

# USS Potomac

1935 Manitowoc USGC Cutter, 165'

Builder: Manitowoc Ship Building Company, WI  
Naval Architect: Manitowoc Ship Building Company



Completed in October 1934 as the U.S. Coast Guard Cutter *Electra*, the ship was taken over by the Navy in November 1935, and renamed USS *Potomac* in January 1936. She served as President Franklin Roosevelt's presidential yacht from 1936 to the time of his death in April 1945. President Roosevelt spent many delightful hours on her decks cruising the Potomac River near Washington. He cruised nearly 50 times per year in the years preceding World War II. The ship provided a welcome escape from the enormous pressures of public life.

*Potomac* also made occasional cruises to Florida and the Bahamas with the President and first lady on board. She transported the President to Cape Cod, where he boarded the cruiser USS *Augusta* (CA-31) for the conference with Prime Minister Churchill formulating the Atlantic Charter. The *Potomac* carried FDR to board the battleship USS *Iowa* (BB-61) for travel to the Tehran Conference. FDR visited the Bay Area several times and his ship is now permanently berthed at the foot of Clay Street in the Port of Oakland's Jack London Square.

The beautifully restored *Potomac* is an active testament to the man who led America out of the Great Depression and through World War II. Now, more than 60 years after his death, the spirit of FDR can still be felt on board. The ship is the central artifact of the *Potomac* Association's museum and memorial that is dedicated to remembering Roosevelt and his era. Guided dockside tours are available every Wednesday, Friday and Sunday; and two-hour history cruises tour the Bay eight times each month from mid-March through mid-November.

# Triple Crown

1972 Stephens Flush Deck Cruiser, 48'

Builder: Stephens Brothers Boat Builders & Designers, Stockton, CA  
Naval Architect: Theo Stephens



Triple Crown was launched in April 1972 under Contract #M-167 at the Stockton, California Yard of the famed Stephens Boat Builders & Designers. This 48 foot, 14 foot 8 inch beam, 3' 6" foot draft doubled-planked Philippine mahogany hull cruiser was designed and built at the request of Penny Chenery, the head of the consortium that owned the famous Triple Crown winning race horse, Secretariat. Thus the name Triple Crown. She cruised the Florida coast for many years and was shipped to California. She now is moored in the Oakland Estuary and she is often seen cruising San Francisco Bay. Her current owner has made many upgrades maintains her in Bristol and near original condition.

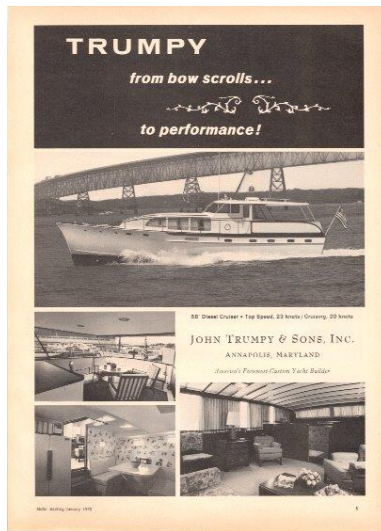
# Aurora V

1969 Trumpy Coastal Cruiser, 58'

Builder: John Trumpy & Sons, Annapolis, MD

Designer/Original Owner: John Trumpy, Jr.

Naval Architect: Frederick C. Geiger



Aurora V was launched in April 1969 at the Annapolis Yard of John Trumpy & Sons on Spa Creek, MD. This 58 foot, 15 foot 4 inch beam, 4 foot draft doubled-planked mahogany hull coastal cruiser was designed and built as Trumpy's next generation yacht to propel this 60 year old company into the future just as fiberglass became the prevalent choice of hull material. Trumpy only built 6 to 8 yachts per year. The Trumpy Family since 1946 began building certain yachts for their own personal use and to serve as showrooms of their craftsmanship. These highly amenitized and designed yachts were named "Aurora". Since 1946 there were six Aurora's built (4 left today) with the last one, Aurora V, launched in 1969. John Trumpy Jr. personally oversaw the design of Aurora V in collaboration with Frederick C. Geiger, noted naval architect who since 1955 worked for Trumpy. Geiger is well known since the late 1930's for his sailboat designs. Geiger is the architect of the first Chinook Class sailboat.

# Maverick

1966 Stephens Flush Deck Cruiser, 50'

Builder: Stephens Brothers Boat Builders & Designers, Stockton, CA  
Naval Architect: Theo Stephens



Maverick was launched on July 30, 1966 under Contract #M-121 at the Stockton, California Yard of the famed Stephens Brothers Boat Builders & Designers originally purchased by William Tegart. This 50 foot, 14' 6" beam, 3' 4" foot draft doubled-planked mahogany hull cruiser was designed by Theo Stephens. She runs with her original twin General Motor diesel model 6-71 engines producing over 540 horsepower total. Maverick has 3 staterooms, a full galley, salon, and large aft deck area. Maverick has often been seen cruising in San Francisco and her current owner has completed restoration work and maintains Maverick in Bristol condition.

# Ahalani

## 1957 Stephens Pilot House Express Cruiser, 58'

Builder: Stephens Brother Boat Builders & Designers, Stockton, CA  
Naval Architect: Theo Stephens



Ahalani is a 1957, 58 foot, 14' 2" beam, 4' draft launched in 1957 in Stockton, California by the famed Stephens Boat Builders & Designers. Still powered by its originals twin Cummins 220 horsepower engines with stateroom accommodations for 6, full galley and a spacious pilot house. Ahalani was originally built for the Serpa Family, Portuguese dairy farmers in California's Central Valley. During the summer heat of the Central Valley many farmers owned Stephens yachts moored in San Francisco Bay to enjoy the Bay's cool summer weather. She has spent most of her life in the bay area and is currently owned and maintained by Dr. David Tece and Eddie Orton who enjoy Ahalani for both private pleasure and corporate use for their various companies. Constantly being refit and upgraded, both David and Eddie are committed to preserving this classic yacht for future generations to enjoy.



# Miss 102

## 1956 Stephens Pilot House Express Cruiser, 60'

Builder: Stephens Brothers Boat Builders & Designers, Stockton, CA  
Naval Architect: Theo Stephens



Miss 102 is a 60', 15' beam, and 4' draft 1956 Stephens Motor Yacht built in Stockton, California launched by Americas premier boat builder and designer at that time Stephens Brothers Boat Builders & Designers. Miss 102 took her name when an executive for the Pabst brewing company which had recently expanded from Milwaukee to Los Angeles, bought her and gave her the name. Brew or batch 102 was Pabst's most popular beer and required 102 steps to make. Pabst always a great marketing company had targeted the rapidly growing African American Community and hired baseball great Larry Doby and boxer Ezzard Charles as their spokespersons. In 1953, Pabst sponsored a beauty contest with 5 Los Angeles area models including African American beauty Lois Franklin competing for the title of Miss 102. Today, Miss 102 resides in both San Francisco Bay and the Delta where her owners take great pride in maintaining her in Bristol condition.

# Eslo

1940 Lowell Netherland Double Ended Raised Deck Cruiser, 47'

Builder: Lowell A. Netherland, Brisbane, CA  
Naval Architect: Lowell Netherland



The ESLO was designed by Mr. Lowell A. Netherland and built in Brisbane, California in 1940. He used it extensively in the San Francisco Bay and coastal waters for over 25 years and in 1968 sold it to Edward Galloway, a writer, who lived on board until his death in 1980. The ESLO sat untouched in its berth until our purchase in 1992.

ESLO is a raised deck, double ended, cruiser, 47' in length with a beam of 12'9" and a draft of just over 4 3/4'. The hull is 1 1/2" Port Orford cedar over 2 3/4" sawn oak frames on 10" centers and has a displacement of over 25 tons. Power is from a Detroit Diesel 671 N, with 250 horsepower.

ESLO restoration began in 1992 and required approximately 2400 hours. The stateroom was redesigned to include a larger head and the shower was relocated from starboard to port. ESLO was completely re-plumbed and rewired. A Westerbeke 4.5 KW generator was installed and incorporated with the new AC wiring panel. The salon was completely renovated while new appliances, cabinets, and tile were installed in the redesigned galley. A cockpit cover of similar design and construction to the pilot house was constructed on a 2/3<sup>rd</sup> scale and enclosed with weather curtains.

ESLO is at home cruising the San Francisco Bay and Delta or offshore. She is totally self contained, carries a complete electronic navigation system, and provides many hours of comfort and satisfaction as our second home.

# Califia

## 1937 William Holly Flush Deck Launch, 36'

Builder: William Holly, Boat Builder, Oakland, CA  
Naval Architect: William Holly



Califia was built and launched in Oakland in 1937 by a builder named William Holly. He built at least one sister ship identical to Califia and possibly more. Holly worked alone or with a very small crew.

The current owners bought her in 1984. They purchased her from the family of the former owner, who had owned her at least since 1947, and possibly from her date of launch. The current owners have done extensive restoration work over the years while actively cruising her in the bay and going to the delta every August.

Califia is 35.5' in length and has a beam of 9' with a 3' draft. She is powered by a Chrysler 318 gasoline engine. Her home port is Sausalito.



# North Star II

1928 Stephens Trunk Cabin Cruiser, 45'

Builder: Stephens Brothers Boat Builders & Designers,  
Stockton, CA

Naval Architect: Theodore & Robert Stephens



North Star II was launched on September 8, 1928, Hull # 556, at the Stephens Brothers Boat Builders & Designers' yard in Stockton, California. The original owner named her Alice. Over the years the yacht has had eleven owners, all Californians. When launched the yacht was powered by 1-G-6 Scripps engines that were later, during the 1950's, exchanged for 6 cylinder Chrysler Marine engines model Crown. These engines remain in the boat today. The yacht is 45 feet long and 11 feet in beam with a draft of 3 1/2 feet. Original photos and manufacturer's specifications are preserved at the Haggin Museum in Stockton, California.

This yacht was purchased by the Almquist family in 1984 and has undergone extensive rebuilding since that time. While the interior of the yacht has remained mostly original a number of upgrades have brought the yacht up to modern standards. Renamed North Star II by the Almquists, the yacht now resides at Fortman Marina in Alameda. The Almquist family has fully restore this rare vessel to her former glory and Bristol condition.