

National Register of Historic Places Registration Form

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 Weatherly
other names/site number Sail # US 17, USCG Certificate of Documentation #533784

2. Location

address 49 America's Cup Boulevard (Dockside) N/A not for publication
city or town Newport _____ vicinity _____
state Rhode Island code RI county Newport code 005 zip code 02840

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Edward Anderson
Signature of certifying official

7/5/2012
Date

Title

Rhode Island Historical Preservation and Heritage Commission
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:

Signature of the Keeper

Date of Action

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:)

Weatherly
Name of Property

Newport
City/Town

Newport, RI
County, State

Document page number 2

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only **one** box)

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

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

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

Contributing	Noncontributing	
		buildings
		district
		site
1		structure
		object
1		Total

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

 N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/Competitive sailing racing

RECREATION AND CULTURE/Charter yacht

TRANSPORTATION: Water related

RECREATION AND CULTURE/Competitive sailing racing

RECREATION AND CULTURE/Charter yacht

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

OTHER/Sloop [12 Meter Class]

Keel

backbone: Laminated African mahogany

Frame White oak, solid and laminated

Plank African mahogany

Mahogany plywood, fabric and paint

Deck: covered

Structural reinforcements are bronze.

Mast is aluminum. Boom is composite.

Other: Sails are Dacron and nylon. Keel is lead.

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing elements 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

Weatherly is a 12 Meter Class sloop designed by Philip Rhodes and built by the Luders Marine Construction Company of Stamford, Connecticut in 1958 for the purpose of defending the 1958 America's Cup. She measures 69' overall, with a 58' registered length between perpendiculars, and a 46' waterline length; her beam is 11'-8". *Weatherly's* original displacement was approximately 58,000 pounds, and is currently about 60,000 pounds. She is of double planked wooden construction, both layers fore and aft with staggered seams and scarf joined planks. The yacht has an aluminum $\frac{3}{4}$ fractional sloop rig. Originally built without an engine, she is now powered by her second, a Westerbeke 46 HP diesel driving a 16"-diameter, three-blade, feathering bronze propeller. *Weatherly* is home ported in Newport, Rhode Island, the site of her successful defense of the America's Cup in 1962. Her summer berth is at the Newport Harbor Hotel and Marina. She sails mainly out of Newport, but she occasionally travels down east to Maine, and south to the Chesapeake. She spends seven months of the year in the water and is hauled out for the winter, currently at New England Boat works in nearby Portsmouth, Rhode Island..

Narrative Description

Weatherly currently operates as USCG certified vessel under subchapter T (small passenger carrying vessels), engaged in chartering and racing. She is documented both for coastwise trade and for pleasure. *Weatherly* holds a currently valid 12 Meter Class certificate. As required by the 12 Meter rule at the time of her construction, she was built to Lloyd's 100 A1 standards for wooden yachts. Her tonnage is 24 gross and 23 net. *Weatherly* is constructed of double-planked African mahogany over white oak frames on 10" centers, fastened with silicone bronzed screws. Every third frame is oversized and considered "grown" by virtue of being laminated from stacks of approximately $\frac{1}{4}$ " thick laminates, glued with resorcinol, clamped, and heated under pressure in an autoclave. The yacht's intermediate white oak frames are of lighter scantlings and were conventionally steam bent inside rib bands.

Weatherly's backbone is laminated of African mahogany with the laminates arranged horizontally for bending in the stem, sternpost, and horn timber, and vertically in the keel. Her deck beam scantlings vary for optimum strength-to-weight ratios. Some deck beam scantlings in the ends of the vessel are of solid Sitka spruce, the more central are of laminated spruce, and her strong beams are of laminated white oak. The timbers in the floor below deck are consisted of a mixture of cast manganese bronze and fabricated aluminum bronze. Fasteners are all silicone bronze. Ring frames, plate floors, strap floors, and hanging knees were built of fabricated aluminum bronze, as was her mast step. Her chain plates are now of 316 stainless steel. *Weatherly's* decks were constructed of two layers of Philippine mahogany plywood, fastened with bronze screws and canvas covered.

Her two $\frac{3}{4}$ fractional sloop rigs were also built by Luders out of 6061 grade aluminum that was reported to have been extruded round and rolled oval while still hot. Her mast is the original spare, in use since 1988. Her masts were built in three sections with a plug-welded splice at each of her two spreaders. She originally had white ash spreaders, with a Sitka spruce boom and spinnaker pole. Her boom is now composite, the fourth since she was built. At the time of her 1962 America's Cup defense she had a $\frac{1}{8}$ " thick wall, oval section boom that was alarmingly bendy. Her spreaders were originally wood but by the time of her 1962 victory they were aluminum as they are today.

Standing rigging was (and still is) of 1x19 stainless steel wire pinned to stainless steel tangs. Running rigging was originally a combination of three-strand Dacron and 7x19 wires, spliced together where appropriate. It is now of braided Dacron and Spectra, suited to best usage, with the exception of her running backstays; they are now constructed of plastic jacketed unidirectional Kevlar fibers. Mainsails and jibs were, and remain Dacron cloth as a requirement of the Classic Division in the contemporary 12 Meter Class, while spinnakers are still cut from nylon cloth.

The cockpit shape is as it was built, but the bottom was raised several inches and made self draining in 1959 by first skipper Arthur Knapp. The below deck is the third since it was built. Originally fitted out to provide sleeping quarters for an eight member crew, the interior was largely stripped down in 1962 to reduce weight. In 1970 Andrew MacGowan, who crewed aboard *Weatherly*, removed what was left of the original interior. In the winter of 1971 an engine, ocean racing interior, and deck layout was installed by Palmer Johnson in Wisconsin. When ownership changed in 1986 to George Hill, most of the interior was once again pulled out to make room for day chartering, then other parts were taken out to provide access for repairs. In 2000 shipwright and furniture builder James Langston and George Hill built the present interior to accommodate day charters and the professional crew.

After a stint in the Great Lakes in the mid 1970's *Weatherly* was sold to two partners in the Puget Sound area who purchased her for racing and recreation. In September of 1986 *Weatherly* was purchased by her present owner *Weatherly, Inc.* (George Hill) while she was lying at Shilshole Marina in Seattle, Washington, at which time she was underused and poorly maintained. She was sailed back to Newport, RI via the Panama Canal. While enroute in March 1987, *Weatherly* suffered a serious accident in a Florida boatyard when a boat lift failed, dropping the vessel and then collapsing on it. The damage that was sustained included a broken stem at the waterline in the bow, eight broken frames, and a significant number of broken or cracked planks. The mast and boom were also broken. In 1987-88, boat builder Louis Sauzedde, undertook repairs in Portsmouth, RI. *Weatherly* required a long section of new stem, several frames, and many double planks. Her original spare rig that had followed her around in pieces for thirty years was sent east from Anacortes, Washington and spliced together. The 1962 aluminum boom was repaired with a spruce forward end. Damaged mast partners were replaced, and she had a new smaller engine installed under the cockpit and her topsides repainted

Weatherly was re-launched in June 1988 and began service as a charter vessel. She has continued to receive a high level of maintenance and ongoing restoration through the present. *Weatherly* remains largely intact, containing approximately 90% of her original structure, with 10% of her weight being new material.

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 (Naval)

Engineering

Recreation

Period of Significance

1958-1962

Significant Dates

1958

1962

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Rhodes, Philip, L. architect

Luders, A.E. "Bill", builder, architect

Areas of Significance

(Enter categories from instructions)

Architecture (Naval)

Engineering

Recreation

Period of Significance (justification)

Period of Significance begins with the construction of the vessel and ends with her victory in America's Cup in Newport, RI.

Criteria Considerations (explain, if necessary) _____

Narrative Statement of Significance

(Begin with a summary paragraph that includes level of significance and applicable criteria. Provide at least one additional paragraph for each area of significance. Include additional historic context or developmental history as appropriate).

Summary Paragraph

The 1958 sailing yacht *Weatherly* is nominated under Criterion A as the successful 1962 defender of the America's Cup, the most prominent trophy in the world of sailing. She is tied with the *Columbia* of 1958 as the oldest extant winner of the Cup, and remains the only vessel in the history of the Cup to win it after an unsuccessful first attempt. *Weatherly* is also significant under Criterion C as an early and notable example of the 12 Meter Class of racing yachts which were built to compete for the America's Cup. Designed by Philip L. Rhodes, one of the leading American naval architects of the 20th century, and built by A.E. "Bill" Luders, *Weatherly* is an important example of 12 Meter design and wooden and laminate yacht construction.

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

Weatherly was one of the first generation of yachts built to contend for the America's Cup when competition was renewed in 1958, after a twenty-year hiatus caused by World War Two. *Weatherly* and the other boats in 1958 also initiated the 12 Meter Era in the history of the America's Cup, a period that would include nine challenges and last through 1983 in Newport.

As ocean yachting was reviving in the early 1950s, the New York Yacht Club (NYYC) in consultation with their English counterparts at the Royal Yacht Squadron considered how the international Cup competition might be resumed. Reflecting the changes that had occurred since the last race in 1937, they were not interested in the extravagantly large boats of previous years. Instead, in the search for something smaller and more affordable, they settled on the largest class of racing yachts actively sailing at that time, the International 12 Meter Class. In 1956 the NYYC amended the Cup's deed of gift to reduce the minimum waterline length from 65' to 44' and a challenge from the English followed shortly thereafter.

Three syndicates formed to sponsor new yachts that would compete to be the American Cup defender (at a cost of approximately \$500,000 each).¹ The syndicate that commissioned *Weatherly* was led by Henry D. Mercer of Rumson, New Jersey. Mercer was chairman of the board of State Marine Line, a shipping and cargo handling firm; the other members, Cornelius Walsh and Arnold Frese, were business associates of Mercer's. The Mercer syndicate selected Philip L. Rhodes as their naval architect, giving him autonomy to design the boat and oversee its construction. Rhodes (1895-1974) had never designed a 12 Meter boat, but he had strong reputation as a versatile and painstaking naval architect who achieved considerable success with his ocean racing yachts.

In developing his design, Rhodes studied the premier example of an American 12 Meter, *Vim*, which had been designed by Olin Stephens for Harold Vanderbilt in 1937-8. In his design, Rhodes chose to increase the length slightly at the waterline with a corresponding small reduction in sail area. Using the test tank at the Stevens Institute like many designers before and after him, he tested models of three different versions before selecting

¹ Geoffrey F. Hammond, *Showdown at Newport; The Race for the America's Cup* (New York: Walden Publications; 1974). P. 73.

the third for production. With its graceful lines and wine glass sections amidships, *Weatherly*'s design was acknowledged for its artistic quality, as well as its racing attributes.²

In accordance with the International Rule that governed the 12 Meter Class, *Weatherly* was built to the standards of Lloyd's Registry of Shipping, the highest standard for wooden yachts, and utilizing the best materials and most current laminating techniques of the day. *Weatherly*'s builder was A.E. "Bill" Luders Jr. of Luders Marine Construction Company in Stamford, Connecticut. The Luders yard was then at the cutting edge of laminate technology, having been pioneers in "hot molding" and laminate work for the United States Government during World War II. They introduced the practice of "hot molding" entire sailing yacht hulls after the war. Although *Weatherly* was not hot molded, her major frames were autoclave-cured.

Weatherly was completed just before the summer racing season began in 1958, and as a late starter she never became fully shaken down for the Cup trials with *Vim*, *Easterner* and *Columbia*. Under skipper Arthur Knapp Jr. and an expert crew, the boat compiled a number of wins in the August match races, but was ultimately eliminated by *Columbia*, which went on to defend the Cup against the English yacht *Sceptre*. Arthur Knapp continued to sail *Weatherly* in the following seasons and enjoyed considerable success, including regular wins over *Easterner* and *Columbia*.

Few Cup contenders have ever been given a second chance, but her steadily improving record, which included winning the Queen's Cup and the Astor Cup in 1961, led her owners to try again in 1962. In order to correct *Weatherly*'s performance in stronger winds, she was returned to the Luders yard to undergo a series of changes decided on in consultations between the owners, Philip Rhodes, Bill Luders and the new skipper, Emil (Bus) Mosbacher, who already had extensive experience sailing *Vim*. The goal was weight reduction above the water and consequent increase in ballast, plus other refinements. Principal changes were a new heavier keel designed by Bill Luders, a two-foot reduction of the transom, and stripping out much of the original cabin furnishings. These furnishings had included complete accommodations for a crew, in accordance with the Lloyd's specifications. However, this literal interpretation of the regulations was subsequently relaxed for the Cup competition which enabled a substantial reduction of the weight in the below decks which was reallocated to the ballast. Luders and Rhodes also made a significant change to the yacht's rig, reducing the length of the upper spreaders which allowed for larger genoas, thereby achieving an increase of from 1,778 square feet of sail area to 1,840.³ Adding to these physical improvements, Mosbacher and his crew trained extensively on *Weatherly* and became thoroughly familiar with her handling.

In response to the challenge from the Royal Sydney Yacht Club and Sir Frank Packer, the Americans fielded four boats. *Easterner* and *Columbia* were eliminated first and *Weatherly* defeated the new yacht *Nefertiti* in four out of five matches. The Australian challenger, *Gretel*, was the work of Australian designer Alan Payne, who used *Vim* as a model for his design and was allowed use of the Stevens Institute test tank. Payne also introduced improvements in the jibsheet winches that allowed for faster trimming of the sails.

The Cup match in September was closely contested. As was subsequently revealed, the tank testing had showed that *Gretel* was faster than *Weatherly* and the improvements in her winches allowed the Australian boat to tack more quickly. Bus Mosbacher's tactical skills as a skipper proved to be the deciding factor, however, and *Weatherly* won four of five races to defend the Cup in the eighteenth challenge. She remains the only vessel in the history of the Cup to win it after an unsuccessful first attempt. Mosbacher went on to defend the Cup again as the skipper of *Intrepid* in 1967.

² Richard Henderson, *Philip L. Rhodes and his Yacht Designs* (Camden, ME: International Marine, 1993). P. 293.

³ Ibid, pp. 294-300.

The 1962 races were highly popular, with 2,500 spectator boats crowding the course off Newport for the first race. Notable among the viewers were President John F. Kennedy and his wife Jackie, who stayed at her family's Newport home and commuted out to watch the racing. The president cheered on *Weatherly* and his former college rival Bus Mosbacher and at the America's Cup Ball he toasted the crews and later sent an autographed copy of a photo showing him and Jackie waving to *Weatherly's* winning crew.

In 1965, the Henry Mercer Syndicate donated *Weatherly* to the United States Merchant Marine Academy at Kings Point, New York, where she was used as a training boat. She was used as a trial horse by the *Columbia* syndicate in the 1967 Cup preparations and held that role again in 1970, when she performed well against a new generation of yachts. Sold to private owners in 1970, she was converted for offshore racing, gaining a diesel engine and accommodations for eight people. She spent time on the Great Lakes and Puget Sound before returning to Newport Rhode Island where she resumed sailing as a charter day boat in 1988. Later that season she won first to finish, class A, and first in fleet corrected time in the Classic Yacht Regatta. She has won the NYYC cruise in her class, the Clucas Cup for the fastest elapsed time on the longest leg of the Cruise, the Edgartown 12M Regatta on several occasions, the NYYC annual regatta in the 12 Meter class, the Nantucket 12M regatta several times, the 12M class in the Opera House Cup multiple times as well as the overall OHC prize. *Weatherly* has won her division in the 12 Meter North American Championship more than any other yacht. In 2005 she won the world championship in her division, and the overall Rolex prize.

U.S. Senator Edward M. Kennedy had close association with the vessel as well. He chartered her in 1990 for the JFK Regatta in Boston. His enjoyment of that regatta inspired him to charter *Weatherly* again for racing in the Nantucket 12M regatta, coming in second in 2003. Senator Kennedy won the event aboard *Weatherly* for each succeeding year, 2004, 2005, 2006, and 2007. He intended to sail her again in 2008 but was prevented from doing so due to poor health. Yet that year she was sailed again to victory, this time in his honor, by his son Ted Kennedy Jr.

Weatherly and *Columbia* are the oldest surviving Defenders of the America's Cup in the world. These two yachts, plus *Intrepid* (1967, 1970 defenses) are the only surviving wooden Cup winners, and will most probably remain so in the present age of carbon fiber. There are only five extant America's Cup defenders from the entire 132 years between the Schooner *America's* win in 1851 through *Liberty's* loss of the cup in 1983, including *Weatherly*.

Developmental history/additional historic context information (if appropriate)

The America's Cup races are the preeminent competitive event in the world of sailing. The competition had its origins in 1851, the year of Queen Victoria's Jubilee, when John Cox Stevens of the New York Yacht Club sailed the new schooner *America* to England where he intended to demonstrate American shipbuilding prowess. Stevens's challenge was accepted by the Royal Yacht Squadron which invited him to participate in its annual cup race around the Isle of Wight. *America* won the race and the trophy, which was known as the 100 Guineas Cup, was renamed the America's Cup in her honor. Stevens and his fellow owners of *America* donated the Cup to the New York Yacht Club (NYYC) with the understanding that it would become a challenge trophy to be competed for by representatives of any organized foreign yacht club. The NYYC received its first challenge in 1868 and the first race for the America's Cup was held in New York Bay in 1870. The America's Cup has since become the oldest continuously contested trophy in any sport.

During the late 19th century the America's Cup races were arguably the most widely followed sporting event in the world. The event was headlined in the newspapers of the day and graced the covers of the major sporting journals. The international competition drew thousands of spectators in a time before radio and television; and betting on the outcome was widespread. In addition to the inherent attraction of the swift and powerful yachts and the tactical contests between the captains, the popularity of the races was enhanced by the celebrity of the

industrialists, financiers and other wealthy men who were the primary contenders and the nationalist fervor of the transatlantic audiences. One of the most famous was Scottish businessman Sir Thomas Lipton, who unsuccessfully challenged for the Cup five times between 1899 and 1930 with a succession of yachts named *Shamrock*.

The New York Yacht Club successfully defended the Cup on behalf of the United States in twenty-four consecutive races from 1870 through 1980, thus making it the longest winning streak in any sport. The races were held initially in and then further offshore from New York Bay until 1930, when the competition shifted to Newport, Rhode Island and the waters of Rhode Island Sound. In 1983, the challenger *Australia II* defeated the defender *Liberty* and the Royal Perth Yacht Club took the America's Cup home to Australia. The Cup races have since been held in Fremantle, Australia, San Diego, California, Auckland, New Zealand, and Valencia, Spain as the Cup has been won by challengers from the United States, New Zealand, and Switzerland. With the Americans the current holder of the Cup, the 2013 race will be held in San Francisco, California.

From the first race in 1851, innovations in naval architecture and technology have played an important role in this competition. The races have featured a succession of vessels from the early schooners and cutters through sloops with various rigs that dominated the late 19th and most of the 20th century, to the twin-hulled catamarans that are currently used. To insure the boats could race on equal terms, the NYYC adopted rating rules. These rules were modified through the years and the nature of the boats changed accordingly. The early rules provided a series of measurements of length and volume for calculating the boats' displacement or gross tonnage and assigned handicaps to compensate for differences in size. In 1882, the measurements were changed to include just sail area and length. This rule, which was in place through 1903, produced the most extreme examples of racing design with elongated hulls of wood and mixed metals reaching lengths of 90' at the waterline and up to 144' in overall length, with enormous sail areas. These extreme designs produced boats of great speed, but at the expense of seaworthiness and safety of the crew. This led to the adoption of the Universal Rule which had a more restrictive formula for measuring hull dimensions and displacement that restrained the designers. Using the design parameters established by the Universal Rule, the NYYC abandoned the handicap system in 1930 and specified that all competitors should adhere to the specifications of the Rule's J Class. Though smaller than the boats they succeeded, the J boats with waterline lengths around 80' and overall lengths around 120' were still quite large and very expensive.

Following the cessation of racing caused by World War II, the NYYC shifted from the J Class of the Universal Rule to the 12-Meter Class of the International Rule. The result was a smaller (and more economical) class of racers with waterline lengths around 45' and overall lengths around 60'. The hulls were wooden until 1974 when the all-aluminum hull was introduced. The 12 Meter Era ran from 1958 to 1987 and was unusual in the history of the Cup in that it was mostly sailed by amateur crews as opposed to the professionals that characterized both earlier and post-1987 Cup racing. From 1992 to 2007, the Cup races were conducted in accordance with a new International America's Cup Class which led to boats about 25 meters long. In a marked departure from the Cup's long monohulled tradition, the two Cup races of 1988 and 2010 featured catamarans. The greater speeds offered by these multihull boats led to the adoption of a new rule for the America's Cup "72" Multihull by the defending Golden Gate Yacht Club and the Italian Club Nautico di Roma, as the challenger of record, at the end of 2010. The AC72 Class boat in 34th Cup defense in 2013 will be a catamaran 22 meters (72') long with a rigid wing sail. The races are planned to be "television friendly" with the high-speed catamarans covering the compact courses in about forty minutes.

9. Major Bibliographical References

Previous documentation on file (NPS):

Primary location of additional data:

Document page number 10

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

#

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other — name of repository

Historic Resources Survey Number (if assigned): _____

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Fanta, J. Julius, *Sailing With President Kennedy - The White House Yachtsman* (New York: Sea Lore Publishing; 1968).

Hammond, Geoffrey F., *Showdown at Newport; The Race for the America's Cup* (New York: Walden Publications; 1974).

Henderson, Richard, *Philip L. Rhodes and his Yacht Designs* (Camden, ME: International Marine, 1993).

Robinson, Bill, *The Great American Yacht Designers* (New York: Random House; 1974).

Rousmaniere, John, *America's Cup Book, 1851-1983* (New York: W.W. Norton & Co.; 1983).

Online Resources

America's Cup Official Website. <http://www.americascup.com/>

Geographical Data

Acreeage of Property (do not include previously listed acreage)

Less than one acre

UTM References

1

Zone	Easting	Northing
19	306480	4595270

Verbal Boundary Description (describe the boundaries of the property) The sloop *Weatherly*, 69' overall length, 11'-8" beam, occupies a summer berth at the dock of the Newport Harbor Hotel and Marina, 49 America's Cup Avenue, Newport, RI. While currently berthed at this Newport location, the nominated resource is limited to the vessel proper; the berth has no specific historic association with the vessel during its period of significance. The vessel's United States Coast Guard Certificate of Documentation #533784 is registered at the OCMI Sector Southeastern New England, 20 Risho Ave., East Providence, RI 02914.

Boundary Justification (explain why the boundaries were selected) These boundaries accurately define the historic resource, the vessel, at the primary berth the *Weatherly* occupies in its current use as a charter sailboat important in the history of yachting and the Newport sailing tradition.

Weatherly
Name of Property

Newport
City/Town

Newport, RI
County, State

Document page number 11

name/title George Hill, Valerie Fram and Richard E. Greenwood

organization _____ date 3/14/2012

street & number 65 Prospect Hill Street telephone 401-849-5040

city or town Newport state RI zip code 02840

e-mail Ghill17@me.com

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 **map** (to scale or sketch) for historic districts or properties having large acreage and/or numerous resources. Key all photographs to this map.
- **Continuation Sheets** (if necessary)
- **Additional items** Check with the SHPO or FPO for any additional items they require.

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600 x 1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: *Weatherly*

City: Newport

County: Newport State: Rhode Island

Photographer and Date: Photo 1 - Lindsey Hill, 2007; Photos 2 and 7 – Valerie Fram, July 7, 2011; Photo 3 – George Hill, May, 1988; Photos 4 and 6 – Richard Greenwood October 28, 2011; Photo 5 – Onne van der Wal, 2008

1. View of Weatherly under sail off Newport
2. Portside view of Weatherly at dock in Newport
3. Starboardside view of Weatherly after repairs and shortly before relaunching in June 1988
4. View forward from the cockpit with Weatherly at dock
5. View of the cabin looking aft
6. View looking forward through the cabin with the mast in center background
7. View forward of the forecastle.

Property Owner: (complete this item at the request of the SHPO or FPO)

name Weatherly, Inc. (George Hill)

street & number 65 Prospect Hill Street telephone 401-849-5040

city or town Newport state RI zip code 02840

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. of the Interior, 1849 C. Street, NW, Washington, DC.



US
17

2U
21



WEATHERLY

B



WE DID IT!









EXIT ↑

Poland Spring
Bottled Spring Water
32
Aquatic
Pack