

VLR- 9/14/98 NRHP- 11/12/98

NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "a" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Siele (1926-1936)

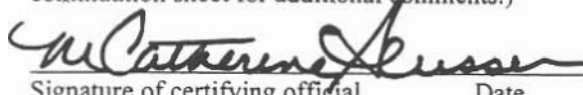
other names/site number Sea Wolf (1936-1941); USS Aquamarine (1941-1946); Sea Wolf (1946-1952); Miss Ann [Preferred] (1952-1997); VDHR file # 51-10

2. Location

street & number The Tides Inn not for publication NA
city or town Irvington vicinity _____
state Virginia code VA county Lancaster code 103 Zip 22480

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 ___ nationally ___ statewide x locally. (___ See continuation sheet for additional comments.)

 9/28/98

Signature of certifying official _____ Date _____
Virginia Department of Historic Resources

State or Federal agency and bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria. (___ See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
e n t e r e d in the National Register

___ See continuation sheet.

___ determined eligible for the
National Register

___ See continuation sheet.

determined not eligible for the National Register
 removed from the National Register
 other (explain): _____

Signature of Keeper

Date of Action _____

5. Classification

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing	
<input type="checkbox"/> 0	<input type="checkbox"/> 0	buildings
<input type="checkbox"/> 0	<input type="checkbox"/> 0	sites
<input type="checkbox"/> 1	<input type="checkbox"/> 0	structures
<input type="checkbox"/> 0	<input type="checkbox"/> 0	objects
<input type="checkbox"/> 1	<input type="checkbox"/> 0	Total

Number of contributing resources previously listed in the National Register 0 _____

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

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Recreation & Culture _____
 Defense _____ Naval Facility _____

Current Functions (Enter categories from instructions)

Cat: Recreation & Culture _____ Sub: _____

7. Description

Architectural Classification (Enter categories from instructions)

 Other: Steel Hulled Diesel Yacht _____

Materials (Enter categories from instructions)

foundation steel _____

roof wood _____

walls wood/steel _____

other _____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

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.)

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

Areas of Significance (Enter categories from instructions)

 entertainment/recreation _____
 military _____

Period of Significance 1926-1945 _____

Miss Ann

Lancaster County

Significant Dates 1926
1941
1945

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder B. T. Dobson/Naval Architect
Pusey and Jones Shipyard

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

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

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

10. Geographical Data

Acreage of Property less than one

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1	18	373530	4	169210	2
3			4		

See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title: Michael Ashton Raymond Kindall Hollingsworth/student

Organization: Mary Washington College/Department of Historic Preservation date 3/1/98

street & number: 1301 College Avenue telephone (540) 654-1041

city or town Fredericksburg state VA zip code 22410-5358

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name The Tides Inn

street & number P. O. Box 480 telephone (804) 438-5000

city or town Irvington state VA zip code 22480

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Miss Ann
Lancaster County

The *Miss Ann* is currently being used as a passenger vessel for the Tides Inn in Irvington, Virginia. She retains the classic lines of her steel hull and historic woodwork. After arriving at the Tides Inn in 1956, she was immediately recognized by a retired Navy captain who had served on her during World War II. Her exterior appearance had changed little since then. The excellent condition of the *Miss Ann* is a testament to the high quality of the materials and superb craftsmanship that went into her fabrication.

Miss Ann was laid down and originally launched as *Siele*, the private yacht of John H. French. As launched on April 10, 1926, *Siele* was a 124.0 foot long, speed riveted (counter-sunk rivets, flush on the exterior, creating a smooth hull surface), steel-hulled vessel with a beam of 20.6 feet, 9.7 foot depth of hold and a 7.0 foot draft. *Siele* was registered at 124 net tons and 183 gross tons.

Siele was designed with sharp lines for speed, with a flared and slightly raking bow and a rounded overhanging stern. Her machinery was housed amidships and consisted of dual Winton diesel engines of 300 HP which drove twin propellers. The Wilmington newspaper *Every Evening* described *Siele* on launching day (April 10, 1926) in the following report:

The hull is substantially constructed of steel, having teak decks laid over steel beams and plates, teak deck house, steel framed shade deck with teak pilot house thereon, which is a departure on yachts of this size. Fuel oil and fresh water are carried in deep tanks built in with the hull structure; these with the transverse steel bulkheads divide the yacht into seven watertight compartments.

The owner's accommodations consists of a large dining room in the forward deck house with galley and pantry and a large living room [main salon] in [the] after deck house with radio room, all on the main deck; three double staterooms, three single staterooms and four bathrooms and a wardrobe and closets on the lower deck. The dining room and living room [main salon] are furnished in selected paneled walnut, these rooms having large plate glass windows. The rooms below deck are paneled and finished in ivory vehisote [most likely a white paneling material] with walnut doors and trim. The furniture in all the rooms is of walnut having been designed specially for their respective locations and with carpets, upholstery, draperies, electric fixtures and hardware all selected to harmonize and produce a pleasing effect. Forward of the owner's quarters accommodation is provided for officers and crew. The propelling machinery consists of two six-cylinder, 300 shaft horsepower Winton diesel engines each with its line of

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shafting, driving bronze propellers. The various auxiliaries, pumps, compressors, etc are electrically driven. The electric current is supplied by two 7 1/2 K. W. generators driven by six-cylinder gasoline engines. The windlass, steering gear, boat hoists and refrigerating plant are all electrically operated. The vessel is heated throughout by a hot water system, having radiators in each room, and ventilation is provided by electric fans.

The small boat equipment will consist of a 22-foot owners launch, having a sedan top and driven by a 50 horsepower gasoline engine, an 18-foot crew's launch, having an engine of the same power as owners launch, and a 14-foot dinghy.

The yacht will have [at the time of the article, *Siele* was not fully completed] a raking stack, two pole masts rigged for wireless. She will be equipped with a receiving and sending apparatus and will carry a wireless operator.¹

Alterations to the *Siele* after 1936 are apparent through comparison of photographs taken before R. H. Wolf acquired the vessel and photographs taken subsequent to the 1936 purchase. The photographs indicate that the aft upper deck was enclosed with a weather-cloth (therefore extending the usable space of the aft upper deck) and the twin masts were removed and replaced by a single mast at midship. Additionally, the roof of the pilot house was extended aft by several feet. As of this writing, alterations made by Wolf to the interior of *Sea Wolf* are unknown. After being sold to the U. S. Navy in 1941, *Sea Wolf* was renovated in order to accommodate the needs of the Naval Research Laboratory. The Navy added new engines, a gyrocompass, two thirty-caliber guns, full coverage of gray paint and renamed the vessel *USS Aquamarine*. Further knowledge concerning U. S. Navy changes derives from E. A. Stephens' description of *Sea Wolf* in 1952:

¹ "Fine Diesel Yacht Launched Today at Pusey and Jones," Wilmington Every Evening, 10 April 1926, p.1

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The present living room was the mess quarters for the crew, an office for the steward, and a radio room. Also there was a dumbwaiter to take the food from the deck to the ward room for the officers, which is now the big stateroom below. Where the dining room is now was the ventilators and smoke stack, and you went up to the top deck from ladders at this point. The [galley] was partially the present pantry and a part of my present stateroom, and just ahead of the galley was a small room and office for a captain and mate. There was a long forward deck, and they had placed two cylinders, approximately three feet in diameter each, through the deck and all the way through the ship.²

Sea Wolf was purchased by Colonel E.M. Grimm sometime after June 21, 1946. Grimm made no improvements to *Sea Wolf* and left the vessel to the elements. In 1952, the year E.A. Stephens purchased *Sea Wolf*, the vessel was in deplorable condition after being neglected for eight years. *Sea Wolf*'s condition is apparent in photographs taken in 1952 by R.L. Stephens, son of E.A. Stephens. The photographs indicate that the Navy added welded steel hardware to the decks including a heavy gauge half round rub-rail to the hull of the vessel. The 1952 photographs also show the vast amount of remaining original fabric of the vessel. R.L. Stephens described the restoration of *Miss Ann* in the following passage from a draft of *Miss Ann*'s story:

Immediately after my purchase I did two things. I went to New York, got a well known yacht designer, John H. Wells; and the original plans of the ship from the man who designed her, and told Mr. Wells I wanted a modern streamline look. I ended up putting on a new bow and stern [adding three feet to the overall length], and I cut down the steel to the decks edge and put on new sides, rails and what have you [meaning that the heavy steel half rub-rails the U.S. Navy added was removed and the gunwales were extended up] This gave her the beautiful streamlines she has today. I took the two engines out per my contact (with Grimm) and shipped them to the Philippines, shopped around with

²Enolls A. Stephens, "Story of the *Miss Ann*" *Miss Ann* collections, Volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia.

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some of my General Motors friends until they found for me two used Cleveland Diesels, had them factory rebuilt, and put in the engine room, I tore out all the partitions in the present living room [partitions added by the U.S. Navy], added the dining room, moved the captains quarters forward on the deck by fifteen feet, made our present stateroom [the farthest aft below deck cabin], put on the top deck from one end to the other, enlarged the pilot house[the pilot house was enlarged, not replaced]--in fact completely rebuilt her from the deckline up [most of the original teak cabin house and teak decks were not replaced nor was the interior paneling replaced]. I hate to tell you how much money it cost me! It seemed to be [a] tremendous sum of money, but the value is so much greater than the cost that I am more pleased with my investment.³

After removing the engines for Colonel Grimm, it was necessary to replace the old stack (which was badly damaged after being removed in order to extract the *Winton Diesel engines from the engine room*) with a lighter, more modern stack. Additionally, the pilot house was removed in order to disassemble the gyrocompass system for the shipment to Grimm. The pilot house was then replaced farther forward by approximately four feet. The pilot house was also enlarged aft in order to make room for a small cabin. Other changes included removing steel hawse pipes, cleats and fair leads added by the U.S. Navy.

Despite the many non-original elements of *Sea Wolf* in 1952, much of her original fabric remained. There were: the Norwegian steel hull, all of the original portholes, teak main decks, binnacle, steering pedestal and wheel, teak cabin house, walnut interior paneling and cabinet work, teak hand rails, plate glass rectangular pocket windows, brass deck plates, steering mechanisms, electric windlass, interior below deck paneling, cabin partitions and teak cabin work.

In order to remain in nearly continuous operation since 1952, *Miss Ann* has undergone several rehabilitations. The most fundamental changes to *Miss Ann* occurred during the 1991-1992 rehabilitation. In 1991, a structural survey revealed deterioration of hull plates, frames, bulkheads and stanchions. Additionally, the United States Coast Guard required The Tides Inn to certify

³Ibid.

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Miss Ann to carry passengers for hire. The Coast Guard found The Tides Inn in violation of Code of Federal Regulations (CFR), 46 CFR 176.01 (operating a passenger vessel without a certificate of inspection). In order to become a certified passenger vessel and remain in operation, it was necessary to replace all deteriorated elements, especially those below water line. During the 1991-1992 rehabilitation all deteriorated members were cut away and replaced with new steel at the cost of more than a million dollars. Replaced members include new steel hull plating below the port holes, improved watertight bulkheads and doors, new electrical systems, new plumbing and new heating and air-conditioning. Additionally, it was necessary to remove all below deck cabin material in order to expose and replace the deteriorated steel members. The removed material included all original and non original partitions, cabinet work, and fixtures from the below decks area. Reinstallation of removed elements was cost prohibitive. The historic elements that could be saved were stored ashore leaving the below deck area aft of the engine room empty. In 1992, *Miss Ann* was registered at 95 gross tons, and 64 net tons and certified to carry a maximum of 100 passengers.

The intent of *Miss Ann*'s owners has been to rehabilitate and maintain *Miss Ann* as a working passenger vessel. The rehabilitation resulted in making the vessel substantially more seaworthy and efficient. As much of the historic material as possible was left unchanged including: the steel hull from just below the port holes up, the original teak decks, teak cabin and pilot house, all of the original portholes, binnacle, steering pedestal and wheel, teak cabin house, walnut interior paneling and cabinet work on the main deck, teak hand rails, plate glass rectangular pocket windows, brass deck plates and the electric windlass. The exterior appearance of the vessel was unchanged after the 1992 rehabilitation and the preservation of the original woodwork on the main deck cabin house, wheel house and decks is superb.

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Statement of Significance

Miss Ann was originally built as *Siele* in 1926 for John H. French of Detroit, Michigan. She was laid down at the Pusey and Jones Shipyard of Wilmington, Delaware. *Siele* was used as a pleasure yacht on the Great Lakes by French until 1936 when Robert H. Wolf purchased the vessel and renamed her *Sea Wolf*. She continued to be used for yachting until 1941, when Wolf sold the vessel to the United States Navy. The Navy renamed her *USS Aquamarine* and used her for underwater acoustics and radar research. In addition to research, the vessel was used as special tender to the Presidential Yachts *Potomac* and *Williamsburg* for President Franklin D. Roosevelt and President Harry S. Truman. After being decommissioned in 1946, the vessel was sold for scrap to Colonel E.M. Grimm of the Philippines. The vessel remained untouched for eight years until Enols A. Stephens purchased the vessel in 1952. Stephens rehabilitated the vessel to be used as a passenger vessel and yacht for guests of his hotel, The Tides Inn in Irvington, Virginia. The vessel was in continual use until 1990 when she was rehabilitated in order to comply with the United State Coast Guard regulations for passenger vessels. The 1990 rehabilitation lasted for two years and in 1992 she was back in the service of The Tides Inn.

Miss Ann is one only a few surviving examples of American-built, steel-hulled, diesel yachts. Originally named *Siele*, she was used exclusively for the recreation and pleasure of her owners John French, and later, Robert Wolf, from 1926 to 1941. During her first fifteen years, *Siele* was operated within the Great Lakes, primarily around Detroit, Michigan area and later in the Port Clinton, Ohio area on Lake Erie.¹ The Wilmington newspaper, *Every Evening* described *Siele* on launching day (April 10, 1926).

According to R.H. Wolf of Columbus, Ohio (second owner of *Siele*), recalling what he knew of *Siele*'s history in 1976 interview:

[on the maiden voyage to Detroit while motoring up the St. Lawrence River] it was getting choppy and so forth and rather than shake Mrs. Briggs [John French's wife] around, the captain decided to go to a dock that night and when he turned, he threw the yacht [*Siele*] into the trough and Mrs. Briggs, who [was] lying on a davenport in the deck house was tossed over on the deck...when they did dock after about half an hour she

¹R. H. Wolf, interviewed by Bob Thomas, place unknown, prior to 21 March 1977 (transcribed photocopy) "Outlining the Background of the Diesel Yacht," *Miss Ann* collections, Volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia

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appeared with her maid and all her baggage and took a train back to Detroit. That was the last time she ever stepped aboard...So, in desperation Buddy[French] had the boat stored at Fairport, Michigan and the winter cover put on where it [*Siele*] lay for three years.²

Wolf bought *Siele* in 1936 and renamed her *Sea Wolf*. Wolf operated *Sea Wolf* until 1939 and later sold her to the United States Navy in January of 1941. *Sea Wolf* was renamed *USS Aquamarine* by the Navy in 1941.³

During the years of 1941-1946, *Aquamarine* was used as a research platform for the Naval Research Laboratory in Washington D.C.⁴ In order to accommodate the needs of the research laboratory, *Aquamarine* was extensively renovated. Navy modification included new engines, gyro-compass equipment, sound wells [watertight compartments cut through the hull plating for mounting sound equipment], a half round rub-rail at the deck level surrounding the vessel, two thirty caliber guns and full coverage of battleship gray paint.⁵ The results of external modification are apparent in photographs taken in 1954, the year E.A. Stephens purchased *Sea Wolf* for The Tides Inn, a small resort hotel located in Irvington, Virginia. Although the vessel was modified externally, in 1952 her interior cabin, main salon and wheel house arrangements remained nearly in their original condition. E.A. Stephens' description of *Sea Wolf* in 1952:

The present living room was the mess quarters for the crew, an office for the steward, and a radio room. Also there was a dumbwaiter to take the food from the deck to the ward room for the officers, which is now the big stateroom below. Where the dining room is now was the ventilators and smoke stack, and you went up to the top deck from ladders at this point. The [galley] was partially the present pantry and a part of my present stateroom, and just ahead of the galley was a small room and office for a captain and mate. There was a long forward deck, and they had placed two cylinders, approximately

²Wolf, interview "Outlining the Background of the Diesel Yacht."

³James L. Moody, ed. Dictionary of American Naval Fighting Ships. 1991 ed., s.v. "Aquamarine."

⁴Ibid

⁵Ibid.

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three feet in diameter each, through the deck and all the way through the ship.⁶

The nature of the Navy's work carried out aboard the *Aquamarine* principally involved underwater sound experiments. She was also used for a limited amount of experiments with radar, mines, and underwater communications.⁷ The deck logs (a record of daily activities aboard Naval vessels; these declassified in 1978) revealed that her operations were carried out primarily on the Chesapeake Bay, specifically the Potomac River. The deck logs also disclosed that *Aquamarine* was presumably used for education in the use of sonar and other experimental equipment, for the many recorded changes in officer crew members. Furthermore, *Aquamarine* was used for special escort duty to the presidential yachts *Potomac* and *Williamsburg* on various occasions.⁸ Her escort duty entailed following the presidential yacht when the president was aboard. Presidential meetings and decisions were made aboard *Potomac* and *Williamsburg* at the time *Aquamarine* was on escort duty. The desk log disclosed that during escort duty, *Aquamarine* was required to have Secret Service agents aboard. Both *Potomac* and *Williamsburg* are currently listed on the National Register of Historic Places.

Miss Ann has been operated by The Tides Inn since 1956, primarily as a passenger vessel for hotel guests. During this time *Miss Ann* has become a local icon. *Miss Ann* has introduced many people to the natural beauty of the Northern Neck where she has become an important asset. Her historical importance to the area was recognized after being designated a local landmark by the Lancaster County Historical Society in 1995. *Miss Ann's* prominence on the Rappahannock River is meaningful to the region for the economic prosperity that she has helped bring to the area.

Miss Ann's connection with the presidential yachts and the work performed aboard her by the Naval Research Laboratory connect her with significant events in the history of the United States. Further, *Miss Ann* is a surviving example of American craftsmanship in shipbuilding.

⁶ Enolls A. Stephens, "Story of the *Miss Ann*," *Miss Ann* collections, Volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia.

⁷ Dictionary of American Naval Fighting Ships.

⁸ Ibid.

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The above statement of significance is based on the more detailed history that follows.

August 1924: Industrialist John H. French (of Detroit, Michigan; auto pioneer, banker, president of the Michigan Stamp Company [founded ca 1881, metal stamping] which later merged with Briggs Manufacturing Company) hired naval architect B.T. Dobson of New Bedford, Massachusetts, to design a luxury diesel yacht for his personal use.⁹ Pusey and Jones Shipyard of Wilmington, Delaware was later contracted to build the yacht for French.¹⁰

April 10, 1926: John H. French's 124 foot yacht *Siele* (*Siele* is an anagram for French's wife's name Elsie) was launched from Pusey and Jones Shipyard, Wilmington, Delaware. *Siele* was constructed of speed-riveted 1/4 inch Norwegian steel in five strakes [the overlapping steel plates that compose the hull], with a cabin house of teak exterior and walnut interior paneling. Interior furnishings were purchased from John Wanamaker and Company of Philadelphia, Pennsylvania. Twin three hundred horsepower Winton diesel engines were the power plant that drove the fifty inch propellers giving *Siele* a maximum speed of fourteen knots. At a cruising speed of twelve knots, she had a range of approximately three thousand miles.¹¹ The total cost of her construction and fitting out was \$243,766.48.¹² From Detroit, French operated *Siele* in the Great Lakes.¹³

1936: R.H Wolf purchased *Siele*. Wolf stated that "after a few scotches we [Wolf and French] worked out a tentative deal and I visited Fairport and inspected the yacht, found it adequately furnished with everything you could imagine and consummated the deal to purchase it."¹⁴ Mr

⁹ Lloyds Register of Shipping, Lloyd's Register of American Yachts, 1940 ed., s. V. "Sea Wolf."

¹⁰ John H. French, Jr., Detroit, TLS to Robert Lee Stephens, 11 September 1978, *Miss Ann* collections, volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia.

¹¹ Every Evening

¹² John H. French, notes on the costs of *Siele* in 1926, *Miss Ann* collections, Volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia.

¹³ Wolf, interview "Outling the Background of the Diesel Yacht."

¹⁴ Ibid.

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Wolf renamed her *Sea Wolf* and registered her in Port Clinton, Sandusky, Ohio.¹⁵

January 13, 1941: Robert H. Wolf stated that "I used the yacht for about three years from 1936 until 1939 when it looked as though for sure we were going to get into the World War...I got a call asking me to come to Washington D.C. to talk about the acquisition of the *Sea Wolf* to the Navy. I proceeded down in a week or two and, of course, had very little option except to turn the yacht over to the Navy, which I did."¹⁶

January 19, 1941: *Sea Wolf* was commissioned at the Washington, D.C. Navy Yard as *USS Aquamarine*, PCc-7 (Private Yacht Converted number 7).¹⁷

April 9, 1941: Lieutenant G.A. Lange was the first officer of the United States Navy given command of *Aquamarine*.¹⁸

April 14, 1941: Conversion to research vessel begun.¹⁹

July 28, 1941: Naval refit completed including new engines, gyrocompass, two thirty-caliber guns and full coverage of gray paint. Assigned to the Naval Research Laboratory in Bellevue, District of Columbia, *Aquamarine* was operated primarily in the Chesapeake Bay and Potomac River conducting underwater sound experiments; additionally she was used for radar, mine detection, and under water communication experiments.²⁰

October 16- November 4, 1943: *Aquamarine* was assigned to operate off the Connecticut coast

¹⁵ *Sea Wolf*, Lloyds Register of American Yachts

¹⁶ Wolf, interview "outling the Background of the Diesel Yacht."

¹⁷ Dictionary of American Naval Fighting Ships

¹⁸ Ibid.

¹⁹ Ibid

²⁰ Ibid.

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near New London conducting experiments for the Naval Research Laboratory.²¹

January 24-April 1944: *Aquamarine* was assigned to the waters between Florida and the Bahamain Islands conducting experimental work for the Naval Research Laboratory.²²

1945-1946: Served as special tender to the Presidential Yacht *Potomac* (AG-25) and later her successor *Williamsburg* (AGC-369) for both President Franklin D. Roosevelt and President Harry S. Truman.²³

June 21 1946: *Aquamarine* was decommissioned and transferred to the Maritime Commission's War Shipping Administration for disposal and was renamed *Sea Wolf*.²⁴

Exact date unknown: *Sea Wolf* was purchased by Colonel E. M. Grimm. Grimm made no improvements to her and she was left to the elements for eight years at Curtis Dunn Marine Railway, Norfolk, Virginia.²⁵

August 1954: E.A Stephens, owner of The Tides Inn resort hotel in Irvington, Virginia, purchased *Sea Wolf* for \$15,000 and agreed to bear the cost of shipping the two model L-6 Union Diesel main engines and the Sperry gyrocompass systems to Colonel Grimm's house in the Phillipines. Stephens intended to use her as an excursion vessel for the hotel guests.²⁶

1954: Stephens hired yacht designer John H. Wells to help with *Sea Wolf's* rehabilitation at the

²¹ Ibid

²² Ibid.

²³ Ibid.

²⁴ Ibid.

²⁵ Enolls A. Stephens, "Story of *Miss Ann*."

²⁶ S. Kenny, [Sales Agent for Colonel E. M. Grimm], San Francisco, terms and conditions of the sale of *Sea Wolf* from Colonel E. M. Grimm [Phillipines] to E. A. Stephens [Irvington, Virginia], 7 October 1954. *Miss Ann* collections, Volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia.

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Curtis Dunn Marine Railway in Norfolk, Virginia. According to Stephens:

Immediately after my purchase I did two things. I went to New York, got a well known yacht designer, John H. Wells; and the original plans of the ship from the man who designed her, and told Mr. Wells I wanted a modern streamline look. I ended up by putting on a new bow and stern [adding three feet to the overall length] and I cut down the steel to the decks edge and put on new sides, rails, and what have you. This gave her the beautiful streamlines she has today. I took the two engines out as per my contact and shipped them to the Phillippines, shopped around with some of my General Motors friends until they found for me two used Cleveland Diesels, had them factory rebuilt, and put in the engine room.²⁷

Additionally a new stack was added replacing the damaged original one. The many layers of gray paint were stripped from the teak cabin house and she was brought back to being a yacht again. A contest was held at The Tides Inn in order to choose a name for the vessel and *Miss Ann* was chosen after Stephen's wife, Ann.

1956: *Miss Ann* (official hull #225735, radio call sign WF 9378) arrived at The Tides Inn where she was used to that hotel guests on complementary cruises.²⁸

1960: The United States Coast Guard charged The Tides Inn with operating *Miss Ann* as a passenger vessel for hire without the proper certification. After months of litigation, she was allowed to continue under a charter agreement with the U.S. Coast Guard and the Chesapeake Club (the bottle club at The Tides Inn). It was agreed that she could take patrons of the Chesapeake Club on cruises that were considered part of their club membership.²⁹

1960-1990: The Tides Inn conducted cruises aboard *Miss Ann* on the waters of the Chesapeake

²⁷ Enolls A. Stephens, "Story of the *Miss Ann*"

²⁸ Ibid

²⁹ Randolph W. Stephens interviewed by Michael A. R. K. Hollingsworth, 20 December 1997.

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Bay, Rappahannock River and other tributaries for The Tides Inn guests.³⁰

1990: The United State Coast Guard required *Miss Ann* needed to be inspected and certified in order to carry passengers. The Tides Inn complied after months of debate with the U.S. Coast Guard. Compliance meant that modification to her arrangements needed to be made in order for her to adhere to the law.³¹

January 1991-December 31 1992: *Miss Ann* was rehabilitated in order to adapt to the new Federal laws. This project was executed at Deagles Railway in Deltaville, Virginia and included extensive new hull plating below the port holes, new water tight bulkheads, replacement of the entire electrical system, new plumbing and a new air conditioning system.³²

As this report is written, *Miss Ann* is taking passengers for hire (hotel guests and general public included) from The Tides Inn on dinner, luncheon, cocktail and private charter cruises on the Rappahannock River and its tributaries.

³⁰ Ibid

³¹ Ibid

³² Robert Lee Stephens, Irvington, Virginia, TL to Bob Thomas, Columbus, Ohio, 21 March 1977. *Miss Ann* collections, volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia.

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- Kenny, S. S., [Sales Agent for Colonel E. M. Grimm], San Francisco, terms and conditions of the sale of *Sea Wolf* from Colonel E. M. Grimm [Philippines] to E. A. Stephens [Irvington, Virginia], 7 October 1954. *Miss Ann* collections, Volume A, *Miss Ann* files, The Tides Inn, Irvington, Virginia.
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- Naval Research Laboratory, TDS [photo-copied], Report No. S-1924, "Performance tests of underwater loudspeaker model X-3." Washington D. C.: Library, Naval Research Laboratory, 1942.
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- Lloyds Register of Shipping, Lloyd s Register of American Yachts, 1940 ed., s. v. "*Sea Wolf*."
- Moody, James L., ed., Dictionary of American Naval Fighting Ships, 1991 ed., s. v. "*Aquamarine*."

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- "Fine Diesel Yacht Launched Today at Pussey and Jones," Wilmington (Delaware) Every Evening, 10 April 1926, p. 1-20.

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Obituary of John H. French, New York Times, 17 November 1952, sec. L, p.15.

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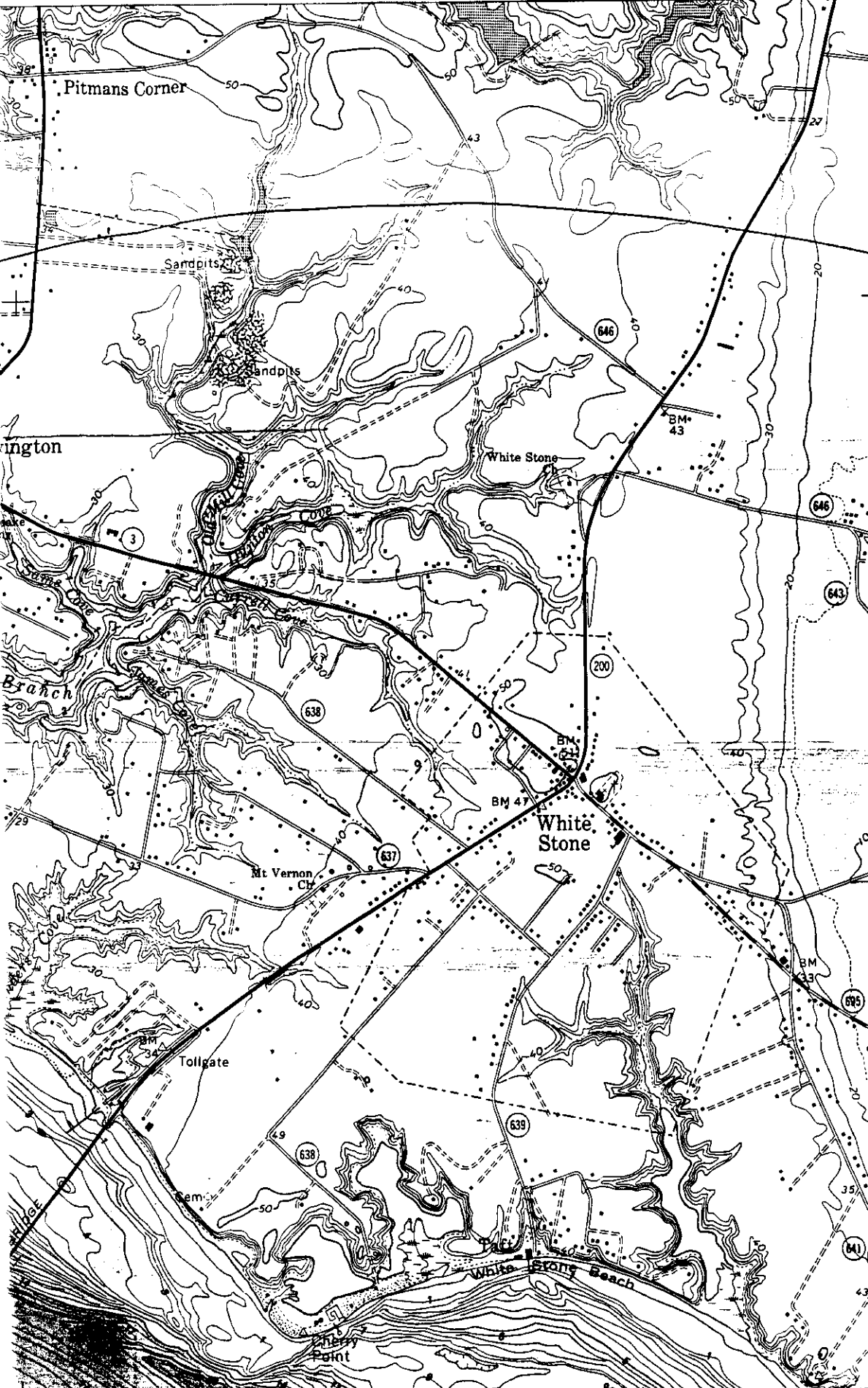
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Verbal Boundary Description

All that area encompassed within the vessel's extreme registered dimensions.

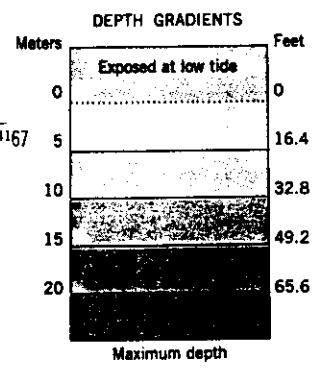
Boundary Justification

The boundary includes the entire area of the vessel as she floats at her berth.



4170
40'
4169
4168
4167
4166
4165000m N.
37° 37' 30"
76° 22' 30"

MISS ANN
VDHR FILE # 51-
18373550
4169200 4169210
LANCASTER CO.
VIRGINIA



INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1993
377 378000m E.

ROAD CLASSIFICATION

- | | |
|--|--|
| Primary highway, all weather, hard surface | Light-duty road, all weather, improved surface |
| Secondary highway, all weather, hard surface | Unimproved road, fair or dry weather |

(DEL TAVILLE)
5/29/11 SE



1372 (WILTON) 5759 III SW SCALE 1:24 000 25' 1376

HARMONY VILLAGE 5 MI. GLOUCESTER 22 MI.

1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 10 FEET

Prim
har
Sec
nar