

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Electra First Draft

Other names/site number: O. N. (official number) 230024

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 16591 Ensign Court

City or town: Huntington Beach State: CA County: Orange County

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide \_\_\_ local

Applicable National Register Criteria:

\_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D

<p>_____</p> <p><b>Signature of certifying official/Title:</b></p> <p>_____</p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	<p>_____</p> <p><b>Date</b></p>
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<p>In my opinion, the property meets does not meet the National Register criteria.</p>	
<p>_____</p> <p><b>Signature of commenting official:</b></p> <p>_____</p> <p><b>Title :</b></p> <p><b>or Tribal Government</b></p>	<p>_____</p> <p><b>Date</b></p> <p>_____</p> <p><b>State or Federal agency/bureau</b></p>

Electra  
Name of Property

Orange County, CA  
County and State

#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

##### Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>1</u>	_____	structures



Electra  
Name of Property

Orange County, CA  
County and State

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Other: Yacht  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: wood hull and decking

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

*Electra* (Official No. 230024) is a privately owned vessel moored at a private residence in Huntington Beach, California (Figure 1,2). The vessel was designed by Leslie Edward “Ted” Geary and constructed in 1930 for Alton W. Leonard of Seattle, Washington for use as a private pleasure yacht. The vessel has a 96’ 4” length overall (LOA), with a 19’ beam and a full displacement hull of 10’ 4” depth. The vessel is registered at 94 gross tons and 74 net tons, and certified for recreation, coastwise travel, and registry (i.e., travel through international waters). *Electra*’s hull is constructed of double planked Alaskan golden cedar with oak frames. The vessel’s three decks are teak over Alaskan golden cedar at the exterior and Alaskan golden cedar at the interior. Cabin fixtures are mahogany and all brightwork is brass. The vessel originally included two double staterooms and four single staterooms below deck and was powered by two 150 horsepower diesel engines with a cruising speed of 11½ knots. While the below deck has been partially reconfigured, the vessel still includes four below deck staterooms, along with additional non-original spaces including a modern commercial galley below deck and an updated wet bar/service galley at the main deck. The engines have been updated at least twice, and the vessel is currently powered by twin Cummins inboard diesel engines. Between its construction in 1930 and the outbreak of World War II, *Electra* was used as a private pleasure yacht; following a brief period of wartime use as a military support vessel, *Electra* has since been used varyingly as a pleasure yacht and a charter vessel.

Electra  
Name of Property

Orange County, CA  
County and State

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## Narrative Description

### ***Exterior***

*Electra* is 87'2" in length at the waterline, with a 96'4" LOA and a 19' beam. The bow is plumb and ornamented by brass cleats and a short flagpole; hawse and hawse plates are located at port and starboard sides of the bow, and the anchor is currently mounted at the port side (Figure 4, 5, 6). The vessel's Alaskan golden cedar hull is painted blue below the waterline, red at the waterline, and white above the waterline. The fantail stern projects almost 10' out over the waterline and the transom is ornamented by an engraving of the boat's name, *Electra*; a flagpole; and a stylized rub rail with arrow-shaped endpoints (Figure 7). The hull includes twenty round brass portholes at the starboard side and nineteen at the port side, above which both sides of the vessel include a simple painted rub rail. Low gunwales are trimmed with polished mahogany and include regularly spaced scuppers, both wide rectangular openings and smaller oval openings trimmed with brass. Exterior walls of cabins at the main and upper deck are white-painted mahogany wood paneling with polished mahogany windows and doors. Railings throughout the vessel are polished mahogany mounted on painted brass poles.

### ***Main Deck***

Cabins at the main deck are deeply recessed from the fore and aft of the vessel, creating large fore and aft decks, and are slightly recessed from the sides of the vessel, creating narrow port and starboard promenade decks. The foredeck is slightly raised and accessed at the port and starboard side by single steps with brass handrails. The foredeck includes six non-original fixed wood seating benches, mechanical windlass equipment, and a raised wood hatch with a curved profile and a sliding wood door which historically provided access to crew quarters below deck (Figure 8). The foredeck is covered by white non-slip paint.

Promenade decks are finished with teak decking and shaded by the overhang of the upper deck, the ceilings of which include exposed beams trimmed with polished wood (Figure 9, 10, 11). Cabin walls alongside the promenade decks are characterized by white-painted wood paneled half-walls with oval brass-trimmed portholes at their lower perimeter (which provide light through refraction to below deck staterooms); wood handrails mounted with brass hardware; a series of half-lite wood panel doors (some of which are split Dutch doors); and near-continuous bands of arched windows with polished mahogany frames.

The aft deck is finished with teak decking, with inlaid detail expressing the vessel's fantail construction (Figure 12). Additional features at the aft deck include a centrally located circular bronze port covering the vessel's lazarette, and, at the aft perimeter of the stern, a non-original open-riser spiral staircase that leads to the upper deck. Spiral staircase footings are mounted atop the existing decking with no alterations to the deck itself.

Interior cabin spaces at the main deck include, from fore to aft, a dining room; a wet bar/service galley with non-original fixtures; a head; the captain's stateroom; several utility closets, and the parlor. All interior cabin spaces include carpet over original wood decking and are accessed via wood panel doors along a corridor at the starboard side of the cabin (Figure 13). The fore wall of the dining room includes four operable brass porthole windows (Figure 14). Side walls include fixed arched windows above painted paneled half walls and one half glazed door accessing the port side promenade deck. Interior features include fixed wood cabinets, a utility closet, boxes at the floorboards housing refracting skylights

Electra

Name of Property

Orange County, CA

County and State

which allow light to be reflected into the below deck area, and a quarter-turn stair with wood balustrade and brass handrails that accesses the commercial galley below deck. The ceiling is finished with exposed beams and a centrally located rectangular lighting panel above which sits a stained-glass skylight, currently blinded.

Aft of the dining room, the wet bar/service galley is accessed via doors at both port and starboard and includes a carved wood bar rail, above-head glass storage, a non-original aluminum sink system, a copper backsplash, and an operable brass porthole (Figure 15). This space also includes a shallow stair rising to the pilothouse, and an opening with a metal ladder that descends to the engine room below deck.

Aft of the wet bar/service galley, a small head includes tile and textured plaster finish walls, wood and brass trim, and updated fixtures (Figure 16).

Aft of the head, the captain's stateroom is accessed via doors at both port and starboard; the portside door is flanked by two fixed arched windows. Stateroom features include a built-in polished wood desk with brass hardware; above- and alongside-desk shelving; a banquette bed, below which is lifejacket storage; and a utility closet (Figure 17). Walls of the captain's stateroom are finished with polished mahogany panels.

The parlor is the aftmost main deck cabin space and is accessed via a half-glazed door at the port side and four non-original glazed folding mahogany doors at the aft wall, which when open create a continuous space with the aft deck. The fore wall is finished with polished mahogany panel, and side walls include continuous fixed arched windows above polished mahogany panel half walls (Figure 18). Interior features include a non-original straight stair with wood balustrade along the fore wall, accessing below deck; a quarter-turn stair with wood balustrade and brass handrails at the aft starboard side, accessing below deck; and refracting boxes at the floorboards housing refracting skylights. Affixed brightwork on the fore wall includes a clock and a non-original flashlight. The ceiling is finished with exposed painted beams stenciled with the letter "R," presumably painted during ownership by Fred Ruffner, and a centrally located rectangular opening, currently blinded, above which the stained-glass skylight was formerly located.

### ***Upper Deck***

The upper deck spans the beam width of the vessel and is accessed from the main deck via the non-original spiral stair at the aft of the vessel, and a non-original open-riser straight stair at the fore portion of the starboard promenade deck. The upper deck is covered by a white non-slip paint and currently covered with carpet. The upper deck is encircled by polished wood handrails on painted brass posts and is currently sheltered by an armature carrying a fiberglass awning and plexiglass walls (see Figure 6, 7). The pilothouse is located at the fore portion of the upper deck, aft of which is the smokestack and non-original bar; the remainder of the upper deck is open in plan.

The pilothouse is accessed via a shallow stair from the wet bar/service galley, as well as from three small, polished wood doors with arched lites located port, starboard, and on the port side of the pilothouse's aft wall. The fore wall has a slightly curved profile and includes a centrally located fixed wood window flanked by double-hung wood windows, all with arched heads. Port and starboard walls also include fixed and double-hung wood windows. A wood and brass helm at the fore center of the pilothouse is mounted upon a polished wood console which also supports navigation equipment and a brass radiator (Figure 19). Features along the aft wall include a simple desk; a banquette raised atop chart drawers; and a ceiling-

Electra  
Name of Property

Orange County, CA  
County and State

mounted chart shelf (Figure 20). All interior walls are polished wood with brass brightwork, and the ceiling is finished with painted exposed beams with polished wood trim.

Aft of the pilothouse, the smokestack has been covered by vertical teak beadboard, fitted with an access door (Figure 21). A wood rack mounted on the smokestack provides glasses storage for the service bar, which curves around the port aft side of the smokestack. The bar is ornamented by a low-relief teak panel illustrating the starboard view of *Electra*. Additional features of the bar include an aluminum sink and a multi-head on-bar aluminum tap. The smokestack cover and bar were designed and installed in 1994.

### ***Below Deck***

The below deck includes, from fore to aft, a commercial galley; the engine room; four staterooms; and several heads, all lit by a mix of portholes, refracted light skylights, and brass fixtures. Walls are either wood panel or painted wood and floors are finished with carpet unless noted otherwise. The commercial galley was installed between 1993 and 1994 and includes full-size metal appliances, sinks, and refrigerators (Figure 22). Life jacket storage cabinets are located at the extreme fore of the galley cabin. The commercial galley is accessed via the quarter turn stair from the main deck dining room, and was historically accessed via the raised wood hatch and sliding wood door at the aft deck; the commercial galley historically included crew quarters and berths, and scant traces of decorative wood carving remain visible at the ceiling beams along the vessel's starboard side.

Aft of the commercial galley and separated by a bulkhead wall, the engine room is accessed via a metal ladder from the wet bar/service galley at the main deck. This utilitarian space houses the vessel's twin Cummins inboard diesel engines, along with additional mechanical system components, fuel tanks, a large refrigerator, a shop bench, and metal cabinetry (Figure 23). The floor is covered with galvanized steel plates and painted metal posts provide additional ceiling support.

Aft of the engine room and separated by a bulkhead wall, the primary stateroom includes a fixed bed, private head, and small closet. Walls are finished with painted paneled wood. Two additional staterooms also located amidships include twin and child-sized fixed beds; these rooms share a head with marble fixtures, including a small tub, and wood cabinetry. Staterooms and heads amidships are accessed via the straight stair located at the fore wall of the main deck parlor; installation of this stair necessitated reconfiguration of the amidships staterooms' original layout.

At the stern, one additional stateroom is separated by a bulkhead wall and accessed via the quarter-turn stair at the aft starboard side of the main deck parlor. The stern stateroom includes a queen bed, cabinetry, a small private head, and, at the aft wall, a brass trimmed port (currently blinded) through which the vessel's steering mechanism can be viewed (Figure 24). Walls are finished with painted wood panels.

### ***Integrity***

The National Park Service (NPS) defines integrity as "the ability of a property to convey its significance." An historic vessel must retain integrity in addition to having significance under one or more National Register criteria. NPS recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. An historic vessel should retain several, if not most, of the seven aspects of integrity. As described below, *Electra* retains sufficient integrity to convey her historic significance as an early-twentieth-century pleasure yacht designed by master naval architect Ted Geary.

Electra  
Name of Property

Orange County, CA  
County and State

*Location:* *Electra* retains slightly reduced integrity of location. The vessel was constructed in Seattle, Washington, and moored in Seattle and Tacoma, Washington through approximately 1950. *Electra* is currently moored in Huntington Beach, California, a port with which the vessel has no historic association. However, master naval architect Ted Geary designed the vessel with a full displacement hull, enabling her to travel through all types of waterways and open seas; as such, the vessel was not designed specifically to remain within its original port of construction.

*Design:* Changes over time have slightly reduced *Electra*'s integrity of design. The overall exterior form of the vessel has not been significantly altered and reflects the design of master naval architect Ted Geary, including the plumb bow, full displacement hull, prominent fantail stern, footprint and proportion of the deckhouse, and sheerline profile.

Regarding interior spaces, starting likely during World War II when the vessel was placed in military service, and then again between approximately 1950 and 1986 when the vessel was owned by a series of short-term owners and used both for private and charter use, known alterations to the vessel's original features include installation of a Swedish sheet-metal fireplace in the parlor, an overhead mirror with red velvet curtains above a queen-size bed in the master stateroom, a sauna, a large after deck bar, a pegboard liner above the after deck, a large water tank in the after cabin, acoustic tile at the parlor ceiling, changes to the staterooms and heads, and disconnection of the brass radiator behind the vessel's helm.

Between 1986 and 1993, owner Fred Ruffner reversed most of these early alterations and completed a series of additional alterations, including installing four glazed mahogany folding doors at the aft wall of the parlor, cutting openings in several below deck cabins to expose the vessels' hull and steering mechanism, moving the vessel's original stained-glass skylight from the dining room to the parlor, and painting exposed ceiling beams in the parlor.

Current owner Randy Goodman purchased the vessel in 1993 and made a series of additional alterations in order to transition the vessel to registered charter use. Significant alterations included installation of a straight stair between the main and below deck and construction of a below deck bulkhead wall; reconfiguration of some amidship staterooms and heads due to the new bulkhead wall; installation of a spiral stair between the main and upper deck; raising handrail heights throughout the vessel; moving the vessel's original stained-glass skylight from the parlor to its original location above the dining room; removing the crew quarters and an existing galley and installing a commercial galley; installing a teak bar and smokestack wrap at the upper deck; and enclosing the upper deck with a metal armature, fiberglass awning, and plexiglass side walls. (A list of additional smaller alterations is included in Section 8 of the nomination.)

While this series of alterations has slightly reduced *Electra*'s integrity of design, alterations have been largely confined to interior spaces on the vessel, and the vessel retains its overall form and expression of design by mater naval architect Ted Geary. Further, the vessel does retain many of its original interior design details in unaltered cabin areas, such as the pilothouse, captain's stateroom, areas of the parlor, and areas of below deck staterooms and heads.

*Setting:* *Electra* retains integrity of setting, as she continues to be moored in a marine environment. *Electra* was constructed in Seattle, Washington in 1930 and was moored in Seattle through 1934; was moored in Tacoma, Washington from 1934 through approximately 1950; moored at a variety of West Coast ports from approximately 1950 through approximately 1986; moored at both Fort Lauderdale, Florida and Grosse Pointe Farms, Michigan from approximately 1986 through approximately 1993; and



Electra  
Name of Property

Orange County, CA  
County and State

returned to a West Coast mooring in Newport Beach and then Huntington Beach, California from 1993 through the present day. Although the vessel is not moored in the Puget Sound environment where she was constructed, *Electra* was built with a full displacement hull, enabling the vessel to travel through all types of waterways and open seas. Throughout these changes in geographic location, *Electra* has consistently remained afloat in a marine environment since she was built ninety-two years ago.

*Materials:* Despite alterations detailed in the discussion of the vessel's integrity of design, *Electra* retains integrity of materials. The vessel retains major unaltered material components which convey her design by master naval architect Ted Geary and her intended use as a private pleasure yacht, including her double planked Alaskan golden cedar hull, oak frames, teak over Alaskan golden cedar decking, mahogany cabin fixtures, and brass brightwork. Alterations generally match the materials and quality of original construction, such as the teak bar at the upper deck ornamented by a low-relief teak panel illustrating the starboard view of *Electra*; polished wood and brass at the spiral stair between the main deck and upper deck; painted brass at the raised handrails; and wood panel and painted wood panel at new below deck bulkhead wall and stateroom configurations.

*Workmanship:* *Electra* retains integrity of workmanship. Workmanship is expressed in the construction of the vessel's major components, including the double planked Alaskan golden cedar hull with both functional and decorative rub rails, oak frames, and teak over Alaskan golden cedar decking, which remain at the vessel intact and unaltered. Additional workmanship is expressed at cabin components such as mahogany paneled walls, arched window frames and door lites, polished wood ceiling beams, and built-in polished wood furniture and cabinetry; and at brass brightwork including portholes, refracting light skylights, and window and door fixtures. While alterations may have removed areas of expressed workmanship, overall the vessel retains most examples of workmanship that reflect its original appearance.

*Feeling:* *Electra* retains integrity of feeling, as the vessel's overall aesthetic and physical characteristics evoke her historic use as an early-twentieth century pleasure yacht and her design by master naval architect Ted Geary. *Electra*'s grand stature is conveyed through overall form, stately size, and fine detailing and construction. The vessel's plumb bow, elliptical fantail, and enclosed bridge are all recognizable features of luxury pleasure yachts designed in the first decades of the twentieth century. The particular expression of these features at the *Electra*, along with the vessel's full displacement hull and graceful sheerlines, reflect what was known as the "Geary look," and place *Electra* among what has been described by naval historians as the best of her era.

*Association:* *Electra* retains integrity of association because the vessel remains in use as a pleasure yacht and continues to express the design intent of master naval architect Ted Geary. While the vessel has undergone some alterations over the years, expressing both the desire of private owners and the requirements for charter use, the original use and design are clearly legible in the vessel's current appearance.

In summary, *Electra* retains integrity of setting, materials, workmanship, feeling and association, and retains slightly reduced integrity of location and design.

Electra  
Name of Property

Orange County, CA  
County and State

### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

#### Areas of Significance

(Enter categories from instructions.)

Architecture  
Engineering  
Maritime History  
\_\_\_\_\_

Electra  
Name of Property

Orange County, CA  
County and State

**Period of Significance**

1930 (date of construction)  
\_\_\_\_\_

**Significant Dates**

1930 (date of construction)  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Vessel designed by naval architect Leslie Edward "Ted" Geary

Hull built at Lake Union Dry Dock

Superstructure and portions of interior built at Todd Dry Dock Company

Electra  
Name of Property

Orange County, CA  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

*Electra* embodies the distinctive characteristics of a period and type, namely an early twentieth century motorized pleasure yacht. The vessel was designed by master naval architect Leslie Edward “Ted” Geary and launched in 1930. The hull was constructed at Lake Union Drydock and Machine Works in Seattle Washington, and the superstructure and portions of the interior were completed by C. W. Wiley at the Todd Dry Dock Company, also in Seattle.<sup>1</sup> *Electra* is a luxurious rendition of the fantail style yacht. She is constructed primarily of Alaskan golden cedar and oak, and finished with teak decking, teak and mahogany fixtures, brass brightwork, and areas of stained glass. As constructed, the vessel included two double staterooms and four single staterooms below deck, along with two baths and running water in all rooms, befitting the sizable wealth of *Electra*’s original owner, Alton W. Leonard, president of the Puget Sound Power & Light Company.<sup>2</sup> Although the *Electra* underwent a series of alterations in the 1980s and 1990s to bring the vessel into commercial use, *Electra* retains sufficient integrity to convey its historic appearance and the vessel is eligible for listing in the National Register of Historic Places under Criterion C as a representative example of an early twentieth century motorized pleasure yacht designed by master naval architect Ted Geary. The period of significance is 1930, the year the vessel was constructed and placed into private use.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

***Early Twentieth Century Motorized Pleasure Yachting***

Steam power was the prevailing trend in motorized yacht design during the last half of the nineteenth century, and steam yachting became commonplace in America and abroad as early as the mid-nineteenth century. The first known steam-powered motor yacht was commissioned in 1830 by Englishman Thomas Assheton-Smith. This “new-fangled mode of travel” was widely disdained by British aristocracy due to the resulting pollution, and ownership of steam-powered yachts was strictly regulated by the Royal Yacht Squadron.<sup>3</sup> In 1842, however, the Queen herself chartered the steam-powered, paddlewheel yacht *Victoria and Albert* after several steam yachts easily motored past her sailing yacht, the *Royal George*, triggering a wider acceptance of the steam yacht.<sup>4</sup> The first American steam yacht, the *North Star*, was constructed shortly after, in 1853, by the world’s richest man, Cornelius Vanderbilt, who charted the yacht on an around-the-world-cruise lasting a record four months; the highly publicized trip demonstrated the practicality and comfortability afforded by luxury steam yachts. By 1900, 189 steam yachts were registered at the New York Yacht Club.<sup>5</sup> By 1913, the *New York Times* reported that there were approximately 400,000 motorboats and yachts in the United States and Canada combined, with demand increasing.<sup>6</sup>

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<sup>1</sup> “Tacoman Buys Big Pleasure Yacht,” *The Daily Tacoman*, March 21, 1934, 10.

<sup>2</sup> “Tacoman Buys Big Pleasure Yacht.”

<sup>3</sup> Ross MacTaggart, *The Golden Century, Classic Motor Yachts 1830-1930* (New York: W.W. Norton & Company, 2001), 3.

<sup>4</sup> MacTaggart, *The Golden Century*, 5; the nineteenth century also experienced a transition from the traditional paddlewheel to the screw propeller, which had been designed as prototype in the motor yacht *Archimedes* in 1838, but was not legitimized until decades later; in the U.S., the screw propeller was not seen until 1864 in the design of the motor yacht *Clarita*.

<sup>5</sup> MacTaggart, 5.

<sup>6</sup> MacTaggart, 5; “Motor Boat Owners Ready for Season,” *New York Times*, March 9, 1913, 48.

Electra  
Name of Property

Orange County, CA  
County and State

During this extravagant era of yachting, wealthy yacht owners were primarily concerned with a boat's size and speed. Large luxury yachts could easily range from 200 to 400 feet, and such length, combined with a thirst for speed, required larger spaces for boilers, engines and coal bunkers that contributed to a larger hull and overall boat size. The replacement of steam-powered yachts with those fueled by diesel in the first quarter of the twentieth century enabled changes to a yacht's size and form. With a reduced need for large spaces housing coal bunkers and boilers, a diesel-powered yacht could be smaller in size and more easily maneuverable, while still providing the same amount of space for accommodations on the interior.<sup>7</sup> The introduction of the gas motor also offered other advantages over the traditional steam engine, including cost savings in the installation of engines, easier owner operation of the engine, and a cleaner yachting experience overall.<sup>8</sup>

Classic motor yachts of the late nineteenth and early twentieth century, like *Electra*, featured a wide variety of unique design features, among them narrow beams, stately interiors, and variations on the shape of bows and sterns. A particularly notable characteristic of the era that was both functional and aesthetic was the "fantail" or "counter" type of stern, exhibited where "the shell planking sweeps up to a point to join the deck planking to form an elongated counter and an exaggerated overhang."<sup>9</sup> The fantail stern, which is perhaps most recognized by this overhang and an accompanying elliptical-shaped bulwark, understandably offered different advantages to different types of boats. In large merchant ships, the fantail stern offered little in the way of decreasing resistance but allowed for the use of flat plates which in turn decreased the "amount of furnacing [sic] which must be done;" in smaller sailing ships, however, a fantail stern could provide stronger structure and protection of the rudder.<sup>10</sup> Eventually, the counter stern gained popularity in the design of small yachts and launches, but became so stylized that it was less practical structurally and instead was used aesthetically to evoke images of majestic ocean liners while providing ample outdoor space for socializing. However, the fantail stern could also "bec[o]me vulnerable to excessive pounding in a seaway," and was more practical when applied to the design of cruising boats intended for temperate waters.<sup>11</sup>

*Electra's* fantail stern would have been suitable for the Pacific Coast inland waterways she was built to cruise, while conveying her owners' status and wealth. Though she too had grand interior staterooms of fine construction and finishes of teak and brass, her fantail stern would have been one of her most noticeable features. Similarly, her enclosed bridge deck would have reflected the stature of larger luxury yachts, contributing to her majestic image. The fantail stern, like other early twentieth century yacht features, largely disappeared from yacht design by the 1930s.

While the gas-powered motor yacht remained a symbol of status and wealth, the cost-effectiveness and ease offered by the diesel motor also opened a market for the production of smaller, more modest yachts targeted at those of moderate wealth. In the opinion of architectural designer and preservationist Ross MacTaggart, author of *The Golden Century: Classic Motor Yachts*, this occurrence contributed to a diminished attractiveness in both exterior and interior design of motor yachts, where "history was ignored

<sup>7</sup> MacTaggart, *The Golden Century*, 6.

<sup>8</sup> "Motor Boating: The Marine Motor," *Forest and Stream: A Journal of Outdoor Life, Travel, Nature Study, Shooting, Fishing, Yachting* LXXIV (February 1910), 304.

<sup>9</sup> Tom Lenfestey and Captain Thompson Lenfestey, Jr., *The Sailor's Illustrated Dictionary* (New York: The Lyons Press, 1994), 160; Jehardiman, May 26, 2009 (12:13 AM) comment on Thudpucker, "Fantail Launch, etc. What's the point in a Fantail?" *Boatdesign.net*, May 25, 2009, accessed August 11, 2022 at <http://www.boatdesign.net/forums/boat-design/fantail-launch-etc-whats-point-fantail-27554.html>.

<sup>10</sup> John H. La Dage, *Merchant Ships: A Pictorial Study* (Cambridge, MD: Cornell Maritime Press, 1955), 93.

<sup>11</sup> Lenfestey and Lenfestey, Jr., *The Sailor's Illustrated Dictionary*, 160.

Electra  
Name of Property

Orange County, CA  
County and State

as a new era in design became the rule, one that looked toward the future and disdained the past.”<sup>12</sup> Many of the lavish features and finishes of the grand luxury yacht were largely abandoned by the close of the 1920s, after which the colossal yacht was replaced with smaller motor yachts and houseboats that could cruise shallower coastal waterways while retaining a level of comfort onboard for long journeys. This development, in conjunction with the advancement of an inland waterway system that ran along the east coast, popularized yachting as a form of leisure, sport, and travel that could be enjoyed by more than just the upper class.

### ***Electra - Design and Construction***

#### ***Leslie Edward “Ted” Geary 1885-1960***

*Electra* was designed by master naval architect Leslie Edward “Ted” Geary. Geary was born in Atchison, Kansas in 1885 and moved to Seattle with his family in 1892.<sup>13</sup> At age fourteen he collaborated with friends to build a 24-foot racing sailboat, and four years later built a similar sloop which he helmed to many local sailing victories. Geary attended the University of Washington during which time he continued designing and building boats, including the 42-foot *Spirit*, which won the Dunsmuir Cup in 1907. Geary’s talents caught the attention of several Seattle businessmen, who underwrote Geary’s attendance at the Massachusetts Institute of Technology where he received training as a naval architect.<sup>14</sup>

Geary returned to Seattle in 1910 and began his professional career designing commercial vessels including logging tugs, cannery tenders, fishing vessels, passenger ferries, fire boats, and fishery patrol craft.<sup>15</sup> In 1911, Geary designed the tugboat *Chickamauga*, regarded as the first diesel-powered tug in the United States.<sup>16</sup> In 1917, Geary was appointed naval architect to the Northwest Division of the Emergency Fleet Corporation and was given charge of building ninety-three 330-foot wooden-hulled freighters.<sup>17</sup>

Geary continued to design competitive sailing vessels throughout his professional career. Among his best known and most successful designs are *Sir Tom*, an R-class racing boat commissioned by the Seattle Yacht Club in 1913 that dominated the racing circuit along the West Coast for three decades; *Katedna*, later renamed *Red Jacket*, a 62-foot schooner built in 1920 that was successful in Northwest racing; and *Pirate*, another successful R-class racer built in 1928.<sup>18</sup> Long interested in youth sailing, in 1928 Geary designed the *Flattie*, now known as the Geary 18, an 18-foot “unsinkable” sailboat designed to be constructed and sailed by young people, which became the official boat of the Boy Scouts of America affiliate the Sea Scouts.<sup>19</sup>

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<sup>12</sup> MacTaggart, *The Golden Century*, 6.

<sup>13</sup> Larry E. Johnson, “Leslie Edward “Ted” Geary (1885-1960),” published on the website History Link, April 6, 2005, accessed July 26, 2022 at <https://www.historylink.org/File/7292>.

<sup>14</sup> Johnson, “Leslie Edward “Ted” Geary.”

<sup>15</sup> Thomas G. Skahill, “Ted Geary, More than a Naval Architect: Part I - From sailing canoes to racing records,” *Wooden Boat* #137, July/August 1997, accessed July 27, 2022 at <http://www.rboat.org/geary/skahill1/skahill1.html>.

<sup>16</sup> Kurt Hoehne, “Historic Tugboat Chickamauga Sinks,” *Northwest Yachting*, October 2, 2013, accessed July 26, 2022 at <https://www.nwyachting.com/historic-tugboat-chickamauga-sinks/>.

<sup>17</sup> Skahill, “Ted Geary, More than a Naval Architect: Part I.”

<sup>18</sup> Skahill, “Ted Geary, More than a Naval Architect: Part I.”

<sup>19</sup> Skahill, “Ted Geary, More than a Naval Architect: Part I;” Thomas G. Skahill, “Ted Geary, More than a Naval Architect: Part II - From flatties to motoryachts,” *Wooden Boat* #138, September/October 1997, accessed July 27, 2022 at <http://www.rboat.org/geary/skahill2/skahill2.html>.

Electra  
Name of Property

Orange County, CA  
County and State

Alongside his expertise designing competitive sailing vessels, Geary achieved even greater prominence designing large and elegantly appointed wooden motor yachts. His first motor yacht was the *Helori*, a 100-foot luxury vessel built in 1911 for Seattle pioneer Orion O. Denny.<sup>20</sup> When constructed, the *Helori* was the largest motor yacht built on the West Coast, with amenities including hot-water heating, electric lighting by generator, and refrigerated storage.<sup>21</sup> The size of this yacht, along with her luxury and the prominence of her owner, led to more motor yacht commissions for Geary.

Although Geary designed several more motor yachts before World War I, his most productive period designing this type of vessel came after the war, in the years between 1919 and 1930. Still working from an office in Seattle, Geary designed at least twenty-two motor yachts during this period.<sup>22</sup> Ranging between 60 and 110 feet, these yachts shared what became known as the Geary look: purposeful plumb bows, full displacement hulls, prominent fantail sterns, well-proportioned deckhouses, and graceful sheerlines.<sup>23</sup> All of Geary's yachts were custom designed with the exception of four sister ships designed and constructed between 1928 and 1930. All four ships were 96-foot fantail motor yachts with near identical hulls, built at the Lake Union Dry Dock Company in Seattle. *Principia* was built in 1928 for San Francisco yachtsman L.A. Macomber; *Blue Peter* was built in 1928 for Seattle architect John Graham; *Canim* was built in 1930 for *Seattle Times* publisher C.D. Blethen; and *Electra* was built in 1930 for Alton W. Leonard, president of Puget Sound Power & Light.<sup>24</sup> *Electra*'s superstructure and portions of her interior were completed at the Todd Dry Dock Company of Seattle, whose president and manager Clarence D. Wiley was a friend of Leonard.<sup>25</sup> Maritime historian Thomas G. Skahill describes these four yacht as representing the best of their era, and epitomizing the Geary style; "Built of the very finest Northwest timber, they were a combination of elegant form and heavy scantlings, and could go anywhere, even in the toughest weather."<sup>26</sup>

Ted Geary was at the pinnacle of his success by the late 1920s, and boats of his design were being built at boatyards the extent of the West Coast, from San Diego to Vancouver, Canada.<sup>27</sup> With the onset of the Great Depression, Geary moved to Los Angeles and opened a second office there, where wealth from the oil and motion picture industries continued to provide him with clients. Actor John Barrymore, an avid sailing racer with whom Geary has become friends, commissioned from Geary the 120-foot motor yacht *Infanta*, which was built in Long Beach at the Craig Shipbuilding Company and completed in 1930.<sup>28</sup>

As the Great Depression wore on, commissioned waned and those that did come were often for smaller, more modest vessels. Geary adjusted his business and began to design "Dream Boats," motorized pleasure boats in the 50- to 65-foot range. Constructed primarily at Lake Union Dry Dock Company, these boats became extremely popular and were sold all along the West Coast throughout the 1930s.<sup>29</sup>

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<sup>20</sup> "Helori," *Classic Yacht Register*, published on the website Classic Yacht Association, accessed August 11, 2022 at <https://classicyacht.org/boats/helori>.

<sup>21</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>22</sup> Rick Etsell, "Ted Geary," published on the website Classic Yacht Association, accessed August 11, 2022 at <https://classicyacht.org/research/classic-motoryacht-designers-ted-geary>.

<sup>23</sup> Rick Etsell, "Ted Geary."

<sup>24</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>25</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>26</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>27</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>28</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>29</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

Electra  
Name of Property

Orange County, CA  
County and State

In the lead-up to World War II, Geary designed *Stranger* in 1938; at the time, the 110-foot boat was described as the largest privately owned vessel to be built in the United States since 1931, for oceanographer and marine scientist Captain Fred L. Lewis. This vessel was later revealed to be operating under the direction of the Office of Strategic Services, charting Pacific areas where war was anticipated. During World War II, Geary contributed to the war effort at the Craig Shipbuilding Company in Long Beach, designing phantom decks for additional storage on tankers and completing stability testing for a variety of ship types.

After World War II, Geary returned to private practice, where he supervised conversion of surplus Navy craft to yachts, and restoration of private yachts conscripted into wartime efforts back to private ownership. He also completed a handful of private commissions, but transitioned to post-career activities including recreational sailing and attending races. Ted Geary died in Los Angeles on May 19, 1960.<sup>30</sup>

#### Lake Union Dry Dock Company

*Electra* was built at Lake Union Dry Dock Co. in Seattle, Washington, as were her three sister ships, *Principia*, *Blue Peter*, and *Canim*, along with many other Ted Geary-designed boats. After the completion of the Lake Washington Ship Canal in 1917, Lake Union became part of an active coastal waterway, and a concentration of small- to mid-size shipbuilding yards developed along its shores.<sup>31</sup> The Lake Union Dry Dock Company was established in 1919 and was one of six yards on Lake Union which achieved fame building quality wooden pleasure boats. Along with Blanchard Boat Company, Grandy Boat Company, Jensen Motorboat, Prothero Boat Company, and Vic Franck's Boat Company, the success of these yards has been attributed to a concentration of talented naval architects in the Pacific Northwest; ready availability of wood ideal for boatbuilding, such as yellow, red, and Port Orford cedar; Douglas fir; Sitka spruce; and Oregon white oak; and a culture of unionized labor and apprenticeship which maintained a workforce of well-trained, highly skilled shipwrights.<sup>32</sup>

Lake Union Dry Dock Company (LUDD) opened in 1919 and was the first substantial boatyard on the lake after completion of the ship canal. In the mid-1920s, LUDD began building "Dream Boats," motorized pleasure boats in the 50- to 65-foot range which became extremely popular along the West Coast throughout the 1930s.<sup>33</sup> LUDD was also the yard in which Ted Geary had the majority of his large motor yachts constructed, after he had a falling out with the Blanchard Boat Company in 1923.

By 1929, LUDD was the largest yard on Lake Union, with five dry docks, including a large capacity bay that could hoist up to 3,500 tons. Because of its capacity, LUDD was able to take on more commercial and military commissions than its Lake Union competitors. During the Prohibition era, LUDD built fifteen Coast Guard cutters used to pursue bootleggers, as well as many of the high-powered speedboats they were chasing. As World War II broke out, LUDD partnered with Puget Sound Bridge and Dredge to form the firm Associated Shipbuilders and built sixteen wooden minesweepers for the U.S. Navy.<sup>34</sup>

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<sup>30</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II;" For additional information on Geary-designed motor yachts, a comprehensive list can be found at <https://classicyacht.org/research/classic-motoryacht-designers-ted-geary>.

<sup>31</sup> John Caldbick, "Builders of Classic Boats, Lake Union (Seattle)," published on the website History Link, June 12, 2007, accessed July 26, 2022 at <https://www.historylink.org/file/20366>.

<sup>32</sup> Caldbick, "Builders of Classic Boats."

<sup>33</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>34</sup> Caldbick, "Builders of Classic Boats."



Electra

Name of Property

Orange County, CA

County and State

After the war the company reorganized as Lake Union Dry Dock and has since then continued to operate building and repairing large commercial and government vessels. The yard now uses two dry docks, the larger of which accommodates up to 420-foot vessels and can be used at sea.<sup>35</sup> The yard also continues to repair and restore many of the classic wooden pleasure boats constructed by the yard nearly one hundred years ago.

### C. W. Wiley and Todd Dry Dock Company

While *Electra*'s hull was constructed at Lake Union Dry Dock, the vessel's superstructure and portions of her interior were completed at the Todd Dry Dock Company of Seattle, whose president and manager Clarence D. Wiley was a friend of the vessel's first owner, Alton W. Leonard.<sup>36</sup> Clarence D. Wiley was born in Massachusetts in 1870.<sup>37</sup> He studied naval architecture and began his career as superintending engineer at the Boston Towboat Company, followed by consulting engineer at Boston and Philadelphia Steamship Company. While with these firms Wiley designed large ships including colliers (coal cargo vessels) and steamships. He relocated to Seattle to superintend the Boston Towboat Company's Pacific fleet and stayed when the company withdrew from that market. Later roles included managing the Alaska Steamship Company and the James J. Holl shipping company. In 1918, Wiley was appointed president and general manager of the Seattle location of the Todd Shipyards Corporation, a Brooklyn-based firm established in 1915.<sup>38</sup> During World War I, Todd shipyards built military vessels twenty-four hours a day, and by the end of the war, the firm employed 18,000 workers at five East Coast plants and two West Coast plants.<sup>39</sup> In the inter-war period, Todd was an early adopter of the shift from coal to oil-burning equipment, and the business' growth was driven by build and repair jobs for the U. S. Navy and civilian contractors. The yard was busy again during World War II, and continued to grow in the years after through acquisition of existing yards, eventually becoming the largest independent ship building company in the United States by 1980.<sup>40</sup> After that year, the company reduced its operations significantly, and its last operating yard, in Seattle, was acquired by a competing shipyard in 2011.<sup>41</sup>

Clarence D. Wiley remained president and general manager of Todd's Seattle shipyard until his death in 1935.<sup>42</sup> Research did not uncover any information about or examples of Wiley or the Todd Dry Dock Company's experience building luxury motor yacht superstructures or interiors.

### ***Chronology of Ownership***

#### Alton W. Leonard (owner, 1930-1934)

*Electra* was built for Alton W. Leonard. Alton William Leonard (1873-1959) was born in Maine in 1873 and educated in Massachusetts.<sup>43</sup> He began his professional career in Massachusetts and was superintendent and manager of the Edison Electric Illuminating Company in Brockton, Massachusetts by

<sup>35</sup> Caldbick, "Builders of Classic Boats."

<sup>36</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II."

<sup>37</sup> "C. W. Wiley Dead; Built Steamships," *New York Times*, November 14, 1935, 21.

<sup>38</sup> Jeffrey L. Covell, "Todd Shipyards Corporation," published on the website Encyclopedia.com, accessed July 27, 2022 at <https://www.encyclopedia.com/books/politics-and-business-magazines/todd-shipyards-corporation>.

<sup>39</sup> Covell, "Todd Shipyards Corporation."

<sup>40</sup> Covell, "Todd Shipyards Corporation."

<sup>41</sup> "Vigor Industrial buying Todd Shipyards for \$130M," *Puget Sound Business Journal*, December 23, 2010, published on the website The Business Journals, accessed July 27, 2022 at <https://www.bizjournals.com/seattle/news/2010/12/23/vigor-industrial-buying-todd-shipyards.html>.

<sup>42</sup> "C. W. Wiley Dead; Built Steamships."

<sup>43</sup> H. James Boswell, *American Blue Book Western Washington* (Seattle, WA: Lowman and Hanford Co., 1922) 192.

Electra  
Name of Property

Orange County, CA  
County and State

the close of the 1890s. In 1897 he married Anna Keith and the couple had four children. The Leonard family relocated several times as Alton W. Leonard took positions at utility companies in Houghton, Michigan and Minneapolis, Minnesota. In 1914 Leonard and his family relocated to Seattle when he took the position of president of what was then called Puget Sound Traction, Light & Power, changed in 1920 to Puget Sound Power & Light.<sup>44</sup> Leonard was reportedly one of the youngest private company executives in the United States at the time he took this position, at age thirty-nine.<sup>45</sup>

In the 1920s, during Leonard's presidency, the company grew from a local to a regional provider of both electric power and interurban rail lines in the Puget Sound region, and street railway systems in Bellingham, Everett, Tacoma, Olympia, Chehalis, Centralia and Vancouver, Washington.<sup>46</sup>

Leonard marked his professional successes during this era by commissioning construction of a large family residence in Seattle's Capitol Hill neighborhood. Designed by master architect Edwin Ivey in the Spanish/Mediterranean Revival style and completed in 1924, the Leonard family home at 1625 Federal Avenue meets the criteria of the Seattle Landmarks Preservation Ordinance and has been determined eligible for the National Register of Historic Places.<sup>47</sup> At the close of the 1920s, Leonard commissioned renowned Seattle based yacht designer Ted Geary to obtain a luxury vessel befitting the successful executive's wealth, and, according to several secondary sources, to serve as a Valentine's Day present to his wife Anne Leonard. It is not clear through research whether Leonard selected an already-planned Geary-designed yacht, or if he approached Geary and requested a duplicate of the yachts Geary had recently launched. The *Electra* was launched in August 1930 and Seattle, Washington was her home port.<sup>48</sup>

In 1930 the Washington State Legislature passed a Public Utility District law which granted newly established public utility districts the right to condemn privately owned electric properties.<sup>49</sup> This new law proved catastrophic for Puget Sound Power & Light, which spent the next decade in litigation with public utility districts and was forced to reorganize in the 1940s. Leonard resigned as president of the Puget Sound Power & Light Company in 1931 and shifted to chairman of the company's board, resulting in a fifty percent pay cut and a move to New York City.<sup>50</sup> Leonard resigned from the board within several months and returned to reside in Seattle.<sup>51</sup> In 1934, after several years of professional turmoil, Alton W. Leonard sold *Electra* to H. Arthur Rust and Margaret Rust.<sup>52</sup> Alton W. Leonard died in Seattle in 1959.<sup>53</sup>

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<sup>44</sup> "Puget Sound Power and Light Company Records," University of Washington University Libraries Special Collections, Seattle, WA: University of Washington, accession No: 2250-001, 2.

<sup>45</sup> Boswell, *American Blue Book Western Washington*.

<sup>46</sup> University of Washington, "Puget Sound Power and Light Company Records," 2.

<sup>47</sup> Seattle Department of Neighborhoods, "Seattle Historic Sites: Summary for 1625 Federal Ave./Parcel ID 3398800095," published at the website of the Seattle Department of Neighborhoods, accessed July 29, 2022 at <https://web6.seattle.gov/DPD/HistoricalSite/QueryResult.aspx?ID=298692557>.

<sup>48</sup> Skahill, "Ted Geary, More than a Naval Architect: Part II;" "Tacoman Buys Big Pleasure Boat."

<sup>49</sup> University of Washington, "Puget Sound Power and Light Company Records," 2.

<sup>50</sup> "Leonard Quits Power Post April 1," *The Seattle Star*, March 17, 1931, 1; "Leonard Given 3-Year Job," *The Seattle Star*, March 26, 1931, 1.

<sup>51</sup> "A. W. Leonard Quits Power Chairmanship," *The Seattle Star*, August 10, 1931, 12.

<sup>52</sup> "Tacoman Buys Big Pleasure Yacht."

<sup>53</sup> "Alton W. Leonard," Washington, U.S., Death Records, 1883-1960, published at the website Ancestry.com, accessed July 29, 2022 at <https://www.ancestry.com/discoveryui-content/view/1050167:1208>.

Electra  
Name of Property

Orange County, CA  
County and State

H. Arthur Rust and Margaret Rust (owners, 1934-1936)

H. Arthur Rust and his wife Margaret Rust purchased *Electra* from Alton W. Leonard in March 1934.<sup>54</sup> Henry Arthur Rust was born in Tacoma, Washington in 1900, the son of William Rust, a wealthy mining executive who participated in the early development of the city of Tacoma.<sup>55</sup> In 1926 H. Arthur Rust married Margaret E. Bakes, also from a prominent Tacoma family, and the couple had three children. When William Rust died in 1928, H. Arthur Rust was made executor of the family estate and head of the W. R. Rust Investment Company. H. Arthur Rust was involved in a variety of businesses within Tacoma and in the region around the city, including real estate, utilities, pulp production, and navigation. He was noted as an “ardent yachtsman,” belonging to both the Seattle Yacht Club and the Tacoma Yacht Club, where he served as commodore. When Rust purchased *Electra* in 1934, he moved the yacht from Seattle to the Tacoma Yacht Club, which remained the vessel’s home port for the following fifteen years.<sup>56</sup>

Margaret Rust Smith (owner, 1936-1950)

H. Arthur Rust died of a heart ailment in 1936 at the age of thirty-six, after which *Electra* was left to his widow Margaret Rust.<sup>57</sup> Margaret Rust continued to keep *Electra* at the Tacoma Yacht Club and was noted in the press as enjoying the vessel, embellishing it with new deck furniture in 1938, and skipping the vessel to victory in a Tacoma to Nanaimo (British Columbia) race in 1940.<sup>58</sup>

In 1942, Margaret Rust married Roscoe A. Smith and took the name Margaret Smith.<sup>59</sup> Roscoe A. Smith attended the University of Washington and afterwards established a career as an advertising executive.<sup>60</sup> The couple wed in a small ceremony that was nevertheless described in the press as a “wedding of wide interest.”<sup>61</sup>

The Smiths continued to keep *Electra* at the Tacoma Yacht Club and resided at the Tacoma Country Club while they were married. With the exception of the years between approximately 1942 and 1944 when the vessel was in wartime service (described in the following section of this report), the Smiths used *Electra* with regularity as a pleasure vessel, traveling around the coastal waterways of the Puget Sound and the greater Pacific Northwest until 1950, when Margaret Smith sold the vessel to California Lettuce Growers, Inc.<sup>62</sup> Roscoe A. Smith died in Tacoma in 1983; Margaret Smith died, also in Tacoma, in 1999.<sup>63</sup>

<sup>54</sup> “Tacoman Buys Big Pleasure Yacht.”

<sup>55</sup> Amber Brock, “Rust, William Ross (1850-1928),” published on the website History Link, March 12, 2019, accessed July 26, 2022 at <http://www.historylink.org/File/20737>.

<sup>56</sup> “H. A. Rust Claimed by Death,” *The Tacoma Daily Ledger*, May 14, 1936, 1; *Annual List of Merchant Vessels of the United States*, Department of Commerce, Bureau of Navigation, accessed August 11, 2022 at [http://www.ibiblio.org/hyperwar/AMH/USMM/Annual\\_List/](http://www.ibiblio.org/hyperwar/AMH/USMM/Annual_List/).

<sup>57</sup> “H. A. Rust Claimed by Death;” “Big Sum Left to Hospital,” *The [Tacoma] News Tribune*, May 20, 1936, 1.

<sup>58</sup> “Thru’ the Shops with Sue,” *The [Tacoma] News Tribune*, April 17, 1938, 20; “Boat Race Taken by *Electra*,” *The [Tacoma] News Tribune*, July 23, 1940, 11.

<sup>59</sup> “Marriage Licenses,” *The [Tacoma] News Tribune*, May 26, 1942, 18.

<sup>60</sup> “Wedding of Wide Interest,” *The [Tacoma] News Tribune*, May 26, 1942, 10.

<sup>61</sup> “Wedding of Wide Interest.”

<sup>62</sup> *Annual List of Merchant Vessels of the United States*.

<sup>63</sup> Roscoe Atherton Smith in the U.S., Find a Grave Index, 1600s-Current, published at the website Ancestry.com, accessed July 29, 2022 at [https://www.ancestry.com/discoveryui-content/view/51164971:60525?tid=&pid=&queryId=6e6684e449bdda03a4859f045e1814fb&\\_phsrc=BBH539&\\_phstart=success](https://www.ancestry.com/discoveryui-content/view/51164971:60525?tid=&pid=&queryId=6e6684e449bdda03a4859f045e1814fb&_phsrc=BBH539&_phstart=success) Source; Margaret Eleanor Rust Smith in the U.S., Find a Grave Index, 1600s-Current, published at the website Ancestry.com, accessed July 29, 2022 at <https://www.ancestry.com/discoveryui-content/view/51164538:60525>.

Electra  
Name of Property

Orange County, CA  
County and State

### World War II Use (1942-1945)

During World War I the 1916 Naval Reserve Act allowed for enrollment of civilian boats “suitable for naval purposes.”<sup>64</sup> Following this precedent, when the United States entered World War II in 1941, auxiliary and civilian vessels were called to enroll in the U.S. Coast Guard and Navy. Nearly 300,000 privately owned pleasure boats were cruising federal waters in 1939; many of these vessels protected the coastlines of the United States during World War II.<sup>65</sup>

Research has uncovered scant evidence of *Electra*’s wartime use. The website Shipbuilding History, a comprehensive index of construction records of U.S. and Canadian shipbuilders and boatbuilders, records *Electra* as transferring to the United States Coast Guard in 1942 as 96002.<sup>66</sup> The United States Treasury Department’s annual listing of merchant vessels records Margaret Smith as the owner of *Electra* in 1942; does not include the vessel at all in its 1943 listing; and records the vessel owned again by Margaret Smith in 1944 and subsequent years.<sup>67</sup> In a remembrance published in *The (Port Angeles) Daily News* in 1975, Donald W. Feeley describes his World War II service aboard *Electra* from 1943 to 1944.<sup>68</sup> Feeley reports that the U. S. Navy took the vessel from the Rust estate and designated it “005;” the vessel was used to patrol Puget Sound from Neah Bay to Keyport, while the men onboard identified ships and surveilled for submarine activity.<sup>69</sup>

By June 1945, *Electra* was back in possession of Margaret Smith; that month, the boat was at the Tacoma Yacht Club being painted, presumably to return to its pre-wartime appearance.<sup>70</sup>

### Ownership After 1950

*Electra* changed ownership frequently in the years between 1950 and 1986, with average length of ownership about five years. *Electra*’s known owners between 1950 and 1986 are summarized below. Unless otherwise noted, information is drawn from *Annual List of Merchant Vessels of the United States*, of which digitized copies from 1895 to 1965 are available.<sup>71</sup>

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<sup>64</sup> C. Kay Larson, National Historian, United States Coast Guard Auxiliary, “Bravo Zero: The Coast Guard Auxiliary in World War II,” published online, accessed August 11, 2022 at [http://wow.uscgaux.info/Uploads\\_wowII/I-DEPT/pdf\\_files/AuxHx.pdf](http://wow.uscgaux.info/Uploads_wowII/I-DEPT/pdf_files/AuxHx.pdf).

<sup>65</sup> Larson, “Bravo Zero.”

<sup>66</sup> “Lake Union Dry Dock,” published at the website Ship Building History, updated June 16, 2018, accessed July 29, 2022 at <http://shipbuildinghistory.com/shipyards/small/lakeunion.htm>.

<sup>67</sup> *Annual List of Merchant Vessels of the United States*.

<sup>68</sup> “Ship From the Past,” *The [Port Angeles, Washington] Daily News*, June 25, 1975, 1.

<sup>69</sup> “Ship From the Past.”

<sup>70</sup> “Boat Painter Asphyxiated,” *The [Tacoma] News Tribune*, June 21, 1945, 1.

<sup>71</sup> *Annual List of Merchant Vessels of the United States*.

*Electra*

Name of Property

Orange County, CA

County and State

Year(s)	Owner(s)	Home Port	Additional Information
1950 - ca.1952	California Lettuce Growers, Inc	Ketchikan, Alaska	California Lettuce Growers, Inc. was a Santa Barbara-based organization; a short article published on December 1, 1950, in the <i>Jewish News of Northern California</i> describes <i>Electra</i> as “recently returned from its season in Alaskan waters,” and, “in readiness for charters to Lower California, Guaymas, Mazatlán, and Acapulco.” <sup>72</sup>
ca.1955 - 1958	James R. Bundesen	San Francisco, California	James R. Bundesen lived in Pittsburg, California and was employed as a carpenter while he owned <i>Electra</i> . <sup>73</sup>
1959 - 1962	Roy E. Canedy	San Diego, California	Roy E. Canedy was a prominent Tacoma resident and owned the Meadow Park Golf Course in that town. <sup>74</sup> Canedy purchased <i>Electra</i> in 1959 and brought the vessel back to Tacoma after eight years in California. <sup>75</sup> At purchase, Canedy overhauled the vessel to install two 5-bladed propellers, powered by a twin screw diesel Washington Estep heavy duty engine; later alterations included converting “the luxurious <i>Electra</i> ’s quarters, installing all-electric appliances in the galley and adding many other improvements.” <sup>76</sup> Canedy and his wife moved to San Diego while they owned <i>Electra</i> , and used the vessel to make regular trips up the coast to Tacoma and Seattle. <sup>77</sup>
1963 - 1964	Richard O. Blair	San Diego, California	Richard O. Blair lived in San Diego while he owned <i>Electra</i> and served as the vice-president of the California Mineral Corporation. <sup>78</sup>

<sup>72</sup> “[no title],” *The Jewish News of Northern California*, December 1, 1950.

<sup>73</sup> U.S., City Directories, 1822-1995 for James R Bundesen, Pittsburg, California, City Directory, 1959, published on the website Ancestry.com, accessed July 29, 2022 at [https://www.ancestry.com/discoveryui-content/view/256930211:2469?tid=&pid=&queryId=82fld8c3e5bae70c35155035e10506a9&\\_phsrc=BBH544&\\_phstart=success](https://www.ancestry.com/discoveryui-content/view/256930211:2469?tid=&pid=&queryId=82fld8c3e5bae70c35155035e10506a9&_phsrc=BBH544&_phstart=success) Source.

<sup>74</sup> “Meadow Park Owner Signs Sale Option,” *The [Tacoma] News Tribune*, April 11, 1961, 24.

<sup>75</sup> “Roy Canedy Buys 96-foot Diesel Yacht,” *The [Tacoma] News Tribune*, July 26, 1959, 20.

<sup>76</sup> “Roy Canedy Buys 96-foot Diesel Yacht;” “Visitor’s Holy Land, S. Pacific Views at Lunch,” *The [Tacoma] News and Tribune Sunday Ledger*, June 24, 1962, 66.

<sup>77</sup> “Visitor’s Holy Land, S. Pacific Views at Lunch.”

<sup>78</sup> U.S., City Directories, 1822-1995 for Richard O. Blair, San Diego, California, City Directory, 1962, published on the website Ancestry.com, accessed July 29, 2022 at <https://www.ancestry.com/discoveryui->

Electra  
 Name of Property

Orange County, CA  
 County and State

Year(s)	Owner(s)	Home Port	Additional Information
1964 - unknown	Robert S. Norman	Los Angeles, California	Robert S. Norman was a Los Angeles-area real estate developer particularly active in Palos Verdes Estates. <sup>79</sup> Prior to Norman's purchase, <i>Electra</i> underwent four months of unspecified work. <sup>80</sup>
1975	Unknown	Vancouver, Washington	<i>Electra</i> was owned by a southern California corporation in 1975 and operated out of the yacht club at Vancouver, Washington. <sup>81</sup>
Ca. 1980 - ca. 1984	Eric Thorsen	Newport Beach, California	Thorsen is described as <i>Electra</i> 's owner in an article describing the vessel's use for harbor cruises in the Los Angeles area. <sup>82</sup>
1986	Allan Simon	San Diego, California	<i>Electra</i> won the Sir Thomas Lipton Challenge Trophy on Santa Monica Bay in August 1986. <sup>83</sup>

### Fred and Mary Ruffner (owners, ca. 1986 - ca. 1993)

Fred and Mary Ruffner purchased *Electra* around 1986 and owned the vessel through approximately 1993. Frederick Gale Ruffner Jr. (1926-2014) was born in Akron, Ohio in 1926. At age seventeen he enlisted in the U. S. Army and was awarded the Bronze Star for Valor and the Combat Infantry Award for his actions during World War II.<sup>84</sup> In 1950 he graduated from Ohio State University with a bachelor's degree in business administration and began work as a market researcher in Detroit, Michigan.<sup>85</sup> In 1956, Fred and his wife Mary (nee Evans) established the Gale Research Company and published their first book, the *Encyclopedia of Associations*. By the mid-1980s, the Gale Research Co. was the world's largest library reference publisher, with more than 2,000 books in print and four hundred employees in Detroit, Ft. Lauderdale, and New York City.<sup>86</sup>

In 1985, the Ruffners sold Gale Research Co. for \$66 million; Fred Ruffner went on to establish several additional publishing companies in the later years of his professional career.<sup>87</sup> Ruffner was also an advocate for libraries: in 1979 he served as a delegate at the White House Conference on Libraries and Information Services; as president of Friends of Libraries U.S.A., a federation of more than 2,500 local

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content/view/1390366428:2469?tid=&pid=&queryId=1f4e691090a73774496297268a7c739f&\_phsrc=BBH553&\_phstart=successeSource.

<sup>79</sup> "Marymount Adds New Regent," [San Pedro] News Pilot, March 5, 1962, 6.

<sup>80</sup> "96-Foot Yacht Stops in SC," Santa Cruz Sentinel, August 3, 1964, 13.

<sup>81</sup> "Ship From the Past."

<sup>82</sup> "Two Music Center Chapters Join Forces," Los Angeles Times, September 22, 1981, 52.

<sup>83</sup> "[no title]," Los Angeles Times, August 7, 1986, 140.

<sup>84</sup> "Frederick Gale Ruffner, Jr. Founder of Gale Research, Dies at Age 88," published on the website Cision Distribution, September 8, 2014, accessed August 10, 2022 at <https://www.prnewswire.com/news-releases/frederick-gale-ruffner-jr-founder-of-gale-research-dies-at-age-88-274315511.html>.

<sup>85</sup> J. C. Reindl, "Frederick Ruffner, founder of reference book powerhouse Gale Research, dies at 88," Detroit Free Press, August 15, 2014, accessed August 10, 2022 at <https://www.freep.com/story/money/business/2014/08/15/fred-ruffner-founder-of-reference-book-powerhouse-gale-research-dies-at-88/14139065/>.

<sup>86</sup> Reindl, "Frederick Gale Ruffner, Jr. Founder of Gale Research, Dies at Age 88."

<sup>87</sup> Reindl, "Frederick Gale Ruffner, Jr. Founder of Gale Research, Dies at Age 88."

Electra  
Name of Property

Orange County, CA  
County and State

and state library Friends groups; and, in 1987, was awarded an honorary lifetime membership by the American Library Association in honor of his publishing creativity and his leadership role in advocacy for libraries.<sup>88</sup>

The Ruffners maintained residences in Grosse Pointe Farms, Michigan and Ft. Lauderdale, Florida. In the mid-1970s, while in Florida, Fred Ruffner became interested in older vessels, and purchased *Mary Ann*, a 76-foot Trumpy motor yacht built in 1939; he later added *Ragtime*, a 1929-built 64-foot Consolidated commuter to his fleet.<sup>89</sup> He described these vessels as the perfect compliment to his social and business life, and also used them to host a variety of philanthropic events. In 1986, seeking a larger vessel than those he owned, Ruffner purchased *Electra* from a charter service operator in Newport Beach, California, sight unseen.<sup>90</sup> *Electra* motored from California down the Mexico coastline, through the Panama Canal, and to Fort Lauderdale for restoration under new ownership.

As described by Bob Tyler, manager of Ruffner's fleet during the time *Electra* was purchased, in 1986 *Electra* was, "a sound, well-built hull whose original interior had been sacrificed to turn the elegant lady into a party-girl."<sup>91</sup> Noted alterations included a Swedish sheet-metal fireplace in the parlor, an overhead mirror with red velvet curtains above a queen-size bed in the master stateroom, a sauna, a large after deck bar, pegboard liner above the after deck, a large water tank in the after cabin, disconnected brass radiator behind the vessel's wheel (presumed to have been altered when the ship was in service during World War II), and acoustic tile nailed to the wood ceiling beams in the parlor.<sup>92</sup>

Ruffner's approach to renovation prioritized "the spirit rather than the letter of history," with the objective of making the vessel "comfortable and appealing to modern folk who would be enjoying her."<sup>93</sup> The fireplace, sauna, pegboard, and acoustic tile were removed, and the newly exposed ceiling beams in the parlor were stenciled with "R" for Ruffner. Ruffner stained and varnished sections of hull timbers in the master stateroom and left them exposed, and cut a port in the aft wall of the aft cabin to allow the vessel's steering mechanism to be viewed. Four folding mahogany doors were installed at the aft end of the parlor, to satisfy Coast Guard requirements to carry up to ninety-nine passengers.<sup>94</sup> Prior alterations at several cabins and heads made it difficult to ascertain the original layout and wood finishes, and restoration work was informed by remaining original areas of the vessel, along with educated guesswork.<sup>95</sup>

In January 1988, during Ruffner's ownership, *Electra* was commissioned through special legislation as a Coast Guard vessel to serve as an official yacht for President Ronald Reagan, under Great Lakes, coastwise, and fishery operation.<sup>96</sup> Research did not uncover any information indicating that Reagan used *Electra* in any official governmental capacity. Around 1993, current owner Randy Goodman recalls that

<sup>88</sup> Reindl, "Frederick Gale Ruffner, Jr. Founder of Gale Research, Dies at Age 88."

<sup>89</sup> Jim Gilbert, "Electra-flying Beauty," *Showboats International*, July 1989, 47.

<sup>90</sup> Gilbert, 49.

<sup>91</sup> Gilbert, 49.

<sup>92</sup> Gilbert, 49.

<sup>93</sup> Gilbert, 49.

<sup>94</sup> Gilbert, 52.

<sup>95</sup> Gilbert, 52.

<sup>96</sup> "Public Law 100-293 - January 11, 1988: Issuance of Certificates of Documentation," framed aboard *Electra*, viewed March 18, 2022, also include in the entitlements and sections of the vessels' Certificate of Documentation, issued July 15, 2021; "History of the *Electra*," published on the website *Electra Cruises*, May 23, 2017, accessed August 10, 2022 at <http://www.electracruises.com/blog/electra/history-of-the-electra>.

Electra  
Name of Property

Orange County, CA  
County and State

Ruffner sold *Electra* to two British men in Fort Lauderdale, who moved the vessel to Antigua.<sup>97</sup> Mary Ruffner died in Michigan in 2010; Fred Ruffner died, also in Michigan, in 2014.<sup>98</sup>

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<sup>97</sup> Oral interview with Randy Goodman, conducted by ARG staff person Stacy Farr, March 18, 2022.

<sup>98</sup> "Mary Evans Ruffner," *The Detroit News*, June 3, 2010, accessed August 10, 2022 at <https://www.legacy.com/us/obituaries/detroitnews/name/mary-ruffner-obituary?pid=182226895>; Frederick Gale Ruffner, Jr. Founder of Gale Research, Dies at Age 88."



Electra  
Name of Property

Orange County, CA  
County and State

### **Randy Goodman (Owner, 1993 - present)**

Randy Goodman, *Electra*'s current owner, purchased the vessel in 1993. Goodman grew up in Newport Beach and became familiar with *Electra* as a young man when the vessel was in charter service there. In 1993 Goodman traveled to Antigua, purchased *Electra*, and sailed the vessel back to Newport Bay in a forty-two-day journey.<sup>99</sup> To prepare the vessel for charter service, in 1993 and 1994, Goodman made the following changes to *Electra*:

- Installed second stair in fore area of parlor between the main and below deck;
- Installed separating wall between aft and midship staterooms below deck;
- Installed spiral stair between aft main and aft upper deck (work completed by Boston Design);
- Relocated stained glass skylight from upper deck above the parlor to upper deck above the dining room;
- Raised handrail height at the main and upper deck;
- Installed metal posts and vinyl shade structure to enclose upper deck;
- Installed teak bar with low relief portrait of *Electra*, and vertical teak paneling around the smokestack; and
- Removed galley and crew quarters in fore area below deck and installed commercial galley.<sup>100</sup>

By the close of 1993 the vessel was certified with the U.S. Coast Guard to accommodate up to seventy-five passengers with operational endorsements for recreation, coastwise travel, and registry (i.e., travel through international waters). The vessel became the flagship for Goodman's business *Electra Cruises*, and hosted charter events from 1993 through approximately 2021.

Around 2000, Goodman replaced the vessel's engines with twin Cummins inboard diesel engines.<sup>101</sup> Additional changes made under Goodman's ownership include the following:

- Mounted davits removed from upper deck;
- Wood lifeboat built for previous owner Fred Ruffner removed and placed in storage;
- Yardarm cut, removed, and placed in storage for reinstallation;
- Installed updated wet bar/service galley at midship main deck; and,
- Installed buoyant foam in floodable compartments below the below deck, blanketed by lead for weight.<sup>102</sup>

*Electra Cruises* ceased business operations in approximately 2021; *Electra* is currently berthed at Goodman's private residence in Huntington Beach, California.

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<sup>99</sup> Oral interview with Randy Goodman.

<sup>100</sup> Oral interview with Randy Goodman.

<sup>101</sup> Oral interview with Randy Goodman.

<sup>102</sup> Oral interview with Randy Goodman.

Electra  
Name of Property

Orange County, CA  
County and State

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Electra  
Name of Property

Orange County, CA  
County and State

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Name of Property

Orange County, CA  
County and State

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Electra  
Name of Property

Orange County, CA  
County and State

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

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**10. Geographical Data**

**Acreeage of Property** less than 1 acre

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: 11 S

Easting: 401716.49

Northing: 3731701.87

Electra  
Name of Property

Orange County, CA  
County and State

**Verbal Boundary Description** (Describe the boundaries of the property.)

The boundary corresponds to the exterior surfaces of the vessel.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary was selected to encompass the entire vessel, but nothing beyond the vessel.

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**11. Form Prepared By**

name/title: Stacy Farr  
organization: Architectural Resources Group  
street & number: Pier 9, The Embarcadero, Suite 107  
city or town: San Francisco state: CA zip code: 94111  
e-mail: s.farr@argcreate.com  
telephone: 415-421-1680  
date: August 2022

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)
- **Photographs**  
Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered, and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Electra  
Name of Property

Orange County, CA  
County and State

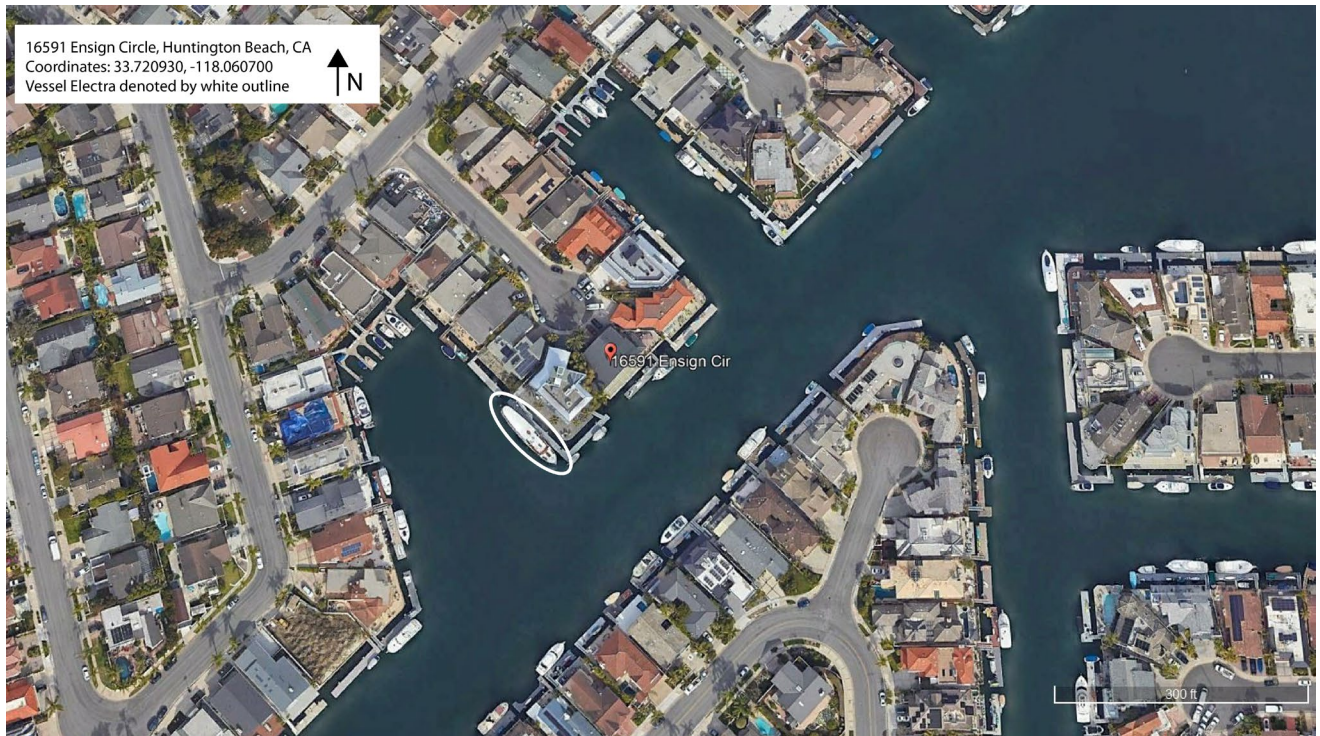


Figure 01. Site map showing 16591 Ensign Circle, Huntington Beach; location of *Electra* circled in white (Google Earth, annotated by ARG)

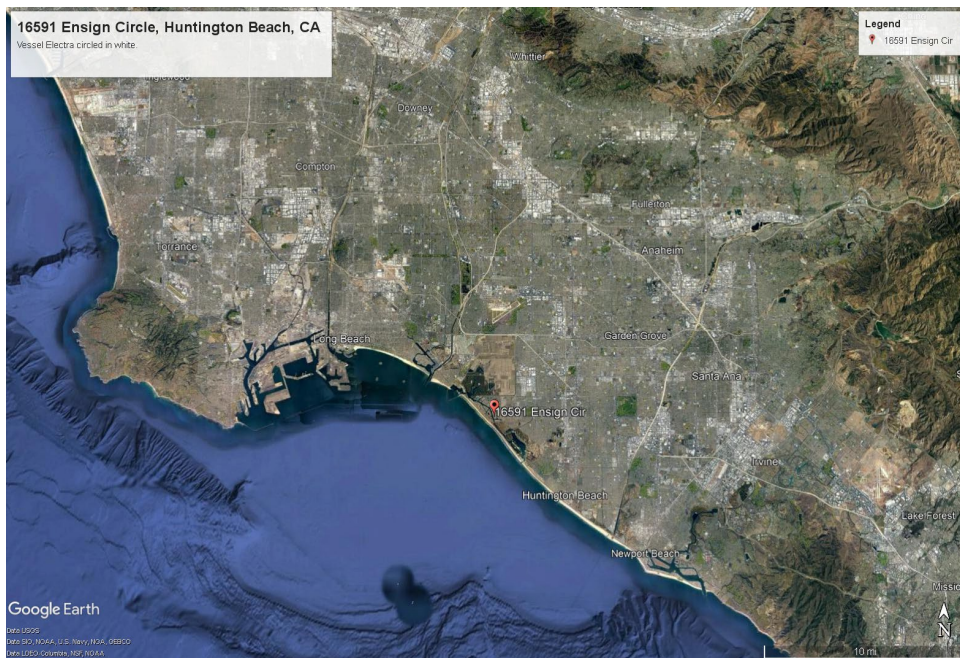


Figure 02. Overview map showing 16591 Ensign Circle, Huntington Beach (Google Earth, annotated by ARG)

Electra  
Name of Property

Orange County, CA  
County and State

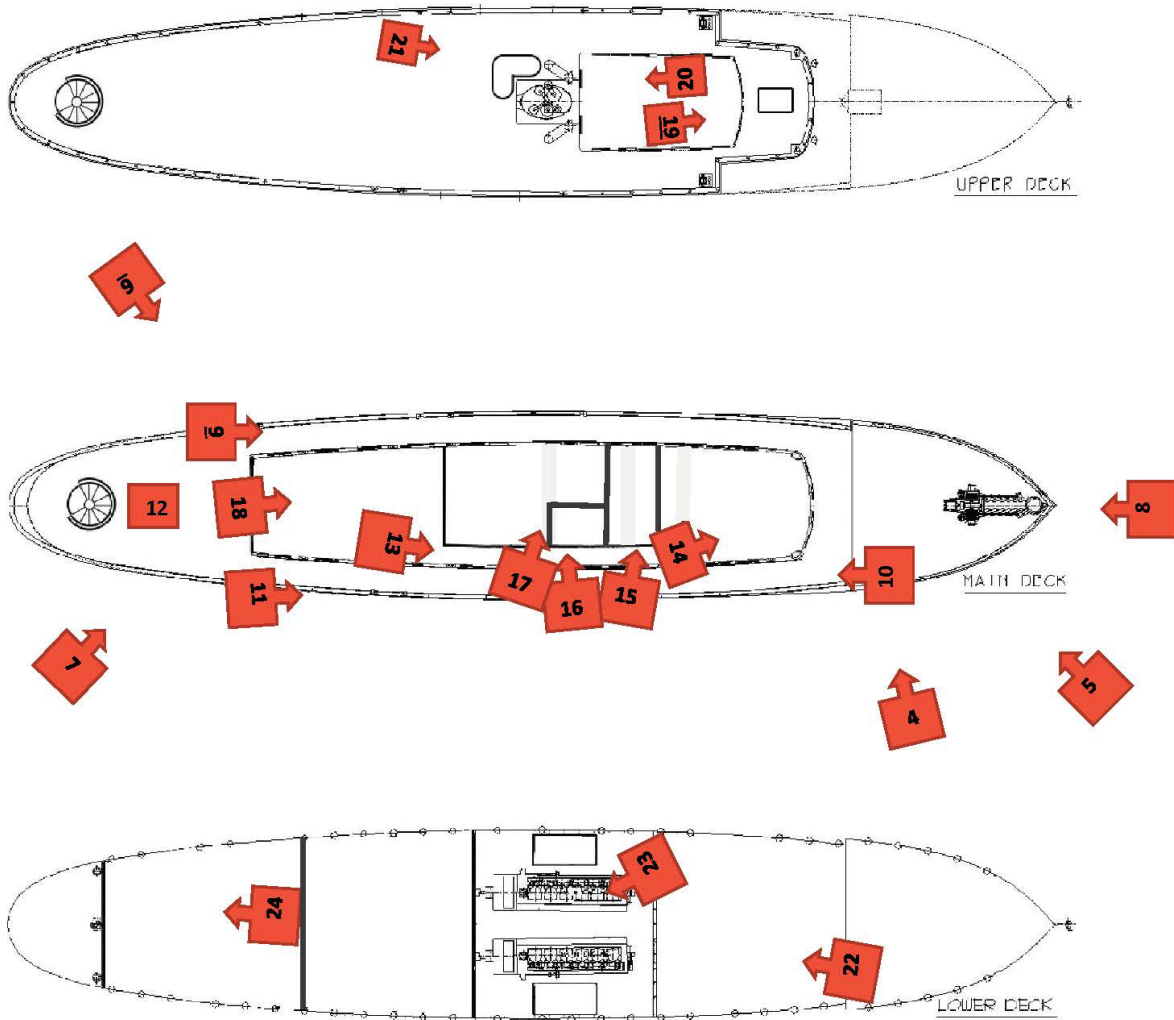


Figure 03. Photo key for Figures 4-24, existing conditions photos (schematic deck plans adapted from available drawings of the similar Geary yacht *Thea Foss*, annotated by ARG, 2022)



Electra  
Name of Property

Orange County, CA  
County and State

*Figures 04-24 are existing conditions photographs printed below and submitted digitally per NPS guidelines.*

Figure 04. Exterior, starboard side (ARG, 2022)

Figure 05. Exterior, fore detail of starboard side (ARG, 2022)

Figure 06. Exterior, port side (ARG, 2022)

Figure 07. Exterior, starboard stern (ARG, 2022)

Figure 08. Foredeck at main deck with view of non-original bench seating and forewalls of dining room and pilot house (ARG, 2022)

Figure 09. Portside promenade deck at main deck, showing teak decking (ARG, 2022)

Figure 10. Starboard side promenade deck at main deck, showing non-original stair to pilot house (ARG, 2022)

Figure 11. Starboard side promenade deck at main deck, showing mahogany cabin finish details (ARG, 2022)

Figure 12. Aft main deck, showing teak decking detail (ARG, 2022)

Figure 13. Passageway at starboard side of main deck (ARG, 2022)

Figure 14. Dining room, fore main deck, showing stair to service area below deck (ARG, 2022)

Figure 15. Updated wet bar/service galley amidships main deck (ARG, 2022)

Figure 16. Public head at main deck (ARG, 2022)

Figure 17. Desk at Captain's stateroom, amidships main deck (ARG, 2022)

Figure 18. Parlor at aft main deck, showing fore and starboard wall, with non-original stair, stenciled ceiling beams, and former location of stained-glass skylight visible (ARG, 2022)

Figure 19. Pilothouse, showing helm, console, and brass radiator (ARG, 2022)

Figure 20. Pilothouse, showing banquettes and chart storage (ARG, 2022)

Figure 21. Upper deck, showing non-original teak bar with low relief portrait of Electra, and vertical teak paneling around the smokestack, designed and installed in 1994 (ARG, 2022)

Figure 22. Below deck, fore cabin, showing non-original commercial galley (ARG, 2022)

Figure 23. Below deck, midship, engine room (ARG, 2022)

Figure 24. Below deck, stern stateroom showing porthole and non-original port to view steering mechanism (covered by historic image) (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 04. Exterior, starboard side (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 05. Exterior, fore detail of starboard side (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 06. Exterior, port side (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 07. Exterior, starboard stern (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 08. Foredeck at main deck with view of non-original bench seating and forewalls of dining room and pilot house (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 09. Portside promenade deck at main deck, showing teak decking (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 10. Starboard side promenade deck at main deck, showing non-original stair to pilot house (ARG, 2022)



Electra  
Name of Property

Orange County, CA  
County and State



Figure 11. Starboard side promenade deck at main deck, showing mahogany cabin finish details (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 12. Aft main deck, showing teak decking detail (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 13. Passageway at starboard side of main deck (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 14. Dining room, fore main deck, showing stair to service area below deck (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 15. Updated wet bar/service galley amidships main deck (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 16. Public head at main deck (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 17. Desk at Captain's stateroom, amidships main deck (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 18. Parlor at aft main deck, showing fore and starboard wall, with non-original stair, stenciled ceiling beams, and former location of stained-glass skylight visible (ARG, 2022)



Electra  
Name of Property

Orange County, CA  
County and State



Figure 19. Pilothouse, showing helm, console, and brass radiator (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 20. Pilothouse, showing banquette and chart storage (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 21. Upper deck, showing non-original teak bar with low relief portrait of *Electra*, and vertical teak paneling around the smokestack, designed and installed in 1994 (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 22. Below deck, fore cabin, showing non-original commercial galley (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 23. Below deck, midship, engine room (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 24. Below deck, stern stateroom showing porthole and non-original port to view steering mechanism (covered by historic image) (ARG, 2022)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 25. *Electra*, port side view, no date (Puget Sound Maritime Historical Society, Williamson Collection)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 26. *Electra*, starboard side view, no date (Puget Sound Maritime Historical Society, Williamson Collection)



Electra  
Name of Property

Orange County, CA  
County and State



Figure 27. *Electra*, starboard side view, no date (Puget Sound Maritime Historical Society, Williamson Collection)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 28. *Electra*, at midground left, in group photograph of a yacht race from Tacoma to Nanaimo, 1935 (*Tacoma News Tribune*, July 26, 1935)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 29. *Electra*, port side view, no date (Thomas G. Skahill, “Ted Geary, More than a Naval Architect: Part II - From Flatties to Motoryachts;” no attribution)

Electra  
Name of Property

Orange County, CA  
County and State



Figure 30. *Electra*, starboard side view, 1986 (Maritime Museum of San Diego)