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7. DESCRIPTION (Check One) 📋 Fair [] Good Deteriorated Unexposed X Excellent Ruins CONDITION (Check One) (Check One) X Altered Unaltered Moved X Original Site DESCRIBE THE PRESENT AND ORIGINAL (II known) PHYSICAL APPEARANCE Drydock Number One is constructed of large blocks of Massachusetts granite. The sides are built up in a series of stepped tiers with two flights of stairs at the land end. The overall length of the drydock is  $319\frac{1}{2}$  feet. It survives as originally built except for the replacement of the original caisson.) Drydock Number One is still in daily use. ź S m m · Z S -R C n -1 Ο Z S

IGNIFICANCE			
PERIOD (Check One or More as	Appropriate)		
Pre-Columbian)	16th Century	18th Century	20th Century
15th Century	17th Century	X 19th Century	
SPECIFIC DATE(S) (11 Applicab	le and Known)		
AREAS OF SIGNIFICANCE (Ch	eck One or More as Approp	riate)	
Abor iginal	Education	Political	🗥 [ ] Urban Planning
Prehistoric	Engineering	Religion/Phi-	Other (Specity)
🛄 Historic	Industry	losophy	
Agriculture	Invention	Science	
Architecture	Landscape	Sculpture	
Art	Architecture	Social/Human-	
Commerce	[] Literature	itorian	
Communications	🔀 Military	Theater	

The Norfolk Naval Shipyard in Portsmouth, established in 1767, is the oldest naval shipyard in the United States. In 1827, in response to "An Act for the Gradual Improvement of the Navy of the United States "passed by Congress, work was begun on Drydock Number One, one of the first two built in the United The dock was built of Massachusetts granite at the States. high cost of \$974,365.65 and was completed in 1834. On 17 June 1833, before its completion, it was opened and the Delaware became the first vessel to be drydocked in the United Since that time, it has had a long and illustrious history States. and is still in use. During the War Between the States, the world's first battle-tested ironclad ship, the Virginia, was rebuilt in this dock by the Confederate government from the Union steam frigate, the Merrimac. In 1862 the refurbished Virginia attacked the Union fleet with great success until her triumphs were brought to a standstill by the appearance of the Union Monitor, another ironclad.



SEE INSTRUCTIONS

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Form 10-300a (July 1969)	UN STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE	STATE Virginia			
	NATIONAL REGISTER OF HISTORIC PLACES	COUNTY			
	INVENTORY - NOMINATION FORM	Portsmouth FOR NPS USE ONLY			
Drydock Num	per One, INVENIORI - NOMINATION FORM				
Norfolk Nava	al (Continuation Sheet)	ENTRY NUMBER	DATE		
Shipyard					
(Number all entries	)				

8. Statement of Significance

In the early 19th cnetury the professional separation between architecture and engineering was much less marked. Architects such as Benjamin H. Latrobe and Robert Mills were involved in the designs of canals, shipyards, and railroads as well as buildings. In 1827 work was begun on the first drydock in the United States. Drydock Number One at the Norfolk Naval Shipyard, Norfolk, Virginia, was completed in 1834. It is constructed of slabs of granite quarried in Massachusetts. A living testimonial to the excellence of its design is the fact that it has been in continuous use to this day. Because of the utilitarian nature of these specialized type of structures it is easy for them to be overlooked by the general public and by the usual historical survey. However, with reflection, it can be appreciated that structures such as the Drydock Number One formed the base upon which this country was built.