

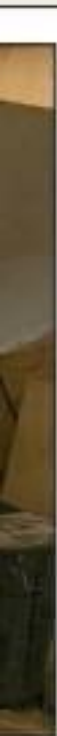
■ **Lauren de Remer** writes from **Sausalito, California**, about her extensive project to restore a **Ted Geary–designed power cruiser** from 1930:

“One-man-shop marine railways on the West Coast, particularly in California, have dwindled over the last few decades, even in Sausalito. Today, there are two shipyards with marine railways still operating, one of which is **Richardson Bay Boatworks & Ways**. If you happened to walk by that yard between March and August, you may have spotted **TAUTIRA**, a **Geary-designed Lake Union Cruiser** built at Lake Union Dry Dock in Seattle, Washington. Originally named **RUNAWAY**, she was custom-built for motion picture director King Vidor, who used her on Puget Sound. She is **52’ LOA**, with a beam of **11’6”**, draft of **4’6”**, and displacement of **25 gross tons**; she is double-planked in Port Orford cedar, bronze-fastened, has a teak wheelhouse, and is currently powered by twin 130-hp, six-cylinder Isuzu diesel engines.

“She had languished in the brackish water of the Sacramento–San Joaquin River Delta in the 1980s. After turning up for sale in the North Bay, she caught the eye of local builder and former woodworker **Dana Hayden**, son of the actor, author, and noted sailor Sterling Hayden. Dana owned **TAUTIRA** and **lived aboard for 25 years**; then in 2018, he was **diagnosed with terminal cancer**.”

Hayden spent his remaining days aboard, visiting with friends and family and his partner, de Remer, all of whom helped him with an aggressive prognosis. He died in July of that year, and the boat eventually came into her ownership. Since early 2019, she said, she has invested over \$100,000 in maintenance and repairs.

“It was important to me to hire the right people for the work,” she wrote, “so I turned to local shipwrights, especially **Ross Sommer**, who owns **Richardson Bay Boat Works & Ways**. Ross’s father, Harold, restored many boats in this area, most notably the schooner **WANDER BIRD**, now back in Germany as **ELBE NO. 5** [see **WB No. 280**]. ‘**TAUTIRA’s bilges are dry, and she’s in decent shape below the waterline; it’s actually quite remarkable**,’ Ross said. He knew her well, having hauled her in previous years. He and the marine surveyor **Rick Whiting**, both of whom had been friends with Dana, helped prioritize my list of pressing topsides issues.





LAUREN DE REMER (BOTH)



Left—Lauren de Remer is undertaking restoration of a 52' power cruiser in Sausalito, California. **Right**—The most recent work, done chiefly by Ross Sommer of Richardson Bay Boat Works, has included reframing, replanking, and deck repairs.

“We installed **40 new frames** and **30 new topside planks**, refinished the wheelhouse and aft cabin, splined transom planking seams, and added new deckbeams. We also repaired the sheer clamps, areas of the deck, and rebuilt the starboard break between the side deck and foredeck. Two through-hulls were plugged, and we gave the aftermost propeller struts new backing blocks, and refastened the shaftlogs with G-10 reinforcement. Although most of the recent repairs are only a partial fix, I believe they will **‘buy time’**—a vital move while raising capital for a full restoration.

“In addition to being a maritime professional, I work in healthcare communications. In the shadow of loss and caregiving for Dana, I hope to ‘pay it forward’ by **creating a non-profit** to run **palliative care programs** for Bay Area cancer patients and their families aboard TAUTIRA. Most people think I’m nuts, of course, but I believe in this boat, as Dana did. She has something incredibly special to offer. For me, tending to her rot has been very symbolic to cancer; after this chemo treatment in the yard, she is right where she needs to be—in remission.”

For more information, see www.tautira.org or contact Lauren de Remer, lderemer@me.com, or Ross Sommer, Richardson Bay Boatworks & Ways, richardsonbayboatworks@gmail.com.