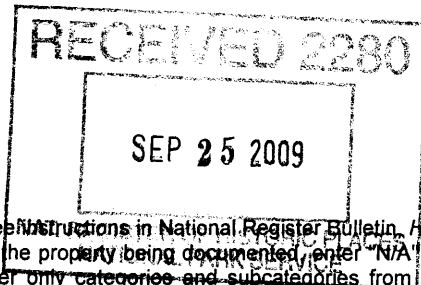


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

878



This form is for use in nominating or requesting determinations for individual properties and districts. See Instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name "Bagheera"
other names/site number "Beacon Rock"

2. Location

street & number Maine State Pier, Commercial Street not for publication
city or town Portland vicinity
state Maine code ME county Cumberland code 005 zip code 04101

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

 national statewide X local

[Signature] 9/21/09
Signature of certifying official Date
State Historic Preservation Officer Maine Historic Preservation Commission
Title State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. 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] 11.4.09
Signature of the Keeper Date of Action

"BAGHEERA"

Name of Property

CUMBERLAND COUNTY, MAINE

County and State

5. Classification

Ownership of Property (Check as many boxes as apply)

- X private
public - Local
public - State
public - Federal

Category of Property (Check only one box)

- building(s)
district
site
x structure
object

Number of Resources within Property (Do not include previously listed resources in the count.)

Table with 3 columns: Contributing, Noncontributing, and Total. Rows include buildings, sites, structures, objects, and a Total row with values 1 and 0.

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

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions (Enter categories from instructions)

TRANSPORTATION / Water Related

Current Functions (Enter categories from instructions)

TRANSPORTATION / Water Related

7. Description

Architectural Classification (Enter categories from instructions)

Other: Auxiliary Schooner

Materials (Enter categories from instructions)

foundation: WOOD

walls: WOOD

roof: WOOD

other: SYNTHETICS / FIBERGLASS (Deck)

CLOTH/CANVAS (Sails)

WOOD (Masts)

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The two-masted schooner *Bagheera*, formerly *Beacon Rock*, bears the United States Coast Guard Registration number 224017, and is a historic vessel homeported at the working waterfront in Portland, Maine. Presently, the *Bagheera* is owned by the Portland Schooner Company and, along with the *Wendameen* (NR 92000273), operates as a commercial passenger vessel offering day trips through Casco Bay. Both *Bagheera* and *Wendameen* are berthed at the Maine State Pier, located off Commercial Street in Portland, Maine. The vessels at the adjacent piers include transit ferrys, commercial fishing trawlers, and recreational motor and sailing vessels, while the piers themselves are populated with a mixture of chandleries, fish exchanges, warehouses, restaurants, offices, and retail establishments. Designed in 1924 by the naval architect John G. Alden (design number 226), and modified in the interior just four years later, this wooden vessel retains her original lines, rigging, and a large portion of her historic workmanship and materials.

Narrative Description

Built as a cruising yacht for a private family in 1924, *Bagheera* is a wooden, single-hulled, two-masted Auxiliary Schooner. Her registered length is 48.5 feet, her overall length is 72 feet and she carries 55 and a half feet on the deck. Her registered beam is 14 feet 2 inches, the draft is 7 feet 6 inches, and she is registered at 16 net tons (21 gross tons). The schooner has a white oak frame, long leaf yellow pine planks and yellow pine floor and ceiling. She has mahogany rails and her bowsprit and spars are sitka spruce. Originally built with a teak deck, that surface has been replaced with a fiberglass deck over plywood, which rests on oak deck beams. The vessel's hull has been painted black since approximately 1928, when she received her current name.

Bagheera was built as a two-masted, gaff rigged Auxiliary Schooner. The masts measure 44' fore and 54' aft and are thought to be Oregon Pine. The original gaff rig was replaced with a Marconi rig in 1948, and the vessel sailed under this configuration until 2004 when the sail plan was restored following John Alden's original design plan. It is now as close to original as the U.S. Coast Guard regulations will allow. The rigging is wire rope. She generally flies a jib and a fore staysail, a foresail, a main topsail, and a mainsail representing 1689 square feet of canvas. When built the vessel carried a 4 cycle, 2 cylinder 6x6 Frisbie 20 horsepower gasoline engine which powered a single screw.¹ The engine was replaced c. 2000 with a 82 horsepower Westerbeke 82B4 diesel. Belowdecks is a battery bank, radio and hand-held GPS system. *Bagheera* is outfitted with neither radar nor a chart plotter.

The deck is punctuated by two cabin trunks, one forward but abaft the foremast, the other aft of the mainmast. The forward trunk is the narrower but longer of the pair; it has recently been re-built and is now several inches higher than originally designed, but nonetheless still features Phillipine mahogany side panels and the original butterfly and porthole windows. The rear trunk contains a steep companionway with a sliding hatch cover (forward) that leads down to the passageway between the cabins, a second sliding hatch cover over the location of a former companionway (ladder removed) to the engine room, and two additional window hatches located over the after (or master) cabin and the engine room. Further aft, the cockpit is lined in teak and contains what appears to be the original wheel, decorated with intricate inlay, connected to a Edson #1 worm gear rudder control. The binnacle also appears to date from 1924. Another hatch, forward of the foremast, provides access via a companionway, to the forecabin. This forward cabin once housed sleeping quarters for crew (including a pipe berth), but the insertion of a bulkhead required by the Coast Guard has truncated the space, which is now dedicated to storage. Between this hatch and the bowsprit is the capstan. Recent additions to the deck include the metal stanchions and a boom kin, left over from when rigging of the vessel was altered in 1948.

Interior

¹*Beacon Rock* Index card, Robert B. Rice Collection, Boothbay Regional Historical Society, Boothbay Harbor, Maine.

The hold is divided into the engine room, after cabin or master cabin (aft), the head, companionway and small captain's office (distributed around the base of the mainmast), the main cabin and galley at midships, and the forecastle and bulkhead (fore). The position of the wall between the engine room and aft cabin was moved fore in 1928 and as a result the three berths divided between two small rooms were reduced to one usable berth, two short berths and one cushioned settee, all in one cabin. The main cabin has four berths, the lower of which double as settees. The interior walls are constructed of painted vertical and horizontal pine boarding (some is beaded board). The head contains a flush and sink but no shower, and across a passageway from the head is a small enclosed office with a Dutch door and a window into the main cabin. The galley, at the fore end of the main cabin, contains a two-burner stove, two-bay sink and ample counterspace arranged in an "L" shape. Three large wall mounted coolers are set on the port wall between a pair of recessed, glass front lockers. Trim is executed in mahogany throughout the main cabin and master cabin, and significant period features include two panel doors on the head and master cabin, original portholes, lockers and rails, and built in shelves and dresser in the master cabin.

The owners of *Bagheera* retain two sets of cabin plans by John Alden for the vessel. The first plans, entitled "No. 226 B Auxiliary Schooner Cabin Plan" depicts a main companionway descending from the back of the aft cabin trunk into a passageway that separates a single berth on the starboard side from a stateroom with an upper and lower berth on the port side. The second set of plans "Atered Cabin Plan Aux. Scho. "Beacon Rock"" depict the current interior configuration, with the aft companionway replaced by a steep ladder into the engine compartment, the engine room wall moved fore, and the starboard and port berths united within a master cabin. On this plan appears the current main companionway, which accesses the shortened passageway fore of the master cabin. This plan is dated 1928 and reflects the remodeling undertaken by the vessel's second owner, alterations that were also designed by John Alden. Comparison between the published plans for *Bluewater* and the plans for *Beacon Rock* suggest that there were minor, original variations between the two vessels built from design 226.

Several of the appliances (stove, coolers, sink) were updated in 1986.

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)

Property is:

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

ENTERTAINMENT / RECREATION

Period of Significance

1923 - 1948

Significant Dates

1923-24

1928

1929-38

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Alden, John G. (1884-1962) Naval architect.

Rice, Henry (1873 - 1959), builder

Period of Significance (justification)

The period of significance starts in 1923-24, and under Criterion C reflect the dates of her design by John G. Alden and construction at the Rice Brothers Shipyard in East Boothbay, Maine. The period of significance ends in 1948 when the sail plan of the schooner changed from gaff rig to Marconi rig to accommodate a physical handicap of the owner at that time. (The sail plan has since been restored.) During this period the Bagheera won several Yacht races, including the Chicago-Mackinac Race in 1929 and 1932, for which she achieves significance under Criterion A.

Criteria Consideratons (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The two-masted Auxiliary Schooner *Bagheera* is a trophy-winning cruising yacht with a noteworthy racing record, designed by the master naval architect John G. Alden, and built at one of Maine's well known East Bootbay wooden shipyards. Constructed in 1924 for the scientist Marion Eppley, the yacht was one of two wooden vessels built simultaneously by the shipyard following Alden's Design # 226 for a 55 1/2 foot Auxillary Schooner with a gasoline engine and gaff rig.¹ Originally named *Beacon Rock* and homeported in Newport, Rhode Island, the vessel was sold in 1928 to Robert P. Benedict who painted the hull black and renamed the vessel *Bagheera*. Benedict moved the yacht to Chicago where she started a lengthy racing career on Lake Michigan, most notably winning the Mackinac Race twice. With the exception of a six-month stint as a training vessel during World War II, *Bagheera* remained in private hands through 1986, when she was outfitted as a charter in San Francisco, California. Now berthed in Portland, Maine, just 36 miles south of the Rice Brothers Shipyard in which she was built, *Bagheera* functions as a commercial schooner offering day trips in Casco Bay. Unlike many other historic wooden vessels (including several listed in the National Register or as National Historic Landmarks), the interior of *Bagheera* has not be redesigned to provide overnight accommodations for commercial clients. As such she retains a high degree of integrity of design, materials, and workmanship reflecting her racing configuration and use as a private yacht. *Bagheera* is eligible for listing in the National Register of Historic Places at the local level of significance under Criterion A, in the area of Entertainment and Recreation, in recognition of her historic racing significance, and under Criterion C, as a little altered example of a type of cruising yacht designed for speed and stability by one of the master designers of early 20th century wooden vessels, John G. Alden.

Narrative Statement of Significance (provide at least one paragraph for each area of significance)

Criterion C: Design

John G. Alden (1884 - 1962) was born in Troy, New York, but his early interest in sailing craft appears to have evolved during summers spent at Sakonnet, Rhode Island. In 1902, the family having since moved to Dorchester, Massachusetts, Alden set out to find training in the field of naval architecture. His first short-lived experience was in the office of Edward Burgess, and subsequently he was employed by B. B. Crowninsheild, both of whom were noted designers. The latter relationship lasted for some six years until, in 1909, Alden established his own office. As described by authors Robert W, Carrick and Richard Henderson in John G. Alden and His Yacht Designs the following years were difficult ones with little business. Although there are 80 designs by Alden between 1906 and 1918, only about 45 of these appear to have been built and/or sold.

After World War I Alden's reputation began to grow. This occurred in part due to an increase in the popularity of amateur yacht racing among the leisure class. This activity spurred designers to fashion a new hybrid style of yacht, one that could provide comfortable (if not luxurious) private accommodations but also be competitive on the racing circuit. This trend is aptly put in contact by Harrick and Henderson in the following passage:

"...the small yachts of [the early 1900s] were generally fully canvased, long-ended, low-freeboard, fast types designed for semiprotected waters (not many small racing craft went to sea then), or else they were relatively sluggish seagoers such as those designed by Colin Archer or Jack Hanna. However, there gradually developed an interest in dual-purpose yachts, those that could be taken to sea yet were fast enough for occasional racing. Yachtsmen were becoming interested in offshore sailing partly as a result of the exploits and writings of men such as Claud Worth, William Nutting, Harry Pidgeon, and especially Thomas F. Day, the colorful editor of *The Rudder*. At the same time, newly formed or revived offshore races such as the Bermuda, 'round Cape Cod, Transpac, and Mackinac races helped create a demand for boats that were both fast and able. The fisherman-type yachts developed by Alden (and to a somewhat lesser extent by William Hand, Starling Burgess, and a few others) seemed to fit the bill almost perfectly, for they were seaboats with a turn of speed. The success of these craft helped fuel a further demand for fast seagoers, and this brought the Alden firm plenty of business before the Depression years and beyond. (Page 73.)

¹226A. *Bluewater* was built for Melville R. Smith of New York., and renamed La Dahama in 1935.

Alden's career lasted until his retirement in 1955, although his biographers note that his active interest in the business began to wane some years before. By then, however, his position as one of America's greatest yacht designers had been secured, in part due to the popularity and racing successes of the Malabar Schooner cruising yachts he designed during the 1920s.

Designed as his own personal water craft, Alden produced the first of these two-masted schooners in 1921, and from then on designed one a year through 1930. Long influenced by working fishermen's schooners, and also by the Friendship Sloops designed by Charles A. Morse in Thomaston, Maine, Alden worked with Morse and his shipyard to design the first five vessels in the series. (The remainder were built in East Boothbay, either at the Hodgden Brothers shipyard (VI, VIII, IX, X) or by Reed and Cook (VII)). The design of each vessel built on the strengths of the previous, with a gradual lengthening of decks and increase in the relative size of the foresails and foretriangles. Throughout the series Alden tinkered with the boats' lines, keel and ballast, deck, cabin and stateroom configurations, and the size and configuration of the gaff rigged sails. *Malabar IV*, built in 1923 was the first to be designed to accommodate paid crew, while *Malabar V*, built in 1924 was the first of the series to carry an engine.

The Malabar schooners quickly and decisively cemented Alden's role as a top designer within yachting circles as his vessels came to dominate the racing circuit. *Malabar I* came in 4th in a fleet of 22 boats in the 1923 Newport to Bermuda Race and *Malabar II* finished third in the Brooklyn Challenge Cup in 1922. In 1923 *Malabar IV* won eight races in eight starts, including the first New-London to Bermuda race. According to Carrick and Henderson "*Malabar IV* became the first boat of the line to gain wide recognition, and she started her designer down the road to fame as an ocean racer." (P. 43.) *Malabar VII* also won the Bermuda Race in 1926, as did *Malabar X* in 1932 - a year in which the first four places were taken by Alden designed boats. *Malabar V* also won eight out of eight starts in 1924 (but did not compete in the Bermuda Race), but the next in the series, *Malabar VI*, although fast, did not spend much time on the racing circuit. *Malabar VIII* won several races under Alden, as did the ninth in the series. In addition to winning the 1932 Bermuda Race, *Malabar X* had wins or top showing in multiple other races, including the Cape May Race of 1931.

It was within the course of refining the Malabar series that Alden penned his 226th design, that for a 55½ foot two-masted auxiliary schooner.² From this design were produced two vessels, both by the Rice Brothers Shipyard of East Boothbay. The first as *Blue Water* (renamed "La Dahama" in 1935, no longer extant), commissioned for Melville R. Smith of New York City. The second (#226B) was built for Marion Eppley of Newport Rhode Island and named *Beacon Rock*. According to records of the Rice Brothers Shipyard the keel was laid down for the *Beacon Rock* in January 1923. The Coast Guard abstract of title indicates that the completed vessel was sold by John G. Alden to Marion Eppley of Newport Rhode Island on August 2, 1924.

As a vessel designed to meet the specifications of a client Bagheera was longer and wider in comparison the first eight of the Malabar-series, but in her design can be seen several of the modifications that Alden had, or would soon, employ in his own boats.³ Like the earlier Malabar IV, design # 226B, included a forestaysail, and also provided space for crew. The provision for auxiliary power via a gasoline engine and a single screw was first included in *Malabar V*, which like *Bagheera* was completed in 1924. Also like the fifth Malabar, *Bagheera* was designed with lots of locker space, a large main cabin separated from the galley by a door (now removed), and pipe berths in the fo'c's'le. Side by side comparisons of the sail plan also show a marked similarity between the two vessels. One point of departure, however, was that Malabar V had a single deck cabin, while Bagheera had two: however, this feature was used by Alden in his sixth Malabar, which was produced the following year. Interestingly, after *Bagheera* was purchased by Robert P. Benedict in July of 1928 the new owner made several modification to the interior design which once completed essentially mimicked the interior layout of *Malabar VI*, minus the small stateroom across from the galley and in the fo'c's'le.

It appears clear that Eppley chose the Alden vessel in part because of its similarity to the Malabar vessels, which were the top of the line cruising/racing yachts at the time. Indeed, after Eppley sold the *Beacon Rock* to Robert Benedict in 1928, the *Lake Michigan Yachting News* column for the Jackson Park Yacht Club in Chicago reported "the latest

²(Malabar V, completed in 1924, was design number 215 and Malabar VI, completed in 1925, was design number 248)

³Not until *Malabar IX* was built in 1929 did the length increase past 55 feet.

addition to our harbor is the *Beacon Rock*, a big Malabar brought from the salt water by Bob Benedict." (September, 1928, p. 32. Emphasis added.)⁵

It would be difficult to underestimate the historic importance of shipbuilding in the state of Maine, and within the state, East Boothbay was, along with Bath, and Waldoboro, one of the most important and long lived centers of the industry. Literally tens of thousands of vessels were produced in East Boothbay during the 20th century alone, and the region is known world wide for the quality of its craft, especially the wooden boats and yachts. The Rice Brothers Shipyard was founded in 1892 by Frank, William and Henry Rice. Frank left the company to start his own yard in 1903. During the first two decades of the 20th century the shipyard produced numerous boats designed by B.B. Crowninshield, including the Dark Harbor 17's starting in 1908 (when Alden was still associated with Crowninshield).

In 1924 the Rice Brothers shipyard was one of at least four major shipyards located in the village of East Boothbay. Among the others were the Adams Shipyard and Hodgdon Brothers Shipyard, both of which had built vessels for Alden in the recent past. Whereas Hodgdon Brothers focused on yachts in the 1920s, the Rice Brothers were more diversified, working both in wood and steel, on commercial fishing vessels large and small, and often taking Navy or Coast Guard Commission. Alden first used the Rice yard to build eleven small (19 feet on deck) knockabouts known as the Stamford One-Design for the Stamford Yacht Club in 1916. That same year he had the Rice Brothers build one of his earliest power boats, the *Grosbeak*, number 72. After the *Beacon Rock* and the *Bagheera* Alden returned to the shipyard to build two diverse boats in 1926: the double-ended auxiliary yawl *Thumbcap* (# 297) and the 126 foot gaff-rig, steel-hulled schooner *Starling*, (# 284), which was outfitted with a grand piano in the salon. The final Alden design built at the yard was the 1938 construction of the steel fire boat, *Dozorniy* for the city of Vladivostock, Russia, which was a twin of the Portland fire boat launched in 1931. During the Second World War Rice Brothers built 13 vessels for the Navy, including several 110-foot subchasers and mine sweepers. The yard built hundreds of vessels out of wood, steel and aluminum before it closed 1956. William Rice stayed until the end of the Second World War, and Henry Rice retired in 1956. By one estimate, the Rice Brothers Corporation, between 1891 and 1956 built "Over 3,200 boats of every type imaginable, from eight foot aluminum row boats to 152 foot, 341 ton steel trawlers." (Hussey and Rice, p. 1.) While the Rice Brothers Corporation folded after Henry's retirement, their site is currently occupied by the next generation in the field, Washburn and Doughty Shipyard.

Criterion A: Entertainment and Recreation

Details about *Beacon Rock* racing history while owned by Marion Eppley are sketchy. According to tradition, *Beacon Rock* raced in at least one Bermuda Race, either 1926 or 1928, but the details are not readily available. What is well documented, however, is *Bagheera's* success on the Great Lakes. In both 1929 and 1932 the black hulled boat won the Cruising Division of the prestigious 331 mile Chicago to Mackinac race sponsored by the Chicago Yacht Club on Lake Michigan. In 1931 and 1934 Benedict and *Bagheera* won the Belmont to Milwaukee Race. Between 1929 and 1934 *Bagheera* won at least eight trophies for races sponsored by the Chicago Yacht Club, including taking the Sheldon Clark Regatta four years in a row. Robert P. Benedict was a member of the Jackson Park Yacht Club and the Chicago Yacht Club (both in Chicago), but more prestigiously, served as the Commodore of the Lake Michigan Yachting Association, a consortium of nearly 100 Midwest yacht clubs that ring Lake Michigan. The next owner, starting in 1935, was John T. Snite, Commodore of the Great Lakes Cruising Club, also out of Chicago. Under Snite the *Bagheera* took second in her class in the Mackinac Race in 1937 - an epic competition in which a prolonged storm with 60 mile an hour winds caused all but 7 of the forty-two competitors to drop out of the race. The following year *Bagheera* won the Lake Michigan Yachting Association Regatta (beating Benedicts next boat, the *Southern Cross*), and placed second, due to penalties, in the Chicago-Milwaukee Race.

After the 1938 racing season Snite sold *Bagheera* to William Latimer, and from this point forward news of her racing career is harder to track. According to a history of the vessel prepared by her current owners, she first was called to war service, then left the Great Lakes for a time:

During World War II she served in Chicago as a training vessel as part of a six-week training program for officers who needed to learn how to handle a ship at sea and for docking. In the 1950s she was shipped across the Atlantic, and then she sailed back from the Mediterranean Sea. She returned to the Great

⁵Based on this article it appears that the name of the vessel was altered after her arrival in Chicago on August 1, 1928.

Name of Property

County and State

Lakes where she remained through the early '70s, when two brothers sailed her down the US East Coast to the Caribbean, through the Panama Canal, and then on to the Galapagos Islands. In the mid-1980s, after being wrecked and abandoned, she was rebuilt and brought to Los Angeles and was refitted for the passenger trade. (Port of Portland [Me] press release, May 27, 2003.)

In 1973 she won the Mayors Cup in New York Harbor and then later in that decade and into the early 1980s *Bagheera* was the perennial winner of the schooner class in the annual Sweethearts of the Carribean races. In 1984 the sixty year old vessel entered the Bermuda Race, and in 1988 she participated in the America's Schooner Cup race in San Diego, although all three of these later races were conducted under the Marconi rig she had carried since 1948.

Developmental history/additional historic context information (if appropriate)

When the boat was launched in 1924 it was named after the Captain Marion Epply's estate, Beacon Rock, in Newport, Rhode Island. This imposing property had been designed by Stanford White of, McKim, Mead and White in 1887. The original owner of the property, Commodore Edwin D. Morgan was the commodore of the Newport Yacht Club and was the owner of several yachts that had defended the America's Cup, and which he moored at the estate. The Eppelys bought the estate, which overlooked the Newport Yacht Club in 1921, shortly after Mrs. Ethelberta Eppley had inherited a quarter of the twelve-million dollar estate of her father, Archibald D. Russell of Princeton, N.J.⁴ Marion Eppley was a physical chemist and research scientist who served in both World Wars, obtaining the rank of Captain as the wartime staff officer with Fleet Admiral Chester Nimitz. He was the president of Eppley Laboratory, which produced precision measuring instruments, founded the Eppley Foundation for Research, which funds post-doctoral research in the fields of physical and biological sciences, computer science, social sciences, and education, and was the benefactor behind the establishment of the Marion Eppley Wildlife Refuge, owned by the National Audubon Society of Rhode Island. Eppley served as the vice-commodore of the Ida Lewis Yacht Club when it was established in Newport in 1928.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

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:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

⁴ *New York Times*, Nov. 24, 1921.

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"Rubaiyat First to Drop Anchor At Machinac." 1937

"Squall Hits Yacht Fleet; All Safe." 1936

"100 Yachts Race on Lake Michigan" in *Rudder*. August, 1938, p. 62.

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"Racing and Club News" in *Rudder*. July 1938.

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Rice Brothers Corporation. Miscellaneous photographs and note cards, compiled by Robert Baxter Rice, from the Frank L. Rice Collection and the Rice Brothers Collection. Boothbay Regional Historical Society, Boothbay Harbor, Maine. Copies on file at the Maine Historic Preservation Commission, Augusta, Maine.

Hussey, Harry Kendall and Robert Baxter Rice. "Rice Brothers Prolific East Boothbay Boat Builders." Partial unpublished manuscript, December 30, 1999. Copy on file at the Maine Historic Preservation Commission, Augusta, Maine.

10. Geographical Data

Acreage of Property Less than one (1) acre.
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>19</u>	<u>399376</u>	<u>4834203</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary of the nominated vessel is drawn to encompass the extreme length and breadth of the vessel, but excludes her berth at the Maine State Pier, Portland, Maine.

Boundary Justification (explain why the boundaries were selected)

The boundary incorporates the entire area of the vessel as she lays at her berth.

11. Form Prepared By

name/title Christi A. Mitchell, Architectural Historian

organization Maine Historic Preservation Commission date 29 May 2009

street & number 55 Capitol Street telephone (207) 287-2132

city or town Augusta state Maine zip code 04353

e-mail Christi.mitchell@maine.gov

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: "Bagheera"
City or Vicinity: Portland
County: Cumberland
State: Maine
Photographer: Christi Mitchell.
Date Photographed: 19 May 2009

All negatives located at the Maine Historic Preservation Commission, Augusta, Maine

Description of Photograph(s) and number:

- 1 of 6 ME_CUMBERLAND COUNTY_SCHOONER BAGHEERA_001.tif**
Port side of *Bagheera* at Maine State Pier, Portland.
- 2 of 6 ME_CUMBERLAND COUNTY_SCHOONER BAGHEERA_002.tif**
Starboard and aft, *Bagheera*, at Maine State Pier, Portland.
- 3 of 6 ME_CUMBERLAND COUNTY_SCHOONER BAGHEERA_003.tif**
Birds-eye view of deck, *Bagheera*, at Maine State Pier, Portland.
- 4 of 6 ME_CUMBERLAND COUNTY_SCHOONER BAGHEERA_004.tif**
Cockpit, wheel and binnacle; facing aft.
- 5 of 6 ME_CUMBERLAND COUNTY_SCHOONER BAGHEERA_005.tif**
Main cabin, with kitchen counters and lockers in foreground; facing aft.
- 6 of 6 ME_CUMBERLAND COUNTY_SCHOONER BAGHEERA_006.tif**
Main cabin, with kitchen in background, facing fore. Note base of aft mast in foreground (port) and small office door in foreground (starboard).

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. fo the Interior, 1849 C. Street, NW, Washington, DC.