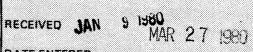
UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY



DATE ENTERED

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

HISTORIC

1 NAME

Motor Vessel Bancroft

STREET & NUMBER Fell's	Point			
CITY, TOWN			NOT FOR PUBLICATION CONGRESSIONAL DISTR	ICT
Baltimo	re City	VICINITY OF	Third	
STATE		CODE	COUNTY	CODE
Marvlan		24	Baltimore City	510
CLASSIFIC	ATION	((independent ci	+y)
CATEGORY	OWNERSHIP	STATUS	PRES	ENT USE
DISTRICT	PUBLIC		AGRICULTURE	MUSEUM
BUILDING(S)		UNOCCUPIED	X COMMERCIAL	PARK
STRUCTURE	вотн	WORK IN PROGRESS	EDUCATIONAL	PRIVATE RESIDEN
SITE	PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT	RELIGIOUS
	IN PROCESS	X_YES: RESTRICTED	GOVERNMENT	
Boat	BEING CONSIDERED	YES: UNRESTRICTED	INDUSTRIAL	_TRANSPORTATIO
		NO	MILITARY	OTHER:
STREET & NUMBER	and Read	- Doint		
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7 DESCRIPTION

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The motor vessel <u>Bancroft</u> is a glass-cabin launch built in 1925 by the City of Baltimore. She is a documented work vessel of five net tons, licensed to carry six or less passengers for hire in the coasting trade. She has a registered length of 28.7 feet, her beam is 8.6 feet, and her draft is 2.6 feet. This vessel strongly resembles older steam launches in hull form. The hull has a moderate sheer, a straight keel with some drag, a rounded forefoot with nearly straight and upright stem rabbet, upright stern post, and thin modified elliptical transom of moderate overhang. Her mid-section is formed with short rise floor on round bilges, and she has upright topsides. The trunk cabin is long and high with large rectangular drop windows. The hull is constructed of fir planking, copper sheathed, with oak frames. All repairs have been made in the original style. The vessel is gas-screw driven and was originally powered with a Palmer 2-cylinder reciprocating engine, which was replaced with a Chris-Craft 6-cylinder L-head engine in 1956.

8 SIGNIFICANCE

PERIOD	AF	EAS OF SIGNIFICANCE CH	IECK AND JUSTIFY BELOW	
_PREHISTOHIC _1400-1499 _1500-1599 _1600-1699 _1700-1799 _1800-1899 _1900-	ARCHEOLOGY-PREHISTORIC ARCHEOLOGY-HISTORIC AGRICULTURE ARCHITECTURE ART XCOMMERCE COMMUNICATIONS	COMMUNITY PLANNING CONSERVATION ECONOMICS EDUCATION ENGINEERING EXPLORATION/SETTLEMENT INDUSTRY INVENTION	LANDSCAPE ARCHITECTURE LAW LITERATURE MILITARY MUSIC PHILOSOPHY POLITICS/GOVERNMENT	RELIGION SCIENCE SCULPTURE SOCIAL/HUMANITARIAN THEATER TRANSPORTATION XOTHER (SPECIFY)
SPECIFIC DAT	^{ES} 1925	BUILDER/ARCH	IITECT	

STATEMENT OF SIGNIFICANCE

The motor vessel <u>Bancroft</u> is a glass-cabin launch built in 1925 by Baltimore City's Bureau of Harbors under the supervision of Bancroft Hall, Harbor Engineer. From the 1890s through the 1940s vessels of her design were used as water taxis, crew boats, light freight handlers, pilot boats, delivery craft for ship chandlers, etc. They were prevalent in servicing commercial vessels until after World War II, when boats with planing hulls, larger engines, and faster speeds replaced them. (Chappelle, National Watercraft Collection.) The <u>Bancroft</u>, once of many, is today one of only a few examples of this type, on the East Coast.

The <u>Bancroft</u> was used continually for pier inspection by the City of Baltimore harbor engineer until 1966, when the Baltimore Harbor Bureau was merged into the Marylanc Port Authority. Subsequently she was auctioned as surplus property and privately purchased. She is presently licensed to carry six or less passengers in the coasting trade.

Launches like the <u>Bancroft</u> strongly resemble the older steam launch in hull form and are well suited for hot weather cruising in protective waters or where shelter can be quickly reached, such as the Chesapeake Bay. There are half-models in the Smithsonian Institution collection with hull designs similar to the <u>Bancroft's</u>. The Chesapeake maritime Museum in St. Michaels, Maryland has the hull of a vessel that closely resembles the <u>Bancroft</u> on exhibit; however, it is not operative.

The future of the <u>Bancroft</u> depends on her owner's success in securing a maritime grant from the National Trust for Historic Preservation under the Maritime Heritage Preservation Grant Program. She could be used as a water taxi between Fell's Point and the Baltimore Inner Harbor after restoration.

9 MAJOR BIBLIOG	RAPHICAL REFEI	XENCES		
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