

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

APR 16 1990

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Lightship No. 114 (preferred)other names/site number "Fire Island," "Diamond Shoals," "Relief," "Pollick Rip,"
"Portland," WAL-536

2. Location

street & number State Pier

N/A not for publication

city, town New Bedford

N/A vicinity

state Massachusetts code 025 county Bristolcode 005 zip code 02740

3. Classification

Ownership of Property

- ☐ private
☒ public-local
☐ public-State
☐ public-Federal

Category of Property

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

Number of Resources within Property

Contributing	Noncontributing
<u>1</u>	<u>0</u> buildings
<u>1</u>	<u>0</u> sites
<u>1</u>	<u>0</u> structures
<u>1</u>	<u>0</u> objects
<u>1</u>	<u>0</u> Total

Name of related multiple property listing:

N/A

Number of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. ☐ See continuation sheet.

Valerie A. Talmage
Signature of certifying official Executive Director, Massachusetts Historical
State Historic Preservation Officer

April 5, 1990
Date Commission;

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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:)

Barbara A. Savage
Signature of the Keeper

5/30/90
Date of Action

6. Function or Use <u>Lightship No. 114, New Bedford, Massachusetts</u>	
Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
<u>Transportation: Water-related</u>	<u>Museum</u>
<u>Defense: Coast Guard Facility</u>	

7. Description	
Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
<u>Other: Lightship</u>	foundation _____
	walls _____
	roof _____
	other <u>Metal: Steel</u>

Describe present and historic physical appearance.

Formerly "Fire Island," "Diamond Shoals," "Relief," "Pollock Rip," and "Portland," the 1930 lightship No. 114 (United States Coast Guard designation WAL-536), now known by the pseudonym "New Bedford," is a floating historic museum vessel moored at the State Pier on the Acushnet River on the central waterfront of New Bedford, Massachusetts. No. 114 is owned by the City of New Bedford, under the jurisdiction of the New Bedford Harbor Development Commission, and is slowly undergoing preservation and restoration work.

NO. 114 AS BUILT AND MODIFIED DURING HER CAREER

As built in 1930, the lightship designated No. 114 was a steel hulled vessel 133.2 feet in length with a 30 foot beam, a 12.5 foot depth of hold, a 13.25 draft and a displacement of 630 tons.¹ Built to the characteristic lines of a twentieth century American lightship, No. 114's double-riveted hull was constructed to be strong and seaworthy. As a typical lightship hull, No. 114 shared many characteristics with her contemporary and later steel sisters:

The American vessel generally ... has her lighting elements divided into two, and two lamps are arranged, one each at the top of a pole mast. Cones, cages, and other day marks are arranged on the masts above or below the lanterns....There is usually a bar keel, big rise of floor, and large tumble home, the outline of the midsection being somewhat reminiscent of that of an icebreaker. The sheer is severe, rising rapidly both to the bow and to the stern. The bow is a strong forging and sharply raked, containing the hawse pipe for the mushroom mooring anchor. The stern is of stereotypical single knuckle type and contains the rudder, sternpost of usual construction, and the propelling wheel ... The ships generally have two complete decks and a third part deck forward and aft of the machinery space. Side doors in the hull give access to the second deck and tend to follow ... characteristic side loading....²

No. 114 is painted in the original colors used on American lightships after the 1930's. Her hull is bright red with buff or spar colored masts and superstructure, and the name of her station painted in white, bold block letters on her side. Originally painted as "Fire Island", she was repainted

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 1Lightship No. 114,
New Bedford, Massachusetts

in camouflage in 1942 for wartime service. After the war, No. 114 had a succession of station names to reflect the location to which she was assigned: "Diamond Shoal" in 1945, "Relief" in 1947, "Pollock Rip" in 1958, "Portland" in 1969, and finally with the pseudo-station "New Bedford" in 1975.

The design of No. 114 reflected improvements made in lightship design by the United States Lighthouse Establishment (USLHE). Among those improvements, as embodied in No. 114, were the placement of the hawsepipe low in the bow as opposed to immediately abaft the stem, the installation of bilge keels to reduce rolling, a reduced metacentric height to give an easier motion, an increased bow height and sheer for drier decks, and most importantly a shift from wood to metal hulls and unpowered to powered vessels. An improved version of the first generation "modern" lightships, No. 114 was a drier, roomier vessel with greater ability to stay on station in the roughest seas.³

The principal features of the vessel above decks are the steel decks, pilothouse, aft radio house, smokestack, and two steel masts that mounted the lights. The lights themselves were originally 1000 watt electric lights in 375 mm cut glass lenses with a power of 16,000 candlepower (the standard optic for lightships). The steel pilothouse is located forward of the foremast, its rounded front is fitted with bronze port lights over a large steam radiator. The captain's cabin is located in the rear of the pilothouse. The radio room is located in the after deckhouse. Between the two masts stood the single stack and the primary fog signal: an air diaphone using four-way multiple horns, with the secondary fog signal being a hand-operated bell.⁴

Below the weather deck of the No. 114 on the main deck, is located the crew's and officer's quarters, wardroom, galley, mess, refrigeration and deep freeze lockers and anchor windlass. The crew quarters for No. 114's fifteen man complement on the main deck were built to provide better amenities of life for lightship crews than on previous lightships. Below the weather deck forward on the main deck, was the forecastle, which provided crew quarters to port and starboard of the mess area. Officers' quarters are aft beneath the stern, and are composed of cabins which line the hull and open into a central wardroom, which has beautifully appointed joinery including panelled walls, and built-in cabinetry. All crew quarters remain basically unaltered.

On the lower deck of the lightship are the engine spaces, storage lockers, water tanks and chain lockers. For a propulsion system, No. 114 was built with a 350-h.p. electric motor driven by any or all of the four 25 KW diesel engine generator units located in the engine room on the lower deck of the vessel. These units drove the vessel's single 5 foot 10 inch propeller, and could generate speeds up to 10 knots, with a normal cruising speed of 9 knots. Located well forward was the lightship's chain locker. The windlass was driven by the generators in the engine room and was used to raise No.

(continued)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 7 Page 2Lightship No. 114,
New Bedford, Massachusetts

114's 3 ton mushroom anchor. The anchor cable, a heavy forging weighing 200 pounds per fathom, was usually allowed a long scope to give the lightship better holding without additional strain on the cable.

In the course of her career as a lightship, No. 114 underwent very few modifications. For wartime service in World War II the vessel was equipped with radar and armed with one six pound naval gun, which was removed immediately after that conflict. In 1946 the vessel's side cargo doors were welded shut for increased hull integrity. In 1958 she underwent an equipment change and was fitted with an air diaphragm horn (a 17" Leslie typhoon).⁵

No. 114'S PRESENT APPEARANCE

Since her decommissioning in 1971 and acquisition by the City of New Bedford in 1975, No. 114 has undergone no major alteration. The vessel is in fair condition; the hull is thought to be sound, though thin in a few spots. However, the vessel is currently listing to port at approximately 20 degrees, due to a neglect in trimming the vessels ballast tanks. The upper decks have some leaks due to the failure of the original through-deck piping system. The steel ladders on the two masts have rusted out and are unstable.

Located forward of the pilot house at the bow is a large lightship bell bearing the legend "USLHE, 1907" on its face. This bell was raised from the wreck of the "Vineyard Sound" lightship which sank on station during a hurricane in 1944, with a loss of all 14 crewmen aboard. This bell was attached to No. 114 when it became a museum vessel as a part of the Coast Guard Commemorative in 1975.

Despite some evidence of deterioration, the vessel retains a remarkable integrity. Most original fittings are in place throughout the vessel. Specifically, the pilothouse interior retains the radiator, chart chests and speaking tubes, while the engine spaces contain all of its original machinery. Unfortunately, the screw of No. 114 was removed when she was obtained by the City of New Bedford.

(end)

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

Lightship No. 114,
New Bedford, Massachusetts

NOTES

1. James P. Delgado, ed. Evaluative Inventory of Large Preserved Historic Vessels in the United States (Washington, D.C.: National Park Service, 1987). Entry for Lightship No. 114.

2. A.C. Hardy, American Ship Types: A Review of the Work, Characteristics, and Construction of Ship Types Peculiar to the Waters of the North American Continent (New York: D. Van Nostrand Co., Inc, 1927) pp. 254-256.

3. Ralph C. Shanks, Jr. and Janetta Thompson Shanks, Lighthouses and Lifeboats of the Redwood Coast (San Anselmo, California: Costano Books, 1978) p. 143.

4. Willard Flint, Lightships of the United States Government: Reference Notes (Washington, D.C.: U.S. Coast Guard, 1989). This book is unpaginated, hence the specific entry for individual lightships and stations will be cited. Entry for No. 114.

5. Ibid.

8. Statement of Significance Lightship No. 114, New Bedford, Massachusetts

Certifying official has considered the significance of this property in relation to other properties:

☒ nationally ☐ statewide ☐ locallyApplicable National Register Criteria ☒ A ☐ B ☒ C ☐ DCriteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☒ G

Areas of Significance (enter categories from instructions)

EngineeringMaritime HistoryMilitary

Period of Significance

1930-1947

Significant Dates

1947

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

United States Lighthouse Establishment
Albina Iron Works, Portland, Oregon

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The 1930 lightship No. 114 possesses integrity of setting, design, materials, and workmanship, and now known as "New Bedford," is one of a small number (currently estimated by the National Park Service at only thirteen) of preserved historic American lightships. Essential partners with lighthouses as major aids to navigation along the coast of the United States, lightships date to 1820 when No. 1 was commissioned. Lightship No. 114 meets Criteria A in that she and her five sister ships represent an important phase in American lightships, being the last class constructed by the United States Lighthouse Establishment. The vessel also meets Criteria C in that No. 114 embodies the technological progress in lightship design made in the first part of the twentieth century. It also meets criterion exception G as a property that is of exceptional significance for its rarity and later associations with U.S. coastal protection during World War II. As one of only two preserved vessels in her class and type (the other being the No. 116 in Baltimore, Maryland), lightship No. 114 is of national significance.

Immediately after her completion in 1930, the No. 114 was the first American lightship to complete a west-east passage via the Panama Canal. Built to serve first as the lightship on the Fire Island station, No. 114 guided mariners to the nation's busiest port, New York. Serving on this important lightship station, No. 114 had a profound impact on local, coastal, and international trade. The vessel then served on station at Diamond Shoals, another important lightship station off Cape Hatteras, guiding vessels past the most treacherous point on the north-south voyage along the Atlantic coast. On station at Pollock Rip of Cape Cod, Massachusetts and the harbor of Portland, Maine, No. 114 notified mariners off the New England coast of dangerous navigational hazards. While regionally based on the East coast of the United States, No. 114 had a profound impact on the nationally significant Atlantic coast trade and on arriving and departing intercoastal and international vessels. The vessel's current location in New Bedford, Massachusetts is fitting in terms of setting, but No. 114 did not have any

☒ See continuation sheet

9. Major Bibliographical References Lightship No. 114, New Bedford, Massachusetts

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 # _____

☒ See continuation sheet

Primary location of additional data:

- ☒ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☒ Local government
- ☐ University
- ☐ Other

Specify repository:

Massachusetts Historical Commission
City of New Bedford

10. Geographical Data

Acreage of property Less than one acre

UTM References

A 19 339980 4610900
Zone Easting Northing

C

B
Zone Easting Northing

D

☐ See continuation sheet

Verbal Boundary Description

The nomination consists of the Lightship No. 114 structure which is berthed in New Bedford Harbor.

☐ See continuation sheet

Boundary Justification

Distinct structure of Lightship No. 114 that is located in New Bedford Harbor where it has been registered and berthed since 1975.

☐ See continuation sheet

11. Form Prepared By

name/title Arnold N. Robinson, Preservation Planner, with Betsy Friedberg, NR Director

organization Massachusetts Historical Commission date February 15, 1990

street & number 80 Boylston Street telephone 617-727-8470

city or town Boston state MA zip code 02116

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 1Lightship No. 114
New Bedford, Massachusetts

active role in the history of that port and is only linked by a general maritime association.

The preceding statement of significance is based on the more detailed discussion which follows.

THE DEVELOPMENT OF THE AMERICAN LIGHTSHIP¹

While the first American lighthouse dates to the colonial era, the use of lightships is a more recent 19th century phenomenon in the United States, though employed earlier in Europe. Moored on treacherous reefs and shoals, marking the narrow approaches to a channel or harbor entrance where lighthouses could not be built, or placed in areas too far offshore for a shoreside lighthouse's beam to reach, lightships were fewer in number than the hundreds of existing lighthouses -- in all, less than 200 lightships were built between 1820 and the 1950s, and in 1909, the heyday of the United States Lighthouse Establishment, there were 51 lightships (46 on the eastern seaboard and five on the Pacific Coast) on station in the United States.

The more famous and significant lightship stations included "Ambrose," marking the southern entrance into New York harbor along the New Jersey coast; "Nantucket," marking not only the entrance to Boston harbor but also the American end of the transatlantic route; "Diamond Shoals" off the Outer Banks of North Carolina, which marked a dangerous spot along the coastal ocean highway by way of the Gulf Stream; and "San Francisco" on the bar three miles outside the Golden Gate. The first lightship, No. 1, was a small wooden sailer moored on Chesapeake Bay. From this pioneer, the lightship type developed through the 19th century from sail to steam, from wood to iron to steel hulls, and to more powerful optics. Numbered sequentially as they entered service under the United States Lighthouse Board, later the United States Lighthouse Establishment, and finally the United States Coast Guard, lightships, like lighthouses, remained at a constant location, with new vessels replacing the old. Thus there were more than one "Nantucket," "Ambrose," "Diamond Shoals," and "San Francisco," as well as others, on the various stations through the years.²

By the end of the 19th century, hard-learned lessons had resulted in a standardization of lightship form and design. Heavily constructed steel hulls moored with massive mushroom anchors and strongly forged huge cables, built to ride out storms and rough seas and survive collisions, with decks designed to let the water run off, and a dual mast system to always keep a light lit characterized the "typical" lightship in the United States. Technological advances -- the introduction of electrical lighting, welded hulls, and the switch from steam to diesel to diesel electric engines -- brought modifications to the lightship without necessarily changing the basic form.

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 2Lightship No. 114
New Bedford, Massachusetts

While older lightships were modified to accept the technological changes, new classes of ships were also built to embody the technology. Thus the first class of lightships built in the 20th century with riveted steel hulls and massive steam engines--numbering in the high 70s through the low 80s--were replaced at some stations by welded steel lightships with diesel-electric propulsion, diaphone air horns, 1,000-watt electric lights in 375-mm lenses, and a reduced tonnage meaning less resistance to the sea and hence less battering.³

In 1950, a new (and the last) class of lightship was introduced under the auspices of the United States Coast Guard which had absorbed the United States Lighthouse Establishment in 1939. Constructed of modern, welded hulls with diesel engines, and offering more amenities of life for their crews, these vessels closely resembled in appearance the lightships of the early 20th century and the 1930s, a number of which were still in commission. Technology brought an end to manned lightships about the same time manned lighthouses were being considered for automation. Texas towers and large navigational buoys 40 feet in diameter and 42 feet high, painted lightship red with automatic lights, fog signals and radio beacons, began to replace lightships in 1967. At the beginning of the 1980s the last lightship was retired, ending a 150-year maritime tradition in the United States.

CONSTRUCTION AND CAREER OF NO. 114⁴

The No. 114 was constructed in 1930 for the United States Lighthouse Establishment by the Albina Iron Works in Portland, Oregon and had a contract price of \$228,121. The No. 114 was one of several lightships built by this yard as part of a large six vessel contract.⁵

After completion and trials, the No. 114 sailed from Portland, Oregon on August 5, 1930 for service in the Coast Guard's First District (New York and New England). During its voyage, the vessel had layovers in San Francisco, San Pedro Navassa, Charleston and Portsmouth, VA. The lightship arrived in New York on September 20, 1930, becoming the first United States lightship to make the 5,892 mile west coast to east coast passage from Portland to New York via the Panama Canal.

The No. 114 served on its first assigned station at Fire Island, New York from 1930 to 1942. This station marked the eastern approaches to New York Harbor and saw a great deal of shipping. No. 114 was redesignated WAL-536 in 1939 when the U.S. Lighthouse Establishment was absorbed into the U.S. Coast Guard. Manned by Coast Guard crews, No. 114 took on a more direct military role in 1942, when she served as an examination ship at Bay Shore, New York, following the United States' entry into the Second World War. For this duty, she was armed with one 6 pound naval gun. In 1945 she was also fitted with detection radar.

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United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 3Lightship No. 114
New Bedford, Massachusetts

After the war, No. 114 was sent south for duty on station at Diamond Shoals, North Carolina, off the Outer Bank, replacing a lightship that had been sunk by a German U-Boat during the war. The No. 114 returned to duty in the First District in 1947 when it served as Relief until 1958. As a "Relief," its duty was to temporarily replace other lightships on their stations while they returned to port for crew changes, replenishment and refitting. For this period, the vessel was based at St. George, Staten Island.

From 1958 to 1969 the vessel was on station at Pollock Rip, Massachusetts, marking the treacherous shoals off the eastern coast of Cape Cod. In 1969 the No. 114 was moved to duty on the station off Portland, Maine, marking the entrance to that harbor.

She served on the Portland station for two years until being decommissioned by the Coast Guard on November 5, 1971. The Coast Guard apparently planned to use No. 114 as a floating museum vessel, but those plans were never implemented. Title to the vessel was transferred from the General Services Office to the City of New Bedford, Massachusetts in 1975. From 1975 to 1985 the vessel served as an active museum as a part of the Coast Guard Commemorative Exhibit, her hull painted the pseudo-name "New Bedford." Lightship No. 114 has been closed for the past five years due to limited funding, and is currently berthed at State Pier in New Bedford.

(end)

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 4Lightship No. 114,
New Bedford, Massachusetts

NOTES

1. James Delgado. The Maritime Heritage of the United States, National Historic Landmark Theme Study: Part One: Large Preserved Vessels, Lightships. National Park Service, 1989.
2. See George R. Putnam. Lighthouses and Lightships of the United States (New York: The Houghton-Mifflin Co., 1917).
3. A.C. Hardy, American Ship Types: A Review of the Work, Characteristics, and Construction of Ship Types Peculiar to the Waters of the North American Continent (New York: D. Van Nostrand Co., Inc., 1927) pp. 254-257, passim.
4. Willard Flint, Lightships of the United States Government: Reference Notes (Washington, D.C.: U.S. Coast Guard, 1989). This book is unpaginated, hence the specific entry for individual lightships and stations will be cited. Entry for No. 114.
5. The sister vessels of the No. 114 were the No. 100, No. 113, No. 115, No. 116, and the No. 117. The No. 100 was abandoned in Vietnam, and is supposedly still there, the No. 113 was a restaurant in Oregon, but sank in 516 ft. of water while under tow on June 16, 1988, the No. 115, "Frying Pan Shoals" is laid up derelict in the marshes of Whitehaven, Maryland, the No. 116, "Chesapeake" is a well-cared for museum vessel in Baltimore, Maryland, and No. 117 is no longer existent.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 1

Lightship No. 114,
New Bedford, Massachusetts

Bibliography

Delgado, James P. Ed. Evaluative Inventory of Large Preserved Historic Vessels in the United States. Washington, D.C.: National Park Service, 1987.

---. The Maritime Heritage of the United States , National Historic Landmark Theme Study: Part One: Large Preserved Vessels, Lightships. National Park Service, 1989.

Flint, Willard. Lightships of the United States Government: Reference Notes. Washington, D.C.: U.S. Coast Guard, 1989.

Hardy, A. C. American Ship Types: A Review of the Work, Characteristics, and Construction of Ship Types Peculiar to the Waters of the North American Continent. New York: D. Van Nostrand Co., Inc. 1927.

Putnam, George R. Lighthouses and Lightships of the United States. New York: The Houghton-Mifflin Co., 1917.

Shanks, Ralph C., Jr. and Janetta Thompson Shanks. Lighthouses and Lifeboats of the Redwood Coast. San Anselmo, California: Costano Books, 1978.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 90000777

Date Listed: 05/30/90

Lightship No. 114
Property Name

Bristol
County

MA
State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

05/30/90
Date of Action

=====

Amended Items in Nomination:

8. Statement of Significance: Period & Level of Significance

The exceptional significance of the property has not been sufficiently justified to 1947; the significance of her role in World War II has not been presented. A more appropriate period of significance is 1930-1942 to correspond with her service at her first assigned station. In addition, her national significance has not been justified; the vessel is more appropriately characterized as regionally significant which translates more closely to a State level of significance.

This information was discussed and confirmed with Jim Delgado, NPS Maritime Historian, and Betsy Friedburg, National Register Director, MASHPO (by telephone).

DISTRIBUTION:

National Register property file
Nominating Authority (without attachment)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Lightship No. 114
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MASSACHUSETTS, Bristol

DATE RECEIVED: 4/16/90 DATE OF PENDING LIST: 5/01/90
DATE OF 16TH DAY: 5/17/90 DATE OF 45TH DAY: 5/31/90
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 90000777

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 5/30/90 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept
REVIEWER Savage
DISCIPLINE Architectural History
DATE 5/30/90

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

CLASSIFICATION

☐ count ☐ resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

☐ historic ☐ current

DESCRIPTION

☐ architectural classification
☐ materials
☐ descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect
Statement of Significance (in one paragraph)

☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

☐ acreage ☐ verbal boundary description
☐ UTM's ☐ boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

☐ sketch maps ☐ USGS maps ☐ photographs ☐ presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

Phone _____

Signed _____ Date _____



NEW BEDFORD

543

LIGHTSHIP NO. 114

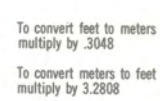
PHOTO: William Swan

5/89

New Bedford, MA

Bristol Co

Lightship No. 114
Photo: William Swan
5/89
New Bedford, Massachusetts



Lighthouse
No. 114
19/339980/4610900

DMA 6867 III NW—SERIES V814



RECEIVED
MAR 15 1990
NATIONAL
REGISTER

March 6, 1990

Carol Shull, Chief
National Register of Historic Places
National Park Service
Department of the Interior
P.O. Box 37127
Washington, DC 20013-7127

RE: # 14 Lightship, New Bedford

Dear Ms. Shull:

As owner of the following property, I recognize that it will be considered for nomination to the National Register of Historic Places as #114 Lightship by the Massachusetts State Review Board at its meeting on March 14, 1990.

#114 Lightship
"New Bedford"
New Bedford, Massachusetts

As owner, I am aware of both the incentives and disincentives of the Economic Recovery Tax Act of 1981 and the Tax Reform Act of 1986 and other consequences of National Register listing and hereby waive by right the 30-day commenting period for responding directly to the Massachusetts Historical Commission. Should I wish to respond to the nomination after consideration by the Massachusetts State Review Board and prior to its listing in the National Register of Historic Places, I understand that I will forward my comments directly to your attention.

Thank you.

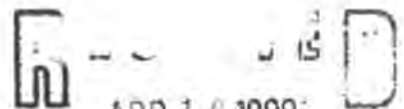
Sincerely, *Martin S. Manley*
ex. director.

New Bedford Harbor Development Commission

cc: Betsy Friedberg, NR Director

Massachusetts Historical Commission
Massachusetts Historical Commission, Valerie A. Talmage, Executive Director, State Historic Preservation Officer
80 Boylston Street, Boston, Massachusetts 02116 (617) 727-8470

Office of the Secretary of State, Michael J. Connolly, Secretary



APR 16 1990

NATIONAL
REGISTER

April 5, 1990

Carol Shull
National Register of Historic Places
Department of the Interior
National Park Service
P.O. Box 37127
Washington, DC 20013-7127

Dear Ms. Shull:

Enclosed please find the following nomination:

Lightship No. 114, State Pier, New Bedford (Bristol County), Massachusetts,
02740.

There has been no owner objection for the property listed above.

The nomination has been voted eligible by the State Review Board and has been signed by the State Historic Preservation Officer. Owners were notified of pending State Review Board consideration 30-75 days before the meeting and were afforded the opportunity to comment. Comments received to date are attached to the nomination form.

Sincerely,

Betsy Friedberg
National Register Director
Massachusetts Historical Commission

Enclosure: