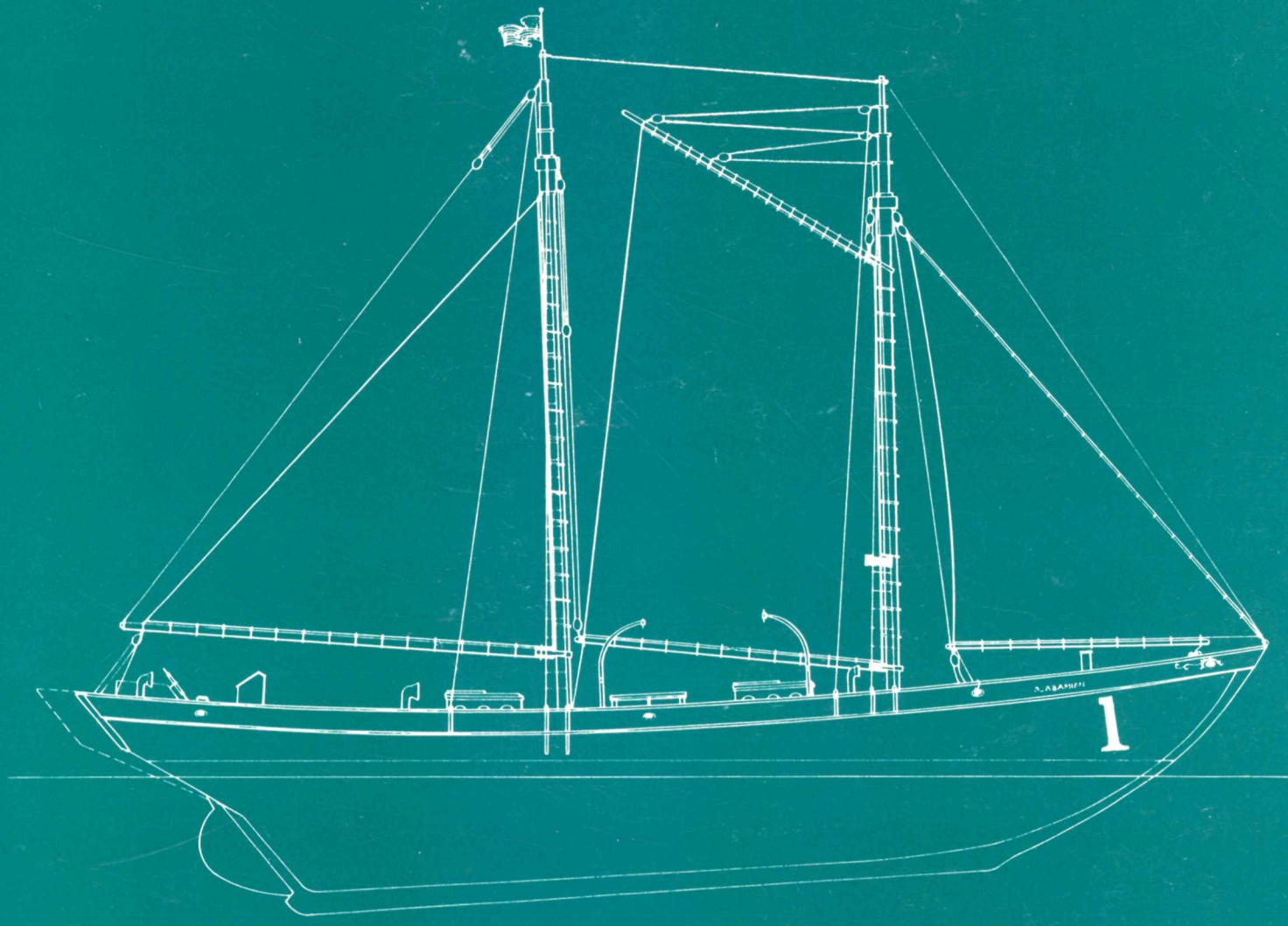
U.S. Department of the Interior

National Park Service

National Maritime Initiative

1990 Inventory of Large Preserved Historic Vessels



Cover Illustration: Alabama was designed by Thomas Francis McManus, a significant naval architect in the design of American commercial sailing vessels. Built for the Mobile pilots, she is the last surviving historic pilot schooner associated with the southern port of Mobile Bay. (Drawing courtesy Historic American Engineering Record/Robbyn Jackson, 1987)

Inventory of Large Preserved Historic Vessels

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1990

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Any errors or omissions are the responsibility of the National Maritime Initiative.

The National Maritime Initiative

In 1985 maritime preservation faced a fundamental crisis. Despite specific grant funding programs from 1978-1982 (the National Maritime Heritage Preservation Grant Program, administered by the National Trust for Historic Preservation and the State Historic Preservation Offices), maritime preservation for the most part fell short of the basic achievements enjoyed by many other cultural resources. There was no basic inventory of maritime resources; nor, for that matter, was there consensus on exactly what constituted a "maritime resource." Ships, shipwrecks, lighthouses, and other maritime sites were under-represented in both the National Historic Landmarks program and the National Register of Historic Places. No basic standard or guideline for the preservation of ships existed, nor was there agreement on priorities for preservation. While historic buildings and industrial facilities enjoyed preservation through documentation under the auspices of the Historic American Buildings Survey and the Historic American Engineering Record (HABS/HAER), no ship documentation had been conducted since the Historic American Merchant Marine Survey (HAMMS), a program for ship recordation, ceased to exist in 1939. Maritime resources generally did not benefit from improvements in historic preservation practice brought about by the passage of the National Historic Preservation Act of 1966. This fact was not lost on veteran preservationists who paid attention to maritime preservation; one remarked, in 1985, that "maritime preservation is 20 years behind the times."

Despite the significance of maritime culture in American history, maritime resources languished, in part because of the extremely corrosive environment of surf, salt air, and sand that hosts most maritime resources, and in part because maritime preservation was not in the mainstream of opinion, nor in the practice of general historic preservation. Historic ships lay rotting, even under government stewardship. Historic lighthouses were vandalized or in danger of toppling into the ocean. To public acclaim and professional disinterest, historic shipwrecks were being plundered and looted for "treasure" according to standards that would not be tolerated for land-based archeological sites.

These and other problems were addressed in 1984 by a nationwide maritime heritage task force convened by the National Trust for Historic Preservation. Since 1976 the National Trust had turned some of its funds and energies toward maritime preservation, establishing an office, later a department, of maritime preservation. The office had administered the Maritime Heritage Fund, gaining the first nationwide perspective on the needs and problems of maritime preservation. The Maritime Heritage Task Force expanded this perspective, and defined the basic requirements for maritime preservation to succeed. The basic findings of the maritime heritage task force were subsequently reflected in language added to the FY85 appropriation for the National Park Service (NPS).

The appropriation language requested the National Park Service, "in cooperation with the National Trust for Historic Preservation and the maritime preservation community...to conduct a survey of historic maritime resources, including those of the Service; recommend standards and priorities for the preservation of those resources; and recommend the appropriate Federal and private sector roles in addressing these priorities." Thus was defined a basic task for maritime preservation: 1) find out what existed that was "maritime," 2) prioritize the needs of these resources, and 3) meet the needs in a systematic manner that applied a consistent, standard, professionally sound approach. While much work remains to be done, and preservation is an ongoing, never completed task, the basic request of Congress was successfully answered through a cooperative effort--the "National Maritime Initiative."

Creating a National Inventory of Large Preserved Historic Ships

The maritime heritage task force of the National Trust identified, prior to the creation of the National Maritime Initiative, various categories of maritime resources. Further refinement resulted in a listing of eight separate groups:

1. Large preserved historic vessels (greater than 40 feet in length and/or 20 tons admeasurement);

2. small craft (less than 40 feet and 20 tons);

3. shipwrecks and hulks (the latter being substantially intact vessels no longer afloat but not completely submerged);

4. relevant documentation (logs, journals, nautical charts, ship plans, etc.);

5. maritime collections of artifacts;

6. marine sites and structures (canals, wharves, industrial facilities, etc.);

7. aids to navigation (lighthouses);

8. intangible cultural resources (folklife, skills, sea music, oral traditions).

In 1986, the National Park Service created a computerized inventory of large preserved historic vessels. The 40-foot, 20-ton figure for defining "large" vessels was taken from the definition of large vessel used by Norman Brouwer of New York's South Street Seaport Museum, who, under the auspices of the World Ship Trust, published the *International Register of Historic Ships* in 1985. To be considered historic, for the purposes of the inventory, vessels had to be listed, determined eligible, or be likely to be considered eligible for listing in the National Register of Historic Places. The initial inventory database, designed by David Nettell and James Delgado, was tested on a target group of 50 vessels in 1986. This initial group was expanded to some 206 ships, drawing from Brouwer's list and ships listed in the National Register of Historic Places. A variety of fields were selected for the inventory, including not only the salient defining features of each ship (dimensions, construction materials, mode of propulsion, and age) but factors of preservation--namely, condition and cost estimates for full restoration or rehabilitation of the ship.

The inventory was revised in 1987, distributed for review to the maritime preservation community, and expanded to include 32 additional vessels. In 1988, a new version of the inventory was prepared following an extensive telephone survey that contacted nearly every owner, manager, or operator of a historic vessel. As a result, some 100 additional vessels were added, several vessels were dropped, and a new version of the inventory produced for the first time in single sheet format for each listed vessel, as opposed to the previous years' flow-sheet listings. In 1989, additional revision and site visits to most of the ships resulted in another substantial revision, leading to the publication of the inventory as it stands today.

As a follow-up to the large ships inventory, in 1987 the NPS developed formats for computerized inventories of aids to navigation, shipwrecks and hulks, small craft collections, document collections, artifact collections, and maritime sites and structures on land. Because of the potentially large numbers of each category of resource, logical target goals for testing the applicability of each

format were selected for input into a preliminary inventory of each. The only two inventories currently maintained, in addition to large ships, are the aids to navigation and shipwreck inventories. This reflects our decision to focus the effort on specific cultural resources that usually do not enjoy protection in museum collections. The small craft inventory was provided to the Museum Small Craft Association (MSCA), a cooperative venture of various museum small craft curators. The MSCA is preparing a "Union List" of historic small craft, and is being financially assisted by the NPS through the auspices of the National Maritime Initiative.

The Inventory of Large Preserved Historic Vessels was prepared to identify the number, types, and condition of the large preserved historic vessels in the United States. It puts on paper a continually updated and revised computerized database that should be consulted as the most up-to-date source of information on historic ships as a group. Please contact the Initiative with any changes, corrections, or additions. The hope is that the inventory will provide a means of encouraging communication and cooperation among the owners, operators, managers, and other interested parties involved in historic vessel preservation.

Terms Used and Sources of Information for the Inventory

The creation of the large ships inventory involved meetings on site, telephone contact, and correspondence with the owners, managers, or operators of nearly every vessel listed. In most cases, the information regarding a vessel's particulars, condition, and history was provided by the owner, manager, or operator.

The following list defines the terms used and the sources of information for each entry in the inventory:

Resource Name: The current name by which the vessel is commonly known. In most cases this is the last name by which the vessel was registered. In some cases, such as vessels used as restaurants, it is the restaurant name, such as the *Edmund Fitzgerald* restaurant in Quincy, Massachusetts.

Official Number: The official number assigned to vessels after 1867 by the Bureau of Navigation, and later the Coast Guard, as cited in the annual *List of Merchant Vessels of the United States*. In some cases, the official number cited in *Lloyd's Register* is provided for foreign-built and registered vessels now in the United States which never received a U.S. official number. Naval vessels are cited by their designation and hull number, such as BB-39 or DD-267.

Previous Names: The officially registered previous names for each vessel, in chronological order. For former U.S. Navy vessels, the designation USS is followed by the years the vessel was carried on Navy lists, but these are not necessarily dates the vessel was in commission. For merchant vessels, the dates refer to periods when the previous names were used. For lightships, the dates refer to the years the lightship was assigned to a specific station.

Location: The city and state where the vessel is currently located.

Year Built: The year a vessel was launched, or in some cases where the dates of construction span more than one year, the date of completion as represented by trials or the commencement of operation.

Builder: The name of the constructing firm, yard, or master carpenter or shipbuilder.

Built: City and state where the vessel was built.

Built For: The original owner of the vessel. In some cases these are individuals; in others the names of firms, businesses, or government agencies.

Military Vessel: A commissioned warship in the service of the United States Navy, naval auxiliaries, Coast Guard craft, and armed vessels of the United States Army.

Class: The class of naval vessel, such as *Fletcher* class destroyers, or *Balao* class submarines.

Vessel Type: There are numerous variations in the types of vessels built and operated. The types listed in the inventory, usually supplied by the owner, are occasionally edited to conform with the basic types of naval vessels as specified in *Conway's All the World's Fighting Ships* (Annapolis: Naval Institute Press, n.d.), and, for merchant vessels, by A. C. Hardy in *American Ship Types: A Review of the Work, Characteristics, and Construction of Ship-Types Peculiar to the Waters of the North American Continent* (New York: D. Van Nostrand Company, Inc., 1927).

Original Use: The intended or actual first use of the vessel; that is, the use for which it was built. These include naval, fishing, dredging, etc. In some cases the original use cited is a particular maritime trade.

Present Use: The vessel's current use, regardless of future plans. This information is almost always supplied by the owner, operator, or manager.

Owner: The current owner, manager, or operator with physical custody and control of the vessel.

Masts: The number of masts on a vessel.

Rig: This refers only to vessels that carry sail, and would include ships, barks, brigs, schooners, etc. "Unrigged" includes all vessels with masts that are rigged for cargo, naval vessels that carry radar arrays and antennae, etc., on their masts, and lightships.

Length, **Beam**, **Depth of Hold**, **Draft**, **Gross**, **Net**, and **Displacement**: The registered dimensions (in feet and inches) and tonnage of the vessel as indicated in *Merchant Vessels of the United States*, *Conway's*, the *Dictionary of American Naval Fighting Ships*, *Lloyd's*, or as amended by the current owner based on current surveys and measurements. For example, most fishing schooners were formerly admeasured to now obsolete fishing convention standards. Lengths cited are not consistent in the inventory. Length usually refers to the waterline, at times to the length on deck of the vessel, not the overall length. Military vessels are not measured for depth of hold, nor for gross or net tonnage. Therefore only length, beam, draft, and displacement figures are provided. In some cases, draft and displacement are provided for other government and some merchant vessels.

Hull, **Deck**, and **Superstructure Materials**: The primary material employed in the construction of the vessel. Steel/wood for decks refers to the use of both, such as the partial teak and steel decks on some submarines.

Engines/Horsepower/Propulsion: The type of engines installed on a vessel. In most cases, this is a general term, such as steam, diesel, or gasoline. In other cases, where more specific information is available, the type and occasionally the manufacturer is noted. The horsepower cited is usually drawn from the same sources as the dimensions and tonnage, occasionally from owners, managers, and operators. The propulsion is cited in primary order. Some auxiliary schooners, for example, are listed as sail/single screw. The number of propellers, if known, is cited. If an engine is now removed, it will be listed as "Removed/Orig..." to indicate what was there but is no longer.

Armament: The armament on naval vessels, Coast Guard cutters, and occasionally other government craft is cited. The type and number of weapons, if known, are listed. The armament is usually provided by the owner, manager, or operator, and where possible was cross-checked with *Conway's* and other published sources. In some cases, the current number of specific weapon types is not known; therefore the citation "Orig." in these instances usually refers to how the ship was outfitted at the end of its career, since some vessels were constantly refitted and rearmed, particularly in wartime.

National Register/NHL: National Register status indicates all formal determinations by the Keeper of the National Register of the vessel's eligibility for listing, ineligibility for listing, or actual listings. For those listed, the level

of significance assessed for the vessel and the computerized reference number assigned by the Keeper of the National Register for internal tracking are included. The reference number allows for cross-referencing with the National Register of Historic Places database (NRIS). NHL indicates whether the vessel has been designated a National Historic Landmark by the Secretary of the Interior.

ASME: Those cases where a vessel or its engines have been designated an American Society for Mechanical Engineering Landmark.

HABS/HAER: Ships documented by the Historic American Buildings Survey/Historic American Engineering Record.

NPS/LCS: Vessels owned by the National Park Service are indicated as well as an internal NPS alpha code for the park where the ship is located and their identification number in the NPS computerized List of Classified Structures (LCS).

Condition: These general terms are usually provided by the owner, manager, or operator provided. The source in some cases is the report of a marine surveyor. However, the National Maritime Initiative in no way endorses or certifies the listed conditions, nor assumes responsibility for their accuracy.

Original Fabric: An estimated percentage of how much of the vessel's original, as built, material remains. The consistent rebuilding of a hull over a half-century or more may reduce the percentage to 50 percent, or less. The removal of an engine is usually cited as a 10 percent loss. However, these percentages are not, nor should they be construed to be an indication of the vessel's historic integrity. Modifications, repairs, and replacements to fabric over time are not necessarily a loss of integrity as these changes, modifications, and repairs may acquire a significance of their own. For more information, see the *Secretary of the Interior's Standards for Historic Vessel Preservation Projects, With Guidelines for Applying the Standards* (1990).

Preservation Objective: A general statement provided by the owner, manager, or operator of a vessel about how the vessel is to be preserved--on land (dry berth), as a stationary exhibit on the water (floating museum), as an operating museum vessel, as an operating passenger vessel, as a sail training vessel, as an operating government vessel, or used in some manner that adapts or reuses the vessel--for example, as a restaurant.

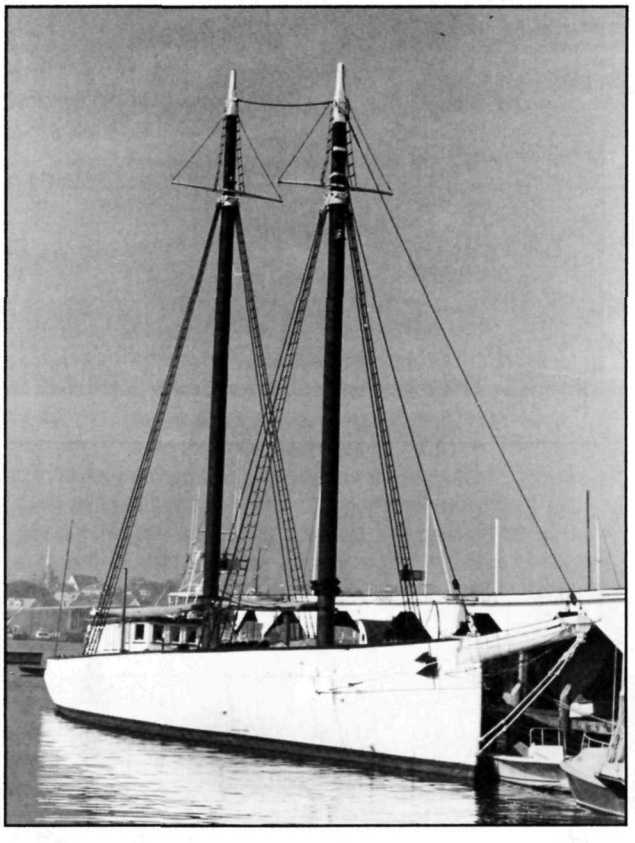
Accessible: Whether the vessel is open or accessible to the general public. This includes vessels in adaptive use, as well as vessels for which a fee, fare, or admission is charged.

Afloat: Whether the vessel is afloat or on land.

Operating: Whether the vessel can operate under its own power.

A Note on Archived Vessels

Some historic vessels that are in private operation, but are not currently the subject of efforts or plans to preserve them including operating them as revenue-producing passenger vessels, are maintained separately from the "preserved" vessels in a special "archive" file pending their ultimate fate. These vessels are listed in Appendix I: Other Large Historic Vessels. Similarly, the same file retains information on formerly preserved historic vessels whose future is uncertain; generally these vessels are laid up with no plans for preservation or are for sale. A computer record of each of these vessels is maintained and should any become the object of a preservation effort, it will be added to the computerized Inventory of Large Preserved Historic Vessels.





Left: Throughout the 19th and early 20th centuries, various American religious organizations and churches built and operated missionary schooners throughout the Pacific, Orient, and Africa. Built as a racing yacht, Coronet was purchased by The Kingdom for use as a missionary schooner in 1905. Coronet is an example of a privately owned vessel not included in the formal inventory. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

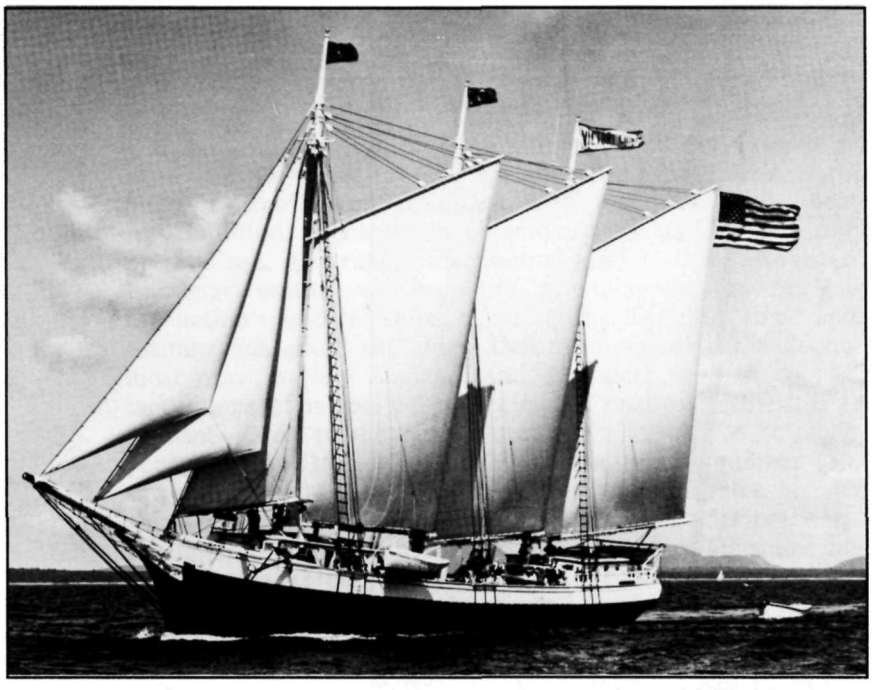
Right: The former German pilotboat Elbe No. 5, now a private yacht on San Francisco Bay is an excellent example of sharp-hulled European pilotboat design: Wanderbird is used for private recreation, and is not included in the formal inventory. (Photo courtesy San Francisco Maritime National Historical Park)

Right: Built as Kurt, Moshulu served as a cargo ship until she was seized during World War I and renamed Dreadnought. Renamed again by Mrs. Woodrow Wilson, Moshulu was owned by the U.S. Shipping Board until 1921, then was sold for use first in the lumber trade and later the grain trade. Coming into Norway in 1940, she was commandeered by German occupation authorities as a stationary store ship for mines. Her masts and spars removed, she was used as a floating warehouse during the war and through the 1950s in different parts of Scandinavia. New masts and spars were made in 1968, and Moshulu crossed the Atlantic to become a restaurant and maritime exhibit at Penn's Landing. Shut down because of a fire in 1989, Moshulu is for sale. Since her future is uncertain, she is temporarily "archived." (Photo courtesy National Maritime Initiative/ Candace Clifford)



Below: A working vessel on the Ohio River, Donald B is the only known unchanged 1920s diesel sternwheel towboat left in the United States. Having spent her entire career in general barge towing on the Ohio River and its tributaries, Donald B has been maintained in operating condition with only minor modifications over time. Although a National Historic Landmark, Donald B is not included in the formal inventory because she is in operation as a revenue-producing vessel not involving passengers with no known preservation plan. (Photo courtesy National Maritime Initiative/Kevin Foster)

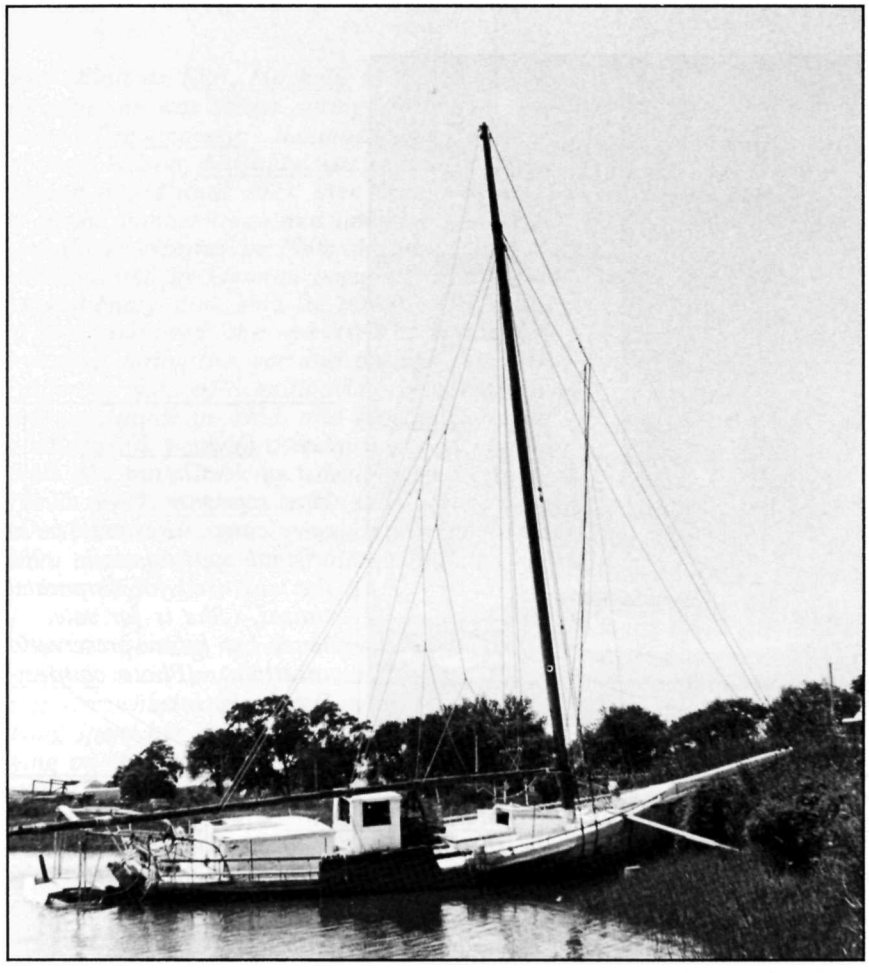




Left: Domino Effect, the last of 30 Chesapeake Bay "ram schooners," was built to carry cargo. Restored to her original appearance in 1988, she was used for corporate cruises. She is for sale, hence her future preservation uncertain. (Photo courtesy Domino's, Inc.)

Below: A stacked East-Coast-style steamboat built in 1923, Martha's Vineyard served the Nantucket ferry route. She was the first steamboat on the route to be specifically built to handle automobiles and served as a model for the nearly identical Nobska of 1925. Making her last regular run to the islands in 1956, Vineyard was sold, but remained in active service until 1985. She is for sale, her future preservation uncertain. (Photo courtesy National Park Service/Peter Steele, 1989)



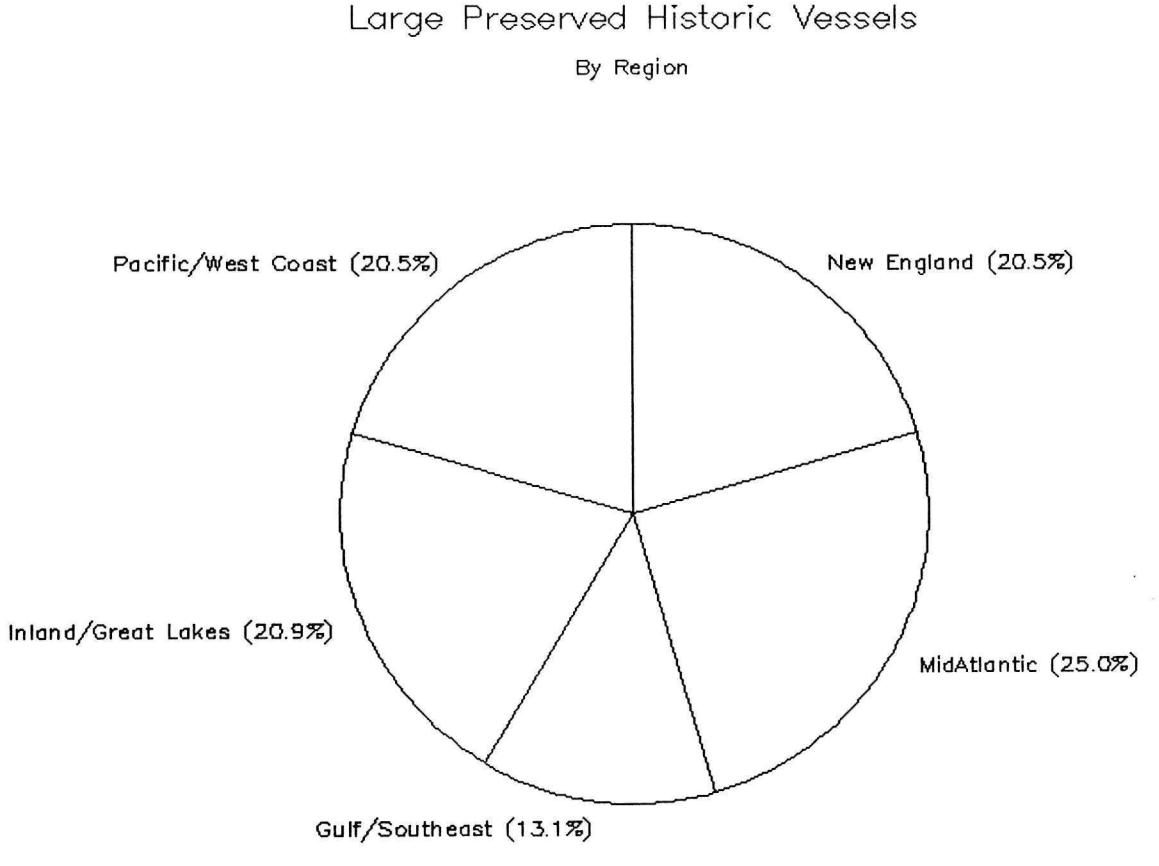


The skipjack Susan May lies "dead" and abandoned in Chance, Maryland. Her future preservation uncertain, she is included with the "archived" vessels. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Also included in the archive file, are vessels where the current owner or location is not known by the Initiative. These vessels are listed in Appendix II. Vessels that were in the inventory but lost due to fire, such as *G. A. Boeckling*; sinking, such as *Chauncey Depew*; or scrapping, such as *Chief Wawatam* are noted in Appendix III as a record of what has been lost since the inventory was begun in 1986.

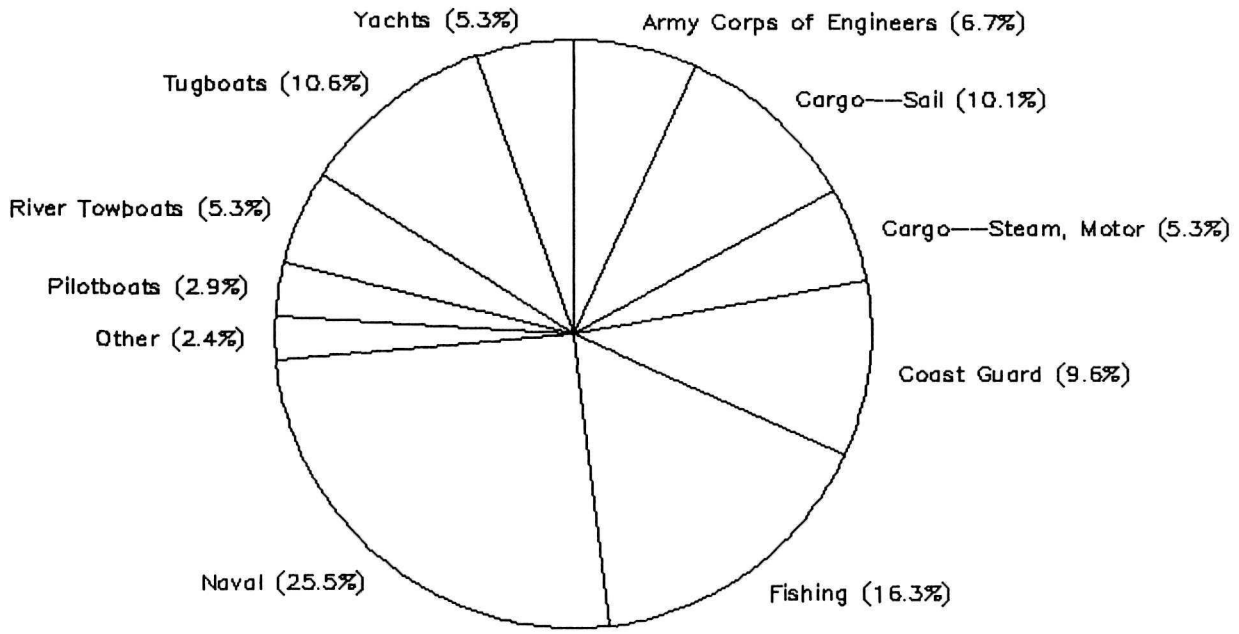
Statistical Data

One important product of the computerized inventory is the production of statistical data that provide a comprehensive analysis of the nation's preserved historic ships' status, condition, uses, and preservation needs. In 1987, statistics for condition, preservation objective, estimated preservation cost, type, age, present use, geographic distribution, and National Register and National Historic Landmark status were prepared, providing the first fairly comprehensive look at the nation's historic ships. The results dispelled some commonly held assumptions about the ships--that most dated to the Second World War, that most were in New England, and that most were in poor condition and required large sums of money to maintain and restore. Almost a third of the ships--31.8 percent--dated to the period between 1919 and 1939, while World War II ships accounted for 16.3 percent. While the largest number (30.5 percent) of historic ships were in New England, the mid-Atlantic states held 20.1 percent of the ships, with the Pacific Coast hosting another 15.9 percent, the Inland states hosting 14.2 percent, and the Southeast and Gulf states hosting 10.9 percent. An amazing 42 percent were in good condition, with only 4.1 percent in poor condition. This statistic is reflected in the 1987 estimated need of less than a million dollars per vessel for 72 percent of the ships. In 1987, 41.5 percent of the ships were listed in the National Register of Historic Places. Now, 56.1 percent of the ships are listed. This is in part due to the increase in National Historic Landmark ships--15.2 percent in 1987 and 35.7 percent in 1990. The past three years have obviously been a time of change, as the following statistics for the 1990 inventory of preserved vessels indicate.



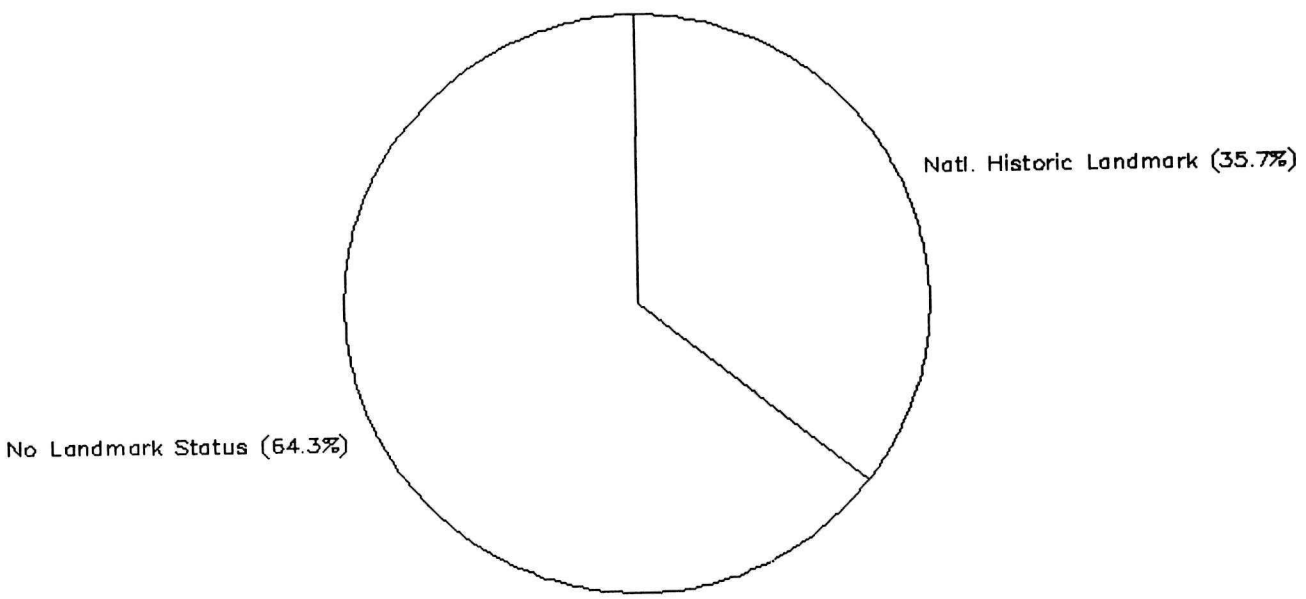
Large Preserved Historic Vessels

By Vessel Type



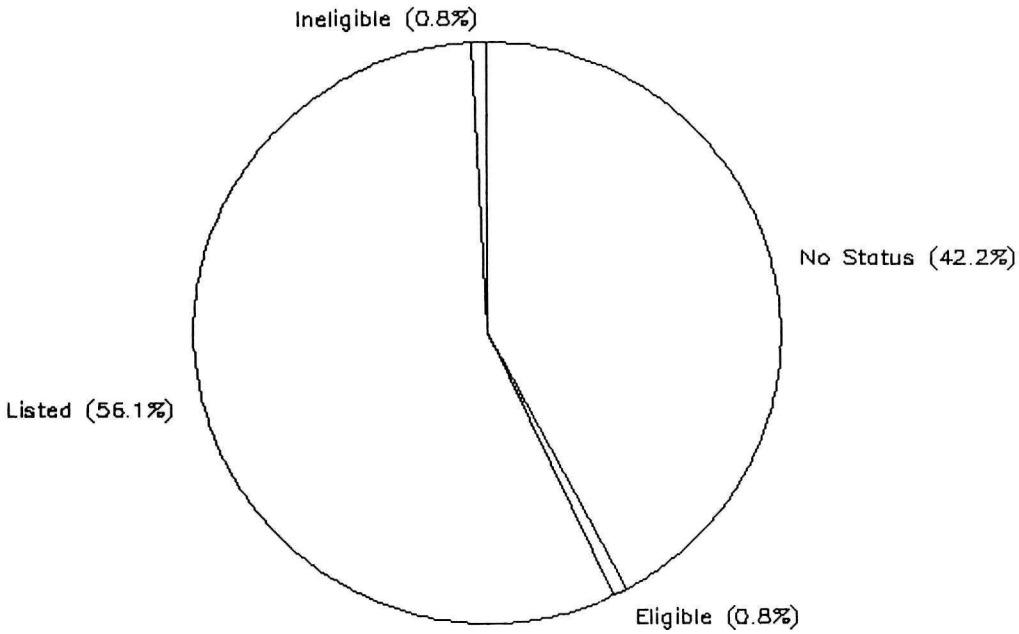
Large Preserved Historic Vessels

National Historic Landmark Status



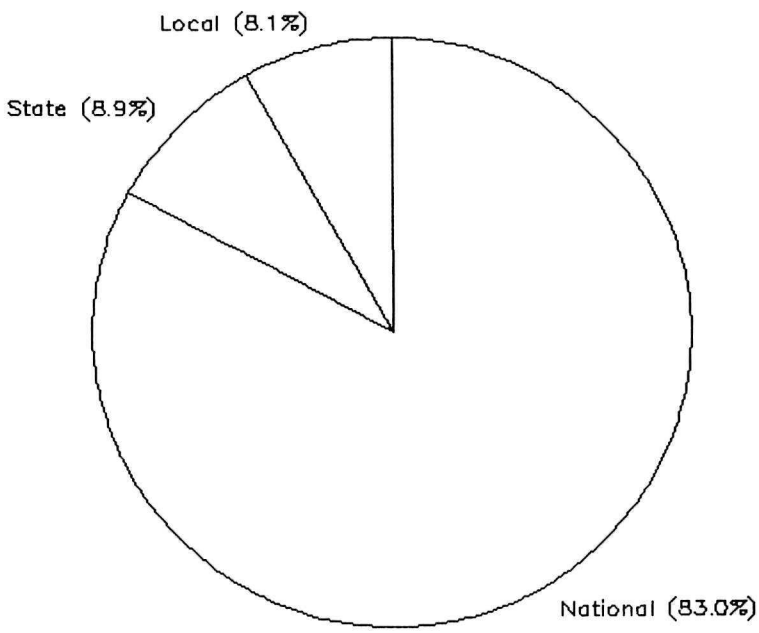
Large Preserved Historic Vessels

National Register Status



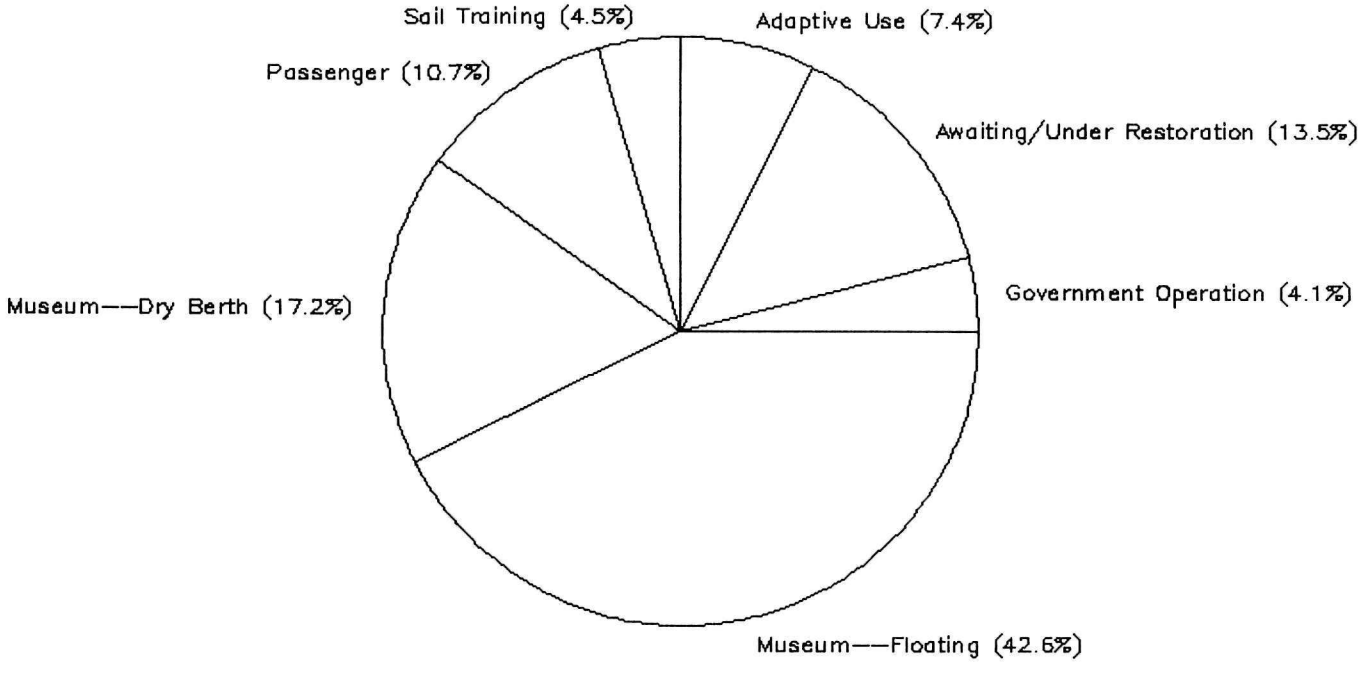
Significance Level

For National Register Listed



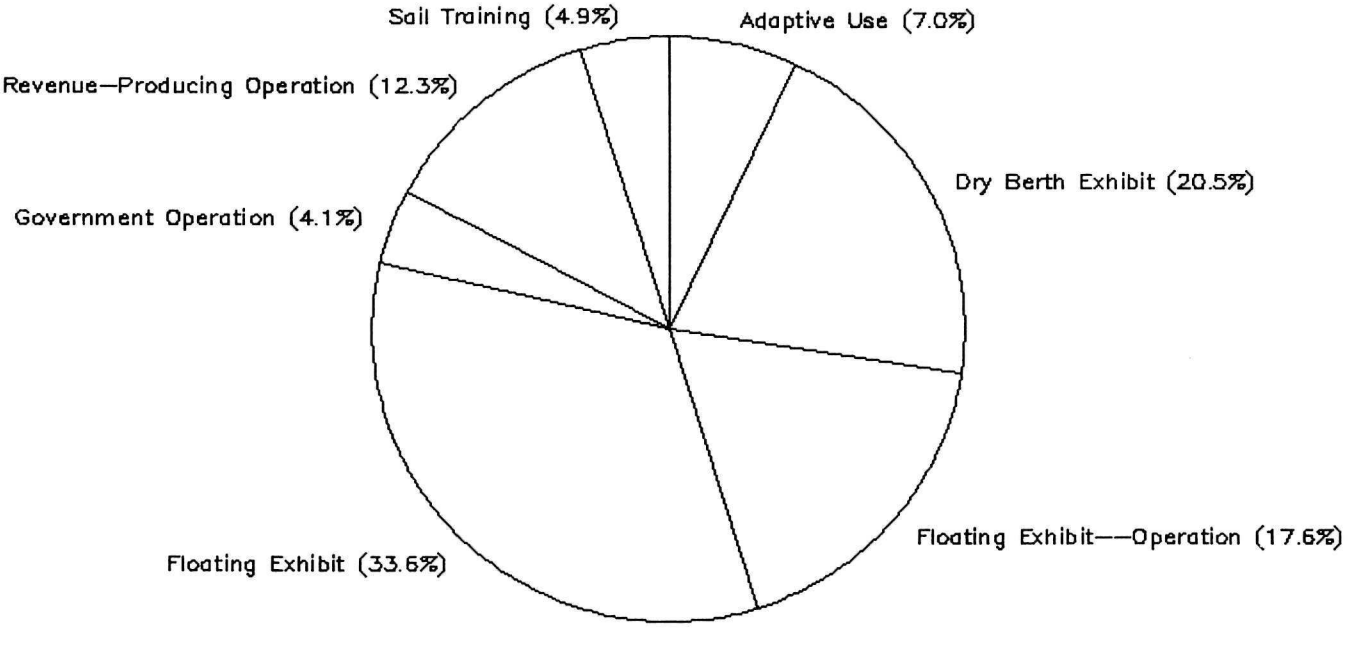
Large Preserved Historic Vessels

By Present Use



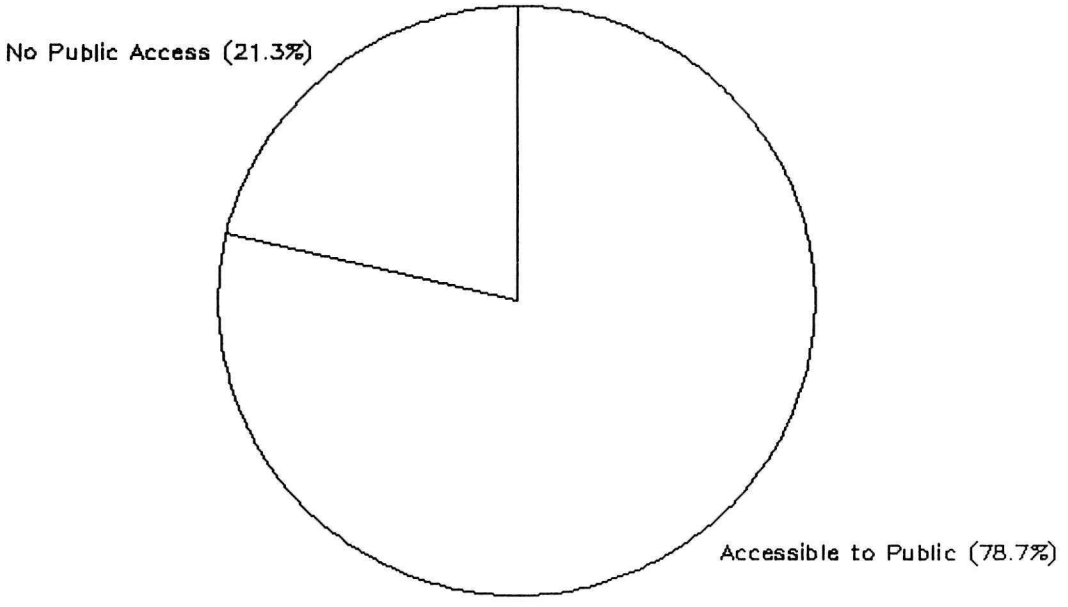
Large Preserved Historic Vessels

By Preservation Objective



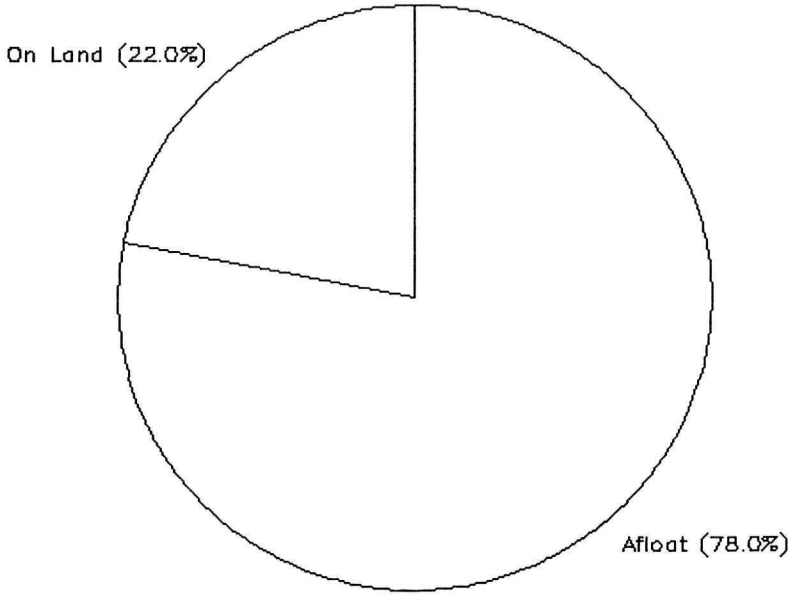
Large Preserved Historic Vessels

Public Access



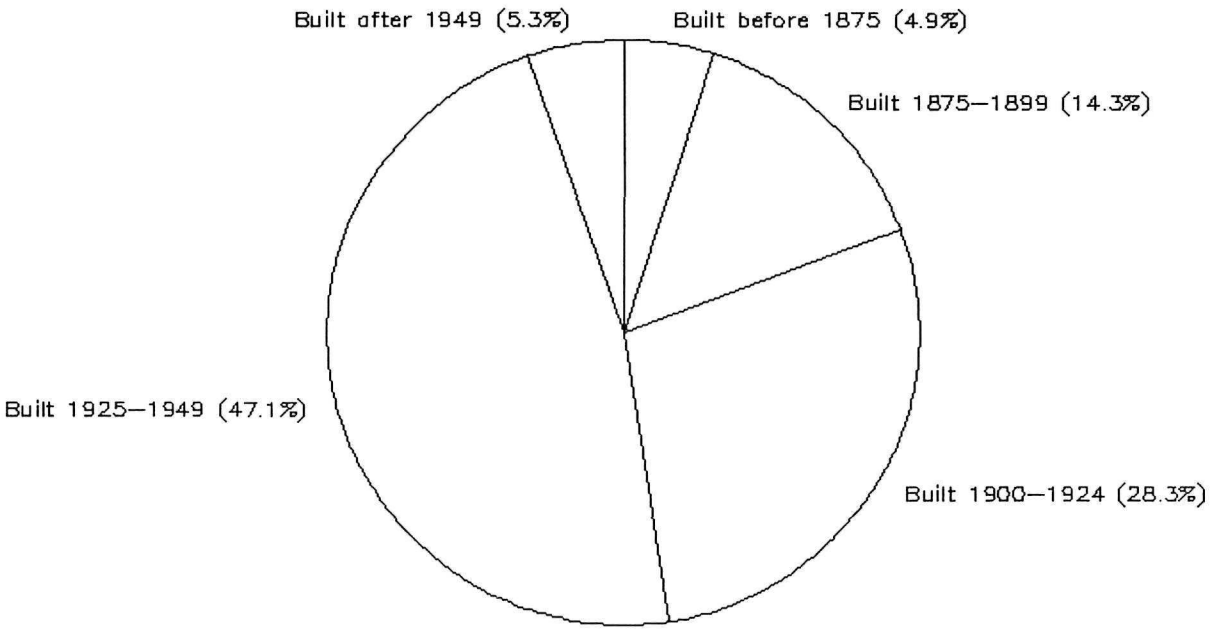
Large Preserved Historic Vessels

Afloat vs. On Land



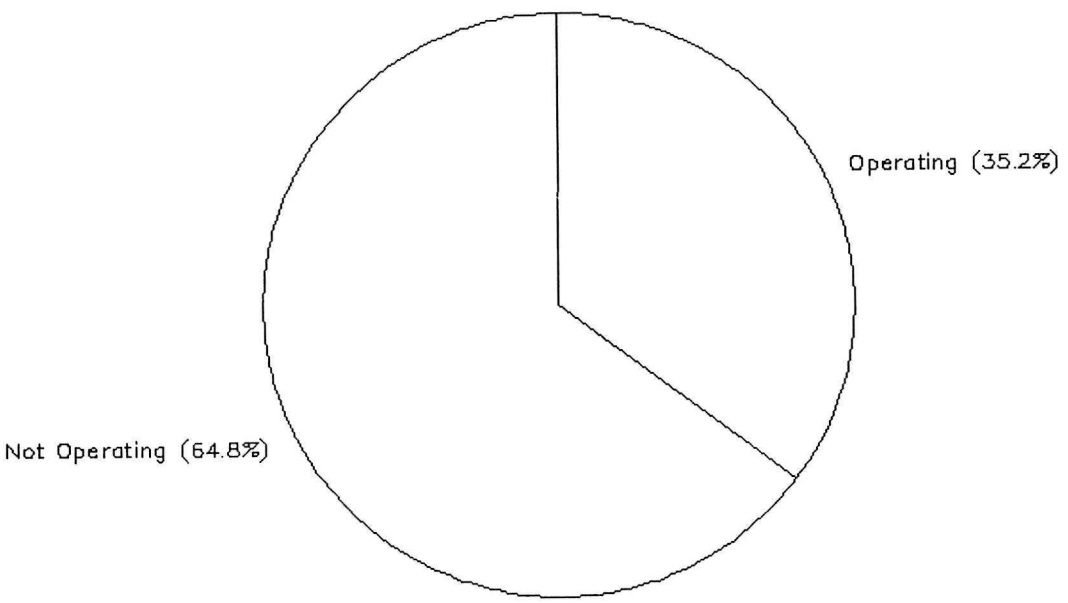
Large Preserved Historic Vessesls

By Age



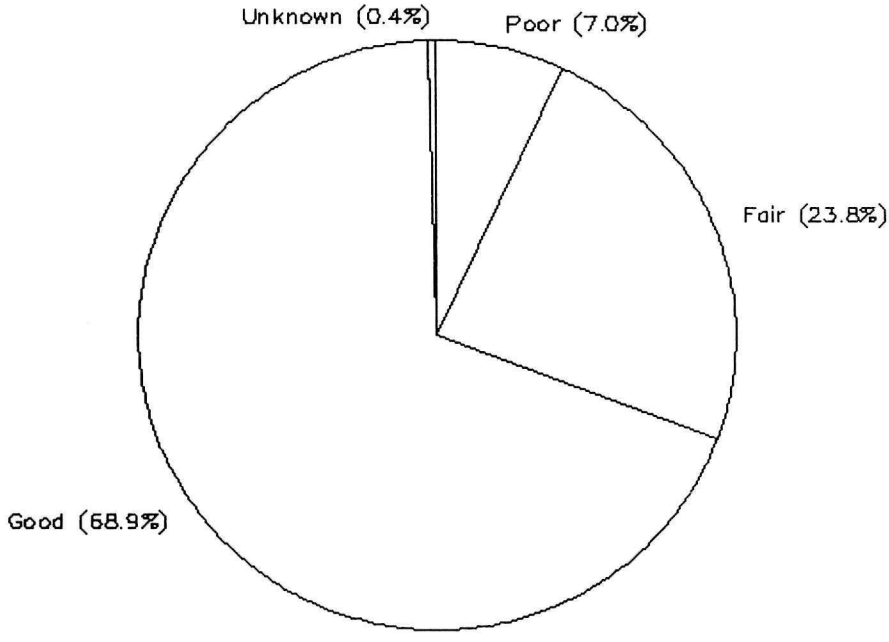
Large Preserved Historic Vessels

Operating vs. Not Operating



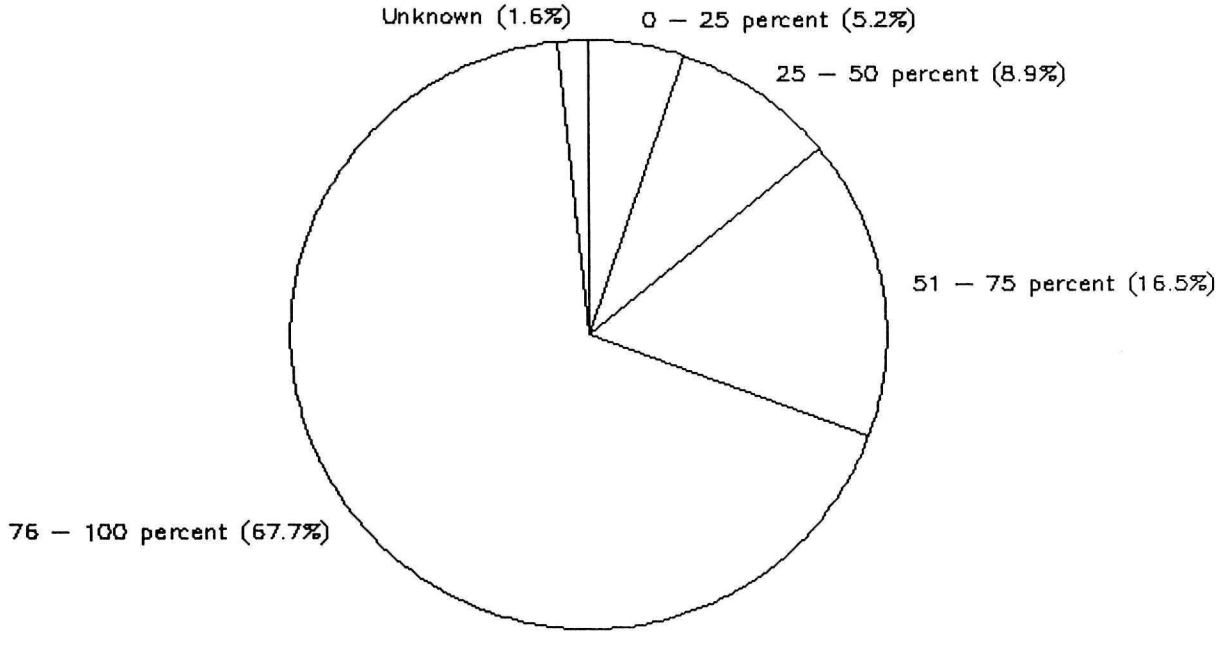
Large Preserved Historic Vessels

Condition



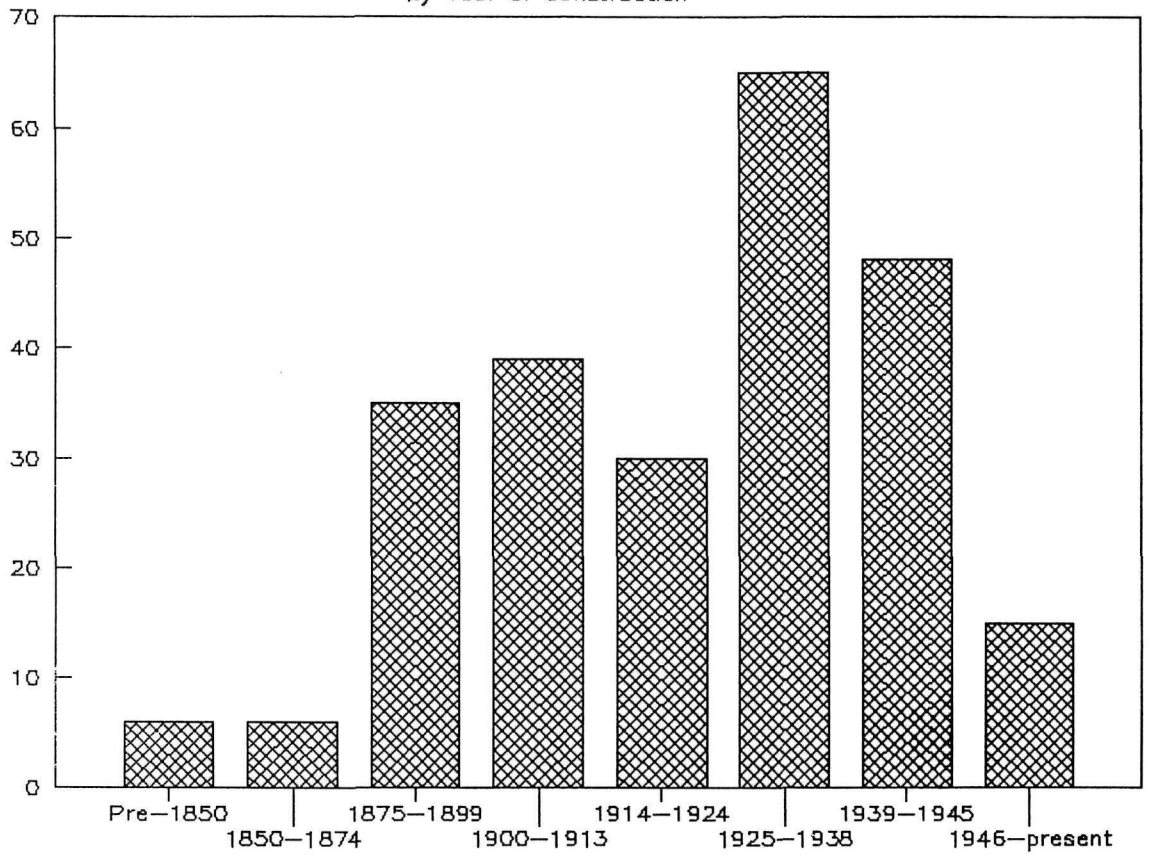
Large Preserved Historic Vessels

Percentage of Original Fabric



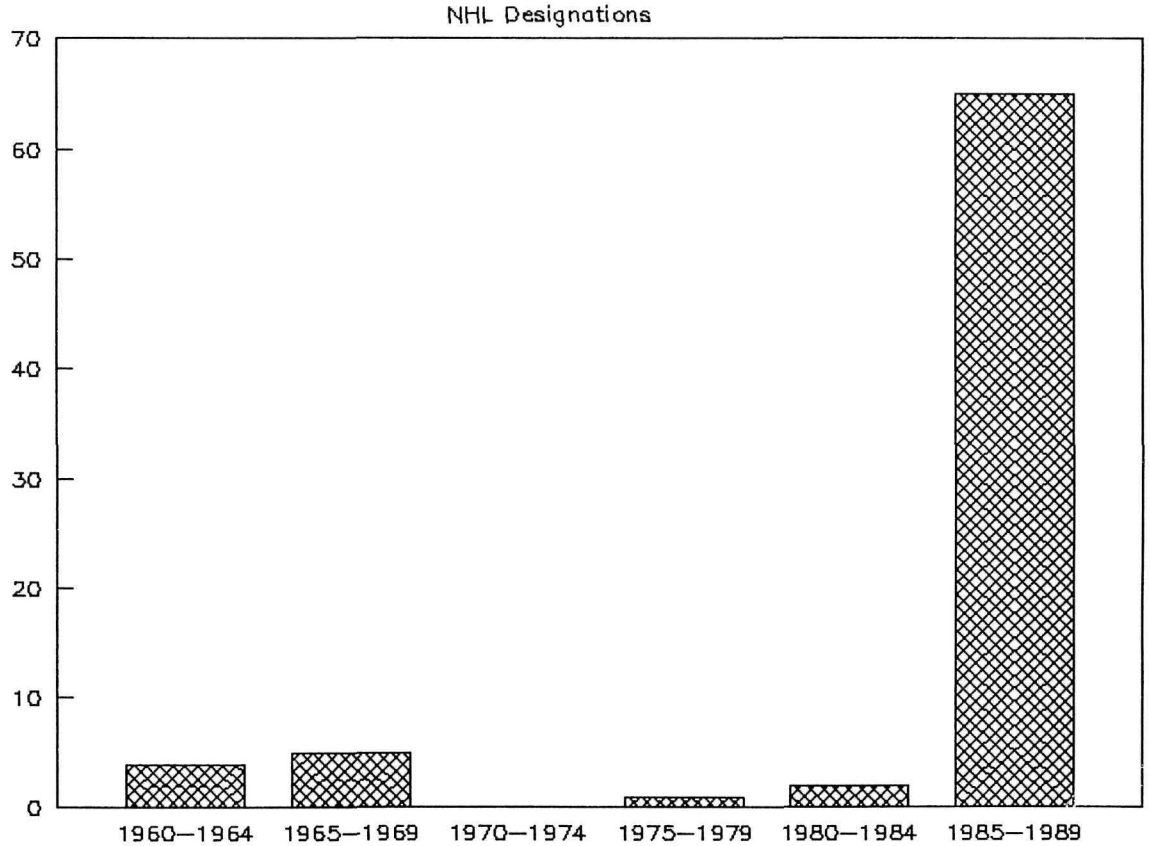
Large Preserved Historic Vessels

By Year of Construction



Large Preserved Historic Vessels

NHL Designations



Recording Historic Ships

Throughout history, ships were built without detailed plans. At best, naval architects drew "line" plans that delineated the form of a ship's hull; deck plans that showed the layout of deckhouses, hatches, and equipment; rigging plans that documented spars and sails; and with the advent of steam, engine plans. By the mid-19th century, the intricacies of steam propulsion and iron and steel shipbuilding combined to make shipbuilding more science than art, resulting in the preparation of more drawings and plans of vessels. Today, however, most vessels are still built without plans.

Even when drawn, plans of ships fail to capture every detail, particularly the means by which the vessel is constructed. Plans also often represent what was initially desired by the shipbuilder, not what was built. Changes to a vessel can be understood only by comparing drawings of modifications and repairs to a ship that were done over time. Large, bulky, difficult to conserve and curate, sometimes surviving as archivally unstable "blueprints," ship plans are a dwindling resource. Many of the historic vessels preserved in the United States have few if any plans, making restoration difficult. The only record of these vessels is the ship itself, and should it sink, burn, or fall apart, an irreplaceable part of the past is lost forever.

During a 14-month period in 1936-1937, the Historic American Merchant Marine Survey drew and photographed 426 vessels in the United States. In 1989, only one of the 426 survived, clearly demonstrating the fragile nature of historic ships. The only record that survives for many of the others are the HAMMS drawings. That fact is not lost on the nation's maritime preservation community, which pushed for a revival of HAMMS and for guidelines to record historic ships. As part of the National Maritime Initiative, the NPS, working with the National Trust for Historic Preservation and the maritime community "revived" HAMMS under the auspices of the Historic American Buildings Survey/Historic American Engineering Record.

In cooperation with the Calvert Marine Museum, Mystic Seaport Museum, the Shelburne Museum, Northwest Seaport, Inc., and San Francisco Maritime National Historical Park, HABS/HAER teams under the direction of Richard K. Anderson, Jr., documented the historic ships *Wawona*, *Louise Travers*, *Ticonderoga*, *Alabama*, and *Balclutha* between 1985 and 1988. Drawing on this experience and HABS/HAER's years of expertise in documenting historic structures and engineering, NPS released the long-awaited *Guidelines for Recording Historic Ships* in January 1989. The *Guidelines* discuss the preparation of historical context studies, historical reports, case studies, documentation of ships with large-format photography, and the preparation of measured drawings. Lavishly illustrated with HAMMS and HABS/HAER drawings, and replete with examples of completed work, the guidelines are an absolute necessity for maritime preservationists, historians, naval architects, maritime archeologists, and preservation agencies and organizations which are studying, documenting, restoring or rehabilitating historic ships.

Standards and Guidelines for Historic Vessel Preservation Projects

The preservation, rehabilitation, and restoration of historic structures greatly benefitted from the preparation of the *Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards* by the National Park Service. A significant need existed, however, for separate standards and guidelines for a unique class of structures--historic vessels. The need for standards for maritime preservation, identified by the Maritime Heritage Task Force, a committee convened by the National Trust for Historic Preservation, was again raised at a workshop/conference on maritime preservation held at the National Maritime Museum, San Francisco (now San Francisco Maritime National Historical Park) by the Association for Preservation Technology (APT) and the National Park Service in September 1985. Throughout the workshop, considerable discussion after each session focused on defining the issues and developing a policy statement concerning maritime preservation. An ad hoc committee formed by Peter Neill, David Brink, Walter Rybka, Steve Hyman, Randall Biallas, and Gary Hume worked to draft and present suggested standards for the management of historic vessels. These standards were discussed and modified in discussion with the workshop participants, and, at the close of the workshop, a resolution supporting the suggested standards was passed by voice vote.

The creation of the National Maritime Initiative in 1987 provided the first opportunity for the development of formal standards by the National Park Service to supplement the existing Secretary's Standards for Historic Preservation. The manager of the National Maritime Museum, Glennie Wall, brought in Michael Naab, former Director of the Columbia River Maritime Museum, to draft the document. Working with a committee of five maritime preservation professionals representing a wide range of organizations and experience across the country, Naab's draft followed the format of the Secretary's Standards for Historic Preservation. Circulated for review throughout the United States and presented at a workshop at the National Trust's 1987 National Preservation Conference, the document was revised and published for review in the *Federal Register* in 1989. After this second phase of wide public review, in which copies of the document were mailed to every historic vessel owner, manager, and operator in the United States, the final product was prepared and published in 1990.

The new *Secretary of the Interior's Standards for Historic Vessel Preservation Projects with Guidelines for Applying the Standards* are now available and meet a longstanding need in maritime preservation for uniform standards for historic vessel projects. Guidelines for eight historic preservation treatments, and definitions for key maritime preservation terms form a major part of the document. The need for such a document was demonstrated throughout the five-year period of its preparation by requests for draft versions of the standards for use in several projects: the presidential yacht *Potomac* in Oakland, California, and the river steamer *Nenana* in Fairbanks, Alaska, were two vessels that employed the draft standards in their restoration work. The completed standards and guidelines are now being used in their first full-scale application by South Street Seaport, New York, in the restoration of the National Historic Landmark schooner *Lettie G. Howard*. South Street staff and New York Office of Historic Preservation officials, working together on the restoration, were also key participants in the development of the standards.

ADIRONDACK



Currently the oldest double-ended ferryboat under U.S. Registry, Adirondack continues in service on Lake Champlain between Burlington, Vermont, and Port Kent, New York. (Photo courtesy Lake Champlain Transportation Company)

Official #211156 INIT #266

Current Location: BURLINGTON, VERMONT

Previous Name(s): SOUTH JACKSONVILLE (1913-1921)
MOUNT HOLLY (1921-1938)
GOV. EMERSON C. HARRINGTON II (1938-1954)

Built in 1913 by MERRILL-STEVENS SHIPYARD
Built at JACKSONVILLE, FLORIDA
Built for JACKSONVILLE FERRY AND LAND COMPANY

Vessel Type: FERRY
Original Use: FERRY
Present Use: EXCURSIONS

Masts: 0; Rigging: UNRIGGED
Length: 130.0; Beam: 40.0; Depth of Hold: 11.6
Gross Tonnage: 333.0; Net: 150.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: TWIN DETROIT DIESEL/ORIG. STEAM; Horsepower: 730.0
Propulsion: TWIN SCREW (DOUBLE-ENDER)

Owner: LAKE CHAMPLAIN TRANSPORTATION COMPANY
Address: KING STREET DOCK
BURLINGTON, VT 05401 Phone: 802-864-9804

Condition: GOOD; Original Fabric: 70%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



ADMIRAL

When rebuilt in 1940, Admiral was the epitome of streamlined modernity with revolutionary Art Deco design, air-conditioned decks, luxurious furnishings, and a claim to being the largest excursion boat ever built. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #204086 INIT #221

Current Location: ST. LOUIS, MISSOURI

Previous Name(s): ALBATROSS (1907-1940)

Built in 1907 by DUBUQUE BOILER & BOAT COMPANY
Built at DUBUQUE, IOWA
Built for LOUISIANA & MISSISSIPPI RR TRANSFER CO.

Vessel Type: PASSENGER VESSEL
Original Use: RAILWAY FREIGHT FERRY
Present Use: FLOATING ENTERTAINMENT CENTER

Masts: 0; Rigging: UNRIGGED
Length: 360.0; Beam: 52.7; Depth of Hold: 7.6
Gross Tonnage: 1557.0; Net: 1267.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: REMOVED
Propulsion: REMOVED/ORIG. SIDEWHEEL

Owner: GATEWAY RIVERBOAT CRUISES
Address: 500 N. LEONOR K. SULLIVAN BLVD.
ST. LOUIS, MO 63102

Phone: 314-621-4040

National Register Status: DETERMINED ELIGIBLE BY THE KEEPER
Significance Level: NATIONAL

Condition: GOOD; Original Fabric: 40%

Preservation Objective: ADAPTIVE USE
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



ADVENTURE

An excellent example of the "Gloucester" type schooner and the only remaining American dory fisherman in the Atlantic when she was retired in 1953, Adventure began a second career as a Maine windjammer, carrying passengers through 1987. Today The Gloucester Adventure, a nonprofit group organized to restore and operate her, plans to use the schooner as a working museum and as a classroom offering a broad curriculum of sea and environment-related issues. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #226070 INIT #2

Current Location: GLOUCESTER, MASSACHUSETTS

Previous Name(s): NONE

Built in 1926 by EVERETT JAMES
Built at ESSEX, MASSACHUSETTS
Built for CAPTAIN JEFFREY F. THOMAS

Vessel Type: MOTOR FISHING
Original Use: FISHING
Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
Length: 107.0; Beam: 24.5; Depth of Hold: 11.1
Gross Tonnage: 134.0; Net: 62.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 120.0
Propulsion: SAIL/SINGLE SCREW

Owner: GLOUCESTER ADVENTURE, INC.
Address: P.O. BOX 1306
GLOUCESTER, MA 01930

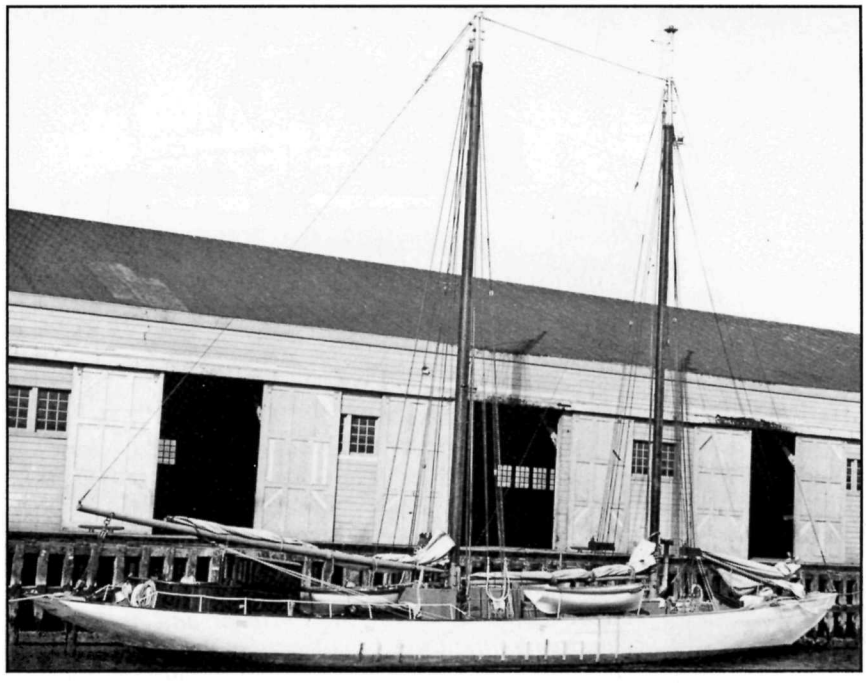
Phone: 508-281-8079

National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002054

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

ADVENTURESS



Adventuress is a significant example of the "fisherman profile" design of the yachts of Bowdoin B. Crowninshield, a noted early-20th-century American naval architect whose work was influential in the development of American yachts and fishing schooners. Built for the purpose of private Arctic exploration and hunting, Adventuress was acquired by the San Francisco Bar Pilots in 1914 and worked until 1952 as a pilot boat for the busy port of San Francisco. (Photo courtesy San Francisco Maritime National Historical Park/John W. Proctor, 1932)

Official #210877 INIT #3

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1913 by RICE BROTHERS
Built at EAST BOOTHBAY, MAINE
Built for JOHN BORDEN

Vessel Type: SCHOONER
Original Use: ARCTIC HUNTING EXPEDITION
Present Use: SAIL TRAINING

Masts: 2; Rigging: GAFF-RIGGED
Length: 88.5; Beam: 21.4; Depth of Hold: 9.8
Gross Tonnage: 78.0; Net: 52.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 225.0
Propulsion: SAIL/SINGLE SCREW

Owner: YOUTH ADVENTURE, INC.
Address: P.O. BOX 23
MERCER ISLAND, WA 98040 Phone: 206-232-4024

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001067

Condition: GOOD; Original Fabric: 80%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

ALABAMA



Commissioned in August 1942, Alabama is one of only two surviving South Dakota class battleships. Alabama spent 40 months in active service in the Pacific during the Second World War, then 17 years in the reserve fleet at Bremerton, Washington. In 1964, the battleship was presented to the State of Alabama and moored along with USS Drum in her present site off the Mobile ship channel. (Photo courtesy USS Alabama Battleship Commission, 1985)

Official #BB-60 INIT #4

Current Location: MOBILE, ALABAMA

Previous Name(s): USS ALABAMA (1942-1947)

Built in 1942 by NORFOLK NAVY YARD
Built at NORFOLK, VIRGINIA
Built for U.S. NAVY

Vessel Type: BATTLESHIP
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: SOUTH DAKOTA
Armament: NINE 16-INCH GUNS, TWENTY 5-INCH/38 CALIBER GUNS, TWELVE QUAD 40MM GUNS, FIFTY-SIX 20MM GUNS

Masts: 1; Rigging: UNRIGGED
Length: 679.5; Beam: 108.2; Draft: 36.2
Displacement: 35000.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM TURBINE; Horsepower: 130000.0
Propulsion: QUAD SCREW

Owner: U.S.S. ALABAMA BATTLESHIP COMMISSION
Address: P.O. BOX 65
MOBILE, AL 36601 Phone: 205-433-2703

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000083

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

ALBACORE



The experimental diesel-electric submarine Albacore represents a revolution in naval architecture. Designed to be a true submarine, in which surface characteristics were subordinated to underwater performance, she was much quieter, faster, and more maneuverable than any earlier submersible. Through a series of configurations Albacore provided the model for all future U.S. Navy and most foreign nuclear submarines that followed. (Photo courtesy Port of Portsmouth Maritime Museum & Albacore Park)

Official #AGSS-569 INIT #47

Current Location: PORTSMOUTH, NEW HAMPSHIRE

Previous Name(s): USS ALBACORE (1953-1972)

Built in 1953 by PORTSMOUTH NAVAL SHIPYARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: ALBACORE
Armament: NONE FITTED

Masts: 0; Rigging: UNRIGGED
Length: 205.4; Beam: 27.4; Draft: 19.1; Displacement: 1692.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 2000.0; Propulsion: SINGLE SCREW

Owner: PORTSMOUTH SUBMARINE MEMORIAL ASSOCIATION
Address: P.O. BOX 4367
PORTSMOUTH, NH 03802 Phone: 603-436-1331

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001077

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



ALERT

Alert ferried people and supplies to the island of Cuttyhunk, Massachusetts, for almost 70 years. When retired in 1986, Alert was the oldest ferry operating the same run. In 1988, the Schooner Ernestina Commission bought Alert as an auxiliary support vessel to Ernestina. Alert is currently being restored. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #215337 INIT #285

Current Location: NEW BEDFORD, MASSACHUSETTS

Previous Name(s): NONE

Built in 1917 by C. A. ANDERSON
Built at WAREHAM, MASSACHUSETTS
Built for CAPTAIN WILLIAM RAYMOND

Vessel Type: COASTAL FERRY
Original Use: PASSENGER/CARGO
Present Use: LAID UP/UNDER RESTORATION

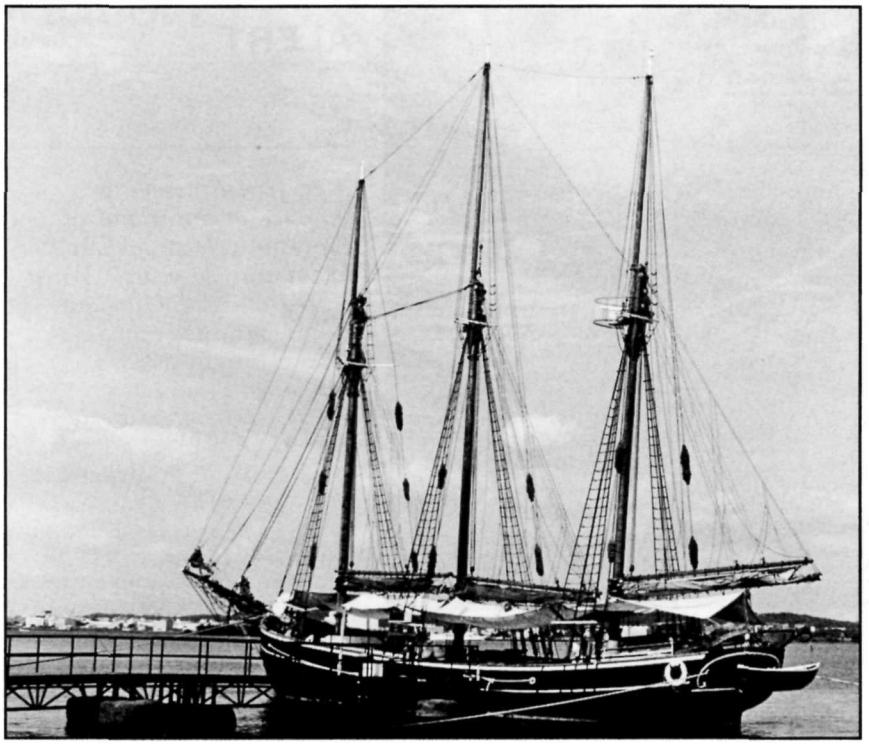
Masts: 0; Rigging: UNRIGGED
Length: 56.7; Beam: 17.2; Depth of Hold: 7.8
Gross Tonnage: 60.0; Net: 48.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL (6110 DETROIT); Horsepower: 200.0
Propulsion: SINGLE SCREW

Owner: STATE OF MASSACHUSETTS
Address: SCHOONER ERNESTINA COMMISSION
30 UNION STREET
NEW BEDFORD, MA 02740

Phone: 508-992-4900

Condition: FAIR; Original Fabric: 75%

Preservation Objective: OPERATION (PASSENGER)
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



ALEXANDRIA

Built as Ingve, a classic Scandinavian cargo vessel, Alexandria was remodelled for passengers in the early 1970s. Purchased in 1983 by a nonprofit foundation which renamed her after the historic seaport she promotes, Alexandria is docked along the city's waterfront restoration. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

INIT #257

Current Location: ALEXANDRIA, VIRGINIA

Previous Name(s): INGVE (1929-1939)
LINDO (1939-1984)

Built in 1929 by ALBERT SVENSSON
Built at DUKAVIK, SWEDEN
Built for CAPT. KARL OGARD

Vessel Type: SCHOONER
Original Use: BALTIC TRADER
Present Use: COMMUNITY USE/FLOATING EXHIBIT

Masts: 3; Rigging: TOPSAIL SCHOONER
Length: 125.0; Beam: 22.0; Depth of Hold: 10.0
Gross Tonnage: 100.0; Net: 71.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: MERCEDES TRUCK DIESEL AUX.; Horsepower: 108.0
Propulsion: SAIL/SINGLE SCREW

Owner: ALEXANDRIA SEAPORT FOUNDATION
Address: 1000 SOUTH LEE STREET
ALEXANDRIA, VA 22314

Phone: 703-549-7078

Condition: GOOD; Original Fabric: 80%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

ALKI



Launched as the third fireboat for the City of Seattle, Alki is a good example of an American fireboat of the 1920s. Now repowered with diesel engines, Alki remains in service for the Seattle Fire Department. (Photo courtesy Seattle Fire Department)

Official #231095 INIT #234

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1927 by PACIFIC COAST ENGINEERING
Built at OAKLAND, CALIFORNIA
Built for SEATTLE FIRE DEPARTMENT

Vessel Type: FIREBOAT
Original Use: FIRE FIGHTING
Present Use: FIRE FIGHTING

Masts: 0; Rigging: UNRIGGED
Length: 118.0; Beam: 26.0; Depth of Hold: 10.8
Gross Tonnage: 196.0; Net: 133.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ORIG. GAS; Horsepower: 1000.0
Propulsion: TWIN SCREW

Owner: SEATTLE FIRE DEPARTMENT
Address: 301 SECOND AVENUE, SOUTH
SEATTLE, WA 98104

Phone: 206-386-1400

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



ALMA

Alma is an excellent example of a once-common, vernacular work-a-day craft found on the major waterways of the United States from colonial times through the 20th century. While built and operated on the San Francisco Bay, Alma is in many ways indistinguishable from scows which were launched and sailed on the Chesapeake Bay, the Gulf Coast, the Great Lakes, inland rivers, and other coastal waters of the United States. No scow schooner save Alma is known to survive afloat in the United States. (Photo courtesy of San Francisco Maritime National Historical Park/Richard Frear)

Official #106837 INIT #5

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): NONE

Built in 1891 by FRED SIEMER
Built at HUNTERS POINT, SAN FRANCISCO, CALIFORNIA
Built for JAMES PETERSON

Vessel Type: SCOW SCHOONER
Original Use: FREIGHT
Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
Length: 59.0; Beam: 22.6; Depth of Hold: 4.0
Gross Tonnage: 41.7; Net: 39.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 130.0
Propulsion: SAIL/SINGLE SCREW

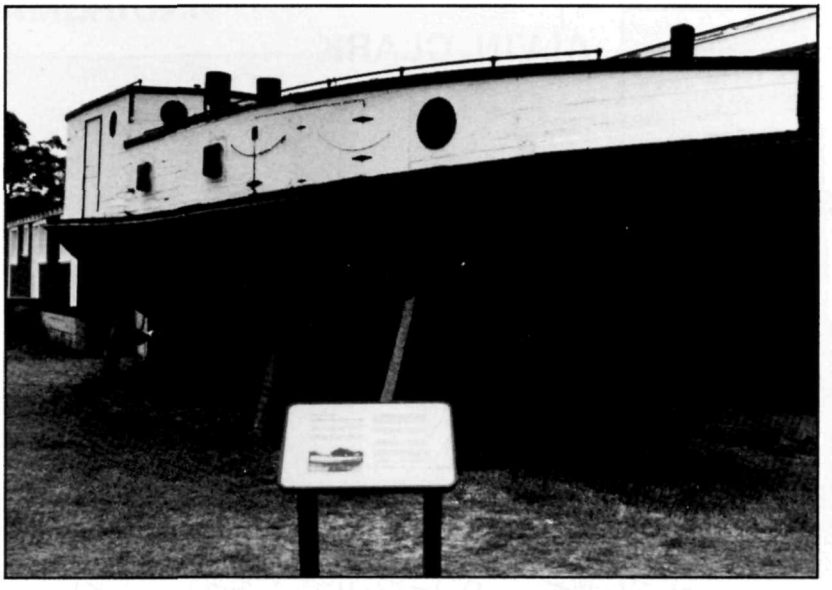
Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123

Phone: 415-556-6435

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #75000179
NATIONAL PARK SERVICE; Park: SAFR; LCS ID# 12954; Recorded by HAER

Condition: GOOD; Original Fabric: 25%

Preservation Objective: MUSEUM/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



ALOHA

Aloha is a typical example of a Great Lakes "fish tug." These regionally inspired and unique craft towed nets to harvest the waters of the five lakes. (Photo courtesy Sleeping Bear Dunes National Lakeshore)

Official #237857 INIT #322

Current Location: GLEN HAVEN, MICHIGAN

Previous Name(s): NONE

Built in 1937 by STURGEON BAY BOAT BUILDING
Built at STURGEON BAY, WISCONSIN
Built for VOIGHT BROTHERS, DULUTH, MINNESOTA

Vessel Type: FISH TUG
Original Use: FISHING (GILLNET)
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 41.1; Beam: 12.2; Depth of Hold: 5.5
Gross Tonnage: 26.0; Net: 17.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: KAHLENBERG DIESEL; Horsepower: UNKNOWN
Propulsion: SINGLE SCREW

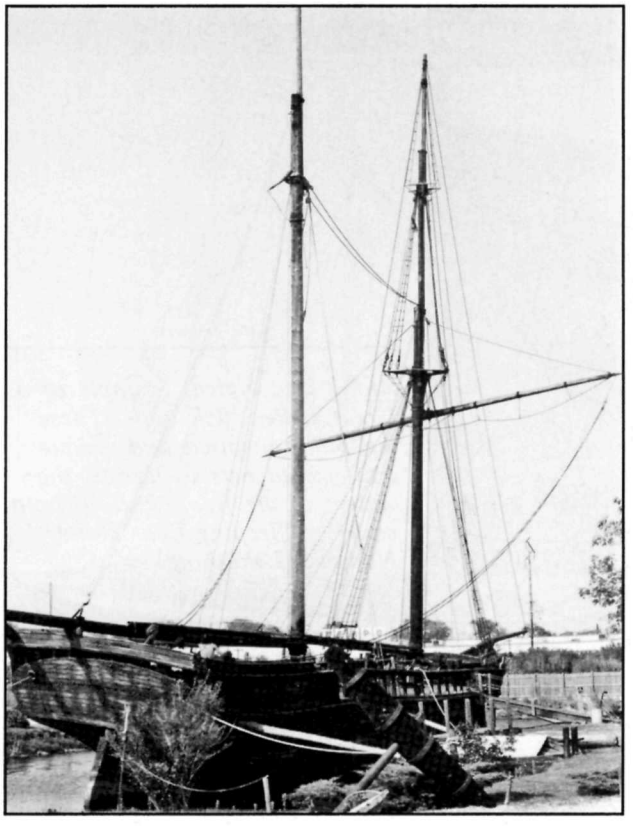
Owner: NATIONAL PARK SERVICE
Address: SLEEPING BEAR DUNES NATIONAL LAKESHORE
P.O. BOX 277
EMPIRE, MI 49630

Phone: 616-326-5134

NATIONAL PARK SERVICE; Park: SLBE

Condition: FAIR; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



ALVIN CLARK

Preserved in the waters of Lake Michigan for over 100 years, Alvin Clark is a Great Lakes wooden sailing schooner built in 1846, sunk in 1864, and raised in 1969. Artifacts discovered aboard her provide a time capsule of the period in which she worked and are currently on display at the Nelville Museum in Green Bay. Alvin Clark is the oldest unmodified and unrestored commercial sailing vessel in the United States. (Photo courtesy NPS Submerged Cultural Resources Unit)

INIT #6

Current Location: MENOMINEE, MICHIGAN

Previous Name(s): NONE

Built in 1846 by JOHN P. CLARK
Built at TRUAGO, MICHIGAN
Built for JOHN P. CLARK

Vessel Type: SCHOONER
Original Use: GREAT LAKES GENERAL CARRYING
Present Use: MUSEUM

Masts: 2; Rigging: TOPSAIL SCHOONER
Length: 105.7; Beam: 25.3
Gross Tonnage: 220.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

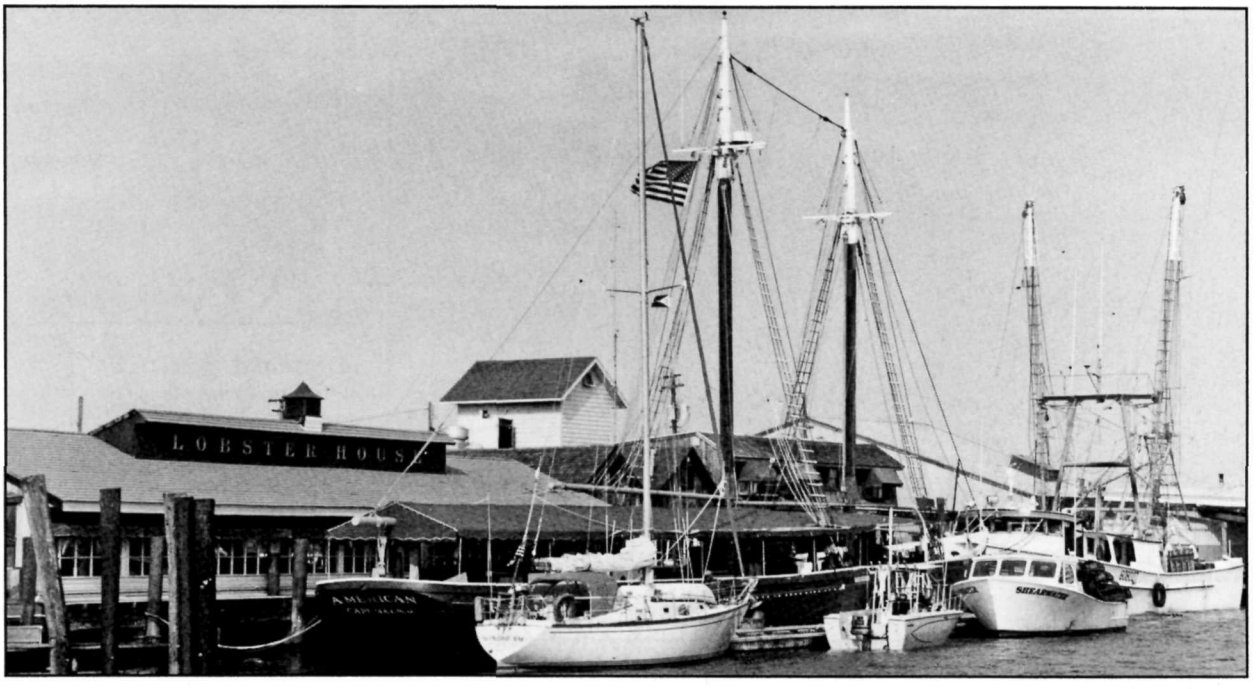
Owner: DIVERSIFIED INVESTORS GROUP
Address: C/O BILL RESNER
BOX 32 ROUTE 1
STEPHENSON, MI 49887 Phone: 906-753-4981

National Register Status: LISTED; Significance Level: STATE; Reference #74000996

Condition: POOR; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT (FOR SALE)
Accessible: FALSE; Afloat: FALSE; Operating: FALSE

AMERICAN



American is a good example of the celebrated "Bluenose" Grand Bank fishing schooners built in Nova Scotia. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #158501 INIT #23

Current Location: CAPE MAY, NEW JERSEY

Previous Name(s): E. F. ZWICKER (1934-1976)
CAPTAIN JAMES COOK (1976-1988)

Built in 1934 by SMITH AND RHULAND
Built at LUNENBURG, NOVA SCOTIA
Built for E. FENWICK ZWICKER

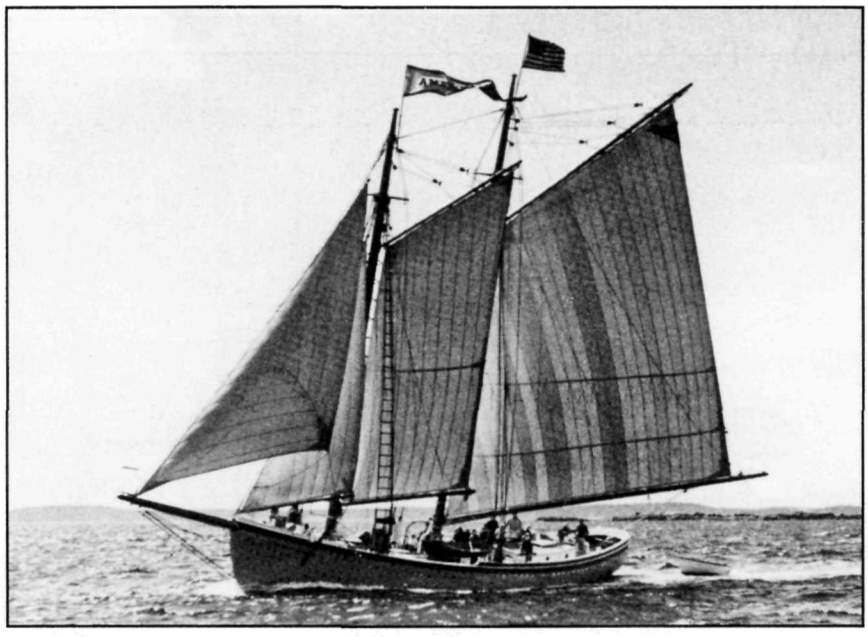
Vessel Type: SCHOONER
Original Use: FISHING
Present Use: RESTAURANT

Masts: 2; Rigging: SCHOONER
Length: 128.0; Beam: 27.4; Depth of Hold: 9.9
Gross Tonnage: 167.0; Net: 149.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: UNKNOWN
Propulsion: SAIL/SINGLE SCREW

Owner: THE LOBSTER HOUSE
Address: FISHERMAN'S WHARF
CAPE MAY, NJ 08204 Phone: 609-884-8296

Condition: GOOD; Original Fabric: 90%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



AMERICAN EAGLE

A restored, preserved, working example of a regional type of "fisherman" only recently disappeared, American Eagle currently cruises the Maine Coast as a windjammer. (Photo by Capt. O. K. Barnes)

Official #229913 INIT #192

Current Location: ROCKLAND, MAINE

Previous Name(s): ANDREW AND ROSALIE (1930-1941)

Built in 1930 by UNITED SAIL LOFT
Built at GLOUCESTER, MASSACHUSETTS
Built for CAPTAIN PATRICK MURPHY

Vessel Type: AUX. SCHOONER
Original Use: FISHING
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 76.4; Beam: 19.3; Depth of Hold: 10.0
Gross Tonnage: 70.0; Net: 47.0; Displacement: 118.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUX.; Horsepower: 193.0
Propulsion: SAIL/SINGLE SCREW

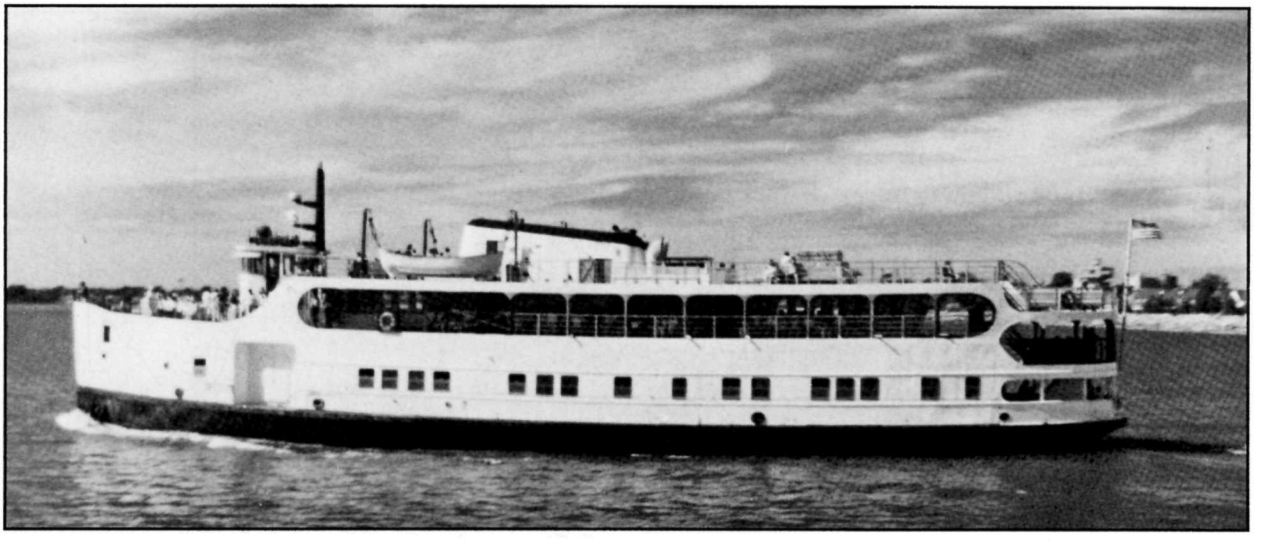
Owner: CAPTAIN JOHN C. FOSS
Address: P.O. BOX 482
ROCKLAND, ME 04841

Phone: 207-594-8007

Condition: GOOD; Original Fabric: 30%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

AMERICANA



Formerly named Block Island, Americana had been used as an interstate excursion ferry between New London, Connecticut, and Block Island, Rhode Island. She was refurbished in 1988 to sail passengers on excursions in and around Buffalo, New York. (Photo courtesy Lake Erie Boat Cruise Corporation)

Official #226004 INIT #240

Current Location: BUFFALO, NEW YORK

Previous Name(s): FISHERS ISLAND (1926-1941)
COLONEL JOHN E. BAXTER (1941-1959)
BLOCK ISLAND (1959-1986)

Built in 1926 by BETHLEHEM SHIP BUILDING COMPANY
Built at WILMINGTON, DELAWARE
Built for FISHERS ISLAND NAVIGATION COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER VESSEL
Present Use: PASSENGER FERRY

Masts: 0; Rigging: UNRIGGED
Length: 150.1; Beam: 40.1; Depth of Hold: 14.4
Gross Tonnage: 862.0; Net: 563.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL, FAIRBANKS-MORSE; Horsepower: 1800.0
Propulsion: SCREW

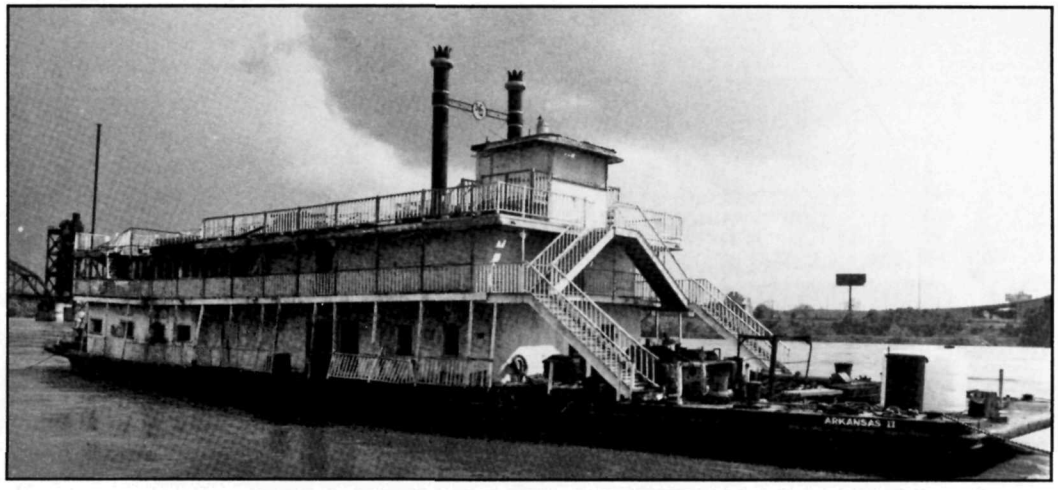
Owner: LAKE ERIE BOAT CRUISE CORPORATION
Address: C/O QRS, 1026 NIAGARA STREET
BUFFALO, NY 14213

Phone: 716-885-4600

Condition: GOOD; Original Fabric: 95%

Preservation Objective: OPERATION
Accessible:TRUE; Afloat: TRUE; Operating: TRUE

ARKANSAS II



One of the last steam-powered sternwheelers constructed by the U.S. Army Corps of Engineers, Arkansas II survives as an example of the functional workboats designed and constructed by the Corps for the purpose of maintaining the navigable inland waterways before such duties were taken over by the United States Coast Guard. (Photo courtesy Arkansas Historic Preservation Program/K. Story, 1990)

INIT #342

Current Location: NORTH LITTLE ROCK, ARKANSAS

Previous Name(s): NONE

Built in 1940 by BETHLEHEM STEEL COMPANY
Built at LEETSDALE, PENNSYLVANIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: SNAGBOAT
Original Use: SNAG REMOVAL
Present Use: LAID UP (AWAITING RESTORATION)

Masts: 0; Rigging: UNRIGGED
Length: 177.1; Beam: 38.7; Depth of Hold: 6.0
Gross Tonnage: UNKNOWN
Hull Materials: STEEL/CONCRETE; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: REMOVED/ORIG. STEAM
Propulsion: STERNWHEEL

Owner: ARKANSAS RIVERBOAT COMPANY, INC.
Address: P.O. BOX 579
NORTH LITTLE ROCK, AR 72115

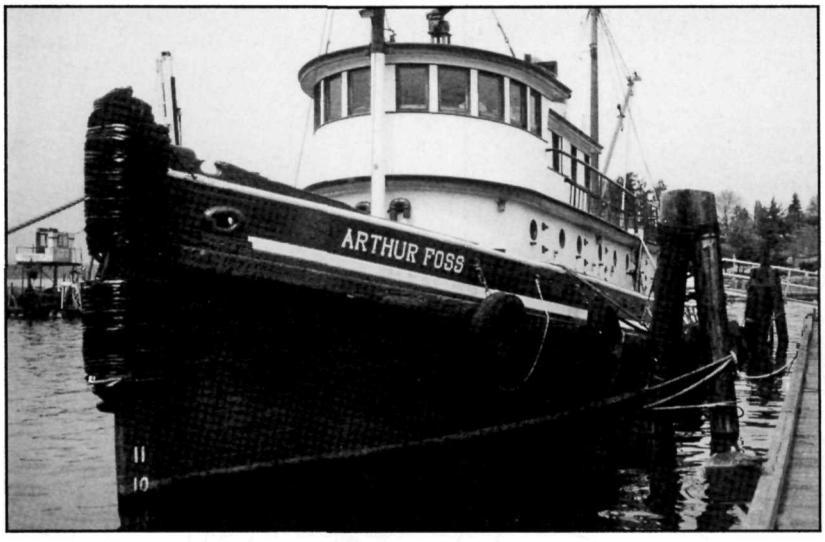
Phone: 501-376-4150

National Register Status: LISTED; Significance Level: LOCAL; Reference #90000899

Condition: GOOD; Original Fabric: 75%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

ARTHUR FOSS



The only known wooden-hulled 19th-century tugboat left afloat and in operating condition in the United States, Arthur Foss towed lumber and grain-laden square-rigged ships across the treacherous Columbia River Bar. Foss served in filming the MGM motion picture "Tugboat Annie" (1933), a film that epitomized tugboats and tugboating for a generation of Americans. Foss, while under charter to the U.S. Navy, was the last vessel to successfully escape Wake Island in January 1942, before Imperial Japanese forces attacked and captured that Pacific outpost. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #502067 INIT #8

Current Location: SEATTLE, WASHINGTON

Previous Name(s): WALLOWA (1889-1934)

Built in 1889 by WILLAMETTE SHIPBUILDING CO.
Built at PORTLAND, OREGON
Built for OREGON RAILWAY AND NAVIGATION COMPANY

Vessel Type: TUG
Original Use: TUG
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 111.6; Beam: 23.0; Depth of Hold: 11.6
Gross Tonnage: 225.0; Net: 127.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL/ORIG. STEAM; Horsepower: 700.0; Propulsion: SINGLE SCREW

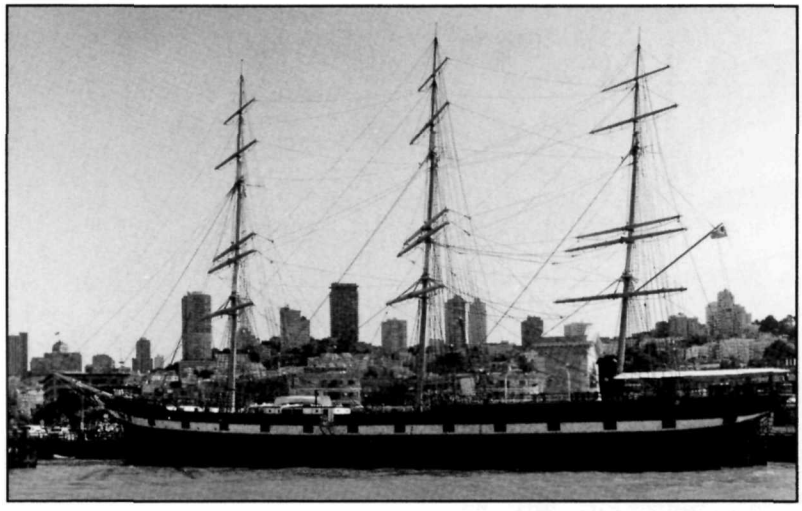
Owner: NORTHWEST SEAPORT, INC.
Address: 1002 VALLEY STREET
SEATTLE, WA 98109 Phone: 206-447-9800

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001078

Condition: GOOD; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

BALCLUTHA



Balclutha survives as the last square-rigged vessel afloat on San Francisco Bay and as one of the only two American-owned square riggers yet afloat on the Pacific Coast. Through her long life, Balclutha played an active role in the development of maritime trade and commerce in the United States, beginning with the grain trade between California and England between 1870 and 1890; the Pacific Coast lumber trade after 1899; and the Alaskan salmon trade between 1902 and 1930. (Photo courtesy NPS Historic American Engineering Record)

Official #3882 INIT #9

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): STAR OF ALASKA (1904-1933)
PACIFIC QUEEN (1933-1954)

Built in 1886 by CHARLES CONNELL AND COMPANY
Built at GLASGOW, SCOTLAND
Built for ROBERT MCMILLAN

Vessel Type: SHIP
Original Use: CARGO
Present Use: MUSEUM

Masts: 3; Rigging: SHIP
Length: 256.5; Beam: 38.6; Depth of Hold: 22.7
Gross Tonnage: 1862.0; Net: 1590.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: STEEL
Engines: N/A; Propulsion: SAIL

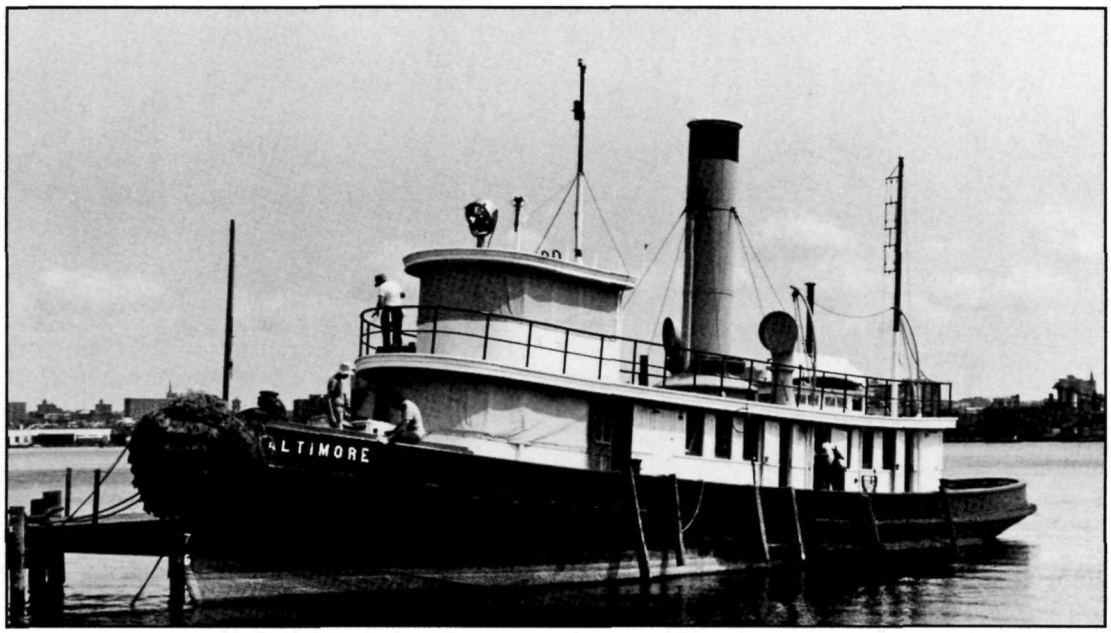
Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123 Phone: 415-556-6435

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #76000178
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #14029; Recorded by HAER

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

BALTIMORE



Until 1963, Baltimore served the City of Baltimore, moving pile drivers and barges, breaking ice, and providing tours for visitors. In 1979 she sank in 15 feet of water and was subsequently donated to the Baltimore Museum of Industry, which raised her in 1981. Through the cooperation of dedicated volunteers, generous businesses, and civic-minded organizations, she steamed again in 1989. Baltimore is the nation's oldest operating steam-powered tugboat. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #203700 INIT #10

Current Location: BALTIMORE, MARYLAND

Previous Name(s): NONE

Built in 1906 by SKINNER SHIPBUILDING
Built at BALTIMORE, MARYLAND
Built for CITY OF BALTIMORE

Vessel Type: TUG
Original Use: TUG AND VIP LAUNCH
Present Use: MUSEUM

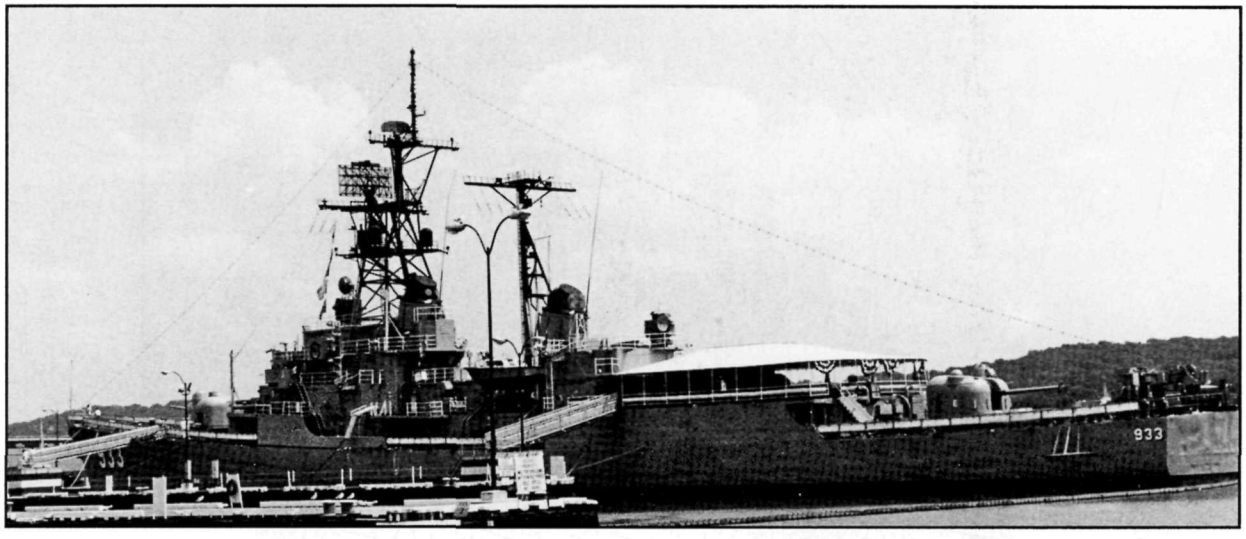
Masts: 1; Rigging: UNRIGGED
Length: 84.5; Beam: 18.6; Depth of Hold: 8.2
Gross Tonnage: 81.0; Net: 55.0
Hull Materials: STEEL; Decks: WOOD/CONCRETE; Superstructure: WOOD
Engines: STEAM; Horsepower: 330.0
Propulsion: SINGLE SCREW

Owner: BALTIMORE MUSEUM OF INDUSTRY
Address: 1415 KEY HIGHWAY
BALTIMORE, MD 21230 Phone: 301-727-4808

Condition: FAIR; Original Fabric: 85%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

BARRY



Third destroyer of the Forrest Sherman class, USS Barry is one of only three remaining Forrest Shermans. These destroyers' design incorporated the combat lessons of World War II to create sleek, versatile craft that formed the backbone of U.S. destroyer forces in Korea and Vietnam. During her 26-year career, Barry participated in numerous cruises and missions, including the U.S. blockade of Cuba during the "Cuban Missile Crisis" in October 1962, and the Vietnam War. Decommissioned in 1982, Barry was towed to the Washington Navy Yard in 1983 for public display next to the Navy Memorial Museum. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #DD-933 INIT #184

Current Location: WASHINGTON, D.C.

Previous Name(s): USS BARRY (1955-1982)

Built in 1955 by BATH IRON WORKS
Built at BATH, MAINE
Built for U.S. NAVY

Vessel Type: DESTROYER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: FORREST SHERMAN
Armament: ASROC, TWO 5-INCH/50 CALIBER GUNS, ROCKET THROWN TORPEDOES

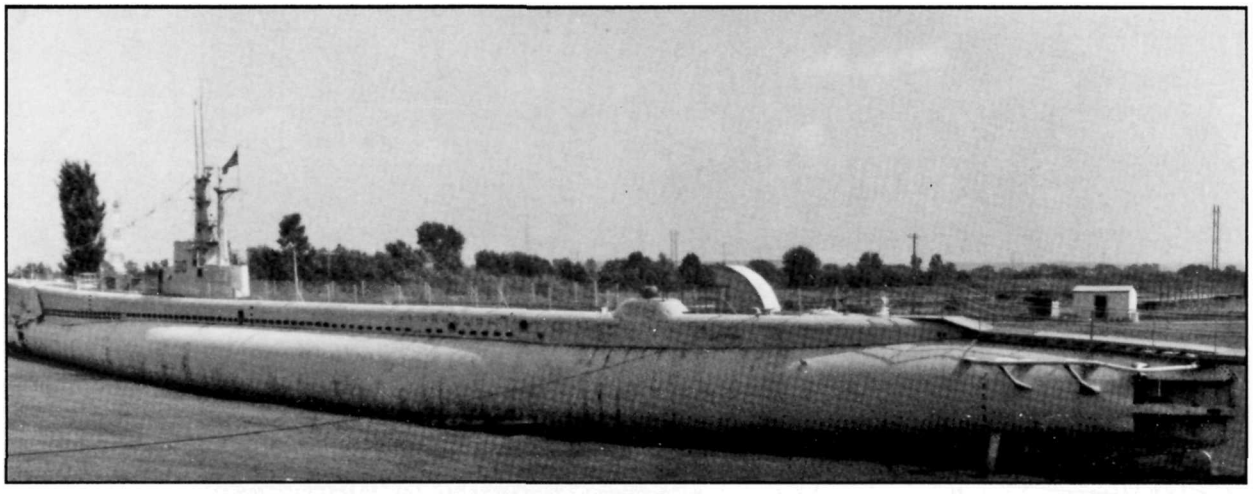
Masts: 1; Rigging: UNRIGGED
Length: 423.0; Beam: 45.2; Draft: 19.6
Displacement: 2780.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 70000.0
Propulsion: TWIN SCREW

Owner: U.S. NAVY - NAVY MEMORIAL MUSEUM
Address: WASHINGTON NAVY YARD
WASHINGTON, DC 20374 Phone: 202-433-3377

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating:FALSE

BATFISH



USS Batfish completed six war patrols and is credited with having sunk nine Japanese ships while operating east of Japan, in the Philippine Sea, Luzon Strait, and South China Sea. Batfish's sinking of two Japanese submarines is credited with strengthening hard strategies to develop "hunter-killer" submarines. (Photo courtesy Muskogee War Memorial Park, 1989)

Official #SS-310 INIT #12

Current Location: MUSKOGEE, OKLAHOMA

Previous Name(s): ACOUPA (1943)
USS BATFISH (1943-1972)

Built in 1943 by PORTSMOUTH NAVY YARD
Built at KITTERY, MAINE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: SUBMARINE
Present Use: MUSEUM
Military Vessel Class: GATO
Armament: TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.3; Depth of Hold: 16.1; Draft: 17.0
Displacement: 1526.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 1540.0
Propulsion: TWIN SCREW

Owner: MUSKEGEE WAR MEMORIAL PARK
Address: P.O. BOX 253
MUSKOGEE, OK 74401

Phone: 918-682-6294

Condition: GOOD; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

BECKY THATCHER



Former Army Corps of Engineers sternwheel river towboat and inspection steamboat, Mississippi III is one of only a handful of surviving Corps of Engineers vessels built to control America's waterways and one of only two known remaining inspection boats. Sold in 1961, her engines, boilers, and superstructure interiors were removed to become a floating restaurant and river museum at St. Louis and Hannibal, Missouri. Renamed Becky Thatcher, her main deck was converted to become a theatre with a river showboat theme. (Photo courtesy National Maritime Initiative/Kevin J. Foster, 1988)

INIT #13

Current Location: MARIETTA, OHIO

Previous Name(s): MISSISSIPPI III (1927-1966)

Built in 1927 by HOWARD SHIPYARD
Built at JEFFERSONVILLE, INDIANA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: RIVER STEAMBOAT
Original Use: INSPECTION STEAMER
Present Use: THEATRE

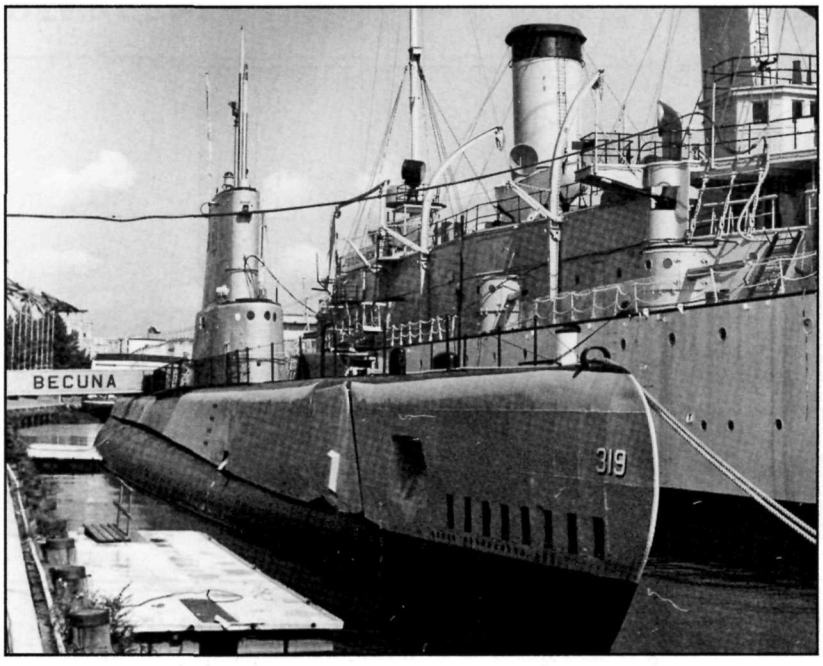
Masts: 1; Rigging: UNRIGGED
Length: 213.2; Beam: 38.0; Depth of Hold: 7.2
Gross Tonnage: 761.0; Displacement: 983.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED/ORIG. STEAM; Horsepower: 800.0; Propulsion: STERNWHEEL

Owner: OHIO SHOWBOAT DRAMA, INC.
Address: 237 FRONT STREET, BOX 572
MARIETTA, OH 45750 Phone: 614-373-6033

National Register Status: LISTED; Significance Level: STATE; Reference #83002066

Condition: GOOD; Original Fabric: 60%

Preservation Objective: ADAPTIVE USE/THEATER/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



BECUNA

Commissioned in 1944 as a standard Fleet-type Balao class submarine, Becuna served in World War II as the submarine flagship of the Pacific Fleet under the command of General Douglas MacArthur. Converted to a streamlined Fast Underwater Submarine known as a Guppy (Greater Underwater Propulsion Project) type 1A in 1951, Becuna served through the Korean and Vietnam Wars. She is currently an educational resource and tourist attraction with the cruiser Olympia at Penn's Landing. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #SS-319 INIT #14

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): USS BECUNA (1944-1969)

Built in 1944 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: BALAO
Armament: ONE 5-INCH/25 CALIBER DECK GUN, TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.2; Draft: 17.0
Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 6500.0
Propulsion: TWIN SCREW

Owner: CRUISER OLYMPIA ASSOCIATION
Address: P.O. BOX 928
PHILADELPHIA, PA 19105

Phone: 215-922-1898

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #78002458

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

BELLE OF LOUISVILLE



The sternwheel river steamboat Belle of Louisville, an operating vessel on the Ohio River, is one of only two sternwheel river passenger boats operating under steam and is the sole remaining Western Rivers day packet boat. When built, she served primarily as a ferry. In later years, she served as a day packet carrying freight and passengers, an excursion boat carrying tourists, a towboat during the Second World War, and later went tramping on nearly the entire Western Rivers system seeking excursion business. (Photo courtesy Belle of Louisville Operating Board/Lin Caufield Photographers, Inc.)

Official #212813 INIT #15

Current Location: LOUISVILLE, KENTUCKY

Previous Name(s): IDLEWILD (1914-1948)
AVALON (1948-1962)

Built in 1914 by JAMES REES AND SONS
Built at PITTSBURGH, PENNSYLVANIA
Built for WEST MEMPHIS PACKET COMPANY

Vessel Type: RIVER STEAMBOAT/DAY PACKET
Original Use: FERRY AND DAY PACKET
Present Use: EXCURSIONS

Masts: 0; Rigging: UNRIGGED
Length: 200.0; Beam: 46.0; Depth of Hold: 5.0
Gross Tonnage: 350.0; Net: 350.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: STEAM; Horsepower: 450.0
Propulsion: STERNWHEEL

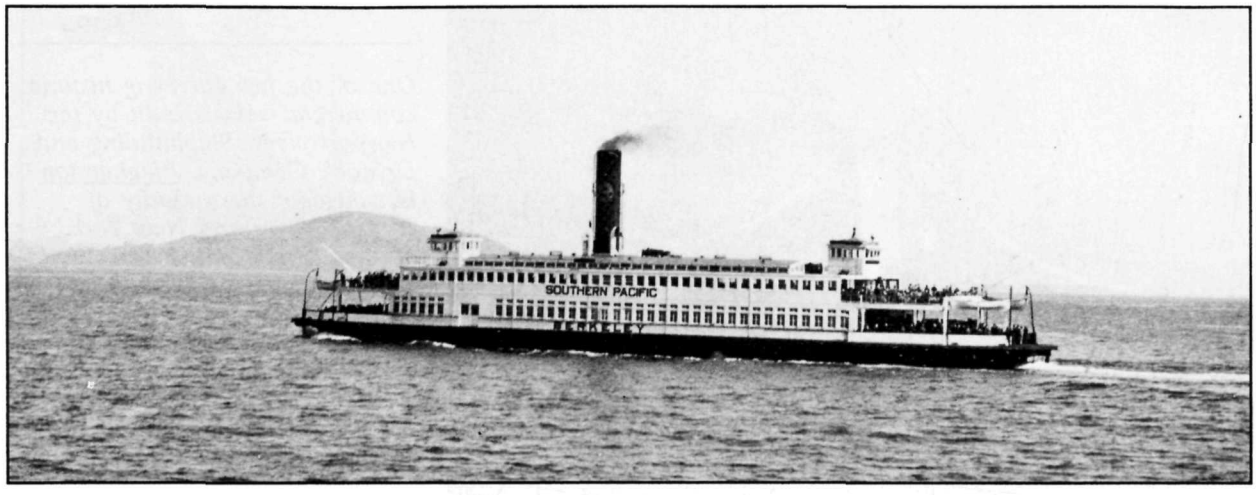
Owner: BELLE OF LOUISVILLE OPERATING BOARD
Address: 4TH AVENUE & RIVER ROAD
LOUISVILLE, KY 40202 Phone: 502-625-2355

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: LISTED; Reference #72000535

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

BERKELEY



Berkeley is the oldest essentially unmodified passenger and car ferry in the United States, and is the best example of the three surviving propeller-driven ferries of the double-ended type--the best known American ferry type. Moored on the San Diego waterfront, she serves as a floating repository for the San Diego Maritime Museum's collections. (Photo courtesy San Francisco Maritime National Historical Park/John W. Proctor, 1931)

Official #3770 INIT #16

Current Location: SAN DIEGO, CALIFORNIA

Previous Name(s): NONE

Built in 1898 by UNION IRON WORKS
Built at SAN FRANCISCO, CALIFORNIA
Built for SOUTHERN PACIFIC RAIL

Vessel Type: FERRY
Original Use: FERRY
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 261.4; Beam: 40.2; Depth of Hold: 14.1
Gross Tonnage: 1883.0; Net: 1168.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: STEEL/WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1450.0
Propulsion: TWIN SCREW (DOUBLE-ENDER)

Owner: MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
Address: 1306 NORTH HARBOR DRIVE
SAN DIEGO, CA 92101

Phone: 619-234-9153

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



BINGHAMTON

One of the few surviving historic commercial vessels built by the Newport News Shipbuilding and Drydock Company, Binghamton is typical of the majority of Hudson River and New York Harbor ferries built before World War II. The Hoboken Ferry Company operated Binghamton from the railroad terminal in Hoboken across the river to Manhattan. Her original exterior appearance has been maintained, but the interior is modified for use as a restaurant. (Bill Mitchell Photography)

Official #201734 INIT #17

Current Location: EDGEWATER, NEW JERSEY

Previous Name(s): NONE

Built in 1905 by NEWPORT NEWS SHIPBUILDING AND DRYDOCK COMPANY
Built at NEWPORT NEWS, VIRGINIA
Built for HOBOKEN FERRY COMPANY

Vessel Type: FERRY
Original Use: FERRY
Present Use: RESTAURANT

Masts: 0; Rigging: UNRIGGED
Length: 231.0; Beam: 43.3; Depth of Hold: 18.0
Gross Tonnage: 1462.0; Net: 676.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: WOOD
Engines: STEAM, DOUBLE COMPOUND; Horsepower: 1400.0
Propulsion: TWIN SCREW (DOUBLE-ENDER)

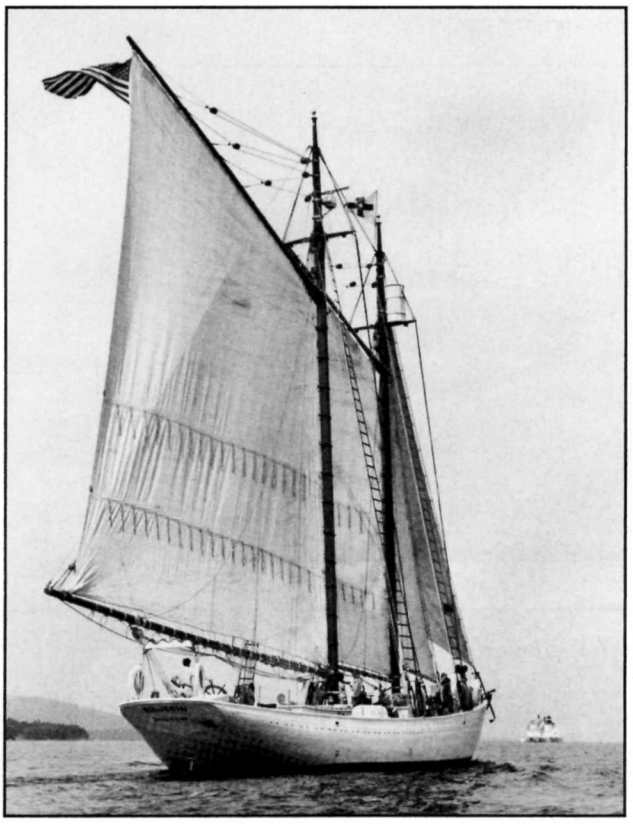
Owner: HUDSON LANDING, INC.
Address: 725 RIVER ROAD
EDGEWATER, NJ 07020

Phone: 201-941-2300

National Register Status: LISTED; Significance Level: LOCAL; Reference #82003262

Condition: GOOD; Original Fabric: 95%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



BOWDOIN

Built specifically for Arctic exploration, the auxiliary schooner Bowdoin is one of a handful of historic Arctic vessels left in the world and exemplifies the rugged conditions and the hardy navigators who braved the frozen north to unlock its secrets. Retired from her Arctic service in 1954, she sailed south to commence a new career as a museum vessel. (Photo courtesy Schooner Bowdoin Association, Inc./Alison Kuller)

Official #221251 INIT #18

Current Location: CASTINE, MAINE

Previous Name(s): USS BOWDOIN (1941-1945)

Built in 1921 by HODGDON BROTHERS
Built at EAST BOOTHBAY, MAINE
Built for DONALD B. MACMILLAN

Vessel Type: SCHOONER
Original Use: ARCTIC EXPLORATION
Present Use: SAIL TRAINING

Masts: 2; Rigging: SCHOONER
Length: 88.0; Beam: 20.2; Depth of Hold: 9.4
Gross Tonnage: 66.0; Net: 15.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 190.0
Propulsion: SINGLE SCREW

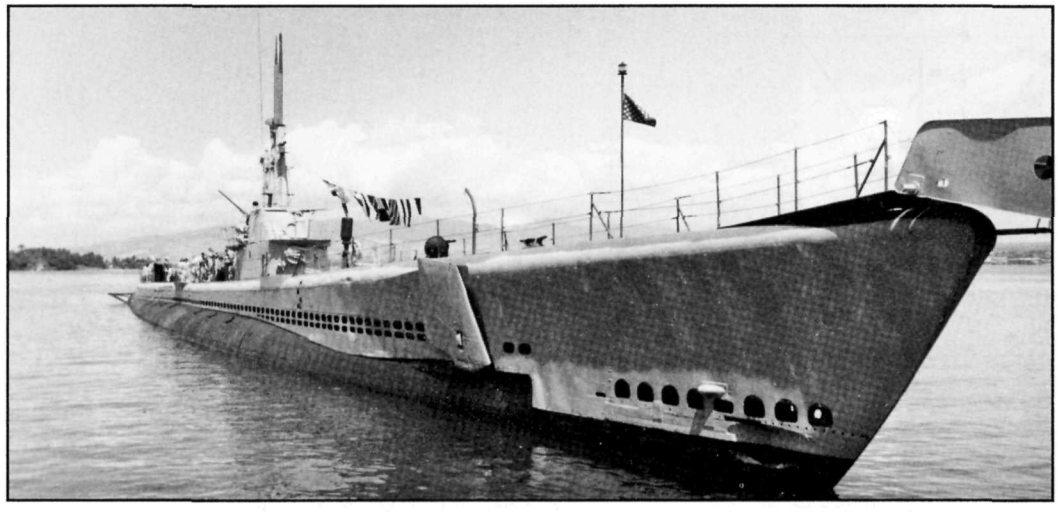
Owner: MAINE MARITIME ACADEMY
Address: CASTINE, ME 04421 Phone: 207-326-4311

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #80000411

Condition: GOOD; Original Fabric: 50%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

BOWFIN



Launched on the first anniversary of Pearl Harbor, the submarine Bowfin completed nine war patrols in two years of wartime duty. At the war's end, Bowfin left Pearl Harbor for active duty with the Atlantic Fleet. Currently moored at the Pacific Fleet Submarine Museum, Bowfin is displayed next to a new facility that includes memorabilia and artifacts from the Pacific Fleet's submarine force. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #SS-287 INIT #19

Current Location: HONOLULU, HAWAII

Previous Name(s): USS BOWFIN (1943-1971)

Built in 1943 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: BALAO
Armament: ONE 5-INCH/25 CALIBER DECK GUN, ONE 40MM GUN, TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.2; Draft: 17.0
Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 6500.0
Propulsion: TWIN SCREW

Owner: PACIFIC FLEET SUBMARINE MEMORIAL ASSN.
Address: 11 ARIZONA MEMORIAL DRIVE
HONOLULU, HI 96818 Phone: 808-423-1341

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82000149

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



BRILLIANT

Brilliant's design was based on the great schooner-yachts of the 19th century. She was used for racing and cruising except during the Second World War, when she served in the Coast Guard's Picket Patrol. She was presented to Mystic Seaport in 1952 and currently serves as a training ship in Seaport's sail education program. (Photo courtesy of Mystic Seaport Museum/Mary Ann Stets)

Official #231472 INIT #186

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): NONE

Built in 1932 by HENRY NEVINS
Built at CITY ISLAND, NEW YORK
Built for WALTER BARNHAM

Vessel Type: SCHOONER
Original Use: YACHT
Present Use: SAIL TRAINING

Masts: 2; Rigging: SCHOONER
Length: 53.0; Beam: 14.7; Depth of Hold: 9.1
Gross Tonnage: 30.0; Net: 28.0; Displacement: 42.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 97.0
Propulsion: SAIL/SINGLE SCREW

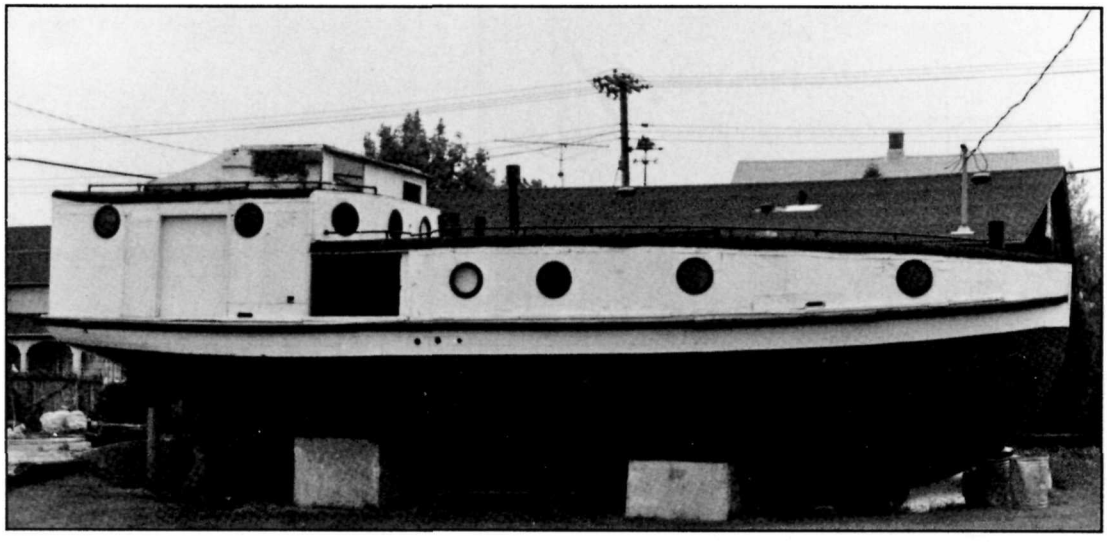
Owner: MYSTIC SEAPORT MUSEUM
Address: MYSTIC, CT 06355

Phone: 203-572-0711

Condition: GOOD; Original Fabric: 90%

Preservation Objective: MUSEUM/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

BUDDY O.



Buddy O. is a typical example of a Great Lakes "fish tug." These regionally inspired and unique craft towed nets to harvest the waters of the five lakes. (Photo courtesy National Maritime Initiative/James P. Delgado)

Official #236290 INIT #265

Current Location: TWO RIVERS, WISCONSIN

Previous Name(s): NONE

Built in 1936 by STURGEON BAY BOAT WORKS
Built at STURGEON BAY, WISCONSIN
Built for OLE OLSEN OF FRANKFORT, MICHIGAN

Vessel Type: FISH TUG
Original Use: FISHING (GILLNET)
Present Use: MUSEUM

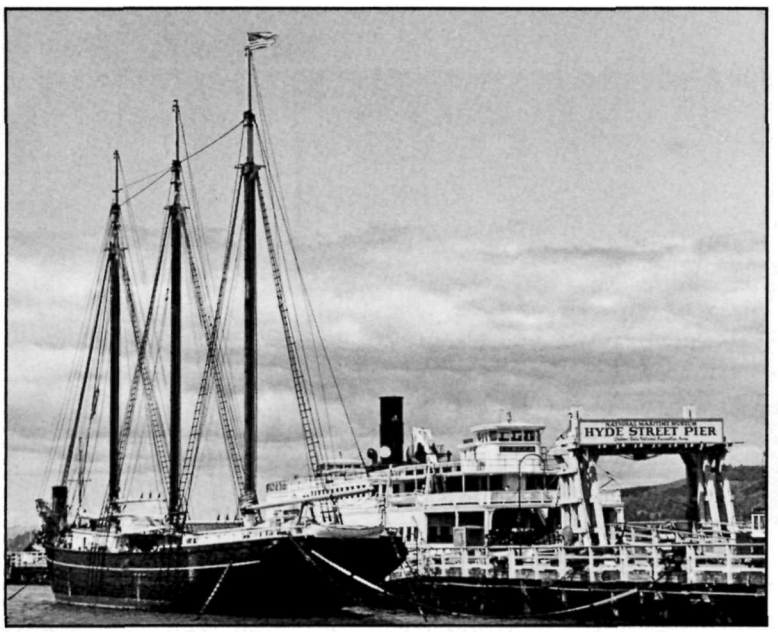
Masts: 0; Rigging: UNRIGGED
Length: 36.0; Beam: 12.0; Depth of Hold: 5.0
Gross Tonnage: 17.3; Net: 11.9
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: KAHLENBURG DIESEL; Horsepower: 45.0
Propulsion: SINGLE SCREW

Owner: ROGERS STREET FISHING VILLAGE MUSEUM
Address: P.O. BOX 33
TWO RIVERS, WI 54241

Phone: 414-794-8367

Condition: FAIR; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



C. A. THAYER

C. A. Thayer is one of two surviving examples of the sailing schooners designed specifically for use in the 19th century Pacific Coast lumber trade. After hauling lumber for 20 years, she went into the codfishing business in the Bering Sea, did service as a barge in World War II, and then worked as a fishing vessel until 1950. She is shown here with Eureka at the San Francisco Maritime National Historical Park. (Photo courtesy San Francisco Maritime National Historical Park/Richard Frear)

Official #127097 INIT #1

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): NONE

Built in 1895 by HANS D. BENDIXSEN
Built at FAIRHAVEN, CALIFORNIA
Built for E. K. WOOD LUMBER COMPANY

Vessel Type: SCHOONER
Original Use: LUMBER TRADE
Present Use: MUSEUM

Masts: 3; Rigging: SCHOONER
Length: 219.0; Beam: 36.0; Depth of Hold: 11.8
Gross Tonnage: 452.0; Net: 391.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123

Phone: 415-556-6435

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000229
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #12951; Recorded by HAER

Condition: POOR; Original Fabric: 60%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

CABOT/DEDALO



Sole survivor of the nine Independence class light carriers of World War II, the "Iron Lady" participated in some of the fiercest sea battles in the Pacific. Decommissioned in 1967, she was turned over to Spain, serving that nation as SNS Dedalo until 1989, when the Spanish Government returned the carrier as a gift. Now homeported in New Orleans, the ship is undergoing restoration and refitting as a museum vessel. (Photo courtesy U.S. Naval Institute)

Official #CVL-28 INIT #294

Current Location: NEW ORLEANS, LOUISIANA

Previous Name(s): USS CABOT (1943-1967)
SNS DEDALO (1967-1989)

Built in 1943 by NEW YORK SHIPBUILDING COMPANY
Built at CAMDEN, NEW JERSEY
Built for U.S. NAVY

Vessel Type: AIRCRAFT CARRIER (LIGHT)
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: INDEPENDENCE
Armament: TWO QUAD AND EIGHT TWIN 40MM GUNS/ORIG. THIRTY AIRCRAFT, TWENTY-TWO 20MM AND TWENTY-FOUR 40MM GUNS

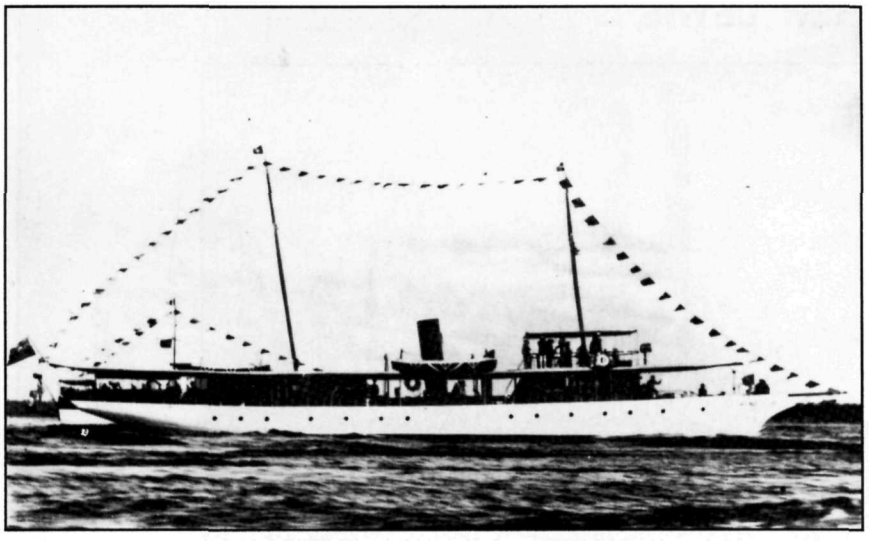
Masts: 0; Rigging: UNRIGGED
Length: 622.6; Beam: 71.6; Draft: 26.0
Displacement: 11000.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: TURBINES; Horsepower: 100000.0; Propulsion: QUAD SCREW

Owner: U.S.S. CABOT/DEDALO MUSEUM FOUNDATION
Address: P.O. BOX 6578
NEW ORLEANS, LA 70174 Phone: 504-568-9219

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #90000334

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



CANGARDA

The sole surviving American-built Edwardian-era steam luxury yacht, Cangarda served the Canadian government in cruises for visiting dignitaries. During the Second World War, Cangarda was used as an engineering training vessel by the Royal Canadian Navy on Lake Ontario. According to present plans, she is to be restored and operated as a charter vessel. (Photo courtesy Richard Reedy)

Official #127528 INIT #22

Current Location: GLOUCESTER, MASSACHUSETTS

Previous Name(s): MAGEDOMA (ca. 1905-1960)

Built in 1901 by PUSEY AND JONES
Built at WILMINGTON, DELAWARE
Built for GEORGE CANFIELD

Vessel Type: STEAM YACHT
Original Use: YACHT
Present Use: UNDER RESTORATION

Masts: 2; Rigging: UNRIGGED
Length: 130.0; Beam: 17.8; Depth of Hold: 10.4; Draft: 7.6
Gross Tonnage: 138.0; Net: 65.0; Displacement: 121.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 300.0
Propulsion: SINGLE SCREW

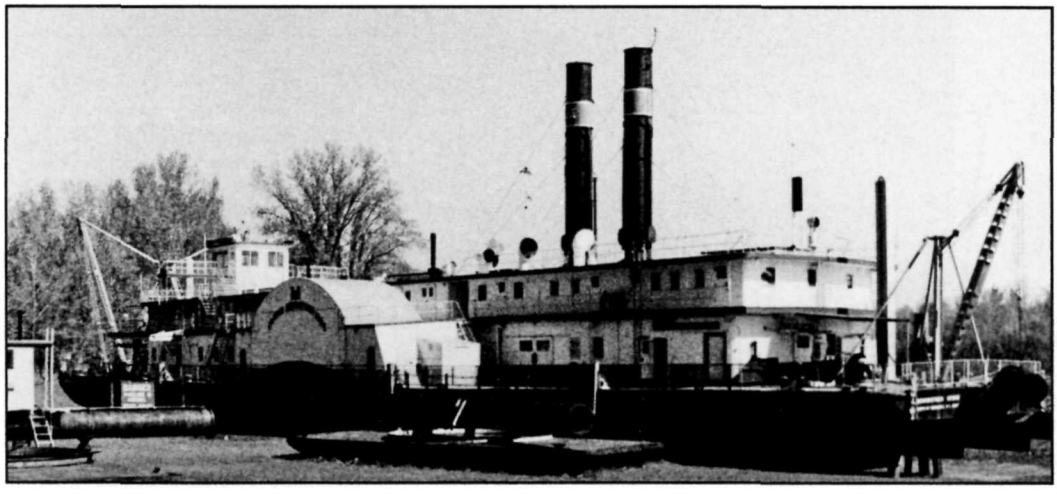
Owner: RICHARD C. REEDY
Address: FOLLY POINT
GLOUCESTER, MA 01930

Phone: 617-283-1232

Condition: FAIR; Original Fabric: 75%

Preservation Objective: OPERATION/CHARTER
Accessible: FALSE; Afloat: FALSE; Operating: FALSE

CAPTAIN MERIWETHER LEWIS



One of only a handful of surviving U.S. Army Corps of Engineers vessels built to control the Nation's inland waters, Captain Meriwether Lewis is one of the best preserved examples of an inland waters dredge in the United States. As part of a comprehensive plan by the Federal government for flood control and improved navigation on the upper reaches of the Missouri River, her unique structure was significant to the 20th century development of the river. (Photo courtesy Meriwether Lewis Foundation/1988)

INIT #24

Current Location: BROWNVILLE, NEBRASKA

Previous Name(s): NONE

Built in 1932 by MARIETTA MANUFACTURING COMPANY
Built at POINT PLEASANT, WEST VIRGINIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: SELF-PROPELLED DUSTPAN DREDGE
Original Use: DREDGE
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 268.1; Beam: 50.0; Depth of Hold: 8.6
Displacement: 1456.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: STEAM, 2 DOUBLE COMPOUND; Horsepower: 1600.0
Propulsion: SIDEWHEEL

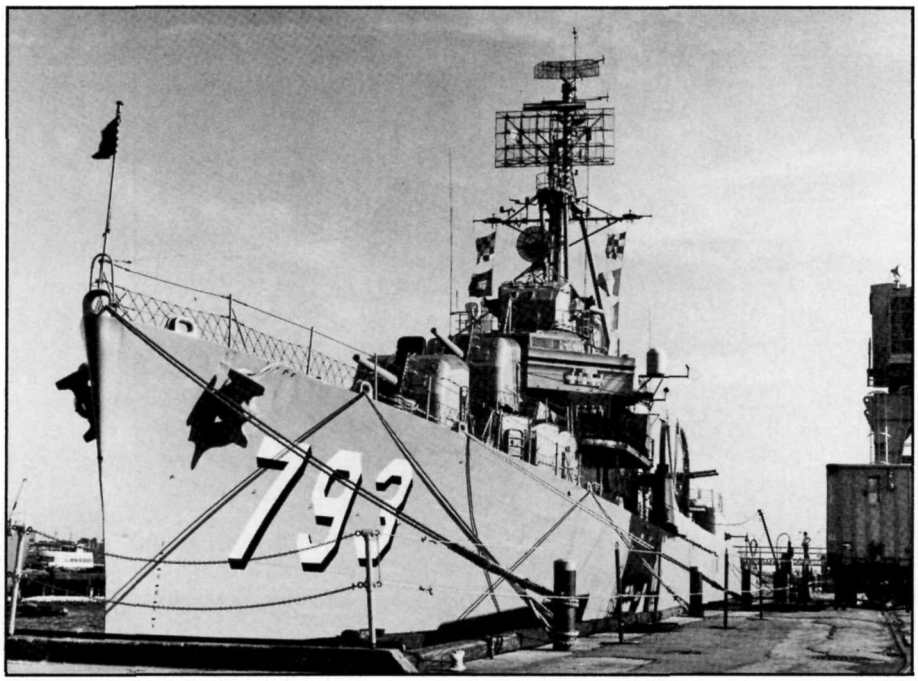
Owner: MERIWETHER LEWIS FOUNDATION
Address: C/O PERU STATE COLLEGE
PERU, ME 68421

Phone: 402-825-3341

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #77000833

Condition: GOOD; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



CASSIN YOUNG

Representative of the Fletcher class destroyers, Cassin Young was built by the Boston Navy Yard and exemplifies the intense military-industrial effort on the home front during World War II. She was the target of the last Kamikaze attack of World War II. She is shown here at her berth at the Charlestown Navy Yard. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #DD-793 INIT #25

Current Location: BOSTON, MASSACHUSETTS

Previous Name(s): USS CASSIN YOUNG (1943-PRESENT)

Built in 1943 by BETHLEHEM STEEL CORPORATION
Built at SAN PEDRO, CALIFORNIA
Built for U.S. NAVY

Vessel Type: DESTROYER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: FLETCHER
Armament: FIVE 5-INCH/38 CALIBER GUNS, FIVE 21-INCH TORPEDO TUBES, ANTIAIRCRAFT GUNS

Masts: 1; Rigging: UNRIGGED
Length: 376.5; Beam: 39.7; Depth of Hold: 17.7; Draft: 18.0
Gross Tonnage: 2050.0; Displacement: 2325.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 60000.0
Propulsion: TWIN SCREW

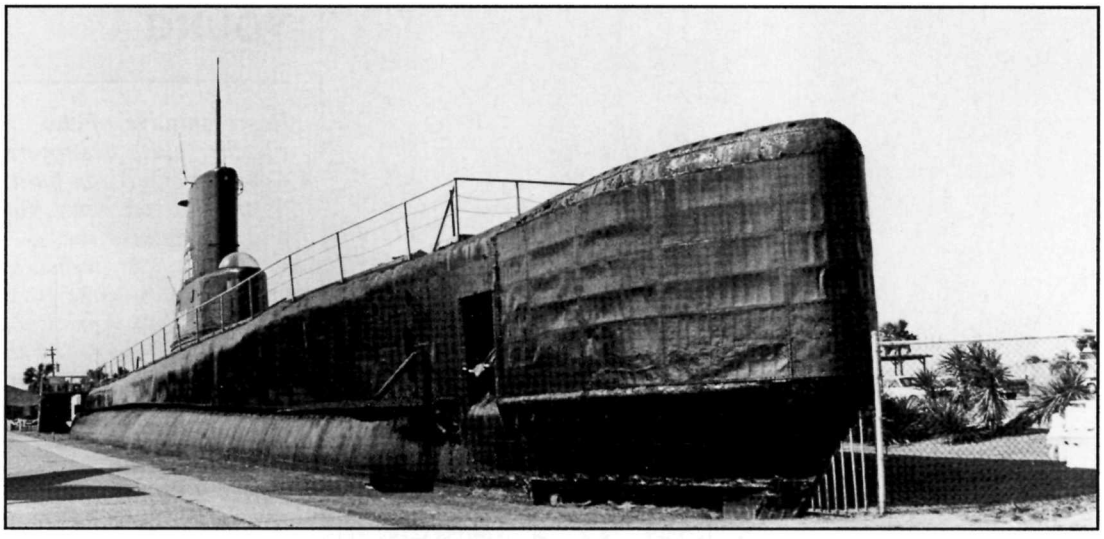
Owner: NATIONAL PARK SERVICE
Address: CHARLESTOWN NAVY YARD
BOSTON, MA 02129 Phone: 617-242-5644

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000084
NATIONAL PARK SERVICE; Park: BOST; LCS ID #40088

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

CAVALLA



During her service in the Pacific, the World War II submarine Cavalla completed six war patrols, logged 90,000 miles, made 570 dives, and sank 34,180 tons of enemy shipping, including the Japanese aircraft carrier Shokaku. She is currently part of the Seawolf Memorial Exhibit along the Galveston Harbor. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #AGSS-244 INIT #26

Current Location: GALVESTON, TEXAS

Previous Name(s): USS CAVALLA (1942-1969)

Built in 1942 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GATO/SSK
Armament: ONE 5-INCH/51 CALIBER DECK GUN, TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.7; Beam: 27.2; Draft: 17.0
Displacement: 1526.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 6500.0
Propulsion: TWIN SCREW

Owner: U.S. SUBMARINE VETERANS OF WWII, INC.
Address: MOODY CIVIC CENTER, 21ST & BEACH
GALVESTON, TX 77550

Phone: 409-744-5738

Condition: POOR; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

CG 52302D



CG 52302D was operated on Lake Champlain by the U.S. Coast Guard as an aids to navigation vessel from 1945 to 1980. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

INIT #251

Current Location: BASIN HARBOR, VERMONT

Previous Name(s): NONE

Built in 1944 by COAST GUARD SHIPYARD
Built at CURTIS BAY, MARYLAND
Built for U.S. COAST GUARD

Vessel Type: 52-FOOT BUOY BOAT
Original Use: BUOY TENDER
Present Use: MUSEUM

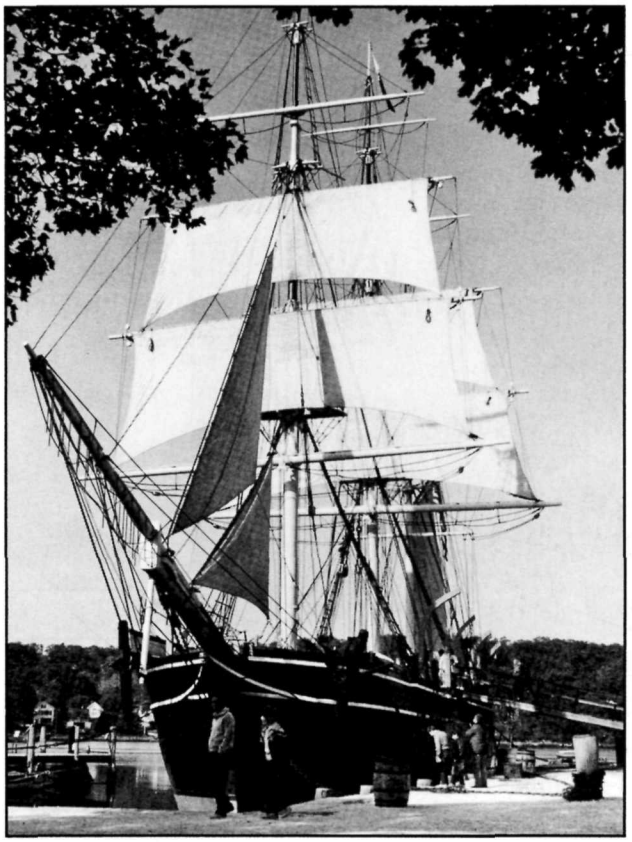
Masts: 0; Rigging: UNRIGGED
Length: 52.4; Beam: 15.6; Draft: 4.3
Displacement: 35.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED/ORIG. ONE BUDA LATHROP DIESEL; Horsepower: 120.0
Propulsion: SINGLE SCREW

Owner: LAKE CHAMPLAIN MARITIME MUSEUM
Address: BASIN HARBOR, VT 05491

Phone: 802-475-2317

Condition: POOR; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



CHARLES W. MORGAN

Last survivor of the 19th-century wooden-hulled whaling vessels, Charles W. Morgan sailed in pursuit of whales for almost 80 years. Thirty-seven voyages after her launching, Morgan was retired in 1921. She was brought to Mystic Seaport in 1941 where she was studied, maintained, and completely restored. Relaunched in 1974, she can now be toured as a floating exhibit. (Photo courtesy Mystic Seaport/Mary Ann Stets)

Official #5380 INIT #27

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): NONE

Built in 1841 by JETHRO AND ZACHARIAH HILLMAN
Built at FAIRHAVEN, MASSACHUSETTS
Built for CAPTAIN CHARLES W. MORGAN

Vessel Type: BARK
Original Use: WHALING
Present Use: MUSEUM

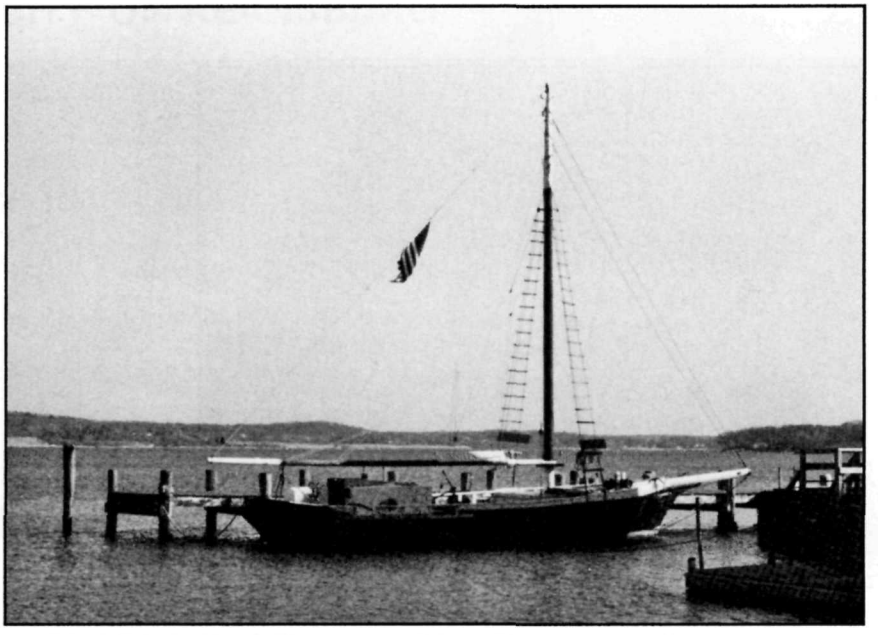
Masts: 3; Rigging: BARK/ORIG. SHIP
Length: 105.6; Beam: 27.7; Depth of Hold: 17.6
Gross Tonnage: 313.0; Net: 298.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: MYSTIC SEAPORT MUSEUM
Address: MYSTIC, CT 06355 Phone: 203-572-0711

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000804

Condition: GOOD; Original Fabric: 40%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



CHRISTEEN

The oyster dredge sloop was developed as a result of the need for a specialized workboat adaptable to the Long Island Sound oyster beds. Christeen, typical of this vessel type, is the oldest of two remaining examples of these regionally designed workboats. Currently docked as a public display at the Connecticut River Museum, she is being restored to serve as a traveling classroom and laboratory. (Photo courtesy Tradewinds Education Network, Inc.)

Official #126208 INIT #323

Current Location: ESSEX, CONNECTICUT

Previous Name(s): NONE

Built in 1883 by GLENWOOD MARINE
Built at GLENWOOD LANDING, LONG ISLAND, NEW YORK
Built for WILLIAM W. SMITH

Vessel Type: SLOOP
Original Use: OYSTER DREDGING
Present Use: EXHIBIT/UNDER RESTORATION

Masts: 1; Rigging: SLOOP
Length: 38.4; Beam: 15.1; Depth of Hold: 3.9; Draft: 3.0
Gross Tonnage: 12.0; Net: 11.0; Displacement: 11.0
Hull Materials: WOOD/OAK; Decks: WOOD/PINE; Superstructure: WOOD/OAK
Engines: N/A
Propulsion: SAIL

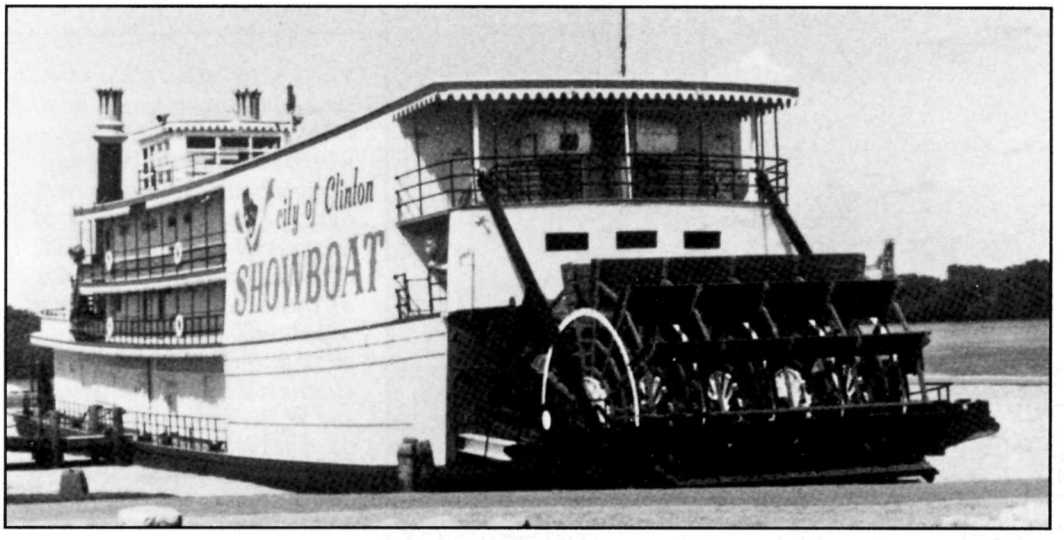
Owner: TRADEWINDS EDUCATION NETWORK, INC.
Address: P.O. BOX 642
ESSEX, CT 06426

Phone: 203-434-3890

Condition: FAIR; Original Fabric: 80%

Preservation Objective: OPERATION/FLOATING EXHIBIT/SAIL TRAINING
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

CITY OF CLINTON



Built as Omar, City of Clinton pushed barges up and down the Ohio River for 25 years. In 1962, she was presented to the State of West Virginia for use in its centennial celebration. Converted from a tug to a showboat, renamed Rhododendron, she was purchased by the City of Clinton in 1966. She currently entertains the public with plays in the summertime and provides a focal point for the Riverview Park near the Mississippi River. (Photo courtesy City of Clinton Department of Parks and Recreation)

Official #235123 INIT #131

Current Location: CLINTON, IOWA

Previous Name(s): OMAR (1936-1962)
RHODODENDRON (1962-1979)

Built in 1936 by DRAVO CONTRACTING COMPANY
Built at PITTSBURGH, PENNSYLVANIA
Built for OHIO RIVER COMPANY

Vessel Type: TOWBOAT
Original Use: TOWBOAT
Present Use: MUSEUM/THEATRE

Masts: 0; Rigging: UNRIGGED
Length: 171.4; Beam: 34.6; Depth of Hold: 7.0
Gross Tonnage: 581.0; Net: 398.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM; Horsepower: 1000.0
Propulsion: STERNWHEEL

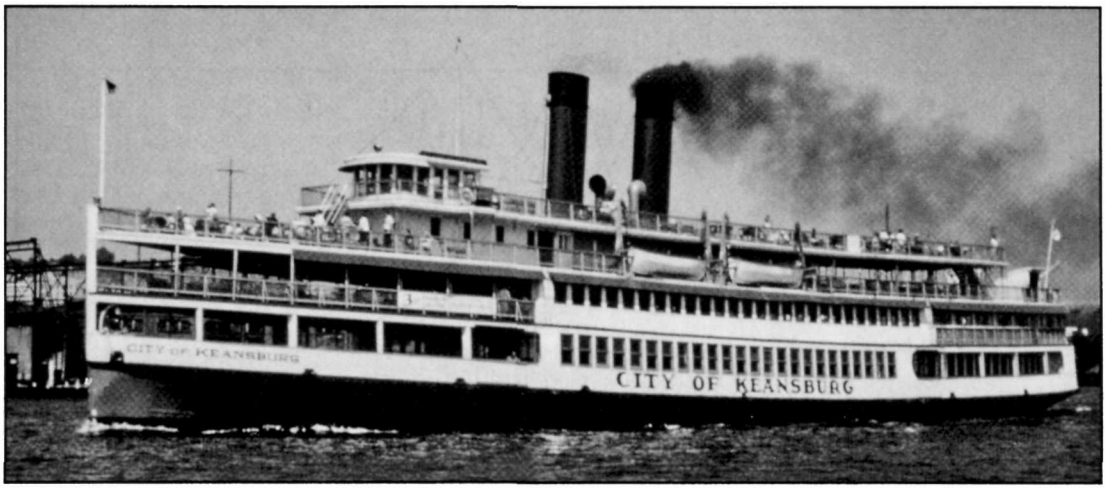
Owner: CITY OF CLINTON DEPT. OF PARKS & REC.
Address: 1401 - 11TH AVENUE NORTH
CLINTON, IA 52732

Phone: 319-243-1260

Condition: GOOD; Original Fabric: 80%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

CITY OF KEANSBURG



A classic example of the East Coast excursion steamboat, City of Keansburg sailed thrice daily from Battery Park to Keansburg on the Jersey shore in lower New York bay from 1926 to the 1960s. She is now laid up in Florida. (Photo courtesy McAllister Steamboat Company)

Official #225904 INIT #29

Current Location: PALATKA, FLORIDA

Previous Name(s): NONE

Built in 1926 by HARRY A. MARVEL COMPANY
Built at NEWBURGH, NEW YORK
Built for KEANSBURG STEAMBOAT COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: EXCURSIONS
Present Use: LAID UP (AWAITING RESTORATION)

Masts: 0; Rigging: UNRIGGED
Length: 231.0; Beam: 43.0; Depth of Hold: 12.0
Gross Tonnage: 1037.0; Net: 551.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD
Engines: STEAM, TWIN TRIPLE EXPANSION; Horsepower: 2800.0
Propulsion: TWIN SCREW

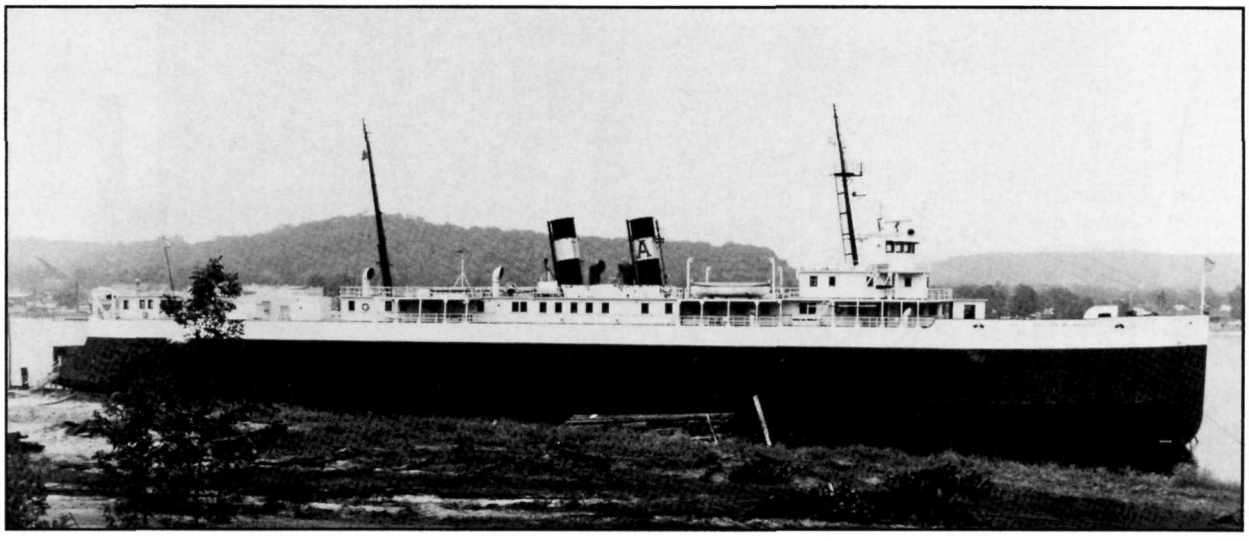
Owner: MCALLISTER STEAMBOAT COMPANY
Address: 17 BATTERY PLACE
NEW YORK, NY 10004

Phone: 212-269-3200

Condition: FAIR; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

CITY OF MILWAUKEE



Involved in crosslake train car ferry service all of her working life (1931-1982), City of Milwaukee is the sole surviving example of a pre-1940 "classic" period Great Lakes car ferry. She is presently docked at the Marine Terminal Railyard of the Ann Arbor Railroad where crosslake ferry service began nearly 100 years ago. Shown here as she appeared when built, the vessel has not undergone any major modifications. (Photo courtesy Association for the Preservation of the City of Milwaukee)

Official #230448 INIT #209

Current Location: ELBERTA, MICHIGAN

Previous Name(s): NONE

Built in 1931 by MANITOWOC SHIP BUILDING COMPANY
Built at MANITOWOC, WISCONSIN
Built for GRAND TRUNK MILWAUKEE CARFERRY COMPANY

Vessel Type: GREAT LAKES CAR FERRY
Original Use: GREAT LAKES CAR FERRY
Present Use: MUSEUM (PROPOSED)

Masts: 2; Rigging: UNRIGGED
Length: 347.9; Beam: 56.2; Depth of Hold: 19.2; Draft: 12.0
Gross Tonnage: 2942.0; Net: 1488.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, TRIPLE EXPANSION RECIPROCATING; Horsepower: 1350.0
Propulsion: TWIN SCREW

Owner: SOCIETY FOR THE PRESERVATION OF S.S. CITY OF MILWAUKEE
Address: P.O. BOX 389
FRANKFORT, MI 49635 Phone: 616-352-7251

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

CITY OF NORFOLK

Operating as an oyster dredge until 1970, George W. Collier was restored in 1970 and renamed Allegheny after her new owners in 1971. She served that company as an ambassador of good will until 1978. Currently under restoration, City of Norfolk will operate as a sea scouts sail training vessel and as her namesake's city ambassador.

Official #86530 INIT #334

Current Location: NORFOLK, VIRGINIA

Previous Name(s): GEORGE W. COLLIER (1900-1971)
ALLEGHENY (1971-1978)

Built in 1900 by UNKNOWN
Built at DEAL ISLAND
Built for UNKNOWN

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: LAID UP/PLANS FOR RESTORATION

Masts: 1; Rigging: SLOOP
Length: 45.5; Beam: 15.2; Depth of Hold: 3.5
Gross Tonnage: 9.0; Net: 9.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: CITY OF NORFOLK
Address: BUILDING 600, SUITE 304
645 CHURCH STREET
NORFOLK, VA 23510

Phone: 804-441-2222

Condition: POOR; Original Fabric: UNKNOWN

Preservation Objective: OPERATION/SAIL TRAINING/CITY AMBASSADOR
Accessible: FALSE; Afloat: FALSE; Operating: FALSE



CITY OF OAKLAND

A well-preserved, largely unaltered example of a World War II-era naval service craft, City of Oakland is the only known surviving yard craft that was present at Pearl Harbor during the Japanese attack on December 7, 1941. (Photo courtesy Port of Oakland)

Official #YTB-146 INIT #228

Current Location: OAKLAND, CALIFORNIA

Previous Name(s): HOGA (1940-1948)

Built in 1940 by CONSOLIDATED SHIPBUILDING CORPORATION
Built at MORRIS HEIGHTS, NEW YORK
Built for U.S. NAVY

Vessel Type: TUG/YARD TUG, LARGE
Original Use: FIRE FIGHTING HARBOR TUG
Present Use: FIRE FIGHTING

Masts: 0; Rigging: UNRIGGED
Length: 100.0; Beam: 28.0
Displacement: 325.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 1300.0
Propulsion: SINGLE SCREW

Owner: PORT OF OAKLAND
Address: 66 JACK LONDON SQUARE
OAKLAND, CA 94607

Phone: 415-444-3188

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001429

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



CLAMAGORE

Clamagore was a typical World War II "fleet boat" built as part of the major submarine construction program that followed the Japanese attack on Pearl Harbor. Arriving too late to serve in combat in World War II, Clamagore was modified in 1947 and again in 1962 into a Fram II/Guppy III submarine. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #SS-343 INIT #30

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): USS CLAMAGORE (1945-1975)

Built in 1945 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: BALAO/GUPPY III
Armament: TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 325.6; Beam: 27.2; Draft: 17.0
Displacement: 1800.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/FIBERGLASS
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

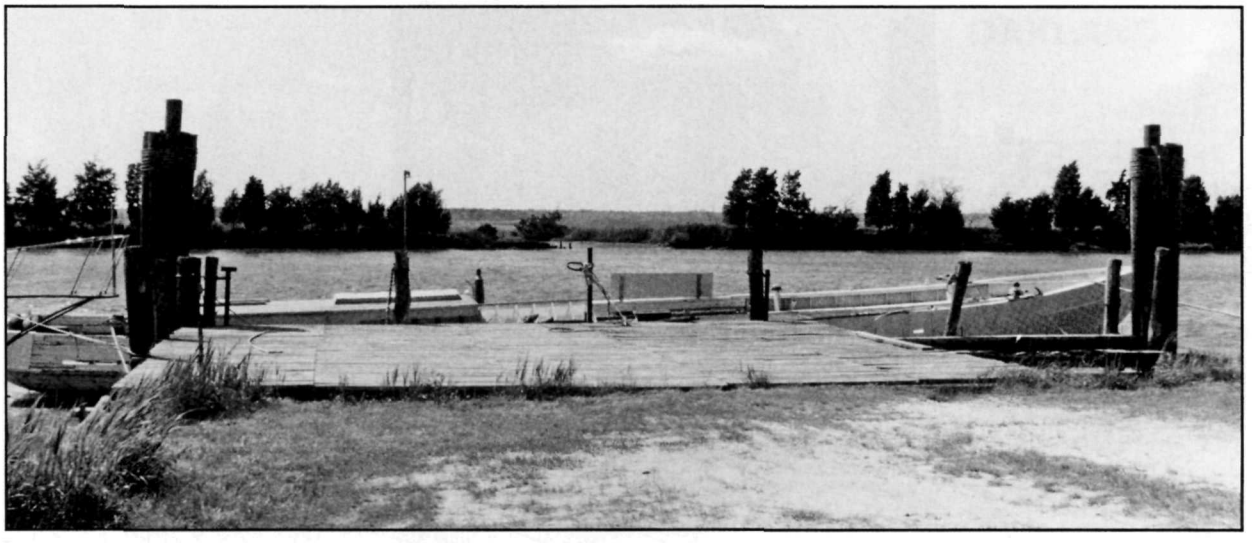
Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY
Address: 40 PATRIOT'S POINT ROAD
MT. PLEASANT, SC 29464 Phone: 803-884-2727

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001229

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

CLYDE A. PHILLIPS



A former oyster schooner, Clyde A. Phillips is being restored to her original appearance for educational use on the Delaware Bay. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #227932 INIT #300

Current Location: LEESBURG, NEW JERSEY

Previous Name(s): A. J. MEERWALD (1928-ca. 1950)

Built in 1928 by STILLMAN BROTHERS SHIPYARD
Built at DORCHESTER, MASSACHUSETTS
Built for A. J. MEERWALD

Vessel Type: SCHOONER
Original Use: OYSTERING
Present Use: UNDER RESTORATION

Masts: 0; Rigging: SCHOONER
Length: 76.3; Beam: 22.1; Depth of Hold: 6.3
Gross Tonnage: 57.0; Net: 46.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 100.0
Propulsion: SAIL/SINGLE SCREW

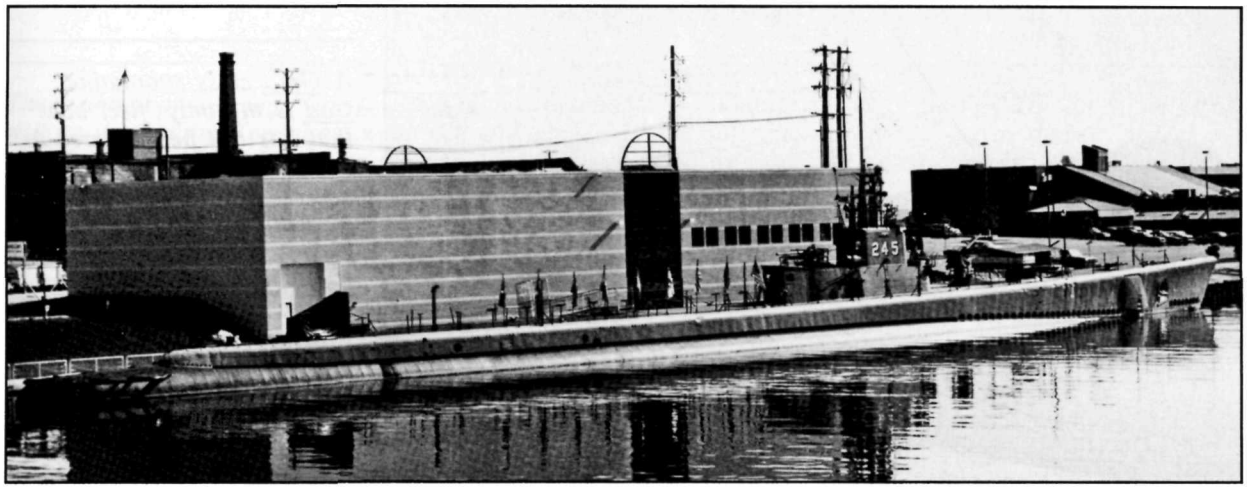
Owner: CLYDE A. PHILLIPS PROJECT
Address: BOX 57
DORCHESTER, NJ 08316

Phone: 609-785-2060

Condition: FAIR; Original Fabric: 70%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

COBIA



Representative of the Gato class of submarines, USS Cobia earned four battle stars and is credited with sinking six Japanese vessels totalling 16,835 tons. Cobia was placed on display at the Manitowoc Maritime Museum and dedicated by the people of Wisconsin in 1970 as an international memorial to submariners throughout the world. (Photo courtesy Manitowoc Maritime Museum)

Official #AGSS-245 INIT #32

Current Location: MANITOWOC, WISCONSIN

Previous Name(s): USS COBIA (1943-1970)

Built in 1943 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GATO
Armament: ONE 3-INCH/50 CALIBER GUN, ONE 20MM AND ONE 40MM GUN, TEN 21-INCH TORPEDO TUBES

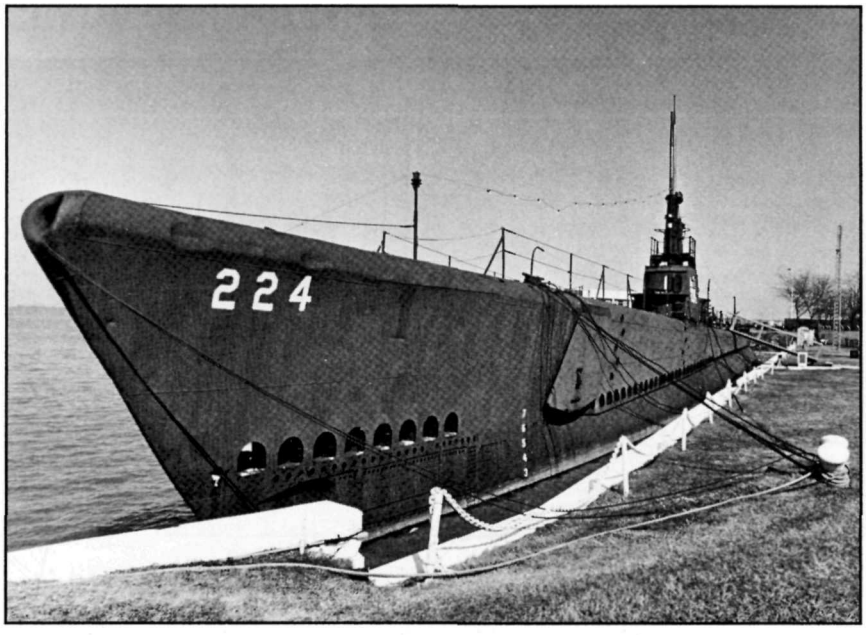
Masts: 0; Rigging: UNRIGGED
Length: 311.9; Beam: 27.3; Depth of Hold: 27.2; Draft: 15.3
Displacement: 1526.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

Owner: MANITOWOC MARITIME MUSEUM
Address: 75 MARITIME DRIVE
MANITOWOC, WI 54220 Phone: 414-684-0218

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000087

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



COD

A Gato class submarine, Cod is the only "fleet boat" that has not been altered to accommodate civilian visitor access. During World War II, Cod operated out of Australia and the Philippines. After the war she was laid up until the Korean War, when she operated with the Royal Canadian Navy. She later served as a training platform for submarine reservists at Cleveland. (Photo courtesy Cleveland Coordinating Committee for Cod/Donald A. Gairing, 1985)

Official #SS-224 INIT #33

Current Location: CLEVELAND, OHIO

Previous Name(s): USS COD (1943-1976)

Built in 1943 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GATO
Armament: ONE 5-INCH/51 CALIBER GUN, ONE 20MM AND 40MM GUN, TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.2; Draft: 17.0
Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

Owner: GREAT LAKES HISTORICAL SOCIETY
Address: 480 MAIN STREET
VERMILION, OH 44089

Phone: 216-967-3467

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000088

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

COL. D. D. GAILLARD

The steam dipper-dredge Col D. D. Gaillard was built to maintain the huge port of Duluth-Superior as well as the nearby Keweenaw waterway and other Federal navigation projects. As a "dipper," the dredge was capable of working in sand, silt, or rock. She was assisted by two scows, which carted away the dredged material, and a tug which moved them.

INIT #220

Current Location: SUPERIOR, WISCONSIN

Previous Name(s): NONE

Built in 1916 by HARTMANN-GREILING COMPANY
Built at GREEN BAY, WISCONSIN
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: DIPPER DREDGE
Original Use: DREDGE
Present Use: MUSEUM (PROPOSED)

Masts: 0; Rigging: UNRIGGED
Length: 116.0; Beam: 40.0; Depth of Hold: 11.5
Displacement: 712.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: N/A
Propulsion: TOWED

Owner: HEAD OF THE LAKES MARITIME SOCIETY
Address: P.O. BOX 775
SUPERIOR, WI 54880

Phone: 715-392-5742

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

COLUMBIA



The steamer Columbia represents the typical propeller-driven excursion steamer of the turn of the century. A type once found in many parts of the country, Columbia, and her running-mate, Ste. Claire, are the last operating representatives. She now travels the Detroit River between Canada and the United States, carrying visitors to Boblo Island Amusement Park. (Photo courtesy Burton Historical Collection, Detroit Public Library/circa 1905)

Official #127665 INIT #35

Current Location: DETROIT, MICHIGAN

Previous Name(s): NONE

Built in 1902 by DETROIT SHIPBUILDING COMPANY
Built at WYANDOTTE, MICHIGAN
Built for DETROIT BELLE ISLE & WINDSOR FERRY COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER CRUISES
Present Use: PASSENGER CRUISES

Masts: 0; Rigging: UNRIGGED
Length: 200.0; Beam: 45.0; Depth of Hold: 18.0; Draft: 12.0
Gross Tonnage: 968.0; Net: 549.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 2000.0
Propulsion: SINGLE SCREW

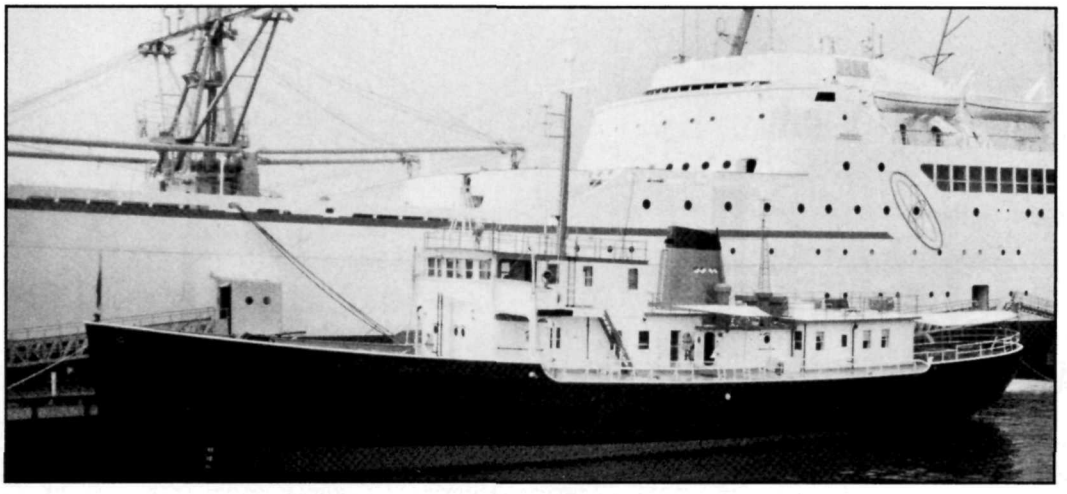
Owner: INTERNATIONAL SHIPPING COMPANY
Address: 4401 WEST JEFFERSON
DETROIT, MI 48209 Phone: 313-843-8800

National Register Status: LISTED; Significance Level: NATIONAL; Reference #79001171

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION/PASSENGER CRUISES
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

COMANCHE



Built with Public Works Administration (PWA) funds, Comanche operated her first six years on New York's Hudson River, breaking light ice during the winter months. She was turned over to the U.S. Navy in 1941 to operate between Boston and Greenland on weather patrol and as a convoy escort. After 13 subsequent years of government service, Comanche was renamed Virginia Pilot and operated continuously as a pilot boat in Hampton Roads, Virginia, from 1949 to 1983. Moored as a museum vessel at Patriot's Point, she is "up for adoption." (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #WPG-76 INIT #36

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): VIRGINIA PILOT (1949-1983)

Built in 1934 by PUSEY AND JONES COMPANY
Built at WILMINGTON, DELAWARE
Built for U.S. COAST GUARD

Vessel Type: PILOT BOAT/ORIG. CUTTER
Original Use: COAST GUARD CUTTER
Present Use: MUSEUM
Military Vessel Class: ALGONQUIN
Armament: N/A

Masts: 0; Rigging: UNRIGGED
Length: 165.0; Beam: 36.2; Depth of Hold: 14.0; Draft: 0.0
Gross Tonnage: 794.0; Net: 539.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ORIG. STEAM TURBINE; Horsepower: 1500.0
Propulsion: TWIN SCREW

Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY
Address: 40 PATRIOT'S POINT ROAD
MT. PLEASANT, SC 29464

Phone: 803-884-2727

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

COMMANDER



A rare, intact operating example of the small wooden passenger vessels which were common in the late 19th and early 20th centuries along the inland waterways of New York State. After what is believed to be the longest uninterrupted service by an excursion boat, Commander was purchased by a group of citizens, restored, and placed in operation on the Hudson River, offering excursion trips to school children, senior citizens, civic groups, and others. (Photo courtesy Hudson Highlands Cruises & Tours, Inc.)

Official #215241 INIT #215

Current Location: HAVERSTRAW, NEW YORK

Previous Name(s): NONE

Built in 1917 by BEELE WALLACE COMPANY
Built at MOREHEAD CITY, NORTH CAROLINA
Built for ROCKAWAY BOAT LINE

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER VESSEL
Present Use: EXCURSIONS

Masts: 0; Rigging: UNRIGGED
Length: 60.9; Beam: 24.4; Depth of Hold: 4.9
Gross Tonnage: 14.0; Net: 10.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL/ORIG. GAS; Horsepower: 150.0
Propulsion: SINGLE SCREW

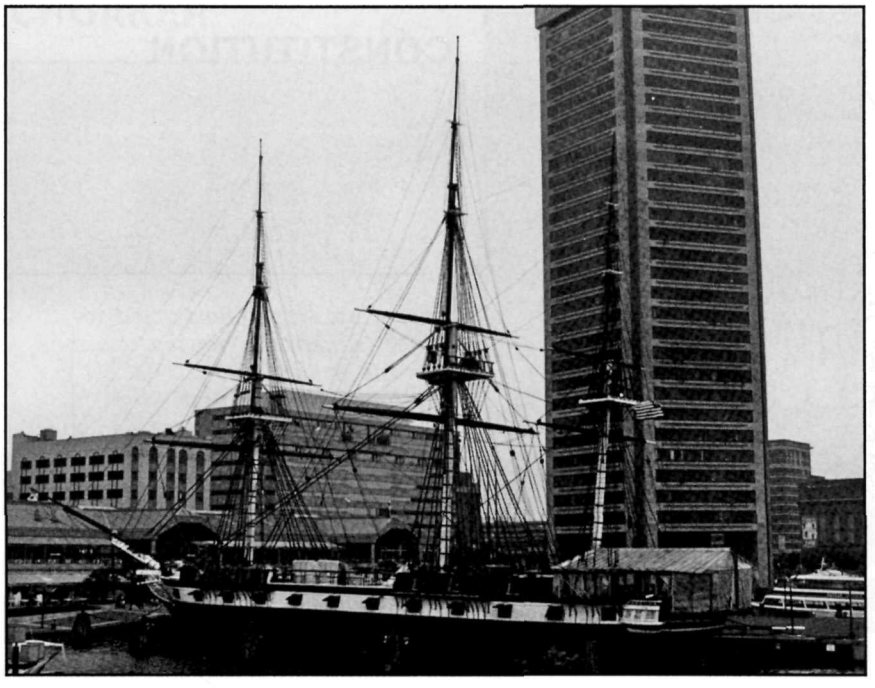
Owner: HUDSON HIGHLANDS CRUISE & TOURS, INC.
Address: P.O. BOX 265
HIGHLAND FALLS, NY 10928

Phone: 914-446-7171

National Register Status: LISTED; Significance Level: LOCAL; Reference #84002951

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



CONSTELLATION

One of the first frigates of the fledgling U.S. Navy, the "Yankee Racehorse" quickly proved her capabilities in battle against the French in the Atlantic during the Quasi War with France (1798-1800). After a long and illustrious career, which included several rebuildings, the vessel was laid up. She is currently moored in Baltimore's Inner Harbor, where she is undergoing restoration. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

INIT #37

Current Location: BALTIMORE, MARYLAND

Previous Name(s): USF CONSTELLATION

Built in 1797 by DAVID STODDER
Built at FELL'S POINT, BALTIMORE, MARYLAND
Built for U.S. NAVY

Vessel Type: FRIGATE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: UNITED STATES
Armament: TWELVE 24-POUNDER CARRONADES, TWENTY-FOUR 18-POUNDERS

Masts: 3; Rigging: SHIP
Length: 176.0; Beam: 40.6; Draft: 13.6
Displacement: 1278.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: N/A
Engines: N/A
Propulsion: SAIL

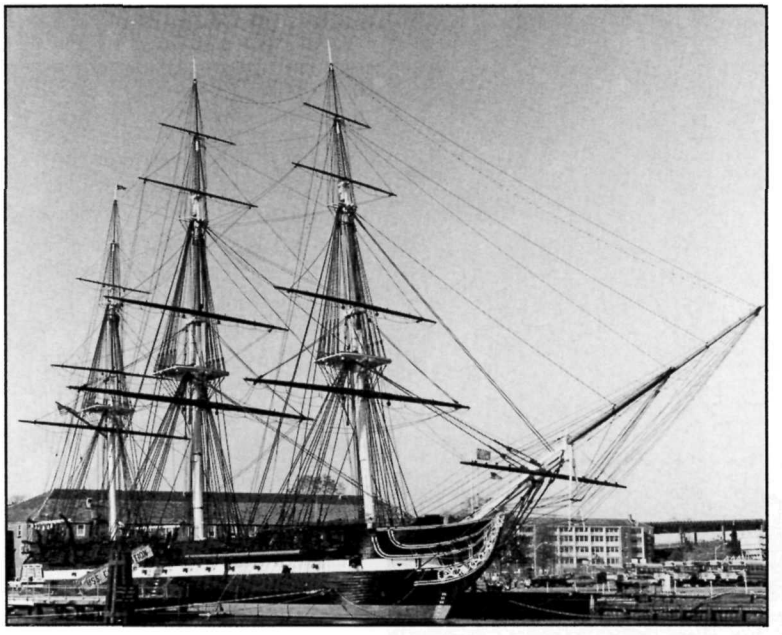
Owner: U.S. FRIGATE CONSTELLATION
Address: PIER 1, CONSTELLATION DOCK
BALTIMORE, MD 21201

Phone: 301-539-1797

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000918

Condition: POOR; Original Fabric: 30%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



CONSTITUTION

One of six ships constructed to protect America's growing maritime interests in the 1790s, "Old Ironsides" is the oldest commissioned ship afloat and the only U.S. sailing ship still in commission. Manned by a Navy crew, Constitution is open for public tours at the Charlestown Navy Yard. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #IX21 INIT #38

Current Location: CHARLESTOWN, MASSACHUSETTS

Previous Name(s): USF CONSTITUTION

Built in 1797 by EDMOND HARTT SHIPYARD
Built at BOSTON, MASSACHUSETTS
Built for U.S. NAVY

Vessel Type: FRIGATE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: CONSTITUTION
Armament: TWENTY 32-POUNDER CARRONADES, THIRTY-TWO 24-POUNDERS, TWO 24-POUNDER BOW CHASERS

Masts: 3; Rigging: SHIP
Length: 204.0; Beam: 43.5; Draft: 22.6
Displacement: 2200.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: N/A
Engines: N/A
Propulsion: SAIL

Owner: U.S. NAVY/U.S.S. CONSTITUTION
Address: CHARLESTOWN NAVY YARD
CHARLESTOWN, MA 02129

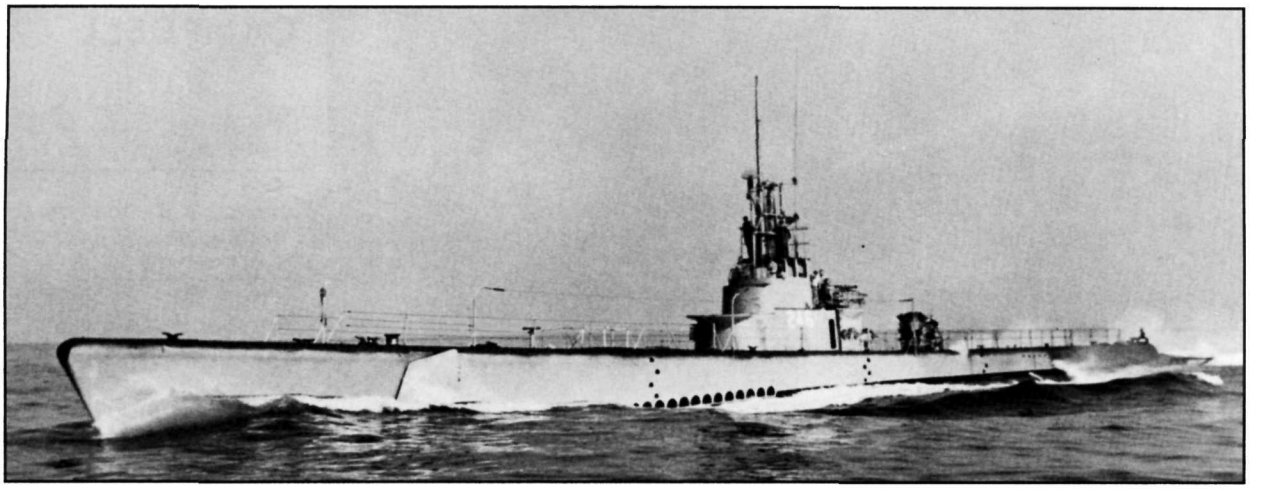
Phone: 617-242-5670

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000789

Condition: GOOD; Original Fabric: 15%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

CROAKER



Constructed as part of the effort to build a major submarine force just prior to and after the U.S. entry into World War II, USS Croaker was sent into the Pacific to wage a war of attrition against Japan's merchant marine and Navy. Restored and open for tours, Croaker is part of the historic fleet at the Buffalo Naval and Servicemen's Park. (Photo courtesy U.S. Navy/1952)

Official #SSK-246 INIT #40

Current Location: BUFFALO, NEW YORK

Previous Name(s): USS CROAKER (1942-1971)

Built in 1942 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GATO/SSK
Armament: TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.7; Beam: 27.2; Draft: 17.0
Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: UNKNOWN
Propulsion: TWIN SCREW

Owner: BUFFALO & ERIE COUNTY NAVAL & SERVICEMEN'S PARK
Address: ONE NAVAL PARK COVE
BUFFALO, NY 14202

Phone: 716-847-1773

Condition: FAIR; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



DAVID S. CAMPBELL

An active fireboat on the Portland waterfront, David S. Campbell is named for Portland's most famous fireman, who, while Chief of the Bureau, was killed in a major fire in 1911. She is a good example of an American fireboat of the 1920s. (Photo courtesy Portland, Oregon, Fire Prevention Division)

Official #227092 INIT #235

Current Location: PORTLAND, OREGON

Previous Name(s): NONE

Built in 1927 by BAKER CONSTRUCTION COMPANY
Built at PORTLAND, OREGON
Built for PORTLAND FIRE DEPARTMENT

Vessel Type: FIREBOAT
Original Use: FIRE FIGHTING
Present Use: FIRE FIGHTING

Masts: 0; Rigging: UNRIGGED
Length: 82.5; Beam: 20.0; Depth of Hold: 7.5
Gross Tonnage: 76.0; Net: 46.0; Displacement: 76.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ORIG. GASOLINE; Horsepower: 450.0
Propulsion: TWIN SCREW

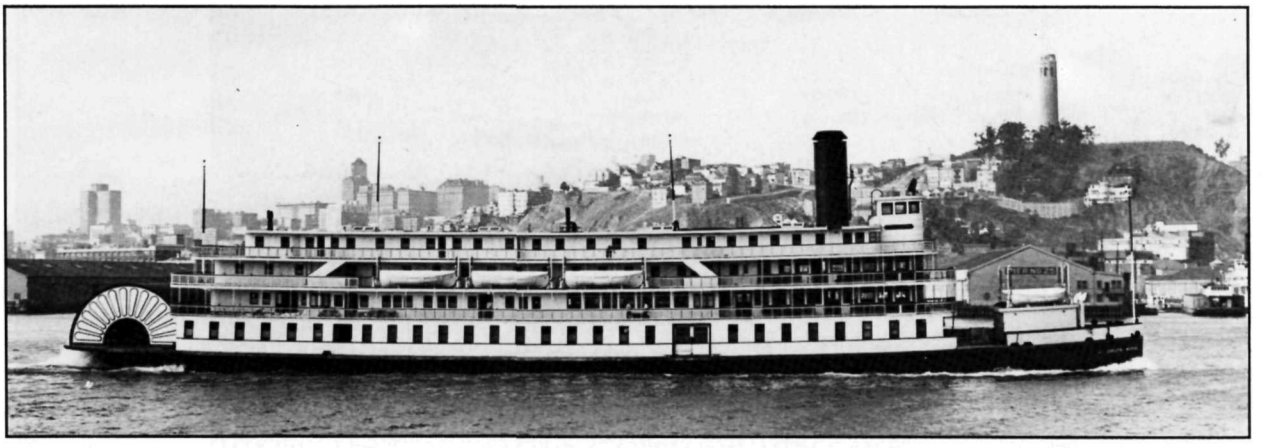
Owner: BUREAU OF FIRE, RESCUE & EMERGENCY SERVICES
Address: 55 S. W. ASH
PORTLAND, OR 97204

Phone: 503-823-3834

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

DELTA KING



Built along with her sister Delta Queen, the sternwheel river steamboat Delta King carried cargo and passengers between Sacramento and San Francisco until automobiles became a more popular mode of transportation. During World War II, she served as a hospital ship and quarters for crews manning the submarine nets guarding the entrance to San Francisco Bay. Later sunk and raised from San Francisco Bay, Delta King was brought back to her Sacramento port and adaptively restored as a floating attraction. (Photo courtesy San Francisco Maritime National Historical Park/circa 1930)

Official #225874 INIT #169

Current Location: SACRAMENTO, CALIFORNIA

Previous Name(s): NONE

Built in 1926 by ISHERWOOD SHIPYARD
Built at GLASGOW, SCOTLAND
Built for CALIFORNIA TRANSPORTATION COMPANY

Vessel Type: RIVER STEAMBOAT
Original Use: PASSENGER/FREIGHT
Present Use: RESTAURANT/SHOPS

Masts: 0; Rigging: UNRIGGED
Length: 250.0; Beam: 58.0; Depth of Hold: 11.5
Gross Tonnage: 1837.0; Net: 1318.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED
Propulsion: STERNWHEEL

Owner: RIVER BOAT DELTA KING, INC.
Address: 1000 FRONT STREET
OLD SACRAMENTO, CA 95814 Phone: 916-444-5464

National Register Status: LISTED; Significance Level: LOCAL; Reference #78000797

Condition: GOOD; Original Fabric: 60%

Preservation Objective: ADAPTIVE USE/HOTEL-RESTAURANT/SHOPS
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

DELTA QUEEN



The sternwheel river steamboat Delta Queen, an operating vessel on the Western Rivers, is one of only two sternwheel river passenger boats operating under steam and is the sole remaining operating Western Rivers overnight passenger boat. (Photo courtesy Delta Queen Steamboat Company/1988)

Official #225875 INIT #42

Current Location: NEW ORLEANS, LOUISIANA

Previous Name(s): NONE

Built in 1926 by ISHERWOOD SHIPYARD
Built at GLASGOW, SCOTLAND
Built for CALIFORNIA TRANSPORTATION COMPANY

Vessel Type: RIVER STEAMBOAT
Original Use: PASSENGERS AND FREIGHT
Present Use: PASSENGER CRUISES
Military Vessel Class: YTB, YTF
Armament: N/A

Masts: 1; Rigging: UNRIGGED
Length: 250.0; Beam: 58.0; Depth of Hold: 11.5; Draft: 7.0
Gross Tonnage: 1837.0; Net: 1318.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM; Horsepower: 2000.0
Propulsion: STERNWHEEL

Owner: DELTA QUEEN STEAMBOAT COMPANY
Address: #30 ROBIN STREET WHARF
NEW ORLEANS, LA 70130 Phone: 504-586-0631

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #70000495

Condition: GOOD; Original Fabric: 85%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



DELUGE

Considered an excellent example of an early 20th-century fireboat, the fire-fighting tug Deluge is the oldest surviving fireboat associated with the major Port of New Orleans. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #223567 INIT #236

Current Location: NEW ORLEANS, LOUISIANA

Previous Name(s): NONE

Built in 1923 by JOHNSON IRON WORKS
Built at ALGIERS, LOUISIANA
Built for PORT OF NEW ORLEANS DOCK BOARD

Vessel Type: FIRE FIGHTING TUG
Original Use: FIRE FIGHTING
Present Use: FIRE FIGHTING

Masts: 1; Rigging: UNRIGGED
Length: 138.8; Beam: 29.0; Depth of Hold: 14.6
Gross Tonnage: 372.0; Net: 187.0; Displacement: 370.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC, ORIG. STEAM; Horsepower: 3400.0
Propulsion: SINGLE SCREW

Owner: PORT OF NEW ORLEANS DOCK BOARD
Address: P.O. BOX 60046
NEW ORLEANS, LA 70160

Phone: 504-362-1262

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001427

Condition: GOOD; Original Fabric: 85%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

DERRICK BOAT NO. 8

Derrick Boat No. 8 is the last steam-powered barge canal vessel. Its engine was built by Ames Boiler Works of Oswego, New York, and figures prominently in the museum's exhibit on steam power.

INIT #324

Current Location: OSWEGO, NEW YORK

Previous Name(s): NONE

Built in 1925 by UNKNOWN
Built at UNKNOWN
Built for STATE OF NEW YORK

Vessel Type: FLOATING DERRICK
Original Use: FLOATING DERRICK ON CANAL
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 76.0; Beam: 36.0; Depth of Hold: 3.5; Draft: 3.0
Gross Tonnage: 200.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM HOISTING; Horsepower: UNKNOWN
Propulsion: TOWED

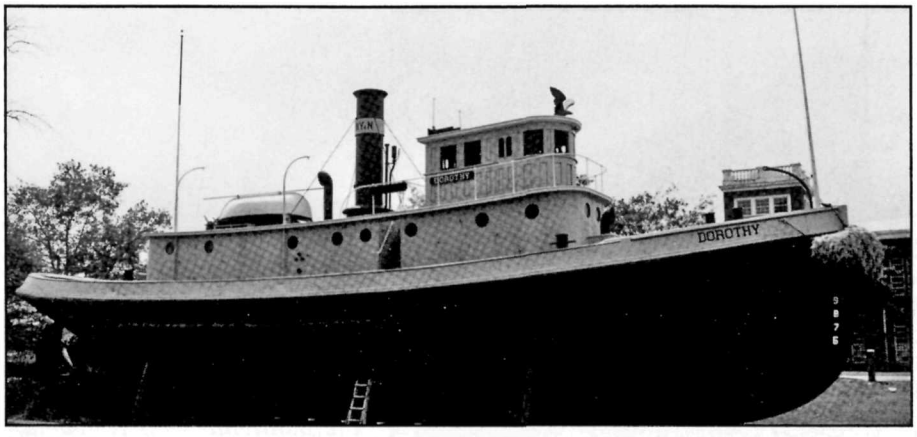
Owner: H. LEE WHITE MARINE MUSEUM
Address: OSWEGO PORT AUTHORITY
EAST SIDE DOCK
OSWEGO, NY 13126

Phone: 315-342-0480

Condition: FAIR; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

DOROTHY



Dorothy was the first vessel built by the Newport News Shipbuilding and Drydock Company, now the largest private shipbuilding concern in the United States, noted particularly for building major warships for the U.S. Navy. Returned to the yard in 1975, her exterior restored, she now stands as a monument in front of the shipyard's office headquarters. (Photo courtesy National Maritime Initiative/Candace Clifford, 1988)

Official #75594 INIT #43

Current Location: NEWPORT NEWS, VIRGINIA

Previous Name(s): DOROTHY (1890-1894)
NEW YORK CENTRAL #3 (1894-1912)
J. ALVAH CLARK (1912-1962)
JESSE JR. (1962-1963)
JANET S. (1963-1974)

Built in 1890 by NEWPORT NEWS SHIPBUILDING AND DRYDOCK COMPANY
Built at NEWPORT NEWS, VIRGINIA
Built for NEW YORK AND NORTHERN RAILWAY COMPANY

Vessel Type: TUG
Original Use: TUG
Present Use: MONUMENT

Masts: 0; Rigging: UNRIGGED
Length: 90.0; Beam: 19.0; Depth of Hold: 10.9
Gross Tonnage: 130.0; Net: 65.0
Hull Materials: IRON/STEEL; Decks: STEEL; Superstructure: IRON
Engines: REMOVED/ORIG. STEAM, THEN DIESEL; Propulsion: SINGLE SCREW

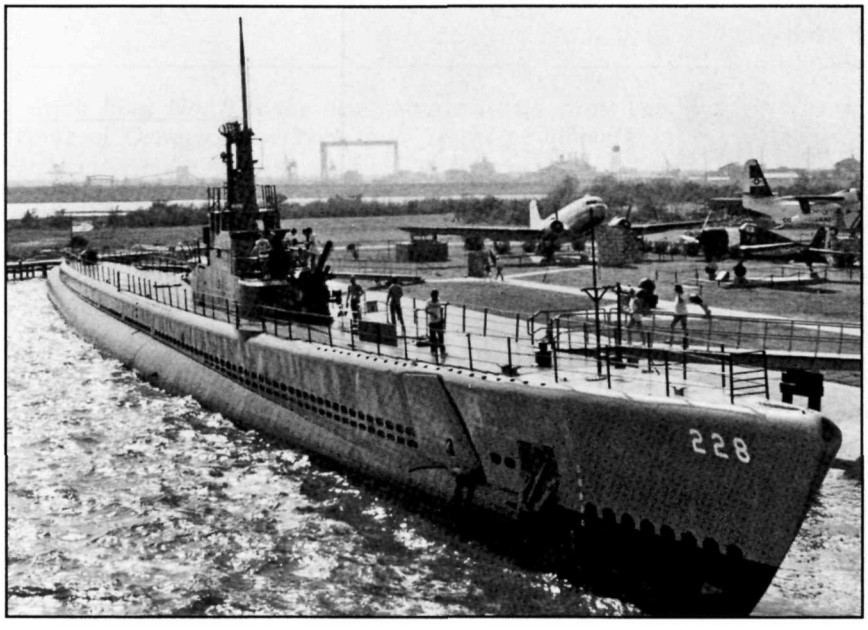
Owner: NEWPORT NEWS SHIPBUILDING & DRYDOCK COMPANY
Address: 4101 WASHINGTON AVENUE
NEWPORT NEWS, VA 23607 Phone: 804-380-2000

National Register Status: DETERMINED INELIGIBLE FOR LISTING BY KEEPER

Condition: FAIR; Original Fabric: 50%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: FALSE; Operating: FALSE

DRUM



The fleet boat submarine Drum had a long and illustrious war career, beginning soon after Pearl Harbor. Moored inboard of the battleship USS Alabama, USS Drum is open to the public at the Battleship Alabama Memorial Park. (Photo courtesy USS Alabama Battleship Commission/1985)

Official #SS-228 INIT #171

Current Location: MOBILE, ALABAMA

Previous Name(s): USS DRUM (1942-1967)

Built in 1942 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GATO
Armament: TEN 21-INCH TORPEDO TUBES, ONE 5-INCH/51 CALIBER GUN, ONE SINGLE 40MM AND ONE TWIN 20MM GUN

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.2; Draft: 17.0; Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

Owner: U.S.S. ALABAMA BATTLESHIP COMMISSION
Address: P.O. BOX 65
MOBILE, AL 36601 Phone: 205-433-2703

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000086

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



DUWAMISH

While earlier tugboats modified for fireboat use and employed as auxiliary fireboats may exist, Duwamish is the second-oldest surviving fireboat built specifically as a fire fighting vessel in the United States. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #231092 INIT #229

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1909 by RICHMOND BEACH SHIPBUILDING COMPANY
Built at RICHMOND BEACH, WASHINGTON
Built for SEATTLE FIRE DEPARTMENT

Vessel Type: FIREBOAT
Original Use: FIRE FIGHTING
Present Use: LAID UP (AWAITING RESTORATION)

Masts: 0; Rigging: UNRIGGED
Length: 120.0; Beam: 28.0; Depth of Hold: 9.6
Gross Tonnage: 322.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 1450.0
Propulsion: TWIN SCREW

Owner: SEATTLE FIRE DEPARTMENT
Address: 301 SECOND AVENUE, SOUTH
SEATTLE, WA 98104

Phone: 206-625-4091

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001448

Condition: GOOD; Original Fabric: 85%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



E. C. COLLIER

Currently being restored to be a permanent exhibit on shore, E. C. Collier is one of the oldest surviving skipjacks, having been employed in oyster dredging on the Chesapeake Bay for 75 years. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #207902 INIT #298

Current Location: ST. MICHAELS, MARYLAND

Previous Name(s): NONE

Built in 1910 by GEORGE WASHINGTON HORSEMAN
Built at DEAL ISLAND, MARYLAND
Built for EDDIE COLLIER

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: UNDER RESTORATION

Masts: 1; Rigging: SKIPJACK
Length: 52.0; Beam: 17.9; Depth of Hold: 5.7
Gross Tonnage: 19.0; Net: 14.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: CHESAPEAKE BAY MARITIME MUSEUM
Address: P.O. BOX 636
ST. MICHAELS, MD 21663

Phone: 301-745-2916

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85001087
Recorded by HAER

Condition: POOR; Original Fabric: 10%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



EAGLE

Eagle was constructed for the German Navy as the training ship Horst Wessel. She was acquired by the U.S. Coast Guard at the end of World War II and has since served as a training ship for the Coast Guard Academy in New London, Connecticut, participating in OpSail '76 and the 1986 centennial celebration for the Statue of Liberty. (Photo courtesy U.S.C.G. Barque Eagle)

Official #WIX-327 INIT #48

Current Location: NEW LONDON, CONNECTICUT

Previous Name(s): HORST WESSEL (1936-1945)

Built in 1936 by BLOHM & VOSS
Built at HAMBURG, GERMANY
Built for GERMAN NAVY

Vessel Type: BARK
Original Use: NAVAL SAIL TRAINING
Present Use: COAST GUARD SAIL TRAINING

Masts: 3; Rigging: BARK
Length: 231.0; Beam: 39.1; Draft: 17.0
Displacement: 1519.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: STEEL
Engines: CAT DIESEL; Horsepower: 1000.0
Propulsion: SAIL/SINGLE SCREW

Owner: UNITED STATES COAST GUARD
Address: U.S. COAST GUARD ACADEMY
NEW LONDON, CT 06320

Phone: 203-444-8444

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

EDMUND FITZGERALD

Typical tug of the 1920s, Edmund Fitzgerald was originally named for the civic-minded department store magnate John Wanamaker. This vessel operated for the Port of Philadelphia until 1956.

Official #223552 INIT #69

Current Location: QUINCY, MASSACHUSETTS

Previous Name(s): JOHN WANAMAKER (1924-1956)
CLYDE B. HOLMES (1957-1987)

Built in 1924 by E. CROOK COMPANY
Built at BALTIMORE, MARYLAND
Built for CITY OF PHILADELPHIA

Vessel Type: TUG
Original Use: STEAM TUG/INSPECTION BOAT
Present Use: RESTAURANT

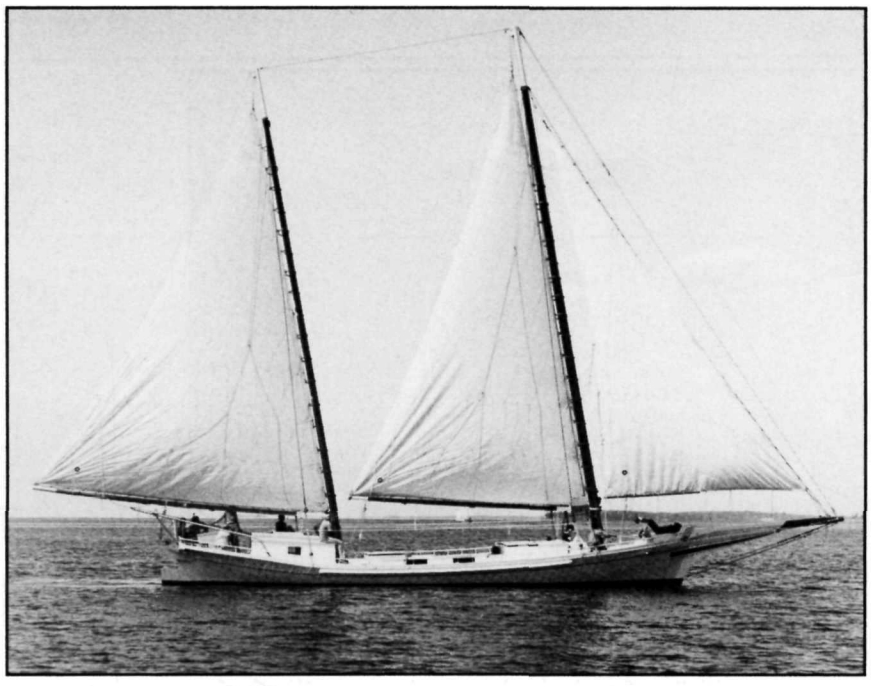
Masts: 0; Rigging: UNRIGGED
Length: 112.5; Beam: 25.7; Depth of Hold: 13.2
Gross Tonnage: 292.0; Net: 177.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM; Horsepower: 1000.0
Propulsion: SCREW

Owner: MARINA BAY CATERER'S
Address: 542 EAST SQUANTUM
QUINCY, MA 02171

Phone: 617-472-0603

Condition: GOOD; Original Fabric: 90%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



EDNA E. LOCKWOOD

Moored at the Chesapeake Bay Maritime Museum, Edna E. Lockwood is the only surviving bugeye to maintain integrity of sailing rig and working appearance, and is the only unaltered example of the vessels which harvested oysters and formed a major element in Maryland commerce before the development of improved highways. (Photo courtesy Chesapeake Bay Maritime Museum)

Official #136088 INIT #49

Current Location: ST. MICHAELS, MARYLAND

Previous Name(s): NONE

Built in 1889 by JOHN B. HARRISON
Built at TILGHMAN'S ISLAND, MARYLAND
Built for DANIEL HADDAWAY

Vessel Type: BUGEYE
Original Use: OYSTERING
Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
Length: 53.6; Beam: 15.3; Depth of Hold: 2.7
Gross Tonnage: 10.3; Net: 9.0; Displacement: 9.8
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: CHESAPEAKE BAY MARITIME MUSEUM
Address: P.O. BOX 636
ST. MICHAELS, MD 21663

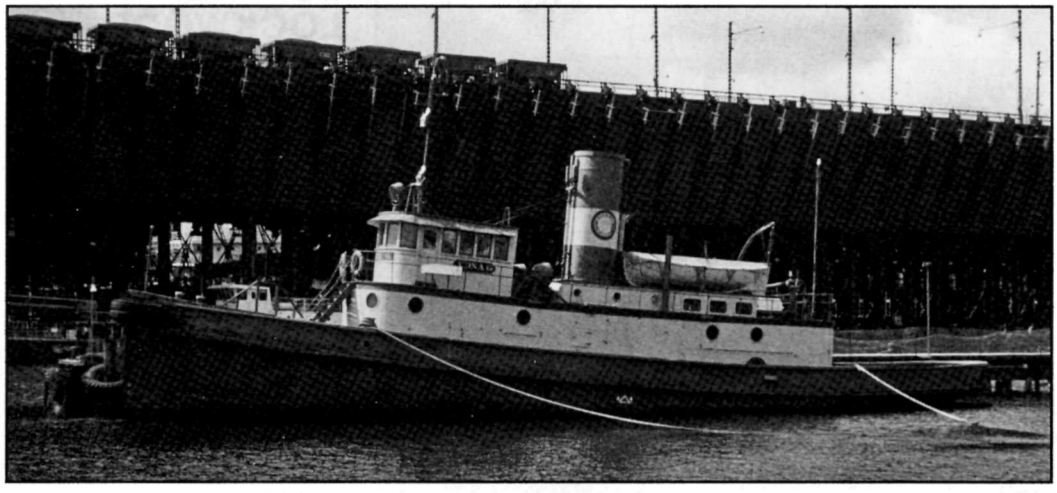
Phone: 301-745-2916

National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000258

Condition: GOOD; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT/OCCASIONAL OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

EDNA G.



Edna G. operated as a tugboat transporting ore carriers to and from docks at Two Harbors, Minnesota. Retired from service in 1981, she was the last active steam tug in the country. The City of Two Harbors is currently raising the funds needed to place the tug in a permanent berth along the ore dock shoreline. (Photo courtesy City of Two Harbors)

Official #136545 INIT #198

Current Location: TWO HARBORS, MINNESOTA

Previous Name(s): NONE

Built in 1896 by CLEVELAND SHIPBUILDING COMPANY
Built at CLEVELAND, OHIO
Built for DULUTH, MISSABE, AND IRON RANGE RAIL COMPANY

Vessel Type: TUG
Original Use: TUG
Present Use: LAID UP AT MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 102.0; Beam: 23.0; Depth of Hold: 7.5
Gross Tonnage: 154.0; Net: 68.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: STEEL
Engines: STEAM; Horsepower: 700.0
Propulsion: SINGLE SCREW

Owner: CITY OF TWO HARBORS
Address: 610 SECOND AVENUE
TWO HARBORS, MN 55616

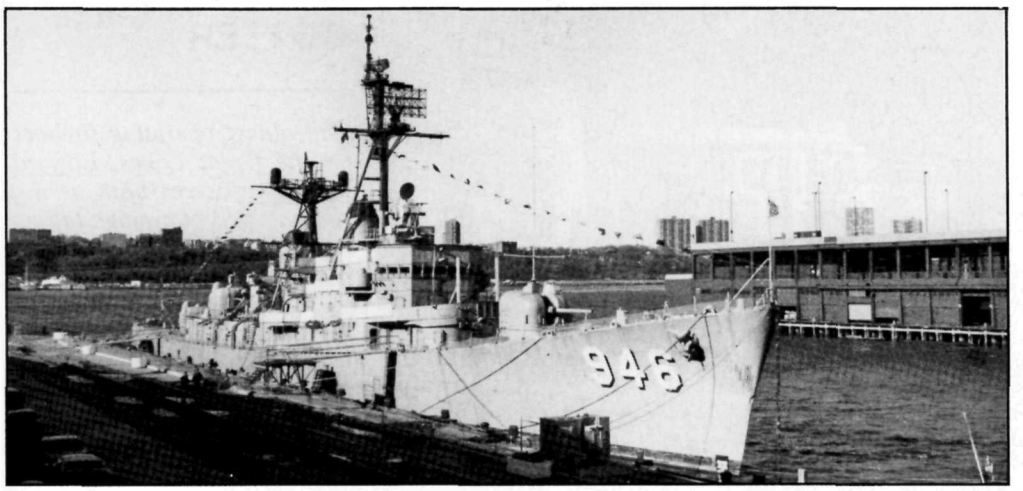
Phone: 218-834-5631

National Register Status: LISTED; Significance Level: NATIONAL; Reference #75002144

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

EDSON



One of only three remaining vessels of her class, Edson is the only unmodified Forrest Sherman destroyer. Her service included extensive Vietnam War gunline duty between 1964 and 1974, and training duty from 1977 until she was retired and placed on display in 1989. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #DD-946 INIT #288

Current Location: NEW YORK, NEW YORK

Previous Name(s): USS MERRITT A. EDSON (1958-1989)

Built in 1958 by BATH IRON WORKS
Built at BATH, MAINE
Built for U.S. NAVY

Vessel Type: DESTROYER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: FORREST SHERMAN
Armament: THREE 5-INCH/50 CALIBER GUNS, ROCKET THROWN TORPEDOES

Masts: 1; Rigging: UNRIGGED
Length: 418.0; Beam: 45.0; Draft: 14.9; Displacement: 3990.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 70000.0; Propulsion: TWIN SCREW

Owner: INTREPID SEA-AIR-SPACE MUSEUM
Address: W. 46TH STREET & 12TH AVENUE
NEW YORK, NY 10035 Phone: 212-245-2533

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #90000333

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



EDWARD M. COTTER

The oldest operating fireboat on the Great Lakes, Edward M. Cotter serves both as a floating fire pumping station, supplying water to the city's high-pressure fire lines, and ice breaking ally of the Port of Buffalo's shipping and waterfront industry. Cotter has participated in every major conflagration in Buffalo since the turn of the century. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #81722 INIT #237

Current Location: BUFFALO, NEW YORK

Previous Name(s): WILLIAM S. GRATTAN (1900-1953)
FIREFIGHTER (1953-1954)

Built in 1900 by CRESCENT SHIPBUILDING COMPANY
Built at ELIZABETH, NEW JERSEY
Built for BUFFALO FIRE DEPARTMENT

Vessel Type: FIREBOAT
Original Use: FIRE FIGHTING
Present Use: FIRE FIGHTING

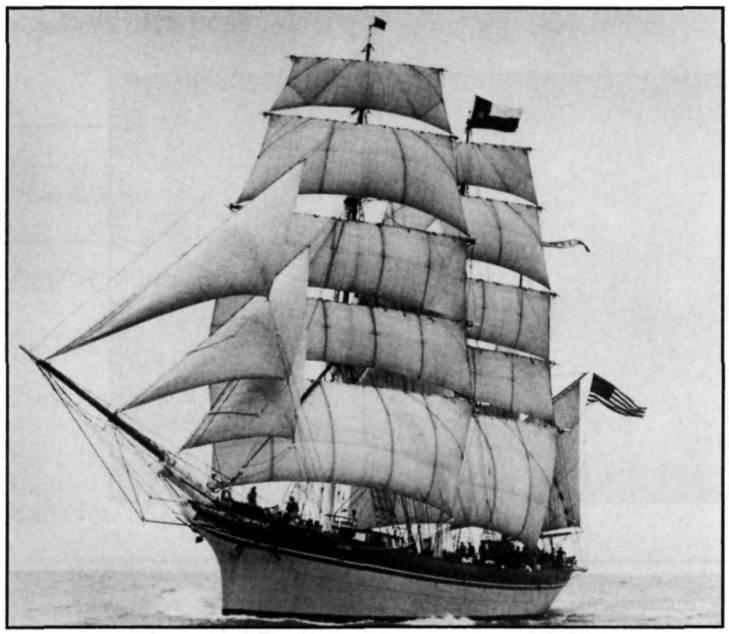
Masts: 0; Rigging: UNRIGGED
Length: 118.0; Beam: 24.0; Depth of Hold: 11.5; Draft: 11.2
Gross Tonnage: 208.0; Net: 141.0; Displacement: 178.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ORIG. STEAM COMPOUND; Horsepower: 950.0
Propulsion: TWIN SCREW/ORIG. SINGLE SCREW

Owner: BUFFALO FIRE DEPARTMENT
Address: 195 COURT STREET
BUFFALO, NY 14202

Phone: 716-847-1773

Condition: GOOD; Original Fabric: 65%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



ELISSA

The bark Elissa is the second-oldest operational sailing vessel in the world and one of the three oldest merchant vessels still afloat. Open and accessible to the public, Elissa allows visitors to participate as working crew members, providing a firsthand perspective on square riggers, maritime culture, seafaring, and maritime preservation, and in doing so, keeps alive square-rigger technology, maritime lore, and language of the sea in a real, working context. (Photo courtesy Galveston Historical Foundation)

Official #78726 INIT #44

Current Location: GALVESTON, TEXAS

Previous Name(s): ELISSA (1877-1897)
FJELD (1897-1912)
GUSTAF (1912-1959)
CHRISTOPHOROS (1959-1967)
ACHAEOS (1967-1969)
PIONEER (1969-1970)

Built in 1877 by ALEXANDER HALL AND COMPANY
Built at ABERDEEN, SCOTLAND
Built for H. F. WATT

Vessel Type: BARK
Original Use: CARGO
Present Use: MUSEUM

Masts: 3; Rigging: BARK
Length: 149.6; Beam: 28.0; Depth of Hold: 14.5
Gross Tonnage: 431.0; Net: 409.0
Hull Materials: IRON; Decks: WOOD; Superstructure: WOOD/STEEL
Engines: DIESEL AUXILIARY; Horsepower: 450.0
Propulsion: SAIL/SINGLE SCREW

Owner: GALVESTON HISTORICAL FOUNDATION
Address: P.O. BOX 302
GALVESTON, TX 77550 Phone: 409-765-7834

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #78002930

Condition: GOOD; Original Fabric: 45%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

ELLEN RUTH



A launch used on Mille Lacs Lake to convey passengers and boats to fishing areas that were inaccessible by rowboat alone, Ellen Ruth is the best surviving object associated with Guy Hill (1880-1948), a resort operator whose activities and promotional efforts were important in developing the Walleye and Northern Pike fishing and other recreational activities. (Photo courtesy Wakhon Civic Association, Inc./1989)

INIT #199

Current Location: WAHKON, MINNESOTA

Previous Name(s): NONE

Built in 1932 by JOSEPH DINGLE BOAT WORKS
Built at ST. PAUL, MINNESOTA
Built for GUY HILL, RESORT OPERATOR

Vessel Type: PASSENGER LAUNCH
Original Use: RESORT LAUNCH
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 42.0; Beam: 10.0
Gross Tonnage: UNKNOWN
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: 2 X 6 CYLINDER STUDEBAKER; Horsepower: UNKNOWN
Propulsion: SINGLE SCREW

Owner: CITY OF WAHKON CIVIC ASSOCIATION, INC.
Address: BOX 103
WAHKON, MN 56386

Phone: 612-495-3441

National Register Status: LISTED; Significance Level: LOCAL; Reference #85001923

Condition: GOOD; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

ELSWORTH

One of a small number of skipjacks to carry on the tradition of working sail, Elsworth dredges oysters from November 1 to March 15 and is used for educational programs during the off-season months.

Official #136930 INIT #335

Current Location: CHESTERTOWN, MARYLAND

Previous Name(s): NONE

Built in 1901 by MITCHELL HUBBARD, ROBERT THOMAS, WILLIAM SEWARD
Built at HUDSON, MARYLAND
Built for HILARY WINGATE

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: EDUCATION/OYSTER DREDGING

Masts: 1; Rigging: SKIPJACK
Length: 39.9; Beam: 14.3; Depth of Hold: 3.1
Gross Tonnage: 8.0; Net: 8.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL/PUSHBOAT

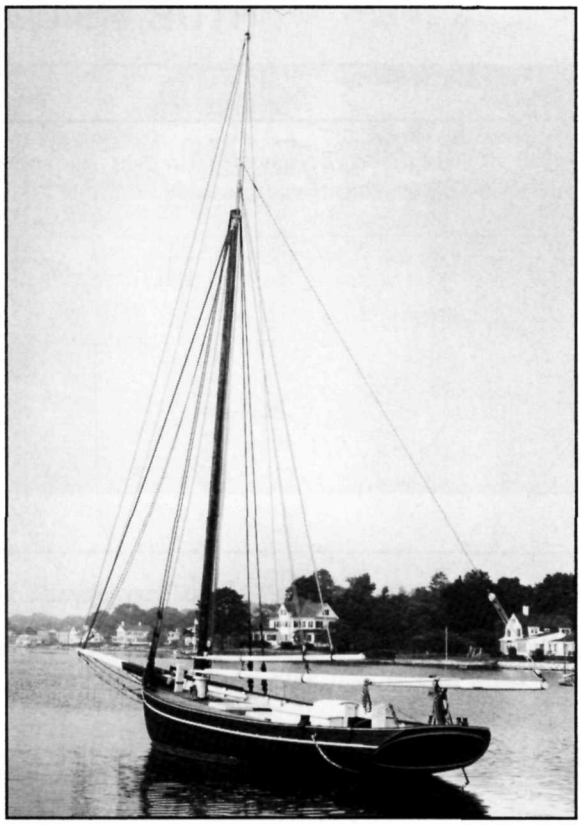
Owner: ECHO HILL OUTDOOR SCHOOL
Address: STILL POND NECK ROAD
WORTON, MD 21678

Phone: 301-348-5880

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85001088

Condition: GOOD; Original Fabric: 50%

Preservation Objective: OPERATION/EDUCATION & OYSTER DREDGING
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



EMMA C. BERRY

Built as a sloop-rigged "well smack" for the mackerel fisheries, Emma C. Berry fished for her first 30 years, was rerigged as a schooner in the 1880s, continued fishing until abandoned in 1924. Rescued, she became a coaster, then a yacht, and at times a freighter. Presented to Mystic Seaport in 1969, Berry has been restored to her original rig and condition. (Photo courtesy Mystic Seaport/Nancy D'Estang)

Official #7971 INIT #50

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): NONE

Built in 1866 by R. & J. PALMER
Built at NOANK, CONNECTICUT
Built for CAPTAIN JOHN HENRY BERRY

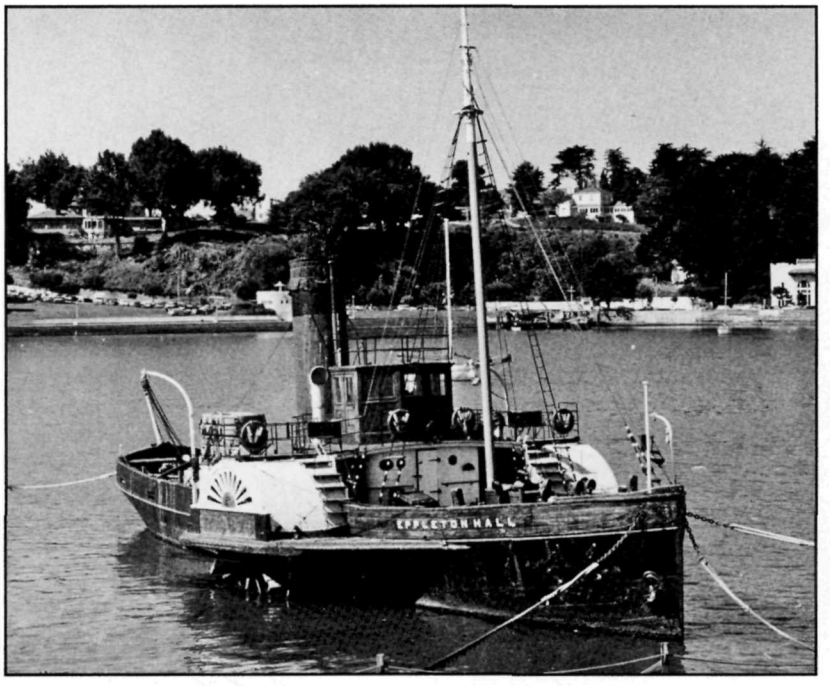
Vessel Type: SLOOP
Original Use: FISHING
Present Use: MUSEUM

Masts: 1; Rigging: SLOOP
Length: 39.9; Beam: 14.6; Depth of Hold: 5.7
Gross Tonnage: 15.8; Net: 15.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: MYSTIC SEAPORT MUSEUM
Address: MYSTIC, CT 06355 Phone: 203-572-0711

Condition: FAIR; Original Fabric: 5%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



EPPLETON HALL

The last of the famed British paddleboats to be built, Eppleton Hall served all her working years towing coal-laden barges on the River Tyne in Great Britain. Bought from wreckers in 1969, she was the last sidewheeler to cross the Atlantic, arriving at her new home at the San Francisco Maritime Museum in 1970. She has a once-common, but now rare, side-lever "grasshopper" engine. (Photo courtesy San Francisco Maritime National Historic Park)

Official #12835 INIT #180

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): NONE

Built in 1914 by HEPPLE AND COMPANY, LTD.
Built at SOUTH SHIELDS, ENGLAND
Built for LAMBTON COLLIERS, LTD.

Vessel Type: TUG
Original Use: RIVER TUG
Present Use: MUSEUM

Masts: 1; Rigging: UNRIGGED
Length: 100.5; Beam: 21.1; Depth of Hold: 10.8
Gross Tonnage: 166.0; Net: 27.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: TWIN SIDELEVER "GRASSHOPPER," OIL-FIRED BURNERS; Horsepower: 500
Propulsion: SIDEWHEEL

Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123

Phone: 415-556-6435

National Register Status: DETERMINED INELIGIBLE FOR LISTING BY THE KEEPER NATIONAL PARK SERVICE; Park: SAFR; LCS ID #21354

Condition: FAIR; Original Fabric: 50%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



EQUATOR

A two-masted schooner built as a South Seas copra trader and mail boat by the famous California shipbuilder Matthew Turner, Equator carried Robert Louis Stevenson to Samoa and Sydney, Australia, in 1889 and 1890. She was converted to a steam cannery tender in 1897, a wire drag vessel in 1915, and a towboat in 1941. The vessel can no longer be accommodated in Everett, and the Friends of Equator are searching for a new berth. (Photo courtesy Everett, Washington/Kelly O'Neil, 1988)

Official #135991 INIT #45

Current Location: EVERETT, WASHINGTON

Previous Name(s): NONE

Built in 1888 by MATTHEW TURNER
Built at BENICIA, CALIFORNIA
Built for DENNIS REED

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: MUSEUM

Masts: 0; Rigging: DISMASTED
Length: 81.5; Beam: 22.0; Depth of Hold: 8.0
Gross Tonnage: 76.0; Net: 42.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED
Propulsion: SAIL

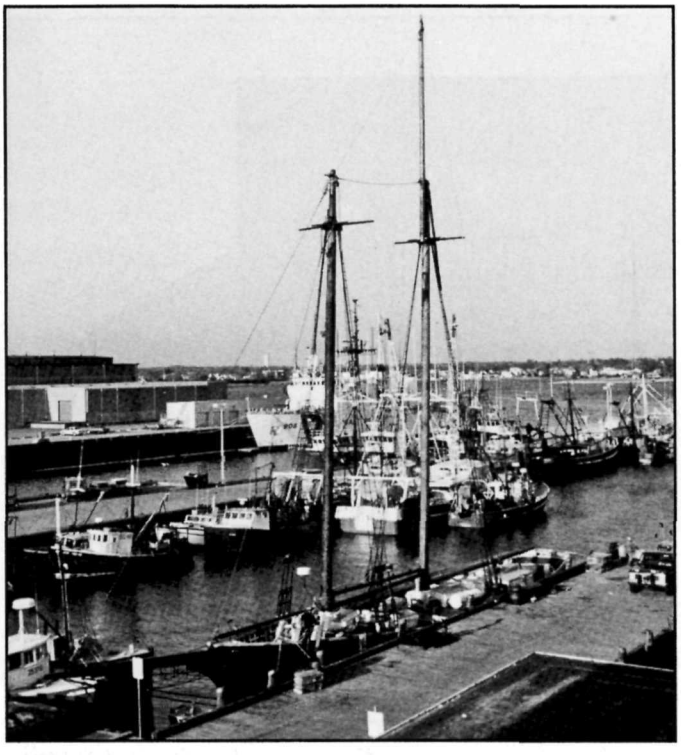
Owner: CITY OF EVERETT
Address: 3002 WETMORE AVENUE
EVERETT, WA 98201

Phone: 206-259-0311

National Register Status: LISTED; Significance Level: LOCAL; Reference #72001281

Condition: POOR; Original Fabric: 50%

Preservation Objective: INTERPRETIVE CENTER
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



ERNESTINA

The schooner Ernestina is the oldest surviving Grand Banks fishing schooner; the only surviving 19th-century Gloucester-built fishing schooner; one of two remaining examples of the "Fredonia"-style schooners, the most famous American fishing vessel type; the only offshore example of that type; and one of two sailing Arctic exploration vessels left afloat in the United States. Today Ernestina regularly sails the New England coast on educational cruises. (Photo courtesy Schooner Ernestina Commission)

Official #136423 INIT #51

Current Location: NEW BEDFORD, MASSACHUSETTS

Previous Name(s): EFFIE M. MORRISSEY (1894-1948)

Built in 1894 by JAMES AND TARR SHIPYARD
Built at ESSEX, MASSACHUSETTS
Built for CAPTAIN WILLIAM E. MORRISSEY

Vessel Type: SCHOONER
Original Use: FISHING
Present Use: MUSEUM/SAIL TRAINING

Masts: 2; Rigging: SCHOONER
Length: 112.0; Beam: 24.5; Depth of Hold: 10.2
Gross Tonnage: 120.0; Net: 83.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: CUMMINS DIESEL; Horsepower: 295.0
Propulsion: SAIL/SINGLE SCREW

Owner: STATE OF MASSACHUSETTS
Address: SCHOONER ERNESTINA COMMISSION
30 UNION STREET
NEW BEDFORD, MA 02740 Phone: 508-992-4900

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #85000022

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

EUREKA



The last intact wooden-hulled sidewheel steamer afloat in the continental United States, Eureka was built as a combination passenger and rail car ferry running primarily between Tiburon and San Francisco. Taken over by Southern Pacific in 1941, she served the only remaining ferry route connecting San Francisco with the Southern Pacific passenger trains in Oakland until discontinued in 1958. Her 1890 "walking beam" marine steam equipment is the only operating example of this once-common engine in North America. (Photo courtesy NPS Historic American Engineering Record)

Official #25279 INIT #178

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): UKIAH (1890-1922)

Built in 1890 by PATRICK TIERNAN
Built at TIBURON, CALIFORNIA
Built for SAN FRANCISCO & NORTH PACIFIC RAILROAD

Vessel Type: DOUBLE-ENDER FERRY
Original Use: FERRY
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 291.0; Beam: 42.0; Depth of Hold: 14.2
Gross Tonnage: 2564.0; Net: 2019.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, WALKING BEAM; Horsepower: 2200.0; Propulsion: SIDEWHEEL

Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123 Phone: 415-556-6435

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #73000229
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #12953; Recorded by HAER

Condition: FAIR; Original Fabric: 65%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



EVELINA M. GOULART

Built by the noted Essex shipbuilder A. D. Story, Evelina M. Goulart was an auxiliary fishing schooner working out of Gloucester, Massachusetts. Later converted to a trawler, Goulart's hold was converted to an engineroom. The original fisherman's focs'le and aft cabin remained largely unmodified, however. Laid up and sunk in the mud, Goulart was raised and refloated. Plans call for displaying the vessel ashore, under cover and partially dismantled, as an exhibit at the site of the A. D. Story Yard where she was built. (Photo courtesy Robert Douglas)

Official #226892 INIT #299

Current Location: FAIRHAVEN, MASSACHUSETTS

Previous Name(s): NONE

Built in 1927 by A. D. STORY
Built at ESSEX, MASSACHUSETTS
Built for MANUEL J. GOULART

Vessel Type: SCHOONER
Original Use: FISHING
Present Use: MUSEUM (PROPOSED)

Masts: 0; Rigging: UNRIGGED
Length: 94.0; Beam: 22.0; Depth of Hold: 10.2; Draft: 11.0
Gross Tonnage: 82.0; Net: 56.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: N/A
Engines: REMOVED/ORIG. DIESEL
Propulsion: SAIL/SINGLE SCREW

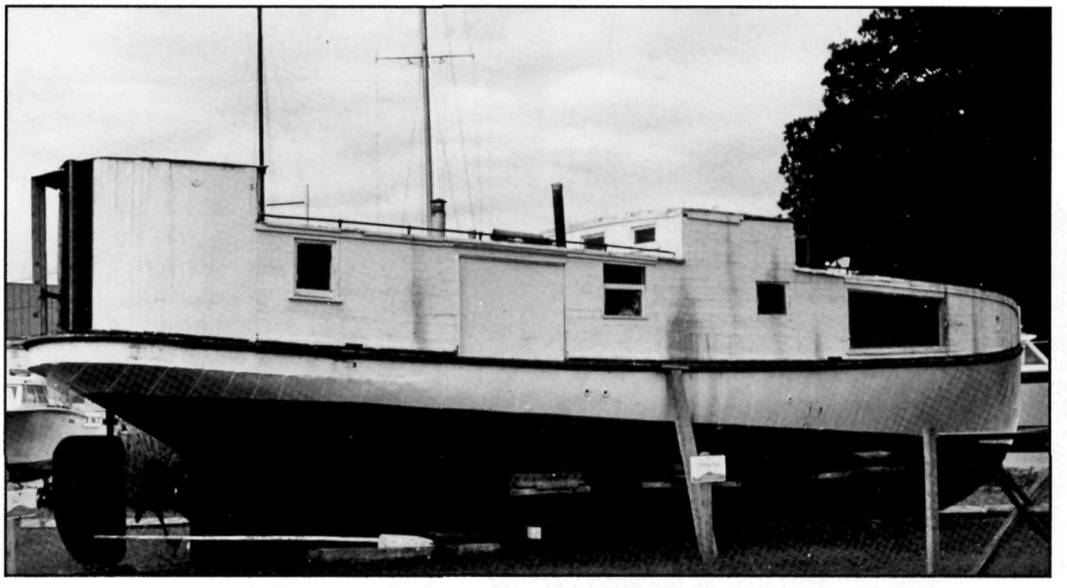
Owner: ROBERT DOUGLAS
Address: BOX 249
VINEYARD HAVEN, MA 02568

Phone: 508-693-1699

Condition: POOR; Original Fabric: 80%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: FALSE; Operating: FALSE

EVELYN S.



Evelyn S. is a typical example of a Great Lakes "fish tug." These regionally inspired and unique craft towed nets to harvest the waters of the five lakes. (Photo courtesy Lake Michigan Maritime Museum)

Official #239225 INIT #238

Current Location: SOUTH HAVEN, MICHIGAN

Previous Name(s): NONE

Built in 1939 by STURGEON BAY BOATWORKS
Built at STURGEON BAY, WISCONSIN
Built for CHARLES M. ANDERSON

Vessel Type: FISH TUG
Original Use: FISHING (GILLNET)
Present Use: MUSEUM

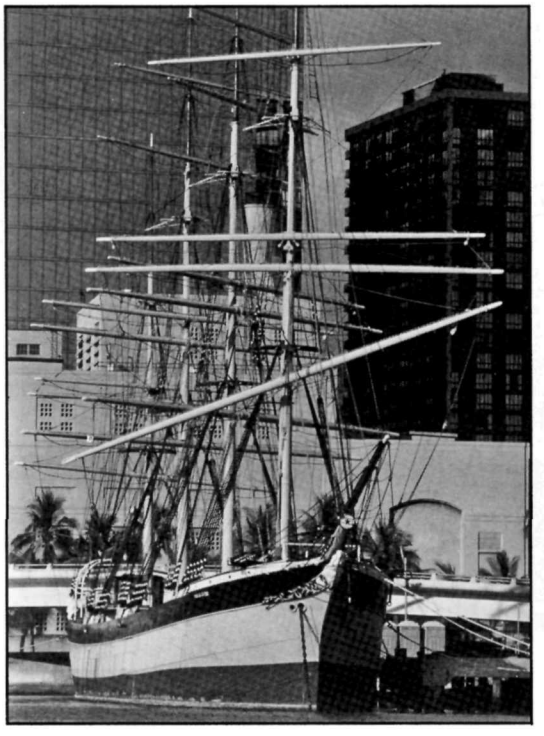
Masts: 0; Rigging: UNRIGGED
Length: 46.8; Beam: 13.0; Depth of Hold: 6.0
Gross Tonnage: 30.0; Net: 20.0
Hull Materials: WOOD/STEEL; Decks: WOOD; Superstructure: WOOD
Engines: KAHLENBERG DIESEL; Horsepower: 90.0
Propulsion: SINGLE SCREW

Owner: LAKE MICHIGAN MARITIME MUSEUM
Address: P.O. BOX 534
SOUTH HAVEN, MI 49090

Phone: 616-637-8078

Condition: FAIR; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



FALLS OF CLYDE

The world's only surviving four-masted, full-rigged ship, Falls of Clyde is the oldest surviving American tanker and the only surviving sailing oil tanker left afloat in the world. Built during a shipbuilding boom inspired by increasing trade with the United States, she made several voyages to American ports under the British flag. Sold to American owners in 1898, she became involved in the nationally important Hawaiian trans-Pacific sugar trade and later in another significant maritime trade--transporting petroleum as a bulk cargo carrier. (Photo courtesy Hawaii Maritime Center/1986)

Official #121138 INIT #52

Current Location: HONOLULU, HAWAII

Previous Name(s): NONE

Built in 1878 by RUSSELL & COMPANY
Built at PORT GLASGOW, SCOTLAND
Built for FALLS LINE (WRIGHT & BREKENRIDGE & CO.)

Vessel Type: SHIP
Original Use: CARGO
Present Use: MUSEUM

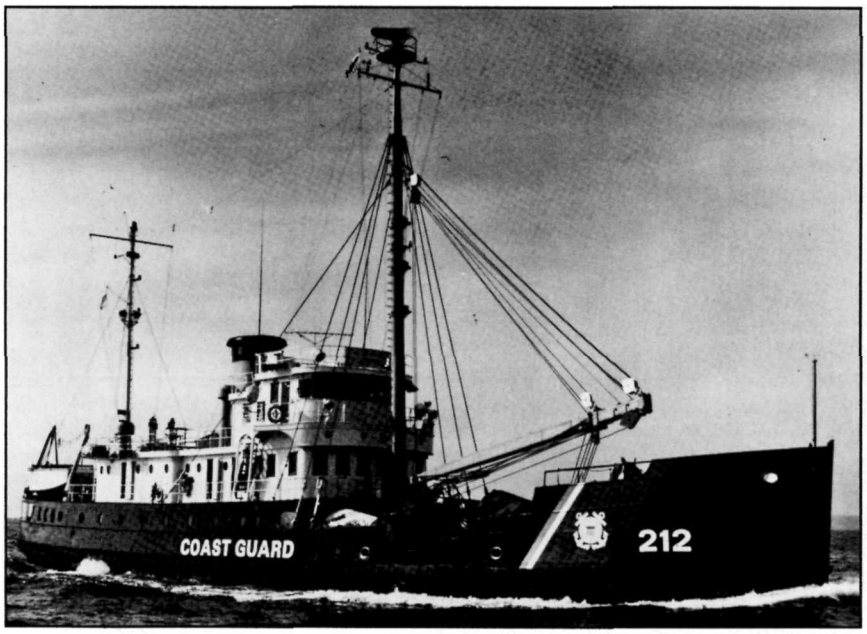
Masts: 4; Rigging: SHIP
Length: 266.1; Beam: 40.0; Depth of Hold: 23.5
Gross Tonnage: 1807.0; Net: 1741.0
Hull Materials: IRON; Decks: STEEL/WOOD; Superstructure: IRON/WOOD
Engines: N/A; Propulsion: SAIL

Owner: HAWAII MARITIME CENTER
Address: PIER 7, HONOLULU HARBOR
HONOLULU, HI 96813 Phone: 808-523-6151

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #73000659
Recorded by HAER

Condition: FAIR; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



FIR

Lighthouse tenders functioned in supply, search and rescue, maintenance of aids to navigation, towing lightships, and other vital duties for both the U.S. Lighthouse Service and later the U.S. Coast Guard. Fir, the last active vessel of the U.S. Lighthouse Service, is now a buoy tender for the U.S. Coast Guard. (Photo courtesy U.S. Naval Institute/U.S. Coast Guard)

Official #WLM-212 INIT #239

Current Location: SEATTLE, WASHINGTON

Previous Name(s): WAGL 212

Built in 1938 by MOORE DRY DOCK COMPANY
Built at OAKLAND, CALIFORNIA
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTHOUSE TENDER
Original Use: LIGHTHOUSE TENDER
Present Use: BUOY TENDER

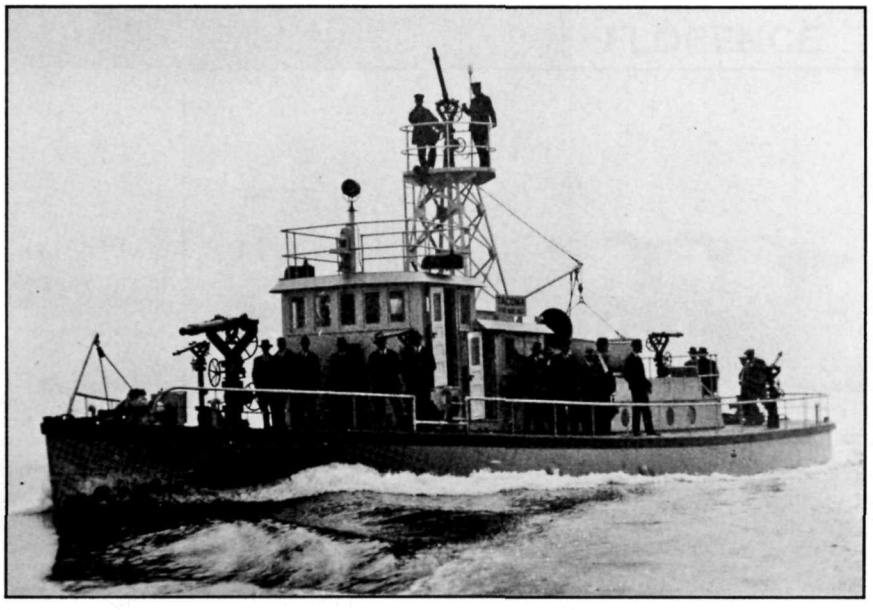
Masts: 0; Rigging: UNRIGGED
Length: 174.9; Beam: 34.0; Draft: 12.5
Displacement: 100.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ORIG. STEAM, TWIN TRIPLE EXPANSION; Horsepower: 993.0
Propulsion: TWIN SCREW

Owner: U.S. COAST GUARD - 13TH DISTRICT
Address: 915 SECOND STREET
SEATTLE, WA 98174

Phone: 206-399-5078

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



FIREBOAT NO. 1

Fireboat No. 1, owned and maintained by the City of Tacoma as a historic monument and museum, is an excellent example of the typical 1920s gasoline-powered fireboat. While built and operated only on Puget Sound, this well-preserved vessel is representative of most fireboats built prior to the Second World War throughout the United States. (Photo courtesy Washington Historical Society/Tacoma Fire Department, 1929)

INIT #173

Current Location: TACOMA, WASHINGTON

Previous Name(s): NONE

Built in 1929 by COAST LINE SHIPBUILDING COMPANY
Built at TACOMA, WASHINGTON
Built for TACOMA FIRE DEPARTMENT

Vessel Type: FIREBOAT
Original Use: FIRE FIGHTING
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 96.6; Beam: 21.6; Depth of Hold: 6.0
Gross Tonnage: 105.0; Net: 103.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: GAS; Horsepower: 1800.0
Propulsion: TRIPLE SCREW

Owner: CITY OF TACOMA FIRE DEPARTMENT
Address: 901 SOUTH FAWCETT AVENUE
TACOMA, WA 98402

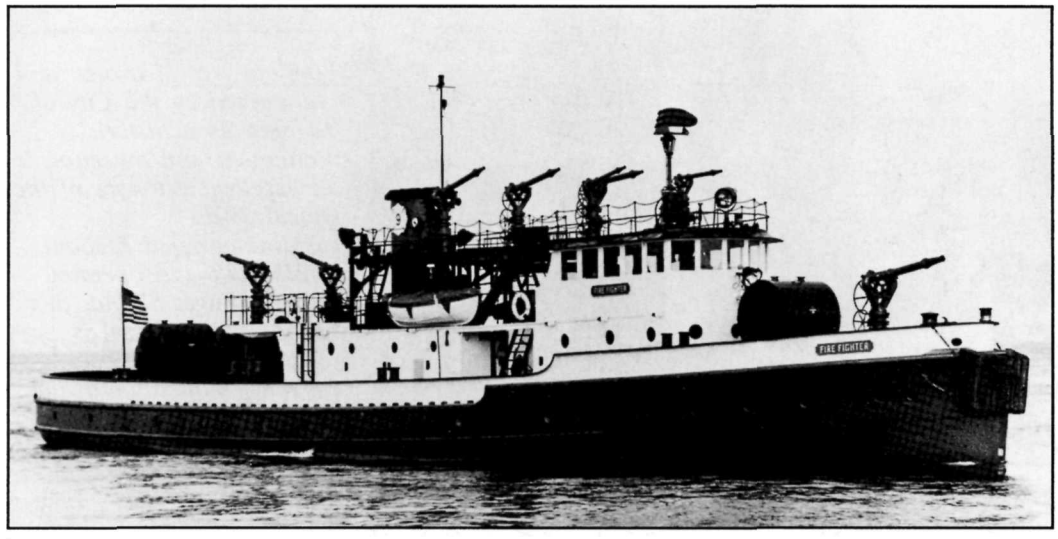
Phone: 206-591-5737

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #83004254

Condition: GOOD; Original Fabric: 80%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

FIRE FIGHTER



The best-known fireboat associated with the Port of New York, Fire Fighter has never been modernized. Fire Fighter represents the culmination of American fireboat design; she surpassed all boats built before her. (Photo courtesy Paul Ditzel/Jim Murray, 1988)

Official #237805 INIT #241

Current Location: STATEN ISLAND, NEW YORK

Previous Name(s): NONE

Built in 1938 by UNITED SHIPYARDS, INC.
Built at STATEN ISLAND, NEW YORK
Built for FIRE DEPARTMENT OF NEW YORK

Vessel Type: FIREBOAT
Original Use: FIRE FIGHTING
Present Use: FIRE FIGHTING

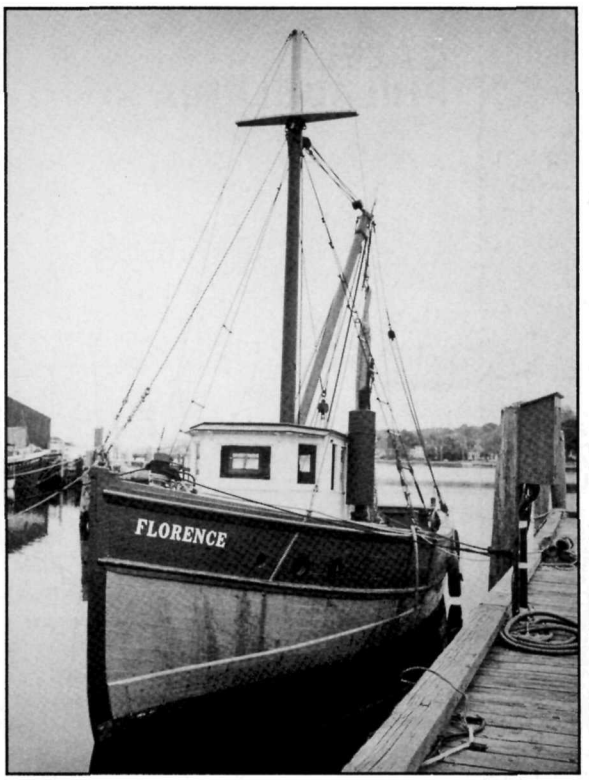
Masts: 0; Rigging: UNRIGGED
Length: 129.4; Beam: 32.0; Depth of Hold: 11.5; Draft: 10.5
Gross Tonnage: 324.0; Net: 220.0; Displacement: 325.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 3000.0
Propulsion: TWIN SCREW

Owner: FIRE DEPARTMENT OF NEW YORK, MARINE DIVISION
Address: PIER A, NORTH RIVER
NEW YORK, NY 10004 Phone: 212-570-4294

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001447

Condition: GOOD; Original Fabric: 98%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



FLORENCE

Florence is an excellent example of the small motor fishing boats of the 1920s. These craft gradually replaced the sailing schooners of the 19th and the first decades of the 20th century. (Photo courtesy Mystic Seaport/Claire White Peterson)

Official #225298 INIT #54

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): NONE

Built in 1926 by FRANKLIN G. POST AND SON, INC. SHIPYARD
Built at MYSTIC, CONNECTICUT
Built for MORRIS THOMPSON, NEW LONDON, CONNECTICUT

Vessel Type: FISHING BOAT (DRAGGER)
Original Use: FISHING
Present Use: MUSEUM

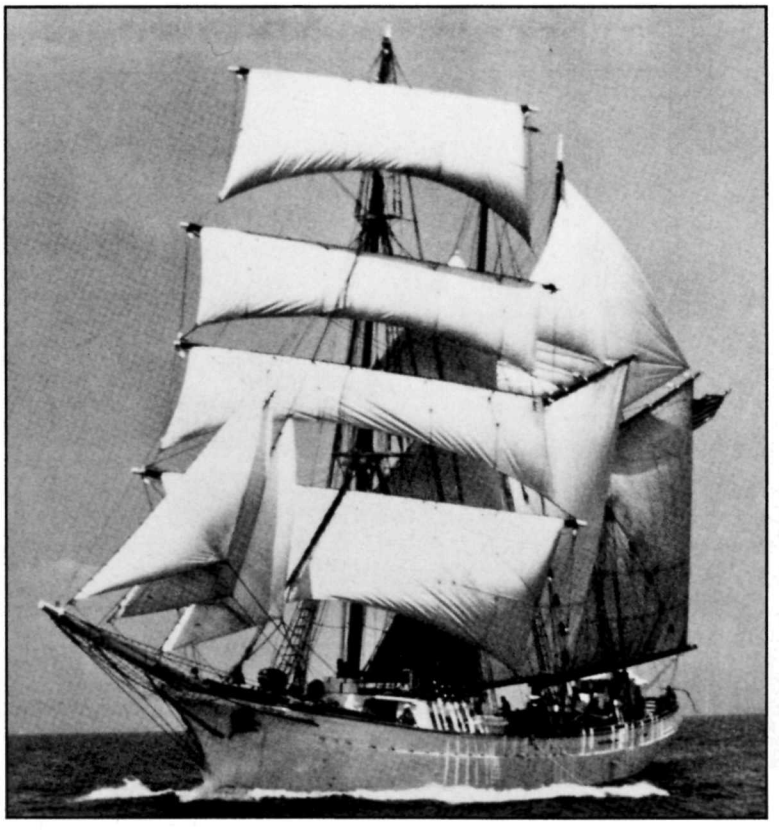
Masts: 1; Rigging: DRAGGER
Length: 39.8; Beam: 13.6; Depth of Hold: 5.7
Gross Tonnage: 14.6; Net: 8.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 65.0
Propulsion: SINGLE SCREW

Owner: MYSTIC SEAPORT MUSEUM
Address: MYSTIC, CT 06355

Phone: 203-572-0711

Condition: FAIR; Original Fabric: 40%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



GAZELA PHILADELPHIA

Gazela Philadelphia served first as a coastwide trader in Europe and later as a Portuguese Grand Banks dory fisherman until 1969. Currently she serves as a living classroom in preserving maritime skills through sail training, as Philadelphia's maritime ambassador, and as a museum of sailing ship technology. (Photo courtesy Philadelphia Ship Restoration Guild)

INIT #55

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): GAZELA PRIMEIRO (1887-1970)

Built in 1883 by UNKNOWN
Built at CACILAS, PORTUGAL
Built for UNKNOWN

Vessel Type: BARKENTINE
Original Use: FISHING
Present Use: MUSEUM/SAIL TRAINING

Masts: 3; Rigging: BARKENTINE
Length: 178.0; Beam: 27.0; Depth of Hold: 17.5
Gross Tonnage: 299.0; Net: 221.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 180.0
Propulsion: SAIL/SCREW

Owner: PHILADELPHIA SHIP PRESERVATION GUILD
Address: DELAWARE AVENUE @ WALNUT STREET
PHILADELPHIA, PA 19106 Phone: 215-923-9030

Condition: GOOD; Original Fabric: 85%

Preservation Objective: OPERATION/FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



GEN. FRANK M. COXE

Built for the U.S. Army Quartermaster Corps, Gen. Frank M. Coxe carried military passengers, mail, and supplies between the various Army posts of San Francisco Bay, notably those on Angel and Alcatraz Islands. Now converted to a restaurant, she has been stripped of her engines and bears little resemblance to her historic appearance. (Photo courtesy San Francisco Maritime National Historical Park/John W. Proctor)

Official #252866 INIT #222

Current Location: BURLINGAME, CALIFORNIA

Previous Name(s): NONE

Built in 1921 by C. WARD
Built at CHARLESTOWN, WEST VIRGINIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: PASSENGER VESSEL
Original Use: MILITARY TRANSPORT
Present Use: RESTAURANT

Masts: 1; Rigging: UNRIGGED
Length: 143.9; Beam: 28.0; Depth of Hold: 11.9
Gross Tonnage: 539.0; Net: 366.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD
Engines: REMOVED/ORIG. STEAM, TRIPLE EXPANSION; Horsepower: 1050.0
Propulsion: SINGLE SCREW

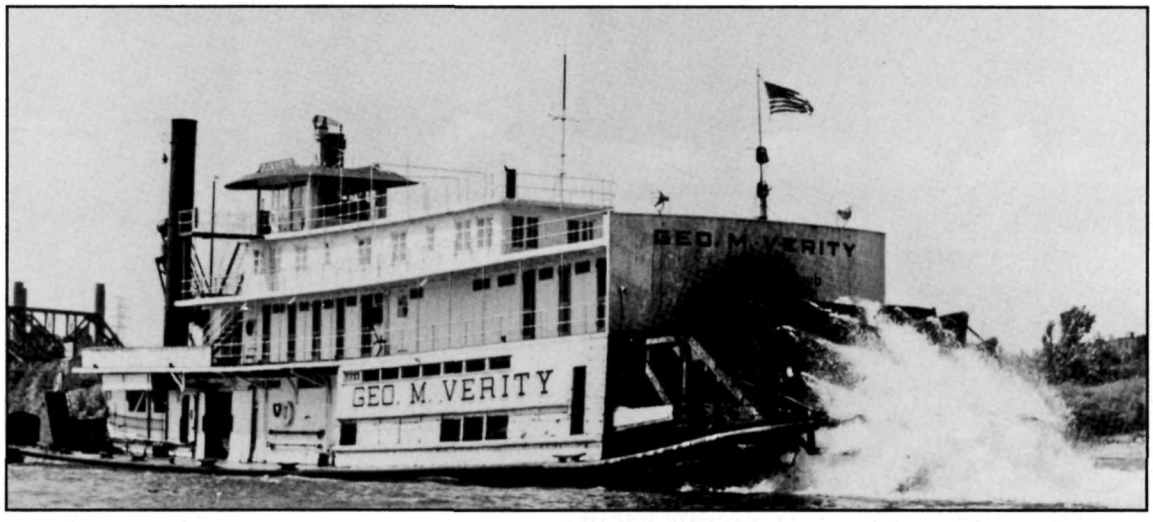
Owner: ROBERT SHERMAN
Address: 430 AIRPORT BOULEVARD
BURLINGAME, CA 94010

Phone: 415-342-9800

Condition: FAIR; Original Fabric: 75%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

GEO. M. VERITY



SS Thorpe and her three sisters modernized barge freight service on the upper Mississippi. The service was so successful that private investors copied the methods and equipment, building a huge new industry. Renamed Geo. M. Verity in 1940, she towed barges loaded with coal and scrap iron. One of only three steam-powered towboats extant in the United States, she is currently a dry berth exhibit on the Mississippi riverfront. (Photo courtesy Keokuk River Museum)

Official #226471 INIT #56

Current Location: KEOKUK, IOWA

Previous Name(s): SS THORPE (1927-1940)

Built in 1927 by DUBUQUE BOAT & BOILER WORKS
Built at DUBUQUE, OHIO
Built for INLAND WATERWAYS CORPORATION

Vessel Type: TOWBOAT
Original Use: RIVER TOWBOAT
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 130.1; Beam: 35.1; Depth of Hold: 5.1; Gross Tonnage: 319.0; Net: 197.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, TANDEM COMPOUND ENGINES; Horsepower: 800.0
Propulsion: STERNWHEEL

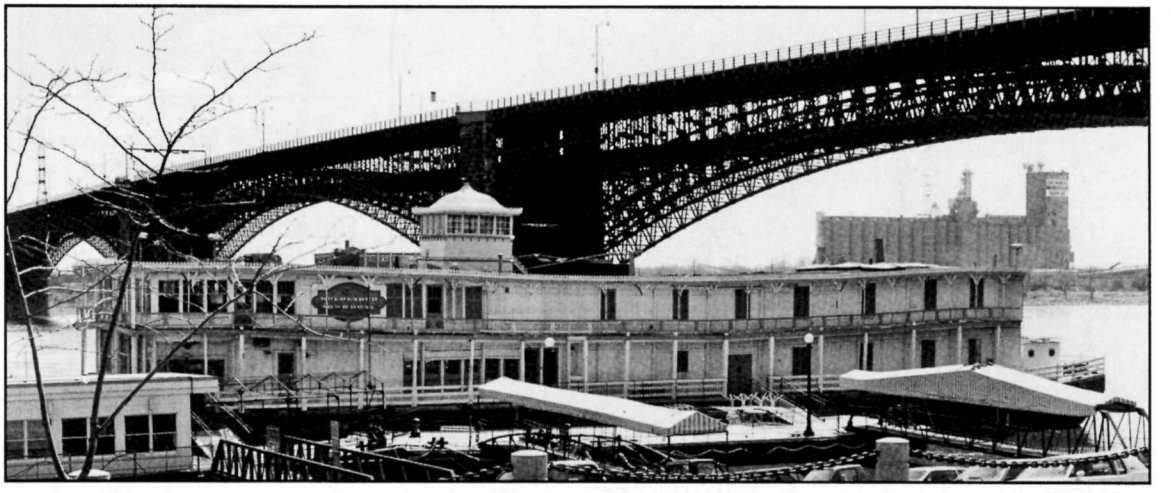
Owner: KEOKUK RIVER MUSEUM
Address: P.O. BOX 268
KEOKUK, IA 52632 Phone: 319-524-3286

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002459

Condition: FAIR; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

GOLDENROD



One of two remaining examples of the modern era of showboats that ended in the 1920s, Goldenrod is the largest and most elaborately decorated of the showboats. She originally seated 1400, providing entertainment in the form of minstrel shows, vaudeville, or serious drama to hundreds of thousands of people. Currently moored on the St. Charles waterfront, she continues in her role as a showboat. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #171155 INIT #57

Current Location: ST. CHARLES, MISSOURI

Previous Name(s): NONE

Built in 1910 by POPE DOCK COMPANY
Built at PARKESBURG, PENNSYLVANIA
Built for W. R. MARKLE

Vessel Type: SHOWBOAT
Original Use: SHOWBOAT
Present Use: SHOWBOAT

Masts: 0; Rigging: UNRIGGED
Length: 161.0; Beam: 41.5; Depth of Hold: 6.9
Gross Tonnage: 1454.0; Net: 1454.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: N/A
Propulsion: TOWED

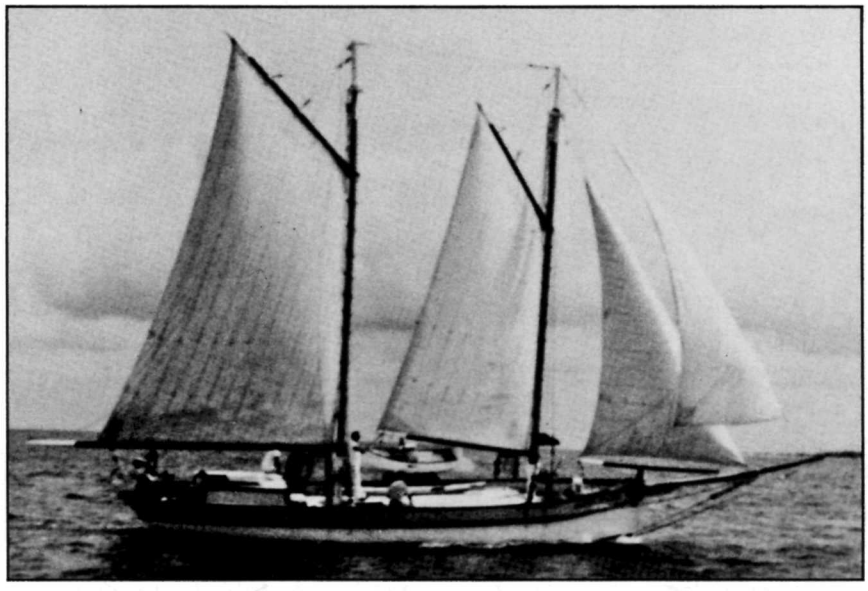
Owner: CITY OF ST. CHARLES CONVENTIONS & VISTIORS BUREAU
Address: BOX 745
ST. CHARLES, MO 63302 Phone: 314-621-3311

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #67000029

Condition: FAIR; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

GOVERNOR STONE



Named for the first elected governor of Mississippi following the Civil War, Governor Stone was active in freighting ship chandlery between ports of Mobile, New Orleans, and ships lying at anchor off Pascagoula. During World War II, she was acquired by the U.S. Merchant Marine to train Merchant Marine officer cadets. Governor Stone is the oldest surviving Gulf schooner. (Photo courtesy John Curry)

Official #85508 INIT #263

Current Location: APALACHICOLA, FLORIDA

Previous Name(s): NONE

Built in 1877 by UNKNOWN
Built at PASCAGOULA, MISSISSIPPI
Built for C. A. GRINER

Vessel Type: SCHOONER
Original Use: FREIGHT
Present Use: MUSEUM

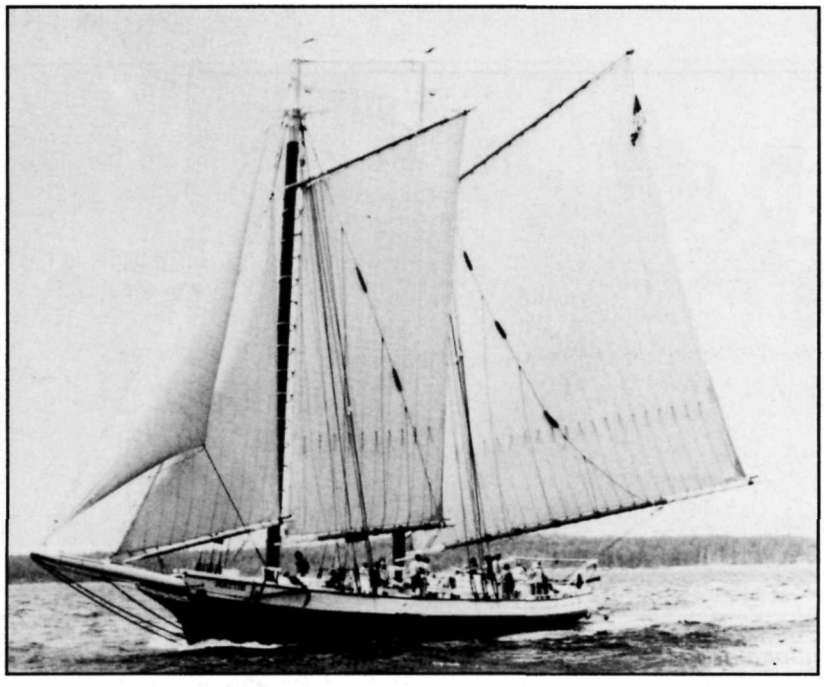
Masts: 2; Rigging: SCHOONER
Length: 39.0; Beam: 12.6; Depth of Hold: 3.3; Draft: 3.0
Gross Tonnage: 9.0; Net: 7.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: APALACHICOLA MARITIME INSTITUTE, INC.
Address: P.O. BOX 625
APALACHICOLA, FL 32320

Phone: 904-653-8708

Condition: GOOD; Original Fabric: 70%

Preservation Objective: OPERATION/FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



GRACE BAILEY

Originally constructed to carry lumber from southern ports to Patchogue, Maine, Grace Bailey served the coastal trade until 1939. Except for a brief interruption during the summer of 1942, when she was chartered to the Maine Maritime Academy as their first training vessel, she has since been a part of the Camden fleet of cruise schooners. (Photo courtesy Ray Williamson)

Official #85754 INIT #99

Current Location: CAMDEN, MAINE

Previous Name(s): GRACE BAILEY (1882-1906)
MATTIE (1906-1990)

Built in 1882 by OLIVER PERRY SMITH
Built at PATCHOGUE, NEW YORK
Built for S. KETCHAM

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 72.0; Beam: 23.5; Depth of Hold: 6.0
Gross Tonnage: 68.0; Net: 58.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: RAY WILLIAMSON
Address: BOX 617
CAMDEN, ME 04843

Phone: 207-236-8871

National Register Status: LISTED; Significance Level: NATIONAL; Reference #90001466

Condition: GOOD; Original Fabric: 20%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

GROWLER



Originally contracted to be a conventionally-powered attack submarine, Growler was converted midway through construction to a guided missile submarine as part of the short-lived Regulus program. Second of the Regulus II class, the submarine was decommissioned after four nuclear deterrence patrols and held in reserve after 1964. In 1989 the submarine was placed on display at the Intrepid Air-Sea-Space Museum. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #SSG-557 INIT #268

Current Location: NEW YORK, NEW YORK

Previous Name(s): USS GROWLER (1958-1964)

Built in 1954 by PORTSMOUTH NAVAL SHIPYARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GRAYBACK/REGULUS II
Armament: TWO REGULUS II OR FOUR REGULUS I NUCLEAR GUIDED MISSILES, SIX 21-INCH TORPEDO TUBES

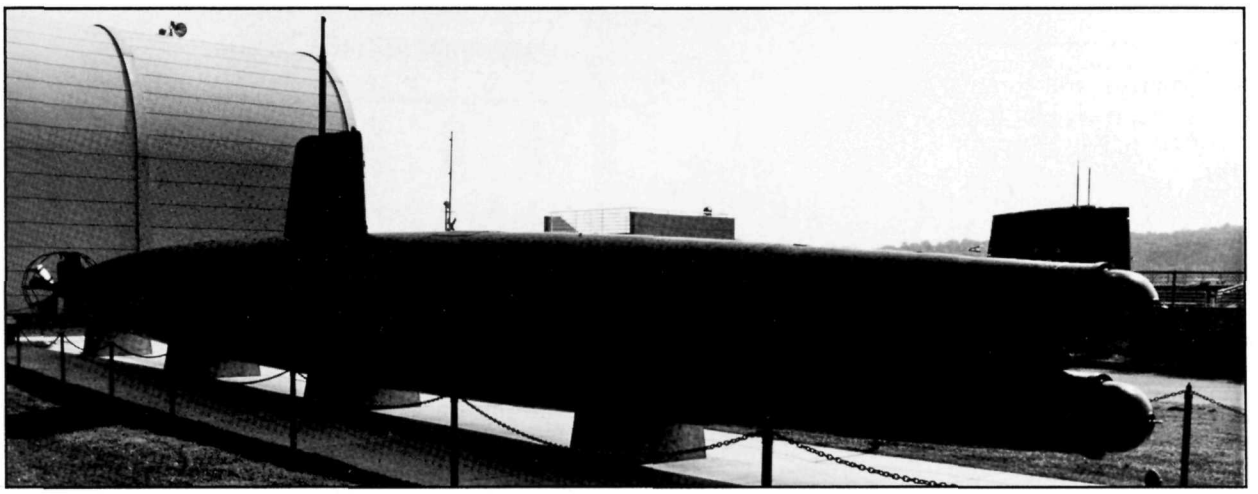
Masts: 0; Rigging: UNRIGGED
Length: 317.7; Beam: 27.2; Draft: 19.0; Displacement: 2768.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: FAIRBANKS MORSE DIESEL/ELECTRIC; Horsepower: 4500.0
Propulsion: TWIN SCREW

Owner: INTREPID SEA-AIR-SPACE MUSEUM
Address: W. 46TH STREET & 12TH AVENUE
NEW YORK, NY 10035 Phone: 212-245-2533

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

HA. 8



HA. 8 is an early example of a specific type of craft, the midget submarine, made famous by the Imperial Japanese Navy's use of it during the Second World War. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #HA8 INIT #346

Current Location: GROTON, CONNECTICUT

Previous Name(s): NONE

Built in 1938 by OURAZAKI DY
Built at KURE, JAPAN
Built for IMPERIAL JAPANESE NAVY

Vessel Type: MIDGET SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TYPE A
Armament: TWO 10-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 79.1; Beam: 6.0
Displacement: 46.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: ELECTRIC; Horsepower: 600.0
Propulsion: SINGLE RECIPROCATING SCREW

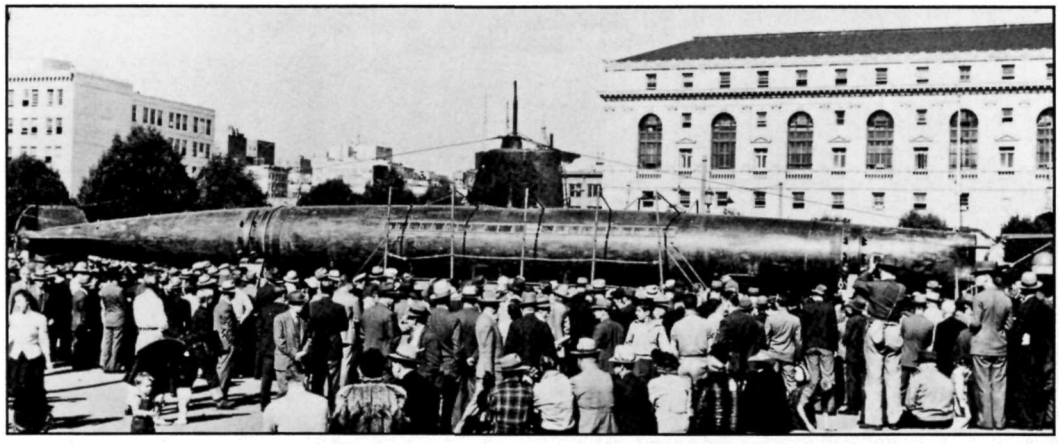
Owner: NAUTILUS MEMORIAL & SUBMARINE FORCE LIBRARY & MUSEUM
Address: NAVSUBASE/P.O. BOX 571
GROTON, CT 06349-5000

Phone: 203-449-3174

Condition: FAIR; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

HA. 19



HA. 19 is an early example of the midget submarine made famous by the Imperial Japanese Navy's use of it during the Second World War. A participant in the Japanese attack on Pearl Harbor, HA. 19 was the only Japanese vessel captured intact, yielding significant information about this "secret weapon." Used as a display to sell war bonds during a nationwide tour of 45 states and 2,000 cities, HA. 19 played a significant part in helping win the war against Japan by raising funds, symbolizing a clever, perfidious enemy, and ensuring that the nation remembered Pearl Harbor. (Photo courtesy U.S. Navy/1942)

Official #HA19 INIT #231

Current Location: KEY WEST, FLORIDA

Previous Name(s): NONE

Built in 1938 by OURAZAKI DY
Built at KURE, JAPAN
Built for IMPERIAL JAPANESE NAVY

Vessel Type: MIDGET SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TYPE A; Armament: TWO 18-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 79.1; Beam: 6.0; Displacement: 46.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: ELECTRIC; Horsepower: 600.0; Propulsion: SINGLE RECIPROCATING SCREW

Owner: U.S. NAVY, OFFICE OF THE CURATOR
Address: WASHINGTON NAVY YARD, BUILDING 57
WASHINGTON, DC 20374 Phone: 202-433-2220

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001428

Condition: FAIR; Original Fabric: 80%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: FALSE; Operating: FALSE



HAZARD

One of two surviving Admirable class minesweepers, Hazard was fitted for both wire and acoustic sweeping, and could double as an antisubmarine platform. She performed these tasks as well as patrol and escort duties during World War II. She is currently on public display along with the submarine Marlin and an A-4 Skyhawk on the Omaha waterfront. (Photo courtesy Hazard Corporation/Duane Galager, 1985)

Official #AM-240 INIT #58

Current Location: OMAHA, NEBRASKA

Previous Name(s): USS HAZARD (1944-1971)

Built in 1944 by WINSLOW MARINE RAILWAY & SHIPBUILDING COMPANY
Built at SEATTLE, WASHINGTON
Built for U.S. NAVY

Vessel Type: MINESWEEPER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: ADMIRABLE
Armament: ONE 3-INCH/50 CALIBER GUN, SIX 20MM GUNS, TWO 40MM GUNS, ROCKETS

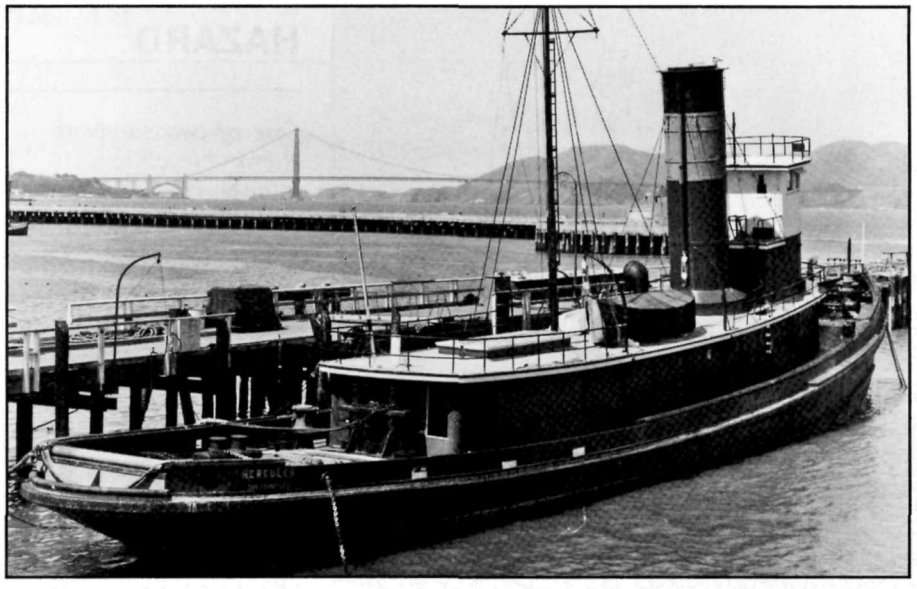
Masts: 1; Rigging: UNRIGGED
Length: 184.6; Beam: 33.1; Draft: 9.0
Displacement: 850.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 2000.0
Propulsion: TWIN SCREW

Owner: GREATER OMAHA MILITARY HISTORICAL SOCIETY
Address: 2497 FREEDOM PARK/1600 ABBOTT DRIVE
OMAHA, NE 68110 Phone: 402-345-1959

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #79001444

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



HERCULES

Hercules' cargoes included logs, sailing vessels, and other large disabled ships. As the last remaining largely unaltered example of an early 20th century ocean-going steam tugboat, she typifies their role in waterborne transportation. (Photo courtesy National Park Service/Richard Frear)

Official #204801 INIT #59

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): NONE

Built in 1907 by JOHN H. DIALOGUE AND SONS
Built at CAMDEN, NEW JERSEY
Built for SHIPOWNERS & MERCHANTS TUG COMPANY OF SAN FRANCISCO

Vessel Type: TUG
Original Use: TUG
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 134.9; Beam: 26.1; Depth of Hold: 15.5
Gross Tonnage: 414.0; Net: 221.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 500.0
Propulsion: SINGLE SCREW

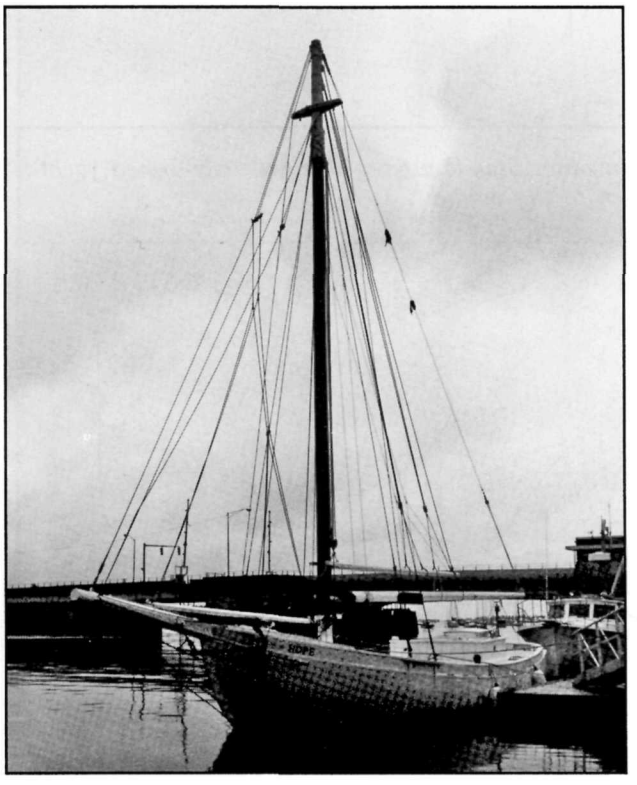
Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123

Phone: 415-556-6435

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #75000225
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #12956

Condition: FAIR; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



HOPE

Currently a museum vessel at the Maritime Center at Norwalk, Hope was the last wooden-hulled, sail-powered oyster sloop built on Long Island Sound. (Photo courtesy Maritime Center at Norwalk)

Official #256559 INIT #60

Current Location: NORWALK, CONNECTICUT

Previous Name(s): NONE

Built in 1948 by STANLEY G. CHARD
Built at GREENWICH, CONNECTICUT
Built for CLARENCE E. CHARD

Vessel Type: SLOOP
Original Use: OYSTER DREDGING
Present Use: MUSEUM

Masts: 1; Rigging: SLOOP (GAFF)
Length: 42.2; Beam: 15.2; Depth of Hold: 4.9
Gross Tonnage: 17.0; Net: 14.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: GASOLINE; Horsepower: 110.0
Propulsion: SAIL/SINGLE SCREW

Owner: THE MARITIME CENTER AT NORWALK
Address: 10 NORTH WATER STREET
SOUTH NORWALK, CT 06854

Phone: 203-838-1488

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

IDA M.

Built for sport fishing, Ida M. was later owned by comedian Stan Laurel. This privately-owned yacht is currently being restored to be a historic display open to the public.

INIT #332

Current Location: SAN RAFAEL, CALIFORNIA

Previous Name(s): IDA M. (1926-1935)
RUTH L. (1935-1938)
NADA III (1938-1977)

Built in 1926 by FELLOWS & STEWARD, WILMINGTON BOAT WORKS
Built at WILMINGTON, CALIFORNIA
Built for WILLARD VAN BRUNT

Vessel Type: YACHT
Original Use: SPORT FISHING
Present Use: UNDER RESTORATION

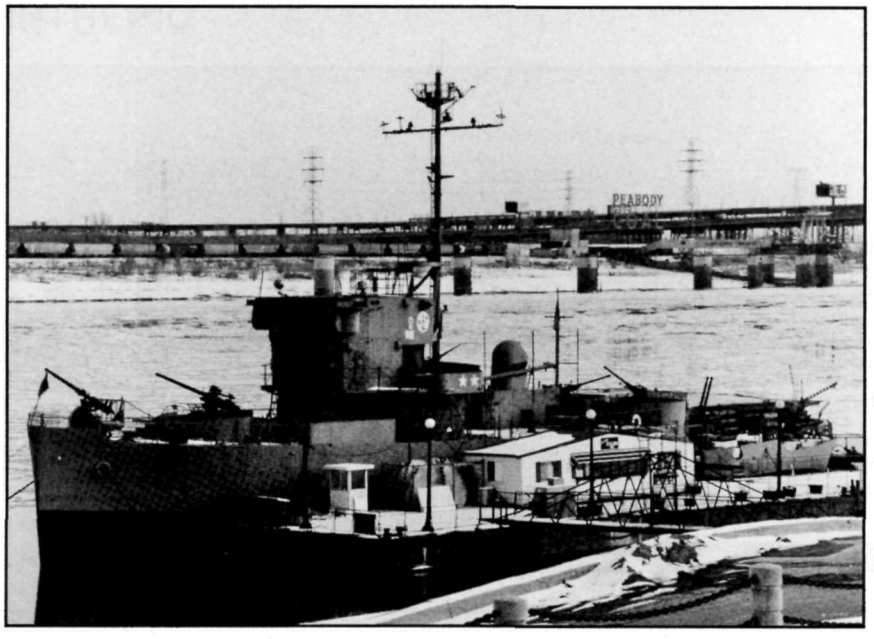
Masts: 0; Rigging: UNRIGGED
Length: 47.0; Beam: 12.0; Draft: 4.0
Gross Tonnage: 40.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TWIN 6-CYLINDER HUDSON; Horsepower: 275.0
Propulsion: TWIN SCREW

Owner: HISTORIC CHARTERS
Address: P.O. BOX 3361
SAN RAFAEL, CA 94912

Phone: 415-459-6933

Condition: FAIR; Original Fabric: 90%

Preservation Objective: OPERATION/FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



INAUGURAL

One of two surviving Admirable minesweepers, the largest and most successful class of American minesweepers, Inaugural is now displayed on the Mississippi River at the north leg of the famous St. Louis Gateway Arch as an education museum open to the public. (Photo courtesy St. Louis Concessions/1985)

Official #AM-242 INIT #62

Current Location: ST. LOUIS, MISSOURI

Previous Name(s): USS INAUGURAL (1944-1946)

Built in 1944 by WINSLOW MARINE RAILWAY & SHIPBUILDING COMPANY
Built at WINSLOW, WASHINGTON
Built for U.S. NAVY

Vessel Type: MINESWEEPER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: ADMIRABLE
Armament: ONE 3-INCH/50 CALIBER GUN, DEPTH CHARGES, THREE TWIN 40MM AND FOUR 20MM GUNS, ROCKETS

Masts: 1; Rigging: UNRIGGED
Length: 184.6; Beam: 33.1; Draft: 9.0
Displacement: 850.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 2000.0
Propulsion: TWIN SCREW

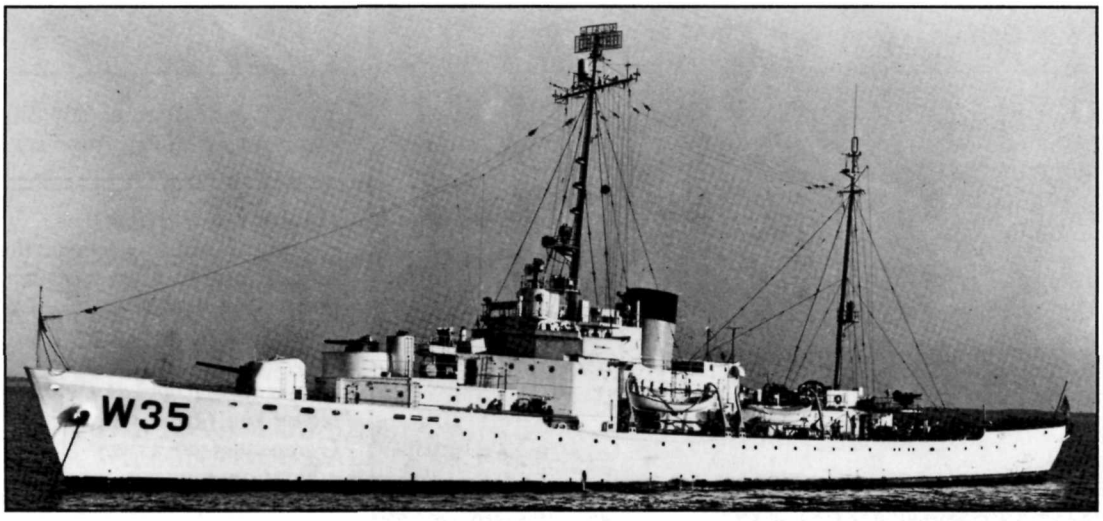
Owner: ST. LOUIS CONCESSIONS
Address: 2241 EDWARDS
ST. LOUIS, MO 63110 Phone: 314-771-9911

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000091

Condition: FAIR; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

INGHAM



One of two preserved Secretary class cutters, probably the most successful large cutters built by the U.S. Coast Guard, Ingham served with distinction during World War II on convoy duty, protecting ships ferrying vital supplies to Great Britain. After ending the war as an amphibious flagship, the cutter returned to regular Coast Guard duties until decommissioned in 1988. (Photo courtesy U.S. Naval Institute/U.S. Navy, 1953)

Official #WPG-35 INIT #290

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): USCGC SAMUEL D. INGHAM (1937-1988)

Built in 1936 by PHILADELPHIA NAVY YARD
Built at PHILADELPHIA, PENNSYLVANIA
Built for U.S. COAST GUARD

Vessel Type: WPG-GUNBOAT
Original Use: COAST GUARD CUTTER
Present Use: MUSEUM
Military Vessel Class: SECRETARY
Armament: ONE 5-INCH/38 CALIBER GUN, TWO .50 CALIBER MACHINE GUNS, TWO DEPTH CHARGE THROWERS, ONE DEPTH CHARGE RAIL

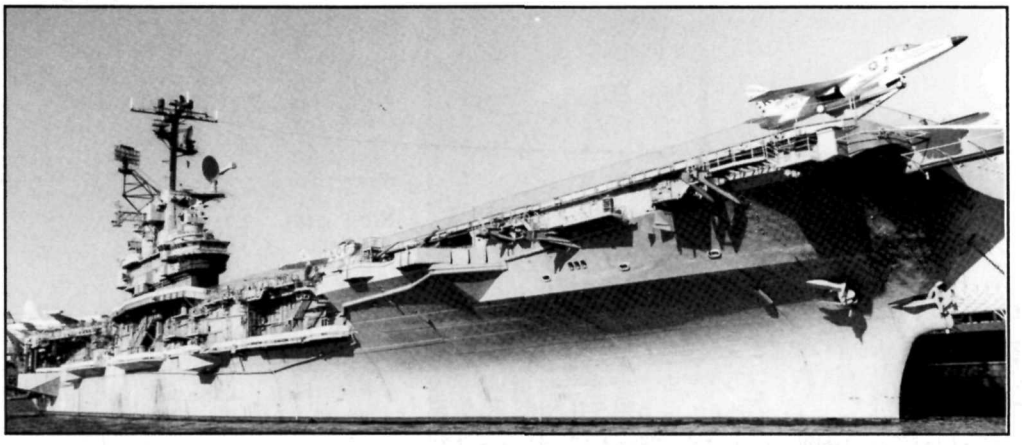
Masts: 2; Rigging: UNRIGGED
Length: 327.0; Beam: 41.2; Draft: 15.3; Displacement: 26560.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DOUBLE REDUCTION GEAR STEAM TURBINE; Horsepower: 6200.0
Propulsion: TWIN SCREW

Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY
Address: 40 PATRIOT'S POINT ROAD
MT. PLEASANT, SC 29464 Phone: 803-884-2727

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

INTREPID



The third Essex class aircraft carrier built by the United States, Intrepid is representative of the carriers that formed the core of the fast carrier task forces of the Pacific war. After the war, Intrepid served during the Vietnam War and was a recovery ship for astronaut splashdowns in the Pacific. Decommissioned in 1981, Intrepid is now berthed in the Hudson River, holding exhibits for the Intrepid Sea-Air-Space Museum. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #CV-11 INIT #63

Current Location: NEW YORK, NEW YORK

Previous Name(s): USS INTREPID (1943-1981)

Built in 1943 by NEWPORT NEWS SHIPBUILDING & DRYDOCK COMPANY
Built at NEWPORT NEWS, VIRGINIA
Built for U.S. NAVY

Vessel Type: AIRCRAFT CARRIER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: ESSEX (SHORT HULL GROUP)
Armament: ORIG. TWELVE 5-INCH/38 CALIBER GUNS, THIRTY-TWO 40MM AND FORTY-SIX 20MM GUNS, ANTIAIRCRAFT GUNS, NINETY-ONE AIRCRAFT

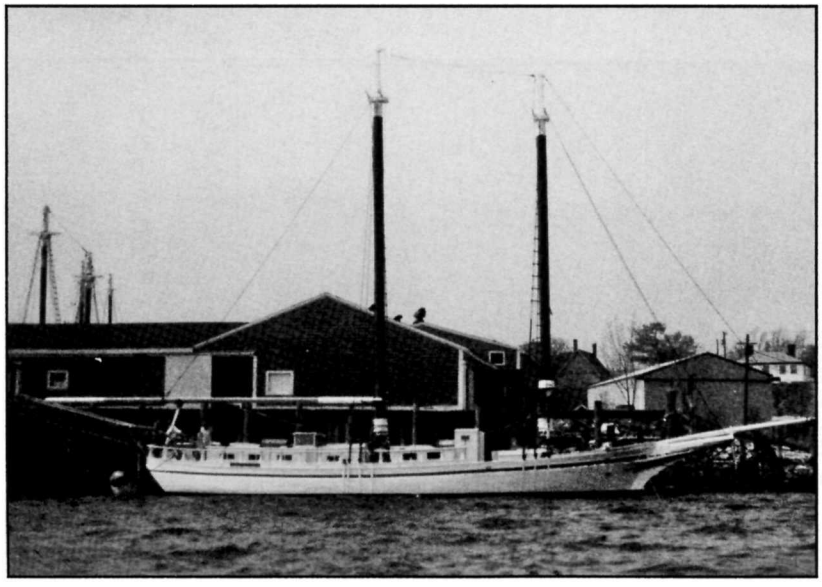
Masts: 0; Rigging: UNRIGGED
Length: 856.0; Beam: 93.0; Depth of Hold: 54.6; Draft: 30.0; Displacement: 33292.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: GEARED STEAM TURBINES; Horsepower: 150000.0; Propulsion: QUAD SCREW

Owner: INTREPID SEA-AIR-SPACE MUSEUM
Address: W. 46TH STREET & 12TH AVENUE
NEW YORK, NY 10035 Phone: 212-245-2533

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000082

Condition: GOOD; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



ISAAC H. EVANS

Built during the era when oystering was the biggest fishing industry in the country, the schooner Isaac H. Evans spent many years fishing and freighting on the Delaware Bay. Today she carries passengers on sailing vacations along the coast of Maine. (Photo courtesy National Maritime Initiative/James P. Delgado)

Official #3362 INIT #64

Current Location: ROCKLAND, MAINE

Previous Name(s): BOYD N. SHEPPARD (1886-1919)

Built in 1886 by J. VANNAMAN AND BROTHER
Built at MAURICETOWN, NEW JERSEY
Built for SHEPPARD FAMILY

Vessel Type: SCHOONER
Original Use: OYSTERING
Present Use: PASSENGER CRUISES

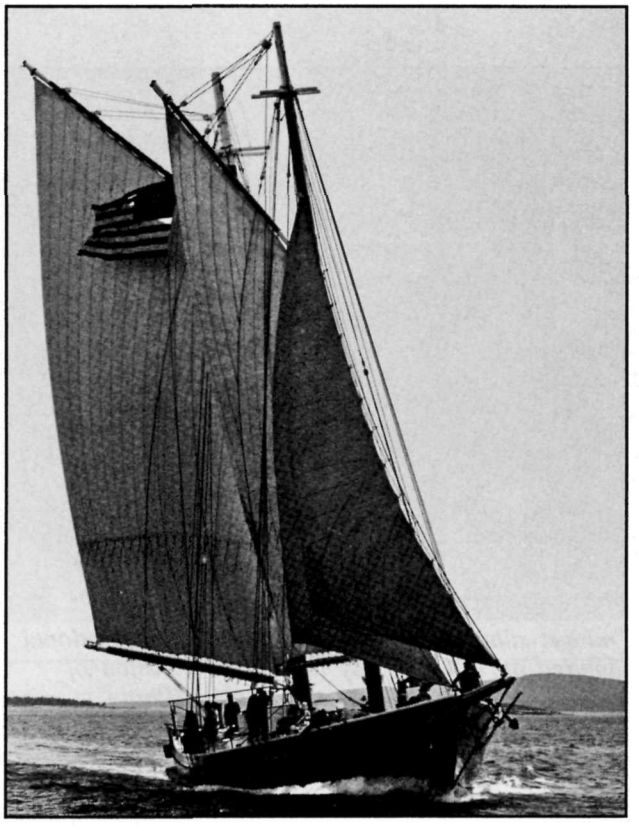
Masts: 2; Rigging: SCHOONER
Length: 64.5; Beam: 19.7; Depth of Hold: 5.1; Draft: 6.0
Gross Tonnage: 52.0; Net: 52.0; Displacement: 65.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED/DIESEL/ORIG. GAS
Propulsion: SAIL

Owner: CAPT. EDWARD B. GLASER
Address: BOX 482, FRONT STREET
ROCKLAND, ME 04841

Phone: 207-594-8007

Condition: GOOD; Original Fabric: 30%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



J. & E. RIGGIN

Originally built for the oyster dredging trade, J. & E. Riggin won the first and only formal oyster schooner race ever held on the Delaware Bay in 1929. Rebuilt and rerigged as a passenger vessel, she has served as a windjammer on Penobscot Bay since 1977. (Photo courtesy Schooner J. & E. Riggin)

Official #226422 INIT #65

Current Location: ROCKLAND, MAINE

Previous Name(s): NONE

Built in 1927 by STOWMANS SHIPYARD
Built at DORCHESTER, NEW JERSEY
Built for CHARLES RIGGIN

Vessel Type: SCHOONER
Original Use: OYSTERING
Present Use: PASSENGER CRUISES

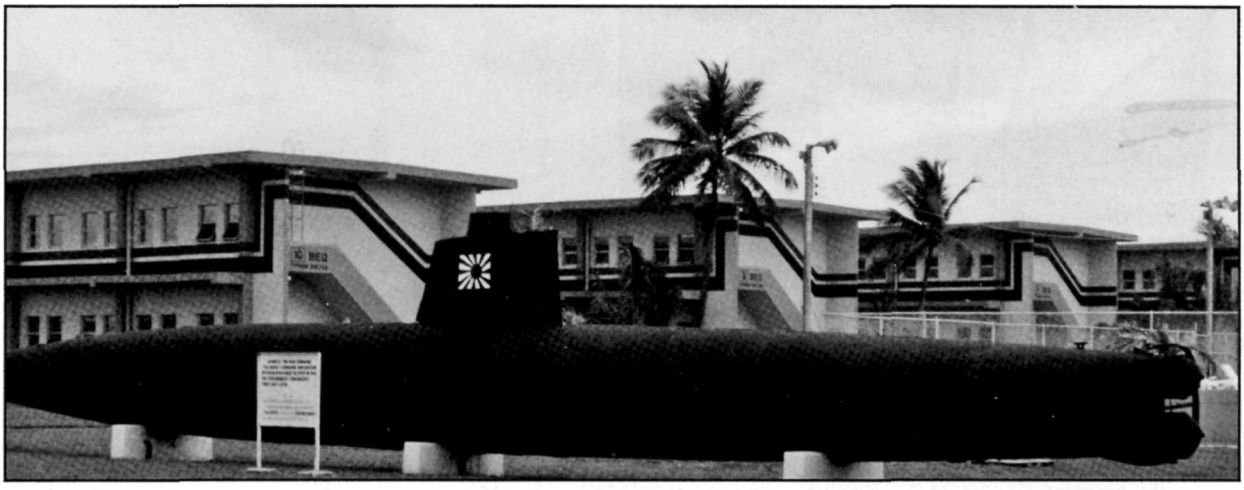
Masts: 2; Rigging: SCHOONER
Length: 76.4; Beam: 22.3; Depth of Hold: 6.1
Gross Tonnage: 61.0; Net: 61.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: CAPT DAVID L. AND SUSAN P. ALLEN
Address: P.O. BOX 571
ROCKLAND, ME 04841 Phone: 207-594-2923

Condition: GOOD; Original Fabric: 75%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

JAPANESE MIDGET SUBMARINE



The only preserved example of a Type "C" Japanese midget submarine, this craft represents operational improvements to the Type "A" midget submarine. Captured at Talatuto Bay during the invasion of Guam by U.S. Forces in 1944, she is now displayed at the U.S. Naval Base at Agana. (Photo courtesy U.S. Navy)

Official #HA 62-76 INIT #301

Current Location: AGANA, GUAM

Previous Name(s): NONE

Built in 1944 by OURAZAKI OR KURE DY
Built at JAPAN
Built for IMPERIAL JAPANESE NAVY

Vessel Type: MIDGET SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TYPE C MIDGET
Armament: TWO 18-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 81.8; Beam: 6.2; Draft: 2.6; Displacement: 50.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: ELECTRIC; Horsepower: 600.0
Propulsion: SINGLE RECIPROCATING SCREW

Owner: U.S. NAVY COMMANDER
Address: NAVAL FORCES MARIANAS
FPO SAN FRANCISCO, CA 96630-0051

Phone: N/L

Condition: POOR; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



JEAN

Although sternwheelers had been common for decades, a unique feature of Jean was the use of twin independently operated sternwheels, designed so one could be reversed while the other was turning forward, allowing her greater maneuverability than other sternwheelers. She also, when built, sported the latest technology of an all-steel construction. (Photo courtesy Idaho State Historical Society/Don Watts, 1989)

Official #237426 INIT #66

Current Location: LEWISTON, IDAHO

Previous Name(s): NONE

Built in 1938 by COMMERCIAL IRON WORKS
Built at PORTLAND, OREGON
Built for WESTERN TRANSPORTATION COMPANY

Vessel Type: TOWBOAT
Original Use: RIVER TOWBOAT
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 140.3; Beam: 40.0; Depth of Hold: 7.8
Gross Tonnage: 533.0; Net: 311.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: STEAM, 2-CYLINDER COMPOUND; Horsepower: 1200.0
Propulsion: TANDEM STERNWHEEL

Owner: HELLS GATE STATE PARK
Address: 3620A SNAKE RIVER AVENUE
LEWISTON, ID 83501

Phone: 208-743-2363

National Register Status: LISTED; Significance Level: STATE; Reference #89001001

Condition: FAIR; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

JEAN

Jean is an excellent example of a glass cabin motor cruiser, a type developed and widely used to carry passengers as a yacht, ferry, or launch before the invention of the diesel engine.

Official #211300 INIT #224

Current Location: HUNTINGTON, NEW YORK

Previous Name(s): NONE

Built in 1913 by CHARLES ALLEN, JR.
Built at RED BANK, NEW JERSEY
Built for CHARLES ALLEN, JR.

Vessel Type: MOTOR CRUISER
Original Use: YACHT
Present Use: EDUCATION/EXCURSION

Masts: 0; Rigging: UNRIGGED
Length: 47.0; Beam: 11.0; Depth of Hold: 4.7; Draft: 3.5
Gross Tonnage: 18.0; Net: 17.0
Hull Materials: WOOD/FIBERGLASS; Decks: WOOD/FIBERGLASS; Superstructure: WOOD
Engines: 6-CYLINDER DIESEL; Horsepower: 96.0
Propulsion: SINGLE SCREW

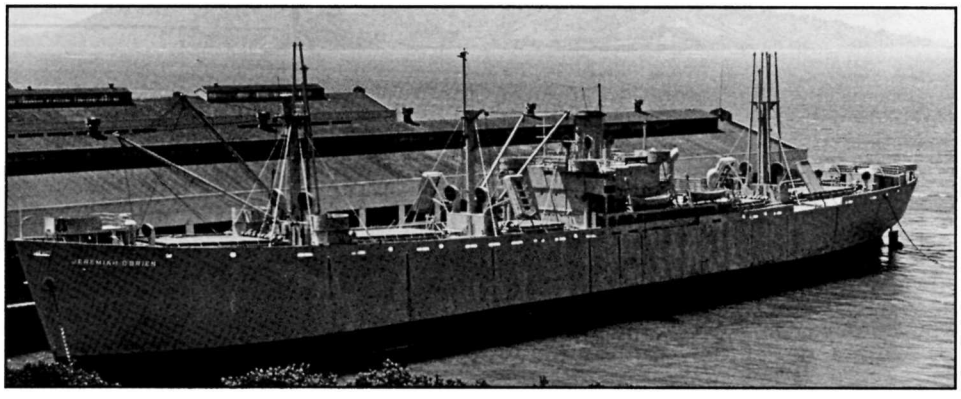
Owner: MARITIME CENTER ON LONG ISLAND
Address: P.O. BOX 991
HUNTINGTON, NY 11721

Phone: 516-754-2864

Condition: GOOD; Original Fabric: 75%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

JEREMIAH O'BRIEN



Jeremiah O'Brien is the only unaltered survivor of the more than 1,000 Liberty ships built during World War II as an emergency response to a critical shortage of maritime cargo ships. She has been preserved as a memorial to those who built, sailed, defended, repaired, and supplied Liberty Ships during World War II. (Photo courtesy San Francisco Maritime National Historical Park/Richard Frear)

Official #243622 INIT #67

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): NONE

Built in 1943 by NEW ENGLAND SHIPBUILDING CORPORATION
Built at SOUTH PORTLAND, MAINE
Built for WAR SHIPPING ADMINISTRATION

Vessel Type: LIBERTY SHIP
Original Use: DRY CARGO
Present Use: MUSEUM/PASSENGER CRUISES
Military Vessel Class: EC2-S-C1
Armament: ONE 3-INCH/50 AND ONE 5-INCH/38 CALIBER GUN, EIGHT 20MM GUNS

Masts: 3; Rigging: CARGO
Length: 441.5; Beam: 57.0; Draft: 27.9
Gross Tonnage: 7176.0; Net: 4380.0; Displacement: 14245.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, TRIPLE EXPANSION RECIPROCATING; Horsepower: 2500.0
Propulsion: SINGLE SCREW

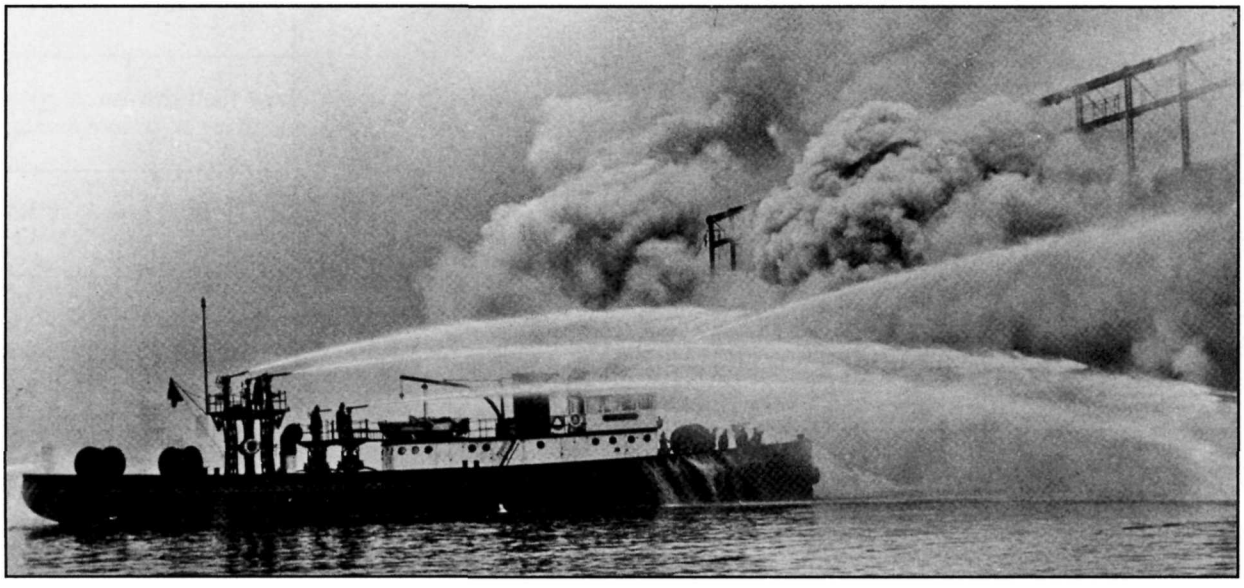
Owner: NATIONAL LIBERTY SHIP MEMORIAL, INC.
Address: FORT MASON CENTER/LANDMARK BUILDING A
SAN FRANCISCO, CA 94123 Phone: 415-441-3101

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #78003405
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #21355
AMERICAN SOCIETY FOR MECHANICAL ENGINEERING LANDMARK

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

JOHN J. HARVEY



When built, New York's John J. Harvey was the largest and most powerful gasoline-operated American fireboat. Dieselized in 1957, Harvey is still in service to the Fire Division of New York Marine Division. (Photo courtesy Bill Noonan)

Official #231225 INIT #242

Current Location: NEW YORK, NEW YORK

Previous Name(s): NONE

Built in 1931 by TODD SHIPYARD
Built at NEW YORK, NEW YORK
Built for NEW YORK FIRE DEPARTMENT

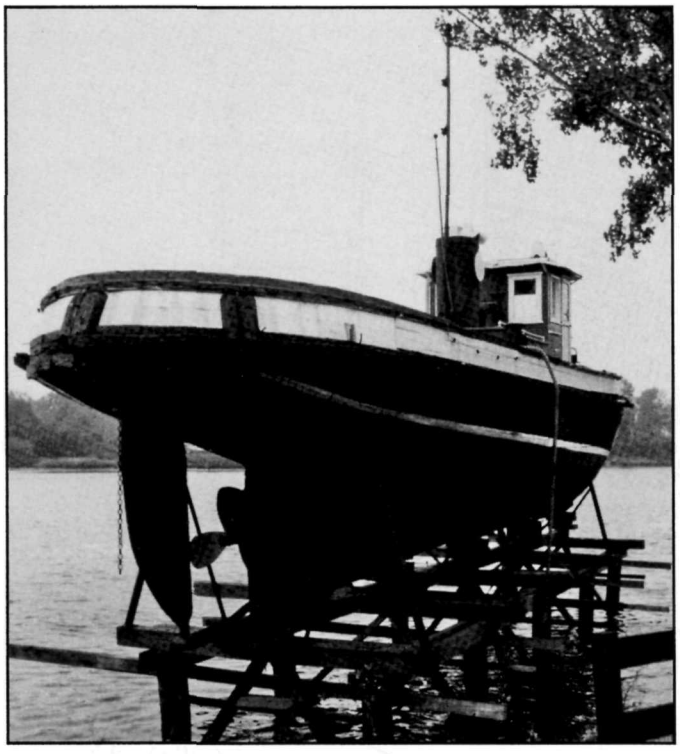
Vessel Type: FIREBOAT
Original Use: FIRE FIGHTING
Present Use: FIRE FIGHTING

Masts: 0; Rigging: UNRIGGED
Length: 122.5; Beam: 28.1; Depth of Hold: 11.8
Gross Tonnage: 268.0; Net: 182.0; Displacement: 268.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 2180.0
Propulsion: SCREW

Owner: FIRE DEPARTMENT OF NEW YORK, MARINE DIVISION
Address: PIER A, NORTH RIVER
NEW YORK, NY 10004 Phone: 212-750-4294

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



JOHN TAXIS

John Taxis is one of the oldest surviving tugboats in the United States. The original steam engine is now on display in the Mariner's Museum in Newport News, Virginia.

Official #75094 INIT #68

Current Location: WILMINGTON, NORTH CAROLINA

Previous Name(s): WILLIAM STEWART

Built in 1869 by REANEY, SON, & ARCHBOLD
Built at CHESTER, PENNSYLVANIA
Built for UNKNOWN

Vessel Type: TUG
Original Use: TUG
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 52.5; Beam: 13.2; Depth of Hold: 6.1
Gross Tonnage: 27.0; Net: 13.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED/ORIG. STEAM, STEEPLE, THEN DIESEL; Horsepower: 125.0
Propulsion: SINGLE SCREW

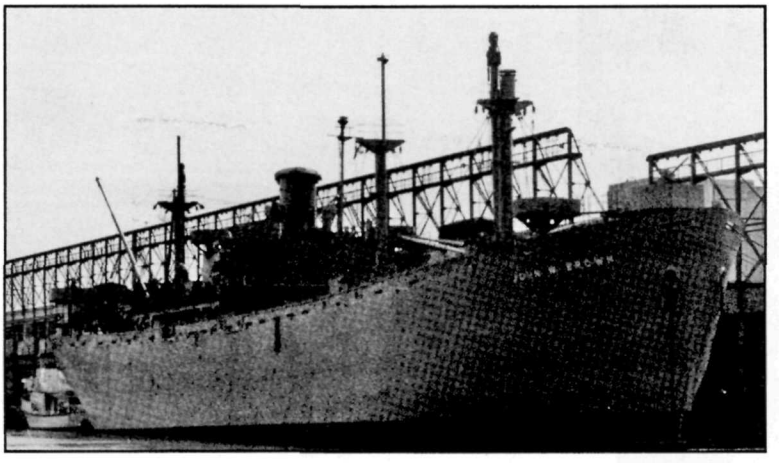
Owner: RIVER ENTERPRISES
Address: 225 SOUTH WATER STREET
WILMINGTON, NC 28401

Phone: 919-343-8007

Condition: FAIR; Original Fabric: 75%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

JOHN W. BROWN



One of two surviving Liberty ships preserved in the United States, John W. Brown made wartime voyages to the Persian Gulf and the Mediterranean, including duty during the Anzio landings. John W. Brown arrived in Baltimore in 1988 to be restored as a museum ship and memorial.

Official #242209 INIT #70

Current Location: BALTIMORE, MARYLAND

Previous Name(s): NONE

Built in 1942 by BETHLEHEM-FAIRFIELD SHIPYARD
Built at BALTIMORE, MARYLAND
Built for U.S. MARITIME COMMISSION

Vessel Type: LIBERTY SHIP
Original Use: MERCHANT
Present Use: UNDER RESTORATION/MUSEUM
Military Vessel Class: EC2-S-C1
Armament: ORIG. THREE 3-INCH/50 CALIBER GUNS, ONE 5-INCH/50 CALIBER GUN, EIGHT 20MM GUNS

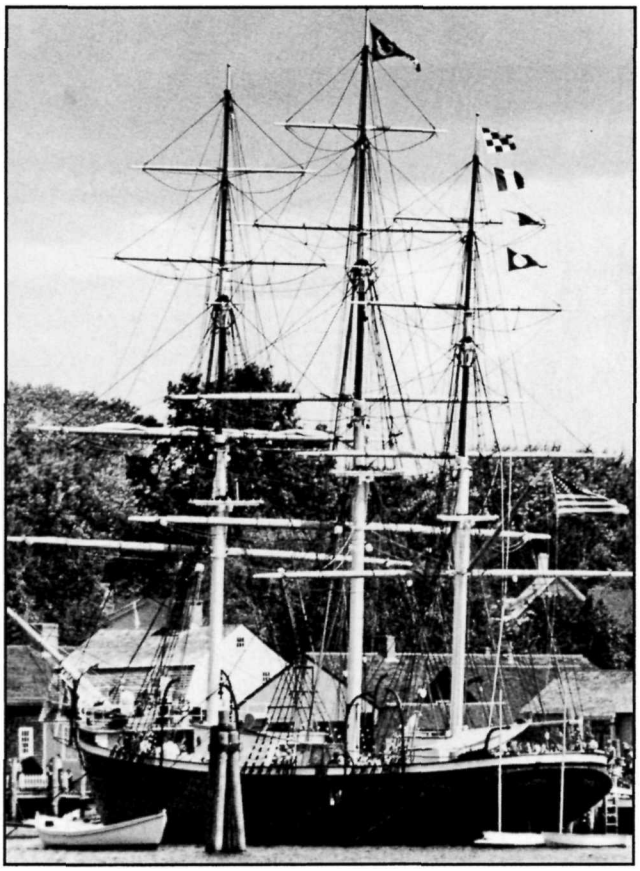
Masts: 0; Rigging: UNRIGGED
Length: 441.7; Beam: 57.0; Depth of Hold: 34.8; Draft: 27.9
Gross Tonnage: 7176.0; Net: 4380.0; Displacement: 14245.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 2500.0
Propulsion: SINGLE SCREW

Owner: PROJECT LIBERTY SHIP
Address: P.O. BOX 8
LONG GREEN, MD 21092 Phone: 301-558-0646

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85000399

Condition: GOOD; Original Fabric: 85%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



JOSEPH CONRAD

After her first 52 years of service as a school ship training future Danish merchant officers, Georg Stage was purchased by famous maritime historian and sailor Capt. Allen Villiers, renamed Joseph Conrad, and launched on a two-year journey described by Villiers in The Cruise of the Conrad. As an American vessel, she served briefly as a yacht, then as a merchant training ship for the U.S. Maritime Commission. She has been providing sea training for young people at Mystic Seaport since 1947. (Photo courtesy Mystic Seaport/Claire White-Peterson)

INIT #71

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): GEORG STAGE (1882-1934)

Built in 1882 by BURMEISTER & WAIN
Built at COPENHAGEN, DENMARK
Built for STIFTELSON GEORG STAGES MINDE

Vessel Type: SHIP
Original Use: SAIL TRAINING SHIP
Present Use: MUSEUM/FLOATING SCHOOL

Masts: 3; Rigging: SHIP
Length: 98.5; Beam: 24.2; Depth of Hold: 7.5
Gross Tonnage: 205.0; Net: 143.8; Displacement: 400.0
Hull Materials: IRON; Decks: WOOD; Superstructure: IRON
Engines: DIESEL/ORIG. STEAM AUXILIARY; Horsepower: 265.0; Propulsion: SAIL

Owner: MYSTIC SEAPORT MUSEUM
Address: MYSTIC, CT 06355 Phone: 203-572-0711

Condition: GOOD; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

JOSEPH P. KENNEDY JR.



USS Joseph P. Kennedy Jr., is a World War II Gearing class destroyer. Although none in the Gearing class were built in time to see much World War II service, they represented the ultimate stage in World War II destroyer design. Kennedy now serves as a museum exhibit and headquarters for Tin Can Sailors, Inc., the national organization of destroyer veterans of World War II. Shown here at Battleship Cove. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #DD-850 INIT #73

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): USS JOSEPH P. KENNEDY JR. (1945-1973)

Built in 1945 by BETHLEHEM STEEL COMPANY
Built at QUINCY, MASSACHUSETTS
Built for U.S. NAVY

Vessel Type: DESTROYER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GEARING, FRAM I
Armament: FOUR 5-INCH/38 CALIBER GUNS, SIX MARK 32 TORPEDOES, ASROC

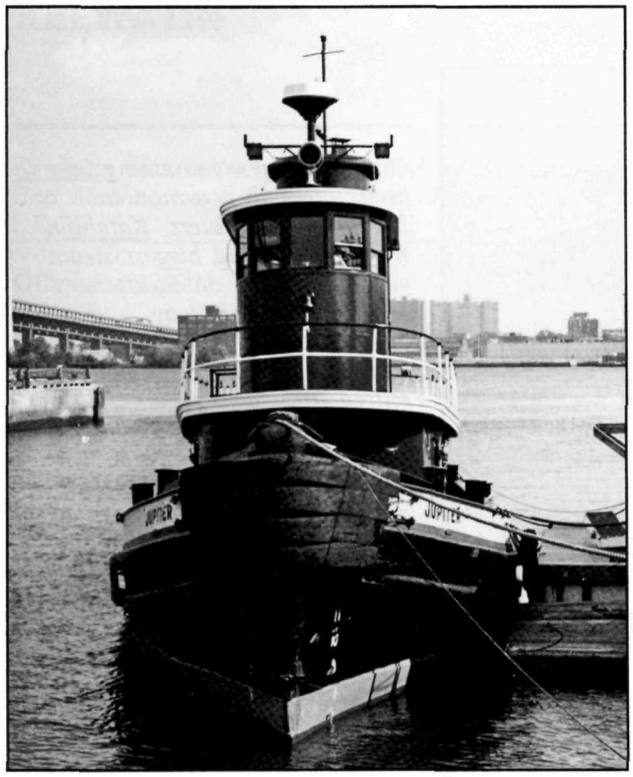
Masts: 0; Rigging: UNRIGGED
Length: 391.0; Beam: 41.0; Draft: 19.0; Displacement: 2616.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 60000.0; Propulsion: TWIN SCREW

Owner: U.S.S. MASSACHUSETTS MEMORIAL COMMITTEE
Address: BATTLESHIP COVE
FALL RIVER, MA 02721 Phone: 508-678-1100

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #76000231

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



JUPITER

After several owners, a long career of pushing oil barges and tankers, and a re-engining, Jupiter was acquired by the Philadelphia Ship Guild as a working museum vessel. She is shown here at Penn's Landing. (Photo courtesy of National Maritime Initiative/Candace Clifford, 1989)

Official #117219 INIT #297

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): S O CO. 14 (1902-1915)
S. T. CO. NO. 14 (1916-1918)
SOCONY 14 (1919-1939)

Built in 1902 by NEAFIE & LEVY
Built at PHILADELPHIA, PENNSYLVANIA
Built for SOCONY VACUUM

Vessel Type: TUG
Original Use: TOWING
Present Use: MUSEUM

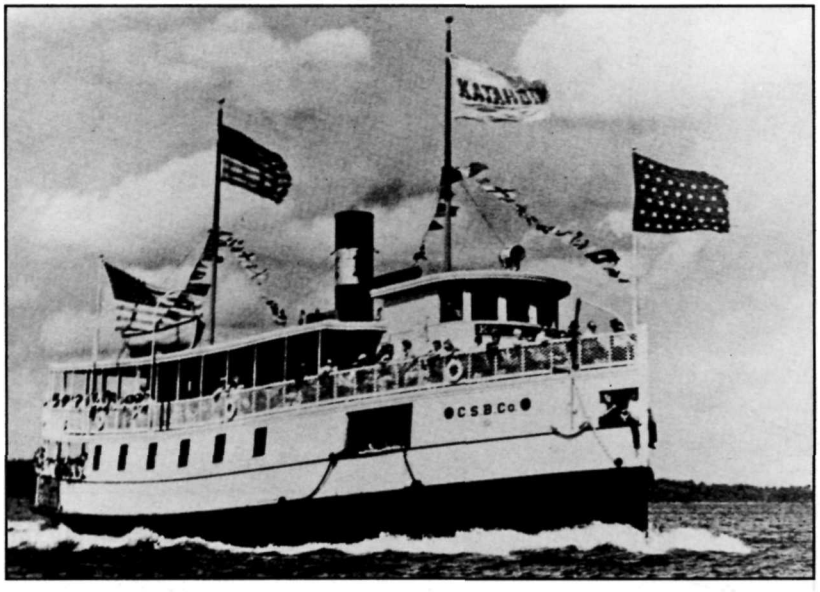
Masts: 0; Rigging: UNRIGGED
Length: 91.0; Beam: 22.0; Depth of Hold: 9.4
Gross Tonnage: 180.0; Net: 122.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: FALK DIESEL; Horsepower: 1080.0
Propulsion: SINGLE SCREW

Owner: PHILADELPHIA SHIP PRESERVATION GUILD
Address: DELAWARE AVENUE @ WALNUT STREET
PHILADELPHIA, PA 19106 Phone: 215-923-9030

Condition: GOOD; Original Fabric: 85%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

KATAHDIN



One of the few remaining lake boats once so common on Maine inland waters, Katahdin was the last and biggest steam vessel operated on Moosehead Lake. When highway construction obviated the need for water transport, Katahdin was retired from passenger service and spent the next 38 years hauling logs for the paper industry. Currently a working museum vessel, Katahdin cruises daily on Moosehead Lake during the summer months. (Photo courtesy Maine Historic Preservation Commission)

INIT #74

Current Location: GREENVILLE, MAINE

Previous Name(s): NONE

Built in 1914 by BATH IRON WORKS
Built at BATH, MAINE
Built for COBURN STEAMSHIP COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGERS/FREIGHT
Present Use: MUSEUM/PASSENGER CRUISES

Masts: 0; Rigging: UNRIGGED
Length: 115.0; Beam: 28.0; Depth of Hold: 11.0
Gross Tonnage: 140.0; Net: 90.0; Displacement: 250.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL/ORIG. STEAM; Horsepower: 600.0
Propulsion: SINGLE SCREW

Owner: MOOSEHEAD MARINE MUSEUM
Address: P.O. BOX 1151
GREENVILLE, ME 04441

Phone: 207-695-2716

National Register Status: LISTED; Significance Level: STATE; Reference #78003435

Condition: FAIR; Original Fabric: 70%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

KEEWATIN

Keewatin was owned and operated by the Canadian Pacific Railway as a passenger steamer between Port McNicoll and Thunder Bay. Retired in 1965, she is currently preserved as a steamboat museum.

Official #125985 INIT #75

Current Location: DOUGLAS, MICHIGAN

Previous Name(s): NONE

Built in 1907 by FAIRFIELD SHIPBUILDING & ENGINEERING COMPANY
Built at GLASGOW, SCOTLAND
Built for CANADIAN PACIFIC RAILWAY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGERS/FREIGHT
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 336.5; Beam: 43.8; Depth of Hold: 15.4
Gross Tonnage: 3856.0; Net: 2470.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: STEEL/WOOD
Engines: STEAM, QUAD EXPANSION; Horsepower: 3000.0
Propulsion: SINGLE SCREW

Owner: R. J. AND DIANE PETERSON
Address: P.O. BOX 511
DOUGLAS, MI 49406

Phone: 616-857-2107

Condition: GOOD; Original Fabric: 99%

Preservation Objective: FLOATING MUSEUM
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

KIDD



Representative of the Fletcher class destroyers that formed the backbone of the U.S. destroyer forces in World War II, USS Kidd saw heavy action in the war, participating in nearly every important naval campaign in the Pacific. The only destroyer to retain her World War II appearance, Kidd is now as a museum vessel. (Photo courtesy Louisiana Naval War Memorial Commission)

Official #DD-661 INIT #77

Current Location: BATON ROUGE, LOUISIANA

Previous Name(s): USS KIDD (1943-1946; 1953-1964)

Built in 1943 by FEDERAL SHIPBUILDING & DRYDOCK COMPANY
Built at KEARNEY, NEW JERSEY
Built for U.S. NAVY

Vessel Type: DESTROYER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: REPEAT FLETCHER
Armament: FIVE 5-INCH/35 CALIBER GUNS, FIVE 21-INCH TORPEDO TUBES, 40MM AND 20MM GUNS, DEPTH CHARGES

Masts: 1; Rigging: UNRIGGED
Length: 376.5; Beam: 39.7; Draft: 18.0; Displacement: 2952.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 60000.0; Propulsion: TWIN SCREW

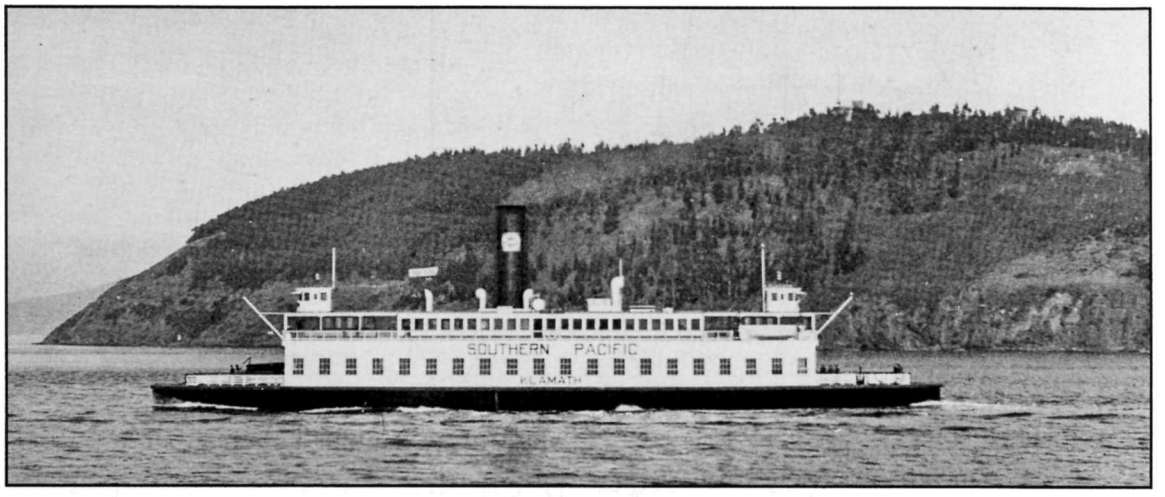
Owner: LOUISIANA NAVAL WAR MEMORIAL COMMISSION
Address: 305 SOUTH RIVER ROAD
BATON ROUGE, LA 70802 Phone: 504-342-1942

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #83000502

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

KLAMATH



One of the last San Francisco ferryboats in service, Klamath has been remodeled and is currently a floating office and studio. (Photo courtesy San Francisco Maritime National Historical Park/John W. Proctor, circa 1929)

Official #224401 INIT #203

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): NONE

Built in 1925 by BETHLEHEM STEEL COMPANY
Built at SAN FRANCISCO, CALIFORNIA
Built for SOUTHERN PACIFIC RAILROAD COMPANY

Vessel Type: FERRY
Original Use: FERRY
Present Use: OFFICES

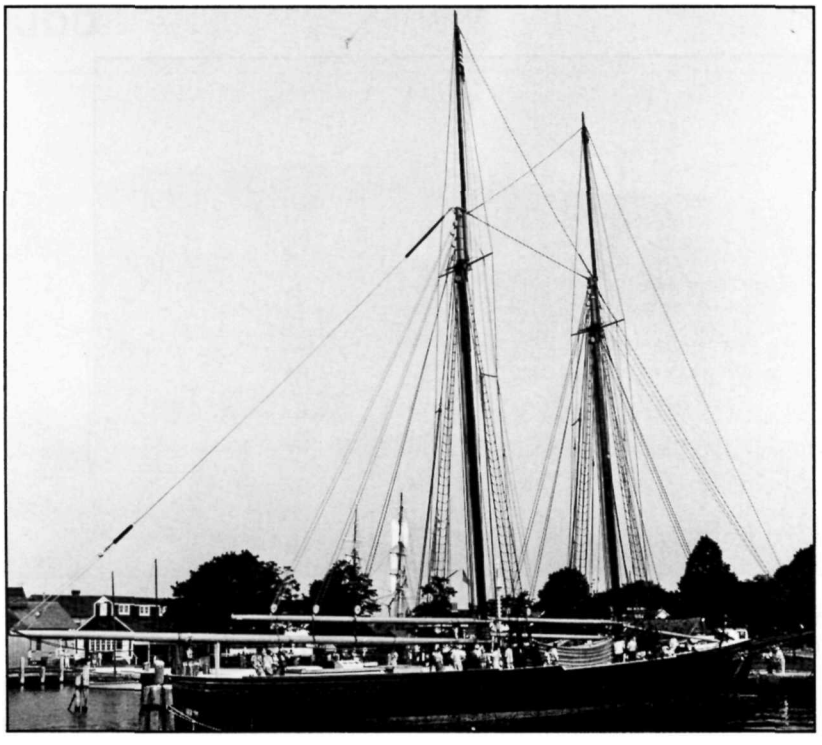
Masts: 0; Rigging: UNRIGGED
Length: 234.0; Beam: 45.0; Depth of Hold: 17.0
Gross Tonnage: 1952.0; Net: 925.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM RECIPROCATING; Horsepower: 1400.0
Propulsion: TWIN SCREW (DOUBLE-ENDER)

Owner: LANDOR ASSOCIATES
Address: 1001 FRONT STREET
SAN FRANCISCO, CA 94111

Phone: 415-955-1200

Condition: GOOD; Original Fabric: 85%

Preservation Objective: ADAPTIVE USE/OFFICES
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



L. A. DUNTON

Exemplifying the New England fishing schooner, L. A. Dunton was restored to her original rig and appearance as a Banks fisherman by Mystic Seaport in 1963. (Photo courtesy Mystic Seaport/Claire White-Peterson)

Official #221150 INIT #78

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): NONE

Built in 1921 by ARTHUR D. STORY
Built at ESSEX, MASSACHUSETTS
Built for F. HOGAN, R. GIFFON, & G. FULHAM

Vessel Type: SCHOONER
Original Use: FISHING
Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
Length: 103.6; Beam: 25.0; Depth of Hold: 11.6
Gross Tonnage: 131.0; Net: 112.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: HOISTING; Horsepower: 7.0
Propulsion: SAIL

Owner: MYSTIC SEAPORT MUSEUM
Address: MYSTIC, CT 06355

Phone: 203-572-0711

Condition: GOOD; Original Fabric: 40%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LAFFEY



The only surviving Allen M. Sumner class destroyer and the only surviving World War II destroyer that saw service in the Atlantic, Laffey is now a museum vessel displayed at Patriot's Point. She is shown here with Clamagore. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #DD-724 INIT #79

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): USS LAFFEY (1944-1975)

Built in 1944 by BATH IRON WORKS
Built at BATH, MAINE
Built for U.S. NAVY

Vessel Type: DESTROYER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: ALLEN M. SUMNER
Armament: SIX 5-INCH/38 CALIBER GUNS, SIX 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 377.0; Beam: 41.0; Draft: 19.0
Displacement: 2610.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, GEARED TURBINES; Horsepower: 60000.0
Propulsion: TWIN SCREW

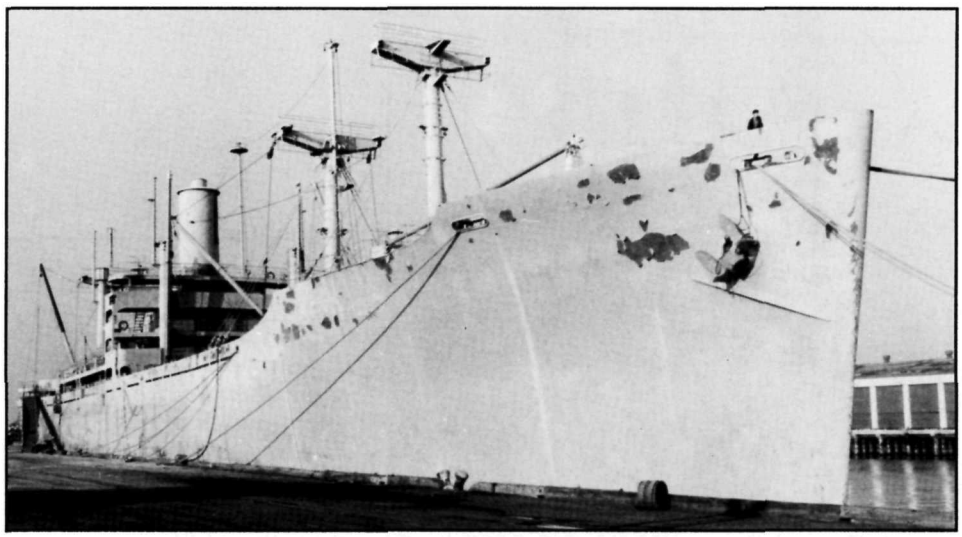
Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY
Address: 40 PATRIOT'S POINT ROAD
MOUNT PLEASANT, SC 29464 Phone: 803-884-2727

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #83002189

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LANE VICTORY



The Victory ships entered World War II at an important juncture, ferrying supplies and troops to European and Pacific theaters. As the last Victory ship to retain integrity of original design and as best representative of her class, Lane Victory has been designated a memorial to the Merchant Marine veterans of World War II. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #248094 INIT #275

Current Location: SAN PEDRO, CALIFORNIA

Previous Name(s): NONE

Built in 1945 by CALIFORNIA SHIPBUILDING CORPORATION
Built at LOS ANGELES, CALIFORNIA
Built for U.S. MARITIME ADMINISTRATION

Vessel Type: VICTORY (VC2-S-AP2 TYPE)
Original Use: EMERGENCY FLEET FREIGHTER
Present Use: MUSEUM

Masts: 3; Rigging: UNRIGGED
Length: 436.6; Beam: 62.0; Depth of Hold: 38.0; Draft: 28.0
Gross Tonnage: 7612.0; Net: 4555.0; Displacement: 15200.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: TWIN C2 STEAM TURBINES; Horsepower: 6000.0
Propulsion: SINGLE SCREW

Owner: U.S. MERCHANT MARINE VETERANS OF WWII
Address: P.O. BOX 629
SAN PEDRO, CA 90731 Phone: 213-519-9545

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



LANSDOWNE

Built to ferry railroad cars across the St. Clair River between Detroit and Windsor, Ontario, Canada, Lansdowne operated for over 77 years, when she was the last paddle car ferry. Operated by Canadian National Railways when laid up, Lansdowne has been extensively converted to a restaurant on the Detroit waterfront. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

INIT #210

Current Location: DETROIT, MICHIGAN

Previous Name(s): NONE

Built in 1884 by DETROIT DRY DOCK
Built at WYANDOTTE, MICHIGAN
Built for GRAND TRUNK RAILWAY OF CANADA

Vessel Type: CAR FERRY
Original Use: CAR FERRY
Present Use: RESTAURANT

Masts: 0; Rigging: UNRIGGED
Length: 294.0
Gross Tonnage: UNKNOWN
Hull Materials: IRON; Decks: STEEL; Superstructure: STEEL
Engines: STEAM HORIZONTAL LOW PRESSURE (ONE REMOVED); Horsepower: UNKNOWN
Propulsion: SIDEWHEEL

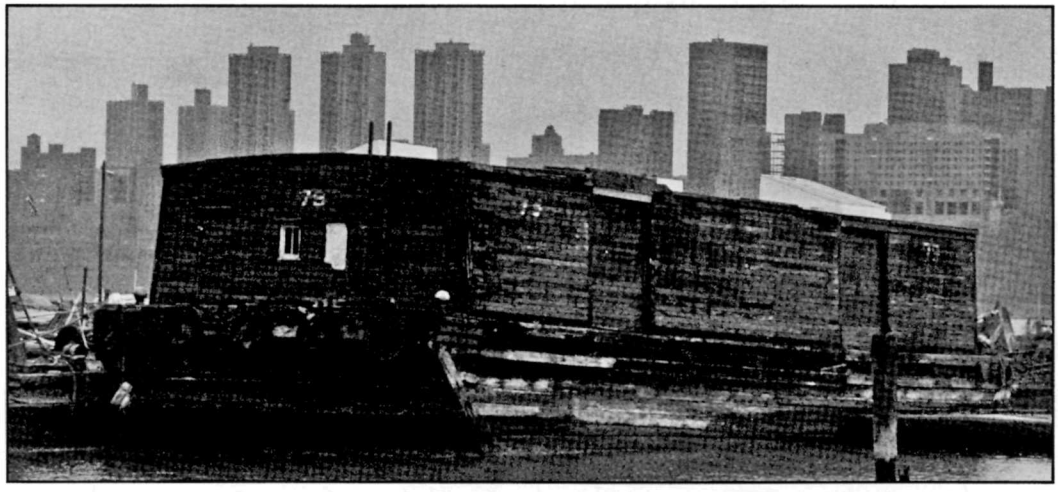
Owner: THE LANSDOWNE RESTAURANT
Address: 201 WEST ATWATER
DETROIT, MI 48226

Phone: 313-259-6260

Condition: GOOD; Original Fabric: 75%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LEHIGH VALLEY RAILROAD BARGE NO. 79



Lehigh Valley Railroad Barge Number 79 is an excellent representative of the Hudson River Railroad Barge type. Before railroad tunnels and bridges were built, goods to be consumed in New York City and cargo to be loaded on vessels for shipment overseas had to be transported across the Hudson River from the Port's New Jersey shoreline. To perform this function, various railroad companies maintained large fleets of barges and tugs to move them. (Photo courtesy David Sharps)

Official #172932 INIT #264

Current Location: HOBOKEN, NEW JERSEY

Previous Name(s): NONE

Built in 1914 by PERTH AMBOY DRY DOCK COMPANY
Built at PERTH AMBOY, NEW JERSEY
Built for LEHIGH VALLEY RAILROAD COMPANY

Vessel Type: RAILROAD BARGE
Original Use: CARGO
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 86.0; Beam: 30.0; Depth of Hold: 8.4; Draft: 6.0
Gross Tonnage: 454.0; Net: 454.0; Displacement: 150.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: TOWED

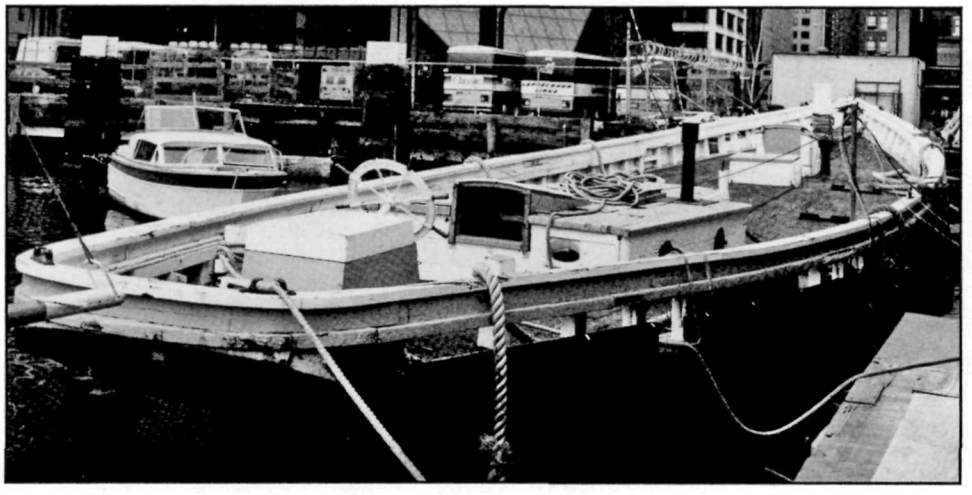
Owner: HUDSON WATERFRONT MUSEUM
Address: 6019 BOULEVARD EAST
WEST NEW YORK, NJ 07093 Phone: 201-662-1229

National Register Status: LISTED; Significance Level: LOCAL; Reference #89000151

Condition: GOOD; Original Fabric: 85%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LETTIE G. HOWARD



A wooden fishing vessel, Lettie G. Howard is one of two remaining examples of the "Fredonia"-model schooner, once the standard fishing boat type in North American offshore fisheries. Owned by South Street Seaport Museum, she is being rebuilt as part of an exhaustive restoration. (Photo courtesy NPS Historic American Engineering Record/Jet Lowe, 1989)

Official #141261 INIT #80

Current Location: NEW YORK, NEW YORK

Previous Name(s): LETTIE G. HOWARD (1893-1923)
MYSTIC C. (1923-1966)
CAVIARE (1966-1972)

Built in 1893 by ARTHUR D. STORY
Built at ESSEX, MASSACHUSETTS
Built for ARTHUR D. STORY & COMPANY

Vessel Type: SCHOONER
Original Use: FISHING
Present Use: UNDER RESTORATION

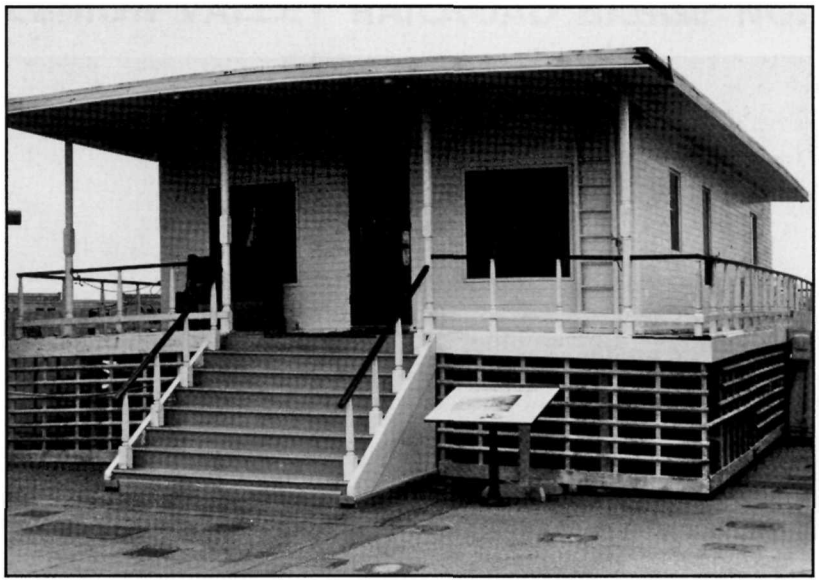
Masts: 2; Rigging: SCHOONER
Length: 74.6; Beam: 21.0; Depth of Hold: 8.4
Gross Tonnage: 59.0; Net: 56.0; Displacement: 102.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A; Propulsion: SAIL

Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038 Phone: 212-669-9400

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #84002779

Condition: POOR; Original Fabric: 65%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: FALSE; Afloat: FALSE; Operating: FALSE



LEWIS ARK

Hundreds of arks once dotted the backwaters of the San Francisco Bay, serving as summer houses. Lewis Ark is the last surviving example of such a San Francisco Bay "Ark," or houseboat. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

INIT #182

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): NONE

Built in 1905 by UNKNOWN
Built at BELVEDERE, CALIFORNIA
Built for UNKNOWN

Vessel Type: HOUSEBOAT
Original Use: RESIDENTIAL
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 50.0; Beam: 20.0; Depth of Hold: 5.0
Gross Tonnage: UNKNOWN
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: N/A

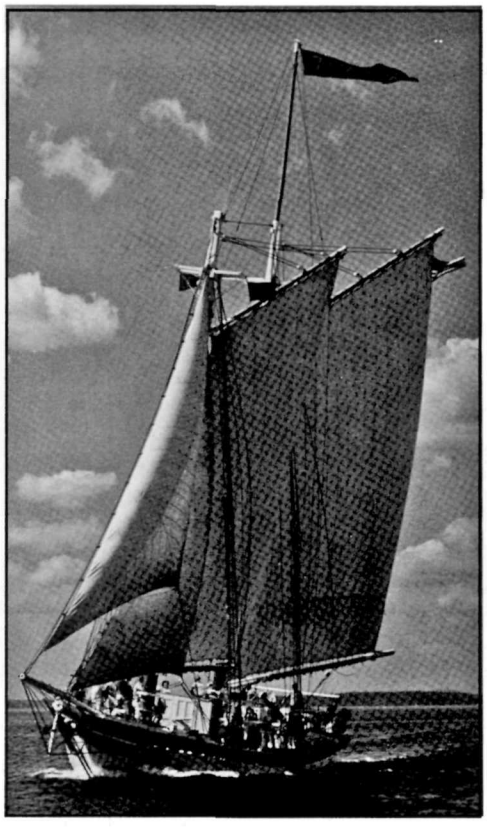
Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123

Phone: 415-556-6435

National Register Status: LISTED; Significance Level: LOCAL; Reference #79000256
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #14028

Condition: FAIR; Original Fabric: 60%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



LEWIS R. FRENCH

Lewis R. French spent 50 years as a sailing freighter, then was converted to a motorized freighter for another 50 years. Extensively rebuilt in 1972, she currently serves as a windjammer along the Maine coast. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #15801 INIT #81

Current Location: ROCKLAND, MAINE

Previous Name(s): NONE

Built in 1871 by FRENCH BROTHERS
Built at CHRISTMAS COVE, SOUTH BRISTOL, MAINE
Built for FRENCH BROTHERS

Vessel Type: SCHOONER
Original Use: CARGO (COASTING SCHOONER)
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER (GAFF)
Length: 64.5; Beam: 18.5; Depth of Hold: 5.4; Draft: 7.5
Gross Tonnage: 35.0; Net: 35.0; Displacement: 75.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A; Propulsion: SAIL

Owner: CAPTAIN DANIEL PEASE
Address: P.O. BOX 482
ROCKLAND, ME 04841 Phone: 207-594-8007

Condition: GOOD; Original Fabric: 25%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

LIGHTSHIP NO. 79 "BARNEGAT"



A survivor of the second generation of steam-propelled lightships, No. 79, also known as "Barnegat," is a museum vessel being restored by the Philadelphia Ship Preservation Guild. (Photo courtesy National Maritime Initiative/ Candace Clifford, 1989)

Official #WAL-506 INIT #11

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): BARNEGAT (1927-1942, 1945-1967)
RELIEF (1924-1926)
FIVE FATHOM (1904-1924)

Built in 1904 by NEW YORK SHIPBUILDING COMPANY
Built at CAMDEN, NEW JERSEY
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 129.0; Beam: 28.6; Depth of Hold: 14.0; Draft: 12.6
Gross Tonnage: 475.0; Displacement: 668.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: 6-CYLINDER DIESEL/ORIG. STEAM; Horsepower: 325.0
Propulsion: SINGLE SCREW

Owner: PHILADELPHIA SHIP PRESERVATION GUILD
Address: DELAWARE AVENUE @ WALNUT STREET
PHILADELPHIA, PA 19106 Phone: 215-923-9030

National Register Status: LISTED; Significance Level: LOCAL; Reference #79002317

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LIGHTSHIP NO. 83 "RELIEF"



No. 83 served to guide mariners to three major ports--Eureka on Humbolt Bay, San Francisco, and Seattle. Built as part of a five-vessel contract, No. 83 is an excellent surviving example of an early American lightship. (Photo courtesy Northwest Seaport, Inc.)

Official #WAL 508 INIT #129

Current Location: KIRKLAND, WASHINGTON

Previous Name(s): BLUNTS REEF (1905-1930)
SAN FRANCISCO (1930-1951)
RELIEF (1951-1960)

Built in 1904 by NEW YORK SHIPBUILDING COMPANY
Built at CAMDEN, NEW JERSEY
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 112.9; Beam: 28.6; Depth of Hold: 13.0
Gross Tonnage: 668.0; Net: 188.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, 2-CYLINDER COMPOUND; Horsepower: 325.0
Propulsion: SINGLE SCREW

Owner: NORTHWEST SEAPORT, INC.
Address: 1002 VALLEY STREET
SEATTLE, WA 98111 Phone: 206-447-9800

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #75001852

Condition: FAIR; Original Fabric: 98%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



LIGHTSHIP NO. 87 "AMBROSE"

Built to serve as the first lightship on the newly established Ambrose station, she served to guide mariners to the nation's busiest port, New York. In addition to serving on America's most important lightship station, No. 87 was also important in the history of radio, being the site of the first successful shipboard radio beacon used to guide ships at long distances in poor weather. (Photo courtesy South Street Seaport)

Official #WAL-512 INIT #7

Current Location: NEW YORK, NEW YORK

Previous Name(s): AMBROSE (1908-1932)
RELIEF (1932-1936)
SCOTLAND (1936-1944)
VINEYARD SOUND (1944-1947)
SCOTLAND (1947-1962)

Built in 1907 by NEW YORK SHIPBUILDING COMPANY
Built at CAMDEN, NEW JERSEY
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 135.9; Beam: 29.0; Depth of Hold: 13.0
Gross Tonnage: 683.0; Net: 488.0; Displacement: 683.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: STEEL/WOOD
Engines: DIESEL/ORIG. STEAM COMPOUND; Horsepower: 300.0
Propulsion: SINGLE SCREW

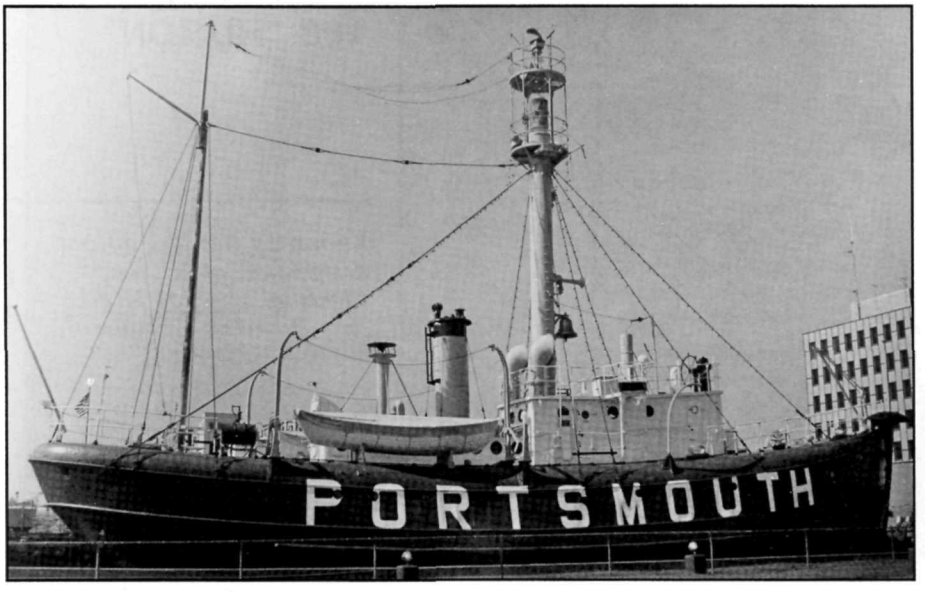
Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038 Phone: 212-669-9400

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #84002758

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LIGHTSHIP NO. 101 "PORTSMOUTH"



No. 101 served at least five stations in the middle Atlantic states, guiding coastal, intercoastal, and international vessels into Chesapeake Bay, Delaware Bay, and within Nantucket Bay. (Photo courtesy National Maritime Initiative/ Candace Clifford, 1989)

Official #WAL-524 INIT #123

Current Location: PORTSMOUTH, VIRGINIA

Previous Name(s): CAPE CHARLES (1916-1925)
OVERFALLS (1925-1951)
STONE HORSE (1952-1953)
CROSS RIP (1953-1954)

Built in 1915 by PUSEY AND JONES
Built at WILMINGTON, DELAWARE
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 101.8; Beam: 25.7; Depth of Hold: 11.4
Displacement: 360.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 315.0
Propulsion: SINGLE SCREW

Owner: PORTSMOUTH LIGHTSHIP MUSEUM
Address: P.O. BOX 248
PORTSMOUTH, VA 23705 Phone: 804-393-8741

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001080

Condition: GOOD; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



LIGHTSHIP NO. 103 "HURON"

Known by her last official designation of "Huron," Lightship No. 103 is the only surviving example of a lightship type specifically built for service on the Great Lakes. The last lightship to serve the Lake Huron station, No. 103 is now an outdoor exhibit at Pine Grove Park. (Photo courtesy U.S. Coast Guard)

Official #WAL-526 INIT #61

Current Location: PORT HURON, MICHIGAN

Previous Name(s): RELIEF (1921-1924, 1926-1935)
GRAYS REEF (1924-1926)
MANITOU (1934-1935)
HURON (1936-1970)

Built in 1921 by CONSOLIDATED SHIPBUILDING COMPANY
Built at MORRIS HEIGHTS, NEW YORK
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 96.5; Beam: 24.0; Depth of Hold: 11.9; Draft: 9.6
Displacement: 310.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/FORMER STEAM COMPOUND RECIPROCATING; Horsepower: 600.0
Propulsion: SINGLE SCREW

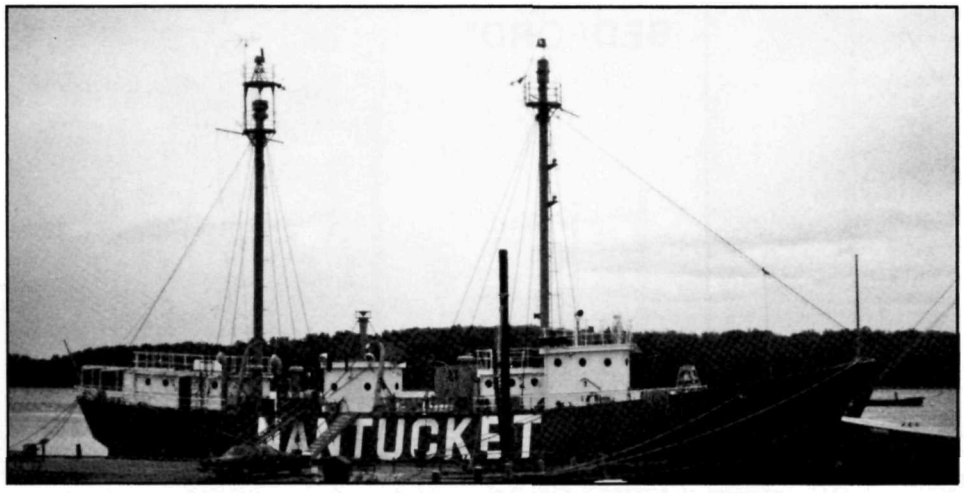
Owner: CITY OF PORT HURON
Address: 905 - 7TH STREET
PORT HURON, MI 48060 Phone: 313-987-6000

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #76001974

Condition: FAIR; Original Fabric: 80%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

LIGHTSHIP NO. 112 "NANTUCKET"



Known by her former official designation of "Nantucket," No. 112 outlasted all other lightships assigned to the nation's most significant lightship station for trans-Atlantic voyages, having marked the station for 39 years. No. 112 is the only lightship to currently operate on the open seas, cruising the New England coast and providing educational tours. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #WAL-534 INIT # 109

Current Location: PORTLAND, MAINE

Previous Name(s): NANTUCKET (1936-1942, 1945-1958, 1960-1975)
RELIEF (1958-1960)

Built in 1936 by PUSEY AND JONES
Built at WILMINGTON, DELAWARE
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: LIGHTSHIP
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 149.0; Beam: 32.0; Gross Tonnage: 16.3; Displacement: 1100.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ORIG. STEAM COMPOUND RECIPROCATING; Horsepower: 900.0
Propulsion: SINGLE SCREW

Owner: LIGHTSHIP NANTUCKET, INC.
Address: 465 CONGRESS STREET, SUITE M
PORTLAND, ME 04101 Phone: 207-775-1181

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002464

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION/MUSEUM
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



LIGHTSHIP NO. 114 "NEW BEDFORD"

The last group of lightships built by the U.S. Lighthouse Service before it was made part of the reorganized U.S. Coast Guard were built between 1926 and 1938. They embodied the changes wrought by direct diesel and diesel-electric technology. Five of these third generation lightships survive, including No. 114, now known by the pseudo-designation, "New Bedford." No. 114 is currently undergoing restoration. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #WAL-536 INIT #112

Current Location: NEW BEDFORD, MASSACHUSETTS

Previous Name(s): FIRE ISLAND (1930-1942)
DIAMOND SHOAL (1945-1947)
RELIEF (1947-1958)
POLLOCK (1958-1969)
PORTLAND (1969-1971)

Built in 1930 by ALBINA MARINE WORKS
Built at PORTLAND, OREGON
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: UNDER RESTORATION

Masts: 2; Rigging: UNRIGGED
Length: 133.3; Beam: 30.0; Depth of Hold: 12.5; Draft: 13.3; Displacement: 630.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 600.0; Propulsion: SINGLE SCREW

Owner: NEW BEDFORD HARBOR DEVELOPMENT COMMISSION
Address: PIER 3
NEW BEDFORD, MA 02745 Phone: 508-993-1770

National Register Status: LISTED; Significance Level: NATIONAL; Reference #90000777

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

LIGHTSHIP NO. 116 "CHESAPEAKE"



In addition to serving the "Fenwick," "Chesapeake," and "Delaware" stations, No. 116 served as an examination vessel off Cape Cod and helped protect the important port of Boston during World War II. Owned by the National Park Service, but on a 25-year loan to the City of Baltimore, No. 116, now known by her former designation of "Chesapeake," is a floating exhibit at the Baltimore Maritime Museum. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #WAL-538 INIT #28

Current Location: BALTIMORE, MARYLAND

Previous Name(s): FENWICK (1930-1933)
CHESAPEAKE (1933-1941, 1945-1965)
DELAWARE (1966-1970)

Built in 1930 by CHARLESTOWN DRYDOCK AND MACHINE COMPANY
Built at CHARLESTOWN, SOUTH CAROLINA
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 133.3; Beam: 30.0; Draft: 13.3
Displacement: 630.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 350.0
Propulsion: SINGLE SCREW

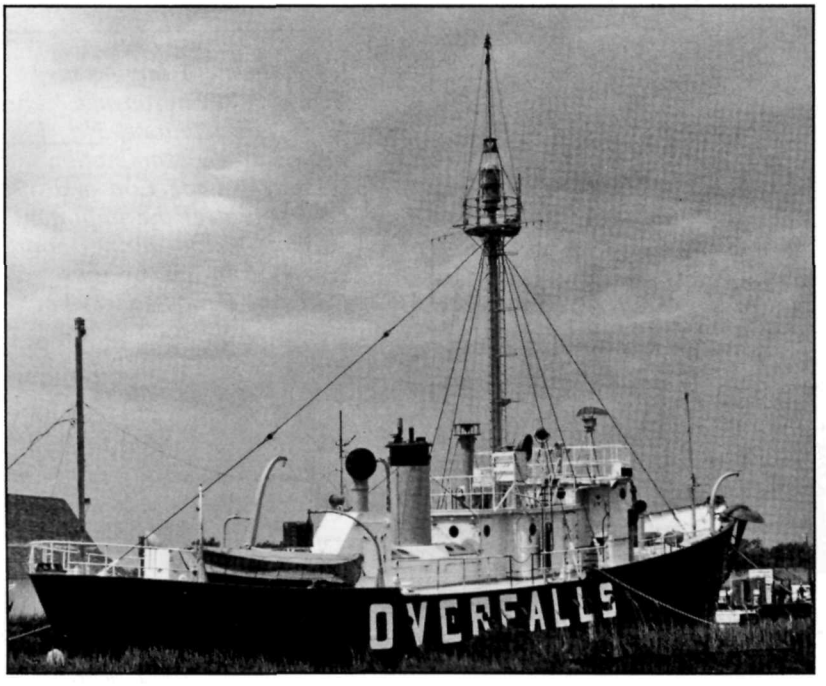
Owner: BALTIMORE MARITIME MUSEUM
Address: PIER 4, PRATT STREET
BALTIMORE, MD 21202 Phone: 301-396-5528

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #80000349
NATIONAL PARK SERVICE; Park: N/A; LCS ID #11943

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LIGHTSHIP NO. 118 "OVERFALLS"



No. 118 is known as "Overfalls," though she was never assigned to that station. A 114-foot third generation lightship, she is currently displayed as a floating museum vessel on the waterfront of Lewes, Delaware. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #WAL-539 INIT #117

Current Location: LEWES, DELAWARE

Previous Name(s): CORNFIELD (1938-1957)
CROSS RIP (1958-1962)
BOSTON (1962-1972)

Built in 1938 by RICE BROTHERS
Built at EAST BOOTHBAY, MAINE
Built for UNITED STATES COAST GUARD

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 114.9; Beam: 26.0; Depth of Hold: 12.5; Draft: 13.4
Displacement: 412.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 400.0; Propulsion: SINGLE SCREW

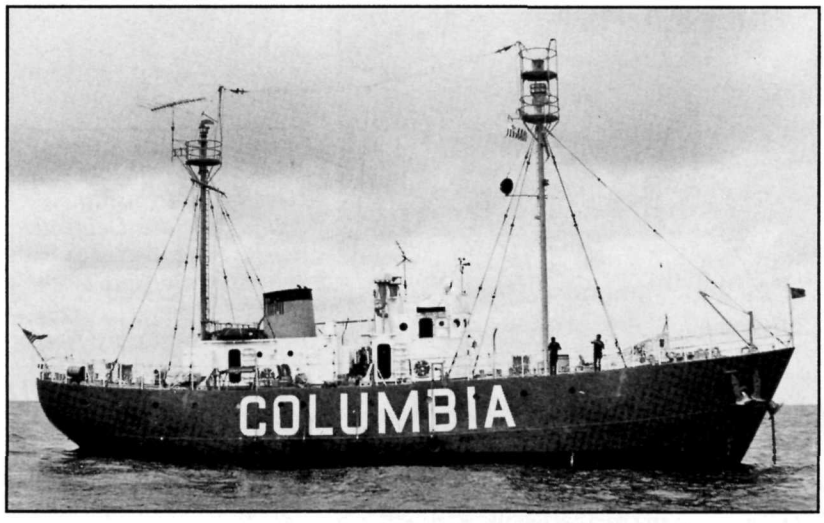
Owner: LEWES HISTORICAL SOCIETY
Address: WEST 3RD STREET
LEWES, DE 19958 Phone: N/L

National Register Status: LISTED; Significance Level: NATIONAL; Reference #89000006

Condition: FAIR; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LIGHTSHIP WAL-604 "COLUMBIA"



Lightship WAL-604, along with her sister WAL-605, are the best representatives of the last class of lightships built under the auspices of the U.S. Coast Guard. Although these vessels closely resembled earlier lightships in external appearance, they were a distinct departure in terms of the rest of their construction. Retired in 1979 as the last "Columbia" lightship as well as the last lightship on the Pacific Coast, WAL-604 is now a public exhibit. (Photo courtesy Columbia River Maritime Museum)

Official #WLV-604 INIT #34

Current Location: ASTORIA, OREGON

Previous Name(s): COLUMBIA (1951-1965)

Built in 1950 by RICE BROTHERS
Built at EAST BOOTHBAY, MAINE
Built for U.S. COAST GUARD

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 128.0; Beam: 30.0
Displacement: 617.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/ALUMINUM
Engines: DIESEL; Horsepower: 550.0
Propulsion: SINGLE SCREW

Owner: COLUMBIA RIVER MARITIME MUSEUM
Address: 1792 MARINE DRIVE
ASTORIA, OR 97103 Phone: 503-325-2323

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002463

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

LIGHTSHIP WAL-605 "RELIEF"



Associated with the "Overfalls" lightship station off the Delaware coast, WAL-605 was subsequently sent to the Pacific to serve at the significant "Blunts Reef" station on the northern California coast. The United States Lighthouse Society is currently restoring her as an operating museum vessel. (Photo courtesy U.S. Lighthouse Society)

Official #WLV-605 INIT #250

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): OVERFALLS (1951-1960)
BLUNTS (1960-1969)
RELIEF (1969-1975)

Built in 1951 by RICE BROTHERS
Built at BOOTHBAY HARBOR, MAINE
Built for U.S. COAST GUARD

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 128.0; Beam: 30.0
Gross Tonnage: 400.0; Displacement: 617.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: BRONZE
Engines: DIESEL; Horsepower: 550.0
Propulsion: SINGLE SCREW

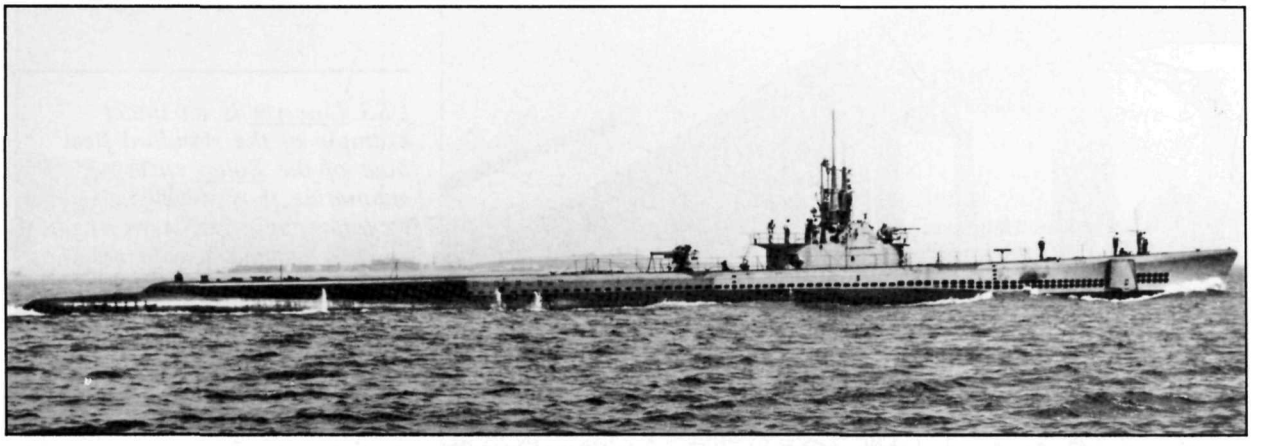
Owner: U.S. LIGHTHOUSE SOCIETY
Address: 244 KEARNY STREET - 5TH FLOOR
SAN FRANCISCO, CA 94108 Phone: 415-585-1303

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002462

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

LING



USS Ling is the last of the fleet boats that patrolled American shores during World War II in response to U-Boat attacks off the coast of the United States. Now displayed in the narrow headwaters of the Hackensack River as the official state naval museum for New Jersey, Ling continues in service as a training aid for High School ROTC students. (Photo courtesy U.S. Naval Institute/1945)

Official #SS-297 INIT #84

Current Location: HACKENSACK, NEW JERSEY

Previous Name(s): USS LING (1945-1971)

Built in 1943 by CRAMP SHIPBUILDING COMPANY
Built at PHILADELPHIA, PENNSYLVANIA
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: BALAO
Armament: ONE 5-INCH/50 CALIBER GUN, TWO 40MM GUNS, TEN 21-INCH TORPEDO TUBES

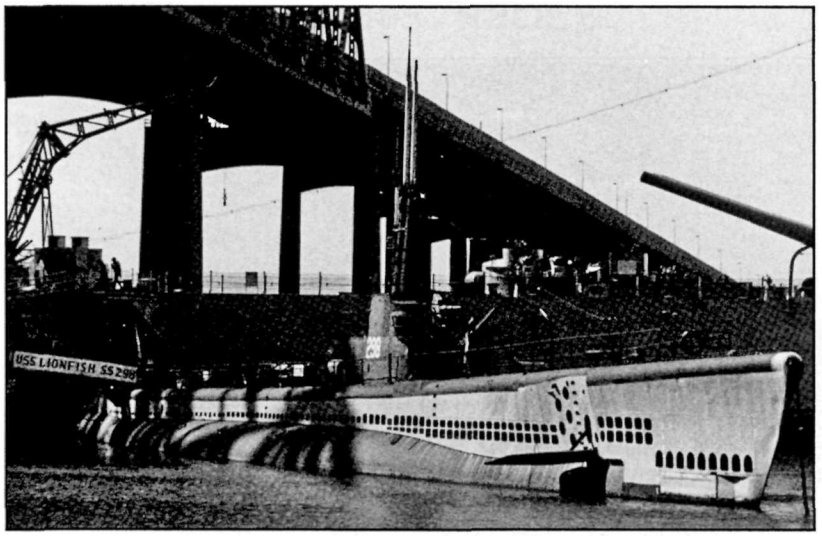
Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.2; Draft: 17.0
Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 6400.0
Propulsion: TWIN SCREW

Owner: SUBMARINE MEMORIAL ASSOCIATION
Address: P.O. BOX 395
HACKENSACK, NJ 07602 Phone: 201-342-3268

National Register Status: LISTED; Significance Level: NATIONAL; Reference #78001736

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



LIONFISH

USS Lionfish is an intact example of the standard fleet boat of the Balao class submarine that played an important role in the war against Japan. Displayed with the National Historic Landmark fleet of ships at Battleship Cove, Lionfish is moored between Joseph P. Kennedy, Jr. and the battleship Massachusetts. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #SS-298 INIT #85

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): USS LIONFISH (1944-1971)

Built in 1944 by CRAMP SHIPBUILDING COMPANY
Built at PHILADELPHIA, PENNSYLVANIA
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: SUBMARINE
Present Use: MUSEUM
Military Vessel Class: BALAO
Armament: ONE 5-INCH/25 CALIBER GUN, ONE 40MM AND ONE 20MM GUN, FOUR 50 CALIBER MACHINE GUNS, TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.2; Draft: 17.0
Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 6000.0
Propulsion: TWIN SCREW

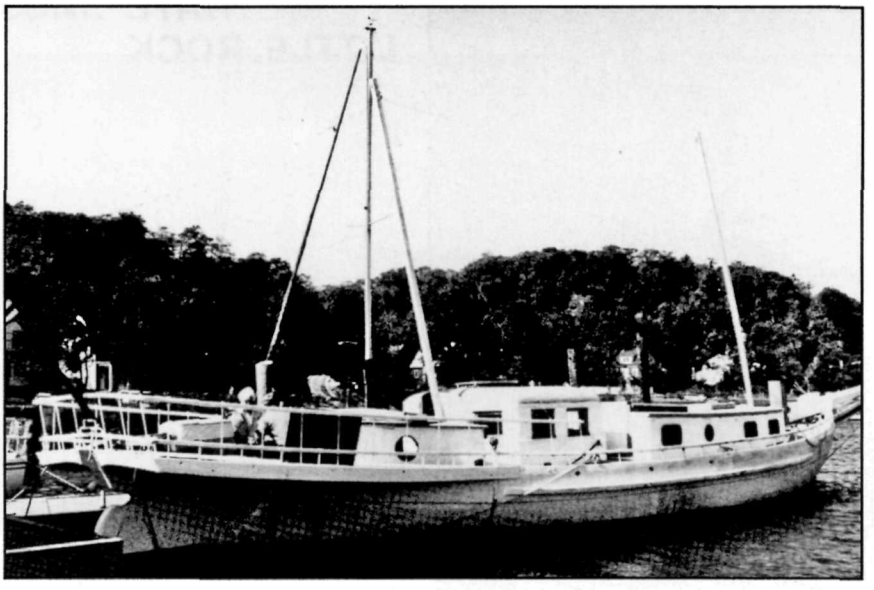
Owner: U.S.S. MASSACHUSETTS MEMORIAL COMMITTEE
Address: BATTLESHIP COVE
FALL RIVER, MA 02721

Phone: 508-678-1100

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #76000232

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



LITTLE JENNIE

Little Jennie is a rare and largely intact example of a Chesapeake Bay bugeye, a sailing craft which was developed to meet the specialized needs and constraints of the Chesapeake Bay oyster industry during its heyday in the last quarter of the 19th century. (Photo courtesy New York Office of Parks, Recreation, and Historic Preservation/Merrill Hersch, 1985)

Official #140825 INIT #86

Current Location: HUNTINGTON, NEW YORK

Previous Name(s): NONE

Built in 1884 by J. T. MARSH
Built at SOLOMONS, MARYLAND
Built for UNKNOWN

Vessel Type: BUGEYE
Original Use: COMMERCIAL OYSTER VESSEL
Present Use: EDUCATIONAL/TRAINING VESSEL

Masts: 2; Rigging: KETCH
Length: 86.0; Beam: 17.0; Depth of Hold: 3.6
Gross Tonnage: 22.0; Net: 20.0
Hull Materials: WOOD/FIBERGLASS; Decks: WOOD/FIBERGLASS
Superstructure: WOOD/FIBERGLASS
Engines: DIESEL; Horsepower: 100.0
Propulsion: SAIL/SINGLE SCREW

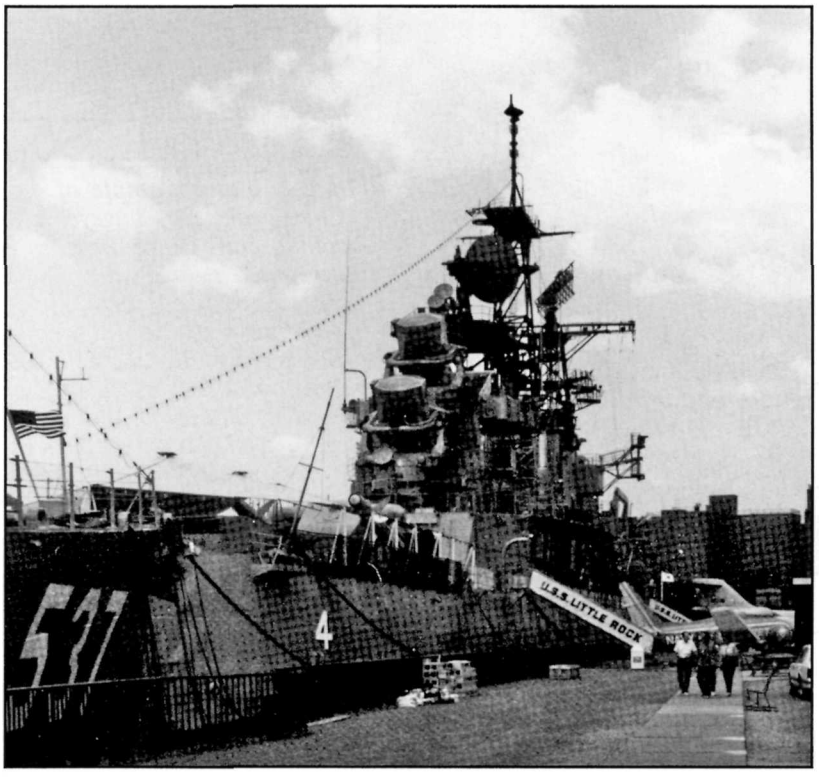
Owner: MARITIME CENTER ON LONG ISLAND
Address: P.O. BOX 991
HUNTINGTON, NY 11743-0991

Phone: 516-754-2864

National Register Status: LISTED; Significance Level: NATIONAL; Reference #86001081

Condition: GOOD; Original Fabric: 80%

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



LITTLE ROCK

The only World War II cruiser on display in the United States, USS Little Rock is the sole survivor of the Cleveland class, the most numerous of America's wartime cruisers. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #CLG-4 INIT #87

Current Location: BUFFALO, NEW YORK

Previous Name(s): USS LITTLE ROCK (1945-1976)

Built in 1945 by CRAMP SHIPBUILDING COMPANY
Built at PHILADELPHIA, PENNSYLVANIA
Built for U.S. NAVY

Vessel Type: GUIDED MISSILE LIGHT CRUISER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: CLEVELAND/LITTLE ROCK
Armament: TWO MKII TALOS MISSILE LAUNCHERS, TWO 5-INCH/38 CALIBER GUNS, THREE 6-INCH/47 CALIBER GUNS

Masts: 2; Rigging: UNRIGGED
Length: 610.0; Beam: 66.0; Draft: 25.0; Displacement: 10670.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM, GEARED TURBINES; Horsepower: 100000.0
Propulsion: QUAD SCREW

Owner: BUFFALO & ERIE COUNTY NAVAL & SERVICEMEN'S PARK
Address: ONE NAVAL PARK COVE
BUFFALO, NY 14202 Phone: 716-847-1773

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

LONE STAR



The oldest of three remaining Western Rivers steam towboats and the only surviving example in the United States of a wooden-hulled boat built in the traditional Western Rivers fashion, Lone Star is currently a dry berth exhibit on the Mississippi waterfront. (Photo courtesy Buffalo Bill Museum/1989)

Official #141082 INIT #88

Current Location: LE CLAIRE, IOWA

Previous Name(s): NONE

Built in 1868 by LYONS SHIPYARD
Built at ROCK ISLAND, ILLINOIS
Built for BUILDER SAND AND GRAVEL

Vessel Type: TUG
Original Use: TOWBOAT
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 90.0; Beam: 24.5; Depth of Hold: 4.1
Gross Tonnage: 66.0; Net: 66.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: STEAM; Horsepower: 140.0
Propulsion: STERNWHEEL

Owner: BUFFALO BILL MUSEUM
Address: 201 RIVER DRIVE NORTH
LE CLAIRE, IA 52753

Phone: 319-289-5580

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002461

Condition: FAIR; Original Fabric: 85%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

MADAKET

The passenger vessel Madaket has seen continuous service since launched in 1910. She served as a ferry in Humboldt Bay from 1910 to 1972, when she became a Humboldt cruise vessel. The Humboldt Bay Maritime Museum recently completed rebuilding, and relaunched her on December 16, 1989.

Official #207812 INIT #90

Current Location: EUREKA, CALIFORNIA

Previous Name(s): NELLIE C. (1910-1931)

Built in 1910 by W. F. MCDONALD
Built at FAIRHAVEN, CALIFORNIA
Built for CAPT. COUSINS

Vessel Type: LAUNCH
Original Use: PASSENGER SHIP
Present Use: MUSEUM/TOUR VESSEL

Masts: 0; Rigging: UNRIGGED
Length: 47.6; Beam: 12.0; Depth of Hold: 3.8
Gross Tonnage: 14.0; Net: 10.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 55.0
Propulsion: SINGLE SCREW

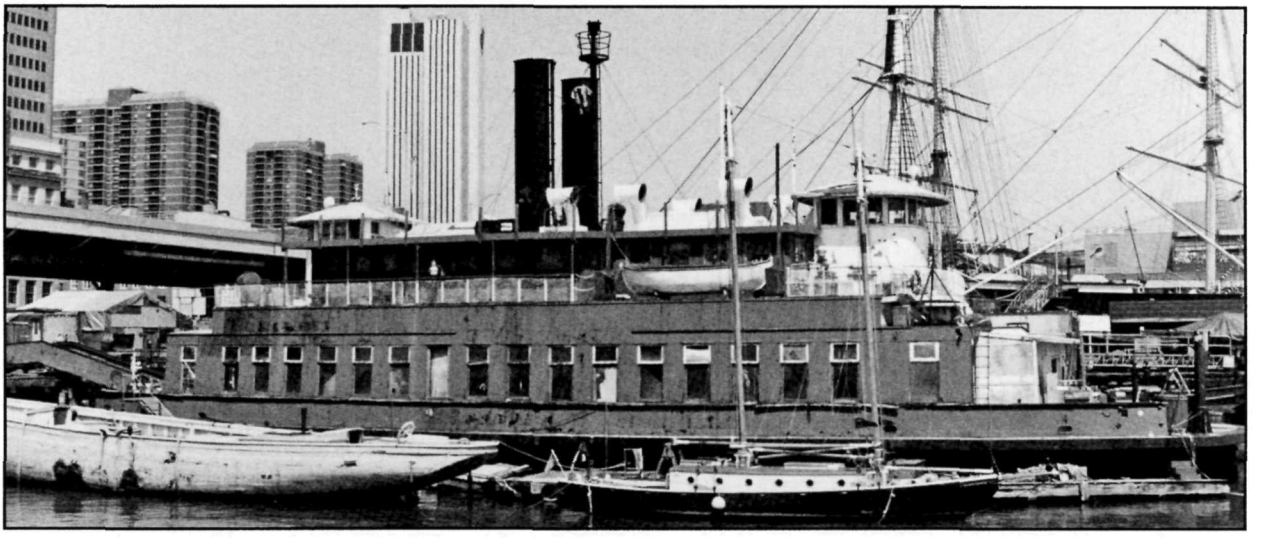
Owner: HUMBOLDT BAY MARITIME MUSEUM
Address: 1410 SECOND STREET
EUREKA, CA 95501

Phone: 707-444-9440

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

MAJ. GEN. WM. H. HART



Hart served on as many as seven routes around New York's harbor before being bought by the U.S. Army to serve on the Governor's Island route. When Governor's Island was transferred to the U.S. Coast Guard, Hart was transferred as well, continuing to ply that route until she was laid up in 1968. In 1970 Hart was donated to the South Street Seaport Museum.

Official #224522 INIT #92

Current Location: NEW YORK, NEW YORK

Previous Name(s): JOHN A. LYNCH (1925-1930)
HARLEM (1930-1940)

Built in 1925 by STATEN ISLAND SHIPBUILDING COMPANY
Built at MARINER'S HARBOR, NEW YORK
Built for CITY OF NEW YORK

Vessel Type: FERRY
Original Use: PASSENGER AND VEHICLE FERRY
Present Use: LAID UP (AWAITING RESTORATION)

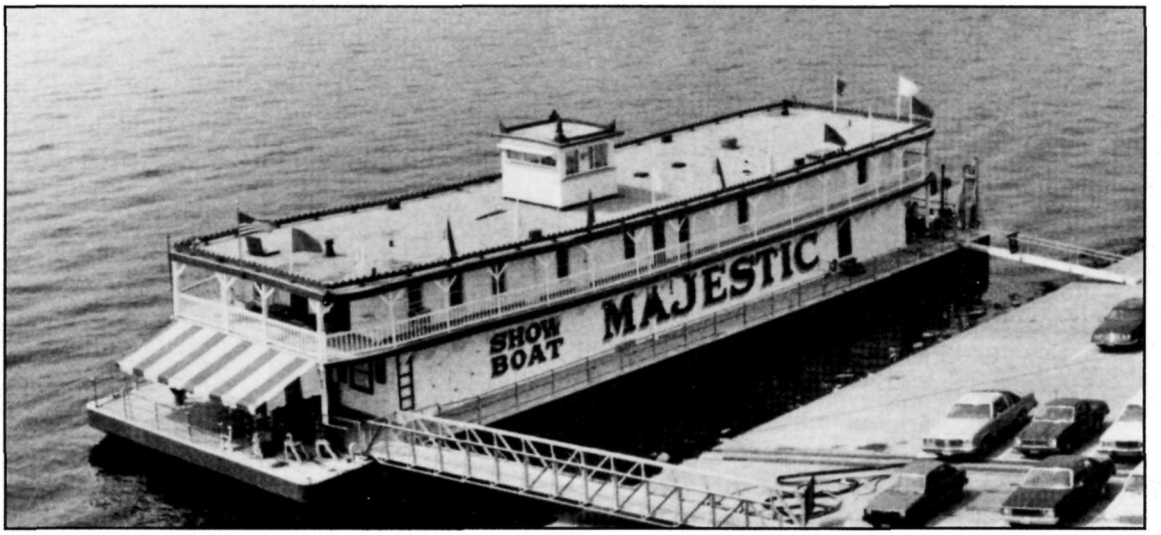
Masts: 0; Rigging: UNRIGGED
Length: 142.0; Beam: 37.5; Depth of Hold: 13.5
Gross Tonnage: 597.0; Net: 403.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: STEAM, 2-CYLINDER COMPOUND; Horsepower: 650.0
Propulsion: TWIN SCREW (DOUBLE-ENDER)

Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038 Phone: 212-669-9400

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

MAJESTIC



A unique adaptation of barges, more than 50 showboats carried circuses and dramatic productions to large and small towns on the rivers of America between 1831 and the 1920s. Two preserved showboats presently survive, Majestic and Goldenrod. (Photo courtesy City of Cincinnati)

Official #279901 INIT #91

Current Location: CINCINNATI, OHIO

Previous Name(s): NONE

Built in 1923 by THOMAS J. REYNOLDS, SR.
Built at PITTSBURGH, PENNSYLVANIA
Built for THOMAS J. REYNOLDS, SR.

Vessel Type: SHOWBOAT
Original Use: SHOWBOAT
Present Use: SHOWBOAT

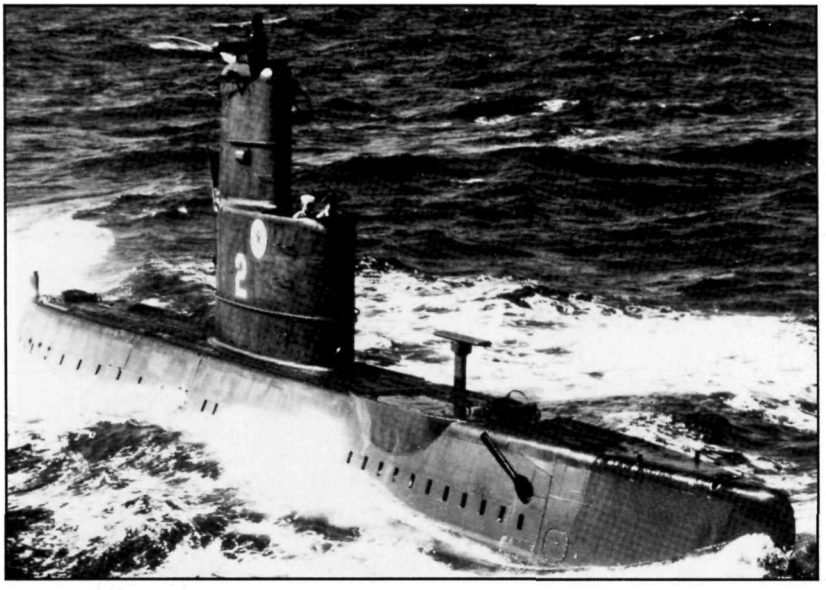
Masts: 0; Rigging: UNRIGGED
Length: 135.0; Beam: 40.0; Depth of Hold: 5.9
Gross Tonnage: 168.0
Hull Materials: STEEL/WOOD; Decks: STEEL; Superstructure: WOOD
Engines: N/A
Propulsion: TOWED

Owner: CITY OF CINCINNATI
Address: 644 LINN STREET
CINCINNATI, OH 45203 Phone: 513-241-6550

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #80003085

Condition: FAIR; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



MARLIN

The experimental submarine Marlin represents the U.S. Navy's continued refinement of diesel boat hulls that ultimately led to the present form of submarine hulls used in the nuclear boats of today's Navy. Marlin is displayed next to USS Hazard on the Omaha riverfront. (Photo courtesy U.S. Naval Institute/U.S. Navy, 1967)

Official #SST-2 INIT #185

Current Location: OMAHA, NEBRASKA

Previous Name(s): USS MARLIN (1953-1973)

Built in 1953 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: MACKEREL (SST)
Armament: SINGLE 21-INCH TORPEDO TUBE

Masts: 0; Rigging: UNRIGGED
Length: 131.0; Beam: 13.5; Draft: 17.0
Displacement: 300.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 1100.0
Propulsion: TWIN SCREW

Owner: GREATER OMAHA MILITARY HISTORICAL SOCIETY
Address: 2497 FREEDOM PARK/1600 ABBOTT DRIVE
OMAHA, NE 68110

Phone: 402-345-1959

National Register Status: LISTED; Significance Level: NATIONAL; Reference #79001444

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

MARQUETTE

Marquette is an excellent example of standard design midsized harbor tugs built for the U.S. Army during World War II.

INIT #94

Current Location: MUSKEGON, MICHIGAN

Previous Name(s): LT. COL. JOHN H. ADAMS (1942-)

Built in 1942 by EQUITABLE EQUIPMENT COMPANY
Built at MADISONVILLE, LOUISIANA
Built for U.S. DEPARTMENT OF THE ARMY

Vessel Type: TUG
Original Use: TUG
Present Use: ON LOAN FOR OPERATION

Masts: 0; Rigging: UNRIGGED
Length: 97.8; Beam: 25.0; Depth of Hold: 10.8
Gross Tonnage: 168.0; Net: 71.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 960.0
Propulsion: SCREW

Owner: GREAT LAKES NAVAL AND MARITIME MUSEUM
Address: P.O. BOX 1692
MUSKEGON, MI 49443

Phone: 616-744-9117

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



MARY W. SOMERS

A Chesapeake Bay skipjack, Mary W. Somers was used seasonally, from November through April, for dredging oysters in the Maryland waters of the Chesapeake. (Photo courtesy Educational Alternatives, Inc./Raymond H. Hartjen)

Official #201423 INIT #96

Current Location: HAVRE DE GRACE, MARYLAND

Previous Name(s): NONE

Built in 1904 by WILLIAM T. YOUNG
Built at PARKSLEY, VIRGINIA
Built for LLOYD SOMERS

Vessel Type: SKIPJACK
Original Use: OYSTERING
Present Use: LAID UP (AWAITING RESTORATION)

Masts: 1; Rigging: SKIPJACK
Length: 41.9; Beam: 14.0; Depth of Hold: 3.5
Gross Tonnage: 9.0; Net: 7.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: HAVRE DE GRACE MARITIME MUSEUM
Address: P.O. BOX 533
HAVRE DE GRACE, MD 21078

Phone: 301-939-5189

National Register Status: LISTED; Significance Level: NATIONAL; Reference #76002173

Condition: GOOD; Original Fabric: 60%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: FALSE; Operating: FALSE

MASSACHUSETTS



One of two surviving South Dakota class battleships built by the United States before World War II, USS Massachusetts saw action in both the European and Pacific theaters. In 1965 Massachusetts was saved and presented to her namesake for preservation. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #BB-59 INIT #97

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): USS MASSACHUSETTS (1942-1962)

Built in 1942 by BETHLEHEM STEEL COMPANY
Built at QUINCY, MASSACHUSETTS
Built for U.S. NAVY

Vessel Type: BATTLESHIP
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: SOUTH DAKOTA
Armament: NINE 16-INCH/45 CALIBER GUNS TRIPLED IN THREE TURRETS, TWENTY 5-INCH/38 CALIBER GUNS, EIGHTEEN QUAD 40MM GUNS, THIRTY-ONE SINGLE, ONE TWIN, AND ONE QUAD 20MM GUNS

Masts: 0; Rigging: UNRIGGED
Length: 681.0; Beam: 108.2; Draft: 36.0; Displacement: 35000.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 130000.0; Propulsion: QUAD SCREW

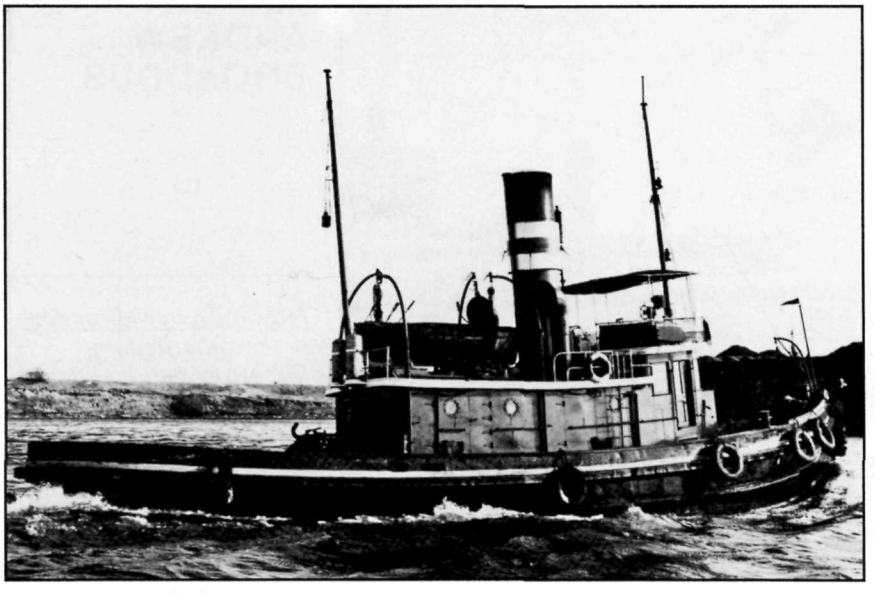
Owner: U.S.S. MASSACHUSETTS MEMORIAL COMMITTEE
Address: BATTLESHIP COVE
FALL RIVER, MA 02721 Phone: 508-678-1100

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #76000233

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

MATHILDA



Built as a Canadian steel steam tugboat, Mathilda spent her entire career in or near Montreal Harbor. Although her service was in Montreal, vessels of her type once plied the Hudson River in large numbers, where none remain today. The City of Kingston has placed Mathilda in a dry berth exhibit as part of the restoration of their waterfront to early 20th-century conditions. (Photo courtesy Hudson River Maritime Center, Inc.)

Official #107416 INIT #98

Current Location: KINGSTON, NEW YORK

Previous Name(s): NONE

Built in 1899 by UNKNOWN
Built at SOREL, QUEBEC
Built for SINCENNES MCNAUGHTON LINE

Vessel Type: TUG
Original Use: TUG
Present Use: MUSEUM

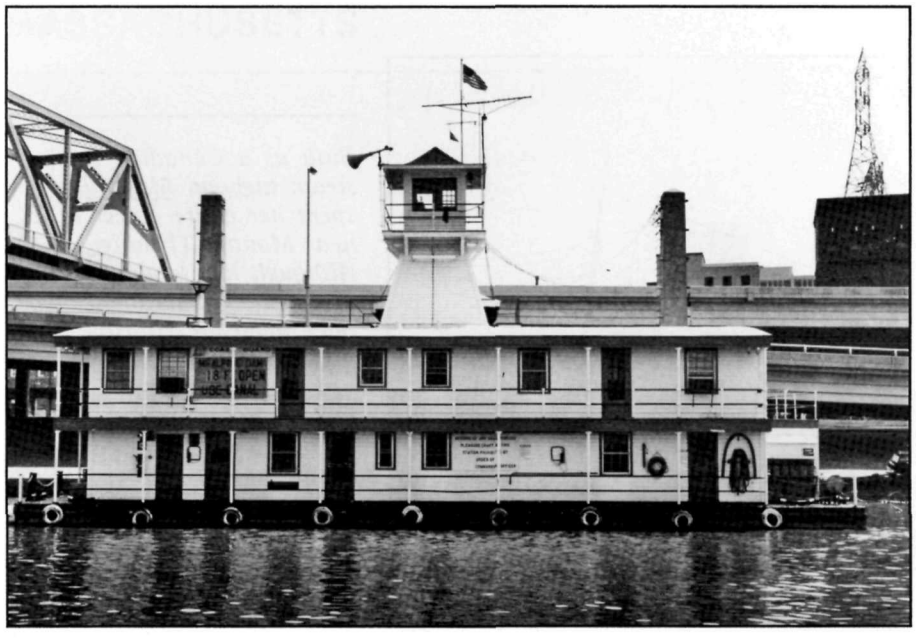
Masts: 0; Rigging: UNRIGGED
Length: 72.0; Beam: 20.1; Depth of Hold: 10.4
Gross Tonnage: 114.0; Net: 69.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, 2-CYLINDER COMPOUND; Horsepower: 21.0
Propulsion: SINGLE SCREW

Owner: HUDSON RIVER MARITIME CENTER
Address: ONE ROUNDOUT LANDING
KINGSTON, NY 12401

Phone: 914-338-0071

Condition: GOOD; Original Fabric: 85%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



MAYOR ANDREW BROADDUS

Mayor Andrew Broaddus is the only floating lifesaving station extant and one of the very few remaining floating lifesaving stations of any kind left in the United States. (Photo courtesy U.S. Coast Guard History Records/1971)

Official #555427 INIT #100

Current Location: LOUISVILLE, KENTUCKY

Previous Name(s): LIFESAVING STATION NO. 10 (1929-1972)

Built in 1929 by UNKNOWN
Built at DUBUQUE, IOWA
Built for UNITED STATES COAST GUARD

Vessel Type: LIFESAVING STATION
Original Use: LIFESAVING STATION
Present Use: LANDING STAGE/OFFICES

Masts: 0; Rigging: UNRIGGED
Length: 98.0; Beam: 38.0; Depth of Hold: 5.0
Net: 623.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD
Engines: N/A
Propulsion: MOORED

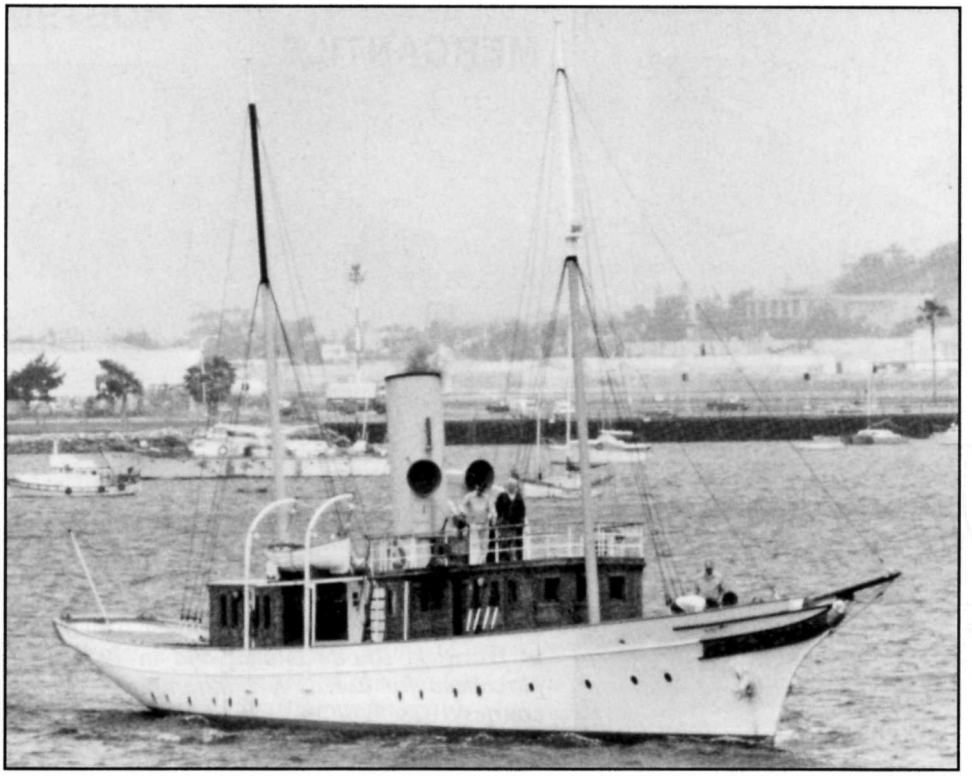
Owner: BELLE OF LOUISVILLE OPERATING BOARD
Address: 41 RIVER STREET
LOUISVILLE, KY 40202

Phone: 502-625-2355

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001446

Condition: GOOD; Original Fabric: 95%

Preservation Objective: ADAPTIVE USE/OFFICES/LANDING STAGE
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



MEDEA

Built as a steam yacht, Medea escorted guests on hunting parties along the Scottish coast. After serving on anti-submarine patrols during both World Wars, she continued in private ownership from 1946 to 1971. Moved to San Diego in 1973, Medea is open to the public and operational under steam. (Photo courtesy Maritime Museum Association of San Diego)

INIT #101

Current Location: SAN DIEGO, CALIFORNIA

Previous Name(s): NONE

Built in 1904 by ALEXANDER STEPHEN & SONS
Built at GLASCOW, SCOTLAND
Built for CAPTAIN MCALLISTER HALL

Vessel Type: STEAM YACHT
Original Use: STEAM YACHT
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 109.7; Beam: 16.7
Gross Tonnage: 112.0; Net: 57.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, 2-CYLINDER COMPOUND; Horsepower: 254.0
Propulsion: SINGLE SCREW

Owner: MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
Address: 1306 NORTH HARBOR DRIVE
SAN DIEGO, CA 92101

Phone: 619-234-9153

Condition: FAIR; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



MERCANTILE

A bay coaster, Mercantile was designed to carry lime kiln wood from the coastal islands to Rockland, Maine. Her later cargoes varied widely and included cordwood, lumber, coal, and boxwood. In 1943 she was used as a mackerel fisherman in Warwick, Rhode Island, and in 1945 was purchased for use as a windjammer. (Photo courtesy Ray Williamson)

Official #214388 INIT #102

Current Location: CAMDEN, MAINE

Previous Name(s): NONE

Built in 1916 by UNKNOWN
Built at DEER ISLE, MAINE
Built for UNKNOWN

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 71.1; Beam: 21.4; Depth of Hold: 5.3
Gross Tonnage: 41.0; Net: 38.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: RAY WILLIAMSON
Address: BOX 617
CAMDEN, ME 04843

Phone: 207-236-8871

Condition: GOOD; Original Fabric: 80%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

METEOR



Meteor, typical of the whaleback design developed by Captain Alexander McDougal, was built as a cargo vessel to carry iron ore from the Mesabi Range in Minnesota. Meteor is the only surviving whaleback, the forerunner of the modern Great Lakes cargo carrier. (Photo courtesy NPS Submerged Cultural Resources Unit/Larry Murphy)

Official #121015 INIT #103

Current Location: SUPERIOR, WISCONSIN

Previous Name(s): FRANK ROCKEFELLER (1896-1928)
SOUTH PARK (1928-1942)

Built in 1896 by AMERICAN STEEL BARGE COMPANY
Built at SUPERIOR, WISCONSIN
Built for PITTSBURG STEAMSHIP COMPANY

Vessel Type: WHALEBACK
Original Use: CARGO
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 366.5; Beam: 45.4; Depth of Hold: 21.8
Gross Tonnage: 2758.0; Net: 2013.0; Displacement: 5200.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM; Horsepower: 1500.0
Propulsion: SINGLE SCREW

Owner: HEAD OF THE LAKES MARITIME SOCIETY
Address: P.O. BOX 775
SUPERIOR, WI 54880 Phone: 715-392-5742

National Register Status: LISTED; Significance Level: STATE; Reference #74000081

Condition: GOOD; Original Fabric: 85%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

MIKE FINK



Typical example of a 20th-century sternwheel river towboat, the former John W. Hubbard was remodeled in 1960 to become the Mike Fink Restaurant.

Official #235187 INIT #189

Current Location: COVINGTON, KENTUCKY

Previous Name(s): JOHN W. HUBBARD (1936-1950)
CHARLES DORRANCE (1950-1960)

Built in 1936 by DRAVO CORPORATION
Built at PITTSBURGH, PENNSYLVANIA
Built for OHIO RIVER COMPANY

Vessel Type: TOWBOAT
Original Use: TOWBOAT
Present Use: RESTAURANT

Masts: 0; Rigging: UNRIGGED
Length: 171.5; Beam: 34.6; Depth of Hold: 7.3
Gross Tonnage: 568.0; Net: 468.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED
Propulsion: STERNWHEEL

Owner: MIKE FINK, INC.
Address: P.O. BOX 147
COVINGTON, KY 41011

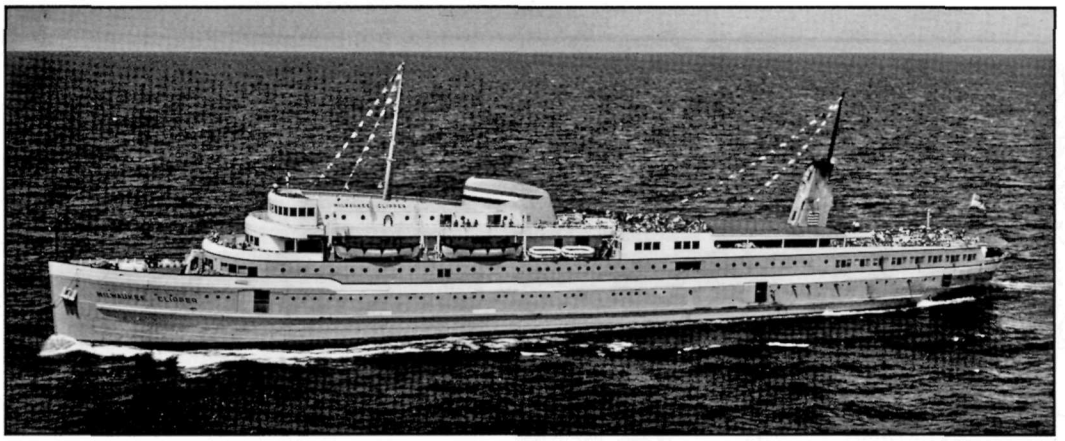
Phone: 606-261-8500

National Register Status: LISTED; Significance Level: STATE; Reference #82002729

Condition: GOOD; Original Fabric: 90%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

MILWAUKEE CLIPPER



The oldest American passenger steamship on the Great Lakes, Milwaukee Clipper was built as Juniata. In 1940 stringent new rules of the Bureau of Marine Inspection and Navigation caused her to be sold and rebuilt as Milwaukee Clipper. She was reconstructed to surpass safety rules and standards of accommodation as well as given a new appearance in the Art Moderne style. The quadruple-expansion steam engines installed in 1905 are the only known surviving examples of this important engine type. (Photo courtesy Illinois Steamship Company)

Official #201768 INIT #31

Current Location: HAMMOND, INDIANA

Previous Name(s): JUNIATA (1904-1941)

Built in 1904 by AMERICAN SHIPBUILDING COMPANY
Built at CLEVELAND, OHIO
Built for ANCHOR LINE

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGERS AND FREIGHT
Present Use: MUSEUM

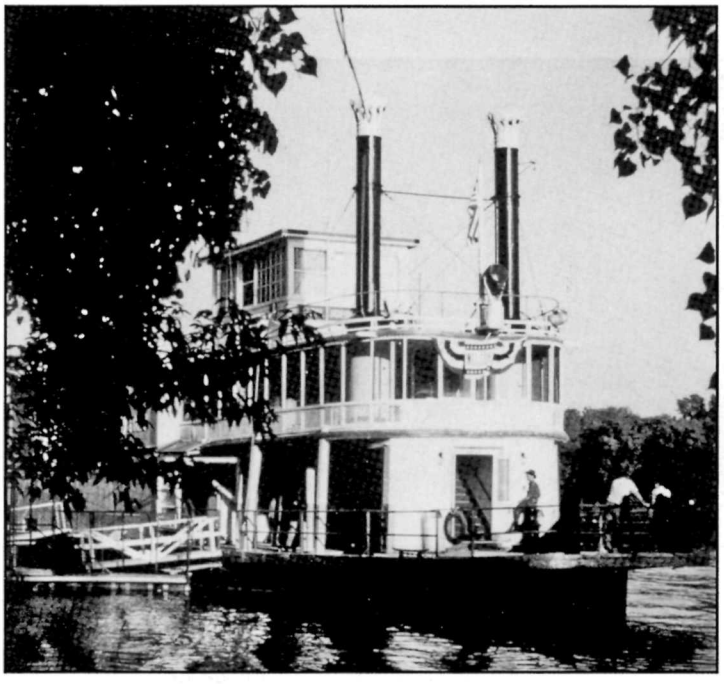
Masts: 2; Rigging: UNRIGGED
Length: 346.0; Beam: 45.0; Depth of Hold: 25.3
Gross Tonnage: 4272.0; Net: 3137.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, QUADRUPLE EXPANSION; Horsepower: 3000.0
Propulsion: SCREW

Owner: HAMMOND PORT AUTHORITY
Address: 649 CONKEY
HAMMOND, IN 46324 Phone: 219-933-7678

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #83003570

Condition: GOOD; Original Fabric: 60%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



MINNESOTA CENTENNIAL SHOWBOAT

During her 58 years of service Gen. John Newton functioned as a freight, mail, and passenger packet as well as a patrol boat. She provided rescue service during major floods by transporting emergency rations and medical supplies to stricken areas and evacuating persons stranded by rising water. Since 1958 the vessel has served as a showboat for the University of Minnesota's annual summer productions. (Photo courtesy University Theater)

INIT #211

Current Location: MINNEAPOLIS, MINNESOTA

Previous Name(s): GEN. JOHN NEWTON (1899-)

Built in 1899 by IOWA IRON WORKS LTD.
Built at DUBUQUE, IOWA
Built for US ARMY CORPS OF ENGINEERS

Vessel Type: TOWBOAT
Original Use: TOWBOAT
Present Use: SHOWBOAT

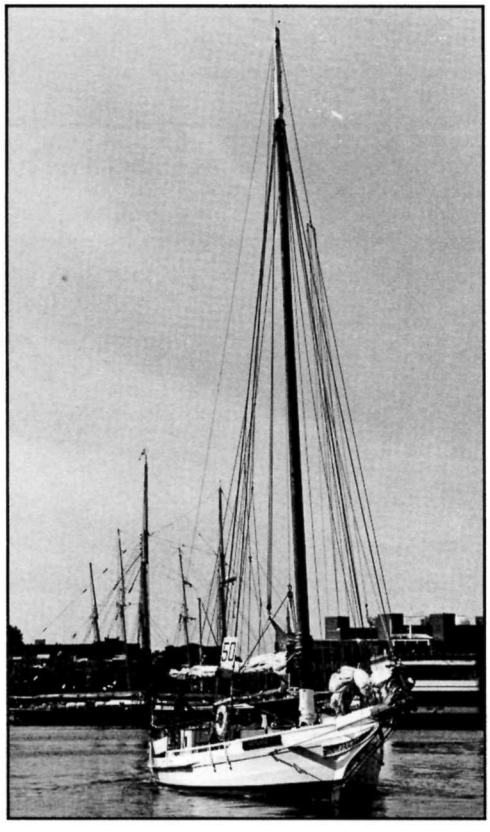
Masts: 0; Rigging: UNRIGGED
Length: 175.0; Beam: 23.0; Depth of Hold: 7.5
Displacement: 250.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: REMOVED/ORIG. STEAM, HORIZONTAL
Propulsion: STERNWHEEL

Owner: UNIVERSITY THEATER - UNIVERSITY OF MINNESOTA
Address: 110 RARIG CENTER, 330 21ST AVENUE, SOUTH
MINNEAPOLIS, MN 55455

Phone: 612-625-5380

Condition: GOOD; Original Fabric: 65%

Preservation Objective: ADAPTIVE USE/SHOWBOAT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



MINNIE V.

Minnie V. is a good example of the last sailing oyster dredgers still operating in the United States. Currently she spends summers as a passenger vessel in Baltimore's Inner Harbor, and in the winter months she dredges oysters in the Chesapeake Bay. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #203546 INIT #104

Current Location: BALTIMORE, MARYLAND

Previous Name(s): NONE

Built in 1906 by UNKNOWN
Built at WENONA, MARYLAND
Built for UNKNOWN

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: OYSTERING/YOUTH TRAINING/MUSEUM

Masts: 1; Rigging: SKIPJACK
Length: 45.3; Beam: 15.7; Depth of Hold: 3.0; Gross Tonnage: 10.0; Net: 8.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A; Propulsion: SAIL/PUSHBOAT

Owner: RADCLIFFE MARITIME MUSEUM
Address: 201 WEST MONUMENT STREET
BALTIMORE, MD 21201 Phone: 301-685-3750

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85001092

Condition: GOOD; Original Fabric: 75%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

MODESTY

One of the last surviving Long Island oyster sloops, Modesty represents the important commercial oystering and scalloping industry off Long Island that lasted from 1850 to the late 1920s.

INIT #105

Current Location: WEST SAYVILLE, NEW YORK

Previous Name(s): NONE

Built in 1923 by WOOD AND CHUTE
Built at GREENPORT, NEW YORK
Built for THEODORE HAUPT

Vessel Type: SLOOP
Original Use: OYSTERING
Present Use: MUSEUM

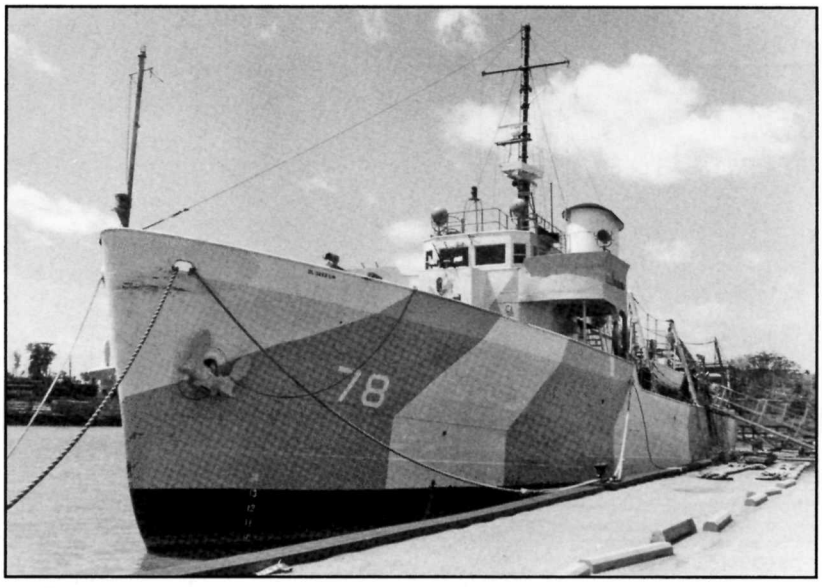
Masts: 1; Rigging: SLOOP
Length: 35.8; Beam: 12.0; Depth of Hold: 2.7; Draft: 3.0
Gross Tonnage: 5.0; Net: 2.5
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: 6-CYLINDER DIESEL AUXILIARY; Horsepower: 52.0
Propulsion: SAIL/SINGLE SCREW

Owner: SUFFOLK MARINE MUSEUM
Address: P.O. BOX 144
WEST SAYVILLE, NY 11796

Phone: 516-567-1733

Condition: GOOD; Original Fabric: 30%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



MOHAWK

Built to operate in the extreme ice conditions of the North Atlantic, the Algonquin class Coast Guard cutters performed arduous and vital tasks in the Battle of the North Atlantic. The only member of the class to be preserved, Mohawk is now the Battle of the Atlantic Memorial. She is shown at her Delaware River mooring. (Photo courtesy National Maritime Initiative/ Candace Clifford, 1990)

Official #WPG-78 INIT #106

Current Location: WILMINGTON, DELAWARE

Previous Name(s): USCGC MOHAWK (1935-1948)
PHILADELPHIA

Built in 1934 by PUSEY AND JONES
Built at WILMINGTON, DELAWARE
Built for UNITED STATES COAST GUARD

Vessel Type: CUTTER
Original Use: COAST GUARD CUTTER
Present Use: MUSEUM
Military Vessel Class: ALGONQUIN
Armament: REMOVED/ORIG. TWO 3-INCH/50 CALIBER GUNS, FOUR "Y GUN" DEPTH CHARGE PROJECTORS AND TWO DEPTH CHARGE RACKS

Masts: 0; Rigging: UNRIGGED
Length: 165.0; Beam: 36.0; Depth of Hold: 18.6; Draft: 12.3
Gross Tonnage: 770.0; Net: 523.0; Displacement: 1005.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 1500.0
Propulsion: TWIN SCREW

Owner: MOHAWK CORPORATION
Address: 901 WASHINGTON STREET
WILMINGTON, DE 19801

Phone: 302-658-8760

Condition: FAIR; Original Fabric: 80%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

MONTGOMERY



The U.S. Army Corps of Engineers' snagboat Montgomery played a major part in the creation of the Alabama-Tombigbee-Tennessee river project, an alternative river system to the Mississippi, as well as serving to maintain the Apalachicola, Black Warrior, Chatahoochee, Coosa, and Flint Rivers. (Photo courtesy U.S. Army Corps of Engineers)

INIT #107

Current Location: ALICEVILLE, ALABAMA

Previous Name(s): NONE

Built in 1926 by CHARLESTON DRYDOCK AND MACHINE COMPANY
Built at CHARLESTON, SOUTH CAROLINA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: SNAGBOAT
Original Use: SNAG REMOVAL
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 178.0; Beam: 34.1; Depth of Hold: 6.0
Displacement: 471.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: STEAM, 2-1 CYLINDER, RECIPROCATING; Horsepower: 334.0
Propulsion: STERNWHEEL

Owner: U.S. ARMY CORPS OF ENGINEERS, BEVILL VISITOR CENTER
Address: ROUTE 2, BOX 252-X
ALICEVILLE, AL 35447

Phone: 205-373-8705

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #83003521

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



MSB-5

A Korean and Vietnam conflict era mine sweeper, MSB-5 is an indoor exhibit. (Photo courtesy Pate Museum of Transportation)

INIT #252

Current Location: FORT WORTH, TEXAS

Previous Name(s): NONE

Built in 1952 by JOHN TRUMPY & SONS
Built at ANNAPOLIS, MARYLAND
Built for U.S. NAVY

Vessel Type: MINESWEEPER
Original Use: MINESWEEPER
Present Use: MUSEUM

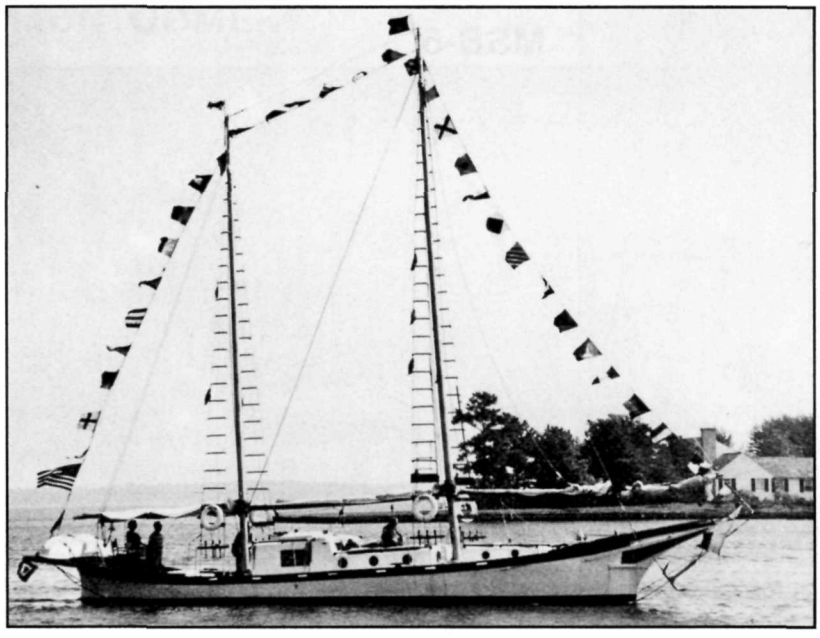
Masts: 0; Rigging: UNRIGGED
Length: 57.0; Beam: 15.1
Displacement: 44.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TWIN DIESEL; Horsepower: 300.0
Propulsion: TWIN SCREW

Owner: PATE MUSEUM OF TRANSPORTATION
Address: P.O. BOX 711
FORT WORTH, TX 76101

Phone: 817-332-1161

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



MUSTANG

Last used as a cruise boat, Mustang is one of the last "brogan" log canoe oyster dredgers. (Photo courtesy Chesapeake Bay Maritime Museum)

Official #219054 INIT #326

Current Location: ST. MICHAELS, MARYLAND

Previous Name(s): KATE D (1919-1964)

Built in 1907 by E. BARNEY MOORE & E. JEEPER MOORE
Built at SAXIS, VIRGINIA
Built for UNKNOWN

Vessel Type: BROGAN LOG CANOE
Original Use: OYSTER DREDGING
Present Use: MUSEUM

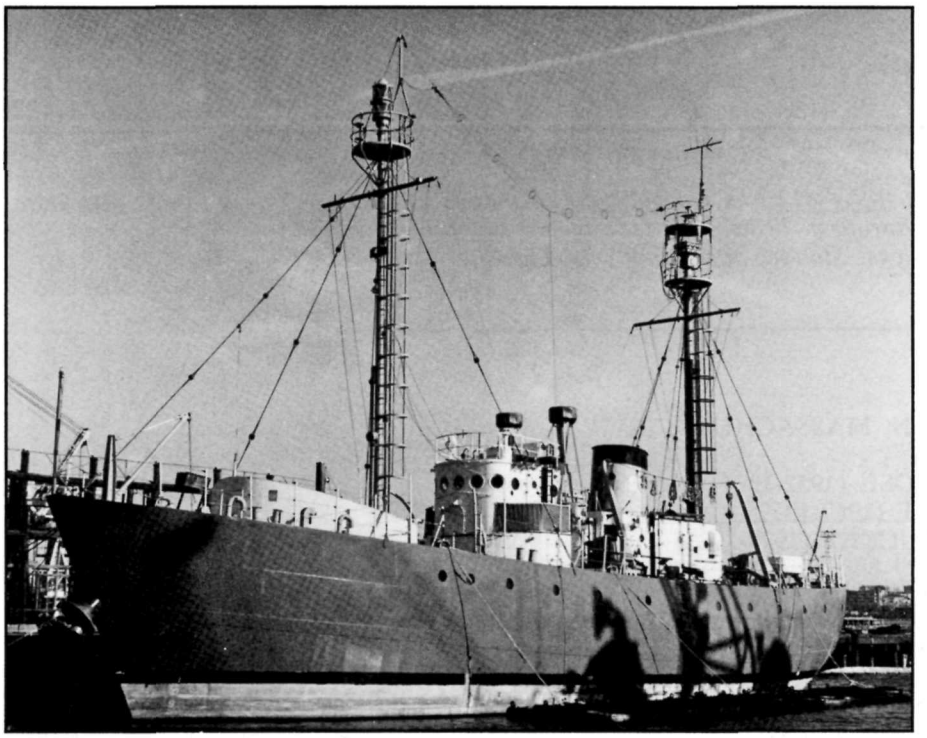
Masts: 2; Rigging: REMOVED
Length: 45.9; Beam: 10.8; Draft: 3.9
Gross Tonnage: 11.0; Net: 6.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED
Propulsion: SAIL/SINGLE SCREW

Owner: CHESAPEAKE BAY MARITIME MUSEUM
Address: P.O. BOX 636
ST. MICHAELS, MD 21663

Phone: 301-745-2916

Condition: UNKNOWN; Original Fabric: 40%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



NANTUCKET I

Built by the U.S. Coast Guard, Lightship WLV-612 was one of the last two U.S. lightships in service. Until her retirement in 1985, she alternated with Lightship WLV-613, "Nantucket II," working the Nantucket Station off Cape Cod. (Photo courtesy National Maritime Initiative/ Candace Clifford, 1989)

Official #WLV-612 INIT #270

Current Location: BOSTON, MASSACHUSETTS

Previous Name(s): SAN FRANCISCO (1951-1969)
BLUNTS REEF (1969-1971)
PORTLAND (1971-1975)
NANTUCKET SHOALS (1975-1983)

Built in 1950 by U.S. COAST GUARD
Built at CURTIS BAY, MARYLAND
Built for U.S. COAST GUARD

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: MUSEUM (PROPOSED)

Masts: 2; Rigging: UNRIGGED
Length: 128.0; Beam: 30.0; Depth of Hold: 21.4; Draft: 11.0
Displacement: 617.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 550.0
Propulsion: SINGLE SCREW

Owner: METROPOLITAN DISTRICT COMMISSION
Address: 20 SOMMERSET STREET
BOSTON, MA 02108 Phone: 617-727-0537

Condition: FAIR; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

NANTUCKET II

The last U.S. lightship built, WLV-613 was the only one to mount its lens on a tripod mast, a feature more commonly found on European lightships. One of the last two lightships to remain in service, WLV-613 worked the Nantucket Station, alternating with Lightship WLV-612, "Nantucket I," until her 1985 retirement.

Official #WLV-613 INIT #269

Current Location: BOSTON, MASSACHUSETTS

Previous Name(s): AMBROSE (1952-1967)
RELIEF (1967-1979)
NANTUCKET (1979-1983)

Built in 1952 by U.S. COAST GUARD
Built at CURTIS BAY, BALTIMORE, MARYLAND
Built for U.S. COAST GUARD

Vessel Type: LIGHTSHIP
Original Use: AID TO NAVIGATION
Present Use: LAID UP (AWAITING RESTORATION)

Masts: 2; Rigging: UNRIGGED
Length: 128.0; Beam: 30.0; Depth of Hold: 21.4; Draft: 11.0
Displacement: 617.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 550.0
Propulsion: SINGLE SCREW

Owner: NEW ENGLAND HISTORIC SEAPORT
Address: CHARLESTOWN NAVY YARD, BUILDING 1
BOSTON, MA 02129

Phone: 617-242-1414

Condition: FAIR; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



NASH

One of a handful of surviving World War II large harbor and seagoing tugs built to handle the large U.S. sealift to Europe, Nash sailed to Normandy as part of the D-Day invasion force. In addition to towing and assisting vessels, Nash's gunners shot down a Focke-Wulf fighter. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #LT-5 INIT #344

Current Location: BUFFALO, NEW YORK

Previous Name(s): MAJOR ELISHA F. HENSON (1944-1946)
US TUG JOHN F. NASH (1946-PRESENT)

Built in 1943 by JAKOBSON SHIPYARD
Built at OYSTER BAY, NEW YORK
Built for U.S. ARMY

Vessel Type: TUG
Original Use: TOWING
Present Use: TOWING
Military Vessel Class: LARGE HARBOR TUG
Armament: N/A

Masts: 0; Rigging: UNRIGGED
Length: 114.1; Beam: 25.0
Gross Tonnage: 249.0; Net: 105.0; Displacement: 306.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: ENTERPRISE DMQ-38; Horsepower: 1200.0; Propulsion: SINGLE SCREW

Owner: U.S. ARMY CORPS OF ENGINEERS, BUFFALO DISTRICT
Address: 1776 NIAGARA STREET
BUFFALO, NY 14207 Phone: 716-879-4182

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

NAUTILUS



The world's first nuclear propelled submarine, Nautilus' nuclear plant enabled the boat to remain submerged for weeks, even months. (Photo courtesy Naval Historical Center/U.S. Navy, 1958)

Official #SSN-571 INIT #177

Current Location: GROTON, CONNECTICUT

Previous Name(s): USS NAUTILUS (1954-1982)

Built in 1954 by ELECTRIC BOAT COMPANY
Built at GROTON, CONNECTICUT
Built for U.S. NAVY

Vessel Type: NUCLEAR SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: NAUTILUS
Armament: SIX 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 323.9; Beam: 27.8; Draft: 22.0
Displacement: 2975.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: NUCLEAR, STR MARK II; Horsepower: 15000.0
Propulsion: TWIN SCREW

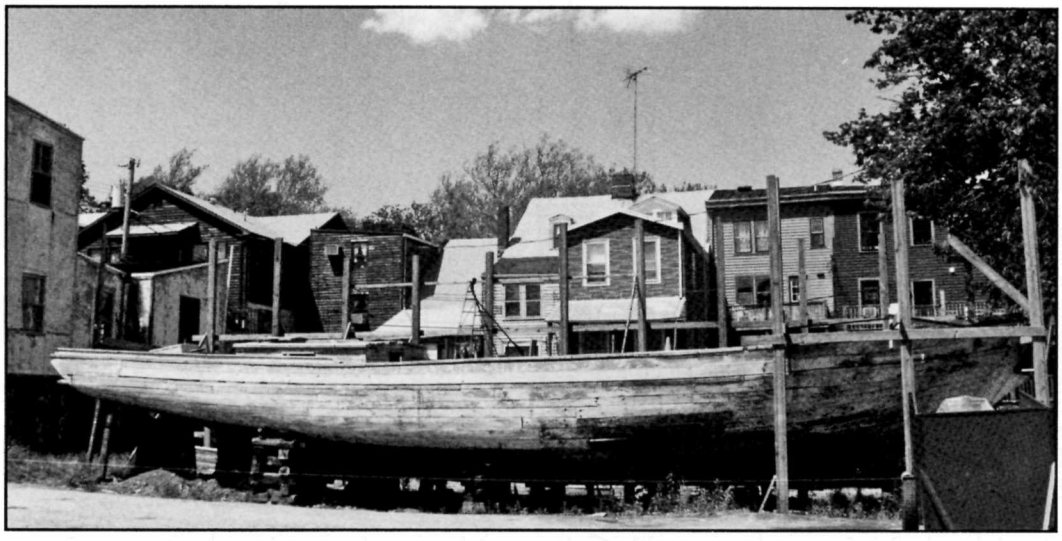
Owner: NAUTILUS MEMORIAL & SUBMARINE FORCE LIBRARY & MUSEUM
Address: NAVSUBASE/P.O. BOX 571
GROTON, CT 06349-5000 Phone: 203-449-3174

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #79002653

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

NELLIE & MARY



Nellie & Mary currently sits at the same site where she was built nearly 100 years ago. One of the oldest oyster schooners in existence, the Heritage Ship Guild of Philadelphia saved her from oblivion in 1972. Turned over to the Bridgeton Port Authority of New Jersey 13 years later, she is being restored as a floating exhibit. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #130533 INIT #110

Current Location: BRIDGETON, NEW JERSEY

Previous Name(s): NONE

Built in 1891 by RICE AND BROTHERS SHIPYARD
Built at BRIDGETON, NEW JERSEY
Built for TIMOTHY BATEMAN AND JAMES PETERSON

Vessel Type: SCHOONER
Original Use: OYSTERING
Present Use: MUSEUM (PROPOSED)

Masts: 2; Rigging: SCHOONER
Length: 49.3; Beam: 17.0; Depth of Hold: 4.9
Gross Tonnage: 21.0; Net: 13.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 165.0
Propulsion: SAIL/SINGLE SCREW

Owner: MUNICIPAL PORT AUTHORITY
Address: 10 GROVE
BRIDGETON, NJ 08302

Phone: 609-455-3230

Condition: POOR; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: FALSE; Operating: FALSE



NENANA

Built for the Alaska Railroad for service on the Yukon, Nenana, and Tanana Rivers in Alaska, Nenana carried military cargoes during World War II, including lend-lease aircraft on the way to Russia. Retired in 1955, Nenana is now preserved at Alaskaland Park near Fairbanks. (Photo by Bill Hanable, 1989)

INIT #111

Current Location: FAIRBANKS, ALASKA

Previous Name(s): NONE

Built in 1933 by BERG CONSTRUCTION COMPANY
Built at NENANA, ALASKA
Built for THE ALASKA RAILROAD

Vessel Type: RIVER STEAMBOAT
Original Use: PASSENGER/FREIGHT PACKET
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 210.0; Beam: 42.0; Depth of Hold: 6.0
Gross Tonnage: 1000.0; Displacement: 500.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TWIN HORIZONTAL COMPOUND; Horsepower: 1200.0
Propulsion: STERNWHEEL

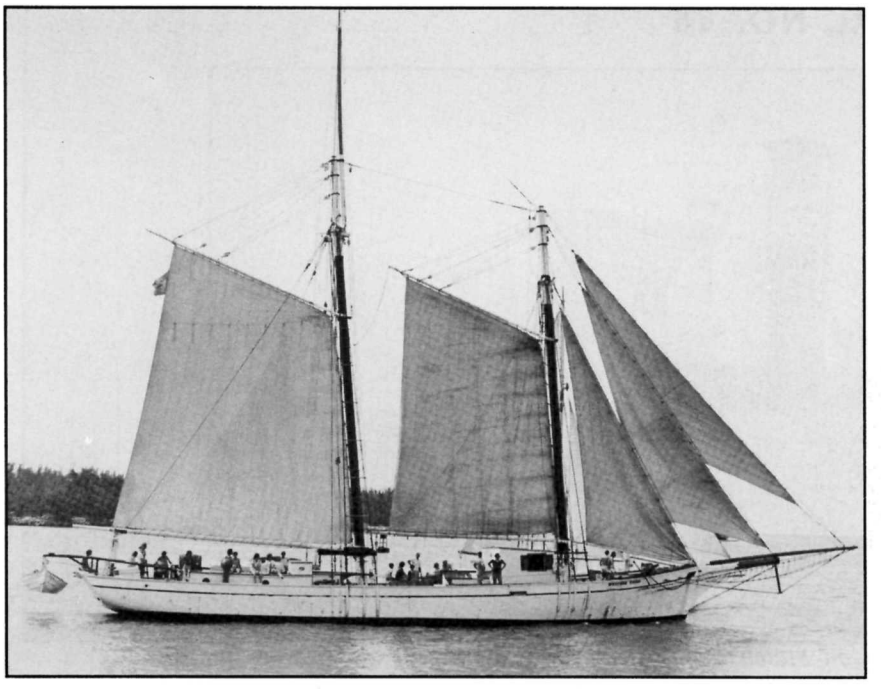
Owner: FAIRBANKS NORTH STAR BOROUGH
Address: C/O FAIRBANKS HISTORICAL PRESERVATION FOUNDATION
755 8TH AVENUE
FAIRBANKS, AK 99701

Phone: 907-456-8848

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #72001581

Condition: FAIR; Original Fabric: 75%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



NEW WAY

The only surviving cable laying vessel that operated under sail, Western Union was the primary cable repair ship in the Caribbean and the Gulf of Mexico. As New Way, she now provides a "wilderness" experience for troubled youth. (Photo courtesy National Register of Historic Places/1983)

Official #238443 INIT #161

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): WESTERN UNION (1939-1987)

Built in 1939 by HERBER ELROY AND LOXLEY
Built at KEY WEST, FLORIDA
Built for WESTERN UNION TELEGRAPH COMPANY

Vessel Type: SCHOONER
Original Use: CABLE TENDER
Present Use: YOUTH TRAINING

Masts: 2; Rigging: SCHOONER
Length: 86.8; Beam: 23.4; Depth of Hold: 6.7
Gross Tonnage: 91.0; Net: 80.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 80.0
Propulsion: SAIL/SCREW

Owner: VISION QUEST
Address: P.O. BOX 447
EXTON, PA 19341

Phone: 215-524-0330

National Register Status: LISTED; Significance Level: LOCAL; Reference #84000930

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

NEW YORK CENTRAL NO. 16



After serving the New York harbor area, the railroad steam tugboat New York Central No. 16 was rescued from a tugboat graveyard on Staten Island in 1982. Cut in half at the waterline, the tug's upper hull, superstructure, and engine are on exhibit along the Cape Cod Canal.

Official #224269 INIT #207

Current Location: BUZZARD'S BAY, MASSACHUSETTS

Previous Name(s): NONE

Built in 1924 by NEW JERSEY DRY DOCK COMPANY
Built at ELIZABETHPORT, NEW JERSEY
Built for NEW YORK CENTRAL RAILROAD

Vessel Type: TUG
Original Use: HARBOR TUGBOAT
Present Use: RESTAURANT/DISPLAY

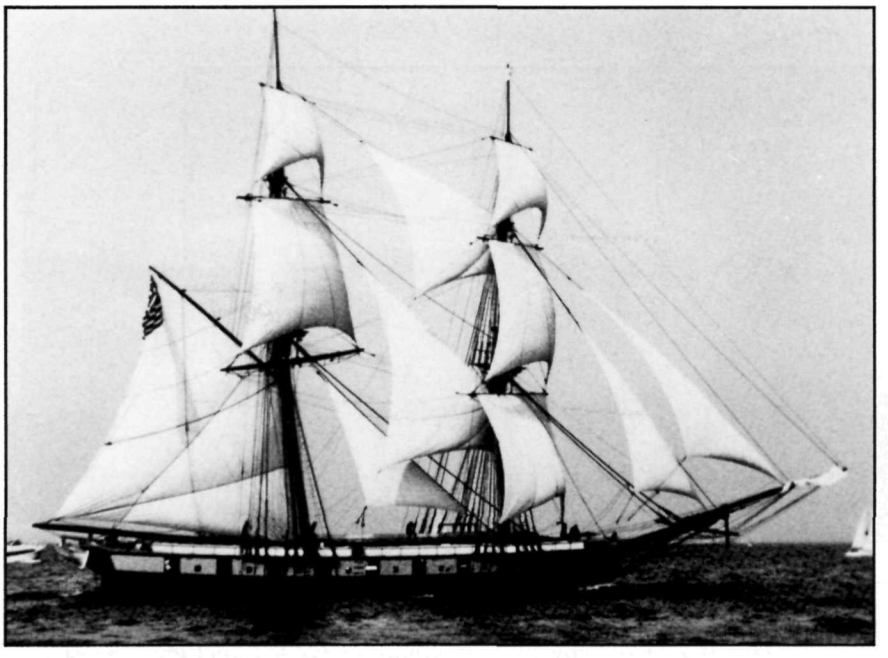
Masts: 0; Rigging: UNRIGGED
Length: 84.4; Beam: 23.6; Depth of Hold: 12.2
Gross Tonnage: 169.0; Net: 115.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: REMOVED/ORIG. STEAM RECIPROCATING (AT SITE); Horsepower: 450.0
Propulsion: SINGLE SCREW

Owner: GRANDMA'S RESTAURANT
Address: NORTHBOURNE ROTARY
BUZZARD'S BAY, MA 02532

Phone: 508-759-2526

Condition: GOOD; Original Fabric: 60%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



NIAGARA (1813)

One of six warships built to regain control of the upper Great Lakes from the British during the War of 1812, the hastily built brig Niagara was Commodore Oliver Hazard Perry's relief flagship during the bloody Battle of Lake Erie on September 10, 1813. She is shown here after her recent restoration. (Photo courtesy Pennsylvania Historical and Museum Commission/1990)

INIT #223

Current Location: ERIE, PENNSYLVANIA

Previous Name(s): USB NIAGARA (1813-1820)

Built in 1813 by ADAM AND NOAH BROWN
Built at ERIE, PENNSYLVANIA
Built for U.S. NAVY

Vessel Type: BRIG
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: N/A
Armament: ORIG. EIGHTEEN 32-POUNDER CARRONADES, TWO 12-POUNDER LONG GUNS

Masts: 2; Rigging: BRIG
Length: 110.8; Beam: 30.6; Draft: 9.0
Gross Tonnage: 492.0; Displacement: 277.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: N/A
Engines: N/A
Propulsion: SAIL

Owner: PENNSYLVANIA HISTORICAL & MUSEUM COMMISSION
Address: P.O. BOX 1026
HARRISBURG, PA 17108

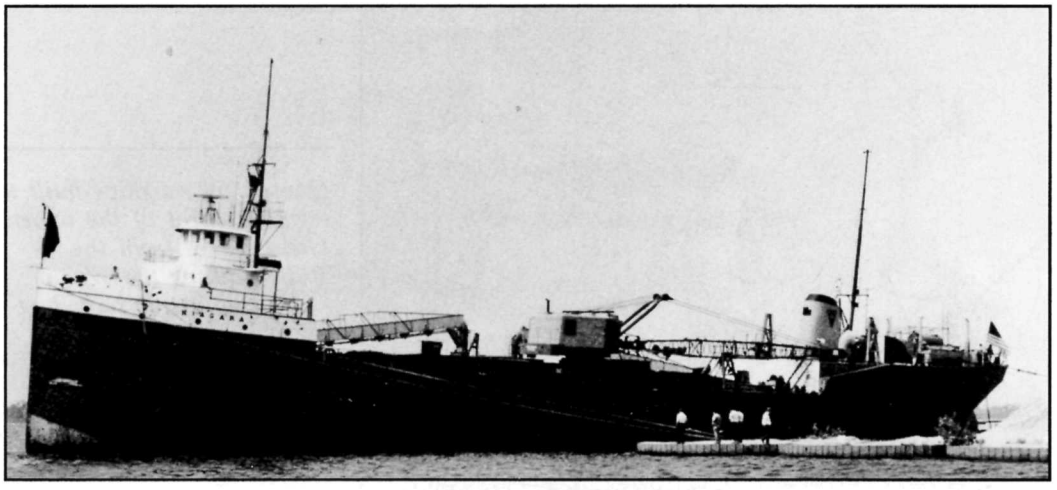
Phone: 717-783-5406

National Register Status: LISTED; Significance Level: NATIONAL; Reference #87001628

Condition: GOOD; Original Fabric: 5%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

NIAGARA (1897)



Significant example of a typical late 19th-, early 20th-century Great Lakes bulk freighter, later converted in 1927 to a sand suction dredge, Niagara is one of only two remaining converted suction dredges on the Great Lakes. (Photo courtesy National Register of Historic Places/1986)

Official #130738 INIT #218

Current Location: ERIE, PENNSYLVANIA

Previous Name(s): NONE

Built in 1897 by F. W. WHEELER COMPANY
Built at WEST BAY CITY, MICHIGAN
Built for NIAGARA FALLS PAPER COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: GREAT LAKES GENERAL CARRYING
Present Use: MUSEUM (PROPOSED)

Masts: 1; Rigging: UNRIGGED
Length: 249.5; Beam: 41.4; Depth of Hold: 16.8
Gross Tonnage: 1804.0; Net: 1672.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: RECIPROCATING DIESEL/ORIG. STEAM; Horsepower: 1230.0
Propulsion: SINGLE SCREW

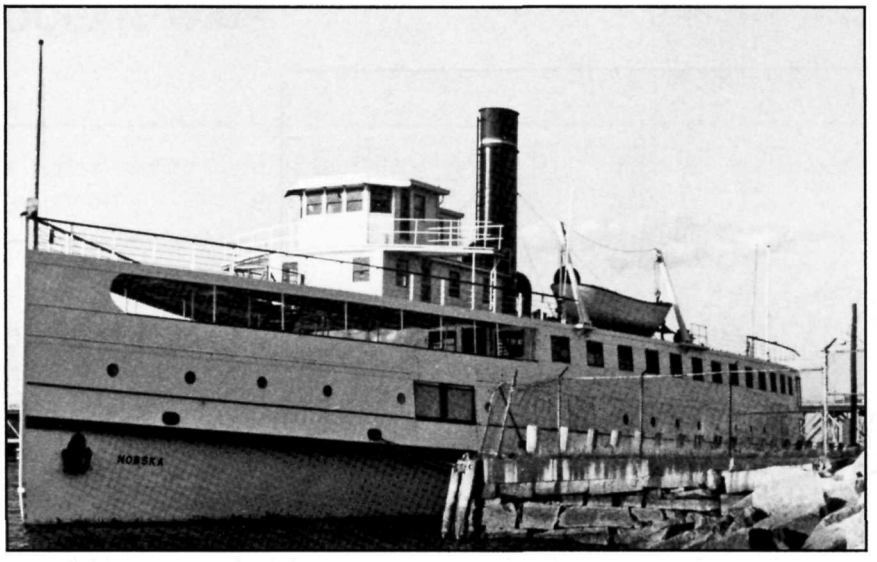
Owner: STEAMSHIP NIAGARA MUSEUM
Address: BOX 38
FAIRVIEW, PA 16415

Phone: 814-474-3544

National Register Status: LISTED; Significance Level: STATE; Reference #87001255

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



NOBSKA

The last large coastal steamer of classic design operating in the eastern United States, Nobska served the run between Woods Hole, Martha's Vineyard, and Nantucket from 1925 to 1973. Returned to Massachusetts in 1988 after an unsuccessful restaurant venture, she is currently under restoration. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #224501 INIT #175

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): NOBSKA (1925-1928)
NANTUCKET II (1928-1956)

Built in 1925 by BATH IRON WORKS, LTD.
Built at BATH, MAINE
Built for NEW ENGLAND STEAMSHIP COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER/CAR VESSEL
Present Use: UNDER RESTORATION

Masts: 0; Rigging: UNRIGGED
Length: 202.4; Beam: 36.1; Depth of Hold: 13.1
Gross Tonnage: 1082.0; Net: 428.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1200.0
Propulsion: SINGLE SCREW

Owner: FRIENDS OF THE NOBSKA
Address: P.O. BOX J-4097
NEW BEDFORD, MA 02741

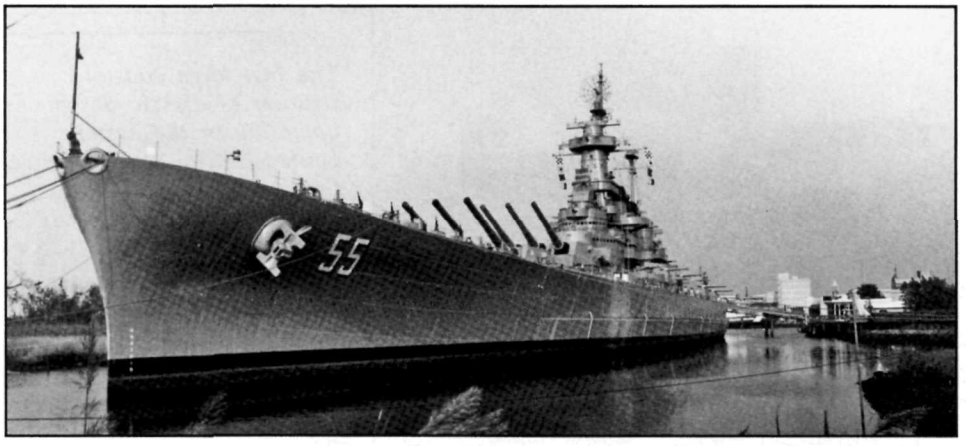
Phone: 401-434-6274

National Register Status: LISTED; Significance Level: STATE; Reference #74002216

Condition: POOR; Original Fabric: 80%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

NORTH CAROLINA



The first example and namesake of a modern class of American battleships built just prior to World War II, USS North Carolina set a standard for new shipbuilding technology that combined high speeds with powerful armament. Now moored on the Cape Fear River, the battleship is a floating museum and memorial. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #BB-55 INIT #114

Current Location: WILMINGTON, NORTH CAROLINA

Previous Name(s): USS NORTH CAROLINA (1941-1960)

Built in 1941 by BROOKLYN NAVY YARD
Built at BROOKLYN, NEW YORK
Built for U.S. NAVY

Vessel Type: BATTLESHIP
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: NORTH CAROLINA
Armament: NINE 16-INCH/45 CALIBER GUNS, TRIPLED IN THREE TURRETS, TWENTY 5-INCH/38 CALIBER GUNS, FIFTEEN QUAD 40MM GUNS, TWENTY SINGLE AND EIGHT TWIN 20MM GUNS

Masts: 0; Rigging: UNRIGGED
Length: 728.9; Beam: 108.3; Draft: 35.0; Displacement: 36600.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 121000.0; Propulsion: QUAD SCREW

Owner: U.S.S. NORTH CAROLINA BATTLESHIP COMMISSION
Address: P.O. BOX 417
WILMINGTON, NC 28402 Phone: 919-762-1829

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #81000424

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

OCEAN WAIF

A typical sailing yacht of the 1920s, Ocean Waif exemplifies the recreational craft that continue to ply Los Angeles Harbor and the Southern California Coast.

Official #CF1922AU INIT # 327

Current Location: SAN PEDRO, CALIFORNIA

Previous Name(s): NONE

Built in 1927 by WILMINGTON BOAT WORKS
Built at WILMINGTON, CALIFORNIA
Built for HUGH M. ANGELMAN

Vessel Type: YACHT
Original Use: RACING/RECREATION
Present Use: MUSEUM

Masts: 2; Rigging: YAWL
Length: 42.2; Beam: 12.9; Draft: 5.0
Gross Tonnage: UNKNOWN
Hull Materials: WOOD/FIR; Decks: WOOD/TEAK; Superstructure: WOOD
Engines: GASOLINE AUXILIARY; Horsepower: 40.0
Propulsion: SAIL/SINGLE SCREW

Owner: LOS ANGELES MARITIME MUSEUM
Address: BERTH 84/FOOT OF 6TH STREET
SAN PEDRO, CA 90731

Phone: 213-548-7618

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



OLD POINT

Utilizing a five-log construction, Old Point's hull is an adaptive use of the round stern bugeye construction. Old Point worked for the Old Dominion Crab Company from 1910 to 1968 when she was sold to private interests to carry light freight and passengers in the Provincial-Truk-Caicos Island area. Old Point was restored and donated to the Chesapeake Bay Maritime Museum in 1984. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #206439 INIT #293

Current Location: ST. MICHAELS, MARYLAND

Previous Name(s): OLD POINT (1909-1958)
MISS TERRY (1958-1985)

Built in 1909 by J. G. WORNOM
Built at POQUOSON, VIRGINIA
Built for J. G. WORNOM

Vessel Type: DREDGE
Original Use: CRAB DREDGING/FREIGHT/RECREATION
Present Use: MUSEUM

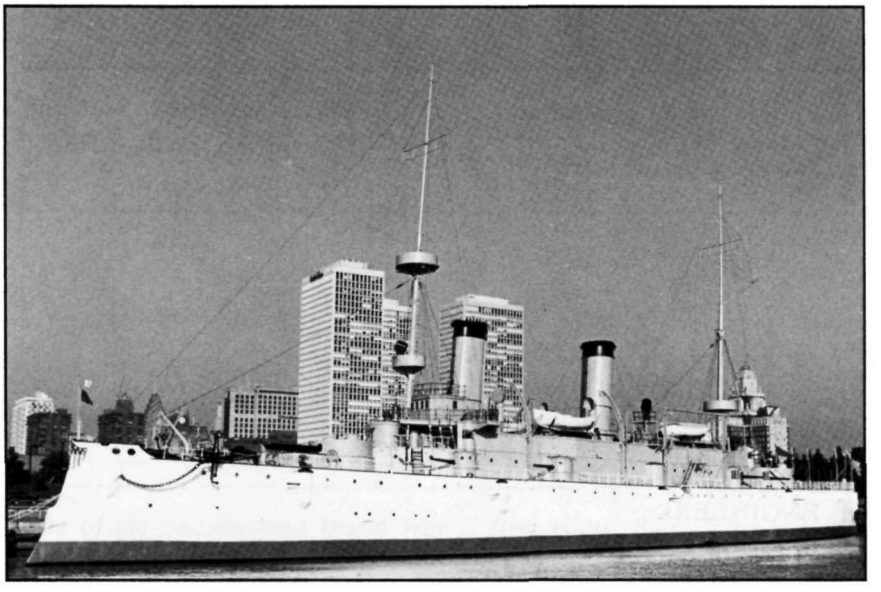
Masts: 1; Rigging: UNRIGGED
Length: 47.6; Beam: 12.8; Draft: 4.6
Gross Tonnage: 11.0; Net: 7.0; Displacement: 9.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: GM DIESEL/ORIG. OIL; Horsepower: UNKNOWN
Propulsion: SINGLE SCREW

Owner: CHESAPEAKE BAY MARITIME MUSEUM
Address: P.O. BOX 636
ST. MICHAELS, MD 21663 Phone: 301-745-2916

Condition: GOOD; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

OLYMPIA



The oldest steel-hulled American warship afloat, Olympia served as Commodore Dewey's flagship during the Battle of Manila Bay (1898), an engagement which secured the Philippines for the United States and embarked the nation on an expanded role as a major force in not only the Pacific, but also world affairs. She is shown here at Penn's Landing where the ship is now displayed along with the submarine Becuna. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #CA-15 INIT #116

Current Location: PHILADELPHIA, PENNSYLVANIA

Previous Name(s): USS OLYMPIA (1895-1957)

Built in 1895 by UNION IRON WORKS
Built at SAN FRANCISCO, CALIFORNIA
Built for U.S. NAVY

Vessel Type: CRUISER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: OLYMPIA
Armament: ORIG. FOUR 8-INCH GUNS, 5-INCH CANNON AND 6-POUNDER RAPID FIRE GUNS

Masts: 2; Rigging: UNRIGGED
Length: 344.0; Beam: 53.0; Draft: 21.6
Gross Tonnage: 1886.0; Displacement: 5870.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 17313.0; Propulsion: TWIN SCREW

Owner: CRUISER OLYMPIA ASSOCIATION
Address: P.O. BOX 928
PHILADELPHIA, PA 19106 Phone: 215-922-1898

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000692
AMERICAN SOCIETY FOR MECHANICAL ENGINEERING LANDMARK

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

P. A. DENNY

Built as Scott, P. A. Denny began her career as an U.S. Army Corps of Engineers workboat. Partially rebuilt as an excursion vessel in Charleston, West Virginia, the city where she was built, P. A. Denny offers passengers an opportunity to explore that city's river heritage.

Official #270212 INIT #295

Current Location: CHARLESTON, WEST VIRGINIA

Previous Name(s): SCOTT (1930-1954)
ROBIN D. (1954-1975)

Built in 1930 by WARD ENGINEERING WORKS
Built at CHARLESTON, WEST VIRGINIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: TOWBOAT
Original Use: WORKBOAT
Present Use: CHARTER/TOURS

Masts: 0; Rigging: UNRIGGED
Length: 109.0; Beam: 23.0; Depth of Hold: 4.5
Gross Tonnage: 77.0; Net: 76.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 460.0
Propulsion: STERNWHEEL

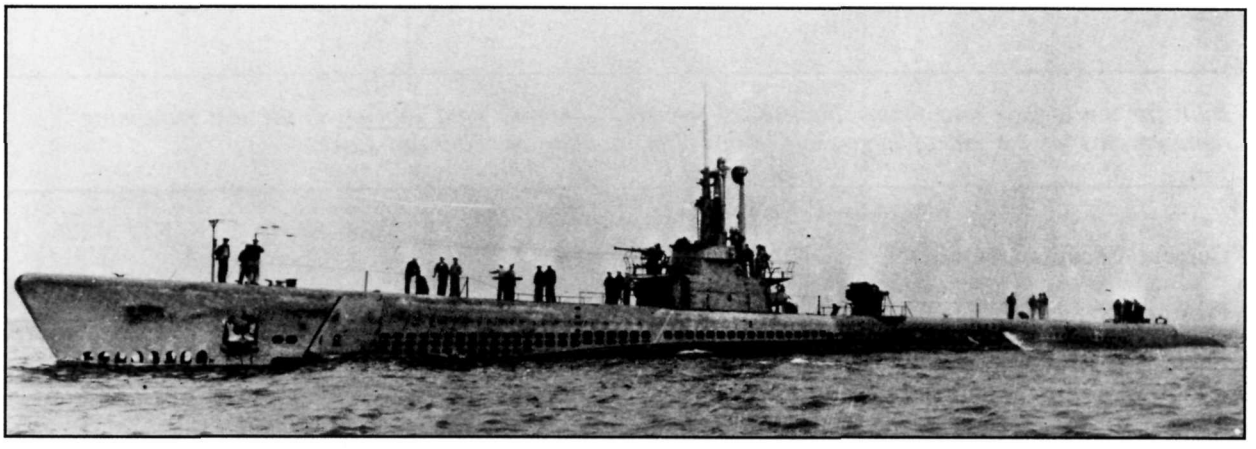
Owner: CHARLESTOWN FESTIVAL COMMISSION
Address: P.O. BOX 2749
CHARLESTON, WV 25330

Phone: 304-348-0709

Condition: GOOD; Original Fabric: 40%

Preservation Objective: OPERATION/EXCURSION VESSEL
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PAMPANITO



One of the best-restored World War II fleet boats, Pampanito earned six battle stars for her World War II service in the Pacific. Her biggest day came on September 12, 1944, when she and two other submarines surprised an 11-ship convoy and sank seven vessels. Pampanito is open to the public on San Francisco's Fisherman's Wharf. (Photo courtesy National Maritime Museum Association)

Official #SS-383 INIT #118

Current Location: SAN FRANCISCO, CALIFORNIA

Previous Name(s): USS PAMPANITO (1943-1971)

Built in 1943 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: BALAO
Armament: ONE 5-INCH/25 CALIBER GUN, ONE 40MM AND ONE 20MM GUN, TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.4; Draft: 17.0; Displacement: 1525.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 1540.0
Propulsion: TWIN SCREW

Owner: NATIONAL MARITIME MUSEUM ASSOCIATION
Address: BUILDING 275, CRISSY FIELD
SAN FRANCISCO, CA 94129 Phone: 415-441-5819

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000089

Condition: GOOD; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

PAUL BUNYAN

Built for the logging and timber industry of western Montana, Paul Bunyan is the last remaining representative of the era of large-scale commercial boating on Flathead Lake.

INIT #226

Current Location: POLSON, MONTANA

Previous Name(s): NONE

Built in 1926 by SOMERS LUMBER CO.
Built at SOMERS, MONTANA
Built for SOMERS LUMBER CO.

Vessel Type: TOWBOAT
Original Use: LOGGING
Present Use: MUSEUM

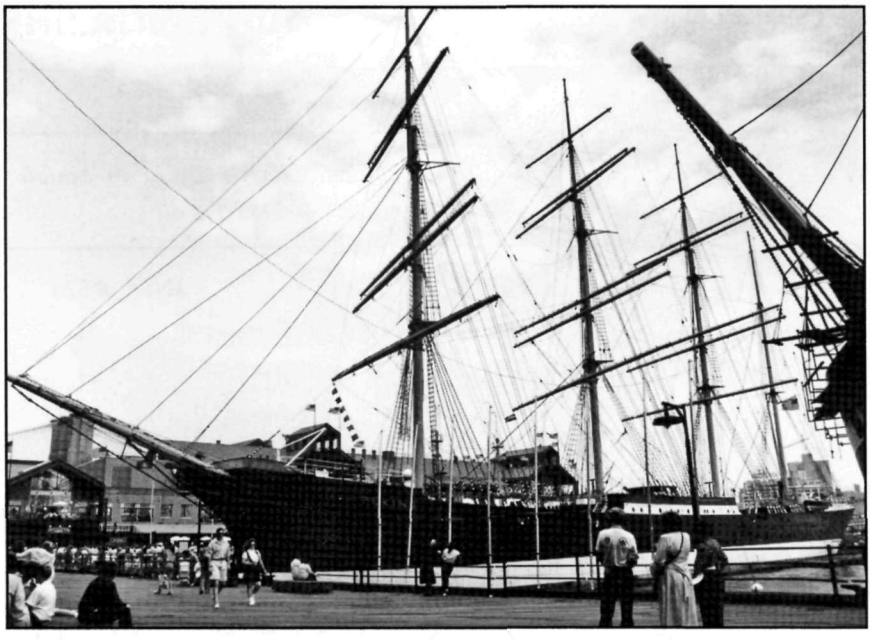
Masts: 0; Rigging: UNRIGGED
Length: 64.9; Beam: 17.7; Depth of Hold: 11.0
Gross Tonnage: 85.0;
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: REMOVED/ORIG. DIESEL; Horsepower: 180.0
Propulsion: SINGLE SCREW

Owner: MIRACLE OF AMERICA STORY MUSEUM
Address: C/O GIL MANGELS, 58176 HIGHWAY 93
POLSON, MT 59860

Phone: 406-883-6804

Condition: GOOD; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



PEKING

One of the last surviving four-masted barks, Peking was immortalized by Capt. Irving Johnson in his book, The Peking Battles Cape Horn. (Photo courtesy South Street Seaport Museum)

INIT #119

Current Location: NEW YORK, NEW YORK

Previous Name(s): PEKING (1911-1933)
ARETHUSA (1933-1940, 1941-1974)
HMS PEKIN (1940)

Built in 1911 by BLOHM AND VOSS
Built at HAMBURG, GERMANY
Built for F. LAEISZ

Vessel Type: BARK
Original Use: GENERAL CARRYING TRADE
Present Use: MUSEUM

Masts: 4; Rigging: BARK
Length: 321.0; Beam: 47.0; Depth of Hold: 26.2
Gross Tonnage: 3080.0; Net: 2850.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: N/A
Propulsion: SAIL

Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038

Phone: 212-669-9400

Condition: FAIR; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

PENGUIN

Penguin, a deadrise workbaot locally referred to as a "Hooper Island Draketail," is a dry berth exhibit at the Calvert Marine Museum.

Official #262696 INIT #328

Current Location: SOLOMONS, MARYLAND

Previous Name(s): NONE

Built in 1935 by HARVEY HURLEY
Built at WINGATE, MARYLAND
Built for UNKNOWN

Vessel Type: DEADRISE WORKBOAT
Original Use: FISHING/CHESAPEAKE BAY
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 45.0; Beam: 9.8; Depth of Hold: 4.2
Gross Tonnage: 10.7; Net: 9.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: GAS; Horsepower: UNKNOWN
Propulsion: SINGLE SCREW

Owner: CALVERT MARINE MUSEUM
Address: P.O. BOX 97
SOLOMONS, MD 20688

Phone: 301-326-2042

Condition: GOOD; Original Fabric: NONE

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

PHILADELPHIA



The only extant gunboat built and manned by Americans during the Revolutionary War, Philadelphia was built in 1776, and sunk in the Battle of Lake Champlain that same year. Salvaged in 1935, Philadelphia was remarkably well-preserved by the cold water of Valcour Bay. Bequeathed to the Smithsonian in 1961, she is currently exhibited along with the artifacts recovered with the vessel at the Smithsonian's National Museum of American History. (Photo courtesy National Museum of American History)

INIT #120

Current Location: WASHINGTON, D.C.

Previous Name(s): NONE

Built in 1776 by UNKNOWN
Built at SKENESBOROUGH, VERMONT
Built for CONTINENTAL NAVY

Vessel Type: GONDOLA
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: N/A
Armament: ONE 12-POUNDER, TWO 9-POUNDERS, EIGHT 3/4-POUNDER SWIVEL GUNS

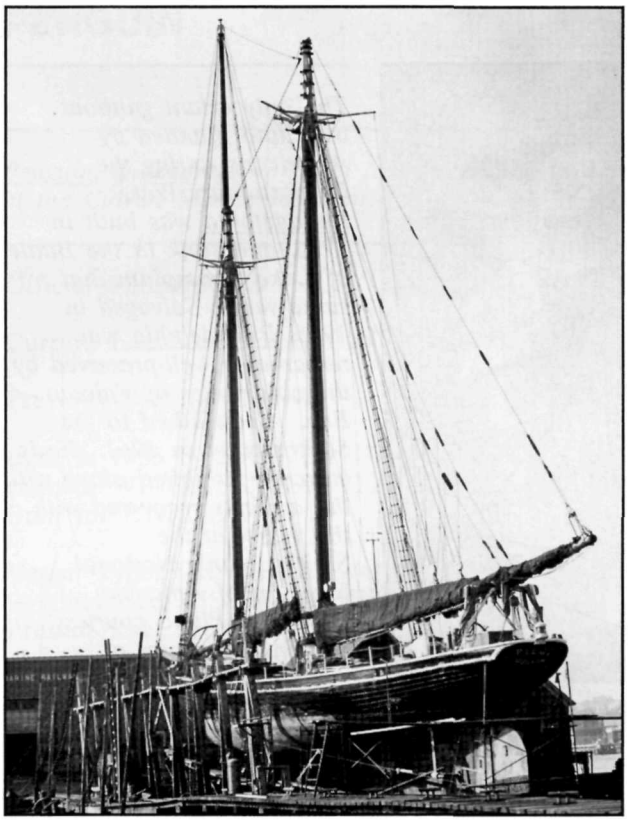
Masts: 1; Rigging: SLOOP
Length: 53.2; Beam: 15.2; Depth of Hold: 4.0
Displacement: 29.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: N/A
Engines: N/A
Propulsion: SAIL

Owner: NATIONAL MUSEUM OF AMERICAN HISTORY
Address: SMITHSONIAN INSTITUTION
WASHINGTON, DC 20560 Phone: 202-357-2249

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000852

Condition: FAIR; Original Fabric: 90%

Preservation Objective: STABILIZATION
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



PILOT

Pilot is one of two surviving historic pilot boats associated with the nationally significant Port of Boston, the other boat being Roseway. Pilot has not undergone serious alteration and retains an excellent level of integrity, including original fittings and the ornate quarters for the pilots in her main cabin. (Photo courtesy National Maritime Initiative/Candace Clifford)

Official #224289 INIT #208

Current Location: BOSTON, MASSACHUSETTS

Previous Name(s): NONE

Built in 1924 by JOHN F. JAMES & SON YARD
Built at ESSEX, MASSACHUSETTS
Built for BOSTON PILOTS

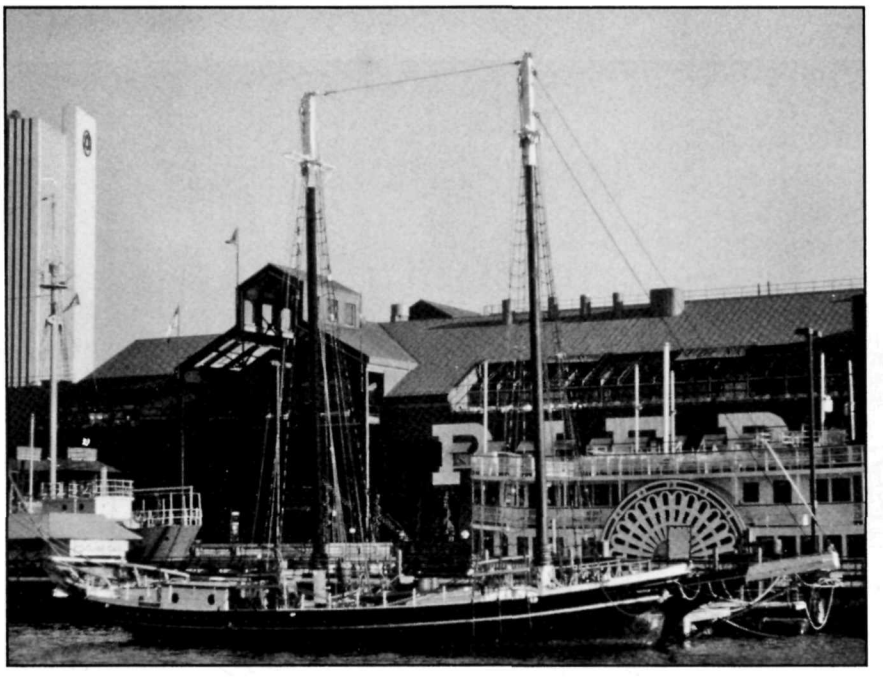
Vessel Type: PILOT SCHOONER
Original Use: PILOT SCHOONER
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 116.2; Beam: 25.2; Depth of Hold: 12.6
Gross Tonnage: 140.0; Net: 65.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TWIN DETROIT 610 DIESEL; Horsepower: 500.0
Propulsion: TWIN SCREW

Owner: NORMAN PAULSEN
Address: C/O GEN. MARINE SERVICES/2562 YARDARM
PORT HUENEME, CA 93035 Phone: 805-984-6179

Condition: FAIR; Original Fabric: 100%

Preservation Objective: PASSENGER/TRAINING
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



PIONEER

An iron sloop built for freighting sand, Pioneer has served 16 different owners, undergone four major changes of rig, worn out five engines, and has been rebuilt as least twice. Currently Pioneer is operational, carrying passengers for two- and three-hour sails in the New York harbor. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

Official #150352 INIT #121

Current Location: NEW YORK, NEW YORK

Previous Name(s): NONE

Built in 1885 by PIONEER IRON WORKS
Built at MARCUS HOOK, PENNSYLVANIA
Built for CHESTER ROLLING MILLS

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 57.0; Beam: 21.0; Depth of Hold: 4.6; Draft: 9.0
Gross Tonnage: 43.0; Net: 37.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL AUXILIARY; Horsepower: 85.0
Propulsion: SAIL/SCREW

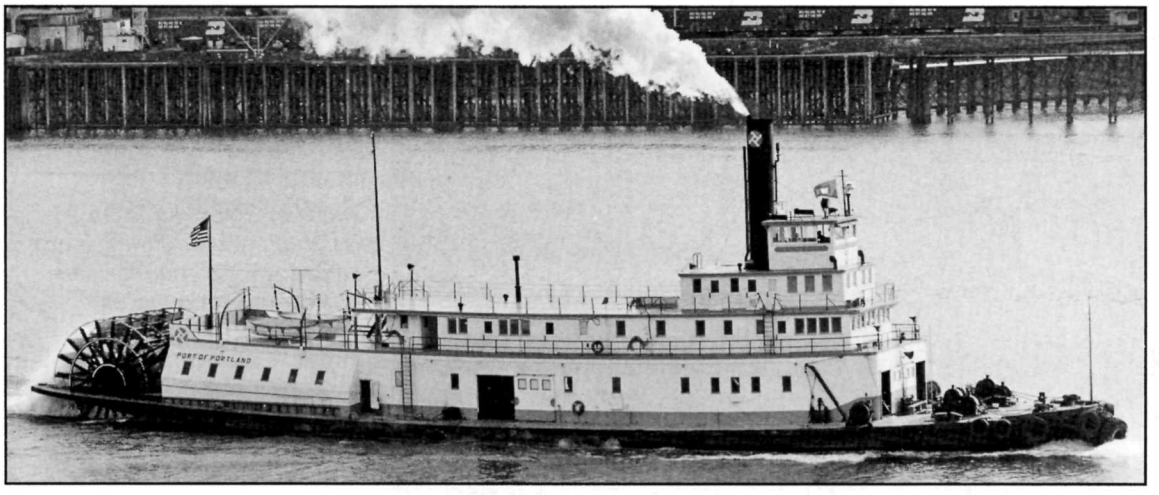
Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038

Phone: 212-669-9400

Condition: GOOD; Original Fabric: 20%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PORTLAND



Portland was retired in 1981 as the last working steam-powered ship assist vessel in the country. She spent most of her career maneuvering deep water ships into and out of their berths for the Port of Portland, Oregon. Oregon Maritime Center and Museum is leading an effort to restore Portland as an operating steam yacht. (Photo courtesy Port of Portland/Jim Douglas)

Official #253590 INIT #122

Current Location: PORTLAND, OREGON

Previous Name(s): NONE

Built in 1947 by NORTHWEST MARINE IRON WORKS
Built at PORTLAND, OREGON
Built for PORT OF PORTLAND

Vessel Type: TOWBOAT
Original Use: TOWBOAT
Present Use: LAID UP AWAITING RESTORATION

Masts: 0; Rigging: UNRIGGED
Length: 219.0; Beam: 42.1; Depth of Hold: 9.0; Draft: 7.0
Gross Tonnage: 928.0; Net: 733.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: REMOVED/ORIG. WOOD
Engines: TWIN HORIZONTAL STEAM RECIPROCATING; Horsepower: 1500.0
Propulsion: STERNWHEEL

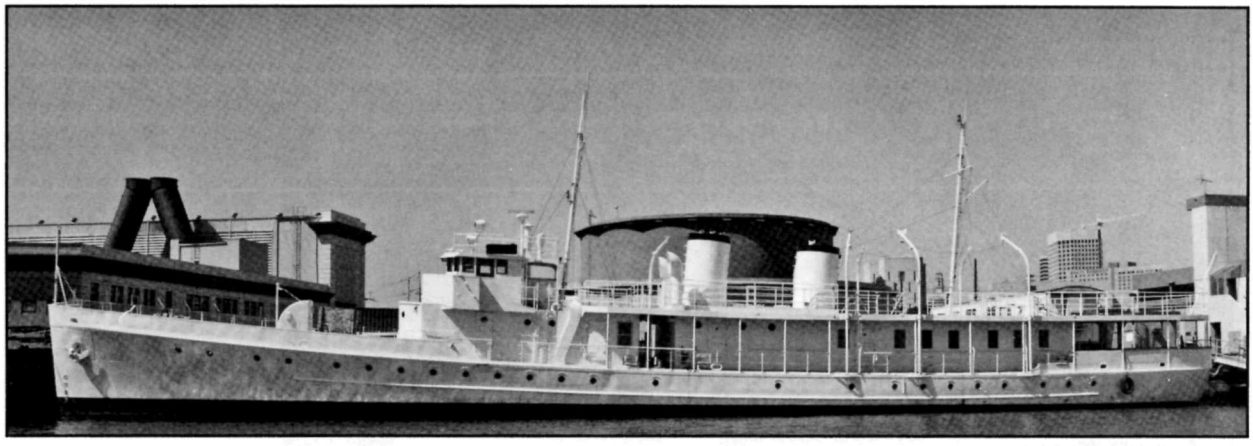
Owner: PORT OF PORTLAND
Address: P.O. BOX 3529
PORTLAND, OR 97208

Phone: 503-231-5000

Condition: FAIR; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: FALSE

POTOMAC



One of three surviving major vessels used as presidential yachts, Potomac served only one President. She was used by President Franklin Delano Roosevelt between 1936-1945 and was a major symbol of his presidency. Shown here after restoration to her 1939 appearance, Potomac will soon commence operation as a working museum vessel. (Photo courtesy Association for the Preservation of the Presidential Yacht Potomac/Russell Booth, 1990)

Official #AG-25 INIT #124

Current Location: STOCKTON, CALIFORNIA

Previous Name(s): USCGC ELECTRA (1934-1936)
USS POTOMAC (1936-1945)

Built in 1934 by MANITOWOCK SHIP BUILDING COMPANY
Built at MANITOWOCK, WISCONSIN
Built for U.S. COAST GUARD

Vessel Type: COAST GUARD CUTTER, LATER YACHT
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: N/A
Armament: REMOVED/ORIG. 50MM

Masts: 2; Rigging: UNRIGGED
Length: 165.0; Beam: 25.4; Depth of Hold: 13.3
Gross Tonnage: 376.0; Displacement: 416.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 440.0; Propulsion: TWIN SCREW

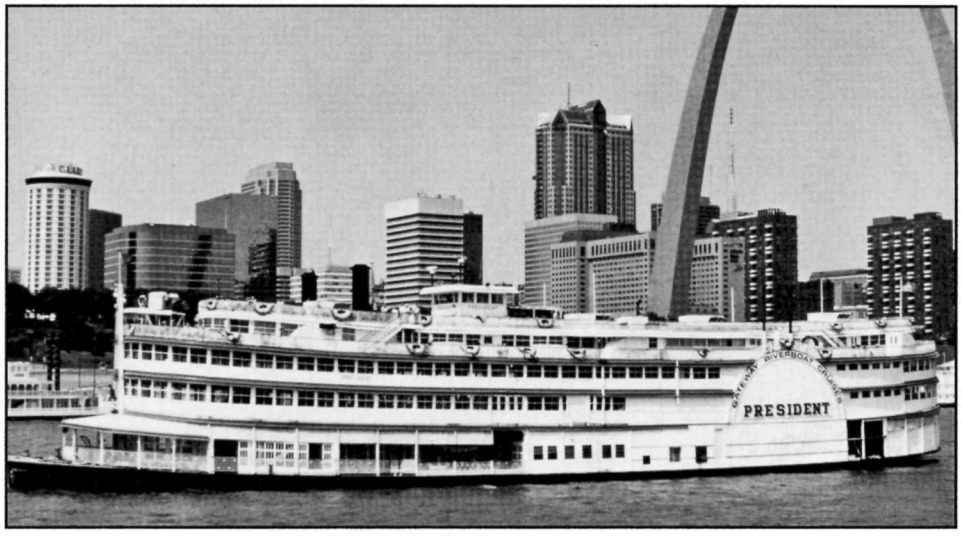
Owner: PORT OF OAKLAND
Address: P.O. BOX 2064
OAKLAND, CA 94604 Phone: 415-444-3188

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #87000068

Condition: FAIR; Original Fabric: 65%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PRESIDENT



The sidewheel river excursion steamboat President is the only remaining large Western Rivers sidewheel excursion boat. She is a popular attraction on the St. Louis waterfront, carrying excursion charters, educational tours, and promotional tour groups on day and night trips down the Mississippi River. (Photo courtesy Gateway Riverboat Cruises/J. Thomas Dunn, 1988)

Official #225580 INIT #204

Current Location: ST. LOUIS, MISSOURI

Previous Name(s): CINCINNATI (1924-1933)

Built in 1924 by MIDLAND BARGE COMPANY
Built at MIDLAND, PENNSYLVANIA
Built for LOUISVILLE & CINCINNATI PACKET CO.

Vessel Type: RIVER STEAMBOAT
Original Use: PASSENGER AND CARGO
Present Use: EXCURSIONS

Masts: 0; Rigging: UNRIGGED
Length: 291.5; Beam: 45.6; Depth of Hold: 7.3; Gross Tonnage: 1056.0; Net: 866.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: HORIZONTAL/DIESEL IN STEEL BOXES; Horsepower: 1800.0
Propulsion: SIDEWHEEL-PROPELLER

Owner: GATEWAY RIVERBOAT CRUISES
Address: 500 NORTH LEONOR K. SULLIVAN BOULEVARD
ST. LOUIS, MO 63102 Phone: 314-621-4040

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002460

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PRISCILLA

One of the last surviving Long Island oyster sloops that were prevalent in the late 19th century, Priscilla is an operational museum vessel at the Suffolk Marine Museum.

Official #150426 INIT #125

Current Location: WEST SAYVILLE, NEW YORK

Previous Name(s): NONE

Built in 1888 by ELISHA SAXON
Built at PATCHOGUE, NEW YORK
Built for UNKNOWN

Vessel Type: SCHOONER
Original Use: OYSTERING
Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
Length: 34.2; Beam: 14.0; Depth of Hold: 4.2; Draft: 3.5
Gross Tonnage: 10.9; Net: 10.4
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 45.0
Propulsion: SAIL

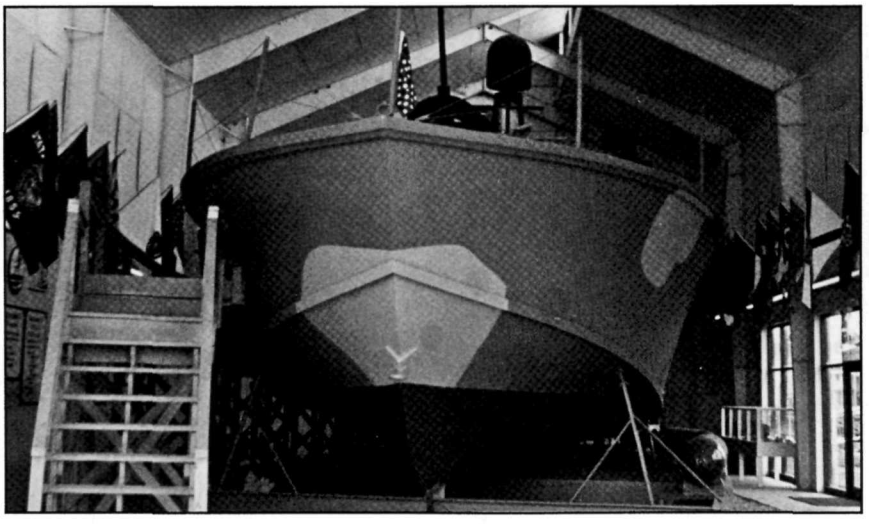
Owner: SUFFOLK MARINE MUSEUM
Address: P.O. BOX 144
WEST SAYVILLE, NY 11796

Phone: 516-567-1733

Condition: GOOD; Original Fabric: 60%

Preservation Objective: OPERATION/FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

PT 617



PT 617 is the sole surviving 80-foot "Elco" type of PT Boat. Fully restored and with original wartime issue equipment and armament, PT 617 represents the nation's most heavily used, highly favored, and combat-tested PT boat type in World War II. Shown here in her current display at Battleship Cove. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #PT-617 INIT #191

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): NONE

Built in 1945 by ELECTRIC BOAT COMPANY (ELCO) INDUSTRIES
Built at BAYONNE, NEW JERSEY
Built for U.S. NAVY

Vessel Type: MOTOR TORPEDO BOAT
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: ELCO
Armament: FOUR 21-INCH TORPEDO TUBES, ONE 37MM AND ONE 40MM GUN, TWO .50 CALIBER MACHINE GUNS

Masts: 0; Rigging: UNRIGGED
Length: 80.0; Beam: 20.0; Draft: 5.3
Displacement: 55.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TRIPLE PACKARD; Horsepower: 4050.0
Propulsion: TRIPLE SCREW

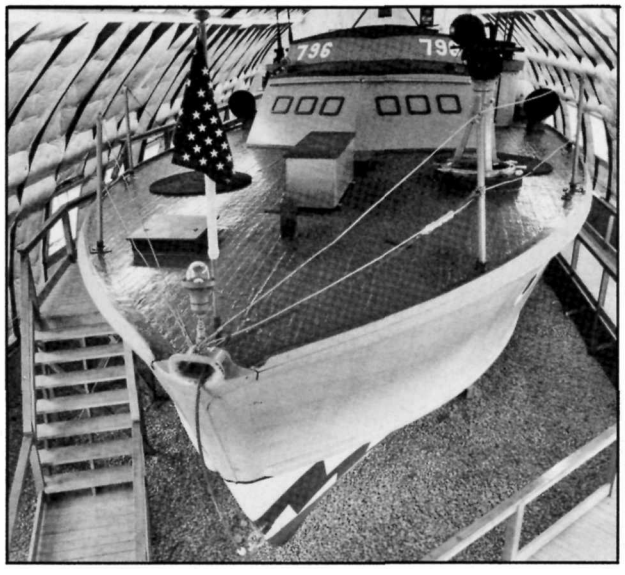
Owner: U.S.S. MASSACHUSETTS MEMORIAL COMMITTEE
Address: BATTLESHIP COVE
FALL RIVER, MA 02721

Phone: 508-678-1100

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89002465

Condition: GOOD; Original Fabric: 40%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



PT 796

PT 796 is the best preserved of the three surviving "Higgins" type PT boats. Restored with original World War II equipment and armament, PT 796 represents one of the two major types of PT boats used in combat during the war.

Official #PT-796 INIT #126

Current Location: FALL RIVER, MASSACHUSETTS

Previous Name(s): NONE

Built in 1945 by HIGGINS INDUSTRIES
Built at NEW ORLEANS, LOUISIANA
Built for U.S. NAVY

Vessel Type: PATROL TORPEDO BOAT
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: HIGGINS
Armament: FOUR 21-INCH TORPEDO TUBES, ONE .50 CALIBER MACHINE GUN

Masts: 0; Rigging: UNRIGGED
Length: 78.0; Beam: 20.0; Draft: 5.6
Displacement: 56.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TRIPLE PACKARD; Horsepower: 4500.0
Propulsion: TRIPLE SCREW

Owner: U.S.S. MASSACHUSETTS MEMORIAL COMMITTEE
Address: BATTLESHIP COVE
FALL RIVER, MA 02721

Phone: 508-678-1100

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000092

Condition: GOOD; Original Fabric: 60%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

QUEEN

Retired as an excursion vessel in 1988, Queen awaits restoration as a dry berth exhibit.

INIT #277

Current Location: DES MOINES, IOWA

Previous Name(s): NONE

Built in 1884 by DUBUQUE BOILER WORKS
Built at DUBUQUE, IOWA
Built for UNKNOWN

Vessel Type: PASSENGER VESSEL
Original Use: EXCURSION STEAMER
Present Use: LAID UP AWAITING RESTORATION

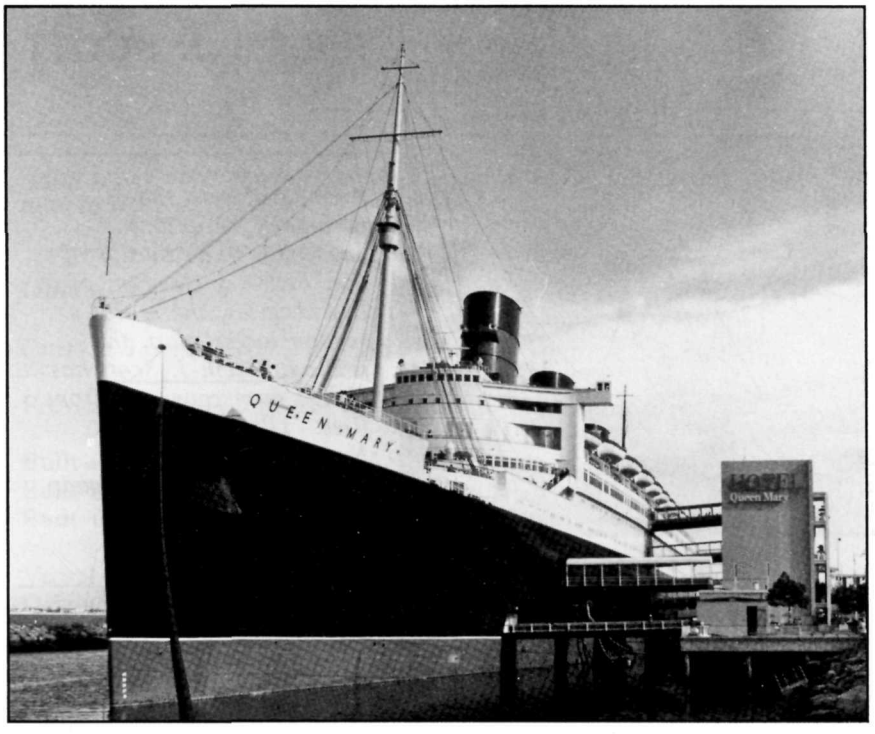
Masts: 0; Rigging: UNRIGGED
Length: 75.0
Gross Tonnage: UNKNOWN
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM RECIPROCATING; Horsepower: UNKNOWN
Propulsion: SCREW

Owner: ADVENTURELAND AMUSEMENT PARK
Address: P.O. BOX 3355
DES MOINES, IA 50316

Phone: 515-266-2121

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: FALSE; Operating: FALSE



QUEEN MARY

The "superliner" Queen Mary served both as a luxurious peacetime ship travelling between America and Great Britain and as a troop transport for those nations during World War II. Currently she serves as a floating exhibit and hotel along the Long Beach waterfront. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #164282 INIT #127

Current Location: LONG BEACH, CALIFORNIA

Previous Name(s): RMS QUEEN MARY (1936-1939, 1947-1967)
HMT QUEEN MARY (1939-1945)

Built in 1936 by JOHN BROWN AND COMPANY
Built at CLYDEBANK, SCOTLAND
Built for CUNARD WHITE STAR, LTD.

Vessel Type: LINER
Original Use: PASSENGER
Present Use: MUSEUM/HOTEL/RESTAURANT

Masts: 2; Rigging: UNRIGGED
Length: 1019.5; Beam: 118.6; Depth of Hold: 68.5
Gross Tonnage: 81237.1; Net: 33128.9; Displacement: 62160.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: 16 STEAM TURBINES; Horsepower: 160000.0
Propulsion: QUAD SCREW

Owner: WCO PORT PROPERTIES, LTD.
Address: P.O. BOX 8
LONG BEACH, CA 90801

Phone: 213-435-3511

Condition: FAIR; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT/ADAPTIVE USE/HOTEL
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



RALPH J. SCOTT

Associated with the nationally important petroleum trade harbor of San Pedro in the Port of Los Angeles, the nation's second largest port, the fireboat Ralph J. Scott has fought numerous waterfront fires. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #225138 INIT #227

Current Location: SAN PEDRO, CALIFORNIA

Previous Name(s): CITY OF LOS ANGELES NO. 2 (1925-1965)

Built in 1925 by LOS ANGELES SHIPBUILDING & DRYDOCK CORPORATION
Built at SAN PEDRO, CALIFORNIA
Built for CITY OF LOS ANGELES FIRE DEPARTMENT

Vessel Type: FIREBOAT
Original Use: FIREBOAT
Present Use: FIREBOAT

Masts: 0; Rigging: UNRIGGED
Length: 99.0; Beam: 19.0
Gross Tonnage: 106.0; Net: 74.0; Displacement: 152.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 1780.0
Propulsion: TRIPLE SCREW

Owner: CITY OF LOS ANGELES FIRE DEPARTMENT
Address: 200 NORTH MAIN STREET
LOS ANGELES, CA 90012

Phone: 213-485-5971

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001430

Condition: GOOD; Original Fabric: 85%

Preservation Objective: OPERATION
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

REISS

Reiss is an excellent example of a typical early 20th-century Great Lakes steam tug. She is moored next to SS Keewatin.

Official #211152 INIT #128

Current Location: DOUGLAS, MICHIGAN

Previous Name(s): Q. A. GILLMORE (1913-1932)

Built in 1913 by GREAT LAKES TOWING COMPANY
Built at CLEVELAND, OHIO
Built for UNKNOWN

Vessel Type: TUG
Original Use: HARBOR TUG
Present Use: MUSEUM

Masts: 1; Rigging: UNRIGGED
Length: 71.0; Beam: 20.0; Depth of Hold: 12.5
Gross Tonnage: 99.0; Net: 51.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM; Horsepower: 400.0
Propulsion: SINGLE SCREW

Owner: R. J. AND DIANE PETERSON
Address: P.O. BOX 511
DOUGLAS, MI 49406

Phone: 616-857-2107

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



REQUIN

One of two surviving Tench class submarines, the other being USS Torsk, Requin was later modified to serve as a radar picket. After many years of being displayed in Tampa, Florida, the vessel was relocated to Pittsburgh in 1990.

Official #SS-481 INIT #130

Current Location: PITTSBURGH, PENNSYLVANIA

Previous Name(s): USS REQUIN (1945-1971)

Built in 1945 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TENCH
Armament: TEN 21-INCH TORPEDO TUBES, ONE 5-INCH/25 CALIBER DECK GUN

Masts: 0; Rigging: UNRIGGED
Length: 312.0; Beam: 27.0; Draft: 17.0
Displacement: 1854.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

Owner: U.S. NAVY/THE CARNEGIE
Address: 4400 FORBES AVENUE
PITTSBURGH, PA 15213 Phone: 412-622-3366

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

RIVER QUEEN

Built for the Southern Pacific Co., the automobile ferry Shasta crossed San Francisco Bay between Oakland and San Francisco. Capable of carrying 62 automobiles and 2,200 passengers, Shasta and her sister ships Yosemite and San Mateo ran until 1939, when the completion of the Bay and Golden Gate Bridges ended their careers. Sold to the Black Ball Line for Puget Sound service, the ferry was sold with the rest of the Black Ball fleet to the State of Washington in 1951. Sold again in 1959, the ferry was towed to Portland, and remodeled into a floating restaurant on the Columbia River.

Official #222598 INIT #217

Current Location: PORTLAND, OREGON

Previous Name(s): SHASTA (1922-1959)
CENTENNIAL QUEEN (1959)

Built in 1922 by BETHLEHEM STEEL CO
Built at SAN FRANCISCO, CALIFORNIA
Built for SOUTHERN PACIFIC RAILROAD

Vessel Type: FERRY
Original Use: PASSENGER/VEHICLE
Present Use: RESTAURANT

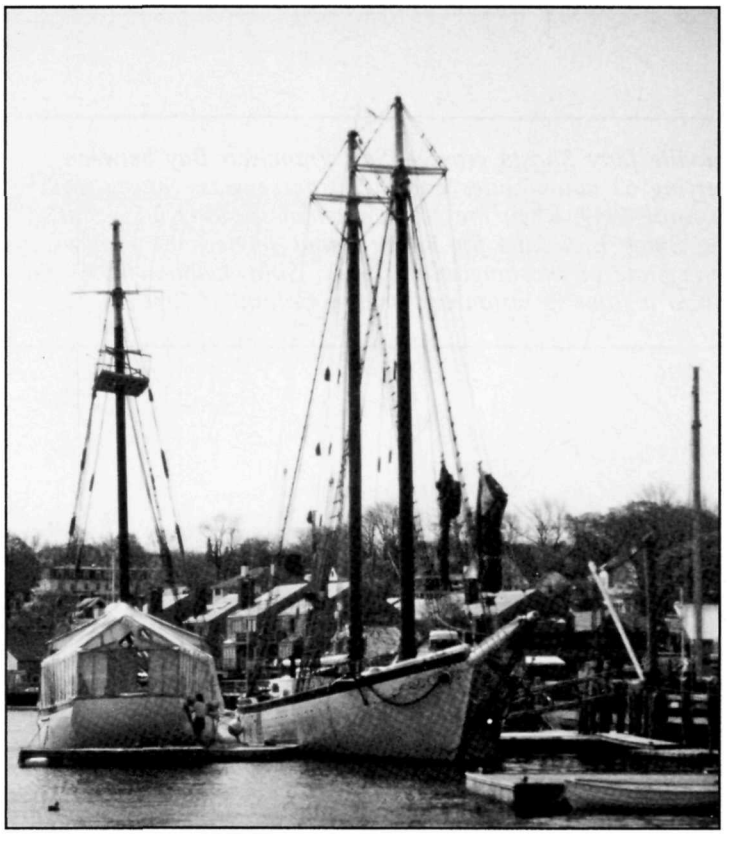
Masts: 0; Rigging: UNRIGGED
Length: 216.7; Beam: 42.1; Depth of Hold: 17.3
Gross Tonnage: 1782.0; Net: 1120.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: RECIPROCATING; Horsepower: 1400.0
Propulsion: TWIN SCREW (DOUBLE ENDER)

Owner: RIVER QUEEN RESTAURANT
Address: 1300 NORTHWEST FRONT
PORTLAND, OR 97209

Phone: 503-228-8633

Condition: GOOD; Original Fabric: 100%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



ROSEWAY

Built as a fishing yacht, Roseway was owned and operated as a pilot schooner from 1939 until she was retired as the last active pilot boat in the United States in 1972. Today, Roseway operates as a passenger cruise vessel. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #225746 INIT #133

Current Location: CAMDEN, MAINE

Previous Name(s): NONE

Built in 1926 by J. F. JAMES SHIPYARD
Built at ESSEX, MASSACHUSETTS
Built for HAROLD HATHAWAY OF TAUNTON, MASSACHUSETTS

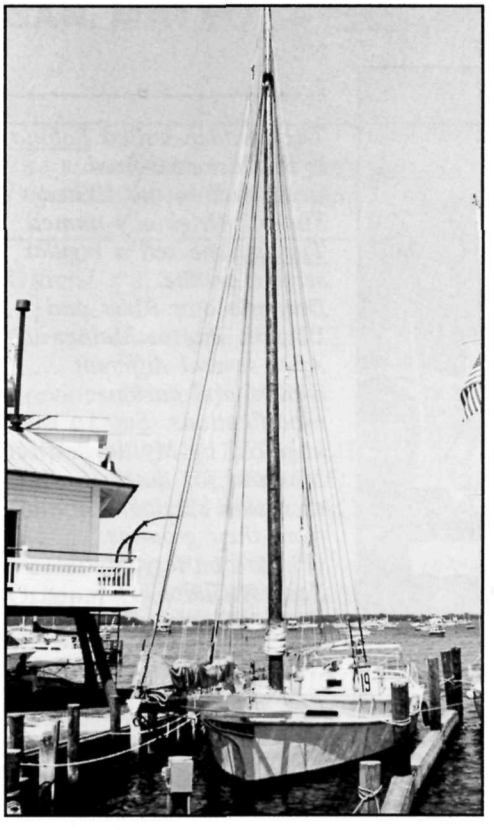
Vessel Type: SCHOONER
Original Use: FISHING/PILOT SCHOONER
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 94.5; Beam: 24.6; Depth of Hold: 10.2
Gross Tonnage: 112.0; Net: 63.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 110.0
Propulsion: SAIL/SINGLE SCREW

Owner: YANKEE SCHOONER CRUISES
Address: BOX 696
CAMDEN, ME 04843 Phone: 207-236-4449

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



ROSIE PARKS

Rosie Parks won nine out of ten skipjack races between 1965 and the retirement of her captain in 1975. These races were revived during the 1960s as the centerpiece of the annual Chesapeake Bay Appreciation Days observance. She is shown here at her berth at the Chesapeake Bay Maritime Museum. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #270542 INIT #134

Current Location: ST. MICHAELS, MARYLAND

Previous Name(s): NONE

Built in 1955 by BRONZA M. PARKS
Built at WINGATE, MARYLAND
Built for CAPTAIN ORVILLE PARKS

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: MUSEUM

Masts: 1; Rigging: SKIPJACK
Length: 46.2; Beam: 16.7; Depth of Hold: 1.3
Gross Tonnage: 8.0; Net: 8.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A; Propulsion: SAIL

Owner: CHESAPEAKE BAY MARITIME MUSEUM
Address: P.O. BOX 636
ST. MICHAELS, MD 21663 Phone: 301-745-2916

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

SABINO



The wooden-hulled Sabino is the last coal-fired steamboat in the United States. Originally named Tourist, she ran a regular service on the Damariscotta River and Linekin Bay in Maine. After several different owners and various modifications, Sabino was acquired by Mystic Seaport Museum for daily excursion service operating from their grounds. (Photo courtesy Mystic Seaport/Claire White-Peterson Photo)

Official #205213 INIT #135

Current Location: MYSTIC, CONNECTICUT

Previous Name(s): TOURIST (1908-1922)

Built in 1908 by H. IRVING ADAMS
Built at EAST BOOTHBAY, MAINE
Built for DAMARISCOTTA STEAMBOAT COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER VESSEL
Present Use: MUSEUM/PASSENGER CRUISES

Masts: 0; Rigging: UNRIGGED
Length: 53.0; Beam: 23.0; Depth of Hold: 5.4
Gross Tonnage: 24.0; Net: 9.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, 2-CYLINDER COMPOUND; Horsepower: 75.0
Propulsion: SINGLE SCREW

Owner: MYSTIC SEAPORT MUSEUM
Address: MYSTIC, CT 06355

Phone: 203-572-0711

Condition: GOOD; Original Fabric: 30%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

SAN MATEO

The steam-powered auto ferry San Mateo operated on San Francisco Bay from 1922 to 1940, and on Puget Sound until 1969. She is currently a floating exhibit at Northwest Seaport.

Official #222386 INIT #136

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1922 by BETHLEHEM SHIPBUILDING CORPORATION
Built at SAN FRANCISCO, CALIFORNIA
Built for SOUTHERN PACIFIC GOLDEN GATE FERRIES

Vessel Type: FERRY
Original Use: FERRY
Present Use: MUSEUM (PROPOSED)

Masts: 0; Rigging: UNRIGGED
Length: 216.7; Beam: 42.1; Depth of Hold: 17.3
Gross Tonnage: 1782.0; Net: 1120.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1400.0
Propulsion: SINGLE SCREW (DOUBLE-ENDER)

Owner: NORTHWEST SEAPORT, INC.
Address: 1002 VALLEY STREET
SEATTLE, WA 98109

Phone: 206-447-9800

National Register Status: LISTED; Significance Level: STATE; Reference #71000876

Condition: POOR; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



SAVANNAH

The first commercial ship powered by a nuclear reactor, Savannah played an important role in President Eisenhower's "Atoms for Peace" initiative by demonstrating the potential for a peaceful use of nuclear energy. She is shown here at her launching in 1959. (Photo courtesy Philadelphia Maritime Museum/New York Shipbuilding Co.)

Official #287392 INIT #137

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): NONE

Built in 1959 by NEW YORK SHIPBUILDING CORPORATION
Built at CAMDEN, NEW JERSEY
Built for U.S. DEPARTMENT OF COMMERCE

Vessel Type: NUCLEAR SHIP
Original Use: PASSENGER/CARGO
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 595.6; Beam: 78.0; Depth of Hold: 41.0; Draft: 29.5
Gross Tonnage: 15585.0; Net: 8498.0; Displacement: 21800.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM TURBINE; Horsepower: 22000.0
Propulsion: SINGLE SCREW

Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY
Address: 40 PATRIOT'S POINT ROAD
MT. PLEASANT, SC 29464

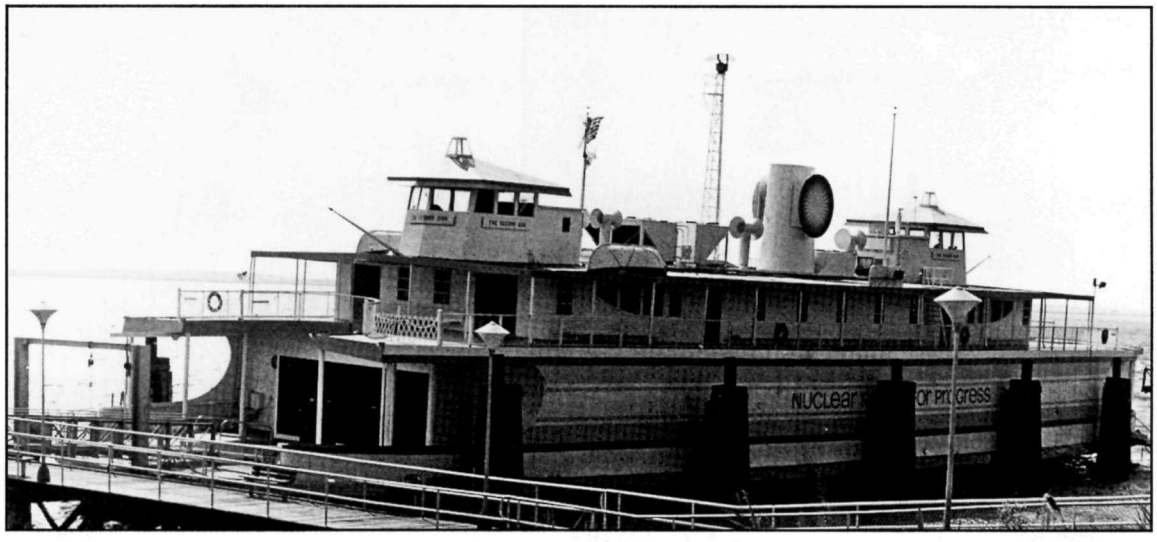
Phone: 803-884-2727

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82001518
AMERICAN SOCIETY FOR MECHANICAL ENGINEERING LANDMARK

Condition: FAIR; Original Fabric: 98%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

SECOND SUN



Built as Lakewood, this ferry carried hundreds of thousands of commuters across the Hudson River. During World War II, she ferried soldiers to troop ships docked off Staten Island. Burned to the waterline in 1949, she was rebuilt and rechristened Elizabeth to again carry passengers and cars across the Hudson River until retired in 1967. Second Sun currently provides energy education programs to school groups. (Photo courtesy Public Service Electric Gas Company)

Official #141723 INIT #212

Current Location: LOWER ALLOWAY CREEK, NEW JERSEY

Previous Name(s): LAKEWOOD (1901-1951)
ELIZABETH (1951-1969)

Built in 1901 by HARLAN & HOLLINGSWORTH
Built at WILMINGTON, DELAWARE
Built for CENTRAL RAILROAD OF NEW JERSEY

Vessel Type: FERRY
Original Use: PASSENGER/VEHICLE
Present Use: VISITOR CENTER

Masts: 0; Rigging: UNRIGGED
Length: 200.0; Beam: 44.0; Depth of Hold: 17.3
Gross Tonnage: 1016.0; Net: 501.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: RECIPROCATING; Horsepower: 1400.0
Propulsion: TWIN SCREW

Owner: PUBLIC SERVICE ELECTRIC & GAS COMPANY
Address: P.O. BOX 195
HANCOCK'S BRIDGE, NJ 08038 Phone: 609-935-2660

Condition: GOOD; Original Fabric: 100%

Preservation Objective: ADAPTIVE USE/VISITOR CENTER
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



SEQUOIA

The former presidential yacht Sequoia was used by nine presidents between 1931 and 1977 as the setting not only for social and recreational activity, but also for crucial domestic and foreign policy meetings and decisions. Plans call for returning Sequoia to presidential service. (Photo courtesy Presidential Yacht Trust/Ann Stevens)

Official #AG-23 INIT #225

Current Location: NORFOLK, VIRGINIA

Previous Name(s): USS SEQUOIA (1931-1977)

Built in 1925 by MATHIS YACHT BUILDING COMPANY
Built at CAMDEN, NEW JERSEY
Built for RICHARD M. CADWALLADER

Vessel Type: YACHT
Original Use: YACHT
Present Use: IN STORAGE

Masts: 1; Rigging: UNRIGGED
Length: 104.0; Beam: 19.0; Depth of Hold: 6.5; Draft: 4.5
Gross Tonnage: 147.0; Net: 133.0; Displacement: 90.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 450.0
Propulsion: TWIN SCREW

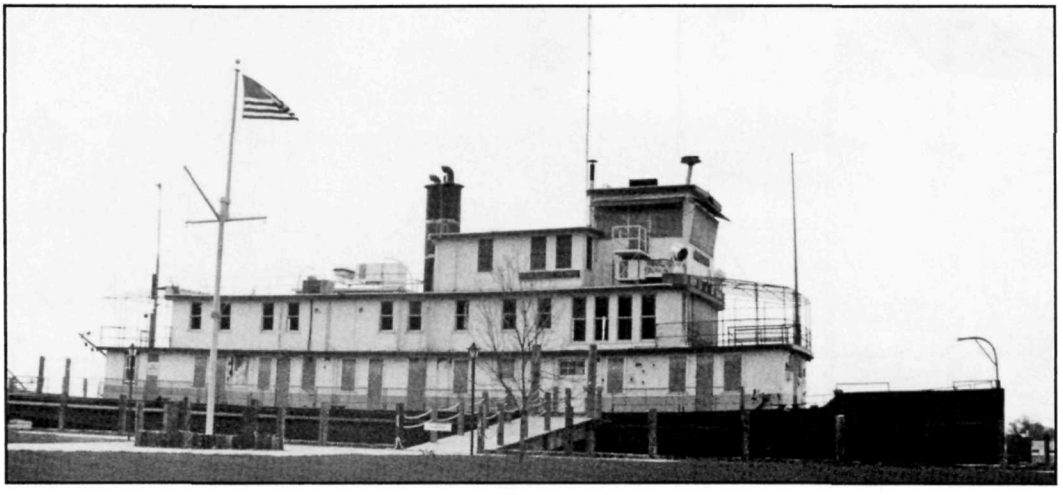
Owner: PRESIDENTIAL YACHT TRUST
Address: 1899 L STREET, NW #1200
WASHINGTON, DC 20036-3804 Phone: 703-838-9270

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #87002594

Condition: GOOD; Original Fabric: 75%

Preservation Objective: OPERATION/PRESIDENTIAL YACHT
Accessible: FALSE; Afloat: TRUE; Operating: TRUE

SERGEANT FLOYD



Part of a comprehensive plan by the Federal government for flood control and improved navigation on the Mississippi and Missouri Rivers, Sergeant Floyd carried government supplies, assisted in dredging and flood control work, and carried Army engineers and visiting legislators on inspection tours. Today, she is a dry-berthed museum vessel on the banks of the Missouri River. (Photo courtesy City of Sioux City)

INIT #138

Current Location: SIOUX CITY, IOWA

Previous Name(s): NONE

Built in 1932 by HOWARD SHIPYARDS
Built at JEFFERSONVILLE, INDIANA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: TOWBOAT
Original Use: GOVERNMENT
Present Use: MUSEUM/TOURIST INFORMATION CENTER

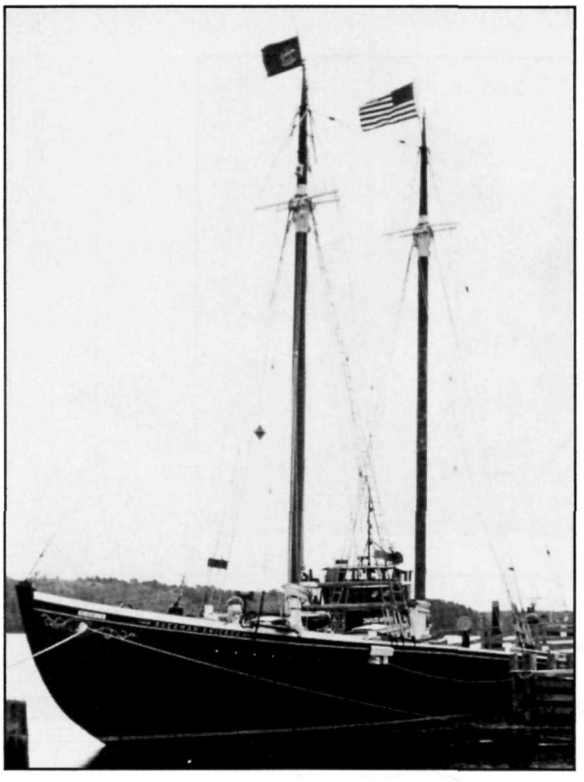
Masts: 0; Rigging: UNRIGGED
Length: 138.4; Beam: 30.0; Depth of Hold: 5.6
Displacement: 306.0
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 1200.0
Propulsion: TWIN SCREW

Owner: CITY OF SIOUX CITY/DEPT. OF PUBLIC WORKS
Address: P.O. BOX 447
SIOUX CITY, IA 51102 Phone: 712-279-6111

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001079

Condition: GOOD; Original Fabric: 75%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



SHERMAN ZWICKER

Built as a wooden auxiliary fishing schooner, Sherman Zwicker was among the last of her type to be built. She fished the Grand Banks from March through mid-September, and during the fall and winter she made trips to South America carrying a cargo of salt fish and returning with her hold full of salt. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

INIT #139

Current Location: BOOTHBAY HARBOR, MAINE

Previous Name(s): NONE

Built in 1941 by SMITH AND RHULAND
Built at LUNENBURG, NOVA SCOTIA
Built for ZWICKER AND COMPANY

Vessel Type: SCHOONER
Original Use: FISHING
Present Use: MUSEUM

Masts: 2; Rigging: SCHOONER
Length: 142.0; Beam: 27.0
Gross Tonnage: 180.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 320.0
Propulsion: SAIL/SINGLE SCREW

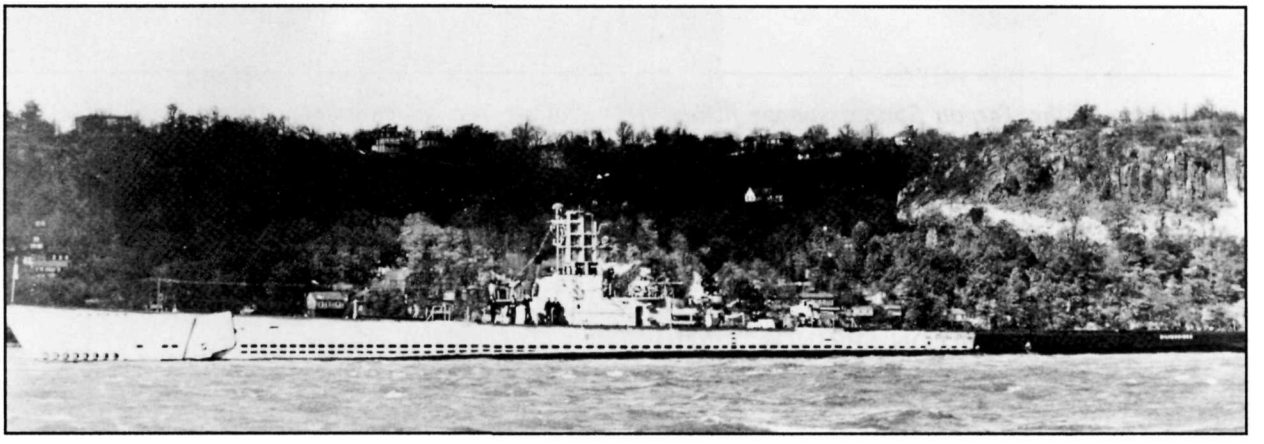
Owner: GRAND BANKS SCHOONER MUSEUM
Address: P.O. BOX 123
BOOTHBAY HARBOR, ME 04538

Phone: 207-633-4215

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION/FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

SILVERSIDES



The top-ranked surviving World War II submarine, USS Silversides served the Pacific Fleet along Japan's coasts, the East China Sea, and through key enemy shipping routes around the Marianas, Carolines, Bismarck Archipelago, and along the Solomons to Guadacanal. Her mission was to stop raw materials and supplies--oil, bauxite, rubber, coal, food, and iron ore--from reaching Japan. (Photo courtesy U.S. Naval Historical Center/1940s)

Official #SS-236 INIT #140

Current Location: MUSKEGON, MICHIGAN

Previous Name(s): USS SILVERSIDES (1942-1969)

Built in 1941 by MARE ISLAND NAVY YARD
Built at VALLEJO, CALIFORNIA
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: GATO
Armament: TEN 21-INCH TORPEDO TUBES, ONE 3-INCH/50 CALIBER GUN, ONE 40MM GUN

Masts: 0; Rigging: UNRIGGED
Length: 311.8; Beam: 27.3; Draft: 17.0; Displacement: 1526.0
Hull Materials: STEEL; Decks: STEEL/TEAK; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0; Propulsion: TWIN SCREW

Owner: U.S.S. SILVERSIDES & MARITIME MUSEUM
Address: P.O. BOX 1692
MUSKEGON, MI 49443 Phone: 616-744-9117

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #72000453

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

ST. NICHOLAS III

The design of the Tarpon Springs sponge fishing fleet evolved from a remarkable combination of centuries-old Mediterranean sailing boats and modern vessels powered by a modern internal combustion engine. One of four remaining sponge diving boats, St. Nicholas III currently operates as both a sponger and a tour boat. (Photo courtesy National Register of Historic Places)

Official #238834 INIT #347

Current Location: TARPON SPRINGS, FLORIDA

Previous Name(s): NONE

Built in 1939 by SPIRO SAROUKIS
Built at TARPON SPRINGS, FLORIDA
Built for MICHAEL J. BILLIRIS

Vessel Type: SPONGE DIVING BOAT
Original Use: SPONGE FISHING
Present Use: SPONGER/EXCURSION BOAT

Masts: 2; Rigging: YAWL
Length: 40.5; Beam: 13.0; Depth of Hold: 5.0; Draft: 6.5
Gross Tonnage: 11.5; Net: 5.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: 671 DETROIT DIESEL; Horsepower: 235.0
Propulsion: SAIL/SINGLE SCREW

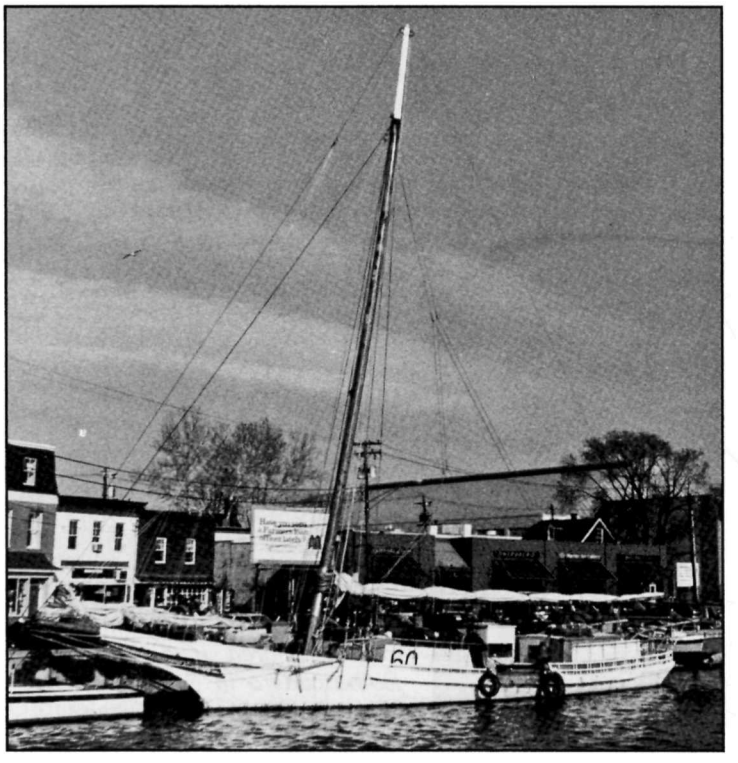
Owner: TED BILLIRIS
Address: 693 DODECANESE BOULEVARD
TARPON SPRINGS, FL 34689

Phone: 813-937-0924

National Register Status: LISTED; Significance Level: NATIONAL; Reference #90001136

Condition: GOOD; Original Fabric: 85%

Preservation Objective: OPERATION/EXCURSION/EDUCATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



STANLEY NORMAN

Recently acquired by the Chesapeake Bay Foundation, Stanley Norman will host school children on educational cruises on the Chesapeake Bay.

Official #117187 INIT #320

Current Location: ANNAPOLIS, MARYLAND

Previous Name(s): NONE

Built in 1902 by OTIS LLOYD
Built at SALISBURY, MARYLAND
Built for ROBERT L. SHORES, DEAL ISLAND, MARYLAND

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: EDUCATIONAL CRUISES

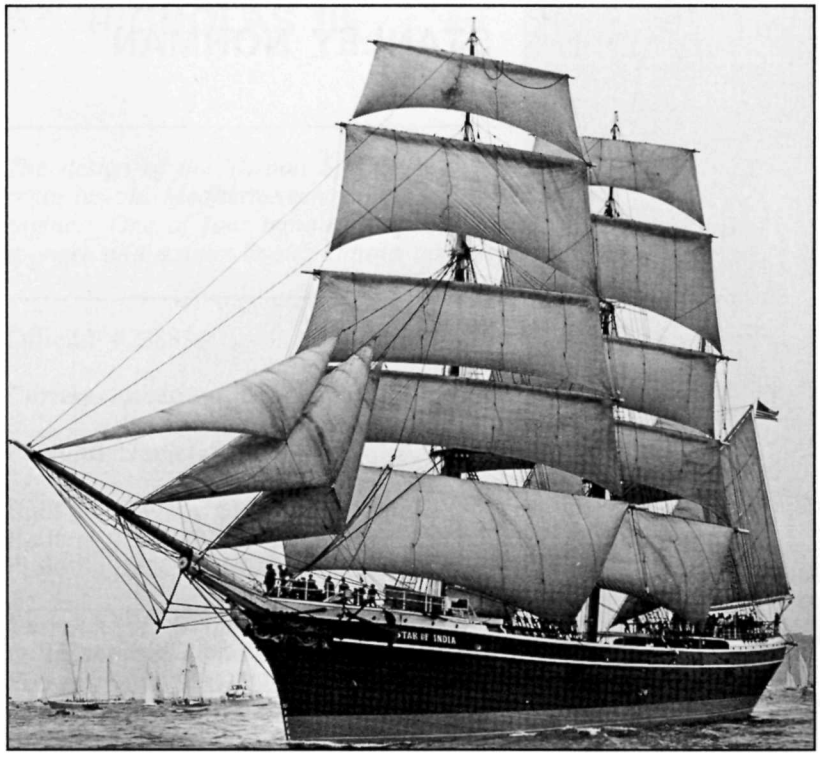
Masts: 1; Rigging: SKIPJACK
Length: 47.5; Beam: 15.3; Depth of Hold: 2.7
Gross Tonnage: 8.0; Net: 8.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL/PUSHBOAT

Owner: CHESAPEAKE BAY FOUNDATION
Address: 162 PRINCE GEORGE STREET
ANNAPOLIS, MD 21401 Phone: 301-268-8816

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85001086

Condition: GOOD; Original Fabric: 20%

Preservation Objective: OPERATION/EDUCATION CRUISES
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



STAR OF INDIA

A three-masted, iron-hulled vessel, the only extant Alaskan salmon vessel of its type, Star of India used to carry fishermen and cannery employees to the Alaskan fisheries. She is the oldest iron-hulled merchantman afloat. Between 1959 and 1963 she was carefully restored by the Maritime Museum Association of San Diego to be a floating exhibit moored at the Embarcadero in San Diego. (Photo courtesy San Diego Maritime Society/Roscoe Smith)

Official #136801 INIT #141

Current Location: SAN DIEGO, CALIFORNIA

Previous Name(s): EUTERPE (1863-1901)

Built in 1863 by GIBSON, MCDONALD, AND ARNOLD
Built at RAMSAY, ISLE OF MAN, GREAT BRITAIN
Built for WAKEFIELD, NASH, AND COMPANY

Vessel Type: BARK
Original Use: CARGO/PASSENGER
Present Use: MUSEUM

Masts: 3; Rigging: BARK/ORIG. SHIP
Length: 205.5; Beam: 35.2; Depth of Hold: 23.4
Gross Tonnage: 1318.0; Net: 1247.0
Hull Materials: IRON; Decks: WOOD; Superstructure: WOOD
Engines: N/A; Propulsion: SAIL

Owner: MARITIME MUSEUM ASSOCIATION OF SAN DIEGO
Address: 1306 NORTH HARBOR DRIVE
SAN DIEGO, CA 92101 Phone: 619-234-9153

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000223

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT/OCCASIONAL OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



STE. CLAIRE

The steamer Ste. Claire is significant as one of the two classic excursion steamers in the country; as one of the two last essentially unaltered passenger ships designed by leading architect Frank E. Kirby; for her rare type of propulsion system; and for her long service. (Photo courtesy National Register of Historic Places/Peter Worden)

Official #207582 INIT #142

Current Location: DETROIT, MICHIGAN

Previous Name(s): NONE

Built in 1911 by TOLEDO SHIPBUILDING COMPANY
Built at TOLEDO, OHIO
Built for DETROIT, BELLE ISLE, & WINDSOR FERRY COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: EXCURSION STEAMER
Present Use: PASSENGER CRUISES

Masts: 0; Rigging: UNRIGGED
Length: 181.0; Beam: 50.0; Depth of Hold: 14.9; Draft: 13.0
Gross Tonnage: 870.0; Net: 507.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 2000.0
Propulsion: SINGLE SCREW

Owner: INTERNATIONAL SHIPPING COMPANY
Address: 4401 WEST JEFFERSON
DETROIT, MI 48209

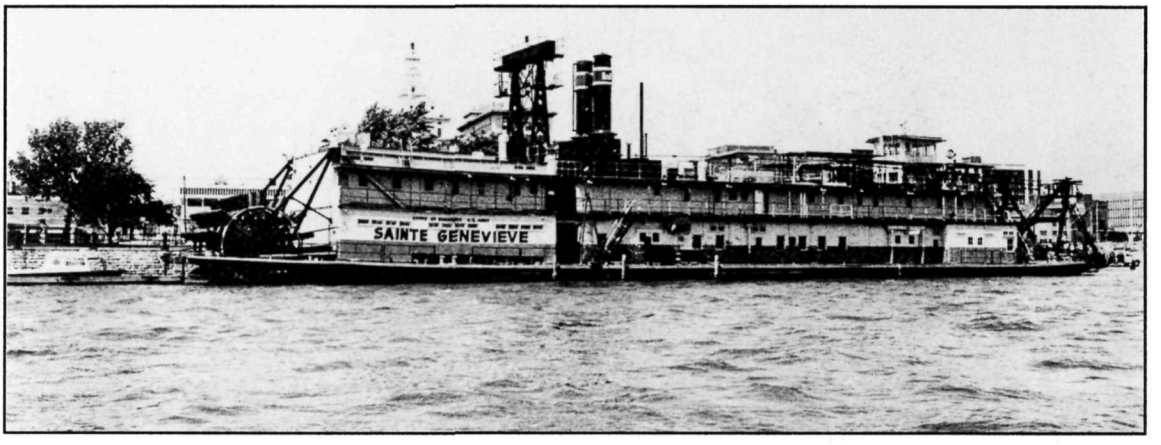
Phone: 313-843-8800

National Register Status: LISTED; Significance Level: NATIONAL; Reference #79001177

Condition: GOOD; Original Fabric: 100%

Preservation Objective: OPERATION/PASSENGER CRUISES
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

STE. GENEVIEVE



Ste. Genevieve is the only preserved example of a U.S. Army Corps of Engineers cutterhead dredge. Dredges played a vital role in opening and maintaining America's inland waterways.

INIT #194

Current Location: ST. CHARLES, MISSOURI

Previous Name(s): NONE

Built in 1932 by DRAVO
Built at PITTSBURGH, PENNSYLVANIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: DREDGE (CUTTERHEAD PIPELINE)
Original Use: GOVERNMENT DREDGING
Present Use: MUSEUM

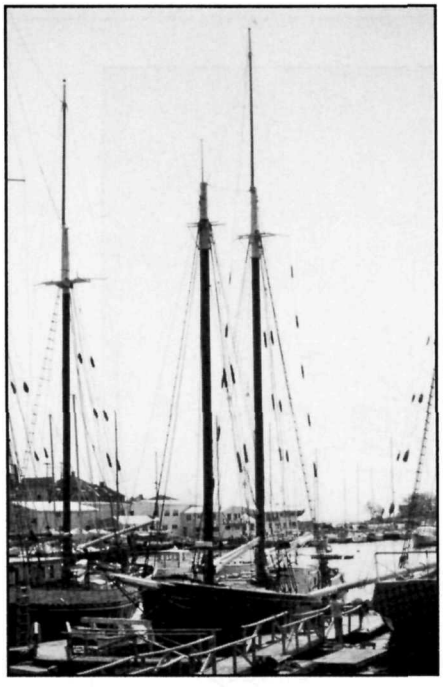
Masts: 0; Rigging: UNRIGGED
Length: 267.0; Beam: 47.1; Depth of Hold: 8.0
Displacement: 1390.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: TURBO-GENERATOR STEAM TURBINE; Horsepower: 1760.0
Propulsion: STERNWHEEL

Owner: MARINE LEARNING INSTITUTE
Address: P.O. BOX 6
PORTAGE DES SIOUX, MO 63373

Phone: 314-724-1558

Condition: GOOD; Original Fabric: 75%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



STEPHEN TABER

The two-masted, gaff-rigged schooner Stephen Taber is one of the oldest documented American merchant sailing vessels in continuous use under the U.S. flag. She carried bricks (1871-1923) and pulpwood (1923-1946) in the Northern Atlantic Ocean and in 1946 was converted to passenger hire along the Maine Coast. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #115409 INIT #143

Current Location: CAMDEN, MAINE

Previous Name(s): NONE

Built in 1871 by A. W. VANCOTT
Built at GLENWOOD, NEW YORK
Built for COX BROTHERS, LONG ISLAND

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: PASSENGER CRUISES

Masts: 2; Rigging: SCHOONER
Length: 68.0; Beam: 22.6; Depth of Hold: 4.8
Gross Tonnage: 53.8; Net: 41.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: ORVILLE K. AND ELLEN S. BARNES
Address: 70 ELM STREET
CAMDEN, ME 04843

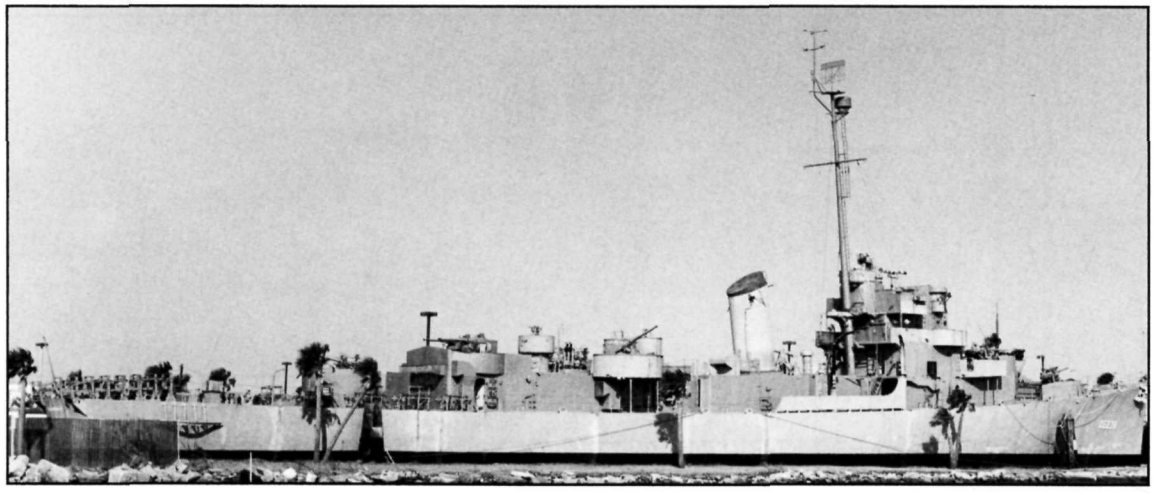
Phone: 207-236-3520

National Register Status: LISTED; Significance Level: NATIONAL; Reference #84001386

Condition: GOOD; Original Fabric: 10%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

STEWART



The last surviving U.S. Destroyer Escort (DE) in the United States, USS Stewart served in the North Atlantic as a convoy escort during World War II. She is shown here in her dry berth at Seawolf Park. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #DE-238 INIT #144

Current Location: GALVESTON, TEXAS

Previous Name(s): USS STEWART (1943-1972)

Built in 1943 by BROWN SHIPBUILDING COMPANY
Built at HOUSTON, TEXAS
Built for U.S. NAVY

Vessel Type: DESTROYER ESCORT
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: EDSALL
Armament: THREE 3-INCH/50 CALIBER GUNS, TWO 40MM GUNS, EIGHT 20MM GUNS, DEPTH CHARGES, THREE 21-INCH TORPEDO TUBES

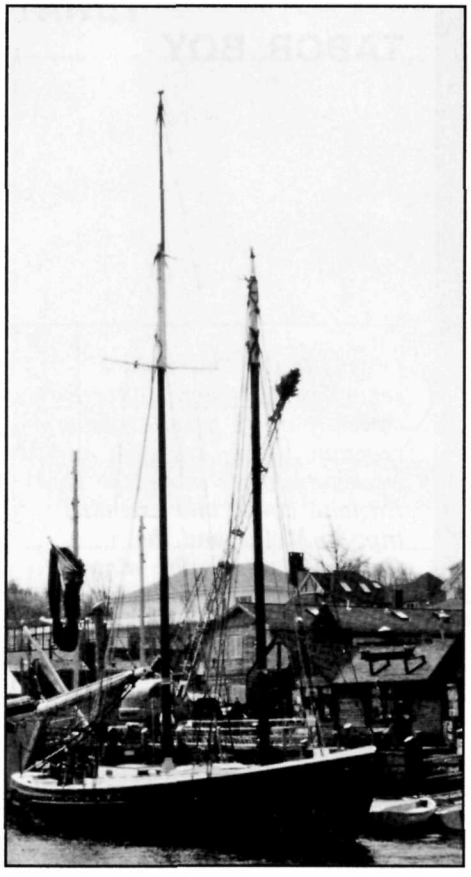
Masts: 0; Rigging: UNRIGGED
Length: 306.0; Beam: 37.0; Draft: 12.3
Displacement: 1200.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL; Horsepower: 6000.0
Propulsion: TWIN SCREW

Owner: STATE OF TEXAS, SEAWOLF PARK
Address: PELICAN ISLAND
GALVESTON, TX 77552

Phone: 409-744-5738

Condition: POOR; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



SURPRISE

Product of the noted naval architect Thomas McManus, Surprise, after a long career as a private yacht, is now a day-cruise vessel operating out of the historic port of Camden, Maine. (Photo courtesy National Maritime Initiative/James P. Delgado, 1989)

Official #288422 INIT #272

Current Location: CAMDEN, MAINE

Previous Name(s): NONE

Built in 1918 by THOMAS MCMANUS
Built at ROCKPORT, MASSACHUSETTS
Built for CAPT. MARTIN COTTONHORN

Vessel Type: SCHOONER (GLOUCESTER)
Original Use: PRIVATE YACHT
Present Use: DAY SAILS

Masts: 2; Rigging: TOPSAIL SCHOONER
Length: 57.0; Beam: 12.0; Draft: 6.9; Gross Tonnage: 11.0; Net: 11.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: GM 353 DIESEL; Horsepower: 90.0; Propulsion: SAIL/SINGLE SCREW

Owner: JACK & BARBARA MOORE
Address: P.O. BOX 450
CAMDEN, ME 04843 Phone: 207-236-4687

Condition: GOOD; Original Fabric: 50%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



TABOR BOY

Originally the Dutch pilot schooner Bestevaer, Tabor Boy currently offers a sail-training program, taking day sails and weekend cruises along the New England coast, and extended trips to Maine and the Caribbean during the winter months. (Photo courtesy Tabor Academy)

Official #265694 INIT #146

Current Location: MARION, MASSACHUSETTS

Previous Name(s): BESTEVAER
PILOT SCHOONER #2

Built in 1914 by GOVERNMENT OF THE NETHERLANDS
Built at AMSTERDAM
Built for GOVERNMENT OF THE NETHERLANDS

Vessel Type: SCHOONER
Original Use: PILOT SCHOONER
Present Use: SAIL TRAINING

Masts: 2; Rigging: SCHOONER
Length: 82.5; Beam: 20.7
Gross Tonnage: 99.0; Net: 82.0
Hull Materials: IRON; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 330.0
Propulsion: SAIL/SINGLE SCREW

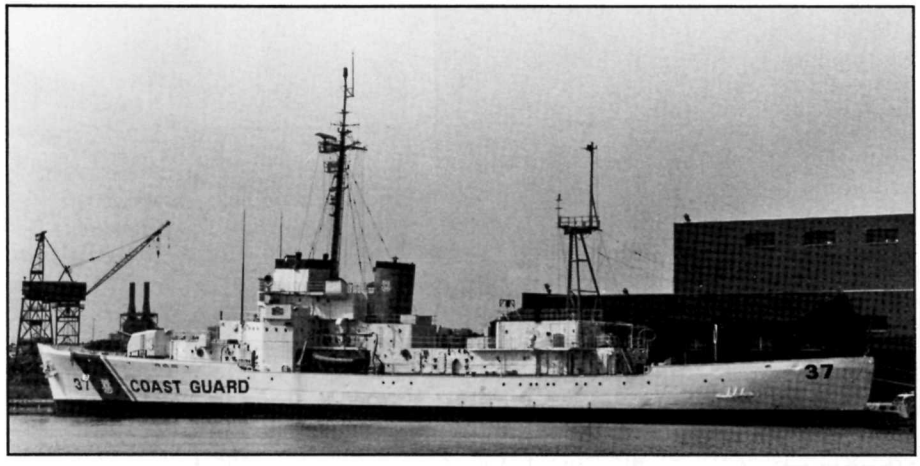
Owner: TABOR ACADEMY
Address: FRONT STREET
MARION, MA 02738

Phone: 508-748-2000

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

TANEY



U.S. Coast Guard Cutter Roger B. Taney is the only surviving warship left afloat that was at Pearl Harbor on December 7, 1941, when the Pacific Fleet was attacked. Acquired by the Baltimore Maritime Museum, Taney is displayed in Baltimore's Inner Harbor. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #WHEC-37 INIT #232

Current Location: BALTIMORE, MARYLAND

Previous Name(s): USCGC ROGER B. TANEY (WPG-37)
USS TANEY (WPG-37), (WAGC-37)

Built in 1936 by PHILADELPHIA NAVAL SHIPYARD
Built at PHILADELPHIA, PENNSYLVANIA
Built for U.S. COAST GUARD

Vessel Type: COAST GUARD CUTTER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: SECRETARY
Armament: ONE 5-INCH/38 CALIBER GUN, TWO .50 CALIBER MACHINE GUNS, TWO MARK 32 TORPEDO TUBES

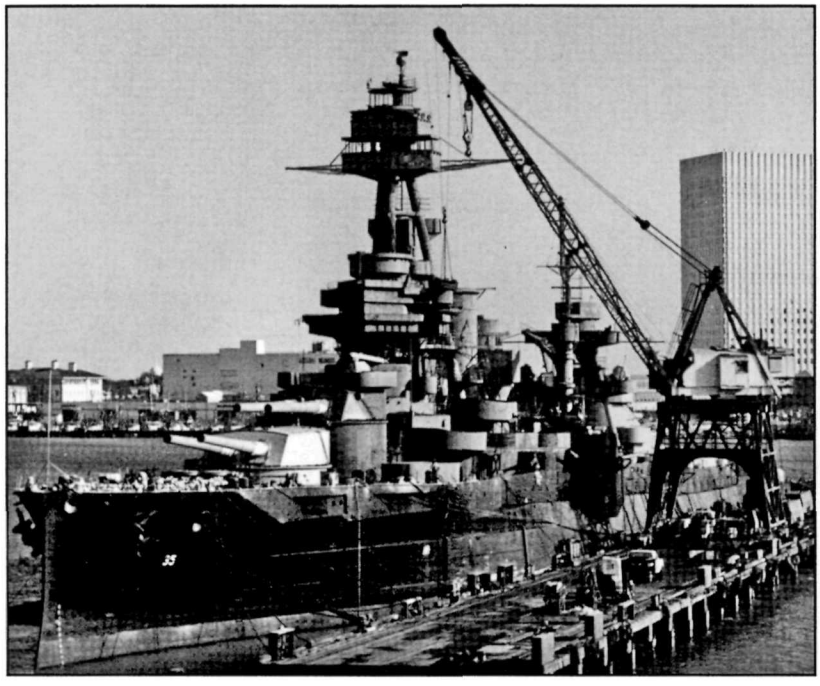
Masts: 2; Rigging: UNRIGGED
Length: 327.0; Beam: 41.2; Draft: 15.3; Displacement: 26560.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: GEARED TURBINES; Horsepower: 6200.0; Propulsion: TWIN SCREW

Owner: BALTIMORE MARITIME MUSEUM
Address: PIER 4, PRATT STREET
BALTIMORE, MD 21202 Phone: 301-396-5528

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #88001826

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



TEXAS

Built as one of six near-sisters, Texas is the sole survivor of these American "dreadnoughts." The battleship was completed in time to participate in the American landings at Veracruz and served in both World Wars. The first battleship to be made a state shrine in 1948, Texas is currently moored at San Jacinto State Park. She is shown here during restoration at Todd Shipyard in Galveston, Texas. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #BB-35 INIT #148

Current Location: LAPORTE, TEXAS

Previous Name(s): USS TEXAS (1914-1948)

Built in 1914 by NEWPORT NEWS SHIPBUILDING & DRYDOCK COMPANY
Built at NEWPORT NEWS, VIRGINIA
Built for U.S. NAVY

Vessel Type: BATTLESHIP
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: NEW YORK
Armament: TEN 14-INCH GUNS PAIRED IN FIVE TURRETS, SIX 5-INCH/51 CALIBER GUNS, THIRTY-EIGHT 20MM GUNS

Masts: 1; Rigging: UNRIGGED
Length: 573.0; Beam: 106.0; Depth of Hold: 48.8; Draft: 28.7; Displacement: 34000.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: STEAM, TWIN TRIPLE EXPANSION; Horsepower: 28100.0; Propulsion: TWIN SCREW

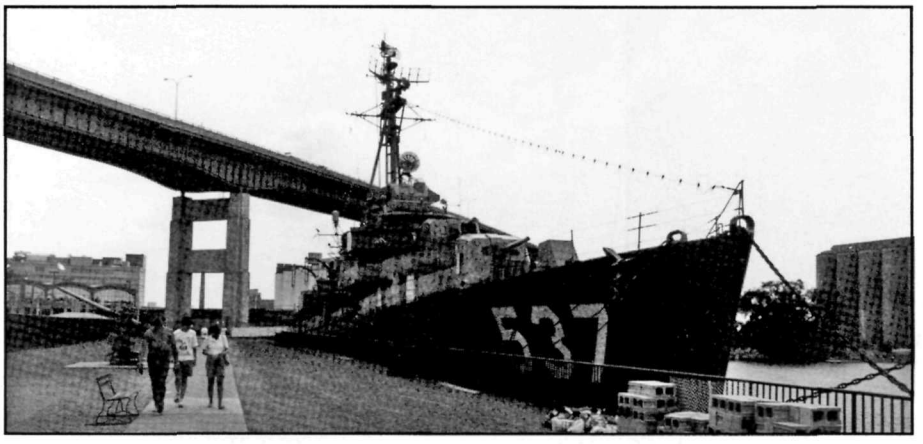
Owner: TEXAS PARKS AND WILDLIFE DEPARTMENT
Address: 3527 BATTLEGROUND ROAD
LA PORTE, TX 77571 Phone: 713-479-2411

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #76002039
AMERICAN SOCIETY FOR MECHANICAL ENGINEERING LANDMARK

Condition: GOOD; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

THE SULLIVANS



USS The Sullivans, named for five brothers who lost their lives in the Battle of the Solomon Islands, is an excellent example of the Fletcher class, the largest and most important class of U.S. destroyers in World War II. She is currently displayed on Buffalo's lakefront with USS Little Rock, USS Croaker, and an array of aircraft and military vehicles. (Photo courtesy National Maritime Initiative/James P. Delgado, 1990)

Official #DD-537 INIT #149

Current Location: BUFFALO, NEW YORK

Previous Name(s): USS THE SULLIVANS (1943-1977)

Built in 1943 by BETHLEHEM STEEL CORPORATION
Built at SAN FRANCISCO, CALIFORNIA
Built for U.S. NAVY

Vessel Type: DESTROYER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: FLETCHER
Armament: FOUR 5-INCH/38 CALIBER GUNS, ONE 3-INCH/50 CALIBER GUN, TWO 40MM GUNS, DEPTH CHARGES

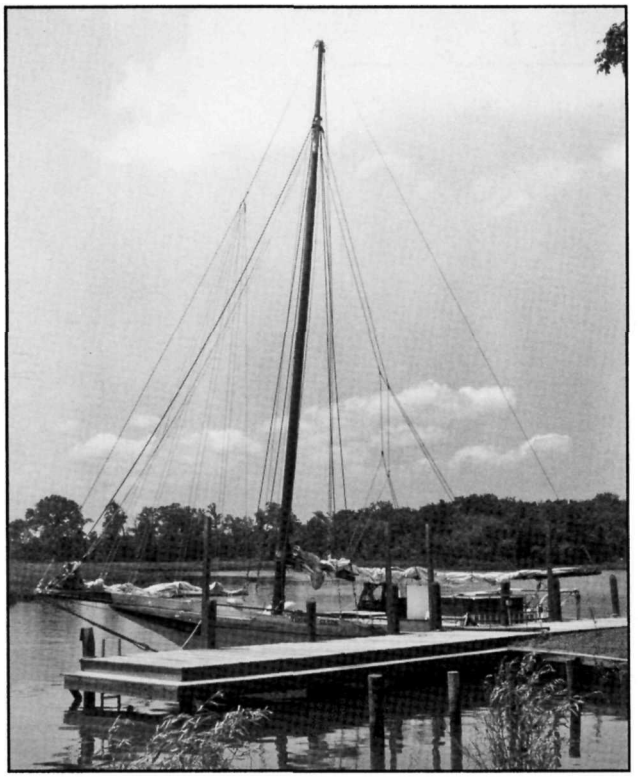
Masts: 2; Rigging: UNRIGGED
Length: 376.5; Beam: 39.5; Draft: 19.0; Displacement: 2100.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, GEARED TURBINES; Horsepower: 60000.0; Propulsion: TWIN SCREW

Owner: BUFFALO & ERIE COUNTY NAVAL & SERVICEMEN'S PARK
Address: ONE NAVAL PARK COVE
BUFFALO, NY 14202 Phone: 716-847-1773

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000085

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



THOMAS W. CLYDE

Currently on loan to provide public education about the skipjacks, Thomas W. Clyde is based at Evelynton Plantation. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #209233 INIT #310

Current Location: CHARLES CITY COUNTY, VIRGINIA

Previous Name(s): NONE

Built in 1911 by UNKNOWN
Built at ORIOLE, MARYLAND
Built for UNKNOWN

Vessel Type: SKIPJACK
Original Use: OYSTER DREDGING
Present Use: ON LOAN

Masts: 1; Rigging: SLOOP
Length: 54.5; Beam: 18.2; Depth of Hold: 5.3
Gross: 27; Net: 21.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL/PUSHBOAT

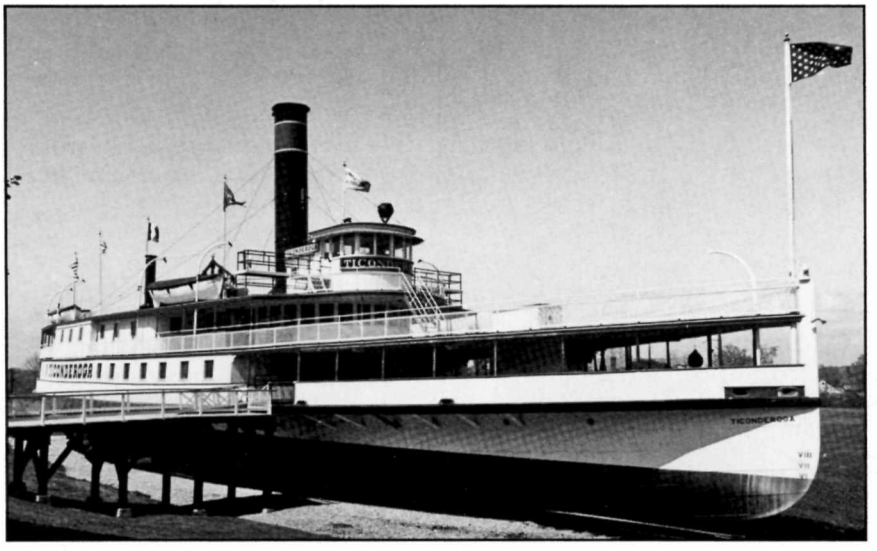
Owner: CAPTAIN CHARLES ABBOTT, JR.
Address: WEWONA, MD 21870 Phone: 301-784-2216

National Register Status: LISTED; Significance Level: NATIONAL; Reference #85001084

Condition: GOOD; Original Fabric: UNKNOWN

Preservation Objective: OPERATION/EDUCATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

TICONDEROGA



The only extant and basically unchanged side-paddle-wheel lakeboat in the United States, Ticonderoga was used as a Lake Champlain excursion boat from 1906 to 1953. Ticonderoga is now a dry berth exhibit on the grounds of the Shelburne Museum, housing a collection of prints, paintings, and photographs illustrating the history of steamboating on Lake Champlain. (Photo courtesy Shelburne Museum)

Official #203172 INIT #150

Current Location: SHELBURNE, VERMONT

Previous Name(s): NONE

Built in 1906 by CHAMPLAIN TRANSPORTATION COMPANY
Built at SHELBURNE, VERMONT
Built for CHAMPLAIN TRANSPORTATION COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: CARGO/PASSENGERS
Present Use: MUSEUM

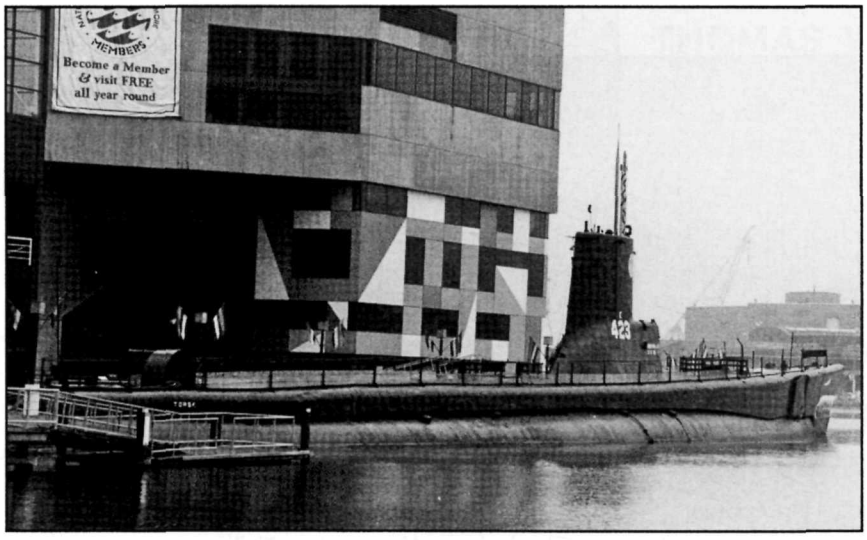
Masts: 0; Rigging: UNRIGGED
Length: 212.2; Beam: 57.9; Depth of Hold: 10.2
Gross Tonnage: 892.0; Net: 344.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, WALKING BEAM; Horsepower: 1500.0
Propulsion: SIDEWHEEL

Owner: SHELBURNE MUSEUM, INC.
Address: U.S. ROUTE 7
SHELBURNE, VT 05482 Phone: 802-985-3344

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #66000797
Recorded by HAER

Condition: GOOD; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE



TORSK

USS Torsk is one of two preserved examples of the Tench class submarine (the other being Requin), an attempt late in the war by the U.S. Navy to improve the highly successful Gato and Balao class boats. She is currently displayed in Baltimore's Inner Harbor. (Photo courtesy National Maritime Initiative/Candace Clifford, 1989)

Official #SS-423 INIT #151

Current Location: BALTIMORE, MARYLAND

Previous Name(s): USS TORSK (1944-1971)

Built in 1944 by PORTSMOUTH NAVY YARD
Built at PORTSMOUTH, NEW HAMPSHIRE
Built for U.S. NAVY

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TENCH/FLEET SNORKEL
Armament: TEN 21-INCH TORPEDO TUBES

Masts: 0; Rigging: UNRIGGED
Length: 311.7; Beam: 27.2; Draft: 17.0
Displacement: 1800.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 5400.0
Propulsion: TWIN SCREW

Owner: BALTIMORE MARITIME MUSEUM
Address: PIER 4, PRATT STREET
BALTIMORE, MD 21202

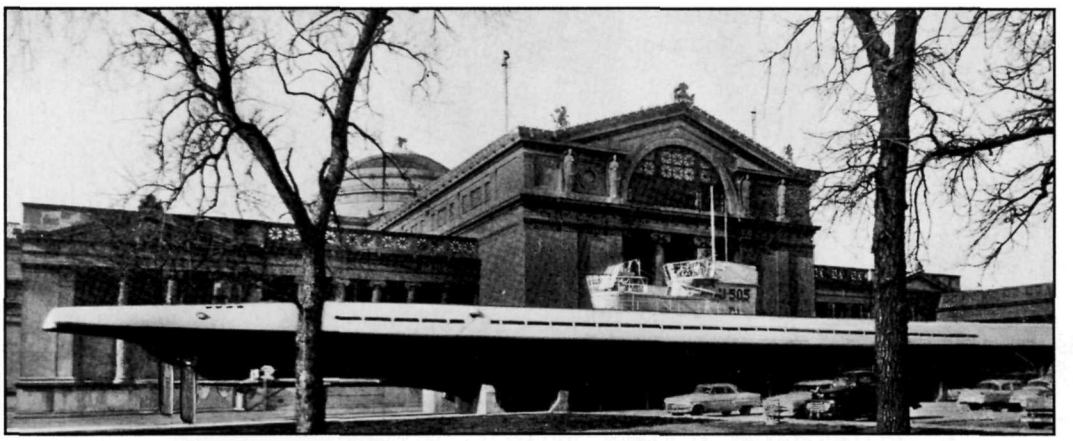
Phone: 301-396-5528

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #86000090

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

U-505



The Second World War submarine U-505 was the first foreign warship captured on the high seas by the U.S. Navy since 1815. U-505 currently serves as a memorial to the 55,000 Americans who lost their lives at sea during World War II. (Photo courtesy Chicago Museum of Science and Industry)

Official #U-505 INIT #152

Current Location: CHICAGO, ILLINOIS

Previous Name(s): NONE

Built in 1941 by DEUTSCHE WERFT
Built at HAMBURG, GERMANY
Built for DEUTSCHES KRIEGSMARINE (GERMAN NAVY)

Vessel Type: SUBMARINE
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: TYPE IX C U-BOAT
Armament: FOUR 530MM BOW TORPEDO TUBES, TWO STERN TORPEDO TUBES, TWO 20MM AND ONE 37MM GUNS

Masts: 0; Rigging: UNRIGGED
Length: 252.0; Beam: 22.7; Depth of Hold: 15.5; Displacement: 1120.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL
Engines: DIESEL/ELECTRIC; Horsepower: 4400.0; Propulsion: TWIN SCREW

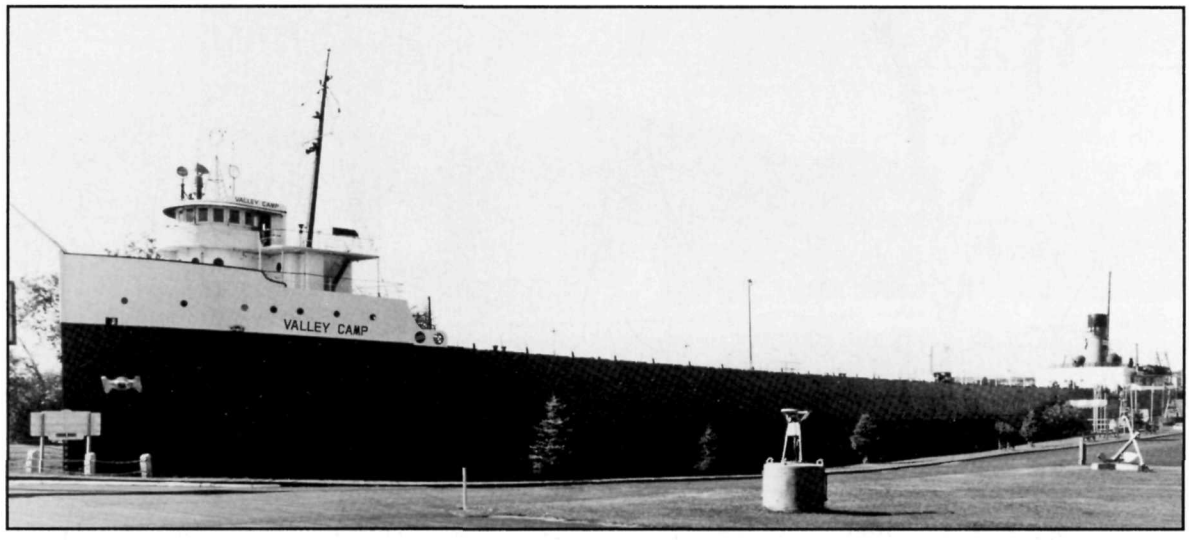
Owner: MUSEUM OF SCIENCE AND INDUSTRY
Address: 57TH STREET & LAKESHORE DRIVE
CHICAGO, IL 60637 Phone: 312-684-1414

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #89001231

Condition: GOOD; Original Fabric: 90%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

VALLEY CAMP



Built as Louis W. Hill, she carried iron ore, coal, stone, and grain for more than 50 years in the Great Lakes merchant trade. Taken out of service in 1966, Valley Camp was dedicated as a marine museum and visitors center in 1968. (Photo courtesy Le Sault de Ste Marie Historic Sites, Inc.)

Official #215518 INIT #153

Current Location: SAULT STE MARIE, MICHIGAN

Previous Name(s): LOUIS W. HILL (1917-1955)

Built in 1917 by AMERICAN SHIPBUILDING COMPANY
Built at LORAIN, OHIO
Built for HANNA MINING COMPANY

Vessel Type: FREIGHTER
Original Use: BULK CARGO
Present Use: MUSEUM

Masts: 1; Rigging: UNRIGGED
Length: 525.0; Beam: 58.0; Depth of Hold: 31.0
Gross Tonnage: 7038.0; Net: 5648.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1800.0
Propulsion: SINGLE SCREW

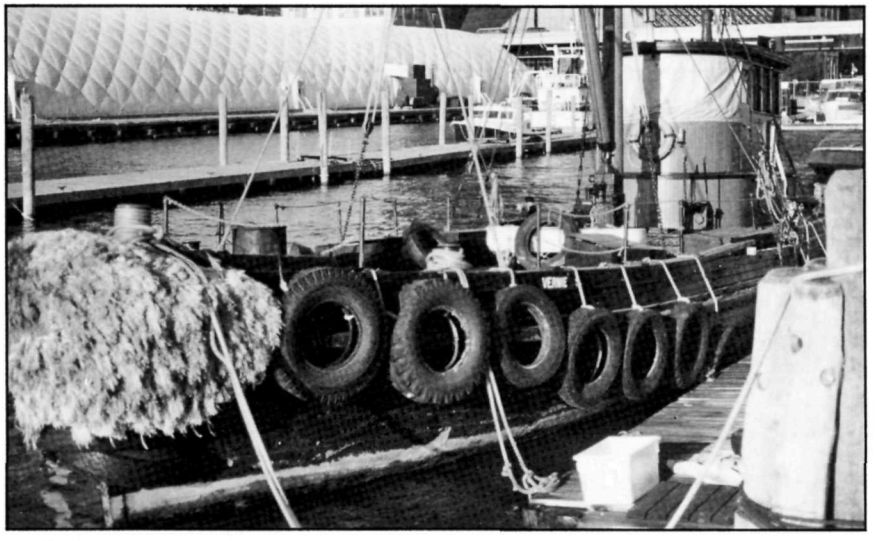
Owner: LE SAULT DE STE MARIE HIST. SITES, INC.
Address: P.O. BOX 1668
SAULT STE MARIE, MI 49783 Phone: 906-632-3658

National Register Status: LISTED; Significance Level: NATIONAL; Reference #72000606

Condition: FAIR; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

VERNIE S.



Built as a New York Harbor lighter, Vernie S. has had a long and varied career in a number of trades. Moored at South Street Seaport, Vernie S. is used by the members of the Wavertree Society. (Photo courtesy National Maritime Initiative/James P. Delgado)

Official #121051 INIT #155

Current Location: NEW YORK, NEW YORK

Previous Name(s): FOUR SISTERS (1897-)

Built in 1897 by UNKNOWN
Built at GLENWOOD, NY
Built for EDWARD BEDELL, NEW YORK

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER/OYSTERING/LIGHTER
Present Use: MUSEUM

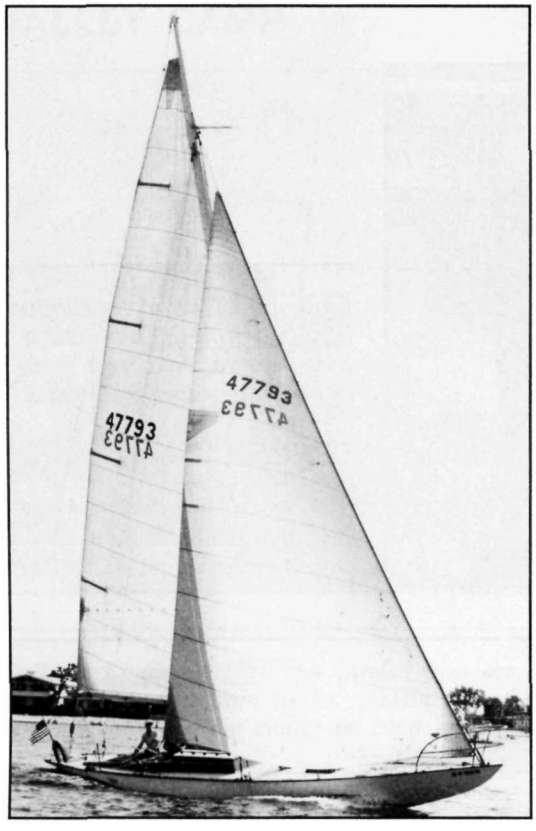
Masts: 0; Rigging: UNRIGGED
Length: 45.8; Beam: 16.5; Depth of Hold: 5.5
Gross Tonnage: 28.0; Net: 19.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL/ORIG. STEAM; Horsepower: 50.0
Propulsion: SINGLE SCREW

Owner: THE WAVERTREE SOCIETY, INC.
Address: 21 WEST STREET - 21ST FLOOR
NEW YORK, NY 10006

Phone: 203-531-8070

Condition: FAIR; Original Fabric: 70%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



VIRGINIA

Virginia is an excellent example of the early 20th-century racing sloops designed by noted architect William Gardner, whose work was influential in the development of American yachts. Virginia is the last of Gardner's "Q-boats" to survive.

Official #CF4033YB INIT #333

Current Location: DANA POINT, CALIFORNIA

Previous Name(s): STARLING

Built in 1913 by WILLIAM GARDNER/WOOD AND MCCLURE
Built at CITY ISLAND, NEW YORK
Built for STUART BLACKTON

Vessel Type: YACHT "Q-BOAT"
Original Use: RACING
Present Use: SAIL TRAINING

Masts: 1; Rigging: MARCONI SLOOP
Length: 43.1; Beam: 8.6; Draft: 6.0
Gross Tonnage: 9.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A
Propulsion: SAIL

Owner: NAUTICAL HERITAGE SOCIETY
Address: 24532 DEL PRADO
DANA POINT, CA 92629 Phone: 714-661-1001

Condition: GOOD; Original Fabric: 40%

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

VIRGINIA V

The last wooden-hulled steamboat with reciprocating engines on Puget Sound, Virginia V was substantially rebuilt to her original lines in 1977. Today she operates out of Seattle carrying passengers on and around her original route on Puget Sound.

Official #222170 INIT #157

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1922 by ANDERSON & COMPANY
Built at OLALLA, WASHINGTON
Built for WEST PASS TRANSPORTATION COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER/FREIGHT
Present Use: EXCURSION

Masts: 2; Rigging: UNRIGGED
Length: 115.9; Beam: 24.1; Depth of Hold: 7.1
Gross Tonnage: 122.0; Net: 83.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 400.0
Propulsion: SINGLE SCREW

Owner: VIRGINIA V FOUNDATION, INC.
Address: 911 WESTERN
SEATTLE, WA 98107

Phone: 206-624-9119

National Register Status: LISTED; Significance Level: STATE; Reference #73001875

Condition: GOOD; Original Fabric: 90%

Preservation Objective: OPERATION/EDUCATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE



W. O. DECKER

W. O. Decker began her career as a wooden-hulled steam tugboat moving barges and scows in an industrial waterway that forms the boundary between Brooklyn and Queens. Since 1977, she has been used for general towing work, shifting South Street Seaport Museum's larger vessels at the Museum piers, and moving smaller Museum vessels to and from local shipyards for drydocking. She is also available as a charter for harbor tours. (Photo courtesy South Street Seaport Museum)

Official #229987 INIT #202

Current Location: NEW YORK, NEW YORK

Previous Name(s): RUSSELL 1 (1930-1959)

Built in 1930 by RUSSELL SHIPYARD
Built at LONG ISLAND CITY, NEW YORK
Built for NEWTOWN CREEK TOWING COMPANY

Vessel Type: TUG
Original Use: TUG
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 47.8; Beam: 15.0; Depth of Hold: 5.6
Gross Tonnage: 22.0; Net: 14.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL/ORIG. STEAM RECIPROCATING; Horsepower: 250.0
Propulsion: SINGLE SCREW

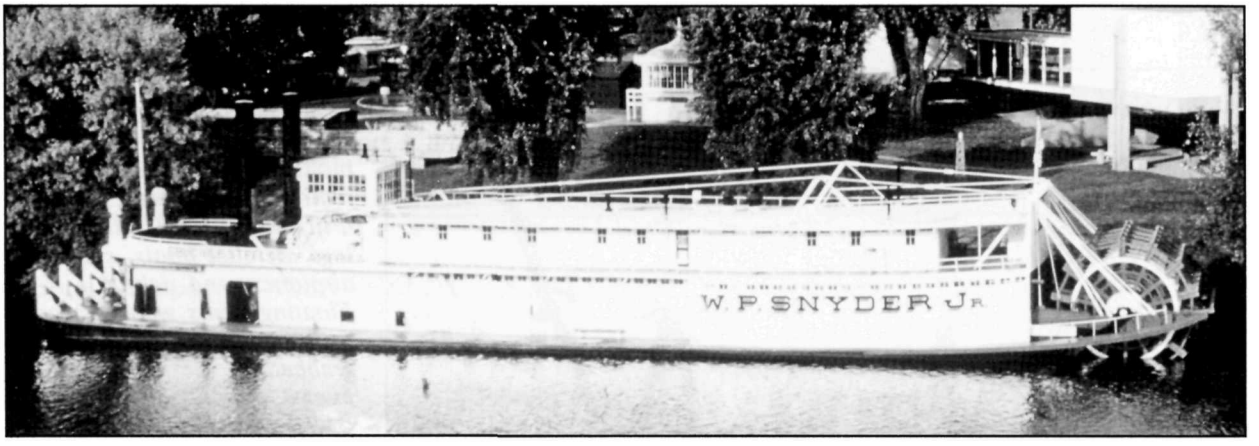
Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038

Phone: 212-669-9400

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT/OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

W. P. SNYDER JR.



W. P. Snyder Jr. spent her entire career towing barges loaded with coal, iron ore, and finished steel products on the Ohio River and its tributaries. The sternwheel river towboat is now a museum vessel at the Ohio River Museum on the Muskingum River where it meets the Ohio. (Photo courtesy National Maritime Initiative/Kevin Foster, 1988)

Official #217222 INIT #166

Current Location: COLUMBUS, OHIO

Previous Name(s): W. H. CLINGERMAN (1918-1938)
J. L. PERRY (1938-1945)
A-1 (1945)

Built in 1918 by JAMES REES AND SONS COMPANY
Built at PITTSBURGH, PENNSYLVANIA
Built for CARNEGIE STEEL COMPANY

Vessel Type: TOWBOAT
Original Use: TOWBOAT
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 152.0; Beam: 29.1; Depth of Hold: 4.8
Gross Tonnage: 191.0; Net: 191.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL/WOOD
Engines: STEAM, COMPOUND; Horsepower: 750.0
Propulsion: STERNWHEEL

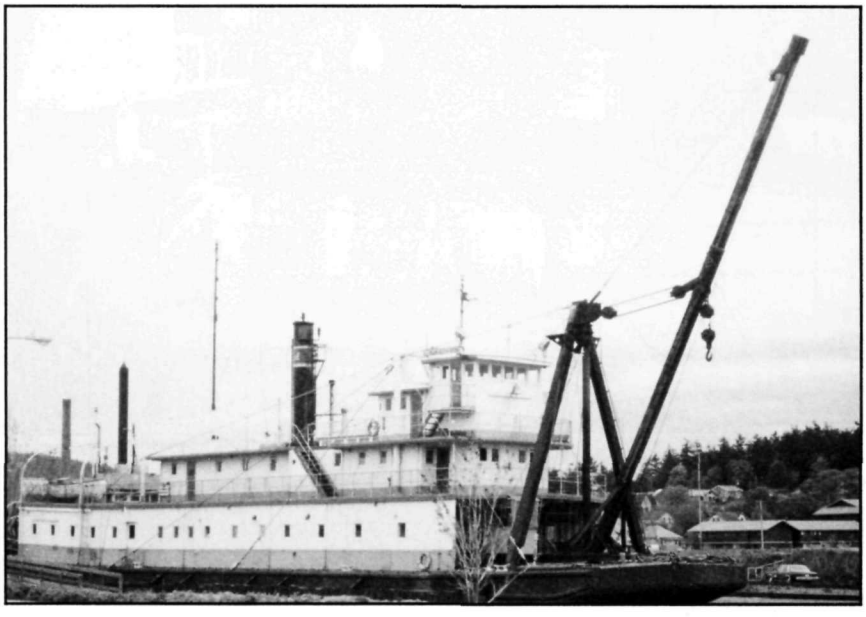
Owner: OHIO HISTORICAL SOCIETY
Address: 182 VELMA AVENUE
COLUMBUS, OH 43211 Phone: 614-297-2300

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #70000522

Condition: FAIR; Original Fabric: 90%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

W. T. PRESTON



The U.S. Army Corps of Engineers snagboat W. T. Preston worked nearly 11 months of each year removing large pieces of drift, waterlogged pilings and logs, derelict boats, ships, airplanes, and debris. Floating items were snagged with wires, hooked or grabbed by the clamshell bucket, loaded into a barge towed alongside. Retired in 1981, Preston was transferred to the City of Anacortes and moved ashore as a dry berth exhibit. (Photo courtesy National Maritime Initiative/ James P. Delgado, 1988)

INIT #167

Current Location: ANACORTES, WASHINGTON

Previous Name(s): NONE

Built in 1939 by LAKE UNION DRY DOCK
Built at SEATTLE, WASHINGTON
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: SNAGBOAT
Original Use: SNAG REMOVAL
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 163.6; Beam: 34.8
Gross Tonnage: 291.0; Displacement: 494.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: STEAM, DIRECT-ACTING, NON-CONDENSING; Horsepower: 340.0
Propulsion: STERNWHEEL

Owner: THE CITY OF ANACORTES MUSEUM
Address: 1305 8TH STREET
ANACORTES, WA 98221

Phone: 206-293-1915

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #72001270

Condition: GOOD; Original Fabric: 95%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

WAKE ROBIN

The last inland waters lighthouse tender, Wake Robin exemplifies those sternwheelers which maintained and replaced river lights and other aids to navigation on the various inland waterways of the United States.

INIT #196

Current Location: WARSAW, KENTUCKY

Previous Name(s): NONE

Built in 1926 by DRAVO
Built at NEVILLE ISLAND, PENNSYLVANIA
Built for U.S. LIGHTHOUSE SERVICE

Vessel Type: LIGHTHOUSE TENDER
Original Use: GOVERNMENT
Present Use: LAID UP (AWAITING RESTORATION)

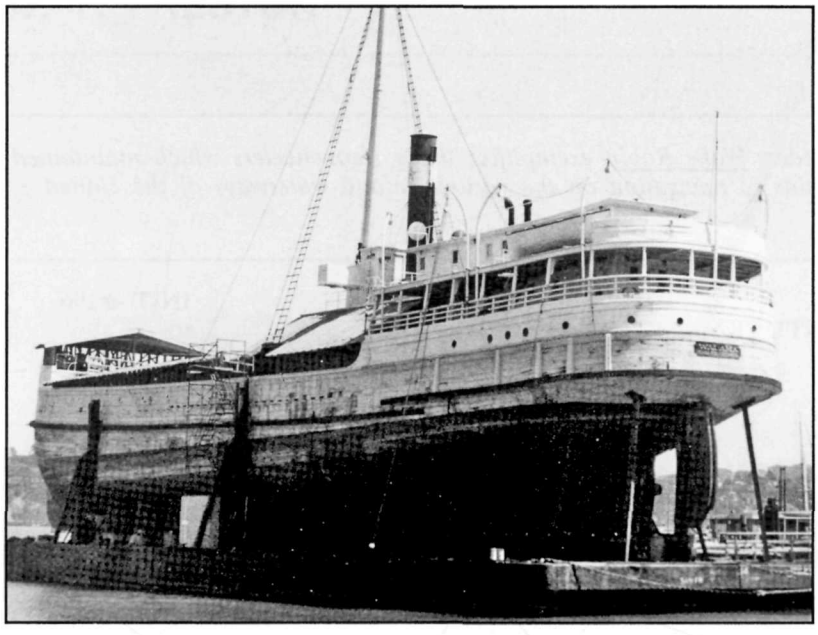
Masts: 0; Rigging: UNRIGGED
Length: 182.0; Beam: 43.0; Depth of Hold: 5.0
Gross Tonnage: UNKNOWN
Hull Materials: STEEL; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, FRISBEE; Horsepower: 550.0
Propulsion: STERNWHEEL

Owner: BENSONS INC.
Address: P.O. BOX 147
COVINGTON, KY 41011

Phone: 606-261-8500

Condition: FAIR; Original Fabric: 90%

Preservation Objective: ADAPTIVE USE/RESTAURANT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



WAPAMA

Wapama is the last surviving example afloat of some 225 steam schooners specially designed for use in the 19th- and 20th-century Pacific Coast lumber trade and coastwide service. These vessels formed the backbone of maritime trade and commerce on the coast--ferrying lumber, general cargo, and passengers to and from urban centers and smaller coastal settlements. (Photo courtesy National Park Service/Richard Frear, 1986)

Official #213092 INIT #46

Current Location: SAUSALITO, CALIFORNIA

Previous Name(s): WAPAMA (1915-1938)
TONGASS (1938-1955)

Built in 1915 by JAMES H. PRICE
Built at ST. HELENS, OREGON
Built for CHARLES R. MCCORMICK STEAMSHIP COMPANY

Vessel Type: PASSENGER VESSEL
Original Use: PASSENGER/FREIGHT
Present Use: MUSEUM/UNDER RESTORATION

Masts: 2; Rigging: UNRIGGED
Length: 204.8; Beam: 40.2; Depth of Hold: 14.3
Gross Tonnage: 951.0; Net: 584.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 825.0
Propulsion: SINGLE SCREW

Owner: NATIONAL PARK SERVICE
Address: BUILDING #204, FORT MASON
SAN FRANCISCO, CA 94123

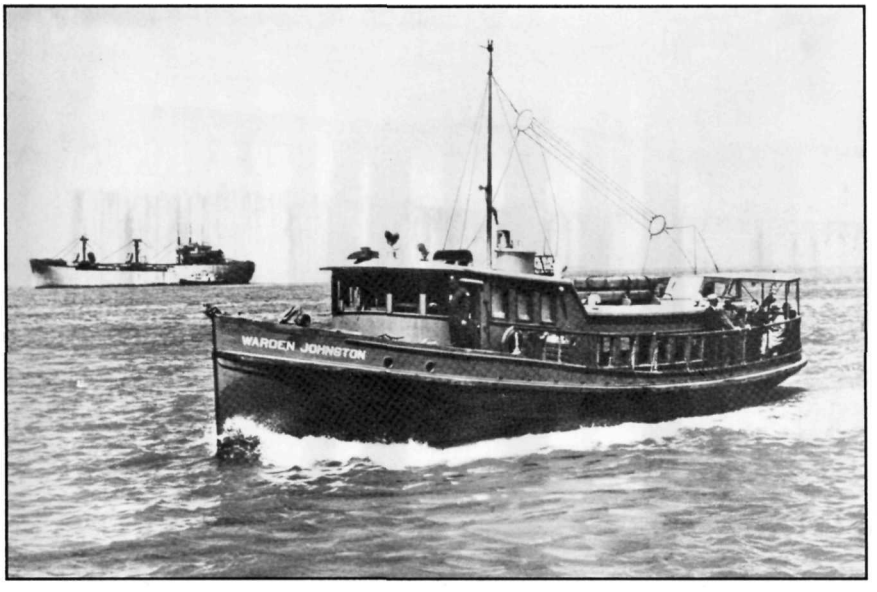
Phone: 415-332-8409

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #73000228
NATIONAL PARK SERVICE; Park: SAFR; LCS ID #12952; Recorded by HAER

Condition: POOR; Original Fabric: 85%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: TRUE; Afloat: FALSE; Operating: FALSE

WARDEN JOHNSTON



Built as the prison launch for the United States Penitentiary, Alcatraz, Warden Johnston ferried correctional officers, their families, and inmates to and from the island until the prison was closed in 1963. Sold as government surplus, Warden Johnston is now operated by the Sea Scouts and regularly returns to the island, and was included in several scenes in the Paramount motion picture, "Escape from Alcatraz." (Photo courtesy Gary Warren/ca. 1940s)

Official #284986 INIT #254

Current Location: SAN MATEO, CALIFORNIA

Previous Name(s): NONE

Built in 1945 by FEDERAL PRISON INDUSTRIES, INC.
Built at MCNEIL ISLAND, WASHINGTON
Built for ALCATRAZ FEDERAL PENITENTIARY

Vessel Type: MOTOR LAUNCH
Original Use: PENITENTIARY TRANSPORT VESSEL
Present Use: TRAINING - SEA SCOUT SHIP
Military Vessel Class: N/A
Armament: REMOVED/ORIG. SINGLE .50 CALIBER MACHINE GUN

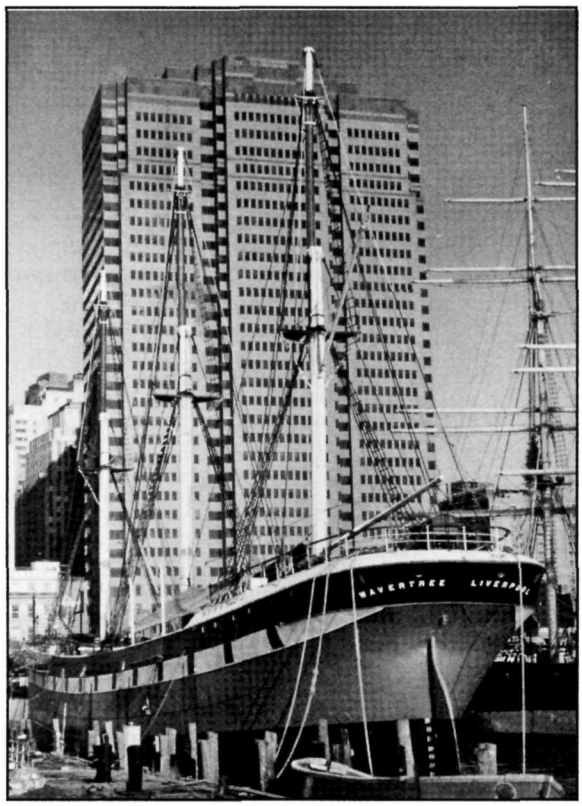
Masts: 0; Rigging: UNRIGGED
Length: 64.1; Beam: 16.0; Depth of Hold: 6.6
Gross Tonnage: 58.0; Net: 39.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 275.0
Propulsion: SINGLE SCREW

Owner: SAN MATEO COUNTY COUNCIL BOY SCOUTS
Address: P.O. BOX 5005
SAN MATEO, CA 94402

Phone: 415-341-5633

Condition: GOOD; Original Fabric: UNKNOWN

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: FALSE; Afloat: TRUE; Operating: TRUE



WAVERTREE

One of the last 19th-century square-rigged sailing merchant ships, Wavertree was built specifically for the jute trade between England and India. During the period of their primary importance (1870-1920), iron-hulled square-rigged cargo ships were found in every major port in the world, including the Port of New York. (Photo courtesy National Maritime Initiative/James P. Delgado, 1988)

INIT #159

Current Location: NEW YORK, NEW YORK

Previous Name(s): SOUTHGATE (1885-1888)
WAVERTREE (1888-1948)
DON ARIANO (1948-1968)

Built in 1885 by OSWALD, MORDAUNT, AND COMPANY
Built at SOUTHAMPTON, ENGLAND
Built for CHADWICK AND PRITCHARD, LIVERPOOL

Vessel Type: SHIP
Original Use: CARGO
Present Use: MUSEUM (PROPOSED)

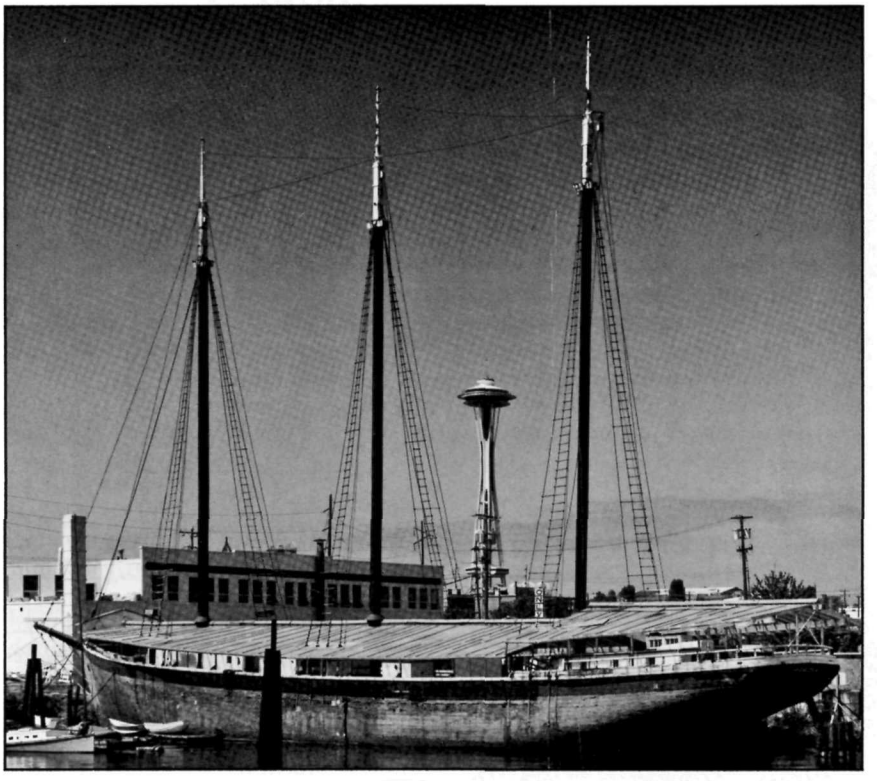
Masts: 3; Rigging: UNRIGGED
Length: 279.0; Beam: 40.2; Depth of Hold: 24.4; Gross Tonnage: 2170.0; Net: 2014.0
Hull Materials: IRON; Decks: IRON/WOOD; Superstructure: IRON
Engines: N/A; Propulsion: SAIL

Owner: SOUTH STREET SEAPORT MUSEUM
Address: 207 FRONT STREET
NEW YORK, NY 10038 Phone: 212-766-9020

National Register Status: LISTED; Significance Level: NATIONAL; Reference #78001887

Condition: GOOD; Original Fabric: 60%

Preservation Objective: FLOATING EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



WAWONA

Built for the Pacific Coast lumber trade, Wawona later served as a Bering Sea codfisher as did her sister ship C. A. Thayer. Purchased by Northwest Seaport in 1964, Wawona has been undergoing restoration since that year. (Courtesy Historic American Engineering Record/Jet Lowe)

Official #81576 INIT #160

Current Location: SEATTLE, WASHINGTON

Previous Name(s): NONE

Built in 1897 by HANS BENDIXSEN
Built at FAIRHAVEN, CALIFORNIA
Built for UNKNOWN

Vessel Type: SCHOONER
Original Use: CARGO
Present Use: MUSEUM

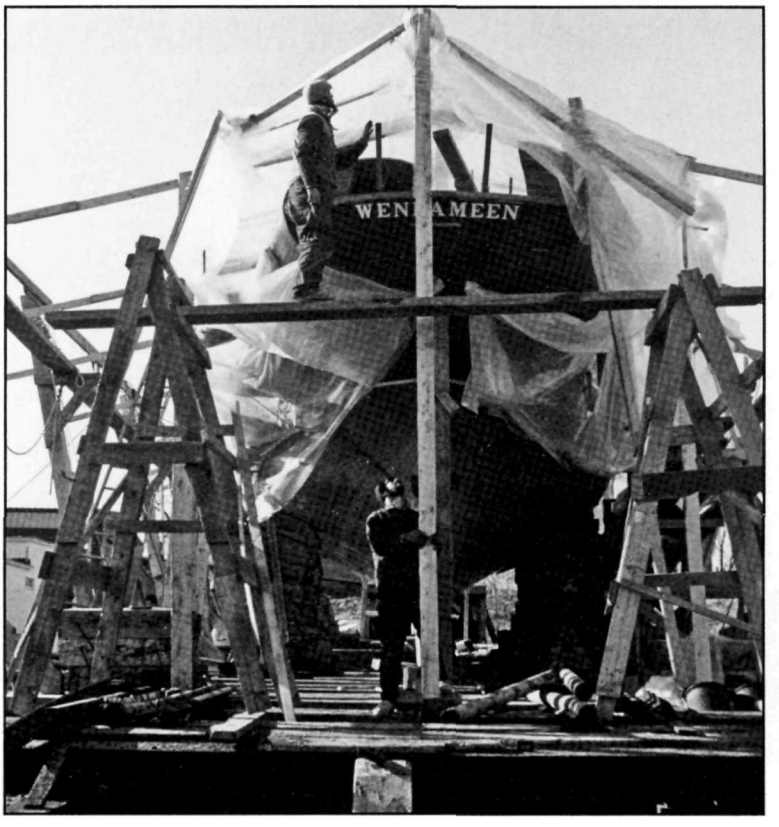
Masts: 3; Rigging: SCHOONER
Length: 156.0; Beam: 36.0; Depth of Hold: 12.3
Gross Tonnage: 468.0; Net: 413.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: N/A; Propulsion: SAIL

Owner: NORTHWEST SEAPORT, INC.
Address: 1002 VALLEY STREET
SEATTLE, WA 98109 Phone: 206-447-9800

National Register Status: LISTED; Significance Level: LOCAL; Reference #70000643
Recorded by HAER

Condition: POOR; Original Fabric: 80%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE



WENDAMEEN

Considered one of the best early surviving examples of her design, the yacht Wendameen was designed and built by nationally-noted naval architect John Alden. The hulk of Wendameen was restored in the late 1980s and now operates as a day sailer. She is shown here during restoration. (Photo courtesy National Maritime Initiative/Candace Clifford, 1990)

Official #210173 INIT #271

Current Location: ROCKLAND, MAINE

Previous Name(s): NONE

Built in 1912 by ADAMS SHIPBUILDING
Built at EAST BOOTHBAY, MAINE
Built for CHESTER W. BLISS OF NEW LONDON, CONNECTICUT

Vessel Type: YACHT
Original Use: YACHT
Present Use: PASSENGER CRUISES

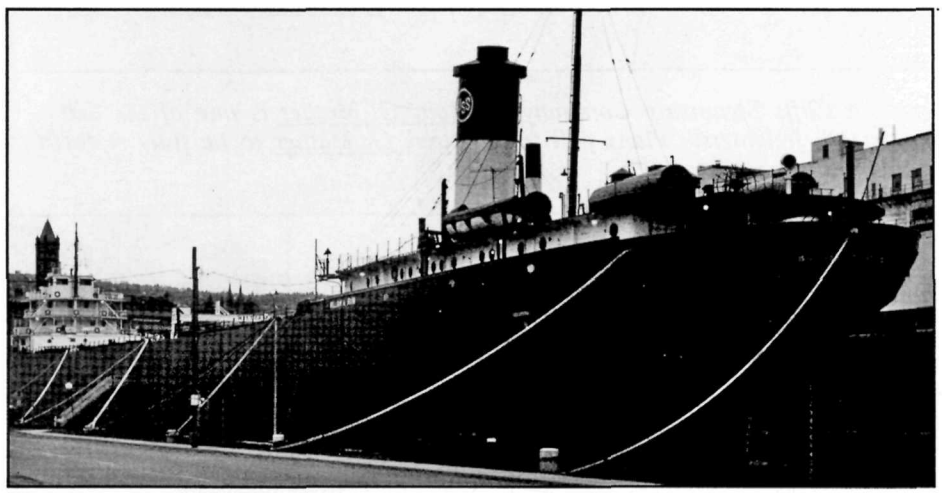
Masts: 2; Rigging: DISMASTED/ORIG. GAFF SCHOONER
Length: 63.4; Beam: 17.0; Draft: 9.0
Gross Tonnage: 35.0; Net: 15.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: PERKINS DIESEL; Horsepower: UNKNOWN
Propulsion: SAIL (AUXILIARY SINGLE SCREW)

Owner: NEAL PARKER
Address: P.O. BOX 506
CAMDEN, ME 04843 Phone: 207-236-3472

Condition: FAIR; Original Fabric: 30%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

WILLIAM A. IRVIN



William A. Irvin transported iron ore and coal around the Great Lakes until retired in 1978. Her design features several trend-setting innovations which represented the most up-to-date technological advances in freighter construction following the Depression. Still operational, William A. Irvin is moored in Duluth harbor where she is open seasonally for public tours. (Photo courtesy Minnesota Historical Society/Michael Koop)

Official #237395 INIT #200

Current Location: DULUTH, MINNESOTA

Previous Name(s): NONE

Built in 1938 by PITTSBURG AMERICAN SHIP BUILDING COMPANY
Built at PITTSBURGH, PENNSYLVANIA
Built for PITTSBURG STEAM SHIP COMPANY

Vessel Type: FREIGHTER
Original Use: CARGO
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 593.2; Beam: 60.2; Depth of Hold: 28.2
Gross Tonnage: 8240.0; Net: 6072.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM TURBINES; Horsepower: 2000.0
Propulsion: TWIN SCREW

Owner: DULUTH ENTERTAINMENT CONVENTION CENTER
Address: 350 HARBOR DRIVE
DULUTH, MN 55802 Phone: 218-722-5573

National Register Status: LISTED; Significance Level: STATE; Reference #89000858

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

WILLIAM G. MATHER

Former flagship of the Cleveland Cliffs Steamship Company, William G. Mather is one of the last surviving classic Great Lakes steam freighters. Plans call for William G. Mather to be fully restored and open to the public in late 1990.

Official #224850 INIT #274

Current Location: CLEVELAND, OHIO

Previous Name(s): NONE

Built in 1925 by GREAT LAKES ENGINEERING WORKS
Built at RIVER ROUGE, MICHIGAN
Built for CLEVELAND-CLIFFS STEAMSHIP COMPANY

Vessel Type: STEAM FREIGHTER/GREAT LAKES
Original Use: FREIGHTER
Present Use: MUSEUM (PROPOSED)

Masts: 1; Rigging: UNRIGGED
Length: 601.0; Beam: 62.0; Depth of Hold: 27.7
Gross Tonnage: 8662.0; Net: 6810.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: DIESEL/TURBINES; Horsepower: 2500.0
Propulsion: SINGLE SCREW

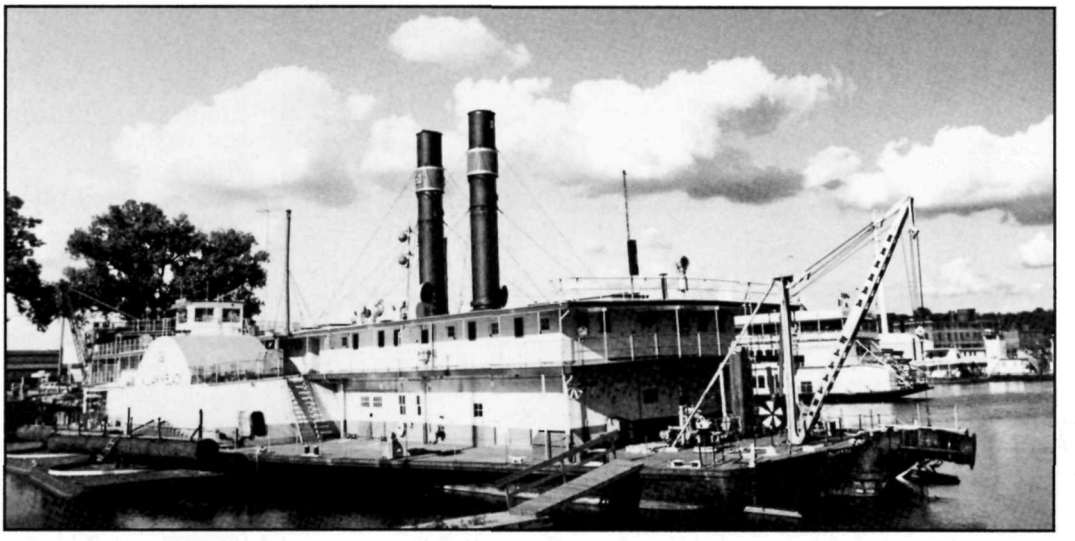
Owner: GREAT LAKES HISTORICAL SOCIETY
Address: C/O WILLIAM G. MATHER MUSEUM
1920 SCRANTON ROAD
CLEVELAND, OH 44113

Phone: 216-574-6262

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

WILLIAM M. BLACK



William M. Black was built for the U.S. Army Corps of Engineers following unsuccessful attempts to use the inland waters for shipping wartime supplies during World War I. She was one of four boats used to complete the navigable channel on the Missouri River and was part of the national emergency public works program during the economic crisis of the 1930s. (Photo courtesy Dubuque County Historical Society/Roger R. Osborne)

INIT #162

Current Location: DUBUQUE, IOWA

Previous Name(s): NONE

Built in 1934 by MARIETTA MANUFACTURING COMPANY
Built at POINT PLEASANT, WEST VIRGINIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: DREDGE
Original Use: DREDGE
Present Use: MUSEUM

Masts: 0; Rigging: UNRIGGED
Length: 277.5; Beam: 50.0; Depth of Hold: 8.6; Displacement: 1351.0
Hull Materials: STEEL; Decks: STEEL/WOOD; Superstructure: STEEL/WOOD
Engines: STEAM, HORIZONTAL COMPOUND; Horsepower: 600.0
Propulsion: SIDEWHEEL

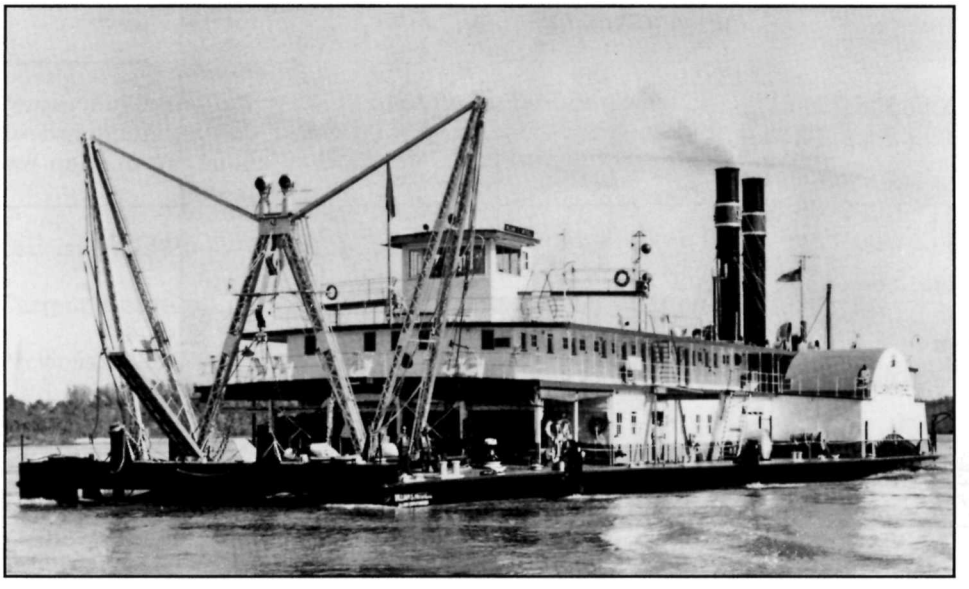
Owner: DUBUQUE COUNTY HISTORICAL SOCIETY
Address: P.O. BOX 305
DUBUQUE, IA 52001 Phone: 319-557-9445

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82002618

Condition: GOOD; Original Fabric: 95%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

WILLIAM S. MITCHELL



Sister ship to William M. Black, William S. Mitchell is a dustpan-type suction dredge designed specifically to create and maintain the widths and depths of the Missouri River, providing the desired navigation channel dimensions and facilitating the passage of commercial barges. (Photo courtesy Jackson County Parks & Recreation)

INIT #164

Current Location: KANSAS CITY, MISSOURI

Previous Name(s): NONE

Built in 1934 by MARIETTA MANUFACTURING COMPANY
Built at POINT PLEASANT, WEST VIRGINIA
Built for U.S. ARMY CORPS OF ENGINEERS

Vessel Type: DREDGE
Original Use: DREDGE
Present Use: MUSEUM (PROPOSED)

Masts: 0; Rigging: UNRIGGED
Length: 277.5; Beam: 50.0; Depth of Hold: 8.6
Displacement: 1351.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: WOOD
Engines: STEAM, TRIPLE EXPANSION; Horsepower: 1300.0
Propulsion: SIDEWHEEL

Owner: JACKSON COUNTY PARKS & RECREATION
Address: INDEPENDENCE SQUARE, ROOM 205
INDEPENDENCE, MO 64050

Phone: 816-881-4431

National Register Status: LISTED; Significance Level: STATE; Reference #85003102

Condition: FAIR; Original Fabric: 100%

Preservation Objective: DRY BERTH EXHIBIT
Accessible: FALSE; Afloat: TRUE; Operating: FALSE



WILLIS B. BOYER

An excellent example of an early 20th-century Great Lakes bulk freighter, Willis B. Boyer carried coal for the Shenango Furnace Company for most of her career. A working freighter until 1980, Boyer is currently a floating exhibit. (Photo courtesy Troy, Ohio, Daily News/James R. Morris)

Official #209185 INIT #249

Current Location: TOLEDO, OHIO

Previous Name(s): COL. JAMES M. SCHOONMAKER (1911-1969)

Built in 1911 by GREAT LAKES ENGINEERING WORKS
Built at ECORSE, MICHIGAN
Built for SHENANGO FURNACE COMPANY

Vessel Type: FREIGHTER
Original Use: GREAT LAKES ORE TRADE
Present Use: MUSEUM

Masts: 2; Rigging: UNRIGGED
Length: 590.0; Beam: 64.2; Depth of Hold: 34.2
Gross Tonnage: 8603.0; Net: 6650.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM TURBINE; Horsepower: 4950.0
Propulsion: SINGLE SCREW

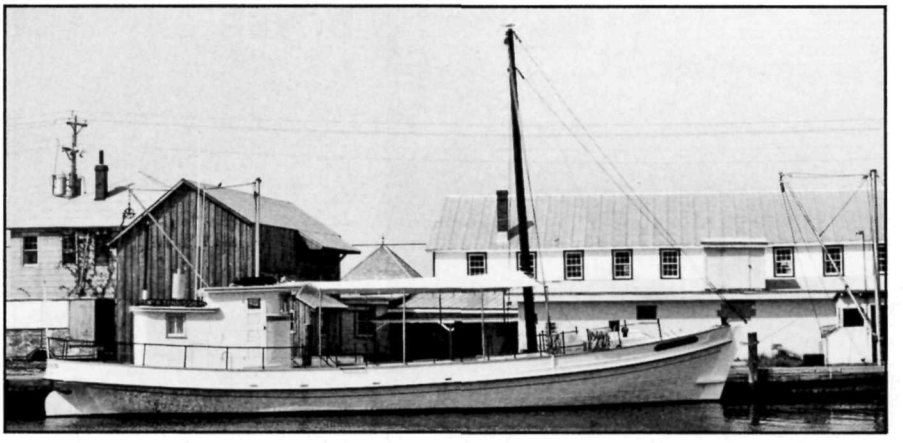
Owner: CITY OF TOLEDO/TOLEDO-A-FLOAT
Address: C/O P.O. BOX 397
MAUMEE, OH 43537

Phone: 419-698-8252

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

WM. B. TENNISON



The sole surviving example of the converted bugeye/buyboats of the Chesapeake Bay, Wm. B. Tennison was built as a nine-log bugeye and converted to a motor-powered buyboat between 1907 and 1911. Her service has included oyster dredging; hauling produce, lumber, and livestock in the off seasons to Baltimore and Washington markets; and buying oysters from boats on the dredging grounds--a combination of uses typical of many Bay craft that have now disappeared. She is now operated by the Calvert Marine Museum as an educational and recreational passenger vehicle. (Photo courtesy Calvert Marine Museum/Paula Johnson)

Official #81674 INIT #165

Current Location: SOLOMONS, MARYLAND

Previous Name(s): NONE

Built in 1899 by FRANK LAIRD
Built at CRAB ISLAND, MARYLAND
Built for B. P. & R. L. MILES

Vessel Type: BUYBOAT/ORIG. BUGEYE
Original Use: OYSTERING
Present Use: MUSEUM/EXCURSION

Masts: 1; Rigging: YAWL
Length: 60.5; Beam: 17.5; Depth of Hold: 4.5
Gross Tonnage: 18.0; Net: 11.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL; Horsepower: 37.0
Propulsion: SINGLE SCREW

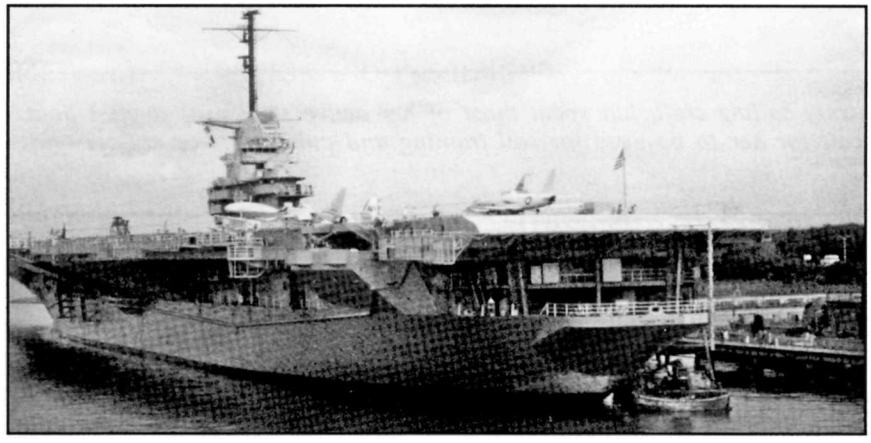
Owner: CALVERT MARINE MUSEUM
Address: P.O. BOX 97
SOLOMONS, MD 20688 Phone: 301-326-2042

National Register Status: LISTED; Significance Level: NATIONAL; Reference #80001799

Condition: GOOD; Original Fabric: 40%

Preservation Objective: OPERATION
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

YORKTOWN



Second of the Essex class carriers, Yorktown's planes inflicted heavy losses on the enemy at Truk and in the Marianas. The carrier supported American troops in the Philippines, at Iwo Jima, and at Okinawa. Active until 1970, the decommissioned Yorktown in 1975 formed the core of the National Historic Landmark fleet of ships at Patriot's Point. (Photo courtesy National Maritime Initiative/James P. Delgado)

Official #CV-10 INIT #168

Current Location: MOUNT PLEASANT, SOUTH CAROLINA

Previous Name(s): USS YORKTOWN (1945-1973)

Built in 1943 by NEWPORT NEWS SHIPBUILDING & DRYDOCK COMPANY
Built at NEWPORT NEWS, VIRGINIA
Built for U.S. NAVY

Vessel Type: AIRCRAFT CARRIER
Original Use: NAVAL
Present Use: MUSEUM
Military Vessel Class: ESSEX
Armament: ORIG. NINETY-ONE AIRCRAFT, TWELVE 5-INCH/38 CALIBER GUNS, THIRTY-TWO 40MM AND FORTY-SIX 20MM GUNS

Masts: 1; Rigging: UNRIGGED
Length: 856.0; Beam: 93.0; Depth of Hold: 54.6; Draft: 30.0; Displacement: 33292.0
Hull Materials: STEEL; Decks: STEEL; Superstructure: STEEL
Engines: STEAM, GEARED TURBINES; Horsepower: 150000.0; Propulsion: QUAD SCREW

Owner: PATRIOT'S POINT DEVELOPMENT AUTHORITY
Address: 40 PATRIOT'S POINT ROAD
MT. PLEASANT, SC 29464 Phone: 803-884-2727

NATIONAL HISTORIC LANDMARK
National Register Status: LISTED; Significance Level: NATIONAL; Reference #82001519

Condition: GOOD; Original Fabric: 100%

Preservation Objective: FLOATING EXHIBIT
Accessible: TRUE; Afloat: TRUE; Operating: FALSE

ZODIAC

Zodiac began her career as a luxury sailing craft, but spent most of her active service as a pilot boat off San Francisco Bay. Plans call for her to be used for sail training and public service cruises once her restoration is complete.

Official #223755 INIT #20

Current Location: SEATTLE, WASHINGTON

Previous Name(s): ZODIAC (1924-1931)
CALIFORNIA (1931-1982)

Built in 1924 by HODGDON BROTHERS
Built at EAST BOOTHBAY, MAINE
Built for R. W. AND J. S. JOHNSON

Vessel Type: SCHOONER
Original Use: YACHT, LATER PILOT SCHOONER
Present Use: UNDER RESTORATION

Masts: 2; Rigging: SCHOONER
Length: 111.4; Beam: 25.2; Depth of Hold: 11.5
Gross Tonnage: 145.0; Net: 89.0
Hull Materials: WOOD; Decks: WOOD; Superstructure: WOOD
Engines: DIESEL AUXILIARY; Horsepower: 275.0
Propulsion: SAIL/SINGLE SCREW

Owner: THE VESSEL ZODIAC CORPORATION
Address: P.O. BOX 322
SNOHOMISH, WA 28290

Phone: 206-483-4088

National Register Status: LISTED; Significance Level: NATIONAL; Reference #82004248

Condition: GOOD; Original Fabric: 75%

Preservation Objective: OPERATION/SAIL TRAINING
Accessible: TRUE; Afloat: TRUE; Operating: TRUE

Appendix I. Other Large Historic Vessels

COMMERCIAL OPERATION (NO PASSENGERS)

	Location	Vessel Type	Built	Present Use
Atlantic IV	Wilmington, NC	Tug	1932	Tugboat
**Clarence Crockett*	Deal Island, MD	Skipjack	1908	Under Restoration for Dredging
**Claude W. Somers*	Tilghman, MD	Skipjack	1911	Under Restoration for Dredging
**Donald B*	Georgetown, OH	Sternwheel Towboat	1923	Towing
E. M. Ford	Cleveland, OH	Steamer	1898	Bulk Cement Carrier
**F. C. Lewis, Jr.*	Wewona, MD	Skipjack	1907	Under Restoration for Dredging
**Fannie L. Daugherty*	Wewona, MD	Skipjack	1904	Oyster Dredging
Flora A. Price	Rock Hall, MD	Skipjack	1910	Oyster Dredging
**George N. Cretekos*	Tarpon Springs, FL	Sponge Diving Boat	1941	Sponge Fishing
**Hilda M. Willing*	Tilghman, MD	Skipjack	1905	Oyster Dredging
**Howard*	Wewona, MD	Skipjack	1909	Oyster Dredging
J. B. Ford	Milwaukee, WI	Freighter	1904	Bulk Cement Carrier
J. S. Lewis	Charleston, WV	Towboat	1931	Towing
**Katheryn M. Lee*	Dover, DE	Schooner	1912	Oystering
**Kathryn*	Tilghman, MD	Skipjack	1901	Oyster Dredging
Lewis G. Harriman	Green Bay, WI	Freighter	1923	Bulk Cement Carrier
**Maggie S. Myers*	Dover, DE	Schooner	1893	Crabbing
Mamie A. Mister	Tilghman, MD	Skipjack	1910	For Sale as Dredger
**N. K. Symi*	Tarpon Springs, FL	Sponge Diving Boat	1935	Sponge Fishing
**Nellie L. Byrd*	Tilghman, MD	Skipjack	1911	Oyster Dredging
**Rebecca T. Ruark*	Tilghman, MD	Skipjack	1886	Oyster Dredging
**Sigsbee*	Rock Hall, MD	Skipjack	1901	Oyster Dredging
St. Clair	Staten Island, NY	Lightship	1904	Lighter
Telco	San Francisco, CA	Tug	1938	Towing
**Virginia W*	Tilghman, MD	Skipjack	1904	Oyster Dredging
Wilma Lee	Tilghman, MD	Skipjack	1940	Oyster Dredging
Wisconsin	Cleveland, OH	Tug	1897	Towing

PRIVATE RECREATION

	Location	Vessel Type	Built	Present Use
Alabama	Vineyard Haven, MA	Aux. Schooner	1925	Yacht
Burma Queen	San Francisco, CA	Launch	1927	Yacht
Coronet	Gloucester, MA	Schooner	1885	Yacht
Delphine	Norfolk, VA	Steam Yacht	1921	Under Restoration
Domino Effect	Rockland, ME	Ram Schooner	1900	For Sale
**Elf*	Earleville, MD	Yacht	1888	Yacht
**Helianthus III*	Annapolis, MD	Yacht	1921	Cruising/Residence/Research
**Kestrel*	Toms River, NJ	Yacht	1892	Laid Up/Under Rehabilitation
**Lotus*	Olympia, WA	Motor Vessel	1908	Houseboat
Sea Bird	Duluth, Minnesota	Tug	1900	Scuba Diving Boat

Suisun	Sausalito, CA	Motor/Survey Launch	1914	Yacht
Wanderbird	Sausalito, CA	Pilot Schooner	1879	Yacht

PRESERVATION FUTURE UNCERTAIN

	Location	Vessel Type	Built	Present Use
Alice	Anacortes, WA	Tug	1897	For Sale
Aubrey L. Hudgins	Crisfield, MD	Lighthouse Tender	1903	For Sale
**Bernice J.*	Chestertown, MD	Skipjack	1904	Laid Up on Land/"Dead"
Charles F. Richardson	Haletown, TN	Towboat	1921	Laid Up
Des Moines	Philadelphia, PA	Heavy Cruiser	1948	Reserve Fleet
Fordham	Toms River, NJ	Ferry	1922	Laid Up
Highway 16	Muskegon, MI	Landing Ship, Tank	1942	Auto Ferry/For Sale
Hornet	Bremerton, WA	Aircraft Carrier	1943	Reserve Fleet
**Ida May*	Chance, MD	Skipjack	1906	Laid Up/Abandoned
**Island Belle*	Smith Island, MD	Motor Vessel	1916	Laid Up/Abandoned
L. E. Block	Escanaba, MI	Freighter	1927	Laid Up
**Luna*	Boston, MA	Tug	1930	Partially Submerged
Madrona	Anacortes, WA	Tug	1923	Laid Up/For Sale
**Maggie Lee*	Tilghman, MD	Skipjack	1903	Laid Up/For Sale
Manitou	Piney Point, MD	Yacht	1937	Laid Up/For Sale
Martha's Vineyard	Boston, MA	Passenger Vessel	1923	Laid Up/For Sale
**Mary D. Hume*	Gold Beach, OR	Steam Schooner	1881	Partially Submerged
Mary Murray	New Brunswick, NJ	Ferry	1938	Laid Up
Mission Santa Ynez	Benicia, CA	T-2 Tanker	1943	Laid Up
Moshulu	Wilmington, DE	Bark	1904	Laid Up/For Sale
**Ralph T. Webster*	Tilghman, MD	Skipjack	1905	Laid Up/Abandoned
**Ruby G. Ford*	Tilghman, MD	Skipjack	1891	Laid Up on Land/Abandoned
Sallie Bramble	Cambridge, MD	Bugeye	1890	Laid Up
Samuel Mather	Toledo, OH	Freighter	1924	Laid Up
**Sea Gull*	Oriole, MD	Skipjack	1924	Laid Up/"Dead"
South American	Baltimore, MD	Passenger Vessel	1914	Laid Up
**St. Nicholas VI*	Tarpon Springs, FL	Sponge Diving Boat	1927	Laid Up
**Susan May*	Wewona, MD	Skipjack	1901	Laid Up/Abandoned
**Vayu*	New London, CT	Yacht	1905	Laid Up/For Sale
Venus	Boston, MA	Tug	1930	Laid Up
Williamsburg	Washington, DC	Yacht	1930	Laid Up
Yankee	Riverside, RI	Ferry	1907	Laid Up

*Indicates vessel is listed in the National Register of Historic Places

Appendix II. Vessels Not Included in the Inventory Due to Lack of Information

	Vessel Type	Built	Last Known Use
Annie R. Shillingsburg	Schooner	1909	Oystering
Joy Parks	Sloop	1936	Museum
Leon Fraser	Freighter	1942	Ore Trade
Lightship No. 84	Lightship	1907	Under Renovation
Lightship No. 115	Lightship	1930	Abandoned
**Mamie S. Barrett*	River Towboat	1921	Laid Up
Marine Ship Chandlery	Floating Machine Shop	1919	Laid Up
Neptune	Dredge	1906	Museum
No. 249	Canal Boat		Museum
Old Barge Cafe	Barge		Cafe and Workshop
**Piasa*	Towboat	1921	Recreation
Reliance	Skipjack	1904	Abandoned
Richard Robbins Sr.	Schooner	1902	Passenger Cruises
Sachem	Yacht	1902	Yacht
**Santa Rosa*	Ferry	1926	Commercial
Sylvina W. Beal	Schooner	1911	Passenger Cruises
Tankmaster No. 1	Tug	1897	Steam Tank Cleaner
Western Flyer	Purse Seiner	1937	Fishing

*Indicates vessel is listed in the National Register of Historic Places

Appendix III. Vessels Lost Since the Creation of the Inventory

	Vessel Type	Built	Cause of Loss
American	Schooner	1921	Scrapped
Chauncey M. Depew	Passenger Vessel	1913	Sunk
Chief Wawatam	Ferry	1911	Scrapped
**G. A. Boeckling*	Ferry	1909	Burned
Kennedy	Dredge	1932	Scrapped
Lilac	Lighthouse Tender	1933	Scrapped
**Margaret Emilie*	Schooner	1912	Scrapped
Princess Louise	Liner	1921	Sunk
**Vashon*	Ferry	1930	Sunk

*Indicates vessel is listed in the National Register of Historic Places

I. Index of Large Preserved Historic Vessels According to State Location

ALABAMA

Alabama	Mobile
Drum	Mobile
Montgomery	Aliceville

ALASKA

Nenana	Fairbanks

ARKANSAS

Arkansas II	North Little Rock

CALIFORNIA

Alma	San Francisco
Balclutha	San Francisco
Berkeley	San Diego
C. A. Thayer	San Francisco
City of Oakland	Oakland
Delta King	Sacramento
Eppleton Hall	San Francisco
Eureka	San Francisco
Gen. Frank M. Coxe	Burlingame
Hercules	San Francisco
Ida M.	San Rafael
Jeremiah O'Brien	San Francisco
Klamath	San Francisco
Lane Victory	San Pedro
Lewis Ark	San Francisco
Lightship *WAL-605* "Relief"	San Francisco
Madaket	Eureka
Medea	San Diego
Ocean Waif	San Pedro
Pampanito	San Francisco
Potomac	Stockton
Queen Mary	Long Beach
Ralph J. Scott	San Pedro
Star of India	San Diego
Virginia	Dana Point
Wapama	Sausalito
Warden Johnston	San Mateo

CONNECTICUT

Brilliant	Mystic
Charles W. Morgan	Mystic
Christeen	Essex
Eagle	New London
Emma C. Berry	Mystic
Florence	Mystic
Ha. 8	Groton

Hope	Norwalk
Joseph Conrad	Mystic
L. A. Dunton	Mystic
Nautilus	Groton
Sabino	Mystic

DISTRICT OF COLUMBIA

Barry	Washington
Philadelphia	Washington

DELAWARE

Lightship *No. 118* "Overfalls"	Lewes
Mohawk	Wilmington

FLORIDA

City of Keansburg	Palatka
Governor Stone	Apalachicola
Ha. 19	Key West
St. Nicholas III	Tarpon Springs

GUAM

Japanese Midget Submarine	Agana

HAWAII

Bowfin	Honolulu
Falls of Clyde	Honolulu

IDAHO

Jean	Lewiston

ILLINOIS

U-505	Chicago

INDIANA

Milwaukee Clipper	Hammond

IOWA

City of Clinton	Clinton
Geo. M. Verity	Keokuk
Lone Star	Le Claire
Queen	Des Moines
Sergeant Floyd	Sioux City
William M. Black	Dubuque

KANSAS

William S. Mitchell	Kansas City

KENTUCKY

Belle of Louisville	Louisville
Mayor Andrew Broaddus	Louisville
Mike Fink	Covington
Wake Robin	Warsaw

LOUISIANA

Cabot/Dedalo	New Orleans
Delta Queen	New Orleans
Deluge	New Orleans
Kidd	Baton Rouge

MAINE

American Eagle	Rockland
Bowdoin	Castine
Grace Bailey	Camden
Isaac H. Evans	Rockland
J. & E. Riggin	Rockland
Katahdin	Greenville
Lewis R. French	Rockland
Lightship *No. 112* "Nantucket"	Portland
Mercantile	Camden
Roseway	Camden
Sherman Zwicker	Boothbay Harbor
Stephen Taber	Camden
Surprise	Camden
Wendameen	Rockland

MARYLAND

Baltimore	Baltimore
Constellation	Baltimore
E. C. Collier	St. Michaels
Edna E. Lockwood	St. Michaels
Elsworth	Chestertown
John W. Brown	Baltimore
Lightship *No. 116* "Chesapeake"	Baltimore
Mary W. Somers	Havre de Grace
Minnie V.	Baltimore (Summer)
Mustang	St. Michaels
Old Point	St. Michaels
Penguin	Solomons
Rosie Parks	St. Michaels
Stanley Norman	Annapolis
Taney	Baltimore
Torsk	Baltimore
Wm. B. Tennison	Solomons

MASSACHUSETTS

Adventure	Gloucester
Alert	New Bedford
Cangarda	Gloucester
Cassin Young	Boston
Constitution	Charlestown
Edmund Fitzgerald	Quincy
Ernestina	New Bedford
Evelina M. Goulart	Fairhaven
Joseph P. Kennedy Jr.	Fall River
Lightship *No. 114* "New Bedford"	New Bedford
Lionfish	Fall River
Massachusetts	Fall River
Nantucket I	Boston
Nantucket II	Boston
New York Central No. 16	Buzzard's Bay
Nobska	Fall River
Pilot	Boston
PT 617	Fall River
PT 796	Fall River
Tabor Boy	Marion

MICHIGAN

Aloha	Glen Haven
Alvin Clark	Menominee
City of Milwaukee	Elberta
Columbia	Detroit
Evelyn S.	South Haven
Keewatin	Douglas
Lansdowne	Detroit
Lightship *No. 103* "Huron"	Port Huron
Marquette	Muskegon
Reiss	Douglas
Silversides	Muskegon
Ste. Claire	Detroit
Valley Camp	Sault Ste. Marie

MINNESOTA

Edna G.	Two Harbors
Ellen Ruth	Wahkon
Minnesota Centennial Showboat	Minneapolis
William A. Irvin	Duluth

MISSOURI

Admiral	St. Louis
Goldenrod	St. Charles
Inaugural	St. Louis
President	St. Louis
Ste. Genevieve	St. Charles

MONTANA

Paul Bunyan	Polson

NEBRASKA

Captain Meriwether Lewis	Brownville
Hazard	Omaha
Marlin	Omaha

NEW HAMPSHIRE

Albacore	Portsmouth

NEW JERSEY

American	Cape May
Binghamton	Edgewater
Clyde A. Phillips	Leesburg
Lehigh Valley Railroad Barge No. 79	Hoboken
Ling	Hackensack
Nellie & Mary	Bridgeton
Second Sun	Lower Alloway Creek

NEW YORK

Americana	Buffalo
Commander	Haverstraw
Croaker	Buffalo
Derrick Boat No. 8	Oswego
Edson	New York
Edward M. Cotter	Buffalo
Firefighter	Staten Island
Growler	New York
Intrepid	New York
Jean	Huntington
John J. Harvey	New York
Lettie G. Howard	New York
Lightship *No. 87* "Ambrose"	New York
Little Jennie	Huntington
Little Rock	Buffalo
Maj. Gen. Wm. H. Hart	New York
Mathilda	Kingston
Modesty	West Sayville
Nash	Buffalo
Peking	New York
Pioneer	New York
Priscilla	West Sayville
The Sullivans	Buffalo
Vernie S.	New York
W. O. Decker	New York
Wavertree	New York

NORTH CAROLINA

John Taxis	Wilmington
North Carolina	Wilmington

OHIO

Becky Thatcher	Marietta
Cod	Cleveland
Majestic	Cincinnati
W. P. Snyder Jr.	Columbus
William G. Mather	Cleveland
Willis B. Boyer	Toledo

OKLAHOMA

Batfish	Muskogee

OREGON

David S. Campbell	Portland
Lightship *WAL-604* "Columbia"	Astoria
Portland	Portland
River Queen	Portland

PENNSYLVANIA

Becuna	Philadelphia
Gazela Philadelphia	Philadelphia
Jupiter	Philadelphia
Lightship *No. 79* "Barnegat"	Philadelphia
New Way	Philadelphia
Niagara (1813)	Erie
Niagara (1897)	Erie
Olympia	Philadelphia
Requin	Pittsburgh

SOUTH CAROLINA

Clamagore	Mount Pleasant
Comanche	Mount Pleasant
Ingham	Mount Pleasant
Laffey	Mount Pleasant
Savannah	Mount Pleasant
Yorktown	Mount Pleasant

TEXAS

Cavalla	Galveston
Elissa	Galveston
MSB-5	Fort Worth
Stewart	Galveston
Texas	Laporte

VERMONT

Adirondack	Burlington
CG 52302D	Basin Harbor
Ticonderoga	Shelburne

VIRGINIA

Alexandria	Alexandria
City of Norfolk	Norfolk
Dorothy	Newport News
Lightship *No. 101* "Portsmouth"	Portsmouth
Sequoia	Norfolk
Thomas W. Clyde	Charles City County

WASHINGTON

Adventuress	Seattle
Alki	Seattle
Arthur Foss	Seattle
Duwamish	Seattle
Equator	Everett
Fir	Seattle
Fireboat No. 1	Tacoma
Lightship *No. 83* "Relief"	Kirkland
San Mateo	Seattle
Virginia V	Seattle
W. T. Preston	Anacortes
Wawona	Seattle
Zodiac	Seattle

WEST VIRGINIA

P. A. Denny	Charleston

WISCONSIN

Buddy O.	Two Rivers
Cobia	Manitowoc
Col. D. D. Gaillard	Superior
Meteor	Superior

II. Index of Large Preserved Historic Vessels According to Vessel Type

ARMY CORPS OF ENGINEERS

Arkansas II	Snagboat
Becky Thatcher	River Steamboat
Captain Meriwether Lewis	Self-Propelled Dustpan Dredge
Col. D. D. Gaillard	Dipper Dredge
Marquette	Tug
Minnesota Centennial ShowBoat	Towboat
Montgomery	Snagboat
Nash	Tug
Old Point	Dredge
Sergeant Floyd	Towboat
Ste. Genevieve	Dredge (Cutterhead Pipeline)
W. T. Preston	Snagboat
William M. Black	Dredge
William S. Mitchell	Dredge

CARGO--STEAM, MOTOR

Jeremiah O'Brien	Liberty Ship
John W. Brown	Liberty Ship
Lane Victory	Victory (VC2-S-AP2 Type)
Meteor	Whaleback
Niagara (1897)	Passenger Vessel
Savannah	Nuclear Ship
Valley Camp	Freighter
Wapama	Passenger Vessel
William A. Irvin	Freighter
William G. Mather	Steam Freighter/Great Lakes
Willis B. Boyer	Freighter

CARGO--SAIL

Alexandria	Schooner
Alma	Scow Schooner
Alvin Clark	Schooner
American Eagle	Auxiliary Schooner
Balclutha	Ship
C. A. Thayer	Schooner
Elissa	Bark
Equator	Schooner
Falls of Clyde	Ship
Governor Stone	Schooner
Grace Bailey	Schooner
Isaac H. Evans	Schooner
Joseph Conrad	Ship
Lewis R. French	Schooner
Mercantile	Schooner
Peking	Bark
Pioneer	Schooner
Star of India	Bark
Stephen Taber	Schooner
Wavertree	Ship
Wawona	Schooner

COAST GUARD

CG 52302D	52-foot Buoy Boat
Eagle	Bark
Fir	Lighthouse Tender
Lightship *No. 79* "Barnegat"	Lightship
Lightship *No. 83* "Relief"	Lightship
Lightship *No. 87* "Ambrose"	Lightship
Lightship *No. 101* "Portsmouth"	Lightship
Lightship *No. 103* "Huron"	Lightship
Lightship *No. 112* "Nantucket"	Lightship
Lightship *No. 114* "New Bedford"	Lightship
Lightship *No. 116* "Chesapeake"	Lightship
Lightship *No. 118* "Overfalls"	Lightship
Lightship *WAL-604* "Columbia"	Lightship
Lightship *WAL-605* "Relief"	Lightship
Mayor Andrew Broaddus	Lifesaving Station
Mohawk	Cutter
Nantucket I	Lightship
Nantucket II	Lightship
Taney	Coast Guard Cutter
Wake Robin	Lighthouse Tender

FISHING--GENERAL

Adventure	Motor Fishing
Aloha	Fish Tug
American	Schooner
Buddy O.	Fish Tug
Charles W. Morgan	Bark
Christeen	Sloop
Clyde A. Phillips	Schooner
Emma C. Berry	Sloop
Ernestina	Schooner
Evelina M. Goulart	Schooner
Evelyn S.	Fish Tug
Florence	Fishing Boat (Dragger)
Gazela Philadelphia	Barkentine
Hope	Sloop
J. & E. Riggin	Schooner
L. A. Dunton	Schooner
Lettie G. Howard	Schooner
Modesty	Sloop
Nellie & Mary	Schooner
Priscilla	Schooner
Sherman Zwicker	Schooner
St. Nicholas III	Sponge Diving Boat
Surprise	Schooner (Gloucester)

FISHING--SKIPJACKS/BUGEYES

City of Norfolk	Skipjack
E. C. Collier	Skipjack
Edna E. Lockwood	Bugeye
Elsworth	Skipjack
Little Jennie	Bugeye
Mary W. Somers	Skipjack
Minnie V.	Skipjack
Rosie Parks	Skipjack

Stanley Norman	Skipjack
Thomas W. Clyde	Skipjack
Wm. B. Tennison	Buyboat/orig. Bugeye

NAVAL--BATTLESHIPS

Alabama	Battleship
Massachusetts	Battleship
North Carolina	Battleship
Texas	Battleship

NAVAL--CARRIERS

Cabot/Dedalo	Aircraft Carrier (light)
Intrepid	Aircraft Carrier
Yorktown	Aircraft Carrier

NAVAL--DESTROYERS

Barry	Destroyer
Cassin Young	Destroyer
Edson	Destroyer
Joseph P. Kennedy Jr.	Destroyer
Kidd	Destroyer
Laffey	Destroyer
Stewart	Destroyer Escort
The Sullivans	Destroyer

NAVAL--OTHER

City of Oakland	Tug/Yard Tug, large
Constellation	Frigate
Constitution	Frigate
Hazard	Minesweeper
Inaugural	Minesweeper
Ingham	WPG-Gunboat
Little Rock	Guided Missile Light Cruiser
MSB-5	Minesweeper
Niagara (1813)	Brig
Olympia	Cruiser
Philadelphia	Gondola
Potomac	Coast Guard Cutter, later Yacht
PT 617	Motor Torpedo Boat
PT 796	Patrol Torpedo Boat
Sequoia	Yacht

NAVAL--SUBMARINES

Albacore	Submarine
Batfish	Submarine
Becuna	Submarine
Bowfin	Submarine
Cavalla	Submarine
Clamagore	Submarine
Cobia	Submarine
Cod	Submarine
Croaker	Submarine

Drum	Submarine
Growler	Submarine
Ha. 19	Midget Submarine
Ha. 8	Midget Submarine
Japanese Midget Submarine	Midget Submarine
Ling	Submarine
Lionfish	Submarine
Marlin	Submarine
Nautilus	Nuclear Submarine
Pampanito	Submarine
Requin	Submarine
Silversides	Submarine
Torsk	Submarine
U-505	Submarine

OTHER

Bowdoin	Schooner
Derrick Boat No. 8	Floating Derrick
Lehigh Valley Railroad Barge No. 79	Railroad Barge
New Way	Schooner
Penguin	Deadrise Workboat

PASSENGER

Adirondack	Ferry
Admiral	Passenger Vessel
Alert	Coastal Ferry
Americana	Passenger Vessel
Belle of Louisville	River Steamboat/Day Packet
Berkeley	Ferry
Binghamton	Ferry
City of Keansburg	Passenger Vessel
City of Milwaukee	Great Lakes Car Ferry
Columbia	Passenger Vessel
Commander	Passenger Vessel
Delta King	River Steamboat
Delta Queen	River Steamboat
Ellen Ruth	Passenger Launch
Eureka	Double-Ender Ferry
Gen. Frank M. Coxe	Passenger Vessel
Katahdin	Passenger Vessel
Keewatin	Passenger Vessel
Klamath	Ferry
Lansdowne	Car Ferry
Maj. Gen. Wm. H. Hart	Ferry
Milwaukee Clipper	Passenger Vessel
Nenana	River Steamboat
Nobska	Passenger Vessel
President	River Steamboat
Queen	Passenger Vessel
Queen Mary	Liner
River Queen	Ferry
Sabino	Passenger Vessel
San Mateo	Ferry
Second Sun	Ferry
Ste. Claire	Passenger Vessel
Ticonderoga	Passenger Vessel
Vernie S.	Passenger Vessel

Virginia V	Passenger Vessel
Warden Johnston	Motor Launch

PILOTBOATS

Adventuress	Schooner
Comanche	Pilotboat/orig. Cutter
Pilot	Pilot Schooner
Roseway	Schooner
Tabor Boy	Schooner
Zodiac	Schooner

RIVER TOWBOATS (including BARGES)

City of Clinton	Towboat
Geo. M. Verity	Towboat
Goldenrod	Showboat
Jean	Towboat
Lone Star	Tug
Majestic	Showboat
Mike Fink	Towboat
P. A. Denny	Towboat
Paul Bunyan	Towboat
Portland	Towboat
W. P. Snyder Jr.	Towboat

TUGBOATS (including FIREBOATS)

Alki	Fireboat
Arthur Foss	Tug
Baltimore	Tug
David S. Campbell	Fireboat
Deluge	Fire Fighting Tug
Dorothy	Tug
Duwamish	Fireboat
Edmund Fitzgerald	Tug
Edna G.	Tug
Edward M. Cotter	Fireboat
Eppleton Hall	Tug
Fireboat No. 1	Fireboat
Firefighter	Fireboat
Hercules	Tug
John J. Harvey	Fireboat
John Taxis	Tug
Jupiter	Tug
Mathilda	Tug
New York Central No. 16	Tug
Ralph J. Scott	Fireboat
Reiss	Tug
W. O. Decker	Tug

YACHTS--RECREATION

Brilliant	Schooner
Cangarda	Steam Yacht
Ida M.	Yacht
Jean	Motor Cruiser
Lewis Ark	Houseboat

Madaket	Launch
Medea	Steam Yacht
Mustang	Brogan Log Canoe
Ocean Waif	Yacht
Virginia	Yacht "Q-Boat"
Wendameen	Yacht

III. Index of Large Preserved Vessels According to Present Use

ADAPTIVE USE

Admiral	Floating Entertainment Center
American	Restaurant
Becky Thatcher	Theater
Binghamton	Restaurant
City of Clinton	Museum/Theater
Delta King	Restaurant/Shops
Edmund Fitzgerald	Restaurant
Gen. Frank M. Coxe	Restaurant
Klamath	Offices
Lansdowne	Restaurant
Mayor Andrew Broaddus	Landing Stage/Offices
Mike Fink	Restaurant
Minnesota Centennial Showboat	Showboat
New York Central No. 16	Restaurant/Display
Queen Mary	Museum/Hotel/Restaurant
River Queen	Restaurant
Second Sun	Visitor Center
Sergeant Floyd	Museum/Tourist Information
Center	

AWAITING OR UNDER RESTORATION

Alert	Laid Up/Under Restoration
Arkansas II	Laid Up (Awaiting Restoration)
Cangarda	Under Restoration
Christeen	Exhibit/Under Restoration
City of Keansburg	Laid Up (Awaiting Restoration)
City of Milwaukee	Museum (Proposed)
City of Norfolk	Laid Up/Plans for Restoration
Clyde A. Phillips	Under Restoration
Col. D. D. Gaillard	Museum (Proposed)
Duwamish	Laid Up (Awaiting Restoration)
E. C. Collier	Under Restoration
Edna G.	Laid Up at Museum
Evelina M. Goulart	Museum (Proposed)
Ida M.	Under Restoration
John W. Brown	Under Restoration/Museum
Lettie G. Howard	Under Restoration
Lightship *No. 114* "New Bedford"	Under Restoration
Maj. Gen. Wm. H. Hart	Laid Up (Awaiting Restoration)
Mary W. Somers	Laid Up (Awaiting Restoration)
Nantucket I	Museum (Proposed)
Nantucket II	Laid Up (Awaiting Restoration)
Nellie & Mary	Museum (Proposed)
Niagara (1897)	Museum (Proposed)
Nobska	Under Restoration
Portland	Laid Up (Awaiting Restoration)
Queen	Laid Up (Awaiting Restoration)
San Mateo	Museum (Proposed)
Sequoia	In Storage
Wake Robin	Laid Up (Awaiting Restoration)
Wavertree	Museum (Proposed)
William G. Mather	Museum (Proposed)
William S. Mitchell	Museum (Proposed)
Zodiac	Under Restoration

GOVERNMENT OPERATION

Alki	Fire Fighting
City of Oakland	Fire Fighting
David S. Campbell	Fire Fighting
Deluge	Fire Fighting
Edward M. Cotter	Fire Fighting
Fir	Buoy Tender
Firefighter	Fire Fighting
John J. Harvey	Fire Fighting
Nash	Towing
Ralph J. Scott	Fireboat

MUSEUM--DRY BERTH EXHIBIT

Albacore	Museum
Aloha	Museum
Alvin Clark	Museum
Batfish	Museum
Buddy O.	Museum
Captain Meriwether Lewis	Museum
Cavalla	Museum
CG 52302D	Museum
Derrick Boat No. 8	Museum
Dorothy	Monument
Ellen Ruth	Museum
Equator	Museum
Evelyn S.	Museum
Fireboat No. 1	Museum
Geo. M. Verity	Museum
Ha. 19	Museum
Ha. 8	Museum
Hazard	Museum
Japanese Midget Submarine	Museum
John Taxis	Museum
Lewis Ark	Museum
Lightship *No. 101* "Portsmouth"	Museum
Lightship *No. 103* "Huron"	Museum
Lone Star	Museum
Marlin	Museum
Mathilda	Museum
Meteor	Museum
MSB-5	Museum
Mustang	Museum
Nenana	Museum
Paul Bunyan	Museum
Penguin	Museum
Philadelphia	Museum
PT 617	Museum
PT 796	Museum
Stewart	Museum
Ticonderoga	Museum
U-505	Museum
Valley Camp	Museum
W. T. Preston	Museum
Wapama	Museum/Under Restoration

MUSEUM--FLOATING EXHIBIT

Adventure	Museum
Alabama	Museum
Alexandria	Community Use/Floating Exhibit
Alma	Museum
Arthur Foss	Museum
Balclutha	Museum
Baltimore	Museum
Barry	Museum
Becuna	Museum
Berkeley	Museum
Bowfin	Museum
C. A. Thayer	Museum
Cabot/Dedalo	Museum
Cassin Young	Museum
Charles W. Morgan	Museum
Clamagore	Museum
Cobia	Museum
Cod	Museum
Comanche	Museum
Constellation	Museum
Constitution	Museum
Croaker	Museum
Drum	Museum
Edna E. Lockwood	Museum
Edson	Museum
Elissa	Museum
Elsworth	Education/Oyster Dredging
Emma C. Berry	Museum
Eppleton Hall	Museum
Eureka	Museum
Falls of Clyde	Museum
Florence	Museum
Governor Stone	Museum
Growler	Museum
Hercules	Museum
Hope	Museum
Inaugural	Museum
Ingham	Museum
Intrepid	Museum
Jean	Museum
Jeremiah O'Brien	Museum/Passenger Cruises
Joseph Conrad	Museum/Floating School
Joseph P. Kennedy Jr.	Museum
Jupiter	Museum
Keewatin	Museum
Kidd	Museum
L. A. Dunton	Museum
Laffey	Museum
Lane Victory	Museum
Lehigh Valley Railroad Barge No. 79	Museum
Lightship *No. 112* "Nantucket"	Museum
Lightship *No. 116* "Chesapeake"	Museum
Lightship *No. 118* "Overfalls"	Museum
Lightship *No. 79* "Barnegat"	Museum
Lightship *No. 83* "Relief"	Museum
Lightship *No. 87* "Ambrose"	Museum
Lightship *WAL-604* "Columbia"	Museum
Lightship *WAL-605* "Relief"	Museum
Ling	Museum
Lionfish	Museum

Little Rock	Museum
Madaket	Museum/Tour Vessel
Marquette	On Loan for Operation
Massachusetts	Museum
Medea	Museum
Milwaukee Clipper	Museum
Minnie V.	Oystering/Youth Training/Museum
Modesty	Museum
Mohawk	Museum
Montgomery	Museum
Nautilus	Museum
Niagara (1813)	Museum
North Carolina	Museum
Ocean Waif	Museum
Old Point	Museum
Olympia	Museum
Pampanito	Museum
Peking	Museum
Potomac	Museum
Priscilla	Museum
Reiss	Museum
Requin	Museum
Rosie Parks	Museum
Sabino	Museum/Passenger Cruises
Savannah	Museum
Sherman Zwicker	Museum
Silversides	Museum
Stanley Norman	Educational Cruises
Star of India	Museum
Ste. Genevieve	Museum
Taney	Museum
Texas	Museum
The Sullivans	Museum
Thomas W. Clyde	On Loan
Torsk	Museum
Vernie S.	Museum
W. O. Decker	Museum
W. P. Snyder Jr.	Museum
Wawona	Museum
William A. Irvin	Museum
William M. Black	Museum
Willis B. Boyer	Museum
Wm. B. Tennison	Museum/Excursion
Yorktown	Museum
Katahdin	Museum/Passenger Cruises

PASSENGER

Adirondack	Excursions
American Eagle	Passenger Cruises
Americana	Passenger Ferry
Belle of Louisville	Excursions
Columbia	Passenger Cruises
Commander	Excursions
Delta Queen	Passenger Cruises
Goldenrod	Showboat
Grace Bailey	Passenger Cruises
Isaac H. Evans	Passenger Cruises
J. & E. Riggin	Passenger Cruises
Jean	Education/Excursion
Lewis R. French	Passenger Cruises

Majestic	Showboat
Mercantile	Passenger Cruises
P. A. Denny	Charter/Tours
Pilot	Passenger Cruises
Pioneer	Passenger Cruises
President	Excursions
Roseway	Passenger Cruises
St. Nicholas III	Sponger/Excursion Boat
Ste. Claire	Passenger Cruises
Stephen Taber	Passenger Cruises
Surprise	Day Sails
Virginia V	Excursions
Wendameen	Passenger Cruises

SAIL TRAINING

Adventuress	Sail Training
Bowdoin	Sail Training
Brilliant	Sail Training
Eagle	Coast Guard Sail Training
Ernestina	Museum/Sail Training
Gazela Philadelphia	Museum/Sail Training
Little Jennie	Educational/Training vessel
New Way	Youth Training
Tabor Boy	Sail Training
Virginia	Sail Training
Warden Johnston	Training - Sea Scout Ship

IV. Index to Large Preserved Vessels According to Preservation Objective

ADAPTIVE USE

Admiral
American
Arkansas II
Becky Thatcher
Binghamton
Delta King
Edmund Fitzgerald
Gen. Frank M. Coxe
Klamath
Lansdowne
Mayor Andrew Broaddus
Mike Fink
Minnesota Centennial Showboat
Queen Mary
River Queen
Second Sun
Wake Robin

DRY BERTH EXHIBIT

Albacore
Aloha
Alvin Clark
Batfish
Buddy O.
Captain Meriwether Lewis
Cavalla
CG 52302D
City of Clinton
Col. D. D. Gaillard
Derrick Boat No. 8
Dorothy
E. C. Collier
Edna G.
Ellen Ruth
Equator
Evelina M. Goulart
Evelyn S.
Fireboat No. 1
Geo. M. Verity
Ha. 19
Ha. 8
Hazard
Japanese Midget Submarine
John Taxis
Lewis Ark
Lightship *No. 101* "Portsmouth"
Lightship *No. 103* "Huron"
Lone Star
Marlin
Mathilda
Meteor
MSB-5
Mustang
Nenana

New York Central No. 16
Paul Bunyan
Penguin
Philadelphia
PT 617
PT 796
Queen
Sergeant Floyd
Stewart
Ticonderoga
U-505
Valley Camp
W. T. Preston
Wapama
William S. Mitchell

FLOATING EXHIBIT

Alabama
Balclutha
Barry
Becuna
Berkeley
Bowfin
C. A. Thayer
Cabot/Dedalo
Cassin Young
Charles W. Morgan
City of Milwaukee
Clamagore
Clyde A. Phillips
Cobia
Cod
Comanche
Constellation
Constitution
Croaker
Drum
Duwamish
Edson
Emma C. Berry
Eppleton Hall
Eureka
Falls of Clyde
Florence
Growler
Inaugural
Ingham
Intrepid
Jean
Joseph Conrad
Joseph P. Kennedy Jr.
Keewatin
Kidd
L. A. Dunton
Laffey
Lehigh Valley Railroad Barge No. 79
Lightship *No. 83* "Relief"
Lightship *No. 87* "Ambrose"
Lightship *No. 114* "New Bedford"
Lightship *No. 116* "Chesapeake"

Lightship *No. 118* "Overfalls"
Ling
Lionfish
Little Rock
Maj. Gen. Wm. H. Hart
Mary W. Somers
Massachusetts
Milwaukee Clipper
Montgomery
Nantucket I
Nantucket II
Nash
Nautilus
Nellie & Mary
Niagara (1897)
North Carolina
Ocean Waif
Old Point
Olympia
Pampanito
Peking
Requin
San Mateo
Savannah
Silversides
Ste. Genevieve
Taney
Texas
The Sullivans
Torsk
Vernie S.
W. P. Snyder Jr.
Wavertree
Wawona
William A. Irvin
William G. Mather
William M. Black
Willis B. Boyer
Yorktown

FLOATING EXHIBIT--OCCASIONAL OPERATION

Adventure
Alert
Alexandria
Alma
Arthur Foss
Baltimore
Brilliant
Christeen
City of Norfolk
Edna E. Lockwood
Elsworth
Governor Stone
Hercules
Hope
Jean
Jeremiah O'Brien
John W. Brown
Jupiter
Katahdin

Lane Victory
Lettie G. Howard
Lightship *No. 79* "Barnegat"
Lightship *No. 112* "Nantucket"
Lightship *WAL-604* "Columbia"
Lightship *WAL-605* "Relief"
Madaket
Medea
Minnie V.
Modesty
Mohawk
Niagara (1813)
Portland
Potomac
Priscilla
Reiss
Rosie Parks
Sabino
Sherman Zwicker
Stanley Norman
Star of India
Thomas W. Clyde
W. O. Decker
Wm. B. Tennison

GOVERNMENT OPERATION

Alki
City of Oakland
David S. Campbell
Deluge
Edward M. Cotter
Fir
Firefighter
John J. Harvey
Ralph J. Scott
Sequoia

REVENUE-PRODUCING OPERATION INVOLVING PASSENGERS

Adirondack
American Eagle
Americana
Belle of Louisville
Cangarda
City of Keansburg
Columbia
Commander
Delta Queen
Goldenrod
Grace Bailey
Ida M.
Isaac H. Evans
J. & E. Riggin
Lewis R. French
Majestic
Marquette
Mercantile
Nobska
P. A. Denny

Pilot
Pioneer
President
Roseway
St. Nicholas III
Ste. Claire
Stephen Taber
Surprise
Virginia V
Wendameen

SAIL TRAINING

Adventuress
Bowdoin
Eagle
Elissa
Ernestina
Gazela Philadelphia
Little Jennie
New Way
Tabor Boy
Virginia
Warden Johnston
Zodiac

V. Index to Large Preserved Historic Vessels According to Owner

Abbott, Captain Charles, Jr.	*Thomas W. Clyde*
Adventureland Amusement Park	*Queen*
Alexandria Seaport Foundation	*Alexandria*
Allen, Capt. David L. and Susan P.	*J. & E. Riggin*
Apalachicola Maritime Institute, Inc.	*Governor Stone*
Arkansas Riverboat Company, Inc.	*Arkansas II*
Baltimore Maritime Museum	Lightship *No. 116* "Chesapeake"
	Taney
	Torsk
Baltimore Museum of Industry	*Baltimore*
Barnes, Capt. Orville K. and Ellen S.	*Stephen Taber*
Belle of Louisville Operating Board	*Belle of Louisville*
	Mayor Andrew Broaddus
Bensons Inc.	*Wake Robin*
Billiris, Ted	*St. Nicholas III*
Buffalo Bill Museum	*Lone Star*
Buffalo & Erie County Naval & Servicmen's Park	*Croaker*
	Little Rock
	The Sullivans
Calvert Marine Museum	*Penguin*
	Wm. B. Tennison
Charlestown (West Virginia) Festival Commission	*P. A. Denny*
Chesapeake Bay Foundation	*Stanley Norman*
Chesapeake Bay Maritime Museum	*E. C. Collier*
	Edna E. Lockwood
	Mustang
	Old Point
	Rosie Parks
City of Anacortes (Washington) Museum	*W. T. Preston*
City of Bridgeton (New Jersey) Municipal Port Authority	*Nellie & Mary*
City of Boston (Massachusetts) Metropolitan District Commission	*Nantucket I*
City of Buffalo (New York) Fire Department	*Edward M. Cotter*
City of Cincinnati (Ohio)	*Majestic*
City of Clinton (Iowa) Dept. of Parks & Recreation	*City of Clinton*
City of Everett (Washington)	*Equator*
City of Los Angeles (California) Fire Department	*Ralph J. Scott*
City of Norfolk (Virginia)	*City of Norfolk*
City of Port Huron (Michigan)	Lightship *No. 103* "Huron"
City of Portland (Oregon) Bureau of Fire, Rescue & Emergency Services	*David S. Campbell*
City of Sioux City (Iowa) Dept. of Public Works	*Sergeant Floyd*
City of St. Charles (Missouri)	*Goldenrod*
City of Tacoma (Washington) Fire Department	*Fireboat No. 1*
City of Toledo (Ohio) Toledo-A-Float	*Willis B. Boyer*
City of Two Harbors (Minnesota)	*Edna G.*
City of Wahkon (Minnesota) Civic Association, Inc.	*Ellen Ruth*

Clyde A. Phillips Project	*Clyde A. Phillips*
Columbia River Maritime Museum	Lightship *WAL-604* "Columbia"
Cruiser Olympia Association	*Becuna*
	Olympia
Delta Queen Steamboat Company	*Delta Queen*
Diversified Investors Group	*Alvin Clark*
Douglas, Captain Robert	*Evelina M. Goulart*
Dubuque County Historical Society	*William M. Black*
Duluth Entertainment Convention Center	*William A. Irvin*
Echo Hill Outdoor School	*Elsworth*
Fairbanks (Alaska) North Star Borough	*Nenana*
Fire Department of New York, Marine Division	*Firefighter*
	John J. Harvey
Foss, Captain John C.	*American Eagle*
Friends of the Nobska	*Nobska*
Galveston Historical Foundation	*Elissa*
Gateway Riverboat Cruises	*Admiral*
	President
Glaser, Capt. Edward B.	*Isaac H. Evans*
Gloucester Adventure, Inc.	*Adventure*
Grand Banks Schooner Museum	*Sherman Zwicker*
Grandma's Restaurant	*New York Central No. 16*
Great Lakes Historical Society	*Cod*
	William G. Mather
Great Lakes Naval and Maritime Museum	*Marquette*
Greater Omaha Military Historical Society	*Hazard*
	Marlin
H. Lee White Marine Museum	*Derrick Boat No. 8*
Hammond Port Authority	*Milwaukee Clipper*
Havre de Grace Maritime Museum	*Mary W. Somers*
Hawaii Maritime Center	*Falls of Clyde*
Head of the Lakes Maritime Society	*Col. D. D. Gaillard*
	Meteor
Hells Gate State Park	*Jean*
Historic Charters	*Ida M.*
Hudson Highlands Cruise & Tours, Inc.	*Commander*
Hudson Landing, Inc.	*Binghamton*
Hudson River Maritime Center	*Mathilda*
Hudson Waterfront Museum	*Lehigh Valley Railroad Barge No. 79*
Humboldt Bay Maritime Museum	*Madaket*
International Shipping Company	*Columbia*
	Ste. Claire
Intrepid Sea-Air-Space Museum	*Edson*
	Growler
	Intrepid
Kaw Point Historical Association	*William S. Mitchell*
Keokuk River Museum	*Geo. M. Verity*
Lake Champlain Maritime Museum	*CG 52302D*
Lake Champlain Transportation Company	*Adirondack*
Lake Erie Boat Cruise Corporation	*Americana*
Lake Michigan Maritime Museum	*Evelyn S.*
Landor Associates	*Klamath*
Lansdowne Restaurant	*Lansdowne*
Le Sault de Ste Marie Historic Sites, Inc.	*Valley Camp*
Lewes Historical Society	Lightship *No. 118* "Overfalls"
Lightship Nantucket, Inc.	Lightship *No. 112* "Nantucket"
Lobster House	*American*
Los Angeles Maritime Museum	*Ocean Waif*

Louisiana Naval War Memorial Commission	*Kidd*
Maine Maritime Academy	*Bowdoin*
Manitowoc Maritime Museum	*Cobia*
Marina Bay Caterer's	*Edmund Fitzgerald*
Marine Learning Institute	*Ste. Genevieve*
Maritime Center on Long Island	*Jean*
	Little Jennie
Maritime Center at Norwalk	*Hope*
Maritime Museum Association of San Diego	*Berkeley*
	Medea
	Star of India
McAllister Steamboat Company	*City of Keansburg*
Meriwether Lewis Foundation	*Captain Meriwether Lewis*
Mike Fink, Inc.	*Mike Fink*
Miracle of America Story Museum	*Paul Bunyan*
Mohawk Corporation	*Mohawk*
Moore, Jack & Barbara	*Surprise*
Moosehead Marine Museum	*Katahdin*
Museum of Science and Industry	*U-505*
Muskegee War Memorial Park	*Batfish*
Mystic Seaport Museum	*Brilliant*
	Charles W. Morgan
	Emma C. Berry
	Florence
	Joseph Conrad
	L. A. Dunton
	Sabino
National Liberty Ship Memorial, Inc.	*Jeremiah O'Brien*
National Maritime Museum Association	*Pampanito*
National Museum of American History	*Philadelphia*
National Park Service	*Aloha*
	Alma
	Balclutha
	C. A. Thayer
	Cassin Young
	Eppleton Hall
	Eureka
	Hercules
	Lewis Ark
	Wapama
Nautical Heritage Society	*Virginia*
Nautilus Memorial & Submarine Force Library & Museum	*Ha. 8*
	Nautilus
New Bedford Harbor Development Commission	Lightship *No. 114* "New Bedford"
New England Historic Seaport	*Nantucket II*
Newport News Shipbuilding & Drydock Co.	*Dorothy*
Northwest Seaport, Inc.	*Arthur Foss*
	Lightship *No. 83* "Relief"
	San Mateo
	Wawona
Ohio Historical Society	*W. P. Snyder Jr.*
Ohio Showboat Drama, Inc.	*Becky Thatcher*
Pacific Fleet Submarine Memorial Association	*Bowfin*
Parker, Captain Neal	*Wendameen*
Pate Museum of Transportation	*MSB-5*
Patriot's Point Development Authority	*Clamagore*
	Comanche
	Ingham

	Laffey
	Savannah
	Yorktown
Paulsen, Norman	*Pilot*
Pease, Captain Daniel	*Lewis R. French*
Pennsylvania Historical & Museum Commission	*Niagara* (1813)
Peterson, R. J. and Diane	*Keewatin*
	Reiss
Philadelphia Ship Preservation Guild	*Jupiter*
	Lightship *No. 79* "Barnegat"
	Gazela Philadelphia
Port of New Orleans (Louisiana) Dock Board	*Deluge*
Port of Oakland (California)	*Potomac*
Port of Oakland (California)	*City of Oakland*
Port of Portland (Oregon)	*Portland*
Portsmouth Lightship Museum	Lightship *No. 101* "Portsmouth"
Portsmouth Submarine Memorial Association	*Albacore*
Presidential Yacht Trust	*Sequoia*
Project Liberty Ship	*John W. Brown*
Public Service Electric & Gas Company	*Second Sun*
Radcliffe Maritime Museum	*Minnie V.*
Reedy, Richard C.	*Cangarda*
River Boat Delta King, Inc.	*Delta King*
River Enterprises	*John Taxis*
River Queen Restaurant	*River Queen*
Rogers Street Fishing Village Museum	*Buddy O.*
San Mateo County Council Boy Scouts	*Warden Johnston*
Seattle (Washington) Fire Department	*Alki*
	Duwamish
Shelburne Museum, Inc.	*Ticonderoga*
Sherman, Robert	*Gen. Frank M. Coxe*
Society for the Preservation of S.S. City of Milwaukee	*City of Milwaukee*
South Street Seaport Museum	*Lettie G. Howard*
	Lightship *No. 87* "Ambrose"
	Maj. Gen. Wm. H. Hart
	Peking
	Pioneer
	W. O. Decker
	Wavertree
St. Louis Concessions	*Inaugural*
State of Massachusetts	*Alert*
	Ernestina
State of Texas, Seawolf Park	*Stewart*
Steamship Niagara Museum	*Niagara*
Submarine Memorial Association	*Ling*
Suffolk Marine Museum	*Modesty*
	Priscilla
Tabor Academy	*Tabor Boy*
Texas Parks and Wildlife Department	*Texas*
Tradewinds Education Network, Inc.	*Christeen*
U.S. Army Corps of Engineers, Tom Bevill Visitor Center	*Montgomery*
U.S. Army Corps of Engineers, Buffalo District	*Nash*
U.S. Coast Guard	*Eagle*
	Fir
U.S. Frigate Constellation	*Constellation*
U.S. Lighthouse Society	Lightship *WAL-605* "Relief"

U.S. Merchant Marine Veterans of WWII	*Lane Victory*
U.S. Navy, Navy Memorial Museum	*Barry*
U.S. Navy, Office of the Curator	*Ha. 19*
	Japanese Midget Submarine
U.S. Navy/The Carnegie	*Requin*
U.S. Navy, U.S.S. Constitution	*Constitution*
U.S. Submarine Veterans of WWII, Inc.	*Cavalla*
U.S.S. Alabama Battleship Commission	*Alabama*
	Drum
U.S.S. Cabot/Dedalo Museum Foundation	*Cabot/Dedalo*
U.S.S. Massachusetts Memorial Committee	*Joseph P. Kennedy, Jr.*
	Lionfish
	Massachusetts
	PT 617
	PT 796
U.S.S. North Carolina Battleship Commission	*North Carolina*
U.S.S. Silversides & Maritime Museum	*Silversides*
University Theater, University of Minnesota	*Minnesota Centennial Showboat*
Vessel Zodiac Corporation	*Zodiac*
Virginia V Foundation, Inc.	*Virginia V*
Vision Quest	*New Way*
Wavertree Society, Inc.	*Vernie S.*
WCO Port Properties, Ltd.	*Queen Mary*
Williamson, Captain Ray	*Grace Bailey*
	Mercantile
Yankee Schooner Cruises	*Roseway*
Youth Adventure, Inc.	*Adventuress*

List of Publications

The following materials have been developed by the Service to define standards and assess priorities for the preservation of historic ships in the United States:

* *National Register Bulletin Number 20: Nominating Historic Vessels and Shipwrecks to the National Register of Historic Places*, prepared by the National Maritime Initiative and the National Register of Historic Places, 1987. Available by writing the National Register of Historic Places, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127.

* *Standards and Guidelines for Documenting Historic Vessels*, prepared by the Historic American Building Survey/Historic American Engineering Record (HABS/HAER), 1988. Limited copies available by writing HABS/HAER, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127.

* *Secretary of the Interior's Standards for Historic Vessel Preservation Projects with Guidelines for Applying the Standards*, prepared by the San Francisco Maritime National Historical Park and the Initiative, 1990. Available from the Initiative.

* *APT Bulletin: The Journal of the Association for Preservation Technology*, Vol. IX, No. 1, 1987. A special maritime edition devoted to issues in maritime preservation and papers about technical problems in preserving large ships. Limited copies available from the Initiative.

* *CRM Bulletin: A Technical Bulletin for Parks, Federal Agencies, States, Local Governments, and the Private Sector*, Vol 12, No. 4, 1989. A special maritime issue based on the theme, "Difficult Choices and Hard-Won Successes in Maritime Preservation."

* *National Historic Landmark Theme Study: Warships Associated with World War II in the Pacific* by Dr. Harry A. Butowsky, May 1985. Available by writing the History Division (418), National Park Service, U.S. Department of the Interior, P.O. Box 37127, Washington, DC 20013-7127.

For more detailed information on Initiative activities, the following materials are available upon request:

* Factsheet: "National Maritime Initiative"

* Factsheet: "Maritime Resources in the National Park System"

* Factsheet: "National Historic Landmark Theme Study, The Maritime Heritage of the United States"

* Factsheet: "*INIT*: Computerized Inventory of Historic Maritime Resources"

* Annual Reports: Phase One (FY85 and FY86), Phase Two (FY87), Phase Three (FY88), Phase Four (FY90)

* Survey forms for aids to navigation, large preserved historic vessels, maritime complexes, and shipwrecks and hulks