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THE WHITE HOUSE

WASHINGTON

August 26, 1981

Dear Miss Didier:

I have received your message addressed to the President regarding press stories suggesting the White House is interested in securing a replacement for the Presidential yacht, the Sequoia, which had been used by seven Presidents and sold by the Carter Administration.

Actually, we have only been responding to both private and governmental sources that have urged our exploring that possibility.

At this time we have no plans to reinstate the use of a Presidential yacht.

Thank you sincerely for your comments.

Sincerely,

MICHAEL K. DEEVER
Assistant to the President
Deputy Chief of Staff

Miss Jane Didier
Apartment 2
701 West Howard
Winona, MN 55987

Dear President Reagan, ~~V.A. Hatnd~~
My name is Jane ~~Spicer~~ Hatnd
I am a Jr. college student in MKD-2
Winona Mn. Today I read a story
in the Winona Daily news paper
that got me thinking. The article
was titled Business executives will
be asked to pay for Reagan yacht.
The article told of how a trust is
looking for 50 contributors to
pledge \$25,000 a year each for the
next five years to cover the yacht's
\$1.1 million ~~trust fund~~ price tag
and set up a \$4 million trust fund
for its maintenance. "I don't
know if this will happen or if
you will allow it to happen, but
if it does I feel that too much
money will be going for something
that will benefit too few people.
It seems as though this is
happening entirely too much these
days. In the article there was
one line that really made me
sick. "It's not a gift to President
Reagan," it said "It's a gift to the
people." Tell me how many pro-

people will feel like they are being given a gift. Are these people being selfish thinking that spending over \$5 million on a yacht, that they will never see, is not a gift. I, being one of the people of the United States, would feel cheated and angry.

Why not accept the money and use it for something that would be a gift to the people. I could ~~make~~ name 50 agencies or groups of people who would very grateful with \$25,000 for the next five years, but that is not the intent of this letter.

It is to point out that thus, if it does happen, is only one example of how money is wasted and poorly spent in this and many nations. Also it is why so many Americans are unhappy and displeased with our government and its leaders.

Thank you

Sincerely,

Jane M. Didier

ENEMY STARBOARD!

Presidential Yachts Face Off
in the Battle of the Potomac

It's the battle of the boats. On one side of the Tidal Basin, moored off Hains Point, is the *Sequoia*, yacht to eight Presidents before being sold off by Jimmy Carter in an austerity move. Across the water near the Gangplank restaurant in Southwest is the *Presidents*, once called the *Barbara Ann* (by Dwight Eisenhower), the *Honey Fitz* (by John Kennedy and Lyndon Johnson), and the *Patricia* (by Richard Nixon), also a yacht in the President's fleet until sold in 1970. If the legal skirmishes and tough words pouring back and forth between the boat operators are any indication, cannons soon might start blazing across the Potomac River.

Key to the controversy is "Commodore" Ed Skinner, a former American Enterprise Institute fund-raiser. In 1981 he organized the Presidential Yacht Trust to rescue the *Sequoia* from ignominy as a tourist attraction. He arranged the purchase of the yacht from John Grant, a Florida man who was using it to promote his marine-biology center. Through a Washington contact, Michael Gill, a member of the Executive Committee of the Republican National Committee and a nephew of Dwight Eisenhower, Skinner persuaded California multimillionaire and moving-van operator Richard Arendsee to underwrite the Trust's purchase for more than \$1 million.

According to the terms of the Trust, the *Sequoia* was to be docked on the Potomac for at least six months a year and made available to Ronald Reagan and other high government officials, to be the site of forums and receptions, and to be available for use by large corporations and wealthy individuals who contributed \$25,000 to the Trust to defray the cost of the purchase. At the end of a certain period of time, the *Sequoia's* ownership would revert from Arendsee to the Trust, which would maintain it as a historic landmark. A blue-ribbon advisory board was established, which included John Connolly, public-relations man Robert K. Gray, OAS ambassador William Middendorf, and American Security Bank chairman Jarvis Moody.

After the purchase in the summer of 1981, Gill and Arendsee succeeded in removing Skinner from the board of trustees of the Trust. At issue was an agreement under which former owner Grant was to be allowed use of the *Sequoia* every winter to promote his business in Florida. Arendsee and Gill charged they were unaware of this part of the sales contract.

A law suit was filed in Baltimore, and the Arendsee/Gill group lost; a federal judge ruled that the *Sequoia* must head down to Florida by December 1. The embittered Skinner then filed documents with the Baltimore court, charging Gill and Arendsee with misuse of the *Sequoia*.

Skinner claimed that board meetings, which should have been devoted to discussions of how to fund and maintain the *Sequoia*, usually dwelt instead on various strategies to get President Reagan to visit the ship. At one point, Skinner told the court, the *Sequoia* steamed down to the Yorktown bicentennial celebration in the vain hope of "try[ing] to con the President into coming aboard." A representative of the Arendsee/Gill group says of Skinner: "I feel sorry for him—he's got all sorts of problems, and I'd be leery of what he says."



Commodore Ed Skinner and the *Sequoia*
How Can They Get Reagan on the Boat?

After being severed from the *Sequoia*, Skinner joined up with Connecticut restaurateur Joe Keating, who had purchased the *Patricia* for use as a tourist attraction at his restaurant in Greenwich. The yacht was renamed the *Presidents* and a charter service was established, just across the water from the *Sequoia*.

Unlike the *Sequoia*, the *Presidents* is open to the public; a party of 50 can float down the river with food and drink for about \$5,000. Gill asserts that the *Presidents'* advertising is misleading; a picture of Winston Churchill and Harry Truman is prominently displayed, but they had sailed on the *Williamsburg*, yet another presidential yacht. The *Presidents* had merely been the tender for the *Williamsburg*, hauling passengers out to the bigger boat.

The *Sequoia* is not officially for general charter, which would be against both the Trust's by-laws and its IRS status, and Skinner watches from the deck of the *Presidents* vigilantly to detect any possible violations of that prohibition. The *Sequoia* has been the scene of several gala bashes, including Susan Ford's 25th birthday celebration, staged by Gill because he thought it would be great public relations. At another party, thrown by the Class Reunion restaurant for government officials and members of the media, former presidential press secretary Jody Powell was so impressed with the trappings that he got on the yacht's phone and called his former boss, jokingly telling Jimmy Carter that by selling off the *Sequoia* he had really missed the boat.

IN THE MEDIA

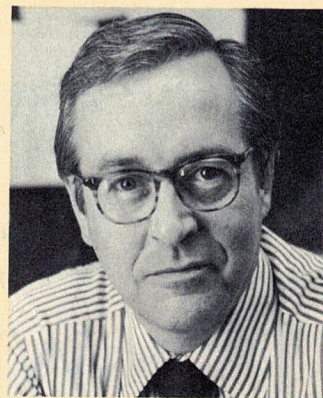
AP, NBC Heavies to Give, Uh,
Sober Look Behind the Scenes

An unusual collaborative effort between an electronic journalist and print journalist will appear in the spring. NBC elder statesman John Chancellor and Associated Press Washington bureau chief Walter Mears have joined forces to produce *The News Business*, a behind-the-scenes look at broadcasting and print journalism, to be published in March by Harper & Row.

Chancellor and Mears came up with the idea while both were in Boston covering the 1980 presidential primary. They agreed to write separately, each sending off a chapter to the other after it was

finished. Then they met to stitch it together.

The first joint meeting was a disaster. They met at one of Chancellor's favorite New York restaurants, had dinner, then spread out their separate chapters on a large table in a quiet booth. Just then the maître d' appeared with brandy, compliments of the management. That brandy was followed by more, and the evening ended joyously but non-productively. To avoid a repetition, the pair holed up for a week this past summer at a K Street office; they rented word processors and finished their manuscript



John Chancellor
Brandy or Book, Not Both

without interruptions or hangovers.

A week later Chancellor received his American Express bill; on it was the succession of brandies from the restaurant owner.

THE WHITE HOUSE
WASHINGTON

August 21, 1981

Dear Mr. Hamilton:

I have received your message addressed to the President regarding press stories suggesting the White House is interested in securing a replacement for the Presidential yacht, the Sequoia, which had been used by seven Presidents and sold by the Carter Administration.

Actually, we have only been responding to both private and governmental sources that have urged our exploring that possibility.

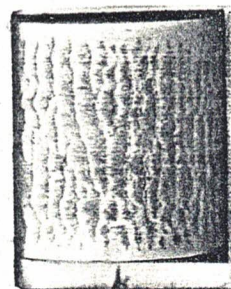
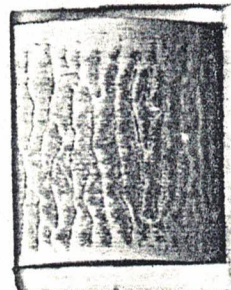
At this time we have no plans to reinstate the use of a Presidential yacht.

Thank you sincerely for your comments.

Sincerely,

MICHAEL K. DEEVER
Assistant to the President
Deputy Chief of Staff

Mr. William Hamilton
600 Water Street, S.W.
Washington, D.C. 20024



NY
NC Sequoia yacht

29 July 1981

The White House
600 Pennsylvania Avenue
Washington DC

MKD-2

Gentlemen:

I would appreciate receiving a response with respect to the legality of the former presidential yacht, the Sequoia, which I understand is privately owned, being able to dock at Potomac Park which I believe is owned by the Federal Government and operated by the National Park Service.

Sincerely yours,
William Hamilton
600 Water St-SW
Washington DC 20024

THE WHITE HOUSE

WASHINGTON

August 21, 1981

Dear Mr. Smith:

I have received your message addressed to the President regarding press stories suggesting the White House is interested in securing a replacement for the Presidential yacht, the Sequoia, which had been used by seven Presidents and sold by the Carter Administration.

Actually, we have only been responding to both private and governmental sources that have urged our exploring that possibility.

At this time we have no plans to reinstate the use of a Presidential yacht.

Thank you sincerely for your comments.

Sincerely,

MICHAEL K. DEEVER
Assistant to the President
Deputy Chief of Staff

Mr. John L. Smith
Post Office Box 787
Los Molinos, CA 96055

Military aid office

AKD-2

June 17 1981

P.O. Box 787

Los Molinos Ca 96055

President Ronald Reagan

Washington, D.C.

Dear Mr President -

This letter is application for
employment aboard your newly
acquired vessel "Sequoia" - as an
Able Body Seaman or 3r or 2nd
Mate - I hold a valid 2nd Mates
license - issue 6-5- Any ocean -
Any Tonnage - my age is 66
& good health - am thoroughly
experienced in all phases of
seamanship & navigation - dating back
to 1932 - U.S. Navy - U.S. Merchant
Marine & U.S. Coast Guard & a
variety of small craft - am available
immediately

i am located in Los Molinos Calif.
but can relocate without any
problem - single & no obligations -
can be reached by phone
1-916-384-1321

Thanking you for any Consideration
re: above i am

Respectively yours.

John L Smith

THE WHITE HOUSE

WASHINGTON

August 21, 1981

Dear Mr. Erd:

I have received your message addressed to the President regarding press stories suggesting the White House is interested in securing a replacement for the Presidential yacht, the Sequoia, which had been used by seven Presidents and sold by the Carter Administration.

Actually, we have only been responding to both private and governmental sources that have urged our exploring that possibility.

At this time we have no plans to reinstate the use of a Presidential yacht.

Thank you sincerely for your comments.

Sincerely,

MICHAEL K. DEEVER
Assistant to the President
Deputy Chief of Staff

Mr. Albert G. Erd
Apartment 53
819 North Harbor Drive
Redondo Beach, CA 90277

Albert H. End
819 N. Harbor Dr (53)
Redondo Beach
Calif 90277

MKD-2 Mr. [unclear] [unclear]
Dear President Reagan;

It has come to my attention, through various yachting journals, that you are currently considering the acquisition of a vessel which would be suitable for use as "The Presidential Yacht."

With so much emphasis on fuel energy conservation these days, the thought occurred to me, that a Presidential "Sailing Yacht" (with auxiliary power of course) in lieu of a motor yacht, would not only be novel, but a very timely and appropriate alternative.

I am a former "Power Boater" who has happily converted to "Sail". My fuel expenditure has dropped by at least 95%!

Also, I now live aboard my Sail Boat on a full time basis. (Fantastic!).

Sailing, in a sense, is akin to Horse Back Riding. It affords one the opportunity to get "back to nature" so to speak, if only for just a few hours. It has tremendous

therapeutic advantages.

The experience of Sailing could, at least temporarily, take the burdensome load from our Presidents' shoulders.

The idea admittedly, might not be practical, or perhaps it would be.

At least, I thought I would
present the concept for your consideration.

I certainly wouldn't want to by pass
this opportunity to let you know that
you have my full support (100%). and
obviously I'm not alone in this regard!

Congratulations upon your recent Tax
 measure victory.

I get the feeling that a vast majority
 of the people, as well as I, are convinced
 that they now, finally, have a President
who is doing what is best for our country.

Not merely giving lip service to popular
"vote getting" ideas and overtures.

We need you Ronnie. Good Luck and

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

May 19, 1981

MEMORANDUM

TO: CORRESPONDENCE
ATTN: Ann Higgins

FROM: MICHAEL K. DEEVER *MD*

SUBJECT: Presidential Yacht Inquiries

Effective immediately, all correspondence directed to the President concerning the purchase of a Presidential yacht will be prepared for my signature.

Sample copy of the letter is attached.

THE WHITE HOUSE

WASHINGTON

May 13, 1981

MEMORANDUM FOR: JAMES A. BAKER III ✓
MICHAEL K. DEEVER ✓.

FROM: JOHN F. W. ROGERS ✓
SPECIAL ASSISTANT TO THE PRESIDENT
FOR ADMINISTRATION

SUBJECT: SEQUOIA

The attached letter gives you an update on the activities of the Presidential Yacht Trust which plans to purchase the Sequoia and bring her to Washington for public display this summer.

Although the Trust will offer the use of the yacht to the President, I urge caution in accepting. It is unclear how financially solvent is this group, and I don't think it would be wise for the President to lend his name to their endeavor.

Attachment

cc: Joseph W. Canzeri
Edward V. Hickey Jr.



THE PRESIDENTIAL YACHT TRUST

894 National Press Building, Washington, D.C. 703/751-3816
20045

Having Served Presidents:

Herbert Hoover
Franklin D. Roosevelt
Harry S. Truman
Dwight D. Eisenhower
John F. Kennedy
Lyndon B. Johnson
Richard M. Nixon
Gerald R. Ford

Mr. John Rogers
Special Assistant to the
President for Administration
The White House Office
Washington, D.C. 20500

Dear John:

I am pleased to inform you of background information on the Presidential Yacht Trust.

The Trust is being organized as a non-profit entity for the purpose of "acquiring, restoring, operating and or preserving historically or architecturally significant yachts, boats or other maritime vessels and make such vessels available for public viewing and other charitable or educational uses".

An advance ruling is being applied for to classify the Trust as a 501(c)(3) organization under the Internal Revenue Service Code.

Specifically, the Trust has a contract to purchase the SEQUOIA from Ocean Learning Institute of Palm Beach, Florida for \$1,065,000 on or before June 15, 1981. The Trust has already arranged a \$100,000 good faith deposit in escrow on the contract and has ordered marine surveys and inspections of the vessel.

A good supporter of the 1981 Presidential Inaugural, Mr. Richard W. Arendsee has agreed to acquire the SEQUOIA and donate the vessel to the Presidential Yacht Trust as follows:

I have assigned the contract for the purchase of the SEQUOIA to Mr. Arendsee. Mr. Arendsee has signed a lease agreement which assigns the vessel to the Trust for a three year period in a completely arms length fashion.

During the three-year lease agreement, the "Trust shall have sole discretion with respect to the use, operation and control of SEQUOIA without interference from or requiring permission from" Mr. Arendsee or his assigns. Mr. Arendsee will in no way participate in the governance or operation of the Trust. At the end of the three year lease period, Mr. Arendsee will donate the SEQUOIA to the Trust.

Mr. John Rogers
May 11, 1981

I am attaching a list of people who have been invited to serve on the Admiralty Review Board of the Presidential Yacht Trust and the SEQUOIA.

I am the Administrator of the Trust empowered with administering and operating the Trust.

It is our specific intent to further the historical tradition of the SEQUOIA by making her available for the private use of present and future Presidents of the United States on a complimentary basis.

The Trust has requested permission from Interior Secretary James G. Watt to use the Haines Point dock owned by the U.S. Park Service (letter attached).

We could have the SEQUOIA in the D.C. area within 2 weeks and thereafter available to the President instantly upon request. To that extent, it would be helpful to us in our planning if we could ascertain from the President or the White House if it would be desirable to have the SEQUOIA available should the President elect to use her.

Please let me know if you desire additional information. I hope you will share our pride in this private effort to rescue and preserve the yacht that has so gallantly served eight Presidents of the United States.

Sincerely,



Edgar M. Skinner, III
Administrator

5/11/81

Initial Invitees to the
ADMIRALTY REVIEW BOARD OF THE USS SEQUOIA

1. From Washington:

Michael Doud Gill (Chairman) *
Robert K. Gray *
J. William Middendorf, II *
Jarvis Moody *
Murray Gart
James Lowe *
Charles Di Bona

2. From the nation:

Richard W. Arendsee (Four Winds Enterprise)
Richard Shinn (Metropolitan Life)
Roger Smith (General Motors)
James Ketelsen (Tenneco)
Walter Wriston (Citibank, N.A.)

The Presidential Yacht Trust
894 National Press Building
Washington, D.C. 20045

* confirmed acceptance



THE PRESIDENTIAL YACHT TRUST

894 National Press Building, Washington, D.C. 703/751-3816

May 1, 1981

Having Served Presidents:

Herbert Hoover
Franklin D. Roosevelt
Harry S. Truman
Dwight D. Eisenhower
John F. Kennedy
Lyndon B. Johnson
Richard M. Nixon
Gerald R. Ford

Honorable James G. Watt
Secretary of Interior
Room 6151
18th & C Streets N.W.
Washington, D.C. 20240

Dear Mr. Secretary:

I am requesting your consideration of allowing us to use the dock at Haines Point to which the CHESAPEAKE is now stationed.

It is our wish to use the dock for the former Presidential yacht, USS SEQUOIA, for approximately 7 months out of each year, commencing in late June, 1981.

The vessel is being acquired by the Presidential Yacht Trust, a non-profit organization organized for the purpose of acquiring, restoring, operating and preserving historically or architecturally significant yachts, boats or other maritime vessels.

We may be taking the vessel away from the dock a few times each week to continue the historical tradition of her regular presence on the Potomac River, but she will be tied up at the dock most of the time.

Although her presence alone is a significant contribution to the local scene and the public in general, we wish to offer free guided tours for the public.

The USS SEQUOIA will not be available for hire, charter or any other purpose that would involve a fee or charge of any kind in order for people to come aboard.

We would appreciate having the U.S. Park Service providing or allowing water, electric and telephone lines on the dock for the vessel, and we would greatly appreciate having 3 parking spaces reserved and assigned to the Presidential Yacht Trust.

At various times there may be educational or public affairs discussions, symposia or seminars held aboard with no charge to participants.

May 1, 1981

Page two

Funding for the Presidential Yacht Trust is being provided by grants and donations from the general public.

We believe that this is an important national effort to preserve a truly historic treasure and trust you will share our enthusiasm and pride.

I will look forward to a prompt reply to our request and will be most happy to discuss this program personally with you.

Sincerely,



Edgar M. Skinner
Administrator

Direct daytime line: (202) 862-5816

cc: Russell Dickinson, Director
U.S. Park Service

Jack Fish, Regional Director
U.S. Park Service

THE WHITE HOUSE
WASHINGTON

May 6, 1981

MEMORANDUM FOR

MICHAEL K. DEEVER

FROM

EDWARD V. HICKEY, JR. *ewh*

SUBJECT

MY MISS ALBRO

Enclosed please find the results of the Navy survey on the subject vessel. Note the cost estimate of Secretary Weinberger and the comments of the inspecting officer - item #6 Tab A.

Let's discuss.

MEMORANDUM

THE WHITE HOUSE
WASHINGTON

TO: Dave Fischer
FROM: Mary Power, Gift Unit *big*
RE: Interim Yacht Offer
DATE: May 6, 1981

Mr. John Dale Showell from Palm Beach called to offer the President the use of his 118' yacht until one is officially purchased. He assured me that there were no strings attached; that he understood from the Newscast that the President could be using a yacht now and that he would be honored for the President to use his boat whenever and for however long he desired.

I explained to Mr. Showell that I would turn his offer over to you and that someone would be in touch with him regarding the matter.

Also, the yacht is actually for sale at \$495,000, but the above offer has nothing to do with selling the boat to the President, etc.

Contact: Mr. John Showell
(305) 659-5154 (phone aboard yacht)

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

TO: Dave Fischer

FROM: Mary Power, Gift Unit 

RE: Yacht for the President

DATE: May 6, 1981

Captain Charles Below called for owner R. Gossman (Bel Air, Los Angeles) to offer the President the use of his 63' yacht for the duration of his presidency. They feel this would be more politically popular than the President buying a yacht with the tax payer's money. The President's only obligation would be to maintain the boat while he was using it.

The yacht is a converted air-sea rescue boat with a single diesel screw. It has cruise quarters for five, a full bath, a salon, a galley to seat 12 and a bar. There are separate captain's quarters. The yacht was converted as a NASA project; Robert O. Barlett at the Goddard Space Center can give you more detailed information.

As we agreed, I told Captain Below that I was referring the case to you and that someone would be back in touch with him.

CONTACT: Captain Charles Below
Box 3122
Marathon Shores, FL 33052
(305) 743-3249

THE WHITE HOUSE

WASHINGTON

March 3, 1981

MEMORANDUM FOR: JAMES A. BAKER, III ✓
MICHAEL K. DEEVER ✓

FROM: JOHN F. W. ROGERS
Special Assistant for Management

SUBJECT: Feasibility of Accepting the SEQUOIA

As you are aware, Mr. Napier of the National Marine Manufacturers Association, has written exploring the possibility of the President accepting the SEQUOIA on behalf of the government. Fred Fielding is exploring the legal restrictions. The following gives a brief historical profile which may impact on the feasibility of this offer.

I. Search for a New Yacht

In 1972 President Nixon was very anxious to obtain a new yacht to replace the SEQUOIA. Between 1972-73 the White House and the Military Office engaged in an indepth research project examining a wide range of yachts to replace the SEQUOIA. President Nixon apparently wanted a bigger boat that could accommodate more people for dinner and could be used on coastal waters. His plans died in the heat of Watergate and the SEQUOIA remained as the Presidential Yacht until Mr. Carter disposed of it in May, 1977.

II. SEQUOIA: The Problems

Outside of President Nixon's desire for a larger yacht the SEQUOIA did have a number of deficiencies which impacted upon the search for a new yacht. Those problems continue today and are worth mentioning.

- a. SEQUOIA is in excess of 55 years of use. To expect a wooden hulled craft of this age to withstand structural strength deterioration for an indefinite period is unrealistic. Modern machinery, such as larger engines, cannot be accommodated due to size limitations.
- b. SEQUOIA has virtually no watertight integrity. There is no compartmentization, and hull access to control flooding is extremely difficult.

- c. SEQUOIA's wooden hull detracts from her seaworthiness and watertight integrity and adds to her maintenance costs. In addition, the state of pollution in the Potomac River has reached such proportions that any wooden hull, regardless of age, is susceptible to serious damage.
- d. The design, profile, and construction of SEQUOIA dictate that she will take on water through the stateroom windows when a seventeen degree list occurs. Due to her high freeboard, huge "sail" area, and the limitations of her watertight integrity, she is necessarily restricted to inland waters.
- e. The 10+ knot maximum speed of SEQUOIA is not ideal for rapid transit to a debarkation point, should this evolution be necessary.
- f. The SEQUOIA has had two new owners since it was auctioned in May of 1977. I seriously question its physical condition and soundness. You can be sure it has not received the same care and maintenance it received with the Naval Administrative Unit. (e.g. the yacht was dry-docked and worked on every winter.) During the end of the summer, 1976 the yacht underwent a major overhaul in Baltimore which cost over one million dollars. An extensive overhaul probably would be necessary.

I think it's worthwhile to approach the restoration of a Presidential yacht on a broad front and not limit ourselves to just the SEQUOIA. The physical condition alone may warrant our looking elsewhere.

For your information, I have attached information on the "new yacht" project that took place during the Nixon administration.

cc: Joseph Canzeri

Attachments

January 23, 1973

MEMORANDUM FOR:

MR. H. R. HALDEMAN

VIA:

MR. TERRY O'DONNELL

FROM:

GENERAL SCOWCROFT

SUBJECT:

Presidential Yacht

The yachts under consideration for the President have been re-evaluated based on the criteria you provided.. A greater emphasis has been placed on the adequacy of the dining rooms and lounges for entertaining on cruises similar to the past SEQUOIA trips.

All of the yachts considered have a trans-oceanic capability and can easily transit to Florida and can safely cruise in the open seas off the Florida coast.

The following new ranking is based on total entertainment area and layout as well as basic operating characteristics. A tabular comparison of the yachts is enclosed.

1. "LES AMIS"
2. * "DONAFILA II" (Only limited information is available to determine the condition and layout of this vessel.)
3. * "SPECULATOR"
4. ~~"JARDELL"~~
5. * "TRELAWNEY"
6. "PAKEHA"
7. "BRUNHILDA"
8. * "IVARA"
9. "SAVITAR IV"

* These yachts are equipped with foreign main propulsion and auxiliary systems which could cause increased maintenance delays and reduce availability for entertainment.

YACHTS UNDER CONSIDERATION

NAME	Length	Entertainment	Est. Total	Est. Dining	Galley	Sundeck	Maindeck
		Spaces	Entertainment Area, Sq. Feet	Room Seating		Excellence	Toilet
QUOLA	104'	Dining Room and Lounge (Adjacent)	550	22	Below	Excellent	No
3 AMIS	141'	Dining Room and Lounge (Separated)	730	25-30	Maindeck	Excellent	Yes
NAPILLA II	164'	Living Room, Lounge and Dining Room (All Adjacent)	1105	35-40	Maindeck	Excellent	Yes
ECULATOR	111'	Dining Room and Lounge (Separated)	516	20-25	Maindeck	Excellent	No
DELLE	116'	Dining Room/Lounge	533	25-30	Maindeck	Excellent	Yes
ELAWNEY	137'	Dining Room and Lounge (Separated)	561	25-30	Maindeck	Good	Yes
KEHA	108'	Dining Room and Lounge (Adjacent)	375	20-25	Maindeck	Good	Yes
JNHILDA	114'	Dining Room and Lounge (Adjacent)	458	25-30	Maindeck	Good	Yes
RA	105'	Dining Room and Lounge (Separated)	466	25-30	Below	Fair	Yes
TAR IV	99'	Dining Room/Lounge	295	10-12	Below	Fair	No

THE WHITE HOUSE

WASHINGTON

December 8, 1972

MEMORANDUM FOR: MR. H. R. HALDEMAN
 THRU: MR. BRUCE KEHRLI *BAC*
 FROM: GENERAL SCOWCROFT *B*

The information concerning potential Presidential Yachts has been reviewed. The various yachts are listed below in priority order based on desirable characteristics.

The following four yachts are considered highly desirable:

1. → "LES AMIS"
 Owner - William J. Levitt
 Location - Miami, Florida
2. *Negative* → "JARDELL"
 Owner - Jim Ryder, Ryder Trucking Co. *System*
 Location - Miami Florida *IV.*
3. → "PAKEHA"
 Owner - Mr. McCormick, Wayerhauser Lumber Co.
 Location - Mediterranean
4. → "BRUNHILDA"
 Owner - Raphael Navarro, Gramco Sales
 Location - Mediterranean

*- Pass Mc Donnell (100) -
 L. Johnson - DC.
 Politics?*

These yachts are especially attractive because of the American made main engines and auxillary equipment. This has considerable significance with regard to maintenance, repair and replacement. The interior and exterior layouts of LES AMIS and JARDELL are excellent and PAKEHA and BRUNHILDA are considered very good. None of these yachts have any disqualifying characteristics.

The following three yachts are acceptable:

5. "TRELAWNEY"
Owner - Hambro Bank of London
Location - Cannes, France
6. "SPECULATOR"
Owner - Edward Krock
7. "IVARA"
Owner - John Loudon, Managing Director, Royal Dutch Shell Oil Co.
Location - Mediterranean

All of these yachts have foreign machinery, electrical and electronics systems with their attendant problems of maintenance and spare parts. The layout of the TRELAWNEY is excellent. She and the LES AMIS were both designed by Phillip L. Rhodes. The SPECULATOR and the IVARA have good layouts.

The following yachts are not satisfactory:

8. "DONPILA II"
Owner - Count Jorge De Almeida Araugo
Location - French Riviera
9. "SAVITAR IV"
Owner - C. Russell Feldmann, Chairman, National Union Elect
Location - Greenwich, Connecticut

In addition to the disadvantage of having foreign mechanical systems, the large size of the DONPILA II is considered a disqualifying factor. It would tax the capacity of the Naval Admin Unit facilities and be of limited practicality for routine cruising on the Potomac River. The interior layout of the SAVITAR IV is considered too small for Presidential use.

I understand the following yacht has been removed from further consideration:

10.

Drop

"A AND EAGLE"

Owner - Anheuser-Busch, Inc., St. Louis, Missouri

Location - Tampa, Florida

I would like to have Commander Larzelere and personnel of the Naval Administration Unit inspect any yacht which may be considered to be available before any final decision is made.

THE WHITE HOUSE

WASHINGTON

January 15, 1973

MEMORANDUM FOR:

GENERAL SCOWCROFT ✓
JOHN DEAN

FROM:

T. O'DONNELL T

SUBJECT:

Yachts Under Consideration for the President

Mr. Haldeman has provided additional criteria which should be used in evaluating the yachts under consideration for Presidential use. He has asked that a reevaluation be accomplished and a report prepared by Thursday, January 18.

The purpose of the reevaluation is to come up with a more precise ranking of vessels based, in part, on the criteria listed below. The central theme here is that the President's use of the yacht will be unique - it will differ significantly from the normal or routine operation of a vessel of this type. The goal, of course, is to find the vessel best suited for this unique mission.

1. The yacht will be used primarily for short cruises of several hours in duration, rather than overnight cruises.
- ✓ 2. The adequacy of the "public rooms" (dining room and salon) is more important than the adequacy of the State rooms.

Note: Somewhere in the report, the size of the salon and the dining room of each of the prospective yachts should be compared to the size of the salon and the dining room in the Sequoia.

- ✓ 3. In addition to its use in the Washington area, the yacht will be used for cruises in the open sea off the Florida coast.

- ✓ 4. It is anticipated that the yacht will be used frequently for dinner gatherings. Therefore, the size of the dining room is most important. In some of the yachts, depending on the location of the galley, it might be possible to set up the larger salon as a dining room, if required. The possibility of doing this should be evaluated.
- ✓ 5. A private or semi-private lounge area on the deck level, or above deck, is an important feature. This should be a partially covered or enclosed area on deck where one has the feeling of being out of doors; it should provide some privacy and not be exposed on all sides to observation.
6. Overall safety, comfort, stability and engine noise are important factors, but these have probably been fully considered in the first evaluation.

cc: Bruce Kehrli

THE WHITE HOUSE
WASHINGTON

January 23, 1973

MEMORANDUM FOR: MR. H. R. HALDEMAN
VIA: MR. TERRY O'DONNELL
FROM: GENERAL SCOWCROFT
SUBJECT: Presidential Yacht

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BS-

The yachts under consideration for the President have been re-evaluated based on the criteria you provided. A greater emphasis has been placed on the adequacy of the dining rooms and lounges for entertaining on cruises similar to the past SEQUOIA trips.

All of the yachts considered have a trans-oceanic capability and can easily transit to Florida and can safely cruise in the open seas off the Florida coast.

The following new ranking is based on total entertainment area and layout as well as basic operating characteristics. A tabular comparison of the yachts is enclosed.

1. "LES AMIS"
2. * "DONAPILA II" (Only limited information is available to determine the condition and layout of this vessel.)
3. * "SPECULATOR"
- ~~4. "JARDELL"~~
5. * "TRELAWNEY"
6. "PAKEHA"
7. "BRUNHILDA"
8. * "IVARA"
9. "SAVITAR IV"

* These yachts are equipped with foreign main propulsion and auxiliary systems which could cause increased maintenance delays and reduce availability for entertainment.

YACHTS UNDER CONSIDERATION

NAME	Length	Entertainment Spaces	Est. Total Entertainment Area, Sq. Feet	Est. Dining Room Seating	Galley	Sundeck	Maindeck Toilet
QUOIA	104'	Dining Room and Lounge (Adjacent)	550	22	Below	Excellent	No
ES AMIS	141'	Dining Room and Lounge (Separated)	730	25-30	Maindeck	Excellent	Yes
DNAPILA II	164'	Living Room, Lounge and Dining Room (All Adjacent)	1105	35-40	Maindeck	Excellent	Yes
ECULATOR	111'	Dining Room and Lounge (Separated)	516	20-25	Maindeck	Excellent	No
RDELL	116'	Dining Room/Lounge	533	25-30	Maindeck	Excellent	Yes
ELAWNEY	137'	Dining Room and Lounge (Separated)	561	25-30	Maindeck	Good	Yes
KEHA	108'	Dining Room and Lounge (Adjacent)	375	20-25	Maindeck	Good	Yes
UNHILDA	114'	Dining Room and Lounge (Adjacent)	458	25-30	Maindeck	Good	Yes
ARA	105'	Dining Room and Lounge (Separated)	466	25-30	Below	Fair	Yes
VITAR IV	99'	Dining Room/Lounge	295	10-12	Below	Fair	No

THE WHITE HOUSE

WASHINGTON

March 3, 1981

MEMORANDUM FOR: JAMES A. BAKER, III
MICHAEL K. DEEVER

FROM: JOHN F. W. ROGERS
Special Assistant for Management

SUBJECT: The Presidential Yacht

In order to operate and maintain the Presidential yacht it would be necessary to reestablish the Naval Administrative Unit at the Washington Navy Yard. When President Carter decommissioned the yacht the personnel and facilities were reassigned and the unit disbanded. The following only serves as a cursory review of facilities, personnel, and cost estimates required for reestablishment.

I. FACILITIES REQUIRED

Outside of the Presidential yacht the following facilities would need to be regained:

- a. Pier One - Washington Navy Yard
- b. Pier One Compound: (administrative support building and various workshop facilities)
- c. (1) 33' Secret Service/Personnel escort craft (ROCKFISH)
- d. (3-5) 25' Coast Guard, Chase Boats

II. PERSONNEL

The following Navy and Coast Guard personnel would need to be reassigned:

- a. 1 Lieutenant Commander (Navy)
- b. 1 Lieutenant (Navy)
- c. 45-50 Enlisted Men (Navy)
- d. 10-15 Enlisted Men (Coast Guard)

III. START-UP COSTS

Since the unit would need to be totally re-established it would involve a substantial commitment of funds. The only way to accurately estimate the cost would be to have the Navy conduct a staff study.

IV. OPERATIONAL COSTS

Based on 1976 figures the operational cost of the SEQUOIA was approximately \$800,000 per year. Of this figure \$100,000 was expended on general operation and maintenance, and \$700,000 was spent in salaries.

V. RECOMMENDATION

I recommend we have the Navy conduct the study to determine the accurate estimate for reestablishing the Naval Administrative Unit.

_____ Approve

_____ Disapprove

cc: Joseph Canzeri

THE WHITE HOUSE
WASHINGTON

*Make
file*

February 14, 1981

MEMORANDUM FOR: THE PRESIDENT
FROM: Max L. Friedersdorf *M.L.F.*
SUBJECT: Presidential Yacht

Congressman Jack Brooks (D-Texas), Chairman of the House Government Operations Committee, strongly suggests the President have a yacht at his disposal.

Congressman Brooks has spoken to me personally about this on several occasions, and repeatedly mentions it to other members of your Legislative Affairs staff.

Brooks insisted that the President be made personally aware of his recommendation. (You will recall former President Carter sold the Presidential yacht Sequoia shortly after taking office.)

Brooks believes the Chief of Naval Operations' yacht would be ideal for short trips on the Potomac for the President, the First Lady, and their guests (including, of course, Members of Congress).

Chairman Brooks, you may recall, took the Nixon Administration to task for expenditures on San Clemente and Key Biscayne. He does not see the yacht as a similar unnecessary and costly extravagance.

Rather, he believes it would help the President be more effective. Coming from Chairman Brooks, that means something.

The Sequoia was a great resource for pleasure and business for past Presidents, and I can assure you nothing was more persuasive to recalcitrant Congressmen and Senators, than an evening cruise down the Potomac with the President.

I believe, if you decided to pursue this suggestion, there would be unanimous support on the Hill.

bcc: *Jim Baker*
Ed Meese
Mike Deane

THE WHITE HOUSE

WASHINGTON

October 14, 1981

Dear Mrs. Rosinski:

Michael Deaver has asked me to respond to your letter of August 23, 1981.

The United States Supreme Court has affirmed that the White House is not an agency subject to the Freedom of Information Act. Kissinger v. Reporters Committee for Freedom of the Press, 445 U.S. 136, 156 (1980). Accordingly, we must respectfully decline to comply with your request under the Act for information concerning the possibility of a Presidential yacht.

However, you should know that neither the President nor the White House is associated in any way with the present ownership of the U.S.S. Sequoia, the yacht used by several earlier Presidents. The President and the White House also have no other plans to reinstate use of a Presidential yacht.

Sincerely,



Fred F. Fielding
Counsel to the President

Mrs. Marion A. Rosinski
7860 40th Avenue, North
St. Petersburg, Florida 33709

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
ABEL, Mrs. J. C.	6-30
AHLFELD, Jack	6-1
AIDUK, Barbara	8-6
ARAGONA, Ben	6-9
BARTEL, Wm. F.	7-14
BARTHOLOMEW, Miss Betty R.	6-30
BARTLETT, Frederick R.	6-1
BEAL, Russell	7-8
BEAR, June O.	6-5
BEARDEN, Miss Pat	6-30
BECKERT, E.J.	7-14
BELL, Charles C.	6-1
BENDER, Captain John L.	5-21
BINA, Joseph R.	6-1
BOCCALINO, N. L.	6-30
BODKIN, John E.	6-18 & 7-8
BODO, Laszlo	6-30
BOLES, J. O.	5-26
BOLING, Mrs. Betty	6-30
BOLLEN, Miss June	6-30
BOURDEAU, M. S.	6-9
BOYD, Miss Elizabeth E.	7-8

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
BRAYER, R. Curtis	6-18
BRIERE, Marie-France	6-5
BRINKMANN, Frank F. A.	5-26
BROWN, Grace	6-9
BRYK, Joyce (Ventura)	5-19
BUFFINGTON, Jane	6-5
BURNETT, Edward	6-30
CAIN, Janice	6-18
CALAME, Don L.	6-1
CAMPBELL, Richard	6-12
CARDOZA, Warren	7-14
CARGILL, James P.	6-12
COFER, June B.	6-18
COLBY, John D.	5-18
COLE, Norman M.	6-9
COOK, Diane S.	7-14
COOKE, George	5-26
COSBY, Eileen C.	7-14
COURTNEY, Miss Jean	6-30
COX, J. Samuel	6-18
CRON, Roland S.	7-14
CUMMINGS, Mr. and Mrs. K. C.	6-30
CURNOW, L. A.	6-1

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
FRITZEL, E. F.	6-30
GAMMON, Marie	6-18
GEAR, John A.	6-18
GEMPELER, Jane H.	6-18
GEORGE, Wm. A.	7-23
GERVERS, Beatrice	6-30
GILSON, Mrs. Ross	6-30
GLANCE, Mrs. Jess	6-30
GREENE, H. H.	8-6
GRIFFITHS, Margaret	6-9
GUILDEA, Joseph B.	7-14
GURGANUS, Carolyn	6-30
HAGEDORN, Bill	6-30
HALCRO, D. J.	7-8
HAMILTON, Wm.	8-21
HANNAN, Joseph F.	6-18
HARDIN, Carl D.	6-30
HARROD, M.	6-18
HARTGE, Melissa	6-12
HATCHER, Harry	5-18
HAVENS, Mrs. Clotine	
HAYES, Ruth	6-1
HEATH, Robert	5-26

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
HENRY, Virginia K.	6-30
HILL, Mrs. Richard J.	6-30
HILL, Walter B.	6-30
HITCHLER, Miss Frances	7-8
HITT, Ralph R.	6-12
HODGES, R. V.	7-21
HOUSTON, Maxine G.	7-14
HUCKINS, Pembroke S.	6-1 & 6-30
HUNTER, Miss Michelle A.	7-8
IMPERATORE, Arthur	5-28
IORIO, Vincent G.	6-5
JACOBS, Jacqueline	6-30
JEANTHEAU, Margaret	6-1
JOHNSON, Carl M.	6-30
JOHNSON, Janet K.	6-12
JONES, Edward S.	6-1
JONES, Jeannette	6-12
JULIUS, Don	7-14
KARN, Mr. and Mrs. Claude M.	6-30
KEATING, M.	6-18
KEENAN, Miss Carolyn	6-30
KITTLESON, Cynthia M.	6-18
KOBALL, Carol	6-30

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
McCURDY, Wells B.	6-5 (VP Ltr)
McGREGOR, Robert	6-1
McGREGOR SHIP BROKERS	6-1
McHUGH, James J.	6-18
McKAY, Miss Evelyn	7-8
McNAIR, Walter	6-18
MIDDLETON, Jessamine	6-30
MINNICKS, Paul	6-30
MITCHELL, Mrs. Orval	6-30
MOBEY, George	8-6
MONAHAN, Mrs. Francis J.	7-8
MOORE, Nina	6-30
MORAN, Miss Mary B.	6-30
MORASCO, Nunzio	6-18
MORGAN, Neil	6-18
MUNCH, Dorothy	5-26
MUNSON, B. Van Voorhis	6-1
MYERS, Kip	5-26
NATCHO, Miss Theodora	6-30
NAUGLE, Ileana M.	6-9
NICHOLS, Joann	6-9
NOEL, Mrs. Anna Lee	6-30
O'LEARY, Launelle	6-30

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
OTTER, Lawrence M.	5-21 & 6-30
OWENS, Miss Catherine	7-8
OZMON, Howard	8-14
PALAZZO, Evelyn	6-30
PARKER, Robert G.	6-30
PAVNICK, Emma	6-12
PEDERSON, F. W.	5-18
PETERSON, Richard E.	6-5
PISCO, Colonel Joseph F.	5-18
POSNER, Margery	6-30
POSTMA, Herbert F.	6-3
PRATT II, Wm. V.	6-18
PUZIS, Olle	6-9
RAMM, Henry	6-30
RHODES, Daniel D.	5-18
RICE, John J., Jr.	7-8
RICHARDS, Louis	6-30
RICHARDSON, Ms. Nancy J.	7-8
RIGGINS, Lavada	6-30
RIKER, Mrs. Mildred R.	7-8
RIORDAN, Edward G.	6-30
ROBINSON, Miss Christine	7-8
ROONEY, Clexton	6-2

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
ROSEBERRY, Jessie Lee	6-18
ROSENSKI, Mrs. Marion	6-30
ROSOF, Robert A.	5-18
ROSS, Joe	6-18
ROVILEA, Josephine	6-30
RUSSELL, Elizabeth	6-9
SANDERS, John B.	5-18
SCHENCK, Judy	6-30
SCHROCK, N. F.	6-18
SELF, Virginia	6-18
SHERMAN, Ralph M.	6-12
SHOEMAKER, Eunice	5-18
SHORE, Jeffrey	6-18
SHULMAN, Harvey L.	6-18
SHUMAKER, Edward E.	5-19
SILVERDLOFF, Lillian	5-28
SMITH, John L.	8-21
SOODER, Janet S.	5-26
STANTON, Mrs. Mary Ann	7-8
STEWART, Mary Jane	6-30
STOCKTON, James W.	6-1
STRANG, Gloria	6-18
SVEDI, Stephen P.	6-5

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
SWANSON, Wm. C.	6-1
SWOYER, Mrs. Joseph D.	7-8
TASSMER, Mrs. Lorraine	7-8
THOMAS, Richard	7-8
THOMPSON, Gil	6-9
TODD, Wm.	6-30
TRAGEN, C.	6-9
TUTTLE, Stuart K.	7-8
UMBERGER, Kathleen	5-26
WALKER, Matthew	5-21
WALLEN, Miss Annella	6-30
WALLERSTEIN, Mrs. L.	7-8
WALTERS, James J.	6-5
WALTERS, Jim	6-30
WAMBOLD, Alan B.	6-1
WEBB, Elizabeth	6-1
WEINMANN, Todd	6-30
WEISSBUEL, Dede	6-30
WEST, Mrs. C. Arthur	6-30
WHEELER, Joe	6-9
WHELAN, Lorraine H.	6-30
WHIPPLE, W.	6-30
WHITE, Elizabeth A.	6-18

YACHT LETTERS

<u>NAME</u>	<u>DATE</u>
WIDDIS, Michael A.	6-18
WILLIAMS, Lewis H.	6-5
WILSON, Jack A.	6-18
WILSON, John F., Jr.	6-30
WIRSHUP, Mary	6-30
WITHROW, Dale E.	7-23
WITT, Hugh E.	7-14
WIXSON, Miss Mary C.	6-30
WRIGHT, Helen	6-9
WRIGHT, Janet	6-1
YODER, Allen L.	6-16
ZIMMERMAN, Gail	6-30
ZUPI, Linda C.	6-5

As of 1-19-82