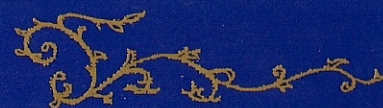




TRUMPY



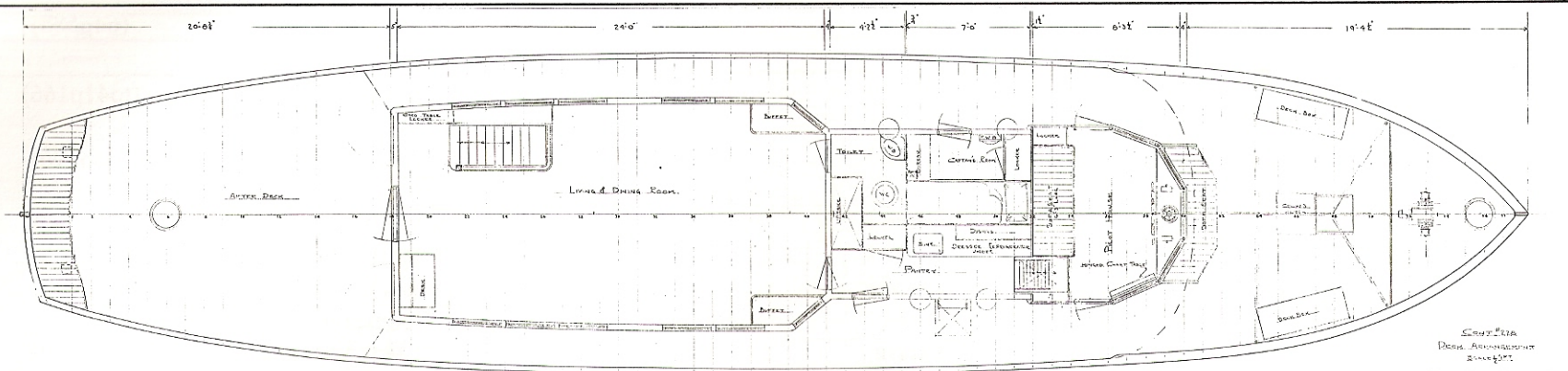
Robert Picardat, Illustrator Robert Tolf, Author

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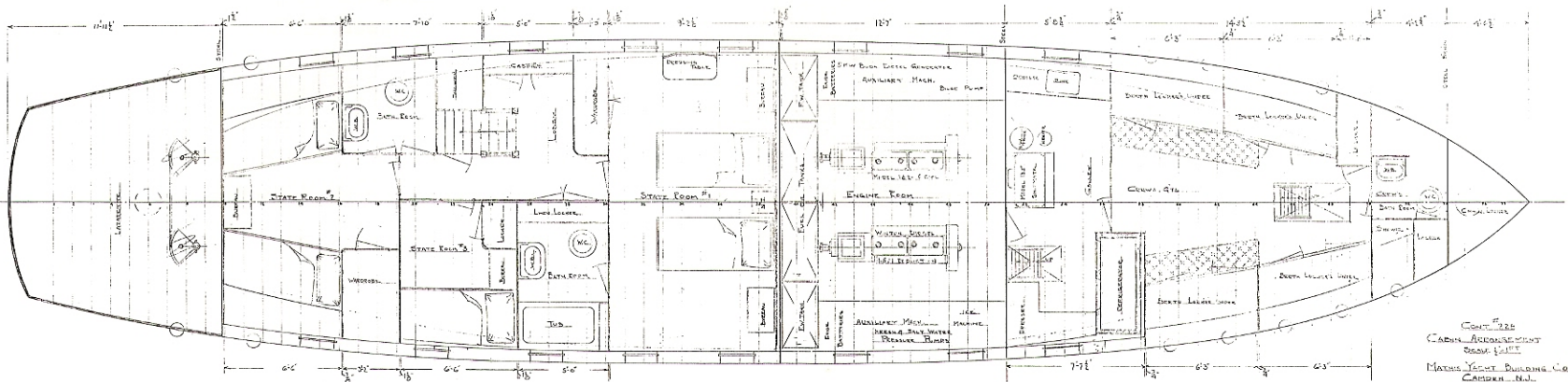


178/TRUMPY

Contract Number	Year Built/ Documentation Number	1st in Lloyd's	Original & Subsequent Boat Names	Length	Original & Subsequent Owner(s)	Lloyd's Register Reference
228	1935/234490	(1947)	<i>Innisfail</i> <i>Sea Call</i> <i>Sea Call</i> <i>Wadu</i> <i>Variety</i>	85' (84'11")	Joseph M. Cudahy Joseph B. Dunbaugh A. Arnold Elton Hoyt, II	(39p378) (41p397) (50p500)

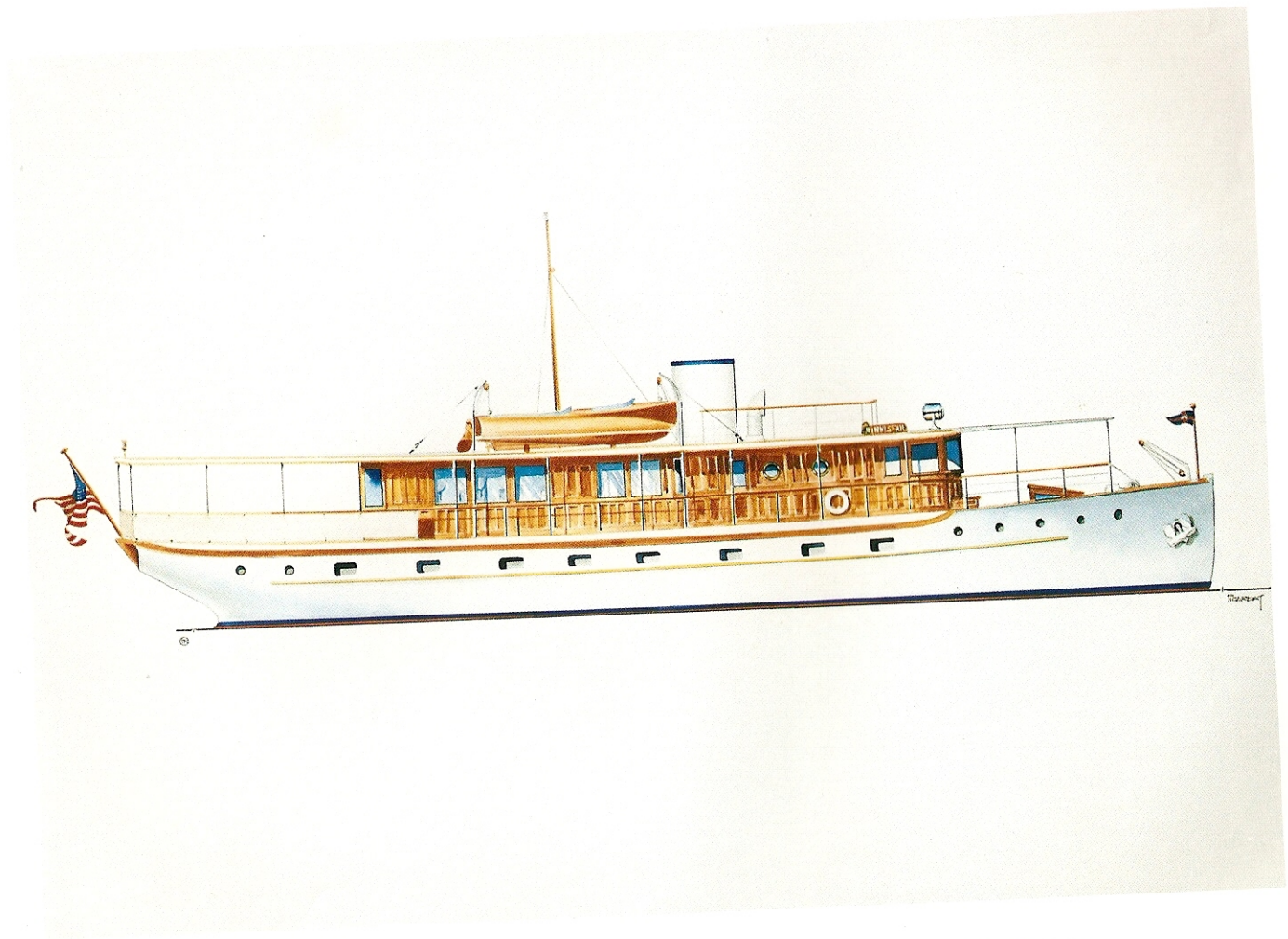


Scale 1/4" = 1'-0"
 DRAWN BY: J. B. DUNBAUGH
 CHECKED BY: J. M. CUDAHY
 DATE: 11/15/35



Scale 1/4" = 1'-0"
 DRAWN BY: J. B. DUNBAUGH
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Contract Number	Year Built/ Documentation Number	1st in Lloyd's	Original & Subsequent Boat Names	Length	Original & Subsequent Owner(s)	Lloyd's Register Reference
		(1954)	<i>Variety</i>		Don F. Rayburn	(56p554)
		(1960)	<i>Variety</i>		Bill Allen Investment Co.	(75p568)
		Reported bought in 1952 changed name to <i>Minerva</i>				1974
		(1977)	<i>Minerva</i>		Bill Allen Investment Co.	(78p339)
			<i>Enticer</i>		Paul Zimmer	
			<i>Enticer</i>		Milton Sender	March 1980
229	1936		<i>Suitsus</i>	36'6"	F. V. duPont	
		(1939)	<i>Muja III</i>		E. F. Darrell Estate	(41p312)
		(1947)	<i>Muja III</i>		A. J. Flatten	(47p300to50)
230	1936/234913		<i>Consort IV</i>	90'	T. Munroe Dobbins	(to41p112)
			<i>Consort IV</i>		Gerald W. Ford	(46p14)
			<i>Consort IV</i>		Albert E. Schwabacher	(47p107)
			<i>Pez Espada IV</i>		Albert E. Schwabacher	(47p338)
		(1950)	<i>Jagua</i>		Dr. Santiago Claret	(62p296)
231	1937/236529		<i>Tritona</i>	61'	John H. Ballantine	
		(1939)	<i>Tritona</i>		William O'Neil	(41p462)
		(1947)	<i>Mako</i>		Thorne Donnelley	(50p286)
			<i>Jasuva</i>		Lois S. & W. A. Rinehart	(54p255)
			<i>Jasuva</i>		J. C. Herbert Bryant	(55p258)
			<i>Margo</i>		J. C. Herbert Bryant	(56p328)
		(1960)	<i>Otsego</i>		Harold S. Smith	(64p456)
		(1967)	<i>Tranquill II</i>		Dr. Robert G. Randall	(69p735)
232	1937/236204		<i>We Three</i>	61'	Dr. Leon Levy	(39p466)
			<i>Ro</i>		Stanley M. Rumbough	(41p379)
			<i>Random</i>		Random Trips, Inc.	(47p353)
		(1950)	<i>Natamor</i>		M. Forgash	(54p362)
		(1955)	<i>Dorick</i>		Richard C. Kettles	(56p159)
		(1960)	<i>B-Way</i>		Sidney P. Lipkins	(67p120)
		(1969)	<i>Mizpal</i>		John E. Richards	(71p455)
			<i>Princess Holly</i>		J. O. Hice	(75p411)



85' *Innisfail*, Contract number 228, built in 1935 for Joseph M. Cudahy

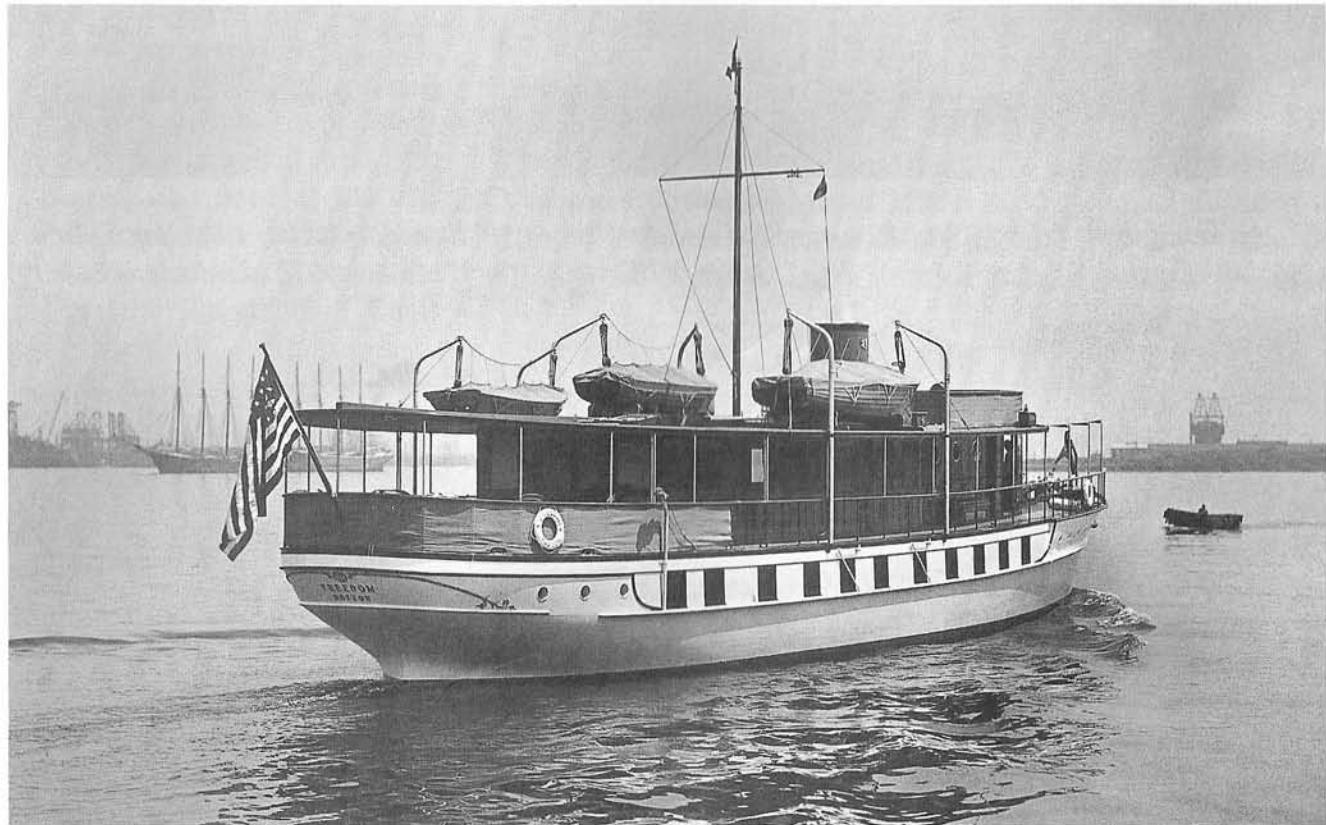
your guests without any effort on your part.

“As for a comparison of expenses the cost of running a boat is undoubtedly higher than running a house, especially when you take into consideration that, for the size of boat you get, a similar sized house would be much less expensive, except for the fact that a house is a constant expense, whether you use it or not, while a boat, if you choose not to use it, can either be of nominal expense by reason of being laid up, or else, if it is a

103' Freedom, contract number 181, built in 1926 for A. J. Fay who had the Zenithia (photo next page) built two years previously.

The Nov. 1926, Yachting editorial coverage of her states. “The designers have given her an elliptical yacht stern which has added a great deal to her appearance, and to her ability in a following sea, and which carries out the yacht appearance of the of the rest of the hull. The only things that bespeak the houseboat are the square windows amidships, and these add so much to the comfort below that they should never be omitted or changed.

desirable boat, it can be turned into a profit by being chartered. As far as entertainment is concerned, that is entirely a matter up to the individual owner and applies equally to a house and to a boat. The cost of food is exactly the same in one place as the other. The cost of servants as such is approximately the same, with the exception of the higher priced executives, such as the captain and the engineer.”



in rough seas. The LST bow yawed too much and it was difficult, if not dangerous, to re-embark the MSBs. LSDs, Landing Ship Dock, were substituted and used until the end of the war, although the need for extensive sweeping operations, the kind required at Wonsan, was no longer on an emergency basis.

It took eight days and more than 200 casualties to clear channels at Wonsan and by the fall of 1951, minesweepers were suffering more damage and casualties from shore fire than by mines. During the entire course of the Korean War, the Navy lost only four minesweepers but they suffered more than 20% of the casualties in the war even though their ships and boats constituted barely 2% of the total naval craft committed. The Navy had hopefully learned the lesson well articulated by Admiral C. Turner Joy, Commander Naval Forces, Far East, that "no so-called subsidiary branch of the naval service, such as mine warfare should ever be neglected or relegated to a minor role in the future."

With a sudden, post-Wonsan freeing of funds the Bureau of Ships restructured its minesweeper fleet, building, converting and reactivating vessels and authorizing a new, larger and more powerful MSB, an 82-footer.

Peters and Trumpy analyzed the evaluations of MSB combat performance and learned that they were not easy to handle, and were difficult to turn when both drag hooks were out. Trumpy designed the wooden, non-magnetic MSB 29 to solve the problem. She was a compromise size between the large and small boats of its type, and when launched on October 5, 1956, with the wife of a retired Navy captain doing the champagne-crashing honors, there were some 250 guests

present, including a local Congressman who praised the Trumpy shipbuilders for their excellent construction record, producing craft which "contributed immensely to the effectiveness of our naval effort and the victory we ultimately achieved."

He reminded the audience that the building of boats with wooden hulls is a most demanding task and requires skills that certainly cannot be learned overnight. The Rear Admiral in charge of Fleet Operations' Undersea Warfare Division echoed those sentiments and indicated that the new Trumpy minesweeper was the first of several to be built for the Navy.

But in 1958 the program was canceled as Mine Countermeasures, MCM, reverted to its usual back of the budget status. The not-so-glamorous mission of minesweeping was not the route to an admiral's rank. No other MSB 29s were built.

John Trumpy & Sons could again concentrate on its own primary mission, the building of pleasure yachts. The prototype *Aurora IV* came off the boards and into the mold lofts in 1954. She was a 67'6" stock cruiser powered by a pair of GM diesels capable of delivering 478 shaft horsepower at 2300 rpm which gave a top speed of 21.6 knots and cruising speed of 19.4.

Constructed of double planked mahogany over a frame of white oak, the trim and deckhouses were teak. Teak is a smooth fine grain tropical hardwood used extensively by Trumpy and worked into precise mortice and tenon joinery. *Tectona grandis* is impervious to weather, wind and water, resistant to rot, mildew, boring bugs and warp-splinter proof.

Forward quarters accommodated a crew of three and the pair of double staterooms aft each had a head. The 19'6" long lounge deck was partially enclosed with sliding glass panels and



67'6" *Aurora IV*, #366, built in 1954

there was total temperature control, heat and air conditioning. Frigidaire units, including a freezer, were built into the galley, installed by a small army of workmen from various trades who swarmed and nested once the basic boat had been completed—cabinetmakers, welders, sheet metal workers, mechanics, plumbers, electricians and painters.

The finished product was an artistic achievement, but also a major engineering, mechanical and electrical production, one that provided precisely what John Trumpy had been promising since his earliest days designing and building yacht houseboats—comfort.

It wasn't long before orders started coming in for the

newest Trumpy prototype. L. M. Miller ordered one before she was even finished, calling her *Sereno*, and Herbert W. Stone took possession of his *Silver Mist* in 1955. Richard E. Riegel waited a few years before ordering his *Blue Hen* and so too did Howell van Gerbig and Roger Firestone, who christened his boat *Tireless*. She turned heads whenever she arrived at a new dock, especially when traveling in tandem with brother Russel Firestone's *Flameless*, a 50-foot cruiser originally built as *Aries* for Henry Gibson. *Tireless* and *Flameless*, what a pair!

In the decade from 1954 through 1963 John Trumpy & Sons launched 41 boats and a special series of ten 40-foot patrol boats under a contract with Radio Corporation of America. The designer was Sparkman and Stephens and the designee was the coastal patrol service of Fulgencio Batista. It was a giveaway to the Cuban government which, under Castro, no doubt used them during the Bay of Pigs invasion. With the durability of Trumpy-built boats, there are probably some still in service.

Trumpy experimented with 50-foot and 55-foot fisherman cruisers, the *Jinofor II* for Edward H. Ellis, *Shelly Kay V* and *Willit* for John B. Rich and Lamot duPont.

Jinofor II had a beam of 14'3" and draft of three and a half

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178/TRUMPY *Trumpy*

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