

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 for individual properties and 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 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 "T. B. McClintic"

other names/site number "Atlantic IV"

2. Location

street & number Tripp's Marina not for publication

city or town Shallotte Point vicinity

state North Carolina code NC county Brunswick code 019 zip code 28459

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby 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.)

William S. King, Jr. 4-20-94
Signature of certifying official/Title Date

State of 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 the 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:)

Signature of the Keeper

Date of Action

"T. B. McClintic"

Brunswick, NC

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.)

- private, public-local, public-State, public-Federal

- building(s), district, site, structure, object

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, Total.

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions (Enter categories from instructions)

Current Functions (Enter categories from instructions)

medical business/office

work in progress

7. Description

Architectural Classification (Enter categories from instructions)

Materials (Enter categories from instructions)

no style

foundation

walls

roof

other wood

steel

Narrative Description

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

Name of Property

County and State

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

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

Property is:

- Criteria A through G with checkboxes and descriptions.

Areas of Significance

(Enter categories from instructions)

Health/medicine

Architecture

Period of Significance

1932 - 1944

Significant Dates

1932

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Bath Iron Works, 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):

- Documentation checkboxes: preliminary determination, previously listed, National Register, National Historic Landmark, Historic American Buildings Survey, Historic American Engineering.

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State agency, Federal agency, Local government, University, Other.

Name of repository:

Maine Maritime Museum, Bath, Maine

"T. B. McClintic"
Name of Property

Brunswick, N.C.
County and State

10. Geographical Data

Acreage of Property less than 1

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 7	7 4 2 6 2 0	3 7 5 5 6 0 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
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 Robin L. Gieniewski

organization _____ date April 1994

street & number Rt 16, Box 59 Downing Rd. Ext. telephone (910) 323-2163

city or town Fayetteville state NC zip code 28301

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 Bogdan and Robin Gieniewski

street & number Rt 16, Box 59, Downing Rd. Ext. telephone (919) 323-2163

city or town Fayetteville state NC zip code 28301

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.

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Continuation SheetSection number 7 Page 1"T. B. McClintic"
Brunswick County, N. C.NARRATIVE DESCRIPTION:

As built in 1932, "T. B. McClintic," designated as a boarding tug, was the only boarding tug built by the Bath Iron Works (hull #155) as is listed in Bath Iron Works, the First Hundred Years by Ralph Linwood Snow, Appendix A, Bath Iron Works Hull List: 1888-1987. Built of riveted Norwegian Steel (Charcoal Iron), the vessel is 60 feet, 10 inches in length overall with a 16.5 foot breadth and a 9.2 foot draft. At launching, "T. B. McClintic" displaced 65 tons. This single screw vessel with its engine turning a 50-inch diameter, 36-inch pitch bronze propeller at 350 RPM, cruised at an average of 10 knots.

Her classic design consists of an elliptical stern, a raised forward pilot house 30 inches above deck, aft of which was the Officer's Quarters trimmed in mahogany to include a full length closet, roll top desk and mahogany settees with green leather cushions. This compartment was followed by the head and terminated aft with a freight compartment for stowing extra life preservers, lines, and emergency tiller. Her interior floor coverings were made of thick red paint over burlap atop the 2-inch thick teak decking. "T. B. McClintic" was built for use as a floating surgeon's office and was never intended for use as a working tugboat. It was used for day service only and had no galley or sleeping quarters. It is further differentiated from a working tugboat due to the absence of aft winches and machinery used to tow or push other vessels. In addition, the gunwhale is not sloped downwards at the aft, but rather is at a consistent height around the entire circumference from the deck.

In the pilot house is a wooden steering wheel, eight-spoke, 54 inches in diameter mounted on an oak "A" frame with wooden barrel and manila rope connected to steel wire leading rope. The wheel frame is placed far forward under the binnacle shelf and secured by heavy brass screws. On the port and starboard side of the pilot house are brass speaking and listening tubes which are connected to the engine room. The mouth piece was of elbow type in cast brass. A polished brass single-tone air whistle is installed on the roof of the pilot house on the forward starboard side. Bell pulls were installed between the pilot house and engine room with a single bell transmitter on each side of the pilot house and a jingle on the "A" frame. Seven windows framed in mahogany-surrounds provide visibility forward and two fixed windows are aft of the pilot house.

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The hull was originally painted black, the superstructure was painted white, the stack was buff with large brass Public Health Service emblems mounted on its port and starboard sides. According to the 1936 Treasury Department, U. S. Public Health Service Instructions for the Operation and Maintenance of Quarantine Vessels prepared by direction of the Surgeon General and published in 1936, steam vessels in the quarantine service carried a black band at the upper extremity at a width approved by the Bureau. Diesel vessels, such as "T. B. McClintic," had no black band. The pilothouse had a distinctive sun visor of stretched canvas painted white on its top side and dark green underneath. The decks, made of two-inch thick teak boards, were individually fastened to the structure with one-half-inch solid bronze lag bolts and caulked. The window surrounds, doors, and trimwork were varnished mahogany. On deck is located a Hyde cast iron six-inch double bitt hand-powered double gypsy windlass.

Below decks, the vessel was originally equipped with a direct reversible Standard Motor Construction Company diesel engine with 100 horsepower at 350 RPM. It was a four-cylinder, eight-and-one-half-inch bore by twelve-inch stroke weighing 13,475 pounds. The auxiliary set consisted of a diesel two-cylinder Fairbanks, Morse and Company engine weighing 3,150 pounds. It developed 16 horsepower at 800 RPM with a five-inch bore by six-and-one-quarter-inch stroke. This engine ran a Fairbanks, Morse and Company D.C. generator of the compound wound type providing 125 volts at 24 amps and 3 KW through a twin disc friction clutch. This vessel was also equipped with a hand bilge pump of the Gould Challenge type size 12 with a two-and-one-half-inch suction which remains intact and operable.

PHYSICAL APPEARANCE OF "ATLANTIC IV"

In 1962 after the vessel was acquired by the City of Wilmington, North Carolina, to become the city's new fireboat, she was completely rehabilitated by the Wilmington Iron Works in order to perform her new function. This included adding a full array of fire-fighting equipment, replacing her original 100 HP engine with a new Gray Marine 671 Diesel which increased her HP to 185, and installing a new Twin-Disc 4.5 to 1 reduction transmission. In addition, due to dangerous rust-pitting on each side of the bow, the forward steel plating was replaced. The conversion cost the city approximately \$18,000.

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From Land of the Golden River, Volume Three: Old Wilmington and the Greater in its March to the Sea, by Lewis Philip Hall, the author describes the apparatus:

There are two hose platforms, one at the bow and stern, equipped with a ball bearing connection which allows the hose nozzle to turn in any direction. Suction pumps supply the 1000 feet of 2 1/2 inch hose. Completely encircling the craft is a pipe which, when "Atlantic IV" is in action, throws up a curtain of water around the vessel twenty feet high. As added protection, and in fighting oil fires, she has a foam machine, as water is useless in oil terminal fires. In her cabin is a two-way radio which allows her crew to keep in touch with the land force when they are in action.

In addition, the vessel had air-operated controls, steam heat, 400 feet of one-and-one-half-inch inch hose and carried 500 gallons of fuel. The pipe, which threw up a shower curtain of water to completely circle the boat, protected the firemen so they could move the boat right up to the dock and the blaze.

"Atlantic IV's" exterior colors changed at least twice according to photographs obtained from the Wilmington Fire Department. These colors were solid white on the hull and superstructure with a gray rub rail, and later, a white hull, red superstructure, gray rub rail and white trim, with white paint on the exterior of the mahogany doors and windows.

CURRENT CONDITION AND APPEARANCE OF "T. B. McCLINTIC"

"Atlantic IV" was put up for public auction in 1985. During the transition, most interior brass artifacts were pilfered including her original builder's plate, engine room bells, speaking tubes, clock, compass, and a plaque inscribed with a short biography of T. B. McClintic. The original log book was also lost sometime between 1961 and 1985.

She was purchased by a private owner who began the preservation/rehabilitation process from 1985 until 1991. During this period, he removed all fire fighting equipment, installed the Detroit Diesel 2-71

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"T. B. McClintic"
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20 KW generator, removed two exterior doors, interior bulkheads in the main cabin, the head, sinks, and furnishings such as the settees in the main cabin. Her condition was rapidly deteriorating due to incomplete maintenance.

When the current owners purchased her in 1991, many areas of the metal were rusted; the teak decks were in need of repair and covered with old paint, and badly needed caulking as water was leaking to the below-decks; the interior was covered with peeling paint and black with welding smoke; and the exterior mahogany woodwork, which had been painted white, had mostly worn and peeled away, thus exposing the bare wood to weather. Although it needed cosmetic attention in every area, the basic structure was found to be of high quality and in good sound condition that was worthy of rehabilitation/preservation.

An aggressive campaign began immediately upon acquisition to stop the deterioration, make repairs, and rehabilitate the vessel for private use. Since acquisition of "T. B. McClintic," the present owners have stopped the rapid corrosion of the two aft watertight compartments and forward chain locker by sand blasting and covering with protective rust inhibitors; repaired and recaulked the teak decks which halted the problem of rain water leaking to below decks; sandblasted and painted the interior of the pilot house and main cabin solid white; filed holes and painted the exterior superstructure and gunwhale solid white (as original); repaired, stripped, sanded and revarnished the twenty-four mahogany window surrounds and six exterior mahogany doors; and had the surrounds of seven large cabin portholes professionally polished to expose the beauty of their classic solid brass construction.

Originally designed as a day-service quarantine boarding tug, the owners are fitting it out as a live-aboard. The large area below decks has been outfitted with a watertight bulkhead that separates the engine room from the living space. This provides the vessel with a total of five watertight compartments below-decks. The entire area has been cleaned, sandblasted, and covered with coal tar epoxy and white enamel paint. The vessel's overall appearance is one of a classic boarding tugboat of the 1930s.

The interior is currently bare of all furnishings and navigational instruments until the completion of processes to protect and preserve the interior and exterior decking. On 28 March 1993, "T. B.

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McClintic" was lifted from the water for maintenance and was weighed at 70 tons with no ballast, chain, anchors, windlass, or furnishings on board. She was returned to the water in November 1993.

Future restoration projects planned for the vessel include completing the protection and preservation of the interior and exterior teak decking; installation of a complete new marine electrical system, a water system, heads, a galley and all interior fixtures/furnishings; and performance of an unlimited amount of cosmetic touches to preserve the historic character of the vessel.

"T. B. McClintic" is currently docked at a private working marina in Shallotte Point, North Carolina, directly off the Intercoastal Waterway. This location provides direct access to materials and equipment needed for the rehabilitation/preservation process, a 100-ton boat lift, a sturdy dock for use as a work platform, and seclusion and protection from trespassers. Long term plans project her berth to be located somewhere along the North Carolina Coast such as Beaufort, N.C. or Southport, N.C.

INTEGRITY STATEMENT

When the U. S. Public Health Service contracted Bath Iron Works to construct a quarantine boarding tugboat, the requirements called for a sturdy sea-worthy vessel for the purpose of intercepting ships prior to their entering U. S. ports, often cruising through rough seas and inclement weather. Once tied to an incoming ship, the public health surgeon would board it for the purpose of conducting a health inspection before issuing permission for the ship to enter the port. "T. B. McClintic" was designed and built to meet those requirements. Because of the high standard of quality which is the trademark of the Bath Iron Works, the integrity of the vessel's design and composition has remained essentially unaltered since 1932. The major steel components of the vessel, such as the hull, rudder, shaft, pilothouse, cabin, and smokestack are all original aside from a portion of replacement plating in the bow section. The teak decking remains unaltered except for small portions that have been repaired and the caulking that was newly applied for the purpose of protecting the deck and preventing water from leaking below decks. The distinctive original oak steering wheel and cable steering system remain intact and operable. Brass portholes and the interior and exterior mahogany doors, cabinets, and window surrounds are all of original materials

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which have been restored. Other interior woodwork in need of repair or replacement will match the original mahogany elements in profile and finish. Throughout the rehabilitation process, the current owners are committed to preserving the historic character of the vessel while converting it to present-day use. Throughout this process, only materials and fixtures of high quality are utilized in keeping with the tradition of "T. B. McClintic's" original construction.

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"T. B. McClintic"
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NARRATIVE STATEMENT OF SIGNIFICANCE

SUMMARY

The 1932 Quarantine Boarding Tug "T. B. McClintic" is a very rare and relatively intact example of the quarantine boarding tugs of that period utilized by the U. S. Public Health Service. Built of riveted steel, she is 60 feet, 10 inches in length with a 16.5 foot breadth and a 9.2-foot draft. She possesses a classic design of an elliptical stern, raised forward pilot house with a distinctive sun visor. The main cabin is lined on either side with large brass portholes. All doors and window surrounds are varnished mahogany. Interior and exterior decking is solid teak. She is a well-maintained vessel that retains integrity of design and construction and is presently undergoing rehabilitation for private use. The only quarantine vessel of her type to be built by the Bath Iron Works in Bath, Maine, (hull #155) she was commissioned into the Public Health Service upon delivery. Boarding vessels of her type were used to visit incoming ships for PHS officers to inspect them in connection with quarantine procedures.

A thorough search of government publications including the 1990 Inventory of Large Preserved Historic Vessels and Merchant Vessels of the United States - 1989 and inquiries to a wide range of sources such as the U. S. Public Health Service, maritime museums, and the National Archives, revealed that apparently no other American-built quarantine boarding tugboats from any period exist. Therefore, it can be safely assumed that "T. B. McClintic" is the last known remaining quarantine boarding tug afloat and in operating condition and is the sole survivor of its type.

HISTORICAL BACKGROUND AND HEALTH AND MARITIME DESIGN CONTEXTS.

Because of horrific health and sanitation conditions that existed on ships in the early part of the twentieth century, a small fleet of quarantine vessels was commissioned by the U. S. Public Health Service to transport inspectors and physicians to incoming vessels for the detection of diseases, thus preventing their arrival to American shores.

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According to Ralph Chester Williams, M.D. in The United States Public Health Service 1798 - 1950:

The quarantine system of the United States in its beginning was directed largely against yellow fever, smallpox, and cholera. Ships entering a port in the United States from a foreign country were required to anchor at a specified place. The Medical Officer in Charge of the quarantine station or his designated medical assistant, would board the vessel and, by examination of the vessel's documents, ascertain the ports last visited. The passengers and crew were then carefully examined for evidence of quarantinable diseases.

If the ship came from a port known to be infected with yellow fever, it was held to complete the incubation period of that disease. If the members of the crew or passengers on board showed evidence of illness from yellow fever or smallpox, they were taken to detention quarters where they were kept during the incubation period of the disease suspected. Depending upon the cargo, the ship might be fumigated and permitted to proceed to its destination, or it might be detained for the full incubation period. After inspection by the quarantine officer, if found to be free of disease, the ship was given pratique (permission to enter the port), or provisional pratique (permission to enter port, with certain restrictions, such as fumigation, upon discharge of cargo).

Beginning in 1881, it was the custom of the Public Health Service to name vessels measuring 50 feet or over for deceased PHS officers, who enjoyed illustrious careers, particularly those officers who were specially distinguished or those who lost their lives in the line of duty. (Vessels that measured less than 50 feet were called "Q" and given a designation number.) Following this proud tradition, vessel hull #155 from the Bath Iron Works was named after a University of Virginia Medical School graduate and twelve-year veteran PHS officer, Thomas B. McClintic. In 1911, at the age of thirty-eight, McClintic was detailed to Montana to perform research on Rocky Mountain Spotted Fever. In August of 1912, McClintic contracted the disease and

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died. In 1914, the U. S. Congress recognized his death in the line of duty with a private act (Victoria A. Harden, Rocky Mountain Spotted Fever, History of a Twentieth-Century Disease).

Bath Iron Works, The First Hundred Years, by Ralph Linwood Snow reveals an interesting history of how that company came to build "T. B. McClintic." During the depression and under the leadership of William Stark "Pete" Newell, the Bath Iron Works, located in the ship-building port of Bath, Maine, ran a no-frills operation and boasted of the lowest overhead costs of any shipyard in the country. As the depression deepened and other firms imposed wage cuts on the employees, Newell refused to cut workmen's salaries, and instead deferred a portion of his own and his top executives' modest annual salaries. Although construction of luxury yachts had been the mainstay of the Bath Iron Works, Newell made the transition to building U. S. Navy destroyers because of his ability to underbid his competitors. In 1931, Bath Iron Works bid on, and was awarded a contract for its first destroyer. However, due to delays in receiving the designs from the Navy, work could not begin for several months. Newell had predicted the delays and in anticipation of them, collected several short-term contracts by intentionally submitting low bids, thereby risking little or no profit, in order to keep the workers employed. "T. B. McClintic" was one of these small, low-bid projects.

The Bath Iron Works won the contract to build "T. B. McClintic" in March 1932 for the sum of \$29,980 and cleared a profit of \$430. "T. B. McClintic" was the only boarding tug built for the U. S. Public Health Service by Bath Iron Works. Although her size was diminutive, she was launched with a conventional ceremony on October 17, 1932, complete with a christening with Prohibition-era ginger ale. In spite of the Depression, she was built of the highest quality materials available at the time and exhibits the excellence which is the trademark of the Bath Iron Works. This quality is demonstrated by her current sound condition after 60 years.

Acquisition of early government documents reveal that during her service with the Public Health Service, "T. B. McClintic" was initially stationed in Boston, Massachusetts, and later transferred to Norfolk, Virginia, until 1935. She was then moved to the Quarantine Station in Baltimore, Maryland which consisted of a "...collection of stately buildings including a detention barracks, a 'leper house', and

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a 'delousing plant'" (Robert C. Keith, Baltimore Harbor; A Picture History, 1982). At one time, the station consisted of 22 buildings, including the staffs' residences, garages and shops to care for the unit's numerous automobiles, and three launches. Over the years, however, the number of ships arriving at the port declined, and those that did were larger, faster, and more sanitary, thus negating the need for a full-fledged quarantine station. In 1960, the Quarantine Station was ordered closed by the Federal Government, and the land was sold to the Maryland Port Authority for development as a waterfront facility (Baltimore Sunday Sun Magazine, August 11, 1963). Although it is so far unsubstantiated, it is said that "T. B. McClintic" also performed light icebreaking duties for the Curtis Bay Coast Guard Station in the Chesapeake Bay area during her career at the Quarantine Station.

After the Baltimore Quarantine Station was closed in 1961, "T. B. McClintic" was sold as government surplus for \$300 to the City of Wilmington, North Carolina, to replace the aging wooden-hulled fireboat, "Atlantic III." In 1962, the City of Wilmington paid the Wilmington Iron Works approximately \$18,000 to refit the former "T. B. McClintic" with firefighting equipment and a new engine, and to replace steel plating in the bow.

In Land of the Golden River, Lewis Phillip Hall describes the Wilmington waterfront and a brief history of the fireboats:

Prior to the destruction of the property along the river in Old Wilmington in the 1960's by Urban Renewal, massive wooden wharves and slips lined the east bank of the Cape Fear River. Nearby on Water Street were warehouses and various businesses that catered to, not only the steamship lines and foreign trade, but also businesses that provided goods and services to the people of the city. The bulk of the material and the commodities stored in these warehouses and on the docks were very inflammable [sic], therefore, it was imperative that some means of fire fighting equipment should be installed.

In 1907, the city authorized the purchase of its first fire boat, "Atlantic I" which was a wooden hulled open launch powered by an inboard gasoline engine, and equipped with two hoses. Because of the

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growth of businesses along the Wilmington waterfront and the continued necessity to extinguish blazes from the river, "Atlantic II" was purchased in 1914 and was subsequently replaced by a surplus United States Navy PT torpedo boat, "Atlantic III" in 1948. Wilmington was the only seaport on the east coast from Jacksonville, Florida to Norfolk, Virginia with a fire boat in service.

"Atlantic IV" was distinguished as the only ship that could sink the battleship U. S. North Carolina in one of her first services after conversion to a fireboat, when her hoses were used to fill the great ship's bilge with water in order to settle her into her permanent berth in the Cape Fear River. The hoses of "Atlantic IV" were used once more to wash down the decks of the battleship in preparation for her new career as a tourist attraction (Wilmington Morning Star, November 12, 1979).

Although the Wilmington Fire Department took great pride in the "Atlantic IV" during the first years of her service to the city, inevitably the passage of time and change of administration brought about a desire for a newer, faster, and more maneuverable fireboat. In 1985, "Atlantic IV" was replaced by "Atlantic V," a former Navy fireboat that was given to the City as federal surplus. The cost to the City of Wilmington of refurbishing the gift vessel was \$200,000 and took two years to complete. Meanwhile, in 1985, "Atlantic IV" was put up for public auction and sold to a private party (Wilmington Morning Star, November 7, 1987).

During the vessel's transition to private ownership, most interior brass fittings were pilfered including her original builder's plate, engine room bells, speaking tubes, clock, compass, and a plaque inscribed with a short biography of T. B. McClintic. The original log book was also lost sometime between 1961 and 1985.

Her new owner renamed the vessel "America," and between 1985 and 1991 removed all fire fighting equipment and pumps, and installed the Detroit Diesel 2-71 20 KW generator. He also removed exterior doors and interior bulkheads in the main cabin, the head, sinks, furnishings, and remaining fittings. In spite of these efforts, the condition of the "America" rapidly deteriorated because of incomplete maintenance.

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In 1991, her present owners purchased "America" and immediately began an aggressive campaign to stop the deterioration, make repairs, and rehabilitate the vessel for their private use. The vessel has been sandblasted of all rust both inside and out and covered with protective rust inhibitors. The exterior of the pilot house and main cabin and entire interior have been painted solid white, as original. All original interior and exterior mahogany doors and window surrounds have been stripped, sanded and varnished to their original condition, and the solid teak deck has been repaired and recaulked. She was redocumented "T. B. McClintic" in 1992.

Rehabilitation projects have included the installation of an additional watertight bulkhead below decks which seals off the engine compartment from the planned sleeping quarters and replacement of all air lines and fuel system for safety and practical purposes. Future projects planned for the vessel include installation of a complete new marine electrical system, a water system, heads, a galley and all interior fixtures/furnishings; and performance of an unlimited amount of cosmetic touches to preserve the historic character of the vessel.

Her sound structure, craftsmanship, and high quality of materials used by the Bath Iron Works, has allowed "T. B. McClintic" to retain much of her original integrity over the past 60 years, during which time she has withstood various adaptations to different functions with dignity.

Currently docked at a private working marina in Shallotte Point, North Carolina, long term plans project a permanent berth for "T. B. McClintic" to be somewhere along the North Carolina Coast such as Beaufort or Southport, North Carolina.

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9. MAJOR BIBLIOGRAPHICAL REFERENCES:

"General Specifications for Hull and Machinery to Accompany Design of 60' - 10" Full Diesel Steel Tug for General Quarantine Service," (Treasury Department, Bureau of the Public Health Service, 1932.)

"List of Machinery, Tanks and Other Data", Hull 155, (Bath Iron Works Corporation, 1932).

"Hull 155 Sea Trial Data," (Bath Iron Works Corporation, 1932).

"Hull No. 155 Weight Report," (Bath Iron Works Corporation, 1932).

Instructions for the Operation and Maintenance of Quarantine Vessels, Treasury Department, U. S. Public Health Service, Prepared by direction of the Surgeon General, 1936.

Robert C. Keith, Baltimore Harbor; A Picture History, 1982.

Victoria A. Harden, Rocky Mountain Spotted Fever, History of a Twentieth-Century Disease.

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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

"T. B. McClintic"
Brunswick County, N. C.

VERBAL BOUNDARY DESCRIPTION:

The boundary of the "T. B. McClintic" is all that area encompassed within the 60-foot length and 16.5-foot beam of the vessel as she floats at her berth.

BOUNDARY JUSTIFICATION:

The boundary of the "T. B. McClintic" incorporates the entire area of the vessel.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number photos Page 1"T. B. McClintic"
Brunswick County, N. C.SUMMARY OF PHOTOGRAPHS
QUARANTINE BOARDING TUGBOAT "T. B. McCLINTIC"

OWNERS: BOGDAN AND ROBIN GIENIEWSKI

ALL PHOTOGRAPHS BY BOGDAN AND ROBIN GIENIEWSKI

<u>PHOTOGRAPH NUMBER</u>	<u>VIEW AND DATE TAKEN</u>
1.	Starboard bow view of "T. B. McClintic" 1993.
2.	Port bow view, 1993
3.	Bow view, 1993
4.	Starboard view out of water, 1993
5.	Port stern view, 1993. Note original rudder with replacement propeller.
6.	Stern view with original rudder, 1993.
7.	Interior main cabin from aft, 1994. Replacement exhaust pipe and teak decking in center section.
8.	Pilot house console, 1994. Compass is replacement of original type. Note original wheel, searchlight control, and whistle pull.
9.	Wheel view in pilot house showing existing original wheel, steering system, and floor grating, 1994. Compass is replacement of original type.
10.	Steering system with pulleys below-decks, 1994.
11.	Engine room, 1994. Engine installed in 1962. Watertight bulkhead added 1993.
12.	Engine room, 1994. Original manual bilge pump and work table. Note construction of rolled steel beams.

All original negatives on file at the Survey and Planning Branch, North Carolina State Historic Preservation Office.

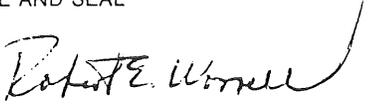


UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Certificate of Documentation

VESSEL NAME T B MCCLINTIC			OFFICIAL NUMBER 931605		HOMEPORT NORFOLK, VA		
GROSS 59	NET 47	LENGTH 60.8	BREADTH 15.6	DEPTH 9.3	HULL MATERIAL STEEL	SELF PROPELLED YES	
PLACE BUILT BATH, MAINE						YEAR BUILT 1932	
OWNER BOGDAN GIENIEWSKI & ROBIN GIENIEWSKI, EACH OWNING 50% INTEREST COMPLETE RECORDS ON FILE AT HOMEPORT				THIS VESSEL IS PRESENTLY DOCUMENTED FOR COASTWISE RECREATION			
MANAGING OWNER BOGDAN GIENIEWSKI ROUTE 16, BOX 59 DOWNING ROAD EXT FAYETTEVILLE, NC 28301							
RESTRICTIONS NONE							
ENTITLEMENTS NONE							
REMARKS NONE							
ISSUED AT NORFOLK, VA				SIGNATURE AND SEAL  ROBERT E. WORRELL DOCUMENTATION OFFICER			
ISSUE DATE AUGUST 18, 1992							
THIS CERTIFICATE EXPIRES ON THE LAST DAY OF AUG93 UNLESS RENEWED BY DECAL ON REVERSE.							



"Mrs. McLintie
 Covered at
 Tripps Morn
 Shallotte
 Point
 Brunswick, NC
 N. 3755600
 E 742620

ATLANTIC OCEAN

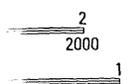
25' 740 741 742000mE 78° 22' 30" 33° 52' 30"

SHALLOTTE QUAD

INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA-1991

ROAD CLASSIFICATION

- Primary highway, hard surface Light-duty road, hard or improved surface ...
- Secondary highway, hard surface Unimproved road



QUADRANGLE LOCATION

