McMillen Yachts Inc. was founded by Atlanta, Georgia native Earl McMillen III in 1992 following six years of extensive hands on classic yacht restoration. The purpose of the company was to restore and maintain classic yachts. In 1995, McMillen pioneered the concept of fractional yacht ownership in an effort to allow other people, with a similar interest and less available time, to participate in the same pursuit. To date, McMillen Yachts has restored over a dozen significant yachts and in the process has built the finest collection of classic American yachts in the world.

McMillen Yachts maintains an office and restoration facility in Newport, Rhode Island and offers year round use of the yachts in the “fractionally owned” fleet anywhere along the coast of the eastern United States. During the summer months, the fleet bases out of Newport and cruises between New York and Maine. In the Spring and Fall, the boats cruise between the Chesapeake and Georgia coasts; and in the winter months they are based in south Florida and cruise both coasts, including the Florida Keys and Bahamas.
BUILDER: Mathis Yacht Building Company – Camden, NJ
DESIGNER: Mathis Yacht Building Company – John Trumpy
L.O.A.: 104’        BEAM: 19’       DRAFT: 5’
HULL: Double planked wood   CRUISING SPEED: 13 knots
ACCOMMODATIONS: 10 guests in 5 staterooms
ENGINES: 2 x John Deere Turbo Diesel 6125s

GENERATORS: 2 x John Deere 4045TFM 65kw,
1 x Kohler 32EOZD 32kw
STABILIZATION: Naiad 353 4-fin Roll Stabilizer System with @ Anchor Capability
TENDERS: 1x 17’ Dyer Glamour Girl tender / 1 x Novurania 430DL
Enticer

BUILDER: Mathis Yacht Building Company - Camden, NJ
DESIGNER: Mathis Yacht Building Company – John Trumpy
L.O.A.: 85’ BEAM: 16’ DRAFT: 4’
YEAR: 1935
HULL: Double planked wood
CRUISING SPEED: 12 knots

ACCOMMODATIONS: 8 guests in 4 staterooms
ENGINES: 2 x John Deere Turbo Diesel 6068s
GENERATORS: 1 x Northern Lights 20kw, 1 x Kohler 32EOZD 32kw
STABILIZATION: Seakeeper M21000 Gyro Stabilization with @ Anchor Capability
Aurora IV

BUILDERS: John Trumpy & Sons – Annapolis, MD
DESIGNER: John Trumpy
L.O.A.: 68’ BEAM: 16’ DRAFT: 4’6”

HULL: Double planked wood
CRUISING SPEED: 11 knots
ACCOMMODATION: 6 guests in 3 staterooms
ENGINES: 2 X John Deere 2835F - 236 hp

Photo Credit: Rosenfeld Collection
Color Photos Credit: Alison Langley
BUILDERS: John Trumpy & Sons – Annapolis, MD
Designer: John Trumpy & Sons – Annapolis, MD
L.O.A.: 72’  BEAM: 18’  DRAFT: 4.5’

HULL: Wood
CRUISING SPEED: 13 knots
ACCOMMODATION: 2 in crew, 3 double staterooms
ENGINES: GM 12-71’s
YACHT AURORA IV, L.L.C.
1955 68 foot Trumpy houseboat motor yacht
3 double staterooms; 2 in crew
Current status: 18 month keel up restoration completed July of 2012
Minimum Share: 10% @ $190,000.00.
Annual Minimum Usage Requirement: 10 days when operating summer season only
and 16 days when operating year round at the partner rate of $3,600.00 per day plus
operating expenses
(provisioning, fuel, dockage & crew gratuity).

YACHT DISCOVERY, L.L.C.
1972 72 foot Trumpy houseboat motor yacht
3 double staterooms with en-suite heads; 2 in crew
Current status: 6 month refit completed July of 2014
Minimum Share: 25% @ $300,000.00
Annual Minimum Usage Requirement: Annual maintenance shared pro-rata.
Operating expenses paid for by partner while aboard.

YACHT ENTICER, L.L.C.
1935 85 foot Mathis-Trumpy fantail motor yacht
4 double staterooms; 4 in crew
Current status: In operation; complete restoration in 2002; refitted in 2015
Minimum share: 5% @ $200,000.00.
Annual Minimum Usage Requirement: 8 days per year at the partner rate of
$3,950.00 per day plus operating expenses
(provisioning, fuel, dockage & crew gratuity).

YACHT FREEDOM, L.L.C.
1926 104 foot Mathis-Trumpy fantail motor yacht
4/5 double staterooms; 4 in crew
Current status: In operation; restoration/rebuild completed Summer of 2009
2010 World Super Yacht Award Winner - “Judges Best Rebuild Award”
Minimum Share: 5% @ $450,000.00.
Annual Minimum Usage Requirement: 8 days per year at the partner rate of
$4,600.00 per day plus operating expenses
(provisioning, fuel, dockage & crew gratuity).
The refined designs of the American motor yachts built from the late 1920s through the early 1930s and exemplified by the work of the renowned naval architect John Trumpy are available to the discerning yachtsman once again! McMillen Yachts, with our decades of experience in classic yacht restoration, has married these designs with traditional boatbuilding talents and the modern construction techniques of today! Until now these timeless designs were only available for those few who have been willing to take on the many challenges of restoring and maintaining a classic wooden motor yacht. If John Trumpy were alive today, it is our assertion that he would be building his innovative designs with the finest materials and latest systems available while continuing to employ the many long lasting traditions and techniques that have survived the test of time.

For those yachtsmen who are looking for an alternative to the standard tinted, tear drop windows and condominium-like interiors, look no further. Until now, there have been no options in the large production motor yacht market for the eco-minded person of means and good taste. It is our belief that these magnificent designs of the 1920s & 30s were abandoned only in the industry’s quest to develop a yacht with lower maintenance costs, following the troubled economic times that lead to World War II and which culminated in the mass produced, modern designs of post war America. Today we are equipped to build a custom yacht in fiberglass hull construction, but with all of the appeal of a classic Trumpy yacht!

Another feature, which is very important to us in the construction of these yachts, is their environmentally sensitive qualities. To begin with, even with their fiberglass hulls, they will be built largely of wood, a renewable resource. We will be implementing many energy efficient systems, including an optional hybrid diesel-electric propulsion system. And most important, is the great energy efficiency of these easily driven displacement hulls, inherent in their design. While it is necessary to power typical modern yachts of this size with multi-thousand horse power engines in order to drive their hulls through the water at high speeds, our designs require as little as a few hundred horse power to drive them at a comfortable 12 knot cruising speed!

We will begin by offering the 120-foot Truant! Originally designed in 1929 and built in 1930, Truant was the second to largest Mathis-Trumpy ever built and represented the pinnacle of John Trumpy’s career. Once our modern reproduction of Truant is under construction, we will begin taking orders for additional 120 footers and also offer reproductions of the 104 foot Sequoia. She was originally built in 1925 and served as the Presidential Yacht from 1933 until 1977, under seven U.S. Presidents. We will also offer two versions of the 110 footers, Maemere & Captiva, originally built in 1929 & 1931 respectively and each featuring two very distinctive deckhouse arrangements.

If your wish is to own an original classic wooden Mathis-Trumpy motor yacht, then please consider our fractional yacht ownership program featuring three of the finest examples of restored Trumpys in the world!