(b)(1)
(b)(3)

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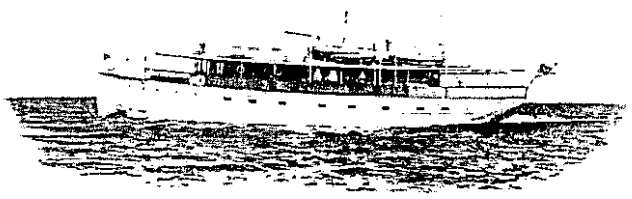

DESIGNERS & BUILDERS
OF
CUSTOM YACHTS

JOHN TRUMPY & SONS, INC.

FORMERLY MATHIS YACHT BUILDING CO.

ANNAPOLIS, MARYLAND

January 4, 1954

SECRET
SECURITY INFORMATION

CONFIDENTIAL

Subj: Contract PSC-169-UNV

Gentlemen:

During the construction of the two skiffs under the subject contract there have been certain modifications made in the construction as well as in the material used which changes are believed by the contractor to be over and above the original contract.

We are herewith listing the major changes that were made together with a breakdown of the additional cost incurred.

1. Change all galvanized steel parts of rudder, shaft log and skeg to bronze.

Material cost above steel.....	$ 190.87
Hours to fabricate bronze - 240	
Hours to fabricate steel - 160	
80 hours...	152.00
50% Overhead.....	76.00
	418.87
10% Profit.....	41.88
TOTAL.....	$ 460.75

2. Centrifugal pump primed unsatisfactory and new type pump was installed.

2 Groco Pumps.....	$ 201.60
Bracket Material.....	8.00
Labor spent experimenting with original pump- 80 hours	
Labor for installing new pumps and bracket- 64 hours	
144 hours..	273.60
50% Overhead.....	136.80
	620.00
10% Profit.....	62.00
TOTAL.....	$ 682.00

3. Change original steering lever to new type.

Material	$ 18.00
Labor - 88 hours	167.20
50% Overhead	83.60
	268.80
10% Profit	26.88
TOTAL	$ 295.68

4. Original plans called for only blowing water out of personnel compartment. During later discussions it was decided to also blow water out of hull compartment which required 1 additional air bottle, plus piping, valves and installation brackets.

Material	$ 72.08
Labor - 72 hours	136.80
50% Overhead	78.40
	287.28
10% Profit	28.72
TOTAL	$ 316.00

5. Before hull compartment was to be blown out, semi-watertight hatches were to be installed over all compartments. When air pressure had to be used to expell water from hull, it was necessary to redesign and build heavier hatches reinforced with aluminum.

Material	$ 45.00
Labor - 140 hours	266.00
50% Overhead	133.00
	444.00
10% Profit	44.40
TOTAL	$ 488.40

6. Change personel and engine casing from galvanized steel to aluminum.

Cost of aluminum above steel	$ 457.75
Cost of welding material gas, rod, etc.	75.00
	532.75
10% Profit	53.27
TOTAL	$ 586.02
GRAND TOTAL	$2,828.85

There is no labor increase on number 6 as the man-hours for welding aluminum or steel are approximately the same.

It is requested that consideration be given to modifying subject contract so that we may be reimbursed for the above mentioned increased costs.

Very truly yours,

JOHN TRUMPY & SONS, INC.

Donald Trumpy

Donald Trumpy
Vice-President

DT/g

The above changes were authorized by me. I recommend approval.

[redacted]

6 Jan. 1954

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ROUTING AND RECORD SHEET

INSTRUCTIONS.—Officer designations should be used in the "TO" column. Under each comment a line should be drawn across sheet and each comment numbered to correspond with the number in the "TO" column. Each officer should initial (check mark insufficient) before further routing. This Record and Routing Sheet should be returned to Registry.

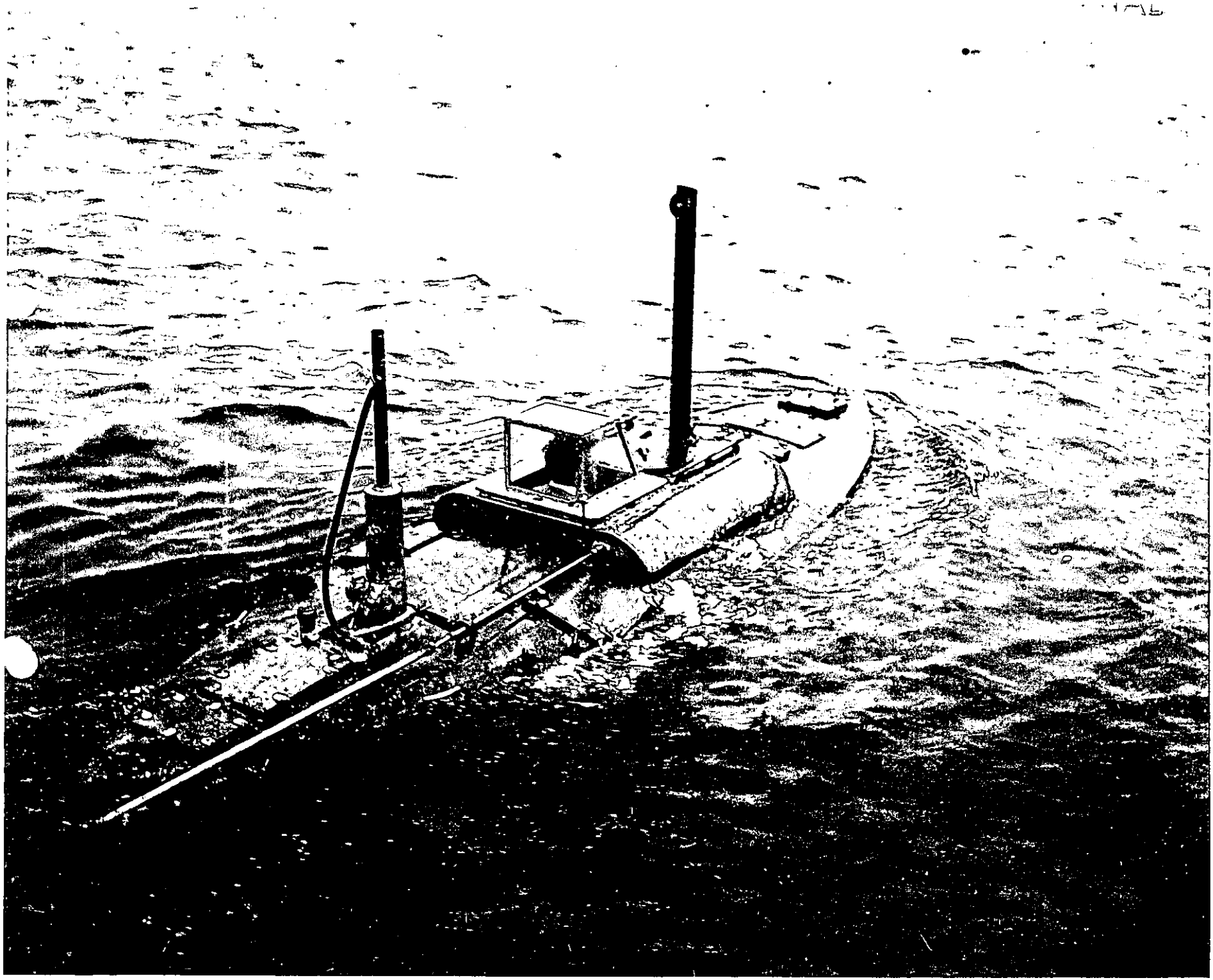
FROM: TSS/WAD	NO.
	DATE 28 July 1953

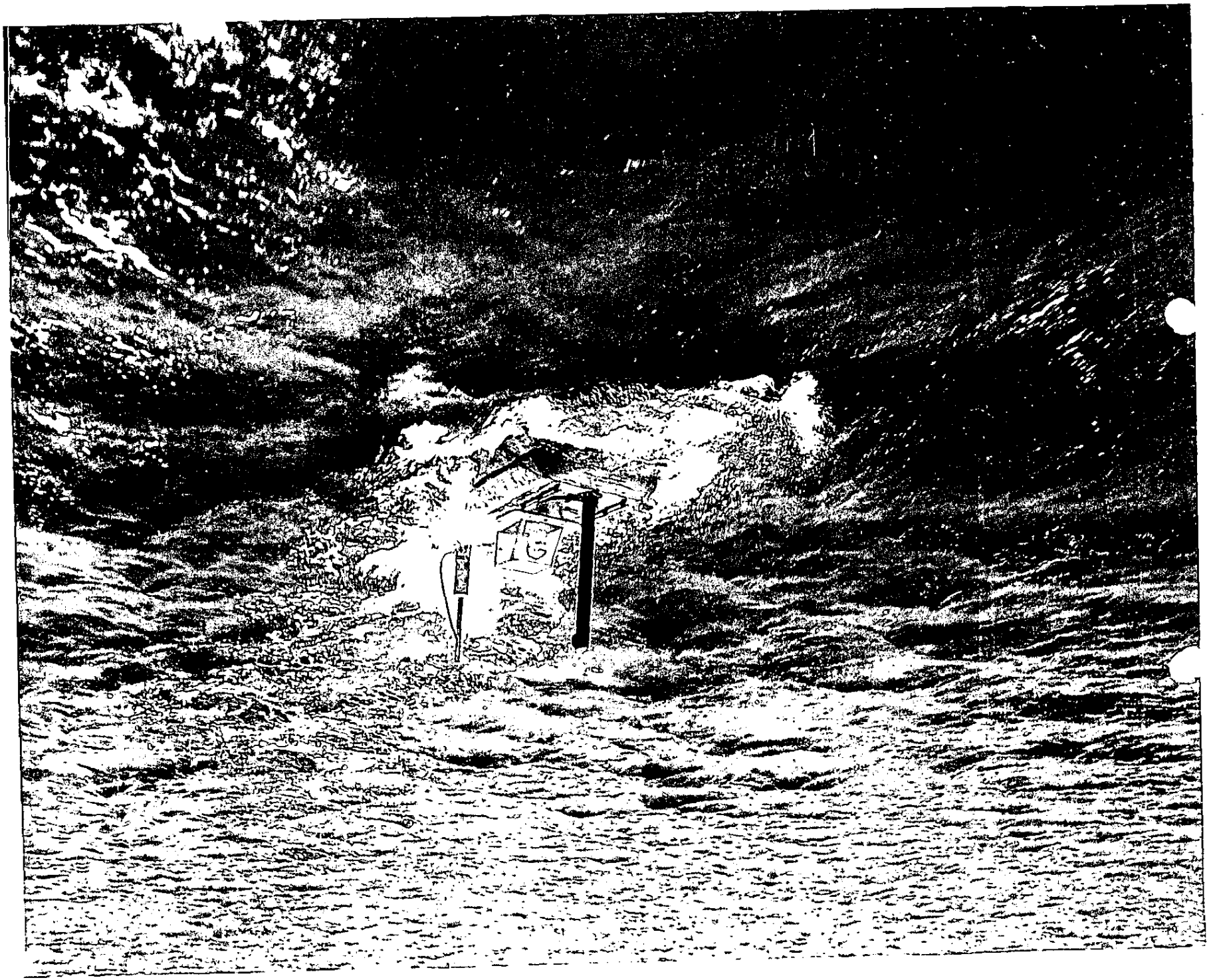
TO—	ROOM NO.	DATE RECEIVED	DATE FORWARDED	OFFICER'S INITIALS	COMMENTS
1. TSS/MD					This unclassified copy supersedes classified copy sent you yesterday. Pls. destroy latter copy. a.m.
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					

ADMINISTRATIVE
1953 JUL 29 AM 10 34
RECEIVED

FORM JAN 1950 51-9 FREE RESTRICTED CONFIDENTIAL

16—64612-1 GPO





8 July 1953

MEMORANDUM FOR: THE RECORD

SUBJECT: Project SKIFF - Passenger Compartment Pressure Test.

1. On 2 July 1953, at John Trumpy and Sons, Annapolis, Maryland, [redacted] of TSS, and the undersigned witnessed a pressure test on the passenger compartment of the Skiff. This test was for the purpose of determining whether the compartment was strong enough to withstand the pressure which will be placed on it when the air bottles are blown in the resurfacing of the boat.

2. The test was to fill the passenger compartment with water up to the level of the Flexi-glass bubble. Air under ~~nineteen~~ 17 pounds pressure was then forced into the remaining air space creating a pressure of about twenty pounds on the bottom of the compartment and at least seventeen pounds throughout. The compartment showed no signs of rupture and the test was considered satisfactory.

3. Small leaks developed through temporary plugs in the compartment and around the hatch flange. These are not considered to effect the results of the test.

4. Mr. Donald Trumpy stated that the first prototype would probably be ready for launching in about three weeks.

[redacted]

[redacted]

Distribution:
TSS- 2
RI
Chrono

CONFIDENTIAL

[redacted]

[redacted]

[redacted]

WAD [redacted] (21 July 1953)

Distribution:
Orig - AED/PH [redacted]
3 - MTB/OT
1 - TSS/MD
1 - TSS/WAD [redacted]
1 - Chrono

~~SECRET~~
SECURITY INFORMATION

22 July 1953

MEMORANDUM FOR: [redacted] AMD/PM
and associates, MTB/OT

SUBJECT: Prototype Testing of SKIFF at Annapolis, Md.

1. Test agenda will be supplied all personnel concerned prior to availability of boat, and after preliminary or final acceptance of boat by ~~Shaffer~~ Division, TSS, for Office of Logistics.

[redacted]

~~SECRET~~
SECURITY INFORMATION

~~CONFIDENTIAL~~

	A Buoyant	B Beach	C Semi-cubn.

D. Submergence - Smooth water.

36. On rising tide, at slow speed, beach boat. (Check underwater damage, if any.) *

37. Sink and raise, 10' water, sand (time). *

38. Sink and raise, 20' water, sand (time). *

39. Sink and raise, 30' water, sand (time). *

40. Sink and raise, 10' water, mud (time). *

41. Sink and raise, 20' water, mud (time). *

42. Sink and raise, 30' water, mud (time). *

43. Sink overnight and raise (inspect). *

44. Sink 3 days and raise (inspect). *

45. Sink 14 days and raise (inspect). *

46. List other tests considered necessary.
    a. Does current shift bottomed boat?
    b. Is an anchor required?
    c. Are lifting rings adequate?
    d. Check for electrolytic or galvanic action on underwater parts.

E. Demonstrations (as approved). Note same.

	A Buoyant	B Awash	C Semi-subm.
31. (Cont'd.)			
d. Comfort of crew.	*	*	*
e. Max. engine RPM, against sea. NOTE: Report on direction and velocity of wind, height of waves (crest to trough), length of waves (crest to crest), direction tide or current, and boat's course.	*	*	*
32. Operate in heavier chop (whitecaps) and repeat tests:			
a. Visibility.	*	*	*
b. Stability.	*	*	*
c. Maneuverability.	*	*	*
d. Comfort of Crew.	*	*	*
e. Max. engine RPM, against sea. NOTE: Report on direction and velocity of wind, height of waves (crest to trough), length of waves (crest to crest), direction tide or current.	*	*	*
33. If feasible, operate in rougher water. Observe as above:			
a. Visibility.	*	*	*
b. Stability.	*	*	*
c. Maneuverability.	*	*	*
d. Comfort of Crew.	*	*	*
e. Max. engine RPM, against sea. NOTE: (As above).	*	*	*
34. a. Behavior of boat under tow.	*		
b. Is towing ring adequate?			
35. List other tests considered necessary.			
a. Check capabilities of small radio portable sets - boat to boat, boat to shore (closed-in boat).	*		*
b. With hatch open.	*		
c. Take movies.	*	*	*

		A Buoyant	B Awash	C Semi-subm.
25.	a. Observe engine exhaust for noise and back pressure during above trials.	*	*	*
	b. Check RPM - Regular exhaust vs. exhaust pipe removed.	*		
26.	Observe crew comfort, temperature, visibility.			
27.	a. Acceleration - Dead to max. engine RPM (time).	*		
	b. Deceleration - Max. RPM to dead (time).	*		
28.	a. Acceleration - Dead to max. RPM (time).			*
	b. Deceleration - Max. RPM to dead (time).			*
29.	Observe sun reflection of dome, etc.	*		*
30.	List other tests considered necessary.			
	a. Measure turning circle at slow, cruising, full speeds.	*	*	*
	b. Comment on design and construction for strength, vibration, etc.			

C. Performance - Underway, rough water.

		A Buoyant	B Awash	C Semi-subm.
31.	Operate in small choppy water (occasional whitecaps) and observe:			
	a. Visibility.	*	*	*
	b. Stability.	*	*	*
	c. Maneuverability.	*	*	*

		A Buoyant	B Swash	C Semi-subm.
17.	For mechanical operation:			
	a. Run ½ hours, cruising speed.			*
	b. Run 1 hour, slow speed.			*
	c. Run ½ hour, full speed.			*
18.	Combine speed trials with above running trials. Measured course, ¼ or ½ nautical mile, parallel to waterway, with marker stakes, stop watch timing, average of 2 runs each direction.	*	*	*
19.	Include fuel consumption trials with above running trials.			
	a. Fuel consumed per hour, cruising speed.	*		
	b. Fuel consumed per hour, slow speed.	*		
20.	Include fuel consumption trials with above running trials.			
	a. Fuel consumed per hour, cruising speed.		*	
	b. Fuel consumed per hour, slow speed.		*	
21.	Include fuel consumption trials with above running trials.			
	a. Fuel consumed per hour, cruising speed.			*
	b. Fuel consumed per hour, slow speed.			*
22.	a. Calculate range, full speed, est.	*	*	*
	b. Calculate range, cruising " , est.	*	*	*
	c. Calculate range, slow speed, est.	*	*	*
23.	Observe white water wake and wave effect at full, cruising, and slow speeds.	*	*	*
24.	a. Observe air intake supply during above trials.	*	*	*
	b. Check RPM - Schnorkel intake vs. hatch open.	*		

	A Buoyant	B Awash	C Semi-subm.
11. List other tests considered necessary.			

B. Performance - Underway, smooth water. Standardize engine RPM for various conditions.

	A Buoyant	B Awash	C Semi-subm.
12. Slow speed - handling, reversing docking, maneuvering.	*		
13. Cruising speed - handling, maneuvering.	*		
14. At cruising speed, check in and out pumping of compartments for fore and aft trimming and general operation. Repeat several times (time).	*		*
15. For mechanical operation:			
a. Run ½ hours, cruising speed.	*		
b. Run 1 hour, slow speed (Check engine fouling).	*		
c. Run ½ hour, full speed.	*		
16. For mechanical operation:			
a. Run ½ hours, cruising speed.		*	
b. Run 1 hour, slow speed.		*	
c. Run ½ hour, full speed.		*	

I. PROTOTYPE TESTS

NOTE: Trim conditions should be established, viz.:
Buoyant - Maximum freeboard, fully loaded.
Awash - With amidship deck rail awash.
Semi-submerged - Lowest practical submergence.

Stars indicate trim conditions at which respective tests are to be performed.

It is suggested that, for ready reference, the date be inserted over star when respective test has been completed.

Test numbers run continuously, irrespective of major subdivisions. Co-ordinate test numbers on Data Sheets. Order of tests may be changed if desirable.

A. Familiarization of Crew.

Alongside dock:	A Buoyant	B Awash	C Semi-subm.
1. Check all controls - engine, pumps, steering, valves, etc.	*		
2. Hatch operation.	*		
3. Ingress and egress of crew (time).	*		
4. Space for crew and equipment, comments.			
5. Pump compartments (time).	*		*
6. Stability.	*	*	*
7. Ease of removing and installing air intake and exhaust pipe.	*		
8. Readying for sea - crew, gear, warm-up engine, check pumps, bottles, etc., cast off (time).	*		
9. Check air supply to crew and engine.	*		
10. Determine ease of replacement of:			
a. Engine assembly.	*		
b. CO_2 bottles.	*		
c. Pumps.	*		
d. Propeller.	*		
e. Fuel and lub. oil.	*		

23 July 1953

PROPOSED SCHEDULE FOR TESTING
OF FIRST "SKIFF" BUILT BY
JOHN TRUMPY & SONS, ANNAPOLIS, MD.

Boat to be based in vicinity of Annapolis, and arrangements made to store portable equipment and test gear nearby.

The Test Team will be composed of [redacted] and two assistants. [redacted] will be responsible for conducting tests and keeping records of same. [redacted] will maintain frequent contact with the project and assist in the testing as required.

Trumpy facilities are available for furnishing repairs, modifications, supplies, and related services. Work orders on Trumpy shall be placed by [redacted] and invoices for same approved by him.

A Daily log of testing activities shall be kept and shall include date, weather conditions, personnel in attendance, visitors, and brief summary of work accomplished or in progress. Specific Test Data will be recorded on separate test sheets which will include necessary data, Remarks, and specific Re-design and Improvement Recommendations. Reports to be made weekly.

Due to experimental type of craft, every effort shall be made to safeguard the test crew personnel and the equipment.

Testing of other equipment — when, as, and if possible, without interfering with "Skiff" testing, the Test Team will conduct such tests as directed.

[redacted] will provide transportation of regular Test Team to and fro and approve their expense accounts.