1. NAME
   HISTORIC
   
   AND/OR COMMON
   City Pier A

2. LOCATION
   STREET & NUMBER
   South of junction of Battery Place & Hudson River

   CITY, TOWN
   New York

   STATE
   New York

   VICINITY OF

   CONGRESSIONAL DISTRICT
   Rep. John Murphy 17

   CODE
   36

3. CLASSIFICATION
   CATEGORY
   - DISTRICT
   X BUILDING(S)
   - STRUCTURE
   X SITE
   - OBJECT

   OWNERSHIP
   - PUBLIC
   - PRIVATE
   X BOTH

   CLASSIFICATION
   PUBLIC ACQUISITION

   STATUS
   - OCCUPIED
   X UNOCCUPIED
   - WORK IN PROGRESS
   - IN PROCESS
   - BEING CONSIDERED

   ACCESSIBLE
   X YES: RESTRICTED
   - YES: UNRESTRICTED
   X NO

   PRESENT USE
   - AGRICULTURE
   - COMMERCIAL
   - EDUCATIONAL
   - ENTRANCE
   - GOVERNMENT
   - INDUSTRIAL
   - MILITARY
   OTHER:

4. OWNER OF PROPERTY
   NAME
   City of New York

   STREET & NUMBER
   31 Chambers Street

   CITY, TOWN
   New York

   VICINITY OF

   STATE
   New York

5. LOCATION OF LEGAL DESCRIPTION
   COURTHOUSE, REGISTRY OF DEEDS, ETC.
   New York County Hall of Records

   STREET & NUMBER
   31 Chambers Street

   CITY, TOWN
   New York

   STATE
   New York

6. REPRESENTATION IN EXISTING SURVEYS
   TITLE
   HISTORIC AMERICAN ENGINEERING RECORD

   DATE
   1974

   DEPOSITORY FOR SURVEY RECORDS
   LIBRARY OF CONGRESS

   CITY, TOWN
   WASHINGTON

   STATE
   DC
Located on the northern edge of Battery Park at the southern tip of Manhattan Island, City Pier A springs from the center of the bulkhead or river wall south of Battery Place and former Pier 1, at an angle of 116-1/2° with the main length of the wall. Measuring 45 feet in width and extending 285 feet into the Hudson River, the two-to-three story pier, accented by a four-story clock tower, is a rectangular structure, resting upon a concrete foundation.

When construction began in 1885 G.S. Greene, Jr., Engineer-in-Chief at the New York City Department of Docks, reported that:

As the borings and soundings showed the rock to be only about 10 feet below mean low water, as a minimum, with soft mud on top of the rock, affording no holding ground for piles of either wood or iron, the foundations were made by clearing the mud off the rock, then sinking a box or crib of cheap timber upon the site of the sub-pier foundation, and filling the same up to a certain height with concrete in bags carefully laid by submarine divers under water. Mass concrete was then placed over the bags and levelled off, to form a seat or bed for the concrete blocks made in air, which extend from the above described foundation to a height two feet below mean low water mark. Above these concrete base blocks the sub-piers were built of granite to a level 2 feet above mean high water mark.

The top of the pier resting on these sub-piers consists of 6 main girders and 2 side girders, extending from sub-pier to sub-pier, each girder being 3 feet in depth, and a concrete arch being sprung between each two girders; the top of the arches forming the deck or floor of the pier, which is to be covered with an asphalt pavement two inches in thickness.

Completed by May, 1886, the pier bore a two-story, rectangular building 42' wide by 272'2" long, divisible structurally into two sections: the fire-proof eastern or inshore end, and the wood-frame portion which constitutes the greater part of the pier's length. Constructed of brick and terra cotta walls sheathed by galvanized iron, and iron roof trusses covered by tin,

the inner 38 feet of the building is of entirely incombustible and fire-proof materials, with steel roller doors and window shutters. It is separated from the remainder of the building by a partition wall of brick 20 inches in thickness, having a 3-inch air space, and the openings through this wall have fire-proof doors. The lower story of this part of the building was in its middle the main entrance for wagons, etc., to the deck of the pier, closed by a steel roller shutter at its easterly or street end, and by a fire-proof door at the pier end, where is the fire-proof partition....

The building outside of the fire-proof part is a frame structure covered on the outside with galvanized iron on its sides and with tin on the roof.
The frame is composed of bents 11 feet 8 inches apart at centers, with girders to support the floor, which is of 5-inch solid spruce plank covered with one inch of yellow pine.

The side walls have under the outside covering of galvanized iron two thicknesses of tarred paper and one thickness tongued and grooved boarding. The space between the studding is filled with mineral wool. The interior is lined with wire lathing and plaster and finished in white 'hard finish.' Double sash windows are provided for winter use, and it was found in the severe blizzard the first few days in March that all the rooms could be kept at a temperature of 85° F., with a pressure of 60 pounds in the boiler, which is licensed to carry 100 pounds.

The entire structure was "warmed by steam, lighted by gas and supplied with Croton Water, a steam-pipe being carried alongside each water-pipe to prevent freezing." A large central corridor, accessible from the main entrance on the east (inshore) elevation, divided the first floor of the east (fireproof) end. No partitions fragmented the space of the Record Room above (36' x 41'). The west end was similarly divided on the first floor by a central corridor, with the boiler room and the staircase to the tower situated to the south, while the remaining central portion of the structure, approximately 187' in length, was unpartitioned. The second floor of this central section was divided into offices flanking a central hall which terminated in the Meeting Room and Balcony contained within the west end. The top of the tower was accessible from both floors by means of a spiral iron staircase.

In 1900 the building was extended 50' eastward at both first and second-story levels along the original axis, thereby providing additional office space. Four years later the City Department of Docks and Ferries further enlarged the building by the addition of a third story to the old fireproof east end and to its recent extension. Plans drawn at this time called for the elaboration of the square extension in a classical mode, including features such as a richly detailed cornice, the use of one-story pilasters to define the three-bay facades, elaborate pedimental architraves framing the two doors which flank the main entrance (east elevation), segmental pediments in the central bays of the north and south elevations, and a triangular pediment--decorated by acroteria--in the same position over the main entrance of the east elevation. Subsequent alterations have included the installation of the clock (1918), changes in the floor plans (1918), reinforcement of the first-story walls (1935), and the installation of oil-burning equipment.

The mass of the structure today remains unchanged since the enlargements at the turn of the century: a long, gable-roofed, rectangular building terminating at its inshore end in a three-story, hip-roofed block (five bays by three bays), and at its outshore end in a hip-roofed block and a 70-foot, square clock-tower, topped by a
Pyramidal roof. The wall surfaces are relatively plain—most noticeably enlivened by the rhythm of the blind arcade which runs the length of the building's long, central portion. The rich detail of the extension, indicated on the drawings of 1904, is absent—represented only by the acroterium at the apex of the east (inshore) facade's triangular pediment. Galvanized iron sheaths the entire structure, including the "half-timbered" walls of the tower and outshore end which were still visible in photographs taken during the early 1950s.

---

1Pier 1, constructed 1872-1876, was demolished ca. 1972, in anticipation of the development of Battery Park City on land fill in the North or Hudson River.

2The pier itself measured 285' in length; the building upon the pier, 272'2" until the addition ca. 1900 of 50' inland.

3New York City Department of Ports and Terminals, Office of the Engineer-in-Chief, Annual Report (New York, 1885) p. 112.


5Ibid, p. 96. See also National Register Nomination Forms for the Old and New Croton Dams (Westchester County), and High Bridge Aqueduct and Water Tower (New York and Bronx Counties).
**SIGNIFICANCE**

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**SPECIFIC DATES**

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<tr>
<th>BUILDER/ARCHITECT</th>
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<td>STATEMENT OF SIGNIFICANCE</td>
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In the economically pressured, constantly changing, high-rise environment of 20th century Lower Manhattan, Pier A—once headquarters of the agencies responsible for regulating the nation's busiest waterfront—is a unique visual feature of New York Harbor and the island's southern tip. A landmark in the city's economic, technological, and architectural history, Pier A with its human-scale and vital design, as well as its strategic location at Battery Park, is a tangible reminder of Lower Manhattan's historic seaward orientation, and a unique and irreplaceable visual feature of New York Harbor.

On July 3, 1884 by unanimous resolution the New York City Board of Docks directed the Department of Docks to erect a pier "and such buildings and structures as are necessary for the accommodation of the business of the Department of Docks and for the requirements of the Police Department for the harbor Police force." The southernmost pier-site along the island's densely developed western shore, the site chosen was strategically located at Battery Park, the southern tip of Manhattan Island where the Hudson River widens into New York Harbor. Such a location would place the two city agencies responsible for regulating the waterfront activity of the nation's busiest port within easy reach of both eastern and western shores and would permit them to superintend seaborne traffic passing between the Harbor and the Waterfront.

Under the direction of Engineer-in-Chief G.S. Greene, Jr., the Department of Docks designed a pier consisting of a concrete foundation and "eight sub piers outside of the bulkhead or river wall, supporting a dock, or floor, of iron girders with concrete arches between them." In utilizing concrete for erecting Pier A, Greene was up-to-date with the technology of the period, for "by the 1880s plain concrete in bearing members under compressive strength only...was a familiar feature of...waterway and harborworks." In Pier A Greene used the material in bags as well as poured in the form of both blocks and arches. The resulting structure is a good example of the early period of the use of this material in America, and an important illustration of this technology in New York.

By May 1, 1885, sub piers 4, 5, 6, 7 and 8 were completed, and work was progressing on the remaining three. One year later Greene reported to the Board of Docks that the pier was "completed, with the exception of the asphalt covering of its deck or top" and that the new headquarters for the Department of Docks and the Harbor Police had been erected upon the pier by C.O. Brown, contractor (Contract 225).

Except for the outshore (48') and inshore ends (38') which were divided into

- See continuation sheet -
MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY: less than one acre

UTM REFERENCES

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VERBAL BOUNDARY DESCRIPTION

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

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FORM PREPARED BY

NAME / TITLE
Lynn A. Beebe, Research Assistant

ORGANIZATION
Division for Historic Preservation

STREET & NUMBER
Office of Parks and Recreation
South Mall

CITY OR TOWN
Albany

STATE
New York

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL __ STATE X LOCAL __

As the designated State Historic Preservation 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.

TITLE
State Historic Preservation Officer

DATE
June 11, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE
June 10, 1975

DATE
June 10, 1975

DATE
June 11, 1975

DATE
June 11, 1975
rooms by a wide central corridor or driveway, the first floor of the approximately 272' structure was one large, undivided space, the framing supported by a central range of posts. The Department of Police occupied the northern side, while the Department of Docks utilized the southern half. On the second floor were offices for the Department of Docks, arranged on both sides of a 200-foot corridor which terminated at the western or outshore end in the Board's Meeting Room. The 70-foot tower at the southwestern corner of the structure was designed as a "look-out or watch tower" for the use of the Police. The eastern end of the structure, on the second floor, Greene and his staff had designed as a Record Room (36'6" x 41'), a "place long needed for the safe storage and deposit for the large and constantly accumulating collection of maps and other valuable records" of the Department of Docks. This need had prompted the design of the east end as a "fire-proof" unit, "isolated" structurally from the wood-frame pier-shed which constitutes the greater portion of the structure's length.

In 1918 the lookout tower was converted to another use by the installation of a clock, donated to the city by Daniel G. Reid, prominent financier and one of the founders of U.S. Steel Corporation, as a memorial to the soldiers and sailors who died during World War I. The clock strikes the hours in ship bells—along with the clock at the U.S. Naval Academy, one of the few clocks equipped with this feature.

Until 1959, Pier A continued to function in the capacity for which it was designed, administered over the years by the successors of the Department of Docks: Department of Docks and Ferries, Department of Marine and Aviation, and now Department of Ports and Terminals. Utilized as headquarters of Marine Fire Company No. 1, the structure has served as a fire station for the waterfront of the North or Hudson River since 1960.

Its role in the history of the city's waterfront, its distinctive design, its ready adaptability to changing needs, and its strategic location render Pier A a landmark of considerable importance. A tangible reminder of both 19th century New York Harbor as a major center of commerce and immigration, and of the 19th century technology of marine engineering, Pier A, along with Battery Park, the U.S. Customs House, and South Street Seaport, is today one of the very few vestiges of Lower Manhattan's historic seaward orientation. The distinct vitality of the Pier's design as well as its human scale, now rare in the high-rise world of New York City, enable it to make a unique contribution to the ambience of the island's southern tip. From the promenade at Battery Park, Pier A forms an appropriate northern frame, channeling the vista seaward to a dramatic view of New York Harbor.

---

1New York City Department of Ports and Terminals, Office of the Engineer-in-Chief, Annual Report (New York, 1885), p. 112.
Pier A
New York County

CONTINUATION SHEET

ITEM NUMBER 8. PAGE 3


3New York City Department of Ports and Terminals, Office of the Engineer-in-Chief, Annual Report (New York, 1886), p. 95.
**NATIONAL REGISTER OF HISTORIC PLACES**  
**INVENTORY -- NOMINATION FORM**

**Pier A**  
New York County

<table>
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<td>&quot;Alterations to Tower For Installation of Tower Clock, Pier A N.R.&quot; November 15, 1918.</td>
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<td>&quot;Building for Pier A, Sheet 'C'.&quot; 1884.</td>
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<td>&quot;Pier A, N.R.&quot; September 1, 1884.</td>
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<td>&quot;Repairs and Additions to the Building on Pier 'A' N.R., Sheet No. 1.&quot; 1904.</td>
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| State    | New York
| Working Number | 6/17/75 1124

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| National Register Write-up | 9-5-75 |
| Federal Register Entry | 9-5-75 |
| Send-back | 
| Re-submit | 
| Entered | 1/27 1975 |

United States Department of the Interior National Park Service WASO No. 7
1. NAME

COMMON: City Pier A

2. LOCATION

STREET AND NUMBER: South of Junction of Battery Place and Hudson River

CITY OR TOWN: New York City

STATE: New York

3. PHOTO REFERENCE

PHOTO CREDIT: Department of Ports and Terminals, New York City

DATE OF PHOTO: 1951

NEGATIVE FILED AT: New York City Department of Ports and Terminals, Battery Maritime

4. IDENTIFICATION

BUILDING, New York City

DESCRIPTION: View looking northeast. Pier 1 (now demolished) is visible north of Pier A.
1. NAME
   COMMON: City Pier A
   AND/OR HISTORIC:

2. LOCATION
   STREET AND NUMBER: South of junction of Battery Place and Hudson River
   CITY OR TOWN: New York City
   STATE: New York
   CODE: 36
   COUNTY: New York
   CODE: 061

3. PHOTO REFERENCE
   PHOTO CREDIT: New York City Department of Ports and Terminals
   DATE OF PHOTO: 1973
   NEGATIVE FILED AT: New York City Department of Ports and Terminals, Battery Maritime Building, New York City

4. IDENTIFICATION
   DESCRIBE VIEW, DIRECTION, ETC.
   View of inshore end (east elevation) looking west

#283

INT: 154-72
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

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

1. NAME

COMMON: City Pier A
AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: end of South of junction of Battery Place and Hudson River
CITY OR TOWN: New York City
STATE: New York

3. PHOTO REFERENCE

PHOTO CREDIT: New York City Department of Ports and Terminals
DATE OF PHOTO: ca. 1950's
NEGATIVE FILED AT:
New York City Department of Ports and Terminals, Battery Maritime Building, New York City

4. IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC.

View of offshore end, (west elevation) looking east-northeast

INT: 154-72
CITY PIER "A": New York City, New York. Restoration Grant: $70,000.00. Warehouses and piers are a highly adaptable and usable cultural resource.
City Pier "A", NY, NY
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM

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

1. NAME

COMMON: City Pier A

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
South of Junction of Battery Place and Hudson River

CITY OR TOWN:
New York

STATE:
New York

3. MAP REFERENCE

SOURCE:
U.S. Department of the Interior, Geological Survey, 7.5 Min. Series

SCALE: 1:24,000

DATE: 1967

4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS
1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.

STATE
New York

COUNTY
New York
FOR NPS USE ONLY
ENTRY NUMBER
JUN 27 1975

DATE
JUN 17 1975

NATIONAL REGISTER
ENTRIES IN THE NATIONAL REGISTER

STATE       NEW YORK

Date Entered  JUN 27 1975

Name                  Location

City Pier A          New York
                      New York County

Also Notified

Hon. Jacob K. Javits
Hon. James L. Buckley
Hon. John M. Murphy
Regional Director, North Atlantic Region

State Historic Preservation Officer
Mr. Orin Lehman
Commissioner
Parks and Recreation
Room 303, South Swan Street Building
Albany, New York 12238

PR    MMott/row  6/30/75
FEDERAL ASSISTANCE

1. TYPE OF ACTION
   - Preapplication
   - Application
   - Notification of Intent (Opt.)
   - Report of Federal Action

2. APPLICANT
   - Name: NYS Office of Parks & Recreation
   - Organization Unit: Division for Historic Preservation
   - Street/P.O. Box: Agency Bldg. #1, Empire State Plaza
   - City: Albany
   - State: New York
   - Contact Person: Orin Lehman - 518-474-0443

3. STATE APPLICATION IDENTIFIER
   - Number: 57700088

4. LEGAL APPLICANT/RECIPIENT
   - Applicant Name: NYS Office of Parks & Recreation
   - Organization Unit: Division for Historic Preservation
   - Street/P.O. Box: Agency Bldg. #1, Empire State Plaza
   - City: Albany
   - State: New York
   - Zip Code: 12238

5. FEDERAL EMPLOYER IDENTIFICATION NO.
   - Number: 14-6013200

6. PROJECT
   - Application:
     - Name: National Historic Preservation Act of 1966
     - Office Code:

7. TITLE AND DESCRIPTION OF APPLICANT'S PROJECT
   - Project Name: City Pier A Development Project - Phase I
   - Description: New York City, New York County:
   - Prepare historic structure report and measured drawings. Source of nonfederal match is cash from New York City Fire Department.

10. AREA OF PROJECT IMPACT (Names of cities, counties, States, etc.)
   - New York City

11. ESTIMATED NUMBER OF PERSONS BENEFITING
   - 8,000,000

12. TYPE OF APPLICATION
   - New
   - Revision
   - Augmentation
   - Renewal
   - Continuation

13. PROPOSED FUNDING
   - Federal: $5,875
   - State: $5,875
   - Local: $0
   - Other: $0
   - Total: $11,750

14. CONGRESSIONAL DISTRICTS OF:
   - State: 17
   - Project Start Date: Year month day 1977 2 7
   - Project Duration: 36 Months

15. TYPE OF CHANGE (For less or more)
   - Increase Dollars
   - Decrease Dollars
   - Increase Duration
   - Decrease Duration

16. ESTIMATED DATE TO BE SUBMITTED TO FEDERAL AGENCY
   - Year month day 1977 2 7

17. ESTIMATED FEDERAL IDENTIFICATION NUMBER
   - 36-76-00578-34

18. FEDERAL AGENCY TO RECEIVE REQUEST (Name, City, State, ZIP code)
   - Dept. of the Interior, National Park Service, Washington, DC.

22. THE APPLICANT CERTIFIES
   - That the best of my knowledge and belief, date in this application is true and correct, the document has been duly authorized by the governing body of the applicant and the applicant will comply with the attached agreements if the assistance is approved.

23. CERTIFYING REPRESENTATIVE
   - Name: Orin Lehman
   - Title: State Historic Preservation Officer

24. AGENCY NAME
   - Department of the Interior

25. APPLICATION RECEIVED
   - Year month day 1977 2 7

26. ORGANIZATIONAL UNIT
   - National Park Service

27. ADMINISTRATIVE OFFICE
   - Grants Administration Div.

28. FEDERAL APPLICATION IDENTIFICATION
   - Number: 36-76-00578-34

29. ADDRESS
   - 18th & C Streets NW, Washington, D.C. 20240

30. FEDERAL GRANT IDENTIFICATION
   - Number: 36-76-00578-34

31. ACTION/TAKEN
   - Awarded
   - Rejected
   - Returned for Amendment
   - Deferred
   - Withdrawn

32. FUNDING
   - Federal: $5,875
   - Applicant: $5,875
   - Total: $11,750

33. ACTION DATE
   - Year month day 1977 4 4

34. CONTACT FOR ADDITIONAL INFORMATION
   - Stephen D. Newman
   - (202) 523-5472

35. REMARKS ADDED
   - No remarks added

36. ENDING DATE
   - Year month day 1977 4 4

37. REMARKS ADDED
   - No remarks added

38. FEDERAL AGENCY A-95 ACTION
   - Yes

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In taking above action, any comments received from clearinghouses were considered. If agency response is due under provisions of Part 1, OMB Circular A-95, it has been or is being made.

b. FEDERAL AGENCY A-95 OFFICIAL
   - (Name and telephone no.)

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STANDARD FORM 424 PAGE 1 (10-75)
**NAME as it appears on federal register:**
City Pier A

**LOCATION street/number:**
End of Battery, 164th Rive

**city/town:**
New York

**vicinity of:**
New York

**state:**
NY

**county:**
New York

**NPS REGION:**
North Atlantic

**date of entry:**
6-27-75

**county code:**
861

**OWNER:**
PRIVATE

**STATE:**
MUNICIPAL

**COUNTY:**
MULTIPLE

**FEDERAL (agency name):**

**ADMINISTRATOR:**

**EXISTING SURVEYS:**
NMA, OAER, NHL

**FUNDING:**
YES

**CONGRESS DISTRICT:**
17th

**SOURCE OF NOMINATION:**
STATE

**acreage:**

**WITHIN NATIONAL HISTORIC DISTRICT?:**
YES

**WITHIN NATIONAL HISTORIC LANDMARK?:**
NO

**CONDITION:**
excellent

**ORIGINAL SITE:**

**MOVED:**

**THEMATIC:**

**FEATURES:**

**STUNIALLY INTACT-1:**

**NOT INTACT-0:**

**UNKNOWN-4:**

**UNKNOWN-5:**

**UNKNOWN-6:**

**UNKNOWN-7:**

**UNKNOWN-8:**

**LESS THAN 1:**

**NOT APPLYABLE-8:**

**LOCAL:**

**PRIVATE ORGANIZATION:**

**ACCESS:**

**YES—Restricted**

**YES—Unrestricted**

**No Access**

**Unknown**

**ADAPTIVE USE:**

**YES—no**

**YES—Saved**

**YES—Sued**

**IS PROPERTY A HISTORIC DISTRICT?:**

**YES**

**CLAIMS:**

explain

‘first’

‘oldest’

‘only’

**AREAS OF SIGNIFICANCE:**

ARCHAEOLOGY—prehistoric-2

COMMERCE—6

ARCHAEOLOGY—historic-1

COMMUNICATIONS—7

EXPLORATION—12

ARCHITECTURE—4

CONSERVATION—8

ARTS—5

AGRICULTURE—6

ECONOMICS—9

EDUCATION—10

ENGINEERING—11

ENTERTAINMENT—26

LAW—16

LITERATURE—17

MEDICAL—18

MUSIC—19

PHILOSOPHY—20

LANDSCAPE ARCHITECT—15

POLITICS/GOVT.—21

RECREATION—28

SETTLEMENT—29

URBAN PLANNING—31

ANOTHER (SPECIFY):

**architectural style(s):**

Eclectic

**architect:**

**master builder:**

**engineer:**

**landscaping architect/garden designer:**

**interior decorator:**

**artist:**

**artisan:**

**NAMES give role & date:**

**PERSONAL:**

Danielle Reid—donated clock in 1916 as WWI memorial, founder of U.S. Steel

**EVENTS:**

**INSTITUTIONAL:**

**NATIONAL REGISTER WRITE-UP:**
Concrete foundation, frame, board & batten, galvanized tin siding; 2 and 3-story sectioning, rectangular, hipped & gabled roof sections, with dormers, attic monitors, low-end center vehicular entrance, flanking glazed double-door entrances, each with small pedimented vestibule, segmental-arched side freight bays, 1-story river end projecting bay with balustraded deck; 4-story corner clock tower with pyramidal cap; 2-story side oriel; alterations and additions 1900, 1904 and 1918; Eclectic. Early use of concrete and fireproofing in marine technology; built for use by NY harbor regulatory agencies.

**reviewers initials:**

Geoff

**date:**

2-25-76