

**United States Department of the Interior
Heritage Conservation and Recreation Service**

For HCRA use only
received MAR 24 1982
date entered

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Spindrift Sailing Yacht

and/or common

2. Location S of Bridgeton

street & number Flanigan Brothers Ship Yard N/A not for publication

city, town Bridgeton Fairton vic. Bridgeton vicinity of congressional district 2nd

state New Jersey code 34 county Cumberland code 011

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<u>N/A</u>	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> military
			<input type="checkbox"/> other:

4. Owner of Property

name Spindrift, Inc.

street & number 1976 N.E. Avenue

city, town Vineland N/A vicinity of state New Jersey 08360

5. Location of Legal Description

courthouse, registry of deeds, etc. N/A

street & number

city, town state

6. Representation in Existing Surveys

title N.J. Historic Sites Inventory has this property been determined eligible? yes no

date 1980 federal state county local

depository for survey records Cultural and Environmental Services

city, town Trenton state New Jersey

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		N/A	

Describe the present and original (if known) physical appearance

Thought to have been built in 1882, the Spindrift is a small sailing yacht (yawl). The dimensions are 33 feet on deck (o.d.), 11 feet beam, 50 feet length overall (L.O.A.). The Spindrift has a classic yacht stern and clipper bow.

The hull planking is white cedar on sawn and steamed ribs. The original ribs are steamed and the sawn are later additions. The cabin extends above the deck line by approximately 18 inches and spans the beam all but 15 inches on both port and starboard sides. The forward side of the cabin is cylindrical and extends aft to the companion way and a flat, straight terminating point. The cabin is constructed of white cedar and supported from the deck with oak carlings and knees. The interior of the cabin is not original or of good quality.

The Spindrift displays a 12 foot jib boom that is secured to the bow sprit (widowmaker) by classical clipper hardware such as a hand forged Dolphin strike and martingales. The bow also displays the traditional hause pipe. From the jib boom is lashed the inner jib which is self tending from the cockpit. The outer jib is fastened to the bow sprit. Supporting the bow sprit is a hand carved "Fiddle neck."

The main mast is 8 inch diameter spruce and is 40 feet from the step to its clearance point. The mast supports approximately 500 square feet of sail which is gaff rigged and bent on with rope or wire lashings to both boom and gaff. Mast securing is by traditional oak hoops.

The mizzen mast is similar, but one third shorter. Steering is controlled by chain to a goose neck gear which operates a horizontal shaft connecting wheel. A classical stern (Patten) terminates with a sharp counter.

Particularly noteworthy are the cut nails with irregular rosebud type heads. They are of the type used just prior to contemporary cut nails, which have small geometrical cut heads and narrow shafts. The type used in the Spindrift's construction has large, thicker heads and shafts that are more square than today's rectangular style. This was necessary because of the higher content of pig iron which made them softer and more susceptible to rusting. Though cut nails of this type do not accurately confirm age, they do point to certain periods of construction since wire nails were not introduced until 1890.

All port lights and other fixtures are of cast brass and bronze. The auxiliary power inboard gas engine has been removed, but the propeller remains.

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The Spindrift needs substantial repairs. In 1977 the yacht was removed from the water to neutralize deterioration. As shown in the photographs, the jib boom and the masts have been dismantled and a rotted section in the rear has been removed. In addition, some of the deck flooring, rib carlings and hull planking need replacement. Presently, the Spindrift is dry docked and preparations are underway to complete these repairs.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1882 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

A classic example of a small cruising yacht, the Spindrift, built ca. 1882 at Falmouth, Massachusetts, is thought to be one of the oldest sailing yachts in the United States (3, 7, 8). Designed specifically for pleasure yachting, the Spindrift is associated with the recreational sailing activities of America's emerging wealthy at the turn of the century. With the ribbing dove-tailed into the keel, the steamed ribs and the ornamental carved Fiddle neck, the Spindrift also reflects traditional shipbuilding technology.

From 1912 to 1932 the Spindrift was owned by soldier-of-fortune Captain Henry E. Raabe (1860-1959). Author of several books which related his pioneering adventures off the coast of Australia in the 1870's and 80's, Raabe lived much of his later life in the confined quarters of the Spindrift, then docked in Fair Haven, New Jersey.

Although the original builder, ownership and early history of the Spindrift are unknown, a number of sources point to an 1882 date of construction. The registration of privately owned pleasure boats was not widespread until the mid-1900's (1). Before 1918 there appears to be no evidence of undocumented vessel registration (2). When the act of June 7, 1918, which issued a certificate of number to an undocumented vessel, was passed, it became the responsibility of the U.S. Department of Commerce to register ships. Only governing commercial ships and waterways, this early attempt to regulate undocumented vessels did not include boats in the Spindrift's class (pleasure) (1,2,3).

Captain Henry Raabe purchased the Spindrift in 1912 (4), prior to the act of June 7, 1918 and it was not until the act was amended August 5, 1935 that the Spindrift was officially registered with the Department of Commerce for the first time on April 15, 1936, 54 years after its construction (3).

According to the Coast Guard Documentation Office, when recording the statistical information on the certificate, it was required that some form of written evidence be presented. This was generally in the form of a boat builders certificate or an original bill of sale. Hearsay was not used on registration certificates. Richard Geary, Supervisor of the United States Coast Guard Documentation Office in the New York port, asserts that the information provided for registration was prima facie evidence (6).

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

UTM NOT VERIFIED ACREAGE NOT LIMITED

Acreeage of nominated property craft only, N/A

Quadrangle name Bridgeton, NJ

Quadrangle scale 1:24,000

UMT References

A 18 480760 4358770
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

N/A

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Kenneth Redles, owner & Terry Karschner, Historic Preservation Specialist

organization Cultural and Environmental Services date 8/1981

street & number 109 West State Street telephone (609) 292-2028

city or town Trenton state New Jersey 08625

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national X state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

Deputy State Historic Preservation Officer signature Laura Schmelt

title date November 12, 1981

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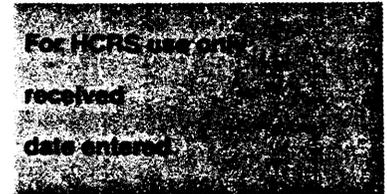
I hereby certify that this property is included in the National Register

Bonnie McDaniel date 1/22/82
Keeper of the National Register

Attest: date
Chief of Registration

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Documentary records to support registration claims were originally kept by both the Commerce Department and Coast Guard. The Commerce Department records were kept in Washington, D.C. When the registration of undocumented vessels was turned over to the more local U.S. Coast Guard jurisdiction in the early 1950's, Commerce records were transferred to the Coast Guard, and many records were lost.

Since the Spindrift was originally registered with the Commerce Department, it is quite possible that the original papers were not transferred properly. The other distinct possibility is that, in order to reduce the quantity of paper transferred, only the information on the certificates of award number was saved (6). These certificates contained such information as the ship's name, its owner and address, the classification, the place of building and builder, year built, dimensions and type of engine. For the Spindrift all of this information was recorded except the Spindrift's builder (3).

In order to substantiate the Spindrift's claims of antiquity, two maritime authorities were contacted. John Gardner, noted small crafts expert at the Mystic Seaport Museum in Connecticut, upon seeing information and several photographs of the Spindrift, indicated that it was the oldest sailing yacht of its type that he had seen to date (7).

Another marine historian, Donald Street, has spent the last five years compiling the necessary documentation for the book "Classic Yachts 1905 and Before." When published, this will be the first comprehensive study and cataloging of classic yachts still extant in the world. Street's research has indicated 450 classic yachts in the world built before 1905, but very few in the United States predate 1905. Street feels the Spindrift is likely the oldest sailing yacht in America (8).

The Spindrift's preservation is largely to the credit of Captain Henry Raabe who owned her from 1912 to 1952. Without his tenacious devotion and richly woven life of seagoing adventure the Spindrift would probably have been scuttled.

In the mid 1920's Captain Raabe, then a retired deep water sailor, published the memoirs of his younger life as a free-lance trader during the 1870's. The account was of his adventures aboard a 400 ton bark that shipped out of Sidney, Australia in pursuit of pearls, Mother of Pearl shell, and whatever other trade cargo was available among the cannibal inhabited islands off the Australian coast (9).

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For a short time in the 20's, Captain Raabe became nationally known for his true life adventures. He was encouraged to write more of his adventures, but the exposure of a fraudulent sea story, Cradle of the Deep by Joan Lowell, soured the American public on further sea adventures. Raabe was never implicated for similar fraud, but his memoirs were never published. They are now in the possession of the Spindrift's current owner, Kenneth Redles.

Although pleasure yachting did not begin to flourish until the mid-19th century, the history of yachting in America dates back to as early as the late 17th century. The word "yacht" was derived from the Dutch jaght referring to small, light, and fast sailing vessels used as dispatch boats, revenue crafts, or ships transporting state officials. By the mid-1700's recreational sailing was already an established tradition on the Hudson among the English as well as the Dutch. Nineteenth century enthusiasm for yachting was centered in the New York and New England area, and New Jersey's influence in organized yachting was substantial. The New York Yacht Club, generally considered the oldest yacht club still active in America, was founded in 1844 aboard John C. Stevens' schooner GIMCRACK. Stevens, a Hoboken resident, was the first commodore of the club and partner in the syndicate owning AMERICA, the first winner of what was to eventually become the America's Cup.

From 1850 to 1870 the New York Yacht Club, the most prominent yacht club in America, was headquartered at Hoboken. Several other clubs were formed during this period, primarily within the New York and Massachusetts region. Prominent clubs in the New Jersey area included the Neptune Yacht Club (1850), the Brooklyn Yacht Club (1857), and the Jersey City Yacht Club (1858). The New Jersey Yacht Club, founded in 1871, made its headquarters in the former New York Yacht Club building in Hoboken.

After 1870 pleasure boating spread throughout the United States, but the New Jersey-New York area continued to dominate yachting activity. Participants were mostly part of a small, but rapidly growing wealthy class and racing events became almost commonplace. Occasionally there were trans-Atlantic races with high stakes, but the more typical regattas were like those beginning at Sandy Hook and following the New Jersey Coast to Cape May, either terminating there or returning to Sandy Hook.

By the end of the 19th century, pleasure yachting and regattas had almost become the national past-time of the wealthy. Numerous yacht clubs were established along the entire New Jersey coastline. Although there is no documentation connecting the Spindrift to boating in New Jersey before 1912, it is a small but characteristic example of the classical yachts which once sailed in the shallow protected waters of the state.

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The variation in yacht design in the late 19th and early 20th century was endless. Every yacht was a creation reflecting local and national preferences, and usage; personal traits of the builder; and the idiosyncracies of her owner. Surrounded by sheltered waters and shallow anchorages, most yachts built in the New York area were shallow-draft, wide crafts with graceful concave or plumb stem bows. The Spindrift is a rare surviving example of a traditional concave bow sailing craft.

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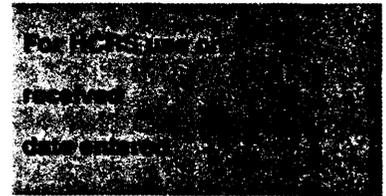
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4. Red Bank Register. 1958. Newspaper. Interview with Captain Raabe.
5. Original registration form April 15, 1936, eight months after amended act. Confirmed by National Archives and Office of Documentation, Washington, D.C.
6. Mr. Richard Geary, Documentation Office, U.S. Coast Guard, New York, New York.
7. Mystic Seaport Museum. John Gardner.
Verbal conversation in small craft building. October, 1976.
8. Donald Street.

Written correspondence. February 1, 1981.

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