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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED AUG 19 1976

DATE ENTERED DEC 21 1976

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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

1 NAME

HISTORIC Berkshire No. 7

AND/OR COMMON

2 LOCATION

STREET & NUMBER Bridgeport Harbor, just south of the
Stratford Avenue Bridge

CITY, TOWN

Bridgeport

___ VICINITY OF

___ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

4th - Stewart B. McKinney

STATE

Connecticut

CODE

09

COUNTY

Fairfield

CODE

001

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME George Koenig

STREET & NUMBER 221 Anton Drive

CITY, TOWN

Bridgeport

___ VICINITY OF

STATE

CT

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Officer in Charge, Marine Inspection
U.S. Coast Guard

STREET & NUMBER Battery Park Building

CITY, TOWN

New York

STATE

NY

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Connecticut Statewide Inventory of Historic Resources

DATE 1975

___ FEDERAL STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS Connecticut Historical Commission

CITY, TOWN

Hartford

STATE

CT

7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Berkshire No. 7 (U.S. Registry #172071) is a small wood and steel barge now sunk in Bridgeport Harbor along with two older but similar vessels. It is completely invisible, even at the lowest tides. The boat measures 104' long by 20' beam by 10' depth of hold and had a capacity of 216 tons. It was built in 1935 in Brooklyn, New York, by Jacobson and Peterson, Inc. for Stewart J. Dailey. The framing of the hull is steel with wood planking over the skeleton.

The hull is nearly rectangular in profile, section and plan, with squared-off stern and bluntly rounded bow. Low bulwarks with scuppers rise slightly to a peak where they join the prominently projecting stem. There are several raised strakes in the bow. The superstructure consists mainly of a single low coaming which extends nearly the length of the vessel. The coaming was covered by a series of convex hatch covers. Aft of the cargo opening is a small cabin, the width of and slightly higher than the coaming. The cabin has little ports on the sides and a companionway in the rear, over which is a small squarish hood.

There is a possibility that the Berkshire No. 7 may be raised and restored in connection with the two other barges nearby, both of which began life as canal boats. Only at that time can the amount of damage be assessed, although it is believed that its four years underwater have not yet seriously damaged the hull.

8. SIGNIFICANCE

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

SPECIFIC DATES 1935 - built BUILDER/ARCHITECT Irving Jacobson,
Master Carpenter

STATEMENT OF SIGNIFICANCE

The Berkshire No. 7 is of historical significance because its design is directly derived from that of 19th-century canal boats. It was built comparatively recently, in 1935, and apparently was never used on a canal, although such use may have been considered a possibility when it was built. Nevertheless, the Berkshire No. 7 has all the characteristics of a typical canal boat: the bluntly rounded bow, the raised strakes to limit collision damage, the single long coaming, the low cabin in the stern, and the simple rectangular hull shape. Because there are so few surviving examples of actual wooden-hulled canal boats (one authority cites only two), the Berkshire No. 7 has historical value which outweighs its being less than 50 years old: it is an example of a form which has virtually disappeared.

Indeed, its external appearance is nearly identical to that of the nearby sunken Priscilla Dailey which was built in 1929 on the Champlain Division of the New York Barge Canal. Moreover, the Berkshire No. 7 differs only slightly from the 1905 Elmer S. Dailey, an Erie Canal boat also sunk at this location: it is wider and deeper than the older vessel and lacks the raised strakes along its full length but overall the two are remarkably similar. Only the Berkshire No. 7's steel skeleton suggests that here is a transitional design, one leading from the small wooden canal boats of the 19th century to the large all-steel catamaran-hulled barges commonly in use today both on the canals and along the coast.

The Berkshire No. 7 was one of a number of barges and former canal boats used by Stewart J. Dailey to transport bulk material among New York, New Jersey and Connecticut harbors. Dailey had worked as a mule driver on the Erie Canal and later became a partner in a Tonawanda boatbuilding firm. When he began his own business working out of New York Harbor, he brought down a number of canal boats. (The first Berkshire was a Champlain Canal boat built to fit the pre-1905 locks.) Said to have been conservative regarding his fleet, Dailey selected a traditional design when building a new barge. Indeed, the distinction between canalling and coastal work was never very definite: during the winter months when the canals were impassable, boatmen would return to New York where they would try to get work moving material in the harbor and between nearby ports. Dailey himself was one Erie boatman who spent his winters in this way.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Interview with Elmer S. Dailey, Bridgeport, February 15, 1978.

U.S. Coast Guard, Officer in Charge, Marine Inspection. General Index or Abstract of Title, MS, New York.

U.S. Treasury Department. Merchant Vessels of the United States, 1943. Washington: Government Printing Office, 1943.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY *less than 1. per John Heryan 12-20-78 JH*

UTM REFERENCES

A	1,8	65,2	0,5,0	4,5	5,9	9,4,0	B					
	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING						
C							D					

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Bruce Clouette, Consultant

ORGANIZATION

Connecticut Historical Commission

DATE

8 March 1978

STREET & NUMBER

59 South Prospect Street

TELEPHONE

(203) 566-3005

CITY OR TOWN

Hartford

STATE

CT

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:


NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



TITLE

Director, Connecticut Historical Commission

DATE

August 18, 1978

FOR NPS USE ONLY

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

Charles A. Herring
 DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
 ATTEST: *Bruce Clouette*
 KEEPER OF THE NATIONAL REGISTER

DATE

12/21/78

DATE

12/2/78