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National Park Service
U.S. Department of the Interior

NATIONAL REGISTER OF HISTORIC PLACES

the official list of the Nation's historic places worthy of preservation

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WEEKLY HIGHLIGHT

WILD GOOSE (yacht) Orange County, California



The *Wild Goose* was purchased by American film star John Wayne (1907-1979) in 1962 for \$116,000. The ship had initially been constructed in 1943 as YMS-328 by the Ballard Maritime Railroad Company under contract with the U.S. Navy. The YMS ("Yard Minesweeper") class was comprised of wooden-hulled minesweepers primarily designed for harbor and near-coastal mine sweeping activities. Following his purchase of the boat from Seattle lumber tycoon, Max Wyman, John Wayne used the ship to travel to Europe to film scenes from the movie *Circus World*. In 1964 Wayne was diagnosed with lung cancer, and after surgery he decided to live near the ocean at Newport Beach California, near the *Wild Goose's* berth at Lido Yacht harbor. He used the ship to relax and entertain—among his guests were Richard Nixon and Ronald Reagan. Wayne began remodeling the boat, and when finished, the ship could accommodate 12 guests and six crew members. Regarded as a Hollywood icon, John Wayne's career spanned more than five decades and nearly 250 films. The *Wild Goose* also accrued film credits in its own right, serving as a prop in several non-John Wayne films, including the *President's Analyst* (1967) and *Skidoo* (1968).

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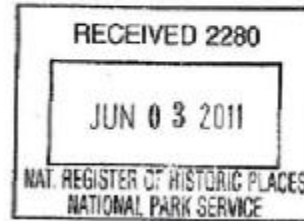


Krippendorf Estate



Town of Halifax
Historic District

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National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Wild Goose

other names/site number USS YMS-328; La Beverie; Wild Goose II

2. Location

street & number 2431 West Coast Highway (boat berth) not for publication

city or town Newport Beach vicinity

state California code CA county Orange code 059 zip code 92633

3. State/Federal Agency Certification

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

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

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

national statewide local

William Wayne
Signature of certifying official

25 MAY 2011
Date

State Historic Preservation Officer
Title

California Office of Historic Preservation
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register determined eligible for the National Register

determined not eligible for the National Register removed from the National Register

other (explain: _____)

[Signature]
Signature of the Keeper

7/19/2011
Date of Action

Narrative Description

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

Summary Paragraph

Wild Goose (Vessel No. 290117) is a private charter vessel moored at Newport Beach Harbor in Orange County, California. Constructed in 1943, the *Wild Goose* is 126.5 feet long (136 feet LOA) with a beam of 24.5 feet, and a hull depth of 11.5 feet. *Wild Goose* is registered at 96 gross tons and 66 net tons. Her hull is constructed of double-planked Douglas-fir (one-inch inner and two-inch outer), with double steam-bent white oak frames 3 3/4 inches wide by 4 3/4 inches thick. The primary decks are constructed of Douglas-fir. She is propelled by two GM8-268 500 H/P diesels driving twin screws, exhausted through a single stack amidships. The *Wild Goose* features four primary decks. The lower deck includes two staterooms, the engine room, a generator room, and a lower galley. The main deck includes a galley, salon, two staterooms and a large lounge area on the afterdeck veranda. The bridge deck (or first deck) includes three staterooms, two of which partially wrap the stack. Above the staterooms is a dining area on the top deck (second deck). The pilot house is located at an intermediate level between the bridge deck and the dining deck. The *Wild Goose* has experienced several construction episodes over her history, including her use as a Navy minesweeper, and thus the narrative description begins with background information that places her present features and equipment in context.

Narrative Description

As built in 1943, *Wild Goose* was a yard class wooden-hulled minesweeper (YMS-328) designed by Henry B. Nevins Yacht Builders of City Island, New York, and constructed by the Ballard Marine Railway Company in Seattle, Washington under contract with the US Navy. Her hull was constructed of double-planked Douglas-fir (one-inch inner and two-inch outer), with double steam-bent white oak frames 3 3/4 inches wide by 4 3/4 inches thick. From waterline to keel there were sister frames of identical size. The decks were constructed of Douglas-fir. The main deck included an electric powered drum and winch, twin midships derricks, and stern davits. The forecabin included a crew mess, lavatory and showers, as well as an officer's room and galley. Above the galley was a pilot house, chart house and radio room, accessed by twin stairs aft. Armament consisted of a .50 caliber gun on the foredeck and two 20-mm guns mounted on semi-circular fold-out sponsons just aft of the pilot house. Propulsion consisted of two GM8-268 500 H/P diesels driving twin screws, exhausted through a single funnel amidships.

YMS-328 was struck from the Naval Vessel Register in 1946 and all her armament removed. She was then sold to private owners who performed various (undocumented) alterations to convert her for use as a private yacht. In 1962, the ship was purchased by the noted actor, John Wayne, and renamed the *Wild Goose*. In 1965, John Wayne undertook significant remodeling efforts which added more luxurious living quarters and entertainment facilities, while also preserving many of the *Wild Goose's* surviving World War II era features. Much of her present layout and furnishings are a result of these alterations, and they are described in detail in the Statement of Significance. Subsequent remodeling efforts during the 1990s retained all of John Wayne's modifications, but added an additional stateroom, bar and a dining area.

In her present state, the *Wild Goose* is comprised of four primary decks as described in the summary paragraph. The largest area on the main deck is an afterdeck veranda featuring Douglas-fir decking and side panels, with two prominent wooden posts centered along the line of the keel. The forward post is attached to a large round Koa wood table installed by John Wayne for dining and poker parties. Immediately aft of the table is a companionway leading down to a small landing and two guest staterooms installed by John Wayne. These rooms are accessed by wooden louvered doors and feature polished wood paneling on the inside wall, and the exposed hull on the outer wall. Each stateroom is outfitted with a wooden bed, dresser, and a marble-topped sink. These rooms share a head and shower accessed through a door from the landing.

Moving forward on the afterdeck is a bar added in 1991 which features a mahogany top and carved Douglass-fir panels. Behind the bar is an original World War II era Dutch door which accesses a ladder leading down to the engine room. To the port side of the bar is a wooden staircase with turned balusters (also installed in 1991), which leads up to a landing providing access to a stateroom. Moving amidships, passageways on the port and starboard sides are accessed through partially-glazed, paneled wood doors. These lead first to two rooms: the engineer's quarters on the starboard side, and a stateroom to port. (See Continuation Sheets 7.1 through 7.2)

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Narrative Description (Continued):

Forward of these rooms are heads to port and starboard, and then the main salon, which is accessed on either side by wood doors with brass portholes. The salon was specifically designed by John Wayne and remains entirely original to his period of ownership. The salon features boxed beam ceilings, extensive Douglas-fir trim, and arched windows opening onto the passageways. The floors are carpeted. The forward side of the salon includes a built-in settee with turned balusters at either end, backed by a mural of a seventeenth century sea battle. The aft portion of the room includes paneled wood cabinets to port and a wet bar with mirror on the starboard side. At the center of this wall is a wood-burning fireplace with a cast iron hearth. Near the center of the room is a large wood column featuring braided rope ornamentation, while a brass pole with similar ornamentation is located toward the settee.

Moving forward from the salon is the upper galley, accessed on either side by wood doors with brass portholes. The galley is divided into two areas and features boxed beam ceilings, Douglas-fir trim, and various wood storage cabinets topped by stainless steel counters. It is equipped with an electric range, refrigerator, double sink, and a dumbwaiter to the bridge deck. On the port side of the galley is a metal stair that descends aft into the lower galley. This lower galley includes a metal sink, dishwasher, and a stainless steel walk-in freezer to port. Forward of the lower galley to starboard is a steel bulkhead doorway leading to a crew break room, and then a small storage area used as John Wayne's liquor locker. A ladder off the crew break room ascends to the main deck.

The bridge (first) deck features John Wayne's master stateroom, located behind the pilot house and captain's quarters. Accessed by a paneled wood door to port, the stateroom features boxed beam ceilings, carpeted flooring and two brass porthole windows. The furnishings and fixtures all date from John Wayne's 1965 remodeling and include a bed with paneled headboard, nightstand, and small table. The forward wall of the room includes four closets flanking a television compartment. On the aft wall, a paneled wood door to starboard leads to the master head. This bathroom features a bow-front sink cabinet topped with a marble countertop, a matching vanity with wrap-around lighting, carpet and tile flooring, a toilet and tub.

A doorway on the port side of the master head connects through to a small head with shower, located in a room constructed for John Wayne's children. The area between John Wayne's master head and the children's room wraps around the stack. The children's room includes two wooden bunk beds with carved initials reading "EW" for Ethan Wayne, and "AW" for Aissa Wayne, as well as an inscription of the year 1965. The children's stateroom is also accessed by a paneled wood door on the port side of the bridge deck.

Aft of the children's stateroom is a small head, and then a paneled wood door with brass porthole which accesses another stateroom added during the 1991 renovations. This room features Douglas-fir wall panels and trim, boxed-beam ceilings, a desk, and a narrow floor-to-ceiling built-in bookcase. A brass pole with an attached round table is located at center, and the floors are carpeted. Forward to starboard through a paneled wood door is a head with a mahogany sink cabinet and vanity, as well as a toilet and shower. Forward to port is a small landing at the top of the stairs leading up from the afterdeck. The aft side of the room includes double wood doors with glazed portholes which access the back deck.

The bridge and captain's quarters are located forward of John Wayne's master stateroom. The pilot house is reached via three steps up from the bridge deck and is wrapped by a walkway. The pilot house is accessed through a wood door with glazed porthole and features the ship's original brass wheel, telegraph and binnacle, as well as a wooden console. The flooring is carpeted. The rear of the room includes a wooden cabinet with radio equipment and the ship's phone, as well as the original wooden World War II-era commander's chair located on a small elevated platform. Immediately starboard of the platform are three steps leading down to the captain's quarters, originally a chart house and radio room. The captain's quarters feature wooden wall paneling, two side-by-side bunks, a desk, a small head, and a gun locker installed by John Wayne.

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Stairs rising from the bridge deck on the starboard side lead up to a dining area on the top (second) deck above the staterooms. Installed around 1997, the dining area is enclosed by a removable canvas covering supported by a network of stainless steel flex poles. The dining deck includes carpeted flooring and numerous dining tables, and the exhaust stack is partially wrapped by wooden storage cabinets. The forward portion of the deck includes a mahogany bar, backed with a small kitchen area. A small door to port leads to the flying bridge above the pilot house. The flying bridge includes navigational controls and a mount for the ship's air horn, while behind is the original World War II era steel antenna mast mounted with radar equipment and anchor lights.

The engine room remains almost unchanged from its World War II era construction. The metal ladder descending from the afterdeck lands between the original twin GM8-268 500 H/P diesels, each connected to separate propeller shafts. The engines are fresh water cooled with a saltwater heat exchanger, and have separate steel ducts leading to the stack. All of the engine readout gauges are brass and original to the ship's World War II construction. The flooring consists of original World War II era square wood panels laid out in a semi-jigsaw pattern on the keel.

Forward of the engine room is the generator/auxiliary machine compartment features a Kilopac diesel 105 KW generator with a hydraulic pump, and a Caterpillar diesel 40 KW auxiliary generator installed by John Wayne in 1965. There is also a D.C. control panel, battery bank with automatic charger, bilge pump manifold and fire pump manifold. Also located in this room are two rectangular fuel tanks with a capacity of 2,700 gallons. The flooring also consists of the original square wood panels. Moving forward through steel bulkhead doorways is a small room that includes a compressor for the walk-in freezer, as well as a hot water heater. This room then connects to the lower galley.

The forward deck includes a crane installed in 1991, mounted to a World War II era gun bracket which originally supported the .50 caliber deck gun. The deck is enclosed with stainless steel railings featuring a mahogany top rail, and the ship's flag is mounted above the bow. The bow also features brass collision plating installed by John Wayne. The anchor is located to port and includes its original World War II era windlass.

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Figure 5: YMS-328 circa 1945. (Source: Shawn Ware, Hornblower Cruises & Events)



Figure 6: *La Beverie* owned by Harold Jones, ca. 1955. (Source: Bert Minshall, *On Board With the Duke*, p. 165)



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Figure 15 John Wayne with Captain Bert Minshall, ca. early 1970s (Source: Bert Minshall, *On Board With the Duke*, p. 9)

