to be cherished and an ownership opportunity that may never come again.

DISCLAIMER

The Owner 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.

CONTACT INFORMATION

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Olympus Website: http://yachtolympus.com
For Sale Pages: http://pacificmotorboat.com/olympus/yachtforsale

Contact: Diane VanDerbeek ~ 206.919.5099 ~ diane.vanderbeek@yachtolympus.com
PHOTOS