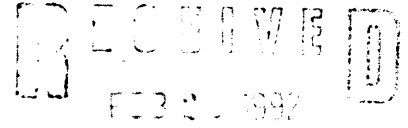


274

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Schooner PORTLAND PILOT
other names/site number Schooner TIMBERWIND (Preferred For Listing)

2. Location

street & number Rockport Harbor N/A not for publication
city, town Rockport N/A vicinity
state Maine code ME county Knox code 013 zip code 04841

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of certifying official *E. S. [Signature]* Date 2/21/92
Maine Historic Preservation Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Arlene Byers National Register 3/26/92
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Water-Related

Current Functions (enter categories from instructions)

Transportation/Water-Related

7. Description

Architectural Classification
(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation Wood
walls Wood
roof Wood
other _____

Describe present and historic physical appearance.

The Schooner TIMBERWIND is a two-masted vessel which has been converted from a pilot boat to a passenger carrying excursion ship. The TIMBERWIND has the following dimensions:

- Length Overall: 70 feet
- Beam: 19 feet
- Depth: 9 feet 7 inches
- Draft: 10 feet
- Gross tonnage: 48
- Net Tonnage: 48

In its original form as the PORTLAND PILOT, the vessel was constructed of double sawn white oak frames with yellow leaf pine planking (below water line) and decking. Oak planking was employed above the water line. Above deck, a single long house extended from the wheel house to the foremast. A marconi rig with single headsail, no bowsprit, and a gaff foresail on a gooseneck boom was the original rig. Below deck the vessel was separated into three compartments. Forward, the galley and for's'le for three crew members was built. The stove was at the aft end of the compartment on the starboard side. Opposite was the sink and cupboards. Forward of the galley, and built along the ceiling, were two crew bunks to port and one to starboard. A large galley table surrounded the foremast. All of the woodwork was varnished yellow pine. Midships housed the engine room (with two gasoline engines of unequal size), workshop to port and head to starboard. Aft was the cabin for the pilots. It ran the full width of the vessel from almost midships back to the stern. The cabin, which housed four large bunks, was finished in yellow pine and mahogany with cream colored paint. Inboard of the bunks was a settee. Aft, on each side of the companionway, were two large lockers.

Subsequent alterations to the PORTLAND PILOT included the substitution in 1941 by the Coast Guard of Gray marine engines for the original gas engines. In the mid-1950s she was again re-powered with twin six-cylinder Buda diesel engines of 135 hp each. At this time the hawespipes were removed. About the same, and again in the 1960s, the rig was altered.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

After her retirement in late 1969, the PORTLAND PILOT was hauled out at South Portland and surveyed. She was then re-launched and sailed to Camden where she berthed for the winter of 1969-70. In the spring of 1970 the vessel was moved to Rockport where she was remodeled during the next year for use as a passenger carrying schooner. The most significant alteration above deck was the installation of a bowsprit to accommodate the planned new schooner rig, the installation of taller masts, and the construction of a midships deckhouse. Below deck, the vessel was reconfigured to hold ten cabins and two heads aft and midships with the galley, messroom and one crew cabin forward. Upon re-launch she was named the TIMBERWIND.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture (Naval)

Period of Significance

1931

Significant Dates

1931

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Portland Engineering Company, Builder

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Originally constructed in 1931 as the PORTLAND PILOT and re-named TIMBERWIND in 1971 after its conversion to a passenger carrying cruise schooner this vessel was built for use by the Portland Pilot's Association. Designed by the members of the Association and built by the Portland Engineering Company, she is the only known extant historic vessel of her type in Maine, and one of only a handful in the country. Despite the alterations made in her conversion to the TIMBERWIND, the vessel preserves the significant hull from which was designed specifically for its original use. For this reason, TIMBERWIND merits nomination to the Register under criterion C.

The Portland Pilot's Association was formed at the turn-of-the-century as an alternative to the unorganized system of individual, competing harbor pilots that existed prior to that time. These men were responsible for boarding incoming vessels outside of the harbor and piloting them to their berths. Upon formation of the Association, the schooner DIRECTOR was commissioned and built in East Boothbay in 1906. As their membership grew and business increased in the late 1920s, however, the pilots required a larger schooner. According to tradition, the design of the PORTLAND PILOT was based on both the DIRECTOR and the local fishing schooner ELEANOR. The white oak used in its frames and a portion of the planking was obtained from one of the pilot's farms on Ossipee Mountain, whereas the southern yellow pine was ordered through the Richards and Dana Lumber Company at Brown's Wharf. PORTLAND PILOT was christened on October 3, 1931, and her trial trip was made on December 20th.

PORTLAND PILOT served in its original capacity until 1969. During World War II she was commandeered by the Coast Guard to patrol Portland harbor and its approaches. Various alterations were made over the years, primarily in the type and arrangement of the engines and the rig. Upon her retirement she was hauled out in South Portland, surveyed, and then sailed to Camden then

See continuation sheet

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

Rockport to begin her conversion. This effort was completed in 1971. Although modifications were made to the rig, mast height, below decks compartments, and a bowsprit installed, the vessel's hull is unchanged. Furthermore, the vessel retains a surprisingly high degree of historic fabric including frames, planking and decking.

The (Former) PORTLAND PILOT is one of only a handful of historic vessels of the type known to exist in the country. The National Maritime Initiative's 1990 Inventory of Large Preserved Historic Vessels includes six pilot boats (TIMBERWIND is not included in the inventory). Of these six, however, only one, the 1924 PILOT, was actually constructed as a pilot boat. A second vessel in the inventory, TABOR BOY, was also built for this purpose, but it was a Dutch vessel and has been under different use in the United States. Thus, although significant modifications were made to PORTLAND PILOT during its conversion into the schooner TIMBERWIND, its hull form has gone unchanged. As a result, it is one of only two U.S. built vessels of the type known to exist.

9. Major Bibliographical References

Alexander, William
"A History of the Schooner Portland Pilot." Unpublished manuscript copy on file at the Maine Historic Preservation Commission, Augusta. No date.

Delgado, James P., and Clifford, Candace, eds.
Inventory of Large Preserved Historic Vessels. Washington: National Park Service. 1990.

Portland Press Herald. Editions of October 3rd and October 4, 1931.

Portland Sunday Telegram. December 20, 1931.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property Less than 1

UTM References

A

1	9	4	9	4	1	0	0
Zone		Easting				Northing	

C

Zone		Easting				Northing	

B

Zone		Easting				Northing	

D

Zone		Easting				Northing	

See continuation sheet

Verbal Boundary Description

All that area encompassed within the extreme length and breadth of the vessel.

See continuation sheet

Boundary Justification

The boundary incorporates all that area of the vessel as she lays at her berth or operates at sea.

See continuation sheet

11. Form Prepared By

name/title Kirk F. Mohney, Architectural Historian
organization Maine Historic Preservation Commission date January, 1992
street & number 55 Capitol Street, Station #65 telephone 207/289-2132
city or town Augusta state Maine zip code 04333-0065