

PH06 80303

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JUL 25 1978
DATE ENTERED NOV 28 1978

**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

Perth Amboy Ferry Slip

AND/OR COMMON

Ferry to Staten Island

LOCATION

STREET & NUMBER

East end of Smith Street

—NOT FOR PUBLICATION

CITY, TOWN

Perth Amboy,

— VICINITY OF

Fifteenth

CONGRESSIONAL DISTRICT

STATE

New Jersey

CODE

34

COUNTY

Middlesex

CODE

023

CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

—DISTRICT

PUBLIC

—OCCUPIED

—AGRICULTURE

—MUSEUM

—BUILDING(S)

—PRIVATE

UNOCCUPIED

—COMMERCIAL

—PARK

STRUCTURE

—BOTH

—WORK IN PROGRESS

—EDUCATIONAL

—PRIVATE RESIDENCE

—SITE

PUBLIC ACQUISITION

ACCESSIBLE

—ENTERTAINMENT

—RELIGIOUS

—OBJECT

—IN PROCESS

YES: RESTRICTED

—GOVERNMENT

—SCIENTIFIC

—BEING CONSIDERED

—YES: UNRESTRICTED

—INDUSTRIAL

—TRANSPORTATION

—NO

—MILITARY

OTHER: Vacant

OWNER OF PROPERTY

NAME

City of Perth Amboy

STREET & NUMBER

260 High Street

CITY, TOWN

Perth Amboy

— VICINITY OF

New Jersey

STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Middlesex County Clerk's Office
Middlesex County Record Building

STREET & NUMBER

P. O. Box 1110

CITY, TOWN

New Brunswick

STATE

New Jersey

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

New Jersey Historic Sites Inventory (#2422.19)

DATE

1977

—FEDERAL STATE —COUNTY —LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Office of Historic Preservation
Department of Environmental Protection

CITY, TOWN

Trenton

STATE

New Jersey

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The ferry slip consists of two major parts: the structure housing an adjustable ramp, and the approach slip. The structure is a frame covered gable building, the sides of which are partially enclosed by vertical siding. It houses a heavy timber bridgework used to support the adjustable ramp which accommodated the ferry boat at various stages of the tide's rise and fall. The structure is built on timber pilings above the high water mark, at the foot of the Smith Street paving. The entire structure is approximately 66 feet in width and includes a small enclosed gable building on the north (10x12 x 15 feet), which at one time accommodated the ferry employees; and a shed-type waiting room on the south (18x34ft) built as a waiting room after a fire in the late 1950's destroyed the former ticket office and waiting room.

In front (to the east) on the water side of the roofed-over portion is the approach slip for the ferry, consisting of two groups of pilings, each making a row and lined with sheathing facing the slip. These rows of pilings extend into Staten Island Sound about seventy feet.

The size of the proposed historic site then runs 66 feet in width as a continuation of the right-of-way of Smith Street to the water's edge and beyond to the pier head and bulkhead lines and to the end of the sheathing-faced pilings.

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 checked="" type="checkbox"/> 1800-1899	<input checked="" 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

1904

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Perth Amboy Ferry Slip is the last representation of a long history of Perth Amboy ferry service originating in 1684, by order of the Lord Proprietors of East Jersey, and put into effect by Acting Governor Gawen Lawrie. Ferry service from the site of the ferry slip probably dates from Colonial times, but definitely from 1867 when the Staten Island Railroad Company established a ferry service to Bentley Street, Tottenville, Staten Island, with connections with their train service on Staten Island. The new steam paddle wheel ferry MAID OF PERTH, built specifically for that service, began her rounds on May 13, 1867.

The present structure was built in 1904, with a new waiting room and ticket office that burned down sometime in the late 1950's. An additional structure to the east of the gabled roof, over the ramp, was added at an unknown date; it may be assumed this was built with the installation of a heavier ramp; and this section, now badly deteriorated, housed the pulleys, cables and counterweights that made operation of the ramp manageable.

Ferries were the only means of connecting land transportation, such as roads and stage lines, for many, many years from settlement to the building of bridges in the 19th and 20th centuries. Ferries served Perth Amboy across the Arthur Kill to Staten Island, across the Raritan River to South Amboy, and a far longer ferry service existed from Amboy to Manhattan for some years from 1684 well into the next century. Benjamin Franklin, in his autobiography, graphically describes his voyage on this ferry when he was a young man, in 1723.

Ferries connected many other parts of New Jersey with Staten Island and until recent years. Of all these former ferry services, the Perth Amboy ferry slip is the only remaining structure. Its uniqueness cannot be overstated.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Whitehead, William A. Contributions to the Early History of Perth Amboy N.Y. D. Appleton & Co. 1856
- Reed, Herbert B. The Tottenville-Perth Amboy Ferry The Staten Island Historian Vol XXI No. 4 Pub. by S.I. Hist. Sec. Oct. - Dec. 1960
- Reed, Herbert B. The First Stagecoach Line from New York to Philadelphia SAME AS ABOVE Oct. - Dec. 1963

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .057 acres
 UTM REFERENCES

A	18	562500	4484070	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Intersection of Front Street and Smith Street on the west; U. S. Naval Reserve Center on the north; City of Perth Amboy Green Acres property on the south; on the east, Staten Island Sound.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

(Terry Karschner, OHP, Trenton, 609-984-6012)

NAME / TITLE

Rose M. Booz (Mrs. Louis P. Booz III), President

ORGANIZATION

DATE

Waterfront Association to Effect Restoration (WATER) 1/5/78

STREET & NUMBER

TELEPHONE

76 Harrison Place

(201) 442-4234

CITY OR TOWN

STATE

Perth Amboy

New Jersey

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.

Deputy

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Terry Karschner

TITLE

Deputy Commissioner, Dept of Environmental Protection DATE JUL 12 1978

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

11-28-78

ATTEST:

Lynn S. Becker

KEEPER OF THE NATIONAL REGISTER

DATE

Nov. 20, 1978

KEEPER OF THE NATIONAL REGISTER

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Perth Amboy Ferry Slip

Perth Amboy

Middlesex County New Jersey 034

CONTINUATION SHEET

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Additional Biographical References

- Black, Norman "Last of the Kill Ferries" Newark Sunday News
March 22, 1964
- Johnson, Robert R. "Death of a Ferry" The Perth Amboy Evening News
October 17, 1963
- Franklin, Benjamin The Line of Doctor Benjamin Franklin; Written
by Himself, 7th American Edition, 1798, New London.
Printed for Charles Holt (in possession of
R. Booz).
- Transportation File, Perth Amboy Room, Perth Amboy Public Library.
- The Perth Amboy Chronicle "Fine New Ferry May Come Soon."
March 9, 1904.