

NATIONAL HISTORIC LANDMARK NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

Rudolph Oyster House

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United States Department of the Interior, National Park Service

National Register of Historic Places Registration Form

1. NAME OF PROPERTY

Historic Name: Rudolph Oyster House

Other Name/Site Number:

2. LOCATION

Street & Number: Long Island Maritime Museum, 84 West Avenue

Not for publication: N/A

City/Town: West Sayville

Vicinity: N/A

State: NY

County: Suffolk

Code: 103

Zip Code: 11796

3. CLASSIFICATION

Ownership of Property

Private: ___
Public-Local: X
Public-State: ___
Public-Federal: ___

Category of Property

Building(s): X
District: ___
Site: ___
Structure: ___
Object: ___

Number of Resources within Property

Contributing
1

1

Noncontributing

___ buildings
___ sites
___ structures
___ objects
0 Total

Number of Contributing Resources Previously Listed in the National Register: N/A

Name of Related Multiple Property Listing: N/A

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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.

Signature of Certifying Official

Date

State or Federal Agency and Bureau

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

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 _____

___ Determined eligible for the _____
National Register

___ Determined not eligible for the _____
National Register

___ Removed from the National Register _____

___ Other (explain): _____

Signature of Keeper

Date of Action

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6. FUNCTION OR USE

Historic: Industry Sub: Processing Site
Current: Recreation and Cultural Sub: Museum

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: Other: Early 20th century marine commercial

MATERIALS: Foundation: wood
Walls: wood
Roof: wood
Other: brick chimney

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Describe Present and Historic Physical Appearance.

The Rudolph Oyster House is a rectangular frame marine industrial building built on wooden piles near the water's edge at West Sayville, New York. It was built in 1908 and used as an oyster culling and shucking house until 1947. Acquired by the Long Island Maritime Museum (then the Suffolk Marine Museum), it was moved approximately 600 feet to their property in 1974, and after restoration opened to the public in 1976. A 1½-story building with a gable-end on the south side and a hipped-roof on the north and west sides, it is 44½ feet long, and 16½ feet wide, plus a 12½-by-8-foot ell addition. It is currently being used as an interpretive exhibit on the oyster industry of Long Island's Great South Bay.

General Description

The present Rudolph Oyster House was built in 1908 by William Rudolph for his oyster company which he established in West Sayville in 1895. Rudolph's waterfront property, located on Shore Road, provided ideal access to the then plentiful Blue Point oysters of the Great South Bay. The 44½-by-16½-foot rectangular wooden structure was built just north of Rudolph's earlier building. The exterior of the building is covered with matched horizontal 4½-inch-wide clapboard siding and painted gray with green trim. The roof is covered with red cedar shingles. The west side of the roof is unusual in that a second hipped roof begins about 8 inches below the upper roof lower edge. Between the two roofs is vertical wooden siding. The lower hipped roof is located over the shucking area and contains a glass skylight, made up by four six-over-six windows set side by side, to provide this area with natural light. The interior is sheathed with 5-inch-wide horizontal boards, painted white. The ceiling is also painted white. Access to the upper ½-story storage area is via a ladder. The floor is made from 5-inch-wide boards and is left unfinished. Insulation is provided by dried seaweed.

Fenestration on the west side consists of a door, 79 inches high and 46¾ inches wide, made from 7½-inch-wide boards mounted on two metal hinges. On the south gabled end is a door 85 inches high, and 37 inches wide made from 7- to 7½-inch varying width boards. Above the door and slightly to the east, is a loft door centered under the gable end. This was used for getting supplies to and from this upper storage area. The north end of the building has two lower windows and an upper window centered under the gable end above the hip roof. The lower windows are both 21 inches high and 22 inches wide. A hinged wooden shutter made from diagonally fastened boards is present on each lower window. The east facade has one door, 74 inches tall, and 48⅝ inches wide made of 7 to 7½ inch varying wide vertical boards. The door and corner trim is 3½ inch wide stock with a bead on the outside edge.

There is a shucking/culling bench along the interior west side of the shucking area where the workers separated the oyster clumps, sorted them by size, and/or opened them. Behind the shucking table are horizontal boards placed over the siding to protect it from the wear of the sharp oyster shells. A pot-bellied stove on the east side of this room provided warmth. It is vented to the roof via a brick chimney. The chimney top is capped by an open ended semicircular loop of brick.

A small office ell, 12½ by 8 feet was added to the south end of the east side of the building at an unknown date. It has the same siding on the exterior as the rest of the structure. On the interior,

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the walls are of 3¼-inch-wide tongue-and-groove vertical varnished boards. The ceiling is also of tongue-and-groove material. A window facing the south side of the ell and located to the east of the door on this same side is 25 inches high and 28½ inches wide. The office desk sits under the window.¹

Changes in Physical Appearance

The small office ell is not original although its exact age is unknown. Rudolph used his earlier building on the same property for an office. When this was torn down he probably built the ell. The original floor was 6-inch-thick cement.² There were two attached wing-sheds used to store oysters in winter. One on the north end was 1½ stories tall, 16 feet wide, and 48 feet long. On the south side, the second shed measured 8 by 11 feet. These sheds were removed in 1974 before the building was moved.³ Otherwise, the Rudolph Oyster House retains its original 1908 appearance.

The Rudolph Oyster House is the only known surviving structure from the Great South Bay "Blue Point" oyster industry dating from the turn of the century. The structure is still located in West Sayville on the water just off Great South Bay, approximately 600 feet from its original site. If the structure had not been moved it would have been demolished. The present location provides a setting more like its original setting than if it had not been moved. Development at its original location on South Shore Road has destroyed its original integrity and setting. The setting of the structure at the Long Island Maritime Museum includes vintage vessels dating from the turn of the century.

¹ The above information is based on Eshelman's visit and physical description of 26 September 1994, notes in Rudolph Oyster House File, National Maritime Initiative Office, Washington, D.C.; and vertical history files, Long Island Maritime Museum, West Sayville, New York. Floor plans (OH-100) and elevational drawings (OH-101) of oyster house were prepared by William R. Grace, July 7, 1994. Copies are available at the Long Island Maritime Museum and in the Rudolph Oyster House File, National Maritime Initiative Office.

² *Suffolk County News* (2 August 1908).

³ Vertical history files, Long Island Maritime Museum.

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8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties: Nationally: X
Statewide: ___ Locally: ___

Applicable National Register Criteria: A X B ___ C ___ D ___

Criteria Considerations (Exceptions): A ___ B X C ___ D ___ E ___ F ___ G ___

NHL Criteria: 1

Criteria Exception 2 (moved from its original location)

NHL Theme(s): V. Developing the American Economy
1. Extraction and Production
4. Workers and Work Culture

Areas of Significance: Commerce
Industry
Maritime History

Period(s) of Significance: 1908-1947

Significant Dates: 1908

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder:

Historic Contexts: XII. Business
A. Extractive or Mining Industries
5. Fishing and Livestock
B. Manufacturing Organizations
1. Food, Beverages, and Tobacco

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State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

The Rudolph Oyster House is a substantially unaltered marine industrial building overlooking the Great South Bay on Long Island, New York. While most successful seafood processing plants underwent a series of alterations and additions throughout their operation, the Rudolph structure is a rare surviving example of a relatively unaltered early-20th-century seafood packing plant. Today, the structure is part of the Long Island Maritime Museum's interpretation of the commercial oyster fisheries of the adjacent Great South Bay. The property is eligible for listing under NHL criteria 1 and is part of an overall theme study on the "Oyster Fisheries of the United States."¹

While researching properties associated with the oystering industry, five nationally significant oyster-processing structures have been identified: J.C. Lore Oyster House (1934-1978); Rudolph Oyster House (1908-1947, moved from its original location but still in West Sayville, New York); Thomas Oyster House (1874-1950s, originally located in New Haven, Connecticut, moved to Mystic in 1970); Oyster Barge (ca. 1890s-1920s, originally used for culling, shucking, and selling of oysters in New York City area and moved to New Haven, Connecticut and used as saloon and cafe between 1926 and 1928); and Platt & Co. Cannery² (1865-1960s, Baltimore, Maryland). These five oyster processing structures nicely complement each other in covering the height of the industry from 1860s to 1920s as well as representing the major processing stages: culling, shucking, packing, and canning.

Oystering in Great South Bay, New York

Since prehistoric times, the seafood resources of the coastal United States have contributed to the subsistence of its inhabitants. By the mid-19th century these resources had acquired great commercial importance as improvements in refrigeration and transportation made their export to distant markets possible. In addition to this commercial importance, oysters have a vital role in the ecology of bays as natural water filters. Oyster beds also provided important habitats for other types of marine life. As the oyster population was exploited during the nineteenth and twentieth centuries, the contribution of oysters to water quality and habitat also declined.

Great South Bay, located on the south side of Long Island, New York, is approximately 30 miles long, varying from two to five miles wide, and averaging only six feet deep. It is separated from the Atlantic Ocean by the barrier island, Fire Island. The Great South Bay is home to the famous Blue Point oyster, noted for their fine taste, plumpness, and shape. During the 19th century the Great South Bay was regarded as the "most populous oyster ground north of the Chesapeake."

¹See Associated Historic Contexts section of the National Register of Historic Places Multiple Property Documentation Form for "Oyster Fisheries of the United States" (National Register History and Education, National Park Service, 2001) for more information on the oyster fisheries and its associated property types.

²The nomination of Platt & Company as a National Historic Landmark was not pursued after the NHL staff determined that integrity issues had compromised its eligibility.

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The oyster industry of the Great South Bay was recognized in Colonial times. By at least 1679 the number of oystering vessels were regulated by Brookhaven Town. In 1765 the town of Islip began imposing fines for the taking of shellfish by non-residents. Laws were passed by the state and various towns along the shore of Suffolk County placing limits and season restrictions, establishing underwater rights, and restricting dredges to leased beds and tongs to public beds.

During the second half of the 19th and early 20th century, Dutch immigrants settled in the West Sayville area of Long Island, many of whom took up the same oystering trade they had in Holland. But the presumed inexhaustible oyster beds of the Great South Bay began to show signs of decline by the 1870s. A few individuals banded together and began planting and cultivating oysters. These private grounds were worked by oyster companies, while the individual oysterman could usually only afford to oyster on the public oyster beds. The Rudolph Oyster Company is an example of the numerous oyster companies which planted, cultivated, and harvested their own beds; resulting in peak production between 1900 and 1910 of millions of bushels per year. By 1896 powered dredge boats were being used on the private beds, and oysters from the Great South Bay were being shipped to markets in Europe. By the 1950s, a decline in oysters, which began when the 1938 hurricane opened a new inlet changing the salinity of the bay and continued with over harvesting and increased pollution, all but ended the Great South Bay oyster industry.

William Rudolph Oyster Company, 1895-1947

William Rudolph was the son of parents who emigrated from Holland in the 1850s. Rudolph began working in the oyster business by at least 1887 when he worked as an independent oyster buyer buying oysters from local baymen and shipping them to New York City markets in the fall of that year. The local paper reported that Rudolph, among others, "enjoyed a prosperous trade."³ He began his oyster company in 1895 and managed it until his death at age 87 in 1941. As early as 1896 Rudolph was using oyster floats as part of his business.⁴ In 1898 he had the distinction of delivering the first "boatload of oysters" for the winter season to New York.⁵ In these early years Rudolph often captained his own vessel(s).⁶

In 1898 the Rudolph Oyster Company advertized itself as "planter, packer, and wholesale dealer" of "Native Blue Point Oysters." Rudolph was described in a fisheries trade journal at this time as having a "livelong experience in oyster business" having begun working in the trade as a boy. He knew "everything about an oyster, from the raising of seed, to the planting, growing, gathering, and shipping to the markets throughout this country and to the European trade." He was sending boats to New York City markets twice a week on Mondays and Thursdays. In the same year he was cultivating 75 to 100 acres of oyster beds in Great South Bay and employing 15 to 20 men.

³ *Suffolk County News* (3 March 1888).

⁴ *Suffolk County News* (11 September 1896).

⁵ *Suffolk County News* (23 September 1898).

⁶ *Suffolk County News* (16 March 1889).

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It was said of Rudolph that he was, "destined to become one the most successful local planters. .
7

The following newspaper account gives an idea of the importance of the oystering industry to this region in 1899,

One of the leading planters and shippers in the famous Blue Point section, which extends from Patchogue to Oakdale, made the statement that the oyster industry is valued at over a million dollars. Twenty large firms are engaged in planting and shipping oysters throughout this country and to foreign countries and hundreds of smaller companies are also engaged in this business. Then there are the individuals who lease a few acres and carry their oysters direct to the New York markets. It is estimated that there are nearly 2,000 individuals and 500 boats engaged in this work. These figures include only the section from Patchogue to Oakdale.

Jacob Ockers, who is styled the oyster king of the Great South Bay, was the largest shipper of oysters this season and shipped over 23,000 barrels to domestic and foreign markets. The firm leases 1000 acres of ground in the bay from Brookhaven Town, for which they pay the town \$1,142 in rents. Last year, Mr. Ockers put down 60,000 bushels of seed and expects to harvest 150,000 bushels of oysters next Fall.

The Lewis Blue Point Oyster Cultivation Co. at Sayville is the second largest shipper of Blue Point oysters this season, and they planted over 50,000 bushels of seed last year. The firm employs 60 men, 18 boats and a steamer, with a capacity of 600 bushels a day.

The Westerbeke Bros, are the next largest shippers of the season They shipped over 10,000 barrels between September 1 and May 1, and employ 40 men on average through the season.

The Nassau Oyster co. located at Patchogue, employs about 20 men and has 500 acres leased from Brookhaven Town. This company ships about 15,000 bushels a year. The Town of Brookhaven leased out over 5,000 acres of bay bottom last year.

. . . During the past week many boats have arrived in the bay from the Connecticut shores with thousands of bushels of the seed. Recently, 10 schooners and four large sloops passed Fire Island with seed for the Blue Point planters. The seed is raised along the Connecticut shore and planted in the waters of the Great South Bay. Usually, the seed matures by the next Fall when the season opens, but at times, it takes two years. The average price paid by the planters is 60 cents a bushel. About 250 bushels of seed are planted to an acre and the crop should increase about 50 per cent over the amount planted, the profit being in the growth of the oysters.⁸

⁷ *Fishing Gazette* (15 October 1898); and Lawrence J. Taylor, *Dutchmen on the Bay: The Ethnohistory of Contractual Community* (Philadelphia, Pennsylvania: University of Pennsylvania Press, 1983), p. 91.

⁸ *Brooklyn Daily Eagle*, May 28, 1899, reprinted in article by Thomas R. Bayles, "Oyster Industry Thrived Along G.S. Bay in 1899", *The Long Island Advance* (April 1, 1965).

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While the William Rudolph Oyster Company was not among the top four firms in 1899, it surely was among the top ten if not top five, as it employed nearly as many men as did the Nassau Oyster Company. The Rudolph Oyster Company was located on the north end of South Shore Road, a private road controlled by the Blue Points Company. A 1915 account describes Rudolph's operation as having "thousands of bushels of oyster shells and oyster floats" and "a good-sized building" on the north side of this road.⁹ Interestingly, Rudolph's neighbor on Shore Drive was Jacob Ockers.

The Rudolph Oyster Company was buying seed oysters from Connecticut by at least 1904 and probably earlier. One week in May 1904, he received three boatloads totalling 5,647 bushels, all planted on his leased beds.¹⁰ In 1906 Rudolph "secured" another 75 acres to cultivate oysters.¹¹ In 1908 business was flourishing and Rudolph employed 38 "openers" who worked one December night to fill a rush order.¹² Business continued to prosper. In 1912 the local newspaper reported,

Wm. Rudolph, one of the most prominent oyster shippers of this village, has been doing an enormous business this past month, having shipped six carloads of [oysters] to San Francisco..."¹³

By the summer of 1901 William had affiliated his company with the Blue Point Oyster Shipper's Protection Association which fixed a uniform price for oysters.¹⁴ This is not surprising considering his strong reaction to the threat of a union by oystermen the previous year:

I have never had any trouble in getting all the men I wanted and sometimes men would be glad to go to work for \$1.25 a day; but I have always paid the going wages, \$5 a day for two men and a boat and \$1.50 a day in the house. I haven't any use for this union and especially for the men who are at the head of it, I do not think it will amount to anything.¹⁵

Rudolph was an enterprising man as exemplified by the following accounts. In 1899 in addition to his oyster interests, he formed a partnership in a clamming business.¹⁶ By 1903 he apparently

⁹ *Suffolk County News* (5 February 1915).

¹⁰ *Suffolk County News* (27 May 1904).

¹¹ *Suffolk County News* (29 June 1906).

¹² *Suffolk County News* (1 January 1909)

¹³ *Suffolk County News* (5 January 1912).

¹⁴ *Suffolk County News* (30 August 1901).

¹⁵ *Suffolk County News* (16 March 1900).

¹⁶ *Suffolk County News* (12 May 1899).

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had a boathouse, but it is not known if this was for repair work or for keeping a pleasure boat.¹⁷ Rudolph was active in the oyster business industry attending various conventions and meetings such as the Sealship Oyster System convention held in South Norwalk, Connecticut in 1910.¹⁸ He and several other oyster companies combined resources and built a protective breakwater 300 feet into the bay and along the shore front another 400 feet. During the hard winter of 1911-1912 Rudolph and several other shippers joined forces to cut "canals" in the ice to gain access to their planted oyster beds near Nicoll's Point. The largest cut canal was four miles long. At this time "steamers" were being used to dredge the oysters.¹⁹ The Sealship Oyster System began to buy up local oyster shipping companies in 1910. They had an option to purchase some of William Rudolph's water frontage for which he would retain a long term lease, but the option was never executed.²⁰

William Rudolph was active in the community. He was a member of the local fire department and apparently was an aspirant of the mayor's office.²¹ When the West Sayville Yacht Club was formed in 1912 Rudolph was chosen as its "manager."²²

There was at least one other active member of the Rudolph family, A. J. Edward "Ed" Rudolph, possibly a brother of William. A noted boat builder and oystermen in the Sayville area in 1890, he was referred to as the local "boss boat builder."²³

The Rudolph Oyster Company owned, operated, or leased several oyster dredging sloops, power dredge boats, and schooners. By 1888, the company had at least one sloop, *Victorene*, which it sold in 1890.²⁴ The sloop *J.H. Still*, built in 1889 at Bayport, New York, was owned by Rudolph since at least 1890. The *J.H. Still* was apparently leased to a captain Marinus Van Popering during the 1903 season.²⁵ Gabriel DeWaal captained her at least during the 1904 and 1905 oyster season.²⁶ *Rose*, built in 1911, at Sayville, was a gas screw-operated vessel probably used by

¹⁷ *Suffolk County News* (27 November 1903).

¹⁸ *Suffolk County News* (10 June 1910).

¹⁹ *Suffolk County News* (9 February 1912).

²⁰ *Suffolk County News* (26 July 1912).

²¹ Taylor, p. 137; and *Suffolk County News* (17 June 1910).

²² *Suffolk County News* (21 June 1912).

²³ *Suffolk County News* (18 January 1890; 26 April 1890; 13 December 1890; 12 December 1891; 11 January and December 20, 1895; and 20 December 1896).

²⁴ *Suffolk County News* (3 March 1888; 16 March 1889; 8 February 1890; 8 March 1890; 29 March 1890; 5 April 1890; and 12 April 1890).

²⁵ *Suffolk County News* (12 December 1890; 3 April 1903; 29 May 1903; 19 June 1903; and 26 June 1903).

²⁶ *Suffolk County News* (29 June 1900; 18 April, 1904; 14 April 1905; and 26 May 1905).

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Rudolph as a power dredger and/or seed boat.²⁷ Rudolph also owned the power dredger *Theodore Roosevelt* built in 1901 at Patchogue, New York,²⁸ and the 2,500-bushel-capacity schooner *Baxter* captained by Rulof Van Wyer during the 1905 season.²⁹ The schooner *Sharp Shooter*, built in 1867 at Glenwood, New York, and owned by E. Brown and Brothers of Bayport, was leased to Rudolph to bring seed oysters from Connecticut to his leased beds on Great South Bay.³⁰

When Rudolph died in 1941 his son George took over the company changing the name to Rudolph Oyster Company. George died in 1943. The company was then owned by George's wife Josephine and their two sons Harold C. and Arthur C. The business operated until 1947. In 1962 the Fire Island Fisheries (another source says Slager and Verbeke) bought the property.³¹ The Rudolph Oyster House was acquired by the Long Island Maritime Museum (then the Suffolk Marine Museum) and moved to their property in 1974, and after restoration, opened to the public in 1976. The oyster house is situated along the waterfront of the museum with the 1888 oyster dredger sloop *Priscilla* and the 1923 scallop dredger sloop *Modesty* tied up next to it.

²⁷ Kochiss, p. 221.

²⁸ *Suffolk County News* (11 October 1901).

²⁹ *Suffolk County News* (26 May 1905). The only *Baxter* found in the U.S. Merchant Vessels lists for this period was a powered craft. Because the Rudolph *Baxter* is reputed to be a schooner it is likely it is the *Emily Baxter*, built in 1873 and listed as homeported out of Patchogue in 1910.

³⁰ *Suffolk County News* (1 April 1904; and 27 May 1904).

³¹ Harold C. Rudolph interview notes on file at the Long Island Maritime Museum.

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

Bayles, Thomas R. "Oyster Industry Thrived Along G.S. Bay in 1899," *The Long Island Advance*, April 1, 1965.

Fishing Gazette, October, 15 1898.

Kochiss, John M. *Oystering From New York to Boston*. Middletown, Connecticut: Wesleyan University Press for Mystic Seaport, Inc., 1974.

Suffolk County News, March 3, 1888; March 16, 1889; January 18, 1890; February 8, 1890; March 8, 1890; March 29, 1890; April 5, 1890; April 12, 1890; April 26, 1890; December 12, 1890; December 13, 1890; December 12, 1891; January 11, 1895; December 20, 1895; September 11, 1896; December 20, 1896; September 23, 1898; May 12, 1899; March 16, 1900; June 29, 1900; August 30, 1901; October 11, 1901; April 3, 1903; May 29, 1903; June 19, 1903; June 26, 1903; November 27, 1903; April 1, 1904; April 18, 1904; May 27, 1904; April 14, 1905; May 26, 1905; June 29, 1906; August 2, 1908; January 1, 1909; June 10, 1910; June 17, 1910; January 5, 1912; February 9, 1912; June 21, 1912; July 26, 1912; and February 4, 1915.

Taylor, Lawrence J. *Dutchmen on the Bay: The Ethnohistory of a Contractual Community*. Philadelphia, Pennsylvania: University of Pennsylvania Press, 1983.

Rudolph, Harold C. Interview by unknown individual, no date, in files of Long Island Maritime Museum.

Previous documentation on file (NPS):

- Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
- Previously Listed in the National Register.
- Previously Determined Eligible by the National Register.
- Designated a National Historic Landmark.
- Recorded by Historic American Buildings Survey: # _____
- Recorded by Historic American Engineering Record: # _____

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other (Specify Repository): National Maritime Initiative Office, Washington, D.C.

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10. GEOGRAPHICAL DATA

Acreage of Property: 0.12 acre

UTM References:	Zone	Northing	Easting
	A18	4509380	660860

Verbal Boundary Description:

The nominated property is a 80 by 65 foot parcel within which the resource stands. Boundaries are depicted on the attached plat.

Boundary Justification:

Boundaries fully encompass the historic structure, which maintains integrity and includes part of the wharf and seawall along which it sits.

11. FORM PREPARED BY

Name/Title: Ralph Eshelman, Maritime Historian
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Prepared under a cooperative agreement with the Academy of Natural Sciences, Estuarine Research Center, St. Leonard, Maryland

Telephone: (410) 326-4877

Date: May 1, 1994

DESIGNATED A NATIONAL HISTORIC LANDMARK ON
AUGUST 7, 2001