

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

Roseway (Schooner)

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United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Roseway (Schooner)

Other Name/Site Number: Pilot Schooner Roseway

2. LOCATION

Street & Number: Boston Harbor

Not for publication:

City/Town: Boston

Vicinity:

State: Massachusetts

County: Suffolk

Code: 02205

3. CLASSIFICATION

Ownership of Property

Private: X

Public-Local: ___

Public-State: ___

Public-Federal: ___

Category of Property

Building(s): ___

District: ___

Site: ___

Structure: X

Object: ___

Number of Resources within Property

Contributing

1

1

Noncontributing

___ buildings

___ sites

___ structures

___ objects

___ Total

Number of Contributing Resources Previously Listed in the National Register:

Name of Related Multiple Property Listing:

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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.

Signature of Certifying Official

Date

State or Federal Agency and Bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

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
- Determined eligible for the National Register
- Determined not eligible for the National Register
- Removed from the National Register
- Other (explain): _____

Signature of Keeper

Date of Action

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6. FUNCTION OR USE

Historic:	Transportation	Sub:	water-related
Current:	Transportation Education	Sub:	water-related education-related

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION:

MATERIALS:

Foundation:	
Walls:	Wood (hull)
Roof:	Wood (deck)
Other:	

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Describe Present and Historic Physical Appearance.**PRESENT AND HISTORICAL PHYSICAL APPEARANCE**

The two-masted auxiliary schooner *Roseway*, official number 225756, is an excellent example of a fisherman-style schooner yacht. *Roseway* has engaged in three occupations well suited for her versatile design and high standard of construction. *Roseway* was built as a finely-finished fishing boat which primarily saw service as a yacht. At the end of 1941 she was purchased for use as a Boston pilot boat with some modifications for that service. During World War II the schooner served in the Coast Guard Reserve as a patrol vessel while maintaining ordinary piloting duties. Retired and sold by the pilots in 1973, with additional modifications, *Roseway* has since served as a passenger schooner and educational ship.

Roseway was designed by John James, the son of Everett James, owner of the well-known Essex, Massachusetts, shipyard which produced her in 1925. Construction began on March 17 and she was launched at 2:35 p.m. on November 21.¹ She has the following dimensions:

Register Length: 94.5 feet

Length on deck: 112 feet

Length overall: 137 feet

Beam: 24.6 feet

Depth: 10.2 feet

Draft: 14 feet±

Gross tonnage: 97

Net tonnage: 83²**ROSE WAY as a Fishing Vessel/Yacht 1926-1941**

Roseway was constructed of oak planking on oak frames, with very little iron fastening, mainly locust treenail-fastened. A few iron nails were used for "place-holding" during construction.³ The wood for her construction was allegedly cut on the Taunton, Massachusetts, estate of her owner, Harold Hathaway, and was seasoned for three years before use.⁴ Her sawn frames are "8-by-8 inch oak, 16 inches on center, her planking is 3-inch oak, and her ceiling 4-inch long leaf yellow pine."⁵ Historic photographs of *Roseway* show a sword fishing "pulpit" at the end of the bowsprit. Currently, she has no pulpit "as launched;" it is speculated that it might have been "portable."

Roseway's auxiliary engine was a 100 horsepower diesel, making her technically an "oil screw steamer."⁶ At the time of her purchase by the pilots in 1941 she was described as having "immaculate decks, gleaming red cedar and mahogany woodwork and high polished metal fittings below, a flush deck house aft, two staterooms with sleeping accommodations for eight and crew accommodations for six or more in the forecabin."⁷ Captain Bill Jenkins, a Boston pilot at the time they acquired the schooner, later recalled that "the middle of her was a

¹ Dana A. Story, *The Shipbuilders of Essex* (Gloucester: Ten Pound Island Book Company, 1995), 247.

² *Merchant Vessels of the United States*, 1926 et seq. (Washington, DC: Government Printing Office). Additional data provided by Captain George Sloane in fax of January 7, 1997 to Nicholas Dean.

³ Sloane. Op. Cit.

⁴ Jim Sharp, *The Roseway* (Camden: Yankee Schooner Cruises, n.d.) pamphlet, no page numbers. Seasoning time and fastenings stated by Sloane, Op. Cit.

⁵ Virginia L. Thorndike, *Windjammer Watching on the Coast of Maine* (Camden: Down East Books, 1993), 74.

⁶ *Merchant Vessels of the United States* (Washington: Government Printing Office, 1926), 830.

⁷ *Boston Sunday Globe*, December 1, 1941.

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fish hold and had four big bins in it one for sails, one for storage and one was a great big ice box. We had a 'fresh air cab' in those days, no wheelhouse."⁸

ROSEWAY as a Boston Pilot Schooner 1941-1972

Because of similar requirements, pilot schooners were often similar to yachts and fishing schooners in design. This led to many pilot schooners being purchased for use as yachts and vice-versa. The same builders were used for both, as well as for clipper fishing schooners.⁹

Roseway's hull apparently was painted a dark color when purchased by the Boston Pilots but shortly afterwards was painted gray for wartime service, with the number *CGR 812* painted on the bow. A fifty caliber machine gun was installed on deck.¹⁰ A hand operated windlass with a box for storing chain was originally on the foredeck. It was replaced by an electric windlass in approximately 1967 and a chain locker installed below decks in the forepeak. Beginning in the bow, the arrangement below deck was a wedge-shaped table with folding leaves which, when in use, were secured by hanging chains. There was a head forward, reached by two steps.¹¹

To port in the forecabin were two "over and under" berths with lockers below. Aft of these was a single berth for the engineer, also with lockers. To starboard were two additional double-tiered berths. Accommodation in the forecabin was for seven. The bunks ended just aft of the foremast with a bulkhead aft. Aft of the bulkhead was a ladder way to the deck "doghouse." To port was a sink with a counter, aft of that a locker with storage below and a hand pump for fresh water. In the center, the stove, originally coal and later oil, was aft of the ladder. Aft of the stove against a bulkhead was a china cabinet and countertop and on the port side a double-door refrigerator. On the port side of the stove was a hot water tank, and on the starboard side a two burner countertop gas stove.

The door through to the mid-ship cabin was on the starboard side of the bulkhead. In the midship cabin, aft of the bulkhead on the starboard side was a washroom for the pilots. In the center was an oil furnace. Aft to where the mainmast came through was a mahogany table with eight swivel chairs, four on each side. The table had racks for use in rough weather. There were single berths to port with lockers below. The foot lockers had cushions to serve double duty as benches.

Another bulkhead was located two feet aft of the mainmast. The door into the engine room was on the starboard side. In the engine room were two Lister generators and two General Motors 671 diesels, side by side, tandem into a single reduction gear. These 165 horsepower engines were installed in 1948 at General Shipbuilding in East Boston and replaced with like kind in 1968.¹² There was a work area in the engine room.

A door on the starboard side with three steps up led into the after cabin, with a head on the starboard side. Also to starboard was the entrance to the radio room containing an AM radio. A smaller door gave entrance to the lazarette. In the center a small ladder led to the wheelhouse. The radar was in the after cabin, which also contained four single bunks.

⁸ Sharp, *Roseway*, Op. Cit.

⁹ Samuel Eliot Morison, *The Maritime History of Massachusetts, 1783-1860* (Boston: Houghton Mifflin, 1941) 248-249; Howard Irving Chapelle, *American Sailing Craft* (1936, repr., New York: Bonanza Books, n.d.), 187, 215, 220.

¹⁰ This and the following description of her arrangement as a pilot schooner is based on a telephone interview with Captain Robert Cordes of the Boston Pilots, December 19, 1996. Transcript of the interview then reviewed for accuracy by Captain Arthur Whittemore of the Boston Pilots.

¹¹ Captain George Sloane gives a ca. 1952 date, fax, January 7, 1997.

¹² Sloane, January 7, 1997.

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In the wheelhouse the compass was on the starboard side. It is believed that the wheelhouse was added during *Roseway's* wartime service. Based on photographs and paintings from her service as a pilot boat, *Roseway* normally set a loose-footed mainsail or trysail, a cut down foresail and a forestaysail.¹³

ROSEWAY as a Passenger Vessel, 1972-2002

In 1972-1973, after the schooner's sale to a group of Boston businessmen, the interior was gutted and steel bulkheads installed at the Rocky Neck Railway in Gloucester to meet Coast Guard requirements.¹⁴ At that time a small steel deckhouse, which now contains the galley and heads, was installed over the engine room. Upon *Roseway's* arrival in Camden, Maine, early in 1975, her main saloon (originally the owner's cabin) was retained for a dining and social area. Fourteen cabins were installed to give accommodation for up to thirty-six passengers. The present white pine bowsprit was installed in Maine in 1975.¹⁵

ROSEWAY as an Educational Ship/Passenger Vessel, 2002-present¹⁶

In September 2002, *Roseway* was acquired by the World Ocean School to be used as a platform for the school. In November 2002, she was hauled out of the water on the railway at Sample's Shipyard where she underwent a complete restoration.

The vessel maintained her original gaff fishing schooner rig, but her foremast was replaced and much of her rigging re-done.

Roseway's forecabin was established as open crew berthing for 8, and her original fish hold was repurposed as student berthing for 25. A deck house was added aft of the main mast that housed a commercial-style galley; the engine room is accessed by a ladder below the galley. The previous aft cabin is now a group dining and meeting area with a navigation area. There are two small cabins off of this area for master and mate.

Updates have been added to the machinery and systems to facilitate the vessel's mission which include new engine and generator sets and updated electrical, plumbing, and HVAC. The vessel is presently painted gun-metal grey with white cabin house sides and buff decks. Her sails are tanbark.

¹³ Ralph M. Eastman, *Pilots and Pilot Boats of Boston Harbor* (Boston: Second Bank- State Street Trust Company, 1956), 79-80. Confirmed by Captain Arthur Whittemore, December 1996.

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ This section is authored by the current Port Captain of the *Roseway*, Simon J. Koch. March 26, 2014.

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8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
 Nationally: X Statewide: Locally:

Applicable National
 Register Criteria:

A X B C X D

Criteria Considerations
 (Exceptions):

A B C D E F G

NHL Criteria:

1 and 4

NHL Theme(s):

III. Expressing Cultural Values
 5. Architecture, landscape architecture, and urban design
 IV. Shaping the Political Landscape
 3. Military Institutions and Activities
 V. Developing the American Economy
 3. Transportation and Communication

Areas of Significance:

architecture, maritime history, military, commerce

Period(s) of Significance:

1925-1945

Significant Dates:

1925, 1941

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect/Builder:

James, John (designer)

Historic Contexts:

XII. Business
 L. Shipping and Transportation
 XIV. Transportation
 B. Ships, Boats, Lighthouses, and Other Structures

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State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

The wooden, two-masted schooner *Roseway*, built in 1925, is a nationally significant example of a fisherman yacht. She is the only known surviving example of a type originally developed to compete in yearly international races of fishing vessels.¹⁷ She played that role until late 1941, when she was purchased by the Boston Pilots, serving until 1972, becoming the last sailing pilot boat in the United States. Six other pilot schooners survive in the United States; one, *Adventuress*, has been designated a National Historic Landmark. She is also an example of the fine North Shore of Boston wooden shipbuilding tradition, which began in colonial days. Since her entry into passenger service, *Roseway* has been meticulously maintained by her several owners and still retains between eighty and ninety percent of her original fabric.

ROSEWAY as Originally Built and Operated

Although *Roseway* spent over thirty years as a Boston pilot schooner and is best known for that part of her career, she was originally built as a fisherman-style yacht. Essex, Massachusetts, her birthplace, had long had an excellent reputation for producing finely crafted fishing vessels for ports such as nearby Gloucester. Beginning in the fall of 1920, Gloucester was seized with what Essex historian Dana Storey has called “racing fever” when the Nova Scotians challenged Gloucester to a fishermen’s race between schooners. There had been fishermen’s races before “but they were Boston affairs they didn’t especially interest the men of Gloucester, with the result that racing involving Gloucester vessels languished until Wednesday, October 13, 1920, when a challenge came from William H. Dennis, publisher of the Halifax, Nova Scotia newspaper, for a series of races between Canadian and American vessels.”¹⁸ It is reasonable to say that following this challenge there were schooners designed and built quite obviously with racing in mind, though the rules specified that to race a schooner must have fished for a year. It was a period of considerable rule-bending and of occasionally acrimonious international haggling over the rules.

Beginning shortly after the turn of the century, able designers such as Thomas F. McManus, Dennison J. Lawlor and Edward Burgess were plying their trade.¹⁹ It is against this background that shipbuilder John James, who apparently was primarily a shipwright rather than a full-time designer, produced the design of *Roseway*, and then worked “side by side with his father on the ship.”²⁰ Suffice it to say that the Jameses, father and son, were continuing a long New England tradition of wooden shipbuilding. Evidence of her design and construction still exists in the form of wooden patterns used in shaping her timbers, now in the Essex Shipbuilding Museum.²¹

Roseway’s original owner was Taunton, Massachusetts lawyer Harold F. Hathaway, of the firm of Harold F. and Ellsworth A. Hathaway.²² Hathaway remains a somewhat shadowy character. Dana Story refers to him as “the wealthy manufacturer of Hathaway shirts,” and he has been referred to as “once counsel for the old Boston Elevated Railway,” and “prominent in Republican circles.” He had been admitted to the Massachusetts bar in 1901.²³ *Roseway* reportedly was named “for a female acquaintance of Hathaway’s ‘who always got her

¹⁷ Captain George Sloane (fax, January 7, 1997) feels that she was *used primarily* as a yacht.

¹⁸ Dana A. Story, *The Shipbuilders of Essex* (Gloucester: Ten Pound Island Book Company, 1995), 13.

¹⁹ For a fuller discussion of design changes in the period 1900-1935 see Howard I. Chapelle, *The American Fishing Schooners 1825-1935* (New York: W.W. Norton, 1973), chaps. 7 and 8, 213-311.

²⁰ *Gloucester Daily Times*, June 29, 1976.

²¹ Virginia L. Thorndike, *Windjammer Watching on the Coast of Maine* (Camden: Down East Books, 1993), 75.

²² *Taunton Directory* (Taunton: Sampson & Murdock, 1925); Telephone conversation with reference librarian Barrel Ashcroft of the Taunton Public Library, December 17, 1996.

²³ Story, *op. cit.* p. 247; *Boston Herald*, September 21, 1950; *Boston Globe*, September 21, 1950.

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way.”²⁴ The schooner apparently was meticulously maintained. “She had varnished rails and stanchions, and the owners built a house over her every winter. A Portuguese shipkeeper lived aboard, and among other duties, washed the coal before putting it in the bunker for the stove.”²⁵ When in use during the summer months *Roseway*’s crew size appears to have varied from thirteen (1926) to seven (1930) to nine (1939).²⁶ Her home port was Newport, Rhode Island.²⁷

It is not known how often Hathaway actually sent her sword fishing, but apparently in 1934 she set a record of seventy-eight fish caught in one day.²⁸ Hathaway sold *Roseway* to the Boston Pilots in 1941. His legal career came to a sad end in 1950 when he was disbarred after complaints of misuse of one of his clients’ funds and income tax evasion over a period of several years.²⁹

ROSEWAY as a Pilot Schooner

Pilotage, namely the guiding of vessels by mariners familiar with local conditions, is an ancient profession, but as Captain W. Hilton Lowe wrote in his *State Pilotage in America*, “At just what point in the long history of early water transportation the first pilot appeared on the scene would be pure conjecture.”³⁰ There are references to pilots in Homer’s *Iliad*, the Bible, and in more recent literature, Coleridge’s *Ancient Mariner* was met by a pilot boat near the end of his harrowing voyage. Even the origins of the term “pilot” are somewhat obscure. Whether it derives from a Greek noun for an oar or the Dutch term for taking a sounding, Captain Lowe states that “it has become firmly fixed that the little country of Holland, whose intrepid seafarers were so prominent in ocean navigation a few centuries ago, was the originator of the term.” Pilotage remains among the most important services forming the infrastructure that supports modern navigation.³¹

For a variety of reasons the schooner rig was popular among the pilots who waited offshore for incoming vessels, and such a craft appears in an engraving by the Dutch artist Van de Velde, who died in 1707.³² In any case, two definitions of pilotage, written not quite a century apart, fairly well define the calling. In 1780, William Falconer called a pilot “the person charged with the direction of a ship’s course, on, or near the sea-coast, and into the roads, bays, rivers, havens, &c, within his respective district.”³³ In 1867, Admiral W. H. Smyth wrote that a pilot was “an experienced person charged with the ship’s course near the coasts, into roads, rivers &c., and through all intricate channels in his own particular district.”³⁴ Both definitions stress two key points: experience and detailed local knowledge.

Although Trinity House, Britain’s body having charge of pilotage (among other maritime functions) was established in 1514, the first “professional pilot” is said to have been Holland’s Frans Naerebout (1748-1818), to whom there is a monument in Vlissingen.³⁵ The origin of regular pilotage in American ports is obscure. It is

²⁴ Captain Jim Sharp, *The Roseway-Schooner Yacht-Pilot Vessel-Windjammer* (Camden: Yankee Schooner Cruises, n.d.) Pamphlet, unpaginated.

²⁵ Ibid.

²⁶ *Merchant Vessels of the United States* (Washington: Government Printing Office, 1926, 1930, 1939).

²⁷ Ibid. Other years were consulted as well to confirm her home port during Hathaway’s ownership.

²⁸ *Boston Globe*, July 25, 1973. *National Fisherman*, November 1973.

²⁹ *Boston Herald*, September 21, 1950.

³⁰ Captain W. Hilton Lowe, *State Pilotage in America* (Washington: American Pilots’ Association, 1960), 1; United States Department of the Interior, National Park Service National Register of Historic Places Registration Form.

³¹ Lowe, *State Pilotage*, 3.

³² E. P. Morris, *The Fore-and-Aft Rig in America* (New Haven: Yale University Press, 1917), 178.

³³ William Falconer, *An Universal Dictionary of the Marine* (London: T. Cadell, 1780), 214.

³⁴ Admiral W. H. Smyth, *The Sailor’s Word-Book* (London: Blackie and Son, 1867), 528.

³⁵ Ralph M. Eastman, *Pilots and Pilot Boats of Boston Harbor* (Boston: Second Bank-State Street Trust Company, 1956), 2-4.

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conjectured that early on in ports such as New York there was such a system, “though these pilots may not have been organized as a body of men under government or local control.”³⁶

In Boston Harbor the first official action apparently came in 1783 when a law was passed authorizing the Governor, with the advice of his Council, to appoint “suitable persons as pilots” for various ports in the Commonwealth.³⁷ Initially, the trustees of the Boston Marine Society, founded in 1742 as an educational and charitable body, acted as Boston’s Pilot Commissioners. As the system has evolved over the years, Boston’s Pilot Commissioners are nominated by the trustees of the Society, appointed by the Governor, and oversee and manage the day to day operations of the pilots.³⁸ Hence beginning with her purchase by the pilots in 1941 *Roseway*’s owner was officially the “Boston Pilots’ Relief Society.”³⁹

Roseway was not built with pilot service in mind. When the pilots purchased her to join their schooner *Pilot* as a replacement for the pilot boat *Northern Light*, which had been taken over by the army, they were, however, following in a long tradition. Over the years the Boston pilots had used a mixture of schooners purpose-built for that use and well-designed yachts which appeared to have desirable characteristics. As Howard I. Chapelle has remarked, “Taking all types of commercial schooners into consideration, the pilot boat most closely approaches the yacht in her requirements, since she carries no cargo and has to be fast and seaworthy.”⁴⁰ In the nineteenth century, for example, the Boston pilots purchased the schooners *Coquette* and *Belle*, both designed as yachts by the Dane, Louis (or Lewis) Winde. These went into pilot service “after the yachtsmen grew tired of them.”⁴¹

One characteristic much sought after in a pilot boat was easy motion. “Pilots attached a great deal of importance to this quality for they had to live on their vessels for long periods and an uneasy vessel would have exhausted them to such an extent that their efficiency would have been impaired. *Roseway* was appreciated for her comfortable motion in a seaway.”⁴²

There are twenty-four Boston senior pilots with a six to ten year apprenticeship for would-be replacements. Apprentices worked their way up, learning navigation, seamanship, pilotage regulations and “the location of all beacons, buoys or possible obstructions to harbor shipping.”⁴³ Until 1958, when they were replaced by outboards, pilots were rowed to their ships in eighteen foot “yawls” crewed by apprentices. In 1954, a pilot and an apprentice were lost when a yawl capsized, though another apprentice was saved. After a suitable length of time working his way up to First Boatkeeper, and assuming there was a vacancy due to death or retirement, an apprentice might sit for the necessary examinations. Having passed these he spent a year as a Warrant Pilot, allowing him to pilot vessels up to eighteen feet draft. For the next year he might handle up to twenty feet draft. “At the expiration of two years from the date of his first commission, if all goes well, he becomes a full Branch Pilot and thenceforth is addressed as ‘Captain.’”⁴⁴

Unlike Portland, Maine and New York, which have separate Harbor and Docking Pilots, qualified Boston Pilots handle vessels all the way.

³⁶ Edward L. Alien, ed., *Pilot Lore from Sail to Steam* (New York: The United New York and New Jersey Sandy Hook Pilots Benevolent Associations, 1922), 3.

³⁷ Eastman, op. cit., 3.

³⁸ Eastman, op. cit., 17-18.

³⁹ *Merchant Vessels of the United States* (Washington: Government Printing Office, 1942), 260.

⁴⁰ Howard I. Chapelle, *American Sailing Craft*. (New York: Bonanza Books, 1975), 187.

⁴¹ *Ibid.*, 220.

⁴² *Ibid.*, 224.

⁴³ Sharp, op. cit.

⁴⁴ Eastman, op. cit., 11-12.

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Recalling his roughly ten years aboard both *Pilot* (Pilot Boat No. 1) and *Roseway* (Pilot Boat No. 2), both products of the James yard in Essex, Boston pilot "Skip" Frye preferred *Roseway*. He liked her because she was "comfortable to live aboard and easy to handle." As has been noted above, the wheelhouse seems to have been installed during World War II and was accessible from below. "We didn't have to go outdoors to go from the cabin to the wheelhouse. The *Roseway* was always warm, but the *Pilot* was cold in the fo'c'sle. The wheel on the *Pilot* had something like eleven turns from hard over, and the last two or three turns you had to do with three men. The *Roseway* did everything with half the work."⁴⁵

Wartime Service — U.S. Coast Guard Picket Patrol

Roseway began her Boston service at the beginning of the Second World War when wartime requirements forced the commissioning of many former merchant and private vessels into government service. When the United States entered the Second World War the protection of coastal waters was the responsibility of naval districts. Each naval district, roughly corresponding to prewar Coast Guard Districts, was organized to combine all defensive functions except Army ground forces, coastal artillery and minelaying. Due to the shortage of regular naval vessels more urgently needed elsewhere, several naval districts relied heavily on motor yachts, fishing vessels and other local craft.

Three different, but related missions were performed by hastily armed and fitted vessels. The first anti-submarine measure put in place was the establishment of the Inshore Patrol, performed by small yachts taken into naval service. These operated from section bases, which also later supported larger yachts of the (USN) Ship Lane Patrol. The Coast Guard operated the Coastal Picket Patrol whose mission was to listen for enemy submarines using hydrophones and report by radio telephone. The sailing vessels of the Coastal Picket Patrol maintained station offshore regardless of weather.

In May 1942, *Roseway* was commissioned Coast Guard Reserve Craft *CGR-812*, (*Pilot* was *CGR-811*). She was assigned to the First Naval District (New England). *Roseway* received a coat of Coast Guard gray paint, a number on her bow and a 50 caliber machine gun on deck. All full Branch Pilots over thirty-five years of age were commissioned Lieutenant Commanders, while the apprentices were taken into service as enlisted personnel.⁴⁶ She was one of a select group of larger vessels retained by the Coast Guard after October 1, 1943, when the majority of these vessels were returned to their owners.⁴⁷

Until VJ Day in 1945 the Boston pilots brought "ships and convoys through complicated mine fields and the narrow openings of the anti-submarine nets. During 1944 alone the pilots handled 120,000 assignments without a single major casualty, and not one of these vessels, loaded with troops or war equipment, was delayed because of the unavailability of a pilot."⁴⁸ The Coast Guard presented a bronze plaque to the pilots to honor *Roseway's* wartime service. *Roseway* was returned to the Boston Pilots in November 1945.⁴⁹

During her Boston career *Roseway* suffered several mishaps. In 1951, though accounts differ, she managed to put her bowsprit through the windshield of a car belonging to a passenger who had just boarded, and on another occasion she impaled a banana shed on Boston's Long Wharf. In February 1970, she was dismantled in a gale while on station.

⁴⁵ Quoted in Sharp, op.cit.

⁴⁶ Eastman, op. cit., 69.

⁴⁷ Alexander W. Moffat, *A Navy Maverick Comes of Age, 1939-1945* (Middletown, CT: Wesleyan University, 1977), 45-46; Samuel Eliot Morison, *The Battle of the Atlantic, September 1939-May 1943*, vol. 1, *History of United States Naval Operations In World War II* (Boston: Little Brown, 1959), 267-277.

⁴⁸ Congressman Frank W. Boykin, quoted in Eastman, op. cit., 68.

⁴⁹ Robert L. Schema, *U.S. Coast Guard Cutters and Craft of World War II* (Annapolis, MD: Naval Institute Press, 1982), 272.

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From 1945 until her retirement in 1972 *Roseway* performed more normal service, taking up her station just off Graves Light, and alternating a week on and a week off with *Pilot* until that schooner's retirement in January 1971. As in many ports worldwide where large, high maintenance pilot vessels were retired during the 1960s and 1970s, she was replaced by a steel-hulled launch, a fate soon to be shared by *Roseway*. As the *Boston Sunday Globe* reported in 1971, "In a world of seaborne commerce governed by accountants there is little room for trunnel-fastened schooners that look good."⁵⁰ The following year the pilots sold *Roseway* to a group of Boston businessmen. At the time of her retirement and sale, *Roseway* was the last sailing pilot schooner in service in the United States.

ROSEWAY as a Passenger Schooner

In 1972 a Boston syndicate bought *Roseway* from the pilots. According to Captain George Sloane, their intent was "to turn her into a windjammer for 'youth at risk.'"⁵¹ She was rebuilt below decks and had steel bulkhead installed to satisfy Coast Guard requirements, and re-rigged with a new bowsprit in Nova Scotia in the spring of 1973.⁵² She arrived back in Boston Harbor, "welcomed with whistles and fireboats."⁵³ That summer, under the command of Captain John Mahoney of the Schooner Restoration and Sailing Society, *Roseway*, with a crew of twelve, actually made one trip to George's Bank in search of swordfish, but returned empty-handed.⁵⁴ In late 1974 her new owners ran out of money and put the schooner up for sale.

Purchased by Captains Jim Sharp and Orvil Young, *Roseway* arrived in Camden on 18 February, 1973 under power.⁵⁵ Sharp already owned the *schooner Adventure*, which had been built by the James yard the year after *Roseway*, apparently using some oak left over from the earlier construction.⁵⁶ A small steel deckhouse with a galley and heads was installed behind the mainmast. Fourteen "comfortable sleeping cabins" were fitted below decks which will accommodate up to 36 passengers.⁵⁷ Captain Young carved her eagle figurehead and built "the graceful Whitehall [boat] she carries as a tender."⁵⁸

As an attractive surviving historic vessel *Roseway* has appeared at a number of public festivals and events. In 1977, *Roseway and Adventure* appeared in the television re-make of Kipling's *Captains Courageous*, filmed in Camden.⁵⁹ *Roseway* participated in the Tall Ships Rendezvous in New York in 1980 and in Halifax in 1984. After captains Young and Sharp sold her, she continued in the tourist industry in Camden until she was repossessed by the First National Bank of Damariscotta.⁶⁰

In September 2002, the bank honored a request by the World Ocean School and donated *Roseway* to be used as a platform for the school.

After a two-year restoration of the ship, the school embarked on the maiden voyage to the Great Lakes during the summer of 2005. This voyage was a trial for the ship as well as an opportunity to build support and exposure for the developing School.

⁵⁰ *Boston Sunday Globe*, October 31, 1971.

⁵¹ Capt. George Sloane, interview, Wiscasset, December 14, 1996.

⁵² Sloane interview, op. cit.; *National Fisherman*, November 1973.

⁵³ *National Fisherman*, op. cit.

⁵⁴ Ibid.

⁵⁵ Sloane interview, op. cit.

⁵⁶ Ibid.

⁵⁷ *The Schooner Roseway* (Camden: Yankee Schooner Cruises brochure, n.d.)

⁵⁸ Thorndike, op. cit, 74.

⁵⁹ *Down East*, November 1977.

⁶⁰ The last sentence is authored by the current Port Captain of the *Roseway*, Simon J. Koch. March 26, 2014.

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In May 2006, *Roseway* and the World Ocean School relocated to Boston, Massachusetts where program development continued as *Roseway* was open to the public for the summer season doing day sails and charters.

In November of the same year, *Roseway* embarked on a passage to St. Croix USVI where she spent the winter serving island students. St. Croix has now become the new winter home port for *Roseway*. She still summers in the Northeast, primarily in Boston, providing education programs and day sails for the public.⁶¹

⁶¹ This section is authored by the current Port Captain of the *Roseway*, Simon J. Koch. March 26, 2014.

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Boston *Globe*

Boston *Herald*

Down East Magazine

Gloucester *Daily Times*

National Fisherman Magazine

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:

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- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property: less than one acre

UTM References: **Zone Easting Northing**

Verbal Boundary Description:

Boundary Justification:

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DESIGNATED A NATIONAL HISTORIC LANDMARK
September 25, 1997