

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 00000968

Date Listed: 8/15/2000

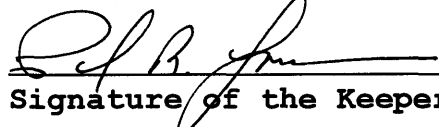
PIRATE (R-Class Sloop)
Property Name

King
County

WA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

8/15/00
Date of Action

=====
Amended Items in Nomination:

Classification:

The correct classification is: *one (1) contributing structure.*

Historic/Current Functions:

Recreation/Culture--Outdoor Recreation and Transportation--Water Related are added as historic and current functions.

Description:

Other: small craft and *Other: R-class racing sloop* are added as architectural classifications.

Significance:

Criteria Consideration B is deleted. [As a movable resource relocated to a comparable maritime setting, the resource does not need to meet criteria consideration B for moved resources.]

These revisions were confirmed with L. McCroskey of the WA SHPO.

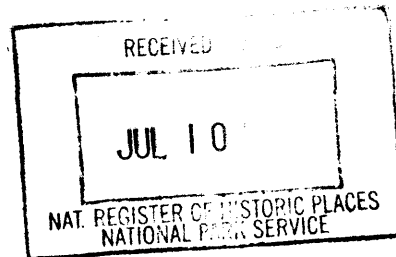
DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

968



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 - S/Y Pirate
other names/site number - _____

2. Location

street & number - Center for Wooden Boats, 1010 Valley Street not for publication
city or town - Seattle vicinity - Lake Union
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 X 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 X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Allyson Brooks 7/5/00
Signature of certifying official Date
Allyson Brooks, State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property X 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 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:) _____

Ed R. Lynn 8/15/00

Ed R. Lynn Signature of Keeper Date of Action

USSDI/NPS NRHP Registration Form

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5. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<input type="checkbox"/>	<input type="checkbox"/> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<input type="checkbox"/>	<input type="checkbox"/> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<input type="checkbox"/>	<input type="checkbox"/> 1 objects
	<input checked="" type="checkbox"/> object	<input type="checkbox"/>	<input type="checkbox"/> 1 Total

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

N/A

No. of contributing resources previously listed in the National Register:

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions.)

High Performance Racing Yacht

Current Functions
(Enter categories from instructions.)

Sail Training
Maritime Heritage Presentations
Youth Model Yacht Program Support

7. Description

Architectural Classification
(Enter categories from instructions.)

Naval Architecture

Materials
(Enter categories from instructions.)

foundation N/A
walls N/A
roof N/A
other wooden vessel incorporating the finest available materials

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

See Continuation Sheets - Page 5

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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.

Areas of Significance
(Enter categories from instructions.)

Engineering (maritime)

Recreation

Period of Significance

1926-1935

Significant Dates

1929

Cultural Affiliation

Significant Persons

Matthew (Matt) Walsh

Architect/Builder

Leslie Edward (Ted) Geary / Lake Union Drydock

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

See Continuation Sheets - page 6

USDI/NPS NRHP Registration Form

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9. Major Bibliographic References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets. See Continuation Sheets - pages 12-13)

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 _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Center for Wooden Boats

Record # _____

10. Geographical Data

Acreage of property N/A

UTM References

1	<u>1/0</u>	<u>5/5/0/9/7/0</u>	<u>5/2/7/4/8/6/0</u>	<u>3</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>
	Zone	Easting	Northing			Zone	Easting	Northing											
2	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>	<u>/</u>

See continuation sheet

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

The Pirate is bound by the limits of its assigned moorage at the Center for Wooden Boats, Seattle.

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

The moorage and associated boundary is defined by the Center for Wooden Boats.

11. Form Prepared By

name/title Larry E. Johnson, AIA & Scott Rohrer (Paul Marlow & Howard Miller, research assistants; Karen McHegg, editor)

organization _____ date March 31, 2000

street & number 1212 NE 65th Street telephone 206-523-1618

city or town Seattle state WA zip code 98115-6724

Additional Documentation (submit the following with the completed form):

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

name Center for Wooden Boats

street & number 1010 Valley Street telephone 206-382-2628

city or town Seattle state WA zip code 98109

Property Name S/Y *Pirate*

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Section 7:

Original Condition:

Pirate is classed as an R-class or "20-rater" racing sloop as measured under the "Universal Rule." Typical of vessels designed to this rule, her hull has a graceful spring to the sheer line and long overhangs. The vessel is 40'-6" long when measured from the stem to the end of the boomkin (a spar that extends on the centerline aft to support the backstay). She is 24'-3" on the waterline and has 8'-6" of beam on deck. She draws 5'-6" and displaces 10,500 pounds.

Pirate's hull was built double-planked; mahogany over red cedar on white oak frames on 10" centers. The hull was originally finished bright (varnished).

Designed strictly for day racing in protected waters, *Pirate* was not equipped with a galley, a head, or engine. She was built with a small 9" tall teak deckhouse that only slightly increased headroom below. The house has four windows per side, each slightly larger than the one just forward. There were two small opening port-lights at the forward end of the house and a sliding hatch aft, centered over the ladder. The housetop was built in red cedar; double diagonal planked, and covered with canvas and painted sally green. Sawn mahogany housetop beams support this. The cockpit sole was canvas over red cedar and there was an access to lazarette (stowage compartment) at its after end.

The arrangement below is starkly simple as befits a purpose-built racer. Port and starboard, *Pirate* has two settees which can be used for sail stowage or spreading a chart for navigation. The cabin sole extends forward to just aft of the mast, the bow left empty except for stowage of light ground tackle.

Alterations and Existing Condition (August 1999):

The vessel was returned to Seattle from southern California in August 1999. At that time a marine survey was conducted and the vessel's transitional owners made general observations.

The vessel's house and decking showed the effects of seventy-four years of continuous use. The main fabric of the vessel was still original, although within the last twenty years, *Pirate* had been re-rigged with aluminum spars (mast and boom). She had also been equipped with an auxiliary engine to facilitate cruising. The hull was painted white above the waterline and with blue anti-fouling paint below the waterline.

Inspection of the hull revealed that the hull had 30 broken frames of 94 and 12-15 of 48 damaged deck beams. It was also evident that at some time in her life, *Pirate* was partially refastened with galvanized screws.

The original teak decks, covered with plywood for the last 15 years, were extremely worn, with numerous checked and warped boards evident. Many of the fastening plugs were missing. The original deckhouse showed the effects of wear and periodic repair. Previous sanding during refinishing had exposed the bronze drifts that held the house to the deck beams. The canvas cover over the deckhouse had been painted white to match the hull.

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Section 7:

Planned Restoration (Beginning January 2000):

Planned restoration includes returning the vessel to as close to the original condition as possible.

The aluminum spars will be replaced with a wood mast and boom. The present owner was able to secure one of the original wooden masts and booms from Ted Geary's famous R-class sloop, *Sir Tom*. They will be re-rigged to the dimensions of the original rigging plan.

Repairs to the hull involve replacing broken frames and damaged deck beams in-kind. Galvanized screws used in previous refastening will be replaced with bronze screws when possible, or will be taken to remediate the corrosion of and staining from these fasteners when left in place. The ravages of time, periodic repair and refastening have made restoring the original bright finish impractical. The hull topsides will be painted in gloss white enamel and the bottom painted with copper anti-fouling paint.

The original house has been removed and documented. As many of the original elements as possible will be utilized in the new house, and other portions are being replaced in-kind. The deck is being replaced with laid teak over double-diagonal red cedar as originally built.

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Section 8:

The R-class racing sloop *Pirate* qualifies for National Register listing under criteria A, B, and C.

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

The R-class sloop *Pirate* represents the culmination of yacht design in America before the worldwide Depression of 1929. Although yacht racing is generally historically associated with America's privileged upper class, yacht racing has in fact cut through many layers of society. From the very beginning important races drew large crowds and regatta competition evolved into a huge spectator sport. By the early nineteenth century one-design (competition between nearly identical vessels) racing allowed the middle-class to actively participate in yacht racing. Early participation in yacht racing also was encouraged in male youth through model yachting competition programs. The full size *Pirate* served as inspiration for a successful model-racing program using a scaled down version of the boat

B. Property is associated with the lives of persons significant in our past.

Mathew (Matt) Walsh, the renowned West Coast "Corithian" helmsman, skippered *Pirate* in her early racing career. Walsh, a professional boat designer and builder, raced *Pirate* as amateur competitor for various owners between 1927-1935. His victory with *Pirate* over the East Coast R-class fleet at the 1929 Larchmont regatta established his national reputation. In his sixties at the time, Walsh was the oldest skipper at the regatta and this landmark victory is still considered one of the most famous upset victories in United States' yacht racing annals. Walsh's reputation would continue to grow over the ensuing years, becoming widely respected as the "Dean of (West) Coast Helmsmen."

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.

The R-class sloop *Pirate* retains its integrity of design, workmanship, and materials. Her distinctive lines and profiles remain unaltered and her original hull and upper-decks are largely original. She represents the refinement by the internationally known naval architect and yachtsman, **Ted Geary**, of his prize winning R-class sloop *Sir Tom*. *Pirate*'s new permanent home at the Center for Wooden Boats at the south end of Seattle's Lake Union is only a few hundreds yards from **Lake Union Drydock**, the boatyard where she was built in 1926.

The R-class sloops represented the period when yacht racing was first standardized across North America. R-class sloops, designed under rules codified under the **Universal Rule**, were built on Puget Sound, in Southern California, on the Great Lakes, on the eastern seaboard, and in eastern and western Canada. These refined vessels were emblematic of various yacht clubs' pride and raced for the most prestigious cups of the era. Given the requirements for speed and strength, they were built to exacting standards and represent the finest embodiment of the designer's science and boat builders' skill. *Pirate* is an excellent example of this tradition.

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Section 8:

A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

Yachting History and Society

When I had worked hard and made some success in my commercial life (helped greatly in this by my experience in America), I determined, when I had a little leisure, to have a yacht of my own; and I thought a racing yacht would be the best to get the maximum amount of pleasure out of the sport.

Sir Thomas Lipton: English Entrepreneur and challenger for the America Cup, 1899, 1901, 1903, and 1920.

Americans have enjoyed competitive sailing since Colonial times. Prosperous merchants—especially those who commanded ships—turned to the sea for the simple pleasure of sailing and racing against their friends and competitors. By the mid-nineteenth century, the speed of American packet and clipper ships had placed the country in the front rank of maritime nations. American yachtsmen inspired by the international success of these fast ships sought to match their pleasure craft, not only among themselves, but also with those abroad.

The beginning of formal American yacht racing is generally attributed with the foundation of the New York Yacht Club in 1844. The club held its first regatta in upper New York harbor on June 15, 1845. Six schooners and three sloops sailed over a short course for a sweepstakes cup. Other cities followed with the New Orleans Yacht Club established in 1847 and the Boston Yacht Club in 1866.

America's first international success in yachting resulted of sending to England the schooner yacht *America* in 1851 and the capture of the Royal Yacht Squadron cup, which afterward would become the America's Cup. American yachts successfully defended this cup until 1986, when an Australian team took the cup.

Competitive racing of smaller types of sailing craft involved specific regional boats such as the Whitehall in New York, the Hiker on the Delaware, and the Catboat in Massachusetts and Cape Cod. Races for purses or cups became very popular after the Civil War. By the beginning of the twentieth century, summer regattas were held all along the East Coast, the Great Lakes, the West Coast, and other smaller bodies of fresh water. Winter season racing eventually became popular in the 1920s in the South and southern California. The leading centers of small boat racing at that time were Marblehead, Massachusetts, and Larchmont, New York.

One-design class racing (competition between nearly identical vessels) was in its infancy. The International Star Class, developed around 1911, would soon become popular among the middle class. The better sailor, rather than the competitor with the budget to hire a skilled naval architect, had the edge in one-design design races. However, many yachtsmen, especially the most respected yacht designers and those with the money to hire them, felt that one-design competition tended to arrest the development and refinement of yacht design. Both the Universal Rule and the International Rule were attempts to allow fair competition through a set of

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rules established to produce sailing craft of similar size, weight, and sail area, but allowing innovation in design.

From the very beginning important races drew large crowds and regatta competition evolved into a huge spectator sport. Historic paintings and photographs of yacht races showing hundreds of spectators along the shore or observing from large yachts and passenger vessels are common.

Model yacht racing was also very popular among both adults and youths. Several cities constructed model ponds exclusively for model yacht racing. One such pond still exists in Golden Gate Park in San Francisco. In Seattle a large model yacht pond was built in Ballard at Shilshole. It was destroyed during the development of the Port of Seattle's Shilshole Bay marina in the late 1950s.

***Pirate* Ownership and Race Record**

Pirate was designed in 1925 by Seattle's foremost naval architect, Leslie Edward (Ted) Geary, under the Universal Rules for R-Class boats. Geary fashioned her after the R-class sloop, *Sir Tom*, also designed by Geary in 1911. *Sir Tom* is still considered the most successful racing yacht ever built on Puget Sound.

Her first owner, Thomas (Tommy) Lee, campaigned *Pirate* successfully in California between 1926 and 1928.

In the 1926 Southern California Regatta at Newport Beach *Pirate* won the Championship and San Diego Lipton trophies on her debut. In August 1928 she placed a second at the Long Beach Pacific Coast Yachting Association regatta.

Thomas Lee was the son of Los Angeles radio millionaire Don Lee. Originally from San Francisco, The senior Lee was a pioneer in southern California broadcasting. He owned and operated the first radio station, KNX in Los Angeles. Don Lee would relish his son's enthusiasm in yacht racing and win the 1926 Transpacific Race with the racing schooner *Invader* with Ted Geary aboard as sailing master. In the same year, he set a record for sailing from Catalina to Los Angeles harbor. In 1927 Don Lee donated a \$500 gold cup as a perpetual trophy for the R-boat winner at Los Angeles Mid-Winter Championships. It later came to be known as the Don Lee Trophy.

Thomas Lee followed his father into broadcasting. He had radio stations and other business interests in Southern California and the San Francisco Bay area. He had won a number of Star class events when he ordered the R-boat *Pirate* from Lake Union Drydock Company in 1925. He raced *Pirate* for two years and won the Don Lee Trophy at the 1927 midwinters (another Ted Geary R-boat, *Galliano IV*, finished second). At the time, California Yacht club had the largest fleet of R-boats on the Pacific coast. Lee later built the International Six-Meter sloop *Caprice* to the design of Nicholas Potter for the 1932 Olympic trials and won the San Diego Lipton Cup in 1933.

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In 1929, *Pirate*, then owned by O. K. Hunsaker, was shipped to the East Coast to compete in the annual Larchmont Yacht Club's, Larchmont regatta. Skipped by Pacific Coast veteran, Matthew (Matt) Walsh, *Pirate* defeated the entire East Coast R-class fleet on July 23rd.

Pirate was purchased by Rhoda and Merritt Adamson in 1935. Under their ownership *Pirate* would win the Nordlinger Trophy in 1934 and 1935, and would recapture the San Diego Lipton Cup in January 1935, skippered by her designer, Ted Geary. Her last recorded trophy was a First at the 1935 Pacific Coast Championship Regatta & 15th Southern California Yachting Association Regatta, skippered again by Ted Geary and Rhoda Adamson.

Rhoda Adamson's father, Frederick H. Rindge, was an early settler and large landholder in southern California. In 1872 he bought and settled on the 13,000 acre Rancho Malibu. The Malibu ranch prospered, and at the time of his death in 1905, it was considered the most valuable single real estate holding in the United States. His widow, Mrs. Rhoda May Rindge (a.k.a. May K. Rindge) attempted to keep her husband's vision alive by building a large Mediterranean mansion on the estate in 1928. The mansion is presently owned by the Franciscan Order.

In 1926 the famous Malibu Potteries augmented Farming and ranching at Malibu. The pottery was founded by Mrs. Rhoda May Rindge, primarily to supply tile for the construction of her house. However, the Malibu Potteries provided elegant decorative tile to some of the more prominent construction projects of the time. The ornate and colorful Malibu style is immediately noticeable today at such sites as the Los Angeles City Hall, and the Serra Retreat. A fire totally destroyed the seaside plant in 1932.

Rhoda and Merritt Adamson would also build a large house in 1929 featuring Malibu tiles. This house is now a National Historic Landmark and the centerpiece of California's Malibu Lagoon State Park.

Rhoda Adamson was a keen sailor and yachtswoman. In 1926, Rhoda Adamson and her mother, May K. Rindge, took delivery of the 100' fantail motor yacht *Malibu* from designs by Ted Geary. When *Malibu* was sold in the early 1930s, she persuaded her husband to buy *Pirate*. They kept her at San Pedro and, over the next 20 years, Rhoda Adamson skippered the boat successfully in a number of regattas. Ted Geary frequently sailed with Mrs. Adamson and, in 1935, he skippered *Pirate* to the title of "Southern California Skipper of the Year" by winning every trophy available to R-class sloops that year.

The Adamsons and Gearys became friends and, in 1954, Geary's Daughter Sharon married Merritt Adamson Jr. Mrs. Adamson presented the *Pirate* to the young couple as a wedding present. Geary mounted and framed the *Pirate* construction and sail plan drawings as another gift.

The junior Adamsons owned and sailed *Pirate* until 1964 when they sold *Pirate* to Mr. Brooks Barnhill of Los Angeles.

Pirate Owners:

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1926-28	Mr. Thomas Lee, Los Angeles
1928	Mr. Roger Marchetti, Los Angeles
1929-31	Commodore O.K. Hunsaker, Los Angeles
1931-33	Mr. Arthur Stewart, V.P. Union Oil
1933-52	Mr. & Mrs. Merritt Adamson, Malibu
1952-64	Mr. & Mrs. Merritt Adamson Jr., Malibu
1964-67	Mr. Brooks Barnhill, Los Angeles
1967-xx	Unknown
1997-99	Blue Whale Sailing School,
1999-present	Center for Wooden Boats, Seattle

1927 "Pond Boat"*

The racing of model sailing yachts was very popular throughout the country during the 1920s. In Los Angeles, a program sponsored by the *Los Angeles Evening Herald* and the Los Angeles Public Schools was initiated in 1923 that encouraged school children to build and race model boats.

In 1927, Leslie Edward (Ted) Geary designed a 39" model yacht to the lines of his very successful R-Boat *Pirate* at the request of the program's sponsors. The model boats were built 1" to the foot using simplified plans provided by the *Herald*. On June 17 and 18, 1929, nearly 300 *Pirate* models competed in a regatta in Los Angeles. Among the notable judges of the event was *Pirate*'s skipper, Matt Walsh. *Pirate*'s owner, Thomas Lee, awarded three silver trophies to the winners at the close of the event.

* The Center for Wooden Boats is currently conducting a pilot program with the Seattle Public Schools using the original plans for the "Pond Boat" inspired by *Pirate* to encourage interest in maritime history, develop self-confidence, and woodworking skills.

B. Property is associated with the lives of persons significant in our past.

Matthew Walsh

Pirate's successful racing career is closely associated with the legendary West Coast yachtsman Matt Walsh. Born Matthew Joseph Walsh in 1866 in County Guysborough, Nova Scotia, he arrived on the West Coast in 1899 and went to work for the Los Angeles Railway Co. By 1906, he was involved in sailing and ship building, crewing aboard financier Frank Garbutt's schooner *Skidbladnir*. There he proved himself to be a skilled sailor and solid shipmate.

Walsh worked with many others before setting up his own shop. His association with Frank Garbutt proved beneficial when the two founded the venerated Garbutt & Walsh shipyard on Terminal Island in San Pedro. It proved to be a good partnership with Garbutt providing the capital and Walsh the expertise.

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Matt Walsh had a natural affinity for vessel design and among his creations are the 53' cutter *Otter* in 1914, (Walsh rebuilt and re-rigged in 1935), the 45' sloop *Thorobred*, the 43' sloop *Margaret*, five 27' "Common Sense" Class sloops, and his own 55' express cruiser, *Mardo*, built in 1930.

During a 60 plus year career as a racing yacht skipper, Walsh always competed as a "Corinthian" (amateur) preferring to make his money building boats and operating tugs. Known fondly as "old blue nose" by fellow yachtsmen, he was immediately noticeable on the racecourse, always wearing his trademark black fedora as he steered.

Widely considered the finest helmsman of his time, Walsh's two greatest victories were the San Francisco Perpetual Challenge Cup (R-class sloop, *California*, 1923) and the R-Class National Championship with *Pirate* at the 1929 Larchmont Race Week. He was the oldest skipper at Larchmont that year at age 63. This feat was then considered "one of the most outstanding victories in yachting history." During his long amateur career, Walsh won a first in every offshore sailing race in southern California.

Walsh was also instrumental in getting Commodore O. K. Hunsaker, involved as a sponsor and organizer of the *Los Angeles Evening Herald* model boat program that featured Ted Geary's model of *Pirate*. Following the model regattas, they took the winning model-makers sailing on *Pirate* and *Thorobred*. The enthusiastic Hunsaker would buy *Pirate* in 1929.

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.

"R-Class" sloop *Pirate*'s Design, Designer, and Builder

Pirate embodies the finest characteristics of her type and class. She was constructed as a "R-Class" sloop under the Universal Rule. Her designer, Ted Gerry, and her builder, Lake Union Drydock Company, were paramount in design and construction of that era.

Universal Rule

The laws of physics dictate that streamlined long vessels are faster than shorter ones. Increasing the separation between the bow and stern wave reduces wave-making resistance more than any other design factor. For over a hundred years designers and Race Committees have grappled with methods of rating the speed of sailing vessels of different lengths and handicapping them fairly.

A rating rule can dictate a fixed level that no yacht is allowed to exceed. On the other hand, in the case of handicap racing, the ratings of big and small vessels can be converted to time allowances. Elapsed times are "corrected" with the winner declared after the handicaps are applied.

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One of the earliest rating rules used in North America was the Seawanhaka Rule which originally measured length and sail area; two large speed factors. Unfortunately, undesirable designs evolved and changes were made the Rule to improve on the type of vessel produced. Girths were measured at three places along the waterline and a complex formula converted all measurements to a rated length. Boats with fuller bows and sterns had higher potential speed than those with finer ends and were not allowed as much sail area to push the boat.

In the Northwest, in the early 20th century, the major event racing was done in gaff-rigged sloops built to rate 29' or less under the Seawanhaka Rule. No handicaps were applied to the race results; the first boat to finish won.

The girths were difficult to measure consistently and sharp designers, including Ted Geary, altered the hull shapes locally around these points to produce artificially long boats that still rated under 29'. Controversy followed and a simpler rule was sought.

As early as 1901, the New York Yacht Club began soliciting suggestions for a simpler rule from the best designers of the time. Nathaniel Greene Herreshoff proposed the formal development of the Universal Rule and, when adopted by the New York Yacht Club in 1903, it immediately simplified the whole length rating process. Other clubs in North America adopted the rule over the next few years.

Instead of girths, the rule took a measurement of the waterline length at 25% of the maximum beam outboard of the centerline. This "quarter-beam" rule along with more explicit rules regarding hull and rig specifics, produced some of the fastest and graceful racing yachts ever designed in America. Herreshoff also wrote minimum construction standards, called "scantling rules" as part of the Rule that proved perfectly adequate. There are several R, Q, and J class vessels sailing today due to the structure that Herreshoff required.

The various classes or "levels" were distinguished by letters. The R-class sloops rated 20' and the largest sloops, the I-class, rated 78' and were around a hundred and fifty feet long. Perhaps the most recognized Universal Rule yachts were the majestic J-boats that raced for the America's Cup in the 1920s and 30s.

The smaller S-class boats rated 18' under the Rule including Herreshoff designed S-boats on the east coast and the Pacific Coast ("PC") S-boats are good examples of one-design (all identical) boats evolved from this rule.

Pirate's pedigree, as demonstrated by her fine lines, construction, and race record, as one of the finest surviving "R-Class" sloops is unquestionable.

Leslie Edward Geary

Leslie Edward (Ted) Geary was born in 1885, in Atchison, Kansas, and moved to Seattle with his parents in 1892. Geary exhibited an attraction to water-related activities. In 1899, at age 14, Geary designed and built

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with a friend the 24' centerboard racing sloop *Empress*. Four years later, with his lifelong friends, Dean and Lloyd Johnson, Geary designed and built *Empress II*, another 24' centerboard racing sloop. With Geary at the helm, she was never defeated in local races. While a sophomore at the University of Washington, Geary designed *Spirit*, a 42' LOA (overall length) racing sloop for the Seattle Yacht Club. *Spirit* successfully challenged the Canadian Yacht *Alexandra* for the Dunsmir Cup in 1907. Geary's success attracted the attention of several prominent Seattle businessmen who, at Geary's suggestion, financed his education as a naval architect at the Massachusetts Institute of Technology.

Geary designed several more competitive sailing vessels and crewed on many others in his long career. Among his designs are *Sir Tom*, an R-class boat that dominated the racing circuit along the West Coast for three decades; *Katedna*, later *Red Jacket*, a 62' LOA schooner which would enjoy unrivaled success in Northwest racing; and *Pirate*, another successful R-class racer. In 1928 Geary would design the popular 'Flattie,' a one-design sail trainer that is now known as the Geary 18.

Geary started his professional career designing commercial vessels, including *Chickamauga*, the first diesel-powered tug in the United States, commercial and fishing vessels, and, during World War I, large 330' wooden-hulled freighters.

Geary also designed fast commuter yachts such as the 55' LOA *Geoduck* built in 1913 by the Johnson Brothers and Blanchard for W.G. Norris and the 43' LOA *Winifred* built in 1921 by the N.J. Blanchard Boat Building Company. His larger yachts beginning with the 100' LOA *Helori* built in 1912 by the Johnson Brothers and Blanchard for O. O. Denny, and the 82' LOA *Sueja* built in 1919 by Norman Blanchard the Tregoning yard for Captain James Griffiths, would lead to the classic large yachts of the Twenties and Thirties. These include:

- *Wanda* – 90' LOA, triple screw cruiser built in 1922 by the N.J. Blanchard Boat Building Company for C.D. Stimson. She is presently based in San Francisco.
- *Samona* – 115' LOA, built by N.J. Blanchard in 1923 for California oil magnate and developer W. J. Hole. Present status unknown.
- *Westward* – 86' LOA, built in 1924 by J.A. Martinolich at Dockton for Campbell Church. *Westward* is presently based in Seattle.
- *Sueja III* – 122' LOA, built in 1926 at owner Captain James Griffiths' own yard in Eagle Harbor. Now named *Mariner III*, she works seasonally out of New York and Florida as a charter yacht.
- *Malibu* – 100' LOA, built in 1926 at N.J. Blanchard's yard for Mrs. Rhoda M. K. Rindge and Mrs. Rhoda Adamson. *Malibu* is based in the northwest and currently owned by John Jacoby of Seattle.
- *Principia* – 96' LOA, built in 1928 for San Francisco yachtsman L.A. Macomber by Lake Union Drydock Company. She was the only single screw version of the four 96' sister ships. *Principia* recently underwent major upgrades and restoration. She has recently been sold to an owner in California.

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- *Blue Peter* – 96' LOA, built in 1928 for Seattle architect John Graham by Lake Union Drydock Company. She was purchased in 1947 by H.W. M^cCurdy, presently remains in the M^cCurdy family, and is based in Seattle.
- *Electra* – 96' LOA, built in 1930 for A.W. Leonard, then president of Puget Sound Power and Light, by Lake Union Drydock Company. She currently charters out of Newport Harbor, California.
- *Canim* – 96' LOA, built in 1930 for Col. C.B. Blethen, owner of the Seattle Times, by Lake Union Drydock Company. *Canim* is presently based in the Northwest.
- *Infanta* – 120' LOA, a steel hulled cruiser built in 1930 for actor John Barrymore by the Craig Shipbuilding Company of Long Beach California. Known as Thea Foss since her purchase by Foss Maritime of Seattle in 1950, she is currently mothballed in Seattle.
- *Samona II* – 147' LOA, a steel hulled long range cruiser built in 1931 by the Craig Shipbuilding Company for W.J. Hole. Present status unknown.
- *Stranger* – 135' LOA, built in 1938 for Capt. Fred L. Lewis, by Lake Union Drydock Company. She was used secretly by the Office of Strategic Services for charting the Pacific region prior to World War II. She was owned later by the Scripps Institute and is reportedly derelict in Beaumont, Texas.

Geary moved to Southern California in 1930, attempting to attract additional wealthy clients. But during the Depression, Geary received few major commissions, the single exception being *Stranger*. By the time he went to work at Craig Ship Building Company in 1939 to conduct stability testing during World War II, his career was near its end. Geary died on May 19, 1960.

Lake Union Drydock Company

Located on the southeast corner of Seattle's Lake Union, the company was originally founded by Otis Cutting and J. L. McLean in 1919 as a small boat yard under the name Lake Union Drydock and Machine Works. Harry B. Jones, son of a prominent Washington State Senator, was their legal counsel and secretary. This was shortly after the Lake Washington Ship Canal and Locks had been completed linking Lake Washington with Puget Sound. The intermediate body of water, Lake Union, made an ideal location for shipbuilding and business prospered. During the late 1920s and early 1930s the yard employed between 200 and 300 workers. In 1929 the yard had five dry docks ranging in size up to 3500 tons lifting capacity.

The National Historic Register steam-powered snag boat, *W.T. Preston*, was built for the Corps of Engineers by the yard in 1922. The first of many large tuna clippers to be built on Puget Sound, *Espirito Santo*, was launched at the yard in 1931. During this period the yard also built large Coast Guard Cutters, including the *Atalanta*, *Ariadne*, and *Cyane*. During Prohibition, the yard also built fifteen 75' revenue cutters.

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Lake Union Drydock Company is well known for the many exemplary motor-yachts constructed in the yard during the 1920s. Leslie Edward Geary designed many of these luxurious vessels after he broke off his business allegiance with Norman J. Blanchard and his yard in 1923. Among Geary commissions completed by Lake Union Drydock and Machine Works were the twin yachts *Canim* and *Electra*, *Principia*, *Blue Peter*, and in 1938, the 135 foot *Stranger*. The R-Class sloop, *Pirate*, also designed by Geary and constructed by the yard in 1926, established a distinguished racing career. Other notable yachts constructed in these pre-war years by the yard include *Circe*, and *Canco*.

The yard is also known for its role in the development of a class of smaller production yachts generally known as "Lake Union Dreamboats." The company produced approximately two dozen 42' motor-cruisers of this type during the 1920s.

In 1941 the company went into a joint venture with Puget Sound Bridge and Dredge and operated as Associated Shipbuilders. The Lake Union yard built approximately 16 wooden mine sweepers and employment peaked at approximately 1000 during this period.

The company was again reorganized in 1947, becoming the Lake Union Drydock Company under the new ownership of Harry B. Jones and George Hobert (Hobbie) Stebbins. Stebbins had been the yard's wartime general manager. The company remains under the same family ownership today with a stable workforce of around 100. The company now specializes in ship maintenance and restoration, retaining many of the tools used and craftsmen skilled in wooden vessel construction. The National Historic Landmark vessel, *Virginia V*, is currently under restoration at the yard.

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