NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

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Nat. Register of Historic Places
National Park Service

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National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or 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 listed in 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 'Cashier'

other names/site number

2. Location

street & number Bayshore Center at Bivalve, 2800 High Street ☐ not for publication

city or town Commercial Township ☐ vicinity

state New Jersey code NJ county Cumberland code 011 zip code 08349

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I 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.

Signature of certifying official/Title — Ass't Commissioner — Date 12/16/15

NJ DEP

State or 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 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:) _____

Signature of the Keeper — Date of Action

Edson H. Beall — 2-8-16

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [X] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [ ] building(s)
- [ ] district
- [ ] site
- [X] structure
- [ ] object

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

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

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION / Water-related

Current Functions
(Enter categories from instructions)

VACANT / Not in Use

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls
roof
other

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

(see continuation sheets)

8 Statement of Significance

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

- [X] 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.

Areas of Significance
(Enter categories from instructions)

AGRICULTURE
MARITIME

Period of Significance
1849-1964

Significant Dates
1849
1938
1945
1957

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation
N/A

Architect/Builder
Milton Duffield

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

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
- [X] Other

Name of repository:
Bayshore Center at Bivalve

'Cashier' | Cumberland Co., NJ

Name of Property | County and State

10. Geographical Data

Acreage of property None

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing		Zone	Easting	Northing
1	18	497220	4342460	3			
2				4			

☐ 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 Rachel Rodgers Dolhanczyk

organization Museum Curator, Bayshore Center at Bivalve date May 2014, December 2015

street & number 2800 High Street telephone (856) 785-2060 x109

city or town Port Norris state NJ zip code 08349

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 the SHPO or FPO.)

name

street & number telephone

city or town state zip code

Description Narrative

Summary Paragraph

Ex-schooner CASHIER, official number 5286,[1] was constructed as a two-masted Delaware Bay oyster schooner with a clipper bow. She was built in Cedarville, New Jersey, by Milton Duffield, and was launched in 1849. She had a high topmast, which extended above the mainmast and her masts had sharp rakes or angles to them. Her registered length is 54.2 feet, breadth 17.3 feet, depth 4.2 feet, gross tonnage 19 and net tonnage 9. CASHIER received her first engine, shaft and propeller in 1916 and by 1938, her centerboard trunk, one mast (out of two) and rigging were removed. Her now removed engine was a 471 Detroit Diesel with 3 ½ to 1 reduction. CASHIER's deck cabin had a pilothouse built on top. In 1973, 3 feet of her traditional schooner stern was cut off due to rot, making it into a square stern. CASHIER is currently sunk in a boat slip between wharves M and N at the Bayshore Center at Bivalve's historic Oyster Shipping Sheds in Bivalve, Commercial Township, Cumberland County, NJ, located in the marsh along the Maurice River. Portions of CASHIER above the intertidal zone continue to deteriorate in a dynamic marine environment. The lower section, which sits below the water line, is preserved in the mud. [Photos 11,12]

Exterior Description:

Hull[2] – CASHIER is a wooden carvel plank-on-frame centerboard schooner with a rounded bottom, sharp stem and square stern. [Photo 8] Her centerboard trunk is plugged. Her profile shows a straight raked stem, low angled transom with short counter and low freeboard. The stem is sided 8 by 12 inches wide and her frames are double sawn white oak with uncertain centers showing evidence of sistering and replacement frames. She shows periodically interrupted yellow pine ceiling planks. Metal sheathing surrounds the stem at the waterline and runs back about 18 inches on each side. On both sides, she carries a rub rail just below the deck rail, set back from the stem, aft to the pilothouse. A lower rub rail at the waterline commences 4 feet aft of the upper rub rail and runs aft about 6 feet forward of the upper rub rail. The bulwarks were removed. The port side bulwark remains present on the property, but the starboard side bulwark was lost during Superstorm Sandy. Two planks have sprung, located forward on the port side, and are now completely detached and are laying in the mud. Two planks have sprung, located forward on the starboard side. On the port side, the planks are splitting open due to the mud pushing the ribs out. 80% of the hull planking remains. The hull is separated from the stem[Photos 3,6,7,8]

Deck – Decking is flush and laid fore and aft, varying in width from 3 to 6 inches. A solid deck rail surrounds the bow and stern. The rail cap is 7.875 inches wide and 2 inches thick. One-third of the deck rail on the starboard side is ready to detach. On the port side, the remainder of the deck rail collapsed and the vertical supports are no longer present. A pipe-rail, made of 1.5-inch pipe is located along the stern on top of the solid deck rail. There are no permanent rail mid-ships where the dredges were hauled on deck; rather, there are 10 removable pipe stanchions with nylon rope, no longer present, connected between them. On the starboard side, there were five stanchions and only the bases remain. On the port side, there were also five stanchions, but only

[1] US Coast Guard documentation number. This was the number assigned when the vessel was built.
[2] The exterior description is based on Ralph Eshelman, Field Notes, 14 September 1993, notes in National Maritime Initiative Office of the National Park Service; Witty, Anne E. based on survey of CASHIER in 1983, p. 132-133.

three bases are present. The rail where the other two stanchions were located is detached and no is longer present. The wheel-box is located against the stern rail on the afterdeck. Protruding vertically 59 inches from the cabin trunk forward of the pilothouse is a steel dry stack, removed but present on the property, to vent exhaust from the engine, 42 inches in circumference at its greatest. The decking mid-ship on the port side has collapsed. The bolts that attached the deck beams to the frames have released. Eighty-five percent of the decking remains.

Dredging Equipment – The foundation and attachments for the now-removed dredging equipment remain. Mid-ships even with the aft end of the bow deck rail, there is a square metal platform (36 inches by 36 inches) bolted to the deck. From this platform protrudes several bolts for dredge winches and an oyster conveyor. The conveyor took the oysters forward to a mechanical culler. [Hist. Photos 13,14,15,16]

Trunk Cabin – The cabin top and two sides of the trunk cabin, which formally supported the pilot house, are detached but remain present on the property. There is an opening in the deck where the trunk cabin was located.

Pilothouse – The pilothouse sat (now removed to wharf) [Photo 9] on top of a cabin trunk (now removed to wharf) 100 inches long, 103 inches wide, and 27 inches high, including the capping planks, which are 3 inches thick and vary 5 to 8 inches wide. The pilothouse sat centered on the top of this trunk cabin, 7.5 inches from the sides forward, 4.5 inches from the sides aft, 18 inches from the front, and flush with the back, sits the pilothouse. The pilothouse is sheathed with 2.625-inch wooden tongue-and-groove siding. It is 97 inches wide at the back and 88 inches wide at the forward end where a three-sided convex front is located in a bay window-like fashion to provide the helmsman with better visibility. The sides of the convex front are 35 inches wide and the center portion is 38 inches wide. Each section contains a window (now removed to storage); the side sections have openings of 26.75 inches wide by 29.5 inches high. The front section window is 29.5 inches wide by 30 inches high. The window openings are 10 by 24 inches, with double panes measuring 7.625 by 9.5 inches. All three windows are drop-type windows. [Photo 2] On the forward starboard and port side of the pilothouse is a Dutch door 20 inches wide. The upper door half is 34 inches high and the lower half is 33.5 inches high. It is beveled down and out to help keep out water. Just aft of the Dutch door is a 16-inch high by 27-inch wide window. On the backside of the pilothouse is a bunk with storage space underneath. On the after side of the pilot house is the access door to the cabin below, a Dutch door beveled down and outward to keep water from dripping inside. Two windows measuring 14 inches high by 21 wide inches are located side by side. [Photo 1] The helm has a wooden spoked wheel, which was removed and placed on display in the *Bringing Bivalve to Life* exhibit at the Delaware Bay Museum & Folklife Center located at the Bayshore Center. [Photo 5] There was a small bell attached to the roof on the port side of the pilothouse front. On the starboard aft end of the cabin trunk is visible a blocked over window which survives from the days when the wheel was mounted on the afterdeck. This recess provided a view of the compass for the helmsman.

Interior description:
In the main cabin are four bunks, one forward of the other on each side. This compartment is covered by vertical 2.75-inch tongue-and-groove wood painted white. A two-step ladder, no longer present, located on CASHIER's aft end, below the pilothouse deck, allows access from above. Each corner of the aft end of this

compartment has a built-in two-shelf cupboard. [Photo 4] The compartment has a window on each side, two forward, and one in the upper half of the Dutch door. CASHIER's hull is now filled with mud.

Changes in physical appearance:
All two-masted sailing schooners, which served as Delaware Bay oyster dredges, were converted to power after World War II when law permitted them to dredge the seed beds. [Hist. Photos 3,4] This involved removing and capping the centerboard trunk, removing the masts and rigging, installing an engine, shaft and propeller. The old style schooners, like the CASHIER, were retrofitted with an engine prior to World War II to dredge the leased grounds, but were still required to dredge the seed beds under sail until 1945. CASHIER's deck cabin had a pilothouse built on top and the engine compartment installed below. Her now removed engine was a 471 Detroit Diesel with 3 ½ to 1 reduction. When George McConnell bought the vessel in 1973 she still had her traditional schooner stern, but because of rot he cut off about 3 feet, making it into a square stern.[3] [Hist. Photos 15,16] This was typical of Delaware Bay oyster schooner, indeed its difficult to find one that didn't have a stern alteration over time as the original design promoted rot. When Anne Witty did her survey of the CASHIER in 1983, the self-dumping dredges had not been installed.[4] Witty also noted that a plywood jog with cut-out holes was positioned so barrels could be strategically placed to retrieve culled oysters from the finger-picking conveyor. These barrels were then lifted off by a boom or crane dockside at the shucking house. This jog was not present when Ralph Eshelman did his survey in 1993. The dredge and mechanical culling equipment was removed and sold prior to the Bayshore Center's acquisition of CASHIER in 2000.

Integrity:
The heavily-altered CASHIER is a tribute to her builder and subsequent owners, whose care and maintenance made possible the survival of one of our nation's oldest commercial fishing vessels. While alteration may have seemed to compromise the historic integrity of CASHIER, the adaptation of the oyster schooner compellingly reflects the durability of the vessel and the creative use of the schooner in the local and national oyster industry.[5]

After the Bayshore Center at Bivalve took custody of the CASHIER, the vessel sank at her mooring more than 15 times, and each time was refloated in-house. But stabilization efforts became less and less effective, and a plan was underway to remove her from the water to be placed in a cradle over a slip at the Shipping Sheds when CASHIER once again sank in June 2011. This time repeated efforts to refloat her were unsuccessful.

[3] This shortening is not reflected in the registered length of the vessel as reported in the *Annual List of Merchant Vessels of the United States.*
[4] Witty, Anne E. "'Cornshuckers' and 'Sandsnipes': The Oystering Schooners of the Delaware Bay," Unpublished MA thesis, University of Delaware, 1984, p.13.
[5] Witty, 14.

Statement of Significance

Summary Paragraph

CASHIER meets criterion A in the category of Maritime History because she was a working vessel during the rise, peak and decline of oystering in the Delaware Bay in the 19th and 20th centuries and was significant from 1849 to 1964. CASHIER was built in 1849 as a two-masted Delaware Bay schooner and exhibits the alterations typical of a schooner in the oyster fleet over the last 165 years. CASHIER is the oldest, continuously-worked American-flagged merchant vessel in the United States. She worked the waters, mostly out of Bivalve, Commercial Township, Cumberland County, NJ from 1849 to 2000. She is the oldest surviving example of a Delaware Bay oyster schooner, more than 500 of which formerly worked the Bay's oyster beds at any given time during the robust years of the Delaware Bay oyster industry. She represents the widespread transition from sail power to gas screw engine, as well as the continued adaptation of the dredge boats for navigation, culling and accommodation of hands. CASHIER's physical remains embody the story of the rise and fall of the oyster industry and its struggle to adapt to changing conditions in the Delaware Bay, formerly one of the nation's most important harvest areas, and in oyster communities around the country.[1]

CASHIER and the Evolution of "Old-Style" Oyster Schooners

CASHIER was built in the winter of 1848-49 by Milton Duffield in Cedarville, NJ.[2] CASHIER is a surviving example of a what's now called an "old-style" schooner, and significant for its age and length of service. "Old style" schooners developed beginning about 1849, with an exaggerated chicken beak or longhead called a "clipper bow" in imitation of the California clippers. Ultimately, this bow form was regarded as impractical or hazardous and was supplanted with other bow shapes, particularly, among Delaware Bay oyster schooners, the spoon bow. Still, old-style schooners like CASHIER continued to be maintained and served alongside newer vessels into the 20th century. Her type, period of construction and method represent the work of master shipwrights. The ability of her owners to modify the boat based on new technologies and needs to keep up with changing environmental and economic factors ensured that CASHIER remained viable. While alteration may have seemed to compromise the historic integrity of CASHIER, the adaptation of the oyster schooner compellingly reflects the durability of the vessel and the creative use of the schooner in the local and national oyster industry. In historian Anne Witty's opinion:

> Indeed, an unaltered Jersey oyster schooner would today be an anachronism, perhaps a museum object, and would indicate more about the people who rescued it from continued use--and alteration into a power vessel--than about the people who relied on it as a means of livelihood and who continually sought improvement and efficiency in that livelihood.[3]

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[1] John Lang, "Remains of the Bay," *Preservation* (May/June 2003), 37-41.
[2] According to local tradition, CASHIER is a corruption of a local family name, Cosier or Cozier.[2] The Cosier family was from Newport, Downe Township, Cumberland County, NJ and worked in the oyster industry as planters and shippers, but it does not appear that the family ever owned the boat. Richard D. Bateman was the owner when he registered the boat on October 30, 1849.
[3] Anne E. Witty, "'Cornshuckers' and 'Sandsnipes': The Oystering Schooners of the Delaware Bay." Unpublished MA thesis, University of Delaware, 1984, p.14. Copy at Bayshore Center at Bivalve.

This shellfishery was important economically to New Jersey and was enjoyed across the Nation and in Canada. The profits made from oystering created a boomtown and lured investors such as the railroad and created family dynasties.

The Oyster Industry

The heyday of New Jersey's oyster industry defined the bayshore region of New Jersey; it was its economic foundation and a major influence on its development and way of life though the late 19th and early 20th centuries. The impetus behind many of the major events in the history of this vessel, including original construction and rig alterations can be most clearly understood by plotting the ups and downs of the Delaware Bay oyster industry.[4]

The extraction of oysters from the bay and their consumption has been important to the American health and economy from at least far back as the colonial era. Americans relied upon oysters to provide sustenance in their diets, first in maritime regions, then nationwide as the nation's population expanded and transportation capabilities improved. Oysters became a culinary delicacy and a symbol of attainable culture. As a result, demand for the bivalves provided basis for a robust industry that helped developed fishery centers around the Delaware Bay, the Chesapeake Bay, the San Francisco Bay, the Narragansett and Great Sound Bays, a well as, Long Island Sound. In the late 19th and early 20th centuries, the harvesting and consumption of oysters reached a scale of national significance as it affected and influenced areas of society as diverse as scientific research, commercial transportation, the leisure industry, art, literature, and of course, the human diet.

The Lenni Lenape, once native to what is now New Jersey, utilized the fruits of the Bay to great advantage. Contemporary sources indicate that the Natives ate oysters, used their shells for tools and to make wampum.[5] Archaeological evidence indicates an even more extensive use of marine products, Lenape oyster shell piles have been excavated to reveal that human remains were buried beneath the bivalves' used husks.

At the turn of the 19th century, the oyster was the United States chief fishery product and the most extensively eaten of all shellfish; it was treated more as a staple than a delicacy. A French visitor to Philadelphia, Moreau de Saint-Mery, wrote in 1798: "Americans have almost a passion for oysters, which they eat at all hours, even in their own liquor, and are sold by dozens or hundreds up to ten o'clock at night in the streets, where they are peddled on barrows to the accompaniment of mournful cries."[6] European-Americans subsequently realized the shellfish's utility and developed its cultivation into a commercial industry. Oysters were particularly attractive before the advances of the industrial revolution were implemented in agriculture and mariculture. The bivalves are "easily captured by people with a primary orientation to the land, and, even more important, they can be shipped 'in the shell' and remain in fairly good conditions in over long distances and times."[7]

[4] "Schooner AJ MEERWALD" National Register of Historic Places Nomination. Copy at Bayshore Center at Bivalve, Bivalve, NJ.
[5] Peter Lindestrom, *Geographia Americae with An Account of the Delaware Indians*. Quoted by Mary Emily Miller, "The Delaware Oyster Industry." Ph.D. Dissertation. Boston University, 1962, p.61.
[6] Anna and Kenneth Roberts, eds. *Moreau de St. Mery's American Journey 1793-1798* (Garden City, NY: Doubleday, 1947), 121-122.
[7] Bonnie McCay, *Oyster Wars and the Public Trust: Property, Law and Ecology in New Jersey History* (Tuscon, AZ: University of Arizona Press, 1998), 7.

The "farming" of oysters became commonplace in the second quarter of the 19th century. It was discovered that if small "seed" oysters were moved each spring from upbay beds to saltier grounds in the bay that the resulting oysters would grow faster and larger, making oystering more profitable. The State of New Jersey established an Oyster Commission in 1846 and began leasing the oystering grounds to private operators to regulate the industry. Until the mid-1800's, oysters were harvested using tongs, a long scissor-like tool with metal rakes on the bottom end. In the latter half of the century, the oyster dredge was introduced from Europe – a straight rake trailing a chain basket. Tonging continued in inshore areas but dredgeboats grew in number in the deeper areas of the bay where oysters grew in vast beds. The early dredgeboats, sloops and small schooners, carried their catch to market in Philadelphia, working from the tributaries along the bayshore.[8]

After the Civil War, an interconnected network began to emerge within the multi-million dollar industry in order to exploit the nation's growing demand for oyster meats. The eastern oyster, *Crassostrea Virginica,* was the most desirable of several American species and its seed was regularly transported from the fertile Chesapeake Bay to locations along the Atlantic Coast to meet demand in those areas.[9] The burgeoning rail industry began to take advantage of the market potential for oysters, laying tracks to connect oyster communities, major distribution centers and retail markets by the 1870s.[10]

The introduction of the oyster dredge, though decidedly a factor in the ability of the oystermen to increase their catch was not the primary impetus for the efficiency and eventual success of the Delaware Bay oyster industry – this was provided by the railroads. In the 1830's the soon to be bustling town of Port Norris had a total of eight dwellings. Its principle function was the shipping of cordwood and lumber. Following the construction of the railroad lines to the mouth of the Maurice River in Bivalve (Port Norris's waterfront section) in the 1870's and 1880's Port Norris' population jumped to 885 and twenty years later it was up to 1800. Bivalve quickly supplanted Philadelphia as the shipping point for Delaware Bay oysters. Most of the vessels traditionally harvesting oysters from various tributaries along the bayshore started using Bivalve as their homeport – at least during the harvest season during the fall and winter months.[11] [Photos 1,3]

There was also a railroad line on the opposite bank of the river, which spawned a town referred to simply as Maurice River; its rails led to the Baltimore market. The yield of the two shipping sites, collectively known as the Maurice River Cove Oyster Industry, was sustained at 80 train cars per day for as many as three months out of the year during the peak of the industry.[12]

A series of shipping sheds built by the railroad company [Central Railroad of New Jersey (Bivalve) and the Pennsylvania Railroad (Maurice River)] and leased by individual oystermen ('Planters and Shippers') served to industrialize Maurice River Cove oystering. Everything needed to run the industry was housed in these

[8] "Schooner AJ MEERWALD" National Register of Historic Places Nomination.
[9] Ernest Ingersoll, "The History and Present Conditions of the Fishery Industries: The Oyster-Industry," *Report Upon the Statistics of Agriculture Compiled from Returns Received at the Tenth Census* (Washington, DC: Government Printing Office, 1881), 152.
[10] Christopher Baer, et al., *The Trail of the Blue Comet: A History of the Jersey Central's New Jersey Southern Division* (Palmyra, NJ: West Jersey Chapter of the National Railway Historical Society, 1994), 163.
[11] "Schooner AJ MEERWALD" National Register of Historic Places Nomination.
[12] Ibid.

segmented sheds along the Bivalve and Maurice River wharves. Included in the buildings were chandlers, meat markets, post office, equipment dealers, living quarters and office spaces.

During the early twentieth century, oystering supported both the local and regional economies. The peak of New Jersey's oyster industry in the Maurice River Cove was the late 1920's and the first years of the 1930's, before the Depression slowed it down considerably. In 1929, as cited in "An Industrial and Agriculture Review of Cumberland County New Jersey" published by the Bridgeton Evening News, annual sales were $6,000,000; invested capital was $15,000,000; and 4,500 people were employed by the Bay season with a weekly payroll of $112,000. Local folklore has it that through the prosperity of the oyster industry, there were more millionaires per square mile in Port Norris than any other place in New Jersey.

At the turn of the 20th century, the scientific community turned its attention to the subject of oyster propagation. All around the Chesapeake and Delaware Bays, research stations were established near oyster communities to offer applied research practices to the oystermen to help increase their yield.[13] These research professionals began to share their knowledge of the importance of shellfish cultures in classrooms, labs and publications.[14]

The industry reached a lesser peak in the early 1950's and flourished until, in 1957, it was hit by a parasite known as MSX (Multi-nucleated Sphere – unknown). Infected oysters would become emaciated and would die within a few weeks of exposure. According to Dr. Harold Haskin of Rutgers University, between 1957 and 1959 an estimated 90-95% of the marketable oysters in the lower bay died, and 50% up bay. This resulted in a 97% drop in the production in only a few years.[15] This disease devastated the economy of the region, oystermen were unable to pay back loans, businesses folded, houses fell into disrepair and were demolished, schooners were abandoned and "put up on the bank" or were converted to surf clammers and many people left the area or found jobs in other industries. The fact that owners of CASHIER continued to use her for oystering shows their determination to endure the hard times.

Currently, the Delaware Bay oyster schooner is a strong thread in the fabric of South Jersey's history and way of life. The harvesting and marketing of oysters has long been an inherited tradition for many of the people of the Delaware Bay Region. Most of the families involved in oystering have passed the business from generation to generation. The vessels themselves take on a role of investment, provider, estate and almost family member or local character: they permeate the very culture of the region.

> The many schooners around the Delaware Bay oystering community of Port Norris are not all on the water and in the boatyards, They are in the homes, miniaturized or sketched by local artists. They are in journals and local histories written by residents. They are in the chronicles of daily life, gossip and narrative. One of them even sails on the door of the Port Norris Fire engine, a metonym for the community.[16]

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[13] *The Eastern Oyster: Crassostrea Virginica* (College Park, MD: Maryland Sea Grant College, 1996), 42. Walter Canzioner, "Haskin Shellfish Research Laboratory - New Jersey Agricultural Experiment Station," p.1. pamphlet. Copy at Haskin Shellfish Research Laboratory, Bivalve, NJ.
[14] Kent Price, and Don Maurer, eds. *Proceedings of the Conference on Artificial Propagation of Commercially Valuable Shellfish* (Newark, DE, University of Delaware, 1969), 111.
[15] "Schooner AJ MEERWALD" National Register of Historic Places Nomination.
[16] Rita Zorn Moonsammy, "Smart Boats, Able Captains: The Schooner as a Metaphor." Ph.D.dissertation, Univ. of Penna., 2008.

The Development and Importance of the Oyster Schooner[17]

The vessels used to harvest and transport oysters to market generally fall into three categories: 1) relatively small tonging boats such as canoes, skiffs and sharpies in which one or two men tonged oysters; 2) oyster sloops with round-bottomed gaff-rigged platforms; and 3) the two-masted centerboard oyster schooners that developed in the mid 19th century.[18]

The most common American vessel type was the two-masted schooner. The advantages of the two-masted schooner in the oyster trade included wide decks which provided stability and sufficient space to hold large quantities of oysters on deck instead of a less convenient hold, smaller crew to handle the relatively lighter sails and rigging over the sloop, and shallow draft hulls with centerboards which allowed them to dredge in the often shallow waters of coastal bays and sounds. Regional variations in the oyster schooners were basically few, though changes in the schooners began to be introduced after 1848, when schooners became characterized by exaggeratedly long and pointed cutwaters; this soon became a traditional finish in all the Bay sailing craft.[19]

The Delaware Bay oyster schooners were based upon those of the [Chesapeake] Bay and it was not until after 1900 that they departed much in appearance from the Chesapeake Bay centerboard oyster schooner. In about 1910, stems round in profile came into fashion in the schooners.[20]

The Delaware Bay oyster schooner, which developed as a regional expression of a national idea, was a beamy, heavy, centerboard vessel well suited to the strong tides and shoal waters of the Delaware Bay. It ranged in size from 60 to over 100 feet with frames and planking of native white oak and decks of white cedar. The average cost of construction in 1880 was $52 to $55 a ton. This average cost was more expensive in Philadelphia and less expensive in Maine.[21] By the late 1880s there were an estimated 300 or more dredge boats working the oyster beds of the Delaware Bay. Even this was not enough to meet the demand. Imports from the Chesapeake, such as bugeyes and skipjacks were also used. Old Delaware Bay sloops were refitted as schooners. By 1905, there were 588 dredgeboats licensed in the New Jersey side of the Delaware Bay.[22]

Changes in forms and lines of the oyster schooner came about in the early 20th century with better naval architectural design characterizing these later boats from their older precursors, giving them more efficient sailing and dredging qualities. The "old boats" like CASHIER had a high topmast that extended above the mainmast and allowed a working topsail in light winds, carried a classic clipper or Chesapeake bow, and often

[17] This section is largely based upon the previous work of Ralph Eshelman for the National Park Service.
[18] James Delgado, "National Historic Landmark Sturdy, Two Masted Schooners." National Park Service, November 1990, p.8.
[19] Howard I. Chappelle, *The National Watercraft Collection* (Washington, DC: National Museum of American History, 1960), 176.
[20] Ibid.
[21] Witty, 9, 43, 50, states the decks were made from yellow pine by McConnell; phone interview by Ralph Eshelman, 18 May 1994, states white cedar was typically used; and Henry Hall, "Report on the Ship-Building Industry of the United States," In *Tenth Census of the United States*, vol. 8, part 4 (Washington, DC: Government Printing Office, 1884), 122-123.
[22] Donald Rolfs, *Under Sail: The Dredgeboats of Delaware Bay* (Millville, NJ: Wheaton Historical Association, 1971), 39, 41. Frank Hinson, and George Hinson to Gunter Schaffer and Pat Condell, personal interview, Dividing Creek, New Jersey, November 1979 (American Studies Program, University of Delaware, collection of Bernard L. Herman). Frank Hinson cites 600 as the number of dredge boats at the peak of the fleet.

carried an extended jib-boom. The last of the "old boat" type was built in 1910.[23] The "new boats" were built to use the newer 52-inch-wide dredge bar. They are characterized by a more "down east" look with spoon bow, spike bowsprit and round stem.[24] The last sailing dredgeboat was launched in 1930.[25]

Although New Jersey allowed power oyster dredging on the leased grounds, dredging under sail on the State-owned seed beds was required until 1945. Many of the newer oyster schooners entered the fleet over the years and several older oyster schooners were retired.[26] Thus the Delaware Bay oyster schooner fleet and their necessary skilled sailing crews survived longer than most of the rest of the dredging fleets in the United States. The exception is the Chesapeake Bay where the schooner bugeye was replaced by the smaller, cheaper- to-build sloop-rigged skipjack. Henry Hall noted in 1880 about the longevity of some of the Jersey-built vessels, which were 18 to 30 years old, calling them "good and lasting vessels."[27] Anne Witty noted in 1984 that a number of the oyster schooners had been in use for more than 75 years.[28]

Charles W. Johnson, of Newport, bought CASHIER in September 1915, installed a gas screw engine in 1916[29] and kept her until February 1937, when he fell into foreclosure[30] and Charles K. Thurston bought CASHIER. Carl and John Reed of Port Norris bought CASHIER from Thurston in March of 1938 and brought her to the Maurice River Cove. They gave CASHIER a major rebuild, including replacing some frames and side planking, eliminating each of her masts on separate occasions, and adding a pilothouse. The Reed brothers used CASHIER for the Reed & Reed Oyster Company, at Bivalve, until George McConnell of Port Norris purchased the schooner in February 1973.[31] [Hist. Photos 3 through 15]

McConnell took CASHIER to a shipyard in Dorchester, and pursued an extensive course of repairs. The stern of a schooner is susceptible to rot, and the condition of CASHIER'S stern led the owner to cut off about 3 feet, yielding the square stern appearance she has today. Such stern shortening was a common practice for the longest-lived of the schooners.[32] In 1971, out of a sailing oyster dredge fleet that once numbered in excess of 500 boats, no sail-powered dredgers survived, and only 45 demasted engine-powered schooners, including CASHIER, remained on the Maurice River (The major concentration on the Bay), and only half of these still worked the oyster beds.[33] By 1984, 35 to 40 oyster schooner worked in the Delaware Bay fleet; [34] by 2014, this number was reduced to 12.[35] McConnell sold CASHIER to Bob Robbins, another local oysterman, late in 1993.[36]

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[23] Witty, 80; Rolfs, 39.
[24] Witty, 47; Rolfs, 39.
[25] Witty, 47.
[26] Ibid., 77.
[27] Hall, "Report on the Ship-Building Industry of the United States," 122-123.
[28] Witty, 51.
[29] *Annual List of Merchant Vessels of the United States.* Washington, DC: Government Printing Office, 1916.
[30] Gordiner, Myrtle interview with Bayshore Discovery Project (now Bayshore Center) volunteers.
[31] McConnell, George interview with Ralph Eshelman, 14 September 1993 at Port Norris, New Jersey.
[32] McConnell, George O. interview with Ralph Eshelman. 14 September 1993 at Port Norris, NJ. Witty, 126–158.
[33] Rolfs, 42.
[34] Witty, 40.
[35] Fleetwood, Steve telephone conversation with Rachel Dolhanczyk. 16 April 2014.
[36] McConnell, George O. interview with Dale Winling. 13 August 2003 at Bivalve, NJ.

Upon CASHIER's retirement in 2000, she had been working for 151 years. Bayshore Center at Bivalve accepted the donation of CASHIER in 2000 and purchased her oyster license for $10,000. Custody was taken with the caveat by the BCB Board of Trustees that any major financial commitment would come after the Shipping Sheds were restored. Over the course of 11 years, CASHIER sank at least 15 times and each time was refloated in-house. After stabilization efforts became less and less effective at keeping her afloat, a plan was made to remove CASHIER from the water and place her in a cradle over a slip at the Shipping Sheds. Pilings were installed and the cradle was in the process of being fabricated when CASHIER once again sank in June 2011. All attempts to refloat her were unsuccessful. After consulting with Quentin Snediker, Mystic Seaport Shipyard Manager, Pete Lesher, Chief Curator of the Chesapeake Bay Maritime Museum, Walter Rybka, Director Erie Maritime Museum, Kevin Boatman, National Park Service, Captain Dan Moreland, Picton Castle and Milton Edelman, Shipwright Foreman for the A.J. MEERWALD restoration; the Collections Committee made the recommendation to the BCB Board of Trustees, which they accepted, to interpret CASHIER *in-situ* with the greater portion of her hull preserved in the Maurice River mud. This option allows for future study and, potentially, for new developments in preservation treatment options.

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Witty, Anne E. Survey of CASHIER, 1983. Copy at Bayshore Center at Bivalve.

Verbal Boundary Description (Describe the boundaries of the property.) All that area encompassed within the extreme length and breadth of the vessel. The vessel lies within the Register-listed Bivalve Oyster Packing Houses and Docks.

Boundary Justification (Explain why the boundaries were selected.) The boundary incorporates the entire area of the vessel as she lies at her berth.

Current Photographs

Name of Property: CASHIER
City or Vicinity: Bivalve, Commercial Township
County: Cumberland State: New Jersey

Photo #:

1. Photographer: unknown. Date Photographed: 2002
   Description of Photograph(s) and number: at Bayshore Center at Bivalve, 2002.

2. Photographer: unknown. Date Photographed: 2002
   Description of Photograph(s) and number: at Bayshore Center at Bivalve, 2002.

3. Photographer: unknown. Date Photographed: 2002
   Description of Photograph(s) and number: Forepeak, ladder, Samson post and stem.

4. Photographer: unknown. Date Photographed: 2002
   Description of Photograph(s) and number: trunk cabin cupboard and companionway.

5. Photographer: unknown. Date Photographed: 2002
   Description of Photograph(s) and number: ship's wheel in cabin.

6. Photographer: unknown. Date Photographed: 2005
   Description of Photograph(s) and number: pilot house removed.

7. Photographer: unknown. Date Photographed: 2005
   Description of Photograph(s) and number: bow, port side, 2013.

8. Photographer: unknown. Date Photographed: 2013
   Description of Photograph(s) and number: stern, starboard side.

9. Photographer: Rachel R. Dolhanczyk. Date Photographed: 2013
   Description of Photograph(s) and number: CASHIER, pilot house, on wharf.

10. Photographer: Mike Horan. Date Photographed: 2014
    Description of Photograph(s) and number: bow, port side.

11. Photographer: Rachel R. Dolhanczyk. Date Photographed: January 2013
    Description of Photograph(s) and number: Oyster Shipping Sheds, railroad loading dock.

12. Photographer: Rachel R. Dolhanczyk. Date Photographed: 2012
    Description of Photograph(s) and number: Oyster Shipping Sheds, wharves. Location of CASHIER.

Historic Photographs

1. Photographer: Harvey Porch. Date Photographed: early 1900s
   Description of Photograph(s) and number: Oyster Shipping Sheds, railroad loading dock, early 1900's

2. Photographer: Harvey Porch. Date Photographed: early 1900s
Description of Photograph(s) and number: Oyster Shipping Sheds, wharves, early 1900's

3. Photographer: Graham Schofield. Date Photographed: unknown
Description of Photograph(s) and number: Schooner CASHIER, dredging under sail

4. Photographer: unknown. Date Photographed: unknown
Description of Photograph(s) and number: Schooner CASHIER under sail

5. Photographer: Bridgeton Evening News. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER newspaper clipping

6. Photographer: unknown. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER

7. Photographer: unknown. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER

8. Photographer: unknown. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER

9. Photographer: unknown. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER

10. Photographer: unknown. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER

11. Photographer: unknown. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER

12. Photographer: unknown. Date Photographed: 1949
Description of Photograph(s) and number: Relaunching of CASHIER

13. Photographer: unknown. Date Photographed: pre-1973
Description of Photograph(s) and number: Oyster Dredge Boat CASHIER

14. Photographer: unknown. Date Photographed: pre-1973
Description of Photograph(s) and number: Oyster Dredge Boat CASHIER

15. Photographer: unknown. Date Photographed: pre-1973
Description of Photograph(s) and number: Oyster Dredge Boat CASHIER. Note traditional schooner stern. Prior to removal of three feet.

16. Photographer: unknown. Date Photographed: pre-1973
Description of Photograph(s) and number: Oyster Dredge Boat CASHIER, dredging under power, 1980s. Note conveyor belts and machinery on deck and square stern.

Cashier
Name of Property

Cumberland Co, NJ
County and State

Scale:

UTM Coordinates: Zone 18
497220mE
4342460mN

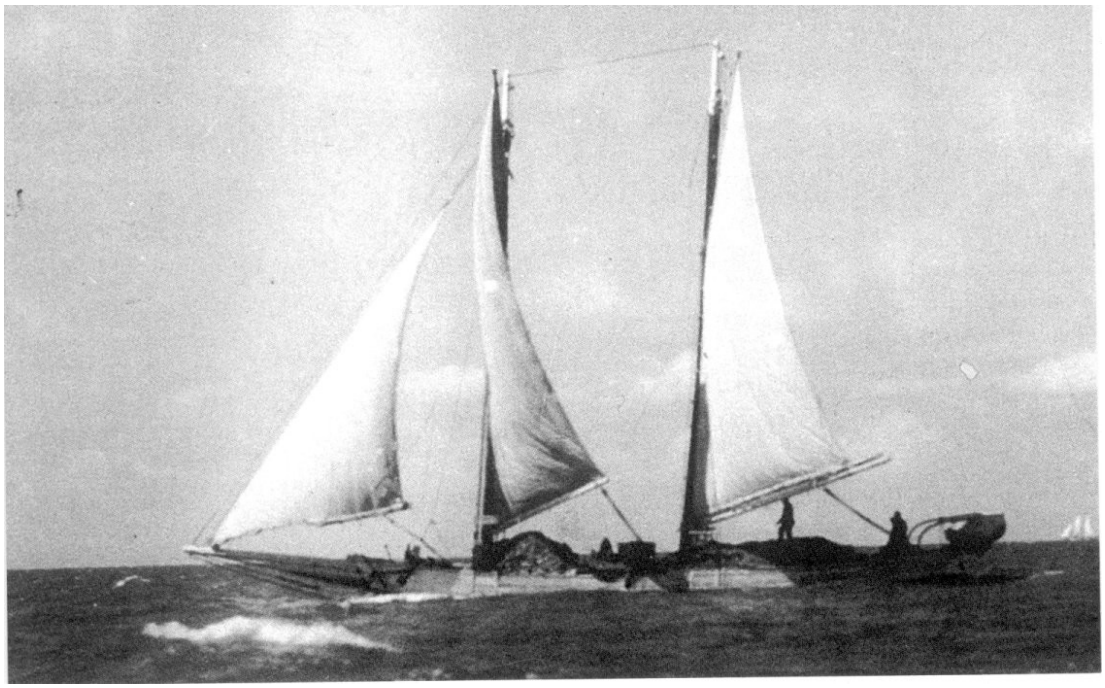
Location Map of Bayshore Center at Bivalve
Ex-Schooner CASHIER is located in the boat slip under the black roof
Boundary outlined in red

Historic Photographs

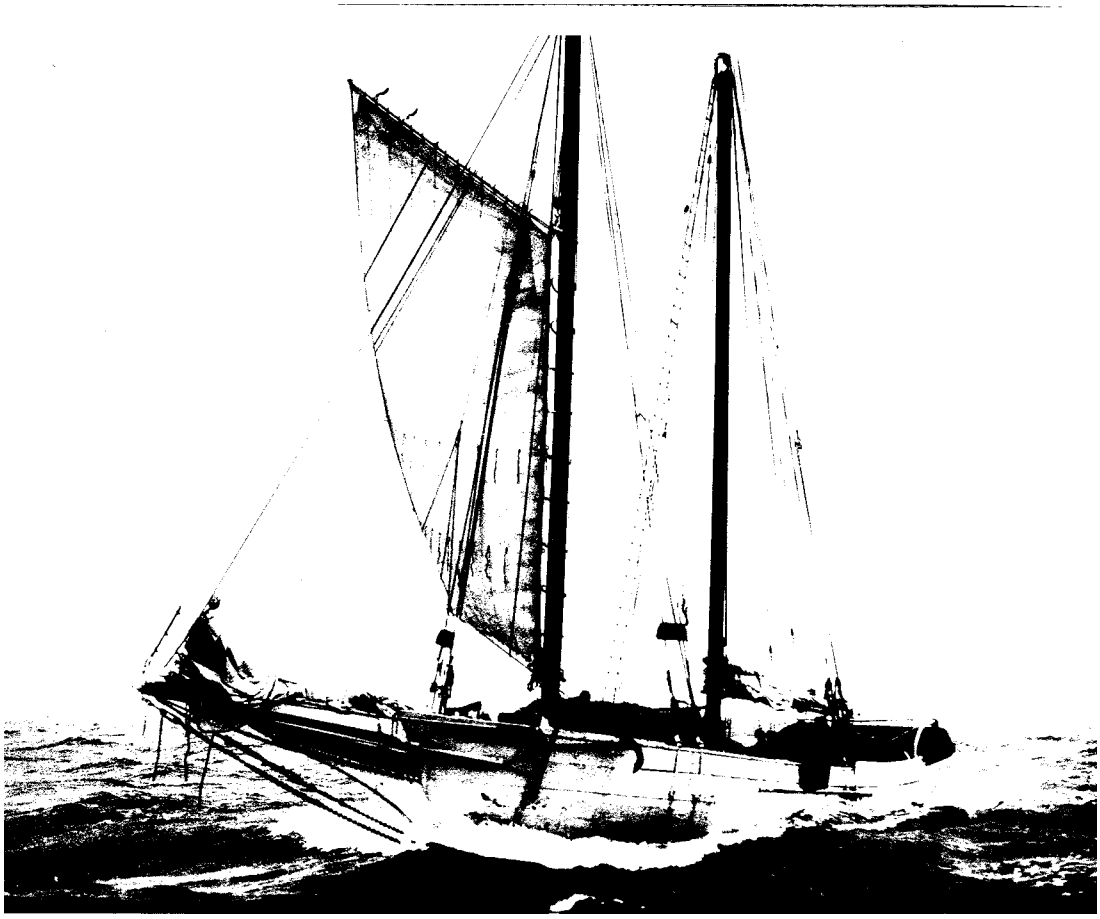
Historic Photograph #1: Oyster Shipping Sheds, railroad loading dock, early 1900's.

Photo #2: Oyster Shipping Sheds, wharves, early 1900's.

Historic Photographs



Historic Photograph #3: CASHIER, dredging under sail.



Historic Photograph #4: CASHIER under sail.

Historic Photographs

Volume 164 No. 94 BRIDGETON, N. J., WEDNE

Relaunching Schooner 'Cashier' On 100th Anniversary

(Evening News Photo)

Assisted by her father Carl Reed, little Sarah Jane Reed breaks the customary bottle over the prow of the oyster boat Cashier on the 100th anniversary of its launching at Cedarville in 1849. Assisting in the ceremony which took place yesterday at the Delaware Bay Ship Building Corp. Yard, at Leesburg, are John L. Reed, Jean Esther Reed and behind his father is Carl John Reed.

Century-Old Sailing Vessel Relaunched In Ceremonies At Delaware Bay Shipyards

The friendly spirits of a whole generation of honest shipwrights must have hovered over one of the lower reaches of Maurice River yesterday as an oyster vessel first launched 100 years ago embarked upon her second century of service.

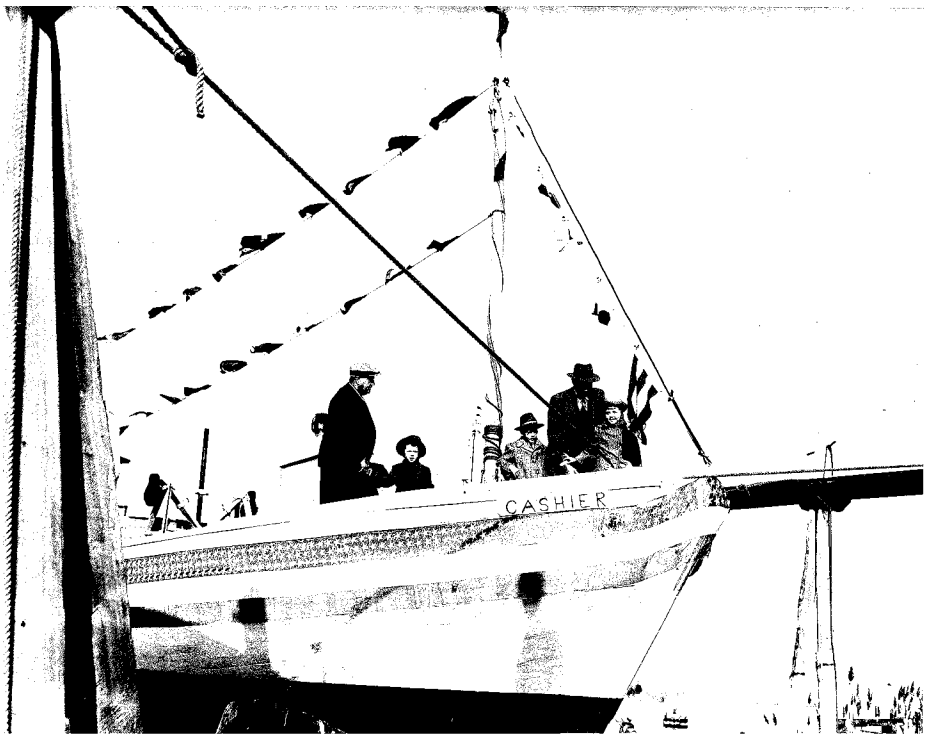
She was the schooner Cashier, built in Cedarville in 1849 and now the oldest sailing vessel in the registers of the Philadelphia Customs Office.

The Cashier was relaunched yesterday with appropriate ceremony at the Delaware Bay Shipbuilding Company at Leesburg where she was converted in 1945 in such a way as to enable her owners, Reed & Reed, of Port Norris, to use her for power dredging.

The Cashier was sponsored by Sarah Jane Reed, daughter of Mr. and Mrs. Carl Reed. Members of the launching party, who later attended a luncheon, were John Reed, Sr., Mr. and Mrs. Carl Reed, Mr. and Mrs. John L. Reed, Jean Esther Reed and Carl John Reed.

Fifty-four feet in length with a beam of 17 feet, the ancient vessel, now as sound as when new, was originally built for the oystering business in season and for the lumber and freight trade during the summer. She is of 21 gross tons with a net of 10 tons. She is now used exclusively in the oyster business.

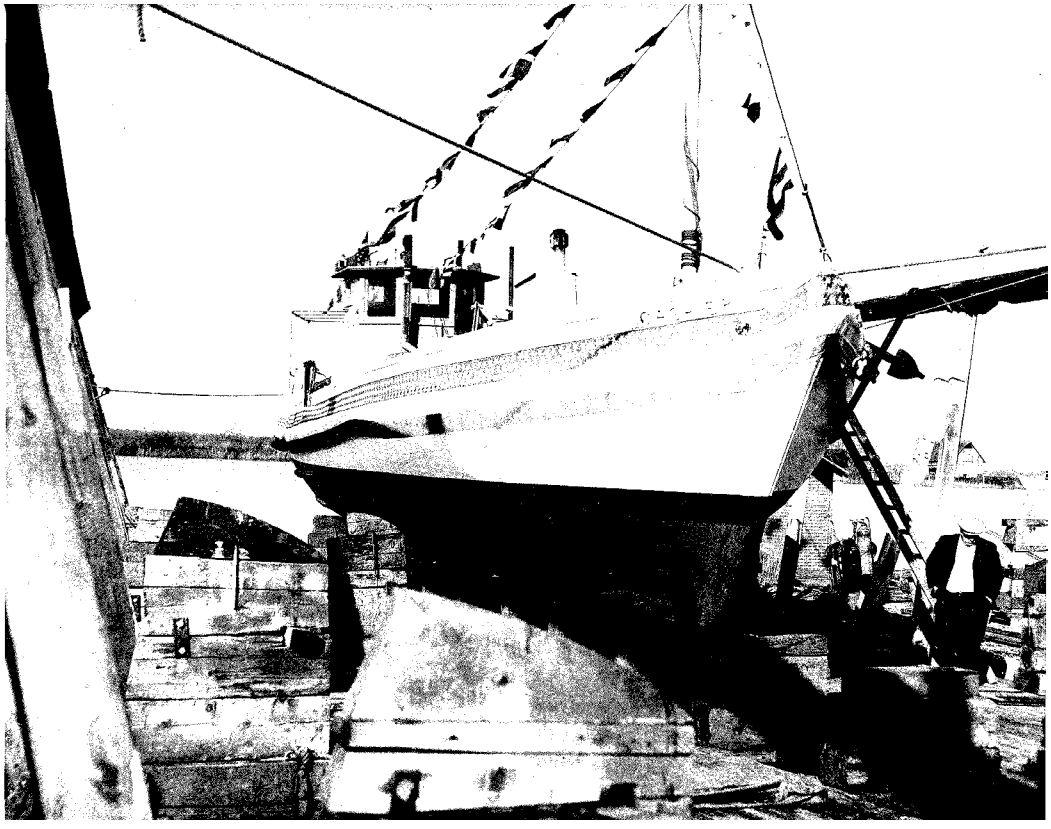
Historic Photograph #5: Relaunching of CASHIER, 1949.



Historic Photograph #6: Relaunching of CASHIER, 1949.

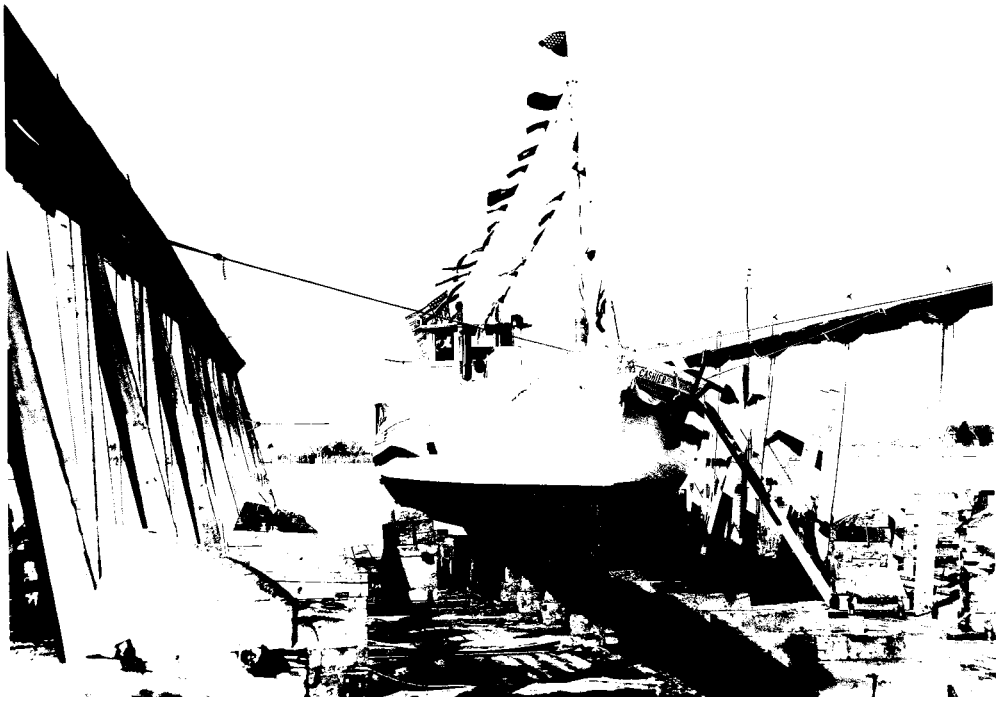
Historic Photographs

Historic Photograph #6: Relaunching of CASHIER, 1949.

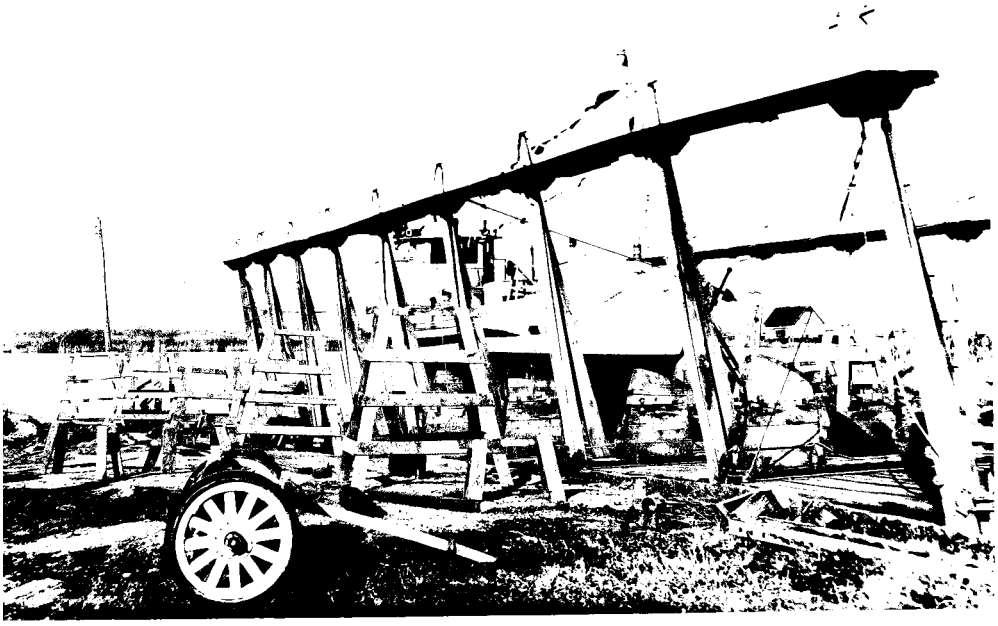


Historic Photograph #7: Relaunching of CASHIER, 1949.

Historic Photographs

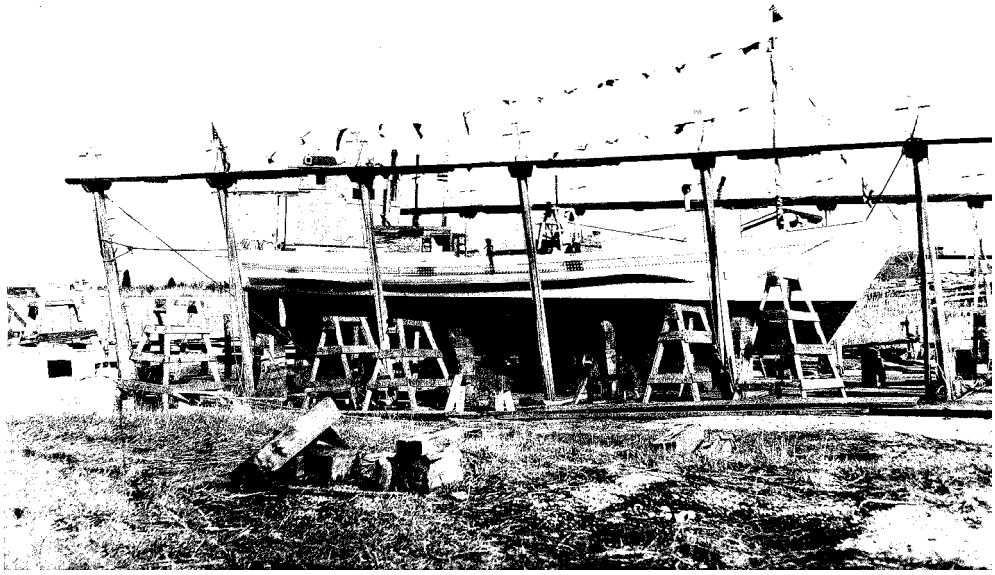


Historic Photograph #8: Relaunching of CASHIER, 1949.



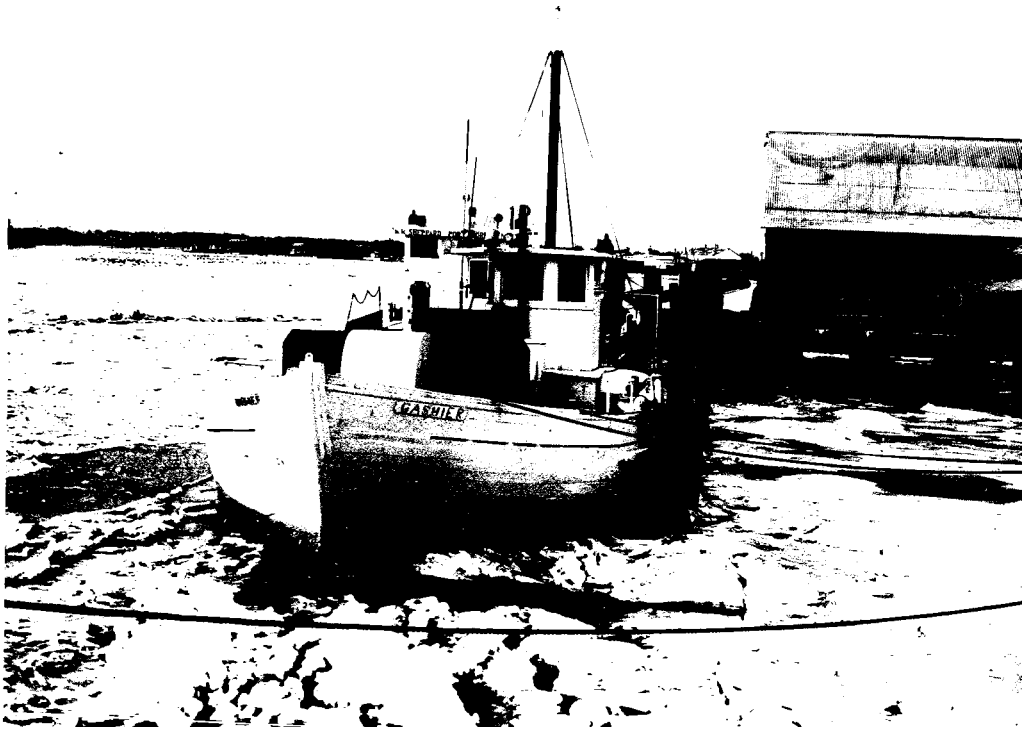
Historic Photograph #9: Relaunching of CASHIER, 1949.

Historic Photographs

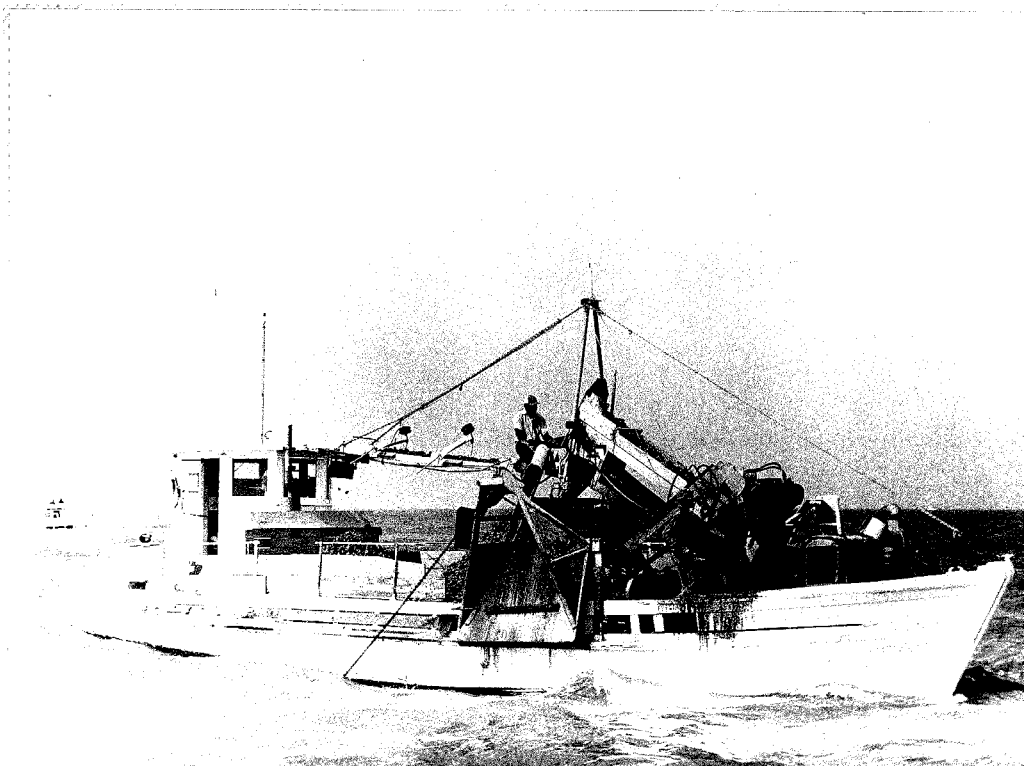


Historic Photograph #10: Relaunching of CASHIER, 1949.

Historic Photograph #11: Relaunching of CASHIER, 1949.

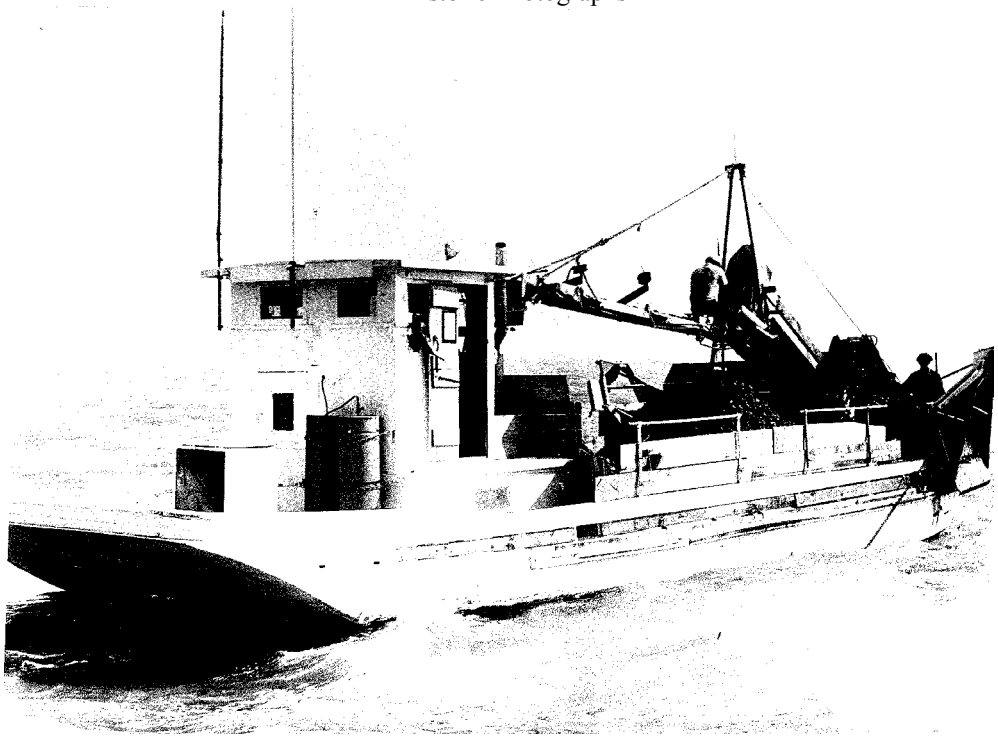


Historic Photograph #13: CASHIER, pre-1973.



Historic Photograph #14: CASHIER, pre-1973.

Historic Photographs



Historic Photograph #15: CASHIER, pre-1973. Note traditional schooner stern. Prior to removal of three feet.

Historic Photograph #16: CASHIER , dredging under power, 1980s. Note conveyor belts and machinery on deck and square stern.


CASHIER


CASHIER


3M
HP-156
High Performance
Oil Sorbent Pads
3M


CASHIER


Hettinger Engine
ENGINES AND SUPPLIES
C. L. BRADFORD & SON
C.E. ROBBINS & BRO.
Planters & Shippers
MEAT MARKET
TRASH

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: CASHIER (oyster schooner)

MULTIPLE NAME:

STATE & COUNTY: NEW JERSEY, Cumberland

DATE RECEIVED: 12/24/15 DATE OF PENDING LIST: 1/21/16
DATE OF 16TH DAY: 2/05/16 DATE OF 45TH DAY: 2/08/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15001050

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:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

√ ACCEPT ___RETURN ___REJECT 2.8.16 DATE

ABSTRACT/SUMMARY COMMENTS:

Listed in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ 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 NPS.

Project # 13-0388
HPO-L2015-114

RECEIVED 2280
DEC 2 2015
Nat. Register of Historic Places
National Park Service

State of New Jersey

MAIL CODE 501-04B
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
P.O. Box 420
Trenton, NJ 08625-0420
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

December 15, 2015

Paul Loether, Chief
National Register of Historic Places
National Park Service
Department of the Interior
Washington, D.C. 20240

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the CASHIER (oyster schooner), in Commercial Township, Cumberland County, New Jersey.

This nomination has received unanimous approval from the New Jersey State Review Board for Historic Sites. All procedures were followed in accordance with regulations published in the Federal Register.

Should you want any further information concerning this application, please feel free to contact Daniel D. Saunders, Administrator, New Jersey Historic Preservation Office, Mail code 501-04B, P.O. Box 420, Trenton, New Jersey 08625-0420, or call him at (609) 633-2397.

Sincerely,

Rich Boornazian
Deputy State Historic
Preservation Officer