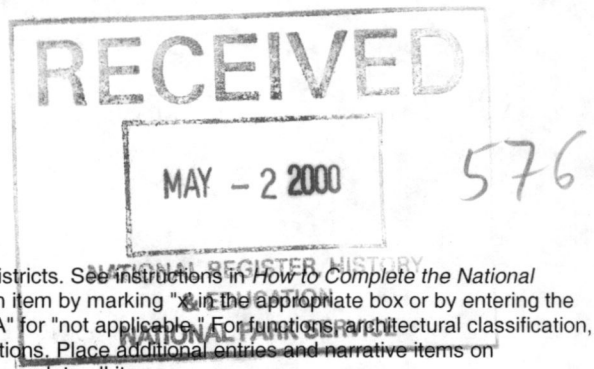


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name JOHN J. HARVEY, fireboat

other name/site number _____

2. Location

street & town Pier 63, North River not for publication

city or town New York vicinity

state New York code NY county New York code 061 zip code 10011

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

J.W. Adams Dep. Commissioner for Hist. Preservation 5 April 03
Signature of certifying official/Title Date

State of Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

[Signature]
Signature of the Keeper

6/15/00
Date of Action

JOHN J. HARVEY, fireboat, Pier 63, New York
Name of Property

New York Co., New York
County and State

5. Classification

Ownership of Property
(check as many boxes as apply)

Category of Property
(check only one box)

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

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

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

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
01	00	structures
_____	_____	objects
01	00	Total

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

Number of contributing resources previously listed in the National Register

N/A _____

00 _____

6. Function or Use

Historic Function
(Enter categories from instructions)

Current Function
(Enter categories from instructions)

TRANSPORTATION / water-related _____

GOVERNMENT / fireboat _____

RECREATION AND CULTURE / museum _____

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

OTHER: fireboat _____

foundation _____

walls _____

roof _____

other **steel** _____

Narrative Description

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

8. Description

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

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

Areas of Significance

(enter categories from instructions)

MARITIME HISTORY

ENGINEERING

Period of Significance

1931-1957

Significant Dates

1931

1956-1957

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Gielow, Henry J., naval architect

Todd Shipbuilding and Drydock Corp., Brooklyn, NY, builder.

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository:

NYS Div. for Hist. Preservation, Waterford, NY

JOHN J. HARVEY, fireboat, Pier 63, New York
Name of Property

New York Co., New York
County and State

10. Geographical Data

Acreege of Property less than one acre

UTM References

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

1 18 583498 4511253
Zone Easting Northing

2
Zone Easting Northing

3
Zone Easting Northing

4
Zone Easting Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Al Trojanowicz, fire dispatcher; historian, ed. by Mark Peckham, NYS Div. for Hist. Preservation

organization c/o John J. Harvey, LTD

date November 1999

street & number 100 West 72nd St.

telephone 212-874-4771

city or town New York

state NY zip code 10023

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and **white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name/title John J. Harvey, LTD

street & number 100 West 72nd St.

telephone 212-874-4771

city or town New York

state NY zip code 10023

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 7 Page 1

Description:

The *John J. Harvey* is a large fireboat currently afloat at Pier 63, North River, at the west end of 23rd Street in Manhattan. Built in 1931 according to plans by Henry J. Gielow, Inc., naval architects and built at the Todd Shipbuilding and Drydock Corporation in Brooklyn, NY, the steel boat measures 130' length overall, with a beam of 28' and a draft of 9', and 268 gross tons. Present freeboard amidships is 7'4". In form, *John J. Harvey's* fast, steamboat-like steel hull has a very traditional plumb bow, an elliptical counter stern and graceful sheer lines. Her narrow deckhouse is surmounted by an absolutely vertical pilothouse, behind which is a boat deck with one large and two smaller stacks. The deckhouse contains two companionways (fore and aft) to below-decks, and three companionways, (two exterior) to the pilothouse and boat deck. There are eight deck pipes, or monitors, one at the bow, two above the pilot house, two on a platform level with and aft of the boat deck, and three on an aft tower level with the top of the pilot house. The largest deck pipes have a capacity of 3,000 gallons per minute, and together the eight deck pipes can discharge 18,000 gallons per minute, an amount equal to two dozen land fire engines.

The hull is a transversely framed, riveted steel structure. There are 73 frames numbered from aft to forward. Frame spacing is 21" on centers reduced to 15" on centers forward of frame 60. Heavy web frames are introduced every 5th or 6th frame in way of the engine room. A full length bar keel is provided and heavy engine girders run fore and aft. At frames 9, 49, and 70, complete watertight bulkheads extend from the top to the bottom of the hull with the bulkhead at frame 49 fitted with a watertight door. Watertight flats, aft of frame 9 and forward of frame 49, are further subdivided. No double bottom is fitted. Nickel steel shell plating is arranged in seven strakes and is generally 3/8" thick. Plating at the large sea intakes is increased to 5/8". Above the main deck, bulwark plating is 1/4". Shell plating rivets are mostly 3/4" diameter. The main deck is supported by angle deck beams riveted to the hull frames through brackets. The deckhouse is constructed with 1/4" plate riveted to angle frames.

John J. Harvey is powered by five Fairbanks-Morse diesel engines, each 8 cylinder Opposed Piston, Model 38F5¼ rated at 600 horse power, installed in 1957 in place of her original five gasoline engines. The four outboard engines each have LeCourtenay centrifugal fire pumps rated at 4000 gallons per minute at 150 pounds per square inch, drawing water through their own sea chests. Although her total rated capacity is 16,000 gallons per minute, she significantly exceeds this, over 18,000 gallons per minute having been recorded. Cross connections in the fire main allow them to be set up in series to deliver a total of 8000 g.p.m. at 300 pounds per square inch. Each of these four engines has a generator at the opposite end; the fifth engine, amidships, has two generators. An original copper pipe model conceptualizing the ship's original and unaltered pumping apparatus is displayed in the engine room.

Propulsion is provided by two electric motors powering twin screws, each of three blades with a diameter of 6' and a pitch of 4'4". A switchboard allows engineers to divide power from any combination of generators to the propulsion motors which develop 1065 h.p. at 425 revolutions per minute. The main engines are air started, air compressors operate either from shore power or from two 2-71 auxiliary diesel-generators in the forward starboard corner of the engine room. Steering is by a single rudder, with a Sperry electric-powered cable

JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

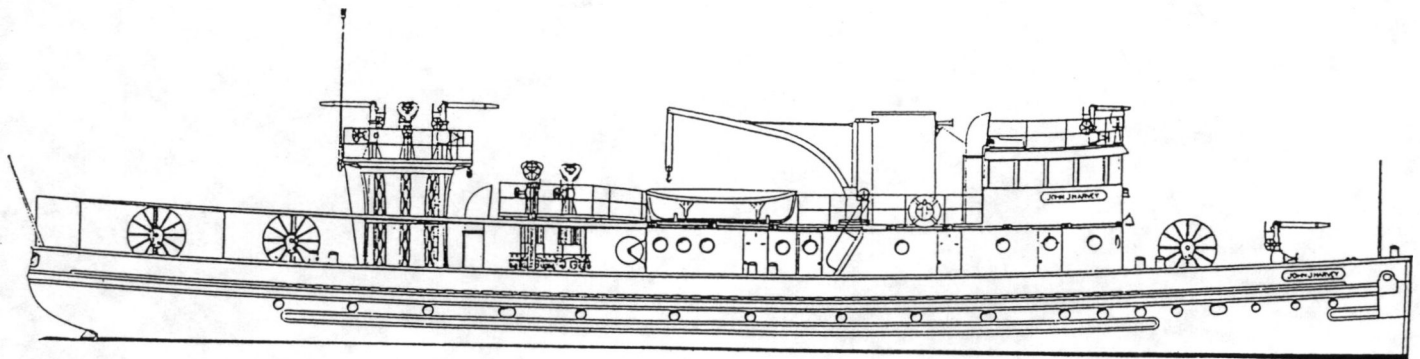
Section number 7 Page 2

quadrant control, with instantaneous throw-over to manual steering. A massive switchboard aft controls exciter and generator current while a smaller switchboard amidships distributes auxiliary and domestic power.

The *John J. Harvey* is engine-room operated. Port and Starboard telegraphs are mounted above the Engineer at his station, where he answers and responds to the orders sent by the Pilot, and controls propulsion. His panel allows monitoring and control of engines and pumps. Gauges and meters allow instant observation of all the boat's systems. A third telegraph relays instructions from the pilothouse to start or stop fire pumps, as well as indicating the desired pressure. The pilothouse retains a large-diameter wheel.

Crew accommodations are located in the forepeak, accompanied by a small galley. Fuel tanks are located below the waterline in the bow and stern. Bronze name plates with raised relief letters are located in the bows, the pilothouse sides, and on the fantail.

The *John J. Harvey* retains her original configuration with the exception of the two smaller stacks, added in 1957 when the original gasoline engines were replaced with safer diesel units. At the same time, the deckhouse was extended aft about three feet. She retains one of her three original hose reels.



John J. Harvey in profile.

JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 1

Statement of Significance:

The *John J. Harvey*, built in 1931 and updated in 1957, is significant under Criterion C as a highly intact and representative example of the large fireboat-type used in major American harbors after 1930. She is historically significant under Criterion A for her distinguished role in protecting New York Harbor during the harbor's halcyon years as the nation's greatest port. The 1931-1957 period of significance includes *Harvey's* service during World War II when the port served as a high traffic staging area for convoys supplying troops, munitions and petroleum to Europe. Remaining in service through 1994, the fireboat remains fully operational and retains a high degree of integrity from her first three decades of service.

In the 1920's the New York Fire Department's fleet of ten steam fireboats was aging. The oldest boats were built in the 1800's and all were required to have steam up at all times for immediate service, so the toll on their plants was even greater than actual age implied.

Fire Departments have always been bound by tradition, and reluctant to change. Though diesels were being accepted in many other applications, New York City was wary to invest in them yet. The Department was progressive enough to realize that steam, due to its high maintenance and fuel costs, was on the way out; so the new fireboat was planned with gasoline engines. Today, this may seem highly unusual; but in that period a number of large gasoline-powered fireboats were built.

In 1928 a contract was awarded to Henry J. Gielow, Inc., naval architects, to draw up preliminary plans and specifications. 1929 saw the Gielow plans accepted by the New York City Fire Department and the City began the process of writing a contract and soliciting bids for construction. On 11 February 1930, the North German Lloyd liner *Muenchen* exploded at North River Pier 42, killing John J. Harvey, the Pilot of fireboat *Thomas Willett*, which was alongside. It was later announced that the new boat would be named for him.

In December 1930, Gielow reported that the contract for construction had been awarded to Todd Shipbuilding and Drydock Corporation. Work started in March 1931 at Todd's Tebo Yacht Basin Plant on the Gowanus Bay at the foot of 23rd Street, Brooklyn. Work proceeded quickly, and the launching was on 6 October 1931 with the boat 99% complete. She was christened by Commissioner Dorman's daughter Anne with a bottle described by the press as containing "an unknown liquid," (prohibition had yet to be repealed). Once afloat, the *Harvey* and her consort, the fifty-year old fireboat *Zophar Mills*, entertained the public with impressive pumping displays.

The boat was finished at a total cost of \$594,000, and acceptance trials were scheduled for 17 December 1931. Although her design called for a speed of 18 knots and a pumping capacity of 16,000 gallons per minute, she exceeded both. Pumping at well over 18,000 gallons per minute, while underway at half speed; her deck pipe streams reached a height of over 250 feet, spraying the roadway of the new George Washington Bridge. She was accepted and at 6 p.m. that evening went in service as Engine 57, the fireboat station at Battery Park,

JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 2

Manhattan, displacing the *Mitchel* as flagship of the fleet. *John J. Harvey* was assigned Official Number 231225.

One of the reasons for selection of internal combustion was that steamboats didn't have much propulsion power while pumping. *Harvey* was outfitted with 5 Sterling Viking II 8 cylinder gasoline engines rated at 565 h.p. at 1150 r.p.m.. The engines drove corresponding DC generators rated at 340 kW, with the aft three also equipped with 29 kW generators for auxiliaries and excitation. The four outboard engines were equipped to drive the fire pumps connected at the opposite end of the engine from the generator.

Though there had been prior experiments, including wireless transmissions in 1913, fireboat radio did not come into regular use until 1937. On October 5, Mayor Fiorello LaGuardia and Commissioner McElligott officiated at ceremonies at Battery Park inaugurating two-way voice radio between the nine commissioned fireboats and the Manhattan Dispatcher's Office. This was the first use of Fire Department radio, and the *Harvey* was the star of the show.

On 16 November 1938, the new fireboat *Fire Fighter* was placed in service at Engine 57. The *Harvey* and most of her crew were subsequently assigned to Engine 86, Pier 53, Bloomfield Street, North River. Pier 53 was the southernmost of the "Chelsea Piers" and was occupied by Cunard. The *Harvey* was to serve longer at this one location than any other New York boat, and that site is only a few blocks from her present retirement berth at Pier 63. Both are part of the new Hudson River Park, and *John J. Harvey* forms an important historical reminder of the area's original uses.

John J. Harvey's life includes dependable service at many major waterfront fires and disasters. One of her first calls was the May 1932 five alarm fire that destroyed Cunard's Pier 54. On 9 February, 1942, the *Harvey* was called to a major fire aboard the former French liner *Normandie*, one of the largest and most beautiful passenger ships of her day. The ship had been seized by the United States and was undergoing a conversion as a troop carrier when she burned in a spectacular fire and capsized at her dock. She could not be salvaged and was ultimately scrapped. Ironically, the *Harvey* had been on hand with a water display in 1935 when the *Normandie* first arrived in New York. The *Harvey* participated in other displays, welcoming prominent ships including the *America* and the *United States* upon their arrival in New York. She was the only fireboat that could match their speed to and from the piers.

Early in the Second World War, the *Harvey* patrolled the harbor 24 hours a day. She was called to service during the 1943 burning and scuttling of the munitions ship *El Estero*, where her entire crew received the highest awards for valor. She also served during the fiery 1958 collision of the gasoline tanker *Empress Bay* and freighter *Nebraska*, and the disastrous 1966 collision of the tankers *Alva Cape* and *Texaco Massachusetts*. She has seen service at dozens of major pier fires, including many on the New Jersey waterfront where the New York City Fire Department has jurisdiction. More recently she worked hard at the *Morania 440*, a gasoline barge that went on the rocks in Hell Gate in 1989, causing a spill of 100,000 gallons of gasoline; and the 1990 explosion and fire of the *Cibro Savannah* in Arthur Kill.

Fears concerning explosive gasoline vapors aboard the *Harvey* eventually led to the replacement of the original gasoline engines with safer diesel units. The conversion was included in Fire Commissioner Cavanagh's 1956

JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 3

budget. Plans for the installation of five Fairbanks-Morse diesels were drawn-up by Henry Gielow, the ship's original designer, and the work was let to RTC Shipbuilding of Camden, New Jersey. The refitting, which also included a small addition to the deckhouse and new funnels, was completed in 1957, and improved the ship's speed and pumping capacity. The new engines were placed in the same configuration as the previous gasoline engines, and consequently, the original electrical system and pumping apparatus remained unaltered. Remaining fully operational, the *Harvey's* engine room retains a high degree of integrity from this period and is significant in illustrating the marine engineering systems of both 1931 and 1957.

In 1959, New York City's fireboats were redesignated as marine companies. The *Harvey*, Engine 86, became Marine Company 2. All fireboats, including the *John J. Harvey*, were repainted with red topsides at about this time.

By the late 1970's *Harvey's* aging original electrical plant was being plagued with grounds, seriously impairing the boat's reliability. She was taken out of service while a decision was made about her future. A survey was ordered to see if investment in an electrical rebuild was justified. Results were encouraging. She was found to be structurally sound, and plans were made to proceed. A \$561,000 contract was awarded to G. Marine & Diesel of Brooklyn to completely rewind the original generators and motors, and replace all cable and controls. She returned to service in 1981.

The Port of New York has changed radically since the 1960s. Most shipping is handled through the container ports in Newark Bay; hazardous materials are no longer carried by most ships, and those ships generally do not call at New York. Most of the traditionally-built piers and their fire-prone creosote-soaked pilings, have been demolished or have collapsed. Along with this disappearing tradition has gone the need for large fireboats. The City of New York maintains the 1938 *Fire Fighter* (designated a National Historic Landmark) at Staten Island, and the *John D. McKean*, built in 1954 in Camden NJ, on station at *John J. Harvey's* old pier. New fireboats are much smaller, and are designed to deal with small pleasure craft rather than the great ocean liners and freighters of another day. The *John J. Harvey* was retired from active service in 1994, and auctioned to her current owners in February 1999. She has been restored to working condition, and full restoration, "Bristol Fashion," is planned over the next two years.

One reason *John J. Harvey* has served so long was the quality and materials that went into her construction. Equally important to why she's outlasted any New York fireboat before her, outlived others after her, and remained in such good condition is the pride, care, and hard work her crews have so loyally and generously given over these six decades.

Perhaps most importantly, *John J. Harvey* represented a new technology - marking the transition from steam power successfully. The oldest of two historic fireboats afloat in New York City, the *Harvey* is in fact our first modern fireboat; the prototype from which successive generations of large fireboats evolved. As such, *John J. Harvey* represents one of the most significant fireboats of the twentieth century.

*JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 1

MAJOR BIBLIOGRAPHIC REFERENCES

Cannon, D.J. "Fireboats" The Encyclopedia of New York City. 1995 ed.

Trojanowicz, Al. "John J. Harvey, Sixty Years of Outstanding Service." Steamboat Bill, Winter, 1991: 285-291.

United States Department of the Interior, National Park Service. Inventory of Large Preserved Historic Vessels. Washington : 1990. 134.

*JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York*

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1

VERBAL BOUNDARY DESCRIPTION

The *John J. Harvey* is currently berthed at North River Pier 63 at Manhattan's West Side. The nominated property includes only the fireboat.

BOUNDARY JUSTIFICATION

The nominated property consists exclusively of the fireboat. There are no shore-side structures associated with the fireboat's history and significance at this location.

JOHN J. HARVEY, fireboat
Pier 63, New York, New York Co., New York

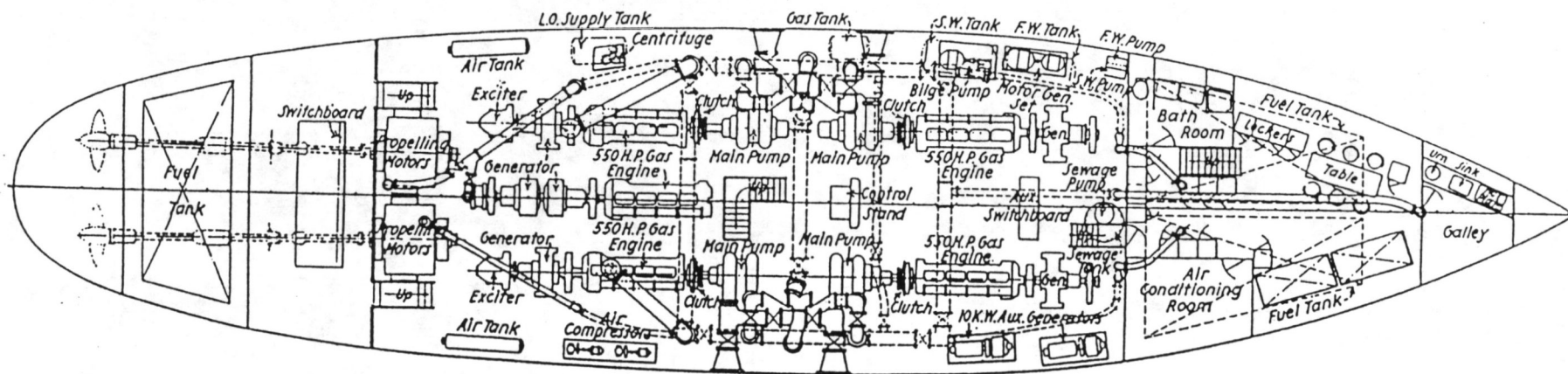
**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number Photo key, Page 1

PHOTOGRAPHS

Photographs by: Roy Attaway, 2000
Negatives at: John J. Harvey, Ltd., New York, NY

1. Bow
2. Detail of bow with bow pipe.
3. Pilothouse.
4. Deckhouse looking aft.
5. Deckhouse looking forward.
6. Stern.
7. Bow pipe detail.
8. Deck pipes on midships tower.
9. Detail of pipe on midships tower.
10. Deck pipes on aft tower.
11. Aft tower and hose reel.
12. Detail of pipes on aft tower.
13. Funnels.
14. Deck bit with "TODD, NEW YORK, U.S.A." identified in relief.
15. Main deck manifold.
16. Main deck ventilators.
17. Pilothouse interior.
18. Pump order telegraph in pilothouse.
19. Engine order telegraph in pilothouse.
20. Nozzle room.
21. Forepeak.
22. Engine room companionway.
23. Engineer's station.
24. Main switchboard, engine room aft.
25. Auxiliary switchboard, engine room forward.
26. Forward engine, port side.
27. Generators.
28. Propulsion motor, starboard side.
29. Centrifugal fire pump appurtenant to forward engine, starboard side.



plan of the JOHN J. HARVEY - Author's collection.

Plan of engine room
 John J. Harvey, fireboat.
 Pier 63, New York, New York Co. N

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY JOHN J. HARVEY (fireboat)
NAME:

MULTIPLE
NAME:

STATE & COUNTY: NEW YORK, New York

DATE RECEIVED: 5/02/00 DATE OF PENDING LIST: 5/17/00
DATE OF 16TH DAY: 6/02/00 DATE OF 45TH DAY: 6/16/00
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00000576

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

___ACCEPT ___RETURN ___REJECT _____DATE

ABSTRACT/SUMMARY COMMENTS:

*Locally significant as the oldest of
two historic fireboats afloat in
New York City.*

RECOM./CRITERIA Accept AHC

REVIEWER Savage

DISCIPLINE Architectural History

TELEPHONE _____

DATE 6/15/00

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



John J. Harvey, fireboat

New York, N.Y.

Photo No. 1



MV 1045 LD

John J. Harvey, fireboat
New York, N.Y.

Photo No. 2



John J. Harvey, fireboat
New York, N.Y.
Photo No. 3



John J. Harvey, Fireboat
New York, N.Y.
Photo No. 4



John J. Hanney, fireboat
New York, N.Y.
Photo No. 5



JOHN J. HARVEY
NEW YORK

TICONDEROGA
NEW YORK

John J. Harvey, fireboat
New York, N.Y.
Photo No. 6

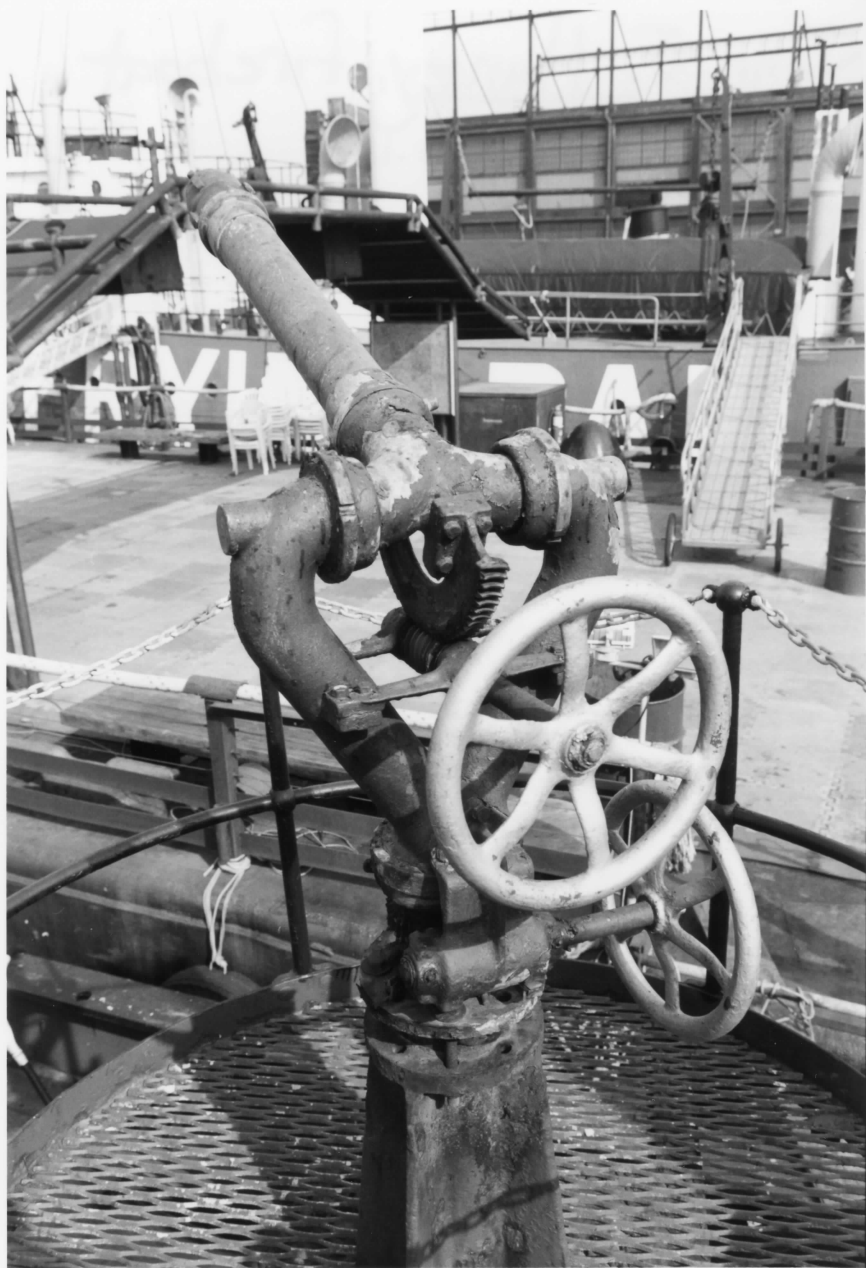


John J. Harvey, fireboat
New York, N.Y.

Photo No. 7

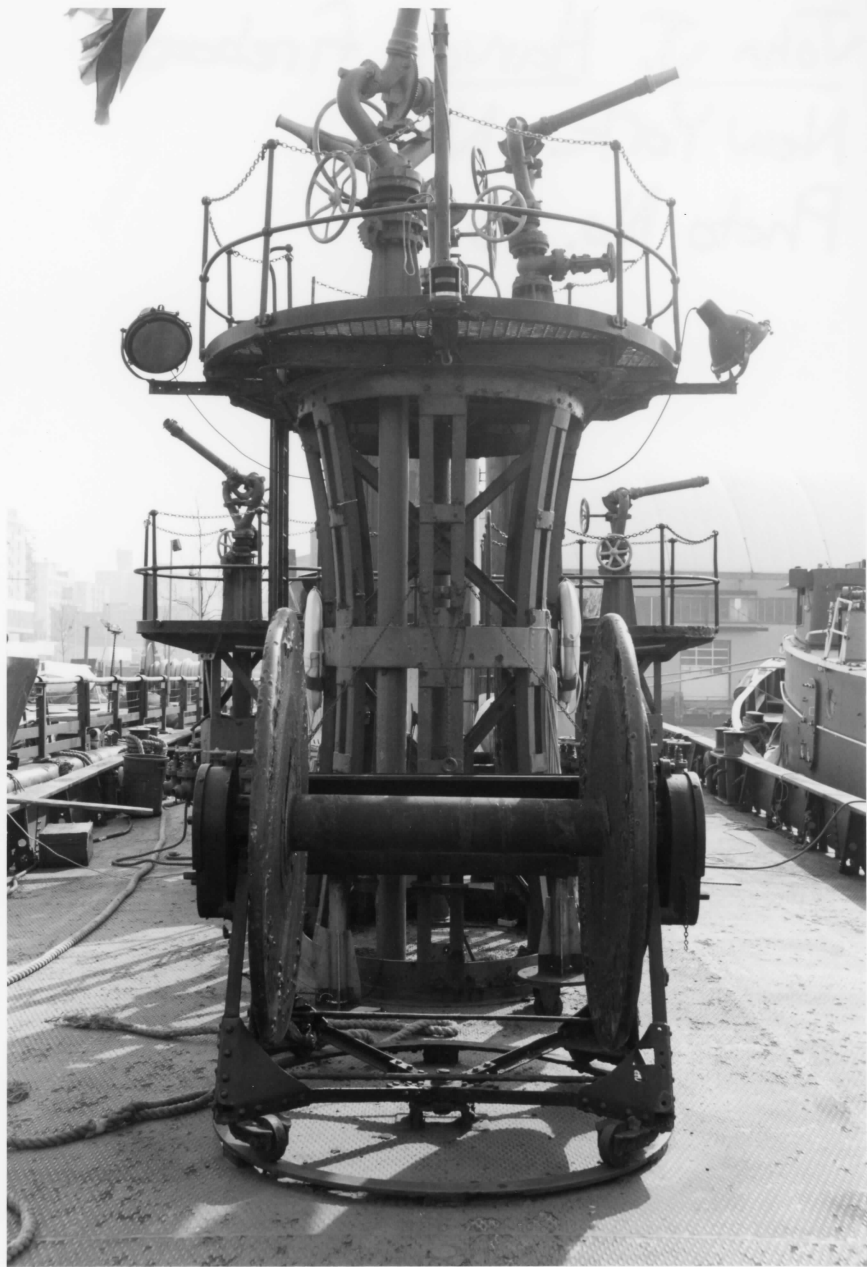


John J. Harvey, fireboat
New York, N.Y.
Photo No. 8



John J. Harvey, fireboat
New York, N.Y.

Photo No. 9



John J. Harvey, Fireboat

New York, N.Y.

Photo No. 10



John J. Harvey, fireboat

New York, N.Y.

Photo No. 11



John J. Harvey, fireboat
New York, N.Y.
Photo No. 12



John J. Harvey, fireboat
New York, N.Y.
Photo No. 13



John J. Harvey, fireboat
New York, N.Y.
Photo No. 14



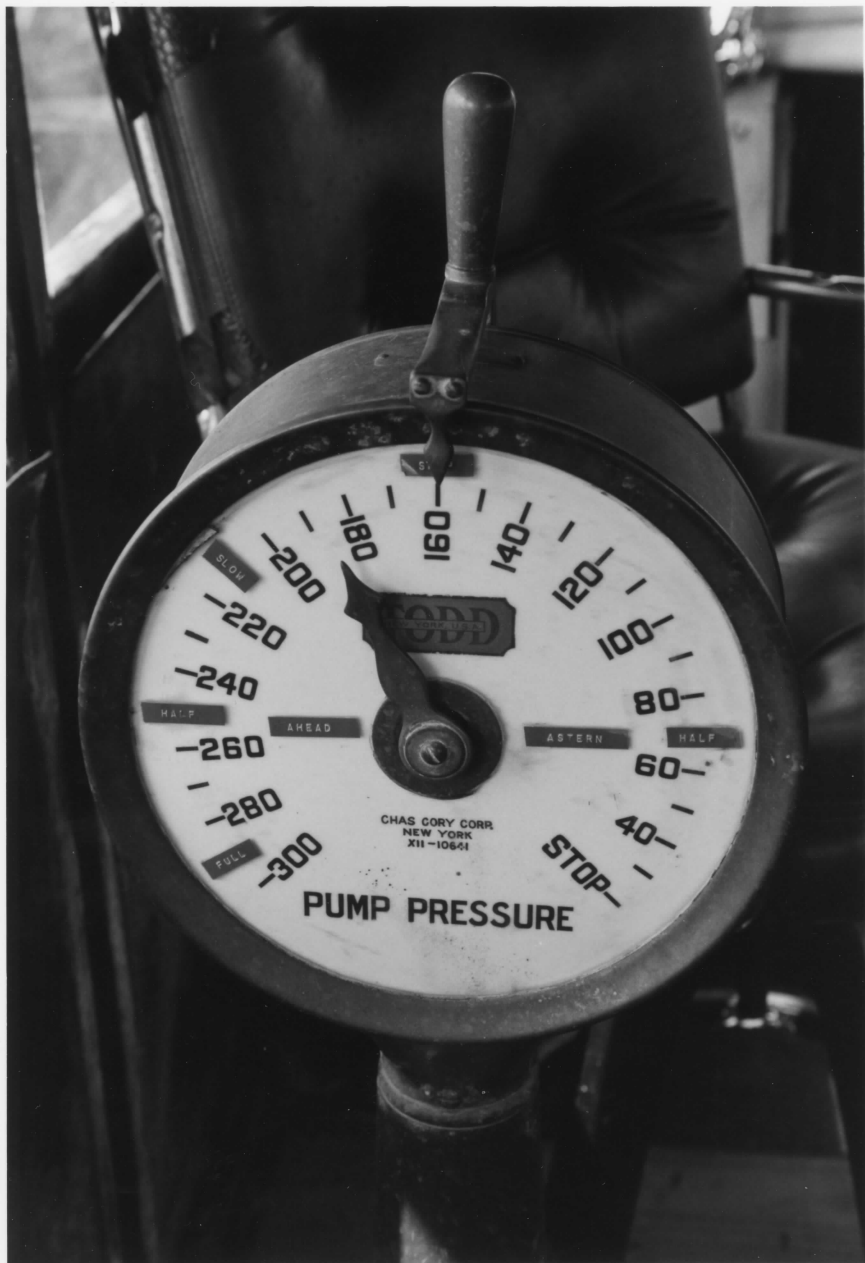
John J. Harvey, fireboat
New York, N.Y.
Photo No. 15



John J. Harvey, fireboat
New York, N.Y.
Photo No. 16



John J. Harvey, fireboat
New York, N.Y.
Photo No. 17



PUMP PRESSURE

CHAS GORY CORR
NEW YORK
XII-10641

SLOW

HALF

AHEAD

ASTERN

HALF

FULL

STOP

John J. Harvey, fireboat
New York, N.Y.
Photo No. 18



FINISHED WITH ENGINE

STOP STAND BY

SLOW

SLOW

HALF

HALF

FULL

FULL

ASTERN

AHEAD

CHAS. CURRY CORPORATION
PATENTEES,
NEW YORK
XII-8-19-A

John J. Harvey, fireboat
New York, N.Y.
Photo No. 19



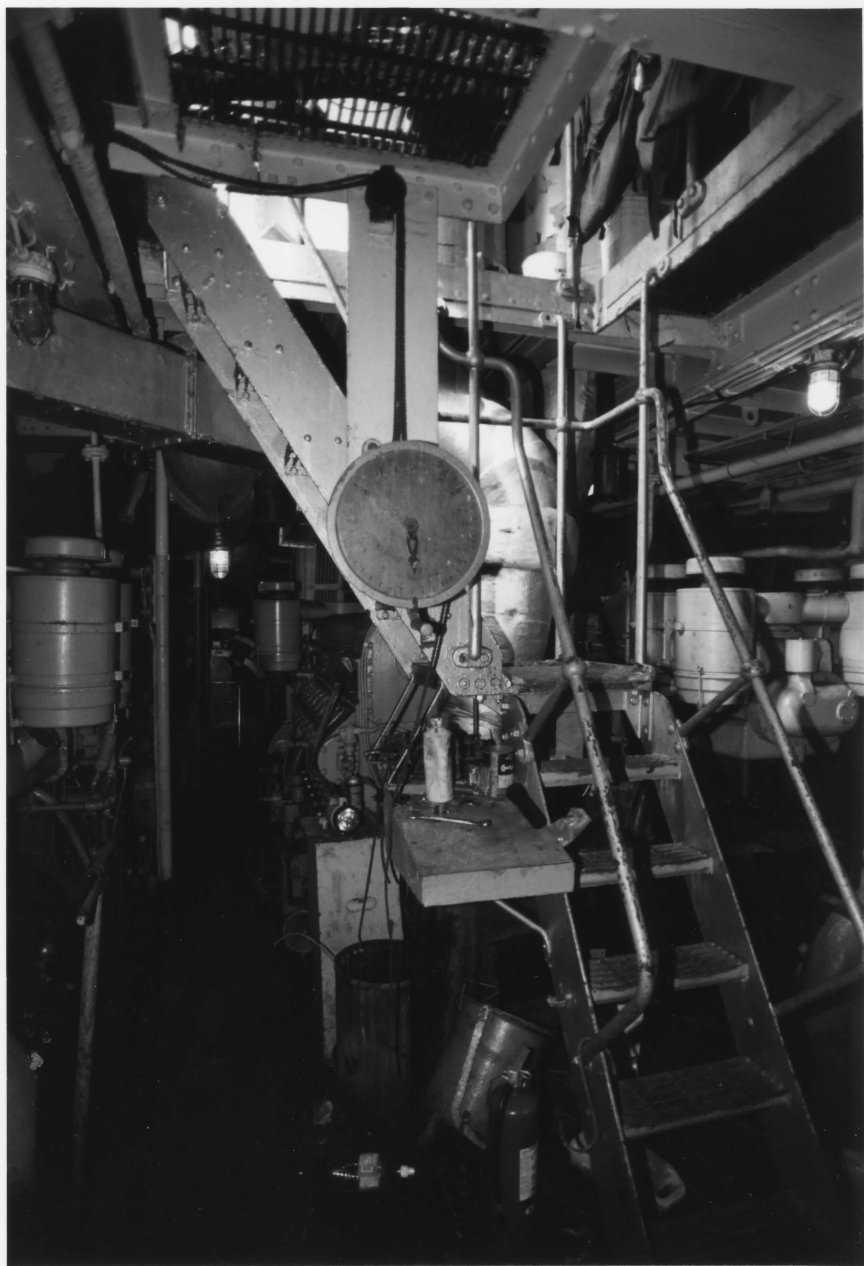
John J. Harvey, fireboat

New York, N.Y.

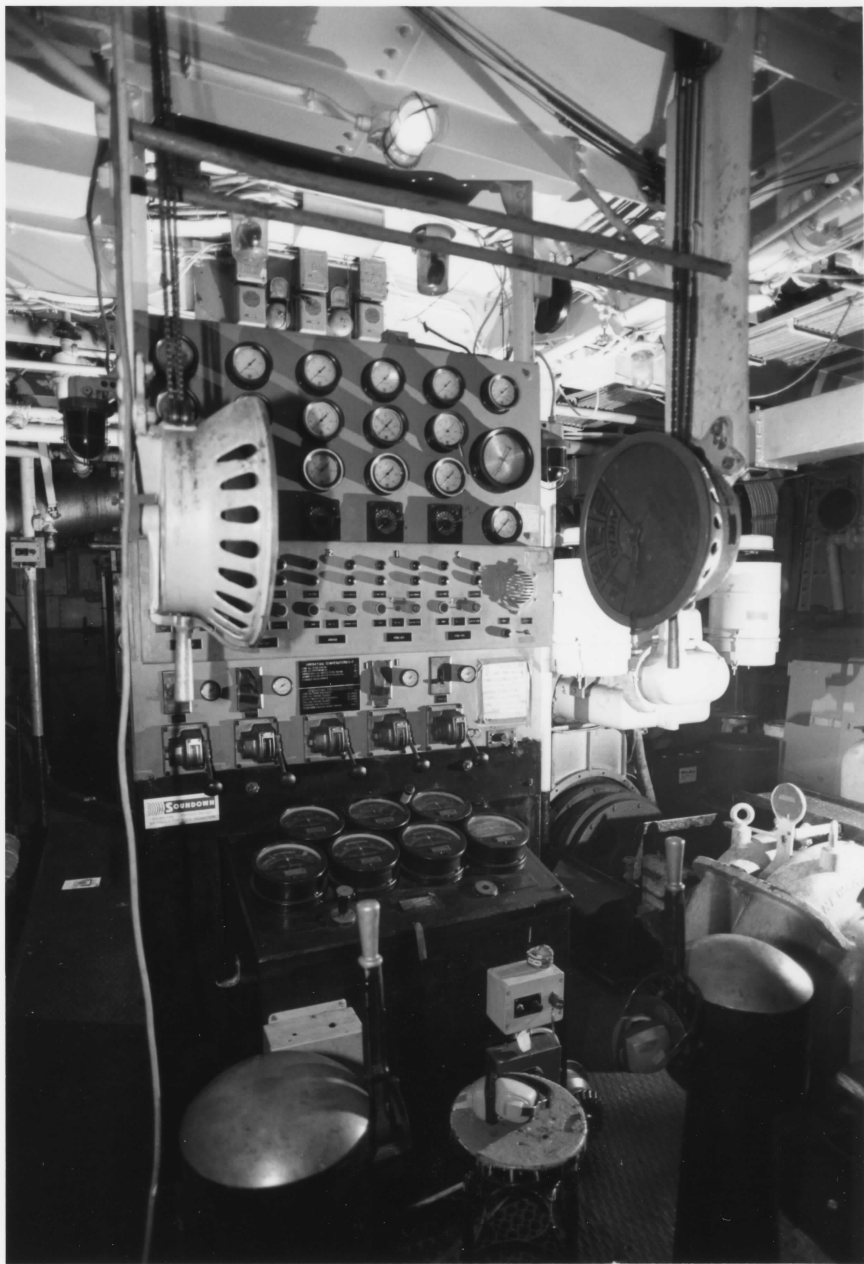
Photo No. 20



John J. Harvey, fireboat
New York, N.Y.
Photo No. 21



John J. Harvey, fireboat
New York, N.Y.
Photo No. 22



John J. Harvey, fireboat
New York, N.Y.
Photo No. 23

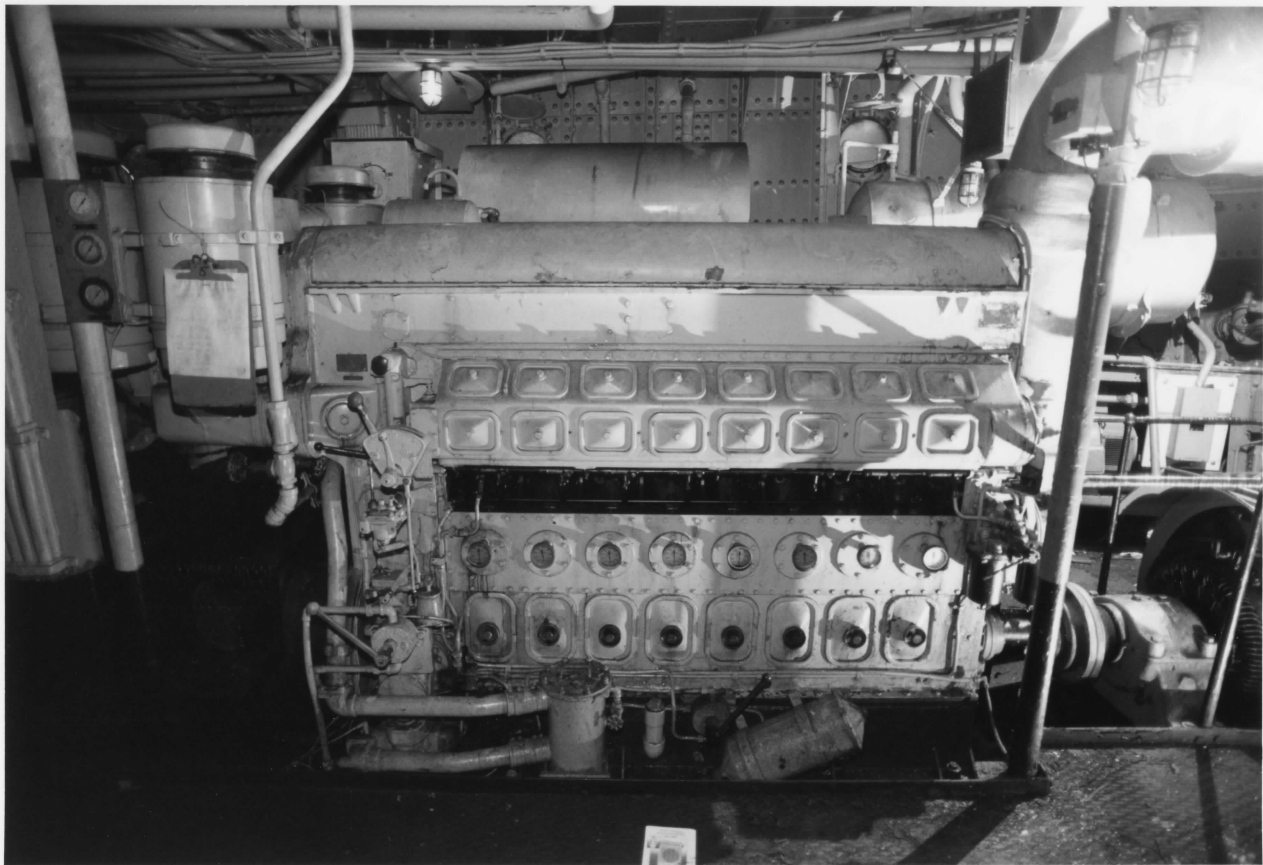


John J. Hawley, fireboat
New York, N.Y.

Photo No. 24

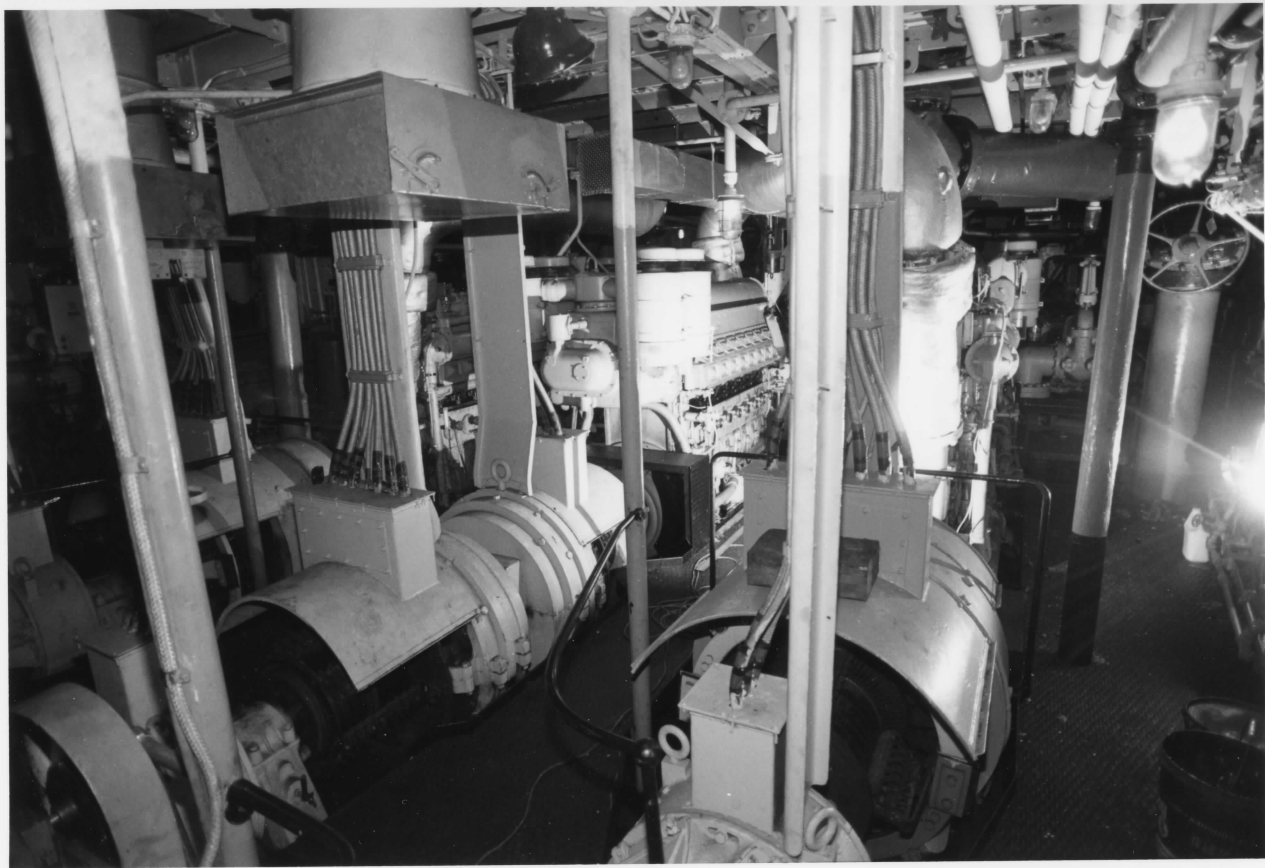


John J. Harvey, fireboat
New York, N.Y.
Photo No. 25



John J. Harvey, fireboat
New York, N.Y.

Photo No. 26



John J. Harvey, fireboat
New York, N.Y.
Photo No. 27



John J. Harvey, fireboat

New York, N.Y.

Photo No. 28



John J. Harvey, fireboat
New York, N.Y.
Photo No. 29

JOHN J. HARVEY, Fireboat
 Pier 63, New York, New York Co., N.Y.
 UTM Reference:
 18/583498/4511253

405740 DP

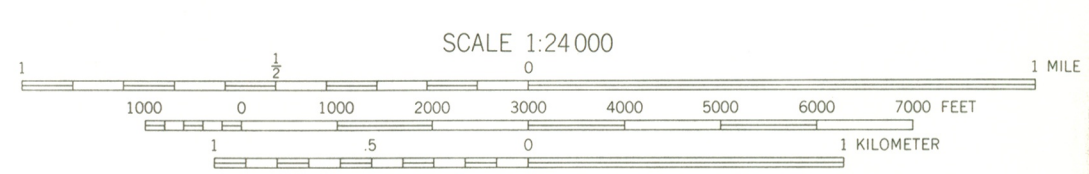
NEW YORK STATE
 DEPARTMENT OF TRANSPORTATION



Jersey City Quadrangle
 NEW JERSEY - NEW YORK
 7.5 MINUTE SERIES PLANIMETRIC



Prepared and published in 1975 by the New York State Department of Transportation, in cooperation with the U.S. Department of Transportation, Federal Highway Administration.
 Map base from 1967 U.S. Geological Survey 7.5-minute quadrangle.
 Map revisions made using 1974 aerial photography, construction plans, official records and other sources. Features revised include: highways and other transportation facilities; civil boundaries; recreation sites; hydrography; and buildings. Grey tint indicates intensely developed areas in which only landmark buildings are shown.
 Revisions may not comply with National Map Accuracy Standards.
 Correspondence concerning this and other maps of the Department of Transportation should be directed to: Map Information Unit, New York State Department of Transportation, State Campus, Albany, New York 12232.
 Map revisions outside New York State are limited to major highways.
 1975 revisions by D. F. Dayger & H. I. Smith



SCALE 1:24,000
 POLYCONIC PROJECTION, 1927 NORTH AMERICAN DATUM.
 1000-meter ticks based on the New York Transverse Mercator grid. Between 72° and 78° West Longitude, this grid is identical to Zone 18 of the Universal Transverse Mercator grid. Areas east of 72° and west of 78° are direct mathematical extensions of Zone 18.
 10,000-foot ticks based on the New York Plane Coordinate grid, Long Island Zone.
 ENTIRE NEW YORK STATE MAP AREA IS WITHIN THE NEW YORK CITY METROPOLITAN URBAN AREA

- BOUNDARIES:**
 State.....
 County.....
 Town or City.....
 Incorporated Village.....
 Federal-Aid Urban Area.....
- ROADS:**
 Touring Route markers:
 Interstate.....
 U.S.
 State.....
 State Highway number and limit.....
 County road.....
 Interchange number.....
- Divided highways and streets:
 Wide mall.....
 Narrow mall or barrier.....
- Undivided highways and streets:
 4 or more lanes.....
 Less than 4 lanes.....
- Vehicle track; trail.....



The New York City Landmarks Preservation Commission

100 Old Slip New York NY 10005 TEL: 212-487-6820 FAX: 212-487-6796 TTY: 212-487-6745
<http://www.ci.nyc.ny.us/html/lpc/>



RONDA WIST
EXECUTIVE DIRECTOR

March 7, 2000

CONFIRMED BY FAX

Ruth L. Pierpont
Director
New York State Office of Parks, Recreation and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island, P.O. Box 189
Waterford, NY 12188-0189

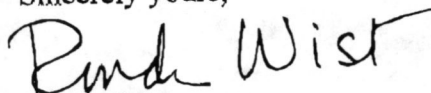
Re: The John J. Harvey, fireboat
Pier 63, North River, New York, New York

Dear Ms. Pierpont:

I write on behalf of Chairman Jennifer J. Raab in response to your request for comment on the eligibility of the John J. Harvey fireboat in Manhattan for the State and National Registers of Historic Places.

Mary Beth Betts, the Commission's Director of Research, has reviewed the materials submitted by the Historic Preservation Field Services Bureau and recommended that the John J. Harvey fireboat appears to meet the criteria for inclusion on the State and National Registers of Historic Places.

Sincerely yours,


Ronda Wist

c: Jennifer J. Raab, Chairman
Mary Beth Betts, LPC

Help Reunite Reunite 2nd Paragraph 1. Quote Request

Author: "Peckham; Mark (PEB)" <Mark.Peckham@oprhp.state.ny.us> at np--internet
Date: 9/18/01 10:05 AM
Normal
Receipt Requested

*1
stok*

518-237-8643-3258

TO: John Sprinkle at NP-WASO-NRHESubject: FW: Fireboat Harvey at the World Trade Center---
----- Message Contents

-----Original Message-----

From: Huntley Gill [mailto:huntley@fireboat.org]
Sent: Saturday, September 15, 2001 12:46 PM
To: Undisclosed-Recipient;
Subject: Fireboat Harvey at the World Trade Center

On the morning of Tuesday the 11th, Chase Welles, Chief Engineer Tim Ivory, Tomas Cavallaro, Andrew Furber and I met spontaneously at John J. Harvey and took her south from Pier 63 to help at the World Trade Center. We joined tugs and ferries to evacuating a trapped crowd from the sea wall near the Battery, taking some 150 people north to Pier 40. En route, the Fire Department radioed a request that we drop our passengers as quickly as possible and tie up adjacent to the site to provide pumping capacity as hydrants were not working. FDNY designated Harvey Marine Company Two and assigned an officer. We joined NYFD boats Fire Fighter and McKean on the sea-wall to provide the only water available at the site.

*↓
4:30*

Joined on Wednesday by Pilot Bob Lenney (NYFD ret) and Assistant Engineer Jessica DuLong, who provided welcome relief (and remained on board without it themselves), Harvey worked non-stop at the site until last night (Friday) after hydrants had been restored and she was at last sent home.

Countless friends and supporters made Harvey their base for volunteering in the emergency, working on shore on clean-up, rescue work and organization. Andrew Furber worked as a welder through the Tuesday night cutting people and remains out of emergency vehicles, and later cutting steel that had been WTC 2. Jeanne Preece and John Doswell wielded fire hose most of the day Wednesday to provide the only area at the site which was not covered by 2 inches of a horrible, ubiquitous choking dust; this area then became the main supply center for the emergency. Darren Vigilant provided regular ferry service to and from Pier 63 in his go-fast boat; John Krevey provided food, beverages and regular, unstinting support. Captain Pamela Hepburn organized the deck and set up the lines (secured to trees for lack of cleats) with quick-release toggles. (Both John and Pamela's families are homeless as their apartments are adjacent to the site.) Many others, too numerous to name, pitched in without hesitation.

Will turn 70 this October.

Remarkably, John J. Harvey turns 70 in 21 days. Supporters of John J. Harvey should be proud that this great old lady was saved to work for our City in crisis.

New York

(Photo: World Trade Center South Tower, Thursday 13 September 2001)

Huntley Gill
huntley@fireboat.org <mailto:huntley@fireboat.org>
212 874-4771

Mark Peckham

4771. all of you

*15
+ 21

76*

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY JOHN J. HARVEY (fireboat)
NAME:

MULTIPLE
NAME:

STATE & COUNTY: New York, New York

DATE RECEIVED: 05/18/2010 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 07/02/2010
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 00000576

NOMINATOR: FEDERAL

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 07/19/2010 DATE

ABSTRACT/SUMMARY COMMENTS:

*See attached
comments*

RECOM./CRITERIA C

REVIEWER Alexander

DISCIPLINE _____

TELEPHONE _____

DATE _____

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

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

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Name of Property

County and State

Section number _____ Page _____

Name of multiple property listing (if applicable)

ADDITIONAL DOCUMENTATION: LEVEL OF SIGNIFICANCE

JOHN J. HARVEY (fireboat)
New York, New York
00000576
May 19, 2010

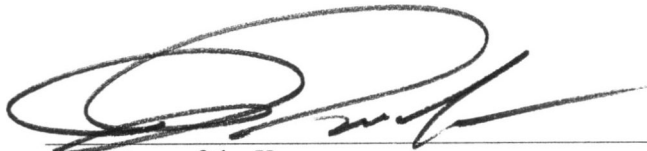
The level of significance for this resource has been raised to NATIONAL

I hereby certify that this property is:

entered in the National Register determined eligible for the National Register

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

other (explain:) Additional Documentation Accepted



Signature of the Keeper

5/20/10

Date of Action

Historic Fireboat Aids in New York City Response and Recovery During World Trade Center Disaster

The *John J. Harvey*, a large fireboat listed in the National Park Services' National Register of Historic Places and currently afloat at Pier 63, North River, at the west end of 23rd Street in Manhattan, joined in a group of tug boats and ferries on the morning of Tuesday September 11th, (after the terrorist piloted airplane attacks on the World Trade Center), to help in evacuation efforts and aiding the New York City Fire Department. Upon learning of the disaster at the World Trade Center on the morning of Tuesday September 11th, Chase Wells, Chief Engineer Tim Ivory, Tomas Cavallaro, Andrew Furner and Huntley Gill met at *John J. Harvey* and made the decision to take her south from Pier 63 to help at the World Trade Center. The *John J. Harvey*, built in 1931 at the Todd Shipbuilding and Dry-dock Corporation in Brooklyn, NY, took some 150 people from a trapped crowd from the sea wall near the Battery north to Pier 40. En Route, the New York City Fire Department radioed a request that the *John J. Harvey* drop off her passengers as quickly as possible and tie up adjacent to the World Trade Center site to provide pumping capacity, as hydrants were not working. FDNY designated the *John J. Harvey* Marine Company Two and assigned an officer. The fireboat joined New York Fire Department boats Fire Fighter and McKean on the sea-wall to provide the only water available at the site. Joined the following day by Pilot Bob Lenney (NYFD retired) and Assistant Engineer Jessica DuLong, the *John J. Harvey* worked non-stop at the site until Friday night, September 14, after hydrants had been restored. At this point she was sent home. Countless friends and supporters made *Harvey* their base for volunteering in the emergency, working on shore on clean-up, rescue work and organization. Andrew Furber worked as a welder through Tuesday night cutting people and remains out of emergency vehicles, and later cutting steel that had been World Trade Center 2. Jeanne Preece and John Doswell wielded fire hose most of the day Wednesday to provide the only area at the site which was not covered by 2 inches of choking dust. This area later became the main supply center for the emergency crews. Other people aboard the fireboat provided additional services. omit

omit The *John J. Harvey* will turn 70 this October. Supporters of the fireboat expressed pride that the ship was saved, thus allowing her to work for New York City during the crisis. The fireboat *John J. Harvey* was built in 1931 and updated in 1951. She played a large role in protecting the New York Harbor in the 1930s and into World War II when the port was used as a staging area for convoys supplying troops, munitions and petroleum to Europe. As a fireboat, *John J. Harvey*, was instrumental in extinguishing fires that took place along the water, including the 1932 five alarm fire that destroyed Cunard's Pier 54 and a fire aboard the former French liner, *Normandie*, that eventually capsized the vessel at her dock. The *Harvey* also became famous for her water displays in which she welcomed prominent ships to New York. In 1959, all of New York City's fireboats were redesignated as marine companies. Since the 1960s New York Harbor has changed dramatically and fireboats have been made smaller in order to deal with small pleasure craft, rather than the grand ocean liners of the past. In 1994, *John J. Harvey* was retired from service and auctioned to her current owners. She has been restored. The steel boat measures 130' length overall, and weighs 268 gross tons. omit

feet