

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: 91000337 Date Listed: 4/2/91

Virginia (Sloop) Orange CA
Property Name County 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.

for Autumnette A Lee
Signature of the Keeper

4/2/91
Date of Action

=====
Amended Items in Nomination:

Statement of Significance: The Period of Significance is amended to read: 1913. The Significant Dates is amended to read: 1913.

This information was confirmed with Marilyn Lortie of the California State Historic Preservation Office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

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FEB 19 1991

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

DEC 20 1990

OHP

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Virginia
other names/site number _____

2. Location

street & number Dana Point Youth & Group Facility, when not at sea N/A not for publication
city, town Dana Point N/A vicinity
state California code CA county Orange code 059 zip code 92629

3. Classification

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

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Kathryn Guethlein 2-11-91
Signature of certifying official Date
California State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Autawietta of Lee 4/2/91
 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:) _____

for Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Water Related Recreation

Current Functions (enter categories from instructions)

Transportation/Water Related
Education/School

7. Description

Architectural Classification
(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other N/A

Describe present and historic physical appearance.

PRESENT AND HISTORIC PHYSICAL APPEARANCE

SUMMARY

The 1913 Q-Class sloop VIRGINIA, designed by American naval architect William Gardner, is a fully functional historic racing sailboat with a record of many trophies throughout a long career, including major regattas in 1990.(1)(2) VIRGINIA's construction is essentially unaltered from original and the yacht retains excellent integrity of construction, with a sheer line, profile, hull, keel, rudder, deck plan, trunk cabin, and cockpit all being original in form and appearance.(1)(2)(3)(6) Accommodations below deck approximate the original uncluttered layout, with the exception of required equipment such as radio, knotmeter, and a battery for running lights.(1)(2)(3) VIRGINIA was not designed to carry an inboard engine, and still does not have one installed. There are only two departures from VIRGINIA's original plan as built, both of which were necessary to allow her to continue an active and competitive racing career. In her early years the original gaff mainsail rig was converted to a traditional marconi rig of the same period, and in recent years a bow pulpit with lifelines were added to conform with modern safety requirements. VIRGINIA is presently owned and operated by the Nautical Heritage Society at Dana Point, California, being professionally maintained for historic integrity while engaged in ocean racing and traditional sail training. When not at sea, VIRGINIA is docked at the Dana Point Youth and Group Facility in the west basin of Dana Point Harbor.

This statement of present and historic physical appearance is based on the more detailed discussion that follows.

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VIRGINIA'S CONSTRUCTION AND MAINTENANCE

As built in 1913, VIRGINIA's dimensions remain 43'10" length on deck and overall, 8'6" beam and 6'0" draft. The freeboard at the beam is 1'10". Waterline length is approximately 31'0".(1)(5)

VIRGINIA's construction is of bent 1-1/4" by 1-5/8" oak frames on 8" centers and 7/8" mahogany carvel type planking. Monel stainless steel strapping 2-1/2" wide is fastened diagonally up and down from bow to stern inside the hull to add strength to the planking. Monel stainless steel strapping also ties together the bronze chainplates and teak mast step. Iron braces add strength to every other floor/frame intersection.

Below the waterline, VIRGINIA has a semi-full keel, that is, a keel with a leading edge cut back deeply (to about the location of the mast) before the bottom of the keel runs straight aft to the location of the rudder shaft. The rudder is hinged at the back of the keel, and is controlled by an oak tiller. Lead ballast is estimated to be 8000 pounds, held in place with 17 keelbolts through oak floors.

VIRGINIA originally had a gaff-rig mainsail, with a mast of solid spruce, carrying a large mainsail, small club-footed jib (fractional), and ballooner jib, and she carried approximately 800 square feet of working sail.(1)

In 1947, to compete in the Pacific Coast Q-Class under the Cruising Club of America Rule, VIRGINIA's sailplan was modified from the gaff-rig to a traditional marconi rig mainsail of the same period, using a lighter, hollow laminated spruce mast. The headsail remained a fractional rig, with original type running backstays and the jumper stay. The standing rigging was retained in traditional stainless steel wire rope, swaged to terminals, with turnbuckles of bronze. Her working sail area remained approximately 800 square feet, the same as when she was gaff-rigged, and her class/rating remained the same.

The change to a marconi rig was typical for the Q-Class yachts and some of the earliest ones were even built with marconi rigs.(1)(2)(3)(4) By the 1920's the Q's were all being built or modified to marconi rigs, and by the time VIRGINIA's rig was changed, the gaff-rig was essentially gone from the racing scene in all classes. The best racing yachts of today often change their rigs every few years to remain competitive.

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VIRGINIA carries spinnaker gear and other typical running rigging for a racing yacht of her vintage, consisting of a 4/1 mainsheet tackle sheeted to boom's end, jib sheeting to the rail on bronze track, running backstays, and hanked-on headsails. Traditional teak blocks and bronze hardware is used throughout the boat. Bronze sheet winches and bronze halyard winches facilitate sail handling.

The below deck accommodations approximate the original configuration as researched.(1)(3)(6) Access to below deck is through the main sliding hatch at the back of the coach roof, or by the hinged foredeck hatch. Frames and deck beams are exposed throughout the boat. In the main cabin there are port and starboard settee's (with storage below), long enough for sleeping. VIRGINIA has sitting headroom only. Below the companionway is a partial bulkhead. At the forward end of the main cabin is a partial bulkhead at the location of the mast. Forward of the mast is open for sail storage and ground tackle. Aft of the main cabin, there are only narrow open port and starboard quarters. On either side of the companionway there are small counters for utility and storage, the port one having a small two burner alcohol stove.

VIRGINIA has received much attention to her maintenance over the years, allowing her to thrive where nearly all of her type have perished. The last extensive rebuilding was done during 1974 by well known Southern California Shipwright, Dennis Burnett. All work was in done in conformity with original lines as researched.(1) New wood installed at this time included: several floors, 10 planks, sheer clamp, beam shelf, bulkheads, deck, coach house, cockpit, mast step and rudder. New hardware included: keelbolts, bronze winches, bronze rudder tube, pintles and gudgeons. Other work consisted of some sistered frames and the hull re-fastened throughout. All hardware and fastenings were of traditional bronze. The only departure from the original form of the boat at this time was a bow pulpit with lifelines to conform with modern racing requirements.

Since the spring of 1984, VIRGINIA has been owned by the Nautical Heritage Society, where she has been professionally maintained in a fully functional condition.

In January 1989, the mast was un-stepped and given a complete overhaul with shipwright Dennis Burnett supervising. All standing rigging and bronze turnbuckles were replaced.

The Nautical Heritage Society has a continuing program of maintenance in effect.

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NOTES

- (1) History of VIRGINIA and the Q-Class Yachts;
Research on file at the Nautical Heritage Society
24532 Del Prado, Dana Point, California 92629
- (2) Sailing Craft;
Edwin J. Schoettle,
The Macmillan Company, 1942 (pgs.291-317)
- (3) There Will Always Be a Mackinac Race;
Donald F. Prather,
D F Keller & Company, Chicago, 1925 (pgs.128-218)
- (4) Wooden Boat Magazine;
Issue #85 Nov/Dec. 1988 (pg.78)
- (5) Marine Survey Reports on VIRGINIA;
Reports for the years 1972, 1975, 1982, and 1984-1990,
Data on file at the Nautical Heritage Society
24532 Del Prado, Dana Point, CA 92629
- (6) VIRGINIA Begins a New Life;
Elyse Minty Curwen,
Waterfront Magazine, July 1984

8. Statement of Significance

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

nationally statewide locally

Applicable National Register Criteria A B C D

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

Areas of Significance (enter categories from instructions)

Architecture/Naval

Period of Significance

1913-1925

Significant Dates

1913
1921, 23, 25

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Gardner, William
Wood & McClure

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

STATEMENT OF SIGNIFICANCE

SUMMARY

VIRGINIA is significant as both an excellent example of the early 20th century racing sloops designed by William Gardner, a noted American naval architect whose work was influential in the development of American yachts, and as an excellent example of the Q-Class sloops which were the leading edge of changes which shortly after the turn of the century revolutionized yacht racing and are still so much a part of what the sport is today.(1)(2)(3)(6) VIRGINIA is the only one of William Gardner's Q-boat's which survives.(1)

This statement of significance is based on the more detailed discussion that follows.

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VIRGINIA AS AN EXCELLENT EXAMPLE OF HER DESIGNERS SKILL

VIRGINIA's design and construction exemplify Naval architect William Gardner's work, showing a fine rail line concluding in a light counter, with long overhangs, flush deck, small coach house and large efficient cockpit, all of which are integral parts of his innovative racing yachts of the early 1900s, especially the sloops.(1)(2)(3) But what truly distinguishes a racing yacht are victories in sailing contests against other yachts. VIRGINIA has brought prestige to her designer by winning many racing trophies throughout her long life, including major regattas right up to the present (as described in more detail in the following section on Career of Virginia).

For example, in 1990 VIRGINIA won seven 1st Place trophies, three of them in major West Coast regattas (Newport to Ensenada, Marina Del Rey to San Diego, Long Beach to Dana Point) and Placed in five other races - an outstanding record for any yacht, not to mention one approaching 78 years age.

VIRGINIA AS AN EXCELLENT EXAMPLE OF HER CLASS

In addition to her racing success, VIRGINIA's design and construction are of a type that was most modern and innovative for its time, stripped of excess, free of clutter below deck, incorporating Monel stainless steel strapping on the planks for strength and weight reduction, exposed frames, small knees, partial bulkheads, narrow for her length and low to the water, swept back keel with ballast low, and heavily canvassed - all radical departures from previous decades. VIRGINIA is the only Q-boat on Pacific Coast designed and built in this manner and few remain on the East Coast and Great Lakes where they originated, VIRGINIA very likely being the oldest remaining of the Class (the fate of one of the slightly older Q's being unknown for some years now).(1)

VIRGINIA'S DESIGNER, NAVAL ARCHITECT WILLIAM GARDNER

"Students of naval architecture, especially those who are interested in the design of the sailing yacht, realize that it is to men like Burgess, Herreshoff, Cary Smith, and Gardner that Americans owe the greater part of the progress made since 1890 in the development of yacht design."(2)

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VIRGINIA was designed by William Gardner, a renowned American born sailing enthusiast and naval architect educated first in the United States at Cornell University and later in England at the Royal Naval College. While in England he received private instruction from the leading designers at Lloyds and met the leading yachtsmen of the day. At college he designed a battleship and a cruiser, making all the drawings and calculations. After leaving college he spent two years working in British government shipyards and made numerous sea trips.

Where Gardner was well known to the general public it was for his famous large sailing yachts like the schooner Atlantic and the America's cup defender candidate Vanitie. "In 1905 the Atlantic (one of Gardner's greatest successes) which won from a fleet of the world's largest and finest ocean-going yachts, the ocean race from Sandy Hook to the Needles, for the famous Gold Cup presented by the German Emperor."(2) In 1913 Gardner designed under the New York Yacht Club Rule the J-Class boat Vanitie, Launched in June, 1914. "Vanitie competed against the now famous America's Cup boat Resolute in trials, "...winning the initial encounter with ease." "...and by the end of the season's races of 1927 proved that she could out sail the Resolute, establishing herself as the fastest boat in the world."(2)

While these huge yachts brought him popular recognition, "...it is the performance of his smaller yachts that stamped him as one of the leading naval architects of the world."(2) In 1906 William Gardner designed the 17-foot keel sloop Bug Class. In 1911 he designed the first and for decades the only International One-Design racer, the aptly named Star Class, which is still an active racing class on its own today as well as being an Olympic Class. Numerous other one-design classes were to follow, such as the Shrewsbury, Islip, Larchmont-Interclub, Bayside Birds, Southampton, Deven, Larchmont Boats, Southport, and Victory classes.

Gardner built six Q-Boats under the Universal Rule: Manhasset(Spider), Princess, Siren(Gray Jacket), Intruder(Alice), Arvia and VIRGINIA. VIRGINIA is the only remaining Q-Boat William Gardner designed. He also produced with much success, numerous designs in the various other classes of yachts under the Universal Rule.(1)(2)

In addition to sailing yachts, Gardner produced numerous steam yachts and over 20 significant 20 merchant vessels including tugs, side-wheelers, ferryboats, barges, and steamships.(2)

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THE SIGNIFICANCE OF THE Q-CLASS YACHTS

The Q-Class yachts were built from about 1904-1940, under the Universal Rule developed by the "Wizard of Bristol" Nathaniel G. Herreshoff. The type also rated as Q-Class under the similar Massachusetts Bay Rule and ultimately the Cruising Club of America, (Pacific Coast Class) rule. Each of these rules was a measurement racing handicap formula, in the manner of today's Meter boats and Ton Class boats. "One of the staunchest supporters of the Q-Class for many years was L. Francis Herreshoff, a son of the famous Bristol designer Nathaniel G. Herreshoff and a naval architect of distinguished ability and originality."(1)(2) Nat Herreshoff designed several Q's, including the first two that were built, none of them however, have survived.

"One of the first results of the standardization of measurements of racing yachts in America, by which they were given specific ratings in alphabetical order according to size, was the introduction of the Q-Class".(2) "Just after the turn of the century, competitive yachtsmen in the New York area began commissioning designs for Universal Rule yachts of a size more manageable than the massive yachts of America's Cup fame."(6)

The Q's represented a major step in the transition from the huge prohibitively expensive yachts of the previous decades, to a more commonly accessible type. They were instrumental in reducing the costs of yacht racing because of their modest size and construction, making them affordable to the rapidly growing middle class in our country's expanding economy, who suddenly had the leisure time to enjoy yachting. "They cost 25% less than boats of the same amount of headroom and cabin capacity designed under the International or European rules.(2)

The Q-Class was a significant pivotal type in the evolution of yacht racing and yacht rating concepts. They represented radically changing ideas in yacht racing, first the concept of rating by accepted time allowance (handicapping), and later, due to their competitiveness, segregated racing as a distinct class within the Universal Class.

The Q's ushered in a new design and construction for racing yachts - no bowsprits or boomkins and of a size that allowed them to be raced by a crew of four or five while three or even two men could sail them easily for recreation. These Q's were the lean, racing machines of the day, having no features of comfort beyond the necessary; and they were wet to sail, a feature which remains an integral part of competitive yacht racing today.

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The Q-Class yachts were "...considered the rule beaters of their day".(6) "Old timers of the period called them rule cheaters by reason of the considerable time their dimensions earned them over yachts of an earlier build."(3) "Their small size earned them such handicaps that brought forth protests on their suitability for such long hard races as the Mackinac."(3) There were often disputes about their ratings and the protesting yachtsmen had them measured and re-measured, finally it being resolved by the Universal Rule Association to have all yachts required to be measured once every two years. But the Universal Rule sloops "...proved their true speed and seaworthiness, and compelled the acknowledgment that even if they had been developed for the purpose of gaining time in allowance, they were real ships in all sorts of weather."(3) In fact in 1925, one of the years VIRGINIA won the 320 mile Chicago to Mackinac race, the yachts faced a gale which forced over half the fleet to drop out of the race.

By 1921 the Q's had become so popular and notorious for winning on Lake Michigan that the Universal Rule Association "Resolved: That the present rating rules of the Lake Michigan Yachting Association put in effect so that all Universal Rule boats be segregated and such boats classified in separate divisions." The Lake Michigan Yachting News reported that the association proposed this because "...an injustice is bound to occur when boats of such different design are compelled to compete in a single group under the present rules."

Of the known original 66 boats in the Q-Class, sixteen or less remain, of which only four are on the West Coast and about 12 elsewhere, VIRGINIA very possibly being the oldest.(1)

CAREER OF VIRGINIA

In 1913, newspaper writer, artist and founder of the Vitagraph film company Stuart Blackton of Seagate, Long Island, commissioned William Gardner to draw up plans and build a yacht competitive in the Q-Class under the Universal Rule and the vessel was constructed at the Wood & McClure shipyard on City Island, New York, launched on May 4 and christened VIRGINIA after his daughter. Rudder magazine June 1913 did a feature on VIRGINIA's launching. Blackton was mainly very involved in motorboat racing and VIRGINIA is the only sailboat he ever owned according to his daughters biography of him. Blackton earned and lost a fortune in business several times in his career and it was during one of his down times that he sold VIRGINIA.

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From 1916 to 1918, VIRGINIA was owned by R.B. Budd of Port Washington, Long Island. Budd sailed the boat to 1st place in one of the races during Larchmont Race Week on Long Island Sound, an event which attracted over 100 boats. In this era, a boat her size was considered a "knockabout". She raced with some very interesting competitors in similar "knockabouts". Cornelius Shields skippered his Larchmont Inter-Club, Barbara and also sailed the N.Y. 30-footer, Okee III. Cornelius Vanderbilt Jr. raced in his 30-footer, Comet.

VIRGINIA was owned briefly in 1919 by L.G. Northrup of Buffalo, New York.

In 1920 VIRGINIA was brought to Lake Michigan by John F. Corcoran of Chicago, Illinois, Commodore of the Jackson Park Yacht Club, where the Q-boats yachts were becoming very popular racing as a class.

In 1921, Carlos Alling, also of Jackson Park Yacht Club, acquired VIRGINIA and raced her extensively with much success. The Lake Michigan Yachting News reported that "For the first time in the history of Chicago Yacht Club's famous race to Mackinac Island, the prize was won by a yacht representing another club." In fact the Q's captured the first four places. The racing among the Q's was close and "VIRGINIA beat the Q-boat Chaperon by the smallest corrected time margin recorded to date, 2 minutes, 7 seconds."(3) Carlos Alling owned VIRGINIA through 1922.

J.A. Hadwiger purchased VIRGINIA in 1923 and that year the boat again won the Chicago-Mackinac Cup and brought it back to the Chicago Yacht Club.(3)(7) [The Lake Michigan Yachting News reported that following the race, Hadwiger "...purchased a beautiful sculptured plaque by noted American sculptor Charles Haag as a permanent trophy for an annual race open to all Q-Class boats of either gaff or marconi rig, an action which emphasized the sportsmanship of this popular yachtsman". The Virginia Cup race was held for the Q-Class championship of Lake Michigan in a three race series hosted by the Chicago Yacht Club, and was raced regularly at first then intermittently until being finally discontinued in 1987 due to a lack of Q's being left in competitive condition on the lake.(5) The Virginia Cup Trophy is currently on display at the South Shore Yacht Club in Chicago].

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In 1925, J.A. Hadwiger again skippered VIRGINIA to 1st place in the 320 mile Chicago to Mackinac Race. "The 1925 race will always stand as one of the most grueling and punishing contests in its history." reported the Lake Michigan Yachting News, and furthermore stated "That the little Q-Boat VIRGINIA should win the race can only be considered as an outstanding triumph for the seaworthiness of this fine little ship, and for the men who sailed her."

"Hadwiger was apparently very attached to VIRGINIA and sailed her on Lake Michigan until his death in 1947. George Harvey, one of the regular crewmembers of the early 1920's writing to one of the boats owners about 1975 said that "As far as I know there are no records of the activities of the boat from 1926 to 1946."(1) The Yacht Club records had been destroyed in a fire.

When Hadwiger's estate was liquidated, VIRGINIA was sold to C.A. Newell of Seattle, Washington and shipped by rail to Puget Sound. Reports in Yachting Magazine throughout the 50's and 60's show VIRGINIA winning Corinthian Yacht Club's Paschall series several times. From 1947-1968, VIRGINIA raced under several different owners in the Pacific Northwest - 1952-1962 by Richard Cahan of Seattle, Washington, 1963-1967 by Raymond Rishil of Seattle, Washington, and 1968-1971 by Robert G. Nelson of Lynwood, Washington.

In 1971, Robert Nelson sailed VIRGINIA to Southern California and sold her to Dale & Darcy Hall, Ken Mires, and Gerald Kinsey of Newport Beach, California who formed a partnership, purchased VIRGINIA and in 1974 drydocked her for extensive maintenance over eight months time. Hall and crew raced VIRGINIA avidly following her re-launching in 1975, winning many regattas that year, including the MacCameron Jones Series and the Marina Del Rey to San Diego Race where she won 1st place, PHRF Class-A, turning at the buoy off San Diego with the IOR Class-A boats and in 1979 they won 1st place in the Doublehanded Around Catalina Island Race.

In 1980, Dale Hall sold VIRGINIA to William McCarty of San Diego, where she remained and was cruised on the San Diego Bay until 1984, when Hall, felt that due to the boat's historic significance, she required significant care and in consequence, he donated the boat to the Nautical Heritage Society at Dana Point, California.

Since 1984 VIRGINIA has been used as an historic vessel maintenance project, while remaining fully functional and engaging in ocean racing and traditional sail training for the Nautical Heritage Society.

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VIRGINIA had a successful racing year in 1989, her 76th. In April VIRGINIA was 3rd Place in Ancient Mariner Class on the 120 mile Newport to Ensenada race. In May VIRGINIA was 2nd Place at the Ancient Mariner Sailing Society Regatta on San Diego Bay. During the summer, VIRGINIA was 1st Place in several local regattas, plus two 1st's and two 2nd's in the Dana Point Series. In September, VIRGINIA was 1st Place at the Newport Wooden Boat Regatta for the second year in a row, and was 1st Place in the Long Beach to Dana Point Race. In November, VIRGINIA was 1st in Class and 1st Overall in the three race Mission Series at Dana Point.

In April 1990 VIRGINIA won 1st Wooden Boat to Finish and First Place in Ancient Mariner Class in the 120 mile Newport to Ensenada race. VIRGINIA's racing accomplishments soon after the Ensenada Race included a 2nd Place in CpBYC Ocean Racing Series #1, a 1st Place in DPYC Dana Point Series #6, and 3rd Place in Dana Point Series #7. In the fall, VIRGINIA won 1st Place on the 110 mile Marina Del Rey to San Diego Race and 1st Place in the CpBYC Ocean Racing Series #4. Daniel Heagney and Bruce Biggs took 2nd Place in the challenging 90 mile Crew of Two Around Catalina Race. The season was concluded by VIRGINIA taking 2nd Place in the Dana Point Harbor Championships, 1st Place in the Year End Regatta, and 2nd Place in the Christmas Regatta.

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National Register of Historic Places
Continuation Sheet

Section number 8 Page 9

NOTES

- (1) History of VIRGINIA and the Q-Class Yachts;
Research on file at the Nautical Heritage Society
24532 Del Prado, Dana Point, California 92629
- (2) Sailing Craft;
Edwin J. Schoettle,
The Macmillan Company, 1942 (pgs.291-317)
- (3) There Will Always Be a Mackinac Race;
Donald F. Prather,
D F Keller & Company, Chicago, 1925 (pgs.128-218)
- (4) Wooden Boat Magazine;
Issue #85 Nov/Dec. 1988 (pg.78)
- (5) Marine Survey Reports on VIRGINIA;
Reports for the years 1972, 1975, 1982, and 1984-1990,
Data on file at the Nautical Heritage Society
24532 Del Prado, Dana Point, CA 92629
- (6) VIRGINIA Begins a New Life;
Elyse Minty Curwen,
Waterfront Magazine, July 1984
- (7) Lloyds Register of Yachts;
Published Annually

9. Major Bibliographical References

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 # _____

See continuation sheet

Primary location of additional data:

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

Specify repository:

Nautical Heritage Society

10. Geographical Data

Acreage of property Less than one acre

UTM References

A

1	1	4	3	4	7	0	0	3	7	0	2	5	0	0
Zone			Easting					Northing						

B

Zone			Easting					Northing						

C

Zone			Easting					Northing						

D

Zone			Easting					Northing						

See continuation sheet

Verbal Boundary Description

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

See continuation sheet

Boundary Justification

The boundary encompassing the entire area of VIRGINIA as she floats at her berth.

See continuation sheet

11. Form Prepared By

name/title Eric G. Christman, Director of Information Management
organization Nautical Heritage Society date December 19, 1990
street & number 24532 Del Prado telephone (714) 661-1001
city or town Dana Point state CA zip code 92629