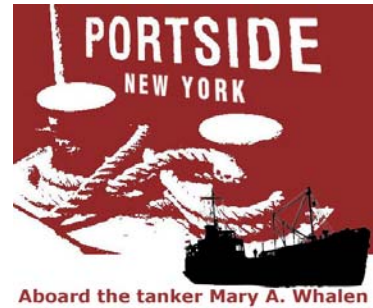


**Application for Determination of Eligibility
for listing on National Register of Historic Places
Hyster “Karry Krane” 1941 model**



Please send me the following so we can review the potential National Register eligibility of the “Karry Crane” at Red Hook:

1. Name of owner and contact info
2. Location of crane – indicate on current map
3. Current photos of the crane including views showing its surroundings
4. Historic photos of the crane (if available)
5. Physical description of the crane. Has the crane undergone any major changes since its construction in 1941?
6. History of the crane including how it functioned in the overall history of the Red Hook port. Why do you feel the structure is significant? How many other cranes of this type still exist in NYC/relative rarity? What NR criteria does it meet and why?

1. Name of owner and contact info:

PortSide New York
aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station
Brooklyn, NY 11231
cell 917.414.0565
portsidenewyork@gmail.com
www.portsidenewyork.org

2. Location of crane – indicate on current map



3. Current photos of the crane including views showing its surroundings

The Hyster Karry Krane is currently parked alongside the MARY A. WHALEN in the Red Hook Containerport. PortSide will be moving to a publicly accessible site in Red Hook at GBX-Gowanus Bay Terminal, known as the site of the Port Authority Grain Terminal. It would be parked in a diagonal parking spot on Columbia Street due west of the Mary A. Whalen almost opposite the crosswalk coming from the southern end of IKEA's waterfront park (the former Todd Shipyard). This would make it highly visible to people coming southbound to us on Columbia Street.

This site also puts it between two sites of great industrial significance during the period it represents.

To the west is IKEA which was the mighty Todd Shipyard, major to the war effort in WWII. To the east is our prospective landlord's property, currently called GBX, with the huge grain silo built in 1922.

**PortSide NewYork, aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station, Brooklyn, NY 11231
917-414-0565, portsidenewyork@gmail.com, www.portsidenewyork.org**

The property just east of GBX is where our MARY A. WHALEN began her working life in 1938, the shipyard and fuel terminal of Ira S. Bushey & Sons. See attached photo to see what that looked like in 1946. Bushey built over 200 vessels in their day, and had many more built at two other yards. Vessels built at Bushey's are listed here <http://shipbuildinghistory.com/history/shipyards/5small/inactive/bushey.htm>

Photo below: Ira S. Bushey & Sons shipyard in 1941



Todd Shipyard boomed during WWII. There were mobile cranes like ours in use at Todd. We have yet to check if the grain terminal used them.

In short, on southern Columbia Street, our 1941 Hyster would be in a perfect spot to tell local industrial history and how and where such Hyseters were used. Forklifts are still being used both sides of Columbia Street at GBX, IKEA, Arizona, Erie Basin etc, so the Hyster will be relevant to ongoing industrial and commercial activity in Red Hook. We plan to hang an exhibit banner on Erie Basin's chain link fence with history of forklift machines. Our goal is to make the currently empty and dull Columbia Street esplanade into an open air museum with historical info and explanations of contemporary working waterfront activities installed all along it.

On Columbia Street, PortSide NewYork will be creating center of historical exhibitry. With the MARY A. WHALEN, already on the National Register of Historic Place, combined with PortSide public events using the street and esplanade, the Hyster will be central to a Columbia Street activated via cultural tourism, creating a new attraction within the industrial theme and history of this immediate site and emblematic of the Red Hook and Brooklyn working waterfront as a whole.

**PortSide NewYork, aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station, Brooklyn, NY 11231
917-414-0565, portsidenewyork@gmail.com, www.portsidenewyork.org**

4. Historic photos of the crane (if available).

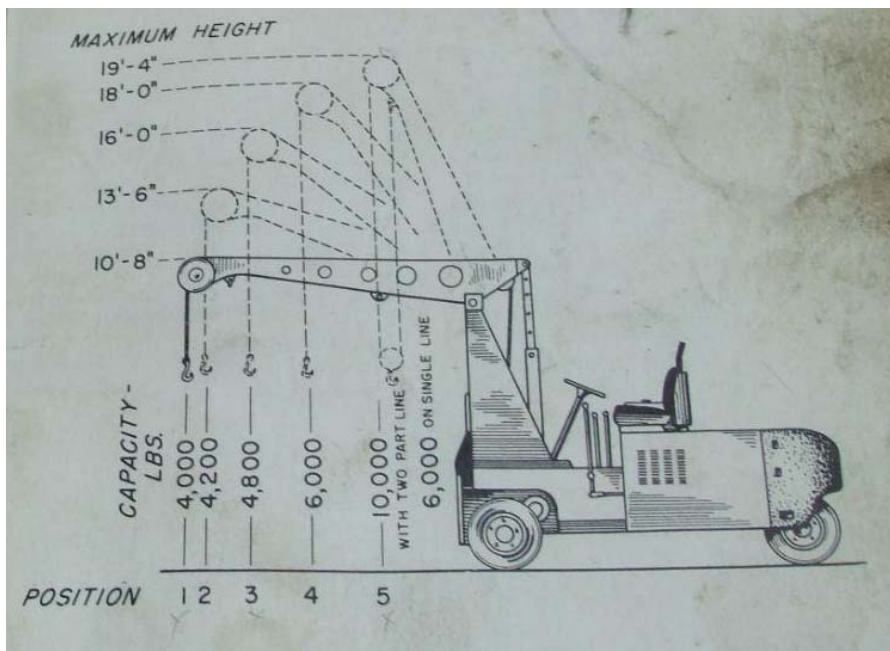
We have no historic photos of this crane at present. We include below photos of the Karry Crane and historical information to show how important this crane model was to users in the USA and overseas. It was used in shipyards building WWII Navy vessels in the USA, Marshall Plan rebuilding of Europe and other overseas locations.

5. Physical description of the crane.

The crane dimensions are:

Body length	12' 4"
Length of boom	10' 1"
Overall length	22' 3"
Height of body	3' 3"
Height of boom	10' 8"

Its lifting capacity depends on how the boom is rigged. See drawing below.



We do not know if the crane has undergone any major changes since its construction in 1941. We have ordered a vintage parts and service manual which will facilitate our ascertaining that.

7. History of the crane including how it functioned in the overall history of the Red Hook port. Why do you feel the structure is significant? How many other cranes of this type still exist in NYC/relative rarity? What NR criteria does it meet and why?

1940 By experimental use of tractor frames, an advanced type of mobile crane is developed, later named the “Karry Krane”.

1952 Hyster opens its first plant outside the USA, in Nijmegen, the Netherlands. The Hyster 40” and the Karry Krane are the first machines to be assembled there.

Criteria for evaluation.

This 1941 Hyster Karry Krane meets the following National Register criteria:

(a) that are associated with history of a prominent Red Hook family and business. It is the last sizeable artifact of that business. It is related to a collection of other artifacts we have for that business. This particular crane is related to maritime history of NYC (two sites, one in Red Hook, one in Staten Island). And the crane model is particularly related to WWII history everywhere this crane became a major workhorse

(d) that have yielded, or may be likely to yield, information important in prehistory or history. It is a means to tell stories related to the Cowhey family and business in Red Hook, the Bethlehem Steel shipyard in Staten Island, WWII and reconstruction operations in civilian and military applications.

History In brief

The “Karry Krane” name was first used July 14, 1941. PortSide’s Crane is from 1941. PortSide’s rane is both one of the original Karry Kranes made and, while once common, is now one of the last of its kind.

This crane type was developed by Hyster during WWII and was very significant to the war effort here and overseas. It was used in shipbuilding facilities, in ports for cargo handling and for rebuilding after the war effort. It was such a useful vehicle that Hyster produced it overseas when it opened its first plant outside the USA in 1951. It became an international workhorse. We find documentation that shows it was used in New Zealand in addition to Europe.

This particular Hyster crane was last used by Cowhey Brother Marine Hardware in Red Hook which closed in 2005 and donated their final inventory to PortSide NewYork. The Cowhey family was in several forms of maritime business in Red Hook for about 140 years when three Cowheys wound down the business.

Cowhey's bought the crane from the Staten Island Bethlehem Steel shipyard when that closed in the 1960s. We presume that the crane was new when purchased by Bethlehem Steel when that yard boomed during the war effort.

History of the Hyster company:

From http://www.ritchiewiki.com/wiki/index.php/Hyster_Co.

Establishing Willamette Ersted Co.

The company that would be known as Hyster Co. was founded by E.G. Swigert in 1929 under the name Willamette Ersted Co.^[2] Initially, this company was established to manufacture logging [winches](#) for the [forestry](#) market in the Pacific Northwest, with headquarters in Portland, Oregon.

The Early Products

1934 saw the development of the straddle carrier with forks, which was one of the company's earliest [forklifts](#). Following this was the development of the BT, a forklift with a cable [hoist](#) system, able to lift 6,600 pounds (3,000 kg).^[3] By 1940, the company began to manufacture its first piece of mobile lifting equipment, a [mobile crane](#) on a [tractor](#) frame, first known as a Cranemobile, later to be renamed [Karry Krane](#). The Karry Kranes would prove to be very profitable for the company, as these lift trucks were used for loading and unloading massive cargo ships for importing and exporting purposes. In 1941, Willamette Ersted began recognizing a need for a smaller lift truck, and designed a new smaller model known as the [Handy Andy](#). The following year, the [Jumbo](#) was introduced as the company's first product to use [pneumatic tires](#) and a [telescoping mast](#).

Operations in Peoria

In the company's early years, one of its prominent customers was [Caterpillar](#) Tractor Co. Caterpillar held an exclusive contract with the company, whereby Willamette Ersted Co. would manufacture specialized winches for Caterpillar's logging tractors. In light of this, the company decided in 1936 to open a warehouse and distribution center in Peoria, Illinois, where Caterpillar was headquartered. By 1940, Willamette Ersted Co. had begun full-scale manufacturing of products at its Peoria location.

More on use of Hyster Karry Kranes during WWII:

“World War II was a particularly profitable time for the company, as its Karry Kranes were relied upon by the Allied Forces to unload ships at many ports. Approximately 1,000 of these lift trucks were used during the war.^[4] from <http://www.ritchiewiki.com/wiki/index.php/Hyster> following the reference cited there goes to • [↑ History. Hyster. 2008-09-09.](#) which says

“Among Hyster's important products during the 1930s and 1940s were the massive Karry Kranes, lift trucks designed for loading and unloading the huge cargo ships that were the center of the import-export trade at that time. The Karry Kranes were used in every seaport in the United States by the late 1930s and assumed a crucial role internationally during World War II when Allied forces relied on the versatile lift trucks to unload ships even at bomb-damaged ports. Almost 1,000 Karry Kranes were used during the war years, setting an important precedent for the international expansion that Hyster was to undertake in the late 1940s and 1950s.”



From <http://www.flickr.com/photos/62532775@N03/5839602671/sizes/o/>

License All rights reserved by Jibup <http://www.flickr.com/photos/62532775@N03/>

this is a 2.5 ton Hyster, the most popular World War 2,dock, lift and carry crane.they first came over on lease lend in 1941 - 2. Roadcraft in Liverpool ended up with a large fleet of

them. Walter said that he sold about 9 of these machines to Dock Services Ltd, his biggest customer.

cranfreak53 26 months ago | reply

Had 2 of these from Liverpool docks in the early 70's . These cranes were chain driven on the front axle. Boom is adjustable in height by use of the hist rope. A steel bar with holes keeps the boom in position.

landrover7co 13 months ago

Hi

just thought i would tell you used to work for roadcraft in the 60,s and drove along the docks for years the hyster crane was a sound machine



Contributed by:PAKOPAKISFilename: KARRY CRANE.jpg

Document Title: KARRY CRANE.jpg

Document Description: COLLECTION HYSTER KARRY KRANE MOBILE CRANE
USAF USNAVY WWII

<http://www.fold3.com/image/188350779/>

**PortSide NewYork, aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station, Brooklyn, NY 11231
917-414-0565, portsidenewyork@gmail.com, www.portsidenewyork.org**

History of the Cowhey family and their business in Red Hook

The story of this business is a means to cover several topics: how an immigrant family rises in stature, the growth of a marine business from “speculator” (eg, the maritime version of the scrap collectors with shopping carts today, someone who collected scrap metal by going boat to boat in the harbor), to a purveyor of nautical antiques to the wealthy, then a marine hardware supplier and the operator of a port in Albany.

The Cowhey family grew in prominence in Red Hook from their speculator days in the 1860s, and at the peak of the business, they owned most of a block in the vicinity of their final outpost at 440 Van Brunt Street.

In 2005, as the business wound down, the Cowhey family operated a terminal in Albany of Federal Marine Terminals <http://www.fmtcargo.com/>.

Chronology of Cowhey family in Red Hook (for more, see attached history about Michael Cowhey)

- John Cowhey started his business about 1862 [1937 obit says business started about 75 years ago]
- By the time his son Michael Cowhey was running it, the business, John Cowhey Sons at 400 Van Brunt was a ship wrecking and salvage firm. The company was well known to decorators looking for nautical articles.
- John Cowhey was famous for purchasing in 1911 the RELIANCE a racing yacht which one the America’s cup, dismantling her and selling her fittings and scrapping her parts. The 110-foot mast went to the Federal Baseball League park.
- Michael Cowhey. d. 1937 had a wife Regina [or Margret according to a different source], a daughter Regina and two sons Thomas and John.
- Thomas M. Cowhey in 1990 was the title holder to 440 Van Brunt which was built c. 1931, altered in 1957.
- A Brooklyn Daily Eagle, Jan. 20, 1931 article describes John Cowhey as "one of the influential citizens of Red Hook" in his day.
- The same article tells that Michael had in his yard several large old church bells that he had bought for scrap but had decided to hold on to. The bells rang eerily in the night but:
- "If some one suggested that the ghost of an old Bailing ship skipper might be behind the tolling, he would nod solemnly. Then he would ask if his questioner had ever heard how in 1880 the wind blew so hard that Red Hook was white with scales, blown clean off the harbor fish, and how all the houses on the Hook had to be held in place by anchors. And how once it was so cold that he, Michael Cowhey, was able to walk barefooted over the ice to Staten Island. "

Access to oral history available

PortSide NewYork is in touch with the last partners in the business Joe, Tom and Mike Cowhey and can collect more history on the company and the family which, thanks to our research on the crane, we now understand to be significant to the history of Red Hook.

We are in touch with the family of last operator of the crane Charlie Kruger (shown driving the crane in the 2005 photos) and can get oral history from him. His widow lives on Van Brunt Street a few doors to the north of the last location of J. Cowhey & Sons., and we are in touch with his daughter.

Photo below: End of roughly 140 years of Cowhey family business in Red Hook, Brooklyn during load-out of donation of final inventory to PortSide NewYork



**PortSide NewYork, aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station, Brooklyn, NY 11231
917-414-0565, portsidenewyork@gmail.com, www.portsidenewyork.org**



More on Bethlehem Steel shipyard in Staten Island

Bethlehem Steel SI

<http://statenislansnorthshore.wordpress.com/bethlehem-steel%E2%80%99s-world-war-ii-era-shipyard-in-new-york/>



Along the North Shore of Staten Island Bethlehem Steel's World War II-era shipyard in New York was located at Mariners Harbor, near the northernmost tip of Staten Island, at

**PortSide NewYork, aboard the tanker MARY A. WHALEN
P.O. Box 195, Red Hook Station, Brooklyn, NY 11231
917-414-0565, portsidenewyork@gmail.com, www.portsidenewyork.org**

the south end of Newark Bay and within sight to the west of the Bayonne Bridge, from which many destroyer completion photos were taken. Founded in 1889 as the merger of Burlee Drydock company and Port Richmond Iron Works, it was renamed Staten Island Ship-building in 1907 and moved from Port Richmond to its World War II location in 1925. As United Shipyards Inc., it launched the first two *Mahan-class* ships, *Mahan* and *Cummings* in 1935 and two modified *Mahans*, *Dunlap* and *Fanning*, in 1936. No further destroyer construction commenced until December 1940 when, as Bethlehem Steel, the yard began continuous production of an eventual 44 more ships, 39 of which were completed during the war. Concurrently, the yard also produced landing craft, cargo vessels and three ocean-going tugs.

Fastest from keel laying to launching was destroyer-minelayer *Shea* at 144 days. Three destroyers shared the yard's record for keel laying to commissioning: 261 days.

During *WWII* this shipyard produced many ships that helped the United States win this war. This shipyard employed hundreds of Staten Islanders as ship builders. The shipyard closed production in the 1960's.

In the year of our crane <http://www.history.navy.mil/photos/sh-usn/usnsh-m/dd602-v.htm>

USS *Meade* was the third of five *Benson* class destroyers constructed between late 1940 and mid-1942 at the Bethlehem Steel Company's Staten Island, New York, shipyard. Her keel was laid on 25 March 1941 and she was launched on 15 February 1942, sponsored by Mrs. Moray Nairne Woottan.

During World War II, there were 47 destroyers, 75 landing craft, 5 cargo vessels, and 3 ocean-going tugs were built at Bethlehem's Staten Island Yard. ([List of destroyers.](http://www.destroyers.org/Temporary/How%20Destroyers%20Built/dd-bldg-images/bscsi-main.htm)) from <http://www.destroyers.org/Temporary/How%20Destroyers%20Built/dd-bldg-images/bscsi-main.htm>

Rarity of this Hyster Karry Krane

We have extensive anecdotal comments from a dealer of modern Hysters and workers around the port who consider it to be rare.

Word Mark	KARRY KRANE
Goods and Services	(EXPIRED) IC 007. US 023. G & S: SELF-PROPELLING VEHICLE HAVING CRANE MOUNTED THEREON. FIRST USE: 19410714. FIRST USE IN COMMERCE: 19410714 from http://tmsearch.uspto.gov/bin/showfield?f=doc&state=4808:gr6pnr.8.1