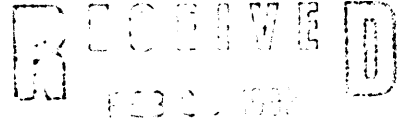


United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 18). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Yacht WENDAMEEN
other names/site number _____

2. Location

street & number Camden Harbor N/A not for publication
city, town Camden N/A vicinity
state Maine code ME county Knox code _____ zip code 04843

3. Classification

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

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

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of certifying official [Signature] Date 2/21/92
Maine Historic Preservation Commission
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Entered in the National Register
 See continuation sheet. [Signature] 3/28/92
 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 _____

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Water Related

Current Functions (enter categories from instructions)

Transportation/Water Related

7. Description

Architectural Classification
(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation Wood
walls Wood
roof Wood
other

Describe present and historic physical appearance.

The Yacht WENDAMEEN is a two-masted auxiliary cruising schooner which has been modified internally to carry up to fourteen passengers on overnight excursions. It employs a gaff-headed schooner rig. As described in the September, 1912 edition of Yachting, WENDAMEEN is:

Sixty-seven feet long overall, 51 feet on the water, 17 feet beam, and draws 8 feet 9 inches of water. She is equipped with a 65-67 H.P. Standard engine, which the designer says gives her an actual speed of 10.5 knots per hour at 380 r.p.m.

The boat is built on the lines of a pilot schooner, with plenty of sheer, and freeboard forward of nearly nine feet. Ballast consists of 14,000 lbs. of iron outside, and 18,000 lbs. of lead inside, set under the floor.

Below decks she is finished in white and mahogany throughout, and has seven feet head room under the carlins. The cabin house is low and narrow, and great care was taken by the designer to thoroughly brace it with hanging knees, etc.

The rail is several feet high throughout, making the deck very snug. The cockpit is nine feet long, and has a bridge deck at the forward end under which is located the gasoline tank. The engine room is aft and is nine feet long, being entered by a separate companionway. It is divided from the rest of the boat by air proof bulkheads. The entrance to the owner's quarters is to port, through a wide passage, forward of which is the main cabin. Forward of the main cabin are two staterooms, one on either side, with toilet rooms connecting. The galley is the full width of the boat, and forward of it is the forecastle.

WENDAMEEN has undergone two periods of rehabilitation. The first was carried out over a number of years beginning in 1936 when she was owned by yacht broker Gerald W. Ford. During this effort, to which it is said some \$240,000 was invested, some sixty-percent of the vessel was restored. It subsequently languished between 1985 and 1987 when the vessel was recovered

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National Park Service**

National Register of Historic Places Continuation Sheet

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and brought to Rockland, Maine, where it was rebuilt. At this time an 85 horsepower Perkins engine was installed and the compartments reorganized to accommodate the new function. Above decks, the vessel has been restored to its original configuration. In addition, although it is estimated that only thirty percent of the original fabric survives, replacement has been accomplished with in-kind materials and the design and original construction method has been preserved.

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

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

Areas of Significance (enter categories from instructions)

Architecture (Naval)

Period of Significance

1912

Significant Dates

1912

Cultural Affiliation

N/A

Significant Person

Architect/Builder

Alden, John G., Architect

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

Constructed in 1912 for Connecticut businessman Chester W. Bliss, the two-masted Yacht WENDAMEEN is a vessel now employed in the coastwise passenger excursion business. Designed by the nationally-noted naval architect John G. Alden and built by the Adams Shipbuilding company of East Boothbay, she is considered to be one of the earliest and best surviving examples of her design. For these reasons the WENDAMEEN is eligible for nomination to the Register under criterion C.

In its September 1912 edition, Yachting magazine carried a description of the newly constructed WENDAMEEN which it called "An Able Auxiliary Cruising Schooner." The article went on to say that:

She has power sufficient to give her the speed of the average power cruiser, and she can outlive the average power boat in a sea, yet she has the sweet lines of a schooner yacht and is fast under canvas. She looks like the ideal combination boat for the man that wants the pleasure of sailing with the reliability of power.

According to the Alden office index, WENDAMEEN was the twenty-first design on record, making it one of the earliest fisherman-type yachts for which the designer gained great acclaim.

John G. Alden (1884-1962) was born in Troy, New York, but his early interest in sailing craft appears to have evolved during summers spent at Sakonnet, Rhode Island. In 1902, the family having since moved to Dorchester, Massachusetts, Alden set out to find training in the field of naval architecture. His first short-lived experience was in the office of Edward Burgess, and subsequently he was employed by B. B. Crowninshield, both of whom were noted designers. The latter relationship lasted for some six years until, in 1909, Alden established his own office. As related in John G. Alden and His Yacht Designs (Carrick and Henderson, 1983), the following years were difficult ones, with little business, and it was not until after

See continuation sheet

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World War I that his reputation grew. In large part this prominence came from the series of MALABAR schooners he built beginning in 1921; vessels which gained wide recognition in the yachting community for their seaworthiness and frequent success in the Bermuda Race. Alden's own career lasted until his retirement in 1955, although his biographers note that his active interest in the business began to wane some years before. By then, however, his position as one of America's greatest yacht designers had been secured.

WENDAMEEN was owned by Chester W. Bliss until 1915 at which time she was sold to the Erwin C. Uihlein family of Milwaukee. For the next seventeen years she sailed on the Great Lakes where she was noted for her racing ability. In 1933 WENDAMEEN was purchased by yacht broker Gerald W. Ford of City Island, New York. Hauled out at the Nevins Yard, Ford spent the next half century trying to restore the vessel, but never sailed her prior to selling it in 1985. For the next two years it languished at its mooring in Connecticut prior to its acquisition in 1987 by the present owner, Neal W. Parker. Parker towed the vessel to Rockland where it underwent a thorough rehabilitation. It was returned to service in 1990.

9. Major Bibliographical References

Carrick, Robert W. and Henderson, Richard. John G. Alden and His Yacht Designs. Camden, Maine: International Marine Publishing Company, 1983.

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

Yachting. September, 1912.

See continuation sheet

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Specify repository:

NPS, Ships Inventory, Init #271

10. Geographical Data

Acreege of property Less than 1

UTM References

A

1	9
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4	9	4	9	5	1	0
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4	8	9	4	9	2	1	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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See continuation sheet

Verbal Boundary Description

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

See continuation sheet

Boundary Justification

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

See continuation sheet

11. Form Prepared By

name/title Kirk F. Mohny, Architectural Historian

organization Maine Historic Preservation Commission date January, 1992

street & number 55 Capitol Street, Station #65 telephone 207/289-2132

city or town Augusta state Maine zip code 04333-0065