

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

OMB NO. 1024-0018, NPS FORM

This form is for use in nominating or requesting determinations 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 information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, materials, and areas of significance, enter only categories and subcategories from 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 The Ferryboat Machigonne
other names/site number Yankee

2. Location

street & number Pier 25 [] not for publication
city, town New York [] vicinity
state New York code NY county New York zip code _____

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [x] 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 [x] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [x] locally. ([] See continuation sheet for additional comments.)

[Signature]
Deputy Commissioner for Historic Preservation
Signature of certifying official

10/13/92
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 commenting or other official _____ Date _____

State or federal agency and bureau _____

4. National Park Service Certification

I hereby, certify that this property is:
[] entered in the National Register. Signature of keeper _____ Date of Action _____
[] 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:)

The Ferryboat Machigonne (Yankee) New York County, New York
 Name of Property County and State
~~THE FERRYBOAT MACHIGONNE (YANKEE)~~
 Name of Property 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	1 0 buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____ sites
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	_____ structures
	<input type="checkbox"/> object	_____ objects
		1 0 Total
Name of related multiple property listings (enter "N/A" if property is not part of a multiple property listing)		Number of contributing resources previously listed in the National Register
<u>n/a</u>		<u>n/a</u>

6. Function or Use

Historic Function (enter categories from instructions)	Current Functions (enter categories from instructions)
<u>Passenger/cargo ferry</u>	<u>Passenger ferry/museum</u>
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
<u>Other: Propeller-driven ferry</u>	foundation <u>n/a</u>
_____	walls <u>n/a</u>
_____	roof <u>n/a</u>
_____	other <u>Riveted steel plate</u>
_____	_____

Narrative Description
 (describe the historic and current condition of the property on one or more continuation sheets.)

The ferryboat Machigonne was built in Philadelphia, Pennsylvania by Neatie & Levy in 1907. She was built to carry passengers, cargo and livestock to and from Maine's Casco Bay Islands.

Hull
 The vessel has a double riveted (5/16 inch thick) steel hull on a riveted transverse frame. Framing size throughout generally is 5 by 3 by 1/4-inch riveted steel. The main deck beams are 5 by 3 by 3/8 inch steel fastened to frames by means of 1/4 inch riveted steel gussets.

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Pier 25
New York, New York County, New York

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Below Deck

Forward on the lower deck level is the crew's compartment. It is reached by a stairway from the main deck. A peak compartment is reached through an 18-inch bolted deck plate and welded steel ladder. Aft of the crew's quarters is the generator room. It is reached from the main deck through a 2 by 3-foot steel hatch and a steel ladder. This compartment is separated from the crews compartment by a steel bulkhead, and from the engine room by a bulkhead with a watertight door.

The Engine Room

The engine room contains the main engine, a General Motors V12 (nomenclature 12-5657 ATES.), and the transmission. This engine was installed in 1947, replacing the original 450 HP triple action steam engine. Starboard next to the engine is the main generator (240 volt D.C. Budda), the bilge pumping system, and the steering assist mechanism. On the port side is the main engine's cooling system. The engine room is reached by a stairway from the upper engine room on the main deck. Aft of the engine room is the shaft alley; storage cases are port and starboard. The shaft alley is reached by a stairway from the engineers station. The steering compartment is located aft and is reached through a deck plate in the galley area. The configuration of the engine room and shaft alley is original.

The Main Deck

The main deck is constructed of fir planking over steel deck beams. Forward on the main deck are the electrically driven anchor windlass and a manual windlass. There is a central staircase in the area leading to the passenger deck and the lower deck. The loading ports are located forward on either side. In ca.1940, 8-inch steel I-beams were added to the main deck to give the superstructure additional strength. This interior skeleton runs from midships to the galley.

The engineer's station is located amidships on the centerline. Portside, next to the engineer's room is the crew's head. It has been enlarged slightly to include what was the bursars office. Between the upper engine room (the engineer's station) and the crew head is a hallway connecting to the aft sections.

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The galley and passenger dining area are located aft on the main deck. The dining area has been eliminated (1991), and divided into two additional crew rooms. The galley is reached by a centerline hallway. This area (the galley, and quarters) is heated from the ships hot water return boiler using the original bronze steam radiators.

The Passenger Deck

The passenger deck retains its original configuration. Forward on the passenger deck is a 1/4 inch welded steel foredeck. The wooden bow of the boat was replaced with steel following an accident in 1984. There is a corrugated steel stairway from the passenger deck to the top deck. This stairway was modified to meet Coast Guard regulations ca.1920.

The passenger deck has a promenade that surrounds the all-weather passenger compartment with a four-foot overhang. Rails are 3/8 inch welded steel pipe. The original fir deck has been covered with marine ply and canvas-duck to protect it from the weather. Original oak benches, oak tongue and groove siding and Cuban mahogany window trim survives.

The passenger salon and smoking room also retains a significant amount of original fabric, including fir flooring, white oak windows, passenger benches, tiger tail oak paneling, and trim. The original mahogany stair leading from the salon to the main deck was replaced ca.1940 with a steel stair meeting Coast Guard regulations.

The wheelhouse and captain's cabin are located on the the top deck. The wheelhouse contains the original binnacle, compass, speaking tubes, wheel, post and telegraph. The aft area of the top deck is reached by an outdoor stairway from the promenade.

The Ferryboat Machigonne (Yankee)

New York County, New York

Name of Property

County and State

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark an "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 that 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 pre-history or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

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.

Area of Significance

(Enter categories from instructions.)

Transportation

Marine Architecture

Period of Significance

1907-1942

Significant Dates

1907

Significant Person

(Complete if Criterion B is marked above.)

n/a

Cultural Affiliation

n/a

Architect/Builder

Neatie & Levy (builder)

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): Primary location of additional data:

preliminary determination of individual listing (36 CFR 67) has been requested

State historic preservation office

previously listed in the National Register

Other State agency

previously determined eligible by the National Register

Federal agency

designated a National Historic Landmark

Local government

recorded by Historic American Building Survey # _____

University

recorded by Historic American Engineering Record # _____

Other

Name of repository: _____

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The ferryboat Machigonne (Yankee) satisfies Criterion C as an intact example of an early twentieth century propeller-driven steam ferry. The Machigonne as built in 1907 by Neatie and Levy of Philadelphia, Pennsylvania for the Harpswell Steamboat Company. Although the Machigonne was originally built for freight and passenger service in coastal Maine, the 425 ton vessel is typical of thousands of craft used for similar purposes on both the east and west coasts of the United States between ca. 1900 and 1940. Few vessels of this category survive today to represent the design and operation of this important, and once prolific class of American steam vessel. The Machigonne retains a high degree of original fabric and integrity and is an important surviving transportation artifact representing this aspect of New York's maritime history.

Ferryboats of this size and period are classified in one of two categories, either wheel driven or propeller drive. The Machigonne is representative of the latter class. Generally, this class of vessel is typified by its 75 to 125 foot overall length, a fully-molded hull (wood or riveted steel), a straight stem and fan-tail stern, a composite built superstructure (two principal decks and a semi-circular pilot house), a triple-expansion steam plant, a single propeller, a single funnel (mounted midships), and a passenger cabin finished in varnished wood.

Unlike the "double-ended" ferries, which were much larger and used on fixed "over and back" and longer routes, these smaller ferries provided more flexible service. Such uses included regularly scheduled short distance freight and passenger service, charter service to fill in for larger carriers when required, and for excursions. During its tenure in New York Harbor the Machigonne did fill-in and carrier work for the U.S. Immigration Service, and made regular excursions up the Hudson River to Albany and back.

The Machigonne was built by Neatie & Levy of Philadelphia, Pennsylvania, and launched in 1907. Between 1907 and 1913 the Machigonne served as a passenger/cargo ferry for the Casco Bay Lines, which serviced the Casco Islands in Maine. In 1913 the Machigonne was sold to the Nahant Steamship Line, Boston, Massachusetts for service on the Boston, Nahant, Pines Island route. In 1917 the Machigonne was requisitioned into US government service, where it was used as a patrol boat and a troop ferry in Boston Harbor.

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In 1921 the Machigonne was purchased by John E. Moore and brought to New York Harbor under contract to the U.S. Immigration Service. During the next eight years the Machigonne carried immigrants from steamers to Ellis Island, and from the Island to New York City. In 1929 she was sold to Captain Daniel F. McAllister, of New York, and was renamed Hook Mountain. From 1929 until 1939 the Hook Mountain served as a tour boat carrying passengers from Battery Park to Bedloe's Island and Governor's Island. In 1939 the Hook Mountain was sold to a Rhode Island company, relocated and renamed the Block Island. In 1948 she was renamed Yankee.

In 1990, Yankee (previously Machigonne) was purchased by the present owner who moved the vessel back to New York Harbor for use as an excursion boat and museum.

The Ferryboat Machigonne (Yankee) New York County, New York
 The Ferryboat Machigonne (Yankee) New York County, New York
 Name of Property New York County, New York
 10. Geographical Data County and State

Acreage of property n/a

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 8	5 8 3 1 1 0	4 5 0 8 1 1 0	2			
	Zone	Easting	Northing		Zone	Easting	Northing
3				4			
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description

(Explain 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 John A. Bonafide, Program Assistant
 organization NYS Office of Parks, Recreation & Historic Preservation date 6/5/92
 street & number E.S.P. Agency Bldg. 1 telephone 518-474-0479
 city or town Albany state NY zip code 12238

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 SHPO or FPO.)

name James Gallagher
 street & number P.O. Box 2077, Canal Station
 city or town New York state NY zip code 10013

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 the 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 Project (1024-0018), Washington, DC 20503.