



United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

135

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 "x" in the appropriate box or by entering the information requested. If an 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 Shearwater, schooner

other name/site number CG67004

2. Location

street & town North Cove Marina  not for publication

city or town New York  vicinity

state New York code NY county New York code 061 zip code 10007

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  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Keith A. Pappert DSHPO 1/7/09  
Signature of certifying official/Title Date

State of 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 certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered 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 the Keeper

Date of Action

[Signature]

3/9/09

Shearwater, New York  
Name of Property

New York Co., NY  
County and State

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

**Category of Property**  
(check only one box)

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

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

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

Contributing	Noncontributing	
		buildings
		sites
01	00	structures
		objects
01	00	Total

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

**Number of contributing resources previously listed in the National Register**

N/A

N/A

**6. Function or Use**

**Historic Function**  
(Enter categories from instructions)

**Current Function**  
(Enter categories from instructions)

TRANSPORTATION / ship  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

TRANSPORTATION / ship  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

**Materials**  
(Enter categories from instructions)

OTHER: schooner  
\_\_\_\_\_  
\_\_\_\_\_

foundation \_\_\_\_\_  
walls \_\_\_\_\_  
roof \_\_\_\_\_  
other WOOD

**Narrative Description**

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

*Shearwater, schooner*  
New York, New York Co., NY

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section No. 7 Page No. 1

---

DESCRIPTION

The *Shearwater*, currently berthed at the North Cove Marina in Manhattan, is a wooden auxiliary schooner built in 1929. Designed by naval architect Theodore Wells and built in Boothbay, Maine in 1929, the schooner measures 81.5' in length overall, 64'6" on deck and 48'3" on the waterline. Her maximum beam is 16'6", and she draws 10', weighing 36 gross tons. Her design represents the semi-fisherman type popular for ocean cruising yachts of the nineteen teens and twenties characterized by the spoon shaped bow, the deep keel and the schooner rig. The schooner features round bilges, a full keel made of solid oak timber with external lead ballast shoe, an attached rudder and a transom stern. The hull is constructed of carvel-planked long leaf yellow pine, over double-sawn oak frames. Her floor timbers are fashioned from oak with bronze plating. The stern is constructed of laminated mahogany.

*Shearwater's* decks are traditionally laid teak over oak deck beams. The deck structures are made of finished bright teak. The deck layout, fore to aft, consists of a decked pulpit over her bowsprit, an anchor windlass and the crew's scuttle to the forecastle. Next aft is the spruce foremast followed by a butterfly hatch over the galley. Outboard to port is lifejacket-storage deck box. Continuing aft, there is a butterfly hatch over the main salon followed by the spruce main mast. Next is a deck box followed by a deck-mounted diesel day tank enclosed in teak, outboard of which are skylights to the cabins below with flanking fore-and-aft teak benches above. The deckhouse is next, followed by a depressed cockpit, teak wheel and after deck.

*Shearwater's* interior layout is divided into five main spaces: the crew quarters in the forecastle, located just aft of a chain locker and the forward storage area followed by the galley. Next is the main salon, which has retained its original decorative details and mahogany cabinetry. Aft of the main salon is a mahogany-paneled passageway that provides access to the head, followed by a double stateroom, to port and the guest cabin to starboard. The passageway leads to the deckhouse, which is accessed by a curving stairway to port. Alterations to the interior are minor and restricted to a refitted galley and the introduction of a crash bulkhead aft of the forward storage area as required by the Coast Guard in order to carry passengers for hire.

The engine room is located below the deckhouse and is accessed from the port and starboard deckhouse settees, and deckhouse floor hatches. Additionally, a door to port of the staircase leading from the passageway to the deckhouse provides entry to the forward end of the engine. The vessel is equipped with a Detroit 4-71 diesel engine.

When originally built, *Shearwater* carried a traditional gaff-rig carrying three head sails, gaff-headed fore and main sails and a triangular main topsail. The current staysail schooner rig configuration is believed to have been introduced during her service in the Coast Guard during World War II. The two laminated spruce masts are stiffened with stainless steel spreaders and shrouds and the 2,300 square-foot sail plan includes a loose-footed jib, forward and main staysails with booms and a triangular mainsail with a boom. The vessel is currently finished with bright caprails, white topsides and a black bottom with a green boot-stripe.

**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.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

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

**Narrative Statement of Significance**

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

**Areas of Significance**

(enter categories from instructions)

MARITIME HISTORY

**Period of Significance**

1929-1946

**Significant Dates**

1929; 1942

**Significant Persons**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Theodore Donald Wells, naval architect

Rice Brother shipyard, East Boothbay, ME

**9. Major Bibliographical References**

**Bibliography**

(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:

NYS Div. for Hist. Preservation, Waterford, NY

*Shearwater, schooner*  
New York, New York Co., NY

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section No. 8 Page No. 1

STATEMENT OF SIGNIFICANCE

The auxiliary schooner *Shearwater* is significant under Criterion C as a rare and distinctive example of the semi-fisherman type of schooner yacht, popular for off shore cruising and racing in the nineteen teens and twenties. The designs of these schooners, ranging in length from forty to seventy feet in length on deck, were inspired by the larger Gloucester fishing schooners of the early twentieth century and feature similar lines and schooner rigs. The *Shearwater* was designed by prominent naval architect Theodore Wells and retains substantial period integrity. The *Shearwater* is also significant under Criterion A for her service as Coast Guard submarine spotter CG67004 during World War II. Ocean yachting was largely abandoned during the war years but many of the yachts proved useful defensively as coastal pickets. The *Shearwater* is believed to have been re-rigged for this service and retains her wartime configuration. Few yachts associated with this service remain.

The *Shearwater* was ordered by New York industrialist and banker Charles E. Dunlap of the Seawanhaka Corinthian Yacht Club of Oyster Bay, NY. Dunlap was the president of the Berwind White Coal Mining Co. and the director of the Guaranty Trust Co. of New York. He belonged to the exclusive New York secret society "the Room" founded by Vincent Astor and other prominent New York power brokers and intellectuals including Winthrop W. Aldrich. Dunlap's schooner was designed by Theodore Wells, a prominent naval architect specializing in large and richly appointed steel luxury yachts. *Shearwater's* traditional wood frame design and construction is unusual if not unique in this context.

Theodore D. Wells was born in Hudson Falls, NY in 1875. Wells obtained a post graduate education at the University of Glasgow. He was a naval architect and marine engineer, a member of the Society of Naval Architects and Marine Engineers and the Institution of Naval Architects, London. Wells worked briefly as part of the Herreshoff and Wells firm in 1902, and under Wintringham and Wells between 1903 and 1907. He began practicing as a naval architect independently thereafter. Wells joined the Navy Department in March of 1917, where he served as Superintending Constructor of the Navy's Baltimore District during World War I. Some of his more notable yacht designs included the *Viking*, a steel motor yacht built for George F. Baker by Newport News and *Karina*, a three-masted schooner built for Robert E. Tod in 1932 by Staten Island Shipbuilding. Mr. Tod was an experienced offshore yachtsman and the former Commodore of the Atlantic Yacht Club in Brooklyn, NY.

As with other ocean cruising schooners of her time, the design of the *Shearwater* was derived in part from the versatile commercial fishing schooners of the first decades of the twentieth century. These working schooners, exemplified by the 1921 *L.A. Dunton* (NHL 1993) and the 1930 *Gertrude L. Thebaud* were typically 100-125 feet in length or more and were widely admired for their speed, beauty and reliability in poor weather. Competition in bringing fresh fish to markets eventually led to famous races in the 1920s between the fishing schooners of Nova Scotia and New England. These races were widely reported, appealed to national pride and captured the public's imagination. Yacht designers, particularly John G. Alden, William H. Hand, and Charles D. Mower incorporated some of the characteristics of these working schooners, particularly the spoon shaped bows, deep keels, and gaff-rig sail configurations as a means of creating smaller recreational boats that were safe, fast and graceful. These semi-fisherman auxiliary schooners including Hand's 1918 *Miss Gloucester* (NR listed as *Lotus*, 1990) and Alden's 1928 *Malabar VIII* were typically built of the finest available materials and commonly included bronze fittings, and extensively paneled cabins. Many of them participated in the Bermuda races, which began in 1906 with three competitors and grew to 42 starters in 1930.

Construction of the *Shearwater* commenced in January of 1929 by Rice Brothers of Boothbay, ME, a small coastal village whose sole industry was ship building. She took five months and the constant work and workmanship of about 40 men to complete. Of significance is the fact that she was the last vessel built at the Rice Brothers yard using hand-hewn native white oak. She was launched on May 4, 1929. Captain Leon Esterbrook of Edgartown, MA took charge of her fitting out and presumably her delivery to Oyster Bay.

The *Shearwater* was sold around 1939 to Richard E. Danielson of Boston and renamed *Tamarit*. Mr. Danielson didn't own her long. By 1940, the schooner was owned by Maj. Homer B. Millard of the Millard School in Washington, DC, which prepared young men for West Point and other military careers through a rigorous curriculum of both indoor and outdoor activity.

*Shearwater, schooner*  
New York, New York Co., NY

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section No. 8 Page No. 2

Shortly after the United State's declaration of war with Germany on December 8, 1941, German submarines began attacking ships along the Atlantic Coast. The Navy was unprepared to defend our coastal waters but was opposed to the concept of a civilian patrol to spot submarines. However, as sinkings mounted, the urgent need to have vessels in place to observe submarines and rescue survivors caused the Navy to reconsider its position. It ordered the Coast Guard, a branch of the Navy in wartime, to organize an auxiliary force of available seagoing craft and crews of volunteers to field a coastal patrol fleet. In June of 1942, Congress had passed legislation creating the Coast Guard's Auxiliary (later the USCG Temporary Reserve). The Reserve assembled a fleet of seagoing steam, motor and sail yachts for anti-submarine work along the 50-fathom curve of Atlantic Coast. These vessels ranged in length from approximately 50 feet to 150 feet and were typically manned by crews of six or more. Patrols were typically five days in length. During the course of the war approximately 50,000 yachtsmen joined and served the reserve fleet.

On November 7, 1942, the schooner *Tamarit* was requisitioned by the War Shipping Administration and was conscripted into the service of the United States Coast Guard. The *Tamarit* was painted Navy-gray and bore the numbers CG67004. She was based in Little Creek, Virginia where she patrolled the waters east of the Chesapeake Bay entrance and south to Cape Hatteras. It was during this period that the vessel's gaff rig was changed to its current staysail rig perhaps for practicality and ease of handling.

After the war, the schooner was owned by the Tamarit Corp. of Wilmington, DE. In 1955, she went to the West Coast, where she was acquired by R. Whelton Whann and Alice Whann of Los Angeles of the Los Angeles Yacht Club. She changed owners several times over the next decade but by 1969 had been renamed *Shearwater* and was back on the East Coast, this time in Philadelphia; her owner was John B. Thayer, Jr., of the Philadelphia and Corinthian yacht clubs. During the late 1970s and early 1980s, the *Shearwater* completed a nearly three-year circumnavigation of the globe, visiting 2 countries in all. In December of 1971, Mrs. John B. Thayer donated the schooner to the University of Pennsylvania's Institute of Environmental Medicine where she was used primarily as a research laboratory on the physiological responses to the stresses of living and working underwater; during this period she was equipped with a small decompression chamber and several other medical monitoring devices.

In 2000, the *Shearwater* was purchased by her current owner Tom Berton and Shearwater Sailing, Inc. She has since been based in North Cove Marina in lower Manhattan, where she works as a passenger-carrying sailing yacht. She is certified by the Coast Guard to carry 48 passengers. On the morning of September 11, 2001, the *Shearwater* was sitting in her berth about 200 yards from the World Trade Center. Though she sustained some damage during the attacks of that day from falling debris, she was safely taken across the Hudson River to New Jersey by her captain and crew. She remained in New Jersey until the Coast Guard reopened the harbor to non-military traffic. She has since proudly regained her berth by the Trade Center site, where she continues to provide passengers tours of historic New York Harbor. She has raced in the New York City Mayor's Cup every year since 2001, consistently placing in the top three in the classic class.

The schooner *Shearwater* continues her active sailing career in New York Harbor and is a remarkable example of the semi-fisherman schooners of the pre-Depression years in American yachting.

*Shearwater, schooner*  
New York, New York Co., NY

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section No. 9 Page No. 1

---

MAJOR BIBLIOGRAPHIC REFERENCES

Chapelle, Howard I. The History of American Sailing Ships. New York, NY: Norton, 1935.

Schoettle, Edwin J. Sailing Craft. New York, NY: MacMillan, 1946.

Taylor, William H. and Rosenfeld, Stanley. The Story of American Yachting. New York, NY: Appleton-Century-Crofts, Inc., 1958.

Shearwater, New York  
Name of Property

New York Co., NY  
County and State

## 10. Geographical Data

Acreage of Property less than one acre

### UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 18 583004 4507330  
Zone Easting Northing

2  
Zone Easting Northing

3  
Zone Easting Northing

4  
Zone Easting Northing

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 David Critchell. edited by Mark Peckham  
organization Shearwater Sailing date September, 2008  
street & number 225 Broadway, Suite 3407 telephone 212-619-0885  
city or town New York state NY zip code 10007

### 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 SHPO or FPO.)

name/title Shearwater Holdings, c/o Tom Berton  
street & number 225 Broadway, Suite 3407 telephone 212-619-0885  
city or town New York state NY zip code 10007


**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.*).

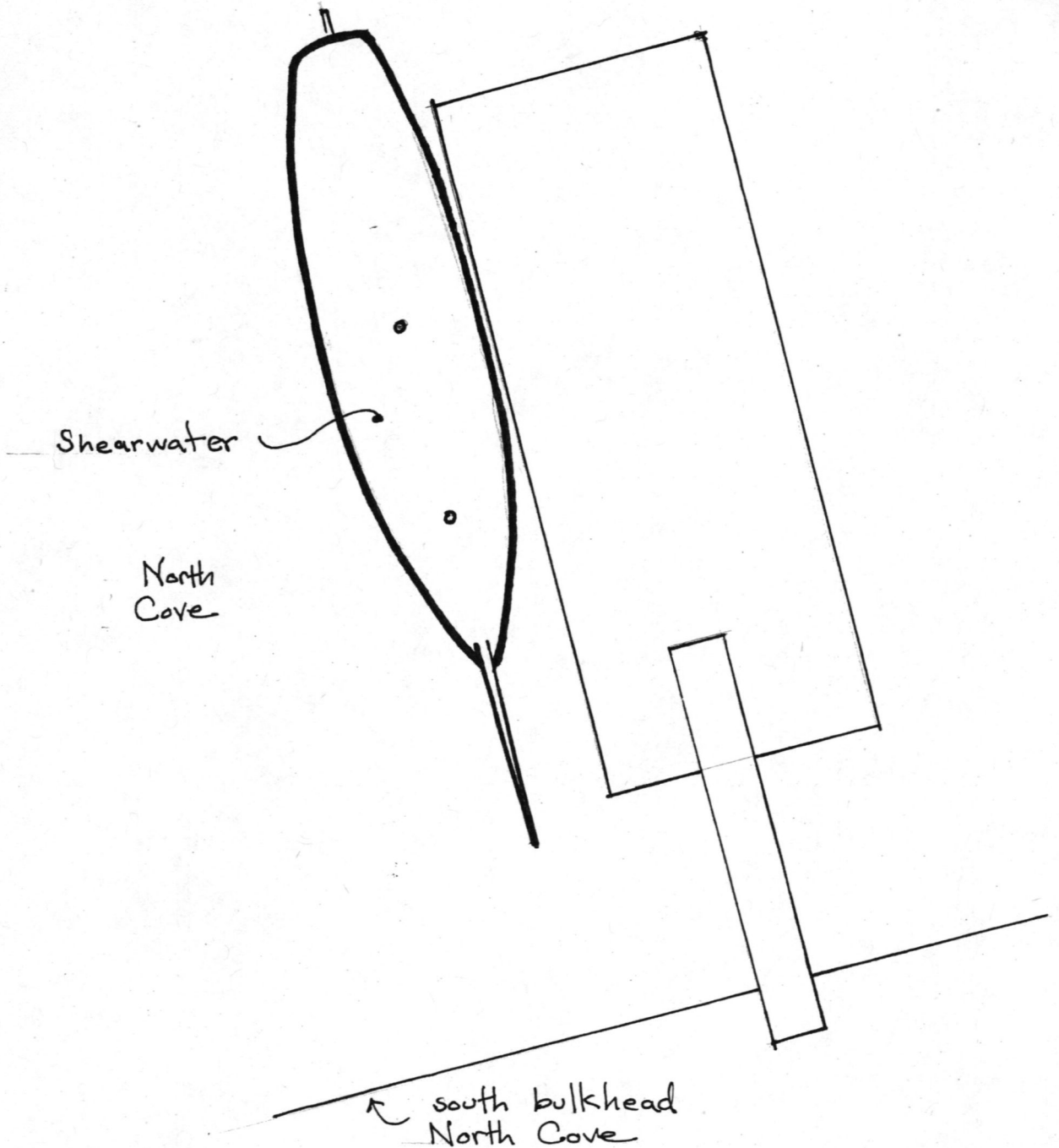
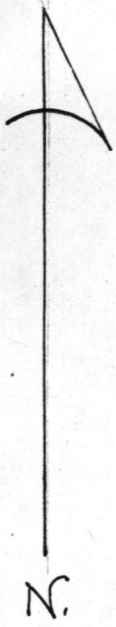
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this 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 Projects (1024-0018), Washington, DC 20503.

SHEARWATER, schooner

North Cove Marina, New York, New York Co., NY  
sketch site plan.

scale: 1" = 15'

National Register boundary: 



*Shearwater, schooner*  
New York, New York Co., NY

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Photo Key    Page No.   1  

---

PHOTOGRAPH KEY

Photographs by: Mark Peckham, 2007.

Negatives at:    Division for Historic Preservation  
                  Waterford, NY

1.     Port bow looking aft.
2.     Starboard bow looking aft.
3.     Detail of cockpit and helm.
4.     Interior of cabin.
5.     Interior of cabin with stove and clock.

*Shearwater, schooner*  
*New York, New York Co., NY*

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section No. 10 Page No. 1

---

**VERBAL BOUNDARY DESCRIPTION**

The nomination boundary includes the perimeter of the schooner, as illustrated on the attached site plan.

**BOUNDARY JUSTIFICATION**

The nomination boundary includes only the schooner itself. The current surroundings are unrelated to the schooner's significance.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY SHEARWATER (schooner)  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: NEW YORK, New York

DATE RECEIVED: 2/03/09                      DATE OF PENDING LIST: 2/20/09  
DATE OF 16TH DAY: 3/07/09                      DATE OF 45TH DAY: 3/19/09  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000135

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: Y    SAMPLE: N    SLR DRAFT: Y    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    3/9/09 DATE

ABSTRACT/SUMMARY COMMENTS:

*A good example of a schooner from the 1920s  
The schooner also participated in sub  
spotting on the east coast during WWII*

RECOM./CRITERIA AdC

REVIEWER Cherndley

DISCIPLINE Architectural History

TELEPHONE \_\_\_\_\_

DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



SHEARWATER

Shearwater, schooner  
New York, New York Co., N.Y.

Photo 1

7 0111 N N 7000 404 04



SHEARWATER

Shearwater, schooner  
New York, New York Co., N.Y.

Photo 2

17 434 8652 M N NTO 2



Shearwater, schooner  
New York, New York Co., N.Y.  
Photo 3

7 914 N N 7000 404 04



Shearwater, schooner  
New York, New York Co., N.Y.

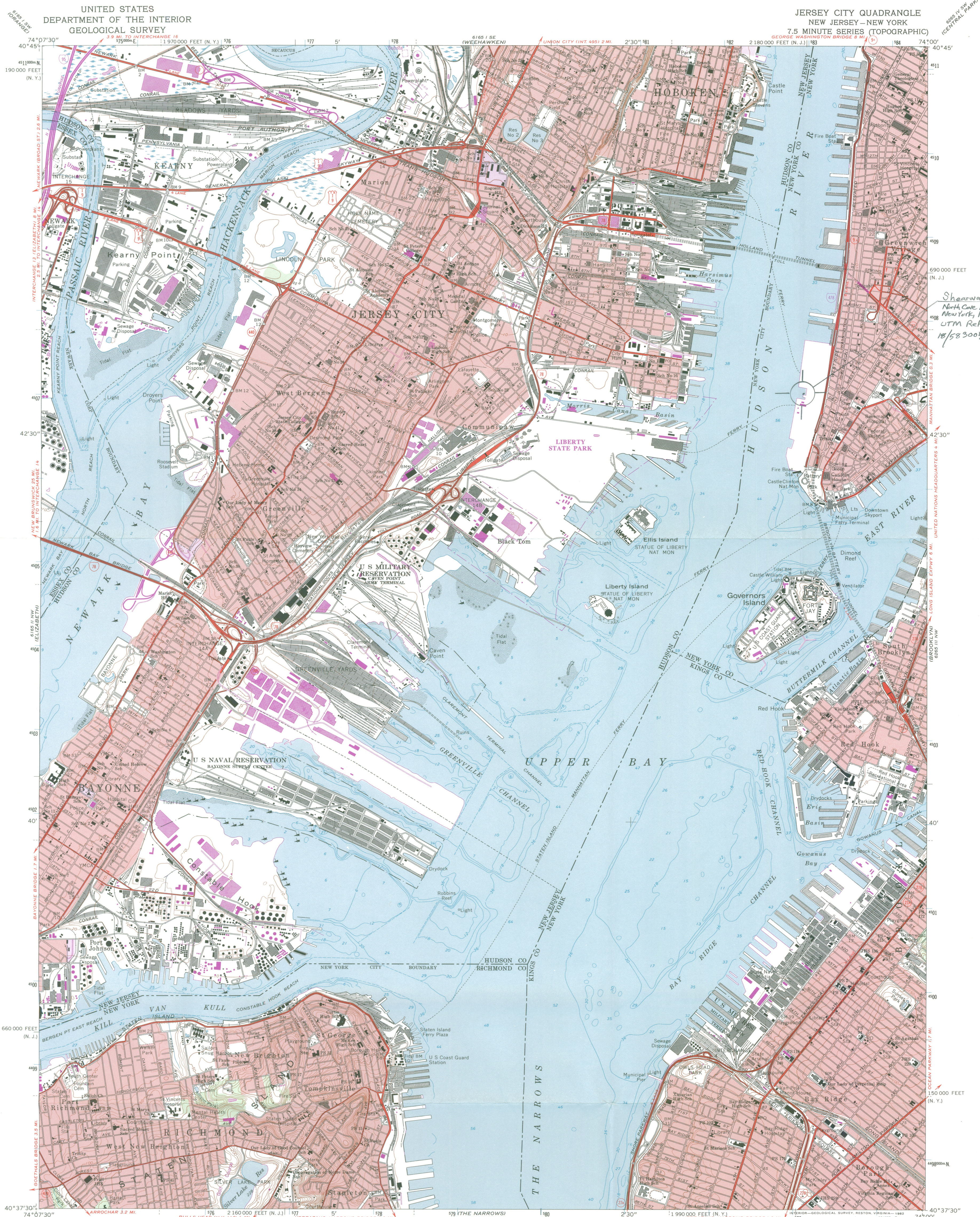
Photo 4

01 434 8852 N N NYO 2



Shearwater, schooner  
New York, New York Co., N.Y.  
Photo 5

2 17 17 17 17 17 17



Shearwater, schooner  
North Cove Marina  
New York, New Jersey, N.Y.  
UTM Ref., Jersey City and  
18/583004 4507330

Maped, edited, and published by the Geological Survey  
Revised in cooperation with New York Department of Transportation  
Control by USGS, NOS/NOAA, USCE, New Jersey Geodetic Survey,  
and City of New York Board of Estimate and Apportionment  
Planimetry by photogrammetric methods and from NOS charts T-5111,  
T-5277, T-5332, T-5450, T-5453, T-5454, T-5460, T-5461, T-5466, T-5468,  
T-5469, and T-5470  
Topography by photogrammetric methods from aerial photographs taken  
1954 and planimetric surveys 1955. Revised from aerial photographs  
taken 1965. Field checked 1967  
Selected hydrographic data compiled from NOS charts 285, 287, 541,  
and 745 (1966). This information is not intended for navigational purposes  
Polyconic projection. 10,000-foot grid ticks based on New Jersey coordinate  
system, and New York coordinate system, Long Island zone. 1000-meter  
Universal Transverse Mercator grid ticks, zone 18, shown in blue. 1927  
North American Datum. To place on the predicted North American Datum  
1983 move the projection lines 6 meters south and 35 meters west as shown  
by dashed corner ticks  
There may be private inholdings within the boundaries of  
the National or State reservations shown on this map

SCALE 1:24,000  
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET  
1 1/2 MILE  
1 1/2 MILE TO INTERCHANGE 6  
1:199,000 FEET (N. Y.)  
VERRAZANO-NARROWS BRIDGE 1.6 MI.  
CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929  
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER  
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE  
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER  
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.4 FEET IN  
UPPER BAY AND 4.8 FEET IN NEWARK BAY

UTM GRID AND 1981 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET  
12° 21' 31" N  
0° 37' 11" E

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY  
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION  
Primary highway, all weather, hard surface  
Secondary highway, all weather, hard surface  
Light-duty road, all weather, improved surface  
Unimproved road, fair or dry weather  
Interstate Route  
U. S. Route  
State Route

JERSEY CITY, N. J. - N. Y.  
N4037.5-W7400/7.5  
1967  
PHOTOREVISED 1981  
DMA 6165 II NE-SERIES Y822

QUADRANGLE LOCATION  
Revisions shown in purple compiled from aerial photographs taken 1976 and other sources. This information not field checked. Map edited 1981  
Purple tint indicates extension of urban areas

ISBN 0-607-36774-1  
9 780607 367744

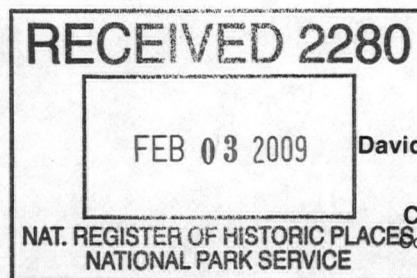


**New York State Office of Parks,  
Recreation and Historic Preservation**

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com



**David A. Paterson**  
Governor

**Carol Ash**  
Commissioner

January 29, 2009

Ms. Alexis Abernathy  
National Park Service  
National Register of Historic Places  
1201 Eye St. NW  
8<sup>th</sup> Floor  
Washington, D.C. 20005

Re: Transmittal of National Register  
Nominations

Dear Ms. Abernathy:

I am pleased to transmit four new National Register nominations to be considered for listing by the Keeper of the National Register as follows:

Shearwater, schooner, New York, New York Co., NY

Tuthill-Lapham House, Wading River, Suffolk Co., NY

Woodward Road Stone Arch Bridge, East Durham, Greene Co., NY

Midway Park, Maple Springs, Chautauqua Co., NY

In addition, I am forwarding a revised page three for the Garment Center Historic District, New York, New York Co., as requested and new photo discs. Please contact Kathy Howe directly at 518-237-8643 ext. 3266 if you have any additional questions about this nomination.

Thank you for your assistance in processing these proposals. Please feel free to call on me at 518-237-8643 ext. 3258 if any questions arise.

Sincerely,

Mark L. Peckham  
National Register  
Program Coordinator

enclosures