

# PROPERTY INFORMATION PACKAGE

| Timed Online Auction |



**Our 8,531<sup>st</sup> Auction**

**Secured Party Sale at Public Auction 23-53**

**Historic 3-Masted Wooden Schooner**

**k/a Victory Chimes**

**Rockland, Maine**

**Online Bidding Begins: April 23<sup>rd</sup> | 9AM**

**Online Bidding Ends: May 8<sup>th</sup> | 1PM**

**Keenan  
Auction  
Company®**



Keenan Auction Company, Inc.  
2063 Congress Street  
Portland, Maine 04102  
(207) 885-5100  
www.KeenanAuction.com  
info@KeenanAuction.com  
Richard J. Keenan  
ME R.E. LIC. #2175  
ME AUCTION LIC. #236



April 14, 2023

Dear Prospective Bidder:

Keenan Auction Company, Inc. would like to announce **Timed Online Secured Party Sale at Public Auction 23-53**: The Historic 3-Masted Chesapeake Ram Schooner k/a Victory Chimes, official number 136784 is going to public auction. The auction will be held via a timed online auction beginning on Sunday, April 23, 2023 at 9AM and ending on **Monday, May 8, 2023 at 1PM via the online bidding website, Proxibid.com**. Please find our detailed Property Information Package enclosed for your review.

You must register with Proxibid.com in order to participate in the auction. A **\$10,000** deposit in the form of a hold being placed on the online bidder's credit card is required as a qualification to bid. The winning bidder will need to submit complete payment for the vessel payable to Keenan Auction Company, Inc. within 24 hours of the sale, in cash or US certified funds, or wire transfer. The vessel will need to be removed from its current berth at Windjammer Wharf on or before a deadline of May 12, 2023, and once removed by the deadline, Auctioneer will release the \$10,000 hold on the purchaser's credit card. In the event the vessel is not removed by the deadline, buyer will forfeit their \$10,000 deposit to Seller, unless Purchaser can provide the Seller with a valid agreement from Windjammer Wharf authorizing the Purchaser to remain on Wharf. Said agreement will need to be provided to the Seller on or before May 12, 2023. Unsuccessful bidder's credit card holds will be processed to be released at the conclusion of the auction. Releases are typically removed within 2-5 days from the date of the removal request by auctioneer. A 15% Buyer's Premium will be added to the high bid.



To view this property on the online bidding website, please [click here](#) or visit Auctioneer's website.

Keenan Auction Company, Inc. is committed to providing you with comprehensive information concerning this vessel. Our staff is readily available to assist you with any questions you may have regarding this item or the auction process. Thank you for your interest in this asset.

Sincerely,

**KEENAN AUCTION COMPANY, INC.**

Enc.

**"This firm represents the Seller's interests and, as such, has a fiduciary duty to disclose to the Seller information, which is material to the sale, acquired from the Buyer or any other source."**

**Secured Party Sale at Public Auction 23-53  
Historic 3-Masted Wooden Schooner  
k/a Victory Chimes  
Rockland, Maine**



**Prepared by:  
Keenan Auction Company, Inc.**

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## Enclosures

- U.S. Coastguard Letter & Worklist Items
- National Historic Landmark Nomination
- Maine Legislature Recognition
- Maine State Quarter Information

**Note: Please use page number in lower right hand corner of page**

**DISCLAIMER**

**ATTENTION PROSPECTIVE BIDDER**

THE INFORMATION SET FORTH IN THIS PROPERTY INFORMATION PACKAGE IS BELIEVED TO BE CORRECT AND COMPLETE. HOWEVER, THE KEENAN AUCTION COMPANY, INC. AND THE SELLER OF THIS PROPERTY AND ITS AGENTS/REPRESENTATIVES MAKE NO WARRANTIES AS TO THE ACCURACY, TRUTHFULNESS AND COMPLETENESS OF THIS INFORMATION.

PRIOR TO THE AUCTION, PROSPECTIVE BIDDERS SHOULD MAKE SUCH INVESTIGATION, AS THEY DEEM APPROPRIATE.



## Advertisement

### Timed Online Auction

Secured Party's Sale at Public Auction 23-53

### Historic 3-Masted Wooden Schooner k/a Victory Chimes

Windjammer Wharf, Captain Spear Dr., Rockland, Maine

**Online Bidding Begins: Sunday, April 23, 2023 at 9AM EST**

**Online Bidding Ends: Monday, May 8, 2023 at 1PM EST**

**YOU MUST LOG IN OR CREATE AN ACCOUNT ON PROXIBID.COM TO BID AT THIS SALE.**

Online Bidding Powered By: **proxibid**

**Auctioneer's Note:** Maine's Premier Windjammer is heading to public auction. The VICTORY CHIMES is a three-masted, gaff-rigged Chesapeake Ram schooner with 21 cabins. Passenger cruises along the coast of Maine began in 1954 and her home port has been Rockland, Maine for many decades. She is listed in the National Register of Historic Places and has been designated a National Historic Landmark by the National Parks Service. The Maine State Legislature recognized her as a premier vessel in the Maine's Windjammer Fleet, and in 2003 she was featured and minted on the Maine State Quarter. There are many good years left in her service, and the marketing, historical, educational, and repurposing opportunities that she can provide are great. The current US Coastguard certification has expired and the extensive work and expense that will be required in order for her to be able to return to passenger service is forcing the owner and the lender to sell the vessel at a Secured Party's Sale at Public Auction.

**Previews: Friday, April 21 & 28, 2023 from 9AM-12PM**

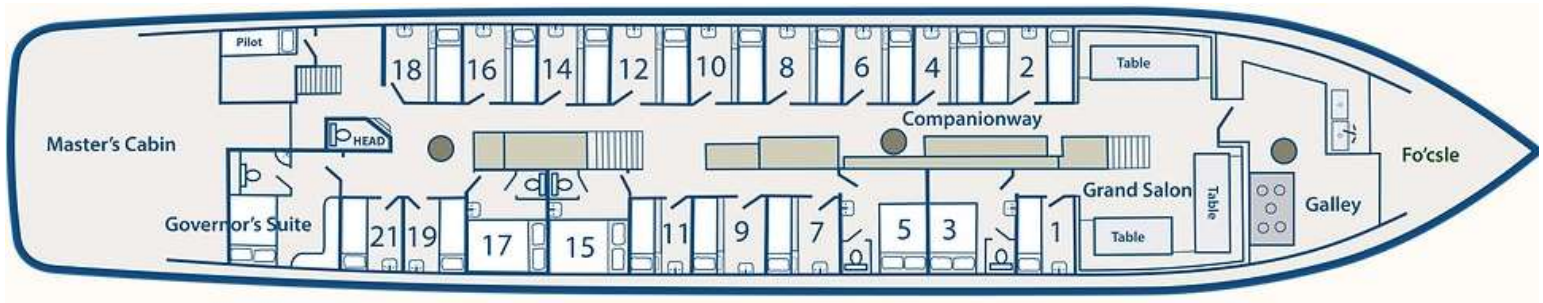
**Terms:** You must register with Proxibid.com in order to participate in the auction. A **\$10,000** deposit in the form of a hold being placed on the online bidder's credit card is required as a qualification to bid. Winning bidder will need to submit complete payment for the vessel payable to Keenan Auction Company, Inc. within 24 hours of the sale, in cash or US certified funds, or wire transfer. The vessel will need to be removed from its current berth at Windjammer Wharf on or before a deadline of May, 12, 2023, and once removed by the deadline, Auctioneer will release the \$10,000 hold on the purchasers credit card. In the event the vessel is not removed by the deadline, buyer will forfeit their \$10,000 deposit to Seller, unless Purchaser can provide the Seller with a valid agreement from Windjammer Wharf authorizing the Purchaser to remain on Wharf. Said agreement will need to be provided to the Seller on or before May 12, 2023. Unsuccessful bidder's credit card holds will be processed to be released at the conclusion of the auction. Releases are typically removed within 2-5 days from the date of the removal request by auctioneer. A 15% Buyer's Premium. For additional terms of sale and a Property Information Package click on link below to receive or call (207) 885-5100. Richard J. Keenan #236. Our 51st Year and 8,531st Auction.

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Company®**  
Keenan Auction Company, Inc.  
2063 Congress Street  
Portland, ME 04102  
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## Vessel Information

<b>Builder:</b> George K. Phillips Co., Bethel, DE USA	<b>LOA:</b> 127.5'
<b>Year Built:</b> 1900 as Cargo Ship	<b>Beam:</b> 23.8'
<b>Year Converted:</b> 1946 as Passenger Cruise Vessel	<b>Min Draft:</b> 8' 6"
<b>Model:</b> Schooner, 3-Masted	<b>Max Draft:</b> 18'
<b>Location:</b> Rockland, ME USA	<b>Gross Tons:</b> 208
<b>Deck &amp; Hull:</b> Flat bottomed, centerboard (oak), Hull is double planked long leaf yellow pine on oak frames, deck is long leaf yellow pine	<b>Net Tons:</b> 178
<b>Mast Material:</b> Oregon Douglas Fir, 80'+ <b>Mast Replacement Dates:</b> 1976 Mizzenmast, 1988 Main, 1989 Fore <b>Rigging:</b> Traditional ram schooner rig w/ standing jib, flying jib, staysail, foresail, mainsail, and mizzen	<b>Passenger Cabins:</b> 21 accommodating 39 adults, <u>Below Deck</u> – (11) Standard Cabins w/bunks and sink. (3) Private Cabins w/ 1-berth and sink. (1) Cabin w/ 2-berths and sink. (5) Suites w/Queen or Full beds, head and sink. <u>Topside</u> – (1) Cabin w/ 2-berths and sink.
<b>Type:</b> Chesapeake Ram, last surviving example	<b>Captain's Quarters:</b> Aft and forward of the helm, wood paneled, fireplace, head, shower, settee, mahogany table, 2- single berths
<b>Assisted Power:</b> 19' Yawlboat, wooden lapstrake, 210HP Cummins diesel, inboard w/trailer	<b>Crew Quarters:</b> <u>Below Deck</u> - Aft, (1) single berth and (1) double berth, Fo'c'sle 4-berths. <u>Topside</u> - (2) single berths w/sinks.
<b>Notables:</b> Listed in the National Register of Historic Places, has been designated a National Historic Landmark, featured on the 2003 Maine State Quarter, Premier Schooner of Maine's Windjammer Fleet by Maine State Legislature	<b>Galley:</b> Located forward, has refrigeration, French <u>flat top range/dbl oven diesel powered, 2-bay sink</u> <b>Main Salon:</b> Seats all guests, forward off galley <b>Common Head/Shower:</b> (2) On deck forward <b>Total Heads:</b> 9
<b>Hull Designer:</b> J.M.C. Moore	<b>Donkey Engine:</b> 1906 Olds Seagear 6hp - Windlass

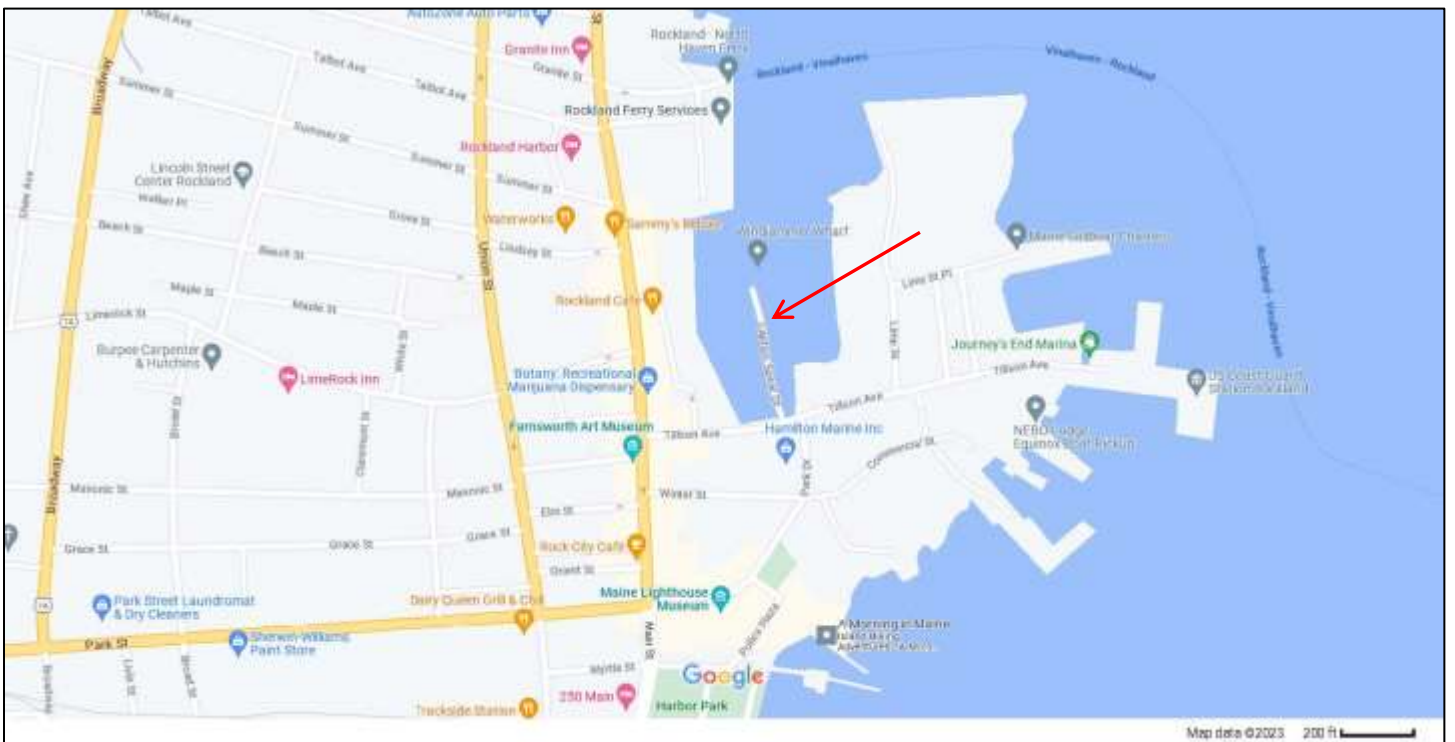
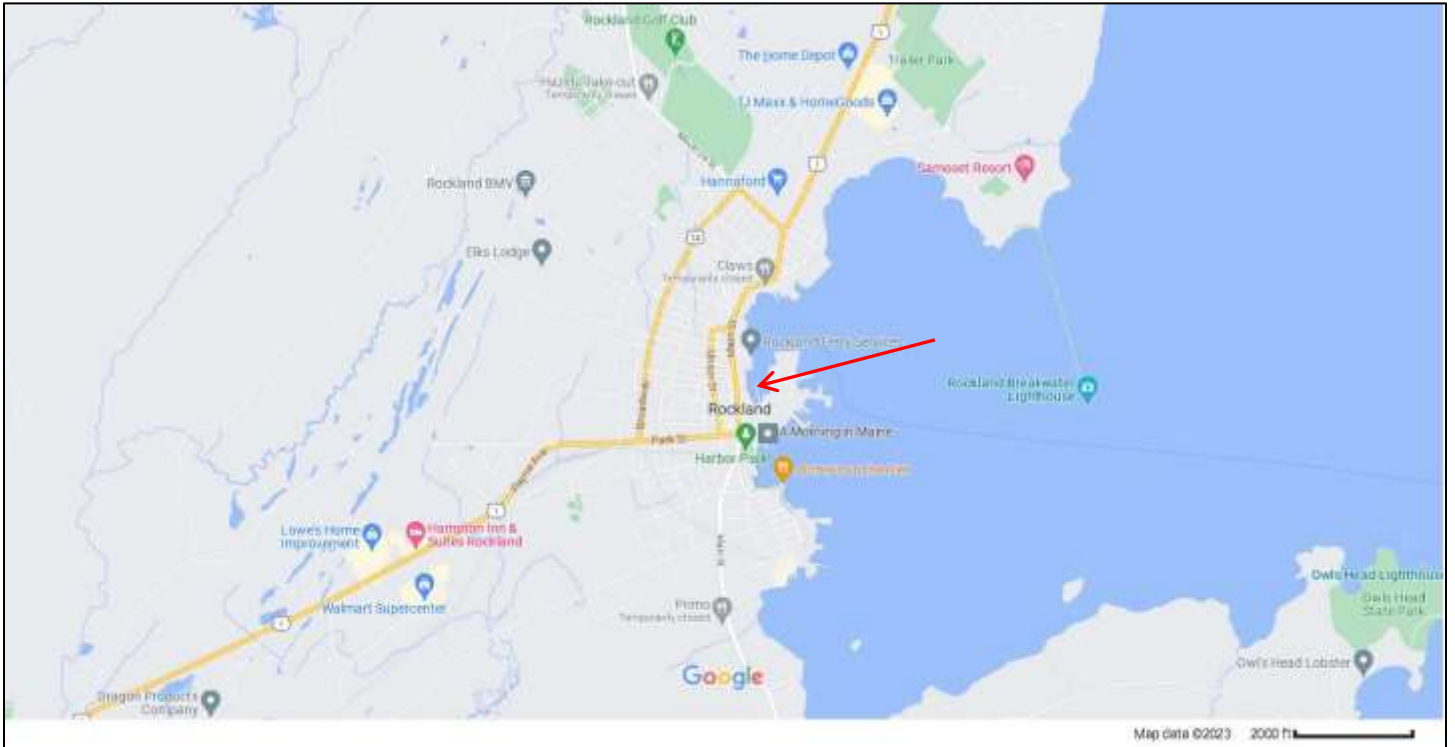
## Vessel Layout



To View Interactive Layout of Cabins [CLICK HERE](#)



# Location Maps



## **Terms and Conditions of Sale - Draft Timed Online Auction**

**Secured Party's Sale at Public Auction 23-53**

**Historic 3-Masted Wooden Schooner**

**k/a Victory Chimes (official number 136784)**

**Windjammer Wharf, Captain Spear Dr., Rockland, Maine**

**Online Bidding Begins: Sunday, April 23, 2023 at 9AM EST**

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**[YOU MUST LOG IN OR CREATE AN ACCOUNT ON PROXIBID.COM TO BID AT THIS SALE](https://proxibid.com)**

**TERMS:** A \$10,000 deposit in the form of a hold being placed on the online bidder's credit card is required as a qualification to bid. Winning bidder will need to submit complete payment for the vessel payable to Keenan Auction Company, Inc. within 24 hours of the sale in cash or certified U.S. funds, or wire transfer. The \$10,000 hold on the successful bidder's credit card will be released once the bidder has removed the vessel from the Windjammer Wharf, Captain Spear Drive, Rockland, ME on or before May 12, 2023. Once the vessel has been removed by the deadline, Auctioneer will release the \$10,000 hold on the purchaser's credit card. In the event the vessel is not removed by the deadline, buyer will forfeit their \$10,000 deposit to Seller, unless Purchaser can provide the Seller with a valid agreement from Windjammer Wharf authorizing the Purchaser to remain on Wharf. Said agreement will need to be provided to the Seller on or before May 12, 2023. Unsuccessful bidder's credit card holds will be processed to be released at the conclusion of the auction. Releases are typically removed within 2-5 days from the date of the removal request by auctioneer. Once you become a winning bidder, title passes (UCC) and you are responsible for your own merchandise. Auctioneer & Seller are not responsible for lost or stolen items.

**SALES TAX:** 5.5% Maine sales tax on vessel. Dealers or exempt agencies must provide us with a copy of their annual resale certificate at time of registration. Out-of-state residents are subject to Maine sales tax except if transporting the vessel outside of the State of Maine to their place of residency.

**DOCUMENT FEES:** A \$20 boat trailer paperwork fee will be assessed to the buyer. The fee will be added to your invoice.

**REMOVAL OF VESSEL:** Vessel may not be removed until complete payment has been received. Buyers are required to make their own shipping arrangements. If the vessel is not removed from Windjammer Wharf by May 12, 2023, Seller may retain the \$10,000 deposit, unless Purchaser can provide the Seller with a valid agreement from Windjammer Wharf authorizing the Purchaser to remain on Wharf. The Purchaser responsible for shipping & handling costs.

**WARRANTIES:** While descriptions are believed to be correct, the Auctioneer and the Seller make no warranties or guarantees, expressed or implied as to the genuineness, authenticity of, or defects in any lot, and will not be held responsible for advertising discrepancies or inaccuracies. Purchaser acknowledges that purchaser has had the opportunity to inspect the vessel and that everything is sold on an 'AS IS', 'WHERE IS' basis except as expressly made in writing. No warranties are made as to the merchantability of any item or their fitness for any purpose. ALL SALES ARE FINAL. Auctioneer and Seller do not guarantee the accuracy or completeness of the information contained in the catalog. Purchasers should verify and inspect the vessel prior to bidding. Auctioneer does not guarantee the provenance, whether it is an antique, or original.

**DAMAGES:** Buyer does hereby indemnify and hold harmless Auctioneer and Seller from any and all damages and claims of any type whatsoever, caused during the auction or arising out of the auction, or by the removal of the vessel purchased. Buyer will be held responsible for any damage Buyer may create to the real property, and parties during the removal process. The Buyer, whether acting as principal, agent, officer or director of a company or otherwise, in any capacity whatsoever, and the company Buyer represents, both jointly and severally agrees to indemnify and save harmless Auctioneer and Seller and their employees, agents, and attorneys, and real property owner from any and all actions, causes of action, suits, damages, costs, and losses of any nature, including injury and death, arising from the purchase or use of any merchandise, or the attendance or participation of Bidder, his/her agents or employees, at the auction and/or on the auction site whether before, during, or after the auction.

**DISPUTES:** If any dispute arises between two or more bidders, the Auctioneer at his sole option may put up the lot again for sale at once and resell to the highest bidder.

**BIDDING:** The Auctioneer reserves the right to bid and to reject any and all bids including any bid, which is only a fractional advance over the preceding bid.

**DEFAULT:** In the event the Purchaser fails to pay the whole of the purchase price within the time set forth by the Seller, and/or fails to comply with any of the Terms and Conditions of Sale, the Seller may retain and/or recover the deposit specified as liquidated damages, and in addition thereto, can be resold at public or private sale without further notice. Any deficiency resulting from such resale shall be paid to the Seller by such resale and enforcement of the obligation there under. Buyer agrees to pay any and all charges and expenses incurred by reason of any breach of the Terms and Conditions of Sale, including without limitation reasonable attorney's fees.

**PLEASE NOTE:** By registering for this auction you have agreed to, and are bound contractually to the terms and conditions of this sale and understand that any bid you make falls under the Maine Auction Law, Title II, Section 2-328 of the Uniform Commercial Code, and the Statute of Frauds. Maine auctions are under the jurisdiction of the State of Maine Department of Professional and Financial Regulations, Board of Licensure of Auctioneers, 35 State House Station, Augusta, Maine, 04330. If you do not agree with the Terms and Conditions of the Sale, please do not bid.

# Photos

Photos from Victorychimes.com website



April 2023 Photos





April 2023 Photos



April 2023 Photos











April 2023 photos – 19' Yawlboat "Enoch"





16711/22-182

June 7, 2022

Victory Chimes, Inc.  
Attn: Capt. Sam Sikkema  
57 North Main St, P.O. Box 1401  
Rockland, ME 04841  
(571) 217-0581  
samsikkema@gmail.com

Dear Capt. Sikkema,

Your request dated May 26, 2022 for reconsideration of the worklist items issued by Sector Long Island Sound during the May 2022 drydock and internal structural examinations of the schooner VICTORY CHIMES (O.N. 136784) has been reviewed. Several worklist items have been satisfied as written, and several others are deferred to the next drydock examination. Credit for drydock and internal structural examinations is hereby given, provided certain conditions—detailed herein—are met. Accordingly, VICTORY CHIMES must be again made available for drydock and internal structural examinations no later than May 31, 2023.

This one-year credit for drydock and internal structural exams is given subject to the following conditions. Failure to comply with these conditions may result in revocation of this one-year credit.

1. Prior to carrying passengers, the vessel must undergo a sea trial with CG Marine Inspectors. Concerns identified during the sea trial could result in additional conditions and/or revocation of this one-year credit.
2. When carrying passengers, the vessel must not operate when wind gusts and wave heights exceed or are forecasted to exceed 25 knots and 4 feet, respectively.
3. You must submit, and Sector Northern New England must approve, a repair plan that addresses the deferred worklist items, as outlined in the enclosure. The plan must include specific details, including the date and location of the next drydocking, how the deferred worklist items will be addressed, and a timeline for each item, including ample cushion to address new findings. If you do not foresee being able to address all of the worklist items at the next drydocking, the plan must include justification and timeline for when the items will be repaired. The repair plan must be submitted no later than July 31, 2022. Failure to adhere to the approved repair plan could result in additional conditions and/or revocation of the Certificate of Inspection.

In accordance with Title 46, Code of Federal Regulations Subpart 1.03, any person directly affected by my decision may make a formal appeal, via this office, to the District One Commander. When requesting that this decision be reviewed, such request must be made within 30 days after the date of this letter. A formal appeal must contain a description of the decision

June 7, 2022

being appealed and the appellant's reason(s) why the decision should be set aside or revised. Failure to submit a formal appeal in accordance with these procedures and time limits results in the decision becoming final agency action.

If you have any questions, please contact the Inspections Division at (203) 468-4501.

Sincerely,

E. J. VAN CAMP  
Captain, U.S. Coast Guard  
Officer in Charge, Marine Inspections

Enclosure: Worklist Items Issued by Sector Long Island Sound, and Current Status

Copy: Sector Northern New England (s)  
District One (dp)  
Commandant (CG-5P-TI)

### Worklist Items Issued by Sector Long Island Sound, and Current Status

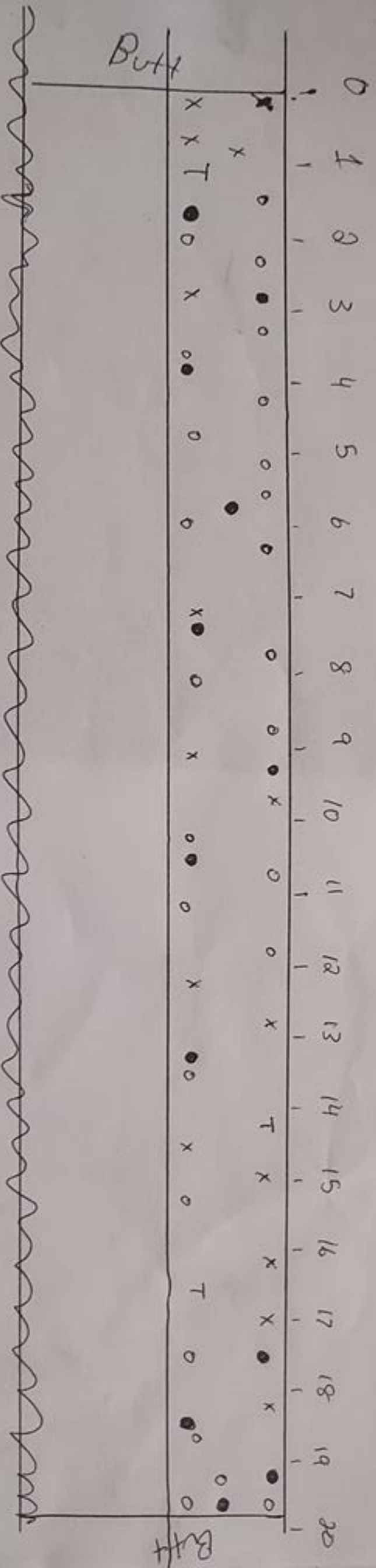
WL01:	Remove hull planks on the port and stbd bow to allow access to frames #1, #2, and #3 and associated internal fasteners. Planks to be selected with attending CG Marine inspector, vessel owner and shipyard representative.	Satisfied as written.
WL02:	Remove hull planks on the port and stbd mid body in way of the bilge stringer to allow access to inspect lower side shell frames, bilge knees and internal fastenings. Planks to be selected with attending CG Marine Inspector, vessel owner and shipyard representative.	Satisfied; it was agreed between CG Marine Inspectors, shipwrights, and you that a plank on the starboard mid-body does not need to be removed at this time.
WL03:	Remove for inspection internal fastenings as required by attending CG Marine Inspector to assess the overall condition of internal fastenings.	Satisfied as written.
WL04:	Remove fasteners at the butt end of the plank that appears to be proud iwo the fwd chain plate. Provide repair plan to evaluate existing fastener condition. The current sample does not adequately address the overall condition of the external fasteners.	Deferred. Fastening schedule for all butt joints must be included in the repair plan.
WL05:	Remove all fasteners with missing bungs.	Satisfied as written.
WL06:	Remove and replace rotten plank on the port side stern.	Satisfied as written.
WL07:	Re-caulk plank seams as needed.	Satisfied as written.
WL08:	Remove rotted plank on stbd side stern (scarf if possible).	Satisfied as written.
WL09:	Provide repair proposal for rotten frames on the stbd bow.	Deferred. Must be included in the repair plan.
WL10:	Provide repair proposal for steel rudder housing.	Deferred. Must be included in the repair plan.



# Victory Chimes

Port Mid-Ship Plank

FWD ← → AFT



Index

X - No fastener

T - Tunnel

O - Old/Original Fastener

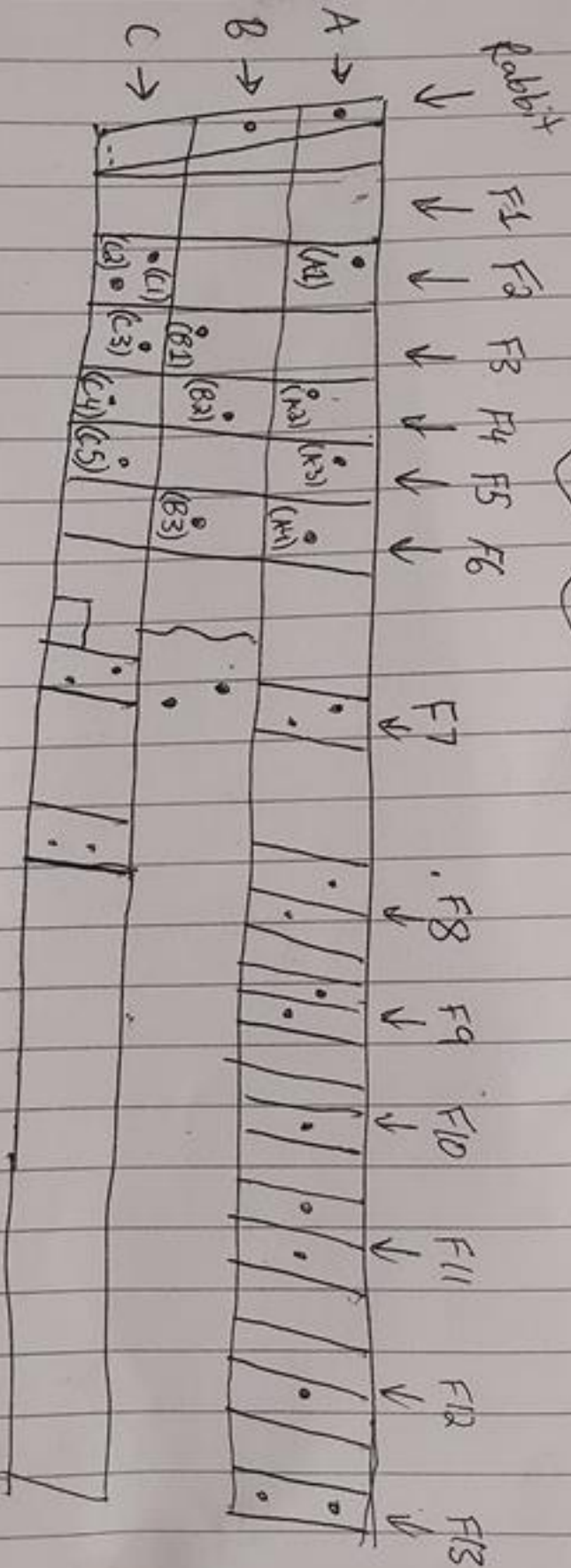
- New Spike

VICTORY CHIMES STEM/APRON/BOW SURVEY

5/22/22

PLANK #	STARBD	PORT	A	B	C
11	0	2-3	4	1	0-1
12	0	3-4	2 (@ 6" depth)	1	1
13	4	3-4		2 (@ 5 1/2")	0
14	4	4	- TOW PLATE -		
15	4	4		2 (@ 8")	0
16	1	1-2			
17	0	0			
18	0	0			
19	0	0			
20	0	0			

# Port-Side Planking Bow Fasteners



# NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

***VICTORY CHIMES***

**Page 1**

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

## 1. NAME OF PROPERTY

Historic Name: ***VICTORY CHIMES (Schooner)***

Other Name/Site Number: ***EDWIN AND MAUD; DOMINO EFFECT***

## 2. LOCATION

Street & Number: North End Shipyard, Rockland Harbor

Not for publication: N/A

City/Town: Rockland

Vicinity: N/A

State: Maine

County: Knox

Code: 013

Zip Code: 04841

## 3. CLASSIFICATION

### Ownership of Property

Private: X

Public-Local:   

Public-State:   

Public-Federal:   

### Category of Property

Building(s):   

District:   

Site:   

Structure: X

Object:   

### Number of Resources within Property

#### Contributing

  1  

  1  

#### Noncontributing

   buildings

   sites

  1   structures

   objects

  1   Total

Number of Contributing Resources Previously Listed in the National Register:   1  

Name of Related Multiple Property Listing: N/A

**VICTORY CHIMES**

United States Department of the Interior, National Park Service

**Page 2**

National Register of Historic Places Registration Form

**4. STATE/FEDERAL AGENCY CERTIFICATION**

As the designated authority under the National Historic Preservation Act of 1966, 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 \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register Criteria.

\_\_\_\_\_  
Signature of Certifying Official\_\_\_\_\_  
Date\_\_\_\_\_  
State or Federal Agency and Bureau

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

\_\_\_\_\_  
Signature of Commenting or Other Official\_\_\_\_\_  
Date\_\_\_\_\_  
State or Federal Agency and Bureau**5. NATIONAL PARK SERVICE CERTIFICATION**

I hereby certify that this property is:

- \_\_\_\_ Entered in the National Register  
\_\_\_\_ Determined eligible for the National Register  
\_\_\_\_ Determined not eligible for the National Register  
\_\_\_\_ Removed from the National Register  
\_\_\_\_ Other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper\_\_\_\_\_  
Date of Action

***VICTORY CHIMES*****Page 3**

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

**6. FUNCTION OR USE**

Historic: Transportation

Sub: water-related

Current: Transportation

Sub: water-related

**7. DESCRIPTION**

ARCHITECTURAL CLASSIFICATION: Chesapeake Ram Schooner

**MATERIALS:**

Foundation: N/A

Walls: (hull) wood

Roof: (deck) wood

Other:



**VICTORY CHIMES**

United States Department of the Interior, National Park Service

**Page 4**

National Register of Historic Places Registration Form

**Describe Present and Historic Physical Appearance.**

*Victory Chimes* (official number 136784) is a three-masted, gaff-rigged Chesapeake Ram schooner, home-ported in Rockland, Maine. Originally designed for and used as a general purpose cargo hauler, she was converted to a passenger cruise vessel in 1946.

Built in 1900 in Bethel, Delaware as *Edwin And Maud*, *Victory Chimes'* dimensions are: length 127.5 feet, breadth 23.8 feet and depth 8.6 feet; 208 tons gross, 178 tons net.<sup>1</sup> She is constructed with an oak keel, double sawn frames and deck timbers and Georgia pine planking. In 1988 she was extensively repaired at Sample's Shipyard in Boothbay Harbor, Maine while owned by Domino's Pizza. Traditional working methods and materials were used to replace rotten areas in-kind.<sup>2</sup> Despite an active working life in a harsh environment and required changes for passenger safety, *Victory Chimes* is estimated to retain about 70 percent of her original fabric.<sup>3</sup>

The traditional "ram" rig was a standing jib, flying jib, staysail (also called a forestaysail), foresail, mainsail and spanker (or mizzen), which *Victory Chimes* carries today. The heads of the fore, main and mizzen sails are supported by gaffs and the feet are laced to booms. The present masts of Oregon Douglas fir are over eighty feet in height. The mizzenmast was replaced in 1976, the main in 1988, and the fore in 1989.<sup>4</sup> "A straight tree 110 feet tall is required to get the necessary length a full twenty-one inches in diameter."<sup>5</sup> The original wooden bowsprit was replaced by one of steel to the same dimensions in 1965.

The standing rigging is steel wire. Standing rigging was minimal on rams, to enable deck cargo to be stowed on uncluttered decks. Each mast is supported by three shrouds on each side. The foremast has three stays and springstays run from its masthead to the main and mizzen masts.<sup>6</sup>

Just as when *Victory Chimes* was built, the schooner does not carry an engine. Maneuvering assistance is provided by a nineteen foot wooden yawlboat which pushes against the stern. When not in use it is towed astern. The current yawlboat was built in 1991 by Captain Kip Files and George Allen to enable the vessel to compete with other vessels in the passenger schooner trade which have been modified to carry engines. The yawlboat is, says Captain Files, "probably a bit bigger than would have originally been used."<sup>7</sup> It is powered by a 135

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<sup>1</sup> *Thirty-second Annual List of Merchant Vessels of the United States* (Washington: Government Printing Office, 1900).

<sup>2</sup> Captain Kip Files, interview with Nicholas Dean (phone), 28 January, 1997.

<sup>3</sup> Virginia L. Thorndike, *Windjammer Watching on the Maine Coast* (Camden: Down East Books, 1993), p.86.

<sup>4</sup> Files, op. cit.

<sup>5</sup> Thorndike, op. cit. p. 86.

<sup>6</sup> Files, op. cit.

<sup>7</sup> Ibid.

**VICTORY CHIMES****Page 5**

United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

horsepower Ford diesel engine. Three other boats are carried on davits. The current yawlboat should not be considered a contributing resource for this nomination.

*Victory Chimes* is largely original, although a limited number of changes have been required to allow adaptive reuse of a freight carrying schooner as a passenger vessel. The deck plan consists of a large forward deckhouse with a companionway leading into the main saloon, a low narrow deckhouse amidships (added during the schooner's conversion to passenger use) featuring multiple porthole sidelights and a second companionway, and a third large deckhouse aft, which is set on a raised quarterdeck. Three hatches gave access to the cargo hold. Tall bulwarks and taffrail frame the deck, although the quarterdeck features an open balustrade.

Belowdecks, the cargo hold has been subdivided into nineteen cabins with the main saloon and galley forward. There are nineteen cabins, fifteen fitted with two berths, two with four berths, and one each with a single and triple berth. The introduction of these facilities has been carried out in a reversible manner so that the original hull framing and planking characteristics remain. There are no deck lights.<sup>8</sup> A single centerboard is offset alongside the mainmast. The centerboard trunk is original, whereas the centerboard was most recently replaced in 1965. *Victory Chimes* draws 7 feet 6 inches with the centerboard up and 18 feet with the centerboard down.

The original anchor windlass is mounted behind the bowsprit heel forward and is powered by an ancient engine in the forward part of the deckhouse.

The original four horsepower donkey engine soon proved inadequate, it was replaced with a six horsepower Sea Gear engine made in 1906 by Olds in Lansing, Michigan. This is still in use.<sup>9</sup> Donkey engines were a prominent feature of schooners from the end of commercial sail when crews were kept to a minimum through the use of such mechanical aids. The ship's bell is mounted on the forward side of the cover for the windlass chain drive.

At the break in the quarterdeck is a one to one and a half horsepower "domestic pumper." This item of original equipment is still in use and regularly inspected by the Coast Guard.<sup>10</sup>

The hull is painted green with white bulwarks and is painted below the waterline. The decks are natural, as are the masts up to the crosstrees, from which point they are painted white. Deckhouses are painted white with detailing in red, green and grey. Hatches and bitts are picked out in contrasting diamond patches as was common in well kept coasting vessels.

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<sup>8</sup> Deck and belowdeck arrangements from Section 7, *VICTORY CHIMES* 1993 National Register nomination.

<sup>9</sup> Captain Kip Files, interviews with Nicholas Dean, 17 December, 1996 and 28 January, 1997.

<sup>10</sup> Ibid.

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**8. STATEMENT OF SIGNIFICANCE**

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

Nationally: X Statewide:    Locally:   

## Applicable National

Register Criteria:

A x B    C x D   

## Criteria Considerations

(Exceptions):

A    B    C    D    E    F    G   

NHL Criteria:

1, 4

NHL Theme(s):

III. Expressing Cultural Values

5. Architecture, Landscape Architecture and Urban Design

V. Developing the American Economy

3. Transportation and Communication

Areas of Significance:

Transportation; Maritime History; Recreation

Period(s) of Significance:

1900-1946

Significant Dates:

1900, 1946

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect/Builder:

Moore, J.M.C., designer

George K. Phillips Co., builder

NHL Comparative Categories:

XII. Business

L. Shipping and Transportation

XIV. Transportation

B. Ships, Boats, Lighthouses, and Other Structures

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**State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.**

The three-masted Chesapeake ram schooner *Victory Chimes* was launched in April 1900 from the Bethel, Delaware yard of George K. Phillips Co. as the *Edwin And Maud*, named for two children of her first captain, Robert Rigg. *Victory Chimes* not only exemplifies the nineteenth and early twentieth century development of large American wooden schooners intended primarily, though not exclusively, for the coasting trade on both east and west coasts, but she is the only surviving example of the "Chesapeake ram" type and one of only three surviving examples of a three masted schooner in the United States. At 132 feet she was slightly larger than the average "ram," and today she is the largest member of Maine's fleet of windjammers, which carry passengers along the coast during summer months. The schooner is home-ported in Rockland, Maine. It is eligible for designation as a National Historic Landmark under Criterion 1 for its association with the maritime history of the Mid-Atlantic region in addition to Criterion 4 as a well preserved, representative and unique example of its type.

**Development of the Large American Wooden Cargo Schooner**

Both the origins of the schooner and the word "schooner" itself are somewhat obscure. A print engraved after the Dutch artist, Van de Velde, who died in 1707, shows a two-masted vessel with a gaff-rigged sail on each mast.<sup>1</sup> Quentin Snediker and Ann Jensen, in their history of Chesapeake Bay schooners, list the thirty-five ton *Sarah* as "the first schooner known to have been built in Maryland."<sup>2</sup> A painting in the collections of the Maryland Historical Society, dated ca. 1770, clearly shows two Maryland two-masted schooners.<sup>3</sup> By 1780 the British lexicographer and poet William Falconer, in his *Universal Dictionary of the Marine* defined a schooner as:

A small vessel with two masts, whose main-sail and fore-sail are suspended from *gaffs* reaching out below by booms, whose foremost ends are hooked to an iron, which clasps the mast so as to turn therein as upon an axis, when the after-ends are swung from one side of the vessel to the other.<sup>4</sup>

It is likely, then, that the schooner appeared in Colonial America based on European models. *Webster's Dictionary* calls the term "schooner" of "origin unknown."<sup>5</sup> However there is a Scottish verb to "scoon," or "skim along the water."<sup>6</sup> According to a Massachusetts legend,

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<sup>1</sup> E. P. Morris, *The Fore-and-Aft Rig in America* (New Haven: Yale University Press, 1927), p. 178.

<sup>2</sup> Quentin Snediker and Ann Jensen, *Chesapeake Bay Schooners* (Centreville, MD: Tidewater Publishers, 1992), p. 12.

<sup>3</sup> Ibid., p. 12. This painting is also reproduced in Joseph A. Goldenberg, *Shipbuilding in Colonial America* (Charlottesville: University Press of Virginia, 1976), Plate 4.

<sup>4</sup> William Falconer, *A Universal Dictionary of the Marine* (London: T. Cadell, 1780), p. 257.

<sup>5</sup> *Webster's Third New International Dictionary* (Springfield: G. & C. Merriam & Co., 1981), p. 2031.

<sup>6</sup> Eric Partridge, *Origins* (New York: Greenwich House, 1983), p. 594.

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the term dates to 1713, when a such a vessel was launched in Gloucester. The ease with which she entered the water caused a witness to inadvertently name the type when he exclaimed: "Oh, see how she scoons!"<sup>7</sup>

The early American merchant schooners were generally small and operated mainly in the coasting trade, which had been reserved to American flag vessels by an Act of Congress in 1789. These small vessels were "handy, economical, easily built of readily accessible materials, perfectly suited to their task and their number was legion."<sup>8</sup> Although the early coasting trade was carried out in vessels of a number of types, eventually the schooner supplanted square-rigged vessels in the coasting trade for very practical reasons:

The fore-and aft rig came to be preferred for coasting vessels for several reasons. Fewer sailors were required to handle the vessel, and a schooner could be worked into and out of harbors more easily than any square-rigged craft. Her trips could also, as a rule, be made in quicker time, as she could sail close into the wind, and it was hardly necessary for her to sail from Maine to New York by way of the Bermudas, as some square-rigged vessels have done during baffling winds.<sup>9</sup>

The place and date of the "invention" of the three-masted or "tern" schooner is uncertain. There is a reference to a three-masted American schooner, *Success*, reported at Kingston, Jamaica, bound for San Domingo in March 1801.<sup>10</sup> In his *History of American Sailing Ships*, Howard I. Chapelle cites the three-masted Baltimore-built *Flying Fish*, which was in the Royal Navy by 1806. Chapelle feels that it was "reasonable to place the date of the launch of this vessel about 1800."<sup>11</sup> David R. MacGregor, in his *Schooners in Four Centuries*, comments that "three-masted schooners were not built much outside the Chesapeake area until the 1850s, but in that decade they suddenly became popular. . ."<sup>12</sup> After that time, and particularly after the American Civil War, writes Chapelle, "the three-masted schooner almost monopolized the coasting trades, particularly the lumber business. There were two types of three-master at this time, a rather deep-draft keel model and a shoaler

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<sup>7</sup> Joseph E. Garland with Captain Jim Sharpe, *Adventure, Queen of the Windjammers*, (Camden, Maine: Down East Books, 1985) p. 6.

<sup>8</sup> Charles S. Morgan, "New England Coasting Schooners," in E.W. Smith, ed., *Workaday Schooners*, (Camden: International Marine Publishing, 1975), p. 156.

<sup>9</sup> Henry Hall, *Report on the Ship-Building Industry of the United States* (Washington: Government Printing Office, 1882), p. 93.

<sup>10</sup> Carl C. Cutler, *Greyhounds of the Sea*, (New York: Halcyon House, 1930), pp. 37-38.

<sup>11</sup> Howard I. Chapelle, *American Sailing Ships*, (New York: W.W. Norton & Co., 1935), p. 259.

<sup>12</sup> David R. MacGregor, *Schooners in Four Centuries* (Annapolis: Naval Institute Press, 1982), p. 54.

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centerboarder."<sup>13</sup> Captain Francis E. ("Biff") Bowker estimates that approximately two thousand three-masted schooners of both types were built on the American east coast.<sup>14</sup>

The deeper draft schooners to which Chapelle refers evolved, in due course of time, into large vessels of four, five and six masts, with one seven-master, principally involved in the trade of carrying coal and lumber along the Atlantic coast. Coal from ports such as Norfolk and Newport News headed northward, as did southern hard pine for building and vessel construction. No examples of this type of schooner remain afloat, though there are several rapidly deteriorating large schooner hulks on the Maine coast. On the west coast there developed two distinct large schooner types: multi-masted lumber schooners, of which *C.A. Thayer*, a National Historic Landmark (NHL), now preserved at San Francisco, and *Wawona*, at Seattle, are examples, and the NHL steam schooner *Wapama*, whose fate at San Francisco is, as of early 1997, extremely uncertain, *Victory Chimes* is the only operating large American cargo schooner.

### **Evolution of the Chesapeake Ram Schooner**

Shoal-draft centerboard schooners were built and used in the Great Lakes, along the Atlantic coast, and in the Gulf of Mexico. In each area they were adapted to optimize them for local conditions, but with similarities in their general arrangement. In the Great Lakes and on the mid-Atlantic coast, shoal draft schooners were built to operate through navigation canals between larger bodies of water. Built to fit inside restricting locks and sail in shallow water these "canalers" were peculiar adaptations to particular geographical conditions.<sup>15</sup> The Chesapeake rams, such as *Victory Chimes*, were adapted to operate on the middle Atlantic coast and in the shallow Chesapeake, taking advantage particularly of the Chesapeake and Delaware Canal.

Over the two centuries that commerce in the Chesapeake Bay region was dominated by commercial sail, a definite pattern grew up that lasted in schooners converted to power up into the early 1970s. . . . Schooners carried grain, lumber, cordwood, oysters, and farm products to Norfolk, Richmond, Alexandria, Washington, Baltimore, and Annapolis from river landings and small towns from one end of the Bay to the other.<sup>16</sup>

There was also waterborne commerce through canals, such as coal headed for Philadelphia, which passed through the Delaware and Raritan Canal, and the Chesapeake and Delaware Canal between Chesapeake Bay and the Delaware River, which provided an inside passage

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<sup>13</sup> Chapelle, *Sailing Ships*, op. cit., p. 259.

<sup>14</sup> Francis E. Bowker, *Three-Masted Schooners, A Compilation of Three-Masted Schooners Built on the American East Coast* (Mystic: Mystic Seaport Museum, 1991), "Prologue," p. i.v.

<sup>15</sup> Chapelle, *Sailing Ships*, op. cit., p. 259; Paul C. Morris, *American Sailing Coasters of the North Atlantic*, (Chardon, Ohio: Bloch and Osborn Publishing Company, 1973) pp. 20-24; James Cooke Mills, *Our Inland Seas, Their Shipping and Commerce For Three Centuries*, reprint of 1910 ed. (Cleveland, Ohio: Freshwater Press, 1976) pp. 158-159; and Jacques LeStrang, *Cargo Carriers of the Great Lakes: The Saga of the Great Lakes Fleet, North America's Freshwater Merchant Marine* (Boine City, Michigan: Harbor House Publishers, 1985) pp. 18-23; .

<sup>16</sup> Snediker and Jensen, op. cit., p. 78.



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that avoided the often treacherous outside run past the Delaware Capes. It was for transit of the C & D Canal that the type known as a Delaware, or Chesapeake Bay, ram schooner developed. It was a flat-bottomed, slab-sided, shallow draft centerboard schooner which could pass through the narrow canal locks.<sup>17</sup> In his *Chesapeake Sailing Craft*, Robert Burgess, citing historian John Lyman, speculates that "canal-type craft with schooner rig were used on the canal system of the Schuylkill River" as early as 1863.<sup>18</sup> One such vessel, *Reading Railroad No. 34*, built at Hamburg, Pennsylvania in 1863, (106 feet x 19.1 feet x 8.6 feet) apparently was refitted as a three-masted schooner about 1883 at Seaford, Delaware, "a short distance from Bethel."<sup>19</sup> It was at Bethel, in 1889, that the first of the Chesapeake rams was built.

It is worth noting that the canal for which many, though not all, of the Chesapeake Rams were intended, was a vital transportation link, in addition to its merits as an inside passage. The Chesapeake and Delaware was completed in 1829, and its peak year was 1872 when 1.3 million tons passed through it.<sup>20</sup> Unfortunately, towards the end of the nineteenth century the canal apparently was not making money and repairs were neglected, even though it was agreed that canals should be improved "to carry the low-grade bulk freight which was clogging the railroads and delaying the shipment of other commodities which trains were best able to carry."<sup>21</sup> By 1907, the railroads viewed canal traffic as serious competition because freight by rail from Philadelphia to New York took a week or more due to terminal delays, "whereas the slower but steady waterways carried their much smaller volumes of freight between the two points overnight."<sup>22</sup> President Theodore Roosevelt lobbied hard for government purchase of the Chesapeake and Delaware Canal, which finally took place in 1919.<sup>23</sup> Today it is 450 feet wide and 35 feet deep and still cuts three hundred miles off the trip from Philadelphia to Baltimore.<sup>24</sup>

It was in 1889 that J.M.C. Moore designed and built the first of the ram schooners, *J. Dallas Marvel*, at Broad Creek in Bethel, Delaware. At 112.8 feet, she was the smallest of the rams and cost approximately \$7500 to build at a time when ship carpenters made two dollars a

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<sup>17</sup> There is some confusion over just how narrow the C & D locks actually were. Most historians of the rams cite a lock width of twenty-four feet, for example, Robert H. Burgess, *Chesapeake Sailing Craft*, (Cambridge, MD: Tidewater Publishers, 1975), p. 173. However, in his *The National Waterway: A History of the Chesapeake and Delaware Canal, 1769-1965* (Urbana: University of Illinois Press, 1967), Ralph D. Gray cites a twenty-two foot lock width and seven foot depth. (p. 67).

<sup>18</sup> Burgess, *Sailing Craft*, op. cit. p. 173. Burgess is apparently referring to the article on rams published in Lyman's *Log Chips*, Volume 2, p. 123.

<sup>19</sup> Burgess, *Sailing Craft*, op. cit., p. 173.

<sup>20</sup> 18 Gray, op. cit. p. viii.

<sup>21</sup> Gray, op. cit. p. 190.

<sup>22</sup> Ibid. p. 190.

<sup>23</sup> Ibid. p. viii.

<sup>24</sup> Snediker and Jensen, op. cit. p. 139.

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day. "All the material for her planking was hauled into Bethel by mule team and sawed by hand."<sup>25</sup> No view of this schooner has been found, but a similar vessel, *Levin J. Marvel*, was built two years later, and she has been called "as homely a vessel as ever cleaved the waters of the Bay. Her cumbersome hull resembled a canal barge. The characteristics of these craft were wall sides, bluff bows, flat bottoms, little sheer and no topmasts."<sup>26</sup> Exactly where the term "ram" originated is unclear. Robert Burgess credits one Billy Borthwick, owner of a ship chandlery at Chesapeake City, Maryland, as having watched the first of the type going through the canal and exclaiming, "Look at that d-- thing butting her way through the other schooners; she's acting just like a ram."

In any case, the name stuck to the type early on.<sup>27</sup> The rams may have been homely, but with their bald-headed rig (no topsails) they could be handled with a small crew, assisted by a gasoline powered donkey engine for hoisting the anchor and sails and a gasoline-powered yawlboat to push in calm weather. "A lot of freight could be hauled long distances at little labor expense."<sup>28</sup> All told, between 1889 and 1911 twenty-six rams were built, ranging in length from 112.8 to 163 feet, at Bethel and Sharptown, Maryland. "Two were also built in Baltimore and one at Madison, Maryland. So the design must have been successful, if not eye-pleasing."<sup>29</sup> *Edwin And Maud* was the fourteenth of the twenty-one rams built at Bethel.

Cargoes varied, but the standby was lumber. Headed down Chesapeake Bay for Virginia or the Carolinas to pick up lumber or cordwood, the cargo south might be coal, fertilizer, empty cans for canning factories or supplies for stores in "river towns near the lumbering operations."<sup>30</sup> A large ram might carry as much as two hundred thousand board feet of lumber on the return voyage. Another major cargo was grain from the Carolinas, Virginia and Maryland to the mills in Baltimore. By the 1930s and 1940s fertilizer had become a major item, with schooners picking up phosphate in Florida for Maryland fertilizer factories. It could also work the other way: "A load of fertilizer typically became return freight once a cargo of grain was unloaded in Baltimore."<sup>31</sup>

By 1933 there were still thirteen rams sailing on the Bay, and *Edwin And Maud* was among them. In those early Depression years "most of them kept busy in the lumber and fertilizer trade, making trips from the Carolina Sounds through the Albemarle & Chesapeake Canal, up Chesapeake Bay to Philadelphia via the Chesapeake and Delaware Canal, and return.

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<sup>25</sup> Robert H. Burgess, *Chesapeake Bay*, (Cambridge, MD: Cornell Maritime Press, 1963), p. 113.

<sup>26</sup> Burgess, *Sailing Craft*, op. cit. p. 173.

<sup>27</sup> Burgess, *Chesapeake Bay*, op. cit. p. 113.

<sup>28</sup> Ibid. p. 174.

<sup>29</sup> Ibid. p. 173; It should be noted that with her graceful sheer and balanced proportions *Edwin And Maud* was considered an attractive example of a generally homely type.

<sup>30</sup> Snediker and Jensen, op. cit., p. 84.

<sup>31</sup> Ibid., p. 82.

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Baltimore was also a regular port of call."<sup>32</sup> However, between 1934 and 1942, fire, foundering, stranding and other causes took a heavy toll. By 1945 there remained only two of the rams in commercial use.<sup>33</sup> For example, *Granville R. Bacon*, the last ram built at Bethel in 1911, stranded at Weekapaug, Rhode Island in 1934 and was later burned. *Agnes S. Quillan*, built in 1894, went ashore in the Potomac River in 1938. The Sharptown-built ram *Charles T. Strann*, renamed *Kincora*, was converted to power and sold to Dominican Republic interests in 1943.<sup>34</sup>

**Career of EDWIN AND MAUD as a Cargo-carrying Ram**

Originally home ported in Seaford, Delaware,<sup>35</sup> *Edwin And Maud* spent much of her working career as a freighter out of Baltimore, owned by C.C. Paul & Co. and Albert F. Paul, normally carrying a crew of four.<sup>36</sup> C.C. Paul was one of Baltimore's largest grain brokers, dealing mainly in corn and wheat.<sup>37</sup> When *Edwin And Maud* carried fertilizer, which was carried bagged on the smaller schooners, recalled William Stevens, "we never ran many bags...We carried it loose in her hold."<sup>38</sup> Stevens also stated that "whenever we'd load grain or fertilizer in the hold we'd always seal the hatches. Sometimes on the *Edwin and Maud*, the water'd be coming across and you could have rowed a skiff around on deck if it weren't so rough. Of course we didn't mind 'cause she was a nice boat."<sup>39</sup> Stevens and his father made several trips to North Carolina in the three years they sailed the ram, carrying fertilizer or soft coal down. When picking up their return cargo of lumber, it was "loaded by hand and carefully distributed. If it was dry, a third of it was placed in the hold and two-thirds on deck. A load of green lumber was split half and half and it was often so heavy that, instead of figuring the rate by board feet, the captain charged a flat rate for the load."<sup>40</sup>

"We'd load the *Maud* with dry lumber until she'd tilt," said Stevens. "When she'd tilt a little bit, we knew we could only put on another 4,000 or 5,000 feet. We'd pile it eight feet on deck and could hardly see over it standing on the quarterdeck."<sup>41</sup> On the return trip the yawl boat was critical, as on occasion Stevens and his father sailed EDWIN AND MAUD by themselves. "We carried 750 gallons of gas and we hauled it over the stem to the yawl boat, 20 gallons at a time. That was all right when the *Maud* was loaded, because you didn't have

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<sup>32</sup> Burgess, *Chesapeake Bay*, op. cit., p. 113.

<sup>33</sup> Ibid., p. 114.

<sup>34</sup> Ibid., p. 114; James E. Marvill, *Sailing Rams* (Lewes, DE: The Sussex Press, 1974, second edition) p. 51.

<sup>35</sup> List of Merchant Vessels of the United States (Washington: Government Printing Office, 1900).

<sup>36</sup> Ibid., various years to 1946.

<sup>37</sup> Snediker and Jensen, op. cit., p. 80.

<sup>38</sup> Ibid., p. 82.

<sup>39</sup> Ibid., p. 81.

<sup>40</sup> Ibid., p. 84.

<sup>41</sup> Ibid.

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to step far, but when she was light we'd have to get a ladder."<sup>42</sup> Stevens and his father worked *Maud* until 1946, "when they could not make any more money running freight under sail."<sup>43</sup> In 1946 Herman Knust bought her for his Chesapeake Bay Vacation Cruises.<sup>44</sup> *Edwin And Maud* had carried cargo for forty-six years.

**Career of EDWIN AND MAUD as a Chesapeake Bay Windjammer**

There had been several attempts at operating "dude" schooners on Chesapeake Bay, beginning shortly before the outbreak of World War II, but they had not been notably successful. On the Bay, shortly before the war, Captain D'Arcy Grant began passenger operations with the seventy-three foot, two-masted schooner *Henry Disston*, but by 1945 she had been abandoned. Another attempt with the schooner *Edward L. Martin* ended when she was converted to power in 1943.<sup>45</sup> In 1944 Knust acquired the ram schooner *Levin J. Marvel*, investing a reported eighteen thousand dollars in her purchase and conversion to passenger service. Two years later he added *Edwin And Maud*. Cruises varied from five days to two weeks, and the two schooners were operating at ninety percent capacity during the June to October cruising season.<sup>46</sup>

In 1954, Knust sold off his schooners, *Marvel* to a Pennsylvania entrepreneur and *Maud* to a Maine syndicate. In August 1955, *Marvel* was lost in a hurricane on Chesapeake Bay with the loss of seven lives. The Coast Guard inquiry blamed *Marvel's* poor condition and bad judgement on the part of her owner/captain.<sup>47</sup> It would be another twenty years before passenger service returned to the Bay.

**Career of EDWIN AND MAUD as a Maine Windjammer**

*Edwin And Maud* was purchased in 1954 by a syndicate, Maine Schooner Cruises, of Belfast, of which Captain Frederick Boyd Guild of Castine was a member. Summer "windjamming" on the Maine coast began in the 1930s when Frank Swift of Bucksport observed the rapidly vanishing sailing coasting trade and conceived the idea of carrying passengers for hire during the summer months. It was a concept similar to the "dude ranch" concept in the American west and was the first time "the concept of operating, adaptive use of a historic vessel was applied to maritime preservation."<sup>48</sup>

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<sup>42</sup> Ibid., p. 99.

<sup>43</sup> Ibid., p. 106.

<sup>44</sup> Ibid., p. 161.

<sup>45</sup> Ibid., p. 160.

<sup>46</sup> Ibid., p. 162.

<sup>47</sup> Ibid., p. 169.

<sup>48</sup> James P. Delgado, National Historic Landmark nomination for schooner *AMERICAN EAGLE*. Quoted in National Register nomination for *VICTORY CHIMES*, 1993.



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By the time Swift began his operations with the 1881 schooner *Annie F. Kimball*, sail on the Maine coast had "all but lost its commercial viability,"<sup>49</sup> but by 1939 Swift had a waiting list for his fleet of three schooners and by 1948 had nine vessels operating out of Camden.<sup>50</sup> In the late thirties he advertised one or two week cruises:

These schooners are not yachts--just picturesque down-east sailing vessels, clipper-bowed and able, with billowing sails and hempen rigging. Each Monday, from July 4th until September 10th, the *Annie Kimball* and the *Lydia Webster* will sail from Camden, Maine for a week's cruise-- not to follow an exact itinerary but to use the winds and tides to make the cruise most interesting.<sup>51</sup>

There are now some eighteen schooners operating in Maine waters during the summer months. Seven of these have been designated National Historic Landmarks, and like *Victory Chimes* and a few other historic vessels, are an "adaptive re-use" of a vessel. Some, like the schooner *Heritage*, built in Rockland in 1983, are a modern version of a traditional type, carrying "the only cargo that loads and unloads itself."<sup>52</sup>

Part-owner Captain Frederick Guild skippered *Edwin And Maud*, now re-named *Victory Chimes*, in the summers of 1954 and 1955. In the spring of 1959 he purchased her "on his own."<sup>53</sup> Assisted by his wife, Janet, and a crew of nine he operated her until 1984 and then sold her to a Duluth, Minnesota banker in 1985. At that time she traveled to the Great Lakes. Thomas Monaghan of Domino's Pizza next purchased her, renamed her *Domino Effect* and offered cruises aboard her as incentives to Domino's employees. "But while many people in Maine remember Domino's Pizza only for having changed the vessel's name, Domino's should be remembered for having saved the vessel's life," wrote Virginia Thorndike in her book on Maine windjammers.<sup>54</sup> As has been mentioned, the schooner received an extensive and much-needed refit in 1988.

*Domino Effect* returned to Maine in the fall of 1989, and in the spring of 1990 she was purchased by Captains Kip Files and Paul DeGaeta, who renamed her *Victory Chimes*. In 1991, "the State of Maine honored the *Victory Chimes* with the special Joint Resolution H.P. 1369 recognizing her as one of the premier vessels in the American Windjammer Fleet. She

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<sup>49</sup> Virginia L. Thorndike, *Windjammer Watching on the Coast of Maine* (Camden: Down East Books, 1993), p. 12.

<sup>50</sup> Ibid.

<sup>51</sup> Undated pamphlet in possession of Nicholas Dean.

<sup>52</sup> Captain Douglas K. Lee, interview with Nicholas Dean, Rockland, Maine, May 1990.

<sup>53</sup> *Down East*, May 1973, p. 55.

<sup>54</sup> Thorndike, *Windjammer Watching*, op. cit. , p. 86.

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is the only Maine windjammer to receive this distinction."<sup>55</sup> When cruising during Maine summers she carries up to forty passengers and a crew of nine.

The *Victory Chimes* is no Greyhound, but Captain Files says she is a relatively easy boat to sail . . . She makes a lot of leeway going to weather. But in general, she is surprisingly handy . . . She likes a good breeze- 18 or 20 knots is ideal-- and her size and heft make her an impressive lady underway.<sup>56</sup>

At the time of this writing, *Victory Chimes* is the largest historic vessel still sailing in the United States. She owes her survival to hardworking owners and crews over her ninety-six year career as a working vessel. They have kept the schooner alive by keeping her in working condition; replacement in kind has been practiced as a matter of course throughout her working life. For the last fifty years history-minded passengers have also shared the experience of sailing on board one of the last great American windjammers.

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<sup>55</sup> *VICTORY CHIMES* brochure, Rockland, ME, n.d.

<sup>56</sup> Thorndike, *Windjammer Watching*, op. cit., p. 87.

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**VICTORY CHIMES**

United States Department of the Interior, National Park Service

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National Register of Historic Places Registration Form

## 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 one acre

UTM References:	Zone	Easting	Northing
	19	491690	4884030

## Verbal Boundary Description:

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

## Boundary Justification:

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



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United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

**11. FORM PREPARED BY**

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Date: January 27, 1997

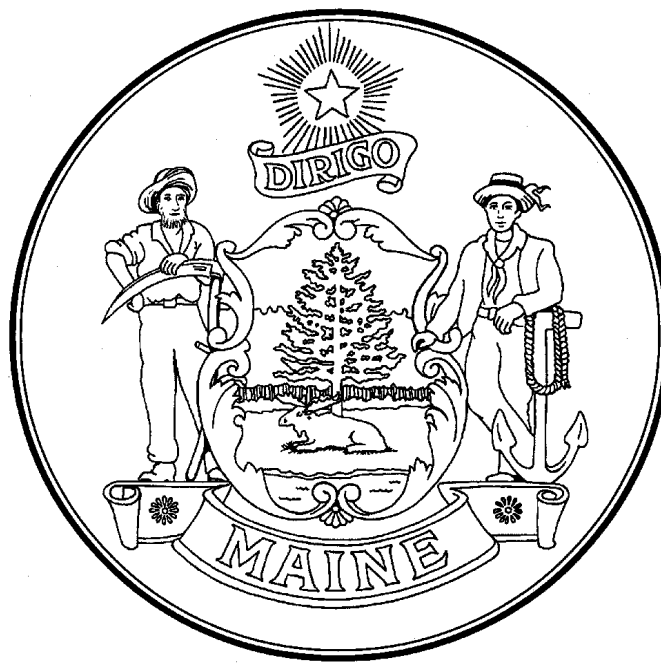
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NATIONAL HISTORIC LANDMARKS SURVEY  
December 5, 1997

# MAINE STATE LEGISLATURE

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**LEGISLATIVE RECORD**  
OF THE  
**One Hundred And Fifteenth Legislature**  
OF THE  
**State Of Maine**

**VOLUME IV**

**FIRST REGULAR SESSION**

Senate  
May 22, 1991 to July 10, 1991

Index

WHEREAS, a few short years ago, one of Maine's best-known schooners, the Victory Chimes, the largest passenger-carrying sailing vessel under the American Flag, was sold out of the State of Maine after having sailed the bays and sounds of the Maine coast for 35 years; and

WHEREAS, the Victory Chimes has now been returned to Maine and will be skippered by 2 experienced captains, one of whom is a native Mainer; and

WHEREAS, the Victory Chimes will again be sailing Maine waters and introducing hundreds of people to seafaring traditions of Maine; and

WHEREAS, it is appropriate that the Maine Legislature recognize the symbolism of her return and its importance, as a premier vessel in the American Windjammer Fleet, to Maine's Windjammer Fleet; now, therefore, be it

RESOLVED: That We, the members of the 115th Legislature, now assembled in the First Regular Session, pause in our deliberations to recognize the contributions of the Victory Chimes to the heritage of the State of Maine; and be it further

RESOLVED: That suitable copies of this joint resolution, duly authenticated by the Secretary of State, be transmitted to the new owners of the Victory Chimes, Captains Kip Files and Paul DeGaeta in recognition of the contributions of their gallant vessel, the Victory Chimes, to the maritime heritage of this State.

Comes from the House **READ** and **ADOPTED**.

Which was **READ** and **ADOPTED**, in concurrence.

Out of order and under suspension of the Rules, the Senate considered the following:

## SECOND READERS

### Senate

Bill "An Act to Allow Nonprofit Organizations to Use Proceeds from Beano or Bingo for Limited Purposes" (Emergency)

S.P. 765 L.D. 1956

Which was **READ A SECOND TIME** and **PASSED TO BE ENGROSSED**, without reference to a Committee.

Under suspension of the Rules, ordered sent down forthwith for concurrence.

## ORDERS OF THE DAY

The Chair laid before the Senate the Tabled and Later Today Assigned matter:

Bill "An Act Correcting Errors and Inconsistencies in the Laws of Maine" (Emergency)  
S.P. 760 L.D. 1954

Tabled - June 26, 1991, by Senator **CLARK** of Cumberland.

Pending - **ADOPTION** of Committee Amendment "A" (S-373)

(In Senate, June 26, 1991, Report **READ** and **ACCEPTED**. Committee Amendment "A" (S-373) **READ**.)

On motion by Senator **GAUVREAU** of Androscoggin, Senate Amendment "A" (S-383) to Committee Amendment "A" (S-373) **READ**.

**THE PRESIDENT:** The Chair recognizes that same Senator.

Senator **GAUVREAU:** Thank you Mr. President. Ladies and Gentlemen of the Senate. As you know the Committee on Judiciary has been considering the Errors Bill for the last few weeks. This is the second Errors Bill we are offering for your consideration this year. It is our tradition that we put in the Body of the Bill itself only what we refer to as technical errors. For example, misspellings, or if language is put in the wrong paragraph. Any change that we make that actually makes a substantive effect which actually would alter substantive of law, we include that outside of the Errors Bill as a floor amendment. It is our unanimous opinion that the amendment we are offering for you today in Senate Amendment "A" (S-383) is truly affecting the intent of the legislative Committees which are apparently committed technical mistakes. We think that this language is substantive in nature. Due to the late hour, unless I am asked to do so, I will not take the time this evening to go over the various amendments. But, it is our unanimous opinion that the language before you, although substantive, does truly mirror the intent of the legislative Committees which offered this language.

On further motion by same Senator, Senate Amendment "A" (S-383) to Committee Amendment "A" (S-373) **ADOPTED**.

On further motion by same Senator, Senate Amendment "B" (S-385) to Committee Amendment "A" (S-373) **READ**.

**THE PRESIDENT:** The Chair recognizes that same Senator.

Senator **GAUVREAU:** Thank you Mr. President. Ladies and Gentlemen of the Senate. Our Committee on Judiciary is offering a separate amendment under Senate Amendment "B" (S-385) with language that would amend the legislation that we have just enacted, and the Governor signed into law dealing with mandatory use of seat belts. As you recall, this year we

increased the mandatory age up to the age of 19 for seat belt usage. This language was originally offered to our Committee last Friday and we rejected it. We felt it was substantive of language. At the time the Seat Belt Bill was on the Governor's desk and had not yet been signed into law. We learned today that that Bill has been signed into law by the Governor. Therefore, we reconsidered and did consent to offer this language on the floor as a separate floor amendment. Let me explain to you what the language does. As you know, over the last few years we have gradually increased the age requirement for usage of the seat belts. Until this year, I believe, all youngsters 16 years of age and under were required to buckle up. In any event, the language never included drivers, because drivers never were of that age level. This year by going up to the age of 19 we do pick up drivers, and apparently, it was a truly innocent technical mistake, but the language of the Bill that was signed into law only makes the seat belt usage required of passengers and not the driver. I understand that this was not the intent of the Committee on Transportation, nor the intent of the Maine Legislature or the Governor who signed the Bill into law. So what Senate Amendment "B" does is clarify, if you will, and make certain that mandatory seat belt usage law applies to drivers as well as passengers up to the age of 19. With that I offer this amendment and move it's adoption.

On further motion by same Senator, Senate Amendment "B" (S-385) to Committee Amendment "A" (S-373) **ADOPTED**.

Committee Amendment "A" (S-373) as Amended by Senate Amendments "A" (S-383) and "B" (S-385) thereto, **ADOPTED**.

Which was, under suspension of the Rules, **READ A SECOND TIME**, and **PASSED TO BE ENGROSSED, As Amended**.

Under suspension of the Rules, ordered sent down forthwith for concurrence.

Out of order and under suspension of the Rules, the Senate considered the following:

#### COMMITTEE REPORTS

##### House

##### Ought to Pass As Amended

The Committee on **TRANSPORTATION** on Bill "An Act Making Unified Appropriations and Allocations for the Expenditures of State Government, Highway Fund, and Changing Certain Provisions of the Law Necessary to the Proper Operations of State Government for the Fiscal Years Ending June 30, 1992 and June 30, 1993" (Emergency)

H.P. 652 L.D. 926

Reported that the same **Ought to Pass as Amended** by Committee Amendment "A" (H-692).

Comes from the House with the Report **READ** and **ACCEPTED** and the Bill **PASSED TO BE ENGROSSED AS AMENDED BY Committee AMENDMENT "A" (H-692)**.

Which Report was **READ**.

Bill and Accompanying Papers **RECOMMITTED** to the Committee on **TRANSPORTATION** in **NON-CONCURRENCE**.

Under suspension of the Rules, ordered sent down forthwith for concurrence.

Senator **CONLEY** of Cumberland was granted unanimous consent to address the Senate off the Record.

#### Off Record Remarks

#### Senate at Ease

Senate called to order by the President.

Under suspension of the Rules, L.D. 1954 ordered sent down forthwith for concurrence.

Out of order and under suspension of the Rules, the Senate considered the following:

#### ENACTORS

The Committee on **Engrossed Bills** reported as truly and strictly engrossed the following:

An Act to Preserve the Integrity of the Maine State Lotteries

S.P. 80 L.D. 143  
(C "A" S-187)

On motion by Senator **PEARSON** of Penobscot, placed on the **SPECIAL APPROPRIATIONS TABLE**, pending **ENACTMENT**.

#### ORDERS OF THE DAY

The Chair laid before the Senate the Tabled and Later Today Assigned matter:





# Maine

## The Maine State Quarter

The Maine state quarter is the 23rd quarter to be released in the U.S. Mint's 50 State Quarters™ Program and the third to be released in 2003. The Federal Reserve System released the Maine State quarter dollars into circulation on June 2, 2003.

The design of the released quarter represents aspects of Maine's landscape tied to its maritime history.

The year that Maine became a state, 1820, is centered at the top of the quarter. Below are pictured a pine tree, a lighthouse, perched on a rocky cliff, and an Atlantic ocean-going sailing vessel accompanied by two sea birds.



United States Mint image

The pine tree, positioned to the left of the lighthouse, represents Maine's official state tree, the white pine. The white pine represents Maine's forestry industries where mills make paper, pulp, toothpicks, and a variety of other wood products. It's also considered to be the largest conifer in the northeastern United States and some of the tallest trees in eastern North America grew in Maine. In the early days of colonization, the tall white pines of Maine were valued for ship's masts.

The white pine played an important part in the history of Maine and has been afforded appropriate recognition. In addition to being honored as Maine's state tree, the white pine also contributed its pinecone and tassel as the official state flower. It also shows up on Maine's state seal, the state flag, and in its nickname, the "Pine Tree State." Almost 90% of Maine is forested.

The lighthouse depicted on the coin is based on the Pemaquid Point Light located near Bristol, Maine. One of Maine's 65 lighthouses, the Pemaquid Point Light marks the entrance to Muscongus Bay and John Bay. In 1826, Congress made \$4,000 available to build a lighthouse to ward ships from the dangerous shoals. The original stone tower, built in 1827, was replaced in 1835 by the 38-foot stone tower that stands today and continues to serve as an active aid to navigation. This lighthouse is a popular Maine attraction and is visited by around 100,000 people each year.

The schooner (large ship with two or more masts), depicted on the coin, is based on "Victory Chimes," the last three-masted schooner of the windjammer fleet. A "windjammer" is simply a large sailing vessel. The term may have originated as a contemptuous term used by sailors on early steam vessels.



Courtesy of the [Maine Windjammer Association](#)

Built in 1900 in Bethel, Delaware to carry lumber up and down the shallow bays and rivers of the Chesapeake, the 132' schooner Victory Chimes is the last three-masted schooner on the East coast and the largest passenger sailing vessel (40 passengers) under U.S. flag. . She's registered as a National Historic Landmark, a reminder of the golden age of sail, and takes passengers on week-long cruises along the coast of Maine.

The process for choosing a design for the quarter began, in March 2001, when Governor Angus King established the seven-member Commission on the Maine State Quarter Design. The commission was headed by State Treasurer Dale McCormick.

The commission launched a design contest open to all full and part-time Maine residents and scheduled to conclude on May 11, 2001. Submissions were restricted to one, two-dimensional concept per person and were to be submitted to the Maine State Quarter Design Commission for review.

After the close of the competition, the commission examined about 200 concepts and drawings from the Maine public. Finalists were forwarded to Governor King for his review on June 6, 2001. King selected three of the five concepts presented to him.

One design featured the Pemaquid Point Light and a three-masted schooner navigating the rocky Maine coast. These elements reflected Maine's maritime history. Also included was a young white pine tree, the official state tree, representing the state's forestry product industries.

Another design featured Maine's Mount Katahdin, including the original Penobscot Indian spelling -- Ktaadn. Mount Katahdin, located in Maine's north woods, is the highest mountain in Maine (5,267 feet above sea level) and marks the northern end of the Appalachian Trail. Henry David Thoreau's *The Maine Woods* was written about Mount Katahdin.

A third design represented Maine as the first state in the continental United States to greet the morning sun each day. The design featured an outline of the state with the sun rising above a body of water with 16 rays emanating from the sun to indicate Maine's 16 counties. The North Star, a part of Maine's state seal, was depicted to the left of the rising sun.

Governor King suggested a fourth idea similar to the third but incorporating different design elements. It included the elements of the rising sun and white pine and a representation of the West Quoddy Head Light in Lubec, Maine. This distinctively shaped West Quoddy Head Light is known for its red and white horizontal stripes.

These four design concepts were submitted to the United States Mint.

The United States Mint then returned four candidate designs based on the concepts. They included "Nation's First Light," "Where America's Day Begins," Mt. Katahdin, and the lighthouse at Pemaquid Point.



Four Maine finalists provided by the U.S. Mint

These four quarter candidates were offered to Maine residents for their approval and, with over 100,000 Mainers participating, the Pemaquid Point Light design concept was chosen by popular vote.

At 11:00am, on June 9, 2003, about 1,000 people gathered at the Pemaquid Point Light to celebrate the unveiling of the Maine state quarter. Among them were U.S. Mint Director Henrietta Holsman Fore; Maine Governor John Baldacci; Maine State Treasurer Dale McCormick; Tom Wilcox, executive director of the Maine Maritime Museum; Tim Harrison, president of the American Lighthouse Foundation; Tim Sample, Maine humorist; and *Victory Chimes* Captain, Kip Files.

Although she had planned to attend, windjammer *Victory Chimes* was at dock in Rockland, Maine. Inclement weather had kept her home but did not dampen the crowd's spirits as Governor Baldacci spoke to the crowd about the new quarter and its reflection of Maine's seafaring history.

Entertainment was provided by Tim Sample, the Lincoln Academy Band, the Bristol Consolidated School Choir and Handbell Choir, a bagpiper and the group Castlebay. Chocolate quarter replicas were distributed by the Friends of the Pemaquid Lighthouse.

**Source:** United States Mint, <http://www.usmint.gov>, June 17, 2003.

**Source:** Maine Windjammer Association, <http://www.sailmainecoast.com>, July, 2003

**Source:** Governor's office, State of Maine, <http://www.state.me.us>, July, 2003