

# Fort Hamilton

## RESTORATION OF DENYSE WHARF

SITE INVESTIGATION AND HISTORIC DOCUMENTATION



**U.S. ARMY ENGINEER DISTRICT  
CORPS OF ENGINEERS**

**PREPARED FOR :**

**Headquarters, N.Y. Area Command and  
Fort Hamilton, Brooklyn New York**



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PART I  
EXECUTIVE SUMMARY

## PART I EXECUTIVE SUMMARY

Denyse Wharf is a significant structure in American and New York Maritime History, Military, Transportation and Engineering. Although the existing wharf was most likely constructed between 1847-1890 its namesake conveys the original feeling and association of the era between 1671, when the wharf was used as a ferry slip to cross the Narrows to Staten Island, to 1741 when it was utilized as a relay station for the Royal Mail, to 1776 when the Hessians and British landed for the Battle of Long Island.

In 1812 the Denyse family sold the property to the City of New York who in turn sold it to the U.S. Government. The military uses of a wharf at this site date back to 1824 with the construction of Fort Diamond, later Fort Lafayette, on Jefferies Ledge (also called Hendrick's Reef after Helena Cortelyou's third husband). (See Part II B. Denyse Wharf History) This small island of approximately two-and-a-half (2 1/2) acres in area was just offshore from the original Denyses Wharf. (See Maps #4 & 5)

The Government Pier that existed in 1890 (See Map#1) is most likely the same wharf that exists today. During the construction of the Shore Parkway in the 1930's a new sea wall was constructed approximately two hundred (200') feet farther out into the Narrows. The Pier was either buried or disassembled up to the Bulkhead Line as shown in Maps #1 & 2. The remaining stone section is what basically remains today. (Several documents on request from the National Archives may verify its original date of construction.)

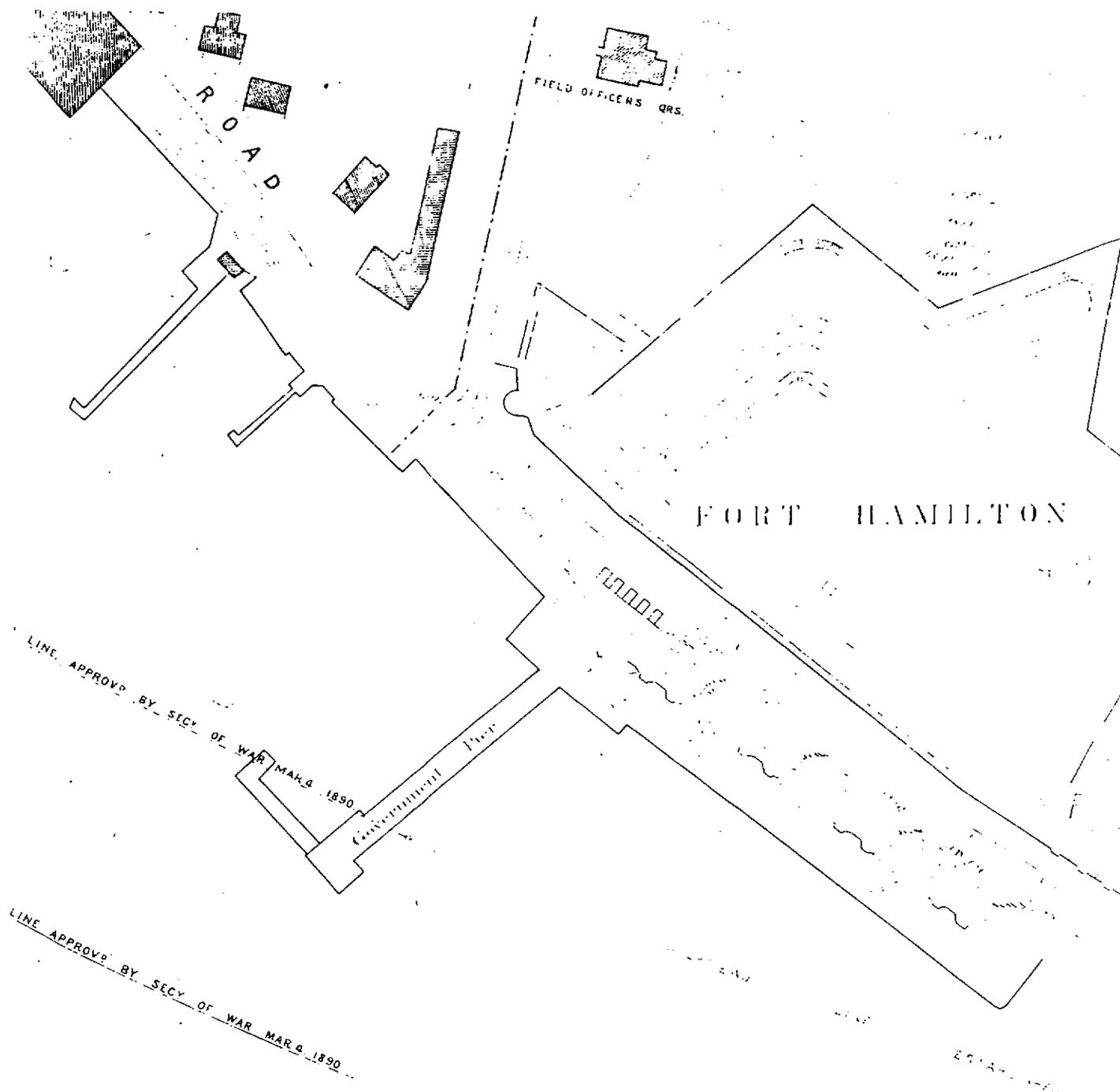
The structural composition of the wharf includes granite paver blocks over a concrete deck supported by brick arches. This in turn is supported by steel beams and channels on granite block girders and "inverted pyramid" columns. (See Part IV Existing Conditions) This composition resembles that of the Fort Hamilton Casemate and Caponier, currently the Officer's Club and Harbor Defense Museum. They were constructed from 1825-1831. The assortment of granite blocks is similar to those used to construct Battery Weed, at the water's edge across the Narrows (begun 1847). Battery Weed, along with Fort Tompkins, also across the Narrows (begun 1859), were constructed on a fast-track schedule. The Civil War was approaching so the engineers were purchasing granite "of good quality" from any quarry able to deliver quickly. This possibly shortens the time frame for the wharf's original construction to between 1847 and the Civil War.

The wharf had several wood pier extensions attached over the years. The last being demolished in the 1970's. (See Part II A. Denyse Wharf) It was used extensively during the Civil, Mexican and Spanish American Wars, as well as during World Wars I & II for the

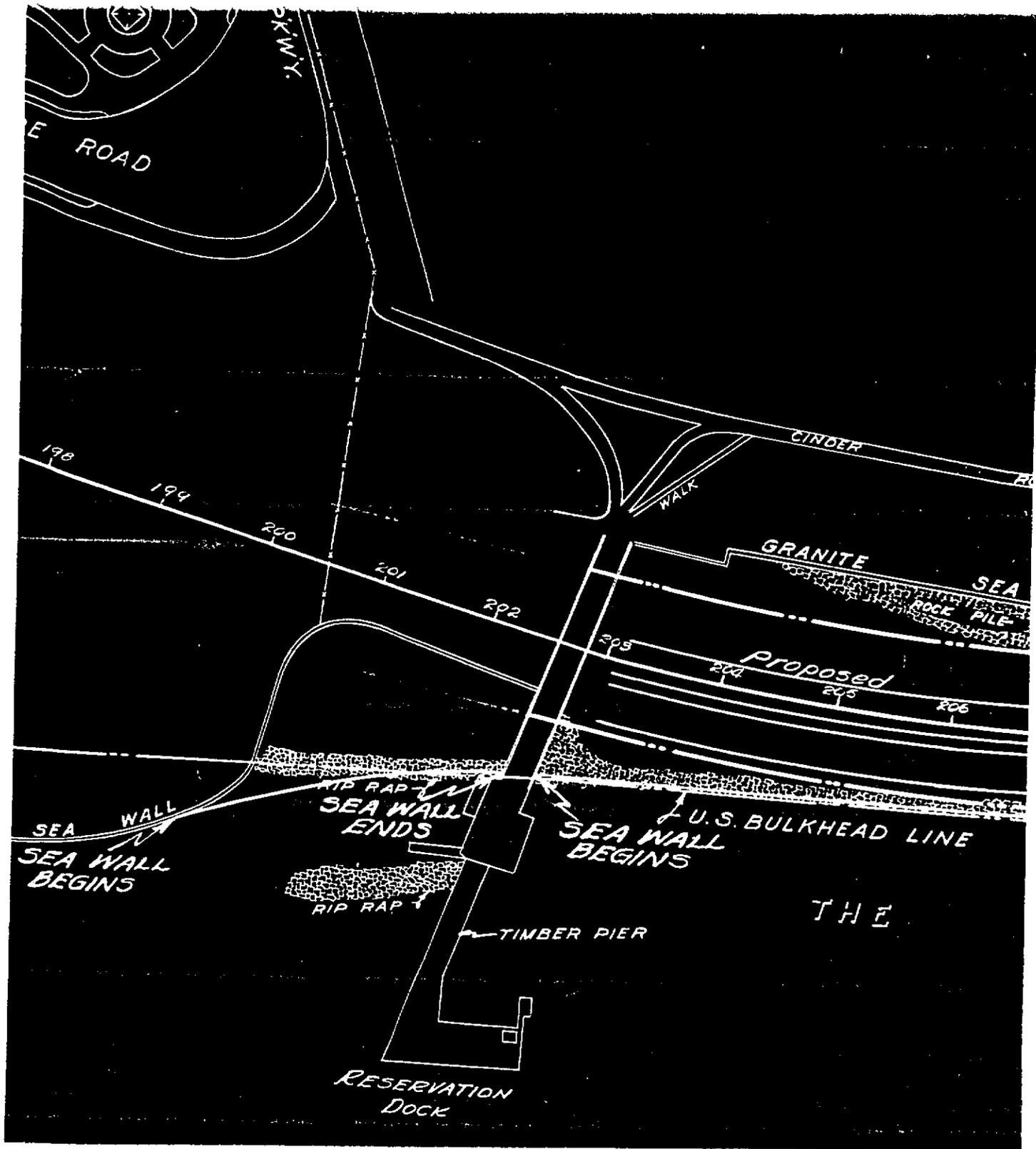
movement of troops and equipment by ship. The construction of the Verrazano Narrows Bridge and its access roadways in 1965 cut off all direct access between the Fort Hamilton Military Reservation to the wharf. It was officially closed in 1966.

The site is included in the Recommended National Historic District (See Part II Historical Perspective) and is included in the Plan for the Brooklyn Waterfront, a part of New York City's Comprehensive Waterfront Plan issued August 1992. A Marine/Environmental center was proposed for the wharf in 1984 by a group from the Fort Hamilton High School. (See Part III Local Perspective)

The value of the Denyse Wharf is not derived solely on its association with Fort Hamilton and its military usage. Its namesake's history dates back at least one-hundred-fourty-one (141) years prior to the Fort's construction. The following compilation of the site's history will document the Wharf's role in the development of Fort Hamilton and the growth of the Port of New York. It will develop an historic context for the Wharf's nomination to the National Register of Historic Places. And lastly, the existing conditions documentation and preliminary design will provide a basis for the interpretation, and eventually restoration, of the Denyse Wharf.



Map #1  
 Purchase of Land for Defensive Purposes  
 (Act of August 18, 1890)



Map #2  
 Proposed Shore Parkway  
 (May 16, 1936)

PART II  
HISTORICAL PERSPECTIVE

## PART II

### A. Denyse Wharf

The following excerpts, here and B. Denyse Wharf History, are from a report prepared by Mr. John Artes, a former civilian engineer, and unofficial historian, at Fort Hamilton on January 22, 1977. Although all of the facts are not fully substantiated it gives us a short history of the original wharf(s) use to the mid nineteenth century.

" DENYSE WHARF is located in Kings County, in the City of New York within the borough of Brooklyn. It stands near the base of the Brooklyn Tower of the Verrazano Bridge and, is adjacent to the Fort Hamilton Military reservation.

The WHARF stands on two parcels of land, roughly half of the wharf on each tract or parcel, totaling 20.7 acres. (See Documents #1, 2 & Map #3) The 16.5 acre outshore parcel was granted by the State of New York to the United States Government on November 6, 1812; subject to revision back to the State of New York at some future date. The 4.2 acre inshore parcel was granted by the State of New York to the United States Government on May 7, 1880 and was to be reported as excess when no longer needed for defense purposes. There was no revision clause included in this grant, consequently the stone sections of the wharf need not be removed before being taken over by any other government agency or purchaser; if it were to be excessed.

The stone jetty and the combination stone, brick, concrete wharf were originally constructed in the identical architectural style as the Casemate Fort (Fort Hamilton) which was begun in 1825 and which is now a National Historic Monument. The third section of the WHARF is a wooden pier which was rebuilt in 1906; damaged by fire in 1920 and restored in 1923. A wooden extension to it was constructed in 1944. The pier is comprised of some 1000 to 1500 creosoted wooden piles 14 to 16 inches in diameter; tee-shaped, 200 feet by 26 feet by 220 feet by 35 feet."

"DESCRIPTION

PROPOSED EXCESS OF TRACT COVERED UNDER GRANT OF  
1880 FROM THE STATE OF NEW YORK TO THE GOVERNMENT  
FORT HAMILTON

ALL that tract or parcel of land situate in the Borough of Brooklyn, County of Kings, State of New York being in the Fort Hamilton Military Reservation and more particularly described as follows:

BEGINNING at a point in the easterly line of an easement granted to the City of New York, on 10 June 1927 by Act of Congress approved 2 July 1926 (44 Stat. 904); running thence along said easement line S 26° 47' 58.72" E., 323.61 Feet to a point thence along a curve to the left having a radius of 2,147.84 feet a distance measured along the arc of said curve of 330 feet more or less where it intersects the southeasterly boundary of a tract of land under water granted to The United States of America, 6 November 1812 pursuant to laws of the State of New York enacted March 20, 1807 and March 18, 1808; running thence along said line 61° 05' 00"W, 180 feet more or less to a point in the south westerly boundry of a tract of land and lands under water granted to the U.S. Government by Act of the Legislature of the State of New York dated 26 May 1880; said point being 45 feet more or less west of the westerly boundry of the easement granted to the City of New York on 10 June 1927; thence along the southwesterly boundry of said 1880 grant N 49° 37' 00"W, 525 feet more or less to an angle point in said boundry; continuing thence due north along said boundry 200 feet more or less to the westerly boundry of the Fort Hamilton Military Reservation, said point being in the northernly boundry of lands under water granted to the U.S. Government on 6 November 1880; thence along the westerly boundry of the Fort Hamilton Military Reservation N 54° 14' 00"E, 193.18 feet to the point of begining, said bearing being the same line as described in the aforesaid 1880 grant as S 64° 45' W.

Containing in all 4.2 acres of land more or less."

Document #1

"DESCRIPTION

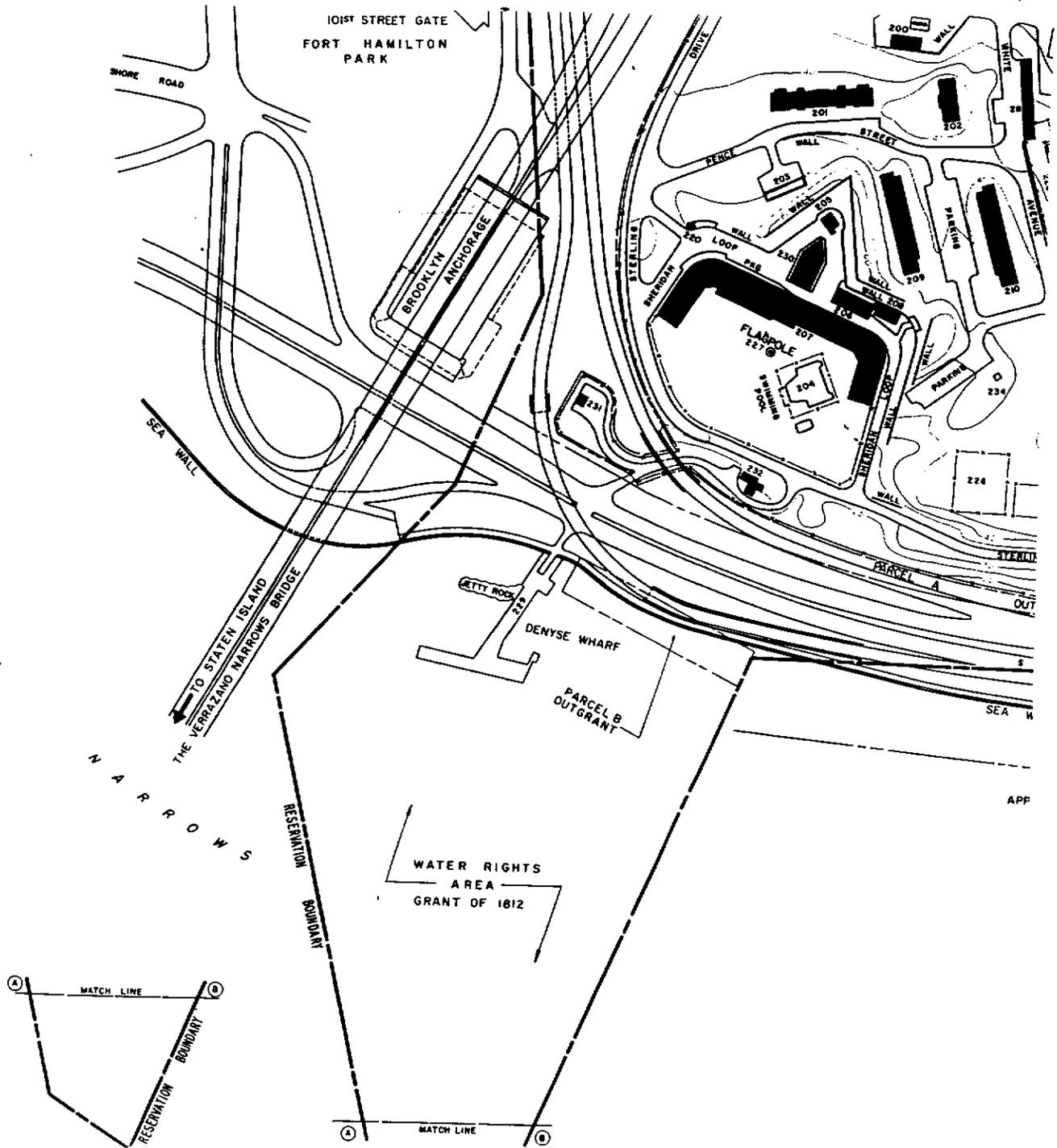
PROPOSED EXCESS OF TRACT COVERED UNDER GRANT OF  
1812 FROM THE STATE OF NEW YORK TO THE GOVERNMENT  
FORT HAMILTON

ALL that tract or parcel of land situate in the Borough of Brooklyn, County of Kings, State of New York, being part of a tract of land under water granted to the United States of America on 6 November 1812 pursuant to Laws of the State of New York enacted March 20, 1807 and March 18, 1808 and more particularly described as follows:

BEGINNING at a point in the southwesterly boundry of a tract of land and lands under water granted to the U.S. Government by Act of the Legislature of the State of New York dated 26 May 1880, where it is intersected by the southernly boundry of the aforesaid tract of lands under water granted to the U.S. Government 6 November 1812; running thence S 61° 05' 00"W, 1350 feet more or less to a point; thence N 28° 55' 00"W, 180 feet more or less to a point in lands and lands under water transferred to the U.S. Navy on 19 November 1940; running thence along said lands and lands under water N 22° 26' 00" E, 1100 feet more or less to a point; thence S 89° 40' 00E, 450 feet more or less to a point in the westerly boundary of lands described in said grant dated 26 May 1880; thence due south along the westerly boundry of said grant of 1880 200 feet more or less to a turning point; thence continuing along the south westerly boundry of said grant of 1880, S 49° 37' 00"E, 525 feet more or less to the point of beginning.

CONTAINING in all 16.5 acres of land more or less."

Document #2



Map #3  
Fort Hamilton Water & Land Grants

## PART II

### B. Denyse Wharf History

" In the year 1683, Jacques Cortelyou gave his daughter Helena a tract of land that included the parcel on which the present wharf now stands. He had given it to her on the occasion of her marriage to Nicholas Rutgersz Van Brunt. Unfortunately, the marriage did not last long. Van Brunt died a year later. On August 12, 1685, Helena remarried. She remarried Deonyse Teunisse. Their children adopted the surname Denyse.

It is not known in what year Denyse built the original wharf on the present site but, it is known that his brothers-in-law, Peter and Jacques Cortelyou, were quite concerned with the Denyse family ferry operation usurping their ferry business. (See Maps #4 & 5 for the location of both wharfs) The Cortelyou brothers petitioned for, and were granted, a ferry franchise in 1719, (See Document #3) The notation "Denyses Ferry" can be seen on many early maps of the area. However, it must be pointed out that upon Denyses death in 1707, Helena again remarries. This time to Hendrick Hendrickson. His name appears on early maps as well; on the exact location of the wharf which later reappears as Denyse. Hendrickson did not remain on the lands of his wife for long, it appears that he left shortly after her death in 1720 to reside on his properties in Monmouth County, New Jersey. It is evident that the property and wharf were left to his stepson, Jacques Denyse. In 1733, a British cartographer was still erroneously showing the Denyse homestead as Hendricksons.

In the year 1671, Jacques Cortelyou built the first wharf to be utilized as a ferry run to Staten Island. He was the second Surveyor General for the State of New York, a judge for the colony at New Utrecht, and one of the original owners of the Nyack tract. The Nyack tract being that land which was purchased by the colonists from the Nyack Indians. His wharf was approximately 1800 feet east of the present wharf (Denyses). By the time of the revolution, the Cortelyou operation is no longer mentioned as being in use.

Denyse of the Narrows was the owner of the homestead and the ferry operation during the hostilities, 1776 to 1783, with Great Britain. Several incidents were reported to have taken place at the wharf and on the property.

4 July 1776

The H.M.S. Asia returns fire on the American rebels on the Long Island shore at the Narrows. Denyses homestead, together with that of

Bennets, receive some of the cannonade. No injuries or casualties in either family. American rebels inflict 5 casualties and 9 injuries aboard the British ship of the line.

22 August 1776

British forces land approximately 30,000 troops on the Long Island shore, commencing the Battle of Brooklyn. 10,000 of these troops offloading at the wharf.

Col. Hand and a detachment of Pennsylvania Riflemen, stationed on the bluff, fall back to the woods and await the British advance party. Inflict 40 casualties and retire from that theater of operation.

11 November 1778

William Marrener, a rebel whaleboater, with 7 men of Lord Stirling's division land at the site and abduct Simon and Jacques Cortelyou.

Oct thru Nov. 1778

British establish a fortification and encampment at the site and later set up permanent quarters for officers. Through the course of the hostilities with Britain over 5,000 British and Hessian troops are to use the Wharf and property.

1 July 1782

Whaleboaters, rebel, attempt landing at the wharf. Are repulsed by Queen's Rangers. British sentries sustained several injuries.

25 November 1783

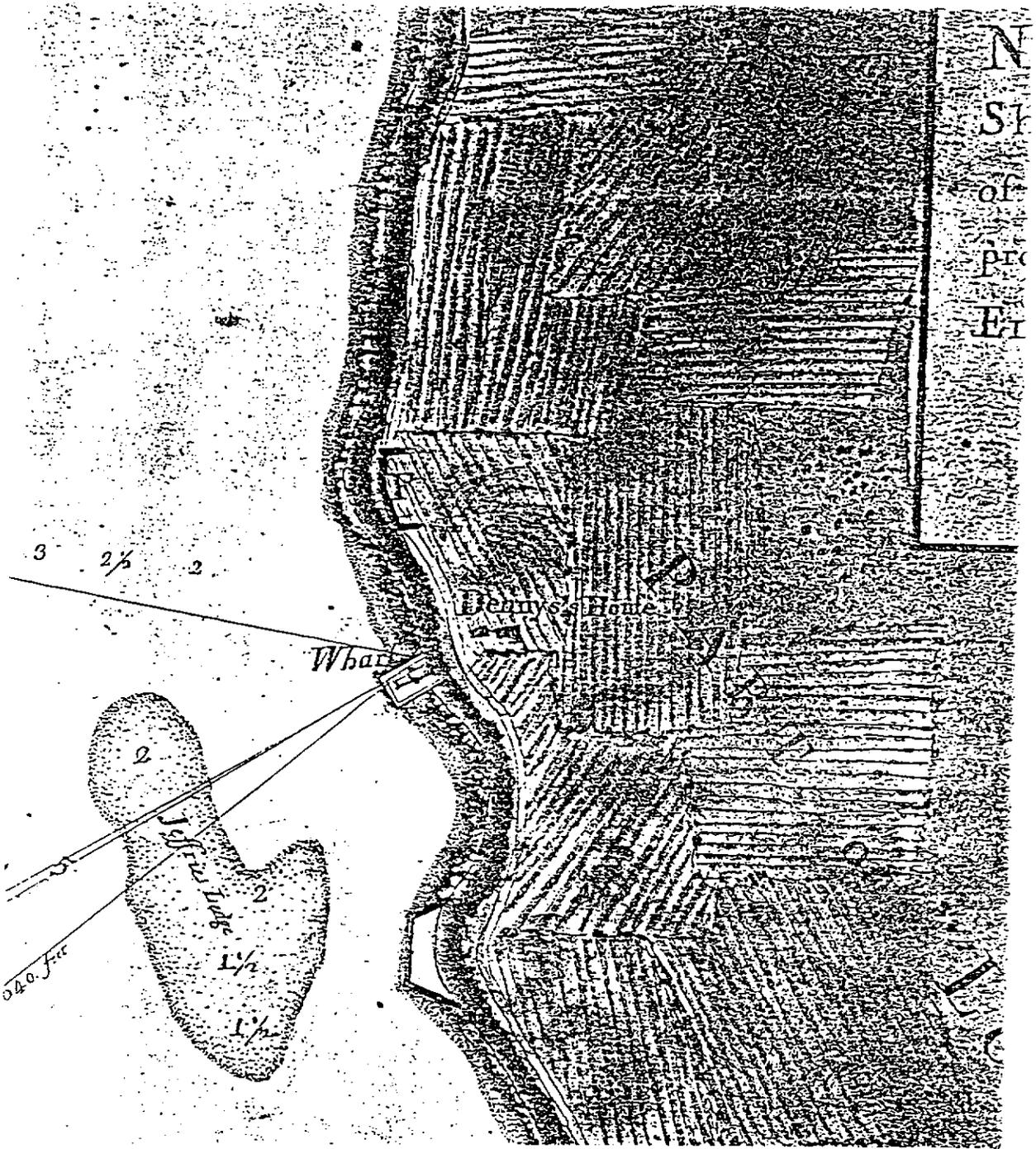
Even after the evacuation of New York, a few troops were detained at New Utrecht and at Denyses Ferry. Troops depart from area using the wharf on 4 December 1783.

The ferry operation is again in operation after the War by the Denyses. It becomes a major factor in the establishing of the Royal Mail route between Georgia and Boston. (See PART II C. Royal Mail Route) It was outlined by Benjamin Franklin, while he was Postmaster General in 1775-6. In 1741, it had already become important in the chain of British colonies, when the Post Road was established from New York to Virginia. Travelers arriving at Denyses were taken aboard boats over to Staten Island and vice versa. Horses, coaches and wagons were transported.

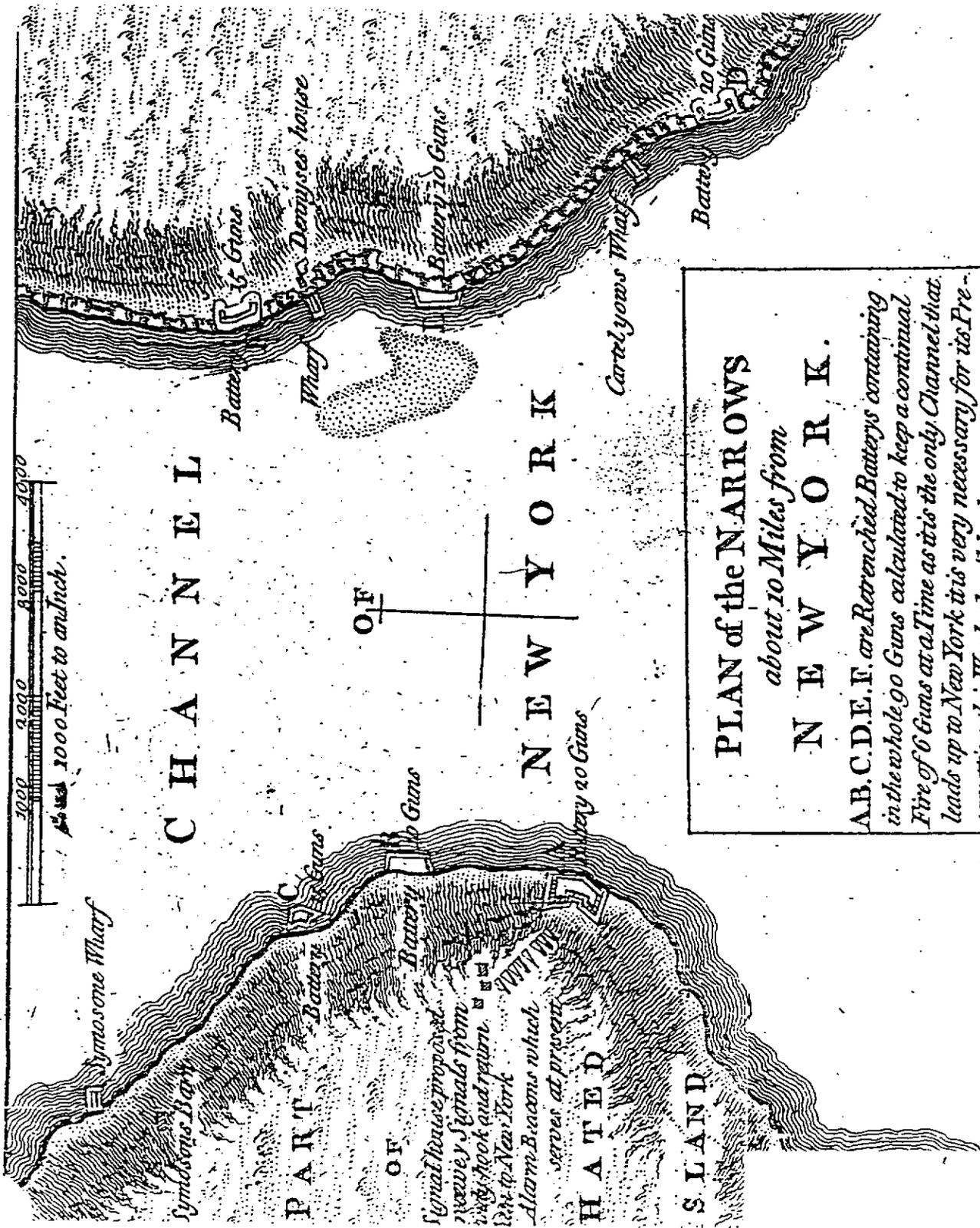
In 1808 Col. Jonathan Williams (grandson of Benjamin Franklin) and New York State Governor Tompkins visit the site of the old British fortification and agree to establish new fortifications on that site. In 1812, the US Government constructs Fort Lafayette (first known as Fort Diamond). The wharf is used extensively during this period. The British fortification is modified and becomes known as Fort Lewis. Again the wharf sees increased use.

During the years 1841-47, Capt. Robert E. Lee utilizes the wharf to dock his sailing boat the "FLASH", which he used to visit repair and construction sites at the four forts in the harbor and his intermittent visits up the Hudson to West Point.

The wharf was the scene of troop movements from the War of 1812 until after the end of WWII. In the summer of 1863, steamboats and tugboats transported troops from the wharf to the City of New York to help the City quell (a) draft riot that lasted approximately three days. All the different troop movements are too innumerable to note. The wharf has served its City and country for almost 300 years. It is a shame that it should die such an ignoble death, without notice, without commemorating its many services to the community and the country."



Map #4  
Part of Long Island at the Narrows (date unknown)



Map #5  
 Plan of the Narrows (1765)

"Ferry Charter - Year 1719  
(CORTELYOU WHARF)

George by the Grace of God King of Great Britain France and Ireland Defender of the faith & C of all whom these Presents shall or may Come Sendeth Greetings Whereas Jacques Cortelyou and Peter Cortelyou, at Jacques Bay in Kings County upon Nassau Island in the Province of New York is Situate Opposite to Staten Island and has found by Experience to Lye very Convenient for a Ferry Which they and those whose Estates they have Used for these Forty Years past to the Great Ease and Benefit of all Travellers passing to Staten Island from Nassau Island and from Nassau Island to Staten Island in the Province of New York And that they may not be Molested in Exercising that usage which has proven so Beneficial to his Majesties Subjects for so many years and for their further Incouragement therein KNOW YEE that of our Especial Grace Certain knowledge and Meer Motion Wee have Given Granted Ratified And Confirmed and do by these Presents for us our Heirs and Successors Give Grant Ratifie and Confirme unto our Loving Subjects Jacques Cortelyou and Peter Cortelyou of New Utrecht in Kings County Yeomen the free Liberty and Privilege of keeping a Ferry at the Landing Place of their aforesaid Farm between the Island of Nassau or Long Island and Staten Island for the Transportation of Men Horses and Cattle of all Sorts Corn and other things of all Sorts whatsoever with the usual and accustomed Tole or Fees or Ferriages And such other Fees and Ferriages as Shall hereafter be Agreed upon by the Governor and Councill of the Province of New York for the time being for the Same And all benefits profits Advantages Immunities Privileges and Appurtenances whatsoever to the same belonging or in any wise Appurtaining To have and To hold the said free liberty of Keeping a Ferry at the Landing Place of the aforesaid Farm to Staten Island as aforesaid. And all other the Premises and Appurtenances to the said Jacques Cortelyou and Peter Cortelyou their Heires and Assignes for and During the Space and time of Twenty One Years from the Date of these Presents and not longer Yeilding Rendring and Paying therefore unto us our Heires and Successors the Yearly Rent of One Pepper Corn during the said Term if Demanded In Testimony whereof wee have Caused the Great Seal of our Province of New York to the Affixed to the Sd Presents and the Same to be Entered of Record in the Secretarys Office of our Province aforesaid Witness our Trusty and Wellbeloved Peter Schuyler Esq President of Councill and Commander in Chief or our Province of New York and the Territories thereon Depending in America &c. At Fort George in New York the Seventh day of November in the Sixth Year of our Reign (1719).

for

J. Bobbin

J. Alexander Dept. Sect."

Document #3

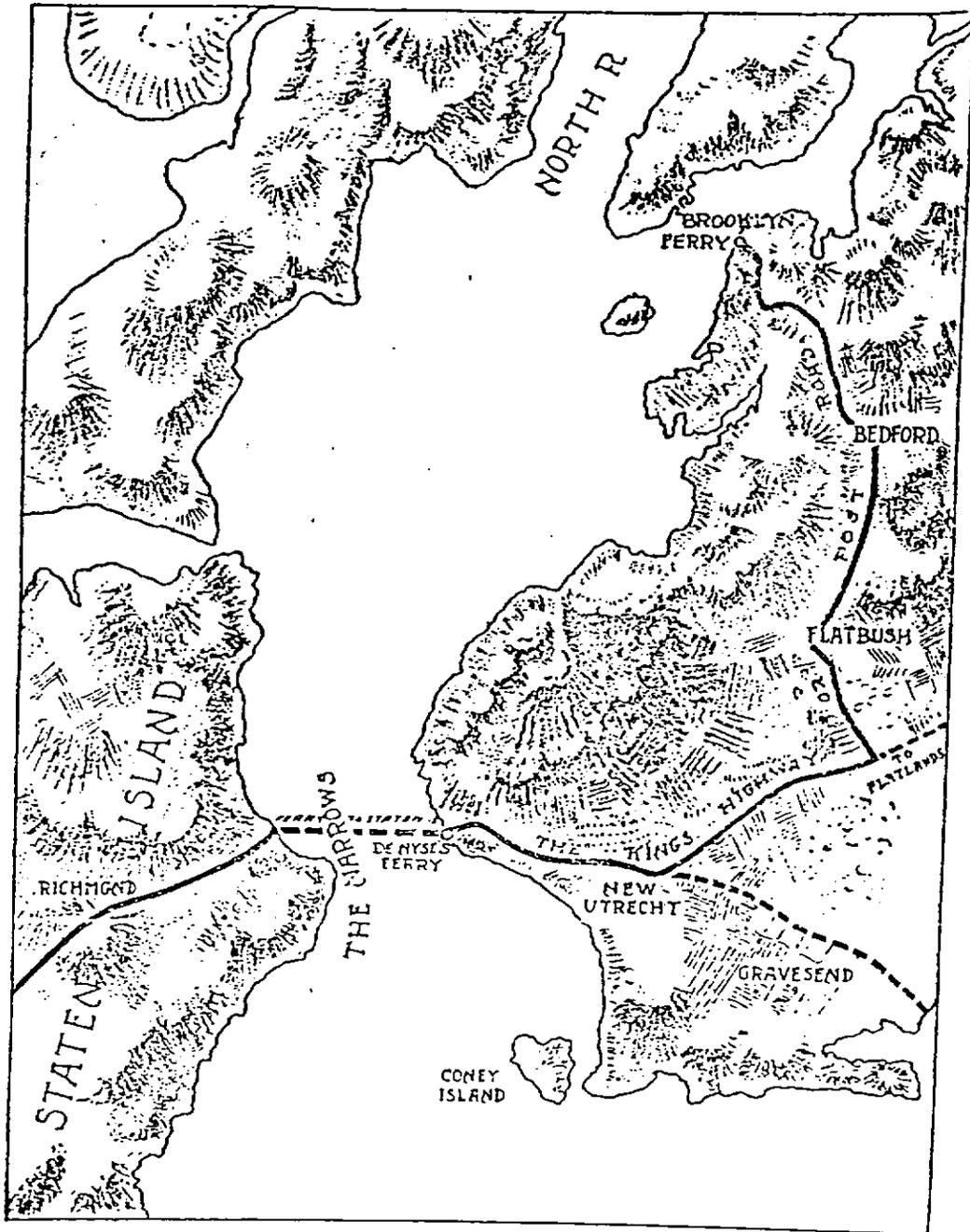
## PART II

### C. Royal Mail Route

Brooklyn, in general, and Denyse's Ferry, in particular, became an important link in the chain of British Colonies when, in 1741, it was made a relay station of the Royal Mail Route (formally outlined by Postmaster General Benjamin Franklin in 1775-1776) between New York and Virginia. (See Map #6)

"The passengers were ferried over from New York to the Brooklyn shore at what later became known as Fulton Ferry. Here the ponderous stage coaches of the day, drawn by eight or more horses, were in waiting. Under escort of a squad of redcoats under command of a captain, the start was made along the King's Highway, along the crooked windings of Fulton Street, through the rutty, muddy road to Flatbush, skirting Gravesend, to New Utrecht and De Nyse's Ferry, where horses, coach and passengers were taken aboard boats over to Staten Island, across Staten Island, to Perth Amboy, and thense south to Philadelphia and Virginia."

As the above exerpt states travel from New York City to the southern colonies passed through Brooklyn and crossed The Narrows at Denyse's ferry which was originally located to the west of the current site. (See Maps #4 & 5) While this roundabout route was abandoned in a few years for more direct lines of travel, the Denyse's ferry and that of the Cortelyou brothers were instrumental in opening up Brooklyn (Kings County) as an early commercial traffic center.



*The Royal Mail Route to Virginia ran from The Ferry by a round-about route to De Nyse's Ferry at Fort Hamilton.*

Map #6  
Royal Mail Route 1741

## PART II

### D. Fort Hamilton

The following excerpts from the Fort Hamilton Master Plan Narrative, as follows and in PART II E. Fort Hamilton Historical Resources, are included to give the reader a brief historical overview of the development of Fort Hamilton as related to the Denyse Wharf.

" Fort Hamilton is one of the oldest of the historically significant permanent Army Posts in the country. This historical overview will briefly describe the history of the Fort site, the establishment of Fort Hamilton and sequence of command jurisdictions at the Fort.

In 1574, Giovanni da Verrazano, a Florentine explorer sailing under the French flag, discovered what is today The Narrows of New York Harbor. Shortly thereafter, the Nyack Indians engaged in building a "long-house" for protection near the 101st Street gate and Schum Avenue. A marker and tablet mark that spot.

In 1652, the Dutch West India Company acquired title to the land from the Nyack Indians, on the east shore of the harbor, including the present site of Fort Hamilton. They transferred their title to Cornelius Van Werckhaven, who in 1657 turned it over to Jacques Cortelyou (his childrens teacher). He proceeded to lay out the town of New Utrecht, now a part of Brooklyn. A blockhouse was built to protect this new community against Indians, smugglers, and pirates. With this move, the present Post began to take shape.

In 1663 the blockhouse fell to the English when John Shott, a resident of New Amsterdam, seized the fortification, fired one of his guns and proclaimed his Britannic Majesty, Charles the Second of England, as the lawful sovereign of New Utrecht. In response to this signal for frigates bearing 450 British troops dropped anchor and demanded that Governor Peter Stuyvesant surrender. He did, and the English Colony of New York was established.

In 1773, fortifications were built and in 1776 Henry Knox assumed command of the Fort for the American Revolutionists. With two 12-pound guns, he fired on Lord Howe's British fleet in The Narrows and damaged the "HMS ASIA". However, the British forces landed on Staten Island, as well as the Sheepshead Bay areas of Brooklyn and captured the fortification during the Battle of Long Island.

After the Revolution and American Independence, the site remained a factor in the military defense of the United States. In

1819, Army and Navy officials drew up a plan for construction of a suitable fort.

In 1824, the 18th Congress appropriated \$50,000 for the purchase of land and materials to construct a fort at New Utrecht Point, now Fort Hamilton. On 25 April 1824, Lieutenant Andrew Talcott of the Corps of Engineers came to the site and began the survey for construction.

The cornerstone was laid on 11 June 1825 and work went forward rapidly. On 14 March 1826 Congress appropriated \$75,000 for "Fort Hamilton at New Utrecht". This was the first time it was referred to as Fort Hamilton. The name was not officially confirmed until 1938 when War Department General Order Number 2 was issued, officially naming the installation after Alexander Hamilton, First Secretary of the Treasury. A copy of that order is on display in the Officers' Mess.

On 17 October 1831, the Chief of Engineers advised the War Department that the Fort was ready to receive a garrison and that a total of \$482,599 had been spent to date. The 27th Regiment of the New York Militia, later the 7th Regiment of the New York National Guard, arrived on 1 July 1839 to conduct what is believed to be the first National Guard summer training encampment. President Martin Van Buren visited on 4 July 1839.

On 1 November 1831, Battery "F" Fourth Artillery, under the command of Captain Levi Whiting left Governors Island with two officers and fifty-two enlisted men to occupy Fort Hamilton and the structure that is now the Fort Hamilton's Officer's Mess, which, in 1974, was designated a National Historical Landmark.

In April 1847, the troops left for the Mexican War and Fort Hamilton was garrisoned for a time by New York and Massachusetts volunteers and U.S. Marines. On 30 September 1848, the First Infantry returned from Mexico and took station at Fort Hamilton which continued to be garrisoned by regular troops of artillery and infantry.

During the Civil War, Fort Lafayette was used to house Confederate prisoners, and the post strength reached as high as 1,000 enlisted men. From 1824 through 1875 over \$1,205,000 was spent to develop Fort Hamilton, Fort Lafayette, now the site of the eastern tower of the Verrazano-Narrows Bridge, and Fort Wadsworth. The old Post cemetery was discontinued in 1885 and the bodies were transferred to Cypress Hill National Cemetery.

From 1841 to 1846 General (then Captain) Robert E. Lee was Fort Hamilton's Post Engineer, and occupied Quarters 117 which is

still in use today and located on General Lee Ave., just short of the 101st Street gate. While at Fort Hamilton, Lee gained considerable prominence in developing Battery Weed at Fort Wadsworth and was invited to West Point to help administer the engineering examinations. As his reputation grew, he was sent to Mexico with General Wool and later began his rapid rise to include Superintendent of the Military Academy, just prior to the start of the Civil War. General Thomas "Stonewall" Jackson was also at Fort Hamilton as a Lieutenant and regularly attended religious services at the Episcopal Chapel, still existing on Fort Hamilton Parkway, just outside the Post. Abner Doubleday, of baseball fame, was at Fort Hamilton in the late 1850's and from April through June 1861 was the Post Commander. He was promoted to Major and left for the Civil War and national distinction as a Major General at the Battle of Gettysburg, where he commanded both a division and corps and was credited with saving the Union forces on the first day of the battle, as well as stopping the final Confederate assault - Pickett's Charge - on the third day of the battle.

Following the Civil War, Infantry and Artillery Troops continued to garrison the installation. During World War I, the Post became a shipping point for hundreds of thousands of American soldiers going to France. From January to December 1919, Colonel James Totten was commander of the Coast Defenses in New York and also the Fort Hamilton Commander. Fort Totten, in Bayside, Queens, is named in honor of his father, Brigadier General Joseph Totten.

In 1922, the 18th Infantry Regiment and the Headquarters of the 1st Infantry Division were stationed on the Post and remained until they joined the remainder of the 1st Infantry Division for overseas duty at the beginning of World War II. In 1942, Fort Hamilton became a subordinate installation of the New York Port Embarkation which was headquartered at the Brooklyn Army Terminal, located on 58th Street and First Avenue. Over three million men were processed through the New York port for shipment to Europe, as well as being discharged here after the war. British forces visited in 1942, the first time British troops had been on this ground since 25 November 1783; they left a commemorative marker which is now on display in the Officers' Mess. An all-female (WAC) Band was on post in 1943.

On 1 July 1949, Fort Hamilton was placed under the command of First United States Army and released from the jurisdiction of the New York Port of Embarkation. It continued to serve, however, as a personnel processing facility for both servicemen and dependents going to and from Europe, a separation station and various other support functions. During the Korean War, United Nations troops were staged, processed and shipped from Fort Hamilton, and basic training for United States troops was conducted

at Fort Wadsworth.

The next significant change occurred in June 1966 when First United States Army moved from Governors Island to Fort Meade and Fort Jay was deactivated as the Coast Guard took over Governors Island. Fort Hamilton became the primary Army Installation in the New York City area and assumed jurisdiction over Fort Wadsworth, Miller Army Air Field (Staten Island), Fort Totten, and Bellmore Long Island Depot, Fort Tilden, and Fort Hancock, New Jersey. The Army Chaplain school moved to Fort Hamilton in 1962 when Fort Slocum (David's Island near New Rochelle) was deactivated. The Commanding General of II USA Corps, located at Fort Wadsworth, became the overall commander of the Fort Hamilton Complex until 1966, when Colonel John Cassidy assumed command.

As the major Army command in New York, Fort Hamilton assumed many missions previously assigned to Fort Jay, First Army Headquarters and II USA Corps in support of the Army Reserve, ROTC, National Guard, and active Army Air Defense sites around New York City. The 26th Army Band and the Foreign Liaison Office, as well as the Armed Forces Police Detachment came under command jurisdiction of Fort Hamilton, as well as support responsibilities for other Armed Forces personnel in the greater New York areas as II USA Corps was discontinued in 1968.

The construction of the Verrazano-Narrows Bridge completed in 1964, brought significant physical changes. Fort Lafayette was demolished and the eastern tower of the bridge rose in its place. The bridge became anchored on Fort Wadsworth in Staten Island and Fort Hamilton, Brooklyn. Over \$25 million of the construction took place at Fort Hamilton and Fort Wadsworth by the Triborough Bridge and Tunnel Authority to replace buildings which had to be demolished for the bridge right-of-way. The bridge cost over \$300 million and in 1965 was the longest suspension bridge (between the two towers) in the world. In 1969, a general officer command was re-established and Major General Walter M. Higgins assumed command.

On 1 July 1973, in a major reorganization of the Army command structure in the United States, Fort Hamilton was released from the control of the First United States Army and placed directly under the United States Army Forces Command, a new command established at Fort McPherson, Georgia. On 1 August 1973, the general officer command that had existed was discontinued when Major General John M. Hightower, who had succeeded General Higgins in 1972, retired, and his deputy, Colonel Angelo Perri, assumed command. Changes continued when instructions were received in February 1974 to inactivate all Army Air Defense sites (Nike-Hercules) around New York City. Sites were closed at Rocky Point and Amityville, Long Island; Fort Tilden, and Orangeburg, New York; Livingston, New

Jersey; Fort Hancock and Highlands Air Defense Site, Highlands, New Jersey.

In January 1975, Fort Tilden and Fort Hancock were deactivated and along with Miller Army Air Field, were turned over to the Department of Interior for inclusion in the Gateway National Recreation Area. In September 1974, the United States Army Chaplain Center and School was relocated from Fort Hamilton to Fort Wadsworth, and Fort Wadsworth elements relocated to Fort Hamilton, including the New York District Recruiting Command.

On 1 July 1975, the New York Area Command was established as a subordinate Command of Fort Dix, N.J., and Command jurisdiction transferred from FORSCOM to TRADOC. The New York Area Command Headquarters is located at Fort Hamilton, and retains the installation of Fort Totten."

PART II

*Earthen Works?  
Bunker?*

E. Fort Hamilton Historical Resources

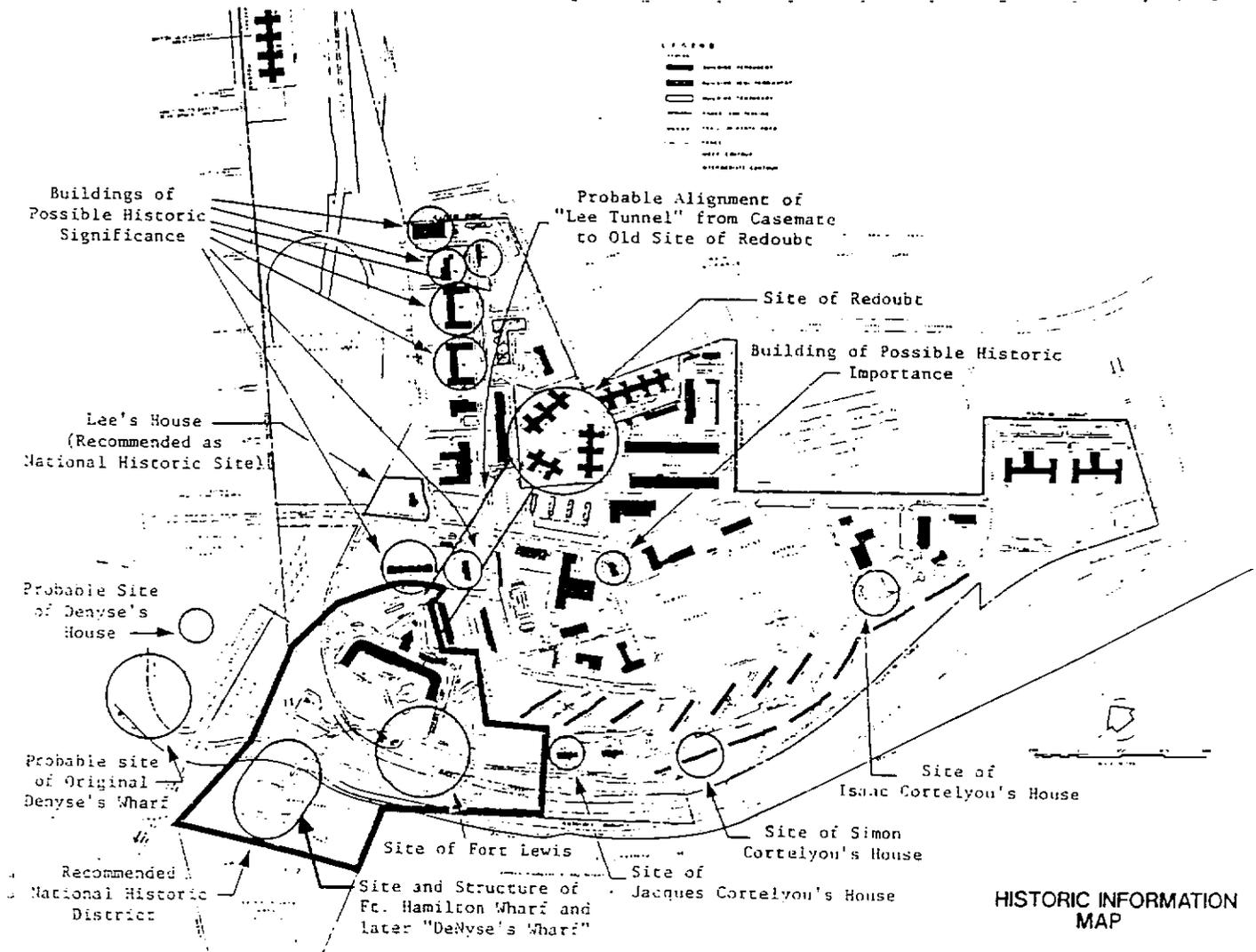
" The historical resources of Fort Hamilton consist of sites of colonial and early American buildings, the Casemate "Sentry Station" which have been recognized by placement on the National Register of Historic Places, the earthen works, a bunker, and wharf (Denyse) of the same early 19th century period as the Casemate, the "gun emplacement", and the Lee House. Other later 19th and early 20th century buildings may be included in the historic resources, but are of much less value and architectural importance. The historical importance of the Fort area and the early buildings and sites is derived from the geographical position on the Narrows and exposure to a long series of historically important events (See Fort Hamilton Chronology - Table #1). The military importance of the location was recognized by the Dutch, British, and Americans, while the transportation routes converged on the area as a transit stop for the ferry across the Narrows. The historic events at the Fort area include the landing and assault of the British during the Long Island Campaign on New York City, and the assignment of such historic personages as Captain Robert E. Lee, Major Thomas "Stonewall" Jackson, and Captain Abner Doubleday, originator of baseball.

The physical remains of the Fort area have been summarized in the Building Chronology (See Table #1), and the Historic Information Map of the Fort (See Map #7). All buildings have been renovated for continuing use and occupancy, and appear to be renovated with little regard to historic values (example: replacement of the original window sashes in the Lee House). The continued maintenance has preserved, however, a great deal of the original materials of many buildings and therefore, their historic importance.

The past demolition of the west wall of the original Casemate, the Redoubt, earthen and shoreline gun emplacements, and colonial homes of the Fort may have destroyed substantial resources. However, the preservation of the existing landform may have retained some resources on the sites of these buildings. The disposition of the original stone work of the west wall of the Casemate and the Redoubt is unknown, but some may have been disposed of within the Fort area. Some west wall remains and possible remains of the American Revolution fortifications (American, British, and Hessian), may yet be preserved in the debris along the west side of the present Casemate, Officers' Mess (Building 207) and swimming area. For example, recent utility construction in the area of Building 207 uncovered a narrow underground passageway. Sites of the original colonial homes of

the Cortelyous have been generally located and some remains of the foundations or other historic debris of the Dutch colonial period may be preserved beneath existing ground levels.

The turn-of-the century (19th-20th) buildings (See Table #2) are generally located to the north of the Casemate's earthen wall. These buildings may be of general historic interest. However, their value is largely derived from association with the Fort and their concentration in a single area."



(Source: D.E.I.S., Aug. 1973)

Map #7  
Historic Information Map

"TABLE #1 FORT HAMILTON'S CHRONOLOGY

- 1775-6 Early fortifications constructed for the American Revolution by Captain Montessor.
- 1776-83 British landing, take-over, and occupation of the American fortifications at the site of the Casemate of Fort Hamilton.
- 1781 Hessian-German Map of the Narrows, British/Hessian positions, period houses, roads and the (Denyse) Ferry.
- 1794 Secretary Henry Knox directs Charles Vincent to review fortifications for New York Harbor and Bay.
- 1807-17 Fort Diamond constructed on Hendrick's Reef on Shoal, later named Fort Lafayette, but eventually demolished for the Verrazano Bridge pier.
- 1812-14 Improvements and expansion of fortifications at Fort Lewis with later transferral to federal jurisdiction.
- 1819 Plans begun for construction of the Casemate, earthen walls, and gun emplacements for a new federal fort.
- 1824-31 Fortifications begun and completed and then manned by federal troops under the first commander, Captain Harvey Brown.
- 1835 St. John's Episcopal Church; provided services to the Fort personnel and became known as the "Church of the Generals".
- 1841 The Lee House (Building 117) was constructed prior to 1841.
- 1841-46 Then Captain Robert E. Lee served as Post Engineer and may have occupied the Lee House. He conducted the construction of the Redoubt, tunnel, and probably Building 230.
- 1849 Major Thomas (Stonewall) Jackson served as Executive Officer for the Fort.
- 1852-61 Several commanders served at the Fort, including Captain Abner Doubleday, originator of baseball, who removed the embattled garrison of Fort Sumter after the first engagement and bombardment of the Civil War.

- 1862-5 Fort expanded with the addition of the Delapain (earlier, the Timothy Cortelyou) Estate; T. Cortelyou House on the estate was demolished. Chain extended across the Narrows against penetration of ironclads. The "Greatest Gun in the World", the Rodman Gun, developed and tested at Fort Hamilton.
- 1865-1900 New Lands acquired for the Fort, new batteries placed, many housing and support buildings constructed, West Wall of the Casemate and the Isaac Cortelyou House demolished. "Dynamite Gun" tested in 1888. The oldest house of the area, the Jacques Cortelyou House, demolished in 1894.
- 1901-17 Additional batteries and buildings constructed for general military operations at the Fort; Fort garrisons assigned to General "Black Jack" Pershing in 1916 Expeditionary Forces against Pancho Villa in Mexico.
- 1917-18 Fort became headquarters for the First Division.
- 1918-41 Fort maintained general military operations in peacetime, became Coast Artillery Center for the New York Harbor Defenses, and lost land to the Shore (Belt) Parkway.
- 1941-45 War-time status, new units, transfer base for European Theatre troops, new gun/anti-aircraft emplacements, bunkers, barracks, and support buildings.
- 1947 Demolition of the earlier gun emplacements along the West Wall of the Casemate; the Veterans Hospital constructed on granted lands from the Fort.
- 1953 Demolition of the Redoubt which was constructed under the supervision of Captain Robert E. Lee.
- 1959-63 Fort gives up lands and many older (late 19th century) homes and support buildings for the Brooklyn approach and anchorage for the Verrazano-Narrows Bridge.
- 1968-76 Fort continues under general military and support status and became an integrated element of the New York Area Command with Fort Wadsworth as a sub-installation."

"TABLE #2 - BUILDING CHRONOLOGY

<u>Building Number</u>	<u>Building Type or Use</u>	<u>Date</u>
207 Officers' Club	Original Casemate Fort	1825-36
117 Family Housing (LC-M)	Renovated house occupied by Capt. Robert E. Lee in 1841-46	Pre-1841
220 Sentry Station	Model of original station	"1841"(Post (1900)
230 "Gun Emplacement: General Mess Storage(Caponier)	Part of Casement forti- fications build under Capt. Robert E. Lee	1841-46
202 Family Housing Qtrs.	Large frame house, renovated	1892
101 Exchange Warehouse	Large brick warehouse with garden/lawn/outdoors merchandise area	1896
102 Vehicle Storage	Garage which has been renovated or rebuilt	1896
106 Motor Repair Shop	Garage and truck repair	1897
105 Communications Center	Originally a Quartermaster's Office and warehouse	1908
109 General Purpose Administrative Building	Converted barracks for use as guest house qtrs., "Adams House"	1908
110 Guest House	Converted barracks for use as guest house qtrs., "Jefferson House"	1910
201 Family Housing for six families	Brick and frame residences	1911
237 Bank	Converted from Ordinance Shop and subsequent Post Office"	1911

"The Installation Design Guide has established a "Historic Fort Zone" which encompasses the oldest and most significant area of Fort Hamilton. This zone is bordered by General Lee Avenue, on the northeast, White Avenue on the east, and Reservation Boundary on the south and northwest. This zone should be enlarged to include the Lee House-Building 117 on the north side of General Lee Avenue.

Unlike the historical resources, the archaeological resources of the Fort are not visible above the ground and little historic or artifactual evidence has been accurately located or published. However, the geographical locations and the original natural vegetation of the areas reflect the types of resources which would have attracted and supported Indian villages and camp sites. Unfortunately, although the potential may have existed for recovering archaeological remains, over 150 years of military construction, reconstruction, and filling has rendered most natural soils and alluvium inaccessible except in the event of large, deep excavation. Shoreline filling, construction of sea walls, and longshore erosion have further disturbed and destroyed possible remains and sites. The overall potential for undisturbed archaeological remains is quite low, unless deep excavation projects are undertaken.

Fort Hamilton in an important place for the Army, and the mission of the Fort has changed over the years in response to National Defense Objectives. With such changes, the physical matrix of the Fort has been modified. Although the Fort retains notable examples of the Third System Fortifications (an 1816 nationwide system of coastal defense fortifications that replaced the two previous systems), the continual program of planning, building, rehabilitation and demolition at the Fort has resulted in the loss of the turn-of-the century military sense of place and time.

Buildings 117 and 207 clearly form the "backbone" for the Historic Fort Zone and are described in the following paragraphs:

Fort Hamilton Community Club (Casemate Fort-Building 207)

The original granite Casemate Fort, now the Community Club, was built in 1825-1831 as part of the Totten System of the United States Seacoast (Third System) Fortifications. Strategically located on The Narrows, Fort Hamilton, in conjunction with Fort Lafayette, was a vital element in the defense of New York City. Named Fort Hamilton in 1825 after Alexander Hamilton, the Fort was built on the site of several earlier fortifications. One of these had been a British fortification during the Revolutionary War, and another was the original American fortification, Fort Lewis.

The need for strong seacoast defenses was a prime concern of the New Nation. It was also a concern to defend New York Harbor, since the United States Capital was first located in New York City. The Narrows remained an important element in the defense plan. Three systems of seacoast fortifications in the early United States resulted. The First started in 1794 at the threat of war. The Second System was built in 1812 and included Fort Diamond on Staten Island, and Fort Lewis on The Narrows in Brooklyn. The Third System, named the Totten System, after General Joseph Gilbert Totten, was initiated in 1816, and included Fort Hamilton, built on the site of the previous Fort Lewis.

The ground was broken for the construction of Fort Hamilton on 26 April 1825. Lieutenant Joseph I.F. Mansfield, assistant to Captain George Blaney, Superintendent Engineer, was placed in charge of construction. The cornerstone was laid on 11 June 1825. Construction was completed under the direction of Major DeRussy. Fort Hamilton was first occupied in November 1831 by Battery F, Fourth Artillery, from Fort Columbus on Governors Island.

The site of the Fort Hamilton Reservation was gradually expanded throughout the 19th century. The Casemate Fort was kept in a state of military preparedness through the periodic upgrading of the armaments, although no shot was ever fired from it in battle. The granite seaward wall of the Casemate Fort was removed after the Spanish-American War and in 1937-38 the Fort was altered for use as an Officers' Club.

Today, the Casemate Fort and Sentry Station (Building 220) have been recognized by placement on the National Register of Historic Places and are impressive examples of military architecture. Built of gray granite blocks, laid in random ashlar, the Fort has a trace, or ground plan, in the form of an elongated "C". The escarp or granite wall of the structure protects the casemates within.

Much of the integrity of the interior of the Fort has been maintained. The barrel-vaulted configuration of the original casemates can still be seen in the various rooms on the ground floor. Two handsome staircases with wrought-iron railing have also been preserved with their original brickwork exposed.

The Fort is set within a dry moat or ditch which is defined by two outer retaining walls. The lower wall is known as the counter scarp; it is surmounted by an earth rampart several feet below the level of the upper wall. Both walls are set into the glacies or natural slope of the hill above the Fort. Like the Fort itself, the walls are constructed of granite blocks in random ashlar. They are terminated by large slabs of smooth stone joined

together by metal clamps. An unusual feature of the dry moat is the V-shaped projection at the eastern end. Called a "caponniere", it provided a protected place for the resistance of attack from the landward side, as did the earth rampart between the upper and lower walls.

Several other structures in addition to the Fort have been built within the dry moat. The most interesting of these is the Munition Depot (Building 230) directly behind the Fort, opposite the passageway. Dating from about 1825-1831, it is built of granite blocks in random ashlar, like those of the Fort. It also is surmounted by an earthen bank, which served as a gun emplacement. The eastern end of this structure is V-shaped to conform to the V-shape of the moat. Today, this structure serves as the Fort Museum. Also of interest, opposite the entrance to the Community Club, is a small square sentry station (Building 220), with a cupola roof.

The Casemate is no longer needed for strategic and defense purposes. However, it does remain historically important both architecturally and as a reminder of the Totten System of Seacoast Fortification that defended New York City.

#### The Lee House (Building 117)

Although not officially registered as a Historic Landmark, the Lee House is of great interest to Fort Hamilton and the Brooklyn area. The Lee House is a wood structure built prior to 1840. It was the residence of then Captain Robert E. Lee before he became General in the Confederate Army. While residing in the house in 1840, Robert E. Lee was the Post Engineer. Since that time, it has been a tradition at the Fort to have the current Post Engineer reside at the Lee House."

#### Historic Fort Zone

"As defined in the Installation Design Guild (and when expanded to include the Lee House-Building 117), the Historic Fort Zone includes the "oldest and most historic area of the Post". This zone is defined by the historic buildings and their surrounds:

The significant buildings included in this zone are:

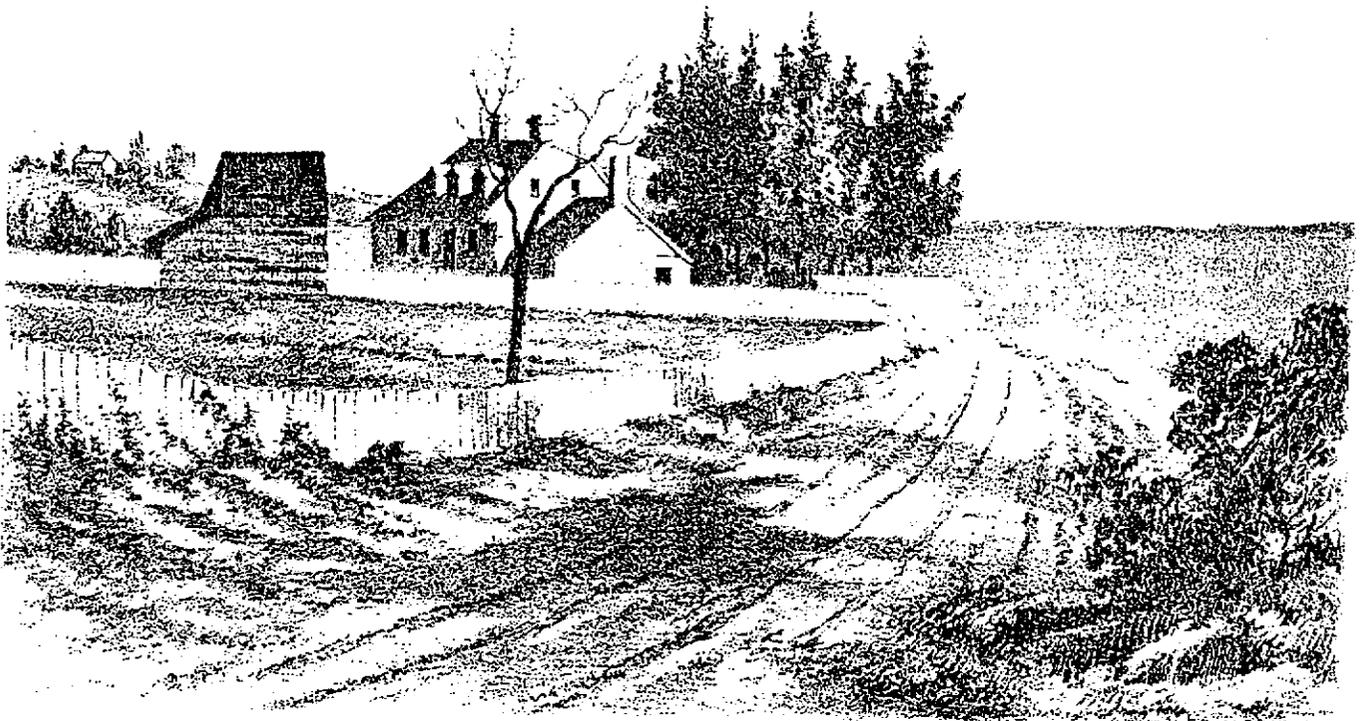
- Community Club (Casemate Fort-Bldg. 207)
- Sentry Station (Bldg. 220)
- Lee House (Bldg. 117)
- Fort Museum (Gun Emplacement/Munitions Dept-Bldg. 230)
- Family Housing (Bldg. 201 - See I.D.G.)
- Family Housing (Bldg. 202 - See I.D.G.)

The significant "surrounding/sites" included in this zone  
are:

- The Earthen Works
- Site and Structure of Ft. Hamilton Wharf(Denyse Wharf)
- Cannon Walk
- Monument - Cannon Balls (Bldg. 235)
- Monument - Gun Installation (Bldg. 236)
- Monument - Lee (Bldg. 112)
- Site of Fort Lewis"

PART II

A. Historical Photographs, Images & Maps



DENYSE'S FERRY.

By Henry M. Chesley - Artist of 1867

View from the site of the House and British Embankment, Long Island, Aug. 29th 1776. NOW FORT HAMMERTON

Plate #1  
Denyse's Ferry (date unknown)

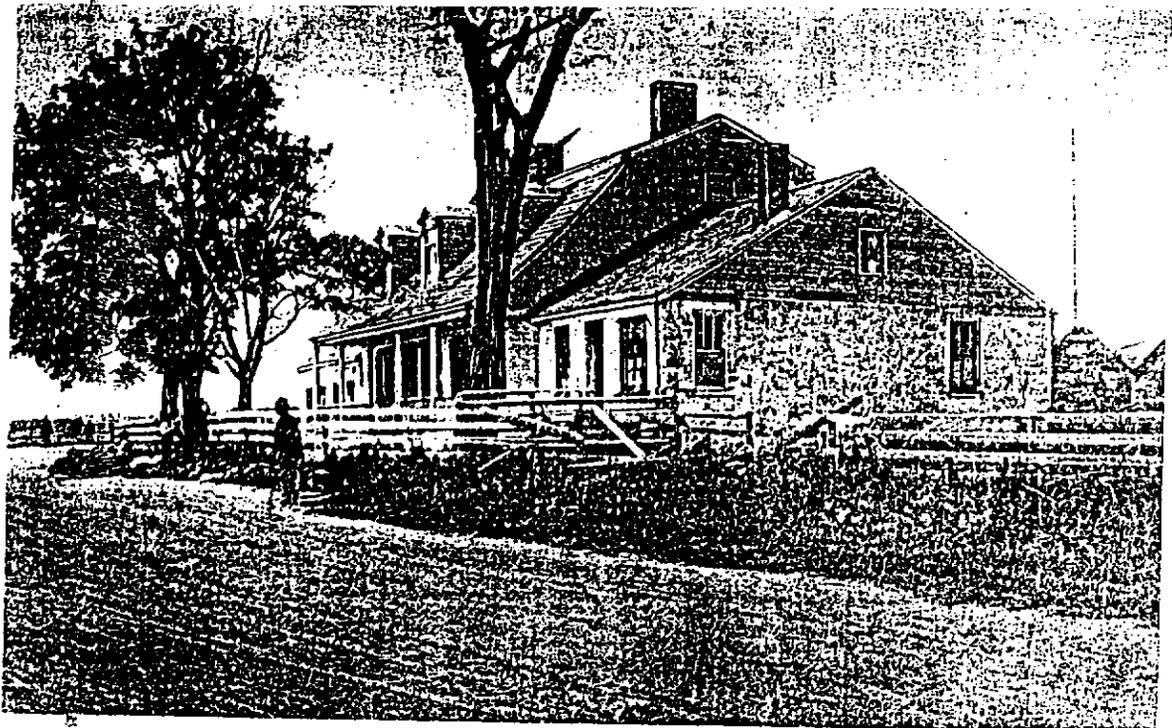
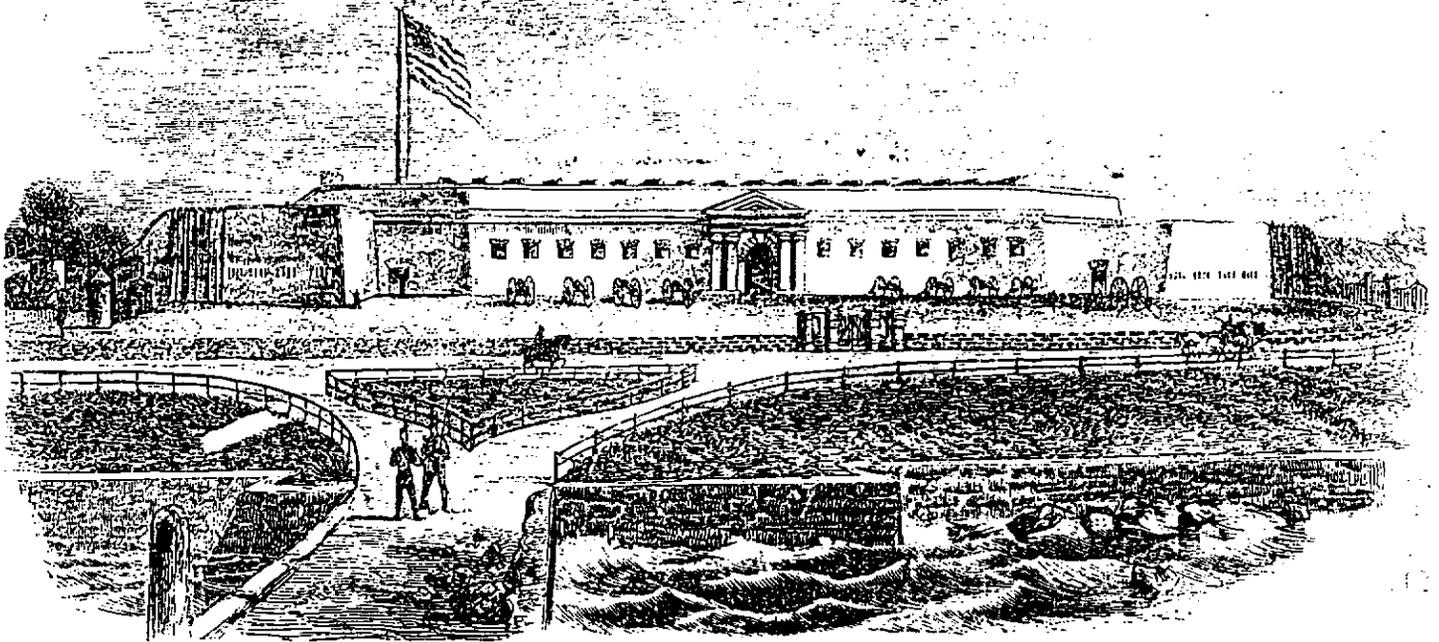


Plate #2  
The Cortelyou House (date unknown)



Plate #3  
The Narrows (1831-1847)



VIEW OF FORT HAMILTON, NEW YORK HARBOR.

**FORT HAMILTON, NEW YORK.**

Our artist has given us above a fine view of this immense fortress, eight miles south from New York city, which, in connection with Fort Lafayette, situated in front of Fort Hamilton, in the water, and Fort Tompkins and Fort Diamond on Staten Island, commands not only the Narrows, but the bay and harbor of New York. It is built in the most substantial manner of granite, and on the most scientific and improved principles of military tactics. It is about eight feet thick and square, and will hold 5000 men, and is said to be impregnable. It is surrounded by a ditch, except in front. It mounts eighteen heavy guns on the upper, and fourteen on the lower tier, besides a number of field-pieces and two or three furnaces for heating shot and cast. It is considered one of the finest forts in the country, and the heaviest cannon balls would have but little effect, backed as it is by steel. The view is taken from the pier belonging to the fort, which communicates with Fort Lafayette, situated several rods from the shore. This fort mounts near one hundred guns; it is in the form of a diamond, and so called till Lafayette came here and landed, and partook of a splendid banquet, after which it took the name of Fort Lafayette, and the new fort on the opposite side—just finished—took the name of Fort Diamond. The security in the vicinity is magnificent, and has recently become a place of fashionable resort—chiefly for the convenience of sea-bathing. One of the largest hotels in the Union is in the immediate vicinity. The place is growing rapidly, and property is held at an immense price. A steamboat communicates from New York a stage from Brooklyn.

Plate #4  
Fort Hamilton 1852

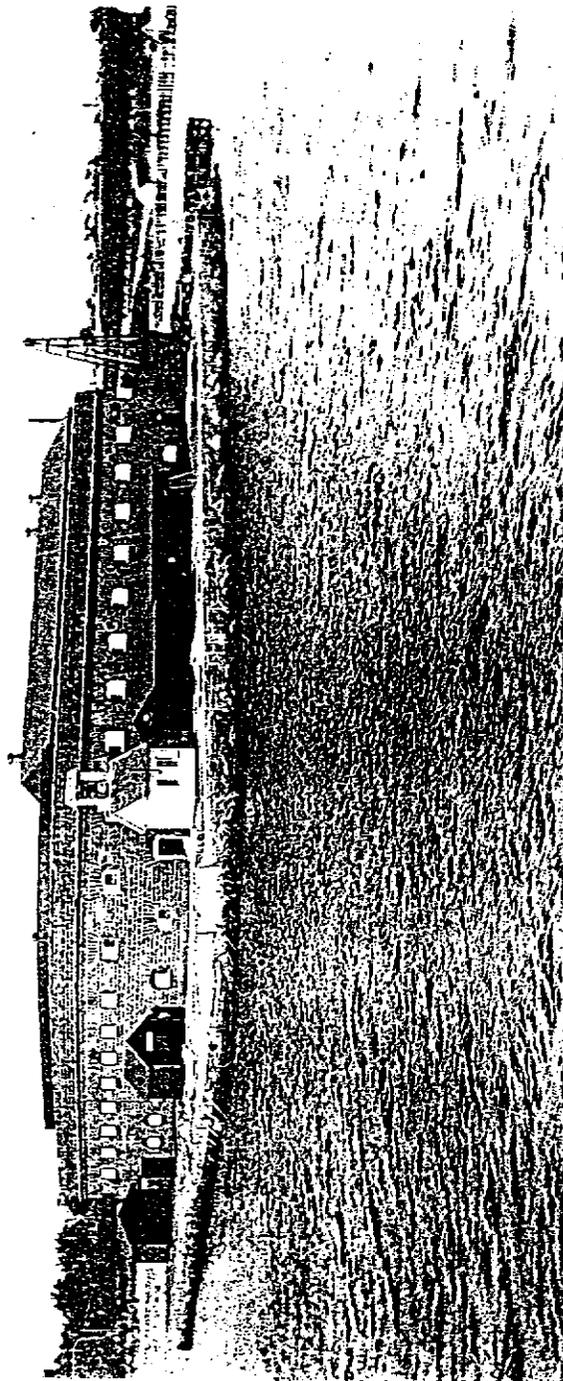


Plate #5  
Fort Lafayette (early 1900's)

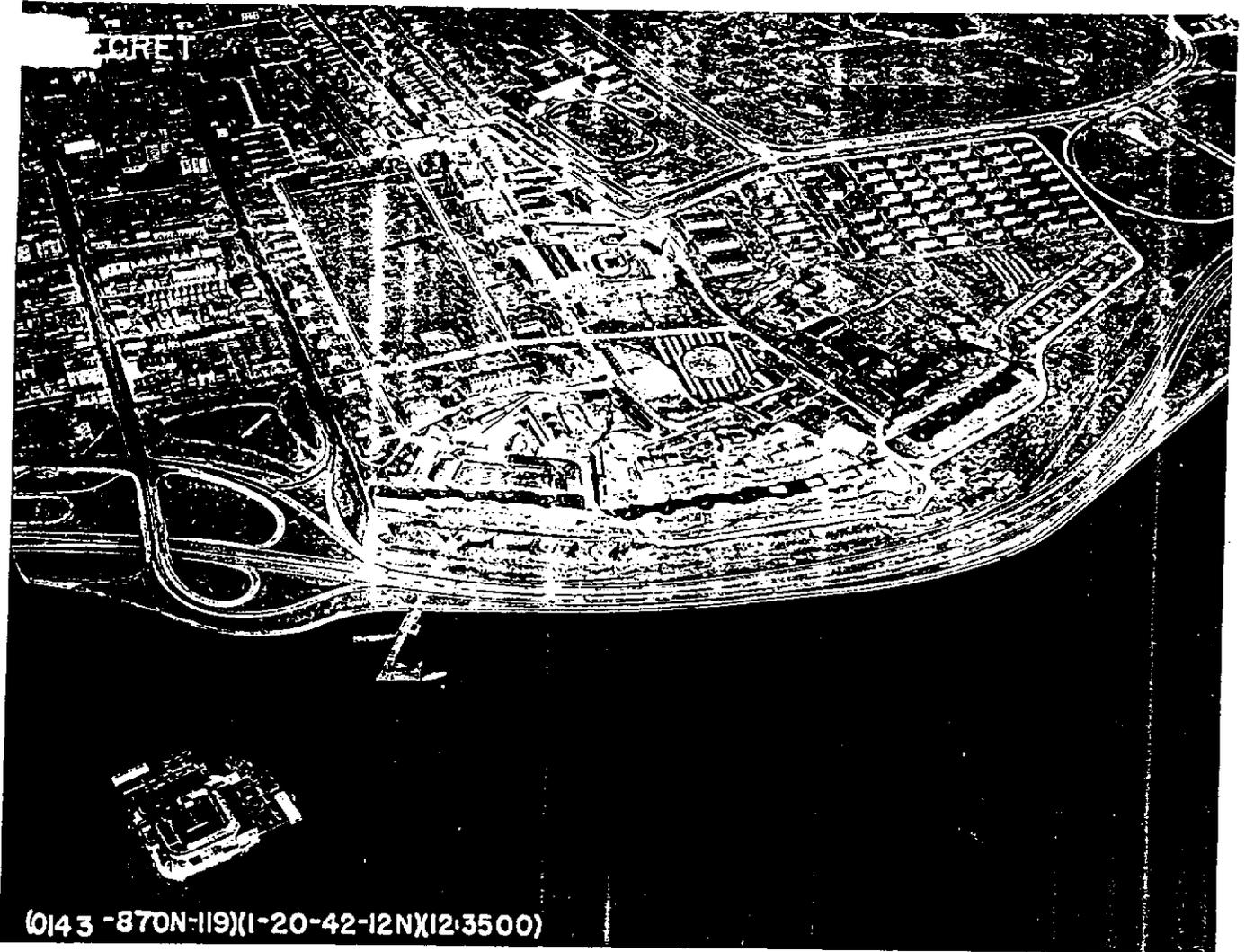
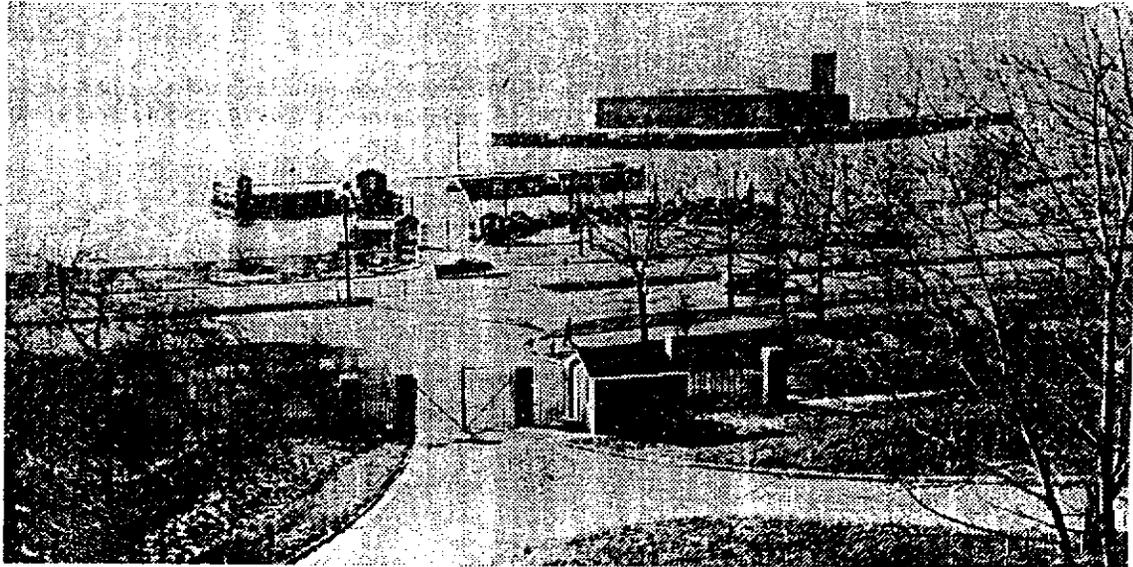


Plate #6  
Fort Hamilton Military Reservation (1942)

## Historical Society Topics Denyse Wharf



At its Wednesday, November 22nd meeting, the Bay Ridge Historical Society will have as its featured guest John Artes, engineering expert at Fort Hamilton Army Base and acknowledged authority on the history of the Denyse Wharf. The Wharf is perhaps one of the most important yet little known historical sites in the Bay Ridge Community. Located just west of the Brooklyn base of the Narrows Bridge, it was constructed in pre-Revolutionary times by the Denyse family. Originally intended as a farm wharf, it soon became a terminal for a ferry forming a key transportation between the Northern and Southern colonies. British troops landed on the wharf in 1776 and it was used for various military purposes until the end of World War II. Artes' presentation includes slides of the Wharf and surrounding areas showing views from the air, sea, and land. He will discuss the history, economic importance and military significance of this exciting part of Old Bay Ridge. The Society will meet at 7:30 p.m. in the Community center, Shore Hill, 91st St. and Shore Road.

Plate #7  
Fort Hamilton Gate, Denyse Wharf & Fort Lafayette  
(1930-1961)

PART III  
LOCAL PERSPECTIVE

### PART III

#### A. NYC Comprehensive Waterfront Plan

"The New York City Comprehensive Waterfront Plan presents a long range vision--and practical strategies--to guide land use in a way that recognizes the waterfront's value as a natural resource and celebrates its diversity. The plan envisions a 21st century waterfront where adjacent communities have access to a lively mix of waterside activities; where natural habitats are restored and well cared for; where a working harbor is active with industry and waterborne commerce; and where new development generates jobs, revenues and housing for New Yorkers."

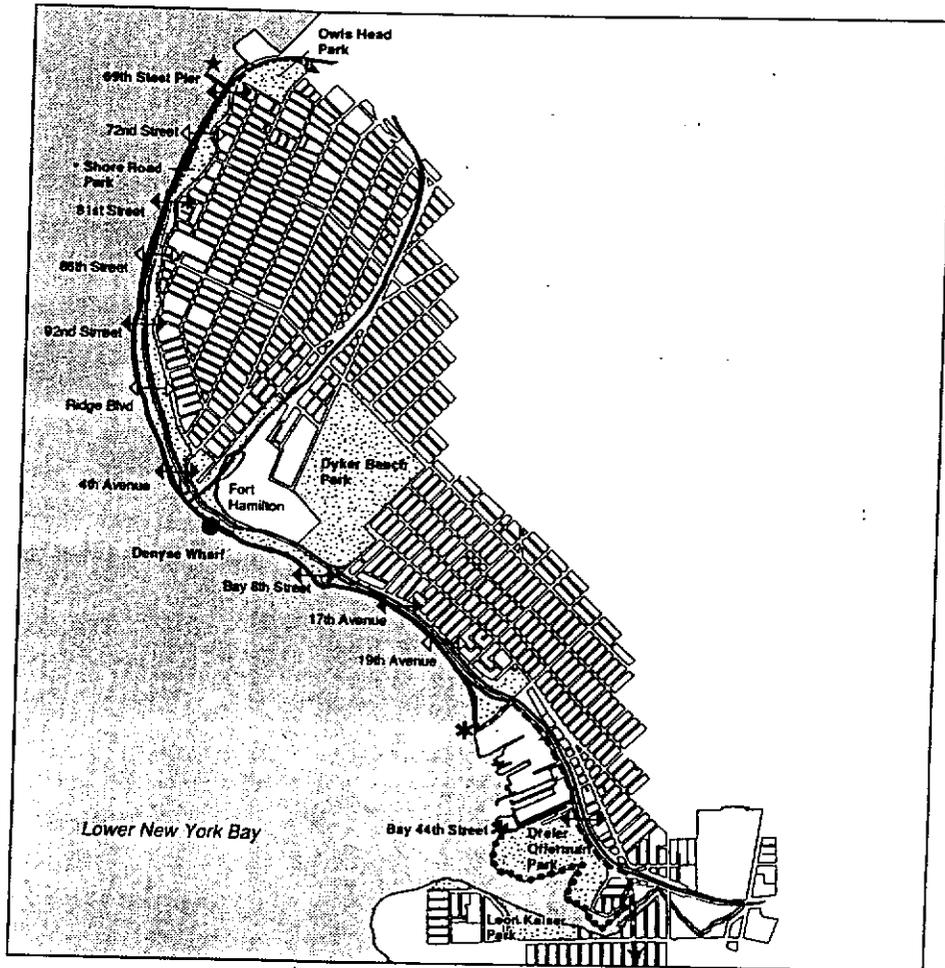
The plan is organized around, and seeks to balance, the goals associated with four principal functions of the waterfront. Two of these functions are particularly addressed in our project:

\*"Reestablish the public's connection to the **Public Waterfront**, including parks, esplanades, piers, street edges, vistas and waterways that offer public open spaces and waterfront views."

\*"Promote new uses on the **Redeveloping Waterfront**, where land uses have recently changed or where vacant and underutilized properties suggest potential for beneficial change."

Denyse Wharf is in Reach 15, Brooklyn Lower Bay, along the Shore Road Esplanade. (See Map #8). This esplanade is part of the Shore Road Park system which was developed in the 1930's by Robert Moses in conjunction with construction of the parkway system. A small protected cove on the western edge of the wharf is categorized as a "rocky intertidal area" used for fish feeding and resting and serves as one of the natural resources in this Reach.

One of the recommendations of this plan is that "Denyse Wharf should be relinquished by the federal government and developed as a recreational/educational node along the esplanade."



**REACH 15 / BROOKLYN LOWER BAY  
Public Waterfront Recommendations**

- Existing Esplanade/Bikeway
- .... Proposed Esplanade
- - - Proposed Bikeway/Greenway
- ↔ Existing Access Point
- ↔ Proposed Access Point
- ★ Upgrade 69th Street Pier
- \* Develop Street Ends
- Develop Denyse Wharf for Recreation/Education

**COMPREHENSIVE WATERFRONT PLAN**  
New York City Department of City Planning

Figure 15.5



Map #8  
Reach # 15

### PART III

#### B. Fort Hamilton Marine/Environmental Center

In 1984 a proposal for the construction of the Marine/Environmental Center, including a marine curriculum, was developed by Mr. Thomas Green, Science Teacher, and Mr. Carl Raab, Assistant Principal, both from Fort Hamilton High School.

The proposal for the construction of a Marine/Environmental Center on Denyse Wharf was focused on improving and revitalizing science education in the schools to which it is associated. The report outlined the purpose, rationale, goals, and objectives of the facility. It also provided a project description of the building site, building specifications and features, lease arrangement, funding and insurance costs, jurisdiction, type and use of schedule, target population, supervision, and public access.

The educational program was divided into two parts:

##### A. Marine Education Curriculum for Grades 9 - 12:

1. Marine Science
2. Marine Pollution
3. Energy and the Sea

##### B. Marine Education Curriculum for Grades K - 8

1. Interactions in the Marine Ecosystem
2. The Water Planet
3. Interactions Between Air, Land & sea
4. Man and the Sea

The report went on to detail Science Articulation Between Primary and Secondary Schools and Career Education. The weekly schedule was even worked out.

The Office of Funded Programs, of the New York City Board of Education, reviewed the proposal and felt that it was too grand and ambitious a project for one funding source. They suggested that aspects of the proposal could be broken down and funded separately. We have no information as to the further exploration of this project after 1984.

PART IV  
EXISTING CONDITIONS

## PART IV

### A. Field Investigation/Structural Analysis

Generally the Wharf construction consists of steel beams in the N-S direction spaced approximately three feet three inches (3'-3") centerline to centerline and span onto large blocks of granite. (See existing conditions drawings & photos #1, 13, 14 & 15) Steel channels close out the end conditions with the end bay comprised of granite blocks. The top layer of granite which supports the steel is continuous and becomes discontinuous at the lower levels to create a "inverted pyramid" type column support approximately sixteen (16') feet on center. (See photo #16) The granite pieces are approximately four (4') feet wide and two (2') feet deep and do not appear to be bonded or attached. The steel beams are approximately twelve (12") inches deep and the bottom flange supports a double-wythe masonry arch which crowns to the level of the steel top flange. (See photos # 17 & 18) This in turn supports a concrete slab which in some areas support granite paver blocks. The foundation was not entirely visible and only the granite "inverted pyramid" column was seen and extended at least two (2) blocks below grade.

Although some of the granite blocks which support the steel beams have minor fractures they have not deteriorated significantly and appear structurally sound. However some relative movement between the granite units have occurred, possibly from the tidal influence, and the adjoining units were not full bearing in all instances. Several of the large granite end blocks have dislodged, shifted or fallen off of the wharf. (See photos #3, 4, 19 & 20)

The brick masonry units which form the arches have at some locations deteriorated and fallen apart. The majority of the joints are open and required repointing.

The steel beams and channels which support the arches and end blocks show signs of rust, wear and exfoliation but not to any great extent. The steel members appear to be structurally sound.

The surface materials have deteriorated the most along with the wood curbs. Some granite paver blocks exist near the center of the wharf. These could possibly be original construction. (See photos #19, 20, 21 & 22) It appears that over the years as the paver blocks deteriorated or were stolen they were replaced with a concrete slab. These granite paver blocks are missing from a large area at the south east corner of the wharf. Several large areas of the concrete slab have broken up and are creating a hazardous condition. (See photo #24) The bituminous concrete ramp up to the Shore Parkway is in servicable condition as are the concrete walls

along side the ramp. (See photo #23)

There exists a concrete encased sewer overflow pipe on the east side of the wharf. (See photo #7) Placed over this pipe to form a riprap are large granite slabs. These slabs are coping stones from the original seawall placed here during the construction of the Shore Parkway in the 1930's. They are in a state of disrepair as many of them have broken and shifted unequally. Evidence of original iron railings in the coping stones are evident as is the lead packing used to secure them. (See photos #5, 7, 8, 9 & 10)

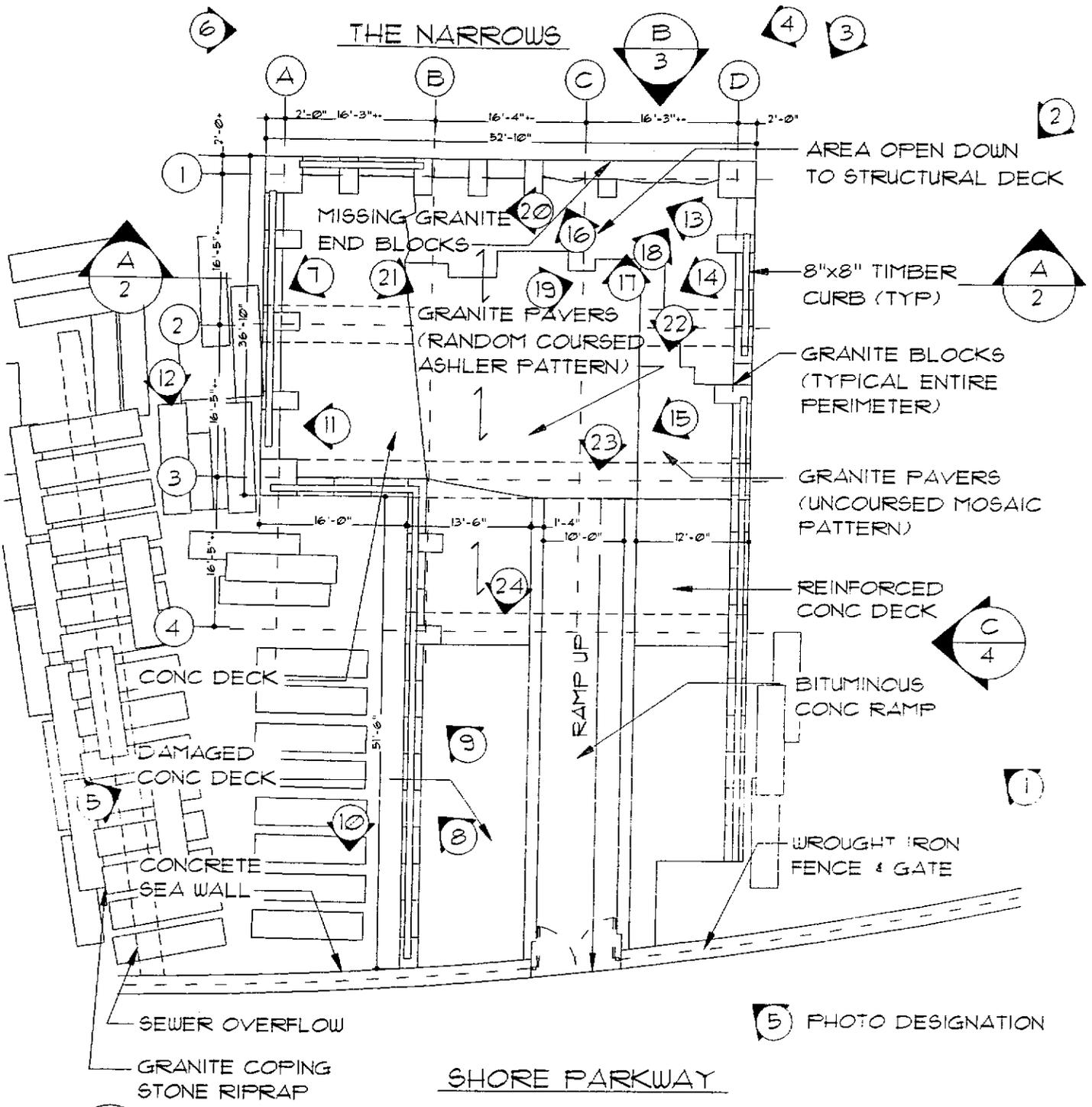
This area collects harbor refuse and drift during high tides and is very unsightly. It also creates a good environment for vermin as evidenced by our chance encounters with rats during our underdeck inspections.

The east and west sides of the wharf, at the north end along the sea wall, consist of concrete girders and a reinforced concrete slab. They do not show any signs of distress and appear to be structurally sound. (See photos #1, 2, & 5)

Generally the major structural components which support the deck is to the best of our knowledge and belief, structurally sound. Some reconstruction is recommended and is explained in the Preliminary Design Narrative.

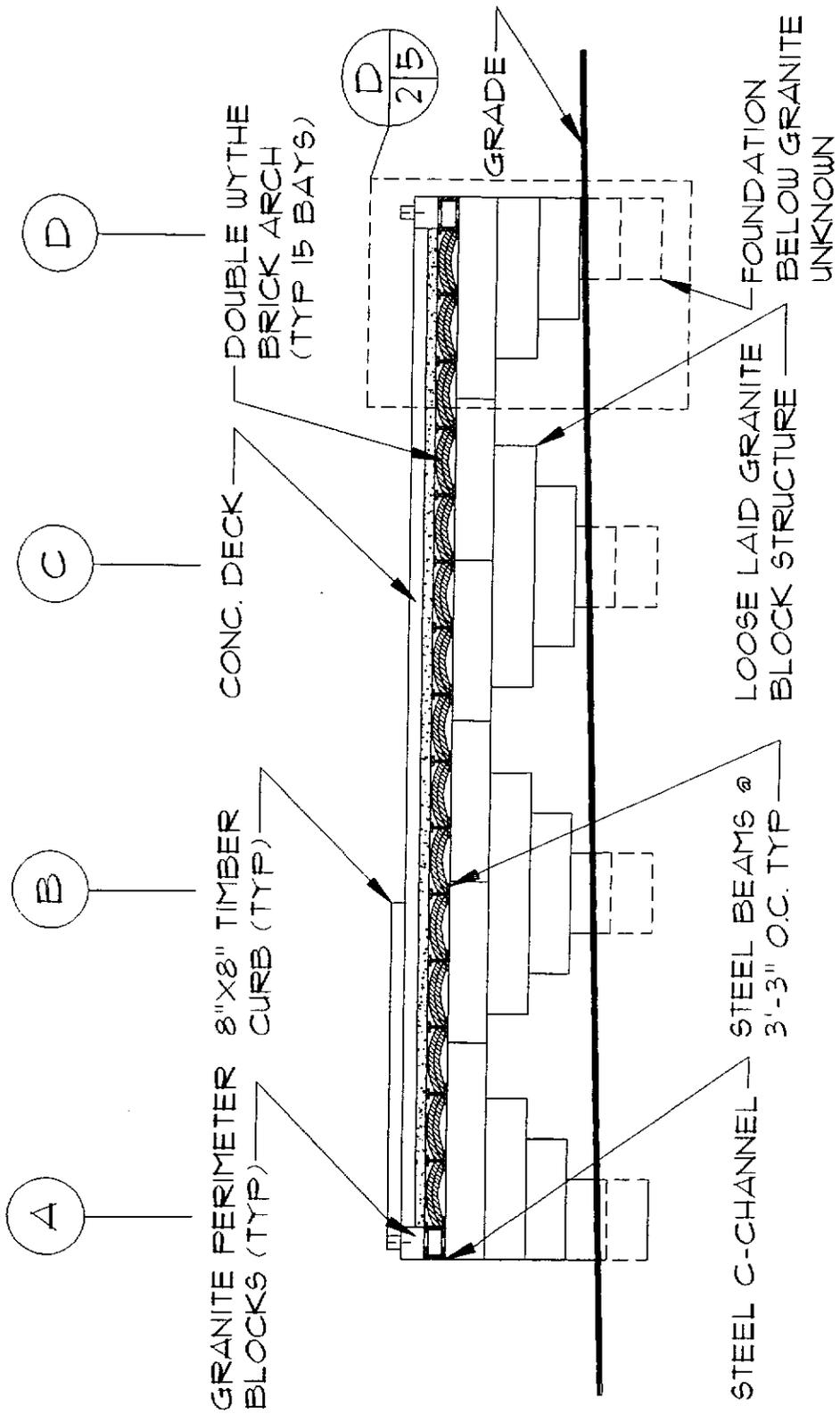
PART IV

B. As-Built Drawings



1 DENYSE WHARF PLAN  
SCALE NTS

 <p>STANTON CHOW ENGINEERS, P.C. ARCHITECT - ENGINEER NEW YORK, NEW YORK</p>	 <p>DEPARTMENT OF THE ARMY NEW YORK DISTRICT, CORPS OF ENGINEERS NEW YORK, NEW YORK</p> <p>FORT HAMILTON BROOKLYN, NEW YORK</p>	<p>CONT# DACA51-93-0-003 DATE: March 21, 1995 DRAWN BY: RKF CHECKED BY: JRC</p> <p>SHEET 1 OF 5</p>
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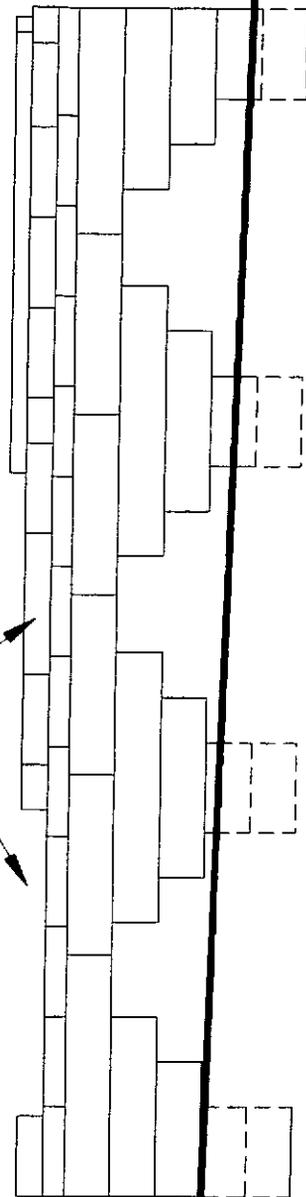


**A** DENTYSE WHARF SECTION  
SCALE NTS

	<p>STAUNTON CHOW ENGINEERS, P.C. ARCHITECT - ENGINEER NEW YORK, NEW YORK</p>	<p>DEPARTMENT OF THE ARMY NEW YORK DISTRICT, CORPS OF ENGINEERS NEW YORK, NEW YORK</p> <p><b>FORT HAMILTON</b> BROOKLYN, NEW YORK</p>	<p>CONT# DACA-51-93-D-003 DATE: MARCH 21, 1995 DRAWN BY: RKF CHECKED BY: JRC SHEET 2 OF 5</p>
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MISSING AND/OR SHIFTED GRANITE PERIMETER BLOCKS



GRADE

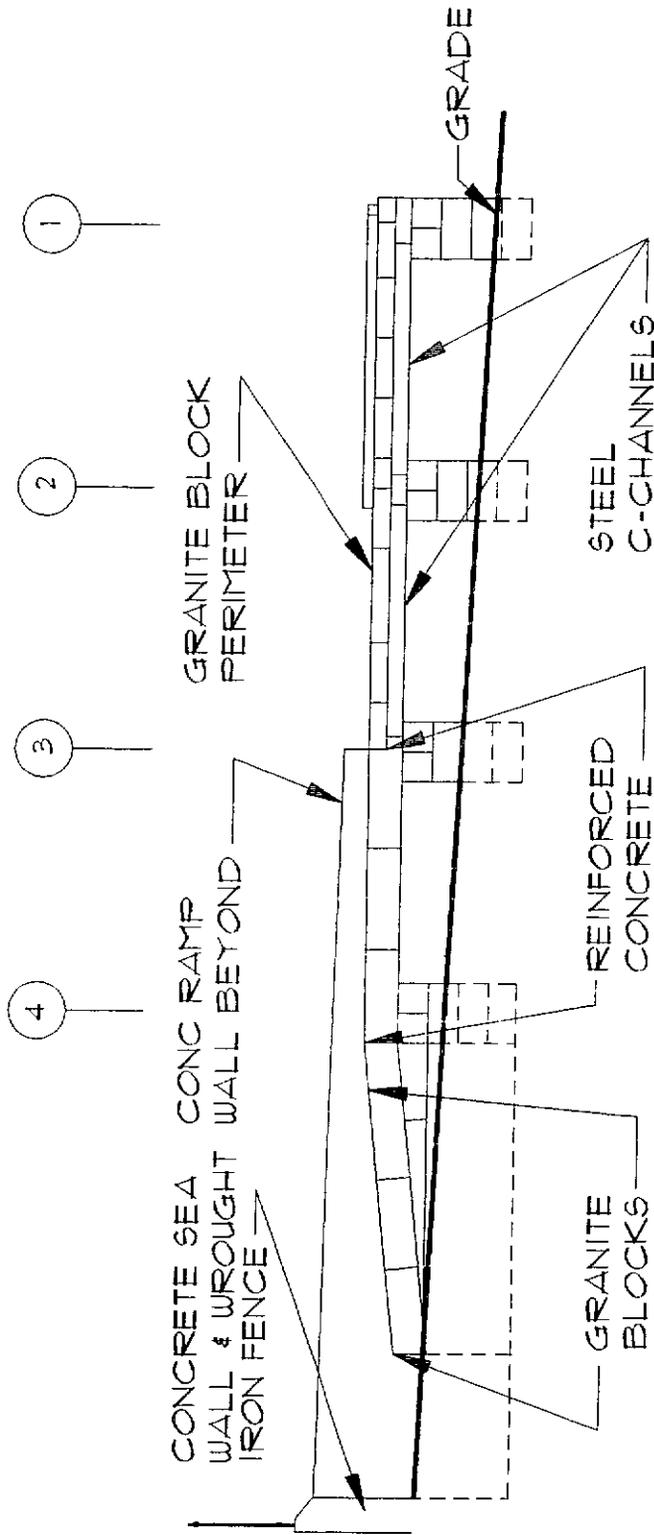
SEE SHEETS 1 & 2 FOR TYPICAL NOTES

**B** DENEYSE WHARF SOUTH ELEVATION  
SCALE NTS

  
 STAUNTON CHOW ENGINEERS, P.C.  
 ARCHITECT - ENGINEER  
 NEW YORK, NEW YORK

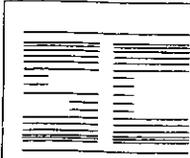

 DEPARTMENT OF THE ARMY  
 NEW YORK DISTRICT, CORPS OF ENGINEERS  
 NEW YORK, NEW YORK  
  
 FORT HAMILTON  
 BROOKLYN, NEW YORK

CONT# DACA-51-93-D-003  
 DATE: MARCH 21, 1995  
 DRAWN BY: RKF  
 CHECKED BY: JRC  
  
 SHEET 3 OF 5



SEE SHEETS 1 & 2  
FOR TYPICAL NOTES

DENYSE WHARF WEST ELEVATION  
SCALE NTS



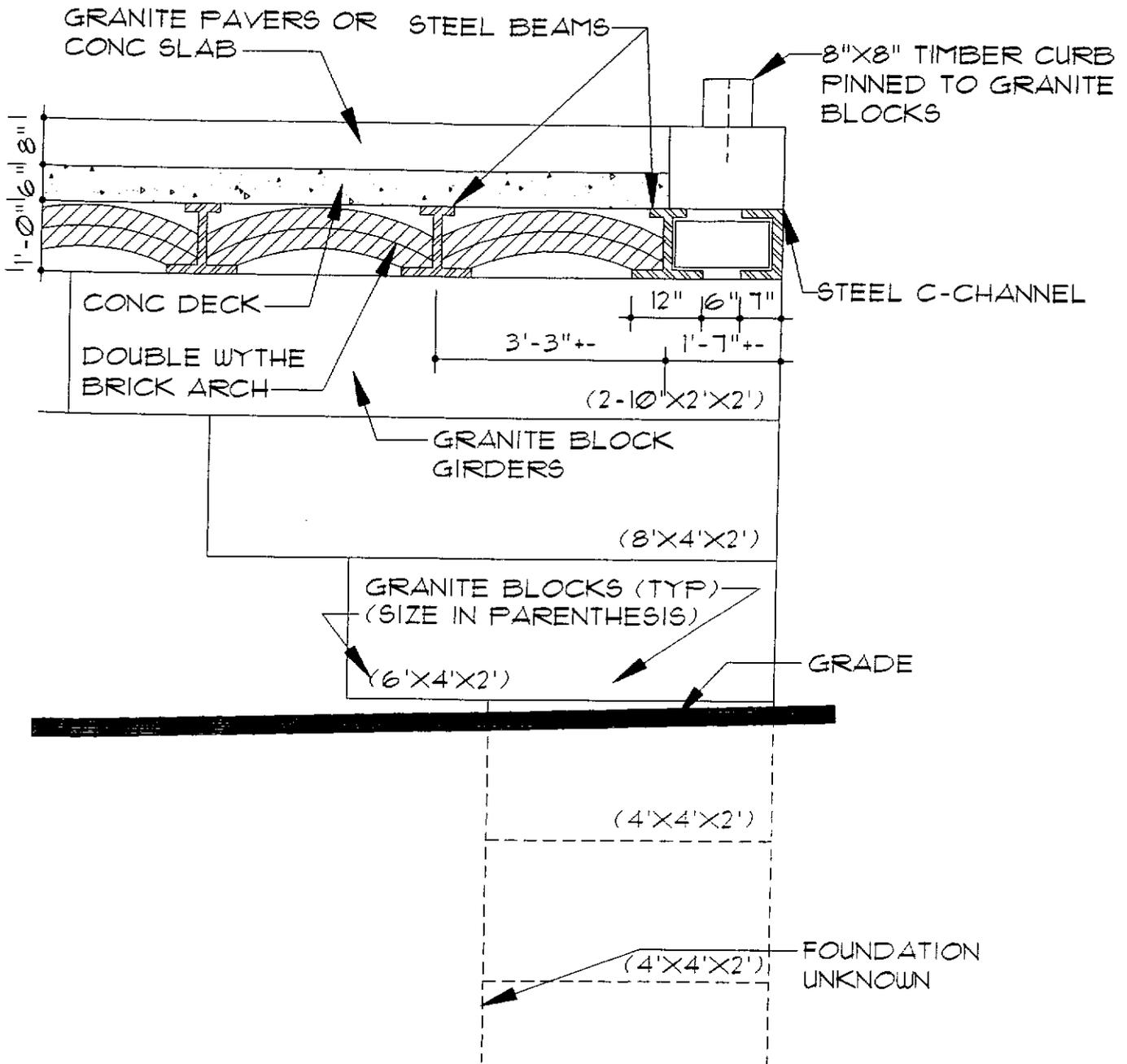
STAUNTON CHOW ENGINEERS, P.C.  
ARCHITECT - ENGINEER  
NEW YORK, NEW YORK



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NEW YORK, NEW YORK

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BROOKLYN, NEW YORK

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DATE: MARCH 21, 1995  
DRAWN BY: RKF  
CHECKED BY: JRC  
SHEET 4 OF 5



**D** ENLARGED SECTION @ PERIMETER  
 SCALE NTS

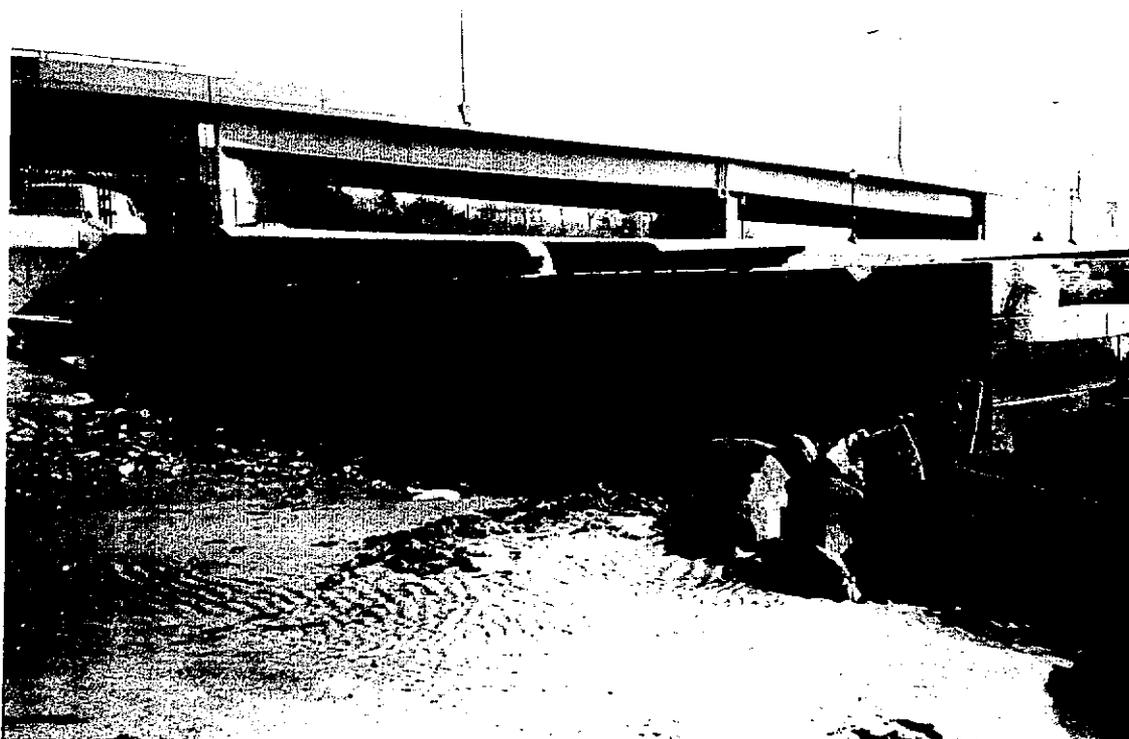
 STAUNTON CHOW ENGINEERS, P.C. ARCHITECT - ENGINEER NEW YORK, NEW YORK	 DEPARTMENT OF THE ARMY NEW YORK DISTRICT, CORPS OF ENGINEERS NEW YORK, NEW YORK	CONT# DACA-51-93-D-003 DATE: MARCH 21, 1995 DRAWN BY: RKF CHECKED BY: JRC
	FORT HAMILTON BROOKLYN, NEW YORK	
		SHEET 5 OF 5

**PART IV**

**C. Photographs**



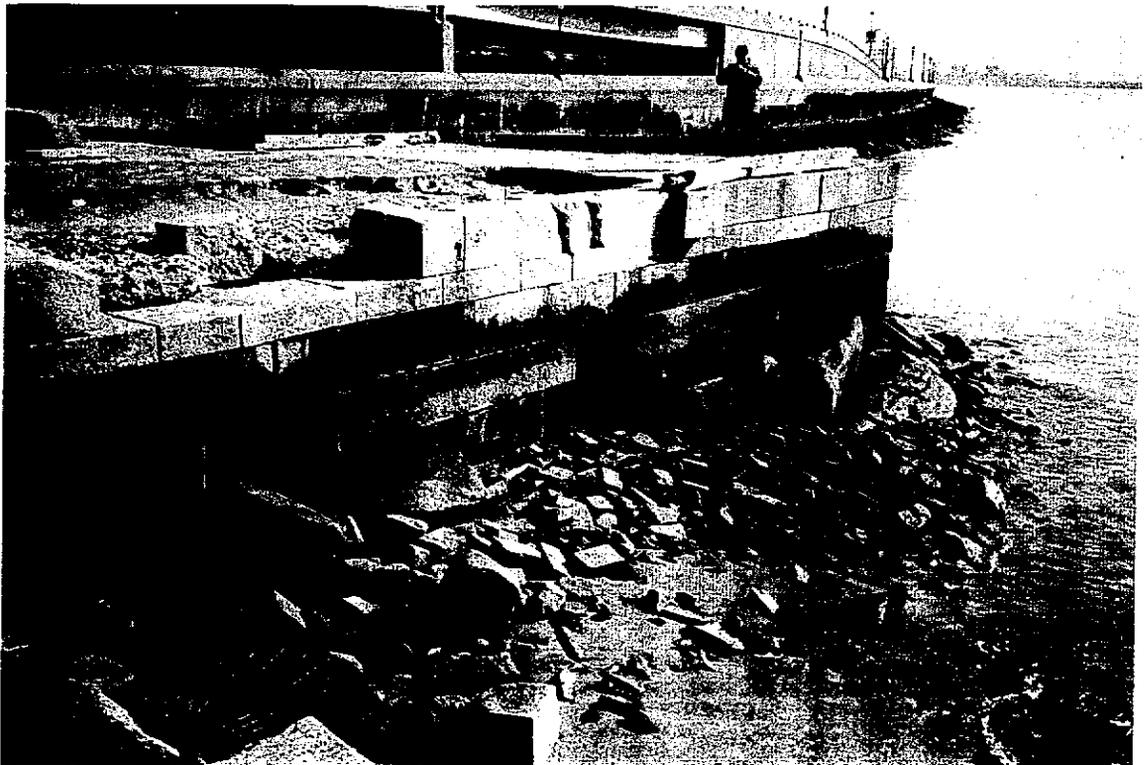
1. Denyse Wharf West Elevation



2. Denyse Wharf West Elevation



3. Denyse Wharf South-West Corner



4. Denyse Wharf South Elevation



5. Denyse Wharf East Elevation



6. Stone Jetty West of Wharf



7. Stone Riprap at Sewer Overflow



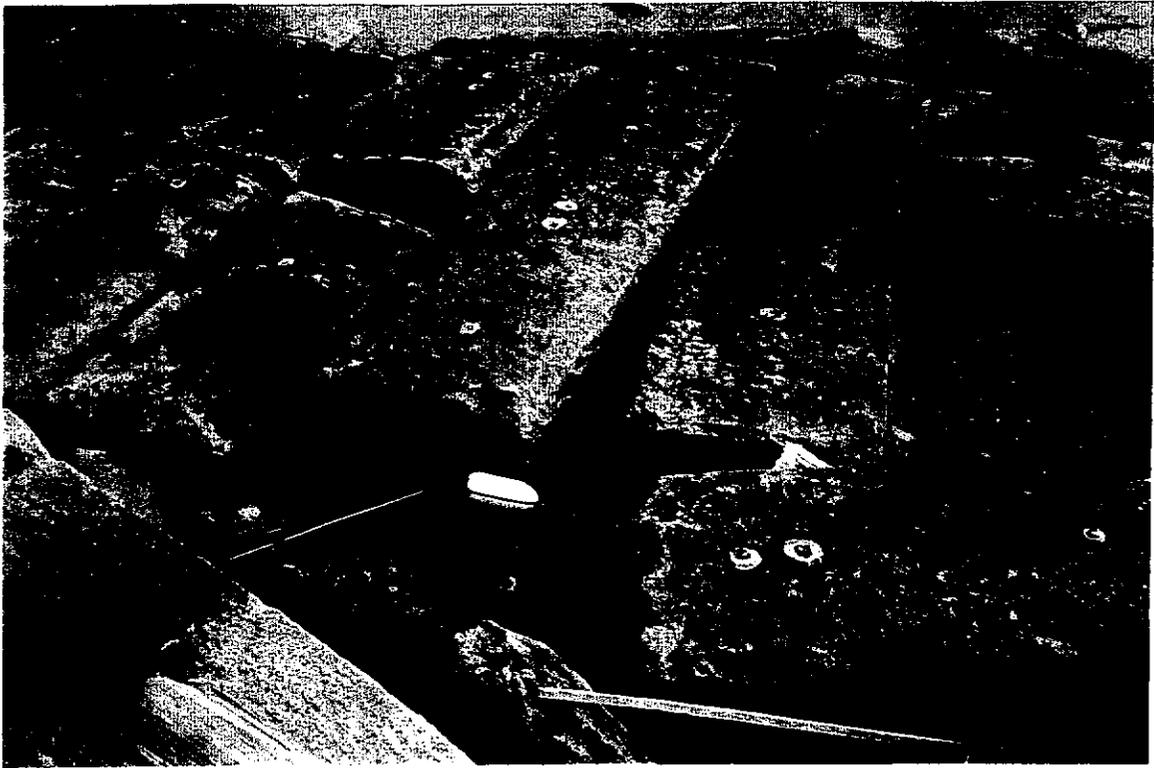
8. Stone Riprap at Sewer Overflow



9. Harbor Refuse & Drift at Stone Riprap



10. Harbor Refuse & Drift at Stone Riprap



11. Stone Riprap



12. Disassembled Stone Riprap



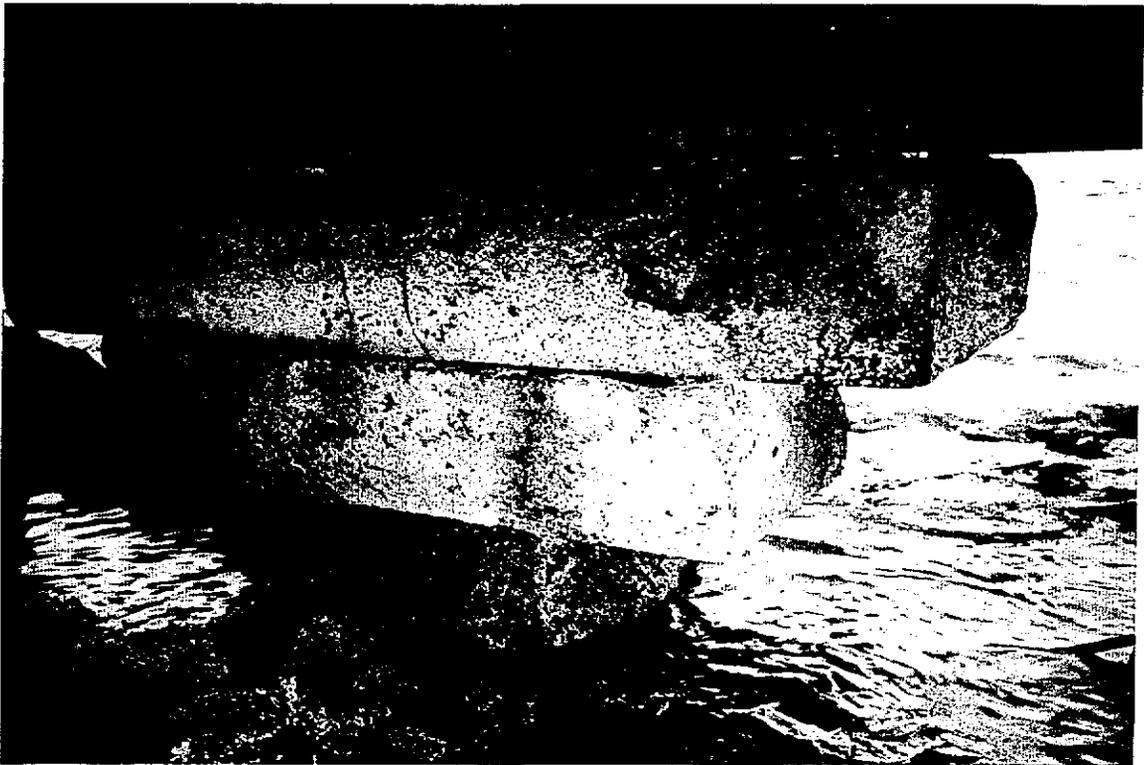
13. Granite Block Columns/Girders @ Column Line #1



14. Granite Block Columns/Girders @ Column Line #2



15. Granite Block Columns/Girders & Steel Beams @  
Column Line #3



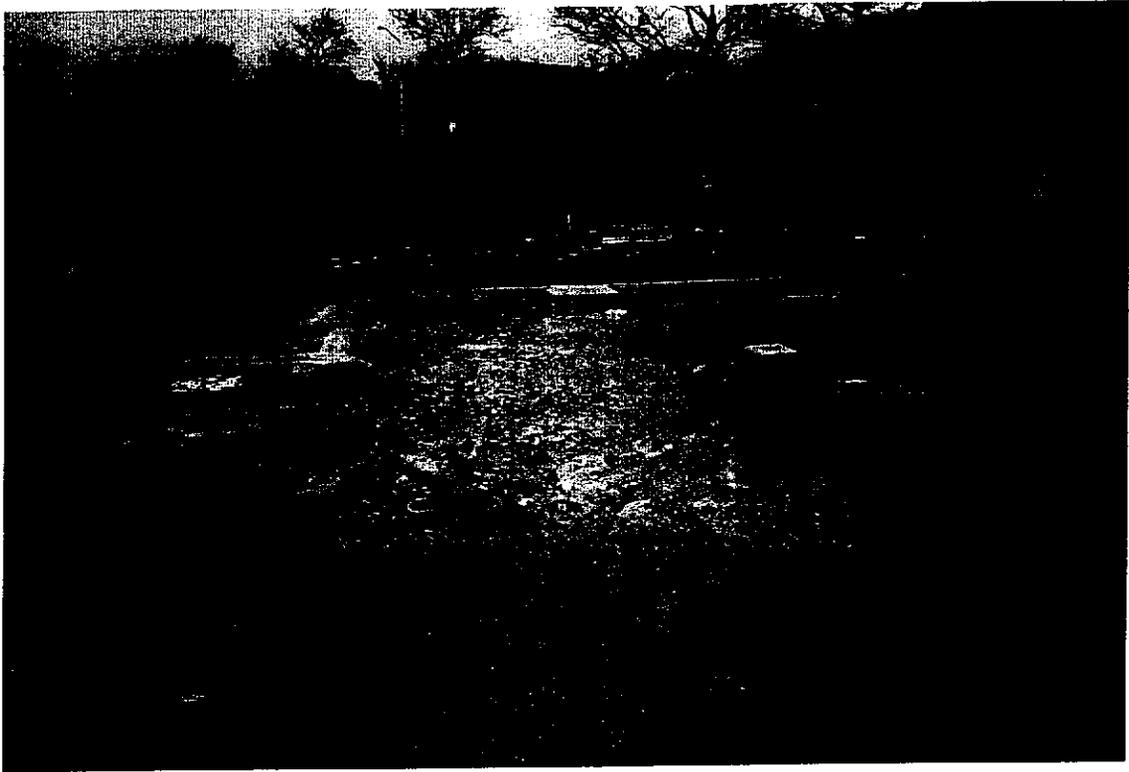
16. Granite Block Column & Girder Detail



17. Damaged Double Wythe Brick Arch Between Steel Beams  
on Granite Girders



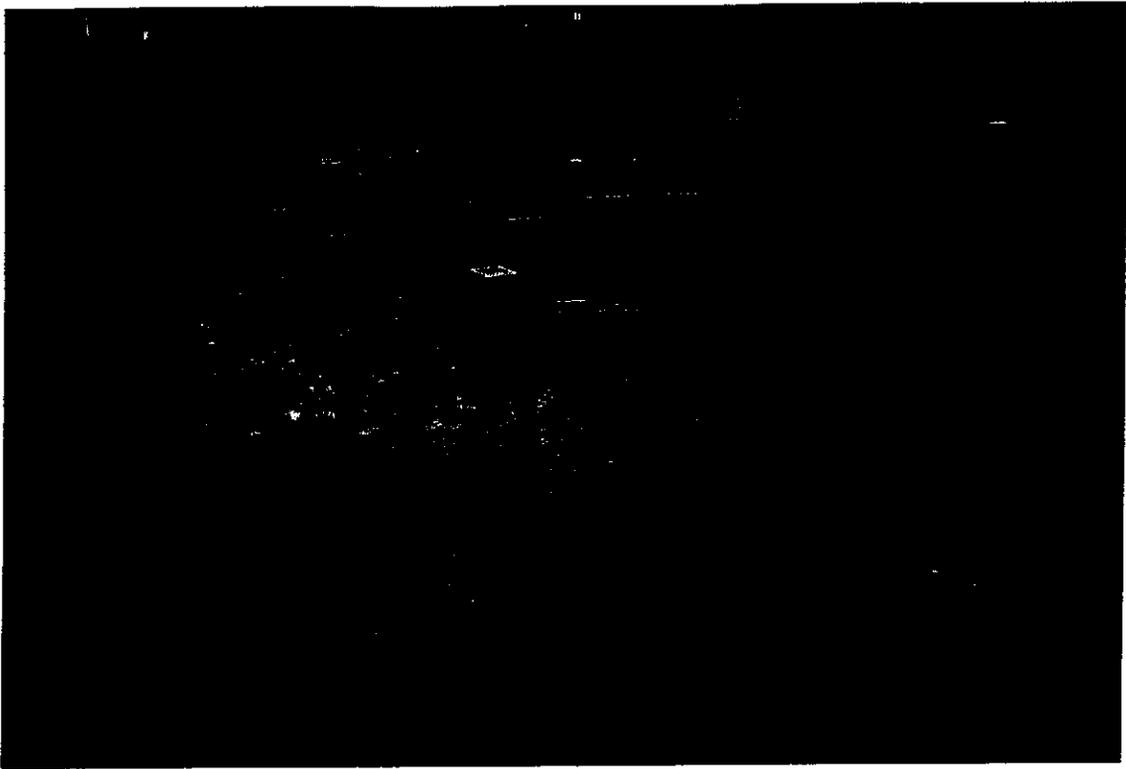
18. Missing Double Wythe Brick Arch Exposing Concrete  
Slab Above (Notice Granite End Blocks)



19. Surface at South-West Corner



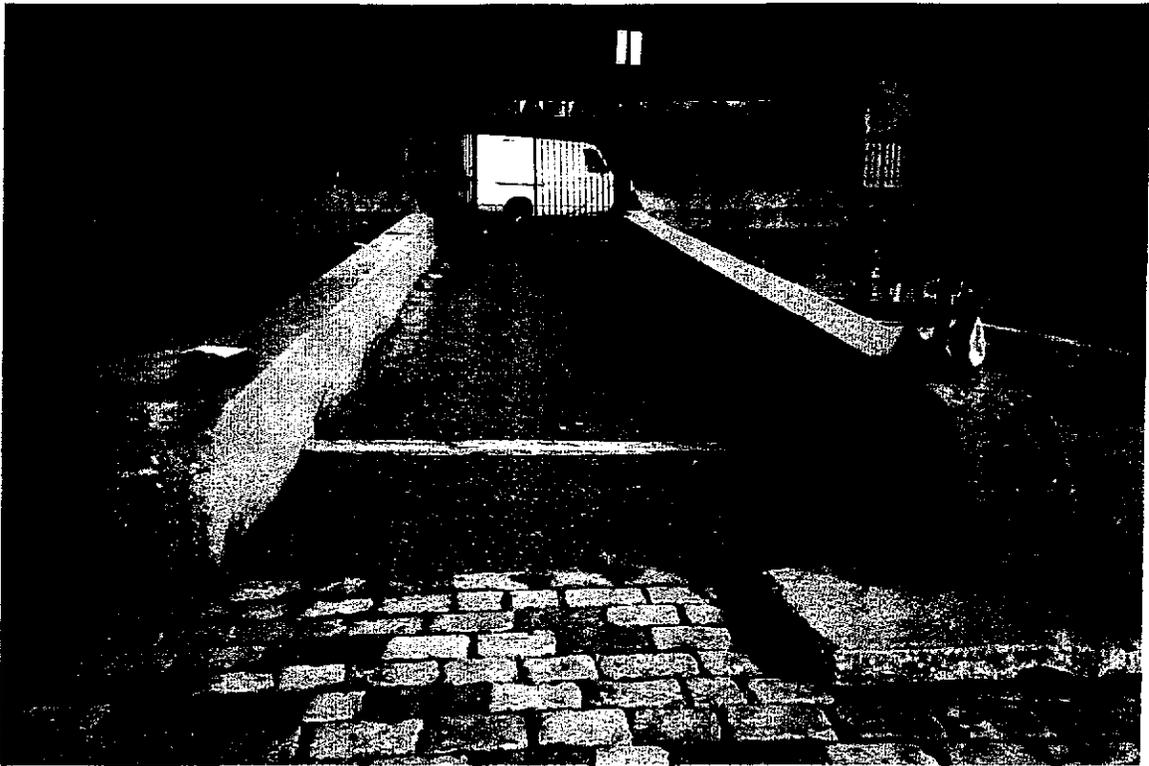
20. Surface at South-East Corner



21. Missing Granite Pavers/Concrete Deck



22. Surface Looking North



23. Bituminous Concrete Ramp Up to Sea Wall



24. Damaged Concrete Deck at North-East Corner

PART V  
PRELIMINARY DESIGN

## PART V

### A. Narrative

Our primary recommendation is to restore the wharf, open up the wharf to the public and gain a listing on the National Register of Historic Places to protect and preserve the site into the distant future. The recommended reconstruction and restoration consists, as a minimum, the following (See the Preliminary Design Drawings):

1. The missing and/or shifted granite end blocks shall be replaced or reset. New granite blocks shall be cut if existing blocks are missing or severely damaged.
2. A high strength epoxy grout injection shall be placed at all open joints between the granite units to reduce relative displacements from the tidal influence.
3. All exposed steel shall be sand blasted clean, primed and coated with an epoxy rust inhibitor paint, as recommended by the Steel Structures Painting Council (SSPC).
4. All missing and damaged brick masonry arches shall be replaced or rebuilt and all joints shall be repointed.
5. The entire surface shall be removed to include the concrete slab and granite paver blocks. New and/or reused granite paver blocks shall be set in a new mortar setting bed over a new high strength concrete structural slab. A new ADA compliant concrete ramp with continuous handrails shall replace the existing ramp.
6. Ground faced concrete block piers shall be constructed at the corners and intermediate points to facilitate the installation of wrought iron fencing along the entire perimeter. The piers shall extend along the concrete ramp walls as will the fence. The fencing shall be set to a height of eight (8') feet along the west, partial east, and east and west ramp walls to discourage beach access, The remainder of the fencing shall be four (4') feet high.

7. Light fixtures shall be installed on top of each of the block piers. Two options are considered to power these light fixtures:
  - A. Service directly from NYC DOT light poles along the esplanade.
  - B. New service, meter and vault from Con Edison.
8. A flag pole shall be situated in the center of the pier and a commemorative plaque shall briefly describe the history of the site to include the original Denyse and Cortelyou Wharfs, Fort Lafayette and Fort Hamilton.
9. Wrought iron and teak benches shall be securely installed as to reestablish the public's connection to the public waterfront.
10. Fiberglass reinforced plastic (FRP) debris shields shall be installed in all openings between structural granite columns to protect the structure from damage due to waterborne materials.
11. The dislodged granite stone riprap shall be reassembled and pinned together.
12. All existing granite blocks shall be cleaned and washed with a VOC compliant cleaning agent.
13. The existing wrought iron fence on top of the sea wall shall be scraped, cleaned, primed and painted with a rust inhibitor paint.
14. The debris on the adjacent beaches, jetty and stone riprap shall be removed and disposed.

**PART V**

**B. Preliminary Design Drawings**

# DEPARTMENT OF THE ARMY

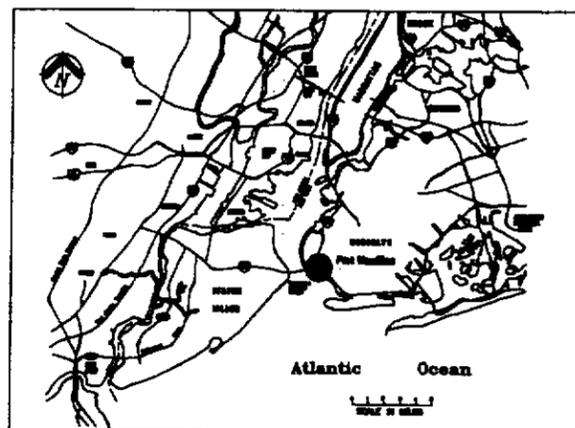
HEADQUARTERS NEW YORK AREA COMMAND  
BROOKLYN NEW YORK

OFFICE OF THE FACILITY ENGINEER

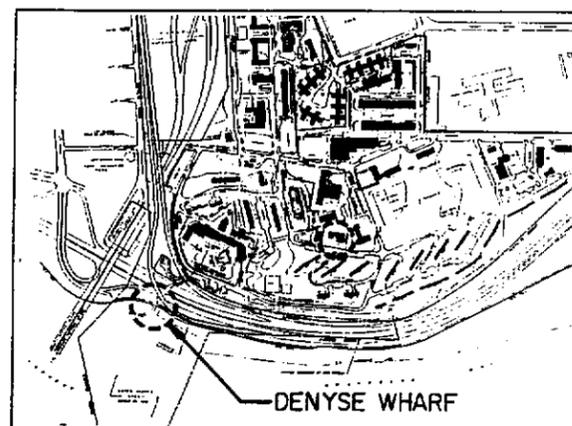


## *RESTORATION OF DENYSE WHARF*

FORT HAMILTON  
BROOKLYN NEW YORK



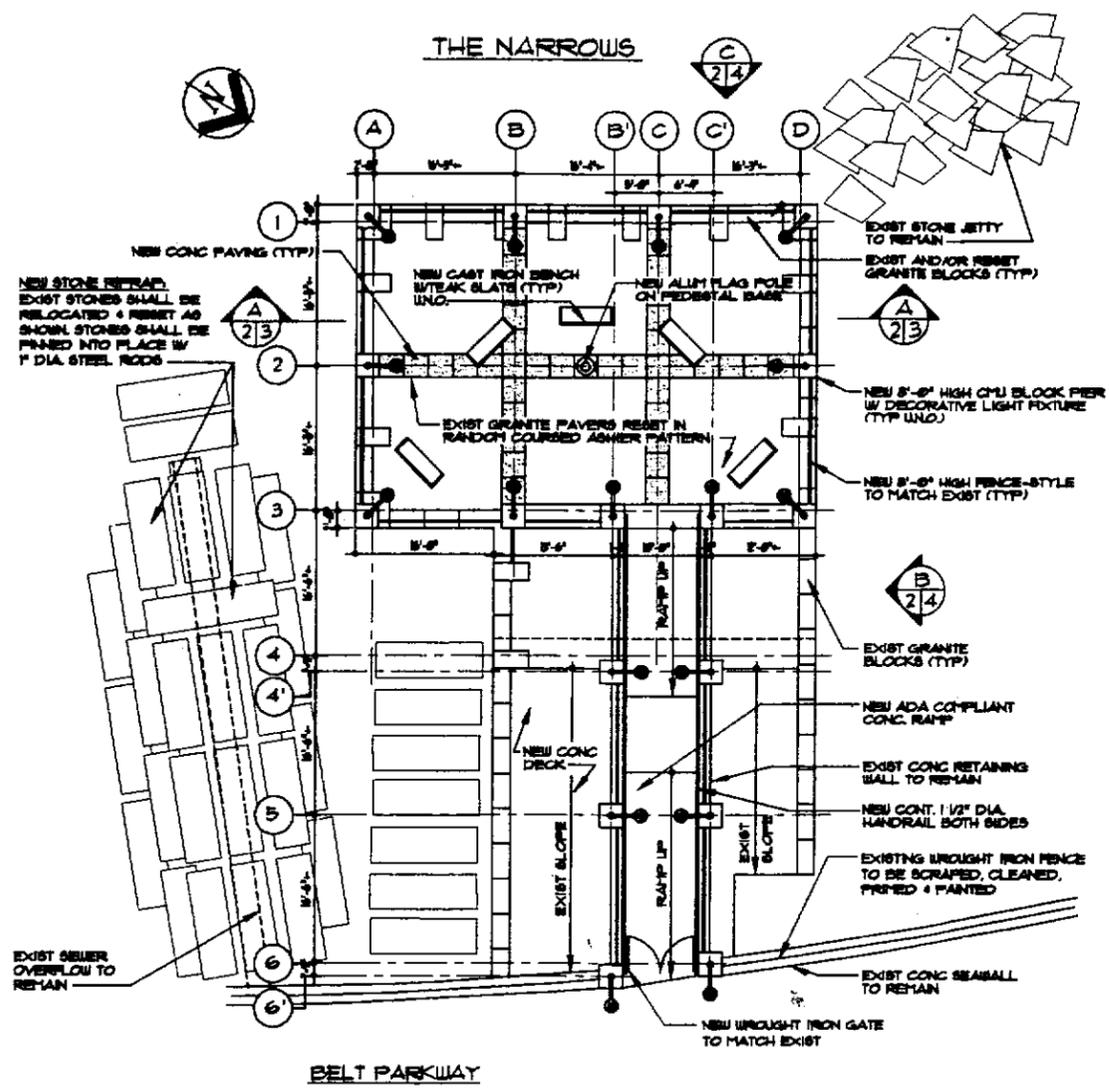
LOCATION MAP



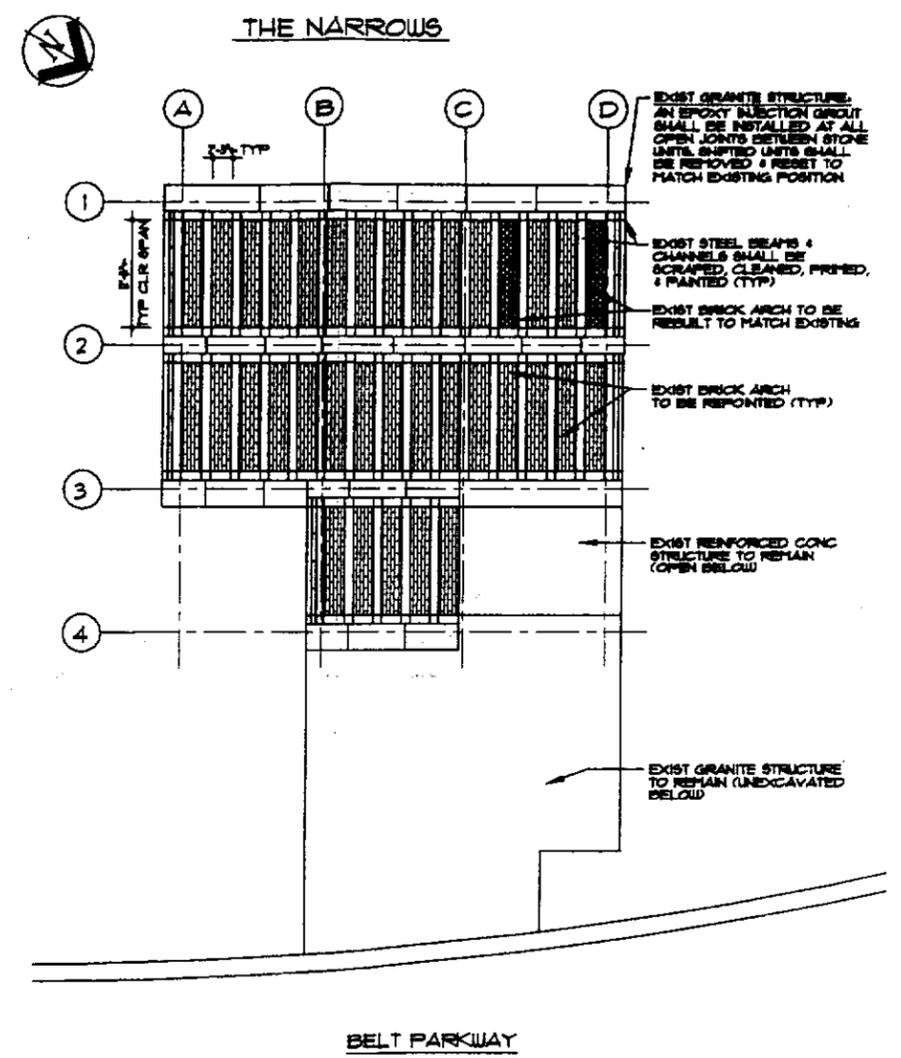
PROJECT LOCATION PLAN

INDEX OF DRAWINGS	
TITLE	SHEET No.
TITLE SHEET	1 of 5
WHARF PLANS	2 of 5
WHARF SECTION LOOKING SOUTH	3 of 5
WHARF ELEVATIONS	4 of 5
WHARF DETAILS	5 of 5

STANTON CHRY ENGINEERS, P.C. ARCHITECT - ENGINEER NEW YORK, NEW YORK		DEPARTMENT OF THE ARMY NEW YORK DISTRICT, CORPS OF ENGINEERS NEW YORK, NEW YORK	
PROJECT NO. <b>FORT HAMILTON</b>		PROJECT NO. <b>FORT HAMILTON</b>	
PROJECT NAME <b>BROOKLYN</b>		PROJECT NAME <b>BROOKLYN</b>	
PROJECT TITLE <b>RESTORATION OF DENYSE WHARF</b>		PROJECT TITLE <b>RESTORATION OF DENYSE WHARF</b>	
PROJECT TYPE <b>TITLE SHEET</b>		PROJECT TYPE <b>TITLE SHEET</b>	
DATE <b>March 21, 1995</b>		DATE <b>March 21, 1995</b>	
SHEET 1 OF 5		SHEET 1 OF 5	

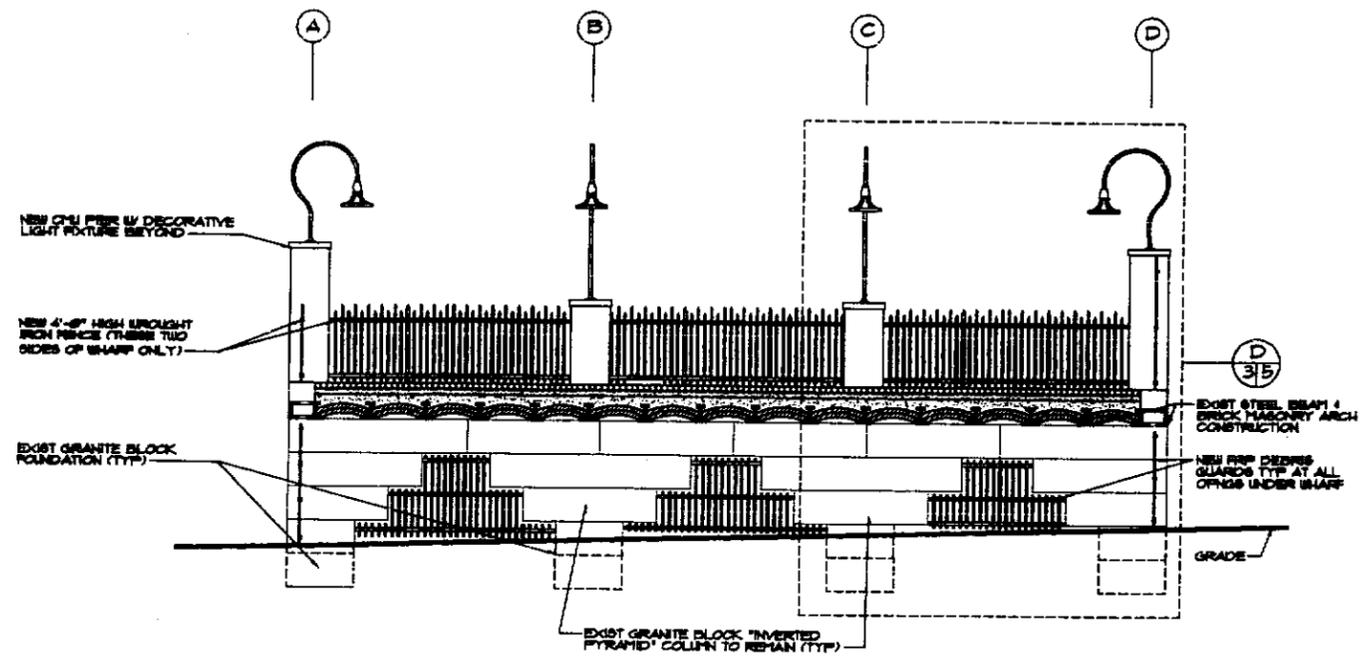


1 SITE PLAN AT WHARF  
SCALE 1/4" = 1'-0"

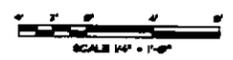


2 REFLECTED CEILING PLAN UNDER WHARF  
SCALE 1/4" = 1'-0"

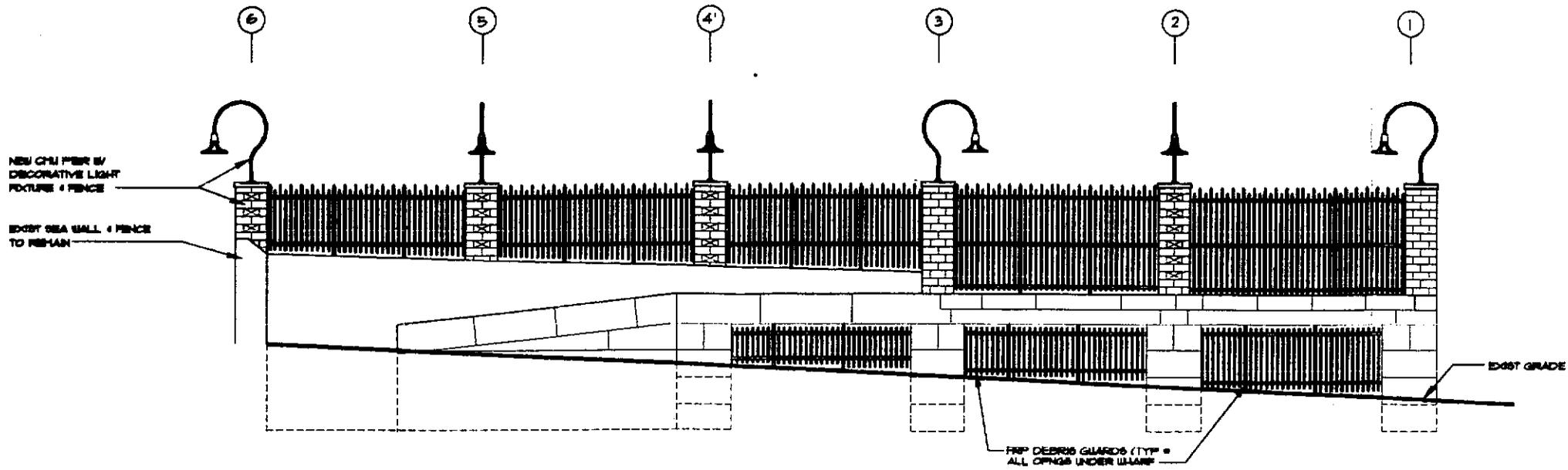
SUMNER CHOW ENGINEERS, P.C. ARCHITECT - ENGINEER NEW YORK, NEW YORK		DEPARTMENT OF THE ARMY NEW YORK DISTRICT CORPS OF ENGINEERS NEW YORK, NEW YORK	
<b>FORT HAMILTON</b> BROOKLYN NEW YORK			
<b>RESTORATION OF DENYSE WHARF</b> WHARF PLANS			
DATE: _____ DRAWN BY: _____ CHECKED BY: _____		SHEET NUMBER March 2, 2010 SHEET 2 OF 3	



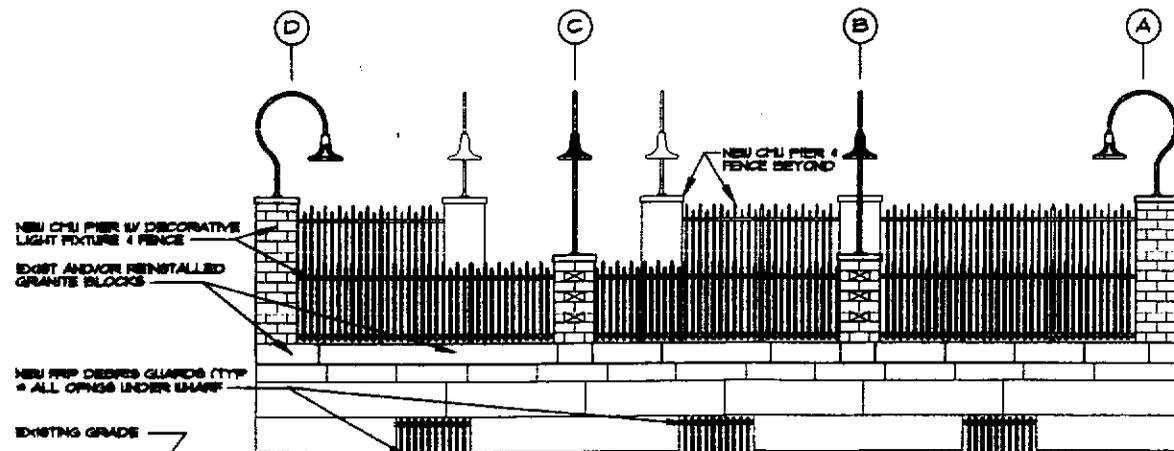
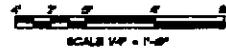
**A** WHARF SECTION LOOKING SOUTH

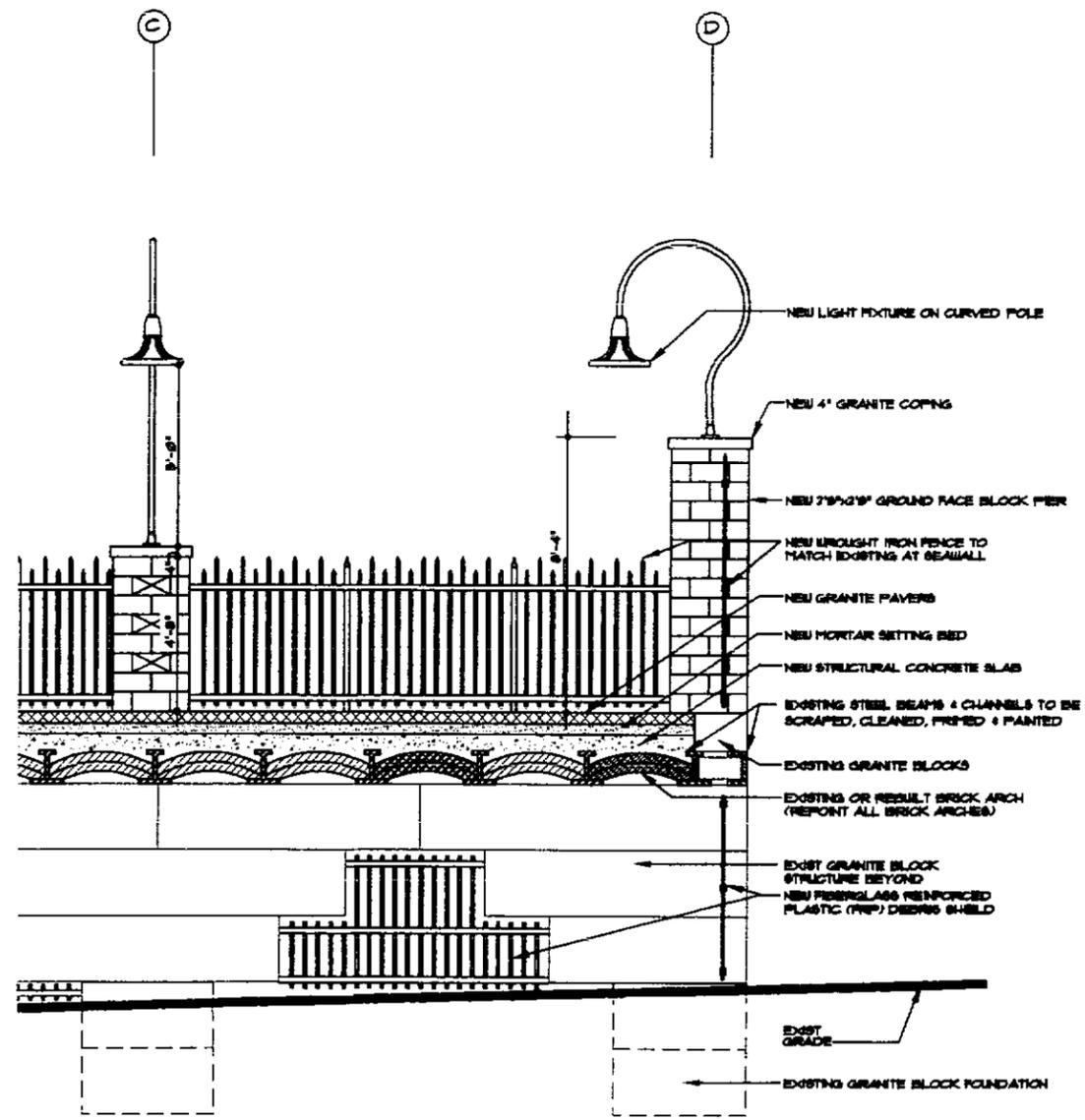


		DEPARTMENT OF THE ARMY NEW YORK DISTRICT CORPS OF ENGINEERS NEW YORK, NEW YORK	
<b>FORT HAMILTON</b> BROOKLYN NEW YORK		<b>RESTORATION OF DENYSE WHARF</b> WHARF SECTION LOOKING SOUTH	
DATE: <u>March 21, 1985</u>		SHEET 3 OF 6	



**(B) DENYSE WHARF WEST ELEVATION**





**D ENLARGED WHARF SECTION LOOKING SOUTH**  
 SCALE: 1/4" = 1'-0"

		DEPARTMENT OF THE ARMY NEW YORK DISTRICT, CORPS OF ENGINEERS NEW YORK, NEW YORK	
ARCHITECT - ENGINEER NEW YORK, NEW YORK		<b>FORT HAMILTON</b> BROOKLYN NEW YORK	
RESTORATION OF DENYSE WHARF WHARF DETAILS		DRAWING NUMBER March 21, 1995	
SHEET 5 OF 5		SHEET 5 OF 5	

PART V

C. Cost Estimate

# CONSTRUCTION COST ESTIMATE

DATE PREPARED: 17-Mar-95 SHEET 1 OF 1

PROJECT: RESTORATION OF DENYSE WHARF

BASIS FOR ESTIMATE:  
 CODE A  
 CODE B  
 CODE C  
 OTHER : Preliminary Submission

LOCATION: FORT HAMILTON, NEW YORK

ARCHITECT ENGINEER  
 STAUNTON CHOW ENGINEERS, P.C.

DRAWING No. 1 to 5 of 5

ESTIMATOR:

RKF

CHECKED BY:

JC

## DENYSE WHARF

	QUANTITY		LABOR COST		MATERIAL COST		TOTAL
	No	UNIT	P/UNIT	TOTAL	P/UNIT	TOTAL	COST
<b>DIVISION 1 - GENERAL REQUIREMENTS</b>							
Mobilization/Demobilization	1	ls	2000.00	2000.00	3000.00	3000.00	\$5,000.00
General Conditions 5%	1	ls	7697.00	7697.00	15840.38	15840.38	\$23,537.38
Overhead & Profit 15%	1	ls	24245.55	24245.55	25584.68	25584.68	\$49,830.23
Contingency 15%	1	ls	27882.38	27882.38	29221.51	29221.51	\$57,103.89
<b>SUBTOTAL</b>				61824.93		73646.56	\$135,471.49
<b>DIVISION 2 - SITE WORK</b>							
Remove Asphalt Ramp	500	sf	1.50	750.00		0.00	\$750.00
Remove Concrete Deck	2500	sf	1.50	3750.00		0.00	\$3,750.00
Remove, Reset & Pin Granite Riprap	20	ea	500.00	10000.00	100.00	2000.00	\$12,000.00
Remove & Reset Granite Pavers	525	sf	6.50	3412.50		0.00	\$3,412.50
Remove & Reset Granite Blocks	1	ls	3500.00	3500.00		0.00	\$3,500.00
Wrought Iron Benches	5	ea	85.00	425.00	950.00	4750.00	\$5,175.00
Granite Paver Blocks	1475	sf	5.00	7375.00	7.00	10325.00	\$17,700.00
Flag Pole & Base	1	ea	450.00	450.00	1200.00	1200.00	\$1,650.00
Clean Up Debris on Beach, Jetty & Riprap	1000	sy	15.00	15000.00		0.00	\$15,000.00
Disposal of Debris	120	cy	35.00	4200.00		0.00	\$4,200.00
<b>SUBTOTAL</b>				48862.50		18275.00	\$67,137.50
<b>DIVISION 3 - CONCRETE</b>							
4" Reinforced Concrete Deck	3025	sf	3.50	10587.50	6.50	19662.50	\$30,250.00
Mortar Setting Bed	2000	sf	2.25	4500.00	4.50	9000.00	\$13,500.00
4" Reinforced Concrete Concrete Ramp	500	sf	3.50	1750.00	6.50	3250.00	\$5,000.00
<b>SUBTOTAL</b>				16837.50		31912.50	\$48,750.00
<b>DIVISION 4 - MASONRY</b>							
Ground Face Block Pier 8' High	14	ea	1200.00	16800.00	650.00	9100.00	\$25,900.00
Ground Face Block Pier 4' High	3	ea	750.00	2250.00	450.00	1350.00	\$3,600.00
Granite Pier Copings	17	ea	150.00	2550.00	450.00	7650.00	\$10,200.00
Rebuild Two-Wythe Brick Arch	60	sf	120.00	7200.00	85.00	5100.00	\$12,300.00
Repoint Brick Arches	1000	sf	10.00	10000.00	2.00	2000.00	\$12,000.00
Epoxy Grout Injections	560	lf	15.00	8400.00	12.00	6720.00	\$15,120.00
Clean Existing Granite Blocks	1500	sf	1.50	2250.00	1.00	1500.00	\$3,750.00
Patch Concrete Sea Wall	1	ls	750.00	750.00	250.00	250.00	\$1,000.00
<b>SUBTOTAL</b>				50200.00		33670.00	\$83,870.00
<b>DIVISION 5 - METALS</b>							
Wrought Iron Fence 8' High	160	lf	17.00	2720.00	100.00	16000.00	\$18,720.00
Wrought Iron Fence 4' High	75	lf	15.00	1125.00	75.00	5625.00	\$6,750.00
Wrought Iron Gate, Drop Bar & Hasp	2	ea	75.00	150.00	450.00	900.00	\$1,050.00
1 1/2" Diameter Handrails	100	lf	15.00	1500.00	25.00	2500.00	\$4,000.00
<b>SUBTOTAL</b>				5495.00		25025.00	\$30,520.00
<b>DIVISION 6 - WOOD &amp; PLASTICS</b>							
Fiberglass Reinf. Plastic Debris Guards	17	ea	750.00	12750.00	1200.00	20400.00	\$33,150.00
<b>SUBTOTAL</b>				12750.00		20400.00	\$33,150.00
<b>DIVISION 9 - FINISHES</b>							
Sandblast/Paint Exist Steel Structure	540	lf	15.50	8370.00	3.25	1755.00	\$10,125.00
Paint Existing Wrought Iron Fence	360	sf	3.75	1350.00	0.75	270.00	\$1,620.00
Paint Wrought Iron Fence & gates	1580	sf	2.75	4345.00	0.75	1185.00	\$5,530.00
<b>SUBTOTAL</b>				14065.00		3210.00	\$17,275.00
<b>DIVISION 16 - ELECTRICAL</b>							
Decorative Light Fixtures	17	ea	350.00	5950.00	1200.00	20400.00	\$26,350.00
Electric Service, Conduits, Hand Holes, etc.	1	ls	9500.00	9500.00	12000.00	12000.00	\$21,500.00
<b>SUBTOTAL</b>				15450.00		32400.00	\$47,850.00
<b>TOTAL</b>				<b>\$215,764.93</b>		<b>\$236,514.06</b>	<b>\$452,278.99</b>

PART VI  
NATIONAL REGISTER  
REGISTRATION FORM

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 Denyse Wharf at Fort Hamilton

other names/site number N/A

2. Location

street & number Shore Parkway at foot of Verrazaon Bridge  not for publication

city or town Bayside, Brooklyn, New York City  vicinity

state New York code NY county Kings code 047 zip code \_\_\_\_\_

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.)

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 commenting official/Title \_\_\_\_\_

Date \_\_\_\_\_

State or Federal agency and bureau \_\_\_\_\_

4. National Park Service Certification

I hereby certify that the 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): \_\_\_\_\_

Denyse Wharf  
Name of Property

Kings, New York  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

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

**Category of Property**  
(Check only one box)

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

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
0	0	buildings
1	0	sites
1	0	structures
0	0	objects
2	0	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**

0

Fort Hamilton Military Reservation

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

Transportation/Water related

Defense/Coast Guard Facility

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

Vacant/Not in Use

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

N/A

**Materials**  
(Enter categories from instructions)

foundation Stone/Granite

walls \_\_\_\_\_

roof Steel Beams/Brick Arches

other Deck/Surfacing:

Granite Pavers & Blocks

**Narrative Description**

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

Denyse Wharf

Name of Property

Kings, New York

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.)

- 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.

**Areas of Significance**

(Enter categories from instructions)

Engineering

Maritime History

Military

Transportation

**Period of Significance**

1671-1966

**Significant Dates**

1671

1741

1776    1812    1880

**Significant Person**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

N/A

**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 # \_\_\_\_\_

**Primary location of additional data:**

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

Name of repository:

Harbor Defense Museum

Denyse Wharf

Name of Property

Kings, New York

County and State

10. Geographical Data

Acreage of Property 20.7

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid 1 with labels Zone, Easting, Northing

UTM grid 3 with labels Zone, Easting, Northing

UTM grid 4 with labels Zone, Easting, Northing

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 Joseph R. Cardenas, P.E., Vice President

organization Staunton Chow Engineers, P.C. date March 21, 1995

street & number 14 East 33rd Street telephone (212)683-8865

city or town New York City state NY zip code 10016

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

street & number telephone

city or town state zip code

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

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**Denyse Wharf**  
Kings County, New York

### Description

Denyse Wharf is located in Kings County, in the City of New York within the borough of Brooklyn. It stands near the base of the Brooklyn Tower of the Verrazano Bridge and, is adjacent to the Fort Hamilton Military Reservation.

The Wharf stands on two parcels of land, roughly half of the wharf on each tract or parcel, totaling 20.7 acres. The 16.5 acre outshore parcel was granted by the State of New York to the United States Government on November 6, 1812. The 4.2 acre inshore parcel was granted by the State of New York to the United States Government on May 7, 1880.

The structural composition of the wharf includes granite paver blocks over a concrete deck supported by brick arches. This in turn is supported by steel beams and channels on granite block girders and "inverted pyramid" columns. This composition resembles that of the Fort Hamilton Casemate and Caponier, currently the Officer's Club and Harbor Defense Museum. They were constructed from 1825-1831. The assortment of granite blocks, used in the wharf, is similar to those used to construct Battery Weed, at the water's edge across the Narrows (begun 1847). Battery Weed, along with Fort Tompkins, also across the Narrows (begun 1859), were constructed on a fast-track schedule. The Civil War was approaching so the engineers were purchasing granite "of good quality" from any quarry able to deliver quickly. This possibly narrows the time frame for the wharf's original construction to between 1847 and the Civil War. (Several documents on request from the National Archives may verify its original date of construction.)

The wharf had several wood pier extensions attached over the years. The wooden pier was rebuilt in 1906; damaged by fire in 1920 and restored in 1923. A wooden extension to it was constructed in 1944. The pier is comprised of some 1000 to 1500 creosoted wooden piles 14 to 16 inches in diameter; tee-shaped, 200 feet by 26 feet by 220 feet by 35 feet. This pier was demolished in the 1970's.

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Denyse Wharf  
Kings County, New York

### Statement of Significance

Denyse Wharf is a significant structure in American and New York Maritime History, Military, Transportation and Engineering. Although the existing wharf was most likely constructed between 1847-1890 its namesake conveys the original feeling and association of an era beginning in 1671, when the wharf was used as a ferry slip to cross the Narrows to Staten Island, to 1741 when it was utilized as a relay station for the Royal Mail, to 1776 when the Hessians and British landed for the Battle of Long Island. It was used extensively during the Civil, Mexican and Spanish American Wars, as well as during World Wars I & II for the movement of troops and equipment by ship.

In 1812 the Denyse family sold the property to the City of New York who in turn sold it to the U.S. Government. The military uses of a wharf at this site date back to 1824 with the construction of Fort Diamond, later Fort Lafayette, on Jefferies Ledge. This small island of approximately two-and-a-half (2 1/2) acres in area was just offshore from the original Denyses Wharf.

The Government Pier that we know existed in 1890 is most likely the same wharf that exists today. During the construction of the Shore Parkway in the mid 1930's a new sea wall was constructed approximately two hundred (200') feet farther out into the Narrows. The Pier was either buried or disassembled up to the established Bulkhead Line. The remaining stone section is what basically exists today.

The value of the Denyse Wharf site is not derived solely on its association with Fort Hamilton and its military usage. Its namesake's history dates back at least one-hundred-fourty-one (141) years prior to the Fort's construction. The site and the Wharf have had a significant role in the development of Fort Hamilton and the growth of the Port of New York.

### Bibliography

Dr. Russel S. Gilmore, Curator, Harbor Defense Museum, Fort Hamilton, Brooklyn, New York

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Denyse Wharf  
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### Bibliography (continued)

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Fifth Avenue at 103rd Street, New York, NY 10029

Map entitled: Purchase of Land for Defensive Purposes Act of August 18, 1890. U.S. Reservation at Fort Hamilton, Long Island. Scale 1"=100ft.

Office of P. DeBellis, Future Development Plans, Master Plan Narrative, Facility Engineers Office, Fort Hamilton, March 1, 1991, revised April 29, 1991.

Department of the Army Headquarters New York Area Command and Fort Hamilton, Environmental Impact Assessment, Demolition of Denyse Wharf, 14 April 1976.

City of New York, Department of City Planning, Plan for the Brooklyn Waterfront, New York City Comprehensive Waterfront Plan, issued August 1992, reprinted Fall 1994.

### Verbal Boundry Description

The verbal boundary descriptions that follow are of the two parcels of land that were grants from the State of New York to the Government in 1880 and 1812, respectively:

BEGINNING at a point in the easterly line of an easement granted to the City of New York, on 10 June 1927 by Act of Congress approved 2 July 1926 (44 Stat. 904); running thence along said easement line S 26° 47' 58.72" E., 323.61 Feet to a point thence along a curve to the left having a radius of 2,147.84 feet a distance measured along the arc of said curve of 330 feet more or less where it intersects the southeasterly boundary of a tract of land under water granted to The United States of America, 6, November 1812 pursuant to laws of the State of New York enacted March 20, 1807 and March 18, 1808; running thence along said line 61° 05' 00"W, 180 feet more or less to a point in the south westerly boundry of a tract of land and lands under water granted to the U.S. Government by Act of the Legislature of the State of New York dated 26 May 1880; said point being 45 feet more or less west of

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Denyse Wharf  
Kings County, New York

### Verbal Boundary Description (continued)

the westerly boundry of the easement granted to the City of New York on 10 June 1927; thence along the southwesterly boundry of said 1880 grant N 49° 37' 00"W, 525 feet more or less to an angle point in said boundry; continuing thence due north along said boundry 200 feet more or less to the westerly boundry of the Fort Hamilton Military Reservation, said point being in the northernly boundry of lands under water granted to the U.S. Government on 6 November 1880; thence along the westerly boundry of the Fort Hamilton Military Reservation N 54° 14' 00"E, 193.18 feet to the point of begining, said bearing being the same line as described in the aforesaid 1880 grant as S 64° 45' W.

CONTAINING in all 4.2 acres of land more or less.

BEGINNING at a point in the southwesterly boundry of a tract of land and lands under water granted to the U.S. Government by Act of the Legislature of the State of New York dated 26 May 1880, where it is intersected by the southernly boundry of the aforesaid tract of lands under water granted to the U.S. Government 6 November 1812; running thence S 61° 05' 00"W, 1350 feet more or less to a point; thence N 28° 55' 00"W, 180 feet more or less to a point in lands and lands under water transferred to the U.S. Navy on 19 November 1940; running thence along said lands and lands under water N 22° 26' 00" E, 1100 feet more or less to a point; thence S 89° 40' 00E, 450 feet more or less to a point in the westerly boundry of lands described in said grant dated 26 May 1880; thence due south along the westerly boundry of said grant of 1880 200 feet more or less to a turning point; thence continuing along the south westerly boundry of said grant of 1880, S 49° 37' 00"E, 525 feet more or less to the point of beginning.

CONTAINING in all 16.5 acres of land more or less.

### Verbal Boundary Justification

The nominated site on which the Denyse Wharf is located includes the two parcels of land that were granted to the U.S. Government in 1812 and 1880. These parcels are also included in the Recommended Historic District, by the Fort Hamilton Installation Design Guide.