

PH 367681

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED NOV 23 1976
DATE ENTERED MAR 25 1977

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Alexander Hamilton (Steamship)

AND/OR COMMON
Steamer Alexander Hamilton

LOCATION

STREET & NUMBER
NJ 36
CITY, TOWN Atlantic Highlands
STATE N.J. VICINITY OF COUNTY Monmouth CODE 025
CONGRESSIONAL DISTRICT 3

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> EDUCATIONAL
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> ENTERTAINMENT
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> GOVERNMENT
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME STEAMER ALEXANDER HAMILTON SOCIETY
STREET & NUMBER P. O. BOX #17 TIMES SQUARE STATION
CITY, TOWN NEW YORK, NEW YORK STATE 10036
VICINITY OF

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. N/A
STREET & NUMBER
CITY, TOWN STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE New Jersey Historic Sites Inventory
DATE 1976
DEPOSITORY FOR SURVEY RECORDS Room 810 - Labor & Industry Bldg.
CITY, TOWN Trenton STATE N.J.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>1924</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Alexander Hamilton is a side paddle wheel steam-boat, with an overall length of 349' 5". The tear drop shaped hull has a draught of 8' 4". It is surmounted by 3 complete decks and a partial 4th deck. The decks extend laterally over the edges of the hull, giving the ship an overall width of 77', much wider than the actual hull. This 3 deck superstructure is supported by steel st^uts which run from the perimeter of the lowest deck (also called the first deck) into the structure of the hull.

The 4th (top) deck (also call the Hurricane Deck) is shaped like an elongated sausage. It is recessed back from the edge of the 3rd on all sides, creating a peripheral open area on the third deck level. The great rounded frontal section of the hurricane deck is recessed back a long way from the bow, creating a large open fore-deck area on the 3rd deck level.

The engine is set amidships in the hull, with 2 large smoke stacks emerging through the 4th deck, one aft of the other. The paddle wheels are set each side of the engine, into the lowest deck. Their upper portions are encased in boxes which are incorporated into the 3 deck super structure. As such, they register as side panels, between the 1st and 2nd decks. A lateral shaft runs between the paddle wheels. It has cross heads which connect to 3 cylinders which are set forward of the shaft. Their diameters are 36 1/2", 56" and 85" successively. Each cylinder uses the same burst of steam in turn. The small cylinder expands steam under high pressure. The medium cylinder expands the steam under medium pressure and the large cylinder expands the steam under low pressure. This type of steam engine is known as a triple expansion engine. The boilers are situated aft of the paddle wheel shaft.

The paddle wheels are of the feathering type, which keep each blade perpendicular to the water throughout the bottom ark of the swing. This is accomplished through the use of an off center wheel, mounted on an axle next to the paddle wheel axle, which directs the position of each blade.

The lowest deck is known as the main deck. It contains the major circulation areas of the ship, and the upper engine room, which is at the center. The main dining room is aft of the engine room. Forward of the engine room is an assembly area with a cafeteria below. The main deck also contains a forward covered outside deck, men's restrooms, and the purser's office.

(cont.)

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The second deck is the saloon deck. It is reached by main staircases fore and aft. The main saloon extends for 250'. It contains built in features such as mahogany paneled parlors, paintings depicting the life of Alexander Hamilton, and an orchestra pit which has circular windows. The saloon deck also contains 2 ladies rooms and covered outside decks fore and aft.

The third deck is known as the "Promenade Deck". It contains fore and aft observation rooms. The forward observation room has a circular well over the orchestra pit.

The "Hurricane Deck" is completely open with large ventilators and the 2 smoke stacks. At the forward end is the semicircular pilot house which is a jewel box of brass and mahogany. It contains the steam operated steering wheel as well as the large hand operated emergency wheels.

There is a protruding steel guard surrounding the main deck. In addition, thin vertical struts run between the decks. The words "Alexander Hamilton" are painted on the paddle boxes, and under the prow.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1924 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

When the Alexander Hamilton retired from service in 1971 it was one of the last operating sidewheel steamboats in the country. It was the last sidewheeler to traverse the river, and probably the East Coast. Its retirement signaled the end of an era.

The strut and post construction of the decks, rooms, and open spaces of the Alexander Hamilton, is more or less typical of naval architecture of the early 20th Century. Inasmuch as this was a major source of inspiration to the early modernist architects, notably le Corbusier, the Hamilton should be preserved. Because there are relatively few surviving examples of the ships which show that inspiration.

The power plant of the Hamilton is a triple expansion steam engine, inclined. In its day, it was the most advanced typed of engine for a paddle wheeler. It was probably the last engine of that type built in America.

The Hudson River Day Line was founded as a passenger steamboat business in 1863, by Alfred Van Santvoord. By the early 20th Century the importance of the Day line service to Hudson River communities was overshadowed by a new role, the excursion business. It grew with the establishment of a state park at Bear Mountain and the Day Line's own recreation center at Indian Point. When the Hamilton entered service, in 1924, she joined six other steamboats, the Washington Iving, the Robert Fulton, the Hendrick Hudson, the Chauncy M. Depew, the Albany, and the DeWitt Clinton. After the depression the business changed and the Day Line's fleet grew smaller. Daily service from New York City to Albany was ended in 1948 when the Day Line was sold by the Olcott family. This also ended 3 generations of family operation. (the name changed because the line passed through a female at one point) The new owners operated 3 steamers as far north as Poughkeepsie. In 1962 the line was sold again, this time to the Circle Line sightseeing interests. Only 2 steamers remained, the Peter Stuyvesant

(cont.)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Ringwald, Donald C. The Day Line

Kidney, Walter C. Working Places

10 GEOGRAPHICAL DATA N/A

ACREAGE OF NOMINATED PROPERTY _____
 UTM REFERENCES

A

1	8	5	8	1	8	9	0
ZONE		EASTING				NORTHING	

860

B

ZONE		EASTING		NORTHING	

VERBAL BOUNDARY DESCRIPTION

N/A

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE A. Van Santvoord Olcott, Jr., President

ORGANIZATION Alexander Hamilton Society DATE 1976

STREET & NUMBER Woodsville Road TELEPHONE 609-466-1944

CITY OR TOWN Hopewell STATE N.J.

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL X STATE 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE *David J. Burt*

TITLE Commissioner, Department of Environ. Protection DATE October 19, 1976

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
CHIEF <u><i>David J. Burt</i></u>	DATE <u>3/25/97</u>
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION <u><i>Wm</i></u>	DATE <u>3-24-77</u>
ATTEST: <u><i>Charles Adeney</i></u>	
KEEPER OF THE NATIONAL REGISTER	

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and the Hamilton. The new owners sold the Stuyvesant, but continued to operate the Hamilton on daily summer trips to Bear Mountain, West Point, and a non-stop cruise to Poughkeepsie. Thus for almost 10 years, she was probably the only operating sidewheeler not only on the Hudson but on any eastern waterway. In 1971 the Hamilton retired with full television coverage for her final voyage.