

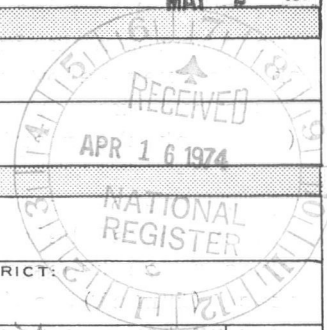
PH0026328

HB 409120
Zn19 4570780

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Massachusetts
COUNTY: Nantucket
FOR NPS USE ONLY
ENTRY DATE MAY 2 1974



1. NAME

COMMON:
The Steamship NOBSKA (use for publication)

AND/OR HISTORIC:
NOBSKA, NANTUCKET II

2. LOCATION

STREET AND NUMBER:
Steamboat Wharf, Nantucket Harbor

CITY OR TOWN:
Nantucket

CONGRESSIONAL DISTRICT:
12th

STATE:
Massachusetts

CODE:
025

COUNTY:
Nantucket

CODE:
019

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) in dry dock

4. OWNER OF PROPERTY

OWNER'S NAME:
Woods Hole, Martha's Vineyard, Nantucket Steamship Authority

STREET AND NUMBER:
Box 284

CITY OR TOWN:
Woods Hole

STATE:
Massachusetts

CODE:
025

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Marine Inspector's Office, U.S. Coast Guard

STREET AND NUMBER:
D. P. ...

CITY OR TOWN:
Boston

STATE:
Massachusetts

CODE:
025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Inventory of Historic Assets of the Commonwealth

DATE OF SURVEY: 1974
 Federal
 State
 County
 Local

DEPOSITORY FOR SURVEY RECORDS:
Massachusetts Historical Commission

STREET AND NUMBER:
40 Beacon Street

CITY OR TOWN:
Boston

STATE:
Massachusetts

CODE:
025

SEE INSTRUCTIONS

STATE: Massachusetts
COUNTY: Nantucket
ENTRY NUMBER: MAY 2 1974
DATE: 1974

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Steamship NOBSKA, built c. 1925, is 210' in length, 50' in width, and has a maximum draft forward of 11'. Her hull is white with black trim and is grey below the guard rail, with red water line. The canvas covered decks are grey and the stack is buff. The hull, of the sponson design, (wider at the guard than at the water line) has riveted steel plates. While her freight deck is metal, her saloon and hurricane decks are made of wood. The pilot house, also of wood construction, houses her original 4' wooden spoked helm, chain operated engine telegraph, and magnetic compass. Brass voice tubes lead to the engine room and freight deck. The single stack (funnel), amidships where the steam whistle is mounted, is flanked by four hand operated air vents used to cool the engine room area. She has two builder's plates, one on top of the after capstan and one forward on the deck house. "N.E.S.Co.", the abbreviation for the New England Steamship Co., (her original owner), still remains on the threshold of the ladies' restroom. Five of eleven staterooms remain.

While the original fabric of the vessel is intact, she has undergone many alterations. In 1947 several staterooms and the men's smoking room were removed to enlarge the freight deck. In 1950 the pilot house was reconstructed and enlarged. In 1971 four more staterooms were removed. Nevertheless, she retains more than 80% of her original elements.

The NOBSKA is propelled by her original triple expansion, four cylinder, reciprocating steam engine. The engine is hand oiled and all replacement parts are hand machined, as parts are no longer stocked for so rare an engine. Boilers were built by Babcock-Wilcox and are water stoddard type with a working pressure of 200 psi. Her steering gear, after capstan, foreward windlass (used to raise the anchor) and heating system are also steam powered. Her single screw has a thrust of 1000 HP and normal cruising speed is 12 knots.

SEE INSTRUCTIONS



8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1925

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The Steamship NOBSKA has served Nantucket longer than any other steamer in Island history. A bearer of nostalgia, familiarity and welcome, she is firmly entrenched as a part of the local scene and color. She is also the only undieselized triple expansion steam vessel on the east coast. She retains both her architectural integrity and her original engineering.

The Steamship NOBSKA was designed by Albert F. Haas and Warren T. Berry. Overseer was J. Howland Gardner who had designed the COMMONWEALTH, last and largest of the Fall River liners. The vessel and engine were built at Bath Ironworks Ltd. of Bath, Maine and the boat was launched March 24, 1925. Maiden voyage to Nantucket was April 9 of that same year. Her first owners were the New England Steamship Co., a subsidiary of the New Haven Railroad conglomerate of Charles Mellen and J.P. Morgan. At that time, the NOBSKA was one of dozens of vessels owned and operated by the Line over various routes. Today she represents the last vestige of that empire, the one exception being the MARTHA'S VINEYARD, who was dieselized in 1960 and is in comparatively poor condition.

In January of 1961 the NOBSKA made the last trip of an Island steamer from New Bedford, Mass. to Nantucket, breaking off traditional ties that had existed between the two ports since 1818. The NOBSKA made her last official trip from Nantucket to Woods Hole on September 18, 1973. She now rests at dock in Nantucket (having been towed there) and the Nantucket Historical Society wishes to purchase her. As an educational resource, she would remain for future generations as a reminder of a particular era in American history, a link in the evolution of Island transportation, and a key figure in the Island's history.



SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Plowden, David, Farewell to Steam, New York, 1966.
2. "Cape Cod Compass", summer 1971.
3. "Nantucket Inquirer", multiple.
4. "Vineyard Grapevine", 1973.
5. Floating Palaces, Roger Williams McAdam Mowbray Co., 1972

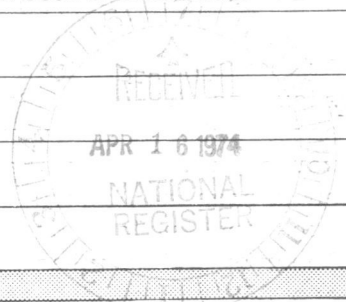
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE			
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	0 , , "	0 , , "	41	0	17	70	05	51
NE	0 , , "	0 , , "						
SE	0 , , "	0 , , "						
SW	0 , , "	0 , , "						

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



11. FORM PREPARED BY

NAME AND TITLE:
Mindy Arbo, for Elizabeth Amadon, State Survey Director

ORGANIZATION: Massachusetts Historical Commission, DATE: _____

STREET AND NUMBER:
40 Beacon Street

CITY OR TOWN: Boston, STATE: Massachusetts, CODE: 025
617-727-8470

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: Honorable John F.X. Davoren
Secretary of the Commonwealth
Title: Chairman, Massachusetts Historical Commission

Date: 4/10/74

I hereby certify that this property is included in the National Register.

AP Quatman
Director, Office of Archeology and Historic Preservation

Date: 5/1/74

ATTEST:
Wm. Kennedy
Keeper of The National Register

Date: 5.1.74

SEE INSTRUCTIONS

PROPERTY The Steamship NOBSKA STATE Mass.

~~No card~~
Baltimore
(Ind city)

WORKING NUMBER 4-16-74. 602

TECH REVIEW
OK FR
PHOTOS 2
MAPS 1

CONTROL REVIEW #10 Average to assess
OK

cm
4.18.
74

HISTORIAN
what is our policy on ships?
Conference? - Will Accept
if others approve -
W.R. Wice 4/24/74

ARCHITECTURAL HISTORIAN
While not as impressive
as the Delta Queen, I think this ship has
real significance to the Vineyard & Cape.
ACCEPT. Hyland
4/24/74

Accept, J.T. guesses
4/22/74

ARCHEOLOGIST

REVIEW UNIT CHIEF
Despite 50 yrs. limit.

Accept
Cole
4-30-74

BRANCH CHIEF

KEEPER

Wm
5/1/74

National Register Write-up 5/29/74

Send-back _____

Federal Register entry June 4, 1974

Re-submit _____

Entered MAY 2 1974



**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM**

(Type all entries - attach to or enclose with photograph)

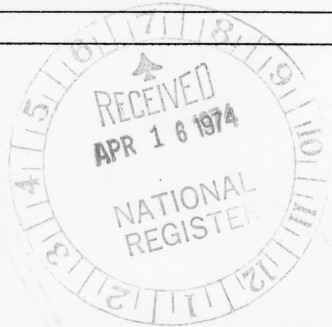
1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE <i>(Assigned by NPS)</i>
The Steamship NOBSKA	NOBSKA, Nantucket II	
MAY 2 1974		
2. LOCATION		
Curcath in Baltimore, MD		
STATE	COUNTY	TOWN
Massachusetts	Nantucket	Nantucket
STREET AND NUMBER		
Steamboat Wharf, Nantucket Harbor		
3. PHOTO REFERENCE		
PHOTO CREDIT	DATE	NEGATIVE FILED AT
Bernard Kearse	7/73	Joseph Morin, Box 622, Nantucket

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

Full side view of NOBSKA

#2 **PROPERTY OF THE NATIONAL REGISTER**



**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

(Type all entries - attach to or enclose with map)

1. NAME

COMMON

The Steamship NOBSKA

AND/OR HISTORIC

NOBSKA, NANTUCKET II

NUMERIC CODE *(Assigned by NPS)*

MAY 8 1974

2. LOCATION

STATE

Massachusetts

COUNTY

Nantucket

TOWN

Nantucket

STREET AND NUMBER

Steamship Wharf, Nantucket Harbor

3. MAP REFERENCE

SOURCE

U.S.G.S. Nantucket, Mass.

DATE

1951

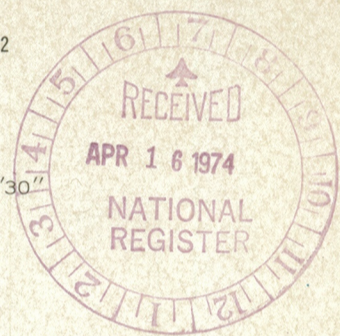
SCALE

1:24,000

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW.



6966 1 NE
(Coastal Point)

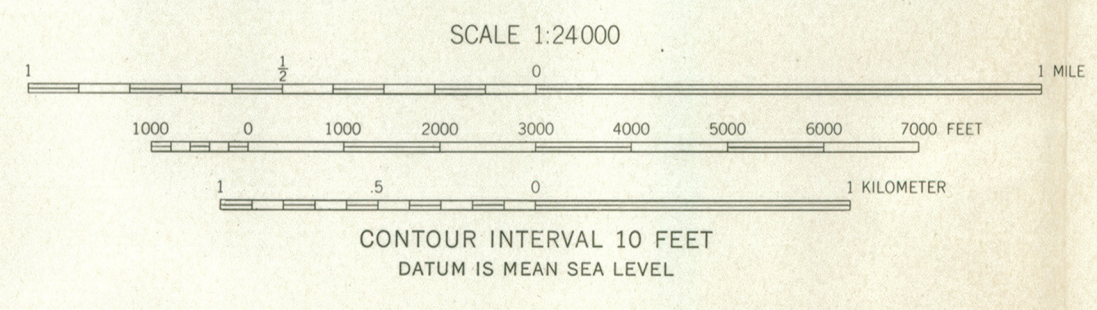
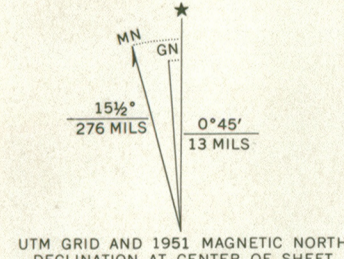


THE STEAMSHIP NOBSKA,
Nantucket
Latitude 41° 17' 05.4"
Longitude 70° 05' 51"

473
2.19
408120
4570780

Topography by R.J. Belton,
H.G. Warner, and F.E. Russell
Surveyed in 1943
Revised in 1951

ROAD CLASSIFICATION
Heavy-duty 3 LANE 16 LANE Light-duty
Medium-duty 4 LANE 16 LANE Unimproved dirt
 U.S. Route State Route



Polyconic projection. 1927 North American datum
10,000-foot grid based on Massachusetts (Island)
rectangular coordinate system
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue

NANTUCKET, MASS.
N4125-W7005/7.5

1951
AMS 6966 I SW-SERIES 1814



The Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

John F. X. Davoren

40 Beacon Street Boston, Massachusetts 02108

Secretary of the Commonwealth

727-8470

April 10, 1974

National Register
National Park Service
18th and C Streets
Washington D.C.



Attention: Charles Herrington, Chief of Register

CERTIFIED MAIL

Enclosed are four National Register submissions for the following properties:

- 1. Gloucester, Essex County, Front Street Block
2. Nantucket, Nantucket County, The Steamship NOBSKA
3. West Springfield, Hampden County, West Springfield Common Historic District
4. Chicopee, Hampden County, City Hall

These have been declared eligible for submission by the Massachusetts Historical Commission, the State Review Board, and have been signed by Secretary of the Commonwealth John F.X.Davoren, Chairman of the Massachusetts Historical Commission and designated the State Liason Officer.

Please note that Front Street Block, Gloucester, is to be included in our 1975 apportionment warrant. Forgive the delay in sending this submission. The owners are applying for funds on the current apportionment warrant; the project is an excellent example of what can be preserved in Gloucester, and will act as an important pilot project for the community.

The Steamship NOBSKA is red flagged because of the need for the protection afforded by National Register status, as the NOBSKA is in immediate danger of being scrapped.

We would appreciate your processing these nominations promptly. Please let us know if any other information is needed.

Sincerely,

Handwritten signature: Betty m

Elizabeth R. Amadon
State Survey Director
Massachusetts Historical Commission

ERA/ma

ENTRIES IN THE NATIONAL REGISTER

MASSACHUSETTS

STATE

Date Entered MAY 2 1974

<u>Name</u>	<u>Location</u>
The Steanship NOBSKA	Nantucket Nantucket County
Clapp Houses	Boston (Dorchester) Suffolk County
Sawyer Building	Boston Suffolk County
Martin House	Seekonk Bristol County
King's Chapel Burying Ground	Boston Suffolk County
Court Square Historic District	Springfield Hamden County

Also Notified

Hon. Edward W. Brooke
Hon. Edward M. Kennedy
Hon. Gerry E. Studds
Hon. John J. Moakley
Hon. Margaret M. Heckler
Hon. Edward P. Boland

State Historic Preservation Officer
Hon. John F.K. Davoren
Secretary of the Commonwealth
Chairman, Massachusetts Historical
Commission
40 Beacon St.
Boston, Massachusetts 02108

Regional Director, North
Atlantic Region



The Commonwealth of Massachusetts
Office of the Secretary
Massachusetts Historical Commission

Paul Guzzi
Secretary of the Commonwealth

40 Beacon Street Boston, Massachusetts 02108
727-8470

7 July 1975

Mr. Charles Herrington
Chief of Registration
National Register of Historic Places
Department of the Interior
National Park Service
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Charles:

This letter is to inform you that the Steamship NOBSKA, listed in the National Register on 2 May 1974, has been towed from Nantucket and is presently moored in Fall River, Massachusetts where she will undergo minor repair. The new owner, Alfred Johnston of Villanova, Pennsylvania, will move the vessel from Fall River to Baltimore where she will be converted into a restaurant and museum.

We understand that once the NOBSKA leaves Massachusetts it would be removed from the National Register. Inasmuch as the property was nominated for listing at the level of state significance we would not expect the Maryland State Review Board to renominate it, though they may wish to consider it.

We will advise you when the NOBSKA departs from Fall River.

Sincerely,

Pat

Patricia L. Weslowski
Survey Director
Massachusetts Historical Commission

PLW/pjj

xc: Mr. Joseph Morin, Nantucket, Massachusetts
Mr. Arthur C. Townsend, Maryland State Historic Preservation Officer



Commonwealth of Massachusetts

Office of the Secretary

Massachusetts Historical Commission

294 Washington St, Boston, Massachusetts 02108 (617) 727-8470

October 16, 1975

Mr. Charles Herrington
Chief of Registration
National Register of Historic Places
Department of the Interior
National Park Service
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Charles:

This letter is to inform you that the steamship NOBSKA has been moved to Maryland. We request that you remove it from the Massachusetts listing in the National Register since it is no longer in this state.

If you have any questions, please don't hesitate to contact us.

Sincerely yours,

Christie

Christine Boulding
Assistant Survey Director
Massachusetts Historical Commission

THE NATIONAL REGISTER OF HISTORIC PLACES	
DATE REC'D	OCT 20 1975
INDIVIDUAL RESPONSE (ATTACHED)	
INFORMATIVE MATERIAL SENT	
TELEPHONE CALL (ATTACHED)	
DATE ACTION TAKEN	
INITIALS	WR WCC

Write Md - send them a copy of nomination for their information.



The Maryland Historical Trust

Shaw House, 21 State Circle, Annapolis, Maryland 21401
301: 267-1212 or 301: 267-1438

December 5, 1975

The Honorable William D. Schaefer
Mayor, City of Baltimore
City Hall
Baltimore, Maryland 21202

Dear Mayor Schaefer:

The National Register office of the National Park Service in Washington has informed us that a National Register property, the steamship Nobsca, has sailed from its original location in Massachusetts to the Baltimore Harbor. The Register staff has requested that the State Historic Preservation Officer for Maryland renominate the Nobsca to the Register.

With your permission, I would like to present the Nobsca in its new location to the February 27, 1976 meeting of the Governor's Consulting Committee. This body must approve the renomination of the Nobsca in its new site.

The Maryland Historical Trust is most pleased that the City of Baltimore is preserving this historic ship through an exciting adaptive use.

Sincerely yours,



John Pearce
State Historic Preservation Officer

JP/NM/is

cc: Mr. Robert Embry
Mrs. John Howard Eager
Mrs. Glenford M. Mussenden
Mr. John Gleason
Mr. Robert Thieblot
Mr. Sydney Brower
Ms. Barbara Hoff
Mr. Ward Jandl
Mr. John Moore
General Orwin Talbott

THE NATIONAL REGISTER OF HISTORIC PLACES	
DATE REC'D	DEC 9 1975
_____	INDIVIDUAL RESPONSE (ATTACHED)
_____	INFORMATIVE MATERIAL SENT
_____	TELEPHONE CALL (ATTACHED)
DATE ACTION TAKEN	_____
INITIALS	_____

National Trust for Historic Preservation

740-748 JACKSON PLACE, N. W. WASHINGTON, D. C. 20006 (202) 638-5200



January 7, 1976

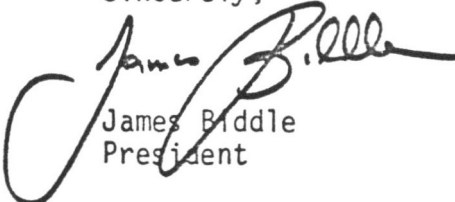
Mr. Robert C. Cleasby
President
Friends of Nobska Inc.
128 Ocean Avenue
Cranston, Rhode Island 02905

Dear Mr. Cleasby:

The National Trust for Historic Preservation endorses the efforts of Friends of Nobska Inc. to assure the preservation of the Nobska, one of the last coastal steamships with original and operable equipment in the United States. The wide interest and support generated for this project by Friends of Nobska Inc. is evidence, we believe, of a growing concern for the preservation of historic watercraft throughout the country. Further evidence of the national significance of the Nobska is its listing in the National Register of Historic Places.

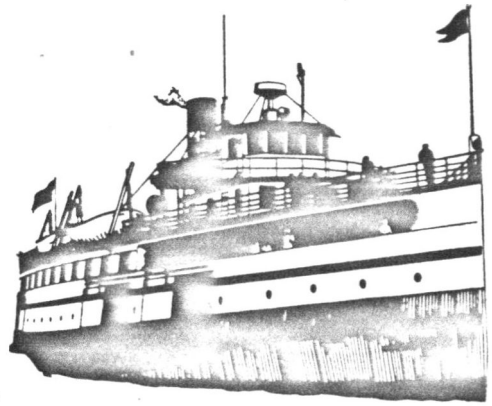
The National Trust agrees that the return of the Nobska to its home port for forty years, New Bedford, Massachusetts, would provide an appropriate setting for the vessel in the coastal region she served.

Sincerely,


James Biddle
President

FRIENDS OF NOBSKA

non-profit preservation society



Susan
Dept of
Education

46 Wyllis Avenue
Everett, Massachusetts 02149
February 20, 1976

Senator Edward M. Kennedy
John F. Kennedy Federal Building
Boston, Massachusetts

Dear Senator Kennedy:

I represent an organization which is attempting to return the Steamship NOBSKA to New England. As can be seen from the accompanying literature, the NOBSKA is truly an historic vessel. She is one of the last remaining steamboats in the U.S.A., and is one of only two such vessels which have been listed on the National Register of Historic Places. She served the islands of Martha's Vineyard and Nantucket for 48 years, until sold last year to become a restaurant in Baltimore.

Our goal is to return this vessel to her rightful home, New England, and to use her as an operating steamboat museum. We are incorporated in the Commonwealth of Massachusetts as a non-profit corporation.

Enclosed is a copy of an endorsement we received from the president of the National Trust for Historic Preservation. We would very much appreciate it if you could send us a similar letter, endorsing our efforts to return the NOBSKA to New England. Thank you for your consideration.

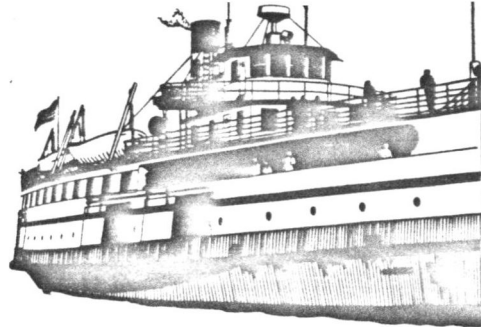
Respectfully yours,

Stephen Dininio

Stephen Dininio
Secretary

FRIENDS OF NOBSKA

A non-profit preservation society



FACTS ABOUT THE STEAMER NOBSKA

Built: 1925 by Bath Iron Works, Bath, Maine
Official Number: 224501 , Built for: New England Steamship Company
Length overall: 210'-0" Length B.P.: 202'-0"
Breadth over guards: 50'-0" Breadth molded: 36'-0"
Depth of hold: 14'-6" Draft loaded: 9'-3"
Gross tonnage: 1082 Net tonnage: 428
Propeller: 8'-6" diameter Service speed: 14 knots
Engine: 4-cylinder triple expansion reciprocating steam engine; cylinders
16", 26", 30", and 30" by 24" stroke; 1000 HP
Boilers: 2 Babcock & Wilcox watertube; originally coal-fired; 200 lbs. pressure
Designer: Albert F. Haas, Draftsman; Warren T. Berry and J. Howland Gardner

Launched: March 24, 1925, 12:43 PM

Maiden voyage, New Bedford to Nantucket: April 9, 1925

1928 - Name changed to NANTUCKET

1928 - Rammed pilings and was damaged by a storm

1929 - Baby born on board

1931 - Ran aground on Sturgeon Flats

1930 - Made worst crossing in 20th Century steamboat history

1932 - Crashed into MARTHA'S VINEYARD

1933 - Wireless installed

1940 - Converted from coal to oil burning

1947 - Only steamer to make a scheduled run for which no passengers, cars, or freight showed up

1950 - Reconstructed saloon deck sides, deckhouse, and pilot house; enlarged freight deck by moving lunch bar and Purser's office to saloon deck; reconstruction designed by Walter Bieringer

1950 - Radar installed

1956 - Name changed to NOBSKA

1961 - Cut through ice 14" thick to bring supplies to isolated islanders on Nantucket

1961 - Last steamer to make a scheduled run from New Bedford to the islands

1964 - Ran aground just south of Woods Hole

1972 - Smoke detection system and sewage holding tanks installed; two of her four lifeboats replaced with rafts; four staterooms removed

Last voyage, Nantucket to Woods Hole and Vineyard Haven, September 18, 1973

March, 1974 - Towed to Nantucket

May, 1974 - Listed on National Register of Historic Places

April, 1975 - Sold to Alfred Johnston for \$61,750

June 26, 1975 - Towed from Nantucket to Fall River for refurbishing

July 26, 1975 - Towed from Fall River to Baltimore

July 29, 1975 - Arrived at Baltimore; sold to City of Baltimore for \$175,000

1925 - 1946: New England Steamship Company

1946 - 1949: Massachusetts Steamship Lines

1949 - 1961: New Bedford, Woods Hole, Martha's Vineyard & Nantucket S.S. Authority

1962 - 1975: Woods Hole, Martha's Vineyard & Nantucket Steamship Authority

First Master: James Oscar Sandsbury

Last Master: Richard P. Faria

The Commonwealth of Massachusetts



Be it Known That whereas

Robert C. Cleasby, Barry W. Eager, Stephen A. Dininio, John M. Boardman,
John A. Breynaert, George King, Jr., William H. Ewen, Jr.,
Ross D. Hudson, Andrew M. Lizak, Charles L. Rochon, Jr.
have associated themselves with the intention of forming a corporation under the name of

Friends of Nobska, Inc.

and have complied with the provisions of the Statutes of the Commonwealth in such case made and provided, as appears from the Articles of Organization of said corporation, duly approved by the State Secretary and recorded in this office:

Now, therefore, I, PAUL GUZZI, Secretary of The Commonwealth of Massachusetts, **Do Hereby Certify that said**
Robert C. Cleasby, Barry W. Eager, Stephen A. Dininio, John M. Boardman,
John A. Breynaert, George King, Jr., William H. Ewen, Jr.,
Ross D. Hudson, Andrew M. Lizak, Charles L. Rochon, Jr.

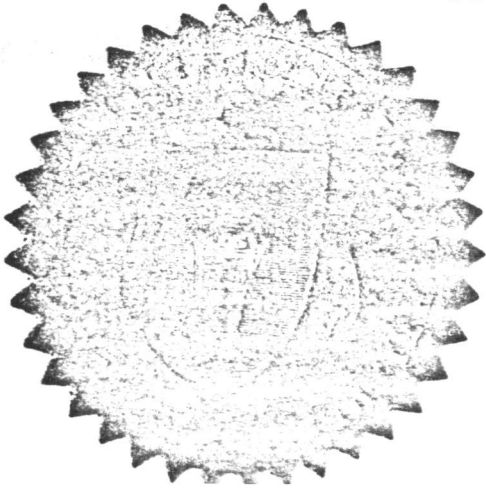
their associates and successors are legally organized and established as, and are hereby made an existing corporation as ofSeptember 22, 1975.....under the name of

Friends of Nobska, Inc.

(Chapter 180)

with the powers, rights and privileges, and subject to the limitations, duties and restrictions, which by law appertain thereto.

Witness my official signature hereunto subscribed, and the Great Seal of The Commonwealth of Massachusetts hereunto affixed, thistwelfth.....day ofNovember..... in the year of our Lord one thousand nine hundred and Seventy-Five.



Paul Guzzi

Secretary of the Commonwealth

March 11, 1976

Honorable Edward M. Kennedy
United States Senate
Washington, D.C.

Dear Senator Kennedy:

I am pleased to acknowledge your inquiry in behalf of Mr. Stephen Dininio concerning the Steamship NOBSKA, which is listed in the National Register of Historic Places.

We appreciate your interest and will provide you a reply at the earliest opportunity.

Sincerely yours,

Gary Everhardt
Director

LS (2) w/incoming
FNP:CRBraxton:crb:3-11-76

12820

*minutes w
noted*

*Brayton 3/22
Luce
Rettig
Rogers*

*T. Wood
3/22*

Whitlock 3/22

H34-PR
ES-12820

MAR 27 1976

Honorable Edward M. Kennedy
United States Senate
Washington, D.C.

Dear Senator Kennedy:

Thank you for your recent letter on behalf of Mr. Stephen Dinizio concerning the Steamship NOBKA, a property listed in the National Register of Historic Places.

The Steamship NOBKA was nominated to the National Register by the Massachusetts State Historic Preservation Officer and listed in the National Register on May 1, 1974. As Mr. Dinizio indicates in his letter to you, the NOBKA has since been purchased by the city of Baltimore, Maryland, and moved to the Baltimore waterfront to be used as a restaurant.

Our basic concern is for the ship and its preservation. Since the vessel will be preserved in Baltimore, we are reluctant to officially endorse alternative proposals such as Mr. Dinizio suggests, however meritorious they may be. We are always pleased to see strong citizen interest in the preservation of historic resources such as the NOBKA.

We appreciate your and Mr. Dinizio's interest in the NOBKA and will be pleased to provide additional information or assistance if needed.

Sincerely yours,

Ernest Allen Connolly

Associate Director

Enclosure (Constituent's material returned)

(BASIC RETAINED IN PR)

✓

bcc:

Mr. John H. Pearce
The John Shaw House
21 State Circle
Annapolis, Maryland 21401) w/c of inc.

Mrs. Elizabeth R. Amadon
Executive Director
Massachusetts Historical Commission
294 Washington Street
Boston, Massachusetts 02108) w/c of inc.

CL

Regional Director-Mid-Atlantic)
Regional Director-North-Atlantic)

D-Reading File P PH L) IS) IS-D's Chron.

FNP:WLucé:clb:3-22-76

H34-880

FEB 28 1977

W.R. Luce
2/25/77
Cole
2/28/77

Mr. John N. Pearce
State Historic Preservation
Officer
The John Shaw House
21 State Circle
Annapolis, Maryland 21401

Dear Mr. Pearce:

Some time ago we were informed that the steamship NOBSKA, a property listed in the National Register, had been moved from Massachusetts to Baltimore, Maryland.

Since they are designed as moveable objects, ships and locomotives listed in the National Register are not removed from the National Register when they are moved as long as they remain in a suitable setting (e.g., in water or on tracks). We consider the changed location in cases like the NOBSKA to be technical changes requiring only notification of the new location and a new map with UTM coordinates. We would appreciate receiving such information on the NOBSKA and will make the location change in a forthcoming issue of the "Federal Register."

Thank you for your cooperation in this change.

Sincerely yours,

Charles A. Herrington (Sgd.)

for

William J. Murtagh
Keeper of the National Register

bcc: Regional Director, Mid-Atlantic
Region

001 Reading File

880

FNP:LUCE:sle:2-25-77

BASIC FILE RETAINED IN 880

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: *Nobiska*

TO/FROM: *Michelle Belco*

DATE: *3-19-79*

ADDRESS:

PHONE: *301-396-4866*

STAFF MEMBER: *Lightner*

DIVISION:


REPORT:

I read to her our letter to John Pearce of Feb 28, 1977.

She said new map & UTM coordinates would be sent. She said developer wanted to take advantage of TRA.

Carol Shull

05/20/03 04:31 PM
EDT

To: Steve Carlson/BOST/NPS@NPS, Patrick Andrus/WASO/NPS@NPS
cc: Kevin Foster/WASO/NPS@NPS, Terry Savage/BOST/NPS@NPS
Subject: Re: National Register Status - SS NOBSKA
(Section 106 File BOST03-003) 

Steve, by this note I am asking Patrick Andrus, the National Register reviewer for Massachusetts, to get you the information you are seeking

Carol.

Carol D. Shull
Keeper of the National Register of Historic Places
and Chief of the National Historic Landmarks Survey
National Park Service
Steve Carlson



Steve Carlson

05/20/2003 07:13 AM
EDT

To: Carol Shull/WASO/NPS@NPS
cc: Terry Savage/BOST/NPS@NPS, Kevin Foster/WASO/NPS@NPS
Subject: National Register Status - SS NOBSKA
(Section 106 File BOST03-003)

Boston NHP has instituted formal impoundment procedures against the New England Steamship Foundation in connection with the steamship SS NOBSKA because the vessel's continued occupancy of Dry Dock 1 at the Charlestown Navy Yard jeopardizes the availability of the dock for use by USS CONSTITUTION. At present, NOBSKA is not in a condition to be safely floated (it has been largely stripped and all hull plates and considerable framing below the waterline have been replaced but not fully welded, severely impacting any historic integrity the vessel once possessed), and it is anticipated that, should the Foundation fail to remove it by the deadline imposed (mid-July), the National Park Service will take possession of the ship and begin a process to remove it from the dock, most likely by dismantling the vessel for scrap. The vessel must be removed from the dock by June 2004 in order to meet the schedule for surveying and preparing the dock for CONSTITUTION.

We are requesting information on the current National Register status of the vessel. We understand that it was placed on the Register while berthed in Baltimore, and have been advised that the movement of the vessel to Massachusetts may have negated that listing. SS NOBSKA is not currently listed on the Massachusetts State Register of Historic Places.

We are also requesting copies of any documentation on SS NOBSKA for use in preparing any necessary case report to support an adverse effect proceeding under Section 106 should scrapping of the vessel be the only alternative available to meet the June 2004 deadline for clearing the dock.

Stephen P. Carlson
Preservation Specialist
Boston NHP
Charlestown Navy Yard
Boston, MA 02129
(617) 242-5680 (office)
(617) 241-8650 (fax)
(617) 719-1390 (mobile)
e-mail: steve_carlson@nps.gov



National Park Service
U.S. Department of the Interior

National Register, History
and Education

(office location)
1201 Eye Street, NW
8th Floor
Washington, DC 20005

USPS mailing address:
1849 C Street, NW
(2280)
Washington, DC 20240

202/354-2210/2211 phone
202/371-2229/6447 fax

National Register, History & Education Fax

To: Stephen Carlson - Boston NHP - Charles town Navy Yard

Fax number: 617.241.8650

From: Patrick Andrus

Date: 6/9/03

Pages to follow:

4

Comments:

Per our conversation

EXPERIENCE YOUR AMERICA

The National Park Service cares for special places saved by the American people so that all may experience our heritage.

PH0026320

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Massachusetts
COUNTY: Nantucket
FOR NPS USE ONLY
ENTRY DATE MAY 2 1974

1. NAME

COMMON:
The Steamship NOBSKA (use for publication)

AND/OR HISTORIC:
NOBSKA, NANTUCKET II

2. LOCATION

STREET AND NUMBER:
Steamboat Wharf, Nantucket Harbor

CITY OR TOWN:
Nantucket - Bathing

CONGRESSIONAL DISTRICT:
12th

STATE:
Massachusetts

CODE:
025

COUNTY:
Nantucket

CODE:
019

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input checked="" type="checkbox"/> Object <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) in dry dock
<input type="checkbox"/> Comments _____ _____ _____			

4. OWNER OF PROPERTY

OWNER'S NAME:
Woods Hole, Martha's Vineyard, Nantucket Steamship Authority

STREET AND NUMBER:
Box 284

CITY OR TOWN:
Woods Hole

STATE:
Massachusetts

CODE:
025

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Marine Inspector's Office, U.S. Coast Guard

STREET AND NUMBER:

CITY OR TOWN:
Boston

STATE:
Massachusetts

CODE:
025

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Inventory of Historic Assets of the Commonwealth

DATE OF SURVEY: 1974
 Federal
 State
 County
 Local

DEPOSITORY FOR SURVEY RECORDS:
Massachusetts Historical Commission

STREET AND NUMBER:
40 Beacon Street

CITY OR TOWN:
Boston

STATE:
Massachusetts

CODE:
025

SEE INSTRUCTIONS

STATE: Massachusetts

COUNTY: Nantucket

FOR NPS USE ONLY

ENTRY NUMBER: _____

DATE: MAY 2 1974

7. DESCRIPTION

CONDITION	(Check One)				
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins
	(Check One)		(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Steamship NOBSKA, built c. 1925, is 210' in length, 50' in width, and has a maximum draft forward of 11'. Her hull is white with black trim and is grey below the guard rail, with red water line. The canvas covered decks are grey and the stack is buff. The hull, of the sponson design, (wider at the guard than at the water line) has riveted steel plates. While her freight deck is metal, her saloon and hurricane decks are made of wood. The pilot house, also of wood construction, houses her original 4' wooden spoked helm, chain operated engine telegraph, and magnetic compass. Brass voice tubes lead to the engine room and freight deck. The single stack (funnel), amidships where the steam whistle is mounted, is flanked by four hand operated air vents used to cool the engine room area. She has two builder's plates, one on top of the after capstan and one forward on the deck house. "N.E.S.Co.", the abbreviation for the New England Steamship Co., (her original owner), still remains on the threshold of the ladies' restroom. Five of eleven staterooms remain.

While the original fabric of the vessel is intact, she has undergone many alterations. In 1947 several staterooms and the men's smoking room were removed to enlarge the freight deck. In 1950 the pilot house was reconstructed and enlarged. In 1971 four more staterooms were removed. Nevertheless, she retains more than 80% of her original elements.

The NOBSKA is propelled by her original triple expansion, four cylinder, reciprocating steam engine. The engine is hand oiled and all replacement parts are hand machined, as parts are no longer stocked for so rare an engine. Boilers were built by Babcock-Wilcox and are water stoddard type with a working pressure of 200 psi. Her steering gear, after capstan, foreward windlass (used to raise the anchor) and heating system are also steam powered. Her single screw has a thrust of 1000 HP and normal cruising speed is 12 knots.

SEE INSTRUCTIONS

B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1925

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) _____ |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

The Steamship NOBSKA has served Nantucket longer than any other steamer in Island history. A bearer of nostalgia, familiarity and welcome, she is firmly entrenched as a part of the local scene and color. She is also the only undieselized triple expansion steam vessel on the east coast. She retains both her architectural integrity and her original engineering.

The Steamship NOBSKA was designed by Albert F. Haas and Warren T. Berry. Overseer was J. Howland Gardner who had designed the COMMONWEALTH, last and largest of the Fall River liners. The vessel and engine were built at Bath Ironworks Ltd. of Bath, Maine and the boat was launched March 24, 1925. Maiden voyage to Nantucket was April 9 of that same year. Her first owners were the New England Steamship Co., a subsidiary of the New Haven Railroad conglomerate of Charles Mellen and J.P. Morgan. At that time, the NOBSKA was one of dozens of vessels owned and operated by the Line over various routes. Today she represents the last vestige of that empire, the one exception being the MARTHA'S VINEYARD, who was dieselized in 1960 and is in comparatively poor condition.

In January of 1961 the NOBSKA made the last trip of an Island steamer from New Bedford, Mass. to Nantucket, breaking off traditional ties that had existed between the two ports since 1818. The NOBSKA made her last official trip from Nantucket to Woods Hole on September 18, 1973. She now rests at dock in Nantucket (having been towed there) and the Nantucket Historical Society wishes to purchase her. As an educational resource, she would remain for future generations as a reminder of a particular era in American history, a link in the evolution of Island transportation, and a key figure in the Island's history.

SEE INSTRUCTIONS



SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Plowden, David, Farewell to Steam, New York, 1966.
2. "Cape Cod Compass", summer 1971.
3. "Nantucket Inquirer", multiple.
4. "Vineyard Grapevine", 1973.
5. Floating Palaces, Roger Williams McAdam Mowbray Co., 1972

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees Minutes Seconds	Degrees Minutes Seconds		
NW	0 ' "	0 ' "	41 0 17 . 051	70 0 05 . 51 "		
NE	0 ' "	0 ' "				
SE	0 ' "	0 ' "				
SW	0 ' "	0 ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: _____

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE:
Mindy Arbo, for Elizabeth Amadon, State Survey Director

ORGANIZATION: Massachusetts Historical Commission DATE: _____

STREET AND NUMBER:
40 Beacon Street

CITY OR TOWN: Boston STATE: Massachusetts CODE: 02108

12. STATE LIAISON OFFICER CERTIFICATION	NATIONAL REGISTER VERIFICATION
<p>As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:</p> <p>National <input type="checkbox"/> State <input checked="" type="checkbox"/> Local <input type="checkbox"/></p> <p>Name: <u>John F. X. Davoren</u> Honorable John F. X. Davoren Secretary of the Commonwealth</p> <p>Title: <u>Chairman, Massachusetts Historical Commission</u></p> <p>Date: <u>4/10/74</u></p>	<p>I hereby certify that this property is included in the National Register.</p> <p><u>AR... ..</u> Director, Office of Archeology and Historic Preservation</p> <p>Date: <u>5/1/74</u></p> <p>ATTEST:</p> <p><u>Wm... ..</u> Keeper of The National Register</p> <p>Date: <u>5.1.74</u></p>

6/9/2003

Note To File

I called Stephen Carlson at the Boston NHP/ Charlestown Navy Yard in response to his e-mail. I told him that the Nobska was originally nominated and listed when it was in MA (5/2/74) and that we were informed that it was moved to Baltimore in 1975, and that our records still show that it is listed in the NR with Baltimore as its location.

Stephen told me that in the early 1990s the owners, the New England Steamship Foundation, moved the ship to New Bedford, MA, and in 1996 moved it into a drydock at the Charlestown Navy Yard for restoration. The engines and boilers were taken out and sent to be restored and the hull below the waterline was cut away and new frames and plates installed. The hull plates were tack-welded (not permanent installation) and the ship is not floatable. In May 2001 the park told the foundation that the lease on the drydock had expired and that they needed to move the ship. In May of 2003 the park told the foundation that if the ship is not moved, it would be seized as abandoned property and disposed of.

The park believes that the ship has lost historic integrity and Steve and I discussed the option of having it removed from the NR. I told him that under our regulations, requests to remove properties from the NR have to go through the State. I consulted the Keeper of the National Register and she confirmed that the appropriate office is the State historic preservation office in Maryland (even though the ship is now in MA) because we still consider it listed with MD as its location. I also advised Stephen to consult with Kevin Foster of the NPS Maritime Initiative program for advice on whether the vessel has lost historic integrity.

Patrick Andrus
Historian
National Register of Historic Places

OBJECTS LISTED IN THE NATIONAL REGISTER

The following list is based on a count of the National Register properties included in the February 1, 1977, issue of the *Federal Register*, which is current through December 1976.

SHIPS

Alma (scow schooner) San Francisco, CA
Alvin Clark (schooner) Menominee vicinity, MI
Balcutha San Francisco, CA
Belle of Louisville Louisville, KY
Buccaneer (Virginia) Pensacola, FL
C. A. Thayer (schooner) San Francisco, CA
Charles W. Morgan (whaler) Mystic, CT
Delta Queen (steamboat) Cincinnati, OH
Edna G. (tugboat) Two Harbors vicinity, MN
Equator Everett, WA
Eureka San Francisco, CA
Falls of Clyde Honolulu, HI
Goldenrod St. Louis, MO
Gunboats CSS Muscogee & Chattahoochee Columbus, GA
Hercules (tugboat) San Francisco, CA
Huron (lightship) Port Huron, MI
Margaret Emilie Biloxi, MS
Meteor (whaleback carrier) Superior, WI
Nenana (steamer) Fairbanks, AK
Philadelphia (gundelo) Washington, DC
Reliance (Chesapeake Bay skipjack) Tilghman, MD
Relief (lightship) Kirkland, WA
S.S. Catalina San Pedro, CA
S.S. San Mateo Bainbridge Island, WA
S.S. Valley Camp (Louis W. Hill) Sault Ste. Marie, MI
Star of India San Diego, CA
Star of the West (CSS) Greenwood vicinity, MS
Steamship Nobska Nantucket, MA
Ticonderoga (steamship) Shelburne, VT
U.S.S. Cairo Pascagoula, MS
U.S.S. Constellation Baltimore, MD
U.S.S. Constitution (Old Ironsides) Boston, MA
U.S.S. Joseph P. Kennedy Jr. Fall River, MA
U.S.S. Lionfish Fall River, MA
U.S.S. Massachusetts Fall River, MA
U.S.S. Missouri Bremerton, WA
U.S.S. Niagara Erie, PA
U.S.S. Olympia Philadelphia, PA
U.S.S. Silversides Chicago, IL
U.S.S. Tecumseh Fort Morgan, AL
Virginia V. Seattle, WA
W. T. Preston Seattle, WA
W. P. Snyder Jr. (steamboat) Marietta, OH
Wapama San Francisco, CA
Wawona Seattle, WA

RAILROADS AND TRAINS

Cass Scenic Railroad Cass, WV
 Chapel Emmanuel Railroad Car Madison vicinity, SD
 Cumbres & Toltec Scenic Railroad (D&RG) Antonito vicinity, CO
 East Broad Top Railroad Rockhill Furnace, PA
Engine No. 463 (narrow-gauge locomotive) Antonito, CO
General, The Kennesaw, GA
Hercules & Coach No. 2 Mammoth Cave, KY
 Johnstown Inclined Railroad Johnstown, PA
L & N Steam Locomotive No. 152 Louisville, KY
Lion, The (locomotive) Machias, ME
 Lookout Mountain Incline R.R. Chattanooga, TN
Marcia (pullman car) Craig, CO
 St. Charles Streetcar Line New Orleans, LA
 San Francisco Cable Cars San Francisco, CA
Texas, The Atlanta, GA
 Virginia & Truckee R.R. Engines No. 18, *The Dayton*, and No. 22, *The Inyo* Carson City, NV
 Waiialua Agricultural Company *Engine No. 6* Lualualei, HI

BOUNDARY OR DISTANCE MARKERS

Angle Tree Stone North Attleborough vicinity, MA
 Beginning Point of the U.S. Public Land Survey East Liverpool, OH
 Benjamin Banneker SW-9 Intermediate Boundary Stone Arlington, VA
 Boundary Marker #1 Port Roberts, WA
 Delaware Boundary Markers Kent, Sussex, and New Castle Counties, DE
 Flood Marker of 1771 Richmond vicinity, VA
 Initial Point of Boundary Between U.S. and Mexico San Diego, CA
 International Boundary Marker No. 1 U.S. and Mexico El Paso, NM
 Iron Post New Albin, IA
 Louisiana Purchase Survey Marker Blackton vicinity, AR
 Old National Pike Milestones Allegany, Baltimore, Carroll, Frederick, Howard, and Washington counties, MD
 Seven Ranges Terminus Magnolia vicinity, OH
 1767 Milestones Springfield, MA
 State Line Marker Mena vicinity, AR
 Washington, Henry, Survey Marker Big Bear City vicinity, CA

MONUMENTS AND STATUES

Adams Memorial
Ames Memorial
Battle Monument
Boll Weevil Monument
Buffalo Bill Statue
Getty Tomb
National Monument to the
Forefathers
Recording Angel, The
Soldiers and Sailors
Monument
Vulcan
Washington Monument

Washington, DC
Sherman vicinity, WY
Baltimore, MD
Enterprise, AL
Cody, WY
Chicago, IL

Plymouth, MA
Wampum, WI

Lancaster, PA
Birmingham, AL
Boonsboro vicinity, MD

CAROUSELS

Crescent Park Carousel
Hershell-Spillman Merry-Go-
Round
Idora Park Merry-Go-Round
Pullen Park Carousel

East Providence, RI

Berkeley vicinity, CA
Youngstown, OH
Raleigh, NC

ROCKS

Kukaniloko Birthstones
The Little Rock
Miller, William, Chapel and
Ascension Rock
Plymouth Rock

Wahiawa vicinity, HI
Little Rock, AR

Fair Haven, NY
Plymouth, MA

MISCELLANEOUS

Alaska Totems
Army Medical Museum
Baxter Clock
Convict's Bread Oven
Cotton Press
Dungcas Beach Defense Guns
Early Cotton Press
Experimental Breeder Reactor
No. 1
Gold Dredge
Goodlett Gin
Hanger Cotton Gin
Highball Signal
Lotta Crabtree Fountain
McCranie's Turpentine Still
Parson Smith Tree
Piti Coastal Defense Guns
Priestly's Hydraulic Ram
Rainey Memorial Gates
Reber Radio Telescope
Reredos of Our Lady of Light
Southeast Water Trough
Sumpter Valley Gold Dredge
X-10 Reactor, Oak Ridge
National Laboratory

Ketchikan, AL
Washington, DC
New Bern, NC
Molina vicinity, CO
Tarboro, NC
Tamuning, Guam
Lalla vicinity, SC

Arco vicinity, ID
La Grange vicinity, CA
Ozan vicinity, AR
Sweethome, AR
Delmar, DE
San Francisco, CA
Willacoochee vicinity, GA
Winthrop vicinity, WA
Piti, Guam
Hagerman vicinity, ID
New York, NY
Green Bank vicinity, WV
Santa Fe, NM
Des Moines, IA
Sumpter, CA

Oak Ridge, TN

Because a precise definition of what constitutes an object was not discussed in the accompanying article and theoretical questions were purposefully avoided, a brief explanation of why some of the properties above are considered objects while other similar properties are not, is necessary.

Markers have been included when the National Register nomination form indicated that the marker was as important as the site it marked. Large monuments like the Statue of Liberty have been excluded because it was felt that they are structures rather than objects. Archeological sites, including shipwrecks, have been excluded even though the objects located within such sites often provide the significance for which the site is listed. Two properties, McCranie's Turpentine Still and Goodlett Gin, are included because the nomination form indicates that the objects inside the buildings are more important than the structures housing them.

Floating restaurant

Robert

SS Nobska to return to inner Harbor

By Edward Gunts
News American Staff

Just when you might think nothing more could possibly happen in the Inner Harbor this summer — after the opening of Harborplace, the reopening of the frigate Constellation and the Torsk submarine, the majestic rise of the National Aquarium and the instant appearance of those marvelously sculptural yellow canopies above the parking pier footbridges — another important element is falling quietly into place.

With none of the fanfare of those other endeavors, the SS Nobska has returned to the Inner Harbor, the scene of her troubled berth several years ago as a floating restaurant. One of only two steamboats listed on the National Register of Historic Places, she is scheduled to open again as a 600-seat restaurant early next summer.

Now a dull gray after extensive sandblasting to remove rust from the hull and almost completely gutted, the historic steamship hardly resembles a restaurant — or the vessel that, in a previous passage, ferried cars between Cape Cod, Martha's Vineyard and Nantucket for 48 years.

But from a temporary berth between Piers 4 and 5, a small crew is now working seven days a week to complete the first phase of a \$1.8 million renovation that will restore some of the former



The News American — Richard Tomlinson

STEAMBOAT RESTAURANT: Adam Spiegel, the new owner of the SS Nobska, plans to reopen the steamboat as a floating restaurant early next summer. The 55-year-old vessel once carried passengers and automobiles between Cape Cod, Martha's Vineyard and Nantucket, Mass.

luster.

"It's going to gleam like a gold watch," said Adam Spiegel, 40, the former *Carroll County Times* publisher who purchased the Nobska last year for \$125,000 and plans to invest more than any of the Harborplace restaurateurs did to keep her afloat.

The primary goal, Spiegel said, is to draw on Baltimore's port history and evoke with the Nobska a lost era when steamboats were a principle source of transportation. Many Baltimoreans 55 and older still remember nighttime ex-

ursions to places like Tolchester and Richmond, he said. "There were lots of places you couldn't get to any other way."

Because the advent of diesel engines rendered them obsolete, he explained, steamboats "simply don't exist anymore. There's not a single one in service. Most have burned or were sent to salvage. They were leviathans, white elephants..."

But steamboats are still historically relevant to port cities like Baltimore, which is why there is "immense poten-

tial" in authentically restoring the Nobska, the last steamboat to operate on the east coast, he said.

Those who remember the old Nobska restaurant as "one of the biggest dungeons afloat" should be pleased by the way it will be opened up for better views of the harbor, according to Arthur Valk, a local architect who is preparing the final designs in cooperation with Kann & Ammon Inc. of Towson.

The refurbished steamboat will have

See FLOATING, 2C

Merle

Ex-con i

This is an excerpt from the Village Voice with permission.

By Nat Hentoff
Special to The News

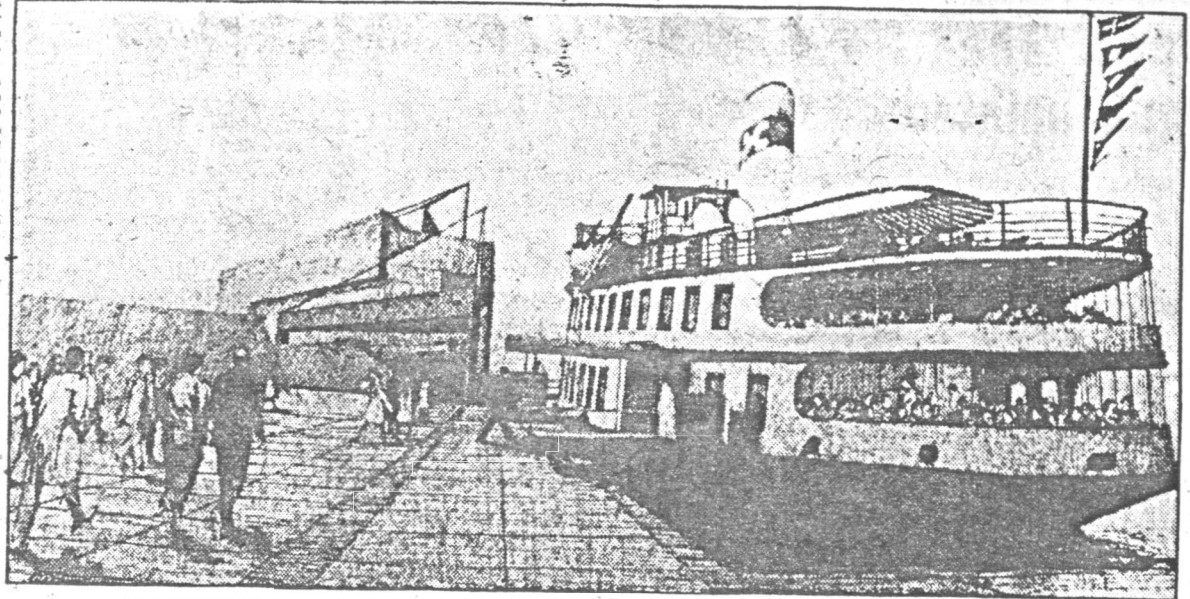
THE story of Merle Haggard's former wife.

Merle Haggard, Okies who had been in Checotah, Okla., not far from Tulsa, came a drought, and he hadn't come on. He went off to California where he met a girl named Merle Rodgers sang, "I'm a Fool for You" every night."

James Haggard, a fair fiddler and pick-up man; but his wife, Loretta, took fire in the back of her head and was banned him from playing music. All the more for her child, Merle, had been reared in a strait jacket.

The Haggards converted refrigerators in Kersfield, Calif., by now a carpenter who taught the boy fish. But when Merle was 17, Merle later put it, "The interviewer asked me more specific."

"He died," said



SHIPSHAPE: An artist's rendering shows the Nobska in its proposed position near Pier 3 and the National Aquarium. Diners will enter through the same doors used by cars when the Nobska was a ferryboat. A striped canopy will be added on the uppermost deck, which will be used for open-air dining in warm weather.

FLOATING from 1C

four levels open for dining instead of the previous two, two kitchens geared to a seafood-oriented menu and four bars. It will be open seven days a week, with typical meal prices ranging from \$6 to \$15 or more, Spiegel said.

Upper levels will be progressively more elegant than the ones below — following a tradition on luxury liners in which the steerage was at the bottom and first-class was on top.

The uppermost "hurricane deck" will become an open-air night spot, with live music, dancing and dining beneath a colorful, striped canopy. Lifeboats on that deck will be punctured with doors and equipped as private rooms for "shipwreck parties," Spiegel said.

One deck below will be formal dining in a "state room" atmosphere. The gangplank level, another deck below, will have less expensive fare and a less formal decor. Finally, the engine room level — which is actually below the water — will offer light fare and drinks in an atmosphere that imparts "the feel of the engine room," with copper pipes and huge gauges, valves, wrenches and other hardware salvaged from the boat, Spiegel said. Waiters and waitresses will wear outfits that continue the nautical theme, he said.

The centerpiece of the steamboat — and what Spiegel calls the "piece de resistance" — is the "four cylinder, triple expansion, reciprocating steam engine" on the lowest level.

With technical assistance from the Smithsonian Institution, the 15-foot-by-17-foot engine is being restored so its gleaming rods and pistons will operate noiselessly at three revolutions per minute while diners are being served.

Workers are cutting a lightwell in the center of the ship, directly above the engine, and covering it with a large skylight so the engine can be seen from all four decks. (The former restaurateur, by contrast, covered the engine so it could never be seen.)

The play of light on the moving brass parts, Spiegel said, should make for a "kinetic sculpture" that constantly reminds viewers of the Nobska's beginnings.

"That (engine) really is the heart of the steamboat and why it's on the National Register," Spiegel said. "It's a marvelous thing to watch in motion. It adds a whole new dimension to the dining experience."

Within the next several months, the Nobska will be weatherproofed and repainted white with a red or green "pinstripe" trim. Brass window frames — allowed to tarnish under the previous owner — will be polished.

Portholes at the gangplank level, where cars were stored, will be replaced with large windows. Workers will reattach a large smokestack, from which Spiegel hopes to shoot continuous clouds of "white mist" that imitate the steam produced during the boat's heyday.

Spiegel said he is investing \$600,000 of his own money and is seeking assistance for the rest from local banks and private investors, including the restaurant operator, whom he said he could not name yet. If funds do not become available as work proceeds, Spiegel has plans to open the restaurant in phases — with the top levels opening first — rather than scrimp on the restoration work.

By early next summer, the 209-foot Nobska will be moved to a permanent location on the west side of Pier 3, where the aquarium is under construction. Her pointed bow will face Federal Hill, giving diners a clear view of the aquarium's seal pool and others the impression the boat is about to depart.

Spiegel has a 25-year lease for the location, for which he must pay the city rent of one percent of the ship's gross revenues. The city, in turn, is providing hookups for the restaurant's natural gas, electricity and plumbing through "umbilical cords" connected to the pier.

The Nobska's new location — and proximity to the aquarium — seem key to her chances for success. One question that remains to be answered, however, is whether the aquarium visitors, after viewing the fish and other sea creatures for several hours will emerge with an appetite for more of the same.

"It's a good question," Spiegel said. "After seeing the sharks and all kinds of fish, are they going to want to eat them later? I hope so."



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P -- Remove Steamship "NOBSKA" from Dry Dock 1, Boston National Historical Park, Charlestown Navy Yard, Boston, Massachusetts.

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Notice Date

8/23/2004

Notice Type

Solicitation Notice

Contracting Office

NER - BOST Boston National Historical Park Charlestown Navy Yard, Building I Boston MA 02129

ZIP Code

02129

Solicitation Number

N1720040511

Response Due

10/29/2004

Archive Date

8/23/2005

Point of Contact

Paul M. Cincotta Contract Specialist 6172425681 paul_cincotta@nps.gov;

E-Mail Address

Email your questions to Point of Contact above, or if none listed, contact the IDEAS EC HELP DESK for assistance
(EC_helpdesk@NBC.GOV)

Small Business Set-Aside

N/A

Description

This solicitation will be available at <http://ideasec.nbc.gov> on or about September 15, 2004 with a bid opening date of approximately 45 days following issuance. PAPER COPIES OF THIS SOLICITATION WILL NOT BE ISSUED AND TELEPHONE REQUESTS OR FAX REQUESTS FOR THIS SOLICITATION WILL NOT BE ACCEPTED. Description: Remove Steamship "NOBSKA" from Dry Dock 1, Boston National Historical Park, Charlestown Navy Yard, Boston, Massachusetts. Solicitation Number N1720040511. This project includes demolition, dismantlement and removal of the derelict steel coastal steamship, SS Nobska from Dry Dock 1 in the Charlestown Navy Yard. The demolition process will involve the removal of hazardous materials from the Nobska as well as dismantling and recycling steel components of the ship. The demolition process will involve using torches to cut up the ship while it is in dry dock. Disposal of all non recyclable components such as timber decks and roofing materials will be at an approved, licensed landfill. The Nobska is a 210-foot coastal steamer that was placed in Dry Dock in

1997 under a cooperative agreement to restore the ship so it could be placed back in service. Work on the ship ceased due to lack of funding at such a stage that the ship will no longer float and has fallen into a state of neglect and disrepair. Dry Dock 1 can not be used as long as the Nobska occupies the dry dock. It is urgent that the dry dock be available to the USS Constitution at Boston National Historical Park. Alternatives to demolition and dismantling the SS Nobska will also be considered. Parties must be able to demonstrate financial and technical ability to undertake the intact removal within the same time frame as established for removal by dismantling. In addition, should such a proposal be acceptable, the proposer will be required to enter into a preservation agreement with the Massachusetts State Historical Preservation Officer as a part of the terms of transfer of ownership from the National Park Service to the proposer. Evaluation factors for both award for demolition and, award for relocation are included in Section M of solicitation. The National Park Service anticipates entering into a firm fixed-price contract as a result of this solicitation. There is no set aside for this solicitation and as such is open to all concerns regardless of size. The NAICS code for this project is 488330 with a small business size standard of \$6.0 million. The contract performance period is 60 calendar days for Base Bid following Notice to Proceed. In accordance with FAR Section 36.204, the estimated price range for this project is between \$250,000 and \$500,000. Contractors are urged to make a site visit to ascertain existing work conditions. A pre-bid conference will be held on September 30, 2004 at 10:00AM, further details will be described in the solicitation. All interested bidders are encouraged to attend. The point of contact for this solicitation is Paul M. Cincotta, Contract Specialist, National Park Service, Boston National Historical Park, Charlestown Navy Yard, Boston, Massachusetts. Email address is paul_cincotta@nps.gov and the voice telephone is 617-242-5681. When searching for this solicitation, please search by the solicitation number above, Department of the Interior, National Park Service. In order to download a copy of the solicitation, vendors will be asked to register their company with the electronic commerce website. Be prepared with your company's DUNS number which is available from Dun and Bradstreet at 1-888-546-0024, and your Federal Tax Identification Number (TIN). All vendors should pre-register by logging onto the Internet at <http://www.ccr.gov>. Available files to download will be in one, or a combination, of the following formats: HTML, Microsoft Word - 97, Microsoft Excel - 97, Portable Document Format (PDF), or AutoCAD DWG or DWF. Free downloads of "reader" software are available for the latest version of Adobe Acrobat Reader at <http://www.adobe.com>, or for the AutoCAD reader called "Volo View Express" at <http://www.autodesk.com>. Responses from Bidders will be accepted at the address listed in the solicitation in hard copy with the manual signature of the authorized company official. Facsimile offers shall NOT be accepted. The Government reserves the right to cancel this solicitation. The announcement does not constitute the solicitation. End of Announcement.

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Zip Code: 021294543

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VINEYARD GAZETTE

Archived Edition: Friday, June 2, 2006

Final Farewell to Historic Steamer Nobska

By JIM HICKEY

Time has finally run out for the Nobska, the last coastal steamer in America and the car and passenger vessel that served the Vineyard between 1925 and 1973. Preliminary work to dismantle the historic vessel began in the Charlestown Navy Yard early this week, and on Wednesday the wrecking ball came down on her upper deck.

Work crews hired by the National Park Service began cutting away her superstructure above the freight deck. The old steamer has been drydocked at the Boston National Historical Park at the Charlestown Navy Yard for the past 10 years.

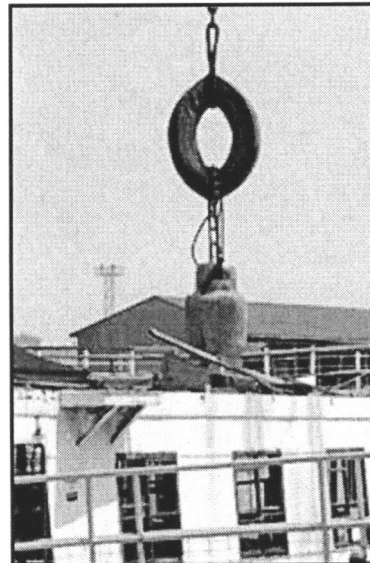
For more than 30 years a group dedicated to saving the Nobska, the New England Steamship Foundation, has tried to save the ship and possibly return her to passenger service between the Island and the mainland. But the group's efforts to raise the millions needed to save the steamer from the scrap heap have come up far short.

Two other historic ships, the USS Constitution and the USS Cassin Young, need space in the yard's drydock for repairs, and Park Service officials said this week said they had no choice but to get rid of the Nobska.

"Everyone understands that the Nobska is the last remaining coastal steamer in America, and I don't think anyone wants to see her go. But we have to be very careful with whatever little funding comes our way. From a financial and a practical point of view, there is nothing we can do," said David Brouillette, the deputy superintendent of the Boston National Historical Park.

On Wednesday, workers at the Charlestown Navy Yard used a three-and-a-half-ton wrecking ball to tear apart the upper decks of the steamer. The scrapping of the hull is set for early next week.

Although the end is clearly near for the beloved Nobska, some members of the New England Steamship Foundation, a nonprofit group founded as the Friends of



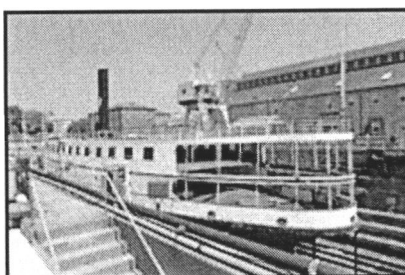
Nobska in 1975, are still holding on to a thin thread of hope and claim they have mounted an 11th-hour campaign to raise money to finish work on the hull of the steamer so she can be floated out of the navy yard.

Foundation president Warren R. Hartwell said he is confident people will open their hearts and wallets to save the hull.

"We're not giving up yet. We still have some time left to preserve a vital part of nautical history," Mr. Hartwell said.

More than three million dollars in federal money has already been spent on the vessel. Many new frames have been installed, and all the Nobska's hull plates have been replaced. But before the Nobska can float, she would still need more than 5,000 feet of seam welding between the new plates.

Mr. Hartwell said the foundation has at least a week to raise about \$800,000. The foundation already has the steamer's engine and several other internal components, and plans to use them in a historical exhibit in the future.



But Mr. Brouillette said he doubts that \$800,000 is enough to save the Nobska. Previous estimates put the cost of rebuilding and restoring the steamer closer to \$20 million, and even that might not be enough, he said.

"We've waited long enough. Sadly, it's time to move on," Mr. Brouillette said.

It has been a sad and tawdry final chapter for the Nobska, which served New Bedford, Woods Hole, the Vineyard and Nantucket for almost 50 years. Where once the ship was the queen of the Sounds, in recent years the foundation's efforts to save it have been rocked by legal battles, a fundraising scandal and the removal of its president.

The foundation has even turned to selling one of Nobska's lifeboats over the on-line auction web site e-Bay. The starting bid on the lifeboat is listed at \$3,000. Mr. Hartwell said the money from the sale of the lifeboat will go to pay legal costs.

Last April, a controversy over fundraising practices shook the foundation. The scandal centered around an Atlanta-based fundraiser who allegedly used the foundation's letterhead to solicit money from businesses, but the money never made its way back to the foundation.

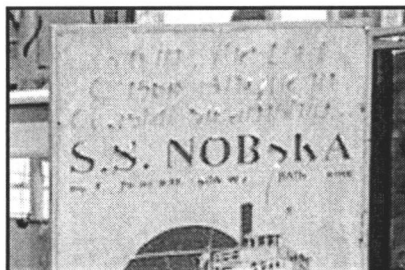
When she made her maiden voyage in 1925, the Nobska was state of the art. She measured 210 feet in length, carried 25 automobiles and boasted modern safety features, including a sprinkler system.

Her two Babcock and Wilcox watertube boilers furnished steam at 200 pounds of pressure to her four-cylinder triple-expansion steam engine, and she cruised at the impressive speed of 14 knots. She embodied style, grace and modern technology,

and was an immediate hit with the Islanders she served.

But with the coming of the interstate highway system, the Nobska grew outdated. New diesel-powered boats were introduced that were faster, more efficient and could carry more automobiles and passengers. The Nobska's three sister ships, all built in the 1920s, were retired or sold. But the Nobska remained dependable, and on at least one occasion proved that she still plenty of steam left in her boilers.

In February 1961 she left her winter berth at New Bedford to make a special weekend trip to Nantucket, which had been without service due to ice in the Sound and in the harbor. The Nobska's sharp bow was better suited to ice breaking than other ferries, and she made the trip successfully, taking several hours more than usual. The story goes that she had freight piled everywhere; some



even had been carried up to the saloon deck. Although she was frozen there for the weekend, she was able to return to the mainland for her winter rest on Monday.

Eventually, the Nobska became one of the last coastal steamers in America. After 1965 she normally ran only in summer and on some holidays when traffic was heaviest. By this time, most of the fleet was made up of diesel powered end-loaders, which were more efficient. In the summer of 1973, the Steamship Authority inaugurated service between Hyannis and Nantucket, leaving Nobska as the only passenger vessel on the Woods Hole-Oak Bluffs-Nantucket run.

The Nobska made her last trip to the Islands in September 1973 before being laid up at Vineyard Haven and Nantucket. In May of 1974, the steamer was listed on the National Register of Historic Places, largely due to the efforts of Joseph Morin, a Nantucket terminal employee. The Nobska was sold by the Steamship Authority in June of 1975 to become a restaurant in Baltimore, Md.

The vessel was stripped of all furnishings and equipment except her main engine. The new restaurant opened but soon failed, and the Nobska sat derelict in Baltimore for several years.

In 1988 the Friends of Nobska were able to acquire her and return her to New England, where she was tied up at Fall River, Providence, and New Bedford, with volunteers keeping her pumped out and doing basic maintenance. Meanwhile, the Friends of Nobska renamed itself the New England Steamship Foundation.

The Nobska spent four years in Providence. After the steamer was moved to New Bedford, the foundation tried to secure a license to run a restored Nobska as a passenger steamer and working museum on her original route between New Bedford and the Vineyard. In 1995, the vessel was towed from New Bedford by tugboat to the Charlestown Navy Yard where she sits today - or at least what is left of her.

At times over the next 10 years, the foundation seemed to gain support, but was

unable to raise more than a fraction of the many millions still needed to rebuild the vessel.

Earlier this week, with the steamer's chances of floating again virtually gone, Islanders shared fond remembrances of their beloved Nobska.

"I can remember even in the 1960s when I was just a little boy thinking that I had never seen a ship that looked anything like the Nobska," said Tom Dunlop, the managing editor of the Martha's Vineyard Magazine who has written extensively about the old steamer.

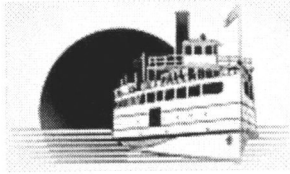


Mr. Dunlop said he always marveled at how quiet her engine was and how the steamer - her machinery lubricated with grease - always smelled like breakfast. But most of all, he remembered the sense of adventure he always felt when she pulled away from her wharf.

"When you boarded her you got this sense that you were going on a voyage, that you were going on an adventure to an island," he said.

Mr. Dunlop noted the difference in the experience of traveling on a modern ferry.

"Now, the modern ferry serves as a movable bridge or a tunnel that allows you to easily bring your life from the mainland to the Island. But when you boarded the Nobska you knew that you were leaving one world and entering another," he said.



SS NOBSKA Bringing her home

"Nobska Scrapped"

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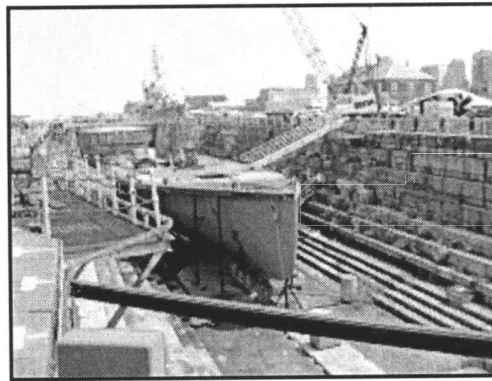
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A last link to steamships' past is ancient history

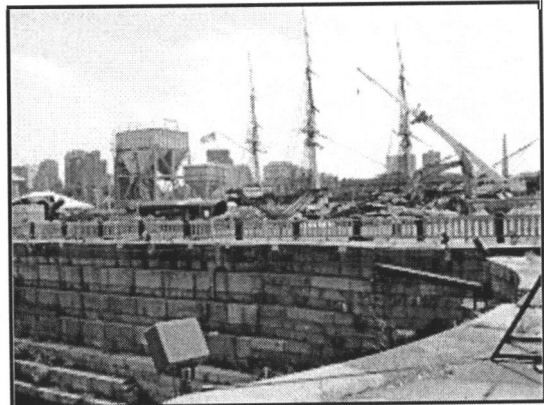
The last operating steamship of the New England Steamship Co., "Nobska" was piled on the scrap heap of history in June of 2006.



Where there were once more than 3,000 of these ships, they have now **all** been reduced to scrap. "Nobska" was the last remaining coastal steamship, the final example of that era.

Despite NESF's ongoing efforts to save her, "Nobska" over stayed her welcome in the Charlestown dock. After 11

years the dock just had to be freed for other vessels especially the USS Constitution. Therefore the National Park Service legally took over control of the vessel last November, with the option to scrap her if all else failed. NESF Chairman and acting President Warren Hartwell, persisted tirelessly to secure sufficient funds, about \$800,000, to install a dozen new ribs and complete the seam welding. But, in the end the money was not forth coming, and because the under water steelwork was not completed enough to allow her to float out on her own bottom no alternative remained.



NESF saved only a very few artifacts. Most importantly a 25 foot section of the keel, additionally her smoke stack and some odds and ends. The triple-expansion steam engine, which was taken out earlier, also remains.

NESF maintains this website, more or less 'as is', in the steamer's memory and the era she stood for.

Clicking either picture will enlarge it for a closer look.
To return to this page *close their window*

Please feel free to contact NESF for additional information. We encourage your participation and questions.

Page updated: August 3rd, 2006

DATE MON, MAY 4, 1987, 1:47 PM
NATIONAL REGISTER OF HISTORIC PLACES PROPERTY REPORT
REFERENCE No.: 74002216

Page: 1

Control No.: 0416740602

PROPERTY NAME: NOBSKA (steanship)

OTHER NAME/ NANTUCKET II
SITE No. :

MULTIPLE NAME: NOT APPLICABLE

ADDRESS/ Inner harbor
BOUNDARY :

CITY: Baltimore (Independent City)

COUNTY: Baltimore

STATE: MARYLAND

Restricted Location Information: Owner: PRIVATE Resource Type: STRUCTURE

Contributing Noncontributing

Buildings	0	0
Sites	0	0
Structures	1	0
Objects	0	0

Nomination/Determination Type: SINGLE RESOURCE

Nominator: STATE GOVERNMENT

Nominator Name:
NOT APPLICABLE

Federal NOT APPLICABLE
Agency:

NPS Park Name: NOT APPLICABLE

Certification: LISTED IN THE NATIONAL REGISTER

Date: 05/02/74

Other ADDITIONAL DOCUMENTATION
Certification:

Date: 03/28/77

Historic TRANSPORTATION
Functions:

Historic WATER-RELATED
Subfunctions:

Current COMMERCE/TRADE
Functions:

Current RESTAURANT
Subfunctions:

Level of STATE Applicable Criteria: EVENT
Significance: ARCHITECTURE/ENGINEERING

Significant Person's Name: NOT APPLICABLE

Criteria Considerations: MOVED PROPERTY

Area of Significance: ENGINEERING
TRANSPORTATION

Periods of: 1925-1949
Significance:

Circa: Specific Sig. Years:
1925

Architect/Builder/Engineer/
Designer:

Cultural Affiliation:
NOT APPLICABLE

Bath Ironworks

Other Documentation:

NOT APPLICABLE

HABS No. N/A

HAER No. N/A

Architectural OTHER
Styles:

Describe Other Style: Sponson design

Foundation Materials: INAPPLICABLE
Wall Materials: STEEL
Roof Materials: INAPPLICABLE
Other Materials: WOOD METAL

Acreage: 0.0

UTM Zone Easting Northing Zone Easting Northing

Coordinates: 18/ /9 99 999/ /99 99 999 / / / /

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