

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Schooner Schooner Zodiac; California
and/or common Schooner California

2. Location

street & number Mobile Currently moored at Lake Union Dry Dock not for publication
city, town Seattle vicinity of congressional district 1st-Joel Pritchard
state Washington code 053 county King code 033

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> n/a being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name The Vessel ZODIAC Corporation
street & number 239 39th Avenue East
city, town Seattle vicinity of state Washington 98122

5. Location of Legal Description

courthouse, registry of deeds, etc. Vessel Documentation, U.S. Coast Guard (Registration #223755)
street & number Pier 36
city, town Seattle state Washington

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no
date n/a federal state county local
depository for survey records n/a
city, town n/a state n/a

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		n/a

Describe the present and original (if known) physical appearance

CALIFORNIA is a two-masted schooner of sturdy construction and graceful design. She is 126 feet 10 inches length overall, 25 feet 2 inches abeam, and draws 14 feet 6 inches of water. Her original design was as a "racing-fisherman" type, gaff-rigged and with a bowsprit. She carried a main, fore, staysail and jib. Though sailed primarily baldheaded, she was capable of carrying topmasts and sails.

In the early '30's her midships cabin was removed and a large pilot house added astern, containing the relocated helm and a ladder descending into the main lounge. Two large tanks were installed just forward of this pilot house, each holding 500 gallons of water. A low house was installed amidships over a 300 horse power Enterprise six-cylinder Diesel. A Kohler 7½ AC generator was added, along with a 2-71 DC generator. These changes followed the sale of the vessel in 1931 to the San Francisco Bar Pilots.

Her main lounge contains eight semi-enclosed berths designed to give the Pilots a modicum of privacy. Settees run the length of the lounge on either side below the bunks, and a heavy table with sea rails and attached benches is secured to the deck between. An enclosed head with pump action comode and a sink are just forward on the port side.

The entry to the galley is to starboard. The galley fills the breadth of the ship, and has an oak table with three swivel chairs on its inboard side and a padded built-in settee on the outboard side along the hull to starboard. Two refrigerators are bolted to the deck on either side of the mainmast. Counter space and cabinets are built-in along the hull to port. A propane stove is built against the counter forward.

The engine room is just forward of the galley, and is reached by either a door through their shared bulkhead, or a passageway running off to starboard. The passageway offers access to storage compartments and conceals fuel tanks against the hull to starboard. A low deckhouse over the engine room gives additional headroom above the engine.

Another head with comode, sink and shower is enclosed just forward of the engine room. To the port and forward of it are two two-bunk staterooms, each measuring less than seven feet long by six feet wide. A short passageway skirts the foremast just forward of the head, leading into the four-bunk open fo'c'sle. A single bunk stateroom parallels the passageway to starboard. A ladder leads out from the fo'c'sle through the forward hatch.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1924

Builder/Architect Hodgdon Brothers Shipyard/William Hand, Jr.

Statement of Significance (in one paragraph)

The Schooner CALIFORNIA, built in 1924 as the ZODIAC, began its career as a luxury sailing craft, but spent most of its active service as a pilot boat off San Francisco Bay. She was the product of William Hand, Jr., and although many of the appointments of Hand's ZODIAC disappeared in the adaptation of the schooner to pilot work, the CALIFORNIA remains today largely as she was in 1972 when she was sold by the Pilots. The CALIFORNIA is thus significant for its association with a noted naval architect and forty years labor assisting vessels through the Golden Gate.

The circumstances of CALIFORNIA's design, construction and occupations are woven through the fabric of the twentieth century. As ZODIAC, the schooner was designed to reflect the highest achievement of naval architecture under working sail. She was conceived at the juncture of two dying eras: sailing technology had reached its zenith, while the burgeoning industrial system had created a class of men able to afford the luxury of endless sport. Diesels destroyed the age of sail, while the crash of '29 effectively ended the economic order which had supported the giddy days of the great schooner yachts.

Built in 1924 as the ZODIAC, she was the largest vessel designed by the renowned naval architect, William Hand, Jr. Hand was one of the primary developers of the V-bottomed hull, and is best known as the foremost designer of motorsailers. ZODIAC was his concept of the perfect "racing-fisherman", a schooner type favored by the cod-fishing fleet concerned with a speedy and, therefore, lucrative journey back to market. She is one of the few vessels of this type still afloat. Most, like the renowned Canadian fisherman, BLUENOSE, have been lost to the sea or to ship-breakers.

Like most Hand designs, the schooner was built in the Hodgdon Brothers Shipyard in East Boothbay, Maine. Her young owners were Robert Wood Johnson and J. Seward Johnson, heirs to the "Band-Aid" fortune. They used her in a cruise to Labrador, sailing as far north as Natchoak, visiting the Grenfell and Moravian Missions along the way. In 1928, they entered her in a Transatlantic race from New York to Spain. Slack winds marred the race, allowing small sailing craft running a similar race to beat all the great yachts entered. The heavy ZODIAC finished a dismal fourth.

In 1931, she was sold to the San Francisco Bar Pilots. Their task was to stand off the "heads" - a roughly defined area of water nine miles beyond the Golden Gate - and transfer a pilot to incoming ships to guide the stranger safely into port. The process was reversed for vessels leaving the Bay. The pilots changed the schooner's name to CALIFORNIA, added a large cabin to her stern and completely remodeled her below decks. She was the largest schooner ever operated by the San Francisco Bar Pilots and she worked in that capacity through war and peacetime until 1972.

9. Major Bibliographical References

"The Rudder", ZODIAC: A Hand Schooner, March 1924.

"The Wooden Boat", William Hand: The Evolution of an Architect, Maynard Bray, Jerry Kirschenbaum & Jon Wilson. Part I-May/June 1979, Part II-July/August 1979.

10. Geographical Data

Acreege of nominated property Less than one

Quadrangle name Seattle North

Quadrangle scale 1:24,000

UMT References

A

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

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

Only the vessel itself is included in this nomination. Locational information above is for moorage only.

List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state n/a code county code

11. Form Prepared By

name/title Kathleen McKoon-Hennick Marine Carpenter/Sometimes Writer

organization n/a date

street & number 16554 18th Northeast telephone (206) 367-0158

city or town Seattle state Washington

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title Jacob E. Thom date 3/24/82

For HCRS use only

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

Entered in the National Register

Keeper of the National Register

date 4/29/82

Attest:

date

Chief of Registration

**United States Department of the Interior
Heritage Conservation and Recreation Service****National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

received

date entered

Continuation sheet

Item number 8

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During her tenure on the bar, the schooner was occasionally struck by the huge clumsy ships she aided. Three times her sharp bow was sheared off. Once she was grounded inside the Bay. Still, she faithfully returned to her stations until the pilots replaced her with a small efficient power launch in 1972. She was the last sailing vessel to serve as a pilot ship in the United States.

A group of sailing enthusiasts bought the CALIFORNIA in 1978, formed The Vessel ZODIAC Corporation, and are currently attempting to put the vessel back into good sailing order. Their goal is to employ her as a contract research ship, thereby taking advantage of the clean self-sufficiency such a vessel can offer to atmospheric and oceanographic scientists.