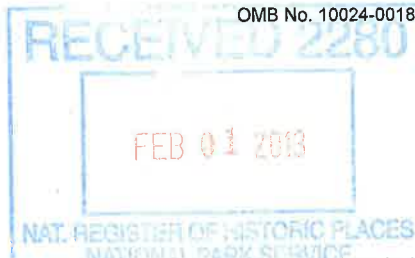


United States Department of the Interior
National Park Service



98

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 an 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 Clara Brown

other names/site number John G. Alden Design No. 872

2. Location

street & number First Buffalo River Marina, 32 Fuhrman Blvd [] not for publication

city or town Buffalo [] vicinity

state New York code NY county Erie code 029 zip code 14203

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 as 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.)

Ruth A. Purpoint DSHPO

1/25/13

Signature of certifying official/Title

Date

New York State Office of Parks, Recreation & Historic Preservation
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 certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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 the Keeper

date of action

Edson H. Beall

3.20.13

Clara Brown

Erie County, New York

Name of Property

County and State

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

_____ 1 _____

_____ 1 _____

_____ buildings

_____ sites

_____ structures

_____ objects

_____ **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

N/A

6. Function or Use

Historic Functions

(enter categories from instructions)

Recreation/ Entertainment

Current Functions

(Enter categories from instructions)

Recreation/ Entertainment

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Auxiliary Keel Sloop

Materials

(Enter categories from instructions)

foundation _____

walls _____

roof _____

other wood, copper, stainless steel, Dacron®

Narrative Description

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 7 Page 1

Clara Brown
Name of Property
Erie County, New York
County and State

Narrative Description of Property

The *Clara Brown* is a wooden racing sloop designed by John G. Alden in 1950 and built in 1952 by the Goudy and Stevens Shipbuilding Company in East Boothbay, Maine. She was designed for W.R. Christopherson, a sailing enthusiast who wanted a ship designed not only for the shallow waters of Lake Champlain, but one that would be fast enough to compete. Since her construction, she has been docked in Vermont, Little Valley, New York, and currently resides at Buffalo, New York's First Buffalo River Marina.

The sloop measures 34'4" in overall length; 7'0" in beam and with her fixed keel has a draft of 4'11." She carries a Marconi type sloop rig 36'11" in height. The keel is built of oak with a large iron shoe bolted to the underside. A rounded rudder is hung aft of the keel at 45 degree rake.

The *Clara Brown's* hull is framed in oak and her flush shell planking is finished in 13/16" cedar. It is narrow and sleek with an overhanging bow and stern. The bow is concave in plan and profile. The stern is concave in plan and profile as well and terminates in a small, raked transom. The deck is built of plywood covered in canvas. Her bridge has the capacity to fit at least nine passengers on board. A trunk cabin is raised midships.

A cockpit with the helm and benches is depressed below the deck aft of the cabin. The cabin and cockpit are trimmed in mahogany. The cockpit controls discretely blend into two benches, port and starboard, with the ignition and odometer built into the step, gas intake flush to the port bench, and throttle on the starboard, designed to slide out and be placed aside. Though she is a "day cruiser," the *Clara Brown* does have two bunks with potential to sleep a third.

In 1994, the original mast was replaced with a hollow spruce mast nearly identical to the original. The *Clara Brown's* rig consists of a single, hollow spruce mast stepped through the forward half of the cabin. The mast is fitted with shrouds, two pairs of spreaders, and both a forestay and backstay. The mainsail is triangular and fitted with a fir boom. The jib is also triangular and extends well aft of the mast. Many of the deck and rigging fittings are bronze. Though the current owner still has the original cotton sail, which is used at boat shows, Dacron® sails are used for sailing.

At 7'0" beam, the *Clara Brown* is relatively sleek for a sloop, and her shallow 4'11" draft reflects her use in shallower waters. Though her small shape is conducive to quick and effortless cuts through the open water, it does make her sluggish in bays. Alden included a small inboard, inline 4 cylinder engine (Palmer Model "BH") in the aft-mid section underneath the step into the cabin, attached to a propeller built into the 3'6" tiller. In 1999, the engine was replaced with a Grey Marine single-stroke engine. A small propeller is placed in an aperture cut in the rudderpost and rudder.

The sloop is currently painted with a red bottom and white topsides. Trim and spars are varnished.

Name of Property

County and State

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 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.
[X] C Property embodies the distinctive characteristics of a type, period, or method of construction or that 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 boxes that apply.)

- [] A owned by a religious institution or used for religious purposes.
[] B removed from its original location
[] C a birthplace or 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

Areas of Significance:

(Enter categories from instructions)

Architecture

Period of Significance:

1952

Significant Dates:

1952

Significant Person:

N/A

Cultural Affiliation:

N/A

Architect/Builder:

John G. Alden

Narrative Statement of Significance

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

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 Building 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 repository:

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 1

Clara Brown
Name of Property
Erie County, New York
County and State

Statement of Significance:

The *Clara Brown* is significant under Criterion C in area of architecture as a distinctive work of renowned naval architect John G. Alden. While Alden is most well known for his naval designs, he designed *Clara Brown* to be an elegant and fast cruising sloop. With the depth of Lake Champlain in mind, he crafted a sleek, shallow vessel meant to cruise along the bays of Vermont's biggest body of water, while still being fast enough to compete in the Mallets Bay Boat Club races each year, winning several times in the 1950s and 60s.

The Clara Brown

The *Clara Brown* was built in East Boothby, Maine, in 1952 and brought by her first owner W.R. Christopherson to Vermont. There she was used primarily for recreation, racing in several of Lake Champlain's annual boat races. In 1956, *Clara Brown* won the "Free-For-All" competition held by the Mallets Bay Boat Club and won the "Long Distance Race" for her owner in 1957. W.R. Christopherson was a veteran of the Mallets Bay Boat Club races, having won races in 1940, 41, and 46-49 with his previous boats the *Elizabeth*, and the *Saratoga*. In 1964, the *Clara Brown* won the Free-For-All race once again, but under the steerage of Philip Davis, who also won races throughout the 60's on several other boats.

John G. Alden (1884 – 1962)

John G. Alden is famous for many ship designs, most notably for the *Malabar* series, several of which won the 600-mile Newport-Bermuda distance race throughout the 1920s and 30s. He was a prolific designer, producing nearly 1000 blueprints for yacht-size sailing vessels after establishing his own design company in 1909. His initial interest in yachts stemmed from growing up in Rhode Island and Dorchester, Massachusetts, where fishing and sailing was a large part of the community.

At 16 he began working with Edward Burgess and his son William Starling Burgess, who were renowned ship builders throughout the early 20th century. Edward Burgess, an ethnologist who instructed at Harvard and who also assisted his father's shipping firm, shocked the sailing world when he began designing yachts in the mid 1880s, winning the *America's Cup* in 1885 and 1886.

This experience working with the Burgesses led Alden to open, at age 25, the Alden Design Office in 1909, where he continued to incorporate New England and Canadian schooner styles into his most successful designs. Three designs in particular, the *Malabar IV*, *Malabar VII*, and *Malabar X* schooners, helped launch him into national recognition for winning the aforementioned Newport-Bermuda race in 1923, 1926, and 1932. He also designed the *When and If* for General George S. Patton and his wife, which launched in 1939 with their intention of sailing around the world "when and if" General Patton returned home from the European theatre. The *True Love*, originally named *Venona II*, was designed as a sister ship to the racing *Malabar* series, and went on to feature in *The Philadelphia Story* starring Catherine Hepburn, and *High Society* starring Bing Crosby, Frank Sinatra, and Grace Kelly. The *Sy Royono*, built in 1936, was the flagship of the U.S. Naval Academy, and was the favorite sailing ship of President John F. Kennedy and his family.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 2

Clara Brown
Name of Property
Erie County, New York
County and State

Specializing in yacht-size vessels, Alden tweaked many of these sailboat styles for specific needs on the part of the owners. After gaining worldwide recognition for the *Malabars*, many of his designs were custom tailored to the owner's environment and intentions for the ship. More often than not, this led to fast, sleek designs, as ship enthusiasts were drawn to his pension for speed and attention to detail. Alden's schooners kept the same two-to-three mast typically found on that style of vessels, but their yacht-size shape (averaging around 70-80' long) coupled with a shallow draft (typically around 7-8'), made them incredibly fast. Similarly, his sloops were in high demand by sailing enthusiasts, particularly those who did not have ready access to the coast, as he maintained the one-mast sailing design, but managed to give the smaller vessels a fierceness only matched by their historic uses as rum-runners and warships.

The *Clara Brown* then is not only an excellent and intact example of Alden's craftsmanship, but also as a culmination of his experience with growing up around and buildings sailing ships. Her sleek exterior speaks to his past designing racing ships, both with the Burgesses, and on his own, and represents the culmination of over 50 years of experience working on fast, agile, vessels. Her interior, however, shows the heart of a New England vessel, with her oak hull and frame revealing a rugged strength and durability that Alden would have admired growing up on the coasts of Massachusetts and Rhode Island.

Alden continued designing ships up until 1955, making the *Clara Brown* one of his last designs. He died in 1962, and in 2008 his designs were donated by the Tillotson Corporation, the parent company for the design firm, to the Haut Nautical Collection at MIT, a special collection that preserves works from great ship builders, as well as for research purposes within MIT's Center for Ocean Engineering and for researchers across the country.

Goudy & Stevens

Goudy & Stevens was the boat building company that constructed the *Clara Brown*, and by 1950 was well known for their shipbuilding. They were established in 1920 on the site of the former Adams Boat builders company. Working in collaboration with the Hodgdon Bros, another shipbuilding company in E. Boothbay, they produced many types of ships, particularly yachts and passenger ships. With the onset of World War II, both companies worked in collaboration to construct ships for the Navy, producing at least 12 minesweepers and coastal transports in 1942. Interestingly, they built the *Clara Brown* in the brief interim period between military designs, as from 1953-1957 they continued making Minesweepers, though for the Norwegian, Belgian, and Pakistani Navies.

The ship building company closed in 1993-94. Throughout its operation, Goudy & Stevens built several ships for very prominent American figures and families, including Lawrence Rockefeller and the Mellon family. The firm was also very familiar with John G. Alden's designs, having built many of the ships for buyers throughout New England. The *Clara Brown*, like many of John G. Alden's later designs, would have been commissioned by W.R. Cristopherson for his particular needs; a fast racing vessel made for shallower bodies of water. As such, it was the only one made of that design, no. 872 in the Alden Design Office's archives.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 3

Clara Brown
Name of Property
Erie County, New York
County and State

Boating in Buffalo

Though neither she nor her designer hail from Buffalo, the *Clara Brown* does harken back to a particular boating legacy in the city. As early as the 1830s, with the opening of the canals and the increased trade across Lake Erie, boats of many shapes and size began to populate Buffalo's shores. The biggest explosion of boating in the city, however, was tied to the grain elevators and the canal shipping route. By 1841, grain elevator technology allowed for millions of bushels of grain to be transported along canal ships heading toward New York City.

This initial industrial boating boom was followed by a large recreational boating community, epitomized by the formation of the Buffalo Yacht Club in 1859. Beginning with just 12 members, the club has expanded over the last 150 years to include over 300 vessels in its fleet, as well as featuring a clubhouse with capacity for at least 125 vessels. Today it is part of a vibrant boating community in Buffalo. The Niagara Frontier Antique and Classic Boat club is dedicated to older boats, having once had a John G. Alden boat design of their own (the "Dreamer," a 75-foot schooner now in Erie, Pennsylvania). The Buffalo Launch Club is another historic boating club, founded in 1903 as the first motorboat club in the country.

Recent History

Sometime in the mid 1980s, the *Clara Brown* was purchased by Kenny Schubert in Little Valley New York and spent every summer up until 2010 on Lake Erie. After Schubert's passing, his friend Larry Tocha, a shipwright in Barcelona, Pennsylvania, maintained the ship, replacing the mast to ensuring the ship stayed in the sailing condition. Pierre Wallinder, from Buffalo, NY, and founder of Sail Buffalo, a sailing school based on Lake Erie, bought *Clara Brown* in May of 2011, and it currently resides with several other Sail Buffalo ships at their teaching facility in the First Buffalo River Marina. For Buffalo's boating community, the acquisition of the *Clara Brown* is an exciting development. While Wallinder sees it as the flagship of his program, he notes that the larger boating community throughout the region is excited to once again have an Alden boat in Buffalo. This admiration is due largely to the craftsmanship and beauty that is seen throughout all parts of *Clara Brown's* design and construction.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 1

Clara Brown
Name of Property
Erie County, New York
County and State

Bibliography:

- Appendix 3: Bermuda Race Winners: 1906-2004." Excerpt from John Rousmaniere's, *A Berth to Bermuda*.
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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 10 Page 1

Clara Brown
Name of Property
County, New York
County and State

Verbal Boundary Description

Clara Brown is docked at the First Buffalo River Marina located in Buffalo, New York. The boundary for the *Clara Brown* is the ship itself.

Boundary Justification

The nomination of the *Clara Brown* is solely for the ship itself and therefore the boundary includes only the vessel.

Clara Brown
Name of Property

Erie County, New York
County and State

10. Geographical Data

Acreeage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1 118 182951 4754236
Zone Easting Northing

3 118
Zone Easting Northing

2 118

4 118

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Derek King

organization Preservation Studios date

street & number 257 Lafayette Avenue, Suite 3 telephone 716.725.6412

city or town Buffalo state NY zip code

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 SHPO or FPO for any additional items)

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

name Pierre Wallinder

street & number 8691 Woodside Drive telephone

city or town Eden state NY zip code 14057

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 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, D.C. 20503

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Clara Brown
Name of Property
Erie County, New York
County and State

Section 11 Page 1

Additional Information

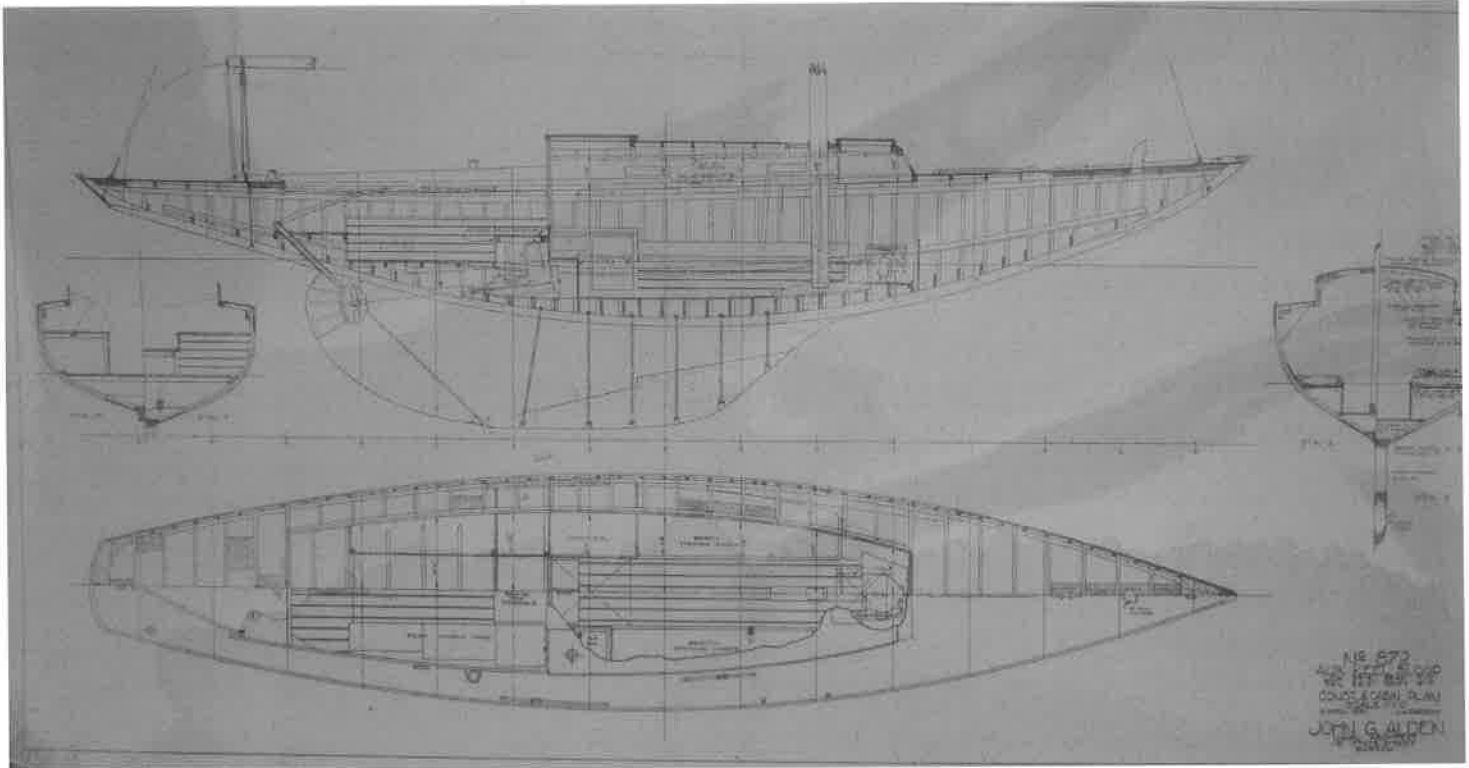
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City or Vicinity:	Buffalo
County:	Erie
State:	New York
Photographer:	Pierre Walinder
Photograph 1 of 6	
Description of Photograph(s)	Color image of Clara Brown cockpit, docked at commercial slip in Canalside, taken from portside stern.
Photographer:	Pierre Wallinder
Photograph 2 of 6	
Description of Photograph(s)	Color image of Clara Brown, docked at Commercial Slip in Canalside, taken from starboard bow.
Photographer:	Pierre Walinder
Photograph 3 of 6	
Description of Photograph(s)	Color image of Clara Brown cockpit, docked at commercial slip in Canalside, taken from starboard looking inboard.
Photographer:	Pierre Wallinder
Photograph 4 of 6	
Description of Photograph(s)	Color Image of Interior looking aft.
Photographer:	Pierre Wallinder
Photograph 5 of 6	
Description of Photograph(s)	Color Image of Clara Brown, docked at commercial slip in Canalside, taken from interior cabin looking aft.
Photographer:	Aiden Stewart
Photograph 6 of 6	
Description of Photograph(s)	Color image of Clara Brown, at sail, from stern looking forward.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 11 Page 2

Clara Brown
Name of Property
Erie County, New York
County and State



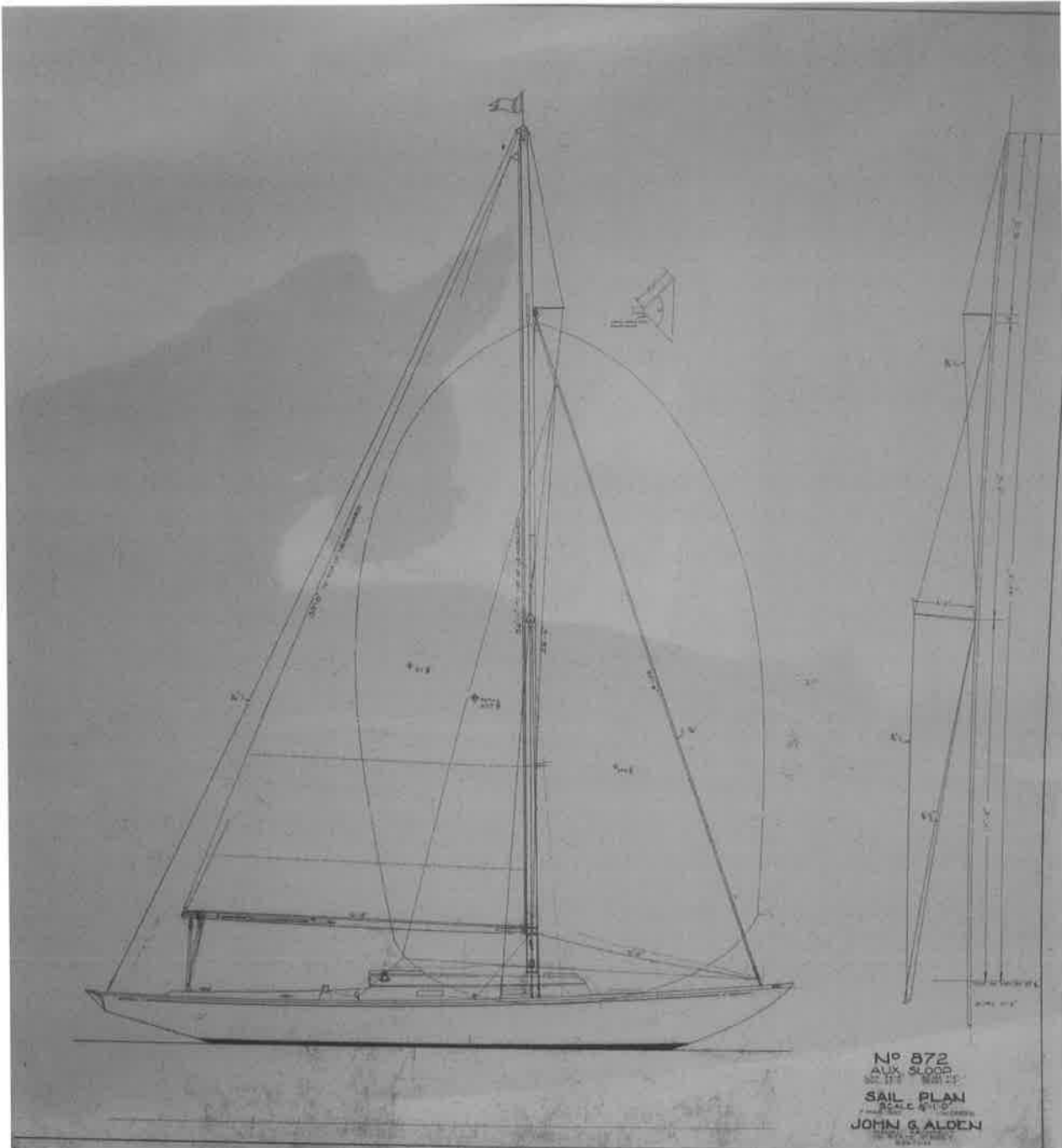
Copy: John G. Alden Design No. 872

United States Department of the Interior
National Park Service

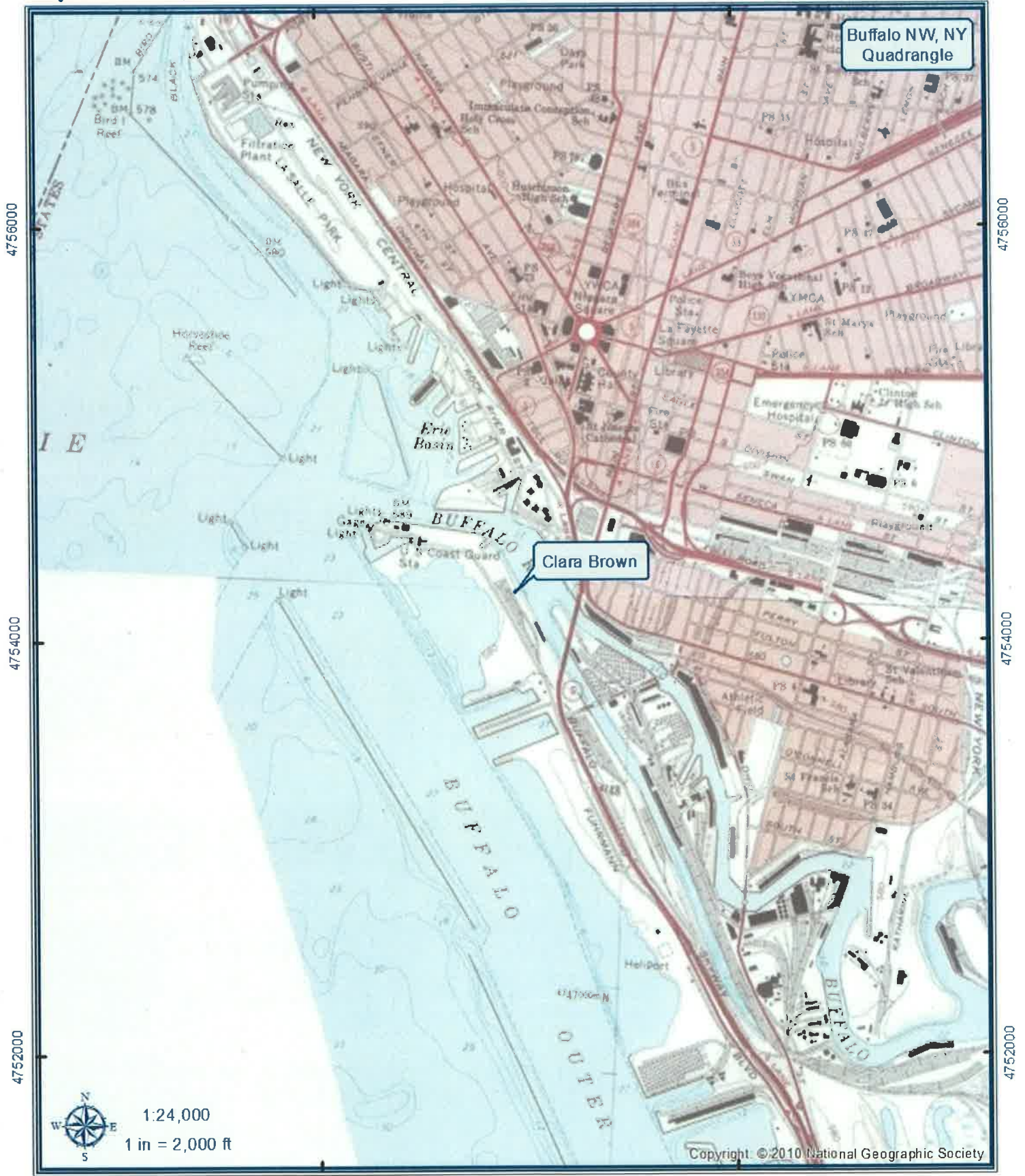
National Register of Historic Places
Continuation Sheet

Section 11 Page 3

Clara Brown
Name of Property
Erie County, New York
County and State



Copy: John G. Alden Design No. 872



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



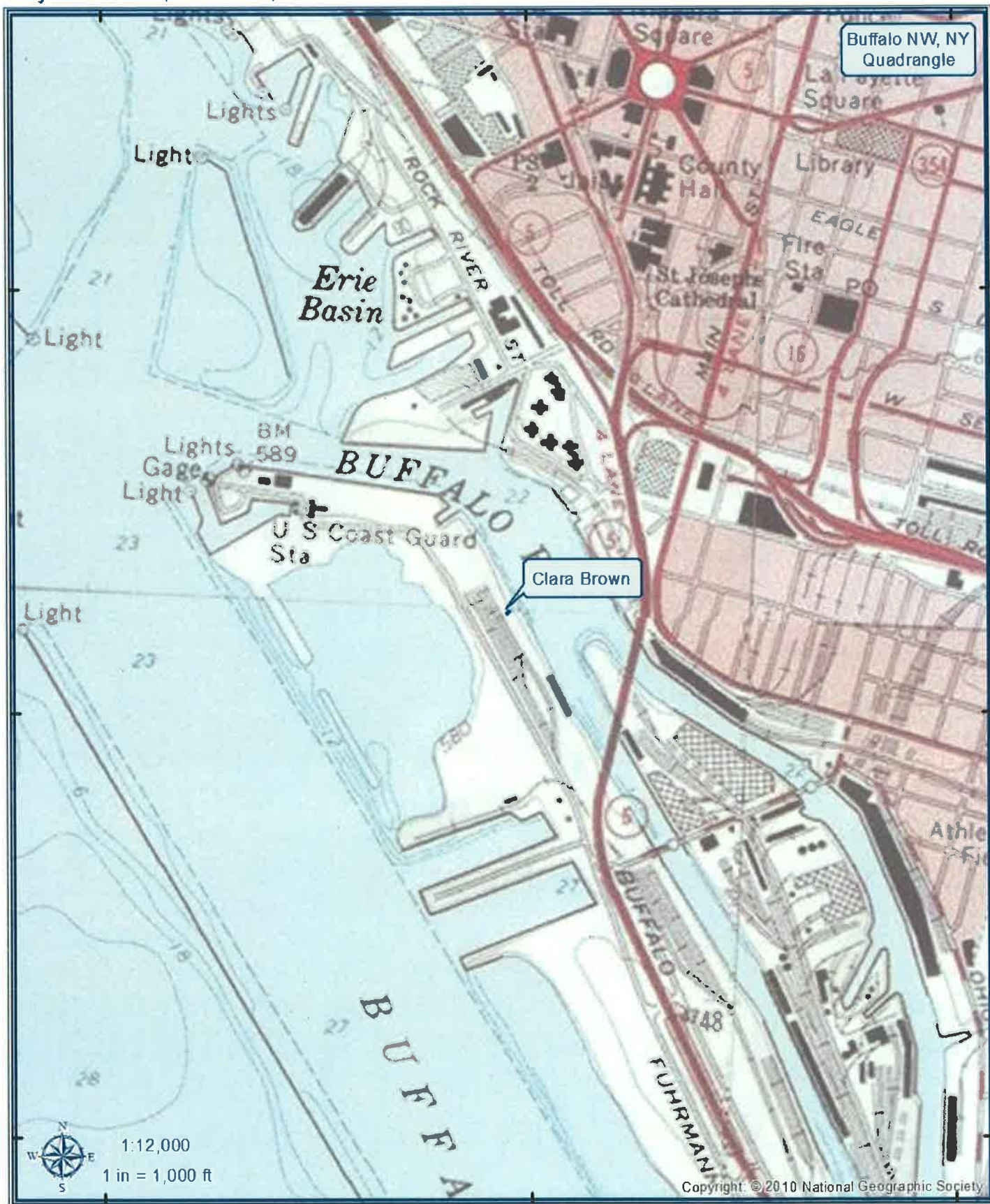
 Clara Brown

Tax Parcel Data:
Erie Co. RPS
<http://gis1.erie.gov/GC/>



Clara Brown
City of Buffalo, Erie Co., NY

First Buffalo River Marina
32 Fuhrmann Blvd.



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



 Clara Brown

Tax Parcel Data:
Erie Co. RPS
<http://gis1.erie.gov/GC/>



4754600

4754400

4754200

4754000

4754600

4754400

4754200

4754000



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182951E 4754236N

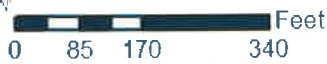


1:3,000
1 in = 250 ft

182800

183000

Coordinate System: WAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



 Clara Brown

Tax Parcel Data:
Erie Co. RPS
<http://gis1.erie.gov/GC/>





Standard Communications

Coastal Reference Navigation Rules

Poland Spring

INTERCITY



4

ROCK

Salt Buds
716-432-6111



COMMERCIAL SLIP

NY 9104 EV







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY CLARA BROWN (sloop)
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, Erie

DATE RECEIVED: 2/01/13 DATE OF PENDING LIST: 3/05/13
DATE OF 16TH DAY: 3/20/13 DATE OF 45TH DAY: 3/20/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000098

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 3-20-13 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Andrew M. Cuomo
Governor
Rose Harvey
Commissioner

New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189
518-237-8643
www.nysparks.com

28 January 2013

Alexis Abernathy
National Park Service
National Register of Historic Places
1201 Eye St. NW, 8th Floor
Washington, D.C. 20005

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to enclose the following three National Register nominations to be considered for listing by the Keeper of the National Register:

Appeldoorn Farm, Ulster County
United States Lace Curtain Mills, Ulster County
Clara Brown, Erie County

Thank you for your assistance in processing these proposals. Please feel free to call me at 518.237.8643 x 3261 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office