United States Department of the Interior
National Park Service

DRAFT

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 Sailing Vessel Gitana

other names/site number

name of related multiple property listing

Location

street & number New Rochelle Lower Harbor ☐ not for publication

city or town New Rochelle ☐ vicinity

state New York code 36 county Westchester code 119 zip code 10805

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property _X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide _X_ local

Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper Date of Action

Sailing Vessel Gitana DRAFT | Westchester Co. NY
Name of Property | County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

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

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
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

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Transportation/Water Related
Competition
Research and Development
Recreational

Current Functions
(Enter categories from instructions.)

Recreational
Educational

7. Description

Architectural Classification
(Enter categories from instructions.)

Other - yacht

Materials
(Enter categories from instructions.)

Wood, Solid, Plank on Frame

Narrative Description

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

Summary Paragraph

Gitana is a forty foot historic wooden Bermuda-rigged Yawl sailing yacht built in 1936 for a crew of up to six. She was built using traditional methods for wooden ship building and a pioneering design of noted naval architect John Alden. Her original purpose was sailboat racing with a small crew in coastal and ocean conditions. The *Gitana* is representative of a yachting tradition and historic boatbuilding industry, and the communities that grew up around these practices it in the late nineteenth to mid twentieth centuries. The vessel is currently docked in the lower harbor of New Rochelle and remains in largely original condition.

Narrative Description

Gitana is a wooden sailing yacht. She is a Bermuda-rigged Yawl[1] of forty feet in length and a displacement of 26,000 lbs. Her main mast is fifty-six feet tall; she carries approximately 700 square feet of sail area upwind and almost 1000 square feet downwind, including a spinnaker and mizzen staysail.

The vessel was built in 1936 in San Francisco by the Nunez Brothers, a shipbuilding business of a family of immigrants from the Azores islands[2]. Her principal designer John G Alden (1884-1962) was a significant and influential naval architect who produced the plans for almost 1000 vessels during his active career. Alden was inducted into the National Sailing Hall of Fame in 2013 and his work is collected and documented by the Hart Nautical Collection at the MIT Museum in Cambridge, MA.[3]

Gitana's original design brief appears to have been for a coastal and ocean-going racing boat, capable of being sailed by an amateur crew of six in breezy conditions. The flush deck without prominent superstructure or "house" and a raised freeboard[4] indicate two important design criteria: forward visibility from the aft cockpit and sufficient freeboard and volume in the bow allowing the boat to sail relatively dry, i.e. with minimal water coming over the deck in choppy seas.

She has belowdeck accommodations for a crew of six, a small pantry and woodburning stove, and an auxiliary inboard engine.

Gitana represents an archetype of the American Sailing Yacht Design and build. This type of wooden boat developed from traditional working boats employed in fisheries and pilotage. It influenced the development of small craft naval architecture and remained relevant until fiber reinforced plastic boats displaced wooden sailing vessels in the 1960s.

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[1] Yawl: a sail plan with one main mast and one smaller mast at the rear carrying tall, triangular sails

[2] Annie Sutter, n.d. "The Nunes Brothers Boat and Ways Co." The Sausalito Historical Society, Accessed June 20, 2024. http://sausalitohistorical.squarespace.com/marin-scope-columns/2012/11/2/the-nunes-brothers-boat-and-ways-co-2.html. Marin Scope Columns

[3] "About John G. Alden and His Yacht Designs," n.d. MIT Museum, Nautical Collection, accessed June 20 2024, http://www.aldendesigns.com/aboutus.html

[4] Height of a boat from the waterline to the deck .

The boat is in original condition with historical and recent repairs executed using materials and methods true to the original. Both, her architect, and original owner played pivotal roles in their respective fields.

Detailed Vessel Description and Construction Materials

Gitana is a typical example of the transitional phase of boat design in the 1930s. The design is a clearly distinguishable development from a heavy hull with full-length keel that cuts through the waves with sheer momentum to a lighter, quicker design type. Unlike the long, deep V shape of older boats, her hull has a wine glass shaped cross section and a cut-away forefoot for a reduced lateral area and easier turning. This results in a bow profile that is separate from that of the keel instead of forming one integral unit. This type of shape eventually evolved into the modern bolt-on fin keel, which forms a separate structural and geometric unit under a boat's hull.

The hull is forty feet in length and built in the traditional plank-on-frame method using shaped planks of Cuban mahogany fastened onto a skeleton of white oak timbers using bronze screws and bolts. The transverse frames or ribs are 2 x 2 oak timbers that were steam-bent into the hull shape, whereas the centerline timbers (keel, stem, forefoot, aft or 'horn' timber, are hewn from large pieces of a mature tree. Attached to the frames through the keel timber using several inch-thick bronze bolts is the external ballast: approximately 7000 pounds of lead cast into the shape of the lower hull and keel to present a homogenous, integral shape. Plank-on-frame or carvel planked hulls become watertight when the planks take up water and swell up, thereby shutting the gaps between them. The salt content of sea water will slow decay and preserve the wood which is why *Gitana* has still over 80% of her original planking.

Above deck, the hull is flush with a solid teak cockpit area, enclosed in clear varnished mahogany sills and a self-draining side deck and a working foredeck. All sheets or sail controls lead to the cockpit which is positioned well aft in the rear quarter of the boat and was therefore considered reasonably well-protected from the spray and water coming over the bow in rough weather.

The foredeck is where sails are handled and hoisted, and the anchor is raised using a large bronze winch, or windlass, with gypsy to handle 300 feet of 3/8 inch galvanized steel chain. The spartan foredeck has only two elevated structures made from clear varnished or "bright finished" mahogany: a forward hatch and a main "house" which has a glass "butterfly hatch" for light and ventilation and a large sliding hatch which leads down the companionway from the cockpit area.

Belowdecks are a chain locker in the very front of the boat, followed by the forepeak and V-birth – a v-shaped double cot. Then a wet locker to starboard and a head or toilet to port (left). Aft of the mast is the saloon, featuring standing headroom up until the companionway ladder, a center folding crew table and minimal pantry with stowage and a sink. The side berths have fold-up backrests that serve as crew berths. When underway, the berths are stowed down. The lower cots as well as the V berth featured lee-sails, that prevented crew tumbling and falling out of their berths at sea.

Gitana's rig is an early Bermuda Yawl Rig. The Bermuda or Marconi rig, with a tall, triangular mainsail is still the standard sail plan on almost every recreational sailboat. It was new at the time and only made possible by the new, waterproof glues developed in the 1920s and 1930s that allowed masts to be made from sections of timber instead of being hewn from a single tree.

Her architect John Alden had, as a young deck hand, experienced a harrowing winter voyage on a working ship from Halifax to New York with much of the crew incapacitated and the eventual, lucky, outcome was all but certain. Consequently, he always prioritized the handling characteristics of his designs allowing safe operation by a short-handed "understaffed" crew.

With this premise in mind, John Alden had designed an alternative rig option for *Gitana*, and, after her active racing career, she was converted from a single-masted sloop to a Yawl. This sail plan can significantly improve handling and balance by spreading out the sail area and dividing the area – and weight – of a large main sail. Her new sail plan left the main mast intact and in-place, and added a second, smaller rear or mizzen mast. This allowed making her wide mainsail more narrow and distributing some of its area onto a mizzen sail behind the steering station or helm. Although this increases the number of sails, it greatly reduces loads and improves the handling of the boat by a small crew.

An internal engine is located slightly offset to port and under the companionway, powering a single bronze screw of approximately fourteen inches in diameter. In 1936, internal marine engines were beginning to become commonplace as an auxiliary propulsion in addition to sail power. Many boats of the time did not have an engine at all – particularly when a boat was designed for day or inshore racing. *Gitana's* original engine was likely gasoline fueled, therefore requiring an electric spark ignition system. No records exist as to the replacement of the first engine; we assume that this was done early and under the first owner. The engine function, power and placement, with a direct drive propeller shaft exiting the hull off-center to port (left) and the steering idiosyncrasies that are inherent to the asymmetric thrust, remain unchanged.

Both the boat's main anchor and the spare are 35 pound high-tensile steel original Danforth designs with the main anchor secured in a bronze chock or bracket amidships – likely a solution designed by her first owner.

State of Preservation

Gitana is in original state and appearance as designed. All necessary repairs and replacements are in keeping with original materials, where available, or adequate substitutes. The only significant upgrades since the transpacific voyage in 1947 were made to improve fire, navigational and food safety. These additions are the automated fire extinguishers in the engine room, the addition of navigational equipment with depth echosounder and GPS, a marine electric ice box, and lastly, the replacement of the auxiliary with diesel instead of gasoline.

Sailing Vessel Gitana DRAFT Westchester Co. NY
Name of Property County and State

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.
- [x] 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.)

Engineering

Period of Significance

1936

Significant Dates

1936, 1947

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

John G Alden, Naval Architect
Nunes Brothers Shipbuilders

Period of Significance (justification)

Criteria Considerations (explanation, if necessary)

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

Sailing Vessel *Gitana* represents a type of boat that gave rise to leisure and competitive sailing as an American sport and pastime in the interwar period. Additionally, she is a vessel that, due to her history, pedigree, engineering, and employed build materials and methods, should be preserved as a historic testament to the prominent naval architect John G Alden and the craftspeople who built her.

The boat is unaltered, in largely original state and in good state repair and able to continue serving its original purpose.

Narrative Statement of Significance

Historical Background

Sailing Yachts and recreational sailing are an American tradition. Its origins trace back several hundred years to Holland and England, where small, efficient sailing ships without significant cargo capacity were used for communications, personal transportation and other objectives that required speed first and foremost.

Performance sailing became a distinctly American pursuit in equal parts due to the United States geography and political history. Most significantly, the naval successes in the war of 1812[5], and the settlement of the West Coast prior to the construction of the transcontinental railroad, both were enabled by the builders of exceptional sailing craft. Those craft were the American Frigates, such as the *USS Constitution*[6], which constituted the original US Navy and the Clipper Ships traveling the New York, San Francisco route[7]. The pursuit of high-performance sailing continued past the age of sailing ships through yacht racing, a world in which American sailors, ship builders and naval engineers retained their competitive advantage long into the twentieth century.

A specific boat type was developed throughout the eighteenth and nineteenth centuries in the United Kingdom's Bristol Channel - a treacherous body of water, where pilots were commonly used to guide valuable cargo vessels into port. These pilots, working for-hire as competitors, had an incentive to be the first to reach the largest of the oceangoing cargo ships appearing over the horizon. The fast boat type developed here was a heavy, single-masted Gaff Cutter with a particular ability to sail upwind, i.e. close to the wind in heavy weather.[8]

Another application for speed under sail was the New England Cod fishery. Ships needed to not only beat their competition but also the consequences of having no refrigeration to bring their catch to market first and, ideally,

[5] "Naval Engagements in the War of 1812", November 27, 2023. American Battlefield Trust, accessed June 20 2024, https://www.battlefields.org/learn/articles/naval-engagements-war-1812
[6] Edwin Palmer Hoyt, *Old Ironsides*. (Thorndike: G.K. Hall, 2000).
[7] Glenn A. Knoblock, *The American Clipper Ship, 1845-1920: A Comprehensive History, with a Listing of Builders and Their Ships*. (McFarland, January 2014).
[8] Tom Cunliffe, "The Boats that Built Britain", BBC, 2010 (video).. https://www.youtube.com/watch?v=g5MhJKXAayQ

fresh. The Grand Banks Schooner, named after the fishing grounds and the two-masted sail plan typical for these ships, became the American counterpart to the Bristol Channel Pilot Cutter.

These two archetypes merged into the precursor of the modern recreational sailing yacht – the only remnant of wind-driven travel after mechanized propulsion made working sailing ships obsolete.

The Naval Architect John Alden

Gitana's principal designer, the naval architect John Gale Alden (1884-1962), could be considered the godfather of modern American yacht design. His predecessors Starling Burgess and Nathaniel Herreshoff are well known for building large yachts for a wealthy social elite competing for the America's Cup yachting trophy[9]. Alden, in contrast, pioneered the evolution of smaller boats from working sailing ships to the compact leisure and competitive racing yachts that are in use today. His designs were originally based on the Grand Banks Schooners and carried a good amount of speed in open water conditions, as shown by victories of his own boats in the Newport-Bermuda ocean races of 1923, 1926 and 1932. The top four finishers of the 1932 race were Alden's designs, establishing him as an internationally recognized leader in his field.

Their working boat pedigree made his yachts easy to handle by a small crew, seaworthy and devoid of any excesses in design or materials. These qualities paved the way for recreational sailing achievable by a wider public, and eventually, the post WW II middle class. Alden's yacht designs are documented and collected by the museum of the MIT[10] in Cambridge, Massachusetts. Of the pre-war fleet of Alden's designs that numbered in the low thousands, many are still afloat after undergoing complete rebuilds. The remaining number of boats in their original shape is dwindling. Just at the time of this writing, the 1916 Alden Yacht *Altair* (formerly: *Dawn*) is being cut up and scrapped. The fleet is thinned every year by age; boats are lost due to the lack of available expertise in traditional boatbuilding, accidents, and severe weather events. An exact count of the unaltered, surviving examples of Alden's work is difficult to obtain, but may be as low as only a few dozen in various states of repair.

The Ship

Gitana is a sailing yacht, built in 1936 by Nunes Brothers in Sausalito, CA after a design by John Alden for civil engineer Richard Danforth. This design number 630, a flush decked racer with a high riding bow and freeboard, was ideally suited for the windy and choppy conditions of San Francisco bay as well as ocean passages and cruises that her first owner undertook during his twenty-fourtwenty-four years of ownership. Of the pre-war ships built by Nunes Brothers, few examples survive to this day, as their primary product were working boats employed in harbor operations and fisheries. The family business ceased operations in 1959.

Richard Danforth campaigned his boat in sailing races in the San Francisco Bay area and along the coast in the 1930s and 1940s and used it as a research platform for his patented anchor. Because the Danforth Anchor combined light weight with holding power, it was used extensively in World War II for securing landing vessels, aircraft and pontoon bridges. His invention is the most widely used boat anchor in use and remains in production today.

[9] Magnus Wheatley, n.d. accessed June 20 2024, https://www.americascup.com/history. History
[10] "John G. Alden Collection" n.d. MIT Museum, Nautical Collection, accessed June 20 2024, https://mitmuseum.mit.edu/collections/collection/john-g-alden-collection

In 1947, Danforth sailed *Gitana* in the Trans Pacific Race from Los Angeles to Diamond Head, Honolulu - then and now one of the world's important transoceanic races. In 1960, the boat was relocated to Richard Danforth's home state of Maine where she was re-rigged as a yawl, used for cruising, and eventually sold to her second owner, Ernest Burt, a retired Coast Guard Captain. Burt sailed her between her summer home in Maine's Penobscot Bay and the Chesapeake and collected numerous wins in local races. The yacht became a fixture in New England and an annual boat race sponsored by a yacht club in Blue Hill, Maine, is named after her.

In 2014, a group of enthusiasts and friends of the family acquired *Gitana* from the late Captain Burt's estate and relocated her to New York City, where she is now a presence on the Western Long Island Sound.

Design, Construction, and Engineering

The boat hull is built in the traditional plank-on-frame method. First employed in the Mediterranean during the bronze age, the plank-on-frame method uses the specific properties of wood immersed in water to create a watertight body. In place of sheet metal or glue and fiber laminates, strakes of solid wood are individually shaped, bent and fastened to a skeleton consisting of a hardwood backbone or keel timber and ribs. These planks are fastened to these ribs using thousands of bronze screws. Subsequently, strands of cotton are driven into the gaps between strakes. After launching, the planks swell and expand in contact with water which closes the gap between adjacent planks and yields a tight structure.

This ancient method was, at the time of *Gitana's* construction, at the peak of its development. Up until her era, boatbuilders turned straight pieces of timber into highly complex shapes with convex and concave surfaces and compound angles. Less visibly, they used the structural behavior and chemistry of different types of wood and metals immersed in sea water to form similarly complex systems. Ten years later, the war time development of composites and molded plywood, primarily for aircraft construction, effectively ended the traditional build method and effectively ended the skill and trade of the wooden boat builder. Unlike the monolithic metal, fiber or plywood composite hull structures of today, *Gitana's* hull skin and skeleton is built from individual pieces and largely held together with screws and bolts. This modular structure allows for almost indefinite renewal by grafting replacement parts using largely renewable resources of natural grown wood.

The American Shipbuilding Community

In the later years of the nineteenth into the early twentieth century, yacht racing was an emerging sport and technology contest best exemplified in the pre-war America's Cup. This famous regatta was then contested by professional crews for wealthy individuals on impressively large, purpose-built sailing yachts. In the interwar years, builders of working ships and fishing boats began serving an emerging market for leisure and amateur competition that was likely inspired in part by the prominent regattas and in part by the competitive sailing of working boats. Maritime communities on the East and West Coasts, but specifically in the Northeastern US, began building yachts in addition to wooden fishing and working boats using similar methods and materials. The availability of existing and affordable skilled labor and industry enabled a development toward amateur sailing and thereby provided a livelihood for tens of thousands of craftspeople and their families.

Some yards still exist, some in name only, however most are gone: Nevins Yard which built the schooner *Brilliant;* Minneford Yard who built Olin Stephens' famous '*Dorade*', and the Consolidated Shipbuilding Company, where the tea magnate Sir Thomas Lipton's America's Cup challenger received her racing rig after her voyage across the Atlantic. During the second world war, Consolidated Company produced boats for anti-

submarine warfare while the Nevins yard built wooden hulls for mine sweeping craft that would not set off the magnetic triggers of these weapons.[11]

At just a little over two miles from *Gitana's* home port at New Rochelle, City Island, NY, was one of these maritime working-class communities on a small island in the Bronx. This thriving boat building community was the home of several shipyards and sailmaker's lofts employing hundreds of individuals in addition to producing hundreds of work boats between the turn of the century and World War II; purpose-built ships for fishing and oyster harvesting, but also traditional yachts of which only few survive to this day.

In the post war years, City Island's boatbuilders continued to turn out yachts for individuals as well as owner syndicates of the New York Yacht Club who had several boats built at Minneford Yard for the defense of the America's Cup.[12] Increasingly, their industry and trade was replaced by the builders of mass-produced fiber reinforced plastic boats. Around the same time, the economic strength of the American middle class eroded, putting boat ownership out of reach for most, while the very wealthy moved their yachts to more remote venues that were now within reach through air travel.

The boatbuilding industry and its connected maritime communities and coastal communities around the country suffered the consequences of the collapse of boat culture and its associated crafts. When *Gitana* was moved to Minneford Yard in 2015 and to Consolidated in 2016, she was the only wooden boat in the three adjacent yards. Approximately only one in ten boats on City Island today is sail driven. In 2021, only one local boat yard offers repair services for wooden boats employing but one single shipbuilder. Today, City Island is known for its large number of seafood restaurants that attract day tourists from the adjacent metropolitan area.

On the west coast, the builders of *Gitana*, the Nunes Brothers Boats and Ways, the business of a shipbuilding family of immigrants from the Azores islands, experienced a similar ascension and decline. Beginnings as shipbuilders at the Sacramento River in the late 1800s, then establishing their Sausalito boatyard in 1925 until their business closed in 1959, Nunes Brothers produced large wooden working ships, racing yachts and a number of vessels for the US Coast Guard.[13] The family business is most notable for their 1932 design of the "Bear Class" boats, a type of smaller, single masted wooden sailboat. Its affordability and sailing qualities made it so popular, that the Bear Class was the largest one-design fleet of sailboats in San Francisco during the early 1950s. The family itself actively participated and supported the sailing community of the Bay Area, from campaigning their own racing yachts to enabling sailors with affordable do do-it-yourself completions of their smaller boat designs. Today, an apartment complex exists at the site of their once thriving waterfront business.[14]

The sailing yacht *Gitana* is an enduring embodiment and representation of the community of American boatbuilders, its people, their craft and contributions to American history. Her preservation serves to commemorate and celebrate the maritime communities whose craft and work are embodied in few remaining wooden sailing vessels today.

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[11] Tim Colton, "Henry B. Nevins Yacht Builders" accessed June 20, 2024, http://www.shipbuildinghistory.com/shipyards/yachtsmall/nevins.htm

[12] Tim Colton, "Minneford Yacht Yard" accessed June 20, 2024, http://www.shipbuildinghistory.com/shipyards/yachtsmall/minneford.htm

[13] "The Nunes Brothers Boat Works." The Sausalito Historical Society, Accessed June 20, 2024. https://sausalitohistoricalsociety.catalogaccess.com/search-terms/26612. Search Term Record

[14] Annie Sutter, n.d. "The Nunes Brothers Boat and Ways Co." The Sausalito Historical Society, Accessed June 20, 2024. http://sausalitohistorical.squarespace.com/marin-scope-columns/2012/11/2/the-nunes-brothers-boat-and-ways-co-2.html. Marin Scope Columns

Career

Gitana's first owner, the inventor Richard Danforth was one of the founding members of Berkeley Yacht Club in 1939 and appears to have sailed *Gitana* regularly in amateur races throughout San Francisco Bay. Her most notable race entry was the 1947 Transpacific Race (AKA Transpac) from Los Angeles to Honolulu. After her relocation to Danforth's home state Maine and under her second owner Captain Ernest Burt, the boat regularly competed in local races in the cruising class. The Kollegewidgwok Yacht Club of Blue Hill, Maine, runs an annual boat race named "The Danforth & Gitana Cups".

Modifications and Assessment of Integrity

The boat retains integrity of design, materials, workmanship, feeling, and association.

Design:
The design of the *Gitana* is unaltered from its "as built" form with the exception of the mast configuration having been converted from a single-masted sloop to a yawl, according to the plans for conversion laid out by the original architect, John Alden.

Materials:

- Because the original Cuban Mahogany (Magnifolia Grandis) used for hull-skin planking is no longer a sustainable planking material, Sapele, an African hardwood commonly sold as Mahogany due to its similar properties has been used as needed for replacement planks. Similarly, Douglas Fir has been used for stringers and spars when old-growth Spruce is unavailable.
- Glass portholes and skylights were replaced with cast, clear acrylic.
- The foredeck was originally covered in leaded canvas over tongue and groove planking. Necessary decking replacement and repairs have been done using the same wood core construction with a glass fiber weave and polymer resin top layer, combining the original method with updated materials.
- Fastenings are high silicon or manganese bronze (as original) – all fasteners of ferrous metals in contact with sea water are being replaced over time.
- The centerline timber and frames are American white oak (Quercus Alba) as specified and commonly used.
- An internal diesel auxiliary engine was installed in 1987 or 1988 and remains preferrable due to inherent safety of diesel fuel.

Workmanship:
The workmanship of the Nunes Brothers in Sausalito, CA in the construction of the *Gitana* was of the highest quality and has stood the test of time. Because the *Gitana* was so well built, she is still capable of serving as she was designed to do, requiring only normal maintenance.

Feeling:
Because the *Gitana* retains a high degree of original fabric and retains her appearance and functionality, she has and will continue to evoke a historic sense of the past. Being essentially unchanged, she is easily recognizable as a historic sailing yacht.

Association:

Gitana is docked in New Rochelle, Westchester, New York State in the immediate vicinity of the historic sailing centers of City Island, New Rochelle, and Mamaroneck. To prevent the stresses of drying out frequently and to keep freshwater rot at bay, she spends summers and winters at the dock when she is not undergoing maintenance. During the sailing season, she is a frequent visitor to Mystic Seaport Museum, Upper New York Harbor and the waters of Western Long Island Sound.

Conclusion

The vessel *Gitana* represents both the work of the noted American Naval Architect John G. Alden, and the craft and culture of American boatbuilders and their maritime communities. The ship is in unaltered condition and true to the materials, technology and art of traditional shipbuilding of her time.

9. Major Bibliographical References

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"The Nunes Brothers Boat Works." The Sausalito Historical Society, Accessed June 20, 2024. https://sausalitohistoricalsociety.catalogaccess.com/search-terms/26612. Search Term Record

Sailing Vessel Gitana DRAFT Westchester Co. NY
Name of Property County and State

Wheatley, Magnus. n.d. “37th America's Cup”. accessed June 20 2024. https://www.americascup.com/history

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 # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): 24NR00043

10. Geographical Data

Acreage of Property 0.01
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 40.888304 Longitude: -73.784825

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is indicated by a heavy line on the enclosed map with scale.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries incorporate the entire structure.

11. Form Prepared By

name/title Florian Feuser, additional editing by Daniel H. Boggs, -DHP-NYS OPRHP
organization _____ date July 2024
street & number 214 West 92 Street Apt 55B telephone _____
city or town New York state NY zip code 10025
e-mail _____

Additional Documentation

Submit the following items with the completed form:

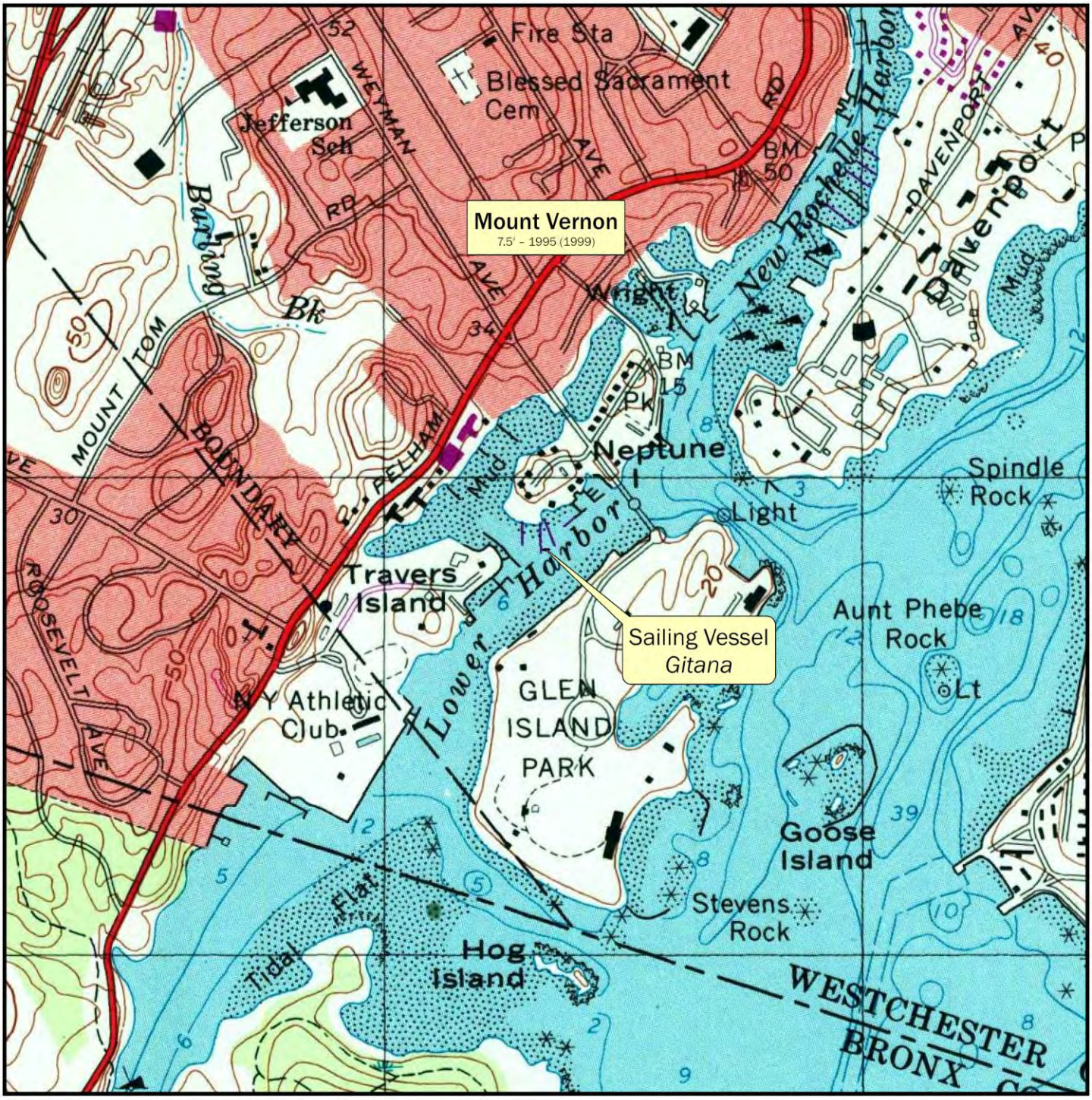
- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Sailing Vessel Gitana DRAFT Westchester Co. NY
Name of Property County and State



1:12,000
0 500 1000 ft

Sailing Vessel *Gitana*

New York State Parks, Recreation and Historic Preservation

Projection: WGS 1984 UTM Zone 18N

Mapped 07/10/2024 by Matthew W. Shepherd, NYSHPO

1:2,400
0 100 200 ft

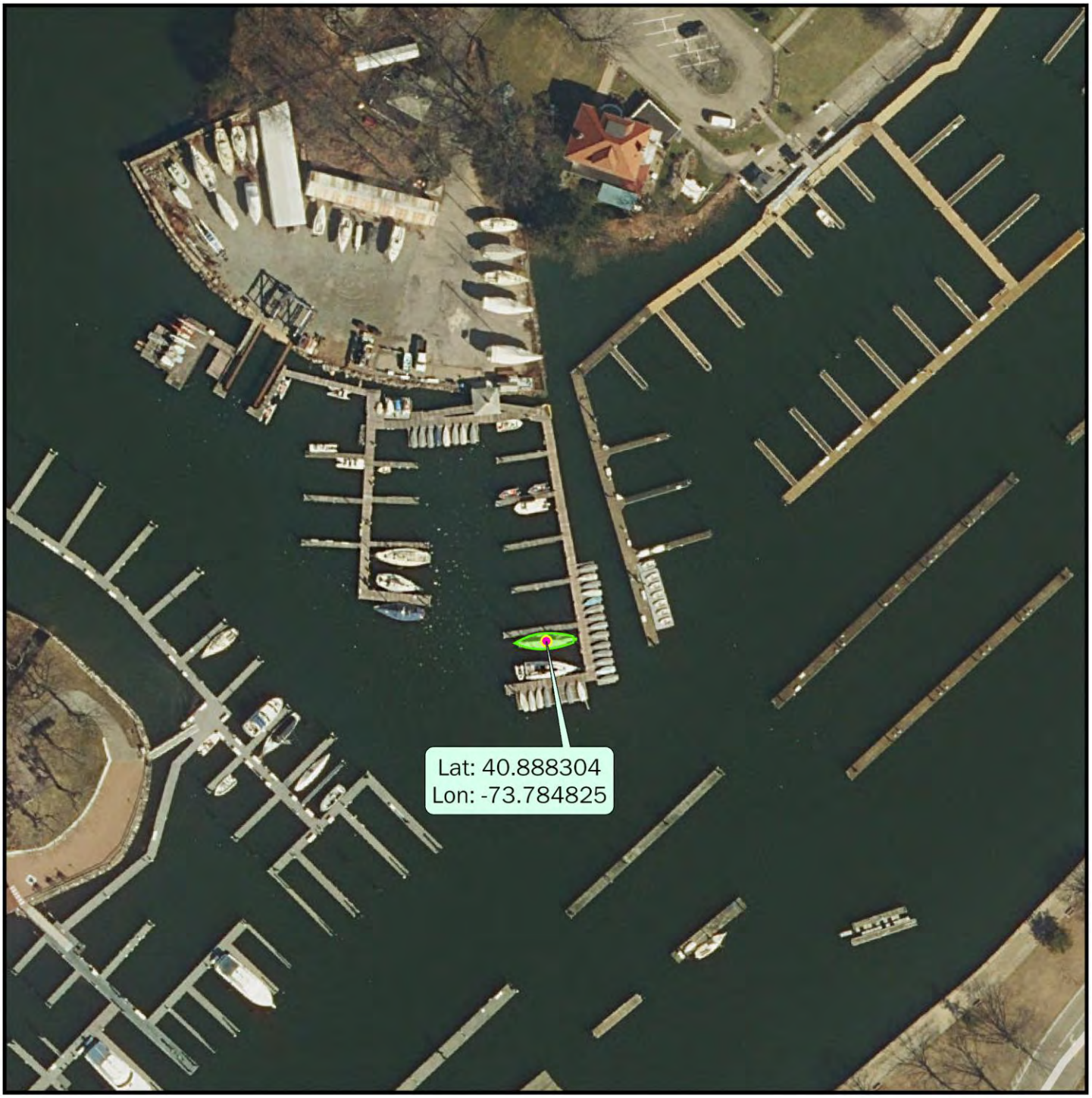
Nomination Boundary (0.01 ac) Tax Parcels

New York State Parks, Recreation and Historic Preservation

Projection: WGS 1984 UTM Zone 18N Westchester County Parcel Year: 2021 Mapped 07/10/2024 by Matthew W. Shepherd, NYSHPO

Sailing Vessel Gitana DRAFT
Name of Property

Westchester Co. NY
County and State



1:1,200
0 50 100 ft

Nomination Boundary (0.01 ac)

New York State Parks, Recreation and Historic Preservation

Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2023

Mapped 07/10/2024 by Matthew W. Shepherd, NYSHPO

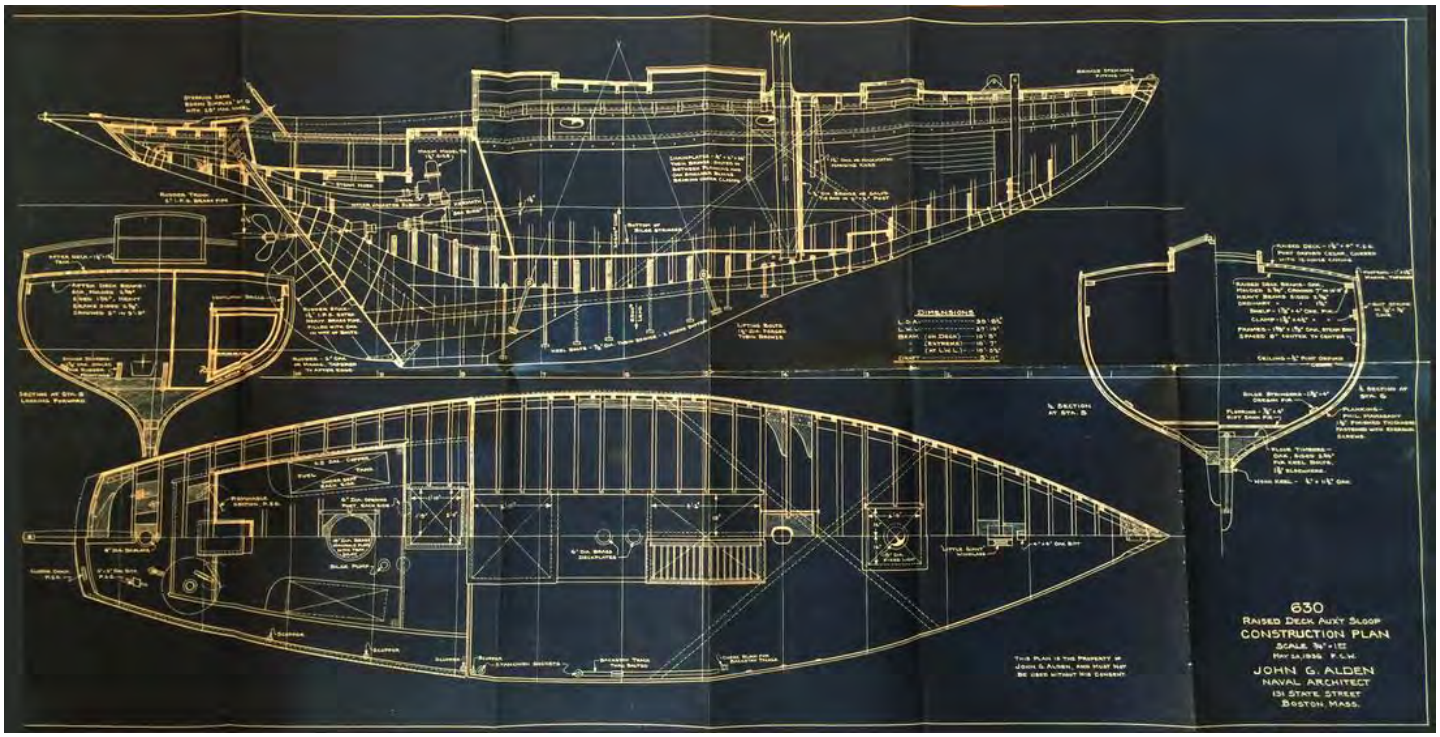


Figure 1: Construction Plan

Sailing Vessel Gitana DRAFT Westchester Co. NY
Name of Property County and State

Photographs:

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

Name of Property: Sailing Vessel Gitana

City or Vicinity: New Rochelle

County: Westchester State: New York

Photographer: Florian Feuser

Date Photographed: September 2023

Description of Photograph(s) and number:

0001 of 0004 At the Dock View South
0002 of 0004 Deck View Forward
0003 of 0004 Deck View Forward Under Sail
0004 of 0004 Underway

0001 of 0004 At the Dock View South

0002 of 0004 Deck View Forward

0003 of 0004 Deck View Forward Under Sail

0004 of 0004 Underway

Sailing Vessel Gitana DRAFT Westchester Co. NY
Name of Property County and State

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.