

UNITED STATES DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE

AA-783

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 NATIONAL REGISTER OF HISTORIC PLACES  
 INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

 SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS  
 TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS
**1** NAME

HISTORIC

AND/OR COMMON

U. S. Coast Guard Yard Curtis Bay

**2** LOCATION

STREET &amp; NUMBER

CITY, TOWN

Curtis Bay

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

Maryland

VICINITY OF

CODE

24

COUNTY

Anne Arundel

CODE

003

**3** CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	<input checked="" type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> PARK
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> EDUCATIONAL
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> ENTERTAINMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> TRANSPORTATION
			<input checked="" type="checkbox"/> MILITARY
			<input type="checkbox"/> OTHER

**4** AGENCY

REGIONAL HEADQUARTERS (If applicable)

STREET &amp; NUMBER

CITY, TOWN

VICINITY OF

STATE

**5** LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE  
REGISTRY OF DEEDS, ETC

Anne Arundel County Courthouse

STREET &amp; NUMBER

CITY, TOWN

Annapolis, Maryland 21401

STATE

**6** REPRESENTATION IN EXISTING SURVEYS

TITLE

Maryland Historical Trust, Historic Sites Survey

DATE

August 1981

 FEDERAL  STATE  COUNTY  LOCAL
DEPOSITORY FOR  
SURVEY RECORDS

Maryland Historical Trust

CITY, TOWN

21 State Circle, Annapolis, Maryland 21401

STATE

# DESCRIPTION

## CONDITION

EXCELLENT  
 GOOD  
 FAIR  
 DETERIORATED  
 RUINS \*  
 UNEXPOSED

## CHECK ONE

UNALTERED  
 ALTERED

## CHECK ONE

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The U. S. Coast Guard Yard at Curtis Bay in northern Anne Arundel County contains structures of historical and architectural significance. These structures are located in an area which includes the northeast quadrant of the Yard, a southeastern section along the western shore of Arundel Cove and a large square center portion of the Yard. This area, comprising the original industrial waterfront and administrative center of the Yard, is visually and historically distinct from the western Yard and areas east of Arundel Cove which were acquired after 1942, containing modern prefabricated industrial structures and military personnel barracks. Complexity and density of arrangements of structures on the Yard necessitates the inclusion of eighteen non-contributing structures within the proposed historic district. None of the original wood frame structures remain of the U.S. Revenue Cutter Service Station, the predecessor of the U.S. Coast Guard, which occupied Yard land from 1899 to 1905. The earliest buildings on the Yard, Public Works Shops (Building No. 12, built 1914) and the Power Plant (Building No. 11, built 1911) continue activities of buildings formerly on their sites. Both buildings are one story gable roofed, steel frame structures sheathed in corrugated steel. Both buildings were enlarged and their interiors renovated to accommodate changing industrial production needs during Yard modernization programs prior to World War II. Three other steel frame, metal sheathed industrial buildings were later erected along the western shore of Arundel Cove and are included in this nomination; Boat Building Section (Building No. 5, erected 1931); Small Boats and Mechanical Outfitting Shop (No. 16, erected 1931); and No. 11, Machine Shop (No. 11, erected 1932). Except for one-story prefabricated additions made on ground level to Building No. 5 (to house employee lockers and tool rooms), alterations to these buildings since their erection have been minimal. All of these structures are tall one story buildings with gable roofs, with the exception of the one and a half story, monitor-roofed No. 11. They can be characterized by embodying high standards for their day for maximum interior light and safety features, with high proportions of facades given to industrial glass set into steel sash, interior loft workspaces and cement slab floors. Five two- and three-story steel and concrete industrial structures veneered with brick were added to the Yard complex during a program of building prior to World War II. These structures, included in this nomination, are: Enlisted Men's Clubs/Switchboard, Warehouse Building (No. 3, built 1934); Graphics and Repro/Photo Lab/Woodworking Shop (Building No. 4, built 1939); Mobile Equipment maintenance section (Building No. 66, built 1939); Mechanical Shop/Mold Loft (Building No. 58, built 1939); and Pipe Section/Materials Handling/Civilian Cafeteria (Building No. 8, built 1942). The exterior appearance of Building Nos. 8 and 58 have not been significantly altered. Nos. 3, 4 and 6 have been altered to meet changing interior uses, principally through elimination of windows by bricking in or covering with sheet metal, or conversion of industrial glass to modern weatherproof materials in the interests of energy conservation. Buildings in this group are typically rectangular in plan, with two story brick end blocks enclosing a long center portion, most of the facades of which are filled with industrial glass set into steel sash. An additional group of five buildings, also erected during modernization programs prior to World War II, is included in this nomination. These structures are: Administration Building (No. 1, erected 1942); Baltimore Group Building (No. 70, built 1937); Fleet Hall (Building No. 33, built 1939); Small Arms Storage (Building No. 72, built 1937); and Classroom (Building No. 14, built 1935). With the exception of No. 14, these structures are two and three story steel and concrete, brick veneered buildings in large-scale Colonial Revival styles with some Art Deco influences. No. 14 is a small

(SEE CONTINUATION SHEET NO. 1)

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one-story frame cottage. Except for conversion of original windows to modern sash on Building Nos. 70 and 33, these buildings have been altered little in exterior appearance. Fourteen storage sheds located in the northeast quadrant of the Yard are also included in this nomination: Building Nos. 38, 39, 21, 23, 44, 45, 46, 52 and 57 (built 1928); No. 41 (built 1930); and Nos. 43, 24, 25 and 26 (built 1942-43. These sheds are extremely long rectangles in plan, and are one-story gable roofed structures consisting of wood frames covered with corrugated metal sheets resting on cement slab floors. Finally, two railroad structures, Railroad Siding and Train Shed (Building No. 89, built c.1942) and Rail Shipways and Turntable (Structure No. 61, c. 1930) are included in this nomination. No. 89 is a steel framed, wooden sided structure covering a railroad siding and cement platform. No. 61 represents the remains of a rail shipways used for hauling small boats out of Arundel Cove waters for repair.

## SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The U.S. Coast Guard Yard at Curtis Bay possesses significance to American military history, has had important influences upon the social/economic history of the locality of Curtis Bay and the State of Maryland, and contains within its boundaries 31 structures reflecting innovations in industrial building styles and techniques which are international in scope, representing several waves of intensive building at the Yard over a period spanning most of the first half of the 20th century (1911-43).<sup>1</sup> The military significance of the Yard dates from 1901 with the opening of the first Revenue Cutter Service Station on Arundel Cove on a portion of present Yard land. The Cutter Service, forerunner of the modern Coast Guard, operated a small ship repair facility on the Cove until the service was abolished and the Coast Guard established in 1905. The Arundel Cove facility was also the site of the first Coast Guard Academy.<sup>2</sup> The Yard played a strategic role in supplying the country with

<sup>1</sup>This nomination is the result of the findings of architectural and archeological sites surveys performed by the Maryland Historical Trust during 1980-81. The archeological survey, completed in July 1981 by D.J. Pogue, W.E. Clark and L.E. Akerman has been published by the Maryland Historical Trust. An architectural survey was undertaken during the period July 18, 1981 through August 18, 1981, by Susanne Moore, Historic Sites Surveyor for the Maryland Historical Trust. Preliminary study of Yard configuration and building chronology, with on-site inspection and evaluation of all standing structures, established that those having historical and architectural significance are concentrated on the western shore of Arundel Cove, with extensions into the northeast quadrant and central portions of the Yard, as shown in detail on the accompanying map (Attachment 1). Historical study of the area, including research in local and national repositories and oral history interviews with Yard employees knowledgeable about the history of the facility were supplemented by on-site documentation of historic structures. This documentation consisted of detailed, written descriptions reproduced on Maryland Historical Trust inventory forms, and photographic documentation, supplemented by search through Yard photographic archives for historic photographs showing construction of buildings, structures now demolished, interiors and aerial views.

<sup>2</sup>The Coast Guard Academy was moved to New London, Connecticut in 1910 and the original Academy building razed during subsequent building programs at the Yard.

(SEE CONTINUATION SHEET No. 2)

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various types of vessels needed for national defense, most notably during World War II and the Vietnam conflict, and produced prefabricated housing for the Navy Antarctic Expedition in the late 1950s, a project which had humanitarian as well as military objectives. In addition to its historical military importance, the yard is significant as well to State and local social/economic history through its role as a major employer of regional scale, attracting hundreds of immigrant families as well as Eastern Shore boat builders to the Curtis Bay area. Finally, 31 structures representative of distinct international industrial building styles of the early 20th century are extant within the Yard's boundaries. These structures can be characterized as four distinct types: (1) 14 storage sheds built 1928-1942 with stylistic connections to iron buildings designed for military use in Britain in the 1850s which may be considered prototypical of modern prefabrication techniques; (2) 10 industrial buildings reflecting the influence of early works by 20th century industrial designers such as American architect Albert Kahn (1869-1942); (3) 5 administrative and personnel support structures erected in pre-World War II building programs at the Yard, reflecting the importance of the Yard during those years as a center of wartime production and national defense; and (4) railroad structures which remain as important artifacts of systems of intra-yard material transport and movement of wooden vessels for repair.

**HISTORY AND DEVELOPMENT**

1. Early Settlement of the Curtis Bay Area. The Curtis Bay area of Anne Arundel County, as shown on Augustine Hermann's map of 1673, was populated by several residential settlements along the Patapsco River by the late seventeenth century. One of the parcels of land that later would become part of the United States Coast Guard Yard was patented by 1663 with the rest of the area patented by 1685. From that time throughout the eighteenth and nineteenth centuries, the land along Curtis Creek around Arundel Cove was continuously occupied by primarily agricultural uses.
2. 1899-1928. The location of Arundel Cove and its unusual physical characteristics are salient to the history of the U.S. Coast Guard Yard. The Cove offered a deep natural harbor protected by the immediate topography from the silting conditions prevalent in many other inlets of Curtis Creek. The presence in the Cove of a natural deep water harbor and protected anchorage with easy access via the Patapsco River to the Chesapeake Bay--and ultimately the Atlantic Ocean--led to the selection of the site for establishment of a U.S. Revenue Cutter Service Station there in 1901. United States naval victories in Manila Bay in the conflict with Spain in 1898 led to a new awareness on the part of the American public of the need for an efficient and modern naval fleet. A 34-acre parcel on Arundel Cove was leased from a local landowner in 1899. Two years later the first Revenue Cutter Service Station in the U.S. opened for the repair of ships used in enforcement of U.S. customs laws within territorial waters. The first buildings erected on the Yard were four wood

(SEE CONTINUATION SHEET No. 3)

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framed structures consisting of a lumber mill, storage shop, sail loft and an administration building. None of these structures survives, having been replaced by modern facilities which are the subject of this nomination. The success of this first Station led to the subsequent purchase in 1900 of the leased parcel and two others totaling 65 acres at a price of \$30,000.

The Revenue Cutter Service was abolished and the U. S. Coast Guard established in 1905. Yard construction expanded at a slow but steady rate during the first two decades of this century. A major southward expansion of Yard property took place by means of infill and reclamation of land from Curtis Creek during this period. Two structures from the period 1900-28 remain as part of the present yard, the Public Works Shops (Building No. 12) and the Power Plant (Building No. 15). These structures continued the activities of earlier Yard buildings which they replaced. While no original buildings remain, the orientation to Arundel Cove as the industrial hub of the early Yard was established by the boat building, foundry and machine shop activities which took place in those early buildings, and set the focus for subsequent rebuilding and additions to the Yard Plant until World War II.

3. 1928-1938. Considerable building activity took place on the Yard during the pre-War period, much of it supported through government building programs. The present Yard configuration was basically established during that period. The primary focus of this building effort was removal of remaining wood frame industrial structures on the waterfront and replacement with three modern steel frame, corrugated steel sheathed buildings, all of which continued ship building and repair activities of earlier buildings and all of which are included in this nomination: Small Boats and Mechanical Outfitting (Building No. 16; Boat Building Section (Building No. 5); and Machine Shop (Building No. 11). In addition, Buildings No. 12 and 15 discussed above were enlarged and renovated to meet changing production needs at the Yard. These metal buildings embody high standards for their day for clean, well lighted, efficient industrial plants in demand by a modernizing work force and an increasingly demanding system of production. Design elements of these buildings reflect the influences of early 20th century European and American designs for factories and public buildings, most notably that of American industrial architect Albert Kahn (1869-1942), premier designer of industrial buildings for the rapidly developing American automobile industry.

A second group of historic structures, the bulk of which were erected during this period, is the storage shed group in the northeast quadrant of the Yard. These structures are one story, gable roofed wood frame buildings covered with sheet metal bolted directly to their frames. As such they are very similar to the "Gloucester Hut", a prefabricated metal structure manufactured in Britain for use by the army during the Crimean War in the 1850s, a design considered prototypical of modern prefabricated metal building techniques.

(SEE CONTINUATION SHEET No. 4)

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U.S. Coast Guard Yard  
CONTINUATION SHEET Curtis Bay ITEM NUMBER 8 PAGE 4

4. 1939-1944. The pre-War period was one of expansion and intensive building at the Yard. Ten new buildings were added to the Yard during that period within the area included in this nomination. Five concrete and steel, brick-veneered industrial buildings were erected, reflecting the expansion of Yard wartime activities and increasing specialization in some aspects of shipbuilding (such as in ship electronics) necessary to the production of modern war vessels. The buildings in this group included in this nomination are Enlisted Men's Club/Switchboard/Warehouse (No. 3); Graphics/Repro/Photo Lab/Woodworking Shop (No. 4); Mobile Equipment Maintenance Section (No. 66); Mechanical Shop/Mold Loft (No. 58); and Pipe Section/Materials Handling/Civilian Cafeteria (No. 8). The design of these structures is typical of early 20th century designs by German architect Peter Behrens (1868-1940) for factory buildings in Berlin and designs by Albert Kahn for the Ford Motor Works in Detroit. The influence of early works by the latter designer is particularly notable in these buildings in their incorporation of traditional building elements such as castellated fronts, corner bastions, and decorative buttresses and brickwork.

A second group of buildings was erected during this period to house the growing needs of military personnel and administrative functions of the Yard. Four steel and concrete, brick-veneered buildings were added to the Yard: Baltimore Group Building (No. 70) and adjunct Small Arms Storage (No. 72); Fleet Hall (Barracks, Building No. 33); and Administration Building (No. 1). These buildings were styled as large-scale Colonial Revival and Art Deco structures. The presence of this group of administrative and personnel support structures on the Yard reflects the extent of the effort to modernize the complex as an important national defense facility prior to and during World War II.

The concentrated activity of World War II at the Yard prompted expansion and acquisition of new land for industrial plant expansion and addition of new living quarters for military personnel. Extensive acreage was acquired to the west of the Yard, where modern prefabricated industrial buildings were erected. East of Arundel Cove additional land was acquired for new barracks buildings. In addition, several acres of land was reclaimed from Curtis Creek along the southern boundary of the Yard, on which were built two shipbuilding ways, a 3,000 ton floating drydock and 300 foot pier. Structures on these new land parcels were examined during the historic sites survey and found not to possess architectural or historical significance at this time. These additions, particularly the western land parcel on which new modern shipbuilding facilities were built during World War II, abruptly changed the original Yard configuration, diverting the major industrial hub from Arundel Cove to the southern and western bulkheads on Curtis Creek. The Yard thus evolved quickly from the tight-knit shipyard it had been prior to the War to a sprawling industrial plant by 1944. By the close of World War II, the Yard was one of the best equipped and most efficient small industrial plants in the country.

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Chief, Engineering Section, U.S. Coast Guard Yard Curtis Bay, July 1981.

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(SEE CONTINUATION SHEET No. 6)

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Curtis Bay".

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U. S. Coast Guard Yard

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west along the north curbline of Billard Avenue; turning at a right angle then going north on a line drawn between the northeast corner curbline of an intersection formed by Billard Avenue and a driveway leading north from Billard Avenue to Building No. 70, to the southeast corner curbline of a driveway running east and west on the north side of Building No. 33; turning at a right angle then going east to the northeast corner of Building No. 33's lot; making a right angle turn then going south along the west curb of this same driveway to the east of Building No. 33 to the intersection of Glover Street; making a right angle turn and going east along the south curbline of Glover Street to the intersection of Hamlet Avenue; making a right angle turn then going north along the east curbline of Hamlet Avenue to the intersection with the north Yard boundary line; making a right angle turn and going east along this northern boundary to a point north of the southeast corner of Building No. 26; making a right angle turn and going south from this point to the point of beginning.

**BOUNDARY JUSTIFICATION**

Boundaries have been drawn to include all historic structures (concentrated on the eastern half of the property) and to exclude non-contributing structures as far as possible. Boundary lines refer to actual visual components of the Yard property: Curb lines of named streets, railroad tracks and the bulkheaded waterfront of Arundel Cove delineate the district and separate it visually from the remainder of the complex. The park-like grass plot bounded by Reinberg and Glover Streets and Hamlet and Shoemaker Avenues is an integral part of the central yard landscape and buffers the sounds and activity of the industrial waterfront from the administrative and personnel activities of Buildings No. 1, 70 and 33. Building No. 28B has been excluded from the district to avoid fragmentation of the boundary. The grassed recreation field north of Building 28B has no relation to the historic structures within the district and has been excluded. Buildings No. 79, 63 and 63A outside the west boundary of the district and the parking lot and Buildings south of the district boundaries are modern functional structures not oriented to the history and activities of the area within the district and have been excluded.

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**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY 22 acres

UTM REFERENCES

A	1, 8	3, 6, 4, 9, 1, 8	4, 3, 4, 0, 0, 7, 9	B	1, 8	3, 6, 4, 8, 2, 0	4, 3, 3, 9, 5, 9, 0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1, 8	3, 6, 4, 3, 7, 8	4, 3, 3, 9, 8, 1, 0	D	1, 8	3, 6, 4, 5, 0, 0	4, 3, 4, 0, 1, 9, 0

VERBAL BOUNDARY DESCRIPTION

Beginning at the west curbline of Waesche Avenue on the north side of its crossing over Arundel Cove, going west and then southwest following the eastern edges of the north and northeast bulkheads of the Cove, and south along the east edge of the east bulkhead (Johnson Street); turning at a right angle then going west along the north curbline of Hottel Street; turning at a right angle then going north along the east curbline of Shoemaker Avenue; turning at a left angle then going (See Continuation Sheet No. 7)

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

**11 FORM PREPARED BY**

NAME / TITLE

Susanne Moore, Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust

STREET & NUMBER

21 State Circle

CITY OR TOWN

Annapolis

DATE

November 1981

TELEPHONE

369-2438

STATE

Maryland 21401

**12 CERTIFICATION OF NOMINATION**

STATE HISTORIC PRESERVATION OFFICER RECOMMENDATION

YES \_\_\_ NO \_\_\_ NONE \_\_\_

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

In compliance with Executive Order 11593, I hereby nominate this property to the National Register, certifying that the State Historic Preservation Officer has been allowed 90 days in which to present the nomination to the State Review Board and to evaluate its significance. The evaluated level of significance is \_\_\_ National \_\_\_ State \_\_\_ Local.

FEDERAL REPRESENTATIVE SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

PARKING LOT 7

REYNOLDS AVENUE

Grass yard  
(Recreation field)

LOT 9

89

NC 25

STREET

WARD ST

STEGMAN WAY

WAY

DEWING WAY

WYBLE WAY

9

3

36

38

39

21

23

24

25

26

WAESCHE AVE.

MARINE RAILWAY PIER PARKING LOT

1214121A

CAMDEN

LOT 6

48

46

45

44

JOHANNESSEN WAY

N. BULKHEAD

PIER 5

PIER 4

33

BB

28

LOT 5

52

57

60

64

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

Yard with grass and trees

100

REINBURG ST.

LOT 3

93

94

95

96

97

98

99

100

101

102

103

104

105

COVE  
(Arundel Cove waters)

Historic District Boundary Line

FISHER ST.

JUNDE

U.S. Coast Guard Yard Curtis Bay  
Anne Arundel County  
National Register Boundaries and Contributing/Noncontributing Structures  
Scale: 1" = 200 feet  
1981

United States Department of the Interior  
National Park Service

**DRAFT**

AA-783

**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 U.S. Coast Guard Yard - Curtis Bay

other names/site number NA

**2. Location**

street & number U.S. Coast Guard Yard  not for publication

city or town Curtis Bay  vicinity

state Maryland code MD county Anne Arundel code 003 zip code 21226-1897

**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 or Federal agency and bureau \_\_\_\_\_

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

Signature of certifying official/Title \_\_\_\_\_ Date \_\_\_\_\_

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

**4. National Park Service Certification**

I hereby certify that the property is:

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	Signature of the Keeper _____	Date of Action _____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet	_____	_____
<input type="checkbox"/> determined not eligible for the National Register	_____	_____
<input type="checkbox"/> removed from the National Register	_____	_____
<input type="checkbox"/> other (explain) _____	_____	_____

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	
23	13	buildings
5	0	sites
0	0	structures
0	0	objects
28	13	Total

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

N/A

Number of contributing resources previously listed  
in the National Register

see continuation sheet

6. Function or Use

Historic Functions  
(Enter categories from instructions)

Defense/Coast Guard Facility/Coast Guard  
Station/Shipyard  
U.S. Coast Guard Academy (1899-1905)

Current Functions  
(Enter categories from instructions)

Defense/Coast Guard Facility/Coast Guard  
Station/Shipyard  
Work in Progress

7. Description

Architectural Classification  
(Enter categories from instructions)

Modern Movement/Moderne/Colonial Revival/  
Utilitarian

Materials  
(Enter categories from instructions)

foundation concrete, wood piles  
 walls brick, steel, wood, shingles, asbestos  
 roof tin, asbestos, steel, slate, asphalt  
 other stone, limestone

Narrative Description

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

See continuation sheets

**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.

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

**Areas of Significance**

(Enter categories from instructions)

Military

Industry

**Period of Significance**

1899-1946

**Significant Dates**

N.A.

**Significant Person**

(Complete if Criterion B is marked above)

N.A.

**Cultural Affiliation**

N.A.

**Architect/Builder include:**

L.A. Simon, Architect & Federal architects  
under employment to the Treasury Department and  
Coast Guard. Local contractors: Cummings  
Construction Company and McLean Contracting Co.

**Primary location of additional data:**

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

Name of repository:

Maryland Historical Trust

**10. Geographical Data**

acreage of Property 115 acres

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
2	<input type="text"/>	<input type="text"/>	<input type="text"/>

3	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
4	<input type="text"/>	<input type="text"/>	<input type="text"/>

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 Sherri Marsh with Marlene Walli Shade

organization Greenhorne & O'Mara, Inc. date May 20, 1996

street & number 9001 Edmonston Road telephone (301) 982-2800

city or town Greenbelt state MD zip code 20770

**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 Reduction Projects (1024-0019), Washington, DC 20503.

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Other names/site number

Maryland Historical Trust Inventory Number  
U.S. Coast Guard - Curtis Bay  
(Note: Contemporary Building Names given here)

AA-2129	Building No. 2-Commandant's Quarters
AA-2130	Building No. 7-Comfort Station
AA-2131	Building No. 10-Shipways and Headhouse 1 & 2
AA-2132	Building No. 13-Shipways Transformer House
AA-2133	Building No. 17-Marine Railway and Machine House
AA-2134	Building No. 22-Yard Boatswain
AA-2135	Building No. 27-Post Office and Fire House
AA-2136	Building No. 31-Curtis Bay Store
AA-2137	Building No. 48-Paint Shop and Carpenters Stores and Office
AA-2138	Building No. 51-Magazine
AA-2139	Building No. 54-Gate House
AA-2140	Building No. 59-Furnace Shed
AA-2141	Building No. 67-Drydock No. 1
AA-2142	Building No. 68-Drydock Headhouse No. 1
AA-2143	Building No. 73-Range Finder House
AA-2144	Building No. 74-Drydock No. 2
AA-2145	Building No. 75-Drydock Headhouse No. 2
AA-2146	Building No. 78-Fabricating Shop
AA-2147	Building No. 79-Fire House and Garage
AA-2148	Building No. 80-Storage Shed
AA-2149	Building No. 81-Storage Shed
AA-2150	Building No. 82-Gate House
AA-2151	Building No. 85-Navy Stores
AA-2152	Building No. 86-Storage Shed/Supply Procurement/Warehouse
AA-2153	Building No. 87-Scale House
AA-2154	Building No. 137-Engine and Ambulance House
AA-2155	Building No. 138-A/S Attack Teacher and Clothing Issue
AA-2156	Building No. 139-Machinists Mate Training School

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This nomination is a re-evaluation of eligibility of the U.S. Coast Guard Yard at Curtis Bay National Register Historic District. The present historic district encompasses about one-third of the Yard's 115 acres (47 hectares), and contains 25 contributing and 7 non-contributing resources. The evaluation associated with that nomination also found an additional 21 resources, located outside the boundaries of the historic district, to be National Register-eligible, though these were never listed on the Register. This nomination is designed to replace, not supplement, the existing nomination.

The U.S. Coast Guard Yard at Curtis Bay district was listed on the National Register in August of 1981. Since then, the survey and evaluation supporting the nomination have been scrutinized and challenged as to the accuracy of some data; ultimately questioning the eligibility of the district for listing on the National Register.

In November 1990, the Commanding Officer of the Coast Guard Yard at Curtis Bay, hereafter referred to as the Yard, wrote a letter to the Keeper of the National Register requesting the Yard's formal removal from the National Register of Historic Places. Subsequent negotiations led to a Programmatic Agreement between the Yard, the Maryland Historical Trust and the Advisory Council on Historic Preservation.

This survey and re-evaluation is carried out in compliance with the provisions of the 1993 Programmatic Agreement between the Yard, the Maryland Historical Trust, and the Advisory Council on Historic Preservation. The purpose of this investigation is to confirm or refute the disputed determinations of eligibility for the Yard's pre-1946 structures. The overall goal of the present effort is an accurate determination of eligibility for the pre-1946 historic resources at the Yard, as required by Section 106 and 110 of the National Historic Preservation Act of 1966, as amended. This report has been forwarded to the Maryland Historical Trust.

Of the 53 resources examined in this report, 25 are currently listed as contributing resources in the existing historic district. Seven are considered as non-contributing to this district (an eighth non-contributing structure was demolished). The 1981 survey further found 21 additional resources as National Register-eligible, but outside the boundaries of the current historic district.

This report finds that a portion of the Yard appears eligible for listing on the National Register under Criterion A, Events, and Criterion C,

**DRAFT**

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Architecture. The proposed historic district contains 28 contributing elements and 13 non-contributing elements. While this study does find that a National Register eligible district is present, it challenges the boundaries and the contributing/non-contributing status of included resources and differs with the 1981 nomination's reasons for significance.

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### Summary Description

The U.S. Coast Guard Yard Curtis Bay is an industrial complex that occupies 115 acres surrounding Arundel Cove on the southeast shore of Curtis Creek, in northern Anne Arundel County. The Historic District examined by this National Register nomination is composed of 28 contributing resources and 13 non-contributing resources. The northern boundary of the Yard is a few hundred feet south of the Baltimore City line. With a few exceptions, historic buildings included in the survey are located along the western shore of the Cove, the extreme northeast quadrant above the head of the Cove, and extend toward the center of the Yard, reflecting the original orientation of the industrial waterfront to the Cove shoreline.

The physical plant of the U.S. Coast Guard Yard at Curtis Bay reflects its industrial heritage. The Yard is primarily a collection of utilitarian structures, metal and/or brick, that have been modified, expanded, or otherwise altered to meet changing demands of production and technology. While some of the Yard's architecture, particularly administrative buildings, make a distinct stylistic reference, efficiency and function, more than aesthetics were the motivating factors in the design of most Yard buildings. Spatially, the Yard is arranged with buildings housing the administrative and support functions near the center of the Yard. This area features the largest expanses of green area and landscaping. The historic buildings #1, #70, and #33 are arranged around this open area, as is Building #28A, which is non-historic edifice.

Previous studies have linked the architecture of the Yard to International-style architects, including Peter Behrens and Alfred Kahn.<sup>1</sup> While it is true that the International style both influenced and in turn was influenced by industrial structures,<sup>2</sup> there is no evidence to support a causal relationship between a particular architect and construction at the Yard. Buildings are typical of period industrial and military facilities. Buildings were designed by a variety of persons, including local contractors, Yard engineers, and

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<sup>1</sup>National Register of Historic Places Inventory--Nomination Form, United States Department of the Interior, National Park Service, 1981.

<sup>2</sup>Henry-Russell Hitchcock and Philip Johnson, *The International Style*, W.W. Norton & Company, Inc., New York, NY, 1995., p.44.

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Treasury Department architects. Stylistic reference and quality vary from structure to structure. The core of circa 1935 to 1945 buildings represent the International, Art Deco and Classical Revival tastes.

Many are the design of architects working in the Public Buildings Branch of the Treasury Department. This group of large brick buildings includes the Art Deco-influenced Building No. 70, and the Classical Revival styled Building No. 33, and the Colonial Revival styled Building No. 1. These buildings retain to a high degree their original appearance. This is far less true of other brick buildings, such as Building Nos. 3, 4, 31, and 58.

Spatially, the Yard is arranged with buildings housing the administrative and support functions arranged near the center of the Yard. This area features the largest expanses of green area and landscaping. The historic Building Nos. 1, 70, and 33 are arranged around this open area, as is Building No. 28A, which is a non-historic edifice.

Many warehouses, again mostly World War II-era structures, are situated near railroad tracks running along the Yard's northern property line; these include Building Nos. 23, 24, 25, and 26, located along the north/northeast boundary, as well as Building Nos. 85 and 86, located near the railroad tracks running along the Yard's west-side perimeter.

The waterfront is reserved for the Yard's industrial operations. This area was first developed when the Revenue Cutter Service Depot was established. The Machine Shop (Building No. 11), Woodworking Shop (Building No. 4), Facilities Maintenance Shop (Building No. 12), Machine Shop (Building No. 5), and Marine Railway, are among the operations situated along Arundel Cove. The drydocks, shipways, piers and the support buildings associated with them are located along Curtis Creek, on the south side of the Yard.

It is in this area where the intermingling of new construction amongst the old is most common. New construction, additions to historic buildings, and modern infill between historic structures occurs frequently. The western portion of the Yard features the largest concentration of new construction. Historically this area was open or outside work space.

The least intensively developed area of the Yard grounds is that portion east of Arundel Cove. Located on the east side of the Cove, this portion of the Yard is large in area, but features less than a dozen structures, with the most prominent being the Commandant's Quarters. The scores of World War II

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era buildings associated with a former training center section have been razed.

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### Narrative Statement of Significance

The U.S. Coast Guard Yard is the largest modern industrial plant in the Coast Guard.<sup>1</sup> Located on 115 acres (47 hectares) along Curtis Creek, in a heavily industrialized region of Anne Arundel County just southeast of Baltimore, the Yard at Curtis Bay has been building and servicing the vessels of the U.S. Coast Guard (and its predecessor, the Revenue Cutter Service) since 1899.

The U.S. Coast Guard Yard at Curtis Bay appears significant under National Register Criterion A: Event, and National Register Criterion C: Design/Construction.

With respect to Criterion A, as a shipbuilding and repair facility that has continually operated from the end of the nineteenth century, the Yard is associated with changes and developments in the military shipbuilding industry. The Yard was established as the result of the Spanish American War, and experienced its most significant periods of expansion during the subsequent World Wars. This facility is therefore associated with trends in naval preparedness.

Furthermore, the shipbuilding industry has traditionally been a key industry in the Southeast Baltimore area. While the Yard did not play a particularly paramount role in the area economy, it was part of an important industry that defined the region.

An evaluation under National Register Criterion C, shows that historic resources at the Yard embody the distinctive characteristic of industrial and military/government buildings of the World War II period. The overwhelming majority of historic structures at the Yard date to the 1930s and 1940s. (Numerous examples were also found at nearby shipyards, including Smith Brothers on Curtis Creek and the Bethlehem Steel works at Sparrows Point.) Taken as a district, the ensemble of Yard buildings represent a significant and distinguishable entity, although most components lack individual distinction. Furthermore, vestiges of pre-World War II building arrangement and usage patterns still remain. While the majority of pre-World War II buildings have been replaced or altered, over time functions tended to remain

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<sup>1</sup>U.S. Coast Guard Yard, Curtis Bay, MD. U.S. Coast Guard Fifty District Public Affairs Division, Alexandria VA, 1976.

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in the same location, if not the same building, thus preserving patterns of land usage that predate the actual building.

The impetus for the creation of the Yard appears to be mixed in the motives of nationalism and cost consciousness. Prior to the establishment of the Curtis Bay facility the vessels of the Revenue Cutter Service, forerunner of the present-day Coast Guard, were constructed and serviced in private ship yards. Repairs were likewise made through private contractors. As the size and activities of the Service expanded, the building and upkeep of craft became increasingly problematic. Frequently, the quality of work or the prices charged by private yards proved unsatisfactory.<sup>1</sup>

1898 marked the date of the Spanish-American War, a conflict that heightened awareness about the importance of naval preparedness and tested the capacity of shipbuilders to meet the demands of the military. Following the Spanish-American War, a large investment was made in making the American Navy preeminent. The best expression of this push toward naval dominance occurred in 1907, with the world cruise of the 16 new battleships known as the Great White Fleet.<sup>2</sup>

The nationalist spirit motivating the Navy build-up also impacted the smaller Revenue Cutter Service. In 1899, Lt. John C. Moore, sensing the pro-naval atmosphere, and citing the positive benefits of cost and efficiency, pressed for the creation of a small boat building and repair plant to be owned and operated by the Revenue Service.<sup>3</sup> Moore, at that time Commander of the COLFAX, persuasively argued that maintenance and repair could be accomplished more reasonably in the Service's own yard than in commercial shipyards. The

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<sup>1</sup>United States Coast Guard Yard: A History of "Service To the Fleet," U.S. Coast Guard, Curtis Bay, Baltimore, MD, 1995, p 3.

<sup>2</sup>Tazewell, William L. Newport News Shipbuilding, the First Century, Public Mariners Museum, Newport News, VA, 1986, p. 49.

<sup>3</sup>Robinson, Ralph J., The Beginnings of The U.S. Coast Guard Yard At Curtis Bay. Baltimore, MD, 1926.

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Baltimore native pointed out the location on Arundel Cove as an ideal place for such a depot.<sup>1</sup>

Once approved internally, the Revenue Cutter Service approached Congress with the idea, and in 1899 the government leased 35 acres (14 hectares) of land on the western half of Arundel Cove for an experimental depot. Here, Lt. Moore was given responsibility for starting a small boat building and repair plant. In addition to operating as a shipyard, the facility at Arundel Cove was intended to serve as the location for a Revenue Cutter Service school of instruction. Thus from 1900 to 1910, the facility on Arundel Cove also served as the forerunner of the present U.S. Coast Guard Academy, now located in New London, Connecticut.<sup>23</sup>

When the Revenue Cutter Service depot was created, the area surrounding Arundel Cove was relatively undeveloped. The nearby communities of Curtis Bay and Brooklyn located across Curtis Creek, northwest of Arundel Cove, were already well established, but travel to and from these more populous and developed regions was difficult. Hawkins Point Road, which continues to provide land access to the Yard, was paved with sand and oyster shells, and ran through an area that was very sparsely populated. The bridge over Curtis Creek, located about 150 feet (46 meters) northwest of the present bridge, was a narrow, rotted wooden structure with a swinging draw operated by hand jacking.<sup>4</sup> In the early period, the most effective means for Baltimore-bound depot workers to reach the car line terminal in Curtis Bay was by water. A bus line connecting the Yard and Baltimore was not put in service until 1946.

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<sup>1</sup>U.S. Coast Guard, *United States Coast Guard: A History of "Service To The Fleet"*, U.S. Coast Guard Yard, Curtis Bay, MD, 1995, p. 3.

<sup>2</sup>For more information on the history and development of the U.S. Coast Guard Academy, see Greenhorne & O'Mara, Inc., *Historic Resources Inventory and Determination of Eligibility for United States Coast Guard Academy*, U.S. Coast Guard--FDCC Atlantic, Norfolk, VA, February 1996.

<sup>3</sup>The operations and facilities of the school of instruction, and the boat depot were kept separate. The *CHASE*, affiliated with the school, docked approximately where drydock No. 1 is currently situated. No buildings survive that are associated with the school of instruction.

<sup>4</sup>U.S. Coast Guard, p. 7.

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The development of the nearby Curtis Bay-Brooklyn area was profoundly influenced by the arrival of the Baltimore and Ohio Railroad that was extended across Ferry Branch to Curtis Bay in 1882. (The B&O Railroad was subsequently extended to the Yard in the 1920s.) This supported the development of what has been called the world's largest facility for the shipping of coal and ore<sup>1</sup>, as well as canning, refining, heavy manufacturing, and other industry that depended upon rail transport. The industrial character of the region continues to the present day.

However, at the turn of the century, Arundel Cove was undeveloped in comparison to the communities across Curtis Creek, and had a small-scale agricultural character. One of the Yard's more immediate neighbors was a government Quarantine Hospital at Leading Point, located approximately 1 mile (2 kilometers) northeast from the Revenue Cutter Service Depot.<sup>2</sup>

Historic photographs indicate the scattered houses surrounding the Depot were primarily small, inexpensive, late-nineteenth/early-twentieth century structures. Shotgun-style dwellings and bungalows were typical.<sup>3</sup>

With respect to Depot architecture, the first buildings of the Revenue Cutter Service Depot were simple frame structures. These included a mill for sawing, shaping, and dressing lumber (approximately where the machine shop is now); a boat shop from assembly and construction) located between the present facilities management building and the boat shop); a storage building (adjacent to and behind the facilities management building); a sail loft/storage building (located near where the woodworking shop now stands); and an administration building (location uncertain).

In addition to these five buildings, a bulkhead was constructed opposite the boat shop, stopping about where the present northeast bulkhead joins the east bulkhead. The Depot's 20 workers lived aboard the ship COLFAX, which was

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<sup>1</sup>A *History of Brooklyn-Curtis Bay*, The Brooklyn-Curtis Bay Historical Committee, 1976, Curtis Bay, MD, p. 32.

<sup>2</sup>Robinson, p. 3.

<sup>3</sup>Photographic Archives, U.S. Coast Guard Yard at Curtis Bay

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docked at the end of a long pier that was situated where the dry docks are now located.<sup>1</sup>

In 1900, a small railway was constructed for the repair of life-saving boats and the construction of a variety of other small boats, including the 26-foot (8-meter) face point surf rowboats. A small machine shop, several auxiliary buildings, and a small railway were erected in 1901.

Work loads increased during 1902 and 1903 as locally stationed Service boats were sent to the Depot for repairs. In general, however, much of the Depot's physical plant continued to be simple and insubstantial, as it was not considered advisable to invest too heavily on leased land.<sup>2</sup>

As the size and capabilities of Depot undertakings expanded, the Service used private yards less and less. However, until the approach of World War II, work at the Depot was limited to working on wood craft, a handicap in an era when metal ships were coming to dominance.<sup>3</sup> Yet in their area of expertise (small and medium sized wooden vessels), the quality and quantity of the work performed at the Depot was sufficient to convince the Revenue Cutter Service, and subsequently Congress, that the Depot should be made a permanent facility. On March 3, 1905, Congress appropriated \$30,000 to purchase the then-leased land.<sup>4</sup>

1907 requisition records survive for three departments and provide insight into the level of technology in use at that time. The Outfitting department ordered a hand wheel for a feed roller, wrought iron bench screws, grind staves, and an emery wheel. The Supply department requested lime, wood filler, and sandpaper, while Engineer Stores sought hacksaw blades, hammer handles, sledge hammers, hand cutters, and iron. Undoubtedly, this is only a

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<sup>1</sup>U.S. Coast Guard, p. 5.

<sup>2</sup>Robinson, p. 7.

<sup>3</sup>Fassett, F.G., Jr., The Shipbuilding Business in the United States of America, Volume I, The Society of Naval Architects and Marine Engineers, New York, NY, 1948. p. 40.

<sup>4</sup>U.S. Coast Guard, p. 9.

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partial list, but this sample is sufficient to suggest an operation that, even for its day, was low-tech, relying on hand powered tools and labor.<sup>1</sup>

The presence of a foundry raises a point of comparison. According to the research conducted, many urban shipyards and depots did not maintain a foundry, instead relying on local foundries for their needs. It can be inferred that Arundel Cove's remoteness encouraged this higher degree of self-sufficiency.<sup>2</sup> Self-sufficiency is also expressed in the presence of a Depot farm, which provided food for both the Depot's work animals and its human workers.

The Revenue Cutter Service, which in 1915 became the U.S. Coast Guard, traditionally worked closely with the Navy, and although the Depot was established to serve the Cutter Service, as early as 1910 it was also servicing Navy vessels. However, the Depot was limited in terms of the size of vessels it could accommodate for service or undertake to construct.

Correspondence between the Navy and the Revenue Cutter Service discusses having small Navy craft sent to Curtis Bay for work. In exchange, the larger vessels of the Cutter Service would be repaired at Navy facilities in Norfolk, Virginia; Portsmouth, New Hampshire; or Mare Island, New York. Under an agreement worked out between the Navy and the Service, new cutters would be constructed in the Navy Yard at Washington, D.C.<sup>3</sup>

Facilities at the Depot were enlarged and improved upon consistently through the second decade of the twentieth century to meet increased demand. The Depot as configured during this period, was centered around Arundel Cove, in the same area as those first buildings erected at the close of the previous century.

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<sup>1</sup>Record Group 26, Records of The U.S. Coast Guard; Revenue Cutter Service. Letters sent by the Superintendent of Construction and Repair at Baltimore, 1897-1912.

<sup>2</sup>Fassett, p. 42.

<sup>3</sup>United States National Archives Record Group 26, Records of the U.S. Coast Guard; Records of the Revenue Cutter Service. Letters Sent by the Superintendent of Construction and Repair at Baltimore, 1897-1912, Entry 153B.

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As with the earlier buildings, construction was primarily frame, with many structures covered with shingle siding.<sup>1</sup> (Letters and past-due invoices indicate much construction was carried out by local contractors.) Building Nos. 5, 11, 12, and 14 were two stories in height, but most structures were one story or one story with a loft.<sup>2</sup>

The facility layout at this time does not at first appear at to be well ordered, with buildings spread out in varying degrees of concentration around the Depot grounds. But upon closer inspection it is evident that certain activities were concentrated in specific areas of the Depot. For example, the machine shop, ironworkers shop, and foundry/blacksmith were situated in three telescoped buildings, near the location of present day Building No. 12. The boat house, boat shop, and mill were also grouped together. The organic appearance of the site plan should not suggest a lack of deliberateness in the organization of the Depot.

As with the physical plant, with the approach of World War I, machinery and equipment were modernized. Correspondence and purchase orders from the period indicate that power tools were acquired in substantial quantities. Whereas in the pre-war era, at least technologically, the Depot appeared to be lagging behind other shipyards, by the end of the First World War it was a modern, state-of-the-art facility for the repair and construction of small and medium-sized water craft.

The layout and organization seen at the Depot, specifically the grouping of functions as depicted in Figure 3, is not specific to this facility, but reflective of the nationwide changes taking place in shipyards prior to World War I. Shipyard plants in general displayed a substantially different structure than in previous decades. Changes resulted from an increase in capital investment, both in terms of buildings and tools, as well as the rapid development of mechanization, and the growing tendency to rationalize layout and operation.<sup>3</sup> As vessels became larger, requiring the use of heavy, non-

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<sup>1</sup>Photographic Archives. U.S. Coast Guard Yard at Curtis Bay

<sup>2</sup>Ibid

<sup>3</sup>Fassett, p. 49

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portable machinery, more attention necessarily was paid to the careful placement of operations.

A visitor in the early twentieth century to the shipbuilding plant at Sparrows Point, located a few miles northeast of the Depot, made the following observations. The description provides a comparative perspective on the Curtis Bay Depot and indicates that the types of buildings erected at Curtis Bay were not unique, and that their design was based in practicality rather than aesthetics.

"To anyone who has seen pieces of machinery, pipes, etc. carried long distances to and from the shop in the process of fitting out a vessel, and the delay and expense of taking down and re-erecting onboard engines of even moderate size, the conception of a shop in a location, nearly surrounded by water, must recommend itself as a studied adaptation of means to an ends. The shop is framed with steel and sheathed with wood and corrugated iron. Its walls are high and are amply provided with skylights and windows. The interior is very bright. The end of the shop is toward the river and provided with high doors so that works after being erected can be skidded under and put aboard as one piece."<sup>1</sup>

While this description refers to another Baltimore area facility, the description could apply as readily to the tall metal industrial buildings soon to be erected at the Depot. Clerestory level skylights and long bays of windows, tall doorways, and proximity to the water are all features employed in Depot architecture by World War I.

The form of the Depot around the time of World War I appears to be the result of three factors. These are: 1) increased demand placed on the Depot with the approach of war; 2) a willingness on the part of the Coast Guard, once the Depot became a permanent establishment on non-leased land, to make capital investments in the Depot; and 3) the necessity for bigger, more substantial buildings to accommodate expensive, modern equipment and tools.

Portions of only 2 of the 37 structures shown on the 1916 map survive. In Figure 3 these are identified as Building No. 13 (now Building No. 15), Power

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<sup>1</sup>The Marine Department of the Maryland Steel Co., *Seaboard*, Sparrows Point, New York, September 1902.

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House, and Building No. 12, Public Works Shop. Both of these structures were extensively altered and rebuilt during the World War II era.

With World War I came the greatest flood of ship orders in American history, both military and private. Even before 1914, about 75 percent of the country's shipyard capacity was engaged in naval work.<sup>1</sup> Production demands of the First World War created a nationwide post-war glut of vessels, both military and private, resulting in a severe depression in the industry.

While the Depot was not operating at its war-time capacity, the slow down at the Depot was far less severe than at other military and private yards. Depot capabilities expanded and began to service larger vessels. By 1924, the production of boats, canvas work and numerous other articles for the Coast Guard was increasing. Extensive overhaul and repairs were performed on such then-modern vessels as the YAMACRAW, SENECA, SEMINOLE and many 100-foot (30-meter), 125-foot (38-meter), and 175-foot (53-meter) patrol boats and tugs. At about this time the Depot employed about 245 civilians and approximately 250 military personnel.<sup>2</sup>

What was the economic importance of the Depot to the area economy? Maritime industries, such as shipbuilding, have historically played a major role in the economy of southeast Baltimore, and the Depot contributed to this. In 1924, there were approximately 500 employees working at the Curtis Bay Depot. While this number is not insignificant, it pales in comparison to the more than 2,000 workers employed across the Patapsco River at Bethlehem Steel Shipyard. But at the other extreme, many area shipyards were small family concerns employing a dozen or so men. The nearby Smith Brothers shipyard, established in 1905, is an example of this type of shipyard.<sup>3</sup>

Returning to the issue of Depot development, the next period of significant expansion occurred during the Great Depression. This 1930s-era building

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<sup>1</sup>U.S. Shipping Board Emergency Fleet Corporation, *Third Annual Report*, Washington, D.C., 1919, p. 58.

<sup>2</sup>U.S. Coast Guard, p. 10.

<sup>3</sup>Interviews with Eunice Alexander, former shipfitter at U.S. Coast Guard Yard, Curtis Bay, and employees at Smith Brothers, Curtis Bay, MD, April 2, 1996.

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campaign was primarily a result of federal Emergency Relief appropriations and Public Works Administration funds.

Many structures erected during the 1930s, and into the Second World War, were large brick edifices. Substantial in size and with more stylistic pretensions than the frame utilitarian buildings that came before, many of these buildings were designed by federal architects employed by the Treasury Department. The Treasury Department designed hundreds of public buildings during this period, including post offices and court houses. The most notable ensemble of buildings designed by the Treasury Department for the Coast Guard is the U.S. Coast Guard Academy in New London, Connecticut. Architect L.A. Simon designed buildings for both the Depot and the Academy.

Buildings constructed at the Depot during the Depression and early World War II years were typical of Treasury Department designs, which tended toward conservative Colonial- and Classical-revival styles. The original architectural drawings survive for most of these buildings. Notations indicate that buildings were not so much original design concepts, but a mix and match of standard designs and details. Columns, windows, cornices, and other architectural elements were selected from an existing catalogue of designs.<sup>1</sup> The Art Deco-influenced Ordnance Building (Building No. 70), while not rare, is much less typical.

Like style and detail, quality was also a matter of some flexibility. With the exception of the Ordnance Building, which employed many costly details, including limestone trim and copper roofing, most buildings erected by the Treasury Department at the Depot employed mid- to low-cost options, using, for example, cast stone instead of limestone, and less elaborate, and concomitantly less costly, detailing.

In terms of the Depot's capabilities, a 1934 internal memo to the Commandant of the Depot from the Engineering Office, provides insight into how the Depot assessed its abilities. An excerpt reads:

"The Depot is equipped to perform advantageously all machinery work on the largest ships in the Coast Guard, with the exception of re-blading and balancing main turbine rotors of the largest ships, and renewal of main

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<sup>1</sup>This assessment is based upon an examination of Treasury Department architectural drawings in the Collection of the U.S. National Archives.

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shafting of large ships. Outline of work includes all other work on turbines, all classes of work on reciprocating engines, shafting, repairs and installation of diesel engines, all electrical repairs, and repairs of any kind to boilers, and pipe work of any kind."<sup>1</sup>

Regrettably, nothing is said about boat-building capabilities, but it is known that craft tended to be small to mid-sized vessels. The Yard was not able to fabricate the Coast Guard's larger cutters and tugs, which were built both at Navy Yards and by private contractors.

Correspondence from the mid-1930s suggests that the Depot's Depression-era building campaign, for all its scale, was unable to keep up with the growing demands of the Depot. In 1936, there were numerous requests not to tear down the "old ordnance building," which was scheduled for demolition upon construction of the new ordnance building (present-day Building No. 70). Proponents of saving the old building wanted it utilized as a sail loft and canvas shop, pointing out that these functions were carried out in crowded, make-shift conditions. Use as storage was also proposed.

Eventually these requests were denied on the basis that "the retention of this one-story frame building, built of two buildings with additions was not in keeping with the general idea of improving the appearance of the Depot or eliminating fire hazards."<sup>2</sup>

Toward the end of the 1930s, depression-era relief projects gave way to pre-war mobilization efforts. The period from the late 1930s through the mid-1940s was the greatest period of physical expansion seen at the Depot. The major rebuilding and expansion program taking place at the Depot was part of a national program on military preparedness. This national effort, similar to the Emergency Fleet Program of World War I, was responsible for reconfiguring the Yard, largely in accordance with Naval specifications. It is from this period that the majority of the Yard's surviving historic buildings date.

It was in 1940, as a result of large and extensive changes, that the U.S. Coast Guard Depot became the U.S. Coast Guard Yard. Depot implied a small

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<sup>1</sup>Ibid

<sup>2</sup>Ibid

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repair and supply base, but with the construction of state-of-the-art drydocks and shipways, the facility was now comparable to a medium-sized Navy Yard.

The production system of the World War II shipyard has been compared with automobile production. Everything from building organization to scheduling were designed to avoid congestion of traffic at one end of the Yard, or bottlenecks in the production process. Processes for materials procurement, storage, relocation, and production use were well thought out.<sup>1</sup>

At the Yard supplies were brought in and stored near the Yard's north and west boundaries. Industrial processes were located in the older section of the Yard, along the west side of Arundel Cove. Large work areas fronted the shipways and drydocks located at the Yard's extreme southern boundary. Administrative functions and personnel housing were situated near the center of the Yard. Newly acquired land on the east side of Arundel Cove was the location of the Coast Guard Anti-Aircraft and Night Vision Training Facility.

The rebuilding of the Yard began prior to the outbreak of hostilities and continued into the mid-1940s. Surviving structures from this period include Building Nos. 1, 2, 5A, 7, 8, 10, 24, 25, 26, 31, 33, 54, 59, 66, 68, 73, 74, 75, 79, 80, 81, 85, 86, 89, 137, 138, and 139, as well as piers, shipways, and drydocks. These buildings and structures only represent the surviving construction from the period. In addition, almost all surviving pre-World War II buildings were rebuilt, renovated or extended during this building campaign.

The improved capabilities marked a new era in the work of the Coast Guard Yard, which could now build at least parts of its large ships, vessels that the Yard could only repair previously. The 110-foot (33-meter) Cutter MANITOU was the first vessel to be launched on the new shipway. A 180-foot (55-meter) buoy tender was launched in 1943. The 255-foot (78-meter) cutter MENDOTA was the largest vessel constructed by the Yard. During World War II, the Coast Guard was again under the aegis of the Navy, which supplied the Yard with substantial amounts of work on submarines as well as surface vessels.<sup>2</sup>

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<sup>1</sup>Fassett, p.59

<sup>2</sup>United States Coast Guard, p. 35-36

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In January of 1945, the Yard employed 3,100 civilian workers, an all time peak, for 1945 through 1950 was a period of continual downsizing. By 1950 the Yard employment was down to 1,200 civilians.

The termination date of the Second World War is also the termination date for resources examined in this report, but this cut off point is not arbitrary. Without exception, all of the Yard's surviving historic resources were influenced by World War II. Whether in terms of style, function or spatial arrangement, this seminal event was influential, and while the Yard continues its important "Service to the Fleet," it has never again approached the level it achieved during World War II.

In examining the historic standing structures remaining at the Yard, it is important that they primarily be evaluated against the backdrop of World War II, and the role they played during that period. The Coast Guard Yard at Curtis Bay is significant as a military shipyard, in constant operation from 1899 until the present. Very little survives from the early period, and that which does was rebuilt immediately prior to or during the second World War. It is therefore valid to examine those early resources against the backdrop of World War II.

The question then remains, how important, how rare, how intact, how significant is this World War II era shipbuilding and repair facility? To answer that question, examine *The Shipbuilding Business in the United States of America*. Published by the Society of Naval Architects and Marine Engineers in 1948, this book provided a post-mortem on World War II shipbuilding. The section on shipyard statistics lists hundreds of shipyards engaged in World War II shipbuilding and repair activities. Nineteen facilities, including the Coast Guard Yard, were producers of Coast Guard vessels between 1939 and 1945. Two of these were able to construct larger vessels than the Yard.<sup>1</sup>

While the Yard is unique among shipyards in that it is owned and operated by the Coast Guard, during its zenith it was under the supervision of the Navy, and designed around Naval specifications. Research indicates that the Curtis Bay Yard was a typical shipbuilding facility for the period, engaged in the

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<sup>1</sup>Fassett, p. 149

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same output as numerous other yards. Its operation was important to the local economy, but its significance was dwarfed by such nearby shipbuilding behemoths as Bethlehem Steel's Sparrows Point Works and Baltimore Drydocks.

While not exceptional in design, magnitude, or purpose, the Coast Guard Yard at Curtis Bay does remain as an example of a military shipyard in continual operation from the late nineteenth century, and as a typical medium-sized, World War II-era shipyard. Furthermore, this facility is unique in that it is the only operation of its type owned by the U.S. Coast Guard. In this historic context, the Yard is significant for its association with trends and events that have made an impact on the broad patterns of our history, and for displaying architecture typical in style and type for the period.

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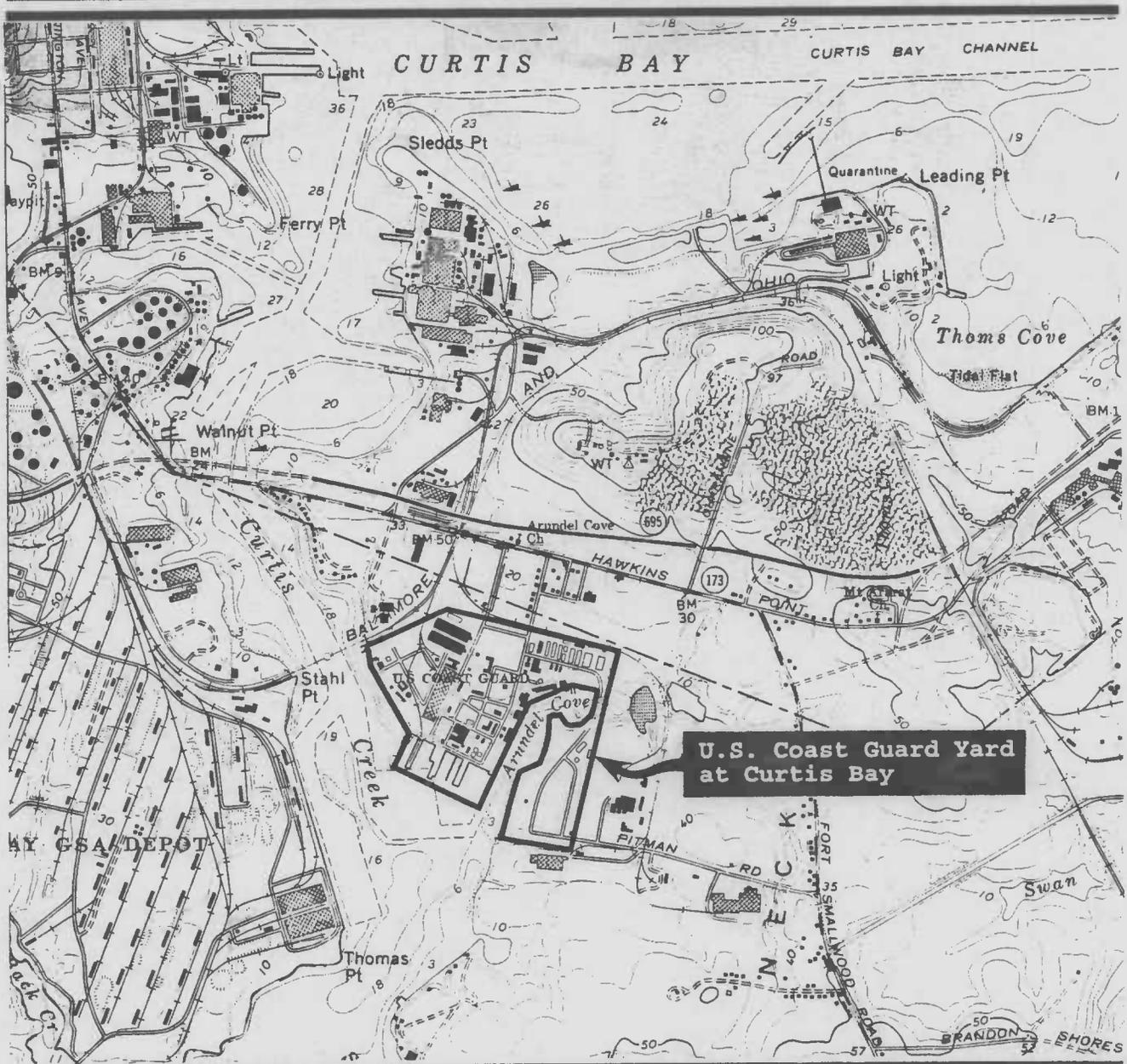
Section number   10   Page   1  

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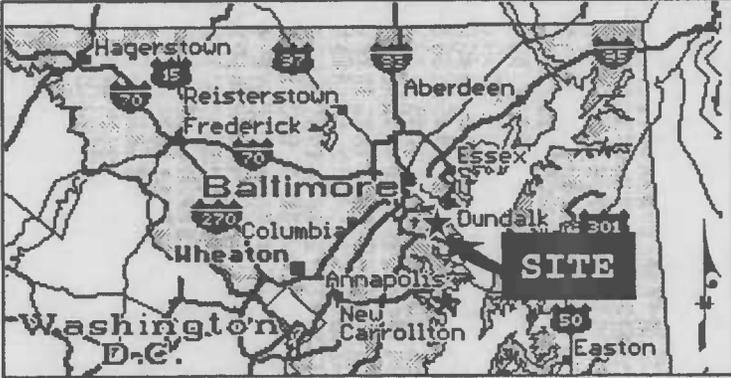
Boundary Justification

The proposed boundaries are drawn to include all historic resources retaining sufficient integrity to meet criteria for listing on the National Register, and exclude those elements that are not eligible due to age or condition.

U.S. Coast Guard Yard Curtis Bay



SOURCE: USGS Topographic Map; Curtis Bay, MD, photorevised 1974



Location Map and Study Area

Figure 1

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

U.S. Coast Guard Yard Curtis Bay

2 LOCATION

STREET & NUMBER

CITY, TOWN

Curtis Bay

\_\_\_ VICINITY OF

CONGRESSIONAL DISTRICT

STATE

Maryland 21226

COUNTY

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input checked="" type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

U.S. Coast Guard

Telephone #: 789-1600

STREET & NUMBER

CITY, TOWN

Curtis Bay

\_\_\_ VICINITY OF

Maryland

STATE, zip code

21226

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Anne Arundel County Courthouse

Liber #: GW47

Folio #: 224

STREET & NUMBER

CITY, TOWN

Annapolis, Maryland 21401

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

\_\_\_ FEDERAL \_\_\_ STATE \_\_\_ COUNTY \_\_\_ LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The U.S. Coast Guard Yard Curtis Bay occupies 113 acres surrounding Arundel Cove on the southeast shore of Curtis Creek in northern Anne Arundel County. The northern boundary of the Yard is a few hundred feet south of the Baltimore City line. The Yard layout is roughly square in shape, with Arundel Cove slicing an arc from east of center at the southern boundary to a point several hundred feet south of the extreme northeast corner of the Yard. Historic buildings included in the survey are located along the western shore of the Cove, the extreme northeast quadrant above the head of the Cove, and extend toward the center of the Yard, reflecting the original orientation of the industrial waterfront to the Cove shoreline. A program of Yard expansion through land acquisition and waterfront reclamation during the 1940's increased the acreage from 86 to 113 acres, and added new industrial buildings on the western half of the Yard, thus dramatically altering the focus of Yard activity to the southern and western bulkheads on Curtis Creek. A narrow strip of land east of Arundel Cove was also acquired during this period, on which modern one-story apartment style barracks were built. Much wooded and open space has been preserved in keeping with the residential uses of this section of the Yard.

Historic structures on the Yard are described in detail in the following survey forms.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input checked="" type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The U.S. Coast Guard Yard\* Curtis Bay possesses, as a complex, qualities of significance to American history at the national, state, and local level. First, the Yard possesses significance to national history as the site of activities having important military and humanitarian goals. The site's military importance was established in 1901 with the opening of the first Revenue Cutter Service Station on the west shore of Arundel Cove in the eastern half of the Present Yard. The Revenue Cutter Service was an agency of the Treasury Department created in 1790 by President Washington to inhibit smuggling and enforce U.S. customs laws within territorial waters. The Revenue Cutter Service became the U.S. Coast Guard in 1915, and was charged with the duties of coast protection, lighthouse and buoy maintenance, rescue at sea, ice breaking, and scientific/geodetic projects. The U.S. Coast Guard Yard at Curtis Bay was and remains the only shipbuilding and repair Yard operated by the Coast Guard in the United States. The Yard played a strategic role in supplying the country with various types of vessels needed for national defense. The Yard excelled in the production of wooden ships, a type of craft which ceased to exist on any large scale after the introduction of steel vessels during World War II. During the War, 13 steel vessels were built and 470 altered for war service at the Yard. During the 1960's the Yard produced seventeen 82-foot cutters for coast patrol in the Vietnam conflict. Since that time the Yard has specialized in 44-foot steel motor lifeboats and plastic boats for rescue work.

In addition to shipbuilding and repair activities, the Yard produced pre-fabricated housing for the Navy Antarctic expedition in the late 1950's, devising a system wherein the largest construction components could be carried by one person, and could be put together with a hammer by a workman wearing heavy mitts. The waterways surveys and iceberg patrol and icebreaking technologies developed during this project have benefited travelers and pleasure boaters all over the world.

The significance of the Yard in State and local history are necessarily comingled because of the regional scale of the Yard's attraction to prospective

\*According to Dr. Paul Shinerer, U.S. Coast Guard Historian, the term "Yard" denotes an enclosed compound dedicated to the fabrication and repair of ships; i.e., a shipyard.

CONTINUE ON SEPARATE SHEET IF NECESSARY

workers. The Yard possesses statewide economic significance in its role as a major employer, with peak work force reached during World War II when 2600 people were employed at the Yard, working three shifts, 7 days a week. As a major employer, the Yard influenced citizens locally and statewide through its ability to act as a powerful magnet not only to State residents but to new immigrants as well, particularly to Eastern Europeans arriving in Maryland in large numbers during the first half of this century. Hundreds of immigrant families were drawn to the Baltimore-Curtis Bay area by employment opportunities at the Yard, and many current employees of the Yard are second and third generation descendants of predominantly Polish and German immigrant families all of whom made careers at the Yard. Finally, the constant need at the facility for highly skilled boat builders and wood workers forged a permanent and highly effective word of mouth communication network between Baltimore Yard workers and the wood boat building culture of the Eastern shore which constantly supplied the needed skilled craftsmen and expertise. (Figures 1 and 2).

In addition to its significant involvement in U.S. military history and social/cultural/economic history at the state and local level, the Yard contains 31 buildings and structures possessing characteristics of 20th century international building styles of distinct periods and methods of construction. Historic buildings on the Yard can be grouped into five general types: Storage Sheds, Industrial Buildings, Administrative and Personnel Support, Railroad Structures, and Rail Shipways and Turntable. The earliest structures on the Yard are the Storage Shed group in the northeast quadrant, most of which were built 1928-1930, and replaced earlier wooden sheds, stables, and barns. These huts are wood framed, corrugated steel sheathed, one story gable roofed structures, extremely rectangular in plan (typically 30 x 180 feet). They resemble the "Gloucester hut" first used on a large scale in the mid-1850's by the British army during the Crimean War. These huts were prefabricated in England and shipped to the battle site where they could be assembled with simple tools by military personnel. The buildings adapted well to barracks and hospital uses since they could be double boarded and insulated with felt, and had an almost infinite capacity for expansion through lengthwise addition of wood frame and metal roof and siding components. (Figure 3).

The second group of historic structures are the Yard Industrial buildings, dedicated to boat building and repair and activities auxiliary to those functions. The industrial buildings are of two types. The earlier group dates from 1931-1932 and are all steel frame, corrugated steel clad structures concentrated on the east and northeast bulkheads of the Cove. (While Yard records indicate earlier dates for Building Nos. 12 and 15, they appear to have been substantially rebuilt during this period.) The second group was constructed 1934-1942 and are two and three story steel and concrete structures veneered with brick.

Both industrial building types reflect high standards for their day for the kind of clean, well-lit amenable working spaces in demand by a system of industrial production and a work force that were rapidly modernizing during the early decades of this century. Industrial building styles found on the Yard reflect influences of early 20th century European

and American designs for factories and public buildings. Among European architects, the influence of Peter Behrens' (1868-1940) Turbine Factory and other factory buildings in Berlin can be seen in Yard building, particularly in the brick-veneered buildings with two story end blocks enclosing middle sections with facades composed of industrial glass set into steel sash. (Figure 4).

The influence of Behrens' contemporary, American industrial designer Albert Kahn (1869-1942), can be seen in Yard industrial buildings to a pronounced degree. Kahn was the premier designer of industrial buildings for the budding American automobile industry, the novelty, strength, and vigor of which contributed to a new interest and spirit in industrial design. Kahn devised a "system" of industrial building, first implemented at the Packard Plant in Detroit in 1905, consisting of low, wide two story structures of steel reinforced concrete with a high percentage of wall space dedicated to windows set into steel sash. The buildings rested on cement slab floors to eliminate the fire hazard created by oil-soaked wooden floors of earlier building types. The buildings had trussed roofs with minimal interior columnar support in order to keep floor space clear for automobile body production. Yard building of the 1930's seems particularly influenced by earlier Kahn design for the original Ford Motor Company buildings at Highland Park, Michigan (1913). These were two story flat roofed constructions with brick veneered end blocks characterized by corner bastions and cornices reminiscent of traditional building styles. The majority of the facades on the long sides of the structure were composed of glass set into industrial steel sash. (Figure 5). Yard Building Nos. 58, 66, 8, 3, and 4 are characteristic of this type of design. The monitor roof and interior layout featuring loft workspaces along the side walls of Yard Building No. 11 are also characteristic features of Kahn's 1913 designs for the Ford Motor Company works.

The modern spirit of industrial designers like Kahn were intensely developed and improved upon and received international attention with the German Bauhaus movement of the 1920's. The presence of examples found everywhere in the world of these designs and their derivatives attests to the symbolic power and functional practicality of the style's smooth surfaces, cleanly articulated lines and general air of clarity, accuracy, and simplicity.

Administrative and personnel support buildings are, with the exception of No. 14, two and three story steel and concrete structures veneered with brick and reflecting building styles in favor for public buildings of their date (1937-1942). The buildings in this group were constructed under WPA building programs and the predominance among them of Colonial Revival building styles reflect the conservative taste of government supported building programs. Bldg. No. 14 is a one story hipped roof frame cottage, originally an officers quarters later converted to classroom use, built in 1935. The original residential purpose of No. 14 is reflected in its style of construction, a scaled down version of the suburban tract houses built in large scale development all over the country after World War II.

No. 70, originally an ordnance shop converted to an armory and reserve training facility, reflects Art Deco influences which made some inroads into public building styles during the early 1930's. The tall narrow tower of the front facade flanked by two story side sections descending step-wise from the center, the pyramidal sheet metal roof of the tower, and decorative stone panels on the exterior facades commemorating the nature of the material manufactured within its walls reflect a concern for decorative detailing characteristic of Art Deco architectural design. Building Nos. 1 and 33 are large-scale Colonial style structures, U-shaped in plan with long wings flanking a wide center section, and a pedimented porch on the front facade of No. 33.

Railroad structures, a siding platform with shed, and a marine railway with boat turntable are typical constructions of their type of the early 1940's and are significant remains of former modes of intra-yard transportation and boat repair techniques.

## 8 SIGNIFICANCE (continued)

### History and Development

The Yard occupies 113 acres surrounding Arundel Cove, an inlet on the southeast shore of Curtis Creek in northern Anne Arundel County. The northern boundary of the Yard is a few hundred feet south of the Baltimore City line. This location is salient to the history of the Yard. The Cove offered a deep natural harbor protected by the immediate topography from the silting conditions prevalent in many other inlets of Curtis Creek. The presence in the Cove of a natural deep water harbor and protected anchorage with easy access via the Patapsco River to the Chesapeake Bay - and ultimately the Atlantic Ocean - led to the selection of the site for establishment of a U.S. Revenue Cutter Service Station there in 1899. The Cutter Service served as the nation's first navy and served in conflicts first with the French and then with the British in 1810, and afterward with the Barbary pirates.

United States naval victories in Manila Bay in the conflict with Spain in 1898 led to a new receptiveness on the part of the public to persuasive arguments regarding the value of an efficient and modern naval fleet. Before the establishment of a permanent repair station, repair and boat construction took place at private yards, with an accompanying unpredictability of scheduling, cost and quality of workmanship.

Navy Lieutenant John C. Moore and some supporters took the idea of establishing a permanent Yard at Curtis Bay to Captain Charles Shoemaker, Commandant of the Revenue Cutter Service from 1895 to 1905. Shoemaker was convinced by their presentation and appointed Moore founder and first director of the new Yard. In April, 1899, Moore arranged for the lease

History and Development (continued)

of 34 acres on Arundel Cove at the price of \$800 annually. This lease agreement spurred land speculation in the Cove as evidenced by the purchase in the same month of 445 acres to the north of the leased parcel by Sidney Heiskell and Walter Townsend for \$16,000. Seven years later the two men would sell a 65-acre parcel of this acreage to the U.S. government for \$30,000 (Anne Arundel County Land Records GW SW 45/465).

The original facility planned was an experimental boat repair Yard to be erected on the north side of the western half of the Cove. The original Cove shoreline was back up to 300 feet behind the present north, south, and east bulkheads. (Figure 6). This original facility was established with the sole aim of repairing lifeboats.

## 8 SIGNIFICANCE (continued)

Building Chronology

In 1900, four frame structures were erected on what is now the northeast bulkhead of the Cove. These consisted of a lumber mill, a storage shop with sail loft, and an administration building. In addition, a stone wall bulkhead was to be built to stabilize the shoreline. The entire work force was the 20-man crew of Lt. Moore's ship, the Colfax, an antique sidewheeler donated to the Service by the government. Moore's crew lived on board the ship while they erected the Yard's first buildings. Immediately following the erection of the first industrial and administration buildings, the crew built a rough two story building which became the original U.S. Coast Guard Academy. While work was completed on the school building, classes were held in a small ship berthed in the Cove. Classes in the 3-year curriculum (extended to 4 years in 1930) concentrated on engineering. Inside the new Academy building, a plaque in each cadet's room reaffirmed the institution's purpose: "To graduate young men with a liking of the sea and its lore" (Robinson).

The 1906 Yard plot plan (Figure 6) shows that a number of new structures were erected during the first five years of Yard operation. Two boat houses and a machine shop were established on the east bulkhead, and west of them, a firehouse. North and northeast of these buildings were new paint and oil shops, a barn, and shed. At what was then the extreme western boundary of the Yard, a school building, pump house, and dispensary had been established.

The 1910 Yard plot plan (Figure 7) indicates that the Yard expanded extensively into the northeast sector, adding near a loop of road a new barn and several sheds for storage of corn and carts, and at the extreme northeast edge of the group, and enlisted mens' quarters (Figures 8 and 9). A new boat house (on the site of the present No. 16, Small Boats Repair Shop), administration building (near the center of the Yard), lumber sheds

Building Chronology (continued)

south of the new boat house, a boiler house (on or near the site of the present No. 15, Power Plant), and a radio station near the east end of the south bulkhead were built during this period.

In 1910 the Yard suffered the loss of its Cadet Training School to the Coast Guard facility at New London, Connecticut. The reason cited for the transfer was that the Curtis Bay location was "too remote".

Facilities at the Yard were consistently enlarged and improved between the years 1910 and 1918. An enlisted men's barracks and garage were erected along the entrance road at the north central part of the Yard. The former cadet training school was converted to officers' quarters. A new battery house was built just west of new iron works and foundry and blacksmith shops on the waterfront on the site of present Building No. 12 (Public Works Shops). (See 1918 Yard plot plan, Figure 10). A listing of buildings with dates of construction provided by the Yard indicates that Building Nos. 12 and 15 (Power Plant) were erected in 1914 and 1911, respectively. However, the present buildings appear to have been substantially rebuilt since that time, probably during extensive building and renovation programs prior to World War II.

The Yard continued to expand over the next ten years. The 1928 plot plan (Figure 11) indicates a major southward expansion of the Yard by means of infill and reclamation of land from Curtis Creek. On this new infill land were added a marine railway and boat storage facility on the site of the present shipways No. 2. Yard management had made numerous concessions to the needs of workers, as evidenced by the addition during those years of a recreational facility and new living quarters in the central portion of the Yard. A new boat repair shop was built on the southeast tip of the south bulkhead. Many new sheds appeared in the northeast quadrant of the Yard, among them Nos. 44, 45, and 46, which still exist as part of the present Yard and are included in this survey. Other buildings included a barn, corn crib, and tool shed, now replaced by modern storage houses. Numerous lumber sheds, including paint and oil shops, were clustered around boat building and repair facilities on the waterfront. These sheds have since disappeared.

During the period 1928-1928, the Yard engaged in considerable building activity, much of it supported through government work programs. The present Yard configuration was established during that period (See Figure 12, 1938 plot plan). Most of the impact of this building effort was focused on replacement of wood frame industrial structures on the waterfront with modern steel frame, corrugated steel sheathed buildings reflecting high standards for their day for worker oriented, well lighted, safe, and comfortable work environments. The prefabricated components of these structures also made them less costly and time consuming to construct. Buildings erected during that period included in this survey are: No. 5 (Boat Building Shop), No. 16 (Small Boats Mechanical Outfitting), and Marine Railway and Turntable, all built in 1931, and No. 11 (Machine Shop), 1932. Several of the wood frame corrugated metal sheathed storage sheds in

Building Chronology (continued)

the northeast corner of the Yard included in this survey also date from this period: Nos. 21, 23, 38, and 39 (1928, and No. 41 (1930). Facing the entrance road near the north boundary of the Yard, there appeared No. 14 (1935) originally an officers' quarters, later converted to classroom uses. During this period there also appeared the first steel and concrete industrial and personnel support buildings on the Yard, two and three story structures with steel frames filled with concrete and veneered with brick. These were an electronics shop No. 3 (now a multi-use facility) built in 1934, and an ordnance shop and armory, No. 70 (now Baltimore Group reserve building), with adjunct No. 72, small arms storage, erected in 1937. The east bulkhead was extended further into Arundel Cove in 1938 (see construction photographs Figures 13, 14, 15, and 16).

During the years 1938 to 1942, the Yard undertook further building projects by way of preparation for World War II. The 1942 plot plan (Figure 17) shows that additional land was reclaimed from Curtis Creek to provide space for two 350' shipbuilding ways and a 3000-ton floating drydock (No. 67), with a 300 foot pier and adjacent two story brick Head House (see construction photographs, Figures 18, 19, and 20). Several buildings, constructed in 1939 and included in this survey, were brick veneered steel and concrete industrial buildings: No. 4, formerly a woodworking shop now converted to multiple uses; No. 58, Mechanical Shop and Molk Loft; and a foundry, No. 66, now an equipment maintenance station. Two shed-like garages, Nos. 52 and 57 were also erected. In the same year, the first permanent barracks for Coast Guard enlisted men was also erected, No. 33 (Fleet Hall).

Toward the end of the war preparation period, the concrete, steel, and brick administration building (No. 1) was erected in 1943 to centralize formerly scattered administrative offices. A brick veneered steel and concrete industrial building, No. 8, mainly housing the pipe building section, was also built in that year. Storage sheds erected in the northeast quadrant were Nos. 43, 24, and 25, No. 26 followed in 1943. In approximately 1943 the railroad siding and shed on the north edge of the Yard were erected. The date of the incinerator building (No. 53) is uncertain but was probably built during this period as the workload at the Yard increased.

During World War II the Yard was increased to its present 113 acres by purchase of adjacent land to the west and the north, and by reclaiming land from Curtis Creek. The 1944 Yard plot plan (Figure 21) shows the Yard layout during the peak of its operating capacity. Major additions made to the waterfront were two 400 foot piers, a 1000 ton floating drydock, a 1000 foot new west bulkhead, and five 25-ton capacity Gantry cranes. New buildings to house additional fabricating areas and personnel support activities went up in the newly acquired western half of the Yard: No. 78, Fabricating Shop; Supply Buildings Nos. 80, 81, 85, and 86; No. 77, Paint Shop; a garage, No. 79; and civilian cafeteria, No. 76. Railroad trackage connecting the Yard with the B&O lines serving Baltimore City and Anne Arundel County was laid. Temporary training and barracks

Building Chronology (continued)

buildings erected for use during those years were subsequently taken down.

The war years' additions to the Yard abruptly changed the original Yard configuration, diverting the major industrial hub from Arundel Cove to the western half of the Yard on Curtis Creek. The Yard had evolved in the space of a few years from a tight-knit shipyard to a sprawling industrial plant. By 1944 standards, it was one of the best equipped and most efficient small industrial plants in the country.

POST WAR YEARS TO PRESENT

In the years following the War to the present time, renovations were made to older Yard buildings as needed to suit changing production and administrative requirements (see Figure 22, 1962 Yard map, and Figure 23, aerial view). In many of the metal industrial buildings, much original industrial steel sash and windows have been filled in to improve interior climate control or to accommodate exterior improvements such as air filtering equipment or prefabricated additions for office, locker, and rest-room facilities. The most extensive renovation efforts have concentrated on the brick veneered industrial buildings, whose less specialized structural features, more flexible interior layouts, greater permanence, and location away from the prime Cove-side ship building activity made them likely candidates for adaptation to other uses. As the work force and administrative functions of the Yard grew, industrial buildings (especially Nos. 3, 4, 8, and 70) were converted to administrative and personnel support activity spaces.

Buildings and grounds on the Yard are maintained in excellent condition. At the time of this survey, Building No. 4 was undergoing exterior renovations to replace industrial windows with modern aluminum sash to improve interior climate control. A nearly 25% reduction in Yard staff, which took place in June, 1981, had reduced the size of the work force to 800 at the time of this survey. Reductions were made in accordance with administrative mandate to end duplication by government of functions which can be more efficiently and effectively fulfilled by private sector actors.

AA-783

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached continuation sheets

CONTINUE ON SEPARATE SHEET IF NECESSARY

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

## VERBAL BOUNDARY DESCRIPTION

See attached continuation sheets

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

STATE	COUNTY
STATE	COUNTY

## FORM PREPARED BY

NAME / TITLE  
Susanne Moore, Historic Sites Surveyor

ORGANIZATION  
The Maryland Historical Trust

DATE  
August, 1981

STREET & NUMBER  
Annapolis, Maryland 21401

TELEPHONE  
269-2438

CITY OR TOWN

STATE

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

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## #9 Major Bibliographical References Continuation Sheet

AA-783

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## CHAIN OF TITLE

GW 47/244

Deed

From: Walter Townsend and Sydney Heiskell

To: Unites States of America, Coast Guard Yard

[Parcel 1, 29 acres]

[Parcel 2, 36 acres]

Consideration: \$30,000

U.S. District  
Court  
Stipulation  
13 March 1943

United States of America, Coast Guard Yard, condemned  
and took lands held by the Crosco Building Company, et al.

[Parcel 3 and Railroad Parcel, total 38.56 acres]

---

VERBAL BOUNDARY DESCRIPTION:

In the County of Anne Arundel and the City of Baltimore, State of Maryland, and described as follows:

PARCEL NO. 1

All that parcel of land situate in the Third Election District of Anne Arundel County, State of Maryland, bounded and described as follows:

Beginning for the same at a concrete monument heretofore set at the northwest corner of land now belonging to the United States of America, Coast Guard Yard, the co-ordinates of said monument being east 13,153.35 feet and south 34,661.99 feet according to the system of co-ordinates established by the Topographical Survey Commission of Baltimore City and running thence, binding on the westernmost outline of land now belonging to the United State of America, as now surveyed, south 15 degrees 40 minutes west 1,441.84 feet to Curtis Creek; thence binding on Curtis Creek the three following courses and distances to wit: north 52 degrees and 36 minutes west 235.67 feet, north 75 degrees and 03 minutes west 632.61 feet and north 23 degrees and 50 minutes west 319.07 feet to the division line between the land now being described and land of Frances B. W. Dalton and Joseph C. Dalton; thence binding on said division line the two following courses and distances, to wit: north 58 degrees and 51 minutes east 531.20 feet and north 32 degrees and 14 minutes east 671.42 feet to the end of the second line of Parcel "B" described in a deed from Philip M. Hillwood and Katherine R. Hillwood, his wife, to Baltimore and Ohio Railroad Company dated September 5, 1928 and recorded among the Land Records of Baltimore City in Liber S.C.L. No. 4940 folio 3; and thence binding reversely on the second and first lines of said Parcel "B", as now surveyed, easterly by a line curving to the right with a radius of 1382.70 feet and a chord which bears south 84 degrees, 27 minutes and 40 seconds east 415.38 feet the distance of 416.96 feet and south 82 degrees and 06 minutes east 91.40 feet to the place of beginning. Containing 22.668 acres of land, more or less.

PARCEL NO. 2

All that parcel of land situate in the Third Election District of Anne Arundel County, State of Maryland, bounded and described as follows:

Beginning for the same at the end of the fifth line of parcel "A" described in a deed from Frances B. W. Dalton and Joseph C. Dalton, her husband, to Baltimore and Ohio Railroad Company dated September 28, 1928, and recorded among the Land Records of Baltimore City in Liber S.C.L. No. 4940 folio 145 and among the Land Records of Anne Arundel County; said point being distant 50 feet southeasterly at right angles from Station 120 plus 19.4 in center line "LI" of Marley Neck Branch of Baltimore and Ohio Railroad the co-ordinates of said point being east 12,149.26 feet and south 34,734.72 feet according to the system of co-ordinates established by the Topographical Survey Commission of Baltimore City and running thence binding reversely on said fifth line, as now surveyed, north 76 degrees, 54 minutes and 40 seconds east 506.55 feet to a point in the division line between the land now being described and land of Crosco Building Company, Incorporated; thence binding on said division line the two following courses and distances, to wit: south 32 degrees and 14 minutes west 658.80 feet and south 58 degrees and 51 minutes west 531.20 feet to Curtis Creek; thence binding on Curtis Creek the two following courses and distances, to wit: north 33 degrees, 39 minutes and 30 seconds west 266.41 feet and north 8 degrees and 31 minutes west 270.0 feet to a point distant 50 feet south-easterly at right angles from said center line "LI" of the Marley Neck Branch of Baltimore and Ohio Railroad at the end of the sixth line of Parcel "A" herein before referred to and thence binding reversely on said sixth line of Parcel "A" as now surveyed, north 65 degrees, 26 minutes and 40 seconds east 550.00 feet to the place of beginning. Containing 9.100 acres, more or less.

PARCEL NO. 3

All that parcel of land situate partly in Baltimore City and partly in the Third Election District of Anne Arundel County, State of Maryland bounded and described as follows:

Beginning for the same on the southernmost side of Pennington Avenue, 70 feet wide, as condemned and opened by the Mayor and City Council of Baltimore under Ordinance No. 823 approved November 4, 1929, a portion of which was closed under Ordinance No 431 approved May 6, 1933 where it is intersected by the first line of the land described in a deed from Frances B. W. Dalton and Joseph C. Dalton, her husband, to Real Estate and Improvement Company dated February 10, 1930 and recorded among the Land Records of Baltimore City in Liber S.C.L. No. 5097 folio 506 and among the Land Records of Anne Arundel County; the co-ordinates of said point being east 12,985.24 feet and south 33,660.45 feet according to the system of co-ordinates established by the Topographical Survey Commission of Baltimore City and running thence binding on the southernmost side of Pennington Avenue the two following courses and distances, to wit: south 75 degrees 37 minutes and 46 seconds east 224.0 feet and south 75 degrees, 39 minutes and 24 seconds east 212.04 feet to the beginning of the parcel of land secondly described in a deed from Tilden F. Hare and Lucy J. Hare, his wife, and Jack DeMar, widower, to Crosco Building Company, Incorporated; dated February 20, 1941, and recorded among the Land Records of Baltimore City in Liber M.L.P. No. 6130 folio 369; thence running with and binding on the outlines of said second parcel, as now surveyed; the six following courses and distances to wit: south 15 degrees, 53 minutes and 20 seconds west 772.73 feet to the end of the eighth line of Parcel "B" described in a deed from Philip M. Hillwood and Katherine R. Hillwood, his wife, to Baltimore and Ohio Railroad Company dated September 5, 1928, and recorded among the Land Records of Baltimore City in Liber S.C.L. No. 4940 folio 3; thence binding reversely on the eighth, seventh, sixth and fifth lines of said Parcel "B" north 73 degrees and 56 minutes west 189.82 feet; northwesterly by a line curving to the right with a radius of 666.80 feet and a chord which bears north 45 degrees, 57 minutes and 16.5 seconds west 67.97 feet the distance of 68 feet; north 16 degrees and 04 minutes east 170.34 feet and north 73 degrees and 56 minutes west 189.70 feet to the end of the first line of the land described in the deed from Frances B. W. Dalton and husband to Real Estate and Improvement Company herein before referred to and thence binding reversely on part of said first line north 16 degrees and 12 minutes east 557.50 feet to the place of beginning. Containing 6.800 acres of land, more or less, of which 5.147 acres are in Baltimore City and 1.653 acres are in Anne Arundel County.

PARCEL NO. 3-A

Beginning for the same on the southernmost side of Pennington Avenue seventy feet wide as condemned and opened by the Mayor and City Council under ordinance No. 823 approved November 4, 1929 a portion of which was closed under ordinance 431 approved May 6, 1933 where it is intersected by the first line of land in a deed from Frances B. W. Dalton and her husband to the Real Estate & Improvement Company, dated February 10, 1930 and recorded among the Land Records aforesaid in Liber S.C.L. 5097, folio 506 and also among the Land Records of Anne Arundel County coordinates of said point being east twelve thousand nine hundred eighty-five and twenty-four one-hundredths feet and south thirty-three thousand six hundred sixty and forty-five one-hundredths feet according to the system of coordinates established by the Topographical Survey Commission of Baltimore City; thence on the southernmost side of Pennington Avenue south seventy-five degrees thirty-seven minutes forty-six seconds east two hundred twenty-four feet and south seventy-five degrees thirty-nine minutes twenty-four seconds east fifty-nine and sixty-three one-hundredths feet; thence north eighty-three degrees thirty-four minutes, thirty-four seconds west two hundred eighty-seven and sixty-five one-hundredths feet to the first line of land in a deed from Frances B. W. Dalton and husband to the Real Estate & Improvement Company aforesaid; thence on said line north sixteen degrees twelve minutes no seconds east forty feet to the place of beginning as shown on plat of property entitled "Property Line Map, United States Coast Guard Yard, Proposed Ship Repair Facilities, Curtis Creek, Maryland."

RAILROAD PARCEL

The right to construct, operate, maintain, repair, replace and remove a road, underground pipe line and electric cables over, under and through the lands of the Baltimore and Ohio Railroad Company in the County of Anne Arundel, State of Maryland, bounded on the north and south by the lands of the Crosco Building Company, Inc. more particularly described as follows:

All of those lands of the Baltimore and Ohio Railroad Company lying between the southwesterly extension of the northeasterly line of land of the Crosco Building Company, Inc, and a line 100 feet west thereof measured at right angles thereto and parallel therewith, containing  $37/100$  acres, more or less,

- ADMINISTRATION
- BOAT HOUSE
- 5 MILL
- BOAT HOUSE
- 10 FIRE DEPARTMENT
- 11 MACHINE SHOP
- 12 COAL SHED
- 13 PAINT SHOP
- 20 OIL HOUSE
- 22 BARN
- 23 SHED
- 34 SCHOOL BUILDING
- 35 PUMP HOUSE
- 37 DISPENSARY

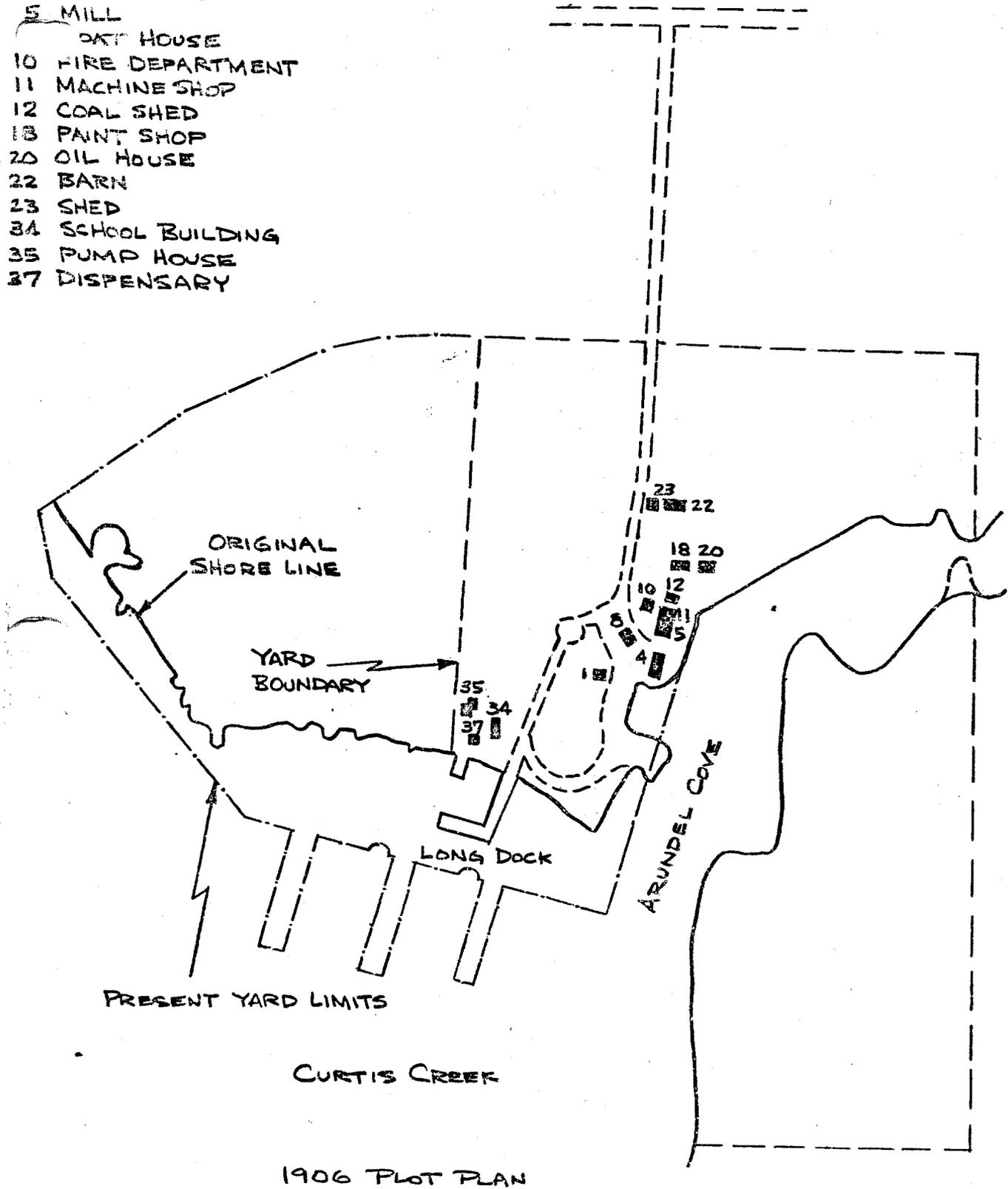
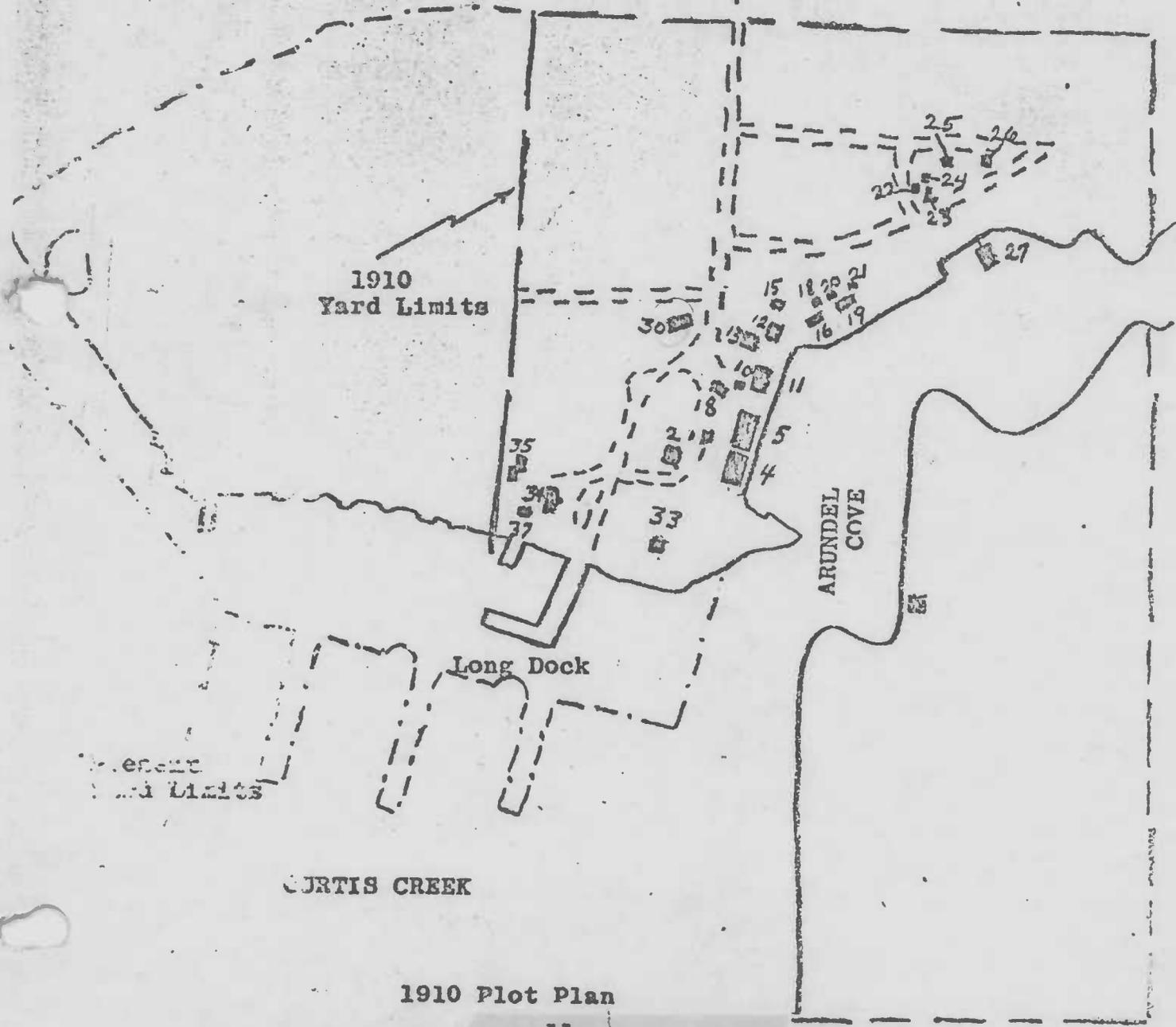


Figure 6  
 1906 Plot Plan Showing original Yard  
 Shoreline & boundaries contrasted with  
 those of the present

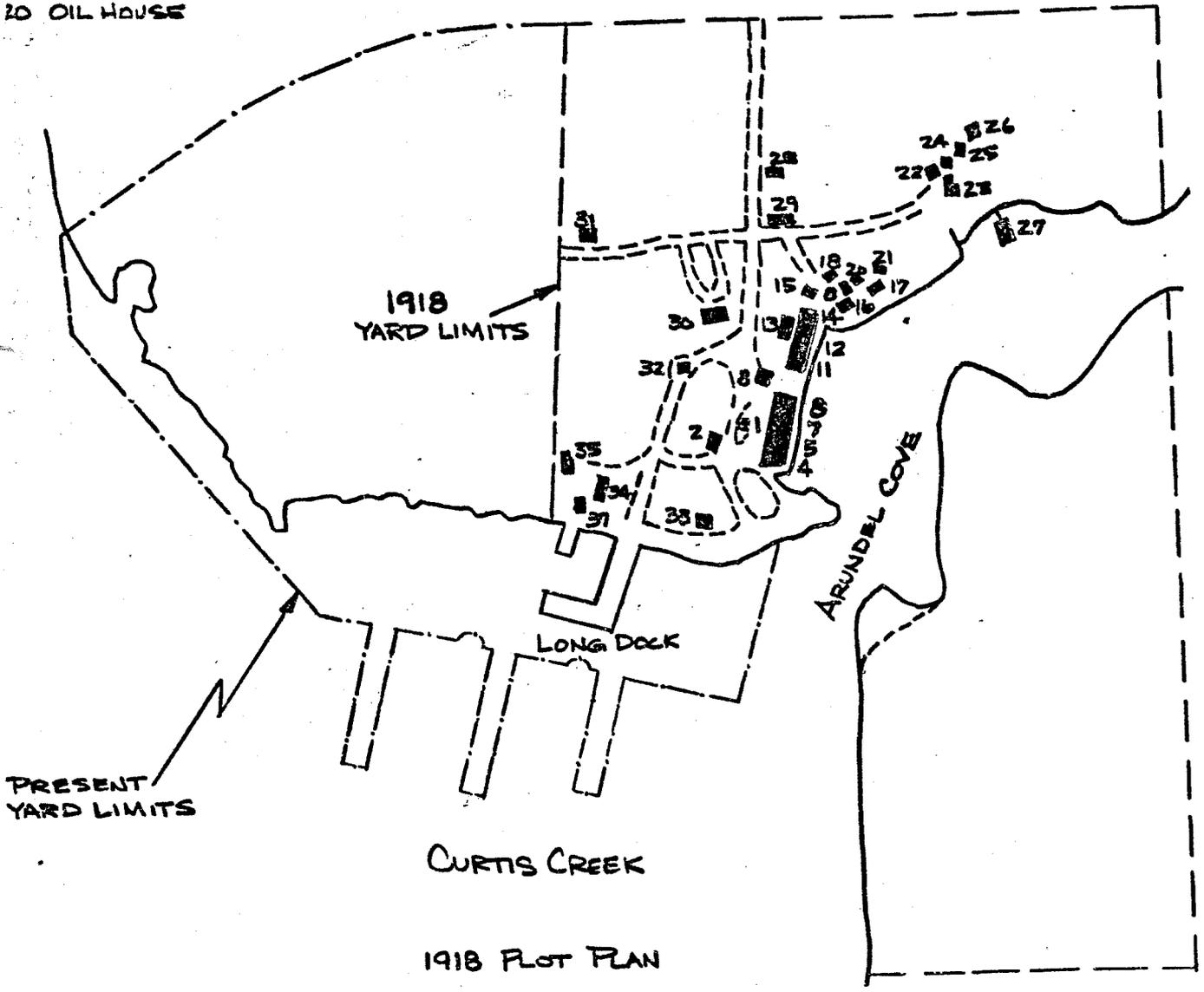
- |                   |                         |
|-------------------|-------------------------|
| 1 Office          | 20 Oil House            |
| 2 Administration  | 21 Magazine             |
| 3 Boat House      | 22 Barn                 |
| 4 Mill            | 23 Shed                 |
| 5 Boat Shop       | 24 Corn Shed            |
| 6 Fire Department | 25 Cart Shed            |
| 7 Machine Shop    | 26 Men's Quarters       |
| 8 Coal Shed       | 27 C. & G.S. Boat House |
| 9 Power House     | 30 Officers' Bldg.      |
| 10 Gas House      | 33 Rad'o Station        |
| 11 Lumber Shed    | 35 Pump House           |
| 12 Paint Shop     | 34 School Bldg.         |
| 13 Kitchen        | 37 Dispensary           |



CURTIS CREEK

1910 Plot Plan

- 1 OFFICE
- 2 C.O. OFFICE
- 4 BOAT HOUSE
- 5 BOAT SHOP
- 6 MILL & JOINER SHOP
- COMFORT STATION
- 8 STOREROOM
- 0 TANK HOUSE
- 1 MACHINE SHOP
- 2 IRON WORKERS SHOP
- 3 POWER HOUSE
- 4 FOUNDRY & BLACKSMITH SHOP
- 5 BATTERY HOUSE
- 6 LUMBER SHED
- 7 GREEN HOUSE
- 8 PAINT SHOP
- 9 LUMBER SHED
- 20 OIL HOUSE
- 21 MAGAZINE
- 22 STABLE
- 23 BARN
- 24 CORN CRIB
- 27 TOOL SHED
- 28 BARRACKS
- 29 GARAGE
- 30 OFFICERS' QUARTERS
- 31 TANK HOUSE
- 32 FLAG HOUSE
- 33 RADIO STATION
- 34 OFFICERS' QUARTERS
- 25 BOAT STOWAGE
- 36 TANK HOUSE
- 37 OFFICERS' QUARTERS



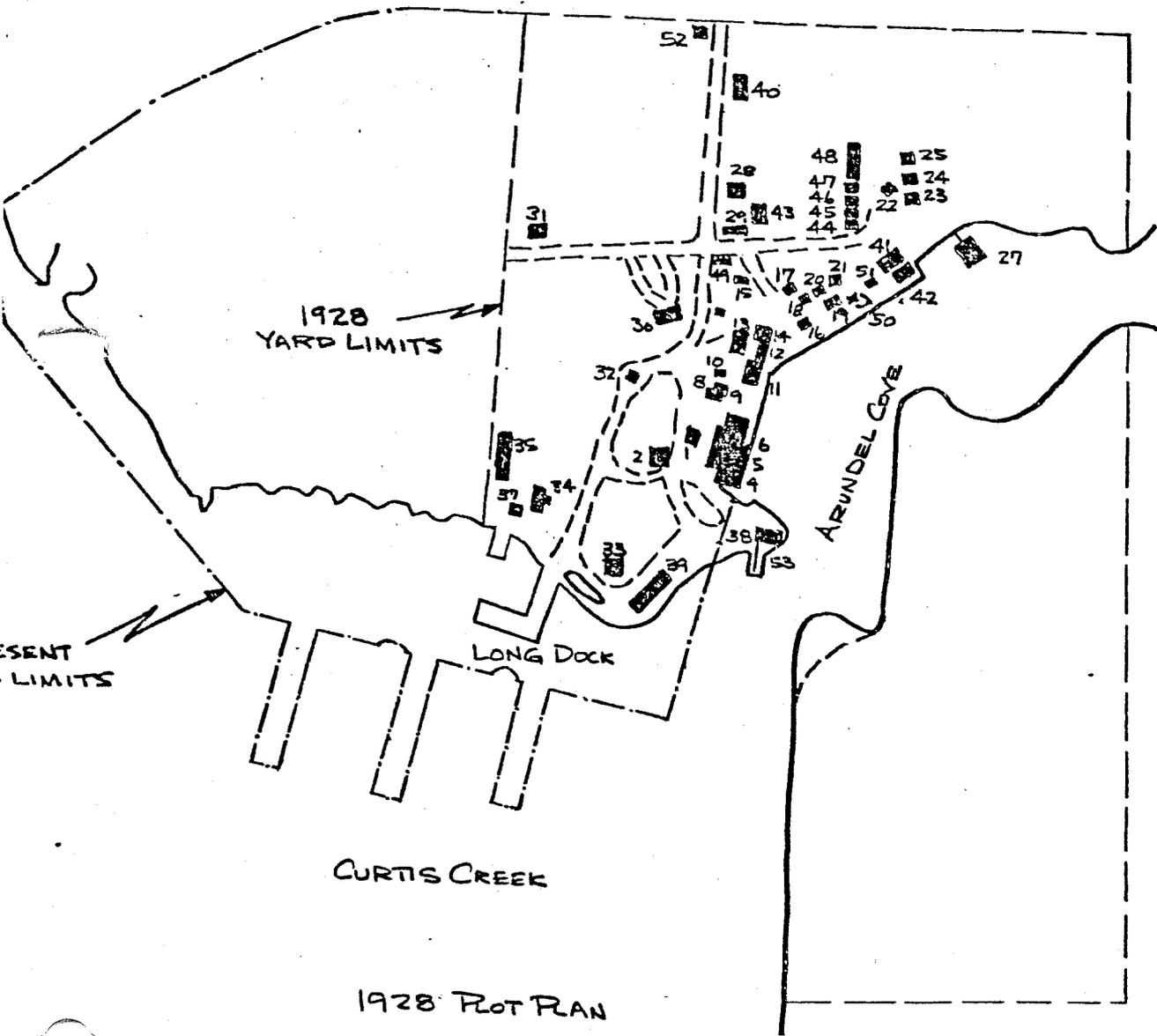
1918 FLOT PLAN

Figure 10

- MAIN OFFICE
- CO.'S QUARTERS
- FIRE DEPARTMENT
- HOUSE
- BOAT SHOP
- COMFORT STATION
- STOREHOUSE
- TANK HOUSE
- MACHINE SHOP
- IRONWORKERS SHOP
- POWER HOUSE
- FOUNDRY & BLACKSMITH
- BATTERY HOUSE
- LUMBER SHED

- 17 GREEN HOUSE
- 18 PAINT SHOP
- 19 LUMBER SHED
- 20 OIL HOUSE
- 21 MAGAZINE
- 22 STABLE
- 23 BARN
- 24 CORN CRIB
- 25 TOOL SHED
- 26 LUMBER STORAGE
- 27 COAST SURVEY BOAT HOUSE
- 28 BARRACKS
- 29 GARAGE
- 30 OFFICERS' QUARTERS
- 31 TANK HOUSE

- 32 FLAG HOUSE
- 33 RADIO STATION
- 34 OFFICERS' QUARTERS
- 35 BOAT STORAGE
- 36 TANK HOUSE
- 37 OFFICERS' QUARTERS
- 38 MARINE RAILWAY
- 39 BOAT STORAGE
- 40 YMCA
- 41-48 STOREROOMS
- 49 GARAGE
- 50 ELECTRIC CRANE
- 51 BOATSWAIN LOCKER
- 52 SENTRY BOX
- 53 BOAT REPAIR SHOP



1928 ROT PLAN

Figure 11

MAJOR BUILDINGS

AA-783

- 1 Main Office
- 2 CO's Quarters
- 3 Communications Bldg.
- 4 Mill
- 5 Boat Shop
- 11 Machine Shop
- 12 Sheet Metal Shop
- 15 Power House
- 16 Gas Engine Shop & Boat Basin
- 17 Marine Railway
- 22 Rigging Loft
- 26 Yard's Carpenter Bldg.
- 28 Barracks
- 30 Officers' Quarters
- 34 Dispensary
- 37 Officers' Quarters
- 40 Recreation Bldg.
- 48 Paint Shop
- 54 Supply Office
- 58 Galvanizing Shop
- 61 Marine Railway
- 70 Ordnance Bldg.



CURTIS CREEK

1938 Plot Plan

Figure 12

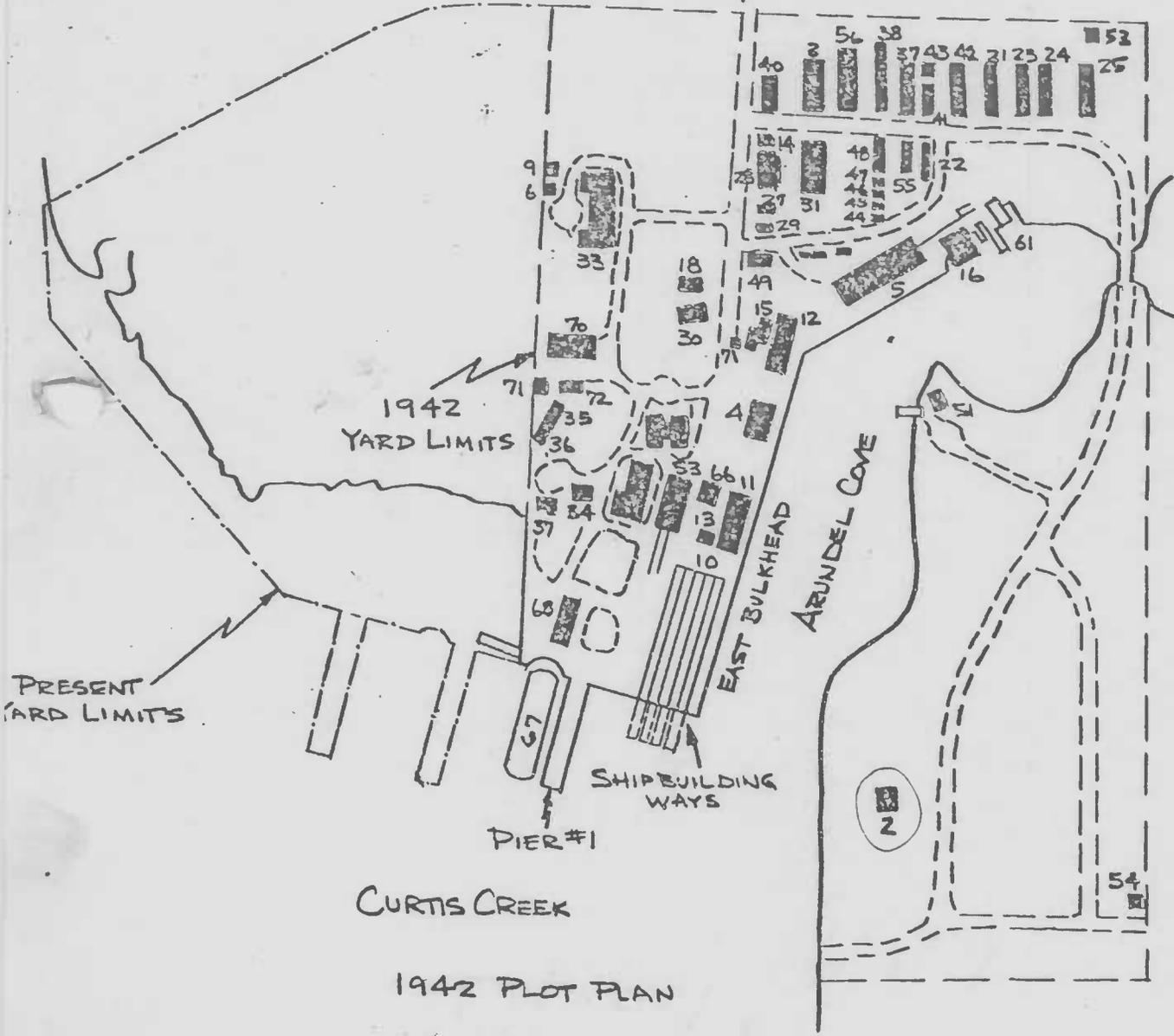
- JOOR BUILDINGS
- ADMINISTRATION
- OFFICERS' QUARTERS
- COMMUNICATIONS
- WOODWORKING SHOP
- BOAT SHOP
- COATED SHOP BLDG.
- SHIPWAYS #1 & #2
- MACHINE SHOP
- PUBLIC WORKS SHOP
- VARRANT OFFICERS' CLUB
- TOWER HOUSE
- AS ENGINE SHOP &
- BOAT BASIN
- OFFICERS' QUARTERS

- 31 SUPPLY BLDG.
- 34 DISPENSARY &
- OFFICERS' CLUB
- 37 OFFICERS' QUARTERS
- 40 RECREATION BLDG.
- 47 BATTERY SHOP
- 48 PAINT SHOP
- 51 MAGAZINE
- 58 METALS SHOP
- 61 MARINE RAILWAY
- 66 FOUNDRY
- 67 DRYDOCK
- 68 DRYDOCK HEADHOUSE
- 70 ORDNANCE BLDG.

PENNINGTON AVE.

BALTIMORE CITY

ARUNDEL COUNTY



CURTIS CREEK

1942 PLOT PLAN

Figure 17

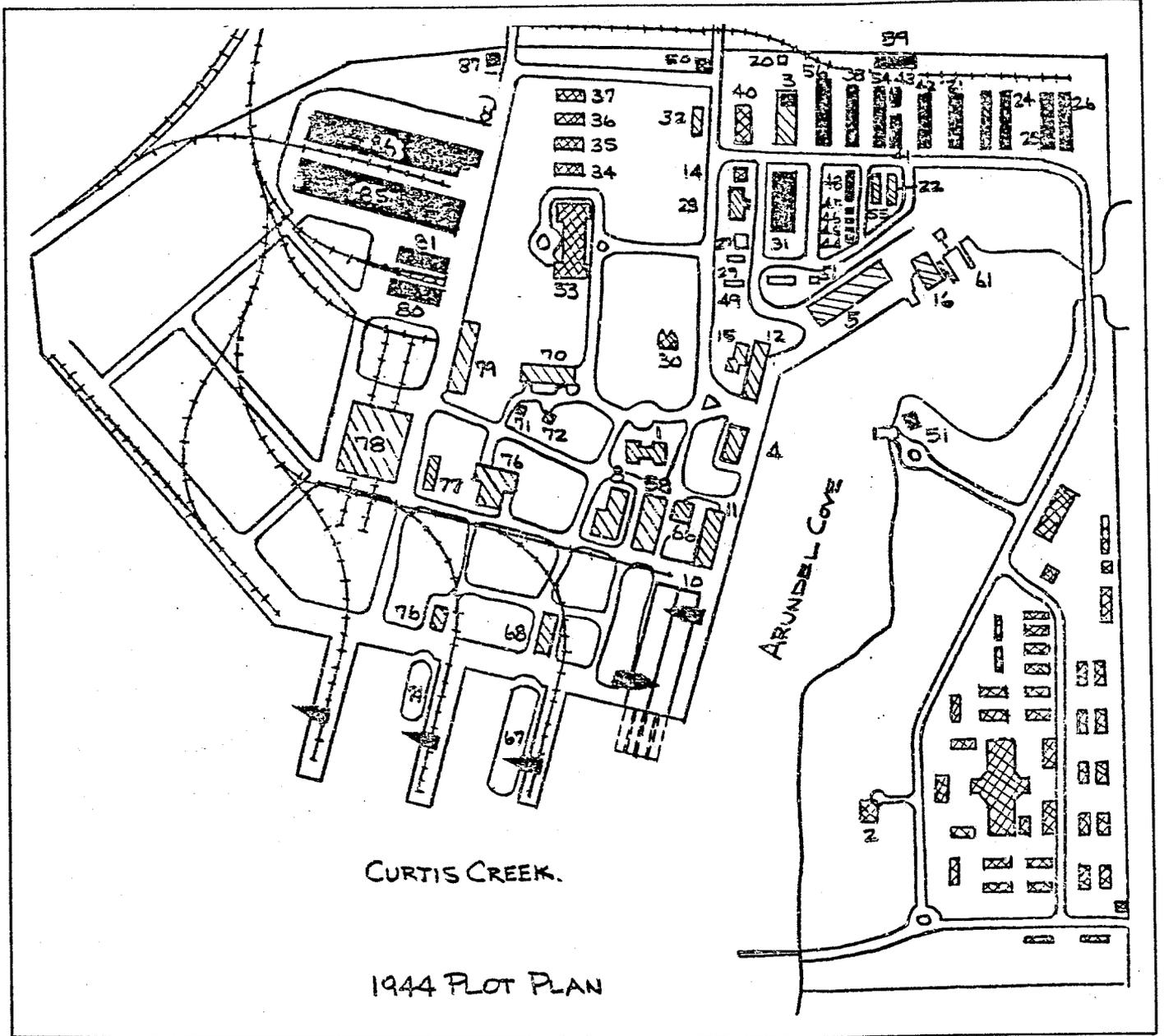


Figure 21

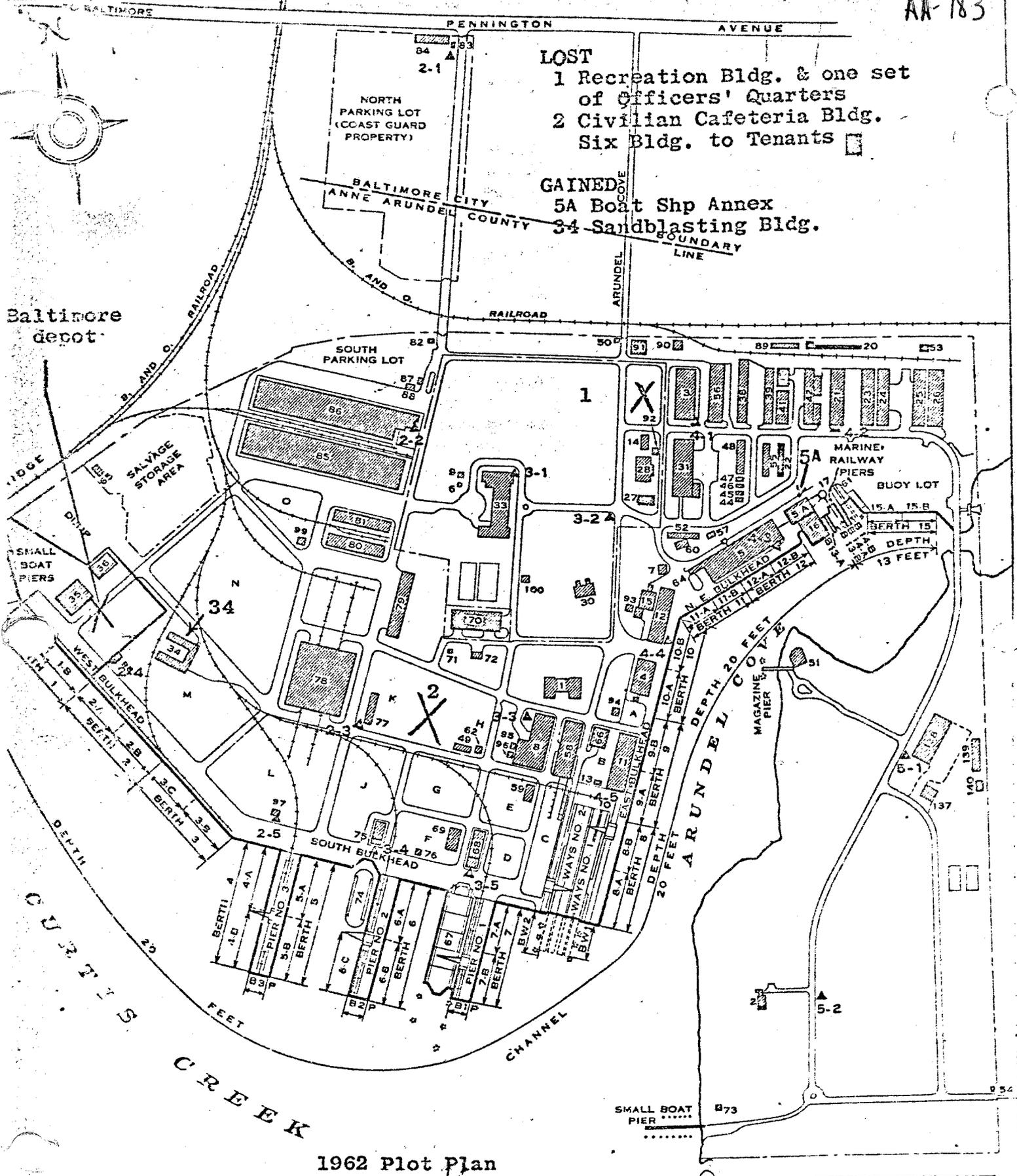
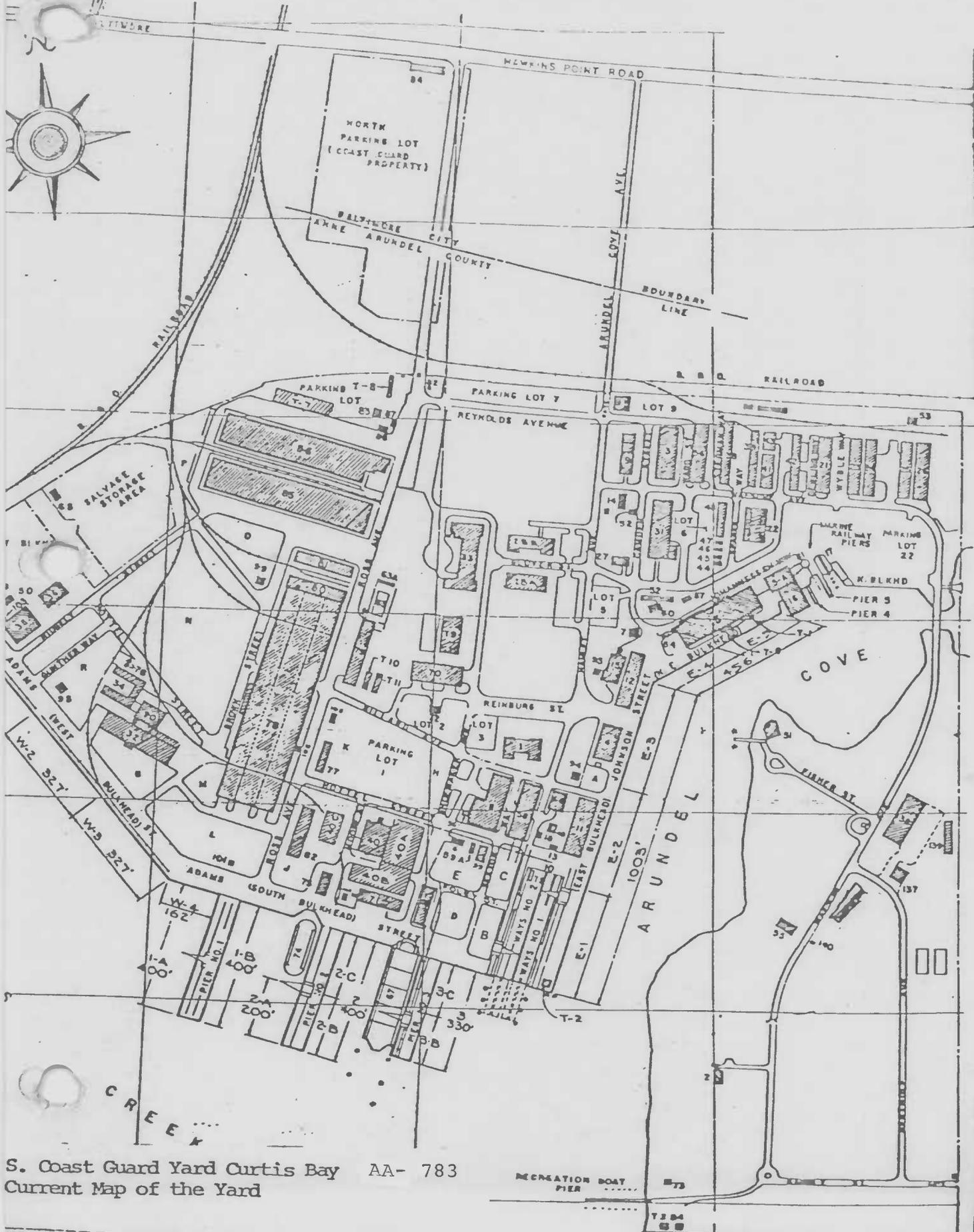


Figure 22 3

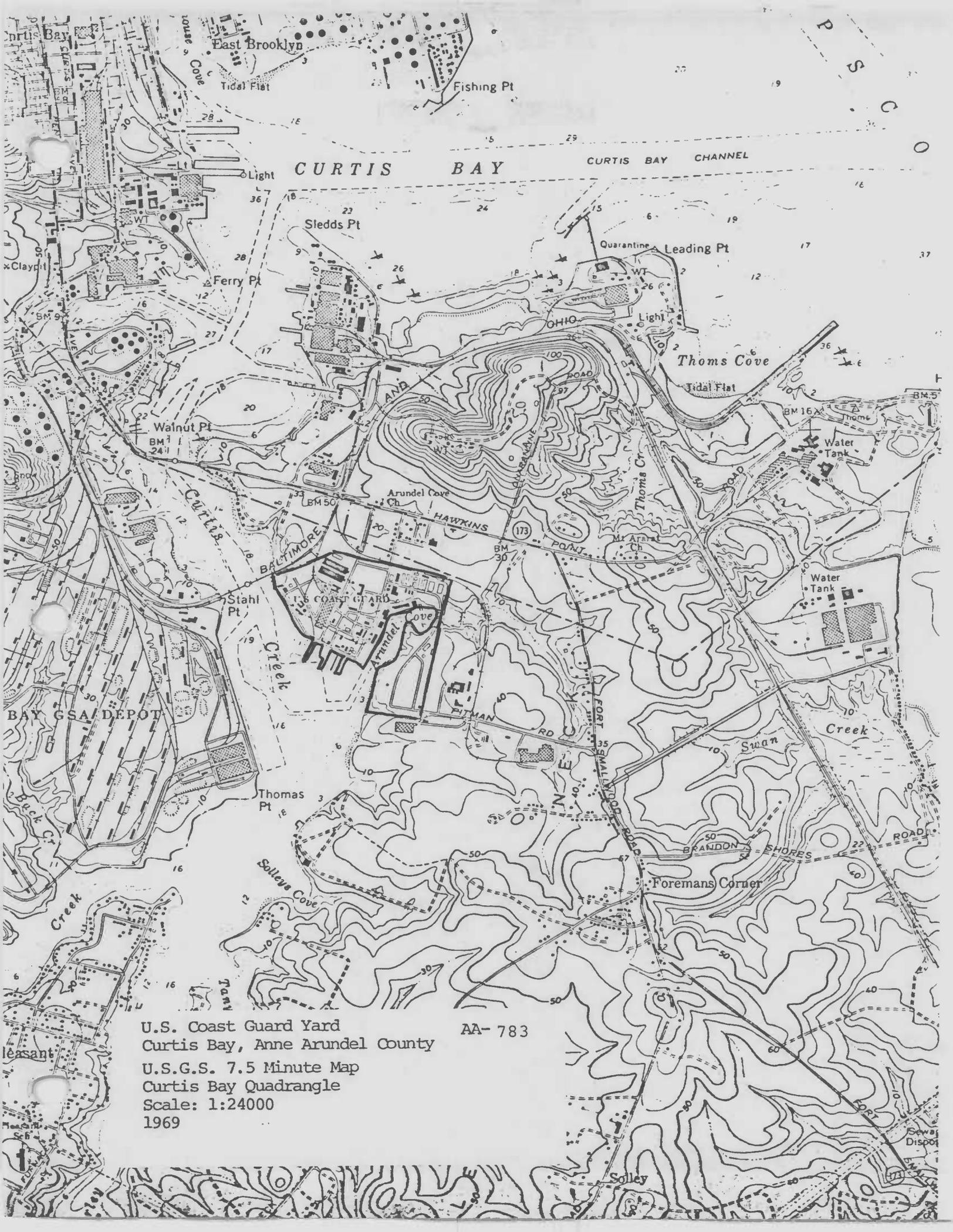
YARD MAP



S. Coast Guard Yard Curtis Bay AA- 783  
Current Map of the Yard

RECREATION BOAT PIER

TJ24  
68



U.S. Coast Guard Yard  
Curtis Bay, Anne Arundel County  
U.S.G.S. 7.5 Minute Map  
Curtis Bay Quadrangle  
Scale: 1:24000  
1969

AA-783



U.S. Coast Guard Yard Curtis Bay AA-783  
View of Yard from southwest  
Historic Photograph (1944) on file at Yard  
Office of Graphics/Repro

PLEASE CREDIT  
U. S. COAST GUARD OFFICIAL PHOTO  
U. S. COAST GUARD YARD  
BALTIMORE, MD. 21226

Curtis Bay Survey  
u.s.c.g. yard  
Aerial photo

FILE NO. COPY PHOTO OF CBYARP

SUBJECT \_\_\_\_\_

ORIGINAL TAKEN IN 1944

PHOTOGRAPHER ~~W. H. H. H.~~

AA-783



ENGINEERS & PERSONNEL OFFICERS QUARTERS,  
AND WATER TOWER. U. S. C. G. M. D.

Figure 9  
Engineers and Personnel Officers Quarters,  
c. 1910, U.S. Coast Guard Yard historic  
photographs archives

9

AA-783



View of yard, c. 1920

AA-783



exp of east publication 1938

AA-783



E. Bulkhead extension 1938

AA-783

Extension of east bulkhead  
Historic photograph (1938), from archives  
of U.S. Coast Guard Yard Curtis Bay



AA-783

E. Bulkhead on 5-1938

Extension of east bulkhead  
Historic photograph (1938), from archives  
of U.S. Coast Guard Yard Curtis Bay



AA-783

Extenssion of east bulkhead  
Historic photograph (1938) from archives of  
U.S. Coast Guard Yard Curtis Bay



U.S. Coast Guard Yard  
Curtis Bay  
Anne Arundel County, Md

AA-~~783~~ 783

Susanne Moore

July 1981

Maryland Historical Trust, Annapolis, Md  
View of Yard to the southwest from  
the Head of Arundel Cove 1/1



Aerial - C. 1960

looking N

AA-783



SHAW-BLICK CRANE  
MOUNTED ON HIGH

OCT - 2 '41  
BROOKLYN  
B.C. THORPE

DD and Sh always was.

#  
C. 1942

AA-783

Construction of shipways and drydocks 1 and  
2

Historic photograph, 1942

From archives of U.S. Coast Guard Yard

Curtis Bay



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Construction of Shipways and Drydocks

1 and 2

Historic photograph 1942

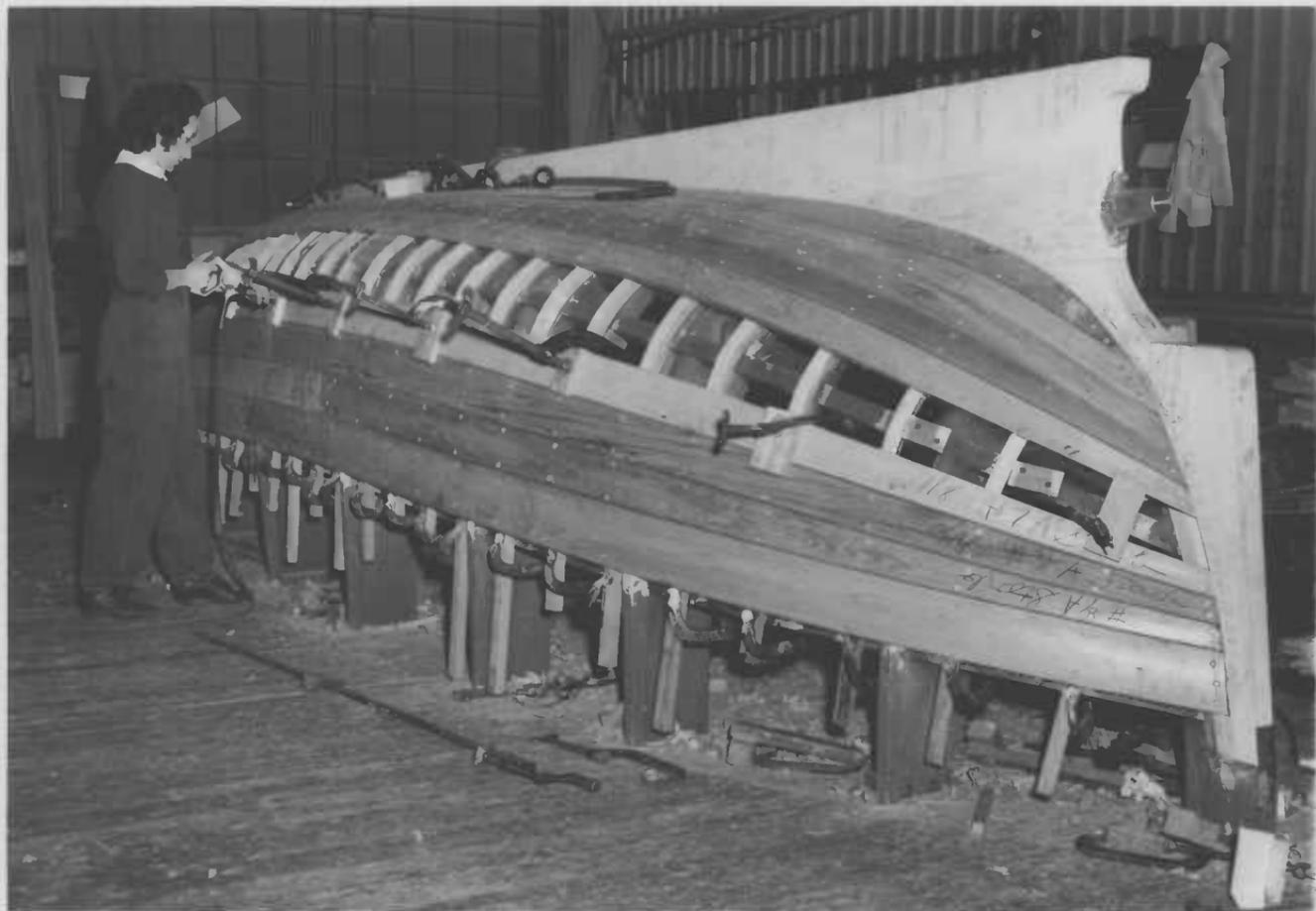
U.S. Coast Guard Yard Curtis Bay archives



DD and Shipways #1 c. 1942

AA-783

Construction of Shipways and Drydocks  
1 and 2  
Historic Photograph, 1942  
U.S. Coast Guard Yard Curtis Bay archives



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Wooden boat building  
C. 1940

Wooden boat building  
Historic photograph (c. 1940) from photo-  
graphic archives, U.S. Coast Guard Yard  
Curtis Bay



Wooden boat building

AA-783

Wooden boat building

Historic photograph (c. 1940) from photographic archives, U.S. Coast Guard Yard Curtis Bay

Figure 2

Wooden Boat Building

Historic photograph (c. 1940) in archives of U.S. Coast Guard Yard Curtis Bay

AA-783



146. Gropius and Meyer: Model Factory, Werkbund Exhibition, Cologne, 1914. North Side.

AA-783

Peusner of Niokolcus. Pioneers  
of modern Design

Auto: Penguin Books, 1960.

p. 215

List of Materials for Hut

1	Plank 1/2 in. thick	100	100	100
2	Plank 1/2 in. thick	100	100	100
3	Plank 1/2 in. thick	100	100	100
4	Plank 1/2 in. thick	100	100	100
5	Plank 1/2 in. thick	100	100	100
6	Plank 1/2 in. thick	100	100	100
7	Plank 1/2 in. thick	100	100	100
8	Plank 1/2 in. thick	100	100	100
9	Plank 1/2 in. thick	100	100	100
10	Plank 1/2 in. thick	100	100	100
11	Plank 1/2 in. thick	100	100	100
12	Plank 1/2 in. thick	100	100	100
13	Plank 1/2 in. thick	100	100	100
14	Plank 1/2 in. thick	100	100	100
15	Plank 1/2 in. thick	100	100	100
16	Plank 1/2 in. thick	100	100	100
17	Plank 1/2 in. thick	100	100	100
18	Plank 1/2 in. thick	100	100	100
19	Plank 1/2 in. thick	100	100	100
20	Plank 1/2 in. thick	100	100	100
21	Plank 1/2 in. thick	100	100	100
22	Plank 1/2 in. thick	100	100	100
23	Plank 1/2 in. thick	100	100	100
24	Plank 1/2 in. thick	100	100	100
25	Plank 1/2 in. thick	100	100	100
26	Plank 1/2 in. thick	100	100	100
27	Plank 1/2 in. thick	100	100	100
28	Plank 1/2 in. thick	100	100	100
29	Plank 1/2 in. thick	100	100	100
30	Plank 1/2 in. thick	100	100	100
31	Plank 1/2 in. thick	100	100	100
32	Plank 1/2 in. thick	100	100	100
33	Plank 1/2 in. thick	100	100	100
34	Plank 1/2 in. thick	100	100	100
35	Plank 1/2 in. thick	100	100	100
36	Plank 1/2 in. thick	100	100	100
37	Plank 1/2 in. thick	100	100	100
38	Plank 1/2 in. thick	100	100	100
39	Plank 1/2 in. thick	100	100	100
40	Plank 1/2 in. thick	100	100	100
41	Plank 1/2 in. thick	100	100	100
42	Plank 1/2 in. thick	100	100	100
43	Plank 1/2 in. thick	100	100	100
44	Plank 1/2 in. thick	100	100	100
45	Plank 1/2 in. thick	100	100	100
46	Plank 1/2 in. thick	100	100	100
47	Plank 1/2 in. thick	100	100	100
48	Plank 1/2 in. thick	100	100	100
49	Plank 1/2 in. thick	100	100	100
50	Plank 1/2 in. thick	100	100	100

DESIGN  
**HOSPITAL HUT**  
 to accommodate 24 Patients  
 IN THE  
**CRIMES**

- List of Materials for one Hospital Hut (continued)
1. Plank 1/2 in. thick 100
  2. Plank 1/2 in. thick 100
  3. Plank 1/2 in. thick 100
  4. Plank 1/2 in. thick 100
  5. Plank 1/2 in. thick 100
  6. Plank 1/2 in. thick 100
  7. Plank 1/2 in. thick 100
  8. Plank 1/2 in. thick 100
  9. Plank 1/2 in. thick 100
  10. Plank 1/2 in. thick 100
  11. Plank 1/2 in. thick 100
  12. Plank 1/2 in. thick 100
  13. Plank 1/2 in. thick 100
  14. Plank 1/2 in. thick 100
  15. Plank 1/2 in. thick 100
  16. Plank 1/2 in. thick 100
  17. Plank 1/2 in. thick 100
  18. Plank 1/2 in. thick 100
  19. Plank 1/2 in. thick 100
  20. Plank 1/2 in. thick 100
  21. Plank 1/2 in. thick 100
  22. Plank 1/2 in. thick 100
  23. Plank 1/2 in. thick 100
  24. Plank 1/2 in. thick 100
  25. Plank 1/2 in. thick 100
  26. Plank 1/2 in. thick 100
  27. Plank 1/2 in. thick 100
  28. Plank 1/2 in. thick 100
  29. Plank 1/2 in. thick 100
  30. Plank 1/2 in. thick 100
  31. Plank 1/2 in. thick 100
  32. Plank 1/2 in. thick 100
  33. Plank 1/2 in. thick 100
  34. Plank 1/2 in. thick 100
  35. Plank 1/2 in. thick 100
  36. Plank 1/2 in. thick 100
  37. Plank 1/2 in. thick 100
  38. Plank 1/2 in. thick 100
  39. Plank 1/2 in. thick 100
  40. Plank 1/2 in. thick 100
  41. Plank 1/2 in. thick 100
  42. Plank 1/2 in. thick 100
  43. Plank 1/2 in. thick 100
  44. Plank 1/2 in. thick 100
  45. Plank 1/2 in. thick 100
  46. Plank 1/2 in. thick 100
  47. Plank 1/2 in. thick 100
  48. Plank 1/2 in. thick 100
  49. Plank 1/2 in. thick 100
  50. Plank 1/2 in. thick 100

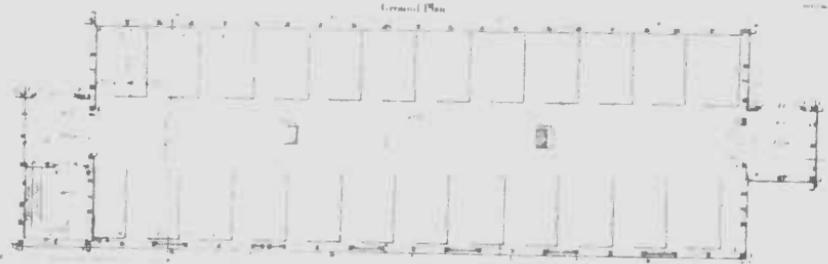
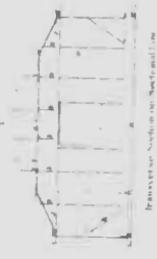
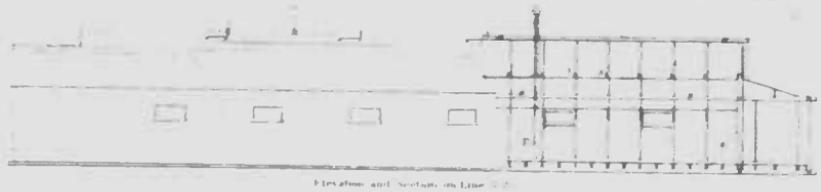


Figure 5.5. Double-boarded hospital huts, 1855. Report of a Board of Officers . . . on Different Principles and Methods of Hutting Troops. (Courtesy British Library Board.) AA-783