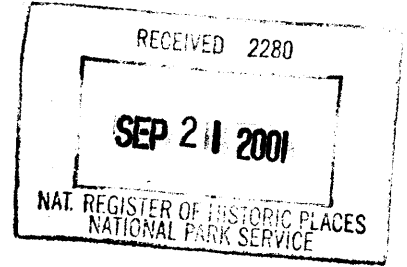


1205



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name SCHOONER MARTHA  
other names/site number \_\_\_\_\_

2. Location

street & number 1010 VALLEY STREET, SUITE 100 not for publication \_\_\_\_\_  
city or town SEATTLE vicinity \_\_\_\_\_  
state WASHINGTON code WA county KING code 033 zip code 98109

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant \_\_\_\_\_ nationally  statewide \_\_\_\_\_ locally. (\_\_\_\_ See continuation sheet for additional comments.)

*[Signature]* DSHPO 9/12/2001  
Signature of certifying official Date

WASHINGTON STATE HISTORIC PRESERVATION OFFICE  
State or Federal agency and bureau

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria.  
(\_\_\_\_ See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

4. 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): \_\_\_\_\_

Signature of Keeper: \_\_\_\_\_ Date of Action: \_\_\_\_\_  
Entered in the 11.5.01  
National Register

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
__1__	_____	structures
_____	_____	objects
__1__	_____	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

\_\_N/A\_\_

Number of contributing resources previously listed in the National Register

\_\_\_\_\_ NONE \_\_\_\_\_

6. Function or Use

Historic Functions

(Enter categories from instructions)

Cat: TRANSPORTATION

Sub: WATER-RELATED

Current Functions

(Enter categories from instructions)

Cat: OTHER

Sub: WORK IN PROGRESS

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: FLOATING HISTORIC

VESSEL

Materials (Enter categories from instructions)

foundation: (HULL) WOOD: DOULAS FIR

PLANKING

roof (DECK) WOOD: DOUGLAS FIR

PLANKING, TEAK, ANGELIQUE, SILVER BALI

walls (CABIN) WOOD: DOUGLAS FIR,

HONDURAN MAHOGANY, TEAK

other

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheet

**8. Statement of Significance**

**Applicable National Register Criteria** (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

See Continuation Sheet

**Areas of Significance**

(Enter categories from instructions)

- MARITIME HISTORY
- ARCHITECTURE
- ENTERTAINMENT/RECREATION
- INDUSTRY

**Period of Significance**

1907

**Significant Dates**

1907

**Significant Person**

(Complete if Criterion B is marked above)

- CROWNINSHIELD, B.B.
- HANIFY, J.R.
- CAGNEY, JAMES

**Cultural Affiliation**

**Architect/Builder**

- B.B. CROWNINSHIELD (Designer)
- W.F. STONE BOAT YARD (Builder)

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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
- Name of repository:  
 Center for Wooden Boats, Lake Union \_\_\_\_\_

**10. Geographical Data**

**Acreeage of Property** \_\_\_\_\_ N/A \_\_\_\_\_

**UTM References**

(Place additional UTM references on a continuation sheet)

1	10	550001	5274884	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

\_\_\_\_\_ See continuation sheet.

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

N/A

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

N/A

**11. Form Prepared By**

name/title TIM McDONALD, MICHAEL SULLIVAN, JENNIFER LOVEJOY

organization ARTIFACTS CONSULTING date JUNE 2001

street & number 1109 A STREET, SUITE 1 telephone (253) 572-4599

city or town TACOMA state WA zip code 98402

---

**Additional Documentation**

---

Submit the following items with the completed form:

**Continuation Sheets****Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

---

**Property Owner**

---

(Complete this item at the request of the SHPO or FPO.)

name SCHOONER MARTHA FOUNDATION: JoANN O'CONNER, ROBERT D'ARCY

street & number 1010 VALLEY STREET, SUITE 100 telephone (206) 310-8573

city or town SEATTLE state WA zip code 98109

---

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7

Page 1 of 5

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Description:**

The Schooner *Martha* is a 1907, two-masted vessel designed by B.B. Crowninshield and built in San Francisco by the W.F. Stone Boat Yard. She measures 68 feet on deck, 84 feet sparred (bow sprit to boom), and her beam measures 16 feet across.

***Martha's Exterior***

The schooner *Martha's* hull was originally constructed of two-inch thick, full length Douglas fir planking fastened with iron nails and drifts to oak frames. Each frame is set on 12" centers and alternate between 6" x 6" double sawn oak and 3" x 3" steam bent oak. The keel is fir but the horn timber and stem were built of oak. On each side, at the clamps, turn of the bilge and garboard, there are three, 3" x 8" full-length longitudinal stringers.

Originally, the *Martha* was designed and constructed with a centerboard and iron ballast shoe. In the 1960s when *Martha's* rig converted to a Bermuda (Marconi) mainsail, the centerboard was removed. To compensate for the removal of the centerboard and increase the lateral plane, a 10" deep fir shoe was added the full length of the keel and an internal lead ballast was added.

Beneath the deck and running along both sides of the cabin house and cockpit is a massive 3" thick harpin that stiffens the sides of the vessel. Forward of the cabin house and aft of the cockpit, 5 1/2" x 4 1/2" fir deck beams span between the clamps. Originally, the deck was made up of full lengths of fir. Today the deck is 1 1/2" square teak sprung parallel to the cover-boards and is fitted into king-planks, each of which runs down the centerline of the bow and stern. The bull rails are 8 1/2" high and 2 1/2" thick and were originally constructed of fir. The starboard side was recently replaced using angelique. The bull rails are topped with teak cap rail that run from stem to stern.

The original oval transom raked aft and was constructed of fir lifts covered with mahogany. The transom was replaced in 1998 when rot was found. It was reconstructed with 3" teak lifts covered with 1 1/2" thick Honduran mahogany planks. The half oval cockpit combings extend from the sides of the cabin house. The inside is lined with vertical teak staving and capped with a teak rail. The teak benches on each side of the cockpit and the steering enclosure were modified in a 1970s restoration. The half oval cockpit continues the shape of the deck-house and is lined with teak vertical staving and capped with a solid teak rail. The companionway doors leading into the saloon were rebuilt in 1997 and incorporate the original beveled lights.

The cabin house sides are constructed of fir. The cabin roof beams are of 2 1/2" x 2 1/2" mahogany covered with 1 1/2" square full-length Douglas fir planks. Originally, the fir decking was caulked and left natural but in the late 1960s it was covered with canvas that was overlaid in the 1970's with plywood and a non-skid elastomeric membrane (spandex). A mahogany, ventilating skylight, centered over the saloon was added in

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7

Page 2 of 5

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Description: (cont'd)**

the 1940's. At the base of each mast a teak fife rail stands on four turned legs. These were reconstructed in 1997 to replace the original mahogany fife rails that were extensively damaged from iron sickness. At the forward end on the starboard side, a bronze framed glass skylight hatch was added in the 1970s. The foredeck hatch and curb were rebuilt of teak in 1999 with the repairs of stem-head and forward deck.

The hull construction was originally fastened with iron nails and drifts. Now, as repairs are made, the new work (from 1997 to present) is being done with silicon bronze fasteners, screws, bolts, and drifts to minimize corrosion and extend life expectancy. The stem above the water-line along with planking around the bow and deck beams were replaced in an extensive restoration project in 1999. Currently available materials such as mahogany planking, oak deck beams, and purple-heart for the stem, were used in this restoration effort.

The *Martha* was originally designed and built without an auxiliary engine. In 1922, a gas engine of unknown type was installed. In the 1930s it was replaced with a Detroit diesel engine. The current engine is a 453 Detroit diesel installed in 1968.

The 75' main mast is solid red cedar and is believed to be original. The 57' foremast is hollow and built up of sections of fir. The bowsprit is solid fir, 10" in diameter and extends 14 feet beyond the bow. The *Martha* didn't have a boom when she was gaff-rigged but when her main was converted to Bermuda one was added and a permanent backstay rigged to stay the main mast. The present boom is teak and it replaces a similar one fitted in 1968.

The *Martha* was originally gaff rigged fore and aft. Gaff rigging employs a rhomboid shaped sail with an additional spar supporting and extending its upper edge. Developed in the Netherlands in the 16<sup>th</sup> century, the gaff rig was the dominate commercial and yachting sail rig well into the 20<sup>th</sup> century. The *Martha* was later changed to Bermuda rig main and gaff rigging on the fore in order to make it easier for the increasingly smaller crews to handle her. Bermuda rigging is less complicated and requires fewer people to operate the system because there is a smaller sail area and fewer lines. The Bermuda rig began as a low-aspect triangular sail developed in Bermuda. In the 20<sup>th</sup> century, advances in materials permitted taller masts (but still shorter than the original gaff rig) and higher-aspect sails. The Bermudan rig is today the most common sailing rig. Currently, the *Martha* is Bermuda rigged on the main and staysail fore. The main boom is 30 feet long and is believed to be original but has been altered. When the mainsail was converted from gaff to Bermuda, 8'9" had to be cut off to accommodate the new system. The original main-staysail boom is fir and was built in 1996. The fore-staysail boom is fir and hangs from the forestay.

The exterior finish of the hull and cabin house is marine enamel paint. The teak deck, cap-rails, and foredeck hatch are all unfinished. The mahogany skylight, teak fife rails, companionway slide, all doors and frames, cockpit staving, cap-rail, and furniture are all varnished.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7

Page 3 of 5

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Description: (cont'd)**

The *Martha* is fitted with hand powered bronze winches. There are two halyard winches on the main mast, three on the foremast, a sheet winch on each side of the cockpit, one on each side of the cabin house top, just forward of the cockpit, and one on each side of the bull rail, mid-ship. A hand powered bronze anchor windless is mounted on the foredeck. This windless (vintage 1930) was installed in 1999 during repairs to this area. The original galvanized iron, open geared windless mounted on bits was not repairable and considered dangerous. The *Martha* is fitted with a pair of mooring cleats forward and a pair of cleats on the stern. The cleats on the stern are used for mooring and for the main sheet.

Enclosed chocks pass through the bull rail at the bow; open chocks are mounted on the rail at the stern. Pin rails are fitted port and starboard on the shrouds of both fore and aft masts.

***Martha's Interior***

The interior of the vessel is divided into the following functional spaces forward of the cockpit: the saloon, the aft head, and two staterooms to starboard, the galley and the forward head to port, and the crew's quarters at the forward end of the deck house.

The predominate visual element of the interior of the *Martha* is the use of Honduran mahogany on vertical and horizontal surfaces throughout. This material is finished with clear varnish and has naturally aged to a deep red-brown color. In addition to the consistent use of one finish on one species of wood, the interior represents the Craftsman Style with the use of flat-framed panel surfaces, lead-glass cabinet doors, flush front drawers, and the minimal use of molded shapes. Cabinet and door hardware is oiled bronze or brass. The *Martha* was originally outfitted with only oil lamps for navigation and interior illumination. In 1911, batteries were installed for electric lighting. This system has been altered and updated over the years and currently lighting is provided from storage batteries recharged by the engine alternator. Throughout the vessel, changes over time have been carefully made using similar materials and details to maintain the sense of her historic period.

The saloon area, the principle interior space, measures 12' 6" fore and aft and extends the full width of the vessel. The space is fitted with a continuous settee along both sides and there are cabinets with drawers and lead glass doors above. The companionway steps, rail and stile doors are fitted with beveled glass. The overhead slides are made of varnished teak to match the cockpit. Above the back of the settees, individual bunks are located, one aft on the port side and two on starboard. On the port side forward, the settee has been modified to extend the outboard forming a double berth. Between the settees, a mahogany table with drop leaves covers the top of the engine enclosure. This is not original as the vessel was built without auxiliary power. Above the table, the overhead opens to a butterfly venting, mahogany skylight of unknown date. Two port lights on each side illuminate and vent the saloon. Individually switched electric sconces aft of and between the port lights provide additional illumination. A single "trawler" oil lamp is suspended by chain over



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7

Page 4 of 5

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Description: (cont'd)**

the table. Forward of the saloon, the interior of the vessel is divided by the paneled enclosure of the main mast and the centerboard trunk. To starboard are a head and two staterooms. The head extends three feet forward of the saloon bulkhead and has been extensively modified to include a modern shower pan and hot and cold pressure water. The bulkheads and overhead are finished with tongue and groove ceilings, painted white. A single port light in side of the deck-house vents and lights this space.

Forward of the head, is one of the original staterooms. Measuring 6' 2" fore and aft, this space is fitted with a double bunk that extends out under the deck. Below the bunk, drawers provide storage. Below the drawers, hopper doors have been removed to provide better ventilation of hidden spaces. There is a single port light in the side of the deck-house and an electric sconce on each of the forward and aft bulkheads to light this space. The frame and mirror reflectors of a deck prism are centered in the overhead panels. The prism, which originally admitted light, was removed when the current deck house covering was installed.

The second stateroom measures six feet fore and aft and is of mostly new construction. The front of the double bunk and the drawers below have been relocated from a stateroom originally located to port where the galley is now. The overhead in this stateroom is new, white-painted, tongue and groove ceiling laid fore and aft between the original mahogany deck beams. On the inboard side is an 18" passage through to the lavatory area of the forward head. Forward of this passage is a new full height linen closet with five shelves behind a single door. On the forward bulkhead a panel door opens to the crew's quarters.

The crew's quarters extend across the full width of the vessel and are loosely defined by the curve of the forward end of the deck-house and open below the deck to the forecabin forward. A double sink extends the length of the galley. Below this top mahogany panel, doors and a single drawer provide storage. Above the counter top, a cabinet with lead glass doors is hung on the forward bulkhead facing aft. Its design and details recall those of the saloon. The galley is lit and vented by two port lights in the side of the deck-house. There are provisions for a deck prism in the overhead similar to that in the stateroom to starboard.

At the forward end of the galley, a 22" curtained passage leads to the forward head. The forward head is divided into two spaces. The after half is fitted with a lavatory on a storage cabinet with a mirror and electric light above. A single porthole lights and vents this space. Inboard of the lavatory, an 18" mahogany panel door leads to the forward compartment that encloses the marine toilet. The toilet is set on a platform 13" above the cabin sole. This platform and backsplash, and the lavatory with its backsplash, are set with 2 1/4" square, ultramarine-colored, glazed ceramic tile. Outboard of these fixtures, under the deck, shelving is provided for linens and supplies. A single porthole lights and vents the forward compartment. The forward and aft bulkheads, the side of the deck-house, and overhead in both compartments are flat paneled mahogany.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 7

Page 5 of 5

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Description: (cont'd)**

Throughout the vessel the cabin sole is varnished 4" wide oak laid fore and aft. There are numerous access hatches, teak grating and patches of unknown age.

All wooden vessels exposed to a saltwater environment require constant, quality maintenance. As a matter of lifestyle for a wooden boat, repairs must be made in order to maintain a seaworthy vessel. Over the years, the *Martha* has endured many owners and many repairs. She has been fortunate to maintain much of her original historic fabric. The frames, floors, stringers, keel, deck beams, cabin beams, carlins, stem and sternpost are all complete and original. Currently, the *Martha* Foundation is replacing materials that have been added through the years that are not historically accurate or that are beyond repair and create a safety hazard when operating the vessel. Size, placement and construction of replacement material will match the original material as closely as possible. Recently, the starboard planking above the waterline has been replaced because of rot. The port side is in the same condition and will be reconstructed this spring. Several years ago the transom was replaced, again because of rot. Overall, *Martha's* integrity is very good. In addition to her original materials, she has not changed in form, design or shape from the original drawings that B.B. Crowninshield developed. And today the owners of the *Martha* remain true to the methods that the Stone Boat Yard used to construct her in 1907.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8

Page 1 of 6

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Statement of Significance:**

The schooner *Martha* is a graceful wooden schooner designed in 1907 by the well-respected and innovative American boat designer, B.B. Crowninshield. Built as a gentleman's racing yacht, *Martha's* significance is expanded by her association with the oldest boat yard in San Francisco (W.F. Stone Boat Yard) and by her relationships with the lives of many significant people including her first owner, lumber baron, J.R. Hanify, actor James Cagney, and nationally prominent industrialist, Edgar Kaiser. The schooner *Martha* is arguably the best remaining example of Crowninshield's designs and W.F. Stone's craftsmanship still sailing today. She represents a grand period in San Francisco recreational maritime history as one of the earliest yachts built specifically for racing on the west coast. Today the *Martha* is one of only three schooners in the Northwest still on the water from the first quarter of the twentieth century. Currently the *Martha* is used as a sail-training vessel from which educational programs about sailing and maritime history, for both youth and adults, take place.

Yachting and recreational sailing is important to the maritime heritage of the United States. Since the founding of this country Americans took to the sea for their livelihood and for pleasure contributing to the rise of this country's wealth and prosperity. Yachting is an expression of the nation's wealth, technology, and innovation. And the *Martha* represents not only the technology at the turn of the century, but a change in culture. At the turn of the century, yachting was well established as a recreational sport on the east coast but was just becoming popular on the west coast in places such as San Francisco and Seattle. The nation's westward growth in the later half of the nineteenth century produced a new social class of wealthy industrialists and entrepreneurs in the west. This wealthy class had the financial resources to build pleasure yachts for recreational sport and the *Martha* is one of these early yachts.

**John Ryder Hanify**

The first owner of the *Martha* was John Ryder Hanify. He was born in New York state and moved to San Francisco at age 14. After having worked his way up from office boy in the wholesale lumber business, in 1897 Hanify started his own business as an agent and supplier of lumber to the region. Hanify was ambitious and his business grew rapidly. It wasn't long before he owned ships, mills, and property from the Puget Sound to southern California. He shipped lumber into the Bay area and then out to various foreign ports. As a result, San Francisco came to depend on the Hanify mills. In 1906, when a huge fire and earthquake in San Francisco destroyed the city, it showed just how important Hanify resources were to the community. Hanify took full advantage of the traumatic event by providing redwood and fir from his mills to rebuild the crumbled city (San Francisco Chronicle, 09/28/1997). As part of his business Hanify owned three steam schooners, two 200' four-masted schooners, and a 150' three-masted schooner. All of the ships were built for him by the esteemed W. F. Stone Boat Yard. And J.R. Hanify became one of William F. Stone's most trusted and valued customers.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8

Page 2 of 6

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Statement of Significance: (cont'd)**

As a powerful captain of industry, most of Hanify's leisure time was dedicated to maritime activities. He was an active member of the Pacific Union Club, the Bohemian Club, the Olympic Club, the San Francisco Yacht Club, and the Corinthian Yacht Club. He was commodore of the San Francisco Yacht Club when he commissioned B.B. Crowninshield, one of the finest American yacht designers, to design his new racing schooner, later named the *Martha*. Crowninshield's designs went straight into the hands of Frank Stone at W.F. Stone Boat Yard where the plans were modified slightly to meet west coast conditions. The *Martha* was built in the Harbor View yard on the San Francisco waterfront.

The schooner *Martha* was named after Hanify's wife, Martha Fitzmaurice of Vallejo. Hanify and Fitzmaurice were married on May 10, 1881 and the couple remained together for 41 years until Hanify's death in a yachting accident. Martha Hanify was an active member of the San Francisco community and was involved with many charitable causes. One report noted that, "Few ladies in San Francisco stand any higher in public regard than she, and she has won this commendation many times over by her charities and public spirit." (Millard, p. 390)

In *Martha's* first season on the San Francisco Bay, the yacht proved herself a worthy competitor. When raced in the Farallon Race on September 14, 1907 by Captain Alex Swanson, *Martha* proved her strength of design and seaworthiness. She took second place in the tight race. Up against some of the best new boats in San Francisco, she was among elite company in the finish of the forty-nine mile race with the top three boats all built by Frank Stone.

J. R. Hanify owned the *Martha* for 15 years until his untimely death in 1922. Hanify's death occurred in the capsizing of a sloop, named "Quart". The boat was owned by E. A. Christenson who was also killed in the capsizing. The death of these two men was commemorated by the city with the lowering of flags to half-mast at the clubs, ships, and buildings along the waterfront. The marine clubs observed 5 minutes of silence at the hour of Hanify's requiem mass at St. Mary's Cathedral. Additionally the City's Board of Supervisors adopted a resolution of condolence and sympathy for the families and adjourned for the day in respect.

After Hanify's death, the *Martha* was sold to George Kohn of Los Angeles and a year later to W. G. Lane who sailed her for the next eleven years. In 1934, the *Martha* changed hands again, this time to gain fame and adventure with a well-loved public figure, actor James Cagney.

**James Cagney**

Cagney owned the *Martha* from May 1934 through 1943. He sailed her as a pleasure yacht. Cagney was a member of the Balboa Yacht Club and the *Martha* was home-ported there in Newport, California. Over the years Cagney sailed the *Martha* out to Catalina and other Channel Islands, and up and down the coast between Santa Barbara and San Diego. In his autobiography Cagney remembered the *Martha* as, "a great, old boat

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8

Page 3 of 6

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Statement of Significance: (cont'd)**

launched in 1907...with full length planking and not a butt in her anywhere. The *Martha* sailed like a dream, and I certainly didn't need or want another..." (Cagney by... p.173). For almost ten years Cagney enjoyed entertaining guests aboard the *Martha*, and on more than one occasion he would send her off with a professional crew when he could not get away rather than disappoint his invited guests.

In a letter written in 1978 to the current owner of the *Martha*, Cagney answered questions about the schooner's past life, "The question you ask of me regarding the rig I can answer quite readily, as when I saw her last she was still Marconi-rigged on the main and gaff-rigged on the fore. The interior was perfectly beautiful mahogany throughout... She was a very reliable old craft and could sail with the best of them around Diego." Today, the letter hangs framed in *Martha's* galley.

Cagney's enthusiasm about the old vessel never waned and when he would see her come into the harbor in years after he had sold her, he would watch her dreamily and listen enthusiastically to stories about her new life.

In December of 1943, Cagney sold the *Martha* to Mr. John G. Robertson. In the next twenty-two years the *Martha* went through a long string of owners in L.A. and Southern California until 1965 when she was finally brought back to San Francisco. That year the *Martha* sailed in the revived Master Mariner's race in San Francisco with Pete Sutter as Captain, Dave Dinsmore (owner) as boss deck hand, and Lester Stone (of the Stone Boat Yard at 73 years old) as chief strategist. (National Observer, 05/31/1965).

The *Martha* stayed and raced in San Francisco for a couple of years before being purchased by the well-known industrialist, Edgar F. Kaiser.

**Edgar Kaiser and Westward Ho Summer Camp**

Kaiser owned the yacht from 1967 through 1968. Born in Spokane, Washington the year after the *Martha* was built, Edgar was the second-generation head of the world wide industrial empire founded by his father Henry J. Kaiser. He was educated at University of California at Berkeley and started working in construction in 1930. By the 1960's, his company produced aluminum, cement, gypsum, steel, ships, cars, aircraft and electronics. Other holdings included construction and engineering, broadcasting, and health-care facilities. Kaiser had constructed dams, pipelines, missile bases, and industrial plants around the world.

At the urging of his daughter Carolyn, Edgar purchased the *Martha* for a youth camp, Four Winds - Westward Ho on Orcas Island, Washington. Here began *Martha's* new career as a sail training vessel. Miles McCoy of Orcas Island sailed the *Martha* up the coast from San Francisco and was her skipper during the early years at the camp. The *Martha* was quickly embraced within the camp community and became part of a camp lore. To this day the ship bell from the *Martha* hangs in the lodge and is rung only when the *Martha* is seen entering

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8

Page 4 of 6

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Statement of Significance: (cont'd)**

the harbor. Every camper, old and new, learns the *Martha* ballad and sings her song in the summers waiting to catch a glimpse of the legendary schooner.

***Martha* Today**

The *Martha's* years at the camp ended suddenly when she fell from a marine railway during her annual routine maintenance in 1976. A section of the port side was stove in and she was pronounced a total loss. It seemed that *Martha's* great adventure had come to an early end. She was put up for auction as scrap to be sold to salvagers. However, her existence today is thanks to longshoreman, Del Edgbert and his wife Paulette who bid against the salvagers and won the bidding. The Edgberts spent the next twenty years restoring and caring for the *Martha*.

Edgbert's dedication to the schooner and respect for her history guided the restoration process. In 1979, Edgbert sailed her again to San Francisco to participate in the Master Mariners Regatta. In 1982, the *Martha* was declared "best sailing vessel" and "best restored vessel" at the Fourth Annual Classic Boat Festival in Victoria B.C. Over the years, Edgbert and his family lived aboard the boat and sailed her to Alaska, San Francisco, and all around the Northwest.

In 1996, Edgbert donated the *Martha* to the nonprofit Northwest Schooner Society. He wanted the *Martha* to be in a place where she was still sailed and used. He had seen how they sailed the *Zodiac*, a 1924 schooner (also built in San Francisco), and decided that Seattle was the best place for her.

The Northwest Schooner Society turned the *Martha* over to the care of professional skipper Robert d'Arcy and JoAnn O'Conner. D'Arcy is also a wood craftsman and does all the maintenance and restoration of the *Martha*. O'Conner has a background as an office manager and in 1997, she founded The Schooner Martha Foundation. An activity schedule has been developed that includes visits and cruises with the Westward Ho Camp and with other youth programs at the Center for Wooden Boats in Seattle. Currently, the Schooner *Martha* runs one-week seamanship courses for both youth and adults.

Major restoration projects are accomplished on the *Martha* every winter and come summer she is sailing again with new and eager sailors wanting to experience maritime history through a hands on program. The *Martha* is not only the oldest vessel still sailing in the state of Washington, she is one of the last of her kind from the turn of the century.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8

Page 5 of 6

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Statement of Significance: (cont'd)**

**Stone Boat Yard**

In 1893 William "Frank" Franklin Stone took over his father's forty year-old boat yard in San Francisco. Frank's father, William I. Stone, had set up shop in San Francisco after arriving to the states from Dartmouth, England. The elder Stone had apprenticed to a builder of ship's boats in England and his work in America consisted primarily of building small boats for the waterfront community of San Francisco.

By the turn of the century, a great boom in Pacific Coast shipbuilding was occurring. Under the leadership of Frank Stone, the Stone Boat Yard gained a solid reputation for building fine, quality vessels. During that time the yard began to build larger vessels including a 110' steam tug for the Santa Fe Railroad, a 50' freighter for the Morgan Oyster Company, a 70' steam fishing boat for the Paladini Fish Company, a 185' steam schooner for the J.R. Hanify Lumber Company, and a 225' five-masted schooner called the *W. H. Marston* built for Marston & Godfrey for the Honolulu sugar trade. During this period, yachts were built right alongside the commercial vessels and the yard's reputation for craftsmanship and construction innovation spread up and down the west coast. The *Martha* was built in this context of excellence for J.R. Hanify, who had become an esteemed business client as a source of the best available west coast material for building boats. The *Martha's* construction with full-length fir planking, stringers, and massive backbone are the result.

In 1911 William F. Stone was forced to move his boat yard from Harbor View because of construction for the 1915 Pan Pacific Exposition. The new location was at the foot of Diesel Street in Oakland. There in 1916 the yard built two steam schooners the *Ryder Hanify* (built for J.R. Hanify), and the *Robert C. Sudden*. Both measured 233'6", were designed to carry 1,500,000 board feet of lumber. At the time they were the largest wooden steamers on the coast. The Stone Boat Yard also built the notable fishing tug *U.S. Grant* later renamed *Hercules* that was used in construction of the San Francisco Bay Bridge.

When Frank Stone died, the business was passed to his son Lester whose talents lay in design rather than woodworking. Lester kept the firm name, W. F. Stone & Son, and continued to design and build yachts through the depression years. The Navy contracted with the yard through the war, and custom design yachts keep Lester busy until his retirement at age 78 in 1970.

**B.B. Crowninshield**

Unlike *Martha's* builder, her designer was an East Coast man, well known for his design ability and knowledge as a naval architect. Bowdoin Bradlee Crowninshield (1867-1948) was born into a family of sea captains and businessmen of Salem, Massachusetts. Presidents Jefferson, Madison, and Monroe had appointed his great-granduncles as Secretary of the Navy in recognition of their expertise and the family's service as grandfather and two of his privateers during the War of 1812.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 8

Page 6 of 6

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Narrative Statement of Significance: (cont'd)**

B.B. Crowninshield attended Harvard and after his graduation in 1890 he traveled for a short time in the west before he returned to take up a position as a draftsman and apprentice with the yacht designer, John R. Purdon of Boston. In 1897, Crowninshield opened his own office as a naval architect in Boston. Designing numerous yachts, fishing, and commercial schooners, Crowninshield quickly became a well-respected designer. Among his most famous designs is the only 7-masted schooner ever built, the *Thomas W. Lawson*, the *Rob Roy*, a popular fishing schooner, and the *Independence*, an America's Cup defender candidate. Both the *Rob Roy* and the *Independence* were influential designs that received much attention among their respective audiences. He also designed the *Adventuress*, a Maine-built, gaff topsail two-masted schooner, who made her way to the Puget Sound and now serves as an educational vessel (NR 89001067, 04/11/89). As a result, Crowninshield influenced many young designers and those lucky enough to apprentice with the designer often went out on their own with great success. Among the students who apprenticed with Crowninshield was John G. Alden who later became a very influential yacht designer in his own right.

In 1900, B.B. Crowninshield's design of the fishing schooner *Rob Roy* was a departure from the conventional Grand Banks fishing schooner. Author Howard Chappelle noted that, "He introduced the long overhang of the contemporary sailing yacht as well as a short, straight keel having very great drag, a very raking sternpost, and a much cut away forefoot formed with an angular break at the fore end of the keel and continuing to the rail at the stern in a fair, unbroken line; this profile was found so practical and satisfactory that it soon became standard and was long known as the 'fisherman profile.'" (Chappelle, *National Watercraft Collection*, p. 171)

Crowninshield served in the American Volunteer Ambulance Corps in the summer of 1916 in Northwestern France. Following the war he was president and general manager of Crowninshield Shipbuilding Co. of Fall River, Massachusetts. In 1918, he returned to work as a naval architect in the firm of Crowninshield and Burbank. From 1943 to his death in 1948 he was the U.S. Navy inspector of hull building in Manchester, Ipswich, and Ambsbury, Massachusetts.

The schooner *Martha* is a fine example of Crowninshield's theories on yacht design and construction. In a 1907 article entitled "Wooden Sailing Ships" published in the *Pransactions of the Society of Naval Architects and Marine Engineers*, Crowninshield pointed out the influences of a fine run of the stern on steering. Using the plans of a fishing schooner that he had designed, the *Tarter*, he pointed out characteristics such as the "short straight keel with marked drag; long light counters, and long forward overhangs" (Chappelle, *American Fishing Schooners*, p.245). These characteristics along with the sharply raked sternpost and raked elliptical transoms were often found in his yacht and fishing schooners designs. These features and their resulting sailing qualities are found in the *Martha*.



United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 9

Page 1 of 2

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Bibliography:**

Archives and Depository Files

Center for Wooden Boats, Lake Union  
Lloyd's of London Survey Report  
Personal Correspondence  
Schooner Martha Ship Log  
Tacoma Public Library, Northwest Room  
Washington State Historical Society, Special Collections  
University of Washington, Manuscripts and Architectural Records Section, Seattle  
Campus  
Washington State Archives, Olympia  
Wooden Boat School, Port Townsend

Secondary Sources

- Cagney, James. *Cagney by Cagney*. Double Day and Co., Garden City, NY. P.173. 1976.
- Chapelle, Howard. *The American Fishing Schooner, 1825- 1925*. W.W. Norton and Co. Inc. New York. 1973.
- Chapelle, Howard. *The History of American Sailing Ships*. W.W. Norton and Co. Inc. New York. 1935.
- Chapelle, Howard. *The National Watercraft Collection*. Museum of History and Technology. U.S. Government Printing Office. Washington. 1960
- Dunne, W.M.P. *Thomas McManus and the American Fishing Schooners*. Mystic Seaport Museum Inc., Mystic, CT. 1994.
- Millard. *History of San Francisco Bay*. Vol. 2 1924. p. 390
- MacGregor, David. *The Schooner: Its Design and Development from 1600 to Present*. United States Naval Institution. 1997.
- McCabe, John. *Cagney*. Knopf. New York. 1998.
- Who's Who in California*. 1928-29

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section 9

Page 2 of 2

SCHOONER MARTHA  
KING COUNTY, WASHINGTON

---

**Bibliography: (cont'd)**

**Periodicals**

- Blaich, John. "Martha, Owned by James Cagney, Homeported in Newport From 1935-38." *Large Pre-World War II Yachts with a Newport Harbor Hailing Port*. First in a series. 1998
- Bray, Maynard. "Three Crowninshield Knockabouts." *Wooden Boat Magazine*. No. 37. Nov/Dec 1980. p. 116
- Brooks, Douglas. "The Stone Boat Yard. Three Generations of Quality." *Wooden Boat Magazine*. No. 109. Nov/Dec 1992.
- Cleavland, Ward. "Martha." *American Boating*. March 1972. p. 3
- Crowninshield, B.B. "An Account of the Private Armed Ship America of Salem". Essex Institute Historical Collections. (XXXVII, 1-76). 1901.
- Crowninshield, B.B. "Fore and After". New York City. 1947.
- Crowninshield, B.B. "Wooden Sailing Ships". *Society of Naval Architects and Marine Engineers*. Vol. 15. 1907.
- "ILWA Brotherhood Restores Schooner." *The Dispatcher*. June 7, 1986.
- "Martha." *Sea Magazine*. Sept 1993. p.33
- Monahan, Harry. "Restoration Offers Rich Rewards." *Sea Magazine*. Feb 1985.
- Nolte, Carl. "Gliding Through Time." *San Francisco Chronicle*. Section 6. p.1. Sept 28, 1997.
- San Francisco Chronicle*. May 10, 1922
- Stevens, J.G. "The House of Stone." *Sea Magazine*. February – March 1948.

National Register of Historic Preservation Nomination – Additional Documentation  
Photographic Continuation Sheet, p. 1 of 2  
SCHOONER MARTHA, King County, WA

Photographs # 1-9, and 17 were taken by Tim McDonald, January 2001, and the original negatives are located at Artifacts Consulting, Tacoma, WA.

Photographs # 10-16, and 18-23 were taken by JoAnn O’Conner, June 2000, and the original negatives are located at the Schooner Martha Foundation, Seattle, WA.

Photo # 1: View of Martha bow on.

Photo # 2: View of cockpit, main companionway and hatch.

Photo # 3: View of wheel and binnacle.

Photo # 4: View of Martha’s wheel.

Photo # 5: View of starboard side - foremast, midmast and cabin.

Photo # 6: View of bow and bowsprit, foremast, stays and anchor windless.

Photo # 7: View of starboard side - cockpit and house

Photo # 8: View of starboard side – covered cockpit wheel and binnacle.

Photo # 9: View looking aft through galley to main saloon.

Photo # 10: View looking forward in the main saloon.

Photo # 11: View looking forward in the galley.

Photo # 12: View looking aft in galley.

Photo # 13: View of cabin looking forward.

Photo # 14: View of head sink.

Photo # 15: View of saloon looking forward.

Photo # 16: View looking aft at starboard liquor locker.

Photo # 17: View of main saloon, looking aft, port side.

Photo # 18: View of main saloon, looking aft, port side.