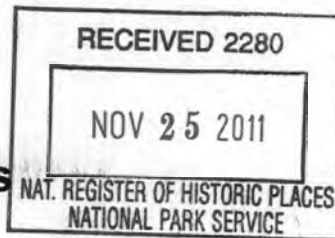


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



990

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. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Renown

other names/site number Jinia III; Mojo; Phyllis B.; Jamie Lee; Dream Lady

2. Location

street & number San Diego Marriot Marina, A Dock, 333 W. Harbor Drive

☐ not for publication

city or town San Diego

☐ vicinity

state California code CA county San Diego code 073 zip code 92101

3. State/Federal Agency Certification

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

I hereby certify that this X 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 X 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 X local

Chris Wayne Clark

Signature of certifying official

17 Nov 2011

Date

State Historic Preservation Officer

Title

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

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:)

Edson H. Beall

Signature of the Keeper

1-4-12

Date of Action

Renown
Name of Property

San Diego County, CA
County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only **one** box)

<input type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input checked="" type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1		Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORATION/water-related

Current Functions

(Enter categories from instructions)

TRANSPORATION/water-related

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Yacht

Materials

(Enter categories from instructions)

foundation: _____

walls: _____

roof: _____

other: Wood hull and decking

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Renown (Vessel No. 239767) is a private yacht moored at the Marriot Marina in San Diego, California. *Renown* was constructed in 1940 and is 65.4 feet long (70 feet LOA), with a beam of 14.5 feet, a depth of hold of 8.1 feet, and a draft of 4.5 feet. *Renown* is registered at 73 gross tons and 57 net tons. Her hull is comprised of 2" x 2 1/2" white oak frames, with 1 1/2" pine topsides and bottom. Her deck is teak and her fastenings are bronze. Bulkheads are plywood, with a steel engine room aft. She is propelled by twin 6-71 165 H/P Detroit diesels exhausted through a single stack. She features air drive engine controls and is steered via a single station 3/8" stainless steel cable. There are two primary decks. The topside main deck includes a sundeck, pilot house, saloon and a covered aft deck. Below she features a galley, engine/generator room, two guest bunk rooms and a master stateroom. At the stern, stairs from the aft deck lead down to a lowered aft deck (referred to as the cockpit), which is located at an intermediate level between the two decks.

Narrative Description

Moving bow to stern on the main deck, *Renown's* flag is mounted on her bow, with her anchor to starboard. The anchor is operated by a windlass and surrounded by a hull plate and haus pipe assembly. The sundeck is slightly elevated and features fixed teak storage lockers with bench seating and a doghouse. A promenade enclosed by a stainless steel railing with a teak top rail wraps the pilot house, saloon and aft deck, which are separated by a single stack aft of the pilot house. From the saloon moving aft, the promenade is covered by the overhang of the saloon roof, which is supported on stainless steel poles.

The pilot house is accessed starboard and port by wood doors with arched glazing. On the port side promenade, immediately aft of the pilot house door, is a wood ladder with stainless steel rail. This accesses the roof of the pilot house, which features the ship's horn, anchor lights, and radar. The ship's antenna mast is located aft, immediately forward of the stack. Immediately aft of the pilot house ladder on the port side promenade is a storage bench/seat.

Five windows are angled around the front of the pilot house and feature mahogany surrounds. The interior of the pilot house includes a wood console forward featuring the ship's wheel, binnacle and controls. The aft wall of the pilot house includes a wood cabinet and electrical panels. Aft of the pilot house to starboard is a staircase with turned baluster that descends forward into the galley. Immediately aft of the top of the stairs is a paneled wood door with arched glazing that opens onto the promenade.

The main saloon features walnut paneling, carpeted flooring (over teak decking), and a boxed beam ceiling. It is illuminated on either side by two pairs of rectangular windows. On the forward side to port it features a non-historic paneled teak bar backed by a paneled wall with mirror. The bar was added circa 1980. To starboard of the bar is a paneled wood door leading to the pilot house and galley stair.

The aft portion of the saloon features a partially-glazed, paneled wood pocket door at center providing access to the aft deck. To starboard of this opening is a small original paneled teak closet featuring a wood door with original caned metal panels to provide air circulation. The door hardware is the original polished nickel. Immediately forward of this closet is a partially-glazed, paneled wood door providing access to the starboard promenade.

To port of the doorway between the main saloon and aft deck is a staircase with turned baluster that descends aft in a dogleg to a small landing providing access to two guest rooms and the master stateroom. As the staircase descends, an original wooden storage cabinet is located to port along the promenade wall.

(See Continuation Sheet 7.1)

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Narrative Description (Continued):

The aft deck is located above the master stateroom and features teak decking and boxed beam ceilings with teak trim. The aft side is enclosed by a stainless steel railing with a polished teak top rail. To starboard is a partially-glazed, paneled wood door accessing the promenade. The door hinges allow it to fold back into a recessed panel on the forward wall of the saloon. The aft deck was originally open on either side, but has been partially enclosed by removable vinyl windows which attach via metal snaps. Centered at the rear of aft deck is a small staircase providing access to a lowered cockpit at the stern. This cockpit was originally used for fishing and retains its original fighting chair mounts. This area has also been enclosed by a canvas cover mounted on removable aluminum poles.

Below decks, the galley includes its original wood cabinets and pantries, which feature wood doors with caned metal panels to permit air circulation. The counters are replacement stainless steel. Appliances include an ice maker, refrigerator, electric stove and oven. On the aft wall of the galley, a paneled wood door immediately to port of the staircase provides access to the engine room. At the center of the engine room are two 6-71 Detroit diesel engines. They are cooled by salt water and feature a reduction gear ratio of 2 ½ : 1. The engines are mounted on sawn wood frames and surrounded by a diamond plate metal deck. They vent to the stack through steel piping.

Each engine is equipped with its own alternator. Auxiliary power is supplied by a Northern Lights 35 KW generator installed in 2007 and located on the port side of the engine room. The forward wall of the engine room features replacement electrical panels. The starboard side of the engine room features a water heater, batteries, two fresh water pumps and air compressors. Fuel is stored in the original black iron tank with a 1,500 gallon capacity. It is mounted on the centerline, running transverse aft of the main engines. The roof of the engine room is insulated by acoustic tile.

The aft wall of the engine room abuts the bulkhead for two guest rooms. These are accessed via paneled wood doors located forward of the stairs descending from the saloon. These guest rooms feature the original twin bunk beds located on elevated platforms with storage drawers beneath. The beds are separated by original wood night stands, and feature original built-in dressers at their feet. Each room also includes a closet featuring caned wood panels to provide air circulation. Off the passageway between the bunk rooms and the master stateroom is a head which includes a replacement porcelain sink, toilet, and shower.

Immediately aft of the stair landing is the master stateroom, accessed through a paneled wood door with caned wood air circulation panels and the original nickel plated hardware. The stateroom features an ornate boxed beam ceiling and wood wall paneling. The head of the bed rests against the aft wall of the room. A freshwater tank with a capacity of 800 gallons is located under the bed frame. To port are paneled wood cabinets installed in 1980, which feature a raised rail and shallow inset panels on the top. To starboard of the bed is a built-in seating area framed by additional paneled cabinets. A head is located immediately port of the entry door and features a replacement porcelain sink, toilet, and a shower stall.

Natural light and ventilation of the lower decks is provided by four small bronze porthole windows on either side of the forward galley area, while the bunkrooms and stateroom are illuminated by nine bronze rectangular porthole windows on either side.

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)

Property is:

- ☐ 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

Period of Significance

1940

Significant Dates

1940

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

John Trumpy, Sr. (naval architect)

Mathis Yacht Building Co. (builder)

Period of Significance (justification)

The period of significance represents *Renown's* year of construction.

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

Renown appears significant under National Register Criterion C as an excellent example of a shallow-draft "Trumpy Yacht" designed and constructed by master naval architect, John Trumpy, Sr. (1879 – 1963), through his association with the Mathis Yacht Building Company of Camden, New Jersey. While Trumpy modestly called his watercraft "houseboats," his yachts were in fact regarded as among the finest luxury motor cruisers of the twentieth century. In this respect, they are emblematic of America's burgeoning leisure class, and were highly sought after by affluent clients from across the United States. *Renown* is also significant for being among the last five Trumpy yachts constructed at the Mathis Yard prior to the onset of World War II, at which time the company was relocated and production shifted entirely to the war effort. Her survival is notable, as it appears that only twenty-five of Trumpy's pre-war yachts are still in existence. Thus, she must be considered a rare example of her type, and retains excellent integrity to her construction. In particular, *Renown* features essentially her original layout, and retains the majority of her key original features, including her original woodwork, much of her original built-in furnishings, doors, ship's wheel, air horns, galley cabinets, and other features. It also appears that her engines are original.

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

Architecture

Renown is an excellent example of a shallow-draft luxury motor cruiser designed by master naval architect, John Trumpy, Sr. Throughout his career, Trumpy's yachts relied solely on internal combustion propulsion, and thus as a type represent the dramatic shift from private luxury sailing vessels to motorized cruisers operating essentially as floating resorts. As with all of Trumpy's pre-war designs, *Renown* emphasizes sleek lines, hand-built craftsmanship, and the generous use of the finest woods and fastenings. This includes teak decking and rails, walnut paneling and steam bent woodwork. John Trumpy is deserving of recognition as a master architect, both for his exceedingly high level of craftsmanship, as well as his prolific output. Over the course of his career he oversaw the design and construction of nearly 450 vessels, many of which were commissioned by the U.S. military, which recognized Trumpy's design expertise, as well as his efficiency. Trumpy's yachts were also the favorite of U.S. presidents, including the *Sequoia*, now a National Historic Landmark, and the *Lenore*, renamed *Barbara Anne* by President Eisenhower and *Honey Fitz* by John Kennedy.

Developmental history/additional historic context information (if appropriate)

(See Continuation Sheets 8.1 through 8.6)

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Developmental History/Additional Historic Context Information (continued):

Historical Background: John Trumpy, Sr. and the Mathis Yacht Building Company

Renown was completed as the *Jinia III* in 1940 by the Mathis Yacht Building Company of Camden, New Jersey (the Mathis hull number, 245, indicates a 1939 construction, but she was first registered in 1940). Nationally recognized as a builder of finely-crafted motor yachts, Mathis Yachts was inaugurated in 1910 as a spinoff corporation of John H. Mathis and Company, a respected maker of ocean-going freighters and other commercial vessels. From its inception, Mathis Yachts was primarily a vehicle for the work of master shipbuilder, John Trumpy, Sr., whose spirited designs quickly found favor with America's developing leisure class.¹ In the early 1940s the company was rechristened as John Trumpy & Sons, and boats built by the yard are often referred to as "Trumpy yachts."

John (or Johan) Trumpy, Sr. (1879 – 1963) was one of ten children born into a family of Norwegian shipbuilders based in Bergen, Norway. As a young man, he worked for a time at a German shipyard at Bremen before earning a certificate in naval architecture from Berlin's Die Technische Hochschule in 1900.² His interest in yacht design was already apparent, as his final examination paper, entitled "Design of a Special Class Yacht," detailed the design of a ten-meter craft with a four-foot draft.³

In 1902, Trumpy immigrated to the United States and initially found work in the shipyards of New York Shipbuilding, then engaged in the construction of battleships for the U.S. Navy. He was subsequently employed by John H. Mathis and Co., where Trumpy proposed the idea of leasing part of the yard for the construction of what were then termed "houseboats." In 1910, the new company incorporated with John H. Mathis, William W. Robinson, and John Trumpy as directors.⁴ Trumpy's boats featured a strategic combination of shallow-draft design and robust internal combustion engines, which allowed him to build watercraft that offered all the comforts and amenities of a static houseboat, but which could independently navigate America's shallow inland waterways.

Trumpy's initial commission was the 65-foot motor yacht, *Caliph*, which won the first long-distance motor boat race between Philadelphia and Havana, Cuba. The success of this yacht led to an order from William Disston, a Florida real estate magnate, who wanted a yacht capable of navigating the shallow waters of the Florida Keys. He was so pleased with his 69-foot *Cocopomelo*, which drew only 18-inches of water, that Disston immediately ordered another, as did his brother. Thus the company began a long and profitable association with the state of Florida, which was then being developed as a winter playground by wealthy industrialists. At popular resorts, such as Standard Oil magnate Henry Flagler's Royal Palm Hotel on Biscayne Bay, Trumpy's yachts appear to have garnered a considerable amount of attention.⁵

¹ Lisa Larsen, "The Trumpy Story: Relaunching an Icon," Trumpy Yachts, <http://www.trumpyyachts.net/RelaunchingAnIconNov30.html> (accessed January 7, 2010).

² Mike Miron, "John Trumpy & Sons, Inc.," *Boater's Life* (n.d.), <http://www.boaterslife.com/history-trumpy.673.13.48.htm> (accessed April 6, 2010).

³ Robert Tolf, Author and Robert Picardat, Illustrator, *Trumpy*, (St. Michaels, MD: Tiller Publishing, 1996), 23.

⁴ Ibid: 36.

⁵ Ibid: 40.

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The company was soon taking orders from a variety of prominent northeastern businessmen, including the brothers of Wall Street financier Bernard Baruch; L. L. Biddle, publisher of the *Philadelphia Inquirer*, and the industrialist James Deering, who docked his 80-foot *Nepenthe* adjacent to Vizcaya, his palatial Miami estate. The pioneer developer of Coconut Grove, William Matheson, also purchased a Trumpy-designed yacht which he berthed at the Biscayne Bay Yacht Club. As one author observed:

The Trumpy-designed boats sailing off the slips of the Mathis Yacht Building Company were attracting serious attention, not only for the purpose-built practicality of shallow water navigation, but also for the Swiss watchmaker approach to workmanship, the persistent attention to the smallest detail without a hint of cutting corners or utilizing anything but top quality raw materials.⁶

During World War I, the company's production shifted entirely to support the war effort. The U.S. Navy contracted with the Mathis shipyard to construct a series of 110-foot, 85-ton wooden subchasers. The company turned out 25 of these vessels over the course of the war, although none survive today. The Mathis shipyard also built 10 aircraft hulls for the Naval Aircraft Factory in Philadelphia, as well as 75 hulls for the Standard Aircraft Corporation's HS 2L flying boats.

While other shipyards experienced severe hardships after war production ceased, Mathis Yachts entered the post-war years with a backlog of orders. The first commissions included a series of 52-foot yachts, including the *Bilma II* for William G. Selby of Sarasota, Florida in 1919, which was the 100th boat to come out of the shipyard. In 1920, the company took out a series of full-page ads proclaiming that, "The ideal Winter is that spent cruising along the picturesque inland streams of Florida in a Mathis-built houseboat."⁷ The following year the yard turned out eleven yachts, including five that measured 85-feet or longer. All Trumpy yachts of this era were equipped with Standard engines built by the Jersey City Standard Motor Construction Company. The power plants were six-cylinder, 70 to 90 horsepower engines able to reach a top speed of eleven to twelve miles per hour.

Although private demand for the company's yachts remained high, Trumpy also accepted a contract from the U.S. Coast Guard to design a new type of cutter. The result was a 75-foot radio-equipped patrol boat deemed ideal for work in combating Prohibition-era smuggling. The yard turned out 30 of these boats between 1924 and 1925.

As the economic boom of the Roaring Twenties took hold, the Mathis Yacht Building Company experienced increasing demand for larger and more luxurious boats, and between 1925 and 1931 constructed over 30 yachts that exceeded 90 feet.⁸ These included the 104-foot *Sequoia II*, built in 1925 for Richard M. Cadwalader—the first of his boats to feature a new elliptical stern dubbed the fantail. The boat was purchased in 1931 by the U.S. Department of Commerce for inspection duties, and from 1936 to 1969 served as the yacht of the Secretary of the Navy. During this period it was frequently used by U.S. presidents and other high ranking officials, and was subsequently named a National Historic Landmark in 1987.⁹

⁶ Robert Tolf, Author and Robert Picardat, Illustrator, *Trumpy*, (St. Michaels, MD: Tiller Publishing, 1996), 41.

⁷ Ibid: 56.

⁸ Ibid: 58.

⁹ James P. Delgado, *National Register of Historic Places Inventory—Nomination Form: USS Sequoia*, (June 30, 1987).

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Trumpy's designs of this era were noted for featuring higher head room, wider passageways, and the use of fine woods including Philippine mahogany and Burmese teak. Hand-built craftsmanship was emphasized, from steam-bent trim work to mortise and tenon joinery. The largest staterooms were also equipped with bathrooms that included a tub and shower served by hot and cold fresh or salt water, as well as a pressure toilet. Other distinctive design features included a "plum bow emblazoned with signature 'T' scrollwork, vertical Pullman windows and a counter stern with canvas awnings."¹⁰

With the onset of the Great Depression, the company experienced a severe decline in orders. The worst year was 1933, when only three contracts were signed. However, between 1935 and 1938 that number increased more than six-fold, including a commission for the 85-foot *Morning Star* for Eugene E. DuPont. In 1940, Trumpy designed the 69-foot *Jinia III* (now the *Renown*) for Arthur M. Stoner, vice president of the Jacobs Manufacturing Company of West Hartford, Connecticut.¹¹ That same year, John Mathis passed away and John Trumpy was named president of the company, with his son, John Trumpy, Jr., elected vice-president. The following year—and only months before Pearl Harbor—the *Jinia III* appeared in the June 1941 issue of *The Rudder*, photographed cruising in the waters of Florida. The article describes her as having a "modern, rakish stack," and that she "sails under the flag of Arthur M. Stoner."

The article also describes her engines as "two Gray diesels." The Gray Marine Motor Company had been established in Detroit in 1905, building both automobile engines and outboard motors. By the 1920s, the company's primary business was converting automobile engines for marine use, including Studebaker and Pontiac engines. In 1936, Gray Marine successfully negotiated with General Motors to convert their new 6-71 Detroit diesel engines for maritime use, and during World War II reached a production rate of 100 engines per day for the military.¹² Thus it seems likely that *Renown's* Detroit 6-71 diesel engines are original.

The *Jinia III* was one of the last five boats turned out by the Camden yard prior to World War II, when production shifted entirely to boats destined for the war effort.¹³ During the war, the company initially focused on constructing 110-foot sub chasers for the U.S. Navy, producing a total of 30 between 1940 and 1942. These were the last boats constructed by the Mathis Yacht Building Company at Camden. The John H. Mathis Company—with whom it shared the yard—was in urgent need of more space to construct Navy Minesweepers, and so on July 1, 1942 Mathis Yachts relocated a few miles south to an enormous building fronting the Delaware River in Gloucester City, New Jersey.

¹⁰ Trumpy Yachts, "Trumpy Yachts: A Historical Perspective," <http://www.trumpyyachts.net/AHistoryLessonNov30.html> (accessed April 6, 2010).

¹¹ United States Coast Guard National Vessel Documentation Center, "Abstract of Title for Vessel# 239767," Abstract obtained 20 January 2010.

¹² "A Brief History of the Gray Marine Motor Company," (Topeka, KS: Ogden Publications, 2010), <http://gasengine.farmcollector.com/Farm-Shows/A-BRIEF-HISTORY-OF-THE-GRAY-MARINE-MOTOR-COMPANY.aspx?page=3> (accessed 12 July 2010).

¹³ Shipbuildinghistory.com, "Mathis Yacht Building Company, Camden and Gloucester City NJ (later John Trumpy & Sons)," <http://shipbuildinghistory.com/history/shipyards/6yacht/inactive/trumpynj.htm> (accessed 1/25/10).

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The company was subsequently re-christened John Trumpy & Sons, Inc. in January 1943. Over the remainder of the war, John Trumpy & Sons turned out several harbor tugs, 96 Plane Personnel Rescue Boats (24-footers), and 30 more sub chasers—although these were 63-foot designs rather than the 110-foot class the company had previously constructed. Trumpy subsequently was awarded the Navy's Battleship Efficiency Ribbon, or "E" Ribbon, in recognition of his work during World War II.¹⁴

John Trumpy & Sons After World War II

At war's end, the company resumed production of private yachts, constructing twelve between 1946 and 1947. By this time, however, the Delaware River had become so polluted by industrial runoff that the painted white hulls of the Trumpy yachts turned yellow and gray when launched.¹⁵ In 1947, the company decided to relocate again, this time to an Eastport, Maryland yard owned by Annapolis Yachts, which had taken over the site from Chance Marine Construction Co. The location was deemed superb, as it stood across the Spa Creek waterfront from the Annapolis Yacht Club and the Naval Academy.

Business slowed during the early 1950s, with the yard turning out only three boats in 1950. A brief boost arrived during the Korean War when John Trumpy was selected as chief designer and project coordinator for a new type of minesweeper intended for harbor clearance. The company constructed a dozen of these 57-foot boats, nicknamed "Mighty Mites," as well as several 50-foot utility boats and two skiffs.¹⁶ The company also drew attention for a new prototype design launched in 1954, the *Aurora IV*, which featured a climate-controlled lounge deck and a pair of 478-horsepower GM diesels capable of turning out a top speed of nearly 22 knots. Other notable projects included restoration work on several presidential yachts, including the *Sequoia*, the *Williamsburg*, and Trumpy's 1931 *Lenore*, used by President Eisenhower and John Kennedy.

John Trumpy, Sr. appears to have retired from active work during the mid-1950s, although he continued to draw plans and oversee construction. When he passed away in September 1963, his son became president of the company. Over the next decade the firm would produce approximately 40 more yachts, as well as five PTF fast patrol boats for the Department of Defense during the Vietnam War.

John Trumpy & Sons' last effort, the 60-foot *Sirius*, was completed in 1972 and the company folded the following year, due in part to competition from fiberglass boats and a 1971 labor strike that resulted in a "lack of skilled workers."¹⁷ In a 1974 interview with *The New York Times*, John Trumpy, Jr. stated that "We just had a devil of a time maintaining quality. The art is simply dying, and I am not going to convert to fiber glass."¹⁸ The Annapolis yard was purchased by Jay Templeton in 1974, and the site of the Chance Boatyard (subsequently the Annapolis Yacht Yard and John Trumpy & Sons) was listed in the National Register in April 1999.

¹⁴ Kenneth Bjork, *Saga in Steel and Concrete – Norwegian Engineers in America*, (Northfield, MN: Norwegian-American Historical Association, 1947), 332-333.

¹⁵ Robert Tolf, Author, and Robert Picardat, Illustrator, *Trumpy*, (St. Michaels, MD: Tiller Publishing, 1996), 81.

¹⁶ Ibid: 90.

¹⁷ Ibid: 138.

¹⁸ Ben A. Franklin, "Annapolis Boat Yard Slides Into History," *The New York Times*, July 11, 1974.

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Today, the best available information indicates that approximately 25 Trumpy yachts constructed at the Camden Yard prior to World War II are still in existence. Other estimates made by Trumpy historians indicate that of the firm's total production of 448 boats, which includes vessels constructed for the Coast Guard and Navy, approximately 90 survive, of which only 50 appear to be running or salvageable.¹⁹

Comparisons with photographs of the *Renown* taken for the 1941 issue of *The Rudder* (when she sailed as the *Jinia III*) indicate that she retains excellent integrity to her construction. The layout and detailing of saloon, including the wood paneling, boxed beam ceiling, staircase, closet and built-in bookcase all appear intact. Likewise, these photographs clearly indicate that the built-in bedroom furniture in the smaller staterooms, as well as the galley cabinets, are original to her construction, as is the ship's wheel.

Timeline of the *Renown*

1940 : Constructed as the *Jinia III* by the Mathis Yacht Building Company for Arthur M. Stoner of Hartford, CT.

1941: The *Jinia III* appears in the June 1941 (57:6) issue of *The Rudder*.

1942: The *Jinia III* is requisitioned by the War Shipping Administration for the U.S. Navy at Miami, Florida on August 18.

1942. In December 1942 Arthur M. Stoner is given \$34,305 in compensation from the Navy.

1945: The boat is returned to Arthur M. Stoner on August 1, 1945.

1946: Sold to Phillip F. Schneider for \$21,000 on February 6, 1946, then sold to Gregory S. McIntosh on August 29, 1946. The record is registered by the Collector of Customs at Cleveland, Ohio. The boat is renamed *Mojo* on September 4, 1946.

1949: *Mojo* is sold to the Gaudin Motor Company on September 27, 1949. The record is registered by the Collector of Customs at San Francisco, CA.

1951: Sold to Frank Muller on May 31, 1951. The record is registered by the Collector of Customs at Los Angeles, CA.

1961: Sold to the Bell Foundry Co. on August 4, 1961.

1962: Re-sold to Frank Muller on April 9, 1962.

1968: Sold to Lewis A. Bracker, owner of Cole's Battery Ignition, Inc., on November 15, 1968. The record is endorsed at Long Beach, CA. The name is changed to *Phyllis B.* after Bracker's wife.

1970: The boat is repossessed by creditors on November 11, 1970.

1971: Sold for \$55,000 by the U.S. Marshall of the Central District of California to Thomas Ballard on July 2, 1971.

1973: Sold to L. W. Auringer Jr. on March 13, 1973. The boat is mortgaged between Ballard and Auringer over the following year.

1974: Sold to Charles A. Johnson and Anita Johnson, joint tenants, on March 18, 1974.

¹⁹ Kate Pursell, "Trumpy Yacht Gets Mother of All Makeovers," *Sarasota Herald Tribune*, October 23, 2006.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Renown

Name of Property

San Diego County, CA

County and State

Name of multiple listing (if applicable)

Section number 8 Page 6

1976: Sold to Hallet E. Watson on October 20, 1976.

Between 1971 and 1978, the boat was renamed *Jamie Lee*, and subsequently renamed again as *Dream Lady*.

1978: Sold to Ronald Lee Bailey (75%) and Lawrence P. Taulbee (25%) for \$100,000 on October 18, 1978. The boat is renamed *Renown*.

1981: Sold to O. Wesley Box on June 8, 1981 for \$200,000. The record is endorsed at Portland, Oregon.

1984: *Renown* is sold as part of a forfeiture to Classic Yacht Charters on December 4, 1984.

1985: *Renown* undergoes a full restoration.

1987: *Renown* begins her present career as a charter yacht.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Larsen, Lisa. "The Trumpy Story: Relaunching an Icon." Trumpy Yachts.

<http://www.trumpyyachts.net/RelaunchingAnIconNov30.html> (accessed 7 January 2010).

Miron, Mike. "John Trumpy & Sons, Inc." *Boater's Life*. n.d. <http://www.boaterslife.com/history-trumpy.673.13.48.htm>
(accessed 6 April 2010).

Trumpy Yachts. "Trumpy Yachts: A Historical Perspective." <http://www.trumpyyachts.net/AHistoryLessonNov30.html>
(accessed April 6, 2010).

(See continuation Sheet 9.1)

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 # _____

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): _____

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1 11 484205 3618925
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary of the *Renown* is 70 feet by 14.5 feet, or the length over-all and the beam of the vessel.

Boundary Justification (explain why the boundaries were selected)

The boundary of ships and boats is the length and beam of the vessel.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Renown

Name of Property

San Diego County, CA

County and State

Name of multiple listing (if applicable)

Section number 9 Page 1

Bibliography (Continued):

Tolf, Robert, Author and Robert Picardat, Illustrator. *Trumpy*. St. Michaels, MD: Tiller Publishing, 1996.

Shipbuildinghistory.com. "Mathis Yacht Building Company, Camden and Gloucester City NJ (later John Trumpy & Sons)." <http://shipbuildinghistory.com/history/shipyards/6yacht/inactive/trumpynj.htm> (accessed 25 January 2010).

United States Coast Guard National Vessel Documentation Center. "Abstract of Title for Vessel# 290117." Abstract obtained 20 January 2010.

11. Form Prepared By

name/title Jonathan Lammers/ Historian
organization Page & Turnbull, Inc. date July 20, 2010
street & number 1000 Sansome Street, Suite 200 telephone (415) 593-3223
city or town San Francisco state CA zip code 94111
e-mail lammers@page-turnbull.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property:

City or Vicinity:

County:

State:

Photographer:

Date Photographed:

Description of Photograph(s) and number:

1 of ____.

Renown _____
Name of Property

San Diego County, CA
County and State

Property Owner:

(complete this item at the request of the SHPO or FPO)

name Classic Yacht Charters
street & number P.O. Box 2207 telephone (858) 756-3068
city or town Rancho Santa Fe state CA zip code 92067

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Renown

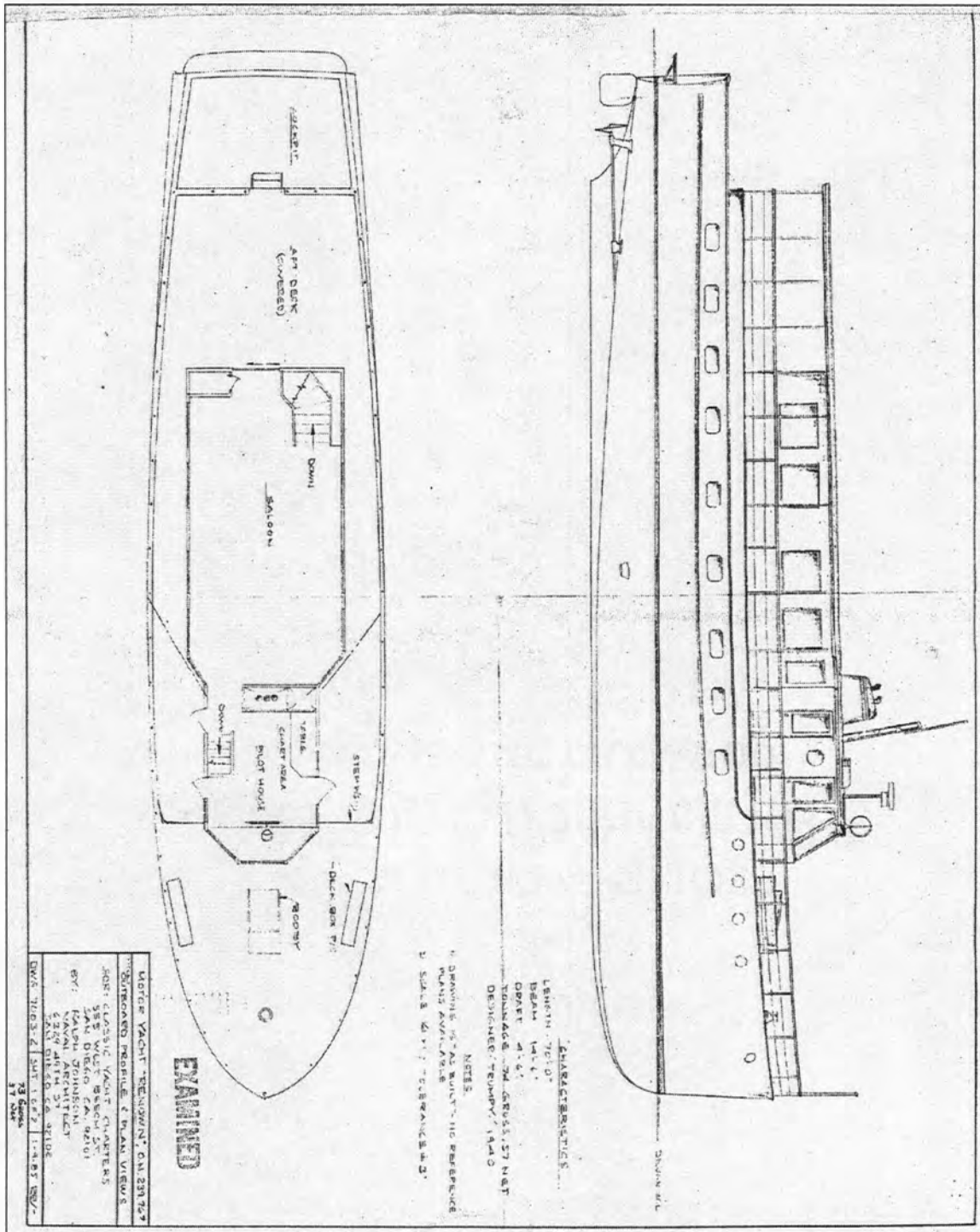
Name of Property
San Diego County, CA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page _____

Ship's diagram prepared by Ralph Johnson, Naval Architect, January 1985:



**United States Department of the Interior
National Park Service**

National Register of Historic Places Continuation Sheet

Renown

Name of Property

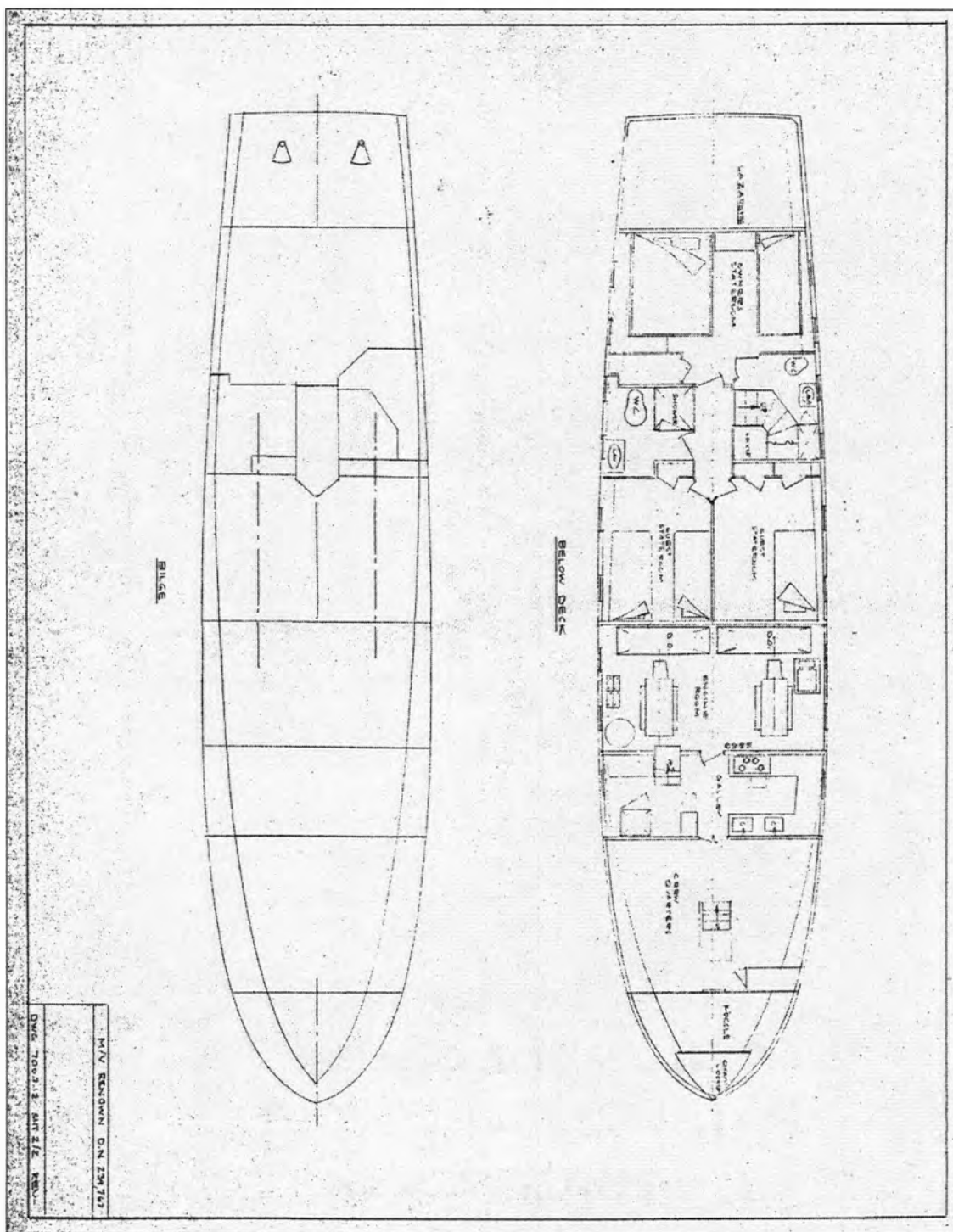
San Diego County, CA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page

Ship's diagram prepared by Ralph Johnson, Naval Architect, January 1985:



**United States Department of the Interior
National Park Service**

National Register of Historic Places Continuation Sheet

Renown

Name of Property

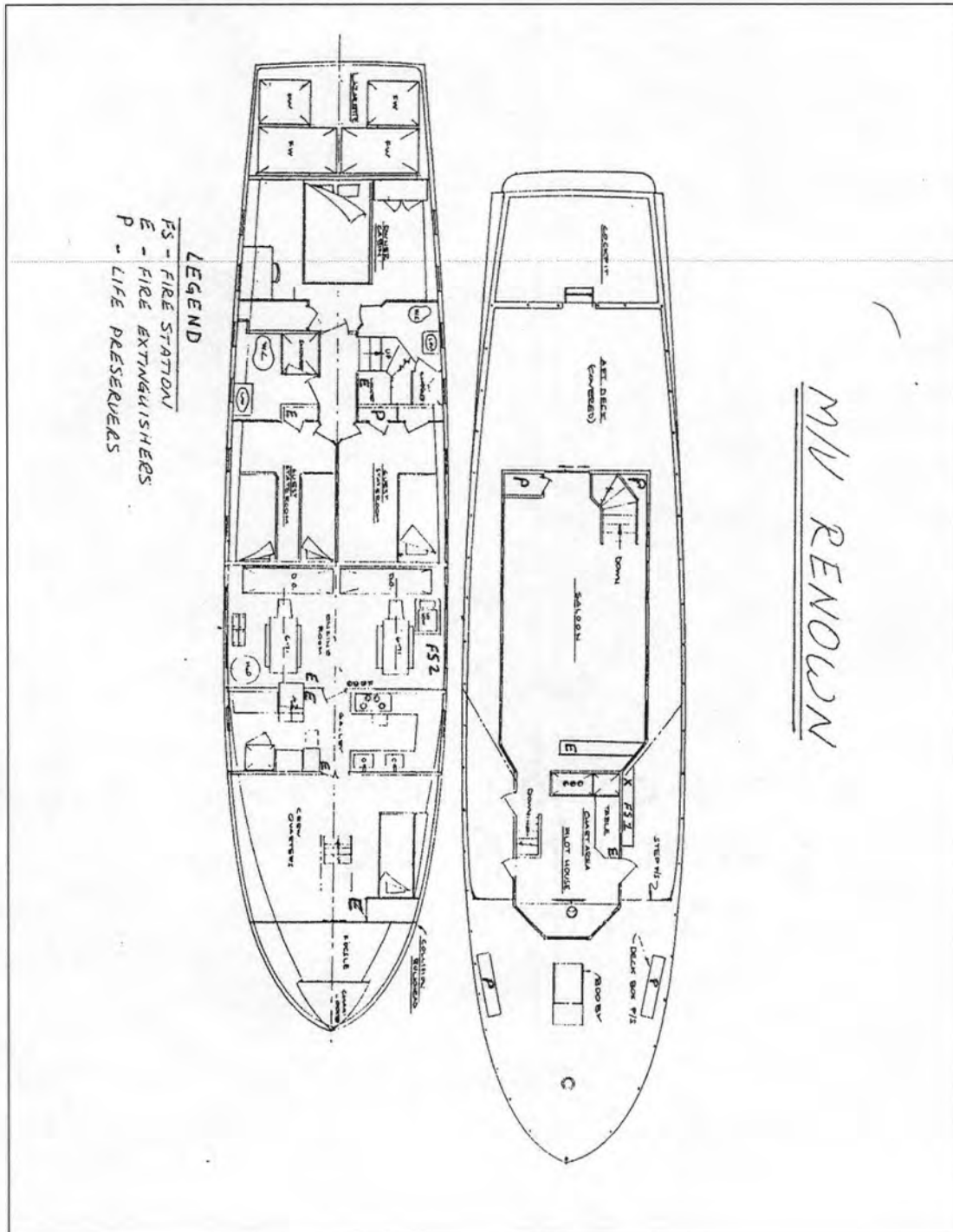
San Diego County, CA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page

Ship's diagram prepared by Hornblower Cruises and events, June 2010:



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Renown

Name of Property

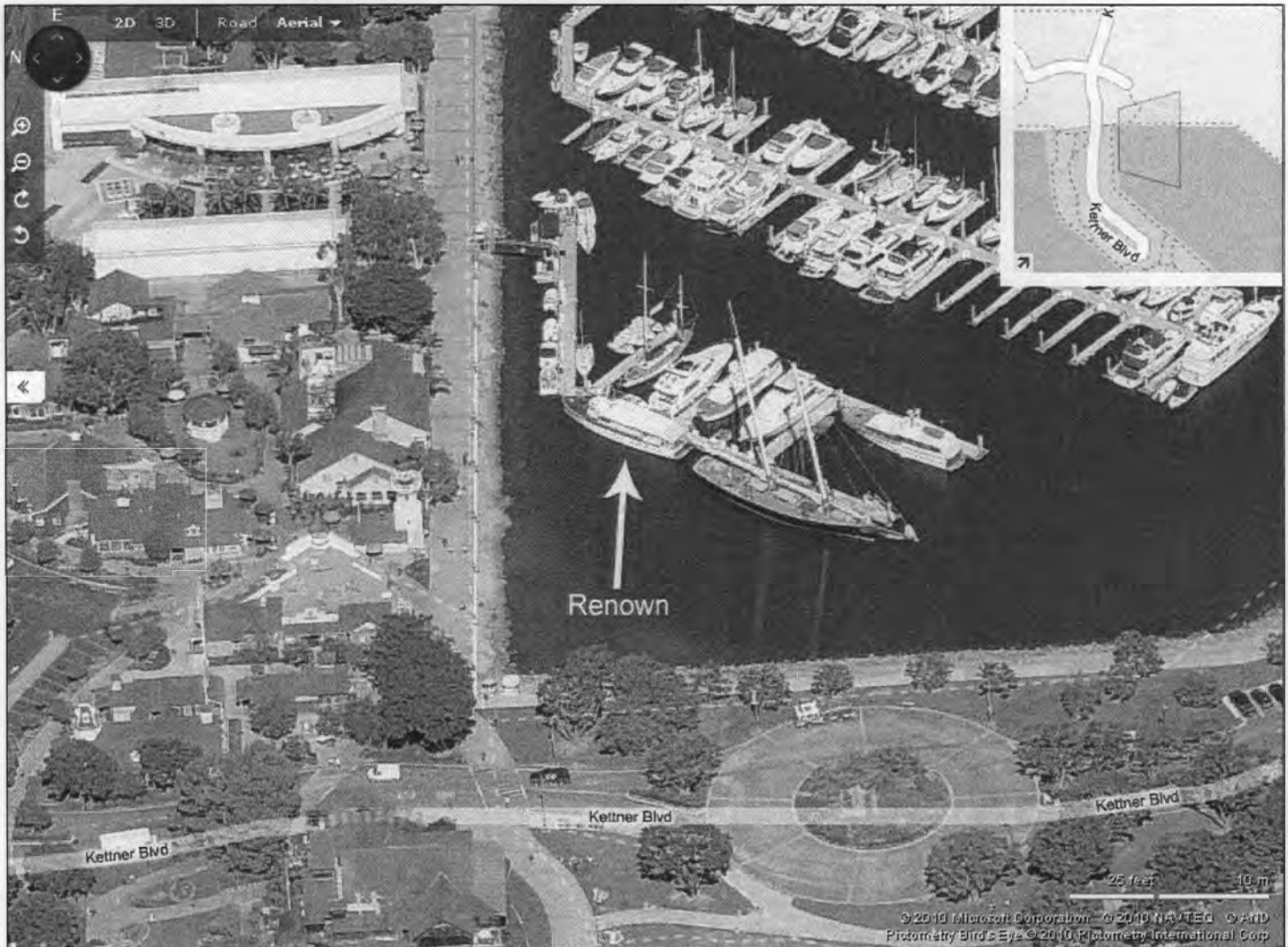
San Diego County, CA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page _____

Location map courtesy of Bing.com maps (annotated by Page & Turnbull, Inc.):



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Renown

Name of Property
 San Diego County, CA

County and State

Name of multiple listing (if applicable)

Section number Additional Documentation Page _____

Photo Log:

Unless noted otherwise, all photos were taken by Page & Turnbull, Inc., April 2010.

- Image 0001: Starboard exterior. (Source: Hornblower Cruises & Events, 2009)
- Image 0002: Starboard exterior. (Source: Hornblower Cruises & Events, 2009)
- Image 0003: Port exterior. (Source: Hornblower Cruises & Events, 2009)
- Image 0004: Port exterior detail
- Image 0004: Pilot house exterior
- Image 0006: Detail of the pilot house exterior
- Image 0007: Detail of decking on the sun deck
- Image 0008: Detail of the original ship's light
- Image 0009: Detail of the original ship's horns
- Image 0010: Door to the pilot house, starboard side
- Image 0011: View of the pilot house from the landing of the stairs leading down to the galley
- Image 0012: Detail of the original ship's wheel
- Image 0013: Original cabinets along the port wall of the pilot house
- Image 0014: Port side promenade looking aft from outside the pilot house
- Image 0015: Port side promenade looking forward adjacent to the saloon
- Image 0016: Starboard side promenade looking aft from outside the pilot house
- Image 0017: Saloon looking forward
- Image 0018: Detail of bar (installed ca. 1980) on the port side of the saloon
- Image 0019: Saloon looking aft
- Image 0020: Detail of closet on starboard side of saloon
- Image 0021: Detail of stairs to staterooms on port side of saloon
- Image 0022: Looking forward to saloon door from the aft deck
- Image 0023: Looking aft through the aft deck to the lowered cockpit in the stern
- Image 0024: Hinged door and wall pocket on the aft deck
- Image 0025: Detail of decking on the aft deck
- Image 0026: View of the cockpit, originally used for fishing
- Image 0027: Detail of cleats on the cockpit
- Image 0028: Master stateroom
- Image 0029: Detail of wall paneling and ceiling in master stateroom
- Image 0030: Entry door and bathroom door in master stateroom
- Image 0031: Bathroom in master stateroom
- Image 0032: Original built-in bed and night stand in guest stateroom
- Image 0033: Detail of original built-in dresser in guest stateroom
- Image 0034: Bathroom shared by guest staterooms
- Image 0035: Detail of baluster for stairs leading to the galley, located at the rear starboard side of the pilot house
- Image 0036: Detail of stair to galley
- Image 0037: Door leading to engine room from galley
- Image 0038: Detail of counter and original cabinets in the galley
- Image 0039: Detail of original shelves and cabinet in the galley
- Image 0040: Detail of the ceiling in the galley
- Image 0041: Detail of Detroit 6-71 diesel engine
- Image 0042: Detail of portholes in the engine room
- Image 0043: Ship's generator
- Image 0044: Electrical service panels
- Image 0045: June 1941 article in *The Rudder* discussing the *Jinia III*
- Image 0046: 1924 *Motor Boating* advertisement for Mathis Yacht Building Co.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY RENOWN (yacht)
NAME:

MULTIPLE
NAME:

STATE & COUNTY: CALIFORNIA, San Diego

DATE RECEIVED: 11/25/11 DATE OF PENDING LIST: 12/16/11
DATE OF 16TH DAY: 1/03/11 DATE OF 45TH DAY: 1/10/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000990

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1.4.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



RENOWN

HORNBL...



RENOWN







































































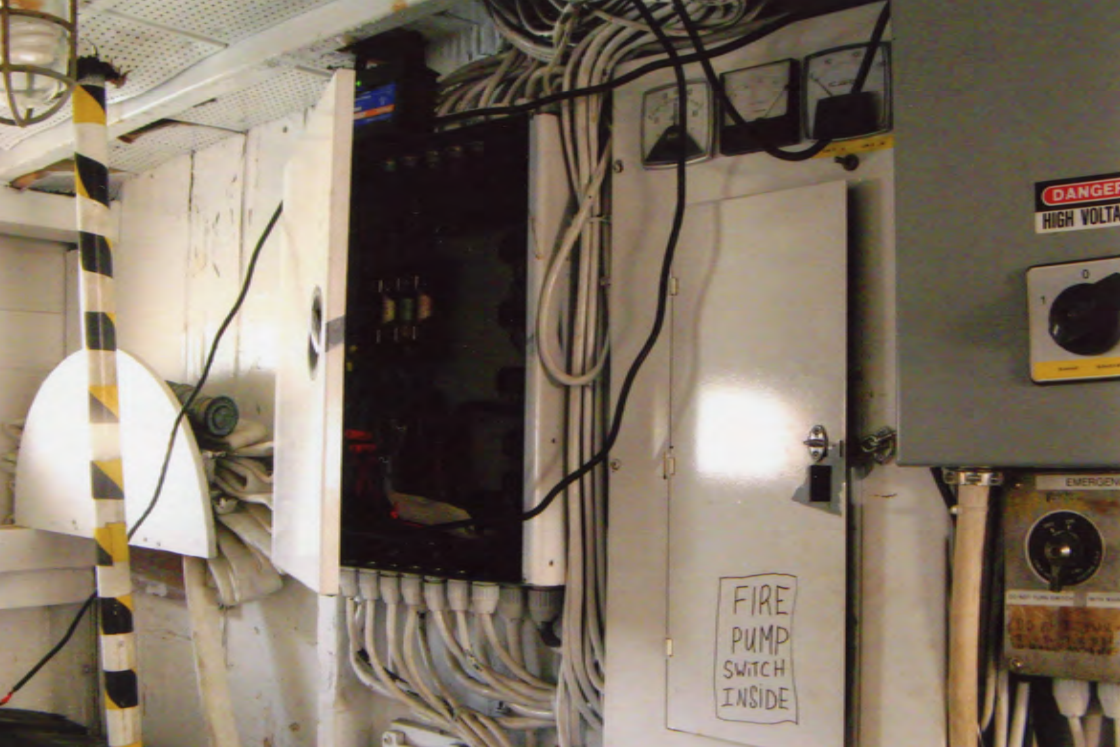












DANGER
HIGH VOLTAGE



EMERGENCY

FIRE
PUMP
SWITCH
INSIDE

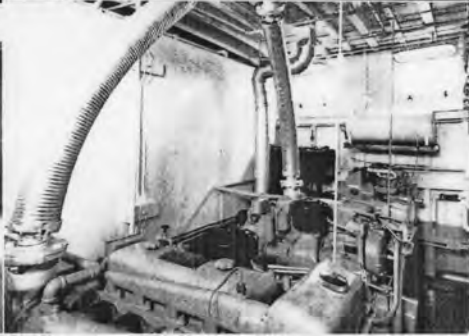


JINIA III

A new cruising houseboat built by the Mathis Yacht Building Company at their yards in Camden, New Jersey. She is 69 feet overall, equipped with two Gray diesels and sails under the flag of Arthur M. Stoner. The upper photograph shows her modern, rakish

"stack," while below the main saloon and the owner's stateroom are shown on the left. At the right is a view of the pilot house (note the pilot rules posted prominently on the bulkhead and the direction finder conveniently placed), and a picture of the engine room

Rosenfeld



MATHIS YACHT BUILDING CO.

The Center of Interest in Florida



65-FT. EMESKA

Mr. Mahlon S. Kemmerer, New York



70-FT. OCOEE

Mr. W. S. Milne, Chattanooga, Tenn.



80-FT. MARIPOSA

Dr. Geo. D. Rosengarten, Phila., Pa.



87-FT. PILGRIM

Mr. Wm. M. Elkins, Philadelphia, Pa.

Since 1910

Mathis Built

Houseboats

have held the center of the stage in every Florida season. Have been the choice of men who know, like

L. H. and A. W. Armour and Jas. Deering, of Chicago;

Henry W. Savage, Murray Guggenheim, H. N. Baruch, Arthur Curtiss James, and W. J. Matheson, of New York;

Wm. M. Elkins, Chas. B. Prettyman, Clayton G. Dixon, Louis Burk, Arthur Block, and D. H. Carstairs, of Philadelphia.

—and other discriminating purchasers who can afford the best.

The 1924 season will see a notable fleet of Mathis-built Houseboats, a portion of which is shown by the illustrations on this page.



65-FT. MINKEN

Mr. Paul A. Schoellkopf, Niagara Falls



70-FT. EBENEZER

Mr. J. Aron, New York City



70-FT. BILMA III

Mr. W. G. Selby, Sarasota, Fla.



85-FT. LUNETTA

Col. S. C. H. Slocum, Washington, D. C.

When in Florida, look for the latest Mathis-type houseboats—with the new-type yacht stern—just another of the improvements that keep us further ahead for 1924

Mathis Yacht Building Company

Specialists in Houseboats and
Cruisers from 40 to 120 ft.

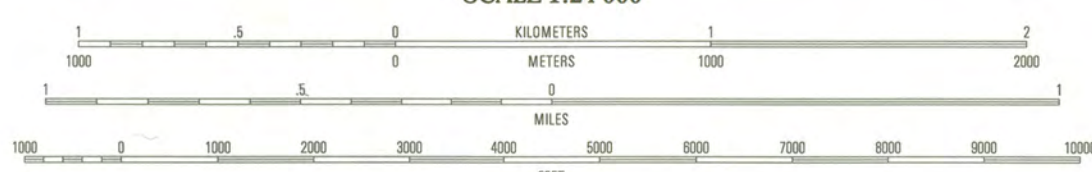
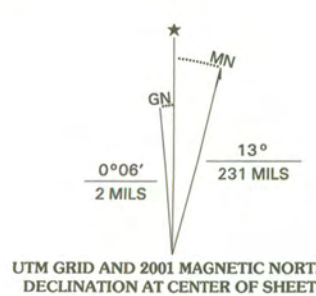
Coopers Point,
Camden, N. J.

HOUSE BOATS AND YACHTS





Produced by the United States Geological Survey
Topography compiled 1966. Planimetry derived from imagery taken 1996 and other sources. Survey control current as of 1967.
Boundaries current as of 2000.
North American Datum of 1983 (NAD 83). Projection and 1 000-meter grid: Universal Transverse Mercator, zone 11 10 000-foot ticks: California Coordinate System of 1983 (zone 6).
North American Datum of 1927 (NAD 27) is shown by dashed corner ticks. The values of the shift between NAD 83 and NAD 27 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.
Selected hydrographic data compiled from NOS Charts 18773 (1968) and 18772 (1969). This information is not intended for navigational purposes.
There may be private inholdings within the boundaries of the National or State reservations shown on this map.
Houses of worship, schools, and other labeled buildings verified 1967.



CONTOUR INTERVAL 20 FEET
SUPPLEMENTARY CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4 FEET
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, CO. 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8

ADJOINING 7.5 QUADRANGLE NAMES

Primary highway
hard surface
Secondary highway
hard surface
Unimproved road
Interstate Route
U.S. Route
State Route

POINT LOMA, CA
1996

NIMA 2549 II NW-SERIES V895



**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street Suite 100
SACRAMENTO, CA 94296-0001
(916) 445-7000 Fax: (916) 445-7053
calshpo@ohp.parks.ca.gov



NOV 25 2011

NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

November 18, 2011

Ms. Carol Shull, Keeper
National Register of Historic Places
National Park Service 2280
1201 I (Eye) Street, NW
Washington, DC 20005

Subject: **Renown National Register of Historic Places Nomination**

Dear Ms. Shull:

Enclosed please find the **Renown** nomination to the National Register of Historic Places. Hornblower Cruises and Events, the owner of the yacht, is the applicant. **Renown** embodies the distinctive characteristics of a shallow-draft "Trumpy Yacht" designed and constructed by master naval architect, John Trumpy, Sr.

On May 19, 2011 at its regular quarterly meeting, held in Santa Monica, the California State Historical Resources Commission (Commission) found **Renown** eligible for the National Register under Criterion C at the local level of significance.

If you have questions regarding this nomination, please contact Jay Correia of my staff at 916-445-7008 or jcorr@parks.ca.gov.

Sincerely,

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosures

**Yacht Renown
San Diego, San Diego County
Staff Report**

Renown is a private yacht moored at the Marriot Marina in San Diego, California. She is 70 feet in length over-all with a beam of 14.5 feet, and a draft of 4.5 feet. Her hull is comprised of 2" x 2 ½" white oak frames, with 1½" pine topsides and bottom. Her deck is teak and her fastenings are bronze. There are two primary decks. The topside main deck includes a sundeck, pilot house, saloon and a covered aft deck. Below she features a galley, engine/generator room, two guest bunk rooms and a master stateroom. At the stern, stairs from the aft deck lead down to a lowered aft deck which is located at an intermediate level between the two decks. *Renown* is propelled by twin Detroit diesel engines.

Renown was completed as the *Jinia III* in 1940 by the Mathis Yacht Building Company of Camden, New Jersey. Nationally recognized as a builder of finely-crafted motor yachts, Mathis Yachts was inaugurated in 1910. From its inception, Mathis Yachts was primarily a vehicle for the work of master shipbuilder, John Trumpy, Sr., whose designs quickly found favor with America's developing leisure class. In the early 1940s the company was rechristened as John Trumpy & Sons, and boats built by the yard are often referred to as "Trumpy Yachts."

Renown is significant under National Register Criterion C as an excellent example of a shallow-draft "Trumpy Yacht" designed and constructed by master naval architect, John Trumpy, Sr. While Trumpy modestly called his watercraft "houseboats," his yachts were in fact regarded as among the finest luxury motor cruisers of the twentieth century. *Renown* is also significant for being among the last five Trumpy Yachts constructed at the Mathis Yard prior to the onset of World War II, at which time the company was relocated and production shifted entirely to the war effort. Her survival is notable, as it appears that only twenty-five of Trumpy's pre-war yachts are still in existence. Thus, she must be considered a rare example of her type. She retains excellent integrity to her construction. In particular, *Renown* features essentially her original layout, and retains the majority of her key original features, including her original woodwork, much of her original built-in furnishings, doors, ship's wheel, air horns, galley cabinets, and other features. It also appears that her engines are original.

Staff recommends the State Historical Resources Commission determine *Renown* eligible for listing in the National Register under Criterion C at the local level of significance. Staff further recommends the State Historic Preservation officer approve the nomination for forwarding to the National Park Service for listing in the National Register.

Jay Correia
State Historian III
April 27, 2011