

Sloop Clearwater
Poughkeepsie, Dutchess Co., NY

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

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DESCRIPTION

Begun in 1968 and launched in 1969, the *Clearwater* is a full-scale replica of a classic mid-nineteenth century Hudson River sloop. The sloop is a Class B tall ship. Her hull number is 521160. Her nominal homeport is Poughkeepsie, New York, the location of *Clearwater's* offices, although it is identified as "New York" on her transom. The sloop is docked for the winter at Saugerties, New York. She is built of traditional plank-on-frame wooden construction and is 75 feet in length on deck, 25 feet in beam and 6.6 feet depth of hold with a displacement of 70 tons. Her sloop rig consists of a single mast and fidded topmast which together rise to a height of 108 feet, a 65-foot long main boom and a 28-foot long bowsprit. It is Coast Guard licensed for 70 persons, and carries a complement of 18 crew and volunteers, leaving room for 50 guests with 2 slots for overflow or special visitors.

The *Clearwater's* hull features the broad and relatively flat-bottomed hull form typical of mid-nineteenth century sloops. It incorporates a broad raking transom, a pronounced deck sheer and a clipper bow. The keel, keelson and frames are shaped from oak. Planking consists of fir and pine with steel fasteners. An offset centerboard is housed on the port side of the keel. A traditional, square-shaped rudder is hung behind a slightly raking sternpost and a propeller aperture is cut out of the skeg to admit a small propeller. The hull is painted with rust colored anti-fouling paint below the waterline and black and green strakes topside. The sheer strake is painted yellow. The bow of the sloop carries a Canada goose figurehead and the gammon knee is bracketed by decorative trailboards.

Clearwater's deck layout includes a largely unobstructed main deck and a slightly raised quarterdeck covering more than one third of the sloop's length in the stern. The mast is stepped through the deck approximately 18 feet from the bow and the heel of the bowsprit is mortised into a sampson post anchored in the sloop's lower framework. The main deck is penetrated by three companionway hatches and is fitted with a capstan in the bow, a wooden jib traveler forward of the mast, a gearbox for raising and lowering the centerboard and several ventilation cowls. The deck is surrounded by low bulwarks and a cap rail. The quarterdeck features a trunk cabin with a skylight and a companionway at its forward end. The rudderpost head and long steering tiller are aft of the trunk. The end of the tiller is carved into the form of a hand. The quarterdeck is protected stanchions and an open rail. Wood davits are mounted on this rail in the stern and carry the ship's boat, a Whitehall style lapstrake rowing boat.

The sloop's below deck spaces are divided by watertight bulkheads into living quarters for the crew and mechanical, fuel and water storage spaces. The bulkheads are double-walled with canvas linings. Beginning in the bow, the first full watertight compartment is a forepeak chain locker. The second compartment is a crew forecabin containing eight berths. The third compartment is situated at the forward end of the centerboard trunk and contains two heads and general storage space. It also provides access to the compartments containing the engine room and fuel and water storage. The fourth compartment is divided longitudinally by the centerboard trunk into the engine room on the starboard side and a fuel and water storage space on the port side. The engine room contains a Cummins diesel engine, a bank of batteries, a circuit board and a water storage tank. The port side space contains a large diesel fuel tank next to the centerboard trunk, a work bench and a second water storage tank. The fifth compartment is located at the after end of the centerboard trunk and contains a galley on the port side and a master's cabin on the starboard side. The sixth compartment contains a salon with a fixed mess table at the center beneath the cabin trunk and eight bunks under the decks. The cabin top includes a large skylight centered over the mess table. The sides of the trunk include stained glass lights depicting the history of navigation on the Hudson River. The subjects include a birch bark canoe, the *Halve Maen*, Hudson's ship of exploration, a Hudson River sloop, a sidewheel steamer, and finally a tug with a garbage scow. A lazarette aft of the trunk contains six more berths.

The *Clearwater's* sloop rig consists of a gaff mainsail, a jib, and a triangular topsail which together total 4,305 square feet of sail area. The rig is supported by shrouds at each side and a headstay from the end of the bowsprit to the crossrees.

In spite of the insertion of a non-traditional auxiliary engine, watertight bulkheads, heads, a fire suppression system and other minor adjustments required for safe operation, the *Clearwater* is a remarkably accurate representation of a typical mid-nineteenth century Hudson River sloop in construction, operation and appearance.