

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

NOV 29 1991

NATIONAL
REGISTER

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 Two masted Schooner Surprise

other names/site number _____

2. Location

street & number Camden Harbor

NA not for publication

city, town Camden

NA vicinity

state Maine

code ME

county Knox

code 013

zip code 04843

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
_____	_____ buildings
_____	_____ sites
<u>1</u>	_____ structures
_____	_____ 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.

Sarah J. Anderson
Signature of certifying official
Maine Historic Preservation Commission
State or Federal agency and bureau

5-2-91
Date

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

Signature of commenting or other official

State or Federal agency and bureau

Date

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Sharon Lynn
Signature of the Keeper

Entered in the
National Register

6/14/91
Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/Water-Related
Recreation & Culture/Other

Current Functions (enter categories from instructions)

Transportation/Water-Related

7. Description

Architectural Classification
(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation Wood
walls Wood
roof Wood
other Wood

Describe present and historic physical appearance.

The following description of the SURPRISE appeared in the February, 1917 edition of Yachting. It is repeated here in its entirety.

The dimensions worked out as follows: Length overall, 44 feet 6 inches; length waterline: 34 feet 6 inches; beam, 12 feet, and draft: 6 feet 6 inches. The keel is long, with an easy sweep from stem head to keel, with some outside ballast, the rest being carried inside, which makes for an easier boat in a seaway.

A rather unusual feature for a boat of this size is the flush deck, with a 10-inch rail forward, tapering slightly at after end, and liberal amount of deck room. There are two houses, a small after house over the engine room and a midship house over the main salon. The accommodations are excellent, the galley being to one side of the companion steps, the companion slide being off center and thus giving one-half of the width of the boat to the galley, while opposite are a large ice box, shelves, food lockers, etc. There are two wide transoms in the saloon, with a 4-foot floor between them, an ample clothes locker, an enclosed toilet room, and, forward, what is practically a stateroom containing two built-in berths. The engine room is bulkheaded off from the rest of the cabin and gives ample space for the 2-cylinder motor to be installed.

The rig is handy, with a club on the staysail or jumbo-fisherman style - and with a small club topsail that can be set on the main. The sail area on the four sails is 1,105 square feet and of the topsail 97, making the total area about 1,200 feet.

In 1981-82 SURPRISE was rebuilt to meet Coast Guard requirements for carrying up to 18 passengers and 2 crew coastwise. The yacht broker's report noted its construction of "Long leaf yellow pine (original) and some recent mahogany planking over oak and locust double sawn frames. Originally fastened and refastened with heavy galvanized boat nails. Laid and caulked fir deck over oak beams. Fiberglass covered coach roof." Further description noted the following:

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Continuation Sheet

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She has new:

bowsprit	rudder post
inner stem	transom framing
outer stem	transom
knightheads	transom & stem railcaps
breasthook	keelbolts
collision bulkhead	30% deck
main bulkhead	40% planking
horntimbers	wire rigging respliced and sewed

The interior was removed, the ceiling taken out, new sawn frames installed, ceiling replaced and a day-sailing interior built. A rebuilt 3-53, new tanks, plumbing, wiring done at this time. Hull was refastened with galvanized boat nails.

Although the 1917 description of the vessel noted the proposed installation of a 2-cylinder engine this was apparently not carried out. According to the present owners, it was not until after 1963, when SURPRISE was sold out of the original owner's family, that an engine was fitted.

A comparison of the sail pattern as it appeared in the 1917 plan view and as it exists today shows that no significant change has taken place. Presently, the standing rigging is of galvanized wire and the running rigging is of dacron. The spars are of spruce and fir construction.

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

Period of Significance
1917-18

Significant Dates
1917-18

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
McManus, Thomas F., Naval Architect

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

Built in 1917-18 by the Rockport, Massachusetts shipyard of Waddell Brothers, the Two Masted Schooner SURPRISE is significant by virtue of the fact that it was designed by the noted naval architect Thomas F. McManus (1856-1938). It is one of only seven schooner yachts known to have been designed by the architect who is thought to have produced over 450 designs for vessels during his prolific career. The vessel is eligible for nomination to the National Register under criterion C for its significant design.

The SURPRISE was built for M. S. Kattenhorn of New Rochelle, New York, a Wall Street merchandise broker and former Commodore of the Cruising Club of America. As reported in the February, 1917 edition of Yachting, Kattenhorn sought to have a yacht constructed along the lines of a fishing schooner such as the ones produced in Gloucester and Provincetown. He turned, therefore, to T. F. McManus, who was among the leading designers of such vessels and the originator of the knockabout fisherman. McManus developed a design which the author of the Yachting article described as "An Unusual 45-Foot Auxiliary Schooner." In fact, SURPRISE is believed to be the first so-called fisherman type schooner yacht built; that is it was constructed to the design and strength of Grand Banks fishing schooners. Thus, it featured sawn frames, keel, and keelson and, in the words of Waldo Howland, the author of A Life In Boats, represented "... a true transition from commercial craft to yacht." Kattenhorn was pleased with the results of McManus' innovative design, for he wrote to him in 1925 expressing his feelings: "In SURPRISE you gave me a very clever boat and today outside of the latest of the Alden schooners, she is as fast or faster than most of the small cruising schooners."

According to Bill Dunne, a student of McManus' career, SURPRISE was the fourth of seven yachts designed entirely by McManus. The first three of these, ECLIPSE (1906), AUTOCRAT (1911), and FINBACK (1916), were knockabouts. After SURPRISE came WANDERER (1923), BERTHA FRANCES (19__), and a second WANDERER (1931). He was also apparently involved with two other architects

See continuation sheet

9. Major Bibliographical References

- Chapelle, Howard I. American Sailing Craft. New York: Bonanza Books. 1936.
- Howland, Waldo. A Life in Boats: The Years Before the War. Mystic, CT: Mystic Seaport Museum. 1984
- M.S. Kattenhorn to Thomas F. McManus. February 9, 1925. Copy on file at the MHPC, Augusta.
- New York Times. Thomas F. McManus Obituary, November 15, 1938.
- Telephone Interview with Bill Dunne. May 1, 1990. Notes on file at the MHPC, Augusta.

See continuation sheet

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

Specify repository: _____

10. Geographical Data

Acreage of property Less than 1

UTM References

A

1	9
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4	9	4	9	4	0
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4	8	9	5	0	4	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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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 incorporates the entire area of the vessel as she floats at her birth or operates at sea.

See continuation sheet

11. Form Prepared By

name/title Kirk F. Mohney, Architectural Historian
 organization Maine Historic Preservation Commission date 4/1991
 street & number 55 Capitol Street telephone (207) 289-2132
 city or town Augusta, state Maine zip code 04333

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in the design of the 32' schooner yacht SIROD (1936). Of these vessels, SURPRISE is reported to be the best documented of McManus' work and the only one still afloat.

Thomas Francis McManus was born in Boston's north end in 1856, the son of John H. McManus, a premier sail-maker and designer of racing craft. According to his obituary, which appeared in the November 15, 1938, edition of the New York Times, McManus was engaged in 1886 by Edward Burgess to advise him in the design of the CARRIE E. PHILLIPS, which was built to challenge the champion fishing schooner of the time. Although he remained in the wholesale fish business until the late 1890s, McManus increasingly turned his attention to naval architecture. By the early 1900s his design innovations were widely apparent in the fleet of fast fishing schooners sailing out of Boston and along the South Shore. McManus is credited with developing the so-called "Indian header" type fisherman as well as the "knockabout" fishing schooner. As the Times obituary noted, he was the "'father' of the fishermen's races and foremost designer of fast sailing vessels."

SURPRISE remained in Kattenhorn's possession for some 45 years, after which it passed through a handful of owners. In 1982 a substantial rebuilding was begun with the interior completed in 1985-86. The rehabilitation included the installation of a new engine, and the redesign of the interior to provide accommodations for passengers. However, the vessel's most significant design characteristics, including hull form, deck plan, sail plan, and materials were retained.