

STATE: Vermont
COUNTY: Chittenden
FOR NPS USE ONLY
ENTRY DATE

NATIONAL REGISTER OF HISTORIC PLACES

(NATIONAL HISTORIC LANDMARKS) INVENTORY - NOMINATION FORM  
(Type all entries - complete applicable sections)

1. NAME

COMMON: The Ticonderoga

AND/OR HISTORIC: The Sidewheeler Ticonderoga

2. LOCATION

STREET AND NUMBER: Shelburne Museum - U.S. Route 7

CITY OR TOWN: Shelburne CONGRESSIONAL DISTRICT: at large

STATE: Vermont CODE: 050 COUNTY: Chittenden CODE: 007

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No

4. OWNER OF PROPERTY

OWNER'S NAME: Shelburne Museum, Inc. (Mr. Sterling D. Emerson, Director)

STREET AND NUMBER:

CITY OR TOWN: Shelburne STATE: Vermont CODE: 05482

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: Town Clerk's Office

STREET AND NUMBER:

CITY OR TOWN: Shelburne STATE: Vermont CODE: 050

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: none

DATE OF SURVEY:  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input checked="" type="checkbox"/> Moved	<input type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Sidewheeler Ticonderoga is the only unmodified steamboat of its type remaining in the United States. The boat is 220 feet long, has a beam of 57½ feet with a depth of 11½ feet, and displaces 892 tons. At full capacity, the Ticonderoga carried 28 officers and crew and accommodated 1,200 passengers on its main, saloon or stateroom, and hurricane decks. The most significant physical features of the Ticonderoga are its Morgan-type (feathering) paddlewheels, its walking-beam engine, and the elaborate design of its passenger facilities.

Morgan-type paddlewheels were employed on nearly all sidewheelers constructed after 1885. On paddlewheels prior to that date, the blades or "buckets" were bolted rigidly at right angles to the rim of the wheel so that they entered and left the water in a horizontal position. Each blade scooped gallons of water with it as it came up, creating a drag which reduced the speed of the boat. In contrast, the blades on the Morgan-type wheel are mounted in an off-center arrangement so that they are nearly vertical when entering and leaving the water, thus reducing drag on the wheel and allowing the boat to operate at maximum efficiency. The Ticonderoga's paddlewheels, located amidships on either side of the hull, are 25 feet in diameter and covered by wooden paddleboxes. Each wheel carries 10 blades, each of which is 30 inches wide and 9 feet long.

Powered by a one-cylinder walking-beam engine, which burned 2 tons of coal an hour, the Ticonderoga cruised at a speed of 17 miles per hour. The original engine, Number 193 manufactured by the W. and A. Fletcher Company of Hoboken, New Jersey, is still in place and in excellent condition. Set amidships between the paddlewheels, the engine rises in an elliptical housing from the hull through the Ticonderoga's main and saloon decks; the top of its massive vertical A-frame and its horizontal walking-beam project above the hurricane deck and are unenclosed. Forward of the engine on the hurricane deck are the pilot house and the smokestack, the latter six feet in diameter and 38 feet in height above the deck. Forward and aft of the engine below the main deck are steering, boiler, blower and dynamo rooms, a coal bunker with a capacity of 24 tons, quarters for the crew and the galley.

Though the Ticonderoga was designed for day trips only, the facilities provided for passengers were complete (including a fully-equipped barber shop) and elaborately appointed. The major public areas of the boat's interior--the dining room, the grand staircase, and the stateroom hall--are panelled throughout in butternut and cherry woods and originally featured mahogany furniture and Brussels carpets.

The dining room, located aft on the main deck, is surrounded by windows set above a panelled dado and divided by Ionic pilasters. Cherry stanchions in the style of Ionic columns, set at regular intervals throughout the room, carry the beams supporting the deck above. Outside the dining room is a carved and panelled grand staircase leading to the

(Continued)

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**4. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |                                       |  |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century |  |

SPECIFIC DATE(S) (If Applicable and Known) 1906

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal                | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning        |
| <input type="checkbox"/> Prehistoric               | <input type="checkbox"/> Engineering            | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic                  | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   | _____  |
| <input type="checkbox"/> Agriculture               | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | _____  |
| <input type="checkbox"/> Architecture              | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____  |
| <input type="checkbox"/> Art                       | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____  |
| <input type="checkbox"/> Commerce                  | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____  |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Music                  |  | _____  |
| <input type="checkbox"/> Conservation              |   |  | _____  |

STATEMENT OF SIGNIFICANCE

As the only unmodified steamboat of its type remaining in the United States, the Sidewheeler Ticonderoga symbolizes an era of travel that has all but vanished from American waters. From its completion in 1906 until 1953, the sturdily-built vessel plied the waters of Lake Champlain carrying day passengers, freight, and excursion groups. At the time of its retirement, the Ticonderoga was the last coal-powered vessel in service on the Lake and perhaps the last in the United States.

The Ticonderoga has been owned by the Shelburne Museum, Inc. since 1953 and exhibited at the Museum complex in Shelburne, Vermont, since 1955. Though its exterior has been thoroughly restored and, where necessary, its interior refurbished, the Ticonderoga remains essentially as it was when launched. The steamboat and the Shelburne Museum are open to the public from 9:00 a.m. to 5:00 p.m. daily, May 15th through October 15th; an admission fee is charged.

History

Built by the Champlain Transportation Company and launched in 1906, the Ticonderoga was the twenty-ninth and last steamboat to be completed in the Company's yards at Shelburne Harbor, Vermont. The Champlain Transportation Company had its beginning in a number of separate concerns, dating as far back as 1809, which were consolidated under single ownership in 1826. When the Company finally closed its office in 1948, it was the oldest operating steamboat company in the world. During its nearly half century of active service, the Ticonderoga carried thousands of passengers, among them Presidents and ambassadors as well as tourists and residents of the summer colonies along Lake Champlain, but eventually the boat and its parent company fell victim to competition from both diesel-powered vessels and the automobile.

Through the efforts of the boat's subsequent owners, Captain Alanson A. Fisher and his son, Martin Fisher, and a campaign for funds and public support mounted by the citizens of Burlington, Vermont, its home port, the Ticonderoga was kept in service during 1949 and 1950. In December, 1951, the Ticonderoga was purchased by the Shelburne Museum, Inc.; the Shelburne Steamboat Company, organized by the Museum, was able to keep the boat in operation for another two seasons. However, the Ticonderoga

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**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Hill, Ralph N., Sidewheeler Saga (New York, 1953).  
 \_\_\_\_\_. The Story of the Ticonderoga (Burlington, Vermont, 1957).

**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		UTM 18.640890.4915040	° ' "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **object: less than one acre**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

**11. FORM PREPARED BY**

NAME AND TITLE: **Polly M. Rettig, Historian, Landmark Review Project; original from prepared by S. S. Bradford, Historian, 5/21/63**

ORGANIZATION: **Historic Sites Survey, National Park Service**      DATE: **12/2/74**

STREET AND NUMBER: **1100 L Street NW.**

CITY OR TOWN: **Washington**      STATE: **D.C.**      CODE: **11**

**12. STATE LIAISON OFFICER CERTIFICATION      NATIONAL REGISTER VERIFICATION**

As the designated State Liaison 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 National Park Service. The recommended level of significance of this nomination is:  
 National     State     Local

Name: **N/A**  
**National Historic Landmark**

Title: \_\_\_\_\_  
 Date: **(NATIONAL HISTORIC LANDMARKS)**

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

**(NATIONAL HISTORIC LANDMARKS)**  
 Designated **Jan 1969**...  
 Director, Office of Archeology and Historic Preservation      date

**(NATIONAL HISTORIC LANDMARKS)**  
 Boundary Certified:  
 Date: **March 7, 1975**      date  
 ATTEST: **Chief, Hist. & Arch. Surveys**

Boundary Affirmed:  
 \_\_\_\_\_  
 Keeper of The National Register      date  
 Date: **12/2/75**  
 Director, OHP      date

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7. Description: (1)

The Ticonderoga

saloon deck. Set into the panelling at the head of the stairs is the traditional plate-glass mirror, here flanked by pilasters carrying an ornate pediment above which is a gilded eagle carved with wings spread.

On the saloon deck, the stateroom hall, a broad companionway and sitting area encircling the engine housing, gives access to the 10 staterooms located on the outboard sides of the boat. Like the dining room, the stateroom hall is panelled and decorated with Ionic pilasters; again, cherry stanchions support the deck above. Toward the center of the hall, the ceiling rises in an oval clerestory or trunk deck, which is surrounded by windows of hand-cut glass.

Since its removal from Lake Champlain, the Ticonderoga has undergone a program of restoration including scraping and red-leading the hull and necessary repair and repainting of the superstructure. The interior of the boat has been refurbished and the carpeting replaced (the original carpet was removed by order of government inspectors as a fire hazard during the last years of the boat's active use).

The Ticonderoga is now permanently located on the grounds of the Shelburne Museum, Shelburne, Vermont. The boat is mounted on a steel and concrete foundation in a grass-lined basin specially excavated to resemble a dry-dock. To add to that impression, horse-powered winches, blocks and falls that were used to haul the Ticonderoga into dry-dock at Shelburne Harbor have been installed in the basin forward of the boat's bow.

Boundaries of the National Historic Landmark: the Landmark designation for the Sidewheeler Ticonderoga is limited to the steamboat itself.

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8. Statement of Significance: (1)

The Ticonderoga

continued to run at a deficit and in 1953 it was decided that it should be retired from the Lake and set in a permanent location on the Museum grounds. The tremendous task of raising the boat 16 feet from the level of the lake to that of the surrounding terrain and then moving it nearly two miles to the Museum in a specially-built steel cradle mounted on 16 freight car trucks (eight on each of two parallel tracks laid for the purpose) was accomplished in 66 days during the winter of 1954-1955. Now carefully restored, the Ticonderoga houses an extensive collection of prints, paintings and photographs illustrating the history of steamboating on Lake Champlain.