NPS Form 10-900
(Rev. 10-90)
United States Department of the Interior
National Park Service

OMB No. 1024-0018

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 any 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 Chance Boatyard
other names/site number AA-36

2. Location

street 222 Severn Avenue
not for publication n/a city or town Annapolis vicinity n/a
state Maryland code MD county Anne Arundel code 003 zip code 21403

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally ___ statewide x locally. (___ See continuation sheet for additional comments.)

2-26-99

Signature of certifying official Date

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

_____

Signature of commenting or other official Date

_____

State or Federal agency and bureau

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4. National Park Service Certification

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I, hereby certify that this property is:

____ entered in the National Register _____
___ See continuation sheet.

____ determined eligible for the _____
National Register
___ See continuation sheet.

____ determined not eligible for the _____
National Register

____ removed from the National Register _____

____ other (explain): _____

_____ _____
Signature of Keeper Date of Action

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5. Classification

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Ownership of Property (Check as many boxes as apply)

_x_ private
___ public-local
___ public-State
___ public-Federal

Category of Property (Check only one box)

_x_ building(s)
___ district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
9	1	buildings
		sites
		structures
		objects
9	1	Total

Number of contributing resources previously listed in National Register 0
Name of related multiple property listing n/a

6. Function or Use

Historic Functions (Enter categories from instructions)
Cat: INDUSTRY/PROCESSING/EXTRACTION Sub: manufacturing facility
TRANSPORTATION Sub: water-related
Current Functions (Enter categories from instructions)
Cat: COMMERCE/TRADE Sub: business

7. Description

Architectural Classification (Enter categories from instructions)
NO STYLE

Materials (Enter categories from instructions)
foundation Concrete
roof Metal
walls Metal
other Stucco

Narrative Description (Describe the historic and current condition of the property on one or more 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)

__x__ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
__x__ 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.)

____ A owned by a religious institution or used for religious purposes.
____ B removed from its original location.
____ C a birthplace or a grave.
____ D a cemetery.
____ E a reconstructed building, object, or structure.
____ F a commemorative property.
__x__ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
INDUSTRY
MARITIME HISTORY
MILITARY
TRANSPORTATION

Period of Significance 1913-1973

Significant Dates 1913; 1940-45; 1947

Significant Person (Complete if Criterion B is marked above)
John Trumpy, Sr.
Cultural Affiliation n/a
Architect/Builder Harold M. Simmons, engineer (1941)

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)
___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
_x_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
_x_ Other
Name of repository: Dept. of Planning & Zoning, City of Annapolis, Annapolis, MD

10. Geographical Data

Acreage of Property 2.7 acres
USGS quadrangle Annapolis, MD
UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	371650	4314600	C	__	_____	_____
B	__	_____	_____	D	__	_____	_____

___ See continuation sheet.

Verbal Boundary Description: The nominated property is indicated as Block 66, Parcel 192 on Maryland Department of Assessments and Taxation Property Map Number 38 for Annapolis, Anne Arundel County, MD.

Boundary Justification: The nominated property, 2.7 acres, comprises the parcel historically associated with the resource.

11. Form Prepared By

name/title Clifton C. Ellis and Donna Hole
organization Annapolis Dept. of Planning & Zoning date 5/97; revised 2/99
street & number Duke of Gloucester St. telephone (410) 263-7941
city or town Annapolis state MD zip code 21401

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 the 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 the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

Description Summary:

The group of buildings at 222 Severn Avenue, formerly a boat-building complex, comprises most of the block bounded by Spa Creek on the north, Second Street on the east, Severn Avenue on the south, and Third Street on the west in the section of Annapolis known as Eastport. All of the buildings on this 2.7-acre site were built during the period of significance (1913-1973). Most of the buildings were built between 1913 and 1942 to support the boat-building activity of Chance Marine Construction Corporation and its successors, Annapolis Yacht Yard and John Trumpy and Sons. The site consists of nine contributing resources, all of which are original to the site and define the site as it existed during the period of significance, and one non-contributing resource. The contributing resources are--beginning on Third Street and moving east toward Second Street--a double-gabled steel-frame and steel-roof metal-working shed, a large steel-frame and steel-roof boat-building shed, all built in 1942; a frame rigging shop built between 1948 and 1957; a stucco office and storeroom, and a stucco machine shop built between 1914 and 1921. Directly behind the machine shop is a brick construction-and-paint shop built between 1921 and 1930. Contiguous with the construction-and-paint shop is a concrete block woodworking shop built between 1921 and 1930 and rebuilt after a fire in 1963. To the east of the woodworking shop is a concrete block wood-shavings incinerator built between 1942 and 1958, and a brick wood-shavings shed built between 1921 and 1930. North of the woodworking shop is the non-contributing resource, a two-story concrete-block lumber shed which has been extensively remodeled and no longer retains integrity. North of the lumber shed is the wood-frame in-water boat shed, built in 1942, which sets on piers over Spa Creek.

Integrity

The site retains its integrity in all aspects. No new construction has occurred on the site since the period of significance. The buildings set on their original sites and the contributing resources of this site retain their distinctive design, construction techniques, and most of their original material. The setting of this complex retains the character of the period of significance. No master plan guided development of the site. Convenience determined the placement of buildings. The result is a juxtaposition of architectural features that create the distinctive relationships between the buildings themselves and between the complex and its surroundings. The relationship between the buildings, their original form and function are still discernible. The relationship of the complex to Spa Creek and its original waterfront activity is still evident in the monumentality of the boat sheds and their primary orientation to the creek. The relationship of the complex to the surrounding neighborhood is still evident in the residential scale of its Severn Avenue buildings and in the distinct entrances to the complex from Severn Avenue and Second Street. The physical features of this property remain intact and convey the association with the boat building activities that created the site. This collection of buildings constitutes a cultural resource unique to Annapolis and to the Chesapeake Bay area.

Storeroom and Machine Shop

The oldest buildings on this site relating to the period of significance are the office and storeroom and the machine shop, both brick covered in stucco. Chance Marine Construction Company constructed these buildings between 1915 and 1920 for its expansion during World War I when Chance took on government contracts to build subchasers. These buildings set on Severn Avenue in the middle of the block, flush with the lot line.

Both buildings are small in scale and domestic in appearance, qualities that allow them to blend with the residential character of the neighborhood. The office is two-stories, measuring 30.3 feet wide by 38.0 feet deep with a stepped gable roof. The south elevation has two bays on the first floor and four bays on the second floor. All bays are original. The second bay from the left of the first floor has two eight-over-eight wood windows side by side. The second floor has four unevenly spaced eight-over-eight wood windows. The west elevation has one bay, a four-pane single window on the first floor located on the far left hand side. The second floor of this elevation has three unevenly spaced six-over-six wood windows. The north elevation has four unevenly spaced bays in each story. The third bay from the left on the first floor is a door with glass panel. The other bays contain six-over-six wood windows. The first bay from the left on the second floor is an original door opening now filled by an eighteen-pane window. The outside staircase leading up to this door is now gone. The other bays contain six-over-six wood windows. The interior of the office building was originally open on the first floor but has been divided into smaller offices.

The east elevation of the office sets flush with the next building, the original machine shop. The machine shop is 95.3 feet wide and 38.0 feet deep, one-and-a-half stories with a stepped gable roof. An original clerestory rises along the ridge line with seven two-pane windows in sets of two hinged to open up and out. The south elevation has eight bays with the second bay from the left being a large portal now filled by a double set of six-over-six windows. All other bays are evenly spaced and consist of six-over-six wood windows. The east elevation of the machine shop has four evenly spaced bays with six-over-six wood windows and a stepped gable. The north elevation has three bays. The middle bay is a large portal now

covered by a metal door which raises up into a drum on the interior. The other two bays contain six-over-six wood windows. The interior of this building once was one large open space but now is divided into offices.

Although the interiors of the office and machine shop buildings have been altered, these buildings retain their integrity by all criteria. The design and most materials are original. The location is original and these buildings are defining features of the site as a whole, setting flush on Severn Avenue and presenting a domestic scale to the street which masks the monumental buildings behind them. The second story bridge connecting the office to the boat building shed clearly defines the association of these buildings to the rest of the site and contributes to the feeling of these buildings as a part of the larger complex.

Construction-and-Paint Shop

The buildings directly north and adjoining the machine shop are the construction-and-paint shop and the woodworking shop, built between 1921 and 1930. The construction-and-paint shop is a two-story brick building measuring 49 feet square with a stepped gable roof running perpendicular to that of the machine shop. In 1963 fire gutted the building and only the walls are original. All of the fenestration has been altered. The original fenestration is clearly visible on the east elevation but has been replaced with six single-pane casement windows in six bays on the first floor. The original windows of the three bays on the second floor have been replaced with six single-pane casement windows, a pair in each bay. The original fenestration on the west elevation is clearly visible, once consisting of three bays in each story, but has been changed significantly by modern windows, doors, and in filling. The interior has been divided into office space. Nevertheless, its location, design and setting are

defining aspects of the site. Its location on the site defines the original courtyard that Annapolis Yacht Yard created when it added the boat-building shed west of this building. The construction-and-paint shop retains its original massing and roofline which are important in perceiving this building and its association with the rest of the complex.

Woodworking Shop

The building directly to the north of the construction-and-paint shop is the concrete block woodworking shop measuring 142.8 feet long and 56.3 feet wide with a flat roof. This building also burned in the fire of 1963, was rebuilt in 1963-1964, and was converted to offices in 1975. It has 15 bays on the west elevation, eight bays on the north elevation and 15 bays on the east elevation. The south elevation joins the machine shop. The building retains integrity of form and materials, and defines the site's eastern boundary.

Woodshavings Shed and Incinerator

East of the woodworking shop are the woodshavings shed and the woodshavings incinerator. A concrete block wall runs the length of the site on Second Street. The woodshavings shed was built between 1921 and 1930 in the southeast corner of the property flush with the lot line of 200 Severn and with Second Street. It sets on a poured concrete foundation and is built of seven course American bond brick. It measures 13.9 feet square by sixteen feet high. The shed has one door centered on the east elevation, and it has the remnants of an iron ladder attached to the western side. The incinerator was built between 1942 and 1959 of concrete block. It measures 11.6 feet by 20 feet. It has a shed roof of corrugated iron and a thirty-six-foot-tall brick chimney laid up in ten

course American bond that bisects the northern elevation. The eastern elevation has two closed bays. The southern elevation has a set of double doors that open out and the western elevation has no fenestration. The concrete block wall along Third Street was built in 1942 and modified in 1975 to allow access to the site in two places. The woodshavings shed and the incinerator are contributing resources meeting all the criteria for integrity. They help define what once was the service area throughout the boat yard's history. On this part of the site, lumber was stored, shavings disposed of, deliveries received. From the Third Street approach, the concrete block wall and the woodshavings shed separate the site from public access. The incinerator chimney is also a prominent feature of the site rising above all the buildings on this side of the site and marking this part of the complex as a utilitarian area supporting the main buildings that lie beyond it.

Lumber Shed

Northeast of the woodworking shop is the concrete block lumber shed, now a two-story office building, a non-contributing resource. It was built after the fire of 1963 and converted to offices in 1975. The first floor of the building is built of concrete block and the second floor is covered in seamed metal. The first floor was originally open on its west elevation for easy access to the lumber stored there. The first floor of the west elevation is now filled seven bays of windows and doors. The roof line of the tall metal shed-roof has been retained on this elevation, creating a second floor which now has seven evenly spaced bays. The north elevation has two bays in the first floor. The concrete block wall of the first floor was modified with decorative concrete block in the 1975 renovation. The second floor of the north elevation has two bays. The east elevation has two bays on the first floor and seven evenly spaced bays in the second

floor. The south elevation has one door centered on the first floor and one door centered on a shed that projects from the bay to the right of this door. The second floor has a door centered in the elevation flanked on each side by a window. A concrete block stair case rises parallel and flush with the building to the second-floor door.

Boat-building Shed

The third and final phase of construction for the period of significance took place in 1941 when Annapolis Yacht Yard expanded again to build subchasers and patrol boats for the navy during World War II. Annapolis Yacht Yard raised a new metal-working building, a boat-building shed, and an in-water boat shed. These additions filled the site to capacity giving it a density and monumentality that contrasted sharply with the residential neighborhood surrounding it. The largest of these structures is the boat-building shed, designed by civil engineer Harold M. Simmons, and this building retains all of its integrity. It is a two-story rectangular building of modular steel-frame construction with walls and roof of corrugated metal setting on a poured concrete foundation which bears the imprint of the wood forms into which the concrete was poured. The main part of the building measures 259.8 feet long and 58.7 feet wide with thirteen bays each measuring 19.8 feet. A wing, three bays long and of the same construction, extends from the southern end of the main building, each bay measuring sixteen feet. The width of this wing is thirty-six feet. The total length of the building is 307.1 feet. Each bay of the main part of the building is two stories with five six-over-three metal windows in each story. All of the windows in the building are glazed with wire-reinforced glass. The cellar on the west elevation has three unglazed windows each measuring twenty-four inches wide by fourteen inches high. This elevation has an original door directly under the first window

of the first bay from the left which opened onto a wooden or metal stoop and set of stairs which no longer exist. A brick chimney 20 inches square was added later bisecting the last two windows of the first bay from the left. The second bay from the left is taken up by a large receiving portal measuring twelve feet wide by thirty-three feet high. This portal originally had two exterior doors which slid to either side of the opening to allow access. The present door is corrugated metal which rolls up into a drum attached to the top of the interior opening. The last three bays of the west elevation each has four six-over-three metal windows with later awnings over the second-story windows. The roof retains its original steel trussed system and corrugated metal covering. The roof is pierced by two skylights over each bay and six evenly-spaced exhaust towers rise from the ridge line. The south elevation of the wing projects southward from the main part of the building and is three bays wide with a gable roof. A large portal occupies the first bay of the first floor. Two original paneled steel doors open outward. The remaining bays in both the first and second floor have three six-over-three metal windows with later awnings over the second floor windows. The south elevation of the main part of the building is recessed forty-eight feet and is one bay wider than the wing. This bay extends eastward and has one original metal door on the left and a large portal to the right with original paneled metal doors opening outward. The second floor of this bay has four six-over-three windows with later awnings. The east elevation of the wing is three bays wide and identical in articulation to its corresponding west elevation with the exception of a door located under the first window of the first bay from the left which opens outward, and a twenty-four-foot-long enclosed passage running from the second bay of the second floor eastward to the second floor of the company offices. The passage has three bays with six-pane wood frame casement windows. The original gates and guard house located

underneath this passage are now gone, but the passage continues to define this space as the entrance to the property. The passage connected the business offices with the engineering offices located on the second floor of the boat-building shed. The east elevation of the main building is thirteen bays long. The first two bays from the left are two stories and have five six-over-three metal windows in each story. The first story of the first bay from the left has a large portal with original paneled metal doors which open outward. A concrete block wall of one-and-a-half stories fills bays three through ten. In the half story above this concrete block wall is a clerestory of eight bays with five six-pane metal windows in each bay. This concrete block wall is the remnant of the Chance woodworking shed which measured 55.75 feet wide by 150.5 feet long and which the present owner tore away to provide parking on the site. This concrete block wall has seven bays divided by six concrete block pilasters which probably supported the joists of the gable roof. A large portal occupies the fourth bay of the main building with a corrugated metal door that rolls up into an interior drum. A floor plan from 1942 does not show this portal. The remnant of a concrete block pilaster over the portal frame suggests that this portal was cut in after 1974 by the present owner after tearing down the woodworking shed. A door opening not original to the building was also cut into the tenth bay at this time. An original door in the eleventh bay originally opened into a concrete block men's room. The men's room no longer exists and was probably torn away by the present owner. An original door opening outward is located in the last bay. The north elevation is three bays wide. The first two bays are two stories with three six-over three metal windows in each bay and each story. In the first bay located directly under the first-story windows is an original double door opening outward. This door opened onto a wooden ramp which led to a platform and pier extending into Spa Creek. The ramp and pier no

longer exist. The third bay from the left is taken up entirely by a double height portal which originally had one large door which slid open to the left. The present door is corrugated metal which rolls up into a drum in the interior. This large portal was used to launch the boats onto the marine railway which extended into Spa Creek. From here the boats were taken to the in-water boat shed for finishing the decks and other details.

The steel structure supporting the walls and roof of the boat-building shed is clearly visible from the interior. The interior of the main building is two-and-one-half stories tall and open in its entirety. Each bay is framed by thirty-six-foot-tall steel I-beams which are bolted to the concrete foundation. A horizontal steel I-beam divides each exterior bay into two stories and another horizontal steel I-beam makes the plate which carries the rafters. Steel cross-ties reinforce every third bay in each story. The gable roof is framed in steel T-beams with rafters resting on the plate over each set of I-beams. Every third roof bay is reinforced with steel cross-ties. The original wood floor retains the hatches leading to the cellar. One of these hatches located in the fifth bay from the north end housed a windlass which was used to position the boats on the marine railway and launch them into Spa Creek. In the main part of the building, an original second floor office occupies the southernmost bay. This office housed the engineers and construction supervisors and was accessed by a stair, now gone, in the southwest corner. Four six-pane original windows allow a clear view into the work space. The southern wing of the building housed a furnace and storage on the first floor and offices on the second. The present configuration of offices on the second floor is original. The floors are original wood. The ceilings were originally wood but are now composition tiles.

Metal-working Shop

The metal-working shop, designed by civil engineer Harold M. Simmons, stands four feet west of the boat-building shed. It is 79.4 feet square, one story with a double gable roof with ridge lines running east-west. The building is steel frame construction covered in corrugated steel and sets on a concrete block foundation with a concrete floor. The original roof probably was wood covered in asphalt shingles. It now has a corrugated steel roof. The floor of the building is concrete as well. The north elevation has four evenly spaced bays with four six-over-three metal windows. Between the first and second bay from the left is a recent metal door. The east elevation has two bays of equal width, with a gable roof over each bay. Originally, a double metal door in the first bay from the left connected the building to the boat building shed, but has since been covered over. The four-foot space between the metal working shop and the boat building shed was originally covered by a wood roof, but is now covered in corrugated metal. The south elevation has been changed considerably. It now has three unevenly spaced bays. The first bay from the left is approximately nineteen feet square glazed in ten sections with a glass door. The second bay is an original six-over-three metal window. The third bay is a later addition consisting of a large portal covered by a metal door that rolls up into a drum on the interior. A fourth bay is an original six-over-three metal window. The west elevation has seven bays and a double gable roof. All windows are original six-over-three metal frames. The second bay is a door added later. The third bay is portal covered by a metal door which rolls up into a drum in the interior. The fourth and fifth bays contain original windows. The last bay is an original portal with paneled double doors hinged to open out.

The interior of the metal working shop is identical in construction to the boat building shed, but has been changed considerably. Originally open to the steel truss system, new ceilings have been installed below the joists. The original floor plan is no longer discernible. Although the building has been adapted to new uses and consequently changed in some respects, it retains integrity under all criteria. The metal working shop remains in its original location and maintains its historic setting, prominently located on the corner of Severn Avenue and Third Street, but clearly subordinate to the larger boat building shed which it served. The fenestration of each facade has been altered, but the original modular construction, workmanship, materials and fenestration are clearly discernible both on the exterior and interior. The metal-working shop's construction, materials, setting and design clearly mark it as a place of boat-building activity and thus it retains historic associations and feeling. One half of the interior is now devoted to building wood-hull boats.

Rigging Shop

The rigging shop is located directly north of the boat-building shed. It is of frame construction covered in weatherboards. It has a standing seam metal gable roof. It measures 16.3 feet by 20 feet and sets on concrete block piers. Trumpy built this shop between 1948 and 1958 and it is now used as an office. The north elevation has two bays, the first from the left is an original door with a four-pane window over three horizontal panels. The second bay is a pair of six-over-one windows. Centered in the east elevation is a pair of six-over-one windows. The south elevation has no fenestration. The west elevation has three bays of six-over-one windows. This building retains its integrity by its location, design and materials.

In-Water Boathouse

The in-water boat house, where workers repaired boats and finished decking and other details for new boats, was built in 1942 on piers extending into Spa Creek. It is wood frame construction covered in weatherboards with a gable roof covered in asphalt shingles. It has two stories and measures 170 feet long and 58 feet wide. The north elevation is gabled and has two bays each measuring 26.3 feet wide and 23 feet high. Each bay is shaped as five sides of an octagon. Originally these bays were large two-story open portals through which the boats entered. The portals are now filled with 16 sections of single-pane windows divided into 24 panes each, except for the slanting sides of the octagon which have 12 panes each. A six-foot wooden walkway runs the width of the north elevation. The east and west elevations have seventeen bays each measuring ten feet wide. The first floor of the east and west elevations were originally open. Except for the first two bays on the south end and the first bay on the north end of each elevation, all the bays are now filled with a set of three single-pane windows divided into 24 panes each. An original narrow six-foot wooden covered walkway runs the length of the east and west elevations. This walkway gave workmen access through the open first floor bays to the boats inside the shed. The north and south bays in the second story of the east and west elevations are blind. The rest of the bays each have a set of three six-pane stationary windows that make a clerestory just below the eaves. The south elevation has no fenestration. A trapezoid shaped addition was made in 1979 to accommodate the building's new kitchen.

The interior space is open in its entirety except for the last two bays on the south end. The frame construction is clearly visible. The interior is divided into two long bays running north to south for seventeen bays. Each long bay could accommodate three boats sitting in the water under the shed. Each east-west bay is a rectangle roughly measuring 27 feet wide by 23 feet high. Within this rectangle, wooden framing members form five sides of an octagon, which gives the north elevation its distinctive fenestration. A gable frame reinforced with cross-ties sets over each east-west bay. Each north-south bay is reinforced by cross-ties in the second floor. The center bays which form the ridge line of the roof are also reinforced with cross-ties. A wooden floor was added in 1979 at pier level to accommodate the building's conversion to a restaurant.

This building retains its integrity as a contributing resource. The location and siting of the building over Spa Creek is original and integral to understanding the boat site as a whole. The design of the building, its structural system, massing, fenestration and most of the materials are original and contribute to the understanding of the site as a place of boat-building activity. The interior space is still largely intact and clearly conveys the building's use as an in-water boat shed. All of these physical characteristics clearly convey the building's original character.

Significance Summary

The site at 222 Severn Avenue is historically significant under Criterion A for its association with the industrial, military, maritime, and transportation history of the City of Annapolis and of the United States between 1913 and 1973. The site has been associated with these activities in Annapolis for most of the twentieth century. Between 1913 and 1937, Chance Marine Construction Company operated on this site, building and repairing boats used by both individual watermen and by large commercial concerns that fished the Chesapeake Bay. From 1937 to 1947, Annapolis Yacht Yards used the site to construct, first, luxury yachts and later, with the entry of the United States into World War II, patrol boats and subchasers for the U.S. Navy. Although the United States did not enter the war until December of 1941, Annapolis Yacht Yards expanded the site to its present configuration and built the two large boat sheds here in the early months of 1941 to accommodate its war-time expansion under President Roosevelt's Lend-Lease Act. This site is also significant under Criterion B for its association with John Trumpy, Sr., whose company on this site from 1947 to 1973 designed and built world-renowned luxury yachts and, during the Korean and Vietnam wars, built wood-hulled minesweepers and PT boats for the U. S. Navy. Trumpy & Sons, known internationally for its yacht designs and quality construction, contributed to the growth and reputation of post-war Annapolis as a main port on the East Coast for the leisure boat industry. Trumpy & Sons also had the largest private payroll in the city at one time and thus was a major economic force in the life of Annapolitans. The site at 222 Severn Avenue remains an important part of the city's landscape, and is a significant cultural resource contributing to the understanding of the maritime development of Annapolis during the

twentieth century. The period of significance extends to 1973 to reflect the continuous era of wood-hull boat construction on the site.

Resource History and Historic Context

During the late eighteenth century, Annapolis declined as an international port city, eclipsed by the expansion of Baltimore with its superior harbor facilities. Annapolis did, however, continue to serve as an important port for its hinterlands and for the fishing fleets of the lower Chesapeake Bay. Annapolis also continued as the seat of state and county government, and the presence of the Naval Academy and of St. John's College helped Annapolis to gain national recognition. These roles assured the survival of Annapolis, but it was the watermen of the nineteenth century and the early part of the twentieth century plying the Chesapeake in their working boats who defined the city as a regional center of maritime activity.[1]

The wooden workboats as well as the later recreational and military vessels were designed, built and serviced at the boat yards on either side of Spa Creek in Annapolis and Eastport, a small subdivision developed in

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[1] For an account of the rise and decline of Annapolis as a major port in the Chesapeake see Edward C. Papenfuse, In Pursuit of Profit: The Annapolis Merchants in the Era of the American Revolution, 1763-1805, (Baltimore and London: The Johns Hopkins University Press, 1981). For general accounts of Maryland's nineteenth-century history see: Matthew Page Andrews, History of Maryland: Province and State, (Hatboro, Pennsylvania: Tradition Press, 1965), and John T. Scharf, History of Maryland, from the Earliest Period to the Present Day, (Hatboro, Pennsylvania: Tradition Press, 1967). For accounts of watermen on the Chesapeake see: Frederick Tilp, The Chesapeake Bay of Yore, Mainly about the Rowing and Sailing Craft, (Annapolis and Richmond: The Chesapeake Bay Foundation, Inc. 1982), and John R. Wennersten, The Oyster Wars of Chesapeake Bay, (Centreville, Md.: Tidewater Publishers, 1981).

1868 from farmland on the peninsula between Spa and Back creeks. At least eight facilities in addition to Chance's were constructed between 1868 and 1947. Initially, the yards offered marine railways, carpenter and machine shops, sail lofts and boat storage sheds for the watermen, and by the 1930s for the recreational boater as well. The larger and more enduring yards included William Heller's Shipyard located on Horn Point from 1868 until 1936; the Lewis Boat Yard (1899-1963) on Spa Creek between Third and Fourth streets; Sarles Boat and Engine Shop on Boucher Avenue since 1924; Mason's Boatyard (1918) on Boucher Avenue; the Owens Yacht Company (1925-1937), which outgrew its Eastport location and had to move to Dundalk; Boucher's on The Spa (1897-1930) at 82 Market Street; Arnie Gay's Yacht Yard (1946-1993) with two locations, one at Shipwright Street and in Eastport at 5th Street; and Sadler's Seafood and Marine Railway (1947-1980) at Third Street and Spa Creek.[2]

Chance Marine Construction Company was typical of the kind of boat-building operations that serviced this local industry. Founded in 1912 by Charles Chance, this boat-building firm occupied a prime location on Spa Creek directly across from the city docks in the section of Annapolis known as Eastport. This neighborhood was laid out in 1868 by the Mutual Building Association of Annapolis, a building company founded by Annapolis businessmen with the purpose of encouraging homeownership among working-class people. Eastport developed slowly and retained a distinctly rural character through most of the nineteenth century. Eastport's shoreline began to develop in the late nineteenth and early twentieth centuries as a

[2]Mike Miron, "The Boat Yards of Eastport," Exhibit prepared by the Barge House Museum, Annapolis, MD, 1998; Sanborn Fire Insurance Maps, 1897, 1903, 1908, 1913, 1921, 1930, 1951 amendments; Annapolis City Directory, 1929, 1949, 1954, 1956. Polk's *Annapolis City Directory*, 1961, 1963, 1965.

place for maritime-related industries, especially the servicing of watermen's boats. Charles Chance began acquiring land on this block in Eastport as early as 1912. By 1913 Chance Marine Construction Company owned the middle of the block and had commenced boat-building operations in a long one-story boat house sited on the northern part of the lot and extended on piers into Spa Creek. Here Chance built and repaired the boats of watermen who fished the Chesapeake for oysters, crabs and fish.

Unlike other states on the east coast, Maryland does not allow commercial motor-powered boats to dredge for oysters and crabs because such operations quickly deplete the beds. Under the conservation laws of 1865 which promoted the oyster industry, only sail boats could dredge for oysters in certain deep-water areas designated by the state. Watermen could gather oysters in shallow waters, not by dredging, but with hand tongs which disturbed the beds minimally. The abundance of the oysters along with the conservation laws gave rise to a thriving fleet of independent watermen who worked the Chesapeake Bay. The boats they sailed were distinct in their design and purpose, evolving over the course of the nineteenth and early twentieth centuries with the availability of suitable timber and with labor costs. The traditionally designed pungies, schooners and sloops gave way in the late nineteenth century to the framed "bugeye" which could maneuver more easily while dredging and tonging. When boat builders depleted the large timbers needed in bugeye construction, they began building the more simply-constructed skipjack. These were general trends, however, and boat builders continued to build a variety of ships for Chesapeake watermen. Historic photographs show the harbor and slips of Annapolis teeming with these working boats. Chance Marine Construction

Company was an integral part of this scene, helping to maintain this large and economically important fleet of boats.[3]

In 1915 Chance bought the parcel of land belonging to Braun Meat Packing Company and began expanding its operation, first to accommodate its growing business from watermen. World War I brought the largest expansion, however, and Chance grew to be one of the largest boat-building operations in Annapolis when the company built six 110-foot subchasers for the U.S. Navy. The War and the subsequent prosperity it brought to the local economy changed the emphasis of Chance's business from a local provider and repairer of working water-craft to a regionally known yacht builder. By 1921 Chance had changed the site considerably in order to cater to a larger pleasure craft clientele. Chance demolished all of the Braun operation and built a pipe shop, a machine shop, joiner shop, lumber sheds and offices.[4]

Chance was responding to a national trend in pleasure boats that spawned a regional interest among the leisure class in the Chesapeake Bay. The company soon acquired a reputation along the eastern coast of the United States for pleasure yacht construction and repair. Before the War, yachting had been mostly limited to the northern ports of New York,

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[3] Anne Arundel County Deed Book liber GW 89, folio 267 and related deeds. See chain of title and Sanborn Maps. For a brief history of Eastport see "Eastport Notes" a report prepared by Jane McWilliams for Historic Annapolis, Inc. February 1993. For histories of Chesapeake boats see: Geoffrey M. Footner, The Last Generation: A History of a Chesapeake Shipbuilding Family, (Solomons, MD: Calvert Marine Museum Press, 1991), pp. 1-30; Paul Touart, Somerset: An Architectural History, (Baltimore, MD: Maryland Historical Trust, 1990), pp. 390-91.

[4] See chain of title and Sanborn Maps. For the history of Chance Marine Construction Company, see Mike Miron, "Annapolis Yacht Yard: The Beginnings," Part I of VIII, Publick Enterprise, March, 1996.

Newport and Boston. Although the Baltimore Yacht Club was founded in 1885, it was largely isolated from the national and international yachting scene before World War I. The Chesapeake Bay was then still very much dominated by working boats and the fiercely independent watermen were deeply suspicious of intruders who might disturb their work activities. Most outsiders were intimidated by stories of the Chesapeake's dangerous waters and aggressive watermen. But post-war prosperity created a larger leisure class whose interest in sailing and boating created a boom in luxury yachts. During this period, the Chesapeake Bay Yachting and Racing Association was formed, a loose confederation of yacht clubs on the Bay. The Chesapeake also began to draw the interest of the New England yachting class who began to ply the rustic Chesapeake with greater curiosity and less trepidation. In 1929, Chance bought a shallow oyster bar located across Spa Creek at the intersection of Duke of Gloucester and Compromise Streets, dredged the bar and made it suitable for anchoring the type of yachts the company had begun to build. This improvement was a major contribution to leisure-boat facilities in Annapolis harbor. By 1930 Chance had torn down the original boat house and replaced it with two boat houses built of concrete block. Chance prospered during the 1920s building its reputation among boatbuilders and improving its facilities. Despite its reputation, Chance could not survive the doldrums of the Depression and the company was forced to sell its assets. In 1937 the Reconstruction Finance Corporation under the Roosevelt Administration acquired Chance and sold its Eastport property to Annapolis Yacht Yard Inc. A group of Annapolis businessmen and yachtsmen bought the yacht basin that Chance had built at the foot of St. Mary's Church and founded the Annapolis Yacht Club which continues in operation today. During its period of operation from 1913 to 1937, Chance Marine Construction Company changed the character of Annapolis's waterfront dramatically. Chance was the largest boat builder

in the area, servicing most of the working water craft of the upper Chesapeake and encouraging the nascent pleasure boat industry. The site that Chance occupied and improved during this period, including the mooring facilities across Spa Creek, can still be discerned today. Chance's major contributions to the site were the stucco office and storeroom, the stucco machine shop, the brick construction-and-paint shop, the concrete block woodworking shop, and the brick building used to store wood shavings.[5]

Chris Nelson, Frederick Reid and Eric Almen, founders of Annapolis Yacht Yard, Inc. were partners in the New York firm of Nelson-Reid, Inc., naval architects and yacht brokers. Nelson, who graduated from MIT in 1918 with a degree in naval architecture, designed the yachts that Reid and Almen brokered to wealthy businessmen during the 1920s and 1930s. In the mid-1930s Nelson-Reid decided to expand operations to include building their own designs. The principals of the firm were acquainted with the Chesapeake and concluded that Annapolis was a good central location on the east coast. The Chance site offered ideal facilities for Nelson-Reid and the yacht basin that Chance had built would attract potential clientele. The new company of Annapolis Yacht Yard began its operations soon after it acquired the boat yard from Chance. Their first customer was James Roosevelt, son of then President Franklin Roosevelt, who brought his yacht Sewauna to the yard for an overhaul in July 1937. At that time, Annapolis Yacht Yard was already building two twin diesel motor yachts and negotiating the construction of ten more. The firm's most popular model was the American Cruiser, a wooden motor yacht that Nelson designed and

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[5] Miron, Parts I and II.

built during the late 1930s, a few of which still survive on the Chesapeake.[6]

During the early months of 1941, U.S. Navy officials, anticipating the U.S. entry into World War II, began to search for companies with experience in building large wooden-hull boats, the type of construction the Navy required for some of its smaller ships. The Navy chose six long-established boatyards in the Chesapeake Bay area to build its ships. In April of 1941 the U.S. Navy contracted with Annapolis Yacht Yard to build two 110-foot submarine chasers for the U.S. Navy and eight Vosper PT boats for the Royal Navy in accordance with President Roosevelt's Lend-Lease Act. After the United States entered the war, Annapolis Yacht Yard secured additional contracts and became the lead boat yard in designing and building Vospers for the Allied navies, including the Russian Navy. Nelson's skills as a naval architect and his ability to manage an equally skilled staff of designers and engineers made him and his company a valuable component in America's war effort. Three other boat yards, in Rhode Island, New York and California, built boats to the specifications of the Nelson design team. In all, Annapolis Yacht Yard built 128 Vospers for the U.S. Navy. Together with the subchasers, Annapolis Yacht Yard turned out one boat a week during the duration of the war.[7]

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[6] Ibid.

[7] Ibid. For information on other Chesapeake boatyards during World War II, see Richard J. S. Dodds, "Doing Their Part: Maryland's Boatyards and Small Shipyards in World War II," Bugeye Times, the Quarterly Newsletter of the Calvert Marine Museum, Vol. 18, No. 1, Spring 1993.

The facilities that Chance had built during the last two decades proved inadequate for the large-scale operations of the Annapolis Yacht Yard brought on by the war. By the end of 1941, Annapolis Yacht Yard had expanded its facilities with five more buildings. The largest was a boat shed in which six 70-foot PT boats could be built simultaneously. An equally large structure, built on piers extending into Spa Creek, accommodated the boats after they were launched; here workers finished the decks of the boats and attended to other details in preparation for official launching. The other new building, the metal working shop, housed pipe, electrical and welding shops. Harold M. Simmons, a civil engineer, designed and supervised the construction of the boat shed and the metal working shop. Simmons designed a similar boat shed which no longer stands for Elco, a boatbuilding company in Bayonne, New Jersey. The three new buildings at Annapolis Yacht Yard, all of which survive, rose quickly on the site and tripled the capacity of the boat yard. Clearly visible from the city docks, they were the most dominant features on the shoreline and their monumental proportions were the physical manifestation of America's war effort in Annapolis.[8]

Workers filled the site quickly creating a sense of mission and excitement in the community as America geared for war. These workers came from as far away as Ohio and Pennsylvania. In all, 500 workers descended on the boat yard which operated 24 hours a day in three eight hour shifts. The third shift, known as the Rosie Riveters of Eastport, was a crew of eight women who fastened planking to the boat frames. The company's payroll, funded by the government contracts, soared to $1.5 million and

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[8] Miron, Part III.

Annapolis Yacht Yard became the largest private contributor to the economy of Annapolis.[9]

This tremendous influx of workers along with related war activities in the area, dramatically changed the social and economic life of Annapolis. Traditional gender roles were especially affected. In addition to working in factories, women filled the vacuum in civic organizations left by men who were drafted or otherwise occupied in the war effort. For example, the women of Eastport volunteered for the fire department. Women also organized and conducted relief organizations such as the Red Cross. The surge in population created a critical housing shortage in Annapolis, and the changes in the relationships within households greatly affected this community. Before the war, Annapolis and Eastport in particular had been comprised largely of single-family dwellings. Few apartments were available and households expanded to include strangers in spare rooms and attics. In 1942 the Farm Security Administration built a 50-unit trailer camp at the corner of Jackson and President Streets, and the National Housing Agency financed 119 housing units, including 51 units at Bloomsbury Square in Annapolis. The Annapolis Housing Authority built 50 units at the Feldmeyer Farm on Boucher Avenue adjoining the trailer camp on President Street. This building activity required massive improvements to the infrastructure of Annapolis, and the city built new roads, sewers, and water mains to meet the needs of its new residents. These national and local efforts to meet the housing needs of war-time Annapolis changed settlement patterns in and around Annapolis and dramatically changed the landscape of the city.[10]

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[9] Ibid.

[10] Ibid., Part IV.

After the war, Annapolis Yacht Yard resumed the construction of its popular American Cruisers, the 60-foot twin diesel motor yachts upon which the company had built its reputation before the War. A newly prosperous middle class quickly took to these relatively small but powerful pleasure boats which were easy to handle. The pleasure boat industry expanded greatly in the United States during this period and Annapolis Yacht Yard led the way with its distinctive designs. Although Nelson's pleasure boats provided a good revenue, the company continued its lucrative association with the military. In 1947 the U.S. Navy again contracted with the company to build PT boats, this time the experimental PT-811, an all-welded aluminum hull. Chris Nelson died in that same year and his partners sold the boatyard in its entirety to John Trumpy & Sons, yacht builders.[11]

The year 1947 marked the end of significant development on this site. Both Chance Marine Construction Company and Annapolis Yacht Yard had transformed the site with industrial buildings that, on the low horizon of Annapolis's shoreline, took on a monumental effect in both scale and meaning. The site was now firmly rooted in the minds of Annapolitans with boat building, both pleasure craft and military craft. Now highly developed, the site recalled earlier associations with eighteenth-century boat building across Spa Creek at what was by then the city dock of Annapolis. With the advent of Trumpy & Sons, however, the site would become associated in the popular imagination with luxury yachts, its wartime significance forgotten as America and Annapolis happily adjusted to the pleasurable pursuit of unprecedented consumerism.

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[11] Ibid. Part VIII.

John Trumpy, Sr. came from a long line of Norwegian boat builders. Trained as a naval architect in Germany, Trumpy arrived in the United States in 1902 and designed ships for the New York Shipbuilding Company in Philadelphia. In 1908 he moved to Mathis Yacht Building Company in Camden, New Jersey, soon becoming a partner and in 1939 president. In 1943 the Company changed its name to John Trumpy & Sons. After World War II, pollution of the Delaware River had become so bad that freshly painted hulls in the Trumpy boatyard corroded before they could be sailed out of the docks. Trumpy decided to move his boat yard to Annapolis, a city he already knew, both because of its association with war-time production and because of its growing reputation as a pleasure boat center. In 1947 he bought the Annapolis Yacht Yard.[12]

John Trumpy, Sr. made his name designing a new class of yachts for wealthy Americans who wanted to cruise the coastal waters of Florida, which was the latest pleasure area to draw the interest of the rich. Trumpy capitalized on this trend and on the internal combustion engine which provided a steady, if leisurely propulsion of the boat. Trumpy designed houseboats whose draft was shallow enough to allow the boat to cruise the Florida coast, but substantial and sturdy enough to take to sea. By 1917, Trumpy had designed some 47 yachts that set the industry standard. His clients included the Dupont, Guggenheim, Dodge, and Chrysler families. Of the more than 450 custom yachts Trumpy designed, almost half were launched from his boatyard in Annapolis. Only the boats built in Annapolis carry the exclusive Trumpy trademark, the gold-leaf scroll; all of the

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[12] Robert Tolf, Trumpy, (St. Michaels, Md.: Tiller Publishing, 1996), pp. 7-33, 81-84.

other Trumpy designs were launched under the Mathis name from the New Jersey docks before World War II.[13]

When Trumpy moved to Annapolis, he was still designing the classic straight-stemmed houseboat cruisers that he made famous. Typical of this type of houseboat was the 111-foot Captiva, which slept nine and was operated by a crew of seven. This custom yacht had a thirty-five-foot-long lounge and dining room paneled in hand-rubbed walnut and chestnut and heated by a fireplace with electric fire. The custom dining table, built by Trumpy craftsmen, sat ten. Each of the five staterooms had its own bath. In addition to these public rooms and luxury private quarters were four cabins and two baths for the captain and crew. Soon after the war, however, Trumpy responded to his client's new tastes with smaller boats operated by a crew of only two. These Trumpy boats, with a split level deck arrangement, became the new industry standard. None were over eighty-six feet long.[14]

John Trumpy, Sr. was highly respected as a designer. The U.S. government acknowledged this in 1931 when it bought the Trumpy-designed 99-foot Sequoia, built by Mathis in 1925, for use as the presidential yacht. President Roosevelt met with Winston Churchill aboard this boat during World War II, and later, Richard Nixon met here with Leonid Brezhnev. The

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[13] Ibid., pp. 34-80. Also see Roger Taylor and Dale Lewis, "Trumpy" Wooden Boat Magazine, # 132, Sept-Oct 1996, pp. 55-67; # 133, Nov-Dec 1996, pp. 62-73; # 134 Jan-Feb 1997, pp. 63-74.

[14] Ann Jensen, "Trumpy: Builder of the Rolls-Royce of Yachts," Annapolitan, October 1990, p. 72.

State of Maryland also owned a Trumpy yacht, the 58-foot Aurora, named for the northern lights of Trumpy's native Norway.[15]

Trumpy & Sons also designed and built PT boats for the Korean war, launching ten 82-foot minesweepers during the early 1950s and six Nasty class PT boats in the mid 1960s for the war in Vietnam. Although Trumpy initially got the contract for the PT boats, the company did not construct the boats in its Eastport boatyard. Rather, Trumpy covered and finished hulls which were built in Norway and shipped to Annapolis for final construction. Thus Trumpy continued to use the site as his predecessors had, as a luxury boat building concern which took on lucrative government contracts to build war ships. The facilities of Trumpy & Sons, however, could not accommodate the laminating processes required in new construction and the company refused to take additional government contracts after 1966.[16]

The death of John Trumpy, Sr. in 1962 and the loss of government contracts did not affect the company's fortunes. John Trumpy, Jr. took over the company and the 1960s were prosperous years for the company. It had the largest payroll in the city providing jobs for more than 150 Annapolitans. Trumpy & Sons had no lack of contracts to build luxury yachts even in the late 1960s when the American economy began to founder under the huge deficit created by the Vietnam War. By 1971 inflation was rising and workers' wages were stagnating. Labor unions in many industries began to strike demanding an increase in wages to match inflation,

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[15] Ibid., p.73.

[16] Tolf, Trumpy, pp. 133-137.

including seventy employees of Trumpy & Sons who belonged to an independent union. Six weeks before the end of its contract with Trumpy, the union notified the company that it wanted to renegotiate its contract, asking for a seventy-five cent per hour raise in the first year followed by a thirty-cent raise in the second year. The union also asked for two more paid holidays in addition to the seven it already had. Trumpy & Sons paid a top wage of $3.66 per hour to fifteen of its most experienced employees. John Trumpy, Jr. insisted that he paid the best wages in the boat-building industry, but in the union halls of nearby Washington, DC a common laborer with no skills could expect $3.85 per hour. Trumpy made no reply to the union's request and when the union's contract expired on May 17, 1971, the union struck. John Trumpy, Jr. refused to negotiate and federal mediators failed in their attempts to end the strike. Thus Trumpy & Sons lost many of its craftspeople who left for less-skilled but better paying jobs in related construction industries.[17]

On December 21, 1973 Trumpy & Sons, Inc. closed operations on the site. John Trumpy, Jr. stated in the press that although the company had no problems finding clients willing to pay $300,000 for a yacht, he could not find workers willing to learn the craft of wooden boat building. He also complained about shoddy workmanship. Trumpy's decision to close the boatyard coincided with real estate developers' realization that waterfront property was an attractive opportunity for residential development targeting the upper middle class. The success of the new waterfront Hilton Hotel spurred local interest and controversy. Shortly after closing the

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[17] Ibid., pp. 136-137. For newspaper accounts of the Trumpy strike and other strikes see: "Slides Into History," New York Times, July 11, 1974, p. 18; The Evening Capital (Annapolis), library files on "Trumpy," "Strikes," "Boatyards."

boatyard, Trumpy announced plans to build 156 high-rise condominiums on the site. City officials initially welcomed the plan and reacted favorably to Trumpy's request for rezoning. Eastport property owners, however, objected to the plan for various reasons, including increased traffic in the area and the loss of a traditional maritime use of the property. The city eventually rejected the plan because existing infrastructure would not support dense residential development. Local entrepreneur Jay Templeton bought the property in December 1974 and converted it to offices and businesses, most of which were maritime related. Templeton was responsible for two major changes to the property, the conversion of the Spa Creek boat shed into a restaurant, and the demolition of the concrete block laminating shed which Chance built.[18]

The controversial Trumpy proposal moved preservationists and city planners to consider more seriously the fate of water-related businesses on the shores of Eastport. In 1986 new zoning ordinances went into effect which protected waterfront property from high-rise residential development and encouraged the growth and stability of traditional maritime-related businesses on Eastport's shores.

Trumpy's additions to the site were minimal. A fire destroyed the woodworking shop and the construction-and-paint shop in 1963. Trumpy rebuilt these buildings the following year adding a sail loft shop (no longer standing) and a rigging shop. Although Trumpy made no major additions to the site that exist today, the site is solidly connected in

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[18] See City of Annapolis, Department of Planning and Zoning, files marked "222 Severn Avenue." For an account of reuse of the Trumpy site, see Judy Lawson, "Historic Trumpy Facility Gives Way to Super-Yard Complex" Soundings, June, 1975, p. 18.

the popular imagination with Trumpy's luxury yachts. The presence of Trumpy in Annapolis helped the city establish its reputation as a center for luxury and pleasure craft of every type. After World War II and the arrival of Trumpy & Sons, the number of cruising and sailing yachts entered in the Chesapeake Bay Yachting and Racing Association more than doubled, with 38 member clubs participating in 80 regattas. Thus, Trumpy completed a process begun by Chance Marine Construction Company in which Annapolis made an economic and cultural transition from a working-maritime to leisure-maritime center.[19]

This site was linked to wood-hull boat construction for sixty years and shows the development of an important Annapolitan maritime-related industry. The businesses on this site initially serviced a broad range of Chesapeake Bay watermen. A series of local, regional and national events, however, determined the development of the site from one that serviced working boats, to one that serviced military craft and luxury yachts. The threat of development on this site served as a catalyst to the preservation of maritime-related businesses in Annapolis. The development controversy also marked a shift in the community's perception of the site and the boatyard took on symbolic importance as a link to the maritime past of Annapolis and as a resource for the city's future. Thus 222 Severn Avenue is a significant resource in this community's narrative of its maritime history.

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[19] William Stone, "Annapolis on the Chesapeake: The Growth of Yachting is Reviving a Great Maritime Past" Yachting Magazine, (no date).

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MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization:

Western Shore

Chronological/Developmental Periods:

Industrial/Urban Dominance A.D. 1870-1939

Modern Period A.D. 1930-Present

Prehistoric/Historic Time Periods:

Economic (Commercial and Industrial)

Military

Social/Education/Cultural

Transportation

Resource Type:

Category: Buildings

Historic Environment: Urban

Historic Function(s) and Use(s):

Industry/Processing/Extraction -- manufacturing facility

Transportation -- water-related

Known Design Source: none

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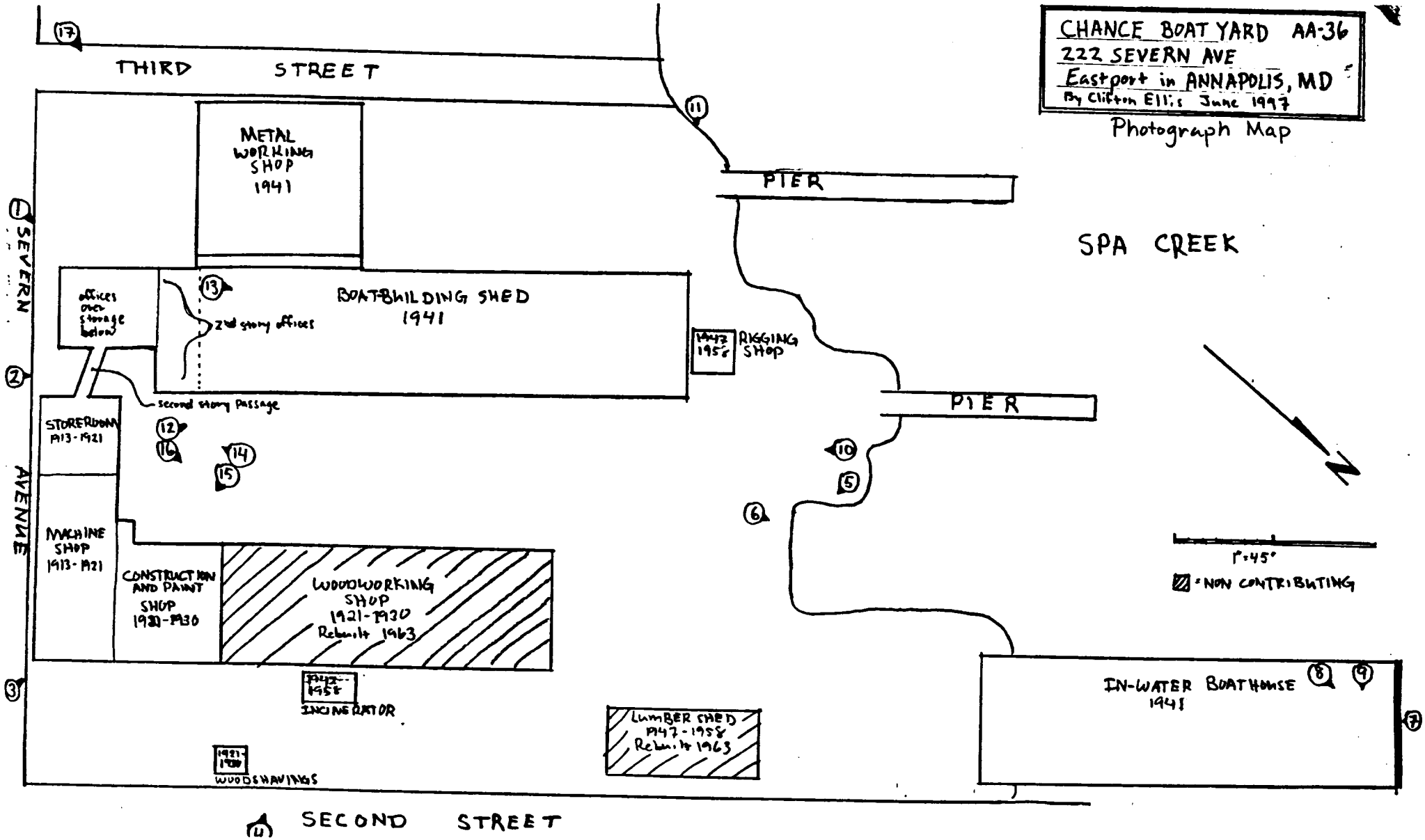
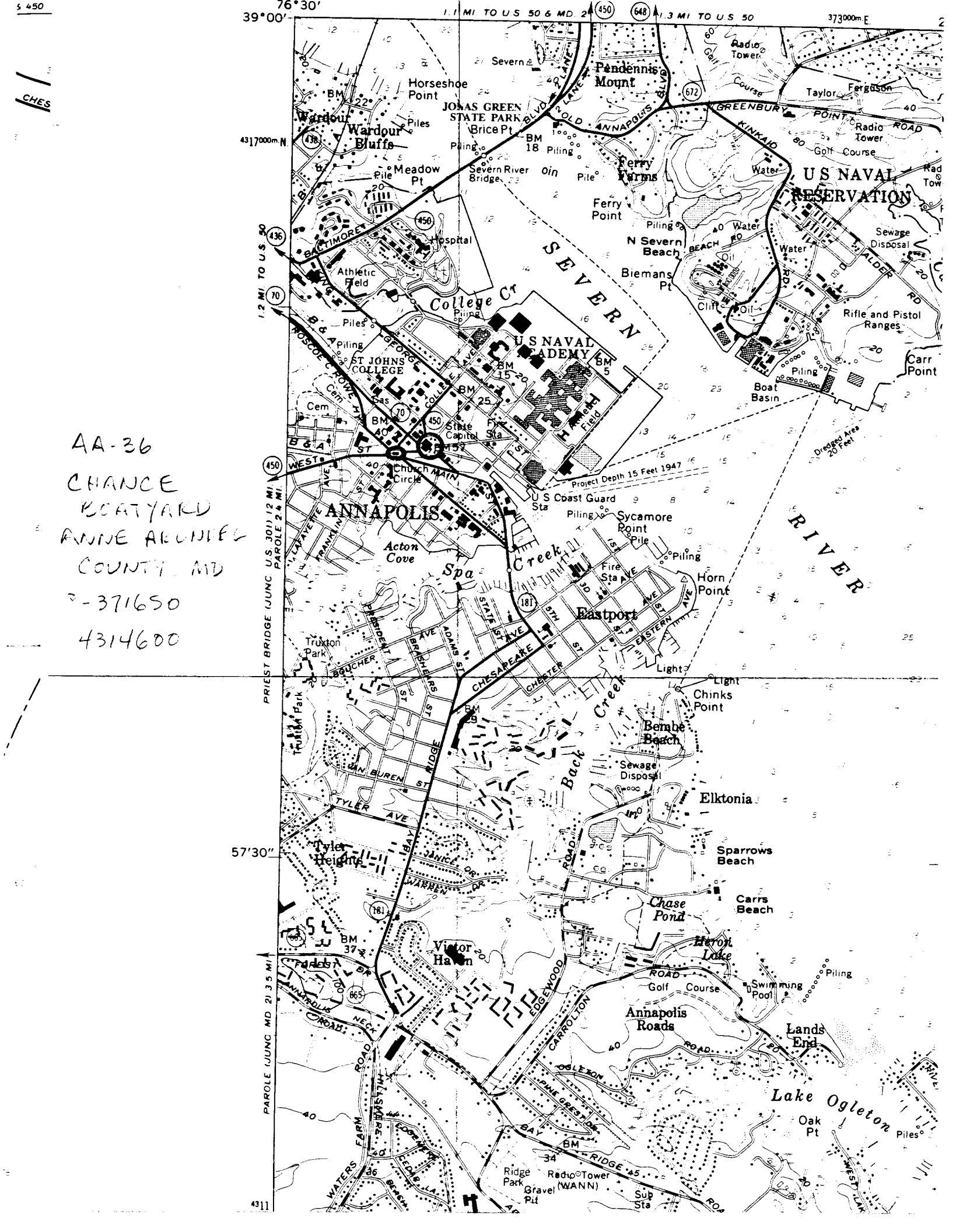

CHANCE BOAT YARD AA-36
222 SEVERN AVE
Eastport in ANNAPOLIS, MD
By Clifton Ellis June 1997
Photograph Map
THIRD STREET
SEVERN AVENUE
SECOND STREET
SPA CREEK
PIER
PIER
METAL WORKING SHOP 1941
BOATBUILDING SHED 1941
2nd story offices
offices over storage below
second story passage
RIGGING SHOP
STOREROOM 1913-1921
MACHINE SHOP 1913-1921
CONSTRUCTION AND PAINT SHOP 1921-1930
WOODWORKING SHOP 1921-1930 Rebuilt 1963
INCINERATOR
LUMBER SHED 1947-1958 Rebuilt 1963
IN-WATER BOATHOUSE 1941
WOODSHAVINGS
1" = 45'
= NON CONTRIBUTING


AA-36
CHANCE
BOATYARD
ANNE ARUNDEL
COUNTY MD
18-371650
4314600
76°30'
39°00'
57'30"
1.1 MI TO U.S. 50 & MD. 2
1.3 MI TO U.S. 50
373000m E
4317000m N
4311
1.2 MI TO U.S. 50
PRIEST BRIDGE (JUNC U.S. 301) 12 MI.
PAROLE 2.4 MI.
PAROLE (JUNC MD 2) 3.5 MI.
ANNAPOLIS
Acton Cove
Spa Creek
College Cr
SEVERN
RIVER
Back Creek
Eastport
Horseshoe Point
Wardour
Wardour Bluffs
JONAS GREEN STATE PARK
Brice Pt
Severn River Bridge
Meadow Pt
Severn
Pendennis Mount
Ferry Farms
Ferry Point
N Severn Beach
Biemans Pt
US NAVAL RESERVATION
Hospital
Athletic Field
ST JOHNS COLLEGE
US NAVAL ACADEMY
State Capitol
Church Circle
US Coast Guard Sta
Sycamore Point
Horn Point
Fire Sta
Boat Basin
Dredged Area 20 Feet
Project Depth 15 Feet 1947
Carr Point
Rifle and Pistol Ranges
Sewage Disposal
Golf Course
Radio Tower
Truxton Park
Tyler Heights
Victor Haven
Bembe Beach
Elktonia
Sparrows Beach
Carrs Beach
Chase Pond
Heron Lake
Annapolis Roads
Lands End
Lake Ogleton
Oak Pt
Ridge Park
Gravel Pit
Radio Tower (WANN)
Sub Sta
Chinks Point
Light
Piles
Piling
Oil
Cliff
Water
Swimming Pool
Golf Course
BM 18
BM 15
BM 25
BM 5
BM 40
BM 37
BM 34
BM 22
BM 20
BM 29
Taylor
Ferguson
Greenbury Point Road
Kinkaid
Old Annapolis Blvd
2 Lane
Baltimore
Rowe Blvd
George
College Ave
Maryland Ave
Main St
West St
Fleet St
Prince George St
Franklin St
Lafayette Ave
Roscoe
Cem
Gas
Fire Sta
Athletic Field
President
Bowman
Boucher
Brashears
Adams St
State St
Ave
5th St
Chesapeake
Chester
Eastern Ave
Van Buren St
Tyler Ave
Janice Dr
Warren Dr
Ridge
Bay
Forest Dr
Annapolis Road
Hillsmere
Farm Road
Edgewood
Carrollton
Ogleton
Pine Crest
Cedar La
Waters
Beach
Rd
Ln
Dr
Ave
St
Blvd
Pl
Ct
Cir
Sq
Ter
Pkwy
Hwy
Rte
Jct
Mt
Pt
Cr
Sta
Cem
Gas
Oil
Piles
Piling
Light
Water
Golf Course
Swimming Pool
Radio Tower
Sewage Disposal
Rifle and Pistol Ranges
Boat Basin
Dredged Area 20 Feet
Project Depth 15 Feet 1947
Ridge Park
Gravel Pit
Radio Tower (WANN)
Sub Sta
Chinks Point
Light
Bembe Beach
Elktonia
Sparrows Beach
Carrs Beach
Chase Pond
Heron Lake
Annapolis Roads
Lands End
Lake Ogleton
Oak Pt
Truxton Park
Tyler Heights
Victor Haven
Ferry Farms
Ferry Point
N Severn Beach
Biemans Pt
Carr Point
Horn Point
Eastport
Sycamore Point
Acton Cove
Spa Creek
College Cr
SEVERN
RIVER
Back Creek
ANNAPOLIS
US NAVAL RESERVATION
US NAVAL ACADEMY
ST JOHNS COLLEGE
JONAS GREEN STATE PARK
Horseshoe Point
Wardour
Wardour Bluffs
Brice Pt
Severn River Bridge
Meadow Pt
Pendennis Mount
Hospital
Athletic Field
State Capitol
Church Circle
US Coast Guard Sta
Sycamore Point
Horn Point
Fire Sta
Boat Basin
Dredged Area 20 Feet
Project Depth 15 Feet 1947
Carr Point
Rifle and Pistol Ranges
Sewage Disposal
Golf Course
Radio Tower
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Tyler Heights
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Elktonia
Sparrows Beach
Carrs Beach
Chase Pond
Heron Lake
Annapolis Roads
Lands End
Lake Ogleton
Oak Pt
Ridge Park
Gravel Pit
Radio Tower (WANN)
Sub Sta
Chinks Point
Light
Piles
Piling
Oil
Cliff
Water
Swimming Pool
Golf Course
BM 18
BM 15
BM 25
BM 5
BM 40
BM 37
BM 34
BM 22
BM 20
BM 29
Taylor
Ferguson
Greenbury Point Road
Kinkaid
Old Annapolis Blvd
2 Lane
Baltimore
Rowe Blvd
George
College Ave
Maryland Ave
Main St
West St
Fleet St
Prince George St
Franklin St
Lafayette Ave
Roscoe
Cem
Gas
Fire Sta
Athletic Field
President
Bowman
Boucher
Brashears
Adams St
State St
Ave
5th St
Chesapeake
Chester
Eastern Ave
Van Buren St
Tyler Ave
Janice Dr
Warren Dr
Ridge
Bay
Forest Dr
Annapolis Road
Hillsmere
Farm Road
Edgewood
Carrollton
Ogleton
Pine Crest
Cedar La
Waters
Beach
Rd
Ln
Dr
Ave
St
Blvd
Pl
Ct
Cir
Sq
Ter
Pkwy
Hwy
Rte
Jct
Mt
Pt
Cr
Sta
Cem
Gas
Oil
Piles
Piling
Light
Water
Golf Course
Swimming Pool
Radio Tower
Sewage Disposal
Rifle and Pistol Ranges
Boat Basin
Dredged Area 20 Feet
Project Depth 15 Feet 1947

① Offices

Chance Bargain [illegible]

A[illegible] Mundel Co., MD

5-97

Neg. MD [illegible]

View to N.

95 11 [illegible] 21 8 02

BACKYARD
BOATS

(2)

(3) Machine Shop
Chance Boatyard AA-30
Anne Arundel Co. MD
5-97
Neg MD SHPO
View to ~~[illegible]~~ W.

ZODIAC

(4) Wood shavings shed + incineration
Chance Boatyard AA-36
Anne Arundel Co, MD
5-97
Neg. MD SHPO
view to E.

(3) Lumber Shed
Chance Bratgard AA-36
Anne Aasmail Jr MD
5 97
Neg VHD. SHPO
View to E.

(6) In-water Boathouse
Chana Boatyard AA-36
Anne Arundel Co. MD.
5-92
Neg. MD-SHPO
view to N.

(7) In-water Boathouse

Chance Boatyard AA-36

Anne Arundel Co. MD.

5-97

Neg - MD SHPO

View → S.E.

(8) Interior, entrance
Church Boatyard AA-36
Anne Arundel Co. MD.
5-97
Neg. MD SHPO
view to N.

9) In-water boathouse
Chance Boatyard AA-36
Anne Arundel Co. MD
5-97
Neg. MD SHPO
View to N E.

95 01 11 N 24 2 19 09

BACKYARD BOATS
SAIL & POWER SUPPLIES & SERVICE
Annapolis Power
BOAT RENTALS

(10) Boat-building Shed

Chance Boatyard AA-76

Anne Arundel in MD

5-97

Neg - MD SHPO

[illegible] , S.E.

4123

(11) Boat-building shed
Chania Courtyard AA-36
Anne Arundell Co. MD
5-97
NW - MD SHPO
view to E.

(12) Boat-building Shed
Chance Boatyard AA-36
Anne Arundel Co. MD
5-97
Neg. MD SHPO
View to W.

(13) Boat-building Shed
Chance Boatyard AA-36
Anne Arundel Co. MD
5-97
Negs. - MD-SHPO
view to N.W.

(14) Offices

Chance Boatyard AA-36

Anne Arundel Co. MD

5-97

Neg. - MD. SHPO

View to S.E.

(15) Construction & Paint Shop
Chance Boatyard AA-36
Anne Arundel is MD
5-97
Neg. MD. SHPO
view to E.

(16) Woodworking Shop
Chance Boatyard AA-36
Anne Arundel Co MD
Neg. MD SHPO
view to N.
5-97

(17) Metal-working Shop
Chance Bratyand AA-36
Anne Arundel is MD
5-97
Neg MD SHPO
View to N.