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Office of the White House Press Secretary
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FACT SHEET

THE SEQUOIA

The Sequoia was built by the Mathis Yacht Building Co., Camden, N. J. in 1925. Classified as an "Auxiliary-Miscellaneous" the 100 ton Sequoia originally had a waterline length of 99 feet and a beam of 18 feet 2 inches. She was acquired by the Navy from the Department of Commerce on March 25, 1933, and commissioned a Naval vessel on that date at Annapolis, Maryland. She was assigned to the Washington Navy Yard where she was fitted out as the Presidential Yacht. President Franklin D. Roosevelt cruised aboard here during the period 1933 to 1935. In 1935, the Sequoia was taken out of Presidential service.

In the spring of 1968, the Sequoia was again pressed into use as the Presidential yacht by President Johnson. Since last used by President Roosevelt, it had been considerably modified, including an increase in its length to 104 feet and beam to 19 feet 8 inches. The main propulsion and electrical systems were also modified and improved. The Sequoia, with a mahogany planked hull and teak deck house displaces 123 tons. She has a salon paneled with mahogany on the main deck and four state-rooms with adjoining baths below decks. She is completely air conditioned and can sleep six guests. Twenty-two guests can be seated at the one table in the main salon, and the glass paneled salon aft can accommodate an additional ten persons. She travels at a speed of 11 knots.

The Sequoia is used only for inland water cruises. However, she carries enough fuel to make a cruise for two or three days. The ship has two 36" bronze propellers and one large bronze rudder with two small wing rudders. Since Sequoia is not a combatant craft, and does not serve as an auxiliary, she is not painted the traditional battleship grey, but is painted white.

The Sequoia has not been in commission since December 9, 1935. She is designated a yacht and her status is "In Service." This status restricts her to local operations. The Sequoia accommodates 40 passengers in addition to the crew.

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