Presenting "Carmen Maria"
She's 65 Feet of Steel Yacht, the Southland's Newest

A particularly well-equipped steel 65-ft. Carmen Maria has joined the Southland's huge fleet of pleasure boats. Her owners are Stanley and Carmen Spencer of Beverly Hills who are affiliated with both the California Yacht Club and the West Coast Yacht Club.

The Spencers have enjoyed previous cruiser ownership and, from this beginning, have planned the steel-hulled Carmen Maria for a heap of living and cruising.

Carmen Maria will become familiar to many cruising out of Los Angeles Harbor, where she is currently moored, and soon the same for waters of the West Coast of Mexico. Then, someday to Northwest, British Columbia and Alaskan areas, all because she is capable of a wide and varied range of cruising scope with her twin diesel engines and large supply tanks.

To truly appreciate a staunch, uncluttered combination of hull, arrangement and equipment like this one, one must go aboard with the owner and get his thinking that lies behind the planning and selections. Sea's staff enjoyed that kind of a visit with Stanley Spencer.

First, this 65-footer with a 19-ft. beam was built by Skallerud & Sons of Wilmington, Calif. Basic design and engineering work is by Willard Skallerud after incorporating the arrangements and equipment designated by the owner. The "skin" of the steel hull conforms exceptionally smoothly.

The pilothouse, galley, salon and broad setteeed fanula are in one sweeping deck house on one level—all served by broad walk-around teak decks.

The main salon has generous headroom and approximates 20 by 14 feet. It is bright and cheery from the 13 large, fixed window lights and the light-rubbed Japanese ash paneling. The deck of the salon is richly carpeted and sound factors are subdued by a topping of acoustical tile. All interior quarters are air conditioned from individual consoles.

Roving about the salon, one's eye immediately falls on the electric organ which is fixed to the balustrade surrounding the well for the broad companionway steps to the owners' spacious cabin below.
Music is a part of life on the *Carmen Maria*. Augmenting the creations of the electric organ is a built-in stereo, hi-fi and tape recorder combination. There is also a portable Zenith Trans-Oceanic radio and, for sight and sound, a portable Zenith TV.

The compact galley is on the same level with the salon, an above-deck positioning very popular with the ladies, and there is a big opening and service counter, connecting the two, in addition to the entrance door.

The galley can vie with the kitchens of modern, deluxe apartments. It is compact, U-shaped, complete. There is a 10-cu. ft., 110-volt refrigerator on one wall next to the built-in wall oven heated by rock gas from supply tanks up on the top deck. There is a four-burner, rock gas range. The light oak panelling is blended to the salon finish and has ample storage for dishes and cookware. The galley sink is supplied with hot and cold fresh water plus a top for cold sea water. The latter can help in fresh water conservation when necessary. The thought of conservation arising is considerably small with a 3500-gallon water storage, plus the distinct possibility that soon a fresh supply will be augmented by one of the new sea water conversion units.

A deep freeze belongs to a long-range cruising boat today. It is hard to find and find a handy spot to install the big "critters." Mr. Spencer has solved the dilemma by placing his 171/2-cubic-foot beneath the high-settee in the pilot house where it is completely hidden from sight.

The *Carmen Maria* is laid out for berthing eight persons in staterooms, six forward, besides the owners' immense stateroom aft. These staterooms are separated by bulkheads and the stand-up engine room amidships. The two areas of sleeping quarters are served by individual carpeted companionways.

These private quarters are beautifully done, served by showers and toilets, big wardrobes and built-in dressers with plenty of moving-about room and large stowage spaces. In fact, stowage spaces for every conceivable purpose are ample and frequent throughout the entire cruiser and are too numerous and varied to go into full description here.

The source of electrical power on the *Carmen Maria* is complex. There are systems of light plants and converters providing both 110-volt AC and DC currents, a 12-volt
system and a 32-volt system.

In its primary usage, the 5-KW Lister plant directly provides 110-volt AC current for the air conditioning system and all outlets for household appliances, including the rotisserie; for the musical instruments, recorders and other shore-type units.

The 7½-KW John Deer-Shepherd light plant charges the 110-volt DC bank of batteries which feed the two refrigerators and the radar. The 12-volt batteries are for engine starting, for the davit winches and specific pieces of electronic equipment.

An alternator works off one engine for battery charging while running. The 12-volt batteries serve the electrolysis system. A Morse Chargicator at the helm-position allows immediate charge up by keeping track of battery condition. Converters and switches let him make other selections of charging from the several sources of generation. There are three separate banks of batteries in all.

Carmen Maria is powered with twin Caterpillar diesel engines of 240 maximum horsepower each. The designed hull speed is 11 knots. The first tests recorded: 10 knots at 1600 rpm's, 11 at 1800 and 12 at 2000.

An interesting test recorded a minimum propeller slipage of 14% at 10 knots, 11% at 11 knots and 22% at 12 knots.

The cruising range is 5000 miles and tanks are 6000 gallons for fuel and 3500 gallons for water.

This is a cruiser without a steering wheel. A "stick" in the main pilothouse and on the bridge actuates the electric-hydraulic system.

Automatic steering starts with the Sperry Magnetic Compass Pilot. Then there is the lengthily-corded Sperry remote controller which lets the skipper take a position on any part of the main deck or upper deck and cut-in from automatic to manual and back. Hand steering is through the stick and the hydraulic system. In any extreme case of emergency a crank-lever can be inserted through the lazarette for moving the rudder totally by hand power. None expects to ever use this lever.

The pilothouse console is a beauty with everything close by—rudder indicator, clutch and throttle controls, of course; a switch and fuse panel in the under-cabinet so the skipper doesn't leave the wheel to re-fuse. The big windows are automatically washed with fresh water. To the port is the depth recorder and the 30-mile-radius radar. Above the big chart table and drawers set along the starboard side are the large radiotelephone and the Automatic Direction Finder.

Among the divergent accomplishments built into this deep sea cruiser are such ideas as salt water in sinks, basins and showers in addition to the hot and cold pressure delivered water. Spun glass insulates the steel sides of the deck and house for temperature and sound. All exterior doors are bronze weather-striped. The door from the main cabin to the fastail is split like a Dutch door for a cottage. For one thing, this cuts down on the loss of cold air that settles at the lower half of the cabin when the top half of the door, only, is opened for communication at a time when the cabin is forced air conditioned. There are electric exhaust fans over all toilets and showers.

Then, there is the special quarter for the favored member of the crew. It's the Doggie Bed next to the wardrobe in the main state-room, all comfortably upholstered. And this little guest has his other rights, too, so the Skipper has fashioned squares of treated canvas with raised rope edges labelled The Doggie Head. One can be washed down and dried while the other takes its place on the deck. The pet's name is Suzette and she is known to the fleet as "Barnacle Suzzy, the seagoing poodle."

(Upholstered "Doggie Bunk" is to the right of the spacious wardrobes.

For more pictures and list of equipment, see page 107)

(For more pictures and list of equipment, see page 107)
The 65-ft. Carmen Maria’s Equipment

(See pages 36, 37, 38 for main story)

The Lister 5 KW 110 AC light plant.

Engine room view of the twin Caterpillar diesel engines.

- Twin Caterpillar Diesel Engines Model D333 through Shepherd Marine; plus a 7½-KW light plant powered with a John Deere Model 1010 diesel, marined by Shepherd
- 5 KW Lister Light Plant
- 100-Fathom Bendix Depth Recorder and Bendix ADF 100 Automatic Direction Finder through Benrad, San Pedro
- Intercom telephone system and the Aqualarm system by Benrad
- Aqualarm Warning Systems for bilge, engine overheat, low oil pressure & fire
- Northern Radiotelephone, 180-watt, through Benrad
- Sperry 6-inch Magnetic Compass Automatic Pilot, electric control for hand steering, Sperry hydraulic rudder actuation and Sperry Remote steering controls
- Marmac dual engine and clutch controls
- Columbian Rudder Angle Indicator
- Capac electrical system to eliminate hull corrosion
- Morse Chargicator
- Thompson commercial-type hydraulic anchor windlass
- Danforth-White anchor
- Twin 39 by 32 Federal Wheels
- Lecce-Neville 15 amp. alternator
- Varnish and interior finishes by McClosky Varnish
- Andrew Brown Z-Spar topside paints
- Drinking water purifier by Ogden Filter Co.
- Zenith Model R-1000 Transoceanic portable radio and Zenith TV
- Cushions, upholstery and bunk mattresses by Acme Mattress Factory, Inc., Long Beach
- American Hardwood Co., hardwood for interior finish
- Air Conditioning by Marine Development Corp.
- Hot water heating throughout the cruiser by Way-Wolf

Portable eight-band radio, the ship-to-shore radiotelephone and the automatic direction finder are on the chart table. Center view shows the depth recorder and the radar on the port side of pilothouse. Right view is the helm. Note “stick” for actuating the steering, the big unit is the compass for the automatic steering, plus the other instruments and controls all in one, gleaming console.

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