

Meeting Report

NATIONAL HISTORIC LANDMARKS COMMITTEE

Richard L. Hurlbut Memorial Hall, 3rd Floor
Charles Sumner School Museum and Archives
1201 – 17th Street, NW, Washington, DC

December 17-18, 2013

Nominations and Executive Summaries may be viewed at

<http://www.nps.gov/nhl/news/fall2013mtg.htm>

The National Historic Landmarks Committee of the National Park System Advisory Board met on December 17-18, 2013, at the Charles Sumner School Museum and Archives, Washington, DC, to review properties for potential designation as National Historic Landmarks and other actions.

The Committee recommends that the National Park System Advisory Board recommend to the Secretary of the Interior the designation of the following properties as National Historic Landmarks, with the Criteria shown below and Exceptions (*if any*) as noted in the nomination:

Criteria 1 and 2

- Lydia Pinkham House, Lynn, MA

Criteria 1 and 4

- The St. Charles Line, New Orleans, LA

Criterion 2

- Perkins Homestead, Newcastle, MA
- Eagle Island (The Admiral Robert E. Peary Summer Home), Harpswell, ME

Criterion 4

- Baltusrol Golf Club, Springfield, NJ
- The Research Studio (Maitland Art Center), Maitland, FL
- General Motors Technical Center, Warren, MI
- Duck Creek Aqueduct, Metamora, Franklin County, IN
- Brown Bridge, Shrewsbury, VT

The Committee recommends that the National Park System Advisory Board recommend to the Secretary of the Interior the acceptance of the NHL boundary change, updated

documentation, and name change for the following National Historic Landmark, with the Criteria shown below and Exceptions (if any) as noted in the nomination:

Criterion 2 (Exception 8)

- Andrew Wyeth Studio and Kuerner Farm, Chadds Ford, PA

The Committee recommends that the National Park System Advisory Board recommend to the Secretary of the Interior the withdrawal of the National Historic Landmark designation for the following properties:

Criterion 1

- Eight-Foot High Speed Tunnel, Hampton (City), VA
- Full Scale 30- x 60-Foot Tunnel, Hampton (City), VA

At a prior meeting of the National Historic Landmarks Committee on November 8-10, 2011, at the Ray Group International, 900 - 15th Street NW, Washington, DC, the Committee recommended that the National Park System Advisory Board recommend to the Secretary of the Interior the designation of the following property as a National Historic Landmark with the Criteria shown below and Exceptions (*if any*) as noted in the nomination. Issues concerning the use of the property have been resolved and this property is being forwarded, at this time, to the Advisory Board for your action.

Criteria 1 and 4

- *SS Badger* (Car Ferry), Ludington, MI

Included with this report are updated executive summaries for each property. They have been updated to provide summaries of the comments of the expert panel, as well as lists of persons who provided (written or oral) comments about each nomination.

Respectfully submitted,

Stephen Pitti
Chair, National Historic Landmarks Committee

**National Park System Advisory Board
NATIONAL HISTORIC LANDMARKS COMMITTEE**

Stephen J. Pitti, Ph.D. (Committee Chair), Member of the National Park System Advisory Board; Professor of American Studies and History; Director of the Program in Ethnicity, Race, and Migration; and Master of Ezra Stiles College at Yale University

James M. Allan, Ph.D., RPA, Principal with William Self Associates; Adjunct Professor, Anthropology Department, St. Mary's College of California; consultant to the California State Lands Heritage Commission on matters to the State's submerged cultural heritage

Cary Carson, Ph.D., Retired Vice President, Research Division, Colonial Williamsburg Foundation

Darlene Clark Hine, Ph.D., Professor of History and Board of Trustees Professor of African American Studies, Northwestern University

Luis Hoyos, AIA, Assistant Professor of Architecture and Urban Design, California State Polytechnic University, Pomona

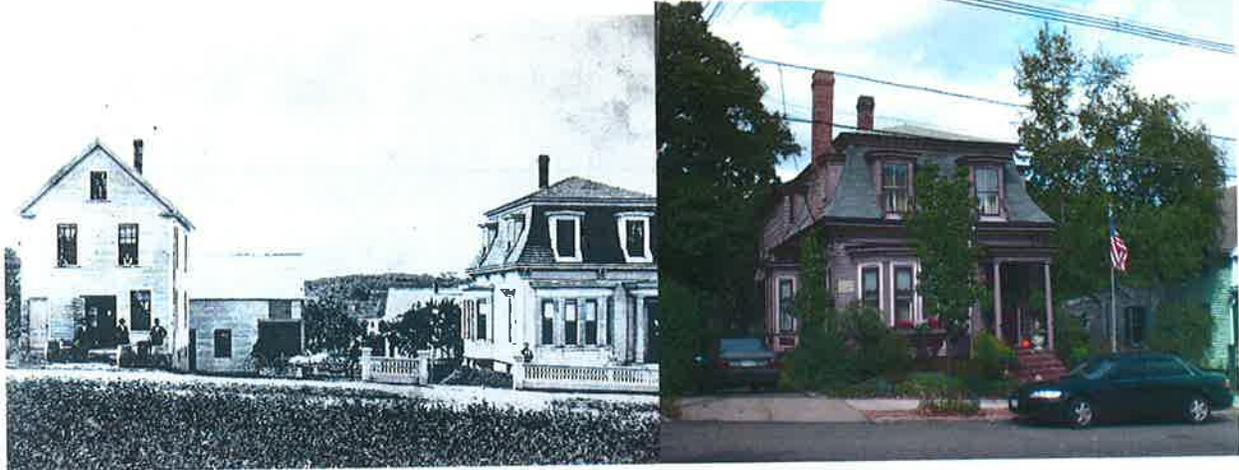
Barbara J. Mills, Ph.D., Professor of Anthropology and Interdisciplinary Faculty Member, American Indian Studies, University of Arizona

William J. Murtagh, Ph.D., First Keeper of the National Register of Historic Places, Department of the Interior; former Vice President of the National Trust for Historic Preservation; and former President of the Victorian Society in America

Franklin Odo, Ph.D., Former Director of the Asian Pacific American Program, Smithsonian Institute; former Professor of Ethnic Studies, University of Hawaii; former Visiting Professor, University of Pennsylvania, Hunter College, Princeton University, and Columbia University

William Seale, Ph.D., Independent historian specializing in the restoration of historic buildings. Recent projects include the George C. Marshall House in Leesburg, Virginia; Ten Chimneys near Milwaukee, Wisconsin; and Rosedown Plantation in St. Francisville, Louisiana

Michael E. Stevens, Ph.D., Director, Division of Historic Preservation and Public History, Wisconsin Historical Society



Name of Property: Lydia Pinkham House
City, State: Lynn, Massachusetts
Period of Significance: 1877-1886
NHL Criteria: 1, 2
NHL Theme: V. Developing the American Economy
 1. Extraction and Production
 2. Distribution and Consumption
 VII. Expanding Science and Technology
 1. Experimentation and Invention
 4. Effects on Lifestyle and Health
Previous Recognition: 2012 National Register of Historic Places
National Historic Context: Women’s History Initiative

NHL Significance:

- The Lydia Pinkham House is nationally significant for its association with Lydia Pinkham and the Lydia Pinkham Medicine Company. Patented in 1866, Lydia Pinkham’s Vegetable Compound was one of the most widely-marketed patent medicines during the late nineteenth and early twentieth centuries.
- Throughout much of the nineteenth century, Americans relied heavily on patent medicines to treat their own illnesses as well as those of their family members. Within the complex and unregulated medical marketplace of the Victorian era, medicines such as the Lydia Pinkham Vegetable Compound were seen as highly democratic as they offered patients the ability to control and treat their own illnesses.
- The house is also significant for its association with Lydia Pinkham, the creator and marketer of Lydia Pinkham’s Vegetable Compound. While patent medicines were often sold under the name of their creator, Pinkham’s company broke new ground by using her image as a promotional tool, thereby ensuring that Pinkham became one of the most well-known businesswomen of her era.
- As one of the most widely known and most ubiquitous of early twentieth-century patent medicines, the Pinkham Vegetable Compound served, in part, as an impetus for the push



to reform the manufacture and sale of medications; the compound was routinely cited in the many exposés detailing the excesses and dangers of patent medicines. The 1906 Food and Drug Act, which was passed in the wake of these exposés, resulted in one of the most dramatic shifts in terms of patient expectations and treatment of illnesses during the nineteenth and twentieth centuries.

Integrity:

- The only major changes to the house, constructed circa 1873, occurred in the 1920s. Alterations include the addition of a second story on the ell with a sunporch over the remodeled side porch, as well as the addition of an exterior chimney with interior fireplaces. Notwithstanding these changes, the house is substantially intact in terms of plan and finishes, reflecting the use of the property as a combined residence and office during the important early period of the development of the Lydia Pinkham Company.

Owner of Property: Michael and Karen Malionek

Acreage of Property: Less than one acre.

Origins of Nomination: The nomination is being presented under the Women's History Initiative; it was written by National Historic Landmarks staff during the summer and fall of 2013.

Potential for Positive Public Response or Reflection on NHL Program:

- The Lydia E. Pinkham Vegetable Compound is among the best known patent medicines produced during the nineteenth century. Designation of this site will recognize both the complex role of patent medicine companies and the complex factors that led to the passage of the Food and Drug Act of 1906.
- Designation will highlight the important, yet often neglected, story of one of the most



important female entrepreneurs of the late nineteenth century.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments: The committee asked that the integrity statement be revised to read more clearly.

Landmarks Committee Recommendation: Designation. Dr. Carson moved, Dr. Allan seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/16/13):

Mr. and Mrs. Michael and Karen Malioneck, Lynn, Massachusetts (owner waiver received)
Brona Simon, State Historic Preservation Officer, Executive Director, Massachusetts Historical Commission, Boston, Massachusetts

Margaret Strobel, Ph.D., Professor Emerita of Gender and Women's Studies, University of Illinois at Chicago; Board Member and Former President, National Collaborative for Women's History Sites

The Honorable Judith F. Kennedy, Mayor of the City of Lynn, Massachusetts (HEO waiver received)

Advisory Board Recommendation:



Name of Property: The St. Charles Line
City, State: New Orleans, Louisiana
Period of Significance: 1893-1952
NHL Criteria: 1 and 4
NHL Theme: V. Developing the American Economy
 3. Transportation and Communication
Previous Recognition: 1973 National Register of Historic Places
National Historic Context: XIV. Transportation
 F. Urban Transport (Trolleys, Streetcars, and Subways)

NHL Significance:

- The St. Charles Line is the oldest operational street railway in the United States. At their peak, streetcars traveled more than one billion miles and carried nearly sixteen billion passengers annually nationwide. The St. Charles Line is the only streetcar system dating from that period to remain in operation and is an intact vestige of a once-ubiquitous transportation system.
- The line is representative of street railway systems and the urban growth patterns they engendered between the 1890s and the 1920s when streetcars reached the height of their popularity in the United States. By facilitating outward mobility and suburbanization, streetcars strongly influenced the growth of cities and suburbs, today reflected in the urban character of many American cities, including New Orleans.
- The St. Charles Line is also significant for its thirty-five Perley Thomas streetcars. These arch-roofed, steel-bodied streetcars represent an evolution in the engineering of street railway technology, exhibiting improvements that increased the safety, efficiency, and flexibility with which streetcar systems could operate, and allowing for even greater expansion of street railway systems in a variety of urban conditions.



- The cars have continuously operated on the line's tracks since 1923-24. Of the tens of thousands manufactured, the St. Charles Line's thirty-five Perley Thomas cars are the only conventional streetcars to have remained in operation within their original system.

Integrity:

- The St. Charles Line maintains remarkable historic integrity through the continued maintenance of the Carrollton Transit Station, the Perley Thomas streetcars, and the associated tracks and equipment. Adamant local support for the line's preservation and federal grant funding to restore the rails, cars, and transit station have resulted in a conventional, electrified streetcar line that is unmatched in its authenticity, scale, and completeness.
- The Perley Thomas streetcars that run on the St. Charles Line have been meticulously restored to their original appearance and design. Components are regularly inspected and all repairs are conducted by master craftsmen in the Carrollton Transit Station.
- The Carrollton Transit Station retains a similarly high degree of historic integrity. Each of its utilitarian spaces retains the essential physical features to express not only its use, but also its workmanship and design as a car barn facility. Several expansion campaigns completed during the period of significance allowed the car barn to continue its use as a functioning storage and maintenance facility for the St. Charles Line, a period that has lasted 120 years, from its electrification in 1893 to the present.
- The historic character of the neutral ground and the neighborhoods it traverses contributes to a remarkable degree of integrity of feeling, association, and setting for the St. Charles Line.

Owner of Property: City of New Orleans, operated by the New Orleans Regional Transit Authority (NORTA)



Acreeage of Property: Approximately 35 acres

Origins of Nomination: In 2012, the St. Charles Avenue Association successfully petitioned the NORTA Board of Commissioners to allow the designation of the St. Charles Line as a National Historic Landmark. The Association raised funds to complete an NHL nomination, for which research and documentation began in early 2013.

Potential for Positive Public Response or Reflection on NHL Program:

- The St. Charles Line is an internationally acknowledged symbol of the heritage and culture of New Orleans. Designation as a National Historic Landmark will recognize its role in the growth and character of New Orleans, as well as its unmatched historic significance and authenticity.
- Designation will highlight the dedication of New Orleans' citizens, whose decades of study, documentation, and advocacy have preserved the unique character and ensured the longevity of the St. Charles Line.
- Designation will also encourage the continued preservation, operation, maintenance, and restoration of the railway.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments: Per the recommendation of Dr. Stevens, a discussion of race and segregation on the Line has been added to the nomination.

Landmarks Committee Recommendation: Designation. Dr. Stevens moved, Dr. Carson seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/06/13):

Dorothea B. Martin, President, Maple Area Residents, Inc., New Orleans, Louisiana
Patrick Tucker, Uptown Triangle Neighborhood Association, New Orleans, Louisiana
Susan G. Guidry, Councilmember, District A, City of New Orleans, Louisiana
Louis J. Volz, III, New Orleans, Louisiana
The Honorable Mitchell J. Landrieu, Mayor, City of New Orleans (owner/HEO waiver received)
James Smoak, President, Touro Bouligny Association, New Orleans, Louisiana

Advisory Board Recommendation:



Name of Property: Perkins Homestead
City, State: Newcastle, Maine
Period of Significance: 1880-1965
NHL Criterion: 2
NHL Theme(s): IV. Shaping The Political Landscape
4. Political ideas, cultures and theories
V. Developing the American Economy
7. Governmental policies and practices
Previous Recognition: 2009 National Register of Historic Places
1960 Historic American Buildings Survey
National Historic Context: Women's History Initiative
VII. Political and Military Affairs (1865-1939)
H. The Great Depression and the New Deal

NHL Significance:

- The Frances Perkins Homestead is the ancestral home and lifelong summer residence of Frances Perkins, the first woman to serve in a presidential cabinet as U.S. Secretary of Labor from 1933 to 1945. She owned and maintained the homestead from 1927 until her death in 1965.
- There is no place more strongly associated with Frances Perkins, a figure of undisputed national significance who was the driving force behind New Deal programs that still provide financial security for all Americans: Social Security, unemployment insurance, and minimum wage.



Integrity:

- The property retains a high degree of historic integrity having been continuously-owned by the Perkins family for over 250 years. Frances Perkins preserved the home and its landscape features with few alterations during her ownership, and her grandson continues to maintain it today as his year-round residence. The rooms are furnished almost as she left them, full of her books and memorabilia.
- A saltwater farm on the tidal Damariscotta River, the site is anchored by the well-preserved Brick House-connected barn complex that is scarcely changed since its recording in 1960 by the Historic American Buildings Survey (HABS).
- The site's cultural landscape is also intact: its 2.8 miles of stone walls defining pastures, woodlands, the remains of eighteenth- and nineteenth-century home sites, and the wharves, clay pit, and brick kilns of the family-owned brickyard.

Owner of Property: Tomlin Perkins Coggeshall, grandson of Frances Perkins

Acreage of Property: 57 acres

Origins of Nomination: Seeking to ensure the homestead's long-term preservation and to honor his grandmother, Tomlin Coggeshall organized a group of supporters who established the Frances Perkins Center as a nonprofit 501(c)3 organization in 2009. The Frances Perkins Center prepared the nomination in consultation with Mr. Coggeshall and the Maine State Historic Preservation Office. The nomination was prepared by Sarah Peskin, a board member of the Center and a retired National Park Service planning professional.

Potential for Positive Public Response or Reflection on NHL Program:

- Frances Perkins is becoming more widely known through the efforts of the Frances Perkins Center and current public discourse about the importance of Social Security.
- There is growing national interest in sites that recognize notable American women.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Dr. Allan moved, Dr. Stevens seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/30/13):

Tomlin Perkins Coggeshall (owner waiver received), Newcastle, Maine
Steven Hufnagel, Executive Director, Damariscotta River Association, Damariscotta, Maine
The Rt. Rev. Stephen T. Lane, Bishop of Maine, The Episcopal Church in Maine
The Rt. Rev. Mariann Edgar Budde, D. Min., Episcopal Diocese of Washington, Washington, DC
Margaret Carleton



Carl R. Nold, President and CEO, Historic New England, Boston, Massachusetts

The Honorable Christopher Johnson, State Senator, District 20, Augusta, Maine
Stephen Bromage, Executive Director, Maine Historical Society, Portland, Maine
Earle G. Shettleworth, Jr., State Historic Preservation Officer, Maine Historic Preservation Commission, Augusta, Maine
Neil Rolde, York, Maine
The Honorable Chellie Pingree, Congress of the United States, 1st District, Maine
Gregory Paxton, Executive Director, Maine Preservation, Yarmouth, Maine
Brian Foote, Chair; Ellen Dickens, Vice-Chair; Christopher Doherty, R. Benjamin Frey, and Patricia Hudson, The Newcastle Board of Selectman, Maine (HEO waiver received)
Nathaniel H. and Susan W. Bowditch, Westport Island, Maine
Margaret Strobel, Ph.D., Professor Emerita of Gender and Women's Studies, University of Illinois at Chicago; Board Member and Former President, National Collaborative for Women's History Sites
Lynn Pasquerella, President, Mount Holyoke College, South Hadley, Massachusetts
The Honorable Susan M. Collins, United States Senator, Maine
The Honorable Angus S. King, United States Senator, Maine
Kirstin Downey, Managing Editor, Washington Watch, Alexandria, Virginia

Advisory Board Recommendation:



Name of Property: Eagle Island (Robert E. Peary Summer Home)
City, State: Harpswell, Maine
Period of Significance: 1881-1920
NHL Criteria: 2
NHL Theme: VI. Expanding Science and Technology
VII. Changing Role of the U.S. in the World Community
3. Expansion and Imperialism
Previous Recognition: 1971 National Register of Historic Places
National Historic Context: XIII. Science
B. Earth Science
1. Physical Geography
XVIII. Technology (Engineering and Invention)
J. Earth and Space Exploration

NHL Significance:

- Eagle Island is the property that best represents the life and work of the arctic explorer, Richard E. Peary. His multiple expeditions to the North Pole brought international recognition to the United States at the turn-of-the-nineteenth century, and made him one of the most admired men in America.
- Peary acquired Eagle Island in 1881 and built his house in 1904 on a prominent ledge facing north and the open sea. The rustic simplicity of the house and its island setting reflected the life and work of a man who spent twenty-three years exploring the North Pole and the coast of Greenland.

Integrity:

- The Peary cottage was built in 1904 and enlarged in 1912-1913 following his final expedition to the North Pole. Along with the 1904 caretaker's house, there has been little change since Peary's death in 1920. Only the library/study and museum rooms in the stone bastions, constructed in 1912-1913, have lost historic finishes due to deterioration. These finishes have been reconstructed in the library/study.



- The entire island is a state park, and the only other building is a small visitor's center

being built in the configuration of a long-demolished guest house. There is also a modern dock structure.

Owner of Property: State of Maine, Bureau of Parks and Lands

Acreage of Property: 17

Origins of Nomination: The nomination was submitted by the Maine State Department of Agriculture, Conservation and Forestry, which administers the property, with the encouragement of the Maine State Historic Preservation Commission. It was prepared by the historian for the Bureau of Parks and Recreation.

Potential for Positive Public Response or Reflection on NHL Program:

- Public awareness will likely increase visitation to a site that is not accessible by land.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments: The committee recommended that the names of the four Inuits who were on the expedition be added to the nomination.

Landmarks Committee Recommendation: Designation. Mr. Hoyos moved, Dr. Mills seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/19/13):

Earle G. Shettleworth, Jr., State Historic Preservation Officer, Maine Historic Preservation Commission, Augusta, Maine

Mr. Willard Harris, Director, Maine Bureau of Park and Lands, Department of Agriculture, Conservation, and Forestry (owner waiver received)

Ms. Elinor Multer, Chair, Harpswell Board of Selectman, Maine (HEO waiver received)

The Honorable Angus S. King, Jr., United States Senator, Maine

Harold G. Rich, President, The Friends of Peary's Eagle Island, Bailey Island, Maine

The Honorable Susan M. Collins, United States Senator, Maine

Advisory Board Recommendation:



Name of Property: Baltusrol Golf Club
City, State: Springfield, New Jersey
Period of Significance: 1918 – 1936
NHL Criteria: 4
NHL Theme: III. Expressing Cultural Values
5. Architecture, landscape architecture, and urban design
Previous Recognition: 2005 National Register of Historic Places
National Historic Context:

NHL Significance:

- Baltusrol Golf Club’s Upper and Lower Courses are the work of leading early twentieth-century golf course architect Albert W. Tillinghast (1874-1942), one of the first American golf architects to integrate the golf course into nature, and one of the primary developers and proponents of the strategic course.
- Tillinghast was influential not only as the designer of outstanding championship golf courses, but as a prolific writer on golf course design and philosophy. His hundreds of articles in golf journals and magazines helped shape the design philosophy of course design for the balance of the twentieth century.
- Baltusrol was the most important of Tillinghast’s commissions as a designer, immediately making his national reputation and giving him the opportunity to explore and develop his theories of strategic design and “the course beautiful” over a natural landscape that offered a wide range of conditions, from the relatively flat ground of the Lower Course to the rolling terrain of the Upper Course. Baltusrol is noted for Tillinghast’s extensive hands-on involvement with the construction of the course, in contrast to many designers of his time.
- Tillinghast’s career was not long but the quality of his course designs is indisputable. Consistently ranked among the best courses in the United States, Tillinghast’s portfolio is capped by his three best-known and respected commissions: Baltusrol, Winged-Foot, and Bethpage. Baltusrol was the first and arguably the most important of these “golf complex” commissions.
- One measure of the quality of Tillinghast’s design for Baltusrol is its selection to host major national championships, one in every decade of the twentieth and twenty-first



centuries: 10 USGA championships, including five US Opens and two US Women's Opens; and one PGA championship (will host the 2016 PGA championship).

Integrity:

- The club has maintained the courses since their completion, allowing them to evolve sufficiently to keep them relevant to the modern game while retaining those aspects of Tillinghast's design philosophy that define them as the work of a master. Tillinghast designed Baltusrol to evolve with changing technologies. Golf courses are evolving designed landscapes changing in response to growing membership and changes in the game and equipment, and reflecting the maturation of vegetation. A good golf course architect plans for such changes, as A. W. Tillinghast did at Baltusrol: because he was aware that advances in equipment technology would continue, and that in the future tees would need to be lengthened, he laid out his holes in what can roughly be described as a herringbone pattern rather than a running pattern, allowing the tee for one hole to be pulled back without encroaching on the green of the previous hole.
- Alterations to the courses have been made over the years, primarily in anticipation of major golf tournaments. None of the changes have altered Tillinghast's original design concepts or hole layout and recent restoration has reinstated features that had changed over the years through natural landscape evolution.

Owner of Property: Baltusrol Golf Club

Acreage of Property: 474 acres

Origins of Nomination: Following nomination of Baltusrol Golf Club to the National Register of Historic Places in 2005, the Board of Directors retained a consultant to prepare an NHL nomination.

Potential for Positive Public Response or Reflection on NHL Program:

- Designation as an NHL will bring recognition to an important golf course architect from the Golden Age of golf course design, and his most significant achievement.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Dr. Allan moved, Dr. Mills seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/19/13):

Mike Davis, Executive Director, United States Golf Association, Far Hills, New Jersey
Joseph A. Tato, President (owner waiver received); Charles D. Hooker, Secretary, Board of Governors Resolution, Baltusrol Golf Club, Springfield, New Jersey



Peter P. Bevacqua, Chief Executive Officer, The Professional Golfers' Association of America,

Palm Beach Gardens, Florida

Jay Mottola, Executive Director, Metropolitan Golf Association, Elmsford, New York

H. Frank O'Brien, President, New Jersey State Golf Association, Kenilworth, New Jersey

Chad Ritterbusch, Executive Director, American Society of Golf Course Architects, Brookfield, Wisconsin

J. Rhett Evans, Chief Executive Officer, Golf Course Superintendents Association of America, Lawrence, Kansas

John Yerger, Vice President, The Tillinghast Association, Basking Ridge, New Jersey

The Honorable Thomas H. Kean, Jr., State Senator, New Jersey, Westfield, New Jersey

Jon M. Bramnick, Assembly Republican Leader, New Jersey General Assembly, Westfield, New Jersey

The Honorable David Almen (HEO waiver received)

Daniel D. Saunders, Deputy State Historic Preservation Officer, State of New Jersey

Advisory Board Recommendation:



Name of Property: The Research Studio (Maitland Art Center)
City, State: Maitland, Orange County, Florida
Period of Significance: 1934-1959
NHL Criteria: 4
NHL Theme: III. Expressing Cultural Values
 5. Architecture, landscape architecture, and urban design
Previous Recognition: 1980 Historic American Buildings Survey, HABS No. FL-364
 1982 National Register of Historic Places
National Historic Context: Special study

NHL Significance:

- The Research Studio is a nationally significant example of Art Deco-Mayan Revival architecture and decoration, and is one of the most distinctively rendered sites of this style in the country. More than 200 reliefs, carvings, and sculptures—incorporating hundreds of separate pieces—are integrated into the artists’ campus and surrounding tropical landscape near Lake Sybelia in Maitland, Florida.
- Architect J. Andre Smith, a trained architect and also a prominent artist during the first half of the twentieth century, drew from his own “subconscious” thoughts, current trends in the architecture and the arts, and the influences of Art Deco design to create his intensely personal vision of an artistic utopia, a secluded place for modern artists to experiment in their craft without interference.
- Smith’s architectural and decorative interpretations of Mayan culture are an exceptional example of Art Deco fantasy and Mayan Revival art and architecture in the United States, both in the number of unique representations and in the hand-formed methodology. The sculptures and reliefs were created on site by Smith and his resident artists using a special slurry of sand and cement poured onto a tilt table, dried, and carved. The final product is more similar in appearance and texture to carved stone than the more prolific cast-concrete reliefs of the period.
- Smith never abandoned his interest in the Mayan Revival even after the overall popularity of the style began to wane and was, therefore, able to achieve a singular vision executed over the span of two decades, a longevity not replicated in other examples of



this type.

- Mary Louis Curtis Bok funded the construction of the complex and the operation of The Research Studio as an artist's colony remaining the primary patron of J. Andre Smith until his death in 1959. Bok, a publishing-family heiress, devoted the bulk of her energies to philanthropic support of arts and music education.

Integrity:

- The component parts of The Research Studio maintain a very high degree of architectural and artistic integrity, clearly conveying its character-defining form, function, details, and site organization.
- The complex remains largely intact and is in good structural condition, with only minor damage to exterior elements (weather, vandalism, and age), such as cracked concrete reliefs and sinking or shifting pavers. There is surface wear on the concrete, including mold or fungus growth and staining on the blocks and reliefs exposed to the elements.
- The exterior murals painted by Smith are in good condition as most are in shaded loggias, protected from the weather and sun exposure, although there is some fading and paint flaking. In a few areas, such as the Nave of the Chapel, original statuary has been removed to interior areas for protection from vandalism. Overall, the reliefs and carvings maintain good surface detail.
- The iron gates at the original driveway entrance, at entry points to the Research Studio pathways and central courtyard, and at the entry to the Chapel area, are in good condition and were recently restored by professional conservators (2013).

Owner of Property: City of Maitland, Florida

Acreeage of Property: Approximately 2.84 acres

Origins of Nomination: The City of Maitland hired a consultant to prepare the NHL nomination.



Potential for Positive Public Response or Reflection on NHL Program:

- Designation will recognize the significance of The Research Studio as an exemplary demonstration of Mayan Revival design and as a key subset of Art Deco design and its proliferation across the United States.
- Recognition as an NHL will help to ensure that a preservation ethic will guide the future management, maintenance, and revitalization of The Research Studio, and encourage civic pride and popular support for the site.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Dr. Mills moved, Mr. Hoyos seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/16/13):

William E. Randolph, Jr., Maitland Resident/A&H Museums Maitland Board of Directors,
Florida

Barbara E. Mattick, Ph.D., Deputy State Historic Preservation Officer for Survey & Registration,
Florida Department of State, Tallahassee, Florida

James S. Williams, City Manager, City of Maitland

Andrea Bailey Cox, Executive Director & CEO, Art & History Museums, Maitland, Florida
(owner)

Advisory Board Recommendation:



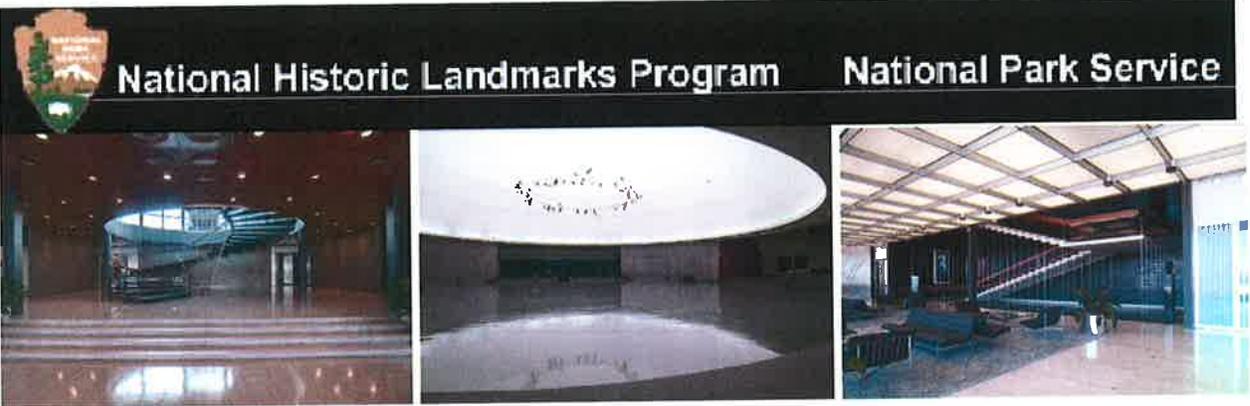
Name of Property: General Motors Technical Center
City, State: Warren, Macomb County, Michigan
Period of Significance: 1949-1961
NHL Criteria: 4
NHL Theme: III. Expressing Cultural Values
5. Architecture, Landscape Architecture, and Urban Design
Previous Recognition: 2000 National Register of Historic Places
National Historic Context: Special Study

NHL Significance:

- The General Motors Technical Center (commonly known as the “GM Tech Center”) is one of the most significant works of architect Eero Saarinen, who was among the most important modernist designers of the post-World War II period in the United States.
- The Technical Center marks Eero’s emergence as a nationally significant designer independent of his work with his father Eliel. The project first brought Eero to wide national attention and acclaim, causing his office to grow into a large firm with an international practice.
- The Technical Center was the first in a series of important corporate Saarinen commissions for suburban corporate campuses (for IBM, Bell Laboratories, and John Deere), which set the design standard for this important post-World War II landscape and architectural type that represented an important change in American business facilities.
- The campus represents Saarinen’s work not just as a creator of buildings, but as the planner/designer of total environments.
- Saarinen worked with and orchestrated design collaborations on the campus’s buildings and their material details, construction methods, landscape, furniture and furnishings, and artwork, creating a design totality unparalleled in the period that established a key working method for the architect.

Integrity:

- Although there have been additions to the campus since its dedication in 1956, the Technical Center maintains the character defining features of Eero Saarinen’s innovative corporate research campus design that conveys its significance. Because of the overall scale of the design, the campus experience as a whole remains what it was at the time of its



dedication, particularly since the facades most visible in the central core have not experienced changes that significantly impact historic vistas.

- The organizational scheme and palette of materials of the buildings, which differentiated administrative volumes from technical volumes, was intended to be an expandable system that would allow for additions to the complex as needed. A number of buildings completed after 1956 were done with the involvement of the Saarinen office. The additional buildings continued the fundamental vocabulary of materials established by the original design without exception in the core campus area around the lake.
- Historic exterior finishes survive on almost all of the campus buildings, including the original, highly-colored, double-glazed brick, the original glazing, and sandwich panel walls.
- Signature spaces and features such as the lobbies, executive office suites, cafeterias and the Central Restaurant, the sculptural stairs, auditoria, double-loaded corridors, interior gray-green brick walls, Hauserman panel systems, and integrated ceiling grids, all survive without significant loss of historic fabric or major alterations.
- Within the landscape, character-defining features also survive essentially unaltered throughout: historic roadways, walkways, parking lots, lawn areas, the signature water tower, the gridded tree “forest” perimeter, historic gate houses and entrances, fountains, lakes, and reflecting pools. The signature lake islands, river stone embankments, and concrete paving edges, all survive.

Owner of Property: General Motors Corporation

Acreage of Property: Approximately 400 acres

Origins of Nomination: The Michigan State Historic Preservation Office hired a consulting firm to prepare the NHL nomination as part of its Michigan Modern Initiative.

Potential for Positive Public Response or Reflection on NHL Program:

- NHL designation will recognize one of Eero Saarinen’s exceptional Modern designs, regarded as a benchmark in his nationally significant career.
- NHL designation will recognize one of the most significant and comprehensive Modern designs—integrating architecture, landscape, and interior design—in the United States.

Potential for Negative Public Response or Reflection on NHL Program: None known.



Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Mr. Hoyos moved, Dr. Carson seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/12/2013):

David N. Fixler, FAIA, Society of Architectural Historians, Heritage Conservation Committee, Chicago, Illinois

Kevin Roche, Kevin Roche, John Dinkeloo and Associates, LLC, Hamden, Connecticut

Steven M. Bieda, State Senator, 9th District, Lansing, Michigan

James R. Fouts, Mayor, City of Warren, Michigan

Jayne Merkel, Architectural Historian, New York, New York

Jon Switalski, State Representative, 28th House District, Michigan House of Representatives

Amy L. Arnold, Preservation Planner, State Historic Preservation Office, Lansing, Michigan

Cesar Pelli, FAIA, Pelli, Clarke, Pelli Architects

Nancy M. Finegood, Executive Director, Michigan Historic Preservation Network, Lansing, Michigan

Dr. Theodore H. M. Prudon, FAIA, President, DOCOMOMO International, New York, New York

Dale Allen Gyure, Ph.D., Professor of Architecture, College of Architecture and Design, Lawrence Tech University, Southfield, Michigan

Shawn Pomaville, Managing Director, MotorCities National Heritage Area, Detroit, Michigan

City of Warren Board of Commissioners Resolution No. R13-294, Macomb County, Michigan

Brian D. Conway, State Historic Preservation Officer, Michigan

Advisory Board Recommendation:



- Because the structure is a covered aqueduct, not a covered bridge, the Duck Creek Aqueduct has experienced more wear and deterioration of historic components than does a typical bridge structure. Its survival has been due to a tradition of careful repairs and restoration, as well as its incorporation into the Whitewater Canal Memorial in 1946 (now Whitewater Canal State Historic Site).
- The structure was most recently rehabilitated in 2005 by J. A. Barker Engineering, Inc., of Bloomington, Indiana, a firm with expertise in the rehabilitation of historic covered bridges.
- The bridge remains at its original site and still carries horse-drawn canal boats carrying tourists. The structure's picturesque and historic setting possesses the feeling of a nineteenth-century industrial village, which includes residences, a commercial district, and a working grist mill

Owner of Property: State of Indiana, Department of Museums and Historic Sites

Acreage of Property: Less than one acre

Origins of Nomination: The *Covered Bridges NHL Context Study*, as well as this nomination, originated with funding from the National Historic Covered Bridge Preservation Program. The Historic American Engineering Record (HAER) documented 75 historic covered bridges from 2002 to 2004 from a list suggested by a national committee of covered bridge experts. This aqueduct, along with the Brown Bridge, are being nominated subsequent to the designation of the Humpback Bridge and Knight's Ferry Bridge in 2011.

Potential for Positive Public Response or Reflection on NHL Program:

- Designation would recognize the importance of covered bridges to the development of transportation and engineering.
- Designation would encourage future maintenance by the State of Indiana.

Potential for Negative Public Response or Reflection on NHL Program: None known

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Dr. Stevens moved, Dr. Allan seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/04/2013):

Laura J. Minzes, Deputy Director, Indiana State Museum and Historic Sites (owner waiver received)

Jim Barker, J. A. Barker Engineering

Mary E. Kennedy, Indiana Department of Transportation

Mr. Tom Wilson, President, Franklin County Commissioners, Indiana (HEO waiver)



Name of Property:	Brown Bridge
City, State:	Shrewsbury, Vermont
Period of Significance:	1880
NHL Criteria:	4
NHL Theme:	V. Developing the American Economy 3. Transportation and Communication VI. Expanding Science and Technology 2. Technological Applications
Previous Recognition:	1974 National Register of Historic Places 2002 Historic American Engineering Record, HAER VT-28
National Historic Context:	<i>Covered Bridges NHL Context Study</i> XVII. Technology (Engineering and Innovation) B. Transportation

NHL Significance:

- Constructed in 1880, the Brown Bridge is an exceptionally fine example of nineteenth-century covered bridge construction. The bridge is one of the most outstanding surviving examples of a Town lattice truss, a nationally significant timber bridge type.
- Patented by Ithiel Town in 1820, this truss was widely popular throughout the nineteenth century because it could be erected inexpensively by local builders using machine-fabricated woodwork, and with no need for arch construction, it obviated the need for substantial abutments.
- Brown Bridge was erected by Nichols M. Powers, who built over twenty substantial covered bridges. Powers also built the Blenheim Bridge, a National Historic Landmark destroyed in 2011 by Hurricane Irene.

Integrity:

- Constructed for use on a minimally-traveled road, the bridge has survived with little need for repairs beyond the traditional replacement of the wood superstructure (siding and flooring). The bridge retains a high degree of historic integrity with all of its load-bearing components intact. It also retains its slate roof, a local tradition in this area of



Vermont.

- Brown Bridge clearly illustrates the character-defining features of the resource type. The original trusses exhibit the distinctive features of the Town lattice truss type: a series of overlapping diagonal planks fastened together with treenails (wood pins) to form a lattice web.
- The bridge's picturesque rural setting possesses a high level of aesthetic integrity, and Brown Bridge retains the feeling of a nineteenth-century covered bridge.

Owner of Property: Town of Shrewsbury, Vermont

Acreage of Property: Less than one acre

Origins of Nomination: The Covered Bridge Context Study, as well as this nomination, originated with funding from the National Historic Covered Bridge Preservation Program. The Historic American Engineering Record (HAER) documented 75 historic covered bridges from 2002 to 2004 from a list suggested by a national committee of covered bridge experts. This bridge and the Duck Creek Aqueduct, are being nominated subsequent to the designation of the Humpback Bridge and Knight's Ferry Bridge in 2011.

Potential for Positive Public Response or Reflection on NHL Program:

- Designation would recognize the importance of covered bridges to the development of transportation and engineering in the United States.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Mr. Hoyos moved, Dr. Mills seconded; unanimous approval.

Public Comments Favoring Designation (received as of 12/13/13):

Joseph Conwill, Editor, Covered Bridge Topics

Bert Potter, Chair, Selectboard, Town of Shrewsbury, Vermont (owner/HEO waiver received)

Margaret Strobel, Ph.D., Professor Emerita of Gender and Women's Studies, University of Illinois at Chicago; Board Member and Former President, National Collaborative for Women's History Sites

Advisory Board Recommendation:



Name of Property: Andrew Wyeth Studio and Kuerner Farm (updated documentation, boundary expansion, and name change)
City, State: Delaware County, Pennsylvania
Period of Significance: 1933-2009
NHL Criteria: 2, Exception 8
NHL Theme: III. Expressing Cultural Values
2. Visual and Performing Arts
Previous Recognition: 2011 Kuerner Farm, National Historic Landmark
National Historic Context: XXIV. Painting and Sculpture
J. World War II to the Present, 1939-

NHL Significance:

- The Andrew Wyeth Studio and Kuerner Farm are nationally significant for their association with world-renowned artist Andrew Wyeth, who produced significant works of art at the studio and farm for over seven decades.
- Andrew Wyeth (1917-2009) was one of the most prominent American artists of the twentieth century. His consistent use of recognizable imagery during years when many artists explored abstraction caused some to categorize Wyeth as an illustrator. However, his ability to take the familiar and use it to communicate universal meanings brought his work acclaim throughout the world.
- The Andrew Wyeth Studio was a former schoolhouse where he painted and finished many pieces. In 1940, Wyeth and his family moved into the building where he lived and worked until 1962. After moving to another house, he continued to use this building as his primary studio until his death in 2009.
- From 1933 until the death of Anna Kuerner in 1997, the Kuerner Farm was a primary subject for Wyeth; approximately one-third of his work originated on the farm. The entire farm provided both studio space and subject matter.

Integrity:

- The Andrew Wyeth Studio is a 1.7 acre property located at the intersection of Creek and Murphy Roads. The studio is a three-part building with the most prominent and



significant section being the one-room schoolhouse constructed in 1875. In 1936, a

frame addition was constructed on the west elevation of the schoolhouse. The kitchen section was constructed as an addition to the west end of the 1936 section ca. 1952. All three sections retain a high level of integrity to the period of Andrew Wyeth's residency and work.

- The Kuerner Farm is a 33-acre property located on the east side of Ring Road south of U.S. Route 1 in Chadds Ford, Pennsylvania. The farm consists of a farmstead near the center of the property, and open fields to the south and east. The farmstead itself includes a farmhouse, barn, and several outbuildings. Both the resources and the setting retain a high level of historic integrity. Virtually anywhere visitors may turn on the property the vantage points of Andrew Wyeth's artwork are visible, demonstrating how little the farm has changed through time.

Owner of Property: Brandywine Conservancy, Inc., Chadds Ford Township, Pennsylvania

Acreage of Property: 34.7 acres

Origins of Nomination: Brandywine Conservancy hired a consultant to prepare the updated nomination including a boundary expansion.

Potential for Positive Public Response or Reflection on NHL Program:

- Designation will recognize Andrew Wyeth, a popular twentieth-century American artist. Because the fine arts are underrepresented in the NHL Program, designation will help to ensure that the NHL Program reflects the diversity of American art and culture.
- The addition of Wyeth's studio to the existing National Historic Landmark will further strengthen the designation by recognizing the two properties in Pennsylvania strongly associated with Wyeth and his works.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Dr. Stevens moved, Dr. Allan seconded; unanimous approval.

Public Comments Favoring Updated Documentation (received as of 12/16/13):

Mr. George A. Weymouth, Chairman of the Board of Trustees, Brandywine Conservancy,
Chadds Ford Township, Pennsylvania (owner waiver received)
The Honorable John P. McBlain, Delaware County Council, Pennsylvania

Advisory Board Recommendation:



Name of Property: Eight-Foot High Speed Tunnel (Withdrawal of Designation)
City, State: Hampton, Virginia
Period of Significance: 1936-1956
NHL Criteria: 1
NHL Theme: *Man in Space Theme Study*
Previous Recognition: 1985 National Historic Landmark
After 1968 Historic American Engineering Record, HAER-VA, 28-HAMP-, 4B

National Historic Context: XIV. Transportation
H. Airplanes and Air Travel
XVIII. Technology (Engineering and Invention)
J. Earth and Space Exploration

NHL Significance:

- Finished in 1936, this is a significant example of the research facilities created by the National Advisory Committee for Aeronautics (NACA), parent agency of the National Aeronautics and Space Administration (NASA).
- It was the first continuous-flow, high-speed wind tunnel able to test large models and actual working parts of airplanes.
- It was also important in wind tunnel design for the “slotted throat” that was added in 1950, which made it possible to obtain accurate test results in the transonic range.

Integrity:

- The character-defining tunnel portion of the Eight-Foot High Speed Tunnel has been demolished.

Owner of Property: NASA Langley Research Center

Acreage of Property: less than 1 acre

Origins of Nomination: This tunnel was designated a National Historic Landmark as a result of

National Park System Advisory Board

<http://www.nps.gov/history/nhl/Fall2013Nominations/EightFootHighSpeedTunnel.pdf>



the *Man in Space NHL Theme Study* done by the National Park Service in 1984.

Potential for Positive Public Response or Reflection on NHL Program:

- Withdrawal of the NHL designation for the wind tunnel would demonstrate that the NHL Program continually monitors the condition of National Historic Landmarks and that the Secretary of the Interior is willing to remove those that no longer meet the program's criteria.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments:

Landmarks Committee Recommendation: Withdrawal of designation. Dr. Mills moved, Dr. Carson seconded; unanimous approval.

Public Comments Favoring Withdrawal of Designation (received as of 12/12/13):

Lesa Roe, Director, NASA Langley Research Center, Hampton, Virginia (owner waiver received)

The Honorable George E. Wallace, Mayor of the City of Hampton (HEO waiver received)

Advisory Board Recommendation:



Name of Property: Full Scale 30- x 60-Foot Tunnel (Withdrawal of Designation)
City, State: Hampton, Virginia
Period of Significance: 1931-1985
NHL Criteria: 1
NHL Theme: *Man in Space NHL Theme Study*
Previous Recognition: 1984 National Historic Landmark
 Historic American Engineering Record, HAER VA, 28-HAMP,4A—9
National Historic Context: XIV. Transportation
 H. Airplanes and Air Travel
 XVIII. Technology (Engineering and Invention)
 J. Earth and Space Exploration

NHL Significance:

- Constructed in 1929-1931, this is the first full-scale wind tunnel constructed by the National Advisory Committee for Aeronautics (NACA), parent agency of the National Aeronautics and Space Administration (NASA).
- It was designed to test large-scale and full-scale aircraft at actual flight speeds.
- During its 64 years of operation, it contributed to the design of an entirely new generation of aircraft. Almost all World War II fighters were tested in what was then the world's largest wind tunnel.

Integrity:

- The Full-Scale 30- x 60-Foot Tunnel has been completely demolished.

Owner of Property: NASA Langley Research Center

Acreege of Property: less than 1 acre

Origins of Nomination: This tunnel was designated a National Historic Landmark as a result of the *Man in Space NHL Theme Study* done by the National Park Service in 1984.



Potential for Positive Public Response or Reflection on NHL Program:

- Withdrawal of the NHL designation for the wind tunnel would demonstrate that the NHL Program continually monitors the condition of National Historic Landmarks and that the Secretary of the Interior is willing to remove those that no longer meet the program's criteria.

Potential for Negative Public Response or Reflection on NHL Program: None known.

Landmarks Committee Comments:

Landmarks Committee Recommendation: Withdrawal of designation. Dr. Stevens moved, Dr. Allan seconded; unanimous approval.

Public Comments Favoring Withdrawal of Designation (received as of 12/12/13):

Lesa Roe, Director, NASA Langley Research Center, Hampton, Virginia (owner waiver received)

The Honorable George E. Wallace, Mayor of the City of Hampton (HEO waiver received)

Advisory Board Recommendation:



- Name of Property:** SS *Badger* (Car Ferry)
City, State: Ludington, Michigan
Period of Significance: 1952-53
NHL Criteria: 1 and 4
NPS Theme: V. Developing the American Economy
2. Distribution and Consumption
3. Transportation and Communication
VII. Expanding Science and Technology
2. Technological Applications
- Previous Recognition:** 2009 National Register of Historic Places
National Historic Context: XVI. Transportation
B. Ships, Boats, Lighthouses, and Other Structures
XVIII. Technology (Engineering and Invention)
B. Transportation
- NHL Significance:**
- *Badger* is the last example of a Great Lakes rail/car ferry design, a type that influenced design around the world. The first open-water crossing on which railcars were carried onboard occurred on Lake Michigan, the rail/car ferry design of which influenced other such ships.
 - It is the last vessel in operation powered by Skinner Unaflo steeple compound engines. The Unaflo engine represents the final stage in the development of the reciprocating steam engine in the United States. In an age when steam turbine and diesel propulsion were beginning to dominate the shipping scene, the more-efficient Unaflo, and similar



- designs, made the reciprocating steam technology used by other ships, less desirable.
- It is the last Great Lakes car ferry to remain in operation. For about a century, railroad car ferries extended rail lines across three of the Great Lakes, especially Lake Michigan. During that period, competing railroad interests on Lake Michigan, the difficulty of arranging track-age rights on other roads, the distance around the southern end of the lake, and congestion in the rail yards at Chicago, all made the transport of railcars across the lake both efficient and economic.

Integrity:

- *Badger* has had few changes; most alterations were for its adaptive reuse as a vehicle and passenger ferry.
- In 1960, while it was still in railroad service, *Badger's* boat deck was extended aft to provide more space for passenger's automobiles, extending her viability as a car ferry.
- In 1964, *Badger* was sliced horizontally just above its main (car) deck and the superstructure was raised eighteen inches to accommodate newer high-cube railcars, allowing the continued function of transporting railcars.
- When *Badger* was reactivated in 1992 as a car ferry, its new use meant that it could accommodate many more passengers than it had as a railroad ferry. Additional seating and more efficient food service were needed, thus the lounges were refurnished with food service counters and increased seating. Her open afterdeck, formerly used for automobiles, was also enclosed to provide additional sheltered seating.
- The success of *Badger's* new role as a car ferry was such that additional vehicle space was desirable. In 1996, a half-deck with ramps was fitted in the forward portion of her car deck, thus double-decking the automobile space. This addition did not alter the original fabric and is completely reversible.

Owner of Property: Lake Michigan Trans-Lake Shortcut, Inc.

Acreage of Property: Less than an acre.

Origins of Nomination: The owner hired a maritime historian as a consultant to prepare the National Historic Landmark nomination.

Potential for Positive Public Response or Reflection on NHL Program:

- Designation as an NHL will increase public awareness of Great Lakes car ferries and the *Badger* as its final representative, as well as the importance of *Badger's* Unaflo propulsions system.
- *Badger's* role in heritage tourism will be greatly enhanced.

Potential for Negative Public Response or Reflection on NHL Program:

- The National Park Service understands that a concern has been raised regarding the environmental impact with respect to the dumping of coal ash from the *Badger* directly into Lake Michigan. The NPS further understands that an Environmental Protection



Agency (EPA) permit that allows this practice is currently set to expire in 2012, that there is opposition to a further extension by the EPA of the current permit, and a concern that designation of the *Badger* as a NHL will require EPA to grant such an extension.

Public Comments Favoring Designation (received as of 11/18/2011):

Robert Manglitz, President, CEO/Partner; Don Clingan, Executive VP/Partner; and James Anderson, Retired/Partner (owner), SS *Badger*, Michigan
Norma Bishop, Chief Executive Officer, Wisconsin Maritime Museum at Manitowoc, Wisconsin
The Honorable Bill Huizenga, U.S. Congress, 2nd District, Michigan
The Honorable Tom Petri, U.S. Congress, 1st District, Michigan
The Honorable, Dan Benishek, U.S. Congress, 6th District, Wisconsin
Brian D. Conway, State Historic Preservation Officer, State of Michigan
The Honorable Debbie Stabenow, United States Senator, Michigan

Public Comments Requesting Tabling of Designation (received as of 11/08/2011):

George Meyer, Executive Director, Wisconsin Wildlife Federation
Kim Wright, Executive Director, Midwest Environmental Advocates
Mark Redsten, Executive Director, Clean Wisconsin
Cyndi Roper, Michigan Director, Clean Water Action
Andy Bucjsbaum, Director, Great Lakes Office, National Wildlife Federation
Shala Werner, Director, John Muir Chapter, Sierra Club
Lyman Welch, Water Quality Program Manager, Alliance for the Great Lakes
Michael Vickerman, Executive Director, RENEW Wisconsin
Denny Caneff, Executive Director, River Alliance of Wisconsin
Peter McAvoy, Vice President, Sixteenth Street Health Center
Steve Schmuki, President, Waukesha County Environmental Action League
Cheryl Mendoza, Associate Director, Freshwater Future
Thomas Cmar, Midwest Program Attorney, Natural Resource Defense Council
Lisa Conley, President, Town and Country Resource, Conservation and Development

Public Comments Not Favoring Designation (received as of 11/18/2011):

Bruce (no last name provided)
Curt Anderson, Green Bay, Wisconsin

Landmarks Committee Comments:

Landmarks Committee Recommendation: Designation. Dr. Clark Hines moved, Professor Hoyos seconded; 7 yeas, 1 abstention.

Advisory Board Recommendation: Unanimous approval to designate the property as an NHL.