

INTERVIEWEE: Vicki Schmitz

DATE: May 29, 2025

INTERVIEWERS: Judy Lynn, Holly Taylor and David Young

LOCATION: Vicki Schmitz's home in Port Orchard, WA

SUBJECT: Schooner Suva

Judy: This is Judy Lynn and I'm here with Vicky Schmitz, David Young and Holly Taylor and we're here to interview Vicky as a prior owner of the Suva about her history with the boat. But I'm going to start with asking you when and where you were born.

Vicki: Oh, I was born in Swedish Hospital in Seattle in February 10, 1940.

Judy: Okay. I know how old you are.

Vicki: And my parents had come from Montana, so, I grew up in Seattle.

Judy: Okay.

Vicki: And my father was a...became a detective for King County, for the King County Sheriff's Office. I should say. And he then was hired to be the Chief of Police in Kent. And so we moved to Kent when I was eight years old. At that time, I lived in West Seattle, and there were sidewalks in West Seattle, so we used to roller skate on the sidewalks. And my dad took his job, and so he took my brother and I out to one of the hills overlooking the Kent Valley, and it was completely flooded because there was no flood control dam at the time. And my dad said, "Well, this is where we're going to be moving." And I went, "Well, how am I going to roller skate?" Like an eight-year-old would. And my brother said, "I think we have to get a boat." So, we moved out there. I grew up there. I went to school there, and then I went to the University of Washington when I was like 17. I've been in Seattle my whole life...

Judy: Did you work there in Seattle?

Vicki: Oh, yes.

Judy: As what?

Vicki: Well, I thought I was going to teach English in high school. My roommate and I, she was an English major, and we both got our degrees in that and did our student teaching at Mercer Island High School. And she loved it, and I went, "Oh, my God, what have I done? This is not what I wanted, to be in a classroom with these high school students, six hours, eight hours a day." And so I had a series of jobs, mostly based on the fact that I could write and I could type, because back in the '60s, that's what it was. And so I went from one job to another. I worked for attorneys, and I worked for a public affairs group and I worked for an association of car dealers or something. And finally, in the social group that I was in, Alan Schmitz was a part of that.

Judy: Okay.

Vicki: And that's how we met. But he had dated several of my roommates, never me, until finally, I think we were the last two left so, our first date was... he took me sailing.

Judy: Okay.

Vicki: On the boat, and I had never been on the sailboat. We were married in 1968.

Judy: Okay. All right.

Vicki: I had two children right away. And of course, there's one thing about growing up in the era that I did and with the parents that I had, it never occurred to me that I could not do something. I mean, it always appeared to me that, oh, I could figure that out or handle it and manage it. And I did. When I think about leaping off that boat onto the docks with a sternline and a bowline, and it's a sizable boat. You handle both lines simultaneously. Yeah, well, hoping somebody would see me and you know, realize, what is that woman doing? and rush up and save me? So, we had a great life with the Suva. And even when our children were small, Julie might have been two. Dietrich was a baby because I had a porta crib for him. We had great summer trips, mostly up north, up into Desolation Sound. And great fun, we'd meet other people on boats and things, and we just had a great time. Alan loved that boat. His father, Dietrich Schmitz had acquired the boat in 1940 from Frank Pratt.

Judy: Okay.

Vicki: Seattle was a very small town back in those days. And the Schmitz family just happened to be here and were hardworking and successful early. And so, by the 1900s, there's just a small group of people, really, that were in charge of Seattle. And so, my husband's grandfather, Ferdinand Schmitz, donated this big chunk of property to the city, and he convinced his fellow West Seattle friends that they should either become a city or annex into the city. They became a city first, and then they annexed into the city of Seattle earlier. He was the first city councilman from West Seattle to serve in the Seattle City Council. He and his wife had immigrated from Germany, and they were so thrilled to be Americans that they couldn't wait to give back in any way, that they could. And so they said, "It's much better for us to donate for everyone, our assets than it is to pass it on to our children. I was like, "You have to earn your own way." Which they all did. And so Ferdinand and Emma's four children were Dietrich, and then Henry, who was Dr. Henry Schmitz, who was president of the University of Washington, and then another boy named Ferdinand, who became president of PACCAR or something, and then the girl, Emma, became the national campfire president. They were all really, very service oriented, and very nice, thoughtful people. So that's who I married into. And having no idea that about Schmitz family or anything like that. Because people didn't talk about those things back in the day.

Judy: Yeah, right.

Vicki: I mean, you all sort of lived on the same social scale without too much. And so I just happened to marry the person who's part of that family.

Judy: Do you know how he found the boat and how he found Frank Pratt?

Vicki: Well, Frank Pratt found him. Frank Pratt was part of the Pratt Whitney group before it became Pratt Whitney. I mean, before 1900, there was a Pratt Whitney group.¹

Judy: And what did they manufacture?

¹ Note: this does not appear to be supported by historical evidence

Vicki: They manufactured hardware, parts, and small machinery things.

Judy: Okay.

Vicki: And then in about 1900, somebody came in and bought them out. So the Pratts had a big financial windfall back then, of which Frank Pratt got his chunk of that, certainly. And then later, they became Pratt and Whitney when they began to manufacture jet engines. So Dietrich, who was the president of Washington Mutual Savings Bank, and was on the board of Boeing, and was on the board of PACCAR and on the Board of Safeco. I mean small town, they knew each other through business things, and I believe Dietrich was a financial advisor to him. And so, Frank Pratt, who was not in good health, evidently, in the late 30s, wanted to give the boat to my father-in-law, Dietrich Schmitz. Dietrich Schmitz by then was president of the Seattle School Board as well. He said, "I can't take a gift like that. It just isn't proper. So I'll have to buy the boat from you." He wouldn't take more than a dollar for the boat. This transaction happened in 1940. That he got the boat for a dollar, but as you all know, it's not the cost of the boat that's going to sink you. It's the maintenance and enough people for a period of time. It will drive you wild. Anyway, so the boat came in the Schmitz family in 1940.

Judy: Okay.

Vicki: And my husband, Alan, would have been six at the time.

Judy: Oh.

Vicki: So, he grew up on the Suva and loved it.

Judy: Okay.

Vicki: He actually knew what he was doing. I pretended to know what I was doing.

(NOTE: The following people asked Vicki questions: Judy, Holly, and David. "Q" is going to be used for the following questions.

Q: Well, I want to take it from here and ask questions about the Suva?

Vicki: Sure.

Q: We've got a list of questions that different people have suggested that aren't necessarily in an order that makes sense. I do have some questions, but I also would love to, if there are memories that you want to share, sort of things that you would like us to know, I'd rather kind of start with what you'd like to tell us. And then I can ask questions if that's helpful. But you were starting to say before we turned on the recorder, you were starting to say that you knew the folks who had Saturna down in Kent.

Vicki: This is us, talk about a small world. Kent was a very small town, and we lived in a place called Scenic Hills, one of big old houses. And one of them was a Dr. Taylor and his family that lived up there. And Pat Taylor and I were in school she was ahead of me in school, I think, but I remember them talking about the sailboats that they had, and I might have visited the sailboat once maybe our campfire group visited the sailboat, but it was moored in Renton on Lake Washington. I think we just went over and ate cookies or something. And then, so now years later, I marry Alan, and suddenly, we then purchased the Suva from the estate when his father died.

His father died in 1970. I think my husband was thinking that his dad would leave him the boat since he was the only one that really knew how to operate it. But I thought I would rather have a better house.

Q: Do you know what the purchase price was?

Vicki: It was like \$35,000.

Q: \$35,000.

Vicki: And I couldn't believe Alan could write a check for \$35,000. I mean, that was beyond my comprehension. But I think instead, he paid for it out of his proceeds from the estate because he had two sisters. So there are three of them who would have also had inheritance rights. Anyways, it's like taking me all these years to put this together. I really didn't understand all of it. So we bought the boat in 1970. We used the boat and then, like in August or September, we'd take everything off the boat and, put it somewhere for the winter. You either went to the Seattle Yacht Club or it was to Shilshole, back and forth. And so we were taking stuff off, and there were linens on the boat, like towels and sheets that were embroidered with Suva on them, but also, there were Nootka and Saturna linens, still on that boat. In gathering up those... I realized, oh, my gosh, that was the name of the Taylor's boat. And so, it took me a while to realize all this must be a sister ship to one of the Taylors have. And so I got a hold of Pat Taylor, and sure enough. I think I knew by then, there were very few large sailboats in the Northwest. There's only maybe 20 or 25 of that size that could possibly still be around. So I called her, and she was so thrilled because her dad was battling cancer or something, so they had great fun going through those. And she still has them, as a matter of fact. It's really funny. So, I put that together. The Nootka, a sailboat, was built, and I think it went to a Boeing executive. I think I looked it up one time. I'm just not sure. I don't know that Frank Pratt ever sailed, really, very much. He might have just sailed around Coupeville on them, but everybody said, oh, yeah, well, they were meant to go out and the ocean and sail. And I'm like, "Oh, yes, well, I've been out in the ocean and that's not where I want to be. I want the anchor to be down at five o'clock, I want to be tied to a dock and have a drink in my hand. I don't want to be really around." So I was not as serious sailor per se, but I loved being out in the water, and it was great fun being on Suva. It was very spacious.

Judy: What memories do you have? What favorite memories do you have of you and Alan on the boat?

Vicki: Well, I didn't really know how to sail. I took sailing lessons at the Yacht Club. They gave you a small little sailboat and take you out and make you get from point A to B and C. So I kind of figure out from then what it was you were supposed to be doing out there. But the issue of the sails themselves, it was unwieldy for just the two of us to be on that boat. I mean, we could get the sails up, but getting them down was another matter, and getting the mainsail down and the staysail down, that was fine. But getting the jib down, we just tend to just fly out, you want to throw yourself on the front. Put it down. So we changed that, and we put a roller reef jib on the bow so that we could just reel that bigger sail in and out. And we put bigger winches on, and we put double lifelines around and then made the other improvements inside, so we'd have a pressure water system, refrigeration. Because I when I first went on, there was just an icebox.. And some how I didn't understand that even when you sail or you're on the water and you go north, I thought I'd never see another grocery store again, but every little podunk place has some sort of a grocery store. And I found that fun to do that, go ahead and shower. We never did put a shower on the boat, we'd stop every once in a while, and we'd turn ourselves

into the local shower, take our laundry and so I have great memories of all that. And I have great memories of seeing other people who, like the McCurdy family who had a shipyard in Seattle. He and his company were the ones that built the first floating bridge.

Q:: He had general construction, right?

Vicki: I think so, yeah. Anyway, we would go up to their place, which was in somewhere in Canada, we'd see the Fluke family, John Fluke and his wife, Laila, on their boat. So it was great fun, visiting them. Maneuvering that boat in and out of anywhere was a nightmare. I mean, you could turn the engine on, and the boat would go forward. You don't ever ask it to back up. You could end up in China. So, I managed to do everything that I was supposed to do without getting hurt or injuring myself. My son, Dietrich, is a little kid, maybe 5 or 6. I don't know how he did this, but we were anchored off of Dabob Bay, in Hood Canal, visiting people. The rule was you couldn't go on deck without a life jacket. Somehow he managed to get overboard. I think Alan had taken the Boston Whaler and gone in for something, so the gate was open and he fell in from the height of the deck, down to where the bottom of the ladder was, still in the water. There's no way for me to get him out. So, I hit the horn and got Alan to come back to get Dietrich out. Dietrich had held on, but there were barnacles on the side of the hull and his little legs were all scraped.

Q: Could he swim at that stage?

Vicki: No. He had his life jacket.

Q: Oh, he did.

Vicki: Yeah. That was the rule... So anyway. But I remember things like that. I remember being up in places like Prideaux Bay, up in Desolation Sound. Lund is kind of the last little town that you hit if you're going north, before you get way up there. And then Prideaux Haven is just this charming little inlet that had deep water. And so we were anchored in there, and it was so beautiful. It's hard to describe the beauty. But the Taconite, which was Mrs. Boeing's yacht, pulled in, and anchored, not too far from us. She was the big old classic ship. And I remember sitting on the deck, and they had a little ceremony to take the flag down. They played the Canadian anthem, and then they played the American anthem, and the captain would pipe his whistle, and then the American flag came down. Oh, gosh, I'm just like, oh, we got to up our game here.

Q:: So, did you have... did you and your family have rituals when you were getting ready to go on a multi day trip? Did you and Alan and the kids have like certain things you always packed, like meals you always made." How'd you get ready?

Vicki: Well, you got to figure out how long you were going to be gone, and then, I would always try to take the food whatever we needed with us. It was a lot easier once I got refrigeration on the boat rather than an icebox. And so we always did simple things and never very elaborate dinners. I don't know if there's that same diesel stove is in the galley. I was going to ask, it's still there?

David: It's still there.

Vicki: The diesel stove in the galley.

David: Yeah.

Vicki: Okay. The mornings are cold, so turning on that stove was helpful, and it had a great thing to grill on. And there was a big surface, you can grill your steaks or whatever. But also, I had a sourdough pancake recipe. It was part of our rituals, you make the sourdough the night before and let it set and all those sort of things, so we always had sourdough pancakes. So it was great. We flip 20 of them on a griddle. Alan, and the kids, it's amazing. We would go places where you can get oysters off the beach and clams, and we put out shrimp pots and crab pots and put them in wherever we were. It was just a wonderful, wonderful way of life. And I think things in life were so much simpler in a sense, but at the same time, you had a great appreciation for the beauty of nature and how easy it was if you just let things be. You could kind of live off the land if you absolutely had to. And we could fish. I never caught a thing.

Q: Speaking of stoves, you still had the Franklin wood burning stove in the dining room?

Vicki: Yes, we did. That was charming because the wood in that boat is so beautiful, and then tie it to the Franklin fireplace, when you get the glow from that against the wood. It's just beautiful. I mean, it was profoundly beautiful and quiet. However, probably the greatest improvement I made on the boat was changing the anchor windlass. When we got the boat, it was the same one that had been on there in 1940 and probably 1925 as well. And it was like a Coolie labor effort to bring in the chain up from with the anchor on it. And I mean, I still remember that one anchor was 250 pounds, and the other was 175. And the chain dimensions were different. They weren't the same size chain. And so in finding this windlass that was an electric windlass, it was quite a process, but it was still a 12 volt windlass. We had it installed and then went out. Alan and I were really not very good about it. They didn't seem to us like it operated very well. And so we took it back to the shipyard and asked them about it. Well, we didn't have things down tightened enough. But, I mean, you have two people with iron or metal rods, go into the old manual one. One person goes down, and the other person goes up, and I'm telling you for like five ups and downs, you get about this much change. You were there for an hour trying to get the anchors up. There's nothing like, not really knowing what you're doing. I mean, it's better to not know exactly. Just keep at it. Eventually, you got the anchor so you could be underway. Oh, gosh. And I think about that now, he goes, "Well, you must have loved sailing." I went, "No, not really." It was just Alan and me, and I would have the kids go up and sit on the forward hatch with their life jackets on so they'd be out of the way. They thought it was great. I'm running around and there's the captain at the wheel. They all turn into Captain Bly. All men do, and you realize your life is at stake, and I remember trying to cross the straits of Georgia once going from the southern end of Vancouver Island, and then you're going at an angle to get across, you get to the other side, and the seas and the wind are going in opposite directions and where you're trying to go. The water would get thrown up and come clear back on the dog house. And I'm sitting there with the two-year-old reading her Beatrice Potter books.... dapply, little brown mouse, goes to the cupboard and somebody's house. I just in my memory. I just went, Alan, if you kill us, I'm going to kill you. What are we doing? Oh, no, hold on. This is great. And I'm like, oh, man. But anyway, we had great times and great fun. We were really good.

Q: That's fun. So you said that when you and Alan had your first date going out on SUVA, that was the first time you had been sailing? So, do you at some point, did you realize, what an unusual boat Suva was? Like, can you tell us about kind of as you got to know the boat?

Vicki: We were moored and I realized that there weren't many boats like that one, especially a teak boat, and very few schooners. A lot of sailboats were single masts, but not many had the double masts. I had a great appreciation of understanding how lucky I was to be enjoying this, because not many people have a chance to do that. And so I always thought it was great fun, but I also understood that I better put my foot down about a fussing in terms of having kids on board. So in doing that, it really improved the boat for everybody. (Vicki had us bring out a photo)

Q: Is there one sitting there in Suva?

Vicki: Let's see. Oh, yes. With Peggy Schmitz. And that's me sitting there and Alan steering. We were married in '68, so this was the next summer, '69, before any of the improvements were made. This would be Alan's mother, Peggy standing there, and you can see some of it there's no lifelines and what the rigging was like at that time. It'd be cool.

Q: Oh, my goodness. It's a great photo. They're both great photos. So, you mentioned the shipyard. Did you have this work incrementally done?

Vicki: Well, Lake Union Dry Dock.

Q: For pretty much everything?

Vicki: Everything.

Q: Great.

Vicki: Yes. You have to take it into Lake Union Dry Dock every couple of years to have the hull sanded (to keep the barnacles from forming) and repainted with paint that cost a million dollars an ounce. It still does. God, unbelievable. I'm going to get something done it doesn't look any different but the bills were \$20,000. I mean, think about 1969 and how much money? It's like, I have a house. Right. I'm thinking, everything's stored somewhere, and in a way it pops up and is something else. But Alan and I were dating the summer of 1968, and one of our weekends or three-day weekends, we wanted to go to the Hood Canal, and go down to Alderbrook and spend the weekend. Well, this boat to get from Shilshole Bay Marina all the way to Hood Canal, it's like a 10 or 12 hour run anyway. And so we left on a Friday night and instead of we didn't make it that far because it was like five or six o'clock and we left, let's see. So we got over by the bridge, the Hood Canal Bridge and just anchored over there, and then we're going to get the bridge tender to open the bridge for us in the morning so we can go through and go on down the canal. Lee and Joan Miller were with us, and Joan and I aren't even dressed, and we hear the engines starting, we've got no coffee, nothing. It seemed to me like, oh my gosh, they pumped up the anchor. Could you hear that? And so we went out and we were in the galley, and after careful analysis, Alan Schmitz and Lee Miller decided they didn't need the bridge opened, they would be able to go under one of the ends of the bridge and clear it. And so they go under it, and there are eye beams that run under the bridge for support. And they got to the first one, but because they were going so slow, they didn't have any real headway. And so the boat kind of drifted over to a lesser height place. And the mast got caught under there. And so just instinctively, all of a sudden, Alan hit the boat in reverse into full speed and caught the mast on top. And of course, it cracked the mast. It didn't come down. Nothing came down, but we couldn't sail that weekend. Then he had to go and tell his father Monday morning what

happened and why the boat had to go to the shipyard. That was in '68, and Alan's father was fighting some sort of cancer at the time. He died in, I think, April of 1970. So Alan went over to see his dad on his dad's last days. His father probably died in a day or two. Alan said "Gosh dad, I'm so sorry, you're sick. His dad sat up and said, "Alan, tell me again how you hit the Hood Canal Bridge."

Q: What does that repair cost? Do you remember?

Vicki: There was some astronomical amount of money. An auspicious start.

Q: I'm assuming that the sails weren't off when you went under the bridge.

Vicki: No. When we were cruising in the summers going north, there were certain areas where you had to be really careful about the tides and the time you were going to go through. There's a place called Dodd Narrows out there somewhere, which is a real narrow opening, two islands that always come together. So, you had to be real careful. You tried to go with slack tide, not when the tide was running at 10 knots or something, either way. So he carefully had to figured it out, and you had to use a chart and do all kind of things. But I think I forgot about daylight savings time or something. And so he said, "No, you steer it through." I said, "I am steering it through, but we're not moving." He said, "Well, just gun it." I was like, "Oh my God, what am I doing?" So we made it through about two knots and I'm going through this narrow opening of Dodd Narrows.

Q: Was that Lee Miller who ended up on Vashon for a long time?

Vicki: Yes.

Q: He was Merrill Lynch guy, right?

Vicki: Yes. And he just died not that long ago.

Q: Yeah, around Christmas, I think.

Vicki: Yeah, he and Alan were always close friends. Yeah. He was a great sailor. As a matter of fact, after that incident where we hit the bridge, I said, "Listen, don't hurt, the bridge. It didn't hit us, okay? We hit the bridge." He went to the shipyard and got a piece of the mast that they took out and had it mounted on some kind of trophy. A trophy that read "Suva versus Hood Canal Bridge. The bridge won."

Q: Well, Suva ultimately won. She's still going.

Vicki: Yeah, that's true. Famed mast.

Q: Is that the same mast?

Vicki: It is. And you can't even see the splice.

Q: Wow.

Vicki: Oh, they did a beautiful job.

Q: So you mentioned some places up in British Columbia up north. Do you remember like, what's the farthest, longest trip you took?

Vicki: If I could see a map right now, I could say, we almost made it to the very north end of Vancouver Island and whatever town that is up there. And we almost got there, we had great plans of going across and getting to Alaska, but we didn't make it that far. It took too long. And when you're running like that, it's kind of dull, as a matter of fact, all you're doing is running. There's so many inlets.

Q: Right.

Vicki: And so we had kids and, you've got to get the kids off the boat regularly. It's going to go crazy. But I think back on those days there were no cell phones, no electronic, anything. We had a compass and a ship to shore radio, which I don't think we ever used it. I mean, I can't remember that we ever used. I did have a radio. That was it.

Q: And would you stay on the boat, or would you go to shore and camp?

Vicki: No. We would stay on the boat. There's nothing like sleeping on a boat at night. I mean, it's a wonderful feeling. You need to get some movement and it's so quiet. I mean, if you're lucky, there's nothing like trying to sleep on a boat in a storm. Some of the worst things is that the wind can really howl, and I remember having the kids on the boat and the wind really howling, and of course, the kids go to sleep. And then I'm off like, oh, my God, are we dragging the anchor? We should be moving or something? Anyway, some of that, but not all that often. I mean, I love being able to go to Hood Canal and going up to Dabob Bay. That was probably my very favorite place to go. And at almost at the end as it was supposed to called Broad Spit. There's a spit that comes out, and we'd anchor there, and you could just even live there. You get the clams and the oysters, and you put your shrimp or crab traps out. I mean, you just live off the land there. Oh, my gosh. It was just fabulous. Dabob was actually a torpedo testing area for the Navy.

Q: Oh.

Vicki: Not that we ever ran into it at that time. But I just went to the Navy League luncheon last week, and the speaker for the luncheon was for the guy who's in charge of torpedo testing. And I went, whoa. Do you like, shut it off when you're doing that? And so you can't go up there. I mean, there's a lot of residences around there, and he said, "No, when they test, they test, and the waters even tested torpedoes, but they also retrieve the torpedoes. They don't leave anything in there, and they're not armed. But they want to make sure that they are logistically go in the right place, going in the direction we're supposed to go." It's fascinating.

Q: Did you get as far north as you liked?

Vicki: We couldn't go quite far that north.

Q: Okay.

Vicki: We almost made it to Port Hardy. We were like, one day away from that and then I'm thinking, we've got to get back. I mean, you get up somewhere and then you realize you got to turn around and make it back. We almost made it to Port Hardy. There's something very, I think it's very therapeutic for your body to be away from all sorts of stress. But how therapeutic that is to have rhythm to your life. You get up into your things and then you're underway and all you're seeing is beautiful scenery and water and reading a book or having a good time. My time on Suva now is part of my mental health program, just being on the water. We are so lucky in

the Northwest that we have, it doesn't really matter what size boat you have, or how much money you have. You can get the same enjoyment out of these small boats being out on the water. It doesn't really matter. I think I got really spoiled because it's nice to be able to wanderer around on your boat and not worry about anything.

But anyway, now I have my own computer and printer over there, so I'm in business again. How dependent we are on these things.

Q: Oh, I have another question. How many owners have there been of Suva?

Vicki: Frank Pratt, and then Dietrich Schmitz and it went to Port Townsend. Lloyd Baldwin bought it and we've got the abstract of title. When you in the Historical Society took over, you guys kept me up a date with things that you were doing, and I was so thrilled to see you take that boat apart and fix whatever needed to be fixed. It's a wooden boat, and it's on water. I mean, those two things do not add longevity in most situations. But here, it's now 100 years old. It's such just extraordinary.

Q: And you're going to come up for the party next, right?

Vicki: Yeah, I will. And I've asked Pat Taylor, to have her come as well.

Q: Great. Will you be able to sail with us Sunday afternoon? We can get you on that boat. We've had people on the boat way older than you. And you're in charge of the sails. I'm just telling you. I'm giving directions.

Vicki: I love that. Told you, you would know it. So the fact that Suva is still seaworthy is remarkable. To have people enjoying it and really, I just think that it's just a serendipity thing that all of this has come together and that Suva's still giving all this joy and happiness and purpose. Thank you Frank.

Q: I wonder how you and Alan loved her. I think she's been loved by everyone who owned her and taken care of her.

Vicki: Every owner's had respect enough to take care of her. Exactly. And you really have to work hard to take care of a wooden boat. Oh, gotcha. So it's just been well cared for through all of the five owners. Well, opening day would be the big thing. The first part of May, opening day of boating season. And I mean, when I first married Alan, all I did was use Brasso to polish the brass on the ship. I finally discovered there was another compound you could use to take it down a little bit, Twinkle Cleaning Compound. But his dad, whose eyesight was kind of failing him by then, would come out for an inspection over the opening day. And man, if you didn't have those, like the where the hatch or the doghouse slides, if they weren't shiny for the threshold as you go in, he was not happy if those things weren't really shiny. But the port holes are the worst. And you had to hard shine.

Q: Well, this has been just lovely to talk with you. Thank you so much for having us.

Vicki: Well, I should have had more and stories.

Q: No, we just appreciate being able to visit you and I figure at this point we're all in together.

