

1129

United States Department of the Interior
National Park Service

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 Derrick Boat No. 8

other names/site number _____

2. Location

street & number dry-docked at 1 West First Street. not for publication

city or town Oswego vicinity

state New York code NY county Oswego code 075 zip code 13216

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.

Rick A. Pauptot DSAPO 11/18/14
Signature of certifying official/Title Date

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:) _____

Edson H. Beall 1-7-15
Signature of the Keeper Date of Action

United States Department of the Interior
National Park Service

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.

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State or Federal agency and bureau _____

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State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that this property is: Signature of the Keeper _____ Date of Action _____

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:) _____

Derrick Boat No. 8
Name of Property

Oswego County, New York
County and State

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.)	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	0	0
<input type="checkbox"/> public-State	<input type="checkbox"/> site	0	0
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	1	0
	<input type="checkbox"/> object	0	0
		1	0
			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

0

6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
TRANSPORTATION: water-related, boat	TRANSPORTATION: water-related, boat

7. Description

Architectural Classification (Enter categories from instructions)	Materials (Enter categories from instructions)
N/A	foundation N/A
	walls N/A
	roof N/A
	other

Narrative Description

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

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.)

- 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.

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 #

Areas of Significance

(Enter categories from instructions)

MARITIME HISTORY
ENGINEERING

Period of Significance

1927-1964

Significant Dates

1927, 1938

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

NYS Department of Public Works

Primary location of additional data

- x State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

Derrick Boat No. 8
Name of Property

Oswego County, New York
County and State

10. Geographical Data

Acreage of property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	377430	4813319	3			
	<i>Zone</i>	<i>Easting</i>	<i>Northing</i>		<i>Zone</i>	<i>Easting</i>	<i>Northing</i>
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 Michael R. Pittaivno & Travis Bowman (SHPO)

organization H. Lee White Marine Museum date 2/10/14

street & number 11 Lake St. telephone _____

city or town Oswego state New York zip code 13216

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 H. Lee White Marine Museum

street & number 11 Lake St. telephone _____

city or town Oswego state NY zip code 13216

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 7 Page 1

Derrick Boat No. 8
Oswego County, New York

Narrative Description:

Physical Location Description:

Derrick Boat no. 8 (here forth known by its Official No., *DB 8*) is a steam powered floating derrick permanently dry-docked at the H Lee White Marine Museum, 11 Lake St., Oswego, NY. *DB 8* is located 30 ft. west of and sits parallel to West 1st Street at the base of the West 1st Street Pier. Within Oswego's inner harbor, *DB 8* is dry-docked on the northernmost end of the 11 Lake St. property leased by the H. Lee White Marine Museum from the Port of Oswego Authority and within Oswego's "Historic Maritime District" – as designated by the City of Oswego. Access to the vessel consists of a ramp on the starboard side of the vessel just a few feet from several easily accessible parking spaces along the entry to the West 1st Street Pier; the site of the vessel's caretaker is the H. Lee White Marine Museum.

Physical Structure:

DB 8 has a rectangular, scow-shaped hull with a simple flat-roofed superstructure that covers the majority of the deck. The hull has a length of 75 ft., a beam of 28 ft., a 5 ft. 6 in. draft, and the superstructure measures 52 ft. 8 in. X 20 ft. 7 in. The 50 ft. derrick boom and supporting A-frame are located at the forward portion of the vessel. Highly visible are the three 28 ft. spuds located mid-ship and stern which stabilized the vessel during dredging operations. The steam stack is located mid-ship above the superstructure.

DB 8 is known to be among the few surviving steam powered derrick barges to have worked on the New York State Canal System. This vessel has a hull length of 75 ft., a 28 ft. beam, has a depth of 5 ft. 6 in. and a draft of 2 ft. 6 in. Weighing 160 gross tons, this vessel is of mostly riveted steel and wooden construction and was built in 1927 by the New York State Department of Public Works at Syracuse to service locks, perform dredging and lift loads in service of the then New York State Barge Canal. Upon this vessel's retirement in 1984, it was acquired by the H. Lee White Marine Museum and soon sank pier-side in Oswego's inner harbor. The recovery of the vessel led to necessary restoration and repairs leaving most of the original and historic structure intact. The aft cabin had housed the crew quarters, head, and galley, and was reconstructed and reconfigured to provide educational and interpretive historical exhibit space in the wake of its destruction. Most of the mechanical implements of the vessel remained intact including the hull, the 50 ft. derrick and the Ames Ironworks steam boiler that was built in Oswego. All of the mechanical implements are original to the vessel despite their lack of functionality to date. Here, an examination of the existing structure followed by detailing known alterations provides evidence for the physical significance of this historic vessel. The information provided is in accordance with the June 2013 "Preservation Plan for Derrick Boat 8" conducted by Crawford & Sterns, Architects and Preservation Planners, and is supplemented by documentation housed at the H. Lee White Marine Museum.

The 75 ft. by 28 ft. hull is composed of both riveted and welded heavy steel plate. Below deck are the bow and bilge compartments. The internal compartments appear to be intact and were, in its original construction and maintenance, protected by red primer and gray paint. The structure of the bow compartment consists of deep, riveted-flange steel beams, running both ways that support the steel channels for deck joists. The main bilge space consists of riveted steel transverse trusses, which span between the sidewalls of the barge and a massive centerline beam – the latter of which has riveted steel web stiffeners and an opening in its web just aft of the raised deck transition to allow passage from one side of the hull to

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 7 Page 2

Derrick Boat No. 8
Oswego County, New York

the other. A dislodged pressure tank rests portside and was likely disconnected during the sinking or 1985 recovery of the vessel. The drainage and retention system consists of at least 3 bilge pump discharge fittings throughout the hull, although only one appears to be draining the bilge water by natural flow.

The hull of *DB 8* rests leveled on the surface. There are three mostly wooden support piles (spuds) located aft, port, and starboard on the vessel that would have been lowered and raised to stabilize the vessel during dredging and lifting operations. The corners of all the wooden spuds are steel protected, and the geared rails grip their sides locking them in place. The port and starboard spuds were operated by two steam engines made by the Dake Engine Co. of Grand Haven, Michigan and the rear spud was operated by an Orr and Sembower engine. The spuds lower portions are unprotected by the steel corners and are partially buried as to demonstrate their original functionality, although they do not support any of the vessels weight.

Wood was used to construct the above deck superstructure of *DB 8*. The forward portion encloses the engine room that contains the Ames Iron Works steam boiler, the 100 H.P. American Hoist & Derrick Co. engine, fuel and other fluid tanks, as well as other mechanisms responsible for operation of the derrick. The aft section consisted of the crew quarters capable of sleeping 10, head, and galley. A small crane operator's pulpit sits at the forward edge of the roof where several levers and at least one pressure gauge exist. The "novelty," or "cove," siding is typical to the type of façade material used on houses during the 1920s in the American northeast. Continually, at the base of the deck on both the port and starboard sides of the vessel are wooden rub rails. This system was designed to act as bumpers for the sides of the steel hull and consists of horizontal steel angles that bracket the wooden timbers. The iron banding protected the faces of the timber bumpers. A vertical stern fender that is bracketed onto the hull's surface protected the aft of the vessel. There are various other wooden implements to this vessel including, but not limited to: valve handles on the steam turbine controls, padding on foot pedals, and several cable shoes to prevent braided cables from rubbing against the steel surfaces they ran against. The windows are, likewise, constructed of wooden frames. The original windows on the forward portion of the vessel contain six over six pane sashes.

The derrick, one of the more prominent features both visually and functionally, extends 50 ft. at a roughly 45° angle from the forward portion of the vessel. The steam powered derrick, which had the ability to rotate 180° and lift an estimated 150 tons, is supported by its rigging. Rigging consists of braided steel cable, the largest of which serve as back-stays for the forward leaning boom assembly and smaller caliber cable rigging was used to hoist weighted items. The steel boom, of both riveted and welded construction, is continually supported by a steel A-frame structure.

The interior of the vessel is incased in a wooden structure, as noted previously here, and consists of forward and aft cabins. The aft cabin, as was reconstructed post-sinking, has been left open to provide educational and exhibit space, and although the exterior portion of the aft cabin appears original, the interior is easily identifiable as a reconstruction. The forward cabin contains the upright Ames Ironworks steam boiler, the American Hoist & Derrick Co. engine as well as the fuel and water tanks, original work stations and cabinetry, gauges and switches, tools, cables and other functional implements – all original to the vessel.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 7 Page 3

Derrick Boat No. 8
Oswego County, New York

The hull of the vessel is of mostly black paint while the deck is painted red. The wooden superstructure housing the interior cabins is incased in blue paint, with yellow trim, easily identifiable with the NYS DOT colors.

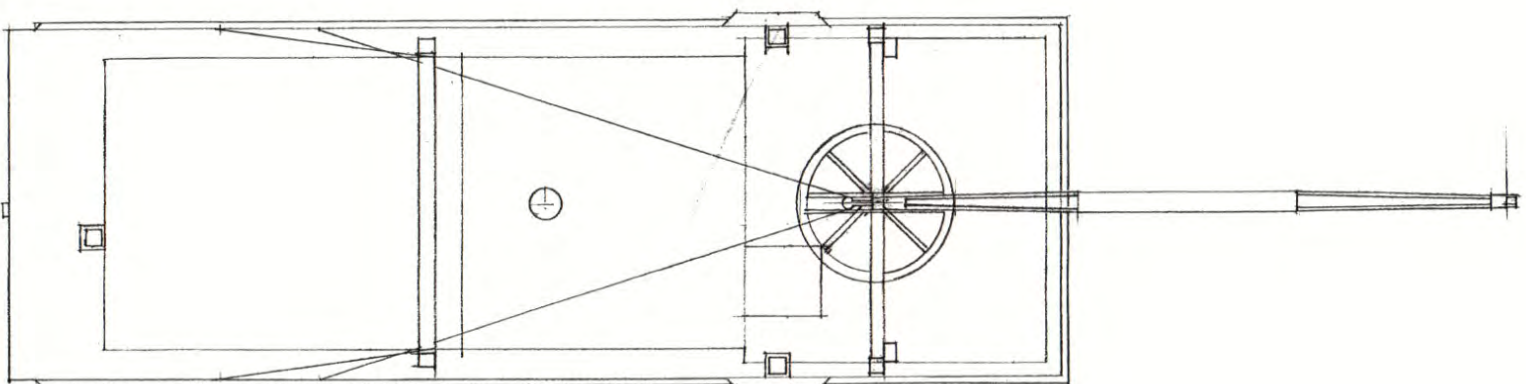
Known Alterations:

Since its construction in 1927, *DB 8* was subject to constant maintenance and undocumented minor alterations as the vessels work history unfolded. Records indicate that it was reconditioned in 1938 when the fuel used to generate steam was converted to oil from coal. That said, while difficult to determine the dates of generalized maintenance, some minor alterations can be evidenced. In the wake of the recovery of *DB 8* several additional alterations exist, however, Carl Stearns states in the Preservation Plan for Derrick Boat 8 that “even though half of the wooden superstructure which rises above the hull is a reconstruction and there has been considerable welding of steel to reinforce the deck plates and spudwell fenders, the historic integrity of the boat is very much preserved.”

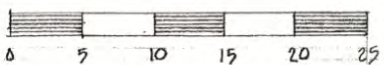
Of alterations that exist apart from generalized maintenance and repairs prior the H. Lee White Marine Museums acquisition of *DB 8*, the most prominent are those necessary due to the sinking and recovery of the vessel. The reconstruction of the aft cabin, while only noticeable from the interior of the vessel, was completed in 1985, but is unnoticeable from the exterior as the siding and weathered paint match the original forward cabin. The intersection where the reconstructed aft cabin meets the original forward cabin required an alteration in the rigging, the original transition entailed a sloped roof edge allowing the large back stay derrick cables to not penetrate the roof line – which they do now.

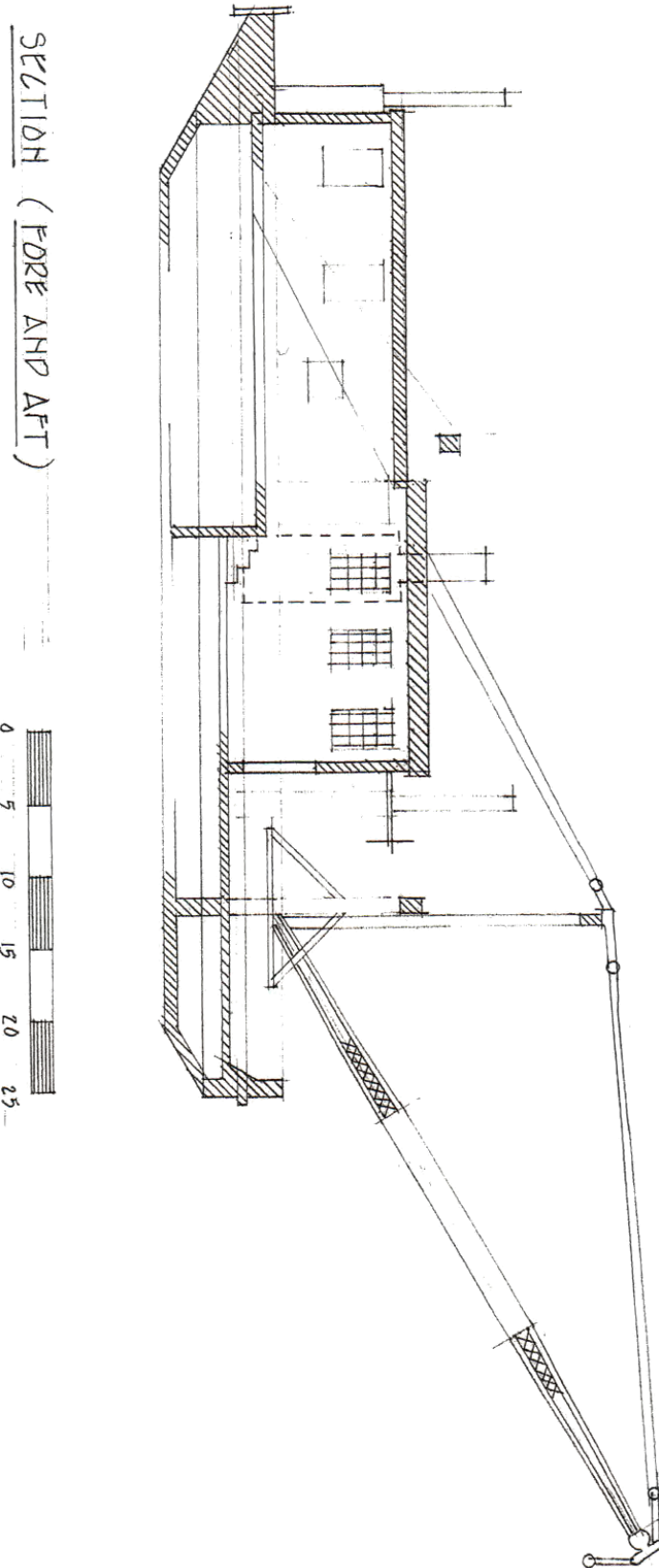
While the six over six pane sash windows of the forward superstructure are original, the aft cabin window areas are boarded up and painted as to demonstrate the originality of the vessel

The operator’s pulpit, located at the edge of the forward cabins roofline, is composed of wooden elements that were replaced by pressure treated lumber as it too had to be reconstructed post-sinking and recovery.



PLAN VIEW (TOP ELEVATION)





United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 8 Page 1

Derrick Boat No. 8
Oswego County, New York

Statement of Significance:

Derrick Boat no. 8 (DB 8) is historically significant given its association with the New York State Barge Canal between 1927 and 1984 and its relevance with respect to the technological legacy of the Age of Steam. Steam excavators like *DB 8* represent a technology that allowed engineers, builders, workers, and governments (state, federal and municipal) to construct and maintain some of the most ambitious projects in human history—canals, huge suspension bridges, immense hydropower dams, subway systems, reservoirs, skyscraper foundations, and highways. Nothing comparable in terms of engineering had ever been seen before in the United States and its effect on the economic development of the country in the late nineteenth and early twentieth centuries cannot be overstated. *DB 8* is part of this trend through its direct association with New York State’s Barge Canal (National Register listed 2014), which was the nation’s largest state-funded public works project in its day. The 524 mile long New York State Barge Canal system includes four principle canals, canalized rivers, and lakes across upstate New York; it was built between 1905-1918 to allow large commercial vessels passage to and from the various navigable waters of New York and beyond like the Atlantic Ocean, the St. Lawrence River, the inland waterways of New York’s finger lakes, Lake Champlain, and the Great Lakes (and thus Midwest rivers). The steam-powered derrick of *DB 8* worked the waters of the Barge Canal System from its construction in 1925 until its retirement in 1984, when it was spared the scrapyards and donated to the H. Lee White Marine Museum in Oswego, NY. Its survival is a rarity among vessels of the era—despite the massive number of vessels and floating plant that undertook the construction and maintenance of these mega-public works projects during the period, *DB 8* is one of only a handful of examples of early 20th century steam powered equipment that remain in New York State; most were scrapped. As a rare, relatively-intact example of early twentieth-century steam-driven engineering technology, *DB 8* is the embodiment of an era of era big projects and big ambitions.

Historical Background

Liberal patent laws, cheap labor, laissez-faire government policies, an abundance of natural resources and natural power sources, ingenuity, and protective tariffs all helped spur the massive industrial growth in America during what historian Mark Kozak-Holland has termed the Second Industrial Revolution (1890-1940); from an economic standpoint, this revolution was characterized by the mass production of consumer goods via the mechanization of manufacturing.¹ As industry grew, it needed increasingly sophisticated systems of transportation to supply and distribute the correspondingly larger quantities of raw materials, manpower, and finished products. Infrastructure like canals, roads, bridges, railroads, seaways and public transportation networks were vital to the United States’ manufacturing industrial growth. Simultaneously, other mega-scale projects were undertaken to serve the ever-growing population’s needs for housing, electricity, quality of life (drinking water, electricity, telephones), and food.² Behind all of these projects was steam technology. Designers, builders and workers overcame difficult obstacles by pioneering new techniques, management systems, and operating approaches and using newer and stronger materials and technologies to create extraordinary public works projects for future generations.³ In terms of public works projects, steam-powered excavators were of principal importance. Steam-powered excavators could move as much earth as 120 men in a day—at far less a cost—and mine as much iron ore as 500 men in a day.⁴ Although mechanization displaced large numbers of workers in some fields, other trades and factories often sprung up rapidly enough to absorb the surplus—except when cyclical depressions hit and unemployment surged. When economic times were good, steam machines dug everything from the Panama Canal to the foundations of skyscrapers and

¹ Mark Kozak-Holland, *The History of Project Management*, (Multi-Media Publications Inc: Oshawa, ON, Canada, 2011). <http://lessons-from-history.com/node/16>.

² Ibid.

³ American Public Works Association, “Top Ten Public Works Projects of the Century Program,” (Kansas City, MO, 2000). <http://www2.apwa.net/about/awards/topcentury/default.htm>.

⁴ Patrick Robertson, *Book of Firsts: Who Did What for the First Time*. (Bloomsbury USA: New York, 2011), E; Stuart Chase, “Laid off at Forty,” *Harper’s Weekly*, as quoted in Frank Shapland, “Correspondence” [Letters to the Editor] *Journal of Electrical Workers and Operators*, Vol. XXVIII No. 12, November, 1929. (International Brotherhood of Electrical Workers: Washington, DC), 594. www.ibew.org.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 8 Page 2

Derrick Boat No. 8
Oswego County, New York

tenements in American's booming cities. Likewise, during the Great Depression, various governmental agencies utilized large pools of unemployed workers to undertake massive public works mega-projects, ensuring that the need for large-scale steam-driven machinery like *DB 8* remained constant.

New York State's Barge Canal system is an example of a mega-public works project—specifically one which was undertaken in period of economic prosperity. The Erie Canal, opened in 1825, had proved an immense financial success for New York, and played a key role in the development of the Empire State as one of the nation's premier maritime and commercial centers. The Erie was enlarged and improved repeatedly throughout the nineteenth century, in order to allow the system to keep pace economically. By the turn of the twentieth century, however, aggressively-spreading railroad networks were dominating inland transportation and, as a result, were eroding the economic viability of canals across the United States.⁵ Recognizing both the state's important maritime commerce and the growing power of railroad monopolies, New Yorkers voted to rebuild their canal system on a massive scale. The project was ambitious—it would ten times longer than the contemporary Panama Canal (1904-1914) and would present engineering challenges that consisted of the construction of the highest single lift lock in the world, innovative movable dams, lift bridges, pioneering water control features, and dedicated power plants at each lock.⁶

Wartime nationalization of the Barge Canal during WWI slowed traffic considerably, but the inter-war years were an important period in the development of the canal from both an infrastructure and administration standpoint.⁷ Improvements at major terminals (Buffalo, Rochester, Albany, Manhattan and Brooklyn), coupled with a marketing campaign—"Ship by Canal"—led to increased commerce on the system. Safety improvements in that period included longer approach walls at locks along the narrower channels of canalized rivers and over 2,100 white and red kerosene lantern buoys and markers to aid nighttime navigation.⁸ Civil service reform put the job of maintaining electrically driven locks and other Barge Canal machinery into the hands of skilled operators, who were chosen for their mechanical abilities rather than patronage. To keep the massive public works project open and viable, the state established "Section Shops" across the canal system; these shops allowed the Department of Public Works to build, maintain and repair its growing taskforce of vessels. The history of *DB 8* began when it was built by the New York State Department of Public Works section shop at Syracuse in 1927. *DB 8* became part of the fleet affectionately known as "New York's Navy." A Canandaigua *Daily Messenger* article noted the prominence of the dredges like *DB 8* in the fleet:

...the New York 'navy' has an important job to do. Under the direction of the State Public Works Department, it maintains the State Barge Canal system. Its capital ships are the big dredges, that keep the channels clear..."⁹

The floating plant of the New York Navy expanded during the 1920s, and by the end of the decade it included tugboats, dredges, derrick boats, buoy boats, various canal maintenance, vessels and two powerful steam ice-breaking tugboats—the *Governor Cleveland* and the *Governor Roosevelt*.¹⁰

A 1932 appraisal of *DB 8* valued the vessel at \$20,000. According to research conducted on the vessel, between 1927 and 1958 *DB 8* was assigned to District 1-Erie, and found port in Waterford, NY. Sometime between 1958

⁵ Duncan Hay, "New York State Barge Canal National Register of Historic Places nomination," 2014.

⁶ Ibid.

⁷ Ibid.

⁸ Ibid.

⁹ Hal Reed, "New York state's 'Navy' is Growing," *The [Canandaigua] Daily Messenger* May 22, 1948, p11. <http://www.newspapers.com/newspage/20969598>.

¹⁰ Hay, "New York State Barge Canal"

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 8 Page 3

Derrick Boat No. 8
Oswego County, New York

and 1984 the vessel was transferred by the State to Lyons, NY. *DB 8* was originally outfitted with a coal burning 1927 vertical 85hp Ames Ironworks boiler and a 1927 100hp, 2 cylinder American Hoist & Derrick Co. engine that powered the vessel's derrick. Records indicate several refurbishments and upgrades to the vessel throughout the 1930s and 1940s. In 1938, *DB 8* was reconditioned changing the fuel type from coal to oil. Records of that reconditioning indicate that the addition of a Mundi Swinging Engine and Kohler Electric Plant to the vessels operating system. It was recorded in 1958 that the vessel had a 2000 gallon capacity of no. 2 fuel oil and a consumption rate of 10 gallons per hour. This transition is representative of the technological leap from coal to oil, yet the ultimate product remained steam power. Given its retention of the original steam boiler, the vessel serves as a significant reminder of that transitional period in American history.

For 57 years, *Derrick Boat no. 8* and its crew dredged sedimentation, worked to repair locks, and fulfilled the generalized maintenance needs of the NYS Barge Canal. While at Lyons, then Canal Section Superintendent David Conroy worked with the H. Lee White Marine Museum in Oswego to transfer ownership of *DB 8* in the wake of the vessel's retirement. Currently residing in Oswego, NY—the shortest access point from the canal to the St. Lawrence Seaway—*DB 8* awaits restoration and is available for public viewing as a legacy of the mechanical ingenuity required for the maintenance of the aforementioned New York State Barge Canal. It also serves as an educational space for interpreting life on the canal system. The working crew of *DB 8* was 9: a captain, fireman, operator, 2 deckhands, a cook and 3 watchmen. Through research and outreach, contact has been made with the family of one of *DB 8*'s former captains, Alvin S. Lettis, which has allowed the H. Lee White Marine Museum to interpret the social and human aspects of the canal captain's and crew's life onboard this and similar vessels.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 9 Page 1

Derrick Boat No. 8
Oswego County, New York

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 10 Page 1

Derrick Boat No. 8
Oswego County, New York

BOUNDARY DESCRIPTION:

The nominated boundary includes only the perimeter of the boat, as illustrated in the attached maps.

BOUNDARY JUSTIFICATION:

The nomination boundary includes only the boat itself. The current surroundings, while an appropriate setting, are unrelated to the boat's significance.

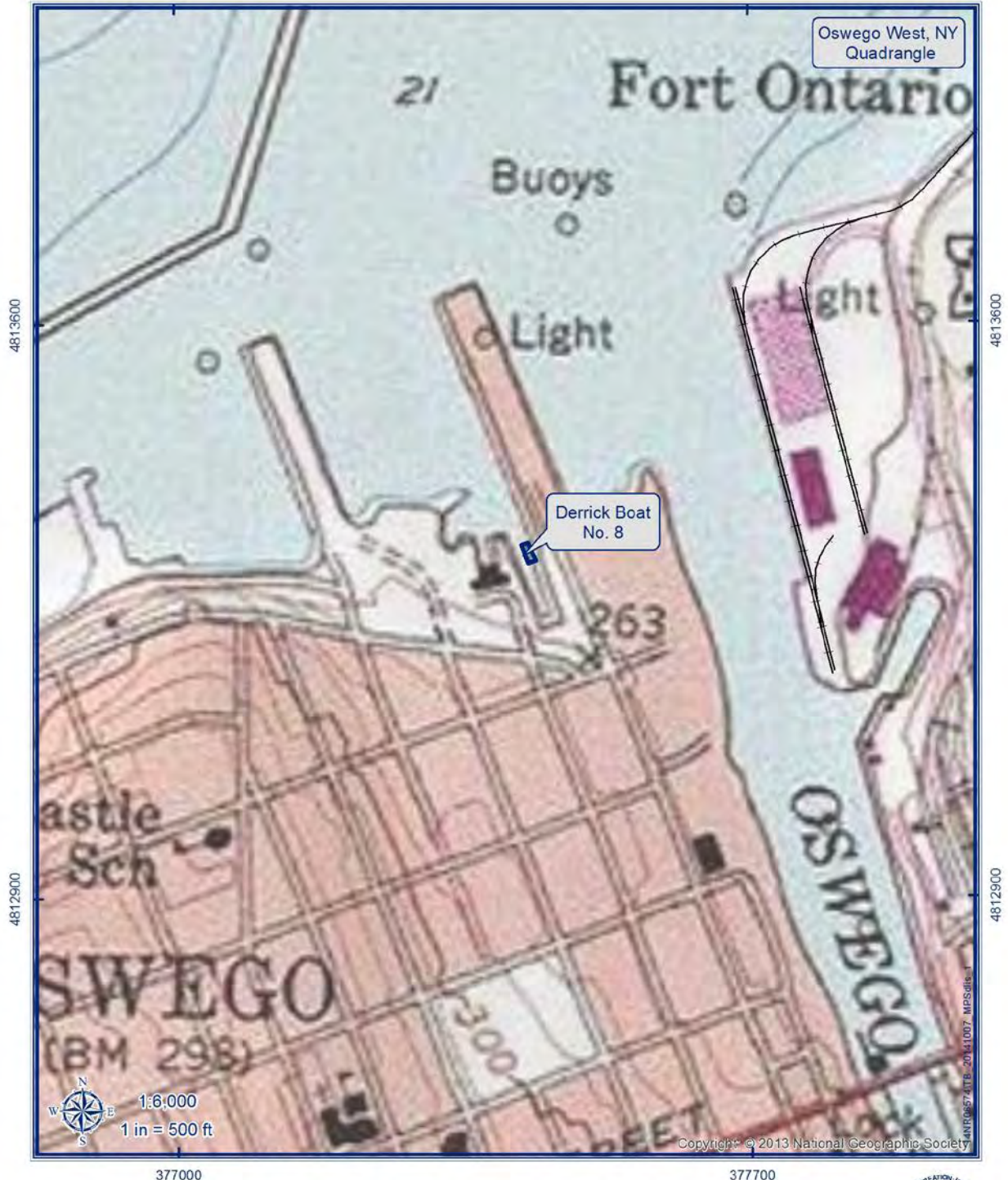
United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 10 Page 2

Derrick Boat No. 8
Oswego County, New York

Derrick Boat No. 8
Oswego, Oswego Co., NY

11 Lake Street
Oswego, NY 13126



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

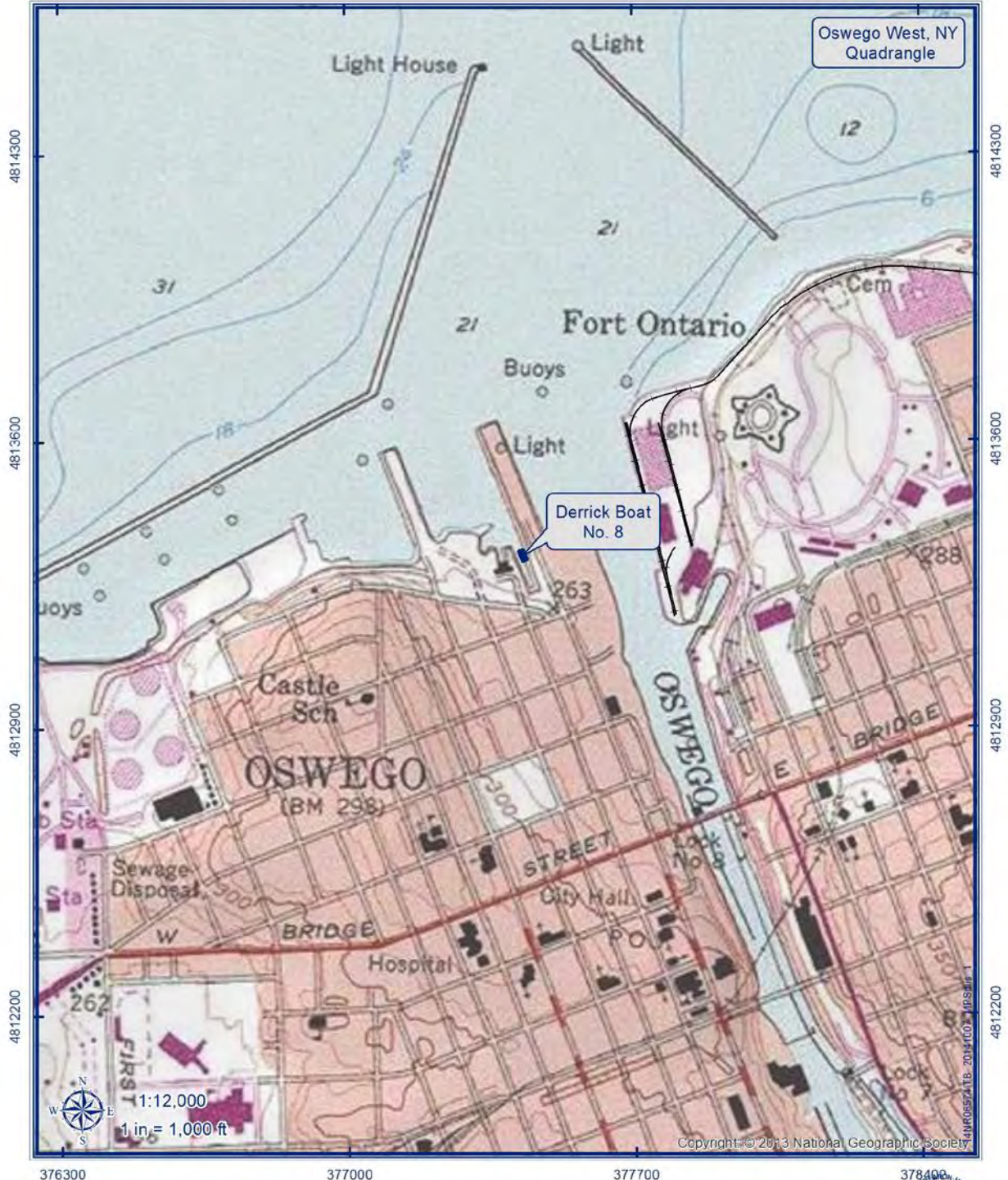
0 190 380 760 Feet
Derrick Boat No. 8

Tax Parcel Data:
Oswego Co. RPS
rptsgisweb.oswegocounty.com



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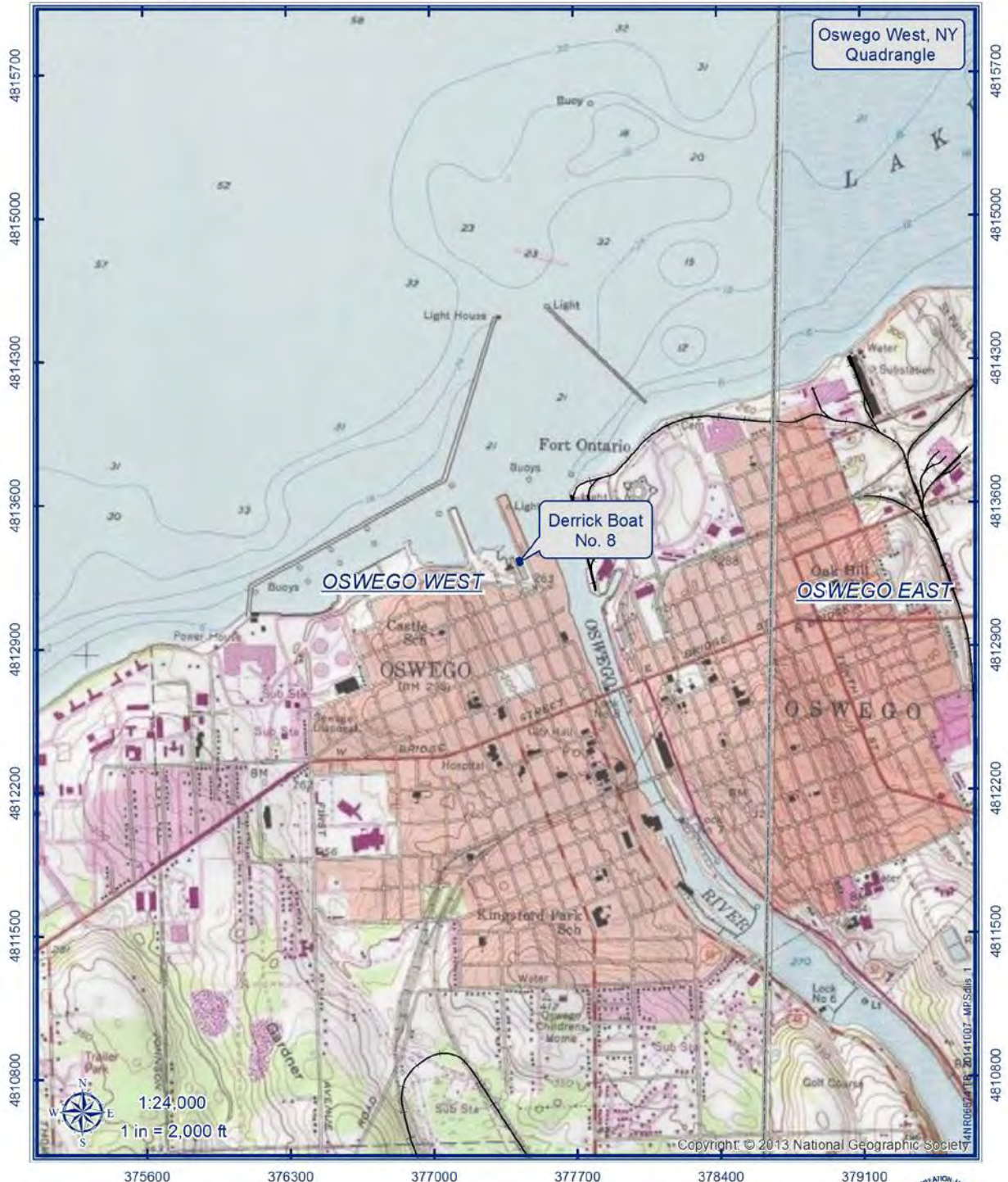
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Oswego Co. RPS
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-  Derrick Boat No. 8
-  USGS quad index

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United States Department of the Interior
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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET
Section number 10 Page 5

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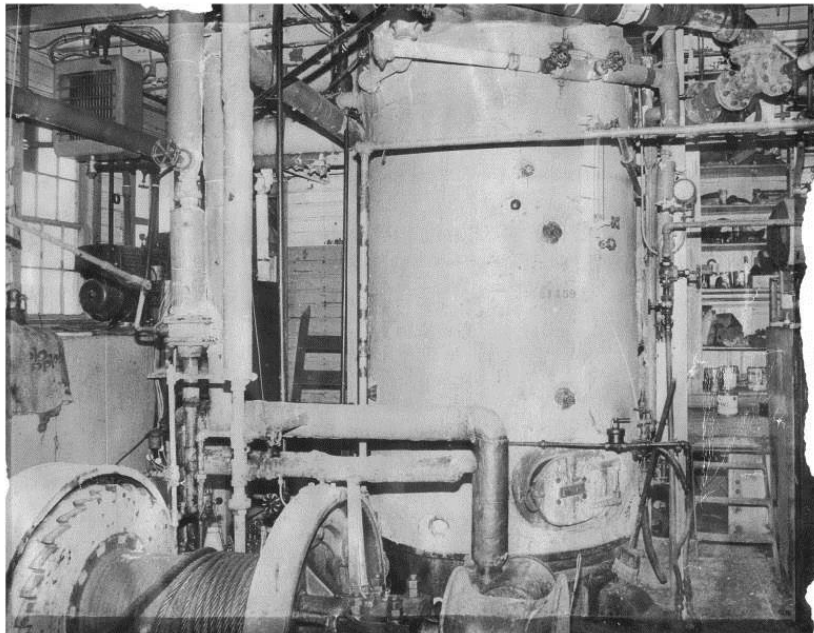


Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**Alvin Lettis – Former captain of *Derrick Boat no. 8*.
Photo courtesy of Daniel Livingston, grandson of the late captain.**



**Pre 1984 view of the boiler room, looking toward the aft of the vessel.
Derrick Boat no. 8 Collection, H. Lee White Marine Museum.**



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Derrick Boat No. 8
Oswego County, New York

Photo Log (Prints from Digital Photos)

Name of Property: Derrick Boat No. 8
Location: Oswego County, New York
Photographer: Michael R. Pittaivno
Date:
Location of Negatives: CD-R Included
NY_OswgCo_DBN08

PHOTO LOG

PHOTO	DESCRIPTION
0001	View of Derrick Boat no. 8, starboard view.
0002	View of Derrick boom looking toward the forward position from roof, the supporting steel structure and rigging, and the operator's pulpit.
0003	View of Dake engine, wooden spud, starboard side.







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Derrick Boat No. 8

MULTIPLE NAME:

STATE & COUNTY: NEW YORK, Oswego

DATE RECEIVED: 11/21/14 DATE OF PENDING LIST:
DATE OF 16TH DAY: DATE OF 45TH DAY: 1/07/15
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 14001129

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 1.7.15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered 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.



**New York State Office of Parks,
Recreation and Historic Preservation**

Division for Historic Preservation
P.O. Box 189, Waterford, New York 12188-0189
518-237-8643



Andrew M. Cuomo
Governor

Rose Harvey
Commissioner

18 November 2014

Alexis Abernathy
National Park Service
National Register of Historic Places
1201 Eye St. NW, 8th Floor
Washington, D.C. 20005

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to enclose the following two nominations, both on disc, to be considered for listing by the Keeper of the National Register:

Stacked Plank House at 461 Spruce lake Road, Schoharie County
Derrick Boat No. 8, Oswego County

Please feel free to call me at 518.237.8643 x 3261 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office